



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 9/5/2023

At 9:00 AM

Hybrid: Virtual/ Briefing Room

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

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

Briefing Session:

	1) Approval of the 6/6/2022 Meeting Minutes	
	2) Chair Report	Clifford Winger
9:00 - 9:30	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Jonathan Bingle
	5) Stakeholder Report	PCTS

Workshops:

9:30 - 10:00	Centers & Corridors Update Study	City Staff
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Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 10/3/2023

The password for City of Spokane Guest Wireless access is:

Username: COS Guest

Password: K8vCr44y

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Meeting Information

When it's time, join the Webex meeting here.

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Join by meeting number

Meeting number (access code): 146 852 8754

Meeting password: PCTS

Tap to join from a mobile device (attendees only)

[+1-408-418-9388,,1468528754###](tel:+1-408-418-9388,,1468528754###) United States Toll

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Spokane Plan Commission Transportation Subcommittee - Draft Minutes

June 6, 2023

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:00 AM by Clifford Winger

Attendance:

- Subcommittee Members Present: Clifford Winger (Chair), Mary Winkes (Vice Chair), Charles Hansen, Raychel Callary, Mike Tresidder, Kris Neely, Pablo Monsivais
- Subcommittee Members Not Present: Char Kay, Eve McMenamy, Samantha Hennessy, Jennifer Soto, Michelle Pappas, Paul Kropp
- Non-Voting Subcommittee Members Not Present: Council Member Jonathan Bingle
- *Quorum Present: yes*
- Staff Members Present: Colin Quinn-Hurst, Jackie Churchill,

Public Comment: None

Briefing Session:

Minutes from the May 2, 2023 meeting approved unanimously.

1. Chair Report - Clifford Winger

- Clifford Winger reported that Abby Martin has joined the Citizen Transportation Advisory Board (CTAB). The CTAB is looking at potential 2026 road projects. CTAB members are in training and have gone out to look at roads that are scheduled to have chip and seal and grind and overlay repairs.

2. Secretary Report - Colin Quinn-Hurst

- Colin Quinn-Hurst welcomed Pablo Monsivais to the PCTS as the new representative for the Bicycle Advisory Board.
- Mr. Quinn-Hurst also reported that the Bicycle Parking Code update was passed in City Council.
- Finally, there will be an informational webinar today, June 6th, about the Connectors Grant.

3. Council Liaison Report - Johnathan Bingle

- none

4. Stakeholders Report -

- Rachel Callary, Citizen-at-Large - none
- Mike Tresidder, Spokane Transit Authority (STA)- City Line will be opened on July 15th. There will be 5 parties along the route with family friendly games and prizes. Additionally, service changes are coming, but not routes will be lost to this change.
- Kris Neely, Plan Commission (PC) - none
- Charles Hansen, Whitman Neighborhood Council, PeTT Committee - Mr. Hansen reported that PeTT met and discussed the upcoming CTAB projects. He also reported that traffic calming workshops are happening but the previous one he attended had low turnout.
- Pablo Monsivais, Bicycle Advisory Board (BAB) - Mr. Monsivais reported that the last BAB meeting was a mobile meeting. During the meeting, the BAB looked at bike infrastructure improvements along Illinois and in the Northeast bicycle network in Spokane. The BAB is putting notes together about the improvements and noting what's still needed.

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Workshops/Presentations:

1. Safe Streets for All Grant 2023 Grant Application

- Presentation provided by Inga Note
- Questions asked and answered
- Discussion ensued

Motion:

Mary Winkes motioned that the Plan Commission Transportation Subcommittee support the Safe Streets for All Grant 2023 Application and finds it to integrate well with the City's Safe Streets for All Action Plan and the Downtown Plan, and the Comprehensive Plan. Seconded by Clifford Winger. Motion carried unanimously (7,0)

Meeting Adjourned at 9:46 AM

Next Plan Commission Meeting scheduled for Tuesday, July 4, 2023 is CANCELLED for Independence Day.

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Centers & Corridors Update Study

A stylized graphic of a city skyline in shades of blue and orange, positioned below the word 'Centers'.

Plan Commission Transportation Sub-committee - September 5, 2023

Colin Quinn-Hurst, Planning Services – cquinnhurst@spokanecity.org

Tyler Kimbrell, Planning Services – tkimbrell@spokanecity.org



The City of Choice

Centers & Corridors Update Study

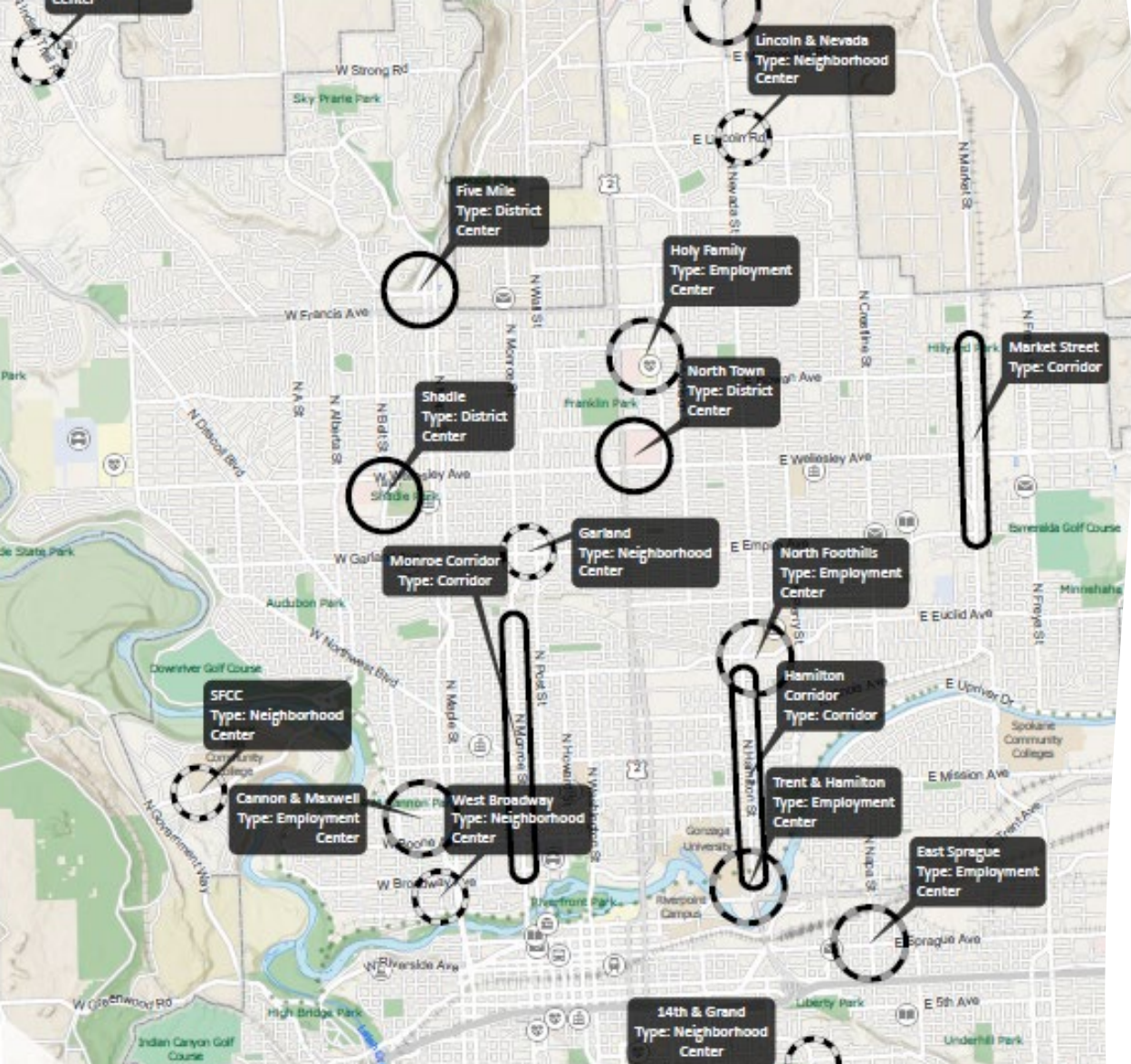
A stylized graphic of a city skyline in blue and orange, featuring various building shapes and a bridge-like structure.

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

Email updates: <https://spokanecity.wufoo.com/forms/centers-and-corridors-study/>



The City of Choice



Agenda

1. Study Purpose
2. Schedule
3. Work To-Date
4. Current Tasks
 - Initial Assessment
 - Regulatory Recommendations
5. Next Steps
 - Public Workshop – October 2023



The City of Choice

PURPOSE

The periodic update of the Comprehensive Plan must be complete by **2026**.

The update process will begin in **2024**.



The City of Choice

PURPOSE

Centers and Corridors (C&C) is the guiding growth strategy of the Comprehensive Plan.

C&C steers growth toward **walkable, accessible, mixed-use** locations.

C&C has been in place since **2001**.

It is time to evaluate if and how this approach needs to be adjusted.



TYOLOGIES

Comprehensive Plan Policies Land Use Policy 3.2

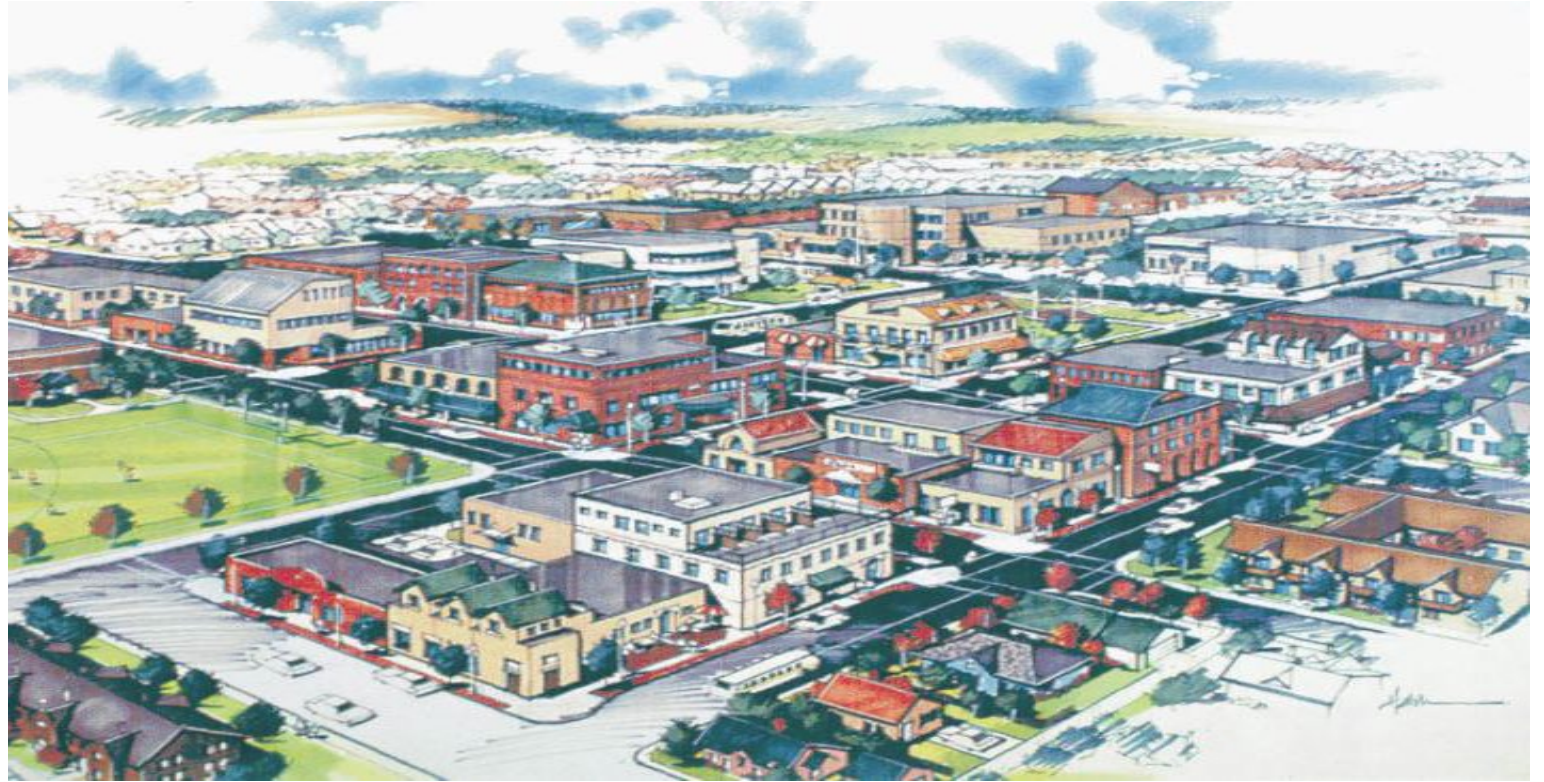
Regional Center

District Centers

Employment Centers

Corridors

Neighborhood Centers



Centers and Corridors Diagram from Spokane Horizons Process, 2000



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TYPOLOGIES

Regional Center

1. Downtown

District Centers

2. 57th & Regal
3. Five Mile
4. Lincoln Heights
5. Manito Center – 29th
6. Northtown
7. Shadle
8. Southgate



Central City Diagram from Spokane Horizons Process, 2000



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TYOLOGIES

Employment Centers

9. Cannon & Maxwell

10. East Sprague

11. **Holy Family**

12. North Foothills & Nevada

13. North Nevada

14. Trent & Hamilton



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TYOLOGIES

Corridors

15. Hamilton Corridor

16. **Market Street/Hillyard**

17. Monroe Corridor



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TYOLOGIES

Neighborhood Centers

- 18. 14th & Grand
- 19. Garland
- 20. Spokane Falls Community College
- 21. Indian Trail
- 22. Lincoln & Nevada
- 23. **South Perry**
- 24. West Broadway



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QUESTIONS TO BE ANSWERED

Are the Center typologies still relevant and useful?



QUESTIONS TO BE ANSWERED

Are the current locations of Centers and Corridors still valid?



Northtown

QUESTIONS TO BE ANSWERED

Have Centers fulfilled the intent of the Comprehensive Plan?



QUESTIONS TO BE ANSWERED

Given market realities, are designated Centers likely to develop as intended?



QUESTIONS TO BE ANSWERED

Are changes needed to the Comprehensive Plan policies, development regulations or design standards?





Site Visits



Garland



Perry



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Lincoln Heights



Northtown



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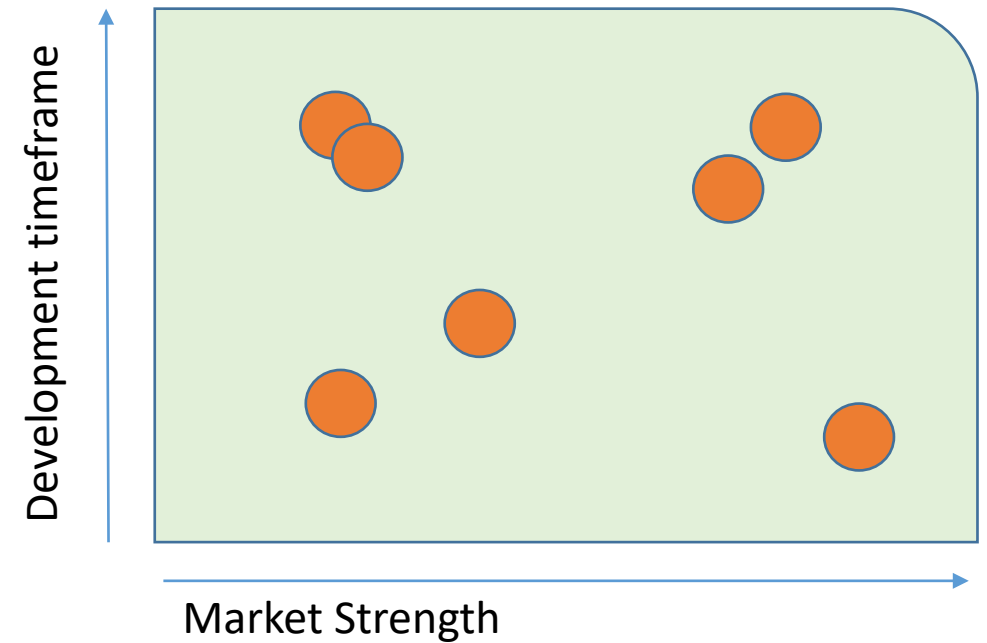
Hillyard



Market Street

Areas of Assessment

- Development Style and Mix
- Readiness to Change
- Market Strength
- Transportation Conditions
- Streetscape Environment



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Observations & Considerations

- How can mixed-use zones better implement Centers land use designations?
- How can the purpose of the typologies be clarified?
- Should centers vary in shape and extent?
- Should connectivity policies be clarified and strengthened?
- What is the appropriate typology for corner store neighborhood nodes?

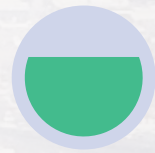


Next Steps



August–September
2023

**Regulatory
Recommendations**



October –
December 2023

**Focus
Area
Concepts**



January – May 2024

**Final
Public
Review
Process**



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Centers & Corridors Update Study

A stylized graphic of a city skyline in blue and orange, positioned below the word 'Centers' and to the left of the ampersand.

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

Email updates: <https://spokanecity.wufoo.com/forms/centers-and-corridors-study/>

Spokane Centers and Corridors: Initial Review and Analysis

Draft, July 15, 2023

Introduction and Contents

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

Background

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

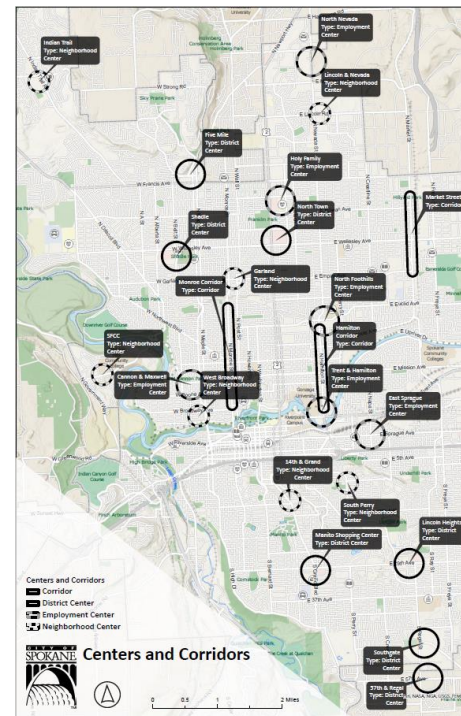
Center Typology Observations

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

Centers and Corridors Initial Assessment

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

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



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

Conclusions

Preliminary conclusions on the overall performance of the C&C strategy and conclusions on the policy and regulatory framework.



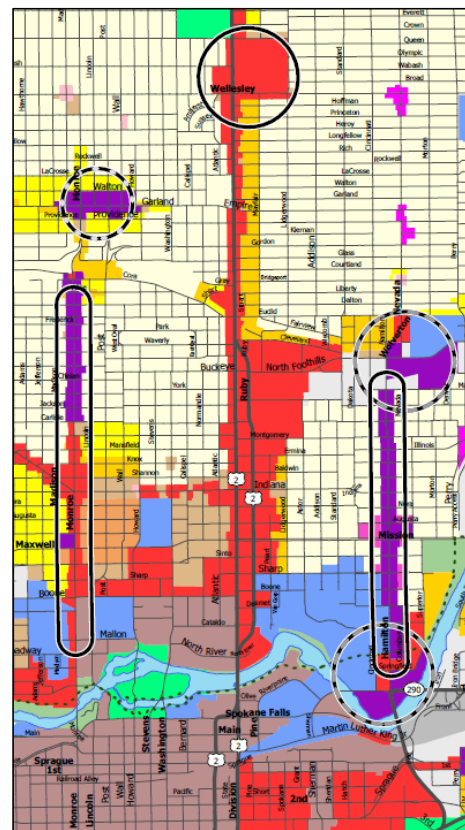
Background

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

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

In the case of areas where there wasn’t sufficient time for C&C planning, much of the zoning was adopted over existing “General Commercial Designations: “Planned Centers” have underlying Land Use Plan Map designations of “C&C Core” or “CC Transition”.

C&C zoning is one of the most scrutinized zoning classifications in the City and C&C is the designation most relied on in the Comprehensive Plan for absorbing growth. Recent WA state legislation that seeks to create more opportunity for housing and encourages density around high frequency transit is adding the potential for more density around centers.



Center Typology Observations

Breaking up the Centers and Corridors into typologies is still logical to enable the City's policy and regulatory framework to respond to unique issues and objectives for the centers based on their different size and characteristics. Whether or not the typology names and framework are the right ones for Spokane, however, is worth exploring.

District Centers

District Centers are those centers that serve relatively large residential areas. The form and character of these centers are predominantly auto-oriented. All include at least one grocery store-anchored shopping center served by a large surface parking lot. Many also include some multifamily uses, though they typically are not well integrated with commercial uses. Most include some combination of parks, schools, and/or other public facilities and amenities within and adjacent to the centers' boundary, whereas district centers are completely devoid of those features.

District Centers include:

1. 57th & Regal
2. Five Mile
3. Lincoln Heights
4. Manito Center - 29th
5. Northtown
6. Shadle
7. Southgate



Employment Centers

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

Employment Centers include:

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



Corridor

The Centers and Corridors framework includes three specific "corridors". Unlike the centers, nearly all of the commercial activity occurs one lot deep along individual arterial streets. Except for the east side of Market Street in Hillyard, neighborhood residential uses (mostly detached single family residential) occupy the areas along side these corridors. Each of these corridors were initially developed prior to World War 2 and include at least some storefronts built up to the sidewalk edge. These corridors have evolved in the decades since and now features a mixture of older storefront buildings and auto-oriented commercial buildings served by surface parking lots along the street edge. Hamilton and portions of Monroe are heavily impacted by heavy traffic volumes, notably where they feature four or more lanes of traffic and no on-street parking. Those conditions have encouraged auto-oriented forms of development over storefront designs. Both the Monroe and Hamilton corridors also include some residential uses.

Corridors include:

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



Neighborhood Centers

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

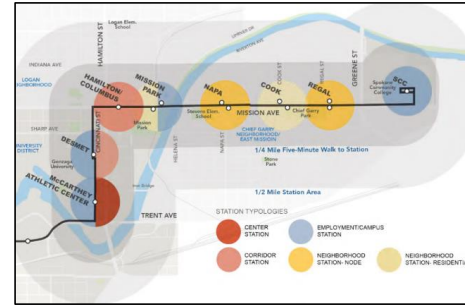
Neighborhood Centers include:

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



Considerations

- Consider whether these “centers” should simply be referred to as different types of mixed-use zones. Considering the City’s moves with the interim housing ordinance, there’s a recognition that growth is important not only in centers, but the surrounding low density neighborhoods.
- Clarification of the definition and purpose of the center typologies will be important.
- Building a typology for transit-oriented development around BRT stations – or even types of stations, as illustrated in the TOD Framework Study and more recently, the Division Connects project seems prudent. Also see recommendations from the forthcoming South Logan TOD Plan.
- Examine options for Employment Centers, including whether some should be considered a type of center at all and what the long term aspirations are for the centers.
- Corridors warrant more examination – as they serve the neighborhoods, districts, and in some cases the larger region. There is no code framework for the corridors, unlike the centers typologies. The rigid distinction between round centers and oblong corridors will be difficult to maintain. Alternately the City could also expand the corridor concept to all travel and transit corridors, with a weaker connection to specific zoning.
- Updates to the typology framework should consider allowing centers to vary in shape based on the actual configuration of non-residential and dense multifamily uses on the ground.
- Consider a typology for corner stores or intersection mixed-use “nodes”, as many such contexts historically exist in the City, and should be recognized and encouraged to continue. Furthermore, the policy framework for such centers should allow strategic opportunities for new “nodes” to be developed if they meet certain criteria.



Centers and Corridors Assessment

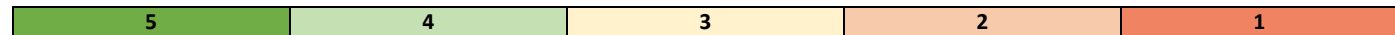
This initial assessment of Spokane's Centers and Corridors analyzes:

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

Comprehensive Plan Policies

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

Table 1 starting on the following page evaluates the performance of individual Centers and Corridors with respect to implementing current goals and policies in the comprehensive plan. The Centers and Corridors are ranked from 1-5, with 5 being best, 3 being neutral, and 1 being the worst. The green to red color continuum below matches the best (5) to worst (1) to enhance the visualization of this analysis.



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

Commented [CQ1]: These are being updated, language here:
<https://static.spokanecity.org/documents/projects/shaping-spokane-housing/building-opportunity-for-housing/pc-recommended-proposal-boh.pdf>

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

Commented [CQ1]: These are being updated, language here:
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		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
4. Manito Shopping Center	Post-War shopping center with some older commercial buildings surrounded by low-density residential. Arterials are very wide despite modest traffic volumes. These plus auto-oriented building design detract from walkability.	1 While zoning permits high-density residential, little is developed	3 Opportunities along Grand exist for new residential development	4 Zoning permits office development, some of which already exists on smaller parcels	4 Neighborhood retail is at the core of this center, but it is auto-oriented with unfulfilled opportunities to improve pedestrian connectivity	4 The mix and overall intensity of uses are consistent with policy, but scale and arterial emphasis are not pedestrian
5. North Town	Center anchored by large post-war shopping mall on Division St. Low-density residential surrounding – no multifamily development in the ¼ mile area. Good transit service and street connectivity in nearby residential blocks. Mall is totally inward-oriented, with unattractive exterior walls and large parking structures at the corners and rear. Heavy traffic on Division and Wellesley Ave.	1 General Commercial zoning permits a wide range of non-residential uses not necessarily compatible with residential development	2 High-density residential is allowed south of Francis and east of Division, but it is separated from commercial districts by busy arterials	4 Zoning permits office development, some of which already exists on smaller parcels or within the mall	3 Regional retail is at the core of this center, auto-oriented with few opportunities to improve pedestrian access	3 The mix of uses is consistent with policy, but scale, development patterns, and separation of uses by busy arterials discourage pedestrian access

Commented [CQ1]: These are being updated, language here:
<https://static.spokanecity.org/documents/projects/shaping-spokane-housing/building-opportunity-for-housing/pc-recommended-proposal-boh.pdf>

		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
6. Shadle	District Center – with mostly CC2-DC zoning. Standard suburban shopping center, but single family uses across the arterial facing the shopping centers. Large park and institutional uses on east and south sides of center. SCJ led a subarea plan for center in 2019.	2 Zoning permits high-density residential, but only as part of a mixed-use proposal	2 Residential density relies on redevelopment of existing housing or mixed-use project	3 City zoning permits office development, but buildout is lacking	4 Neighborhood retail is at the core of this center, but it is auto-oriented	3 The mix of uses is consistent with policy and includes institutions, but scale is not pedestrian
7. Southgate	Contemporary suburban style shopping center with nearby apartments, park, share-use path, and transit service. Widely spaced streets make it difficult to access adjacent uses on foot, however. Several greenfield sites with midrise zoning.	4 Zoning permits a mix of uses in commercial districts, surrounded by residential districts	4 Much residential is developed, but capacity remains for mixed uses on vacant or redevelopment sites (like Shopko)	4 Zoning permits office development, some of which already exists on O-35 parcels	4 Neighborhood retail is at the core of this center, with some design elements addressing auto-oriented nature	4 The mix and overall intensity of uses are consistent with policy, but scale, connectivity, and setbacks are not pedestrian
EMPLOYMENT CENTERS						

Commented [CQ1]: These are being updated, language here:
<https://static.spokanecity.org/documents/projects/shaping-spokane-housing/building-opportunity-for-housing/pc-recommended-proposal-boh.pdf>

Commented [CQ2]: Kind of a split center --- half is suburban shopping center, but half of it is recreational and like a community center with the library, swimming pool, playfields and high school, and a new Ped-Hybrid Beacon at Cannon helps with access to the pool/library

		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
8. Cannon & Maxwell	Employment Center containing legacy Light Industrial (LI) zoning and a CC3-EC overlay (which allows legacy uses to continue/expand while offering an option for pedestrian-oriented redevelopment – none of which has happened so far). The surrounding area is largely characterized by older single family homes. Cannon Playground and Aquatic Center lie just northeast of the center. Some legacy main-street-style buildings and services on Ash St and Maple St. The LI zone to the east of N Maple is owned by Spokane County and known to be heavily contaminated.	3 City zoning favors office, and industrial, though some residential is permitted if developed as mixed use	2 Much of the residential area is already developed, but below target density overall	4 City zoning permits office development, some of which already exists at the City site	3 Neighborhood retail is sparse in this area, and zoning does not encourage more	2 While a diverse mix is permitted, development patterns and existing uses are auto-oriented
9. East Sprague	Employment Center. Classic and lively pre-war main-street with industrial/ commercial uses to the north and low-intensity residential uses to the south, adjacent to I-90 ROW. Corridor-like structure: CC zoning runs 18 blocks. Degraded roads and housing stock to the south, with negative impacts of freeway noise, air pollution, and interrupted street connectivity.	4 City zoning favors office and retail, with residential either as mixed use or infill in RMF area	2 While permitted by zoning, land development patterns and industrial character do not favor more residential	4 City zoning permits office development, some of which already exists along the Sprague corridor and adjoining industrial land	4 Neighborhood retail lines the Sprague corridor	4 Land use mix, transit service, and scale are compatible with pedestrian activity

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Commented [CQ3]: While development is still pretty sparse, the lay-out and parcel sizes could be considered quite a bit more pedestrian-friendly than many of the auto-oriented centers, at least for the portion here on Maxwell --- smaller street-fronting parcels with some mix of housing and agency/business:
<https://goo.gl/maps/akoMREhMBq76AFETA> and here:
<https://goo.gl/maps/xTk4FvU9HZDqiPgi9>

		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
10. Holy Family	Employment Center. Providence Holy Family Hospital is the dominant use here – which fronts on Lidgerwood. To the west, Franklin Park Commons shopping center fronts onto Division. This “center” is literally split in half and generally facing away from each other.	3 City zoning favors office, though some residential is permitted if developed as mixed use	3 Much of the residential area is already developed, with higher density on the north of the center	5 City zoning permits office development	3 Neighborhood retail fronts Division, but pedestrian access is inconvenient	2 While a diverse mix is permitted, development patterns are auto-oriented
11. North Foothills	Employment Center with CC1-EC zoning. The center is part of an old industrial corridor that ran along a decommissioned rail line. Most remaining uses are industrial and include the City of Spokane Water Department. A new middle school was recently completed at the eastern end of the CC1 zone. At the north side of North Foothills Drive is the new Gonzaga Family Haven, an affordable housing development.	3 City zoning favors office, and industrial, though some residential is permitted if developed as mixed use	2 Much of the residential area is already developed, but below target density overall	4 City zoning permits office development, some of which already exists at the City site	3 Neighborhood retail is sparse in this area, and zoning does not encourage more	2 While a diverse mix is permitted, development patterns and existing uses are auto-oriented

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		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
12. North Nevada	Employment Center – with GC and O zoning. Edge of City limits with considerable greenfields. Very auto dependent. Area functions more like part of a larger regional center (the "Y", in reference to the split between Hwy 395 and Hwy 2). Function of specific center also depends on what gets developed on greenfields to the east.	3 City and County zoning favor retail, office and industrial uses, though some residential is permitted. Residential use is restricted in Industrial zones (except in a few unique circumstances)	3 The greenfield sites can be developed for high-intensity residential uses	5 Both City and County zoning permit office development	2 The center's scale and developed condition is not compatible with neighborhood retail.	1 Arterial street system is not compatible with pedestrian mix of uses
13. Trent & Hamilton	Industrial area transitioning to office/retail/residential mixed-uses. Excellent transit service with City Line. Heavy traffic with high speeds on Hamilton creates an unpleasant pedestrian environment, but share-use paths provide connectivity. Gonzaga University campus to the north. Opportunities to improve public access to riverfront as properties redevelop.	2 Most high-density housing in this area is devoted to Gonzaga students, permitted by GC, CC1, and RHD zoning	2 New high density residential will require redevelopment	4 Zoning permits offices, some of which already exists in association with Gonzaga and UW	4 Neighborhood retail uses concentrate along Hamilton, with a mix supported by Gonzaga and surrounding neighborhood	3 The mix of uses is consistent with policy, but separation of uses by busy arterials discourages pedestrian access

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Commented [BB4]: Note that the previous open space around Spokane Academy has now been developed with multifamily uses – in the Office zone.

		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
CORRIDORS						
14. Hamilton Corridor	Heavy traffic corridor with retail uses, with complementary residential uses, including student housing, to east and west. Gonzaga University located to west, on southern end of the corridor. Excellent transit service via City Line. South Logan TOD subarea plan underway to revise zoning and leverage TOD opportunities. Unique Hamilton Form-Based Code in central areas to be revised following subarea plan. Planned-action EIS will facilitate development.	2 Zoning permits high-density housing in CC1 and Context Area districts, particularly as part of mixed-use development	3 While zoning permits housing, parcel sizes along Hamilton may be too small to accommodate redevelopment	3 CC1 and Context Area zoning permits office, but realizing it requires redevelopment	4 Neighborhood retail uses concentrate along Hamilton, with a mix supported by Gonzaga and the larger Logan Neighborhood	5 Land use mix, transit service, scale, and Context Area design controls are compatible with pedestrian activity
15. Market Street	Corridor with CC1-DC zoning and some CC4-DC on the back side (mostly with older single family homes). Couplet with classic main street on N Market St. Rail/freeway corridor cuts Hillyard off from homes/businesses to the east.	4 City zoning permits a mix of residential types (up to RHD)	4 Much residential is developed, but capacity remains for mixed uses	4 Office uses exist and may be developed in GC, NR, CC1, CC2 and CC4 areas	5 Neighborhood retail lines the Market corridor and is permitted along Diamond	4 The use mix is varied, with pedestrian scale

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		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
16. Monroe Corridor	Corridor – extends for roughly 27 blocks and includes CC2-DC zoning. Such CC2 zoning is very narrow in places with a mixture of RSF, RTF, RMF, and RDH zoning on the backside. Recent road diet on northern segment has helped to revitalize character and promote some economic development here.	4 City zoning permits a mix of residential intensities, primarily at the south end and within CC2 areas	3 Shallow corridor depth hinders larger residential projects	4 Office uses exist and may be developed in O, OR, CB, CC 1 and CC2 areas	5 Neighborhood retail lines the Monroe corridor	5 The use mix is varied, with pedestrian scale
NEIGHBORHOOD CENTERS						
17. 14th & Grand	Awkward neighborhood center on wide arterial. Generally auto-oriented buildings and uninviting pedestrian character, although surrounding street grid and through-block connections improve walking conditions. Businesses may serve apartment residents and nearby medical uses and part space bring pass-through traffic. Good mix of zoning for residential uses.	1 While zoning permits it, little high-density housing is developed here	2 Capacity for new housing exists along Grand and in adjoining neighborhoods, but it requires redevelopment	4 Office uses exist – and more may be developed – in O, and CC1 areas	4 Relatively small-scale neighborhood retail lines the Grand corridor, limited in growth by parcel size and terrain	4 The use mix is varied, with pedestrian scale and access to neighborhoods, though Grand can impede pedestrian use

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		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
18. Garland	Neighborhood Center with CC1-NC zoning. One or only a few pre-war, main street style neighborhood centers. Eclectic mix of building designs with lots of shops and restaurants. Large art deco theater at key intersection of N Monroe St and N Garland Ave.	4 City zoning permits a mix of residential types (up to RMF)	4 Much residential is developed, but capacity remains for mixed uses	4 Office uses exist and may be developed in O and CC1 areas	5 Neighborhood retail lines the Garland corridor	5 The use mix is varied, with pedestrian scale
19. SFCC	Suburban area near Spokane Falls Community College west of Spokane River. No retail present, almost all nearby land use is multifamily. No parks in center but ample open space associated with college and natural parks to north. No clear activity node.	3 CB, RMF, and RHD zoning permits residential, much of which is already built	3 Additional housing can be accommodated in the CB district, orienting to Whistalks	3 Office uses do not now exist but are permitted in CB zone	2 There are no commercial uses here, but they are permitted in CB zone	3 The mix includes no commercial or office uses, just residential and institutions, with little connecting pedestrian infrastructure

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Commented [CQ5]: Agreed, this is a pretty distinct typology around town --- the old-school neighborhood main street: Market Street in Hillyard, Garland, Monroe, E. Sprague, Perry --- Grand was this way too before street-fronting brick buildings were razed for a shopping center.

		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
20. Indian Trail & Barnes	Neighborhood Center with CC2 zoning in center. The “center” is basically a very large neighborhood shopping center with a Safeway and massive parking lot. A mix of low density multifamily uses surrounding the shopping center.	4 City zoning provides for a mix of residential types (up to RMF)	4 Much of the residential land is already developed, but at lower than target density	5 City zoning permits office development	4 Neighborhood retail is at the core of this center, but it is auto-oriented	4 The mix of uses is consistent with policy, but scale is not pedestrian
21. Lincoln & Nevada	Most of the center is undeveloped – and zoned LI and CB-35. The street grid and development pattern is set up for the vacant CB property to be developed as a standard suburban neighborhood shopping center.	4 City zoning permits a mix of residential types (up to RMF), mostly developed south of Lincoln	3 Residential uses are permitted, but street system and industrial zoning may limit intensity	4 Office uses may be developed in LI and CB areas	3 Neighborhood retail is likely at the SEC of Lincoln/Nevada but will be auto-oriented	1 Arterial street system and developed pattern are not compatible with pedestrian mix of uses

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		Do conditions meet relevant policies? (1 = no!, 5 = yes!)				
Name	Brief Description	LU-1.4: Direct high density res zoning	LU-1.4: Accommodate high density res uses?	LU-1.5: Office uses?	LU-1.6: Neighborhood retail uses?	LU-3.5: Good mix of uses?
22. South Perry	Small, lively Neighborhood Center (CC1-NC zoning) with retail businesses surrounded by well-maintained historic low-density residential neighborhoods. Some recent investment on S Perry, with mixed results. Surrounding zoning is mostly RSF. Moderate traffic on S Perry St brings customers but does not overwhelm pedestrian-friendly environment.	3 City RMF and CC zoning permits a mix of residential types, but the vast adjoining area is RSF	3 Much residential is developed, but capacity remains for mixed uses and infill	4 Office uses exist and may be developed in the CC1 zone	5 Neighborhood retail lines Perry and is easily accessed by surrounding areas	4 The use mix is varied, with pedestrian scale, though high-density housing options are limited
23. Broadway & Maple area	Neighborhood Center with CC1-NC zoning. Another pre-war neighborhood center characterized by older storefront buildings, but also including plenty of post-war utilitarian commercial, institutional, and light industrial buildings, and an eclectic mix of uses.	4 City CC1, CC4, RMF, RHD, O, and CB zoning permits a mix of residential types	4 Much residential is developed, but capacity remains for mixed uses and infill	4 Office uses exist and may be developed throughout the district	5 Neighborhood retail is developing in Kendall Yards, with smaller sites scattered to the west	5 The use mix is varied, with pedestrian scale

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Development Regulation Assessment

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

Use Provisions

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

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

Table 2. Current CC zone use permissions and comments.

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

Commented [CQ6]: Another area that just came up: should new single-family homes be prohibited in C&C zones?

Commented [TK7]: Doing a little bit of research shows that the average U.S. grocery store size in 2021 was 51,000 square feet so 40,000 square feet for a small grocery store doesn't seem prohibitive. The Rosauers on 14th and Lincoln and the Huckleberries on 10th and Lincoln (both are not Centers) I think would fall under the 40,000 sq ft threshold.

Commented [DF8]: Not something we've looked at yet, but we could if important. The question is essentially whether NCs have a need for larger groceries and/or whether a larger footprint would be appropriate in these neighborhoods?

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

Commented [TK9]: Any discussion on the “Restaurants without Cocktail Lounge” use??

Commented [BB10R9]: No Tyler, we didn't look at that – but retaining your comment here to flag for future consideration.

Commented [CQ11]: Agreed

Commented [CQ12]: Agreed, C&C could be strengthened in terms of restricting auto-oriented development

Commented [CQ13]: An example is in Hillyard along Market Street, where self-storage was built with alot street frontage design upgrades:
<https://goo.gl/maps/Rm43ohyzPAhAp4218>

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

Commented [TK14]: Wineries and Microbreweries are P in CC1

Commented [TK15]: I think this use type deserves some discussion on whether we should be allowing large surface parking lots in this zoning

Commented [BV16]: The BOCA max heights are OK; they should be made permanent.

In virtually all cases, the BOCA max heights will allow the types and scale of development that developers want to build and the market demands. This is because, based on the development we are seeing getting built now in CCs, developers are building 4 story, wood frame, surface parked housing, of about 40 to 45' in height.

Some potential tweaks that would be the most "pro market:"

Change DC to 75'. This should allow 5 over 2, mid rise buildings (5 stories of wood frame over a 2 story concrete podium).

Change NC to 75'. Even though developers are unlikely to seek to build mid rise buildings in NCs in the next 5 to 10 years, it would preserve this right for the long term (e.g., 10 to 20 years).

Commented [TB17R16]: A thought on height -- While touring the Perry District which is a NC type - Bob mentioned that he wouldn't think going much taller would be a challenge to the fabric of the area. Maybe that's unique? or maybe not relevant if a few taller buildings start to emerge.

Agree that generally we are hearing from builders that more height is helpful in meeting new codes and using current construction methods. Agree about the long term benefit of updating the height.

Commented [BB18R16]: Yes, I think it's most unique to S Perry. Whether a large building fits in or not depends on how it's designed, massed and articulated.

Dimensional Standards

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

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

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

Commented [TK19]: BOCA removed FAR maxes for non-residential as well 17C.400.40(C)(2) Maximum floor area ratio "There is no maximum FAR"

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

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

Parking Standards

Table 4: Parking Standards and Comments. Note: The tracked standards reflect those of the interim housing regulations.

Category	Specific Use	Specific Zone	Min. Parking	Max. Parking	SMC	Comments
All uses	Any building under 3000 sf	CA1, CA2, CA3	None		17C.230.130	<i>Reasonable exemption currently for just the Hamilton area form-based code – that might be considered in other CC zones</i>
Residential	Residential	CC1, CC2, CC3	1 per 1,000 gross sq. ft. or 1 per dwelling unit plus one per bedroom after 3 bedrooms	Maximum ratio is the same as for nonresidential uses		<i>These pre-interim ordinance standards are less than typical suburban city parking standards, but there's still room for reduction, particularly for transit-friendly areas</i>
	Residential	CC4	1 per 1,000 gross sq. ft. or 1 per dwelling unit, whichever is less	Maximum ratio is the same as for nonresidential uses		
	Dwelling unit, building with 0-30 total units	CC zones*	None		17C.400	<i>Interim ordinance features minimal (very progressive) parking provisions</i>
	Dwelling unit, building with 31-40 total units	CC zones*	0.2 per unit		17C.400	
	Dwelling unit, building with 41-50 total units	CC zones*	0.25 per unit		17C.400	
Dwelling unit, building with 51+ total units	CC zones*	0.31 per unit		17C.400		
Commercial	Any non-residential uses	CC1, CC2, CC3	1 per 1,000 gross sq. ft.	1 per 250 sq. ft.	17C.230.120	<i>The 1 space per 1,000sf standard is very minimal and progressive</i>

Commented [TK20]: We just passed a new bicycle parking ORD, should we be discussing that here as well? Can provide the code as passed if so.

Commented [BV21]: These look fine. They are unlikely to be a deterrent to development. I would expect developers in the CC to be building at ratios of .5 to 1.25 per unit based on their assessment of market demand.

Commented [BV22]: Requirements for restaurants, bars; retail, services, ... are too high. Potential changes: No parking requirements for first 5,000 SF or 7,500 SF. On-street parking counts towards requirement. Thereafter, 1 space per 500 or 1,000 SF (Many cities are now eliminating minimum parking requirements: <https://www.strongtowns.org/journal/2023/1/12/5-cities-that-repealed-parking-minimums-in-2022> <https://www.sightline.org/2022/07/22/oregon-just-slashed-parking-mandates-5-things-that-might-happen-next/>)

Commented [TK23R22]: We also allow up to 25% of the vehicle parking be replaced with bicycle parking.

Category	Specific Use	Specific Zone	Min. Parking	Max. Parking	SMC	Comments
	Any non-residential uses	CC4	1 per 500 gross sq. ft.	1 per 250 sq. ft.	17C.230.120	<i>already. There is current consideration of removing all parking minimums for those areas within ¼ mile BRT stations. Given how low the current standards are, that's not that huge of a change.</i>
	Any non-residential uses	CA1, CA2, CA3	1 per 500 gross sq. ft.	1 per 250 sf (applies to surface lots only)	17C.123.040	

Design Standards and Guidelines

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

Table 5: Design Standards and Guidelines and Comments.

Topic	Standard	Comments
Buildings along street	<p>New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades.</p> <p>Buildings placed along sidewalks shall have windows and doors facing the street (see “Façade Transparency” and “Prominent Entrances”) and shall incorporate other architectural features (see “Ground Level Details” and “Treatment of Blank Walls”).</p>	<p><i>Provision applies to all streets equally – perhaps it should depend on the type of street. [For streets envisioned to be a traditional “main street” with storefronts, 30% won’t achieve that vision.] Staff noted that the TOD Framework Study proposed 70% coverage.</i></p> <p><i>[Later standards require 50% transparency for buildings within 20’ of the street] – which sounds reasonable. But consider exceptions for secondary streets that perhaps shouldn’t have to apply to strict standards. Perhaps they can have more shallow setbacks, and landscaping to treat any blank walls.</i></p> <p><i>Also, standards should also address minimum ground floor to ceiling heights, particularly for those requiring or aspiring to be filled with active ground floor uses. 15’ is a common current minimum requirement for storefront type block frontages.</i></p>
Buildings along	Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping,	

Commented [CQ24]: Agreed -- TOD Framework Study proposed 70% coverage --- pg. 30/Fig. 13: <https://static.spokanecity.org/documents/projects/transit-oriented-development-study/tod-framework-study-appendix-a-2-regulatory-approach-memo.pdf>

Commented [CQ25]: Related recommendations on page 33 consider adding a minimum ground-floor height requirement: <https://static.spokanecity.org/documents/projects/transit-oriented-development-study/tod-framework-study-appendix-a-2-regulatory-approach-memo.pdf>

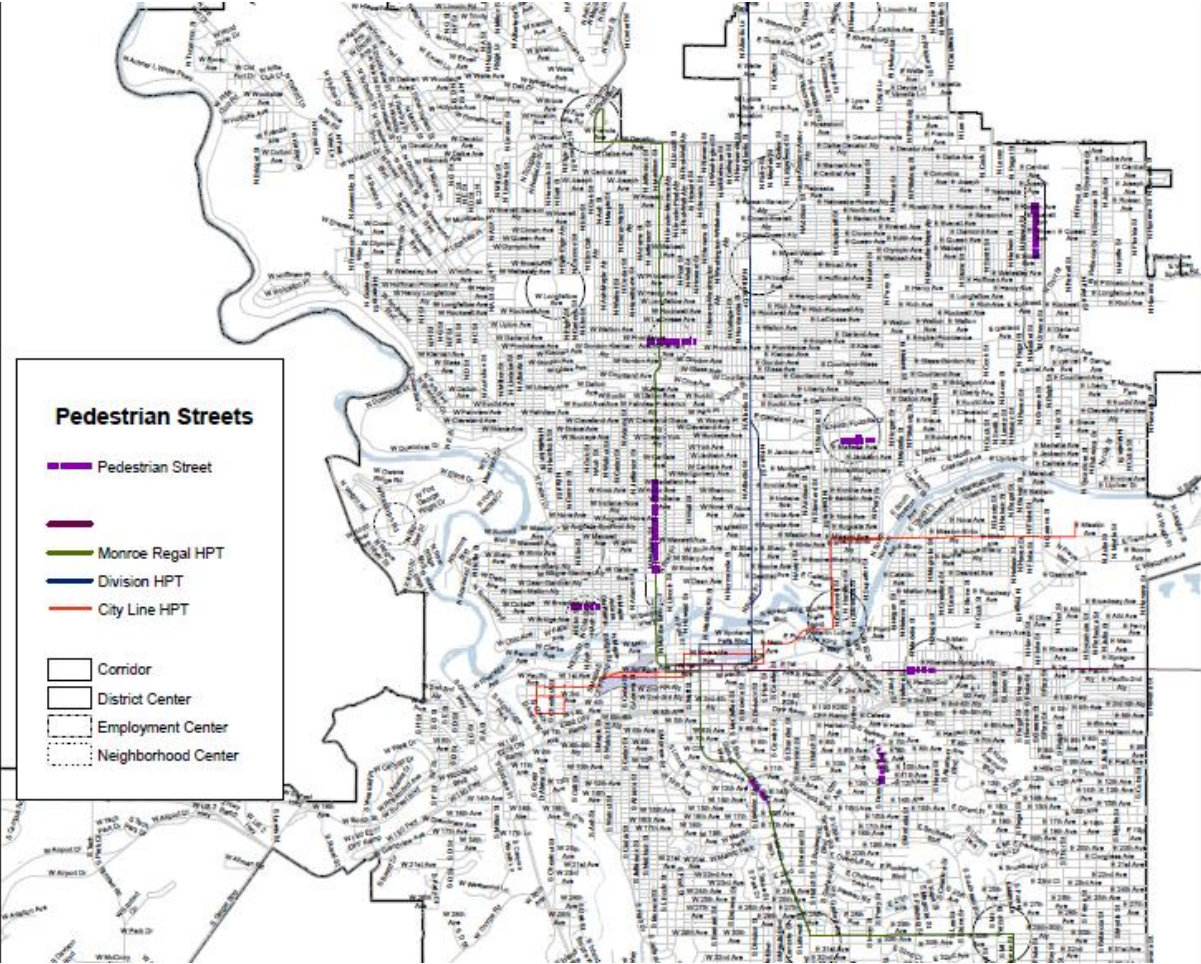
Topic	Standard	Comments
intersection corners	clear view triangles (for traffic safety) and prominent entrances are acceptable.	
Sidewalk encroachment	Temporary sidewalk encroachments are allowed. Café seating, planters, ramps, stairs, and sandwich board signs which are located on the sidewalk shall be located in such a manner as to leave a pathway at least six feet wide that is free of obstructions.	<i>Reasonable, except that there may be streets (perhaps BRT station areas or pedestrian designated streets) where 8' might be the minimum obstruction-free area.</i>
Curb cut limitations	A curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24 feet in width.	
Pedestrian connections in parking lots	Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided: Between all public right-of-way and building entrances and Between parking lots and building entrances.	<i>Examine how this provision is working with recent developments and whether more details or adjustments are needed.</i>
Drive-through lanes	Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.	<i>As noted above, there may be streets or zones (such as in BRT station areas) where exterior drive-through lanes shouldn't be allowed at all. On the other hand, for some auto-oriented centers, there may be street frontages where a drive-through lane between the street and building might be acceptable?</i>
Treatment of blank walls	Walls or portions of walls where windows are not provided shall have architectural treatment wherever they face adjacent streets or adjacent residential areas (see guidelines for Façade Transparency). At least four of elements from a list shall be incorporated into these walls:	<i>The good examples shown in the document would not be great, if those facades fronted directly on the street.</i>
Façade transparency	In residential, commercial, or mixed-use, a minimum of 15% of any ground floor façade* that is visible from and fronting on any abutting street shall be comprised of windows with clear, "vision" glass allowing views into the interior.	<i>15% is a reasonable base standard – even for residential.</i>
	A minimum of 30% of any ground floor commercial or mixed-use building façade* that is visible from, fronting on, and located within 60 feet of an arterial or pedestrian street shall be comprised of windows with clear, "vision" glass allowing views into the interior. Display windows may be used to meet half of	<i>Suggest that a more fine-grained approach where there are 3-4 different street/block frontage designations.</i>

Topic	Standard	Comments
	this requirement.	
	A minimum of 50% of any ground floor commercial or mixed-use building façade* that is visible from and located within 20 feet of an arterial or pedestrian street shall be comprised of windows with clear, “vision” glass allowing views into the interior. Display windows may be used to meet half of this requirement	
Materials	Street level exterior facades, up to 10 feet above the level of the adjacent sidewalk, walkway or ground level that face public streets or sidewalks, should be clad in durable materials compatible with an urban context, including materials such as stone, tile, metal, masonry, concrete, manufactured cement products, and/or glass.	
	Exterior Insulating Finish Systems (EIFS) and lapped siding products generally do not comply with the intent of the City’s design standards and guidelines and are not allowed on ground floor exterior walls that face public streets or sidewalks.	
Massing	Buildings shall have a distinct “base” at the ground level, using articulation and high-quality materials as noted in the Materials section.	
	The “top” of the building shall be treated with a distinct outline that adds variation through varying heights, steps, or depths. See Roof Form section.	
	New structures shall incorporate vertical and horizontal modulations to develop distinctive architectural volumes, break monotonous volumes, and create fine-grain character in scale with adjacent neighborhood character.	
Pedestrian Street Provisions		
Parking lot location	Parking lots shall not be located between a building and a Pedestrian Street.	<p><i>This base standard may work OK in most cases, but consider a more strict standard for those streets where you might have higher aspirations. Some options from most to least restriction:</i></p> <ol style="list-style-type: none"> <i>1. Ground level parking adjacent to the street is prohibited. Access to garages or surface parking lots are allowed only when there's no other feasible option, as determined by the Director.</i>

Topic	Standard	Comments
		<p>2. Ground level parking adjacent to the street is limited to the side of buildings and may occupy no more than 60' of the lot's frontage.</p> <p>3. Ground level parking adjacent to the street is limited to no more than 50% of the lot's frontage.</p>
Curb cuts	Curb cuts shall not be located along a designated Pedestrian Street.	Yes, clear enough.
Streetscape elements	Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City.	<p>It would be useful to hear from staff as to how this standard is working.</p> <p>Otherwise, assume that we might want to refine this to be more specific, prescriptive.</p>
Building entrances	The primary entrance to the building shall be visible from and fronting on a Pedestrian Street.	Yes, clear enough.
Maximum setback	Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk (see Setbacks section of Land Use Code for Centers and Corridors), except for a setback up to 10 ft. for the purpose of providing a publicly accessible "plaza," "courtyard," or recessed entrance.	Good, except that I wouldn't want to limit the width of plaza as long as that plaza met some minimum standards.
Ground level details	Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements:	<p>Again, it would be useful to hear from staff as to how this standard is working. MAKERS uses a similar list where by at least one item is required from three different details lists – each include "other" options, as there's so many additional ideas that can be used.</p> <p>Very curious about the inclusion of residential buildings and how that has turned out?</p>
Pedestrian-oriented signs	Signs shall be oriented to pedestrians, rather than people in vehicles.	Good starting point. Sign lighting is an important topic – we've prohibited backlit signs as well as video signs on most pedestrian-oriented streets in other communities.
Sign integration	The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program	Good.

Topic	Standard	Comments
with architecture	that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design.	
Creative graphic sign design	Various “guidelines” encouraging signs highly graphic in form, expressive, and individualized.	<i>Good, except such encouraged components may no longer be appropriate in objective standards integrated into SMC.</i>
Unique landmark signs	New landmark signs should correspond to the location, setting and type of businesses, and shall be approved by the Planning Director.	<i>Good – but very challenging language if we’re trying to be objective. Perhaps this can be address in approach to design departures/alternative compliance provisions.</i>
Ground signs	Pole signs shall be prohibited. All freestanding signs shall be ground signs no higher than 5 feet total. The base of any ground sign shall be planted with shrubs and seasonal flowers.	<i>Good – but on such pedestrian-oriented streets there’s an argument that no ground signs be permitted at all - they should be on the building. At least for a more intensive typology of pedestrian street where no parking at all is allowed adjacent to the street.</i>



Figure 1. Pedestrian-designated streets.





Design Performance




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




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



Name	Is there a ped street designation?	Building location & orientation	Connectivity	Comments
DISTRICT CENTERS				
1. 57th & Regal 	No	Extremely internal/parking lot oriented	Abysmal	<i>Outside of Spokane city limits. Far from achieving even modest "center" criteria.</i> <i>City's CC2-DC zone appears to be spoken for with a large new garden apartment complex.</i> <i>Like other areas, the key long term planning/regulatory issues involve streetscape/connectivity plans, block frontages approach, and public infrastructure/amenities.</i>
2. Five Mile 	No	Parking lot orientation	Moderate connectivity, with barriers created by topography, large buildings and parking lots, and heavy-traffic arterial	<i>Doesn't seem well-positioned for re-development at this time. Key design issues are still similar to many other centers, including streetscape/sidewalk and connectivity plans, block frontage approach, and public infrastructure/amenities.</i> <i>Staff confirmed that the large vacant site(s) east of Maple is a city-owned parcel for stormwater runoff from neighboring parcels and Francis Ave.</i>




Commented [BB26]: This has evolved from evaluating performance with respect to implementation of the design standards – to more of a “Design Performance” assessment – assessing the general building location/orientation pattern (basically – it’s ped vs auto orientation) and the quality of the center’s internal and external connectivity – which is perhaps the biggest gap in the current design standards and guidelines.

Name	Is there a ped street designation?	Building location & orientation	Connectivity	Comments
3. Lincoln Heights 	No - though there are legacy storefront buildings on 29 th , but scary narrow sidewalks thanks to the brutal four-lane roadway shoehorned into space.	A mix of street-oriented and parking-lot oriented buildings, with several large, deep commercial parking lots.	Decent connectivity on the large scale, but the disjointed grid and suburban superblock structure result in a poor pedestrian environment. Connections to the north blocked by topography and large parcels.	<p><i>Great potential for redevelopment on multiple blocks, based on underutilized auto-oriented development patterns. Lots of CC2 zoning currently – the 70' height feels appropriate, but with redevelopment and some momentum, 7-stories and 85-90' heights aren't 20-year impossibilities either.</i></p> <p><i>Key community design issues:</i></p> <ul style="list-style-type: none"> <i>Streetscape Plan – ROW plan for the key streets – particularly sidewalk widths – and conceptual plans for new streets/through-block connections</i> <i>Perhaps the Terrace Garden site (now zoned RMF) should be part of CC2 zone considering the very low density, disjointed relationship with area, and taking the long view?</i> <i>The Center needs a “center”. As in an urban park or plaza that redevelopment could be oriented around. Could happen on at least four blocks depending on owner and city's willingness to partner/be opportunistic.</i> <i>Block frontage approach. Suggest going as far as possible with recommendations in this effort (re creating designations) but letting future NH/subarea planning refine.</i>
4. Manito Shopping Center 	No	A mix of street-oriented and parking-lot oriented buildings.	Moderate connectivity, but with few north-south connections due to shopping center and middle school complex. Decent transit service.	<p><i>Seems to have a lot of potential, but wide arterial with no north-south alternative streets is a challenge. Both Grand Blvd and 29th have ADT's that make a road diet possible. Otherwise, the community design issues are similar to Lincoln Heights, but on a smaller scale:</i></p> <ul style="list-style-type: none"> <i>Streetscape Plan – ROW plan + new streets/through-block connections.</i> <i>Block frontage approach. The best long term “main street” option is probably along E 30th Ave route if and when the shopping center redevelops.</i>



Name	Is there a ped street designation?	Building location & orientation	Connectivity	Comments
5. North Town 	No	Internal/parking lot orientation. The street edges of the mall are particularly brutal from a community design standpoint. The context is even worse with closed big box retailers along parts of the perimeter.	Good transit service, good walkability on nearby streets, good walkability within Northtown mall, but parking lots and heavy-traffic arterial are major barriers.	<p><i>Good potential for housing on some of the peripheral sites. There is almost no (!) multifamily currently. GC zoning allows but arguably does not encourage mixed use development, and RMF allows only very low-density. Much of the area abutting the mall is RSF.</i></p> <p><i>Key community design issues moving forward:</i></p> <ul style="list-style-type: none"> <i>Streetscape Plan – particularly sidewalk widths. New streets/ through-block connections seem less realistic in the planning horizon given mall form/infrastructure.</i> <i>Block frontage approach – the Division frontage is most critical and good minimum standards should be a high priority. The south and east frontages are rough (hopeless) with the large parking garages.</i>
6. Shadle 	No.	Standard suburban auto-oriented shopping center with a few smaller pads toward the street and large parking lot.	Parking lots on corner	<p><i>Neighborhood plan emphasizes future infill/redevelopment of shopping center to allow incremental transformation to pedestrian-oriented mixed-use center – with heavy emphasis on gateway improvements and woonerf like internal routes. Agree with plan concepts – just need to be integrated with future zoning/design provisions.</i></p>
7. Southgate 	No	Mostly internal/parking lot orientation, but well designed and includes corner plaza	Few street or internal connections make walking difficult, but transit service and a shared-use path help.	<p><i>The poster-child for contemporary suburban centers. @ the Target development, the smaller scale retail pads by close to the street are well laid out with an attractive plaza at the corner that works well with the adjacent restaurant/dining uses.</i></p> <p><i>Considerable room for improvement on internal connectivity (between developments), however, as each development is designed without any connection to adjacent uses.</i></p> <p><i>The closed down Shopko site is an obvious opportunity for redevelopment. Staff confirmed that there have been conversations with property owners about options for</i></p>




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




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

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

Commented [TK27]: Townhouses are likely an important use type in Neighborhood Centers and Transitional zones, and potentially not for higher intensity Centers?

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

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

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

Commented [CQ28]: This seems more likely to be a location where we might consider allowing more auto-oriented design? Like was mentioned earlier regarding possibly allowing drive-through lanes between the building and the street. Or it just doesn't make sense to be part of the C&C strategy.

Combined Performance

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

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

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

5	4	3	2	1
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Center/ Corridor Name	Market Strength	Urban form/ Sense of place	Walkability/ Connections	Destination strength
1. 57th & Regal	5	1	1	2
2. Five Mile	4	1	2	3
3. Lincoln Heights	3	1	3	3
4. Manito Center	2	1	3	3
5. North Town	1	1	4	4
6. Shadle	1	1	2	3
7. Southgate	1	3	3	3
8. Cannon & Maxwell	1	2	4	2
9. East Sprague	1	4	4	4

Commented [IC29]: Seems low?

Center/ Corridor Name	Market Strength	Urban form/ Sense of place	Walkability/ Connections	Destination strength
10. Holy Family	2	1	4	2
11. North Foothills and Nevada	2	2	3	4
12. North Nevada	2	1	1	1
13. Trent & Hamilton	5	2	3	2
14. Hamilton Corridor	5	2	4	3
15. Market St/Hillyard	1	4	4	3
16. Monroe Corridor	3	3	4	4
17. 14th & Grand	1	1	3	2
18. Garland	4	4	5	4
19. SFCC	4	2	3	2
20. Indian Trail	5	1	2	2
21. Lincoln & Nevada	1	1	1	1
22. South Perry	1	5	4	4
23. West Broadway	1	4	4	1

Supplemental Data

Table 8. Center and Corridor Statistics Reference Table

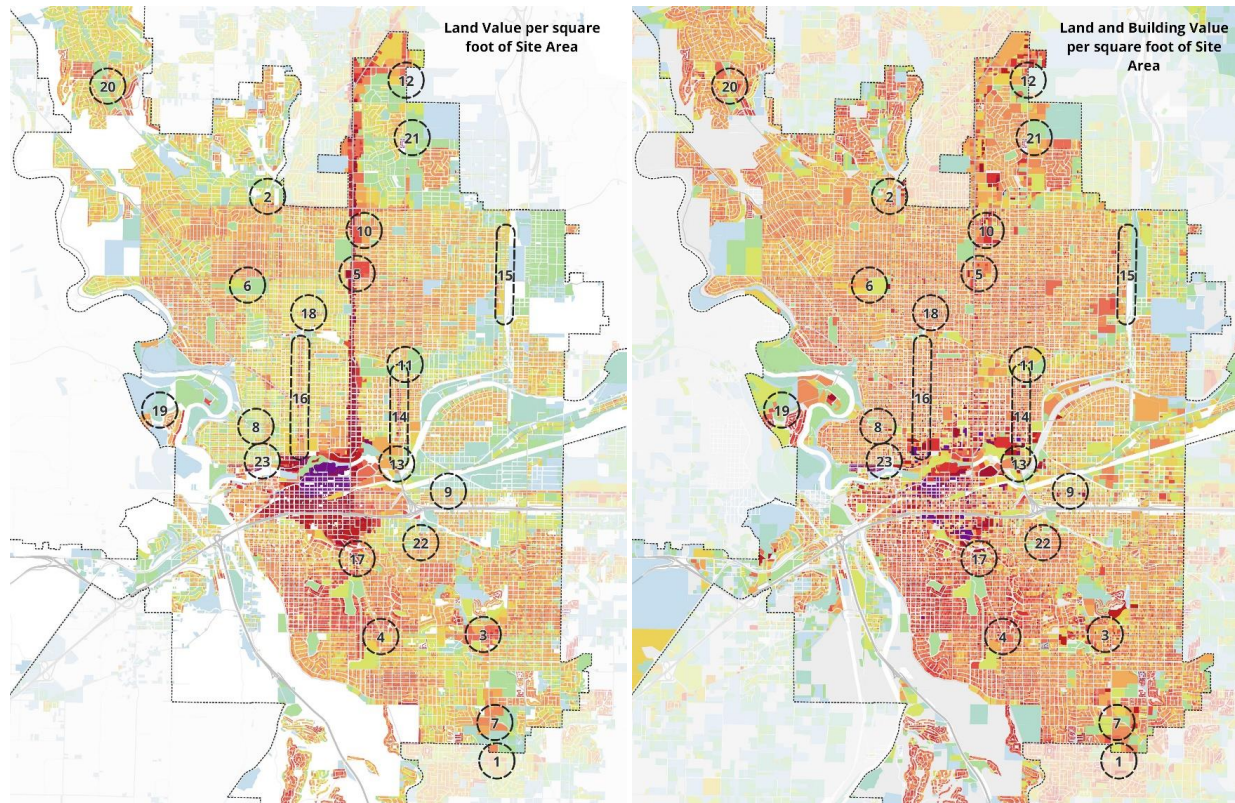
The table below includes some additional statistics that may be helpful in assessing the context of the centers and corridors.

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

Commented [IC30]: I included this for reference for the table above – not sure if this should land here or as an appendix at the end.

Table 9. Land Value Mapping

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



Preliminary Conclusions

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

Typology Conclusions

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

Policy > Regulation Relationship

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

Some of these places are well-positioned for mixed-use redevelopment in some respects, though the combination of land values, construction costs and expectant rents are still not at the levels necessary to make vertical mixed-use development pencil. The existing mix of Center and Corridor zoning, design standards, and pedestrian street designations provide a good starting point, but some strategic adjustments (see Regulatory Changes below) can provide enhanced guidance towards economic and community design objectives for these centers and corridors.

- Contemporary centers like Southgate, Indian Trail, are seeing new development with some community design improvements over the post-war centers noted above, but will likely need the most help in traffic safety improvements such as crosswalks, pedestrian-friendly signal timing, protected bike lanes, shared-use paths, through-block connections, and pedestrian-friendly parking lot design. These areas also likely need support for green stormwater infrastructure, tree planting, heat-reflective roofs to combat heat island effects from large surface parking lots.

Public Infrastructure & Amenities

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

and can result in public infrastructure and amenities that are better integrated with private development and can create spin-off benefits that further revitalize centers.

Regulatory Changes

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

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

- Building height. The increases in the interim housing ordinance are good improvements, but the CC zones should considering going further to help accommodate changes in the building code (which are necessitating greater floor to floor heights) and capture possible trends in construction practices and local real estate market conditions. Example, The CC1 and CC2 zones for District Centers

had a 55' height limit that was increased to 70', which can accommodate a five-story mixed-use building, and possibly a six-story mixed-use building. Increasing the height to 85' or 90', which would accommodate a seven-story mixed-use building, should also be considered.

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

where CC zones bordered residential zones, and that the interim housing ordinance' approach was much more reasonable.

- Design standards.
 - Team members agree that they should be updated and they should be integrated into the code rather than in a freestanding document. This allows for easier access of applicable codes and standards and for convenient cross-referencing.
 - Updates to provide more objective standards over subjective standards, inline with recent State legislation to increase predictability for development review.
 - Review and update current code and design provisions that allow for alternative compliance. Consider offering compliance alternative options for some, but not all design standards, and clarify approval criteria for such options.
- Block frontages. We suggest building on the current system of Pedestrian designated streets by creating a tiered system to help reinforce and implement current and desired community design contexts/goals.
 - For example, the most strict designation requires storefronts at the back edge of sidewalks, with minimum floor to ceiling heights, a minimum storefront depth, required ground floor commercial uses (except lobbies for upstairs residential uses), and no parking or driveways adjacent to the street.
 - The next tier might be closer to the City's current pedestrian street provisions, which allow a little more design and use flexibility.
 - At least two other tiers should be considered, including a standard tier that balances some flexibility with a desire for centers to become more pedestrian-oriented over time. Another tier would allow greater flexibility on parking lot locations (these might be side street or some arterials where it's found to be infeasible or unrealistic to force pedestrian-oriented designs.
- Internal connectivity. In addition to street connectivity, providing good internal connectivity (pedestrian at a minimum, but ideally vehicular too) within the site and between sites (notably when lots are more than 120' deep) can be essential to create a truly pedestrian-friendly and dynamic center. Design standards should

address the frequency of such connections, the design of such connections, and the design of development frontages facing those connections, to best ensure that those connections are inviting and contribute to the character and function of a center.

- For conclusions on other site and building design standards, see comments in Table 5 above. Special topics that warrant attention and updates:
 - Integrating minimum useable open space for residential uses.
 - Integrating façade articulation standards.