

CITY OF SPOKANE

CENTERS & CORRIDORS STUDY



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GROUP**

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Spokane Centers and Corridors Study

Executive Summary

This memo evaluates the City of Spokane's Centers and Corridors framework and recommends changes to the role centers play in the City's land use policy and regulatory structure, including changes to Comprehensive Plan policies, zoning and design standards in the interest of better achieving the City's goals for amenity-rich, walkable, mixed-use centers. These changes will affect how Centers and Corridors are designated, types of Center and Corridor designations, policy guidance for public investment in Centers and Corridors, and the rules that govern building in Centers and Corridors. It is accompanied by a market study appendix analyzing development potential in Center and Corridor areas in general and identifying regulations that create barriers to development.

Important policy recommendations include:

- Eliminating the Employment Center designation and folding those Centers into other Center typologies (page 14).
- Clearly designating implementing zones for each of the Centers and Corridors typologies (see pages 26-31).
- Updating how Centers and Corridors land use designations are mapped (page 32).

A key regulatory change is the introduction of a new family of **mixed-use zones** (see page 42) to replace the existing Center and Corridor zones:

- **MU-TOD**: emphasizes uses that support walking activity and high-intensity development, to be applied near high-capacity transit stops.
- **MU-1**: the "base" mixed-use zone that allows a broad mix of uses and high-intensity development, intended primarily for District Centers and Corridors.
- **MU-2**: oriented towards a narrower range of walking-friendly uses and moderate-scale development, intended primarily for Neighborhood Centers and Mini-Centers
- **MU-3**: oriented towards smaller-scale development, intended for peripheral areas at the end of centers. This is intended to replace both the CC4 and NMU zones.

Other notable regulatory proposals include increased height limits (page 46), relaxation of zone edge transition standards, maximum block length/through-block connection standards (page 52), and updates to block frontage standards (provisions for Pedestrian-designated streets and other block frontages, page 57).

Short- and Long-term recommendations

In spring of 2024, staff developed interim updates to Center and Corridor zones to implement recommendations of the South Logan Transit Oriented Development (TOD) Subarea Plan and EIS. These updates build on expiring interim Center and Corridor zoning passed as part of the Building Opportunities and Choices for All (BOCA) Initiative. The new short-term interim updates will provide a bridge to long-term changes to the Center and Corridor designation/zoning scheme included in the 2026 Comprehensive Plan update.

Height

Short-term: Update height limits to 55' and 75' for Neighborhood Centers and District Centers respectively.

Long-term: Allow 90-150' heights in MU-TOD, 75-150' in MU-1, 55-75' in MU-2, and 40' in MU-3 zones.

Transitions

Short and long-term: Update transition standards to allow 40' outright and allow an additional 2' height for each 1' (60°) from the adjacent Residential zone property line.

Parking

Short- and long-term: Remove parking requirements from CC/MU zones.

Floor Area Ratio (FAR)

Short-term: Reduce minimum FAR to 0.5 for District Centers and 1.0 for Employment Centers.

Long-term: Maintain minimum FAR of 1.0 for MU-TOD zone only.

Drive-Throughs

Short-term: Prohibit new drive-throughs in CC1 zone.

Long-term: Prohibit new drive-throughs in all MU zones on pedestrian streets and in the MU-TOD and MU-3 zones, and limit drive-through placement in MU-2 zone.

Centers and Corridors Analysis

The process of getting to policy and regulatory recommendations included an in-depth analysis of the Centers and Corridors planning, policy, physical, development, and regulatory findings by a consultant team led by MAKERS architecture and urban design. This included an assessment of the:

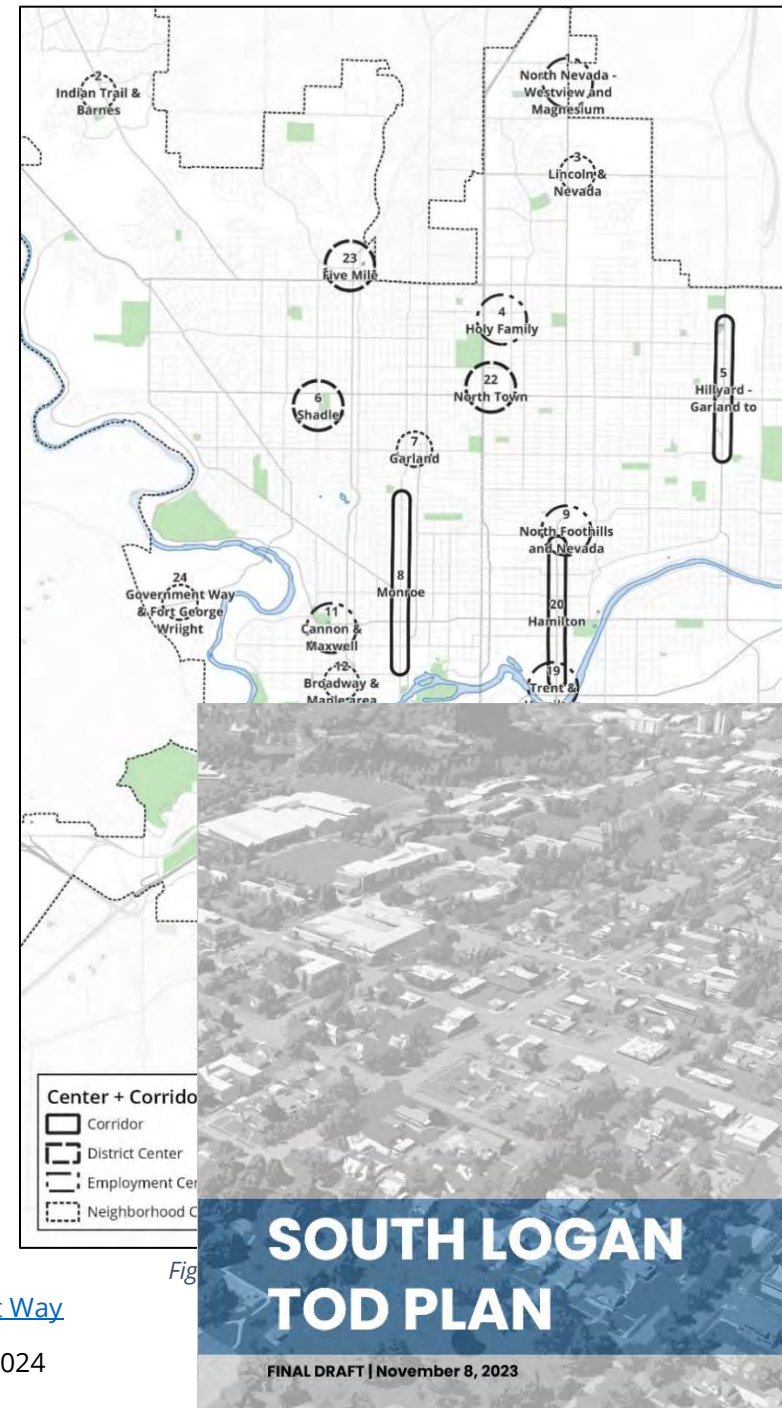
- Planning history of the Centers and Corridors.
- Policy framework, including an examination of the Centers and Corridors concept, individual goals and policies, applicable land use designations, and the mapping of those designations.
- Physical and regulatory conditions in each of the Centers and Corridors. This included the land use development context (land uses, built form and conditions, and recent development activity), transportation and public infrastructure context (including the street grid, traffic levels, transit access, streetscape conditions, and the presence of public facilities, open space, and amenities), and applicable land use designations and zoning.
- Centers and Corridors typologies plus related land use designations.

Planning Context

The City has prepared several neighborhood and subarea plans addressing specific policy recommendations for designated Centers and Corridors. Plans and studies for the following Centers and Corridors inform policy conversation and set the stage for an overall look at how comprehensive plan policy may adapt to achieve mixed-use development objectives.

- [Hamilton Corridor](#)
- [Shadle District Center](#)
- [Lincoln Heights District Center](#)
- [Whistalks Way \(formerly Fort George Wright Drive\) and Government Way](#)

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Fig

Figure 2. South Logan subarea plan cover

- [Neighborhood Center](#)
- [North Monroe Corridor](#)
- [South Logan TOD Project](#)
- [Grand Boulevard Transportation and Land use Study](#)
- [Emerson Garfield Neighborhood Plan](#)
- [North Hill Neighborhood Action Plan including the Garland Neighborhood Center](#)

In addition, the City and partner agencies have conducted planning for broader areas that include both Centers and Corridors as well as areas not designated as a Center or Corridor in the Comprehensive Plan:

- North Bank via the [Downtown Plan Update](#)
- [South University District Subarea Plan](#)
- South Hill neighborhood connectivity ([Connectivity and Livability Strategic Plan, South Hill Coalition 2014](#)) including Southgate District Center, Lincoln Heights District Center, Grand Boulevard – 12th to 14th Neighborhood Center, South Perry Neighborhood Center, and Grand District Center
- City Line BRT corridor via the [TOD Framework Study](#)
- Division BRT via the [DivisionConnects Phase 2 Vision and Implementation Strategy](#), including the North Town District Center and Holy Family Employment Center
- [East Central Neighborhood Plan Update](#) including the East Sprague Employment Center
- [West Central Neighborhood Action Plan](#) including the West Broadway Neighborhood Center and the Maxwell and Elm Employment Center
- The City's neighborhood and subarea planning efforts have demonstrated different areas have different needs and opportunities. For example, the DivisionConnects, Phase 2 study proposed the classification of mixed-use center types by the classifications of the streets serving them and the type of BRT station proposed to be located there. The North Bank concepts in the Downtown Plan Update and South University District plans envision an urban landscape investing heavily in walking and rolling infrastructure and focusing less on accommodating vehicles. Both the West Hills and Shadle Park planning efforts emphasize access to transit, while suggesting minimal changes to retrofit the existing, auto-centric design of the transportation system. These planning processes inform new policy suggestions recommending a practical approach to achieving mixed-use



development while acknowledging the context variability between various Centers and Corridors.

Despite these area-by-area differences, the City's various plans and studies all agree on achieving six objectives, regardless of the Center or Corridor's setting:

- **Connectivity**, where street, sidewalk, and trail connections to and through the mixed-use centers are emphasized, both to improve access for all modes of travel and to impose a sense of more intimate scale to larger centers.
- **Residential infill**, where increases in residential density within and surrounding mixed-use centers facilitates walking and rolling access to retail and services within the center and creates a transition to low intensity residential neighborhoods nearby.
- **Public realm improvements**, where streets, drives, parks, and plazas are treated to create environments attractive to pedestrians, motorists, cyclists, people using mobility aids, business owners, residents, and others who will fuel development demand adjoining the public realm consistent with overarching land use strategies.
- **Speed reduction**, slowing vehicular traffic in mixed-use areas, and more closely balancing design priority between people walking, bicycling, rolling or driving.
- **Pedestrian safety**, emphasizing the importance of street crossings and vehicular separation between walking and rolling travelers and those in cars or moving freight.
- **Edge permeability**, where the distinction between what is the mixed-use center and what is a residential neighborhood is somewhat blurred, encouraging convenient walking and rolling to, through, and between mixed-use centers.
- **Transit access**, facilitating and encouraging access to STA's BRT or high-capacity network and supporting a more compact mixed-use center development design less reliant on parking.

Development Eras

One of the key factors that determines opportunities and challenges in different Centers is development era. There are three general categories with some broad similarities in conditions:



- **Pre-war main-street Centers**, like South Perry, Grand Boulevard, or Garland, will likely need help with building retrofits and renovations, infill-friendly regulation (limited or no parking requirements and setbacks), and, where appropriate, parcel consolidation. 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 traditional Centers and Corridors.
- **Post-war Centers**, like Manito, North Town, Shadle, and Five Mile have aging buildings and infrastructure, and environments hostile to walking, bicycling, and rolling. Some of these places are well-positioned for mixed-use redevelopment in some respects, though 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 CC zoning, design standards, and pedestrian street designations provide a good starting point, but some strategic adjustments (see Regulatory Changes below) can provide enhanced guidance toward economic and community design objectives for these Centers and Corridors.
- **Contemporary Centers**, like Southgate and Indian Trail, are seeing new development with some community design improvements over the post-war Centers noted above. They will likely need help in traffic safety improvements such as crosswalks, signal timing that is friendly to people walking and bicycling, protected bike lanes, shared-use paths, through-block connections, and parking lot design that supports people walking, bicycling, and rolling. These areas also likely need support for green stormwater infrastructure, tree planting, and heat-reflective roofs to combat heat island effects.

Proposed zoning and design guidance, particularly related to land use, building height, connectivity requirements, and walking and rolling facilities will need to be sensitive to these different typologies in the community's existing Centers, allowing some flexibility in the application of the rules to facilitate incremental change or wholesale transformation. The Neighborhood Center and District Center designations may still apply, but zoning – and complementary investment in the public realm – will be key to encouraging the development of a compact, mixed-use form.

Policy Gaps and Issues

When conceived, the City attempted to implement Centers and Corridors land use designations through a series of zoning districts, generally applied to existing commercially zoned land and subsequently appended to support attributes that are more friendly to people walking and rolling. The concept of Centers and Corridors is somewhat abstract, with fuzzy edges that may or may not conform to the implementing zones.

This application of policy and zoning has resulted in some gaps between City wishes to achieve and the policy put in place to achieve it. Current policy may not reflect the land use diversity existing in Centers and Corridors, the appropriateness of the expectations for development, the size of Centers, the treatment of land just outside of center boundaries, the requirement to prepare subarea plans, the relevance of “Employment Centers,” the treatment of “non-center” mixed-use areas, and the relationship between street design and mixed-use Centers and Corridors.

Diversity of Development Conditions

Center and Corridor designations are applied in a wide range of conditions. As a result, zoning and design standards struggle to account for all situations and development contexts. The Comprehensive Plan also applies similar expectations for lively walkable, mixed-use spaces, regardless of the area’s existing or potential development patterns.

Conditions within individual Centers and Corridors also vary. Land use goals may not apply to all areas of a Center or Corridor. For example, not all areas of a Center or Corridor may be appropriate for prioritizing storefronts oriented toward people walking, and there is little policy guidance currently on where to concentrate certain types of activities.

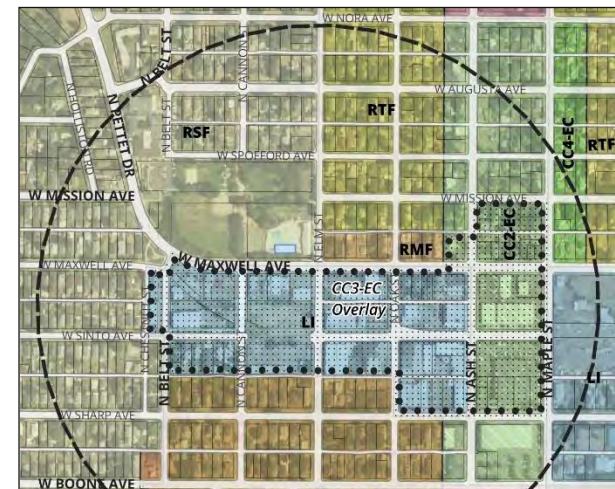
Unrealistic Development Expectations

Centers and Corridors policy expectations may overstate the market’s likely development response, with existing development patterns or transportation facilities inducing development differing from policy intent. For example, while policy may anticipate mid-or high-rise mixed-use development, the real estate economics may only support single-use multi-family or strip-style commercial development.



Figure 5. Policy, development regulations, and market conditions must align to see desired outcomes realized.





Undesignated Centers and Use Mix in Other Areas

The Plan's existing policy anticipated mixing of uses in the designated Centers and Corridors as well as areas not currently designated, such as Neighborhood Mini-Centers and General Commercial segments along Division Street.

There are areas in the city, such as segments of Division Street, which may qualify as Centers or Corridors due to planned public investments, but which are not included as such. Current zoning in these areas may perpetuate development conditions in conflict with the Centers and Corridors concept.

Streets and Public Infrastructure

Many centers lack a connected street system, hindering all mobility options including walking, bicycling, rolling, and vehicular movement. This is most prevalent in post-war and contemporary centers. The design of existing streets in these Centers, including heavy, fast-moving traffic, no on-street parking, narrow sidewalk widths, and limited street trees. These factors significantly reduce the attractiveness of sites in these Centers for mixed-use development oriented toward people walking.

Policy guidance now exists to create a more Center and Corridor type of environment, even though its implementation may not always result in the ideal streetscape. Policies TR-2, TR-3, and TR-6 establish connectivity provisions to enhance walking, rolling, and vehicular connections between sites and uses within Centers and Corridors, both in new development and redevelopment contexts. What now is needed is a clear vehicle to link policy direction to implementation.

This may include identifying specific and conceptual connections within Centers and Corridors or providing for maximum block lengths between public streets and between public streets and private through-block connections. This need not be expressed as lines on a map. It can be built into policy and zoning, ensuring project designs and street improvement plans enhance the public realm in ways compatible with mixed-use, compact forms.

Typology Findings

While the Comprehensive Plan land use typologies are frequently mismatched with the zoning code, with land use map designations that may not align precisely with implementing zones, the fundamental distinction between Center types and Corridors still has value. The framework can be improved, however, by respecting typological distinctions and their essentially different functional expectations or physical characteristics.

District and Neighborhood Centers

These designations, if mapped differently, work well. They establish a clear concept calling for the integration of mixed uses or the transformation of potential development sites to create a more compact, dynamic, walkable, and transit-oriented space. They differentiate scale and intensity, an appropriate policy distinction to confirm compatibility with surrounding uses and define transportation facility and public service needs. But they should be applied more broadly, encompassing other potentially mixed-use areas. Some areas now with downtown or general commercial zones might qualify for inclusion here.



Figure 8. Examples of typical Centers: left, Southgate; right, South Perry.

Corridors

The Corridor designation is intuitive. It communicates a linear, mixed-use environment, with storefronts along an arterial street, on-street parking, lower traffic speeds, and easy pedestrian access, all set in a relatively narrow strip of intensity. This designation seems to work well, but it may also need to be applied more broadly, wherever this development type is sought. It implies specific physical components, though, and places designated as Corridors may also rely on significant retrofitting of the public realm and arterial streets to accomplish overall development objectives – a serious policy consideration when selecting areas for Corridor designation. East Sprague, Market Street, and North Monroe are examples of this type of arterial transformation and are consistent with proposed policy and discussion revisions to Policy LU 3.2.



Figure 9. Monroe, an example of a typical Corridor.

Employment Centers

The vagueness and inconsistent application of Employment Centers indicates limited value as a land use designation. There are six of them in Spokane, and a different designation applied to each may serve them just as well and alleviate confusion about what to expect and how to zone them. This report recommends removing Employment Center as a designation, and redesignating each of the existing Employment Centers as outlined below.

Redesignation Recommendations for Existing Employment Centers

- Cannon & Maxwell** – This Employment Center is unique as a small, legacy site close to Spokane’s first-ring suburbs. Its existing light industrial zoning also has a mixed-use overlay. It can be reclassified as a Neighborhood Center, adjusting the boundary to incorporate the Oak and Ash intersection with Maxwell. Removing the Employment Center designation and retaining the LI zoning in the rest of the area accommodates additional remaining development potential. The park and pool across the street serve as a great amenity.
- East Sprague/Sprague & Napa** – Given the industrial land to the north and freeway impacted land to the south, this stretch is functioning more like a Corridor. While there are industrial jobs in the vicinity, the entire landscape north of Sprague is industrial, making this site less distinct as an Employment Center. The designation is also less important now that the Altamont industrial sites are developed. Redesignating this as a Corridor would better match the function of East Sprague and clarify development expectations.
- Holy Family** – Set along the Division Street corridor, this Employment Center designation may be better served as another type of Center evolving as part of the emerging BRT vision. Alternatively, the Center designation can be removed, allowing a Neighborhood or District Center designation to take its place.
- North Foothills and Nevada** – The benefit of having this area designated as a Center of any type is unclear. However, now that the developed form of the district is taking shape, it may make sense to designate it as a Neighborhood Center to reflect recent housing development and retain a



Figure 10. Designated Employment Centers as of June 2024.

portion of the area for industrial and institutional uses.

- **North Nevada** – This area appears to have little potential to emerge as a Center as envisioned in the Comprehensive Plan. Creation of a Center – possibly a District Center – would require close collaboration with the County to encourage a transformation of land use and reconfiguration of the transportation network to be compatible with either industrial or mixed-use center type development.
- **Trent & Hamilton** – This area is a portion of the northern University District, partially served by the new City Line BRT. It is also part of the study area for the South Logan TOD plan, examining how the space may transform as a result of the new BRT line and increasing development pressure associated with the universities and planned housing. It is recommended to transition to a District Center.

Mini-Centers and Neighborhood Retail

These areas are both currently zoned as Neighborhood Retail (NR) – with 35' height limit and allowing single-purpose residential. Their neighborhood context and mixed-use pattern align with a smaller vision of the Neighborhood Center concept. If the Centers and Corridors approach applies to Mini-Centers and Neighborhood Retail, the Neighborhood Center designation should be scalable to apply to mixed-use development smaller than one acre or single street corner parcels.



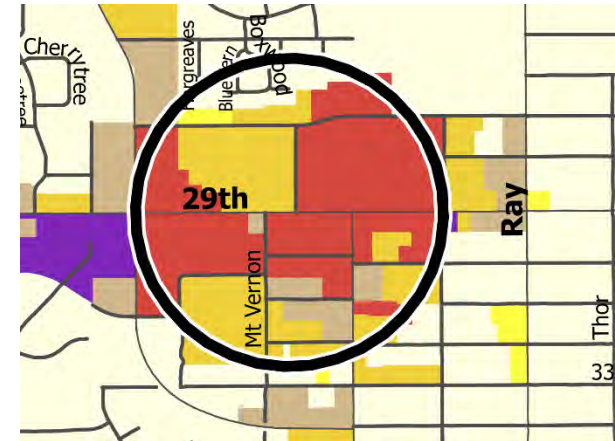
Figure 11. Wisconsin Burger near the South Perry Center is a good example of neighborhood-scale retail.

Policy Recommendations

This study offers findings and policy initiatives for a wide spectrum of “Center” types. The suggested policy responses address land use and, to a lesser degree, transportation facility design. Part of the response is to recognize the indefinite edge of Centers and Corridors and allow some flexibility to apply zoning as appropriate to respond to individual Center or Corridor conditions. In today’s zoning context, the incomplete overlap between the Centers and Corridors land use designation and CC zones creates inevitable mismatches and gaps, as well as confusing terminology.

A potential direction is to retain the Centers and Corridors concept but alter the way it is interpreted in policy and applied through zoning. This chapter discusses policy perspectives and proposes a hierarchy of “Mixed-Use” zones. This approach anticipates that individual districts may warrant different zoning designations depending on development economics, market trends, or City goals for Transit-Oriented Development (TOD). This may also allow for a broader application of Mixed-Use designations, bringing into the framework the downtown, sections of the Division Street corridor currently lacking Center designations, and Neighborhood Retail properties.

The Comprehensive Plan’s land use chapter provides ten land use goals, each with several policies intended to guide City initiatives, investment, and response. The proposed policy language here makes surgical revisions, with additional explanation added as necessary to the “discussion” section. These “discussion” paragraphs often introduce quasi-policy statements of their own, noting specific guiding principles, design strategies, or locational conditions which may inform zoning standards or discretionary review criteria. The “Notes” column offers ways in which the discussion may be reconsidered to express policy change intention or to offer ways in which an unchanged policy can be reinterpreted to be more compatible with the findings of this Centers and Corridors study. In some cases, the “Proposed policy” is unchanged, but the discussion accompanying the policy in the existing plan may warrant a new look.



Policy Recommendations Table

Proposed policy text changes are shown in the right column with **additions** and ~~deletions~~ shown as such.

Topic	Existing policies	Notes	Proposed policies
Residential density	<p>LU 1.4: Higher Intensity Residential Areas</p> <p>Direct new higher intensity residential uses to areas in and around Centers and Corridors designated on the Land Use Plan Map and to areas where existing development intensity is already consistent with development of this type</p>	Relies on spatially determined C&C geography and excludes single-family areas from consideration. Also does not define “higher density” to clarify which types or intensities qualify, even in the “discussion” section.	<p>LU 1.4: Higher intensity residential areas</p> <p>Direct new higher intensity residential uses a variety of housing types to areas in and around Centers and Corridors designated on the Land Use Plan Map and to areas where existing development intensity is already consistent with development of this type.</p>
Offices	<p>LU 1.5: Office Uses</p> <p>Direct new office uses to Centers and Corridors designated on the Land Use Plan Map</p>	Somewhat of hollow policy, as the C&C zones are no more permissive of office than other commercial zones. We’ve found that in this environment where there’s been an increase in the amount of remote office work, the best approach to encourage office development is to create a vibrant environment where office workers have access to a mix of services and amenities. Secondly, recommendations promote adaptable ground floor designs that Discussion introduces design suggestions to fine-tune office design and incorporate residential.	<p>LU 1.5: Office uses</p> <p>Foster a walking-oriented environment in Centers and Corridors that encourages the integration of offices with retail, dining, service, and residential uses through use permissions, development standards, and design provisions that emphasize pedestrian-oriented development and strategic public investment.</p> <p>Emphasize adaptable ground floor spaces on key street frontages in Centers and Corridors through tall floor to ceiling heights that can accommodate offices and a wide range of retail and commercial uses.</p>

Topic	Existing policies	Notes	Proposed policies
Small retail	<p>LU 1.6: Neighborhood Retail Use</p> <p>Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map</p>	<p>Cements small neighborhood retail uses of less than two acres in place, permitting no new such development except as infill. Encourages new commercial use to be in C&C spaces. Also, similar to the suggested office policy, emphasizes that in order to successfully encourage neighborhood-scaled retail, it's important to create a good physical and regulatory environment that supports such uses.</p>	<p>LU 1.6: Retail in neighborhoods</p> <p>Encourage the integration of retail, dining, and service uses within a neighborhood context, particularly designated Neighborhood Centers, through use permissions, development standards, and design provisions that emphasize pedestrian-oriented development and strategic public investment.</p> <p><u>Place limitations on the intensity of retail commercial uses in neighborhoods to emphasize uses that serve the neighborhood scale.</u></p>
Neighborhood retail	<p>LU 1.7: Neighborhood Mini-Centers</p> <p>Create a Neighborhood Mini-Center wherever an existing Neighborhood Retail area is larger than two acres</p>	<p>Establishes two- to five-acre commercial development category outside of C&C space, encouraged to integrate residential uses. New mini-centers can be established through neighborhood planning.</p>	<p>No change to policy. An update to the discussion section associated with this policy is recommended, including removing language about establishing new Mini-Center locations through a neighborhood planning process and softening or removing language regarding the separation from other neighborhood-serving businesses by at least one mile.</p>
Small Scale Commercial	N/A	<p>Suggest adding a new policy on this topic that has been generating local and statewide interest lately.</p>	<p>LU 1.X: Corner stores and small scale commercial</p> <p>Allow for the establishment of small-scaled retail commercial uses on corner lots that support daily needs in all residential zones.</p> <p>Establish size limitations and use and design provisions that minimize impacts to adjacent residences.</p>

Topic	Existing policies	Notes	Proposed policies
Commercial	LU 1.8: General commercial uses Direct new General Commercial uses to Centers and Corridors designated on the Land Use Plan Map	There is land in the GC designation not within C&C space. Is this policy hinting at doing away with it? Otherwise, it may invite creating new Corridors to absorb existing GC zoning districts.	LU 1.8: General commercial uses Foster an environment that encourages the integration of general commercial uses with residential and mixed-use development through use permissions, development standards, and design provisions. In Centers & Corridors designated on the Land Use Map, establish permissions, standards and provisions for general commercial uses that emphasize strategic public investment and development oriented toward walking, rolling and active transportation.
Transformation	LU 1.14: Nonconforming uses Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations	Transformation might create nonconforming development, but land uses may still be conforming. Does this policy make the distinction? The discussion may warrant amending to clarify.	No change to policy. Update to discussion needed.
Public spaces	LU 2.1: Public realm features Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment	The discussion relates this to the architecture and siting of private development and not to the character of highways, roads, and streets and the impact they have on what land uses develop alongside them.	No change

Topic	Existing policies	Notes	Proposed policies
Development strategy	<p>LU 3.1: Coordinated and efficient land use</p> <p>Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended</p>	<p>This policy seems to lay a foundation for strategic application of incentives to generate desired development.</p>	<p>No change</p>
Designation	<p>LU 3.2: Centers and Corridors</p> <p>Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused</p>	<p>The policy is brief, with most of the interpretation direction and applicable guidance on standards incorporated in the “discussion.” Not sure how a policy amendment might help clarify, or if changes would only inform how policy is interpreted. This points to a spatial designation and does not help align the Land Use Plan Map circles and ovals to conditions on the ground. The discussion warrants review and revision to capture findings of this analysis.</p>	<p>Combine with LU 3.3 and update discussion(see below).</p> <p>LU 3.2: Centers and Corridors</p> <p>Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused. <u>Designate new Centers or Corridors through the Comprehensive Plan amendment process or other city-approved planning process.</u></p>
Designation	<p>LU 3.2: Centers and Corridors</p> <p>Centers designation discussion.</p>	<p>Discussion section should be updated to provide more flexibility for designation of new centers.</p>	<p>Suggested Centers and Corridors are designated where the potential for Center or Corridor development exists. Final determination is subject to a sub-area planning process <u>or other planning or design process, as appropriate to facilitate Center or Corridor development consistent with Comprehensive Plan policy.</u></p>

Topic	Existing policies	Notes	Proposed policies
Designation	LU 3.2: Centers and Corridors Neighborhood Center discussion.	Discussion section should be updated to emphasize importance of streetscape and street facing development edges. See District and Neighborhood Centers on page 12.	Buildings in the Neighborhood Center are oriented to the street, <u>and street designs are compatible with storefront and residential uses anticipated to locate along street edges, contributing to the quality of the Center experience and serving active transportation needs.</u>
Designation	LU 3.2: Centers and Corridors District Center discussion.	Discussion section should be updated to emphasize importance of streetscape and street facing development edges. See District and Neighborhood Centers on page 12.	As with a Neighborhood Center, new buildings are oriented to the street, <u>and street designs are compatible with storefront and residential uses anticipated to locate along street edges, contributing to the quality of the Center experience and serving active transportation needs.</u>
Designation	LU 3.2: Centers and Corridors Employment Center.	The Employment Centers offer little benefit as a special designation, and their mapping excludes several areas of concentrated employment, like Riverpoint, the South Hill hospital district, and the industrial area near the fairgrounds and rail corridors. It may be time to eliminate the special employment center designation and incorporate those areas into other centers or corridors where they are adjacent or simply use zoning to implement industrial land use designations. See Employment Centers on page 14.	Remove Employment Center designation.

Topic	Existing policies	Notes	Proposed policies
Designation	LU 3.3: Designating Centers and Corridors Designate new Centers or Corridors in appropriate locations on the Land Use Plan Map through a city-approved planning process	This requires an “approved” subarea planning process for the siting of new Centers and Corridors, something which may be expensive. Consider integrating an option outside of the subarea plan process to establish a new Center or Corridor, provided the area meets specified criteria.	Delete policy and integrate with LU 3.2.
Identification, scale, and location	LU 3.4: Planning for Centers and Corridors Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed	This policy appears redundant to LU 3.3. Revision can easily incorporate the essence of LU 3.3. Subarea planning is a complex process to require before land use or zoning changes. See Subarea Planning on page 10.	Delete policy.
Interdependence	LU 3.5: Mix of uses in Centers Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses	Policy language seems appropriate. Table LU 1 assigns land use mix targets which may need revisiting but may not warrant policy action. Housing site area targets for neighborhood centers seems high. Is the omission of “Corridors” intentional?	No change
Form	LU 3.6: Compact residential patterns Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines	Policy appears to mandate design guidelines for small-lot or attached housing types, requiring the City to have them in place in advance of development occurring.	LU 3.6: Compact residential patterns Allow more compact and affordable forms of housing in all neighborhoods, in accordance with design guidelines.
Parking	LU 3.8: Shared parking Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods	Sharing with residential uses may also be appropriate. There may also be opportunities to advocate for having no required parking under certain circumstances.	LU 3.8: Shared parking Encourage shared parking facilities for <u>residential</u> , business, and commercial establishments.

Topic	Existing policies	Notes	Proposed policies
Streets and land use	<p>LU 4.1: Land use and transportation</p> <p>Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution</p>	<p>This seems to focus on high-level, capacity-based transportation/land use coordination but does not introduce the character of transportation improvement types to complement the desired types of land use along transportation facility edges.</p>	<p>LU 4.1: Land use and transportation</p> <p>Coordinate land use and transportation planning <u>and design</u> to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution <u>multiple transportation options, including walking, rolling, accessing transit, or driving.</u></p> <p><u>Land use policy and transportation decisions should prioritize walking, rolling, bicycling and public transit, consistent with the Transportation Chapter, balancing the transportation mode emphasis and approach based on land use designation and development mix.</u></p>
Land use diversity and compactness	<p>4.2: Land uses that support travel options and active transportation</p> <p>Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors</p>	<p>This policy encourages land use diversity and compactness, creating a land use context to support alternative modes.</p>	<p>Provide a compatible mix of residential and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors <u>Centers and Corridors.</u></p>
Connectivity	<p>LU 4.4: Connections</p> <p>Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment</p>	<p>This policy argues for safety and convenience of alternative modes. We suggest that it's important to emphasize that the network includes more than just streets.</p>	<p>LU 4.4: Connections</p> <p>Form a well-connected network <u>of streets and through block connections</u> which provides safe, direct, and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.</p>

Topic	Existing policies	Notes	Proposed policies
Connectivity	<p>LU 4.5: Block length</p> <p>Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access</p>	<p>This sounds good, but there aren't currently any implementing standards. It also only references streets, whereas the diverse context of the centers, particularly those platted Mid-Century or later, would benefit from a more dynamic and flexible set of block standards that encourages the integration of private through-block connections. These could include a mixture of private streets, alleys, woonerfs (curbless routes shared by vehicles, walkers, and rollers), and non-vehicular routes.</p>	<p>LU 4.5: Block length</p> <p>Create and apply a dynamic set of maximum block length standards that provides a maximum distance between public streets and a shorter maximum distance between public streets and a through-block connection that create a well-connected street and pathway network that supports all types of travel.</p>
Land use diversity and compactness	<p>LU 4.6: Transit-supported development</p> <p>Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops</p>	<p>The policy is generally consistent with the findings of this analysis, but the discussion appears to require subarea planning to implement special treatment. The discussion may need revision to eliminate the subarea planning requirement.</p>	<p>No change to policy. Update to discussion needed.</p>
Compatibility	<p>LU 5.5: Compatible development</p> <p>Ensure that infill and redevelopment projects are designed to be compatible with and complement surrounding uses and building types</p>		<p>No change to policy.</p>
Streets	<p>TR 2: Transportation Supporting Land Use</p> <p>Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.</p>	<p>This policy mentions placemaking, and the discussion references Centers and Corridors and provides support for multi-modal transportation. Proposed updates to Policy LU 4.5 Block Length provide a strategic implementing element.</p>	<p>Policy guidance on transportation issues related to Centers and Corridors is located in the transportation element of the Comprehensive Plan. This leaves a great deal up to interpretation by staff. These transportation policies provide a foundation for modifying the transportation system priorities and facility designs within Centers and</p>

Topic	Existing policies	Notes	Proposed policies
Streets	TR 3: Transportation Level of Service (LOS) Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.	This policy accommodates increased traffic congestion in designated Centers and Corridors anticipating lower vehicle speeds, focusing on the movement of people and not just vehicles.	Corridors, but there is little in the existing Land Use Element to suggest ways in which they can be effectively employed or how specific facility designs can be made more compatible with the types of land uses the Centers and Corridors policy encourages.
Streets	TR 6: Commercial Center Access Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.	This policy offers flexibility in design to accommodate the unique needs of Centers and Corridors, enhancing the pedestrian realm, encouraging reduced vehicle speeds, and accommodating high-intensity transit service.	

Recommendations for Land Use Designation Descriptions

The Land Use Element's Section 3.4 (not to be confused with Policy 3.4) includes descriptions of the City's full list of land use designations. For the Centers and Corridor designations, these descriptions replicate the discussion sections for each land use policy. The land use policy discussion sections should better coordinate with the land use designation descriptions to avoid conflicting guidance.

Secondly, this study recommends adding implementing zones for each land use designation, particularly those related to Centers and Corridors, to better sync the proposed zoning provisions with the land use designations.

Thirdly, this study recommends calling out the Centers and Corridors typologies different than the other land use designations, as they are mapped differently (shown as an overlay feature) and function more as a unique overlay feature.

Below are recommended modifications to the Land Use Designation section of the Comprehensive Plan integrating the recommendations above, with **additions** shown in bold and ~~deletions~~ with strikethrough text. Implementing zoning provisions are all new content, as noted below.

Neighborhood Center

The Neighborhood Center contains the most intensive activity area of the neighborhood. In addition to businesses that cater to neighborhood residents, activities such as a daycare center, church, or school may be found in the Center. Size and composition of the Center varies depending upon location, access, neighborhood ~~context~~**character**, local ~~desires~~, and market opportunities. Important elements to be included in the Center are a civic green, square or park, and a transit stop. ~~Buildings fronting on the square or green should be at least two or three stories in height with housing located above ground floor retail and office uses.~~ **Modest building height step-downs are integrated at the edge of mixed-use zones where adjacent to lower intensity residential zones** ~~is stepped-down and scale of housing is lower as distance from the Center increases.~~ The circulation system is designed to facilitate pedestrian access between residential areas and key neighborhood components **and to facilitate land use and development types consistent with the Center's vision.**

Implementing zones include (new text):

- MU-2 for those areas suitable and desirable for a mix of commercial and residential development.
- Residential zones for those areas currently developed with applicable residential uses.
- LI for those areas with legacy light industrial uses that are desirable to retain for employment purposes, but due to their location may in the long term be reconsidered for mixed-use or multifamily redevelopment as development trends change.

District Center

District Centers are similar to Neighborhood Centers except they are larger in scale and contain more intensive residential and commercial activities. Size and composition of the Center vary depending upon location, access, neighborhood ~~context~~ character, local desires, and market opportunities. District Centers are usually located at the intersection of principal arterial streets or major transit hubs. To enhance the pedestrian environment, plazas, green space, or a civic green serve as an integral element of the District Center. **Modest building height step-downs are integrated at the edge of mixed-use zones where adjacent to lower intensity residential zones.** Higher density housing is found both within and surrounding the District Center to help support business and transit. A circulation system, which facilitates pedestrian access between residential areas and the District Center, is provided. District Centers and downtown Spokane are linked by frequent transit service, walkways, and bikeways.

Implementing zones include (new text):

- MU-TOD for those areas within walking distance of existing or planned high-capacity transit stations.
- MU-1 for those areas suitable and desirable for a mix of commercial and residential development.
- MU-3 for those areas that function as a transition between low-intensity residential areas and mixed-use areas, which are also designated as Center and Corridor Transition.
- Residential zones for those areas currently developed with applicable residential

uses.

- LI for those areas with legacy light industrial uses that are desirable to retain for employment purposes, but due to their location may be reconsidered in the long term for mixed-use or multifamily redevelopment.

(remove designation)

Discussion: The Employment Center designation is unnecessary, particularly as designated in the Land Use Plan Map. It can be eliminated. Where the existing 150' maximum building height is necessary to retain, apply that height with the MU-1 zone.

~~Employment Centers have the same mix of uses and general character features as Neighborhood and District Centers but also have a strong employment component. The employment component is expected to be largely non-service-related jobs incorporated into the Center or on land immediately adjacent to the Center. Employment Centers vary in size from thirty to fifty square blocks plus associated employment areas.~~

Corridor

The Corridor concept focuses growth along transportation corridors, such as a major transit line. It is intended to allow improved transit service to daily activities. Housing and employment densities are increased along the Corridor to support frequent transit service and business. Usually, Corridors are no more than two blocks in depth along either side of the Corridor. Safe, attractive transit stops, and walking or bicycling ways are provided. A variety of housing types— including apartments, condominiums, townhouses, and houses on smaller lots—are located in close proximity to the Corridor. Important elements include multi-story buildings fronting on wide sidewalks with street trees, attractive landscaping, benches, and frequent transit stops **with roadway design and performance expectations compatible with the Corridor land use concept**. A full range of services are provided including grocery stores serving several neighborhoods, theaters, restaurants, drycleaners, hardware stores, and specialty shops.

Implementing zones include:

- MU-TOD for those areas within walking distance of existing or planned high-capacity transit stations.
- MU-1 for those areas suitable and desirable for a mix of commercial and

residential development.

- MU-3 for those areas that function as a transition between low-intensity residential areas and mixed-use areas, which are also designated as Center and Corridor Transition.
- Residential zones for those areas currently developed with applicable residential uses.
- LI or HI for those areas with legacy industrial uses that are desirable to retain for employment purposes, but due to their location may be reconsidered in the long term for mixed-use or multifamily redevelopment as development patterns and market demands shift.

Center and Corridor Core

Discussion: Center and Corridor Core functions as the joint mapped designation that applies for all Centers and Corridors typologies. At first glance, it's somewhat confusing to add another term to the Centers and Corridors typology mix. However, it functions reasonably well as a parcel specific designation whereas the Centers and Corridors typologies are mapped in a conceptual overlay manner. No text changes to the existing description are necessary:

This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed **and the type, scale, and character of streets** shall be consistent with the designated type of Center or Corridor. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors.

Implementing zones include:

- MU-TOD for those areas within walking distance of existing or planned high-capacity transit stations.
- MU-1 for those other areas suitable and desirable for a mix of commercial and residential development and are within a designated District Center or Corridor.
- MU-2 for those other areas suitable and desirable for a mix of commercial and residential development and are within a designated Neighborhood Center.

Center and Corridor Transition

Discussion: There are only a handful of such designations within the City, and they tend to be primarily single-family detached homes, some of which have been converted to businesses. Their location between Center and Corridor Core areas and low-density residential areas lends to the transitional “tag”. While eliminating this designation was considered (absorb applicable properties into the Center and Corridor Core designation), connecting these properties with the proposed MU-3 zone (updated version of the current CC4 zone) is a reasonable solution given the sizeable increase in height to the proposed MU-1 or MU-2 zone. Nevertheless, adding the MU-2 zone as an additional implementing zone is recommended to allow future opportunities to accommodate urban multifamily and mixed-use development within these areas.

These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center & Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site. ~~This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors, Center and Corridor Type 4.~~

Implementing zones include:

- MU-3 for areas characterized by detached low-rise residential development character but located between MU-1 or MU-2 zoned property and a low-density residential designation.
- MU-2 for those sites adjacent to a MU-1 or MU-2 zoned property and both suitable and desirable for development consistent with MU-2 zone provisions.

Non-Center and Corridor Designations

There are a number of designations that are closely related to the Centers and Corridors designations and proposed implementing Mixed-Use zones. They warrant a close review followed by recommendations in support of the City's Center and Corridors strategy.

Below are a combination of recommendations and considerations that should be tied in with the larger comprehensive plan update:

- Combine and adjust Neighborhood Retail and Neighborhood Mini-Center Designations. These designations are largely identical, and both employ the same NR as the implementing zone. The policies for both restrict new such designations and prohibit the expansion of existing designations but allow for infill development. Similar to Centers and Corridors, policies promote uses oriented toward walking and rolling. At minimum, this study recommends considering the proposed MU-2 zone as an optional implementing zone (in addition to NR), provided the low end of the 55-75-foot height range is used.
- The Office designation and corresponding Office and Office Residential zones should be evaluated during the comprehensive plan update. Most of these designations and zones reside outside of current Center and Corridor boundaries. At minimum, consider approving the proposed MU-2 as implementing zones for Office designated properties, if the Office designation remains.
- The General Commercial designation covers a more extensive set of areas than the Centers and Corridors. These designations are largely located along arterial street corridors such as W Northwest Boulevard, E Sprague Avenue, N Market Street and N Division Street, and within larger commercial districts such as the South University District. The two key implementing zones are the GC and CB zones, which are largely identical, but have varying height limits. Consider the implications of allowing the proposed MU zones to be implementing zoning options for the GC designation to allow more flexibility to promote development that emphasizes the goals and policies of Centers and Corridors in larger areas of the City as desired.

Mapping Centers and Corridors

Considerable project team discussions during this study revolved around mapping the Centers and Corridors. The Center and Corridor current typologies use large circles for District and Employment Centers (approximately 2,400 feet wide), smaller circles for Neighborhood Centers (approximately 1,600 feet wide), and oblong circles for the Corridors (approximately 800 feet wide). These circles and oblong circles were clearly intended to serve more as a conceptual purpose rather than function as site specific land use designations. But the framework has been a cause of some confusion as to the boundaries and application of Center and Corridor policies and implementing zoning provisions.

Recommended Mapping Approach

This study's proposed updates to the Centers and Corridors land use designations, most notably the implementing zoning recommendations, help to solve perhaps the largest shortcoming of the current designation and mapping system. This includes retaining a conceptual overlay approach to the Center and Corridor typologies. This study, however, recommends changing how these typologies are delineated on the map to an intersection-based system rather than simple circles or oblong circles.



Figure 12. Key intersections provide the structural core of every center.



Figure 13. Example mapping application at Lincoln Heights District Center, Garland Neighborhood Center, and Holy Family Employment Center.

Unlike the existing system, which applies a circular boundary around a single center point, this approach would provide flexibility for the variety in shapes and sizes of

different centers. This approach also emphasizes the fundamental role of that street intersections play in creating centers and corridors, where the interaction of public rights of way and private land creates economic, social, and cultural opportunities. Important intersections are relatively easy to identify for each center based on traffic patterns, land values, existing infrastructure and development patterns.

We recommend drawing a one-eighth-mile conceptual buffer around street and other key intersection points for each Center. One-eighth mile is equivalent to one block length and two block widths in many parts of the city. Parcels that fall within this boundary would be within the applicable Center or Corridor land use designation. This approach recognizes the variability in both size and shape of centers while empowering planners to make reasonable judgments about application of appropriate designations and corresponding implementing zoning.

Any mapping approach will have some drawbacks. In this case, the one-eighth-mile buffer is appropriate and intuitive for parts of the city with a traditional street grid but will be somewhat more challenging to apply in newer centers, such as Indian Trail, with widely spaced intersections. In these cases, this study recommends treating major driveway entrances to shopping centers as key intersections.

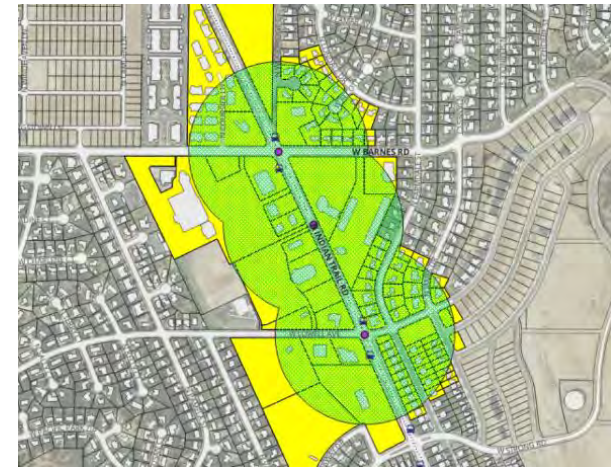


Figure 14. Indian Trail Neighborhood Center, with parcels falling within the one-eighth-mile buffer highlighted.

Regulatory Changes: A Policy Lens

Revisions to the policies, policy discussions and land use descriptions described earlier in this section point to a variety of regulatory changes, many of which are described in more detail in the proposed zoning changes.

Housing Affordability

The City's Building Opportunity for Housing (BOH) project produced a recent set of zoning amendments adjusting lot size, parking, and intensity requirements to facilitate housing construction. This strategy aimed to reduce costs and barriers to new housing production, leading to improved affordability through increased housing supply.

In addition, the City's [Multifamily Tax-Exemption](#) (MFTE) program does provide tax exemptions to new multifamily developments that include units affordable to low and moderate income households. By increasing zoning capacity for multifamily housing through BOH the City expanded the potential use of the MFTE to encourage new affordable units. Similarly, increased zoning capacity in Center and Corridor areas increases the potential of MFTE to bolster affordability in walkable, amenity rich area.

Other possible approaches not yet part of the City's policy discussion could include mandatory inclusionary housing requirements, whereby density and/or other development capacity increases are coupled with a requirement that a percentage of new units meet certain affordability levels.

Building Height

Increasing building height can offer attractive development incentives, but, once in place, it is difficult to roll back. If the City commits to the Centers and Corridors approach, targeted increases in building height limits can be effective. Revised height thresholds should account for the economics of high-rise construction (elevators, seismic design, and materials), the aesthetics and function of street-level floor-to-ceiling heights (adaptability to retail, residential, or office use), and the aesthetics and functions of rooftops (equipment, access, and stormwater treatment). The City should carefully consider targeting locations where increased building height will strategically contribute to the vitality of mixed-use districts. Increased building heights should be used with restraint, and primarily near the area of highest intensity within these Centers and Corridors.

Floor Area Ratio

Full commitment to the Centers and Corridors approach may require the adoption of a minimum floor area ratio in the core areas of the Centers and Corridors, particularly in those locations served by BRT. New policy and zoning can underscore the need for more intensity within a quarter mile of these bus stations, requiring minimum bulk and intensity and reducing or eliminating off-street parking requirements. Coupled with maximum height restrictions, minimum FAR requirements can drive the highest levels of intensity in locations served by enhanced transit.

Surface Commercial Parking

The current Centers and Corridors regulations allow some types of development that may be incompatible with the City's long-term goals for Center and Corridor areas. In some contexts, surface commercial parking may create a void in the urban fabric that acts as a detriment to the success of the area. In other contexts, surface commercial parking may be necessary for the success of nearby businesses. Regulatory tools that address both situations and the ability to apply them where appropriate is important for the success of the strategy.

Historic Preservation

There are currently few protections against the demolition of historic buildings within the urban fabric of some historic Centers. Placing appropriate controls on demolition of historic structures in Centers and Corridors and standards that support adaptive re-use can help ensure historic structures support the development of a sense of place in centers, linking these areas past and its future.

Transitions

An important element of the initial Centers and Corridors strategy was to minimize the impacts of increased height on adjoining residential areas. New mixed-use zoning will still need to respect this, but the scale and type of transitions may need to be managed a bit differently. The strict transition requirements have made it difficult to realize Center and Corridor potential, limiting the ability of smaller zone edge parcels to attain the development intensity necessary to support redevelopment. A new policy and zoning framework that changes the way Centers and Corridors are mapped, adjusts implementing zoning provisions, and adjusts the transition's specific height setback

requirements to achieve an appropriate balance between Center and Corridor development capacity and compatibility.

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 can address the frequency and 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 function of a Center.

Block Frontages

The City's current system of Pedestrian Streets establishes an initial street typology framework based on more than just vehicular capacity. Standards and guidelines for designated Pedestrian Streets and undesignated streets address permitted parking lot locations, the location, orientation, and window transparency of buildings, curb cuts, and streetscape elements. New policy should emphasize refining current provisions for Pedestrian Streets and undesignated streets to enhance the character, function, and economic viability of Centers and Corridors, while accommodating strategic flexibility.

Design Standards

Design standards tend to be more uniformly successful when they incorporate objective criteria, are implemented consistently, and serve a recognizable purpose. Recent State legislation will essentially require this. By clearly stating the importance of design in the success of a mixed-use center and the need to incorporate connectivity, create a pedestrian-friendly street environment, and establish identity, policy updates can support and guide the City's refinement of its design standards. These standards need not be an impediment to investment and development. Rather, they clarify what is appropriate in mixed-use areas, establish a template within which development can fit, and create a new set of expectations to shape individual projects and reinforce district identity.



Figure 15. Conceptual rendering of development under updated zoning and design standards.

Zoning and Design Standards Recommendations

Crafting a New Family of “Mixed-Use” Zones for Centers and Corridors

This study recommends replacing the existing Center and Corridor (CC) zones with a family of new “Mixed-Use” zones crafted to implement the proposed policy changes above. There are several reasons to make this change, including:

- A “mix of uses” is the obvious objective for these zones and the term is easy to understand.
- Such mixed-use zones could also apply to areas outside of designated Centers and Corridors, where the use and dimensional provisions match the conditions and aspirations for particular areas. While all of the existing commercial zones allow for residential uses, most of these areas look and function like commercial “zones”. But given the housing supply and affordability challenges faced by the city, the concept of these other zones evolving more into “mixed-use” places over time is an important subject. Simply including the name “mixed-use” in the zone name is a good start in communicating objectives and opportunities.
- The current CC zoning framework includes an awkward relationship between the CC typology land use designations, applicable zones, and development regulations (notably maximum building height). Also, development and local market trends have evolved considerably since the CC zoning provisions were established. This study and the larger comprehensive planning process provides an opportunity to overhaul the system with new zones crafted both to meet policy objectives and work in sync with development and market trends.

This concept starts with creating a base mixed-use zone (MU1) that applies broadly – allowing a wide mix of commercial uses, including modest-scaled light industrial, where all uses are conducted indoors. Regarding auto sales, it could make sense to permit modest scale uses, where most of the use and activity occurs within a building with minimum acreage devoted to outdoor car parking. It is recommended to continue allowing single-purpose residential uses outright.

Specialization recommendations:

Use mix:

- Develop a TOD-focused zone that emphasizes uses that help activate the pedestrian environment over auto-oriented and land consumptive uses.
- The smaller scale neighborhood-scaled mixed-use areas warrant some extra limitations on use types, including:
 - New retail floor area construction: Allow grocery stores with no more than 60,000 square feet of total floor area. Limit other retail uses to 20,000 square feet in total floor area.
 - Prohibit regional oriented uses that don't promote activity, like storage uses.
 - Prohibit light industrial uses, even those conducted entirely indoors.

Pedestrian Street designations:

- Continue use of the current Pedestrian Street designations and standards but provide adjustments to the standards. Most notably:
 - Rename "Pedestrian Street" to "Storefront Street" to better describe the desired built form and land use.
 - Designating more streets, including adding a mechanism to integrate a minimum amount of storefront proportional to the size of large mixed-use zoned sites in conjunction with redevelopment.
 - Providing some strategic limitations on ground floor uses to ensure that such users contribute to the envisioned pedestrian-oriented character and activity.
 - Adjusting minimum façade transparency standards.
 - Adding strategic weather protection requirements.

Scale (Height) of MU zones.

- Height can likely be handled simply by extensions to the MU zone that emphasize the maximum height. Ideally, there are only five different maximum heights.
 - 150 feet for TOD Mixed-Use Centers: This height allows the market to catch up and allow for unique developments or construction types (including mass timber).
 - 90 feet to allow for seven-story mixed-use buildings or six-story office or research buildings. This assumes an allowance for 20-foot concrete-framed

- ground floor and 10-foot, 6-inch floor-to-floor heights for wood-framed upper floors, with some built-in flexibility. Apply this to all CC zones that included 55-foot limits and were raised up to 70 feet in the interim housing code.
- 75 feet to allow for five-story mixed-use buildings. This allows for 20-foot ground floor and 10-foot, 6-inch upper floors with some extra flexibility. Apply this to all CC zones that included 40-foot limits and were raised up to 55 feet in the interim housing code.
 - 55 feet to allow for four-story mixed-use buildings and up to five-story residential buildings. This height is an important mid-way point between 40 and 75-foot thresholds and provides a good option for increasing the height allowances for those zones currently capped at 35 feet.
 - 40 feet to allow for three-story walkups, live-work units, or mixed-use buildings at a height limit that matches the newly adopted R1 zone. This would apply just to the smallest neighborhood commercial areas that reside in a low-density residential context (surrounded by the R1 zone).
- Floor area ratio (FAR). Since the Interim Housing Ordinance steered sharply away from the FAR approach, future mixed-use zones should also employ a simplified approach that avoids maximum FAR along with the current incentive-based FAR-bonus systems.

Parking

- The recent Parking Regulations for Housing effectively eliminated off-street parking requirements for housing in all Centers and Corridors. The South Logan Transit-Oriented Development Plan includes policies to remove minimum off-street parking requirements within the study area or within ¼ mile of BRT stations as a general approach. An MU-TOD zone should employ this same approach. Otherwise, the current off-street parking requirements for commercial uses in the CC zones are relatively minimal. Sticking with the current standards (at most) is recommended for the other mixed-use zones.



Figure 16. Conceptual rendering of development in a MU zone adjacent to lower intensity residential zones.

Recommended Mixed-Use Zones

MU-TOD – The mixed-use zone that emphasizes transit-oriented development.

Create a mixed-use zone that emphasizes uses that support pedestrian activity over auto-oriented uses and land intensive uses. This applies to mixed-use areas around BRT stations close to Downtown, including South Logan Subarea, where new auto-oriented uses and land intensive uses, such as mini-storage, should be prohibited.

MU-1 – The “base” mixed-use zone, which accommodates maximum use flexibility.

Create a base mixed-use zone that applies broadly and allows a wide range of commercial uses, including modest-scaled light industrial, where all uses are conducted indoors. Permit modest scale auto sales uses, where most of the use occurs within a building. Permit drive-through uses, except on streets where the block-frontage designation specifically disallows it, and apply strategic spacing requirements to avoid concentration of auto-oriented facilities. Continue to allow single-purpose residential uses outright.

MU1 concept should apply to all District Centers, Corridors and areas formerly designated as Employment Centers.

MU-2 – The small neighborhood-scaled mixed-use zone

This is intended for existing Neighborhood Centers that warrant some commercial use size limitations. This also should be the destination zone for those areas currently zoned Neighborhood Retail. While that zone does not currently have floor area limitations for commercial uses, the location and purposes of the zone would be consistent with an approach having some limitations.

MU-3 – The residential mixed-use zone

This study recommends replacing the current CC4 and NMU (which is codified but not mapped) zones with this zone. It allows residential, offices, and small-scale retail sales and service uses (up to 3,000 square feet in stand-alone form, but without a floor area cap when in mixed-use structures that feature residential units).

The detailed use and form recommendations for each of these zones are set forth below.

Use Provisions

Table 1 below documents the current CC zone use permissions and adds proposed Mixed-Use (MU) zones and corresponding use permissions. The right column adds commentary on the suggested approach and provides some specific conditions.

Table 1. Current and proposed use permissions. Table key: P = permitted; L = permitted with limitations; N = not permitted; For footnote letters and numbers, refer to applicable notes in the right column.

Key Use	Existing Zoning			Proposed Zoning				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU-1	MU-2	MU-3	
Residential	P	P	P	P	P	P	P	Continue the approach of maximum flexibility to accommodate single purpose residential uses in these zones. Use the suggested block frontage provisions to limit ground floor residential uses on existing/planned “storefront” blocks. ALSO: Recommend prohibiting “new” detached single-unit residential uses in the MU-TOD zone and perhaps in the MU-1 and 2 zones.
Commercial, financial, retail, services	P _x	P _x	L1	P	P	P _y	P _z	For MU-TOD and MU-1, no area limitations are recommended on such uses. Recommended limitations for the construction of new uses in the MU-2 and MU-3 zones as reflected below. y Grocery stores are limited to 60,000sf and other uses are limited to 20,000sf. z Uses are limited to 3,000sf in the MU-3 zone, except that larger floor areas are permitted where such uses are integrated into a mixed-use building with residential units. Existing CC zone use conditions not proposed for new MU zones: x Use limited to 40,000sf for designated Neighborhood Centers in the Comprehensive Plan. L1 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

Key Use	Existing Zoning			Proposed Zoning				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU-1	MU-2	MU-3	
								300' (Neighborhood Center only) from a CC core comprehensive plan designation.
Eating & drinking establishments	P _x	P _x	N	P	P	P _x	P _y	<p>Remove the 5,000sf limitation in the base Mixed-Use zone, but keep it in the MU2, and reduce to 3,000sf in the MU3.</p> <p>x Limited to 5,000sf (in Neighborhood Centers for existing CC zones).</p> <p>y Uses are limited to 3,000sf in the MU-3 zone, except that larger floor areas are permitted where such uses are integrated into a mixed-use building with residential units.</p>
Restaurants without cocktail lounges	P	P	L1	P	P	P	P _x	<p>x Uses are limited to 3,000sf in the MU-3 zone, except that larger floor areas are permitted where such uses are integrated into a mixed-use building with residential units.</p> <p>Existing CC zone use condition not proposed for new MU zones:</p> <p>L1 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.</p>
Professional & medical offices	P	P	L1	P	P	P	P _x	<p>x Uses are limited to 3,000sf in the MU-3 zone, except that larger floor areas are permitted where such uses are integrated into a mixed-use building with residential units.</p> <p>Existing CC zone use condition not proposed for new MU zones:</p> <p>L1 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.</p>
Entertainment	P	P	N	P	P	P	N	Retain current approach – with entertainment banned only in the smallest Neighborhood Center areas (MU3)

Key Use	Existing Zoning			Proposed Zoning				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU-1	MU-2	MU-3	
Limited industrial (if entirely within a building)	P _x	P _x	N	P _x	P _x	P _x	N	Retain current approach. x Limited to 20,000gsf.
Drive through businesses	P _x	P _x	P _x	N	P _{x,y}	P _{x,y}	N	Recommend prohibiting them entirely in TOD areas but continuing current approach elsewhere (except MU-3). x Prohibited on designated storefront/pedestrian streets and TOD overlay areas. y Limited to one drive through lane and cannot be placed within 300 ft of another drive through.
Motor vehicle sales, rental, repair, or washing	N	P	N	N	P _x	P _{x,y}	N	Recommend allowing these in MU1 and MU2 if they are conducted entirely indoors, with some size limitations in the MU2. x Use must be conducted entirely indoors (Outdoor display, storage, or use of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited). y Limited to 20,000gsf
Gasoline sales	P _x	P	P _x	N	P _y	P _{x,y}	N	Suggest an approach similar to drive-through businesses noted above. Retain the current six pump limitation in the MU2. x Limited to six pumps in CC1, MU2 and CC4. y Prohibited on designated storefront streets and TOD overlay areas.
Self-storage	N	P	N	N	P _x	N	N	Retain the current approach but note prohibitions on storefront streets and TOD overlay areas. x Prohibited on designated storefront streets and TOD overlay areas
Winery and Microbreweries	P	P	N	P	P	P	N	Retain the same approach here. Microbreweries are likely too much for the smallest corner store/cross roads in a Neighborhood Center.
Commercial Parking Lot	P	P	N	P _x	P _y	P _y	N	Recommend renaming to Commercial Parking and differentiate

Key Use	Existing Zoning			Proposed Zoning				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU-1	MU-2	MU-3	
								between surface and structured parking. x Surface commercial parking lots are prohibited. y Surface commercial parking should not cause the total amount of parking on properties within a 500 ft radius to exceed 4 stalls per 1,000 sq ft of commercial floor area.

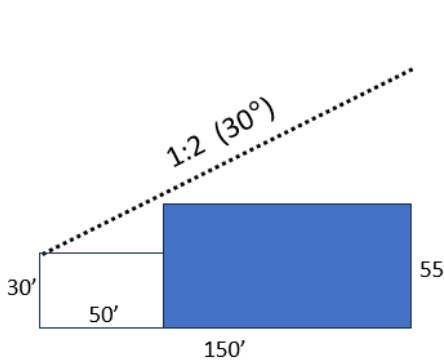
Dimensional Standards

Table 2. Current and proposed dimensional standards. Note: The black underlined standards reflect those of the interim housing regulations.

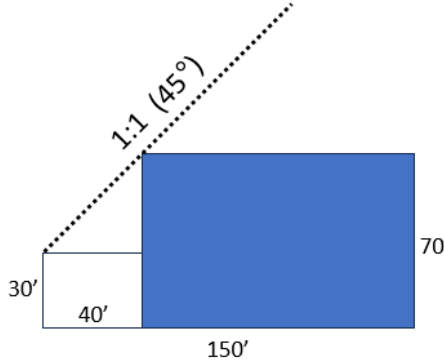
Standard	Existing Zones			Proposed Zones				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU1	MU2	MU3	
HEIGHT – based on center designation type (feet)								
General				90-150 _x	75-150 _x	55-75 _x	40	X Zone provides for variable height limits within the range as specified on the Zoning Map. This includes: <ul style="list-style-type: none">150' for those areas currently designated as Employment Centers and other current zones that allow 150'.90' for those areas currently designated as District Centers.75' for those areas currently designated as Neighborhood Centers.55' for those areas currently designated as Neighborhood Retail, Neighborhood Mini-Center, and Office._____
Neighborhood Center	40 <u>55</u>	40 <u>55</u>	40 <u>55</u>	These designations would no longer impact MU zone height standards				
District Center	55 <u>70</u>	55 <u>70</u>	40 <u>55</u>					
Employment Center	150	150	70					

Standard	Existing Zones			Proposed Zones				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU1	MU2	MU3	
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. <u>The interim housing ordinance revised the ratio of 1:1.</u>			For development on properties adjacent to lower intensity residential zones, height limit starts at 40' at the residential zone boundary and additional building height is added at a ratio of 2:1.				Recommend adjusting the standard to start at 40" and then go up at the 2:1 ratio.

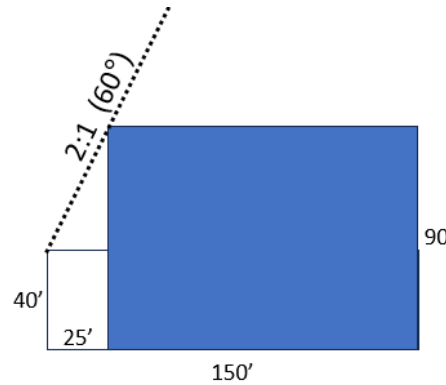
Comparing Height Transition Requirements



Pre-BOCA/BOH standard
30'+1:2
55' height limit



Interim standard (current)
30'+1:1
70' height limit



Recommended standard
40'+2:1
90' height limit

FLOOR AREA RATIO (FAR)								
Minimum FAR	None 1.0 _x	None 1.0 _x	None 0.5 _x	1.0 _y	None	None	None	Retain the 1.0 minimum FAR only in the MU-TOD zone and apply to all development types except civic/public

Standard	Existing Zones			Proposed Zones				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU1	MU2	MU3	
								uses. Suggest exempting small lot development from this standard. x Applies only to development where a minimum of 50% of the floor area is residential. y Development on lots under 20,000sf are exempt
Maximum basic allowable FAR by use								
Non-residential	0.5	0.2	x None	None	None	None	None	Avoid FAR limitations, similar to most recent zoning ordinance changes. 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. y Applies only to development where a minimum of 50% of the floor area is residential.
Residential	1.0 <u>None</u>	0.5 <u>None</u>	1.0 <u>None</u>	None	None	None	None	
Combined	1.5 <u>None</u> y	0.7 <u>None</u> y	1.0 <u>None</u> y	None	None	None	None	
Maximum FAR by use with public amenities								
Non-residential	1.0	0.8	None	None	None	None	None	
Residential	2.0 <u>None</u>	1.5 <u>None</u>	1.5 <u>None</u>	None	None	None	None	
Combined	3.0 <u>None</u> y	2.3 <u>None</u> y	1.5 <u>None</u> y	None	None	None	None	
SETBACKS (minimum feet)								
Street lot line	0	0	x	0y	0y	0y	0y	Suggest pointing to proposed block frontage standards, which emphasize that the form (possibly the use too) dictates the minimum setback. 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

Standard	Existing Zones			Proposed Zones				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU1	MU2	MU3	
								zoning district. γ Buildings are subject to block frontage standards as set forth in Table 5.
Setbacks from Curb/Sidewalk Width	12	12	12	12 _γ	12 _γ	12 _γ	12	Continue current standard until more specific streetscape standards can be developed. The footnote allows for limited cantilevering out to or close to the ROW edge. γ The upper floors may cantilever out to the ROW edge, up to a maximum of 4'.
R1 and R2 zoned lots (adjacent to)	10	10	10	5	5	5	5	Use a basic 5', as the building height transition requirement addresses the biggest compatibility component between these two zones.
Interior lot line	0	0	0	0	0	0	5	For MU-3, the setback should be consistent to the permanent changes associated with the interim housing ordinance (it's currently 5').
CC, O, NR or similar zones	0'	0'	0'					
Front lot line	10'	10'	10'					Correct this. It should be same as street lot line.
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							Good base standard.
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; Doesn't specify what type of landscaping; Recommend allowing options for shared open space, pathways, access drives, or parking facilities along property line.
Interior property lines adjacent to	8' of L1 planting strip, except 8' of L2 planting strip for RHD zone							Code allows director discretion to waive or reduce this and the above requirement based on: No useable space for landscaping exists between the proposed new

Standard	Existing Zones			Proposed Zones				Current & Recommended Use Provisions and Conditions
	CC1	CC2	CC4	MU-TOD	MU1	MU2	MU3	
residentially zoned property								<p>structure and existing structures on adjoining lots or alleys because of inadequate sunlight or inadequate width. Three other options exist, but this is the most notable.</p> <p>This study agrees that some flexibility here is important, but the current factors (criteria) used by the director to make those decisions have room for improvement. For example, the 8' planter strip requirement typically equates to a minimum 8' building setback, but that doesn't appear to be the case here based on one of the factors. Also, xeriscape landscaping may be desirable, but it appears that it could be provided elsewhere on the site.</p> <p>Consider modifying the criteria to consider onsite topography, building heights, setbacks and disposition, fence design, and landscaping characteristics.</p>

Parking Standards

Table 3: Parking Standards and Comments. Note: The underlined text indicates 2023 Building Opportunity for Housing interim housing regulations and proposed regulations. ~~Strikethrough~~ text indicates expired elements of 2022 Building Opportunity and Choices for All interim standards.

Standard		Existing Zones				Proposed Zones MU-TOC, MU-1, MU-2, MU-3	Comments
		CC1	CC2	CC3	CC4		
Minimum Parking: Residential	All	1 per 1,000 gross sq. ft. or 1 per dwelling unit plus one per bedroom after 3 bedrooms		1 per 1,000 gross sq. ft. or 1 per dwelling unit, whichever is less		None	Preferred direction is no required parking for MU zones. This will support adaptive re-use and rehabilitation of existing structures, new business formation, and property development.
	0-30 units	None					
	31-40 units	0.2 per unit					
	41-50 units	0.25 per unit					
	51+ units	0.31 per unit					
Minimum Parking: Non-residential		1 per 1,000 gross sq. ft.		1 per 1,000 gross sq. ft. 2 per 1,000 gross sq. ft.			
Maximum parking: all uses		4 per 1,000 gross sq. ft				4 per 1,000 gross sq. ft	This matches the parking maximum policy in the draft SLTOD plan.

Block Size and Connectivity Standards

This study recommends applying reduced block size and enhanced connectivity standards for large lot development (including redevelopment). The proposed concept is dynamic in form, allowing some flexibility for traditional blocks bound by public streets, provided blocks are divided by through-block connections. This idea is important for improving connectivity and repurposing former large commercial areas such as shopping malls that may need improved connectivity. This may be easier to achieve when there is aggregated ownership, but the City should look for tools, such as master plans or development agreements, that can allow for improved block size and connectivity standards. Such through-block connections may be a combination of vehicular and pedestrian routes that are privately owned and maintained within a public access easement. For context, here are some typical block sizes for selected Centers:

- Cannon and Maxwell: 330 feet by 280 feet.
- Garland 612 feet by 280 feet (longest block)
- Shadle: 680 feet by 280 feet (blocks on north side of Wellesley Avenue). Note that the Shadle Shopping Center property is more than 1,500 feet long.
- Holy Family: 615 feet by 280 feet (blocks surrounding the hospital)
- Manito: 514 feet by 260 feet (probably the most average sized lot, as the lot sizes in the area are quite variable).
- Lincoln Heights: 600 feet by 280 feet.
- South Perry: 630 feet by 280 feet.

Downtown Spokane blocks, however, are typically around 300 feet long. The 200-300-foot range in blocks is ideal for creating a connected pedestrian environment that helps to reduce the distance between destinations.

Those Centers and Corridors that were developed prior to World War II already have smaller block sizes along with a small lot development pattern. Those Centers and Corridors that could benefit from reduced block size and enhanced connectivity standards are those that were developed after World War II. Most of these include superblock shopping center sites with 600-1,500 long blocks that are often just as wide.

Urban forms of development that feature reduced or structured forms of parking equate to much smaller block sizes in the 200-300-foot range. While breaking up such superblock



Figure 17. The Lincoln Nevada Neighborhood Center site (vacant property upper center in image) is poorly connected to adjacent residential uses due to the inward facing design of each residential development.

The intent of providing stronger connectivity standards is to prevent disconnected development patterns like this, particularly in Centers and Corridors.

sites with public streets at such intervals is one attractive option, integrating options for larger blocks, provided they integrate through-block connections, accommodates much needed flexibility.

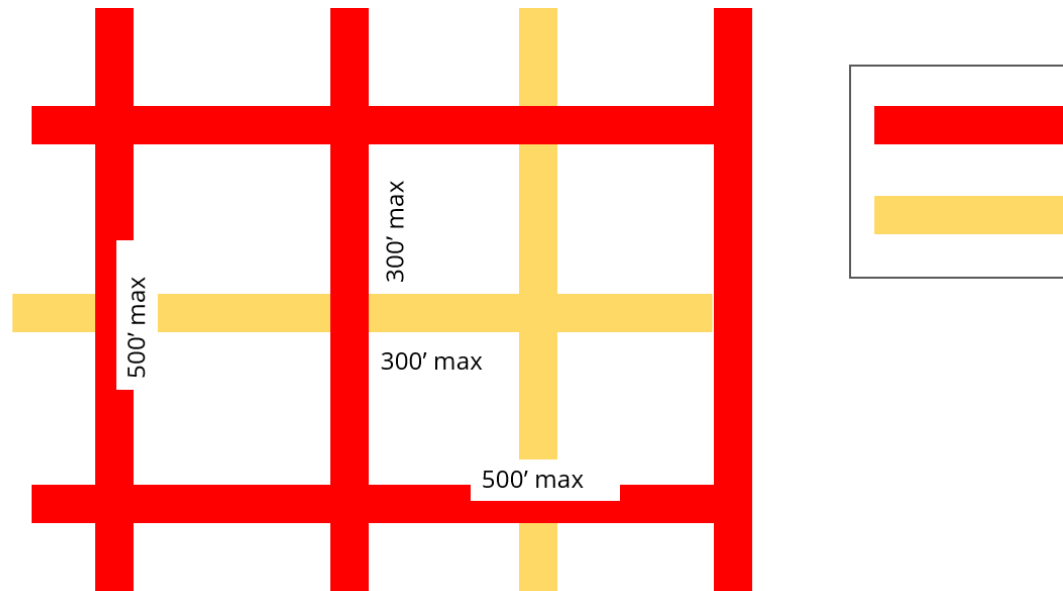
Proposal: Maximum block length standards.

These standards would apply to new large-lot development (sites with blocks more than 300 feet long) or major redevelopment activity on such sites.

Table 4: Maximum block length standards.

Zone	Maximum block face length		Maximum block (bound by public streets) perimeter length
	Between public streets and TBC's or between TBC's	Between public streets	
Any MU zone	300'	500'	2,000'

Example street/through-block connection network in the MU zone



The concept would require some exceptions to account for topography or other physical constraints (such as a large school or park on adjacent sites or an active railroad line).



Wider blocks between streets and through-block connections might better match the surrounding context or line up better with current arterial traffic signals. Furthermore, some flexibility might be granted for special permitted uses that require larger block sites or integrate special community amenities.

Proposal: Through-block connection standards.

Through-block connections may include private streets, shared pedestrian and vehicular access routes, and other walking and rolling routes. Such connections are encouraged to be integrated into the design of developments to comply with the proposed maximum block size standards and enhance pedestrian circulation in the area, while also providing an option for vehicular access to on-site parking, functioning as a design amenity to new development, and breaking up the massing of buildings on long blocks. Specific regulation suggestions for through-block connections:

- A. Public access easement. Where a through-block connection is necessary to meet the maximum block size standards, such connections shall be provided within a public access easement.
- B. Alignment. Specific alignments for the through-block connections will be developed during the development review process for applicable sites.
- C. Accessibility. Through-block connections must be physically accessible to the public at all times and built to meet all ADA standards, in terms of materials, slope, widths. And other related standards. Connections may take a variety of forms, depending on the block size and use mix.
- D. Alternative designs. Adjustments to the through-block connection regulations may be approved by the City provided the design:
 - 1. Creates a safe and welcoming pedestrian-route.
 - 2. Provides an effective transition between the shared lane or path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).
 - 3. Functions as a design amenity to the development.
- E. Cantilever design. Buildings may project or cantilever into minimum required easement areas on building levels above the connection for up to a maximum of 100



Figure 19. A through-block connection featuring a cantilevered building extending over a portion of the connection.

feet in length, provided a 13-foot, six-inch vertical clearance is maintained, and all other regulations are met.

- F. Through-block connection types. Unless otherwise noted, required through-block connections may take any of the following forms set forth herein. A combination of designs set forth above may be used for each connection.
1. Private street.
 - a. Applicability: The private street option may apply to any through-block connection.
 - b. Design: Private streets shall meet City's Public Works Standards.
 2. Alley design.
 - a. Applicability: The traditional alley design option may apply to any through-block connection.
 - b. Design: Alleys shall meet City's Public Works Standards.
 3. Shared-Street or "Woonerf" design.
 - a. Applicability: The "woonerf" – or shared multi-modal lane, mixing people walking, bicycling, and rolling with vehicles as guests - may apply to any through-block connection.
 - b. 32-foot minimum public access easement.
 - c. 20-foot-wide two-way shared travel lane.
 - d. Landscape planters with a mixture of trees, shrubs, and ground cover must be integrated on at least one side of the shared-lane.
 - e. Apply those same proposed ground level/façade block frontage standards above that apply to undesignated streets.
 4. Landscaped passageway design.
 - a. Applicability: Optional design when vehicular access to the site is provided elsewhere on the site.
 - b. 30-foot minimum public access easement.
 - c. Eight-foot minimum walking path in commercial, multifamily, and civic contexts and five feet minimum in single unit and duplex subdivisions.
 - d. Six-foot minimum landscaping strips (with a mixture of trees, shrubs, and ground cover) on each side of the walking path.
 - e. Apply those same proposed ground level/façade block frontage standards above that apply to undesignated streets.

- f. Apply lighting standards to support visibility in the narrower passageways.
- 5. Urban passage design.
 - a. Applicability: Optional design for commercial or mixed-use areas when vehicular access to the site is provided elsewhere on the site and active ground level uses are provided along frontages.
 - b. Twelve-foot minimum public access easement.
 - c. Apply those same proposed ground level/façade block frontage standards above that apply to undesignated streets.

Block Frontage Standards Recommendations

Table 5 below illustrates suggested changes to the current standards that apply to Pedestrian designated streets plus changes that apply to other non-designated streets.

Table 5: Suggested changes to Pedestrian Streets and undesignated street standards. Additions are underlined and deletions are struck.

Topic	Standard	Comments and Recommendations
PEDESTRIAN STREETS (SUGGEST CHANGING THE NAME TO "STOREFRONT STREETS")		
<u>Application of new Pedestrian Street designations</u>	Legislative process (similar to a code or map amendment).	Consider designating new streets as part of the Comprehensive Plan update process or through future subarea planning efforts. Recommend applying a minimum length of designated Pedestrian Street on MU-zoned sites in conjunction with large site redevelopment (over 2 acres). The minimum length of onsite Pedestrian Street designation must be equivalent to 33% of the lot's arterial street frontage. The designation may be located anywhere on the site, provided it's within 1/8 mile of a transit stop.
<u>Permitted ground level uses fronting a Pedestrian Street</u>	<u>All ground level uses allowed in the applicable zone, except:</u> <ul style="list-style-type: none"> <u>Motor vehicle sales, rental, repair, or washing, gasoline sales, and self-storage</u> <u>For residential uses, only lobbies and common areas are permitted</u>	Considering that Pedestrian Streets should be carefully selected, there should be a prohibition on uses that are not helpful in terms of streetscape activation. Ground level dwelling units built up to the sidewalk edge are more often harmful to the streetscape due to the permanently closed blinds look. Such units are typically the least livable units in a building due to privacy challenges and lack of solar access as a result of the closed blinds. Allow apartment building lobbies, common areas and other shared amenities to provide a good compromise option that's worked reasonably well elsewhere.
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 placed at the back of the required sidewalk (see Setbacks section of Land Use Code for <u>Mixed-Use zones Centers and Corridors</u>) <u>or adjacent to a pedestrian oriented space (term to be defined, functions like a plaza) that fronts onto the street, except for a setback up to 10 ft. for the purpose of providing a publicly accessible "plaza," "courtyard," or recessed entrance.</u>	Remove limits on width of a plaza space. Use the term Pedestrian-Oriented Space and define it.

Topic	Standard	Comments and Recommendations
Façade transparency	A minimum of 60% of the ground floor transparency zone (area between 2-10 vertical feet above the sidewalk level) 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 provided they are at least 16" deep and not simply attached to the façade.	This draws from some of the transparency standards for buildings along arterial streets in Centers and Corridor zones (not specifically called out for Pedestrian Streets) but makes adjustments to clarify the transparency zones and adds a protection for display windows.
Weather protection	Required weather protection may be accommodated in two ways: <ul style="list-style-type: none"> At least 3' deep along at least 50% of the building's façade; and/or Recessed building entrances featuring weather protection at least 3' deep along the width of the building entrance. 	Most pre-war storefront buildings use the second option, but it makes sense to offer both and stick to the same width. 6' wide canopies are desirable for larger buildings (in terms of proportion) and allow a couple to walk underneath out of the rain. But given the historic pattern in Spokane and the more limited rainfall, the 3' standard is appropriate for designated Storefront Streets.
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:	While there might be consideration of requiring such details on more than just storefront buildings, including a prescriptive list, and requiring three options is a reasonable approach. Since the above proposal addresses ground level uses, there's no need to clarify uses here.
Parking lot location	Parking lots shall not be located between a building and a Pedestrian Street.	This concept allows parking to be located along the street frontage provided it's to the side of a building. Simply prohibiting any surface or structured parking adjacent to a Pedestrian Street is ideal, but given the large range of contexts, it makes sense to stick with the current approach. Also, the curb cut prohibition below makes it quite difficult to place any parking lots adjacent to a Pedestrian Street.
Curb cuts	Curb cuts shall not be located along a designated Pedestrian Street.	No changes suggested.
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	The threshold makes sense for requiring some integrated amenities, but the situation likely requires a more clear and measurable standard/options.

Topic	Standard	Comments and Recommendations
Pedestrian-oriented sign	Signs shall be oriented to pedestrians, rather than people in vehicles.	This should be updated to be much more specific and measurable.
Sign integration with architecture	The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with a future recommended overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. When developed, a future sign program shall indicate location, size, and general design.	The concept is good. Further collaboration with design review staff is warranted to determine whether this language is working well or needs adjustments.
Creative graphic sign design	Various "guidelines" encouraging signs highly graphic in form, expressive, and individualized.	Good, except such encouraged components may no longer be appropriate in objective standards integrated into SMC.
Unique landmark signs	New landmark signs should correspond to the location, setting and type of businesses, and shall be approved by the Planning Director.	Good – but very challenging language if we're trying to be objective. Perhaps this can be addressed in approach to design departures/alternative compliance provisions.
Ground signs	Pole signs shall be prohibited. All freestanding signs shall be prohibited. Ground signs no higher than 5 feet total. The base of any ground sign shall be planted with shrubs and seasonal flowers.	With buildings built up to the sidewalk edge, it's best to simply locate signage on the buildings in these contexts.
OTHER STREETS (UNDESIGNATED)		
Buildings along street	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.	Retaining the current block frontage approach for undesignated streets is the first recommendation. It provides plenty of flexibility while ensuring that some buildings are located close to the street. One other component of the current approach that works is that the building standards increase as buildings get closer to the street. See related suggestions and comments on that issue below. Two alternative approaches were considered but not chosen: <ol style="list-style-type: none"> 1) Eliminate this standard to simplify the code and provide more flexibility. This would only work if the City was very aggressive in designating Pedestrian Streets. But ultimately it provides too much flexibility in design (by allowing more parking along street fronts). 2) Create a more dynamic system of block frontages with three or more designations (one for Storefronts, one for flexible design, and something in between). The challenge for Spokane

Topic	Standard	Comments and Recommendations
		is that it requires mapping all applicable streets in the Centers and Corridors with one of the three or more designations. That complexity likely renders that option untenable.
Buildings along intersection corners	Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.	Keep this – at least in concept. Other standards cover the details.
Façade transparency	For commercial or mixed-use building facades visible and within 1020 feet of a an arterial or pedestrian street (front property line) , a minimum of 50% of the ground floor <u>transparency zone (area between 2-10 vertical feet above the sidewalk level)</u> 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.	Apply the 50% standard just to buildings within 10’ of the street. The transparency zone details will assist in measuring. Delete the display windows for anything other than storefronts directly adjacent to sidewalks.
	For commercial or mixed-use building facades visible and located within 60 feet of a street an arterial or pedestrian street , a minimum of 30% of the ground floor <u>transparency zone (area between 2-10 vertical feet above the sidewalk level)</u> 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.	Keep this standard intact, with some similar adjustments as made above.
	For other commercial or mixed-use buildings and all residential buildings, 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.	Agree with the 15% rule for “other” building facades.
	<u>For residential uses, a minimum of 15% of the entire building façade* that is visible from and fronting on any abutting street shall be comprised of windows.</u>	Need a standard for the entire residential façade – similar to what will be required in residential zones under the interim housing ordinance.
<u>Building entrances</u>	<u>For building facades located within 60 feet of a street, the primary entrance to the building shall face the street or be within 45-degree angle of a</u>	This wasn’t addressed for non-designated streets.

Topic	Standard	Comments and Recommendations
	<u>street frontage.</u>	
<u>Weather protection</u>	<u>Weather protection at least 3' deep is required over all business, public, and private residential building entries.</u>	A simple but necessary standard for livability and building integrity.
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.	No changes here unless design review and engineering have experienced problems with these standards.
Drive-through lanes	Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.	Keep



Figure 20. Concept rendering of redevelopment featuring “storefront street” (left) and “other streets” (right) block frontage treatments.

Other Updated Design Standards Concept

In addition to the block size and connectivity and block frontage standards noted above, below are recommended updates to the existing Centers and Corridors Design Standards and Guidelines:

- Updated standards should be codified and integrated within the Spokane Municipal Code, rather than the current freestanding, adopted-by-reference form. By moving these standards into the code, they can be more integrated with other zoning provisions and easier to access.
- Pursuant to Washington House Bill 1293 involving design review, the existing design “standards and guidelines” should be updated to only include clear and objective development regulations. This means that the provisions should emphasize prescriptive and measurable standards over vague guidelines that are more challenging to interpret.
- Retain but modify options for alternative compliance. Design provisions in the code and in the Centers and Corridors Design Standards and Guidelines include a complex web of provisions that allow flexibility in how designs comply with guidelines. While HB 1293 effectively bans the use of guidelines, it does not specifically prohibit options for alternative compliance designs for clear and objective standards. Thus, when updating current provisions to such clear and objective standards, options to allow for alternative designs should be strategically integrated, provided they meet the defined purpose for particular standards and any special compliance alternative criteria associated with a particular standard. This approach integrates some much-needed flexibility to objective design standards.
- While all sections warrant a full review and update, these sections need special attention:
 - Service element siting and design warrants a comprehensive update given evolving best practices, particularly for urban development forms that feature structured parking.
 - The section Transition between Commercial and Residential Development should be eliminated, as these current provisions don’t qualify as objective design standards. However, the separate building height transition requirement between higher intensity Mixed-Use zones and lower intensity

residential zones should be retained but refined as provided for in the Interim Housing Ordinance.

- Materials section also warrants a full update given evolving construction practices.
- Massing section also warrants a full update given evolving construction practices. Integrate standards that allow choices in how designers can further articulate the building massing and architectural expression as a means to provide for secondary scales and patterns that are smaller than the entire façade.
- Seek ways to provide standards for encouraging integration of public art, universal design and greenery, such as climbing trellises, to meet design element requirements.

Market Analysis & Development Feasibility Report

Date December 2023
To City of Spokane, MAKERS architecture and urban design, and SCJ Alliance
From Brian Vanneman and David Fiske, Leland Consulting Group

Introduction

The City of Spokane has engaged a consultant team to undertake an analysis of Spokane’s Centers & Corridors, which are a focused growth land use policy and zoning approach in the City of Spokane. The consultant team is led by MAKERS architecture and urban design and includes Leland Consulting Group (LCG) and SCJ Alliance. In the interest of brevity, the term “Centers” is used in this report in most cases to refer to both Centers and Corridors.

This market analysis is one component of the [Spokane Centers & Corridors Update Study](#). The purpose of this market analysis is to document:

- Conditions that are likely to affect development in Spokane’s Centers.
- The history of development in Spokane’s Centers, in order to provide a baseline for understanding likely outcomes in the future.
- The types of development that are called for by City policies (e.g., higher-density, compact, mixed-use development) and likely to be feasible in Centers in the future.
- Which Centers are most likely to be able to meet the City’s development goals.
- Some of the that the City could take in order to encourage additional compact, higher-density, mixed-use development in the future.

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Executive Summary

- The goals in the City's existing Comprehensive Plan provide a context against which past and future development in Centers can be assessed. The goals call for development in Centers that is higher density; efficient, cost-effective, and compact; mixed-use (i.e., including residential, office/employment, retail, and other uses); and pedestrian-oriented, among other goals.
- Nationwide, industrial, multifamily, and single-family development are expected to be the development types that developers see as most feasible to build, followed by hotels. The development prospects for office and retail development are poor in most cases. In the next few years, however, high interest rates are likely to limit development of all types.
- The amount of development in Centers is in part determined by the amount of development regionwide and citywide. Spokane has desirable attributes—as a midsize, growing, western, and comparatively affordable metro area—but it also has a less robust economy and growth outlook compared to some other western metros.
- Most development in Centers is built within a series of prototypes. A key input that influences developers' decision about what to build is driven is the amount of the amount of rent they can earn for residential or commercial space. The prototypes that are most likely to be built going forward in Centers are 1) commercial renovation/adaptive reuse; 2) wood frame or garden apartments; and 3) mid-rise, mixed-use, or podium apartment development. Types 1 and 2 have been feasible in Centers and will continue to be feasible under certain conditions. Mid-rise projects have been feasible in and near downtown Spokane, but rents in Centers do not yet support mid-rise development.
- Despite current challenges (e.g. high interest rates and construction costs) LCG anticipates that over the medium and long term, demand for development in Spokane's most desirable and walkable Centers will return.
- Most development completed during the past two decades in Spokane has not been in Centers. Of the 29.5 million square feet of commercial and multifamily space built during this time, 14% has taken place in Centers and Corridors, while Centers and Corridors occupy about 4.6% of the city's land. While the amount of development in Centers appears to be less than what was envisioned in the Comprehensive Plan, LCG is not aware of specific targets for the amount of higher density or mixed-use development that are expected.
- Consistent with national trends, most development (59% of building area) built in Spokane's Centers over the past two decades has been multifamily housing. While the amount of office and retail development in Centers has been decreasing since the early 2000s, the amount of multifamily has been stable or increasing since 2010.
- The Centers that have seen the most development are those on the edges of the city, where vacant land has been more plentiful and less expensive. Examples include 57th & Regal, Indian Trail, and Southgate.
- Centers can be categorized by the era when most of the development within them occurred: historic (such as Monroe and South Perry), mid-century (such as Manito and Lincoln Heights), and recent (such as 57th & Regal and Indian Trail). In most historic and many mid-century Centers, relatively little new, ground-up development has occurred.
- The supply (availability) and cost of land is a critical determinant of whether development happens and can have little to do with the amount of demand (whether or not the location is desirable to residents and tenants). Over the past two decades, there has been much more low-cost land (e.g., valued at less than \$20 per square foot) in recent-era centers than historic or mid-century Centers, and this continues to be the case. For example, there is more than 60 acres of land valued at less than \$20 per square foot at Lincoln & Nevada, and about 80 acres at North Nevada. This represents a significant supply of lower-cost land, which can be built out in coming years or even decades.
- Recent Centers, where most development has taken place, tend not to be the type of highly connected, walkable places envisioned by the Comprehensive Plan. Walkability can be measured in multiple ways, including the amount of streets and sidewalks near a Center, and Walk Score, which measures how many amenities (parks, schools, grocery stores, coffee shops, and other amenities) can be accessed via a short walk from nearby housing.
- Over the past two decades, dense, tall buildings (such as mid-rise and high-rise buildings) have predominantly been built in and near Downtown Spokane, including Downtown, East Downtown, the University District, and South

Hill/Medical District. This is because certain demographic and area attributes are present in these locations and drive urban development, particularly market-rate apartments and mixed-use development. Households most likely to live in urban housing have a higher propensity to be employed in professional services, healthcare, finance, STEM, and various other jobs concentrated in urban locations; be students; earn middle to higher incomes; be aged 25 to 34; and/or be part of 1 or 2 person households. The presence of nearby employers and amenities (e.g., retail services) also drive multifamily and mixed-use development demand. Lower-income households also live in central locations at a higher rate and tend to live in older apartments or subsidized affordable housing.

- LCG recommends that the City's code allow building heights of approximately 90 feet in Centers, which should allow seven-story, mixed-use, mid-rise building to be built. While these buildings are not feasible in most Centers today, they likely will be feasible at some time in the next two decades and are consistent with Comprehensive Plan goals.
- The report provides examples of the 3 development prototypes listed above. There are abundant examples of adaptive reuse projects, both in historic Centers such as East Sprague and Monroe and other locations such as Manito Shopping Center. The Millennium Apartments and Millennium Monroe projects are leading examples of the type of wood frame apartment projects that have been built in Centers in recent years, and which LCG believes are consistent with Comprehensive Plan goals. The Warren Apartments in Downtown is an example of a mid-rise project and is unlikely to be feasible in Centers today due primarily to the fact that rents have historically been higher in and near Downtown.
- The cost of land in Centers will continue to be a challenge for developers. The average commercial property in Centers sells for between \$40 and \$70 per square foot, while the "greenfield" (vacant, undeveloped) properties closer to the edge of town reviewed by LCG has sold for \$13 per square foot. Many wood frame apartment projects can afford to purchase greenfield land but not commercial land. Certain wood frame projects that achieve higher densities (e.g., +/- 100 units/acre), and have lower parking ratios (e.g., less than 0.5 spaces per unit) have a greater capacity to purchase commercial land, and therefore regulations that enable higher density and lower parking requirements are critical to enabling higher-density housing in Centers.
- Developers interviewed for this project made certain recommendations regarding current and future regulations and policy, including: the interim Building Opportunity and Choices for All (BOCA) code should be made permanent; Design Standards for Centers delay projects and create uncertainty and should be streamlined as much as possible; permitting authority is divided between two major silos (Planning, Zoning, and Economic Development; Engineering and Public Works), and the public works process in particular hinders infill development in Centers; Urban forestry requirements create uncertainty; the statewide energy code is increasing the cost of development; and a simplified mixed-use zone(s) would probably be superior to the current Centers and Corridors designations. Detailed developed feedback is described in the appendices.
- Looking ahead over the next 20 years, LCG forecasts that development in many recent-era Centers will slow as the supply of lower-cost land is exhausted. Consistent with the pattern seen in other cities nationwide, development in historic-era Centers will increase because the high levels of connectivity and services will continue to be desirable, in-migration continues, and achievable rents increase. Development in mid-century Centers will increase somewhat but will continue to be difficult because properties are expensive to acquire.
- The report evaluates each of the 23 centers across a series of key attributes including Walk Score/connectivity, demographics, per capita income, historic and recent/projected development, and low-cost land. Centers vary widely across these attributes.
- There are a range of actions that the City could take to encourage mixed-use, higher density development in Centers. These include making BOCA permanent, addressing the regulatory issues mentioned above, as well as investing in streetscape/transportation and utility improvements, partnering with other agencies such as STA, expanding the City's storefront improvement grant program, reducing Transportation Impact Fees in Centers, acquiring land in key locations, and staying abreast of best practices in infill and mixed-use development.

City Goals: Comprehensive Plan Policies

The City of Spokane adopted an updated Comprehensive Plan in 2001 and has revised the Comp Plan numerous times over the past two-plus decades.

The goals in the Comp Plan provide a context against which past and future development in Centers can be assessed. The Comp Plan goals that appear to be most applicable to this analysis of Centers are shown below. The goals call for development in Centers that is higher density; efficient, cost-effective, and compact; mixed-use (i.e., including residential, office/employment, retail, and other uses); and pedestrian-oriented, among other goals.

LU 1. CITYWIDE LAND USE

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

LU1.4. Higher Density Residential Uses. Direct new higher-density residential uses to Centers and Corridors designated on the Land Use Plan Map.

LU-1.5. Office Uses. Direct new office uses to Centers and Corridors designated on the Land Use Plan Map.

LU-1.6. Neighborhood Retail Use. Direct new neighborhood retail uses to Neighborhood Centers designated on the Land Use Plan Map.

LU 1.7. Neighborhood Mini-Centers. Create a Neighborhood Mini-Center wherever an existing neighborhood retail area is larger than two acres.

LU 3: EFFICIENT LAND USE

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

LU 3.1 Coordinated and Efficient Land Use. Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.

LU-3.5. Mix of Uses in Centers. Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

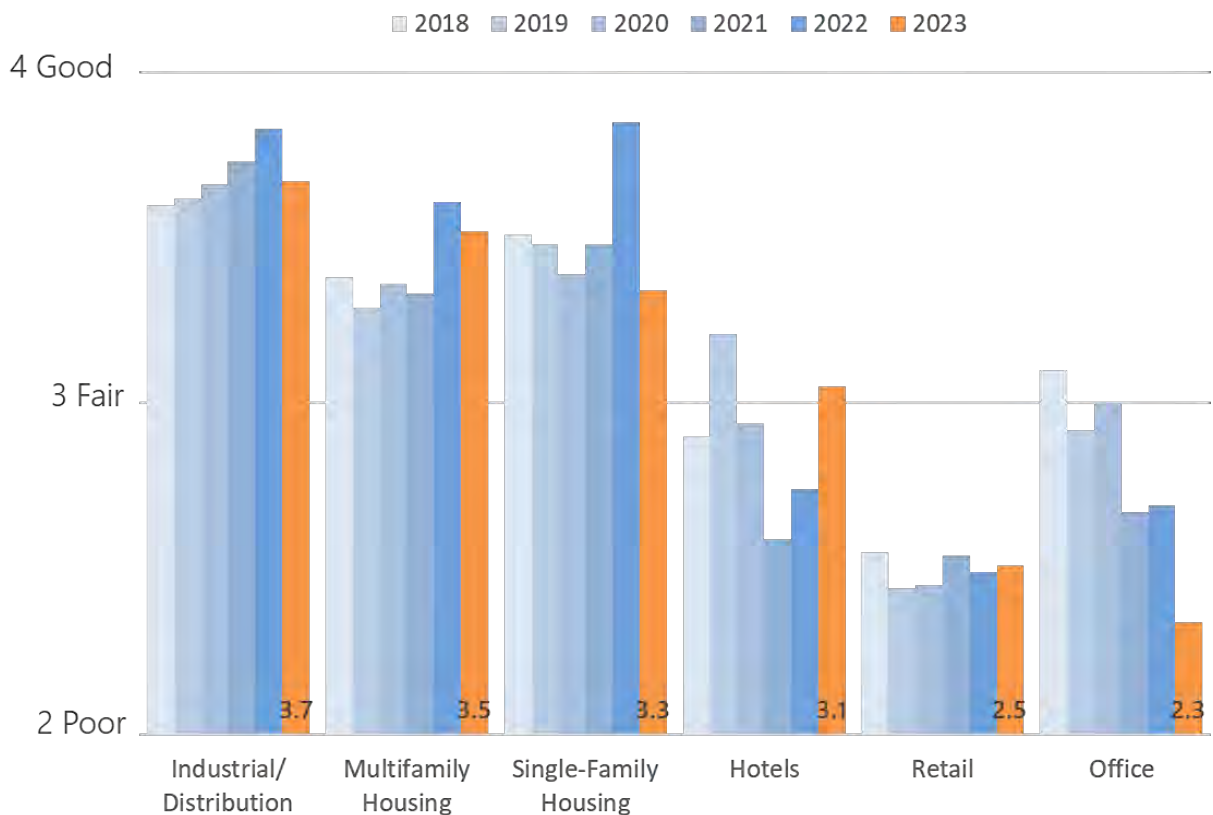
Source: [Comprehensive Plan for the City of Spokane](#), Adopted 2017, including amendments through 2023, Pages 87 to 88.

National and Western U.S. Development Context

National Development Prospects

The figure below shows the results of annual surveys conducted as part of the Urban Land Institute’s (ULI) Emerging Trends in Real Estate reports, published between 2018 and 2023. This report captures the sentiment of real estate developers and investors nationwide, including their level of interest in developing various types of properties, including industrial, residential, hotel, retail, and office properties. While the report reflects a nationwide perspective, and individual real estate development decisions are local, LCG finds that these national sentiments have a powerful impact on local development outcomes.

Figure 1. Development Prospects, 2018 – 2023



Source: *Emerging Trends in Real Estate, 2023, Urban Land Institute.*

Some of the key takeaways of ULI’s Emerging Trends reports are as follows. Industrial and multifamily (rental) housing are the types of development that developers see as the best investments for the near future. Industrial development is desirable because of increasing demand for “last mile” delivery hubs for online shopping, low vacancy levels, “reshoring” of logistics and manufacturing because of stressed global supply chains, and other factors. Multifamily continues to be desirable because household growth has outpaced residential development for many decades. Single family development continues to be in demand, but fell significantly in desirability between 2022 and 2023 due to rapidly increasing mortgage rates and interest rates for development construction loans. Interest in developing hotels has rebounded considerably since the most intense periods of the COVID pandemic, when travel slowed significantly. Retail

and office development are the least desirable development opportunities. In many communities, there is an adequate supply of retail space; rent growth has been limited for many years; and the growth in online shopping dampens demand for new and existing retail space. Demand for new office space is very limited, primarily because working from home has increased significantly in most office employment industries (typically from below 5% before the pandemic to 20% to 30%+ in 2023) and hybrid work has increased, such that overall office occupancy is much lower than it has been historically. Developers are therefore very hesitant to invest in major new office projects. LCG believes that the desirability of development types nationally will be similar to their level of desirability in Spokane's Centers, with the likely exception of industrial development. Most parcels in Spokane's Centers will be too small and too expensive to be well suited to industrial development.

Interest Rates

As mentioned above, borrowing costs for developers and homebuyers have increased significantly in recent years. Rates were at historic lows in parts of 2020 and 2021. Since that time, rates have increased significantly, and in many cases more than doubled. Average 30-year [mortgage rates](#) for homebuyers were at about 3% in 2020 and 2021, and can now be around 8%. Borrowing rates (e.g., permanent and construction financing) for developers have also risen dramatically. For developers, higher rates have a significant negative impact on development feasibility, and are forcing developers to put many projects that would have been feasible in 2021 on hold. This national trend is consistent with recent presentations made to the City by the developers, who had planned to renovate the Payton Building downtown into apartments but said that the project is on hold due to interest rates.

Higher rates make construction more expensive, reduce overall returns, and reduce key metrics that lenders review, particularly debt service coverage ratio. Therefore, interest rates have a significant impact on the pace of development in Centers. While it is important to acknowledge this reality, LCG expects that development financing costs will decrease in the coming years, and that development feasibility will improve over today's conditions, but probably not return to the very favorable conditions seen in the midst of the pandemic.

The amount of development in Centers is in part determined by the amount of development regionwide and citywide. Spokane has desirable attributes—as a midsize, growing, western, and comparatively affordable metro area—but it also has a less robust economy and growth outlook compared to some other western metros.

The amount of residential, commercial, and mixed-use development in Spokane's Centers will be significantly impacted by the amount of growth and economic vitality regionally. If population and job growth are high regionally in the coming decades, then population and job growth will tend to be higher in Centers, since households and employers will need space to occupy. The *perceptions* of developers and the general public are also important. The figure at right shows how the ULI categorized metropolitan areas across the country for 2023. The ULI identifies the Spokane/Coeur d'Alene metro area as part of "The Affordable West." This is a group of moderate-growth metro areas that are somewhat more affordable than their peer cities. By contrast, the ULI puts the Boise metro area in the "Supernova" category because of this region's rapid population and employment growth, and diversification of the region's economy, for example, into more high-tech employment. LCG believes that comparing the Spokane and Boise regions is useful because the regions are both located in the Mountain West/ Pacific Northwest, are similar in overall size, and are both candidates when companies and households are considering new locations. If the Spokane region were to grow as fast as Boise, there would be more demand for development in Centers.

Figure 2. Emerging Trends in Real Estate Market Categories, 2023

Major group	Subgroup	Markets
Magnets	Super Sun Belt	Atlanta Dallas/Fort Worth Houston Miami
	18-Hour Cities	Charlotte Denver Fort Lauderdale Minneapolis
	<u>Supernovas</u>	Austin Boise Jacksonville
The Establishment	Multitalented Producers	Chicago Los Angeles
	Knowledge and Innovation Centers	Boston New York–Manhattan
	Major Market Adjacent	Inland Empire Jersey City Long Island New York–Brooklyn New York–other boroughs Northern New Jersey
Niche	Boutique Markets	Chattanooga Des Moines Greenville, SC Knoxville
	Eds and Meds	Baltimore Columbus Gainesville Madison
	Visitor and Convention Centers	Cape Coral/Fort Myers/Naples Charleston Deltona/Daytona Honolulu
Backbone	<u>The Affordable West</u>	Albuquerque Sacramento Spokane, WA/Coeur d'Alene, ID
	Determined Competitors	Birmingham Indianapolis Kansas City, MO
	Reinventing	Buffalo Cincinnati Cleveland Detroit

Source: *Emerging Trends in Real Estate* surveys; compiled by Nelson Economics.

Note: **Bold** type indicates the 20 highest-rated markets in *Emerging Trends in Real Estate 2023* survey for overall real estate pros

Source: *Emerging Trends in Real Estate, 2023*, Urban Land Institute.

Figure 3 below compares demographic and economic attributes of the Spokane and Boise metro areas, and the United States. While Spokane and Boise are similar in terms of current (2022) population, households and population in Boise are expected to grow considerably faster over the next five years. Both areas will grow more rapidly than the national average. Real per capita income in Boise was slightly higher than Spokane in 2022 and is expected to grow faster. The cost of doing business in Boise is estimated to be lower than in Spokane.

Figure 3. Demographic and Economic Metrics for Spokane and Boise Metros, and United States

Metric	Spokane, WA/ Couer d'Alene, ID Metro Area (MSA)	Boise Metro Area (MSA)	United States
Population, 2022	790,000	820,000	333,150,000
Market Category	Affordable West	Supernovas	
Household Growth: 5-year projected annual % change	1.5%	2.2%	1.1%
Population Growth: 5-year projected change	42,200	78,700	
Real per capita income, 2022*	\$47,609	\$48,316	\$53,515
Real per capita income, projected 5-year change	1.0%	1.7%	2.0%
Cost of doing business**	99.5	93	100
Employment Growth: 5-year annual projected change	0.9%	1.7%	1.0%
Science, technology, engineering, and math (STEM) Employment Location Quotient	0.7	1.1	1.0
Office-Using Employment Location Quotient	0.8	1.0	1.0
Permits per 100 Households added	101	111	90
Affordability. Percent of all homes likely affordable to 4-person family earning 120% of AMI	43.5%	45.5%	53.0%
Transit Quality (AllTransit Score)	2.5	1.8	4.0



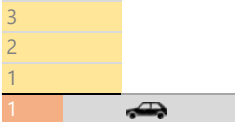
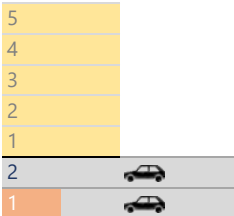
Source: Emerging Trends in Real Estate, 2022, Urban Land Institute.

The concentration (location quotient) of science, technology, engineering, and math (STEM) and office-using employment is higher in Boise than Spokane. Both of these employment categories have tended to drive further

regional economic growth, and are frequent occupants of higher density/center locations. Unfortunately, housing in both Spokane and Boise is significantly less affordable to four-person households at 120% of area median income than housing nationwide. Spokane's transit service is superior to Boise's. Again, these data are provided in order to underscore the point that, today and in the decades to come, development within Spokane's Centers will be significantly impacted by the regional economic and demographic context. A fast-growing region that is generating high levels of employment in white-collar, professional service, and STEM jobs is highly likely to drive more demand for higher-density, residential and commercial infill development.

Most development in Centers is built within a series of prototypes. Developers' determination about what to build is driven in large part by achievable rent.

The figure below shows the development prototypes that are most often built in Centers and other infill locations nationwide. While every development project is different in its particulars, developers tend to build variations on these prototypes: commercial renovation/adaptive reuse; garden apartments; and mid-rise, mixed-use, or podium apartment development. The prototypes can be defined by the type of use (commercial, residential, or a mix of both); parking (surface or structure); structure (wood frame; wood frame over concrete podium); floors; and density.

	Commercial		Housing	
Name	Renovation Adaptive Reuse	Garden Apartments	Mid-Rise / Mixed-Use / Podium	
				
Parking	Surface	Surface	Structured	
Structure		Wood frame	Wood frame apts Over concrete podium	
Floors	1	3 to 4	4 to 8	
Typical Density	.3 FAR	30 du/acre	135 du/acre	

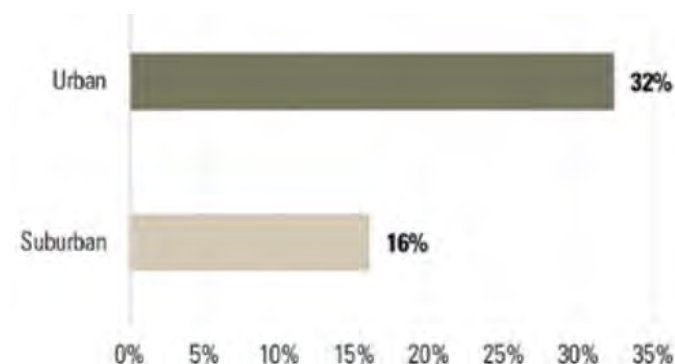
Source: Leland Consulting Group.

Developers—particularly multifamily developers—determine what prototypes to build in large part by the amount of rent they can charge on a per-square-foot or per-unit basis. In locations where residential demand is very high, developers can afford to pay the higher costs associated with podium-style development, including higher costs for structured parking, structural elements (e.g., post-tensioned slab), elevators, interior conditioned space, and finishes. In other locations where demand and rents are somewhat lower, developers can build lower-cost garden apartments. In yet other locations, rents are sufficiently low that no multifamily development “pencils.” Specific examples of projects that fit within these prototypes and are located in Spokane are explored later in this analysis.

Following the great recession, more infill development has taken place in walkable, historic neighborhoods than in suburban locations.

Analysis of development patterns in large metro areas nationwide between 2010 and 2017 shows that while multifamily apartment development took place in all types of locations, more development took place in urban compared to suburban locations, “reflecting ongoing consumer demand—particularly among younger households—for living environments that are convenient to jobs, transit, and urban amenities, and which are highly walkable.”

Figure 4. Growth in Rental Apartment Units, 2010-2017; Top 50 Metro Areas



Source: [The New Geography of Urban Neighborhoods](#), Urban Land Institute.

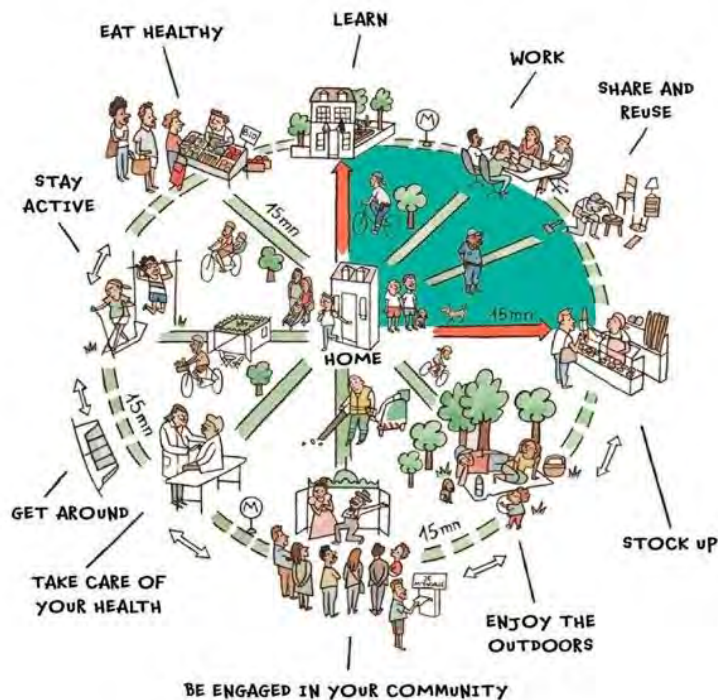
While the Covid pandemic has fundamentally changed certain aspects of living and working patterns, LCG believes that this fundamental demand—by younger and smaller households, for housing in walkable, well-connected, mixed-use communities—will remain in coming decades, and that most historic urban locations are better positioned to provide such environments compared to suburban locations. A recent report by Smart Growth America reaches similar conclusions:

“In spite of the changes to urban areas brought on by the Covid-19 pandemic, the 2023 edition of Foot Traffic Ahead’s research findings demonstrate continued real estate market and consumer preference for walkable urbanism through premiums in commercial rents, multifamily rental rates, and for sale home prices, compared to drivable alternatives. To illustrate these preferences, Foot Traffic Ahead 2023 benchmarks the range of walkability in the 35 largest metropolitan regions in the U.S. and shows that the market is continuing to seek more well-connected, walkable neighborhoods. This report shows that the demand for walkable, well-connected real estate far exceeds supply; and this imbalance underscores the urgency of policy reform to deliver more mixed-use, mixed-income housing near transit, especially in the midst of today’s housing access crisis.” (Source: [Foot Traffic Ahead - Ranking Walkable Urbanism in America’s Largest Metro Areas, 2023](#).)

Most research on this topic has been conducted for the largest metro areas in the U.S., and therefore we cannot conclusively demonstrate that preferences exhibited in large metro areas are the same as those in Spokane. However, LCG has found that walkable, mixed-use environments are very popular in Western metro areas, even in those with populations below 100,000, such as Bend, Missoula, and Bozeman.

One concept that has proven to be popular with developers, residents, tenants, and planners is the “15-Minute City.” According to the ULI, “Whatever the headwinds, there is little doubt that cities retain their appeal to broad swaths of people and businesses. Younger people, as always, are especially attracted to city life, but the attraction is not limited to generation Z. As one developer summarized, ‘People want that 15-minute lifestyle if they can get it. They want walkable, amenitized, real places that allow them to live fuller lives without having to get into a car and transition from one segment of their life to another.’” (Source: *Emerging Trends in Real Estate, 2022, Urban Land Institute; page 17*).

Figure 5. The 15-Minute City



Spokane Development Context

In Spokane, most development completed during the past two decades has not been in Centers.

In this section, we transition from discussing the development context of the nation and western U.S., to conditions in Spokane's 23 designated Centers (including 20 Centers and 3 Corridors).¹

Figure 6. All Multifamily and Commercial Real Estate Development, Built 2001 to 2023

Center/ Corridor Name	Rentable Bldg. Area (RBA)	
	SF	%
57th & Regal	906,940	3%
Five Mile	141,343	0%
Lincoln Heights	42,307	0%
Manito Shopping Center	20,151	0%
North Town	71,534	0%
Shadle	475	0%
Southgate	511,947	2%
Cannon & Maxwell	5,585	0%
East Sprague	71,187	0%
Holy Family	259,721	1%
North Foothills	35,520	0%
North Nevada	206,672	1%
Trent & Hamilton	60,662	0%
Hamilton	498,446	2%
Hillyard	67,789	0%
Monroe	96,480	0%
14th & Grand	8,754	0%
Garland	-	0%
SFCC	169,000	1%
Indian Trail	607,208	2%
Lincoln & Nevada	170,236	1%
South Perry	14,286	0%
West Broadway	253,480	1%
Centers/Corridors Total	4,219,723	14%
Other Areas	25,261,548	86%
City of Spokane Total	29,481,271	100%

¹ In most cases, the area included in Centers is the area within ¼ mile of the placemark provided for the that center (i.e., from "the center of the center"), however, there are several exceptions. For Corridors, a 1/8-mile distance from a line has been used, since the assumption is that most past and future development will take place along one primary street. The demographic information (e.g., household sizes and per capita incomes) provided later in this report are for a ½ mile distance from Centers and Corridors, in order to represent the demographics in a larger "market area."

Source: CoStar; Leland Consulting Group.

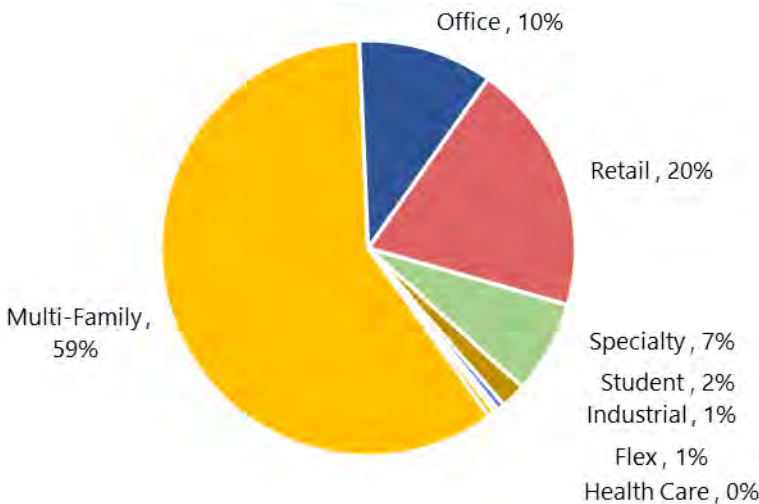
Figure 6 shows all of the rentable building area (RBA; similar to but somewhat less than the gross building area) of all of the known multifamily (apartment) and commercial real estate development built in Spokane between 2001 and 2023. "Commercial" includes retail, office, hotel/hospitality, industrial, flex, storage, and specialty space. Figure 6 does not include owner-occupied single family or residential condominium space, or many publicly owned buildings such as libraries. 2001 was selected as the beginning point for this analysis, since a new Comprehensive Plan was adopted in that year. The data source for the above data, as well as much of the other information about multifamily and commercial real estate in Spokane, is [CoStar](#), the nation's most extensive source of commercial real estate information, analytics and news. LCG has also supplemented CoStar data via interviews with Spokane-based developers, our research, and other sources cited in this report.

Of the 29.48 million square feet of commercial and multifamily space built during this time, 14% has taken place in Centers and Corridors, while Centers and Corridors occupy about 4.6% of the city's land. LCG is not aware of goals that call for a specific proportion of growth to take place in Centers; however, the Comp Plan does call for new, higher density, mixed-use development to take place in Centers, and it does not seem that this goal is consistent with development patterns over the past two-plus decades in most Centers. Most Centers absorbed close to 0% of the total amount of citywide development. However, some Centers could be considered successful in terms of the amount of development they have attracted. The most successful Centers (in terms of attracting development) have been places like 57th & Regal and Indian Trail, which absorbed about 3 and 2% of all citywide development, respectively. The zoning in place in Centers does not seem to be a primary driver of the amount of development that has taken place; as shown in the appendices, there is no clear relationship between the number of acres that are within a CC or mixed-use zone and the amount of development that has taken place in a center.

Consistent with national trends, most development in Spokane's Centers has been multifamily housing.

As shown in Figure 7 below, 59% of all building area in Centers has been multifamily housing. 20% has been retail, 10% has been office, and smaller shares are specialty, student (generally student housing), industrial, flex, and healthcare. Specialty development is a mix of self-storage, utility sub stations, schools, and parking garages.

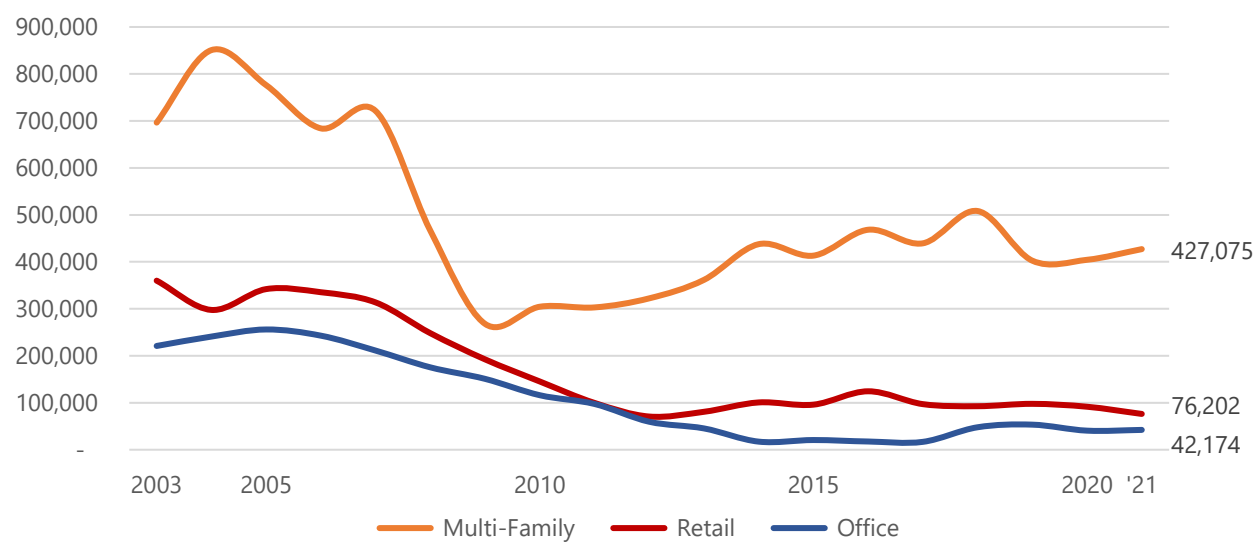
Figure 7. Building Area in Centers by Development Type, 2001 to 2023



Source: CoStar, Leland Consulting Group. For the remainder of the report, "Building Area" is RBA.

As Figure 8 shows, multifamily housing has been the dominant development type in Centers since the early 2000s, and after experiencing a sharp downturn that coincides with the onset of the great recession in 2007-2008, multifamily development has gradually increased. The five-year average for multifamily space in 2021 (i.e., between 2019 and 2023) was over 427,000 square feet of RBA per year, or 568 units per year. By contrast, the amount of retail and office space constructed in Centers has been on a consistent downward trend since the early 2000s. As of 2021, about 76,000 square feet of retail and 42,000 square feet of office space have been built annually in Centers, and most of this development has taken place in a few Centers located furthest from downtown Spokane. For the foreseeable future, LCG expects the dominance of multifamily development to continue, and for new, ground-up construction of retail and office space to slow.

Figure 8. Building Area in Centers by Development Type, Five Year Rolling Average, 2003 to 2021



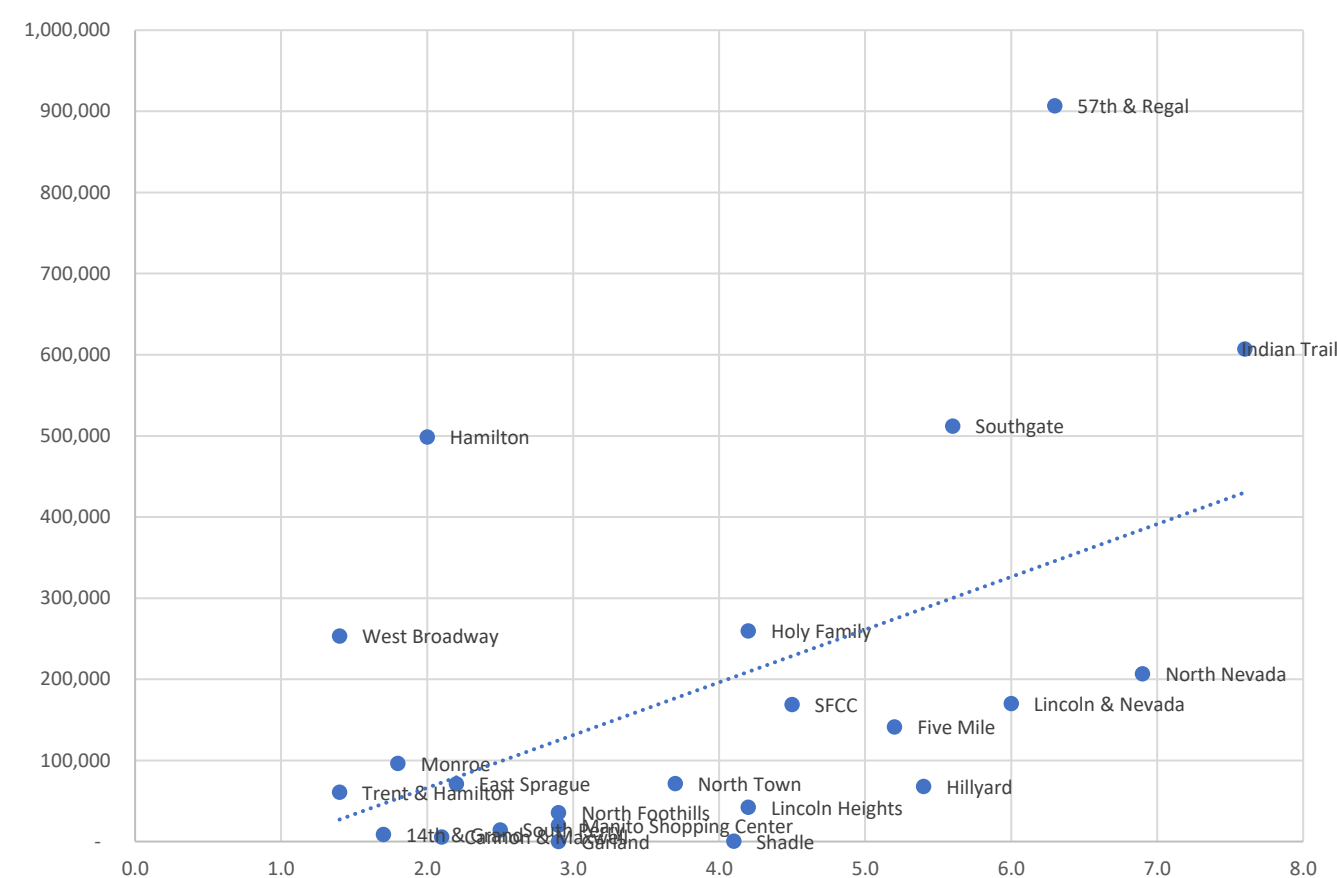
Source: CoStar, Leland Consulting Group.

The Centers that have seen the most development are those on the edges of the city, where vacant land has been more plentiful and less expensive.

As Figure 9 shows, there is a strong correlation between a Center’s distance from downtown Spokane (City Hall), and the amount of development that has occurred there. In general, the further a Center is from downtown, the more development has occurred there. Centers such as 57th & Regal and Indian Trail, which are 6.3 and 7.6 miles from City Hall, respectively, have seen the greatest amount of development amongst all Centers—about 900,000 and 600,000 square feet of development. Most closer-in (and older) Centers like Monroe and Trent & Hamilton captured less than 100,000 square feet of new, ground-up development during this time period, and many close-in Centers have seen almost no new development.

LCG believes that one of the major drivers of this development pattern is the fact that vacant, undeveloped “greenfield” sites near the fringes of the City tend to cost much less for developers to acquire than sites that are already built-out near the center of the city. Edge sites also tend to be larger, have fewer environmental contamination issues, and may be owned by more willing sellers.

Figure 9. Distance from Downtown Spokane (Miles) and Square Feet of Development, 2001-2023

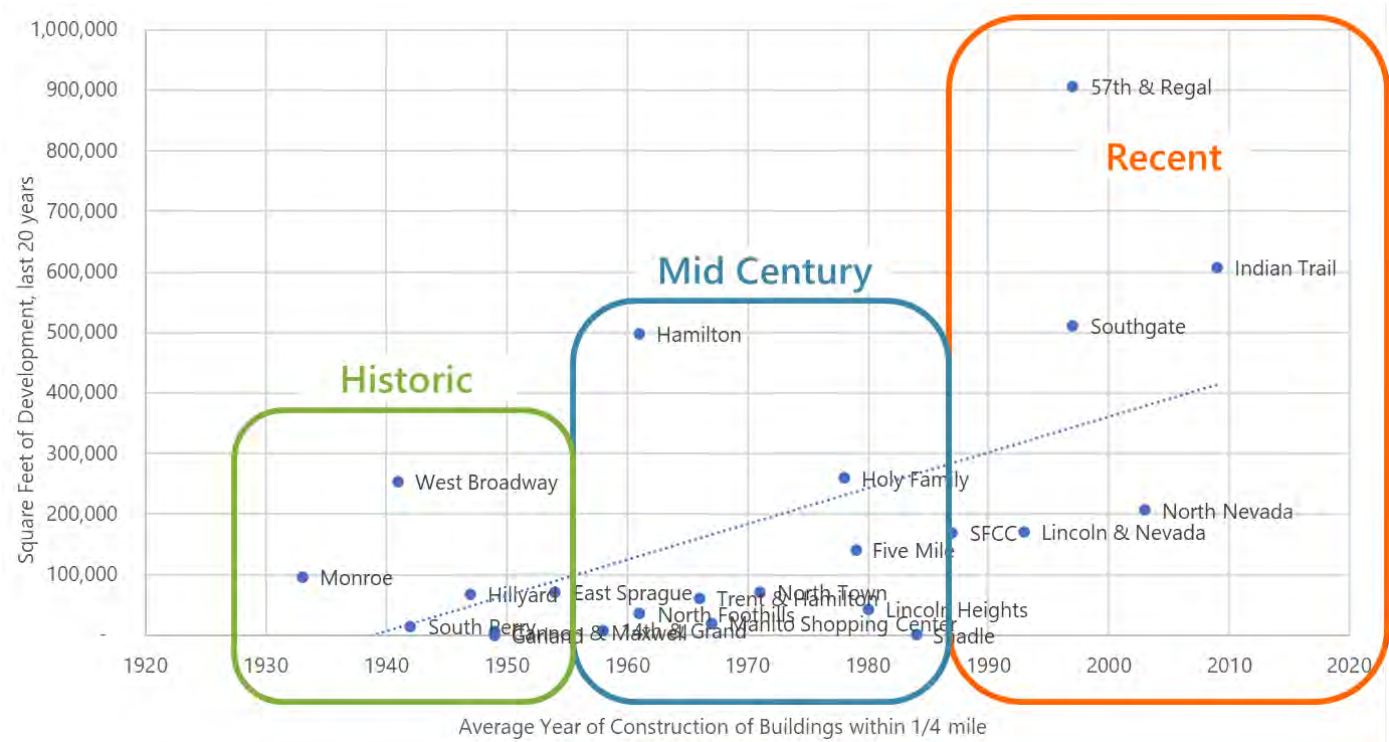


Source: Spokane County GIS; CoStar; Google Maps; Leland Consulting Group.

Centers can be categorized by the era when most of the development within them occurred: historic, mid-century, and recent. In most historic and many mid-century Centers, relatively little new, ground-up development has occurred.

The figures below build on the analysis above that compares the amount of development to the distance from downtown. Figure 10 compares the amount of development to the average year of construction of buildings located within the center, and shows a similar relationship between these variables: More recently built Centers (which tend to be further from the center of the city) have seen more development than historic or mid-century Centers.

Figure 10. Development Era and Square Feet of Development, 2021-2023



Source: Spokane County GIS; CoStar; Leland Consulting Group.

Figure 11 shows some of the key metrics for historic, mid-century, and recent Centers. We define these categories based on the average year of construction for buildings in the CoStar database that are within ¼ mile of the Center location, which is before 1955, 1985, and 2023, for the three Centers types. It is likely that CoStar does not include some older buildings (e.g., 1920 and before) and therefore the actual age of all buildings in some Centers may be older. The average year of construction for buildings is also shown below, as is the year when most of the buildings in the Centers will be “old” (more than 50 years old) and therefore very much in need of major capital investments (see [RDH Building Science](#)).

The average distance to downtown is 2.6, 3.2, and 6.2 miles, respectively. It is notable that while the age of construction differs significantly between historic and mid-century Centers, the distance to downtown does not. There are 7 historic, 10 mid-century, and 6 recent Centers. The average RBA of development per year between 2001 and 2023 is much higher for recent Centers (19,500 square feet) compared to 3,300 and 5,200. Recent Centers have seen almost 6 times as much development as historic Centers, and almost 4 times as much development as mid-century Centers.

The era of construction is correlated to a number of other Centers attributes, particularly to the amount of development over the past two-plus decades.

Figure 11. Key Metrics for Historic, Mid-Century, and Recent Centers

Era	Av. Year of Construction	Av. Year of Construction	"Old Age" Buildings	Average Distance to Downtown	Number of CCs	Average RBA of Development	
	Before					2001-2023	/Year
Historic	1955	1945	1995	2.6	7	73,000	3,300
Mid Century	1985	1971	2021	3.2	10	85,000	3,900
Recent	2023	1998	2048	6.2	6	429,000	19,500
Total					23		

Source: Spokane County GIS; CoStar; RDH Building Science; Leland Consulting Group.

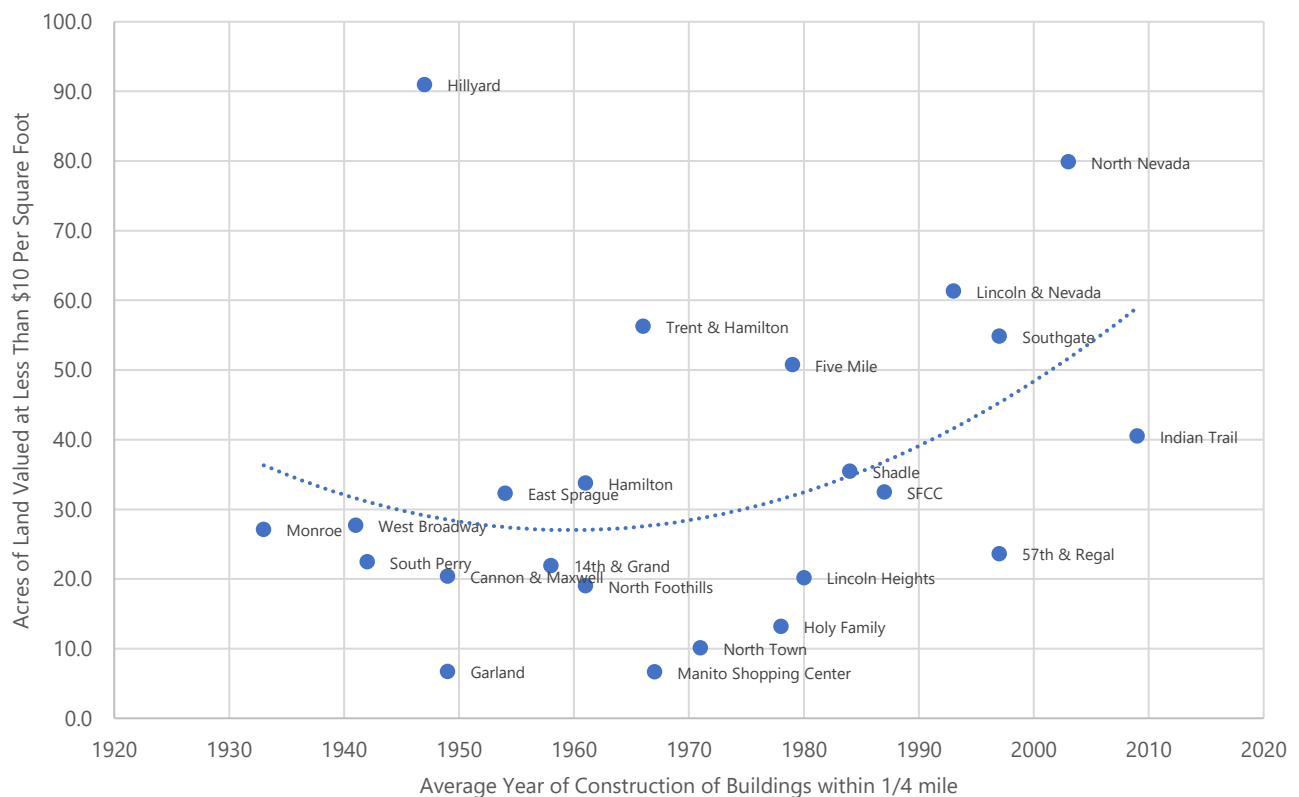
The *supply* (availability) and cost of land is a critical determinant of whether development happens and can have little to do with the amount of *demand* (whether or not the location is desirable to residents and tenants).

As mentioned above, the supply of lower-value land is a major reason that more development has taken place in recent Centers that are near the edge of the city—there has historically been more low-cost land within and near these Centers.

Figure 12 compares the Centers era or average year of construction and the acres of land that are currently valued at less than \$20 per square foot of land area (or less than \$871,200 per acre). The acreage shown in Figure 12 does not include land owned by schools or government agencies. As will be discussed in greater depth later in this report, based on LCG’s developer interviews and data collected regarding land transactions, LCG believes that transactions between multifamily and commercial developers and land owners will take place at between \$10 and \$20 per square foot. The average of the seven land transactions reviewed by LCG is \$13.40 per square foot. When “raw” land (large tracts that do not yet include on-site roads and infrastructure) is priced at more than \$20 per square foot, it is likely to become infeasible for most developers to acquire the land and then develop the land as multifamily housing, commercial space, or other development types.

Figure 12 shows that there is more low-cost land at Centers that developed more recently, which tend to be more distant from downtown. For example, there is more than 60 acres of land valued at less than \$20 per square foot at Lincoln & Nevada, and about 80 acres at North Nevada. This represents a significant supply of lower-cost land, which can be built out in coming years or even decades.

Figure 12. Average Year of Construction and Acres of Land Valued at < \$20 per square foot



Source: Spokane County GIS; CoStar; Leland Consulting Group.

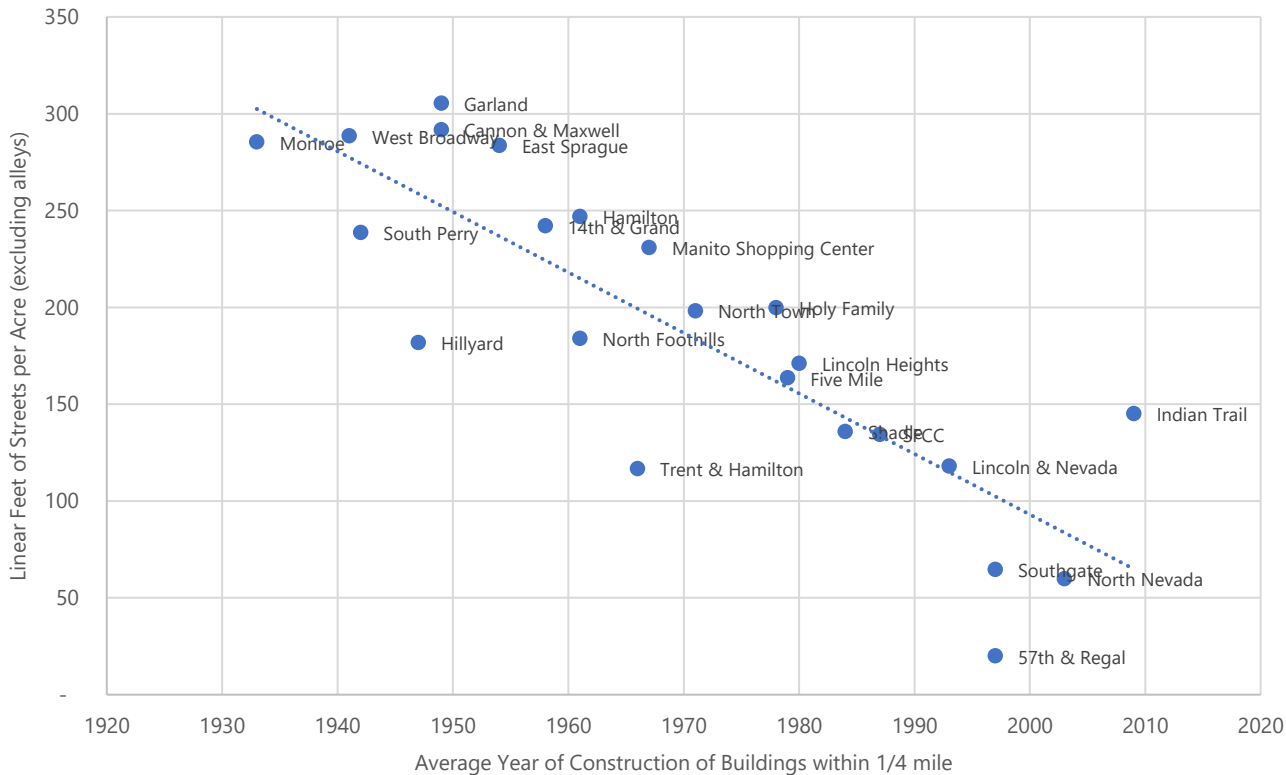
Figure 12 shows the amount of relatively low-cost land that remains available in Centers today, not the amount of low-cost land that was available historically (e.g., 20 years ago). Nonetheless, LCG believes it is safe to assume that, over the past two decades, there has been more low-cost land available at edge Centers compared to historic or mid-century Centers.

Note that estimating the amount of readily *developable* land is difficult and would require a careful, center-by-center or even property-by-property evaluation. This is because—even if land is low-cost—it may be difficult to develop because of steep slopes; wetlands, habitat, trees, or other environmentally sensitive condition; environmental contamination; easements; zoning; access challenges; ownership, or other conditions.

Recent Centers, where most development has taken place, tend not to be highly connected, walkable places.

Figure 13 compares the average year of development of Centers with their connectivity (the linear feet of streets per acre, excluding alleys). Centers that developed more recently tend to be less well-connected, pedestrian- and bicycle-oriented. Therefore, most of the development that has occurred in Spokane’s Centers in the last two-plus decades has taken place in relatively poorly connected environments.

Figure 13. Average Year of Construction and Connectivity



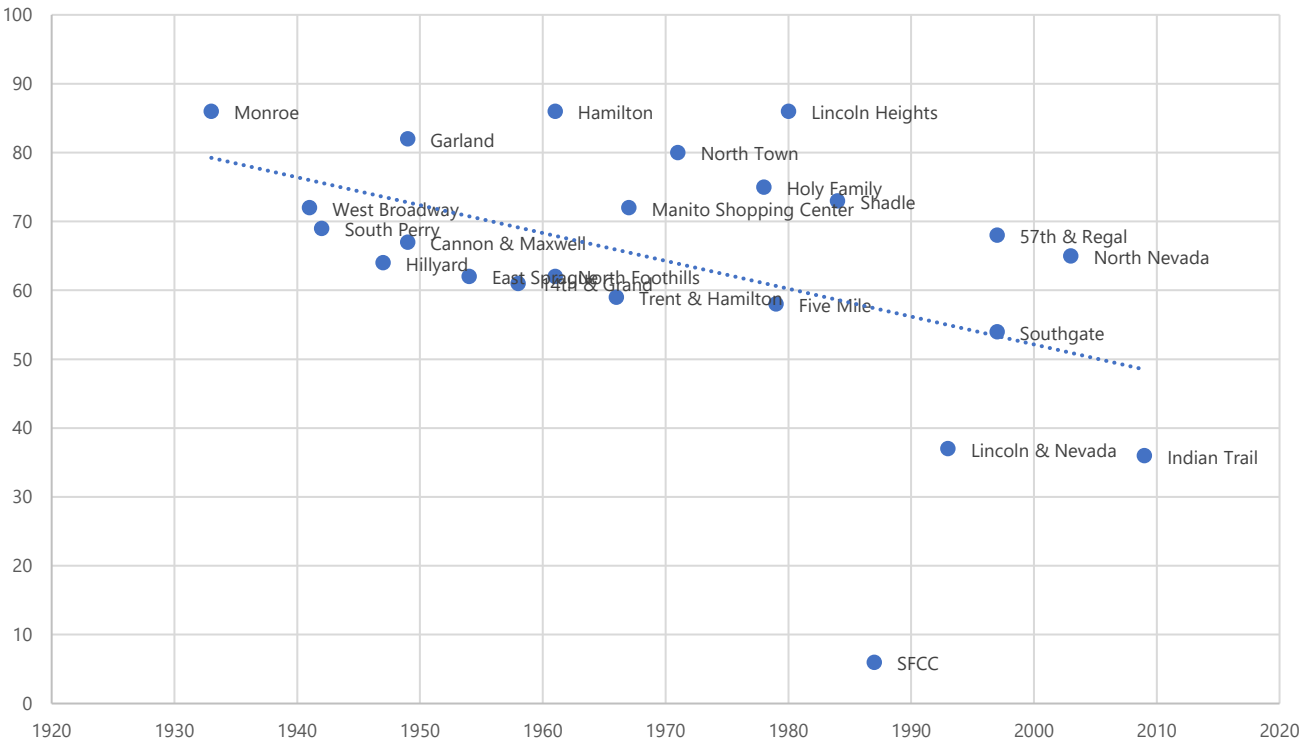
Source: Spokane County GIS; MAKERS; Leland Consulting Group.

Figure 14 below shows another way to measure the quality of connections, commercial destinations, and other destinations and amenities within Centers: via Walk Score. Walk Score is a free, web-based service that “measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5-minute walk (.25 miles) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30-minute walk.” Walk Score measures proximity to restaurants, groceries, coffee shops, pubs, parks, schools, shopping, entertainment, and errands. Walk Score also generates Bike Score and Transit Score metrics.

Figure 14 shows that, in general, Centers that were developed more recently have a lower walk score than historic and mid-century Centers. Indian Trail, which has seen the second-greatest amount of development, has one of the lowest walk scores. Therefore, where development in Centers is occurring, it generally is not taking place in the most walkable places. The new multifamily and commercial development is also often not creating walkable places.

Similar to other data sets, however, there is a significant amount of variation and “noise” in this data. For example, Lincoln Heights, which largely developed in the late 20th century, has one of the highest Walk Scores, due in part to the many services that can be accessed in and near the center. South Perry, one of the most historic Centers with good street connectivity, has a lower walk score, perhaps because there is no full-service grocery store nearby. Thus, the year of construction predicts less about a center’s Walk Score than it does about its connectivity (above) and other metrics.

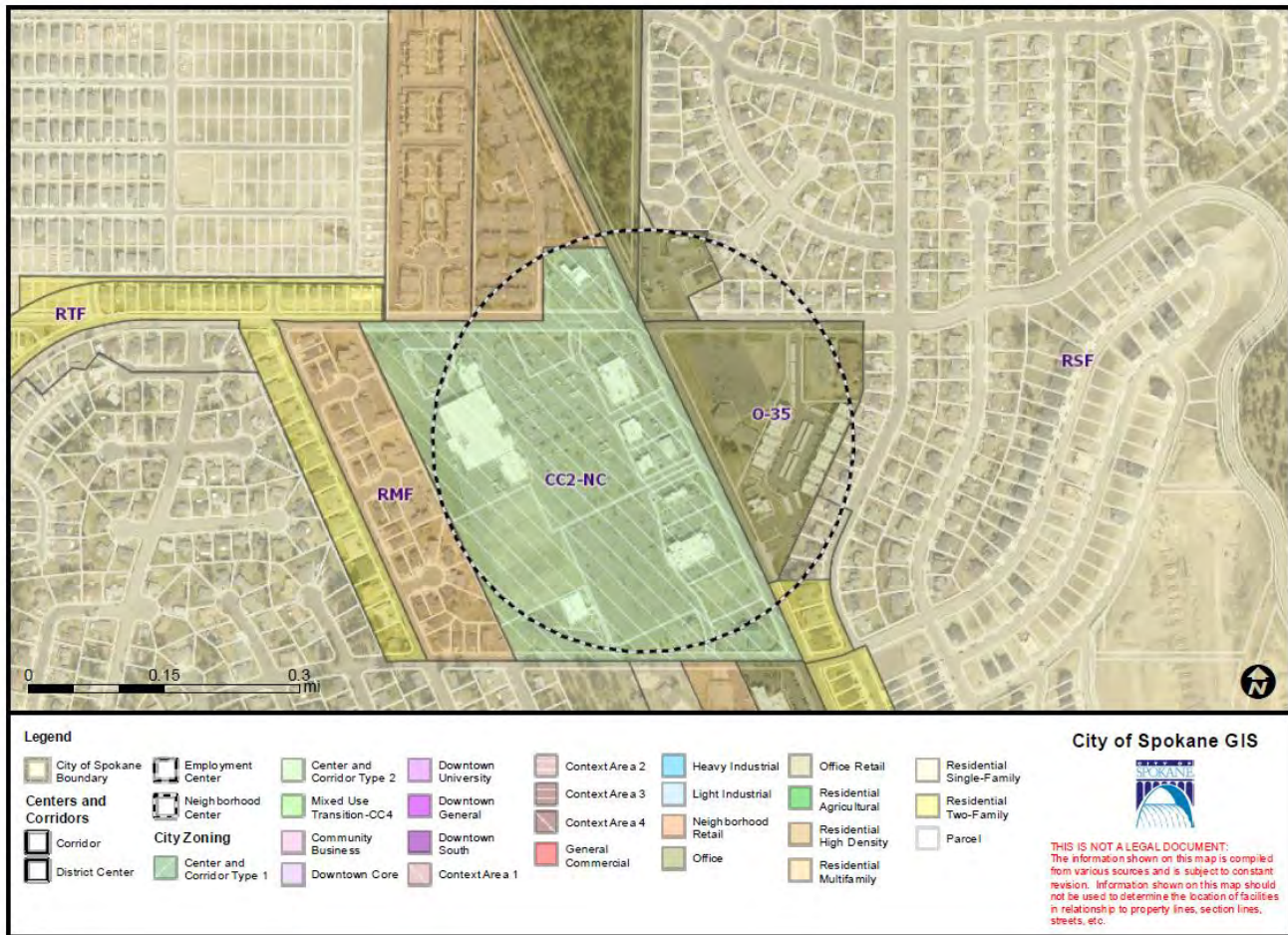
Figure 14. Average Year of Construction and Walk Score



Source: Spokane County GIS; Walk Score; Leland Consulting Group.

The maps of the Indian Trail Center below illustrate several of the challenges that face developers and planners when trying to create walkable or mixed-use development in recent, edge Centers. Figure 15 shows that a majority of the properties included within the ¼ mile center, particularly those west of Indian Trail Road, are single-use, large-format retail properties, with large surface parking lots. There are some apartments located east of Indian Trail Road (Zoned O 35), but not enough to make this a truly mixed-use center.

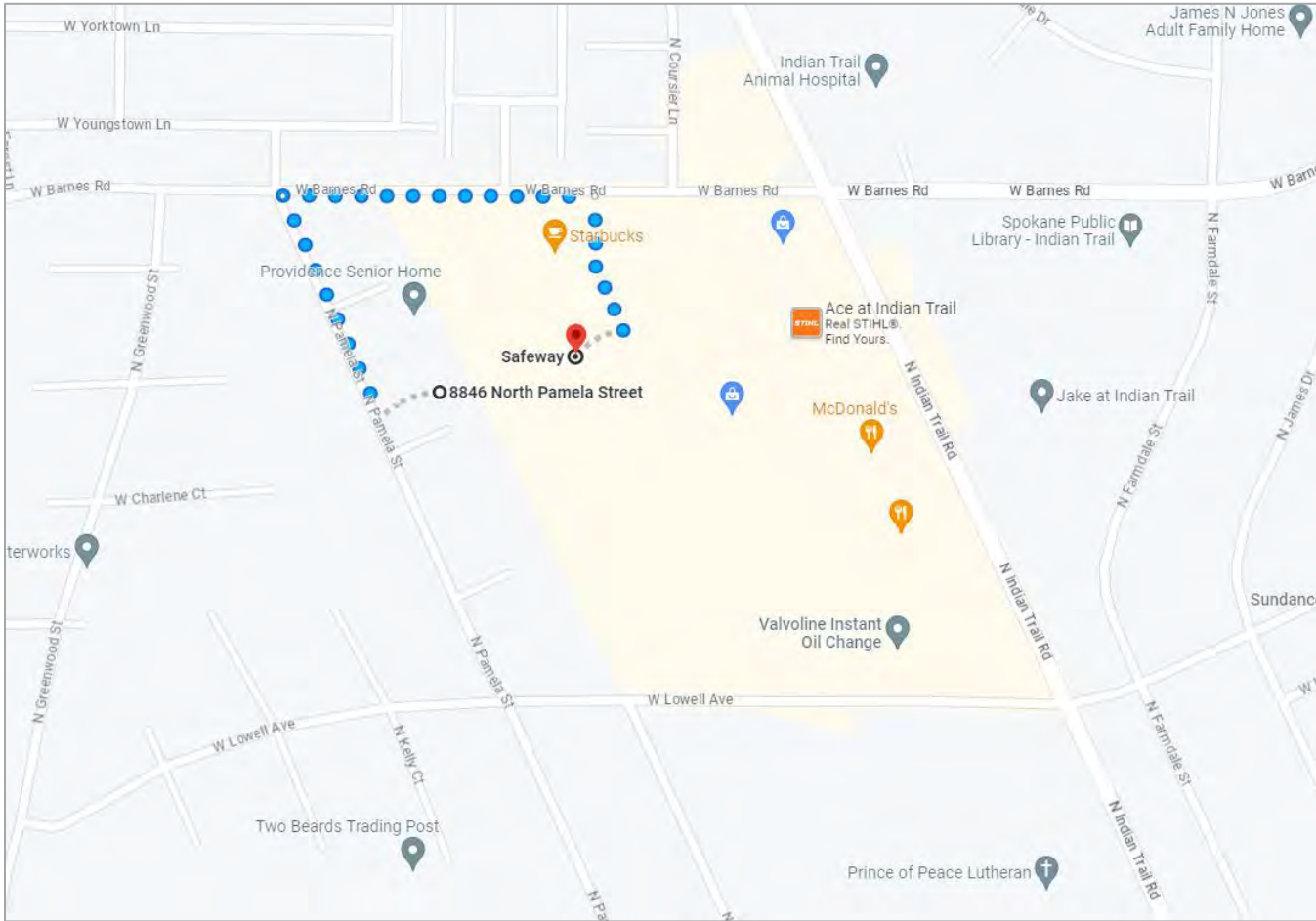
Figure 15. Indian Trail Center with Current Zoning



Source: City of Spokane; Spokane County GIS.

Figure 16 below shows the location of one home located adjacent to the Indian Trail center, on N Pamela St. This house is about 200 feet from the Safeway Grocery Store. However, the distance that a resident of the home would actually need to walk from the home to the grocery store is about 2,100 feet (or 0.4 miles)—ten times as long as the distance as the crow flies. Long paths and lower levels of connectivity are typical for Centers that developed more recently.

Figure 16. Route from Home to Grocery Store, Indian Trail Center

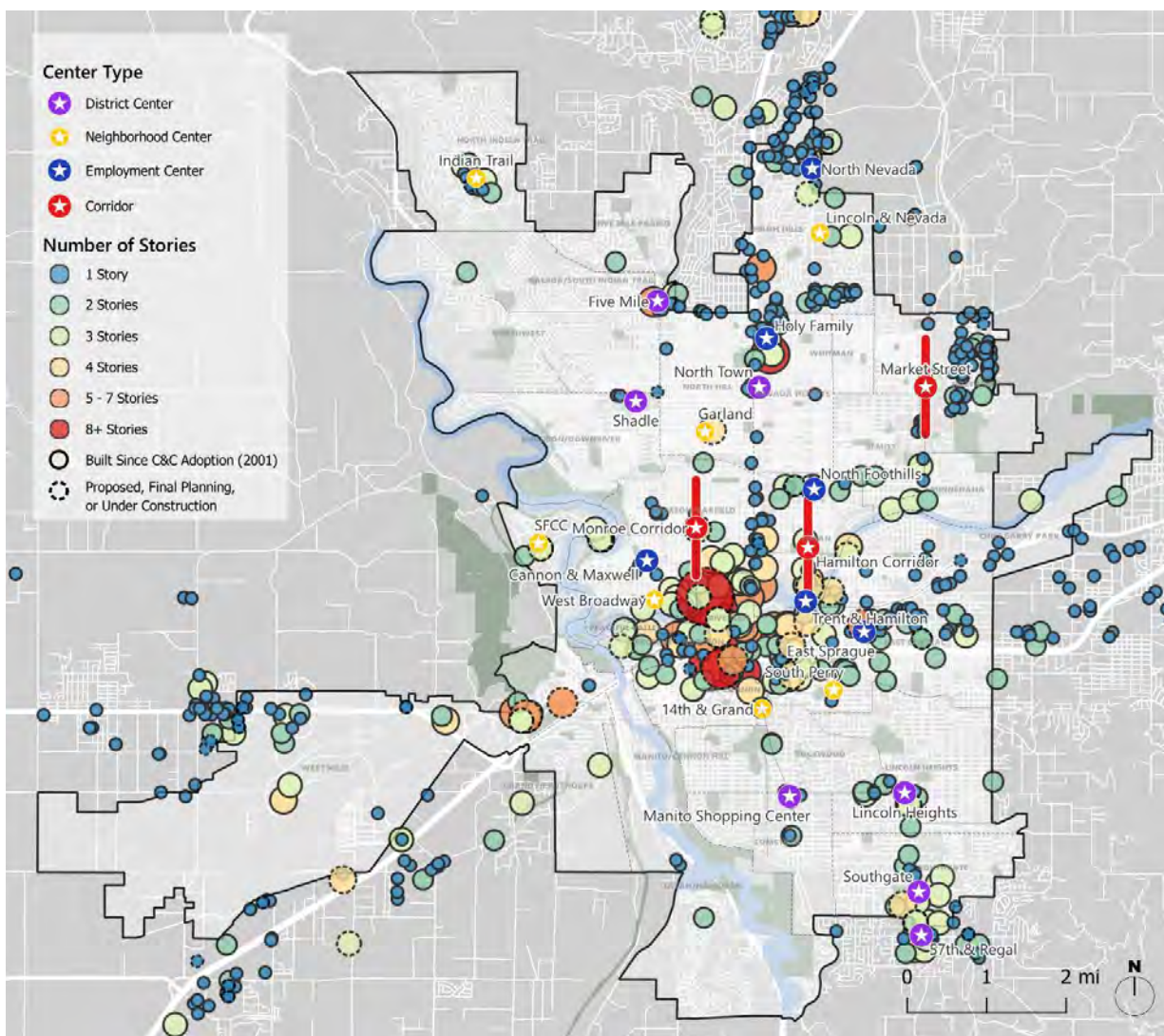


Source: Google Maps; Leland Consulting Group.

Dense, tall, and expensive buildings have predominantly been built in and near downtown Spokane.

Figure 17 below shows all multifamily and commercial development completed since 2001, color coded by the project's height/number of stories. This figure shows that taller buildings (shown in red, orange, and yellow) have tended to be built in and near downtown Spokane. Most of the buildings built more than a mile from downtown have been one, two, or three stories high, though some mid-rise buildings have been built outside of downtown. As discussed earlier, taller buildings tend to be more significantly more expensive on a per-square-foot basis, because construction materials such as concrete and steel tend to be more expensive than wood; structured parking is often required; high-rise building codes are more stringent; and for other reasons. Therefore, in order for the buildings to be financially feasible, the rents and demand for higher density space must also be higher.

Figure 17. All development since 2001, including planned, proposed and under construction, based on number of stories.

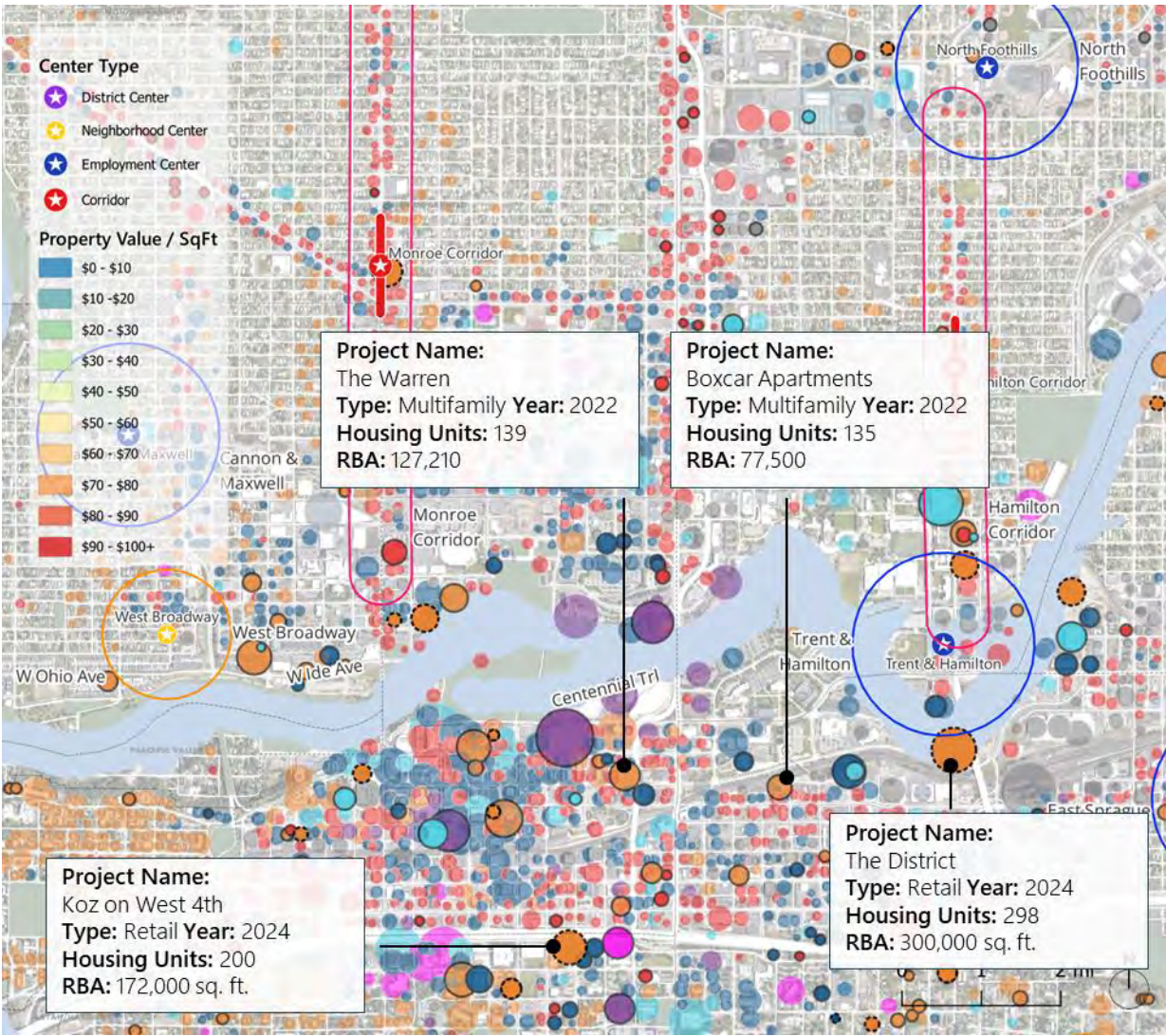


Source: CoStar; Spokane County GIS; Leland Consulting Group.

Development is currently being built and proposed in areas outside of Centers, including Downtown, East Downtown, the University District, and South Hill/Medical District.

Figure 18 below shows the location of new development projects that were completed in 2022 or are planned for completion within the next year. All four are higher density projects that are either multifamily or mixed-use, with multifamily over ground floor commercial space. (Note that Downtown is not analyzed in this study, but it is considered a Regional Center within the Centers and Corridors framework.)

Figure 18. Recently Completed and Proposed Development Projects



Source: CoStar; Spokane County GIS; Leland Consulting Group.

Certain demographics and area attributes drive urban development, particularly market-rate apartments and mixed-use development.

LCG and studies by the Brookings Institution and other groups have found that certain demographics characteristics tend to drive demand for multifamily apartment units in cities, and secondarily for ground floor commercial space. Some of these demographic indicators are shown below. They are likely to be driving demand for apartment units in close-in parts of Spokane, and are more likely to be more prevalent in these close-in areas when compared to most Centers. Many, but certainly not all, apartment residents have these attributes.

- Employed in professional services, healthcare, finance, STEM, and various other office occupying, white collar jobs
- Middle to higher income
- Aged 25 to 34
- 1 and 2 person households
- Students

In addition to the demographic attributes listed above, higher-density housing and mixed-use projects benefit from proximity to jobs and a variety of amenities, which can be measured by Walk Score or other metrics.

Source: [Who Lives Downtown](#), Brookings Institution; Leland Consulting Group.

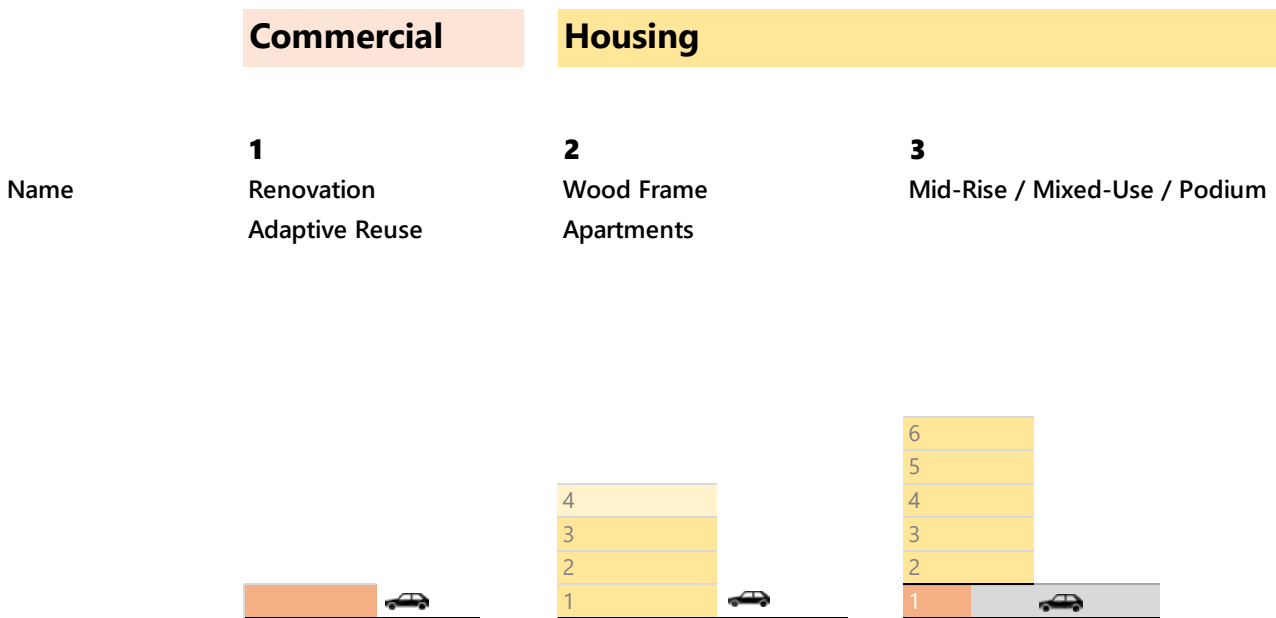
Going forward, development in Centers is most likely to be one of three types.

Figure 19 shows the development typologies that LCG believes are most likely to take place in Spokane's Centers in the future.

The first is the renovation or adaptive reuse of existing commercial buildings. These have historically served as commercial buildings. Developers buy them, renovate them—for example, by improving exterior aesthetics, creating new internal divisions, and/or improving building systems such as roofing, heating, cooling, electrical, plumbing, etc.—and then release these buildings to new commercial tenants. Such renovations will be in demand as some types of commercial space fall out of favor (e.g., movie rental, office supply) and others become more popular (e.g., restaurants, coffee shops, small commercial and makers spaces).

The second is wood frame apartments, which are being built in some but not all Centers today. Ongoing population growth, the high cost of owner-occupied housing, and low apartment vacancy rates will drive demand for multifamily housing. There will be challenges for wood frame apartments, including finding appropriately priced and adequately sized site sizes, and financing and construction costs; some of these challenges are covered in more detail later in this analysis. The cost structure of wood frame apartments—with wood frame construction, surface parking, fewer core elements (elevators, stairs), and less common area (interior conditioned hallways)—often makes them more feasible than mid-rise projects. LCG anticipates that for the next five to ten years, wood frame apartments will be the dominant development type in most Centers.

Figure 19. Most Likely Building Typologies for Spokane Centers, 2023 to 2043





The third is mid-rise, mixed-use, podium projects, which feature wood frame apartment construction, generally over a one- or two-floor concrete parking podium, usually above-ground. Ground floor commercial spaces tend to be easier to incorporate into lower-floor podiums, but not all mid-rise buildings have ground-floor commercial space. Mid-rise projects are being completed in and near downtown today due in part to the higher achievable rents in those locations, but are not feasible in Centers, because rents and demand drivers are lower in Centers. However, when apartment rents and demand are higher, mid-rise buildings are able to offer much higher prices for land compared to lower-scale wood frame apartments, because mid-rise buildings have far more units. As the Spokane region’s population continues to grow over the coming decades, rents for close-in locations continue to increase, and the supply of high-quality, walkable sites decreases, mid-rise buildings are likely to become feasible in more Centers, particularly historic Centers and some mid-century Centers.

Therefore zoning, regulation, and incentives in Centers should allow and encourage mid-rise, mixed-use buildings in Centers. LCG recommends that the City’s code allow building heights of approximately 90 feet in Centers. Approximate building sections are shown below, including ground floors of 15 to 20 feet and residential/upper floors of 10½, 11, or 12 feet. While 15 to 20 feet is not absolutely necessary for ground floors, this height is highly desirable for the best ground floor retail experience and best ground floor tenants, including restaurants, who seek high ceilings. LCG’s recent conversations with architects and review of plans indicate that floor-to-floor heights can be between 10 and 11 feet; one architect cited 10½ feet as typical or ideal. Therefore, a seven story building could easily be 86 feet high, before considering design details such as whether the site is sloped and therefore whether the ground level is measured at the high, middle, or low point, and the design of the rooftop, which may include peaks, ridges, rooftop decks, and rooftop appurtenances such as air conditioning units. In addition, MAKERS’ research indicates that changes to the statewide energy code and increasing interest in mass timber buildings could increase floor heights to 12 feet, taller than in the past. Seven story, “five-over-two,” mid-rise buildings have been typical in major Pacific Northwest markets for many years; however, recent changes to building codes now allow eight story (e.g., six over two) buildings. For all these reasons, even though mid-rise development does not appear to be feasible in Centers today, 90 feet of building height should be allowed in order to allow these buildings to be built when feasible in the medium to long term. Setbacks,

particularly from the “rear” of the site that abuts residential neighborhoods, must also be carefully considered in order to ensure that mid-rise projects are possible.

Figure 20. Typical Mid-Rise Building Height

			+ rooftop
			+ 8th Floor
7		10.5	11 12
6		10.5	11 12
5		10.5	11 12
4		10.5	11 12
3		10.5	11 12
2		10.5	11 12
1		15	20 20
			+ slope
Total Building Height (ft)		78	86 92

Source: Architect interviews; recent development plans; Leland Consulting Group.

Examples of the Development Prototypes

Adaptive Reuse of Commercial Buildings

Many commercial buildings in Spokane’s Centers have been adaptively reused, and this process can go by many names including renovation, upgrade, refresh, repositioning, and tenant improvement. As shown below, numerous historic commercial buildings along several blocks of East Sprague have been renovated and now serve as restaurants, pubs, furniture stores, boutiques, offices, and providers of various services, among other uses.

Figure 21. East Sprague (From 1909 E Sprague Ave, Spokane, WA 99202)



The images below show the building at 2823 North Monroe Street before and after renovation, as well as a 2023 interior photo. As described above, commercial adaptive reuse projects typically follow a particular template: Developers purchase a building that is vacant or significantly underutilized, make a series of exterior/aesthetic and interior, building systems, and/or tenant improvements, and then lease the building out at a higher rental rate, measured on a rent per square foot basis. The higher rents cover the building improvement costs, which are often in the \$100 to \$200 per square foot range but vary widely depending on the scope of work, cost of acquisition, and other costs.

In 2008, the 2823 North Monroe building appears to have been vacant. Today, the building is a highly active coffee shop. The interior photo below illustrates why such renovations are important to Centers: they tend to be more intensive uses and bring people together in Centers. Housing developers often consider active commercial properties like this to be an important amenity, that can influence their decisions about where to build housing. High intensity uses in Centers creates opportunities for people to cross shop at other commercial storefronts. Renovations can be highly effective, even if the exterior building design does not change dramatically, as is the case at 2823 North Monroe. Unfortunately, LCG does not have a high-quality data set with which to determine where most adaptive reuse projects have occurred.

Adaptive reuse projects are relevant to this analysis not only for the benefits they provide to Centers, but because they compete with other project types, particularly multifamily projects, for the buildings and land that are available in Centers. As we will explain further below, when adaptive reuse projects are more profitable than multifamily projects, they can take place instead of multifamily projects.

Figure 22. 2823 N Monroe Street

Before renovation, 2008



After Renovation, 2022: Ladder Coffee Roasters



Ladder Coffee Roasters Interior, 2023.



Adaptive reuse projects are not just completed within historic buildings. Renovations take place all the time at commercial Centers built after the mid-20th century. Commercial buildings exist in a continual state of adaptation, in response to tenants that move or out, expand or contract—even though this is difficult to notice on a day-to-day basis. Figure 23 shows one example of the adaptive reuse of the Manito Shopping Center, built in 1969. Gottschalks, a department store chain that was founded in 1904 occupied the space until about 2009, when the company declared bankruptcy. The space is now occupied by at least two different businesses—Manito Tap House and Ross clothing store.

Commercial buildings in mid-century and recent Centers can be adaptively reused, or demolished and then redeveloped. Both approaches can create new opportunities for Centers that are more mixed-use, higher-density, and walkable, but they can also create keep exiting land use patterns essentially in place, even when building exteriors and interiors change.

Figure 23. Manito Shopping Center



Photo Source: [KHQ](#).



Photo Source: [Spokane Journal](#).

Wood Frame Apartments

Two examples of wood frame apartments are shown below. The Millennium Apartments, located near the West Broadway center and Kendall Yards, is a three story, surface parked building completed in 2019. Millennium Monroe is a two-phase project that will include two four story, surface parked buildings in the North Monroe corridor. The latter is now under construction and is expected to be complete in late 2023 or 2024. Neither project includes ground floor retail within the multifamily buildings, but Millennium Monroe will have an adjacent commercial component (also under construction). Both of these projects represent some of the more ambitious multifamily projects to be recently undertaken in or near Spokane's Centers.

While they appear to be about the same scale, the earlier Millennium Apartments is much less dense (40 units per acre) than the Millennium Monroe will be upon completion of both phases (103 units per acre). This higher density is

achievable because of a much lower on-site parking ratio (0.4 spaces per unit for Millennium Monroe compared to 0.9 per unit for the earlier project), and the fact that the developers of the Millennium Monroe will be able to add 20 parallel spaces on the street surrounding the site. These parallel spaces will not be dedicated solely to residents of the project but will probably be highly utilized by them. Parking is a critical determinant of residential density, and low parking ratios and creative approaches to parking can enable more residents to live in Centers.

Figure 24. Wood Frame Apartments: Example Projects

Millennium Apartments



Millennium Monroe



Mid-Rise Apartments

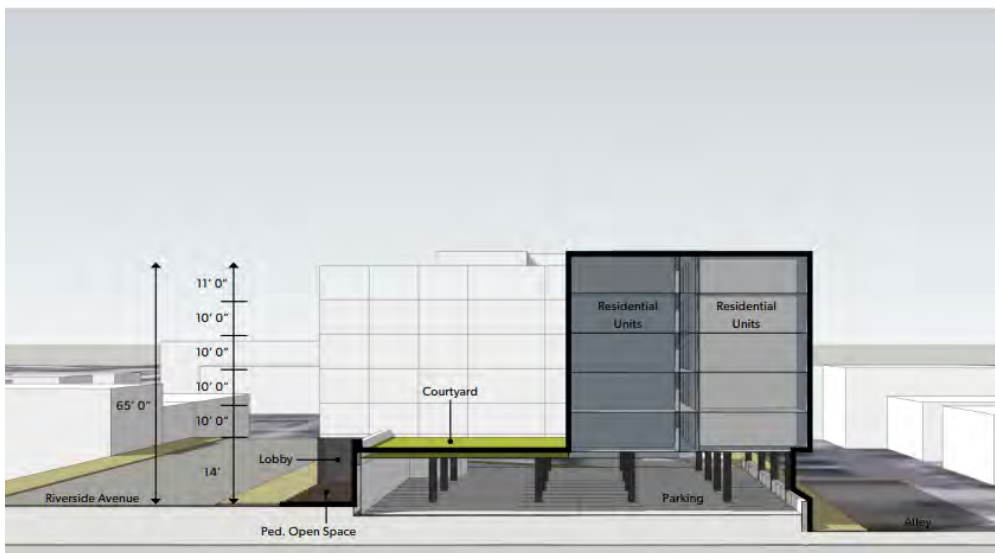
Figure 25 below shows the site of the Warren Apartments, before and after redevelopment. Prior to redevelopment, the site was highly underutilized: a small 1,500 square foot drive-through bank building on a 0.65-acre site, or a 0.05 floor-area ratio (FAR), in the East Downtown area. Unlike the projects featured above, the Warren is not located in one of Spokane's Centers. Today, following its completion in 2022, the Warren is a 139-unit (214 units/acre) mixed-use, mid-rise, podium building, with 1,900 square feet of ground floor commercial space and 60 structured parking spaces. The ground floor also features a lobby, a small plaza, and a dog park for residents. Some of the exterior facing is brick/masonry. In many regards, the Warren embodies the type of project that Spokane's Comprehensive Plan envisions for Centers: It is higher-density, mixed-use, with high quality design features.

Figure 25. The Warren Apartments, before and after redevelopment

206 W Riverside Avenue, before redevelopment, circa 2020



The Warren Apartments, 206 W Riverside Avenue, Spokane



Source: CoStar; Design Review Board submittal by GGLO Architects.

Comparison of Multifamily and Mixed-Use Projects

Figure 26 below compares the three multifamily and/or mixed-use projects described above. The lowest density project (Millennium Apartments) is at left and the highest density project (The Warren) is at right. As discussed above, these projects have some things in common (i.e., they are largely multifamily rental apartment projects), and many differences (including location, year built, number of stories, prototype, type of parking, number of units, density, parking ratios, and rent).

Asking rents per square foot (the amount of rent that the property managers are asking for via fall 2023 marketing) and effective rents per square foot (the amount of rent that residents are actually paying, which reflects leases that have been signed over many months, and accounts for concessions such as months of free rent) are shown below. As discussed above, rent is of critical importance to developers' decisions about whether to build or not build a project and to what prototype to build. Developers must achieve higher rents per square foot in order to build the more-expensive mid-rise podium prototype.

Figure 26. Comparison of Multifamily and Mixed-Use Projects

	Millennium Apartments	Millennium Monroe (Phases 1 and 2)	The Warren Apartments
Location	Near West Broadway	In Monroe Corridor	In Downtown East
Year Built	May-19	2023 or Early '24	Oct-22
Stories	3	4	6
Prototype	Wood Frame Apts.	Wood Frame Apts.	Mid-Rise Podium
Parking	Surface	Surface	Structured
Land Area (Acres)	0.67	0.93	0.65
Dwelling Units (du)	27	96	139
Density (du/acres)	40	103	214
Retail Area (SF)	-	-	1,900
Parking Spaces	25 0.9	37 0.4	60 0.4
Asking Rent/SF/Month, All Units	\$1.77	\$2.00	\$2.50
Effective Rent/SF/Month, All Units	\$1.77	\$2.00	\$2.29

Source: CoStar, Apartments.com, Leland Consulting Group.

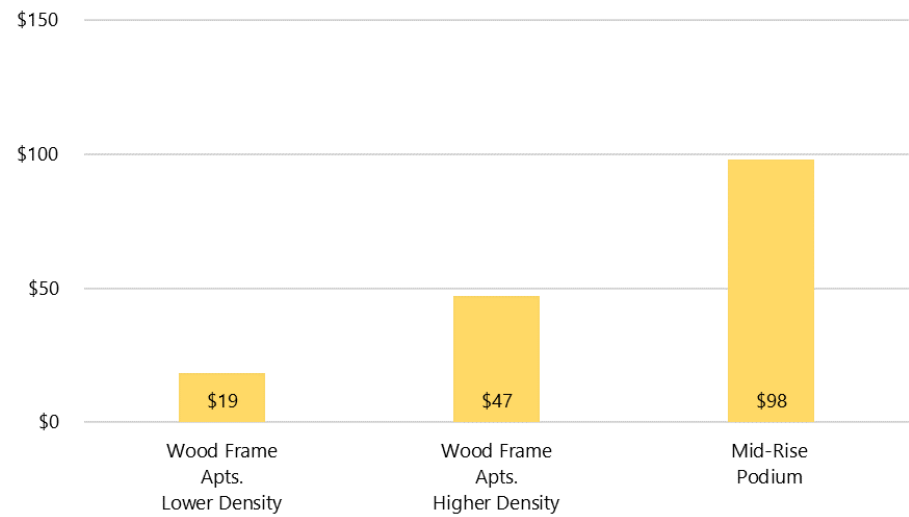
At \$2.00 per square foot per month, a 700 square foot one bedroom unit would be \$1,400. Developers interviewed suggested that this reflects the high-end rents that are currently achievable in Spokane's Centers. (Note that, because the Millennium Monroe project is not built or operating yet, the rents shown above are estimates based on market data and LCG's interviews. The rents shown for the Millennium Apartments are via CoStar and Apartments.com).

Market-leading rents, of between \$2.29 to \$2.50 per square foot per month are only being achieved in Downtown Spokane, and perhaps some adjacent areas such as the University District and South Hill/Medical District. This number is notable for several reasons. First, it suggests that, until data emerges that demonstrates that per square foot apartment rents are comparable in Centers or other locations, most or all developers will not be able to build mid-rise podium projects in Centers. Second, Spokane’s downtown rents are significantly lower than rents reported in large metro areas, such as many parts of the Puget Sound region. Analysis conducted by LCG suggests that developers in Puget Sound are building new mid-rise podium projects only in locations where they believe they can achieve rents of \$3.50 to \$4.00+ per square foot. While some development inputs differ between the Puget Sound and Spokane markets (such as land costs and permitting fees), many costs are generally the same or similar (construction costs, particularly materials). Unfortunately, this means that major real estate investors and developers who can decide where they allocate their time and capital will continue to find that investments in podium projects west of the Cascades continue to offer better returns.

Financial Feasibility of Redevelopment

Figure 27 shows the maximum amount (or residual land value) that LCG estimates a developer in Spokane could afford to pay in 2023 for a potential development site (including the cost to acquire both the land and any buildings on the site). As shown below, this property value varies significantly depending on the density of the project since developers essentially have a per-unit maximum that they can pay for property. Based on LCG’s analysis of recent land transactions and interviews with developers and brokers, LCG estimates that developers of multifamily projects can afford to pay \$20,000 per apartment unit that they plan to build. Assuming the development is feasible, all other things equal, developers will be able to pay significantly more for a project whose density is 200+ units per acre compared to one that is 40 units per acre. The projects shown below reflect the basic attributes of the specific projects discussed above but do not necessarily share all of the same details.

Figure 27. Maximum Land Purchase Price per Square Foot for Wood Frame and Mid-Rise Apartment Projects



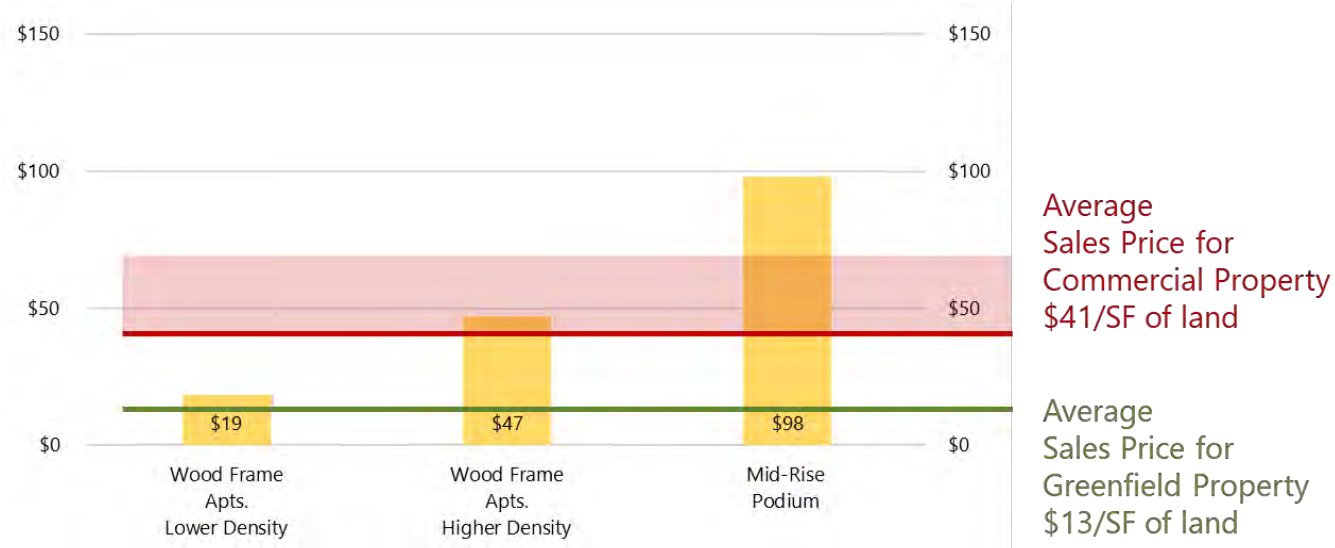
Source: CoStar, developer interviews, Leland Consulting Group.

Figure 28 shows the maximum purchase price for wood frame and mid-rise podium projects, along with the average sales price for commercial property in the City of Spokane, and the average sales price for greenfield properties (vacant, undeveloped properties near the edge of the city) reviewed by LCG.

According to CoStar, for sales of commercial properties that took place between May 2022 and May 2023, the average sale price of commercial properties in Spokane (shown as a red line below) is \$145 per square foot of rentable building area (RBA), or about \$41 per square foot of land (site) area. However, LCG estimates that typical commercial properties in Centers can sell from about \$40 to \$70 per square foot of land (shown as a shared red area below; \$70 per square foot of land equates to \$250 per square foot of building area). Commercial properties that are in very good condition, are well located, generate high rents, or are smaller can certainly command higher prices than those shown below. Commercial properties that are dilapidated can sell for less, however, these may also come along with development challenges such as perceived or actual environmental contamination, expensive demolitions or sitework (e.g., grading or retaining walls), steep slopes, etc. The average sales price of greenfield properties reviewed by LCG is \$13 per square foot of land area; naturally most of these properties are located near the edge of the city.

This figure illustrates some of the key challenges for development in Centers. While lower-density wood frame apartment projects should be able to acquire greenfield properties, it is unlikely that they will be able to pay for most commercial properties, and most of the developable lots in Centers are in existing commercial use. Developers of lower-density apartment projects are competing with commercial adaptive reuse developers and commercial investors with no intention to adaptively reuse commercial buildings for land and buildings, and these commercial developers are able to outbid them.

Figure 28. Maximum Land Purchase Price per Square Foot for Apartment Projects Compared to Price of Commercial and Greenfield Sites



Source: CoStar, developer interviews, Leland Consulting Group.

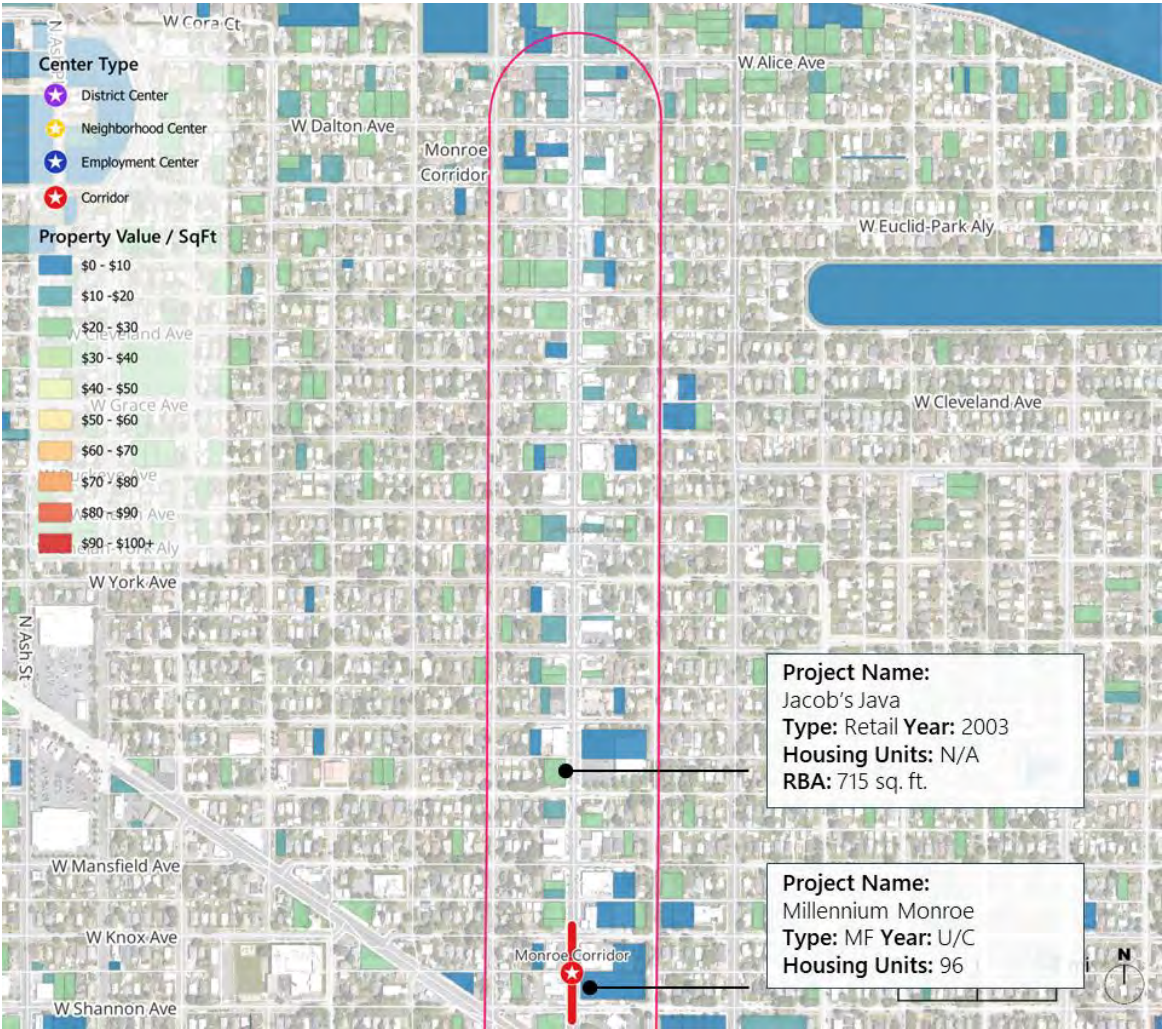
The picture is somewhat different for developers of higher density wood frame apartment projects such as Millennium Monroe. Projects like Millennium Monroe should be able to outbid commercial adaptive reuse developers and commercial investors for the average commercial property, but not commercial properties that are somewhat above average. LCG’s developer interviews underscore this point: While developers of the Millennium Monroe and comparable projects have been able to find properties on which to build their projects, it is not easy. There are not many properties that are of adequate size, in good locations, that are selling at a price that these developers can pay.

This analysis indicates that developers of mid-rise podium projects will have a much easier time finding land that they can afford. Because they are able to pay nearly \$100 per square foot for land, they should be able to outbid other buyers of commercial land, particularly those seeking to complete adaptive reuse projects or investors seeking to continue to manage commercial properties as-is. However, as discussed above, mid-rise projects do not appear to be feasible in Centers, and will be challenging even in downtown locations.

Land Value in the Monroe Corridor

Figure 29 shows the parcels in the northern part of the Monroe Corridor that are valued by the Spokane County Assessor at or below \$30 per square foot, and therefore some of the challenges facing developers of wood frame apartments in this and other Centers. Figure 29 also shows the two new ground-up development projects that have been initiated in this area since 2001 (multiple adaptive reuse projects have been completed).

Figure 29. Land in the Monroe Corridor Valued at Less than \$30 Per Square Foot



Source: Spokane County Assessor, LCG.

As shown above, LCG projects that lower-density wood frame apartment projects can pay a maximum of \$20 per square foot for land. There are not many properties that are valued at \$30 per square foot or below. Many of the properties in

this category are small, residentially zoned, and/or not located on Monroe. While small properties can be developed, they generally depress multifamily developers' financial returns since developers' revenues decrease along with unit count, while many fixed costs and professional fees (for construction management, design, transportation analysis, legal, etc.) do not decrease the same amount.

Figure 29 also shows the Millennium Monroe project, which is leading to the redevelopment of one of the larger low-value sites on the Monroe Corridor. (Its value will increase once redevelopment is complete and a new tax assessment is completed.) This reflects the fact that redevelopment is more likely to occur on large, low-value sites.

Developers report that a range of regulation is limiting their ability to build infill development.

As a part of this market analysis, LCG interviewed developers active in Spokane, who identified the following zoning and regulatory challenges to building infill projects in the city:

- **Zoning is not perfect, but it's not *the* problem.** Developers generally do not view the zoning code and development standards under BOCA as a big obstacle to development in the Centers and Corridors; BOCA is an improvement (See Section 17C.400.040 Pilot Center and Corridors Development Standards - <https://my.spokanecity.org/smc/?Chapter=17C.400>). Nonetheless, some issues with current zoning include:
 - The parking regulations in BOCA are good but in the base code are too high.
 - Existing (non-BOCA) **height maximums** in most Centers prevent a 5-over-1 podium project.
 - There is lack of clarity about whether maximum heights include parapets, rooftop structures such as elevators and mechanical; rooftop decks are often prevented by the fire department.
- **BOCA or similar standards should be made permanent.** Developers were concerned about building to the "interim" BOCA standards because development projects take years from concept to completion and these standards could be rescinded or changed. Therefore, developers feel more comfortable building to the "permanent" standards—even if they are less favorable, they will be around for years.
- **The City's Design Standards deter development in Centers.**
 - [Design Standards](#) require developers to undertake a lengthy and unpredictable design review process for most development within Centers. The process can take months or years to complete, and requires more time and budget to be allocated to land holding costs and interest payments, architects, engineers, consultants, etc. In most cases, particular requirements seem reasonable—the time and unpredictability are the issues. In some cases, developers felt that requirements do seem unreasonable, such as the reported requirement that all sidewalks must be 12 feet wide and paved; one developer interviewed felt that wide sidewalks with wide (unpaved) planter strips are more appropriate in some Center locations.
 - The Design Review Board (DRB) is often too stringent with design review and process of being granted a variance is onerous and long.
 - The City should consider reforms to the design review process, for example, enabling the planning director or hearing officer to make decisions on design standards.
 - **Developers with experience in other metro regions** felt that Spokane's design review process was *not* more onerous.
- **City Silos.**
 - Developers pointed out that there are at least two major permitting "silos" within the City:
 - Planning, Zoning, and Economic Development
 - Engineering and Public Works in another.
 - This creates a few major problems:

- The two silos work on different timelines. One department may be ready to approve a project, while the other may be months away. There is no staff person who can align the two silos.
- The Engineering and Public Works process can be very onerous and can require developers to study stormwater, water, sewer, etc. issues early on in the development process—which is an expensive deterrent—and Engineering and Public Works may require developers of small sites to solve district-wide stormwater, water, sewer, etc. issues. “Someone building 1 or 2 lots should not be required to build out 300’ of sewer and water pipes.”
- Engineering and Public Works issues on infill lots should be easier than greenfield lots since everyone knows the existing conditions of infrastructure surrounding the site.
- The Engineering and Public Works process deters infill development.
- **Urban Forestry.**
 - Developers stated that, “we want trees in our city as much as our neighbors.”
 - They stated that the [Urban Forestry](#) process needs to be better defined. There are too few clear and objective standards such as the species and size/diameter of trees that must be retained. This makes the process feel arbitrary and can cause projects to be redesigned late in the development process, creating significant expense and/or reducing the value of the final project.
- **Energy Code.** A new 2021 Washington State Energy Code (WSEC)-R has been adopted and is adding to the cost of construction.
- **Other.** Several regulatory issues were not mentioned during our conversations, but in our experience, are significant obstacles in other markets, particularly for infill projects:
 - Surprisingly, **SEPA** did not come up as a significant regulatory obstacle in our conversations.
 - **Stormwater.** Often, when developers are redeveloping commercial or industrial properties into housing or mixed-use projects, they must complete extensive stormwater improvements in order to retain stormwater on site and minimize pollution. This can be a strong incentive to retain properties in their existing use.
- **The issue is not one challenging regulation, but many.**
 - This is an issue that seems to be challenging development in many cities. According to the [New York Times](#), “Piles of regulations, or “kludge,” and a culture of “no” are limiting” development in large metro areas.
- **Streamlining.**
 - The City should consider consolidating permits under a single entity, empowering certain staff to make decisions within both the Planning and Engineering, or taking other actions that streamline the process. [This is currently under discussion in Portland ([1](#), [2](#)) and other cities.]
- **A simplified Mixed-Use zone** would simplify understanding of CCs within broader citywide zoning context; many developers are currently “scared” of working in the CCs. The term “mixed-use” sends a clearer message to developers about what the City wants and allows in the area. CCs have a bad reputation.
- **Allowing rezoning to Mixed-Use.** The existing framework constrains the possibility of new Centers being formed. A standardized set of MU zones would simplify this process and allow property owners to go through the process of making a zoning change.

Market Forecast and Conclusions

Centers Categories, Attributes, and Implementation Frameworks

Figure 30 summarizes some of the issues discussed above through the framework of the Centers era or category. Centers in these categories have different assets and face different challenges. It is important to recognize that Spokane's Centers are also very diverse, and despite the generalizations made below, vary widely within era categories.

In general, historic and mid-century Centers have seen relatively low amounts of development over the past two decades, in part because there has been and continues to be a limited supply of low-cost land in these Centers. Recent Centers have seen significant amounts of development, in large part because they have been built out on vacant, low-cost land.

However, historic Centers have certain advantages: They are generally well connected, with higher walk scores and therefore a range of desirable amenities in close proximity to homes and potential homes. They tend to have better transit service. By contrast mid-century Centers vary in terms of connectivity, walk score, and transit; recent Centers have low levels of connectivity, walk score, and transit.

The buildings in historic Centers are old, which presents both challenges (many require costly repairs) and opportunities (lower costs of acquisition due to age and condition; adaptive reuse and redevelopment opportunities). Buildings in mid-century Centers are also near the end or past their economic lifespan (we assume that buildings that are 50 years or older are "old" and need major capital investments). Buildings in recent Centers are by definition new. They tend to have fewer issues, and also be better suited to their existing tenants, who tend to have signed long-term leases. Owners of buildings in this condition are less motivated to consider adaptive reuse and/or redevelopment—there is less of a reason to fix something that they do not see as broken.

Centers of different eras also differ in some ways that are not entirely advantages or disadvantages. Historic Centers have "thick" markets—many properties with diverse property ownership and many potential buyers, whereas mid-century and recent Centers have much thinner markets, with a smaller pool of property owners. A thicker market creates more opportunities for smaller-scale, incremental development, but it also means that it is difficult for any party to make big, quick changes to the built environment. Mid-century Centers have much thinner markets, with more institutional owners of larger properties. This makes incremental development harder, and means each property owner is more important to the success of the Center. Depending on the outlook and preferences of the small number of property owners, it can create the opportunity for large-scale redevelopment (at the right time) or block such changes.

These attributes suggest some key takeaways. Historic Centers are desirable today and should become more so in the future due to their connectedness and amenities, but will also remain difficult locations for development, given the fact that they feature small properties and high land and building costs. In mid-century Centers, developers will consider redevelopment at Centers with strong demographics, though redevelopment in other Centers will be challenging due to higher land costs. In most recent Centers, low-cost land will remain available and will continue to develop, but after the supply of low-cost land is exhausted, redevelopment will be difficult since the buildings will be new.

In historic and mid-century Centers, LCG believes the first policy priority should be to attract development and redevelopment (since little development has taken place, and there should be opportunities to attract development), followed by focusing on improvements to connectivity and walkability (e.g., improved street crossings and right of way improvements, as on East Sprague). In recent Centers, the focus should be to better connect commercial and residential developments that are already in place.

Figure 30. Centers Categories, Attributes, and Policy Approaches

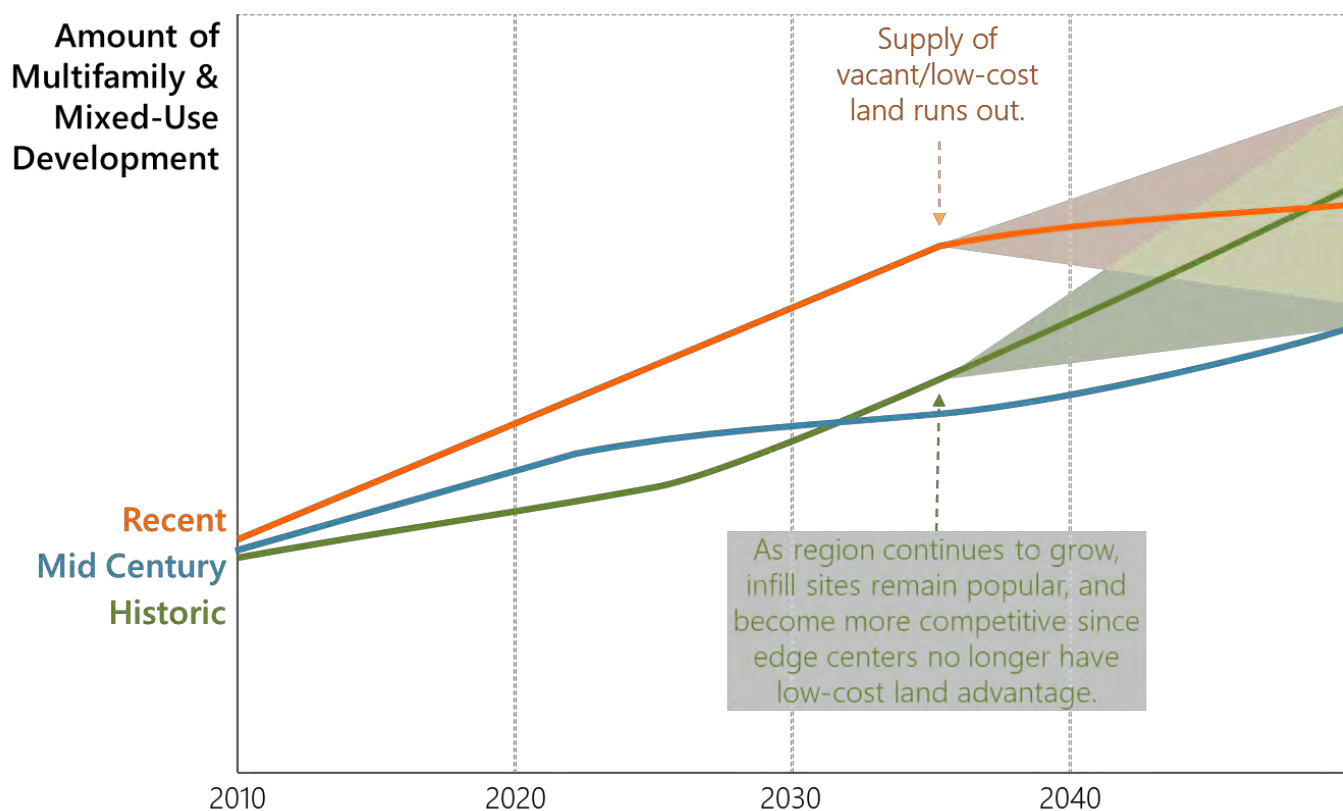
Key:	Factor that suggests more development in the future.	Factor that suggests less development in the future.	
Center Era	Historic	Mid-Century	Recent
Recent Development. Significant development in last 20 years?	Minimal	Minimal	Significant
Low Value Land. Large amount of vacant land available for development?	Minimal	Minimal	Yes
Well Connected, High Walk Scores, Close to Downtown	Yes	Varies	Generally, No
Transit	Moderate to good service	Moderate to low service	Low service levels
Buildings near the end or past their economic lifespan?	Yes	Yes	No. Property owners will tend to allow existing businesses to remain and thrive.
Market Size: Number of property owners	Thick market: Many property owners and tenants.	Thin market: Fewer property owners.	Thin market: Fewer property owners.
Takeaways	Desirable today and will become more so in the future but will remain difficult locations for development.	Developers will consider redevelopment at Centers with strong demographics; others will be challenging.	Low cost/vacant land is likely to continue to develop; after this develops, redevelopment will be difficult since buildings are new.
Policy Priorities	1. Attract Development/ Redevelopment. 2. Improve Connectivity & Walkability	1. Attract Development/ Redevelopment. 2. Improve Connectivity & Walkability	1. Improve Connectivity & Walkability 2. Attract Development/ Redevelopment;
Implementation Frameworks	Main Street Approach Incremental Development Build Small	Retrofitting Suburbia Public Private Partnerships, ULI	Retrofitting Suburbia Public Private Partnerships, ULI
Potential Center Models	Proctor, Tacoma; Ballard, Seattle; Alberta, Portland.	Downtown Kenmore and Bothell; Belmar, CO.	Mill Creek Town Center, WA; Orenco Station, OR. Belmar, CO.

Source: Leland Consulting Group.

Figure 30 also shows some “implementation frameworks” and potential Center models. Historic Centers can use frameworks such as the Main Street Approach and Incremental Development, while the Retrofitting Suburbia and PPP approaches are better suited for mid-century and recent Centers.

Figure 31 shows another way to conceptualize LCG’s forecast for various types of Centers. The lightly shaded areas at right show that there can be significant variation along a general trend line. For example, while we project that historic Centers will attract more development over the next 20 years, the increase could be large or modest, depending on factors described in this report, such as the strength of the regional and city economy, interest rates, city zoning/regulation, incentives, and other factors.

Figure 31. Forecast for Historic, Mid Century, and Recent Centers



Source: Leland Consulting Group.

Evaluation of Key Centers Attributes

Figure 32 shows a series of key attributes for all 23 of Spokane's Centers and Corridors. In most cases, this figure shows "metrics" that have been assembled from several other data inputs. For example, the first metric shows a combination of the Center's walk score, age of construction, connectivity (linear feet of streets within the Center), and distance to downtown, because these attributes combine to suggest the Center's overall appeal for residents, tenants, and developers interested in mixed-use walkable communities. This metric allows us to combine inputs that are measured in different units (e.g., walk score number and linear feet).

The figure is organized to reflect the three Center eras: historic, mid-century, and recent. Within these categories, the Centers with the strongest metrics and the most promising prospects for higher-density, mixed-use development are shown first.

The second metric shows the concentration of small (1 and 2 person) households and white-collar employment. Both demographic attributes are correlated to demand for higher-density infill housing (see page 25). The third metric shows the Center's per capita income as a share of the Center with the highest per capita income (Manito). Developers will generally seek to invest in residential and commercial real estate in areas where higher income households live. Per-capita income was chosen rather than household income, since smaller (urban) households often have lower household incomes but higher per capita incomes.

Figure 32. Evaluation of Key Centers Attributes

Name	Era	Type	Metric: Walk Score, Age of Construction, Connectivity, Distance to Downtown	Metric: Small Households, White Collar Employment	Metric: Per Capita Income	Metric: Development, 2001-2023	Metric: Recent Development, 2018-2026	Low Cost Land (Acres)
Monroe	Historic	Corridor	85	59	51	11	42	27
Garland	Historic	NC	73	54	55	0	24	7
West Broadway	Historic	NC	80	71	63	28	0	28
South Perry	Historic	NC	68	66	60	2	0	22
East Sprague	Historic	EC	66	52	46	8	0	32
Cannon & Maxwell	Historic	EC	70	55	50	1	0	20
Hillyard	Historic	Corridor	55	37	38	7	0	91
Manito Shopping Center	Mid Century	DC	59	79	100	2	3	7
14th & Grand	Mid Century	NC	64	98	88	1	0	22
Lincoln Heights	Mid Century	DC	54	80	61	5	9	20
Hamilton	Mid Century	Corridor	69	59	33	23	42	34
Trent & Hamilton	Mid Century	EC	54	76	27	7	0	56
Shadle	Mid Century	DC	47	61	69	0	0	35
Five Mile	Mid Century	DC	45	54	63	16	25	51
North Town	Mid Century	DC	57	54	46	8	0	10
Holy Family	Mid Century	EC	54	56	48	29	6	13
North Foothills	Mid Century	EC	54	49	48	4	10	19
Indian Trail	Recent	NC	33	66	96	67	100	41
57th & Regal	Recent	DC	33	89	81	100	82	24
Southgate	Recent	DC	33	84	72	56	0	55
Lincoln & Nevada	Recent	NC	33	56	65	19	0	61
SFCC	Recent	NC	27	68	73	19	12	32
North Nevada	Recent	EC	35	56	49	23	4	80

Source: Leland Consulting Group.

The two development metrics show the amount of development that has taken place over the past two+ decades (2001 to 2023), and the recent past and near-future development pipeline (2018 to 2026). Both of these can indicate development momentum. The final column shows the acres of low-cost land valued at \$20 per square foot or less.

Some notes on individual Centers are:

Historic Centers

- Monroe: Highly walkable and connected; highly accessible to downtown. Reasonably good demographics; recent development momentum.
- Garland: Well-connected; household size and employment not as favorable as Monroe but incomes higher; planned development is very encouraging. Minimal land available.
- West Broadway: Well-connected and close to downtown/central Spokane and Kendall Yards. Strong demographics and incomes. Significant development over the past two decades suggests future demand. No development in the pipeline. LCG projects some continued development and adaptive reuse projects here in coming decades.
- South Perry: Well-connected; reasonably good demographics, particularly incomes. One modest size for-sale townhome housing project has been completed but is not reflected in the development data. Multiple adaptive reuse projects. One small retail development completed over past two decades, and no known development projects in the pipeline. Absence of projects in the pipeline likely reflects minimal low-cost land and small lots, which will continue to present a challenge.
- East Sprague: This Center has seen numerous adaptive reuse projects and is successful from that point of view, but minimal new residential or commercial projects. Development to the north and west are likely to generate some more demand for new development, but no known development is in the pipeline. Designated as an Employment Center, but future development is still more likely to be commercial adaptive reuse and multifamily, rather than general employment; zoning should allow these development types.
- Cannon & Maxwell: Well-connected and reasonably close to central Spokane; Walk score suggests presence of neighborhood amenities. Very small amount of historic development and none in the pipeline. Designated as an Employment Center, but future development is still more likely to be commercial adaptive reuse and multifamily, rather than general employment; zoning should allow these development types.
- Hillyard: This Center has a charming historic main street; however, it is far from downtown and has a relatively low walk score, likely reflecting the large number of regional serving antique stores and small number of neighborhood-serving businesses; current employment, household, and income demographics are relatively weak. The large amount of low-cost land is likely reflecting industrial land, and potentially some publicly owned land associated with WSDOT's North Spokane Corridor project, and therefore probably does not offer significant opportunities for higher-density, mixed use development. Higher density development is possible here given the historic fabric, but it is likely to lag most or all of the historic Centers above.

Mid Century Centers

- Manito Shopping Center. The highest incomes of all Centers; small households and high levels of white-collar employment. This should be a desirable location for developers to continue to complete commercial adaptive reuse projects and add housing if possible. However, the small amount of low-cost land and existing large format retailers will present challenges.
- 14th & Grand. Very high prevalence of small households and high levels of white-collar employment; high incomes. A high connectivity metric reflects the area's well connected street network and proximity to downtown, but fails to accurately reflect challenges such as high traffic speed and narrow/incomplete sidewalks. Similar to Manito, we would expect developers to show interest in adaptive reuse and/or development here, but nearly no development has taken place. The City should consider a four-to-three lane "road diet"/roadway improvement for several blocks on Grand, particularly if it can be paired with some adaptive reuse/storefront improvement grants for a few of the historic commercial buildings.

- Lincoln Heights. Similar to Manito and 14th and Grand, above, though incomes and connectivity are lower.
- Hamilton. While incomes are relatively low, proximity to universities could make this a desirable development location.
- Trent & Hamilton. Similar to Hamilton above.
- Shadle. Most land in this Center is controlled either by large-format commercial uses or large-format public property owners (middle school, high school, library, parks, surface parking). The large-format commercial uses are unlikely to change in the near term. Redevelopment or reuse of the public properties is possible but seems unlikely based on the input LCG has received. Highly imaginative planning, along with shared or structured parking, could enable higher-density mixed use development on public properties. This center is not very well connected. Demographic indicators are reasonably good.
- Five Mile. This Center has more in common with many recent Centers. While there has been significant development over the past 20 years, it has been disconnected, surface parked commercial and multifamily. Connectivity is low and demographics are moderate. Several large, undeveloped sites remain east of Ash Street and appear to be developable, likely as multifamily. The remaining development sites are small or highly sloped. Following development of the existing undeveloped sites, additional development will be challenging due to high acquisition costs.
- North Town. The NorthTown Mall is located here. Malls represent a unique redevelopment/reuse opportunity that is much different from neighborhood-serving, grocery anchored retail Centers. While grocery-anchored retail has been resilient and appears unlikely to change in the near to medium term, many malls are in a state of dramatic change as anchors such as Sears, JC Penny, and others face existential challenges from online shopping, and consumer shopping preferences shift away from malls. Many malls are being redeveloped as mixed-use destinations and adding significant amounts of housing, sometimes along with other uses. The south side of the mall, particularly the former Sears space, presents a significant adaptive reuse or redevelopment opportunity. The abundant structured and surface parking could probably support more housing. However, redevelopment and reuse will be challenging since most property is already utilized in some way, and because the incomes and household demographics in the surrounding area are modest. A public private partnership employing tax increment financing or other tools may be possible.
- Holy Family. Not well connected with modest household and income demographics. Designated as an Employment Center due to the presence of the Providence Holy Family Hospital and many related healthcare services here. Healthcare uses present an opportunity to add housing, medical offices, and other uses. This is the location of the largest amount of employment development in all of the Centers over the past two decades, a series of medical offices and clinics. It is not clear whether this trend can continue as the area appears reasonably built-out. Higher-density housing has been built in proximity to medical campuses (e.g., South Waterfront, Portland), but should be strongly supported by medical institutions and carefully planned.
- North Foothills. Employment Center. Weaker demographics than most other mid-century Centers. A campus of historic buildings is occupied by the City of Spokane's Water Department. Most land appears built out. A modest amount of multifamily and industrial development has taken place.

Recent Centers

- Indian Trail. Very strong development momentum over past two decades. Several large undeveloped properties remain within the Safeway-anchored commercial center. These could be developed as commercial or multifamily; commercial is more likely. Following development of these sites, development is likely to slow significantly, since a modest amount of low-cost land remains. Single family development, outside of the Center, is likely to continue for many years. There are a significant number of commercial uses and housing here, so city transportation investments to enhance road crossings, connectivity, and aesthetics are possible.
- 57th & Regal. A major assisted living project is underway. Some vacant/buildable sites remain, both within and near the center, which should build out during the coming years. Household demographics and incomes are reasonably

strong. Following development of the readily vacant/available sites, development is likely to slow significantly. There are a significant number of commercial uses and housing here, so city transportation investments to enhance road crossings, connectivity, and aesthetics are possible.

- Southgate. Similar to 57th and Regal.
- Lincoln & Nevada. Not well connected, low walk score. Moderate demographics. A large amount of vacant, commercially zoned land is located at the main intersection and will probably be built out as surface parked commercial in the coming years. A large amount of vacant light industrial land is located in the northeast part of the Center and beyond; the zoning for some or all of this property should be reconsidered, and potentially rezoned to allow commercial, middle housing, multifamily and other uses.
- Spokane Falls Community College (SFCC) is a unique center. The dominant use is the community college, which is complemented by wood frame apartments and some other uses. It has the lowest metric for walk score and connectivity of all the Centers, since it has very few commercial uses and low connectivity. Household demographics and incomes are reasonably strong. Some low-cost and vacant land remains, both within and near the center, though some of this land is owned by the community college. Some opportunities for commercial and additional multifamily development remain, and LCG expects development on these properties. The primary question is whether a significant commercial component will be added at Whistlers Way and River Ridge; this is unclear as developers may continue multifamily development on this site.
- North Nevada. Not well connected. Designated as an employment center, but no major employers are apparent. Modest household demographics and relatively low per capita incomes. A large amount of vacant/low-cost land is within the ¼ mile center radius, but is located outside the city and therefore future development is uncertain. The location of the center “placemark,” between East Jay and Holland Avenues, is not at a major intersection. Spokane International Academy appears to control a large and underutilized property; we assume, however, that this site will continue to be used for education in the future and therefore will not be available for development. The very low population density to the east, and high levels of retail competition to west, will make commercial development difficult here. Unless annexations and/or rezonings are completed at this Center, it is not clear that it merits focus as a Center location for future mixed-use development.

Implementation and Incentives

The City’s ability to encourage more development in Centers goes far beyond its zoning code. In order to catalyze more success in the City’s Centers, it will be critical to make the City’s interim Building Opportunity and Choices for All “BOCA” zoning standards permanent, and in some cases modify BOCA interim housing code standards (as covered in companion analysis by MAKERS urban design). However, the City can and should do more. A series of implementation actions are listed below, with the “low hanging fruit” (most likely to be achieved) at the top. City efforts should be focused on the Centers that have the most potential to accommodate higher-density mixed-use development, either based on this analysis, other parts of the Centers and Corridors update study, or other City initiatives.

- Zoning modifications
- Design Review modifications
- Simplify, streamline, and shorten the development review process in Centers.
- MFTE program – retain and refine if necessary.
- Continue to partner with other public agencies, such as the STA TOD program. Explore partnerships with other parties, such as affordable housing developers.
- Make streetscape improvements, such as those completed on North Monroe and East Sprague, crossing improvements, and other multimodal transportation improvements.
- Market and promote the concept of walkable, higher density, mixed-use development in Centers to development groups such as the Urban Land Institute (ULI), even if it evolves over time into a mixed-use zone or other regulatory framework.

- Continue to stay abreast of implementation frameworks such as the Incremental Development Alliance, Retrofitting Suburbia, and public-private partnerships via the ULI.
- Invest in district-wide utility and public works improvements and assurances of capacity (e.g., to water, sewer, stormwater, and/or other systems), which can give developers assurance regarding the condition of existing systems and the amount of utility improvements they will be required to make. If necessary, establish area-specific impact fees that distribute the cost of these improvements across all new development within a defined area.
- Expand the city's storefront improvement grant program, which has largely been applied to Centers areas during major roadway construction projects.
- Establish Business Improvement Areas (BIAs or BIDs, such as the one in East Sprague) in Centers locations where there is an organized business community. Help to organize the business community where momentum appears possible, particularly in historic Centers.
- Seek to implement reduced Transportation Impact Fees in Centers locations that have with existing transportation infrastructure, and reduced fees for projects that create fewer automobile trips via smaller unit sizes, bike parking, and other transportation demand management (TDM) measures.
- Consider completing SEPA planned action ordinances or similar, if SEPA compliance becomes an issue for developers.
- Consider public sector (e.g., City or STA) acquisitions of land in key locations, which could advance key city priorities such as affordable housing or mixed-income housing. Engage a broker to provide the City with information about properties that are for sale.
- Ensure that developers and investors have access to information about the location of HUD-designated Opportunity Zones, as investors receive tax benefits from investing in these areas.
- Explore the creation of Tax Increment Financing Areas (TIA). Washington cities are now able to create up to two TIAs within their boundaries; Counties and Ports are also able to create up to two TIAs. Because a very limited number of TIAs can be created, they may be located in the most intensely developed parts of the city, such as downtown.
- Participants in this process have also mentioned other implementation actions that are "long shots." For example, one developer mentioned that the Washington State Sales Tax may be waived in certain circumstances where cities are seeking to encourage redevelopment. LCG is not aware of any such programs. A [land value tax](#) is a modified form of property taxation whose proponents argue that it would encourage higher-density development and discourage the underutilization of land. Such a tax would probably require significant changes to statewide tax law.

Appendices

Developer Interviews: Key Takeaways

During summer 2023, Leland Consulting Group (LCG) interviewed four developers who have recently built commercial, residential, and mixed-use projects in Spokane, in order to inform the Centers & Corridors Update Study. All have been involved in infill projects that could be well-suited to the City's Centers and Corridors areas. The developers' names, firms, headquarters locations, roles (e.g., developer, broker, and/or owner), and notable projects are shown below. The purpose of the interviews was to get the developers' feedback about the types of zoning, design review, and other public agency policies that could encourage pedestrian oriented, mixed-use development in Centers, as well as to understand other issues that are currently affecting development in Spokane's Centers. This document summarizes the developers' feedback, which will also be incorporated and refined in LCG's forthcoming Market Analysis report. (For the sake of brevity, we use the term "Centers" in the remainder of this document to refer to both Centers and Corridors.)

Name and Firm	HQ Location	Developer?	Broker?	Owner of numerous developable properties in Spokane?	Notable Project(s)
Jim Frank, Greenstone Development	Spokane	Yes	No	Unknown	Kendall Yards
James Gallina, Millennium Northwest	Spokane	Yes	No	No	Centers: Millenium Monroe; North Hill, Garland; Millenium by Kendall Yards
Dean Papé, deChase Miksis	Boise	Yes	No	No	The Warren Apartments, Downtown Spokane
Jim Orcutt, NAI Black	Spokane	Yes	Yes	Yes (Monroe, Garland, other)	In Center: 1013 West Garland (Adaptive reuse)

These interviews with developers were very valuable, as they provided historic and current local perspectives on a wide variety of issues. Their different perspectives—local vs. regional, focus on large-scale, downtown projects vs. small adaptive reuse projects—shed light on different issues. However, it should be noted that no survey of four individuals can completely reflect the complex dynamics affecting development in Spokane—there are other developers active in Spokane who have different perspectives and are making different development decisions than these four, as well as the perspectives of a wide range of community members. Therefore, these interviews are both incredibly useful and incomplete.

Readers may also notice that in some cases, the developers interviewed have different opinions regarding the same topic. For example, some developers saw the design review process as extremely onerous, while at least one other did not. Not all developers are the same.

While we believe that most of what is documented below is accurate, some developer feedback may reflect perception (or misperception) rather than reality. LCG cannot guarantee the accuracy of all claims made by interviewees. In some cases, we are reporting what we heard. We have attempted to independently evaluate most, but not all, claims. More verification will take place in our Market Analysis report.

All developers indicated that they would be willing to participate in follow-up questions or interviews; the three developers based in Spokane seemed to be the most open to future participation.

Rents and Market Conditions

- **Rents** downtown (about \$2.40 per square foot per month at the Warren) are not high enough to support most mid-rise development. (We consider “mid-rise” development to have structured parking and generally be four to seven stories.)
 - Rents downtown do not seem to be significantly higher than in other parts of the region (e.g., Liberty Lake), so why build in urban sites where costs will be higher? Development in suburban jurisdictions is easier. “People are very comfortable driving to the valley” and rents are comparable there.
 - Due to achievable rents, many landowners are opting to hold on to their land rather than sell.
 - (In most regions, the highest apartment rents are downtown, and downtown has a “rent premium” over other locations that are further from downtown’s base of jobs and amenities.)
- Rents in Centers of \$1,300-\$1,500/month for a one-bedroom apartment in Centers make it very difficult for projects to pencil.
- **Absorption** downtown has been slower than we had hoped. (The Warren has taken more than 1 year to lease up, and studios have been particularly slow to lease.)
- **Demographic categories downtown.**
 - Our downtown project has been successful in attracting **younger renters**.
 - We have not been successful in attracting several other key demographic categories that we have seen in other projects: **seniors/retirees**, and **middle-aged one and two person households**.
- Concerns about **homelessness and safety** downtown.
- **Boise.** We plan to invest again in mid-rise development in Boise again, but don’t anticipate investing in Downtown Spokane again in the near future.
- **Development Types.** Most development in Centers is likely to be one of two types for the foreseeable future:
 - Adaptive reuse of commercial buildings.
 - Multifamily housing development, potentially with ground floor commercial space.

Land Availability

- **Existing land uses.**
 - Most properties in historic Centers are already “built out” / developed. Some “greenfield” land is still available in further-out Centers.
 - **ROI.** In many/most cases, maintaining the existing land uses (such as low-density commercial buildings or surface parking) generates a higher return on investment than redeveloping into housing or mixed-use projects.
 - **Current economics** allow multifamily/mixed-use developers to offer about \$20,000 per door for land in most center and suburban locations; this likely translates into offering prices of about **\$20 per square foot** for land in Centers.
- There is still a lot of developable land downtown. Some developers will continue to build there before building in Centers.
- **Parcel Size.** Many parcels in Centers are small and shallow, which makes it very difficult to build projects of adequate scale and density.
- It is difficult to consolidate/assemble parcels within many parts of the city.
- **Large land holders** in “wait and hold” mode that remove properties from development potential. Specific properties owners mentioned include Douglass Properties, Cowles Company, Orcutt, and Diamond Parking.

Cost of Development

- **National Issues.** Several development cost issues are of great concern to developers, but are issues that are affecting all development nationwide, and therefore may not put development in Spokane at a disadvantage compared to other locations:
 - **Construction costs** have increased rapidly in recent years, due to a hot economy, inflation, additional regulations, interrupted supply chains, and other issues. Developers cited current hard costs of construction at about \$220 to \$240 per square foot, with total project costs (including land, hard cost, soft costs, and financing) being significantly higher.
 - **Energy Code.** The state recently updated its energy code to the 2021 Washington State Energy Code (WSEC)-R. While these updates will reduce residents’ energy costs, they increase the cost of residential development.
 - **Interest rates** are much higher—sometimes twice as high—in 2023 than they were as recently as 2022, which increases the cost of construction, ongoing debt service costs (i.e., mortgage payments), and potentially other costs. This could be an obstacle to development for the just the short-term or maybe the long-term.
 - The combination of higher construction costs and interest rates, and moderate rents in Spokane create an environment in which some projects that would have been feasible in 2021 or 2022 are not in 2023.
- **Versus Idaho.** The following taxes and fees increase the cost of development in Spokane when compared to comparable developments in Idaho:
 - **Washington State sales tax** (WSST) increases the cost of development by **9%**.
 - **The Real Estate Excise Tax** (REET), which is approximately **3%**, is a cost to developers if/when they look to sell their finished property.
 - Other

Regulatory Environment: Zoning, Design Standards, and Other Regulations

- **Zoning is not perfect, but it’s not *the* problem.** Developers generally do not view the zoning code and development standards under BOCA as a big obstacle to development in the Centers and Corridors; BOCA is an

improvement (Section 17C.400.040 Pilot Center and Corridors Development Standards -

<https://my.spokanecity.org/smc/?Chapter=17C.400>)

- Existing (non-BOCA) **height maximums** in most Centers prevent a 5-over-1 podium project.
- There is lack of clarity about whether maximum heights include parapets, rooftop structures such as elevators and mechanical; rooftop decks are often prevented by the fire department.
- Floor heights in buildings have been increasing in recent years. The ideal height for restaurants and other desirable ground floor commercial spaces is 15 to 20 feet; residential upper floors are 11 feet floor to floor. That it is easy for a 5 over 2 building to get to 85 or 90 feet, depending on how the ground level and rooftop appurtenances are measured.
- The parking regulations in BOCA are good but in the base code are too high.
- **BOCA or similar standards should be made permanent.** Developers were concerned about building to the “interim” BOCA standards because development projects take years from concept to completion and these standards could be rescinded or changed. Therefore, developers feel more comfortable building to the “permanent” standards—even if they are less favorable, they will be around for years.
- **The City’s Design Standards deter development in Centers.**
 - [Design Standards](#) require developers to undertake a lengthy and unpredictable design review process for most development within Centers. The process can take months or years to complete, and requires more time and budget to be allocated to land holding costs and interest payments, architects, engineers, consultants, etc. In most cases, particular requirements seem reasonable—the time and unpredictability are the issues. In some cases, developers felt that requirements do seem unreasonable, such as the reported requirement that all sidewalks must be 12 feet wide and paved; one developer interviewed felt that wide sidewalks with wide (unpaved) planter strips are more appropriate in some center locations.
 - The Design Review Board (DRB) is often too stringent with design review and process of being granted a variance is onerous and long.
 - The City should consider reforms to the design review process, for example, enabling the planning director or hearing officer to make decisions on design standards.
 - **Developers with experience in other metro regions** felt that Spokane’s design review process was *not* more onerous.
- **City Silos.**
 - Developers pointed out that there are at least two major permitting “silos” within the City:
 - Planning, Zoning, and Economic Development
 - Engineering and Public Works in another.
 - This creates a few major problems:
 - The two silos work on different timelines. One department may be ready to approve a project, while the other may be months away. There is no staff person who can align the two silos.
 - The Engineering and PW process can be very onerous and can require developers to study stormwater, water, sewer, etc. issues early on in the development process—which is an expensive deterrent—and Eng and PW may require developers of small sites to solve district-wide stormwater, water, sewer, etc. issues. “Someone building 1 or 2 lots should not be required to build out 300’ of sewer and water pipes.”
 - Engineering and PW issues on infill lots should be easier than greenfield lots since everyone knows the existing conditions of infrastructure surrounding the site.
 - The Eng and PW process deters infill development.
- **Urban Forestry.**
 - “We want trees in our city as much as our neighbors.”
 - The [Urban Forestry](#) process needs to be better defined. There are too few clear and objective standards such as the species and size/diameter of trees that must be retained. This makes the process feel

arbitrary and can cause projects to be redesigned late in the development process, creating significant expense and/or reducing the value of the final project.

- **Energy Code.** See discussion of the new 2021 Washington State Energy Code (WSEC)-R in the cost section above.
- **Other.** Several regulatory issues were not mentioned during our conversations, but in our experience, are significant obstacles in other markets, particularly for infill projects:
 - Surprisingly, **SEPA** did not come up as a significant regulatory obstacle in our conversations.
 - **Stormwater.** Often, when developers are redeveloping commercial or industrial properties into housing or mixed-use projects, they must complete extensive stormwater improvements in order to retain stormwater on site and minimize pollution. This can be a strong incentive to retain properties in their existing use.
- **The issue is not one challenging regulation, but many.**
 - This is an issue that seems to be challenging development in many cities. According to the [New York Times](#), “Piles of regulations, or “kludge,” and a culture of “no” are limiting” development in New York and many other metro areas.
- **Streamlining.**
 - The City should consider consolidating permits under a single entity, empowering certain staff to make decisions within both the Planning and Engineering, or taking other actions that streamline the process. [This is currently under discussion in Portland ([1](#), [2](#)) and other cities.]
- **A simplified Mixed-Use zone** would simplify understanding of CCs within broader citywide zoning context; many developers are currently “scared” of working in the CCs. The term “mixed-use” sends a clearer message to developers about what the City wants and allows in the area. CCs have a bad reputation.
- **Allowing rezoning to Mixed-Use.** The existing framework constrains the possibility of new Centers being formed. A standardized set of MU zones would simplify this process and allow property owners to go through the process of making a zoning change.

City Investment and Incentives

- **Public investment in streetscape improvements can have a major impact on revitalizing Centers.** East Sprague is a good example. The City should align their resources in areas with active business owners and other development incentives.
- **Some incentives are not well aligned.**
 - For example, the City offers the MFTE and GFC waiver programs, but the locations where they are available are not the same.
- **Multiple-Family Housing Property Tax Exemption ([MFTE](#))**
 - **This is a very important incentive.** “We would not have been able to build the Garland project without the tax exemption program.”
 - However, there are issues with the program. The 12-year exemption requires ongoing monitoring of tenant incomes, and the details of the income collection process are not completely clear. This monitoring may increase property management from 8% to 10% of total operating income. In addition, the application process is more difficult to navigate than it should be. This prevents other developers from taking advantage of this important financial incentive.
- **General Facilities Charge and GFC Waiver.**
 - The [GFC Waiver](#), which can be secured for projects that include some affordable housing, is also an important incentive.
 - As mentioned above, this incentive may not be available in all Centers locations, or all locations where MFTE is available. In addition, developers indicated that they cannot be certain that they will receive the GFC waiver until late in the development process, making early-stage financial feasibility analysis

difficult. [However, LCG's review of the City code indicates that all developers who build certain types of affordable housing should be able to secure the GFC waiver.]

Perceptions of the Spokane Market

- **The Spokane region** is still stuck in an auto-oriented culture of development—the City will need to make infill development much easier if it wants to promote the kind of walkable, pedestrian friendly neighborhoods that are promoted in policy. Spokane is many years or even decades behind other western metro areas. The market has not matured to the point where demand for dense, walkable neighborhoods and mixed-use development has expanded beyond the downtown and Kendall Yards (even there, mindset is more auto oriented than many cities).
- **The City of Spokane is missing out on growth** that is coming to the region and suburban communities, because infill development is harder because of market, logistical, and regulatory reasons. Many developers will prefer to go to suburban jurisdictions where development is easier.
- By missing out on development, **the City is also missing the opportunity to add new middle- and higher-income households**, and on the **opportunity to capture much more public revenue**—sales tax, property tax, impact fees, and other revenue.

Additional Charts

Figure 33. Acres of CC and Mixed-Use Zoned Land versus Amount of Development

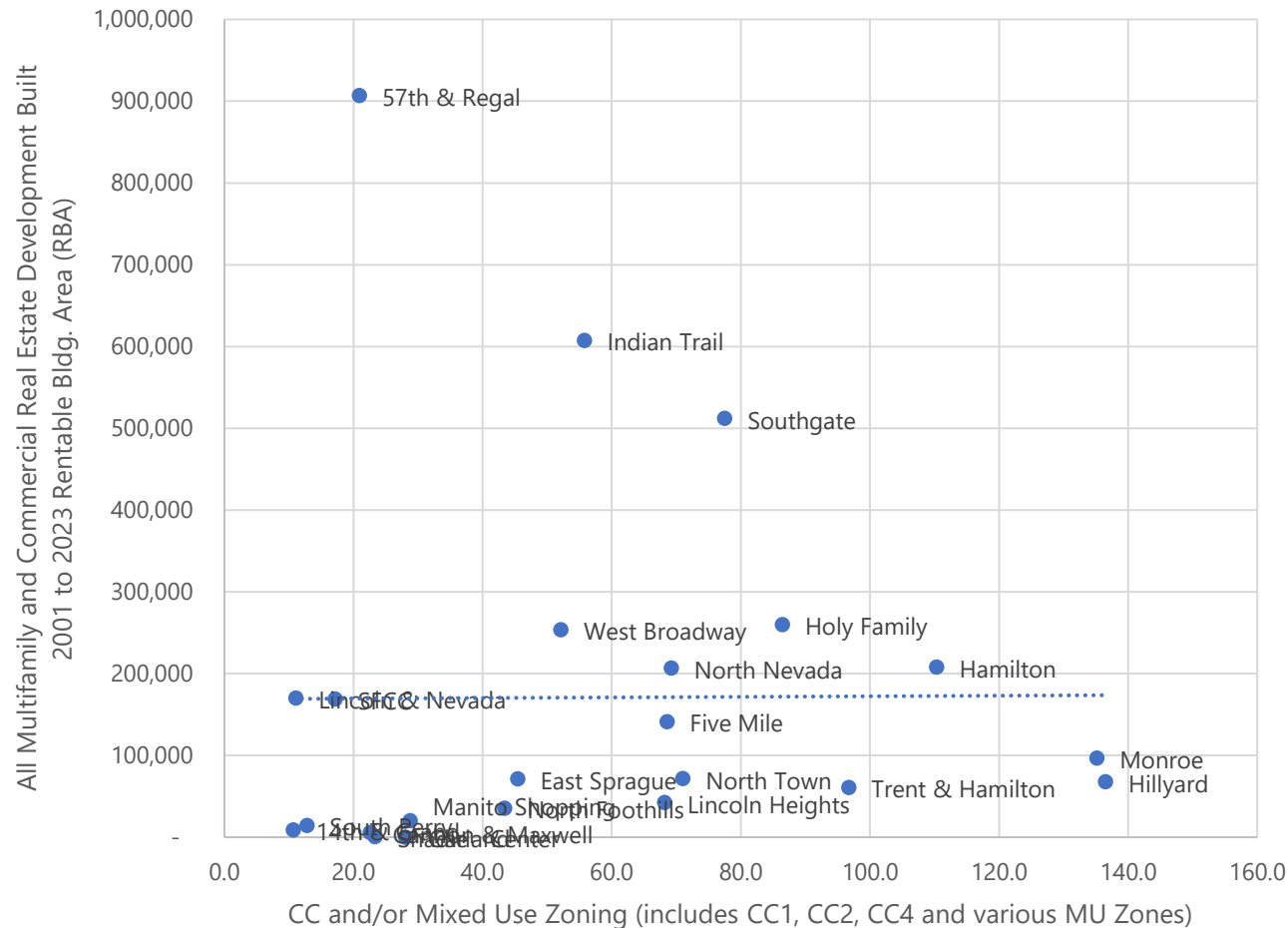


Figure 34. Acres of CC and Mixed-Use Zoned Land

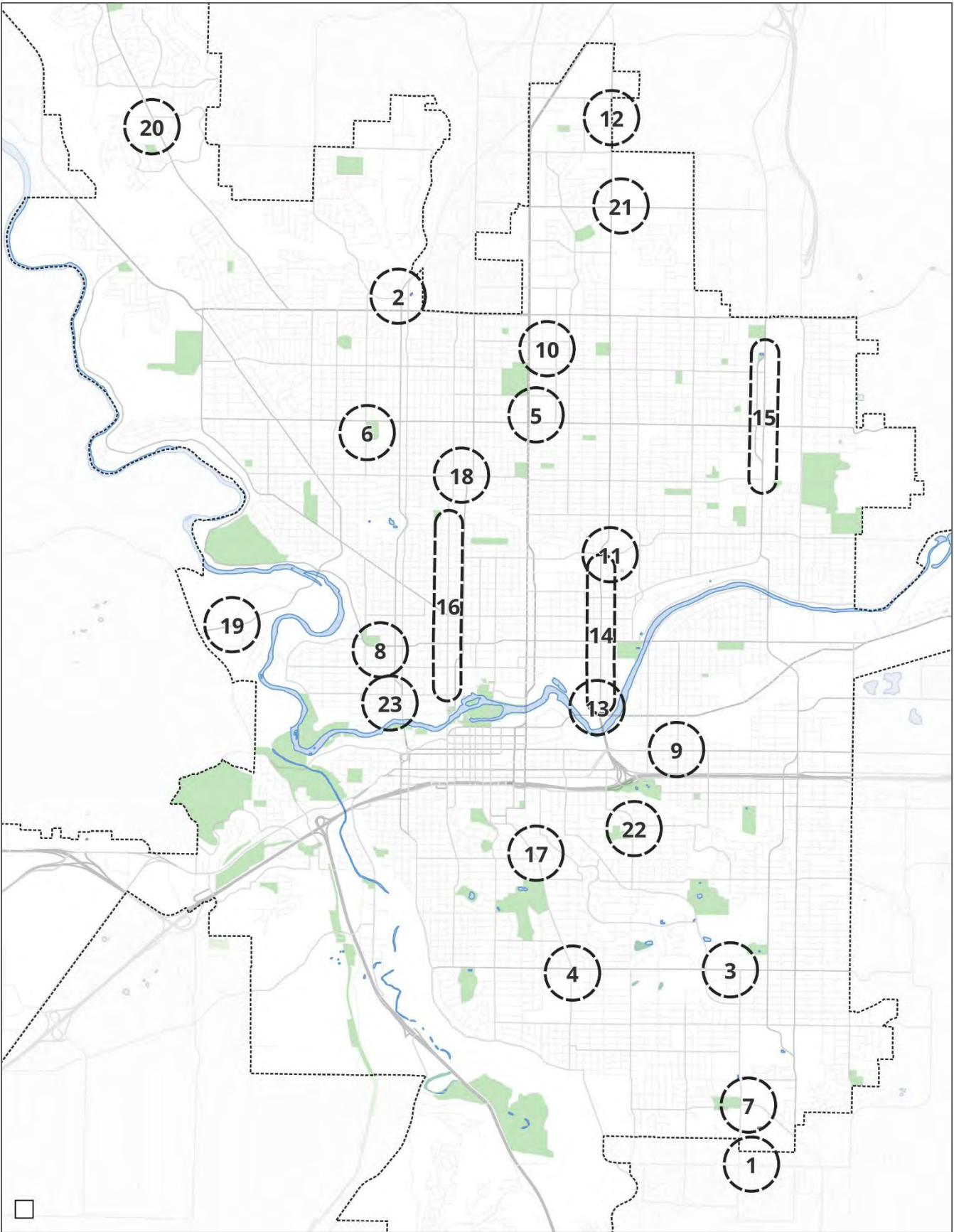
Name	Zoning: CC1 acres	Zoning: CC2 acres	Zoning: CC4 acres	Zoning: other MU (CA1-4, CB, DTG, DTU, GC, OR, O or NR)	Total: CC and/or Mixed Use Zoning (includes CC1, CC2, CC4 and various MU Zones)
57th & Regal		20.9			20.9
Five Mile				68.6	68.6
Lincoln Heights	1.2	57.5	0.6	8.9	68.2
Manito Shopping Center	13.0	12.0	2.2	1.6	28.8
North Town				71.0	71.0
Shadle	3.9	19.4			23.3
Southgate		47.1		30.4	77.5
Cannon & Maxwell		18.6	1.7	2.3	22.6
East Sprague	27.5	17.9			45.4
Holy Family		51.6	4.4	30.4	86.4
North Foothills	33.8			9.6	43.4
North Nevada				69.2	69.2
Trent & Hamilton	42.8			53.9	96.7
Hamilton	41.6	1.7		67.0	110.4
Hillyard	31.8	65.5	26.6	12.7	136.5
Monroe	5.9	68.2		61.1	135.2
14th & Grand	8.2			2.5	10.7
Garland	24.6			3.5	28.1
SFCC				17.2	17.2
Indian Trail		37.0		18.8	55.8
Lincoln & Nevada				11.1	11.1
South Perry	12.8				12.8
West Broadway	27.8		2.1	22.2	52.1
Total	274.8	417.4	37.6	562.0	1291.7

Spokane Centers and Corridors

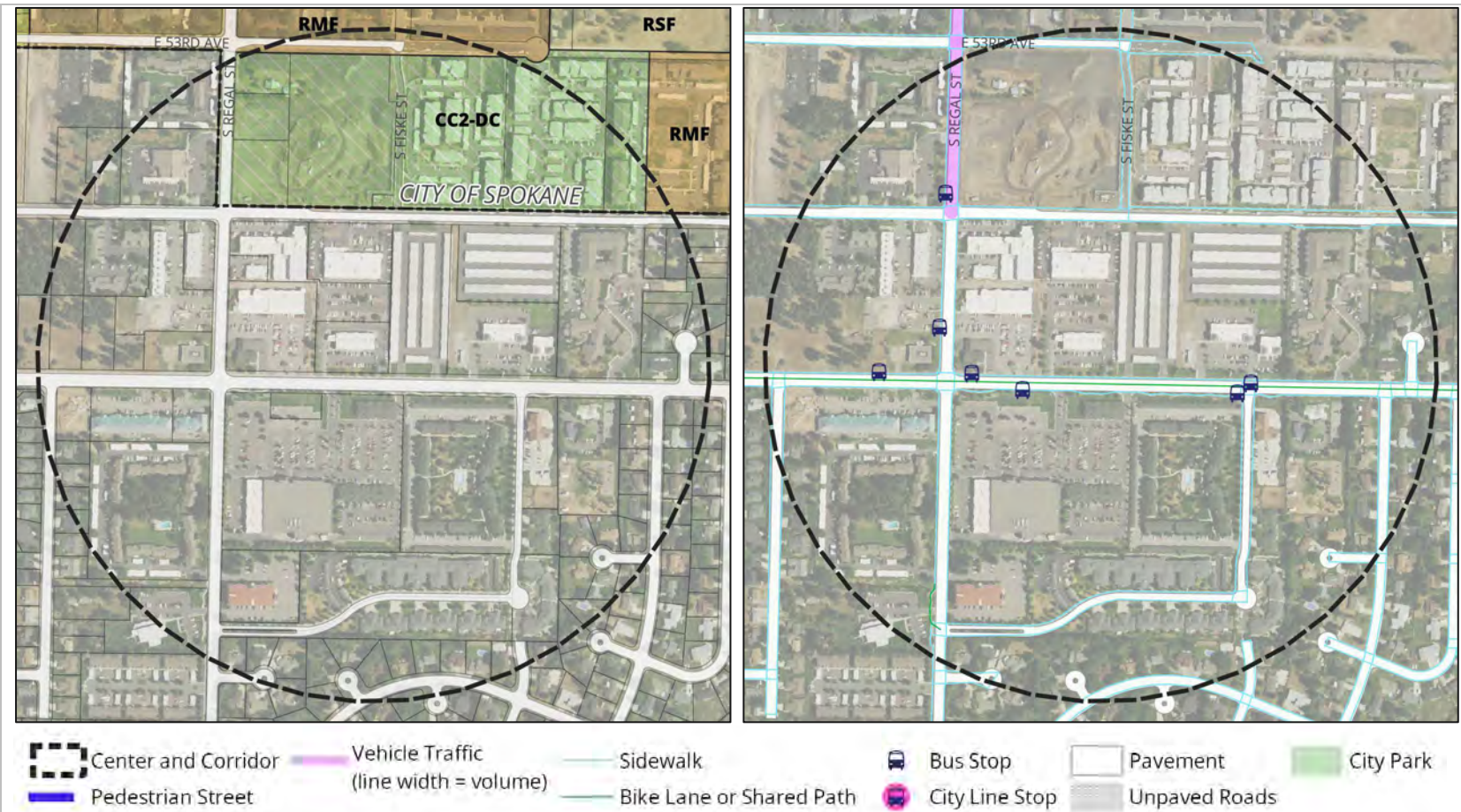
Center Evaluation Study

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1. 57th and Regal – District Center

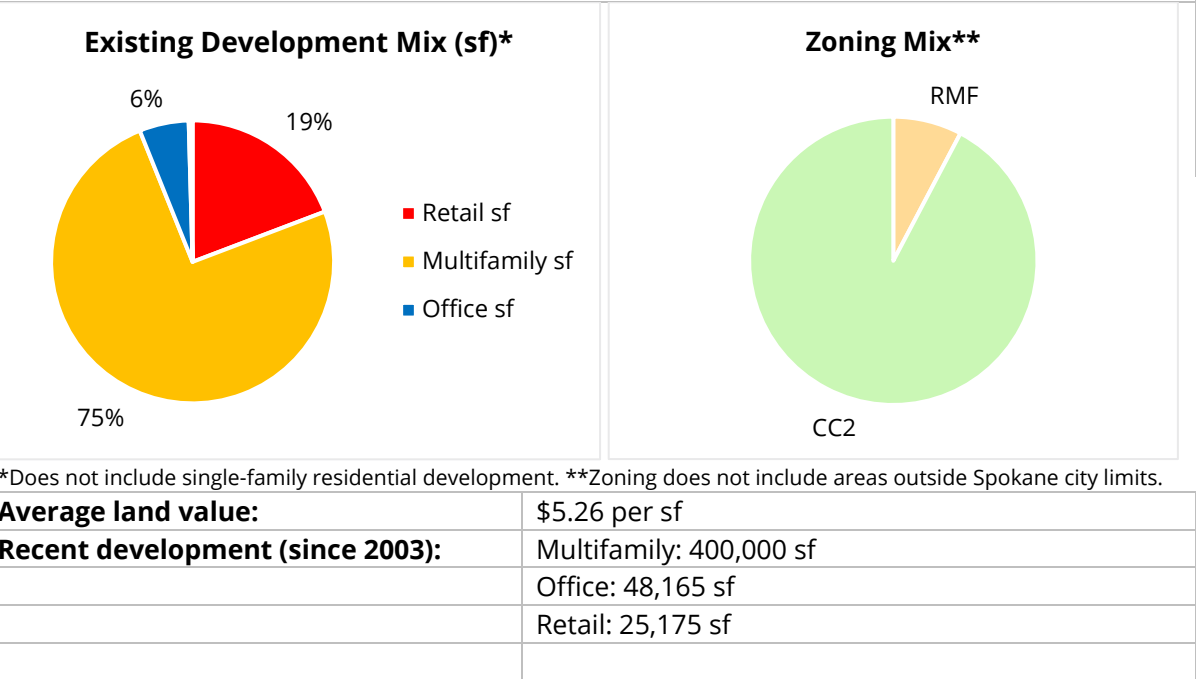


Description:
Sprawling area mostly south of city limits. New multifamily development along side commercial/flex uses and self-storage. Doesn't function as an identifiable "center".

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



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



2. Five Mile – District Center

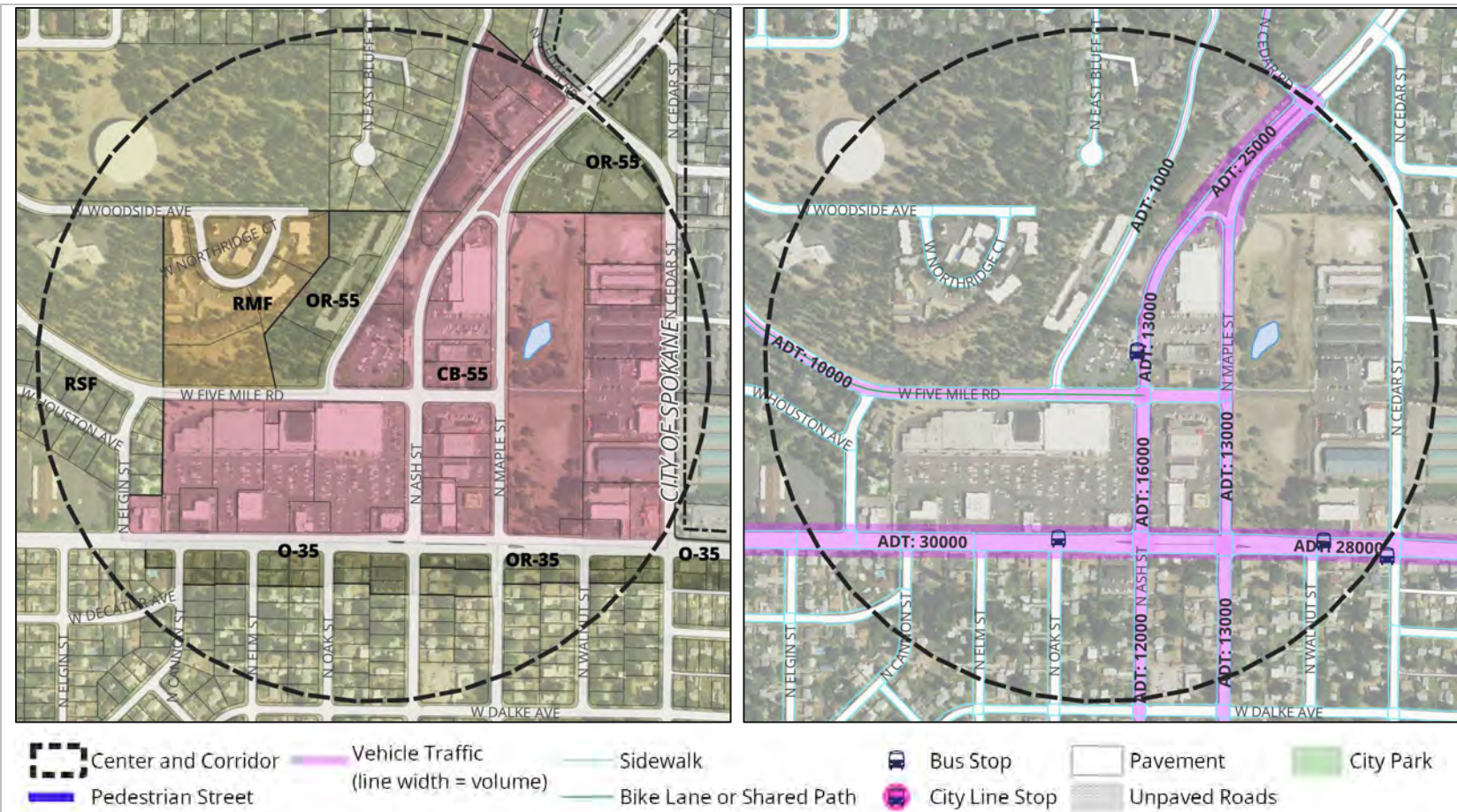
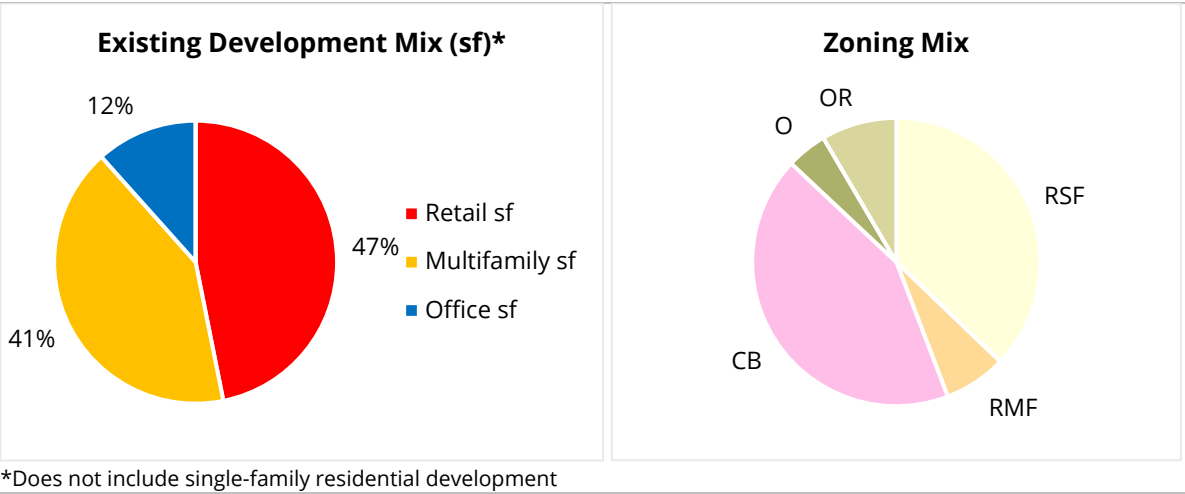


Image source 1-2: Google maps © 2023 Google.

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

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



*Does not include single-family residential development

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

3. Lincoln Heights – District Center

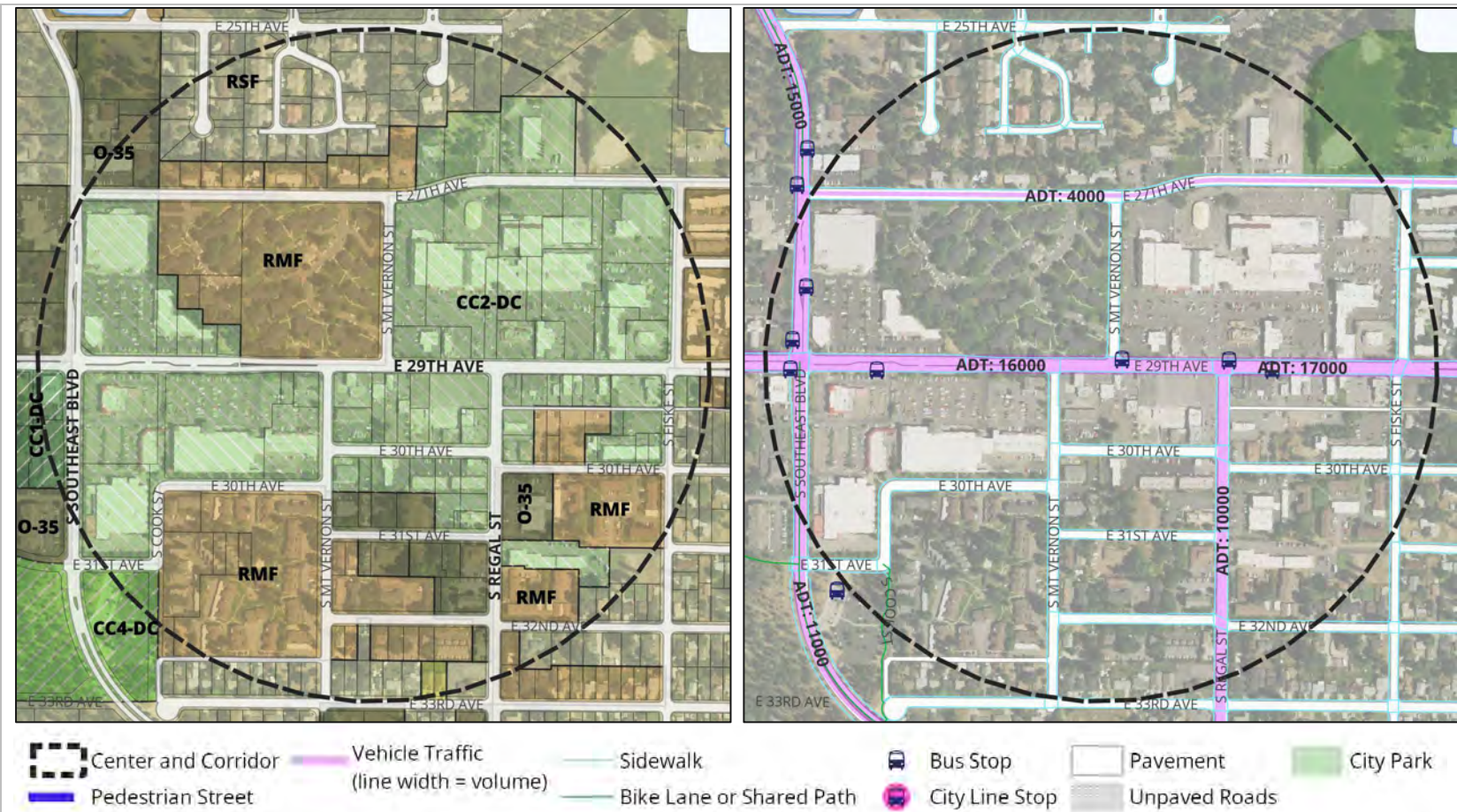
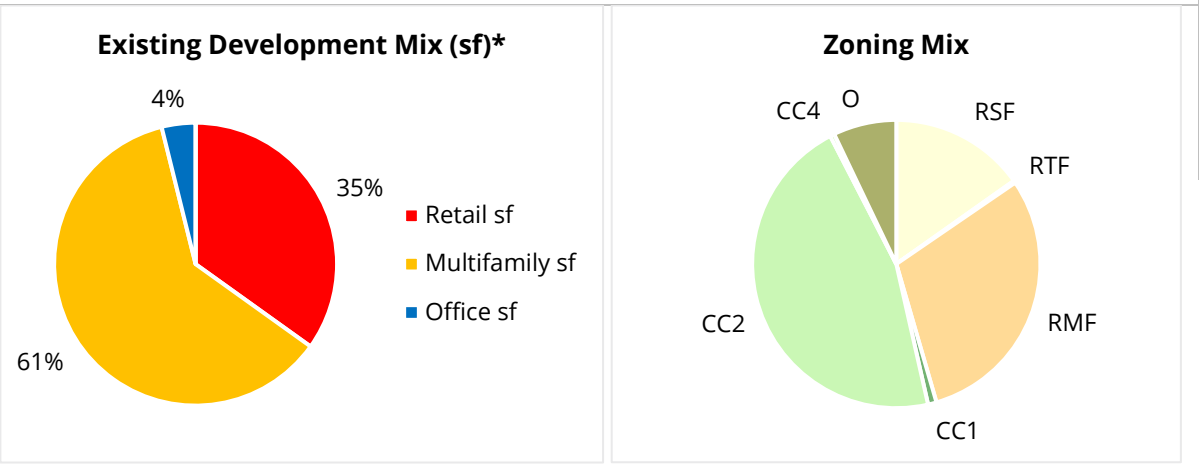


Image source 1-4: MAKERS.

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

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



*Does not include single-family residential development

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

4. Manito Shopping Center – District Center

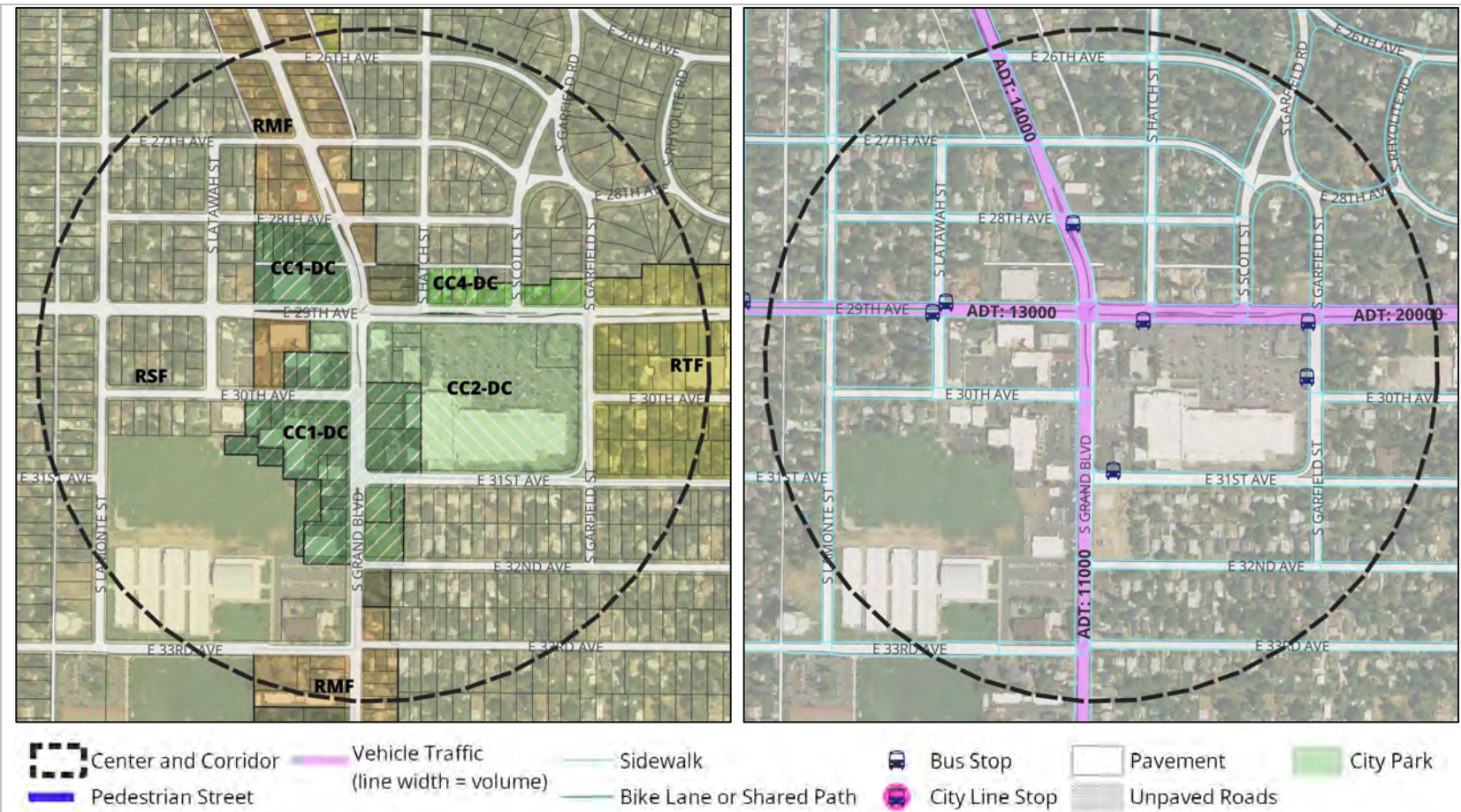
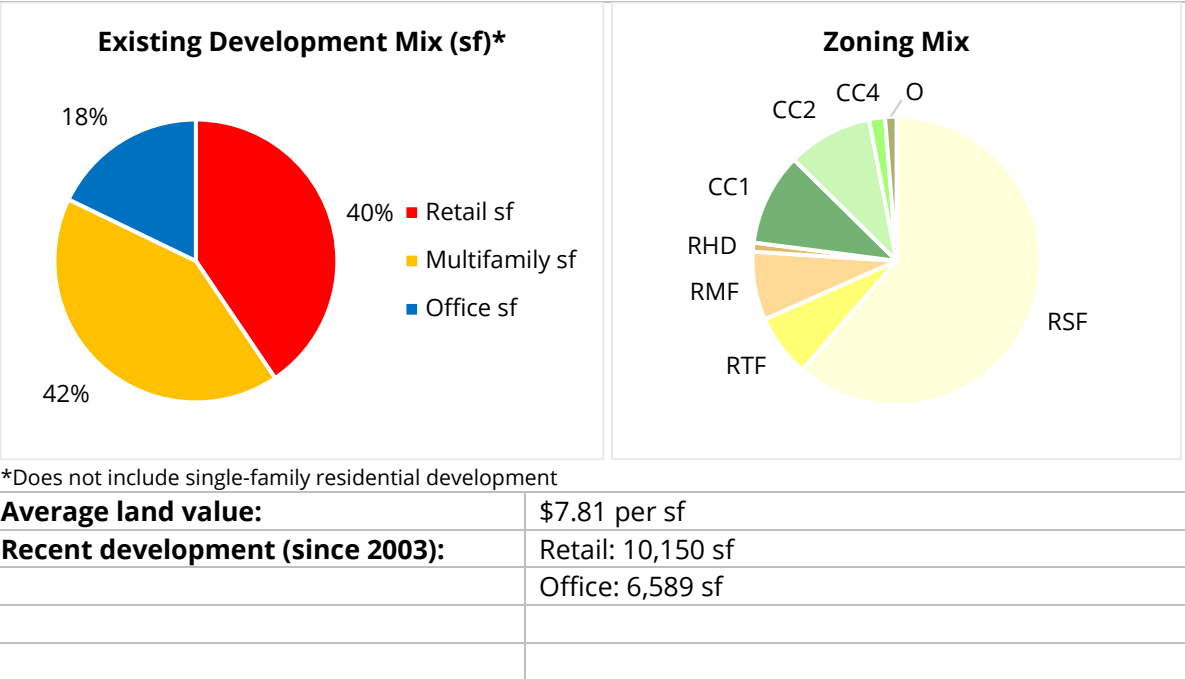


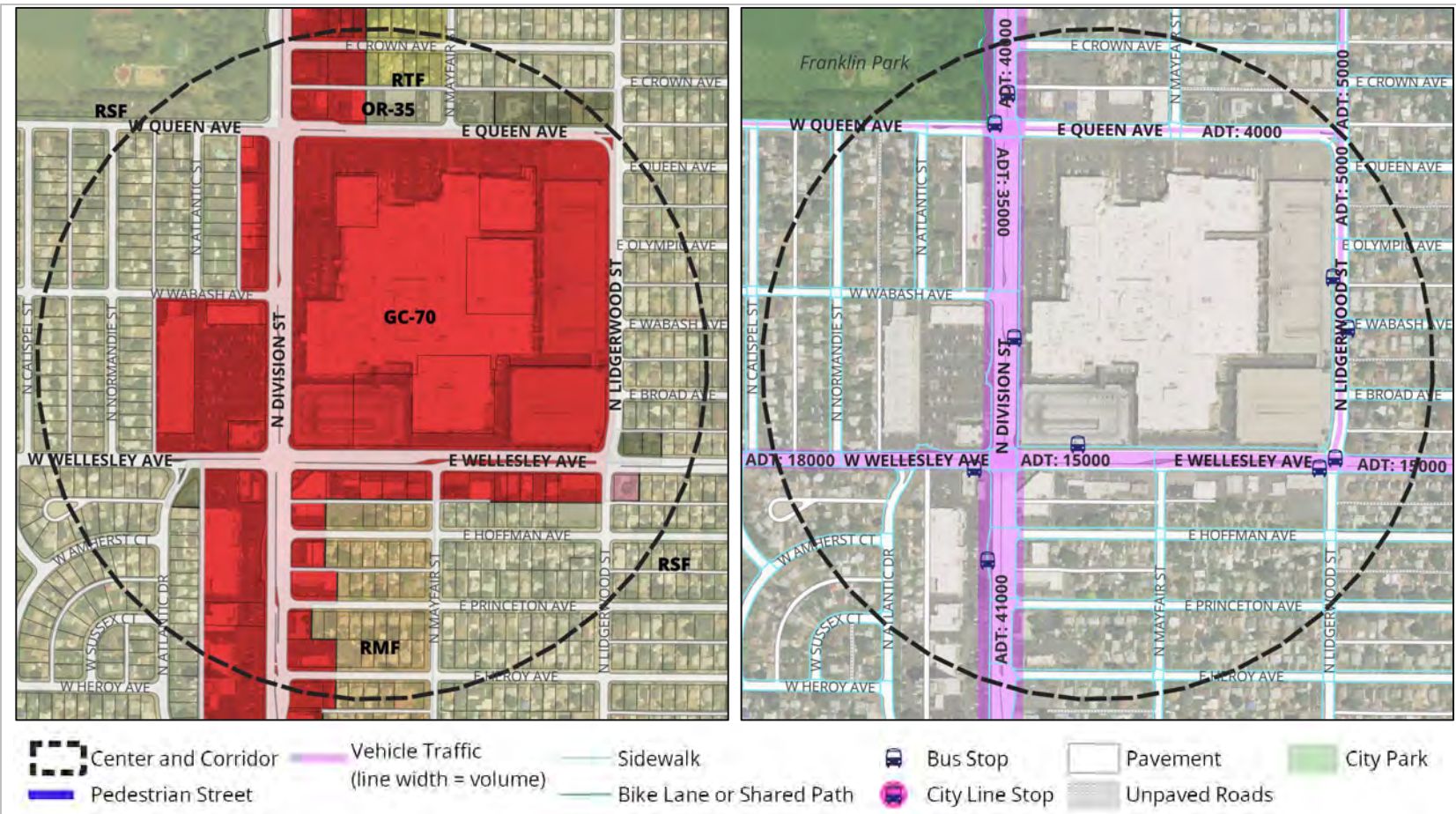
Image source 1-2: Google maps © 2023 Google.

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

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



5. North Town – District Center

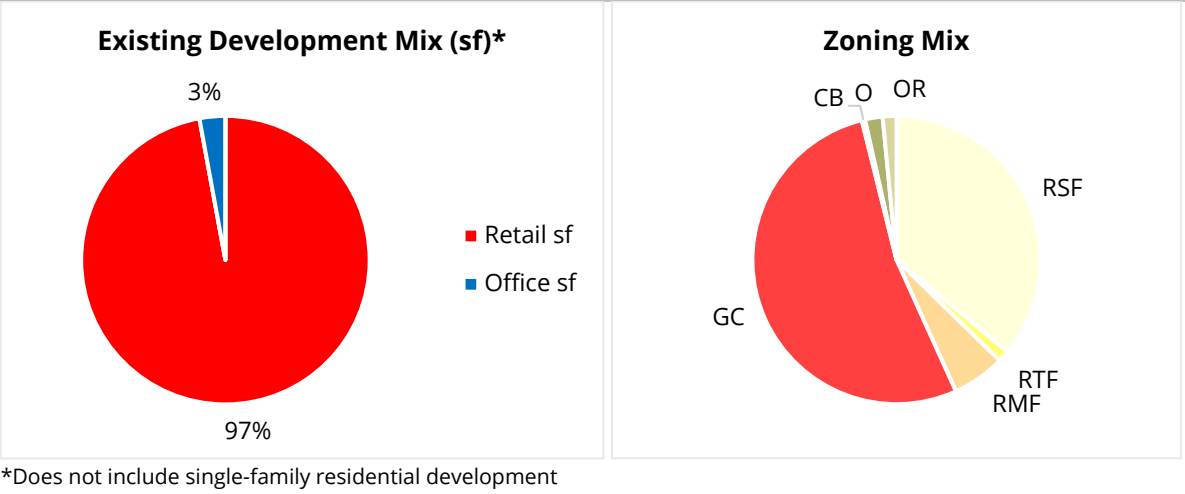


Description: Center anchored by large post-war shopping mall on Division St. Low-density residential surrounding – no multifamily development in the ¼ mile area. Good transit service and street connectivity in nearby residential blocks. Mall is totally inward-oriented, with unattractive exterior walls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

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

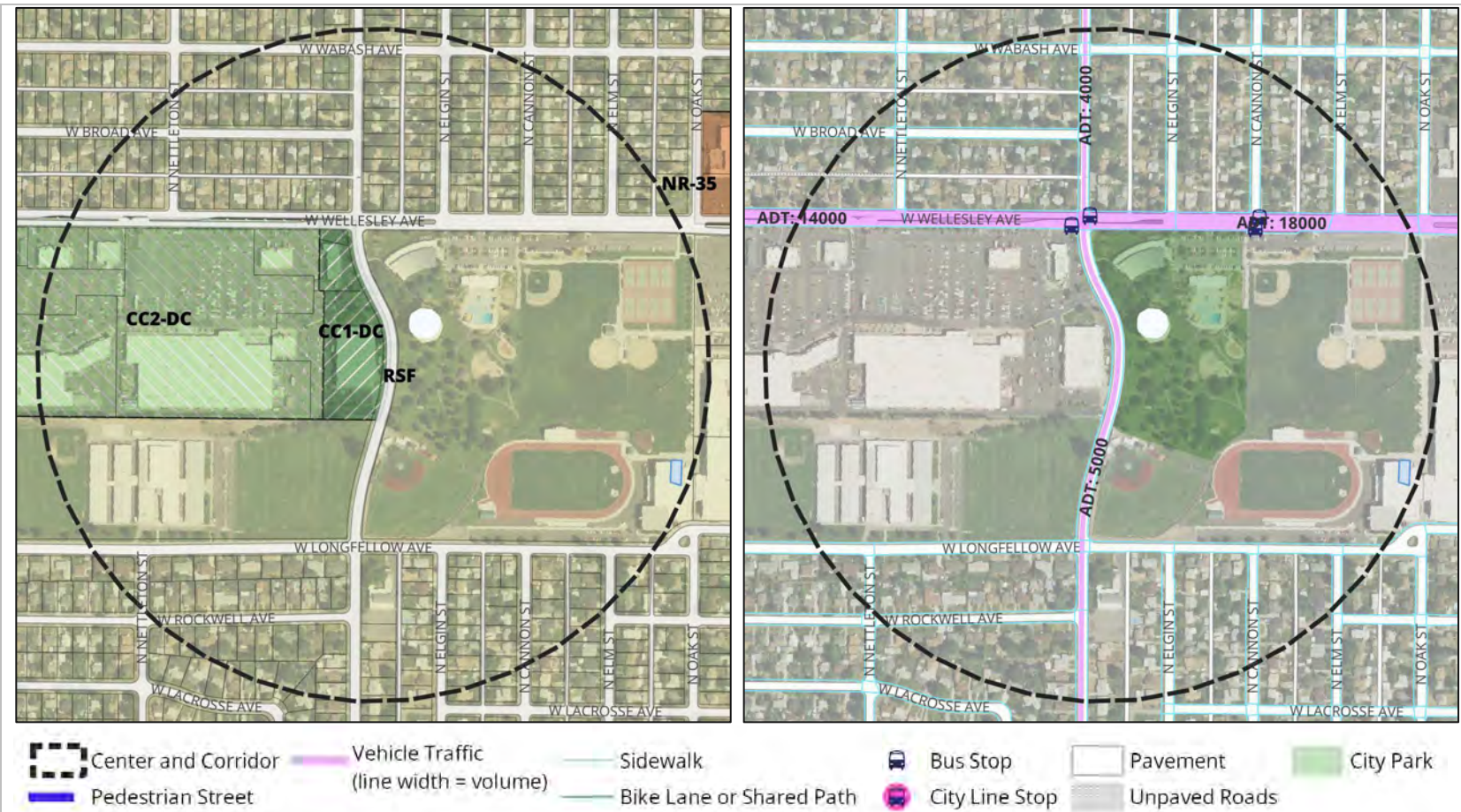


Image source 1-4: MAKERS.



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

6. Shadle – District Center

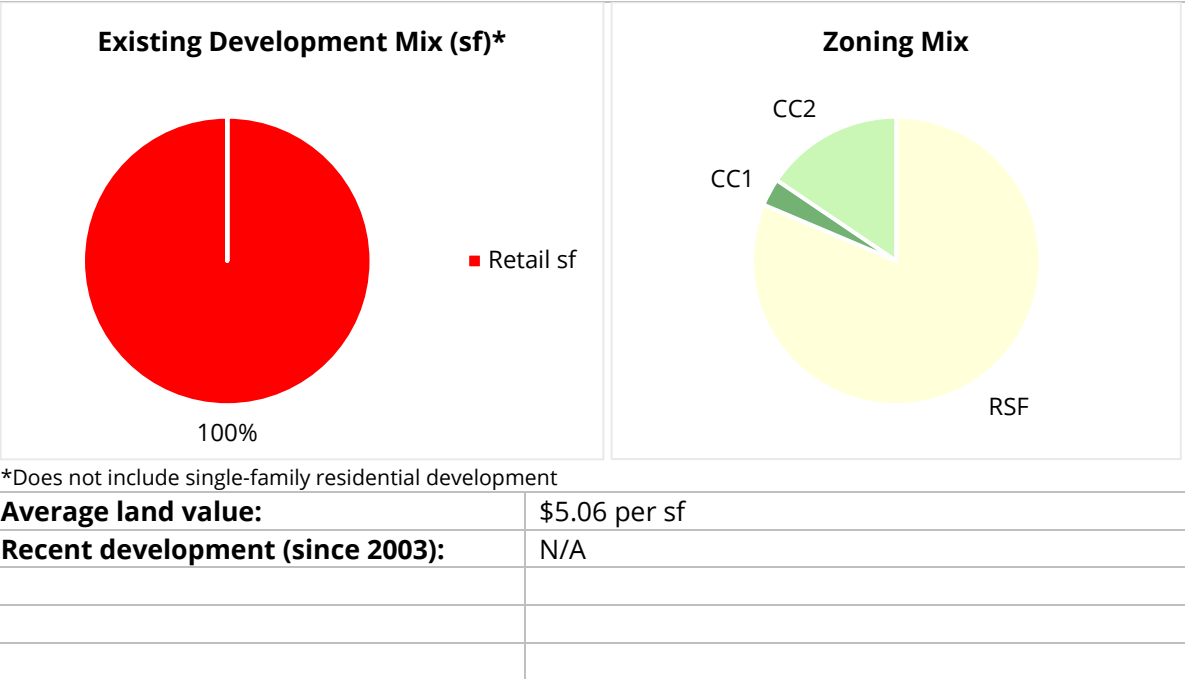


Description: District Center – with mostly CC2-DC zoning. Standard suburban shopping center, but single family uses across the arterial facing the shopping centers. Large park and institutional uses on east and south sides of center. SCJ led a subarea plan for center in 2019.

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



Image source 1-3: MAKERS.



7. Southgate – District Center

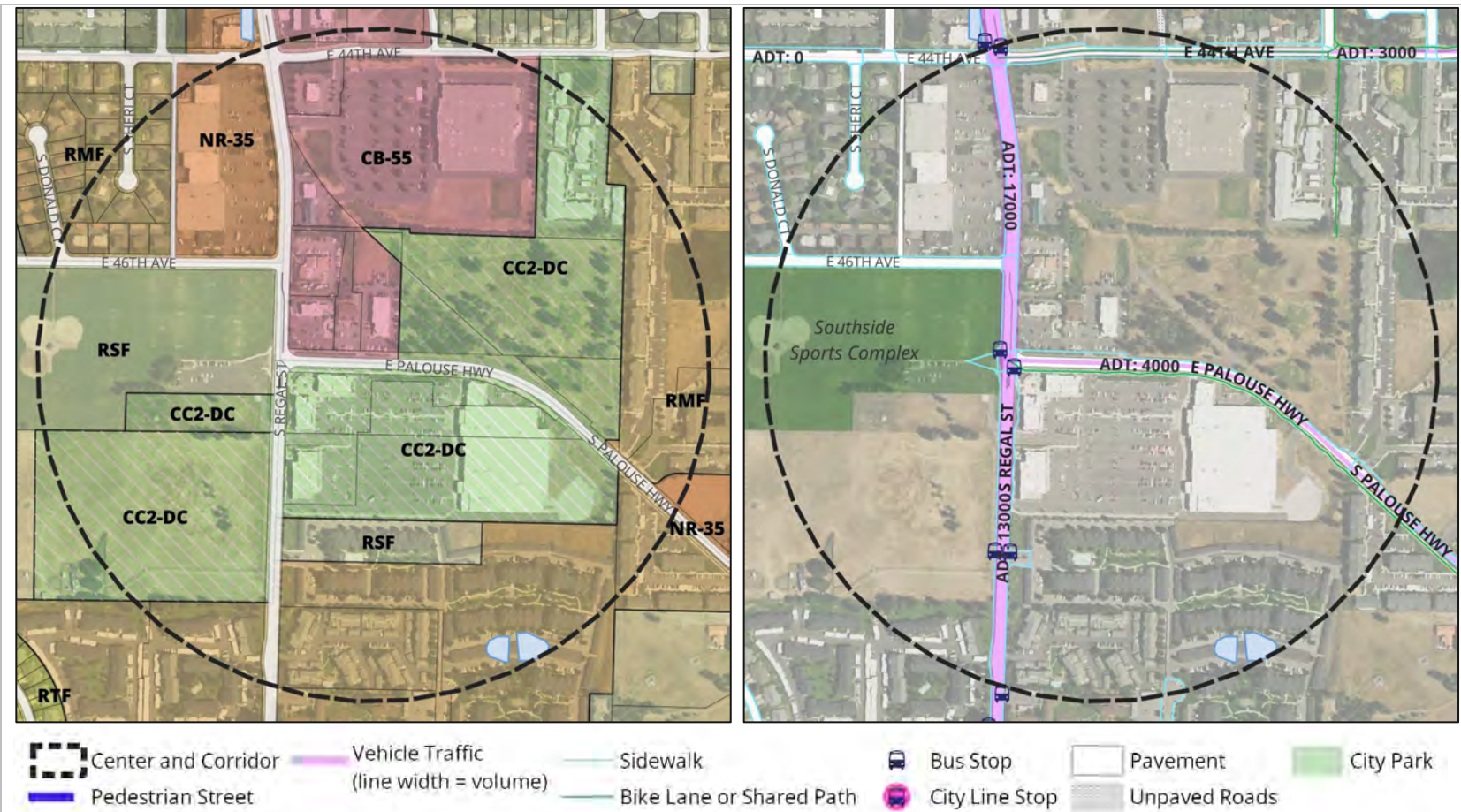
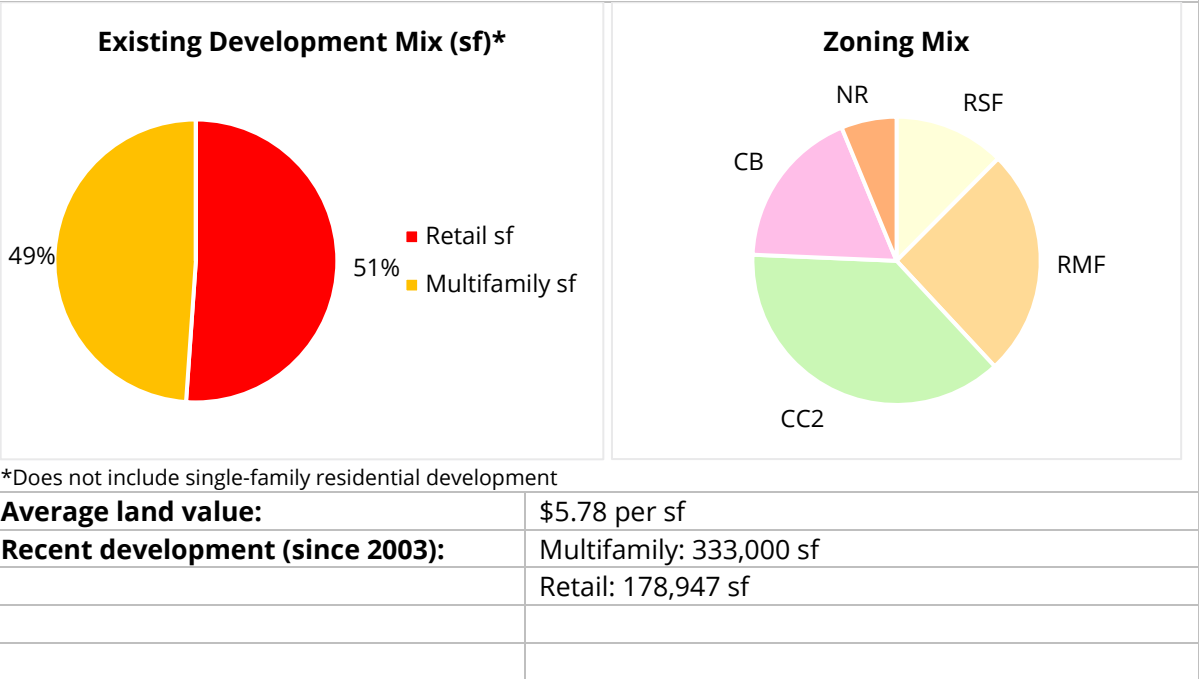


Image source 1-4: MAKERS.

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

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



8. Cannon & Maxwell – Employment Center

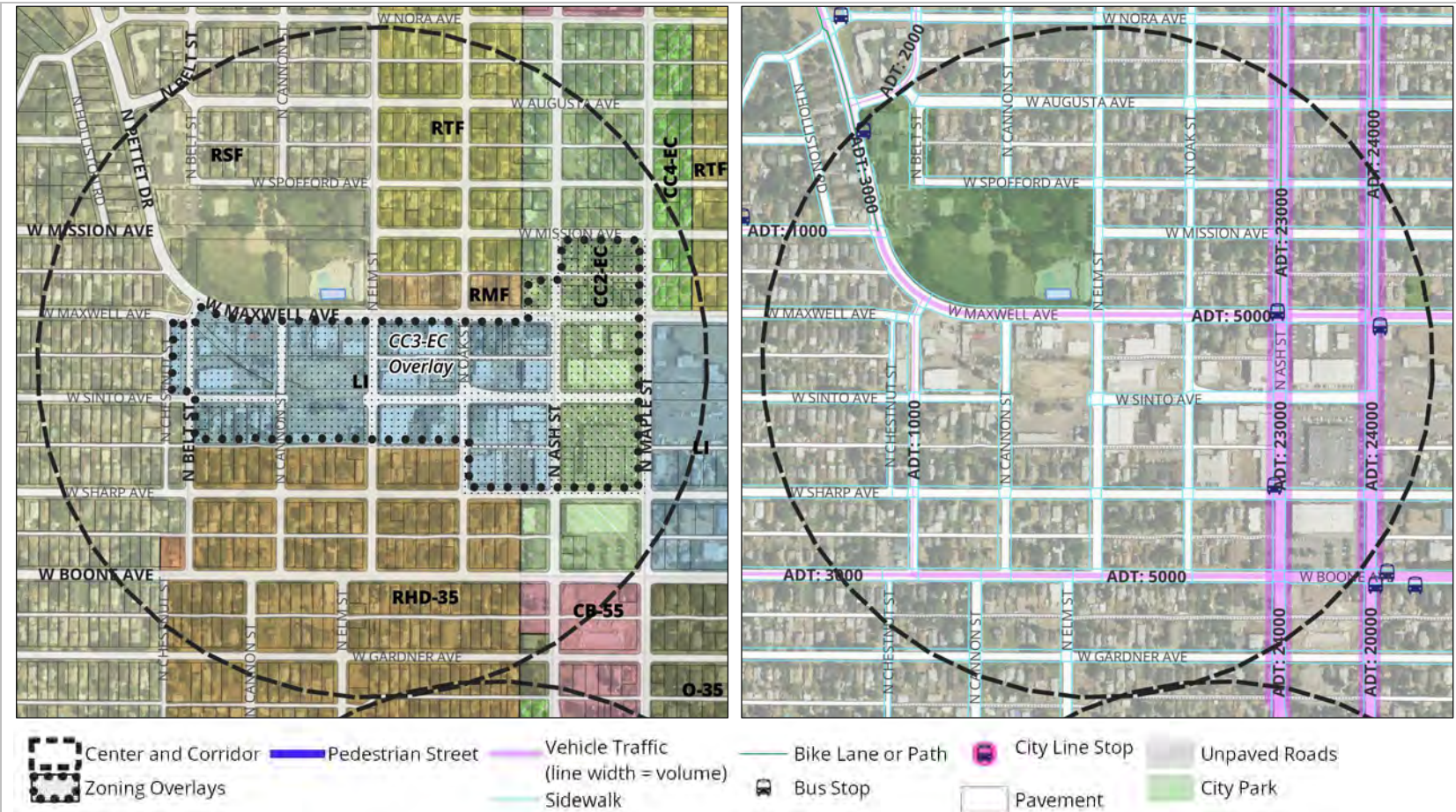
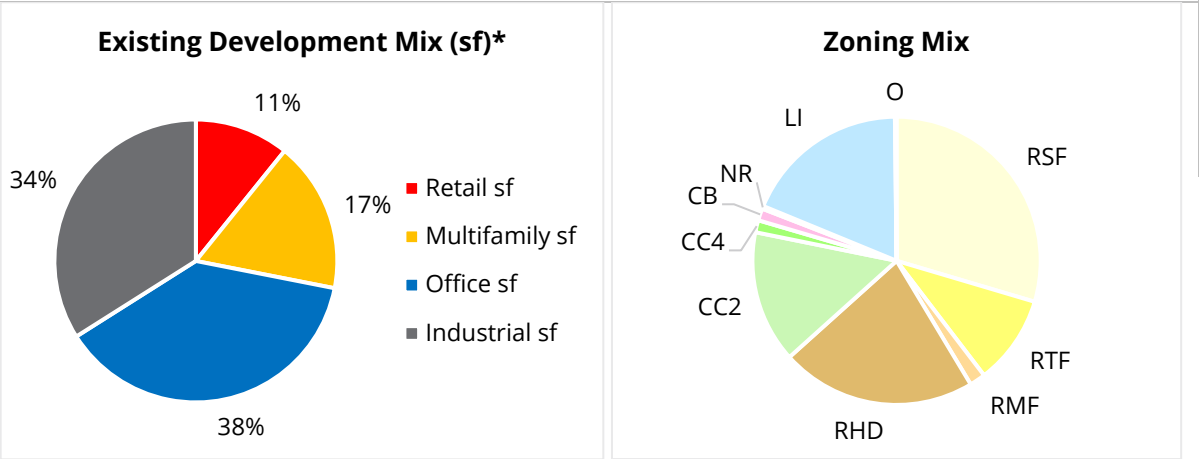


Image source 1-2: MAKERS. 3: Google maps © 2023 Google.

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

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



*Does not include single-family residential development

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

9. East Sprague – Employment Center

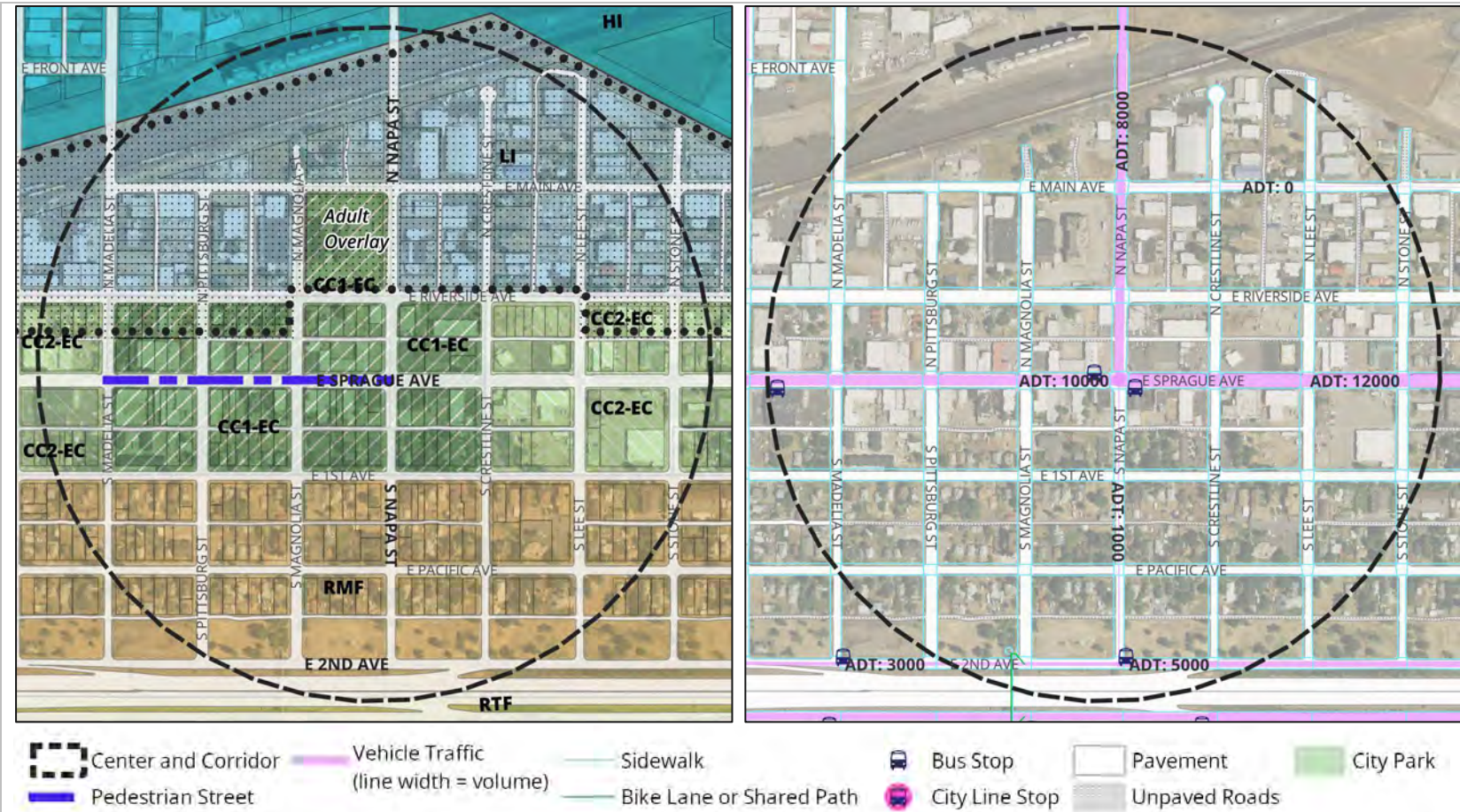
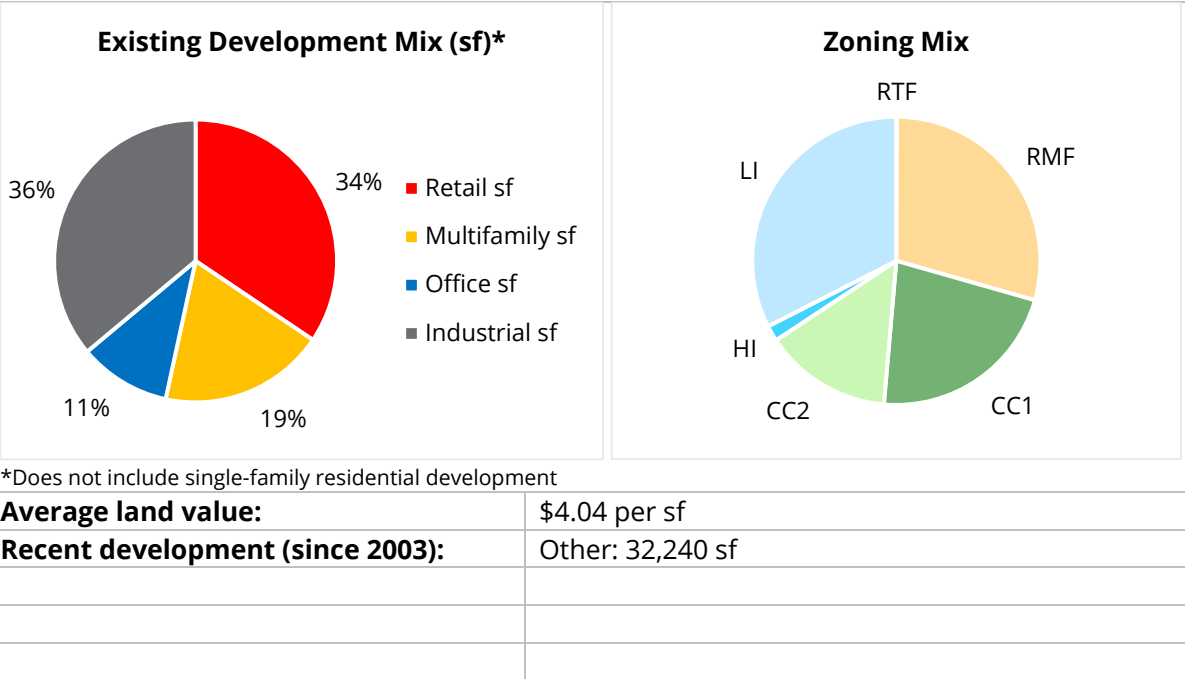


Image source 1-3: MAKERS. 4: Google maps © 2023 Google.

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

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



10. Holy Family – Employment Center

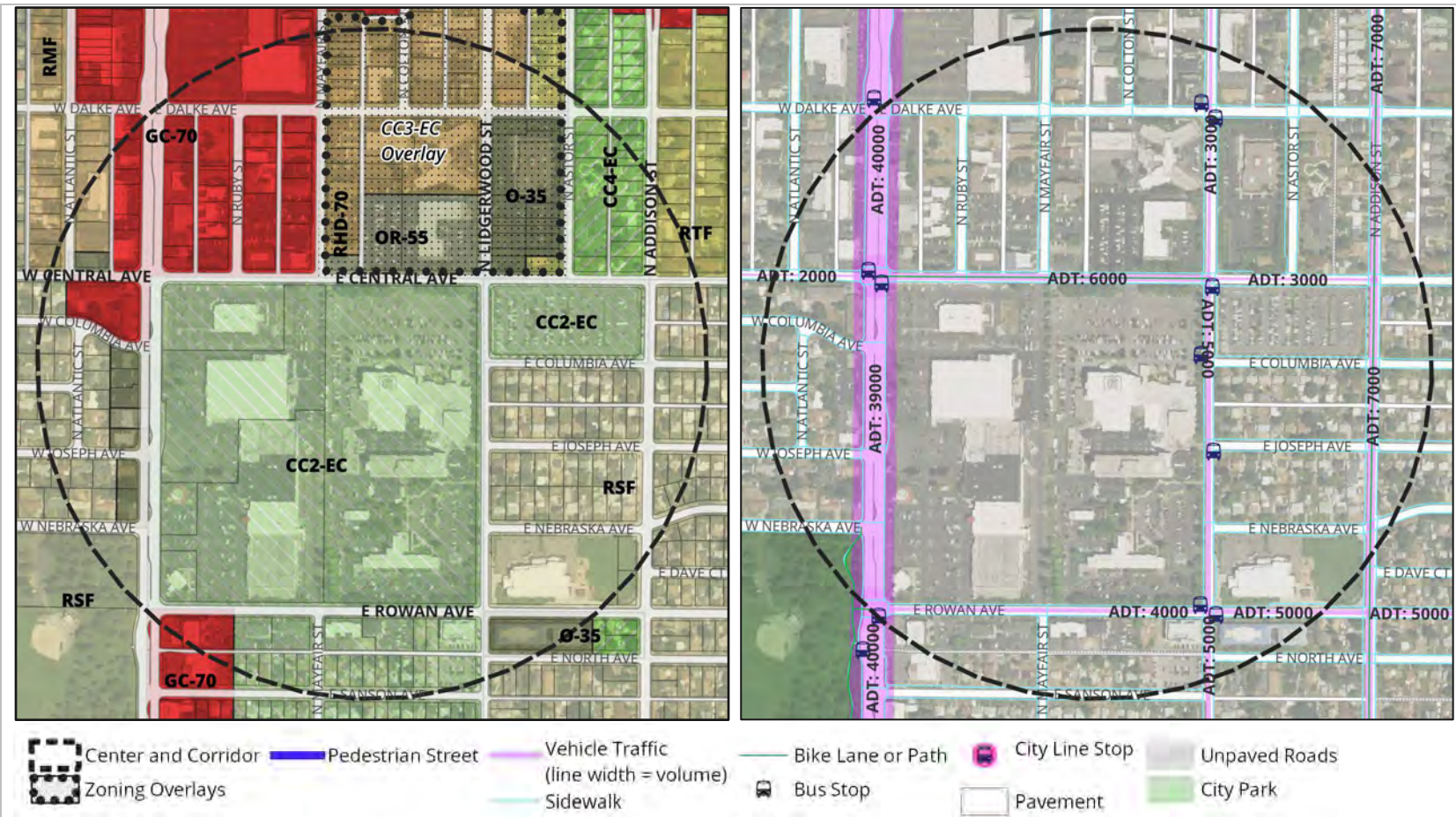


Image source 1-2: MAKERS. 3: Google maps © 2023 Google

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

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

11. North Foothills – Employment Center

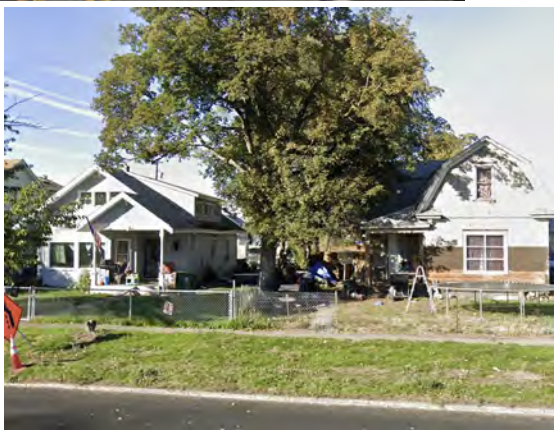
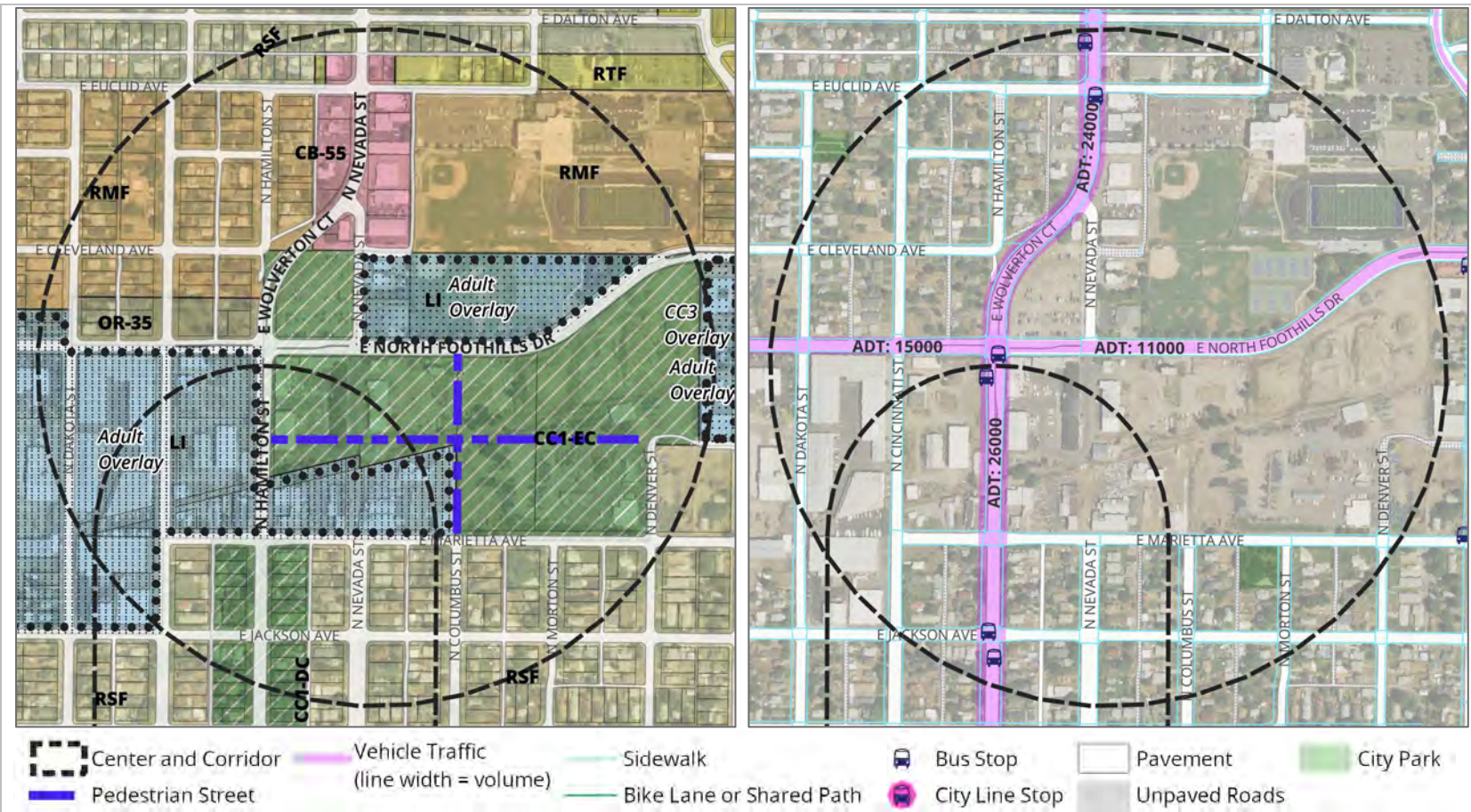
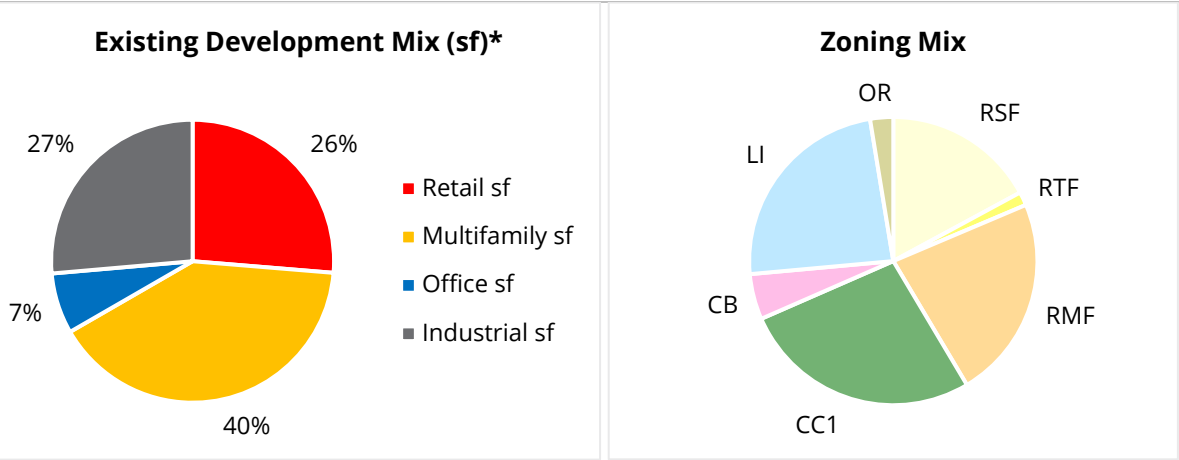


Image source 1-3: Google maps © 2023 Google.

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

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

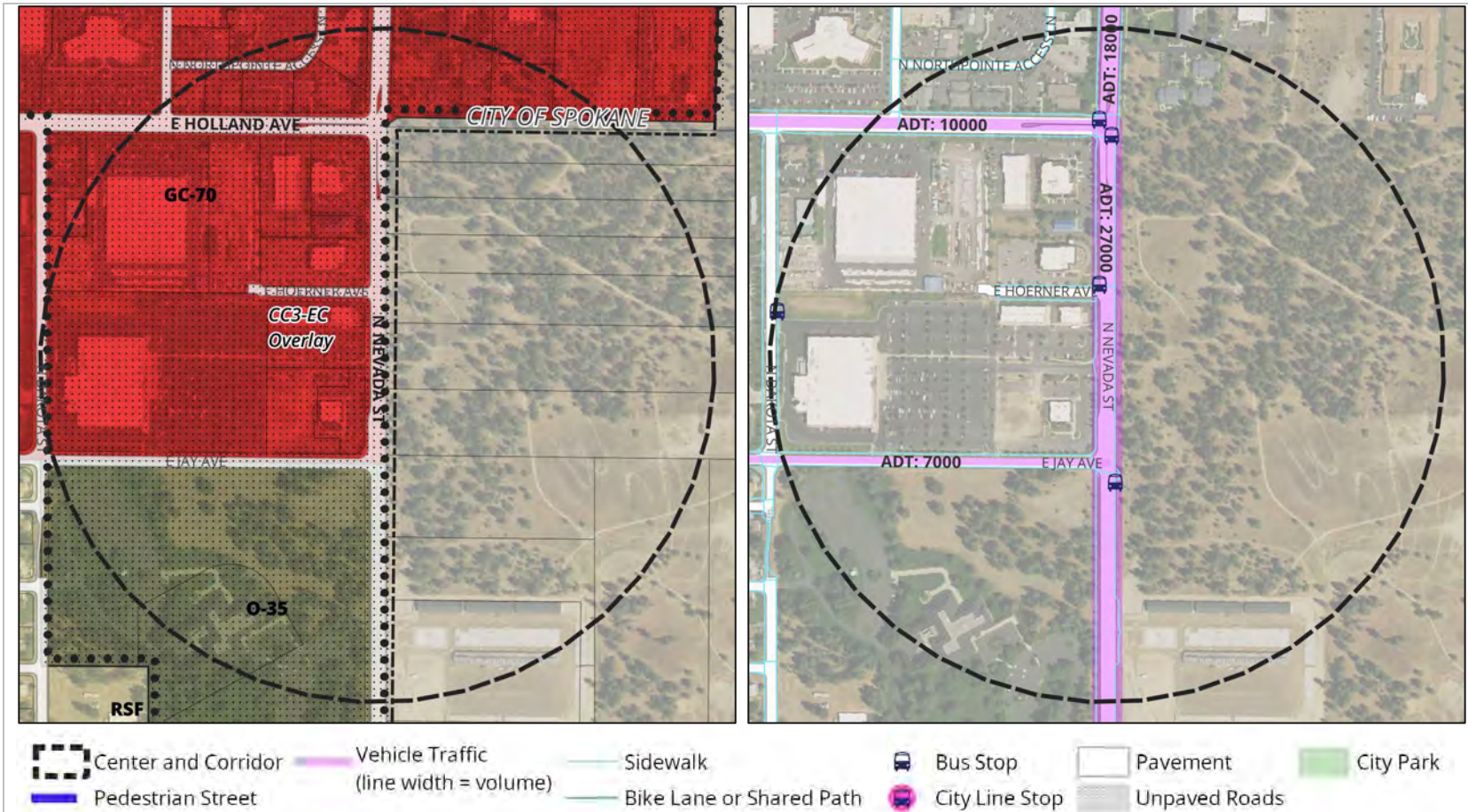


*Does not include single-family residential development

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

Major landowners	Gonzaga Prep School, Catholic Charities Eastern Washington, Foothills Mini Storage, Larry Stone Properties		
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12. North Nevada – Employment Center

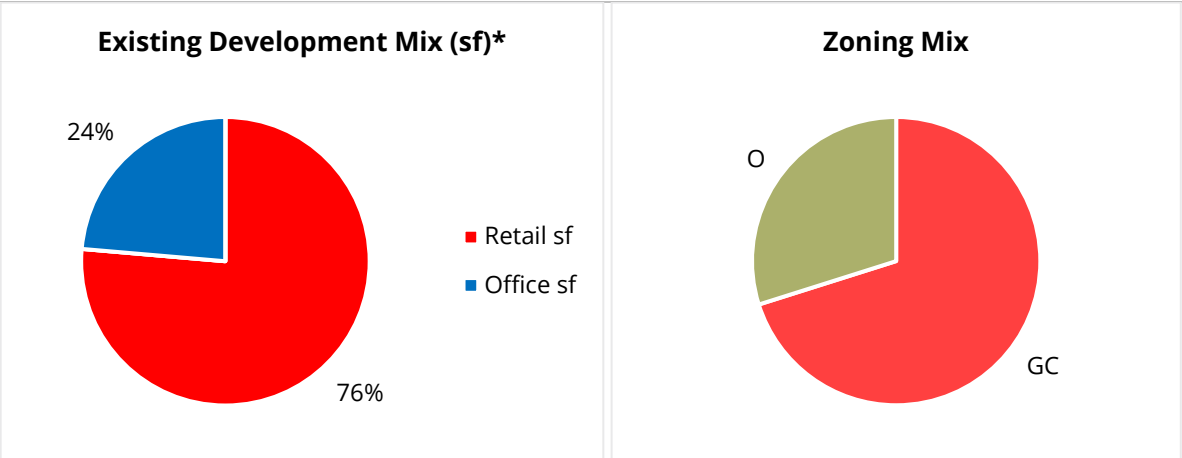


Description: Employment Center – with GC and O zoning. Edge of City limits with considerable greenfields. Very auto dependent. Area functions more like part of a larger regional center (the "Y", in reference to the split between Hwy 395 and Hwy 2). Function of specific center also depends on what gets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

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



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



*Does not include single-family residential development

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

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

13. Trent & Hamilton – Employment Center

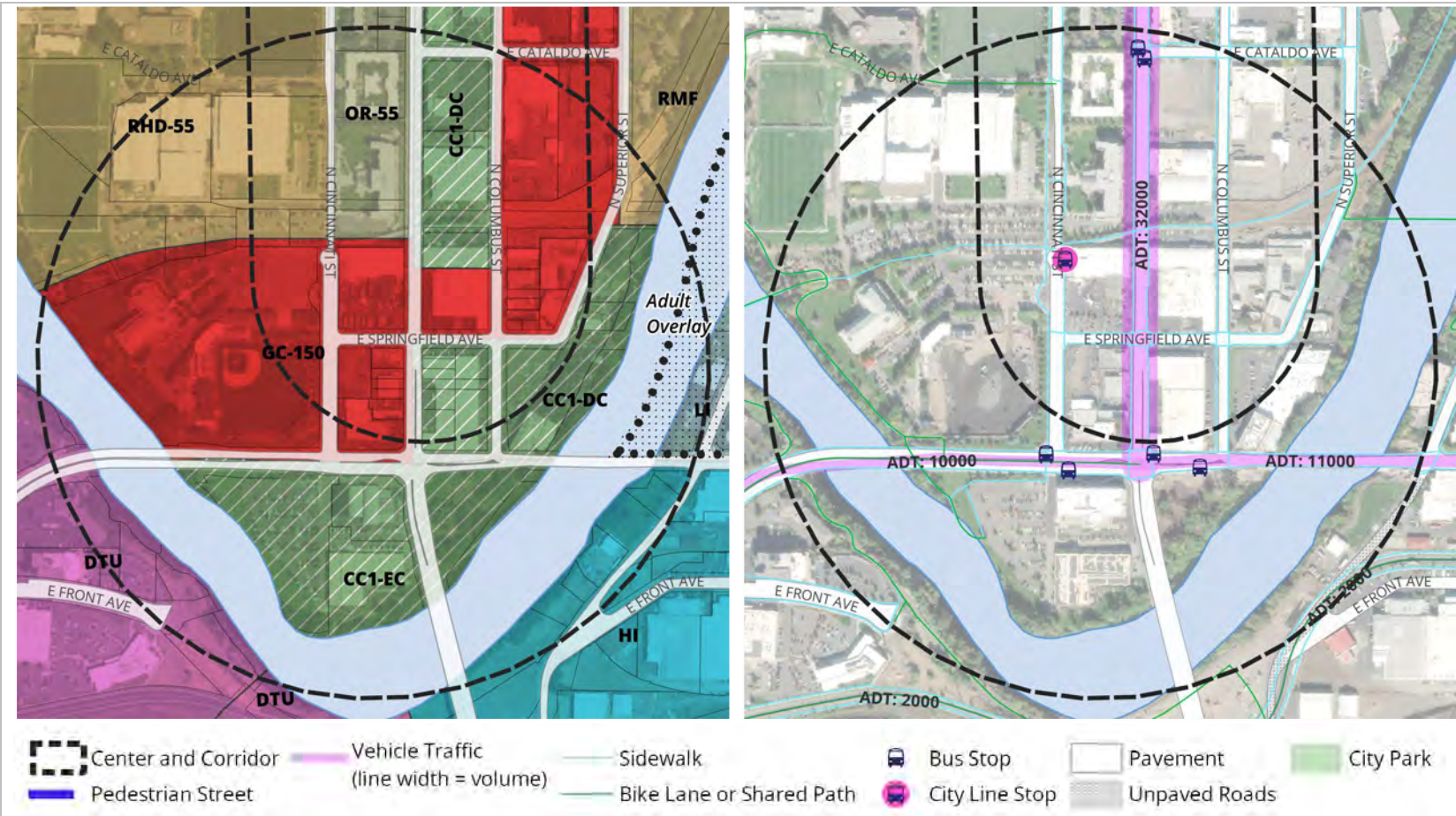
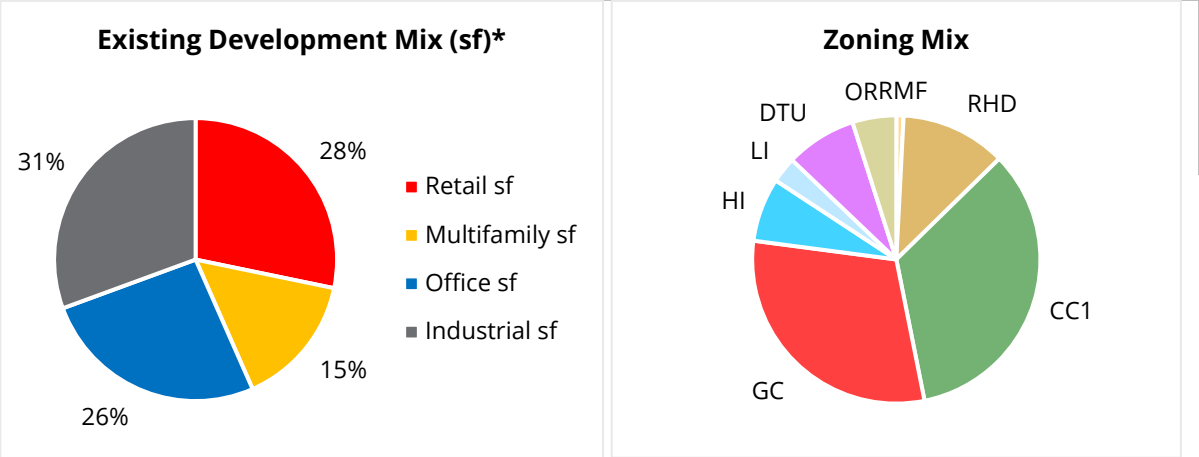


Image source 1-4: MAKERS.

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

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



*Does not include single-family residential development

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

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

14. Hamilton – Corridor

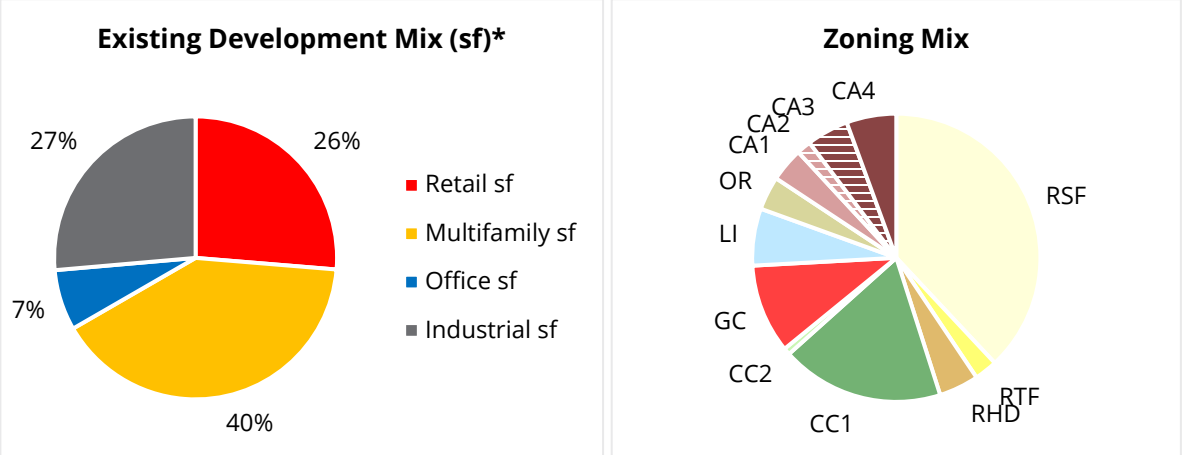


Description: See next page for full length maps. Heavy traffic corridor with retail uses, with complementary residential uses, including student housing, to east and west. Gonzaga University located to west, on southern end of the corridor. Excellent transit service via City Line. South Logan TOD subarea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

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



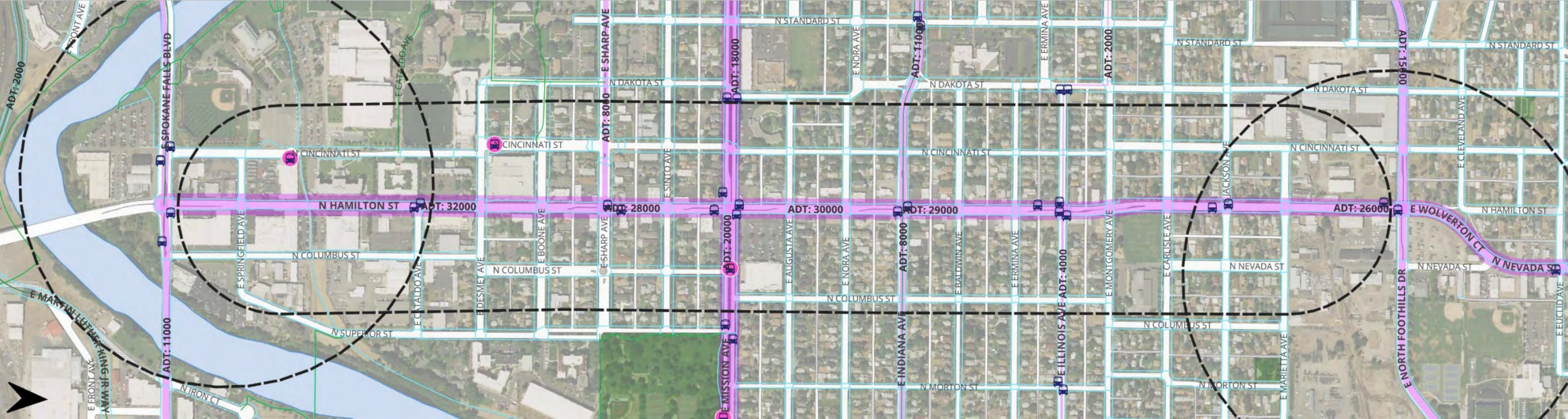
Image source 1-4: MAKERS.

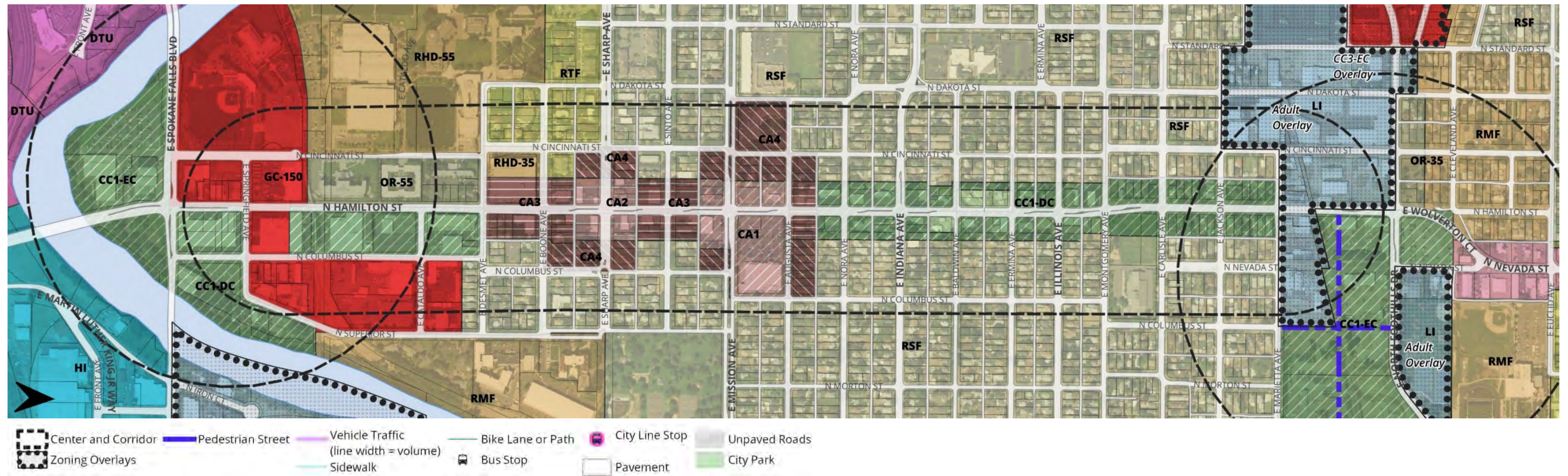


*Does not include single-family residential development

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

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





15. Market Street/Hillyard – Corridor



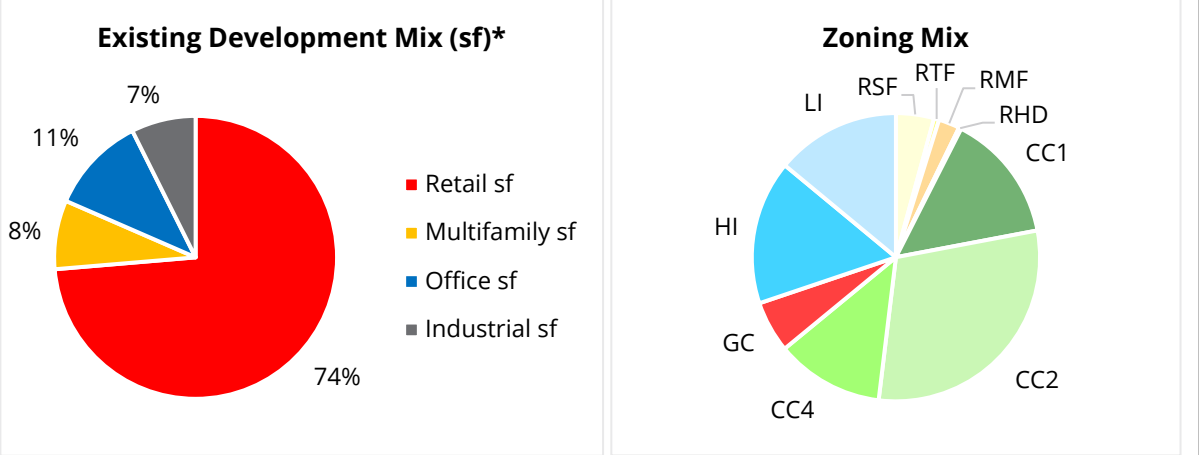
- Center and Corridor
- Vehicle Traffic
(line width = volume)
- Sidewalk
- Bus Stop
- Pavement
- City Park
- Pedestrian Street
- City Line Stop
- Bike Lane or Shared Path
- Unpaved Roads

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

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



Image source 1-4: MAKERS.



*Does not include single-family residential development

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

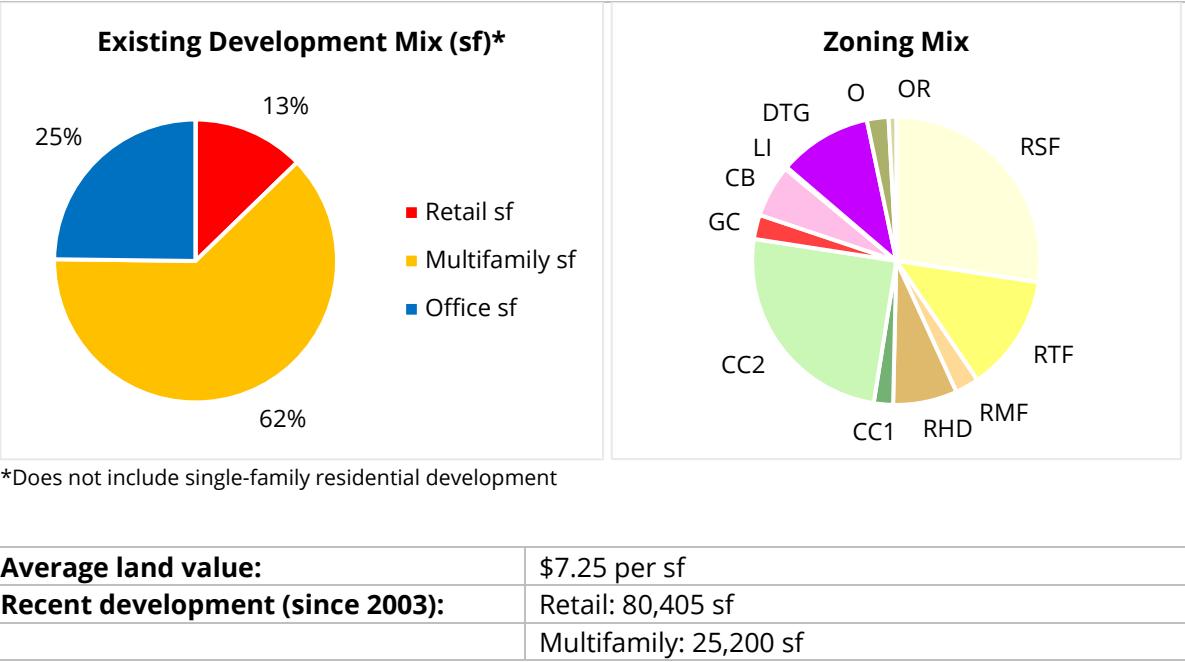
16. Monroe – Corridor

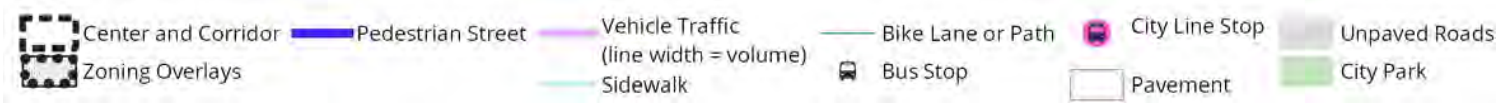
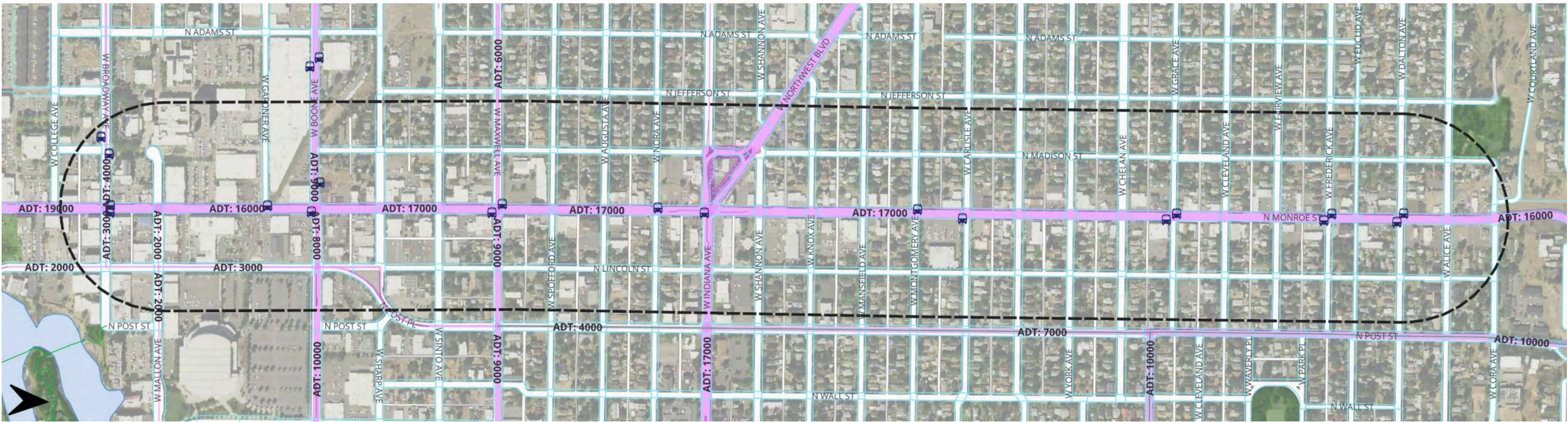


Image source 1-4: MAKERS.

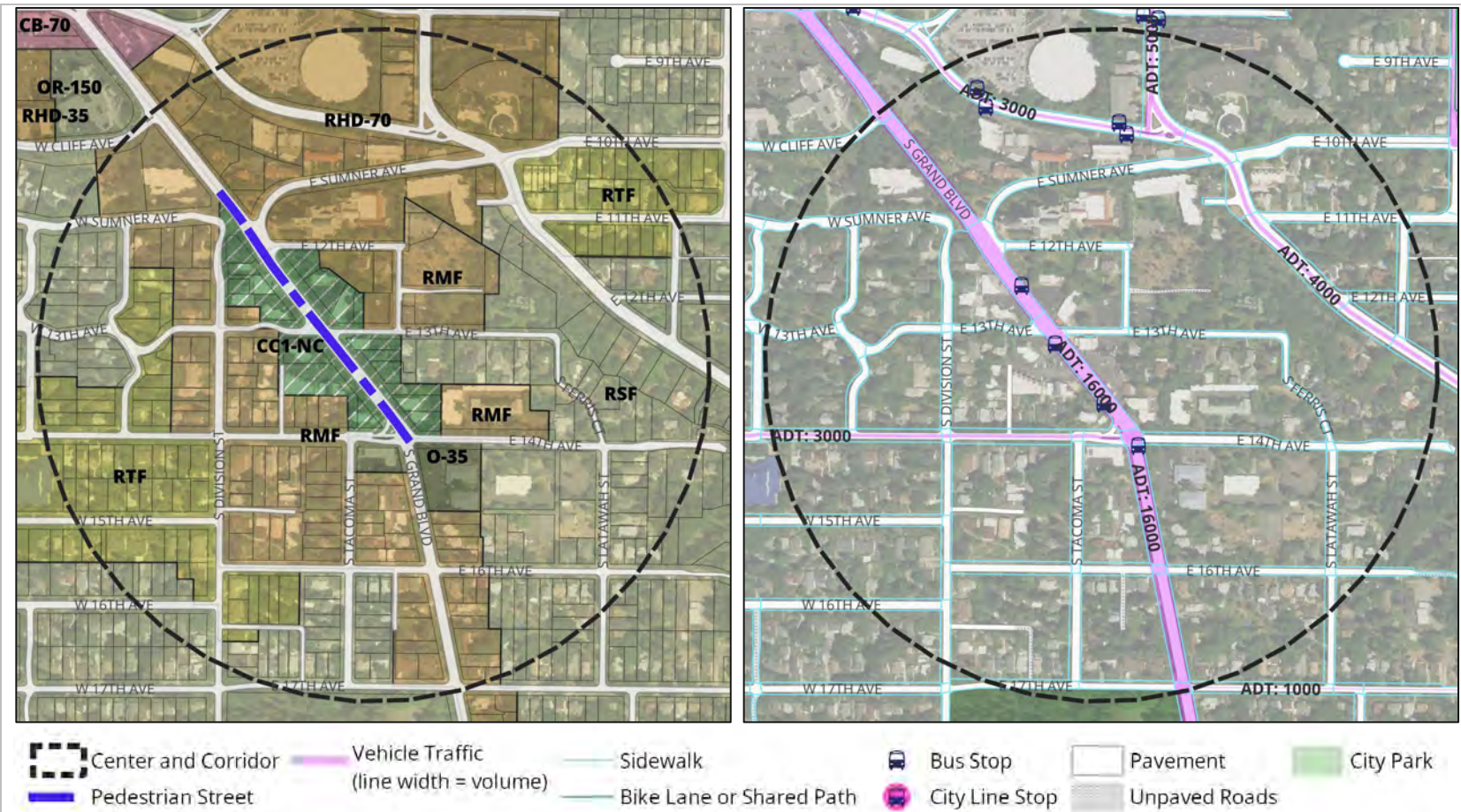
Description: Corridor – extends for approximately 27 blocks and includes CC2-DC zoning. Such CC2 zoning is very narrow in places with a mixture of RSF, RTF, RMF, and RDH zoning on the backside. Recent road reconfiguration on northern segment has helped to revitalize character and promote some economic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

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





17. 14th & Grand Boulevard – Neighborhood Center

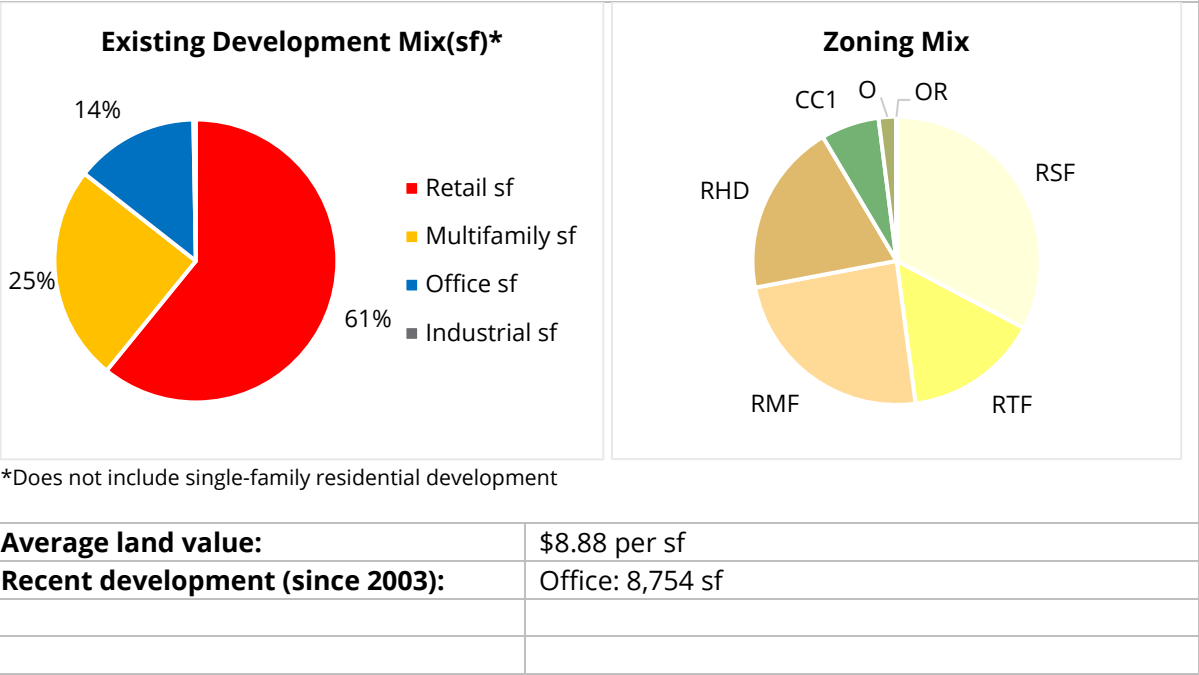


Description: Awkward neighborhood center on wide arterial. Generally auto-oriented buildings and uninviting pedestrian character, although surrounding street grid and through-block connections improve walking conditions. Businesses may serve apartment residents and nearby medical uses and part space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

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



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



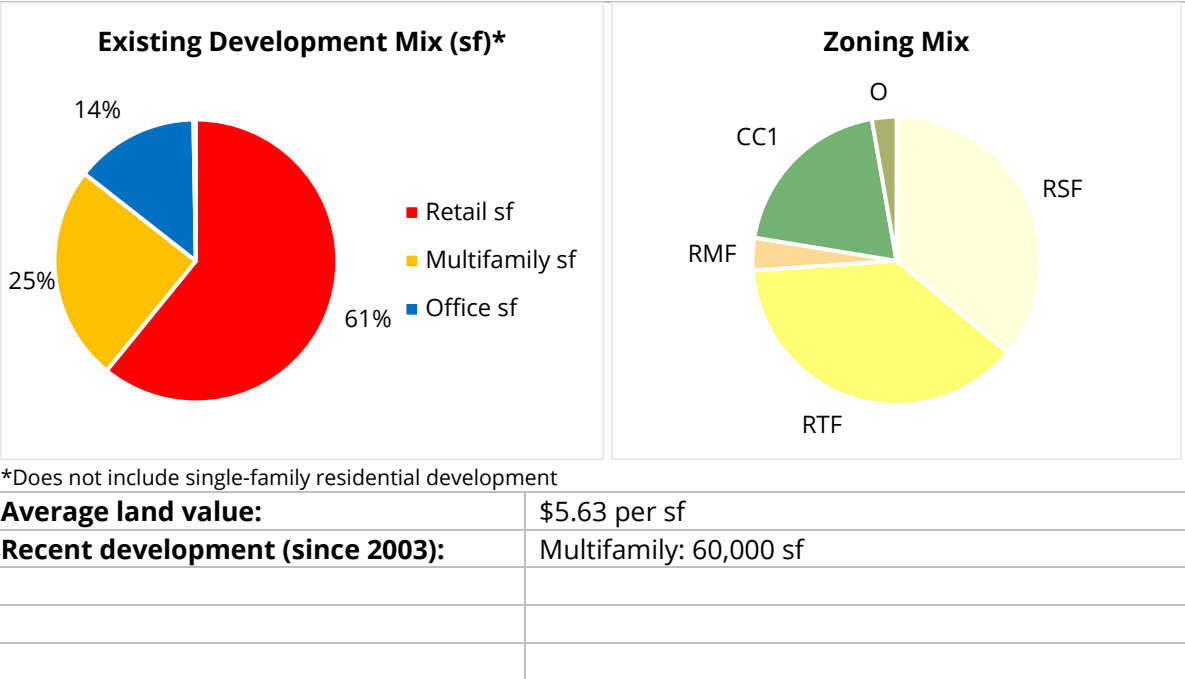
18. Garland – Neighborhood Center



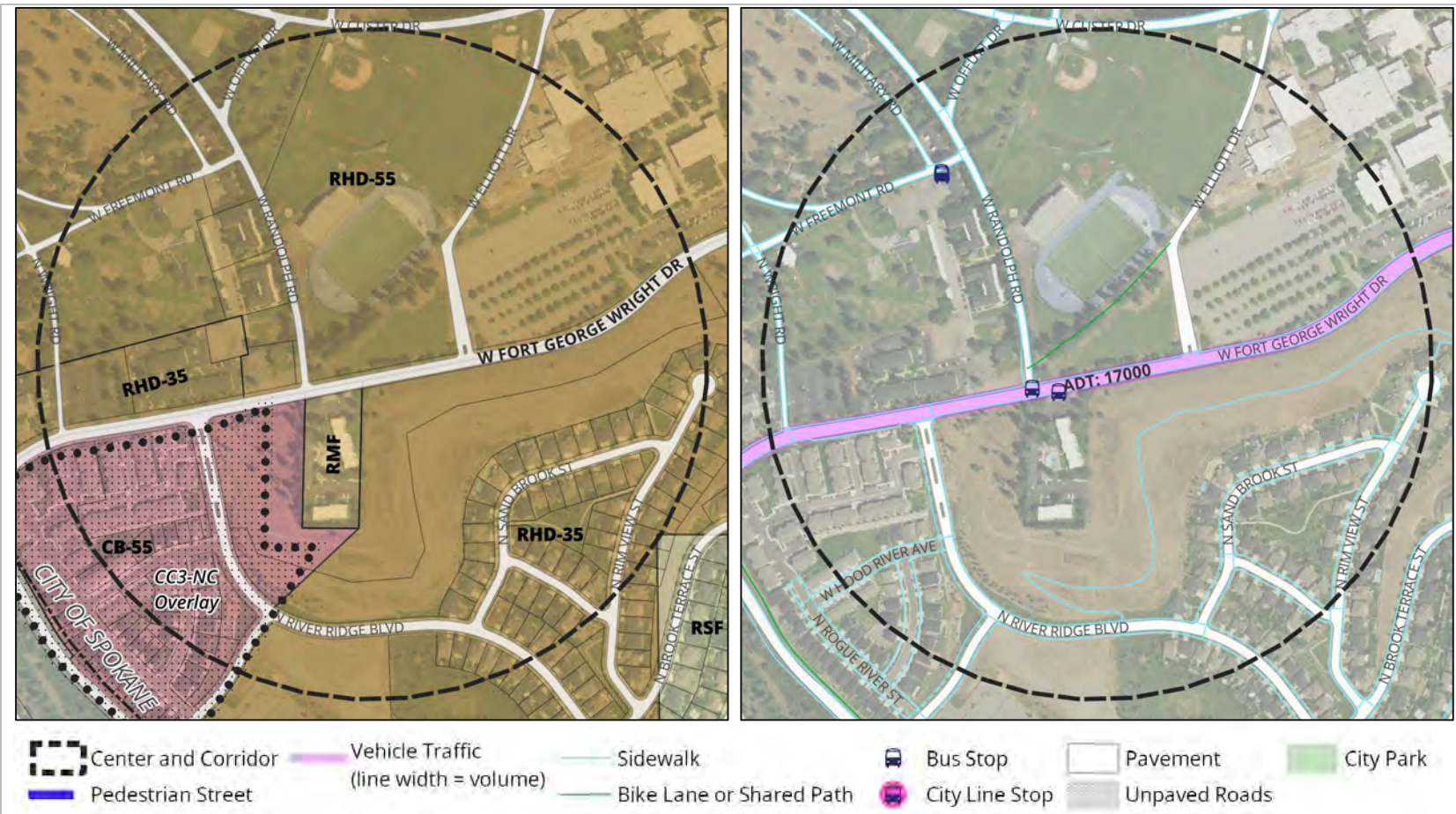
Image source 1-4: MAKERS.

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

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



19. SFCC – Neighborhood Center

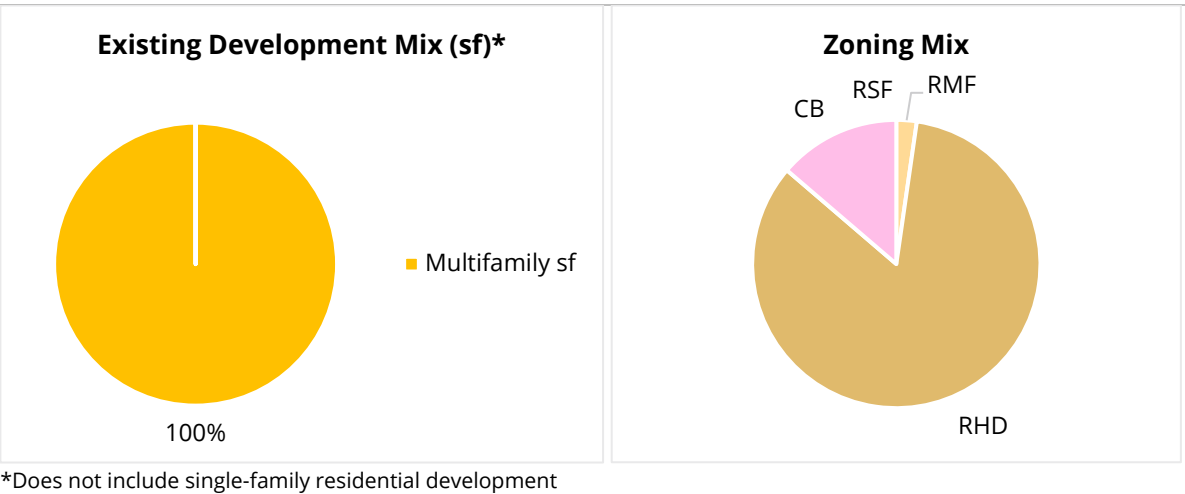


Description: Suburban “center” near Spokane Falls Community College west of Spokane River. No retail present, almost all nearby land use is multifamily. No parks in center but ample open space associated with college and natural parks to north. No clear activity node.

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



Image source 1-4: MAKERS.



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

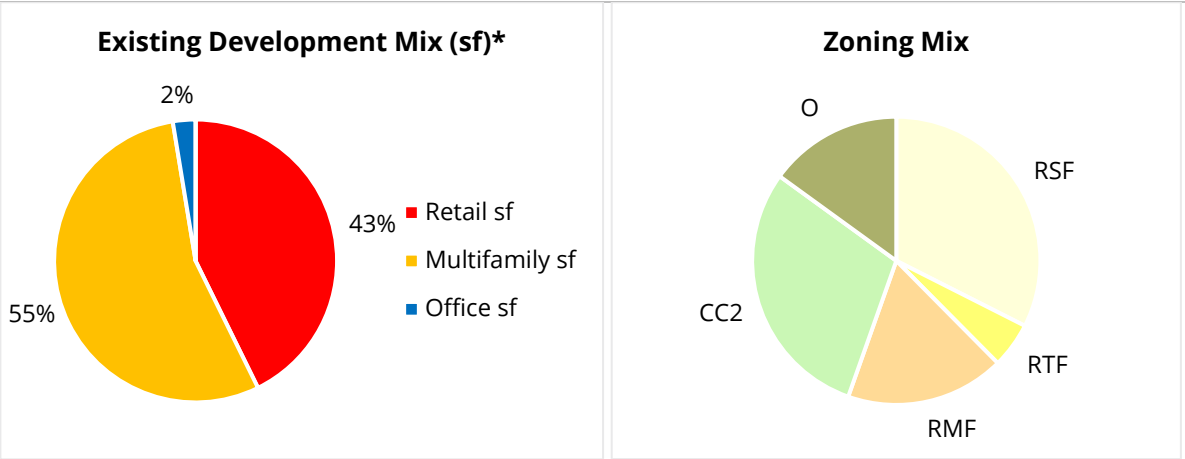
20. Indian Trail – Neighborhood Center



Image source 1-4: MAKERS.

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

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



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

21. Lincoln & Nevada – Neighborhood Center

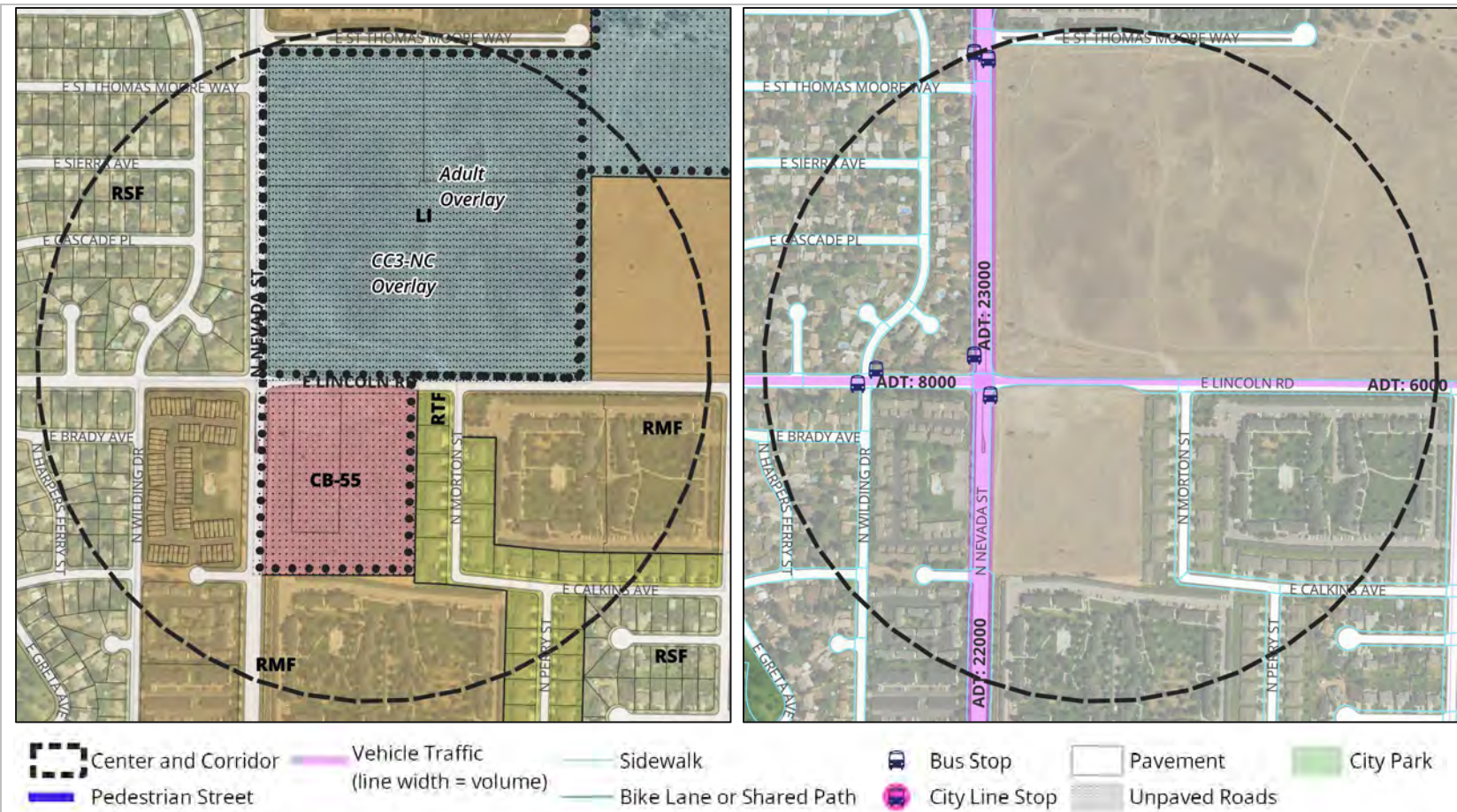
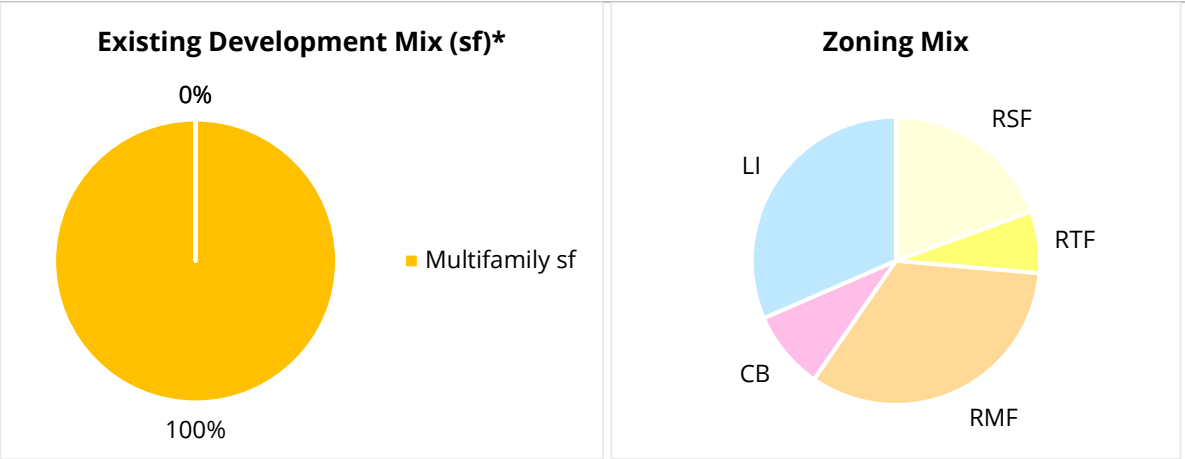


Image source 1-2: Google maps © 2023 Google

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

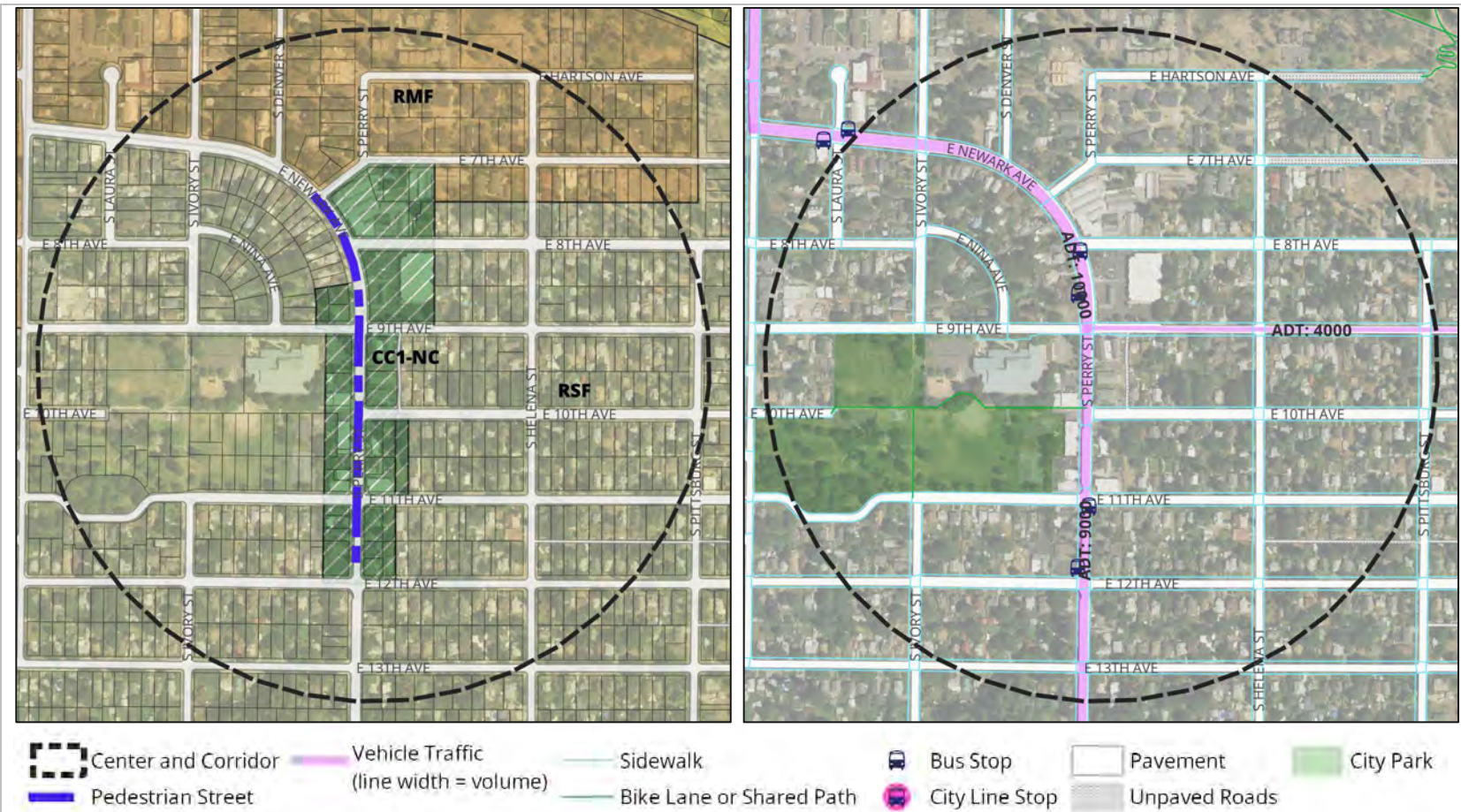
Households	11.1 per acre
Development era	Contemporary. Average year built: 1993*
Primary street	N Nevada St
Traffic / width	22,000-23,000 ADT / 5 lanes
Transit	Route 26, two buses per hour; Route 28, two buses per hour
Walking conditions	Poor – limited connectivity and widely spaced destinations, although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



*Does not include single-family residential development

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

22. South Perry – Neighborhood Center

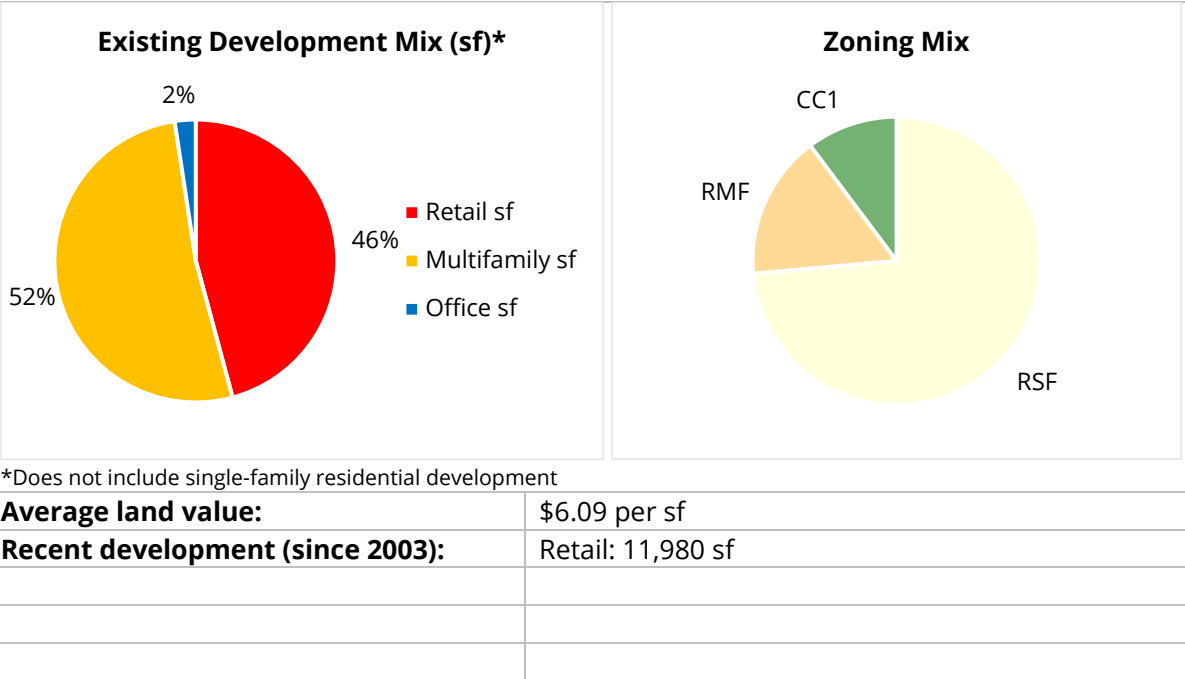


Description: Small, lively neighborhood center with retail businesses surrounded by well-maintained historic low-density residential neighborhoods. Some recent investment in new buildings on small sites on the main drag, with mixed results. Popular Farmers Market on Thursdays. Zoning is mostly RSF. Moderate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

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



Image source 1-4: MAKERS.



23. West Broadway – Neighborhood Center

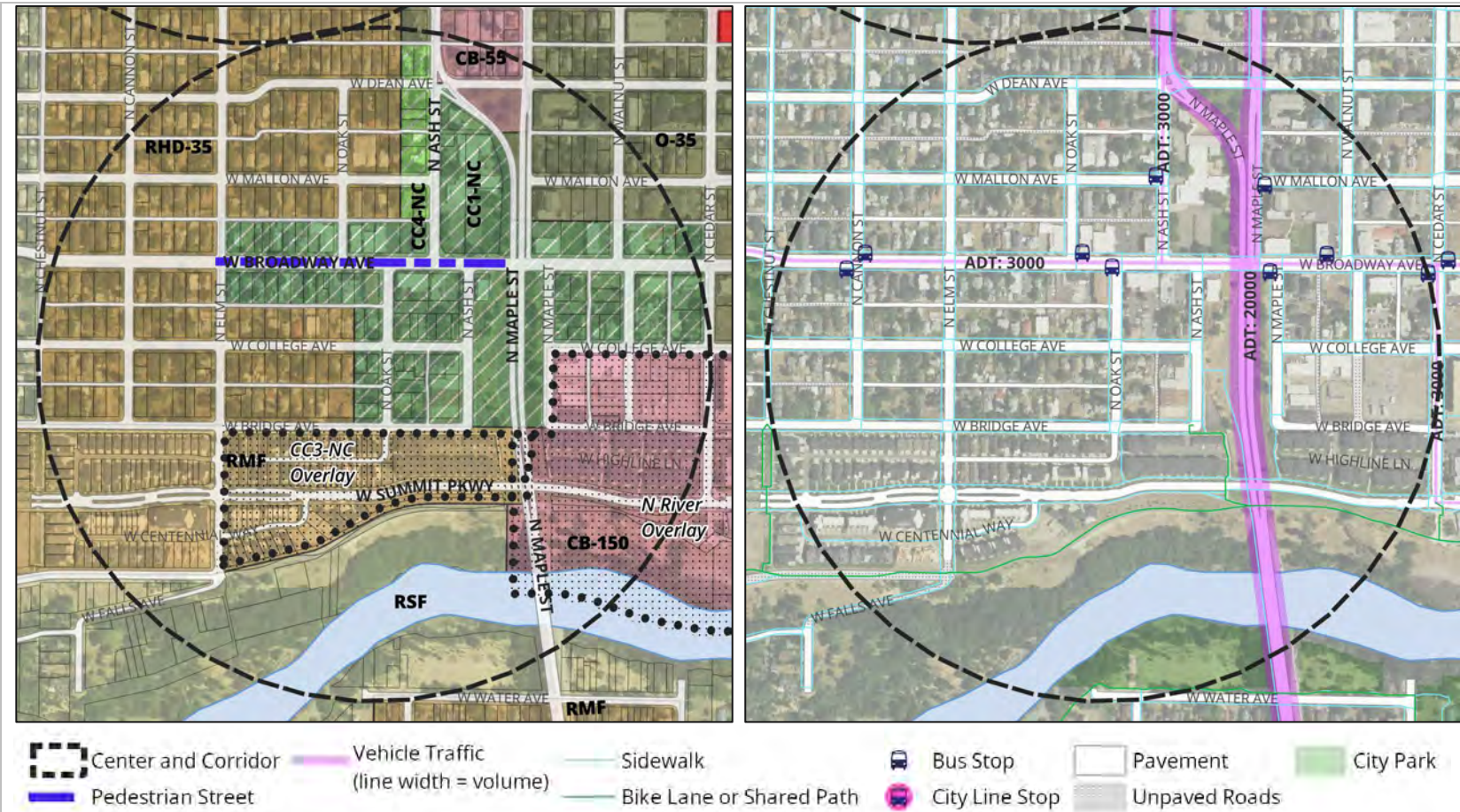
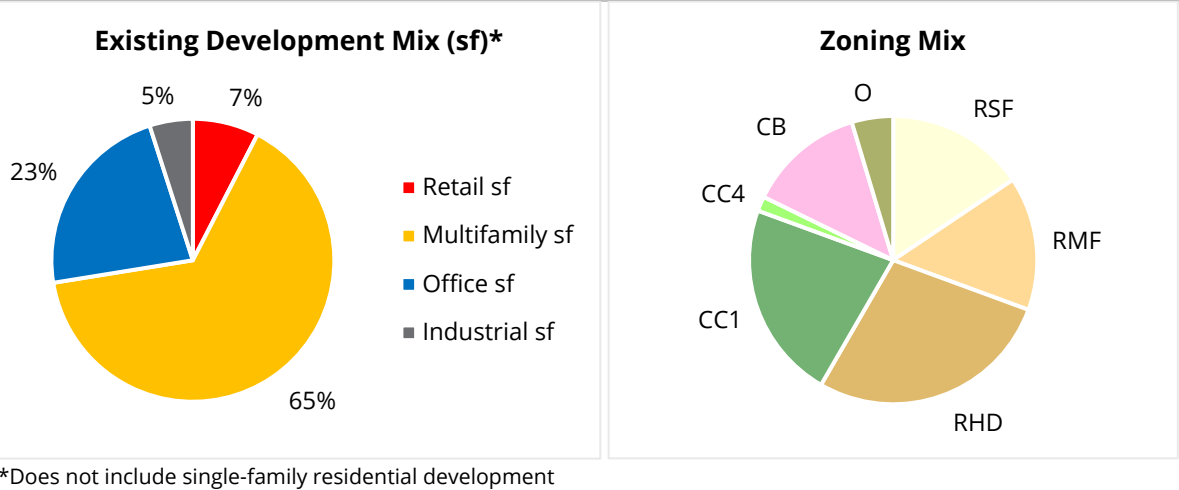


Image source 1-3: Google maps © 2023 Google.

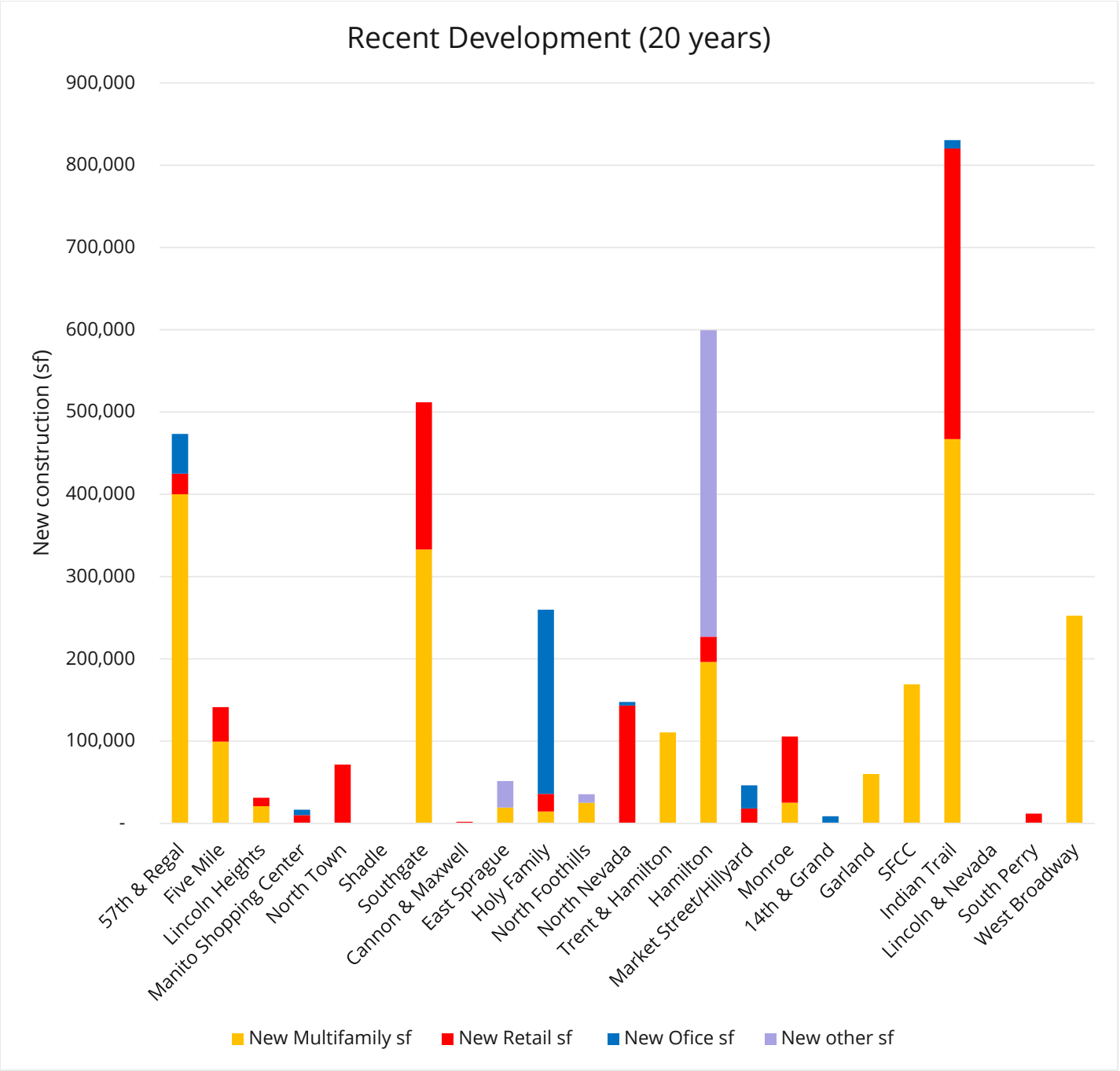
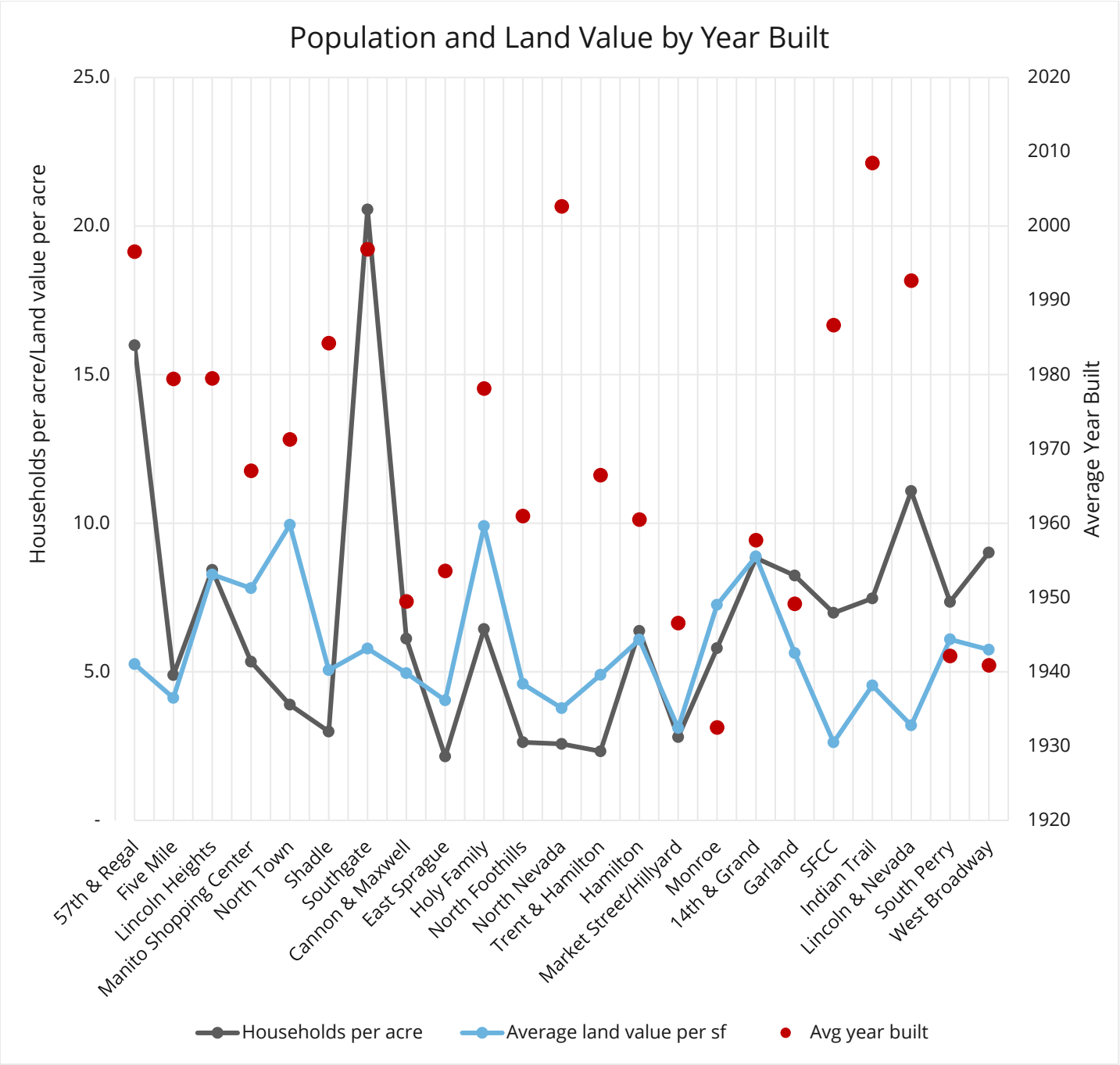
Description: Small historic neighborhood center with limited activity. Seemingly in state of transition, with potential impact of recent Kendall Yards development immediately to the south and North River redevelopment to the east not yet realized. Grade separated N Maple St ROW cuts off connectivity,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

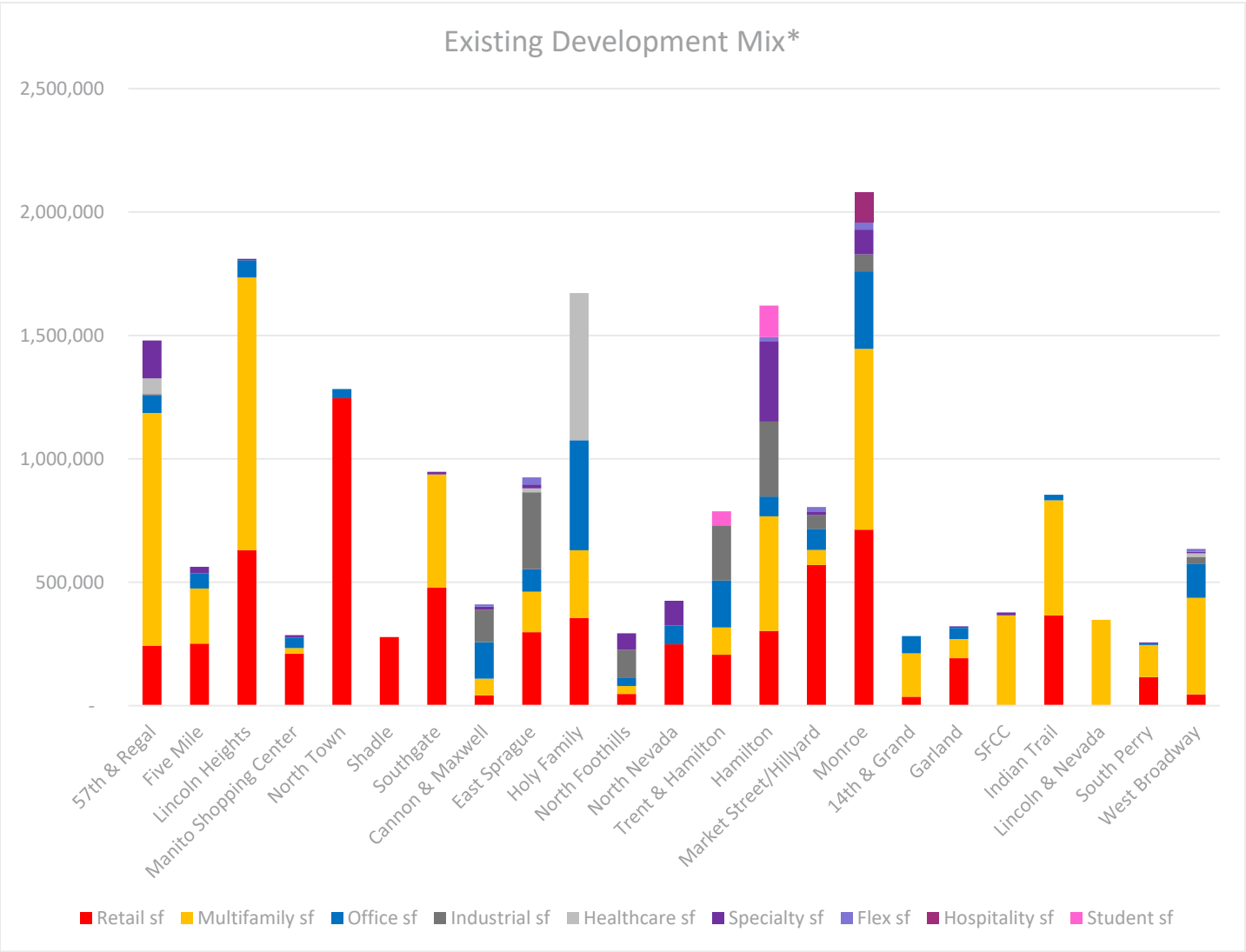
Households	9.0 per acre
Development era	Pre-war. Average year built: 1941*. Maple St highway interrupts pre-war fabric.
Primary street	W Broadway Ave
Traffic / width	3,000 ADT / three lanes
Transit	Route 21, four buses per hour, east/west.
Walking conditions	Generally good – Maple St interrupts east/west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



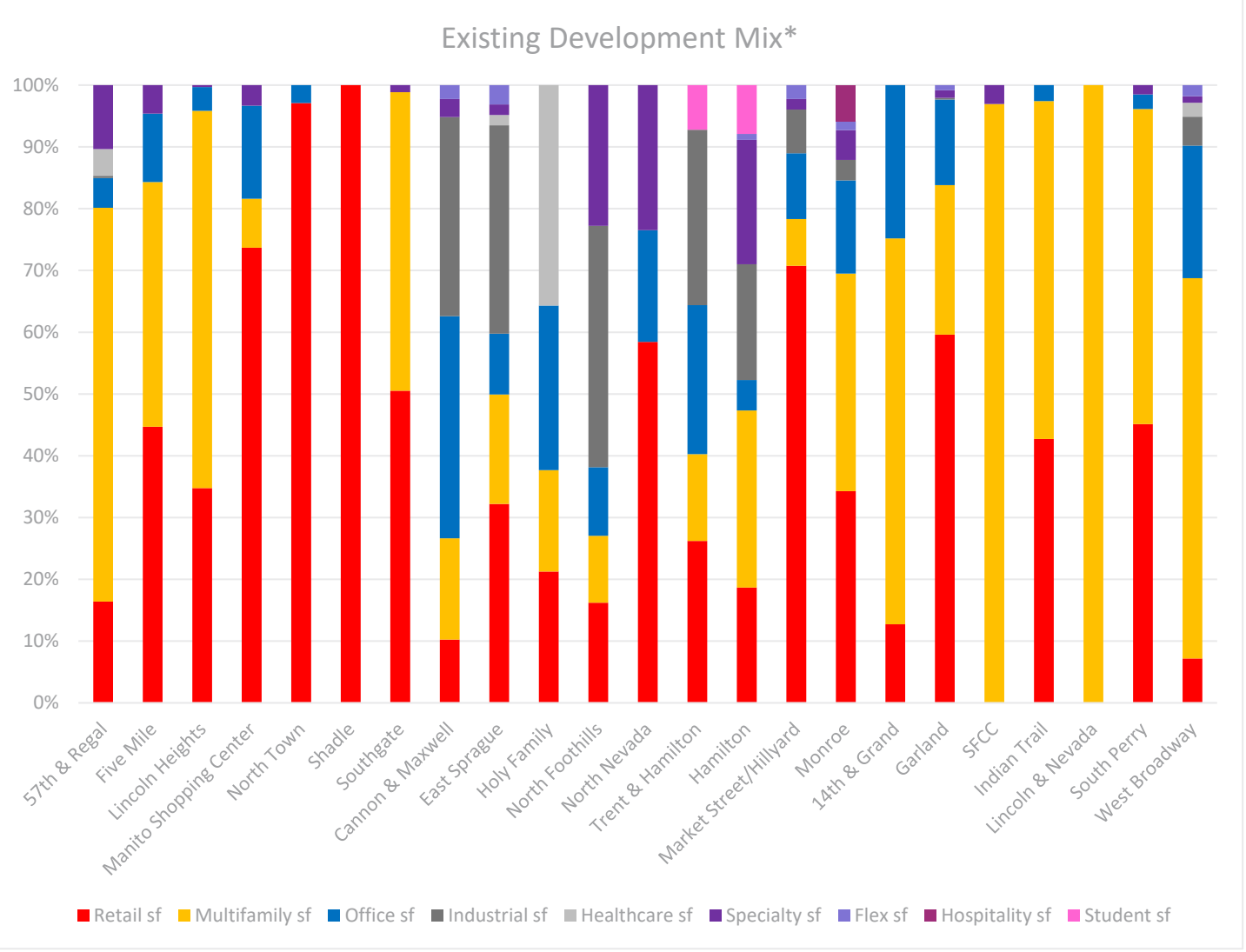
*Does not include single-family residential development	
Average land value:	\$5.75 per sf
Recent development (since 2003):	Multifamily: 252,480 sf

Comparison Graphs





*Does not include single-family residential development



Centers and Corridors Update Study – Public Engagement Memorandum

Date: December 2023

Project: Centers and Corridors Update Study

Subject: Public Engagement Memorandum

Department: Planning Services



Background

This memo summarizes the first phase of public engagement for the Centers and Corridors Update Study in the Fall of 2023. The Centers and Corridors Study was initiated by the City of Spokane Planning Services in the Summer of 2023. Consultants MAKERS Architecture and Urban Design, Leland Consulting Group, and SCJ Alliance are leading the effort to develop recommendations for evaluating and improving the Center and Corridor development regulations, comprehensive plan policies, and design standards. For more information on the project, please visit the project webpage <https://my.spokanecity.org/projects/centers-and-corridors-study/>.

Community perception of Centers and Corridors is an important component to developing recommendations that suit the needs of the city’s residents and visitors alike. To ensure people with various schedules and needs were accommodated in the engagement process various methods, as explained further in this memo, were used.

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Centers and Corridors Update Study – Public Engagement Memorandum

Coffee Shop Drop-ins

Coffee shop drop-ins were organized to reach an audience that does not typically attend community meetings. For four weeks October and November of 2023, planning staff set up engagement tables at different coffee shops on a Saturday morning each week from approximately 8 to 10 am. Locations for the coffee shop drop-ins spanned the city to include Northeast, Northwest, Downtown, and South Spokane. The drop-ins included a mapping exercise, feedback sticky notes, and a comment sheet. However, most people preferred to discuss the Center and Corridor concept and give their feedback through discussion with planning staff. Planning staff recorded notes during these discussions and included the highlights of those conversations in the appendix of this public engagement memo.

Some notable highlights of these conversations include:

- Several folks commented on the need for improved pedestrian and bicycle safety in Centers and Corridors. Comments ranged from better bicycle parking, improved lighting, better crosswalks, wider sidewalks, rear-loaded parking, etc.
- The favorability of participants toward each Center or Corridor depended largely on the quality of public investments in the streetscapes and right-of-way, as well as the availability and scale of local shops and destinations.
- People generally preferred Centers when the traffic was slower and more comfortable to walk from shop to shop.
- There is a general need for more neighborhood-oriented stores and services, such as grocery stores.
- Affordable and higher-density housing is lacking in a lot of the Centers and Corridors.
- Participants expressed support for further in-person engagement in formats such as the Coffee Shop Drop-ins, where residents can participate in their local neighborhoods during their normal routines.
- Participants indicated a desire to focus future development on street-fronting buildings and away from developments dominated by large parking lots.
- A portion of participants expressed support for further aesthetic enhancements through landscaping, street furniture and lighting.
- Those that indicated support for higher-intensity development tended to suggest strategies such as stepping back higher stories in taller buildings to avoid overshadowing adjacent developments and street space.

Centers and Corridors Update Study – Public Engagement Memorandum



Photo: Public engagement booth at The Shop on South Perry Street on Saturday November 4, 2023

Centers and Corridors Update Study – Public Engagement Memorandum

Open Houses

In-person Open House at the Central Library

The in-person open house was held at the Spokane Central Library on October 26, 2023, from 3:00 pm until 7:00 pm. A total of 12 people participated in the meeting. 4 stations presented participants with opportunities to learn more about the project and to give feedback.

The welcome station informed participants about the project background and provided a summary of the survey responses that had been received to date. This station also directed participants to the survey and the project website for more information.

Three additional stations provided members of the public with opportunities to give feedback relating to their experiences with the current centers and corridors. The first station included a map of Spokane with marked locations of the centers and corridors. Participants were able to place stickers on the map that mark where they live and where they go to work, play, and use services.

Centers and Corridors Update Study – Public Engagement Memorandum

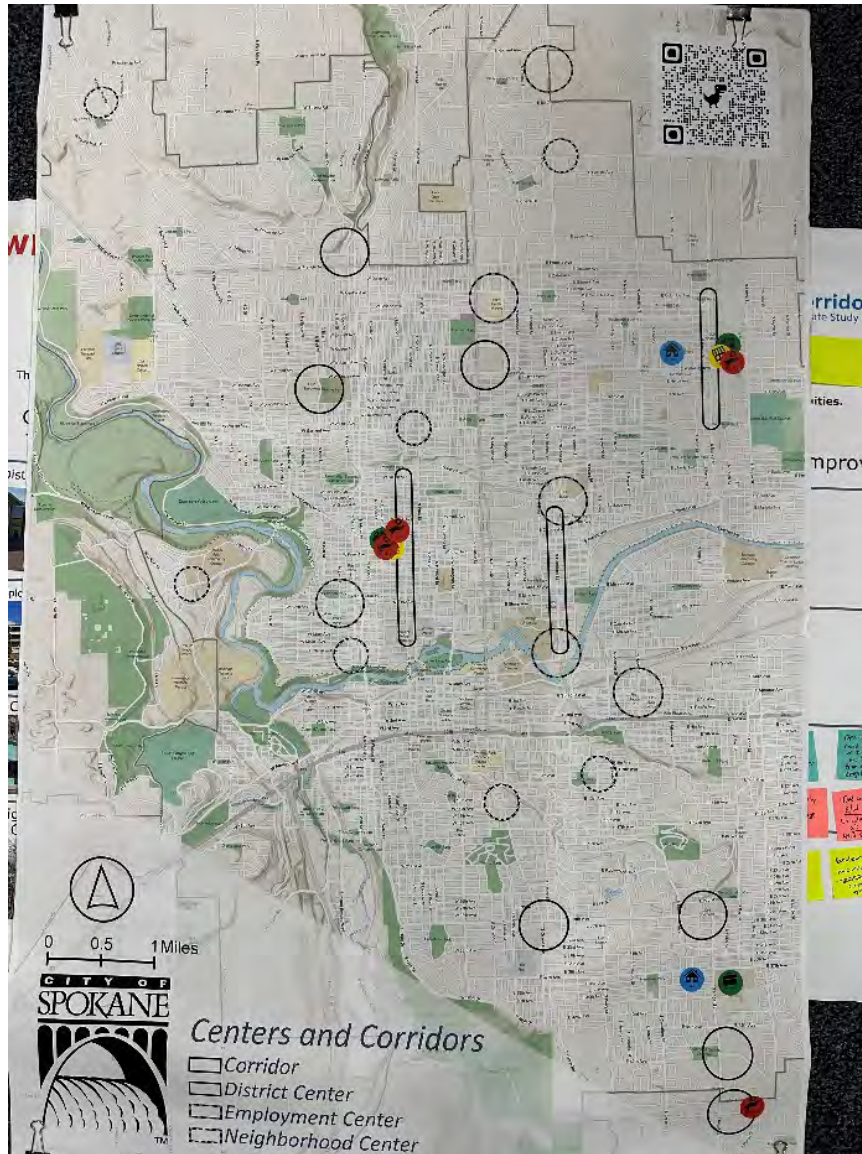


Figure 1: Centers and Corridors Map with location stickers

The next station provided participants with a summary of each type of center (neighborhood, employment, or district) and the corridors and the goals associated with each. Participants were then able to write down things they liked and to suggest areas of potential improvement.

Centers and Corridors Update Study – Public Engagement Memorandum



What have we heard so far?

What do you like about these places?
What would make them even better?

The City of Spokane's Comprehensive Plan in 2001 adopted a strategy of focusing growth toward "Centers and Corridors". These locations can accommodate new housing within a short walking or rolling distance of shopping, services, public transit, and other amenities.

District Centers

Locations

57th & Regal
Five Mile
Lincoln Heights
Manito Center
Northtown
Shadle
Southgate



Manito Center
Pedestrian Friendly Environment

Variety of business catering the larger region
Buildings oriented to the street
Provides a central gathering space for social interaction

Employment Centers

Locations

Cannon/Maxwell
East Sprague
North Foothills
North Nevada
Trent/Hamilton
Holy Family



Variety of businesses catering to a larger region
Density much higher than typical neighborhood
Taller buildings oriented to the street
Strong employment component of non service jobs.

Corridors

Locations

Hamilton Street
Market Street
Monroe Street



Variety of business for surrounding neighborhood
Density is higher than a typical neighborhood with various housing styles

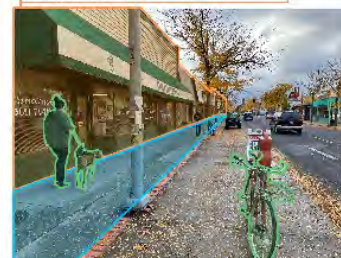
Streets have walking and bicycling facilities

Supports frequent transit

Neighborhood Centers

Locations

14th & Grand
Garland Ave
Whistlers Way
Indian Trail
Lincoln & Nevada
South Perry
West Broadway



Variety of business catering to neighborhood residents
Buildings oriented to the street

Pedestrian Friendly Environment
Promotes social interaction and central gathering spaces

Transit Supportive density

What do you like?

- Schools, libraries, shopping centers.
- Functional in meeting the first criteria of providing a variety of businesses catering to the larger region.
- The transit infrastructure is there, they are on frequent transit routes.
- Shadle and Northtown have a lot of larger businesses.
- Lincoln Heights has all the amenities ... but needs more pedestrian-friendly walkways.

Potential Improvements

- None of them have enough density. The only thing surrounding a CC zone should be Multi-Family. Centers and Corridors will fail (lose business) as long as there is not enough foot traffic.
- Planners need to continue this trend of "stepping back" by removing restrictive development requirements around centers & corridors.
- We need transformative change. We need Vancouverism applied to each and every center and corridor. Our housing shortage cannot be changed substantively and sustainably without it.
- Need to support our local small businesses more.
- I don't see a gathering space at Manito or Lincoln Heights, just lots of parking lots.
- Not nice places to walk due to large space between businesses, huge parking lots.
- Traffic deters pedestrians.

- East Sprague is spread out long, but has a great variety and price range for goods and services.
- Holy Family seems to be operating as you would like.
- The intensity of use is there, but it's not mixed use and not multi-modal.
- North Foothills has a good mix of businesses and those I frequent the most, Yoke's Grocery and Roast House Coffee, accommodate bicycles. It is served by STA Line 27.

- Density and diversity of employers is a challenge in many of these areas, especially Sprague.
- These employment centers could benefit from their own business improvement districts similar to the downtown BID.
- Setbacks are OK for industrial and rural land uses, but for residential and commercial uses they are not necessary and restrict development.
- Many of these are heavy commercial or industrial areas where buildings are not street-oriented and walking environments are not pedestrian friendly.
- Build up. These areas can house multiple 20+ story mixed-use buildings without dramatically altering the surrounding neighborhoods.
- I own commercial property on F. Sprague and would like to see more dense housing.

- Neighbors know each other. Neighborhood pride.
- Investment is happening: Kehoe Building, bike shop, more and other businesses
- The parks here are great! Kehoe Park is well-maintained
- It's walkable and there is a local coffee shop
- There are destinations to walk to
- Monroe seems to be doing the best of these corridors, in large part due to the Monroe Street road diet. Traffic calming, walkability, local business investment and real estate development have all improved.

- Green bike lanes and more bike parking
- Make parking time-limited on Market Street. Need a central parking area, possibly on Green Street?
- Gateway signage over the street, like Chula Vista in San Diego
- With cycling traffic with opening of NBC, shift Market Street from a corridor to a center?
- Market could use freshening up, like Monroe, with lighting
- Market Street needs better signage to/from Children of the Sun Trail
- Road safety near Wednesday Ave
- Create a dedicated east-west bike lane in Hillyard
- Need help with maintaining parking stops near Market Street; would rather have curb extensions
- Need more traffic control/calming in neighborhood streets
- Need more small-unit housing
- Need a Market Street Farmers Market and stuff to draw families

- Proximity from home to business/employment.
- Small businesses and good sidewalks.
- Garland and S. Perry are the best examples of this design.
- Perry is a perfect neighborhood center.
- Garland has a good mix of shops, services, businesses, and reasonably-priced eateries. It has a post office and a movie theater.
- I think everyone is doing their best for the most part.
- Traffic calming, trees, density of destinations

- The Garland Area could use a central gathering place.
- Garland and Perry are good places to be but I don't believe there is enough density to support transit/businesses.
- 14th & Grand is not pedestrian-friendly
- Grand and 14th lacks sufficient services and gathering space.
- I am surprised to learn that 14th and Grand is a center. It doesn't meet most of the criteria listed above.
- Perry needs even more businesses.
- An increase in business around some of the neighborhood centers such as SFCC would be a good thing.
- West Broadway is not dense.



Figure 2: Likes and Improvements Poster



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The last station provided participants the opportunity to show, rather than tell, their vision for the future. Using Bing Image Creator, a free online program, City staff helped attendees type in a prompt describing their ideas. Then, the Artificial Intelligence (AI) technology running Bing Image Creator used the prompt to generate unique, customized images. The goal of the exercise was to help everyone start thinking in new ways about where we want to go as a community in our Centers and Corridors.



Figure 3: AI generated Centers and Corridors images.

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Virtual Open House

Planning Services hosted a virtual open house to present draft findings from the consultant team and to create a space for folks who either couldn't attend in-person engagement opportunities or prefer virtual meetings, providing this segment of the population a chance to ask questions and learn about the project. The meeting was hosted via Microsoft Teams on Tuesday, November 7, 2023, from 6 to 7 pm.

Though the meeting was advertised on the City's webpage, through social media and the community update, and at the other engagement events, only three participants attended. Based on the participation rate, virtual engagement seems to be most effective when asynchronous formats in which participants can comment according to their schedule and availability. Hosting online surveys, providing informational videos, hosting moderated comment forums, and making clear that people can email the project team to ask questions provides the community with the ability to engage at will.

Centers and Corridors Update Study – Public Engagement Memorandum

Virtual Engagement

Community Survey

A community survey helped gauge the community's opinion on Centers and Corridors and assess which Centers or Corridors the community deems successful in achieving the Comprehensive Plan goals. The survey opened on October 12, 2023, and closed on November 12, 2023, a total of 212 responses were received. The City advertised the survey at public engagement events including coffee shop drop-ins, open houses, email lists, the City of Spokane Community Update, in social media posts, and during presentations to the Plan Commission and other committees. The appendix of this Public Engagement Memo includes a list of the questions as well as long-form responses.

The following figures (4 & 5) show an example of the questions asked in the survey. Generally, respondents noted that few Centers and/or Corridors meet all the goals of the Comprehensive Plan. A few notable themes consistently reiterated throughout the responses include:

- There is a notable lack of pedestrian and bicycle infrastructure in most Centers and Corridors.
- Centers and Corridors are not as dense as prescribed by the Comprehensive Plan and the use mix is lacking.
- Safety is generally a significant issue for visiting any Center or Corridor. Safety issues include:
 - Street crossing
 - Lighting
 - Weather-related maintenance
 - Sidewalk maintenance and design
- Generally, more community-oriented gathering spaces are needed (plazas, open space, parks, etc.)

Centers and Corridors Update Study – Public Engagement Memorandum

Figure 4 What Neighborhood Center do you visit most often?

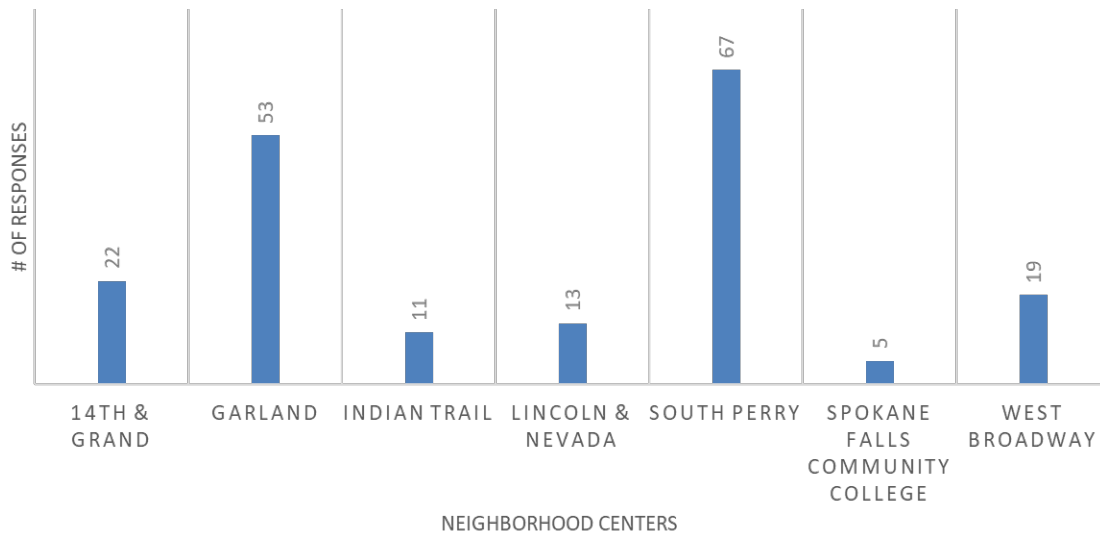


Figure 5 Do the following District Centers meet the goals of the Comprehensive Plan?



Centers and Corridors Update Study – Public Engagement Memorandum

Webpage & Video

The [Center and Corridor webpage](https://my.spokanecity.org/projects/centers-and-corridors-study/)¹ went live in July 2023 and provides:

- Access to project documents,
- A sign-up form for the project email list,
- Links to surveys and comment forms,
- Project updates, and
- Notices when items related to the Centers and Corridors Study are going to be presented at Plan Commission or City Council.

In partnership with CityCable5, the Planning Department developed a video showcasing the various Neighborhood Centers in Spokane with a call to action to get involved with the planning process. To date (December 4, 2023) the video received 246 views. Channel 5 is a function of the City of Spokane Communications Department designed to produce programming for the City's government access channel. This channel is reserved under the City of Spokane's cable communication franchise and pursuant to the City's Cable regulatory ordinance, SMC Chapter 10.27. The facilities of Channel 5 are owned, operated, and staffed by the City of Spokane. A Vimeo channel hosts all videos produced by Channel 5 for the City of Spokane and the Spokane's City Council.

¹ <https://my.spokanecity.org/projects/centers-and-corridors-study/>

Centers and Corridors Update Study – Public Engagement Memorandum

Summary

This initial public engagement phase in the fall of 2023 gave the project team with solid feedback to take back to the consultants regarding community perceptions of Centers and Corridors. Feedback from the community is immensely important for informing subsequent planning documents in the coming months. This engagement helps ensure that final project deliverables reflect the values identified in the Comprehensive Plan and confirmed in this outreach phase, including themes such as:

- ***Pedestrian and bicycle friendliness:*** Community feedback highlighted the need for improvements to sidewalk and street elements related to pedestrian and bicycle facilities. These elements include wider sidewalks, enhanced crosswalks, more and high-quality bike lanes, better bike parking, improved landscaping, and general improvements to the pedestrian realm.
- ***Affordable housing and diverse use of land:*** Many community members noted the lack of a diverse utilization of land. Participants consistently noted the downsides of Centers or Corridors dominated by single land uses, whether big-box retail stores, antique stores, restaurants, or other single development types. While some of these land uses such as restaurants and antique stores add character that defines the Center or Corridor, many participants felt that Centers would benefit from increasing the diversity of uses to include moderate to high-density residential, small(er) grocery stores, and/or community-oriented gathering spaces such as small-scale plazas or parks.
- ***Community space:*** Of note, there is a general lack of community-oriented gathering spaces in Centers and Corridors. Some Centers and Corridors include parks, libraries, or community centers but many do not. As some community members suggested, these community spaces play an important role in promoting a sense of place and belonging.

The appendix of this public engagement memo documents all feedback for future reference. Between the various engagement methods mentioned throughout this memo, City of Spokane Planning Services were able to connect with hundreds of residents in the Spokane community.

Method of Engagement	Number of Responses/ Interactions
Community Survey	212
Webpage & Video	246+
Coffee shop drop-ins	~25
Open Houses (virtual & in-person)	~15
Total	498+

Centers and Corridors Update Study – Public Engagement Memorandum

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Centers and Corridors Update Study – Public Engagement Memorandum

Coffee Shop Drop-in Feedback

Employment Centers	
What do you like?	Potential improvements
	Set aside housing units for affordable housing in centers or other places
Neighborhood Centers	
What do you like?	Potential improvements
	14th & Grand needs pedestrian improvements- currently unsafe to be a pedestrian
	Centers and Corridors was never fully implemented
	More pedestrian oriented development/ street design
	Bikes should get an advanced green or go-ahead similar to advanced pedestrian phase
	Need xeriscaping and better landscaping in parking strips along commercial streets in Centers; City projects should be examples of the highest quality of the principles espoused by the City's SpokaneScape program. City projects should be an inspiration
	Look at Art Alleys for places like Garland and Perry to decrease temptation of graffiti
	Stop signs in commercial areas should be placed where you have sight lines around buildings that are built up to the sidewalk and street corner
Corridors	
What do you like?	Potential improvements
The parks here are great! Kehoe Park is well-maintained	Better signage to the Children of the Sun Trail from Market Street Corridor in Hillyard
Neighbors that know each other and neighborhood pride.	Freshen up the character of Corridors with lighting and stamped concrete
There is investment happening, in the Kehoe building, bike shop, and more	Maintenance of parking strips is an issue; would rather have curb extensions
The schools	Need features to draw in families, like farmers markets
There are destinations to walk to	Need a better farmers market in Hillyard
The neighborhood is walkable and there is a local coffee shop (Market Street)	Need low-rise housing with small units

Centers and Corridors Update Study – Public Engagement Memorandum

	Road safety near Wellesley Ave in Hillyard needs to be improved
	Create gateway signage over Corridors, similar to Chula Vista gateway sign in San Diego
	It would be useful to have time-limited parking on Corridors to encourage turnover to accommodate customers at local businesses
	Re-use Green Street between Broad and Queen --- buildings or parking
	Clear the path for getting feedback at the City for ideas on possibilities for mixed-use apartment buildings and storefronts on Corridors
	More custom bike racks on the main streets
	Try temporary traffic calming installations
	Increase the number of safe/pedestrian-activated crossings along Corridors for access from residential areas to storefronts
	Improve relationships between inspectors and property owners; trust is an issue --- first inspector on a fence installation was inconsistent, the second inspector was great and super helpful
	Reduce landscaping on parking strips and focus on curb extensions and bulbouts, this would create less potential for poor maintenance
	Would support an exemption for grocery stores in Centers and Corridors and any options to support small local grocers like Jack, the owner of Green's Grocery on Market Street
	The corner of Regal & Francis is a major safety issue --- there have been more than 14 crashes in the last two years
	All alleys along Corridors should have artistic improvements to encourage multiple uses and reduce graffiti and property damage
	Design Corridors for 20 mph and post them with this speed limit. Monroe in particular.
Monroe Corridor improvements --- slowing traffic down, adding streetscape amenities, and landscaping	City needs to prioritize maintenance of landscaping; private owners are either spending large amounts each year on maintenance or not maintaining the landscaping at all

Centers and Corridors Update Study – Public Engagement Memorandum

	<p>Increase tax incentives, or offer tax abatement, to make development pencil on Corridors such as North Monroe. Right now, the property taxes are a major part of the equation. What would it take to make a building like the Sprague Union Terrace pencil out on the North Monroe Corridor? Currently that is not possible due to property taxes and parcel sizes.</p>
	<p>Use vacant lots or rights-of-way to create off-street parking behind the street-fronting businesses</p>
Likes the monroe street improvements	<p>Less antique shops/ more diversity of retail</p>
Likes the Millenium Project on Monroe but if more development occurs at that density, it should be located on corner lots	<p>More affordable apartments</p>
Likes the street redesign	<p>Fewer street facing parking lots</p>
Monroe's improved street design incentivizes more walking and shopping	<p>more pedestrian permeability</p>
	<p>more rear loaded parking</p>
	<p>improved pedestrian/ bicycle infrastructure</p>
	<p>more/ better sidewalks</p>

Centers and Corridors Update Study – Public Engagement Memorandum

Open House Feedback

Location and Date: Central Library Open House, October 26, 2023

Poster Activity 1 - Where do you live, work and play? What do you like about these places? What would make them even better?

District Centers

What do you like?	Potential Improvements
Keep Pedestrian Streets	No Drive-Thrus
Walkability and Pedestrian-Friendliness	Some centers, like Shadle, don't have sidewalks
	Need a speed camera at Buckeye & Division
	Deal with increasing crime on Division
	No more box stores in Southgate. Need smaller scale, more walkability like Kendall Yards.
	44th & Regal crosswalk is too short, need a longer crossing time
	The larger retailers moving of NorthTown is a concern. Will it become a ghost town?
	Covert NorthTown empty stores to housing. Make this a mixed-use area.
	After 7pm, change signal timing on Division to slow it down and reduce noise pollution
	Division should be considered for housing

Employment Centers

What do you like?	Potential Improvements
Retain employment and small-scale business	Too much focus on downtown investment; investment in neighborhoods is important
The water park at AM Cannon Park in the Maxwell/Cannon Center is great	Need more apartments and taller building along Maxwell near Cannon

Neighborhood Centers



Centers and Corridors Update Study – Public Engagement Memorandum

What do you like?

Potential Improvements

Businesses close together. Park once and walk.

More HAWK signals on western end of Garland.

The uniqueness of the Garland Business District; notable vintage feel

Need to keep bikes and scooters off sidewalks, especially in Garland

The existing sidewalk bumpouts and crosswalks are helpful

It would be helpful to have mid-block bumpouts and crosswalks to provide better access back and forth between businesses on both sides of the street

Garland needs assistance fixing sidewalk bricks and replacing trees and help adding benches, flowers, chairs, and other street furniture and amenities

Provide assistance fixing up storefronts in Garland; look at Poulsbo for examples of storefront designs and consistent unique colors based on original colors from the 30s and 40s; help Garland in efforts to become known as an Arts District

Make Centers and Corridors more compact and look at scale and scope of location

Less stairs. Lack of senior housing, in Centers and Corridors but also in Spokane generally.

Uncontrolled intersections in the residential areas near the Neighborhood Centers are a problem

More gateway signage in places like Garland would help with placemaking and creating landmarks

Corridors

What do you like?

Potential Improvements

I like the improvements on Monroe Street

Monroe corridor has been negatively affected by the road diet, merging is a nightmare and there is no room for buses or garbage pick-up. There is no alley for garbage pickup. (from bus rider and car driver)



Centers and Corridors Update Study – Public Engagement Memorandum

On the lower part of Monroe, take out on- street parking to improve the streetscape Stop signs at Stone & Diamond intersection in Hillyard

Centers and Corridors Update Study – Public Engagement Memorandum

Community Survey Feedback

Survey Questions

1. What neighborhood do you live in?
2. Which decade were you born?
3. What Neighborhood Center do you visit most often?
4. Indian Trail Neighborhood Center meets the above goals
5. Spokane Falls Community College Neighborhood Center meets the above goals
6. Garland Neighborhood Center meets the above goals
7. 14th & Grand Neighborhood Center meets the above goals
8. West Broadway Neighborhood Center meets the above goals
9. South Perry Neighborhood Center meets the above goals
10. Lincoln & Nevada Neighborhood Center meets the above goals
11. What District Center do you visit most often?
12. Shadle District Center meets the above goals
13. Lincoln Heights District Center meets the above goals
14. Manito Center District Center meets the above goals
15. 57th & Regal District Center meets the above goals
16. Southgate District Center meets the above goals
17. NorthTown District Center meets the above goals
18. Five Mile District Center meets the above goals
19. What Employment Center do you visit most often?
20. East Sprague Employment Center meets the above goals
21. North Foothills Employment Center meets the above goals
22. Cannon & Maxwell Employment Center meets the above goals
23. Holy Family Employment Center meets the above goals
24. North Nevada Employment Center meets the above goals
25. Trent & Hamilton Employment Center meets the above goals
26. What Corridor do you visit most often?
27. The Monroe Corridor meets the above goals
28. The Hamilton Corridor meets the above goals
29. The Market St Corridor meets the above goals

Neighborhood Centers Comments

Employ a small/narrow street-grid pattern to the strip mall/retail-pad approach to make it more pedestrian and human in scale. These small blocks could minimize parking or place it in garages, and have apts., condos, senior living, grocery, pharmacy, banking, coffee, retail, etc. all in the same walkable spot, oriented toward street and neighborhood, instead of big-box surrounded by parking.

Centers and Corridors Update Study – Public Engagement Memorandum

Helping: traffic calming (intersections well- controlled, trees, density of destinations

Challenges: strung out, as on Nevada or Indian Trail. Traffic deters peds

No second story BUT neither on S. Perry or Garland are there 2nd stories

Many of the neighborhood centers listed above have businesses that are set further back from the street, with larger parking lots in front, and are alongside busy, fast-moving roads. This makes it less walkable. Housing density could be increased in many to increase walkability!

SFCC has housing and transit and sidewalks, but no businesses. Would help it be more of a gathering place with restaurants and shops! 14th and Grand continues to have some puzzling retail/restaurant vacancies — people primarily drive thru and the businesses are not set up to be walker-friendly (although it's certainly easy to walk there from the neighborhood).

The ones I've been to and know about - most of them have very little to any housing above the retail spaces. In some areas it could be hard to do considering the buildings are already in place

None of the really have great central gathering space. Garland and South Perry, which feel the most successful both on walkable streets (wider sidewalks and more businesses to browse).

Need to support our local small businesses more. We all know that big developers/owners have land grabbed all over Spokane and making it fiscally unattainable to lease or own property. How is what they are not doing a monopoly? City should come down harder on these mega land owners so small businesses have a chance. When creating neighborhood centers and community, it is not all about top \$\$.

I think everyone is doing their best for the most part. One challenge that I see in the winter is that a lot of businesses don't shovel the snow off of the sidewalks in front of their buildings, clear the storm drains near them, or make sure that any bus stops near by are cleared enough for pedestrians to get on and off easily.

Other than Garland and South Perry, the other neighborhood centers are highly car-oriented, lack a good public gathering place, and would greatly benefit from a great mix of uses/higher density residential mixed in with retail. West Broadway has great potential to become another Garland/Perry/North Monroe/East Sprague.

West Broadway not dense enough yet.

The Garland area could use a central gathering place

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Elements that help achieve:

- Proximity from home to businesses/employment
- Infrastructure that makes alternative transportation (bus, bike, walk) safe, reliable, and feasible
- Low-traffic streets
- Businesses provide necessary goods and services to their neighbors

Elements that pose challenges:

- Wide, high-traffic streets where walking and biking is unsafe
- Lack of bike lanes and green space

The planners need to continue this trend of "stepping back" by removing restrictive development requirements around centers & corridors (and the entire city) if they're serious about adding high density, walkable/transit orientate, mixed use development. There are too many CC zones (should just be one) and there should be no building setback/FAR/height limits. Planners tend to micromanage.

Garland and West Broadway are well established urban neighborhoods and both have seen an increase in housing density and business growth in recent years. Other areas are more suburban and car oriented in nature, without mixed use buildings. 14th and Grand and South Perry lack in one or more of the elements above but could meet these goals if the right conditions or incentives are in place.

There are often too few stops, or slows to traffic flow and nowhere near enough cross walks in Lincoln Nevada area. This is dangerous for pedestrian traffic and bike traffic.

We need transformative change. We need Vancouverism applied to each and every center and corridor. Our housing shortage can not be changed substantively and sustainably without it. A 7-11 and a Thai restaurant surrounded by single family zoning (14th and Grand) is not a center. We need 20 stories of residential above a couple stories of street-facing commercial. We need it yesterday.

Perry needs even more businesses

None of them have enough density. The only thing surrounding and CC zone should be MF. Centers and Corridors will continue to fail (lose businesses) as long as there is not enough foot traffic to support it. All areas within a 1/4 mile should have dense housing. Small centers cannot survive long term with cars to get people there.

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An increase in business around some of the neighborhood center such as SFCC would be a good thing, but only if sprawl is kept at a minimum and development close to the river avoided. The natural areas make Spokane the great city that it is and should be preserved at all costs. Walkability and bike safety need work in nearly every neighborhood. Smaller roads, safe bike lanes, and bigger sidewalks.

I most frequently visit 14th & Grand and also South Perry. They are mostly walkable, and driving is a little bit awkward. On 14th & Grand it would be helpful to have another safe street crosswalk with a signal (maybe by the church) because it's hard to cross. There aren't housing options above retail, and that could be improved. There's good retail variety - I go here for food & other things.

Garland and Perry are good places to be but I don't believe there is enough density to support transit/businesses

14th and Grand is not pedestrian-friendly. Sidewalks on Grand are immediately adjacent to street traffic with no buffer. Crossing Grand between 14th and 8th Ave is dangerous, with minimal pedestrian protection to cross 4 lanes, The hill creates 2 problems: Visibility of pedestrians is poor for drivers ascending the hill and descending drivers go too fast. No housing over ground-floor retail.

Small businesses and good sidewalks.

Two areas where the existing plan fails to improve the Garland District:

1. Pedestrian connectivity from adjacent RSF zones to the commercial core is abysmal. Many north south sidewalks are missing. People have to walk in the street to get from their homes to the commercial business.
2. Expanding MF high density zoning 1-2 blocks to either side of the corridor to encourage more growth.

Need more apartments and density in all of these centers and traffic calming for the busy streets that run through them.

There is still too much auto-orientation and lack of mixed-use development in these areas to meet the vision of Centers and Corridors. Many of these places also lack the "central gathering space" recommended by the policies.

Garland and S. Perry are the best examples of this design. Grand and 14th lacks sufficient services and gathering space. Plus the volume of traffic on Grand is not conducive to lingering (outside seating) and makes crossing difficult.

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I am surprised to learn that 14th and Grand is a center - It doesn't meet most of the criteria listed above. In fact, walking in this area can be dangerous and cycling impossible. Spokane has a lot of work to do in order to be bicycle and pedestrian friendly. Even in Garland and Perry, walking feels mostly safe (lost of controlled crosswalks) but biking not so much.

The majority of these centers are lacking at least one of the goals listed above. For example, West Garland could use a central gathering space, Indian Trail lacks pedestrian connections and a walkable environment, Spokane Falls could use more variety of business in the area

Garland has a good mix of shops, services, businesses, and reasonably-priced eateries. It has a post office and a movie theater. STA lines 4 and 33 serve it.

I wish there were more bike racks than just at the Garland Theater. I usually have to lock my bike to a street sign.

The variety of stores in the Garland area and close bus and walkable services just on the cusp of the area help maintain vitality. Challenges include vehicles that speed through the area and have excessive noise at all hours, as well as no central gathering area with inside possibilities. The new four story apartment coming to Wall Street doesn't seem to fit with the character of Garland at all.

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There is still few developments and functioning structures that support higher density in these areas. Many of these centers have restrictive roadways which make them less accessible and undesirable to live in if you work anywhere besides in the immediate area.

I don't think a single Neighborhood Center meets the criteria of "...friendly to walk through." A busy arterial road runs through each of these centers where drivers speed through with impunity. There is no speed enforcement and it doesn't feel safe to be anything but a car. Cars are the prioritized transport mode but they create an unsafe space for everyone else.

I don't know anything about the neighborhood centers.

The Garland District could use some outdoor gathering areas. Garland is still very much used as a commuter street which reduces the appeal of walking around.

South pretty does not have much density.

Safety and beautification considerations at all locations. What is being done to alleviate already congested areas in Hamilton Street? Why is there no lighted crosswalk across Hamilton to Logan elementary? The density is there, shopping, artery etc

Lack of public gathering spaces.

Perry is a perfect neighborhood center. Appealing businesses, high quality restaurants. Easy to park, walkable, small. 14th and Grand has frequent business turnover. Access is hard due to speed of cars, location at the top of the hill, no way to easily turn around or access a business on the opposite side of the street. Poor parking likely contributes to the turnover. Not "neighborhood" focused.

More online information. More info in general as I was not aware

Sundance Plaza has an okay selection of restaurants (not great) but there are not any retail stores other than a supermarket, drug store and hardware store. There isn't really a central gathering space to encourage social interaction.

They have business that are unique and that I would travel a distance to visit.

14th & Grand is dangerously unwalkable (mainly due to the crosswalk at 13th with high-speed traffic coming up grand and unwillingness to stop for pedestrians there). Could use a crossing light or better median or something.

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The ones that I feel meet these goals are they are walkable. There are good local restaurants, business and buildings that don't have a sea of parking in front of them. They have trees separating the walkers from the cars (although if spaced would have allowed the sidewalks could be bigger).

S Perry Neighborhood challenge is traffic. It is such a heavy corridor and folks do not slow down to the 20 MPH. It makes me a bit nervous on Perry St both walking and in my car. Lots of success with variety of bus. and events.

14th & Grand needs a bit more businesses to support the neighborhood, traffic is also an issue with Grand.

I became aware of centers and corridors when my neighbors and I led the city to keep the Shadle Pk Pool, stay at the HS property. Steve Corker led a group to place it in Loma Visa Park a 5 acre neighborhood park. This policy convinced to park department members to come and look at LV when we organized to present our objections to the board. This policy was sited and it was logical to follow it.

South Perry is oriented around an arterial that is not so busy it creates harm to its community. The other neighborhoods have arterials that are too busy to protect the neighborhood

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

South Perry is walkable and pedestrian oriented. 14th and Grand is not pedestrian oriented and has too much vehicle traffic to meet these goals.

these cater more to those living out of neighborhood these places have major parking issues Garland is horrible as it now is down to two lanes on Monroe and hardly room to get out of your car, terrible for folks trying to cross the street or even pull out of the neighborhood to get onto Monroe. Perry the same. West Broadway is only catering to its newest richer inhabitants.

Like most neighborhoods, access and a central gathering location are missing from the North Hill Neighborhood.

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Frankly, I don't think any of the centers meet the goals, but some are closer than others, as I've marked. None really have housing above retail or a plaza. And like much of Spokane, they are not pleasant to walk in due to the high speeds the city allows drivers to go on every street. Please help the city by making centers places of refuge.

14th and Grand is challenged with pedestrian access across Grand

I think it is most important to provide safe crossings for pedestrians. I'm not sure that pedestrians actually feel safe in these various centers.

Not enough parking; overly congested during Farmer's Market

I am closest to Nevada and Lincoln and Garland - both are good for these goals

Garland is fun but they have to shut down the street for community events. There is no park, plaza or central meeting place. I once heard a proposal to turn the wall of the old dry-cleaning building into an outdoor movie spot and convert the empty parking lot to an event space. I think that lot could be landscaped and still keep the coffee stand.

Helping: mix of single and multi-family housing, walkable main street, variety of businesses and neighborhood events.

Challenges: need more bike lanes and secure bike parking, city-provided services (trash collection)

Businesses do not cater to residents.

Garland is my local area. There's no central gathering place and I worry that there's not enough density to support the business.

A LIGHTED and SIGNALLED CROSSWALK is NEEDED at Randolph RD and Whistalks Way so residents and college students can safely cross Whistalks Way to get to the STA Bus Stops. Currently, there is NO SAFE access to the bus stop WITHOUT CROSSING WHISTALKS WAY!!! SEVEVERAL people have been hit CROSSING THE STREET! At least ONE HAS DIED and there have been SEVERAL vehicle collisions at that intersection!!!

Not all are walkable and friendly to pedestrians. Garland/Perry have slower speed limits. Many areas need more trees to keep shady and pleasant in summer.

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14th and Grand doesn't feel cohesive enough to be Neighborhood Center. It offers a variety of services, but the walkability isn't great. It doesn't feel inviting and traffic is going pretty fast.

Public events are great for the whole neighborhood. Lots of focus on meeting needs of community. Nice option for meetings related to community.

Would like to see more after school/evening/weekend events for teens. Maybe more collaboration with Spark Central.

In most cases, these neighborhood centers lack a central gathering space. As I think about gathering places in Spokane, at this time, I feel physically unsafe in most gathering spaces because of individuals with mental illness, people who are high on drugs, or others whose seem dangerous.

More pedestrian friendly

The garland is one I go to. Residential is there, walkable, low speed limit, light and crosswalks, a variety of businesses
Easy parking, community events. Even though Monroe is not on here it has been vastly improved by narrowing the street to slow traffic. I avoided it for 20 years after I was almost hit twice in a row. I am a very cautious pedestrian.

I want to see bike trails cleared of debris year round!

Garland does not have a park in close proximity to the street commerce but has coffee shops and restaurants as gathering places.

I disagreed because the areas listed are most characterized by giant parking lots. No central gathering spot, no comfortable, safe place to gather. Some businesses face the street, most are accessed through the parking lot.

The housing development near Lincoln & Nevada is improving the balance of business and housing.

Garland meets a lot of the goals. Could use a center, a plaza/commons but not sure where there is space. Walk through is moderately ok, could use improvement.

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I don't think that any of the centers meet everyone of the goals listed; however the ones I stated agree have the majority covered. Some are more congested than others such as Garland which does not have a grocery store or access east to west for the buses to go through but does have a supported merchant area, food, neighborhood gathering places and where apartments are above the stores.

Lots of open drug use, vandalism, burglary, abandoned vehicles, theft, etc.

Perry district is great, but severely lacks parking.

Close proximity of the Garland and Lincoln Nevada projects to the decaying commercial strip of N. of Empire & Division- makes for sketchy shopping and housing opportunities. Expand the scope , re-develop North Town mall area to apartments and senior living with some retail or services but not conflict with other projects. That will cut down on the shopping conflicts, street racing, drugs and crime

I believe that we need to build more densely around these areas and employ better traffic calming, right now cars feel they have the right to go whatever speed they want. Especially Garland if you try and walk north or south at all its terrifying with how fast people drive through there.

There needs to be City funding to help small businesses, business district associations and neighborhood councils meet these goals. Currently, there is no funding specifically designated to meet these goals.

never been to one

I really do not want more density in our area. It is one way in and out and is not set up for traffic out of the area.

Garland - easy to get around once you're there, visually distinctive, clear signage and frequent safe feeling street crossings.

West Broadway - this is Kendall Yards, more or less. Dense, lots of different businesses on each block, easy to access whether I'm taking a day to play tourist around town or doing everyday tasks. Appealing destinations. Traffic is slow enough that it feels safe to walk.

Indian trail does not have the infrastructure to develop the density more for the neighborhood or neighborhood center. There needs to be more coordination with Spokane County on the development of this area ie roads, water, sewer, schools etc. There is only one bus route that services the area.

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Actually most people who live on five mile visit the businesses along Francis and Division.

Some centers are not developed and are no pedestrian connections and the environment is not friendly for walking (just empty fields). Also no 'public' gathering place aside from a school, and churches.

The area (South Perry) is vehicle traffic heavy, especially during peak hours which does not mix well with pedestrian traffic.

Shops and restaurants that provide various services seem to draw people into those neighborhoods to live and recreate. South Perry doesn't seem to have much of the housing discussed above but they have shops with lots of outreach events and Perry Street Fair and farmer's markets that drive more traffic.

14th and has more housing but fewer community events and Garland has more traffic and venues

Pedestrian access is improving but still needs help in some areas. There is more of a need for a central place to gather and socialize in most places--that doesn't cost money.

Garland, south Perry, 14th and grand, west Broadway are walkable and seem like natural neighborhood centers. Indian trail is walkable inside the center itself but uncomfortable to walk to from the neighborhoods. Sfcc neighborhood does not have density or variety of businesses.

better centers for Lincoln Hts. Residents: Grand & 29th Ave or Regal and 29th Ave. These intersections have more amenities than 14th & Grand. It's a mystery as to how 14th & Grand was designated

Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

Seniors need a way to cross Division on foot. Vintage at Spokane houses hundreds of folks who would likely use a footbridge to get to Golden Corral.

For West Central: limited variety of businesses; not particularly pedestrian friendly; no central gathering place

Business diversity would be great! Would love a sit down breakfast place. Also more shops for gift buying or clothing

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I have only been to each of these once or twice in my 3 years in this area.

I frequently take out of town visitors to the South Perry District which is walking distance from my house

Disagree with South Perry meeting this goal: "There are a variety of business primarily catering to neighborhood residents." Most people I know who go to the restaurants in South Perry are not residents of the neighborhood.

SFCC does not have a variety of businesses.
Garland District doesn't have a plaza that I'm aware of
14th & Grand has way too much traffic for pedestrians
West Broadway best meets the goals of a Neighborhood Center, since it was planned that way.
South Perry is helped by the 20mph speed limit.

why the heck is City setting a Comprehensive Plan to set this bullet-list of goals for a "Center". Just maintain law-and-order, equality under the law, and do what you can to remove government interference that the local citizenry doesn't ask for

We need more safe and direct bike routes. And protected bike lanes. Distracted driving is a death sentence for bike riders in this city.

None of these have enough retail OR residential density. West Broadway in particular has some prominent vacant lots and vacant buildings in between spaces and this makes it less attractive. A lot more density and variety is needed

Most of these areas lack diversified businesses and services to assist and or address area residents. People need to leave these "neighborhood centers" in order to complete basic errands such as grocery shopping, entertainment, etc. SFCC literally has nothing around it but a couple of apartments, how is that a "center" at all? Do yall even LIVE here?

I don't go into any of these areas very often.

I can't think of many central plazas or squares to promote social interaction in any of the neighborhoods

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As much as I love living in South Perry, the traffic is scary. Way more needs to be done to make walking safer in this neighborhood. Perry street in particular is used as a high-speed freeway to get through the south hill and everyone is aware that traffic cops never ticket in this area. Speeding a dangerous driving happen all throughout the day here (and between 9th and Altamont is very bad too).

Love West Broadway area and I think there is lots of potential there.

It is difficult to cross the street between 10th and 14th on Grand. Installing a crosswalk here would help to achieve the NC goals.

Biggest challenges are that some of the above environments are not friendly to walk through or would feel unsafe to the typical pedestrian depending on time of day/night. Several are also missing a central gathering space (park, green area, plaza, etc.)
Density/variety/spacing/built environment of business is not an issue with any, although quality/type of businesses varies among the centers.

Shopping, access to good food, community gardens, traffic calming, education regarding historical integrity - challenges regarding misappropriation of land use, outdated zoning allowing for further decline such as; compacting of social health services, public housing, and homeless shelters

Indian trail needs an aquatic center. Holy smokes. Why do I have to drive across town to get to an aquatic center. And why hasn't this neighborhood center tried to get a Chinese restaurant? Anyway, we need help out here.

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District Center Comments

These areas do not go vertical enough with respect to housing and parking garages. Too much low-rise, low-density and asphalt for these areas to be considered real urban neighborhood centers and corridors. Have all basic services that one would need, including housing, inside of the center without needing to drive or leave the center at all - turning each one into a small urban village.

All these "centers" are spread out to allow parking for cars.

There are virtually no 5 story buildings, sometimes 2 stories. NorthTown has the most height, but it's spread out, not very walkable from apartments.
None have a central gathering space. Lincoln Heights has a Park alongside it, not central.

I don't see a gathering space at Manito or Lincoln Heights. Just lots of parking lots.

Although many of these are theoretically walkable/transit-friendly, businesses are often oriented across wide parking lots. This encourages driving. In particular, I would not call Northtown and 57th and Regal pedestrian-friendly

Besides most of those not having a central meeting area to promote social interaction, they do a good job of meeting the other criteria

All the District Centers meet the 1st & 2nd criteria & fail the next 3. That said they all seem quite functional in meeting the first criteria. The failing criteria seem oriented toward a denser and less car-based society than is the reality of Spokane, and thus don't see like the right right criteria for the plan.

Pedestrian and bicyclist safety is a huge issue in Lincoln Heights, not only along 29th in the district center from fiske-ray, but north and south on Ray. School walk routes are not honored by motorists and make it very dangerous to children who walk to our numerous schools. Since SPS' walk route is over 1.5 mi, this puts many children in danger all over Spokane.

I haven't seen any tall buildings and certainly not any over 5 stories in Shadle and I can't remember any in Lincoln Heights. Everything seems to be two stories at most. That could be improved.

Again, people in these businesses are not shoveling snow in the winter.

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None of these District Centers are by any stretch of the imagination pedestrian-friendly. Most buildings are surrounded by a sea of parking and unsafe to walk to. Most do not have a central gathering place that promotes social interaction. Most are not higher density nor do they provide a mix of uses. Most do have a variety of businesses but are dominated by mega-chains.

Not very walkable friendly. High traffic on Ash, Maple, Wesley etc.
No central plaza, park, square. Rather I observe: schools, library, shopping center.

The districts that I shop at are geared towards parking and not safe walking.
Wellesley feels very unsafe to walk along and even more so, Division.

If you want walkable communities, ban drive-throughs and auto orientated businesses. Most of these district centers are just big-box stores and surface level parking lots. Unfortunately, there's not much you can do to get those businesses to change, but by rezoning the surrounding area and expanding the boundary of the centers, you can encourage development there.

All of these district centers are in car oriented environments and do not provide good, safe pedestrian connections throughout. Buildings are typically still low rise and density is only higher due to nearby apartment complexes. None of these centers have made substantial progress to meet the goals above and there is little incentive for developing to these higher urban standards.

There is much sprawl in each space, but little use above a 3rd story. In North Town especially there are only church squares, no public land that isn't full of police hassling our unhoused population.

Every one of these centers remains parking-forward. Every one of them can sustain far more than that. We need vancouverism applied to each. 20 story thin residential atop 2-3 story wider commercial. Buried parking garages. The transit infrastructure is there, they're on frequent routes. We need to build up. We need to build on parking lots. That's how you fill the busses (and hopefully streetcars)

They do not meet the goals and need more people to walk to them.

Division and Francis are both nightmares for pedestrian use and are honestly unsafe as you keep going East. Division is huge yet there's no room for the bus, the sidewalks down east Francis are tiny and at times overrun with plants and dirt, and cars speed down both. The crosswalks are too far apart for how many neighborhoods connect, you have to walk very far to get across the street to a bus stop

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Five Mile doesn't have any type of community hub. When I lived nearby, it was really hard to walk between businesses. Most of what I needed was there, but I hated going there. Manito is a bit more walkable. I'm not sure there's an actual hub, but with the park nearby it feels more neighborhood oriented. I wish there was more greenspace in all Centers to break up the asphalt/concrete.

Shadle and Northtown have a lot of larger businesses, but are not nice places to walk due to large space between businesses, huge parking lots, high capacity roads.

The following District Centers are NOT friendly to walk through: Lincoln Heights - sidewalks are immediately adjacent to traffic; crossings at Regal - 29th and 29th - Mt Vernon are poorly protected and dangerous. Southgate- Regal sidewalks have no buffer. Students stand in Regal St to wait for the bus. No protected or marked crossings on Regal from 38th to 44th despite playfields & park to east.

The Northtown District is dangerous to walk in, especially near Division Street.

The northtown district lacks a variety of grocery stores.
The shadle district lacks a variety of sit down restaurants.

Lincoln Heights has all the amenities but needs more pedestrian friendly walk ways, resources. And please....no Chic-Fil-A or other fast food restaurant which will create a traffic nightmare.

None of these centers are pedestrian friendly. They all have busy, fast, multilateral roads running through them. They are also auto-oriented and there isn't enough housing density.

DC businesses are typically big box stores surrounded by an auto-oriented strip design. No buildings are taller than three stories in or adjacent to any DC. None of the buildings are oriented to the street.

Pedestrian connections are in some DCs, but overall the DCs are not friendly to walking due to auto-oriented and prioritized design. Most DCs do not have a central gathering space nearby.

The centers that do not meet the goal fail because the businesses typically are oriented toward large parking lots rather than to the street. Shadle and Lincoln Heights have many businesses but are not conducive to pedestrian or bicycle approach.

Similar to previous section, biking and walking feels very unsafe in these areas. Traffic flow is TOO FAST and accessing the bus stops (especially on 29th) is difficult due to unmarked and uncontrolled crosswalks.

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Overall, I think the city has done a poor job of creating environments that are pedestrian friendly. If the city plans to grow in a sustainable way, prioritizing walkers, bikers and public transit users should be a the forefront of their development plans.

They meet most or all of the requirements and are served by one or more STA lines. Shadle has a library and a small office building.

I wish there were bike racks and protected bike paths, such as with the revamping of Division Street.

Shadle Center has become an unsafe shopping area, especially after dark. The proximity to the Shadle Park seems to add to the uncertainty of safety, although it should just be a lovely extension.

All of these centers lack pedestrian and bicycle connectivity.

I shop at Five Mile, Northtown, and Shadle. All three are a nightmare for pedestrians and bikes. Huge parking lots, no bike parking (only one mall entrance has a bike rack!), no signals to cars that anyone other than a car is going to be there.

None of the plan goals seem to be met for any of the district centers. I would feel very unsafe walking around any of them.

Most of the district centers have a large amount of surface-level parking lots or street parking, making walking, rolling or cycling incredibly dangerous and inconvenient. The setbacks businesses have from the main streets and roads are very large and have no sidewalks or paths to connect people on foot to the businesses easily. Buildings should be taller and include more housing above businesses.

Most buildings are single story. Most of these districts are accessible. Sufficient arterials, except the south hill centers have an issue with limited north/south connectivity through the city.

Cars are again the most prioritized mode of transport for interacting with these areas. Driving a car does not promote social interaction and it makes all other transport modes less safe. It also takes up huge amounts of space. Prioritizing cars and surface parking lots decreases density, creates more dead space, and discourages social interaction in centralized spaces.

I have never been to a district center.

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There's only single family homes, very low density. Not a great place to drive to either. Not much parking, unpleasant to walk to, ride a bike. Used to live on 26th and there's a ton of fast car traffic, lots of lanes to navigate on a bike. Not safe to bike with families, nor good to walk to.

North town is dark and creepy at street level. Needs street level redesign other than parking garage

I don't identify with and district center. I often got the Lincoln Hts shopping center area.

Lack of public gathering space.

We need more traffic calming at Lincoln Heights district center so pedestrians and bicyclist can safely cross 29th to and from our district center. We need a pedestrian street designation on 29th, from Martin St to Fiske St, so our district center does not have a 50-car drive-thru that will endanger pedestrian safety.

There is no central gathering place at Manito center. It is very much a destination for errands.

NorthTown is no longer friendly. You can't park on the top of the parking garage and have access to the second floor even during peak sale times. I don't feel safe parking in the dark under the parking garage. Shadle is also starting to feel unsafe. There is not enough diversity in Shadle it is just Walmart. I used to shop at Manito but there are not enough stores there now.

Walkable/bikeable infrastructure would really help meet goals. Bike paths don't connect many of these places and sidewalks connecting centers to parks/spaces nearby are sometimes nonexistent.

I don't think any of these are meeting the goals of a District Center. They are all VERY car centric making it hard if not dangerous for pedestrians to access with or without a car. Many of the buildings are not oriented to the street - there is an access of drive thru's. There is no central location for gathering or meeting your neighbors.

Lots of variety of businesses. Lots of transit.

Traffic, low public access for walking, biking, no above business residences,

Not a feeling of welcoming. A plaza type area would be great.

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you say there is housing above storefronts, I don't see much of that except for the N. Monroe corridor. that is erving the neighborhood. I see it being adopted in my old Seattle neighborhood and the first thing is that parking has NOT been included and it is a mess. Parking for hi density is#1 to make it truly livable

These centers are oriented around very busy streets and this is risky for foot traffic. Having said that- please do not take down a single tree to allegedly provide more walkability.

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Southgate is a gridlock on Regal.
57th & Regal part is a little strip mall Theo other part is a grocery store & offices with a nightmare of a parking lot.

Southgate District Center needs improved pedestrian and bike access, especially directly east and south of the center.

Southgate is lacking any of the parameters listed. There is no definition of where the Southgate center is (assuming it is 57th/Palouse). There are very limited pedestrian friendly options, especially as Palouse is nearly dangerous to cross by foot.

Most of these district centers lack the [public] social gathering spaces. While there are restaurants, etc. there aren't free gathering spaces easily accessible to pedestrians.

The district centers are often in poor, less accessible locations.

The city is failing at district centers. These are nothing but auto-oriented strip malls within city limits.

All of the district centers I indicated met the goals did not have a central meeting spot. I think this is generally absent except from downtown

East Sprague should be a District center

Traffic at 57th and Regal has become very congested, and it's getting worse.

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Memorandum

I don't know if any of these areas are truly pedestrian friendly. Pedestrians seem like an afterthought to me. I also don't believe that the areas feature a central gathering space that promotes social interaction.

No Central park or meeting place despite vacant land on corner of 29th and Rega. Too many fast food and lower end restaurants; This area needs more upscale restaurants. NOT CHAINS like Thai Bamboo. Instead upscale restaurants that have CHEFS, variable menus, cater to variety of diets and offer ethnically diverse food. AVOID national chain restaurant like Applebees,, McDonalds, Wendy's.

Not walkable. Usually driving between several parking lots. Should develop more housing near these areas to increase density and variety of business. Northtown isn't comfortable or fun. Shadle has a park and library but no highrise housing. We need more senior housing in Shadle area.

All of the District Centers should be more pedestrian and bike friendly.

Auto centered, hard to access as a pedestrian

Need me trees and walking areas

None of these locations are friendly to walk through

You don't have Kendall Yards or Downtown listed. Depending on what I need, out of the centers listed here, I usually go to Shadle. If I want to shop at Target, I go to the Y or South Hill locations. If I want to go to Macy's, I go to the Valley Mall. Each of these areas has other places I can catch at the same time. Shadle/Value Village, Valley Mall/Ross, others, etc.

Use Lincoln heights though it's parking is awful in the main center. Risky crossing parking the way it's laid out. Don't know if it could be improved

Shade is worse

57th and Regal is east to get around

The west section of north town is good with only one traffic crossing by STCU and you can walk the mall o. The sidewalk without remarking.

I want to see bike Lanes cleared of debris year round!

I disagreed because the areas listed are most characterized by giant parking lots. No central gathering spot, no comfortable, safe place to gather. Some businesses face the street, most are accessed through the parking lot.

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All the districts could use improved pedestrian access.

The Northtown area could use safer crosswalks. The parking garage is not a good place to be and I have to walk near or through it to get to the mall or get to Division to cross to the park.

These district centers may not have buildings 5 stories but they meet the remaining criteria.

Not pedestrian friendly, congested streets

This doesn't seem to be an actual goal: There are pedestrian connections and the environment is friendly to walk through.

These areas are not pedestrian friendly in any way.

29th and Ray/Lincoln height has a lack of marked crosswalks, this is a very difficult neighborhood for walking.

See previous comments

Manito center is pretty good except for that intersection at 29th and Grand, it is far far too car oriented, delays pedestrians and frankly makes that street which should be enjoyable scary to walk down. Grand from 29th up is way to wide and encourages speeding and reckless driving and I live on that street so I've seen plenty. Also we are not protecting kids well enough at Sacajawea there.

I don't think that most of these areas include 5 story buildings. I would not say that any of these areas meet all of the criteria.

Positives: Useful stores, easy to drive to, larger stock vs smaller businesses. Accessible for users with mobility issues.

Negatives: Ugly, smelly, loud, feel unsafe to walk. I actively avoid them and shop online where possible.

Challenges: Construction style of strip mall makes alternate use difficult. Parking lots would need \$\$\$\$ revision to feel more attractive and safe for pedestrians.

Meets goals but really too congested traffic-wise.

Again, not pedestrian friendly.

All of these are on pretty busy streets so the walkability factor is diminished for all of these but they have other items discussed.

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Manito Center isn't pedestrian friendly.

There is a variety of stores at each of the location. I don't think any of them have a central gathering place. Wait! Lincoln Heights has a community center.

Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

major challenge to most is lack of pedestrian friendliness

I don't know of any gathering places. Most of these are not very pedestrian friendly, although 57th & Regal isn't bad for that.

To my knowledge, there is not a CENTRALLY LOCATED gathering space (plaza, square, park) that promotes social interaction within any of the District Centers I'm familiar with. They meet all the other goals though.

In general, I don't notice that these district centers have particularly high buildings. Also, all of them that have vehicle traffic have not met the goal: "There are pedestrian connections and the environment is friendly to walk through."

I don't think any of these districts are pedestrian friendly

See my other commentary. Quit acting like you "know better" when you in reality are "no better" than the individual citizen in making his or her own decisions without government diktat in our way.

I support the Pedestrian Street designation along 29th. Lincoln Heights DC is not ped friendly. Buildings don't face street and excessive parking. I would like more bike facilities. There is opportunity for a safe route through the Garden District north on SE Blvd to Lincoln Park and Fiske. Pittsburg St crossing of 29th is not safe and does not meet the conditions of a Greenway.

Again, there's not enough density to meet these goals. These areas are visually dominated by big box stores and parking. Public spaces are basically squeezed in, are not pleasant to walk through. There would have to be more explicit goals about walkability and what % of space needs to public space, to make progress. I've taught planning classes, I'd fail these as student projects by those metrics

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None of these places have pedestrian friendly areas, and most do not have a central gathering area. The mall doesn't count as a public park because it's a private business. Shadle is definitely not friendly to pedestrians, and there is not a wide variety of businesses around Manito within easy walking distance. Have y'all ever walked this city?

Again, I can't think of any plazas that promote social interaction... and if by "walkways" we are referring to parking lots and sidewalks, then yes, they are walkable

Again, traffic safety changes everything in a neighborhood. I would be afraid to be a pedestrian in the Northtown or Five Mile areas. Please make neighborhoods safer for walking!

Having a library is important

None of the DCs have the residential density described.

Variety of businesses is good, so is density although buildings are not up to 5 stories high, although this is preferable to me. Biggest missing elements are central gathering space at Northtown, Five Mile, and 57th and Regal. Some improvements could be made for pedestrian access at Northtown, Shadle, 57th.

Retail shopping, restaurants, groceries, services, and live to work opportunities - parking, security, and traffic calming surrounding those area with walkable districts surrounding neighborhoods

It is in no way safe to walk that parking lot. We need paths like they have at the new North Costco.

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Employment Centers Comments

More frequent and smaller transit units, more urban, more dense, more vertical (see previous notes).

East Sprague is spread out long, but has a great variety and price range for goods and services.

Density and diversity of employers is a challenge in many of these areas, especially Sprague
do not have knowledge of this subject

Im sorry, I dont know a lot about those areas except for Holy Family which seems to be operating as you would like.

These employment centers could benefit from their own business improvement districts similar to the downtown BID. This could encourage local investment and encourage a "sense of place" to develop here. Increasing the prominence of transit stops and building plazas/public spaces around those transit stops is a clear way to provide a sense of identity for these centers.

Although there are a large variety of businesses, there are not a lot of tall buildings. Setbacks are OK for industrial and rural land uses, but for residential and commercial uses they are not necessary and restrict development. In some cases, restrict the way a building looks (staggered height limits, FAR). Removing these restrictions would add more potential to these employment centers.

Many of these are heavy commercial or industrial areas where buildings are not street oriented and walking environments are not pedestrian friendly. Sprague and Maxwell are exceptions being in historical neighborhoods. Hamilton/Trent has higher potential for meeting these goals given the proximity of Gonzaga, City Line, and other efforts made as part of TOD study.

Much of the employment diversity in many regions outside of downtown are large corporate chains. I'd love to see more local owned business, or a wider variety of options for employment and shopping.

Build up. These areas can house multiple 20+ story mixed use buildings without dramatically altering the surrounding neighborhoods (they're already commercial, they already have transit, they can handle people without turning SFH zoning two blocks distant into quadplexes).

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Trent and Hamilton is essentially a freeway.

I mostly go down town for all my employment activities.

I own commercial property on East Sprague. I would like to see more high density housing along East Sprague.

The intensity of use is there, but it's not mixed use and not multi-modal. The designs are typically auto-oriented suburban business parks if no more than three stories. So it could be more intense and more multi-modal/mixed use to meet the goals of Centers and Corridors.

North Foothills has a good mix of businesses and those I frequent the most, Yoke's grocery and Roast House coffee, accommodate bicycles.

It is served by STA line 27, recently re-routed there. Unfortunately, travel by bicycle along Foothills is dangerous because of lack of a bike path, speeding, and careless driving. Crossing the Division-Ruby couplet, even at a light, is especially dangerous.

The hospital area is very car centric.

I don't have much experience with the employment center areas.

The lack of protected and separated bicycle/mixed use paths and large amount of surface-level or on-street parking makes these areas very dangerous to walk, roll or cycle in. While businesses may be oriented towards the street there is little room for people on foot who are actually shopping or working compared to the space dedicated to cars traveling through these areas. Less lanes for only cars.

Most buildings are single story, except in the Hospital District. Arterials are for the most part adequate for ease of access. East Sprague is highly undesirable since the road diet, making it challenging to do business there.

Service industry jobs make up a majority of the jobs in most of these areas.

I don't know

Employment centers need accessible food, public transportation, and CHILDCARE within a reasonable distance.

It is difficult to support low income employment. The East Sprague district has become a has become a magnet for small business and that is healthier.

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I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Why is Downtown not considered and Employment Center? it meet your required definitions

These are all poorly located.

Like I've written about the previous centers, the city simply caters to drivers and cars. Getting to these centers by transit, bike or foot is a dangerous task. If you do make it, there's little to no bike parking and the centers are dominated by large parking lots and busy streets.

Both East Central and Trent Hamilton could support multi-story (RHD) residential at significant scale.

Banking, legal firms, restaurants are available, and parking is okay. Keeping it clean and safe are important and usually done.

I don't understand what an employment center is. All businesses employ people in any neighborhood. Not sure what the point is. I do know that it's annoying as an employee to have to drive somewhere for lunch. When I had multiple medical appts near Holy Family, I drove around trying to find a cafe or coffee shop. None except inside the hospital and they said it's only for patients

I don't spend much time in these areas.

No business variety

Eventually maybe more parking and bringing back the trolleys with more routes in the neighborhood.

I want to see bike Lanes cleared of debris year round.

East Sprage doesn't seem to have a lot of housing

Don't know and too old to care.

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The medical offices make up a lot of employers. Daycare and SUD treatment centers also. I have a mixed experience taking my electric scooter to work, not a bike lane all the way door to door, some road and sidewalks cracked and dangerous.

Most of these do not meet the criteria from my experience. Holy Family has the hospital and doctors offices and Trent & Hamilton have the University buildings and some WA state buildings close by.

Several vacant buildings

Mass transit and non-motorized transportation should be a goal of these areas as well. Parking lots and garages should be minimized.

With retailers leaving including Toys R Us and Bath n Body - too many vacancies, windows covered or boarded up and decaying Employment Centers in bad repair

Positives: Excellent conversions from brownfield and industrial sites at Hamilton. Generally good balance in Distric Centers between pedestrian comfort and vehicle access. Diverse businesses. Buildings generally flexible use. All centers of essential services.
Challenges: Vacant buildings with visible repair issues in older areas. Newer areas sprawl, businesses isolated in sea of parking.

North Nevada employment 'center' is actually the Northpointe Center, where there are lots of doctors, offices, post office, etc. for employment. This is outside the official employment center which is now just apartments, not employment.

I notice on the map, that all of the employment centers are situated north of the interstate and roughly in a straight line up Division or close to it. A diverse employment center plan could serve us well.

East Sprague doesn't seem to have much density, and I'm really only aware of service related jobs (retail, basically).

North Foothills has a high amount of properties with vacancies

Not sure that most of these have this: "The area has a strong employment component largely made up of non-service related jobs."

I guess I don't pay too much attention to employers, other than service providers. Seems like the service sector is getting larger every year

Centers and Corridors Update Study – Public Engagement Memorandum

See my other comments, which basically boil down to this: get your government off my freedom

Again, none of these are oriented to the street really! There are large stretches that are focused on parking lots. Holy Family in particular is a walkability and wayfinding nightmare which isn't fun when you're having serious health problems... I speak from experience

"Non service jobs"? Holy Family is right next to a shopping center which has the majority of the jobs in that area. All of those jobs are service jobs. North Foothills is car dealerships (which is not tall) and service jobs. Trent & Hamilton is just warehouses. None of these are diverse business areas, and the majority are still service jobs. Why are you lying to yourself, and us the tax payers?

Higher crime has caused us to use caution when going to yokes or for car servicing

These seem to be chosen to help promote a predefined objective. They clearly are not the most dense employment centers.

Most of these employment centers meet most of the goals.

mixed use business, service, and retail often times lacks pedestrian safety and or parking.

Centers and Corridors Update Study – Public Engagement Memorandum

Corridor Comments

You need a grocery store in each one.

I'm surprised Division isn't on this list.

Monroe since its narrowing has biking now.

Monroe is the most walkable of all 3.

Market St has some great new areas that would be amazing to bike to, but it is hard to access that area by bike.

Hamilton could use some beautification.

Hamilton feels too narrow to encourage biking and active transportation

Go back to more lanes. Necking all our roads down is a poor idea with the increase in population.

The city does a POOR job at really promoting active transportation. Transit is going over much better, but pedestrians and bicyclists are still navigating in a car-centric city. Motorists are unaware that every intersection is crossable by a pedestrian RCW 46.61.235 and bicyclists are not given proper distance RCW 46.61.110. A education campaign must be made for motorists

Monroe seems to be doing the best of these corridors, in large part due to the Monroe Street road diet. Traffic calming, walkability, local business investment, and real estate development have all improved. Hamilton benefits from its proximity to Gonzaga, but the street is dangerous and manufacturing businesses detract from walkability. Market could use more housing options on the corridor.

Gonzaga pretty much defines the Hamilton Corridor. If you are not a student, it feels like a pass through still.
Monroe is much improved. Nice mix of businesses which face street which is great. Parking is good, small lots and street, all located by stores and free.

The road diet on Monroe helped make the corridor more pedestrian friendly and accessible. Wish we could do that to Wellesley.

Centers and Corridors Update Study – Public Engagement Memorandum

Despite the many businesses I frequent on Monroe by bike, there is no biking infrastructure that makes Monroe safe to bike on. Instead, I must utilize side streets which are incredibly dangerous due to un-controlled intersections.

Monroe street is good. The street diet worked. Looking forward to the Division Street diet. It would be nice to expand the boundaries in all directions so its not just property directly on Monroe.

Market and Monroe are historic business districts are are equipped to meet these goals. Hamilton has elements of these goals but overall is less walkable and more car oriented. Hamilton has the potential to meet these goals in the future with the university, City Line, and transit oriented development.

Too few multi use buildings, like apartments. Too many with too high a price that will sit empty and invite vandalism.

I like all three, but read my previous responses. None are good enough. All three should be lined with 10-20 story mixed use, Vancouverist style towers. There is no excuse not to allow that. Considering that, all three are failures.

If you want a corridor slow it down and plant trees. Worked on Monroe and Sprague.

Density and transit, there is already a lot of room to use on the Market St corridor and sprawl should be kept at a minimum. Biking safety in Spokane is not great with a lack of guarded lanes and old sidewalks.

There's multiple businesses I visit on Monroe, so I get coffee and go into several shops. I drive there, but park in one place, and it can be hard to cross the street. I really like how there's more landscaping and the speed limit is lower so it feels like a shopping area. I have been going more often since I've seen new businesses come in and it's easier to get there from the South Hill.

The Hamilton Corridor is dangerous for pedestrians. Traffic calming desperately is needed there.

The Monroe corridor does not boast a variety of housing. It is predominantly business surrounded by single family. It would be very nice to see zoning and incentives to increase MF high density one block to each side of corridors with safe pedestrian connectivity to encourage walkable community centers similar to Kendall yards.

Hamilton is great in many aspects but could be more pedestrian and bicycle friendly.

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The traffic calming in Monroe has been great, the other areas need it to. The roads are too big and fast and unpleasant for pedestrians. Also need much more sense housing development.

Of the three, Monroe gets the closest to meeting the criteria, Hamilton us the furthest away. There needs to be more Street oriented business and focus on non-auto users along Market and Hamilton. Also all three zones fall short on mixed-use development. It's coming in fits and starts, but needs to be more encouraged.

Traffic is bad on all of these corridors. If the goal is to promote active transportation, it's hard to see how any of these corridors accomplish this. Maybe via transit? I do think that the traffic calming on Monroe has been great. And it helps peds feel safer. It also promotes more shopping and dining when the street is calmer and not used as a freeway. More traffic calming is needed on all.

Although the city is expanding the variety of housing styles in different neighborhoods and increasing density (yay), there is a great need to also prioritize walkable and bikeable corridors.

Good mix of businesses, services, and eateries. Served by STA lines. Monroe has some bike racks.

None of these corridors has walking and biking facilities promoting active transportation except a couple HAWK signals. No routes along corridors for safe travel for those not in vehicles. Snow storage on sidewalks and bike facilities renders them useless for 3+ months of year.

I would never bike in Monroe, it has no infrastructure. For pedestrians, there are no lights so it can be really hard to cross the street. The sidewalks and bus stops are really nice, though, and I like that it's only one car lane each way.

The city has done a good job meeting the goals for the business corridors. The Monroe corridor has the worst bike parking racks I've ever seen in any city though. They only work if you have a narrow U lock and are even difficult at that. Those look nice but have very little utility.

The lack of protected/separated bicycle paths and on-street parking makes walking and cycling incredibly dangerous in these areas. There is also no proper bicycle storage, such as a an "Oone Pod", which would encourage a lot more people to cycle to bus stops and take transit to other centers in Spokane. Speed cameras would also greatly improve the safety of these pedestrian corridors for everyone.

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The corridors are highly congested, making them less desirable as a "corridor".

None of these corridors have "...walking and biking facilities promoting active transportation." Not a single one has a protected bike lane or even a bike lane at all. There are also not bike lanes of any kind on adjacent parallel streets. Why couldn't we create protected bike lanes on the small neighborhood streets parallel to big corridors like these? Bikes need a dedicated space in these areas.

I don't know if the corridors meet these goals

Cats are slow enough, haven't booked through here, but I would feel okay biking along this corridor.

I live near Hamilton. Totally creepy at night even near students. Unlit walkways and congestion. Kids can't cross the street from school safely. Tons of empty buildings and blown out and dirty looking. College kids need an above street cross walk.

I feel safe walking along Monroe; not the other two.

Variety of businesses is good. Parking is decent.

Monroe is too congested and too hard to navigate. Dangerous if not nearly impossible to cross. More "on demand" pedestrian cross walk red light would be helpful

The Monroe corridor has horrible traffic transitions. When you lose a lane you usually get to keep the center most lane and in this transition, you lose it at the same time as the road is narrowing down. IT IS HORRIBLE! Once you are finally on it you still have too much traffic for what you were hoping. Spokane does not have enough north/south corridors for you to reduce traffic flow.

Hamilton/Market don't seem great for biking/walking.

I think that Monroe Corridor is achieving this goal of having a variety of businesses, density, buildings oriented to the street, it is an obvious connector to downtown, has transit. I would say it falls short of having a complete streetscape that promotes walking and biking. It is like a freeway and very unpleasant to walk on. Hamilton and Market are similar.

Monroe and Hillyard have significant business losses. Walking is difficult here.

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I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Monroe is not pedestrian friendly since the overhaul of the street. I would never ride my bike there...absolutely no room for a rider in that narrow section. Hardly room for someone to exit a car parked on the street. Instead huge concrete planters suck up that needed real estate (with lots of garbage and dead plants) and also those planters block the view of traffic to side street entrances

Hamilton corridor isn't pedestrian - especially biker - friendly.

Monroe Corridor landscaping is a embarrassment. The taxpayers spent tens of thousands of dollars to have trees planted, raised landscape beds installed and the city has done little to nothing to maintain. Trees are dead, dying, broke off, removed, etc. The landscape beds are overgrown, busted, graffitied, etc. Our city budget is \$100,000 million a month! Can this one mile stretch be maintained?

The Monroe road diet has created merging nightmares at both ends. The street is too narrow for buses and garbage pickup.

It's simply laughable to suggest any of these corridors promotes active transportation. I've nearly been killed just trying to cross Monroe on a bike, let alone ride on it, which I would never do simply because of how unsafe these roads are. If the city wants to make these actual corridors for the people who live here, try making it harder to fly through on your commute. Make them destinations.

Generally meet the goals. Residential density is low. And they provide limited connectivity currently

I use corridors to avoid Division Street

I love the transformation of Monroe and East Sprague. I used to go there a lot when younger and always thought they had potential.

They could all be more bike friendly.

Car oriented, not much residential

Monroe lacks density and could use a little more diversity of businesses.

Centers and Corridors Update Study – Public Engagement Memorandum

No good biking facilities on Monroe.

Recent construction on Monroe made North Monroe more pleasant, would like to see more projects like that completed.

Monroe meets most requirements, but walking through the area is unpleasant. The speed of traffic and narrow streets make it a location I will walk only if I have to. It's not an area I'd stroll through the businesses. Trees could help mask some of the noise and make it more pleasant.

My friends and I really enjoy the Monroe St corridor, going out for breakfast or lunch, shopping, especially when they have their little street festivals, etc. Some people complain about being stuck behind the bus on the one lane parts of the street, but I like driving down Monroe. I like the murals and art work and the unique restaurants and shops.

The Market Street corridor is not pedestrian friendly. I work near the Hamilton corridor, and I appreciate this area. However, again, I often feel unsafe walking from my workplace to Safeway or a restaurant on Hamilton as a single woman because of unsafe individuals walking the street and hunkered down in public spaces.

The changes made to Monroe a couple years back have made it a great spot to shop/eat/walk up and down Monroe. Slowing traffic and better pedestrian crossings(bump out at corners). Much safer to park your car along without it losing its mirrors. I frequent the farmers market and restaurants now which I had stopped doing because it was so hazardous traffic wise.

I want to see bike Lanes cleared up year round.

I LOVE Monroe since the recent redesign north of Indiana

All of these corridors are lacking in bicycle infrastructure. I do not ride on them when going north/south. It's hard and takes room. On an arterial I won't ride if there is not a protected path. There are ample side streets to ride on. Bicycle designated streets and signage are GREAT!

The improvements to Monroe have been helpful, safer for pedestrians, more pleasant to drive through. Bus stops are nice.

These do meet the criteria listed.

Traffic presents significant risk to pedestrians on hamilton

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Progress is being made but there is a lack of business diversity. Also, Monroe corridor does not support bike traffic due to driving behavior on parallel roads (Monroe is very walkable, but not safely bikeable). Additional traffic calming on side roads is needed.

Neither Hamilton nor Market have a high walk ability score to me.

More green space, Chris Bovey giant wall art, Community projects. Less unused lots or land that collect garbage, junk and homeless encampments

All of these are AWFUL for biking , they make it difficult and scary to get anywhere. Additionally trying to walk up Hamilton is terrifying, cars are way to close to the sidewalk and are also quite often speeding, need to be slowed down especially in the Hamilton corridor which is more like a highway than a place anyone including college students would want to frequent.

Positives: dense services, mixed price points, interesting local businesses, strong sense of community, mostly convenient by multiple forms of transportation (Market is less so). Visually interesting and feel economically vibrant. Destinations.
Challenges: generally older building stock, sometimes very little separation between peds and vehicles, biking infrastructure minimal to nonexistent.

Needs more affordable apartments

Why isn't Division (hwy 2/395) a Corridor. This area should be included and bumped into a transit area with the STA rapid busses. The area goes between six neighborhoods, and is a big sales tax revenue for the City. When the NSC is completed, this area may become more like Sprague after the I-90 construction. It includes the Northtown Mall and is vital to the health of that center.

I am an avid walker and occasional commuter by bicycle. I would not use these corridors and refer to them as having facilities that promote active transportation. There are too many cars and people who are impatient and will run you over.

Monroe is great since it's been re-done. Sprague, too, although that isn't a designated Corridor.

None of the corridors support biking facilities, aside from the Hamilton corridor which has a Greenway that makes cycling safer in the neighborhood. Monroe would heavily benefit from a Greenway a block off from the arterial as a safer alternative to biking on Monroe.

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Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

pedestrian friendliness lacking in Hamilton and Market corridors

Both need business diversity and parking available.

I occasionally pass through these, so I don't know much about them. It is very striking that none are south of the river.

Walking is not very much present on the Market St corridor but all three have active transit

Biking isn't something I'd feel comfortable with on the Hamilton Corridor

All these corridors provide good connections to other centers. None of them are good walking areas and I would NEVER bike along any of these corridors.

Converting Monroe to a two lane road helped make this a more welcoming area for pedestrians. Keeping Market a two lane road is important. Hamilton can be quite busy, but there is enough college action in that area that it seems to work.

see previous comments about freedom, liberty, property rights, and the pursuit of happiness

Again, no walkability goals are being met here, although Monroe comes closest it still relies on crosswalks which drivers CONTINUALLY ignore and blow through. Cycling is unsafe on all these streets. Y'all need to look into dedicated cycling lanes separated from the main grade if you want to get closer to an environment that promotes cycling

No grocery stores on Monroe. Most of Market St is dead. Hamilton is the closest you've come but there isn't a variety of housing because it's all for "rich" college kids.

The recent changes on Market and Monroe are fantastic.

Its hard to drive so i use other streets but i like the bus.

South Monroe and all of Hamilton are not bike friendly

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Market and Hamilton don't support easy transportation to downtown. Neither have walking or biking facilities that are friendly to access. There are not a variety of housing styles in Market corridor. Monroe corridor does a good job of meeting these goals.





Variety of retail, fresh food, eateries, services, job opportunities and amenities - public health and safety, parking, high density traffic, lack of parking

Fantastic work! This brought this area back to life. Good work.

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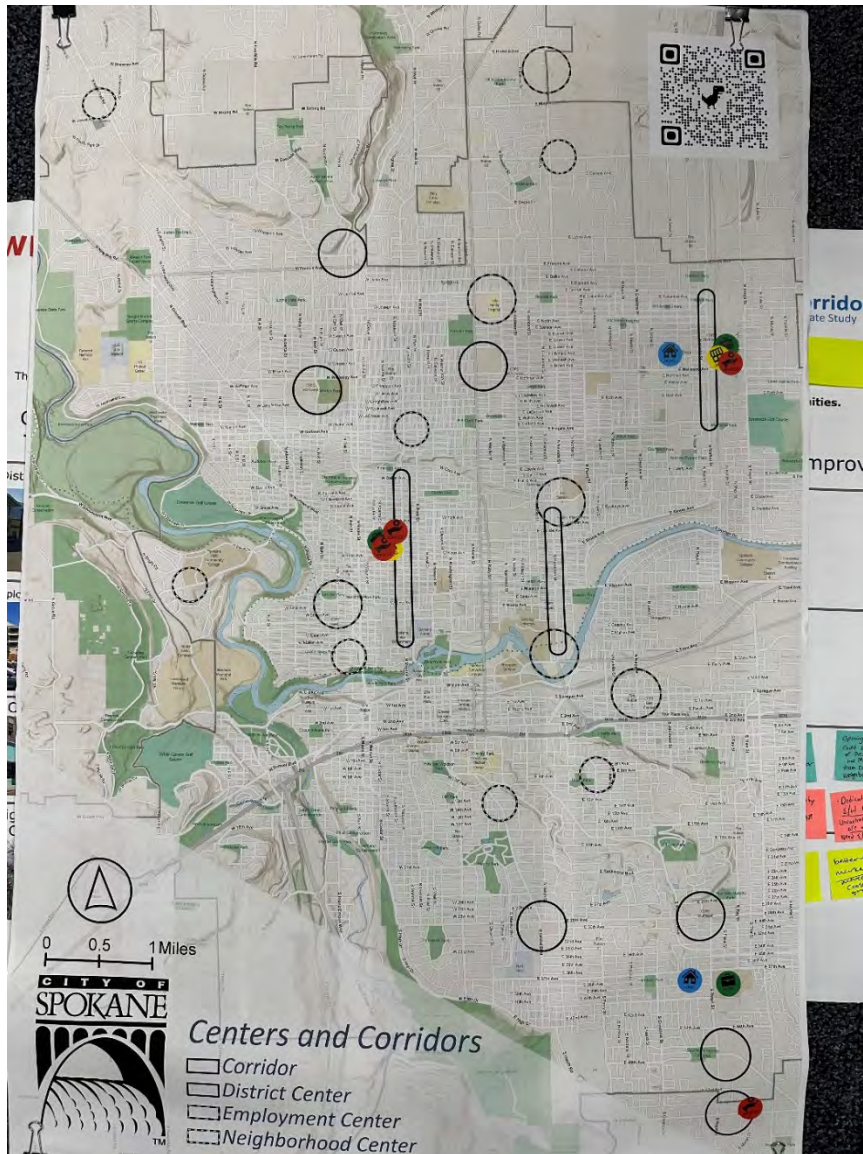
Where do you Live, Work and Play?
 What do you **like** about these places?
 What would make them **even better**?

The City of Spokane's Comprehensive Plan in 2001 adopted a strategy of focusing growth toward "Centers and Corridors."
 These locations can accommodate **new housing** within a short walking or rolling distance of **shopping, services, public transit, and other amenities.**

Center Types	Locations	Description	What do you like?	Potential Improvements
 District Centers	<ul style="list-style-type: none"> 57th & Regal Five Mile Lincoln Heights Manito Center Northtown Shadle Southgate 	<ul style="list-style-type: none"> Variety of business catering to larger region. Buildings oriented to the street. Friendly pedestrian environment. Central gathering space for social interaction. 		
 Employment Centers	<ul style="list-style-type: none"> Cannon/Maxwell East Sprague North Foothills North Nevada Trent/Hamilton Holy Family 	<ul style="list-style-type: none"> Variety of business catering to larger region. Density much higher than typical neighborhood. Taller buildings oriented to the street. Strong employment component of non-service jobs. 		
 Corridors	<ul style="list-style-type: none"> Hamilton Street Market Street Monroe Street 	<ul style="list-style-type: none"> Variety of business for surrounding neighborhood. Density higher than typical neighborhood with variety of housing styles. Supports frequent transit. Streets have walking and bicycling facilities. 	<p>Handwritten notes on sticky notes:</p> <ul style="list-style-type: none"> Neighborhoods that share their culture and character Neighborhoods that share their history and character Places that are walkable and bikeable Places that are safe and secure Places that are vibrant and lively Places that are beautiful and scenic Places that are convenient and accessible Places that are affordable and inclusive Places that are healthy and sustainable Places that are resilient and adaptable Places that are innovative and creative Places that are collaborative and community-oriented Places that are transparent and accountable Places that are inclusive and equitable Places that are safe and secure Places that are vibrant and lively Places that are beautiful and scenic Places that are convenient and accessible Places that are affordable and inclusive Places that are healthy and sustainable Places that are resilient and adaptable Places that are innovative and creative Places that are collaborative and community-oriented Places that are transparent and accountable Places that are inclusive and equitable 	<p>Handwritten notes on sticky notes:</p> <ul style="list-style-type: none"> More transit options More walking and bicycling facilities More green space and trees More affordable housing More vibrant and lively atmosphere More beautiful and scenic views More convenient and accessible services More affordable and inclusive prices More healthy and sustainable practices More resilient and adaptable infrastructure More innovative and creative ideas More collaborative and community-oriented efforts More transparent and accountable governance More inclusive and equitable opportunities More safe and secure environments More vibrant and lively communities More beautiful and scenic landscapes More convenient and accessible transportation More affordable and inclusive living More healthy and sustainable lifestyles More resilient and adaptable communities More innovative and creative solutions More collaborative and community-oriented initiatives More transparent and accountable leadership More inclusive and equitable participation
 Neighborhood Centers	<ul style="list-style-type: none"> 14th & Grand Garland Ave Whistlers Way Indian Trail Lincoln & Nevada South Perry W. Broadway 	<ul style="list-style-type: none"> Variety of business catering to neighborhood residents. Buildings oriented to the street. Transit-supportive density. Pedestrian-friendly environment. Central gathering space for social interaction. 		

Appendix Photo 1: Public feedback on the map activity at Derailer Coffee on Market Street on Saturday November 14, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 2: Public feedback on the map activity at Derailler Coffee on Market Street on Saturday, November 14, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 3: Public engagement booth at Ladder Coffee on Saturday, November 21, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 4: Public engagement booth at The Shop on South Perry Street on Saturday, November 4, 2023.

Where do we live, work, and play?

Supportive density

Supports frequent transit

Lower part of Monroe take out on street parking to improve streetscape

More HAVLY at station and off Portland

Less stairs lack of senior housing in Spokane generally

Westway bike lanes // Spokane area safe on sidewalk

Supportive density

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Appendix Photo 7: Public engagement table at Derailler Coffee on Saturday, October 14, 2023.