



Centers & Corridors Update Study

*City of Spokane Plan Commission
November 8, 2023*



AGENDA

1. PROJECT BACKGROUND & OUTREACH SUMMARY

Staff

3. MARKET ANALYSIS PRESENTATION

Leland Consulting Group

4. INITIAL ASSESSMENT AND DRAFT REGULATORY CONCEPTS

MAKERS Architecture and Urban Design / SCJ Alliance

STUDY TEAM

MAKERS Architecture & Urban Design is the prime consultant, focusing on development code.

SCJ Alliance is focusing on policy analysis.

Leland Consulting Group is conducting a local market analysis and development feasibility.



TIMELINE

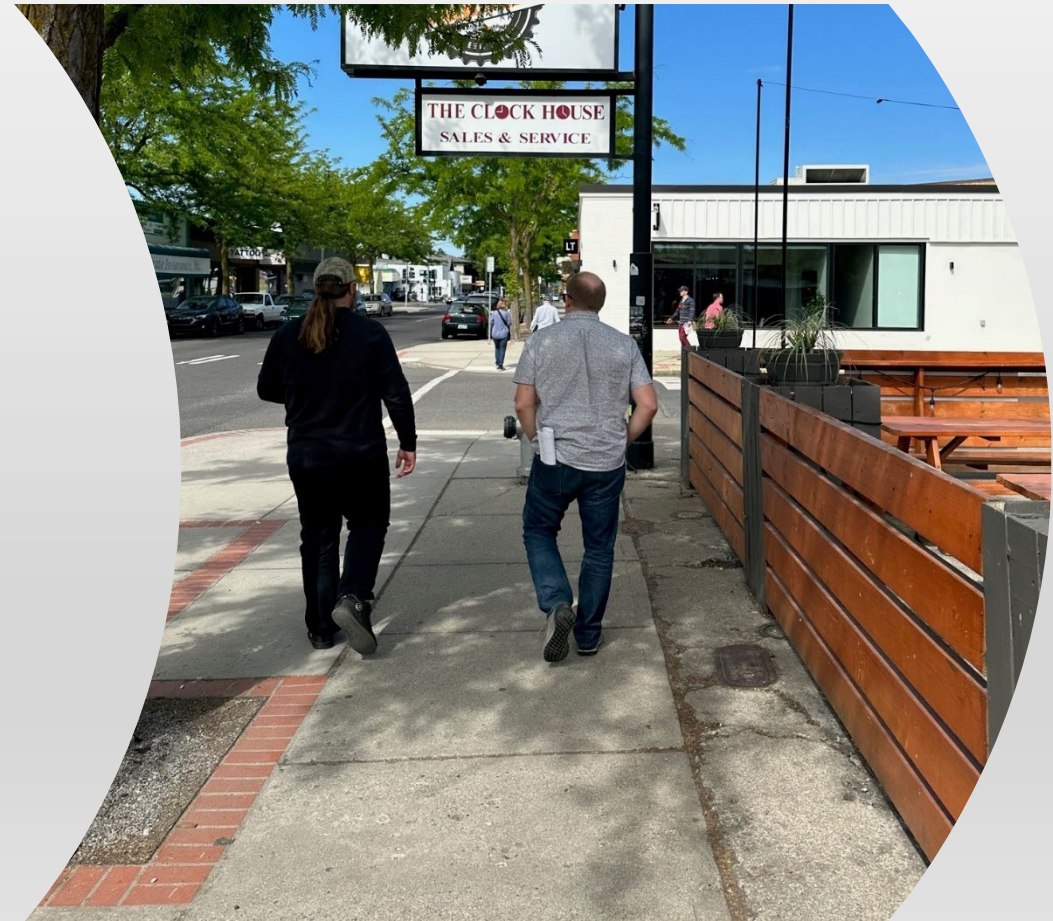
| | | | 2023 | | | | | | | | | | 2024 | | | | |
|--------------------------------|------|-------------------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Project | Task | Description | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May |
| Center & Corridor Update Study | | Task 3 - Initial Review | | | | | | | | | | | | | | | |
| | 3 | Initial Review and Analysis | | | | | | | | | | | | | | | |
| | | Task 3 Final Deliverables | | | | | X | | | | | | | | | | |
| | | Task 4 - Concept Development | | | | | | | | | | | | | | | |
| | 4 | Regulatory Recommendations | | | | | | | | | | | | | | | |
| | | Task 4 Final Deliverables | | | | | | | | | X | | | | | | |
| | | Task 5 - Focus Areas | | | | | | | | | | | | | | | |
| | 5 | Developing Focus Area Concepts | | | | | | | | | | | | | | | |
| | | Focus Area Concept Refinement | | | | | | | | | | | | | | | |
| | | Task 5 Final Deliverables | | | | | | | | | | | | | X | | |
| | | Task 6 - Final Report | | | | | | | | | | | | | | | |
| | 6 | Final Public Review Process | | | | | | | | | | | | | | | |
| | | Task 6 Final Deliverables | | | | | | | | | | | | | | | X |

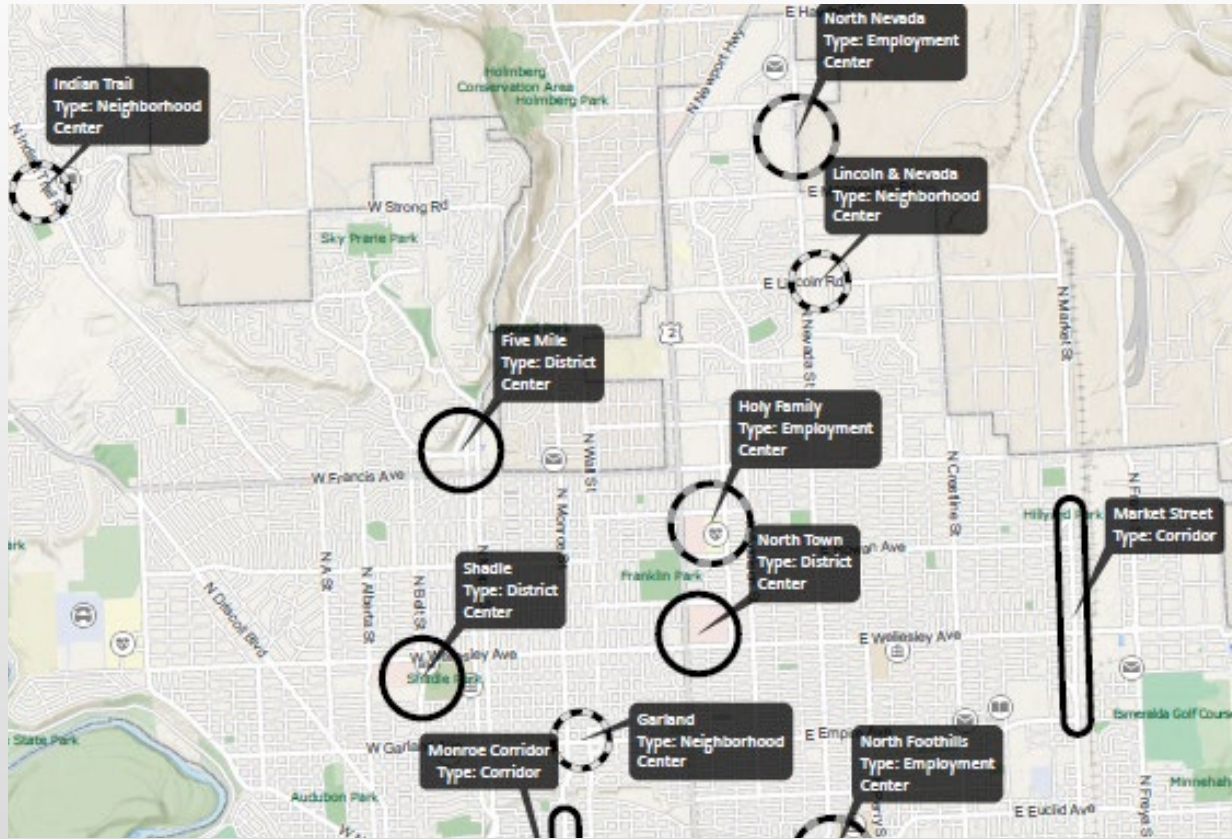
PURPOSE

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

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

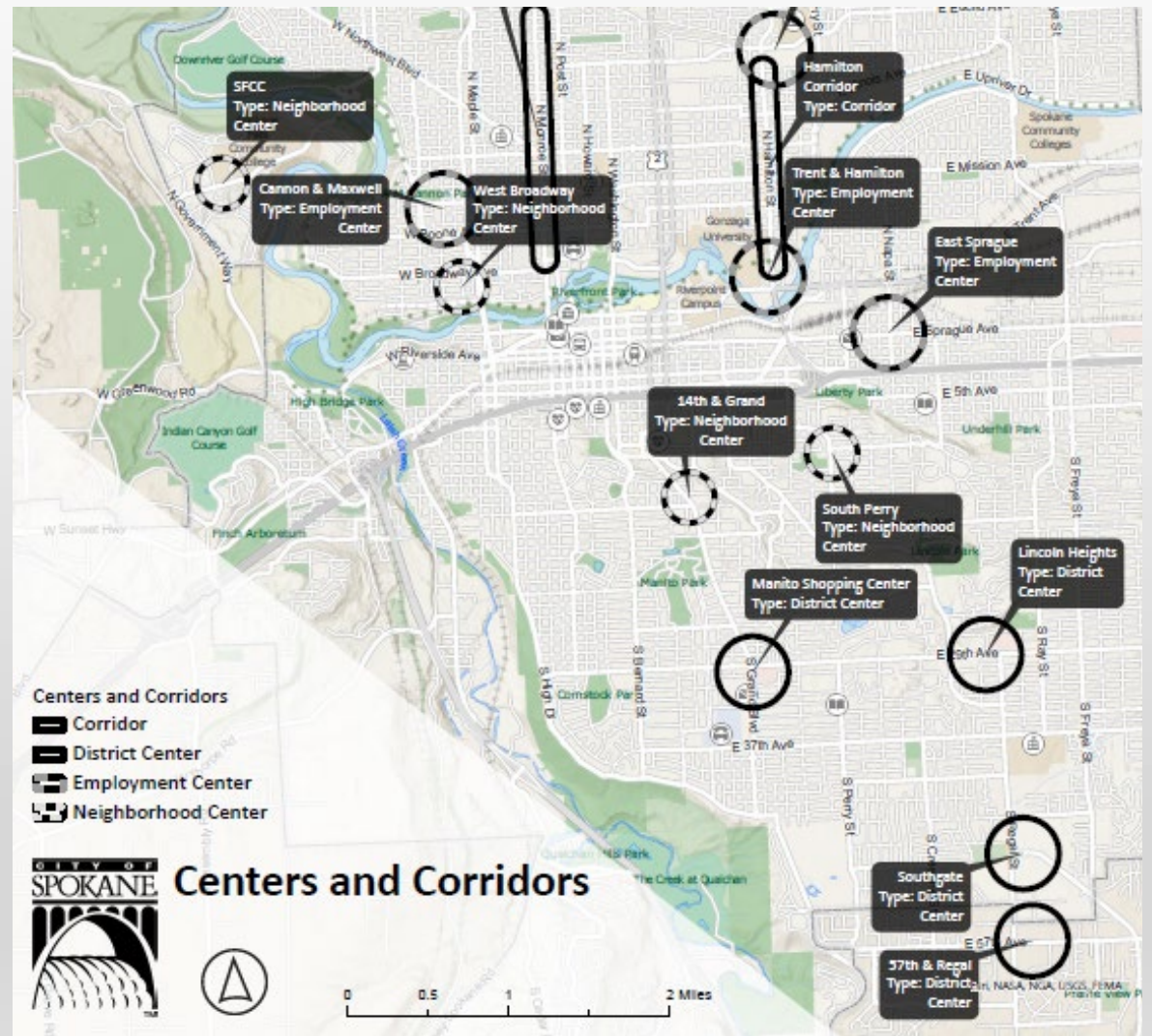
C&C has been in place since **2001**.





North of Euclid Ave.

South of Euclid Ave.



LU 3.2 Centers and Corridors

Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.

- Neighborhood Center
- District Center
- Employment Center
- Corridors

Center & Corridor Transition: 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.

Other “non-CC” land use designations under discussion

LU 1.6 Neighborhood Retail Use

Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map.

- Small neighborhood servicing outside of center
- Often along arterial or intersection corner

LU 1.7 Neighborhood Mini-Centers

Create a Neighborhood Mini-Center wherever an existing Neighborhood Retail area is larger than two acres.

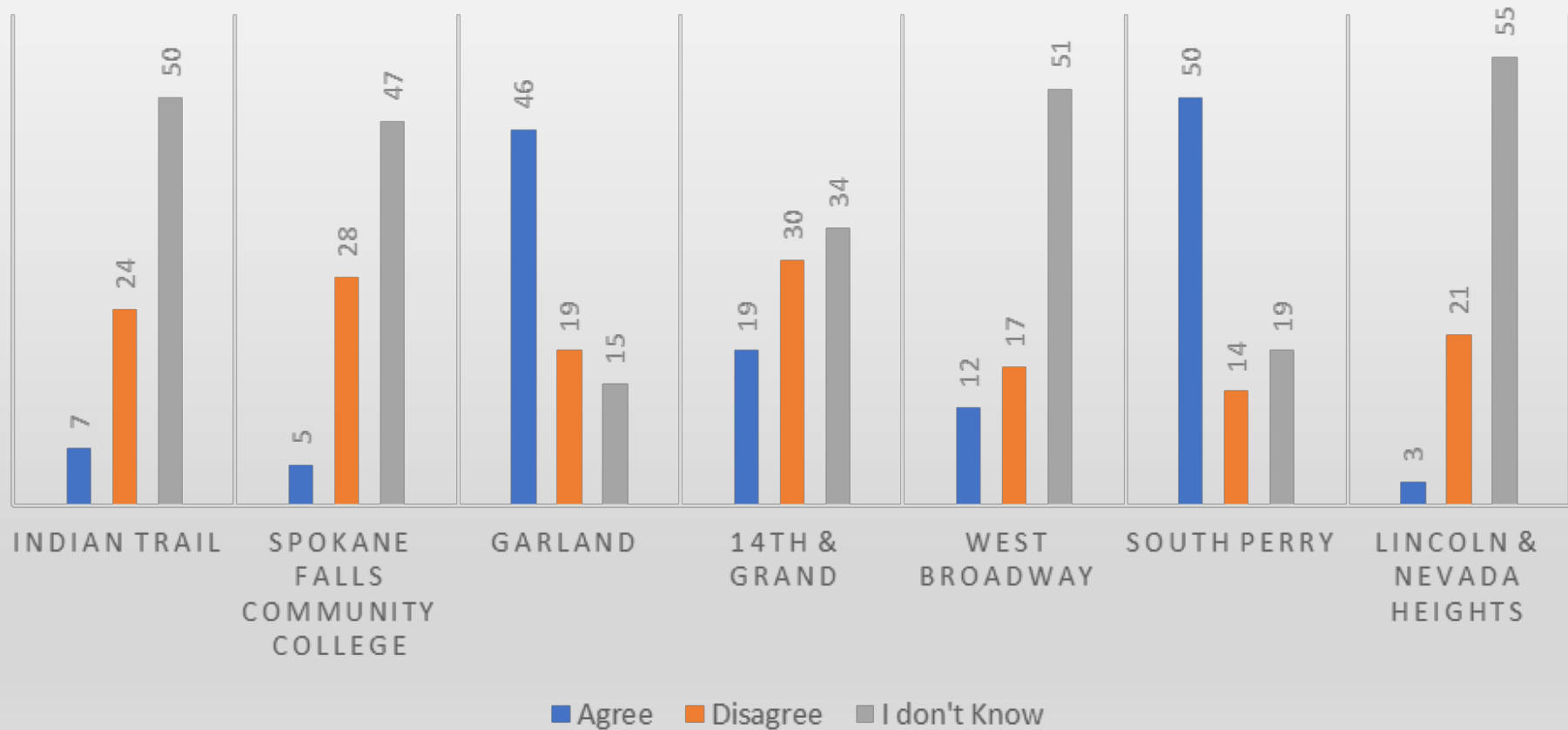
- Small neighborhood servicing outside of center
 - determined to be limited in development potential
 - Between 2 and 5 acres

QUESTIONS TO BE ANSWERED

- Have Centers fulfilled the intent of the Comprehensive Plan?
- Given market realities, are the current designated Centers likely to develop as planned?
- Are changes needed to the Comprehensive Plan policies, development regulations or design guidelines?

INITIAL FEEDBACK

Do the Neighborhood Centers meet the goals of the Comprehensive Plan?



INITIAL FEEDBACK

“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.”

“Although many of these are theoretically walkable/transit-friendly, businesses are often oriented across wide parking lots. This encourages driving.”

“Every one of these centers remains parking-forward. Every one of them can sustain far more than that. We need vancouverism (sic) applied to each. 20 story thin residential atop 2-3 story wider commercial. Buried parking garages.”

“None of these District Centers are by any stretch of the imagination pedestrian-friendly. Most building are surrounded by a sea of parking and unsafe to walk to. Most do not have a central gathering place that promotes social interaction.”

“Planners need to continue this trend of "stepping back" by removing restrictive development requirements around centers & corridors.”

POLICY CONTEXT

Previous/current **Centers and Corridors** planning activity

- Hamilton Corridor
- Shadle District Center
- Lincoln Heights District Center
- Whistalks Way/Government Way Neighborhood Center
- North Monroe Corridor
- 57th and Regal/Southgate District Center
- Trent/Hamilton Employment Center (South Logan TOD study)

POLICY CONTEXT

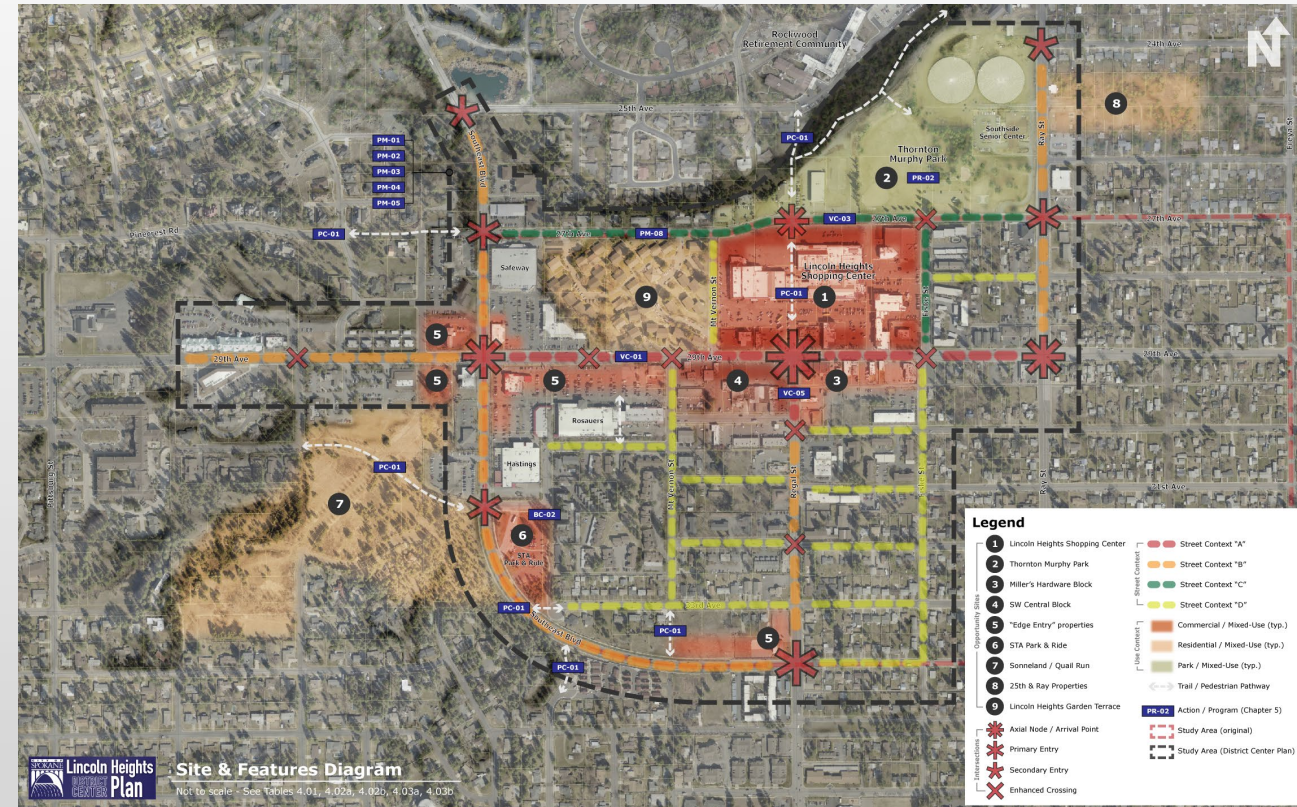
Previous/current **non-Centers and Corridors** planning activity

- North Bank (informed Downtown Plan Update)
- South University District Subarea Plan
- Connectivity and Livability Strategic Plan (included Southgate, Lincoln Heights, and Grand district centers and Grand/12th/14th and South Perry neighborhood centers)
- CityLine BRT
- North Division BRT (included Northtown District Center and Holy Family Employment Center)
- East Central Neighborhood Plan Update (included East Sprague Employment Center)

POLICY CONTEXT

Shared recommendations

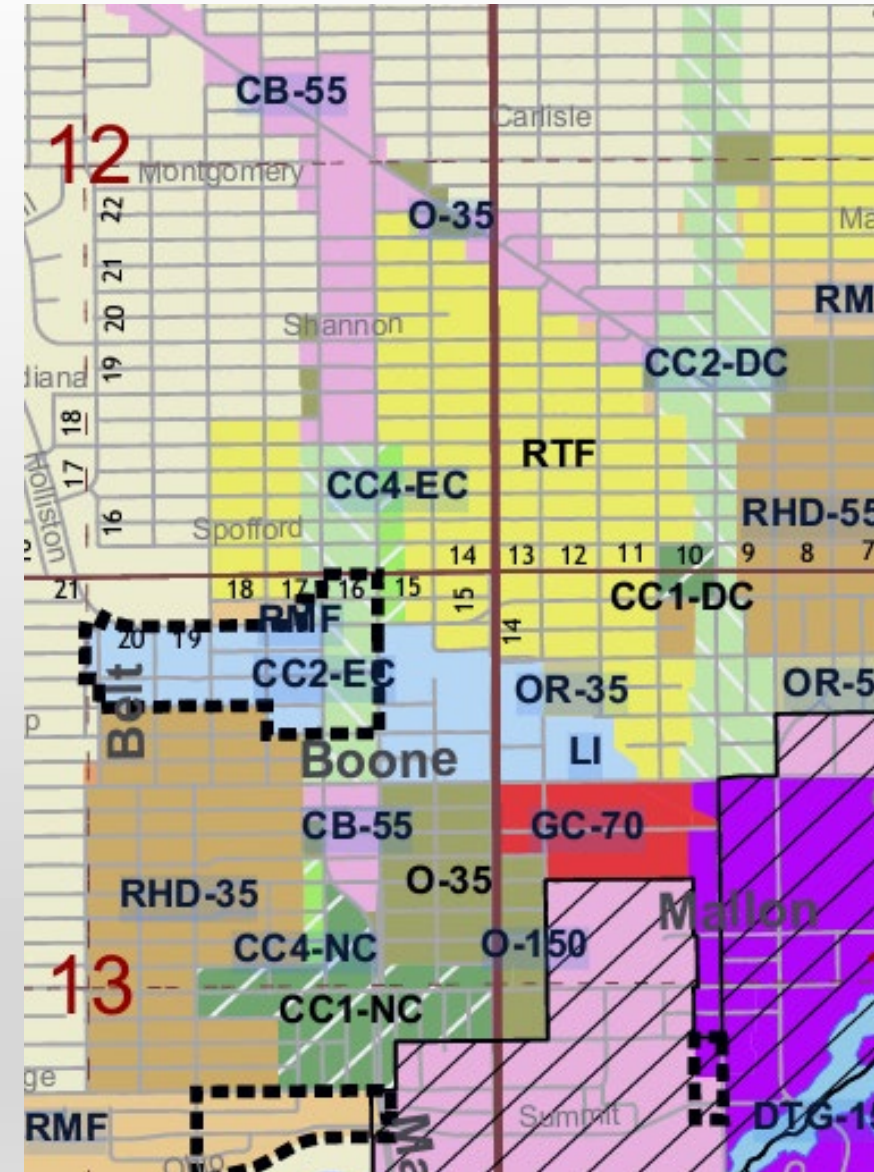
- **Connectivity**, facilitating non-motorized travel and reduced VMT
- **Residential infill**, of a variety of types
- **Public realm** improvements, focusing on quality of experience
- **Speed reduction**, balancing priority across multiple modes
- **Pedestrian safety**
- **Edge permeability**, facilitating access to the center or corridor
- **Transit** access, encouraging ridership



POLICY GAPS

Where Centers and Corridors **could improve**

- **Context** insensitivity
- Reliance on **subarea** planning
- Stop-gap **CC zoning** shortcomings and consistency
- Expectations versus **economic viability**
- Centers and corridors **left out**
- Employment centers **value**

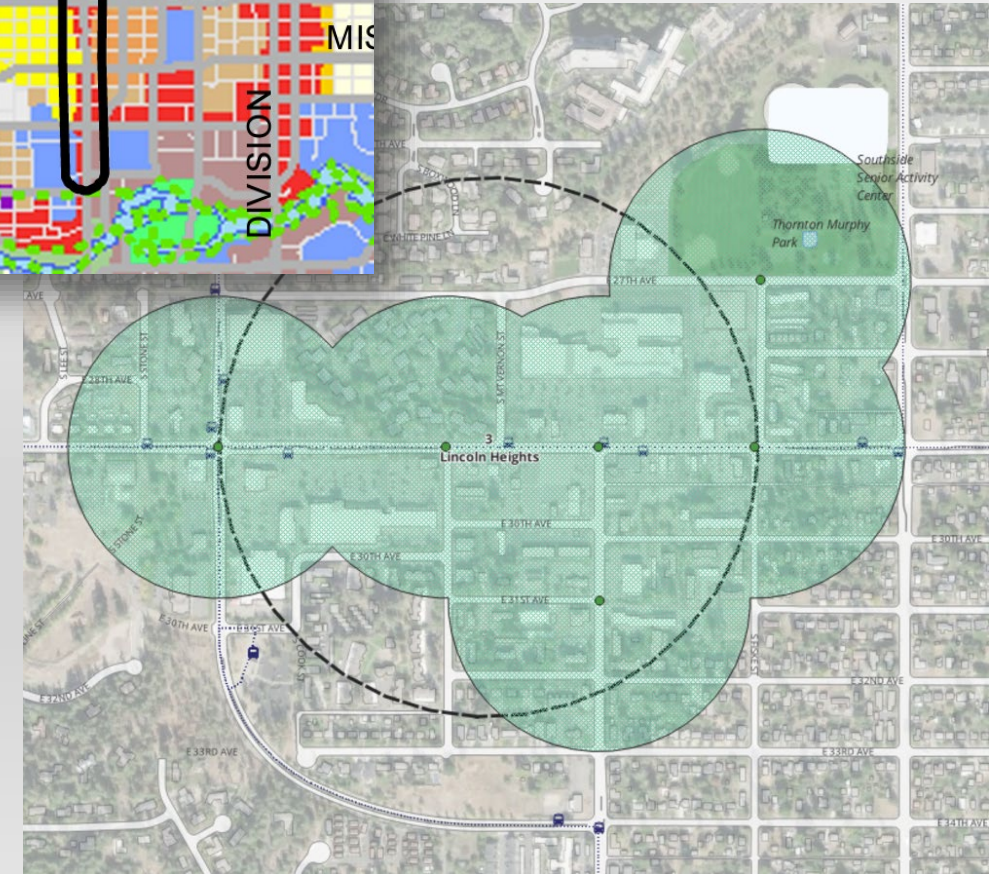
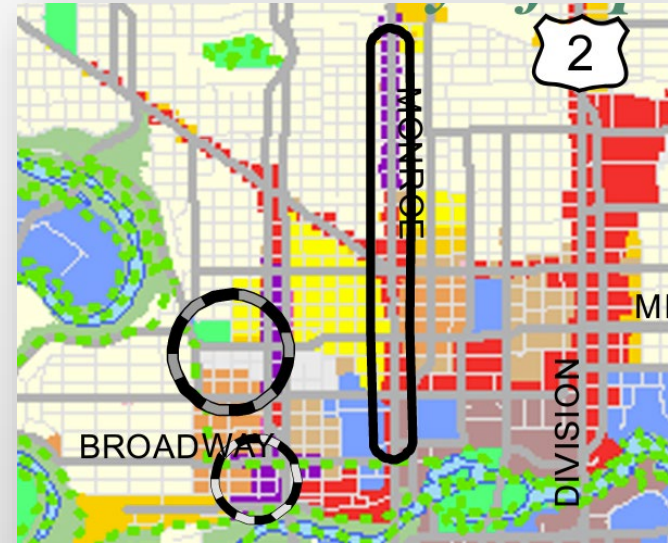


A portion of the current zoning map indicating the mix of CC and center designations

POLICY RECOMMENDATIONS

MAPPING

- **Diagrammatic** in Comprehensive Plan, with discretion in application of zoning based on context, condition, and economic viability, or
- Focused on distance to **transit stops**, clustering in centers and linear along corridors, with clear boundaries, or
- Mapped even more **precisely** in Comprehensive Plan, with defined boundaries and a set mix of permissible zoning within (MU and R zones).

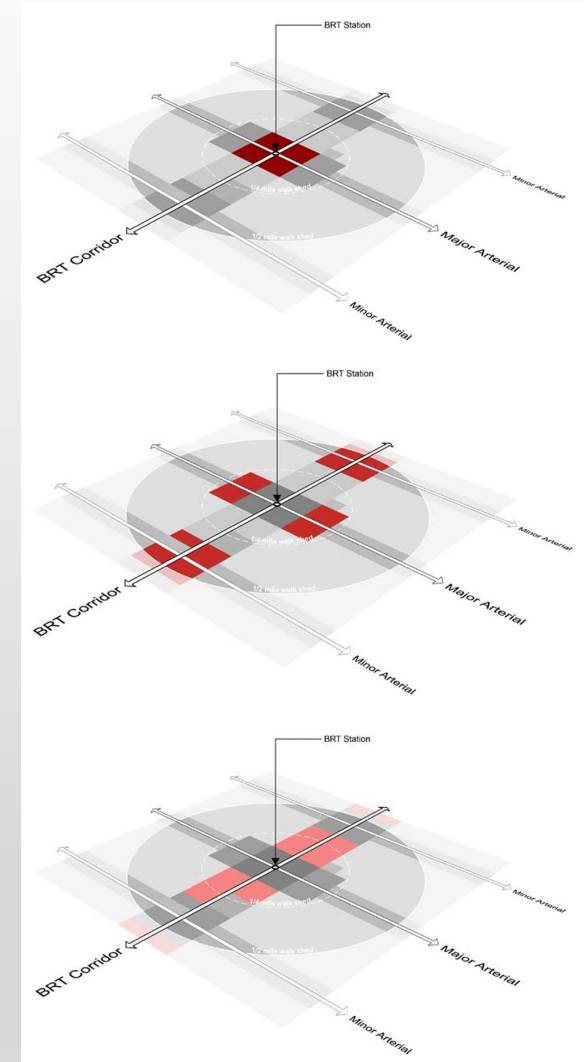


Existing planned land use map and an example of a more precise mapping approach

POLICY RECOMMENDATIONS

TYOLOGY

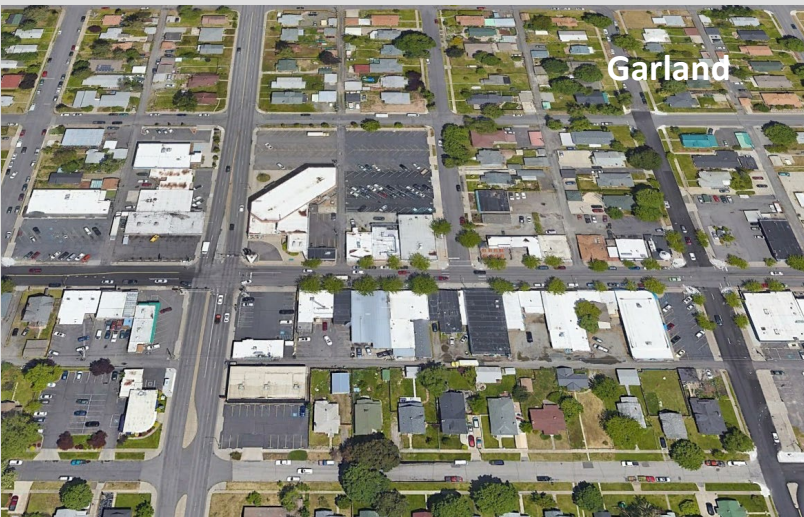
- **District and Neighborhood Centers**, consisting of a range of uses sensitive to their larger scale and reliance on access to a larger market area via arterial roadways or transit
- **Corridors**, with development types sensitive to their linear form, emphasis on an arterial streetscape, and relatively shallow depth
- **Employment Centers**, with an emphasis on regional access, all-day activity, freight traffic, noise, and aggregated or institutional land ownership
- **Mini Centers** and **Neighborhood Retail**, not now included in Centers and Corridors classification but generally consistent with mixing uses and facilitating neighborhood access to services



POLICY RECOMMENDATIONS

ERA

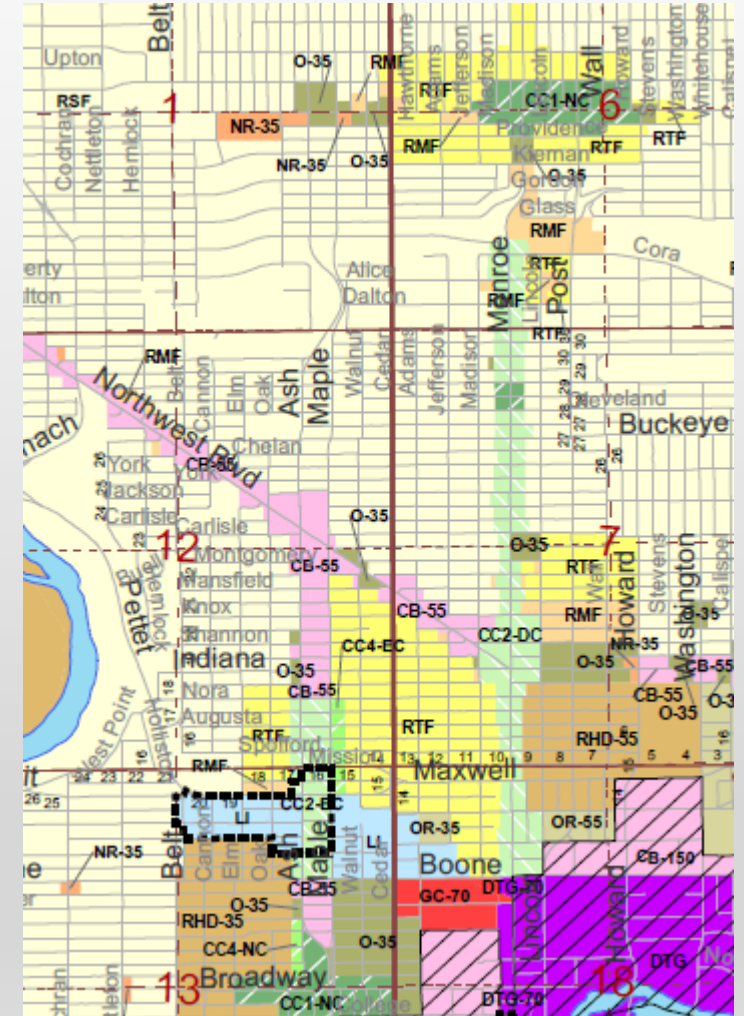
- **Pre-war** (Garland, South Perry), with emphasis on structure and infrastructure rehabilitation, incremental infill, and reinvestment incentives
- **Post-war** (Manito, Shadle), with emphasis on pedestrian improvements, speed reduction, “liner” buildings, and connectivity retrofits
- **Contemporary** (Indian Trail, Southgate), with emphasis on pedestrian access, connectivity retrofits, edge permeability



POLICY - REGULATIONS

Implement the updated Centers & Corridor policy framework with a new family of mixed-use zones

- New zones tailored to fit the context and goals for the Centers' updated typologies.
- Replace current system of CC zones.
- Craft the MU zones so that NR, NMU, and possibly O/OR can be integrated



New Family of Mixed-Use Zones

Create a base MU zone that allows for a wide mixture of uses and applies broadly. Integrate specialization in the following ways:

- Use mix (via zone)
- Pedestrian street designation
- Maximum height
- Off-street parking



Affordable Housing Approach

Continue to emphasize a market-based approach seeking to reduce zoning barriers to facilitate housing construction:

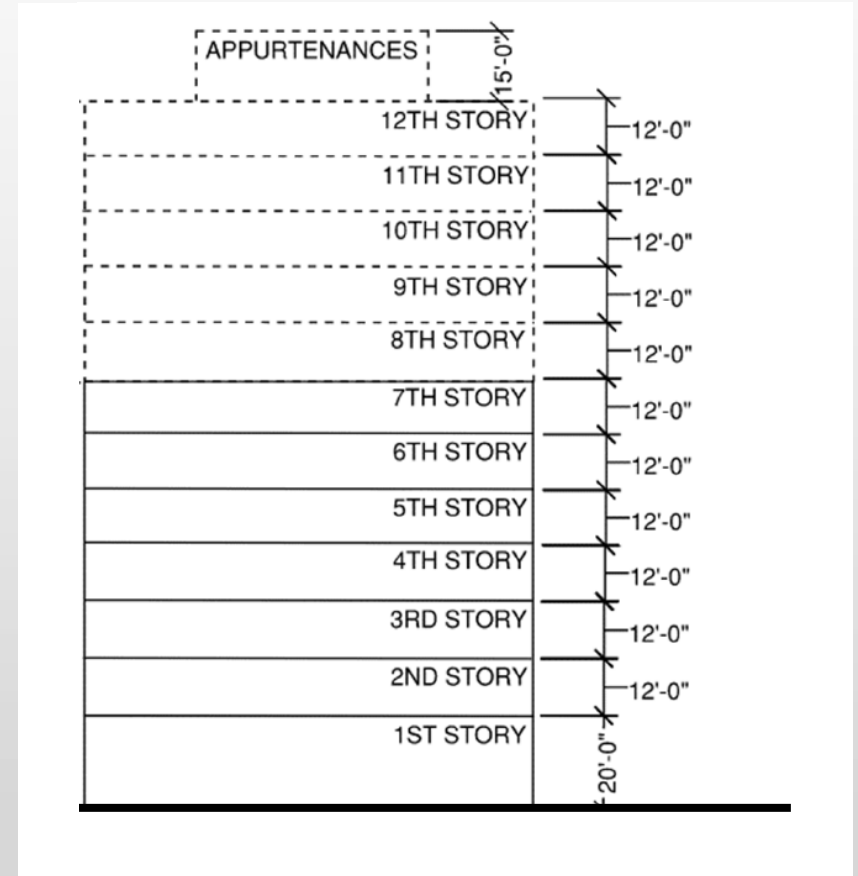
- In Centers & Corridors AND in neighborhoods throughout city.
- Emphasize housing “by right” over incentive-bonus based height/massing approaches.
- Continue to offer other incentives that encourage affordable housing development.



Building Height Approach

Update maximum building heights to:

- Accommodate evolving construction practices and trends.
- Provide flexibility for real estate market evolve and grow.
- Update zone transition standards that balances accommodating growth along edges of Centers & Corridors while limiting shading and privacy impacts on lower intensity neighborhoods.



Transit-Oriented Development

Craft mixed-use zoning that seeks to promote development most in those areas with good transit and infrastructure investment:

- Allow for taller building heights and greater intensity of development
- Prohibit low density and auto-oriented development
- Provide flexibility for real estate market evolve and grow.
- Eliminate all off-street parking requirements close to transit stations



Internal Connectivity

Integrate standards that enhance internal connectivity in new development and in redevelopment of existing commercial areas:

- Adopt maximum block size standards
- Develop through-block connection standards and options
- Update design standards to enhance development's frontage on through-block connections



Block Frontages

Refine current zoning and design provisions to reinforce and enhance existing pedestrian-friendly Centers & Corridors and to help create pedestrian-oriented streets and/or focal points in all other Centers & Corridors:

- Provide strategic refinements to current Pedestrian Street standards
- Provide standards that ensure that larger scale redevelopment integrates pedestrian-oriented streets and/or focal points.
- Integrate minor adjustments to the block frontage standards for all other streets that balances design flexibility with provisions that enhance the visual character and pedestrian safety.



Design Standards

Update the Centers & Corridor Design Standards to:

- Be more objective and predictable (while continuing to offer opportunities for strategic flexibility)
- Integrate the standards directly into the Municipal Code
- Integrate proposed block frontage and internal connectivity policies
- Integrate minimum useable open space for residential uses
- Integrate façade articulation standards



REGULATORY CONCEPT

Proposed Mixed-Use Zones:

- MU-1 The “base” mixed-use zone
- MU-2 The small neighborhood-scaled mixed-use zone
- MU-3 The residential mixed-use zone
- MU-TOD The mixed-use zone that emphasizes TOD

Mixed-Use Zones – Permitted Uses

Commonality: Residential permitted by right in all zones, except for properties adjacent to Pedestrian Streets

- MU-1 The “base” mixed-use zone
 - The most permissive zone
- MU-2 The small neighborhood-scaled mixed-use zone
 - Grocery stores 60,000sf max, other uses 20,000sf max
- MU-3 The residential mixed-use zone
 - Commercial must be integrated into a mixed-use building
- MU-TOD The mixed-use zone that emphasizes TOD
 - Auto-oriented uses prohibited

Mixed-Use Zones – Height

Allow for variable height “tiers” within most zones (prefix)

150’ MU-1 & MU-TOD

- Mostly those designated Employment Centers already @ 150’

90-100’ MU-1 & MU-TOD

- Accommodates 7-story mixed-use buildings

70-75’ MU-1, MU-2 & MU-TOD

- Accommodates 5-story mixed-use buildings

40’ MU-3

- Accommodates 3-story buildings, consistent with proposed R1

QUESTIONS and DISCUSSION



Thank You

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