



Amended Spokane Plan Commission Agenda

Wednesday, May 12, 2021

2:00 PM

Virtual Teleconference

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting - See Below For Information

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.
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Commission Briefing Session:

2:00 – 2:30	<ol style="list-style-type: none">1. Approve 4/28/2021 meeting minutes2. City Council Report3. Community Assembly Liaison Report4. President Report5. Transportation Sub-Committee Report6. Secretary Report	All CM Lori Kinnear Mary Winkes Todd Beyreuther Clifford Winger Louis Meuler
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Workshops:

2:30 – 3:15	1. Joint City Council-Plan Commission Workshop on Work Program	City Council - Plan Commission
3:15 – 4:00	2. Draft Housing Action Plan Overview	Maren Murphy

Hearing:

4:00 – 4:20	1. Draft 6 Year Program Consistency	Kevin Picanco
4:20 – 5:30	2. Downtown Plan Update	Nathan Gwinn

Commission Business:

Adjournment: A Special Meeting of the Plan Commission will be held on Wednesday, May 19, 2021

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission Meeting Information

Wednesday, May 12, 2021

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

Members of the general public are encouraged to join the on-line meeting using the following information:

Meeting Password: PlanCommission	Join Webex Meeting Online: JOIN MEETING
	Tap to join from a mobile device (attendees only):
	+1-408-418-9388,,1462059622##
	+tel:%2B1-408-418-9388,,*01*1462059622%23%23*01* United States Toll
	Join by phone: +1-408-418-9388 United States Toll
	Global call-in numbers:
Meeting Number (access code): 146 205 9622	https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af7864559443420dee7b
	Join from a video system or application: Dial sip:1462059622@spokanecity.webex.com
	You can also dial 173.243.2.68 and enter your meeting number.
	Join using Microsoft Lync or Microsoft Skype for Business Dial:
	sip:1462059622.spokanecity@lync.webex.com

How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

[SIGN UP](#)

The form will be **open until 1:00 p.m.** on May 12, 2021. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name and you can begin your testimony.

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Louis Meuler at plancommission@spokanecity.org

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

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Spokane Plan Commission - Draft Minutes

April 28, 2021

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

Attendance:

- Board Members Present: Todd Beyreuther (President), Greg Francis (Vice President), Michael Baker, Sylvia St. Clair, Thomas Sanderson, Carole Shook, Clifford Winger, Jo Anne Wright
- Board Members Not Present:
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Council Member Lori Kinnear
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Jackie Churchill, Chris Green, Giacobbe Byrd, James Richman, Kevin Freibott, Tirrell Black, Amanda Beck, Cupid Alexander, Nate Gwinn

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

None

Briefing Session:

Minutes from April 12 meeting approved unanimously.

1. City Council Liaison Report - Lori Kinnear

- Council Member Kinnear reported that Council is looking at State Legislation regarding police accountability and the Council President will provide an overview at the Public Safety Committee. The Mayor's Office and Council Members met to discuss the process to prioritize American Rescue Plan funds the City will receive over the next two years. Council Member Kinnear is advocating to use the money to get City Departments back to pre-Covid operations.
- Council Member Kinnear met with new City Administrator Johnny Perkins and discussed the critical staffing needs in Planning Services.

2. Community Assembly Liaison Report - Mary Winkes

- Ms. Winkes reported that she spoke with Human Resources about being on the interview panel for the new Planning Director.

3. Commission President Report - Todd Beyreuther

- President Beyreuther reported that Washington State Commerce is looking at alternative ways to fund affordable housing.
- President Beyreuther reported that Bill 1220 has moved through state legislature to Gov. Inslee to sign and it is expected to go through.

4. Transportation Subcommittee Report - Clifford Winger

- Mr. Winger reported that Plan Commission Transportation Subcommittee is not going to meet in the month of May.

5. Secretary Report - Louis Meuler

- Mr. Meuler reported that the Mayor has approved two new Plan Commission members and the next step is for Council to approve them.
- Mr. Meuler reported the Plan Commission will likely hold a special meeting on May 19 to continue to deep dive into housing action plan in order to meet June deadlines.

- Mr. Meuler also reported that there will be a joint City Council - Plan Commission meeting to discuss the Work Program as it was not approved by City Council due to last minute amendments by the Council.

Motion to suspend agenda to discuss work plan amendments by Jo Ann Wright. Seconded by Carole Shook. Motion passed unanimously.

Workshop(s):

1. Comprehensive Plan Amendment - Docket Introduction

- Presentation provided by Kevin Freibott
- Questions asked and answered
- Discussion ensued

2. Work Plan Amendment Discussion

- Presentation provided by Plan Commission
- Questions asked and answered
- Discussion ensued

3. History of the Plan Commission 1918 to 1945

- Presentation provided by Chris Green
- Questions asked and answered
- Discussion ensued

4. CHHS Division Director

- Presentation provided by Cupid Alexander
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 4:00 PM

Next Plan Commission Meeting scheduled for Wednesday, May 12, 2021

Plan Commission 2021 Work Plan

Project Name	Start/Status	Plan Commission Review	Project Completion
2020 Development Code (UDC) Maintenance	In Progress	Q1-2021	Q2-2021
Downtown Plan Update	In Progress	Q1-2021	Q2-2021
* Downtown Plan & North Bank Implementation as needed: Codes and Guidelines	Q3-2021	Q4-2021	Q1-2022
Housing Action Plan	In Progress	Q1-2021	Q2-2021
* Housing Action Plan Implementation - Missing Middle Housing	TBD	TBD	TBD
Accessory Dwelling Unit - (ADU) Code Update	Q2-2021	Q3-2021	Q4-2021
Review and Potentially Implement Items that did not move forward from Phase I Infill Housing Project	TBD	TBD	TBD
Design Guidelines – Shoreline, Public Projects, PUD, Skywalk, etc.	In Progress	Q2-2021	Q3-2021
Capital Facilities Chapter Update - Water	In Progress	TBD	TBD
Capital Facilities Chapter Update - Sewer	TBD	TBD	TBD
Highway 2 - West Plains Transportation Study - WSDOT Lead	In Progress	TBD	TBD
U.S. 195 / I-90 Transportation Study - SRTC Lead	In Progress	Q3-2021	Q4-2021
Division Street Study - Finish Phase 1 - Start Phase 2 - SRTC Lead	In Progress	Q3-2021	Q4-2021
"City Line" TOD Overlay Plan Implementation	In Progress	Q3-2021	Q4-2021
Transit Oriented Development Centers and Corridors Planning - I.E. Monroe / 9th and Perry	Q2-2021	Q3-2021	Q4-2021
2021 Unified Development Code Clean-up	Q2-2021	Q3-2021	Q4-2021
Short Term Rental Housing Ordinance Update	TBD	TBD	TBD
North Town - Center Planning	TBD	TBD	TBD

2021 Mandated / Annual Projects

6-Year Transportation Program Update	In Progress	Q2-2021	Q2-2021
6-Year City-Wide Capital Program Update	Q2-2021	Q3-2021	Q4-2021
2020 / 2021 Comp Plan Amendments - 7 Applications	In Progress	Q2/Q3 - 2021	Q4-2021
Shoreline Master Plan Update	In Progress	Q1-2021	Q2-2021
Flood Plain Regulation Update	Q2-2021	Q3-2021	Q4-2021

Notes:

Remaining Neighborhood Plans - Minnehaha, Shiloh Hills, Balboa / S. Indian Trail, Latah/Hangman

Spokane County Urban Growth Area Mandatory Review - 2025

WA State Periodic Comprehensive Plan Update - June, 2026

Next WA State Shoreline Program Update - June, 2030

Memo

City of Spokane
Planning Services
Department

To: City Council Members
From: Louis Meuler, City Planner
Date: 4/23/2021
Re: Potential additions to Plan Commission 2021 Work Program

This memo is in response to a request from Council President for input on an email request from Council Member Cathcart (included at end of memo) to explore additional items to be added to the Plan Commission 2021 work program. Council President further requested estimates on additional resources needed to address additional projects. Information on additional resourcing will need occur with the City Administrator and Finance.

1. **South NEPDA Sub-Area planning & North South Corridor gateway planning:** *Staff does not recommend adding NEPDA Sub-Area planning to the Work Plan at this time.* Planning will set up a meeting with the NEPDA staff to discuss their current priorities. Most of the area is already zoned Light Industrial industry growth and this area already allows for industrial along with heavy commercial, retail, and office uses. See the attached map of existing zoning and existing land uses. Existing Comprehensive Plan Policy protecting and encouraging further development of light industrial uses in the Light Industrial Land Use Category exists, especially in areas already developed with light industrial uses. The development code does allow for “Planned Industrial Zone (P.I. Zone)” where residential use may be allowed subject to a Binding Site Plan or Planned Unit Development. Use of the P.I. zone proposed at the development proposal level would be more appropriate than a sub-area plan within this area that includes existing light industrial uses that are desired to be retained and expanded.

A higher priority consistent with the City’s NEPDA plan would be a *marketing and economic development push* for this area as the new freeway interchange is completed and opens in 2022 / 2023. If the NEPDA needs City assistance, marketing will continue to be beneficial as there has been several property sale / exchanges in the past few years in the area in anticipation of the new freeway interchange. We expect that it is in anticipation of commercial / industrial uses. *Another consideration would be a process to include the area where the NEPDA was expanded in 2020 as this area mostly in the County has not been planned for.*

2. **Zoning and Densities Review and Update, and Land Use Efficiency:** Staff believes that this item is in the current Work Program under “Housing Action Plan – Missing Middle Housing”. *The current work program item could be amended to state “Housing Action Plan – Missing Middle Housing, Zoning and Densities Review and Update”.* Following adoption on the Housing Action Plan, the Plan Commission work program already anticipates additional Unified Development Code implementation efforts under the “Housing Action Plan Implementation – Missing Middle Housing”, and “Infill Housing” line items. As the Housing Action Plan implementation actions are individually scoped the City Council will be involved in developing the project charter for each action. This will include work around changes in zoning densities and land use efficiency.

3. **Permitting Simplification:** *Changes to the Short Plat fee structure are forthcoming, but should not be added to the Plan Commission work program.* Developer Services will be bringing forward changes to the short platting fee structure recognizing current procedures and potentially reducing costs for short plats that do not require extensive engineering review. After the extensive permitting process revisions completed in 2011 to 2013, additional changes to the City's Land Use platting procedures would require changes to Washington State laws governing land use procedures, platting, and building code requirements. Changes to the short plat fee structure do not go through the Plan Commission, they go straight to City Council and should not be on the Plan Commission Work Program. If there are specific permitting process examples or suggestions, the Developer Services Department is very willing to discuss specific issues.

From: Cathcart, Michael <mcathcart@spokanecity.org>

Sent: Wednesday, April 7, 2021 1:47 PM

To: City Council Members and Staff <citycouncil@spokanecity.org>

Cc: Beyreuther, Todd <tbeyreuther@spokanecity.org>; Warfield, Paul <pwarfield@spokanecity.org>; Francis, Greg <gfrancis@spokanecity.org>

Subject: Plan Commission Work Plan Amendments

Councilmembers, (Please don't reply all)

On Monday, we are set to take up the Plan Commission Work Plan. While, I appreciate the included items by the Plan Commission, I believe some additional items are very necessary to consider to support current and future growth in our City. I recognize that staffing is an issue and it's possible that these can't be started right away.

I welcome any conversation or helpful word smithing regarding these items.

Requested Amendments to the 2021 Plan Commission Work Plan:

1. **South NEPDA Sub-Area planning & North South Corridor gateway planning:**

A sub-area plan is requested for the South NEPDA, which roughly includes the areas between Rich and Broad Avenues as well as Freya and Havana Streets, to identify alternative zoning and land use options. A sub-area plan will facilitate the development of mixed-uses, including commercial, medium and high-density residential which are generally not allowed today under current industrial zoning.

(This request is supported and encouraged by David Guthrie, the NEPDA executive director, and a resolution may be considered at this week's NEPDA board meeting.)

2. **Zoning and Densities Review and Update:**

A review and update developing a broader array of zoning types and allowable densities than currently offered in the City of Spokane to cultivate an adequate housing supply, create more choice, and to maximize in-fill development opportunities in Spokane.

3. **Land Use Efficiency:**

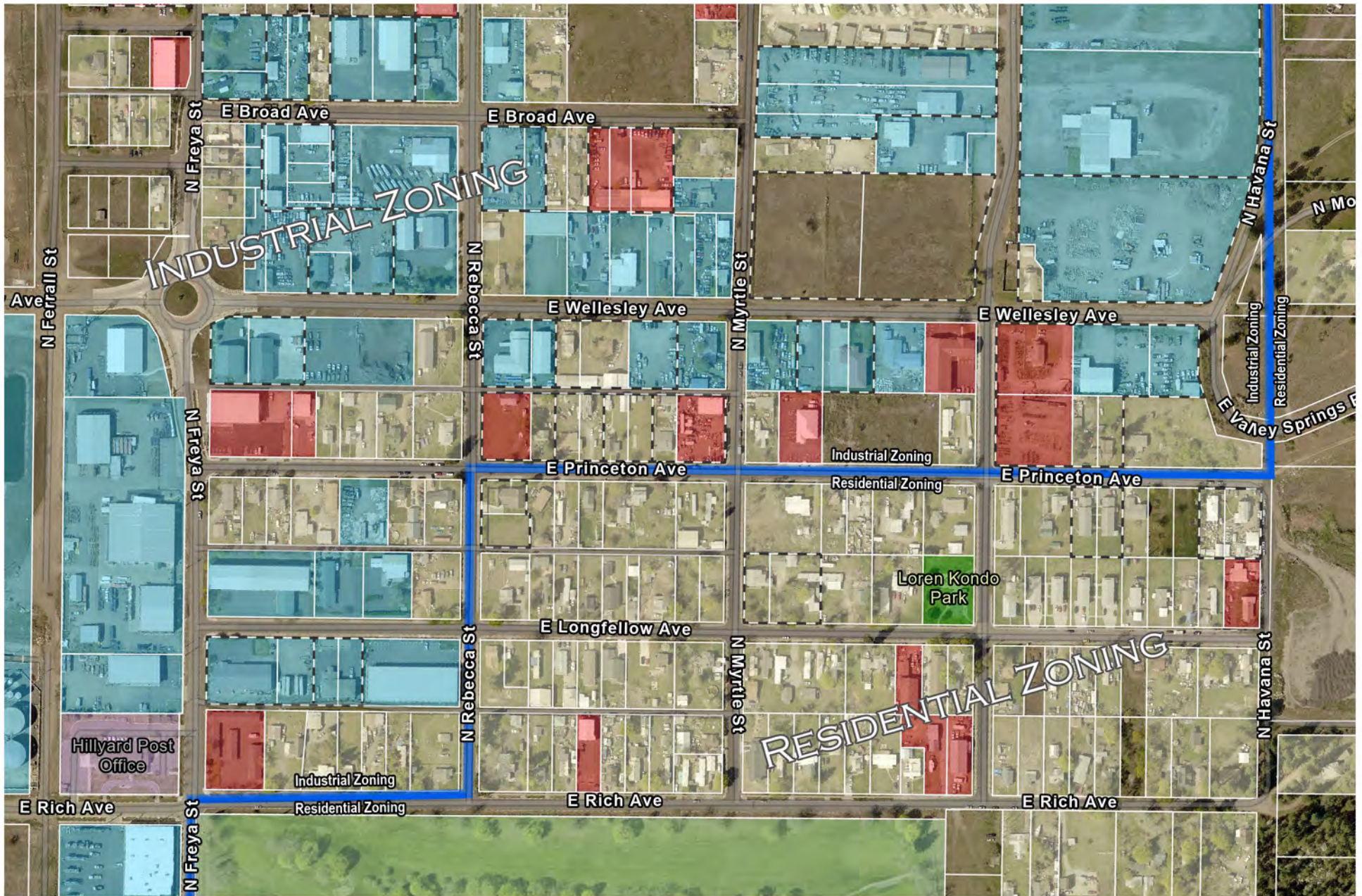
A review and update to dimensional standards including floor area ratio (FAR), lot sizes, transition requirements, and housing types to allow for greater and more efficient use of available land within the City of Spokane.

4. **Permitting Simplification:**

Identify strategies to simplify and expedite the current permitting process and requirements, especially for, but not limited to short plats.

Thank you,

Michael Cathcart | City Council Member
Spokane's 1st District!
[509.625.6257](tel:509.625.6257) | mcathcart@spokanecity.org



Existing Land Uses in a Portion of the NEPDA Area

Prepared by a Study of 2020 Aerial Pictometry and an On-Site Survey by Planning Services Staff

Drawn by Kevin Freibott on April 21, 2021

Folder: C:\Users\kfreibott\Documents\ArcGIS\Projects\NEPDA Request\

Common Ownership

Commercial

Industrial

Park

Residential

Golf Course



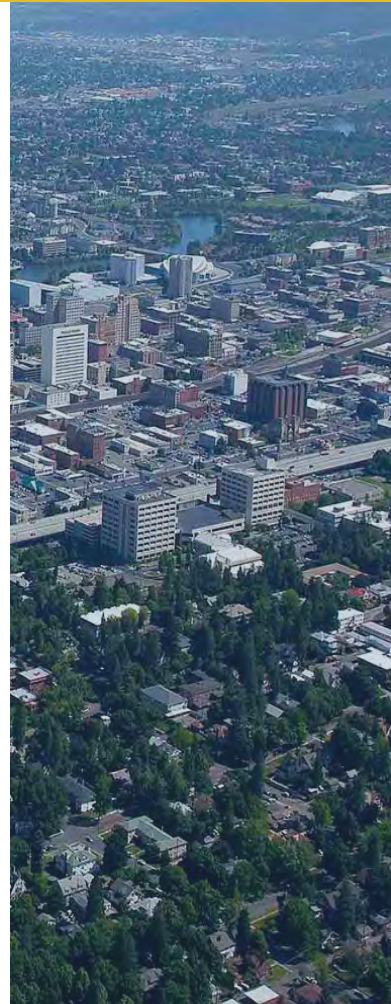


HOUSING ACTION PLAN

May 2021 • Public Review Draft

HOUSING OPTIONS FOR ALL

Prepared by the City of Spokane



ACKNOWLEDGEMENTS

The Housing Action Plan was developed through the collaborative efforts of community members and organizations, stakeholders, agency partners and the City of Spokane. We are grateful to the numerous community members, numerous City staff, and elected officials, and community members who participated in this process and provided feedback to shape the plan.

Mayor

Nadine Woodward

City Council

Breean Beggs, City Council President

Kate Burke, District 1

Michael Cathcart, District 1

Lori Kinnear, District 2

Betsy Wilkerson, District 2

Candace Mumm, District 3

Karen Stratton, District 3

Plan Commission

Todd Beyreuther, President

Greg Francis, Vice President

Michael Baker

Thomas Sanderson

Carole Shook

Sylvia St. Clair

Clifford Winger

Jo Anne Wright

City of Spokane Internal Team

Cupid Alexander, Neighborhoods, Housing, and Human Services

Kris Becker, Development Services Center

Luis Garcia, Code Enforcement

Lisa Gardner, City Council Office

Alex Gibilisco, City Council Office

Brian McClatchey, City Council Office

Katherine Miller, Integrated Capital Management

Melissa Morrison, City Council Office

Dermott Murphy, Building Official

Tami Palmquist, Development Services Center

James Richman, Legal

Jason Ruffing, Code Enforcement

Tim Sigler, Community, Housing, and Human Services

Teri Stripes, Planning Services

Paul Warfield, Mayor's Office

City of Spokane Project Team

Tirrell Black, Planning Services

Jackie Churchill, Planning Services

George Dahl, Community, Housing, and Human Services

Kirstin Davis, Communications

Kevin Freibott, Planning Services

Chris Green, Planning Services

Louis Meuler, Planning Services

Maren Murphy, Project Manager, Planning Services

Paul Trautman, Community, Housing, and Human Services (Former Staff)

Rebekah Tuno, Community, Housing, and Human Services

Housing Action Plan Working Group

The City convened a Housing Action Plan Working Group to provide guidance on existing housing challenges, provide input and feedback on direction, and review potential strategies and actions. The Working Group included community members, community group representatives, local builders and real estate professionals, local religious groups/faith-based organizations, and local and regional agency partners. Over the course of four Working Group meetings, four roundtables, and conversations throughout 10 months, the Housing Action Plan benefitted from their input and perspectives. The Working Group included community members and representatives from the following:

- 4 Degrees Real Estate
- Bernadette Pillar Real Estate
- Bethel AME Church
- Better Health Together
- Building Industry Association of WA
- Carl Maxey Center
- Catholic Charities
- City of Spokane CHHS Board
- City of Spokane City Council
- City of Spokane City Council Policy Staff
- City of Spokane Mayor's Office
- City of Spokane Human Rights Commission
- City of Spokane Plan Commission
- City of Spokane Staff
- City of Spokane Sustainability Action Subcommittee
- Community Assembly
- Community Frameworks
- Craft3
- D.R. Horton
- Disability Action Center NW
- Disability Rights Washington
- DMC Properties
- Downtown Spokane Partnership
- Empire Health Foundation
- Faith Representatives
- First Presbyterian Church
- Goodale & Barbieri
- Greenstone
- Habitat for Humanity
- Hispanic Business Professional Association
- Inland Empire Residential Resources
- Inland Construction Group
- InterUrban Development
- Jesus Is The Answer City Church
- Kiemle & Hagood
- Landlord Association of INW
- Latinos en Spokane
- Liberty Park Kids
- Morning Star Baptist Church
- Mujeres in Action
- NAACP
- NAC Architecture
- Northwest Fair Housing Alliance
- PEER Homes SPS
- Spokane Plan Commission
- SNAP WA
- Spokane Active Transportation
- Spokane Alliance
- Spokane Association of REALTORS
- Spokane County
- Spokane Home Builders Association
- Spokane Housing Authority
- Spokane Housing Ventures
- Spokane Indian Housing Authority
- Spokane Low Income Housing Consortium
- Spokane Public Schools
- Spokane Regional Health District
- Spokane Tenants Union
- Spokane Transit Authority
- Spokane Urban Ministries
- The Native Project
- The ZoNE Project
- United Way
- University District PDA
- Volunteers of America Eastern Washington
- WA Dept. of Commerce
- World Relief
- WA Dept. of Transportation
- YWCA
- ZBA Architecture

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1. INTRODUCTION

1.1 Purpose and Project Approach

Housing impacts everyone. The communities and neighborhoods where people and families live shape their lives and health in important ways. Today, the City of Spokane is facing growing housing challenges that include low vacancy and increasing housing prices. Housing affordability is critical for all residents to thrive and is the foundation of a vibrant and resilient Spokane.

When people are able to secure a safe, stable, and affordable home in they are able to better focus on achieving life goals without difficult tradeoffs. Everyone should have the opportunity to live in a safe and, decent quality, affordable home. However, this is not always the case.

The City of Spokane has prepared this Housing Action Plan (the **HAP**), with the support of Washington Department of Commerce guidance and grant funding, to help identify actions that the city can consider to help increase housing options that create more homes for more people. The purpose of the HAP is to consider actions that will promote greater housing diversity, affordability, and access to opportunity for residents of all income levels in Spokane. The HAP provides guidance for City staff, elected officials, and decision-makers to encourage the construction of additional affordable and market-rate housing that meets Spokane's current and future housing needs.

This plan presents strategies that have been identified as potential actions to assist with the development of more housing for Spokane, but it is important to note that if and when each action is undertaken, it will be subject to its own public process of review and adoption.

Project Approach

The HAP follows a data-driven, community-informed approach, seeking a focus on equity, to understand the current state of housing needs, identify trends, and develop strategies which can address the need for more housing for all types. Prior to the preparation of the HAP, a Housing Needs Assessment was conducted by ECONorthwest, a consulting firm specializing in economics, finance, and planning, under contract with the City of Spokane and is included in this report as Appendix A. The Housing Needs Assessment gathered data to support informed decision-making about strategies and actions that can result in the kinds of housing that are needed the most. The HAP is also informed by numerous other data sources and public outreach during the past year.

Outreach and engagement undertaken during the preparation of the HAP included coordination with residents, partners, and City leaders to understand housing preferences, barriers, gaps, and solutions. Outreach included repeated consultation with a dedicated group of community stakeholders and members of the public who served on the HAP

Working Group. Despite difficulties resulting from the COVID-19 pandemic, a variety of public involvement techniques were integrated into this process to meet the diverse needs of different stakeholders. Finally, the City created a [project webpage](#) to document the process and keep the project materials and documents available for the community.¹

Engagement activities where community concerns, needs, and ideas were gathered included:

- Stakeholder interviews;
- Housing Action Plan Working Group;
- Roundtable discussions focused on specific topics;
- Housing experiences and issue surveys;
- Housing industry professional survey;
- Presentations to City Council, Commissions, Boards, and Committees; and
- Outreach to citizens through the project website, social media; blog posts, and project updates.

In addition to reviewing the data compiled in the Housing Needs Assessment, the activities used to inform the Housing Action Plan include: a review the City's local policy framework; focused interviews; a survey to better understanding barriers to accessing housing and homeownership; a survey of builders and developers; work with stakeholders that represent impacted populations and understand diverse experiences; a mapping exercise to identify locations within the community where people live that may be at risk of displacement; and an outline of priorities and strategies that the City can undertake to encourage an increase in housing supply and to address equitable outcomes. Equity in housing aims to ensure all people have housing choices that are diverse, high quality, affordable within their income, and with access to opportunities, services, and amenities.

¹ <https://my.spokanecity.org/housing/spokane-housing-action-plan/>

1.2. Background and Foundation of the Housing Action Plan

The City's Role in Housing

Housing affordability is both a local and regional challenge. There are many different factors that influence the housing market, including the financial sector, housing supply, housing demand, resident preferences, and stakeholders and partners. While the City of Spokane plays an important role in setting housing policy, there are limits to the City's ability to influence housing development on its own. Addressing Spokane's housing challenges will require partnerships and support across the community and region. Regardless, there are actions that the City can take to allow, encourage, direct, and support the development of new housing or the preservation of existing stock.

While this document acknowledges the broad scope of the regional housing market, the focus of the plan is on the City of Spokane itself. When discussing Spokane, the plan is referring to the City of Spokane unless otherwise specified.

Creation of the Housing Action Plan

In 2019, the Washington Legislature passed House Bill 1923 to increase residential capacity in cities across Washington (RCW [36.70A.600](#)). As part of a voluntary Growth Management Act program, the City of Spokane received a grant from Washington State Department of Commerce to develop the HAP. The framework for creating the HAP—which was established by the State Legislature and guided by Commerce—included identifying housing needs, analyzing available data, evaluating local policies and ongoing efforts, considering anti-displacement measures, and engaging with community members. While focusing attention, building community support, and promoting accountability for enacting change, the aim of the legislation and the HAP is to:

Quantify existing and projected housing needs for all income levels including documentation of housing and household characteristics.

Develop strategies to increase the supply of housing and the variety of housing types needed to serve the housing needs identified above.

Analyze population and employment trends, with documentation of projections.

Consider strategies to minimize displacement of low-income residents resulting from redevelopment.

Review and evaluate the current Comprehensive Plan housing chapter, adopted pursuant to RCW 36.70A.070, including an evaluation of success in attaining planned housing types and units, achievement of goals and policies, and implementation of the schedule of programs and actions.

Provide for participation and input from community members, community groups, local builders, local realtors, nonprofit housing advocates, and local religious groups.

Include a schedule of programs and actions to implement the recommendations of the HAP.

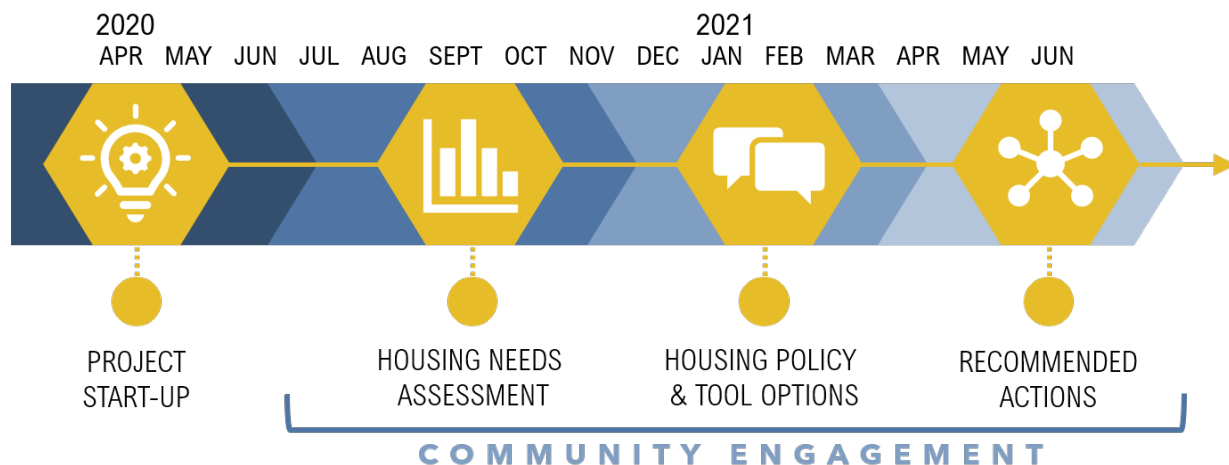


Figure 1. HAP Project Timeline

Consideration of Housing Legislation in Washington

In recent legislative sessions, the Washington Legislature has passed several bills addressing housing issues, including revenue-generating opportunities for local governments, encouraging higher residential densities in urban areas, and tenant protections. This activity signals lawmakers' continued interest in addressing the problem of housing affordability in Washington State. The Housing Action Plan reflects legislative changes as much as possible, while also acknowledging that future state policy may further direct local actions.

Housing and Land Use Goals in the City's Comprehensive Plan

As the long-range vision and policy document for the City, the City of Spokane's Comprehensive Plan is a requirement of the Growth Management Act and provides a framework for the kind of growth and redevelopment that Spokane desires². The HAP can inform housing, land use, and other policies outlined in the Comprehensive Plan. The HAP can also guide implementation of Comprehensive Plan policies by identifying strategies to further encourage housing development to meet our housing goals and policies.

² <https://my.spokanecity.org/shaping Spokane/comprehensive-plan/>

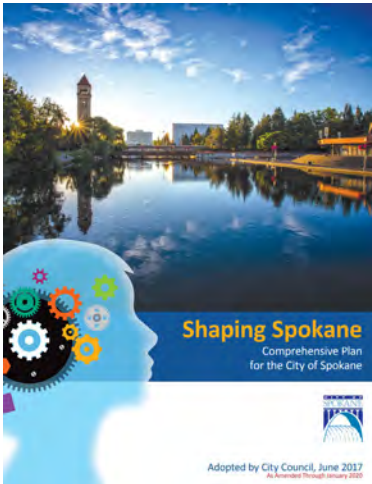


Figure 2. Relationship to the Comprehensive Plan

The Housing Chapter (Chapter 6) of the Comprehensive Plan provides a vision and policy framework for addressing the housing needs and issues of the City. The Housing Chapter includes topics such as affordable housing, the provision of housing choices, and overall housing quality. The chapter outlines the direction the City wishes to pursue to accommodate the housing needs of the population through the year 2037 and beyond. Policies in the chapter recognize the diverse housing needs of the community, including affordability, home ownership, housing types, neighborhood context, and preservation and rehabilitation. The City also considers intrinsically linked policies in all other chapters of the Comprehensive Plan including, Land Use, Capital Facilities, Social Health, Transportation and others.

Comprehensive Plan housing policies are based on the vision and goals adopted in the Housing Chapter:

Comprehensive Plan Housing Vision:



“Affordable housing of all types will be available to all community residents in an environment that is safe, clean, and healthy. Renewed emphasis will be placed on preserving existing houses and rehabilitating older neighborhoods.”

Goal: H 1 Housing Choice and Diversity. 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.

Goal: H 2 Housing Quality. Improve the overall quality of the City of Spokane’s housing.

In addition to the Housing Chapter, the Land Use Chapter (Chapter 3), lays out a focused growth strategy to accommodate ongoing population and economic growth within the City. According to the Land Use Chapter, more intense residential, commercial, and mixed-use development should be focused within designated Centers and Corridors, in alignment with existing and planned infrastructure, services, and amenities. Additionally, housing development is permitted by the development code in all commercial zones, Center and Corridor zones, and Downtown zones, throughout the City. A more detailed discussion is included in the Housing Policy Framework Review in the Appendix C of the HAP.

Relationship to Past and Ongoing Efforts

The Spokane community has participated in several housing initiatives in recent years, including the infill initiative and studies, housing choice, safe and quality housing, affordable housing construction, and re-housing for those experiencing homelessness. The HAP builds upon these discussions and provides additional recommendations for implementation. These previous studies and initiatives are summarized below.

Figure 3. City of Spokane Previous and Ongoing Housing Initiatives



Infill Housing Zoning Code Update Project: In December of 2008, a representative task force of interested individuals and organizations was formed to look at existing standards to determine if improvements could be made encourage additional infill opportunities. The group identified a list of work products and created a work program. The Infill Housing Task Force has completed its review of the base zoning code standards. It has also completed a draft code amendment for Pocket Residential Development. Review of draft amendments to the Planned Unit Development (PUD) code have been completed and will be presented to the Plan Commission³.

Infill Housing and Code Changes: In 2016, a subcommittee of the Spokane City Plan Commission engaged a steering committee comprised of 16 developers, design contractors, community representatives, and leaders to ask what changes were needed to encourage high-quality housing and commercial development in appropriate designated areas of Spokane. The study resulted in 24 recommended actions, providing a guide to address residential and commercial development on vacant lots in previously developed areas.⁴ The committee's recommendations were adopted by the City Council in November 2016 (RES 2016-0094). As a continuation of this project, the City adopted municipal code amendments in 2018 and 2019 to increase infill residential development options in Spokane's lower-density residential areas.⁵

Housing Quality Task Force: The City initiated the Housing Quality Task Force under former Mayor David Condon in 2016 to address housing quality and affordability

³ <https://my.spokanecity.org/projects/infill-housing-zoning-code-update-project-2012/>

⁴ <https://static.spokanecity.org/documents/projects/infill-housing-strategies-infill-development/2016-10-06-infill-report-rec-combined.pdf>

⁵ <https://my.spokanecity.org/projects/infill-housing-strategies-infill-development/>

throughout Spokane.⁶ The purpose of the Task Force was to identify recommendations to improve housing in key areas related to housing quality, abandoned homes, and housing affordability. This effort resulted in a list of 19 priority recommendations. The recommendations of the Task Force were recognized by City Council in January 2017 (RES 2017-0009).

Analysis of Impediments: The City of Spokane contracted with the Northwest Fair Housing Alliance to complete an “Analysis of Impediments to Fair Housing Choice” in 2019.⁷ The analysis involved: a comprehensive review of pertinent laws, regulations, and administrative policies, procedures, and practices; an assessment of how those laws and policies affect the location, availability, and accessibility of housing; an assessment of conditions, both public and private, affecting fair housing choice for all protected classes; and the availability of affordable, accessible housing in a range of unit sizes. The analysis identified 10 impediments and recommended actions to help affirmatively further fair housing choice and support affordable housing options. The Impediments to Fair Housing Report was adopted by the Community, Housing, and Human Services (CHHS) Board on February 5, 2020.

HUD Consolidated Plan: The City of Spokane 2020-2024 Consolidated Plan, adopted pursuant to US Department of Housing and Urban Development (HUD) requirements, identifies housing and community development priorities that align and focus funding from federal formula block grant programs.⁸ This includes the Community Development Block Grant (CDBG) Program, the HOME Investment Partnerships (HOME) Program, and the Emergency Solutions Grants (ESG) Program.⁹ These grant programs fund construction of affordable housing units, renovation of existing units, and other measures which increase or maintain residential opportunities for low- and moderate-income households in Spokane.

The HAP also builds on the existing programs and policies that are already in place to support housing through City departments like Planning and Economic Development Services; Neighborhood, Housing and Human Services; and Code Enforcement.

Connection Between Housing Policy and Racial Inequality

As cities across Washington address housing needs and affordability challenges, the Washington Department of Commerce encourages HAPs to proactively address the history of racial and income inequality. The City of Spokane’s Analysis of Impediments to Fair Housing outlined historical practices that created disparities across the City during the last century.¹⁰

⁶ <https://my.spokanecity.org/projects/mayors-housing-quality-task-force/>

⁷ <https://static.spokanecity.org/documents/chhs/plans-reports/planning/draft-analysis-of-impediments-to-fair-housing-2019-11-27.pdf>

⁸ <https://static.spokanecity.org/documents/chhs/plans-reports/planning/july-8-2020-draft-consolidated-plan-public-comment.pdf>

⁹ <https://my.spokanecity.org/chhs/programs/>

¹⁰ <https://static.spokanecity.org/documents/chhs/plans-reports/planning/draft-analysis-of-impediments-to-fair-housing-2019-11-27.pdf>

Throughout the United States, practices such as 'redlining' and restrictive covenants on property have had long-lasting impacts on neighborhoods and homeownership, such as wealth inequality and lower health outcomes¹¹. Zoning that limits housing types or sets large minimum lot size requirements in middle- and upper-income neighborhoods, referred to in some policy discussions as "exclusionary zoning," also has a role in driving up prices and limiting the supply of housing opportunities for lower and moderate income households, many of which include people of color.

¹¹ <https://dsl.richmond.edu/panorama/redlining>

2. HOUSING NEEDS AND FINDINGS

2.1. Summary of the Housing Needs Assessment and Additional Data Research

The Housing Needs Assessment¹² and additional data analysis¹³ help define the range of housing needs by analyzing data that describes the City of Spokane's housing and associated demographic, workforce, and market trends over the past few decades. While the needs assessment focuses on the City of Spokane, it also includes data that shows the larger regional housing market. Based on the City's 20-year growth allocation, the assessment provides an analysis of the forecasted housing needs for Spokane. Each of the key findings described below are discussed in full detail, including graphics for some sections, in the Appendices A and B of the HAP.

Some key findings of the Housing Needs Assessment and additional data analysis are as follows:

The City of Spokane and greater region is seeing steady population and job growth. The City's population has grown by more than 14,000 people from 2010 to 2020. Since 2017, the in-migration in Spokane County has exceeded 5,000 people each year, which refers to the total population change resulting from people moving in or out of the area. Concurrently, jobs in the City of Spokane grew by approximately 4% from 2010 to 2017.

As a result of the City of Spokane's growth allocation and projected growth, at least 6,800 housing units are needed by 2037. Forecasted housing needs are based on the Washington Office of Financial Management (OFM) projected population growth for Spokane County and the population allocation for the City, as adopted by Spokane County.

Overall, these findings indicate increased demand for housing for households in the moderate and middle-income options (80-120% Area Median Income (AMI)), that can mostly be met through single-family attached housing. In addition, demand has increased for 2-bedroom apartments, rentals, and housing for seniors' special needs.

¹² <https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/city-of-spokane-draft-housing-needs-fact-sheet-2020-12-07.pdf>

¹³ <https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/spokane-housing-needs-additional-data-slides-dec-18-2020.pdf>

Housing prices have outpaced household incomes in the City of Spokane and greater Spokane housing market. Pressure on the local Spokane housing market from in-migration is increasing market competition and driving up housing costs further. The City and region are experiencing an influx of new residents coming from areas with higher home prices and generally with greater amount of housing wealth.¹⁴ Continued low homeowner and low rental vacancy rates are increasing pressure on the housing market and indicate an inadequate supply to satisfy demand, particularly for lower- and moderate-income households.

Changing household characteristics result in changing housing needs. The City's baby boomer and elderly population (65+ years) and millennial population (25-40 years) grew from 2012 to 2018. The Housing Needs Assessment speculated that the projected demographic changes could generate greater demand for smaller sized housing as well as housing with living assistance support.

In 2018, **close to 2 in 5 households** in the City of Spokane spent more than 30% of their income on housing.



Figure 4. Cost Burdened Households in City of Spokane, 2018

Nearly 2 in 5 households in the City are cost burdened, including half of all renters. Households are considered cost burdened by HUD when they spend more than 30% of their monthly income on housing costs. Nearly 38,000 households in the City meet or exceed this level, with the highest cost burdens found among lower income households, renters, and households of color. Cost burdened households often find it harder to afford necessities such as food, clothing, transportation, and medical care, as well monthly housing costs and upkeep.

¹⁴ <https://www.spokesman.com/stories/2020/mar/05/spokane-market-affordability-draws-both-single-and/>

Homeownership is increasingly out of reach for a growing proportion of residents. This has the greatest effect on lower income households and historically has impacted people of color to a greater degree. Homeownership is a key source of wealth creation and housing stability for households in the United States.

Housing within the City of Spokane remains relatively affordable compared to the region and other cities, but many residents now fear being priced out. While housing prices have been outpacing household incomes in Spokane, particularly in recent years, Spokane still has overall lower average housing costs relative to other areas in the regional market like the City of Spokane Valley and Coeur d'Alene. Many stakeholders shared that this could push people farther down the housing ladder and creates conditions of increased displacement, instability, or shuts people out of the market altogether.

Figure 5. Change in Median Home Sales Prices in Region, 2010-2020

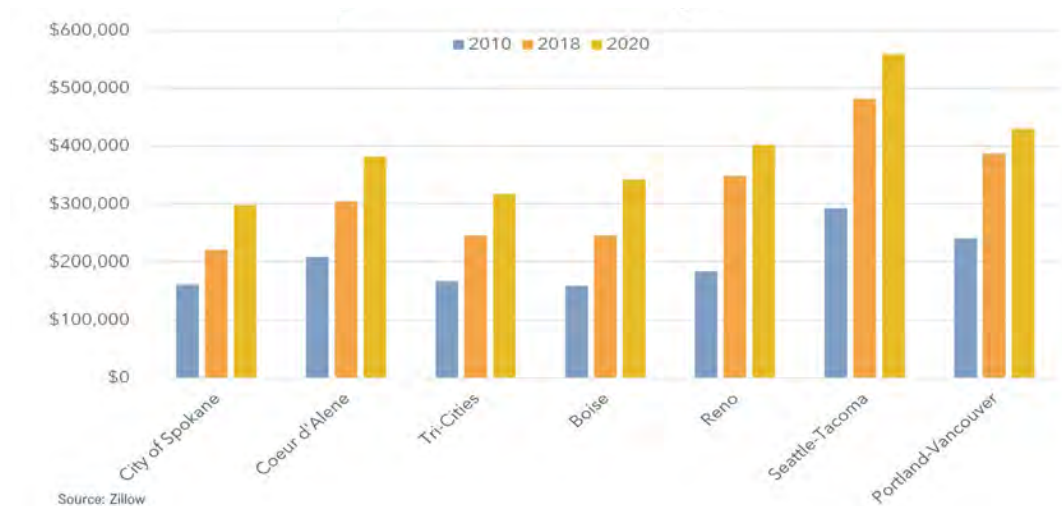
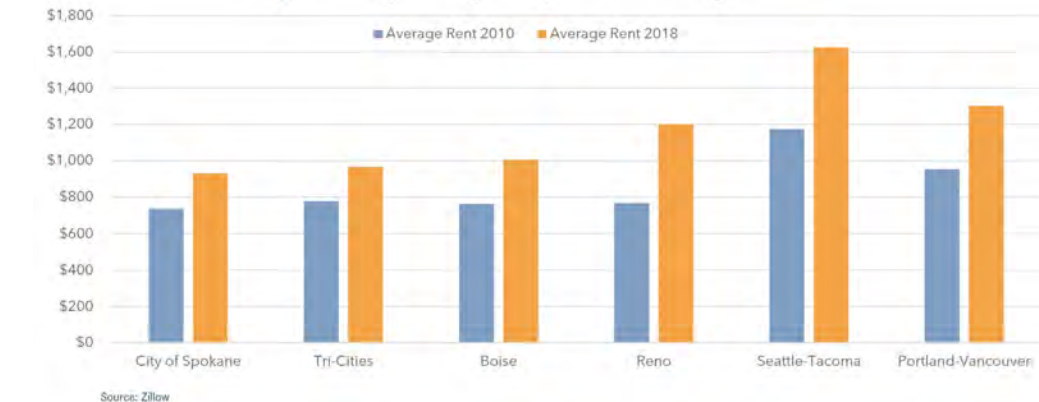
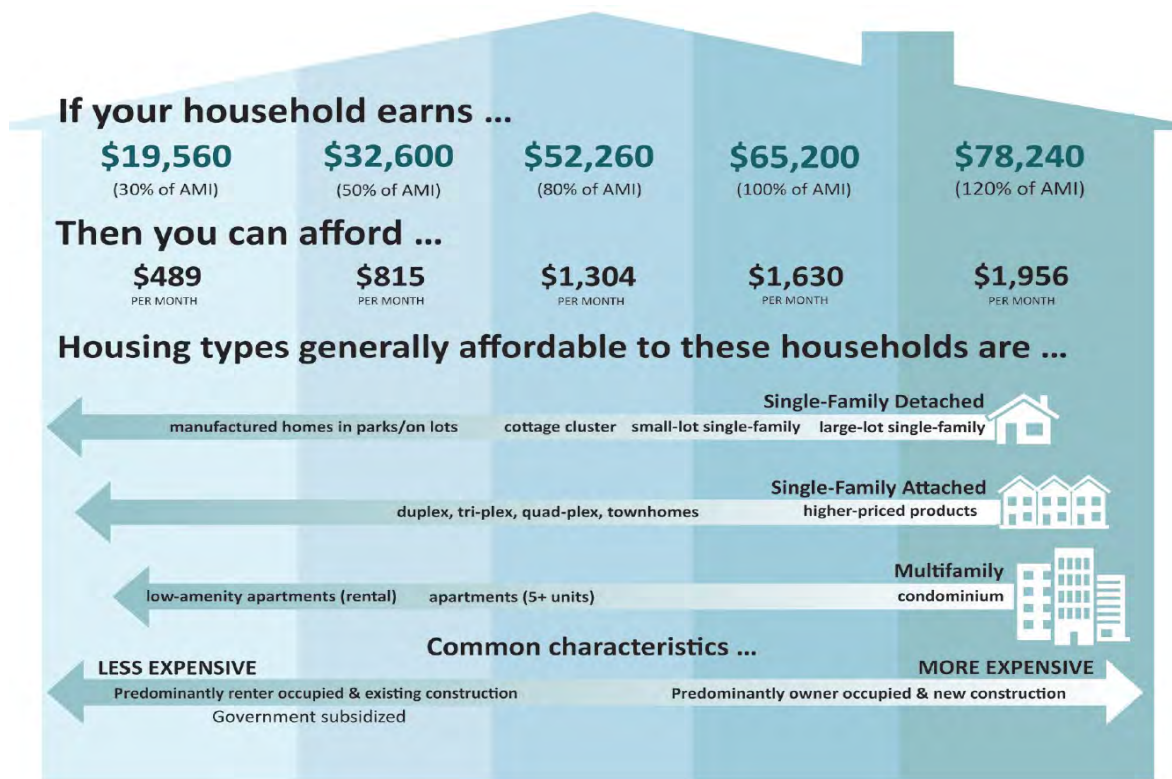


Figure 6. Change in Average Rent by Metropolitan Area in Region, 2010 -2018





Source: ECONorthwest. Note: All values are in 2019 inflation-adjusted dollars.

Figure 7. Financially Attainable Housing Types

COVID-19 Pandemic

In 2020, the COVID-19 pandemic emerged, right as the HAP planning process began. The pandemic has affected housing across the country in many ways—not all are well understood. Many households have been impacted by housing instability or changes in household conditions and many have struggled to pay for housing consistently throughout the crisis. Due to the time lag that exists when public agencies collect and disseminate housing and demographic data, much of the housing needs assessment relied on pre-pandemic data. While the Housing Needs Assessment informed the HAP process, City staff also looked closely at broader trends and other information sources to help identify housing needs and gaps. Many cities are only beginning to understand the full scope of the pandemic's impact on people, families, and housing. As we continue to learn, new data may indicate different challenges related to stability and housing availability.

2.2. Community Engagement

Community engagement informed the priorities and strategies in the HAP. The City assembled a working group with community members representing housing developers/builders, local realtors, nonprofit housing advocates, community groups, faith-based communities, housing providers, City Boards and Commissions, and agency partners. City staff also participated on a multidisciplinary internal team with representatives of the Planning Services; Community, Housing, and Human Services; Development Services Center; Code Enforcement; Integrated Capital Management; and Legal departments.

Figure 8. Community Engagement and Outreach for Housing Action Plan



The City worked with stakeholders and partners to discuss concerns, issues, and feedback on housing, and invited community input through several opportunities. Outreach and announcements were provided through email updates, local community leaders, a project website, and social media. All engagement activities were conducted virtually or to using online media due to COVID-19 and social distancing requirements.

A series of four roundtable discussions were held in the fall of 2020 discussing development regulations, land use and housing policy, equity in housing, and affordable housing and rental housing. The roundtables were in-depth discussions with over 100 community members and sought to collectively understand housing challenges facing Spokane, amplify community knowledge and experience, understand inequities in housing, and help build understanding

for community solutions. Participants included many members of the working group, internal team, and additional community members.

The City also conducted a community survey on housing experiences and issues, receiving over 1,200 responses. Two surveys were provided, one for people who live within the City of Spokane boundaries and one for people who work in Spokane but live outside of the City limits. The surveys were published in six languages: Arabic, English, Marshallese, Russian, Spanish, and Vietnamese. Below are key themes identified from the community survey. Summaries of the roundtables and two surveys are available on the HAP City project webpage, and a more detailed discussion of engagement outcomes is available in the Appendix D.

- Finding safe and quality housing that is affordable and meets household needs is a challenge for many, and is not felt equally among respondents.
- Respondents from lower income households (particularly renter households), younger families, and people of color expressed more affordability challenges, less satisfaction with current housing, and more stress about monthly payments.
- Homeownership is perceived as out-of-reach for many, as those wishing to purchase homes face significant challenges when seeking a house they can afford. Over half of renters at all income levels indicated they would like to buy a home in the near future. They also rated Spokane less affordable for their household than for the community overall. Higher income renters also expressed concern over their ability to buy a home due to market competition and lack of available homes.
- Respondents agreed that in-migration and population growth are contributing to housing affordability challenges and low vacancy rates.
- The COVID-19 pandemic has increased housing instability for many respondents who are already struggling, placing additional pressure on the housing market.

The City conducted a third survey targeted at housing industry professionals, regarding housing development trends and gaps.¹⁵ Over 100 responses were received, with respondents identifying as housing advocates, developers, property managers, builders, design professionals, project managers, realtors, remodelers, and brokers, among others. Nearly all respondents work in Spokane, and also work in other submarkets across the region, including Liberty Lake, Spokane Valley, and throughout the County. Respondents provided feedback on housing types or project types that have opportunity for growth in the City, how the City can better partner and support projects, amenities that buyers/renters are looking for, and unmet needs or market gaps that could be better addressed in the housing market. Additional public input opportunities will be provided during the community review of the Draft Housing Action Plan, including public workshops and hearings.

¹⁵ <https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/housing-industry-professional-response-summary-2021-02-11.pdf>

2.3. Displacement Risk Assessment

Displacement happens when a household is forced or pressured to move from their home or neighborhood against their wishes. An increased rate of growth like what is currently being experienced in the greater Spokane housing market can exert pressures on existing neighborhoods and communities in the form of displacement. As high demand for homes drives up housing costs and increases pressure for redevelopment, some Spokane residents have expressed concern about the potential for displacement. Displacement can have a life-changing negative effect on households that are directly impacted. It can also disrupt the social fabric and networks of trust and support that exist within a community. For these reasons, a potential displacement risks analysis was conducted to help inform and provide this information for this HAP.

The Washington Department of Commerce identifies the following types of displacement:

Physical displacement typically occurs with an eviction or lease termination, or the expiration of covenants on rent- or income-restricted housing.

Economic displacement occurs when pressures of increased housing costs compel a household to relocate.

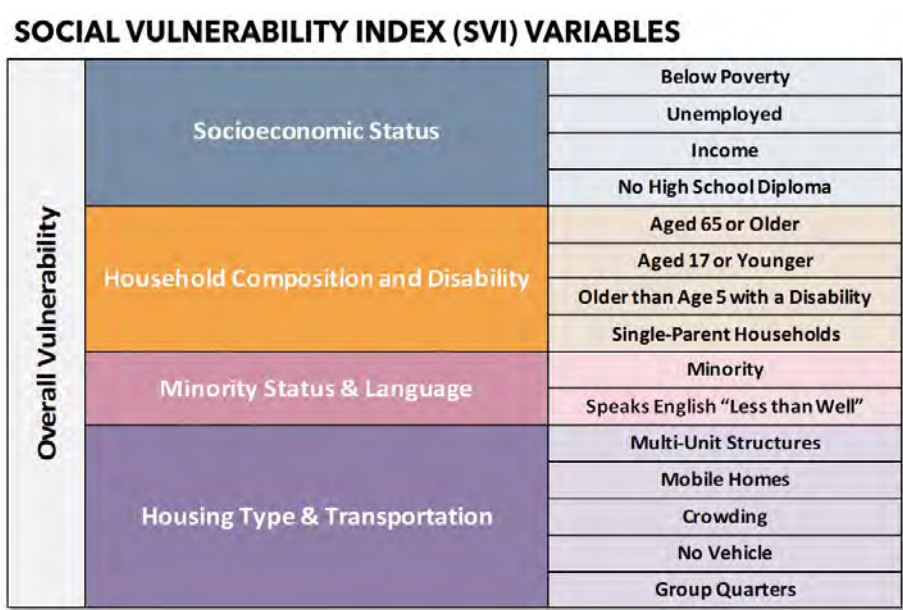
Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses and institutions have left the area.

The City analyzed displacement using the Social Vulnerability Index (SVI) prepared by the Center for Disease Control¹⁶. The SVI provides a cumulative rating for each census tract and county in the country using American Community Survey data from 2018. The assessment looked at risk factors related to social vulnerability, including socioeconomic status, household composition and disability, minority status and language, and housing type and transportation qualities. These factors helped to identify parts of the City where people may be at risk of displacement and the circumstances that shape those vulnerabilities.

¹⁶ <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>

Lower-income households and renter households are often at greater risk of displacement when housing costs increase. Vulnerability to displacement can also disproportionately impact communities of color. Where people live also impacts their exposure to health-promoting resources and opportunities (i.e., access to quality food, recreation, healthcare, etc.) as well as exposure to health-damaging threats (i.e., environmental pollutants, poor housing quality, inadequate transportation infrastructure etc.). The displacement risk assessment mapping below shows that many of the neighborhoods that have a higher risk of vulnerability and displacement today were historically redlined and where residents experienced housing discrimination.¹⁷

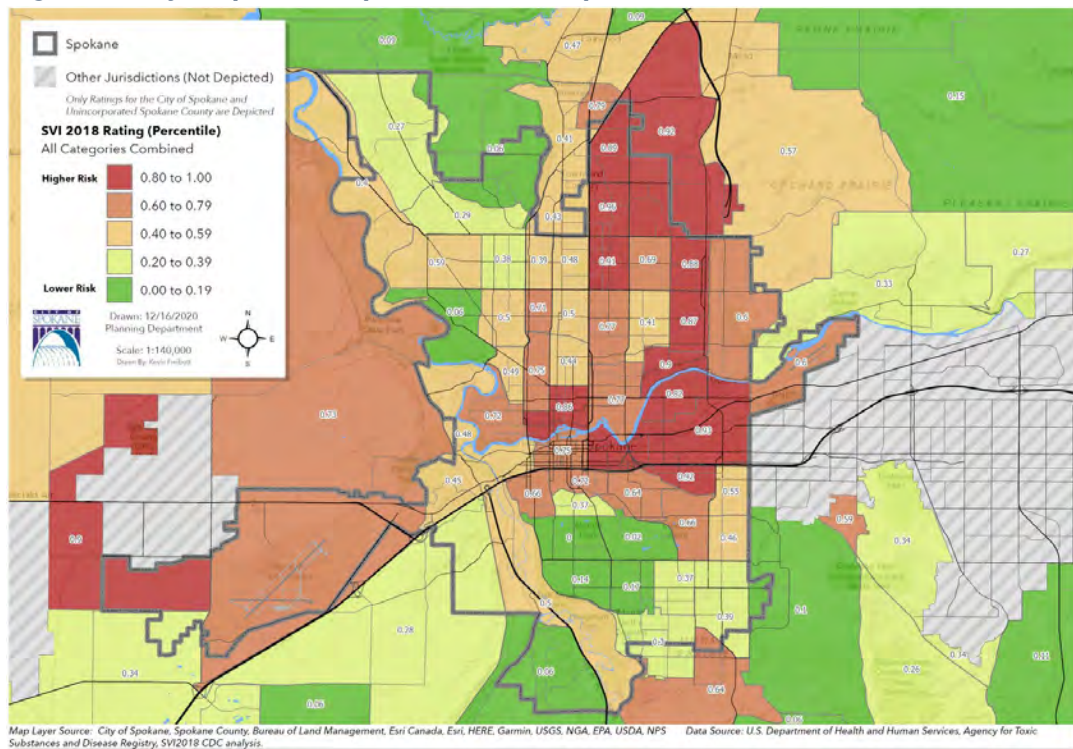
Figure 9. Social Vulnerability Index (SVI) Variables



Source: Center for Disease Control

The displacement risk map below shows the overall index rating from the SVI. Fourteen census tracts in Spokane are identified as having the highest risk of vulnerability and displacement. The majority of these census tracts are located in Northeast Spokane and close to downtown, where much of the historic redlining occurred. Over 63,000 residents and over 27,000 housing units are within the highest risk census tracts, though not all face the same level of risk.

17 <https://dsl.richmond.edu/socialvulnerability/>

Figure 10. City of Spokane Displacement Risk Map

By identifying specific areas with a heightened risk of displacement, the City can use this assessment to help inform discussions around displacement and better consider equitable strategies for minimizing and mitigating displacement in the Spokane HAP and future policy discussions. However, displacement of communities is a multi-faceted problem, and this analysis does come with caveats.¹⁸

It is important to note that the displacement risk assessment uses neighborhood conditions that were present in 2018, the latest available due to the collection method of the underlying data. Additionally, the analysis neither predicts future changes in demographics or neighborhood attributes, nor does it account for displacement that has already occurred. Finally, this assessment can only assess a general risk of displacement and cannot accurately predict if displacement will occur, the speed of displacement that occurs, or to what intensity displacement will occur within a community.

The displacement assessment lays the foundation for improving the City's ability to understand and proactively respond to pressures from growth and rising housing costs that impact people and families in Spokane. More research is needed around displacement and anti-displacement strategies in the future. This is a complex topic and the City should continue to monitor and develop additional guidance. A more detailed discussion of the Displacement Risk Assessment is included in the Appendix E of the HAP.

¹⁸ <https://www.psrc.org/displacement-risk-mapping>

3. HOUSING PRIORITIES AND STRATEGIES

The Housing Action Plan identifies actions that the City of Spokane and community partners can take to promote efforts to create and preserve housing that is affordable for all in the community. The City of Spokane has outlined four priorities, identified through analyzing current and future housing needs, listening to community ideas and feedback, reviewing local policies and practices, reviewing previous initiatives, and looking at best practices from other jurisdictions and the Washington Department of Commerce guidance.

Housing Action Plan Priorities:

A. Increase housing supply, options, and affordability for all incomes.

B. Preserve existing housing affordability and quality to help people thrive where they live.

C. Enhance equitable access to housing and homeownership.

D. Leverage and grow partnerships to support housing initiatives across the region.

These priorities are not ranked. The strategies that follow each priority are also not ranked, some are more short term and some longer term, some the City can undertake, and many require partnerships. Additionally, each of the strategies must be vetted and undergo their own adoption procedures.

As the HAP highlights key strategies in this section, it is important to keep in mind that no single housing strategy will address everything. Multiple strategies are often needed to shape opportunities for development and encourage the kinds of housing production and preservation needed.

Opportunity for Leadership and Partnerships

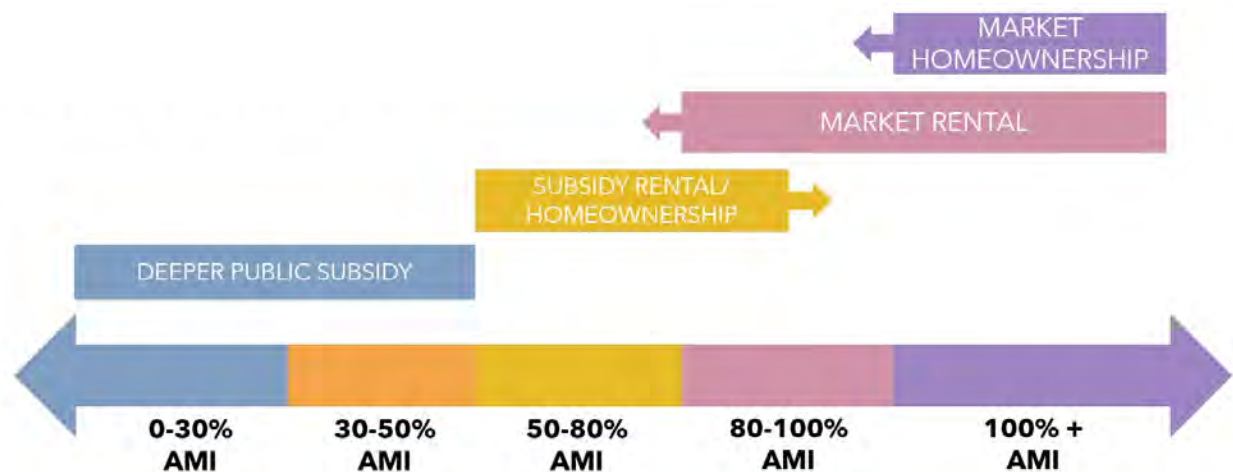
The City of Spokane cannot meet the housing needs of people and families alone. This will require leadership, commitment, and community dialogue to make intentional changes and to create and preserve more housing options for all incomes, both in variety and affordability. Everyone—including members of the public—will play a critical role in realizing the priorities and strategies. The City can work in collaboration with local and regional developers; non-profit housing advocates; housing and service providers; community organizations and faith-based groups; realtors and lenders; neighborhood councils and community members; and government partners at the federal, state, and local levels.

A. Increase housing supply, options, and affordability for all incomes.

The Spokane housing market that includes the City of Spokane needs to increase the availability of housing options and encourage the construction of both affordable and market-rate housing. The need for affordable housing affects residents of all incomes, both in rental and homeownership markets. This includes young adults, families, seniors, and people at all stages of their life looking for a home that meets their daily needs.

Housing and Land Use policies in the Comprehensive Plan promote a wide range of housing types and housing diversity to meet the needs of Spokane's diverse community. According to those policies, a variety of compatible housing types should be available in each neighborhood. Many different housing forms can exist in an area and still exhibit an aesthetic and community continuity. Development of a diversity of housing must take into account the context of the area and should result in an improvement to the existing surrounding neighborhood. Additionally, the City should continue to promote and leverage investment in Centers and Corridors and other target areas to encourage more multifamily housing close to services, amenities, public transportation, and employment areas.

Figure 11.
Different Strategies for Different Incomes and Needs



Different strategies are needed for housing at different price points, ranging from significant support from government and nonprofits to develop housing for the lowest income households to market rents and homeownership delivered through the housing market paired with incentives. A variety of incentives can help encourage diverse housing options and support both market rate and income-restricted affordable housing. The City should continue to research what types of projects are most likely to be feasible to tailor and incentives to be most effective.

The City needs to address inequitable access and impediments to opportunity in Spokane's neighborhoods, and prioritize anti-displacement actions to mitigate impacts of growth. The City should work with people who are historically underrepresented, housing advocates and community organizations to carefully craft investments to ensure existing residents and businesses are not priced out.

Investment by both non-profit and market-rate developers will help close the housing gaps and make progress to producing more units. As a recipient of federal housing funds, the City continues to affirmatively further fair housing in programs and projects to address the consequence of housing inequality and equalize opportunity in communities. This priority identifies strategies to create more homes for more people and help the City better meet the community's needs.

Draft Strategies

A1. Explore and expand allowed housing types to encourage missing middle housing throughout Spokane's neighborhoods.

In many neighborhoods, the housing choices are limited to single-family homes on larger lots or medium to large multifamily buildings. As Spokane's demographics change and population grows, these do not address the full range of needs for differing family sizes, structures, and household incomes. A larger variety of housing types in each neighborhood is consistent with the Housing goals and policies in the Comprehensive Plan and embraces the intent of the HAP to increase housing options, providing a greater variety of housing types, densities and cost levels. The Land Use Chapter of the Comprehensive Plan identifies that the housing assortment should include supports development of higher density residences developed in the form of small-scale apartments, townhouses, duplexes, and rental units that are accessory to single-family homes, as well as detached single-family homes.

Single-family detached homes make up 68 percent of Spokane's current housing today. Attached housing like duplexes, triplexes, and townhouses represent only 9 percent of housing in the City. These housing types are limited or not allowed in the lower density residential zones (RSF, RSF-C, RTF), though these housing types have historically existed alongside detached homes in many neighborhoods. Allowing for more "Missing Middle" housing types such as smaller scale "plexes" and small-scale multi-family in lower-density zone would potentially add new affordable housing options and a greater mix of housing types to serve the needs of future households.

Share of Housing By Type, as of Mid-2020

Housing Type	Average Age	% of Housing
Single-family Detached	70	69%
Apartment/Condo	35	21%
Single-family Attached	60	9%
Mobile/Manufactured Home	34	1%

Source: Spokane County Assessor, 2020. Note: The above numbers include housing units in the City of Spokane. Single-family attached includes duplexes, triplexes, and quad homes.

Figure 12. Share of Housing by Type, as of Mid-2020

What is Missing Middle Housing?

Encouraging “missing middle” housing could help the City integrate affordable housing options throughout neighborhoods, with design standards in place to build community acceptance. The term “missing middle” refers to a range of small to modest-scale housing types like duplexes, triplexes, cottage housing, townhouses, courtyard apartments and other small-scale apartment buildings that bring the densities needed to support walkable neighborhoods. They are called “missing” because they have been built at a lower rate than single family detached dwellings or large multifamily developments, and have often been prohibited or discouraged by zoning ordinances and historically not as desired “production” builders in the development community.¹⁹

Figure 13. Missing Middle Housing Type Diagram



Source: **optikos Design, Inc.**,
www.missingmiddlehousing.com

In general, “missing middle” housing types provide the opportunity to add more affordable housing options than detached single-family homes and offer a greater range of design and locational choices than larger apartment buildings can offer. They also offer more flexible ways for communities to add neighborhood-compatible density into established neighborhoods and provide more opportunities for residents to obtain stability and build wealth through homeownership, particularly for moderate to middle income households. People and families have different needs at different life phases, and housing options that are diverse and provide a range of price points can help young people, families, adults and seniors find the housing that best fits their needs and budget in a neighborhood where they want to live.

¹⁹ <https://missingmiddlehousing.com/>

While the City of Spokane has been working for the last for several years on development code changes and housing programs to address concerns and challenges in housing needs, current HAP stakeholders shared additional actions that the City can take to continue to make development codes easy to navigate and apply to increase housing supply. Feedback received from housing industry professionals included: remove lot size transitions standards, allow for additional housing types, further reduce minimum lots sizes, and adding more flexibility in site planning for PUDs; and making improvements to the permitting process.

Figure 14. Examples of Missing Middle Housing Types in Spokane



Actions for Consideration:

The following potential actions are provided as a result of multiple factors, including community feedback, the various analyses prepared during this process, and the recommendations of RCW 36.70A.600.

More housing types in currently zoned single-family residential areas

Code changes:

- Allow duplexes (two units per lot) in RSF and RSF-C zones, on each parcel or each corner lot; suggested action in RCW 36.70A.600.
- Increase the allowed number of attached units on individual lots in RSF, RSF-C and RTF zones outright, without the requirement of a planned unit development (PUD) process.

May require Comprehensive Plan policy changes and/or major development code changes:

- Allow additional housing types in RSF, RSF-C and RTF zones, and adapt zoning with design standards consistent with current Comprehensive Plan policies, considering triplexes, fourplexes, townhomes, courtyard apartments on each parcel; suggested action in RCW 36.70A.600. This may be less disruptive and more easily applied in larger new plats and planned unit developments.

- Permit additional “missing middle” housing types in a wider range of residential zones with specific design standards, including duplexes, triplexes, quadplex, sixplex, stacked flats, townhomes, or courtyard apartments; suggested action in RCW 36.70A.600.

Programmatic and Communication:

- Host discussions with for-profit and non-profit developers, project managers, and housing advocates to understand development trends, challenges and opportunities.
- Develop strategic marketing opportunities for housing initiatives to build awareness and encourage utilization by developers.
- Work with partners to conduct infill training for developers to expand knowledge and best practices for developing in the city.
- Explore a local program that offers homeowners support to convert an existing single-family home into a duplex, triplex, or quadplex where allowed, including incentives to support affordable homeownership or long-term rental housing for households whose income is less than 80% of AMI; suggested action in RCW 36.70A.600.
- Work with partners and neighborhoods to develop communications and education to build community awareness and acceptance of diverse housing options.
- Encourage increased density and housing types in all residential areas

Code changes:

- Continue to revise development regulations to address lot size transitions, PUD options, small lot options, and development standards complementary to energy codes.
- Monitor recent parking reductions and reduce off-street parking requirements as when warranted for residential uses.
- Continue reviewing permitting processes to shorten permit review times and scalable application fees when possible.
- Review the Multi-family Tax Exemption code and boundary and suggest changes to help encourage desired housing development.
- Consider creating one or more zoning districts of medium density in which individual lots may be no larger than three thousand five hundred square feet and single-family residences may be no larger than one thousand two hundred square feet; suggested action in RCW 36.70A.600.

May require Comprehensive Plan policy changes:

- Revise density requirements in the Land Use Chapter of the Comprehensive Plan to allow development of more housing types in the "Residential 4 to 10" and "Residential 10 to 20" land use plan map designations, iduplexes, triplexes, quadplexes, sixplexes, stacked flats, townhouses, or courtyard apartments, suggested action in RCW 36.70A.600
- Revise the lowest dwelling units per acre allowed by the Comprehensive Plan. Such as increasing the minimum density from four to six dwelling units per acre in any residential zones, where the residential development capacity will increase within the city; suggested action in RCW.36.70A.600.
- Explore and adopt a new policy in the Comprehensive Plan Chapter 3, Land Use, that would provide guidance and direction for the establishment of additional "missing middle" housing types.

A2. Target efforts to increase the development of affordable housing throughout the City to support mixed-income neighborhoods.

When people and families can't find affordable housing options, they face difficult trade-offs. In the City's community survey on housing issues and experiences, nearly half of respondents who live in the City of Spokane indicated they experienced challenges finding a home they could afford. The need was reported most by lower income households, renters, those with children at home, and those looking to buy a home. Encouraging affordable housing in key locations near transit and job centers is invaluable in helping low-income people and families easily access jobs and schools, while decreasing street congestion and pollution. Accordingly, transit-oriented development helps to lower combined household expenses for transportation and housing while supporting walkable neighborhoods for all.²⁰

The U.S. Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30 percent of its income on housing costs. Furthermore, a healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. The Housing Needs Assessment identified that demand for moderate-to-middle income housing in both the rental and homeownership market is growing, including demand for more housing most suitable for smaller households. The City is projected to need at least 4,000 additional units through 2037 to support moderate and middle-income households (80-120% of AMI) as well as housing suitable for smaller households. The housing needs for moderate and middle-income household segment is sometimes referred to as "workforce housing".

Additionally, at least 2,700 units are needed for households earning below 80% of AMI. Housing at this level is typically for-rent and is often subsidized by government programs. Delivery of affordable housing is heavily dependent on partnerships with non-profit builders and organizations and is often funded through state and federal sources. The City can utilize funding sources that increase the supply and preservation of affordable homes that encourage investments in affordable and supportive housing.

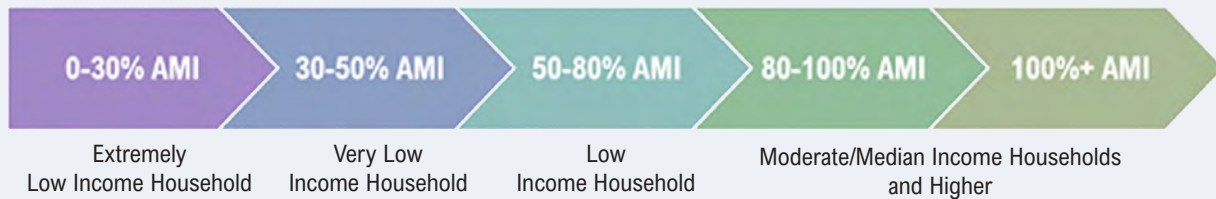
Every five years, the City looks to finalize plans for programs and services that support Spokane's low-income individuals and families through the Community, Housing and Human Services (CHHS) Department.²¹ This process involves extensive planning, outlining strategy, and goal setting, and is crucial for CHHS. This five-year review enables the City to receive funding for efforts such as the development of affordable housing, public services, homeless housing and services, neighborhood improvements, and fair housing programs. The Five-Year Consolidated Plan, Homeless Plan, Analysis of Impediments to Fair Housing, and Action Plan are all plans developed by CHHS every five years, providing guidance on program and investment priorities. These plans are developed via community engagement from a wide variety of stakeholders and multiple opportunities for public feedback.

²⁰ <https://my.spokanecity.org/projects/transit-oriented-development-study/>

²¹ <https://my.spokanecity.org/chhs/documents/>

What is Area Median Income (AMI)?

When examining household income levels, the Area Median Income (AMI) is a helpful benchmark for understanding what different households can afford to pay for housing expenses. Since housing needs vary by family size and costs vary by region, the Department of Housing and Urban Development (HUD) produces a median income benchmark for different family sizes and regions on an annual basis. These benchmarks help determine eligibility for HUD housing programs and support the tracking of different housing needs for a range of household incomes. AMI means the same thing as MFI but is more commonly used in the industry. For current ranges, visit the [City of Spokane Community, Housing, and Human Services website](#).



One important consideration for affordable housing, is finding locations that help to reduce total household living costs and provide mobility options. A community land trust (CLT) has been explored in Spokane in the past, including as recently as 2018, as a mechanism for aggregating property. Stakeholders shared they would like to see this included as a strategy. A CLT is a non-profit organization, owned by a collective of community members, which buys and holds land. CLTs may also help prevent displacement by keeping ownership of the land and property out of the private redevelopment market and ensuring that new development serves community goals such as housing affordability. Public policy can support CLTs by land donation or contributing funds for land acquisition.

Actions for Consideration:

- Examine incentives for affordable housing, including fee waivers for development of income-restricted units, while also exploring policies to mitigate displacement.
- Utilize and build on state and federal funding sources to increase the supply and preservation of affordable homes.

- Target efforts to create and preserve dedicated affordable housing in areas with greater services and amenities and expand efforts in lower income neighborhoods to grow economic opportunity.
- Explore incentives for the inclusion of more affordable homes in new market-rate development, consistent with Comprehensive Plan Housing Policy H 1.8.
- Implement development incentives for affordable housing, including height bonuses, added density, and reduced parking minimums if development is achieving desired community goals.
- Support efforts among local and regional partners to re-engage and grow a community land trust, including identifying ways to use the City's assets to support this effort.
- Support State and national efforts to develop tools and funding that expand affordable housing creation and preservation.

A3. Continue to streamline and simplify changes to the City's permit process, as necessary.

The City of Spokane should continue to work towards a faster and more predictable permitting process for developers, particularly for housing that expands housing options and supports a broader range of household incomes. Many of the recommendations set forth in RCW 36.70A.600 and the Commerce guidebook are already in place at the City – but processes should be reviewed periodically for continued improvements.

Actions for Consideration:

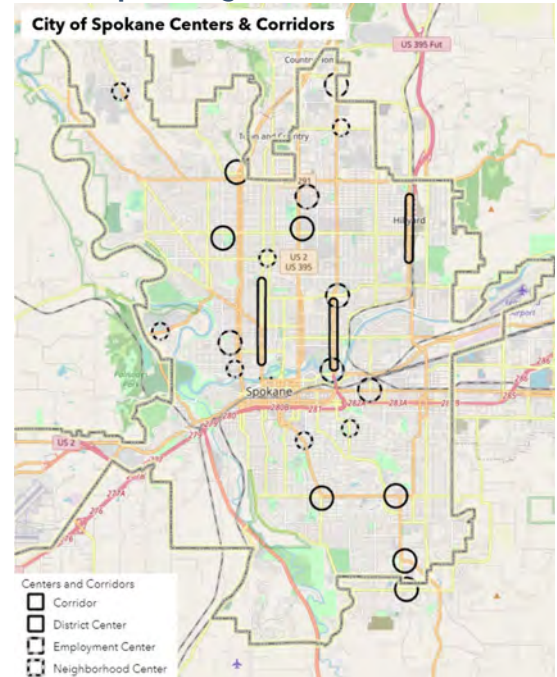
- Adopt SEPA (State Environmental Policy Act) infill exemptions (RCW 43.21C.229) for residential or mixed-use development; suggested action in RCW.36.70A.600.
- Consider using SEPA Planned Actions to complete SEPA review in advance for key properties or areas of potential residential development; suggested action in RCW.36.70A.600.
- Adopt other permit process improvements where it is demonstrated that code, development regulation, or ordinance changes will result in a more efficient permit process for customers.
- Adopt SEPA (State Environmental Policy Act) exemption levels, as permitted in WAC 197-11-800, to allow smaller residential developments to be exempt from SEPA.

A4. Leverage infrastructure and investment, including near high-performance transit stops, in Centers and Corridors, the downtown core, and other targeted areas to increase housing supply.

The City of Spokane has a focused growth strategy that encourages higher intensity development in Centers and Corridors and targeted areas, as outlined in the Comprehensive Plan. Higher density housing of various types within these areas is to support businesses, employment, public transportation, and local goods and services. While additional capacity exists in these areas, the community continues to desire a higher level of investment in these areas and a building intensity that is closer to the planned intensity. Additional emphasis should be given to leveraging infrastructure in ways that encourages the development of higher-density housing in these areas and seeks to achieve development closer to the maximum density allowed.

The City could expand housing opportunities to a broader array of household types and incomes by encouraging more multifamily housing, particularly in areas near transit, services and amenities. In the HAP survey of housing industry professionals, many expressed interest in mixing commercial with residential by incorporating housing over ground scale retail through "5-over-1" or "5-over-2" podium buildings. A slight increase in maximum height in certain Center and Corridor or General Commercial zones may help facilitate development of this building type that has been successful in other markets. Many stakeholders and community members also want to see more housing options downtown, with affordable and market-rate condominium development that supports mixed incomes.

Figure 16. Map of Designated Centers and Corridors



Actions for Consideration:

- Finish Center and Corridor planning throughout the City and update the planning in areas that have already been planned in the past.

Land Use Plan and Code Changes:

- Increase the maximum building height and/or reduce minimum parking requirements where other transportation options exist in exchange for more housing and mixed-use housing types in Centers and Corridors, similar to what was done previously in the Downtown General Zone.²²

²² <https://my.spokanecity.org/smc/?Chapter=17C.124>

- Increase capacity for residential development around Centers and Corridors, and along high-performance transit lines through sub-area planning.
- Explore methods to incentivize converting surface parking lots and underutilized office space into higher density housing where found throughout the City.
- Explore methods to incentive development of underutilized office and commercial spaces into housing.
- Explore methods to convert surface parking lots into housing.

May Require Comprehensive Plan Policy Changes:

- Consider allowing new mixed density and mixed-use areas within new plats of appropriate size and community identified criteria.
- Explore expanding housing in zoning categories where appropriate.
- Better define how new Centers and Corridors can be proposed and created.
- Devote resources to continue to plan for housing within new and existing Centers and Corridors including transitioning density and intensity to lower density areas.

Programmatic and Communication:

- Encourage missing middle housing adjacent to Centers and Corridors.
- Utilize more of the zoned capacity in existing high-density residential areas, such as the greater Downtown and other areas where higher densities are already allowed. This might be through education and/or incentives.
- Encourage and communicate the ability for developers to build to allowed density in Centers and Corridors.
- Work with Public Development Authorities and other partners in targeted investment areas, that have planned residential capacity, on housing development and infrastructure that supports housing development.
- Continue to plan for and fund improvements to the public realm to support housing in targeted areas, such as enhancing the pedestrian environment, parks, and other public spaces.

A5. Revise Accessory Dwelling Unit standards to allow for additional flexibility.

An accessory dwelling unit (ADU) has traditionally been an accessory second smaller dwelling on the same land (or attached to) a primary house. ADUs can provide opportunities for extended family members to live nearby and also for small households to find rental housing in a neighborhood setting that is different than typical apartment complex options. ADUs can also offer a critical source of monthly income for homeowners when rented out.

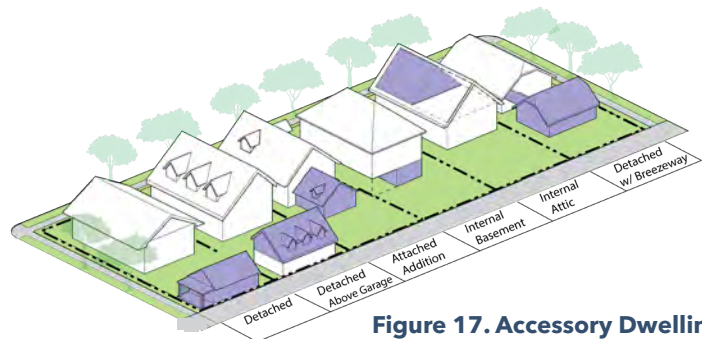


Figure 17. Accessory Dwelling Unit Diagrams

The City of Spokane has long maintained an ADU policy (17C.300), and the City's development code currently allows ADUs in all residential zones²³. Feedback received in the engagement process from stakeholders suggests the ADU policy could be improved to better encourage ADU development. Starting in 2020, the construction of an ADU either attached to or within a single-family dwelling is available for a partial three-year property tax exemption under RCW 84.36.400.^{24, 25}

Other cities across Washington have implemented toolkits and programs that help streamline development. The City should consider similar assistance and resources to increase construction of ADUs throughout Spokane neighborhoods. To make a larger impact on housing affordability and rental options, the City could consider incentives that promote the use of ADUs as affordable homeownership or long-term rental housing for households whose income is less than 80% of AMI.

Actions for Consideration:

- Explore development code changes for accessory dwelling units, such as removing minimum residential parking requirements, allowing more square footage, or removing the requirement that the owner occupy one of the units; suggested action in RCW 36.70A.600.
- Promote the existing State single-family partial tax exemption option for homeowners to build an accessory dwelling unit.
- Develop pre-approved ADU designs and toolkit for accessory dwelling units that if used may result in streamlined permitting.
- Explore a local program that offers homeowners support to build accessory dwelling units that support affordable homeownership or long-term rental options; suggested action in RCW 36.70A.600.

²³ <https://my.spokanecity.org/smc/?Chapter=17C.300>

²⁴ <https://my.spokanecity.org/economicdevelopment/incentives/single-family-tax-exemption/>

²⁵ <http://apps.leg.wa.gov/rcw/default.aspx?cite=84.36.400>

A6. Leverage public and partner-owned land for housing, including a land bank.

The City of Spokane should continue to prioritize surplus or underutilized lands for housing development when suitable to help reduce the cost of development and make a project more financially feasible. Furthermore, steps should be taken to encourage the purchase of land originally used as staging areas for major construction, such as in the North Spokane Corridor, that may be made available for housing development at the end of the project. Brownfields may also provide opportunities for housing development in cases where sites can be remediated to meet the health and safety requirements established by state and federal authorities.

Many stakeholders and community members identified a local land bank as a potential critical partner organization for the City to address vacant, abandoned, and derelict properties. Land banking involves buying land, whether that land is currently vacant or developed, and preparing for development, such as meeting housing needs, a community center, or other developments that serve the public. The process includes resolving ownership issues and/or addressing tax liens or land encumbrances that otherwise deter developers from pursuing these properties.

Adaptive reuse of existing buildings, like acquiring unused or distressed hotels, can also be an effective way to preserve historic structures while also providing needed housing close to services, amenities, and transportation. Use of local historic tax abatements or federal historic tax credits in conjunction with low-income tax credits could spread out costs and support affordable housing. The City can also work directly with faith institutions and organizations to build affordable and income-restricted housing on underutilized spaces of their property, like existing parking lots.

Actions for Consideration:

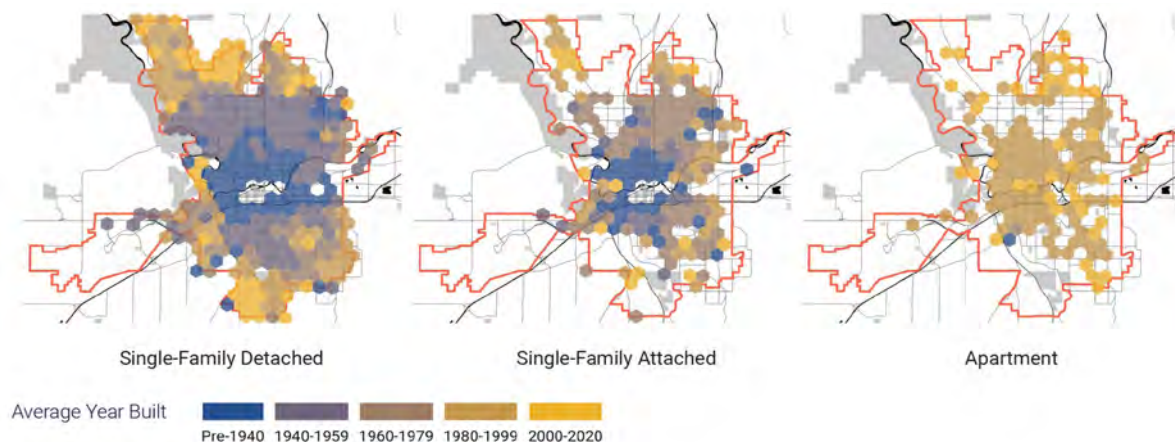
- Continue to consider the sale of publicly-owned surplus property for use by affordable housing and explore partnerships with Spokane Public Schools, the Washington Department of Transportation, and other public agencies that may be willing to convert land to affordable housing.
- Work with the community to create a land bank that facilitates redevelopment and supports the development and preservation of affordable housing.
- Consider adaptive reuse and brownfield remediation, when suitable, for affordable housing.
- Support conversion of unused or distressed hotels or other existing buildings into affordable housing. Consider amending the municipal code to anticipate adaptive reuse and clarify triggers for site improvements such as parking, stormwater treatment, and sidewalks.

- Acquire unused or distressed hotels or other existing buildings to convert to affordable housing. Amend the municipal code to require no additional parking for historic adaptive reuse that includes housing.
- Allow more flexibility for faith institutions to increase the number of affordable homes they can build on their property, pursuant to RCW 35A.63.300 and RCW 36.70A.545.

B. Preserve existing housing affordability and quality to help people thrive where they live.

Housing quality and affordability is interrelated and, when planned for, addressing both can result in increased availability of housing for a mix of income levels and an increase in housing options available throughout the city and in every neighborhood. Existing housing can often be the most affordable option and is hard to replace with new housing elsewhere at the same cost²⁶. Comprehensive Plan Housing Goal H.2, Housing Quality, emphasizes the need to preserve existing houses and rehabilitate older neighborhoods, particularly outside of designated center or corridor environments where redevelopment and intensification are encouraged.

Figure 18. Age of Housing by Type



Source: Spokane County Assessor, 2020.

Access to safe, affordable housing choices also remains a challenge for lower income individuals and families who may be forced to make tradeoffs to find or keep housing they can afford. In some cases, these tradeoffs mean living in lower quality housing that may include health and safety risks, such as exposure to lead, asbestos, and other environmental hazards. Addressing maintenance and upkeep of current housing is critical to keeping residents safe and healthy and the housing stock viable.²⁷

The preservation of existing housing that is already affordable for low to moderate income homeowners and renters—often found in older neighborhoods—is another critical component of this HAP. However, many of these homes are at risk for deteriorating or becoming vacant. As housing and rental prices continue to rise, concern for displacement through redevelopment also increases.

The COVID-19 pandemic has exacerbated housing instability. Spokane, like many other communities around the country, is facing a growing crisis related to households' ability to pay rents, mortgages, and utilities. Identifying ongoing assistance with a focus on equity will be important to ensure the most vulnerable do not slip through the cracks.

²⁶ <https://shelterforce.org/2019/07/22/opinion-naturally-occurring-affordable-housing-is-hiding-in-plain-sight/>

²⁷ <https://www.localhousingsolutions.org/act/policy-objectives/improving-housing-quality-and-safety/>

Draft Strategies

B1. Expand preventative and proactive code enforcement to help maintain safe and quality housing.

While the shortage of available and affordable units is a key concern, maintenance and habitability of existing housing must be considered a priority as well. Through inspections, education, notification, and various other administrative procedures, Code Enforcement strives to improve non-compliant properties as well as neighboring properties that may be adversely impacted by continued deterioration or nuisance conditions. A home that shows clear signs of abandonment and neglect, for example, may be a target for criminal activity that compromises the safety of neighboring residents.

Complaint-based systems can result in delayed enforcement actions at properties, extending the amount of time that violations remain at a property and making rehabilitation more challenging due to the scale of deterioration. Many previous Code Enforcement cases have resulted in demolition, a city action that is expensive and results in a vacant lot encumbered with liens. Over the last few years, The City's Code Enforcement Department has been focusing on reframing its approach, implementing more proactive strategies that address substandard and nuisance conditions sooner. Proactive inspection programs can benefit property owners by helping them become aware of defective conditions before they worsen. This also allows staff an opportunity to educate property owners regarding permit processes, proper disposal practices, resources provided by partner agencies, and other tools to assist with compliance.²⁸ Routine and periodic inspections can be critical components of equal protection measures in code enforcement. These types of programs can also help protect tenants who may not know how to report concerns, or who may fear retaliation from landlords if they report specific issues. This can be particularly true for the community's most vulnerable renters, such as those who cannot afford to move, people with disabilities, or those who do not speak English.

Having sufficient staffing and resources will be critical for more proactive and preventative code enforcement approaches. Proactive and preventative enforcement creates more opportunities for Code Enforcement staff to become involved with housing and premises violations sooner and at a lower level, which is crucial to avoiding derelict, nuisance, or abandoned properties. A change in this direction would require significant investment in additional staff to implement.

Actions for Consideration:

- Prioritize educational and resource materials that emphasize the need to address housing and premises maintenance issues before conditions worsen.
- Support relationships with Spokane Police Neighborhood Resource Officers to increase efficiency in dealing with chronic nuisance properties.
- Improve resolution to "zombie" properties by prioritizing receivership instead of demolition.

²⁸ <https://www.localhousingolutions.org/act/housing-policy-library/code-enforcement-overview/code-enforcement/>

- Expand the current model of residential foreclosure property monitoring to include monitoring of other situations that tend to result in concentration of code violations, such as vacancy.
- Continue to support the City's code enforcement efforts and initiatives aimed at preserving safe and quality housing, including the continued development of a proactive and preventative-based approach to code enforcement, as called for in Comprehensive Plan policy H 2.2.

B2. Align and leverage programs, funding, and resources to preserve the quality and livability of existing affordable housing.

The City of Spokane offers a number of programs, funding sources, and other resources that target the creation and maintenance of affordable housing. The City's Community, Housing, and Human Services (CHHS) Department manages \$2 million in housing and community development funds each year that assist low-income homeowners, address derelict housing, and support partner organizations to help residents buy, maintain, and stay in their homes. The City should continue to highlight the impact of existing housing and community development programs and grow them with more resources as available. The City should also work with community members and partners to make necessary changes to programs and processes, improving access to information and materials and reducing barriers to program participation.

When considering affordable rental housing, hidden costs like energy costs and utilities are easily overlooked. Older housing units may have poor building insulation and have more air leaks, resulting in higher energy use and higher costs for renters and landlords alike. Energy costs can disproportionately impact lower-income households who have limited budgets and/or may live in older housing that is at greater risk for disrepair. The City should look for opportunities to fund energy efficiency upgrades that can save low-income households money on energy bills, boost property owners operating margins, and improve environmental outcomes.

CHHS Programs:

- Community Development Block Grant
- City of Spokane Human Services Grant
- HOME Investment Partnerships Program
- Spokane Regional Continuum of Care Program
- HFCA & Health-Housing-Homeless Systems Integration Pilot (H3)
- Strong Families Initiative
- Housing & Essential Needs Program
- Single Homeless Outreach Program
- Homeless Housing, Operations, & Services Grant
- Single Family Rehabilitation Program
- HUD Neighborhood Initiative

<https://my.spokanecity.org/chhs/programs/>

Actions for Consideration:

- Streamline navigation for community members and City processes to support improved access to housing and community development programs, including providing housing program materials in more languages, increase the frequency of announcements, and improve websites and other materials.
- Highlight and grow City and partner programs that support affordable homeownership, including single-family rehab programs, essential home repair programs, derelict housing programs, and similar programs offered by partner organizations.

- Expand resources to mitigate and reverse the effects of environmental hazards, past and present, and promote the health and safety of existing housing, including remediation of existing lead and asbestos in some homes.
- Explore a local housing trust fund as an ongoing source of dedicated funding to support housing affordability and meet the most critical housing needs.
- Consider forgiveness of City-controlled liens (i.e. rehab liens) for derelict properties under certain affordable housing criteria.
- Consider developing criteria for forgiveness of City-controlled liens in order to facilitate redevelopment of derelict properties for affordable housing.
- Identify incentives, grants, and other resources to encourage utility efficiency upgrades to buildings, enhancing maintenance and preservation of existing affordable housing units and reducing costs for renters.
- Synthesize priority areas for Community Development Block Grant (CDBG) and other flexible funding sources to address housing needs

B3. Enhance protections and assistance for renters, particularly the most vulnerable.

As Spokane grows and the housing market tightens, renters are facing increasing challenges to finding safe and quality housing they can afford. Almost half of Spokane's households (44%) are renters, and half of renter households, or 38,000 households, were cost burdened in 2018. The Housing Needs Assessment and additional data research shows that renters at the lowest household incomes and people of color face even higher rates of cost-burden.

Responses from the HAP community surveys on housing experiences and issues indicated that renters are less likely to be satisfied with their current housing than homeowners and find Spokane less affordable for their household needs. They also felt more stressed by monthly household costs. This was consistently higher across all income levels, suggesting that renters are feeling pressures of the tight housing market. Respondents who were longtime renters felt Spokane was less affordable than renters who recently moved in their current home. Another survey of families with children in Northeast Spokane by The ZoNE Project in 2020 found that the majority of those surveyed are worried about housing instability, with 23% of respondents behind in rent or mortgage.²⁹

People of color are more likely to be tenants than homeowners in Spokane, as nearly two out of three households of color rent their home. People with disabilities, younger adults, lower income households, single-parent family households, and refugees and immigrants are also more likely to rent. This puts these residents, many of whom already face challenges from systemic barriers, at greater risk of housing instability and homelessness as a result of current market forces (e.g., low vacancy rates, rising rents, and high cost of application and screening fees).

Complicating the difficulties raised by other market forces, the low vacancy rate in Spokane has become one of the most prominent barriers to those seeking to rent in Spokane from finding affordable, quality housing. The City of Spokane has explored various strategies to help support renters in recent years. The City should continue to identify tenant support that protects the most vulnerable residents.

Actions for Consideration:

- Work with community members and tenant advocates to address ongoing barriers to accessing rental housing.
- Continue community discussions around a set of tenant protections policies.
- Monitor the efficacy of recently adopted state laws aimed at mitigating tenant displacement, identifying opportunities and gaps where local strategies may be helpful.
- Identify ongoing sources of rental and utility assistance to promote housing stability post-COVID for low-income households.

²⁹ <https://thezonespokane.org/blog/spokanefamiliesworriedabouthousing>

B4. Maintain and improve existing affordable rental housing.

Spokane's rental market remains extremely stressed. Vacancy rates have remained extremely low in recent years, increasing rents faster than many households can afford. Renting has also become much more common among residents who have traditionally sought to own their own housing, such as middle- and higher-income households. The Housing Needs Assessment found that these conditions are common throughout Spokane County, including in other cities, and across Washington State. This could be an early warning sign that moderate-income households are being priced out of the homeownership market by higher income households. Growing pressure on limited rental supplies could further lead to increasing financial hardships for households across the City.

Owners of small and mid-sized housing developments that rent at affordable levels may be unable to afford necessary repairs and upgrades and also keep rents low. The City can work with property owners to help maintain existing rental housing by making health- and safety-related repairs, particularly for rental properties affordable to households at or below 100% of AMI. Pairing efforts with tenant support could help minimize displacement of residents during improvements.

It is important to remember that not all rental housing is found in multi-family residential developments. Single-family homes can help address the affordable rental-housing crisis as well. Many of the rented single-family homes are being managed by small landlords who do not necessarily have assets to fall back on, and government programs often overlook them. Turning distressed single-family houses into rentals can be an important way to preserve the current stock of housing and stabilize neighborhoods.

Actions for Consideration:

- Continue to support the purchase of existing affordable housing by non-profit housing organizations and community-based organizations to preserve the housing stock and prevent displacement.
- Consider incentives to preserve affordable single-family rentals, to support the maintenance and utilities of homes, and encourage financially responsible involvement.
- Bring focus to rental rehabilitation programs and partnerships to help small landlords make to help landlords complete health- and safety-related repairs to affordable rental properties.
- Continue to engage in proactive outreach to property managers and explore policies and programs that provide guidance and resources to support rental housing.

B5. Study the local short-term rental market to reduce impact on housing affordability, neighborhood identity, and displacement.

In recent years, homeowners and property owners are finding they can make more money renting to tourists and visitors than renting to long-term residents. However, when housing stock is converted to short-term rentals (STRs) it can impact Spokane's housing stock by shrinking the local housing supply and increasing competition for remaining units. With already low vacancy rates, additional competition in the market can increase challenges for residents to find decent and affordable homes in the City.

Many communities have adopted STR regulations to reduce their impact on displacement and housing affordability. The City of Spokane implemented a permit for short-term rentals³⁰ in 2015. The City should engage community participation in amending the STR policy to ensure it protects public interests – including housing affordability, health and safety, neighborhood quality, and municipal revenues – while retaining reasonable latitude for city residents to host and earn money from short-term guests.

Actions for Consideration:

- Track short-term rentals to understand compliance with current permitting requirements.
- Study current short-term rental regulations, informed by local market data, and amend them to limit negative impacts where appropriate. Some examples of policy changes made by other jurisdictions include:
 - o Consider short-term rental zones allowing tourist accommodations (e.g., City of Chelan).
 - o Consider caps on the number of allowed short-term rentals per host (e.g., Seattle, Okanogan-Methow).
 - o In a residential zone, explore limits on the number of nights a short-term rental can be rented to guests annually (e.g., Bend, Oregon).
 - o In a residential zone, permit short-term rentals within an owner-occupied residence.

³⁰ <https://my.spokanecity.org/projects/short-term-rentals/>

C. Enhance equitable access to housing and homeownership.

When considering strategies that the City can take to address housing needs and affordability challenges, it is important to understand and consider the historic context and intentional policy and zoning decisions that have contributed to patterns of inequity present in Spokane. Looking at policies and programs through a racial equity lens can provide policymakers and staff with insights needed to develop targeted solutions and ensure more equitable outcomes³¹.

The City should also continue to expand the displacement risk assessment to deepen understanding of the causes of displacement, monitor changes in displacement risk over time, and identify solutions to mitigate displacement during redevelopment. Proactively engaging with neighborhoods and communities in areas with high displacement risk before land use and zoning changes are enacted can help the City consider the most relevant and effective strategies for minimizing and mitigating displacement.

This priority encourages the City to consider actions that work to break down structural barriers and ensure they do not serve as impediments to accessing housing opportunities or moving into homeownership if desired, including those in the private housing market.

31 <https://www.nlc.org/article/2020/07/09/embedding-racial-equity-in-housing/>

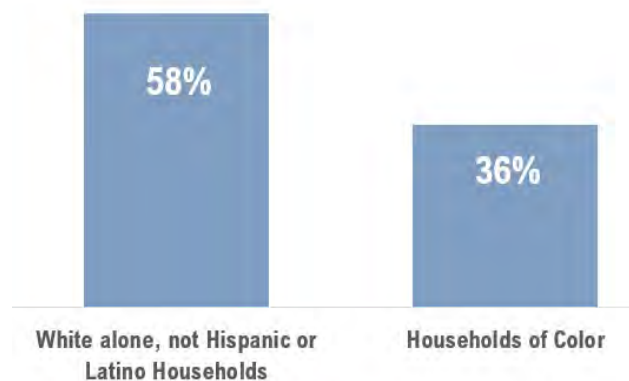
Draft Strategies

C1.Reduce barriers and expand access to housing and homeownership for lower income households, first-time homebuyers, people of color, and people with disabilities.

Even when affordable units exist, some residents must overcome significant barriers to access them. As a result, producing and preserving affordable homes is not sufficient. Barriers to accessing these homes should also be addressed for all Spokane residents to benefit and thrive. Public awareness of existing resources can help community members better understand what types of assistance may be available to them, as well as their eligibility for different programs³². The City should work to reduce the barriers to accessing housing, and promote programs that make it easier for people to stay in their homes long-term.

Concerns about access should not be limited to rental opportunities but also to homeownership. Homeownership enables families to build wealth and can help stabilize communities. However, homeownership opportunities are far from equal. As of 2018, there exists a 22-point racial homeownership gap in the City of Spokane between the percentage of White, non-Hispanic homeowners and people of color homeowners. The City should continue to engage in discussions and intentional changes to help reduce barriers and expand access to housing and homeownership for those most impacted by historic and ongoing inequality.

Figure 19. Homeownership Rate by Race in City of Spokane, 2014 - 2018



Source: ACS (2014-2018), Table S2502

One possible solution is shared equity homeownership. Shared equity homeownership creates a bridge to homeownership by addressing the primary challenges for buyers with low incomes: lack of a down payment, poor credit history, and the low supply of quality properties that people and families can afford. Shared equity models provide an alternative option to renting and traditional homeownership through subsidies offered by a nonprofit or government entity to lower the purchase price of a housing unit, making it affordable to lower-income buyers. In order for these programs to be successful, creative funding, resources, and partnerships will be needed to address gaps between financing and costs, to bring down the price of homes or purchase land, and subsequently make it possible to provide homes at affordable prices.

Many stakeholders contacted during the HAP process expressed support for shared equity models to facilitate broader access to affordable, low-risk homeownership opportunities for

³² <https://static.spokanecity.org/documents/chhs/plans-reports/planning/draft-analysis-of-impediments-to-fair-housing-2019-11-27.pdf>

low-income households.³³ Feedback received encourages City leadership to actively support community discussions to create shared equity homes, including shared equity cooperatives, limited-equity resident-owned communities, community land trusts, and deed-restricted/ below market-rate programs.

Actions for Consideration:

- Expand information provided in Spanish, Russian, Marshallese, Vietnamese, Arabic, and other languages to help increase access to housing and community development programs and resources.
- Support land use and development code regulations that allow diverse housing types and support mixed-income communities, consistent with Comprehensive Plan Policy H 2.2.
- Prioritize investment and incentives that support housing affordability and stability for low-income residents and people of color in historically underserved neighborhoods, while also increasing access to high-resource neighborhoods.
- Support partner organizations' efforts to expand homeownership education, outreach, and assistance programming to reach more potential homebuyers, including expanding down payment assistance and financial counseling classes.
- Support community-based organizations with a commitment to increasing Black, Indigenous, Latinx and People of Color homeownership and reducing the racial homeownership gap.
- Promote universal design in residential development to support all people regardless of their age, size, and ability in accessing housing to the greatest extent possible, without the need for adaptation or specialization.
- Work with the community and partner organizations to explore shared equity models to provide home ownership opportunities to low- and moderate-income families, including limited-equity resident-owned communities, cooperatives, and deed restrictions.

³³ <https://www.huduser.gov/portal/periodicals/em/fall12/highlight3.html>

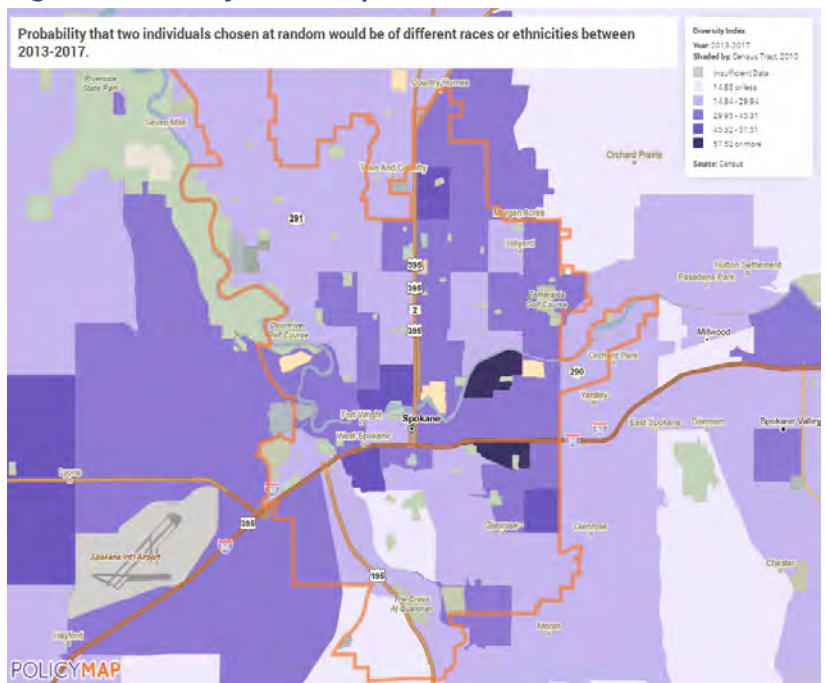
C2. Address racial inequities and disparities in housing.

When considering strategies that the City of Spokane can undertake to address housing needs and affordability challenges, it is important to understand and consider the historic context that has contributed to patterns of inequity. As in other parts of the state and across the country, Spokane has a history of segregation based on race, national origin, and other characteristics. Historical practices such as 'redlining' and restrictive covenants on property that have had long-lasting impacts on neighborhoods and homeownership.

Redlining was the practice of discriminatory lending in government-backed mortgages by the Federal Housing Administration in the 1930s through the Home Owners' Loan Corporation (HOLC). The HOLC produced maps that assessed credit-worthiness of neighborhoods, including a map of Spokane. Areas that were considered high risk were "hazardous" or "redlined" and denied loans and capital investment, particularly in and near African American communities, lower income households, immigrants, and diverse neighborhoods.³⁴ Some areas were further shaped by racially restrictive covenants that prevented people of minority races, religions, and ethnicities from purchasing a home. Some of these covenants are still on property records, though they are no longer in force.

Though the 1968 Fair Housing Act made these practices illegal, the use of redlining and racially restrictive covenants worked to isolate people of color into areas of disinvestment and concentrated poverty. Data in the City's Analysis of Impediments to Fair Housing report identified that in 1960, 63 percent of Black people in Spokane lived in only three census tracts; today those areas are some of the most racially diverse neighborhoods, including East Central, West Central, and Chief Garry Park—areas that were historically redlined. Conversely, areas that were identified as good or best for mortgage lending in the 1930s HOLC map in Spokane have some of the least diversity in the City today.

Figure 20. Diversity Index of Spokane



Source: PolicyMap³⁵, www.policymap.com

³⁴ <https://dsl.richmond.edu/panorama/redlining>

³⁵ Note: The diversity index is an index ranging from 0 to 87.5 that represents the probability that two individuals, chosen at random in the given geography, would be of different races or ethnicities between 2013-2017. Lower index values between 0 and 20 suggest more homogeneity and higher index values above 50 suggest more heterogeneity. Data were obtained from the Census' American Community Survey 2013-2017 estimates and calculated by PolicyMap.

Disaggregating data by racial, economic, geographic, gender, and other equity indicators can help the City of Spokane acknowledge and engage with historic, structural, and systemic drivers of inequity. Doing so can help the City evaluate whether a law, regulation, or practice is helping to reduce inequity or perpetuating it.³⁶ This framework can help deepen the analysis by considering all the ways race impacts a person's outcome, while also considering other ways that inequities may show up. The City should continue to research issues to understand the structures and systems that have perpetuated inequities in housing.

Actions for Consideration:

- Develop a racial equity framework and expand analysis of equity indicators to inform housing and land use policy, code regulations, and to mitigate displacement.
- Conduct an equity review and update the Comprehensive Plan Housing Chapter if needed.
- Continue work to eliminate barriers identified in the City's Analysis to Impediments of Fair Housing, and affirmatively further fair housing practices in City government.
- Expand research and application of equity and anti-displacement practices to deepen place-based analysis and reflect in policy development.
- Work with community partners to encourage actions that address unfair/discriminatory housing, lending and appraisal practices and increase access to credit.
- Equitably engage and empower all community members to participate in shaping housing policies, particularly those most impacted including but not limited to people of color, people with disabilities, lower income households, renters, refugees, immigrants, women and LGBTQIA+ and other under-represented groups.
- Partner with local organizations to provide fair housing education for housing providers, and fair housing design and construction training for developers, contractors, architects, engineers, and city planning and development personnel.

³⁶ <https://housingmatters.urban.org/articles/applying-racial-equity-lens-housing-policy-analysis>

C3. Preserve and stabilize the viability of existing homeownership for low income homeowners.

Many homeowners in Spokane are struggling with rising monthly housing costs, growing property tax or utility bills, and long-term maintenance of their home. Some homeowners, like seniors on fixed incomes or low-income residents, cannot make needed repairs to their properties. This can put their homes at risk for disrepair and possible code violations.

The City could identify ways to increase funding and resources to help homeowners keep up with maintenance and weatherization and help them stay in their homes longer. The City currently works with and funds many partner organizations like Spokane Neighborhood Action Partners (SNAP) to help make home repairs, provide access to loans, and address issues in homes that pose health or safety hazards through the Essential Repair and Single Family Rehabilitation programs.³⁷ The City can also look to support local tax relief programs for longtime homeowners to help lower their overall housing costs and keep them in their homes.

Actions for Consideration:

- Identify and allocate additional resources for the rehabilitation and maintain viable affordable housing that goes beyond regular upkeep.
- Encourage proactive counseling and education for homeowners on maintenance and upkeep of their homes.
- Support programs that reduce tax burdens to help homeowners with costs and stay in their neighborhoods, targeting but not limiting such programs to lower and moderate income, elderly, disabled, and veteran homeowners.
- Investigate expanding City resources, programming, and partnerships to support home safety modification projects for lower income, disabled, and elderly homeowners.

³⁶ <https://my.spokanecity.org/chhs/programs/>

D. Leverage and grow partnerships to support housing initiatives across the region.

New and expanded local and regional partnerships will be critical when tackling the full scale of housing challenges faced by the community. Such partnerships provide an opportunity for the City to collaborate with efforts it cannot undertake on its own. Housing challenges are prevalent across the greater region and regional action is needed to enhance cooperation and coordination among jurisdictions. The City should continue participating in multi-jurisdictional efforts to address regional housing needs and advance initiatives across the greater metro area, where appropriate and feasible. It is important for the City of Spokane to develop partnerships with groups that influence or are affected by the housing market. These groups include for-profit and nonprofit developers, community organizations, community members, neighboring jurisdictions, agency partners and others.

Draft Strategies

D1. Support growth management planning which best meet the Comprehensive Plan's goals and policies.

The City's Comprehensive Plan Chapter 3 Land Use, includes Goal LU 10, Joint Planning. This goal seeks to support joint growth management planning and annexation requests which best meet the City's development goals and policies. Activities undertaken under this goal should be expanded if the City and region are to achieve greater success in addressing housing issues.

Potential Actions:

- Consider funding City-led studies of areas that may be proposed for future urban growth or urban reserve areas for future expansions (in the long term), to better understand potential impacts to utilities and transportation. These could be undertaken in anticipation of the 2026 regional periodic Comprehensive Plan updates in Spokane County (RCW 36.70A.130).
- Continue to promote and support regional planning efforts such as the Steering Committee of Elected Officials and implementation of Countywide Planning Policies (CWPPs).

D2. Leverage partnerships within the health, education, parks, and transportation fields to support housing affordability, access to opportunity and quality of life.

Housing touches so many aspects of someone's life. Data shows that where someone lives can impact their life and health outcomes. People living just a few blocks apart may have vastly different life expectancies, in part because of their neighborhood. When households struggle to pay housing costs, they face financial and housing instability and are at heightened risk for a host of negative health outcomes. A safe and affordable home that is close to schools, work, amenities, and transit can help a person's overall health, wellbeing, and access to opportunity. Health institutions are well aware of how the social determinants of health (community conditions such as the availability of jobs, affordable housing, and grocery stores) shape health disparities. Many local and regional health stakeholders locally and regionally are exploring how they can help address long-term sustainable solutions to often complex housing and health problems, and advocate for, invest in, and provide services through affordable housing development.

When there is a disconnect between housing supply, job location, and services there can be corresponding greater demands on the City and region's transportation network and causing a greater proportion of people's time and income to be spent on commuting. Housing and transportation are the two biggest expenses in a typical household, on average comprising close to half of a household's income in the City of Spokane. With direction from the H+T Affordability Index and other research published in the past decade, collaboration between policy organizations focused on affordable housing and transportation has increased precipitously.³⁸

The City should continue to foster and build on partnerships with community members, organizations, school districts, and agencies to encourage housing initiatives that integrate across disciplines and work together to ensure all people and families have what they need to succeed.

Actions for Consideration:

- Link housing and transportation in higher density zones to connect communities with affordable housing options, walkable neighborhoods, and public transportation.
- Continue to explore connections and partnerships with school districts on housing, planning, and education outcomes to support greater access to opportunity for all students and families.
- Leverage partnerships with hospitals and health care institutions to address upstream causes of inequity, promote safe and healthy housing, and maximize positive health outcomes.

³⁸ <https://htaindex.cnt.org/>

D3. Grow and expand use of both local and regional housing data and analysis.

The development of the HAP has brought together a diverse group of stakeholders and parties interested in the state of housing in the City. The City should consider carrying this momentum forward and further engage both non-profit and market-rate developers, realtors, community organizations, faith-based groups, agency partners, and community members in local and regional discussions on the housing market. Proactive and sustained momentum should include clearly defined purpose and duration of engagement.

The Housing Needs Assessment provides a foundation to continue to analyze housing needs. Market trends are dynamic and change quickly. The City should work with local and state organizations to expand on the needs assessment with periodic updates over time. In particular, monitoring affordable and accessible housing can help the City better understand expiring affordability for income-restricted housing units.

Actions for Consideration:

- Develop and deploy a regional competitive market analysis, inclusive of but not limited to measures of inventory, cost drivers, regulatory environment, and publish regular updates.
- Leverage partnerships with universities and community research organizations to expand existing housing data and increase the frequency of collection/analysis.
- Build partnerships to create a database or registry of affordable and accessible housing. Monitor expiring affordability.
- Establish an ongoing community stakeholder group to build on the relationships built during preparation of the HAP, seeking more regular and broad discussion of the regional housing market.

D4. Support growth management planning which best meet the Comprehensive Plan's goals and policies.

The City's Comprehensive Plan Chapter 3 Land Use, includes Goal LU 10, Joint Planning. This goal seeks to support joint growth management planning and annexation requests which best meet the City's development goals and policies. Activities undertaken under this goal should be expanded if the City and region are to achieve greater success in addressing housing (and other) issues.

Potential Actions:

- Consider funding City-led studies of areas that may be proposed for future urban growth or urban reserve areas for future expansions (in the long term), to better understand potential impacts to utilities and transportation. These could be undertaken in anticipation of the 2026 regional periodic Comprehensive Plan updates in Spokane County (RCW 36.70A.130).
- Continue to promote and support regional planning efforts.

4. IMPLEMENTATION AND MONITORING

4.1. Implementation Matrix

Considering the information provided above and the strategies identified during the HAP process, the implementation matrix provides a roadmap for converting the recommended actions in the HAP into actual regulatory and program changes. Additionally, the proposed monitoring program provides a system for measuring the effectiveness of housing strategies in achieving the priorities.

The following section provides an implementation blueprint showing the potential first steps, anticipated timing of strategies, who will implement, investment level for the strategies discussed in the HAP. The potential first steps are suggested starting point for development of more refined work programs with elected officials and the community. This section will also provide options for measuring the performance of different strategies such as developing a dashboard which monitors Spokane's housing target and action plan progress.

The implementation matrix identifies anticipated implementation timeframes after adoption:

Short-term: 1-3 years

Mid-term: 3-5 years

Long-term: 5+ years

The implementation matrix also considers the level of resources needed, both in staff and other costs, including staff time required, additional resources or programming needed, or anticipated public funding required to implement.

Low: Minimal staff, resources, time, funding

Medium: Moderate staff, resources, time, funding

High: Intensive staff, resources, time, funding

Once the plan is adopted, additional effort should be given to further prioritize the strategies and potential actions. Further engagement, discussion, and consensus will be needed to identify which actions to pursue first, which can wait for additional resources, and which are less urgent but still important in the long-term. Additionally, the City should define and analyze the impact of strategies on increasing housing supply, options, and affordability.

4.2. Monitoring Program

The City should commit to issuing an annual report to evaluate its progress in implementing HAP strategies. This report should describe prioritized areas of focus and a proposed work plan for the next several years that could be reflected the joint Plan Commission and City Council work plan, City Budgets, and any master planning (like the Capital Improvement Program). Action priorities could be discussed with partners and shared as a part of community outreach/involvement to ensure alignment with the plan of action. This program is already envisioned by the Comprehensive Plan in Housing Policy H 2.5 (below).

Comprehensive Plan Housing Policy H 2.5: “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.”

Discussion: “Using readily available datasets as a basis for a simple set of indicators can illustrate progress that has been made to achieve housing goals and policies and provide assistance in determining what actions are needed to implement the goals and policies and whether revisions to the policies are needed. The public can provide feedback about the indicators that are most important to them.”

Determining the exact indicators and monitoring frequency will require additional research into the availability of data, staff time, and the necessary process to establish tracking systems. Also required would be discussions with City leaders and the community, to ensure that the chosen indicators adequately and equitably gauge housing progress.

Guiding Principles for Developing a Monitoring Program

Staff recommends the following objectives in selecting data sources and indicators to use in the monitoring program:

- Use the monitoring program to advance the implementation of adopted Comprehensive Plan Housing Element goals and policies.
- Select indicators that are both easy to understand and useful in evaluating progress towards goals and policies.
- Use indicators from readily available, regularly updated, well-respected data sources.
- Use data specific to the City of Spokane. Regional or statewide data may be included for the purpose of benchmarking or comparison, but should not be relied upon solely to describe the state of housing within the city limits.

For a staff memo on the proposed monitoring program, see the Appendix F.

Table 1. Implementation Matrix

Strategy	Potential First Steps	Starting Timeline	Investment
A. Increase housing supply, options, and affordability for all incomes.			
A1. Explore and expand allowed housing types to encourage missing middle housing throughout Spokane's neighborhoods.	<ul style="list-style-type: none"> Allow duplexes (two units per lot) in RSF and RSF-C zones, on each parcel or each corner lot; suggested action in RCW 36.70A.600. Increase the allowed number of attached units on individual lots in RSF, RSF-C and RTF zones outright, without the requirement of a planned unit development (PUD) process. 	Mid-term	Medium
A2. Target efforts to increase the development of affordable housing throughout the City to support mixed-income neighborhoods.	<ul style="list-style-type: none"> Examine incentives for affordable housing, including allowing fee waivers for development of income-restricted units, while also exploring policies to mitigate displacement. Utilize and build on state and federal funding sources to increase the supply and preservation of affordable homes. 	Short-term	High
A3. Continue to streamline and simplify changes to the City's permit process, as necessary.	<ul style="list-style-type: none"> Adopt SEPA (State Environmental Policy Act) infill exemptions (RCW 43.21C.229) for residential or mixed-use development; suggested action in RCW.36.70A.600. 	Short-term	Low
A4. Leverage infrastructure and investment, including near high-performance transit stops, in Centers and Corridors, the downtown core, and other targeted areas to increase housing supply.	<ul style="list-style-type: none"> Increase building height and/or remove parking required in exchange for more housing in Centers and Corridors. Encourage and communicate the ability for developers to build to allowed density in Centers and Corridors. 	Short-term	Medium
A5. Revise Accessory Dwelling Unit standards to allow for additional flexibility.	<ul style="list-style-type: none"> Explore development code changes for accessory dwelling units. 	Short-term	Medium
A6. Leverage public and partner-owned land for affordable housing, including a land bank.	<ul style="list-style-type: none"> Allow more flexibility for faith institutions to increase the number of affordable homes they can build on their property, pursuant to RCW 35A.63.300 and RCW 36.70A.545. 	Long-term	High
B. Preserve existing housing affordability and quality to help people thrive where they live.			
B1. Expand preventative and proactive code enforcement to help maintain safe and quality housing.	<ul style="list-style-type: none"> Improve resolution to "zombie" properties by prioritizing receivership instead of demolition. 	Short-term	Medium
B2. Align and leverage programs, funding, and resources to preserve the quality and livability of existing affordable housing.	<ul style="list-style-type: none"> Streamline navigation and processes to support improved access to City housing and community development programs. Synthesize priority areas for Community Development Block Grant (CDBG) and other flexible funding sources to address housing needs. 	Short-term	Medium
B3. Enhance protections and assistance for renters, particularly the most vulnerable.	<ul style="list-style-type: none"> Work with community members and tenant advocates to address ongoing barriers to accessing rental housing. Identify ongoing sources of rental and utility assistance for low-income households to promote housing stability post-COVID. 	Short-term	Medium

Strategy	Potential First Steps	Starting Timeline	Investment
B4. Maintain and improve existing affordable rental housing.	<ul style="list-style-type: none"> Continue to engage in proactive outreach to property managers and explore policies and programs that provide guidance and resources to support rental housing. 	Short-term	Low
B5. Study the local short-term rental market to reduce impact on housing affordability, neighborhood identity, and displacement.	<ul style="list-style-type: none"> Track short-term rentals to understand compliance with current permitting requirements. 	Short-term	Medium
C. Enhance equitable access to housing and homeownership.			
C1. Reduce barriers and expand access to housing and homeownership for lower income households, first-time homebuyers, people of color, and people with disabilities.	<ul style="list-style-type: none"> Expand information provided in Spanish, Russian, Marshallese, Vietnamese, Arabic, and other languages to help increase access to housing and community development programs and resources. 	Short-term	Low
C2. Address racial inequities and disparities in housing.	<ul style="list-style-type: none"> Develop a racial equity framework and expand analysis of equity indicators to inform housing and land use policy, code regulations, and to mitigate displacement. 	Short-term	Medium
C3. Preserve and stabilize the viability of existing homeownership for low income homeowners.	<ul style="list-style-type: none"> Support programs that reduce tax burdens to help homeowners with costs and to stay in their neighborhoods. 	Short-term	Medium
D. Leverage and grow partnerships to support housing initiatives across the region.			
D1. Support growth management planning which best meet the Comprehensive Plan's goals and policies.	<ul style="list-style-type: none"> Continue to promote and support regional planning efforts such as the Steering Committee of Elected Officials and implementation of Countywide Planning Policies (CWPPs). 	Short-term	Low
D2. Leverage partnerships within the health, education, parks, and transportation fields to support housing affordability, access to opportunity and quality of life.	<ul style="list-style-type: none"> Link housing and transportation to create connected communities with affordable housing options, walkable neighborhoods, and public transportation. 	Short-term	Medium
D3. Grow and expand use of both local and regional housing data and analysis.	<ul style="list-style-type: none"> Establish an ongoing community stakeholder group to build on the HAP for more regular and broader discussion of regional housing market. 	Short-term	Low

5. APPENDICES

- A. Housing Needs Assessment
- B. Additional Data Analysis
- C. Housing Policy Framework
- D. Summary of Community Engagement
- E. Displacement Risk Assessment
- F. Proposed Monitoring Program

To view all the appendices, visit the Housing Action Plan project page:

<https://my.spokanecity.org/housing/spokane-housing-action-plan/>

BRIEFING PAPER
Plan Commission
Integrated Capital Management
May 12, 2021

Subject

2022 - 2027 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Plan Commission then makes a recommendation to the City Council as to the program's consistency with the Comprehensive Plan. The City Council then accepts or modifies the plan accordingly.

Each new project to the 6-Year Program has been assessed for compliance with the Comprehensive Plan by verifying fulfillment of the Transportation goals and policies (TR's). Staff have prepared an assessment, and seek recommendation to the City Council regarding program compliance.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

A Consistency Review Workshop was conducted to assure compliance with the Comprehensive Plan for all new projects brought into the 6-Year Street Program this year.

Through this Hearing the workshop effort will be validated and the Plan Commission will make a formal recommendation to the City Council.

**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2022-2027)**

Comprehensive Plan Chapter 4 Policies TR:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaigns	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
44th Ave. Crestline to Altamont	X	X	X		X		X			X			X		X		X		X	X			X
Strong Rd. - 5 Mile to Austin	X	X		X	X		X					X	X		X					X			X
Boone Ave. - Howard to Ruby Protected Bike Lanes	X			X	X					X			X	X	X				X	X			X
Division St. Pedestrian Hybrid Beacons	X			X	X					X			X		X					X			X
Riverside Ave. - Grant to Sherman	X	X		X	X	X	X		X				X		X		X		X	X			X

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2022-27 against 2021-26 6yr. Program)

New Projects Added to Six-Year Program (2022-2027)

Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Capital Improvements 2022	44th Ave. Crestline to Altamont	Strip pave to arterial streets standards; consider full frontage improvements, sidewalk, drainage along north side. <i>Council requested project in 2020.</i>	Pave and Improve new arterial route.	\$900k
Capital Improvements 2026	Strong Road - 5 Mile to Austin	Full reconstruction. Curb, sidewalk and drainage improvements where needed. <i>Council requested project in 2020.</i>	Improve pavement condition, add complete street improvements.	\$3.5M
Pedestrian & Bikeways 2022	Boone Ave. - Howard to Ruby Protected Bike Lane (Study)	Study to consider alternatives for installation of protected bike lanes. Likely lane reduction and related improvements. <i>Council requested project in 2020.</i>	Improve bike safety and provide a lower stress bike route option.	TBD
Pedestrian & Bikeways 2022	Division St. Pedestrian Hybrid Beacons	Install Pedestrian Hybrid Beacons (PHB), update curb ramps, and signing/stripping at three locations along Division St. at intersections of: 1) Longfellow Ave.; 2) Everett Ave; 3) Rhoades-Weile.	Improve safety for pedestrian and bike crossings of Division St.	\$1.7M
Capital Improvements 2022	Riverside - Grant to Sherman	Construct full street improvements including pavement, curb, sidewalk, drainage facilities. <i>University District PDA requested project.</i>	Complete infrastructure to support redevelopment	\$450k

Honorable Mention Projects

Section	Project Name	Comment	Purpose Statement	Cost Estimate
Pedestrian & Bikeways 2022	Driscoll / Alberta / Cochrane Sidewalk	Install infill sidewalk, install ADA ramps and pedestrian crossing signing/stripping. Limits of work: Alberta St. and Cochrane St. from Northwest Blvd. to Driscoll and Driscoll Blvd. from Alberta/Cochrane to Garland Ave.	Improve pedestrian infrastructure and pedestrian safety	\$1.1M

Projects Completed and Removed from Six-Year Program

Section	Project Name	Comment	Status	
Capital Improvements	Wellesley Ave. - Division to Nevada	Project Not Required in 6-yr timeframe.	Remove	
Capital Improvements	Geiger Rd from Medical Lake Interchange to Grove Rd Interchange	County Project	Complete	
Capital Improvements	Wall St, 1st Ave. to Riverside Ave.	STA CCL Project	Complete	
Capital Improvements	Maple St, Riverside Ave to Pacific Ave	STA CCL Project	Complete	
Capital Improvements	Post St and Summit Ave Connections to Post St Bridge		Remove	
Pedestrian & Bikeways	North Gorge Trail Study		Remove	
Capital Improvements	Spokane Pavement Preservation - North		Complete	
Pedestrian & Bikeways	Ben Burr Crossings of 2nd and 3rd Ave.		Complete	
Pedestrian & Bikeways	Cincinnati Greenway		Complete	
Pedestrian & Bikeways	South University Gateway E-W Linkage		Remove	
Impact Fee Projects	Hamilton St. Corridor Enhancement	Page 74 of 314 PC Agenda Packet	Complete	



STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

To:	City Plan Commission
Subject:	Spokane Downtown Subarea Plan
Staff Contact:	Nathan Gwinn, AICP, Assistant Planner (509) 625-6893 ngwinn@spokanecity.org
Report Date:	May 5, 2021
Hearing Date:	May 12, 2021
Recommendation:	Approve

I. SUMMARY

Planning and Economic Development Services Department staff, working with the Downtown Spokane Partnership and its planning consultant, Framework, have developed a draft Spokane Downtown Plan to guide future development in an approximately 1,060-acre area including and surrounding the city of Spokane's Downtown core. The proposal is an amendment of the Comprehensive Plan through repealing and replacing the City's existing Downtown Plan adopted in 2008 with a larger subarea. The new Spokane Downtown Plan is a component of the existing Comprehensive Plan when adopted by reference.

II. RECOMMENDED ACTION

Staff recommends that the Plan Commission adopt the facts and findings of the staff report and recommend that the City Council approve an ordinance repealing the existing plan adopted December 22, 2008, entitled *Fast Forward Spokane: Downtown Plan Update*, and adopting the *Spokane Downtown Plan*.

III. BACKGROUND

EXISTING CONDITIONS

SUBAREA BOUNDARIES

The subarea planning process for the Spokane Downtown Plan considers an approximately 1,060-acre area on both sides of the Spokane River, including and surrounding the city of Spokane's Downtown core. The new subarea encompasses all of the smaller, 214-acre 2020 South University District Subarea Plan, expanding the boundary of the larger Downtown Planning Area to the east. A map below (Figure 1) shows exact boundaries. The 2021 Downtown Planning Area is roughly bounded by Boone Ave to the **north**; Interstate 90 to the **south**; BNSF Railway/Maple St/Cedar St/Adams St to the **west**; parcels fronting Ruby St, a parcel fronting North River Dr, the Spokane River, a line extended from Scott St, BNSF Railway, and Interstate 90 Exit 282 (Hamilton St interchange) westbound on-ramp to the **east**.

EXISTING CONDITIONS REPORT

In February 2020, the consultant prepared an Existing Conditions Report and Best Practices Summary, attached to the Spokane Downtown Plan as Appendix A. The report involved a review of relevant documents and topics essential to inform the vision, goals, and strategies that were developed for the new Downtown Plan and presented for stakeholder feedback. The report included summaries of the current conditions and trends for relevant aspects of Downtown development, such as the planning context, including the 2008 Downtown Plan and provisions of the Comprehensive Plan; demographic and economic trends; zoning, development regulation, and design guidelines; historic preservation; public safety; homeless conditions; the public realm; and transportation, including parking and mobility.

CONNECTIVITY

Situated as the Regional Center, the two most prominent motor vehicle transportation facilities in the region intersect along the south boundary of the Downtown Planning Area: the Interstate 90 freeway running east-west, and the Division/Browne couplet (also designated as both U.S. Highway 2 and U.S. Highway 395/Thomas S. Foley Memorial Highway), a pair of surface streets for multimodal transportation use running north-south. Two additional multimodal routes, the Maple/Walnut and Monroe/Lincoln couplets, intersect with and access I-90, providing regional connections through the city to the north and south. The 2nd/3rd/Avenue couplet provides an additional point of direct access to the I-90 freeway. Many other surface streets extend beyond Downtown connecting to the surrounding neighborhoods. Several Spokane Transit Authority (STA) routes provide service within and surrounding the subarea, with most system routes and the City Line Bus Rapid Transit service, scheduled to begin operation in 2022, intersecting at the STA Plaza in the center of the Downtown Core.

LAND USE PLAN MAP DESIGNATIONS AND PREVIOUS PLANS

Located along the Spokane Falls and major early railroad routes through the area, Downtown is the site of the city and region's earliest significant urban development. A range and intensity of land uses developed in this subarea, resulting in a wide variety of building types and ages. Following a 1999 Downtown Plan, the 2001 Comprehensive Plan established the Downtown Planning Area as the city and regional center. The 2008 Downtown Plan expanded the Downtown Planning Area and replaced the 1999 Plan.

The currently proposed larger amendment area applies to property that is within the Downtown Planning Area and designated by the Comprehensive Plan as "Downtown," "General Commercial," "Institutional," "Open Space," and "Conservation Open Space" on the Land Use Plan Map. Categories are described briefly below, drawing from the full descriptions in Chapter 3, Land Use, of the Comprehensive Plan.

- **Regional Center (Downtown):** Downtown Spokane is a thriving neighborhood with a diversity of activities and a mix of uses, serving as the primary economic and cultural center of the region.
- **General Commercial:** The General Commercial designation includes a wide range of commercial uses, with higher density residential uses also allowed.
- **Institutional:** The Institutional designation shows the general location of institutional uses such as middle and high schools, colleges, universities, and large governmental facilities.
- **Open Space:** This designation includes major publicly or privately owned open space areas such as major parks, with facilities for active and passive recreation that support activities occurring in the Open Space area.

- **Conservation Open Space:** The Conservation Open Space land use category includes areas that are publicly owned, not developed, and designated to remain in a natural state to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitat, and/or passive recreational facilities.

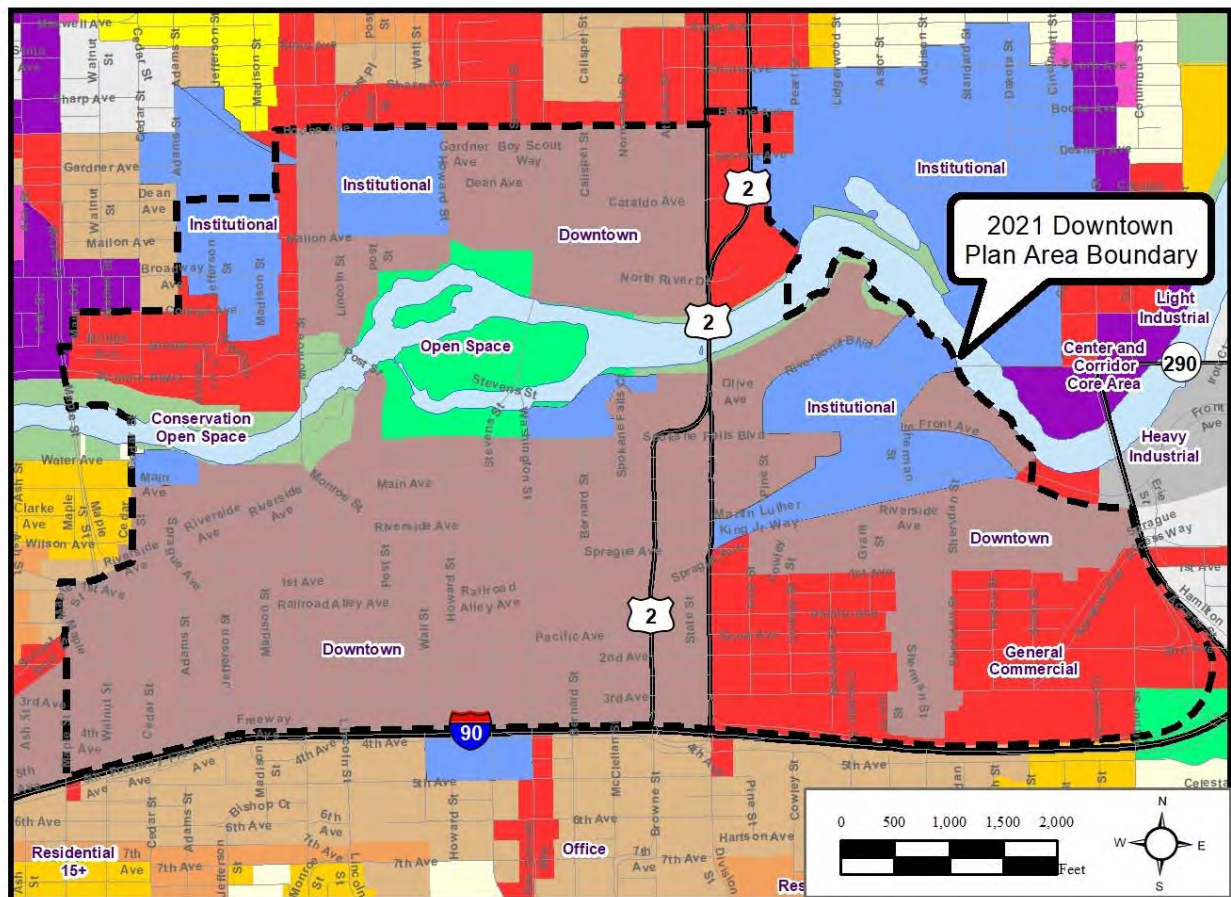


Figure 1 – Comprehensive Plan Land Use Plan Map designations in the Downtown Planning Area

RECENT PLANNING EFFORTS

The City's Comprehensive Plan designates Downtown Spokane as the city's only Regional Center and directs resources towards planning the growth and development of this center. Following the 2008 Downtown Plan, the City and partnering agencies have conducted a number of planning processes and studies on specific locations and facilities within the Downtown Planning Area, listed on page 15 of the draft Plan. The City also designated three target investment areas within or partially within the Downtown Planning Area: Downtown Spokane, University District, and North Bank/Kendall Yards.¹

The 2020 South University District Subarea Plan covers the southeast portion of the Downtown Planning Area. When adopted, it provided several land use and regulatory changes to promote more flexibility in allowed uses and design for development along E Sprague Ave and S Sherman St, two prominent arterial

¹ Resolution 2015-0084

streets. This was the latest in a series of planning efforts in the larger University District, an area where the University District Public Development Authority directs financing for revitalization projects in the area.

Coordinated with the work to initiate the Downtown and South University District planning efforts, a planning process was conducted in the North Bank Subarea in 2019, located along the north part of the Downtown Planning Area. That process included preparation of a separate draft subarea plan that has not been adopted.

The Spokane Downtown Plan is designed to work in conjunction with both recent planning efforts within the planning area. Throughout the process, stakeholder information has been shared, and input from the smaller subareas has informed the content of the Spokane Downtown Plan.

IV. PROCESS

COMPREHENSIVE PLAN AMENDMENT PROCEDURE

The Washington Growth Management Act (chapter 36.70A RCW) provides that proposed amendments to a comprehensive plan may be considered by the governing body of a city no more frequently than once every year, but further provides that, so long as a subarea plan clarifies, supplements, or implements city-wide comprehensive plan policies, and so long as the cumulative impacts of the proposed subarea plan are addressed by appropriate environmental review under chapter 43.21C RCW, the initial adoption of a subarea plan may occur outside of this annual process.

As described in further detail under Section V of this report, the proposed amendments implement policies adopted under citywide Comprehensive Plan Land Use Goals LU 1, LU 2, and LU 3, Economic Development Goal ED 3, and several others. Environmental review under chapter 43.21C RCW, the Washington State Environmental Policy Act (SEPA) addressed the cumulative impacts of the proposed amendments. Because the existing Downtown Plan will be repealed, this proposal constitutes the initial adoption of an expanded Downtown subarea plan. A Determination of Non-Significance was issued on April 28, 2021.

ROLE OF THE CITY PLAN COMMISSION

The proposed subarea plan Comprehensive Plan amendment requires a review process set forth in chapter 17G.020 of the Spokane Municipal Code (SMC). The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council. Following the decision criteria found in chapter 17G.020 SMC, the Plan Commission may recommend approval, modification, or denial of the proposal.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council, or may modify the findings as necessary to support their final recommendation.

ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the amendment proposal, public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify, or deny the proposed amendments rests with the City Council. Proposals adopted by ordinance after public hearings are official amendments to the Comprehensive Plan.

COMMUNITY ENGAGEMENT

Each stage of the subarea planning process has incorporated engagement with the numerous stakeholders within the Downtown Planning Area and the broader community. City of Spokane and Downtown Spokane Partnership staff, along with the planning consultant, Framework, followed a public engagement plan to reach targeted stakeholders, such as residents and owners, employees, and community organizations Downtown. The engagement plan was adjusted to allow additional participation and time, with additional events and resources. With a more detailed event list in Exhibit 1 Public Participation Summary, below is a list of some of the major aspects and events held to help craft this plan:

- City Council established the Downtown Plan as part of the Plan Commission's 2019-2020 work program on February 25, 2019²
- An email list of more than 700 contacts to share project announcements
- A project page on the City website with up-to-date information about events and project progress (<https://my.spokanecity.org/projects/downtown-plan-update/>)
- Stakeholder Focus Groups (September 23-24, 2019)
- Public Workshop (October 22, 2019)
- Three online SurveyMonkey surveys
- Steering Committee meetings, inviting participation from 22 members designated from a variety of stakeholders to provide input and guidance as content was generated (January 8, 2020; January 30, 2020; February 28, 2020; June 26, 2020; and December 18, 2020)
- Public Workshop on Draft Vision Statement, Goals, and Strategies (February 5, 2020)
- Video shared in the City's Community Connection e-newsletter and available on City website
- Plan Commission subcommittee meetings (February 17, 2021, and March 3, 2021; virtual)
- Open House to present the draft Plan (March 16, 2021; virtual)
- Presentations to the Spokane Community Assembly, the Community Assembly Land Use Committee (virtual), Downtown Spokane Partnership, and in-person to the Riverside, Peaceful Valley, West Central, Emerson-Garfield, and Cliff-Cannon neighborhood councils

Additional information and results of the Public Workshops, surveys, focus groups, and steering committee are posted on the project website, and described in the Spokane Downtown Plan (see Section 3, Planning Process, pages 23-30). Additional details from the 2019 focus groups and stakeholder interviews appear in the Existing Conditions Report (see Appendix A to the Plan, pages 16-21). A public engagement summary contains a more complete listing of all events, attached to this report in Exhibit 1.

In addition, the planning team has provided updates on the plan during the process to elected and appointed officials, and to staff from City departments and interested agencies.

- City Staff and Agency Technical Work Group Meetings (December 4, 2019, and February 5, 2020)
- Plan Commission Workshops (October 23, 2019; November 13, 2019; December 11, 2019; January 22, 2020; January 27, 2021; March 24, 2021; and April 14, 2021)
- Design Review Board Meetings (October 23, 2019, and January 22, 2020)
- Bicycle Advisory Board Meeting (August 18, 2020)

² Resolution 2019-0010

PUBLIC NOTIFICATION AND SEPA REVIEW

- More than 4,600 brochures were sent to property owners, residents, and occupants in the subarea on February 24, 2021, with an additional 200 copies distributed to area businesses. The brochures:
 - Described the plan's key features and how to find it,
 - Encouraged the submission of written comments, and
 - Contained instructions for how to join the March 16 virtual open house by phone or computer.
- A notice of Intent to Adopt was filed with Washington Department of Commerce on April 13, 2021.
- A SEPA Determination of Nonsignificance (DNS) was issued on April 28, 2021. The comment period will end on May 12, 2021.
- Notice of Application, Notice of SEPA Determination, and Notice of Plan Commission Hearing was emailed, posted at the Spokane Library's virtual Public Notices webpage, and published in the *Spokesman-Review* on April 28, 2021. The notice was published again in the *Spokesman-Review* on May 5, 2021. The notice also appeared in the *Official Gazette* on May 5, 2021.
- Hearing date is scheduled with the Plan Commission for May 12, 2021.

COMMENTS RECEIVED

Written and emailed comments received will be provided to the Plan Commission prior to the public hearing.

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as Exhibit 4. One agency/City department comment was received regarding this application:

- City of Spokane Street Department

V. ANALYSIS

PROPOSAL DESCRIPTION

The City of Spokane and Downtown Spokane Partnership are proposing a new subarea plan, by amendment of the Comprehensive Plan through repealing and replacing the 2008 Downtown Plan: *Fast Forward Spokane: Downtown Plan Update*.

The new Spokane Downtown Plan is a component of the existing Comprehensive Plan when adopted by reference. The Spokane Downtown Plan includes a vision for future development and identifies five overarching goal categories, which contain specific policies and actions. The policies and actions set by the new subarea plan are consistent with the direction of the Comprehensive Plan. Area specific amendments to the Land Use Plan Map to the General Commercial designation in the future would be subject to all relevant provisions of SMC 17G.020, Comprehensive Plan Amendments.

See Exhibit 2 for the full text of the proposed new Spokane Downtown Plan.

IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

Using the Comprehensive Plan for overall guidance, the more detailed planning undertaken for subareas like the Spokane Downtown Plan help ensure implementation of citywide goals and policies focused at a

smaller scale (see *Goal LU 7 – Implementation and Policy LU 7.4 – Sub-Area Planning Framework.*) A review of Comprehensive Plan goals and policies and other supporting documents indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.020.030(G). The analysis below identifies the Comprehensive Plan goals and policies which the proposal most directly implements.

LAND USE GOALS

Land Use Goal LU 1 – Citywide Land Use

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

Staff Analysis: The proposed Spokane Downtown Plan and its goals and policies were formed collaboratively and invited participation from diverse stakeholders, which is described in the document. Its strategies provide guidance to ensure this important community and Regional Center continues its preferred functions relative to the entire city, and grow to achieve a newly defined vision. The document addresses all of the activities listed in Goal LU 1 as well as those specified for Downtown in *Policy LU 1.9 – Downtown*.

Land Use Goal LU 2 – Public Realm Enhancement

Goal: Encourage the enhancement of the public realm.

Staff Analysis: The proposal features strategies to enhance the public realm, including transportation improvements in targeted locations to support connectivity and walkability; art and cultural installations and other efforts; improving amenities such as parks, the pedestrian realm conditions at street edges, and other public spaces; programming and improving public spaces; and cultural events and streetscape improvements.

- **Surface Parking Lots:** Responding to input described in the plan, renewed suggested efforts would actively address reduction in the prevalence of surface parking lots Downtown, such as public/private partnerships, development regulation amendments, and management strategies. The proposal aims these efforts at redevelopment and changing the way surface parking develops relative to the pedestrian environment, leading to better continuity of active uses at the street level to support walkability.
- **Development at Street Level:** Proposed changes to design standards, applying to development on key streets to enhance pedestrian activity, would result in increased street-oriented ground floor activity. The proposal also recommends that any zoning changes would include criteria that address the surrounding context and desired land uses with a focus on street level uses. The Plan Commission subcommittee, formed to review the proposal, discussed this aspect of the public realm and made a graphic addition to illustrate the concepts discussed in text on page 77.
- **Height and Massing:** The Spokane Municipal Code specifies changes to height limits are not allowed outside of a downtown plan update process. The proposal discusses a 2018 Plan Commission recommendation for height increases in the Downtown Core-100 (DTC-100) zone along Spokane Falls Blvd, and outlines requirements for information ahead of any future decision about the City acting to change the height limits, such as defining the value of integrating public amenities as part of projects within the area. Consistent with the guidance of *Policy LU 2.2 – Performance Standards*, another modification to the proposal made by the Plan Commission

subcommittee added a suggestion to explore performance-based design standards that enhance the public realm, if the 2018 recommendations are reconsidered (page 80).

Land Use Goal LU 3 – Efficient Land Use

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

Staff Analysis: As described above, the Downtown Plan Area contains portions of three of the city's target investment areas. The proposal provides a plan framework to build on the accomplishments in these areas, aligning different efforts with community goals to benefit the city and surrounding region. The proposal identifies opportunities that would enable new collaboration among partners to achieve those goals efficiently through integration of housing with other uses in this central, supported location (page 74). The proposed expansion to the Downtown Plan Area boundary to include all of the South University District Plan subarea supports coordination of growth in this area with the associated Land Use Plan Map changes adopted in 2020, and the tax and regulatory incentives in effect there.

TRANSPORTATION GOAL

Transportation Goal TR B – Provide Transportation Choices

Goal: *Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.*

Staff Analysis: The proposal describes approaches to better support multimodal transportation options consistent with regional priorities and adopted plans. Strategies would build on existing facilities to support a well-connected and inviting pedestrian experience, benefiting people of all socioeconomic backgrounds. For streets with low traffic volume, such recommendations include higher-quality bike facilities, expanded public spaces, and on-street parking (page 43). The proposal supports preserving major auto routes to and from Downtown, while describing strategies to increase access to transit. It proposes action items and other details for facilities located in Downtown Spokane that are designated for future improvements by the City's Bicycle Master Plan. The approach toward eventual reconfigurations of some one-way streets in the future (on page 50) reflects a reevaluation with stakeholders of existing adopted strategies. The proposal also acknowledges other transportation choices through improvements to support shared mobility as employment and population continue to grow.

ECONOMIC DEVELOPMENT GOAL

Economic Development Goal ED 3 – Strong, Diverse, and Sustainable Economy

Goal: *Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.*

Staff Analysis: The Downtown Plan subarea serves an important role as an employment center and hub for a variety of office, retail, university, government, recreation, entertainment, transit, housing, and light industrial uses in a central location. The proposal supports a diversity of business size, type, and ownership, including start-ups and affordable workspaces, as well as activity to support existing businesses (pages 71, 78). The proposal targets additional cultural events to draw visitors, recommending evaluation of and addressing existing challenges (pages 70, 99).

SOCIAL HEALTH GOALS

Social Health Goal SH 2 Facilities for Special Needs Populations

Goal: *Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.*

Social Health Goal SH 5 Public Benefit Uses

Goal: *Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, affordable and ADA-accessible housing, child and adult day care, and other public benefit uses.*

Staff Analysis: Several community engagement events during the process identified, as a primary issue, the conditions facing people who experience homelessness Downtown as an area where services are centralized. Process participants also expressed concerns related to public safety. The Spokane Downtown Plan incorporates content from documents in other cities, while recognizing and supporting the social service policies and other important strategic plans, updated with greater frequency than this proposal, that already exist and are separate from this proposal. City and Downtown Spokane Partnership officials and staff coordinated to identify areas of policy that could be improved, and distinguished these from operations themselves, which are addressed in other types of documents such as work programs. Topics in these categories considered and addressed in the plan include:

- Strategic development, built environment, and operations guidance:
 - Housing development: The proposal provides a new approach to integrating transitional housing, a type of Continuum of Care housing intervention, and more residential development that is affordable for all income levels, to provide new pathways for special needs populations in the regional effort to prevent and end homelessness (page 75).
 - De-centralize social and homeless services: The proposal supports strengthening partnerships to better respond to special needs populations with a public-private funding tool, along with integrated implementation of transitional housing with other kinds of housing, described on page 75. This dispersed approach is consistent with Comprehensive Plan *Social Health Policy SH 2.2 – Special Needs Temporary Housing*. In another example, the proposal emphasizes how the regional homeless plan, the Spokane City/County Continuum of Care Board's 5-year Strategic Plan to Prevent and End Homelessness, reinforces the Spokane Downtown Plan and continued support of the newly launched regional model for implementing solutions (page 95).
- Operations:
 - Mental health and behavior in public spaces: The proposal provides discussion on programs that assist with substance abuse, mental health and improved job skills and training (page 18). It links to the Spokane City/County Continuum of Care Board's 5-year Strategic Plan to Prevent and End Homelessness.

Social Health Goal SH 6 – Safety

Goal: *Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.*

Staff Analysis: Topics considered by officials at the City of Spokane and staff from the Downtown Spokane Partnership in coordinating comments on the document included:

- Strategic Development, Built Environment, and Operations Guidance:
 - Crime Prevention Through Environmental Design: The Comprehensive Plan addresses friendly streetscapes, pedestrian amenities, property maintenance, and other themes for crime prevention under *Social Health Policy SH 6.1 – Crime Prevention Through Environmental Design Themes*. This is an area of focus for new policy in the subarea plan, with special programs and application to Downtown in the draft proposal (page 93).
 - Public space development and activation: Proposed actions would program a variety of events and introduce additional physical improvements, such as pedestrian streetscape amenities and public art, bringing additional activity to streets and public spaces (page 46, pages 66-70, page 87).
- Operations:
 - Increasing police presence: The Spokane Downtown Plan summarizes the current state of policing, including the highly visible Downtown Precinct location opened in 2020 in the heart of Downtown, enabling increased community policing practices (page 18). This description is consistent with policy around neighborhood policing in the Comprehensive Plan through *Social Health Policy SH 6.7 – Community Oriented Policing Services*.
 - Require accountability for re-offenders: Addressing a City effort related to quality-of-life offenses, the proposal describes and links to Community Court, a Downtown intervention, a therapeutic judicial alternative which demonstrates reduced recidivism rates (page 19).

FINAL REVIEW CRITERIA

SMC Section [17G.020.030](#) establishes the review criteria for Comprehensive Plan amendments. In order to approve a Comprehensive Plan amendment request, the decision-making authority shall make findings of fact based on evidence provided by the applicant that demonstrates satisfaction of all the applicable criteria. The applicable criteria are shown below in ***bold italic*** print. Following each criterion is staff analysis relative to the amendment requested.

A. ***Regulatory Changes.***

Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.

Staff Analysis: Staff reviewed and processed the proposed amendment under the most current regulations contained in the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent federal, state, or legislative actions with which the proposal would be in conflict, and no comments were received to this effect from any applicable agencies receiving notice of the proposal. The proposal meets this criterion.

B. ***GMA.***

The change must be consistent with the goals and purposes of the state Growth Management Act.

Staff Analysis: The Growth Management Act (GMA) details 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW 36.70A.020, "Planning Goals"), and these goals guided the City's development of its comprehensive plan and development regulations. No comments received or other evidence in the record indicates inconsistency between

the proposed plan map amendment and the goals and purposes of the GMA. The proposal meets this criterion.

C. Financing.

In keeping with the GMA's requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.

Staff Analysis: The Downtown Planning Area is a previously developed, central location within the city served by existing urban facilities and services. City departments and partner agencies responsible for providing public services and facilities have reviewed the proposal and have not indicated any concerns regarding financing commitments or other infrastructure implications that would result from the proposal. The proposal meets this criterion.

D. Funding Shortfall.

If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.

Staff Analysis: As described in response to Criterion (C) above, this proposal would establish new goals and policies concerning a centrally located area already served by urban facilities and services. The proposal itself does not involve a specific development project. Implementation of the concurrency requirement under SMC 17D.010.020 as well as applicable development regulations and transportation impact fees, will ensure that development is consistent with adopted comprehensive plan and capital facilities standards, or that sufficient funding is available to mitigate any impacts to existing infrastructure networks. The proposal meets this criterion.

E. Internal Consistency.

1. The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.

Staff Analysis: The proposal is internally consistent with applicable supporting documents of the Comprehensive Plan as follows:

Development Regulations. As a non-project proposal, there are no specific plans for development of any site tied to this application. While the planning area is expanded to include all of the South University District Subarea, the proposal itself does not change any Land Use Plan Map designations or their implementing regulations, nor result in any non-conforming uses or development. The subarea plan proposes examples for regulatory changes for the City to consider, but acknowledges those changes would occur as part of a future process with further study and analysis before

implementation; thus, the proposal maintains consistency with current regulations. Staff finds no reason to indicate that the proposed policy would conflict with applicable regulations.

Capital Facilities Program. As described in the staff analysis of Criterion (C) above, no additional demand for infrastructure or capital expenditures by the City would be directly created by this non-project action, and it is not expected that the City's integrated Capital Facilities Program would be affected by the proposal.

Downtown Plan. The goals and policies proposed under the new Spokane Downtown Plan are arranged under a newly organized strategic framework, with current public input, that incorporates similar content as the *Fast Forward Spokane: Downtown Plan Update* adopted in 2008. As described above in Section IV, the individual goals and Downtown and district strategies from that document were reviewed with the steering committee and content flagged that did not appear reflected in the new framework. The new Spokane Downtown Plan retains several elements of the 2008 Plan, such as the unfinished opportunity sites, internal district names and boundaries, and Downtown Complete Street designations and typologies. As envisioned by the 2008 Plan following more than a decade of change that saw many of the anticipated major projects brought to fruition, the new Spokane Downtown Plan introduces an updated strategic framework and renewed focus on a variety of policy topics suggesting some change in guidance for the growth and development Downtown, with a discrete set of suggested actions.

Shoreline Master Program. There are no changes proposed that would alter review under or requirements of the Shoreline Master Program under chapter 17E.060 of the Spokane Municipal Code. This action will not supersede those regulations.

2. ***If a proposed amendment is significantly inconsistent with current policy within the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.***

Staff Analysis: The proposed subarea plan provides current detail for the Downtown Planning Area for the existing Comprehensive Plan's relevant goals and policies for Downtown. It would fully replace the existing 2008 Downtown Plan. As such, the proposed amendments are consistent with the Comprehensive Plan and no change to other parts of the Comprehensive Plan are required to ensure this criterion is met.

F. Regional Consistency.

All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.

Staff Analysis: The proposed amendment is consistent with the various requirements for land use planning in the CWPPs, including the need for establishing efficient land use, providing certainty to capital facilities, and allowing timely extension of services and utilities for new development. No comments have been received from any agency, City department, or neighboring jurisdiction which would indicate that this proposal is not regionally consistent. The proposal meets this criterion.

G. Cumulative Effect.

All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.

1. Land Use Impacts.

In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.

2. Grouping.

Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.

Staff Analysis: This proposal generally encourages more consideration of activity at the street level as part of new development, or as part of changes to regulations. Some implementing regulatory changes are contemplated, and would require an additional public participation process after adoption of this subarea plan. There are no direct changes to development regulations, land-use amendments, or rezoning as part of the proposal.

In related Comprehensive Plan amendment proposals, subarea planning occurred in 2019 and 2020 in the South University District, which is included as part of the larger Downtown Planning Area in this proposal. That effort did adopt changes to regulations and land use to include an additional approximately 63 acres within the Downtown Land Use Plan Map designation.³ Separately, two changes within the Downtown Plan Area to the Planned Bikeway Network map of the Comprehensive Plan (Chapter 5, Map TR-5) are proposed through the current annual amendment cycle, which will conclude with final action at the end of 2021.⁴ The locations of those bike facility amendments, on S Cedar St and E/W Pacific Ave, are reflected in the proposed street improvements in this proposal. The overlapping schedule and boundaries of the subarea and bike facility planning processes has allowed staff to monitor proposed changes emerging from the different initiatives and take cumulative impacts into consideration throughout the process. The proposal meets this criterion.

H. SEPA.

SEPA review must be completed on all amendment proposals and is described in chapter 17E.050.

1. Grouping.

When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative impacts. This combined review process results in a single threshold determination for those related proposals.

³ Ordinance C35925

⁴ File Z21-022COMP

2. DS.

If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).

Staff Analysis: The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, a Determination of Non-Significance was issued on April 28, 2021. The proposal meets this criterion.

I. Adequate Public Facilities

The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.

Staff Analysis: While the proposal would not modify any land uses immediately, it is conceivable that future regulatory amendments may result from this subarea plan. Any development that occurs following those changes will be subject to a concurrency determination pursuant to [SMC 17D.010.020](#), which will establish whether sufficient services are available to serve that development. Therefore, staff finds that the proposal meets this criterion.

J. UGA.

Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.

Staff Analysis: The application does not propose an amendment to the urban growth area boundary. As such, this criterion does not apply.

K. Demonstration of Need.

1. Policy Adjustments.

Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. [...]

Staff Analysis: The proposal clarifies the Comprehensive Plan's focused growth strategy around directing new growth to the Regional Center, one of the designated Centers and Corridors, by providing improved guidance so the community's original visions and values can better be achieved. Below are excerpts from the Comprehensive Plan's Land Use and Transportation chapters, though the vision and values in other chapters mention Downtown's importance as well.

Comprehensive Plan Chapter 3 Land Use, Section 3.2, Vision and Values, restates the original text adopted by the City in 1996 that formed the basis of the Land Use goals. In response to a need for better continuity of walkability between active street frontages identified in the planning process, the proposed amendments will help better achieve the Vision that “Growth will be managed to allow a mix of land uses that ... sustain the downtown area and broaden the economic base of the community” by providing improved guidance in considering future proposals to amend development regulations that affect Downtown, with a focus on street level uses (page 79). These amendments would maintain geographic focus while aligning better with the target investment area and assisting the adopted Values of “Developing and maintaining convenient access and opportunities for shopping, services, and employment.”

The proposal also demonstrates consistency with the Vision in Chapter 4 Transportation, Section 4.2, of the Comprehensive Plan, by providing new and current detail for “a well-maintained multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality ...” In addition, the proposal provides additional detail to guide growth related to the Values of Comprehensive Plan Chapter 4, Section 4.2, particularly with respect to “Developing and maintaining good public transit ... convenient access to the downtown area ... and improving the pedestrian environment.”

The proposal meets this criterion.

2. Map Changes.

Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);***

Staff Analysis: The proposal does not involve a change to the land use plan or zoning maps. Therefore, this section does not apply.

- b. The map amendment or site is suitable for the proposed designation;***

Staff Analysis: As discussed above, the proposal does not include a map amendment and this section does not apply.

- c. The map amendment implements applicable comprehensive plan policies and subarea plans better than the current map designation.***

Staff Analysis: As discussed above, the proposal does not include a map amendment and this section does not apply.

3. Rezones, Land Use Plan Map Amendment.

Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that

the comprehensive plan remains internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.

Staff Analysis: As this proposal does not include a map amendment, this criterion does not apply. Future map amendments would be subject to this criterion at the time of their consideration by the City.

VI. CONCLUSION

Based on the facts and findings presented herein, staff concludes that the requested subarea plan to amend and become part of the City's Comprehensive Plan satisfies the applicable criteria for approval as set forth in SMC Section [17G.020.030](#).

VII. STAFF RECOMMENDATION

Following the close of public testimony and deliberations regarding conclusions with respect to the review criteria and decision criteria detailed in SMC Chapter 17G.020, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendment to the City's Comprehensive Plan.

Staff recommends that the Plan Commission adopt the facts and findings of the staff report and recommends approval of the requested amendment to adopt a new Spokane Downtown Plan as part of the City's Comprehensive Plan for the subject text amendment in Exhibit 2.

VIII. LIST OF EXHIBITS

1. Public Participation Summary
2. Proposed Subarea Plan Text
3. SEPA Determination of Non-Significance
4. Department Comment
5. Public Comments
6. Related Comprehensive Plan Goals and Policies

EXHIBIT 1 – PUBLIC PARTICIPATION SUMMARY

Date	Name/Event
10/3/2019	Community Assembly
10/4/2019	Terrain 12 pop-up event
10/14 - 11/4/2019	Online public survey #1. 590 responses
10/17/2019	River Park Square pop-up event
10/22/2019	Public meeting #1
10/23/2019	Plan Commission workshop
10/23/2019	Design Review Board meeting
10/31/2019	City Council Study Session
11/13/2019	Plan Commission workshop
11/19/2019	Riverside Neighborhood Council
12/11/2019	Plan Commission workshop
1/8/2020	Steering committee meeting #1
1/8/2020	Peaceful Valley Neighborhood Council
1/8/2020	West Central Neighborhood Council
1/9/2020	<u>Inlander</u> article
1/14 - 2/17/2020	Online public survey #2. 647 responses
1/22/2020	Plan Commission workshop
1/27/2020	Postcard mailing – 1200 addresses Business Improvement District Ratepayers and Members
1/30/2020	Steering committee meeting #2
2/4/2020	Cliff Cannon Neighborhood Council
2/4/2020	<u>Spokesman Review</u> article
2/5/2020	Public meeting #2
2/12/2020	Emerson Garfield Neighborhood Council
2/13/2020	<u>Journal of Business</u> article

Date	Name/Event
2/28/2020	Steering committee meeting #3
3/24 - 5/2/2020	Online survey of steering committee and technical group on General Goals and Actions. 21 responses
6/25/2020	Update on arts and culture strategies - Spokane Arts and Terrain
6/26/2020	Steering committee meeting #4 - virtual
7/29/2020	Downtown Spokane Partnership Board meeting - virtual
8/6/2020	Downtown bikeways discussion with Bicycle Advisory Board Committee on Protected Bike Lanes/Neighborhood Greenways
8/18/2020	Bicycle Advisory Board meeting - virtual
9/25/2020	Davenport District strategies discussion with property owner and community organization
12/18/2020	Steering committee meeting #5 - virtual
1/27/2021	Plan Commission workshop
2/16/2021	<u>Spokesman Review</u> article
2/17/2021	Plan Commission Downtown Plan subcommittee meeting #1
2/18/2021	Land Use Committee of the Community Assembly
2/24/2021	Printed brochure mailing to 4,694 Downtown addresses notifying citizens of the draft Plan availability, and 3/16/2021 public meeting. 200 copies handed out to area businesses
2/25 - 4/4/2021	Online public survey #3. 741 responses
3/3/2021	Plan Commission Downtown Plan subcommittee meeting #2
3/4/2021	Community Assembly
3/10/2021	West Central Neighborhood Council
3/11/2021	Interview "30 Minutes With," a Downtown Spokane Partnership webcast
3/16/2021	Public meeting #3 - virtual
3/24/2021	Plan Commission workshop

Date	Name/Event
4/14/2021	Plan Commission workshop
4/27/2021	Hispanic Business/Professional Association

DRAFT

EXHIBIT 2 – PROPOSED SUBAREA PLAN TEXT

Note: The document was reduced in size to assist in sharing by email. For linked text and better graphic readability, please download the document from the City's website:

<http://static.spokanecity.org/documents/projects/downtown-plan-update-2020/spokane-downtown-draft-plan-april-2021.pdf>

SPOKANE DOWNTOWN PLAN

APRIL, 2021

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

PREFACE

Spokane's Downtown Plan update is being published at a time that is very different from when we began the process. Through the experience of the COVID-19 public health crisis, economic impacts of business closures, and examining long-standing inequities in society, the City recognizes rebuilding our economy will need to provide inclusive opportunity for everyone to prosper.

The Downtown Plan has a ten-year horizon, and the beginning of that timeframe will focus on economic recovery from the aftermath of the pandemic. The intent of this plan is to set a framework for decision-making with a focus on diversity, equity, and inclusion so that as Spokane regathers its strength, Downtown will come back stronger, more resilient, and more welcoming and nurturing to all.

What downtown plans do best

Downtown plans synthesize many related efforts to find the gaps and synergies between them. Spokane has been working on targeted plans for infrastructure, transportation, public safety, diversity and inclusion, zoning and land use regulations, subarea planning, branding and marketing, and arts and culture. The role of the Downtown Plan is not to redo existing plans or social service policy, but to look for areas of agreement and ways that the multiple targeted efforts can work together in better ways. The Downtown Plan is an opportunity to highlight various efforts the City and its partners are working toward, and to bring people to a level of agreement on priorities and actions.

A Downtown Master Plan for this time and place

Spokane's Downtown Plan strategies will seek out areas of mutual agreement from the strong input received during the process. The recommendations of this Plan are based less on major capital improvements and more toward testing that can further consensus around permanent improvements in the future. The Plan actions are focused on next steps that will have the most impact on bringing activity back into Downtown and a roadmap for future planning.

This Downtown Plan identifies ways to support the people who live, work and play in Downtown, and uses this opportunity to test ideas that may not be new, but may achieve broad enough support to eventually be realized. This Plan can help Downtown stakeholders move past areas of disagreement, building consensus with three overarching principles:

- ☐ Focus on areas of agreement
- ☐ Focus on people and activity
- ☐ Test and evaluate new ideas

Areas of Agreement: Energize Downtown

The idea that Downtown should be energized has agreement from all the input received for the Downtown Plan.

To that end, this Plan looks for ways to support businesses and organizations that activate Downtown, foster arts and cultural activities, and make it as easy as possible for people to create activity in public and private spaces. It encourages proactive public-private partnerships for near-term and long-term projects that benefit Downtown. The Plan recognizes that Downtown has space that can be harnessed as active space and options for using that space should be actively explored and tested to cultivate a sense of community. The City, Downtown Spokane Partnership and their partners should make every effort to highlight Downtown's assets, including historic buildings, private and civic activities, and its unique natural setting along the Spokane River and Falls. Finally, Downtown should draw on its own successful existing models, ranging from events like Hoopfest to new neighborhood parks and public spaces like A Place of Truths Plaza, and improved use of space in the street.

Focus on People

Making Downtown a place where people love to spend time means offering a variety of places that feel safe and comfortable, with things to see and do.

This Plan supports working together as a compassionate community toward short and long-term solutions for homelessness and substance abuse. Physical changes in public space that can help with comfort at all times of day include improvements to lighting, seating and plantings.

Focusing on people means encouraging and supporting entrepreneurs and artists who bring vibrancy to Downtown. It means making sure that people of all abilities can get to and around Downtown by multiple safe and convenient modes. And it means making Downtown an attractive environment for people to live, work, and play Downtown.

Test and Evaluate New Ideas

With the need to reignite activity in Downtown, it is a time to focus less on permanent changes (beyond those already planned) and more on testing actions that support people and activities Downtown.

Where street reconfiguration supports people's comfort, mobility and interest in Downtown, those changes can be tried in simple ways to see how they meet the goals of supporting people and activity. The City can use pilot programs to test new ideas by making them as easy as possible from a regulatory standpoint. The City and community leaders can engage property owners, businesses and organizations to find ways they would like to be involved in public space activation, looking especially for ways that such activity can benefit local businesses, entrepreneurs and artists. The Downtown Plan highly encourages monitoring and evaluation of the public space tests to understand what lessons can be learned, and use that evaluation to pursue permanent installation of successful temporary actions.

EXECUTIVE SUMMARY

Spokane's Downtown Plan is a strategic, action-oriented document that outlines the community's vision of Downtown for the next ten years. This plan aims not only to articulate a vision for Downtown where there is agreement, but also to define actions to achieve that vision and build consensus around the challenges Downtown faces. This Plan is organized in five sections that touch on the progress the City has made in the past decade, the planning process including what we heard from Downtown stakeholders, and more specific goals and strategies that work toward that vision.

Introduction and Background

The City has made great strides Downtown with significant public and private investment, but new challenges have presented themselves since 2008, when the City adopted its last Downtown Plan. The 2008 Downtown Plan highlighted where private development or public improvements could catalyze Downtown reinvestment. With redevelopment complete or underway at a majority of those sites, several of which were part of the ongoing redevelopment of Riverfront Park, the time is ripe for an update to the Downtown Plan. After the adoption of the last Downtown Plan, the City made great effort to advance the goals of the plan through new policy, regulation, and public projects. Downtown faces some new and enduring challenges such as homelessness and concerns around public safety, but there is growing vitality and energy.

Planning Process

The City and Downtown Spokane Partnership began the process to update the Downtown Plan in 2018. The resources allocated to the plan update and the scope of work are significantly less than for the 2008 plan. Therefore, some of the bigger ideas that were developed during this effort will require further planning and public process.

The existing conditions report formed the basis of preliminary ideas, and best practices that were presented to the public at the initial public meeting in October 2019. A survey, released before the public meeting offered more opportunity for input on existing conditions, challenges and assets. These broader ideas were refined into a draft framework and specific set of goals, which were presented at a second public meeting in February 2020. A second public survey conducted at roughly the same time collected input on the draft framework and goals. The results of these engagements form the basis of this Plan. The City, Downtown Spokane Partnership and planning consultants held several meetings with a steering committee representing stakeholder groups throughout the process as well as a meeting with the Downtown Spokane Partnership board.

Plan Framework

The plan framework outlines overarching goals to guide Downtown Spokane as it continues to grow and evolve. These five goals represent vital parts of a vibrant Downtown that attracts and serves local visitors:

- ☐ A connected and walkable Downtown;
- ☐ Thriving arts, culture and historic places;
- ☐ A great place to live, work, and play;
- ☐ Welcoming and engaging public spaces for all; and
- ☐ A well-organized Downtown.

PRIORITY ACTIONS

Based on goals and vision in the plan, and the value of projects in the past ten years (outside of Riverfront Park), the following 15 priority actions will be possible within the next ten years Downtown:

- ☐ Transform low traffic streets that are oversized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.
- ☐ Develop a transportation plan specific to Downtown that considers multiple modes and addresses facility designs, locations, priorities, and funding.
- ☐ Make sidewalks active and vibrant places through continued efforts to streamline design requirements, and developing new pilot projects in partnership with local businesses downtown.
- ☐ Protect use of alleys for service access and improve certain alleys as pedestrian spaces, where improvements add to connections and active spaces Downtown.
- ☐ Actively pursue redevelopment of surface lots.
- ☐ Improve pedestrian experience and safety at undercrossings beneath the rail viaduct and I-90 with targeted interventions.
- ☐ Improve and activate the streetscape and public realm to support cultural venues.
- ☐ Identify sites Downtown for infill development that can help foster small businesses, local start-ups, and arts and culture uses and organizations.
- ☐ Develop a thorough understanding of on-site conditions and update market demand studies around opportunity sites.
- ☐ Create an integrated network of small parks and public spaces outside of Riverfront Park.
- ☐ Pursue redevelopment of the existing surface parking lots in the DTC-100 Zone along Spokane Falls Boulevard.
- ☐ Implement Transportation Demand Management (TDM) strategies.
- ☐ Strategically program and activate public spaces Downtown.
- ☐ Develop the organizational capacity and partnerships to actively manage and program public spaces.
- ☐ Connect sponsors with organizations that host events Downtown.





2

INTRODUCTION + BACKGROUND

INTRODUCTION + BACKGROUND

The Downtown Plan is a strategic and action-oriented plan to achieve the community's vision for Downtown over the next 10 years. Through the public process the community identified challenges and opportunities to address as priorities during the planning period. Challenges such as homelessness and concerns around public safety have increasingly become issues for the public. But the public recognizes the growing vitality of downtown, expressing enthusiasm about making Downtown more connected and walkable, enhancing arts and culture, strengthening community partnerships to manage the Downtown, in order to make Downtown an even more attractive place to live, work, and play.

Community input showed a perception that Downtown is as strong as it has ever been and much of that success is attributed to the last five years. Several big moves have brought positive changes: the redevelopment of the crown jewel of Riverfront Park, growing residential neighborhoods such as Kendall Yards, and a growing presence of higher education in the University District.

At the same time, the community is also aware of new challenges that have emerged and need to be addressed through focused and collaborative effort. It is this collaborative and community-based approach that must drive the implementation of the plan and stewardship of Downtown by the City and everyone with a stake in the future of Downtown. Spokane is poised to capitalize on the success of Downtown and address challenges over the next 10-years to ensure Downtown Spokane remains a powerful asset for the City and the region.

FIGURE 1: A redeveloped Riverfront Park is at the center of a greener, more active Downtown



HISTORY OF DEVELOPMENT

Sp'q'n'i? and the Spokane River

Before European settlement in the 19th Century, the Spokane Falls were the center of fishing and trade for the Spokane Tribe. Since time immemorial, the Spokane Tribe fished the Spokane Falls in the heart of what is today Downtown. The tribe would fish every year for 120 days from late May through September.

Each day, on average, they would harvest 1,000 fish with an average weight of 30 lbs. Some fish, known as the "June Hogs," weighed an astonishing 110 lbs each. Some of these fish were nearly 6 ft in length.

By the end of the summer, the tribe would have harvested approximately 120,000 fish, weighing in conservatively at 3.6 million pounds. The salmon were not only the tribe's main source of protein but they were also the foundation of the tribe's monetary system.

For thousands of years, people from all around would gather at the Spokane River to fish the falls. All were welcomed and all who helped with the harvest were given a generous bounty. All the fishing from the falls of the Spokane River were overseen by the Salmon Chief. The Salmon Chief ensured that not all the fish were taken and plenty were allowed to continue upstream for spawning, assuring a plentiful harvest for future generations.

Historians believe it became unsafe to drink water directly from the river after 1878 due to impacts from agriculture, mining, other industries, urban development, and receipt of untreated wastewater. Later, construction of hydroelectric dams, located downstream, stopped the salmon from returning to the Spokane River. As a result, to this day, there are no longer salmon in the Spokane River.

The Spokane Tribe are river people, to them the Spokane River is sacred and has been the heart of their sustenance. The tribe has a celebrated and ongoing relationship with the river.

That's why in 2003 the Spokane Tribe set in motion the actions to create the highest water quality standards in the country for the Spokane River. By applying for and receiving "treatment as a state," through the Environmental Protection Agency and the Clean Water Act, the tribe is helping to ensure these standards will continue to guide the future stewardship of this precious resource. The Spokane Indian reservation sits about 35 miles downstream from the city of Spokane; therefore, all water that comes downstream from the city has to be treated in order to meet these strict standards.

The tribe's commitment to a clean river and healthy ecosystem helps to ensure clean water for generations and an unparalleled quality of life that can only be found in the Inland Northwest.

-Jeff Ferguson, Artist & Spokane Tribal Member, 2019

Early Urban Growth

The first permanent settlement of Spokane Falls was founded by James N. Glover in 1873, and incorporated in 1881, the same year the Northern Pacific Railway reached Spokane. Spokane experienced its first boom in the 1880s. With its critical position on the Northern Pacific transcontinental railway, the city quickly established itself as the commercial center of north Idaho mines, and the Inland Empire. After the catastrophic Great Fire of 1889, Spokane was rebuilt with the grand brick and stone buildings its residents still take pride in today.

Spokane's population surged in the first decade of the 20th Century, from 36,848 in 1900 to 104,402 in 1910. A booming natural resource economy drove this growth, attracting thousands of workers employed in temporary, labor-intensive work such as mining, logging, railroad, and farm work across the region. Like other large Northwest cities, seasonal lodging and businesses catering to single men working in these industries became concentrated in Spokane on the northern and eastern fringes of the Downtown Core, near railroad depots, rail yards, and other employment opportunities. By 1910 the East End included 97 saloons, 61 lodging houses, 50 clothing stores, 31 employment agencies, 31 barber shops, and five steam baths. At the heart of this bustling district, Spokane's "Chinatown" developed in a three-block area, with Chinese and Japanese residents and small businesses concentrated along a series of alleys and courtyards between Main Avenue and Front Avenue, later called Trent Avenue and now Spokane Falls Boulevard.

Olmsted Report

In 1906, the Spokane Parks Board hired the nationally-renowned Olmsted Brothers, who had just finished park system plans for Portland and Seattle. In Spokane, the Parks Board oversaw a ten-fold increase in the city's park land, including the Olmsteds' plans for Liberty Park, Cannon Hill Park, and a redesigned Manito Park. The Olmsteds were disappointed at the failure of the young city to capitalize on one key park site in Spokane, its natural state lost to a corridor of rail lines and industrial development stretching several miles along the river:

"Nothing is so firmly impressed on the mind of the visitor to Spokane, as regards to appearance, as the great gorge into which the river falls near the center of the city."

Postwar Changes

Downtown continued to flourish as a commercial and cultural center for the region through the Great Depression and World War II while growth in the Spokane region slowed considerably. However, local leaders of the 1950s saw troubling signs that Downtown's commercial activity was following new housing development outward to new suburban areas springing up at the city's periphery; downtown's share of retail sales within the trade area fell from 55% in 1948 to 40% in 1960. Meanwhile, areas such as the East End bore the signs of decades of wear and tear, crowded living conditions, and changing economic patterns. Depletion of local resources and mechanization reduced the labor force of industries like logging and mining that had once filled the residential, retail, and entertainment spaces of the East End over winters.



1881

Northern Pacific Railway reaches Spokane

City of Spokane Falls incorporated (later changed to Spokane)

1889

The Great Fire destroys 32 city blocks

1909

Spokane becomes the largest city west of Minneapolis

1974

Spokane World's Fair and riverfront redevelopment

1990

Downtown Spokane Development Plan

2002

Davenport Hotel reopens

2007

Fox Theater reopens

2014

Convention Center Expansion

1887

Spokane becomes the County seat

1908

Olmsted Parks Plan

1961

Ebasco Plan

1985

Davenport Hotel closes

1999

River Park Square opens
Charting the Future Plan

2004

University District
Strategic Master Plan

2008

Fast Forward Spokane
Plan

2016

Riverfront Park
Development Begins



FIGURE 2: Instrumental to Spokane's early growth, several railroads built facilities along (and over) the Spokane River in the early years of the twentieth century. In the 1960s, several sets of elevated tracks obscured views of the falls, and access to the river.

Source: Washington State Archives

Ebasco Plan

In 1959, a group of downtown business leaders called Spokane Unlimited hired Ebasco Services, Inc., a New York-based consulting firm, to prepare a plan for "major corrective surgery" on the heart of the city. Completed in 1961, the Ebasco Report for Downtown Spokane featured variations on the recommendations found in many of the 700 downtown plans adopted by American cities facing similar circumstances during the 1950s, inspired by elements of shopping malls that had recently begun to open in the suburbs.

Downtown Spokane realized part of this plan by establishing an "inner loop system" of one-way streets defining the core area's perimeter to improve vehicular movement. Some of the plan's other proposals (closing a downtown street to cars, developing a skywalk system, creating a centralized parking garage) were adopted many years later, and not to the extent envisioned by Ebasco. The centerpiece project in the Ebasco Report was a new Civic Center, which would have cleared the East End and created a modernist campus of "superblocks" harboring federal, state, county, and city governmental buildings, using federal urban renewal dollars. However, voters rejected funding for the Civic Center proposal twice, and Downtown leaders went back to the drawing board.

Expo '74 and Riverfront Park

Spokane Unlimited then hired a planner from California named King Cole to revive the effort to implement the Downtown revitalization program. Cole discovered that plans for a park on Havermale Island and both banks of the Spokane River held a special importance for those both inside and outside of Downtown. A dedicated group of planners and civic, business, and political leaders joined Cole in spending the next decade advocating for a transformative project along the Downtown riverfront.

These efforts ultimately led Spokane in 1974 to become the smallest city at the time to host a World's Fair, Expo'74, which was attended by more than 5.1 million visitors. In less than a decade following the failed ballot initiatives in the East End, the tangle of tracks and trestles along the river was transformed into a world's fairgrounds, celebrating humankind's newfound appreciation for the natural environment. The result was an enormous success for the city with a residual 100-acre park and convention center site remaining at the fairgrounds, reclaiming access to Downtown's waterfront marveled by the Olmsted Brothers, and resembling the vision for riverfront parks and cultural uses proposed in the Ebasco Report.

Potential for Growth

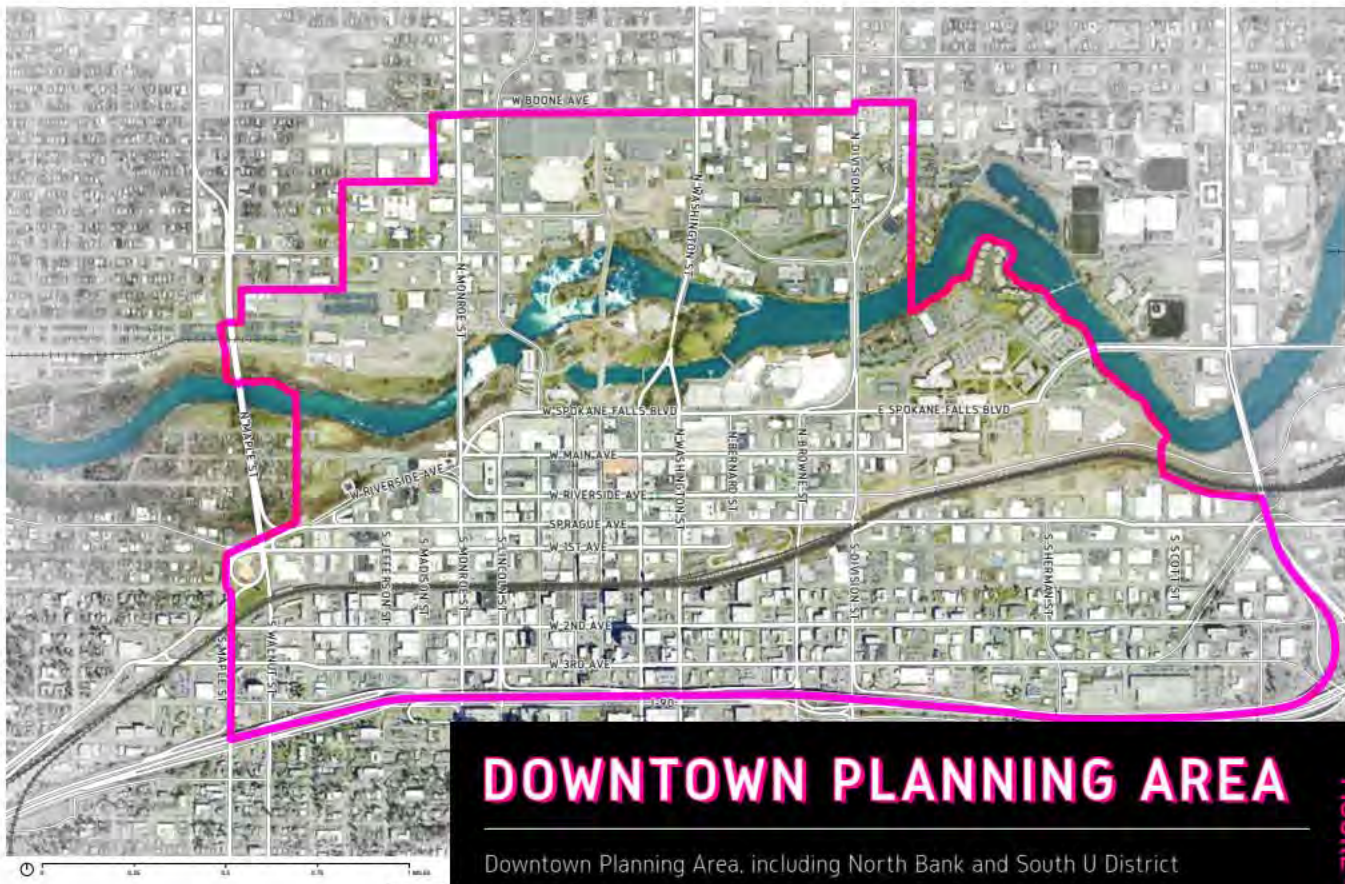
Reflecting extensive citizen involvement, the local decision to pivot away from federal urban renewal funds, and toward state and federal sponsorships of the World's Fair, was responsible for Downtown revitalization in the long run. Transformation of Spokane's rail yards continued east of Riverfront Park with the Health Sciences university campus (formerly Riverpoint) beginning in the 1990s, and to the park's west, the Kendall Yards mixed residential, commercial, and office development, beginning in the 2000s. Today, both developments are substantially, but only partly, built out.

While revitalization occurring since the Ebasco Plan allowed some historic structures to be saved, many original buildings fell victim to a variety of factors, including a decline in railroad-based industry, difficulty adapting to safety codes and amenities featured in newer buildings, and speculation fueled by Expo '74. Several surface parking lots remain near Riverfront Park, in the East End, and elsewhere Downtown, on sites that formerly housed thousands of residents in single room occupancy and apartment dwellings, with street-level shops serving Downtown residents and visitors from far away; these sites represent potential for that vibrancy to return.

- The History of Development section contains text adapted from an Eastern Washington University research project by Christopher Green. He is now a planner with the City of Spokane.

FIGURE 3: Along the Spokane River, extensive railroad infrastructure and related activities later evolved into the Convention Center and Riverfront Park. Nearby in the Downtown Core and East End, buildings were removed on nearly every block over time. The parking lots that remain harbor potential for additional development.





DOWNTOWN PLANNING AREA

Downtown Planning Area, including North Bank and South U District
Source: City of Spokane, Downtown Spokane Partnership, 2020

FIGURE 4

ACCOMPLISHMENTS IN THE PAST 10 YEARS

Related Planning Documents

In the course of developing this Downtown Plan, the team gave careful consideration to the City's prior and ongoing planning efforts Downtown. One of the chief purposes of the Downtown Plan is to bring these projects together so that their work is aligned and integrated.

- ☐ Spokane Municipal Code
- ☐ 2019 Downtown Parking Study
- ☐ 2010 Downtown Design Guidelines
- ☐ 2019 Browne's Addition Historic Guidelines
- ☐ 2020-2025 Strategic Plan to Prevent and End Homelessness
- ☐ 2014 Riverfront Park Master Plan
- ☐ 2014 Washington State University Health Sciences Master Plan Update
- ☐ 2015 Division Street Gateway Study
- ☐ 2017 Shaping Spokane Comprehensive Plan Periodic Update
- ☐ 2017 Main Avenue Visioning Study
- ☐ North Bank Subarea Plan, Ongoing
- ☐ 2020 South University District Subarea Plan,
- ☐ 2016 Market Factors in Urban Growth Area Planning Analysis
- ☐ 2016 STA Moving Forward Plan and Central City Line Design and Planning

Public Projects

After the adoption of the 2008 Plan, the City built several public projects in addition to the opportunity sites summarized later in this section. In 2013, the City adopted Architectural Guidelines and kit of parts to improve entrances into Downtown from I-90. To date, three gateway entrance improvements have been completed (Division in 2015, Lincoln in 2017, and Phase 1 of Maple in 2019). Major combined sewer overflow facilities including tanks and other infrastructure were installed between 2016 and 2019. The CSO tanks at 1st Avenue and Adams Street and adjacent to the Downtown library are each capped with public plazas.

In the University District, the WSU Health Sciences campus continued expansion and the City extended Martin Luther King Blvd to the east, connecting in 2018 with Erie Street and Trent Avenue. The City also reconstructed a portion of Sprague Ave east of Division. The completion of the University District Gateway bicycle and pedestrian bridge stimulated development near its south landing, including the 2020 construction of Avista's Catalyst and Hub Buildings, and the Sherman Street pedestrian plaza.

Other notable street projects included new bike lanes for Main and Spokane Falls Blvd, reconstruction of Lincoln and Monroe Streets, and a pilot for lane reconfiguration on Main Ave to support additional parking along high-quality retail blocks. The City joined regional partners in developing the Wayfinding Project in 2016. This project described different levels of wayfinding signs for pedestrians and vehicles. The City continues to work toward implementation of the project with community partners.

Downtown Spokane Partnership recently founded the Downtown Spokane Community Investment Group (DCIG), a Community Development Corporation (CDC) that can partner with the City on public projects. The DCIG can access public bond market funding for projects that will eventually be under public ownership.

Policies, Regulations

In 2010, in response to the 2008 Plan, the city revised Downtown zoning design standards, reorganized zones, and introduced a new requirement within a portion of central Downtown for commercial parking to be located within a parking structure. The City separately and simultaneously adopted Downtown Design Guidelines, character area considerations, and reorganized the design review process and Design Review Board in 2010. These new guidelines drew heavily on the City of Seattle's Downtown Design Guidelines and did not include prior design guidelines for several types of projects, such as skywalks, bridges, and some types of public projects. The City of Spokane is currently working with a consultant to address those omissions.

Amendments to historic preservation regulations in 2018 expanded the review of demolitions by the Historic Landmarks Commission.

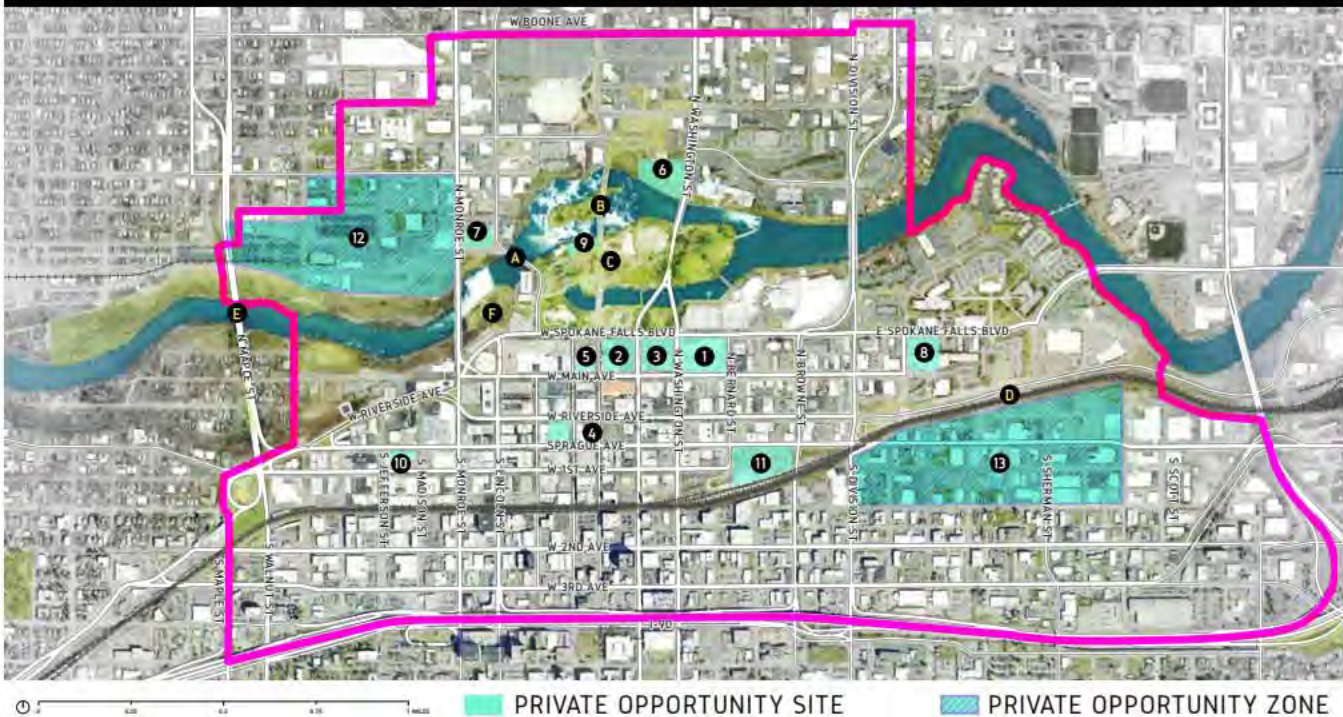
Opportunity Sites

The 2008 Downtown Plan highlighted thirteen private opportunity sites and six public opportunity sites where development or public improvements could catalyze reinvestment in Downtown. Redevelopment is complete or is underway at seven of the thirteen private opportunity sites, and projects in five out of six of the public opportunity sites have been completed or are underway. The location and status of each of these sites is shown in Figure 3 on the following page.

2008 OPPORTUNITY SITES

FIGURE 5

Public and private opportunity sites described in the 2008 Downtown Plan Source: City of Spokane, DSP, 2020



PRIVATE OPPORTUNITY SITES + ZONES

- | | |
|--------------------------------|---|
| 1 Convention Center Expansion | Completed 2014: 91,000 SF expansion, new connected hotel and garage |
| 2 Major Downtown Site A | Awaiting redevelopment, adjacent Bennett Block renovated in 2014 |
| 3 Major Downtown Site B | Not redeveloped |
| 4 STA Plaza | Completed 2017: redesign with focus on street level activity |
| 5 Macy's Building Site | Completed 2018: 60,00 SF retail and 114 apartments |
| 6 New Mobius Site | Redevelopment underway as part of North Bank Playground |
| 7 Bridge St Site (Summit Pkwy) | Incomplete: CSO constructed with nonresidential development potential |
| 8 Pine St Development Site | Not redeveloped, in use by University |
| 9 YMCA Site | Converted to a conservation area within Riverfront Park |
| 10 Old Greyhound Station | Not redeveloped |
| 11 Intermodal Center | Not redeveloped |
| 12 Kendall Yards | Redevelopment underway, with initial phases complete |
| 13 South U District | Subarea planning completed 2020 |

PUBLIC OPPORTUNITY SITES

- | | |
|-------------------------------------|--|
| A Post St Bridge | Anticipated 2021 completion |
| B Howard St Bridge | South span replaced, middle span restored for pedestrian use |
| C Riverfront Park | Anticipated 2021 completion |
| D Gateway Bridge | Completed 2018 |
| E Maple St Bridge Ped/Bike Addition | Not implemented |
| F Spokane Falls Park | Completed 2014: Huntington Park and Tribal Gathering Place |

PUBLIC SAFETY

In 2020, the Spokane Police Department reestablished its Downtown Precinct in the core. As it continues to add police officers following passage of a citywide public safety levy in 2019, the Precinct builds on foundational, neighborhood-based operations, an overall decreasing crime trend, and existing partnerships including collaborative outreach between agencies in the immediate vicinity.

The new highly visible Precinct location in the heart of Downtown positions police and partner organizations to enable increased community policing practices appropriate to improve the neighborhood's safety, such as police and ambassador patrols throughout Downtown on foot, bicycle, and other multimodal options, and engaging with and developing trusted relationships among the community to improve actual and perceived safety.

The Spokane Police Department continues these community policing efforts, meets regularly with Downtown Spokane Partnership staff to discuss policing strategies Downtown, and participates on Downtown's Business Improvement District board. These cooperative efforts, combined with many other community resources and the vision and goals in the Plan Framework of this document, contribute to a clean and safe Downtown for all of Spokane's residents and visitors to enjoy.

HUMAN SERVICES

Downtown Spokane serves as a central location for many support services for homeless individuals and families in the city and surrounding area. In recent years, the City of Spokane and Spokane County have led a regional approach to end homelessness, providing services and solutions for those experiencing homelessness. This new approach acknowledges that connecting individuals with services in their own communities leads to better outcomes, and increased stability than sending individuals to other locations they are not familiar with to access services.

According to the 2019 annual Point-in-Time Count of people experiencing homelessness, required by the U.S. Department of Housing and Urban Development and the State of Washington Homelessness Housing and Assistance Act, there are approximately 1,309 homeless individuals which make up 1,070 homeless households in Spokane County. This was up from 1,245 homeless individuals counted in January 2018. The Point-in-Time Count has been conducted for 12 years. The boundaries of the study expanded to include all of Spokane County in 2018, making it problematic to compare numbers in previous years. The Count can be accessed at the City's website [here](#) or obtained at the City of Spokane, 808 W. Spokane Falls Blvd., Spokane, WA.

The City of Spokane is working to address homelessness through a combination of programs aimed at providing sustainable solutions to support people on a path to permanent housing, including programs that assist with substance abuse, mental health and improved job skills and training. The Spokane City and County Continuum of Care Board, a regional decision-making body adopted a [5-Year Strategic Plan to Prevent and End Homelessness](#) for 2020-2025.

The 5-Year Plan outlines a range of strategies to reduce homelessness and extend support to those living unsheltered in Spokane County including emergency shelters, transitional housing, rapid rehousing and permanent supportive housing. Ongoing efforts in the County to centralize resources, address quality of life issues stemming from homelessness, and prevent at-risk families from falling into homelessness were pioneered by the City of Spokane in the past decade. Current efforts include:

- ❑ The [Spokane Resource Center](#), a HUD EnVision Center launched in 2019 to provide wrap-around support to help people achieve economic security.
- ❑ [Community Court](#), a Downtown intervention, is designed to address quality-of-life offenses with a therapeutic judicial alternative with support services. Individuals participating in the program have lower rates of recidivism than those who went through the traditional judicial system.
- ❑ Increased use of "By-Name Lists" to evaluate, by priority population, (e.g. veterans, youth, families, etc.), the number of people actively experiencing homeless, the rate at which people become homeless, and the rate at which people experiencing homelessness are housed. This method is [currently utilized for veterans](#), a group for which City efforts have had great success in reducing homelessness, and proposed for youth, which the City has a goal of [functional zero homelessness by 2022](#).

The City's [Comprehensive Plan](#) calls for regional sharing of services and housing solutions, while encouraging support and coordination among the partners involved to make that happen. It provides for dispersion of facilities and services across the city (Chapter 6, Section 6.2, Values; and Chapter 10, Policy SH 2.2 Special Needs Temporary Housing). The Comprehensive Plan also emphasizes a need for cooperation between public and private agencies to avoid duplication of services in developing a regionally equitable service delivery system (Chapter 10, Policy SH 5.1 Coordination of Human Services).

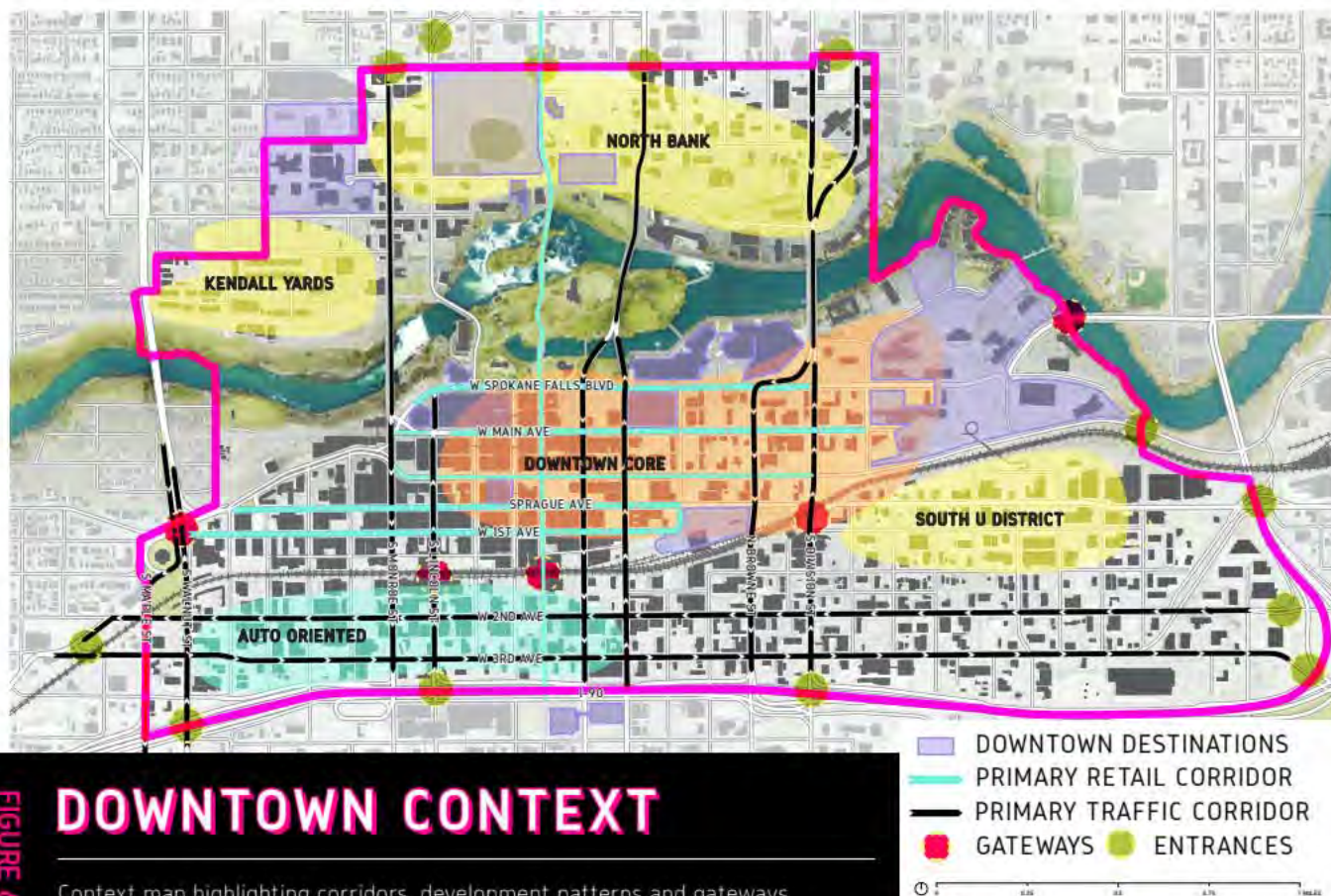


FIGURE 6

DOWNTOWN CONTEXT

Context map highlighting corridors, development patterns and gateways

Source: Framework, City of Spokane, Downtown Spokane Partnership, 2020

EXISTING CONDITIONS + TRENDS

Downtown Spokane's population is fairly small compared to the City's population overall and has not experienced the rapid downtown growth of similar peer cities in the U.S. Downtown has, however, seen some residential growth since the 2008 Plan, with a population increase of 4% between 2010 and 2018. By comparison, Spokane overall grew by nearly 6% and the County by almost 13% during the same period. As of 2018, Downtown Spokane's estimated employee population was 50,498, putting employment density Downtown at 4,675 per square mile. Over 41% of Spokane County residents, or 209,527 people, live within 5 miles of Downtown.

Employment and population growth in the Inland Northwest in recent years has outperformed the U.S. as a whole. In 2018, employment in the Spokane Kootenai Metro Area grew at 2% compared to 1.6% nationally, with the strongest growth in construction, manufacturing, healthcare, leisure and hospitality and professional services. While the office market in Downtown Spokane has been fairly active, vacancy rates for office space in the Central Business District (16.4%) have grown slightly higher than those in suburbs and outlying areas (15.6%). This may point to new opportunities to build upon the recent success in Downtown to enhance business attraction and retention.

Findings

The following are the key findings from the Existing Conditions Report in Appendix A.

- ❑ Downtown has achieved measurable success: Significant public and private investment has helped reinvigorate Downtown.
- ❑ Many streets in Downtown are auto dominated and oversized for vehicle capacity: Opportunities exist to energize streets by expanding space for pedestrians, cyclists, and other forms of micro-mobility.
- ❑ Community members desire continued progress on two significant issues facing Downtown: providing services and solutions for those experiencing homelessness, followed by improved public safety. People consistently expressed concern for public safety. Even so, police statistics show that crime decreased Downtown in 2019. Annual point-in-time counts of homeless people suggest increasing numbers for certain populations, but that is likely due to an expanded geographic area for counts starting in 2017.
- ❑ Activity centers are disconnected: While areas of Downtown have successful concentrations of activity, they are disconnected both physically and visually from the core of Downtown. Enhancing connections through street and mobility improvements, wayfinding, and infill development will help connect the City and the many amenities in Downtown.
- ❑ The parking system lacks cohesion and provides a poor user experience: A substantial effort is underway to improve parking Downtown through improved on-street management, technology, shared parking, and branding and wayfinding to better manage existing parking resources.
- ❑ Riverfront Park improvements can be a catalyst: The \$65 million invested in the redevelopment of Riverfront Park will impact the future of Downtown, providing additional opportunities to catalyze future development efforts. The new energy from investment in Riverfront Park can extend throughout Downtown, with the Park as the heart of Downtown rather than its edge.
- ❑ Entries and connections into Downtown should feel safe, welcoming, and distinct: Major streets that are entrances to and exits from Downtown merit improvements as city-defining gateways. Other natural gateways like undercrossings can help offer a better experience and image of Downtown.



PLANNING PROCESS

3

PLANNING PROCESS

KEY THEMES

Several common themes emerged from stakeholder and public input gathered throughout the planning and engagement process.

1. There is strong support to improve streets, alleys, and public spaces.
2. Parking is inconsistent, with too many surface lots, and a lack of well-designed and managed employee parking Downtown.
3. Homelessness and public safety are pressing concerns from the public. There are divergent opinions about how to effectively address homelessness through centralized or decentralized services.
4. Greater access to viable alternatives to driving Downtown.
5. There is support for preserving vehicle access on major routes into and out of Downtown.

PUBLIC MEETINGS

DSP, City Staff and the consultant team hosted two public workshops over the course of the plan update. The first workshop on the evening of October 22, 2019 focused primarily on existing conditions Downtown, peer cities, and best practices. The second workshop on the evening of February 5, 2020 addressed the draft goals and strategies developed early in the process.



Public Workshop #1

The first public workshop at the Pavilion in Riverfront Park ran for over two hours and drew some fifty-five attendees. Community members were invited to comment on preliminary findings and existing conditions and map opportunities and challenges related to buildings, streets and public spaces, and public safety. The consultant team briefly presented an existing conditions analysis and opened the floor to feedback with live polling and a moderated question-and-answer session.

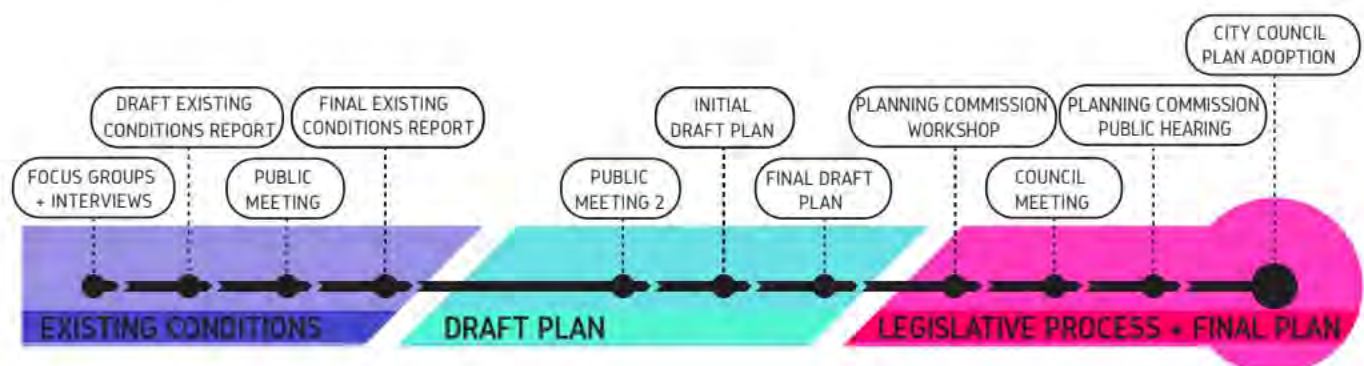
Comments from the public were largely supportive of broad ideas for the future of Downtown listed below.

- ☐ Creating a safe and well-maintained network of bike routes
- ☐ Improving the experience of people walking through better maintenance and strengthening walkable connections Downtown
- ☐ Improving and co-locating homeless services
- ☐ Creating new smaller-scale public spaces and activating existing public spaces
- ☐ Preserving historic buildings Downtown
- ☐ Supporting activities and investment in Riverfront Park
- ☐ Improving access to and use of transit and making modes other than driving more viable

Public Workshop #2

The second public workshop at the Wonder Spokane, located on Post Street on the North Bank, brought out eighty-four participants. The planning team presented the goals and strategies they developed to serve as the framework for the plan update in an open house format. Participants could mark boards to indicate whether they liked or disliked specific strategies and offer detailed comments on specific strategies and locations Downtown. In all, public input was largely positive, and there was clear consensus around the following:

- ☐ Improving multi-modal access with new pedestrian and bike friendly connections
- ☐ Encouraging new residential development and enhancing residential amenities downtown
- ☐ Potential development of a cultural and historical trail



SUMMARY OF COMMENTS FROM WORKSHOP #1

A network of safe, protected bike facilities

A safe and vibrant family destination with new attractions

Wayfinding and signage particularly for pedestrian and transit routes

Improved homeless services with public hygiene facilities

Better regional rail access with more convenient departure times

More green and open space with wildlife habitat

Alleys with year-round activation

No surface parking lots

Affordable housing and equitable development

Fewer cars downtown

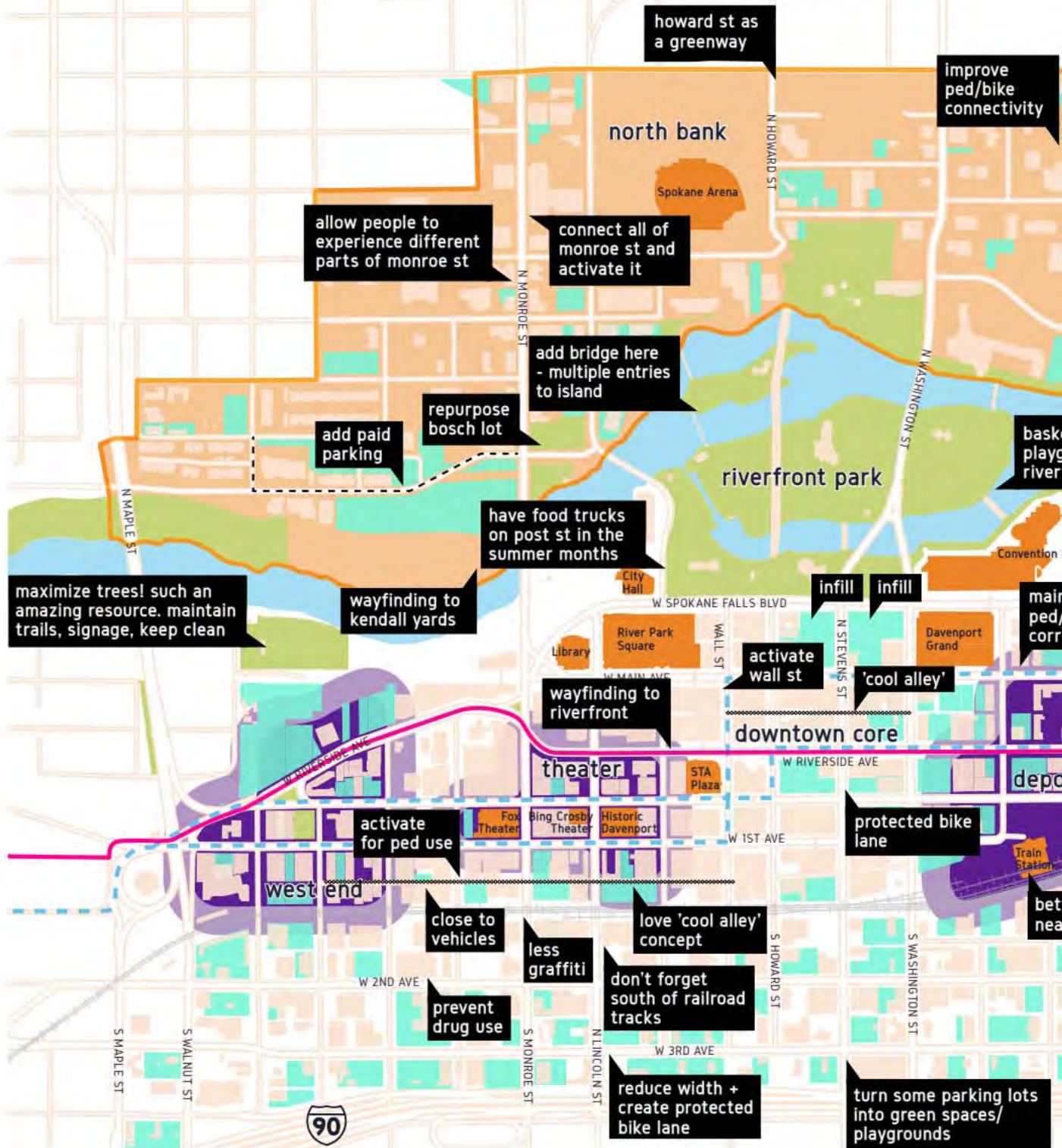
Dense, mixed use development

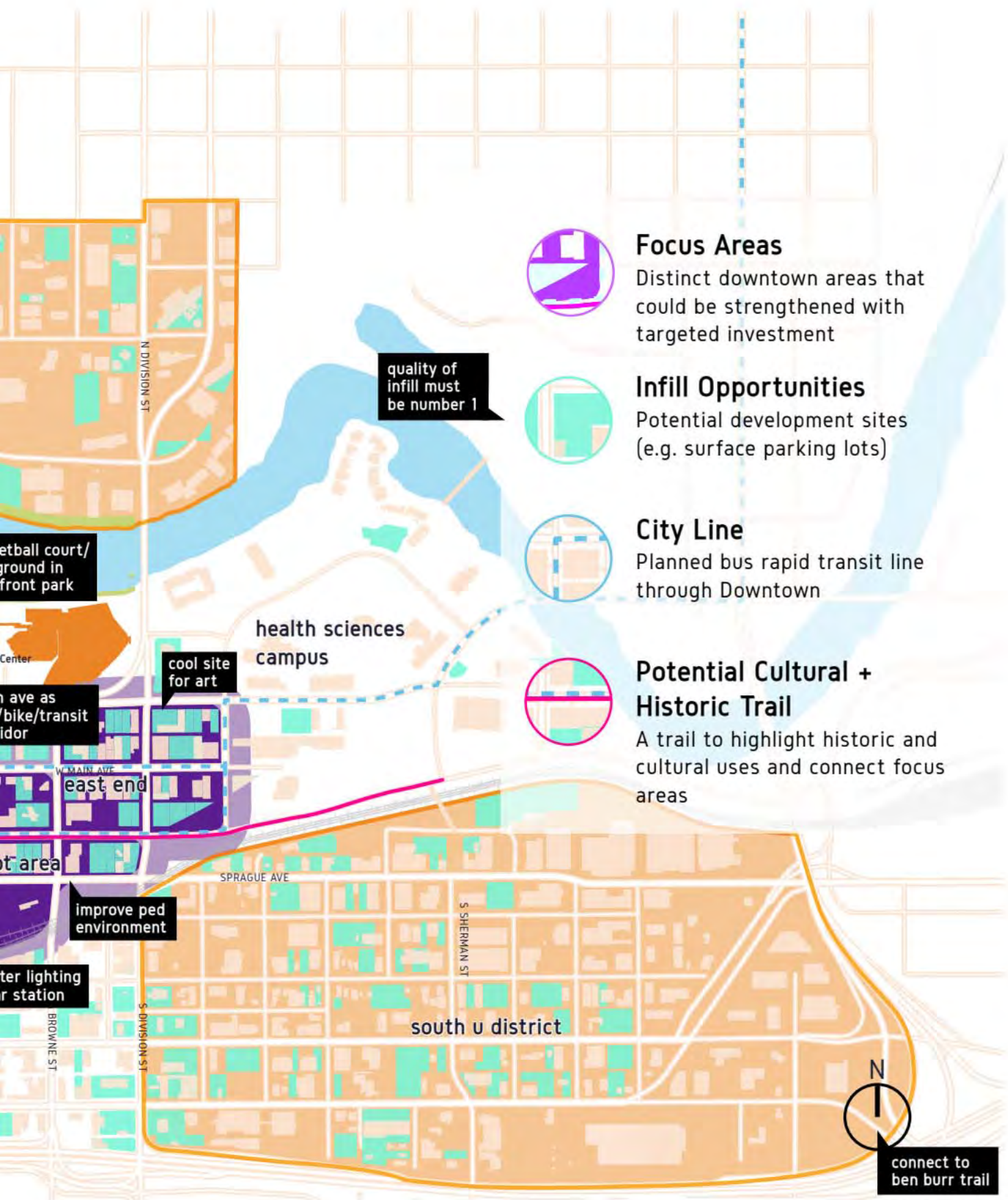
Better sidewalks, and a safer, more comfortable pedestrian realm

More conveniently located grocery stores Downtown

Improved transit service and infrastructure

SUMMARY OF COMMENTS FROM WORKSHOP #2





Focus Areas

Distinct downtown areas that could be strengthened with targeted investment



Infill Opportunities

Potential development sites (e.g. surface parking lots)



City Line

Planned bus rapid transit line through Downtown



Potential Cultural + Historic Trail

A trail to highlight historic and cultural uses and connect focus areas

SURVEYS

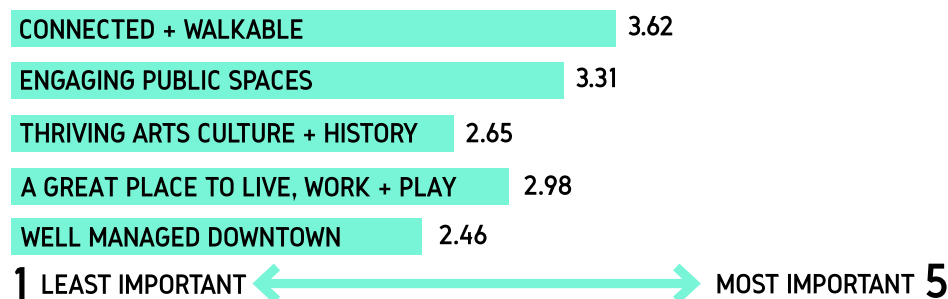
Through two separate surveys, the Downtown Plan team engaged stakeholders between public meetings and gathered input on priorities for the plan. The first survey focused on existing conditions, challenges, and assets. Participants were invited to submit peer cities and images for Downtown Spokane. The second survey covered the framework, goals, and strategies that form the basis of this Plan.

Among the 590 responses to the first survey, from October 14 to November 4, 2019, there was broad agreement on Downtown's greatest assets and challenges, for each of which participants could select up to 3 responses. The Spokane River and Falls (83.2%) and Riverfront Park (74%) are widely considered to be Downtown Spokane's greatest assets, while Downtown's greatest challenges according to respondents were homelessness (66.3%) followed by public safety (57.1%). Common peer cities respondents listed were Portland, Boise, Denver and Austin.

The second survey from January 14 to February 17, 2020, with 647 responses, was accompanied by a rough plan framework and a reference map of Downtown Spokane showing landmarks, major projects, and focus areas to be incorporated into the plan. Participants ranked the five goals in the Plan Framework section of this document from most to least important, with the most important goals being a connected and walkable downtown, followed by welcoming and engaging public spaces. Average rankings for each goal are shown in the graphic below. Responses were generally favorable to the goals identified by the Downtown Plan team, 62% rating them a 4 or 5 out of 5.

DOWNTOWN'S GREATEST ASSETS	RESPONSE RATE
Spokane River + Falls	83.2%
Riverfront Park	74%
Walkability	45.3%
Shopping + Dining	38.2%
History	32.6%
Buildings	32.2%
Things to Do	23.3%
Character	18.5%
Easy Transportation Access	11.9%

PRIORITIES FOR THE DOWNTOWN PLAN	RESPONSE RATE
Homelessness	66.3%
Public Safety	57.1%
Streetscapes, Parks + Public Spaces	48.1%
Transportation + Mobility	33.2%
Housing	29.0%
More To Do	27.3%
Quality of Life for Residents	21.2%
Employment	11.9%



FOCUS GROUPS

Two focus groups were held in Downtown on September 23rd and 24th, 2019, with a mix of Downtown stakeholders. The first focus group covered parking, transportation, and public safety. The emphasis of the second group was on economic development, urban design, and the Downtown experience. The stakeholder interviews and focus groups were opportunities for targeted engagement with representatives of specific groups such as Downtown residents, business owners, developers, and community groups. The perceptions expressed in these sessions were not necessarily reflective of the community in its entirety.

Input at each of these events revolved around several key themes, summarized below:

- ❑ The redeveloped Riverfront Park is a tremendous asset that is shifting the center of gravity of Downtown;
- ❑ Spokane is great at planning and hosting successful major events that should be leveraged to bring more people Downtown;
- ❑ Homelessness and public safety are the biggest challenges facing Downtown;
- ❑ Parking is inconsistent, with too many surface lots, and a lack of employee parking Downtown;
- ❑ There is a need for more housing, and more diverse housing options Downtown;
- ❑ The pedestrian and retail experience Downtown are fragmented with voids between active uses, and lively areas; and
- ❑ Maintenance and activation are critical to the success of Downtown's parks and public spaces.

STEERING COMMITTEE

The City, DSP and the consultant team held three steering committee meetings between January 8 and February 28, 2020. Members of the steering committee represented various City boards, local agencies, and organizations, including:

- ☐ Business and property owners
- ☐ Hospitality Association
- ☐ Developers/Builders
- ☐ Spokane City Council
- ☐ Residents and employees
- ☐ Plan Commission
- ☐ Arts Organizations
- ☐ Downtown Spokane Partnership
- ☐ Visit Spokane
- ☐ Avista Utilities
- ☐ Spokane Public Facilities District
- ☐ University District
- ☐ Washington State Department of Transportation

Common themes for improving Downtown Spokane from the stakeholder meetings included:

- ☐ Better connections to and from surrounding neighborhoods and different districts across downtown
- ☐ A broader range of prices and sizes for housing development
- ☐ Encouraging street vibrancy and economic development with more uses and activities in public areas at different times of the day
- ☐ Implementation of strategies that will make streets more navigable for visitors and walkable for everyone
- ☐ Demand and supply approaches to reduce the prevalence of surface parking lots



PLAN FRAMEWORK



INTRODUCTION

This plan framework outlines a series of overarching goals to guide Downtown Spokane in its continued growth and revitalization. It reflects current conditions, opportunities, and public input received during the project building upon Downtown's successes over the past decade. The framework sets forth strategies to achieve that vision for Downtown, putting community goals first. A detailed discussion of these strategies in the following section integrates them into a set of physical, regulatory and programmatic improvements that will help build a more welcoming, better connected, livelier, and culturally rich Downtown.



VISION

Downtown Spokane is the cultural and economic heart of the Inland Northwest, drawing people from the region, the nation, and around the world. Centered on the Spokane River, the spectacular falls, and the signature Riverfront Park, the urban fabric is walkable and full of interest and distinctive character. Downtown feels safe, comfortable, and welcoming for people of all communities and backgrounds. The history of Spokane shines through in its irreplaceable architecture and the stories of railroads and industry. Downtown Spokane continues to draw new residents and businesses with opportunities for education, recreation and cultural activities. As everyone's neighborhood, Downtown Spokane is a great source of pride and is poised to capture the opportunities of the future.



GOALS

● A CONNECTED + WALKABLE DOWNTOWN

- CW1** Energize streets and Alleys Downtown as active pedestrian- and bike-friendly connections
- CW2** Capitalize on the City Line and support the transit network with coordinated investments that improve access to transit
- CW3** Reduce impacts from surface parking
- CW4** Implement a wayfinding program for Downtown

● THRIVING ARTS, CULTURE + HISTORIC PLACES

- ACH1** Highlight Downtown's history to build awareness of local culture and support the arts
- ACH2** Bring arts and culture into the public realm Downtown and develop an Arts Plan to support arts and cultural uses with a focus on Downtown
- ACH3** Create space for art-focused and culturally-oriented small business and organizations, targeting those that cannot afford to locate Downtown

● A GREAT PLACE TO LIVE, WORK + PLAY

- LWP1** Encourage residential and mixed-use development with a variety in housing types and sizes that are affordable to a range of income levels
- LWP2** Enhance residential amenities like public spaces, services, and cultural uses Downtown
- LWP3** Apply zoning changes and other tools to sustain and enhance mixed-use development with active street-level uses
- LWP4** Improve transit access, commute options and parking management for Downtown residents and employees
- LWP5** Support environmentally sustainable growth Downtown and responsible stewardship of the Spokane River and Falls

● WELCOMING + ENGAGING PUBLIC SPACES FOR ALL

- PS1** Program and activate public spaces Downtown
- PS2** Protect, expand, and improve public space in strategic locations

● A WELL-ORGANIZED DOWNTOWN

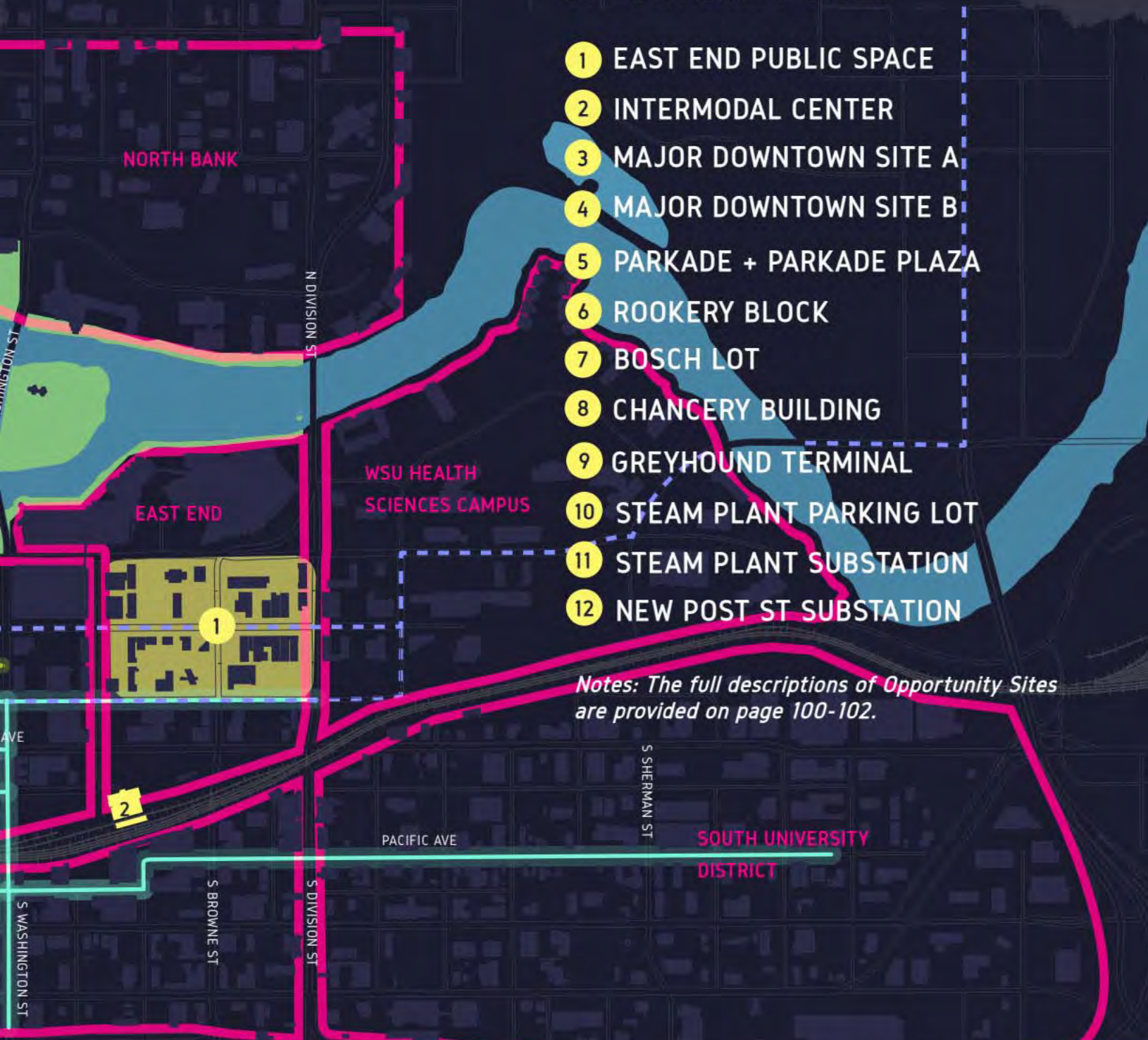
- WO1** Cultivate leadership, strengthen community partnerships, and expand organizational capacity for Downtown management
- WO2** Leverage parking management to improve Downtown and enhance the Paid Parking Zone
- WO2** Develop new promotions and marketing campaign to attract businesses



OPPORTUNITY SITES

- 1 EAST END PUBLIC SPACE
- 2 INTERMODAL CENTER
- 3 MAJOR DOWNTOWN SITE A
- 4 MAJOR DOWNTOWN SITE B
- 5 PARKADE + PARKADE PLAZA
- 6 ROOKERY BLOCK
- 7 BOSCH LOT
- 8 CHANCERY BUILDING
- 9 GREYHOUND TERMINAL
- 10 STEAM PLANT PARKING LOT
- 11 STEAM PLANT SUBSTATION
- 12 NEW POST ST SUBSTATION

Notes: The full descriptions of Opportunity Sites are provided on page 100-102.





5

THE PLAN

THE PLAN

The vision for the future of Downtown Spokane was formed around five goals that came out of input from focus groups, public meetings, and survey results. Each of these goals represents a vital piece of an aspirational Downtown, attracting and serving local communities and visitors. The Plan includes broad goals with specific strategies and actions for each goal, bringing together and building on the City's planning, policy, and design projects to move Downtown Spokane toward an ambitious vision.

GOAL: CONNECTED AND WALKABLE

A well connected and walkable fabric recognizes that the right-of-way is actually public space, and the allocation between modes of travel, parking and places for people and commerce can be adjusted to best serve the city's needs. Downtown's streets and public spaces contribute to the image of an attractive downtown and provide the setting for public life and community activities. Spokane's historic development pattern provide an opportunity for a rich pedestrian environment, but street improvements should be modified so they could better support movement, commerce, and activity throughout the day, into the evening, and throughout the year, while still balancing the needs of all street users.

The intent of strategies in this section is to:

- ☐ Prioritize space for people in the design of streets while accommodating vehicle access.
- ☐ Improve connections that link Downtown and surrounding neighborhoods.
- ☐ Support more active streets with integrated public spaces, public art and wayfinding along with more active retail, dining and cultural uses.
- ☐ Increase access to transit for people of all economic status in adjacent neighborhoods and throughout Spokane.

Streets comprise more than 80% of public spaces in cities, but they often fail to provide their surrounding communities with a space where people can safely walk, bicycle, drive, take transit, and socialize.

- National Association of City Transportation Officials (NACTO) Urban Street Design Guide, 2013

CW1 **STRATEGY:** Energize streets and alleys Downtown as active pedestrian- and bike-friendly connections

Several streets in Downtown are designed to carry much more motor vehicle traffic compared to current or projected lower volumes, remaining under-utilized as public space (see Figure 7, Traffic Volumes). Maintaining convenient vehicle access Downtown, creating a friendlier environment for people walking and biking are both key to energizing Downtown streets. There are opportunities to create or improve bicycle, scooter, and pedestrian infrastructure, and potentially on-street parking where there is more vehicle capacity than is needed now or anticipated in the future. These specific, following Actions include initial low-barrier changes to test how the improvements function and to inform potential long-term capital projects, and priority investments in the City's multimodal network that link Downtown and surrounding neighborhoods.



Prismatic interactive sculptures help activate the street in Downtown Fayetteville, NC



Parklets and bike improvements on Toronto, ON Danforth Avenue create spaces for people to walk, bike and enjoy safely

Throughout the process, people have expressed the desire for better wayfinding. One of the ways to help people navigate is to have more distinct characters to each street and more wayfinding strategies are further discussed in section CW4. In Downtown Spokane, it is easy to tell when you are on Spokane Falls Boulevard because of the adjacency of the park. By clarifying and boosting the particular positive characteristics of the other streets, each street benefits and people are more aware of their location. A high-level description of key streets is on the following page and several of these streets will become part of the new City Line Bus Rapid Transit (BRT) line.

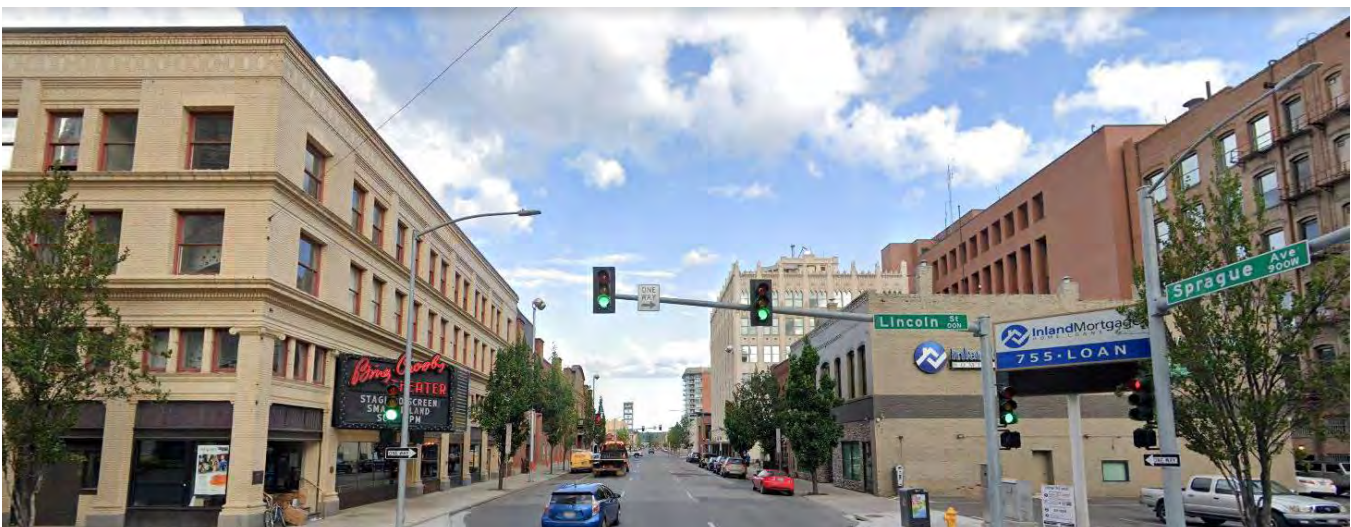
STEVENS STREET is a one-way connector southbound from the North Bank through Downtown to neighborhoods to the south. There is an opportunity to add on-street parking and bike facilities in the Downtown core.



W Main Ave looking east near N Wall St



W Riverside Ave looking west near N Stevens Street



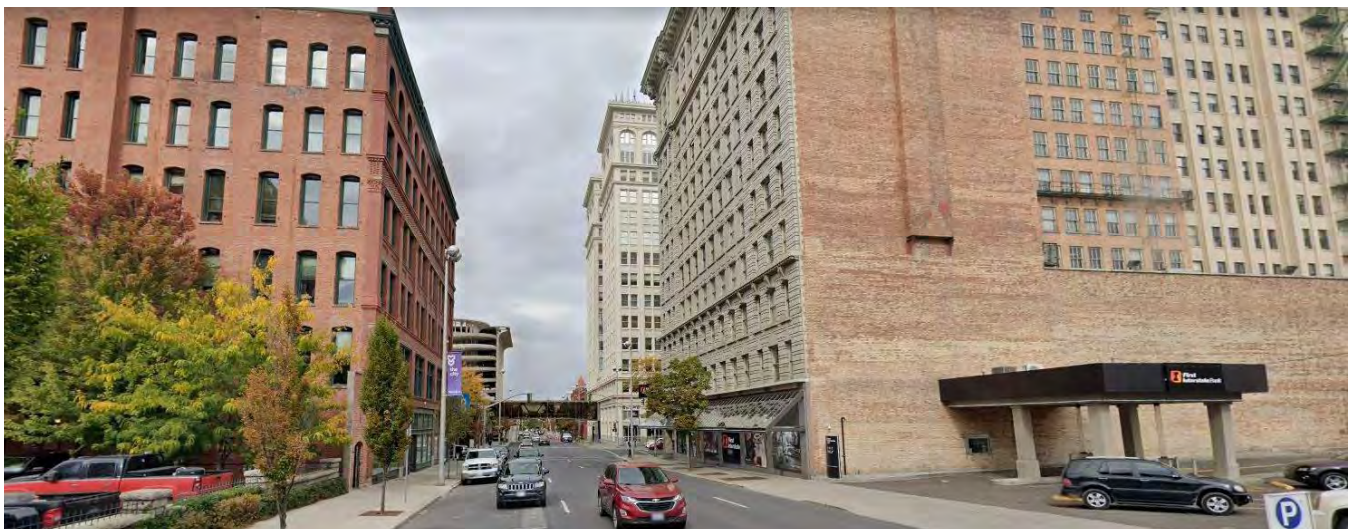
Sprague Ave and N Lincoln St looking west



W 1st Ave looking west near N Stevens St

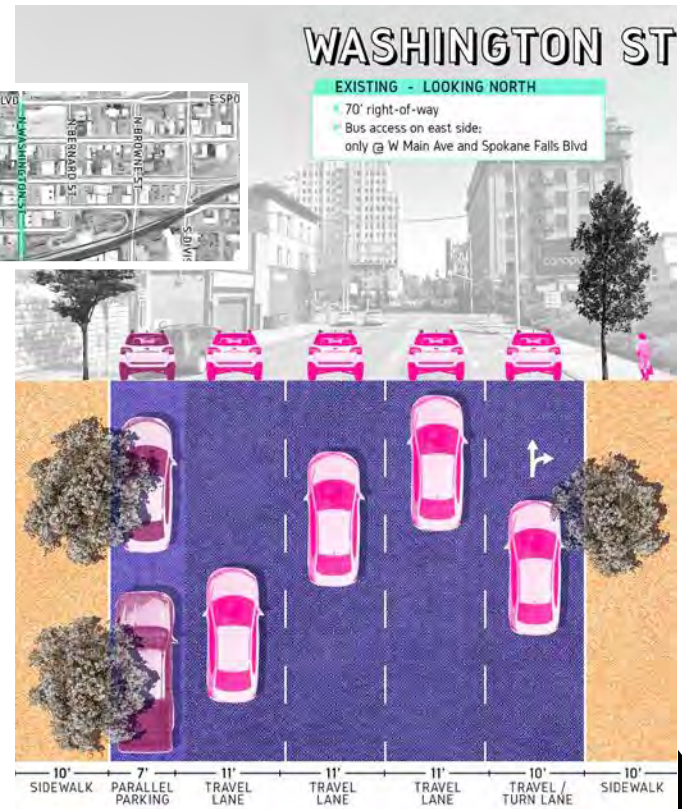


N Howard St at Sprague Ave looking north



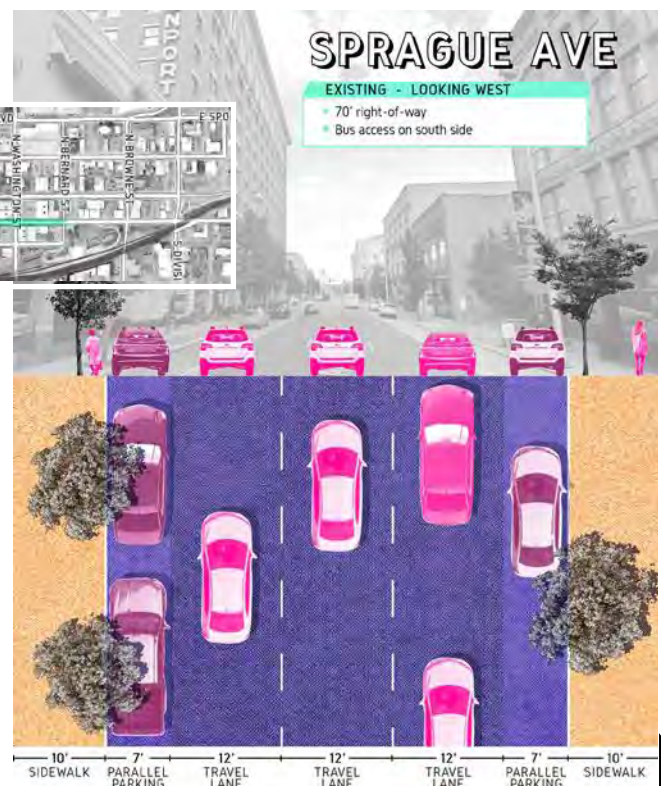
N Stevens St looking north near Sprague Ave

Downtown's system of one-way streets provide convenient access to Downtown for vehicles from all directions. However, some streets have lower traffic than they were designed for and could be energized through street improvements such as Parklet or outdoor patio/sidewalk caf space that create a better experience for people walking or biking through Downtown. Sprague and First Avenues, in particular have traffic volumes that are far lower than their design capacity.



Existing cross-section of Washington St

FIGURE 8



Sprague Ave existing cross-section between Wall St and Bernard St and between Post St and Riverside Ave

FIGURE 9

Each of these streets is an opportunity to create a more complete bicycle network and a more comfortable environment for people walking and rolling.

CW1.1 ACTION: Transform low traffic streets that are oversized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.

Space for an active public realm can be created by converting individual lanes of general-purpose travel to bike/scooter lanes and offer locations or expanded pedestrian spaces where they are in excess of projected traffic needs. Pedestrian space can be prioritized near active and cultural uses with landscaping, outdoor seating and dining, and space for passive recreation and an opportunity to integrate public and civic art along major corridors.

Both 1st and Sprague Avenues carry low traffic volumes but are designed for vehicle capacity well in excess of existing or projected traffic, and each have a concentration of active uses at ground level. These streets in particular are great opportunities to create distinct corridors Downtown with an energized public realm. The City Line, a new six-mile, corridor-based bus rapid transit route, will be an important part of the future streetscape in Downtown and there will be opportunities for enlivening the street in coordination with the transit. Any future street reconfiguration will need to address hotel and entertainment needs for loading and operations, as well as the City Line operations in the left-hand lane west of Post St, since stations are not designed to accommodate bicycle movement. Paired one-way bicycle facilities on both streets or a two-way facility on one of these two streets would help complete the bicycle network Downtown, consistent with the City's Bicycle Master Plan (BMP). To bridge barriers like I-90 and the Spokane River, and reduce stress on bicyclists and pedestrians, north-south connections with bicycle facilities should be prioritized to connect Downtown with surrounding neighborhoods. Washington and Stevens Streets are a key opportunity to complete Spokane's Downtown bike network, connecting both sides of the rail tracks on the east side of Downtown. North-south bike facilities under the rail viaduct on Washington and Stevens could connect with a potential greenway along Pacific Ave with the improvements slated for Riverside Ave, and eventually extend a low-stress bike facility into the South Hill. This facility can use space from one of the four travel lanes on each street with minimal impact on traffic and parking Downtown.

Most conflicts between cyclists and motorists happen at intersections, and intersection treatments are as important as the facilities themselves along these corridors. Bicycle crossing markings should be considered as a treatment at all intersections along protected facilities, with bike boxes at signalized intersections and two-stage bike turn boxes for left-hand turns onto connecting bike facilities. NACTO provides a more complete guide of safe intersection treatments for bicycle facilities along different roadway configurations in the Urban Bikeway Design Guide available [here](#). The bicycle projects should follow current best practice design guidelines as defined by NACTO and the Federal Highway Administration.



A protected bike lane on Adelaide St in Toronto using planters as separation for a protected bike lane



A protected bike lane with integrated public art and plantings in Des Moines, IA

This street design concept integrates bicycle facilities in the existing curb-to-curb space on Sprague and 1st Avenues between Maple St and Bernard St and on Washington and Stevens Streets between I-90 and Riverside. The cross-section on the right shows a near term option for separate bike lane on all four roadways, and could be adapted for an additional travel lane along Washington and Stevens Streets instead of on-street parking along both sides of the street, pending additional traffic analysis.

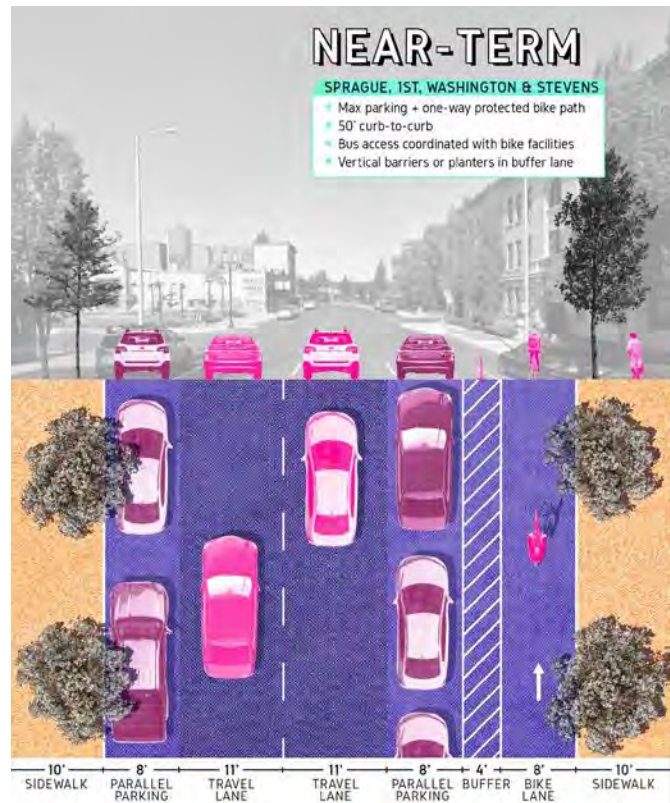


FIGURE 10 Cross-section of potential near term corridor improvements for Sprague Ave (West of Lincoln), 1st Avenue, and Washington and Stevens Streets. The location of protected bike lane will be impacted by the transit stops.

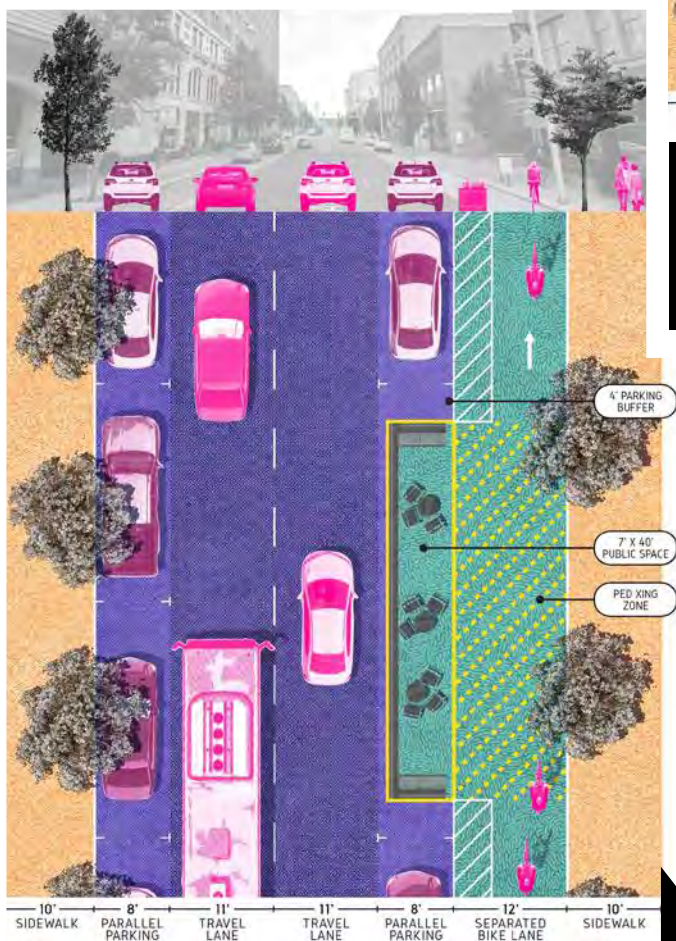


FIGURE 11 Cross-section of the long-term vision for Sprague and 1st Avenues prioritizing active transportation and public space. The location of protected bike lane will be impacted by the transit stops.

This design concept shows a longer term vision for Sprague and 1st Avenues and shows how public spaces could be integrated with various facilities at specific points along the street, such as landscaping, bike parking, angled parking and a transit stop. These improvements could connect Spokane's concentration of theater venues and arts uses. These improvements can be accommodated with the same space as one of the existing travel lanes on Sprague and 1st, with small public spaces within the parking lane. Transit stations would need to be integrated with bike facilities running along the north side of Sprague, with specific design solutions for bus operations between Post St and Howard St.

CW1.2 ACTION: Develop a transportation plan specific to Downtown that considers multiple modes and addresses facility designs, locations, priorities, and funding.

The City's Bicycle Master Plan identifies planned bike facilities on most streets in Downtown but does not include specifics on the types of facilities planned on certain streets. The City Line will enhance Downtown accessibility and the transportation plan for Downtown developed under this Action can help integrate all modes, including walking and cycling, with transit. The City and community would benefit from a clearer set of priorities for improvements for bikes and other transportation modes Downtown with an emphasis on high-quality and safe facilities in strategic locations to create a balanced and holistic network. Streets that have excess vehicle capacity but are not a priority for bike improvements could incorporate other features within the City's Downtown Streetscape Improvement Plan to energize the street such as parklets and streateries, public art, landscape elements, lighting and electrical service, and other active uses. In the Downtown core, much of the lighting is about 50 years old and electrical service infrastructure is antiquated and may need replacement as part of the improvements.

CW1.3 ACTION: Make sidewalks active and vibrant places through continued efforts to streamline design requirements, and developing new pilot projects in partnership with local businesses downtown.

The City can streamline process and design requirements for uses near and within sidewalks and pilot other improvements, such as seasonal bicycle and scooter corrals in focus areas such as Sprague Avenue or Howard Street. Further, the City should consider expanding the Parklet program with design guidance and standards for Parklets, Streateries, and bike and scooter corrals in angled on-street parking spaces and spaces in surface parking lots.



This parklet in Logan Square in Boston, MA functions as a linear park space



The Andersonville parklet in Chicago, IL acts as an extension of the sidewalk and a buffer from traffic

CW1.4 ACTION: Protect use of alleys for service access and improve certain alleys as pedestrian spaces, where improvements add to connections and active spaces Downtown.

Downtown has a well-connected network of alleys that are not being used as spaces for people. Alleys provide an opportunity for greater connectivity and creative design interventions to draw people in and create a memorable experience. Alleys also provide dedicated access away from busier streets for garbage collection, delivery and service access and access to parking garages and surface lots.

The City would benefit from developing policy language that protects continued public ownership of desired alleys and rights-of-way. Existing code provisions listing alleys under the Downtown Complete Street Designations, together with vacation criteria, should be reviewed and included in that policy. Where alleys are being activated, redesigned, or used as shared streets, the City and neighbors should invite cooperation of property owners adjacent to the alley. At such activated alleys and other mid-block pedestrian connections, the City should consider implementing painted mid-block crossings to connect these pedestrian links. Place-making furniture, landscaping, and lighting must consider and adequately accommodate other alley uses.

Three alleys present the best opportunities for pedestrian improvements and activation as part of an active shared alley concept and can be used as a model for future Downtown alley improvements.

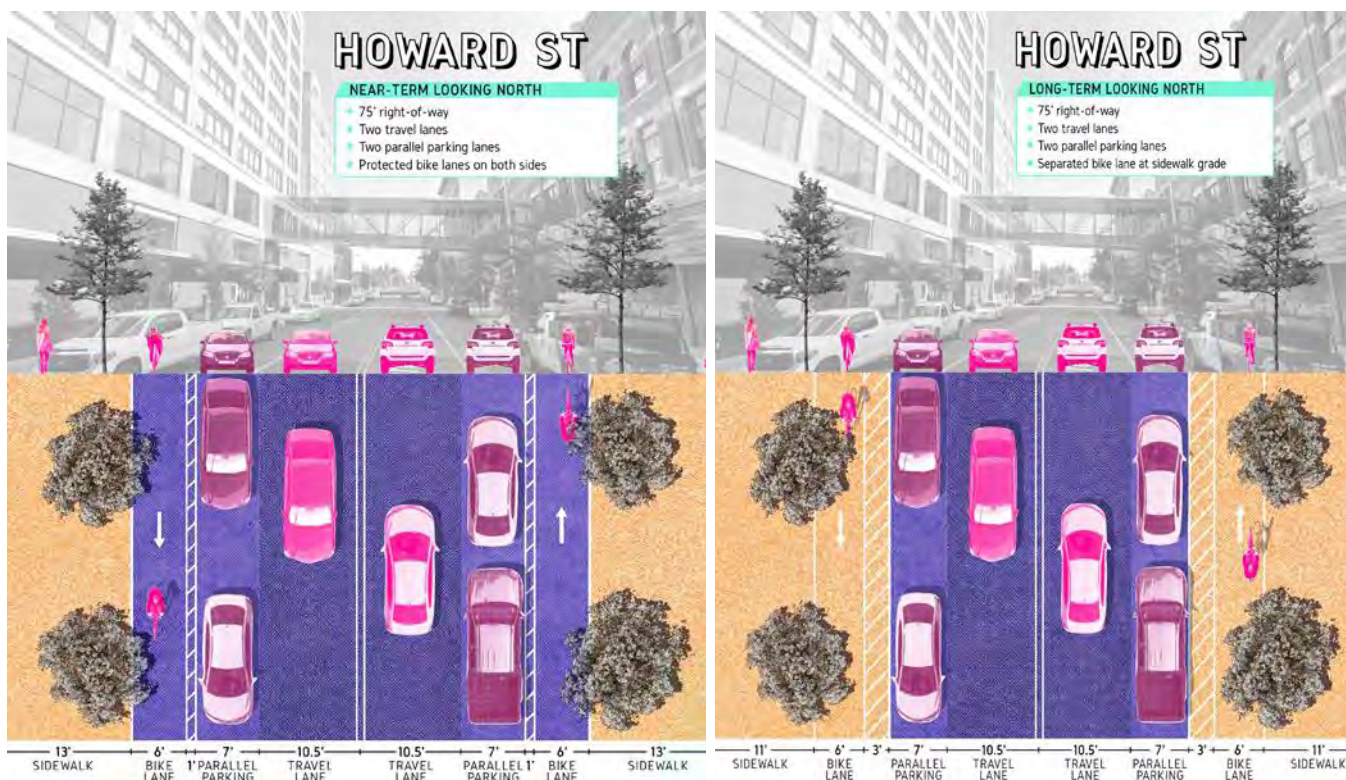
- ❑ Railroad Alley, particularly in the West End (Monroe St to Adams St);
- ❑ Downtown alley between Main Ave and Riverside Ave, coordinating public alley improvements to the east and west of Parkade Plaza from Howard to Stevens Streets;
- ❑ Steam Plant Alley between the railroad and W 2nd Ave, just south of the Downtown Core, from Post St to Lincoln St.



FIGURE 12 Visualization of potential low-cost improvements to the alley between W Main Ave and W Riverside Ave to make the space more clearly shared between services and business access and pedestrians.

CW1.5 ACTION: Implement streetscape improvements in this Plan on the Howard Street Corridor, with elements of public art and wayfinding, in coordination with infill development.

The Howard Street corridor is featured prominently in the 2008 plan and provides a connection to and is partially aligned with the City Line. Howard Street is an important link between Downtown and the North Bank through Riverfront Park, where the Howard Street Promenade was improved as part of the park renovation. However, the portions of Howard Street in the core of Downtown south to Lewis & Clark High School, and on the North Bank near the Arena, have not fulfilled their potential as an active street with space for people. Future improvements of the Howard Street corridor should convert the existing bike lanes to protected bike lanes, which would cause removal of some on-street parking, but could increase area for bicyclists and pedestrians. Additional streetscape elements such as public art, wayfinding, lighting, furniture, landscaping, and space for Parklets and mobile food vendors would further improve the experience on the street.



Howard St existing cross-section and concept for potential bike improvements in the future with grade separated bike facilities. **FIGURE 13**

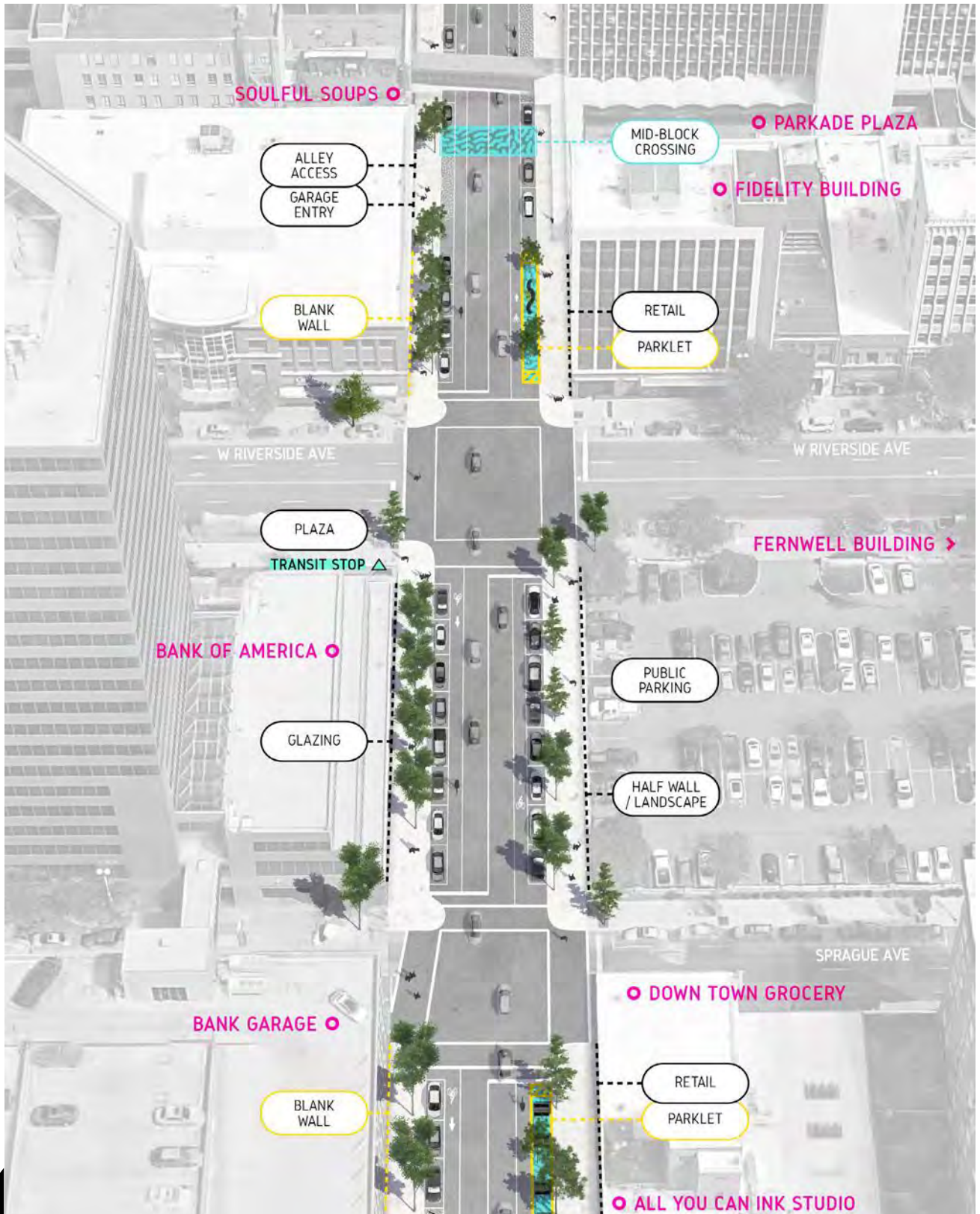


FIGURE 14

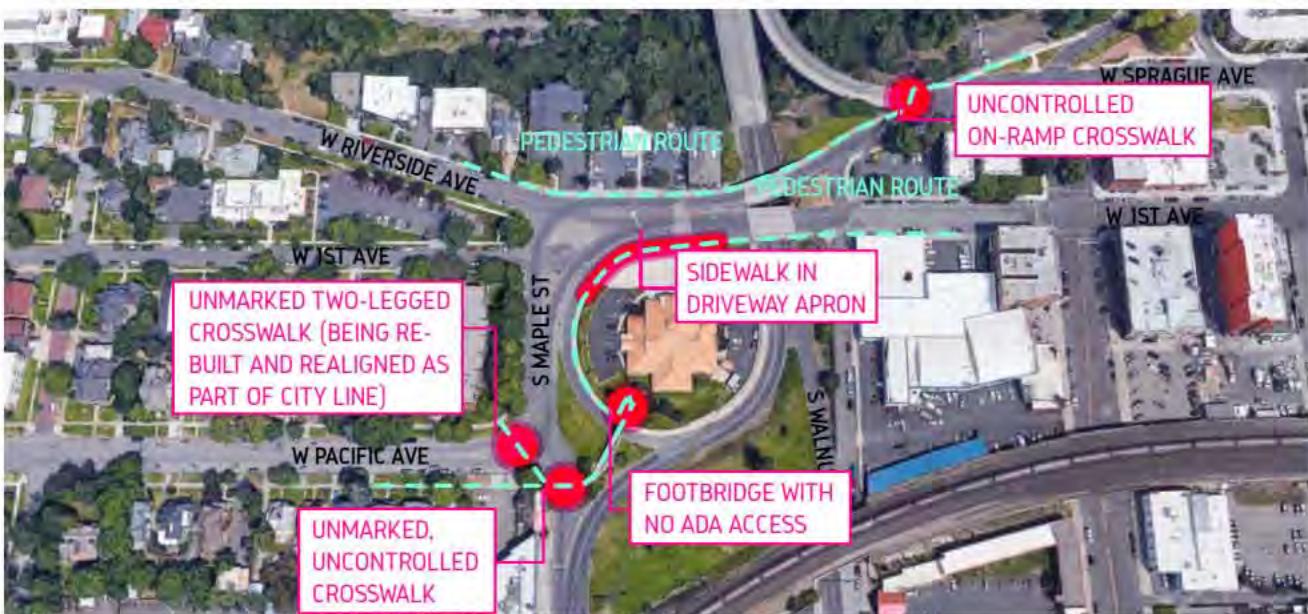
Bird's-eye view of current conditions along Howard Street highlighting opportunities to create a more active street through design interventions along blank facades and parking structures.

CW1.6 ACTION: Build a more complete tree canopy along Downtown corridors and continue work to bury utilities.

Landscaping and street trees in particular are an important aspect of a pleasant and welcoming pedestrian environment. The City and utility providers should work to bury power and other utility lines in locations which do not impact or prohibit street tree plantings throughout Downtown Spokane to maximize tree canopy, allowing for street trees Class II or III from the City's approved street tree list. New plantings should be irrigated and require limited maintenance as they are maintained by adjacent property owners.

CW1.7 ACTION: Study ramping and access to the Maple Street Bridge and surrounding intersections for potential reconfiguration and design that reconnects Browne's Addition to Downtown, creates a safe environment for people walking and biking, and continues the planned cultural trail on First Ave west.

The West End near Maple Street has a complicated network of streets that feels confusing and unsafe for pedestrians, bicyclists and scooter riders. In the near term, add bike lanes on designated routes, and study the improvements and effect of City Line operation. Bike facilities should have clear and distinct markings for a more intuitive connection. The intersections in this area also act as a barrier to connections with Browne's Addition to the west. Following the City Line improvements to nearby intersections, the City should study and develop plans to reconfigure intersections to further improve safety and connectivity. Improved pedestrian and bike connections over the Maple Street Bridge were a priority in the past plan and remains an important part of creating a more complete and comfortable bicycle and pedestrian network Downtown. The City should continue to pursue long-term improvements to the bridge to help connect Browne's Addition and the western portion of Downtown to the neighborhoods on the north side of the river.



Riverside Ave, Sprague Ave, Maple St, Walnut St and Pacific Ave converge with ramping to the Maple St bridge, creating a barrier between Browne's Addition and the western portion of Downtown. There are only two paths for pedestrians to cross through the ramp configuration, one of which is ADA accessible, and very few marked crosswalks at surrounding intersections before City Line

FIGURE 15

CW1.8 ACTION: Reconfigure one-way streets with low traffic volume that do not tie into a Downtown freeway interchange to two-way streets as part of long-term changes to the transportation network Downtown and avoid further conversions to one-way street couplets.

The City and STA have been and are continuing to improve in Downtown's east-west streets as part of the City Line, and new bike facilities. Future infrastructure projects should not preclude the possibility of reconfiguring those streets in the future. This conversion is suggested because two-way streets tend to reduce travel speeds, increase visibility of retail uses, and make pedestrians more comfortable and more likely to shop and enjoy Downtown. Any further conversion of existing two-way streets Downtown to one-way operation should be avoided, as there are already limited two-way connections Downtown.

CW1.9 ACTION: Integrate bike parking into Downtown streets and parking facilities.

Bike parking, particularly secure and covered bike parking, can be difficult to find Downtown. Bicycle parking should be part of new street improvements, particularly near civic uses, cultural venues, workplaces and active street-level uses. The City and DSP should work to integrate bike parking and storage into existing surface and structured parking facilities Downtown. The City should develop and adopt bike parking and storage requirements in all new surface and structured parking facilities Downtown, in addition to design standards and an approval process for on-street bike/scooter parking or corrals.

CW1.10 ACTION: Improve the street lighting system Downtown, filling gaps and replacing aging fixtures with pedestrian-scale and roadway lighting that create a safer nighttime environment Downtown.

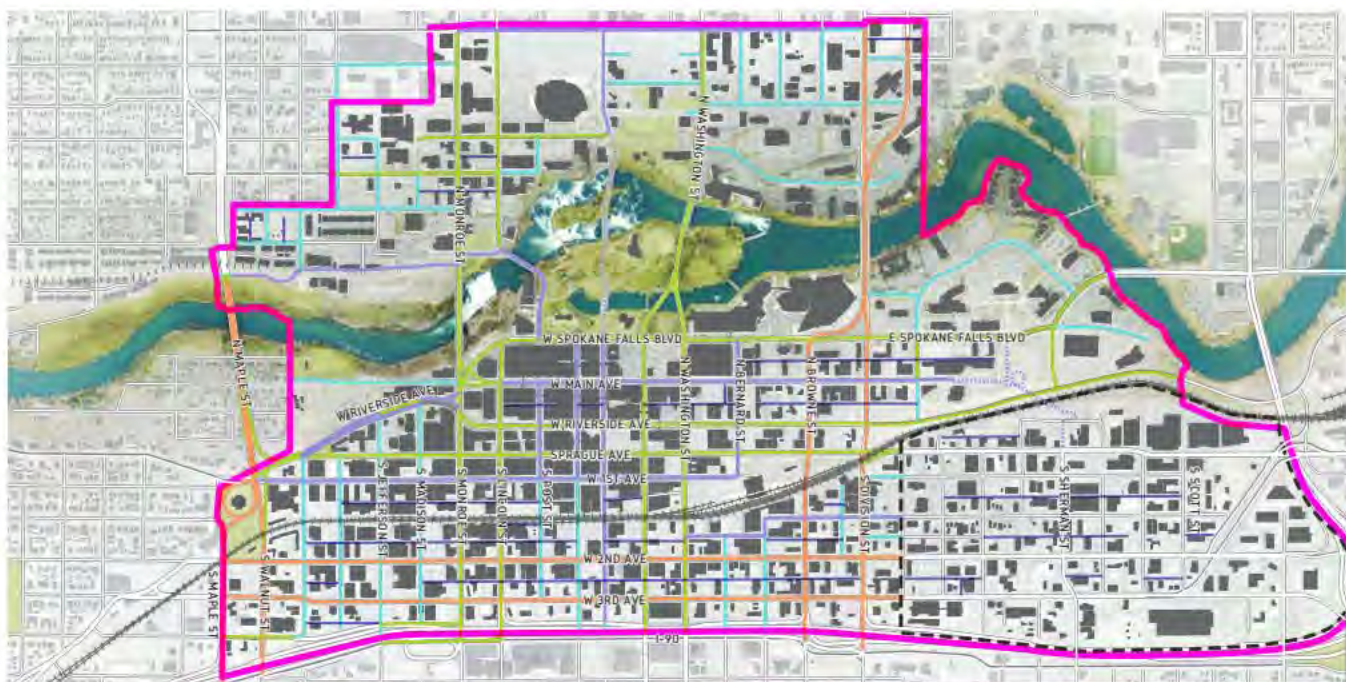
Downtown's aging system of streetlights has a variety of fixtures that create inconsistent lighting conditions with gaps, particularly in areas that are less pedestrian-oriented. The City should work to incrementally replace the aging "frog-eye" luminaires and poles from the 1970s, owned by the City, with fixtures that are more appropriate for an urban context and offer more uniform light levels along both the roadway and sidewalk. These and other elements should be pursued with a targeted capital improvement campaign that more aggressively implements the existing Downtown Lighting Plan. Pedestrian scale lighting is an important part of creating a nighttime environment that feels safe and has been integrated into new public spaces and streets but does not have a uniform application Downtown.

CW1.11 ACTION: Enhance the skywalk system's connections to the street and concentrate skywalks in the Downtown Core, limiting expansion, particularly along important view corridors.

Downtown Spokane's extensive skywalk system is a distinctive feature that connects workplaces and parking structures, but can detract from an active Downtown streetscape, where they are not clearly oriented toward the street. Enhancing skywalks that serve as links between buildings Downtown and improving connections to the street level can improve the system's functionality for shoppers and other users. Ensuring clear and easy access from skywalks to the street level can also help bring activity onto Downtown streets that would otherwise be confined to building interiors served by skywalks. Any new skywalks should be carefully considered in terms of access to the street and connections to the existing network, with expansions limited to those that provide direct, legible, and accessible connections to the street. The City should consider evaluating existing skywalks and work with property owners to improve access to street level.

CW1.12 ACTION: Update development standards for Downtown Complete Street Designations to support and sustain active street edges.

The City has a Complete Streets Program that provides engineering criteria to accommodate the needs of all users of the public right-of-way. A separate set of Downtown Complete Street Designations included typologies that are primarily used for regulating development along the street edge. The Downtown Complete Street classification system should be retitled to avoid confusion with the engineering criteria. The current Downtown street typologies do not require active ground floor uses and the City should expand the Downtown Complete Street standards to require, or provide further incentives to encourage, active ground floor uses and stipulate a minimum first floor story height on specific streets.



- TYPE I - COMMUNITY ACTIVITY STREET
- TYPE II - COMMUNITY CONNECTOR
- TYPE III - CITY-REGIONAL CONNECTOR
- TYPE IV - NEIGHBORHOOD STREET
- BIKE/PEDESTRIAN PATH
- ALLEY
- SOUTH UNIVERSITY DISTRICT SUBAREA

FIGURE 16

COMPLETE STREET

Downtown Spokane Complete Street designations.

Source: Framework, City of Spokane, Downtown Spokane Partnership, 2020

For street designations within the South University District Subarea, refer to ORD C35925 (2020, Exhibit C). Alleys in the South University District are shown for illustrative purposes, and may be subject to different standards if they are outside of the area with a Downtown Comprehensive Plan Land Use Plan Map designation.

CW2 STRATEGY: Capitalize on the City Line and support the transit network with coordinated investments that improve access to transit

The City Line is a planned high-performance transit line to and through Downtown. Its introduction will enhance passenger experience in the broader transit system and can reduce short vehicle trips in the Downtown during the workday. Related improvements such as bike facilities will enhance the experience for transit users, providing first- and last-mile connections to the transit system. Improving transit access in areas surrounding City Line stations and the experience Downtown for transit riders, pedestrians, and bicyclists can better serve new and existing transit riders, provide better options to residents, visitors, and employees, while helping encourage new investment.



Visualization of the new City Line station at STA Plaza from W Sprague Ave



Visualization of the new City Line station at the Fox Theater on Sprague Ave



Visualization of the new City Line station on W Main Ave in the East End



Visualization of the new City Line station at W Main Ave and N Bernard St

CW2.1 ACTION: Integrate City Line transit stations and the STA Plaza into plans for street improvements and other active transportation investments Downtown.

The City Line will bring several new stations to Downtown. Transit-related improvements are proposed for streets where the City Line will run, and these amenities should be integrated into the streetscape. For example, the concepts for improvements on Sprague Avenue should be integrated with the design for City Line stations such as bicycle station crossings. Several stations will have left side boarding on one-way streets which will affect streetscape design.

CW2.2 ACTION: Improve bike connections Downtown with improved facilities connecting to the City Line together with new pedestrian amenities.

First Avenue and Sprague Avenue function as an east/west couplet in the core of Downtown but both streets carry much lower traffic than their vehicle capacity. A lane of travel on each street could be converted to bike and/or scooter facilities, or parklets and other pedestrian amenities to better connect Downtown while preserving enough vehicle capacity to meet current and future needs (Figure 11). The City has plans to add protected bicycle lanes on both sides of Riverside Avenue with related pedestrian and crossing improvements such as bulb-outs which will be important for providing better access to the City Line stations and other transit stops.

CW3 STRATEGY: Reduce Impacts from Surface Parking

The predominance of surface parking lots detracts from the experience of walking in Downtown. Redevelopment of these sites would strengthen the downtown fabric and bring new activities and jobs. Reducing surface parking and consolidating parking in garages would improve walkability in the city and at the same time improve parking options for businesses, employees, and visitors.

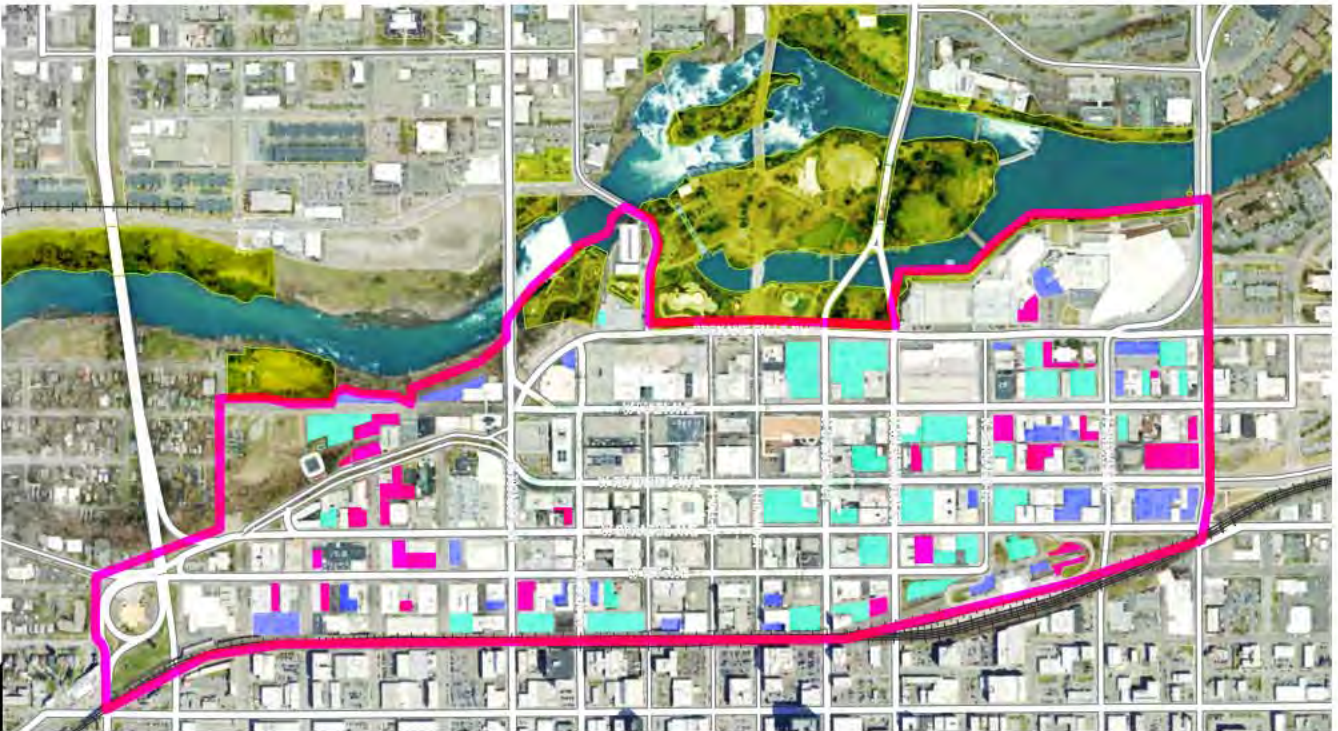


FIGURE 17

SURFACE PARKING

Surface lots in the Downtown Core
Source: Framework, City of Spokane,
Downtown Spokane Partnership, 2020

- PRIVATE ACCESS
- LIMITED PUBLIC ACCESS
- PUBLIC ACCESS



CW3.1 ACTION: Develop a program to use the edges of surface parking lots for active uses, programming, and events such as food trucks, vendors, and farmers markets.

Edges of surface parking lots dominate the frontages along many streets in Downtown and detract from the experience for people walking. Ideally surface parking lots would be redeveloped with active uses along the street but as a temporary solution uses such as food trucks, food standards, farmer's markets, arts markets, and other similar uses could occupy the first row of parking on the street edge to add activity to the street in the warmer months.



An activated surface parking lot in Asheville, NC, parts of which are used for outdoor seating with railings, low cost overhead lighting, while also serving the parking and service needs for the surrounding businesses



A food plaza in Portland, OR, with vendors along the edge of the street in a surface parking lot.



Food trucks used to activate the street edge along a surface lot in Naples, FL

CW3.2 ACTION: Prohibit new surface parking lots in the Downtown Core, East End and West End.

The City should consider prohibiting new surface parking lots in the core of Downtown, East End, and West End, as shown on pages 34-35. New standalone surface commercial parking lots, as a primary use, are currently prohibited in this area, but surface parking lots accessory to new development are permitted.

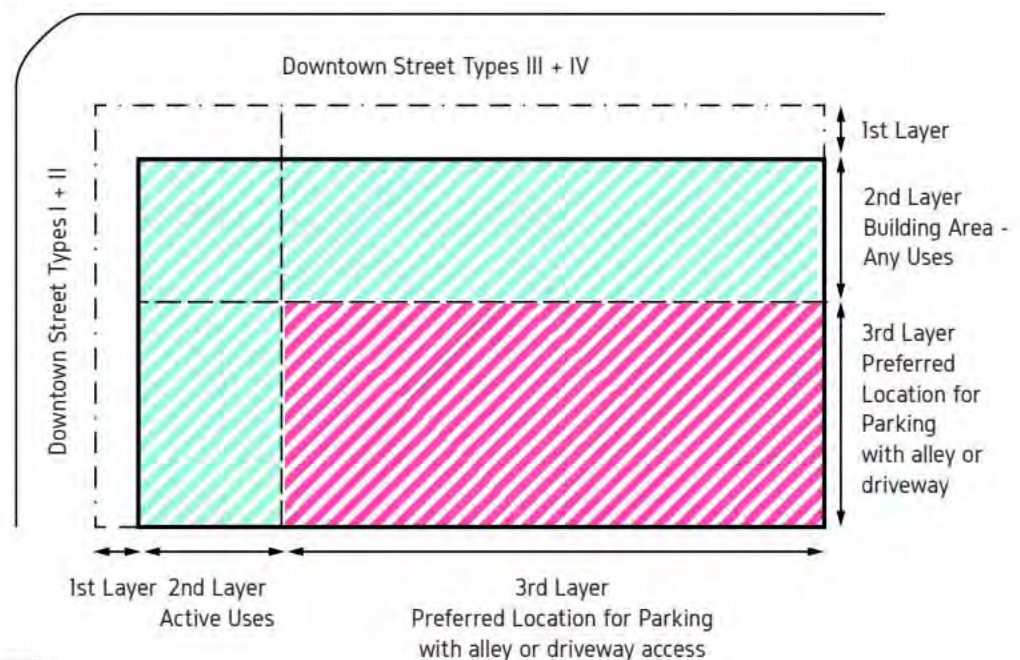
South Downtown is currently planned for auto-oriented and highway-oriented development through existing plans, policies, zoning, and development standards. Restrictions on surface parking in South Downtown would conflict with existing plans, policies and regulations, but it is unlikely that South Downtown would become a sending area for new surface parking lots to meet the parking demand for the Downtown core. Downtown appears to have sufficient parking resources in the near term based on the results of the Downtown Parking Study. However, to reduce surface parking and support redevelopment efforts new structured parking may be necessary to accommodate new development and replace lost surface parking. There will likely remain better parking and transportation options in the Downtown core than parking in South Downtown and walking into the core.

CW3.3 ACTION: Discourage surface parking lots along the frontage of Type III and Type IV Complete Streets between the building and street throughout the Downtown.

Currently, surface parking must not be located between the building and the street edge on Type I and II Complete Streets, with certain exceptions for slope. The City should consider measures to discourage surface parking along the street in Type III and IV Complete Streets to minimize its impacts to the pedestrian environment along the street. An exemption along specific streets or for specific uses such as auto dealerships may be provided.

FIGURE 18

Diagram of preferred parking location for Downtown Street Types. Surface parking lots on any street edge Downtown should be discouraged with specific exceptions



CW3.4 ACTION: Actively pursue redevelopment of surface lots.

Most of the surface parking in Downtown is privately owned and managed and not in the control of the City or other public agency. The City and DSP should prioritize an effort to actively pursue commercial and residential mixed-use development on surface parking lots through policy strategies and public/private partnerships. Policy strategies may include fees for surface parking through the Business Improvement District, changes to property tax structures, tax incentives for office uses that may incentivize redevelopment, and property tax deferrals on new improvements.

Public/private partnerships for redevelopment, through partnership with a community investment organization, should also be pursued with a focus on redevelopment of surface parking lots.

Redevelopment plans may include public uses such as civic and arts and cultural uses along with public parking to address the loss of parking from surface lots. New public parking could be managed under the shared parking program recommended under strategies for a Well Organized Downtown.

Figure 20 shows a redevelopment program and concept for the Rookery Block that complements the adjacent, historic Fernwell Building (1890), adds a major Downtown public plaza, opportunities for public uses at the ground level, public parking, and the option for a mix of residential and office uses in the upper floors. The redevelopment of the Rookery Block would also be a major step towards activating Howard Street as a primary pedestrian street from I-90 through Riverfront Park.

To assure long-term viability of any redevelopment as a public/private partnership that includes a parking structure, any portion of the building devoted to parking should meet design standards that preserve opportunities for adaptive reuse. Such considerations include minimum floor load bearing capacities in the parking structure to accommodate potential future reuse, such as for retail or corridors for an apartment reuse; deck-to-deck height minimums; horizontal parking decks; external speed-ramp(s) or drop out speed-ramp sections; and full perimeter Retail/Office/Housing/Civic uses.



FIGURE 19

Context of the Rookery Block with bicycle and pedestrian street improvements, transit investments, and public spaces that could be activated shown

- ROOKERY BLOCK
- PUBLIC SPACES
- BIKE IMPROVEMENTS
- - - CITY LINE



FIGURE 20

Parking in the vicinity of the Rookery Block with the number of spaces in each garage or parking lot, where available. The Rookery Block is currently publicly available parking.

- ROOKERY BLOCK
- SURFACE LOT
- PARKING GARAGE

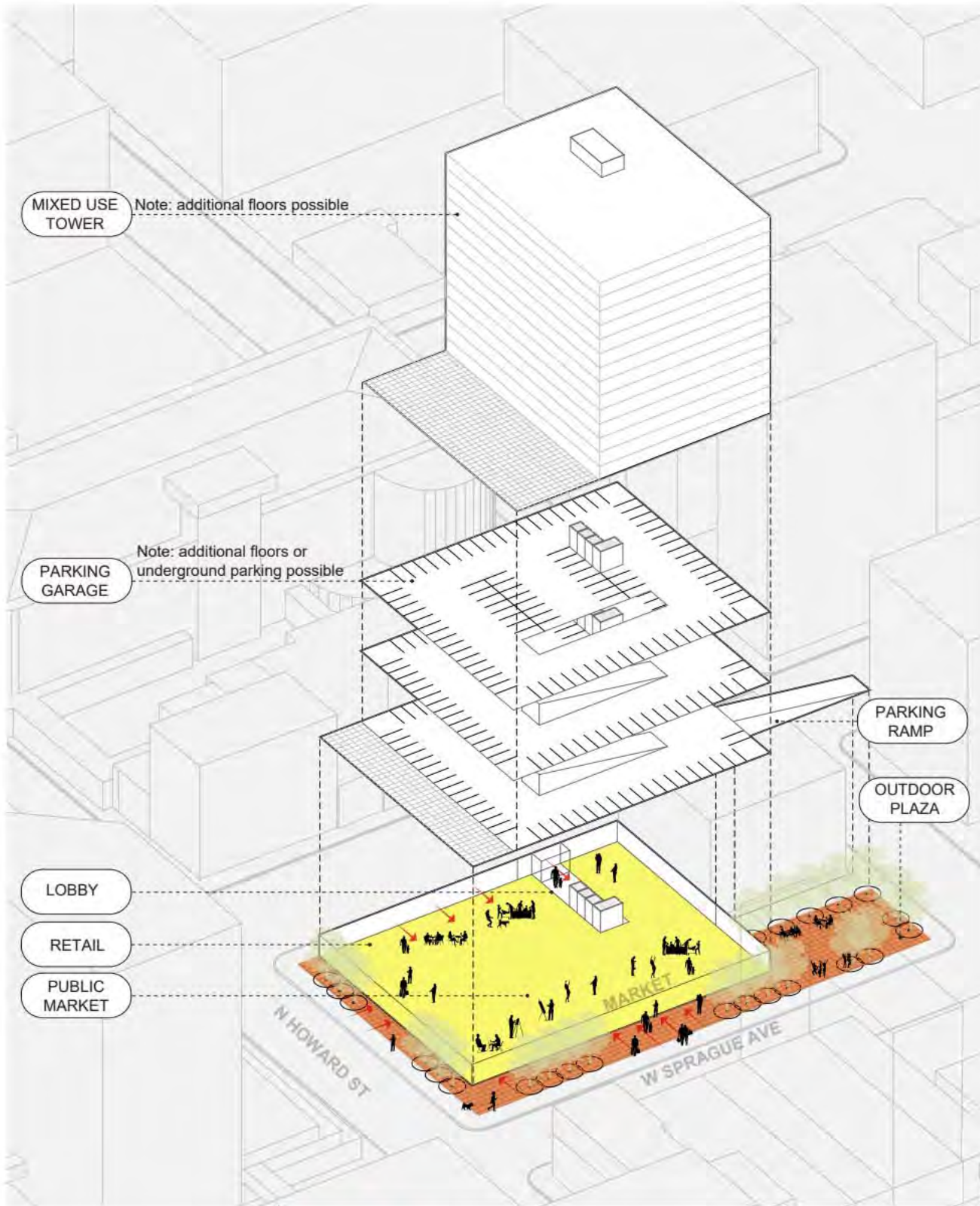


FIGURE 21

Potential development concept for the Rookery Block, one of the opportunity sites identified in this plan for redevelopment that can accommodate more intense development with public amenities.

CW4 STRATEGY: Implement a Wayfinding Program

A wayfinding program consisting of signage and other elements is intended to help pedestrians and bicyclists navigate the City and better connect Downtown's districts and landmarks, and the neighborhoods adjacent to Downtown. A unified wayfinding system could improve the pedestrian experience and make it easier for people to access amenities Downtown. The wayfinding program should include distinct signage materials, color palette, and other elements that build on Riverfront Park's wayfinding and are appropriate for different modes of transportation. Targeted design interventions at undercrossings beneath the rail viaduct and I-90 including lighting art and other investments in pedestrian and bicycle facilities can help bridge barriers both within Downtown and between Downtown and surrounding neighborhoods. The City has invested in attractive and distinct gateways at major I-90 access point Downtown, has introduced murals and security lighting to undercrossings, and has proposed additional lighting improvements for railroad undercrossings. Public art installations like these are important parts of an intuitive wayfinding system, and the City should look to enhance these transitions between different parts of downtown.



Warren Langley's ASPIRE light sculptures create a safer, more pedestrian friendly beneath a highway in Prymont, NSW, Australia



Downtown wayfinding in Calgary, AB, Canada

CW4.1 ACTION: Develop a wayfinding plan for Downtown with priority locations and signage elements that ties into the County's Wayfinding Project and elements of the cultural trail.

The City and its partners should develop a wayfinding plan with signage and gateway elements unique to Downtown focused on bicyclists and pedestrians that helps highlight Spokane's unique history, culture, and identity and better connect parts of Downtown. Wayfinding was implemented as part of the Riverfront Park renovations and complementary elements could be brought to other parts of Downtown with distinct visual identity, and Spokane Transit has programmed wayfinding elements into City Line stations. Spokane County's Wayfinding Project has taken steps to identify appropriate signage for drivers and pedestrians as part of unified system for the entire County, but there is room for unique Downtown wayfinding that ties into this system and ideas for the cultural trail. (see Arts, Culture, History section of this Plan). In some locations, including along the cultural trail alignment, street name signs only face on-coming vehicle traffic, and should face both directions to include wayfinding needs of pedestrians.

A wayfinding plan for Downtown should consider gateway treatments along major corridors and at undercrossings, signage elements from relevant projects Downtown, and decision points where signage is a priority. Signage for Downtown should include elements that can be mounted into existing poles Downtown, which will make the plan easier to implement, reduce sidewalk obstructions, and limit visual clutter from posts.



The wayfinding system for the Nicolett Ave corridor in Minneapolis, MN includes both full kiosks, and smaller elements that can be installed on poles for existing street lights, and traffic and pedestrian signals

CW4.2 ACTION: Improve pedestrian experience and safety at undercrossings beneath the rail viaduct and I-90 with targeted interventions.

The railroad viaduct is a strong physical barrier in Downtown, and the undercrossings play an important role in defining the entries and exits to the Downtown core as a clear gateway. These spaces can feel uncomfortable and would benefit from continued enhancements such as lighting, public art, and wayfinding. Some of the most successful treatments for undercrossings combine lighting and art to create an environment with visual interest while addressing public safety concerns.

Although the City and DSP have worked with BNSF and WSDOT to improve undercrossing lighting, perceptions of safety around Downtown undercrossings remain a challenge. The City's and WSDOT's mutually formulated I-90 Architectural Guidelines (also called "Kit of Parts") resulted in process improvements to both organizations.

For the railroad undercrossings, the City should work with BNSF to draft a similar set of guidelines as it did with WSDOT. Surface and structured parking tends to dominate the north and south sides of the rail viaduct, which can make the space under the viaducts feel more separated from Downtown. Active uses at street level in vacant spaces that are part of existing buildings or along the edges of parking structures and surface lots on either side of the viaduct can help bring more foot traffic through undercrossings and create a sense of natural surveillance. Where the traditional development patterns of Downtown span the rail viaduct, particularly along Monroe, Lincoln Post, and Howard Streets there are opportunities to build on existing activity to help bridge the gap created by the viaduct.



A highway underpass in San Jose, CA redesigned to create a safer pedestrian experience with art by Dan Corson that includes painted surfaces, circular lights LED lighting coordinated with pedestrian scale light fixtures along the sidewalk.



Bill FitzGibbons's Light Rails light installation beneath the rail underpass in Downtown Birmingham, AL.

GOAL: THRIVING ARTS, CULTURE, AND HISTORIC PLACES

Downtowns are historically centers of commerce, civic life, arts and culture. At a time where retail has shifted from "bricks and mortar" toward on-line sales, the civic and cultural components of downtowns have increased in importance. Historic downtowns, like Spokane, have the irreplaceable assets of architectural fabric, human-scale and the stories of multiple generations.

The intent of strategies in this section is to:

- ❑ Support arts and cultural uses as activators of Downtown and nurture artists and organizations that bring creative uses, especially as the city recovers from the effects of COVID-related shutdowns.

- ❑ Use arts, culture and history to highlight the unique aspects of Downtown Spokane, making it attractive to people who live, work and visit Downtown.
- ❑ Dedicate resources to arts planning and marketing and develop reliable funding streams for the arts in Spokane and make sure that creative uses are encouraged by City policies and procedures.



ACH1 STRATEGY: Highlight Downtown's history to build awareness of local culture and support the arts

A variety of methods will bring the architectural richness and historic interest of Downtown to life, such as plaques, lighting, murals, photo opportunities, public art and streetscape elements. Partner with the local experts and history-focused organizations, Native American tribes, artists, and educational institutions to develop creative story-telling methods to convey the unique history of Spokane. Look forward as well, bringing attention to the current places and activities that define Spokane's culture.

ACH1.1 ACTION: Tell stories about Spokane's local history and architecture using creative methods.

Downtown Spokane is fortunate to have a rich and fascinating history. Making those stories visible and engaging deepens the unique sense of place in the city and fosters respect for our own place in history. There are many examples of how this has been done in other cities that can inspire ways of celebrating Downtown's history that are most appropriate for Spokane, and the city has many people and organizations that are resources for revealing city history. Highlighting history should be a Downtown-wide effort, rather than a district-based approach used in the prior 2008 Downtown Plan, and should bring together Downtown's historic character areas.

ACH1.2 ACTION: Preserve historic structures and bridges and incentivize adaptive reuse of older structures that contribute to Downtown's historic character.

Spokane's Special Tax Valuation for historic properties is the City's primary incentive for the rehabilitation of older buildings on the historic register, many of which are Downtown. As Downtown sees further reinvestment, the City should ensure Spokane's historic sites are treated in a manner consistent with the Secretary of the Interior's guidelines for the treatment of historic properties and standards for rehabilitation, restoration, and reconstruction. Maintaining historic bridges, not only as pieces of critical infrastructure, but also as signature architectural elements Downtown should a priority as the City invests in connections across the river. In considering adaptive reuse, active and sustainable uses should be encouraged, such as street level cultural uses or residential units at the exterior of buildings.

ACH1.3 ACTION: Develop design guidelines for downtown that help create a good fit between new development and Downtown's historic structures.

Develop expanded Downtown Design Guidelines for new development Downtown that emphasize the importance of the Downtown's historical context, and help new development draw on and complement Downtown Spokane's historic structures.

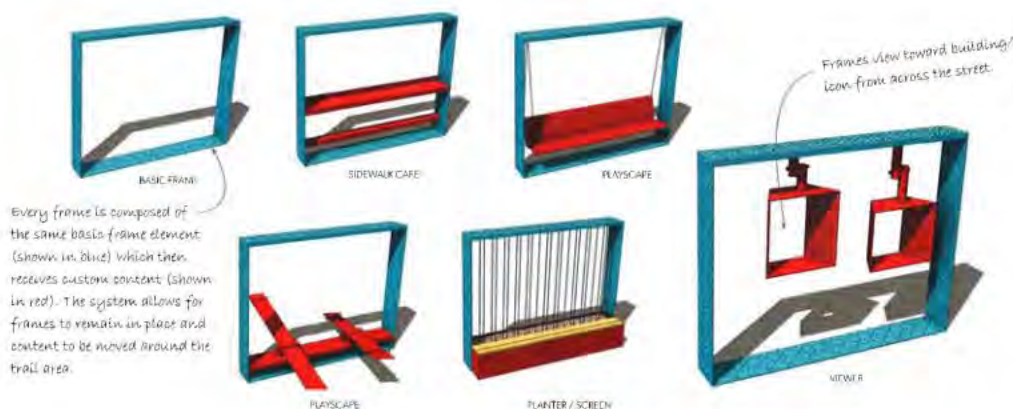
ACH1.4

ACTION: Pursue the idea of a cultural trail that links signature sites and activates streets with the intent of drawing visitors and investment.

Downtown Spokane's historic architecture and cultural uses make for distinctive corridors and a cultural trail can define one of the strongest corridors through Downtown. A cultural trail connecting and directing people to historical sites and destinations Downtown can help tell local stories and highlight Downtown Spokane's historical and cultural gems. This pedestrian-focused connection can act as a draw for tourists, bringing foot traffic to destinations throughout Downtown and connecting surrounding neighborhoods in all directions. The vision for the cultural trail includes streetscape elements and artistic interventions that can help draw people along the length of the trail and create an interactive learning experience. A successful cultural trail can help demonstrate the power of public-private partnerships to help catalyze investment for public benefit and economic development Downtown.



Map of existing plans for a cultural trail through Downtown Spokane connecting to Browne's Addition



Conceptual Design for fixtures along Spokane's planned cultural trail designed to frame architectural details of historic buildings along the trail.

ACH2 STRATEGY: Bring arts and culture into the public realm Downtown and develop an Arts Plan to support arts and cultural uses with a focus on Downtown

Downtown Spokane is the cultural hub of the Inland Empire and the quality of its public realm should rise to meet regional expectations. The City, its partner organizations, and the broader community should work together to foster a thriving cultural sector. This includes nurturing culture spaces, uses and activities, as well as related uses are mutually supportive with cultural venues, contribute to thriving restaurants and night life, and support Spokane's local economy. Public spaces can go a long way in bringing arts and culture and these complementary uses out onto the street and make them more of a visible presence and feature of Downtown Spokane.

WHAT IS THE PUBLIC REALM?

The Comprehensive Plan defines the public realm as public or private areas where people interact with their surroundings or other people (Ch. 3).

An arts and culture plan that brings together a spectrum of organizations and individuals, and offers targeted strategies and concepts to support arts and culture could be of great benefit to Spokane. The City's municipal arts plan, adopted in 2004 and amended in 2007, defines a process for funding, selection, maintenance and removal of public art through the municipal code (chapter 07.06 SMC, Article VII Municipal Art Policy). The City should engage in an intentional process to develop a robust arts and culture plan with a particular attention to Downtown, which would be a strong forum to address how the City and partner organizations can support cultural expression and vet mechanisms to preserve and encourage new cultural uses both citywide and Downtown. We suggest broadening the scope to include both arts and culture. The exact scope of cultural uses can be explored in the plan, but it can include things of importance to the overall culture of Spokane, such as its annual events and its well-loved small businesses, and include the expressions of Spokane's diverse communities through foods, festivals, and holiday traditions. An arts and culture plan should address the needs of the full spectrum of people in the community, offering opportunities for multicultural organizations, and making sure that there are ways for people of all incomes to enjoy free and low-cost activities.

The actions that are part of this strategy are intended to enrich public spaces with support for their civic functions and a broader range of art and cultural activities in the short time, and elements to consider as part of a broader art and culture plan, building on the Comprehensive Plan's Arts and Cultural Enrichment Policies that address public art a form of infrastructure.

ACH2.1 ACTION: Improve and activate the streetscape and public realm to support cultural venues.

Spokane boasts a collection of significant performing arts venues and a range of excellent productions. The historic Fox Theater was renovated in 2007 and is the home of the Spokane Symphony. The Knitting Factory and the Bing Crosby Theater bring crowds for concerts of all kinds. The public space surrounding these extraordinary venues should be as high quality as the events inside. One place that would clearly benefit from improved streetscape is the area around the cluster of these venues. This area could be highlighted and supported with pedestrian spaces, restaurants and nightlife that offer places for arts patrons to enjoy. Such activity would give people a reason to extend their stays before and after performances rather than simply moving from the parking garage to the theater and back. The graphic below shows streetscape treatment with Art Deco patterns related to the Fox; a functional and elegant "red carpet" drop-off, street dining, and projected art on the walls along the street (Figure 22). Note that paint on the street will need to be compliant with the Manual for Uniform Traffic Control Devices and should identify a revenue source for maintenance.

The galleries, clubs and other cultural spaces throughout Downtown can benefit from a supportive public realm that increases visibility and vitality. This may mean art and lighting outside of cultural space, seating or temporary "pop-up" installations encouraged and supported by the City and the Downtown Spokane Partnership.



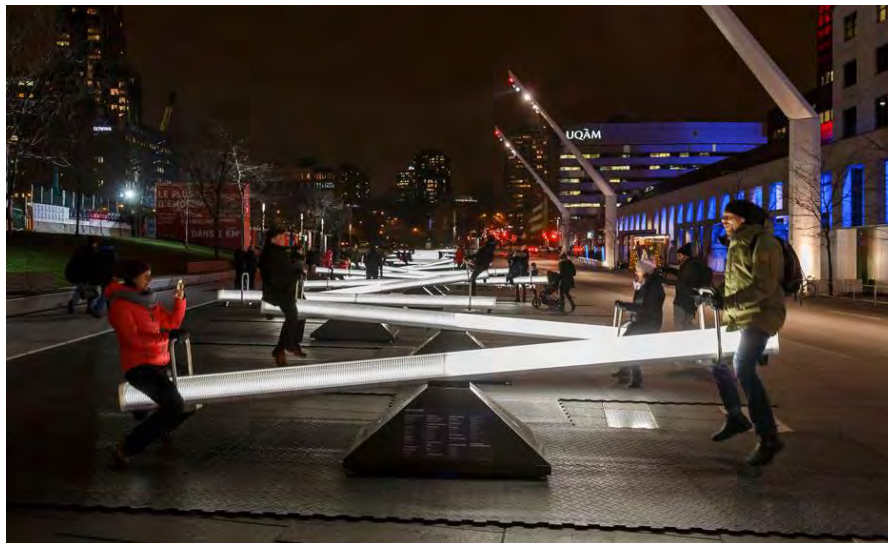
FIGURE 23 Visualization of potential projection across from the Fox Theater could enliven blank walls along Sprague Ave paired with street improvements that draw on the uses and character in the neighborhood.

ACH2.2 ACTION: Work with artists and local property owners to create and maintain temporary art installation and facilitate activation of cultural spaces to energize Downtown and support artists.

Light projections and murals are relatively easy ways to energize the public space, especially where there are blank walls that can be turned into assets. Spokane has already been doing this and can build on these successes. An advantage of projections and other transitory installations, events, or performances is that they can be tailored to events and seasons and can be changed or scheduled regularly. These shortlived transformations of public space can add to Downtown's vibrancy and activity and help it feel like a safe place for patrons to enjoy, both day and night.

Art installations can be used to fill some of the gaps in Downtown's fabric, in a similar way to parklets. The City should make these kinds of installations as easy as possible from a regulatory standpoint. Art "markers" could be part of a strategy to bring attention to the smaller venues and galleries with highly visible art or installations.

Some of the space in new and existing development adjacent to and within the right-of-way can host a variety of art forms, bringing activity to the street, attracting pedestrian traffic, and supporting a positive social atmosphere. Current installations and programs should be made a part of the public art component of the arts plan. Where brick and mortar spaces are not available, space in the right-of-way may be considered for outdoor seating, dining, and performances in warmer months.



An interactive design installation by Lateral Office and CS Design in Montreal, QC, Canada



An interactive giant pin art installation by Lulu Guinness in London, UK

ACH2.3 ACTION: Explore incentives for preserving cultural space and creating new space for arts and cultural uses Downtown.

The City and its partners in the development of an Arts Plan should look for ideas to preserve cultural space, protect spaces of cultural and historical significance, and encourage the creation of new cultural space. A key part of the process will be understanding what incentives would have the greatest community impact in Spokane, and how those incentives can be best implemented in Spokane. Some of the ideas that a plan should examine closely are:

- ☐ Creating pathways for funding and technical assistance to encourage the adaptive re-use of older buildings, and the inclusion of cultural space in renovated buildings
- ☐ Including City parks and library projects as eligible for the 1% for the arts policy and explore the expansion of the program for private development.
- ☐ Creating mechanisms to encourage or require cultural space in new development, especially larger scale developments, public projects or development that displaces existing cultural space.
- ☐ Roles for staff within partner organizations to encourage and support space for arts and culture, including possible designations for a point person for Downtown public art, or a cultural space liaison who could connect the creative sector and property owners, and be part of the entitlement project.
- ☐ Roles of the City Arts Commission in best supporting the arts, including the space needed for cultural uses and the use of public space for the arts.

ACH2.4 ACTION: Evaluate how the City's development regulations and permitting process can support cultural space and public art.

An Arts Plan should take a careful look at how permit requirements apply to cultural uses, and which requirements in particular can be burdensome for artists or organizations trying to create cultural space. The review process may also be an opportunity to help ensure new development contributes to arts and culture particularly Downtown where development is tends to be larger scale. The following aspects of permitting and review should be considered in the Arts Plan process:

- ☐ Encourage, incentivize, and at the appropriate level, require public art and cultural uses to be part of the development process.
- ☐ Inviting representatives from the City Arts Commission and/or relevant local arts organizations to pre-application meetings for projects of a certain scale.
- ☐ Streamlining the permit review process for cultural space and the potential for permit fee waivers for the creation of cultural space.
- ☐ Temporary occupancy permits for artists and arts organizations.

ACH2.5 ACTION: Identify and reduce barriers for cultural events Downtown.

Cultural events and activities draw both tourists and residents Downtown. Downtown Spokane is known for hosting remarkable special events, with signature events like Bloomsday, Hoopfest, Terrain, and the Lilac Parade drawing people from throughout the Inland Northwest and beyond. Community partners involved in hosting cultural events Downtown, however, should examine issues, including requirements and cost. The City should continually review procedures for special event permits and look for ways to reduce permit requirements, and potentially costs incurred, while preserving necessary assurances and safety requirements.



Tourist and residents are enjoying the cultural event on Wall St, Spokane.



Hoopfest is the largest 3on3 outdoor basketball tournament on Earth located in Spokane, Washington. It is also an outdoor festival with shopping, food, and interactive entertainment accessible to all.

ACH3 **STRATEGY:** Create space for art-focused and culturally-oriented small businesses and organizations, targeting those that cannot afford to locate Downtown

Arts and cultural uses and small businesses are vulnerable to economic shifts and a real estate market with rising rents. Cultural space can have a quantifiable benefit for Downtown, driving economic development, and attracting both visitors and local residents Downtown. One of the best ways to ensure these uses can access space Downtown is to provide affordable space for businesses and organizations that may not be able to afford market-rate space.

A number of non-profit organizations have driven the production of more affordable cultural spaces, or affordable live/work spaces for artists around the country, such as Artspace, which creates, fosters, and preserves affordable and sustainable space for artists, and arts organizations across the United States. There are excellent precedents for a public or semi-public organization like a public development authority (PDA) to create affordable cultural space. For example, the Town of Twisp, WA chartered a PDA to acquire and redevelop a decommissioned forest service ranger station using a combination of public and private funds, and created TwispWorks which supports artists, craftspeople, and small businesses in the Methow Valley.



TwispWorks campus in Twisp, WA has over 38,000 SF for local businesses, artists and organizations.

ACH3.1 ACTION: Identify sites Downtown for infill development that can help foster small businesses, local start-ups, and arts and culture uses and organizations.

The Rookery Block between Riverside Ave and Sprague Ave to the north and south and N Stevens St and N Howard St to the east and west is an example of an ideal location for infill development with a centralized affordable space for arts and culture and small businesses. Many successful examples of small, affordable spaces for entrepreneurs, in the tradition of historic public markets, exist throughout the country. These entrepreneurial incubator spaces can contribute to an active and engaging street level, which is particularly important for a site such as the Rookery Block, which is central in the Downtown Core, with frontage on significant pedestrian streets—Howard, Sprague and Riverside. Opportunity sites on Spokane Falls Boulevard would also be appropriate for active ground floor cultural uses and businesses because of their proximity to Riverfront Park.

ACH3.2 ACTION: Identify underutilized properties that could serve as affordable workspaces for organizations that are less reliant on foot traffic.

The 2008 Plan called attention to the Intermodal Center as an opportunity site, and this Plan supports retaining this site as an opportunity to create work and/or office space for organizations that support community needs like non-profit and cultural organizations that may require below-market rate rents. The space may be able to serve as a shared office or co-working space, or be subdivided into discrete spaces for businesses with a mixture of market rate and affordable tenants. River City Kitchen in the Intermodal Center currently offers rental space in their commercial kitchen on the second story of the Intermodal Center, as a culinary incubator, and the City can support similar ventures with shared and/or affordable workspace in areas with less pedestrian activity Downtown.

GOAL: A GREAT PLACE TO LIVE, WORK AND PLAY

Downtown Spokane is the economic and cultural engine of the Inland Northwest, drawing residents from the County and region for work, dining, and recreation. Downtown is also a great place to live with workplaces, services, cultural and educational institutions all close by. While Downtown has seen modest growth, it is not widely recognized as a great neighborhood to live in and could benefit from mixed-use development with a diverse range of housing options together with new or enhanced residential amenities. Similarly, there are opportunities to strengthen Downtown Spokane as the economic driver for the region by enhancing amenities to attract and maintain businesses in Downtown.

The strategies in this section are intended to:

- ❑ Develop Downtown as a complete, walkable neighborhood with safe and convenient access to goods and services necessary for daily life within walking distance.
- ❑ Promote residential infill and rehabilitation projects with diverse housing options affordable to households of different means.



The Ridpath is a historic rehabilitation into apartments with well-designed space and downtown Spokane view.



Downtown Spokane skyline highlighting a concentration of employment and office uses.



A festival at Downtown Spokane allows artists, residents, and tourists to celebrate local art, music, and dance.

LWP1 STRATEGY: Encourage residential and mixed-use development with a variety in housing types and sizes that are affordable to a range of income levels

A healthy Downtown residential population is important not only for the success of Downtown businesses, but also for a Downtown that feels safe and active throughout the day. Residential density in and around Downtown contributes to the local customer base of businesses and services, particularly those which rely on foot traffic. While Downtown Spokane has seen some modest growth in residential and mixed-use development, there are tremendous opportunities for infill development that integrates housing and residential services that meet the needs of people and families with a range of incomes.

LWP1.1 ACTION: Develop a thorough understanding of on-site conditions and update market demand studies around opportunity sites.

The Downtown Plan team identified opportunity sites Downtown where infill development and new public spaces would have a transformative and catalytic effect on Downtown. Redevelopment on these sites should prioritize a mixture of active ground floor uses and public spaces along key pedestrian corridors and upper story residential, or office uses that help build a more complete neighborhood. Future redevelopment on these sites is also an opportunity to address longstanding needs for structured employee parking, that will help downtown remain a viable and competitive destination for new businesses.

The City of Spokane and DSP could support redevelopment on these opportunity sites with market demand and pro-forma analysis, and site analysis that help landowners understand the potential for development that each site holds. DSP can partner with Downtown property owners to adapt to shifts in economic conditions and assess buildings for rehabilitation or redevelopment. Collaboration between property owners, DSP, and the City early in the development process is crucial to ensuring that redevelopment on these sites aligns with community needs, goals and aspirations.



The City of Anaheim, CA created over 1,000 middle-income housing units by waiving property taxes on new apartments in Downtown Anaheim and the City's Platinum Triangle

LWP1.2 ACTION: Develop public/private partnerships, potentially with the assistance of a public development authority, to acquire and assemble property to support redevelopment Downtown.

Public-private partnerships could be an effective tool to spur redevelopment that creates meaningful, positive change Downtown. These partnerships can take many forms, but in Washington the statutory authority for public bodies to serve economic development activities is weak. Governments can only acquire property for public purposes, including affordable housing, and Washington State law interprets public purposes narrowly. The City of Spokane and DSP should identify a public or quasi-public partner to work with private developers on key infill sites, where there is a clear public benefit. Depending on the nature of these redevelopment projects, and each project's ownership and funding models, PDAs can offer distinct advantages in that they can receive funds from ongoing ventures and private donations and more flexibly transfer property where public bodies may not be able to, yet are held accountable with strict transparency requirements. Similarly, a non-profit corporation could access the public bond market to develop projects that would eventually be owned by the City or another public entity.

LWP1.3 ACTION: Build site-based partnerships with affordable housing developers and transitional housing providers into public projects and infill development and engage these organizations in economic analyses of how an affordable housing program can be implemented in Spokane's real estate and development market.

Affordable housing developers play an important role in providing housing for families and individuals with a range of incomes and personal circumstances. Downtown has seen significant investment in new affordable and transitional housing, and while opinions of these developments and services for residents downtown vary widely, the sponsor organizations can be valuable partners in infill development Downtown. These developers have built a mix of residential projects Downtown including new permanent supportive housing, relying primarily on private financing. Redevelopment of underutilized properties Downtown can use funds and organizational capacity from a public/private partnership to complement efforts to produce new market-rate multi-family housing with an affordable or supportive housing component. As the City and DSP work to assess the feasibility of development on targeted sites Downtown, real estate analysis should examine how Downtown's regional share of affordable housing fits into potential development.

As housing costs in Spokane have risen, the City's need for housing affordable to low- and moderate-income households has become more acute. The City has an opportunity work toward a comprehensive housing strategy before real estate costs become more of an obstacle, and should engage affordable housing organizations in the process to determine how the City can help effectively address housing needs in a tightening market. A first step in that process would be to study the economics of multi-family development in Spokane to ensure the City's work to advance affordable housing is grounded in sound real estate analysis and is balanced with market rate multi-family development Downtown. This housing strategy should address housing for both low- and moderate-income residents Downtown, and spur residential development in between the higher end and affordable and supportive housing development that Downtown has seen in recent years.

LWP1.4 ACTION: Explore ideas to strengthen incentives for multi-family development and rehabilitation of historic structures Downtown.

The City of Spokane offers tax-based incentives that have been critical to investment Downtown, including the Multi-Family Tax Exemption (MFTE) and Special Tax Valuation for historic properties. The MFTE Program helps make multifamily residential development Downtown feasible, and the Special Tax Valuation helps defray the costs of rehabilitating structures on Spokane's local historic register. Maintaining both incentive programs is important to the long-term success of Downtown, and the City should explore ways to complement them with zoning and permitting incentives or other programs, like design review that could support multi-family development, affordable housing, and restoration of historic buildings and sites Downtown.

Downtown Spokane can support multifamily development, but the MFTE Program has proven an important component of how these projects are structured financially, and the most effective incentive for higher intensity residential development the City offers. If the City pursues changes to the MFTE as part of an affordable housing strategy, these changes should be subject to thorough economic and real estate analysis to ensure that they do not stall multi-family development Downtown.



The historic St Charles Hospital in Aurora IL was restored and converted to senior apartments using a variety of incentives.



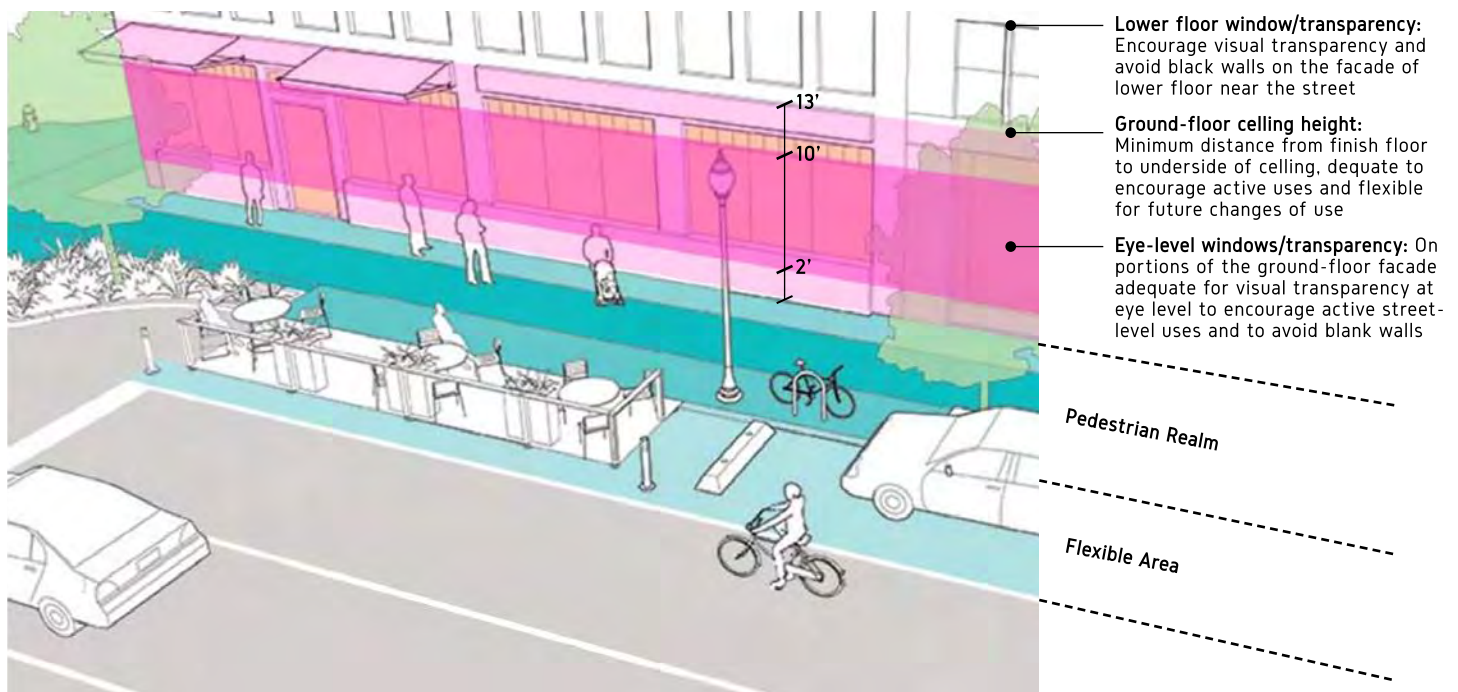
Development in Kendall Yards that utilized the City's MFTE incentive to effectuate redevelopment.

LWP2 **STRATEGY:** Enhance residential amenities like public spaces, services, and cultural uses Downtown

Downtown Spokane is a great place to live, and recent development has begun to draw new residents Downtown. There is room for investment in local, neighborhood-scale amenities Downtown that would benefit long-term Downtown residents and newcomers, but also make Downtown more welcoming to visitors and commuters. It is the access to services, necessities, and recreational opportunities that help people see Downtown as not only a place to work or visit, but as a great place to live or raise a family.

LWP2.1 **ACTION:** Develop ground floor standards for residential, retail, office, live/work, and civic uses.

The design of street level uses shapes how residents and visitors experience Downtown. Design of the ground floor can reflect the human scale and contribute to a vibrant public realm, but it is unreasonable to expect ground-floor retail sales and service uses to be successful in every location Downtown.. Current development standards include requirements for setbacks (SMC 17C.124.230) and windows (SMC 17C.124.510) on the ground floor but offer little guidance on how to design spaces at street level that work for different uses. For retail uses this may mean visual transparency at eye level, higher ceilings, and on-grade entries, but design for residential uses is somewhat different, including distinct protected entries, and visual and/or physical separation from the street. A set of specific standards that regulate design at street level can accommodate different uses in way that is sensitive to the context of surrounding development and historic reconfigurations of storefronts, and flexible to accommodate changing tenants and owners. These standards can prioritize active uses or specific design practices along specific corridors where the pedestrian environment is a priority to better align with desired design characteristics.



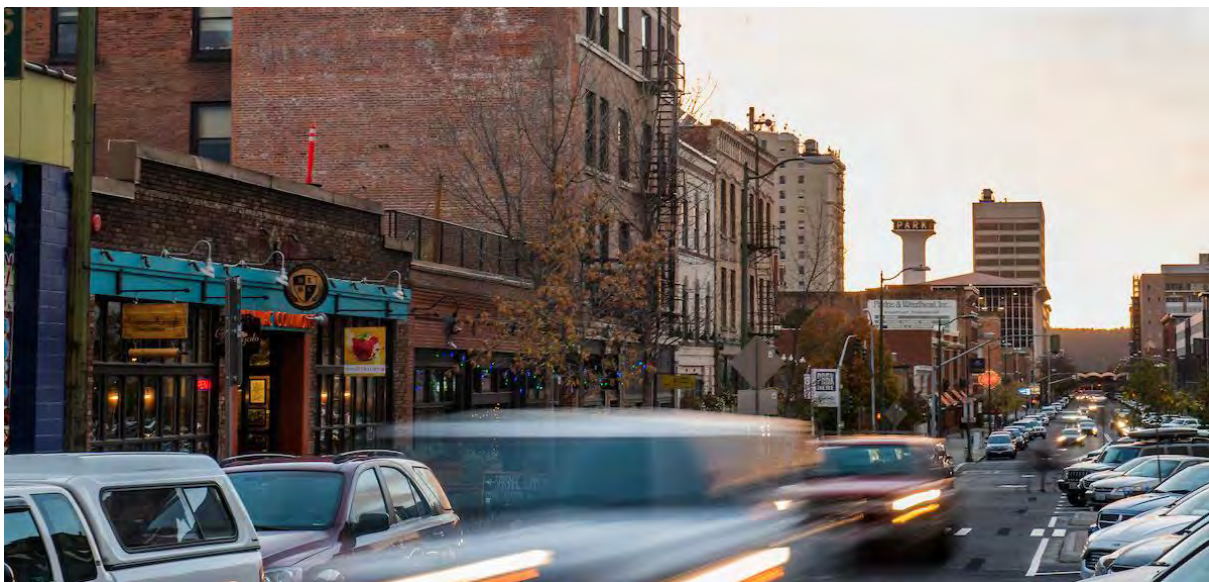
Suggested heights give context to allow for flexible uses. Examples shown are subject to refinement based on land use and street designation. Diagram is adapted from *Urban Street Design Guide*, National Association of City Transportation Officials.

LWP2.2 ACTION: Create an integrated network of small parks and public spaces outside of Riverfront Park.

Riverfront Park is Downtown's signature open space, drawing locals and visitors from around the country and connecting to a regional network of trails. Outside of Riverfront Park, and the City's new open spaces along the River, Downtown lacks the parks and public spaces that would help form a complete network of recreational space. While Spokane's riverfront will continue to be a focal point of recreation in Downtown life, pocket parks, and public spaces are important for everyday passive recreation and public life. Within a 5-minute walk of a given location, there should be open spaces that meet the needs of residents and visitors. A Downtown Open Space Plan should be developed to create an integrated network of small parks and public spaces that builds on current requirements to construct landscaped open space in the Downtown zones. Provision of such public spaces should be coordinated via the open space plan, with private developers being able to opt-in to assist in these projects, even if they are off-site for the developer, as a means to acquire certain development advantages for their own projects. Extending a network of small public spaces through Downtown that connects to Riverfront Park, together with strategies in the Public Spaces and Well Organized sections of this Plan, will help promote active streets and bring communities together.

LWP2.3 ACTION: Support existing businesses Downtown and build upon emerging activity centers with complementary retail and active uses.

Downtown retail, restaurant, and cultural establishments are particularly vulnerable to shifts in the local and national economy. While the lasting economic impact of the COVID crisis remains unclear, Downtown businesses will need support to survive and adapt to changes in dining, shopping, gathering and commuting. City support of existing and heritage businesses Downtown is crucial for their survival, and the City should consider grant and commercial tenant assistance programs as options to retain businesses Downtown. The post-COVID recovery may present opportunities for growth in Downtown's emerging centers of activity, but those efforts will hinge on key businesses that anchor Downtown districts.



Downtown's East End along Main Ave is one of Downtown's strongest concentrations of active uses just outside of the Downtown Core and presents some opportunities for growth and collaboration with WSU.

LWP3 STRATEGY: Apply zoning changes and other tools to sustain and enhance mixed-use development with active street-level uses

Downtown zoning provides a lot of flexibility for mixed-use development particularly in the Downtown Core which has no building height limit. The Downtown General Zone is very flexible in terms of allowed land uses and has building height (number of stories) and floor-to-area restrictions unless certain incentives or conditions are met. The Downtown General Zone encourages the development of housing including affordable housing. The North Bank and South University District Subarea Plans propose certain land use changes for those districts. The Downtown South Zone is unique in that it allows and encourages more auto-oriented land uses and development including highway-oriented signage.

LWP3.1 ACTION: Maintain and apply zoning designations based on criteria that address the surrounding context and desired land uses with a focus on street level uses.

Existing zoning designations in Downtown are applied based on the surrounding context and desired future development including land uses and building form. The City should apply zoning designations based on the feasibility of development and community desires for infill or redevelopment. For example, if development under the DTC-100 zone is determined to not be feasible with the 100-foot height restriction then the City should consider the trade-offs between maintaining the existing surface parking and the impacts of allowing increased height. The City should formalize criteria for considering zoning changes in Downtown including any modification of zoning district boundaries.

LWP3.2 ACTION: Ensure signage standards are consistent with land use context and corridor character.

The City of Spokane currently regulates new billboards and electronic message center signs Downtown and should continue to prohibit forms of signage that are intended for a highway or auto-oriented context. The City should continue to prohibit billboards and auto-focused signage outside of South Downtown and should encourage preservation of Downtown Spokane's painted signs.

LWP3.3 ACTION: Ensure redevelopment projects contribute to streetscapes and good urban design.

Redevelopment that changes uses of existing buildings, and results in modified facades and sidewalks, should contribute to the goals of this plan and the community's desired Downtown.

LWP3.4 ACTION: Pursue redevelopment of the existing surface parking lots in the DTC-100 Zone along Spokane Falls Boulevard.

The surface parking lots along Spokane Falls Boulevard in the core of Downtown, identified as opportunity sites in the 2008 plan, are maintained as opportunity sites in this plan update. The properties are subject to a height restriction beginning at 100-feet along the north property line, increasing in height farther south, unlike other properties in the adjacent Downtown Core Zone. These height limits are in place to minimize shadows and other potential impacts on Riverfront Park. There is also a perception that the height restriction on these parcels has adversely impacted the economic feasibility of redevelopment, but a detailed real estate analysis has not been conducted.

The City and DSP have conducted multiple shadow and massing studies as part of a lengthy process to reconsider the height restrictions. In 2018, at the completion of the public process the City Plan Commission unanimously recommended the City Council increase building height limits in the DTC-100 Zone along with additional requirements for building massing to minimize shadows on the park, active ground floor uses, and high-quality materials. However, the recommended code amendments have not been adopted. The City should explore performance-based design solutions that enhance the public realm, as alternatives specific to each parcel, if the 2018 recommendations are reconsidered.

The City and DSP should include these opportunity sites in the detailed economic analysis to assess market demand for residential and non-residential uses, and should be partners in a site-specific residual land value and pro-forma analysis of these properties. These real estate and financial analyses should capture public benefits and value of public spaces and other public amenities that could be integrated into a project on these sites. This offers a clear pathway for the community and decision-makers understand the tradeoffs between allowing additional height and potential impacts of shading.

As these are prime opportunity sites, the City, DSP, and partners should determine how best to facilitate redevelopment that contributes to a more active and vibrant Downtown.



A redevelopment concept in the DTC-100 zone that exceeds the current 100' height limit but with limits on the size of the towers to minimize shading in Riverfront Park.

LWP4 STRATEGY: Improve transit access, commute options, and parking management for Downtown residents and employees

Downtown Spokane is a regional employment center, with a range of growing industries and businesses interested in remaining and investing in Downtown. In locating Downtown, businesses balance their employees' access to the place of work and the proximity of amenities that are attractive to a workforce that is increasingly composed of millennials, now 50% of the U.S. labor force. The City and STA are making great strides in improving transit and active transportation Downtown, and new development should integrate with those investments. Access to longer-term employee parking continues to be an important consideration for commuters and Downtown businesses, and there are programmatic opportunities that could be explored to alleviate some of the pressure felt by Downtown businesses to locate where they can find dedicated employee parking, which often takes them outside of Downtown. Transportation Demand Management tools should be implemented, including establishment of a Transportation Management Association (TMA), together with efforts to transform surface parking, develop new parking facilities, and improve conditions along streets for commute alternatives, as envisioned in the Connected and Walkable and Public Spaces sections of this Plan.

LWP4.1 ACTION: Integrate new development Downtown with transit facilities and promote transit supportive development around high-capacity transit.

New development in Downtown Spokane should help support transit facilities in terms of intensity, composition of uses, and design. Spokane's new City Line, which is expected to begin service through Downtown in 2022 will include major investments in station areas and facilities. Development should successfully integrate transit stations in site and building design practices that can be built into zoning incentives or design guidelines. These can include enhanced pedestrian amenities and active uses oriented toward transit stations, and consideration of transit facilities should be incorporated into ground-floor development standards and/or guidelines for Downtown.

LWP4.2 ACTION: Reduce regulatory barriers to shared parking including expanding off-site parking shed limits.

Spokane currently allows shared parking through project permitting by joint-use parking documentation (SMC 17C.230.110), but Downtown would benefit from a shared parking system that leverages redevelopment and the construction of new structured parking to meet a range of parking needs. This can substantially reduce the need for dedicated parking and offer the flexibility to meet the needs of long- and short-term parking for a range of users at different times of day.

Off-site parking regulations currently limit the maximum parking shed to within 400 feet of the site (SMC 17C.230.100), which can be too restrictive for certain users. Commuters in particular may be willing to walk farther from secure long-term parking during the day. The 2019 Downtown Parking Study recommends changing this maximum distance to one quarter mile or 1,320 feet.

LWP4.3 ACTION: Implement Transportation Demand Management (TDM) strategies.

TDM tools Downtown would reduce vehicle trips and demand for parking, thereby freeing parking space for visitors and customers, and opening up land area for other uses. The 2019 Downtown Parking Study recognized these actions would have a catalytic impact on new development in Downtown, particularly in alleviating growth demands on the parking supply and in support of revitalizing existing underutilized surface parking lots. A broad range of strategies were identified, encompassing partnerships with agencies to create or change programs that promote use of alternatives to driving; changes to the design of public right-of-way such as those proposed in this Plan to better serve all street users; and examining the feasibility of establishing a transportation management association (TMA) for Downtown or specific districts to encourage non single occupancy vehicle trips. The TMA would provide support and invite all Downtown employers to examine, and encourage their employees to consider, strategies for commuting other than driving alone.



Founded in 2018 as the Transportation Management Association (TMA) for downtown Boise, City Go is made up of public and private partnerships that bring businesses, developers, property managers and owners, and government entities together to address local transportation issues and shape the future of mobility.

LWP5 STRATEGY: Support environmentally sustainable growth Downtown and responsible stewardship of the Spokane River and Falls

Compact growth downtown is an important part of a greener future for Spokane as a whole. As Downtown continues to grow and evolve, the City and DSP should strive to protect and enhance the natural environment Downtown, and the Spokane River and Falls in particular.

LWP5.1 ACTION: Integrate Green Stormwater Infrastructure (GSI) into public street and building projects and encourage green stormwater strategies to retain and treat runoff on-site as part of private development.

Spokane has over 300 miles of separated storm sewer lines that discharge untreated stormwater in the Spokane River and over 400 miles of combined storm- and wastewater sewer lines that overflow from heavy rainfall and snowmelt and discharge sewage into the River. Investment downtown in the form of new public spaces, or redesigned streets can help reduce the flow from these systems and treat or retain stormwater. For new public projects the city should set concrete goals for on-site stormwater management and seize opportunities to capture and treat stormwater as part of street, trails, parks and public space projects. The City should explore practical incentives for integrating GSI into new development like discounted stormwater utility fees commensurate with the capacity of on-site systems to hold and treat stormwater.

LWP5.2 ACTION: Promote energy efficiency in new construction and rehabilitation of historic buildings.

Residential and commercial buildings in Washington consume about 41.2% of energy for the entire State, which contributes substantially to greenhouse gas emissions. Spokane's power utility, Avista, has a relatively clean generation resource mix, which is 57% renewable. Downtown buildings can be a model of environmentally responsible and resource efficient building practices, and the City should support sustainable design and construction Downtown. Simple design considerations like access to natural light and ventilation in living and working spaces can make these spaces more comfortable and reduce energy consumption. Managing direct sunlight with solar control and shading devices can be integrated into the design of new buildings.

The City currently permits solar power installation and waives permit fees related to the permitting and construction of solar energy systems. The City should explore extending this waiver to the installation of sustainable heating and cooling systems and consider offering rebates or similar financial incentives to new construction that incorporates efficient heating and cooling or solar power so that this incentive includes to new construction or rehabilitation that integrate these systems into their design.

LWP5.3 ACTION: Mitigate the urban heat island effect Downtown in order to reduce vulnerability to extreme heat events.

Urban centers are particularly vulnerable to extreme heat events because they are already warmer than surrounding non-urbanized areas. The City can take steps to make Downtown and Spokane as a whole more resilient to heat and adapt existing buildings to more extreme heat by integrating cool pavement with higher solar reflectance or coatings that reduce heat absorption into long term planning and capital projects. The City should work to create a more complete tree canopy Downtown, filling gaps in the network of street trees to shade paved areas from the sun.

For private development the City should explore requirements and incentives for cool roof design materials with lower solar absorption and incentives for Eco roofs or vegetated roofs. Surface parking areas contribute disproportionately to warming in urban environments, and the City should evaluate its current parking standards for opportunities to incorporate cool paving materials and additional landscaping and shade trees with surface parking in and around Downtown.

LWP5.4 ACTION: Support a healthy local food system, with readily available fresh food and locally produced food.

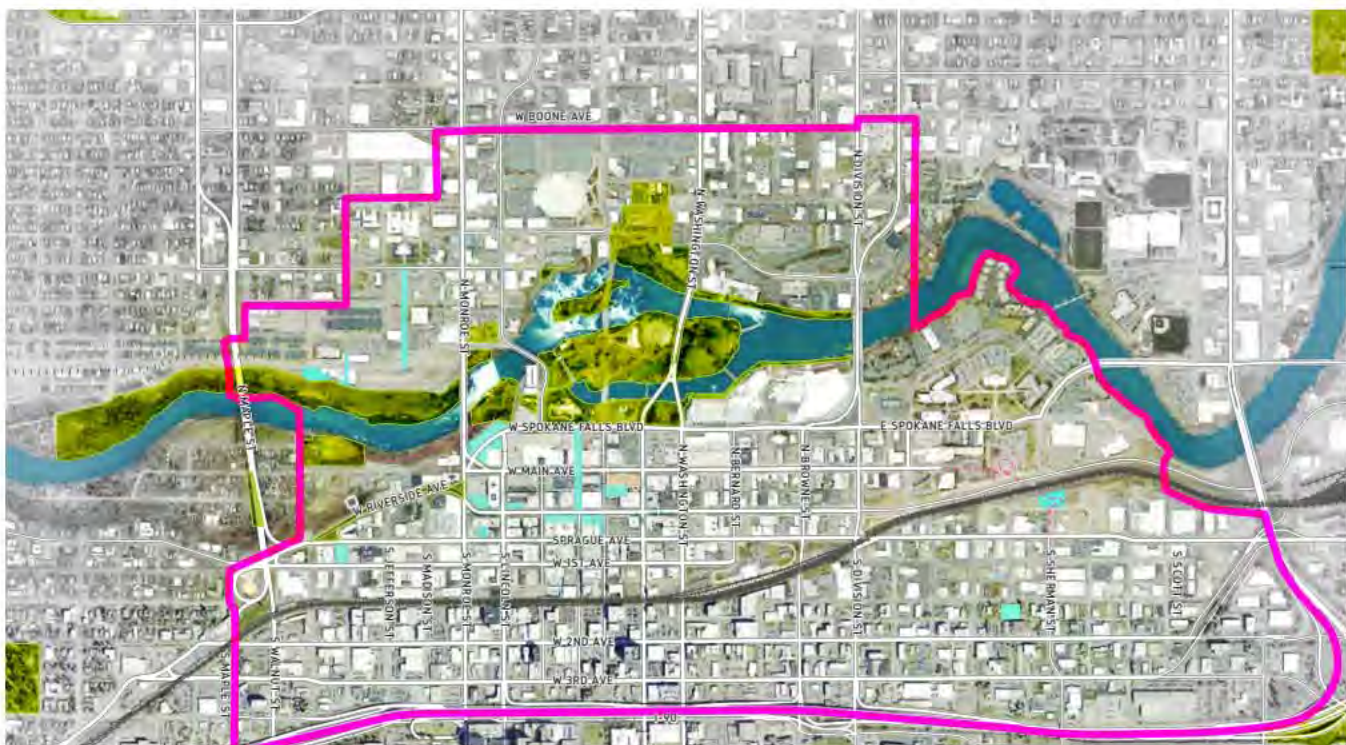
The City and DSP should continue to support efforts to locate new grocers Downtown and develop ground-floor spaces for grocery stores that provide access to locally produced food. The City should consider working with market organizers and vendors to find a more central Downtown location for the Spokane farmer's market to expand access to locally produced foods.

GOAL: WELCOMING AND ENGAGING PUBLIC SPACES

The value of quality public spaces in attracting people to come and to stay in downtowns is clear. Spokane has shown this with the success of the redeveloped Riverfront Park, and with the takeover of the streets for Hoopfest every year. Successful public spaces are well stewarded, whether by City staff, non-profit or community groups, or by neighboring property owners. This Downtown Plan considers the current open spaces and the opportunities to create the variety of successful open spaces that will make Downtown Spokane an attractive place to spend time for people who live and work in the city, and for those who come to visit with an emphasis on natural surveillance.

The strategies in this section are intended to:

- ❑ Create a more complete network of public spaces, including right-of-way and expand public spaces that enhance existing centers of activity Downtown.
- ❑ Develop the organizational capacity to actively program and manage public spaces Downtown and ensure that these spaces feel safe, comfortable, and usable at different times of day.



 PARKS + OPEN SPACE
 PUBLIC SPACES

PUBLIC SPACES

Parks, open space, and programmable public spaces in and around Downtown Spokane
Source: Framework, City of Spokane, DSP, 2020

FIGURE 24

PS1 STRATEGY: Program and Activate Public Spaces Downtown

Downtown's public spaces include the streets and sidewalks, the regional and neighborhood parks, and the plazas that may be publicly or privately owned, but accessible to the public. Ideally, there is a variety in the size and character of open spaces, and pleasant connections between them. Ideally, Downtown's public spaces include a variety of characters—quiet spaces for conversation, a comfortable place to eat lunch, safe places to wait for the bus, interesting streets for strolling, green spaces to enjoy nature, and active places for shopping or playing.

The key to successful public spaces of all types is stewardship. Public space needs first to feel safe. They thrive when there are positive things to do, whether passive or more active. Private owners or businesses can be stewards of adjacent spaces, and successful public space often is "naturally activated" by cafes, shops, restaurants and other vendors. In other cases, public spaces can be managed by the public sector or organizations from the community or businesses. Partnerships between cities and main street or downtown associations have been successful in downtowns nationally. Whichever model is most appropriate, stewardship and activation need to be thoughtfully considered, on-going, and provided with resources.



Through an active programming effort Congress Square Park in Portland, ME has been transformed into a fun and lively public space with a variety of activities and events.



The 16th Street Mall in Denver, CO was transformed into a Downtown destination primarily through programming and activation.



The proposed zipline project along the river in downtown Spokane is designed to activate Riverfront Park, Redband Park and downtown. It is also expected to build economic strength for downtown and the region. The above renderings show the urban zipline platform hanging over the Spokane River downtown.

PS1.1 ACTION: Strategically program and activate public spaces Downtown.

The City and DSP should coordinate and expand on DSP's existing program for enlivening Downtown's public space with additional events and locations. Spokane has shown that it can throw major events that use Downtown's public space and draw participants nationwide. There is no doubt the ability to have smaller scale, ongoing activity that will attract people from the city and the region to enjoy Downtown on a regular basis. Funding these activities in other cities comes from both public funds and corporate donations and should be considered here.



Market Square used to be mostly for vehicles before being converted to a larger public plaza.



Market Square in Pittsburgh, PA is now active throughout the year with many different seasonal activities. The plaza has been renewed through a programming effort.

PS1.2 ACTION: Create new active uses on streets and in storefronts.

While good design of storefronts and public realm is important, the best indicator of an energized downtown is the successful mix of business sizes that activate urban streets. The support of those businesses has never been more important, and calls for an understanding on the part of the City and DSP around what these businesses need in terms of support. Some existing organizations like Window Dressing can help by coordinating exhibits at participating display windows. The Downtown Spokane Community Investment Group (DCIG) may be able to master lease space to provide small, affordable spaces for start-up businesses, possibly but not exclusively in the shared workspaces or market spaces, proposed as part of redevelopment of surface parking lots under the Connected and Walkable and Live Work Play sections of this Plan. Business workshops have been helpful to support artists as small businesses through organizations such as Seattle-based Artists Trust. Ease in permitting for street use can also help entrepreneurs who bring activity to public spaces, as recommended in the Connected and Walkable section of this Plan.

PS2 **STRATEGY:** Protect, expand, and improve public space in strategic locations Downtown

The core of Downtown and areas south of the railroad viaduct have gaps in the network of public spaces, and untapped opportunities to increase the quality and quantity of public space that would result in a more attractive Downtown. Frequent gaps between active areas Downtown include stretches of surface parking and blank walls that do not contribute to an active streetscape. Increasing the amount of pedestrian space and amenities within existing street right of way would improve the quality of the pedestrian environment not only along those gaps, but the perception of Downtown overall. Investment in and active management of new public spaces would benefit centers of activity Downtown, like the newly constructed plaza at 10 S Adams St, which has created a centerpiece for an emerging residential neighborhood.

Alleys were mentioned consistently by the public as valued spaces and opportunities for use as public space. The scale of alleys is conducive to human-scale spaces, and often they have character as "back doors" that feels authentic. Revitalized alleys are good fit with nearby active uses or as needed connections. The City should have a defined policy on alley vacation or acquisition and a formalized set of criteria from which to evaluate public benefit, service access, and multimodal connections. As the City sees growing demand for larger scale development, these decisions warrant cautious consideration to assess potential public benefits; evaluate the current and long-term impacts caused by relocated services to parking, active uses, and the pedestrian environment on street edges; and understand ramifications for future connectivity if intact alley corridors are severed.

PS2.1 **ACTION:** Create protections to retain public spaces, ensure existing and new public spaces are well used and maintained, and develop a specific set of criteria to evaluate alley vacation or acquisition based on public benefit and access.

Coordinate efforts such as active programming and dedicated maintenance funds to ensure public spaces are well-used and maintained, including privately owned plazas with street frontage, with the plan for a network of small parks and public spaces identified in the Live Work and Play section of this Plan. Develop a policy stance on the network of alleys, including those between the railroad and I-90, which are currently listed as a type of Downtown Complete Street. Approvals of alley vacations are subject to criteria including finding such a vacation is needed in order to accommodate a public use. Create policy statements regarding the circumstances, if any, that alleys may be sold by the City to private entities, and what public benefit would be required with the sale.

PS2.2 ACTION: Revitalize Parkade Plaza as the active place it was in a previous era, with its distinctive style of architecture and surrounding active uses.

The Parkade is a unique icon of Spokane, with 950 parking spaces, ground level retail and a plaza that was once one of Downtown's social hubs. This well-located plaza also connects between Howard and Stevens Streets.

The garage and the plaza are important features of Downtown, and the Plan proposes the revitalization of the plaza, showcasing the 1960's architecture, and supporting the restaurants lining the plaza. The graphic illustrates a ground plane treatment that is a colorful "thread" indicating the route through to Stevens Street as a way to make the space feel safer, without being a dead end. New plantings can refresh the appearance, and lighting can enliven the plaza in the evening. The north side of the plaza has weather protection that can serve pop-up types of uses. Materials and landscape can bring the plaza out to the west to the curb, capturing the sidewalk space and inviting people into the plaza.



Visualization of Parkade Plaza new plantings, improved pedestrian spaces, and active uses with a ground plane treatment that connects the plaza to the alley.

FIGURE 25

PS2.3 ACTION: Rename and improve the alley between W Main Ave and W Riverside Ave to transform a neglected space into a distinctive pedestrian space. This alley renovation can be a model for other alleys Downtown.

Giving names to alleys is a low-cost action that is a prerequisite to placemaking. As shown in the graphic, ways to improve alleys include ground plane treatment, art, and narrow landscape treatments. Uses along the alley are the best way to create a feeling of safety and stewardship. The City should encourage property owners to open up the back doors where possible.

Alleys or through routes can be encouraged or required with new development to break down building scale. This would be highly recommended for Major Downtown Site A and B (Figure 28), extending the delightful space at the rear of Atticus Coffee and Gifts.



FIGURE 26 Concept for improvements to the alley between W Main Ave and W Riverside Ave using art, ground plane treatments, and landscaping. Active uses are the best way to create a feeling of safety and activity.

PS2.4 ACTION: With the redesign of Wall Street for transit use, retain the pedestrian scale of the street and focus on bringing active uses to the street level.

Wall Street has been identified as an important pedestrian street in Downtown, with design treatments meant to favor pedestrians. While the streetscape design was attractive, the uses along the street did not provide the activity that made a successful pedestrian street. Wall Street will again be changing with the implementation of the City Line. The Plan recommends retaining the pedestrian scale of the street, but thinking creatively about activation.



Vienna's central streets create a welcoming and safe space for people with transparent storefronts, lightings at night, and subtle lines on the pavement separating pedestrians' activities and local traffic.

PS2.5 ACTION: Pursue a public plaza space in the East End of Downtown.

The East End of the Downtown core along W Main Avenue is one of the most active pedestrian areas with small scaled buildings and active storefronts, restaurants, and an attractive streetscape. The W Main Ave frontages are active but much of the blocks in that area is currently surface parking and the area would benefit from a public plaza like the new plaza in the West End. Since public plazas surrounded on two sides by busy arterials have difficulty generating the necessary critical mass of activity to function well, the site offered for this plaza should have an anchoring building with pedestrian-scaled frontages if it borders Browne St, Division St, Spokane Falls Blvd, or Riverside Ave.

PS2.6 ACTION: Pursue a public/private partnership to develop sites such as the Rookery Block, shown below, with public spaces in conjunction with new development.

The Rookery Block is ideally located for a major public space incorporating both indoor and outdoor space. The graphic illustrates a concept that includes a high-ceiling public market space at grade, parking levels above, accessed off Stevens Street, and a tower for residential and/or office. An alternative access on Riverside would provide ingress/egress from a two-way arterial and preserve windows, exits, and ground-level activation on the Fernwell Building's south facade. Plaza space is shown along Howard and Sprague in conjunction with the highly active street level, ideally with operable doors opening to the public market in good weather. Plaza space on the south east corner retains a view of the historic Fernwell Building on the northeast corner and avoids blocking windows of the building.

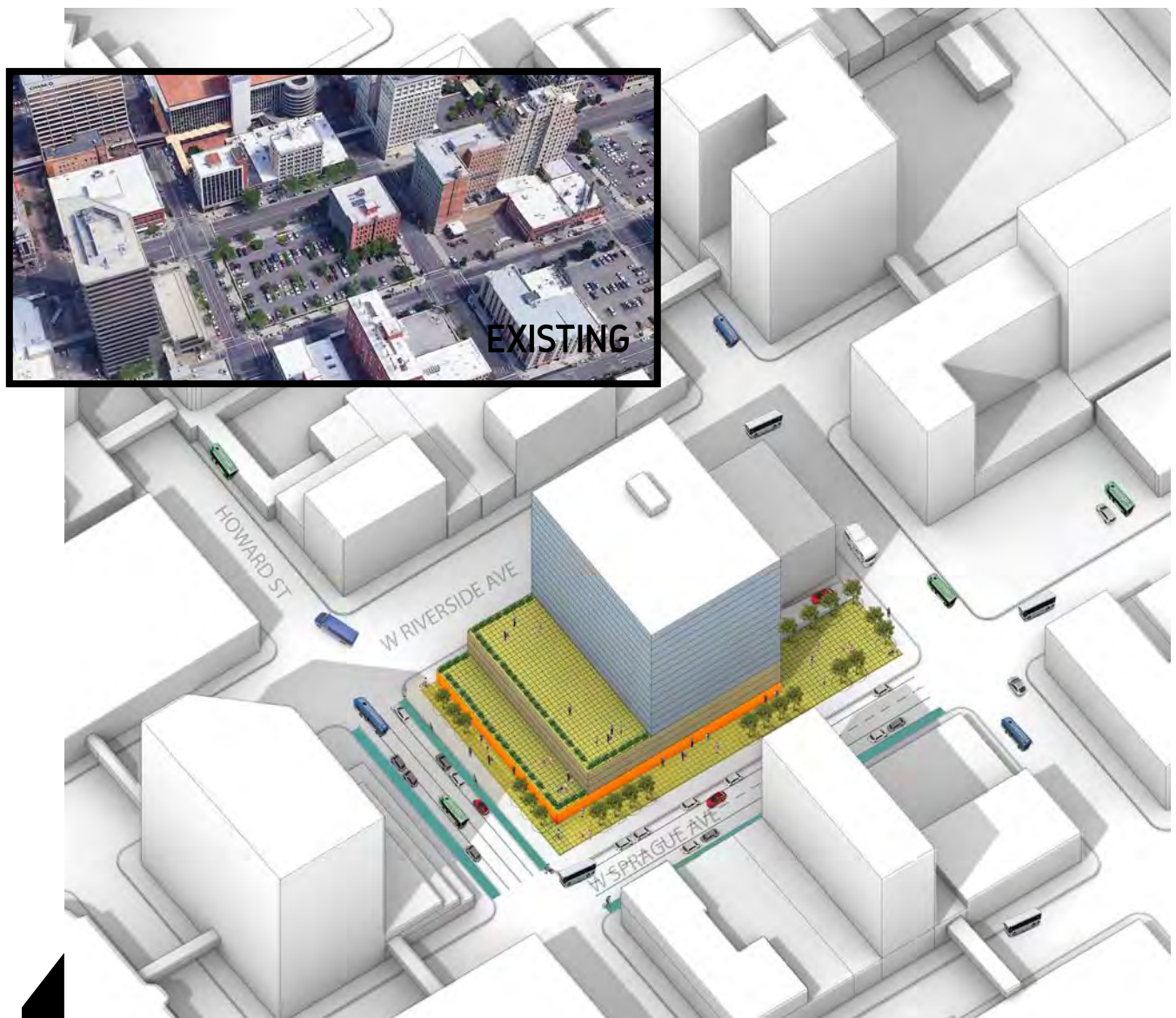


FIGURE 27

Visualization of potential development on the Rookery Block with public spaces integrated into the site and structure, and active uses at ground level.

PS2.7 ACTION: Design public spaces for accessibility that meets or exceeds ADA requirements.

All Downtown public spaces should be accessible to people of different abilities. While the City maintains standards for accessibility as part of new public spaces, both DSP and the City should seek to retrofit public spaces that fall short of accessibility requirements, and work with ownership of privately-held public space to improve accessibility.

PS2.8 ACTION: Consider Crime Prevention Through Environmental Design (CPTED) in future public and private development Downtown and implement CPTED principles as a partnership between the City and DSP.

DSP and the City should work to raise awareness of CPTED principles among property owners Downtown and identify and/or help secure public and private funding sources for CPTED improvements that encourage activity and create opportunities for natural surveillance. To address perceptions of safety and security Downtown, the City should consider CPTED assessment for public spaces, and for developments of a certain size.

GOAL: A WELL-ORGANIZED DOWNTOWN

Well-organized Downtowns are the result of the collective efforts of public, private and community organizations to address all the ingredients in a successful Downtown. Successful Downtown management addresses issues such as design, promotions and marketing, business diversity, community events, and organizational development. Spokane is currently well served by the organizations involved in Downtown management and the plan should continue to strengthen management functions to implement the plan. Some of the recommended strategies and actions will require a greater capacity for management such as programming and activation of major public spaces, the cultural trail, and a Downtown public market.

Organizations such as the Downtown Spokane Partnership and the City of Spokane have significant but different roles to play in the management of Downtown. For example, the City is responsible for major capital projects, but DSP has a role in managing and programming public spaces in Downtown through the efforts of the Clean Team and programming staff. There are opportunities to strengthen existing partnerships, create new organizations, and support the organizational development of existing entities to expand the capacity to manage Downtown Spokane.

The Downtown Spokane Partnership recently established the Downtown Spokane Community Investment Group (DCIG) which is a Community Development Corporation (CDC) that can partner with the City. The DCIG can access public bond market funding for projects that will be publicly owned, such as investment in parking or other public facilities. Other organizations such as a Public Development Authority (PDA) should be considered to implement the Downtown Plan's objectives to accelerate infill development, expand structured parking to reduce existing surface parking, and manage public spaces.

The City led a parking study for Downtown in 2019, which offers an analysis of the Downtown parking system and recommendations for improving on-street parking management. Implementation of the Downtown Parking Study Plan should remain a priority, and this section is meant to supplement those recommendations and build on that analysis.

The strategies in this section are intended to:

- ☐ Effectively manage parking, activation and programming of public space while implementing certain aspects of the Downtown Plan.
- ☐ Promote Downtown Spokane through marketing campaigns that attract new businesses, residents, and visitors, and through programs that retain and support existing businesses Downtown.
- ☐ Encourage new public/private partnerships and community participation in the activation of public spaces in a way that works for Downtown residents.

W01 **Strategy:** Cultivate leadership, strengthen community partnerships, and expand organizational capacity for Downtown management

The Downtown Plan is ambitious, and its goals cannot be achieved without strong leadership and partnerships. Everyone has a stake and role in Downtown, but leadership and partnerships play a unique role in the success of Downtowns. This Plan can only be successful as the related plans that reinforce it, and leaders will continue to rely on their partners region-wide for implementation, such as continued support of the regional model in the Continuum of Care Board's strategic plan to end homelessness. Fortunately, the City and community already have a strong commitment to Downtown as demonstrated by many successful projects and achievements in Downtown. Further efforts to cultivate leadership will help with coordination of Downtown projects, communications, public engagement, and ensuring Downtown initiatives are kept at the forefront.

W01.1 **ACTION:** Develop the organizational capacity and partnerships to actively manage and program public spaces.

Programming public spaces requires a commitment of resources that is often beyond the City's capacity. Organizations such as DSP can often lead such efforts in partnership with the City and private entities. A programming and activation plan should be developed for key public spaces outlined in this Plan to be implemented by DSP with the support from other entities. The plan should address programming, amenities, staffing, a budget that anticipates public investment as well as private/corporate giving, cost-sharing, and operations and maintenance.

W01.2 **ACTION:** Provide adequate staffing resources and establish an interdepartmental team to lead coordination and implementation of the Downtown Plan and future planning efforts.

Implementing the Downtown Plan will require a high level of leadership, coordination, and continued public outreach. The City should provide adequate staffing and consider designating an interdepartmental team to coordinate implementation of the plan. This action would give renewed focus to Downtown and help launch the plan.

W01.3 **ACTION:** Enhance the role of the new Downtown Spokane Community Investment Group (DCIG).

Through the DSP a new Downtown Spokane Community Investment Group was recently established. This action includes additional planning to better define the role of the DCIG and other tasks for which only the non-profit organization (rather than the general public) is responsible to oversee and fund, including developing a logo and branding, to start to build an identity. The DCIG could play a role in implementing several of the strategies and actions in this Plan.

W01.4 **ACTION:** Explore the feasibility of establishing a Transportation Management Association (TMA).

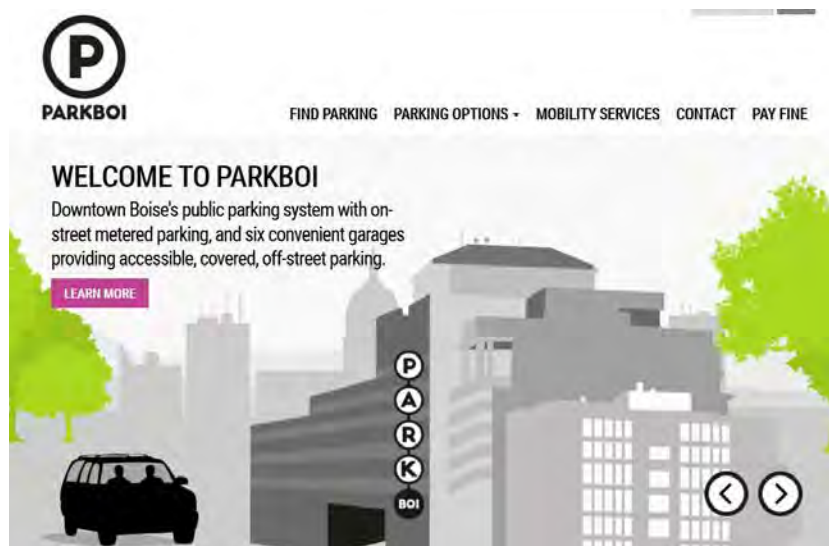
Establishing a TMA requires extensive partnerships between the City and downtown employers, organizations, and transit agencies and a strong fiscal strategy. The Downtown Parking Study recommended exploring the feasibility of establishing a TMA in partnership with major employers and organizations in Downtown. The City and partner agencies should explore the support and feasibility of establishing a TMA in Downtown to support the plans goals for improved mobility options and transit access.

W02 **STRATEGY:** Leverage parking management to improve Downtown and enhance the Paid Parking Zone

The City has a Paid Parking Zone for Downtown where all net on-street parking revenue is allocated for investments in Downtown such as streetscape or parking improvements. This strategy would enhance the program through implementing strategies in the Downtown Parking Plan, using additional funds when available to continue streetscape improvements and implement other components of the Downtown Plan.

W02.1 **ACTION:** Use the existing Downtown Spokane Community Investment Group (DCIG) Community Development Corporation, or a Public Development Authority to develop structured parking and manage existing facilities.

Off-street parking is mostly privately owned and managed. The result is a fragmented and inefficient system with a user experience that is often poor. With portions of the Downtown dominated by surface parking lots, the walk to destinations can be uncomfortable and result in a higher demand for well-managed parking where users feel safe and secure. The goal of the PDA or DCIG would be to reduce surface parking Downtown, create new structured parking that is well-managed, safe, adaptable to future reuse, and secure, and actively manage off-street parking under a shared parking system, including parking wayfinding and user-oriented tools that help people find available parking. Structured parking should minimize the impact of parking on the pedestrian realm with ground-floor uses, design of vehicular access, adaptive strategies, and facade treatments that make for a more engaging, pedestrian-oriented structure while preserving the capacity to convert such a facility to a higher and better use for the Downtown in the future.



The ParkBOI program operated by Boise's CCDC, has expanded the availability of parking in garages Downtown, and with effective management and communications makes parking Downtown easier to find.

W02.2 ACTION: Work with the property owners to proactively address the future of the Parkade building and site.

The Parkade is an icon in Downtown and provides a significant amount of off-street structured parking with over 900 parking stalls that serve Downtown employees, customer, and visitors. The structure, at over 50 years old, is eligible for historic designation locally and through the National Register of Historic Places. The structure is in nearing the end of its functional life and without major renovations and structural improvements it will not be functional. The owners, the City, the DSP, and other partners should pursue the renovation of the Parkade as a cultural and architectural icon. Options for preservation may include preserving the existing parking, adaptive reuse or potentially redevelopment that would likely include a parking component.

W02.3 ACTION: Develop and maintain parking revenue scenarios for on-street parking to effectively implement parking demand management and new technologies in the Paid Parking Zone.

The Downtown Parking Study recommended strategies to adjust rates for on-street parking to improvement management, diversify parking revenue, invest in new technology, and enhance net meter revenue to support parking, public space, and mobility improvements in Downtown. Rates should be adjusted based on managing demand and aligning with off-street rates while allowing for investments in the parking system to improve the user experience in Downtown.

W02.4 ACTION: Leverage City investments in parking technology to facilitate a dynamic and flexible off-street shared parking program.

The City of Spokane does not currently have a major role in owning or managing public off-street parking in Downtown. The majority of off-street parking is privately owned and maintained resulting in a fragmented system and poor user experience at some facilities. The City is planning technology improvements for the on-street system that should be accessible to off-street parking facility owners and operators to create a unified shared parking program. The City and DSP should also consider development of a shared parking brand for Downtown that can be used for communications, marketing, and wayfinding to improve awareness and access to off-street parking.

W03 **STRATEGY:** Develop new promotions and marketing campaign to attract downtown businesses

The Spokane region has a strong marketing campaign for tourism that includes Downtown but is focused more broadly. Downtown would benefit from a new marketing and promotions plan to attract businesses and employers to Downtown by highlighting the many amenities, easy access, parking options, proximity to Riverfront Park, and plans for Downtown.

W03.1 **ACTION:** Develop a Downtown specific promotions and marketing campaign led by DSP, in partnership with other organizations that have a presence Downtown.

The DSP should lead a collaborative effort to promote Downtown to businesses and major employers both in the region and around the country by highlighting the many assets and opportunities in Downtown. Downtown Spokane enjoys relative affordability, amazing access to the outdoors, a strong sports, arts, and culture scene, historic architecture, and many great surrounding neighborhoods. This should include cooperative marketing with Greater Spokane Incorporated (GSI), the City, Visit Spokane, the Downtown Spokane Partnership (DSP) and Business Improvement District (BID), Health Sciences Campus, and Univ. District that connects with regional branding efforts.



The VisitOKC site for Oklahoma City, OK is more focused on the City and Downtown than the surrounding region.

Calgary, AB has an active campaign to attract employers and talent to the City.



W03.2 ACTION: Enhance funding for Downtown programming, wayfinding and promotions through partnerships.

A source of funding for programming, wayfinding, and promotions is currently a challenge in Downtown. The City, DSP, and other partners should pursue additional funding sources such as net parking meter revenue, grants, private sector partnerships, and revenue from events to support these efforts in the future.

W03.3 ACTION: Connect sponsors with organizations that host events Downtown.

DSP is uniquely positioned to connect local businesses and organizations who may be interested in hosting events Downtown as well as supporting those events directly. Additional festivals and community celebrations may be possible through better funding and addressing the needs of public safety at events. Organizations that host events may need support resuming large-scale public gatherings Downtown through the COVID-19 economic recovery and beyond.



The annual Bloomsday run through Downtown and nearby neighborhoods in May

The Inland Northwest Car Club Council's annual Downtown Car Show held in Spokane every July.



The strategies and actions in the previous sections reference various opportunity sites in Downtown Spokane. The 12 opportunity sites designated in the plan have retained some sites from the past plan which may still serve as long term goals, and new sites that are vacant, underutilized, or in use as surface parking. Each of these sites has the potential to serve the community in different ways - as public space, mixed use development that integrates public uses and benefits, and affordable space for local businesses and organizations. These sites are shown in the map below and summarized in the following pages.



Source: City of Spokane. Downtown Spokane Partnership. Framework, 2020

- | | |
|---------------------------|----------------------------|
| 1 EAST END PUBLIC SPACE | 7 BOSCH LOT |
| 2 INTERMODAL CENTER | 8 CHANCERY BUILDING |
| 3 MAJOR DOWNTOWN SITE A | 9 GREYHOUND TERMINAL |
| 4 MAJOR DOWNTOWN SITE B | 10 STEAM PLANT PARKING LOT |
| 5 PARKADE + PARKADE PLAZA | 11 STEAM PLANT SUBSTATION |
| 6 ROOKERY BLOCK | 12 NEW AVISTA SUBSTATION |

- 1 **East End Public Space:** Downtown's East End has a number of active uses along W Main Ave that could benefit from and help activate a public space. A substantial public space with adjacent active uses should be a priority, as any plans for new development or redevelopment move forward in the four blocks to the north and south of Main Ave between Bernard and Division Streets.
- 2 **Intermodal Center:** The Intermodal Center is an opportunity for the City to help create and preserve workspace that can act as an incubator for small businesses or organizations that may not be able to afford their own space Downtown. Unused spaces in the Intermodal Center could be converted to co-working or individual business spaces, for organizations that rely less on foot traffic in partnership with organizations that help fledging businesses in and around Downtown like Terrain and DSP.
- 3+4 **Major Downtown Sites A + B:** These two surface parking lots with mixed ownership are in an ideal location for infill development that could help energize the edge along Riverfront Park and two central blocks of Main Avenue. The City and DSP can support infill development with an economic and pro forma analysis to determine what development programs could work on the site from a financial perspective, and whether existing development regulations are an impediment to development. The City can also play an active role in redevelopment through a public/private partnership.
- 5 **Parkade + Parkade Plaza:** The Parkade is an important reservoir of structured parking Downtown and an architectural landmark. DSP should work to preserve the structure with over 900 parking spaces and reinvigorate the Parkade Plaza that connects to the alley running through the center of Downtown. The design of the structure's street level is key to activating both the Parkade Plaza and surrounding streets, and the rehabilitation of the Parkade structure should consider the design of ground level spaces to create more of a relationship with the Plaza and pedestrian space along W Main Ave.
- 6 **Rookery Block:** The Rookery Block is another centrally located surface parking lot, surrounded by larger office buildings in Spokane's Downtown Core. The City and DSP can support infill of the site with economic and financial analysis and can help effectuated development of this and other priority sites with public/private partnerships. This site is an opportunity to support a more active Downtown with space for ground-floor retail and cultural uses.
- 7 **Bosch Lot:** The Bosch Lot is Spokane Parks Department property currently in use as a surface parking lot over a combined sewer overflow facility recently constructed by the City and is a site of tribal significance for the Spokane people. This lot is subject to Washington State Department of Conservation restrictions in terms of use, with limited potential for non-residential redevelopment. The City should work in consultation with the Spokane Tribe of Indians to develop a master plan for the site that honors its significance to the Tribe.

- 8 **Chancery Building:** The Chancery Building is a historic three-story building on Riverside Ave that was once home to the Roman Catholic Diocese of Spokane and is now vacant. The building is an opportunity for restoration and adaptive reuse of the structure or redevelopment that is respectful of the historic building and its context.
- 9 **Greyhound Terminal:** Spokane's former Greyhound Terminal between Sprague and 1st is an excellent opportunity to link the West End and the Downtown Core with redevelopment that supports nearby cultural uses and can complement the developing district in the West End. The site is large enough to support small public spaces on 1st or Sprague that can meet neighborhood needs for open space within a few blocks of the site, and can help connect the Fox Theater and venues in the core of Downtown to the West End. Like the Parkade, this site is eligible for local and national register listing and could take advantage of tax incentives if rehabilitated or as an adaptive reuse.
- 10 **Steam Plant Parking Lot:** The existing surface parking lot fronting Railroad Alley Avenue between Post and Lincoln Streets lies near hotels and entertainment venues on the north side of the railroad, an ideal location for correlated and supporting development including mixed office, retail, and/or residential development and privately or publicly owned public space. This half block adjoins the two railroad undercrossings at Post and Lincoln, offering a critical pedestrian connection to the Downtown Core from the neighborhoods to the south and restaurants and other attractions in the South Side.
- 11 **Steam Plant Substation:** Avista Utilities intends to relocate its existing substation south of the railroad, opening up the lot directly east of Steam Plant Square for potential development fronting S Post St and Steam Plant Alley. This is an opportunity to enliven the Post St frontage and complement anchoring nearby restaurants and entertainment uses.
- 12 **New Avista Substation:** Downtown's South Side will continue to grow and see both opportunity and demand for active public spaces and/or cultural spaces to be integrated with new development and investment. The planned substation at the northeast corner of W Third Ave and S Post street could integrate public space, cultural space or other amenities as part of development. These placemaking elements can help bring enliven this part the South Side near an area with more intact Downtown buildings with some active dining retail and service uses.



6

ACTION PLAN

ACTION PLAN

IMPLEMENTATION + ACTION PLAN

Based on the goals and vision in the plan, and the value of projects in the past ten years (outside of Riverfront Park), the following 15 priority actions will be possible within the next ten years

Downtown based on the cost of implementation:
\$ = up to \$50k, \$\$ - \$50k to \$500k, \$\$\$ = Greater than \$500k

FUNDING SOURCES

Transportation Improvement Program (TIP): The City's TIP is the primary mechanism for prioritizing transportation projects for funding. Projects may be funded by a combination of local and outside funding sources, but all major transportation capital projects must be listed on the TIP to be in the queue for funding. As the region's Metropolitan Planning Organization (MPO) and the Spokane Regional Transportation Council receives and administers federal transportation funds through its Transportation Improvement Program (TIP). Cities and public agencies may apply to have their projects be included in the TIP or other grants as federal funds are available.

Business Improvement District (BID): The BID is managed by the Downtown Spokane Partnerships and provides funding through an additional property tax on Downtown properties to fund downtown management activities.

Downtown Spokane Community Investment Group (DCIG): The newly formed DCIG has access to the public bond market to fund projects that include a public component. The DCIG is focused on economic related activities in Downtown such as real estate development and parking.

Washington Transportation Improvement Board (TIB) Complete Streets Program (CS): The TIB has a complete streets program to fund local complete streets projects including planning, design, and construction. To be eligible cities must have an adopted complete streets ordinance. Program funding was suspended in 2020 due to COVID-19 but may be reauthorized again in 2021.

Community Economic Revitalization Board (CERB): The CERB provides funding for economic development related projects including planning studies and investments in infrastructure to support job creation.

Capital Improvement Program (CIP): The City's CIP can support a wide range of potential capital projects such as land acquisition, parks and open space improvements, lighting improvements, and others. The general CIP has less constraints on the types of projects that can be funded compared to utility enterprise funds that are restricted to utility projects.

Parking and Business Improvement Area (PBIA): The PBIA receives funding from on-street parking revenue consisting of approximately \$250k annually that could be used to support implementation of the Downtown Plan.

Parking Revenue (PR): City parking revenue, primarily for on-street facilities, could be used to fund downtown improvements and other planning studies such as exploration of a Transportation Management Association (TMA) as was recommended in the Downtown Parking Study. Approximately \$250k is currently provided annually to the Parking and Business Improvement Area.

STGB Set Aside (formerly TAP) (STGB): The STP Set Aside program uses federal funds to provide funding for on- off-road facilities for pedestrians and bicyclists, traffic calming measures, and projects that comply with the Americans with Disabilities Act (ADA). Funds are administered through the Spokane Regional Transportation Council (SRTC).

Washington Public Works Trust Fund (PWT): The public works trust fund provides low interest loans to cities and public agencies for capital projects. The funding is subject to authorization by the legislature and therefore funding levels are subject to changes over time.

Councilmanic Bond (CB): Councilmanic bonds utilize existing revenues, typically in the general fund, to finance major investments such as capital

projects without requiring an increasing in local taxes.

Project Funding (PF): The City's project funds have the ability, depending on available resources, to fund a wide array of downtown planning activities including staff time, planning projects, design, and public outreach.

Utility Funds (UF): City of Spokane utility funds can support the utility portions of major capital projects such as utilities associated with a major street reconstruction.

Transportation Improvement Board (TIB) Urban Programs (TIB-UP): The WA TIB provides grants through it's Urban Program including urban arterials, sidewalk programs, arterial preservation program, and Relight Washington focused on energy efficient lighting.

ArtPlace (AP): Artplace is a national non-profit committed to supporting arts, culture, and creative placemaking. ArtPlace provides targeted grant programs on specific topics and while no grant programs appear active at this time future funding could provide an opportunity for the City of Spokane.

WA Department of Commerce Grants (DC): The WA Department of Commerce provides grants periodically on a range of topics such as the recent grant program for housing action plans to increase the availability of housing in the state. The City of Spokane should monitor future grant opportunities to support implementation of the Downtown Plan.

PRIORITY ACTIONS

CW1.1 ACTION: Transform low traffic streets that are oversized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.

AGENCIES: City, Spokane Transit Authority

FUNDING SOURCES: CS, AP, STGP, PF

CW1.2 ACTION: Develop a transportation plan specific to Downtown that considers multiple modes and addresses facility designs, locations, priorities, and funding.

AGENCIES: City, Spokane Transit Authority

FUNDING SOURCES: PF, TIP

CW1.3 ACTION: Make sidewalks active and vibrant places through continued efforts to streamline design requirements, and developing new pilot projects in partnership with local businesses downtown.

AGENCIES: City, DSP

FUNDING SOURCES: PF, TIP, BID

CW1.4 ACTION: Protect use of alleys for service access and improve certain alleys as pedestrian spaces, where improvements add to connections and active spaces Downtown.

AGENCIES: City

FUNDING SOURCES: PF

CW3.4 ACTION: Actively pursue redevelopment of surface lots.

AGENCIES: City, DSP

FUNDING SOURCES: CERB, PF, PBIA, DCIG

CW4.2 ACTION: Improve pedestrian experience and safety at undercrossings beneath the rail viaduct and I-90 with targeted interventions.

AGENCIES: City

FUNDING SOURCES: TIP, AP, PBIA, CS

ACH2.1 ACTION: Improve and activate the streetscape and public realm to support cultural venues.

AGENCIES: City, DSP

FUNDING SOURCES: PR, PF, PBIA, BID

ACH3.1 ACTION: Identify sites Downtown for infill development that can help foster small businesses, local start-ups, and arts and culture uses and organizations.

AGENCIES: City, Spokane Arts, Terrain

FUNDING SOURCES: PF

LWP1.1 ACTION: Develop a thorough understanding of on-site conditions and update market demand studies around opportunity sites.

AGENCIES: City, DSP

FUNDING SOURCES: CERB, GF, BID

ACTION: Create an integrated network of small parks and public spaces outside of Riverfront Park.

AGENCIES: City, DSP

FUNDING SOURCES: CIP, GF, PBIA, PR, BID

LWP3.4 ACTION: Pursue redevelopment of the existing surface parking lots in the DTC-100 Zone along Spokane Falls Boulevard.

AGENCIES: City, DSP

FUNDING SOURCES: PF, CERB, BID

LWP4.3 ACTION: Implement Transportation Demand Management (TDM) strategies.

AGENCIES: City, DSP, Spokane Transit Authority, Spokane County Commute Trip Reduction Program

FUNDING SOURCES: PR, PF, PBIA

PS1.1 ACTION: Strategically program and activate public spaces Downtown.

AGENCIES: City, DSP

FUNDING SOURCES: PBIA, PR, PF, BID

W01.1 ACTION: Develop the organizational capacity and partnerships to actively manage and program public spaces.

AGENCIES: City, DSP

FUNDING SOURCES: PF, PBIA, BID

W03.3 ACTION: Connect sponsors with organizations that host events Downtown.

AGENCIES: DSP

FUNDING SOURCES: PBIA, BID

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
CW1.1 (Priority)	Transform low traffic streets that are oversized for projected traffic by converting vehicle travel lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.	Connected and Walkable	City, STA	\$\$\$
CW1.2 (Priority)	Develop a transportation plan specific to Downtown that considers multiple modes and addresses facility designs, locations, priorities, and funding.	Connected and Walkable	City, STA	Staff Time
CW1.3 (Priority)	Make sidewalks active and vibrant places through continued efforts to streamline design requirements, and developing new pilot projects in partnership with local businesses downtown.	Connected and Walkable	City, DSP	Staff time
CW1.4 (Priority)	Protect use of alleys for service access and improve certain alleys as pedestrian spaces, where improvements add to connections and active spaces Downtown.	Connected and Walkable	City	\$\$
CW1.5	Implement streetscape improvements in this Plan on the Howard Street Corridor, with elements of public art and wayfinding, in coordination with infill development.	Connected and Walkable	City, Community Organizations, Private Sector	\$\$
CW1.6	Build a more complete tree canopy along Downtown corridors and continue work to bury utilities.	Connected and Walkable	Avista, City	\$\$\$

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
CW1.7	Study ramping and access to the Maple Street Bridge and surrounding intersections for potential reconfiguration and design that reconnects Browne's Addition to Downtown, creates a safe environment for people walking and biking, and continues the planned cultural trail on First Ave west.	Connected and Walkable	City, Spokane Transit	Staff Time, Possible consultant support
CW1.8	Reconfigure one-way streets with low traffic volume that do not tie into a Downtown freeway interchange as part of long-term changes to the transportation network Downtown and avoid further conversions to one-way street couplets.	Connected and Walkable	City, Spokane Transit	Staff Time
CW1.9	Integrate bike parking into Downtown streets and parking facilities.	Connected and Walkable	City	\$\$
CW1.10	Improve the street lighting system Downtown, filling gaps and replacing aging fixtures with pedestrian-scale and roadway lighting that create a safer nighttime environment Downtown.	Connected and Walkable	Avista, City	\$\$\$
CW1.11	Enhance the skywalk system's connections to the street and concentrate skywalks in the Downtown Core, limiting expansion, particularly along important view corridors.	Connected and Walkable	City	\$\$ to \$\$\$
CW1.12	Update development standards for Downtown Complete Street Designations can support and sustain active street edges.	Connected and Walkable	City	Staff Time

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
CW2.1	Integrate City Line transit stations and the STA Plaza into plans for street improvements and other active transportation investments Downtown.	Connected and Walkable	City, Spokane Transit	\$\$ to \$\$\$
CW2.2	Improve bike connections Downtown with improved facilities connecting to the City Line together with new pedestrian amenities.	Connected and Walkable	City, Spokane Transit	\$ - Temporary \$\$\$ - Capital Project
CW3.1	Develop a program to use the edges of surface parking lots for active uses, programming, and events such as food trucks, vendors, and farmers markets.	Connected and Walkable	City	Staff Time
CW3.2	Prohibit new surface parking lots in the Downtown Core, East End and West End.	Connected and Walkable	City	Staff Time
CW3.3	Discourage surface parking lots along the frontage of Type III and Type IV Complete Streets between the building and street throughout the Downtown.	Connected and Walkable	City	Staff Time
CW3.4 (Priority)	Actively pursue the redevelopment of surface parking lots.	Connected and Walkable	City, DSP	\$ to \$\$\$
CW4.1	Develop a wayfinding plan for Downtown with priority locations and signage elements that ties into the County's Wayfinding Project and elements of the cultural trail.	Connected and Walkable	City	\$\$
CW4.2 (Priority)	Improve pedestrian experience and safety at undercrossings beneath the rail viaduct and I-90 with targeted interventions.	Connected and Walkable	City	\$\$
ACH1.1	Tell stories about Spokane's local history and architecture using creative methods.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts	\$ to \$\$

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
ACH1.2	Preserve historic structures and bridges and incentivize adaptive reuse of older structures that contribute to Downtown's historic character.	Thriving Arts, Culture, and Historic Places	City	\$\$ to \$\$\$
ACH1.3	Develop design guidelines for downtown that help create a good fit between new development and Downtown's historic structures.	Thriving Arts, Culture, and Historic Places	City	Staff Time, potential consultant
ACH1.4	Pursue the idea of a cultural trail that links signature sites and activates streets with the intent of drawing visitors and investment.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts	\$\$ to \$\$\$
ACH2.1 (Priority)	Improve and activate the streetscape and public realm to support cultural venues.	Thriving Arts, Culture, and Historic Places	City, DSP, Spokane Arts	\$ to \$\$\$
ACH2.2	Work with artists and local property owners to create and maintain temporary art installation and facilitate activation of cultural spaces to energize Downtown and support artists.	Thriving Arts, Culture, and Historic Places	City, DSP, Spokane Arts	\$
ACH2.3	Explore incentives for preserving cultural space and creating new space for arts and cultural uses Downtown.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts	Staff Time
ACH2.4	Evaluate how the City's development regulations and permitting process can support cultural space and public art.	Thriving Arts, Culture, and Historic Places	City	Staff Time
ACH2.5	Identify and reduce barriers for cultural events Downtown.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts	Staff Time
ACH3.1 (Priority)	Identify sites Downtown for infill development that can help foster small businesses, local start-ups, and arts and culture uses and organizations.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts, Terrain	Staff Time

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
ACH3.2	Identify underutilized properties that could serve as affordable workspaces for organizations that are less reliant on foot traffic.	Thriving Arts, Culture, and Historic Places	City, Spokane Arts, Terrain	Staff Time
LWP1.1 (Priority)	Develop a thorough understanding of on-site conditions and update market demand studies around opportunity sites.	A Great Place to Live, Work, and Play	City, DSP	\$ to \$\$
LWP1.2	Develop public/private partnerships, potentially with the assistance of a public development authority, to acquire and assemble property to support redevelopment Downtown.	A Great Place to Live, Work, and Play	City, DSP	\$
LWP1.3	Build site-based partnerships with affordable housing developers and transitional housing providers into public projects and infill development and engage these organizations in economic analyses of how an affordable housing program can be implemented in Spokane's real estate and development market.	A Great Place to Live, Work, and Play	City, DSP	Staff Time
LWP1.4	Explore ideas to strengthen incentives for multi-family development and rehabilitation of historic structures Downtown	A Great Place to Live, Work, and Play	City	Staff Time
LWP2.1	Develop ground floor standards for residential, retail, office, live/work, and civic uses.	A Great Place to Live, Work, and Play	City	Staff Time
LWP2.2 (Priority)	Create an integrated network of small parks and public spaces outside of Riverfront Park..	A Great Place to Live, Work, and Play	City, DSP	\$\$ to \$\$\$
LWP2.3	Support existing businesses Downtown and build upon emerging activity centers with complementary retail and active uses.	A Great Place to Live, Work, and Play	City, DSP	\$ to \$\$\$

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
LWP3.1	Maintain and apply zoning designations based on criteria that address the surrounding context and desired land uses with a focus on street level uses.	A Great Place to Live, Work, and Play	City	Staff time
LWP3.2	Ensure signage standards are consistent with land use context and corridor character.	A Great Place to Live, Work, and Play	City	Staff time
LWP3.3	Ensure redevelopment projects contribute to streetscapes and good urban design.	A Great Place to Live, Work, and Play	City	Staff Time
LWP3.4 (Priority)	Pursue redevelopment of the existing surface parking lots in the DTC-100 Zone along Spokane Falls Boulevard.	A Great Place to Live, Work, and Play	City, DSP	Staff Time, Potential Consultant
LWP4.1	Integrate new development Downtown with transit facilities and promote transit supportive development around high-capacity transit.	A Great Place to Live, Work, and Play	City	\$\$\$
LWP4.2	Reduce regulatory barriers to shared parking including expanding off-site parking shed limits.	A Great Place to Live, Work, and Play	City	Staff time
LWP4.3 (Priority)	Implement Transportation Demand Management (TDM) strategies.	A Great Place to Live, Work, and Play	City, Spokane Transit, DSP, Spokane County Commute Trip Reduction program	\$\$
LWP5.1	Integrate Green Stormwater Infrastructure (GSI) into public street and building projects and encourage green stormwater strategies to retain and treat runoff on-site as part of private development.	A Great Place to Live, Work, and Play	City	\$\$ to \$\$\$
LWP5.2	Promote energy efficiency in new construction and rehabilitation of historic buildings.	A Great Place to Live, Work, and Play	City	Staff Time

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
LWP5.3	Mitigate the urban heat island effect Downtown in order to reduce vulnerability to extreme heat events.	A Great Place to Live, Work, and Play	City	Staff Time
LWP5.4	Support a healthy local food system, with readily available fresh food and locally produced food.	A Great Place to Live, Work, and Play	City	Staff Time
PS1.1 (Priority)	Strategically program and activate public spaces Downtown.	Welcome and Engaging Public Space	Downtown Spokane Partnership	\$ to \$\$
PS1.2	Create new active uses on streets and in storefronts.	Welcome and Engaging Public Space	City	Staff time
PS2.1	Create protections to retain public spaces, ensure existing and new public spaces are well used and maintained, and develop a specific set of criteria to evaluate alley vacation or acquisition based on public benefit and access.	Welcome and Engaging Public Space	City	Staff Time
PS2.2	Revitalize Parkade Plaza as the active place it was in a previous era, with its distinctive style of architecture and surrounding active uses.	Welcome and Engaging Public Space	DSP	\$\$
PS2.3	Rename and improve the alley between W Main Ave and W Riverside Ave to transform a neglected space into a distinctive pedestrian space. This alley renovation can be a model for other alleys Downtown.	Welcome and Engaging Public Space	City	Staff Time
PS2.4	With the redesign of Wall Street for transit use, retain the pedestrian scale of the street and focus on bringing active uses to the street level.	Welcome and Engaging Public Space	City, Spokane Transit	Staff Time
PS2.5	Pursue a public plaza space in the East End of Downtown.	Welcome and Engaging Public Space	City	\$\$

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
PS2.6	Pursue a public/private partnership to develop sites such as the Rookery Block with public spaces in conjunction with new development.	Welcome and Engaging Public Space	City, DSP	\$\$\$
PS2.7	Design public spaces for accessibility that meets or exceeds ADA requirements.	Welcome and Engaging Public Space	City	Staff Time
PS2.8	Consider Crime Prevention Through Environmental Design (CPTED) in future public and private development Downtown and implement CPTED principles as a partnership between the City and DSP.	Welcome and Engaging Public Space	City	Staff Time
W01.1 (Priority)	Develop the organizational capacity and partnerships to actively manage and program public spaces.	A Well-Organized Downtown for All	DSP, City	Staff time
W01.2	Provide adequate staffing resources and establish an interdepartmental team to lead coordination and implementation of the Downtown Plan and future planning efforts.	A Well-Organized Downtown for All	City	Staff Time
W01.3	Enhance the role of the new Downtown Spokane Community Investment Group (DCIG).	A Well-Organized Downtown for All	DSP	Staff time, Potential for consultant support
W01.4	Explore the feasibility of establishing a Transportation Management Association (TMA).	A Well-Organized Downtown for All	City, DSP, STA	\$\$

NUMBER	ACTION	GOAL	AGENCY	COST / FUNDING
W02.1	Use the existing Downtown Spokane Community Investment Group (DCIG) Community Development Corporation, or a Public Development Authority to develop structured parking and manage existing facilities.	A Well-Organized Downtown for All	Downtown Spokane Partnership	\$\$\$
W02.2	Work with the property owners to proactively address the future of the Parkade building and site.	A Well-Organized Downtown for All	DSP	Staff time
W02.3	Develop and maintain parking revenue scenarios for on-street parking to effectively implement parking demand management and new technologies in the Paid Parking Zone.	A Well-Organized Downtown for All	City	Staff time
W02.4	Leverage City investments in parking technology to facilitate a dynamic and flexible off- street shared parking program.	A Well-Organized Downtown for All	City, DSP	Staff Time, \$\$
W03.1	Develop a Downtown specific promotions and marketing campaign led by DSP, in partnership with other organizations that have a presence Downtown.	A Well-Organized Downtown for All	DSP	\$ to \$\$\$
W03.2	Enhance funding for Downtown programming, wayfinding and promotions through partnerships.	A Well-Organized Downtown for All	DSP	\$\$
W03.3 (Priority)	Connect sponsors with organizations that host events Downtown.	A Well-Organized Downtown for All	DSP	Staff Time

MEASURES OF SUCCESS

The success of the Downtown Plan depends on the ability to implement the plan, track progress, and adapt as needed to fulfill the goals of the plan. The measures of success defined below relate to the plan goals and are indicators of how effectively the plan is being implemented. These indicators reflect how strategies such as activating and expanding public space, adding low-street bike facilities, new street trees, safe street lighting, and a thriving economy are working.

The measures of success should be tracked and included in an annual check-in on plan progress that is communicated to the public. Other communication approaches such as the use of social media, a video, a survey, or other method should be considered to boost awareness of the plan and progress in Downtown.

MEASURE	SUMMARY	RELATED STRATEGIES	HOW IT'S MEASURED
# of New Low- and Moderate Income (80% AMI) Affordable Housing Units	New rental and for-sale affordable housing developed within the Downtown boundary.	LWP1	# of new units available for occupancy annually
# of Residential Units	New residential units within the Downtown boundary.	LWP1	# of new units available for occupancy annually
Office Vacancy Rate	Office vacancies have been high in recent years and this would track progress towards decreasing office vacancy and tracking trends related to impacts from COVID.	LWP3, W03	% of vacant offices
New Commercial Space	Commercial space for office, retail, industrial and other similar uses, excluding civic and public uses.	LWP3, W03	Gross SF of new commercial space
Retail Vacancy Rate	The amount of vacant retail square footage Downtown can help provide an understanding how retail have weathered the COVID crisis, and how the retail market is responding to pre-existing trends like growth in online retail, and pressure from rising rents.	LWP3, W03	% of vacant retail square footage

MEASURE	SUMMARY	RELATED STRATEGIES	HOW IT'S MEASURED
Acres of Surface Parking Redeveloped	The Downtown plan aims to promote the redevelopment of surface parking lots and this metric would track progress on that goal.	CW3	Acres of surface parking redeveloped into other uses
New Downtown Public Art Projects	Public art projects may include murals, sculptures, temporary installations, lighting, projection, and other media in the public realm. A simple count of new public art projects can help track progress in integrating these projects into public spaces.	ACH1-3	Number of new public art projects
Miles of New Low-Stress Bike Facilities	Low stress bike facilities include some measure of protection such as buffers, markers, parked vehicles, planters, and off-street trails. These facilities should be suitable for most adults classified as "interested but concerned" or for all ages and abilities, targeting a level of traffic stress of 1-2. Level of traffic stress criteria can be found here: http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/	CW1, CW2	Miles (including both side of the street) of new protected or other high-quality bike facilities.
Historic Buildings Renovated or Rehabilitated	This includes buildings that have a current use or were previously vacant. A minimum investment of 25% of the assessed value of the structure, excluding land, prior to rehabilitation will qualify.	ACH1	Number of buildings listed or eligible for listing on the local or national register that have been substantially renovated or rehabilitated.
Federal Historic Tax Credit	20% dollar for dollar credit back to the investor in a historic project within the downtown.	ACH1	Dollars credited to investors with historic projects in Downtown
Acres of Public Space Activated	The plan calls for the creation of an ongoing programming and activation effort in public spaces Downtown. To qualify spaces must be activated a minimum of 150 days per year.	PS1-2	Acres of public space that has been active on a regular basis. Excludes on-time or short-term events.

MEASURE	SUMMARY	RELATED STRATEGIES	HOW IT'S MEASURED
Street Trees Planted	Due to sidewalk vaults and other challenges some areas of Downtown do not have street trees. This metric will track the progress on creating a more complete network of street trees.	CW1, LWP5	Number of new street trees, excluding those that have been replaced.
Hotel/Motel Tax Receipts in Downtown	Hotel and Motel tax receipts track stays in Downtown and funds may be used to support economic development and tourism activities including promotions.	LWP3, W03	Gross Hotel/Motel Tax Receipts
New Parklets	Some areas of Downtown lack public space and the need for outdoor space has increased due to COVID. This metric will track the total number of new parklets and parklets would also qualify as new public space under that metric.	PS1-2	Number of new parklets installed Downtown.
Total Amount of Capital Investments in Downtown	Capital investments are a common metric to track public investment in Downtown. Projects such as the Riverfront Park renovation, the University District Gateway Bridge, and the upcoming Riverside Improvements would be included.	CW1-2, LWP2, PS1, W02	Total gross spending on capital projects in the planning area.
Downtown Events	Spokane has many successful Downtown events such as Hoopfest, the Lilac Festival, and many others. This metric will track the number of events held annually in Downtown.	W01, LWP2, PS1-2	Total number of Downtown events on an annual basis
Happiness Factor	This qualitative metric addresses how people feel in public space in Downtown and the overall urban experience. This metric builds off the content discussed in the book Happy City.	ACH1-2, PS2	Annual intercept survey of people in Downtown
Acres of New Public Space	Some areas of Downtown are lacking in smaller scale public spaces like, plazas, parklets, pocket parks, and other spaces. This metric will track progress toward expanding public space, including privately owned public space, and new pedestrian spaces in the right of way.	PS1	Total gross acres of new public space

MEASURE	SUMMARY	RELATED STRATEGIES	HOW IT'S MEASURED
Parking and Business Improvement Area (PBIA) On-Street Parking Net Revenue	The PBIA receives net meter revenue for on-street parking. Net meter revenues above the costs to maintain and operate the parking system. Funds may be used to improve Downtown related to parking and mobility and this metric will track trends in revenue on an annual basis.	W02	Net revenues collected by the PBIA from on-street parking meters.
Acres of Green Stormwater Infrastructure	Opportunities for green stormwater infrastructure may be limited in Downtown but opportunities could arise for integration with new development, as part of new infrastructure projects, or incorporated into new public spaces.	LWP5	Total acres of new green stormwater infrastructure such as rain gardens and similar elements
Public Off-Street Shared Parking Supply	Downtown would benefit from a shared parking program with common branding, technology, and management as called for the Downtown Parking Study. This metric will track the number of public parking stalls that participate in the program once it's launched.	W02, LWP4	New public parking stalls on an annual basis
Downtown Crime Statistics	Crime statistics are already tracked by the Spokane Police Department for Downtown and this would incorporate the quarterly or annual data into the Downtown Plan Annual Check-In.	LWP1, LWP2, W02, W01	Number and types of crimes on an annual basis to monitor trends
New or Improved Street Lights	Some areas of Downtown lack adequate lighting and need either new or replaced streetlights using modern energy efficient fixtures. This metric will track the number of new or replaced streetlights in Downtown by location.	LWP2, CW2	New or replaced streetlights in Downtown

MEASURE	SUMMARY	RELATED STRATEGIES	HOW IT'S MEASURED
Mode Share for Downtown Commuters	Spokane's transportation agencies have worked to shift mode share for commuters in the City and region away from single-occupancy vehicles. The share of people commuting Downtown by alternative modes is an indicator of how successful transit, walking and biking investments have been helping commuters consider other modes of travel.	LWP3, LWP5	Self-administered Survey
Number of Multicultural Events	Multicultural events would be those organized by groups predominantly run by people of color, or events where people from a particular ethnic group or culture share through the arts, food, storytelling or other means. Sharing through events should strengthen the various communities themselves, and the broader Spokane community.	ACH2, W03	Number of events
Admission Cost and Number of Free and Low-Cost Events	Everyone should be able to participate in arts and cultural events regardless of income. Low-cost events could include those for \$10 and under per family.	ACH3, LWP1, W03	Number of free events, number of low cost events
New Businesses Owned by People of Color Located Downtown	New businesses include retail and other businesses with office space Downtown. A healthy Downtown will include a diverse set of business owners, and encourage that diverse ownership with support as needed.	LWP1, W03	Number of new businesses owned by people of color

PHOTO CREDITS

Photographer or firm listed by page and position to be completed when images are finalized.

PAGE: SECTION	POSITION: SOURCE	POSITION: SOURCE
COVER	Framework	
SECTION 2: INTRODUCTION + BACKGROUND		
PG 12: SECTION 2	Framework	
SECTION 3: PLANNING PROCESS		
PG23: SECTION 3	Top Right: DSP	
PG23: SECTION 3	Bottom Right: Framework	Bottom Left: Framework
PG24: SECTION 3	Framework	
PG25: SECTION 3	Framework	
PG26&27: SECTION 3	Framework	
SECTION 4: PLAN FRAMEWORK		
PG34&35: SECTION 4	Framework	
SECTION 5: THE PLAN		
PG38: SECTION 5	Left: Andrew Craft, The Fayetteville Observer	Right: J.P. Moczulski, The globe and Mail
PG41: SECTION 5	Top: Google, 2020 Bottom: Google, 2020	Middle: Google, 2020
PG42: SECTION 5	Top: Google, 2020 Bottom: Google, 2020	Middle: Google, 2020
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Top: DSP

Bottom: DSP

A graphic featuring a dark blue silhouette of a city skyline. Overlaid on the skyline is the text "SPOKANE DOWNTOWN PLAN". "SPOKANE" is in white with a blue outline. "DOWNTOWN" is in white with a green outline. "PLAN" is in white with a pink outline. Three horizontal lines (blue, green, and pink) extend from the right side of the text.

SPOKANE DOWNTOWN PLAN

EXHIBIT 3 – SEPA DETERMINATION OF NON-SIGNIFICANCE

(WAC 197-11-970)

SPOKANE ENVIRONMENTAL ORDINANCE NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(S): N/A

PROPONENT: City of Spokane

DESCRIPTION OF PROPOSAL: Amendment of the Comprehensive Plan through repealing and replacing the 2008 Downtown Plan: Fast Forward Spokane: Downtown Plan Update. The new Spokane Downtown Plan is a component of the existing Comprehensive Plan when adopted by reference. The Spokane Downtown Plan includes a vision for future development and identifies five overarching goal categories, which contain specific policies and actions. The policies and actions set by the new subarea plan are consistent with the direction of the Comprehensive Plan.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: The new Spokane Downtown Plan document provides policy guidance for the City of Spokane 2021 Downtown Planning Area (a subarea of the Comprehensive Plan) and is effective area-wide. The new area incorporates the geographic area of both the 2008 Downtown Plan and the 2020 South University District Subarea Plan: Boone Ave to the north; Interstate 90 to the south; BNSF Railway/Maple St/Cedar St/Adams St to the west; parcels fronting Ruby St, a parcel fronting North River Dr, the Spokane River, a line extended from Scott St, BNSF Railway, and Interstate 90 Exit 282 (Hamilton St interchange) westbound on-ramp to the east. Map attached to the environmental checklist and available online at

LEAD AGENCY: City of Spokane

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- ☐ There is no comment period for this DNS.
- ☐ This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- ☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments must be submitted no later than May 12, 2021 at 12:00 p.m. if they are intended to alter the DNS.

Responsible Official: Louis Meuler

Position/Title: Acting Director, Planning & Economic Development Services **Phone:** (509) 625-6500

Address: 808 West Spokane Falls Boulevard, Spokane, WA 99201-3329

Date Issued: April 28, 2021 **Signature:** Louis Meuler

APPEAL OF THIS DETERMINATION, after it becomes final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane, WA 99201. The appeal deadline is fourteen (14) calendar days after the signing of the DNS. This appeal must be on forms provided by the Responsible Official, make specific factual objections and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.



DATE: April 27th, 2021

TO: Nathan Gwinn, Assistant Planner

FROM: Bobby Halbig, Street Department

SUBJECT: PLAN REVIEW

PROJECT #: Spokane Downtown Plan

We have reviewed the document and have the following comments.

- 1 I see a lack of commitment to pedestrian safety. “Between the curbs” should be reserved to wheeled-traffic only. Rolling curbs, or the lack there of, do not provide a clear separation of spaces. Parklets, sidewalk cafes, and all pedestrian realms should be up on the sidewalk, protected by a curb. (ME)
- 2 Like curbs, make islands and bicycle buffer zones hard surfaces. Painted islands and lane separation do not provide adequate safety for pedestrians and bicyclists and adds to perpetual striping maintenance. Believing paint will garner compliance is sophomoric. Again, just putting paint down shows a lack of commitment to safety. (VM)
- 3 The Executive Summary mentions the role of this plan is not to redo existing plans but look for areas of agreement and ways that the multiple targeted efforts can work together in better ways. One such opportunity the plan failed to explore, perhaps because there are no existing plans, is collaboration to update existing EXPO era street/tree lighting/signals while resolving issues with existing structural sidewalk. Improvements in these areas will definitely enhance the pedestrian experience via functional and aesthetic upgrades in pedestrian/street/tree lighting while removing antiquated infrastructure that could pose a structural or electrical hazard to both those enjoying the downtown environment.

Val Melvin, P.E.
Gerald Okihara, P.E.
Marcus Eveland



EXHIBIT 5 – PUBLIC COMMENTS

Substantive Public Comments Received – updated 5/5/2021

Number	Date of Comment	Name/Event	Comment Summary	Comment Start Page
1	10/22/2019	Public Meeting #1	See summary posted online. Link: https://static.spokanecity.org/documents/projects/pedestrianplan/spokane-pedestrian-plan-workshop-one-summary-2019-10-22.pdf	
2	10/22/2019	Premier 1031/Public Meeting #1		4
3	1/8/2020	Forman, Bill/Peaceful Valley Neighborhood Council		5
4	2/5/2020	Public Meeting #2	See summary posted online. Link: https://static.spokanecity.org/documents/projects/downtown-plan-update-2020/2020-02-05-workshop-2-summary.pdf	
5	1/27/2021	Winger, Clifford/Plan Commission Public Workshop		7
6	3/1/2021	Fanning, Frances		10
7	3/3/2021	Bielitzki, Jennifer		11
8	3/3/2021	Sidles, Michelle		12
9	3/3/2021	Dobyns, David		13
10	3/4/2021	Loveland, Cheryl		14
11	3/6/2021	Wilson, Andrew		15
12	3/7/2021	Christopher, Barbara		16
13	3/8/2021	Jennings, Erin		17
14	3/8/2021	Mainella, Patricia		18
15	3/8/2021	Kirkland, Jim		19
16	3/9/2021	Hamam, Tony		20

list continues on next page

Number	Date of Comment	Name/Event	Comment Summary	Comment Start Page
17	3/9/2021	Winniford, MaryAnne		21
18	3/10/2021	Bielitzki, Jennifer		22
19	3/11/2021	Smith, Tim		23
20	3/11/2021	Gausta, John		24
21	3/12/2021	Purcell, Daniel		25
22	3/12/2021	Alley, Peggy		26
23	3/12/2021	Livingstone, Patti		27
24	3/14/2021	Kerr, Bryce		28
25	3/15/2021	Carroll, Linda		29
26	3/16/2021	Hume, Dwight		30
27	3/16/2021	Bingle, Jonathan		34
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421 W Riverside Ave, Suite 407, Spokane, Washington 99201- 509.838.7574 p – 509.838.7503 f

Growing Downtown:

- Create as many policies as possible to encourage the development of lower priced Condos on 3rd, 4th, 5th Streets and conversion of existing buildings into Condo- not expensive condo. Example: Portland Pearl District: New condos were lower end getting a mass of people moving downtown which is what Spokane wants and needs to truly have a vibrant downtown
- Currently don't have the right product – too high end
- Execute by getting property owners and developers together to see what needs to happen to accomplish this
- Adapt a new code for repurposing buildings to allow for a little more leniency to those trying to restore older buildings and not holding them to the same codes as new construction – it's a turn off to investors.

Parking:

- City government needs to take the lead and building 3-4 more parking lots in various locals downtown- more like a San Francisco where there are large public lots throughout the city
- Make sure the stickers on meters for the passport parking are still on meters clear

Stay focused on an organized downtown:

- 1st St- Retail /Commercial
- 2nd Street banking /Business etc.
- 3rd and 4th Housing and Services

Marketing:

- Continue with Informational handouts on Wineries /Entertainment.
Gondolas: Add music and make it an informational ride that tells the history of Spokane in an exciting way using a local Ad Agency. Perhaps and Interactive element and encourage more exploring of the city after the ride is over.

Maps:

- Number establishments like the Green Bluff Map does, make it easy for locals and visitors to go to multiple establishments.
- Downtown Spokane is very walkable yet people need to feel safe.
- Make sure all the marketing elements have apps.

Security:

Catholic Charities: With the growing population of homeless many of my clients feel that Catholic Charities should start proving security in the region they are developing siting

- Grant funds – available to non-profits
- Many Subsidies
- Non-profit status

Some feel it's a real estate business as opposed to a social community business

Catholic Charities is creating Housing for the homeless which is great- yet there is a piece of the puzzle missing- rehabilitation and security

Spokane Police Department:

- More ongoing police patrols (like New York city did 30 years ago to make the public feel more comfortable)



COMMENT SHEET

Spokane Downtown Plan Update – Draft Vision, Goals, and Strategies

January 8, 2020

For more project info visit:

my.spokanecity.org/projects/downtown-plan-update-2020/

Name: Bill Forman
ADDRESS: 2017 W Clarke Ave **PHONE NUMBER:** 907-723-1071
E-MAIL CONTACT: william.forman@yahoo.com
FEEDBACK ON DRAFT VISION:

FEEDBACK ON DRAFT GOALS:

FEEDBACK ON DRAFT STRATEGIES:

Add a trail connection under the Monroe St bridge connecting Red Band park and the new park north of the library to the connected + walkable downtown portion

Please feel free to share your questions, comments or concerns with us!

Mail or drop off in person – Attn: Planning Services, 808 W. Spokane Falls Blvd., Spokane WA 99201

Phone – call us at #509-625-6893

E-mail – write to us at info@spokanedowntownplan.org

Thank you...We look forward to hearing from you!

Planning & Development Services, City of Spokane

From: Gwinn, Nathan
To: [Winger, Clifford](#)
Cc: [Meuler, Louis](#)
Subject: RE: Downtown Plan Parking
Date: Monday, February 1, 2021 11:12:00 AM
Attachments: [image003.png](#)

Good morning Clifford,

Thanks for sharing your comments. I will add them to the public record for the file.

Parking and the solutions you mentioned are addressed in the [Downtown Plan draft](#). For example, repurposing a vehicle lane for additional on-street parking (which would include angled parking) is one of the suggested alternative uses in draft Action CW1.1 (Page 43). This supports the strategic intent to make Downtown a viable place to walk once arrived by vehicle or other mode, as well as an enjoyable street environment that will attract additional residents, visitors, and employees.

As part of Action CW3.4, the draft also encourages creation of structured parking as part of redevelopment of surface parking lots (Pages 57-59). An important point of improving transit access and parking management is making commuters and other frequent visitors to Downtown aware of, and developing new, strategies for non-single occupancy vehicle trips, thereby leaving more vehicle parking available for others. This would relate to STA shuttles as well as other opportunities for park-and-ride or ride share along commuting routes into Downtown. See the Strategy LWP4 and associated actions on Pages 81 and 82.

Regarding back-in angle parking, as well as guidance near bicycle facilities, see the City's design standards [Chapter 3: Streets, Alleys, Bikeways, and Sidewalks – 2020](#) (Page 24):

Utilize back-in angle parking, which requires the driver to back into the space; particularly when placed adjacent to bicycle lanes. This allows drivers to load vehicles from the sidewalk, improves driver-bicyclist visibility as the driver departs the space, and increases safety for the driver as the person can pull out into traffic rather than blindly backing up into traffic.

In thinking about transportation development, and transit's role, you may be interested in the discussion around adopting the Centers and Corridors alternative over the Central City and Current Patterns alternatives as part of the original Comprehensive Plan. In general, the discussion is captured in [Volume 2](#).

Downtown Plan Update project web page:

<https://my.spokanecity.org/projects/downtown-plan-update/>

Nate

Nathan Gwinn, AICP | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Winger, Clifford <cwinger@spokanecity.org>

Sent: Wednesday, January 27, 2021 5:08 PM

To: Gwinn, Nathan <ngwinn@spokanecity.org>

Subject: Downtown Plan Parking

Hi Nate,

I had some thoughts concerning the Downtown Plan presented today 1/27/21.

I do not want to get into the weeds since so much good work has gone into this plan.

My experience, from living in several cities in our country, is that downtowns need to be "accessible." Since post WW II, many municipalities built 'shopping centers' where parking is free and amenities are walkable inside (or outside) these multi-business facilities. (This focus on the automobile is anathema to downtown businesses, and killed the downtown merchants in Fresno CA when I lived there.)

A fact, in Spokane, is that most citizens do not live in walking distance to/from their homes and Downtown Spokane.

Issues that the Downtown Plan needs to address is getting citizens into Downtown from areas more than walking distance from our Downtown amenities.

Public transit is a viable means of getting people into Downtown. (Some north-south bus routes are on half hour schedules which discourages riders that might visit Downtown.) Bicycles seem good, but going up hill both north and south, limits practical accessibility in/out of Downtown by bicycle (also not as practical in winter weather). These types of transportation are less than optimal after six o'clock in the evening.

Therefore, the personal motor vehicle is the most common transportation mode for citizens inside Spokane City limits, as well as people from outside our City limits who can utilize our Downtown amenities.

Personal vehicles need inexpensive places to park to access Downtown amenities.

Some solutions could be more emphasis on parking at Spokane Arena with the STA shuttle. Another would be reverse/back-in angle parking (see illustration as an idea) on some of the streets (one & two ways) that are designated too "wide." (Note: bicycle lane)

BACK-IN ANGLE PARKING *in three simple steps!*

1. Slow & Signal
2. Stop just ahead of parking space
3. Reverse & turn into parking space



Business viability suffers without access to inexpensive parking storage of personal vehicles in downtown areas. This fact needs to be addressed in Spokane's Downtown Plan.

Downtown merchants are also competing with online vendors (also Grubhub etc.) where we do not even have to get into our cars, go through traffic, find parking, feed the meter, etc.

Thank you,
Clifford Winger
Spokane City Plan Commission
509.325.4623
<cwinger@spokanecity.org>

From: [Gwinn, Nathan](#)
To: emeraldff@comcast.net
Cc: [Jeff Arango](#); [Andrew Rolwes](#)
Subject: RE: Form Submission - Downtown Plan Comment Box
Date: Monday, March 1, 2021 3:49:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Good afternoon Ms. Fanning,

Thank you for your question and for submitting the comment form. It will be added to the public record for the file.

The Plan Area is the red/pink boundary, which includes areas north of the freeway and the eastern portion of Kendall Yards. All of the Plan activities would take place within the Plan boundary. You and other tenants were notified because you live in this area and may have an interest in these recommendations.

I hope that helps. If you have questions, please give me a call at 625-6893 at your convenience.

Sincerely,



Nathan Gwinn, AICP | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org



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ADVISORY: Please be advised the City of Spokane is required to comply with the Public Records Act Chapter 42.56 RCW. This act establishes a strong state mandate in favor of disclosure of public records. As such, the information you submit to the City via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Squarespace <form-submission@squarespace.info>

Sent: Monday, March 1, 2021 12:40 PM

To: info@spokanedowntownplan.org

Subject: Form Submission - Downtown Plan Comment Box

Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Frances Fanning

Email: emeraldff@comcast.net

Message: We live on corner of Sprague & Jefferson & in 2017 we went thru the terribly harmful noise of gravel trucks every 10 minutes going, it felt like, right thru our apartments. Because of the lack of enough income many of us couldn't move, we felt captured & emotional, one person claimed that they felt helpless & hopeless that they would rather die than live with the horrendous noise.

So the question is how much will our lives be disturbed by Spokane's Downtown Plan? Looking at the "Downtown Context" received in the mail, & following the red/pink line around Spokane it appears as though "it" will be south of the freeway & west of Kendall Yards. Anyway, if that isn't correct, please let me know so that I can ease some of the tenants concerns. Thank you, Fran Fanning. TV

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 3, 2021 10:02:49 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Jennifer Bielitzki

Email: jsbielitz@gmail.com

Message: Please build the new stadium downtown instead of Joe Albi. People will love it. People vote for tradition so we need LEADERSHIP to get us on a new path that will prove to be great for all of us.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 3, 2021 6:15:25 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Michelle Sidles

Email: michellesidles@me.com

Message: I live on Railroad Alley in the west end of downtown. I saw the plan lists converting Railroad Alley to a pedestrian only corridor. I love this idea. I think creating a space that is safe to walk, bicycle, linger and visit would be a great improvement over how it's currently being used.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 3, 2021 6:32:57 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: David Dobyns

Email: evilpenguinbob@gmail.com

Message: Have Mayor Nadine and her Qnon views RESIGN!

Reduce police funding and focus on the homeless population. The police DO NOTHING FOR HUGE SALARIES.

They do tear gas citizens and bean bag round them with no concern for their rights and due process.

Approve the stadiums and more low income housing..

REMOVE MAYOR NADINE and any QNON from SPOKANE

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Thursday, March 4, 2021 11:41:27 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Cheryl Loveland

Email: cheriloveland@gmail.com

Message: First I would like to say I am very impressed at all the innovative thinking that has gone into all these ideas! They are varied and quite open to interpretation which is fantastic! After spending considerable time reviewing the entire plan however I was more than a little dismayed at the lack of time and imagination put into our affordable housing solution package needed for our low income residents who wish to remain in the downtown area! Actually I didn't see much of a affordable housing package at all! All that talk a few years ago of infill housing, was that all for the outlying areas ? That's not where it is needed! Let's gets innovative and build something nice downtown!!!!

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Saturday, March 6, 2021 2:37:10 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Andrew Wilson

Email: james092855@gmail.com

Message: We need to keep downtown moving forward. I'm a 60s kid that remembers busy streets and sidewalks. My parents lived downtown, mom worked at JJ Newberry in the 50s,60s.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Sunday, March 7, 2021 3:41:57 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Barbara Christopher

Email: bschrissy@msn.com

Message: We love our falls, opera house, River front park, restaurants, movie theatre, Royal Fireworks Concert, Nordstrom's down town. We do not like homeless people, pan handlers, using new library to wash and hang out. There should be limits. We pay high property taxes.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Monday, March 8, 2021 7:23:54 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Erin Jennings

Email: erinjennings1@msn.com

Message: My family and I frequent downtown and love it. I don't know that I will be able to make the zoom meeting but wanted to say a few things.

We have lived in some of the examples that you list for a vision for our downtown. The main takeaway would be to keep it safe and clean playing up our natural resources that surround it such as the Spokane River and open spaces, with lots to do for a variety of interests.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Monday, March 8, 2021 8:09:21 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Patricia Mainella

Email: pmain44@aol.com

Message: If more people downtown is the goal, why increase parking to \$5 per hour? Instead, find alternatives ways to offer parking: park and walk sites; make downtown greener and more pedestrian friendly; finish the bike trails so many parts of the city can get downtown without a car; get rid of the bus terminal...**THINK OUTSIDE THE BOX.** And use other cities as examples. Spokane has a small downtown that, except in warmer months, has little to offer most of us. Businesses working downtown after COVID may not continue so restaurants, stores, and theaters need alternatives as well. Put the grants and other monies to better use than new parking meters and two-way streets. Your “solutions” appear to be aimed at cars, not people, and collecting revenue, not supporting businesses and offering solutions to residents.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Monday, March 8, 2021 8:29:34 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Jim Kirkland

Email: Jkirkland04@gmail.com

Message: Why would the City not embrace a careful reduction of one way street system as it stands. Any enhancement to encourage better access to downtown business, retail and housing must be priority one. Housing is critical for the city and with a large percentage of downtown devoted to empty parking lots, policy and planning must encourage development of highrise condos and apartments. Greater density will mean more folks spending time in their downtown neighborhood and discourages rapidly moving traffic to another location. The day of wasteland suburban malls is over. Town center designs that include housing will be the future, along with a vibrant city center village. Thank you.

Status: I visit Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 9, 2021 6:29:33 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Tony Hamam

Email: tjhamam@gmail.com

Message: Soccer stadium and professional team would be a great addition. The plans look great. Seems to be a win win win for the city, Spokane schools and the local economy.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 9, 2021 8:00:16 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: MaryAnne Winniford

Email: mawinniford@gmail.com

Message: Put in a free around-downtown loop bus. This would allow parking to distribute out to the edges and still allow people to move conveniently between the park, the Davenport, the other hotels, and restaurants. Like Seattle's waterfront bus, or Las Vegas strip bus.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 10, 2021 11:09:43 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Jennifer Bielitzki

Email: jsbielitz@gmail.com

Message: Please build the new football stadium downtown NOT at the Joe Albi site. There is nothing to do at Joe Albi. Downtown we could have dinner, go for a walk in the park and watch a football game. Besides all the kids would have a easier time getting downtown. To get to Joe Albi I'm sure is impossible for some kids.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Thursday, March 11, 2021 9:19:58 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Tim Smith

Email: shanghaiguy99@yahoo.com

Message: As a downtown resident, I am excited to see calls for revitalizing downtown through measures to increase foot and bike traffic, enhanced public transportation, and making better use of land now devoted to surface parking. A lively, vibrant, flourishing downtown can bring so many economic and cultural benefits not just to Spokane residents, but the entire region. I strongly support a Downtown Plan that moves the city in this direction.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Thursday, March 11, 2021 1:30:02 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: John Gausta

Email: jpgausta@gmail.com

Message: I have the secret to which you seek. But you'll need to look to the East for the answer. I visit the beautiful City of Greenville, SC annually and every trip I'm further impressed with what they do right. When you walk through town you don't see closed or vacant storefronts. Instead you experience thriving businesses supported by local patrons. Much of that success is built on enticing customers to chose the specialty stores downtown over the shopping mall. And as Spokane's malls are failing, now is the time to make this change to lure shoppers in to town. The secret and don't deny it, is parking. You have to offer the right plan or people will find alternatives to coming downtown. Stop trying to capitalize on the parking! Here, follow this link <https://www.greenville.sc.gov/513/Parking> to Greenville's parking info. Give it a read and contact them with questions.

Unless someone like you cares a whole awful lot, Nothing is going to get better. It's not.
Dr. Seuss, The Lorax

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 12, 2021 4:46:30 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Daniel Purcell

Email: Sadrrocks@yahoo.com

Message: Haven't we spent enough money already allocated for Joe Albi Stadium and those unfinished freeway projects to nowhere? We still haven't recovered from the pandemic business and job losses and here you are wanting to spend more money.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 12, 2021 4:59:02 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Peggy Alley

Email: m7alley4@hotmail.com

Message: More affordable parking is badly needed downtown.

My family and I love Riverfront Park and particularly enjoyed the holiday display/lights this past year. It was a welcome sight during a very difficult time for all. Thank you for making the holidays bright.

I do have a big request:. PLEASE give the big red wagon a fresh coat of paint to brighten it up. My grandchildren love to play on it, but it's looking pretty shabby these days. Thank you.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 12, 2021 10:24:00 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Patti Livingstone

Email: pattilivingstone@yahoo.com

Message: I'd love to see regular outdoor concerts on the grass in Riverfront Park downtown. Also, raising parking prices downtown is not appreciated.

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Sunday, March 14, 2021 12:57:58 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Bryce Kerr

Email: bkerr24@hotmail.com

Message: Homeless everywhere. People don't come downtown because it's perceived as dangerous. Homeless create messes everywhere.

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Monday, March 15, 2021 10:54:16 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Linda Carroll

Email: lindalouise701184951@yahoo.com

Message: There are a number of features of the plan the will make the downtown more vibrant: the emphasis on converting some car lanes to bike lanes (which should be protected by a barrier), on walking, and on public transportation; the development of public spaces including parks; the emphasis on artistic and cultural activities; the development of alleys as congenial public spaces; the addition of a market; the development of varied housing options

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 16, 2021 12:03:40 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Dwight Hume

Email: dhume@spokane-landuse.com

Message: See letter to Christopher Green dated 4-05-20 concerning a request to be included in the North River Overlay and to extend the Downtown Parking Requirement Area to this portion of the plan.

Status: I work in Spokane

From: [Gwinn, Nathan](#)
To: [Dwight Hume](#); jeff@weareframework.com
Cc: [Green, Christopher](#); [Andrew Rolwes](#)
Subject: RE: Attached letter to Christopher Green 4-20
Date: Tuesday, March 16, 2021 4:48:00 PM

Hi Dwight,

I thought I would share a couple of thoughts at this point,

1. Your client's proposal to extend the no minimum parking area, designated in the Downtown Parking Requirement Map (SMC 17C.230–M1). The [draft](#) strategies in the Downtown Plan Update support reducing impacts of surface parking (see CW3, page 54). Action LWP4.2 (page 81) directly encourages regulatory changes aimed at supporting more shared parking, as a means of reducing the demand for surface parking lots and improving parking management. Meanwhile, improvements to the (periods of unused) off-street parking system are contemplated under WO2.4, on page 97. It seems that fewer on-site requirements within the planning area would only help encourage this practice. Is there some text you would suggest to further clarify or augment the regulatory changes urged under LWP4.2?
2. Outside of the Downtown Plan Update, one assumes a contribution toward a pedestrian and transit supportive environment at the subject property, situated adjacent to transit along the Division Street corridor. Could an alternative to a code amendment be to request a parking exception under SMC 17C.230.130 for a parking exception?

[Section 17C.230.130](#) Parking Exceptions

- C. The director may approve ratios that are higher than the maximum or lower than the minimum if sufficient factual data is provided to indicate that a different amount is appropriate. The applicant assumes the burden of proof. Approval of parking above the maximum shall be conditioned upon increasing the amount of required landscaping by thirty percent. Approval of parking below the minimum shall be conditioned upon the project contributing towards a pedestrian and transit supportive environment both next to the immediate site and in the surrounding area. When determining if a different amount of parking is appropriate, the director shall consider the proximity of the site to frequent transit service, the intensity of the zoning designation of the site and surrounding sites, and the character of the proposed use.

I'll try to follow up with a phone call later this week.

Downtown Plan Update project web page:

<https://my.spokanecity.org/projects/downtown-plan-update/>

Thanks,

Nate

Nathan Gwinn, AICP | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

From: Dwight Hume <dhume@spokane-landuse.com>
Sent: Tuesday, March 16, 2021 2:49 PM
To: jeff@weareframework.com
Cc: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Attached letter to Christopher Green 4-20

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Jeff: Here is the letter mentioned in my registration comment. I just want to make sure we include this parking provision as stated in the letter.

Thank you

Dwight J Hume

Land Use Solutions and Entitlement
9101 N Mt. View Lane
Spokane WA 99218
509-435-3108

Land Use Solutions & Entitlement

Land Use Planning Services

9101 N. MT. VIEW LANE Spokane, WA 99218

Sent Via Email This date

4-05-20

Christopher Green, AICP
Planning & Development Services
W 808 Spokane Falls Blvd
Spokane WA 99201

Ref: Proposed North River Overlay

Dear Chris:

I am writing in support of your proposed North River Overlay to include property lying East of Division and south of Boone Avenue. While I can not speak for all of the ownerships within that area, I do represent the owner of Ruby River Hotel and the property north of the hotel which leases to the Arc of Spokane Thrift Store and their land is most certainly appropriate for this inclusion for the following reasons:

- 1) The primary and future land use is hotel and hospitality use.
- 2) The same hospitality services benefitting from this no minimum parking overlay exist adjacent to the west and south of the subject property.
- 3) Other amenities adjacent to the subject property include the Spokane River, Centennial Trail, proximity to Riverfront Park and the U District, all within this no minimum park overlay.
- 4) As a similar hospitality use serving the tourist visiting Spokane, it should have the same parking privileges as these other adjacent hospitality businesses.

I would like to be kept informed of your meetings and discussions on this matter and would offer my input at these workshops and hearings. Please include this letter in your records and recommendations on the North Bank Plan update.

Respectfully Submitted

Dwight J Hume

Dwight J Hume

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 16, 2021 12:47:38 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Jonathan Bingle

Email: jonathanbingle@gmail.com

Message: I want a thriving downtown!

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 16, 2021 4:26:56 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Pia Hallenberg

Email: piahallenberg@gmail.com

Message: The one thing I find missing from this plan, is accessible public restrooms - open 24-7.

I do not believe it's STA's job to provide restrooms for everyone - nor is it the library's job - it's the job of Spokane.

I both live and work in downtown Spokane, and not a day goes by without me picking up human waste in front of my home or near my workplace.

This is unsanitary - especially in the middle of a global pandemic .

I urge the city to find a solution and to find it quick. Bathroom trailers, buildings, I don't know what it takes, but access to a bathroom is a human right.

This is not just an issue for the house less, this is an issue for runners (we are a runner friendly town, right?) for parents walking with their children and for people visiting from out of town. Please take this seriously.

I love all the talk about revitalizing the alleys, but as it is right now you'd have to send a poop patrol out first.

Also, please incorporate frost proof water bottle filling stations in this plan.

They are sanitary (no touch) and must easier to maintain than the old drinking fountains and will be badly needed come summer.

Status: I live in Spokane, I work in Spokane



Downtown Plan Update – Meeting #3 Virtual Open House

Open House Questions and Comments

March 16, 2021

Actual Start Date/Time	# Registered	# Attended
03/16/2021 05:47 PM	143	89

Below are the written questions and substantive comments from reports generated by the **GoToMeeting** and **Slido** applications. These software programs were used by the planning consultant during the public open house held by webinar on March 16, 2021.

Many comments and questions, verbal and written, were taken and answered during the recorded webinar meeting. This content will be considered by the City when deciding whether to adopt the proposed Downtown Plan Update document.

- For the meeting recording and more information, visit the City's project webpage: <https://my.spokanecity.org/projects/downtown-plan-update/>

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Michael Perry	6:03:56 PM	Hello, new to spokane glad to be here. We have been visiting family over the last 10 years and just wanted to say how the city has grown and developed is largely why we moved here		GoToMeeting
Thomas Bassler	6:08:39 PM	What are the areas of disagreement?		GoToMeeting
Ann	6:09:23 PM	Will you please give what changes have been made to DTC 100? What will be the impact of building heights to shading of "our downtown jewel", Riverfront Park.	1	Slido
Anonymous	6:15:11 PM	Please add public restrooms in several places - any plans for that? We have an increasing human waste problem downtown ... sorry for the not so delicate topic.	6	Slido
Mariah Swan	6:15:58 PM	Has there been consideration for a river wave or some kind of downtown river access and recreation opportunity?		GoToMeeting
Pia Hallenberg	6:17:48 PM	Just for the record: the restroom question came from me. I did not mean to be anonymous.	2	Slido
Michael and Eric Horsted	6:19:29 PM	any planning for electric car charging distribution?	4	Slido

¹ "Upvotes" is a feature of the Slido application only. It is not present in the GoToMeeting report.

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Thomas Bassler	6:20:09 PM	Does increasing the homeless downtown meet two of your stated goals of more people living downtown and engaging public spaces?		GoToMeeting
Anonymous	6:20:47 PM	Has there been any consideration around recreational river access and river opportunities around downtown? Such as a river wave?	1	Slido
Dave Roberts	6:20:55 PM	Please, would you briefly elaborate with regard to "energize alleys?"		GoToMeeting
Olga Lucia Herrera	6:21:04 PM	Is this plan considering the changes that are soon going to be decided around the new stadium?	5	Slido
M Winkes	6:21:54 PM	Several of us have asked for Portland restrooms in the downtown area	3	Slido
Grant Shipley	6:22:13 PM	Rather than only "walkable", I would like to see more references specificall to "bikeable and non-motorized transport friendly".		GoToMeeting
Sharon Smith	6:22:31 PM	Were there any nonprofit service deliverers involved in this, especially those who work downtown with for outreach and service with unhoused residents?		GoToMeeting
Anonymous	6:22:57 PM	Is it the opinion of planners that the height restrictions are a factor in the two major development sites from 2008 that have not been improved?	1	Slido
Anonymous	6:23:38 PM	Will there be more lighting (ex. parkade alley) and/or emergency blue light phones to help the safety of the growing downtown area?	3	Slido
Thomas Bassler	6:25:46 PM	Good answer. Thanks		GoToMeeting
Alexander Wolfe	6:27:48 PM	Regarding surface parking along Spokane falls Blvd. Are there any reasons we can't encourage fine grained, mixed use construction there? A large, single use building will likely do less to enliven the streetscape and bring financial sustainability than many smaller buildings with mixed uses as seen in cities in Europe or Japan (such as housing above mixed use groceries and offices)		GoToMeeting
Dave Roberts	6:28:55 PM	Does "Reduce impacts from surface parking" imply new structured parking?		GoToMeeting
Greg Brandt	6:29:20 PM	Alleys would be great for bicycles and pedestrians but these alleys are used for our deliveries and shipments. will we still be able to operate business as usual?		GoToMeeting
Anonymous	6:30:07 PM	Are Parklets being considered for repurposing the excess street parking? Would love to see that	5	Slido

Name	Question/ Comment Time	Comment or Question Asked	Up- votes¹	Program Report Source
Janean	6:31:02 PM	Did the traffic analysis conclusion consider COVID conditions -- no arts/entertainment patrons traveling right now? Or "The Podium" sports facility on Dean?	2	Slido
Kirstin Davis	6:31:08 PM	What is the role of the Downtown Plan within the overall Comprehensive Plan and other planning projects like transportation, etc?		GoToMeeting
Sharon Smith	6:31:33 PM	Is there a place we can view the steering and other committee members?		GoToMeeting
Thomas Bassler	6:32:35 PM	Not enough parking is present downtown. That is why Diamond and other parking owners make so much money.		GoToMeeting
Shae Blackwell	6:32:35 PM	Downtown residents need a more robust parking program!		GoToMeeting
Arielle Anderson	6:33:13 PM	I think it will be important to call out how you will ensure that folks that are on Voucher (Section 8) and other subsidies (short to medium term assistance, such as Rapid Rehousing) will be able to access the new housing development. Also, and just for clarification, when you say "Transitional Housing do you mean Emergency Shelter?		GoToMeeting
Thomas Bassler	6:33:41 PM	If sufficient parking is present, why do owners of parking make so much and can charge so much money?		GoToMeeting
Alexander Wolfe	6:34:01 PM	As a cyclist, I stopped going downtown when bicycles were prohibited from using the sidewalks, as one might see in Helsinki. The one way streets are nice for cars, but as a cyclist they make it about 4x as difficult to navigate downtown, even with increased bicycle lanes (e.g. if I need to bike one block up a 1 way street, I may need to bike 4+ blocks to reach that same destination.) Have 2-way bicycle lanes been considered to make downtown more bicycle friendly?		GoToMeeting
Alexander Wolfe	6:37:24 PM	Housing affordability and lack of new housing stock is an increasingly prominent burden on Spokane. What are the major impediments to increasing our housing stock and how might that be reflected in the downtown plan?		GoToMeeting
Greg Brandt	6:38:33 PM	Is there a plan for improving lighting and safety in the pedestrian alleys and railroad bridges?		GoToMeeting
Wendy Bachman	6:41:13 PM	A suggestion- please keep in mind that high price of parking does lead to less people downtown. Seattle parking prices became cost-prohibitive and led to many people no longer going downtown		GoToMeeting
Dave Roberts	6:42:05 PM	If structured parking doesn't "pencil" in the "Entertainment District" (Gerry Dicker, GVD), must it be subsidized to develop it elsewhere downtown?		GoToMeeting

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Thomas Bassler	6:43:44 PM	Exactly, Wonderbuilding would not spend millions on a parking structure if adequate parking was present. Thanks Andrew Rolwes comments. A shortage of all parking, (surface, covered, secure and street) exists.		GoToMeeting
Janean	6:44:30 PM	Thank you for acknowledging Civic Theatre as an arts resource. The proposed stadium arguments do not consider the negative impact on this venue.	1	Slido
Alexander Wolfe	6:47:44 PM	Parking is likely in high demand, as Spokane is a fairly car-centric city. Has a parking solution similar to Poulsbo or Tacoma's been considered? To clarify, Tacoma has a large, free parking garage near downtown, with free public transportation into the downtown core (Tacoma uses a street car, though i imagine it would be busses here in Spokane)		GoToMeeting
Thomas Bassler	6:47:55 PM	Is it possible that part of the reason that a wait list for covered secure parking exists is that crime and vandalism is increasing so people want secure parking?		GoToMeeting
Rickey Jones	6:51:31 PM	Is the downtown housing affordable? With the median household income in Spokane being \$57,000, will rent be around \$1,425 or what is 30% of that median income? I'm curious who will be able to move downtown and enjoy the amenities.		GoToMeeting
Thomas Bassler	6:52:08 PM	How can we activate the alleys when the streets are full of people defecating fornicating screaming and vandalizing? Who will go into the alley? People are not coming downtown as it is. Why spend money on alleys?		GoToMeeting
Anonymous	6:52:24 PM	Can we stop talking about car parking and start talking about how to make walk/bike/bus travel downtown better so we don't need the parking in the first place?	12	Slido
Olga Lucia Herrera	6:53:47 PM	comment: Big cities, London, New York or Bogotá have city lines via metro or bus that make it irrelevant to provide cheap parking to attract people downtown	9	Slido
Pia Hallenberg	6:55:10 PM	As someone who lives in one of the alleys, I appreciate the focus on alleys - especially if it brings lighting and cleaning. I represent a household that's been downtown in an alley for almost 20 years - we love our alley.		GoToMeeting
Thomas Bassler	6:57:01 PM	Lesley you are correct. When a local property owner likes the activity, the activity is usually good. Homeless activity hurts local property owner. You cannot get to the alley if the streets are blocked by homeless. The homeless need to be solved first.		GoToMeeting

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Alexander Wolfe	6:57:39 PM	The north bank seems ripe for a lot of the solutions downtown might need. Given that it lacks the charm and density already existing in the historic core, as well as it's good connectivity to Riverfront park and downtown, what do the plans for the north bank look like? Personally, I'm a-okay with a bit of a free-for-all, just to see how it would naturally develop... but also with the city's help!		GoToMeeting
Pablo Monsivais	6:58:49 PM	Please comment on the vision for Downtown entrances. The south edge in particular (90) is at an inhumane scale and not inviting for people on foot or bikes	8	Slido
Dennis Swennumson	6:59:26 PM	Just a comment. It's troubling to see a Downtown Ambassador program increasingly becoming a security patrol. Vests and tactical gear doesn't seem welcoming.		GoToMeeting
Pablo Monsivais	7:04:00 PM	Parkade Bldg would make an amazing apartment and mixed use building	4	Slido
Pablo Monsivais	7:10:06 PM	If it isn't balanced, which way is it imbalanced??		GoToMeeting
Thomas Bassler	7:12:26 PM	Crime and homeless should be included in the choice. Not just walking and parking and access.		GoToMeeting
Pablo Monsivais	7:16:19 PM	yes ignore that earlier one.		GoToMeeting
Thomas Bassler	7:17:44 PM	Do alley lighting and cleaning of alleys reflect an issue of vagrants?		GoToMeeting
Ann	7:18:12 PM	Before bike riders feel good shopping downtown, there need to be places to lock bikes. Any help from merchants on this?	7	Slido
Alexander Wolfe	7:20:05 PM	Is it possible to consider changing zoning to allow for use under I-90, similar to how elevated railways are used in Tokyo, or Berlin?		GoToMeeting
Alexander Wolfe	7:22:55 PM	For access to downtown from the west, would it be possible to consider a wheelchair/bike/pedestrian ramp along N Maple between Broadway and Summit?		GoToMeeting
Pia Hallenberg	7:24:24 PM	Comment: it was a big mistake to kill the under the freeway skatepark here -		GoToMeeting
Anonymous	7:25:43 PM	As a longtime downtown resident I'm wondering how this plan incorporate measures to improve public perception and media coverage of the safety of downtown.	0	Slido
Anonymous	7:27:35 PM	Cars are bad—please respond.	4	Slido

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Anonymous	7:27:38 PM	The bus plaza needs to be relocated to the Intermodal Center and/or under the freeway. It is a nuisance in it's present location, especially for cyclists.	2	Slido
Thomas Bassler	7:28:27 PM	I bike to work downtown. What issues do people have? I have no issues and I work on First Ave and bike from 57th. Our roads are more friendly than any in Europe.		GoToMeeting
Thomas Bassler	7:29:35 PM	I see vagrants biking all over downtown. Stop lights do not slow them down. What do people want?		GoToMeeting
Michael Perry	7:29:47 PM	thank you folks for your efforts, looking forward to a well planned city		GoToMeeting
Anonymous	7:30:18 PM	Is there a plan to add more trees and green spaces along sidewalks?	6	Slido
Thomas Bassler	7:30:31 PM	I agree. The buses are bad for bikes and I bike to work. How can we get rid of the buses?		GoToMeeting
Anonymous	7:30:56 PM	tunnel I-90 through the core downtown corridor, build that surface space into connecting the lower south hill with downtown, add housing, retail, green space?	3	Slido
Dave Roberts	7:31:26 PM	If downtown residential continues to advance, we must include planning for children and pets: crossings, signage, play areas, etc		GoToMeeting
Pablo Monsivais	7:32:16 PM	Are they done with Bertha in Seattle? Maybe we can borrow it for cheap.	2	Slido
Tommy Feathers	7:32:26 PM	Moving to Spokane in 2021 ,love your city		GoToMeeting
Shae Blackwell	7:32:27 PM	Can illegal panhandling be addressed in the plan?		GoToMeeting
Alexander Wolfe	7:33:09 PM	What part of the plan have we not talked about yet that we should? Also, what part of the plan are you most excited about so far?		GoToMeeting
Dave Roberts	7:33:45 PM	This will include accommodating school busses as well.		GoToMeeting
Thomas Bassler	7:35:12 PM	Does the City Council support the increase of the homeless because increasing the homeless meets three of your stated goals? Activate alleys Increase people living downtown Engaging public spaces		GoToMeeting
Pablo Monsivais	7:35:48 PM	The surge in walking and biking in Spokane during the pandemic shows that there is a lot of appetite for active travel when people feel safe.	5	Slido

Name	Question/ Comment Time	Comment or Question Asked	Up- votes ¹	Program Report Source
Anonymous	7:36:18 PM	Relocate I-90 (tunnel?) parallel to the railroad tracks as far East as possible and restore the neighborhoods. We missed an opportunity with Playfair.	1	Slido
Susan Horton	7:46:18 PM	Why is there so little, if anything, in the Plan regarding the increasing criminality in downtown Spokane, and the need for better new jail system that would treat addiction and recovery		GoToMeeting
Alexander Wolfe	7:49:53 PM	I'm sure it's been difficult to hold your tongue in such a public setting, so thank you all for the decorum and professionalism!		GoToMeeting
Shae Blackwell	7:50:04 PM	The most important thing is a safe place to live, work, play, pray and do business.		GoToMeeting
Jessica Engelman	7:50:04 PM	Where does creating car-free public plazas on low-traffic street blocks (such as Howard) fit into the plan? They would help with the lack of public/green space.	4	Slido
Pablo Monsivais	7:50:53 PM	Yes thank you all for your work on this.	1	Slido
Briana	7:51:12 PM	Thank you for putting this event on.	1	Slido
Anonymous	7:51:34 PM	Love this forum. Thank you for taking the time and also for answering our questions.	1	Slido
Alexander Wolfe	7:52:13 PM	Have you considered two-way bicycle lanes downtown? The one way streets are a bit of a hassle as a cyclist.		GoToMeeting
Dave Roberts	7:52:27 PM	This is not a 10-year horizon matter but, some buildings won't be sustainable past 150-200 years. How should we plan for redevelopment of these buildings?		GoToMeeting
Anonymous	7:52:45 PM	absolutely agree with Shea	0	Slido
Briana	7:52:48 PM	I agree with Shae regarding these matters.	0	Slido
Pablo Monsivais	7:52:51 PM	Comment: The city's data shows a big uptick in walking and biking in Spokane during the pandemic, showing that there is a lot of enthusiasm for active modes of transportation. when people feel saf		GoToMeeting
Thomas Bassler	7:53:49 PM	I am a cyclist and I feel safer on one way streets. I		GoToMeeting
Anonymous	7:53:59 PM	I have no problem with the one way streets downtown on a bicycle.	2	Slido
Anonymous	7:55:24 PM	I usually ride in the outer lanes of one way streets unless the are delivery trucks. Then I take the middle and keep my speed up.	1	Slido

Name	Question/ Comment Time	Comment or Question Asked	Up- votes¹	Program Report Source
Ann	7:57:21 PM	I've learned a lot about the types of details you city planners consider. Thanks for giving us a chance to learn and to be involved!	0	Slido
Anonymous	7:57:36 PM	The "bike lane" along Main is a car door lane. It needs to be widened to full width and sharrows placed.	3	Slido
David Adams	8:39:24 PM	More bikes, more scooters, and more electric bikes are coming. We will need safe pathways downtown. Also, will these pathways connect to safe bike routes?	1	Slido

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 16, 2021 9:10:43 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Chris Thoma

Email: cethoma@msn.com

Message: I do not think that the sports arena should be located downtown. I should remain at the Joe Aldi stadium and be remodeled. Like we voted on!

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Tuesday, March 16, 2021 9:29:40 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Gary Lee

Email: spokanyte@yahoo.com

Message: Gonna make the rich richer. sad That our t vote means nothing

Status: I live in Spokane

From: Gwinn, Nathan
To: ["olsonkdot@gmail.com"](mailto:olsonkdot@gmail.com)
Cc: [Andrew Rolwes](#); [Jeff Arango](#)
Subject: RE: Form Submission - Downtown Plan Comment Box
Date: Thursday, March 18, 2021 4:54:00 PM

Good afternoon Mr. Olson,

Thank you for your comments. I will add this message to the public record for the file.

For information, the Olmsted Bros. Report's quote about the great gorge is included (on page 11 of the draft). Some unfinished elements of the Great Gorge Plan are included:

- In the Public Space map (on page 85 of the draft), please see the unbuilt Priority Project 14's trail along the river depicted between Huntington and Redband parks under the Monroe St Bridge.
- The draft description of Opportunity Site 7 (Bosch Lot, page 101) correlates closely with Great Gorge Plan's Priority Project 12 at Veterans' Court.

Sincerely,

Nathan Gwinn, AICP | Assistant Planner | Planning & Development
509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

City of Spokane Downtown Plan Update web page:

<https://my.spokanecity.org/projects/downtown-plan-update/>

From: Squarespace <form-submission@squarespace.info>
Sent: Tuesday, March 16, 2021 10:15 PM
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Kenneth Olson

Email: olsonkdot@gmail.com

Message: A lot to like in the plan. Might help sell it if, like Strong Towns likes to say, Downtowns are the tax engine for the City.

I did not see anything in the plan about a downtown football/soccer stadium. Maybe you are waiting for a new advisory vote?

I very much support the active transportation enhancements, including secure parking.

Did I miss something about Great Gorge Park?
Thanks.

Status: I live in Spokane, I visit Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 17, 2021 9:55:30 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Cliff Winger

Email: c_wings@yahoo.com

Message: Parking is a big issue to visit Downtown Spokane.

Another issue important to Downtown Spokane: How is event traffic going to be funneled into the Downtown businesses after a large event on the North Bank when thousands are released in a short time? Failure to plan a rational event flow into the Downtown area will push North Bank event goers into North Spokane and Spokane Valley. Is this what the businesses in Downtown Spokane want?

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 17, 2021 11:38:44 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Brian Fleck

Email: bfleck@paw1.com

Message: Downtown is Dying! Thanks to Governor Inslee's overreaching mandates and his nanny state disciples! I work down here every day and more than 1/2 of my favorite restaurants may be gone for good! Resist is what I say! Use your common sense and stay home if you're sick. Lockdowns are only helping to destroy businesses and lives!

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 17, 2021 4:18:05 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Tom Krzyzanek

Email: krzyztom@gmail.com

Message: It looks like our River Front Park is almost done with renovations, but...please find an additional funding to re-paint that old rusty blue bridge. It is an eye sore at this point and it make the whole project incomplete.

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Wednesday, March 17, 2021 5:23:41 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Kathryn Alexander

Email: kathrynalexander2017@gmail.com

Message: I love the idea of a thriving and vibrant downtown! One question - I'm not hearing ANYTHING about repairing or maintaining those downtown sidewalks. Many of them are dangerous to normal people, but many more are dangerous to anyone who has trouble seeing, walking or has balance issues, and that's quite a few of us. I know maintenance is not sexy and it's something we've put off for decades, but don't you think now is the time? Maybe we need to go to the voters for the money, but it needs to be done! It needs to be done either before or during we make any improvements, because if we don't make our sidewalks walkable, those 'improvements' will have limited benefit.

Status: I live in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 19, 2021 9:43:10 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Elizabeth Willard

Email: fortheartz@gmail.com

Message: The future of downtown is doomed if the homeless/vagrant issues are not fully addressed. Spokane needs laws, ordinances and real enforcement in order to assure a safe, quality city for it's citizens. Since moving back to my hometown from other big cities around the country, I can see major mistakes being made by the city that reinforce and assure a spiraling downhill for the quality of life for the taxpaying, law abiding, citizens of this city. Response time for police and fire after 9-11 calls are not sufficient and need an overhaul. Now is the time, if the city continues to be passive on this issue, you might as well start boarding up downtown and throw in the towel.

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 19, 2021 9:58:58 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: chris bauman

Email: baumantn@gmail.com

Message: Will an entertainment district be established downtown? As more activity occurs around new businesses, noise is going to increase. Will protections be given to businesses that inherently cause more noise and activity on the streets? Spokane needs to designate certain streets downtown where nearby residents are not able to complain about a restaurant that is open late and has people talking outside, or a bar that is playing music. Downtown is never going to be as quiet as South Hill, and this level of activity is precisely why people come downtown to have fun.

(Many previously vibrant neighborhoods of Seattle are being constricted as new residents move into the area and complain about noise levels.)

Status: I live in Spokane, I visit Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Friday, March 19, 2021 10:49:23 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: chris bauman

Email: baumantn@gmail.com

Message: I do not like the proposed school district stadium. The events hosted here will bring in hordes of car traffic to downtown, this goes against the vibrant walkable downtown plan. Please help the school district understand that the proposed move of their stadium is contrary to what this plan wants to achieve of a fun inviting place to live work and play.

Status: I live in Spokane, I work in Spokane

From: [Squarespace](#)
To: info@spokanedowntownplan.org
Subject: Form Submission - Downtown Plan Comment Box
Date: Sunday, March 21, 2021 11:19:21 AM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Sent via form submission from [Spokane Downtown Plan](#)

Name: Catherine Lamb

Email: bungalowcathi@gmail.com

Message: The only part about the new plan that I am not in favor of is the part about shipping the homeless into the residential neighborhoods. It is already causing more crime and filth and fearfulness to which the police do not respond.

Status: I live in Spokane

From: [Andrea Benson](#)
To: info@spokanedowntownplan.org
Subject: Comment about parking upgrades
Date: Thursday, March 25, 2021 4:59:26 PM
Importance: Low

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi:

I just have a quick comment regarding changes to the downtown core. I find it quite discouraging when I hear about raising parking rates at meters and in lots, particularly comments about changing rates based on time of use.

I find it completely counter-intuitive to talk about wanting to revitalize the downtown area and increase use of downtown stores and restaurants and then talk about raising parking rates. Why would I go to a store or movie theater downtown where I have to pay for parking instead of going to a mall or stand-alone shop with free parking? This makes no sense. If you want people to visit your stores and restaurants, provide free (for 2 or 3 hours) or very cheap parking to encourage them to come.

In addition, when the time to pay for meters moved to 7 pm, it became very difficult to go to dinner downtown and park in the street. If you are meeting someone at say 5:00, you probably park around 4:45. 2 hours is a very quick dinner and doesn't allow anytime for lingering or going to a bar afterward.

Make it easy for people to find reasonable parking and they will be more likely to come downtown. To be honest, when we are going out, many times we say let's stay in the Valley or go to the South Hill so we don't have to mess around with meters or an expensive parking lot.

Andrea Benson

Sent from [Mail](#) for Windows 10

From: [Cliff Winger](#)
To: info@spokanedowntownplan.org; [Gwinn, Nathan](#)
Subject: School District 81 Survey
Date: Thursday, March 25, 2021 2:53:05 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Nate,

Thank you for your presentation on the Downtown Plan yesterday (3/24). You have done a good job!

The Spokane Schools (SPS) put out a post-card for a survey on stadium choices. The issue the Downtown Plan and DSP should consider from our citizen comments in the SPS survey is the Spokane Residents' opinion of Downtown. The SPS survey is here: <https://my.thoughtexchange.com/#180214610/discover> .

Whether through the survey or from SPS District 81 staff, comments and attitudes on Downtown Spokane from the SPS survey should be included in the Downtown Plan.

I know the Downtown Plan is over budget, including additional comments may not be possible.

Comments yesterday at the Plan Commission Workshop were concerning. Some Downtown business look down on the homeless and their class. (In 2021 this attitude is very unacceptable.)

However, as you find in some of the SPS survey comments folks who are not "Downtown" (i.e. mainly north of Garland/Empire and south of 19th Avenue) have apathetic feelings about Downtown Spokane.

The best question for DSP to ask itself is: Why many Spokane Residents do not frequent Downtown? How does the Downtown Plan address issues that Not-Downtowners want to be addressed?

These questions may be, at this late date, out of the scope of the Downtown Plan, but, these questions are important for the survival of the downtown businesses. With more people working from home (empty office space), and national travel restrictions, Downtown Businesses need many local customers to visit so they can survive.

A word to the wise should be sufficient.

Sincerely,

Cliff Winger
Shiloh Hills Neighborhood Council
Spokane WA 99208

April 22, 2021

To Spokane's Plan Commission & Lori Kinnear, Parks & Michael Cathcart, City Council & President:

Re: Bosch Lot and Downtown Spokane Plan update; I wasn't allowed to speak April 14 to Plan.

Please carve out the Bosch lot for further review in the proposed Plan going to Council in May. Why?

1) The Bosch lot is not private property, as current maps depict, no more than the Spokane Park system is private property. In 1974, the Bosch family property was condemned in order to become part of Central Riverfront Park for Expo '74. The Bosch family was assured the site would become a park space. Federal funds, however, came through in 1975, so the RCO in Olympia assumed oversight, insuring the space would be used for "outdoor public recreation" as federal funds designated. Precisely why the proposed 9 story private indoor climbing wall failed in 2017. The city withdrew that plan from the RCO.

2) A tepid "some success" was the reply I got at the March 16, 2021 Downtown Plan Open House when I asked if the city had had any success involving the Spokane Tribe in the proposed Plan. What???

a) Not one Spokane Tribe member or Tribal Council Member was included on the Steering Committee.

b) p. 63 of the proposed Plan does not include the Upper or Lower Falls as Cultural Sites. Glaring error.

c) p. 17 lists it as a Private Opportunity Site. For retail and parking? With no tribal or public input! My comments at the Feb., 2020 Wonder Building Open House were rewritten as 'repurpose Bosch lot.'

d) The possibilities of the site far exceed the decades-old convenience of city parking for City Hall.

e) Mayor Mary Verner failed to get a 2-story museum at the site. So what CAN legally be created? ASK!

3) The proposed Plan can be used to revision and redesign the Bosch lot in alignment with its own goals:

a) Goal 2, multiple modes of transport: Read wheel chairs, baby carriages, bicycles, ? Lime scooters?

b) Goal 3, active vibrant sidewalks, pilot projects: Blow the North Bank open to more green space!

c) Goal 5, redevelop surface parking lots: into MORE than a 3-story parking garage. Into a cultural site.

d) Goal 7, street scapes, support cultural venues: Yes, since Bridge St. and Post remain for vehicles.

e) Goal 8, startup infill: What can be done with the Tribe, the MAC, and F. Schoenberg's world class collection, formerly housed at Gonzaga University, "supported by patrons around the nation."

f) Goal 13, activate public spaces downtown. Include Native and local artists and architects, please.

"Focus on People" and "Test and Evaluate New Ideas," to quote the Preface to the Plan update, 4/3/21.

Yours,

Carol Ellis 2015 E. 36th Ave. Spokane, WA 99203 509 533 0587h 509 570 3868c

From: [LINDA BIEL](#)
To: [Gwinn, Nathan](#)
Subject: RE: Public Hearing - Spokane Downtown Plan
Date: Friday, April 30, 2021 12:58:14 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Nathan,
thank you for responding. In 2015, per your record, our corridor was included in the street improvement record. It just seems like Spokane is making things that are already nice, nicer. The eye sores that could use help, the 104 S. Division area, will continue to be horrible eye sores, which is a turn off for visitors entering and departing our city via Interstate 90.
Please add that to the public record.
Thank you
Linda Biel

On 04/30/2021 10:50 AM Gwinn, Nathan <ngwinn@spokanecity.org> wrote:

Good morning Ms. Biel,

Thank you for your comment. I will add it to the public record for the file.

This plan would apply to the entire Downtown Planning Area, including the addresses you mention, unless something in the plan is specific to a smaller area or site. The addresses you mention are outside the current Business Improvement District boundary, being located south of Sprague Avenue and east of Browne St, but that is a smaller area with separate assessments and programs than this plan would cover. There is more information about the BID at [its website](#). The addresses you mention are located within the Downtown Planning Area.

Sincerely,

Nathan Gwinn, AICP | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org

City of Spokane Downtown Plan Update web page:

<https://my.spokanecity.org/projects/downtown-plan-update/>

From: LINDA BIEL <lindabiel@comcast.net>
Sent: Thursday, April 29, 2021 12:06 PM
To: Gwinn, Nathan <ngwinn@spokanecity.org>
Subject: Re: Public Hearing - Spokane Downtown Plan

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Nathan

Thank you for sending us the downtown plan for Spokane. I didn't see anything for the downtown plan for Urbanna, which is part of downtown.

Our area, much more so than than the area next to city hall, needs safety for walking pedestrians, safety for the traffic coming off I90 from continuous jay walkers crossing Division to Catholic Charities on 1st, and the huge amount of daily litter, peeing, drug dealing and loud curse words shouted on the sidewalks. We have a super big problem and why isn't the city addressing it rather than the park?

History from 1907, according to the Mac Museum Archives, is the area we occupy and was the breadbasket for the entire Northwest. History coveted our area, and now it's ignored.

Urbanna had 51 employees, now after the Covid shut down and the 25% occupancy regulations, causing us to lease out our extra parking lot, which is located across the street from the Donna Haven, Haven 2 and also the Father Bach Haven. Safety for our single girls and young mothers must walk in the dark to get their car. We have asked, and asked, and asked, for help to insure the safety for our staff and clients who must walk a distance at night, yet we haven't received any hope.

Below, I copied highlights posted in the draft plan. We are not in this "well-organized" Downtown plan, but we are considered downtown. We had to move Urbanna 3 years ago because of the continued violence and crime conducted around our business, we would have had to close if we didn't move. But, we still have that parking lot at our old 168 Division St.

location. What's the plan for our area? Please communicate with us.

Is there any hope for safety for the rest of Spokane, or is it just for the park visitors and City Hall's front yard? We are not rich, we are not powerful, but we should count too.

Thank you,

Linda Biel

104 S. Division St.

Spokane, WA 99202

Rough Draft Proposal

A connected and walkable Downtown;
%o Thriving arts, culture and historic places;
%o A great place to live, work, and play;
%o Welcoming and engaging public spaces for all; and
%o A well-organized Downtown.

On 04/28/2021 12:03 PM Gwinn, Nathan
<ngwinn@spokanecity.org> wrote:

Good afternoon Spokane Downtown Plan contacts and interested parties,

Please find the attached Notice of Application, Public Hearing and SEPA Determination for the Spokane City Plan Commission hearing scheduled for 4 p.m. May 12, 2021. The proposed [*Spokane Downtown Plan*](#) is an amendment of the Comprehensive Plan through repealing and replacing the 2008 Downtown Plan: *Fast Forward Spokane: Downtown Update*. The new subarea plan includes a vision for future development and identifies five overarching goal categories, which contain specific policies and actions that reflect a public participation process since 2019.

How to Comment: Written and verbal comments on this proposal are welcome. You may email comments to me and/or follow instructions on page 2 of the meeting agenda to testify during the hearing to the Plan Commission. The meeting agenda will be posted one week in advance of the hearing at the [Plan Commission's webpage](#).

I will send an additional notice when the City Council hearing is scheduled.

More information can be viewed online at the City's project webpage:

<https://my.spokanecity.org/projects/downtown-plan-update/>

Sincerely,



Nathan Gwinn, [AICP](#) | Assistant Planner | Planning & Development

509.625.6893 | ngwinn@spokanecity.org | www.spokanecity.org



From: [Carol Ellis](#)
To: [Gwinn, Nathan](#)
Cc: [Kinnear, Lori](#); [Stratton, Karen](#)
Subject: Updated Downtown Spokane Plan
Date: Friday, April 30, 2021 3:19:36 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Nathan, Thanks for removing the word 'Private' to describe the Opportunity Sites in the Plan, including the Bosch lot.

Thanks for emphasizing the need to include the Spokane Tribe in decision-making for that site.

I wish its proximity to the lower Spokane Falls might have been included in the description.

I emailed the RCO, the Recreation and Conservation Office, in Olympia. It has gone through channels & is in the hands of someone who has said they can answer my questions. I will forward my email to the RCO to you three now.

Best to you all, thanks for your dedication to Spokane,

Carol Ellis

From: [Carol Ellis](#)
To: [Gwinn, Nathan](#); [Plan Commission](#); [Kinnear, Lori](#)
Cc: [Beggs, Breean](#); [Jones, Garrett](#); [Stratton, Karen](#); [Cathcart, Michael](#)
Subject: RCO on the City of Spokane Bosch Property, North Bank
Date: Tuesday, May 4, 2021 1:52:23 PM
Attachments: [image001.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Myra Barker of the RCO in Olympia responded May 3 to my question regarding the Opportunity Site of the Bosch lot in the proposed revised Downtown Plan.

With the Post St. Bridge rebuild taking a year longer than planned, we have an opportunity to include Parks on the Downtown Plan. Myra emailed both Garrett & me May 3.

Of note: the 2014 revised Riverfront Park Plan shows Post St. Bridge as being pedestrian only, and the Bosch lot as being an improved parking area.

With the Spokane School Board poised to make a decision on siting their football stadium downtown, is it not time to look again at the following:

- 1 using the Bosch lot on the North Bank for green space with cultural/historical/artistic emphasis? Involving the Spokane Tribe?
- 2 reconsidering the Post/vehicle use designation? Jim Frank and I agree it should probably be pedestrian.
- 3 reconsidering a shuttle running from the North Bank south on Howard, west across Spokane Falls Blvd, & north up Post? To bring people who've parked on North bank downtown?
- 4 keeping space allocated for a 4 story parking garage on the north side of the Arena? Farther from the Civic Theater?

For the Future,

Carol Ellis

From: Barker, Myra (RCO) <Myra.Barker@rco.wa.gov>
Sent: Monday, May 3, 2021 12:50 PM
To: : Carol Ellis <carolellisspokane@hotmail.com>
Cc: nhamad@spokanecity.org <nhamad@spokanecity.org>; gjones@spokanecity.org <gjones@spokanecity.org>
Subject: RE: Email to RCO on the City of Spokane Bosch Property

Hi Ms. Ellis,

Thanks again for your message.

If you have a question about a specific type of activity or facility, I'd be glad to respond to that from an RCO perspective.

Generally, interpretive kiosks and interpretive signage are most often the type of recreational/educational amenities that are eligible at a funded site. Interactive play structures can also provide recreational/educational benefits. And funded sites across the state serve as places where classes and groups meet outdoors for educational purposes.

Indoor buildings or structures are not eligible uses. That would include structures like an interpretive center, lodge, museum, a community/meeting center, and classrooms.

The city has received RCO approval to use a portion of the Bosch Lot for staging for the Post Street Bridge project with the understanding the property would be redeveloped to support Centennial Trail and Riverfront Park use.

I've copied city Parks staff on this message. I encourage you to contact and work with them on your interests.

I hope this is helpful. If you have any questions, please do let me know.

I am working from home to help avoid possible spread of the coronavirus. During this time the best way to contact me is by e-mail or phone at 360-867-8508.

Myra Barker (she/her)
Compliance Specialist
Recreation and Conservation Office
1111 Washington Street SE
PO Box 40917
Olympia, WA 98501
360-867-8508



Envisioning a Washington with abundant recreation spaces, healthy habitats and working farms and forests.

From: Barker, Myra (RCO)
Sent: Friday, April 30, 2021 11:59 AM
To: : Carol Ellis <carolellispokane@hotmail.com>

Subject: Email to RCO on the City of Spokane Bosch Property

Hi Ms. Ellis,

Thank you for your message. I wanted to let you know that your email was forwarded to me today and that I'll provide a response to your questions early next week.

I appreciate your patience.

I am working from home to help avoid possible spread of the coronavirus. During this time the best way to contact me is by e-mail or phone at 360-867-8508.

Myra Barker (she/her)
Compliance Specialist
Recreation and Conservation Office
1111 Washington Street SE
PO Box 40917
Olympia, WA 98501
360-867-8508



Envisioning a Washington with abundant recreation spaces, healthy habitats and working farms and forests.

From: Carol Ellis <carolellispokane@hotmail.com>

Sent: Wednesday, April 28, 2021 2:27 PM

To: RCO MI General Info (RCO) <info@rco.wa.gov>; Carol Ellis <carolellispokane@hotmail.com>

Subject: Bosch lot in Spokane

External Email

Although the management of the Bosch lot in Central Riverfront Park calls for "outdoor public recreation," can the City of Spokane apply for a combination recreational/educational use with the Spokane Tribe, as it lies adjacent to the Lower Spokane Falls? Current use is as A parking lot and staging for rebuilding the Post St. Bridge, but the City is rewriting their Downtown Plan.

Carol Ellis, native Spokaneite,

A leader of the 2017 movement opposing A 9 story climbing wall at the Bosch lot

Sent from [Mail](#) for Windows 10

EXHIBIT 6 – RELATED COMPREHENSIVE PLAN GOALS AND POLICIES

Note: For full Comprehensive Plan text, visit: <http://my.spokanecity.org/shapingspokane/comprehensive-plan/>

CHAPTER 3 LAND USE – PAGE EXCERPTS FROM RELATED GOALS AND POLICIES

CHAPTER 4 TRANSPORTATION – PAGE EXCERPTS FROM RELATED GOALS AND POLICIES

CHAPTER 7 ECONOMIC DEVELOPMENT – PAGE EXCERPTS FROM RELATED GOALS AND POLICIES

CHAPTER 10 SOCIAL HEALTH – PAGE EXCERPTS FROM RELATED GOALS AND POLICIES

3.2 VISION AND VALUES

Spokane volunteers working to develop the 2001 Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Land use is defined as the general location of various uses of land, population density, and building intensities.

Vision

"Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the environment, and sustain the downtown area and broaden the economic base of the community."

Values

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

- Acquiring and preserving the natural areas inside and outside the city;
- Controlling urban sprawl in order to protect outlying rural areas;
- Developing and maintaining convenient access and opportunities for shopping, services, and employment;
- Protecting the character of single-family neighborhoods;
- Guaranteeing a variety of densities that support a mix of land uses; and
- Utilizing current residential lots before developing raw land."

3.3 GOALS AND POLICIES

Goals and policies provide direction for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. The land use goals and policies establish a framework for future growth and development of the city.

Much of the future growth will occur within concentrated areas in Neighborhood Centers, District Centers, Employment Centers and Corridors designated on the Land Use Plan Map. While this growth occurs in Centers and Corridors, established single-family residential neighborhoods will remain largely unchanged.



The Centers and Corridors contain a mix of uses, including higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities (parks, government and schools). In addition to these uses, areas designated as Employment Centers emphasize a strong employment component such as major offices or light industrial uses. Street patterns within the Centers and surrounding neighborhoods enable residents to walk or bicycle for their daily service needs and to access each center's transit stop. Higher density housing within and around the Centers supports business in the Center and allows for enhanced transit service between Centers, along Corridors and to the downtown area. Center designations on the Land Use Plan Map may change to reflect neighborhood planning decisions.

Other important directives of the land use goals and policies include:

- limiting commercial and higher density development outside Centers and Corridors to support growth and development of Centers and Corridors;
- directing new higher density housing to Centers and Corridors and restricting this type of development in single-family areas; and
- using design guidelines to ensure that commercial buildings and higher density housing are compatible with existing neighborhood character in and around Centers and Corridors.

LU 1 CITYWIDE LAND USE

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

Policies

LU 1.1 Neighborhoods

Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

Discussion: Neighborhoods generally should have identifiable physical boundaries, such as principal arterial streets or other major natural or built features. Ideally, they should have a



Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

Policy LU 1.8 amended by Ordinance C35842 on January 17, 2020.

LU 1.9 Downtown

Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.

Discussion: Downtown Spokane, designated as the Regional Center, is a top community priority. Its wellbeing influences the entire region via employment, revenue generation, and transit. It should be a thriving Regional Center with a diversity of activities and a mix of uses so that it is alive and vibrant night and day. The mix of uses must include residential (high, medium and low-income), office, entertainment, retail, and parking. It should be developed as a unique collection of businesses, neighborhoods and open spaces with a vision and a plan to which all stakeholders contribute. Major land use changes within the city should be evaluated to identify potential impacts on Downtown.

LU 1.10 Industry

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.

Discussion: Planned industrial locations should be free from critical areas, not subject to conflicting adjacent land uses, readily accessible to adequate transportation, utility, and service systems, and convenient to the labor force.

Commercial and office uses have historically been permitted in most areas that are designated for industrial use. Continuation of this practice may lead to the displacement of the vital industrial lands needed for the economic vitality of the city. The industrial lands inventory in the city and the urban growth area should be evaluated to determine which industrial lands should be preserved for exclusive industrial use and which areas should continue to allow commercial use.

In most cases, residential use is not appropriate in the Industrial designation because of off-site impacts generated by industrial uses and the lack of residential amenities in these areas. However, river-oriented residential use is allowed in areas along the Spokane River where residents can take advantage of the river amenity. Residential uses should be carefully designed to be compatible with industrial uses. This compatibility may be maintained by using slope to other means or separate uses, and through buffers, landscaping, setbacks, fencing or other appropriate measures. The



LU 1.16 Mobile Home Parks

Designate appropriate areas for the preservation of mobile and manufactured home parks.

Discussion: Manufactured and/or mobile home parks provide affordable housing to many city residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase other types of housing. When existing manufactured home parks are redeveloped, many homeowners are unable to move their homes to other sites. Additionally, redeveloped mobile and manufactured home parks are generally not replaced by new parks within the city, resulting in a net loss of this type of housing.

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

Policies

LU 2.1 Public Realm Features

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.

Discussion: The “public realm” is the public or private area where people interact with their surroundings or other people. The “public realm” is affected by the appearance, use, and attractiveness of development and how it functions. It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.

LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

Discussion: Performance and design standards should address, among other items, traffic and parking/loading control, structural mass, open space, green areas, landscaping, and buffering.

In addition, they should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors. An incentive system should be devised that grants bonuses, such as increased building height, reduced parking, and increased density, in exchange for development that enhances the public realm.



LU 3 EFFICIENT LAND USE

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

Policies

LU 3.1 Coordinated and Efficient Land Use

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

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

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

LU 3.2 Centers and Corridors

Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested Centers are designated where the potential for Center development exists. Final determination is subject to a sub-area planning process.

Neighborhood Center

Neighborhood Centers designated on the Land Use Plan Map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-



Amended Jan 17, 2020

3-17



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

Corridors provide enhanced connections to other Centers, Corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

The following locations are designated as Corridors on the Land Use Plan Map:

- North Monroe Street;
- Hillyard Business Corridor; and
- Hamilton Street Corridor.

Regional Center

Downtown Spokane is the Regional Center and is the primary economic, cultural and social center of the region. With the creation and development of the University District on the east end of Downtown, it is also a major academic hub with the collaboration of multiple institutions of higher education. Downtown contains the highest density and intensity of land use, and continues to be a targeted area for additional infill housing opportunities and neighborhood amenities to create a more livable experience.

The following location is designated as the Regional Center on the Land Use Plan Map:

- Downtown Spokane

LU 3.3 Designating Centers and Corridors

Designate new Centers or Corridors in appropriate locations on the Land Use Plan Map through a city-approved planning process.



LU 6.8 Siting Essential Public Facilities

Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.

Discussion: The Growth Management Act requires local governments to include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, and as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

In 2002, Spokane County adopted the Spokane County Regional Siting Process for Essential Public Facilities. It includes a siting review process, location analysis, and requirements for public involvement and is incorporated into city land use regulations. The Spokane Municipal Code (SMC) references that siting process.

LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Discussion: It is important that essential public facilities enhance or improve the environment in which they are proposed. Cost considerations should be balanced with attempts to construct buildings and site features that are compatible with their surroundings.

LU 7 IMPLEMENTATION

Goal: Ensure that the goals and policies of the Comprehensive Plan are implemented.

Policies

LU 7.1 Regulatory Structure

Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.

Discussion: Incentives are one of the tools that can be used to encourage development that is beneficial to the public. For instance, a development may be allowed a higher residential density, greater lot coverage, or increased building height if there is a dedication of open space for public use or some other development feature that results in a direct benefit to the public.



The regulations should be predictable, reliable, and adaptable to changing living and working arrangements brought about by technological advancements. They should also be broad enough to encourage desirable development and/or redevelopment.

LU 7.2 Continuing Review Process

Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.

LU 7.3 Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Discussion: Preservation of historic properties is encouraged by allowing a practical economic use, such as the conversion of a historic single-family residence to a higher density residential or commercial use. A public review process should be required for conversions to a use not allowed in the underlying zoning district. Special attention should be given to assuring that the converted use is compatible with surrounding properties and the zone in which the property is located. Recommendations from the Historic Landmarks Commission and the Historic Preservation Officer should be received by any decision-maker before a decision is made regarding the appropriateness of a conversion of a historic property.

LU 7.4 Sub-Area Planning Framework

Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.

LU 8 URBAN GROWTH AREA

Goal: 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 area necessary to accommodate such growth.



The regulations should be predictable, reliable, and adaptable to changing living and working arrangements brought about by technological advancements. They should also be broad enough to encourage desirable development and/or redevelopment.

LU 7.2 Continuing Review Process

Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.

LU 7.3 Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Discussion: Preservation of historic properties is encouraged by allowing a practical economic use, such as the conversion of a historic single-family residence to a higher density residential or commercial use. A public review process should be required for conversions to a use not allowed in the underlying zoning district. Special attention should be given to assuring that the converted use is compatible with surrounding properties and the zone in which the property is located. Recommendations from the Historic Landmarks Commission and the Historic Preservation Officer should be received by any decision-maker before a decision is made regarding the appropriateness of a conversion of a historic property.

LU 7.4 Sub-Area Planning Framework

Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.

LU 8 URBAN GROWTH AREA

Goal: 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 area necessary to accommodate such growth.



4.2 VISION AND VALUES

Vision

"Spokane will have a well-maintained multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community that respects property and the environment."

Values

"From the 2001 Comprehensive Plan, the community identified the following important elements of Spokane's future:

- Ensuring mobility and access within the city;
- Maintaining the ability to access quickly the outdoors from the city;
- Decreasing north-south congestion;
- Increasing the variety and public awareness of transportation choices;
- Developing and maintaining good public transit;
- Maintaining roads;
- Developing and maintaining pedestrian-oriented neighborhoods; and
- Developing convenient access to the downtown area, increasing parking, bus service, light rail, and satellite parking with shuttles, and improving the pedestrian environment."

In addition, in 2016 the community identified the following as important to Spokane's future:

Well-maintained multi-modal transportation system:

- year-round accessibility for all people and goods,
- inclusivity, and
- diversity.

Safe and efficient mobility for all:

- safety, including protecting vulnerable users,
- valuing individual time, and
- enhancing personal choice.

Economic and community vitality:

- economic vitality,
- protecting personal rights,
- equitable, and
- technological innovation.



A healthy, livable community

- environmental justice,
- environmental conservation,
- enhancing the quality of life,
- sustainable, and
- stewardship.



TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Meet 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/for hire 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. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate 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.

TR GOAL C: 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. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.



changes and elections as successful development requires time to produce observable results. Partner organizations work to reinforce and strengthen the Spokane economy. Greater Spokane Incorporated (GSI), which serves as Spokane's economic development organization and chamber of commerce; the Spokane Public Facilities District; Visit Spokane; Business Improvement Districts; and Public Development Authorities are all examples of organizations working toward a more prosperous Spokane.

7.2 VISION AND VALUES

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

The city's role in economic development involves providing public sector advocacy and investment in support of quality job creation and retention, diversification, and wage levels. The city's Comprehensive Plan lays the foundation for economic development.

Vision

"Spokane will enjoy a quality of life for everyone that includes a diversified economic base that provides a livable wage, a healthy natural environment, and an economically vibrant downtown. Spokane's quality of life will be built on a partnership of diverse interests, including education, business, government, and neighborhoods."

Values

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

- Encouraging livable wage jobs;
- Developing a viable, economically strong downtown area;
- Developing a variety of job opportunities that include professional and industrial as well as service opportunities;
- Ensuring that economic growth pays its appropriate share for costs of new services needed; and
- Encouraging economic development that values the environment as a component of our quality of life."



ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY

Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.

Policies

ED 3.1 Economic Growth

Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.

Discussion: Business start-up, retention, expansion, and recruitment activities foster economic growth. The city should explore and pursue opportunities to create an environment where new businesses can start and existing businesses can grow and develop.

ED 3.2 Economic Diversity

Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.

Discussion: Encourage a range of industry size and types to provide economic stability during economic shifts.

ED 3.3 Enterprise Opportunities

Continue to create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane's economy.

ED 3.4 Value Added Business Strategy

Promote value added business practices as an economic strategy.

Discussion: Many communities seek to improve their local economies by quantitative increases in business activities: making more, selling more, and attracting more visitors. However, many innovative communities and businesses are creating more jobs by using a qualitative strategy known as "adding value". For example, the Spokane region's natural resource based industries such as timber and agriculture remain a foundation of the local economy and provide business opportunities. Rather than merely extracting and exporting natural resources such as logs and wheat, businesses can "add value" to those resources by manufacturing by-products such as furniture and bread. Other business practices also add value: manufacturing better products rather than more products and creating more interesting experiences and activities to encourage visitors to stay in our area longer. Increasing the production of local by-products and improving the quality of products would generate more local jobs and spending, spur exportation, and potentially reduce the need to import goods-producing materials from other locales.



ED 3.5 Locally-Owned Businesses

Support opportunities to expand and increase the number of locally-owned businesses in Spokane.

Discussion: Locally-owned businesses help to provide economic stability and a positive business environment. Locally-owned industries tend to have a stake in the community, leading to more involved corporate citizenship.

ED 3.6 Small Businesses

Recognize the significant contributions of small businesses to the city's economy and seek to enhance small business opportunities.

Discussion: Considerable potential for new economic growth exists in encouraging small business startups and enabling them to expand. The city should continue to support and work with partner organizations to remove barriers and promote the startup and expansion of small business.

ED 3.7 Home-Based Businesses

Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.

Discussion: More people are working from their homes, a trend that results from shifts in the economy toward services, corporate downsizing, and improved telecommunications. Teleworking and appropriate home-based businesses can produce many benefits and new business opportunities such as information technology development, reduced traffic congestion, and reduced air pollution.

Development regulations should minimize the potential for negative impacts from home businesses by limiting signs, maintaining the residential appearance of neighborhoods, requiring adequate parking while ensuring that parking and traffic generation fits into the neighborhood and is not excessive, limiting truck deliveries, and appropriately managing other potential adverse impacts.

ED 3.8 Technology-Based Industries

Encourage the development of advanced and emerging technology-based industries.

Discussion: Because of the continued expansion of technology-based industries and the higher paying jobs associated with them, advanced-technology firms can potentially create new jobs while increasing wealth. The most urgent need of the tech industry is a highly skilled workforce. The city should provide an environment that attracts a quality workforce looking for a community that exhibits a high quality of life by designating areas for high-tech business development, especially in centers, that include supportive infrastructure and state-of-the-art communication facilities.



ED 3.9 Regional Marketplace

Support strategies to expand regional markets for local services and products.

Discussion: Expanding the opportunities to export goods and services to other areas of the region and world brings more money into the local economy.



ED 3.10 Downtown Spokane

Promote downtown Spokane as the economic and cultural center of the region.

Discussion: Continue to support our economic partners in revitalizing downtown retail activity, expanding job opportunities in the public and private sectors, attracting recreational, arts, and entertainment and tourist businesses, and developing downtown housing.

ED 4 INCOME AND EMPLOYMENT OPPORTUNITY

Goal: Enhance the economic future of the community by encouraging the creation of jobs that provide a livable wage and reduce income disparity.

Policies

ED 4.1 Livable Wage

Encourage the recruitment of businesses that pay wages at least commensurate with the cost of living and that provide health and retirement benefits.

Discussion: A portion of Spokane's population is underemployed due to the relatively few high paying, high skill jobs. Encouraging employment opportunities that provide fulltime and/or high paying jobs with competitive benefits programs helps to elevate Spokane's employment level.

ED 4.2 Benchmark Indicators

Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.

Discussion: The city should continue to support the work of Eastern Washington University and other community partners in their efforts to track Spokane's economic, demographic and community vitality indicators.

ED 4.3 Income Equity

Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.



10.2 VISION AND VALUES

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

Social health addresses youth, families, senior citizens, people with disabilities, education, public safety, recreation, the arts, quality housing, and cultural opportunities.

Vision

"Spokane will be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity for Spokane will be furthered by constructive community events and activities."

Values

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

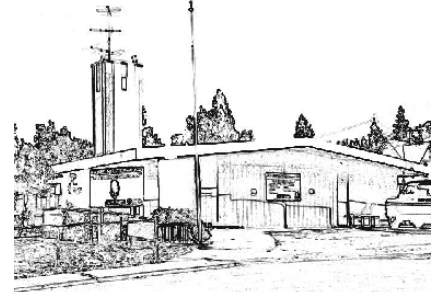
- Providing recreational and educational opportunities for all youth;
- Assuring that Spokane remains a great place to raise a family;
- Treasuring the youth and elders alike;
- Maintaining quality education and avoiding overcrowding in the schools;
- Maintaining a diversity of opportunities for higher education;
- Eliminating and keeping out drug and gang-related criminal activities;
- Implementing neighborhood and community oriented policing;
- Expanding and diversifying cultural opportunities, such as arts, sports, entertainment, and ethnic opportunities;
- Continuing community events that contribute to Spokane's community identity, such as Hoopfest, Bloomsday, and Pig-Out in the Park; and
- Assuring that access to recreational opportunities is not lost as growth occurs."



SH 1.7 Surplus City Real Property

Establish a dedicated reserve fund within the City of Spokane's general fund to cover the cost of leasing any unused city-owned building and/or property that has been determined surplus to non-profit organizations.

Discussion: The Spokane City Council should consider making surplus city property not anticipated for sale available to non-profit organizations for cultural, community, charitable, or civic purposes, according to a sliding scale based on ability to pay, and the relative merit of or need for the intended use for the property. Relevant non-profit organizations receive notification of the disposition hearing on surplus property through the manner outlined in the City of Spokane Charter and RCW 39.33.020.



If a city department has a reimbursable ownership interest in the subject property at the time the City Council decides to donate or lease said property, that department will be compensated from a dedicated reserve fund within the general fund that has been set aside for this purpose.

The goal is to facilitate the delivery of needed programs and services throughout the community. The chosen use must reflect either broad community values, such as the need for more affordable housing, or needs that have been identified by the specific neighborhood.

SH 1.8 Volunteerism

Promote volunteerism as a way to involve citizens in meeting the needs of their neighbors, stretch City of Spokane funding resources, and build a sense of pride in the community.



SH 2 FACILITIES FOR SPECIAL NEEDS POPULATIONS

Goal: Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.

Policies

SH 2.1 Care Facilities

Distribute care facilities fairly and equitably throughout all neighborhoods.



Discussion: There is a need, as well as a legal obligation, to distribute essential public facilities fairly and equitably throughout and between all jurisdictions. Facilities of regional/countywide and/or local significance include:

- adult day care,
- child care,
- long-term care facilities, and
- other special need care facilities.



SH 2.2 Special Needs Temporary Housing

Disperse special needs temporary housing evenly throughout all neighborhoods.

Discussion: All efforts must be made to ensure that these special needs housing facilities are evenly dispersed throughout all of the city's neighborhoods. Examples of the types of facilities for which this can be an issue include:

- emergency shelters,
- foster care facilities,
- group homes,
- transitional housing, and
- homeless shelters.



SH 2.3 Compatible Design of Special Needs Facilities

Ensure that facilities that accommodate special needs populations blend in with the existing visual character of the neighborhood in which they are located.

Discussion: Neighborhood residents will be more likely to accept a residential care or treatment facility if it contributes to the consistency and appeal of the neighborhood's visual character.



SH 2.4 Co-Location of Facilities

Encourage a land use pattern that allows convenient access to daily goods and services, especially for those persons with limited mobility and/or transportation options.

SH 2.5 Family Day Care Providers' Home Facilities

Allow use of a residential dwelling as a family day care provider's home facility in all areas where housing exists or is permitted.



Discussion: Zoning regulations that relate to family day care providers' home facilities cannot be any more restrictive than conditions imposed on any other residential dwelling in the same zone. However, certain procedures and conditions may be required insofar as they relate specifically to use of the property as a day care facility, as outlined in RCW 36.70A.450.

SH 2.6 Joint-Use Facilities

Provide for the joint use of facilities that clusters services for child or adult day care, health care, human services, libraries, schools, and cultural, recreational, and educational programs, as needed.



SH 2.7 Exceptions to Fair Housing

Regulate residential structures occupied by persons who pose a direct proven threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others through appropriate and necessary means to protect the public health, safety and welfare.

Discussion: Institutional housing facilities serving individuals in a residential setting who are not subject to fair housing laws, such as the Federal Fair Housing Act and the State Housing Policy Act, but who pose a significant and serious risk to the public health, safety and welfare may be subject to local zoning regulations, per 42 U.S.C. §3604(t)(9). Such a determination must rely on competent and substantial evidence rather than fear, ignorance, or prejudice. These facilities are often difficult to site, but are essential to successful re-entry and rehabilitation. Therefore, siting these housing facilities is an important function of government.

Development regulations identify requirements for on-site supervision, and spacing requirements sufficient to adequately separate uses from each other and buffer vulnerable sites such as schools, day care facilities, parks, community centers, libraries, places of worship and school bus stops. Strategies for public involvement range from initial notification to the option of a public hearing before the Hearing Examiner. The siting process will follow the guidelines in place for siting of essential public facilities.

See Chapter 3, Land Use, for policies related to the siting of facilities for special needs populations and Chapter 6, Housing for policies related to fair housing.



texture that improves everyone's quality of life, and helps us to understand, appreciate, and value each other.

Chapter 6, Housing, includes policies related to the mix of housing types, as they relate to social health.

SH 5 PUBLIC BENEFIT USES

Goal: Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, affordable and ADA-accessible housing, child and adult day care, and other public benefit uses.

Policies

SH 5.1 Coordination of Human Services

Coordinate with public and private agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services, and develop regionally equitable and comprehensive programs and service delivery systems.

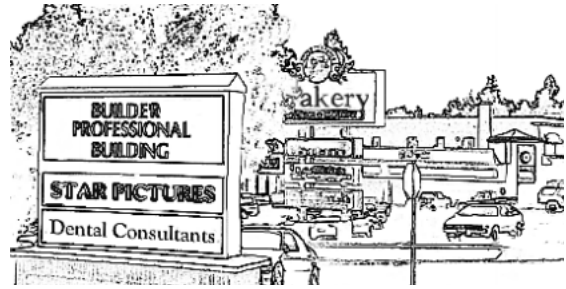
Discussion: Community-based partners in this coordination process may include social service agencies, legal service providers, schools, libraries, community centers, and neighborhood groups. Efforts should be directed toward issues related to persons who are homeless, disabled, in low-income brackets, reentering the community following release from incarceration, and others in need. Of particular concern are the impacts of deinstitutionalization and the inequities and inefficiencies of service delivery, which can result when location of service provision, geographic distribution of consumers, and funding and programmatic decision-making become disassociated from one another. Cooperation will result in improved coordination, reduced duplication of services, and increased efforts to access and leverage any funds available to the respective entities that support these efforts.

SH 5.2 Neighborhood-Level Health and Human Services

Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available.



Discussion: Access to health and dental care, and human services, is a fundamental aspect of social health. Therefore, facilities and staffing should be sufficient to enable all citizens to obtain health and human services at the neighborhood level, preferably within walking distance

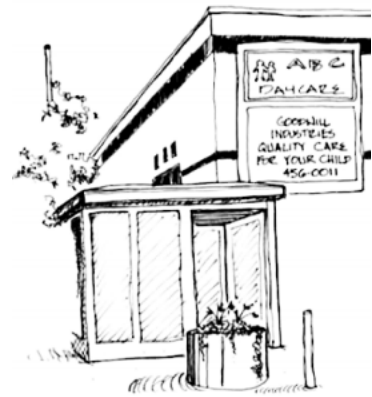


of their home. There are a number of ways the City of Spokane can provide financial support for neighborhood-based health and human services. By adequately funding the Community Housing and Human Services Department, the city provides both the matching money necessary to access outside funding as well as staff whose technical assistance can help non-profit organizations obtain federal, state and private funding for which they are eligible. These efforts should specifically focus on projects that support the location of human services in neighborhood and district centers.

SH 5.3 Space for Public Benefit Uses

Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.

Discussion: Any of the following uses qualify as a public benefit use, so long as they are available to the general public: child and/or adult day care; health and human services, such as employment counseling and walk-in clinics; recreation facilities; educational or vocational activities; community meeting rooms; and art galleries or museums.



SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.

Policies

SH 6.1 Crime Prevention Through Environmental Design Themes

Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.



Discussion: The CPTED concept packages quality planning and design standards into a development tool that supports public safety. Certain themes commonly associated with the CPTED approach include:

- **Activities vs. Locations:** Create a presence of normal activity, which dominates the tone of acceptable behavior and ownership for any given space.
- **Elimination of Anonymous Spaces-** Employ methods that create a perception of territorial ownership in public spaces, such as artwork (as approved by the Arts Commission) on bus shelters, underpasses, and parking lots, as one means to reduce vandalism.
- **Friendly Streetscapes-** Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.
- **Lighting-** Design lighting to specifically support safety, identification, environmental integration, beautification, attraction, and recreation.
- **Variety of Uses-** Include a variety of uses in the same building, which helps to ensure that someone is around the building more frequently; e.g., residential and commercial uses in the same building.
- **Natural Barriers-** Provide natural barriers, such as distance or terrain, to separate conflicting activities.
- **Pedestrian Amenities-** Encourage public interaction and create street activity by providing pedestrian amenities, such as sturdy seating and pedestrian-level lighting in parking lots, walkways, entrances, and exits.
- **Property Maintenance-** Create the impression that someone is monitoring a property by consistently maintaining the property in a way that conveys a pride of ownership.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically to control access to property.

Discussion: Examples of acceptable natural or symbolic elements include visually permeable fences, low walls, prickly shrubbery and canopy trees, signs, pavement, art, and vegetative or fenced screening. These tools can be used effectively to notify an intruder that they have entered someone's space. The idea is to create a safe environment that still has a people-friendly feel to it. The goal is to discourage access control methods that feel institutional, ranging from labor-intensive organized methods, such as guards, or overt mechanical devices, such as locks and gates. Through application of restraint, it is possible to limit access and declare ownership without sacrificing aesthetics.



SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

Discussion: Activity patterns can be influenced through the design of parking, building orientation, and elements such as windows and landscaping, which encourage visibility and public interaction. It is usually more efficient and cost-effective for people who know their neighbors to assert ownership over their personal and public space than to expect this level of oversight from an outside presence such as a police patrol. Also, people's behavior often corresponds to the quality and character of their environment. For example, people tend to rise to the expectations of a humane environment, whereas an impersonal or anonymous environment suggests that people may not need to be accountable for their actions.



SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

Discussion: Examples of elements that can be used to indicate the location of defensible space include sidewalks, pavement, lighting, landscaping, signage, art, low walls, fencing, and changes in elevation. Public spaces are those intended for all to use, semi-private spaces are intended for specific users or uses, and private space is intended for private use by businesses, tenants, and homeowners.



SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

Discussion: Design review for crime prevention should result in recommendations that encourage voluntary, creative solutions rather than mandates, which require specific actions.

SH 6.6 Neighborhood Role

Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.



Discussion: Information on CPTED principles should be available to citizens who are interested in proactive steps they can take to make their neighborhood a safer place to live, work, shop, and play.

SH 6.7 Community Oriented Policing Services

Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).

Discussion: Spokane's Community Oriented Policing Services (C.O.P.S.) is an international model for successful community mobilization and neighborhood level problem solving. This prime example of neighbors helping neighbors is a very effective way to improve neighborhood safety, a key aspect of social health. C.O.P.S. Substations also provide vital venues for decentralized, neighborhood-based collaborative outreach between agencies.

SH 7 CRIMINAL JUSTICE

Goal: Provide evidence based criminal justice services that use police, prosecutors, courts, public defenders, treatment and supervision to reduce crime and recidivism while supporting victims.

Policies

SH 7.1 Racial Equity in the Criminal Justice System

Implement cost-effective, research-based, smart justice reforms to eliminate racial disproportionality in arrests, sentencing and incarceration.

SH 7.2 Disproportional incarceration of individuals with Mental or Cognitive Disabilities

Implement cost-effective, research-based, smart justice reforms and funding that utilize comprehensive assessment and placement at non-jail facilities for community members who suffer from mental or cognitive disabilities and can be safely housed outside a jail.

SH 7.3 Therapeutic Courts and Jail Diversion Center

Expand the use of therapeutic courts and non-jail alternatives to increase the provision of treatment and rehabilitation in order to reduce recidivism.

Discussion: Therapeutic courts oversee the treatment and rehabilitation of those who suffer from mental illness or addiction. Studies consistently show that therapeutic courts are more effective than their traditional counterparts at reducing recidivism. Incarceration is both costly and largely ineffective at rehabilitation. Non-jail alternatives, including diversion, keep people employed and housed. Developing a jail diversion center and law

