



Plan Commission Agenda

Regular Meeting
Wednesday, May 13, 2026
2:00 PM

Hybrid - Council Briefing Center / Microsoft Teams
808 W Spokane Falls Blvd, Spokane, WA 99201
Virtual Meeting Link - See page two for information

TIMES GIVEN BELOW ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Briefing Session – 2:00-2:20

1. Roll Call – Staff
2. Public Comment Period – Citizens are invited to address the Plan Commission on any topic not on the agenda.
3. Approve [4/22/2026](#) meeting minutes – All
4. City Council Liaison Report – CM Kitty Klitzke
5. Community Assembly Liaison Report – Linda Carroll
6. President Report – Jesse Bank
7. Secretary Report – Spencer Gardner
8. Transportation Commission Liaison Report – Ryan Patterson
9. Approval of current agenda – All

Workshops: (All times below are approximate)

1. 2:20pm-2:45pm [PlanSpokane 2046: Chapter Review Update](#) (KayCee Downey)
2. 2:45pm-3:45pm [PlanSpokane 2046: Growth Strategy](#) (Kevin Freibott, Brandon Whitmarsh, Hollis Staal)

Adjournment: The next regularly scheduled PC meeting will be Wednesday, May 27, 2026.

*Items denoted with an asterisk may include final action taken by the Board. Written public comments will be accepted at plancommission@spokanecity.org on these items up to two hours prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

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 Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission Teams Meeting Information

Wednesday, May 13, 2026

The PC meeting 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.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 220 747 363 981

Passcode: Sk3sc6L3

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 119 411 774 7

[More info](#)

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. Written public comments will be accepted on these items up to one hour prior to the start of the meeting.

The audio proceedings of the PC meetings will be recorded and are available online.

Plan Commission & Committees

Upcoming Agenda Items

(All items are subject to change)

May 27, 2026 - Plan Commission (90 minutes available) Hybrid

- ReFIVE: Draft 5th Avenue Community Plan
- PlanSpokane 2046: Chapter Review Release Incorporating Climate and Environmental Justice Review

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 Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Plan Commission – Meeting Minutes Draft

Wednesday, April 22, 2026

Hybrid Meeting in Council Briefing Center & Microsoft Teams Teleconference

Meeting called to order at 2:00 PM by President Jesse Bank

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

- *None*

Attendance for Plan Commission Workshop:

- Commission Members Present: Jesse Bank, Ryan Patterson, Amber Lenhart, Kyle Madsen, David Rasanen, Tyler Tamoush, Tim Williams, Jill Yotz
- Commission Members Not Present: Amber Lenhart
- Non-Voting Members Present: CM Kitty Klitzke (Council Member Liaison), Linda Carroll (Community Assembly Liaison)
- Non-Voting Members Not Present: None
- *Quorum Present: Yes*
- Staff Members Present: Spencer Gardner, Emily King, Tim Thompson, Inga Note, Kevin Picanco, Sarah Sirott, Tirrell Black, Tirrell Black, Tyler Kimbrell, CM Zack Zappone

Minutes: Minutes from 3/25/2026 and 4/14/2026 approved unanimously.

Briefing Session:

- **City Council Liaison Report** – CM Kitty Klitzke
 - CM Klitzke did not provide a report.
- **Community Assembly Liaison Report** – Linda Carroll
 - Community Assembly hasn't met since last time. In the meantime, Linda has attended the joint meeting with City Council and the Plan Commission Chapter Review Subcommittee meeting.
- **President Report** – Jesse Bank
 - Jesse first discussed that the joint meeting with City Council was very productive. It was a good jumping off point for further, enhanced communication between this body and City Council, so we don't get into a situation where we're lobbing a bundle of policies over the fence to Council without benefit of understanding all the thought and work that this group has put in.
 - Jesse also introduced David Rasanen, the Plan Commission's new member. David introduced himself to the commission. He is from New England, lived in California for about 25 years, then moved up here and has been in Spokane for about six years now. He's looking forward to getting to know everyone on the commission.
 - Many commissioners just came from the Chapter Review Subcommittee meeting. There was very robust, substantive conversation. Jesse feels like the conversations are going very well.
- **Secretary Report** – Spencer Gardner
 - The Plan Commission Workplan has been formally adopted by City Council.
 - We are also working on scheduling an interview for another new commissioner.
- **Transportation Commission Liaison Report** – Ryan Patterson
 - The Transportation Commission meetings are moving to the third Thursdays of the month starting in July.
 - There was a presentation on the Transportation Benefit projects. The Streets Department asked for 375k for maintenance on existing streets. The commission was asked to identify a chip and seal and grind and overlay project in each district. The commissioners are visiting the sites and will review the projects.
 - There was also a sidewalk infill proposal to use TBD funds.

- There was a presentation on traffic calming projects, which is a different pot of money. This is the first year they are bringing in community input. They are still narrowing down the projects.
- There was a hearing on the 6-Year Streets Program, which the commission approved unanimously.
- There was a hearing on the Shared Streets Ordinance that also passed unanimously.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Development Code Modernization Update
 - Presentation provided by: Tim Thompson
 - Questions asked and answered.
 - Discussion ensued.

- Transportation Impact Fees
 - Presentation provided by: Inga Note
 - Questions asked and answered.
 - Discussion ensued.

Workshop Adjourned at 3:52 PM.

Hybrid Meeting in City Hall Council Chambers & Microsoft Teams Teleconference for Plan Commission
Plan Commission Hearing called to order at 4:02 pm by President Jesse Bank.

Attendance for Plan Commission Hearing:

- Commission Members Present: Jesse Bank, Ryan Patterson, Amber Lenhart, Kyle Madsen, David Rasanen, Tyler Tamoush, Tim Williams, Jill Yotz
- Commission Members Not Present: None
- Non-Voting Members Present: Linda Carroll (Community Assembly Liaison)
- Non-Voting Members Not Present: CM Kitty Klitzke (Council Member Liaison)
- *Quorum Present: Yes*
- Staff Members Present: Spencer Gardner, Emily King, Kevin Picanco, Kevin Freibott

Hearing Items:

- 6-Year Streets Program
 - Presentation provided by: Kevin Picanco
 - Public Testimony provided by:
 - None
 - Questions asked and answered.
 - Discussion ensued.

Motion: *I [Vice-President Patterson] move that we recommend the changes to the 6-Year Streets Program as presented by staff. Seconded by Commissioner Williams.*

Motion passes, 7 to 0 to 1.

Hearing Adjourned at 4:24 PM.

The next regularly scheduled Plan Commission meeting is on Wednesday, May 13, 2026.

BRIEFING PAPER
City of Spokane
Plan Commission
Workshop, May 13, 2026



Subject

While there are many studies and projects in progress that will inform Comprehensive Plan updates through [PlanSpokane 2046](#), a big part of any periodic update is a review and assessment of the many existing goals and policies. To this end, the City is undertaking a review of the current Comprehensive Plan, known as the Chapter Review process. This workshop will provide an update on the Chapter Review process and anticipated release of the full Comprehensive Plan later this month.

Chapter Review Process

The Comprehensive Chapters have been separated into three categories to describe the content found within them: Non-Technical, Technical, and Functional.

Non-Technical Chapters: The Non-Technical Chapter category includes chapters that rely more on community feedback and policy direction than modeling or higher levels of analysis. The chapters are broken into thematic categories – Community (Neighborhoods, Local Governance, and Community Health), Environment (Natural Environment and Parks), and How We Grow (Urban Design and Historic Preservation and Economic Prosperity).

Drafts of the Non-Technical Chapters have been available to the public since last fall, with the latest online versions from October 21, 2025.

Technical Chapters: The Technical Chapter category includes chapters that rely on data analysis and more technical decision making. While some updates can be made to incorporate community feedback, these chapters also rely on the Environmental Impact Statement (EIS) process and the selection of a Preferred Alternative to provide considerations and guidance in developing policy changes.

The Technical Chapters include Housing, Transportation, Growth Strategy (formerly Land Use), and Capital Facilities.

Functional Chapters: The Functional Chapter category includes chapters that support the rest of the Comprehensive Plan. Edits to these chapters are largely dependent on the rest of the document.

The Function Chapters include Introduction, Implementation, and the Glossary.

More information about the Chapter Review process, including initial drafts of the Non-Technical Chapters, can be found on the project webpage:

<https://my.spokanecity.org/planspokane/chapter-review/>

All comments and recommendations about the Comprehensive Plan draft Chapters should be sent to PlanSpokane@spokanecity.org. We encourage the public to include the Chapter name and Goal/Policy number(s) as applicable.

Background

The City of Spokane is commencing a periodic update to the City's Comprehensive Plan as required by the Growth Management Act (GMA). A "periodic update" is the state's term for a full review of a Comprehensive Plan to make sure it's in conformance with any legislative changes to state law. The last periodic update was completed in 2017. Since the last periodic update, state law has added additional considerations especially around Climate Planning and Planning for Housing for all income levels that need to be added to the City's plan.

Due in 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city. [More information can be found at PlanSpokane.org](#).



May 5, 2026

Spokane Plan Commission
City of Spokane

Re: Chapter 3—Growth Strategy—Full Text

Dear President Bank and Plan Commissioners,

We are exceedingly proud to provide you with the first full text of Chapter 3 of PlanSpokane 2046. “Chapter 3, Growth Strategy,” provides in-depth descriptions, narrative, goals, and policies guiding land use and the growth of Spokane over the next twenty years. It has been crafted following years of work with the community to define a new Vision Statement, engagement at countless community events, ongoing outreach with many parts of the Spokane community, and exploration of these topics with you and the various experts and consultants we have tapped to help us explore land use and growth in Spokane.

We have explored these topics with you many times over the past few years, including our last presentation on the overall topics at your February 11, 2026 workshop. Since that meeting, we have been hard at work, refining concepts and building the chapter according to your input as well as ongoing engagement with the community at large.

Please note that some concepts like Urban Hubs and the nine Land Use Designations have evolved somewhat in this latest draft. This was helped greatly by your input along the way—we look forward to continuing those conversations with you at the May 13 workshop.

In addition to our work with the entire Plan Commission, the attached chapter was discussed in two separate workshops with the [Plan Commission Chapter Review Subcommittee](#). We met on February 25 and again on April 22 to discuss the chapter in depth. Our entire team wishes to thank the Subcommittee for their thoughtful exploration of these topics. Their input helped greatly to refine the chapter into the form you see today.

As one of the “Technical Chapters” of the Comprehensive Plan Update, the attached document is necessarily larger than most, covering many related topics. Please take the time to read and consider what it includes. We hope to provide as much time as possible during your workshop to answer questions and explore the themes and topics in the chapter.

Please note that while the attached chapter text is complete, the technical maps that go along with the chapter have not yet been developed. This includes a map of [Urban Hubs and Corridors \(Map GS-1\)](#) and the much-anticipated [Future Land Use Map or FLUM \(Map GS-2\)](#). These will be developed over the following weeks and months, requiring more time to explore with you and the community before we have a draft for your review and comment. The text we have provided here will guide the development of those maps, of course, as well as the [Preferred Alternative](#) you recently recommended to City Council.

In the end, this chapter will be included with all the other chapters of the Comprehensive Plan in our next update to the chapters online, currently expected to upload to [planspokane.org](#) at the end of May. Please note that virtually all the chapters have undergone some minor updates and adjustments since the non-technical chapters were last uploaded in October. Accordingly, this next release at the end of May will provide the public and yourselves with a fresh look at the document overall.

I also want to take the opportunity to thank the core Land Use and Growth Strategy team that has worked tirelessly on this chapter—namely KayCee Downey, Brandon Whitmarsh, and Hollis Staal. While the document you see now has certainly benefited from the work of the *entire* department, this core group has spent months wrestling with and refining numerous disparate topics and concepts, forging a cohesive and forward-looking document. We feel this latest draft expresses the desire by the community for a Resilient, Connected, and Livable Spokane now and for the next twenty years. The team's hard work has been invaluable in the crafting of this chapter, helping to ensure the community's voice comes through in the text. I truly believe the City is all the better for it.

We look forward to seeing everyone next week during the workshop. Please let us know if you have any questions at that time.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Freibott". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Kevin Freibott, Senior Planner
Planning & Economic Development Department
planspokane@spokanecity.org
509-625-6500

Introduction and Guidelines

The following chapter provides the goals and policies meant to guide growth and development in the City of Spokane through the lens of the **Growth Strategy** element. While reviewing this document, it helps to keep a few things in mind:

1. PlanSpokane 2046 is NOT an entirely new document. The existing Comprehensive Plan and ongoing community engagement were the foundation of this document, along with adopted plans, state legislation, and new engagement informing proposed changes.
2. The current Comprehensive Plan, Shaping Spokane, can be found at shapingspokane.org. Readers may refer to that document if they wish to see the existing chapter language.
3. The Vision and Values, previously found in each chapter, are being combined into a single unified vision for the City. Accordingly, those sections of the chapters do not appear in this document.
4. Many policies in the existing plan include “discussion” below the policy. Where those discussions do not provide a better understanding or clarification of the policy, they have been removed from this new document or the language in that discussion has been incorporated into the policy language itself. These removals are not identified specifically here.
5. The plan has undergone a review and minor edits throughout. Terms have been updated, language has been streamlined, and many small changes have been made to increase readability and understanding. Minor wording changes aren’t marked directly to make sure the proposed language is as clear as possible, but any large updates may be identified.
6. A range of helpful notes are provided in the sidebar to the right—these are not part of the proposed text, rather they help readers understand certain proposed changes.
7. The [Climate Planning effort](#) is nearly complete. Where policies have been added as a result of that effort a special icon has been included (see at right).
8. Study of Racially Disparate Impacts and Displacement have resulted in some new policies and language amendments throughout the plan. Those are similarly marked with special icons (see at right).
9. Some policies or goals from the past versions of the Comprehensive Plan may have been omitted. If they have been combined with other policies or goals, there will be an icon and description in the blue

The following icons will appear where:



General information or notation is provided, clarifying changes to the existing text.



Language was streamlined or condensed. Minor changes won't be marked.



New text or policy was added, not sourced from the current plan.



Two or more policies in the existing plan were combined into one.



A policy or language was added because of a change in state law requirements.



Policies recommended from the Climate Resilience and Sustainability Board (CRSB).



Racially Disparate Impacts or Displacement work may impact this language in the future.



Text, goals, or policies were removed—a reason will be provided.

margin. Where policies or goals have been removed entirely, they are listed at the end in their own section.

The currently proposed language for this chapter begins on the following page. Please be sure to note the “version date” at the bottom of the page as we anticipate future changes as this effort evolves.

Growth Strategy

Introduction

The growth strategy represents the community’s vision for how different parts of a city should develop in the long-term. The guidance it provides informs future decisions such as how zoning and development regulations are crafted, making that vision a reality. Spokane has a long history of planning for its future, including the establishment of the City Plan Commission in 1917 and the first zoning ordinance passed in 1929. The first land use plan, a guide for future growth that included both maps and policies, was adopted in 1968 as the official guide for development in Spokane. Later, the first Growth Management Act (GMA) compliant Comprehensive Plan was adopted by the City Council in 2001. Since then, many updates and complementary plans have been adopted, helping guide and shape future growth based on the evolving wants and needs of the community.

While land use is the primary method by which the City of Spokane can determine its growth patterns and strategies, it works together with the other important topics found in the Comprehensive plan to inform decision making, help shape the city’s future, and support the community’s vision.

The following chapter includes both a narrative description of the overall growth strategy and specific land use designations to be applied throughout the city. Goals and policies build upon past plans, community engagement, and the current and future needs of the community to inform and guide decision making needed to reach the community vision for Spokane over the next twenty years. Accordingly, both the descriptions and policies should help inform decision makers and the public.

Capacity to Accommodate Growth

To create and implement a growth strategy, the City must understand its capacity for growth and the actual growth in population, housing units, and jobs expected over the 20-year planning horizon. A detailed analysis of the City’s allocated 20-year growth has been conducted as part of the Environmental Impact Statement (EIS) adopted alongside this plan. Furthermore, certain detailed analyses and studies were undertaken to ensure that the proposed vision and strategies are sufficient to accommodate and serve that expected growth. A Land Capacity Analysis details the City’s capacity for physical development, while additional analysis was done to identify the capacity to accommodate both permanent and emergency housing at different affordability levels.

Overall, the City has sufficient capacity to accommodate the expected population growth through 2046. The Comprehensive Plan has been crafted towards accommodating that growth and housing affordability for all



The title of the chapter has changed from Land Use to Growth Strategy to better relay the content of the chapter and more easily cross reference the impact of other chapters on this chapter, while also making the topic more understandable for the general public.



The original introduction has been replaced with a broader discussion of the setting for this chapter, avoiding outdated terms and concepts, and emphasizing the overall growth strategy, which is helped through the land use discussion but not *only* about land use.



Much more detailed data on capacity and growth will be included in a technical appendix to this chapter.

income brackets, ensuring consistency with the community’s vision for the future.

Growth Strategy

The overall growth strategy was developed through deep engagement with the community to help discern and understand the community’s land use vision; an understanding and exploration of previous strategies; and careful study and analysis of various topics like how growth is concentrated and ways to improve prior strategies. The land use strategy includes five focus areas:



Infill Development

Infill development is typified by new construction on vacant or underutilized lots in developed areas. It can occur at all scales of development, from backyard cottages in residential neighborhoods to large new apartment buildings on former parking lots.

Infill development is beneficial for many reasons. Building in already-developed areas reduces the need for new, expensive infrastructure, while also supporting environmental stewardship and community resiliency through reduced sprawl. Additionally, infill provides greater potential for vibrant and connected neighborhoods with housing and services in close proximity to one another, better meeting the diverse needs of the whole community.

Transit-Oriented Development (TOD)

Transit Oriented Development (TOD) is defined by concentrated activity and a diversity of opportunities within easy walking, biking, and rolling distance of high-performance transit lines. TOD is most successful when it focuses on a fixed point of concentrated activity. Key characteristics of TOD include active street frontages with housing, shopping, and employment opportunities near transit stations. TOD enhances neighborhood access to resources, provides safe streets, expands



New section outlining the growth strategy for the city, including the five major focus areas that work together to achieve the community’s vision for the future.



This graphic is still under development. It is intended to symbolize how the five focus areas all work together to achieve the community’s vision.

transportation options, and fosters local economic growth and resiliency.

Mixed-Use Development

Proximity to services, shopping, and other needs improves the quality of life of residents and visitors alike and reduces how far people must travel to access their daily needs. Allowances for mixed uses throughout the city at a range of scales will support active and vibrant communities for all. Neighborhood-scale commercial and retail uses such as small shops, cafes, and community spaces help establish a sense of community and place and serve neighbors who can easily access them. Mixed-use development can also serve as activity centers for the larger community. Urban Hubs, described in the next section, establish vibrant mixed-use areas, where elevated intensity is paired with enhanced development and design standards for people walking, biking, and rolling.

Employment & Services

In addition to housing, employment and services are important contributors to a healthy community, supporting both residents and visitors. Sufficient capacity and intensity must be accommodated to ensure the city’s residents have a place to work and grow, and to access the services and materials they need. By providing a mix of employment opportunities throughout the city, residents can work closer to home, improving their work/life balance while also reducing the need for lengthy commutes and extended driving.

A Vibrant Downtown

Downtown serves as the civic and commercial heart of the city, where housing, business, employment, community resources, recreation, and public spaces abound. Downtown is uniquely placed to serve both the community in Spokane and the wider interstate region. Spokane’s downtown should continue to grow and evolve throughout the next twenty years and beyond, providing much needed opportunities for development, services, commercial uses, community spaces, cultural events, and housing in a growing, thriving city like Spokane.

The overall growth strategy seeks to address these five focus areas through implementation of Urban Hubs and Corridors, the Future Land Use Map (FLUM) and its Land Use Designations, and a range of goals and policies. All these work together, alongside the rest of the Comprehensive Plan, to help the community achieve the vision it has laid out for the future.

Urban Hubs and Corridors

One way used to implement Spokane’s growth strategy is the designation of Urban Hubs and Corridors throughout the city. Urban Hubs highlight where mixed-use development paired with elevated intensity and a vibrant people-focused environment seamlessly integrate housing, commerce, and



Urban hubs are the next evolution in Centers and Corridors, implementing the recommendations of the Centers and Corridors Update Study and incorporating it into Spokane’s new community vision.

community spaces to support residents and the local economy. Corridors connect Urban Hubs and have long-term potential for more mixed-use development and the ability to transition their orientation toward diverse modes of transportation.

Urban Hubs and Corridors may be designated in previously developed areas where existing infrastructure and the built environment contribute to a safe and accessible environment. Other Urban Hubs highlight future potential, and may take time to evolve into these important community assets. Flexibility should be provided in these areas, allowing for the reuse of existing structures that can contribute to Urban Hub activity.

The success of Urban Hubs is a product of City investments in public infrastructure and amenities as well as private investments in buildings and attractions. Incentives should be considered to encourage private development, supporting new development and redeveloped properties that support the activity-oriented design of Urban Hubs.

<<The following text will be included as a sidebar, outside the main chapter text>>

What is activity-oriented design?

Activity-oriented design focuses on providing a built environment that supports people who walk, roll, and bike, while also encouraging the active use of the area. When applied to structures, buildings, and public spaces, activity-oriented design encourages community interaction and socialization, commercial uses, housing, and well-being. Examples of activity-oriented design include people-scaled signage and lighting, amenities like bicycle racks and public plazas, and buildings, rather than parking lots, directly accessible from public sidewalks.

<<End of Sidebar>>

Urban Hubs

Urban Hubs are unique from other areas designated for mixed-use development by prioritizing people who walk, bike, roll, or take transit through additional amenities, investments, incentives, and development and design standards that support an activity-oriented environment. Buildings in Urban Hubs are built towards the street, with people-scaled signage and lighting to support a walkable environment. Public amenities provided throughout the city should be enhanced to provide additional opportunities within Urban Hubs, such as benches, bicycle parking, urban canopy, landscaping, covered bus shelters, and universal design to support all ages and abilities. Where possible, Urban Hubs should also include gathering spaces such as parks, plazas, greenspaces, or indoor community spaces, and encourage placemaking efforts such as public art and pop-up vendors and events.

Urban Hubs reinforce neighborhood identity by focusing on activity nodes, which are reflected through zoning designations, designed to emphasize lively streets, a mix of uses, and people-oriented design. Activity and vibrancy around focal points such as key intersections, transit stations and stops, parks, and similar points of concentrated activity should be reinforced through investment in public amenities and targeted development standards.

Urban Hubs may encompass multiple blocks and their scale should be determined by the context of the surrounding uses as well as the potential for economic and community activity. All Urban Hubs shown on the Urban Hubs and Corridors Map (Map GS-1) are representative of general locations. The Map should not be used to determine the limits of any Urban Hub, but instead Land Use Designations on the Future Land Use Map (Map GS-2) and zoning districts will establish the locations where hub activity and intensity is appropriate.

Urban Hub Designations are organized into two scales: Local Hubs, which serve the needs of the residents in the surrounding neighborhood, and Regional Hubs, which serve the needs of a larger area.



Local Hubs

Local Hubs are intended to primarily serve the residents of the surrounding neighborhood who can access the Urban Hub without using a vehicle, while also recognizing that activity in an Urban Hub – such as hosting community or cultural events – may draw visitors from the larger area. Local Hubs are characterized by an elevated scale of development and a greater range of uses than are allowed in the surrounding residential areas, including higher intensity

! This graphic is still under development. It is intended to symbolize how the overall concept of Urban Hubs contains two types of hubs, plus corridors, planned around certain focal points of high activity.

housing and concentrations of retail, restaurants, services, and community spaces catering to surrounding residents.

Individual commercial buildings should be scaled to provide neighborhood services, though bonuses may be provided for buildings that include housing units. Local hubs should be located where transit access is available and development should encourage active transportation to and through the Urban Hub.

Regional Hubs

Regional Hubs are intended to serve both regional visitors and local residents who may access the Urban Hub via a variety of transportation modes, including active transportation, public transit, and personal vehicles. Regional Hubs are appropriate along major transportation and commuter routes where they provide regional destinations for the high volume of visitors already moving through the area and those specifically drawn to the Urban Hub activity.

Regional Hubs encourage the greatest development intensity and mix of uses outside of Downtown. Regional Hubs should include high intensity residential development, along with expanded concentrations of commercial, service, employment, entertainment, and opportunities for social interaction through community spaces and events. The built environment in Regional Hubs should support the greater activity through increased public amenities and additional people-oriented design elements.

Corridors

Corridors are connections between Urban Hubs, with current or future transit access, where a range of uses may be appropriate. Pockets of Mixed Use along these Corridors can create connections to daily needs for residents in surrounding neighborhoods and those traveling along them. While current development patterns and uses along Corridors may be auto-oriented, future Mixed Use Designations can enhance and reinforce the success of initial mixed use development and support their transition towards serving the needs of all users, expanding a network of connected housing, employment, and local services throughout the city over time.

[INSERT HUBS AND CORRIDORS MAP]

Map GS-1



Map GS-1, a companion map to the Future Land Use Map, is under development and will be discussed with Plan Commission and the Public at a later date.

Land Use Designations and the Future Land Use Map

To direct future growth, this plan establishes Land Use Designations and descriptions, which are applied to land throughout the city in the Future Land Use Map (FLUM). Overall, each Land Use Designation is:

General in scope. Each designation is intended to provide general guidance, providing flexibility and adaptability to meet the intended outcome for a wide area. Site specific requirements, restraints, and other controls, are later established by the Spokane Municipal Code or other instruments. Each description (later in this chapter) applies generally to the overall area of that designation, not each individual parcel or development within it. Not all characteristics of the designation are found in every project and use.

Future focused. Land Use Designations are focused on the intended future vision for the city. What is found in a location today may not match the Land Use Designation. However, changes to zoning should seek to align areas with the future vision in conformance with Land Use Designations.

The descriptions below, as well as the FLUM, were informed by the selected Preferred Alternative in the Final Environmental Impact Statement. The nine Land Use Designations are described below.

<<The following text will be included as a sidebar, outside the main chapter text>>

The Land Use Designations described here include the following information:

Use Indicators: Provides general indicators informing the important characteristics of intensity and mix of uses. Each is intended to be general and intuitive, providing emphasis instead of direct measurement. The values show how each designation balances various needs in the city. These are not value judgments—one condition is not ‘better’ or worse’ than another. Also, the indicators are meant to be general shades of grey—the ends of each scale are not absolute.

The values indicated are:

Development Intensity: Informs topics like building height, mass, footprint, site coverage, and the comparative compactness of development in the overall area.

Mix of Uses: Describes the relative variety of uses found across the whole area. This mix of uses may occur across the entire area or within a building or lot.



A cross-reference to the Environmental Impact Statement will be included here.



Intensity—a combination of density, mass, spacing, etc., will be further explained in the Glossary.

Predominant Uses: A narrative description of the area, as well as a list of various uses and other features that should be found throughout the area.

Secondary Uses: A narrative description of the various uses and other features that might not be found everywhere in the area, but could be appropriate to support the overall intent of the designation in specific circumstances.

Intensity Description: As a companion to the Development Intensity Indicator (see above), this section provides additional commentary if needed.

Location Criteria: This section, when available, provides specific information identifying locations and characteristics that inform the types of places a given Land Use Designation might be appropriate or inappropriate.

Appropriate Zoning: This section lists the appropriate zoning districts for each Land Use Designation. These indicate, generally, which zoning districts implement the intended characteristics of each designation. Which district is appropriate in specific parts of a designation will be described in the Zoning Code.

<<End of Sidebar>>

Land Use Designations


Land Use Designations are shown on the Future Land Use Plan Map (Map LU-2). The Land Use Designations and their general characteristics are as follows:


Open Space (OS)



Predominant Uses: Areas designated as Open Space are intended to preserve natural areas and provide opportunities for active and passive recreation, allowing both residents and visitors to enjoy the wellness and community benefits offered by these features. Open Space Designations should prioritize parks or outdoor recreational facilities and opportunities, especially where views and proximity to nature provide essential benefits to the community, such as the Spokane River Gorge.

The Open Space Designation also identifies lands containing significant natural, ecological, cultural, or scenic resources that warrant protection from encroachment to enhance their long-term value. Examples include

 Because zoning is currently under development by BUILDSpokane, the zones appropriate in each designation will be added later, prior to Plan Commission's hearing on the overall plan.

 The City's current 19 Land Use Designations have been condensed into 9. The intent is for each to allow for a choice of possible zoning and development standards depending on location, use, and other factors. These factors are informed by the text here and the policies, but specifics will be worked out by BUILDSpokane, the City's update to the Zoning Code.

sections of the Spokane River, significant landforms and geologic features, sensitive watersheds and drainage areas, areas of Tribal significance, and others.

While the Open Space Designation is the primary means to reflect areas with more expansive green and open space, access to open space and green infrastructure is encouraged throughout the city in all Land Use Designations.

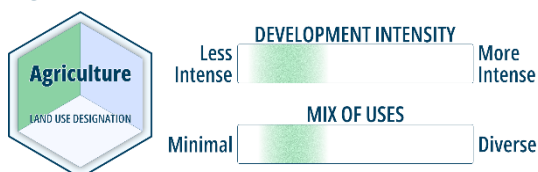
Secondary Uses: Limited continuation of legal nonconforming uses should be accommodated, though the intent is for these uses to phase out over time. Areas with existing development that are designated for future conservation may maintain pre-existing zoning until such time as full conservation is feasible. For areas identified for conservation, limited facilities supporting community enjoyment of those features should be allowed when appropriate, such as parking, trails, or other features. However, development unrelated to the resource under protection should be avoided.

Intensity Description: Intensity is generally very low in Open Space areas. In the case of active recreation facilities (e.g. sports complexes), that intensity may be elevated due to the structures and facilities required for active operations.

Location Criteria: Open Space Designations may be used to rectify past disinvestment or address a lack of open space in some areas of the city. Consultation with the Parks Department and applicable plans (e.g. the Parks Master Plan), as well as local Tribal Governments, Urban Native communities, and other local neighborhood and community organizations, should inform selection of new or expanded Open Space Designations. Land availability and interest by property owners are additional considerations.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Agriculture (AG)



Predominant Uses: Important pockets of agriculture remain within City Limits, regardless of the City’s overall urban nature. These areas provide a unique resource for the community, allowing local food and agricultural operations that support the local economy and enhance food security. Agricultural uses include open land farming or growth of agricultural products, limited livestock, greenhouses (including aquaculture and hydroponic operations), and other similar types of operation.

A wide range of agricultural operations are appropriate in Agriculture areas so long as they limit health impacts and environmental harms. Agritourism is allowed but should be limited in scope, design, and scale to avoid adverse impacts to adjacent properties. Development standards should be sensitive to the needs of agricultural operations.

Secondary Uses: Uses in the Agriculture Designation should prioritize agricultural operations, limiting low intensity residential and commercial uses to those that support the agricultural uses.

Sales of agricultural products grown or produced on-site should be allowed (e.g. farm stands) with limits on other types of commercial operation.

Intensity Description: While intensity should be low, allowing for appropriate agricultural uses, individual operations may be more intense if, for example, greenhouses or larger storage buildings are needed. Residential uses should be strictly limited in the Agriculture Designation and should not represent a significant amount of residential capacity.

Location Criteria: The Agriculture Designation is appropriate where agricultural operations already exist. Generally, Agriculture Designations aren't expected outside their current areas, though any adjustment to this area should consider whether agricultural operations are feasible in that location and any potential impacts to surrounding uses.


Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Residential Low (RL)



Predominant Uses: Primarily residential in nature, single-unit and middle housing types are expected everywhere within the Residential Low Designation. It is essential that a full range of housing types be available, ensuring a diversity of housing scale, tenure, and affordability throughout the city and limiting large homogenous areas of a single housing type.

Secondary Uses: These areas should also include opportunities for small commercial spaces primarily serving people who live and work near them, such as gathering spaces and community centers, coffee shops, corner stores, childcare centers, schools, places of worship, and home-based businesses. Infrastructure opportunities for people to walk, bike, or roll to their daily needs should be provided, as well as green spaces and open space for the enjoyment of residents and visitors. Connections to public open spaces, parks, in other parts of the city should be provided in these areas as

 A cross reference to the Housing Chapter will be included here.

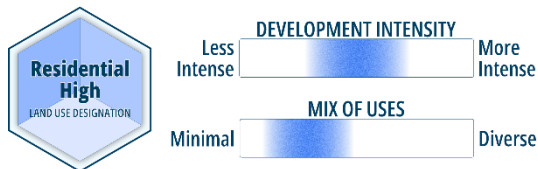
well, including connections to and between neighborhoods. Noisy, odorous, or otherwise impactful development should be avoided. Allowances for larger development, with mitigation limiting surrounding impacts, may be appropriate if they provide residential capacity or other benefit to the local neighborhood.

Intensity Description: While remaining low, some variability and diversity in intensity is encouraged. Greater intensity is more acceptable close to significant amenities, where access and circulation is enhanced, or where the more intense use also provides community or neighborhood benefit. Areas of lowest intensity should exhibit at least six residential units per acre, while elevated intensity areas might rise as high as 10 units per acre.

Location Criteria: The Residential Low Designation is appropriate in any location where more intense or significant amounts of non-residential use are either not warranted or cannot be supported due to constraints such as infrastructure limitations. The designation should consider potential environmental or other impacts, avoiding locations that would be more appropriate for higher impact uses such as industrial.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Residential High (RH)



Predominant Uses: Areas designated for Residential High land use indicate where intense residential development is appropriate, such as larger multi-unit developments (e.g. apartment buildings) alongside more intense middle-housing types. Additionally, these areas should seek a range of appropriately scaled neighborhood features like interconnected open spaces, recreational opportunities, and a greater degree of design considerations for those that walk, bike, roll, and take transit.

Secondary Uses: In addition to intense residential uses, Residential High areas include provisions for retail and service uses that are appropriately scaled for the overall area primarily serving the residents of the higher intensity residential development, with some allowances for minor regionally serving commercial uses. Generally, the intensity of these non-residential uses may be higher than those found in Residential Low Designations, but still less than in a Commercial or Industrial area. Open space and green spaces should be included to some degree throughout, scaled and designed for the higher residential intensity expected in these areas.

Intensity Description: Intensity in Residential High areas should naturally be high, especially when adjacent to or near more intense areas that provide amenities, services, public transit, or other elements that support residents in these areas (e.g. adjacent to Mixed Use Designations). Residential density should range between 15 and 40 units per acre on average. Somewhat reduced intensity may be appropriate when adjacent to much lower intensity areas.

Location Criteria: Placement of Residential High areas should consider topics like the availability of utilities and services, connections to other essential parts of the city through transit or circulation features, and whether sufficient nearby retail and employment opportunities exist. New Residential High Designations should weigh the costs and benefits of impact to existing uses and residents, limiting potential community displacement when possible.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Institutional (INST)



Residential Density: 20-40 units/acre

Assumed Density for Planning Purposes: 30 units/acre

Predominant Uses: The Institutional Designation is intended for areas that are located around significant public-serving operations such as colleges, other large educational institutions, and medical centers. The Institutional Land Use Designation allows for a wide range of uses and development that serve the primary institution, while also leveraging the opportunities within surrounding areas created by those same institutions. Allowances for the mix of uses or zones in Institutional Designations should consider the type and function of the related institution(s), as each institution can inform what other uses either support it or benefit from its presence.

Secondary Uses: In addition to a mix of residential, commercial, and open space uses, limited low-impact industrial uses may be appropriate in Institutional Designations, especially where the related institution provides a technical or mechanical service or need specific to that institution. As with most Land Use Designations, green spaces, plazas, and small parks are also desirable in certain areas.

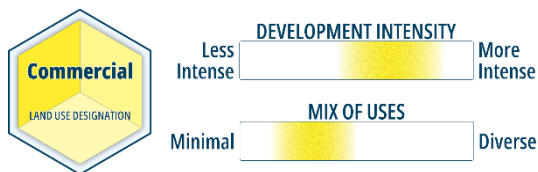
Intensity Description: Intensity in each Institutional Designation should be generally elevated, but also sensitive to the overall intensity of the vicinity in which it is located (i.e. higher near downtown, Industrial, and major activity

centers or employers; lower near low-intensity residential areas). Related to this somewhat elevated intensity, residential density in Industrial areas should range between 20 and 40 units per acre on average.

Location Criteria: The presence of large, regional, public-serving institutions is essential to this designation. This includes, but is not limited to, colleges and universities, large trade schools, major employers, laboratories, large medical centers and hospitals, and other public-serving facilities.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Commercial (COM)



Predominant Uses: The Commercial Land Use Designation is intended for areas of the city containing intense commercial development, large in both building scale and intended customer base. This includes both retail and service uses as well as significant office developments and other operations that provide significant amounts of employment and/or commercial value. This land use supports access for all modes, including auto-oriented uses. Commercial uses generally serve the wider community and region.

Secondary Uses: Higher intensity residential is also appropriate in Commercial areas, as those residents also benefit from locations where circulation, utility, and service capacity exist to serve higher intensities of development. Greater numbers of residents in and near these Commercial Designations help support the businesses and services within them as well. Limited open space or green spaces should be allowed as well, both for the enjoyment of residents and visitors and for the benefits they provide to climate and heat island effects that might result from large scale development in the Commercial Designation.

Intensity Description: In general, the intensity of Commercial areas should be moderately high, but should also consider the location within the city and nearby intensities. Increased intensity should be considered in areas where vehicle access is high and significant transit capacity is available or planned. Residential uses in Commercial Designations should range between 20 and 45 units per acre.

Location Criteria: Large new Commercial areas should avoid predominantly lower-intensity residential portions of the City and, where possible, include standards or other controls that buffer adjacent areas of less intense development from negative impacts originating from

commercial uses and development. Adjacency to major automobile routes should be considered.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Mixed Use (MIX)



Predominant Uses: Mixed Use Designations denote places with a wide array of possible uses and development types. The mix of uses should be broad, allowing for both a mix of uses on a single site as well as a range of uses across the entire area. Accordingly, there may not be any single predominant use. However, the mix of uses should seek to balance non-residential opportunities and services with housing, open spaces, and public amenities.

Some lighter industrial uses that aid in employment, education, or the creative economy may be permitted, provided there is sufficient mitigation for environmental safety and nuisance impacts (e.g. noise, odor, pollution).

Generally, Mixed Use areas should emphasize more intense development types in new construction.

Secondary Uses: Mixed Use Designations will be served best by a diverse mix of uses and development types throughout. Some areas with a Mixed Use Designation may support auto-oriented development while others may focus more on access through transit, walking, and rolling. Where possible, areas designated for Mixed Use should also include green spaces, vegetation, and open space serving the residents, visitors, and employees in the Mixed Use Designation and surrounding uses.

Intensity Description: Intensity in the Mixed Use Designation differs widely from location to location and should be informed by the intensity of surrounding uses, as well as access to infrastructure. In areas where adjacent uses are less intense, the Mixed Use intensity should also be less. Conversely, higher intensity Mixed Use areas are appropriate in the vicinity of other higher intensity use categories. Of additional consideration, Mixed Use areas that are large and span many blocks should consider more intensity overall than those that are geographically small. In areas where significant transit opportunities exist or are planned, more intense transit-oriented development is appropriate.

As intensity varies widely in Mixed Use areas, so too does residential density. Units per acre in these areas should range between 10 and 45.

Location Criteria: Mixed Use should consider opportunities for a wide range of development options, including but not limited to circulation capacity, cultural or social connections, potential development or redevelopment, and any displacement that may occur as a result of establishing a new Mixed Use area. The Mixed Use Designation is the primary designation for implementing Urban Hubs, though the designation is not restricted to those areas.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Downtown (DT)



Predominant Uses: Throughout the City of Spokane’s history, Downtown has been the heart of the community, serving the need for essential services and opportunity. While it represents similar features to Mixed Use, the Downtown Designation acknowledges and continues this unique place in Spokane’s story by allowing for the highest concentration of intensities and densities, the largest scale of development, and the broadest range of allowed uses.

Achieving a healthy mix of housing at all price points should be a priority, as well as development of numerous non-residential uses that support a large customer base and attract a diversity of services and retail operations. Culture, arts, and entertainment opportunities are also encouraged, as Downtown serves as the cultural center for the region. Downtown commercial uses and services that support Downtown’s residents should be prioritized, including grocery stores and other providers of basic needs.

Recreational opportunities are provided through open spaces, such as plazas and playgrounds, public art, cultural spaces, and other public and private amenities. Open space in the Downtown should include greenery and vegetation, not only hardscape and paving. This includes Riverfront Park, an essential regional feature, and the Spokane Falls.

Limited industrial operations should be allowed with mitigation of potential negative impacts (e.g., noise, vibration, odor). As an example, a greater population density coupled with an urban connected environment may attract more artisans and craftspeople, uses sometimes considered industrial in nature but perhaps warranted in the Downtown.

Secondary Uses: Downtown is intended to provide a mix of virtually all use types which contribute to an activated and vibrant environment.

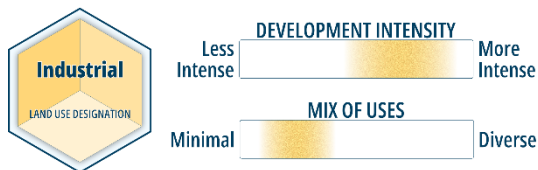
Intensity Description: The Downtown Designation indicates the highest intensities anywhere in the city. When residential uses are developed, they should range between 40 and 60 units per acre. However, it is assumed that not all of Downtown will exhibit the same level of intensity—some local adjustment may be warranted due to open space, recreational uses along the river, topography, utility/service capacity, nearby designations, and other topics.

To match the high level of public investment downtown, it may be appropriate to limit or prohibit low-intensity development.

Location Criteria: Areas with a clear circulation, community, or commerce connection to downtown may be appropriate inclusions in this designation. Designating areas of predominantly single-unit or middle housing should include consideration for potential displacement of existing residents.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

Industrial (IND)



Predominant Uses: The Industrial Designation recognizes the changing needs of industry in the city, providing flexibility to support current and future employment opportunities. Industrial areas represent a range of different use types, recognizing that industries can vary in scale, impact, and the materials used. They can be a source of significant employment (large operations) or provide materials or products unique to the city or region. This designation is appropriate for those more impactful industrial operations like chemical processing, manufacturing, and fabrication, but also less impactful industries like tech hubs, small shop manufacturing, maker spaces, and other small production and creative uses.

Secondary Uses: Residential uses in Industrial areas of high impact (such as near Spokane International Airport) should be avoided. However, limited residential uses such as live-work units and caretaker residences may be appropriate near less impactful industry. These residential uses should be strictly limited, not representing any measurable residential capacity. Existing legal non-conforming low intensity residential should be permitted to remain but not expand.

Intensity Description: While the intensity of Industrial Designations is generally high, when in close proximity to other designations intensity may be limited to avoid adverse impacts.

Location Criteria: The Industrial Designation is warranted wherever more traditional and impactful industrial operations should be allowed—especially in areas with significant connection to freight networks and transportation connections needed to serve them. Opportunities for less impactful new forms of industry should consider the potential economic benefits that can occur from proximity to other economically active designations like Mixed Use, Downtown, or Commercial.

Appropriate Zoning: <<This section will be inserted later, prior to Plan Commission consideration as part of BUILDSpokane.>>

[INSERT FUTURE LAND USE MAP]

Map GS-2

Goals and Policies

The following goals and policies provide specificity for planning and decision-making. Overall, they indicate the desired direction for the City of Spokane’s growth and development.

Goal: GS-1, Uses of Land

Support a livable city by providing balanced opportunities for housing, employment, recreation and access to nature, education, shopping, public facilities and utility services, and cultural events throughout all parts of the city.

Policy: GS-1.1, Lower Intensity Residential Uses


Focus a range of lower intensity residential uses, including middle housing and other small-scale dwelling units, as well as neighborhood-serving commercial uses throughout the city while ensuring that development complements the form and function of the area in which it is located.


Policy: GS-1.2, Higher Intensity Residential Uses


Focus higher intensity residential uses towards areas near high-frequency transit, major roadways, Urban Hubs, commercial opportunities, and in other areas where development intensity is consistent with development of this type or sufficient capacity or need exists to warrant more intense residential use.


Policy: GS-1.3, A Vibrant Downtown


Develop citywide plans and strategies designed to ensure a viable, economically strong downtown area serving as the most intense, mixed-use, and dynamic heart of the city, providing a mix of industry, retail, social, cultural, and residential uses but also a high degree of public amenities like open spaces, public plazas, and support for those that walk, bike, and roll.


 Map GS-2 is under development and will be discussed with Plan Commission and the Public at a later date.

 Along with the change in the chapter name to “Growth Strategy”, the goals and policies are now indicated using “GS” instead of the previous “LU”.

 Name of goal changed from Citywide Land Uses to Uses of Land to indicate a difference between Land Use Designations and individual property uses.

 Language added to both lower and higher intensity residential uses to include different scales of commercial, reflecting community engagement and mixed-use development strategy.

 High-frequency transit language was added to conform with recent legislation (HB 1491).

 Language added to reflect the mix of uses supported by Downtown.

Policy: GS-1.4, Industry & Employment

Accommodate a variety of commercial, office, and industrial uses at varying sizes and intensities throughout the city, respecting the need for these essential services and products to provide employment opportunities and industrial operations that support the regional economy and employ the people of Spokane.

Policy: GS-1.5, Industrial Lands

Consider potential impacts on the City's capacity for industrial uses and the future need for employment and industrial services before redesignating industrial lands within Spokane. Future elimination of industrial lands should generally be avoided to support the local economy and community resiliency.

Policy: GS-1.6, Urban Agriculture

Identify and designate areas that are suited for ongoing agricultural production, while also permitting smaller-scale urban agricultural uses such as community gardens, home gardens, and small livestock throughout the city, recognizing urban agriculture as a community and economic asset that supports food security, local resiliency, and public health.

Policy: GS-1.7, Parks and Open Spaces

Identify, prioritize, and develop funding mechanisms, incentives, development requirements, and other methods to procure land for both formal parks and/or natural open space throughout the city, especially in areas of historic disinvestment or climate vulnerability, providing access to a variety of outdoor recreation options for all.

Goal: GS-2, Land Use Context

Promote compatible and efficient use of land that meets the changing needs of the community by consolidating supportive uses and mitigating potential negative impacts.

Policy: GS-2.1, Airfield Influence Areas

Recognize and protect the status and operation of Spokane's airports as an essential community resource and economic benefit by prohibiting the siting of land uses that are incompatible with aviation operations in Airfield Influence Areas designated on Comprehensive Plan maps, such as by curtailing increases in residential density in these locations and applying limits on uses that might concentrate people or hazardous materials, consistent with federal, state, and local laws, guidelines, and agreements.



Policy combines concepts of existing LU 1.5 Office, LU 1.8 General Commercial and LU 1.10 Industry to reflect the how all uses support local industry and employment.



CRSB recommended policy. Language expanded beyond the Land Use Designation to reflect a more expansive definition of urban ag. and incorporate community feedback.



Existing LU-6.2 consolidated into proposed LU-1.7.



Goal name changed from Efficient Land Use to Land Use Context to better reflect the policies contained within.



Language from existing LU-3 goal and LU-5.5 policy added to consolidate related concepts.



Language updated to clarify the reason behind Airfield Influence Areas.

Policy: GS-2.2, Public Facilities and Services

Ensure that public facilities and services are sufficient and will be in place to accommodate proposed development before allowing new development to occur, including necessary consultation and coordination with local service providers and utilities.

Policy: GS-2.3, Displacement Risk

Consider displacement risk in land use and zoning decisions, infrastructure projects, and public investments, ensuring these actions are informed of the risk and identify potential steps to lessen that risk.

Policy: GS-2.4, Nonconforming Uses

Consider the scale of nonconforming uses that may occur as a result of future land use and zoning decisions. Limit displacement by allowing existing uses to continue where feasible.

Policy: GS-2.5, Coordinated and Efficient Land Use

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and growth focused in areas where adequate services and facilities exist or can be economically extended before considering development in new areas where provision of services is less feasible.

Policy: GS-2.6, Lot Sizes

Establish lot size standards that achieve the desired density and scale, allow housing types at all price points, respect the city's status as the urban center of the region, increase housing options, provide homeownership opportunities, and meet the requirements of growth management. Lot sizes should be adopted with consideration for the potential exclusionary effects of large lot sizes.

Policy: GS-2.7, Sub-Area Planning Framework

Undertake sub-area and neighborhood planning in collaboration with local residents and impacted community members, seeking to develop more detailed analyses and decisions by the City while developing and implementing these plans consistent with the Comprehensive Plan.

Policy: GS-2.8, Built and Natural Environment

Ensure uses consider and enhance the built and natural environment - including impacts to air and water quality, groundwater quality and quantity, wildfire risk, noise, traffic congestion, and public utility and service capacity - requiring adequate mitigation to maintain and enhance quality of life.



Displacement policy added to conform with recent legislation (HB 1181).



LU 2.4 Expanded to reflect existing policies allowing for grandfathered uses.



Language adjusted to move away from only residential density and to strengthen the homeownership and affordability aspects. Additional language was added to acknowledge potential impacts of lot sizes.



Existing LU 5.1 Built and Natural Environment combined with LU-5.2 Environmental Quality Enhancement.

Policy: GS-2.9, Encouraging Infill Development

Prioritize infill development, including development and redevelopment of vacant and underdeveloped properties, to leverage existing infrastructure and investment, reduce urban sprawl, and support fiscal responsibility.

Policy: GS-2.10, Land Use Transitions

Utilize recognizable boundaries like major roadways, the Spokane River, and other physical barriers as buffers between land uses with different intensity and types of uses when possible and establish a transition in intensity between more impactful uses like Industrial and less intense uses when physical boundaries are not present.

Policy: GS-2.11, Neighborhoods

Recognize the value of neighborhoods as a reference for planning housing, transportation, services, amenities, and placemaking at a scale appropriate for the area.

Policy: GS-2.12, Connection and Accessibility

Establish an expectation of connected and accessible spaces throughout the city, leveraging the interconnection of land use, transportation, design, and development decisions to foster built environments that support walk- and rollability and benefit community members of all abilities and ages.

Goal: GS-3, Accommodating Housing Capacity

Encourage a wide range of housing types across the city that meet the changing needs of the community while ensuring residential uses are located near supportive and complementary uses that provide employment, transportation, recreation, daily needs, services, and educational opportunities.

Policy: GS-3.1, Addressing Housing Displacement

Balance investment in areas identified for future growth and the potential for housing displacement, including anticipated demolitions or rising rents. Ensure land use actions and patterns do not disproportionately harm historically marginalized areas and communities.

Policy: GS-3.2, Access to Transportation

Encourage housing in areas of the city that provide easy access to public transit and other efficient modes of transportation. Seek to reduce household transportation costs, vehicle miles traveled (VMT), and greenhouse gas emissions.



New policy reflecting community engagement and land use strategy.



New policy reflecting community engagement while also acknowledging the use of recognizable barriers as the first layer of land use transitions. Previously “natural” barriers—the language change better reflects the types of barriers being described.



Existing LU 1.1 relocated to relevant goal with minor phrasing adjustments. Placemaking added to reflect feedback heard during community engagement.



New policy recognizing the impact of land use, transportation, and development decisions on how accessible and connected the city can become.



New goal reflecting the importance of housing capacity as identified by recent state legislation (HB 1220) and community engagement. Language also consolidates language from H 2.4 Linking Housing with Other Uses.



Displacement policy added to conform with recent legislation (HB 1220).



Existing policy H 1.11 relocated to Land Use Chapter. VMT added to reflect climate and resilience language.

Policy: GS-3.3, Reducing Sprawl

Plan for and accommodate diverse, affordable, and attainable housing types to meet demand while avoiding sprawl in order to decrease emissions and infrastructure costs and preserve open space.

Goal: GS-4, Mix of Uses

Encourage more flexible and dynamic land uses citywide, with the most intense forms targeted in areas where transit ridership, walking, riding, rolling, and biking opportunities exist or can be developed in an integrated active manner.

Policy: GS-4.1, Flexible Land Uses

Permit a compatible range of uses within each Land Use Designation, supporting flexibility in development, including expanded allowances for developments providing housing, throughout the city.

Policy: GS-4.2, Neighborhood-Serving Retail

Allow and support neighborhood-serving commercial uses that help meet the daily needs of residents in every neighborhood, including allowance for corner and grocery stores, community gathering spaces, food service, and small-scale mixed-used development within residential areas.

Policy: GS-4.3, Scalable Mixed-Use

Designate mixed use areas at a range of scales throughout the city that provide a compatible mix of housing, commercial uses, and activities to focus growth, and support complete, walkable places.

Policy: GS-4.4, Mixed-Use Design

Establish common activity-oriented design and development standards for all mixed use areas such as buildings built to the street and people-scaled signage and lighting.

Goal: GS-5, Urban Hubs

Guide growth in the city through vibrant Urban Hubs that serve the community by seamlessly integrating housing, commerce, and services with activity-oriented design focused on people who walk, bike, ride, and roll.

Policy: GS-5.1, Designate and Plan Urban Hubs

Identify, establish, and support Urban Hubs around nodes of community activity through an inclusive public engagement process, and in consultation with relevant City departments and operations. Designation of Urban Hubs should be done with recognition of the equitable distribution of opportunities for economic investment while considering the potential for displacement.



CRSB recommended policy.



This goal is new to reflect the growth strategy expanding mixed-use throughout the city.



New policy reflecting one of the goals of PlanSpokane to provide flexibility for development throughout the city.



New policy reflecting extensive public feedback from residents wanting neighborhood serving businesses they could easily get to from home throughout the city.



CRSB recommended policy.



New policy highlighting the need for development and design standards tailored to people in all mixed-use areas.



This goal is new to reflect the growth strategy, with some new policies and other policies adjusted from existing Center and Corridor policies.



Policies GS-5.1 and 5.2, draw on existing LU 3.2, 3.3, and 3.4 policy language, while also reflecting the new Urban Hub growth strategy.

Policy: GS-5.2, Urban Hub Context

Scale Urban Hubs based on proximity to major roadways and transit service, intensity of surrounding development, market opportunities, and potential community draw, recognizing they may be implemented through a range of sizes, shapes, and allowed uses based on their context.

Policy: GS-5.3, Focal Points

Reinforce activity and vibrancy in Urban Hubs through zoning districts that support and center on key focal points such as transit stops, parks, and other locations of concentrated activity.

Policy: GS-5.4, Elevated Standards in Urban Hubs

Promote activity-oriented design in Urban Hubs, pairing flexible standards and enhanced public amenities with an emphasis on buildings and design features that elevate the experience for those that walk, bike, and roll.

Policy: GS-5.5, Transition and Reinvestment in Urban Hubs

Identify Urban Hubs by both existing built environments that support the anticipated activity and areas that have the potential to develop into Urban Hubs. Infrastructure and built environment investments in these areas, along with incentives, may be required to support the transition from their current form towards the future vision of the area, balancing new development with the preservation and reactivation of existing buildings.

Policy: GS-5.6, Corridors

Identify Corridors to connect Urban Hubs and establish a network of increased multimodal connection throughout the city, encouraging mixed use development, neighborhood services, housing, public open space, and employment along their length. The intensity of development along Corridors should be scaled to the intensity of the roadway and transit service.

Goal: GS-6, Transit-Oriented Development

Coordinate land use and transportation planning so that an efficient pattern of development is created supporting alternative transportation modes and making significant progress toward reducing sprawl, traffic congestion, and air pollution.

Policy: GS-6.1, Transit-Oriented Development

Encourage transit-oriented development in areas of existing or planned high-performance transit, encouraging higher intensity development, a mix of employment, residential, and commercial uses, and appropriate development design to provide access to active forms of transportation, reduce automobile reliance and commute times, increase convenience and accessibility for the public, and leverage the benefits of transit investment.



New policy to reflect the need for elevated standards at key locations within hubs to ensure an active street is achieved.



Existing policy LU 3.5 was broadened beyond a specific ratio of uses to instead correlate scale and allowed uses with additional development and design standards.



New policy to reflect that current development in Urban Hubs may not reflect the desired built environment and identifying that city investments play a role in these areas transitioning toward meeting that future vision.



Goal title updated to clarify the intent of Transportation and Land Use coordination. Goal language reflects existing LU 4.1 Land Use and Transportation policy language.



Consolidation of existing policies LU 4.2 Land Uses That Support Travel Options and Active Transportation and LU 4.6 Transit-Supported Development. Supportive of CRSB recommendation.

Policy: GS-6.2, Vehicle Miles Traveled Reduction

Encourage development of increased intensity and density as well as provisions for public amenities and infrastructure useful for transit riders adjacent to high-performance transit stops to encourage and provide opportunities for transit ridership, reduce greenhouse gas emissions, and reduce per capita vehicle miles traveled (VMT).

Goal: GS-7, Resilient Land Use

Establish land use and development patterns that increase the climate resilience of Spokane’s built environment, ecosystems, and communities.

Policy: GS-7.1, Climate Considerations

Incorporate climate hazard risk and environmental justice criteria and mitigation into land use and infrastructure planning before major land use plan or policy changes, or when siting, replacing, or relocating community assets, such as transportation, civic facilities, and parks.

Policy: GS-7.2, Wildland-Urban Interface Standards

Apply resilience-focused development standards and best practices in high-risk zones, including the wildland-urban interface (WUI) and flood-prone areas.

Policy: GS-7.3, Wildland-Urban Interface Outreach

Provide residents living in Wildland-Urban Interface (WUI) areas information about fire prevention and Firewise best practices while applying WUI best practices to new development such as building code, ventilation, and landscaping provisions.

Policy: GS-7.4, 100-Year Floodplain

Coordinate with federal and state agencies in the reassessment of the 100-year floodplain and adopt standards and mitigation that provide adequate protection in areas where flooding is more likely, discouraging development and redevelopment within the 100-year floodplain.

Policy: GS-7.5, 500-Year Floodplain

Coordinate with federal and state agencies to explore and understand the 500-year floodplain and its effects on potential future limitations on land use and development, with an eye towards being prepared to consider the 500-year floodplain if regulations come forward concerning that area.

Policy: GS-7.6, Floodplain Awareness and Education

Develop a public awareness and education program for residents living within or near floodplains, highlighting the associated risks and ways to mitigate their risk.



New policy recognizing the connection between VMT and land use, added to reflect climate and resilience language.



New goal and associated policies to reflect CRSB recommendations.



Consolidation of NE-19.2 and NE-19.4 in Natural Environment Chapter, relocated as topic is best addressed in Land Use.



Policy NE-17.3, a new policy found in the early Chapter Review edits, relocated from Natural Environment Chapter.



Policy NE-19.5 relocated from Natural Environment Chapter.

Policy: GS-7.7, Impervious Surfaces

Reduce impervious surfaces throughout the city, prioritizing areas of drainage concern mapped by the City, to address urban heat island mitigation, and promote groundwater recharge and infiltration.

Policy: GS-7.8, Food Access

Incentivize and enable uses that provide healthy, affordable, and locally produced food in parts of the city with limited food access, including by amending land use and zoning designations, as well as updating code requirements.

Policy: GS-7.9, Tree Canopy

Maintain and expand the City's tree canopy through incentives, zoning regulations, permitting processes, or other efforts for existing and new development, including infill, throughout the city.

Goal: GS-8, Adequate Public Lands and Facilities

Ensure the provision and equitable distribution of adequate public lands and facilities throughout the city, incorporating different levels of public review depending on facility scale and location with an eye towards efficiency and high responsiveness to opportunities.

Policy: GS-8.1, Advanced Siting

Identify, in advance of development, sites for parks, open space, wildlife habitat and corridors, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes to support the ability to and efficiency of developing those resources.

Policy: GS-8.2 Coordination and Partnerships with Providers

Continue to build and expand close working relationships with service and utility providers as well as City departments that plan and install utilities and services, to ensure that land use expansion and growth is considered through the lens of facility and utility capacity.

Policy: GS-8.3, School Locations

Work with all local school districts that serve Spokane's students to identify future school sites throughout the City, ensuring land use and transportation decisions reduce exposure to environmental harms from noise, air, and climate impacts for students and staff and support accessible and safe routes to the sites for those that walk, bike, roll, and ride transit.



CRSB recommended policy.



CRSB recommended policy.



CRSB recommended policy. Cross references are anticipated here to policies around maintenance and incentives.



New policy noting the importance of coordination in providing public facilities and services.



Language around safe routes to schools to reflect community engagement feedback, while consolidating collaboration language from LU 6.4. Additional language added to address environmental justice and safety.

Policy: GS-8.4, Siting Essential Public Facilities

Utilize a process for locating and expanding essential public facilities, meeting state and regional standards, balancing the necessary establishment and continuation of these facilities with potential community impacts, with explicit consideration of equity and avoidance of disproportionate impacts on overburdened communities, and engaging directly with impacted community members.

Policy: GS-8.5, Public Facility Compatibility and Context

Ensure the use, scale, and location of public facilities are compatible with the surrounding area and are designed with the scale of development in the vicinity, to the maximum extent possible, without affecting the use or function of the facility.

Policy: GS-8.6, Surplus City Property

Establish a process and funding mechanism to lease, sell, or otherwise dispose of appropriate unused city-owned buildings and/or property that has been determined surplus to non-profit organizations for community benefit and neighborhood revitalization.

Goal: GS-9, Urban Growth Area

Participate and coordinate in the regional process for designating and managing the Urban Growth Area (UGA), seeking to ensure Spokane’s services and utilities that extend beyond City limits are sufficient to accommodate, but not exceed, the region’s allocated growth, including the accommodation of institutional, industry, and service facilities necessary to serve such growth.

Policy: GS-9.1, Role of Urban Growth Areas

Limit urban sprawl by requiring more density and intensity of development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided, considering both physical and financial impacts.

Policy: GS-9.2, Joint Planning in Urban Growth Area

Coordinate with Spokane County and adjacent jurisdictions to plan for orderly and efficient services and development and long-term resiliency in the unincorporated portions of the Urban Growth Area.

Policy: GS-9.3, Urban Growth Areas and Regional Growth

Review and consider the Urban Growth Area boundary through the lens of population and housing allocations as well as community resiliency for the City of Spokane and the region, consistent with the Countywide Planning Policies and the Growth Management Act, seeking to ensure the Urban Growth Area is sized correctly for future growth.



Language added to include expansion of public facilities, recognition of regional standards, and clarify who should be engaged. Language around considering equity and avoidance of disproportionate impacts added based on an Environmental Justice Review of the Land Use Chapter.



Language expanded to focus on use, scale, and location, not just design.



Policy relocated from current Social Health Chapter (SH-1.7) with phrasing update to broaden process beyond specific funding mechanism.



Language updated to reflect the importance of regional collaboration as well as the role of the City within the UGA outside of City limits.



Language added for the consideration of physical and fiscal impacts.



Language updated to recognize regional collaboration beyond Spokane County, while clarifying what should be considered in joint planning efforts.



Language updated to clarify what is planned for in relation to regional growth and the intent of the UGA. Community resiliency added as a point of consideration.

Policy: GS-9.4, Consistent Development Standards

Coordinate with Spokane County and other adjacent jurisdictions to ensure utilities, roads, services, and land uses in the adjacent Urban Growth Area are compatible with city standards, reducing eventual costs and conflicts when portions of the unincorporated Urban Growth Area are annexed.

Goal: GS-10 Annexation

Consider annexations of lands that, where possible, would enhance effective and efficient government, evaluating all annexations on the basis of their short and long-term community benefits and potential fiscal impacts while also limiting sprawl and infeasible growth at the edges of the city.

Policy: GS-10.1, Annexation Boundaries

Ensure the area of any future annexation results in logical boundaries and reasonable service areas, while also considering the existing and planned capacity to provide public services and avoiding potential negative fiscal impacts.

Policy: GS-10.2, Peninsula Annexation

Encourage and assist with annexation of unincorporated peninsulas of Urban Growth Area or in areas already surrounded by the City of Spokane, so they can be part of the community surrounding their property and benefit from the services and facilities offered by Spokane.

Policy: GS-10.3, City Utilities


Require property owners outside the City yet served by City utilities or services to either annex to the City or sign a binding agreement not to contest a future annexation if such an action is proposed.


Policy: GS-10.4, Land Use and Zoning Designations upon Annexation


Honor the intent of adopted county plans and ordinances for previously developed or vested areas annexed into the City, provided the City has not adopted specific policies and standards for those areas by some other means or agreement.



Policy: GS-10.5, City Bonded Indebtedness

Require property owners within an annexing area to assume a proportionate share of the city's bonded indebtedness, as would be required of any property owner inside the City at the time of bonding, while identifying strategies to mitigate disproportionate financial impacts on low-income residents.

 Policy relocated from existing Goal LU 10 Joint Planning and updated to reflect the City's role in regional standards while adding the reason behind City involvement.

 Existing policy LU 9.4 Community Impacts added to goal language to provide a reason and potential impacts of annexations.

 Concepts in existing policy LU-9.5 Funding Capital Facilities in Annexed Areas consolidated into policy language.

  Language added to acknowledge that this is not unique to annexed properties but is ensuring equal share of costs. Additional language around mitigating disproportionate financial impacts based on an Environmental Justice Review of the Land Use Chapter.

Policy: GS-10.6, Special Purpose Districts and Adjacent Jurisdictions

Confer and consult with any impacted special purpose districts when considering or planning annexations, as well as other jurisdictions encompassing or adjacent to the area to be annexed, identifying and considering impacts that would result as part of the overall decision to annex.

Policy: GS-10.7, Weighing Fiscal Impacts of Annexation

Analyze the fiscal impacts of annexation prior to considering approval, measuring potential tax base, business, and employment growth against the cost of services and infrastructure resulting from annexation, ensuring that the fiscal cost does not exceed the other community benefits of annexation.

[AIRFIELD INFLUENCE AREAS MAP to be inserted later]

Map GS-3

LAND USE GLOSSARY

Many terms that were either in the discussions of this chapter or have been newly introduced will be located in the Glossary, e.g. neighborhoods.

POLICIES REMOVED FROM THE TEXT:

The following policies have been removed from the text, largely due to redundancy, unclear goals/success, and similar factors.

Policy: LU-1.16, Mobile Home Parks

Designate appropriate areas for the preservation of mobile and manufactured home parks.

Goal: LU-2, Public Realm Enhancement

Encourage the enhancement of the public realm.

Policy: LU-2.1, Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

Policy: LU-2.2, Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.



Existing policy relocated from Goal 10, Joint Planning. Language expanded to include adjacent jurisdictions and not just special purpose districts.



New policy focused on understanding the fiscal impacts of annexation, expanding on the existing community impacts language.



This map is currently under development. It will show the various statutory boundaries around the airports that can affect development and land use.



The goals and policies of this chapter were previously indicated with “LU”, when the chapter was titled “Land Use”.



LU-1.16 proposed to be removed due to displacement intent captured by proposed policy LU 3.1, and a manufactured home policy in Housing Chapter.



LU-2 and associated policies proposed to be removed or consolidated into the Urban Design and Historic Preservation Chapter as they focus on design.

Policy: LU-3.8, Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

Policy: LU-4.3, Neighborhood Through-Traffic

Create boundaries for new neighborhoods through which principal arterials should not pass.

Policy: LU-4.4, Connections

Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

Policy: LU-4.5, Block Length

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

Goal: LU-5, Development Character

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

Policy: LU-5.3, Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

Policy: LU-5.4, Natural Features and Habitat Protection

Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

Policy: LU-6.5, Schools as a Neighborhood Focus

Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.

Policy: LU-6.6, Shared Facilities

Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.

Policy: LU-6.7, Sharing and Programming Planning

Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.



LU-3.8 proposed to be removed as it is more of an implementation action, with supportive policies already in the Transportation Chapter.



LU-4.3 proposed to be relocated to the Neighborhoods or Transportation Chapter, as appropriate.



LU-4.4 proposed to be removed or consolidated into existing Transportation Chapter policies.



LU-4.5 proposed to be removed or consolidated into existing Transportation Chapter policies.



Goal LU-5 and associated policies proposed to be removed or consolidated into the Urban Design and Historic Preservation Chapter as appropriate.



Policy LU-6.5 proposed to be removed as school siting collaboration is already addressed in policies.



Policy LU-6.6 proposed to be removed as similar language exists in the Community Health Chapter.



Policy LU-6.7 proposed to be removed. School siting collaboration already addressed in other policies.

Goal: LU-7, Implementation

Ensure that the goals and policies of the Comprehensive Plan are implemented.

Policy: LU-7.1, Regulatory Structure

Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.

Policy: LU-7.2, Continuing Review Process

Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.

Policy: LU-7.3, Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Goal: LU-10, Joint Planning

Support joint growth management planning and annexation requests which best meet the Comprehensive Plan's development goals and policies.

Policy: LU-10.1, Land Use Plans

Prepare land use plans in cooperation with Spokane County for the Urban Growth Area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.

Policy: LU-10.4, Long Range Urban Growth Area Planning

Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.



Goal LU-7 and associated policies proposed to be removed as there will be an Implementation Chapter. Additionally, several policies are covered by other policies.



Goal LU-10 proposed to be removed as all remaining policies were relocated under the UGA or Annexation goals.



Policy LU-10.1 proposed to be removed as there are existing joint-planning policies related to the UGA.



Policy LU-10.4 proposed to be removed as it exceeds the state-mandated planning horizon and is not standard practice, as it cannot predict changing needs.