



# Spokane Plan Commission Agenda

Wednesday, November 08, 2023

2:00 PM

Hybrid - Council Briefing Center / Webex  
808 W Spokane Falls Blvd, Spokane, WA 99201

**Virtual Meeting Link - 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.

## Commission Briefing Session:

2:00 – 2:20

1. Approve [10/25/2023](#) meeting minutes
2. City Council Report
3. Community Assembly Liaison Report
4. President Report
5. Transportation Sub-Committee Report
6. Secretary Report
7. Approval of current agenda

All  
CM Ryan Oelrich  
Mary Winkes  
Greg Francis  
Clifford Winger  
Spencer Gardner

## Workshops:

2:20 – 3:10

1. [2024 Work Plan](#)
2. [Center & Corridor Update Study: Regulatory Recommendations Progress Check-In](#)

Spencer Gardner

3:10 – 3:45

3. Transition to Chambers

MAKERS

3:45 – 4:00

**The November 22, 2023, meeting is cancelled for Thanksgiving.**

**Adjournment: The next PC meeting will be held on Wednesday, December 13, 2023**

## Plan Commission Meeting Information

Wednesday, November 08, 2023

**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 Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [mlowmaster@spokanecity.org](mailto:mlowmaster@spokanecity.org). Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

**Meeting Password:**

PlanCommission

**Meeting Number**

(access code):

**146 205 9622**

**Join Webex Meeting Online:** [JOIN MEETING](#)

**Tap to join from a mobile device (attendees only)**

[+1-408-418-9388,,1462059622##](#) United States Toll

**Join by phone**

+1-408-418-9388 United States Toll

**Global call-in numbers:**

<https://spokanecity.webex.com/spokanecity/j.php?MTID=mfee079ed306aae0479e5b4a317fe6c0>

**Join from a video system or application:**

Dial [1462059622@spokanecity.webex.com](tel:1462059622@spokanecity.webex.com)

You can also dial 173.243.2.68 and enter your meeting number.

**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 November 8, 2023. 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. You will have 3 minutes to speak.

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:

[plancommission@spokanecity.org](mailto: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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# Plan Commission & Committees

## Upcoming Agenda Items

|   |             |                  |
|---|-------------|------------------|
| <b>November 22, Plan Commission</b> (90 minutes available) Hybrid <b>(Cancelled for Thanksgiving)</b> |             |                  |
| <b>Housing Work Group</b>   |             |                  |
| 1:00 – 1:30   | Cancelled   |                  |
| <b>Workshop</b>   |             |                  |
| <b>Time</b>   | <b>Item</b> | <b>Presenter</b> |
| 2:00 – 4:00   | Cancelled   |                  |

|                                   |                  |                  |
|-----------------------------------|------------------|------------------|
| <b>December 5 – PCTS (Hybrid)</b> |                  |                  |
| <b>Time</b>                       | <b>Item</b>      | <b>Presenter</b> |
| 9:00 am – 9:30 am                 | Meeting Briefing | PCTS             |

|   |   |                                  |
|---|---|----------------------------------|
| <b>December 13, Plan Commission</b> (90 minutes available) Hybrid |   |                                  |
| <b>Housing Work Group</b>   |   |                                  |
| 1:00 – 1:30   | Cancelled   |                                  |
| <b>Workshop</b>   |   |                                  |
| <b>Time</b>   | <b>Item</b>   | <b>Presenter</b>                 |
| 2:00 – 2:20   | Meeting Briefing  | Plan Commission                  |
|   | [HOLD] Building Opportunity for Housing Debrief   | Tim Thompson & KayCee Downey     |
|   | (tentative) 29 <sup>th</sup> Avenue, Martin St to Fiske St – adding a Centers & Corridors Pedestrian Street designation SMC 17C.120.030 | Tirrell Black, Brandon Whitmarsh |
| 3:45 – 4:00   | Transition to Chambers  |                                  |
| <b>Hearing Items</b>  |   |                                  |
| 4:00  | South Logan TOD Plan & FEIS   | Maren Murphy                     |

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# Spokane Plan Commission - Draft Minutes

October 25, 2023

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Greg Francis

## **Attendance:**

- Board Members Present: Greg Francis (President), Ryan Patterson (Vice President), Jesse Bank, Clifford Winger, Tim Williams, Todd Beyreuther (joined at 2:04pm), Kris Neely (joined at 2:09pm)
- Board Members Not Present: Carole Shook, Christopher Britt, Michael Baker
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Council Member Ryan Oelrich
- Non-Voting Members Not present: None
- *Quorum Present: Yes*
- Staff Members Present: Spencer Gardner, Ryan Benzie, Angie McCall, Kevin Freibott, Tyler Kimbrell, Maren Murphy, Tirrell Black, Colin Quinn-Hurst, Della Mutungi, James Richman

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

- None

**Minutes:** Minutes from 10/11/2023 approved unanimously

**Current Agenda:** The current agenda was approved unanimously.

## **Briefing Session:**

### **1. City Council Liaison Report - Ryan Oelrich**

- CM Oelrich reported on a podcast featuring Planning Director Gardner as well as a presentation he gave to council. He also reported that city council is focused on working on the next fiscal year's budget.
  - Kris Neely joined at 2:09 PM.

### **2. Community Assembly Liaison Report - Mary Winkes**

- Mary Winkes reported that Community Assembly has not met since the last Plan Commission meeting. She did attend the PeTT meeting yesterday evening and gave an update on funding for traffic calming.

### **3. Commission President Report - Greg Francis**

- Vice President Ryan Patterson reported on workshops she attended regarding zoning, construction, and environmental concerns at the Washington State APA conference.
- President Greg Francis reported on workshops he attended at the Washington State APA conference including a presentation on large multifamily development in small commuter communities, low-income housing, and energy.

### **4. Transportation Subcommittee Report - Clifford Winger**



- Cliff Winger reported on the most recent PCTS meeting including the timeline for the next comprehensive plan update. Cliff also received information about the National Association of City Transportation Officials. PCTS will be meeting next on November 7th.

#### 5. **Secretary Report - Spencer Gardner**

- Spencer Gardner reported that Plan Commission will be canceled on November 22nd and December 27th for Thanksgiving and Christmas respectively.
- Spencer also reported that the Paper Cuts Code Amendments have been formally adopted by City Council.
- The Building Opportunity in Housing ordinance is currently making its way through the council process.
- The Capital Improvement Plan is also making its way through the council process.

#### Workshop(s):

##### 1. **South Logan TOD Subarea Plan & FEIS**

- Presentation provided by Maren Murphy
- Questions asked and answered
- Discussion ensued

##### 2. **Bike Network Prioritization Planning**

- Presentation provided by Tyler Kimbrell
- Questions asked and answered
- Discussion ensued

#### Hearing(s):

##### 1. **General Facilities Charges**

- Presentation provided by Katherine Miller
- Questions asked and answered
- Discussion ensued
- Public Testimony:
  - Jonathan Mallahan, Catholic Charities of Washington
  - Michelle Girardot, Habitat for Humanity
  - Darin Watkins, Spokane Realtors
  - Ben Stuckart, Spokane Low Income Housing Consortium
  - Sarah Lichfield, Transitions
  - Ami Manning, Spokane Low Income Housing Consortium
  - Andrew Rolwes, Downtown Spokane Partnership
  - Chris Batten, RenCorp Realty & Downtown Spokane Partnership
  - Jennifer Thomas, Spokane Home Builders Association
  - Jim Frank, Greenstone Corporation
- Greg Francis closed Public Testimony at 5:17pm
- **Motion:**

Ryan Patterson moved that the Plan Commission recommends the approval of the General Facilities Charges, GFC's, as written and presented and as previously adopted in Ordinance C-36372 with addition of 5/8" water meter option, updated sewer charge, phase in of fees over two years, clarification of master meter charges as presented, clarification of ENR index use, and adoption of recommended development incentives. Todd Beyreuther seconded. **Motion carried as amended (5/1).**

- **Amendments:**
  - Kris Neely moved that the Plan Commission amend the original motion to include and advocate for only one fee district/one zone for water citywide instead of two districts/zones. Seconded by Todd Beyreuther.  
**Amendment carried (4/2).**
  - Kris Neely moved to eliminate interest expenses from the system costs in the calculation of GFC's for both water and sewer. Seconded by Clifford Winger.  
**Amendment carried (4/2).**
  - Kris Neely moved that the language be changed from the current motion to reflect that the fees should be based on an ERU system rather than on meter size (MCE) for both water and sewer. Seconded by Todd Beyreuther.  
**Amendment carried unanimously (6/0).**
    - Greg Francis moved to amend the amendment to retain MCEs for sewer only. Seconded by Tim Williams.  
**Amendment to the amendment carried unanimously (6/0).**
  - Greg Francis moved to amend the original motion to recommend offset of 100% of GFC fees for Affordable Housing projects. Seconded by Clifford Winger.  
**Amendment carried unanimously (6/0).**
  - Todd Beyreuther moved to recommend that in the findings of fact that council and staff would consider development incentives for and related to Middle Housing. Seconded by Kris Neely.
    - Kris Neely proposed a friendly amendment to the amendment to include the words High Density Housing. Seconded by Ryan Patterson.  
**Amendment including the words High Density Housing carried (4/2).**
  - Todd Beyreuther moved to recommend in the findings of fact that council explore the PDA incentives or waivers. Seconded by Clifford Winger.  
**Amendment carried (5/0/1).**

Meeting Adjourned at 6:32 PM

Next Plan Commission Meeting scheduled for Wednesday, November 8, 2023

**2024-2025 PLAN COMMISSION WORK PLAN**  
**City of Spokane**  
**Plan Commission Workshop**  
**Planning Services**  
**November 8, 2023**

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**Subject**

This workshop item includes a draft proposal for the 2024-2025 Work Plan for Plan Commission. City Council adopts the Work Plan so there will not be a hearing item relating to this topic. The purpose of the workshop session is to gather input from Plan Commission about topics that should be considered for inclusion by City Council in the Work Plan. As drafted, the Work Plan includes items that are expected to extend into 2025. Updates to the Work Plan by City Council action can occur during the year.

**Background**

City Council regularly approves updates to the Work Plan to provide direction to the Plan Commission on work items that should be addressed by the work of Plan Commission. Items on the Work Plan include the annual Comprehensive Plan Work Program, as well as additional studies and code amendments.

**Impact**

Items that are included in the Work Plan determine the work priorities of the Plan Commission throughout the year.

**Action**

No action is required by Plan Commission. It is expected that City Council will consider proposed changes to the Work Plan in the first quarter of 2024.

| 2024-25 Plan Commission Work Program Priorities                     |                   |                        |
|---|-------------------|------------------------|
| Project Name  | Start/Status      | Plan Commission Review |
| State-mandated development code and comp plan updates               |                   |                        |
| HB 1110 follow-up work  | Q2-2024           | Q3-2024                |
| HB 1337 ADU updates   | Q3-2024           | Q4-2024                |
| HB 1220 (see housing availability item in Comp Plan below)          | N/A               | N/A                    |
| HB 1293 Design standards updates                                    | Q1-2024           | Q2-2024                |
| HB 1181 (see Climate Planning item in Comp Plan below)              | N/A               | N/A                    |
| SB 5290 Permit Review updates                                       | Q1-2024           | Q2-2024                |
| Middle Housing code follow-up/cleanup                               | Q1-2024           | Q3-2024                |
| Residential design standards updates                                | Q2-2024           | Q3-2024                |
| Shoreline Master Program - Vegetation (Donna)                       | Q2-2024           | Q3-2024                |
| 2026 Comprehensive Plan update                                      |                   |                        |
| Levels of service / Capital Facilities Planning                     | Q2-2024           | 2025                   |
| Study of housing availability at various income levels              | Q2-2024           | 2025                   |
| Climate planning  | In Progress       | 2025                   |
| Centers and Corridors (C&C work plan item below)                    | N/A               | 2025                   |
| Development of growth alternatives/EIS process                      | Q2-2024           | 2025                   |
| Paper Cuts  | Ongoing           | Ongoing                |
| Review of PC Rules and Procedures, and composition of subcommittees | Q1-2024           | Q1-2024                |
| 29th Avenue Pedestrian Street designation                           | In Progress       | Q1-2024                |
| Bicycle route map updates and prioritization                        | In Progress       | TBD                    |
| Pacific Avenue Greenway   | In Progress       | Q3-2024                |
| Subarea planning  |                   |                        |
| East Central  | In Progress       | 2025                   |
| West Central  | Q3-2024           | 2025                   |
| Hillyard  | In Progress       | Q3-2024                |
| South Logan Transit Oriented Development                            |                   |                        |
| Subarea plan and EIS adoption                                       | In Progress       | Q1-2024                |
| Implementation work   | Q1-2024           | Q3-2024                |
| Manufactured Housing updates  | TBD               | TBD                    |
| Division Corridor T.O.D. Study (incl. North Town)                   | In Progress       | TBD                    |
| Center and Corridors Policy and Code Evaluation                     |                   |                        |
| C&C short term policy/code updates                                  | In Progress       | Q3-2023                |
| C&C long term policy/code updates                                   | In Progress       | 2025                   |
| Home-based occupation update  | TBD               | TBD                    |
| Expand legacy business rules to allow for expansion                 | TBD               | TBD                    |
| Neighborhood mixed use  | TBD               | TBD                    |
| 20 Year - Water Capital Facilities Element Update                   | In Progress       | TBD                    |
| 20 Year - Sewer Capital Facilities Element Update                   | TBD               | TBD                    |
| 2024-25 Mandated / Annual Projects                                  |                   |                        |
| 6-Year Transportation Program Update - Consistency Review           | In Progress       | Q3-2022                |
| 6-Year City-Wide Capital Program Update - Consistency Review        | In Progress       | Q3-2022                |
| 2024 Annual Comp Plan Amendments                                    | In Progress       | Q3-2024                |
| 2025 Annual Comp Plan Amendments                                    | Expect suspension | Expect suspension      |

**BRIEFING PAPER**  
**Spokane Plan Commission**  
**Centers & Corridors Update Study Workshop**  
**November 8, 2023**

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**Subject:** Planning Services staff is working with a consultant team to assess the City of Spokane's Centers and Corridors growth strategy. The consultant team consists of MAKERS Architecture & Urban Design, SCJ Alliance, and Leland Consulting Group. This study assesses the Centers and Corridors growth strategy as established in the 2001 Comprehensive Plan and expanded since adoption.

This study will produce regulatory recommendations to assist in updating the Comprehensive Plan as part of the 2026 Periodic Update. This study will also develop options for addressing the interim Center and Corridor code updates established through the Building Opportunity and Choices for All interim zoning ordinance.

At the November 8 meeting of the Plan Commission, Planning Services staff and the consultant team will present the results of initial assessments, discuss draft regulatory concepts, and request feedback from Plan Commission members. The project team will present work developed since the introductory presentation to Plan Commission held on August 23.

**Background:** This presentation and discussion will include:

- An overview of the role of Centers and Corridors in the Land Use Map by City Staff
- A review of public engagement and feedback on the project to-date by City Staff
- A summary of the Centers and Corridors Market Analysis completed by Leland Consulting Group
- An overview of initial assessments and draft concepts for regulatory recommendations by MAKERS Architecture & Urban Design

**Next Steps:** Following this discussion at Plan Commission, the study will complete the current phase of public involvement, finalize initial regulatory recommendations, and apply regulatory concepts to three representative focus areas to model potential impacts. The focus areas will represent a range of Center and Corridor types.

The full study team will return to the Plan Commission with updated information and considerations at critical junctures throughout the remainder of the study.

More information is available on the project website at:

<https://my.spokanecity.org/projects/centers-and-corridors-study/>

# Spokane Centers and Corridors: Initial Review and Analysis

September 12, 2023

## Introduction and Contents

The Centers and Corridors (C&C) Update Study aims to analyze the effectiveness of C&C, the City of Spokane's focused growth land use policy and zoning strategy. The study is intended to provide recommendations to update or change this growth strategy for consideration during the 2026 Comprehensive Plan Periodic Update. This memo and its companion "Centers and Corridors Evaluation" document function as an initial assessment of the Centers and Corridors policy and regulatory framework and of the Centers and Corridors themselves. The components of this memo include:

### Background

This section provides useful background information on how the C&C policy and regulatory framework were initially developed and how they have evolved in the 20+ years of existence.

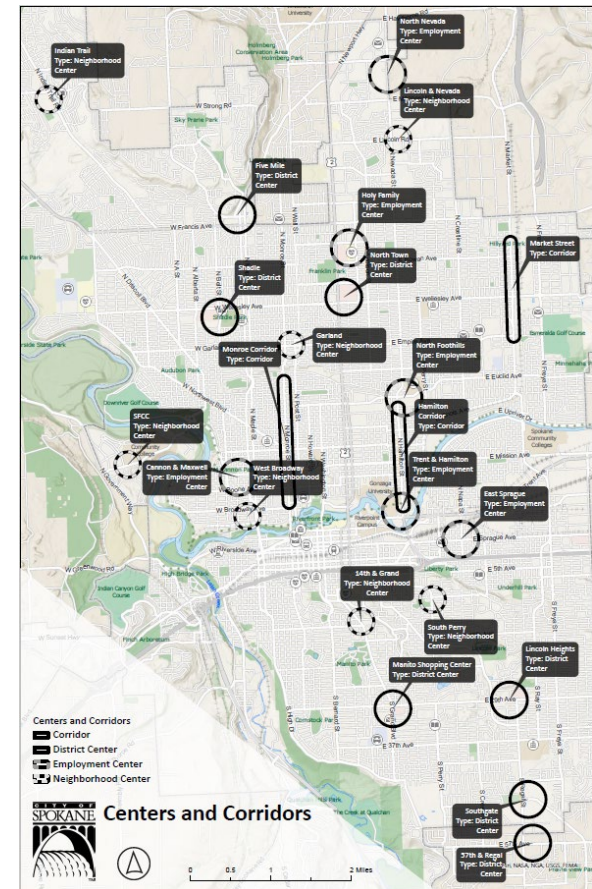
### Center Typology Observations

This section includes a summary of the current Center Typologies, including how they were established and meant to apply, how they are functioning based on field and technical analysis, and some preliminary considerations for moving forward.

### Centers and Corridors Initial Assessment

This is the bulk of the memo and includes three primary components:

- An examination of C&C policies and an initial assessment on how the individual C&C are performing with respect to those policies.



*Map of designated Centers and Corridors.*



- An assessment of C&C development regulations, including the provisions for permitted uses, dimensional standards, parking, and design standards and guidelines.
- An assessment of how the individual C&C are performing with respect to implementation of key design standards, notably development orientation and connectivity.

## Conclusions & Recommendations

This includes preliminary conclusions and recommendations involving the overall performance of the C&C strategy and corresponding policy and regulatory framework.



*Aerial view of the Monroe Corridor (Google Earth).*

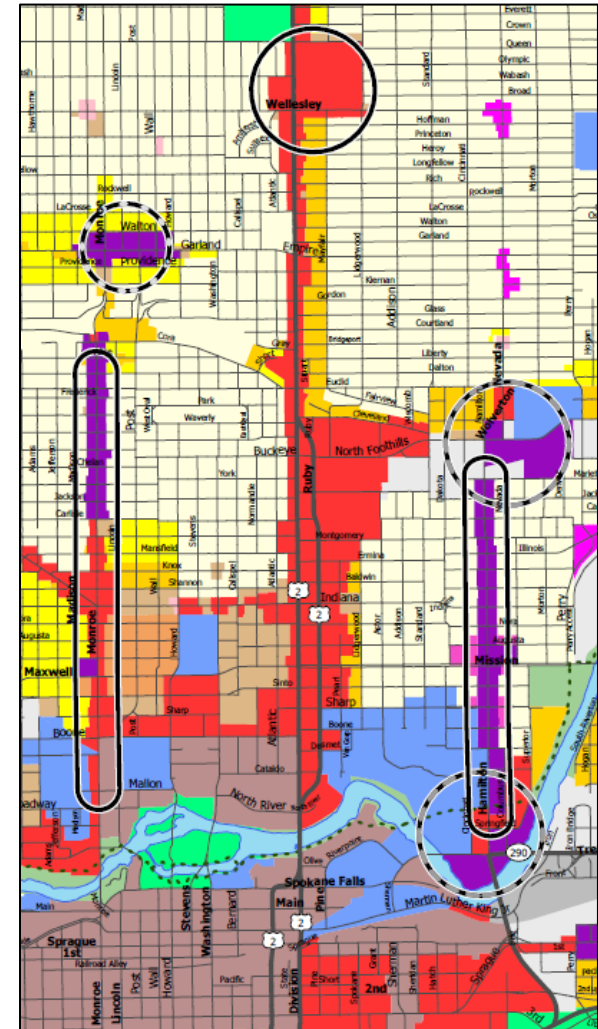
## Background

C&C land use policy was adopted in 2001 following a public outreach process called Spokane Horizons. The C&C designations are based on one of the Ahwahnee [Principles](#) emphasizing that communities should have a center focus that combines commercial, civic, cultural, and recreational uses. The Horizons process and the accompanying Environmental Impact Statement (EIS) considered three growth alternatives: Current pattern, Focused Growth Central City, and Focused Growth, Mixed-Use C&C. The preferred alternative was C&C, referred to as the “focused growth, mixed use Center and Corridor strategy.” The Horizons process and Comprehensive Plan were developed with an emphasis on a focused growth strategy that aims to increase density in select areas (C&C) while limiting density outside of those areas. The 2001 Comprehensive Plan Land Use Plan Map identified 21 C&C designations, in 2017, two more conceptual centers were added. The identification of zoning for these areas has been inconsistent. While policy states C&C zoning requires subarea planning for each identified Center on the land use plan map, this requirement remains unfulfilled.

This was meant to be a neighborhood-by-neighborhood approach wherein each C&C receives a public planning process to fully consider land use, zoning and transportation options before carrying out related changes in zoning and the land use plan. A neighborhood planning process began with pilot projects, including West Broadway, Perry, and Holy Family. While a few of these projects were completed, changes in City priorities through a strategy known as Priorities of Government, or “POG,” paused implementation of the neighborhood-by-neighborhood subarea planning process.

Where C&C planning did not occur, C&C zoning was adopted over existing General Commercial designations, “Planned Centers” have underlying Land Use Plan Map designations of “C&C Core” or “CC Transition”.

C&C zoning is one of the most discussed zoning classifications in the City and is the designation most relied on in the Comprehensive Plan for absorbing growth. Recent Washington state legislation that seeks to create more opportunity for housing and encourages density around high frequency transit is adding the potential for more density around centers citywide without subarea planning.



*Spokane zoning map.*



# Center Typology Observations

Breaking up the C&C into typologies is still logical to enable the City's policy and regulatory framework to respond to unique issues and objectives for the centers based on their different size and characteristics. Whether the typology names and framework are the right ones for Spokane, however, is worth exploring.

## District Centers

District Centers are those C&C's that are larger in size and generally serve larger residential areas than Neighborhood Centers. Although District Centers are centrally located with access to public transit, the form and character of these centers are predominantly auto oriented. All include at least one grocery store-anchored shopping center surrounded by a large surface parking lot. Many also include some multifamily uses, though they typically are not well integrated with commercial uses. Most include some combination of parks, schools, and/or other public facilities and amenities within and adjacent to the centers' boundary, whereas district centers are completely devoid of those features.

District Centers include:

1. 57th & Regal
2. Five Mile
3. Lincoln Heights
4. Manito Shopping Center
5. Northtown
6. Shadle
7. Southgate



*Aerial view of the Manito Shopping Center (Google Earth).*



*Lincoln Heights District Center.*

## Employment Centers

Employment Centers are more difficult to typecast, except that they tend to emphasize light industrial/manufacturing uses and serve more regional employment needs. Most still include some neighborhood-serving commercial uses and feature some multifamily uses, but those uses are typically secondary to the employment-based uses (at least currently). Due to those characteristics, these centers arguably do not function as centers. Some, such as the Trent/Hamilton Employment Center, aspire to become more of a true pedestrian-oriented, mixed-use “center” per current direction of the South Logan Transit-Oriented Development Plan underway. Others, such as Cannon & Maxwell, are dominated by light industrial/manufacturing uses, but allow both for those uses to continue and for redevelopment to a more pedestrian-friendly mix of commercial and residential uses (but have not seen the latter materialize).

Employment Centers include:

8. Cannon & Maxwell
9. East Sprague - Sprague & Napa
10. Holy Family
11. North Foothills and Nevada
12. North Nevada
13. Trent & Hamilton



*Aerial view of Cannon and Maxwell Employment Center (Google Earth).*



*Aerial view of Trent and Hamilton Employment Center (Google Earth).*

## Corridor

The Centers and Corridors framework includes three specific "corridors". Unlike the centers, nearly all of the commercial activity occurs one lot deep along individual arterial streets. Except for the east side of Market Street in Hillyard, neighborhood residential uses (mostly detached single family residential) occupy the areas alongside these corridors. Each of these corridors were initially developed prior to World War II and include at least some storefronts built up to the sidewalk edge. These corridors have evolved in the decades since and now features a mixture of older storefront buildings and auto-oriented commercial buildings served by surface parking lots along the street edge. Hamilton and portions of Monroe are heavily impacted by heavy traffic volumes, notably where they feature four or more lanes of traffic and no on-street parking. Those conditions have encouraged auto-oriented forms of development over storefront designs. Both the Monroe and Hamilton corridors also include some residential uses.

Corridors include:

- 14. Hamilton Corridor
- 15. Market Street/Hillyard
- 16. Monroe Corridor



*Market Street Corridor/Hillyard.*



*Aerial view of the Hamilton Corridor  
(Google Earth).*



## Neighborhood Centers

Neighborhood Centers generally serve a smaller “neighborhood” area than District Centers and thus are smaller in size. The form and character of these centers are literally and figuratively “all over the map.” However, those neighborhood centers that developed prior to World War 2 tend to be oriented around “main streets” with traditional pedestrian-friendly storefronts, whereas those that were developed later tend to be more automobile-oriented and dominated by surface parking lots.

Neighborhood Centers include:

17. 14<sup>th</sup> & Grand
18. Garland
19. Spokane Falls Community College (SFCC)
20. Indian Trail
21. Lincoln & Nevada
22. South Perry
23. West Broadway



*Aerial view of Lincoln and Nevada Neighborhood Center (Google Earth).*



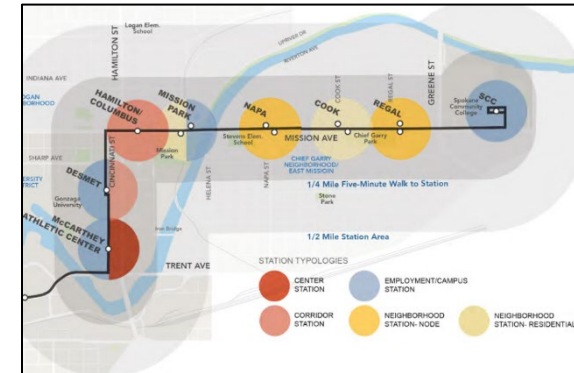
*South Perry Neighborhood Center.*



*Aerial view of Indian Trail Neighborhood Center (Google Earth).*

## Considerations

- Consider whether these “centers” should simply be referred to as different types of mixed-use zones. The C&C terms and designations could still be used at the policy level, but the “mixed-use” term is both more common and understandable from a descriptive standpoint. This move may also make it easier to integrate the zoning provisions better with the commercial zones (i.e., creating consolidated use tables).
- Clarification of the definition and purpose of the center typologies will be important. This will be important both at the policy level and zoning level.
- Building a typology for transit-oriented development around BRT stations – or even types of stations, as illustrated in the TOD Framework Study and more recently, the Division Connects project seems prudent. Also see recommendations from the forthcoming South Logan TOD Plan.
- Examine options for Employment Centers, including whether some should be considered a type of center at all and what the long-term aspirations are for the centers.
- Corridors warrant more examination – as they serve the neighborhoods, districts, and in some cases the larger region. There is limited policy and no code framework for the corridors, unlike the centers typologies. The rigid distinction between round centers and oblong corridors will be difficult to maintain. Alternately the City could also expand the corridor concept to all travel and transit corridors, with a weaker connection to specific zoning.
- Updates to the typology framework should consider allowing centers to vary in shape based on the actual configuration of non-residential and dense multifamily uses on the ground.
- Consider a typology for corner stores or intersection mixed-use “nodes”, as many such contexts historically exist in the City, and should be recognized and encouraged to continue. Furthermore, the policy framework for such centers should allow strategic opportunities for new “nodes” to be developed if they meet certain criteria.



*City Line station typologies, from the TOD Framework Plan.*



*The Grain Shed at the corner of S Laura Street and E Newark Avenue is a good example of a corner store.*

# Centers and Corridors Assessment

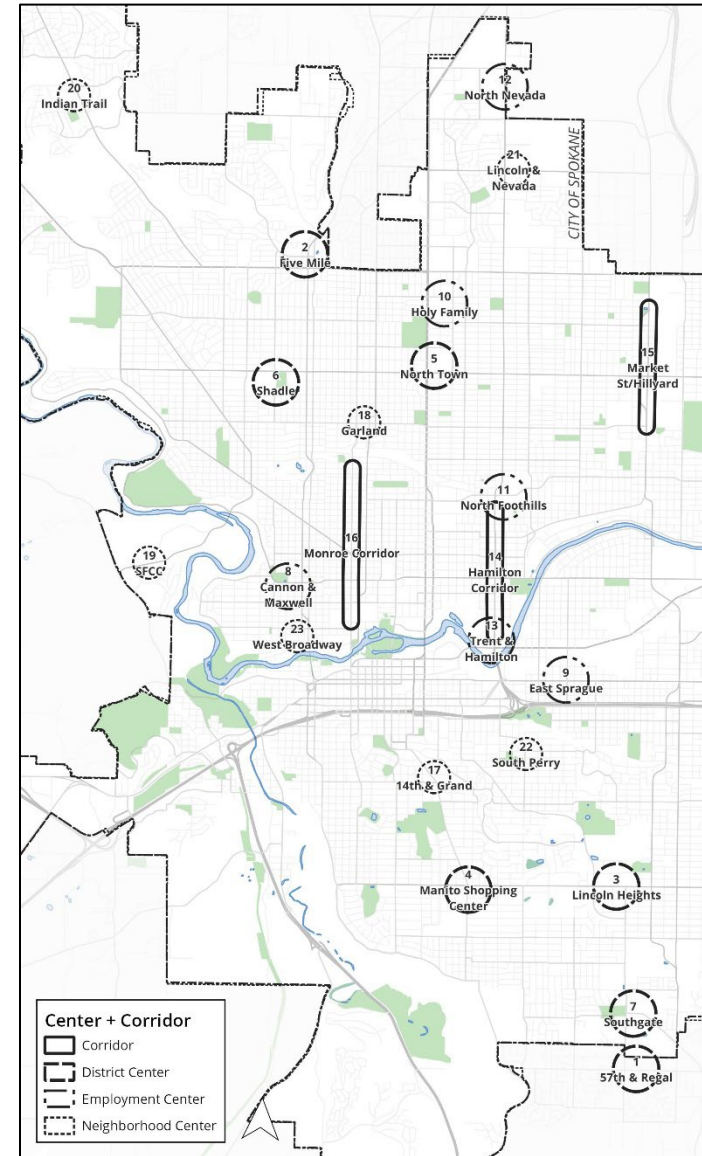
This initial assessment of Spokane's C&C analyzes:

1. Policy framework – specifically how the C&C are meeting current policies.
2. Zoning regulations – assessing the use provisions, density and dimensional standards, and parking regulations that apply in the three primary C&C zones and offering comments and preliminary considerations for moving forward.
3. Design standards and guidelines – assessing the notable individual design standards and offering comments and preliminary considerations for moving forward.
4. Design performance – assessing how the individual C&C are performing from a community design standpoint. Key elements include building location and orientation and connectivity.
5. Combined performance – assessing both the physical and market performance of individual C&C.

## Comprehensive Plan Policies

Table 1 starting on the following page evaluates the performance of individual Centers and Corridors with respect to implementing current goals and policies in the comprehensive plan. These key policies include:

- LU1.4 Higher Density Residential Uses. Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.
- LU-1.5 Office Uses. Direct new office uses to Centers and Corridors designated on the Land Use Plan Map.
- LU-1.6 Neighborhood Retail Use. Direct new neighborhood retail uses to Neighborhood Centers designated on the Land Use Plan Map.
- LU-3.5 Mix of Uses in Centers. Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.





The header column in Table 1 paraphrases these policies. Policy LU-1.4 is split up into two columns for evaluation purposes, with the first column evaluating whether the particular center features zoning that helps to implement the policy, whereas the second column is intended to evaluate how well the center has performed in achieving higher density residential development. The columns for LU-1.5, LU-1.6, and LU-3.5 evaluate the performance for both the zoning and on-the-ground results.

The descriptions of the C&C's in Table 1 reference "pre-war" and "post-war" several times. "War" refers to World War II. The development character of those C&C's that were developed before and after World War II are significantly different. The pre-war C&C's tend to be more compact and pedestrian-oriented, whereas the post-war C&C's tend to be more spread out and auto-oriented.

**Table 1. Evaluating the performance of Centers and Corridors in implementing relevant policies.**

The Centers and Corridors are ranked from 1-5, with 5 being best, 3 being neutral, and 1 being the worst. The green to red color continuum below matches the best (5) to worst (1) to enhance the visualization of this analysis.

| 5 (best)         |  | 4   | 3   | 2   | 1 (worst)   |   |
|------------------|--|---|---|---|---|---|
|                  |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |   |   |   |   |
| Name             | Brief Description  | LU-1.4:<br>Does the C&C accommodate high density residential zoning                               | LU-1.4:<br>Has the C&C accommodated high density residential development?                         | LU-1.5:<br>Does the C&C zoning accommodate office uses? Have offices been developed?  | LU-1.6: Does the C&C accommodate neighborhood retail uses?                          | LU-3.5:<br>Does the C&C accommodate a good mix of uses?   |
| DISTRICT CENTERS |  |   |   |   |   |   |
| 1. 57th & Regal  | Sprawling area mostly south of city limits. Developments are poorly integrated and largely disconnected from each other (notably on the County side of City limits). New multifamily development alongside commercial/flex uses and self-storage. Focused around a large grocery store but doesn't function as an identifiable "center". | 2<br><br>County zoning permits high-density residential, but only as part of a mixed-use proposal | 2<br><br>Residential density relies on redevelopment of existing housing or strip center projects | 4<br><br>County zoning permits office development, and while some (Rockwood clinic) has been developed, more space is available | 4<br><br>Neighborhood retail is at the core of this center, but it is auto-oriented | 4<br><br>The mix and overall intensity of uses are consistent with policy, but scale and access patterns are not pedestrian |

|                    |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |  |  |  |  |
|--------------------|---|---|--|--|--|--|
| Name               | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                                | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?   | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?                              | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?  | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| 2. Five Mile       | Post-war suburban style shopping center that's heavily impacted by a convergence of multiple heavy arterial roadways. Mix of stores and restaurants with some multifamily, surrounded by low-density residential. Vacant stormwater detention areas create gap in urban fabric. Auto-oriented buildings and difficult to cross arterial make walking challenging.   | <b>2</b><br><br>Zoning permits high-density residential both as part of a mixed-use project or on its own | <b>2</b><br><br>Terrain limits more multifamily development in the residential zone, and additional residential will require redevelopment | <b>4</b><br><br>Zoning permits office development, particularly on south side of Francis where it is already established | <b>4</b><br><br>Neighborhood retail is at the core of this center, but it is auto-oriented with busy arterials and vast setbacks                         | <b>3</b><br><br>The mix of uses is consistent with policy, but scale, terrain, and separation of uses discourage pedestrians                 |
| 3. Lincoln Heights | Functional district center with significant opportunities for redevelopment. Strong retail presence, but area suffers from disjointed street grid, large blocks, poor quality streetscape/pedestrian environment, vacant parcels, and no single identifiable "center" within the center. However, the surrounding development context is good, with a mix of housing, Thornton Murphy Park, and good transit service. | <b>3</b><br><br>Zoning and existing development provide a range of high-density options                   | <b>3</b><br><br>Much of the residential area is already developed, with higher density on all sides  | <b>4</b><br><br>Zoning permits office development, some of which already exists on scattered sites                       | <b>4</b><br><br>Neighborhood retail is at the core of this center, but it is auto-oriented with limited opportunities to improve pedestrian connectivity | <b>4</b><br><br>The mix and overall intensity of uses are consistent with policy, but scale and access patterns are not yet fully pedestrian |



|                                  |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)  |  |   |  |   |
|----------------------------------|--|--|--|---|--|---|
| Name                             | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning   | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?   | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?                           | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?  | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?  |
| <b>4. Manito Shopping Center</b> | Post-War shopping center with some older commercial buildings surrounded by low-density residential, with pockets of parcels transitioning to medium density residential. Current development caters primarily to office and medical uses. Arterials are very wide despite modest traffic volumes and the auto-oriented building design detract from walkability. The area is well-served by public transit, with high performance routes and express routes.  | <b>1</b><br><br>While zoning permits high-density residential, little is developed   | <b>3</b><br><br>Opportunities along Grand exist for new residential development  | <b>4</b><br><br>Zoning permits office development, some of which already exists on smaller parcels                    | <b>4</b><br><br>Neighborhood retail is at the core of this center, but it is auto-oriented with unfulfilled opportunities to improve pedestrian connectivity | <b>4</b><br><br>The mix and overall intensity of uses are consistent with policy, but scale and arterial emphasis are not pedestrian                              |
| <b>5. North Town</b>             | Center anchored by large post-war shopping mall and surrounding strip mall development on Division St. Low-density residential surrounding – no multifamily development in the ¼ mile area. Good transit service and street connectivity in nearby residential blocks. Mall is totally inward-oriented, with unattractive exterior walls and large parking structures at the corners and rear. Heavy traffic on Division and Wellesley Ave. Division St is a major north-south street and is also designated as US 395 and US 2. | <b>1</b><br><br>General Commercial zoning permits a wide range of non-residential uses not necessarily compatible with residential development | <b>2</b><br><br>High-density residential is allowed south of Francis and east of Division, but it is separated from commercial districts by busy arterials | <b>4</b><br><br>Zoning permits office development, some of which already exists on smaller parcels or within the mall | <b>3</b><br><br>Regional retail is at the core of this center, auto-oriented with few opportunities to improve pedestrian access                             | <b>3</b><br><br>The mix of uses is consistent with policy, but scale, development patterns, and separation of uses by busy arterials discourage pedestrian access |

|              |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |   |   |  |  |
|--------------|---|---|---|---|--|--|
| Name         | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                                | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?  | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?     | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?  | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| 6. Shadle    | Standard suburban shopping center anchored by large retail chains, but with single family uses across the shopping centers along Wellesley Ave. Large park with library and aquatic center, and institutional uses on east and south sides of center. SCJ led a neighborhood plan for center in 2019. Wellesley Ave and Maple/Ash Streets provide access to public transit. | <b>2</b><br><br>Zoning permits high-density residential, but only as part of a mixed-use proposal         | <b>2</b><br><br>Residential density relies on redevelopment of existing housing or mixed-use project                              | <b>3</b><br><br>City zoning permits office development, but buildout is lacking                 | <b>4</b><br><br>Neighborhood retail is at the core of this center, but it is auto-oriented                                   | <b>3</b><br><br>The mix of uses is consistent with policy and includes institutions, but scale is not pedestrian                           |
| 7. Southgate | Contemporary suburban style shopping center with nearby apartments, park, shared-use path, and transit service. Anchored by large retail chain with mix of local and franchise restaurants and commercial uses surrounding it. Wide streets make it difficult to access adjacent uses on foot. Several greenfield sites with CC2-DC zoning.                                 | <b>4</b><br><br>Zoning permits a mix of uses in commercial districts, surrounded by residential districts | <b>4</b><br><br>Much residential is developed, but capacity remains for mixed uses on vacant or redevelopment sites (like Shopko) | <b>4</b><br><br>Zoning permits office development, some of which already exists on O-35 parcels | <b>4</b><br><br>Neighborhood retail is at the core of this center, with some design elements addressing auto-oriented nature | <b>4</b><br><br>The mix and overall intensity of uses are consistent with policy, but scale, connectivity, and setbacks are not pedestrian |

|                                |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |   |   |  |  |
|--------------------------------|--|---|---|---|--|--|
| Name                           | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning  | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?                    | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?           | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                              | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| <b>EMPLOYMENT CENTERS</b>      |  |   |   |   |  |  |
| <b>8. Cannon &amp; Maxwell</b> | Employment Center containing legacy Light Industrial (LI) zoning and a CC3-EC overlay (which allows legacy uses to continue/expand while offering an option for pedestrian-oriented redevelopment – none of which has happened so far). The surrounding area is largely characterized by older single-family homes. A.M. Cannon Park and Aquatic Center lie just northwest of the center. Some legacy main-street-style buildings and services on Ash St and Maple St. The LI zone to the east of N Maple is owned by Spokane County and known to be heavily contaminated. | <b>3</b><br><br>City zoning favors office, and industrial, though some residential is permitted if developed as mixed use | <b>2</b><br><br>Much of the residential area is already developed, but below target density overall | <b>4</b><br><br>City zoning permits office development, some of which already exists at the City site | <b>3</b><br><br>Neighborhood retail is sparse in this area, and zoning does not encourage more | <b>2</b><br><br>While a diverse mix is permitted, development patterns and existing uses are auto-oriented |

|                 |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)  |   |   |  |  |
|-----------------|---|--|---|---|--|--|
| Name            | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                                       | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?  | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?   | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                          | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?                                   |
| 9. East Sprague | Classic and revitalized pre-war main-street with industrial/ commercial uses to the north and low-intensity residential uses to the south, adjacent to I-90 ROW. Corridor-like structure: CC zoning runs 18 blocks. Recent streetscape and pedestrian improvements along Sprague Ave have increased walkability. Degraded roads and housing stock to the south, with negative impacts of freeway noise, air pollution, and interrupted street connectivity. | <b>4</b><br><br>City zoning favors office and retail, with residential either as mixed use or infill in RMF area | <b>2</b><br><br>While permitted by zoning, land development patterns and industrial character do not favor more residential | <b>4</b><br><br>City zoning permits office development, some of which already exists along the Sprague corridor and adjoining industrial land | <b>4</b><br><br>Neighborhood retail lines the Sprague corridor                             | <b>4</b><br><br>Land use mix, transit service, and scale are compatible with pedestrian activity |
| 10. Holy Family | Providence Holy Family Hospital is the dominant use here – which fronts on Lidgerwood St. To the west, Franklin Park Commons shopping center with large retail chains fronts onto Division St. This “center” is literally split in half and generally facing away from each other.  | <b>3</b><br><br>City zoning favors office, though some residential is permitted if developed as mixed use        | <b>3</b><br><br>Much of the residential area is already developed, with higher density on the north of the center           | <b>5</b><br><br>City zoning permits office development  | <b>3</b><br><br>Neighborhood retail fronts Division, but pedestrian access is inconvenient | <b>2</b><br><br>While a diverse mix is permitted, development patterns are auto-oriented         |

|                     |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |   |   |  |  |
|---------------------|--|---|---|---|--|--|
| Name                | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning  | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?                    | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?           | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                                      | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| 11. North Foothills | Employment Center with CC1-EC zoning. The center is part of an old industrial corridor that ran along a decommissioned rail line. Most remaining uses are industrial and include the City of Spokane Water Department. A new public middle school was recently completed at the eastern end of the CC1 zone, across from a private high school. At the north side of North Foothills Drive is the new Gonzaga Family Haven, an affordable housing development. | <b>3</b><br><br>City zoning favors office, and industrial, though some residential is permitted if developed as mixed use   | <b>2</b><br><br>Much of the residential area is already developed, but below target density overall | <b>4</b><br><br>City zoning permits office development, some of which already exists at the City site | <b>3</b><br><br>Neighborhood retail is sparse in this area, and zoning does not encourage more         | <b>2</b><br><br>While a diverse mix is permitted, development patterns and existing uses are auto-oriented |
| 12. North Nevada    | Employment Center with GC and O zoning. Edge of City limits with considerable greenfields. Very auto dependent. Area functions more like part of a larger regional center (the "Y", in reference to the split between Hwy 395 and Hwy 2). Function of specific center also depends on what gets developed on greenfields to the east.  | <b>3</b><br><br>City and County zoning favor retail, office and industrial uses, though some residential is permitted. Residential use is restricted in Industrial zones (except in a few unique circumstances) | <b>3</b><br><br>The greenfield sites can be developed for high-intensity residential uses           | <b>5</b><br><br>Both City and County zoning permit office development                                 | <b>2</b><br><br>The center's scale and developed condition is not compatible with neighborhood retail. | <b>1</b><br><br>Arterial street system is not compatible with pedestrian mix of uses                       |

|                       |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)  |   |   |  |   |
|-----------------------|--|--|---|---|--|---|
| Name                  | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning   | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?  | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed?             | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?  | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?  |
| 13. Trent & Hamilton  | Industrial/manufacturing area transitioning to office/retail/food/residential mixed-uses. Excellent transit service with City Line. Heavy traffic with high speeds on Hamilton St to and from I-90 creates an unpleasant pedestrian environment, but shared-use paths provide connectivity. Gonzaga University campus to the north, with new Health Peninsula in the south. Opportunities to improve public access to riverfront as properties redevelop.              | <b>2</b><br><br>Most high-density housing in this area is devoted to Gonzaga students, permitted by GC, CC1, and RHD zoning          | <b>2</b><br><br>New high density residential will require redevelopment   | <b>4</b><br><br>Zoning permits offices, some of which already exists in association with Gonzaga and UW | <b>4</b><br><br>Neighborhood retail uses concentrate along Hamilton, with a mix supported by Gonzaga and surrounding neighborhood      | <b>3</b><br><br>The mix of uses is consistent with policy, but separation of uses by busy arterials discourages pedestrian access |
| <b>CORRIDORS</b>      |  |  |   |   |  |   |
| 14. Hamilton Corridor | Heavy traffic corridor with retail uses, with complementary residential uses, including student housing, to east and west. Gonzaga University located to west, on southern end of the corridor. Excellent transit service via City Line. South Logan TOD subarea plan underway to revise zoning and leverage TOD opportunities. Unique Hamilton Form-Based Code in central areas to be revised following subarea plan. Planned-action EIS will facilitate development. | <b>2</b><br><br>Zoning permits high-density housing in CC1 and Context Area districts, particularly as part of mixed-use development | <b>3</b><br><br>While zoning permits housing, parcel sizes along Hamilton may be too small to accommodate redevelopment | <b>3</b><br><br>CC1 and Context Area zoning permits office, but realizing it requires redevelopment     | <b>4</b><br><br>Neighborhood retail uses concentrate along Hamilton, with a mix supported by Gonzaga and the larger Logan Neighborhood | <b>5</b><br><br>Land use mix, transit service, scale, and Context Area design controls are compatible with pedestrian activity    |

|                     |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |  |   |  |  |
|---------------------|---|---|--|---|--|--|
| Name                | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning  | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?   | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed? | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                            | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses? |
| 15. Market Street   | Corridor with CC1-DC zoning and some CC4-DC on the back side (mostly with older single-family homes). Couplet with classic main street on N Market St. Rail/freeway corridor cuts Hillyard off from homes/businesses to the east. Unique, historic commercial corridor. The US 395 North Spokane Corridor is located to the east of the corridor.                   | <b>4</b><br><br>City zoning permits a mix of residential types (up to RHD)  | <b>4</b><br><br>Much residential is developed, but capacity remains for mixed uses | <b>4</b><br><br>Office uses exist and may be developed in GC, NR, CC1, CC2 and CC4 areas    | <b>5</b><br><br>Neighborhood retail lines the Market corridor and is permitted along Diamond | <b>4</b><br><br>The use mix is varied, with pedestrian scale   |
| 16. Monroe Corridor | Extends for roughly 27 blocks and includes CC2-DC zoning. CC2 zoning is very narrow in places with a mixture of RSF, RTF, RMF, and RDH zoning on the backside. Recent road reconfiguration on northern segment has helped to revitalize character, enhance pedestrian environment, and promote some economic development. Served by high performance transit route. | <b>4</b><br><br>City zoning permits a mix of residential intensities, primarily at the south end and within CC2 areas | <b>3</b><br><br>Shallow corridor depth hinders larger residential projects         | <b>4</b><br><br>Office uses exist and may be developed in O, OR, CB, CC 1 and CC2 areas     | <b>5</b><br><br>Neighborhood retail lines the Monroe corridor                                | <b>5</b><br><br>The use mix is varied, with pedestrian scale   |

|                             |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)                              |   |   |   |  |
|-----------------------------|--|--|---|---|---|--|
| Name                        | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning             | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?  | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed? | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?   | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| <b>NEIGHBORHOOD CENTERS</b> |  |  |   |   |   |  |
| <b>17. 14th &amp; Grand</b> | Awkward neighborhood center on wide arterial. Generally, auto-oriented buildings and uninviting pedestrian character, although surrounding street grid and through-block connections improve walking conditions. Businesses serve nearby residents, with mix of access from Grand Ave and side streets. Major regional hospital to the north and regional park to the south bring pass-through traffic. Good mix of zoning for residential uses. | <b>1</b><br><br>While zoning permits it, little high-density housing is developed here | <b>2</b><br><br>Capacity for new housing exists along Grand and in adjoining neighborhoods, but it requires redevelopment | <b>4</b><br><br>Office uses exist – and more may be developed – in O, and CC1 areas         | <b>4</b><br><br>Relatively small-scale neighborhood retail lines the Grand corridor, limited in growth by parcel size and terrain | <b>4</b><br><br>The use mix is varied, with pedestrian scale and access to neighborhoods, though Grand can impede pedestrian use |
| <b>18. Garland</b>          | Neighborhood Center with CC1-NC zoning. One of only a few pre-war, main street style neighborhood centers with heavy focus on local businesses. Eclectic mix of building designs with lots of shops and restaurants. Large art deco theater at key intersection of N Monroe St and N Garland Ave.  | <b>4</b><br><br>City zoning permits a mix of residential types (up to RMF)             | <b>4</b><br><br>Much residential is developed, but capacity remains for mixed uses  | <b>4</b><br><br>Office uses exist and may be developed in O and CC1 areas                   | <b>5</b><br><br>Neighborhood retail lines the Garland corridor  | <b>5</b><br><br>The use mix is varied, with pedestrian scale   |



|                           |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)                                   |   |   |  |  |
|---------------------------|---|---|---|---|--|--|
| Name                      | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                  | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?                    | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed? | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                          | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?   |
| 19. SFCC                  | Suburban area near Spokane Falls Community College west of Spokane River. No retail present, almost all nearby land use is multifamily. No parks in center but ample open space associated with college and trails and river access connected to Riverside State Park to north. No clear activity node. | <b>3</b><br><br>CB, RMF, and RHD zoning permits residential, much of which is already built | <b>3</b><br><br>Additional housing can be accommodated in the CB district, orienting to Whistalks   | <b>3</b><br><br>Office uses do not now exist but are permitted in CB zone                   | <b>2</b><br><br>There are no commercial uses here, but they are permitted in CB zone       | <b>3</b><br><br>The mix includes no commercial or office uses, just residential and institutions, with little connecting pedestrian infrastructure |
| 20. Indian Trail & Barnes | Neighborhood Center with CC2 zoning in center. The “center” is basically a very large neighborhood shopping center with a Safeway and massive parking lot. A mix of low-density multifamily uses surrounding the shopping center leading to low density residential areas close by.                     | <b>4</b><br><br>City zoning provides for a mix of residential types (up to RMF)             | <b>4</b><br><br>Much of the residential land is already developed, but at lower than target density | <b>5</b><br><br>City zoning permits office development                                      | <b>4</b><br><br>Neighborhood retail is at the core of this center, but it is auto-oriented | <b>4</b><br><br>The mix of uses is consistent with policy, but scale is not pedestrian   |

|                      |  | Do conditions meet relevant policies? (1 = no!, 5 = yes!)   |   |   |  |   |
|----------------------|--|---|---|---|--|---|
| Name                 | Brief Description  | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                                    | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?                            | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed? | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?                                    | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses?  |
| 21. Lincoln & Nevada | Most of the center is undeveloped – and zoned LI and CB-35. The street grid and development pattern are set up for the vacant CB property to be developed as a standard suburban neighborhood shopping center.   | <b>4</b><br><br>City zoning permits a mix of residential types (up to RMF), mostly developed south of Lincoln | <b>3</b><br><br>Residential uses are permitted, but street system and industrial zoning may limit intensity | <b>4</b><br><br>Office uses may be developed in LI and CB areas                             | <b>3</b><br><br>Neighborhood retail is likely at the SEC of Lincoln/Nevada but will be auto-oriented | <b>1</b><br><br>Arterial street system and developed pattern are not compatible with pedestrian mix of uses   |
| 22. South Perry      | Small, lively Neighborhood Center (CC1-NC zoning) with local retail businesses surrounded by well-maintained historic low-density residential neighborhoods. Some recent investment on S Perry, with mixed results. Surrounding zoning is mostly RSF. Moderate traffic on S Perry St brings customers but does not overwhelm pedestrian-friendly environment. Neighborhood park and elementary school located to the west. | <b>3</b><br><br>City RMF and CC zoning permits a mix of residential types, but the vast adjoining area is RSF | <b>3</b><br><br>Much residential is developed, but capacity remains for mixed uses and infill               | <b>4</b><br><br>Office uses exist and may be developed in the CC1 zone                      | <b>5</b><br><br>Neighborhood retail lines Perry and is easily accessed by surrounding areas          | <b>4</b><br><br>The use mix is varied, with pedestrian scale, though high-density housing options are limited |

|                           |   | Do conditions meet relevant policies? (1 = no!, 5 = yes!)                                    |   |   |  |  |
|---------------------------|---|--|---|---|--|--|
| Name                      | Brief Description   | <b>LU-1.4:</b><br>Does the C&C accommodate high density residential zoning                   | <b>LU-1.4:</b><br>Has the C&C accommodated high density residential development?              | <b>LU-1.5:</b><br>Does the C&C zoning accommodate office uses? Have offices been developed? | <b>LU-1.6:</b> Does the C&C accommodate neighborhood retail uses?  | <b>LU-3.5:</b><br>Does the C&C accommodate a good mix of uses? |
| 23. Broadway & Maple area | Neighborhood Center with CC1-NC zoning. Another pre-war neighborhood center characterized by older storefront buildings, but also including plenty of post-war utilitarian commercial, institutional, and light industrial buildings, and an eclectic mix of uses, though current office uses do not activate streetscape to fullest capacity. Public high school located to the northeast. | <b>4</b><br><br>City CC1, CC4, RMF, RHD, O, and CB zoning permits a mix of residential types | <b>4</b><br><br>Much residential is developed, but capacity remains for mixed uses and infill | <b>4</b><br><br>Office uses exist and may be developed throughout the district              | <b>5</b><br><br>Neighborhood retail is developing in Kendall Yards, with smaller sites scattered to the west | <b>5</b><br><br>The use mix is varied, with pedestrian scale   |

## Development Regulation Assessment

This section examines the sets of existing regulations that apply to the Centers and Corridors. This includes the provisions for permitted uses, dimensional standards, and parking found in SMC Title 17C, and the freestanding Design Standards and Guidelines.

### Use Provisions

Table 2 below documents the current CC zone use permissions and adds observations and considerations for further study. The bullets below summarize some key observations and conclusions about these use provisions.

- The current residential provisions allow maximum flexibility in terms of ground floor uses; even in the case of limited “pedestrian street” designations, ground floor residential uses are allowed, provided the building meets the form provisions specified in the design guidelines. This is probably appropriate given the current and evolving market for commercial uses.
- The provisions for auto-oriented uses warrants close review and some adjustments, as to where and how they might be allowed. A notable threshold for where they might be prohibited is in BRT station areas.

**Table 2. Current CC zone use permissions and comments.**

| Key Use                                 | CC1            | CC2            | CC4 | Use Conditions & <i>Comments</i>   |
|---|----------------|----------------|-----|--|
| Residential                             | P              | P              | P   | <p><i>Maximum flexibility for single purpose multifamily uses here is quite notable – and arguably appropriate given the challenging conditions for ground level commercial uses. Also notable that designated pedestrian streets (see Figure X below) require storefront design form, but there is no provision that prevents residential use within such buildings on the ground floor of those Pedestrian designated streets.</i></p> <p><i>Another question that came up involves whether new detached single-family uses should be allowed in centers. This question even extends to townhouses – at least in some centers, depending on aspirations. Consider differentiating existing from new detached single family uses, so legacy single-family owners don't run into financial issues associated with becoming a non-conforming use.</i></p> |
| Commercial, financial, retail, services | P <sub>x</sub> | P <sub>x</sub> | L   | <p><sub>x</sub> Use limited to 40,000sf for designated neighborhood centers in the comprehensive plan. <i>This might be a limitation on the larger grocery stores for these NH centers. Would be good to examine existing grocery store sizes in these centers and have Leland weigh in on the topic.</i></p> <p><sub>L</sub> Residential uses are required to be mixed on the same parcel as proposed office &amp; retail uses. Nonresidential uses are limited to 3,000sf/parcel. In neighborhood centers, nonresidential uses are only allowed on parcels with frontage on an arterial street. Nonresidential uses in the CC4 zone are not allowed within 60' of a single-family and two-family residential zone or</p>   |

| Key Use  | CC1            | CC2            | CC4            | Use Conditions & <i>Comments</i>   |
|--|----------------|----------------|----------------|--|
|  |                |                |                | further than 300' (neighborhood center only) from a CC core comprehensive plan designation. <i>Analysis shows that no such mixed-use buildings been built in the CC4 zone.</i>   |
| Eating & drinking establishments                   | P <sub>x</sub> | P <sub>x</sub> | N              | x Limited to 5,000sf in designated neighborhood centers in the comp plan.  |
| Professional & medical offices                     | P              | P              | L              | L Residential uses are required to be mixed on the same parcel as proposed office & retail uses. Nonresidential uses are limited to 3,000sf/parcel. In neighborhood centers, nonresidential uses are only allowed on parcels with frontage on an arterial street. Nonresidential uses in the CC4 zone are not allowed within 60' of a single-family and two-family residential zone or further than 300' (neighborhood center only) from a CC core comprehensive plan designation.   |
| Entertainment                                      | P              | P              | N              | <i>Seems reasonable</i>  |
| Limited industrial (if entirely within a building) | P <sub>x</sub> | P <sub>x</sub> | N              | x Limited to 20,000gsf in neighborhood centers designated by the comprehensive plan. <i>Seems reasonable.</i>  |
| Drive through businesses                           | P <sub>x</sub> | P <sub>x</sub> | P <sub>x</sub> | X Prohibited on designated pedestrian streets. <i>The actual use chart states: Drive through business on a pedestrian street – and then lists an N for not permitted in the zones – which is quite misleading. We ought to explore different options here. Some districts they should probably be prohibited outright regardless of the street type fronting. In those cases we've often only allowed them where the use and stacking lane are all provided for within the building. Another approach that might be OK in some transitional areas is to prohibit such uses and stacking lanes between a street and a building. MAYBE ADD NOTE ABOUT WHAT IS IN DESIGN STANDARDS.</i> |
| Motor vehicle sales, rental, repair, or washing    | N              | P              | N              | <i>The permission in CC2 warrants consideration and discussion. It might be a matter of form (if most/all located within a building), overall use size, and what kind of street it fronts onto.</i>  |
| Gasoline sales                                     | P <sub>x</sub> | P              | P <sub>x</sub> | x Limited to six pumps in CC1 and CC4.<br><i>The use, like all, are subject to the CC design standards – and should be. Like drive-through uses, there are some areas where no such uses should be allowed. Otherwise – use &amp; form provisions should be regulated based on the type of street they front onto.</i>   |
| Self-storage                                       | N              | P              | N              | <i>The permissions seem reasonable. The design/form is a big deal. It would be good to find out what such facilities have been built in the CC2 zones.</i>   |

| Key Use                   | CC1 | CC2 | CC4 | Use Conditions & <i>Comments</i>   |
|---------------------------|-----|-----|-----|--|
| Winery and Microbreweries | P   | P   | N   | <i>Curious about the prohibition in CC1. Usually we have SF limitations that make such uses OK in such zones – but there is no definition for the use to clarify any parameters.</i> |
| Public Parking Lot        | P   | P   | N   |  |

## Dimensional Standards

**Table 3. Current CC zone dimensional standards and comments.** Note: The underlined standards reflect those of the interim housing regulations.

| Standard   | CC1  | CC2          | CC4          | Use Conditions & <i>Comments</i>   |
|--|--|--------------|--------------|--|
| HEIGHT – based on center designation type (feet) |  |              |              |  |
| Neighborhood Center                              | 40 <u>55</u>   | 40 <u>55</u> | 40 <u>55</u> | <i>Current and particularly the interim ordinance height limits appear accommodating to current market conditions within the region. However, considering trends, both in property value increases and construction practices, taller building height allowances should certainly be considered. New energy codes are requiring taller floor to floor heights to accommodate necessary systems. Also, taller floor to ceiling heights are becoming increasingly common for viable ground floor commercial space (up to 15' and even higher. Thus, heights up to 90' should be considered at least in district centers to allow for 7-story mixed-use buildings. When factoring floor to floor needs by use, consider: 18-20' for ground floor commercial uses and 10.5-12' for upper-level residential uses.</i> |
| District Center                                  | 55 <u>70</u>   | 55 <u>70</u> | 40 <u>55</u> |  |
| Employment Center                                | 150  | 150          | 70           | <i>150' heights are more than enough for current market conditions – allows 11-12-story commercial building and a 13-story residential building.</i>   |
| Building Height Transition Requirement           | For all development within 150' of any single-family or two-family residential zone, height limit starts at 30' at the residential zone boundary and additional building height is added at a ratio of 1' vertical to 2' horizontal. The interim |              |              | <i>The interim ordinance approach is much more reasonable – balancing mitigation with development potential on CC zoned properties. Staff clarified a question as to where the zone transition starts from – the actual zone boundary, wherever it might be.</i>   |

| Standard                                 | CC1   | CC2             | CC4             | Use Conditions & Comments   |
|--|---|-----------------|-----------------|---|
|  | housing ordinance revised the ratio of 1:1. |                 |                 |   |
| FLOOR AREA RATIO (FAR) (maximum)         |   |                 |                 |   |
| Minimum FAR                              | None <u>1.0</u>                             | None <u>1.0</u> | None <u>0.5</u> | <i>This new “minimum” FAR only applies to residential and mixed-use buildings, but it likely prohibits both townhouses and walkup apartments. This may be appropriate in the BRT station areas and those centers closer to downtown, but it may inhibit development in most centers. Thus, it should be closely examined in this effort.</i>  |
| Maximum basic allowable FAR by use       |   |                 |                 |   |
| Non-residential                          | 0.5 <u>None</u>                             | 0.2 <u>None</u> | x <u>None</u>   | x In the CC4 zone the FAR for all nonresidential uses may not be greater than the FAR for the residential uses located on the same parcel. Nonresidential uses are limited to a maximum of three thousand square feet per parcel.   |
| Residential                              | 1.0 <u>None</u>                             | 0.5 <u>None</u> | 1.0 <u>None</u> | <i>Note that while removing FAR limits here maximizes the market-based approach, it makes it much harder to integrate any future affordable housing incentives or mandates. This has come up at the City Council level and needs to be considered in this effort.</i>   |
| Combined                                 | 1.5 <u>None</u>                             | 0.7 <u>None</u> | 1.0 <u>None</u> | <i>Same comments as above.</i>  |
| Maximum FAR by use with public amenities |   |                 |                 |   |
| Non-residential                          | 1.0 <u>None</u>                             | 0.8 <u>None</u> | <u>None</u>     | When asked about how often the CC FAR bonuses were used and what type, here was staff's reply: <ul style="list-style-type: none"><li>• We almost always use the minor amenity bonus</li><li>• The major amenity bonus FAR is used fairly often</li><li>• The SUPERBONUS! for affordable housing has been used a handful of times, but not for underground parking</li></ul> <i>It's very notable that the interim ordinance eliminates the need to go through this incentive bonus provision.</i> |
| Residential                              | 2.0 <u>None</u>                             | 1.5 <u>None</u> | 1.5 <u>None</u> |   |
| Combined                                 | 3.0 <u>None</u>                             | 2.3 <u>None</u> | 1.5 <u>None</u> |   |
| SETBACKS (minimum)                       |   |                 |                 |   |
| Street lot line                          | 0'  | 0'              | 0' <sub>x</sub> | x When abutting RSF and RTF zoned lots, the minimum structure setback from street lot line is the same as the abutting residential zoning district for the first 60 ft. from the boundary of the abutting residential zoning district.<br><br><i>The Street lot line and Front lot line provisions, together, are very confusing, as discussed with staff. This should be cleaned up.</i>   |

| Standard                                   | CC1  | CC2 | CC4 | Use Conditions & Comments  |
|--|--|-----|-----|--|
|  |  |     |     | <p>Also – design standards play a critical role in setbacks and block frontage design. We've discussed with staff the desire to integrate design standards into the code, so that they are better coordinated and accessible. Typical approaches we've used for setbacks:</p> <ul style="list-style-type: none"> <li>0' setbacks are allowed when buildings meet storefront standards. This includes minimum standards for façade transparency (between 50-75% of façade between 2-10'), weather protection (at least 6' wide along 50-75% of façade), entries facing a street or plaza that fronts on the street, and minimum floor to ceiling heights (15' being the most common dimension)</li> <li>10' minimum setbacks for all other buildings, except allowing departures for residential buildings down to 5' if they meet the purpose of standards and any special departure criteria, and down to 2' or 3' for other nonresidential frontages based on the amount of transparency and integrate other features that add visual interest to the pedestrian and meet other purposes of the standard.</li> <li>Greater setbacks if required in certain zones/conditions</li> </ul> |
| Setbacks from Curb/Sidewalk Width          | 12'  | 12' | 12' | <p>This includes an 8' minimum clear zone on sidewalks – in addition to plantings. There's an opportunity for administrative exception down to 9'</p> <p><i>Good base standard to start from. Probably want to reference greater standards may apply where area specific streetscape standards are developed. Also consider allowing upper floors to cantilever over portions of sidewalks wider than 12', where they do not project into ROW.</i></p>   |
| RSF and RTF zoned lots                     | 10'  | 10' | 10' | <i>10' seems about right</i>   |
| Interior lot line                          | 0'   | 0'  | 0'  | <i>Good to allow zero lot line fire-wall option here. Another important design standard topic.</i>   |
| CC, O, NR or similar zones                 | 0'   | 0'  | 0'  |  |
| Front lot line                             | 10'  | 10' | 10' | <i>See comments above</i>  |
| <b>LANDSCAPING (minimum width in feet)</b> |  |     |     |  |
| Street trees and planting strips           | 5' between curb and sidewalk in all CC zones with 25-30' spacing depending on form |     |     | <i>Good base standard.</i>   |
| Adjacent to a street                       | 5' of L2 planting  |     |     | Doesn't apply for zero setback buildings   |
| Interior property lines                    | 5' of planting strip   |     |     | Doesn't apply for zero setback buildings or where parking is adjacent to another parking lot; <i>Doesn't specify what type of landscaping; Should allow option for pathway along shared property line.</i>   |



| Standard   | CC1  | CC2 | CC4 | Use Conditions & Comments  |
|--|--|-----|-----|--|
| Interior property lines adjacent to residentially zoned property | 8' of L1 planting strip, except 8' of L2 planting strip for RHD zone |     |     | Code allows director discretion to waive or reduce this and the above requirement based on: No useable space for landscaping exists between the proposed new structure and existing structures on adjoining lots or alleys because of inadequate sunlight or inadequate width (three other options exist, but this was the most notable). <i>Seems like an easy out for CC lot developers – particularly for smaller lots. Curious as to how often this flexibility provision is used. Also assume that a simple fence is often used? We will look at the various zone edge situations in the Centers. Monroe corridor setup is likely the most challenging edge condition</i> |

## Parking Standards

**Table 4: Parking Standards and Comments.** Note: The underlined standards reflect those of the interim housing regulations, effective October 24, 2022, and apply for one year unless extended or made permanent. Furthermore, the City adopted an interim parking regulations for housing, effective August 31 of this year that removes minimum off-street parking requirements for new residential development within one-half mile walking distance of transit stops (SMC 17C.405.010). While this is still just interim (the provision expires July 9, 2024, unless the City makes the provision permanent), it functionally negates all of the minimum parking requirements for residential uses in the C&C zones for the time being.

| Category                 | Specific Use  | Specific Zone   | Min. Parking   | Max. Parking   | SMC                | Comments  |
|--------------------------|---|-----------------|--|--|--------------------|---|
| All uses                 | Any building under 3000 sf                            | CA1, CA2, CA3   | None   |  | <u>17C.230.130</u> | <i>Reasonable exemption currently for just the Hamilton area form-based code – that might be considered in other CC zones</i>   |
| Residential <sub>1</sub> | Residential   | CC1, CC2, CC3   | 1 per 1,000 gross sq. ft. or 1 per dwelling unit plus one per bedroom after 3 bedrooms | Maximum ratio is the same as for nonresidential uses |                    | <i>These pre-interim ordinance standards are less than typical suburban city parking standards, but there's still room for reduction, particularly for transit-friendly areas</i> |
|                          | Residential   | CC4             | 1 per 1,000 gross sq. ft. or 1 per dwelling unit, whichever is less                    | Maximum ratio is the same as for nonresidential uses |                    |   |
|                          | <u>Dwelling unit, building with 0-30 total units</u>  | <u>CC zones</u> | <u>None</u>  |  | <u>17C.400</u>     | <i>Interim ordinance features minimal (very progressive) parking provisions</i>   |
|                          | <u>Dwelling unit, building with 31-40 total units</u> | <u>CC zones</u> | <u>0.2 per unit</u>  |  | <u>17C.400</u>     |   |
|                          | <u>Dwelling unit, building with 41-50 total units</u> | <u>CC zones</u> | <u>0.25 per unit</u>   |  | <u>17C.400</u>     |   |

| Category                | Specific Use  | Specific Zone   | Min. Parking              | Max. Parking                                | SMC                         | Comments  |
|-------------------------|---|-----------------|---------------------------|---|-----------------------------|---|
|                         | <u>Dwelling unit, building with 51+ total units</u> | <u>CC zones</u> | <u>0.31 per unit</u>      |   | <u>17C.400</u>              |   |
| Commercial <sub>2</sub> | Any non-residential uses                            | CC1, CC2, CC3   | 1 per 1,000 gross sq. ft. | 1 per 250 sq. ft.                           | <a href="#">17C.230.120</a> | <i>The 1 space per 1,000sf standard is very minimal and progressive already. There is current consideration of removing all parking minimums for those areas within ¼ mile BRT stations. Given how low the current standards are, that's not that huge of a change.</i> |
|                         | Any non-residential uses                            | CC4             | 1 per 500 gross sq. ft.   | 1 per 250 sq. ft.                           | <a href="#">17C.230.120</a> |   |
|                         | Any non-residential uses                            | CA1, CA2, CA3   | 1 per 500 gross sq. ft.   | 1 per 250 sf (applies to surface lots only) | <a href="#">17C.123.040</a> |   |

Notes:

1. City adopted interim parking regulations for housing, effective August 31 of this year that removes minimum off-street parking requirements for new residential development within one-half mile walking distance of transit stops. While this is still just interim (the provision expires July 9, 2024, unless the City makes the provision permanent), it functionally negates all of the minimum parking requirements for residential uses in the C&C zones for the time being.
2. Newly passed bicycle parking ordinance allows up to 25% of the vehicle parking requirement to be substituted by required bicycle parking.

## Design Standards and Guidelines

Table 5 documents current Centers and Corridors Design Standards and Guidelines and Table 6 examines whether the Centers and Corridors are meeting key street/building orientation standards and considerations for moving forward.

**Table 5: Design Standards and Guidelines and Comments.**

| Topic                                | Standard  | Comments  |
|--------------------------------------|---|---|
| Buildings along street               | <p>New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades.</p> <p>Buildings placed along sidewalks shall have windows and doors facing the street (see “Façade Transparency” and “Prominent Entrances”) and shall incorporate other architectural features (see “Ground Level Details” and “Treatment of Blank Walls”).</p> | <p><i>Provision applies to all streets equally – perhaps it should depend on the type of street. For streets envisioned to be a traditional “main street” with storefronts, 30% won’t achieve that vision. Staff noted that the TOD Framework Study proposed 70% coverage.</i></p> <p><i>Later standards require 50% transparency for buildings within 20’ of the street – which sounds reasonable. But consider exceptions for secondary streets that perhaps shouldn’t have to apply to strict standards. Perhaps they can have more shallow setbacks, and landscaping to treat any blank walls.</i></p> <p><i>Also, standards should also address minimum ground floor to ceiling heights, particularly for those requiring or aspiring to be filled with active ground floor uses. 15’ is a common current minimum requirement for storefront type block frontages.</i></p> |
| Buildings along intersection corners | Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.  |   |
| Sidewalk encroachment                | Temporary sidewalk encroachments are allowed. Café seating, planters, ramps, stairs, and sandwich board signs which are located on the sidewalk shall be located in such a manner as to leave a pathway at least six feet wide that is free of obstructions.  | <i>Reasonable, except that there may be streets (perhaps BRT station areas or pedestrian designated streets) where 8’ might be the minimum obstruction-free area.</i>   |
| Curb cut limitations                 | A curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24 feet in width.  |   |

| Topic                                  | Standard   | Comments   |
|--|--|--|
| Pedestrian connections in parking lots | Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided:<br>Between all public right-of-way and building entrances and<br>Between parking lots and building entrances.   | <i>Examine how this provision is working with recent developments and whether more details or adjustments are needed.</i>  |
| Drive-through lanes                    | Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.  | <i>As noted above, there may be streets or zones (such as in BRT station areas) where exterior drive-through lanes shouldn't be allowed at all. On the other hand, for some auto-oriented centers, there may be street frontages where a drive-through lane between the street and building might be acceptable?</i> |
| Treatment of blank walls               | Walls or portions of walls where windows are not provided shall have architectural treatment wherever they face adjacent streets or adjacent residential areas (see guidelines for Façade Transparency). At least four of elements from a list shall be incorporated into these walls:   | <i>The good examples shown in the document would not be great, if those facades fronted directly on the street.</i>  |
| Façade transparency                    | In residential, commercial, or mixed-use, a minimum of 15% of any ground floor façade* that is visible from and fronting on any abutting street shall be comprised of windows with clear, "vision" glass allowing views into the interior.   | <i>15% is a reasonable base standard – even for residential.</i>   |
|  | A minimum of 30% of any ground floor commercial or mixed-use building façade* that is visible from, fronting on, and located within 60 feet of an arterial or pedestrian street shall be comprised of windows with clear, "vision" glass allowing views into the interior. Display windows may be used to meet half of this requirement.   | <i>Suggest that a more fine-grained approach where there are 3-4 different street/block frontage designations.</i>   |
|  | A minimum of 50% of any ground floor commercial or mixed-use building façade* that is visible from and located within 20 feet of an arterial or pedestrian street shall be comprised of windows with clear, "vision" glass allowing views into the interior. Display windows may be used to meet half of this requirement                  |  |
| Materials                              | Street level exterior facades, up to 10 feet above the level of the adjacent sidewalk, walkway or ground level that face public streets or sidewalks, should be clad in durable materials compatible with an urban context, including materials such as stone, tile, metal, masonry, concrete, manufactured cement products, and/or glass. |  |

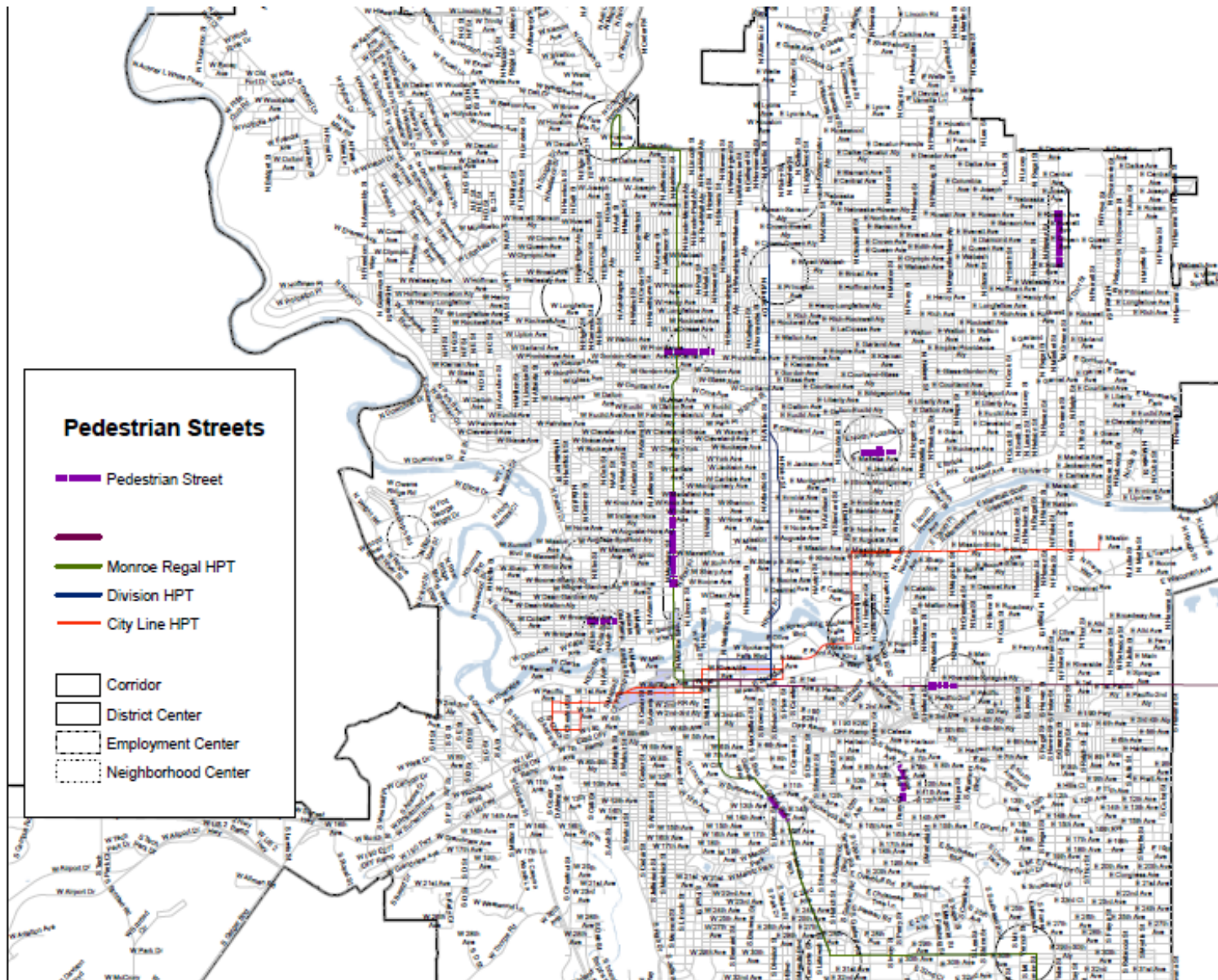
| Topic                               | Standard   | Comments  |
|-------------------------------------|--|---|
|                                     | Exterior Insulating Finish Systems (EIFS) and lapped siding products generally do not comply with the intent of the City's design standards and guidelines and are not allowed on ground floor exterior walls that face public streets or sidewalks. |   |
| Massing                             | Buildings shall have a distinct "base" at the ground level, using articulation and high-quality materials as noted in the Materials section.   |   |
|                                     | The "top" of the building shall be treated with a distinct outline that adds variation through varying heights, steps, or depths. See Roof Form section.   |   |
|                                     | New structures shall incorporate vertical and horizontal modulations to develop distinctive architectural volumes, break monotonous volumes, and create fine-grain character in scale with adjacent neighborhood character.                          |   |
| <b>Pedestrian Street Provisions</b> |  |   |
| Parking lot location                | Parking lots shall not be located between a building and a Pedestrian Street.  | <p><i>This base standard may work OK in most cases but consider a more strict standard for those streets where you might have higher aspirations. Some options from most to least restriction:</i></p> <ol style="list-style-type: none"> <li><i>1. Ground level parking adjacent to the street is prohibited. Access to garages or surface parking lots are allowed only when there's no other feasible option, as determined by the Director.</i></li> <li><i>2. Ground level parking adjacent to the street is limited to the side of buildings and may occupy no more than 60' of the lot's frontage.</i></li> <li><i>3. Ground level parking adjacent to the street is limited to no more than 50% of the lot's frontage.</i></li> </ol> |
| Curb cuts                           | Curb cuts shall not be located along a designated Pedestrian Street.   | <i>Yes, clear enough.</i>   |
| Streetscape elements                | Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than                        | <i>It would be useful to hear from staff as to how this standard is working.</i>  |

| Topic                              | Standard   | Comments   |
|------------------------------------|--|--|
|                                    | 10,000 sf. Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City.   | <i>Otherwise, assume that we might want to refine this to be more specific, prescriptive.</i>  |
| Building entrances                 | The primary entrance to the building shall be visible from and fronting on a Pedestrian Street.  | <i>Yes, clear enough.</i>  |
| Maximum setback                    | Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk (see Setbacks section of Land Use Code for Centers and Corridors), except for a setback up to 10 ft. for the purpose of providing a publicly accessible “plaza,” “courtyard,” or recessed entrance.   | <i>Good, except that I wouldn't want to limit the width of plaza as long as that plaza met some minimum standards.</i>   |
| Ground level details               | Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements:  | <i>Again, it would be useful to hear from staff as to how this standard is working. MAKERS uses a similar list where by at least one item is required from three different details lists – each include “other” options, as there's so many additional ideas that can be used.<br/><br/>Very curious about the inclusion of residential buildings and how that has turned out?</i> |
| Pedestrian-oriented signs          | Signs shall be oriented to pedestrians, rather than people in vehicles.  | <i>Good starting point. Sign lighting is an important topic – we've prohibited backlit signs as well as video signs on most pedestrian-oriented streets in other communities.</i>  |
| Sign integration with architecture | The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design. | <i>Good.</i>   |
| Creative graphic sign design       | Various “guidelines” encouraging signs highly graphic in form, expressive, and individualized.   | <i>Good, except such encouraged components may no longer be appropriate in objective standards integrated into SMC.</i>  |
| Unique landmark signs              | New landmark signs should correspond to the location, setting and type of businesses, and shall be approved by the Planning Director.  | <i>Good – but very challenging language if we're trying to be objective. Perhaps this can be address in approach to design departures/alternative compliance provisions.</i>   |



| Topic        | Standard   | Comments  |
|--------------|--|---|
| Ground signs | Pole signs shall be prohibited. All freestanding signs shall be ground signs no higher than 5 feet total. The base of any ground sign shall be planted with shrubs and seasonal flowers. | <i>Good – but on such pedestrian-oriented streets there's an argument that no ground signs be permitted at all - they should be on the building. At least for a more intensive typology of pedestrian street where no parking at all is allowed adjacent to the street.</i> |




Figure 1. Pedestrian-designated streets.







## Design Performance

Table 6 below examines how the individual Centers and Corridors are performing from a community design standpoint, focusing on the building location and orientation plus connectivity (multimodal). The Comments column includes observations about the Center or Corridor and considerations for moving forward.

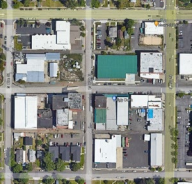

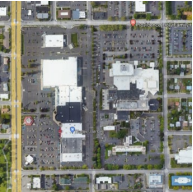
**Table 6. Evaluating the design performance of the Centers and Corridors.**



| Name   | Is there a ped street designation?  | Building location & orientation  | Connectivity (rated 1-5, 5 best)   | Comments  |
|--|---|--|--|---|
| <b>DISTRICT CENTERS</b>  |   |  |  |   |
| <b>1. 57th &amp; Regal</b><br>  | No  | Extremely internal/parking lot oriented  | 1.<br>Poor   | <i>Outside of Spokane city limits. Far from achieving even modest "center" criteria.</i><br><i>City's CC2-DC zone appears to be spoken for with a large new garden apartment complex.</i><br><i>Like other areas, the key long-term planning/regulatory issues involve streetscape/connectivity plans, block frontages approach, and public infrastructure/amenities.</i>   |
| <b>2. Five Mile</b><br>        | No  | Parking lot orientation  | 2.<br>Moderate connectivity, with barriers created by topography, large buildings and parking lots, and heavy-traffic arterial                             | <i>Doesn't seem well-positioned for re-development at this time. Key design issues are still similar to many other centers, including streetscape/sidewalk and connectivity plans, block frontage approach, and public infrastructure/amenities.</i><br><i>Staff confirmed that the large vacant site(s) east of Maple is a city-owned parcel for stormwater runoff from neighboring parcels and Francis Ave.</i> |
| <b>3. Lincoln Heights</b><br> | No - though there are legacy storefront buildings on 29 <sup>th</sup> , but scary narrow sidewalks thanks to the brutal four-lane roadway | A mix of street-oriented and parking-lot oriented buildings, with several large, deep commercial parking lots. | 3.<br>Decent connectivity on the large scale, but the disjointed grid and suburban superblock structure result in a poor pedestrian environment within and | <i>Great potential for redevelopment on multiple blocks, based on underutilized auto-oriented development patterns. Lots of CC2 zoning currently - the 70' height feels appropriate, but with redevelopment and some</i>  |

| Name  | Is there a ped street designation? | Building location & orientation                                    | Connectivity (rated 1-5, 5 best)  | Comments   |
|---|------------------------------------|--|---|--|
|   | shoehorned into space.             |  | to the center. Connections to the north blocked by topography and large parcels.  | <p><i>momentum, 7-stories and 85-90' heights aren't 20-year impossibilities either.</i></p> <p><i>Key community design issues:</i></p> <ul style="list-style-type: none"> <li><i>Streetscape Plan – ROW plan for the key streets – particularly sidewalk widths – and conceptual plans for new streets/through-block connections</i></li> <li><i>Perhaps the Terrace Garden site (now zoned RMF) should be part of CC2 zone considering the very low density, disjointed relationship with area, and taking the long view?</i></li> <li><i>The Center needs a “center”: As in an urban park or plaza that redevelopment could be oriented around. Could happen on at least four blocks depending on owner and city's willingness to partner/be opportunistic.</i></li> </ul> <p><i>Block frontage approach. Suggest going as far as possible with recommendations in this effort (re creating designations) but letting future NH/subarea planning refine.</i></p> |
| <b>4. Manito Shopping Center</b><br> | No                                 | A mix of street-oriented and parking-lot oriented buildings.       | 3.<br>Moderate connectivity, but with few north-south connections due to shopping center and middle school complex. Decent transit service. | <p><i>Seems to have a lot of potential, but wide arterial with no north-south alternative streets is a challenge. Both Grand Blvd and 29<sup>th</sup> have ADT's that make a lane reduction possible. Otherwise, the community design issues are similar to Lincoln Heights, but on a smaller scale:</i></p> <ul style="list-style-type: none"> <li><i>Streetscape Plan – ROW plan + new streets/through-block connections.</i></li> <li><i>Block frontage approach. The best long term “main street” option is probably along E 30<sup>th</sup> Ave route if and when the shopping center redevelops.</i></li> </ul>  |
| <b>5. North Town</b>  | No                                 | Internal/parking lot orientation. The street edges of the mall are | 3.<br>Good transit service, good walkability on   | <i>Good potential for housing on some of the peripheral sites. There is almost no (!) multifamily currently. GC zoning allows but arguably does not encourage mixed</i>  |




| Name  | Is there a ped street designation? | Building location & orientation   | Connectivity (rated 1-5, 5 best)  | Comments   |
|---|------------------------------------|---|---|--|
|                          |                                    | particularly brutal from a community design standpoint. The context is even worse with closed big box retailers along parts of the perimeter. | nearby streets, good walkability within Northtown mall, but parking lots and heavy-traffic arterial are major barriers.             | <i>use development, and RMF allows only very low-density. Much of the area abutting the mall is RSF.</i><br><i>Key community design issues moving forward:</i> <ul style="list-style-type: none"> <li>• <i>Streetscape Plan – particularly sidewalk widths. New streets/ through-block connections seem less realistic in the planning horizon given mall form/infrastructure.</i></li> <li>• <i>Block frontage approach – the Division frontage is most critical and good minimum standards should be a high priority. The south and east frontages are rough (hopeless) with the large parking garages.</i></li> </ul>   |
| <b>6. Shadle</b><br>     | No                                 | Standard suburban auto-oriented shopping center with a few smaller pads toward the street and large parking lot.                              | 2.<br>Parking lots on corner. Recent pedestrian improvements help connecting center east to park and north to the residential area. | <i>Neighborhood plan emphasizes future infill/redevelopment of shopping center to allow incremental transformation to pedestrian-oriented mixed-use center – with heavy emphasis on gateway improvements and woonerf like internal routes. Agree with plan concepts – just need to be integrated with future zoning/design provisions.</i>   |
| <b>7. Southgate</b><br> | No                                 | Mostly internal/parking lot orientation, but well designed and includes corner plaza  | 2.<br>Few street or internal connections make walking difficult, but transit service and a shared-use path help.                    | <i>The poster-child for contemporary suburban centers. @ the Target development, the smaller scale retail pads by close to the street are well laid out with an attractive plaza at the corner that works well with the adjacent restaurant/dining uses.</i><br><i>Considerable room for improvement on internal connectivity (between developments), however, as each development is designed without any connection to adjacent uses.</i><br><i>The closed down Shopko site is an obvious opportunity for redevelopment. Staff confirmed that there have been conversations with property owners about options for the site. Requiring some better connectivity provisions is an obvious need.</i> |





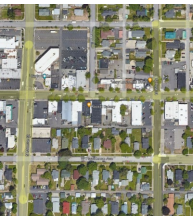

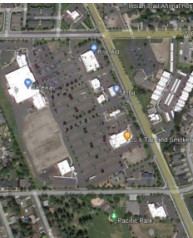
| Name  | Is there a ped street designation?                  | Building location & orientation   | Connectivity (rated 1-5, 5 best)   | Comments   |
|---|---|---|--|--|
| <b>EMPLOYMENT CENTERS</b>   |   |   |  |  |
| <b>8. Cannon &amp; Maxwell</b><br> | No  | No. The southern three CC2 zoned lots feature large institutional uses. The blocks north of West Maxwell Avenue are largely old single-family homes.                | 3.<br>Poor sidewalk environment within much of the center, but good street grid and connectivity to the surrounding neighborhood.  | <i>This is a very strange "center". Its centralized location and surrounding residential context certainly presents an opportunity to become a pedestrian-friendly mixed-use center, if the City were to go that direction (local contamination issues might be a barrier as well as the possible desire to retain those uses and associated employment base.</i>  |
| <b>9. East Sprague</b><br>        | Yes, three blocks from S Madelia to S Napa Streets. | Again, classic pre-war main street that has been revitalized with recent streetscape improvements. Private investment since improvements is quite visible!          | 4.<br>Very good, though I-90 to the south severely reduces connectivity to the older residential neighborhood to the south   | <i>East Sprague is a very interesting center. Before I-90 it may have been a more traditional neighborhood main street. Now with limited residential base but an increasing industrial base combined with recent street improvements, it appears to be a revitalized corridor. Though the energy dissipates rapidly each block southward towards I-90 – particularly as WSDOT has acquired the half block of residential uses closest to the interstate over the past 15 years.</i><br><br><i>Design issues:</i><br><i>Sprague block frontage approach – do we have the right ped street designation? What about the other blocks?</i> |
| <b>10. Holy Family</b><br>       | No  | Very auto-oriented. Division is standard issue highway arterial, whereas Lidgerwood features a large hospital on one side and single family residential on another. | 2.<br>Other than the hospital's interface with N. Lidgerwood St, the internal connectivity within the hospital/shopping center super-block is non-existent. Large parking lots isolate the | <i>Franklin Park Commons has some potential to redevelop into a mixed-use center at some point, but it's likely at least 10 years away, if not 20 years.</i><br><br><i>Otherwise, like other centers, it will be good to get good community design provisions in place if and when development happens.</i><br><br><i>The usual mix of issues apply here as well: Streetscape, through block connections, block frontages, and public infrastructure/amenities.</i>  |




| Name  | Is there a ped street designation?   | Building location & orientation   | Connectivity (rated 1-5, 5 best)  | Comments   |
|---|--|---|---|--|
|   |  |   | hospital and shopping center from surrounding streets. The generally consistent street grid surrounding the area helps.               |  |
| <b>11. North Foothills</b><br> | Yes, features two bisecting street designations, which appear to be aspirational, as neither street now exists. The recent middle school was developed without implementing the pedestrian street. | Current industrial uses, including older brick buildings built right up to or near the sidewalk edge. A relatively attractive brick industrial building occupies the corner of North Foothills and Hamilton Street. | 2.<br>Internal connectivity is poor, given the broken street grid. Connectivity to the residential neighborhood to the south is good. | <i>Area was subject to a master planning effort in 2011 that was ultimately abandoned. Part of the issue is the spring located on the City Water Department's property. The draft master plan looked at creating a pedestrian street along the old rail line route (not exactly matching the pedestrian street routes on existing City maps).</i><br><i>Community design issues:</i> <ul style="list-style-type: none"> <li>• <i>What are the objectives/aspirations here now?</i></li> <li>• <i>Continued mix of light industrial with option for pedestrian-oriented uses?</i></li> <li>• <i>Retain or remove pedestrian street designation? Either way, clarifying new streets/through block connections is still important.</i></li> <li>• <i>Other issues involving spring – or environmental cleanup?</i></li> </ul> |
| <b>12. North Nevada</b><br>  | No – Nevada St heavy arterial.   | Very auto oriented, with some smaller pads towards Nevada, but typically still with one aisle of parking in front   | 1.<br>Large lot auto-oriented developments and arterial street environment make this a poor pedestrian environment.                   | <i>Current zoning is GC-70 and O-35, so development has not been subject to the CC Design Standards. Given current development pattern and location, area isn't likely to change much for a long time. However, there's an opportunity to create something much different on the vacant property east of Nevada (now outside of city limits).</i><br><i>Consider whether this is a center at all.</i>  |



| Name   | Is there a ped street designation?  | Building location & orientation   | Connectivity (rated 1-5, 5 best)   | Comments  |
|--|---|---|--|---|
| <b>13. Trent &amp; Hamilton</b><br> | No  | Older street and parcel grid strongly-encourages street-orientation, even among industrial buildings. | 3.<br>Moderate connectivity – shared-use paths are critical. City Line BRT will also provide fast connections east and west. | <i>Focus of South Logan TOD subarea planning effort. Industrial areas are primed for mixed-use redevelopment</i>  |
| <b>CORRIDORS</b>   |   |   |  |   |
| <b>14. Hamilton Corridor</b><br>    | No - but the Form-Based Code essentially zones Hamilton as a storefront pedestrian street, where ground floor residential is not allowed. | A mix of street-oriented and parking-lot oriented, overall mostly oriented towards Hamilton.          | 4.<br>Generally good, especially with City Line BRT service beginning. Share-use paths like Centennial Trail also help.      | <i>The storefront requirement along Hamilton, as desirable concept as it is, has proven challenging for the market context. The proposed SLTOD plan approach is to focus the storefront requirement around the signalized intersections and allow greater flexibility for those street/intersections in between. See the SLTOD for other recommendations.</i>   |
| <b>15. Market St/Hillyard</b><br> | Yes, Market Street.   | Old neighborhood main street with storefronts.  | 4.<br>Good. The new Children of the Sun Trail is a key connector from this area to downtown and points south.                | <i>Obvious desire to retain/strengthen storefront character on core blocks. Examine specific pedestrian street extent. Freeway (future) and one-sided center context limit the intensity potential – both for amount of retail space and density of residential. Townhouses could be an important use type. Continue pedestrian-orientation of new development as much as possible to reinforce existing character and strengthen center.</i> |

| Name  | Is there a ped street designation?  | Building location & orientation  | Connectivity (rated 1-5, 5 best)  | Comments   |
|---|---|--|---|--|
| <b>16. Monroe Corridor</b><br>   | Yes, extends for 11 blocks, from W Boone to W Montgomery Ave's. Considering recent streetscape improvements, consider extending this designation northward. | Yes, a clear pre-war storefront pattern that is disrupted frequently with post-war auto-oriented forms of development. | 4.<br>Corridor corners are all over the map, from storefront to parking lots. Most development pre-dates the CC design standards. | <i>The context and extent of corridor is a good test case for developing an updated regulatory approach for block frontages. Suggestions:</i> <ul style="list-style-type: none"> <li>• Allow but don't require storefronts</li> <li>• Disallow parking in front of buildings, but maybe consider allowing "some" parking to side of buildings (maybe just up to one row/aisle).</li> <li>• Include minimum transparency standards</li> </ul> <i>Require entrances to face the street or a pedestrian-oriented street, which is adjacent to the street.</i>   |
| <b>NEIGHBORHOOD CENTERS</b>   |   |  |   |  |
| <b>17. 14th &amp; Grand</b><br> | Yes, along Grand Blvd the full extent of the CC1-NC zone.   | Dominated by parking lot frontages; auto-oriented form.  | 3.<br>Good, with connected street grid on both sides of Grand Blvd, except that this portion of Grand Blvd acts like a barrier.   | <i>Whereas the development context of Grand Boulevard is poor, the surrounding context in the neighborhood is very good, with notable recent multifamily infill development, good streetscape and connectivity.</i><br><i>The four-lane roadway without on-street parking appears to be the biggest barrier to pedestrian-oriented development form, including mixed-use. The N Monroe lane configuration and improvements are an obvious comp for this portion of Grand and beyond.</i><br><i>The 2014 South Hill Coalition Connectivity and Livability Strategic Plan identified that traffic calming streetscape improvements here were a high priority, but the plan does not specifically mention any lane reductions. City staff noted that a lane reduction here is a top priority for many neighborhood residents. They also noted there was serious injury bicycle accident in this area.</i> |

| Name   | Is there a ped street designation?                           | Building location & orientation   | Connectivity (rated 1-5, 5 best)  | Comments  |
|--|--|---|---|---|
| <b>18. Garland</b><br>        | Yes, on Garland for several blocks – from Madison to Howard. | Yes, strong storefront pattern, except for two blocks west of Monroe  | 4.<br>Very good, with great relationship to surrounding neighborhood. Surprisingly weak corner pattern (particularly at Monroe and Garland) is the only notable downside. | <i>Important to reinforce/strengthen storefront pattern along Garland. Interim heights of 55' seem appropriate. Noting the south side of Garland CC zoning just goes to the alley – where some of the transitional standards would now apply (see matrix above for related questions/suggestions on this).</i>                            |
| <b>19. SFCC</b><br>           | No   | Internal/parking lot orientation  | 2.<br>Limited walkability, decent bus connections   | <i>Intriguing, because of educational assets, transit service and moderate density, but in a challenging location overall. Does not look or feel like a “center”.</i>   |
| <b>20. Indian Trail</b><br> | No – North Indian Trail is a big arterial.                   | Very auto-oriented. Shopping center designed with smaller pads up closer to arterial, but typically one aisle of parking between street and building. | 2.<br>Very non-descript corners.  | <i>Given current development pattern and location, area isn't likely to change much for a long time. However, long term, there is potential to reconfigure the existing shopping center into a true pedestrian-friendly mixed-use center, given the large parking lot areas and centralized location within the greater neighborhood.</i> |

| Name   | Is there a ped street designation?                              | Building location & orientation   | Connectivity (rated 1-5, 5 best)   | Comments   |
|--|---|---|--|--|
| <b>21. Lincoln &amp; Nevada</b><br> | No – Nevada St heavy arterial.                                  | Very auto-oriented context. Zero non-arterial connections to adjacent residential uses, which is unfortunate.   | 1.<br>Commercial sites are undeveloped. Walls front on the residential corners to the west.  | <i>Lousy connectivity opportunities with the surrounding area. Difficult to see this ever becoming much more than a standard auto-oriented neighborhood center, given the arterial setup and surrounding uses.</i><br><i>Consequently, consider an appropriate design approach given the context and whether this should be classified as a “center”.</i>  |
| <b>22. South Perry</b><br>          | Yes, along E Newark/S Perry the full extent of the CC1-NC zone. | Mostly pedestrian-oriented with storefront and other pedestrian-oriented buildings and parking to side or rear between 9 <sup>th</sup> and 11 <sup>th</sup> , with some exceptions. | 5.<br>Very good with a connected grid of streets surrounding the center  | <i>Perhaps the most vibrant of Spokane's neighborhood centers, with signs of recent private investment and lots of pedestrian activity. Part of the charm is the modest scale of development. Thus, the smaller scale zoning provisions of the NC zone (55' with the interim ordinance) feel appropriate for this area.</i> <ul style="list-style-type: none"> <li><i>Otherwise, the most important design issue for the area is the block frontage approach.</i></li> </ul> |
| <b>23. West Broadway</b><br>      | Yes, on Broadway from North Maple to Elm Streets                | Characterized by older storefront buildings, but with relatively frequent disruptions (parking lot)   | 3.<br>Mostly good, with surrounding street grid. N Maple Street is still a barrier, but the W Broadway Ave bridge certainly helps. | <ul style="list-style-type: none"> <li><i>Reinforcing the storefront pattern on Broadway should be a high priority, as is a general pedestrian-friendly form of development in the rest of the center off Broadway.</i></li> </ul>   |

## Combined Performance

Table 7 below includes rough initial evaluations of the performance of individual Centers and Corridors with respect to real estate market context (including market base/population and destination strength) and community design attributes (including urban form/sense of place, and walkability/connections). The “Market Strength vs Land Supply” findings are preliminary and will be refined after further analysis in Task 4.

**Table 7. Evaluating the physical and market performance of Centers and Corridors**

The Centers and Corridors are ranked from 1-5, with 5 being best, 3 being neutral, and 1 being the worst. The green to red color continuum matches the best (5) to worst (1) to enhance the visualization of this analysis.

|          |   |   |   |           |
|----------|---|---|---|-----------|
| 5 (best) | 4 | 3 | 2 | 1 (worst) |
|----------|---|---|---|-----------|

**Market Strength vs. Land Supply:** This assessment was developed as follows: using the CoStar real estate database, LCG determined the square footage (Rentable Building Area or RBA) of multifamily, retail, and office development, that has recently been built (within the last five years; completed between 2018 to 2023) and/or is planned and under construction for each center and corridor area. Consistent with MAKERS methodology, the “area” is within 1/4 mile of each Center centerpoint and within 1/8 mile of each Corridor centerline. LCG then ranked the areas into a 5-point scale; most areas with no development have a score of 1.

**Urban form/Sense of Place:** This metric was assigned by MAKERS based on the perceptual factors that create lively/attracting/interesting places for humans based on site visits and assessment of aerial photos. High-scoring places typically have human-scaled buildings and streets, buildings with varied architectural styles and functions, interconnected street grids, and continuous streetwall (buildings that touch on each side) with a high density of entrances, windows, plantings, art features and other elements that create a sense of rich, coherent visually interesting complex environment.

**Walkability/Connections:** This metric was assigned by MAKERS based on the quality of walking conditions and the grid connectivity of streets and paths in the study area based on site visits and assessment of aerial photos.

**Destination Strength:** This category was applied based on the quantity, diversity, and intensity of use of destinations within the center, including businesses, schools, churches, parks, and other non-residential uses. For expediency, this metric was applied subjectively based on impressions left during site visits and via analysis of aerial photos and Google maps.

| Center/ Corridor Name          | Market Strength vs Land Supply | Urban form/ Sense of place | Walkability/ Connections | Destination strength |
|--------------------------------|--------------------------------|----------------------------|--------------------------|----------------------|
| 1. 57th & Regal                | 5                              | 1                          | 1                        | 2                    |
| 2. Five Mile                   | 4                              | 1                          | 2                        | 3                    |
| 3. Lincoln Heights             | 3                              | 1                          | 3                        | 3                    |
| 4. Manito Shopping Center      | 2                              | 1                          | 3                        | 3                    |
| 5. North Town                  | 1                              | 1                          | 3                        | 4                    |
| 6. Shadle                      | 1                              | 1                          | 2                        | 3                    |
| 7. Southgate                   | 5                              | 3                          | 2                        | 3                    |
| 8. Cannon & Maxwell            | 1                              | 2                          | 3                        | 2                    |
| 9. East Sprague                | 1                              | 4                          | 4                        | 4                    |
| 10. Holy Family                | 2                              | 1                          | 2                        | 2                    |
| 11. North Foothills and Nevada | 3                              | 2                          | 2                        | 4                    |
| 12. North Nevada               | 2                              | 1                          | 1                        | 1                    |



| Center/ Corridor Name  | Market Strength vs Land Supply | Urban form/ Sense of place | Walkability/ Connections | Destination strength |
|------------------------|--------------------------------|----------------------------|--------------------------|----------------------|
| 13. Trent & Hamilton   | 4 <sup>1</sup>                 | 2                          | 3                        | 2                    |
| 14. Hamilton Corridor  | 5                              | 2                          | 4                        | 3                    |
| 15. Market St/Hillyard | 1                              | 4                          | 4                        | 3                    |
| 16. Monroe Corridor    | 3                              | 3                          | 4                        | 4                    |
| 17. 14th & Grand       | 1                              | 1                          | 3                        | 2                    |
| 18. Garland            | 4                              | 4                          | 4                        | 4                    |
| 19. SFCC               | 4                              | 2                          | 2                        | 2                    |
| 20. Indian Trail       | 5                              | 1                          | 2                        | 2                    |
| 21. Lincoln & Nevada   | 1                              | 1                          | 1                        | 1                    |
| 22. South Perry        | 1                              | 5                          | 5                        | 4                    |
| 23. West Broadway      | 3 <sup>2</sup>                 | 4                          | 3                        | 1                    |

<sup>1</sup> Although no development has taken place is known by LCG to be proposed or under construction in the Trent & Hamilton center, we have assigned this area a score of 4 given attributes that are similar to the Hamilton Corridor. The fact that no development is underway here may indicate that the supply of affordable land is low, i.e., that most sites are occupied by existing commercial and industrial uses that developers are having a hard time acquiring at an acceptable price.

<sup>2</sup> LCG assigned a score of 3 to West Broadway in recognition of this center's proximity to Kendall Yards and all of its amenities, and historic fabric. Similar to the Monroe and Garland centers, some development could take place in West Broadway in the near- or medium-term.

## Supplemental Data

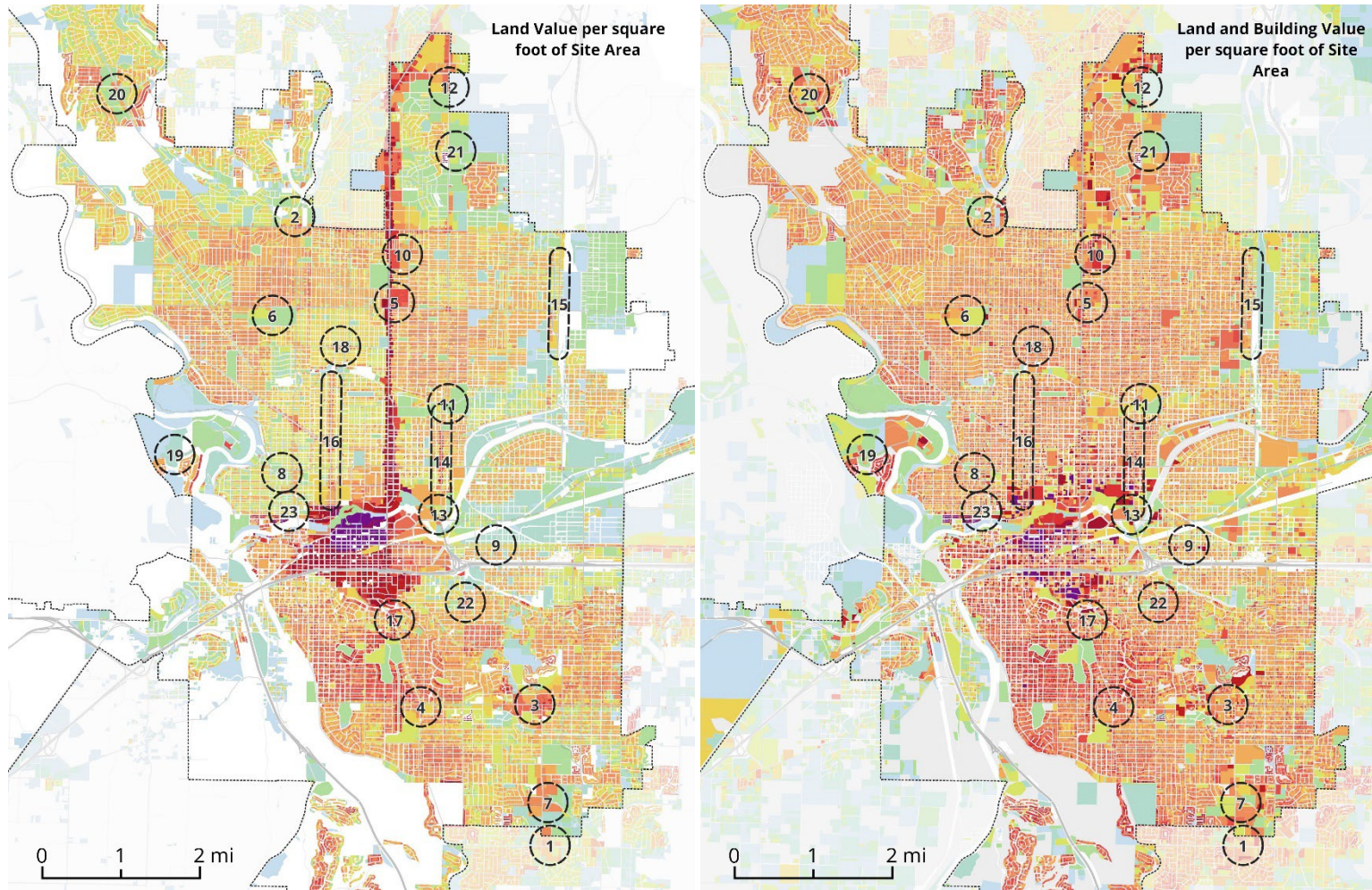
**Table 8. Center and Corridor Statistics Reference Table**

The table below includes some additional statistics that may be helpful in assessing the context of the centers and corridors.

| Old Numbering | New Numbering | Name                   | Center Type | Avg. year built | Avg parcel size (acres) | Households per acre | Primary street ADT | Average land value (per sf) | Recent Dev. (20 years, sf) |
|---------------|---------------|------------------------|-------------|-----------------|-------------------------|---------------------|--------------------|-----------------------------|----------------------------|
| 18            | 1             | 57th & Regal           | DC          | 1997            | 1.12                    | 16.0                | N/A                | \$5.26                      | 473,340                    |
| 23            | 2             | Five Mile              | DC          | 1979            | 0.62                    | 4.9                 | 30,000             | \$4.12                      | 141,343                    |
| 16            | 3             | Lincoln Heights        | DC          | 1980            | 0.57                    | 8.4                 | 17,000             | \$8.27                      | 31,164                     |
| 17            | 4             | Manito Shopping Center | DC          | 1967            | 0.29                    | 5.3                 | 20,000             | \$7.81                      | 16,739                     |
| 22            | 5             | North Town             | DC          | 1971            | 0.35                    | 3.9                 | 40,000             | \$9.95                      | 71,534                     |
| 6             | 6             | Shadle                 | DC          | 1984            | 0.50                    | 3.0                 | 18,000             | \$5.06                      |                            |
| 21            | 7             | Southgate              | DC          | 1997            | 2.55                    | 20.6                | 17,000             | \$5.78                      | 511,947                    |
| 11            | 8             | Cannon & Maxwell       | EC          | 1949            | 0.24                    | 6.1                 | 46,000*            | \$4.95                      | 2,020                      |
| 13            | 9             | East Sprague           | EC          | 1954            | 0.37                    | 2.1                 | 12,000             | \$4.04                      | 51,569                     |
| 4             | 10            | Holy Family            | EC          | 1978            | 0.51                    | 6.4                 | 39,000*            | \$9.90                      | 259,721                    |
| 9             | 11            | North Foothills        | EC          | 1961            | 0.54                    | 2.6                 | 26,000             | \$4.59                      | 35,520                     |
| 1             | 12            | North Nevada           | EC          | 2003            | 3.21                    | 2.6                 | 27,000             | \$3.78                      | 147,605                    |
| 19            | 13            | Trent & Hamilton       | EC          | 1966            | 1.28                    | 2.3                 | 32,000             | \$4.90                      | 110,662                    |
| 20            | 14            | Hamilton               | Corridor    | 1961            | 0.35                    | 6.4                 | 30,000             | \$6.08                      | 599,446                    |
| 5             | 15            | Hillyard               | Corridor    | 1947            | 0.51                    | 2.8                 | 21,000             | \$3.11                      | 46,370                     |
| 8             | 16            | Monroe                 | Corridor    | 1933            | 0.28                    | 5.8                 | 17,000             | \$7.25                      | 105,605                    |
| 15            | 17            | 13th & Grand Blvd      | NC          | 1958            | 0.35                    | 8.8                 | 16,000             | \$8.88                      | 8,754                      |
| 14            | 18            | South Perry            | NC          | 1942            | 0.21                    | 7.4                 | 10,000             | \$6.09                      | 11,980                     |
| 12            | 19            | West Broadway          | NC          | 1941            | 1.14                    | 9.0                 | 3,000              | \$5.75                      | 252,480                    |
| 7             | 20            | Garland                | NC          | 1949            | 0.59                    | 8.2                 | 9,000              | \$5.63                      | 60,000                     |
| 24            | 21            | SFCC                   | NC          | 1987            | 0.59                    | 7.0                 | 17,000             | \$2.63                      | 169,000                    |
| 2             | 22            | Indian Trail           | NC          | 2009            | 0.23                    | 7.5                 | 17,000             | \$4.54                      | 830,517                    |
| 3             | 23            | Lincoln & Nevada       | NC          | 1993            | 0.26                    | 11.1                | 23,000             | \$3.20                      |                            |

### Table 9. Land Value Mapping

The centers and corridors range widely in market strength and local property values. The maps below are provided to give a citywide context to these measures. The map on the left shows land value without buildings, with warmer colors portraying the higher land value areas of the city. The map on the right shows land plus building value, with cooler colors indicating lower-cost opportunities for development.



# Preliminary Conclusions & Recommendations

Below are some preliminary conclusions based on the Centers & Corridor Evaluation and the analysis and findings above. Additional and refined conclusions are expected to result from the market analysis and feasibility work to be conducted in Task 4.

## Typology Conclusions

- The typology framework between the Comprehensive Plan and code (notably how the center typologies are applied in code and plan) is awkward and should be updated.
- See the “considerations” bullets on page 11 in the Center Typology Observations section.

## Policy > Regulation Relationship

- There’s no clear need to tie the Center and Corridor designations to a Center and Corridor zone. Many cities use centers and corridors, centers, nodes, or urban villages as a conceptual structure for their comprehensive plan land use map, and then use regular zones to implement the structure. See: [Portland](#), [Seattle](#), [Burien](#), and [Aberdeen](#), to name a few. The incomplete overlap between the CC designations and CC zones creates inevitable mismatches and gaps, as well as confusing terminology. Part of the challenge is that Spokane’s zoning districts applied to these areas are not well calibrated to current development economics, market trends, or City TOD goals.
- Some of the challenges faced by difference centers and corridors are based on the era in which each was developed:
  - Pre-war main-street centers will likely need help with building retrofits and renovations, infill-friendly regulation (limited or no parking requirements and setbacks, and, where appropriate, parcel agglomeration. City support for community events, public art, activation of vacant storefronts, and upgrades to aging infrastructure will be most important to set the stage for community-led revitalization and investment in these irreplaceable centers and corridors.

- Post-war centers like Manito, North Town, Shadle, and Five Mile have aging buildings and infrastructure, and fairly pedestrian-hostile environments. Some of these places are well-positioned for mixed-use redevelopment in some respects, though the combination of land values, construction costs and expectant rents are still not at the levels necessary to make vertical mixed-use development pencil. The existing mix of Center and Corridor zoning, design standards, and pedestrian street designations provide a good starting point, but some strategic adjustments (see Regulatory Changes below) can provide enhanced guidance towards economic and community design objectives for these centers and corridors.
- Contemporary centers like Southgate, Indian Trail, are seeing new development with some community design improvements over the post-war centers noted above but will likely need the most help in traffic safety improvements such as crosswalks, pedestrian-friendly signal timing, protected bike lanes, shared-use paths, through-block connections, and pedestrian-friendly parking lot design. These areas also likely need support for green stormwater infrastructure, tree planting, heat-reflective roofs to combat heat island effects from large surface parking lots.

### Public Infrastructure & Amenities

- Many centers lack a good, connected street system that hampers both pedestrian and vehicular movement. This tends to discourage development, particularly pedestrian-oriented forms of development. Streetscape plans and codes should identify required future connections. Where lines on a map might be too controversial, standards that require new streets or at least through-block connections at maximum specified intervals can be essential to ensure that future redevelopment enhances connectivity.
- While most centers include a park, school, library, and/or other public or semi-public facility or amenity within or adjacent to the center, many centers don't have any such facilities or amenities for important community space and gathering. This context further challenges prospects for desired redevelopment activity. As centers both old and relatively new run into vacancy challenges, as brick and mortar retailers are dealing with everywhere, such conditions can create openings for

more pedestrian-oriented forms of redevelopment that can and should include some public infrastructure and amenities. Public/private partnerships are an important tool for these situations and can result in public infrastructure and amenities that are better integrated with private development and can create spin-off benefits that further revitalize centers.

## Regulatory Changes

- Affordable housing approach. There are three basic regulatory approaches to provide more affordable housing and these will be important considerations in any changes to the Center and Corridor zoning provisions:
  - (1) Market-based approach that seeks to reduce zoning barriers to maximize construction of new housing – with the assumption that more housing means cheaper housing costs. The recent interim housing ordinance takes this approach in that it both increases capacity and removes or reduces some existing barriers to development, including floor area ratios and off-street parking.
  - (2) Incentives approach, whereby zones include a maximum base height or intensity limit and conformance with affordable housing requirements are needed to go above that limit.
  - (3) Mandatory or inclusionary affordable housing, whereby a specified amount of affordable housing is required in all development. recent interim housing ordinance was adopted due to intensive housing challenges faced by the city. As the City is considering zoning changes that increase development capacity.

Each approach comes with benefits and drawbacks. But in cases where the City may be making changes to increase development capacity, such as what has occurred with the interim housing ordinance and some of the zoning changes now under consideration in the South Logan TOD Plan, it's critical to consider and review options and make a conscious decision as to which approach suits the community best.

- Building height. The increases in the interim housing ordinance are good improvements, but the CC zones should consider going further to help accommodate changes in the building code (which are necessitating greater floor



to floor heights) and capture possible trends in construction practices and local real estate market conditions. Example, The CC1 and CC2 zones for District Centers had a 55' height limit that was increased to 70', which can accommodate a five-story mixed-use building, and possibly a six-story mixed-use building. Increasing the height to 85' or 90', which would accommodate a seven-story mixed-use building, should also be considered.

- Floor area ratio. The existing code included a framework of strict minimum base standards along with an elaborate bonus system to achieve greater FAR in exchange for amenity features. The interim housing ordinance eliminates maximum FARs along with the corresponding bonus system. The simplified market-based approach is similar to what we've recommended in other similar communities, but typically coupled with strengthening design standards in key areas (this is what we suggest below). One element of the interim housing ordinance that gives us pause is instituting a minimum FAR of 1.0 for new housing. This eliminates townhouse and garden apartment housing types, which are likely to be the most common housing types being built in the city outside of detached single family. The minimum 1.0 FAR might be appropriate in downtown areas and near BRT stations but has the potential to be counter-productive in other areas.
- Setbacks.
  - Suggest coordinating minimum front setbacks with updated block frontage standards, which increase the standards the lesser the setback.
  - Setback types should be clearly defined (street and front setbacks now are very confusing).
  - A 10' minimum setback for ground floor uses is a balanced standard we typically encourage for similar cities/communities, while providing some avenue to go down to 5' if certain measures are included to enhance privacy/livability of adjacent units and enhancing the streetscape.
  - For interior setbacks, the 0' option is important, but design standards should address setback standards for various design approaches. This is particularly important for residential uses, where units get there only solar access along that applicable side yard (in those cases we recommend 15' setback).

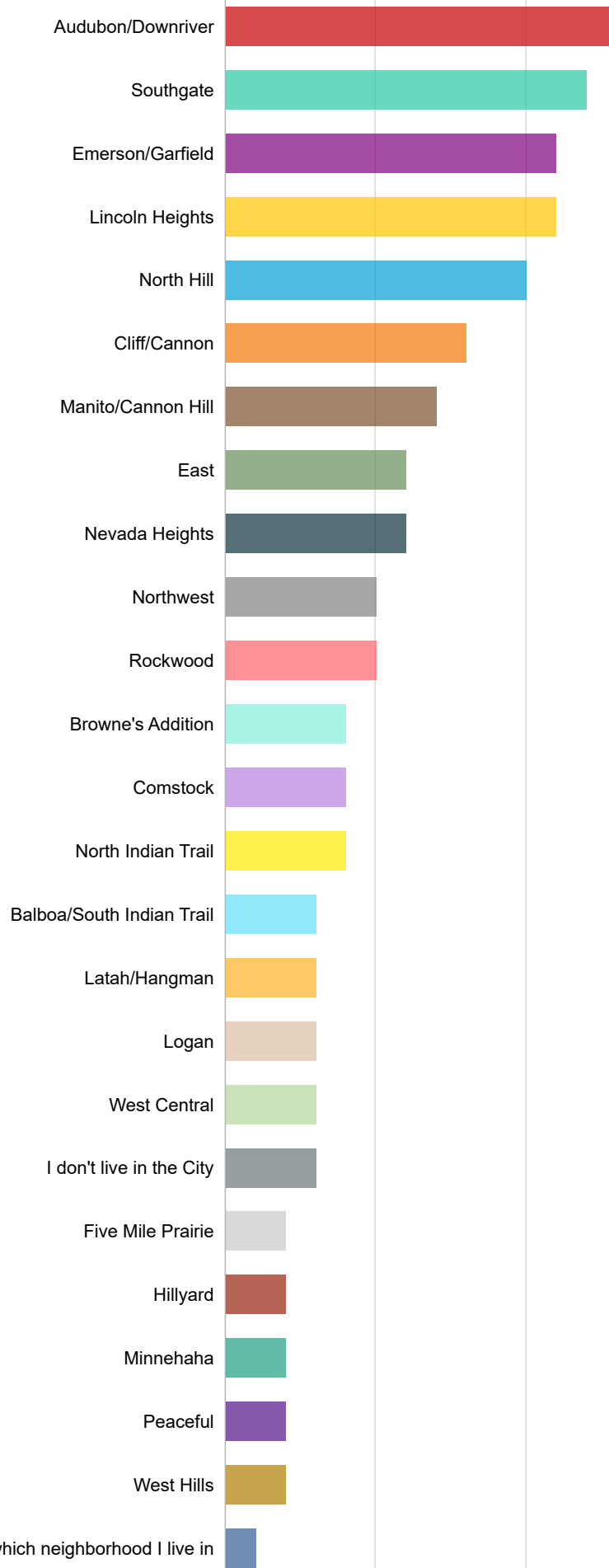
- Zone transition standards. Team members agree that compliance with current strict transition standards were acting to discourage development where CC zones bordered residential zones, and that the interim housing ordinance' approach was much more reasonable.
- Design standards.
  - Team members agree that they should be updated, and they should be integrated into the code rather than in a freestanding document. This allows for easier access of applicable codes and standards and for convenient cross-referencing.
  - Updates to provide more objective standards over subjective standards, inline with recent State legislation to increase predictability for development review.
  - Review and update current code and design provisions that allow for alternative compliance. Consider offering compliance alternative options for some, but not all design standards, and clarify approval criteria for such options.
- Block frontages. We suggest building on the current system of Pedestrian designated streets by creating a tiered system to help reinforce and implement current and desired community design contexts/goals.
  - For example, the strictest designation requires storefronts at the back edge of sidewalks, with minimum floor to ceiling heights, a minimum storefront depth, required ground floor commercial uses (except lobbies for upstairs residential uses), and no parking or driveways adjacent to the street.
  - The next tier might be closer to the City's current pedestrian street provisions, which allow a little more design and use flexibility.
  - At least two other tiers should be considered, including a standard tier that balances some flexibility with a desire for centers to become more pedestrian-oriented over time. Another tier would allow greater flexibility on parking lot locations (these might be side street or some arterials where it's found to be infeasible or unrealistic to force pedestrian-oriented designs.

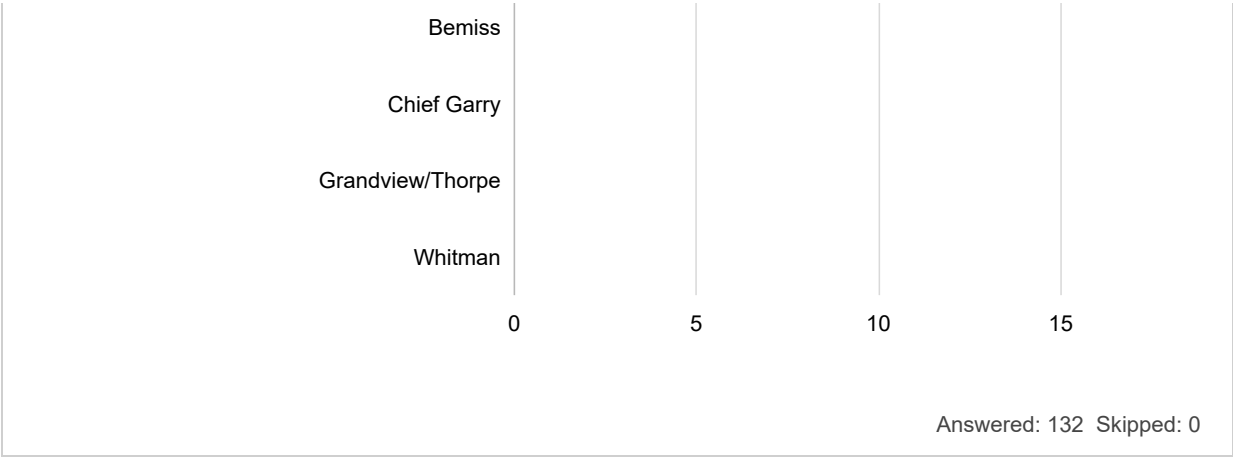
- Internal connectivity. In addition to street connectivity, providing good internal connectivity (pedestrian at a minimum, but ideally vehicular too) within the site and between sites (notably when lots are more than 120' deep) can be essential to create a truly pedestrian-friendly and dynamic center. Design standards should address the frequency of such connections, the design of such connections, and the design of development frontages facing those connections, to best ensure that those connections are inviting and contribute to the character and function of a center.
- For conclusions on other site and building design standards, see comments in Table 5 above. Special topics that warrant attention and updates:
  - Integrating minimum useable open space for residential uses.
  - Integrating façade articulation standards.

# **Centers & Corridors Update Study**

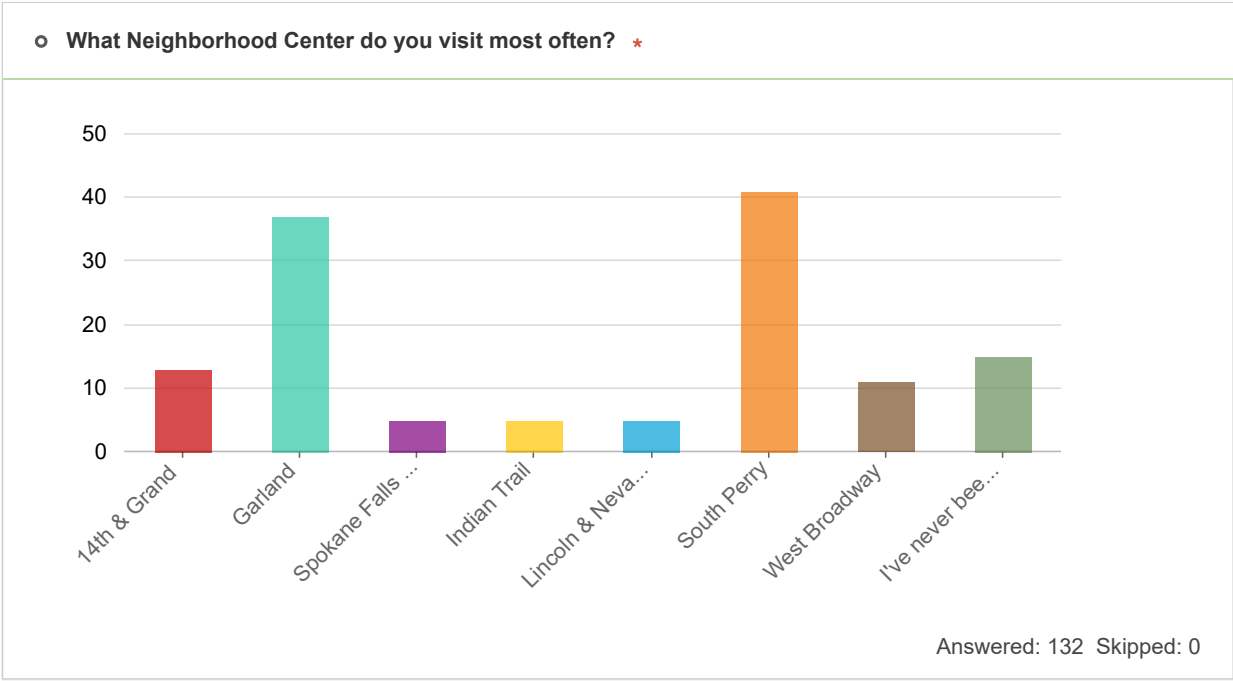
## **Interim Survey Results 11.1.2023**

What neighborhood do you live in?





Neighborhood Centers



Neighborhood Centers > Neighborhood Centers Follow-Up

Neighborhood Centers Follow-Up

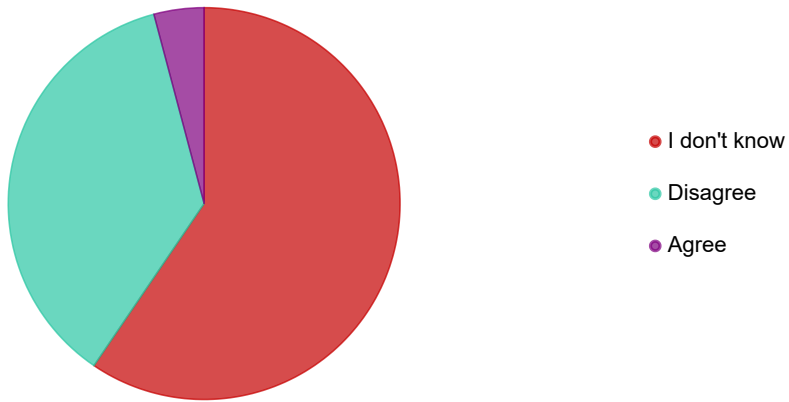
Based on the goals of the comprehensive plan, please assess how well each individual Neighborhood Center meets the goals of the Comprehensive Plan.

Comprehensive Plan goals for Neighborhood Centers (summarized):

- There are a variety of business primarily catering to neighborhood residents.
- Businesses are provided support by including housing over ground floor retail and offices uses.
- Density is high enough to support frequent transit.
- Buildings are oriented to the street.
- There are pedestrian connections and the environment is friendly to walk through.
- There is a central gathering space (plaza, square, park) that promotes social interaction.

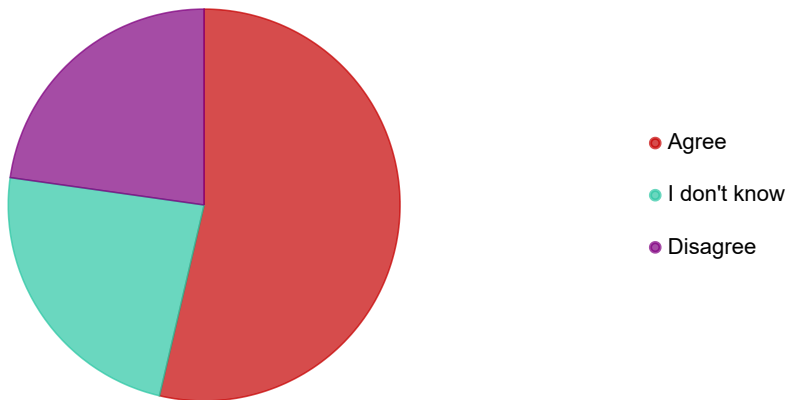


o o Spokane Falls Community College Neighborhood Center meets the above...

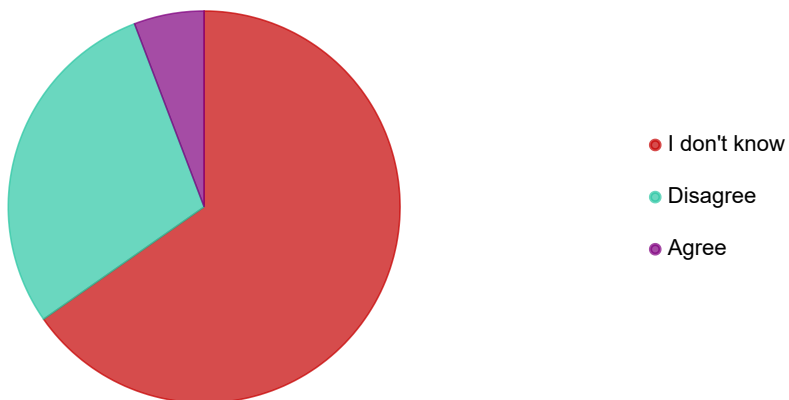


Answered: 121 Skipped: 11

o o Garland Neighborhood Center meets the above goals

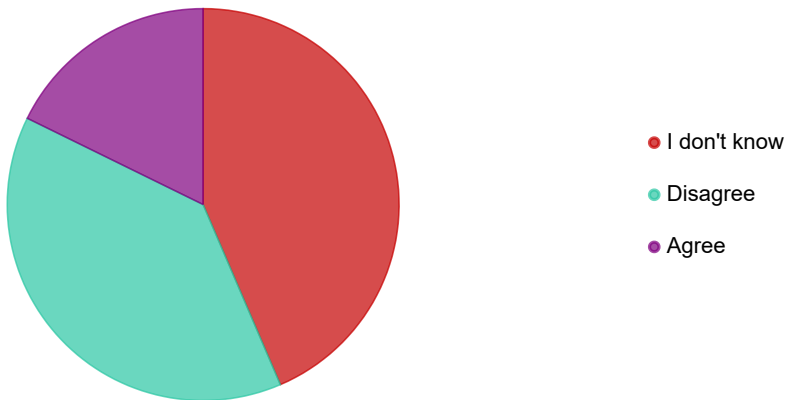


o o Indian Trail Neighborhood Center meets the above goals



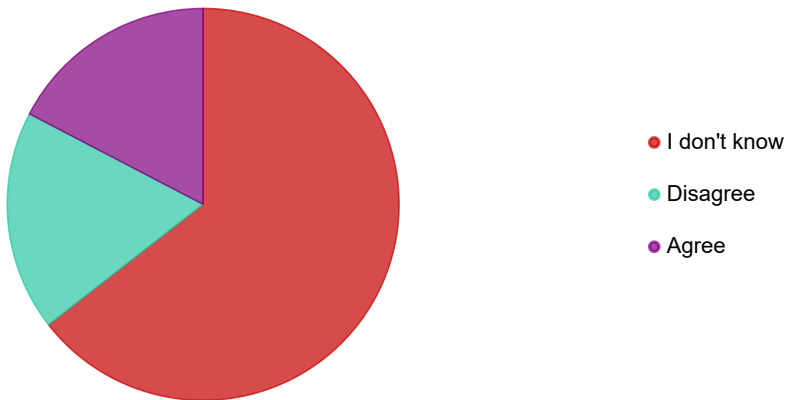
Answered: 121 Skipped: 11

14th & Grand Neighborhood Center meets the above goals



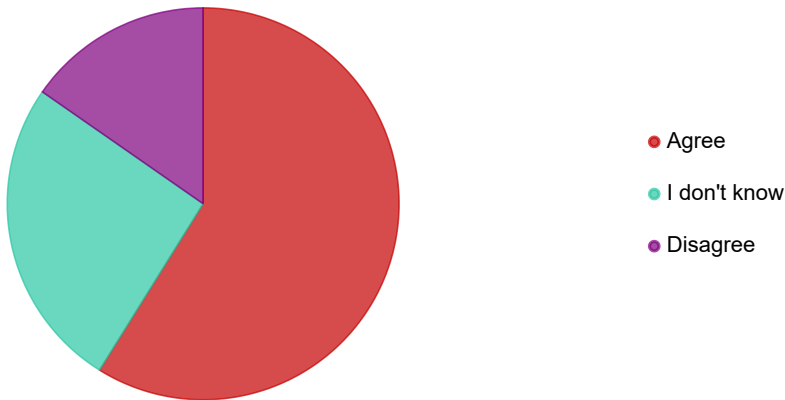
Answered: 124 Skipped: 8

West Broadway Neighborhood Center meets the above goals



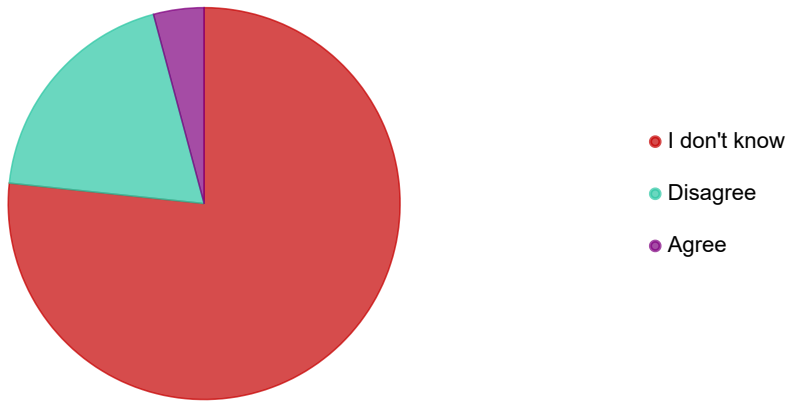
Answered: 121 Skipped: 11

South Perry Neighborhood Center meets the above goals



Answered: 124 Skipped: 8

- Lincoln & Nevada Neighborhood Center meets the above goals



Answered: 120 Skipped: 12

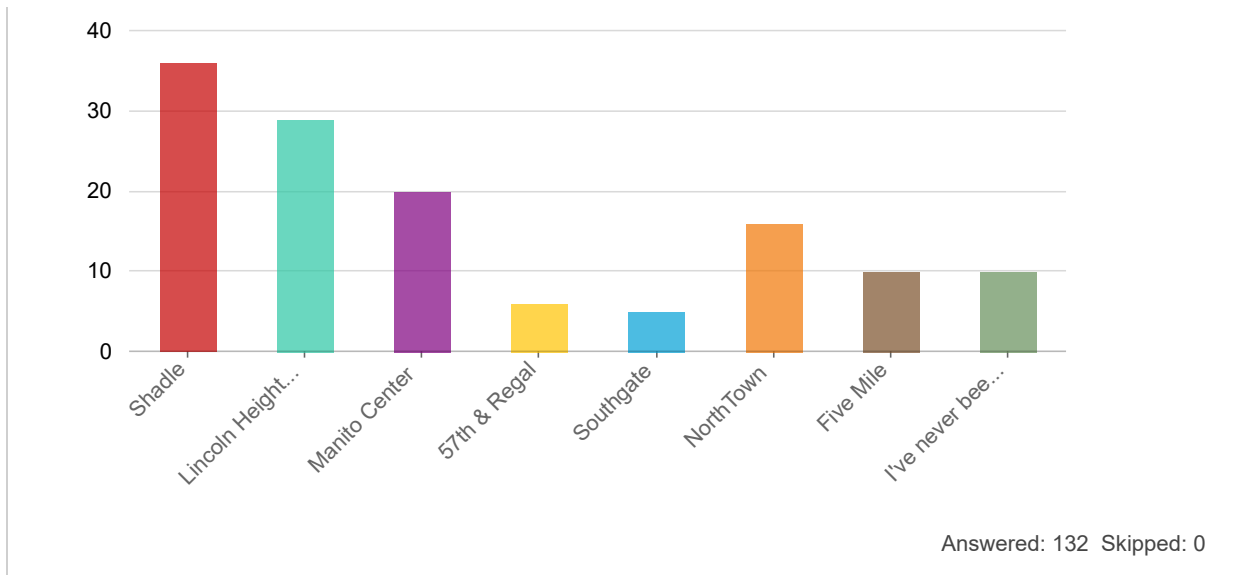
- o o Neighborhood Centers Summary



Answered: 67 Skipped: 65

## District Centers

o What District Center do you visit most often? \*

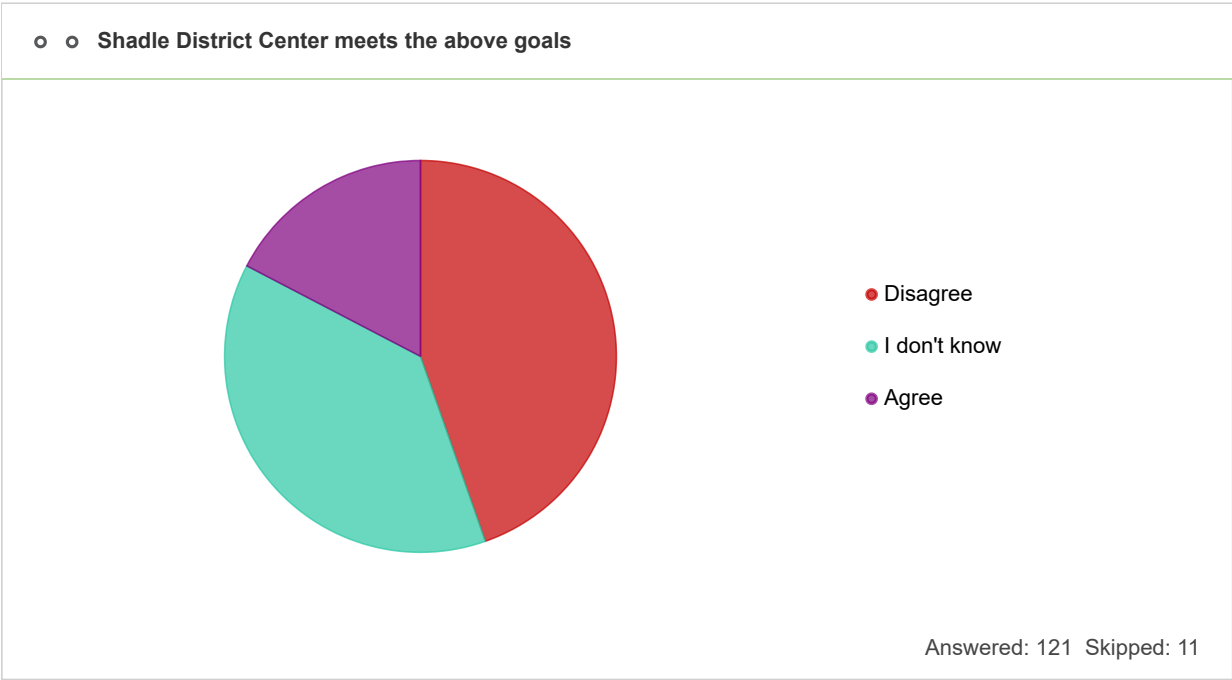


### District Centers > District Centers Follow-up

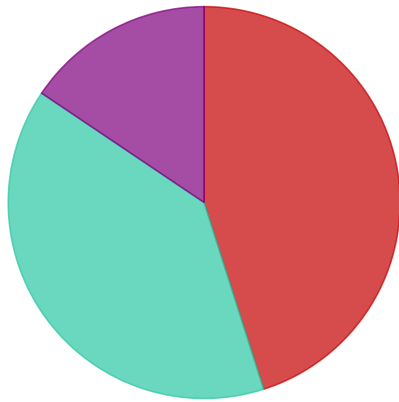
Based on the goals of the comprehensive plan, please assess how well each individual District Center meets the goals of the Comprehensive Plan.

Comprehensive Plan goals for District Centers (summarized):

- There are a variety of business catering to the larger region.
- Density is higher than your typical neighborhood and buildings are taller (up to 5 stories).
- Buildings are oriented to the street.
- There are pedestrian connections and the environment is friendly to walk through.
- There is a central gathering space (plaza, square, park) that promotes social interaction.



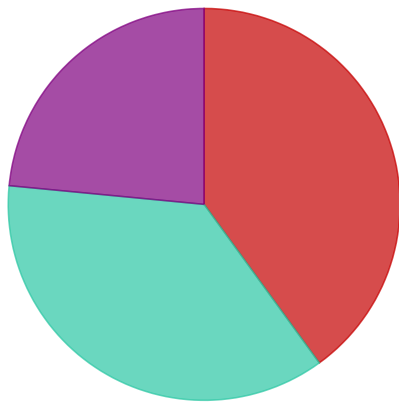
Lincoln Heights District Center meets the above goals



- Disagree
- I don't know
- Agree

Answered: 122 Skipped: 10

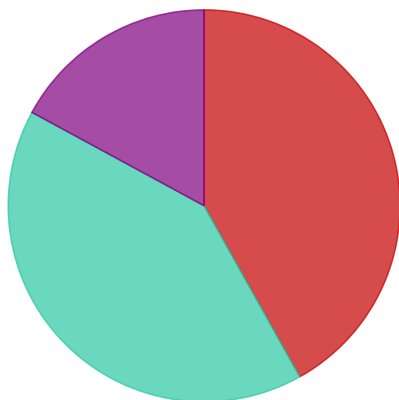
Manito District Center Meets the Above Goals



- Disagree
- I don't know
- Agree

Answered: 115 Skipped: 17

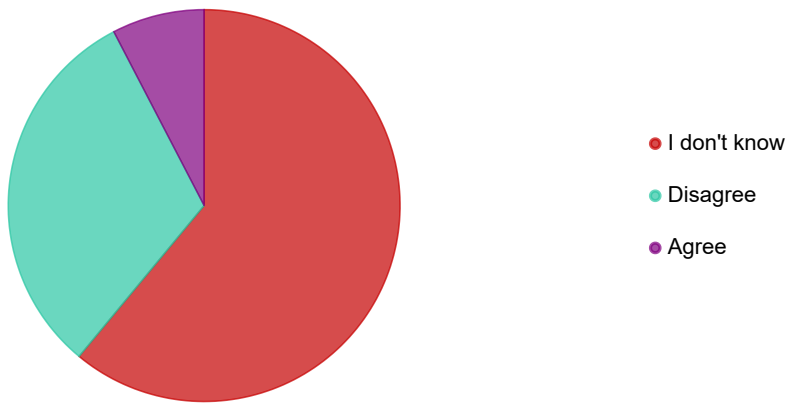
57th & Regal District Center meets the above goals



- Disagree
- I don't know
- Agree

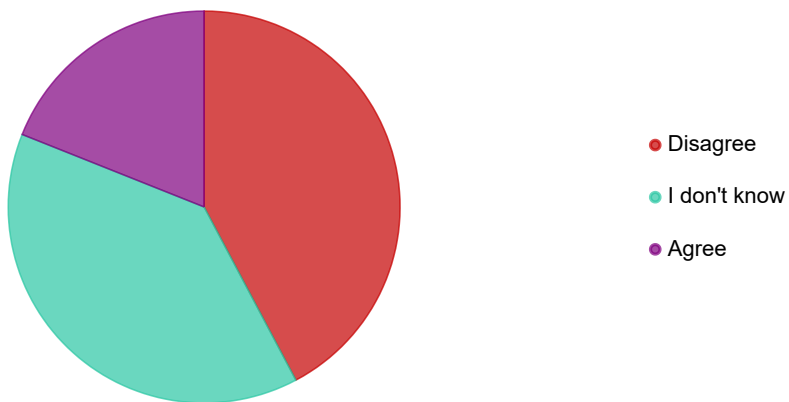
Answered: 117 Skipped: 15

o o Southgate District Center meets the above goals



Answered: 118 Skipped: 14

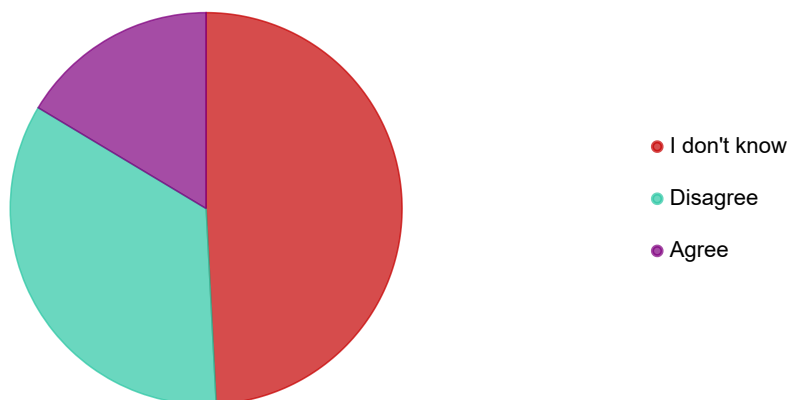
o o NorthTown District Center meets the above goals



Answered: 116 Skipped: 16

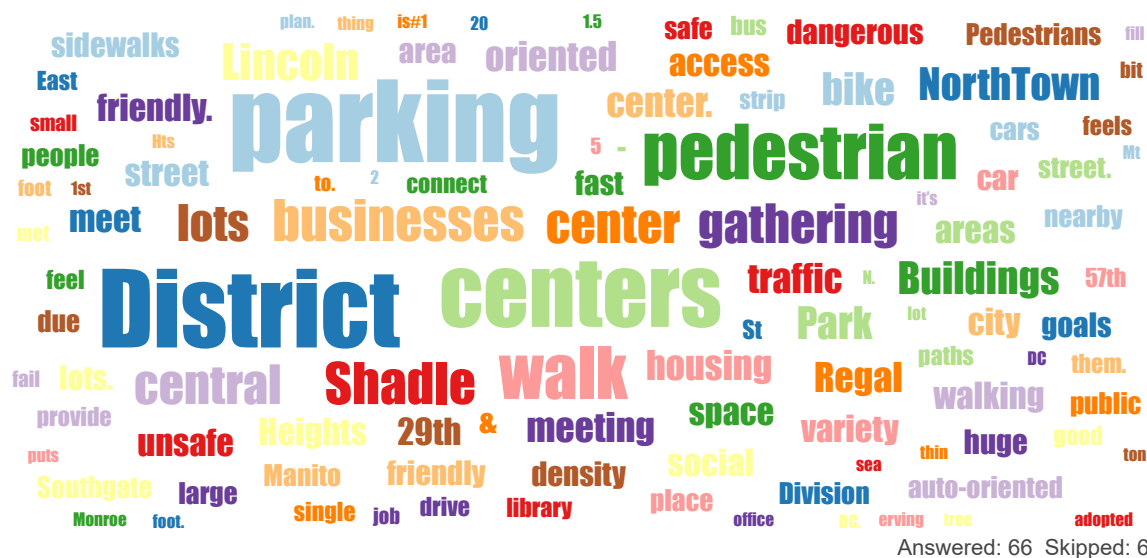
o o Five Mile District Center meets the above goals





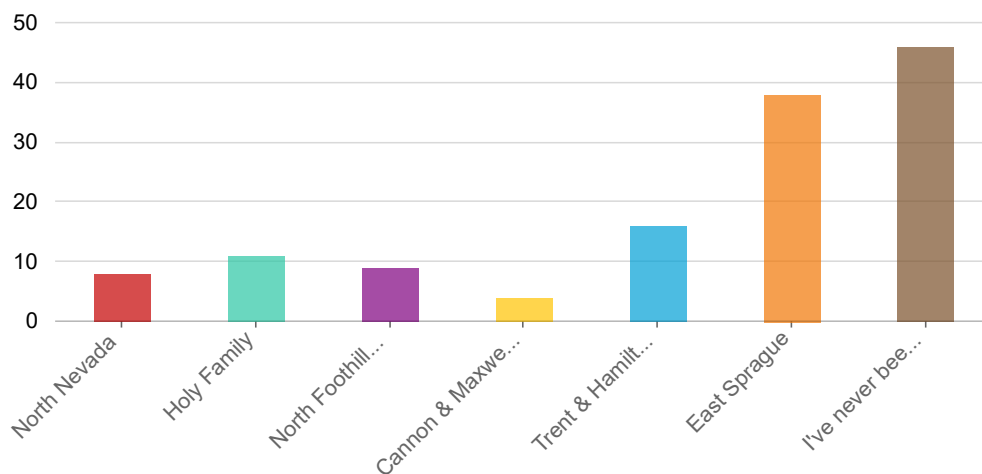
Answered: 122 Skipped: 10

- o o **District Centers Summary**



## Employment Centers

o What Employment Center do you visit most often? \*



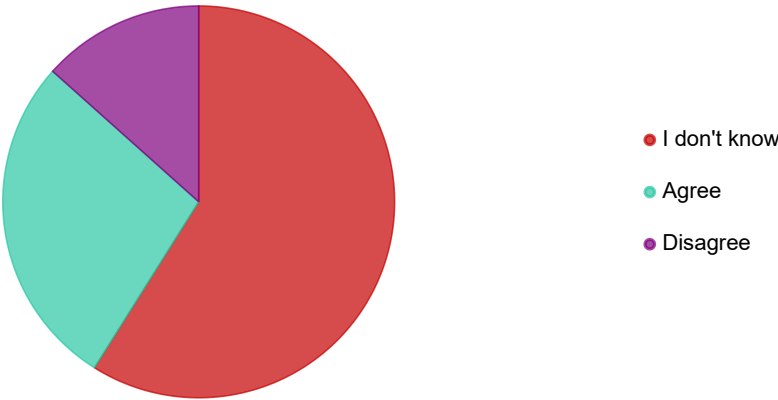
Employment Centers > Employment Centers Follow-up

Based on the goals of the comprehensive plan, please assess how well each individual Employment Center meets the goals of the Comprehensive Plan.

Comprehensive Plan goals for Employment Centers (summarized):

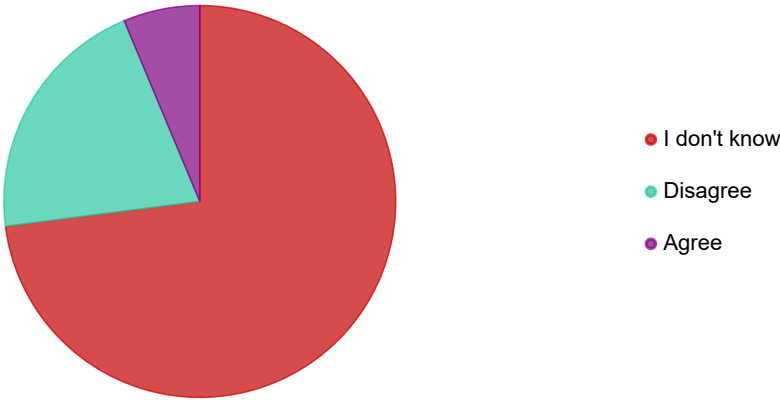
- There are a variety of business catering to the larger region.
- Density is much higher than your typical neighborhood and buildings are taller.
- Buildings are oriented to the street.
- The area has a strong employment component largely made up of non-service related jobs.

East Sprague Employment Center meets the above goals



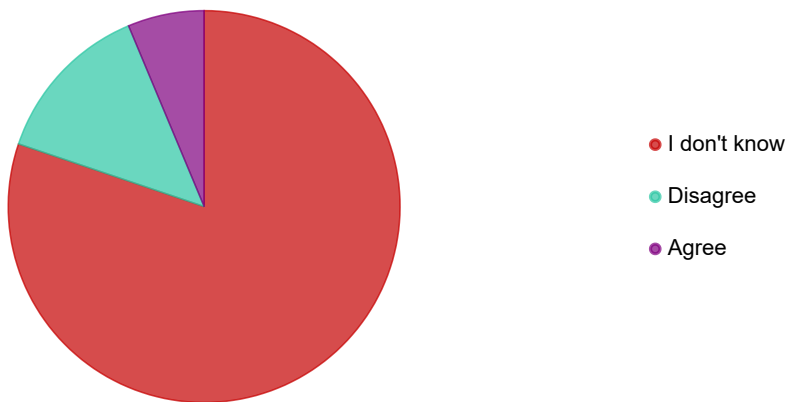
Answered: 112 Skipped: 20

North Foothills Employment Center meets the above goals



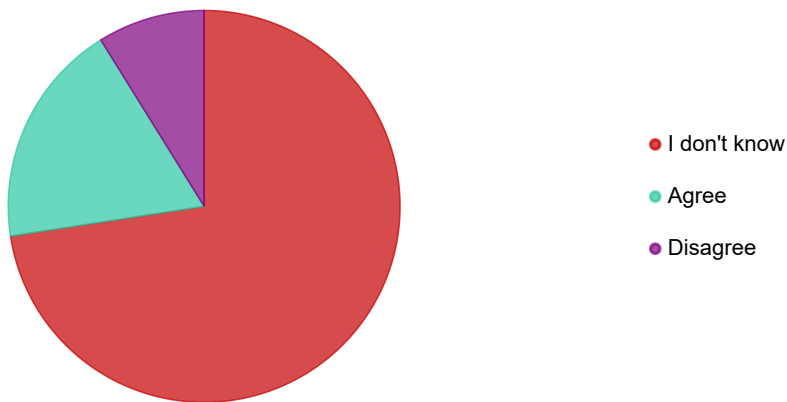
Answered: 111 Skipped: 21

Cannon & Maxwell Employment Center meets the above goals



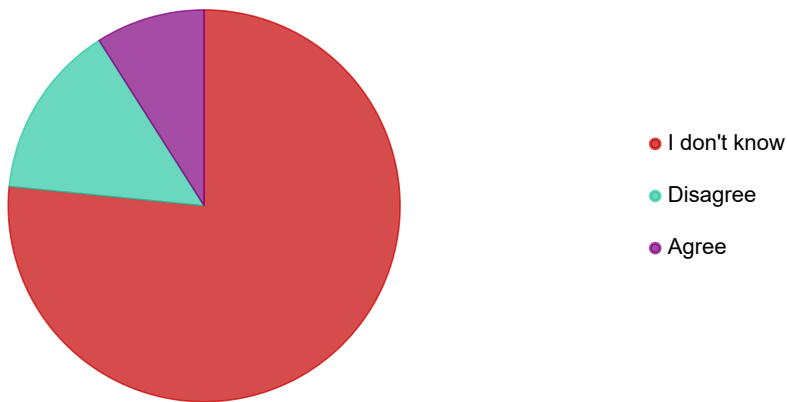
Answered: 111 Skipped: 21

o o Holy Family Employment Center meets the above goals



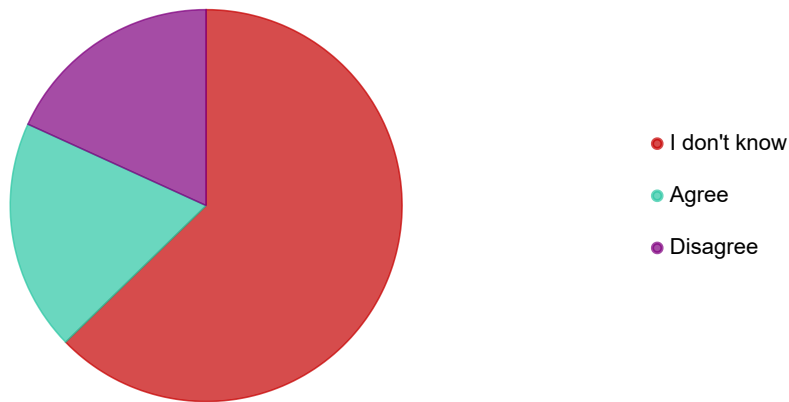
Answered: 113 Skipped: 19

o o North Nevada Employment Center meets the above goals



Answered: 111 Skipped: 21

- o Trent & Hamilton Employment Center meets the above goals



Answered: 110 Skipped: 22

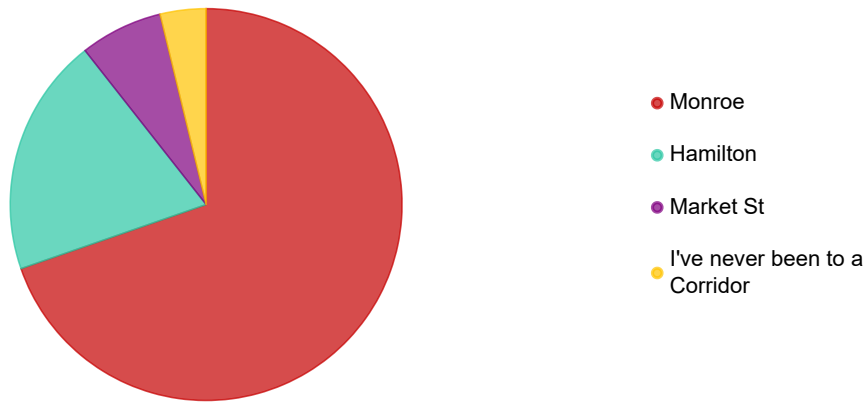
- o o **Employment Centers Summary**



Answered: 32 Skipped: 100

## Corridors

- o What Corridor do you visit most often? \*



Answered: 132 Skipped: 0

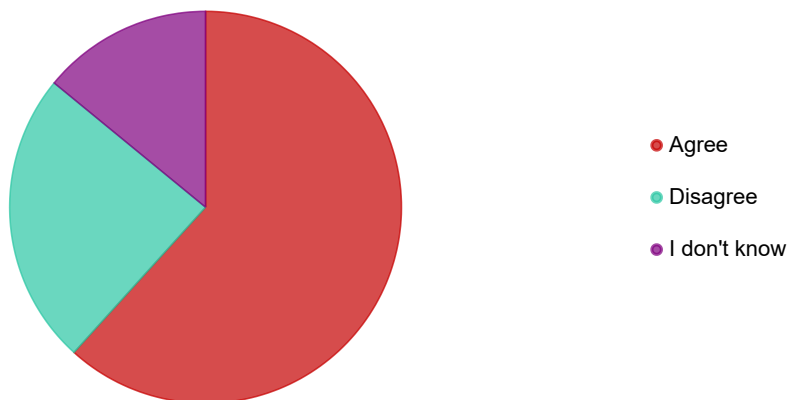
### Corridors > Corridors Follow-up

Based on the goals of the comprehensive plan, please assess how well each individual Corridors meets the goals of the Comprehensive Plan.

Comprehensive Plan goals for Corridors (summarized):

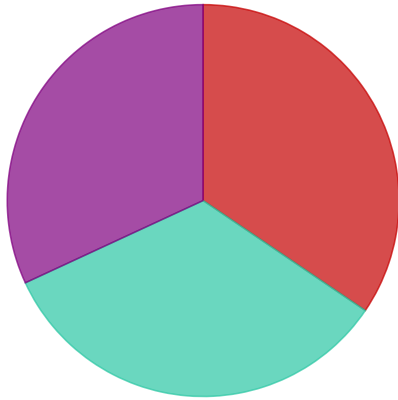
There are a variety of business catering to the surrounding neighborhood.  
 Density is higher than your typical neighborhood and there are a variety of housing styles (townhomes, apartments, condos)  
 Buildings are oriented to the street.  
 Provides an enhanced connection to other Centers, Corridors, and downtown Spokane.  
 Supports frequent transit service.  
 The streetscape has walking and biking facilities promoting active transportation.

#### ○ ○ The Monroe Corridor meets the above goals



Answered: 128 Skipped: 4

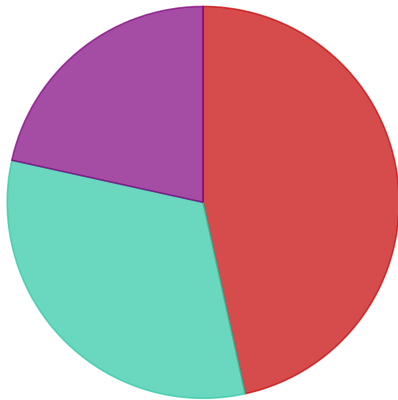
**The Hamilton Corridor meets the above goals**



- Disagree
- I don't know
- Agree

Answered: 116 Skipped: 16

**o o The Market St Corridor meets the above goals**



- I don't know
- Disagree
- Agree

Answered: 116 Skipped: 16



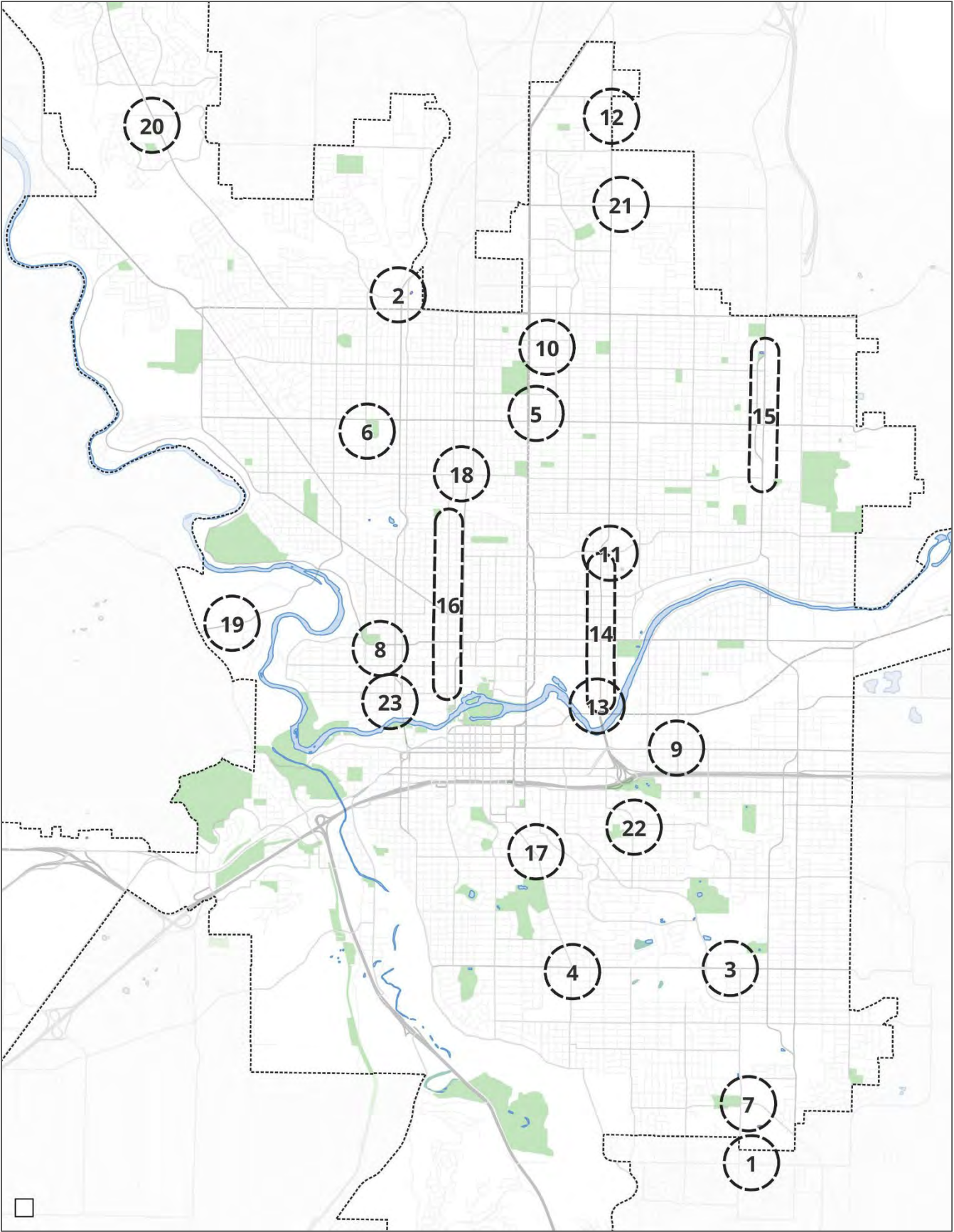


# Spokane Centers and Corridors

## Center Evaluation Study

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1. 57th and Regal – District Center

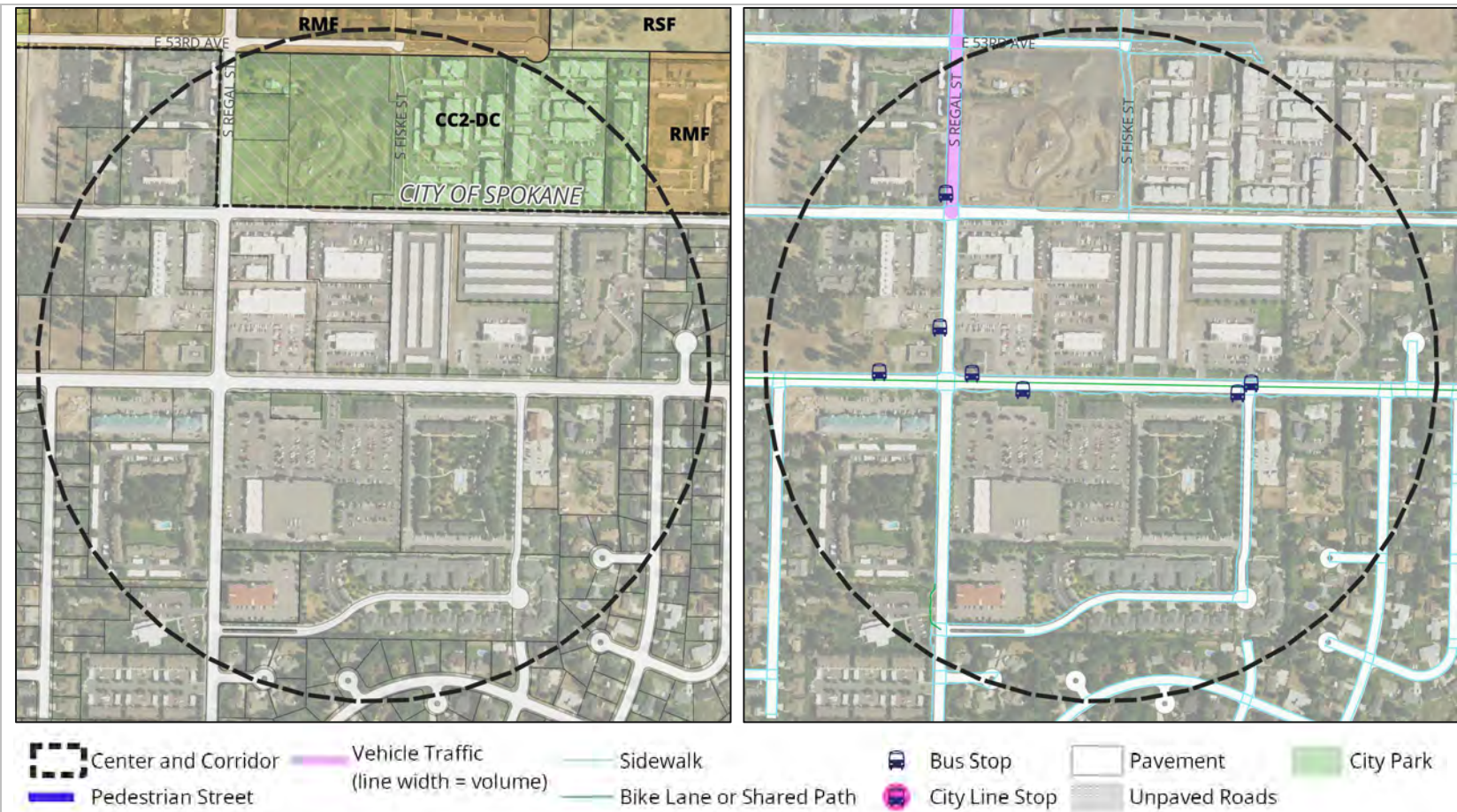
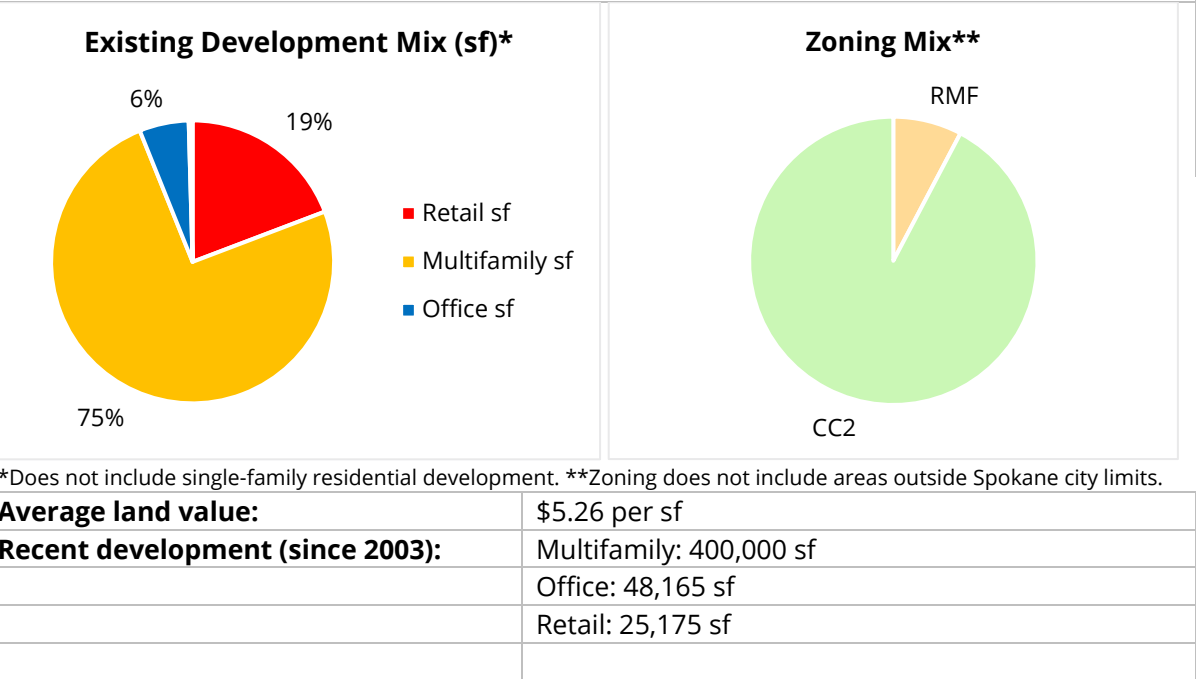


Image source 1-2: Google maps © 2023 Google.

**Description:**  
Sprawling area mostly south of city limits. New multifamily development along side commercial/flex uses and self-storage. Doesn't function as an identifiable "center".

|                       |   |
|-----------------------|---|
| Households            | 16.0 per acre   |
| Development era       | Average year built: 1997.   |
| Primary street        | 57 <sup>th</sup> Ave  |
| Traffic / width       | Three lanes   |
| Transit               | Route 4, four buses per hour; Route 144, four buses per hour                      |
| Walking conditions    | Extremely poor connectivity with few crossings of arterials                       |
| Pedestrian streets    | None.   |
| Parks nearby          | Southeast Sports Complex at Southgate center                                      |
| Public schools nearby | Mullan Road Elementary, 1 mile away; Carla O. Peperzak Middle School, 1 mile away |
| Retail mix            | Safeway, strip malls, some page retail. Highly auto-oriented.                     |
| Residential mix       | Mostly apartments and duplexes.   |
| Employment mix        | Some automotive businesses, small offices and medical services.                   |
| Major landowners      | 5 LLCs within City boundaries – apartment developers                              |





2. Five Mile – District Center

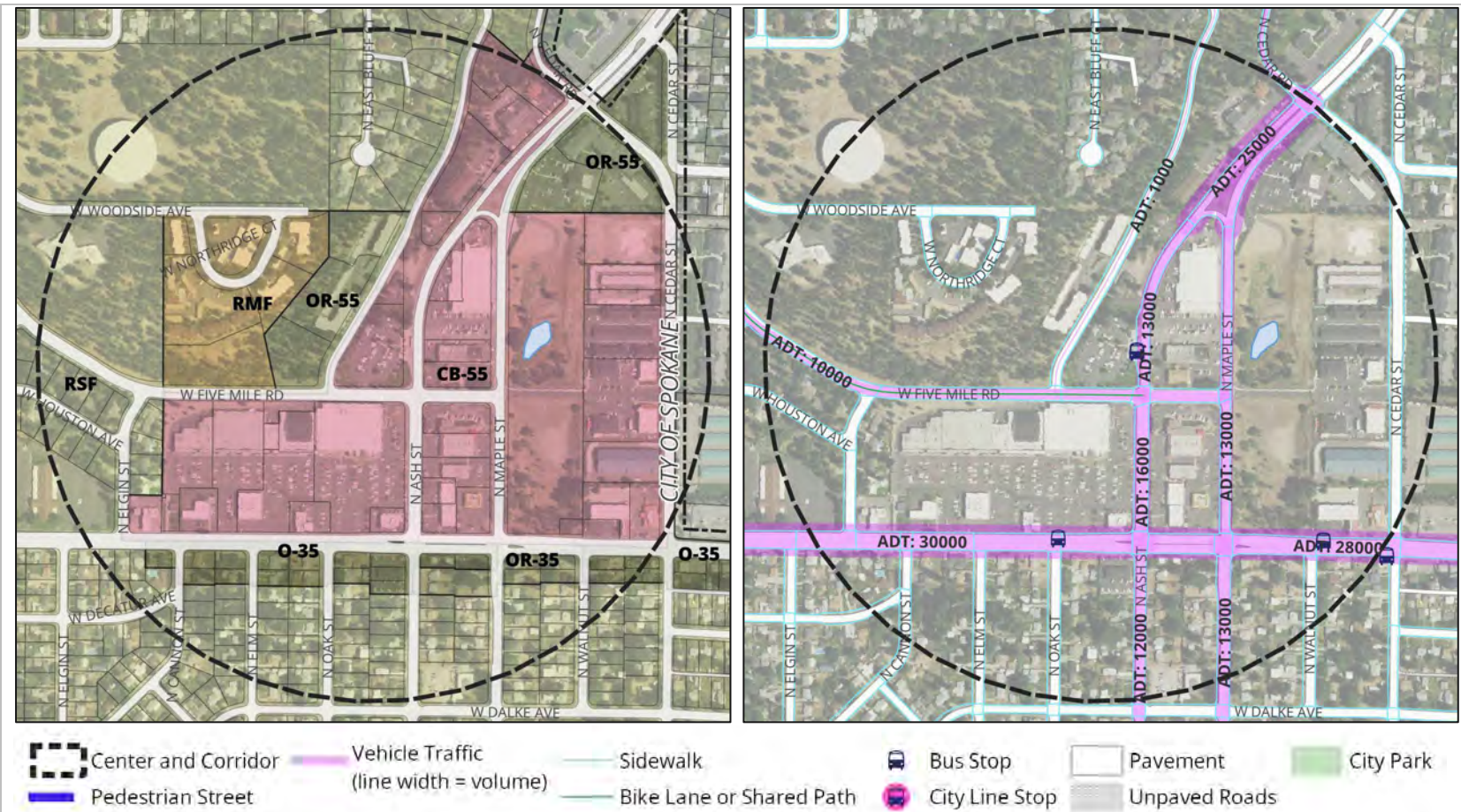
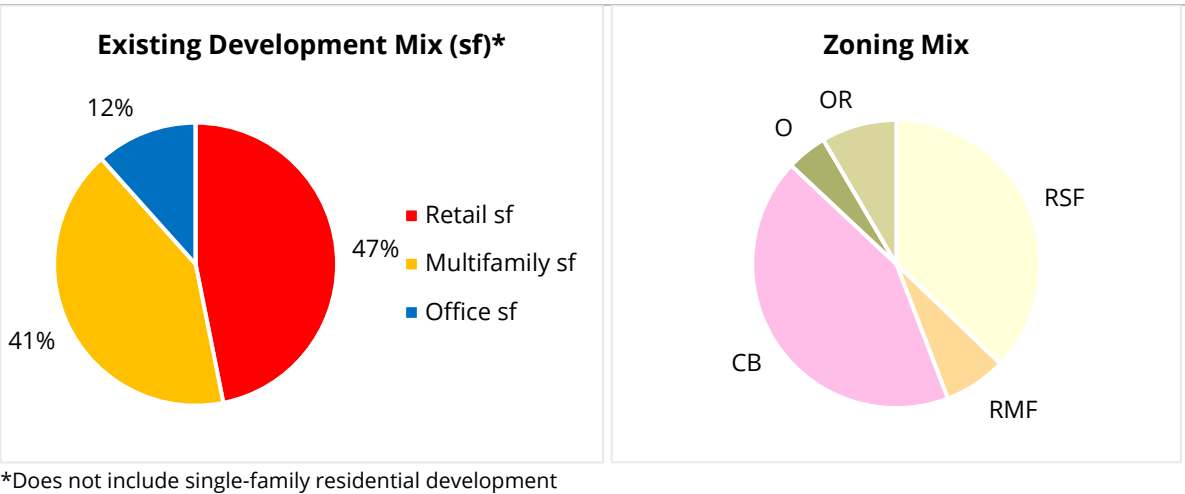


Image source 1-2: Google maps © 2023 Google.

**Description:** Post-war suburban style shopping center. Mix of stores and restaurants with some multifamily, surrounded by low-density residential. Vacant stormwater management areas create gap in urban fabric. Auto-oriented buildings and difficult to cross arterial make walking challenging.

|                       |   |
|-----------------------|---|
| Households            | 4.9 per acre  |
| Development era       | Post-war. Average year built: 1979.   |
| Primary street        | W Francis Ave   |
| Traffic / width       | 28,000-30,000 ADT / five lanes  |
| Transit               | Route 4, four buses per hour; Route 35, two buses per hour                                  |
| Walking conditions    | Moderate  |
| Pedestrian streets    | None  |
| Parks nearby          | Loma Vista Park (5.7 acres) ½ mile to southwest.  |
| Public schools nearby | Ridgeview Elementary to south, Linwood Elementary to northeast. Salk Middle School to west. |
| Retail mix            | Supermarket, JOANN Fabrics, strip mall and pad retail mix                                   |
| Residential mix       | Some multifamily on hill slope takes advantage of the view. Mostly SFR.                     |
| Employment mix        | Retail-oriented.  |
| Major landowners      | City of Spokane, 5-Mile Investment Company, Spokane Transit Authority, Rock of Ages         |



|                                  |                        |
|----------------------------------|------------------------|
| Average land value:              | \$4.12 per sf          |
| Recent development (since 2003): | Multifamily: 99,552 sf |
|                                  | Retail: 41,791 sf      |



3. Lincoln Heights – District Center

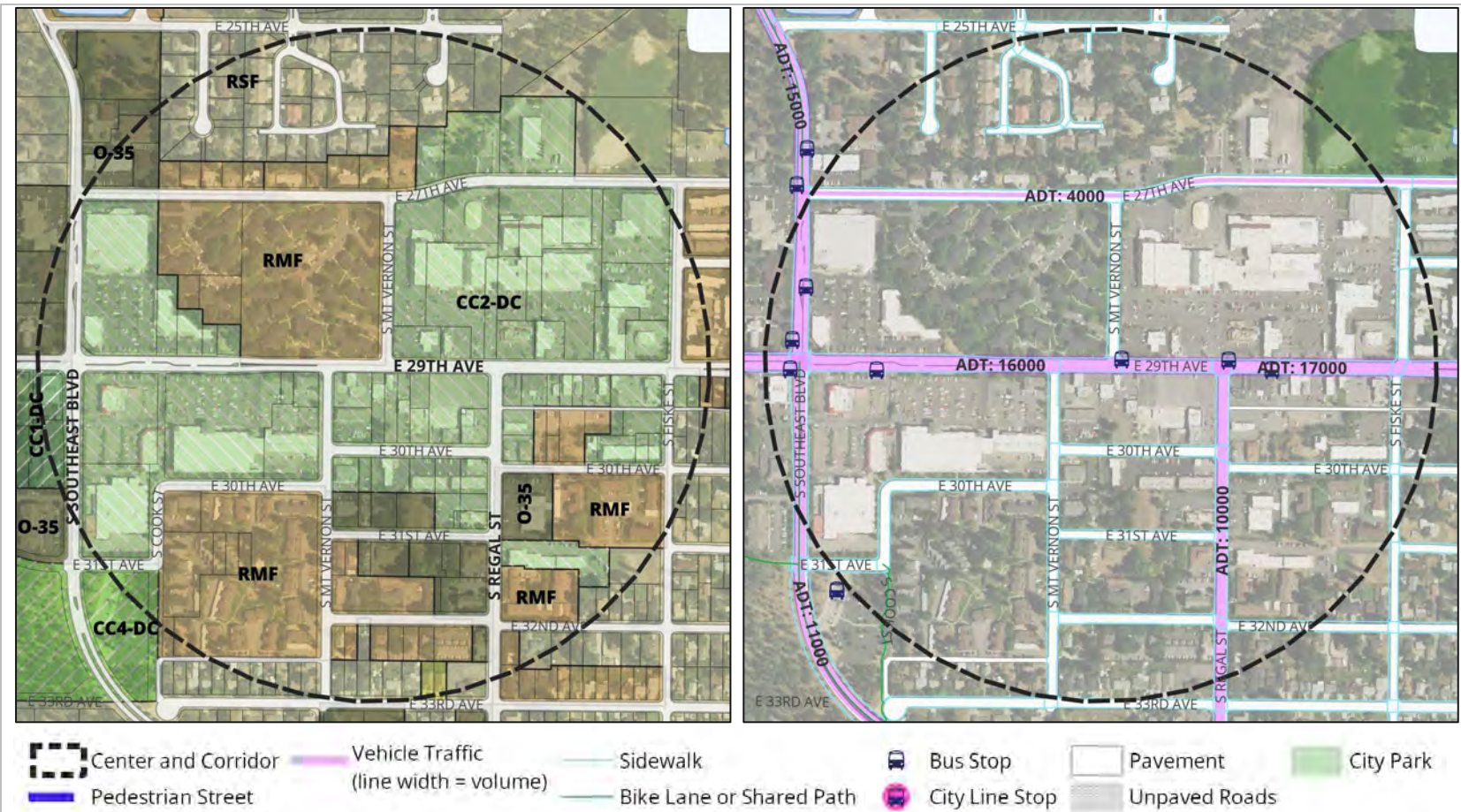
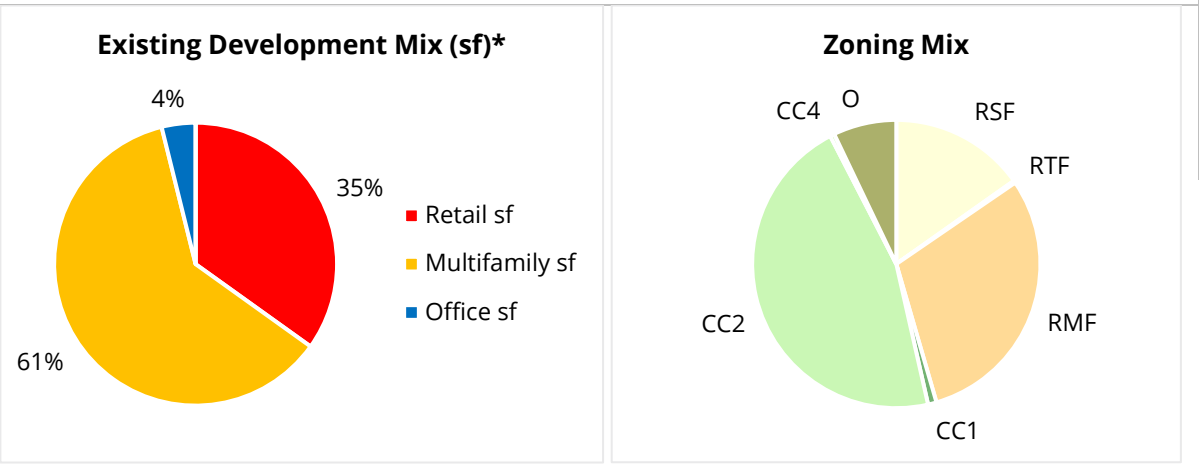


Image source 1-4: MAKERS.

**Description:** Functional district center with opportunities for redevelopment. Strong retail presence, with good amenities and transit service. Hodgepodge of moderate-intensity zoning. Pedestrian connectivity is somewhat limited.

|                       |  |
|-----------------------|--|
| Households            | 8.4 per acre   |
| Development era       | Post-war. Average year built: 1980.  |
| Primary street        | E 29th Ave   |
| Traffic / width       | 16,000-17,000 ADT / four lanes   |
| Transit               | Route 34, two buses per hour; Route 43, two buses per hour; Route 45, four buses per hour              |
| Walking conditions    | Moderate: shopping centers, topography, and arterials interrupt connectivity.                          |
| Pedestrian streets    | None.  |
| Parks nearby          | Thornton Murphy Park, 8 acres, northeast corner of center  |
| Public schools nearby | Lincoln Heights Elementary, 1 mile away; Adams Elementary, 1 mile away                                 |
| Retail mix            | Mix of large stores (Trader Joe's, Petco, Goodwill, supermarkets), strip malls, and pad retail/dining. |
| Residential mix       | Multifamily complexes throughout. No mixed-use development. Single-family to south/east/north.         |
| Employment mix        | Primarily retail. Note: large church located on the northside of shopping center.                      |
| Major landowners      | Vandevent Development, Stanek Enterprise Inc, BE Rosauers Plaza LLC, Douglass Family, Greenstone       |



\*Does not include single-family residential development

|                                  |                        |
|----------------------------------|------------------------|
| Average land value:              | \$8.27 per sf          |
| Recent development (since 2003): | Multifamily: 21,014 sf |
|                                  | Retail: 10,150 sf      |
|                                  |                        |



4. Manito Shopping Center – District Center

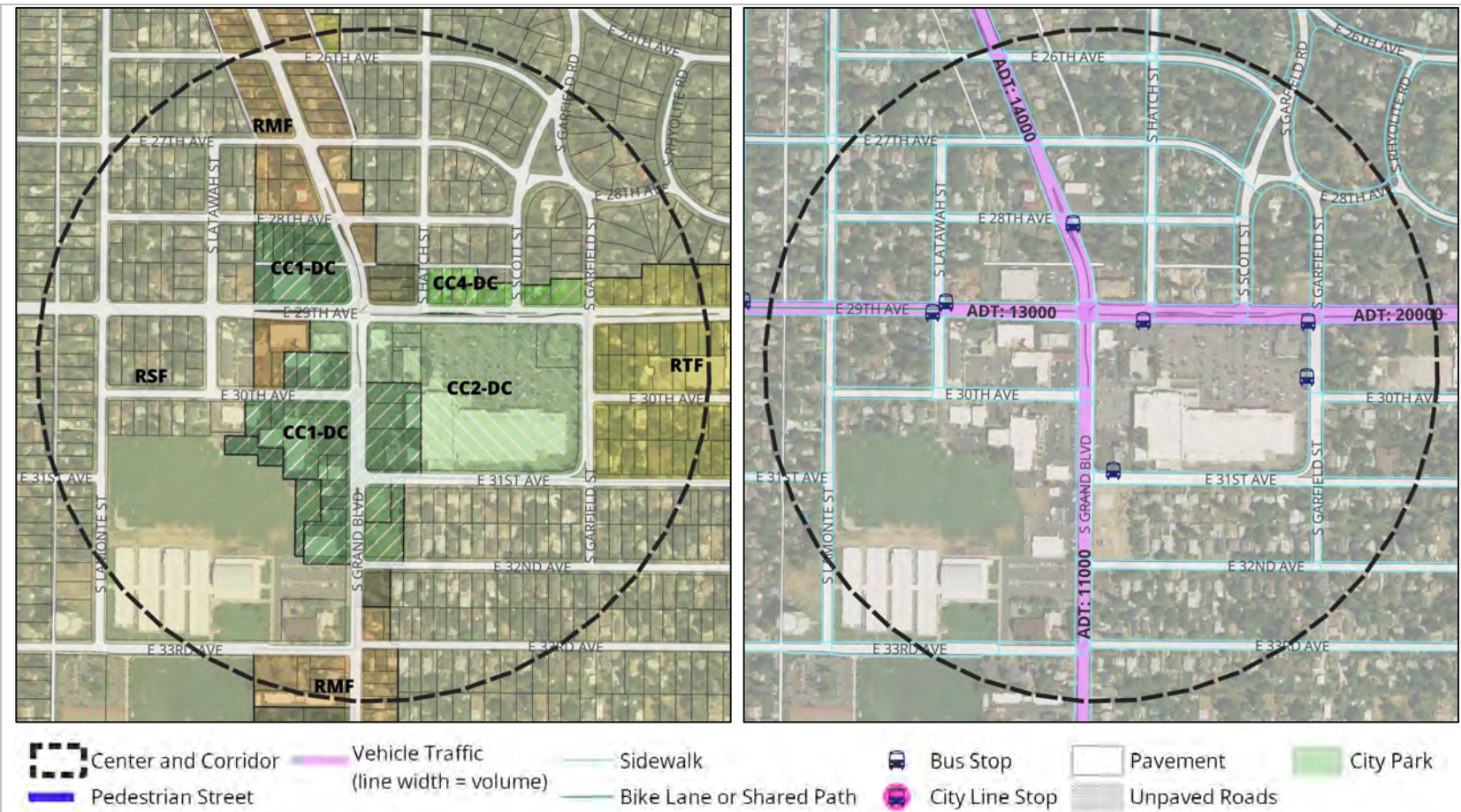
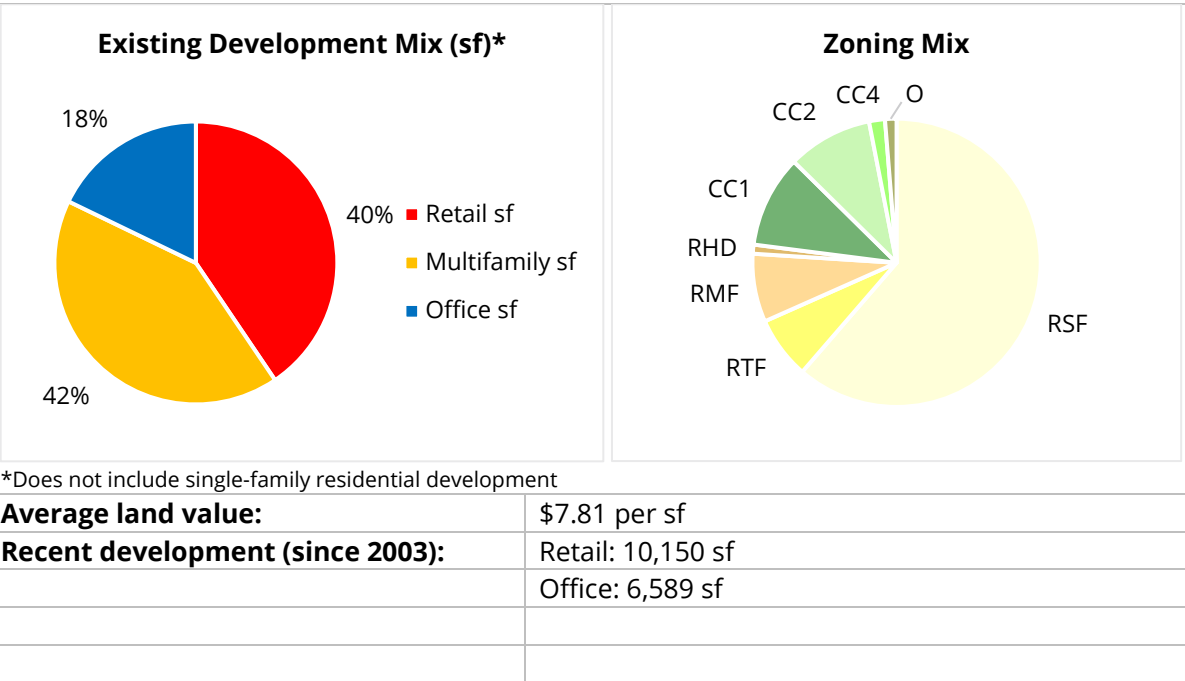


Image source 1-2: Google maps © 2023 Google.

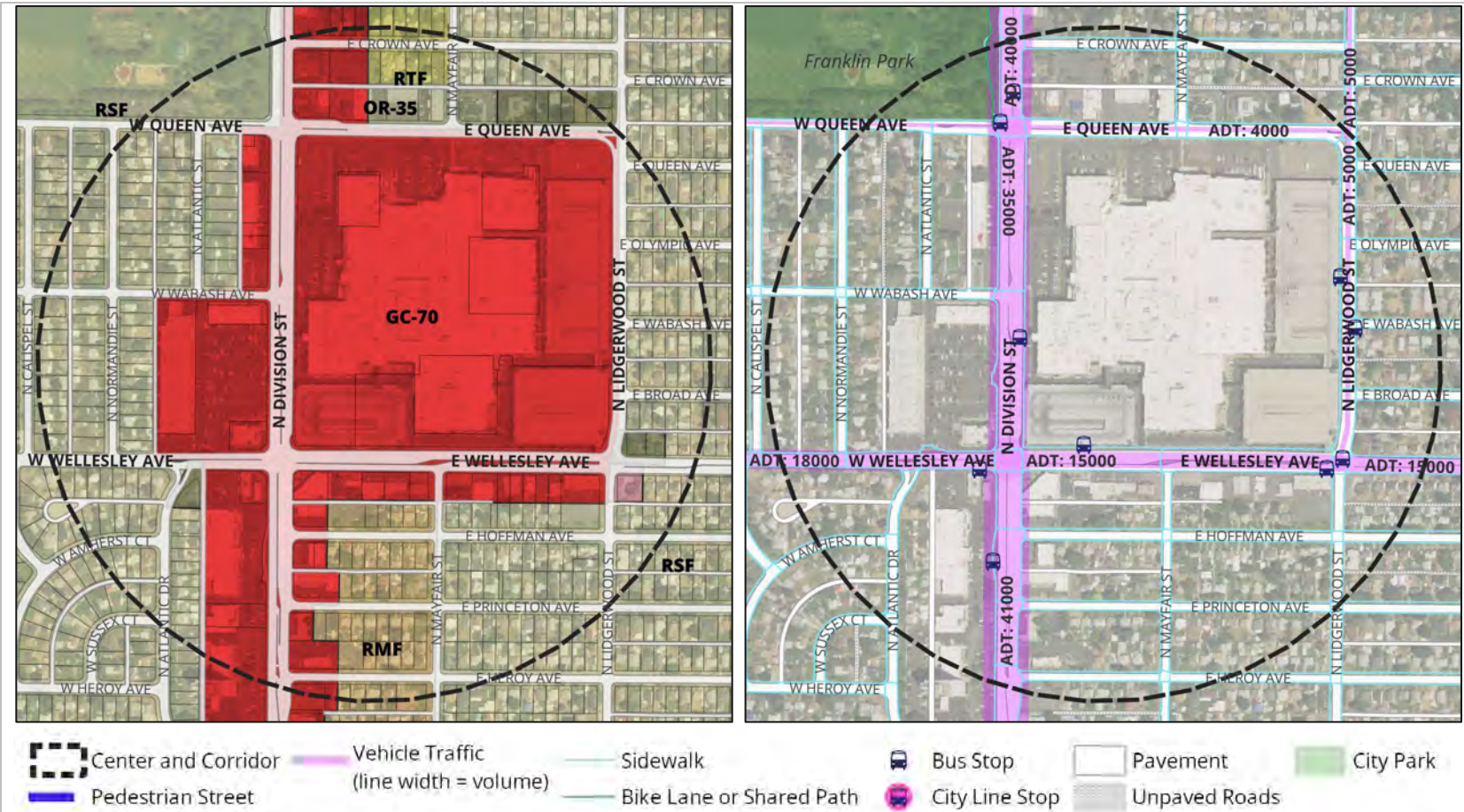
**Description:** Post-War shopping center with some older commercial buildings surrounded by low-density residential. Arterials are very wide despite modest traffic volumes. These plus auto-oriented building design detract from walkability.

|                       |   |
|-----------------------|---|
| Households            | 5.3 per acre  |
| Development era       | Post-war. Average year built: 1967.   |
| Primary street        | E 29th Ave  |
| Traffic / width       | 13,000-20,000 ADT / five lanes  |
| Transit               | Route 4, four buses per hour; Route 144, two buses per hour during week day peak hours  |
| Walking conditions    | Moderate: Middle school and shopping center interrupt connectivity; Grand Blvd and 29 <sup>th</sup> Ave are barriers. No designated pedestrian streets. |
| Parks nearby          | Manito Park, 90 acres, .75 mile northwest of center. Hart Field school sports complex to south.   |
| Public schools nearby | Sacajawea Middle School, Hutton Elementary, .75 mile away; Jefferson Elementary, 1 mile away  |
| Retail mix            | Shopping center with Ross, supermarket. Restaurants and some services around intersection.  |
| Residential mix       | Mostly single-family with some apartments on arterials.   |
| Employment mix        | Middle school,  |
| Major landowners      | Spokane Public Schools; shopping center has out of state ownership  |





5. North Town – District Center

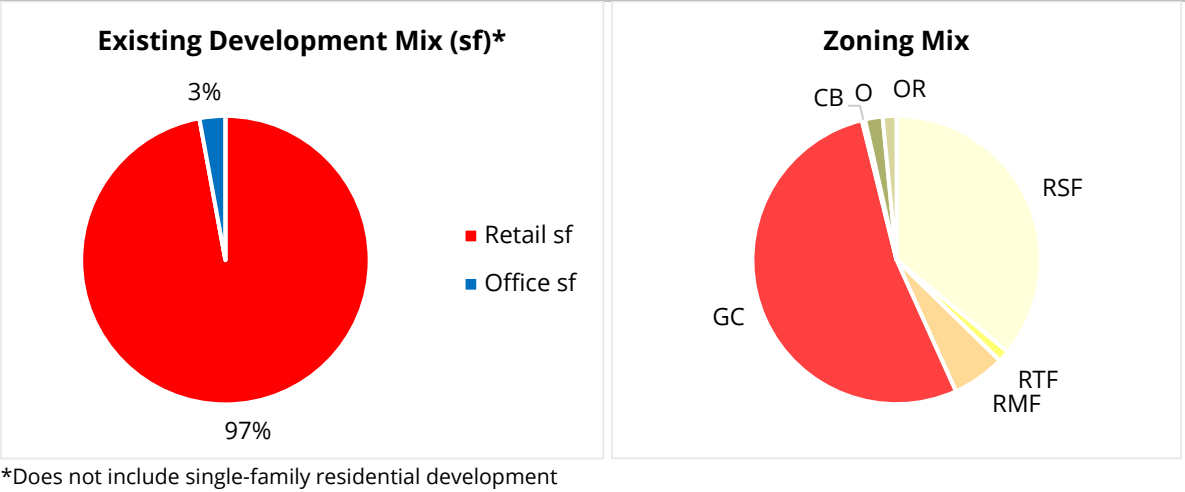


**Description:** Center anchored by large post-war shopping mall on Division St. Low-density residential surrounding – no multifamily development in the ¼ mile area. Good transit service and street connectivity in nearby residential blocks. Mall is totally inward-oriented, with unattractive exterior walls and large parking structures at the corners and rear. Heavy traffic on Division and Wellesley Ave.

|                       |   |
|-----------------------|---|
| Households            | 3.9 per acre  |
| Development era       | Average year built: 1971.   |
| Primary street        | N Division St   |
| Traffic / width       | 40,000 ADT / eight lanes  |
| Transit               | Route 25, four buses per hour; Route 33, four buses per hour  |
| Walking conditions    | Moderate. Good sidewalk coverage and street connectivity in surrounding residential blocks.   |
| Pedestrian streets    | None  |
| Parks nearby          | Franklin Park (43.5 acres)  |
| Public schools nearby | Francis Willard Elementary, Madison Elementary, and Lidgerwood elementary. ½ mile to southwest, northwest, and north, respectively. |
| Retail mix            | Large shopping mall with moderate activity. Many nearby stores, some restaurants.   |
| Residential mix       | Single-family houses. No multifamily.   |
| Employment mix        | Retail-oriented. North Town Office Tower immediately south of the center.   |
| Major landowners      | North Town Mall. Northtown Plaza (to the west) managed by Stejer Development  |



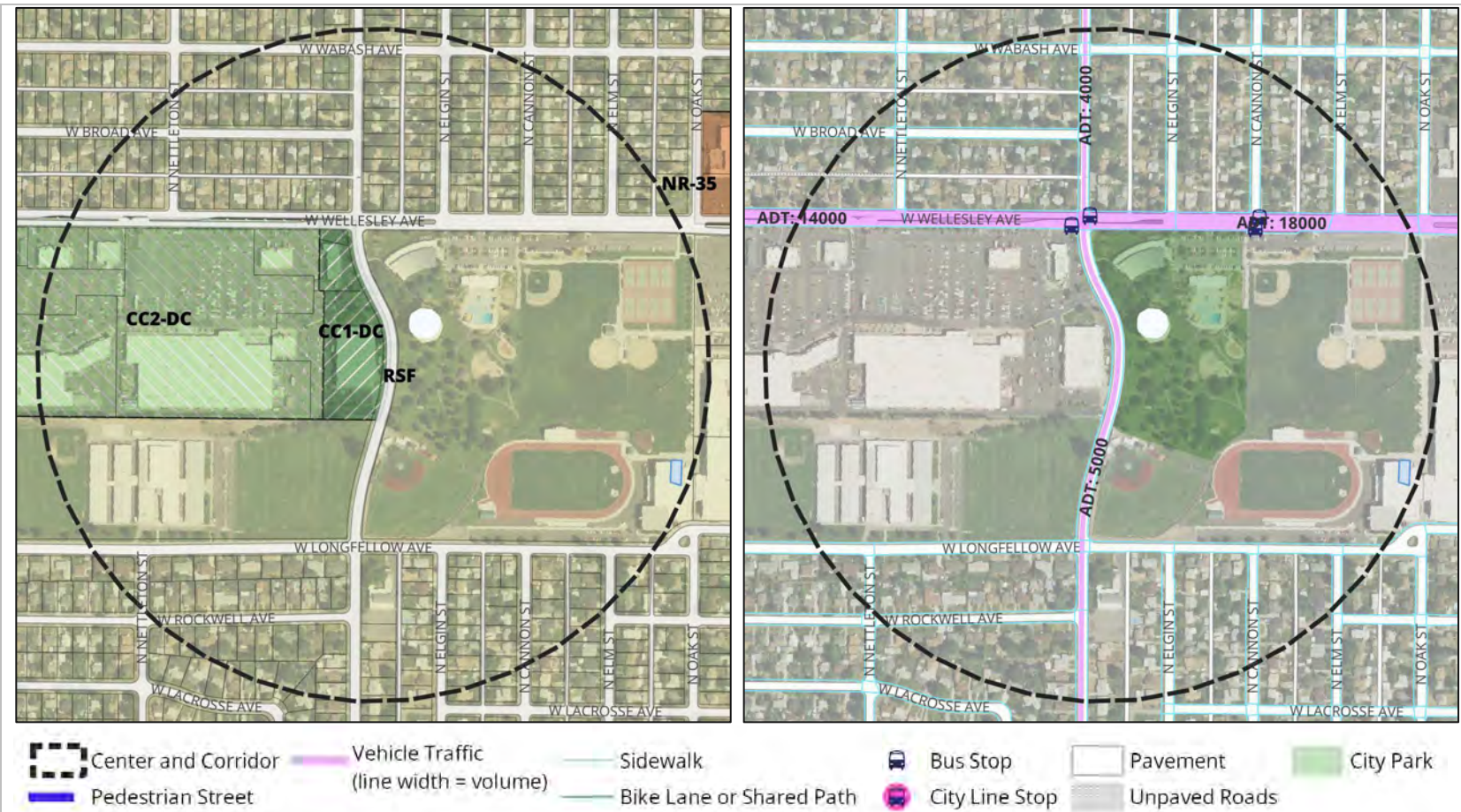
Image source 1-4: MAKERS.



|                                  |                   |
|----------------------------------|-------------------|
| Average land value:              | \$9.95 per sf     |
| Recent development (since 2003): | Retail: 71,534 sf |
|                                  |                   |
|                                  |                   |



6. Shadle – District Center

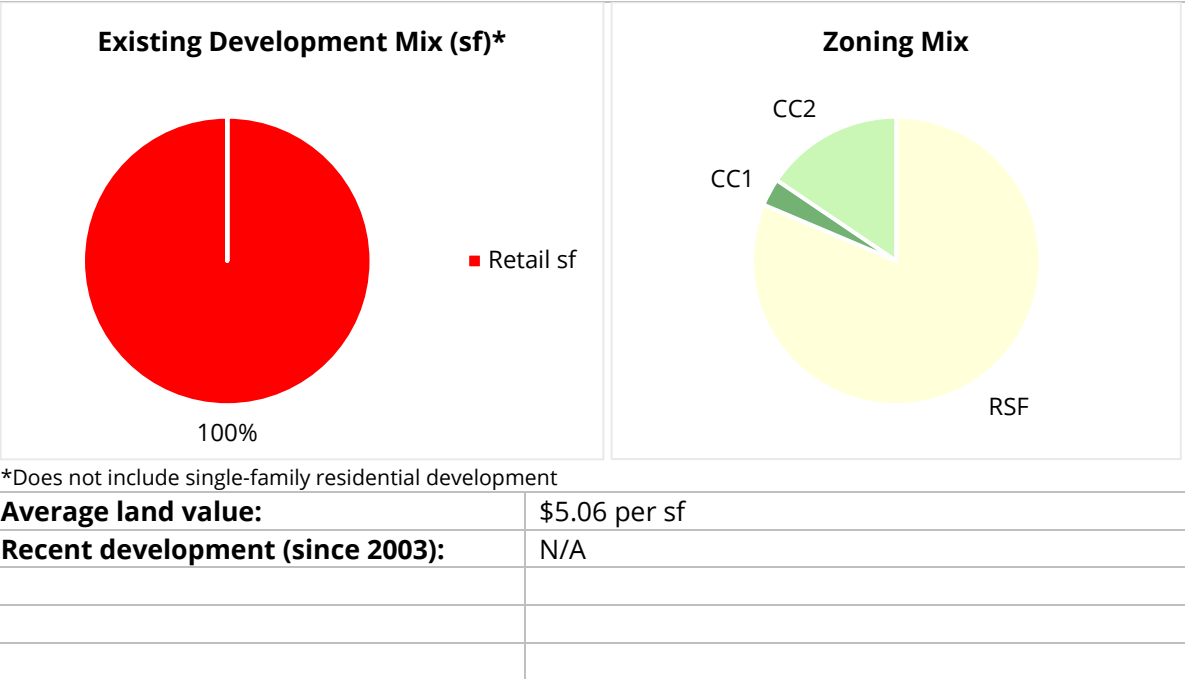


**Description:** District Center – with mostly CC2-DC zoning. Standard suburban shopping center, but single family uses across the arterial facing the shopping centers. Large park and institutional uses on east and south sides of center. SCJ led a subarea plan for center in 2019.

|                       |   |
|-----------------------|---|
| Households            | 3.0 per acre  |
| Development era       | Average year built: 1984*   |
| Primary street        | W Wellesley Ave   |
| Traffic / width       | 14,000-18,000 ADT / five lanes  |
| Transit               | Route 33, four buses per hour   |
| Walking conditions    | Moderate: good connectivity and sidewalks, but auto-oriented development in the center blocks and repels pedestrians. No designated pedestrian streets. |
| Parks nearby          | Shadle Park, (40 acres)   |
| Public schools nearby | Glover Middle School and Shadle Park High School  |
| Retail mix            | Shopping center with Walmart and Safeway plus pad retail.   |
| Residential mix       | Single-family detached north, south, east, and west.  |
| Employment mix        | Education cluster, with schools plus library branch.  |
| Major landowners      | P2J2 Shadle Associates, City of Spokane, Spokane School District 8  |



Image source 1-3: MAKERS.





7. Southgate – District Center

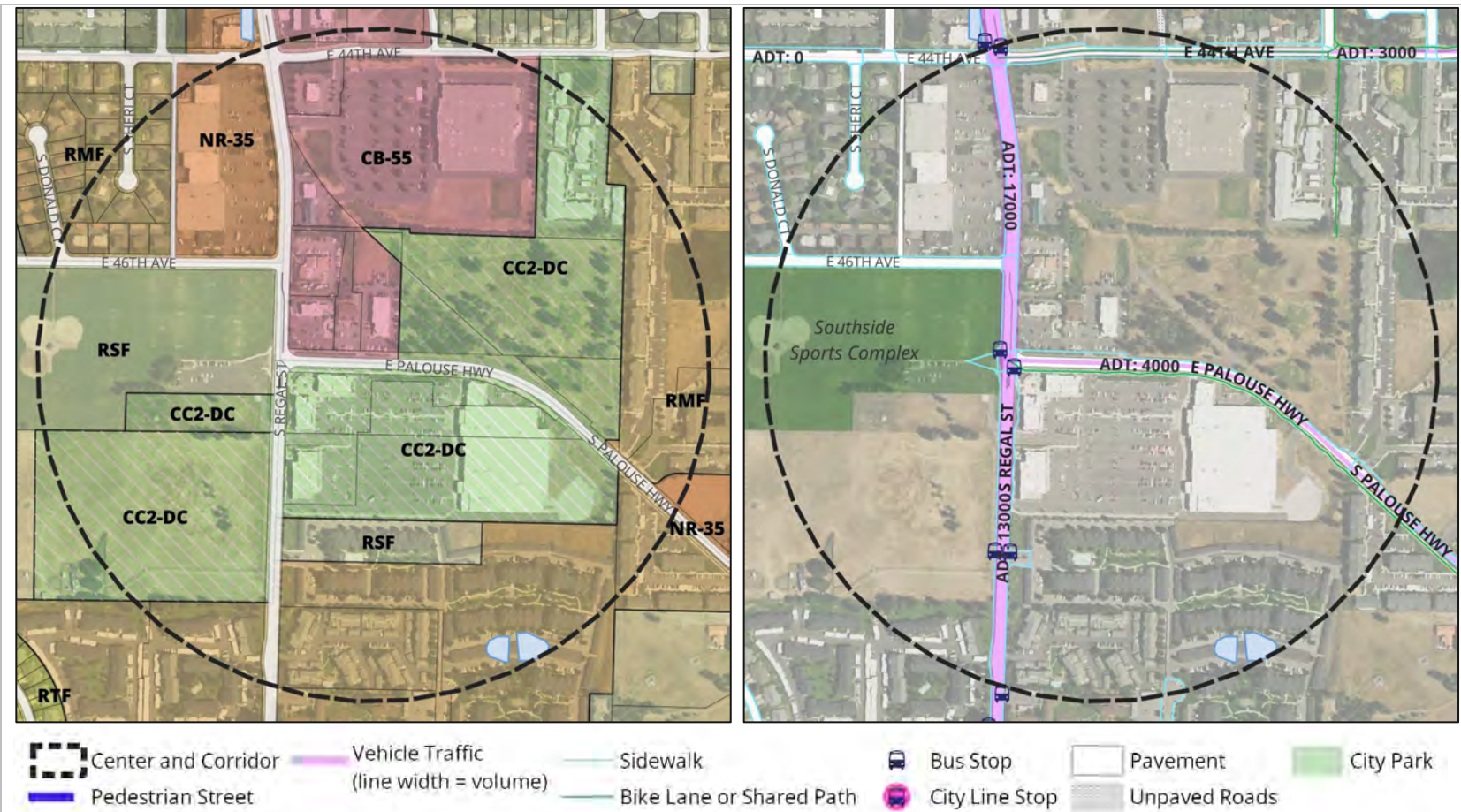
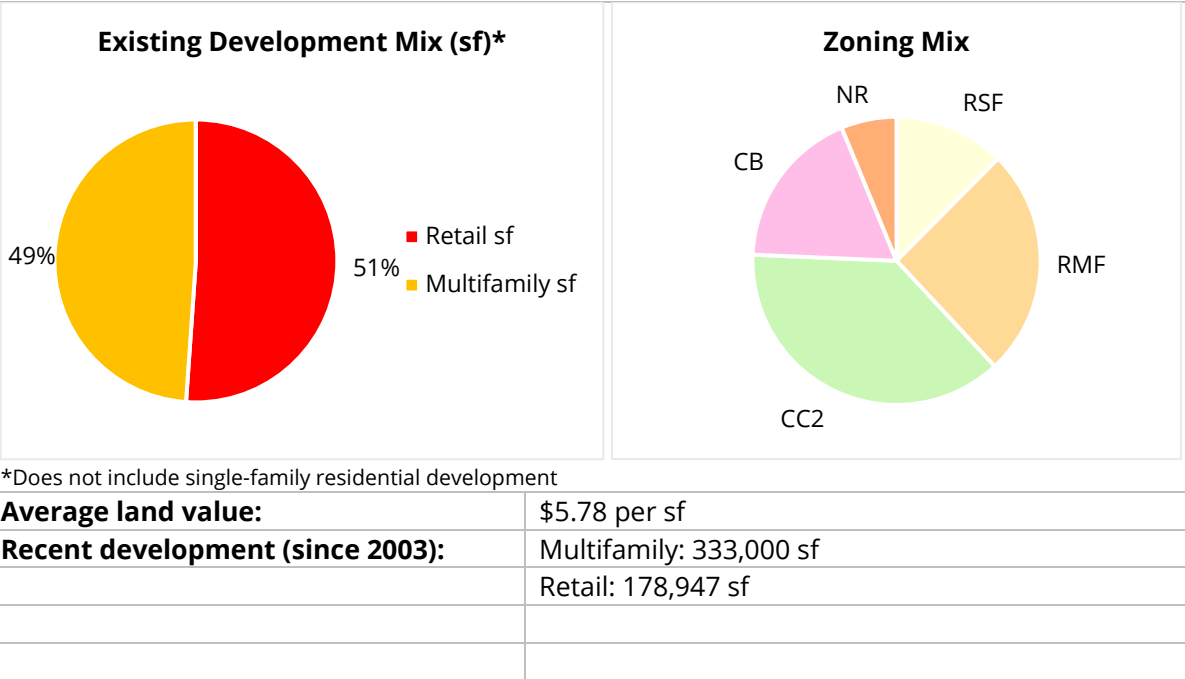


Image source 1-4: MAKERS.

**Description:** Contemporary suburban style shopping center with nearby apartments, park, share-use path, and transit service. Widely spaced streets make it difficult to access adjacent uses on foot, however. Several greenfield sites with CC2-DC zoning.

|                       |   |
|-----------------------|---|
| Households            | 20.6 per acre   |
| Development era       | Contemporary. Average year built*: 1997.  |
| Primary street        | S Regal St  |
| Traffic / width       | 13,000-17,000 ADT / three lanes   |
| Transit               | Route 4, four buses per hour  |
| Walking conditions    | Poor due to lack of connectivity. Good destination density and shared-use path.                       |
| Pedestrian streets    | None  |
| Parks nearby          | Southeast Sports Complex (17 acres)   |
| Public schools nearby | Ferris High School to the north   |
| Retail mix            | Target, Rite Air, PetSmart, CVS, pad retail and restaurants. Vacant ShopKo at E 44 <sup>th</sup> Ave. |
| Residential mix       | Several walkup apartment complexes and newer multiplex housing  |
| Employment mix        | Primarily retail, some automotive, medical, and office uses.  |
| Major landowners      | Triathlon Broadcasting, Radio Park LLC, the Little Maverick, SHS Building LLC                         |





8. Cannon & Maxwell – Employment Center

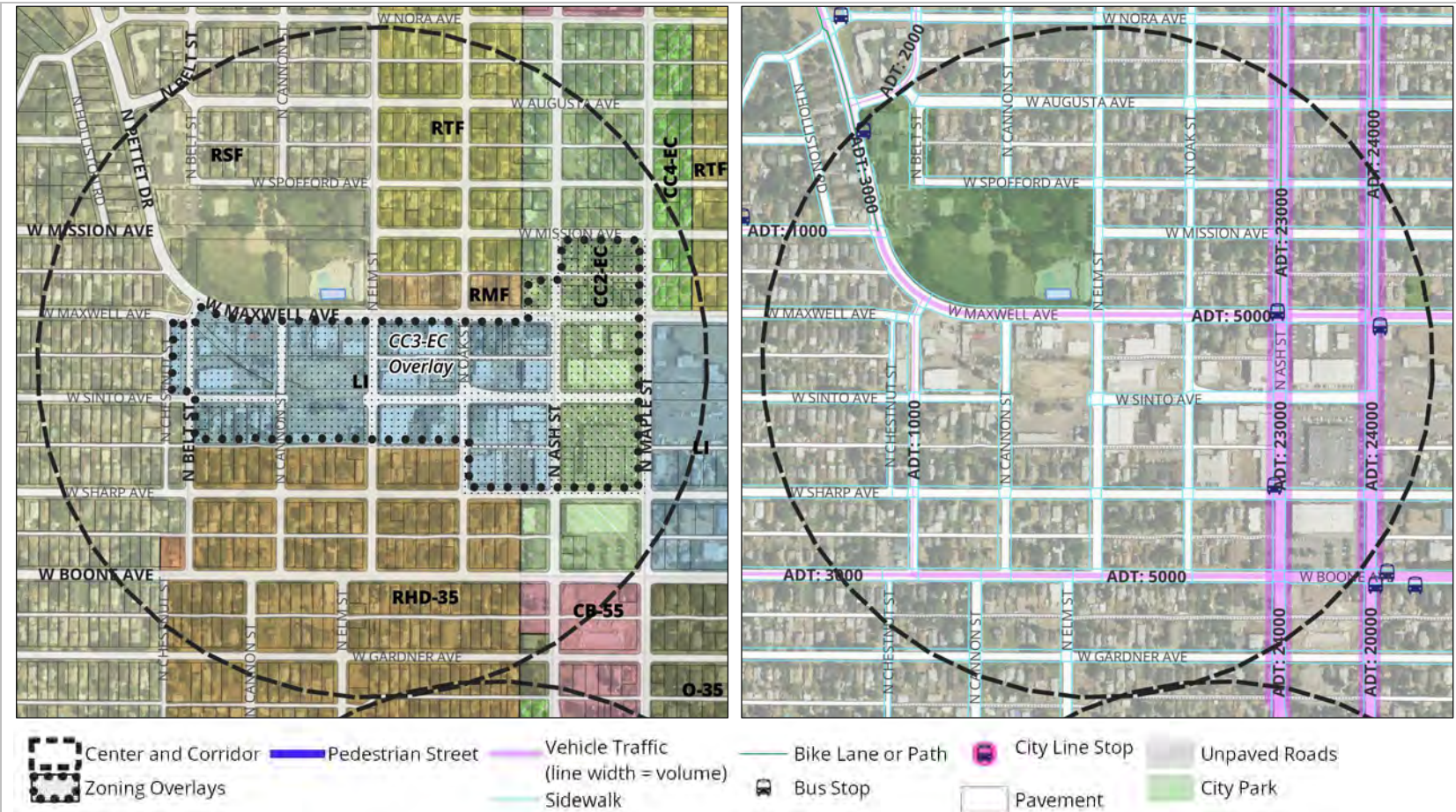
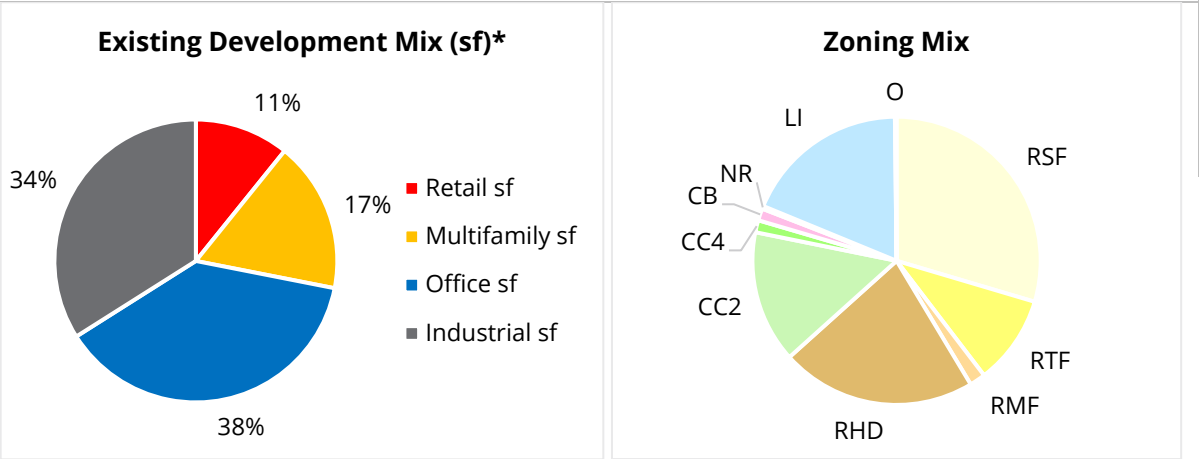


Image source 1-2: MAKERS. 3: Google maps © 2023 Google.

**Description:** Employment Center containing legacy Light Industrial (LI) zoning and a CC3-EC overlay (which allows legacy uses to continue/expand while offering an option for pedestrian-oriented redevelopment – none of which has happened so far). The surrounding area is largely characterized by older single family homes. Cannon Playground and Aquatic Center lie just northeast of the center. Some legacy main-street-style buildings and services on Ash St and Maple St.

|                       |   |
|-----------------------|---|
| Households            | 6.1 per acre  |
| Development era       | Pre-war. Average year built: 1949*  |
| Primary street        | N Ash St  |
| Traffic / width       | 23,000-24,000 ADT / three lanes   |
| Transit               | Route 22, two buses per hour; Route 23, two buses per hour                                |
| Walking conditions    | Good, though crossings of Maxwell are somewhat limited. No designated pedestrian streets. |
| Parks nearby          | A.M. Cannon Park (8 acres) in the middle of center  |
| Public schools nearby | Holmes Elementary ½ mile to west.   |
| Retail mix            | Some retail on Ash/Maple streets  |
| Residential mix       | Mostly single-family, with some apartments and middle housing near the industrial area.   |
| Employment mix        | Several small commercial/industrial businesses. DSHS and Girl Scouts offices.             |
| Major landowners      |   |



\*Does not include single-family residential development

|                                  |  |
|----------------------------------|--|
| Average land value:              | \$4.59 per sf                              |
| Recent development (since 2003): | Multifamily: 25,000 sf<br>Other: 10,520 sf |
|                                  |  |
|                                  |  |



9. East Sprague – Employment Center

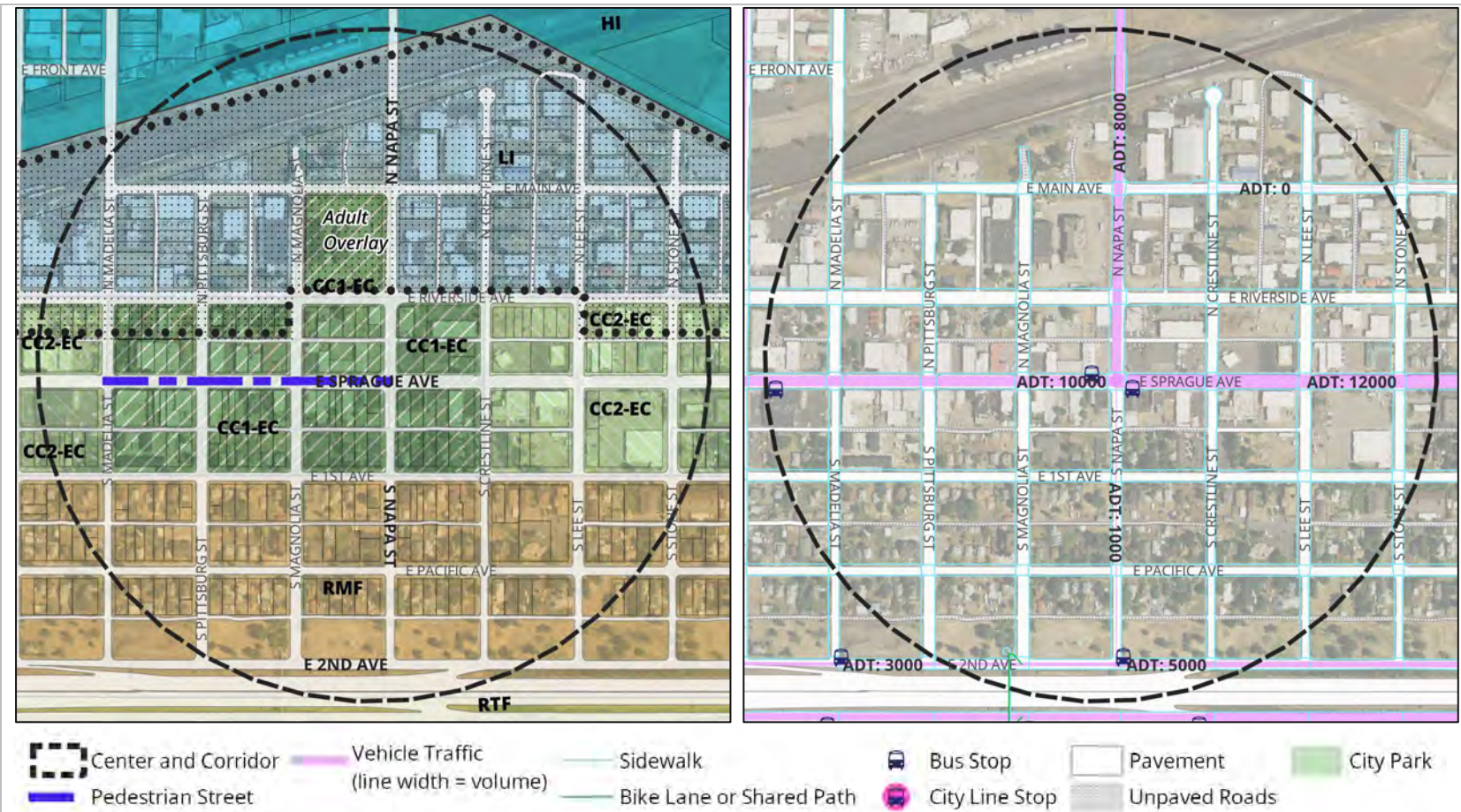
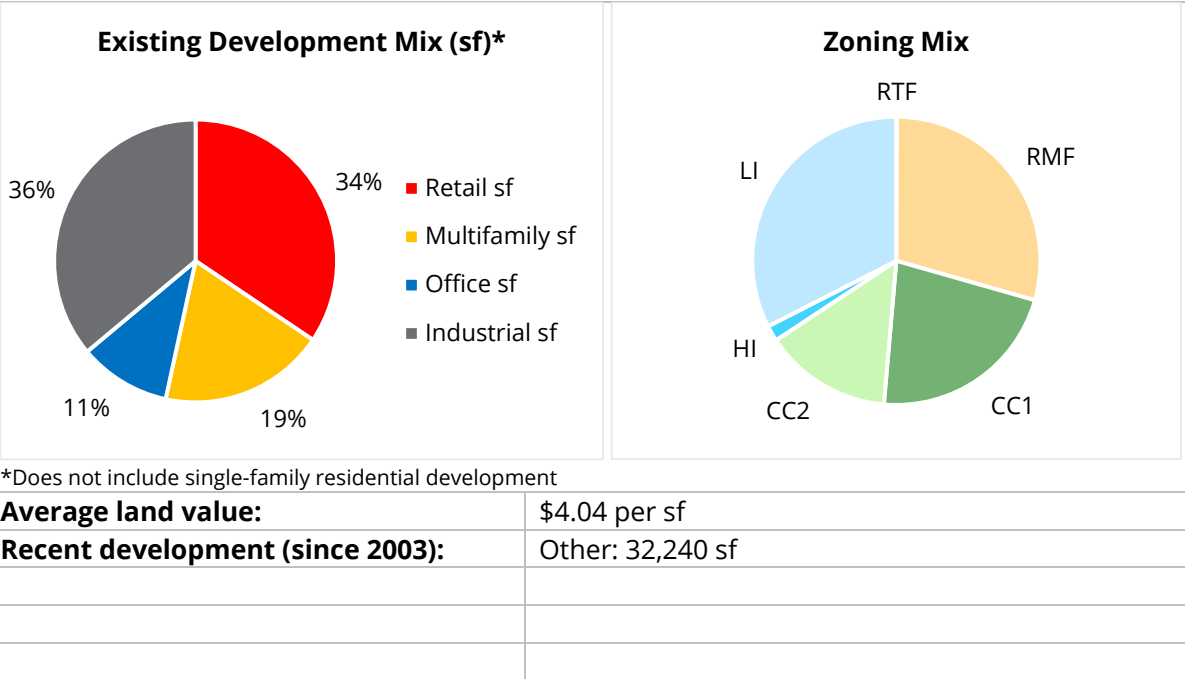


Image source 1-3: MAKERS. 4: Google maps © 2023 Google.

**Description:** Classic pre-war main-street with industrial/commercial uses to the north and **low-intensity residential uses** to the south, adjacent to I-90 ROW. Corridor-like structure: CC zoning runs 18 blocks – see next page for maps. Lively business district on E Sprague Ave. Degraded roads and housing stock to the south, with negative impacts of freeway noise, air pollution, and interrupted street connectivity.

|                       |  |
|-----------------------|--|
| Households            | 2.1 per acre   |
| Development era       | Pre-war. Average year built: 1954*   |
| Primary street        | E Sprague Ave  |
| Traffic / width       | 10,000-12,000 ADT / three lanes  |
| Transit               | Route 90, four buses per hour  |
| Walking conditions    | Generally good – interrupted connectivity to north, south and west from rail/highway ROWs. |
| Pedestrian streets    | E Sprague Ave from N Madelia St to S Napa St.  |
| Parks nearby          | Liberty Park, 22 acres, .75 mile south of center   |
| Public schools nearby | Libby Center Middle School, .75 mile away; Grant Elementary, 1.75 miles away               |
| Retail mix            | Mix of shops, restaurants/bars,  |
| Residential mix       | Mostly older single-family houses to the south. Some middle housing.                       |
| Employment mix        | Industrial uses and USPS. Animal hospital, parenting center.                               |
| Major landowners      |  |









10. Holy Family – Employment Center

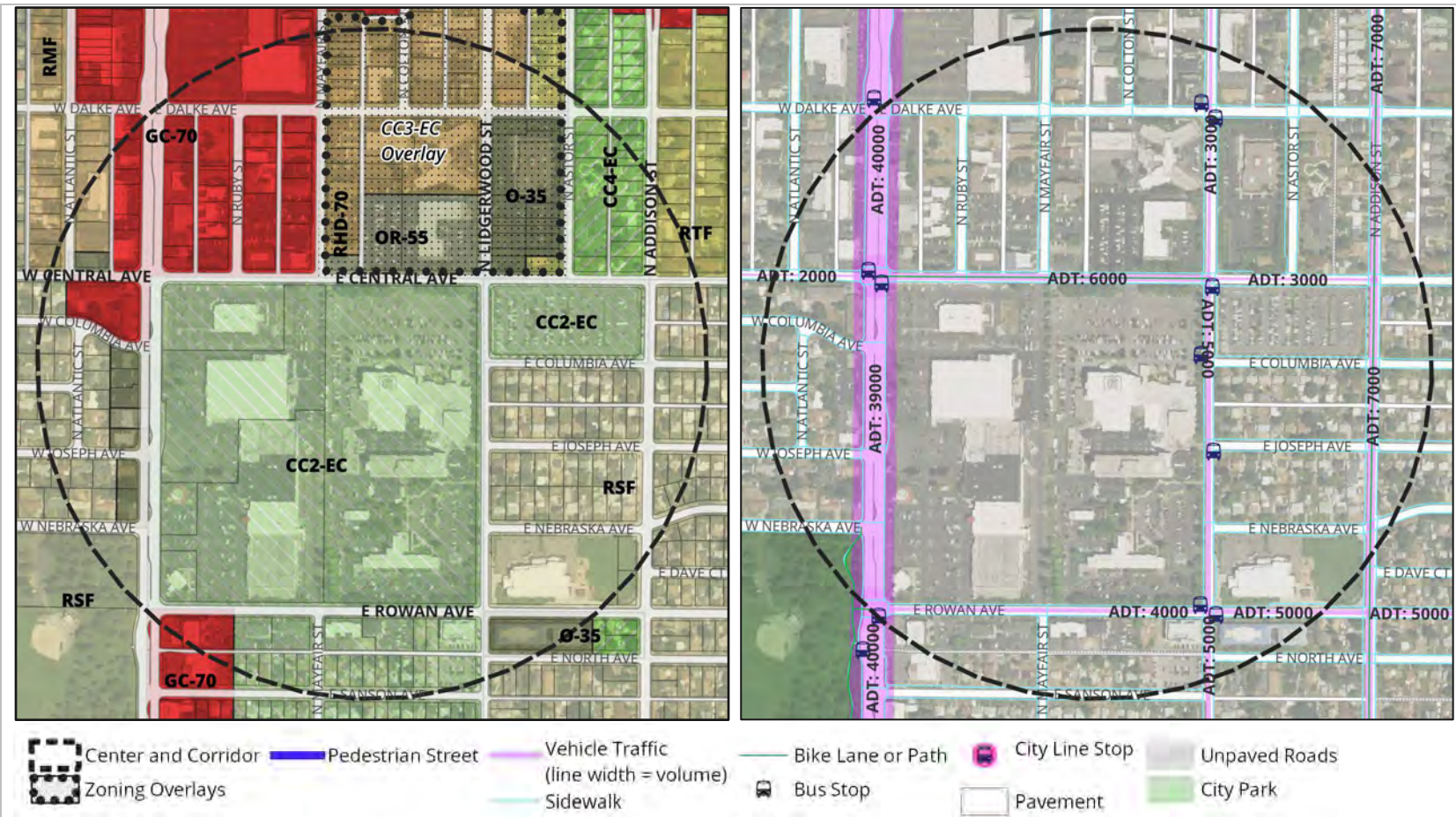


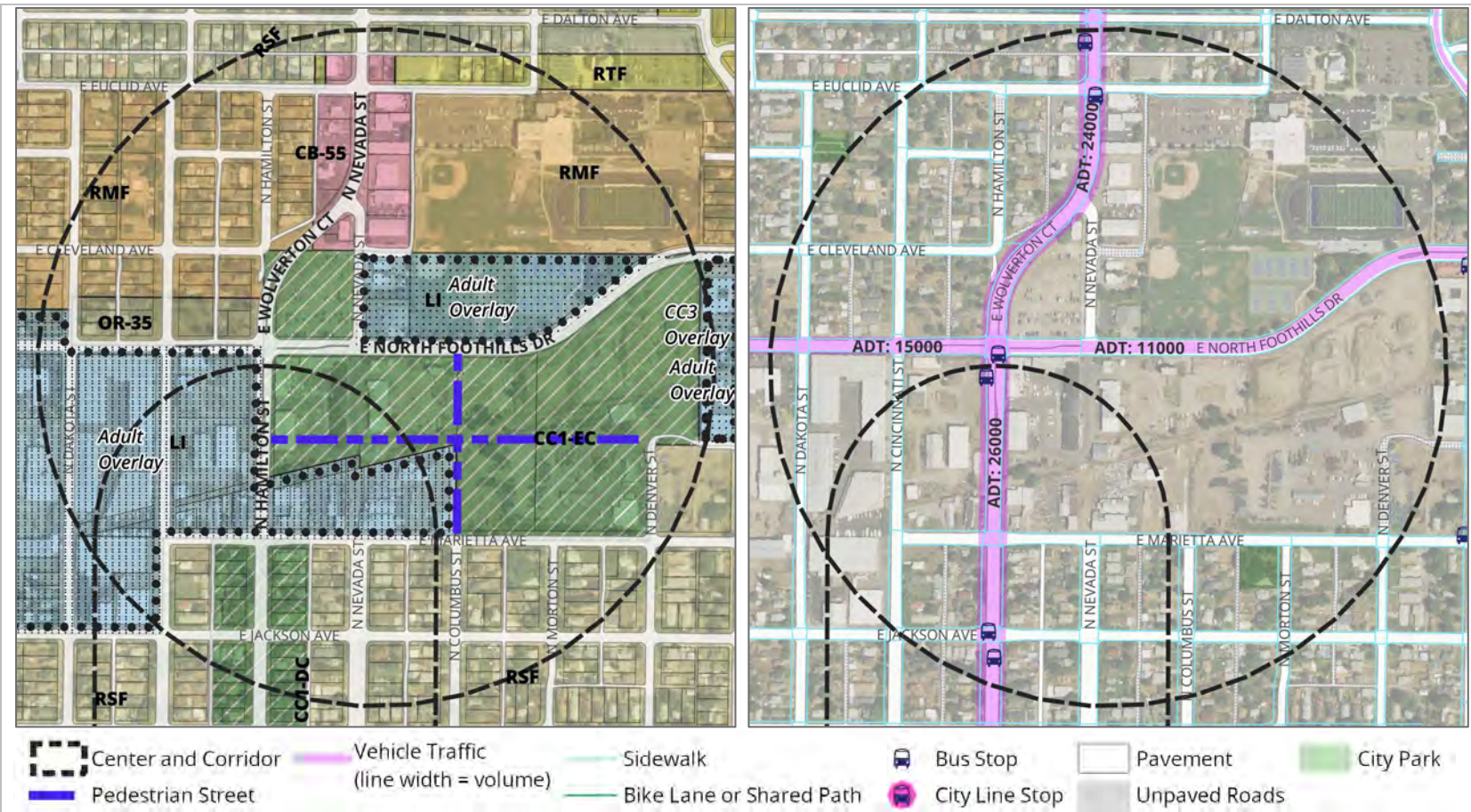
Image source 1-2: MAKERS. 3: Google maps © 2023 Google

|   |   |
|---|---|
| <b>Description:</b> Providence Holy Family Hospital is the dominant use here – which fronts on Lidgerwood, which the Franklin Park Commons shopping center fronts onto Division. This “center” is literally split in half and generally facing away from each other. Lots of surface parking. Lidgerwood and Addison are north-south alternatives to Division, popular with cyclists in available crowdsouse datasets such as Ride Report and Strava Metro. |   |
| <b>Households</b>   | 6.4 per acre  |
| <b>Development era</b>  | Post-war. Average year built: 1978*   |
| <b>Primary street</b>   | N Division St   |
| <b>Traffic / width</b>  | 39,000-40,000 ADT / 7 lanes   |
| <b>Transit</b>  | Route 25, four buses per hour; Route 26, two buses per hour   |
| <b>Walking conditions</b>   | Decent. General good connectivity, destinations, and infrastructure, but the hospital is auto-oriented and interrupts grid. No designated pedestrian streets. |
| <b>Parks nearby</b>   | Franklin Park (44 acres) at southwest corner of center; Ruth Park (2 acres) west of center  |
| <b>Public schools nearby</b>  | Lidgerwood Elementary School, 1/4 mile away; Madison Elementary School, 1 mile away   |
| <b>Retail mix</b>   | Major shopping center with Burlington, Guitar Center, Trader Joes, Ross. Small retail to NE.  |
| <b>Residential mix</b>  | Mostly houses. Some apartments and assisted living to north.  |
| <b>Employment mix</b>   | Hospital and major medical cluster.   |
| <b>Major landowners</b>   | Dominican Health Services, Harlan D Douglass, Group Health Coop of Puget Sound  |

|   |                        |
|---|------------------------|
| <b>Existing Development Mix (sf)*</b>                   |                        |
|   |                        |
| <b>Zoning Mix</b>                                       |                        |
|   |                        |
| *Does not include single-family residential development |                        |
| <b>Average land value:</b>                              | \$9.90 per sf          |
| <b>Recent development (since 2003):</b>                 | Office: 223,845 sf     |
|   | Retail: 21,316 sf      |
|   | Multifamily: 14,560 sf |



11. North Foothills – Employment Center

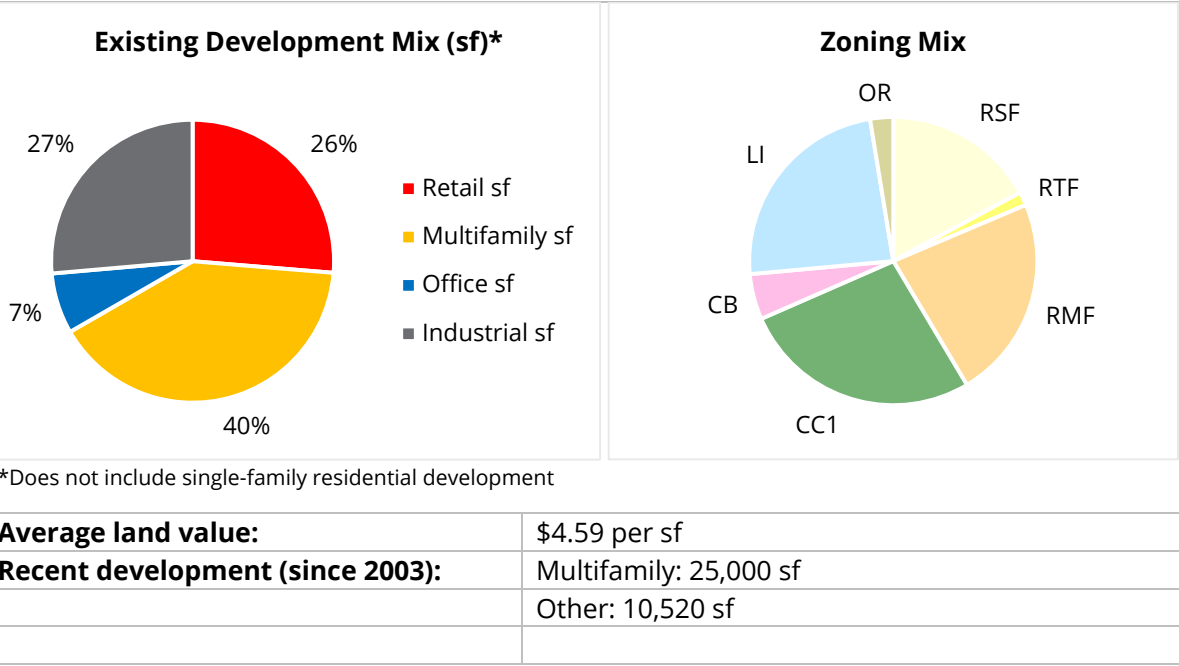


**Description:** Mix of low-intensity industrial, commercial, and flex uses around an old railroad corridor. Mixed residential uses nearby. CC1-EC zoning allows ample heights. Mix of pre-war and post war development on pre-war street grid. Likely significant mixed-use/residential redevelopment potential if environmental hazards/contamination is not severe. Superfund site. Pedestrian street designation was not incorporated into recent development. Institutional uses not generally a good fit for Center designation.

|                       |   |
|-----------------------|---|
| Households            | 2.6 per acre  |
| Development era       | Mixed, but largely post-war. Average year built: 1961*  |
| Primary street        | N Nevada St. / N Hamilton St  |
| Traffic / width       | 24,000-26,000 ADT / four lanes  |
| Transit               | Route 27, two buses per hour; Route 26, two buses per hour; Route 28, two buses per hour  |
| Walking conditions    | Mixed: good connectivity in neighborhood areas nearby. Pedestrian hostile industrial uses in the center and continuity break at old railroad ROW. Pedestrian street designations on non-existent rights of way at the heart of the center on industrial land. |
| Parks nearby          | Logan Peace Park, .4 acre in SE corner of center; Fairview Park, .4 acre in NW corner of center   |
| Public schools nearby | Yasuhara Middle School (recently built). Gonzaga Prep (private) High School   |
| Retail mix            | Minimal retail present, mostly automotive-repair oriented.  |
| Residential mix       | Mostly houses. New low-rise apartment complex at North Foothills Dr and Nevada St.  |
| Employment mix        | Many small-medium industrial uses and businesses. Two schools.  |



Image source 1-3: Google maps © 2023 Google.





|                  |  |  |  |
|------------------|--|--|--|
| Major landowners | Gonzaga Prep School, Catholic Charities Eastern Washington, Foothills Mini Storage, Larry Stone Properties |  |  |
|------------------|--|--|--|

## 12. North Nevada – Employment Center

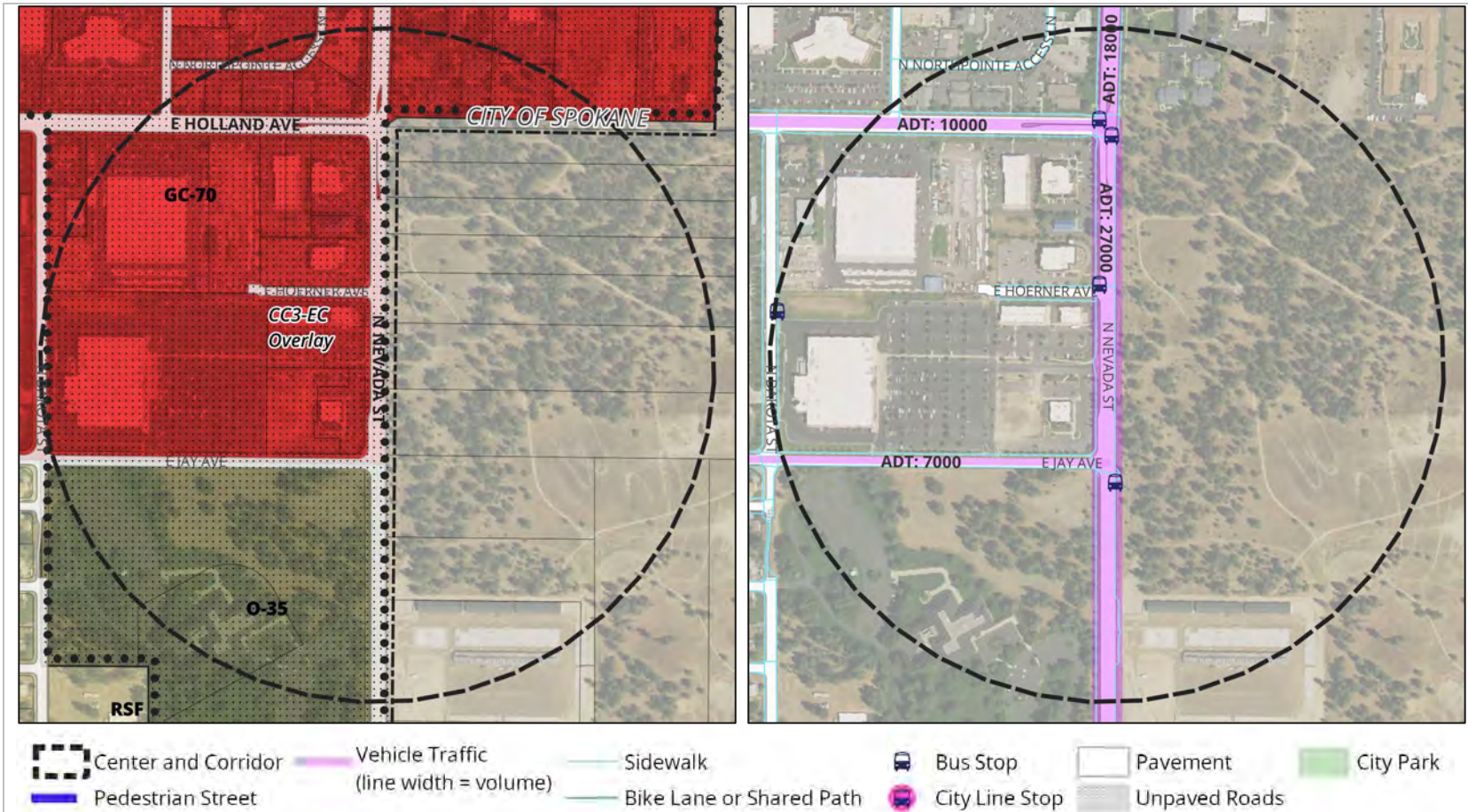
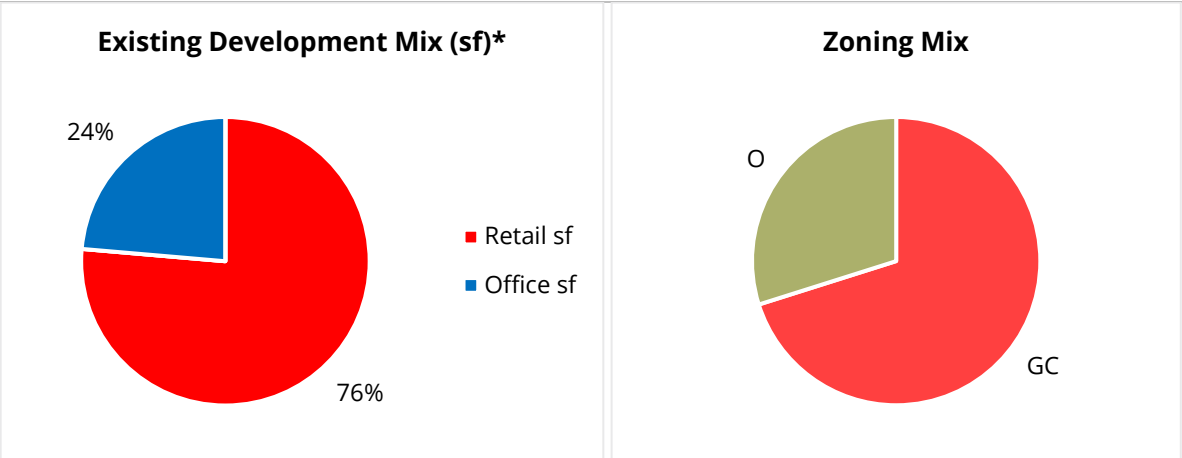


Image source 1-3: MAKERS. 4: Google maps © 2023 Google

**Description:** Employment Center – with GC and O zoning. Edge of City limits with considerable greenfields. Very auto dependent. Area functions more like part of a larger regional center (the "Y", in reference to the split between Hwy 395 and Hwy 2). Function of specific center also depends on what gets developed on greenfields to the east. Health services/senior housing cluster.

|                       |   |
|-----------------------|---|
| Households            | 2.6 per acre  |
| Development era       | Contemporary/undeveloped. Average year built: 2003*   |
| Primary street        | N Nevada St.  |
| Traffic / width       | 18,00-27,000 ADT / 5 lanes  |
| Transit               | Route 26, two buses per hour; Route 28, two buses per hour                                  |
| Walking conditions    | Poor – limited connectivity and widely spaced destinations, although sidewalks are present. |
| Pedestrian streets    | None  |
| Parks nearby          | Hill N’ Dale Park, 4 acres, 1/2 mile west of center   |
| Public schools nearby | Shiloh Hills Elementary School, 1 mile away   |
| Retail mix            | Some pad retail with major retailers nearby: WinCo Foods, Ziggy’s Home Imp., and Walmart    |
| Residential mix       | Some apartments, senior apartments, and assisted living to the north                        |



\*Does not include single-family residential development

|                                  |                    |
|----------------------------------|--------------------|
| Average land value:              | \$3.78 per sf      |
| Recent development (since 2003): | Retail: 143,410 sf |
|                                  | Office: 4,195 sf   |



|                  |  |  |  |
|------------------|--|--|--|
| Employment mix   | Medical services   |  |  |
| Major landowners | Douglass family, East Magnesium Properties, Ziegler Lumber Company |  |  |

13. Trent & Hamilton – Employment Center

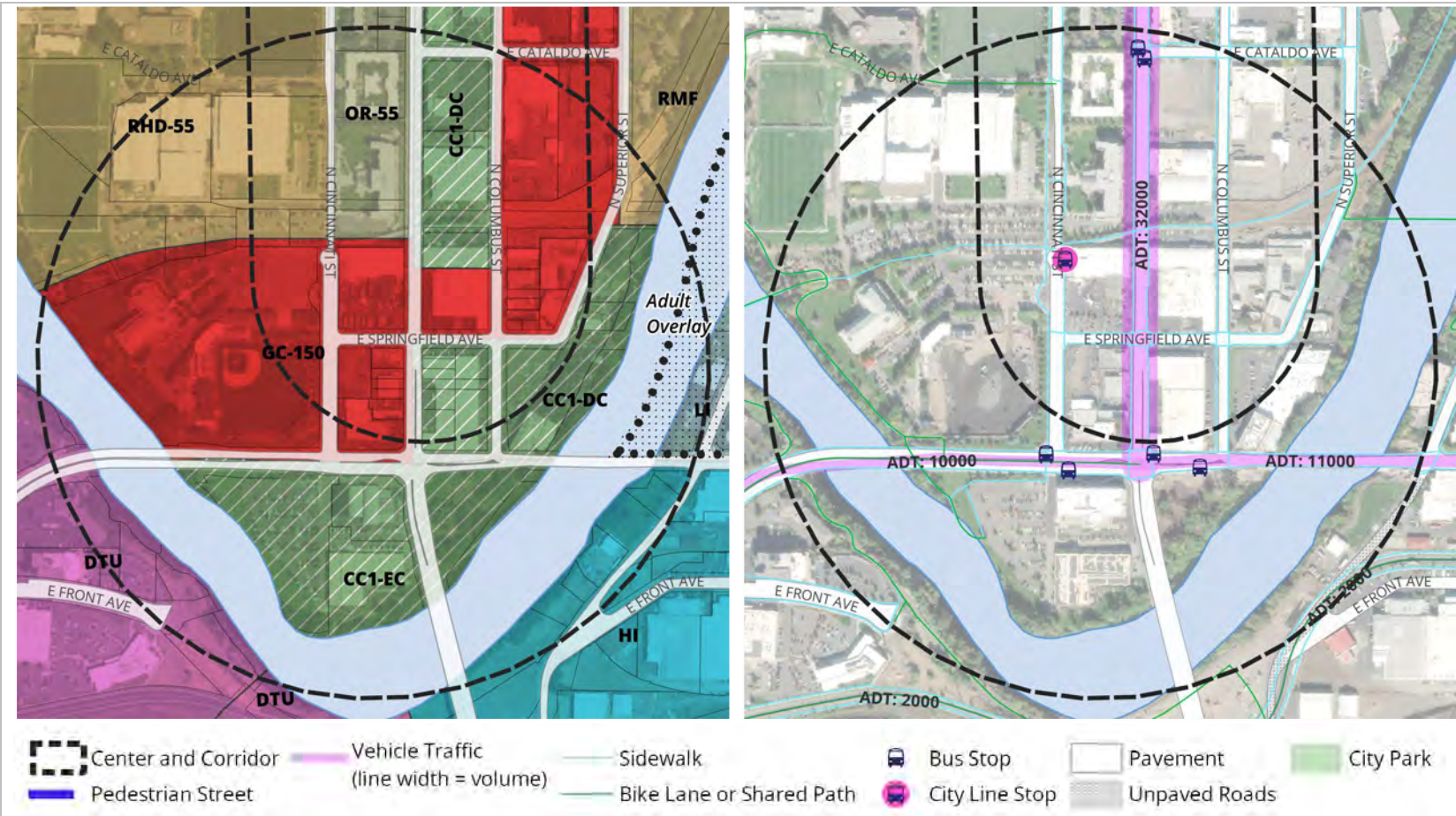
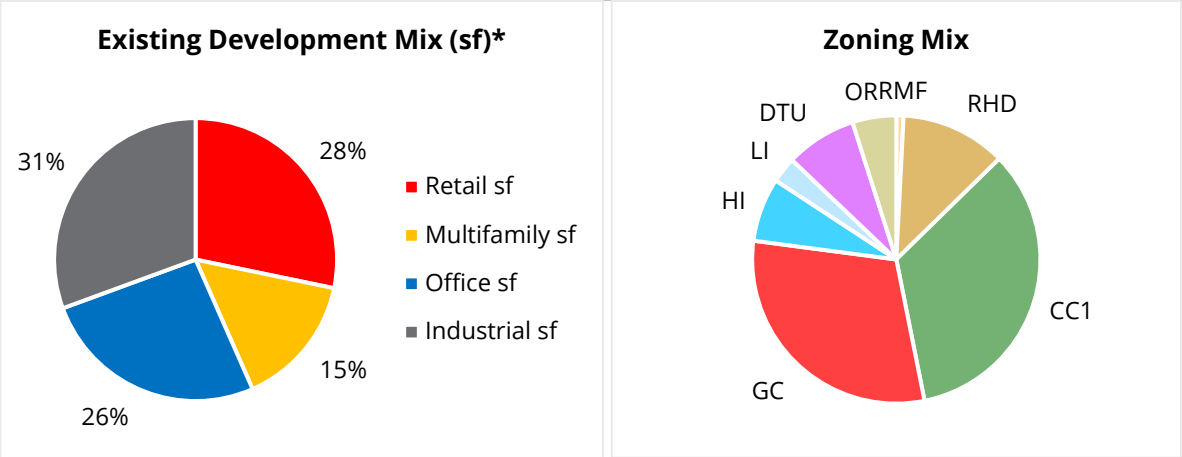


Image source 1-4: MAKERS.

**Description:**  
Industrial area transitioning to office/retail/residential mixed-uses. Excellent transit service with City Line. Heavy traffic with high speeds on Hamilton creates an unpleasant pedestrian environment, but shared-use paths provide connectivity. Gonzaga University campus to the north. Opportunities to improve public access to riverfront as properties redevelop.

|                       |  |
|-----------------------|--|
| Households            | 2.3 per acre   |
| Development era       | Average year built: 1966.  |
| Primary street        | N Hamilton St  |
| Traffic / width       | 32,000 ADT / five lanes  |
| Transit               | Route 26, two buses per hour; Route 28, two buses per hour             |
| Walking conditions    | Moderate   |
| Pedestrian streets    | None.  |
| Parks nearby          | Mission Park, 13.3 acres, 1 mile northeast of center                   |
| Public schools nearby | Stevens Elementary School, 1.2 miles away;                             |
| Retail mix            | Limited retail – some stores and eating/drinking scattered throughout. |
| Residential mix       | Student dorms. No other residential currently.                         |



\*Does not include single-family residential development

|                                  |                         |
|----------------------------------|-------------------------|
| Average land value:              | \$4.90 per sf           |
| Recent development (since 2003): | Multifamily: 110,662 sf |



|                  |  |  |  |
|------------------|--|--|--|
| Employment mix   | Manufacturing and industrial uses, university and academic buildings, medical/health sciences.           |  |  |
| Major landowners | Gonzaga University, EZ Loader, Matrix Financial, Hamilton & Trent LLC, Emerald Initiative, MGD at GU LLC |  |  |

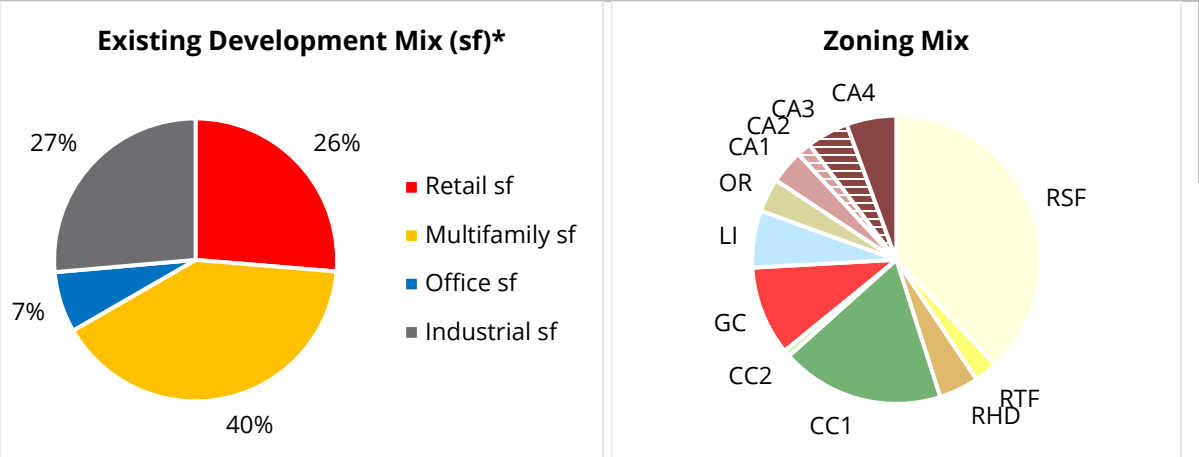
## 14. Hamilton – Corridor



Image source 1-4: MAKERS.

**Description:** See next page for full length maps. Heavy traffic corridor with retail uses, with complementary residential uses, including student housing, to east and west. Gonzaga University located to west, on southern end of the corridor. Excellent transit service via City Line. South Logan TOD subarea plan underway to revise zoning and leverage TOD opportunities. Unique Hamilton Form-Based Code in central areas to be revised following subarea plan. Planned-action EIS will facilitate development.

|                       |  |
|-----------------------|--|
| Households            | 6.4 per acre   |
| Development era       | Mixed – pre-war grid with major post-war development and infrastructure. Average year built: 1961. |
| Primary street        | N Hamilton St  |
| Traffic / width       | 28,000-30,000 ADT / five lanes   |
| Transit               | Route 26, two buses per hour; Route 28, two buses per hour; Route 39, two buses per hour           |
| Walking conditions    | Generally good, although Hamilton St is a barrier  |
| Pedestrian streets    | None   |
| Parks nearby          | Mission Park (13.33 acres)   |
| Public schools nearby | Logan Elementary School  |
| Retail mix            | Mostly auto-oriented mix of restaurants and shops with some main-street style buildings            |

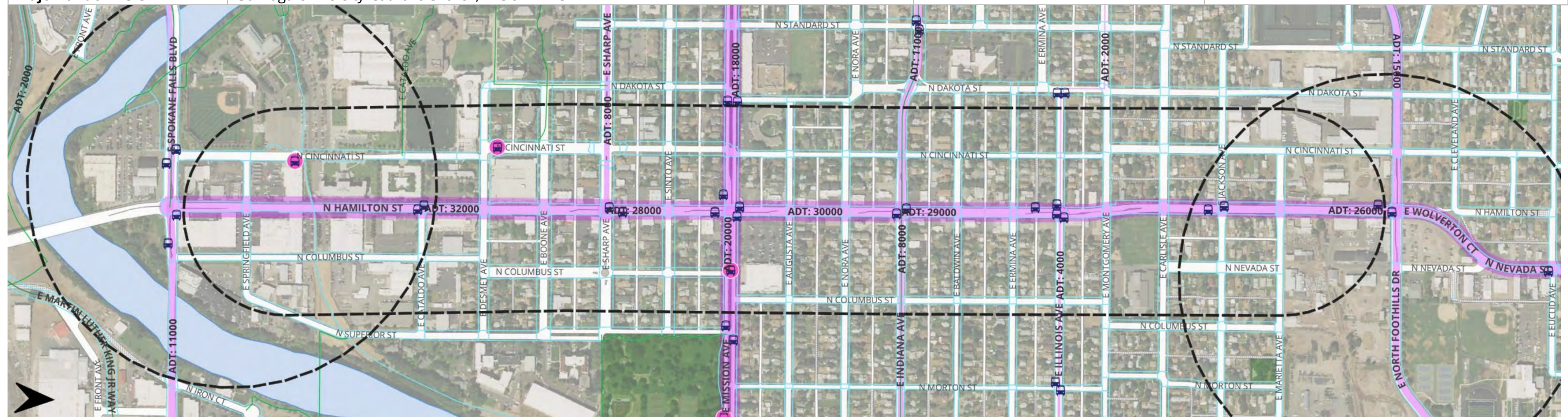


\*Does not include single-family residential development

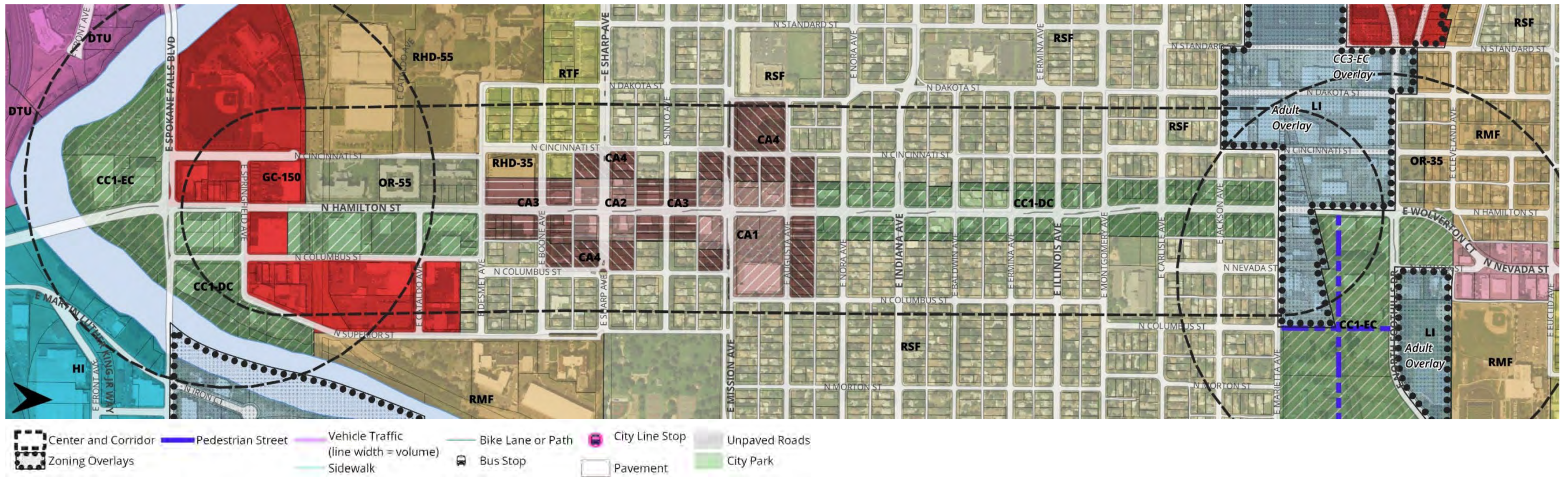
|                                  |                   |
|----------------------------------|-------------------|
| Average land value:              | \$6.08 per sf     |
| Recent development (since 2003): | Other: 372,588 sf |



|                         |   |  |                         |
|-------------------------|---|--|-------------------------|
| <b>Residential mix</b>  | Mostly detached houses, with student dorms and some apartment buildings                           |  | Multifamily: 196,282 sf |
| <b>Employment mix</b>   | Gonzaga university and education-cluster. Non-profit services and religious schools and services. |  | Retail: 30,576 sf       |
| <b>Major landowners</b> | Gonzaga University/Catholic Church, LLC & M LLC   |  |                         |

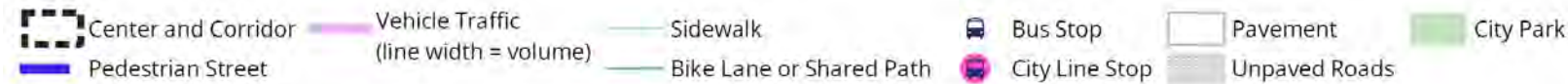






## 15. Market Street/Hillyard – Corridor



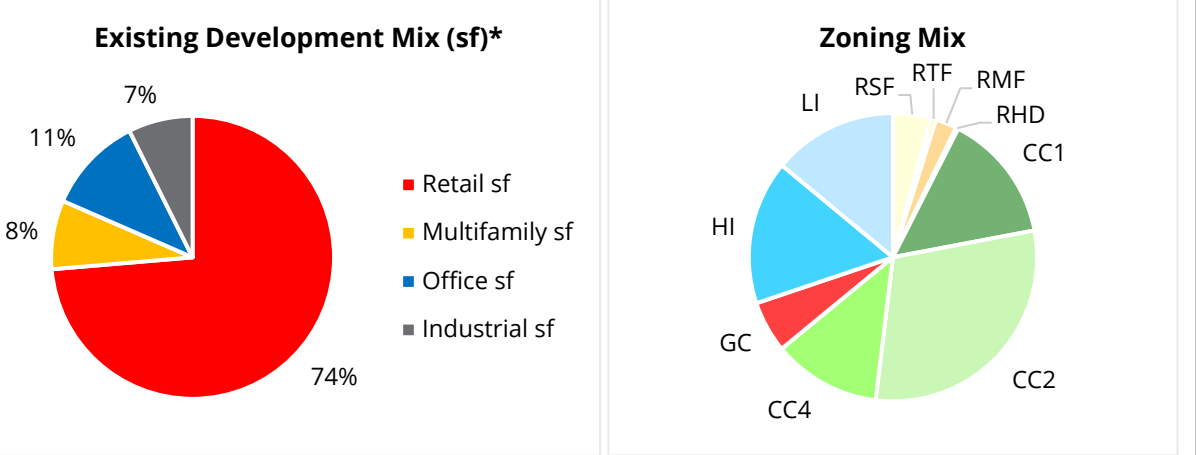


**Description:** Corridor – with CC1-DC zoning and some CC4-DC on the back side (mostly with older single family homes). Classic main street retail with working-class homes to west and railyard to east (and NSC interstate under construction). Rail/freeway corridor cuts Hillyard off from homes/businesses to the east.

|                       |   |
|-----------------------|---|
| Households            | 2.8 per acre  |
| Development era       | Pre-war. Average year built: 1947*  |
| Primary street        | N Market Street   |
| Traffic / width       | 10,000-13,000 ADT / two lanes   |
| Transit               | Route 35, two buses per hour; Route 33, four buses per hour   |
| Walking conditions    | <b>Good.</b> Sidewalks present, pedestrian-oriented design, lots of destinations. Poor connections to east. Market St is a designated <b>pedestrian street</b> between Wabash Ave and Nebraska Ave. |
| Parks nearby          | Kehoe Park (2 acres) west of center. Hillyard Aquatic Center to the north.  |
| Public schools nearby | Regal Elementary School, 1 mile away; Shaw Middle School, 1 mile away   |
| Retail mix            | Small stores, shops, and restaurants/taverns. Some vacant storefronts.  |
| Residential mix       | Houses and middle housing west of N Haven St.   |
| Employment mix        | Industrial uses and small office uses scattered throughout.   |
| Major landowners      | Rail/freeway right-of-way corridor to east  |



Image source 1-4: MAKERS.



\*Does not include single-family residential development

|                                  |                   |
|----------------------------------|-------------------|
| Average land value:              | \$3.11 per sf     |
| Recent development (since 2003): | Office: 28,110 sf |
|                                  | Retail: 18,260 sf |
|                                  |                   |
|                                  |                   |







16. Monroe – Corridor

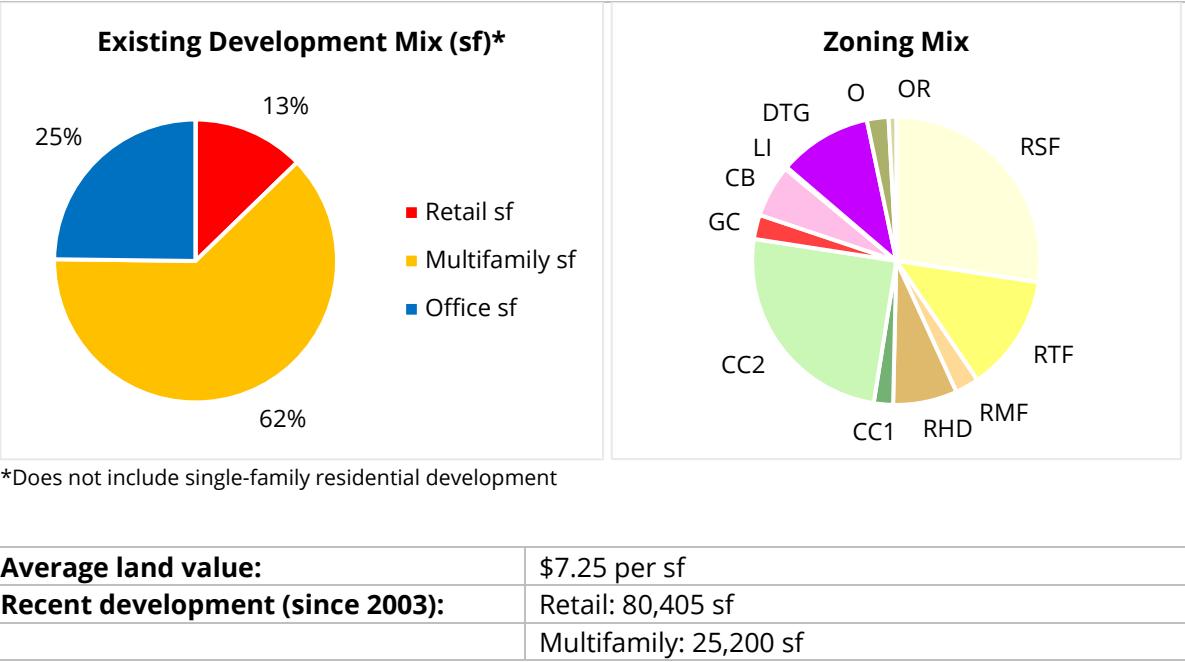


**Description:** Corridor – extends for approximately 27 blocks and includes CC2-DC zoning. Such CC2 zoning is very narrow in places with a mixture of RSF, RTF, RMF, and RDH zoning on the backside. Recent road reconfiguration on northern segment has helped to revitalize character and promote some economic development here.

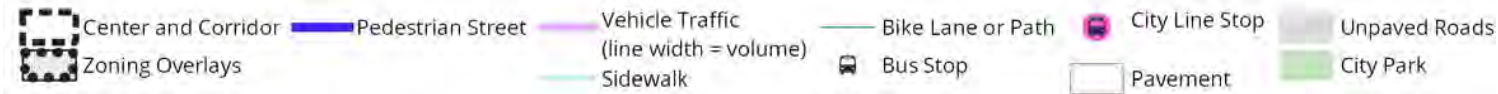
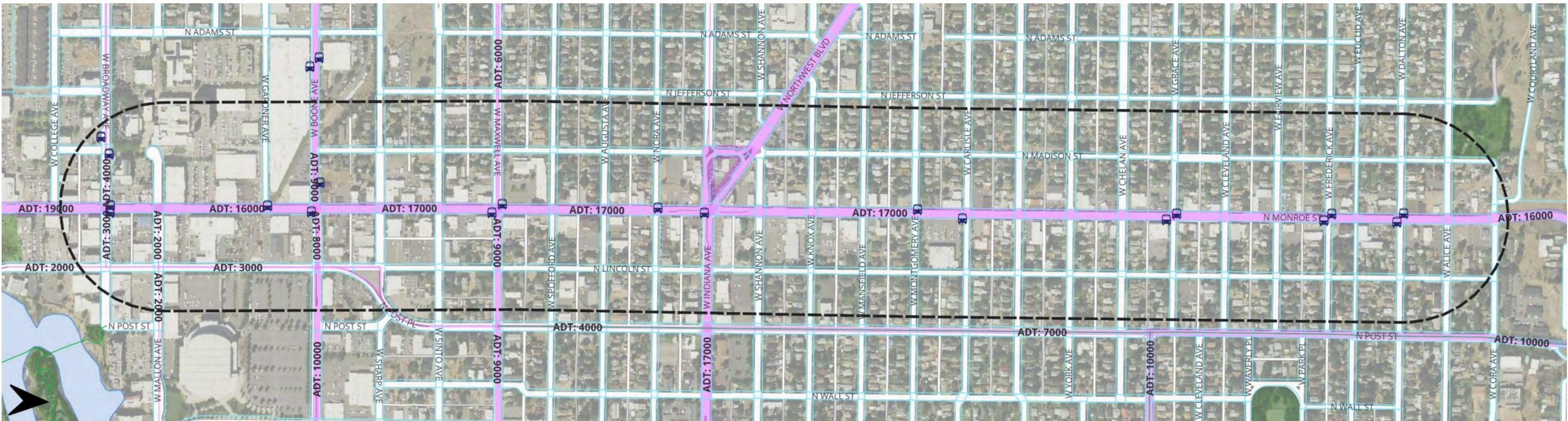
|                       |   |
|-----------------------|---|
| Households            | 5.8 per acre  |
| Development era       | Pre-war. Average year built: 1933*  |
| Primary street        | N Monroe St   |
| Traffic / width       | 17,000 ADT / five lanes   |
| Transit               | Route 4, four buses per hour; Route 36, two buses per hour  |
| Walking conditions    | Good: Generally good call around, although there are fewer safe crossings of Monroe to the south. Monroe is a designated <b>pedestrian street</b> between W Boone Ave and W Montgomery Ave. |
| Parks nearby          | Corbin Park, 12 acres 1 mile north of center  |
| Public schools nearby | The Community School (high school); Spokane Public Montessori to the west, North Central High School, ¼ mile to east  |
| Retail mix            | Broad mix of small-medium retail, including REI at southern end.  |
| Residential mix       | Mostly houses and small middle housing, some apartments.  |
| Employment mix        | Some office, human services, and government uses, especially in the south.  |
| Major landowners      | Spokane Transit Authority, James Orcutt   |



Image source 1-4: MAKERS.









17. 14th & Grand Boulevard – Neighborhood Center

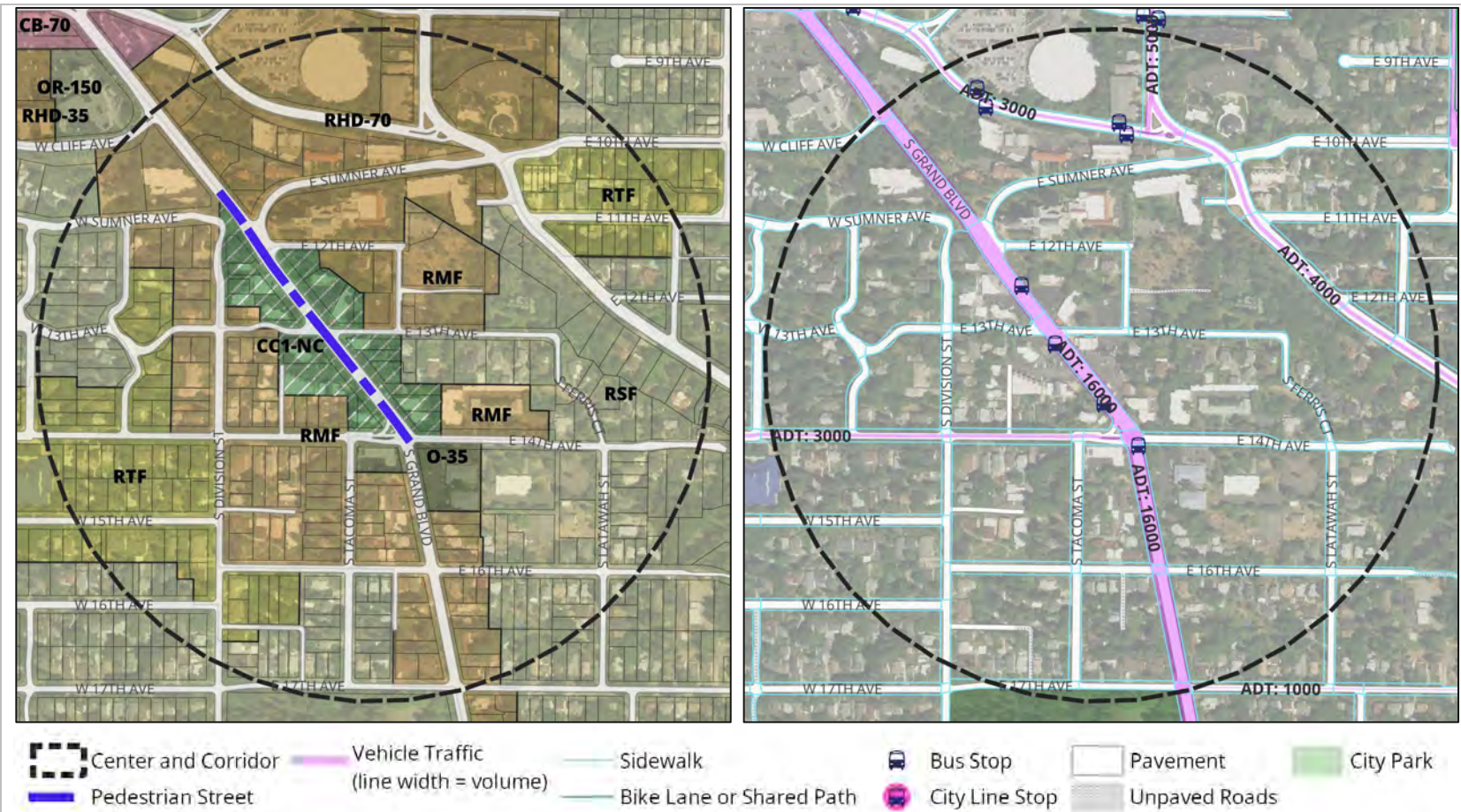
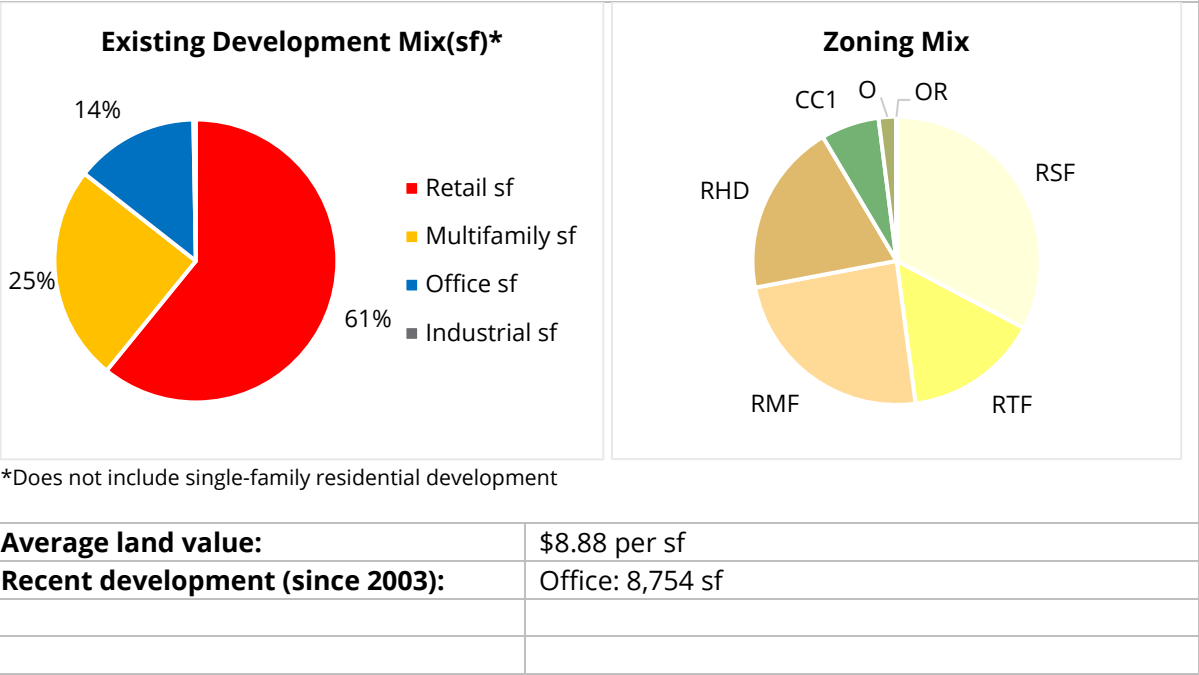


Image source 1-2: MAKERS. 3: Google maps © 2023 Google.

**Description:** Awkward neighborhood center on wide arterial. Generally auto-oriented buildings and uninviting pedestrian character, although surrounding street grid and through-block connections improve walking conditions. Businesses may serve apartment residents and nearby medical uses and part space bring pass-through traffic. Good mix of zoning for residential uses.

|                       |   |
|-----------------------|---|
| Households            | 8.8 per acre  |
| Development era       | Post-war. Average year built: 1958*   |
| Primary street        | S Grand Blvd  |
| Traffic / width       | 16,000 ADT / four lanes   |
| Transit               | Route 4, four buses per hour  |
| Walking conditions    | Moderate: auto-oriented building design and wide street deter pedestrian traffic. Good sidewalk coverage and connectivity, although topography interrupts connectivity to the north and east. |
| Pedestrian streets    | S Grand Blvd between E Sumner Ave and E 14 <sup>th</sup> Ave.   |
| Parks nearby          | Manito Park (90 acres) to south. Cliff Park (5 acres), Edwidge Wolson Park (13 acres) to northwest.   |
| Public schools nearby | Roosevelt Elementary ½ mile to west.  |
| Retail mix            | Several restaurants, small stores and services.   |
| Residential mix       | Mix of apartments and houses.   |
| Employment mix        | Some medical services (extension of hospital cluster to the north).   |
| Major landowners      |   |





18. Garland – Neighborhood Center

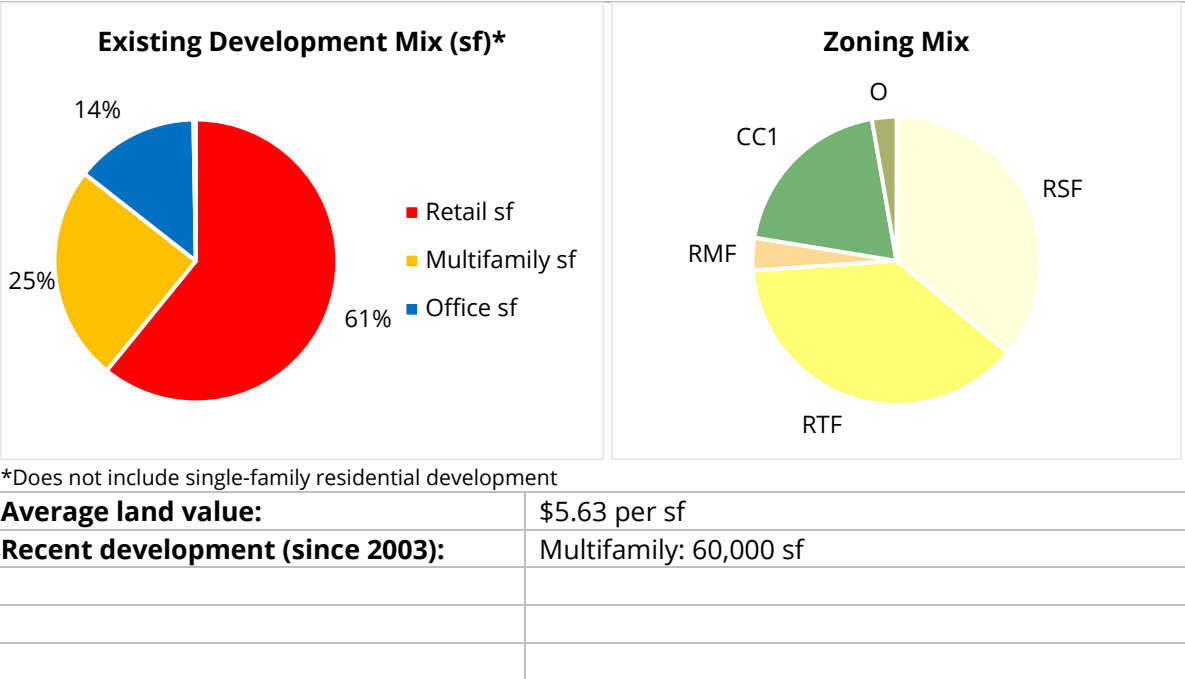


**Description:** Neighborhood Center with CC1-NC zoning. One or only a few pre-war, main-street-style neighborhood centers. Eclectic mix of building designs with lots of shops and restaurants. Large art deco theater at key intersection of N Monroe St and N Garland Ave.

|                       |   |
|-----------------------|---|
| Households            | 8.2 per acre  |
| Development era       | Pre-war. Average year built: 1949*  |
| Primary street        | N Monroe St   |
| Traffic / width       | 15,000-16,000 ADT / five lanes (Monroe) 9000 ADT / two lanes (Garland Ave)  |
| Transit               | Route 4, four buses per hour  |
| Walking conditions    | Good: excellent connectivity, destination density, and sidewalk coverage. Garland is a designated <b>pedestrian street</b> between N Madison St and N Howard St |
| Parks nearby          | Emerson Park, 40 acres .5 mile south of center  |
| Public schools nearby | Spokane Public Montessori, 2 miles away   |
| Retail mix            | Small stores and restaurants, plus a movie theater.   |
| Residential mix       | Detached single-family and (likely) small middle housing. A few apartments to the west and south.   |
| Employment mix        | Some small offices and automotive shops.  |
| Major landowners      |   |

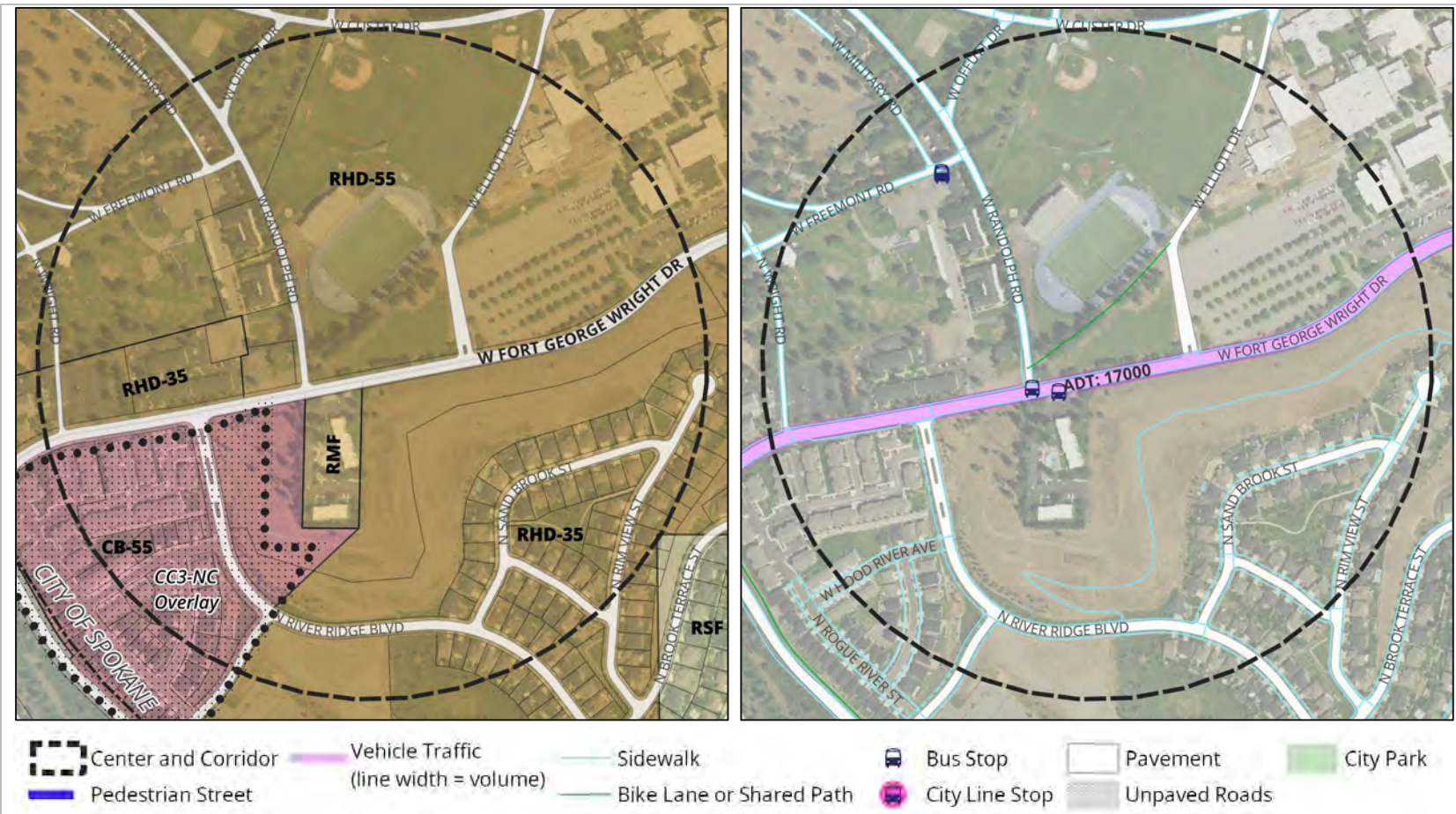


Image source 1-4: MAKERS.





19. SFCC – Neighborhood Center

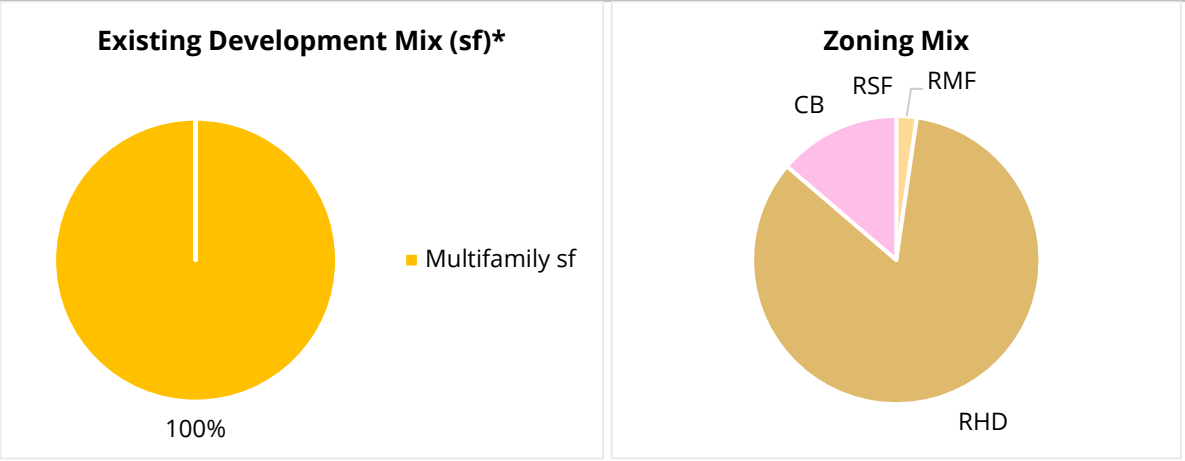


**Description:** Suburban “center” near Spokane Falls Community College west of Spokane River. No retail present, almost all nearby land use is multifamily. No parks in center but ample open space associated with college and natural parks to north. No clear activity node.

|                       |  |
|-----------------------|--|
| Households            | 7.0 per acre   |
| Development era       | Post-war/undeveloped. Average year built: 1987.  |
| Primary street        | W Fort George Wright Dr  |
| Traffic / width       | 17,000 ADT / five lanes  |
| Transit               | Route 20, four buses per hour; Route 36, two buses per hour; Route 33, four buses per hour |
| Walking conditions    | Moderate.  |
| Pedestrian streets    | None.  |
| Parks nearby          | Downriver Park (95.3 acres) to north   |
| Public schools nearby | Spokane Falls Community College  |
| Retail mix            | None.  |
| Residential mix       | Mostly multifamily, some SFR near the river.   |
| Employment mix        | Higher education cluster Community College with Mukogawa Women’s College                   |
| Major landowners      | State of Washington, Mukogawa Institute, Stejer Development                                |



Image source 1-4: MAKERS.



|   |                         |
|---|-------------------------|
| *Does not include single-family residential development |                         |
| Average land value:                                     | \$2.63 per sf           |
| Recent development (since 2003):                        | Multifamily: 169,000 sf |
|   |                         |
|   |                         |



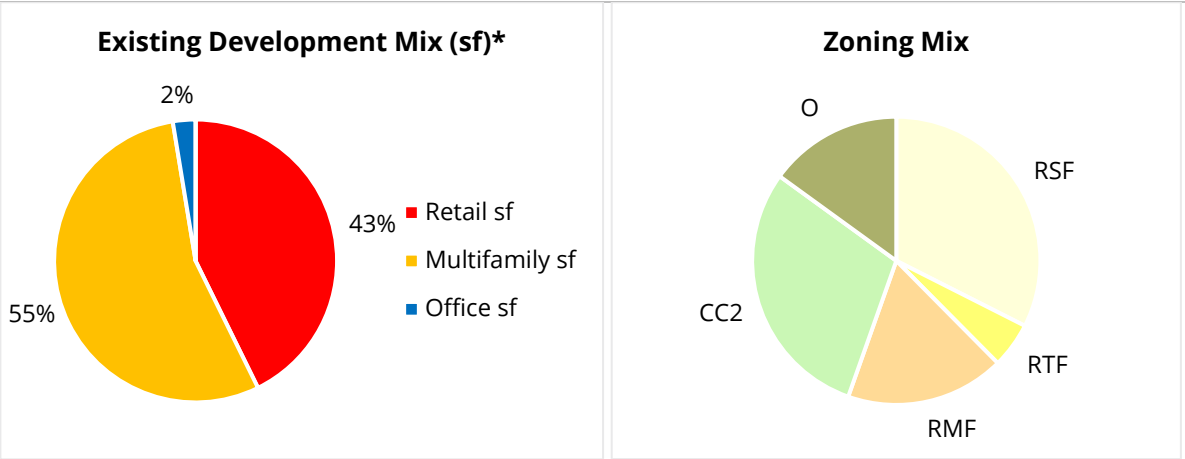
20. Indian Trail – Neighborhood Center



Image source 1-4: MAKERS.

**Description:** Neighborhood Center with CC2 zoning in center. The “center” is basically a very large neighborhood shopping center with a new Safeway and massive parking lot. A mix of low density multifamily uses surrounding the shopping center.

|                       |  |
|-----------------------|--|
| Households            | 11.1 per acre  |
| Development era       | Contemporary. Average year built: 2009*  |
| Primary street        | N Indian Trail Rd  |
| Traffic / width       | 10,000-17,000 ADT / 4 lanes  |
| Transit               | Route 23, two buses per hour   |
| Walking conditions    | Moderate – Sidewalks on most roads, limited street grid, larger arterial crossings required to reach destinations. No designated pedestrian streets. |
| Parks nearby          | Pacific Park, 5 acres on south end of center   |
| Public schools nearby | Woodridge Elementary, 1/2 mile away  |
| Retail mix            | Shopping center anchored by Safeway and Ace Hardware, with pad retail and fast food.   |
| Residential mix       | Mix of houses and apartments   |
| Employment mix        | No major employers   |
| Major landowners      | Vandervert Developments LLC  |



|   |                         |
|---|-------------------------|
| *Does not include single-family residential development |                         |
| Average land value:                                     | \$4.54 per sf           |
| Recent development (since 2003):                        | Multifamily: 467,164 sf |
|   | Retail: 353,138 sf      |
|   | Office: 10,215 sf       |



21. Lincoln & Nevada – Neighborhood Center

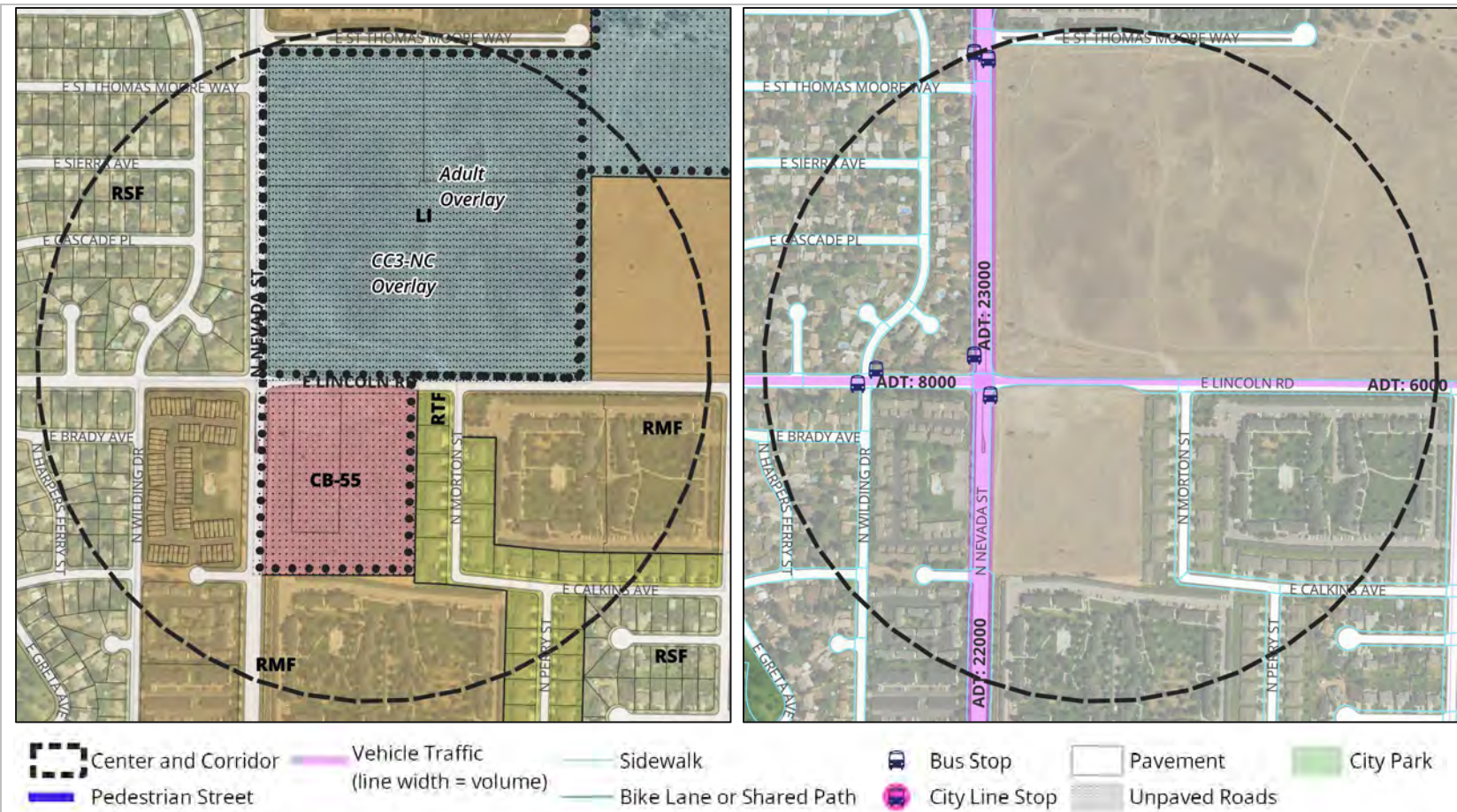
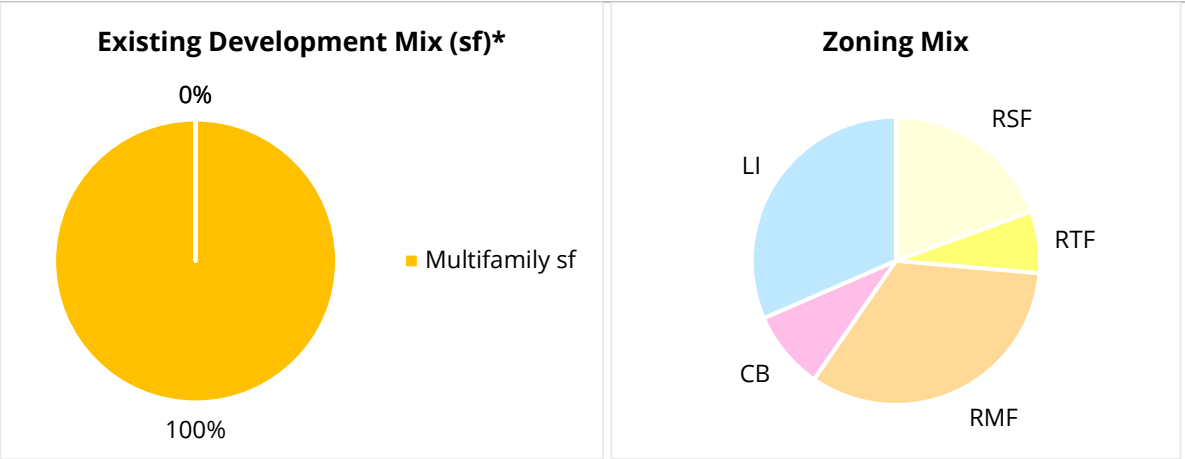


Image source 1-2: Google maps © 2023 Google

**Description:** Neighborhood Center. Most of the center is undeveloped – and zoned LI and CB-35. The street grid and development pattern is set up for the vacant CB property to be developed as a standard suburban neighborhood shopping center.

|                       |   |
|-----------------------|---|
| Households            | 11.1 per acre   |
| Development era       | Contemporary. Average year built: 1993*   |
| Primary street        | N Nevada St   |
| Traffic / width       | 22,000-23,000 ADT / 5 lanes   |
| Transit               | Route 26, two buses per hour; Route 28, two buses per hour                                  |
| Walking conditions    | Poor – limited connectivity and widely spaced destinations, although sidewalks are present. |
| Pedestrian streets    | None  |
| Parks nearby          | Friendship Park, 12 acres, ¼ mile southwest of center                                       |
| Public schools nearby | Shiloh Hills Elementary School, 3/4 mile away   |
| Retail mix            | None  |
| Residential mix       | Mix of low-density houses, duplexes, and garden apartments.                                 |
| Employment mix        | Rehab center to the south   |
| Major landowners      | Douglass family   |

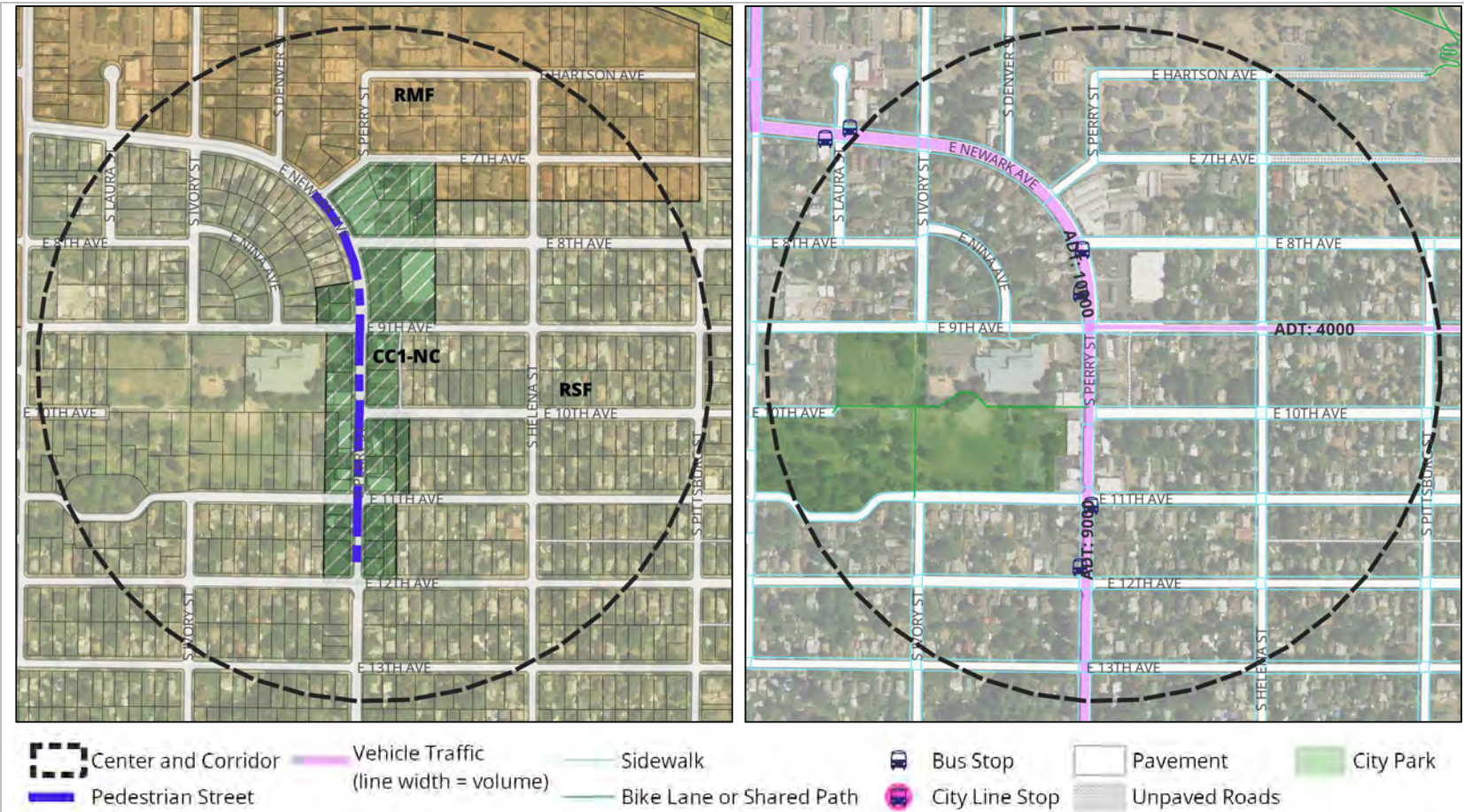


\*Does not include single-family residential development

|                                  |               |
|----------------------------------|---------------|
| Average land value:              | \$3.20 per sf |
| Recent development (since 2003): | None          |
|                                  |               |
|                                  |               |



22.South Perry – Neighborhood Center

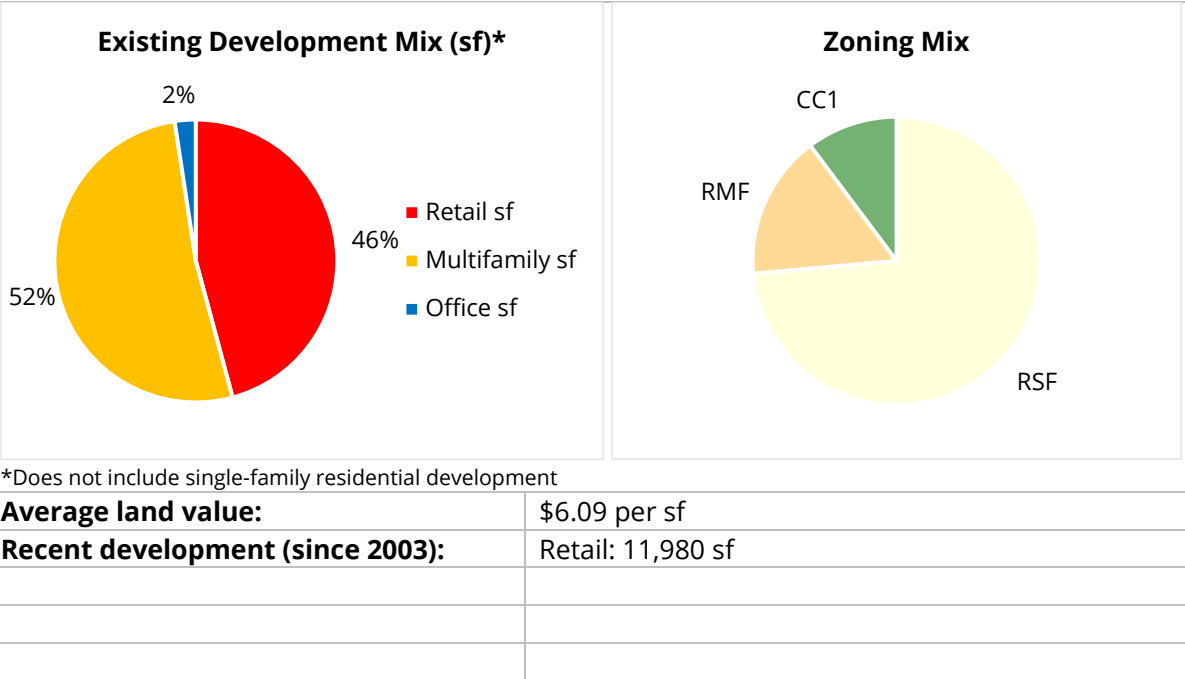


**Description:** Small, lively neighborhood center with retail businesses surrounded by well-maintained historic low-density residential neighborhoods. Some recent investment in new buildings on small sites on the main drag, with mixed results. Popular Farmers Market on Thursdays. Zoning is mostly RSF. Moderate traffic on S Perry St brings customers but does not overwhelm pedestrian-friendly environment.

|                       |   |
|-----------------------|---|
| Households            | 7.4 per acre  |
| Development era       | Pre-war. Average year built: 1942*  |
| Primary street        | S Perry St / E Newark Ave   |
| Traffic / width       | 9,000-10,000 ADT / two lanes  |
| Transit               | Route 45, two buses per hour  |
| Walking conditions    | Excellent   |
| Pedestrian streets    | S Perry between E 7 <sup>th</sup> Ave and E 12 <sup>th</sup> Ave.           |
| Parks nearby          | Grant Park, 12.6 acres, west side of center                                 |
| Public schools nearby | Grant Elementary  |
| Retail mix            | Small shops and eating/drinking. Floral greenhouses/garden store.           |
| Residential mix       | Mostly single-family detached houses, with some old and new middle housing. |
| Employment mix        | Greenhouses.  |
| Major landowners      | Alice Brothers LLC  |



Image source 1-4: MAKERS.





23.West Broadway – Neighborhood Center

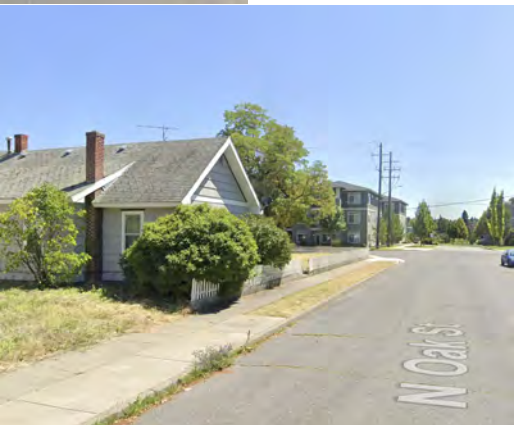
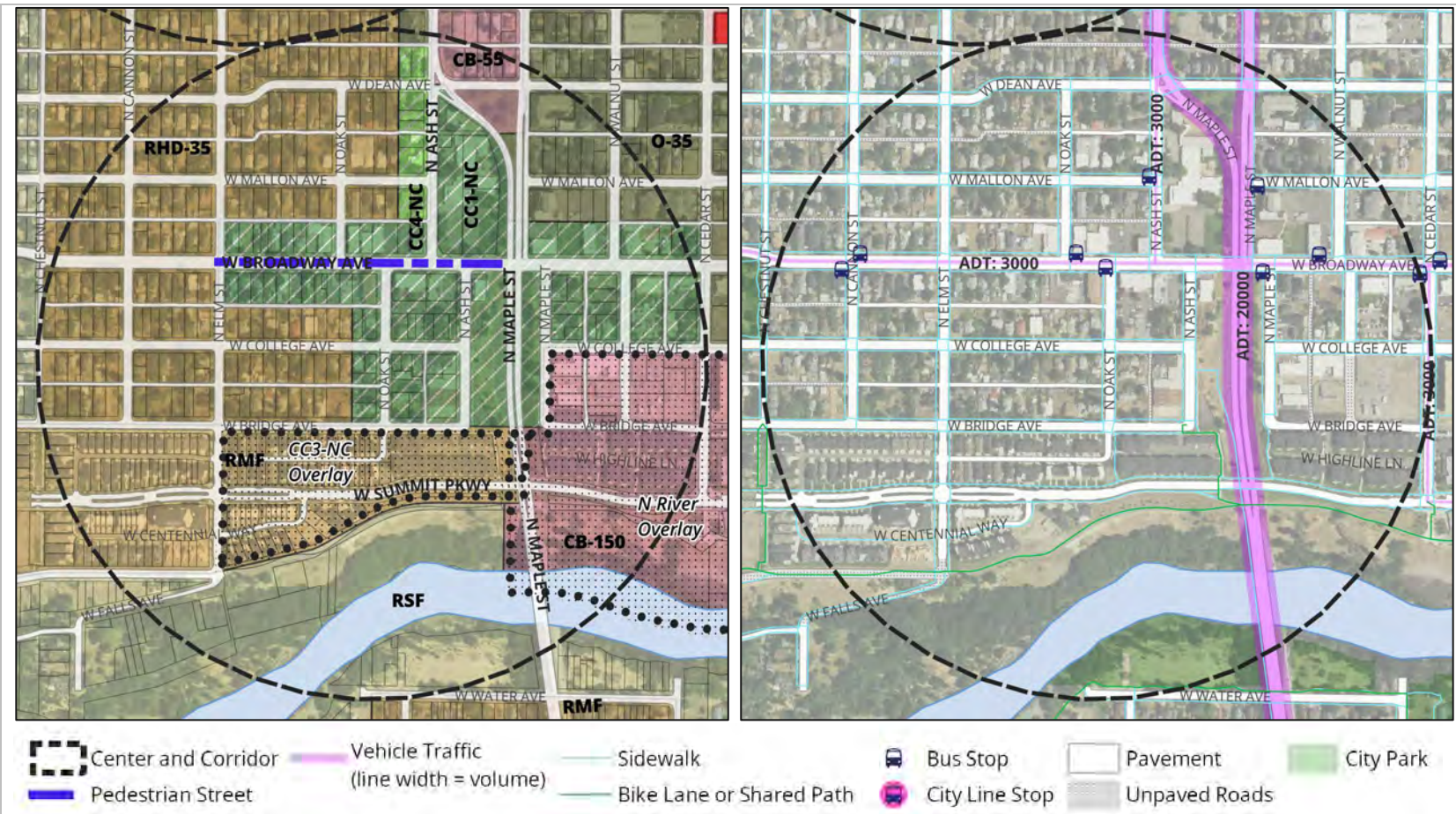
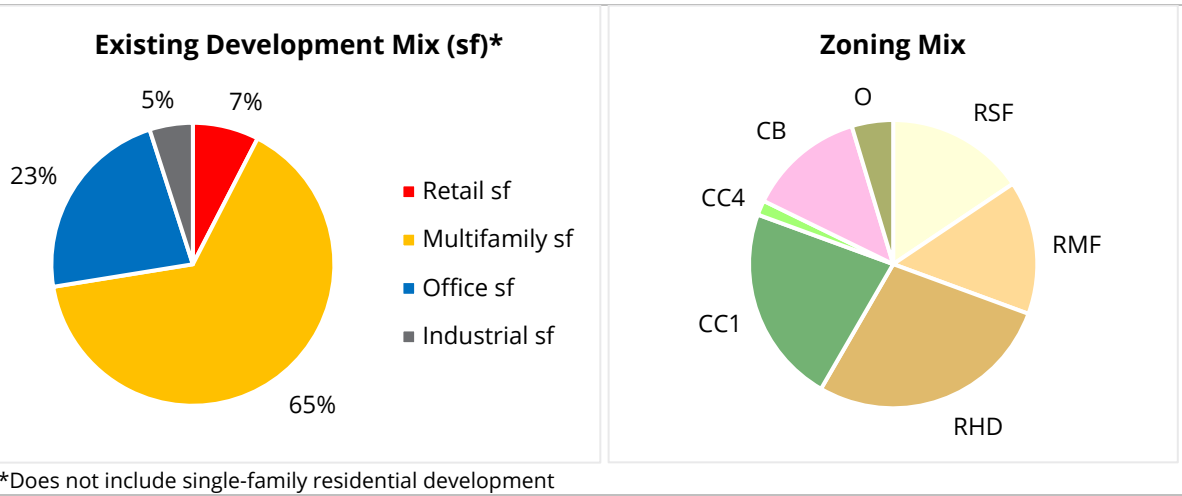


Image source 1-3: Google maps © 2023 Google.

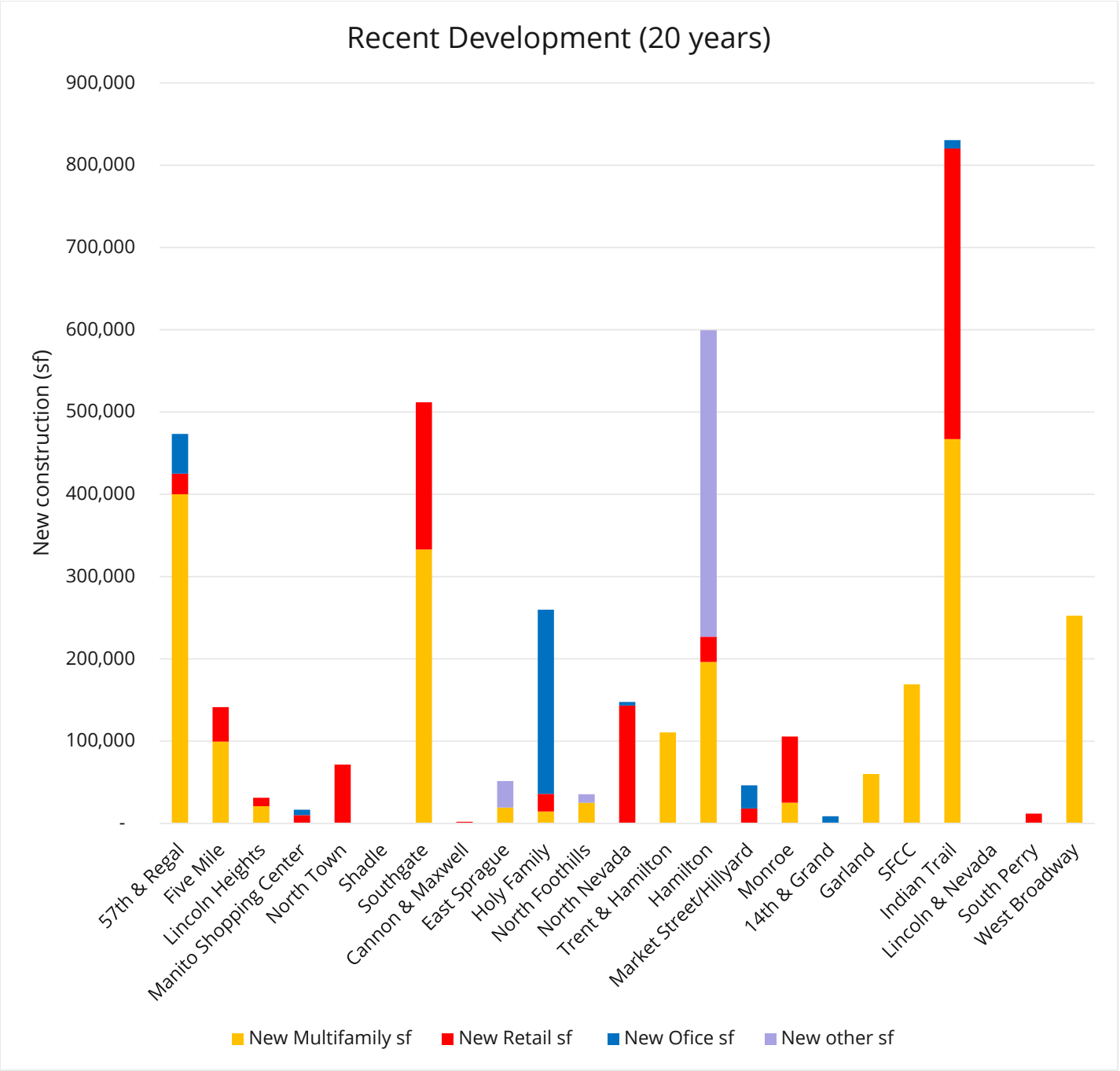
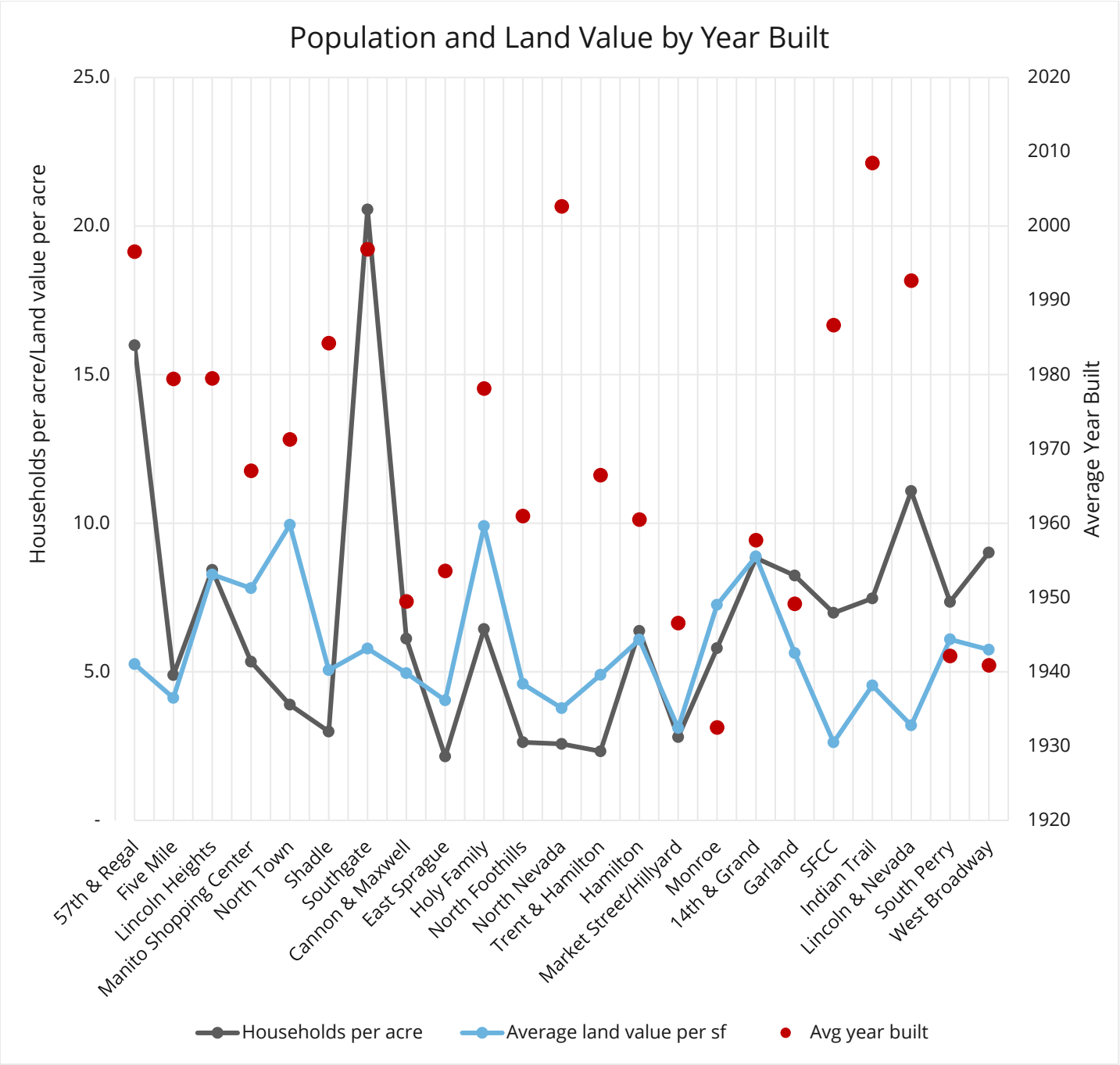
**Description:** Small historic neighborhood center with limited activity. Seemingly in state of transition, with potential impact of recent Kendall Yards development immediately to the south and North River redevelopment to the east not yet realized. Grade separated N Maple St ROW cuts off connectivity, diverts pass-through traffic, and creates a gap in the build fabric. Some good bones for small walkable business district. Low-intensity existing uses. Limited traffic on Broadway, with no major crossroads, but an upcoming project to convert Ash St to two-way traffic will help.

|                       |  |
|-----------------------|--|
| Households            | 9.0 per acre   |
| Development era       | Pre-war. Average year built: 1941*. Maple St highway interrupts pre-war fabric.                    |
| Primary street        | W Broadway Ave   |
| Traffic / width       | 3,000 ADT / three lanes  |
| Transit               | Route 21, four buses per hour, east/west.  |
| Walking conditions    | Generally good – Maple St interrupts east/west connectivity.                                       |
| Pedestrian streets    | W Broadway Ave between N Elm St and N Maple St.  |
| Parks nearby          | Dutch Jake’s Park, .4 acres at the west edge of center   |
| Public schools nearby | TEC at Bryant alternative public high school. Holmes Elementary, 1 mile away.                      |
| Retail mix            | Some small shops in main-street-style buildings on Broadway.                                       |
| Residential mix       | Low density and small middle housing in historic grid, higher densities to south in Kendall Yards. |
| Employment mix        | Bail Bonds and legal offices cluster. School.  |
| Major landowners      | Laplante Properties International, Bridgeway Apartments LLC  |

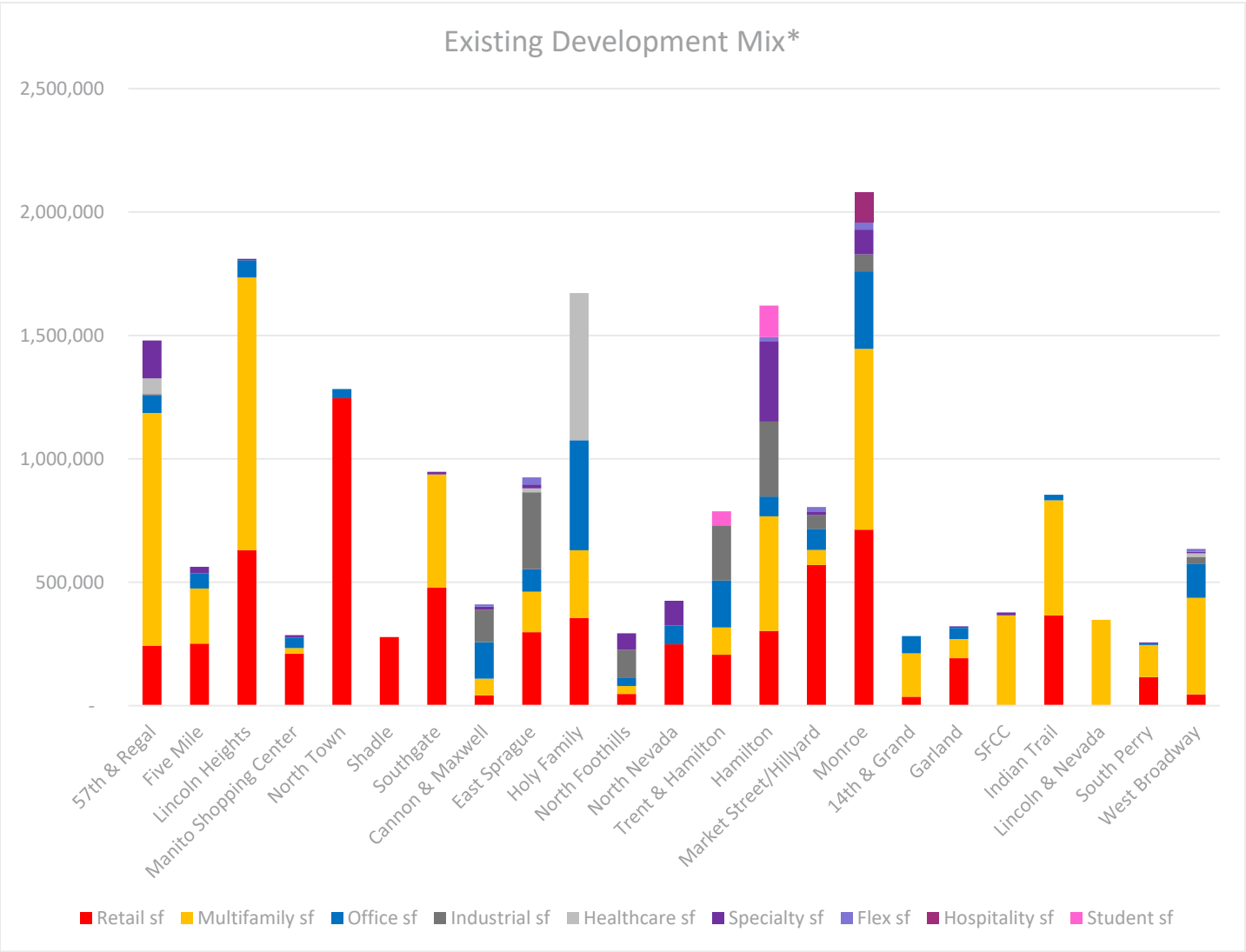


|                                  |                         |
|----------------------------------|-------------------------|
| Average land value:              | \$5.75 per sf           |
| Recent development (since 2003): | Multifamily: 252,480 sf |
|                                  |                         |
|                                  |                         |

Comparison Graphs







\*Does not include single-family residential development

