

JULY 1999



CHARTING THE FUTURE

The Plan for a New Downtown

Prepared for:
THE CITY OF SPOKANE
DOWNTOWN SPOKANE PARTNERSHIP

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Prepared for:
The City of Spokane
Downtown Spokane Partnership

Prepared by:
Moore Iacofano Goltsman, Inc.
800 Hearst Avenue
Berkeley, CA 94710

In Association with:
Keyser Marston Associates, Inc.
Fehr & Peers Associates, Inc.

Planning Team

Community Participants

Thank you to the 1,500+ community members who participated in the planning process for Downtown's future! If you attended any of the workshops, look for your name on the following page.

Downtown Steering Committee

Gary Anderson
Don Barbieri
Andrew Baucom
Larry Brown
Sandra Buss
Judy Cole
Betsy Cowles
Roberta Greene
Betty Hennessey
Don Higgins
Steve Jones
Jim Kolva
Ted McGregor
Gary Miller
George Nachtsheim
Terry Novak
Al Payne
Ron Sims
Erik Skaggs
Craig Soehren
Tyrus Tenold
Mike Terrell
Ann Tucker
Monica Walters
Ron Wells
Bonnie Zahara

Downtown Spokane Partnership

Downtown Spokane Partnership
Karen Valvano, Founding President
Michael Edwards, President
Terry Lawhead, Operations Director
Annie Matlow, Marketing Director
Marla Nunberg, Marketing Assistant
Laura Delaney, Project Coordinator
Brenda Davis, Office Manager
Sharon Curtis, Fiscal Officer
Jennifer Florin, Receptionist

City of Spokane

Pete Fortin, Deputy City Manager
Charles L. Dotson, Planning Director
Marion B. Hess, City Planning Services
Bill Bell, City Planning Services

Consultants

Moore Iacofano Goltsman
Daniel S. Iacofano, Ph.D., Principal
David Paul Tuttle, Senior Project Manager
Junko Peterson, Project Associate

Keyser Marston Associates
Jerry Keyser, Principal
Marilyn Chu, Senior Associate

Febr & Peers Associates
Jack Peers, Principal
Jim Daisa, Project Manager

Sponsors

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Planning Team

John Adams	Mary Anne & Bob Brown	Doug Davidson	Aubrey George	Martin W. Howser	Allan Letourneau	Donald Mefkhof	Gary Pollard	Andrea Sharps	Ric Villalobos
Katie Adams	Brown	Carol Davis	Doug Gerber	Chris Hugo	Carl Lind	Matt Melcher	Mindy Poss	John Shearer	Todd Voshell
Shannon Ahern	Cal & Carrie Brown	George & Linda Davis	Harold B. Gilkey	Todd Huett	Jack Lindberg	Karen Mercer	Paul Potocki	Robert A. Short	Andrew Waddilore
Tahleigha Aitchison	Amanda Brown	Glenn Davis	Sandy Gill	Carol Hunter	Steve Livingston	Anne & Dick Merteas	Chris Powell	Douglas Siddoway	Jim & Jen Wagner
Margaret Aldridge	Teresa Brum	James E. Davis	George Girvin	Fred & Molly Hurand	Mary E. Lloyd	Traci Mertens	Pete Powell	Laura & Yan Silbert	Ed Walker
Jim Alota	Merrill Bruneau	Jeremy Davis	Mina Gokee	Will Hurley	Jared & Ruth	Don Metelchot	Tom Power	Juliet Sinistora	Susan Wall
Jodie Andersen	Carolyn & Bill Bryan	William H. Davis	Michael Goodwin	Frank Ide	Lockwood	Louis Meuler	Julian Powers	Gary Smith	Lynn & Ian Wallace
Carrie Anderson	George Bryant	Ruth Dawson	Robert & Mary Goodwin	Patti Idlof	Bob Lombardi	Glenn Miles	Jennifer Proctor	Rebecca Smith	Don Walsdorf
Daniel Antonson	Richard Bryant	Ragena Dearagon	Harrison Grafos	Ted Idlof	Sali Lombelic	Ms. Dee Miller	Bill Pupo	Valerie R. Smith	Jamie S. Walso
Eleanor & Matt Anderson	Sherrie Bryant	Skip & Julie Dearman	Frank Green	Mark Jackson	Annette Long	Steve & Linda	Pat Queal	Lois Snider	Leslie & Jeffrey Warner
Laura Arksey	Judy & Les Buchholz	Fran Degerness	Cindy Green	Andrew James	Derald Long	Mitrovich	Larry Quinlivan	Judy Soehren	Ann M. Watkins
Zac Aschenbrener	Peggy Burrell	Carol Delaney	Jerome Green	Don Jamison	Doris Lord-Flynn	Karen Mobley	Jerry Quinn, Jr.	Mike Sommer	Margaret Watson
Wayne & Joy Attwood	Leonard Butters	Sarah Deryan	Mary Gregg	Anita & Orval Jannsen	Phyllis & Lewey	Sam Moeller	Jack Radke	Lara Sopchak	Tamara Weaver
Ron Baer	Donald R. Cain	Paul Deyar	Marie Griswald	Diana Jenno	Lorenzen	Coleen Monaghan	Michael & Mary Ann Rapp	Lisa Spicer	Elaine & Louis Webster
Steve Baird	Liz Campbell	Dennis Dickens	Nate Grossman	Rose & Paul Jensen	Andy Louie	Ryan Monson	Jackie Rappe	Dorothy Spoerhase	Olivia Wechs
Karen Baker	Tawney Carner	Leslie Ann Groves	Chuck Gulick	Clyde Jimboe	Diane Lovell Masters	Ed Moore	Lorna Ream	Bruce Steele	Arne & Kathy Weinman
Carol Barber	Bill Caruso	Shanda Diehl	Nancy Gunn	Scott Johns	Jack Lucas	Jim Moore	Julie Rector	Cheryl Steele	Julie Wells
David Barbieri	Robbie & Vic Castleberry	Bruce Dietz	Farand Gunnels	Sue Johns	Bonnie Mager	Joy & Joel Moore	Tom Reese	Rick Steltenpohl	Ron Wendle
Stephen Barbieri	Matthew Cavione	Lori Dildine	Raymond Gunning	Keith Johnson	Aaron Magner	Mareon Moos	Donald & Mary Ann	Tom Stevenson	Brian Stewart
Lori Barlow	Orb Cee	Andy Dinnison	Lloyd Guthrie	Cheryl Johnston	Dennis Magner	John Morgan	Chris Streng	Ruth Reynolds	William Stewart
Orville Barnes	Curt Chambers	Dan & Elsa Distelhorst	Patricia Guzman	Carolyn Jones	Elinor Magnuson	Chris Morlen	Richelle Reid	Gary Rhodes	Chad Stoianoff
Robert Barren	Gwen Chambers	Larry A. Dixon	Rich Hadley	D. Patrick Jones	Mike Malla	Charles Morris	Lucy Reiner	Jim Rivard	Christopher Roads
Ryan & Ashley Barrett	Bill Child	Ken Dotson	Barb Hagedorn	Joyce Jones	Michael Mallasch	Ron Morrissey	Gary Rhoads	Frank Robinson	Deanna Strandhagen
Chris Batten	Fred Christ	Michelle Driano	Lisa Hagen	Steven L. Jones	Patrick Malone	Joan Moyer	Cherie Rodgers	Leslie Ronald	George Streng
Hannah L. Baucom	Betty & Jim Christie	Dale Dupree	Jeff Halstead	Lynn M. Jones	Margaret Manford	Kathy Mulady	Leslie Ronald	Melanie Rose	Lisa M. Strobeck
Bryan Baysinger	Jon Christopherson	Susan Durrie	Donna Hanson	Paul Jonser	Carol Manikowski	Steve Mumm	Werner Rosenquist	David Nanni	Tracey & Spenser Stromberg
John Beaton	Stephen R. Clark	Paul Dwyer	Joyce Hao	Jane Josyah	Paul Mann	Barbara & Will Murray	Rocky & Lolly Rothrock	David Sani	Pat Sullivan
Maria Beebe	Virginia Clark	Dixie Eggleston	Bill Hare	Madeline Kardong	Robert Mansfield	Chelsea Muto	Richard Rush	Paul Rutchfield	Phyllis Sullivan
Timon Behan	Julia & Owen Clarke	Robert Erice	Chuck Harmon	John Karling	Deann Martens	Donna Myles	Bob & Jerin Sweeney	Jack Saad	Doug Suor
David Bell	Shaani Claypool	Pat & Don Ericson	Gus Harras	Bill Kelley	Dave Martin	Doug Nadvornick	Greg Naken	Muhammadau Sami	Byron & Doris Swenson
Donna Bell	Wayne Clemm	Mike Estess	Jeanette Harras	Chris Kelly	Judith & Glen Mason	Greg Naken	David Nanni	Patricia Sampson	Peter & Laura Sanburn
Gayle Bender	Christine Collins	John Etter	Chris Harris	Darcy Kelly	Rose Matisse	David Nanni	Helen Sandifur	Phil Sandifur	David Sani
John Bennett	Sheila Collins	Bob Eugene	Kay & Suzanne Harris	Dean & Leola Kennedy	Garry Matlow	Jerry & Vicki Neely	Rocky & Lolly Rothrock	Eric Sawyer	Sam Sawyer
Kyle Bergstedt	Virginia Collis	Carol Eugene	Arch Harrison	Mike T. Kennedy	Riff Matre'	Russ Nobbs	Richard Rush	David Sani	Charles Owen
Peggy Berkaana	Jeff Colliton	Steve Eugster	Sean F. Harrot	Emily Kenney	Laurel & Robert Maudlin	Victor Noder	Paul Rutchfield	Patricia Sampson	Sheila Pachernegg
Lori Bertis	Janelle Fallan	Janelle Fallan	Annie Combelic	Brian Kenny	Marilyn Mayer	Shannon Noel	Jack Saad	Peter & Laura Sanburn	Mike & Sharon Page
Beverly Biggs	Nancy & Parker	Lori Farnell	Nancy & Parker	Kevin & Mary Jo King	Lucy McCandless	Art Nordling	Greg Sweeney	Helen Sandifur	Langley Pankey
Greg Birchell	Compass	Steve Faust	Compass	Hastings	Alfred & Joanne McCann	Marilyn Northern	Byron & Doris Swenson	Phil Sandifur	Beth McGibbon
David Black	Ted Conley	Ritch Fenrich	Ted Conley	Jerry & Renell Haupt	Lorinda Knight	Elizabeth Norton	Kim Thomas	David Sani	Linn McGinn
Sherm Blake	Robert Coomes	John Ferris	Robert Coomes	David Heath	Jeff Knox	John Nugent	Edward Thomas, Jr.	Seth S. Terry	John & Marie
Angela Blakeslerry	Rachelle Coon	Jo Ann Ficca	Rachelle Coon	Scott Hedin	Clare & Mike Kobluk	Donald O'Bannon	Cassandra Thommen	Kim Thomas	McGough
Bob Boehme	Kelly Corbin	Rosalia Fisher	Bob Boehme	Harry Hendron	Paul & Lorna Kropp	Chris O'Hara	Ruth & D. Thompson	Edward Thomas, Jr.	Mike McKay
Marion Boenheim	David Cotlore	Todd Fitzgerald	Marion Boenheim	Judy Henri	Dick Kunze	Patsy O'Connor	Clyde Timboe	Cassandra Thommen	Sean & Jayne
Bonnie Bonbour	April Cotton	Mike Flahaven	Bonnie Bonbour	Katie Heylman	Dave Laird	Al Odenthal	Glenn Traeger	Ruth & D. Thompson	Dave & Donna Hood
Merry Bond	Ed & Anjie Courton	Damion Fleskes	Merry Bond	Warren Heylman	Terry & Thomas	Phyllis Oestreich	Marilyn Trail	Glenn Traeger	Paul R. Hopkins
John Bonnier	Allen Cousins	Mary E. Flowers	John Bonnier	Janelle Higgins	Lalone	Carolyn Ogden	Shirley Vangelden	Glenn Traeger	Chuck Horgan
Sheri Bopp	Jay Cousins	Doug Floyd	Sheri Bopp	Sue Hildenbrand	Dan Lambert	Charles Owen	Jodi & Ken Vanvoorlus	Glenn Traeger	Robert Horne
Bob Boris	John Covert	E. Foerster	Bob Boris	Catherine Hill	Daniel Lannigan	Sheila Pachernegg	David Victor	Glenn Traeger	Patricia Houff
Jerry K. Boyd	Stacey Cowles	Bill Franks	Jerry K. Boyd	Robert Hilton	Lorraine Larson	Mike & Sharon Page	Kevin Twohig	Glenn Traeger	Debra Howard
Jeff Brannon	Dan Coyle	Steve Franks	Jeff Brannon	Al Hinkel	Dorothy Latendresse	Langley Pankey	Len Urgeleit	Glenn Traeger	
David Bray	Rob Crick	Libby Frederic	David Bray	Toni Hintz	Vern & Eleanor Laubach	Pat Partovi	Bruce Vaile	Glenn Traeger	
Daniel & Susan Bresnahan	Al French	Marilee Frets	Daniel & Susan Bresnahan	Tom Hix	Gary Lauerman	Chris Patton	Robert Van Veen	Glenn Traeger	
Mike Brewer	Susanne Croft	Roger Fruci	Mike Brewer	Roberta Hodgson	Tim Lawhead	Celina Pearie	Jim Vandemark	Glenn Traeger	
Rob Brewster	Nancy Crotty	Roger P. Fruci	Rob Brewster	Phyllis Holmes	James W. Ledford III	Kim Pearman-Gillman	Shirley Vangelden	Glenn Traeger	
Paul Briggs	Camille Crum	Christine Furston	Paul Briggs	Phyllis Holmes	Eric Lee	Douglas Pennell	Jodi & Ken Vanvoorlus	Glenn Traeger	
Sandi Britz	Kathy Cruz	Joe Gaffney-Brown	Sandi Britz	Phyllis Holmes	Dian Lee	Robert Perron	David Victor	Glenn Traeger	
Phillip Broadbent	Jane Cunningham	Danelle M. Gathrow	Phillip Broadbent	Phyllis Holmes	Richard & Julie Lentos	Linda Peters		Glenn Traeger	
Tom Brooks	Tim Cunningham	Tim Gavin	Tom Brooks	Phyllis Holmes	Margaret Leonard	Steve McNutt		Glenn Traeger	
Diann Brown	Garret Daggett	Dan Geiger	Diann Brown	Phyllis Holmes	Doug Leonetti	Judith McPherson		Glenn Traeger	
	Doug Danly			Phyllis Holmes		Mike & Shannon Meagher		Glenn Traeger	

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Executive Summary

1.0 INTRODUCTION

As the center and focal point of our cities, downtowns provide us with a sense of identity and remind us what we have in common as a community. Downtown Spokane tells the story of a rich history on the banks of the Spokane River – the wild river falls and natural areas in Riverfront Park evoke images of Native American tribes who first fished these waters.

Missionaries, miners, and farmers arrived with dreams of a better life in the 1860's, leaving their legacy in the historic buildings that still grace Downtown Spokane. As times have changed, Downtown Spokane has been forced to adapt to its evolving role within the City. This *Plan for a New Downtown* is devised to again strengthen the livelihood of Downtown for future generations through a strategic, coordinated community effort.

2.0 BACKGROUND

Importance of Downtown

Downtown Spokane offers the benefits of a large cosmopolitan city with the character and feel of a small town. In many ways it is the “heart” of Spokane.

Cultural and Activity Center. Events such as Hoopfest, Bloomsday, Pig-Out in the Park, the Lilac Festival, along with sports and cultural activities bring people together in a celebration of community. The Opera House, play houses, live entertainment, Cheney Cowles Museum, and Riverfront Park bring visitors to experience Downtown arts and culture.

Employment Center. Downtown is a major economic and employment center for the region.

- An estimated 22,500 jobs are located Downtown, including offices of the Spokane School District, Federal Government, City of Spokane, the U.S. Post Office, and numerous private corporations. Downtown Spokane also accounts for 2.4 million square feet, or an estimated 48 percent, of the leasable office inventory in the Spokane metropolitan area.
- 2,331 businesses (11% of the County total) are located Downtown.

Retail Center. The Downtown retail and entertainment core offers a unique urban experience, providing about 1.2 million square feet of retail space. This retail sector is a major tax base for the City – Downtown restaurants and shopping alone generated \$174 million, or 20% of the City's sales in the Comparison Goods and Eating & Drinking sectors, in 1996.

Housing Opportunities. 2,300 people now live in Downtown Spokane. With the introduction of new market-rate housing options, the residential base of Downtown can be expected to grow.

Convention and Visitor Center. The Convention Center helps to support a Downtown hotel industry that generates 63% of the City's hotel tax revenues. 73% of the 1,830 Downtown hotel/motel rooms are convention quality hotel rooms.

Academic Center. Gonzaga University, Eastern Washington University, Washington State University, and the Spokane

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Intercollegiate Research and Technology Institute (SIRTI) are a presence in Downtown Spokane.

Planning Area

The Downtown Planning Area is bounded by Boone Avenue to the north, Interstate 90 to the south, Division Street to the east, and Maple Street/Monroe Street to the west. The Planning Area is comprised of six functional and geographical sub-districts, including the Central Core, West End, East End, North Bank, South Side, and Riverfront Park. Significant areas outside the Planning Area are identified as “Mutual Influence Areas.” These include the County Government Area, Medical District, Summit Area, and Higher Education and Research District (including Gonzaga University and the Riverpoint Higher Education Park). The Mutual Influence Areas include and are surrounded by the adjacent Downtown neighborhoods, including Browne’s Addition, Cliff Cannon, East Central, Emerson Garfield, Logan, Peaceful Valley, and West Central.

Planning Process

The *Plan for a New Downtown* is the product of a joint public-private partnership between the City of Spokane and the Downtown Spokane Partnership (DSP), a not-for-profit coalition of business, government, and community leaders. The *Plan* was adopted as part of the City’s existing Comprehensive Plan, and will be a component of the new *Horizons* Comprehensive Plan when that process is complete.

The *Downtown Plan* is based on extensive community input. A 26-member Steering Committee, comprised of local business owners, property owners, residents, and community leaders, was established to guide the development of the *Plan for a New*

Downtown. Four workshops involving 1,500 community members were held throughout the planning process, including a *Downtown Vision Workshop*, *Planning and Design Charette*, *Alternatives Workshop*, and *Community Open House*. Additionally, three technical focus groups were convened on the issues of transportation, economic development, and urban design, and a widely distributed gazette publication kept the community abreast of latest developments.

The Draft Plan was unveiled at a public meeting in February 1999, when the community was invited to review and provide final comments. Input forms indicated that 90 percent of those in attendance agreed with the *Plan* and its action items, and fully 70 percent *strongly* agreed with the *Plan*.

The Draft Plan was reviewed by the Plan Commission and City Council at working sessions in February and March 1999. In March 1999, the City Council unanimously voted to adopt the *Plan* under the existing *City of Spokane Comprehensive Plan*.

A separate environmental review was not required for this document because it fits within the framework of the existing Comprehensive Plan (see *Threshold Analysis* in Appendix C). A full analysis will be conducted as part of the *Horizons* process.

3.0 ASSETS, CHALLENGES & OPPORTUNITIES

While there are hurdles to cross, Downtown Spokane has numerous assets to leverage in the redevelopment process. Challenges to achieving Downtown revitalization, identified by the community, include image and character, slow growth, poor connections to surrounding neighborhoods, lack of financing, and difficulty gaining community support for large-scale projects. Among Downtown’s assets are Riverfront Park, the Convention Center, Downtown’s regional location and



Spokane Symphony

proximity to the Spokane International Airport, regional retail center expansion, historic buildings, university and research opportunities, regional medical center, abundance of prime development sites, and community commitment as evidenced through high attendance at community workshops.

This *Plan for a New Downtown* leverages these assets to take advantage of several key opportunities available to Spokane:

1. *The Convention and Visitor Industry:* Economic analyses show sufficient convention market potential to support an expansion of the existing Convention Center. The expansion of the Convention Center will also support the Downtown retail, restaurant and entertainment sector and hotel industry.
2. *Downtown Housing Opportunities:* National trends showing increasing demand for market rate downtown housing present an opportunity for Downtown Spokane, which has the potential to successfully introduce market-rate housing.
3. *Downtown Retail:* The Convention Center expansion and new Downtown housing will support further expansion of the retail center, particularly for eating/drinking establishments, entertainment, and neighborhood services.
4. *Downtown Offices:* Near term office development should take advantage of opportunities to rehabilitate and reuse existing buildings. In the longer term, there will be a growing market for Class A spaces with large floorplates.
5. *Strategically Located Underutilized Sites:* Numerous vacant lots and surface parking lots throughout Downtown present an opportunity for quality development.
6. *Transportation and Circulation:* The many wide streets of Downtown Spokane currently have ample capacity, and offer an opportunity to reconfigure lanes, parking, sidewalks, and landscaping to improve the streetscape and street function for all modes of travel and creating a safe, pedestrian-friendly street level environment. A proposed light rail system for Spokane is yet another opportunity to introduce a convenient transit option into Downtown.
7. *Parks Recreation and Open Spaces:* Riverfront Park is a valuable resource for Downtown Spokane. Its concepts can be extended into the Downtown to provide additional plazas and open spaces for gatherings, ceremonies and enjoyment of the outdoors.
8. *Arts, Culture and Entertainment:* Arts, cultural, entertainment, and public art and sculpture venues Downtown can be leveraged as anchors to attract further development of these attractions.
9. *Historic Preservation:* Historic buildings provide an opportunity to create unique and interesting office, retail and residential spaces. As such, historic preservation complements economic and housing development by attracting residents and businesses that seek the unique historic character over suburban development.
10. *Community Design:* Implementing community design principles affords Spokane the opportunity of creating a pedestrian-friendly environment and lively urban experience.
11. *Emerging Industries and Technology:* Advances in technology have contributed to rapid growth in the bio-medical, computer, multi-media and communications industries.

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Spokane now has the opportunity to capture new start-ups by providing business incentives, infrastructure, and office spaces. Live-work spaces and converted warehouses have emerged as a popular work environment alternative for these organizations.

4.0 VISION

The Vision Statement, developed through a series of community workshops and meetings, paints a picture of Downtown Spokane as a regional center for shopping, working, living, recreation, and entertainment. Riverfront Park, the “Jewel” of the City, is the heart of a growing and vital Downtown.

Summary of the Vision for Downtown Spokane

As a destination, Downtown Spokane provides unique shopping and dining opportunities as well as diverse cultural, arts, entertainment, sports and recreational facilities. As an employment center, Downtown Spokane anchors major financial, medical, and government institutions. Downtown Spokane is also a vital neighborhood with housing opportunities and services for people of all incomes and age groups. Activity centers and public spaces are linked by a green, pedestrian-friendly street network and safe, reliable and convenient transportation and transit systems. Downtown celebrates its past through its connection to the Spokane River and through the preservation of historic buildings. Its future is determined through continued community participation and commitment.

5.0 DOWNTOWN PLAN CONCEPT

The Plan Concept is based on the Vision Statement, focusing on key activity nodes, supporting uses, and connectivity throughout Downtown. The Plan also calls for an aggressive economic development strategy to implement these improvements. As illustrated in Figure ES-1, the highlights of the Plan include the following components:

Development Opportunity Sites

The Downtown Plan identifies several key opportunity sites for new development. The Plan calls for the Convention Center to be expanded on the undeveloped site directly south of the existing facility. Underutilized properties on Stevens Street between Spokane Falls Boulevard and Main Avenue provide an opportunity to create a mixed-use development with a public plaza opening to Riverfront Park. This development will also enhance the Spokane Falls Boulevard corridor, strengthening the connection between the expanded Convention Center and the Downtown retail core.

Other major development opportunity sites include blocks along 1st Avenue in the West End; Bernard Street in the East End; and the Mallon/Post Parking Lot, blocks along Dean Street (between Boone and the River), and Normandie Street (between Washington and Division Streets) in the North Bank. These sites are targeted for their high potential to catalyze further redevelopment in Downtown.

Green Streets

The “green streets” concept builds on Spokane’s 1913 master park plan, which called for large regional parks and local neighborhood parks connected by a system of beautiful parkways and boulevards. These streets will have additional

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tree plantings and landscaping designed for both walking and driving. Our Downtown plan creates a network of three types of green streets centered on Howard Street and Spokane Falls Boulevard.

- Mainly pedestrian-oriented streets with high levels of retail activity.
- Streets for pedestrians, bicycles and autos, linking Downtown to adjacent residential neighborhoods and employment centers.
- Mainly auto-oriented streets and boulevards.

Howard Street “String of Pearls”

Howard Street will be developed as the central pedestrian element in Downtown Spokane. It is the “string” that links the “pearls,” or activity centers, of Downtown, including North Central High School, the Arena, the heart of Riverfront Park, the Downtown retail core, a new public square, the South Side, Lewis & Clark High School, and the Medical District. The corridor will be enhanced for pedestrian activity with amenities such as landscaping, wide sidewalks, street furniture, public art, outdoor restaurants, and improved sidewalk-building interfaces. An electric trolley will carry passengers along Howard Street through Riverfront Park, providing an exciting attraction and transportation link through Downtown.

Spokane Falls Boulevard Link

Spokane Falls Boulevard will be enhanced as the primary connection between the Convention Center/Opera House and Downtown retail core. As the interface between the Downtown Core and Riverfront Park, Spokane Falls Boulevard provides a unique opportunity to experience the best of both environments. Spokane Falls Boulevard will be enhanced with pedestrian amenities and new development.

Urban Refuge

Riverfront Park will be enhanced with a peaceful urban refuge in the center of bustling Downtown. Planned improvements include opening new vistas to appreciate the beauty of Spokane River and Falls and a new activity center with buildings oriented toward the Howard Street corridor. The Centennial Trail provides a vital pedestrian link between Downtown, Riverfront Park and area neighborhoods

Downtown Public Square

A new public square on Riverside Avenue between Howard and Post Street will be a “ceremonial” place for the City, designed for public events and informal gatherings. Its location across from the Spokane Transit Authority (STA) Plaza, terminus of the planned light rail route, makes it a natural urban gathering place.

Increased Public Transportation

A new light rail line will help ensure smooth traffic flow through Downtown from the east side of the City. The rail will run along Riverside Avenue, with stops at Riverpoint campus, at Bernard, and ending at the new Downtown square at Howard Street. The trolley system will be expanded to include the new Howard Street route and east-west connections from Gonzaga University and the Riverpoint campus to the County Government center and Summit area.

Skywalk Improvements

Improved connections from the skywalks to the street level and parking ramps, as well as new signage and public maps, will enhance the overall system for both shoppers and employees.

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6.0 STRATEGIC ACTION PROJECTS

Fourteen priority projects, listed in Table ES-1, were identified to catalyze revitalization of the Downtown. As a major driver of all other economic markets in Downtown Spokane, the Convention Center expansion is recognized as the highest priority project. The Convention Center expansion will bring additional visitors to Downtown Spokane, thereby fueling growth in the retail and hotel industries. The combination of selected Downtown improvement projects and new private retail development will also entice additional office development and new market-rate residential development. The priority projects form a catalytic network of actions that leverage the Convention Center expansion to support additional public and private investment and development.

Economic Development Program

The critical elements of the economic development program include:

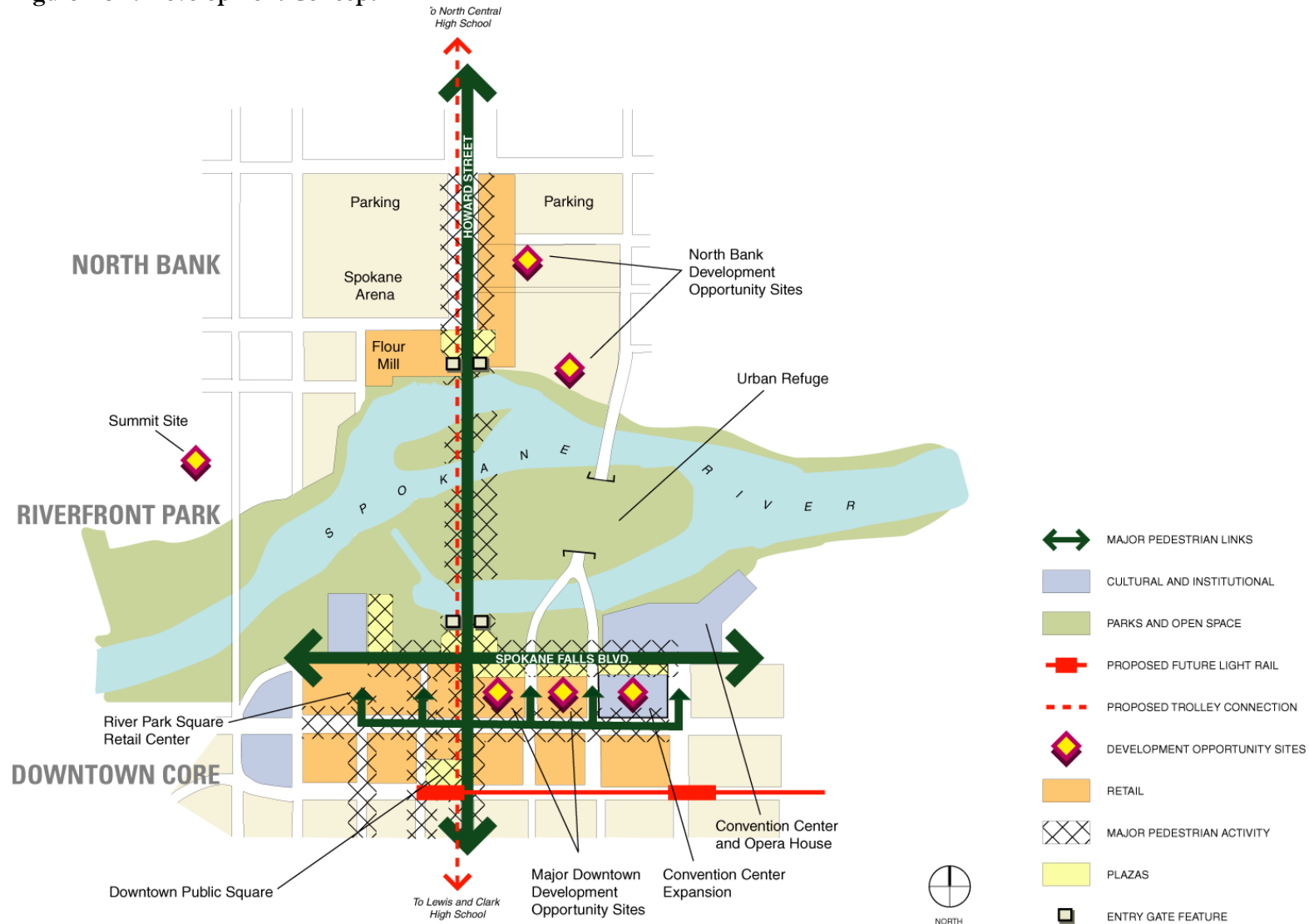
- Lobby for a change in the constitutional provisions of the State of Washington to create innovative municipal funding programs, such as Tax Increment Financing;
- Establish a city economic development champion;
- Create the Downtown Spokane Ventures Association (DSVA) at the DSP to focus on retail retention, expansion and attraction and the development of the Terabyte Triangle; and
- Commit city leadership and resources to strategic neighborhood economic development initiatives that generate new wealth.

Table ES-1: Strategic Action Projects and Targets

Action Project	Project Targets
Expand Convention Center	Project completion by 2003
Strengthen/reinforce retail core development	New development: 39,000 sq. ft. per year
Strengthen/reinforce office core development	New development: Class A – 43,000 sq. ft. per year Class B – 43,000 sq. ft. per year
Public Square	1-5 years
Howard Street Corridor	1-5 years
Improve Division Street as a Gateway to Downtown	1-5 years
Develop market-rate housing	New development: 200 units per year
Develop mixed use projects at First Avenue	1-5 years
Build a parking structure for the Arts District	1-5 years
Develop and market the “Terabyte Triangle” as a high-tech industry center	Immediate and ongoing implementation
Build a Science and Technology Museum	1-5 years
Develop retail, sports and entertainment uses at North Bank opportunity sites	5-15 years
Develop mixed use project at Stevens Street opportunity site	5-15 years
Revive the Downtown Public Marketplace	1-5 years

Executive Summary

Figure ES-1: Development Concept



1.0 INTRODUCTION

As the City of Spokane celebrates its 25th anniversary of the 1974 World's Fair Environmental Exposition, it has begun to examine the future of its Downtown. While times have changed greatly since the first settlers fished the Spokane River, this Downtown planning process has reaffirmed that the future of Downtown Spokane is a hopeful one. Developments such as River Park Square and the Convention Center expansion are evidence of Downtown's enduring appeal, as Downtown positions itself to greet the future.



Bloomsday!

This *Plan for a New Downtown* is a long-term vision and strategic action document that will guide Downtown development policies and actions for the next twenty years. The *Plan* also sets an action agenda for the immediate and near term (1-5 years). The projects and actions proposed in this *Plan* are designed to catalyze further public and private investment in Downtown.

Although the vision and strategies outlined in this *Plan* are intended to guide the next twenty years, this *Plan* should be viewed as a flexible work in progress. Priorities may shift as social, economic, and environmental conditions change, and the *Plan* should be continually refined to fit the needs of the community.

This document is a product of extensive community involvement and is intended to meet needs of all Spokane residents, businesses, employees, and institutions. Over 1,500 citizens participated in the development of this *Plan* through a series of workshops and focus groups.

Specific recommendations set forth in this *Plan* will require further study and analysis before implementation, including possible environmental impact analyses.

2.0 IMPORTANCE OF DOWNTOWN

As the center and focal point of our cities, downtowns provide us with a sense of identity and remind us what we have in common as a community. Spokane cannot afford to let its Downtown deteriorate as a major economic engine, activity center, and visitor destination – the “heart of the City.”

As identified by residents and businesses during the community involvement workshops, Downtown offers the

benefits of a large cosmopolitan city with the character and feel of a smaller town. The Spokane River, Riverfront Park, and the area's historic architecture help define the unique character of Downtown Spokane, which offers a vibrant urban experience.

Downtown is a major economic center for the region. Many local, state, and federal government offices, as well as major businesses, are located in and around Downtown Spokane. Downtown's retail and entertainment sector is a major tax base for the City – Downtown restaurants and shopping alone generate one-fifth of the City's sales tax revenues in the Comparison goods and Eating & Drinking sectors.

Events such as Hoopfest, Bloomsday, Pig-Out in the Park, the Lilac Festival, along with sports and cultural activities bring people together in a celebration of community.

Investing in Downtown is wise fiscal practice that capitalizes on Downtown's infrastructure, building space and history. Suburban sprawl is paid for in traffic jams, wasted time, gasoline, pollution, and higher taxes to support declining urban communities that can no longer support themselves.

3.0 THE PLANNING AREA

The City's official Downtown Neighborhood boundaries were adopted as the Planning Area for this *Plan*. In addition to the Planning Area, the *Plan* addresses Mutual Influence Areas, which are adjacent to Downtown. The Mutual Influence Areas are significant because of their potential to influence and be influenced by the Downtown. City neighborhoods, especially those adjacent to Downtown, are connected to Downtown through economic, social and political linkages.

The Planning Area, illustrated in Figure I-1, is bounded by Boone Avenue to the north, Interstate 90 to the south, Division Street to the east, and Maple Street/Monroe Street to the west. The Planning Area is further comprised of six functional and geographic sub-districts, including the Central Core, West End, East End, North Bank, South Side, and Riverfront Park. The Mutual Influence Areas include the County Government Area, Medical District, Summit Area, and Higher Education and Research District. (See Figure I-2.)

Development strategies have been devised for each of the districts and influence areas as well as for the Downtown as a whole.

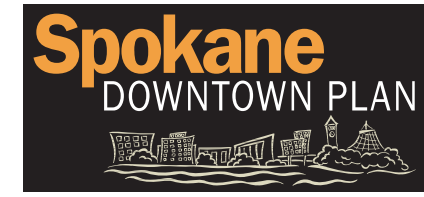


4.0 DOWNTOWN PLAN PROCESS

The *Plan for a New Downtown* is the product of a joint public-private partnership between the City of Spokane and the Downtown Spokane Partnership (DSP), a not-for-profit coalition of business, government, and community leaders. The City and DSP hired the consultant team of Moore Iacofano Goltsman, Inc., in association with Keyser Marston Associates, Inc., and Fehr & Peers Associates, Inc. to help facilitate the community involvement process, prepare the plan document, and provide technical assistance.

The *Plan for a New Downtown* was developed over a 12-month period based on an extensive community involvement process. The process involved five major steps:

1. Developing the Vision;
2. Identifying Alternative Actions;
3. Analyzing and Selecting the Preferred Alternative;
4. Refining the *Plan for a New Downtown*; and
5. Adopting the *Plan*.



CITY OF SPOKANE
DOWNTOWN PLANNING
AREA
Figure I-1



SCALE: 0 1 2 3 miles



City of Spokane
Room 200 City Hall
805 West Spokane Falls Blvd.
Spokane, WA 99201-3339



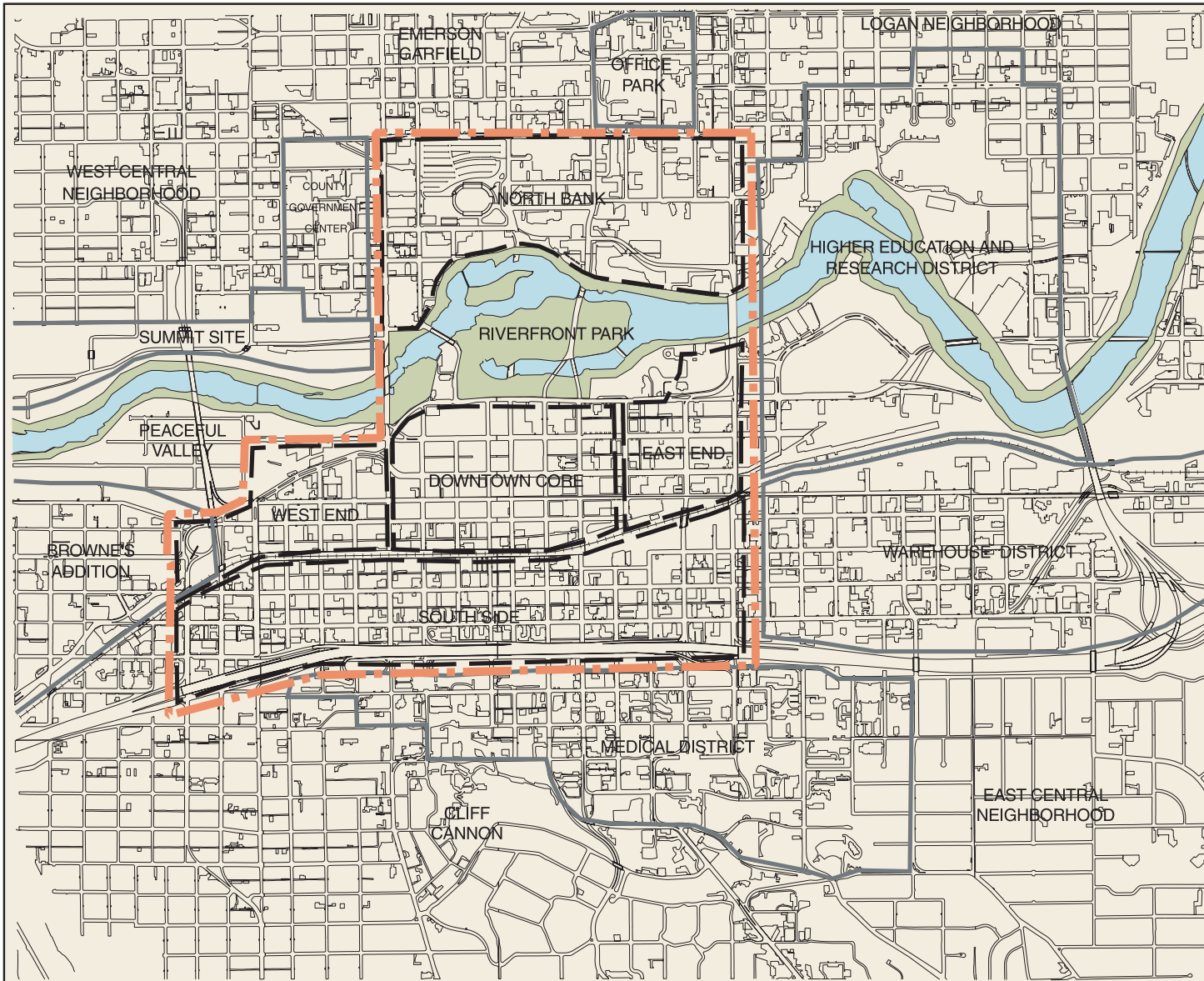
Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

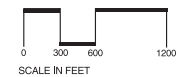
800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7540 Fax: 510/845-8750

JANUARY 1999



DOWNTOWN DISTRICTS, INFLUENCE AREAS AND NEIGHBORHOODS

Figure I-2



City of Spokane
Room 200, City Hall
608 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

JANUARY 1999



Hundreds of community members attended workshops, participated in discussions with the steering committee and staff, and submitted written comments on the Downtown Plan.



Steering Committee

A 26-member Steering Committee was established to guide the planning process. The Steering Committee comprised of business owners, property owners, residents, and community leaders. Over the course of the planning process, the Committee helped to formulate the plan recommendations to the Plan Commission and City Council. The Committee dedicated many hours to the planning process, including 11 meetings, an intensive working retreat in Berkeley, and a field trip to study planning examples in Portland, Oregon.

Community Participation

Five community workshops were held throughout the planning process. Four gazette publications, entitled “Envision Spokane,” were distributed to inform the public of upcoming opportunities to participate in the process and to share the latest plan developments. Additionally, over 1,500 people and businesses were on the mailing list to receive the publications.

The first workshop was the *Downtown Vision Workshop*, held on February 5, 1998 at the Spokane Convention Center. Over 500 people attended this meeting, which provided a forum for property and business owners, workers, residents, and community organization representatives to articulate their vision, insights, experiences, and ideas regarding the future of Downtown. The Vision for Downtown Spokane, detailed in Chapter III of this *Plan*, is a direct result of this first workshop.

Over 300 people attended the second workshop, the *Planning and Design Charette*, held on April 2, 1998 at the Cavanaugh’s Inn at the Park conference facilities. “*Charette*” is a French term that refers to an intense idea and design generating workshop session undertaken in a limited time period to solve

a particular problem. Participants were asked to visit any number of booths or “planning stations” around the conference room. At each of the stations, participants worked with City staff and Steering Committee members in an interactive activity for designing and recording solutions for Downtown’s future. Participants were also asked to evaluate a draft vision statement developed from the previous workshop.

The *Alternatives Workshop* was the third in the workshop series, held on May 13, 1998 at the Spokane Convention Center. Over 160 participants attended this workshop at the Spokane Convention Center. The purpose of this third meeting was to review major alternatives for Downtown Activities and Land Uses; Transportation and Circulation; Community Design and Streetscape Improvements; Parks and Open Space; and Cultural, Art and Historic Preservation. Strategic plan policy statements were developed based on the input from this workshop.

Over 180 people attended the *Community Open House*, the fourth workshop of the series. The Open House was held on June 17, 1998 at the Spokane Convention Center. Members of the community were invited to “drop-in” from 4 – 8 PM to review and comment on the emerging planning framework, major policy directions devised from input from the third workshop.

The Draft Plan was unveiled at a public meeting on February 11, 1999. The community was invited to this event to review and provide final comments on the *Plan*, and to celebrate the future of Downtown Spokane. Over 200 citizens attended this event. Input forms indicated that 90 percent of those in attendance agreed with the *Plan* and its action items, and fully 70 percent *strongly* agreed with the *Plan*. This strong support will be important as the *Plan* is implemented.

Technical Focus Groups

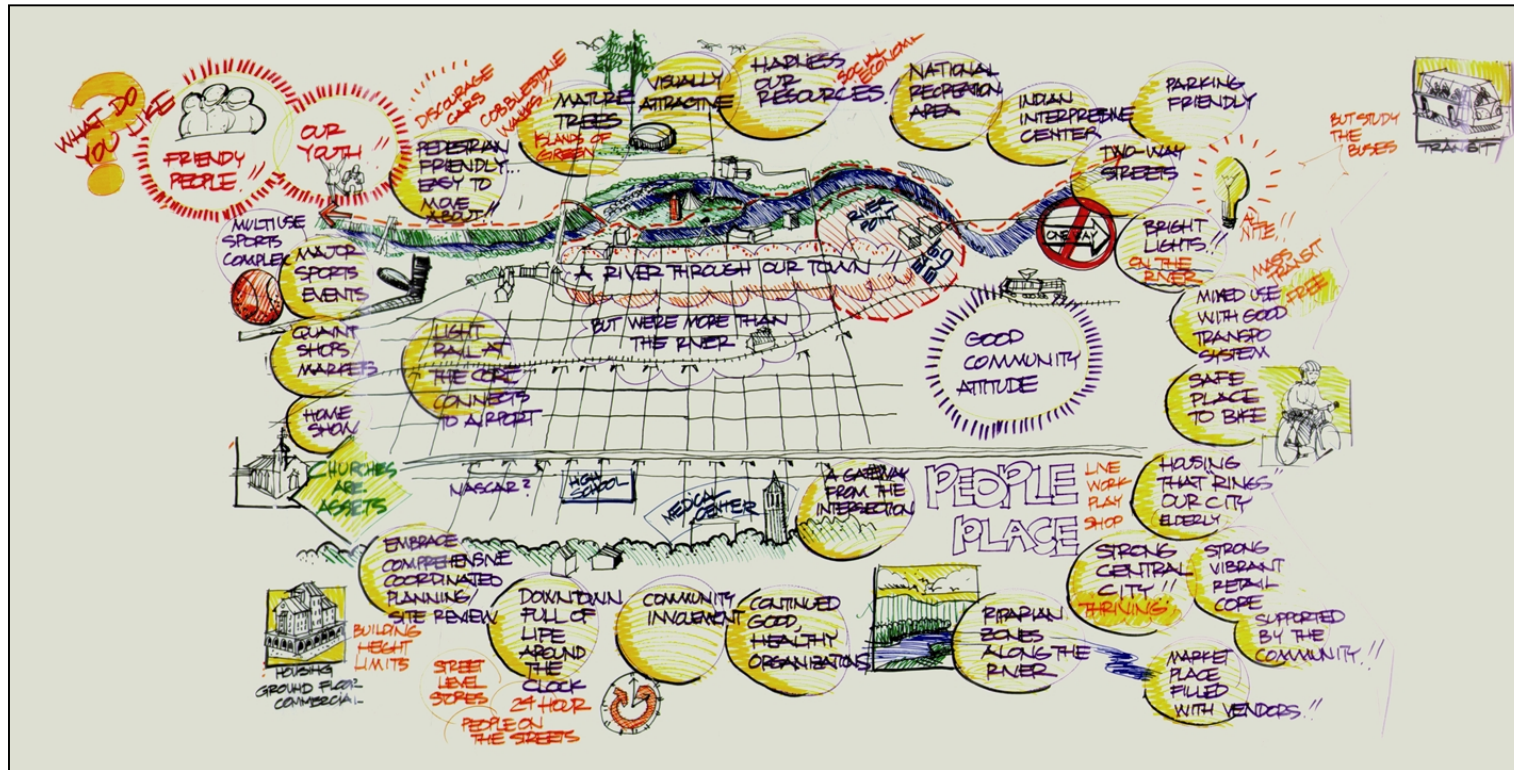
In addition to the large community workshops, local experts were invited to participate in three focus groups to help refine the alternatives and assess the feasibility of specific projects and policies for Downtown Spokane. The focus group sessions addressed Urban Design, Transportation and Economic Development.

Plan Commission and City Council Review

The Draft Plan was reviewed by the Plan Commission and City Council at working sessions in February and March 1999. In March 1999, the City Council unanimously voted to adopt the *Plan* under the existing *City of Spokane Comprehensive Plan*. The *Plan* will be a component of the new *Horizons Comprehensive Plan* when that process is complete.

Environmental Review

A separate environmental review is not required for this document because it fits within the framework of the existing *Comprehensive Plan* (see Appendix C). A full environmental review is being conducted in conjunction with the *Horizons* process, and specific recommendations set forth in this *Plan* may require separate environmental impact analyses.



The community's ideas for Downtown Spokane were recorded on wall-sized sheets of butcher paper during workshops. The "wallgraphic" shown above was produced during the first community workshop in February 1998.

5.0 STRATEGIC APPROACH

The *Plan for a New Downtown* is a guide for the future revitalization and development of Downtown Spokane. The *Plan* identifies a number of changes that have occurred since the last plan document was adopted for Downtown. The new *Plan* looks forward, and sets a vision for Downtown and a strategy of implementing that vision into the 21st Century.

Strategic planning is a process that:

1. Identifies the strengths and challenges facing a community; and
2. Lays out actions and steps for successfully shaping its future.

Strategic planning produces a shared vision for the future and a framework for decision-making and allocation of limited resources. In short, the Strategic Plan is an agreement of the community on what needs to be done and how it is going to get done.

Plan for All People of Spokane

The *Plan for a New Downtown* is a plan for all members of the Spokane Community. One of the strengths of the *Plan* is that it brings the people of Spokane into the decision making process. From the very beginning, the Downtown Plan Steering Committee, the City of Spokane and the Downtown Spokane Partnership encouraged active public involvement throughout the process. This objective was to ensure that the *Plan* accurately represents the diverse interests and values of the community. In addition, a good public participation process generates the interest and commitment necessary to gain continued public support for plan implementation.

Economic Reality

The *Plan's* strategic approach is grounded in a realistic understanding of the economic conditions of Spokane. It acknowledges the economic limits, market demands and trends affecting Downtown development. The challenge facing Spokane, both in the public and private sectors, is to effectively utilize limited resources. The *Plan* emphasizes strategically selected priority projects and programs that will provide the most impact for making changes in Downtown. These priority projects are catalysts for attracting and promoting additional private investment and new development that will have the greatest impact for improving Downtown.

The strategic planning framework includes:

- *A Vision for Downtown Spokane* – a written statement of Downtown Spokane's ideal future, a vision of the future based on the community's desires for Downtown and the economic, physical assets, opportunities and challenges.
- *The Action Plan* – an outline of immediate and long-term actions, additional planning efforts, programs, and improvement projects necessary for *Plan* implementation.
- *Priority Projects* – specific public and private investments aimed to move Downtown Spokane toward its desired future.
- *Planning Guidelines and Standards* – to maintain and enhance Downtown's unique character and identity.
- *Programs* – ongoing efforts to create and maintain and improve Spokane's high quality of life.

- *Continued Public Involvement* – information and participation strategies for staying in touch with the community.
- *Monitoring of Progress* – ongoing plan review and updates, revising action priorities, projects and programs as economic conditions change and goals are met.

6.0 PLAN ORGANIZATION

This *Plan for a New Downtown* is organized into six chapters:

Chapter I: Introduction

This chapter describes the purpose and role of this *Plan*; the planning area; plan process; strategic implementation approach; and organization of this document.

Chapter II: Context and Issues

This chapter discusses the context within which the Downtown Development Plan will be implemented, including the regional context, the City's Comprehensive Plan, history, and community and economic trends.

Chapter III: Vision and Concept

This chapter presents the community's vision for Downtown Spokane, and a Downtown Development Concept that solidifies the key components of this vision.

Chapter IV: Downtown Strategies

This chapter outlines the objectives, strategies, and key actions selected by the community to guide Downtown development in the areas of land use; economic development; housing; transportation and circulation; community design; historic preservation; arts, culture and entertainment; and infrastructure.

Chapter V: District Strategies

This chapter outlines the objectives, strategies, and key actions selected by the community to guide development in each of Downtown's districts, special overlay districts, and mutual influence areas. These areas include the Central Core; West End; East End; North Bank; South Side; Riverfront Park; Terabyte Triangle, Hotel, Opera House and Convention Center District; Restaurant and Entertainment "Hot Zones"; Arts and Entertainment District; City Government Center; Medical District; Summit Area; and Higher Education and Research District.

Chapter VI: Plan Implementation

Chapter VI lays out an administrative framework and course of action for implementing the *Plan for a New Downtown*. Priority projects and initiatives for immediate action are summarized in the "Action Matrix," which identifies the agencies or organizations responsible for implementation, timeframe for implementation, and potential funding sources. The chapter also presents benchmarks to be used for periodic assessments of progress towards the goals of this *Plan*.

1.0 REGIONAL SETTING

As the largest city between Seattle and the Minneapolis-St. Paul metro areas, the City of Spokane is the gateway to the Inland Northwest. Spokane is located 18 miles west of the Idaho state line and 110 miles south of British Columbia, Canada in eastern Washington (see Figure II-1, Regional Trade Area). Over 1.7 million people reside within the Inland Northwest trade zone, a region encompassing 36 counties, including parts of Montana, Oregon, Idaho, British Columbia, and Alberta, Canada as well as Washington. The varied topography of this region includes rolling wheat fields, snow-capped mountains, lush forests, desert areas, pristine lakes, and raging rivers.



View of Spokane Falls in 1880

2.0 RELATIONSHIP TO THE COMPREHENSIVE PLAN

The *Plan for a New Downtown* has been officially adopted by the City Council as a component of the City's existing Comprehensive Plan, and will be incorporated into the new *Horizons* Comprehensive Plan as the City completes that planning process. The policies and actions set forth by the *Plan for a New Downtown* are consistent with the direction of the *Horizons* Comprehensive Plan. A coordinated environmental review is being conducted for both documents under the *Horizons* process. A separate environmental review for this *Plan* is not required under Washington State law because the impacts are not significantly different from the previous Downtown Plan (see Appendix C). Specific recommendations will require further study and analysis before implementation, including possible environmental analysis.

3.0 HISTORY OF DEVELOPMENT

Native Americans were the first to inhabit the Spokane area. Fishing on the banks of the Spokane River was an important resource to early inhabitants. In 1810, members of John Jacob Astor's Pacific Fur Company established a fur trading center, The Spokane House, on the Spokane River. Missionaries, miners, and farmers began to settle in the region in the 1860's. The Northern Pacific railroad reached the Spokane area in 1881, making the region accessible to most of the nation. The town of Spokane Falls was incorporated in 1881, and renamed Spokane in 1891.

In those early years, Spokane was a regional center for lumber, mining and farming industries of the Inland Northwest. The river was the center of a sprawling railroad yard.

Spokane is a strong-willed city with a history of recovery from hardship. The "Great Fire" of August 4, 1889 wiped out the entire business community of Spokane. The City's industrious citizens immediately started to rebuild the city, and by 1909, Spokane had grown to a population of 140,000. The Depression in the early 1930's also had a deep impact on Spokane, but the City rebounded once again with increased military spending and growth in industries supporting World War II efforts.

Like many other American cities, Spokane has seen increasing decentralization in recent years. The growth of suburban single family housing and outlying commercial centers has eroded the dominance of Downtown Spokane as a trade center. However, Downtown continues to be a vital part of the region and attracts many visitors with its Convention Center, cultural activities, sports events, Riverfront Park attractions, commerce, shopping and dining.

Throughout this history, the Spokane River has remained the focal point of the community, both physically and symbolically. As the host of the 1974 World's Fair Environmental Exposition, Spokane converted a rusting rail yard into the famous 100-acre Riverfront Park, centered on the Spokane River. The Park today is a living example of Spokane's commitment to Downtown and ability to transform itself to meet the new demands of changing times.

4.0 PAST PLANNING EFFORTS

Planning efforts in Spokane began over ninety years ago, with the City's first subdivision regulations adopted in 1906. The City Plan Commission was established by Charter amendment in 1917, and it adopted its first zoning ordinance in 1929.

The Olmsted Plan

Before the establishment of the City Plan Commission, the City of Spokane addressed planning issues through its Board

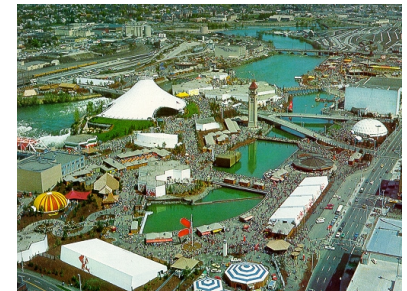
of Park Commissioners. The Park Commissioners' Annual Report of 1913 includes recommendations from the Olmsted Brothers, a renowned landscape architect team from Massachusetts. The Olmsted Plan called for large regional parks and local neighborhood parks, connected by a system of parkways and boulevards designed for pleasure driving and walking. Among the plan's recommendations were the inclusion of rapid transit, ornamental public squares, building height limitations, and street trees in Spokane. Many of these elements are revisited in this *Plan for a New Downtown*.

Recent Downtown Plans

This document is not the first planning effort specifically for Downtown Spokane. A *Plan for Central Business District Development* was developed for the City of Spokane in 1961, and updated as part of the City's Comprehensive Plan in 1978. In 1990, the City adopted the *Downtown Spokane Development Plan* as an update to the 1978 Plan.

5.0 THE DOWNTOWN AREA

For the purposes of this *Plan*, Downtown Spokane has been subdivided into six sub-areas, or districts. While all districts have a mix of residential, office and commercial land uses, each district has its own flavor. The Downtown Core is the retail and office core of Downtown, with the highest intensity of activities. The North Bank is the sports and entertainment center of Downtown, with the arena and close ties to Riverfront Park. The West End and East End are mixed use office and residential neighborhoods and the South Side includes industrial, warehouse, light industrial activities, and auto-oriented commercial uses along the Interstate 90 highway corridor. Riverfront Park, showcased at Expo '74, remains the heart of Downtown, with the river and falls creating an urban refuge for the metropolitan region.



Old railyards were reclaimed as Riverfront Park for Expo '74



REGIONAL TRADE AREA Figure II-1



SCALE: 0 16 32 48 miles



City of Spokane
Room 200, City Hall
808 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

JANUARY 1999

6.0 COMMUNITY PROFILE

Downtown Demographics

The 1997 residential population in Downtown Spokane is estimated at 2,300, representing only about 1% of the total City population. The majority of existing Downtown residents has traditionally been lower income, elderly people living in publicly assisted rental apartments. Residents in the Downtown area are estimated to have a median household income of \$11,400 and an average per capita income of \$14,700, which is lower than the county population (\$33,300

median household income and \$17,600 per capita income). As illustrated in Figure II-2, the County population is estimated to grow from approximately 360,000 in 1990 to a range of 500,000 – 600,000 in 2020. This represents an annual growth rate of 1.09% (low estimate) to 1.72% (high estimate). If Downtown grows at the same rate as the County, the 1990 residential population of 2,100 can be expected to grow to a population in the range of 2,900 – 3,500 residents.

Table II-1: Estimated 1997 Demographic Characteristics of Downtown Residents

	Downtown	Percent	Spokane County(5)	Percent
Population	2,319 ⁽¹⁾		408,958	
Median Age ⁽²⁾	50.4		35.3	
Number of Households	2,004 ⁽¹⁾		161,761	
Persons per Household ⁽²⁾	1.16		2.46	
Estimated No. of Households by Income ⁽³⁾				
<\$14,999	1,383	69.0%	33,841	20.9%
\$15,000 - \$34,999	534	26.6%	51,010	31.6%
\$35,000+	86 ⁽⁴⁾	4.3%	76,910	47.5%
Median Household Income ⁽²⁾	\$11,400		\$33,330	
Per Capita Income ⁽²⁾	\$14,741		\$17,614	

(1) Based on City of Spokane City Planning Service Department's housing unit inventory for downtown.

(2) Urban Decision Systems (UDS) Demographic Services

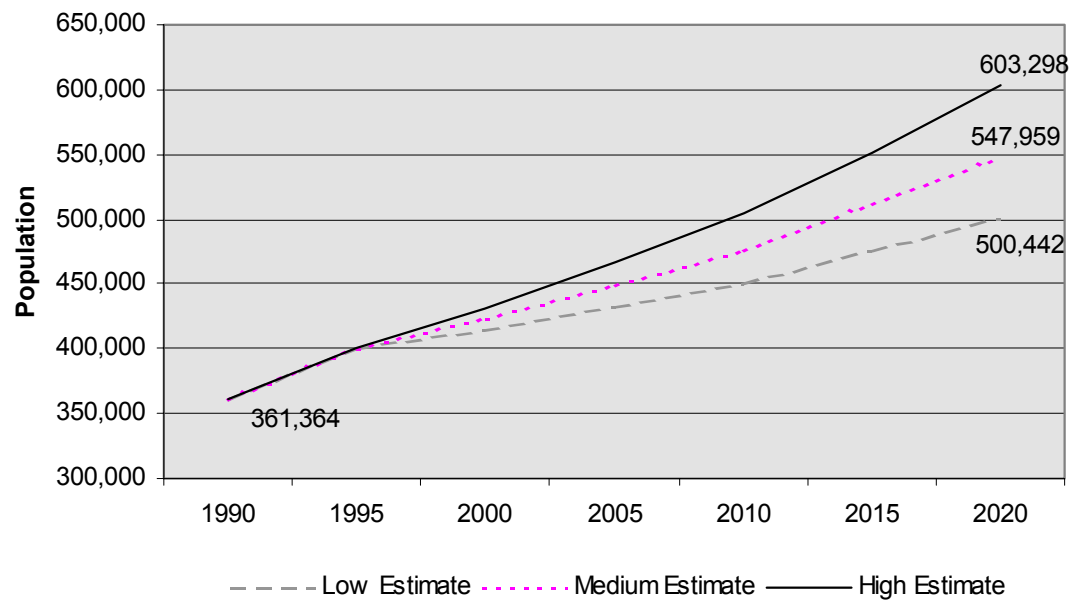
(3) 1990 Census breakdown and April, 1997 Claritas Estimates.

(4) Based on estimates by City of Spokane City Planning Services Department for Census Tracts 34 and 35

(5) Washington State Demographic Analysis Unit

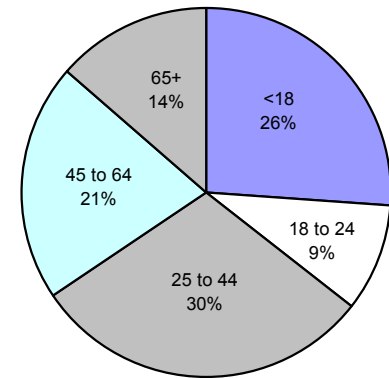
Source: Keyser Marston Associates, 1998.

Figure II-2: Spokane County Population Projections, 1990-2020



Source: Washington State Office of Financial Management

County Age Distribution



Downtown Age Distribution

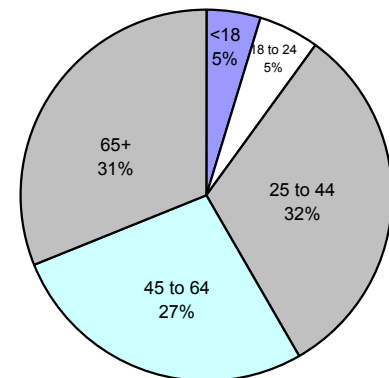
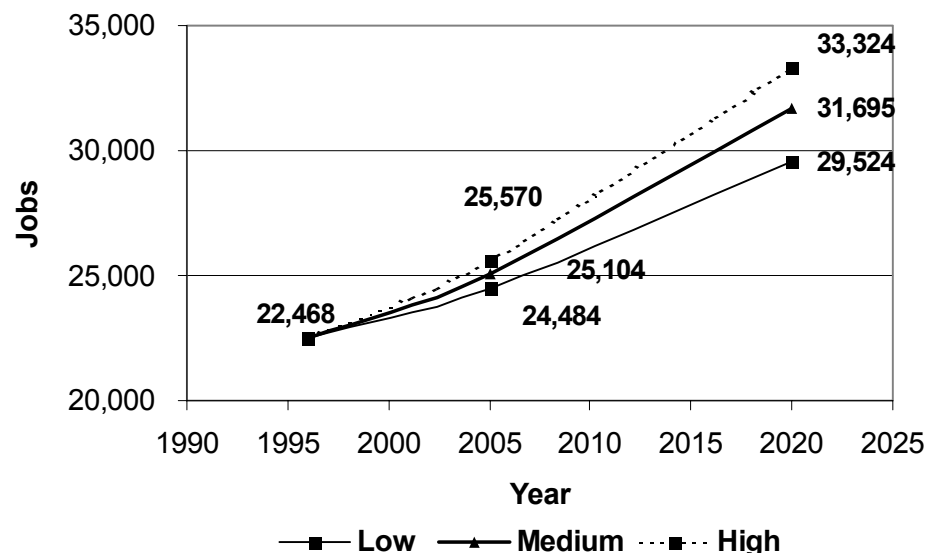


Figure II-3: Downtown Employment Projections

Source: Spokane Regional Transportation Council TAZ data, 1996.
MIG, Inc.

Businesses and Employment

There are an estimated 2,331 businesses in the Downtown area, representing about 11% of the total number of businesses in the County. The area has a significantly larger share of businesses in the categories of Finance, Insurance, Real Estate (19%), Mining (25%) and government (30%).

In recent years, an estimated 60 businesses opened, reopened and/or expanded in the Downtown. New office uses were mostly small, professional tenants and new retail uses included a number of restaurants and entertainment-related businesses.

There are over 16 major employers with more than 200 employees, including Downtown offices of the Spokane School District, the Federal Government, City of Spokane, the U.S. Post Office, and a number of private corporations.

While the number of jobs in Spokane County grew by 25% in five years (from 1990-1995), this growth rate is expected to slow over the next decade. The Services and Wholesale/Retail Trade industry is expected to lead economic growth.

Table II-2: Downtown Job Projections for 2005 and 2020

Total Jobs Projected for Spokane County			Total Jobs Projected for Downtown			Net New Jobs	
Existing (1996)	Projected 2020	Net New Jobs	Existing (1996)	2005	2020	2005	2020
168,528	222,806	54,278	22,468	24,484	29,524	2,016	7,056
				25,104	31,695	2,636	9,227
				25,570	33,324	3,102	10,856

Source: Spokane Regional Transportation Council Traffic Analysis Zone (TAZ) data, 1996.
MIG, Inc.

Transportation/Public Utilities and Government sectors are expected to be healthy. The Finance, Insurance and Real Estate industry and Manufacturing are projected to have the slowest growth. The high-tech sector (including the computer, multi-media, communications, and bio-medical industries) has begun to emerge as one of Spokane's fastest growing industries, a trend that has also been evident elsewhere in the nation.

Tax Revenue

Major revenue sources generated by Downtown Spokane consist primarily of property taxes and retail sales taxes. Together with hotel tax revenues and fees, licenses and other fees, Downtown Spokane generated an estimated \$8.1 million

in fiscal revenues to the City in 1997. This represents a 12.9% share of total City fiscal revenues of an estimated \$63 million for the year.

Cultural/ Arts/ Sports/ Entertainment

Downtown Spokane is host to a number of cultural, arts, sports and entertainment venues, including the Spokane Ag Trade and Convention Center, Spokane Veterans Memorial Arena, Spokane Opera House and the Metropolitan Performing Arts Center. A number of higher education facilities are also located downtown, such as Gonzaga University, Riverpoint Higher Education Park and the satellite campuses of Washington State and Eastern Washington Universities.

Table II-3: Fiscal Revenue Generated from Central Business District (CBD) Downtown to City (1996 Estimate) ⁽¹⁾

	CBD Downtown ⁽²⁾ (1996 Est.)	City's Share (1996) ⁽²⁾	CBD Downtown as % of City Total
Total Property Tax (All Taxing Entities)	\$2.2 M	\$31.8 M	6.9%
Total Retail Sales Tax Revenue @ 8.1%	\$4.0 M	\$24.6 M	16.3%
Total Hotel Tax Revenue (@ 10.1%) ⁽⁴⁾	\$0.5 M (est)	\$0.8 M	62.5%
Other			
Utility Fees	\$0.4 M	\$1.8 M	22.2%
Business License Fees	\$0.6 M	\$1.8 M	33.3%
Other (Motor Vehicle Tax, Liquor Tax, Board Profits)	\$0.4 M	\$1.8 M	22.2%
TOTAL	\$8.1 M	\$62.6 M	12.9%

(1) In millions, 1996 estimate

(2) Based on December 1997 tax revenues data provided by the City Management and Budget Office for the CBD, which approximates the downtown boundaries for this study. City's share of total retail sales tax revenues = .8415%.

(3) Adjusted for sales tax revenues as provided by City/County to gross sales based on state's ratio of taxable to gross sales.

(4) Estimated at approximately 60% of City's total hotel room tax. Downtown hotel rooms represent an estimated 51% of total rooms in the City; however, they are likely to have higher room rates and occupancy and thus are estimated to compose about 60% of total room tax revenues.

Source: Keyser Marston Associates, Inc., 1998.

Table II-4: Planned Major Office and Retail Space in and Adjacent to Downtown Spokane (sq. ft.) 1998

<i>Office</i>	
Rockpointe	240,000
Holley Mason Building	132,000
Metropolitan Mortgage	70,000
Riverpoint Higher Education Park	NA
Summit	NA
Steam Plant Square	44,500
Riverfalls Site	86,000
Subtotal Office Bldg. Space	572,500+
<i>Retail</i>	
River Park Square	400,000
Steam Plant Square	36,272
Subtotal Retail Bldg. Space	436,272
TOTAL Building Space	1,008,772+

Source: Keyser Marston Associates, Inc., 1998.

7.0 MARKET OVERVIEWS

Office

Downtown Spokane contains an estimated 48%, or 2.4 million square feet of the leasable office inventory in the Spokane metropolitan area. About 36% of this office space is Class A, 36% is Class B, and the remainder is Class C space or unclassified. Overall office vacancy in the Downtown has decreased slightly, from 11.9% in 1992 to an estimated 11.2% in 1997. Class A space declined from 7.6% in 1992 to 4.9% in 1998. The current tight premium office market is expected to ease as supply and demand regain equilibrium. Class A office space rents, fully serviced, are in the range of \$13.50 to \$19.00 per square foot per month. This rate is comparable to that of rents in suburban office areas, where free parking is also available.

In the near term, as current rents do not support new construction, opportunities will focus on rehab of existing building in the Downtown. However, the City should also encourage the development of new space with large, flexible floor plates to accommodate the needs of new tenants. New office projects known at this time include the 240,000 sq. ft., 5-story complex east of Rock Pointe Corporate Center (proposed by Worthy Enterprises); the 132,000 square feet of new rehab space at the Holley Mason Building; and the release of an estimated 70,000 square feet of space vacated by the relocation of the Metropolitan Mortgage Company to the Metropolitan Financial Center. In addition, there

are plans for developing office space at the 82-acre Summit property and Riverpoint Higher Education Park just outside of the Downtown Core, and preliminary plans for an estimated 86,000 square feet of office space on West Riverside Avenue within the West End district.

Retail

Downtown Spokane is the major center of regional retail activities. There is an estimated 1.2 million square feet of retail space existing or planned in Downtown Spokane. In 1998, retail vacancy is reportedly in the range of 15 percent. Nearly 50% of retail space is in Comparison Goods (apparel, general merchandise, miscellaneous shopping goods and other retail stores, and home furnishings and appliances), 20% in Convenience Goods (food and drug), 20% in Eating and Drinking, and the remainder in other retail goods.

1996 retail sales in Comparison Goods and Eating and Drinking for Downtown are in the range of \$174 million, or nearly 20% of the City's total sales tax revenue. Average Comparison Goods sales in the Downtown are estimated at about \$215 per square foot and average Eating and Drinking sales are in the range of \$190 per square foot.

Proposed new retail projects Downtown include the 400,000 sq. ft. River Park Square project anchored with a relocated and expanded Nordstrom store (137,000 sq. ft.), and a 20-screen cinema (90,000 sq. ft.).

Four regional centers have been identified as potentially competitive to Downtown Spokane. These centers include Northtown, Spokane Valley Mall, Northpointe, and Franklin Park Mall. Of these, Northtown represents the strongest competition. This center has over 950,000 square feet of retail space and is planning a 250,000 square foot expansion,

including a 12-screen cinema and a possible new department store.

Northtown Mall is located within a 15-minute drive of Downtown and generates strong competition to Downtown Spokane. Downtown, however, provides an attractive and unique urban shopping environment that is not equaled in suburban malls. Specialty and niche eating and drinking and entertainment retail opportunities could be successfully introduced into Downtown to attract more retail dollars back into the area.

Residential

Downtown Spokane contains about 2.4% of the total City housing inventory. The Downtown housing stock consists of an estimated 2,004 multi-family units, the bulk of which are in eight major apartment complexes: Park Tower, The Sherwood, St. Regis, Delaney, New LeLand, Coeur D'Alene Plaza, Cathedral Plaza and Riverfalls Tower. About 396 of the total units are in residential hotels.

Although the bulk of the units are subsidized or priced at levels affordable to low- and moderate-income households, there are indications that new and different products are being built. For example, two new high-end, luxury condominium

Table II-5: Spokane Downtown Job and Building Projections by Employment Sector

Employment Sector	Percent of All Downtown Jobs ⁽¹⁾	Ratio: Sq. Ft./Emp.	2005		2020	
			Net New Jobs ⁽²⁾	New Buildings (Sq. Ft.)	Net New Jobs ⁽³⁾	New Buildings (Sq. Ft.)
Services	24.0%	250	633	158,179	2,215	553,626
FIRE (Finance, Insurance, Real Estate)	20.2%	250	532	133,003	1,862	465,509
Retail	27.2%	325	717	233,012	2,509	815,543
Industrial/Manufacturing/R&D/Wholesale	22.5%	375	593	222,357	2,075	778,249
Other	6.1%	350	162	56,576	566	198,017
TOTALS			2,636	803,127	9,227	2,810,945
				133,855 per year		133,855 per year

(1) Percent of Downtown jobs in each sector are based on 2020 SRTC projections

(2) Straight line interpolation from 2020 job projection

(3) New Downtown Jobs (2020) assumes 16% capture rate of Total County jobs

Source: Spokane Regional Transportation Council (1996) and MIG, Inc.

projects, the 7-unit Wells development and the 6-unit Arris project are currently underway in the Downtown area. In addition, 31 units are being rehabilitated for market rate housing at the Metropolitan Apartments and 19 upscale and 91 senior rental units planned for the Riverfalls complex.

Given that over 25% of the households in the City have annual per capita incomes of less than \$14,000, a strong demand for affordable units will continue.

Additionally, there is evidence in other downtowns of demand being generated by young professionals, “empty nesters,” and retirees seeking a more convenient, in-town residential location where a range of urban amenities is offered. Such demand can potentially support market rate housing and introduce a more economically balanced residential

population, which can both stimulate and support the revitalization of Downtown Spokane. A production rate of 100-200 units per year is initially suggested, targeting approximately 1,200 units by 2005.

Visitor Lodging and Attractions

An estimated 1,830 hotel/motel rooms are located in Downtown Spokane, 73% of which are convention quality hotel rooms. The reported average room rate for full-service hotels in the Downtown area was in the high \$60 range, with an occupancy level above 60 percent. These rates are slightly higher than the city’s rates as a whole. However, hotel/motel occupancy has weakened in recent years in Spokane as a result of oversupply.

Table II-6: Spokane Downtown Housing Projections

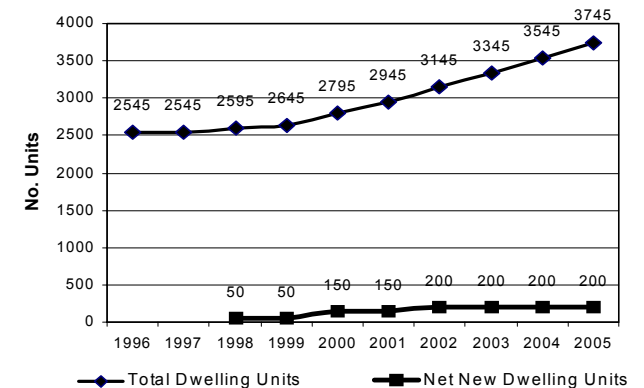
Housing Projections	Total Housing Units			Net housing Increase		
	Existing 1996	2005	2020	Downtown Core	Summit Site	Total Downtown
Low ⁽¹⁾	2545	3245	4142	565	1032	1597
Medium ⁽²⁾		3745	5577	2000	1032	3032
High ⁽²⁾		4545	7843	4000	1298	5298

Sources:

(1) Spokane Regional Transportation Council Traffic Analysis Zone (TAZ) data, 1996.

(2) Based on Keyser Marston Associates’ (1998) market rate housing development recommendation (production of 100-200 units per year).

Figure II-4: Downtown Housing Production Target: 1200 units by 2005



Source: Based on Keyser Marston Associates’ (1998) market rate housing development recommendation (100-200 new units/year).

There are two proposed hotel projects, the renovation of the 350-room Davenport Hotel and the expansion of the DoubleTree Hotel in the Downtown. The expansion of the Convention Center is critical to supporting these expansions and the existing Downtown visitor industry, while the renovation of the historic Davenport Hotel will provide an additional lodging option and attraction for Convention visitors.

8.0 DOWNTOWN ORGANIZATIONS

There are many organizations that have a role in shaping the future of Downtown Spokane:

Downtown Spokane Partnership (DSP): DSP, a private non-profit coalition of business, government, and community leaders, is one of the leaders in guiding Downtown development. DSP is important to the Downtown as a central city advocate and service provider, and is a major partner in coordinating the *Plan for a New Downtown* and implementation.

City of Spokane: The City plays a key role in setting economic development policies, programs and development standards, and providing public services essential to the vitality of Downtown.

Downtown Spokane's Neighborhoods: The residential and mixed-use neighborhoods adjacent to the core area provide a range of services and amenities that support Downtown's continued vitality, including housing, specialty retail, sports, educational and cultural services. Neighborhood Councils in and adjacent to Downtown Spokane include Cliff Cannon, East Central, Emerson Garfield, Logan, Peaceful Valley, Riverside, and the West Central neighborhood.

Spokane Horizons: Spokane Horizons seeks to create a Comprehensive Plan for the City of Spokane that will be used to guide its future, reach for its visions, and fulfill the requirements of the Growth Management Act.

Spokane County: The County government is responsible for a range of public services as well as public policies affecting economic development in unincorporated portions of Spokane County.

Table II-7: Downtown Hotel Room Projections

Planned Hotel Expansions	1996	2005	2020	Net Increase
Existing Downtown Hotels	2274			
Davenport Hotel Renovation		350		350
Doubletree Hotel Expansion			264	264
Total Hotel Rooms	2274	2624	2888	614

*Market for hotel rooms may increase if Convention Center is expanded
Source: Keyser Marston Associates, Inc., 1998.

Strategic Alliance: The Strategic Alliance seeks to create a focused, active collaboration of great benefit and value to its business members in order to build a stronger economy for the region. The Strategic Alliance includes:

Spokane Area Chamber of Commerce: The Chamber is a private non-profit business association that provides leadership in creating an environment in which its members, business, and the community can succeed.

Spokane Valley Chamber of Commerce (SVCC): The SVCC serves business interests in the Spokane Valley by promoting a positive business climate and quality of life.

Spokane Regional Convention and Visitors Bureau (CVB): The CVB seeks to create economic growth for the Spokane region by effectively marketing Spokane as a visitor and convention destination.

Economic Development Council (EDC): The EDC promotes quality growth and development of the regional economy through programs such as business recruitment, local business expansion and retention, and research/economic data collection.

Focus 21: Focus 21 is a regional economic growth strategy for the 21st Century that sets aggressive goals for business retention, political action, and educational reform.

Spokane Transit Authority (STA): STA provides transportation services within Downtown and between Downtown and surrounding areas.

Riverpoint Higher Education Park: The Riverpoint Higher Education Park is the site for creation of a distinctive, student-centered campus environment on the eastern edge of Downtown Spokane for the practical, long-term goal of intellectual enhancement and economic growth.

Spokane Intercollegiate Research and Technology Institute (SIRTI): SIRTI was created by the Washington State Legislature as a multi-institutional education and research center. The mission of SIRTI is “To perform and commercialize research that benefits the intermediate and long-term economic vitality of Eastern Washington, and to develop and strengthen university-industry relationships through the conduct of research that is primarily of interest to Eastern Washington-based companies or state economic development programs.”

SIRTI is a major player in helping to launch the “Terabyte Triangle” initiative to attract companies to Downtown Spokane by encouraging the installation of new “high-tech” communication systems Downtown.

Spokane Regional Transportation Council (SRTC): The SRTC is dedicated to developing a balanced, integrated, multi-modal transportation system which serves the existing and future transportation needs of the area and provides a convenient choice among modes for trips into and out of Spokane’s Metropolitan area, for work, school, shipping, personal business, and recreational purposes.

The Friends of the Centennial Trail: The Friends organization is the public voice of the Centennial Trail. Working closely with the City of Spokane, Spokane County and the State of Washington agencies, the Friends’ purpose is to assist and encourage development and maintenance of the Centennial Trail and connecting corridors.

Spokane Arts Commission: The Spokane Arts Commission is a volunteer Commission whose purpose is to serve the public by promoting and enhancing the quality, accessibility, and presence of the arts in Spokane. The Commission is an advisory board for the City Arts Department.

Davenport Arts District: The Arts District is a non-profit, all volunteer organization whose mission is:

The development of a vibrant arts district in historic Downtown Spokane celebrating cultural and economic rebirth.

Among its activities and achievements are fundraising and grant writing, fostering public awareness through festivals, meetings, and presentations, and facilitating the development of prominent projects such as Steam Plant Square, Hotel Lusso, and the Children's Museum in the Arts District.

Arts Organizations: A number of arts organizations are dedicated to improving the arts in Downtown. These include the City Arts Department, Davenport Arts District and the Cheney-Cowles Museum, Art-at-Work.

Sports Entertainment and Conventions Board (SEACAB): The Mission of SEACAB is to:

Effectively market Spokane as a desirable convention and visitor destination, creating positive economic growth for Spokane.

SEACAB is currently leading the effort to expand the existing Convention Center.

Landmarks Commission: Established by the City of Spokane and the County, the Landmarks Commission is a

body of private citizens charged with the preservation and protection of Spokane's historic, architectural and archaeological resources. This is accomplished through the designation of historic properties to the Spokane Register of Historic Places, and subsequent design review of exterior changes.

Park Board: The Spokane Park Board, with the support of the Spokane Parks and Recreation Department, is responsible for planning and maintaining Riverfront Park. The Park Board also controls properties in the North Bank, and is currently devising a development plan for the North Bank.

Spokane Public Facilities District (SPFD): The SPFD was created by the Washington State Legislature as a single-purpose district to replace the Spokane Coliseum with a new, state-of-the-art sports and entertainment facility. The District opened the Spokane Veterans Memorial Arena in September 1995.

Public Parking Development Authority (PPDA): The PPDA is a five-member body (including two Council members and three lay persons) created by the City Council to finance and operate public parking garages. The PPDA is authorized to do revenue bonds on behalf of parking projects and are a major participant in developing the River Park Square garage. The PPDA will be an integral partner to the implementation of this *Plan*, as it is called upon to devise a Strategic Parking Management Plan for on-street and off-street parking and the coordination of private parking lots.



The Red Wagon at Riverfront Park

9.0 SUMMARY OF TRENDS, ISSUES, AND OPPORTUNITIES

While Downtown Spokane possesses numerous strengths that contribute to Spokane's position as a major regional center, it also faces major challenges in realizing its true potential. This *Plan* identifies opportunities to build on current trends and existing strengths in order to address the major challenges facing Downtown Spokane.

Trends

The following trends affect the Downtown:

Modest but Steady Economic Growth

Modest economic growth does not allow for aggressive development plans, since demand may be insufficient to support new supplies of housing, office and retail space.

Retail Center Expansion

Several major retail projects are recently underway, including expansions at River Park Square. Retail demand projections show sufficient demand to support the planned expansions. Further, the demand projections indicate that additional Downtown expansion may be possible in 5-7 years, once the River Park expansion is fully absorbed and operating at stabilized levels.

Downtown Housing

While Downtown Spokane primarily offers affordable housing for low-income households and seniors, other downtown areas have found that there is a demand for market-rate units, as well. Young professionals and "empty-nesters" are among those who seek the convenient urban retail and entertainment amenities offered Downtown. Successful residential development must meet consumer market demand with

regard to cost, amenities and safety while providing a physical form that reinforces the urban texture of Downtown Spokane.

Emerging Industries

Advances in technology have contributed to rapid growth in the bio-medical, computer, multi-media and communications industries. These industries tend to generate many start-up companies, which have different space needs than established companies. Due to their convenience, flexibility and relative affordability, live-work spaces and converted warehouses have emerged as a popular work environment alternative for these innovative and entrepreneurial organizations.

National Population Trends

Recently there has been a national population shift from large cities to less populated western states. People are attracted to places like Spokane for the beauty of the western mountain areas, good climate, and attractive smaller communities with cultural and educational resources, lower housing costs and healthy, outdoor environments.

Assets

Downtown has a number of factors that have traditionally been taken for granted, been overlooked or considered as obstacles. The *Plan* views many of these factors as assets to build upon. They include:

Spokane River and Riverfront Park

Traditionally the "heart" of the community, the Spokane River and Riverfront Park offer a valuable amenity to Downtown. The Park's events and attractions draw people to Downtown, and its recreational opportunities are an asset to Downtown neighborhoods as well as visitors.

Convention Center

The Convention Center draws many visitors to Spokane and is a boon to the hotel and visitor industry. The proposed Convention Center expansion is the single most important opportunity and economic driver at this time, helping to support additional restaurant, entertainment and retail opportunities in Downtown.

Downtown's Regional Location

Spokane is the regional center of the Inland Pacific Northwest and is the largest city between Seattle and Minneapolis/St. Paul. Visitors can also take advantage of Spokane's Western mountain environment and proximity to the Rockies.

Downtown Regional Retail Center

Major retailers have shown a commitment to Downtown. River Park Square and major retailers such as the Bon Marche, Nordstrom, Huggins, and Burlington Coat Factory are major assets to the Downtown.

Sense of History and Place

With its historic buildings and unique setting along the Spokane Falls, Downtown Spokane possesses great character. These features help create a strong "sense of place" – an asset to any city.

Universities and Research Opportunities

Continued excellence in research and education will establish Spokane as a respected academic center and desirable location for high-tech business, fueling the development of the "Terabyte Triangle" technology industry in Spokane. The proximity of Gonzaga University, Washington State University satellite campus, and the Riverpoint Higher Education Park to Downtown is beneficial for both the campuses and Downtown.

Regional Medical Center

The medical facilities located south of Interstate 90 provide both an important service and employment source near Downtown.

Spokane International Airport

Downtown is easily accessible to the Spokane International Airport, providing a user-friendly and convenient connection to the national airport system. The airport's proximity to Downtown also benefits the Spokane Convention Center and supporting visitor industry.

Abundance of Prime Development Sites

There are numerous vacant and underutilized sites, which provide opportunities for visionary development worthy of Downtown Spokane. Underutilized historic buildings are also assets for potential redevelopment.

Parking Availability

Numerous public and private parking facilities provide space for visitors, employees and businesses of Downtown Spokane. Ample peripheral parking is also available through the City Ticket Program, an employee and employer park and ride program operated by the DSP, STA and SPFD. Utilizing the enormous parking lots adjacent to the Arena, this program is highly effective in making Downtown more competitive for office development.

The Drive for Clean Air is another proactive initiative that improves parking availability for Downtown visitors. This program works to identify alternative employee parking solutions for Downtown, freeing street parking for shoppers and reducing Downtown vehicular traffic and air pollution.



Historic Buildings Create a Sense of Place in the Downtown Core

Community Commitment

As evidenced in the process of developing this *Plan for a New Downtown*, Spokaneites care about their Downtown. A phenomenal 1,500 people were involved in creating this *Plan*, and their continued support is integral to its implementation.

Challenges

While Spokane has many assets and opportunities, revitalization is not simple. There are no “magic bullets” that will make improvements overnight. Reaching the vision will take a concerted effort to overcome real challenges. Some of these challenges include:

Image and Character

Downtown’s image and character, particularly along its entryways and streets, suffers from a lack of attention to streetscape and environmental amenities. For instance, wide boulevards dotted with loud neon signs rather than trees greet drivers entering Downtown from Division Street.

Slow Growth

If the current slow growth trend continues, the implementation of this *Plan* will be a long process because of the time necessary to develop and occupy new office, retail, and residential space.

Connections to Neighborhoods

As society has become more wedded to the suburbs and the automobile, it is a constant challenge to encourage local residents to use the Downtown. Downtown provides a unique, urban and cosmopolitan experience with entertainment, restaurants, shopping, and street level activity that cannot be duplicated in suburban malls. A major challenge is to enhance the physical environment and to create stronger connections to surrounding neighborhoods that

attract residents to the Downtown to visit, shop, recreate and work. The existing Centennial Trail is one example of such a connection, providing links between Downtown and its adjacent neighborhoods.

Financing

Financing is always a challenge in project implementation, but the lack of financing tools such as tax increment financing in the State of Washington make it particularly difficult to develop the catalyst projects and public improvements needed to jump-start Downtown revitalization.

Support for Community Improvement Projects

One of Spokane’s greatest civic accomplishments was the World Expo project in 1974. The removal of the Downtown rail yards for Expo recaptured Spokane’s riverfront for future public use and reshaped Downtown for years to come. However, more recently it has been difficult to gain community support for public funding such large-scale civic improvement projects. While Downtown improvements would be a benefit to all residents of Spokane, it may be a challenge to establish public support for some development recommendations.

Issues and Opportunities

Through the numerous public workshops, forums and meetings a number of important issues on the future of Downtown have emerged. A brief review of those issues is provided below:

Regional Destination

Downtown Spokane can take advantage of its regional location to draw visitors to its Convention Center and other major attractions.

Downtown Housing Opportunities

The national trend of increasing market rate downtown housing presents an opportunity for Downtown Spokane.

Strategically Located Underutilized Sites

Numerous vacant lots and surface parking lots throughout Downtown present an opportunity for quality development.

Transportation and Circulation

The many wide streets of Downtown Spokane currently have ample capacity, and offer an opportunity to reconfigure lanes, parking, sidewalks, and landscaping to improve the streetscape and street function for all modes of travel and creating a safe, pedestrian-friendly street level environment.

A proposed light rail system for Spokane is yet another opportunity to introduce a convenient transit option into Downtown.

Parking

Many stakeholders have identified parking as an important issue to be addressed in this *Plan for a New Downtown*.

Parks Recreation and Open Spaces

Riverfront Park is a valuable resource for Downtown Spokane, and the Centennial Trail complements the park as a safe and accessible pedestrian/bicycle pathway through the park and surrounding neighborhoods. These concepts can be extended into the Downtown to provide additional plazas, open spaces and connections for community gatherings, ceremonies and enjoyment of the outdoors.

Arts, Culture, Sports and Entertainment

Arts, cultural, sports and entertainment venues Downtown can be leveraged as anchors to attract further development of these attractions.

Historic Preservation

Historic buildings provide an opportunity to create unique and interesting office, retail and residential spaces. As such, historic preservation complements economic and housing development by attracting residents and businesses that seek the unique historic character over suburban development.

Community Design

Implementing community design principles affords Spokane the opportunity of creating a pedestrian-friendly environment and lively urban experience.

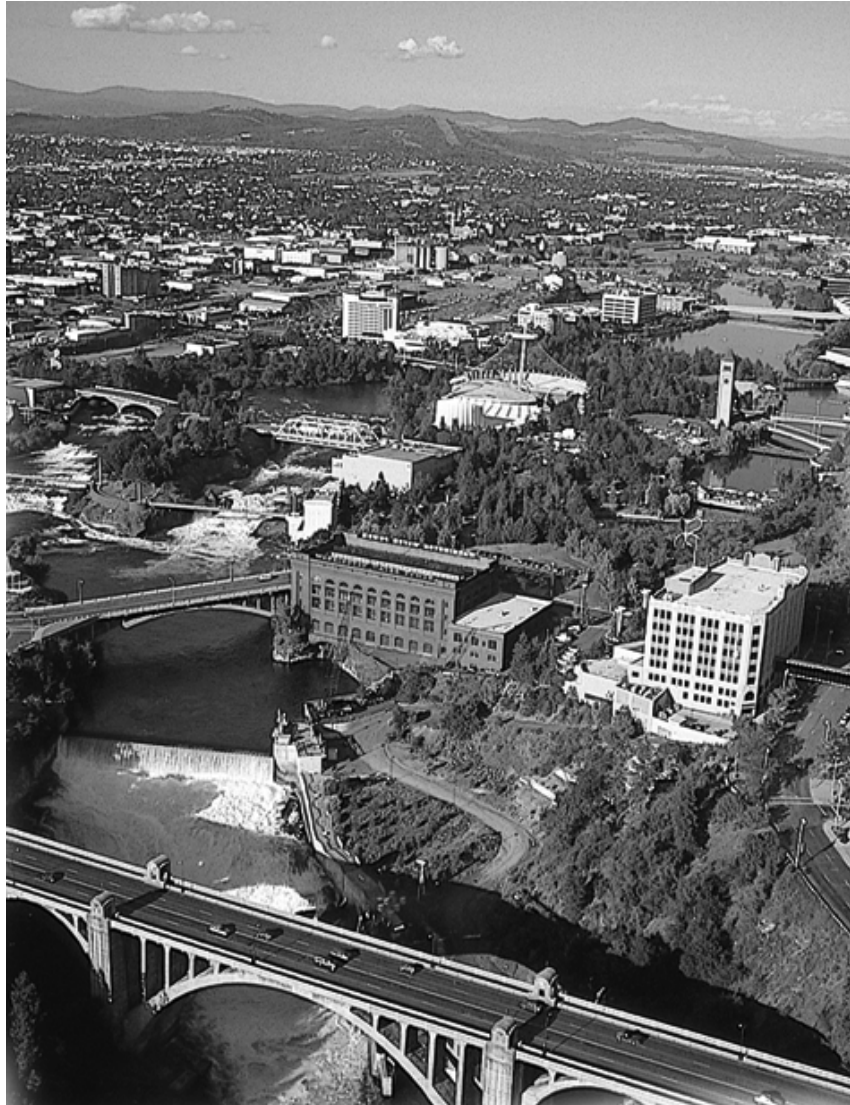
Looking Toward the Future

Downtown Spokane must take advantage of its assets and opportunities to overcome the challenges it faces. This document presents a plan of action to achieve the vision laid out by Spokaneites for Downtown.



**Commitment to Downtown is a
Commitment to Future Generations**

Future Vision and Development Concepts



1.0 VISION OF DOWNTOWN SPOKANE

The following statement for the future of Downtown Spokane was developed from community input through a series of community forums, workshops and town hall type meetings from the fall of 1997 to June 1998. The Vision Statement expresses what the citizens of Spokane envision Downtown Spokane's future over the next 20 years.

The Vision

Our Downtown is a mixed-use regional center for shopping, working, living, recreation and entertainment. Riverfront Park is the center of the City and Downtown. It is the "Jewel" of the City. Riverfront Park is a great public open space in the center of a growing vital and urban City.

Spokane is a destination place. Spokane is the capital of the Inland Northwest and a gateway to the Rockies. Day and night, our Downtown is a vibrant and active place, where people live, work, dine, shop, and visit.

Downtown Spokane is a place to work and shop. Our lively Downtown – vibrant and vital – is the center of business, financial, medical, government, entertainment, social and cultural activities. Downtown is a major shopping destination for the region.

Our Downtown contains **cultural and arts facilities** for the region such as an arboretum, a science and technology museum and river aquarium, live music and theater halls, and a Native American Museum.

Downtown Spokane is a place to live. People of all economic levels enjoy living in the Downtown.

Downtown is a pedestrian friendly and safe place. Our Downtown is connected with a network of pedestrian friendly streets, attractive clean, and safe, linking places and neighborhoods to live with retail and recreational, entertainment, educational, and cultural opportunities.

The City and Downtown are connected with a network of “Green Links.” Downtown Spokane is a “green place” with an extensive network of tree lined streets, trails and pedestrian oriented streets connecting the Riverfront Park to Downtown plazas, parks, open spaces and city neighborhoods.

The Downtown provides for convenient transportation and circulation. Our vibrant Downtown is supported by safe, clean, and reliable and convenient transportation and transit systems.

Downtown is a place for youth and families. Our Downtown is a place that children and youth are ensured a high-quality education, activities, and services that nurture development and encourage pride and involvement in our community.

Our Downtown is a historic center of the community.

Our Downtown celebrates the variety of interesting, older buildings and places that give charm and character to the city and helps create a special “sense of place.”

Our community is a place of that encourages community participation and involvement. Our community is enthusiastic, motivated, and committed to enriching Spokane’s future.





Activities Bring People to
Downtown Spokane (Ice Palace)

2.0 DOWNTOWN DEVELOPMENT CONCEPT

The concept for Downtown development is based upon the “Vision for Downtown Spokane” as well as other ideas from the community and focus group meetings. The “concept” forms a foundation that focuses on key activity nodes, supporting uses, and connectivity throughout Downtown.

As illustrated in Figure 3-1, the highlights of the *Plan* include the following components:

Development Opportunity Sites

There are several key opportunity sites for development, using currently vacant lots, parking lots, and underutilized properties. The *Plan* first calls for expanding the Convention Center on the undeveloped site south of the current facility.

Underused sites on Stevens Street (between Spokane Falls and Main) are ideal for a mix of new retail and residential development, with a public plaza opening to Riverfront Park. This will also enhance the Spokane Falls corridor, strengthening the connection between the Convention Center and Downtown.

The *Plan* targets several other sites that have high potential to catalyze further development:

- First Avenue in the West End
- Bernard Street in the East End
- Normandie Street (between Washington and Division) in the North Bank
- The Mallon/Post parking lot in the North Bank
- Dean Street (between Boone and the river) in the North Bank

Green Streets

The “green streets” concept builds on Spokane’s 1913 master park plan, which called for large regional parks and local neighborhood parks connected by a system of beautiful parkways and boulevards. These streets will have additional tree plantings and landscaping designed for both walking and driving. Our Downtown plan creates a network of three types of green streets centered on Howard Street and Spokane Falls Boulevard.

- Mainly pedestrian-oriented streets with high levels of retail activity.
- Streets for pedestrians, bicycles and autos, linking Downtown to adjacent residential neighborhoods and employment centers.
- Mainly auto-oriented streets and boulevards.

Howard Street String of Pearls

Howard Street will be the “string” that links the “pearls” of Downtown, including the North Bank, the Arena, Riverfront Park, the Downtown retail core, a new public square, and the South Side. It will be a pedestrian corridor, with new amenities such as landscaping, wide sidewalks, street furniture, public art, outdoor restaurants, and improved sidewalk/building interfaces. An electric trolley line will carry passengers along Howard Street, all the way from North Central High, through Riverfront Park and down to the Medical Center, providing both an exciting attraction and transportation through Downtown.

Spokane Falls Boulevard Link

Spokane Falls Boulevard will become the main East/West pedestrian connection between the Convention Center/Opera House and the core retail area, enhanced with pedestrian amenities and new retail development.

Urban Refuge

Riverfront Park will be enhanced as a peaceful urban refuge in the center of bustling Downtown. Planned improvements include opening new vistas to appreciate the beauty of Spokane River and Falls and a new activity center with buildings oriented toward the Howard Street corridor.

Downtown Public Square

A new public square on Riverside Avenue between Howard and Post Street will be a “ceremonial” place for the City, designed for public events and informal gatherings. Its location across from the STA Plaza, terminus of the planned light rail route, makes it a natural urban gathering place.

Increased Public Transportation

A new light rail line will help ensure smooth traffic flow through Downtown from the east side of the City. The rail will run along Riverside Avenue, with stops at Riverpoint campus, at Bernard, and ending at the new Downtown square at Howard Street. The trolley system will be expanded to include the new Howard Street route and east-west connections from Gonzaga University and the Riverpoint campus to the County Government center and Summit area.

Skywalk Improvements

Improved connections from the skywalks to the street level and parking ramps, as well as new signage and public maps, will enhance the overall system for both shoppers and employees.

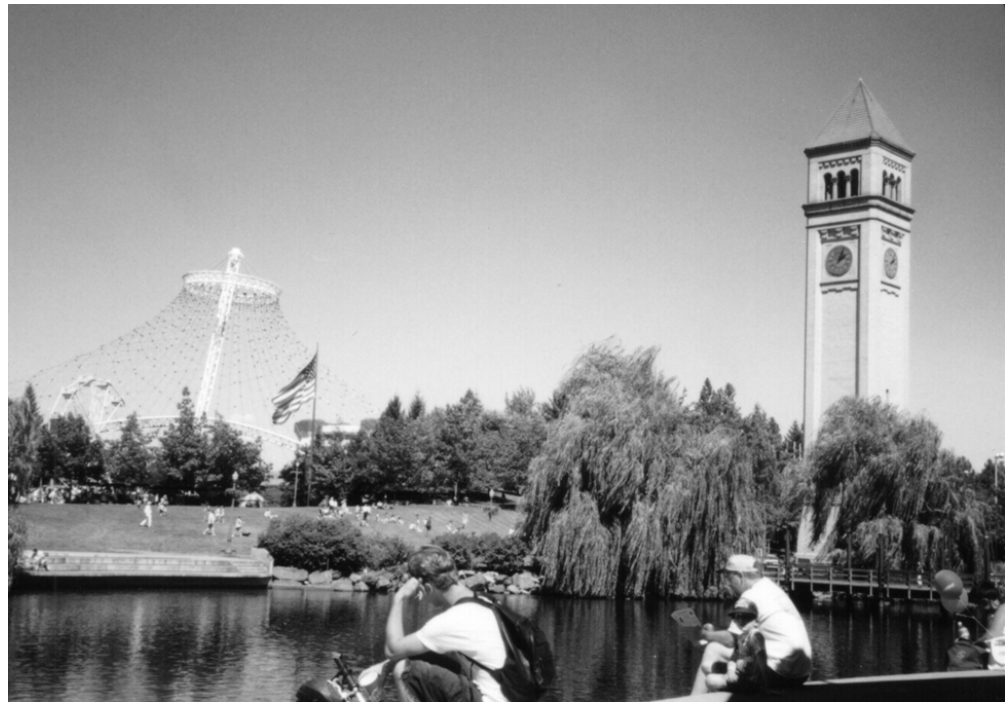
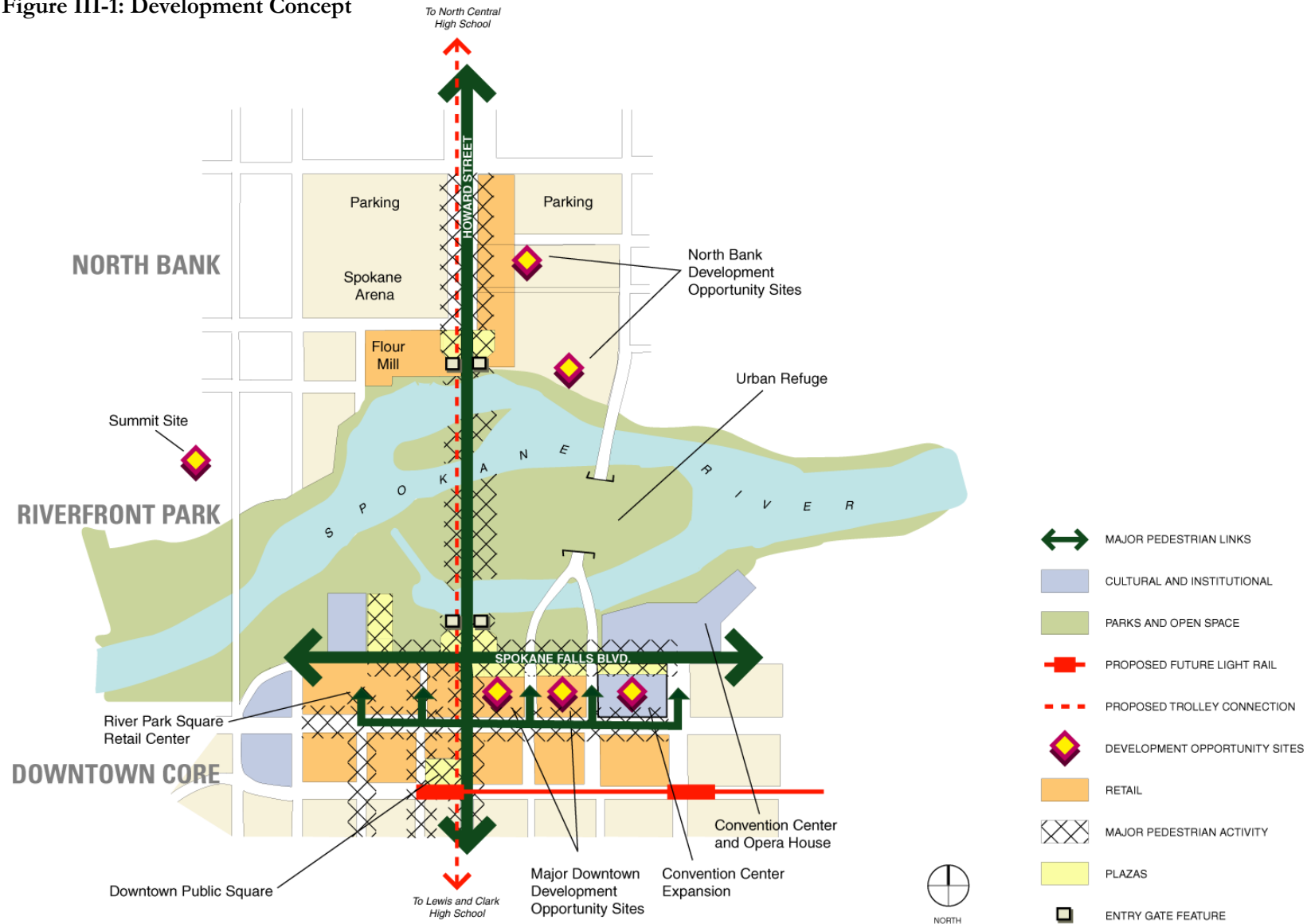


Figure III-1: Development Concept



1.0 LAND USE

The land use pattern of Downtown Spokane can be characterized as high density with a mix of residential, commercial, office, industrial and recreational uses. It is both a self-contained community and a destination for all residents of Spokane and the surrounding region. The fine-grained mix of land uses fosters a lively urban atmosphere unique to downtowns. This plan promotes mixed use development while designating particular areas for retail, residential or office concentration. These areas of concentration create the critical mass necessary to develop viable retail, office and neighborhood centers.



Objectives

The land use objectives of this Plan are to encourage mixed uses throughout Downtown; create unique and vital retail spaces; rehab and reuse existing structures for office, retail, and residential uses; and attract local and outside visitors to Downtown's business, cultural, recreational, sports and entertainment facilities.

Land Use Classifications

The Land Use Map (Figure IV-1) illustrates the planned land uses for the Downtown according to this *Plan*.

Mixed Use

The development of multiple uses on neighboring properties, on a single site or within one structure is encouraged throughout Downtown as denoted by the hatched areas on the land use map. Specifically, residential and/or office uses are encouraged over and adjacent to street level retail space. Creating a mix of residential, office, and commercial uses will foster a pedestrian-friendly, transit accessible urban environment and turn Downtown into an active place, day and night.



The land use plan designates two mixed use categories in addition to mixed use areas that are predominantly residential:

1. Regional Retail, Entertainment, Office Core

This category encompasses a large portion of Downtown, including the area located north of the railroad viaduct and south of Spokane Falls Boulevard. The planned River Park Square will anchor a regional retail center in the area between Spokane Falls Boulevard and Riverside Avenue.

Entertainment uses in this area may include venues such as movie theaters, nightclubs, and playhouses. Offices in this area may include Class A as well as Class B spaces (see “Office” section below for definitions). Class B offices will be targeted to the high tech, entrepreneurial industry.

2. Mixed Use Urban Village

The mixed use urban village concept is a return to the “traditional” town, with a high density of development and a fine-grained mix of uses such as housing and/or offices located above retail spaces. Street layout and site planning emphasize pedestrian over automobile movement.

The mixed use urban village is one of the major concepts planned for the Summit Property along the north bank of the Spokane River to the west of the Downtown. (Since this property is not within the Planning Area, details regarding the development are not discussed in this *Plan*. However, the development site is to be connected Downtown via the Centennial Trail.) This is an appropriate scheme for the Mutual Influence Areas, as it will support and complement uses in the Downtown by bringing residents and services.

Office

This use includes Class A and Class B space for professional and administrative offices, including local services such as doctors and



lawyers. Class A spaces are new offices with large floorplates that allow flexibility in setup. Class A spaces will generally be located within the Office Campus Park use category, (see below) as shown on the land use map. As the market for traditional office space grows stronger, there is potential for Class A office construction on currently underutilized sites in the Downtown, such as along Riverside Avenue in the East End and West End.

Class B office spaces are renovated spaces with smaller floorplates. Class B spaces will generally be located within mixed use areas, such as the High Density Mixed Use, Medium Density Mixed Use, and Regional Retail, Entertainment, and Office Core areas (see Mixed Use section above). Class B offices, particularly in the Regional Retail, Entertainment, and Office Core area, will be targeted to the high tech entrepreneurial industry.

Office Campus Park

This land use category includes Class A office spaces with large floorplates. Tenants requiring this type of space generally seek 5,000+ sq. ft. of quality space on one level, and/or new buildings with large floorplates (approximately 50,000 sq. ft.).

Commercial

This land use category includes retail, service, and entertainment uses such as restaurants, specialty retail, department stores, banks, post offices, dry cleaners, grocery stores, and theaters. Developing concentrated pockets/strips of pedestrian-oriented, ground floor retail and restaurants that stay open on evenings and weekends will create a lively commercial atmosphere that attracts people from the rest of the City and region.



Class A Offices at Rockpointe

Much of the market support base for Downtown comes from visitors, who travel to Spokane from the rest of the City, County and region, as well as from out of town. Locals visit Downtown for its shopping, restaurants, entertainment, and recreation, while visitors from out of town are likely to be attending an event at the Convention Center or Riverfront Park.

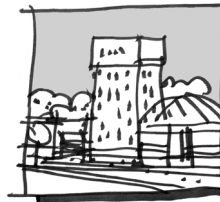
The land use map identifies four distinct types of commercial uses, in addition to those retail uses that will occur as part of mixed use areas (see Mixed Use section above):

1. Auto-Oriented Retail

The Auto-Oriented Retail land use is located along the north side of Interstate 90. The types of retail uses in this area will include service stations, auto repair, and parts retailers, among others.

2. Visitor-Serving Commercial

The Visitor-Serving Commercial land use is concentrated along the Spokane River to the east of Riverfront Park. The Convention Center and planned expansion of the Convention Center are also located in this area. The types of commercial uses in this land use category will include visitor accommodations such as hotels, motels, and inns, eating and drinking establishments, and entertainment venues.



3. Specialty Entertainment

The Specialty Entertainment land use category is located along the North Bank of the Spokane River, just east of the County Government Center. In addition to the existing sports arena,

this area may include commercial entertainment uses such as a roller-skating rink, an ice hockey rink, gyms, and a new science museum.

4. General Commercial

The General Commercial land use category is located to the northeast of the Downtown Project Area along the Division Street and Ruby Street corridors. This area primarily includes commercial uses serving the North Bank, offices, and Gonzaga University.

Residential

Residential uses include single-family homes, two-family attached dwelling units, townhouses, condominiums, apartments, congregate housing and single-room occupancy facilities.



Residential units may often be located above ground floor retail and office uses in mixed use areas.

In addition to residential uses that will be included in mixed use areas such as the Mixed Use Urban Village and Regional Retail, Entertainment, Office Core, the land use map denotes High, Medium and Low Density residential areas.

High Density Residential

High density residential areas of Downtown include a mix of residential, office, and commercial uses. Density of development ranges from 18-110 dwelling units per acre (gross), and building heights generally range from 3-13 stories.

Medium Density Residential

Medium density residential uses are located outside of the Project Area. The density of development is 12-18 dwelling units per acre and building heights are generally 2-3 stories.

Low Density Residential

Low density residential uses are located outside of the Project Area. The density of development is less than 11 dwelling units per acre and structures are generally 1-2 stories in height.

Cultural and Institutional

Existing cultural facilities in the Downtown area include the Opera House, Convention Center, Civic Theater, Interplayers, The Met, Cheney Cowles Museum, Children's Museum, and numerous art galleries. Existing institutions in and adjacent to the Downtown area include the Arena, County Government Center, Lewis & Clark High School, North Central High School, Gonzaga University, Riverpoint Higher Education Park, which is occupied by Eastern Washington University, Washington State University and SIRT.I. Medical

The medical district is located to the south of Interstate 90, outside of the Project Area. The land uses in this area include the three major hospitals and supporting uses such as private sector and rental offices, health provider administration facilities, resident housing, supporting food and beverage and single family residential.

Industrial

The industrial land uses in the Downtown area generally include manufacturing and warehousing activities.

Manufacturing and Warehousing

As shown on the land use map, manufacturing and warehousing uses are generally located outside of the Project Area, to the east and southwest of Downtown.

Some light industrial uses and arts-related manufacturing uses exist in the West End and East End, such as small foundries, welding shops, fabrication shops, and glass blowing shops, among others.

Strategies

- 1.1 Encourage the specified land uses in the areas depicted on the Land Use Map, as defined in the "Land Use Classifications" section above.
- 1.2 Develop a fine-grained mix of uses throughout the Downtown, while creating distinctive districts within the Downtown through targeted district strategies and overlay districts (see Chapter V).



Medium Density Housing

Land Use Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
1.1 Encourage specified land uses	Update the zoning ordinance to reflect the objectives of the new Downtown Plan.	1-3 years	City	N/A
1.2 Encourage mixed uses throughout Downtown	Update the zoning ordinance to reflect the objectives of the new Downtown Plan.	1-3 years	City	N/A



LAND USE

Figure IV-1

Overlays

- Mixed Use (includes retail and residential)
- Mixed Use Urban Village
- Medical District

Residential

- High Density Residential
- Medium Density Residential
- Low Density Residential

Office, Commercial, and Industrial

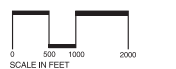
- General Commercial
- Retail, Office, Residential
- Regional Retail, Entertainment, Office Core
- Auto-Oriented Retail
- Visitor-Serving Commercial
- Specialty Entertainment
- Office Campus Park
- Office, Light Industrial, Warehousing
- Manufacturing and Warehousing

Community Facilities and Open Space

- Cultural and Institutional
- Parks and Open Space

Transportation/Circulation

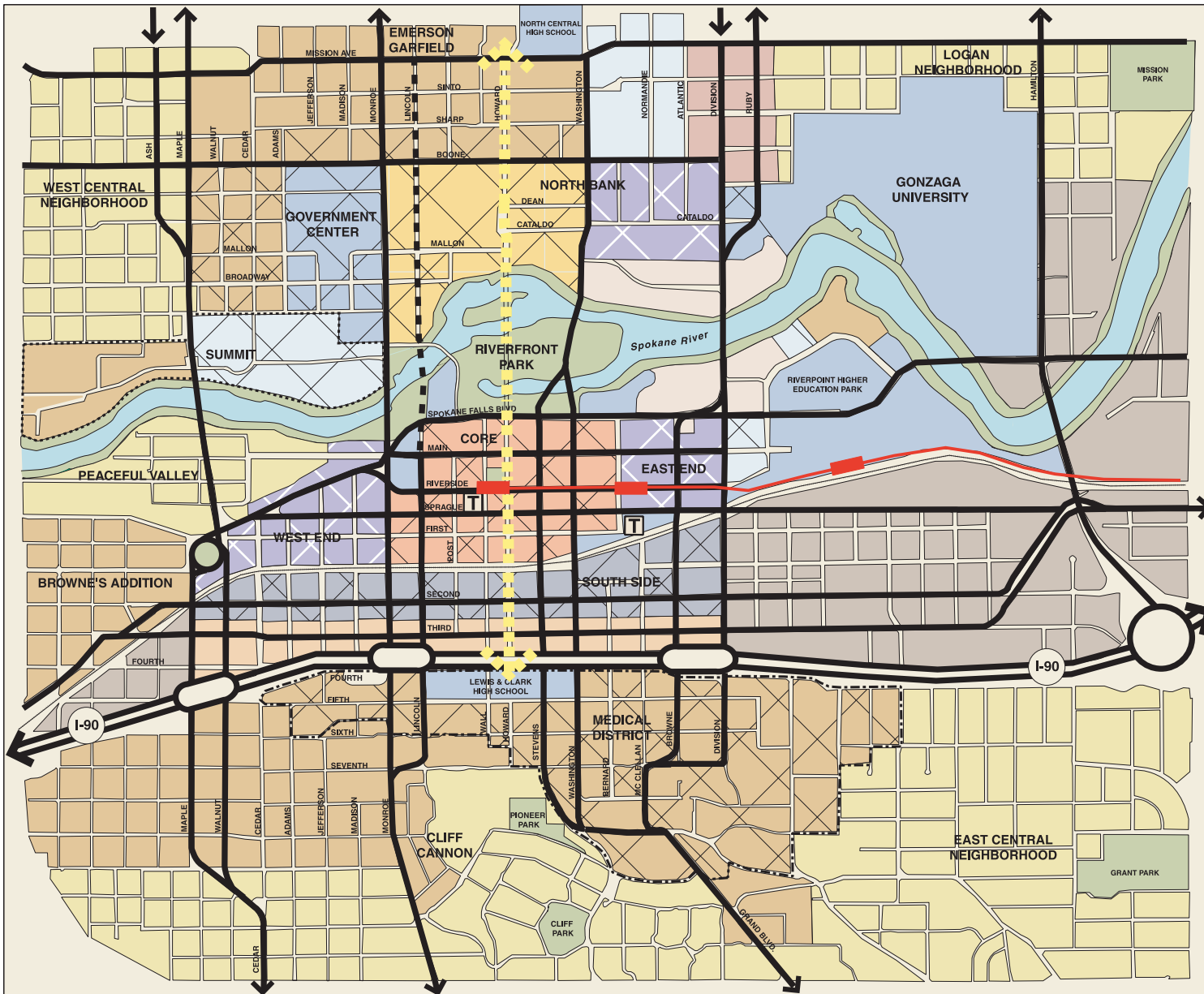
- Arterial Street
- Proposed New Road Alignment
- Proposed Future Light Rail
- Howard Street Pedestrian Connection



City of Spokane
800 West Spokane Falls Blvd.
Spokane, WA 99201-3029



Downtown Spokane Partnership
211 North West Street
Spokane, WA 99201



2.0 ECONOMIC DEVELOPMENT

Economic development tools can help to retain and attract businesses to an area. There are many avenues for business support, such as the existing Business Improvement District (BID). Other economic development tools include programs that market and promote Downtown, and programs that provide services such as technical assistance and low-interest loans to businesses. Additionally, many cities have a Redevelopment Agency to coordinate economic development programs and initiate development projects. At this time, the City of Spokane has no such body.

It is also important to note that other Downtown improvement strategies presented in this plan contribute to the ability of Downtown Spokane to attract and retain new businesses.

Objectives

The economic development objectives of this *Plan* are to retain existing Downtown businesses and attract new businesses to Downtown Spokane; and to create a vibrant commercial sector supported by employees in Downtown offices and retail establishments, as well as visitors from the rest of the City, region and out of town.

Strategies

Downtown Economic Development Plan

- 2.1 Devise a comprehensive Downtown Economic Development Plan with a set of integrated programs to attract new economic activity and retain existing businesses Downtown.

Designate an “economic development champion” and utilize existing programs and partnerships to implement the Plan.

- 2.2 Periodically conduct market studies to stay abreast of emerging opportunities for Downtown Spokane.

Business Development

Business Retention and Recruitment

- 2.3 Develop a technical assistance program for business retention and development. The program will target a broad range of business types and sizes, from large, established companies to small, start-up operations in all business sectors including retail, office, high-tech, arts, entertainment, etc.

Marketing

- 2.4 Develop a cooperative marketing and Downtown promotion campaign with the Chamber of Commerce, City, Economic Development Council (EDC), the Convention and Visitors Bureau (CVB), and the Downtown Spokane Partnership (DSP) and Business Improvement District (BID).

Terabyte Triangle

- 2.5 Promote a high-tech business cluster in the Terabyte Triangle (the area roughly bound by Riverpoint Higher Education Park to the east, Browne’s Addition to the west, and the Arena district to the north) through a structured and sustained marketing program. The Terabyte Triangle will be a specialized zone where businesses have access to high-speed, cost-effective Internet connections. Complete the installation of required infrastructure and encourage

property owners to connect their buildings to the high-tech network. (See “Terabyte Triangle” under Chapter V, Section 2.0 for more detail.)

Partnerships

- 2.6 Utilize existing partnerships, such as BID, to coordinate Downtown projects and programs such as special events, advertising, and parking programs.

New Resources

Tax Increment Financing

- 2.7 Advocate for changes to the state constitutional provisions to create tax increment financing (TIF) or similar municipal financing mechanisms. This tool is an economic redevelopment incentive available to nearly all states. However, Washington State has not yet authorized its use. TIF and similar programs have encouraged redevelopment in depressed areas by allowing many public and private costs to be paid for by the incremental real estate taxes generated by redevelopment.

City Economic Development Function

- 2.8 Create an economic development function in the City to coordinate economic development programs such as land assembly, business incubators, marketing and financial assistance. The City economic development staff would work with other Downtown and development organizations such as DSP, the Chamber of Commerce, and EDC to recruit new businesses to the City of Spokane as a whole.

- 2.9 Provide targeted neighborhood economic development funding for wealth-generating activity consistent with Neighborhood Plans.

City Redevelopment Powers

- 2.10 Support changes in State laws that allow for the development of City Redevelopment powers, such as eminent domain, which can be used to acquire abandoned and/or vacant structures in the Downtown. These properties can then be sold at low cost as an incentive to investors.

Convention Center Expansion

- 2.11 Support and promote the expansion of the Spokane Convention Center on the block south of the current facility, which is bounded by Spokane Falls Boulevard, Main Avenue, Washington Street, and Bernard Street. SEACAB and the DSP Board have endorsed this site. (see Strategy 1.3 under *Downtown Core Strategies* in Chapter V).

Downtown Public Market

- 2.12 Create an open-air public market on a Downtown site that would support residential uses and attract visitors from across the City and County. The market could be seasonal, weekly, and/or daily, depending on the demand.



Spokane Convention Center



Public markets bring fresh farm products to the city

Economic Development Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
2.1, 2.2 Downtown Economic Development Plan	<ul style="list-style-type: none"> Appoint a body to devise the Plan (e.g., DSP) Conduct market study to identify new opportunities Recruit public sector (city) and private sector (real estate) support Develop indicators of economic health to use as benchmarks 	Immediate	<ul style="list-style-type: none"> DSP, City 	<ul style="list-style-type: none"> DSP City
2.3 Technical assistance program for business development and retention*	<ul style="list-style-type: none"> Identify funding sources and implement a program for entrepreneurial assistance, such as loan and grant programs, marketing assistance, and business incubators. 	Immediate	<ul style="list-style-type: none"> DSP EDC Chamber City 	<ul style="list-style-type: none"> City DSP EDC Chamber
2.4 Business recruitment and retention	<ul style="list-style-type: none"> Identify potential market of Downtown tenants Devise campaign to attract new development Petition Congress to abandon the railroad right-of-way along the railway viaduct between Division and Cedar to encourage long-term investment (currently this property can only be leased) 	Immediate	<ul style="list-style-type: none"> Chamber DSP EDC City 	<ul style="list-style-type: none"> Chamber, City, DSP, EDC
2.5 Terabyte Triangle Infrastructure and Marketing*	<ul style="list-style-type: none"> Complete telecommunications infrastructure installment. Coordinate with other street maintenance and improvements. Devise marketing program Work with real estate industry to attract new businesses. 	<p>Immediate</p> <p>Ongoing</p>	<p><i>Lead</i></p> <ul style="list-style-type: none"> DSP <p><i>Support</i></p> <ul style="list-style-type: none"> Chamber EDC Riverpoint Higher Education Park Private investors 	<p><i>Infrastructure</i></p> <ul style="list-style-type: none"> Private utilities Property owners State K-20 Program <p><i>Marketing</i></p> <ul style="list-style-type: none"> EDC Riverpoint Higher Education Park Focus 21 DSP Private property owners Real estate industry NWBDA
2.6 Partnerships	<ul style="list-style-type: none"> Establish partnerships with Downtown stakeholders, property owners, tenants, parking facility operators, city leadership, etc. 	Immediate	<ul style="list-style-type: none"> DSP/BID 	<ul style="list-style-type: none"> BID

*One of four priority Economic Development Program elements. See Strategy Matrix in Chapter VI.

**Northwest Business Development Association.

Downtown Strategies

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
2.7 Tax Increment Financing*	<ul style="list-style-type: none"> ▪ Appoint a committee to champion TIF enabling legislation for the State of Washington. ▪ Partner with Washington municipalities, including Seattle and Tacoma, to lobby the State Legislature. 	1-5 years	<ul style="list-style-type: none"> ▪ City ▪ DSP ▪ EDC ▪ Chamber 	<ul style="list-style-type: none"> ▪ City ▪ DSP ▪ EDC ▪ Chamber ▪ SBDC ▪ SBA-BIC
2.8 City economic development function*	<ul style="list-style-type: none"> ▪ Develop authority for new economic development function; hire and retain staff 	Immediate and ongoing	<ul style="list-style-type: none"> ▪ City 	<ul style="list-style-type: none"> ▪ City
2.9 Neighborhood Economic Development Funding	<ul style="list-style-type: none"> ▪ Focus on wealth-generating economic development activity ▪ Identify project specific actions (e.g., business incubators, affordable housing, job development) 	Immediate	<ul style="list-style-type: none"> ▪ City ▪ DSP ▪ Private investment 	<ul style="list-style-type: none"> ▪ City ▪ Private investment
2.10 City Redevelopment Powers	<ul style="list-style-type: none"> ▪ Partner with Washington municipalities, including Seattle and Tacoma, to support changes in State laws to allow the development of City Redevelopment powers. ▪ Identify redevelopment powers for use by the City; adopt redevelopment powers. 	1-5 years	<ul style="list-style-type: none"> ▪ City 	<ul style="list-style-type: none"> ▪ City
2.11 Convention Center Expansion**	<ul style="list-style-type: none"> ▪ Secure funding ▪ Purchase site ▪ Design facility ▪ Construction 	1-5 years	<ul style="list-style-type: none"> ▪ SEACAB ▪ Public Facilities District ▪ SHMA (Spokane Hotel & Motel Association) ▪ CVB ▪ DSP ▪ SHRA 	<ul style="list-style-type: none"> ▪ Private investment ▪ 0.033% rebate of the 8.1% sales tax ▪ Revenue bond for parking garage ▪ Extend hotel/ motel tax ▪ Food and beverage tax ▪ Increase in retail sales tax ▪ Naming rights ▪ User tax
2.12 Downtown Public Market***	<ul style="list-style-type: none"> ▪ Identify potential tenants and facility needs ▪ Select and lease site ▪ Operate market – market may be weekly and seasonal at first and expanded if demand exists. 	1-5 years	<ul style="list-style-type: none"> ▪ DSP ▪ Spokane Marketplace Board ▪ City ▪ Washington State Farmers Market Association 	<ul style="list-style-type: none"> ▪ Community fundraising ▪ Foundations ▪ Operating fees ▪ Market revenues ▪ Microenterprise loan fund (NWBDA)

*One of four priority Economic Development Program elements. See Strategy Matrix in Chapter VI

**Primary Priority Project identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

***One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.



West End multi-family housing



East End senior housing

3.0 HOUSING

The housing stock of Downtown Spokane primarily consists of multi-family units, with many of these units targeted for low income and elderly occupancy. While it is important to continue to meet the housing needs of Spokane's low income and elderly populations, Downtown can also benefit from an increase in market rate housing. Other downtown areas across the nation have discovered a demand for market rate units, particularly with young professionals and "empty-nesters," who seek the convenience and energy of living in an urban environment.

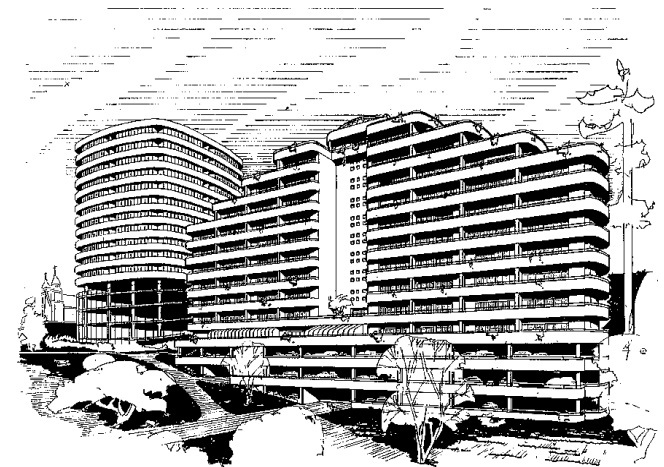
Objective

The housing objective of this *Plan* is to provide Downtown housing that meets the needs of a wide range of consumers, from affordable, below market rate housing to luxury units. Increasing the number and diversity of Downtown residents will help to support retail and neighborhood services, and generate day and night activity in Downtown Spokane.

Strategies

- 3.1 Create incentive programs to encourage residential rehab and infill projects in the downtown, such as loan or grant programs and tax abatement programs for redevelopment in target areas and renovation of historic properties.
- 3.2 In the near term, support the development of a new market for market-rate and high-end Downtown housing to create a more balanced spectrum of residential opportunities in Downtown Spokane.

- 3.3 Continue to work with public, private and non-profit housing developers to create affordable housing options available downtown. Leverage Public, Private, State and Federal funds to renovate deteriorated buildings and support local land use and regulatory incentives.
- 3.4 Support changes in State laws that allow for the creation of City Redevelopment powers, such as eminent domain, which can be used to acquire abandoned and/or vacant structures in the Downtown. These properties can then be sold at low cost as an incentive to housing developers.
- 3.5 Use federal and local historic district designation to create opportunity for federal housing tax credits.
- 3.6 Establish a consortium of local lenders to facilitate the financing of housing Downtown.



Conceptual Sketch for Housing/Office at Riverfalls

Downtown Strategies

Housing Development Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
3.1 Encourage housing rehab and infill development	<ul style="list-style-type: none"> Create a loan or grants program for infill projects and rehab of historic property. Implement a façade improvement program. Identify underutilized sites and buildings for rehabilitation. Devise a marketing strategy to attract developers and tenants. 	Ongoing	<ul style="list-style-type: none"> City Historic Preservation Officer 	<ul style="list-style-type: none"> City Historic Tax Credits Private developers
3.2 Encourage market-rate housing development*	<ul style="list-style-type: none"> Promote multi-family housing local tax abatement for market rate housing. Survey the market and determine viable product for Downtown. Showcase successful Downtown housing projects. Support development of neighborhood services Downtown. Establish loan pools to provide affordable interest rates. <p>Target: 1,200 market rate units by 2005 (200 units per year)</p>	Near Term and Ongoing	<ul style="list-style-type: none"> City Private property owners Private developers DSP Neighborhood Association 	<ul style="list-style-type: none"> Private investment Historic Tax Credits Tax Abatement for multi-family housing Local Banks – Community Reinvestment Act (CRA)
3.3 Affordable housing	<ul style="list-style-type: none"> Continue to work with private, public and non-profit affordable housing developers. 	Ongoing	<ul style="list-style-type: none"> Private developers City and the City Department of Community Development 	<ul style="list-style-type: none"> Low Income Housing Tax Credits (LIHTC) HOME CDBG Local Banks – CRA
3.4 City Redevelopment Powers	<ul style="list-style-type: none"> Partner with Washington municipalities, including Seattle and Tacoma, to support changes in State laws to allow the development of City Redevelopment powers. Identify redevelopment powers for use by the City; adopt redevelopment powers. 	Near Term and Ongoing	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> City
3.5 Historic Tax Credits	<ul style="list-style-type: none"> Designate federal and local historic districts 			

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.



Crosswalk

4.0 TRANSPORTATION AND CIRCULATION

As Downtown Spokane becomes an increasingly popular destination, transportation and circulation issues will become more and



more critical to the area's livelihood. Ideally, residents of Downtown neighborhoods will enjoy walking to nearby offices and restaurants, bicyclists will safely navigate Downtown streets, commuters will take advantage of numerous alternative transit and parking opportunities, and drivers will travel smoothly into Downtown.

Spokane can build upon existing transit systems and commute programs to encourage alternative transportation in Downtown. These efforts will make the Downtown experience more pleasant for everyone, as well as reduce congestion and improve air quality.

Objectives

The transportation and circulation objectives of this *Plan* are To efficiently move people into and around Downtown via all modes of travel; and to make the streets pedestrian-friendly so that Downtown is a pleasant experience once people arrive there.

Strategies

Pedestrian

One-way Conversions (see Figure IV-2)

- 4.1 Convert selected Downtown streets to two-way traffic while maintaining major arterial streets as one-way couplets. The following preferred street network, or portions thereof, should be implemented if further traffic and cost analyses support the alternative. Two-way conversions are intended to calm traffic and improve the pedestrian atmosphere.

East-West one-way streets to convert to two-way:

- Sprague Avenue
- First Avenue

North-South one-way streets to convert to two-way:

- Post Street
- Wall Street

Crosswalks

- 4.2 Add mid-block pedestrian crosswalks where blocks are too long to reasonably expect pedestrians to use corner crosswalks. Mid-block crosswalks should be added only where factors such as street width, traffic speed and sight lines allow for safe pedestrian crossing.
- 4.3 Aggressively enforce laws giving pedestrians the right-of-way in crosswalks.

Wall Street Pedestrian Zone

- 4.4 Maintain the existing pedestrian mall along Wall Street with limited access for mass transit and delivery vehicles. Make the area more attractive and user friendly with streetscape improvements, sculpture, live entertainment, and pedestrian amenities.

Centennial Trail

- 4.5 The Centennial Trail, spanning the State of Washington, is an important transportation and recreational resource for Spokane. Its most concentrated usage is in the Downtown area.

Maintain and improve the existing Centennial Trail as a major pedestrian and bicycle east-west link from the Downtown Core to nearby residential neighborhoods, Riverpoint Higher Education Park, Gonzaga University, and the Summit Area. Improve and expand connections to neighborhoods with signage, landscaping, and other amenities.

Future River Crossings

Bridge Construction and Renovation

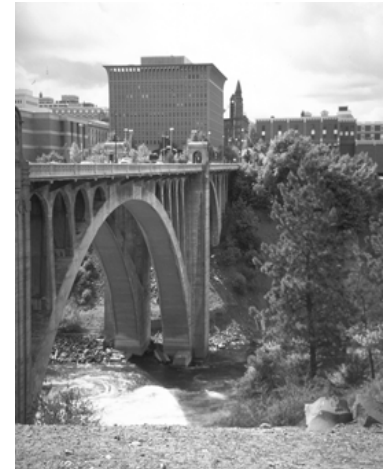
- 4.6 A new bridge crossing the Spokane River has been proposed on Lincoln Street. While controversial, many recognize that the Monroe Street Bridge must be improved and that an additional River crossing may ultimately be needed to carry southbound through traffic from the north to Interstate 90.

A bridge should be constructed only if an accepted traffic analysis shows that additional bridge capacity is necessary in Downtown Spokane. The City should

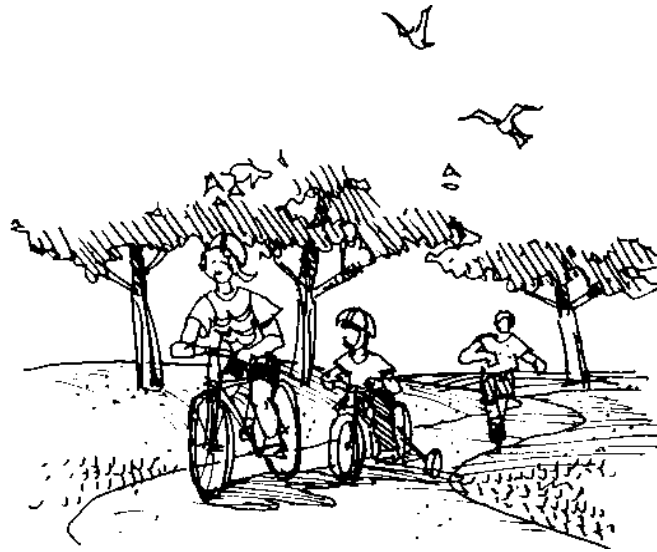
determine the optimal location based on the best available, most recent studies.

Bridge Design

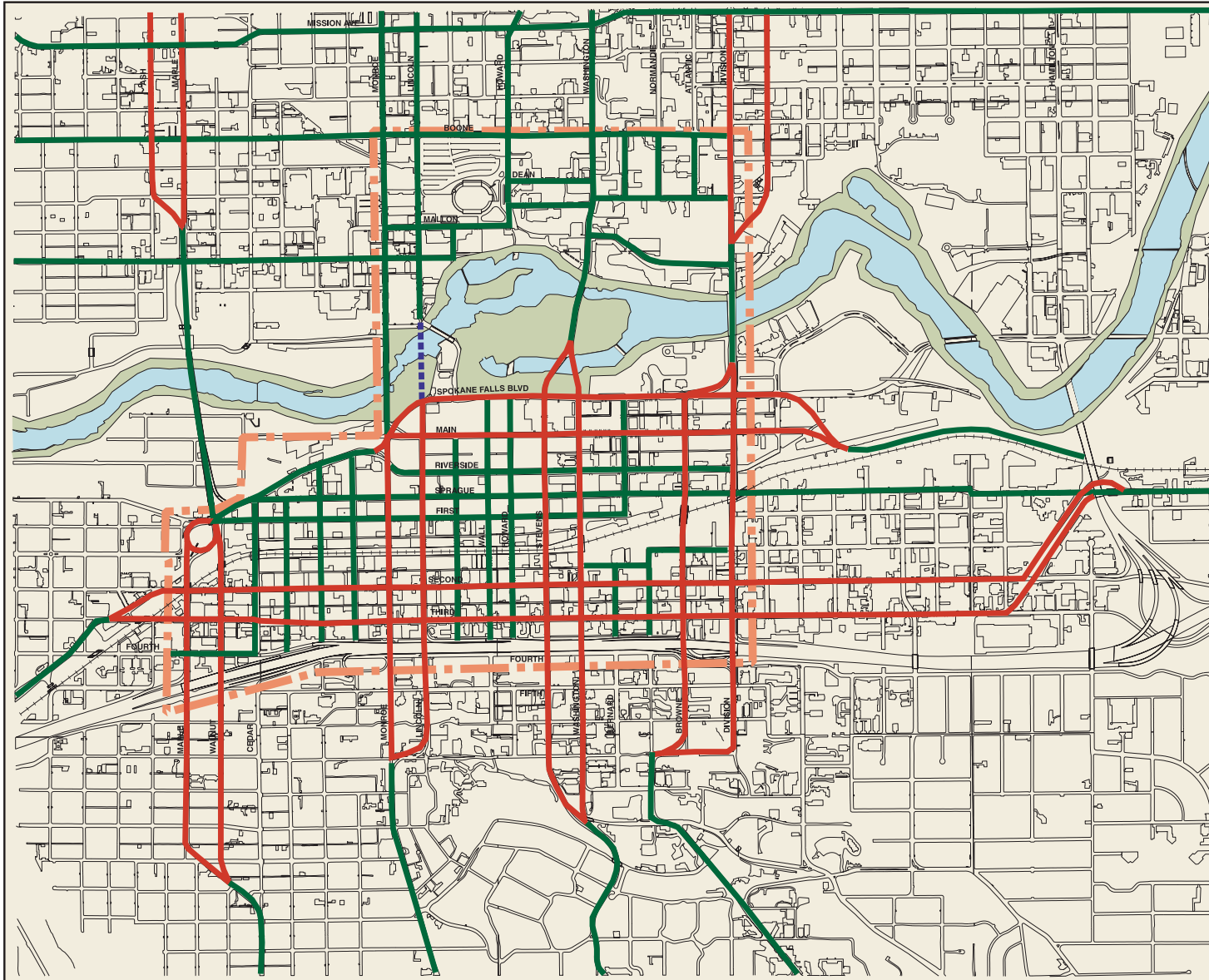
- 4.7 Any bridge construction or renovation should be consistent with the street's Green Street designation (see "Green Streets" in Section 5.0, *Community Design*) and maintain or improve the existing level of pedestrian amenities.
- 4.8 Maintain the historic character of existing bridges, such as the Monroe Street Bridge.
- 4.9 Lighting at bridge crossings should be designed to highlight their character and provide a visual connection between Downtown and the adjacent neighborhoods.



Monroe Street Bridge



The Centennial Trail is a valuable community resource



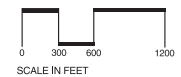
ONE-WAY AND TWO-WAY STREETS

Figure IV-2

- One-Way Street
- Two-Way Street
- - - Proposed Lincoln St. Bridge



NORTH



SCALE IN FEET



City of Spokane
Room 200, City Hall
808 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

JANUARY 1999

Light Rail Extension (see Figure IV-3)

- 4.10 Promote the development of future light rail from Coeur d'Alene to the Airport, serving Downtown along Riverside Avenue.
- 4.11 Establish street design parameters (i.e., median width, lane width, sidewalk width, on street parking) so that new development along the future rail line can be designed in anticipation of future needs.



The Howard Street electric trolley would connect the Downtown Core to the North Bank and the Medical Center

- 4.12 Provide for three future light rail stops in the Downtown along Riverside Avenue at:

1. Riverpoint Campus
2. Riverside at Bernard Street (Intermodal Center)
3. Riverside at Wall Street (STA Plaza)

Trolley System (see Figure IV-3)*North-South Trolley Line*

- 4.13 Expand the existing north-south trolley bus system to connect the Medical District south of the Interstate through the Downtown Core to the North Bank, from Lewis and Clark High School to North Central High School. Consider converting from a bus system to an electric trolley along Howard Street through Riverfront Park, providing both a functional transportation connection and an exciting attraction to Downtown and Riverfront Park with minimal pollution impacts. The electric trolley may be a fixed rail line or electric bus rapid transit line with fixed guideways.

East-West Trolley Lines

- 4.14 Support the implementation of a new east-west trolley system connecting Browne's Addition, the Summit, and county government center through the Downtown Core to the Riverpoint Campus and STA "superstop."

The system may include two east-west routes:

- (1) North Bank route connecting the Summit and county government center to Riverpoint Higher

Education Park and Gonzaga University along the North Bank of the Spokane River; and

- (2) Downtown Core route connecting Browne's Addition to Riverpoint via the Downtown Core. Service times should expand into the evening hours to provide residential access to Downtown core shopping and entertainment facilities.

Bicycle System (see Figure IV-4)

Downtown Bicycle Routes

- 4.15 Develop a system of non-motorized vehicle routes, or bicycle routes, through Downtown along pedestrian oriented "Green Streets" connecting to existing bicycle routes in the city and the Centennial Trail, along the Spokane River. The Downtown bicycle system will be consistent with the recommended Key Bicycle Corridors of the *Spokane Regional Pedestrian/Bikeway Plan*, and includes the following routes and bikeway facilities:

Bicycle Path (Class I):

- Centennial Trail

Bike Lane (Class II):

- Walnut Street south of Riverside
- Maple Street south of Riverside and north of Broadway
- Ash Street north of Broadway
- Spokane Falls Boulevard east of Division Street

Shared Roadway (Class III):

- Lincoln Street north of Centennial Trail
- Howard Street
- North River Drive
- Spokane Falls Boulevard
- Second Avenue
- Fourth Avenue

Bicycle Amenities

- 4.16 Provide for bicycle parking (e.g., bicycle racks and lockers) and other amenities Downtown.

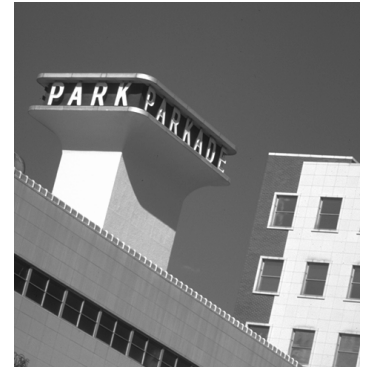
Parking (see Figure IV-5)

Strategic Parking Management Plan

- 4.17 Develop a Strategic Parking Management Plan to address short-term parking needs in cooperation with local businesses, offices and other establishments. Consider implementing systems such as garage permitting and parking supply signage to improve parking service.
- 4.18 Create parking assessment district(s) for Downtown to raise revenue for parking facilities.

Public Parking Structures

- 4.19 Develop additional parking structures for short-term parking Downtown while encouraging long term parking on the periphery of Downtown. Connect the peripheral parking to the Downtown core with the trolley system and pedestrian links. Investigate the use of the current skywalk system to connect parking facilities outside the core. Parking should be provided to support activities in the following critical areas:



The Parkade provides 850 spaces to Downtown



STA Plaza

- North of river: Boone Avenue between Normandie and Atlantic Streets.
- Riverfront Park: Northwest corner of Spokane Falls Boulevard and Division Street. Connect this parking structure across Division Street to the Riverpoint Campus with a safe pedestrian passage.
- East Side: between Riverside, Browne, Main, and Bernard.
- Arts District: across the Davenport Hotel: between First, Lincoln, Post, and the railway viaduct.
- South Side: between Howard, Wall, Second, and the railway viaduct.
- West End: along railroad viaduct between Cedar and Adams.
- Identify parking under Interstate 90 for future commuter use.

On-Street Parking

- 4.20 Prioritize on-street parking for short-term users such as shoppers and office visitors. Increase supply of on-street parking where feasible (e.g., convert to diagonal parking).

Private Parking

- 4.21 Encourage property owners to provide on-site parking for employees, customers, residents and visitors and to promote alternative commute modes for Downtown employees. Provide incentives for new development to provide on-site parking or help to pay for off-site parking through a Local Improvement District (LID) or the Public Parking

Development Authority (see *Public Parking Development Authority* below).

Design Standards

- 4.22 Develop design standards for parking structures to make them more aesthetically pleasing and pedestrian-friendly. Integrate street-level retail into parking structures to enhance street activity.

Develop design standards for surface parking lots to incorporate landscaping and pedestrian amenities.

Public Parking Development Authority

- 4.23 Modify the policy direction of the Public Parking Development Authority to be proactive in creating new parking facilities in strategic locations to service existing commerce and encourage economic growth.

Bus Circulation/Service

Storage/Staging

- 4.24 Conduct a study of the STA Plaza and surroundings to explore ways to improve surrounding traffic flow, pedestrian amenities and streetscape while meeting the needs of STA.

Fare Free Zone

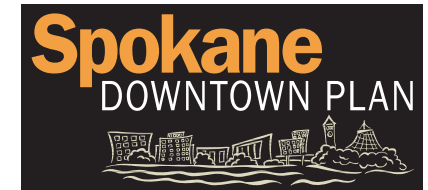
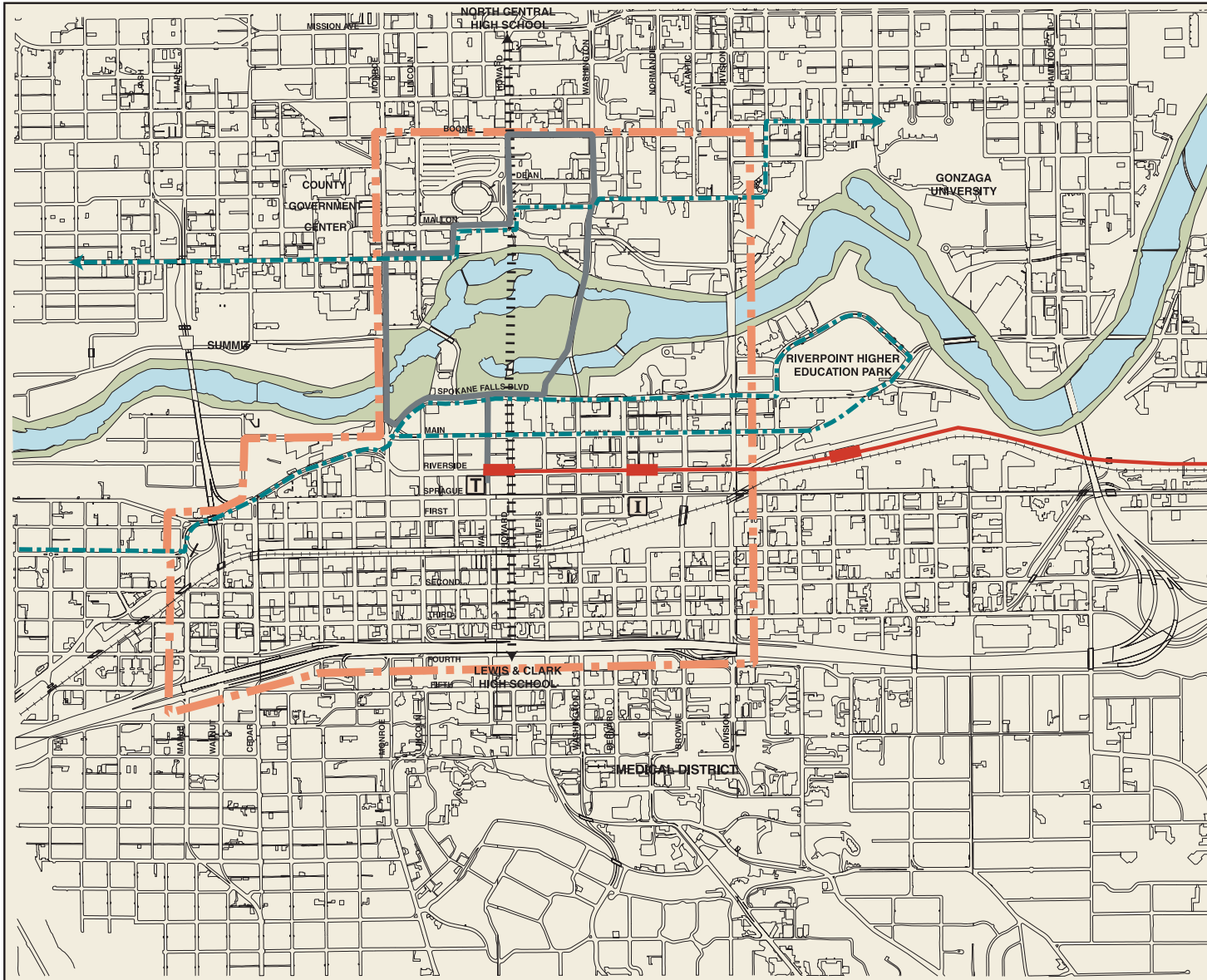
- 4.25 Support the establishment of a fare-free zone for STA buses in the Downtown.

Loading and Service Access

- 4.26 Ensure that commercial and office areas have adequate access to facilities for deliveries.



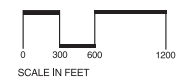
An electric trolley along Howard Street through Riverfront Park would create an attractive and entertaining transportation mode for Downtown Spokane.



FUTURE LIGHT RAIL AND SHUTTLE ROUTE

Figure IV-3

- Future Light Rail
- - - Light Rail Station
- Plaza-Arena Shuttle
- - - Future Trolley Extensions
- - - Howard Street Electric Trolley Extension
- T Transit Center
- I Intermodal Center



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BICYCLE ROUTES

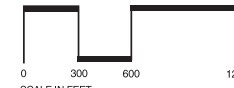
Figure IV-4

- Bike Path (Class I)
- Centennial Trail (Class I)
- Bike Lane (Class II)
- Shared Roadway (Class III)

Source: Spokane Regional Pedestrian/Bikeway Plan



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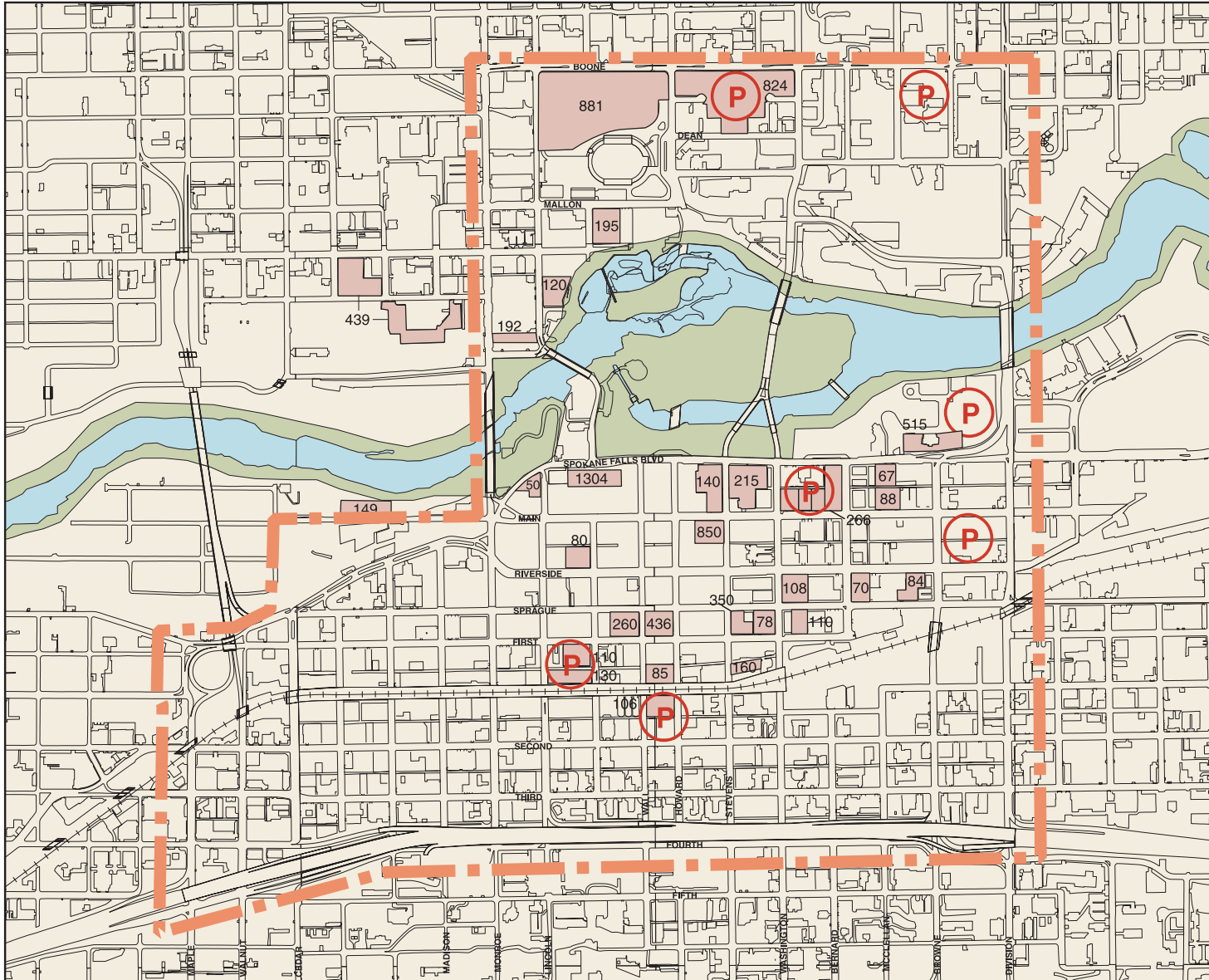
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PUBLIC PARKING

(>50 spaces)

Figure IV-5

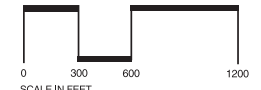


Potential Parking Garage



Existing Parking

Source: City of Spokane CBD Parking Survey and
Downtown Spokane Partnership



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Transportation and Circulation Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>Pedestrian</i>				
4.1 One-way Conversions	<ul style="list-style-type: none"> Develop new two-way street design to enhance pedestrian environment. Coordinate with Green Street improvement plans (see Section 5.0) and on-street parking. 	1-5 years	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> City TEA21 LID Parking Tax
4.2, 4.3 Crosswalks	<ul style="list-style-type: none"> Work with Police Department to enforce pedestrian right-of-way in crosswalks. Survey crossing behavior and identify potential locations for safe mid-block pedestrian crossing. 	Immediate	<ul style="list-style-type: none"> City Police Department 	<ul style="list-style-type: none"> City Police Department
4.4 Wall Street Pedestrian Zone	<ul style="list-style-type: none"> Enhance with landscaping, street furniture. Clarify signage to minimize through traffic. Investigate use of alternative paving material to reduce maintenance costs. 	1-5 years	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> City LID
4.5 Centennial Trail	<ul style="list-style-type: none"> Implement program to improve connections to neighborhoods, offices, and institutions near Downtown with improved signage, landscaping, and other amenities. 	1-5 years	<ul style="list-style-type: none"> City Friends of Centennial Trail 	<ul style="list-style-type: none"> City Friends of Centennial Trail
<i>River Crossings</i>				
4.6 Bridge Construction and Renovation	<ul style="list-style-type: none"> Study best available, most recent transportation studies regarding bridge crossing capacity. Determine whether and where to add bridge. 	Immediate	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> TEA21 City
4.7-4.9 Bridge Design	<ul style="list-style-type: none"> Coordinate bridge construction, renovation and design with Green Streets system (see Section 5.0) Light bridges to highlight their character and visual link to neighborhoods 	Immediate	<ul style="list-style-type: none"> City Private sector Landmarks Commission 	<ul style="list-style-type: none"> TEA21 City
<i>Light Rail Extension</i>				
4.10 – 4.12 Light Rail Route and Stops	<ul style="list-style-type: none"> Work with STA to bring light rail system Downtown along Riverside Avenue Designate future light rail route and stops on city maps and plans. Maintain right-of-way for planned light rail and stops Create parameters for lane widths, sidewalks, and parking on Riverside and distribute information to affected property owners 	1-5 years	<ul style="list-style-type: none"> STA SRTC 	<ul style="list-style-type: none"> TEA21

Downtown Strategies

Transportation and Circulation Strategies and Actions (cont.)

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>Trolley System</i>				
4.13, 4.14 North-South and East-West Trolley Lines	<ul style="list-style-type: none"> Work with STA and Park Board to implement trolley service Monitor ridership to determine if system should connect to fixed rail Incorporate trolley as integral part of parking management system for Downtown 	1-5 years	<ul style="list-style-type: none"> STA SRTC 	<ul style="list-style-type: none"> TEA21 PPDA LID
<i>Bicycle System</i>				
4.15 Downtown Bicycle Routes	<ul style="list-style-type: none"> Work with the Bicycle Advisory Committee (BAC) Coordinate restriping with street repaving and other infrastructure improvements Install signage to mark shared roadways, lanes 	1-5 years	<ul style="list-style-type: none"> City, BAC Centennial Trail 	<ul style="list-style-type: none"> City BAC
4.16 Bicycle Amenities	<ul style="list-style-type: none"> Develop standards for bicycle facilities 	Immediate	<ul style="list-style-type: none"> City BAC 	<ul style="list-style-type: none"> City
<i>Parking</i>				
4.17, 4.18 Strategic Parking Management Plan	<ul style="list-style-type: none"> Conduct user survey to identify needs Incorporate stakeholder involvement to devise Parking Management Plan. Increases supply of short-term on-street parking Improve pedestrian connections to peripheral parking for employees. Create a travel demand management (TDM) program with incentives for commuters who use alternative modes of transportation. 	Immediate	<ul style="list-style-type: none"> PPDA City DSP/BID 	<ul style="list-style-type: none"> City DSP
4.19-4.21 Public Parking Structures, On-Street Parking, and Private Parking	<ul style="list-style-type: none"> Maximize number of on-street spaces by converting to diagonal parking where street conditions allow. Develop new parking structures in strategic locations. 	Immediate	<ul style="list-style-type: none"> City PPDA Design Review Committee 	<ul style="list-style-type: none"> City PPDA
4.22 Parking Structure Design	<ul style="list-style-type: none"> Devise design guidelines for parking structures and surface parking lots. Establish design standards for surface parking lots 	Immediate	<ul style="list-style-type: none"> City Design Review Committee 	<ul style="list-style-type: none"> City
4.23 Public Parking Development Authority	<ul style="list-style-type: none"> Amend charter of PPDA to reflect a mission to provide parking Downtown to service existing commerce and encourage economic growth 	Immediate	<ul style="list-style-type: none"> City PPDA DSP 	<ul style="list-style-type: none"> City PPDA

Transportation and Circulation Strategies and Actions (cont.)

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>Bus Circulation/Service</i>				
4.24 Storage/Staging	<ul style="list-style-type: none"> Study the STA Plaza and surrounding area to maintain bus service levels and improving street level visibility to surrounding retail storefronts. 	Immediate	<ul style="list-style-type: none"> STA City 	<ul style="list-style-type: none"> STA
4.25 Fare-free zone	<ul style="list-style-type: none"> Identify favored boundary for fare-free zone in conjunction with Parking Management Plan effort. 	Immediate	<ul style="list-style-type: none"> STA 	<ul style="list-style-type: none"> STA
4.26 Loading and Service Areas	<ul style="list-style-type: none"> Provide adequate loading zones and service areas to meet the needs of Downtown businesses by reviewing City Parking Policy and Commercial Loading Ordinance. 	Immediate	<ul style="list-style-type: none"> City DSP 	<ul style="list-style-type: none"> City

5.0 COMMUNITY DESIGN

Downtown is a unique place that blends history with modernity, where people gather to live, work, shop, and play. Community design enhances the quality of private and public spaces by integrating features such as pedestrian friendliness, accessibility, view corridors, historic preservation, public art, landscaping, parks and plazas.

Objectives

The community design objectives of this *Plan* are to preserve and enhance Downtown Spokane's distinctive environment and history; to foster a sense of identity in Downtown; and to create an exciting, pedestrian-friendly street atmosphere.

Strategies

Active Street Edges

- 5.1 Enhance street activity by creating “active street edges” such as windows and openings on the street, outdoor street displays and sales, and street cafes and outdoor restaurant seating.

Green Streets (see Figure IV-6)

- 5.2 Promote and develop Green Streets to connect Downtown, Downtown neighborhoods and adjacent neighborhoods with a network of “green” links. Green Streets are well landscaped, tree-lined corridors designed for both pedestrian and vehicular use. Pedestrian amenities on Green Streets may include street furniture, decorative lighting, wide sidewalks with extensions (bulb-outs) at street corners, decorative crosswalks, art, outdoor restaurants, plazas and improved sidewalk-building interfaces (e.g., awnings, street-oriented retail activity). Use of amenities must conform to the

City's sidewalk encroachment guidelines, and sidewalk barriers such as the large planters on Spokane Falls Boulevard should be removed. The Centennial Trail is a good example of a non-motorized Green Street.

Green Street Types

There will be three types of “Green Streets,” based on the primary function of each street within the Downtown network. **Type I Green Streets** are slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking and shopping.

Type II Green Streets move traffic and pedestrians into and around Downtown. These streets are the major pedestrian connections to surrounding neighborhoods and districts.

The primary function of **Type III Green Streets** is to move automobile traffic through Downtown. These attractive, landscaped arterials are to be improved with street trees and adequate sidewalks for pedestrian circulation.



Street Cafes



Landscaping and street activity enhance new mixed use development

Specific design guidelines should be developed for Type I, II, and III Green Streets. All Downtown streets will meet Type III criteria at a minimum. Maintenance for Green Street improvements will be the responsibility of the City of Spokane.

Type I Green Streets (Pedestrian-oriented streets):

- First Avenue
- Bernard Street
- Howard Street
- Post Street
- Riverside Avenue
- Wall Street

Type II Green Streets (Pedestrian- and auto-oriented streets):

- Lincoln Street
- Main Avenue

- Mallon Avenue
- Monroe Street
- Spokane Falls Boulevard
- Sprague Avenue
- Stevens Street
- Washington Street

Type III Green Streets (Automobile-oriented streets and arterials):

- Division Street
- Browne Street
- Maple Street
- Second Avenue
- Third Avenue

Implementation Priority

Three Green Streets have been identified as high priority projects for implementation:

Howard Street. This is the primary pedestrian spine linking Downtown Spokane and the North Bank through Riverfront Park.

Division Street. Division is prioritized because of its visibility as a main entrance to Downtown from Interstate 90.

Post Street. This street could be developed as a promenade with an enhanced level of pedestrian character comparable to Wall Street, acting as both a pedestrian and vehicular (two-way traffic) link connecting major office, arts and development opportunities (Steamplant Square and Davenport Hotel) to the Retail Core.

Post Street
Promenade
Concept



Building Height and Form

Building heights can help shape the form and appearance of Downtown, allow penetration of sunlight, and open views and vistas to prominent sites and landmarks. Spokane's distinctive towers, visible from Downtown streets, create interest and help orient visitors. Views of the Spokane River and Riverfront Park from taller buildings enhance Downtown offices and residences.

Views of Riverfront Park

- 5.3 On blocks adjacent to Riverfront Park, provide incentives to encourage property owners to maximize views and access to the river and surrounding park areas, for both their properties and neighboring properties.

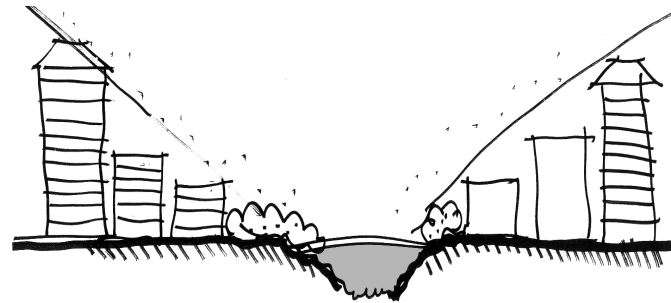
Views of Landmark Towers (see Figure IV-7)

- 5.4 "Landmark towers" are prominent structures and historic towers in the Downtown that have been designated "landmarks" by the City Council for their visual importance and prominence in the urban landscape. Use incentives such as density bonuses and accelerated permitting to encourage property owners to preserve tower views through site and building design, building orientation, setbacks, and/or building height limits on blocks adjacent to Downtown Landmarks.

Landmark status should be established for:

- Our Lady of Lourdes Cathedral
- Spokesman Review Tower
- Riverfront Park Clock Tower

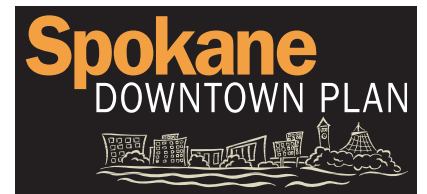
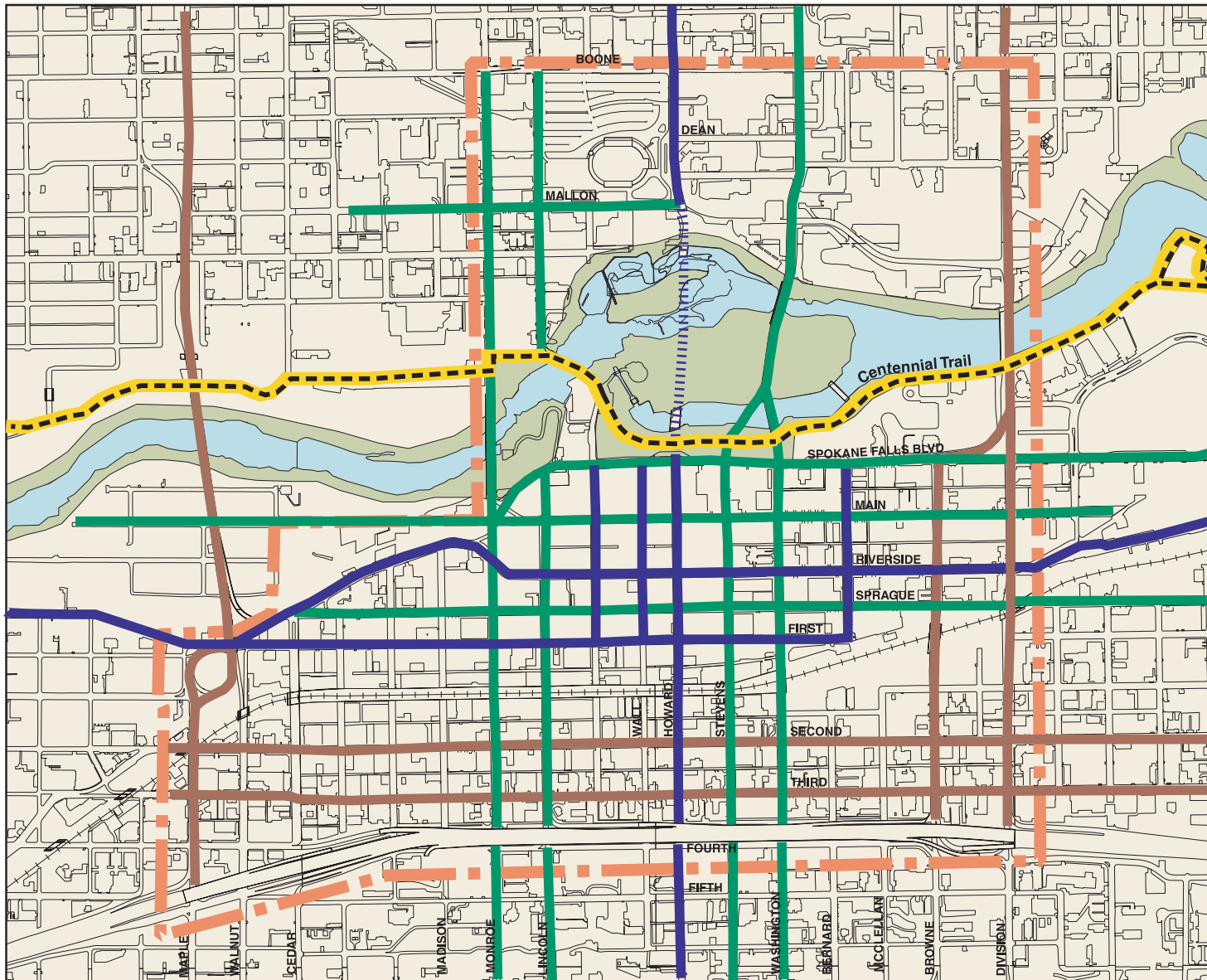
- County Court House Tower
- St. John's Cathedral
- St. Aloysius
- Steam Plant Building
- Paulsen Building
- U.S. Pavilion



Riverfront Park Views








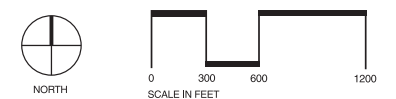
Landmark Tower Views



GREEN STREETS

Figure IV-6

-  Howard Street Pedestrian Path through Riverfront Park
-  Level I Green Street (Pedestrian-Oriented)
-  Level II Green Street (Pedestrian and Auto-Oriented)
-  Level III Green Street (Auto-Oriented)
-  Centennial Trail



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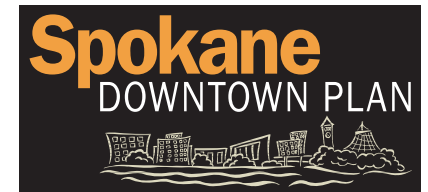
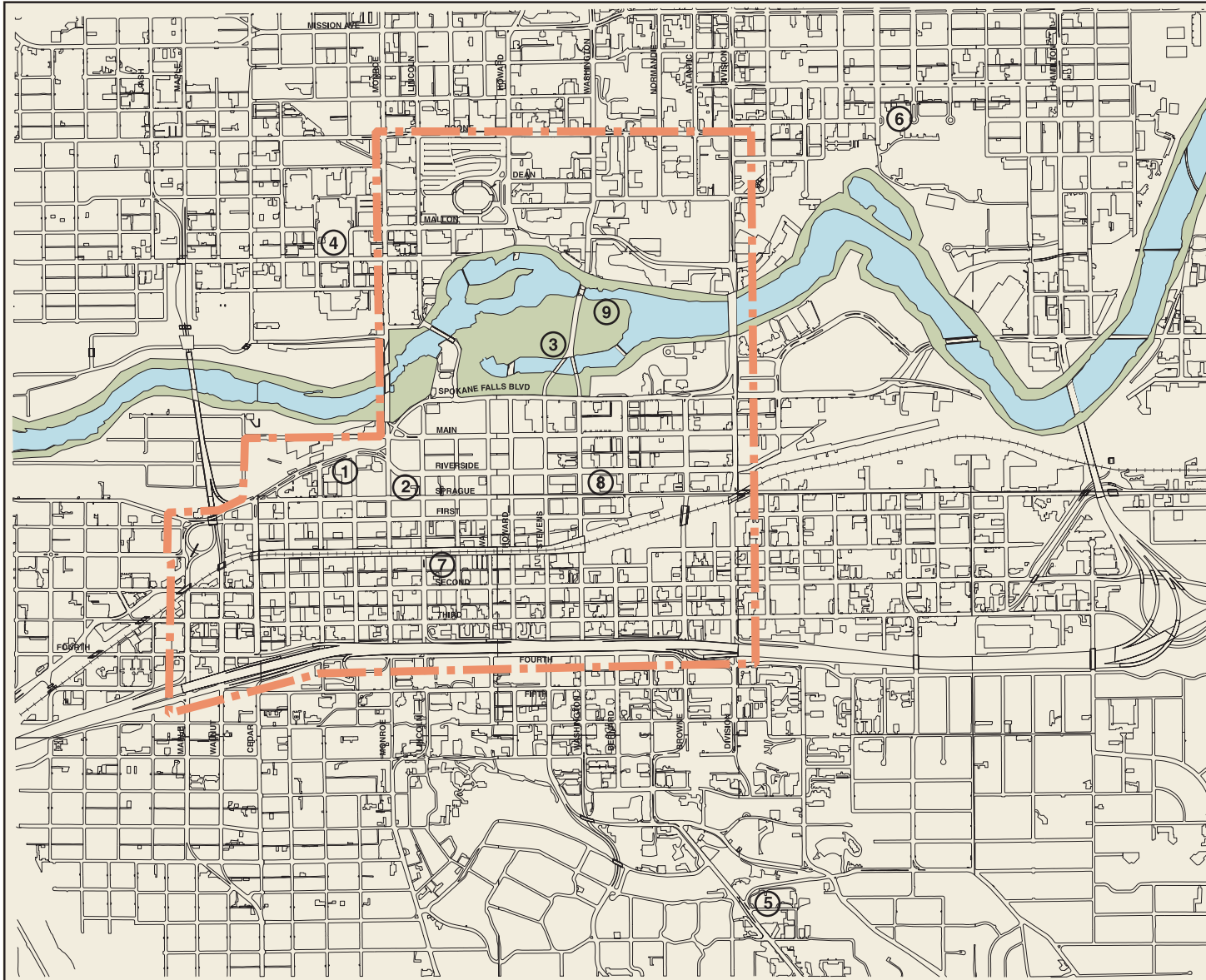
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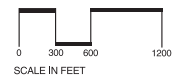
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LANDMARK TOWERS

Figure IV-7

- ① Our Lady of Lourdes Church
- ② Spokesman Review Tower
- ③ Riverfront Park Clock Tower
- ④ County Courthouse Tower
- ⑤ St. John's Cathedral
- ⑥ St. Aloysius
- ⑦ Steam Plant Building
- ⑧ Paulsen Building
- ⑨ U.S. Pavilion



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The Downtown skywalk network provides sheltered building connections



Skywalk Improvements (see Figure IV-8)

Concentrate Skywalks

- 5.5 Concentrate skywalks as functional links in the Downtown Retail Core, strengthening the connections between activities in the retail core by removing or expanding skywalks where appropriate, and providing incentives for property owners through the design review process to remove or expand skywalks.

Maintain and enhance existing skywalks of functional importance. Remove existing skywalks that are not well utilized and have a negative impact on the aesthetics of connected buildings within the context of a Skywalk Master Plan.

New additions to the skywalk system should improve overall connectivity of the existing system, including connections to parking areas. Skywalks should not detract from building design and should not be added to historic buildings.

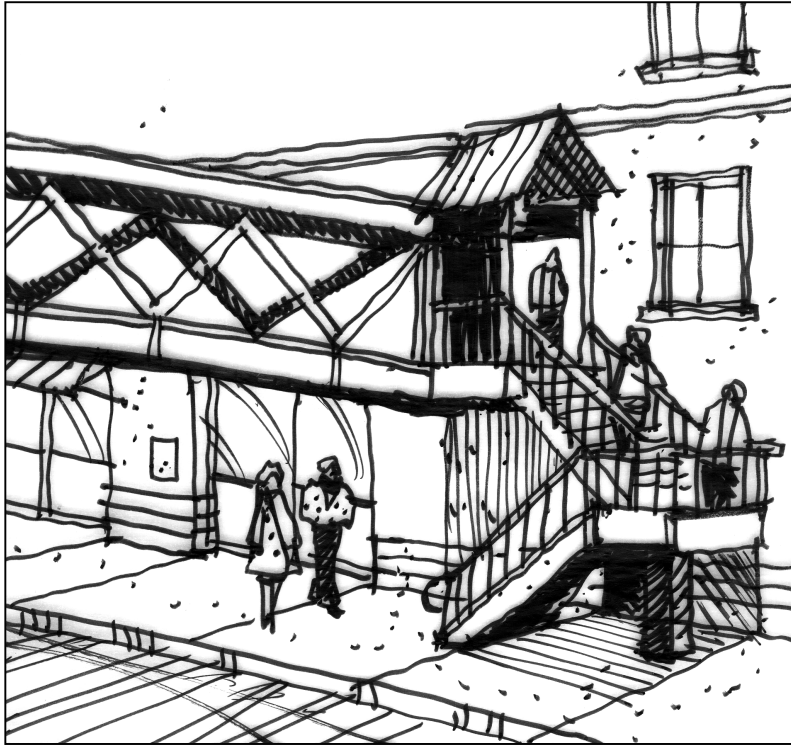
Skywalk Design – Improved Street Linkages

- 5.6 Orient skywalks to the street level by improving the visual and functional connection of skywalks to the street. Provide incentives for property owners to upgrade and improve the general appearance of their skywalks.

Review and modify the Design Review Committee's *Downtown Skywalk Design Guidelines* to be consistent with the goals of this Plan.

Skywalk System Coordination

- 5.7 Improve signage and develop brochures to guide skywalk users. Address other problems such as locked doors, hours of use, and lack of system coordination.



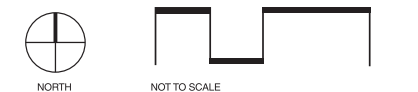
Skywalks can be connected to the street via outdoor staircases (left) and indoor elevators (right).



SKYWALK SYSTEM

Figure IV-8

- Existing Skywalk
- * Spokesman Review Tower



Plazas and Gathering Places (see Figure IV-9)*Public Square*

- 5.8 Develop an outdoor, public square at the site of the old, vacant Newberry Building on Riverside Avenue between Howard and Wall Streets. The Public Square will be a “ceremonial place” for the City, designed for public events, arts and informal gatherings. The Square could include a water feature and/or public art, and should be designed to be inviting and comfortable for Downtown visitors and employees. Its location across the Transit Center (terminus of the future light rail route) and along the Howard Street pedestrian spine makes the Square a natural urban gathering place for Downtown Spokane.

City Hall Plaza

- 5.9 Create a plaza for the City Hall, library, and federal building area to enhance the Lincoln Street corridor and connection to Riverfront Park.

District Plazas and Gathering Places

- 5.10 In addition to the specific plazas discussed above, develop a system of gathering places, parks and plazas in each Downtown district to provide a local focal point and meeting place for residents, shoppers and visitors. Specific sites have not yet been identified. Guidelines should be developed to identify appropriate sites and design elements (e.g., use of public art, landscaping, and other features) for neighborhood gathering places.

Entries and Gateways (see Figure IV-10)*Interstate Gateways*

- 5.11 Create attractive, well-landscaped, lighted and signed entry gateways at major exits from Interstate 90.

Downtown Entries and Gateways

- 5.12 Create attractive, well-landscaped, lighted and signed entry gateways into the Downtown. Entry gateway features should be created along major arterials extending from Interstate 90 through the Downtown and at major intersections, including the following:

First Priority Entries:

- Division and Spokane Falls Boulevard
- Division and the railroad viaduct

Second Priority Entries:

- Division and Boone
- Monroe and Boone
- Monroe and Main at Spokane Falls Boulevard
- Cedar and First
- Riverside and Division
- Division Street Corridor

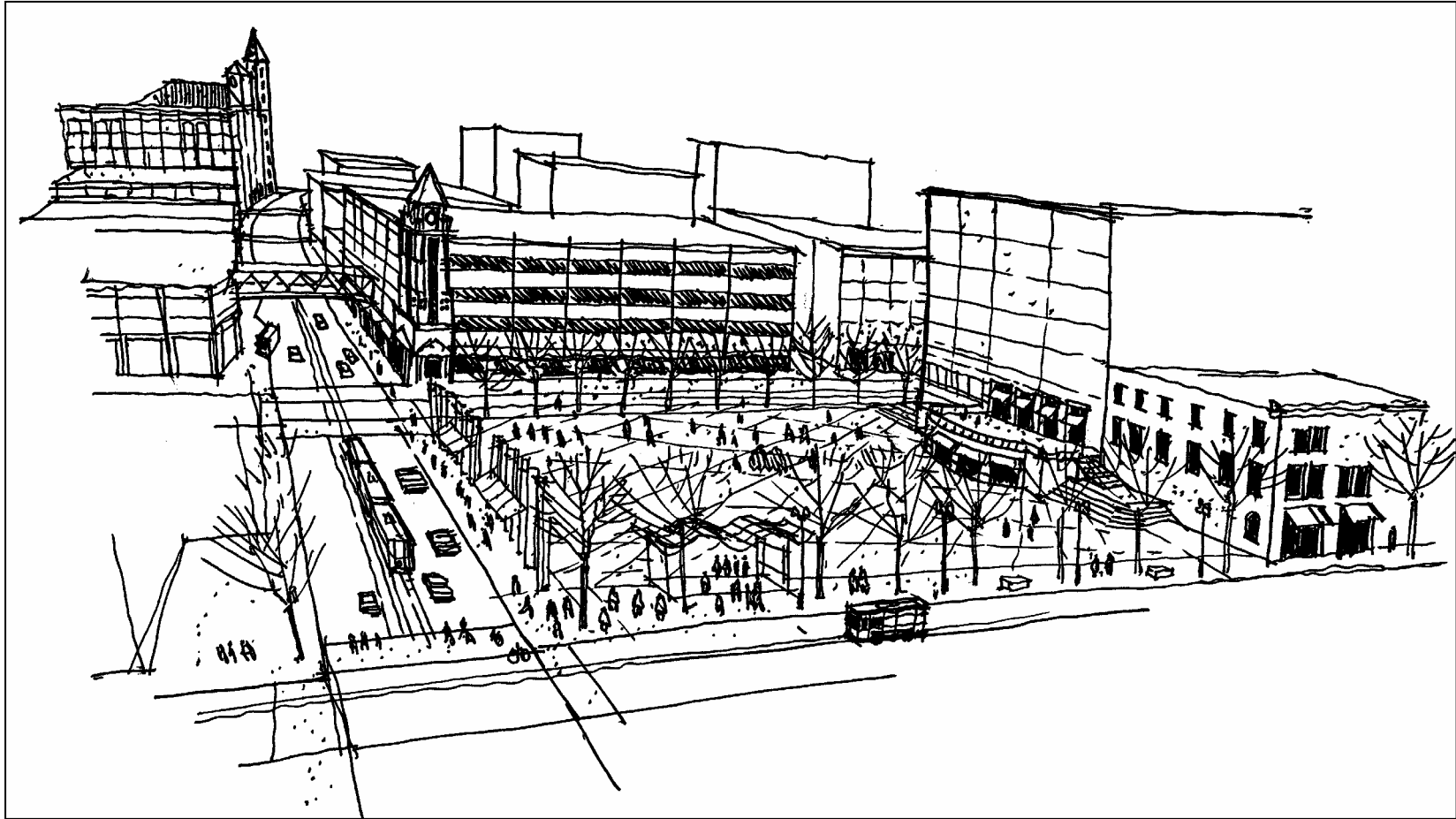
- 5.13 The Division Street interchange off of Interstate 90 is a major entry point into Downtown Spokane. Improve Division Street with landscaping, signage and lighting, creating an attractive entry boulevard from I-90 through the Downtown.

Billboards

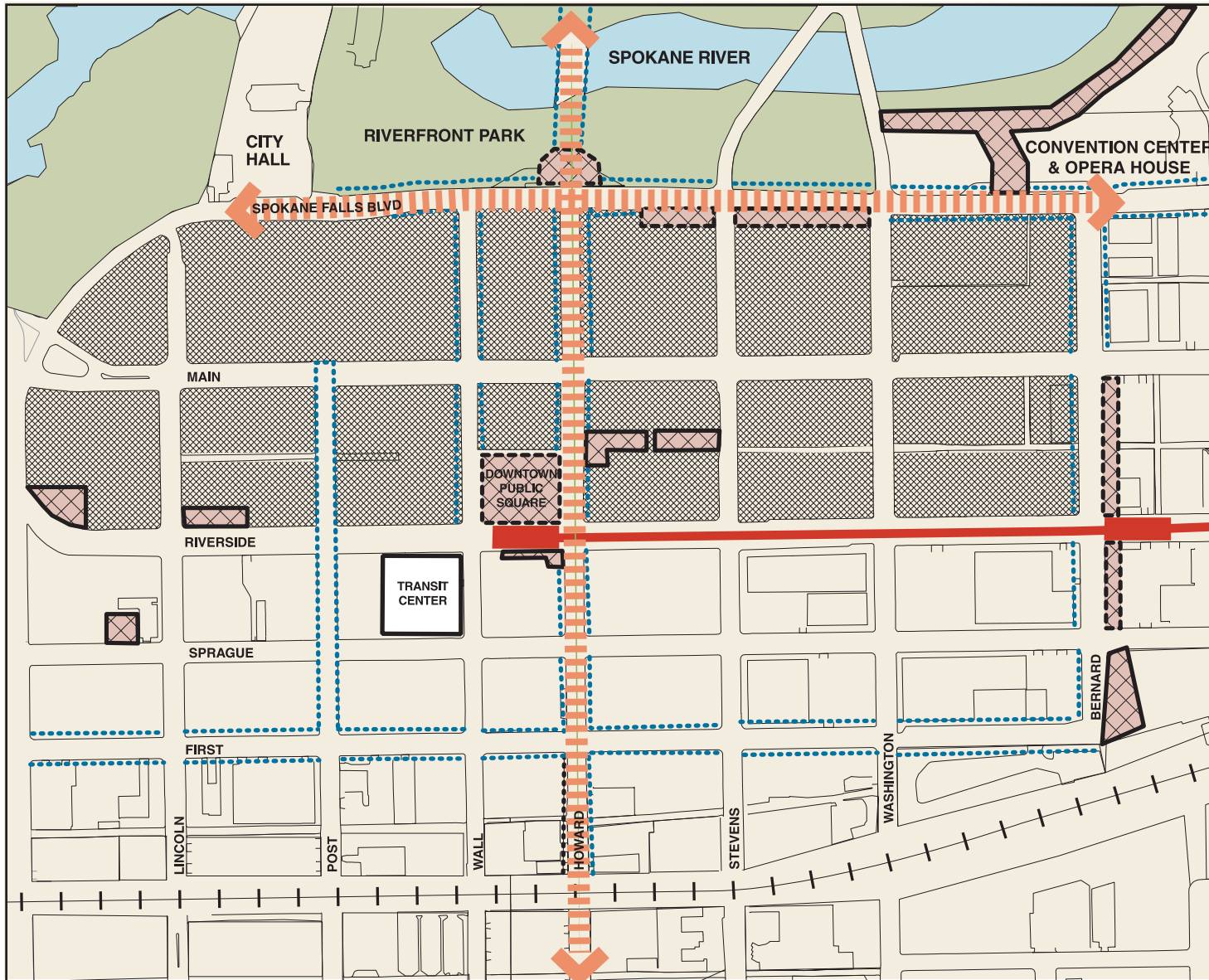
- 5.14 Prohibit billboard advertisements in the Downtown Core.

Accessibility

- 5.15 Ensure that all public spaces Downtown meet or exceed Americans with Disabilities Act (ADA) standards.








The public square on Riverside Avenue would be a central gathering place at the heart of Downtown, along the proposed Howard Street electric trolley and light rail lines.



MAJOR PUBLIC SPACES AND CONNECTIONS

Figure IV-9

-  Potential Plazas
-  Existing Plazas
-  Regional Retail Core
-  Major Pedestrian Links
-  Light Rail Station



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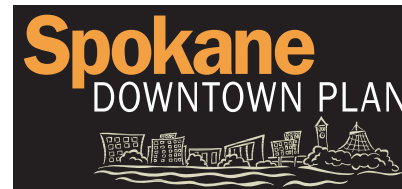
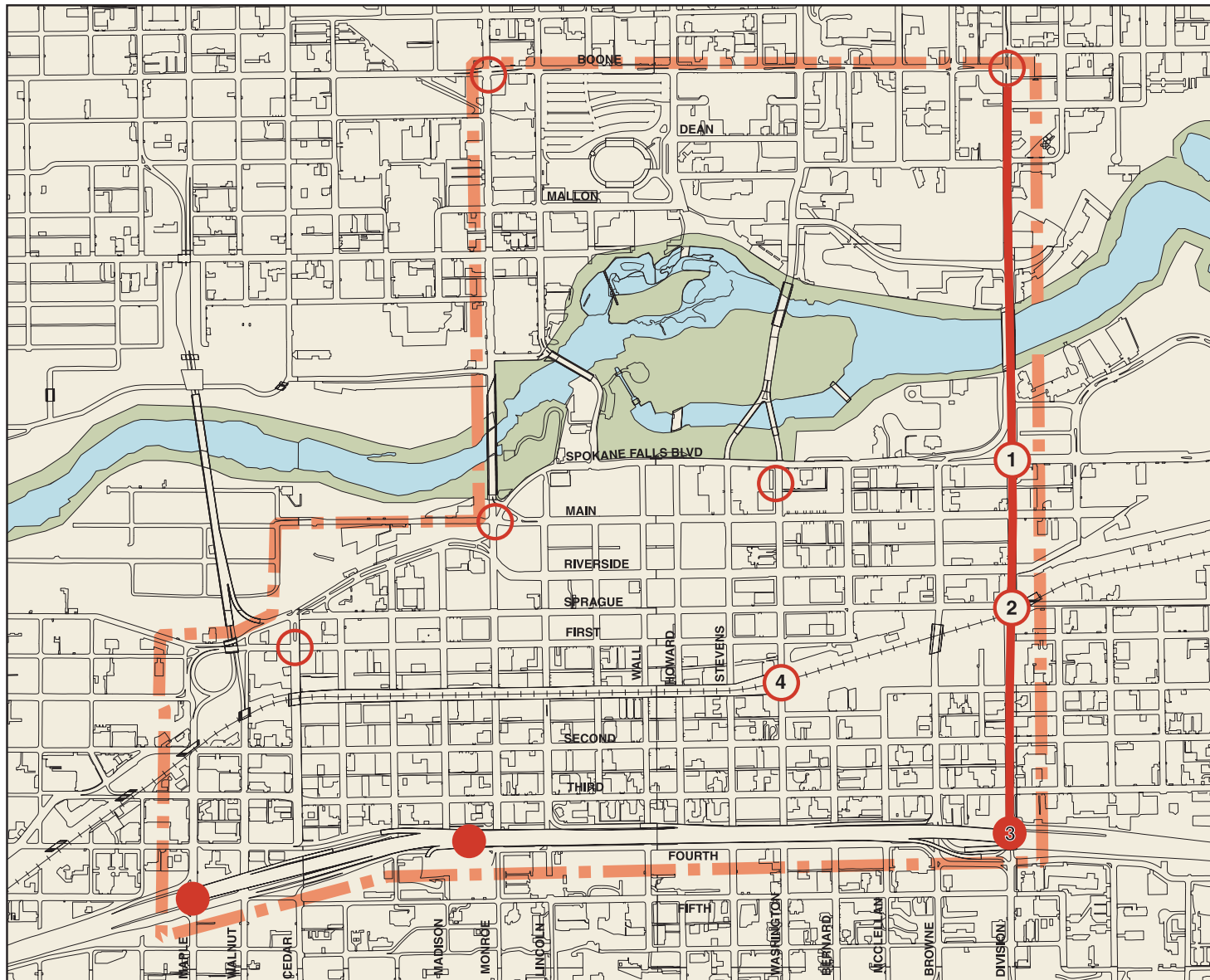
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DOWNTOWN ENTRIES AND GATEWAYS

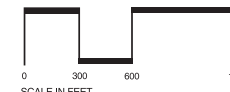
Figure IV-10

-  Downtown Gateway
-  Interstate Gateway
-  Division Street Corridor

Numbers indicate priority, if any



NORTH



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Spokane, WA 99201

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Phone: 510/845-7549 Fax: 510/845-8790

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Community Design Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
5.1 Active Street Edges	<ul style="list-style-type: none"> Develop guidelines for “street-oriented activity” and distribute to property owners. Undertake inventory of street furniture and amenities; identify needs; provide improvements. Façade menu for retrofitting and developing new buildings – to enhance streetscape. 	1-5 years	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> TEA21, City LID Private investment
5.2 Green Streets Howard Street* Division Street Post Street	<ul style="list-style-type: none"> Finalize design concepts for Green Streets. Implement Green Street improvements for Howard Street, Division Street and Post Street; prioritize other Green Streets; Coordinate Green Street implementation with street maintenance, one-way conversions, bicycle route additions, and other street improvements. Provide menu of pre-approved sidewalk materials and street furniture for use by private businesses, developers, public works department and design review. 	1-5 years	<ul style="list-style-type: none"> DSP Park Board STA City 	<ul style="list-style-type: none"> TEA21 City LID Private investment Foundations
5.3, 5.4 Building Height and Form	<ul style="list-style-type: none"> Nominate selected towers for historic landmark status with federal and/or state authorities. Conduct a viewshed study to help define and map “landmark tower viewsheds.” Create an incentive-based building height ordinance for the Downtown Core (integrate into Design Review Process). 	1-5 years	<ul style="list-style-type: none"> City Landmarks Commission 	N/A
5.5 - 5.7 Skywalks	<ul style="list-style-type: none"> Designate a “skywalk enhancement area” in the central retail core where existing skywalks should be enhanced and new ones built to improve contiguity. Review and modify Downtown Skywalk Design Guidelines to reflect the intent of this Plan. Complete a Skywalk Master Plan that defines “adequate connection” from skywalks to the street; identify deficient skywalks; design and implement improved street linkages and addresses the issue(s) of public versus private ownership. Create signage/brochures to guide skywalk users. 	1-5 years and ongoing	<ul style="list-style-type: none"> City DSP Property Owners Design Review Committee 	<ul style="list-style-type: none"> LID City Private property owners Private developers DSP

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

Downtown Strategies

Community Design Strategies and Actions (cont.)

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
5.8 - 5.10 Plazas and Gathering Places Priority Plaza: Public Square*	<ul style="list-style-type: none"> Design a system of parks and plazas throughout Downtown linked by Green Streets. Develop design concepts for plazas and parks. Create incentives such as density bonuses for private developers to provide public plazas. Secure funding to purchase Public Square site; design and construct plaza. 	5-15 years 1-5 years	<ul style="list-style-type: none"> City Park Board DSP 	<ul style="list-style-type: none"> Park Revenue Bonds City Capital Improvements Fund Private contributions Foundations Community Fundraising LID
5.11 – 5.13 Downtown Entries and Gateways Priority Gateway: Division Street*	<ul style="list-style-type: none"> Design gateway markers/signs; construct at designated entrances. Develop sign program for I-90 entryways. Coordinate Division Street “Green Street” improvements with entry feature improvements. 	1-5 years	<ul style="list-style-type: none"> City DSP 	<ul style="list-style-type: none"> City Capital Improvement Funds TEA21 Department of Transportation (DOT) LID Community fundraising
5.14 Billboards	<ul style="list-style-type: none"> Develop an ordinance to prohibit billboard advertising Downtown. 	Immediate	<ul style="list-style-type: none"> City DSP 	N/A
5.15 Accessibility	<ul style="list-style-type: none"> Continue to enforce compliance with ADA standards through the City’s design review process. Involve the disabled and elderly community in designing public spaces such as parks and plazas. 	Ongoing	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> City

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.



Historic facades grace West Riverside Avenue, creating a rich and unique place.

6.0 HISTORIC PRESERVATION

The historic buildings of Downtown Spokane contribute to its character. From the Spokesman Review Tower to the Davenport Hotel, Spokane's buildings tell the story of the City's past. As well, the preservation and enhancement of these historic structures is an important economic development tool, which can be leveraged to attract businesses to Downtown Spokane.

Objective

The historic preservation objective of this *Plan* is to preserve and enhance Downtown's historic resources for future generations.

Strategies

- 6.1 Identify and promote the preservation of historic buildings and sites to preserve the character and

heritage of Downtown Spokane. Encourage creative and adaptive rehab and reuse of older historic buildings as new office space, residential units, live-work studios and active ground floor retail spaces. Promote and support efforts to restore and revitalize key historic buildings in the Downtown, including but not limited to:

- Davenport Hotel
 - The Metro Block
 - Holley Mason Building
 - Montvale Block Building
 - American Legion Building
- (See Figure IV-11)

- 6.2 Maintain the historic character of existing bridges, such as the Monroe Street Bridge.

Historic Preservation Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
6.1 Historic Preservation	<ul style="list-style-type: none"> ▪ Create incentives (e.g., through the building code, tax incentives) to promote historic preservation. ▪ Work with historic preservation organizations. ▪ Identify underutilized historic buildings for rehabilitation; devise a marketing strategy to attract developers and tenants. ▪ Install communications infrastructure for high-tech businesses and entrepreneurs. ▪ Implement a façade improvement program. ▪ Discourage demolition of historic structures. 	1-5 years and ongoing	<ul style="list-style-type: none"> ▪ City ▪ Landmarks Commission ▪ HPO ▪ Design Review Commission ▪ DSP 	<ul style="list-style-type: none"> ▪ City ▪ National Main Street Program ▪ Historic tax credits ▪ Private utilities ▪ Property owners ▪ Private investors
6.2 Bridge Design	<ul style="list-style-type: none"> ▪ Maintain the historic character of the existing bridges. 	1-5 years	<ul style="list-style-type: none"> ▪ City ▪ Landmarks Commission 	<ul style="list-style-type: none"> ▪ City

7.0 ARTS, CULTURE AND ENTERTAINMENT

The Opera House, play houses, live entertainment, Cheney Cowles Museum, The Spokane Arena, and Riverfront Park offer numerous opportunities for sampling exciting events Downtown. Indeed, downtowns are traditionally the cultural centers of cities, bringing people together for a “night on the town.”

Objectives

The arts, culture, and entertainment objectives of this *Plan* are to foster and support an exciting mix of traditional and innovative art forms; to take pride in the rich cultural character of Downtown, and to celebrate creativity, diversity, and understanding through participation in the arts. Downtown should provide adequate facilities for performance, exhibition, readings, and other events.

Strategies

Public Museum

- 7.1 Encourage and promote the development of a public museum Downtown including special museums for children, art, science and technology, and river environments. Science and technology museums have been particularly successful in other major cities and would complement the growing high tech sector of Spokane’s economy. A new science museum in conjunction with the IMAX Theatre is a compelling destination project, which could locate on the North Bank in the entertainment area or in Riverfront Park.

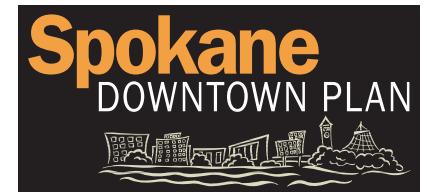
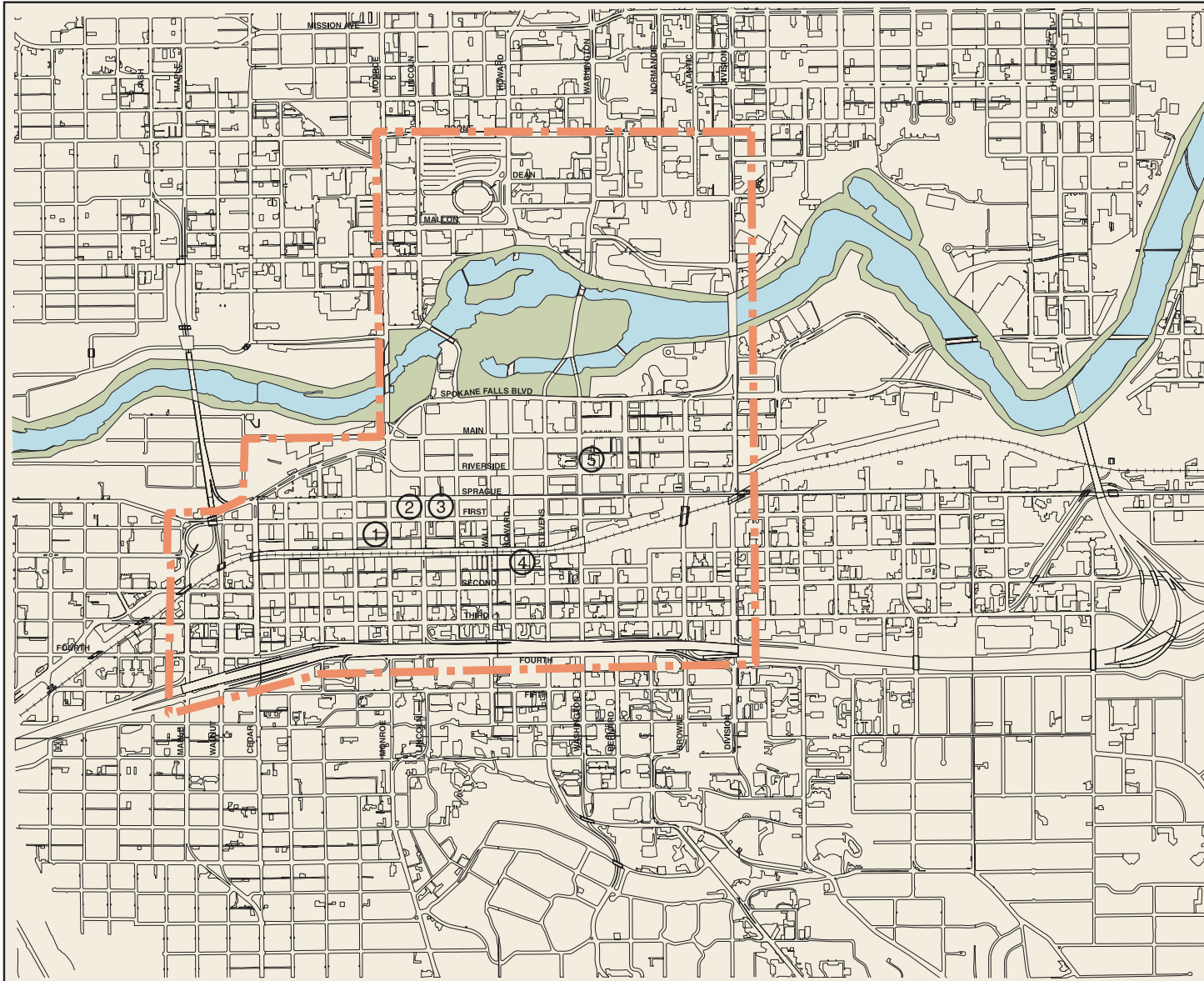
Support the existing Cheney Cowles Museum and its plans for expansion. Downtown can provide space for a satellite center affiliated with Cheney Cowles, and/or provide the museum with a temporary art space during renovation.

Street Artists and Public Art

- 7.2 Support and encourage street artists, musicians and public art in Downtown Spokane.



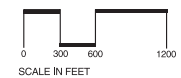
Sculpture at Riverfront Park



HISTORIC PRESERVATION

Figure IV-11

- ① Montvale Block Building
- ② The Metro Block
- ③ Davenport Hotel
- ④ Holley Mason Building
- ⑤ American Legion Building



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Room 200, City Hall
608 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

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Metro Block

- 7.3 The proposed Metro Block renovation's theme will be a rebirth of Spokane's "Second City". The creativity and dynamic energy of the renovation program will make the Metro Block a major anchor within the Davenport Arts District and further enhance the character of the Downtown retail core. This site will be a creative business incubator attracting artists, writers and designers in addition to high-tech businesses in the technology industry.

Arts District

- 7.4 Create an Arts and Entertainment District centered around the Davenport Hotel/Metro Block and Steam Plant (see *Arts District* in Chapter 5, Section 2).

Spokane Arts Commission

- 7.5 Support the Spokane Arts Commission in efforts to develop arts programs, festivals, and public outreach and education in Downtown.

Arts, Culture and Entertainment Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
7.1 Public Museum - Science and Technology Museum*	<ul style="list-style-type: none"> Coordinate with Parks Board to identify potential site. Work with a science organization (e.g., Pacific Science Center) to secure funding, design and construct new science museum. 	5-15 years	<ul style="list-style-type: none"> Park Board Public School District Science Center Operators DSP 	<ul style="list-style-type: none"> General Obligation Bond Private sector and individual contributions Community fundraising
7.2 Street Artists and Public Art	<ul style="list-style-type: none"> Begin a local artist program Encourage the creation of public art. 	1-5 years	<ul style="list-style-type: none"> DSP Arts Commission Cheney Cowles Museum 	<ul style="list-style-type: none"> Foundations
7.4 Arts District	<ul style="list-style-type: none"> Build parking structure (for use by Davenport Hotel and other visitors and employees of the Arts District)* Devise marketing and promotion strategy for Arts District. Renovate the Davenport Hotel 	1-3 years	<ul style="list-style-type: none"> DSP Property owners Private developers Neighborhood Associations City 	<ul style="list-style-type: none"> PPDA SBA LID Davenport Hotel Private investors Property owners TIF (if available)

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

8.0 INFRASTRUCTURE

The modern city requires infrastructure for transportation, water and sewer, and communications networks. Older facilities are in need of repair and upgrade, while new demand for fast telecommunications require the addition of new lines to the underground network.

Objective

The infrastructure objective of this *Plan* is to provide information technology, water, sewer, and wastewater services needed to support Downtown businesses and residents.

Strategies

Street Infrastructure

- 8.1 Coordinate resurfacing and other street improvements with the implementation of improvements (e.g., Green Streets) detailed in this *Plan*.
- 8.2 Fix deteriorating sidewalks and enforce sidewalk maintenance ordinances.

Communications Infrastructure

- 8.3 Market information technology infrastructure available in the Downtown to new high-tech businesses (see “Terabyte Triangle” in Chapter V.)

Water and Wastewater Infrastructure

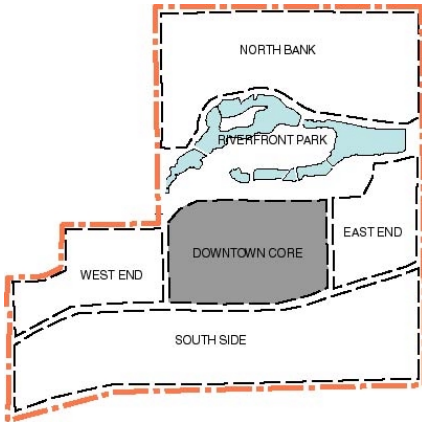
- 8.4 Improve the sewer system as needed to support Downtown development.
- 8.5 Improve storm drainage and flood control systems as needed to support Downtown development.
- 8.6 Improve water systems as needed to support Downtown development.

Coordination of Improvements

- 8.7 Support the City’s effort to coordinate infrastructure installment.

Infrastructure Development Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
8.1 - 8.7 Infrastructure	<ul style="list-style-type: none"> ▪ Create a timetable and comprehensive street and infrastructure improvements plan to coordinate routine maintenance and new improvements specified in this <i>Plan</i> (including Green Streets, one-way/two-way street conversions, entryways, and bicycle routes). 	Immediate	City	City General Fund



1.0 DOWNTOWN DISTRICTS

Downtown Spokane is comprised of six geographic and functional districts, including the Central Core, West End, East End, North Bank, South Side, and Riverfront Park (see Figure V-1). The Central Core is the center of Downtown, with predominantly high-density office and commercial uses. The West End and East End are mixed use neighborhoods with high-density retail, housing and office uses. North Bank and Riverfront Park are the sports entertainment and recreation centers of Downtown Spokane. The South Side possesses more light industrial, warehouse, and auto-oriented uses. This section outlines a set of strategies designed to encourage the most suitable type of development in each district and to solidify each district's role and identity within the Downtown.

“Opportunity sites” identified within each district are sites with a high potential to act as a catalyst for further infill development in the area due to their key locations or roles in the district (see Figure V-2).

Downtown Districts Objectives

The Downtown Districts objectives of this *Plan* are to create distinctive districts within the Downtown, each with its own character; and to provide connections between the districts.

Downtown Core Strategies

The Downtown Core is bounded by Spokane Falls Boulevard to the north, the railway viaduct to the south, Bernard Street to the east, and Monroe Street to the west. It is comprised of two sub-areas, divided by Riverside Avenue – a Retail Core to the north, and an Office Core to the south.



Wall Street looking south from Main Street.

Land Use

Retail Core

- 1.1 Strengthen and intensify a concentrated retail center mixed with office, residential, and entertainment uses between Spokane Falls Boulevard, Riverside, Monroe and Bernard.

Office Core

- 1.2 Strengthen and intensify a concentrated office center mixed with retail, residential, and entertainment uses between Riverside, the railway viaduct, Monroe and Bernard. Ground floor retail is encouraged in the office core.

Convention Center

- 1.3 Support and promote the expansion of the Spokane Convention Center on the block south of the current facility, which is bounded by Spokane Falls Boulevard, Main Avenue, Washington Street, and Bernard Street.

The Convention Center expansion at the recommended site will anchor the retail core, support existing Downtown hotels, and create a market for new retail, entertainment and hotel development. Additionally, the site's convenience to attractions such as Downtown restaurants and bars, hotels, Riverfront Park, the Centennial Trail, the Arts District and Steam Plant Square enhances the marketability of the Convention Center.

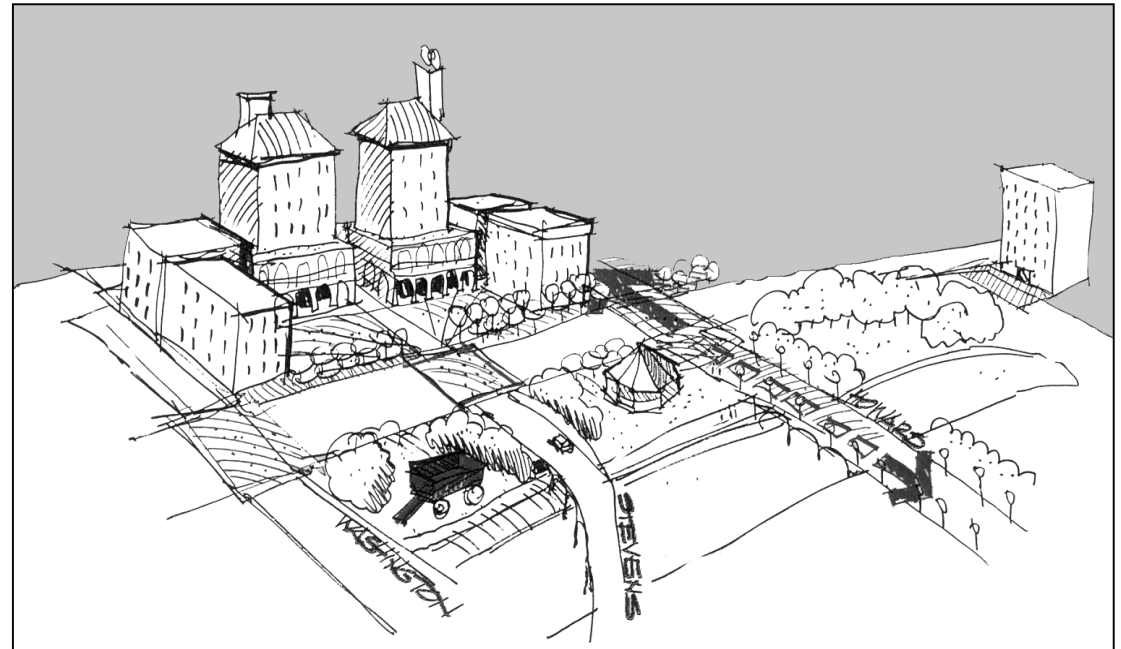
Public Square

- 1.4 Develop an outdoor, public square at the site of the old, vacant Newberry Building on Riverside Avenue between Howard and Post Streets. The Public Square will be a “ceremonial place” for the City, designed for public events and informal gatherings. The Square could include a water feature and/or public art, and should be designed to be inviting and comfortable for Downtown visitors and employees. Its location across the Transit Center (terminus of the future light rail route) and along the Howard Street pedestrian spine makes the Square a natural urban gathering place for Downtown Spokane.

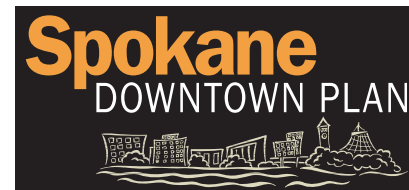
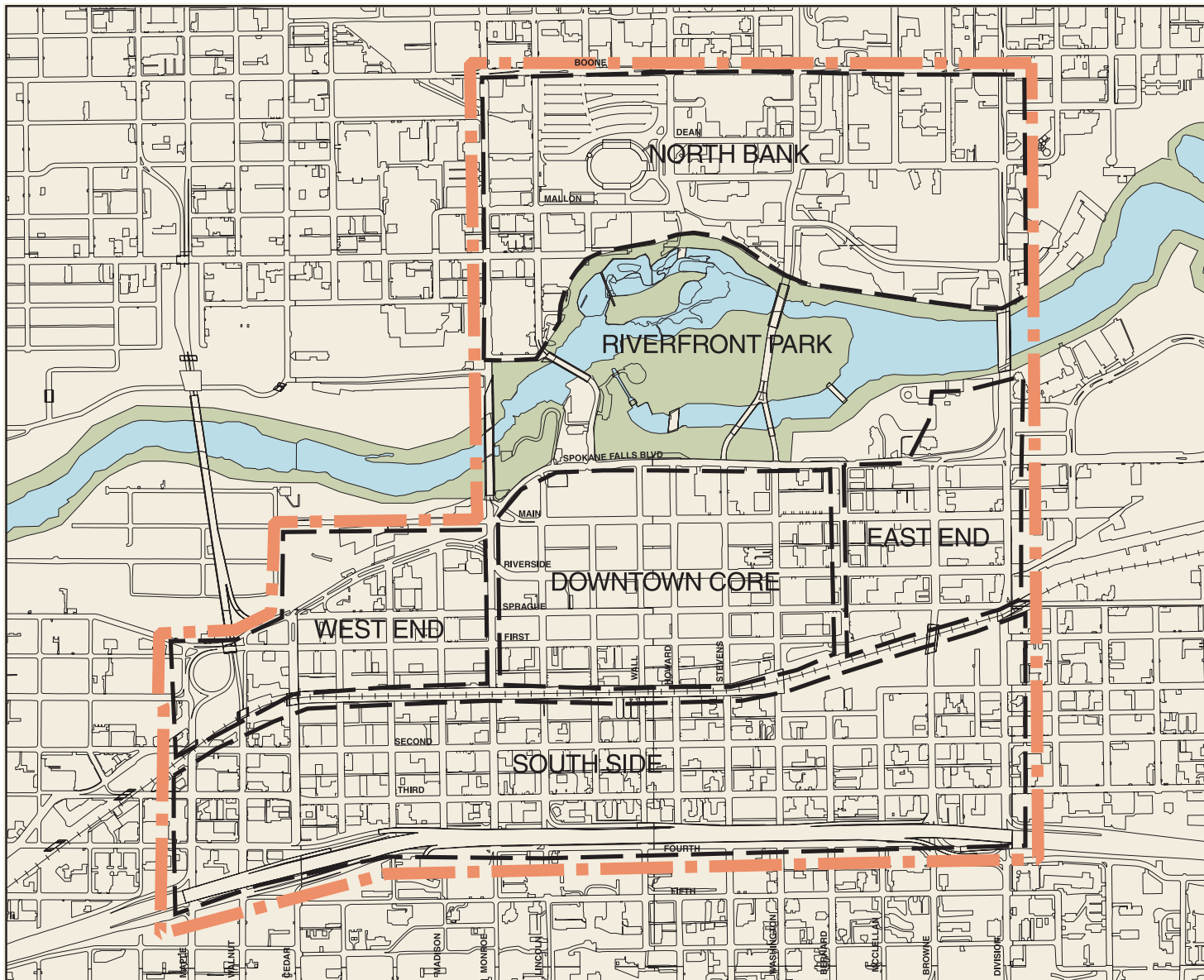
Opportunity Sites

Stevens Street Blocks (between Spokane Falls Boulevard and Main Street)

- 1.5 Target the currently underutilized Stevens Street Blocks between Spokane Falls Boulevard and Main Street for mixed-use development of office and/or residential uses with ground floor retail integrated with a public outdoor plaza opening onto Spokane Falls Boulevard and the Riverfront Park. Development at this location will act as a catalyst for further infill in the Downtown Core by tying the Convention Center to the retail center to the west.



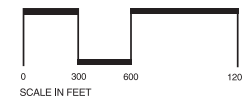
Stevens Street Blocks Development Concept



DOWNTOWN DISTRICTS

Figure V-1

..... District Boundary



City of Spokane
Room 200, City Hall
608 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

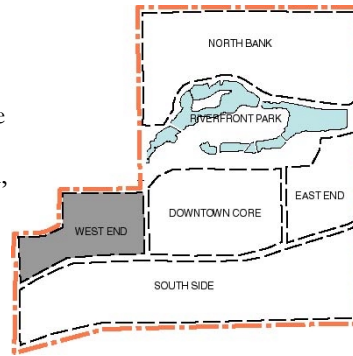
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Phone: 510/845-7549 Fax: 510/845-8750

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1st Avenue Retail

West End Strategies

The West End is bounded by properties located on the north side of West Riverside Avenue to the north, the railway viaduct on the south, Monroe Street to the east, and Walnut Street to the west.



Land Use

- 1.6 Encourage development of the West End as a mixed-use office and high-density residential area with retail spaces located on the ground floor. Encourage the concentration of retail activity along First Street connecting the West End east through the Downtown Core to the Intermodal Center.

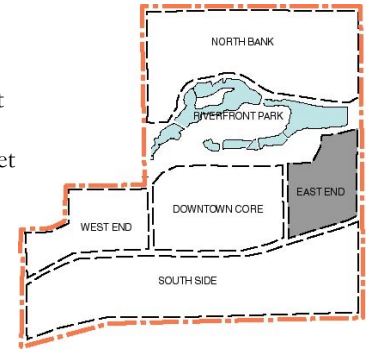
Opportunity Site

1st Avenue Blocks

- 1.7 Promote the development of vacant and underutilized sites along 1st Avenue with a mix of uses including office and residential spaces with ground floor retail and supporting retail uses such as grocery stores. These key development sites should be developed with wider sidewalks and plazas, creating a linear pedestrian link through the West End and to the Arts District.

East End Strategies

The East End is bounded by Spokane Falls Boulevard to the north, the railway viaduct to the south, Division Street to the east, and Bernard Street to the west.



Land Use

- 1.8 Promote the development of the East End as a mixed-use, high-density residential and professional office area with ground floor retail uses. Existing older and historic buildings should be preserved and reused for office spaces, live-work studios, apartments, and ground floor retail uses.

Opportunity Site

Bernard Street Blocks

- 1.9 Promote the development of vacant and underutilized sites along Bernard Street with a mix of uses including offices, housing and live-work studios with ground floor retail and supporting retail uses (e.g., grocery store, barber shops). These key development sites should be developed with wider sidewalks and plazas, creating a linear pedestrian link between the Intermodal Center, the Convention Center, and Riverfront Park.

North Bank Strategies

The North Bank is bounded by Boone Avenue to the north, the Spokane River to the south, Division Street to the east, and Monroe Street to the west. The Parks and Recreation Department owns a large portion of the North Bank, and is currently devising a development plan for the area. The strategies presented in this section are consistent with the Park Board's plans for future uses at the North Bank.

Land Use

- 1.10 Develop the North Bank with a mix of uses including new sports entertainment and recreation uses with supporting commercial and entertainment retail uses closer to the Arena and fronting Riverfront Park. In addition, the North Bank provides opportunities for additional mixed-use medium and high-density residential uses around Washington Street and new office uses with supporting service retail.

Opportunity Sites

Mallon/Post Street Parking Lot (West of Flour Mill)

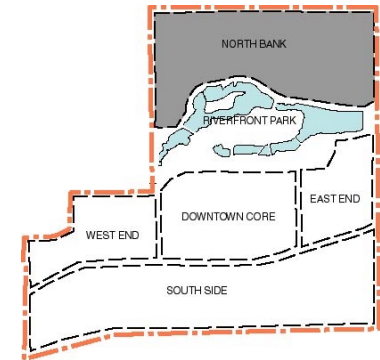
- 1.11 Encourage the redevelopment of the Mallon/Post Street Parking lot for new uses including civic, recreational and entertainment uses with public access and views to Riverfront Park.

Dean Street Blocks (Between Boone and the River)

- 1.12 Encourage the development of the Dean Street Blocks with expanded commercial sports and recreation uses, entertainment uses and with supporting commercial and office uses.

Normandie Street Blocks (Between Washington Street and Division)

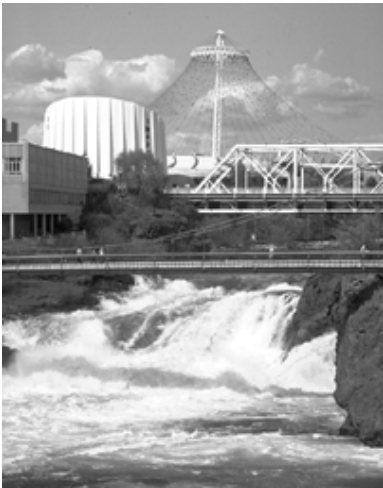
- 1.13 Promote the Normandie Street Blocks for a mix of uses including new office buildings and higher density residential uses with ground floor supporting commercial activity.



Veterans' Memorial Arena anchors the North Bank



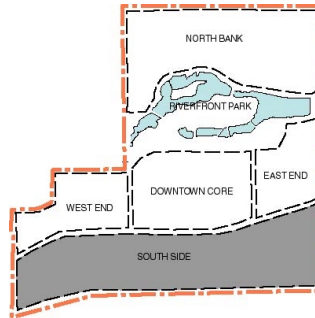
Reuse of historic buildings for specialty retail in the South Side



IMAX Theater and Pavilion along the Spokane River

South Side Strategies

The South Side is bounded by the railway viaduct to the north, Interstate 90 to the south, Division Street to the east, and Maple Street to the west.

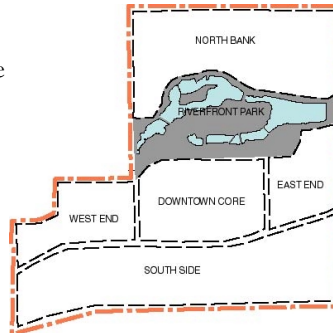


Land Use

- 1.14 Encourage a mix of Class B office spaces, residential live-work studios and apartments, and light industrial uses such as welding, glass-blowing, and fabrication, in existing older and historic structures north of Second Avenue. (Light industrial uses are permitted under the current zoning code in the area along the railroad viaduct.)
- 1.15 Retain existing warehouse and light industrial uses.
- 1.16 Encourage highway commercial and auto oriented sales and services to continue to locate along Third Avenue from Division Street to Maple Street.

Riverfront Park Strategies

Riverfront Park is bounded by the riverbank to the north, Spokane Falls Boulevard to the south, Division Street to the east, and Monroe Street to the west. Riverfront Park is planned and maintained by the Spokane Parks and Recreation Department. The



policies in this section are intended as recommendations to the Parks Department to help coordinate park development with Downtown activities.

Land Use

- 1.17 Develop new park improvements with a center pedestrian spine and more active uses along Howard Street. Locate existing passive recreational uses to the east and west of Howard Street.

Howard Street Link

- 1.18 Improve north and south entries to the park along the Howard Street corridor with active uses that attract people to the park. Develop a strong functional and visual link along Howard Street between the commercial sports and entertainment recreational uses in the North Bank area and the Downtown Core. Draw pedestrians from one space to the next by strategically siting major attractions along Howard Street with view corridors revealing the next attraction.

Howard Street should continue to be closed to automobile traffic through the Park, and be further reinforced with major activities such as coffee shops and outdoor bistros that bring people and vitality to the area. Signage should be created at the intersection of Howard Street and the Centennial Trail.

Investigate the possibility of extending a trolley line with a fixed guideway from North Central High School to Lewis & Clark High School through the park along Howard Street (see *Trolley System* under Chapter IV, Section 4.0). Use the criteria of cost,

ridership, environmental impact, safety, and impact on park atmosphere to decide whether to extend a trolley through the park.

Orient buildings and activities to enhance the Howard Street corridor. If the IMAX Theater is renovated, for example, it should be reoriented towards Howard Street rather than away from it.

Riverfront Views

- 1.19 Attractions, activities, and trails in the park should enhance riverfront views. For example, the maintenance facility could be relocated to another area and replaced with a café that takes advantage of the riverfront views.

Connections to Downtown

- 1.20 Extend park elements such as plazas, mini-parks, and additional open space to the north, south and west of the park to create functional and visual connections between Downtown and the park.

Connections to Central Falls Area

- 1.21 Provide improvements to the Spokane River Central Falls Area as a major destination for pedestrian view of the river falls.

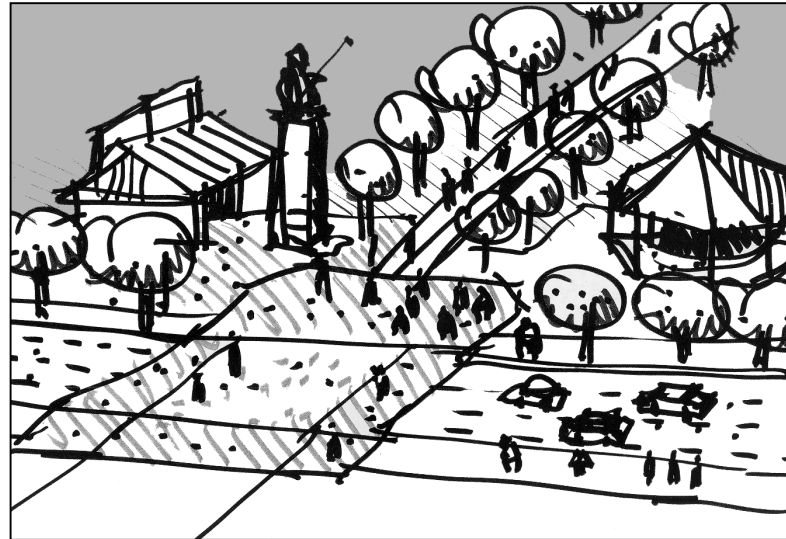
Create a viewing plaza of the Spokane River Central Falls and a gradual pathway from the plaza down into the river falls area. The Pavilion could be renovated to provide views of the falls. This project will enhance Riverfront Park and provide a greater pedestrian link between Downtown and the river falls.

Security and Safety

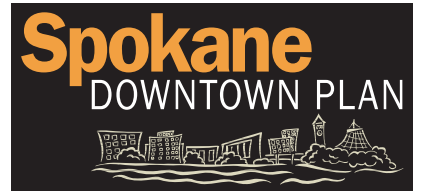
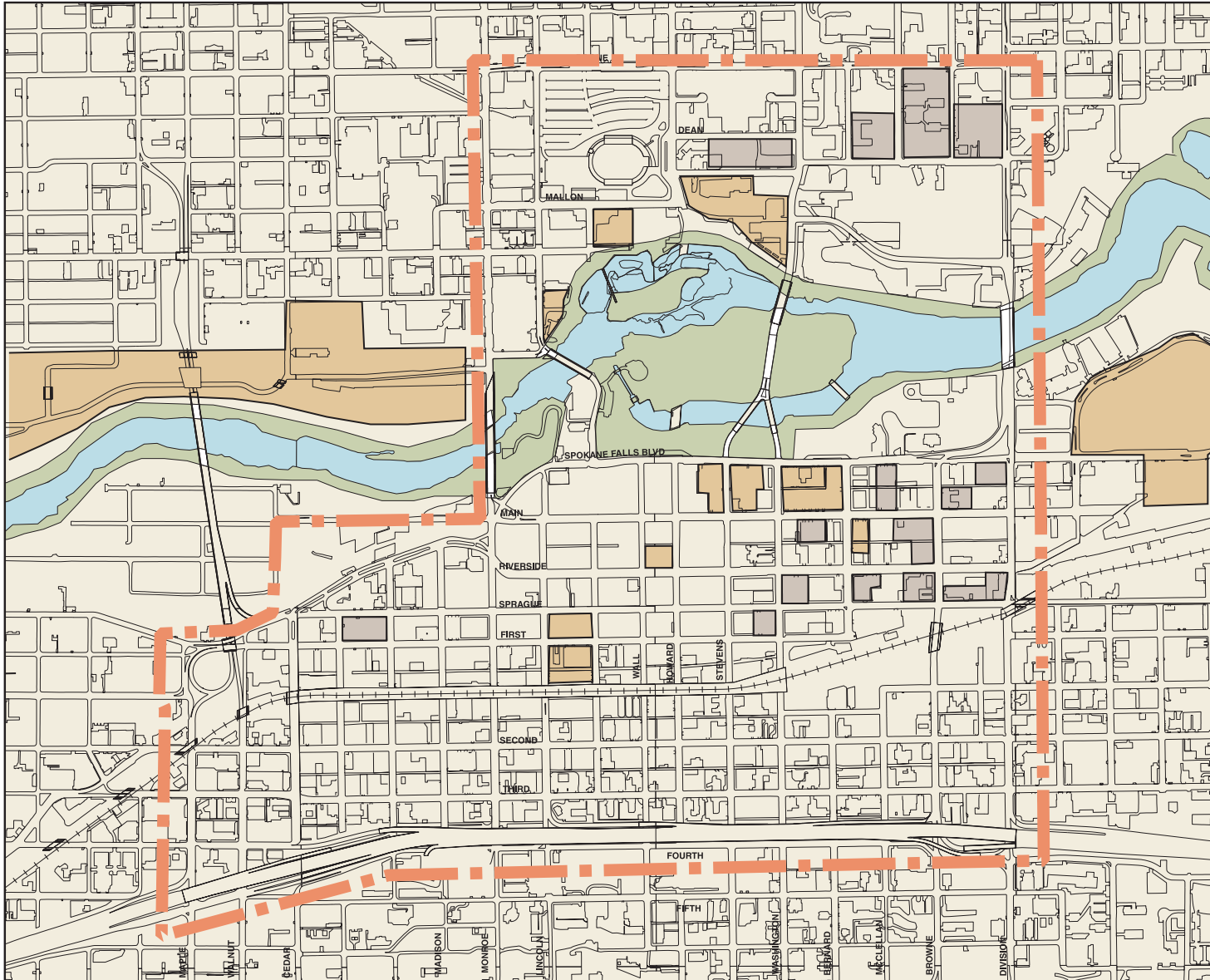
- 1.22 Improve the security and safety of the park, particularly for nighttime strollers, by bringing more people and major activities in the evenings and improving lighting and security patrols.

Public Art

- 1.23 Promote and preserve the “sculpture walk” in Riverfront Park. Public art, particularly from local artists, contributes to the uniqueness of Riverfront Park and adds an additional attraction for residents and visitors.



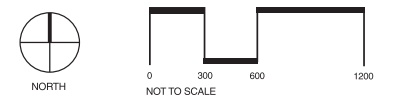
The Howard Street Corridor – Opening Connections to Downtown from Riverfront Park



OPPORTUNITY SITES

Figure V-2

- Major Opportunity Site
- Secondary Opportunity Site



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809 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

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Downtown District Strategies and Actions

Strategy	Key Actions	Timeframe	Implementation Responsibility	Potential Funding Sources
<i>General</i>				
Land Use Strategies for all Districts (1.1, 1.6, 1.8, 1.10, 1.14-1.16, 1.18)	<ul style="list-style-type: none"> Rezone the Downtown to allow for the land uses encouraged in this Plan. 	Immediate	<ul style="list-style-type: none"> City 	<ul style="list-style-type: none"> City
<i>1.2 – 1.5 Central Core</i>				
1.2 Retail Core*	<ul style="list-style-type: none"> Support retail core anchors. Support locally owned businesses. Retain and expand existing retail through Downtown business development initiative. Recruit new retail through Downtown business development initiative. 	Ongoing	<i>Lead</i> <ul style="list-style-type: none"> DSP <i>Support</i> <ul style="list-style-type: none"> City Private brokers/developers Chamber of Commerce 	<ul style="list-style-type: none"> DSP Chamber of Commerce Private developers Business and occupation tax credits Northwest Business Development Association (NWBDA) SBA
1.2 Office Core	<ul style="list-style-type: none"> Develop range of office products to meet the needs of different businesses. Retain and expand existing offices through Downtown business development initiative. Recruit new offices through Downtown business development and marketing initiatives. Develop telecommunications infrastructure connections to attract high tech offices. 	Ongoing	<i>Lead</i> <ul style="list-style-type: none"> DSP <i>Support</i> <ul style="list-style-type: none"> City Private brokers/developers Chamber of Commerce 	<ul style="list-style-type: none"> DSP Chamber of Commerce Private developers State empowerment zone designation Business and occupation tax credits NWBDA
1.3 Convention Center Expansion**	<ul style="list-style-type: none"> Secure funding Purchase site Design facility Construction 	1-5 years	<i>Lead</i> <ul style="list-style-type: none"> SEACAB A public facilities district <i>Support</i> <ul style="list-style-type: none"> CVB SHMA SHRA DSP 	<ul style="list-style-type: none"> Private investment 0.033% rebate of the 8.1% sales tax Revenue bond for parking garage Extend hotel/motel tax Food and beverage tax Increase in retail sales tax Naming rights User tax

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

**Primary priority project identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

Downtown District Strategies and Actions (cont.)

Strategy	Key Actions	Timeframe	Implementation Responsibility	Potential Funding Sources
1.5 Stevens Street Blocks*	<ul style="list-style-type: none"> Assemble/purchase parcels Design Construction 	1-5 years	<ul style="list-style-type: none"> DSP EDC Property owners Real estate brokers Private developers 	<ul style="list-style-type: none"> SBA Private investment Tax Abatement for multi-family housing PPDA Tax increment financing (if available) NWBDA
<i>1.6 – 1.7 West End</i>				
1.7 1 st Avenue blocks*	<ul style="list-style-type: none"> Inventory buildings Market property Secure investor interest Enhance retail and other services 	1-5 years	<ul style="list-style-type: none"> DSP Property owners Real estate brokers Private developers 	<ul style="list-style-type: none"> Historic Tax Credits SBA Private investment Arts District Main Street Program Tax Abatement for multi-family housing PPDA Tax increment financing (if available) NWBDA
<i>1.8 – 1.9 East End</i>				
1.9 Bernard Street Blocks	<ul style="list-style-type: none"> Inventory buildings Market property Secure investor interest Enhance retail and other services 	1-5 years	<ul style="list-style-type: none"> DSP City Private brokers/developers 	<ul style="list-style-type: none"> Historic Tax Credits SBA Private investment Tax Abatement for multi-family housing PPDA Tax increment financing (if available) NWBDA

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

Downtown District Strategies and Actions (cont.)

Strategy	Key Actions	Timeframe	Implementation Responsibility	Potential Funding Sources
<i>1.10 – 1.13 North Bank</i>				
	<ul style="list-style-type: none"> Participate in North Bank study to ensure consistency with <i>Downtown Plan</i>. Inventory buildings Market property Secure investor interest Enhance retail, entertainment, and other services 	1-5 years	<ul style="list-style-type: none"> DSP Park Board Greater Spokane Sports Association (GSSA) Private brokers Private developers 	<ul style="list-style-type: none"> Historic Tax Credits SBA Private investment PPDA Tax increment financing (if available) Foundations (for recreation facilities)
<i>1.14 - 1.16 South Side</i>				
	<ul style="list-style-type: none"> Inventory buildings to identify potential opportunity sites Market properties through Downtown programs Secure investor interest Enhance retail and other services 	1-5 years	<ul style="list-style-type: none"> DSP City Chamber of Commerce Private brokers Private developers 	<ul style="list-style-type: none"> Historic Tax Credits SBA Private investment PPDA Tax increment financing (if available)
<i>1.17 – 1.23 Riverfront Park</i>				
	<ul style="list-style-type: none"> Participate in Riverfront Park planning process to ensure consistency with <i>Downtown Plan</i>. Support facilities development and renovation in accordance with Riverfront Park planning efforts. Work with police department to enhance security in Riverfront Park through lighting, patrols, etc. 	Immediate and Ongoing	<ul style="list-style-type: none"> Park Board Dept. of Parks and Recreation DSP Police Department Friends of the Centennial Trail 	<ul style="list-style-type: none"> Park Bond Dept. of Parks and Recreation City Foundations

2.0 SPECIAL DISTRICTS

Four special districts are identified for the Downtown, including the Terabyte Triangle, Hotel, Opera House and Convention Center District; Restaurant and Entertainment “Hot Zones”; and the Arts and Entertainment District (see Figure V-3). This *Plan* does not define a hard boundary for these districts. Rather, general areas have been demarcated in order to allow for flexibility in implementation until further information or policies allow for the marking of a clear boundary line, if necessary. The intent of these special districts is to encourage an agglomeration of similar visitor-attracting establishments and employment activities. Concentrating visitor resources in identifiable districts creates a more exciting atmosphere for patrons, and allows these establishments to more easily coordinate marketing and promotion activities. Agglomeration of businesses, particularly in the high-tech industry, fosters a symbiotic working atmosphere.

Note: The term, “district,” refers here to a specific area, but is not intended to denote a rigid boundary.

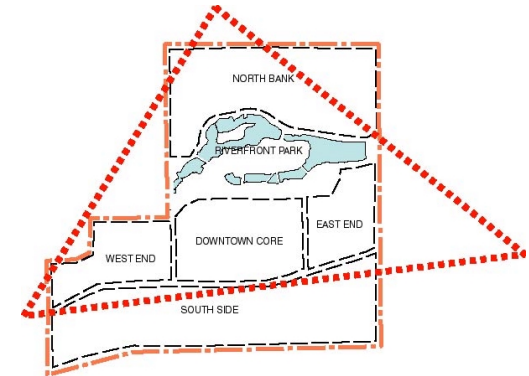
Special District Objectives

The objective of the special districts is to create distinctive activity areas within Downtown. The “Terabyte Triangle” will foster the growth of a high-tech business community. Major retail and visitor services will be concentrated in the “Restaurant and Entertainment” and “Hotel, Opera House and Convention Center” districts along Spokane Falls Boulevard. The “Arts and Entertainment District” will be the focal point of the burgeoning entertainment industry in Downtown Spokane.

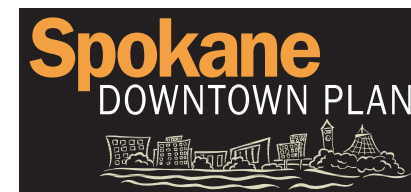
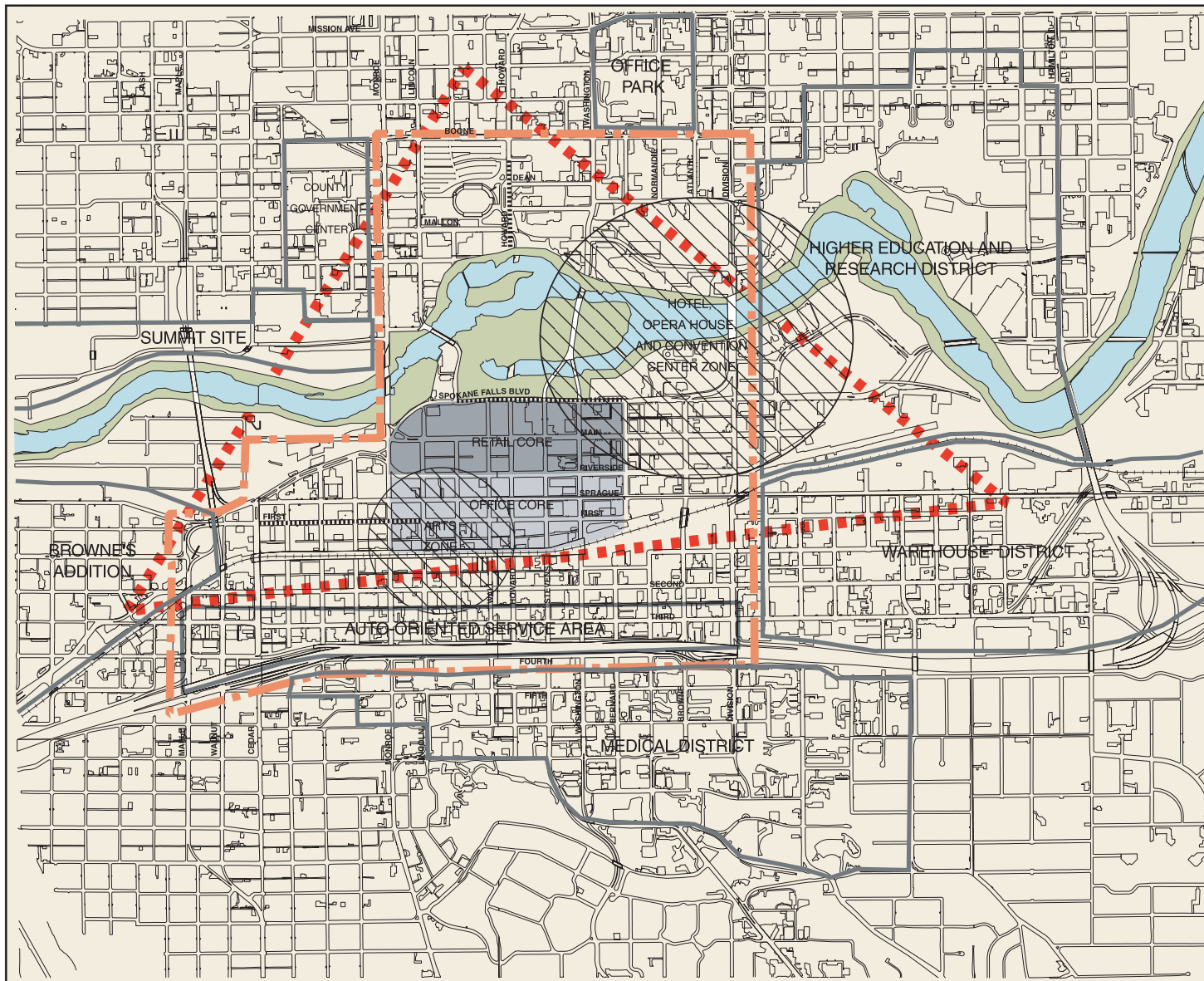
Terabyte Triangle Strategies

The Terabyte Triangle encompasses the area roughly bound by Riverpoint Higher Education Park to the east, Browne’s Addition to the west, and the Arena district to the north.

- 2.1 Market the Terabyte Triangle as a specialized zone where businesses have access to high-speed, cost-effective Internet connections to foster the development of a high-tech business cluster (e.g., software, multimedia, and Internet commerce companies) that will in turn attract supporting professional services (e.g., accountants, lawyers, video and music producers). Wiring a dense urban area with high performance network technology enables these companies to work better and faster with optimal access to the world’s electronic marketplace.
- 2.2 Complete the installation of required infrastructure (including lighted fiber, dark fiber, ADSL and cable modem lines), taking advantage of opportunities to install high-tech lines in conjunction with other underground work. Encourage property owners to connect their buildings to the high-tech network.
- 2.3 Promote the Terabyte Triangle to potential new businesses and real estate agencies through a structured and sustained marketing program.



Riverpoint Higher Education Park



SPECIAL DISTRICTS & INFLUENCE AREAS

Figure V-3

- Mutual Influence Area
- Central Core Districts
- ▨ Special Districts
- Terabyte Triangle
- Commercial Hot Zones



NORTH



SCALE IN FEET



City of Spokane
Room 200, City Hall
805 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

JANUARY 1999



The Davenport Hotel and Steam Plant Square anchor the Arts District

Arts and Entertainment District Strategies

- 2.4 Support and enhance the Arts and Entertainment District, centered around the Davenport Hotel/Metro Block and Steam Plant Square.

Construct a parking structure across from the Davenport Hotel to be used by visitors and employees of the Arts District.

Encourage artists to locate in the Arts District by granting variances or special use permits to allow compatible arts-supporting uses not normally permitted under current the zoning code.

- 2.7 Support the renovation of the Davenport Hotel. This unique hotel is a historic structure and an anchor for the Arts District. It will provide a valuable lodging alternative for visitors to Downtown Spokane.

Restaurant and Entertainment “Hot Zone” Strategies

- 2.8 Create concentrated restaurant and entertainment centers by encouraging new establishments to locate in three restaurant and entertainment “hot zones”:

1. Along Spokane Falls Boulevard and Main Avenue, strengthening the connection between the Convention Center and Downtown retail core;
2. Along First Avenue in the West End connecting to the Arts District to service theater-goers and the West End neighborhood; and
3. Along Howard Street between Mallon and Dean to support sports and entertainment uses in the North Bank.

These concentrated centers will increase pedestrian density and vitality to these areas.

Hotel, Opera House, and Convention Center District Strategies

Reinforce the Hotel, Opera House and Convention Center District around the Convention Center:

- 2.9 Improve pedestrian connections between the Convention Center, hotels, the Arts District, and across Division Street to the Riverpoint Higher Education Park.



DoubleTree Hotel



Old Market Site at First Avenue

Special Overlay District Strategies and Actions

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>2.1 – 2.3 Terabyte Triangle</i>				
Terabyte Triangle Infrastructure and Marketing*	<ul style="list-style-type: none"> Complete telecommunications infrastructure installment. Coordinate with other street maintenance and improvements. Devise marketing program Work with real estate industry to attract new businesses. 	<p>Immediate</p> <p>Ongoing</p>	<p><i>Lead</i></p> <ul style="list-style-type: none"> Riverpoint Higher Education Park <p><i>Support</i></p> <ul style="list-style-type: none"> DSP Chamber of Commerce EDC Private investors 	<p><i>Infrastructure</i></p> <ul style="list-style-type: none"> Private utilities Property owners State K-20 Program <p><i>Marketing</i></p> <ul style="list-style-type: none"> EDC Riverpoint Higher Education Park Focus 21 Private property owners Real estate industry NWBDA
<i>2.4 – 2.7 Arts and Entertainment District</i>				
	<ul style="list-style-type: none"> Build parking structure** Devise marketing and promotion strategy for Arts District. 	1-5 years	<p><i>Lead</i></p> <ul style="list-style-type: none"> PPDA <p><i>Support</i></p> <ul style="list-style-type: none"> DSP Private property owners Private developers City 	<ul style="list-style-type: none"> SBA Private investment LID PPDA TIF, if available NWBDA
	<ul style="list-style-type: none"> Renovate the Davenport Hotel 	1-5 years	<p><i>Lead</i></p> <ul style="list-style-type: none"> Davenport Hotel <p><i>Support</i></p> <ul style="list-style-type: none"> City DSP 	<ul style="list-style-type: none"> Davenport Hotel LID NWBDA

*One of four priority Economic Development Program elements. See Strategy Matrix in Chapter VI.

**One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

Special Overlay District Strategies and Actions (cont.)

Strategy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>2.8 Restaurant and Entertainment “Hot Zones”</i>				
<ul style="list-style-type: none"> - First Avenue* - Spokane Falls Boulevard - North Bank (Howard Street)* 	<ul style="list-style-type: none"> ▪ Devise marketing and promotion strategy. ▪ Inventory current mix of restaurant and entertainment uses and identify “gaps” ▪ Implement a targeted recruitment strategy ▪ Develop and implement a promotion program 	1-5 years	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ Spokane Restaurant & Hospitality Association (SRHA) ▪ EDC ▪ Private property owners ▪ Private developers ▪ Historic Preservation Officer (HPO) 	<ul style="list-style-type: none"> ▪ SBA ▪ Historic Tax Credits (federal, state and local) ▪ Private investment ▪ Tax increment financing, if available ▪ Arts District Main Street Program (for 1st Street) ▪ NWBDA ▪ Tax abatement for multi-family housing ▪ PPDA
<i>2.9 Hotel, Opera House and Convention Center District</i>				
	<ul style="list-style-type: none"> ▪ Expand Convention Center** (see Strategy 1.3) ▪ Devise marketing and promotion strategy ▪ Inventory current mix of visitor-serving uses and identify “gaps” ▪ Implement a targeted recruitment strategy ▪ Improve pedestrian connections between the Convention Center, hotels, the Arts District, and across Division Street to the Riverpoint Higher Education Park. 	1-5 years	<i>Lead</i> <ul style="list-style-type: none"> ▪ SEACAB ▪ Public Facilities District <i>Support</i> <ul style="list-style-type: none"> ▪ SHRA ▪ SHMA ▪ DSP ▪ CVB 	<ul style="list-style-type: none"> ▪ SEACAB ▪ SHMA ▪ SRHA ▪ DSP ▪ Private investment ▪ 0.033% rebate of the 8.1% sales tax ▪ Revenue bond for parking garage ▪ Extend hotel/motel tax ▪ Food & beverage tax ▪ Retail sales tax ▪ Naming rights ▪ Convention Center user tax

*One of fourteen priority Supporting Projects identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

**Primary Priority Project identified to catalyze investment in Downtown. See Strategy Matrix in Chapter VI.

3.0 DOWNTOWN INFLUENCE AREAS

“Downtown Mutual Influence Areas” are areas that both influence and are influenced by activities in Downtown due to their adjacency to Downtown (see Figure V-3).

Influence Area Objective

The main objective for the Influence Areas is to promote better connections between the influence areas and Downtown.

Influence Area Strategies

- 3.1 Promote better connections to adjoining influence areas that strengthen and contribute to the success and vitality of the Downtown Core, including:
- County Government Center
 - Medical/Residential District (south of I-90)
 - Higher Education and Research District (including Gonzaga University and the Riverpoint Higher Education Park)
 - Summit Site
 - Warehouse District

County Government Area

- 3.2 Provide pedestrian connections to the Downtown Core from the County Government employment area.

Medical District

- 3.3 Provide pedestrian connections to the Downtown Core from the Medical District employment area.

Summit Area

- 3.4 Concentrate office park (campus type) development in the Summit area (Walnut to Monroe Streets) and create Centennial Trail connections from the Summit Area to the Downtown Core.
- 3.5 Develop residential uses on the Summit Property east of Walnut Street with direct pedestrian connections to the Central Core along the Spokane River bank.

Higher Education and Research District

- 3.6 Develop pedestrian and transit connections from the Riverpoint Higher Education Park and Gonzaga University to the Downtown Core.



Gonzaga University



Shriners Hospital

4.0 NEIGHBORHOOD PARTNERS

The livelihood of Downtown Spokane depends greatly on the vitality of its neighborhoods, just as neighborhoods will benefit from a vital Downtown. Thus, the neighborhoods adjacent to Downtown are critical partners in this planning process. Healthy neighborhoods – with access to good jobs, schools, child care, transportation and other necessities – will provide Downtown with a market support base for its retail, services, restaurants and entertainment sectors. Likewise, a thriving Downtown, in addition to good neighborhood amenities, will attract a diverse and stable resident population to Downtown neighborhoods.



Downtown neighborhoods are places to live, work, shop and learn.



Neighborhood Objectives

The objectives for Downtown neighborhoods are to improve physical connections to Downtown, and to improve the health of neighborhoods through targeted economic development.

Neighborhood Strategies

- 4.1 Promote better physical connections to adjoining Downtown neighborhoods, including:
 - Browne's Addition
 - Cliff Cannon
 - East Central Neighborhood
 - Emerson Garfield
 - Logan Neighborhood
 - Peaceful Valley
 - West Central Neighborhood
- 4.2 Prepare Neighborhood Plans in conjunction with the City's comprehensive planning process.
- 4.3 Provide targeted neighborhood economic development funding from the City for wealth-generating activity consistent with Neighborhood Plans. Areas of focus could include:
 - Transportation
 - Commercial development
 - Physical connections
 - Affordable housing
- 4.4 Increase Code Enforcement efforts in Downtown neighborhoods to improve safety and neighborhood character.

District Strategies

Downtown Mutual Influence Area Strategies and Actions

Policy	Key Actions	Time-frame	Implementation Responsibility	Potential Funding Sources
<i>3.2 County Government Area</i>				
	<ul style="list-style-type: none"> Connect the County Government Area to the Centennial Trail to improve pedestrian linkage to Downtown. Extend an east-west shuttle line connecting the County Government Area to the North Bank and Downtown Core (see Trolley System under Chapter IV, Section 4.0). 	1-5 years	<ul style="list-style-type: none"> City County 	<ul style="list-style-type: none"> County City TEA21
<i>3.3 Medical District</i>				
	<ul style="list-style-type: none"> Extend a north-south trolley line connecting the Medical District to the North Bank through the Downtown Core and Riverfront Park (see Trolley System under Chapter IV, Section 4.0). 	1-5 years	<ul style="list-style-type: none"> City STA 	<ul style="list-style-type: none"> County City STA TEA21
<i>3.4 – 3.5 Summit Area</i>				
	<ul style="list-style-type: none"> Extend the Centennial Trail to the Summit Area to improve the pedestrian linkage to Downtown; complete the Centennial Trail connection under the Monroe Street Bridge. Extend an east-west shuttle line connecting the Summit Area to the North Bank and Downtown Core (see Trolley System under Chapter IV, Section 4.0). 	1-5 years	<ul style="list-style-type: none"> City Private property owners Friends of the Centennial Trail 	<ul style="list-style-type: none"> County City TEA21 Property owners
<i>3.6 Higher Education and Research District</i>				
	<ul style="list-style-type: none"> Develop pedestrian infrastructure (e.g., curbed sidewalk with landscaping) in conjunction with the Trent Avenue realignment. Extend an east-west shuttle line connecting the Higher Education and Research District to the Downtown Core (see Trolley System under Chapter IV, Section 4.0). 	1-5 years	<ul style="list-style-type: none"> City Gonzaga University Eastern Washington University Washington State University 	<ul style="list-style-type: none"> DOT County City STA TEA21 Gonzaga EWU WSU
<i>4.1 – 4.4 Neighborhood Strategies</i>				
	<ul style="list-style-type: none"> Prepare Neighborhood Specific Plans Identify City strategic economic development funding Increase Code Enforcement efforts 	Immediate	<ul style="list-style-type: none"> City Neighborhoods DSP Private sector 	<ul style="list-style-type: none"> City

1.0 INTRODUCTION

The final step in the strategic planning process is the most critical: a well-defined program for implementation puts the Action Plan into action. This chapter presents the heart of the strategic planning effort – a set of Priority Actions selected as those most critical for Downtown's future success. Program operation components and benchmarks for measuring progress are presented after the Immediate Action Plan.

2.0 PLAN BUDGET AND FINANCING STRATEGY

The Downtown Spokane Partnership and the City of Spokane will develop a five-year budget to begin the implementation of the *Plan for a New Downtown*. The budget will:

- (1) Further prioritize the action items included in this chapter as the “Immediate Action Plan”;
- (2) Identify project costs related to the action items in the “Immediate Action Plan” in consultation with other agencies and parties responsible for project implementation; and
- (3) Set a timeline for plan implementation in accordance with project priority, impact and funding availability.

3.0 IMMEDIATE ACTION PLAN

The Action Matrix on the following pages outlines priority projects and an economic development program for implementing the *Plan for a New Downtown*.

Priority Projects

The priority projects were selected for their high potential to catalyze further development and activity in Downtown Spokane. All of the priority projects are mutually supportive. The synergy created among these projects will propel revitalization of Downtown Spokane. The priority projects include:

Primary Priority Project

- Expand the Convention Center.

Supporting Priority Projects

- Strengthen/Reinforce Retail Core Development;
- Strengthen/Reinforce Office Core Development;
- Create a Public Square in the Downtown Core;
- Enhance the Howard Street Corridor;
- Improve the Division Street Gateway to Downtown and Streetscape;
- Develop Market-Rate Housing;
- Renovate the Davenport Hotel and develop an Arts District Parking Structure;
- Develop Restaurant and Entertainment “Hot Zones” including 1st Avenue connecting the West End and Arts District, Stevens Street Blocks in the Downtown Core, and North Bank sports & entertainment venues;
- Build a Science and Technology Museum;
- Renovate and Improve Riverfront Park Facilities; and
- Restart the Downtown Public Marketplace.

As a major driver of all other economic markets in Downtown Spokane, the Convention Center expansion is recognized as the highest priority project. The Convention Center expansion will bring additional visitors to Downtown Spokane, thereby fueling growth in the retail and hotel industries. New restaurants, entertainment and shopping venues will attract more Spokane residents to spend time Downtown. Strategically selected public improvement projects such as the Public Square, Greet Streets improvements, Riverfront Park improvements, Science Museum, Public Market, and Arts District Parking Structure will further enhance Downtown activity and support Downtown merchants. The combination of public improvement projects and private retail development will also entice additional office development and new market-rate residential development. As illustrated in Figure VI-1, the priority projects form a symbiotic network of actions that leverage the Convention Center expansion to support additional public and private investment and development.

Economic Development Program

The Economic Development Program is a selection of the most critical tools Spokane must add to its economic development toolkit, including:

- Lobby for a change in the constitutional provisions of the State of Washington to create innovative municipal funding programs, i.e., tax increment financing;
- Establish a city economic development champion;
- Create the Downtown Spokane Ventures Association (DSVA) at the DSP to focus on a retail retention, expansion and attraction initiative and the development of the Terabyte Triangle; and

- Commit city leadership and resources to strategic neighborhood economic development initiatives that generate new wealth.

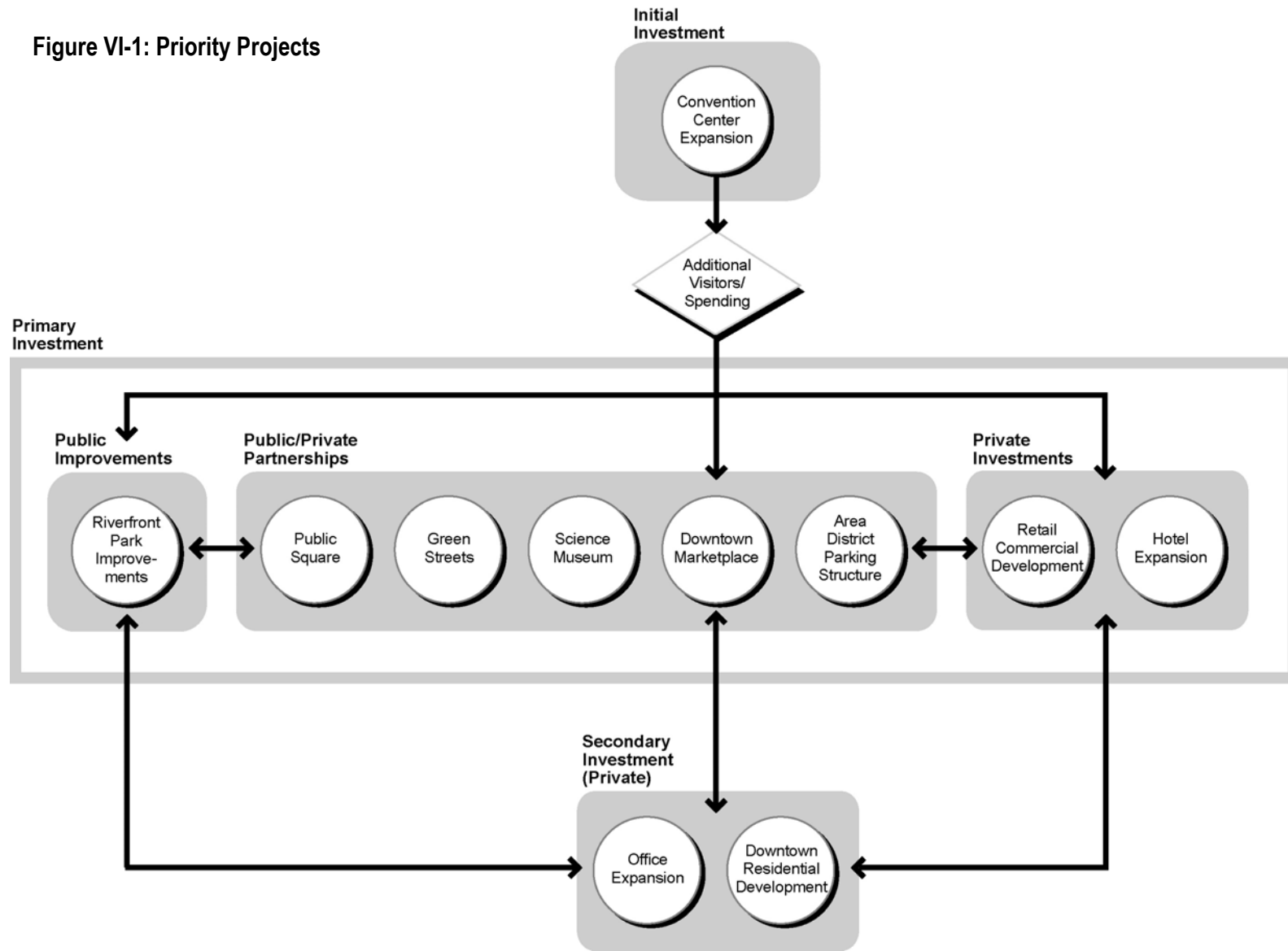
The Economic Development Program supports the implementation of the Priority Projects and sets the foundation for future Downtown development projects. These initiatives help create the resources necessary to provide ongoing support and services to businesses and developers in Downtown Spokane.

Tax increment financing (TIF) has encouraged redevelopment in depressed areas by allowing many public and private costs to be paid for by the incremental real estate taxes generated by redevelopment. Washington State must pass a constitutional provision allowing for the use of TIF before this tool can be available to Spokane.

The City of Spokane must develop an economic development function to coordinate economic development programs and recruit new businesses to the Spokane. Currently, many new businesses locate outside of city limits – a missed opportunity for Downtown and Spokane as a whole.

Technical Assistance Programs for business development and retention can help draw new businesses to Downtown. Programs would also focus on retaining existing businesses such as the local operations that give Downtown Spokane its unique, local flavor.

Figure VI-1: Priority Projects



ACTION MATRIX

Primary Project

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Convention Center Expansion Target: Completion by 2003 <ul style="list-style-type: none"> - Secure funding - Purchase site - Design facility - Construction 	<ul style="list-style-type: none"> ▪ Private investment ▪ 0.033% rebate of the 8.1% sales tax ▪ Revenue bond for parking garage ▪ Extend hotel/motel tax ▪ Food and beverage tax ▪ Increase in retail sales tax ▪ Naming rights ▪ User or admissions tax 	Secure funding and purchase site: Immediate Design and construct facility: Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ SEACAB ▪ Public Facilities District <i>Support</i> <ul style="list-style-type: none"> ▪ SHMA (Spokane Hotel & Motel Association) ▪ CVB ▪ DSP ▪ SHRA (Spokane Restaurant & Hospitality Association)

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

Supporting Projects

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Strengthen/Reinforce Retail Core Development Target: 39,000 sq. ft. per year <ul style="list-style-type: none"> - Support retail core anchors. - Support locally owned businesses. - Retain and expand existing retail, entertainment, and food and beverage through Downtown business development initiative. - Recruit new retail through Downtown business development initiative. 	<ul style="list-style-type: none"> ▪ DSP ▪ Chamber of Commerce ▪ Private developers ▪ Business and occupation tax credits ▪ NWBDA ▪ SBA 	Immediate and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ City ▪ Private developers ▪ Chamber of Commerce ▪ Real estate brokers
Strengthen/Reinforce Office Core Development <i>Target:</i> <i>Class A – 43,000 sq. ft. per year</i> <i>Class B – 43,000 sq. ft. per year</i> <ul style="list-style-type: none"> - Develop range of office products to meet the needs of different businesses. - Retain and expand existing offices through Downtown business development initiative. - Recruit new offices through Downtown business development and marketing initiatives. - Develop telecommunications infrastructure connections to attract high tech offices. 	<ul style="list-style-type: none"> ▪ DSP ▪ Chamber of Commerce ▪ Private developers ▪ Business and occupation tax credits ▪ NWBDA ▪ SBA 	Immediate and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ EDC ▪ City ▪ Private developers ▪ Chamber of Commerce ▪ Real estate brokers

Phasing/Timing

Immediate: 0-1 year Near Term: 1-5 years Long Term: 5-15 years

[illegible]

Immediate: 0-1 year Near Term: 1-5 years Long Term: 5-15 years

Supporting Projects – Cont.

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Division Street Gateway and Green Street <ul style="list-style-type: none"> - Design and implement entry features/signage, landscaping, lighting, and other physical improvements. - Create design guidelines for signage, building façades and landscaping; use incentives (e.g., grants, low-interest loans) for signage upgrades, façade improvements, and landscaping. 	<ul style="list-style-type: none"> ▪ TEA 21 ▪ DOT ▪ LID ▪ City Capital Improvement Funds ▪ Community Fundraising 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ City <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ Property owners ▪ SRTC
Market-Rate Housing Development <p><i>Target: 200 units per year</i></p> <ul style="list-style-type: none"> - Encourage development of market rate housing in Downtown. 	<ul style="list-style-type: none"> ▪ Private investment ▪ Historic Tax Credits ▪ Tax abatement for multi-family housing ▪ Local Banks – Community Reinvestment Act (CRA) 	Near Term and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ Private property owners ▪ Private developers ▪ City ▪ Neighborhood Association

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

Supporting Projects – cont.

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Renovate the Davenport Hotel and develop an Arts District Parking Structure (for use by the Davenport Hotel and other visitors and employees of the Arts District) <ul style="list-style-type: none"> - Purchase land - Design and build structure 	<ul style="list-style-type: none"> ▪ SBA ▪ Private investment ▪ LID ▪ PPDA ▪ Tax Increment Financing (if available) ▪ NWBDA 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ PPDA <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ Private property owners ▪ Private developers ▪ City
First Avenue “Hot Zone” Development <ul style="list-style-type: none"> - Encourage development of mixed use retail, neighborhood services, housing rehab and new housing development. 	<ul style="list-style-type: none"> ▪ Historic Tax Credits (federal, state and local) ▪ SBA ▪ Private investment ▪ Arts District Main Street Program ▪ Tax abatement for multi-family housing ▪ PPDA ▪ Tax increment financing (if available) ▪ NWBDA 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP ▪ Private property owners ▪ Private developers ▪ Neighborhood Association ▪ City

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

Supporting Projects – cont.

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
One-way/two-way street conversions <ul style="list-style-type: none"> - First Avenue - Sprague Avenue - Post Street - Wall Street 	<ul style="list-style-type: none"> ▪ TEA21 ▪ Local Improvement District (LID) ▪ PPDA ▪ City Street Funds 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ City <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ STA ▪ SRTC
Stevens Street Blocks <i>(Stevens Street between Main and Spokane Falls Boulevard)</i> <ul style="list-style-type: none"> - Assemble/purchase parcels - Design and construct mixed use buildings with ground floor retail, office and residential uses framing a public plaza on Spokane Falls Boulevard. 	<ul style="list-style-type: none"> ▪ SBA ▪ Private investment ▪ Tax Abatement for multi-family housing ▪ PPDA ▪ Tax increment financing (if available) ▪ NWBDA 	Long Term and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ EDC ▪ Property owners ▪ Real estate brokers ▪ Private developers
North Bank <i>Howard Street “Hot Zone” (from Riverfront Park to Boone Avenue)</i> <ul style="list-style-type: none"> - Intensify retail, restaurant and entertainment development along this gateway to Riverfront Park. <i>Sports & Entertainment</i> <ul style="list-style-type: none"> - Support development of additional sports and entertainment uses in the North Bank. 	<ul style="list-style-type: none"> ▪ Historic Tax Credits (federal, state and local) ▪ SBA ▪ Private investment ▪ PPDA ▪ Foundations for recreational facilities 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> ▪ Park Board <i>Support</i> <ul style="list-style-type: none"> ▪ City ▪ Chamber ▪ DSP

Phasing/Timing

Immediate: 0-1 year Near Term: 1-5 years Long Term: 5-15 years

Supporting Projects – cont.

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Science and Technology Museum	<ul style="list-style-type: none"> General Obligation Bond Private sector and individual contributions Community fundraising 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> Park Board <i>Support</i> <ul style="list-style-type: none"> Science Center Operators Public School District DSP
Renovate and Improve Riverfront Park Facilities <ul style="list-style-type: none"> Pavilion IMAX Theatre Ice Skating Howard Street Corridor Park entrances Other 	<ul style="list-style-type: none"> General Obligation Bond Private sector and individual contributions Community fundraising Park facility revenues 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> Park Board/Parks and Recreation Department <i>Support</i> <ul style="list-style-type: none"> Friends of the Centennial Trail
Downtown Public Market Place <ul style="list-style-type: none"> Organize a public market on a Downtown site that would support residential uses and attract visitors from across the City and County. 	<ul style="list-style-type: none"> Community fundraising Foundations Operating fees Market revenues Microenterprise loan fund (NWBDA) 	Near Term	<i>Lead</i> <ul style="list-style-type: none"> DSP <i>Support</i> <ul style="list-style-type: none"> Spokane Market Place Board City Washington State Farmers Market Association

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

Plan Implementation

Economic Development Program

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Advocate constitutional provision to allow the State of Washington to provide tax increment financing (TIF) <ul style="list-style-type: none"> - Draft legislation - Secure political support - Approve TIF for State of Washington 	<i>Staff Time</i> <ul style="list-style-type: none"> ▪ City ▪ DSP ▪ EDC ▪ Chamber of Commerce ▪ SBDC ▪ SBA-BIC 	Near term	<i>Lead</i> <ul style="list-style-type: none"> ▪ City <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ EDC ▪ Chamber of Commerce
Create a City Economic Development Function <ul style="list-style-type: none"> - Recruit new investment Downtown - Recruit new investment in balance of City 	<ul style="list-style-type: none"> ▪ City 	Immediate and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ City <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ EDC
Technical Assistance Program for Retail Business Retention, Expansion and Recruitment	<ul style="list-style-type: none"> ▪ DSP ▪ City ▪ Private industry ▪ Universities ▪ Focus 21 	Immediate and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ DSP <i>Support</i> <ul style="list-style-type: none"> ▪ EDC ▪ DSP ▪ City ▪ Chamber of Commerce

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

Economic Development Program – cont.

Action Project	Potential Funding Sources	Phasing/ Timing	Implementation Responsibility
Commit Annual City Leadership Resources to Neighborhood Economic Development <ul style="list-style-type: none"> - Neighborhood Specific Plans - Economic development initiative - Strict land use and code enforcement - Encourage business and government participation at the neighborhood level. 	<ul style="list-style-type: none"> ▪ City ▪ Private contribution 	Immediate and Ongoing	<i>Lead</i> <ul style="list-style-type: none"> ▪ City <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ EDC ▪ Chamber
Terabyte Triangle Target: 10 new businesses per year <ul style="list-style-type: none"> - Completion of Infrastructure Development - Marketing Program - Secure High-Tech Firms 	<i>Infrastructure Development:</i> <ul style="list-style-type: none"> ▪ Private utilities ▪ Private property owners ▪ State K-20 program <i>Marketing Program</i> <ul style="list-style-type: none"> ▪ EDC ▪ Riverpoint Higher Education Park ▪ DSP ▪ Focus 21 ▪ Private property owners ▪ Real Estate Industry ▪ NWBDA 	<i>Infrastructure – Immediate</i> <i>Marketing – Immediate and Ongoing</i>	<i>Lead</i> <ul style="list-style-type: none"> ▪ Riverpoint Higher Education Park <i>Support</i> <ul style="list-style-type: none"> ▪ DSP ▪ EDC ▪ Chamber of Commerce ▪ Private investors

Phasing/Timing

Immediate: 0-1 year

Near Term: 1-5 years

Long Term: 5-15 years

4.0 PROGRAM OPERATION

Program operation is a critical component of the *Plan for a New Downtown*. It will guide the execution of the policies and actions set forth in this document. Three key components to successful implementation are discussed below.

Establish a Downtown Advisory Committee – The Downtown Spokane Ventures Association

The *Plan for a New Downtown* will be implemented through the guidance of a Downtown Advisory Committee and the Downtown Spokane Ventures Association (DSVA). The Advisory Committee and the DSVA will also act as the *Plan's* “vision champions,” ensuring ongoing communication with stakeholders and promoting the policies and actions of this plan over time.

The Downtown Advisory Committee will be composed of community leaders and local officials, and headed by the Downtown Spokane Partnership. The Advisory Committee would be responsible for prioritizing projects based on the plan guidelines and periodically assessing progress toward the goals of the *Plan*.

The DSVA will include staff from the DSP and a Board of Directors made of a diversity of Downtown stakeholders. The DSVA, in partnership with the City of Spokane, will be responsible for championing the implementation of the Plan and related projects.

Encourage private-public-community partnerships.

The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and

collaboration from all sectors of the community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.

Monitor and evaluate progress.

Periodic assessments should be conducted to monitor progress and to determine whether any “mid-course corrections” are necessary. Demonstrated success also helps to sustain or increase commitment to the plan implementation process. Progress can be measured against the Spokane Plan Benchmarks, described in Section 5.0 below.

5.0 SPOKANE PLAN BENCHMARKS

A set of programmatic, economic, and social performance indicators have been developed for Downtown Spokane. These “benchmarks” will be used to monitor and measure progress over the coming years.

Economic Development

- Establishment of a new Economic Development Coordinator position for the City.
- Passage of State enabling legislation for tax increment financing.
- Creation of retail retention, expansion and recruitment position at DSP.
- Securing of City leadership and financial resources to neighborhoods.

Housing

- Number of new market-rate housing units constructed.
- Vacancy rate of Downtown housing units.

Transportation and Circulation

- Number of passengers on trolley service.
- Number of Downtown employees parking in peripheral lots.
- Number of short-term parking spaces available.
- Public perception of parking availability and accessibility.
- Number of bicycle parking spaces added.
- Number of city blocks with pedestrian friendly sidewalks and crosswalks.

Community Design

- Construction of Public Square and other public spaces.
- Number of street trees planted.
- Linear feet of Green Street improvements implemented.
- Number of skywalks improved.

Historic Preservation

- Number of historic buildings renovated and reoccupied.

Arts, Culture and Entertainment

- Attendance at arts and cultural events.
- Number of new public art displays.

Infrastructure

- Linear feet of high-tech infrastructure lines installed.
- Linear feet of sidewalk repaired

Downtown Districts

- Number of square feet of new office, commercial, and residential space constructed, or renovated.
- Vacancy rate for office, commercial and residential spaces.

- Square feet of “opportunity site” space developed.
- Number of new residential units constructed.
- Number of people traversing Riverfront Park via Howard Street.
- Perception of safety in Riverfront Park.

Special Districts

Terabyte Triangle

- Number of new high-tech companies locating in the Terabyte Triangle.
- Number of buildings connected to high tech infrastructure.

Arts and Entertainment District

- Number of arts-related establishments located in the Arts District.

Restaurant and Entertainment “Hot Zones”

- Number of restaurant and entertainment establishments located in “hot zones.”

Hotel, Opera House, and Convention Center District

- Downtown hotel occupancy rates.
- Expansion of Convention Center.

Downtown Mutual Influence Areas

- Number of people walking and using public transit to Downtown from adjacent areas.

Neighborhood Economic Development

- To be determined in Neighborhood Specific Plans.
- Number of new economic development programs.
- Value of new private investment.

Appendices

List of Acronyms

ADA	Americans with Disabilities Act	SBA-BIC	Small Business Administration – Business Information Center
BID	Business Improvement District	SBDC	Spokane Business Development Corporation
CBD	Central Business District	SEACAB	Sports Entertainment and Conventions Board
CDBG	Community Development Block Grant	SHMA	Spokane Hotel and Motel Association
CRA	Community Reinvestment Act	SHRA	Spokane Hospitality and Restaurant Association
CVB	Spokane Regional Convention and Visitors Bureau	SPFD	Spokane Public Facilities District
DOT	Department of Transportation	SRTC	Spokane Regional Transportation Council
DSVA	Downtown Spokane Ventures Association	STA	Spokane Transit Authority
DSP	Downtown Spokane Partnership	SVCC	Spokane Valley Chamber of Commerce
EDC	Economic Development Council	TAZ	Traffic Analysis Zone
EWU	Eastern Washington University	TEA21	Transportation Equity Act of the 21 st Century
GSSA	Greater Spokane Sports Association	TIF	Tax increment financing
HPO	Historic Preservation Officer		
LID	Local Improvement District		
LIHTC	Low Income Housing Tax Credits		
NWBDA	Northwest Business Development Association		
PPDA	Public Parking Development Authority		

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Downtown Spokane Development Plan: Summary of the Downtown Community Planning and Design Charette. Prepared by Moore Iacofano Goltsman, Inc. May 1998.

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Summary of Community Workshop #4. Prepared by Moore Iacofano Goltsman, Inc. July 1998.

Evision Spokane. Four Issues prepared by Moore Iacofano Goltsman, Inc.

Threshold Analysis

The Plan for a New Downtown

Prepared for:
The City of Spokane
Downtown Spokane Partnership

Prepared by:
Moore Iacofano Goltsman, Inc.
800 Hearst Avenue
Berkeley, CA 94710

I. INTRODUCTION

PURPOSE OF ANALYSIS

In March 1999, the Spokane City Council adopted the *Plan for a New Downtown* as a subarea plan within the framework of the existing Comprehensive Plan for the City of Spokane. It was understood that the total development potential in the *Plan for a New Downtown* was within the overall building envelope of the existing Comprehensive Plan. Because the new Downtown Development Plan was consistent with the existing Comprehensive Plan, a separate environmental impact analysis of all potential projects identified in the *Plan for a New Downtown* was not needed. (See *Determination of Non-Significance*, Appendix A.)

This analysis assesses the development potential of the Downtown Element of the existing Comprehensive Plan and the new Downtown Development Plan. This analysis will determine the level of consistency between the new plan and the existing Comprehensive Plan to determine if previously undisclosed environmental impacts are expected to occur.

The *Spokane Horizons* process, currently in the process of development and review, will produce a more comprehensive environmental analysis as part of a new Comprehensive Plan for the City of Spokane. The new Downtown Development Plan would also be incorporated into the new Comprehensive Plan and also subject to its environmental analysis.

APPROACH

This analysis assesses the development potential for Downtown (and its subareas) under the existing *Comprehensive Plan* and under the new Downtown Plan. “Development potential” analysis evaluates the type, intensity, and location of allowable

development under each plan and determines the similarities and differences between the two plans.

This development analysis compares potential Downtown development under the new *Downtown Plan* (1999) to the development potential under the existing planning framework. The *Comprehensive Plan* guides the existing planning framework for Downtown Spokane. This analysis considered the policies and direction set forth by the following elements of the *Comprehensive Plan*:

- 1983 Land Use Plan
- 1990 Downtown Spokane Development Plan
- 1981 North Riverbank Design Plan
- 1980 Arterial Street Plan

The current *Spokane Municipal Land Use Code* (April 1998), which reflects the policy direction set forth by the current *Comprehensive Plan*, was used to confirm the build-out potential under the existing policy framework.

Environmental Determination under State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires an evaluation of all proposed Comprehensive Plan elements and subarea plans to determine if potential significant environmental impacts are likely to occur. If so, those impacts are to be disclosed to decision-makers and the public during the review and adoption process for that Plan. Each of the pertinent components of the existing Comprehensive Plan, as listed above, satisfied this statutory requirement when they were adopted. This analysis identifies the development potential likely to produce significant environmental impacts, if any, that *are greater than those already identified for the existing Comprehensive Plan*.

This analysis anticipates that each of the specific projects will be subject to further detailed environmental evaluation at the time of project implementation. The phased environmental procedures specified in SEPA will be utilized for these projects. At that time, measures to mitigate unacceptable consequences will be established. If impacts that cannot be mitigated are likely to occur, decision-makers must choose to either accept the impacts or not undertake the project.

II. PLAN POLICIES

CURRENT PLANNING FRAMEWORK

This section summarizes the development-related policies set forth by the current *Comprehensive Plan* elements, such as land use type, density of development, and proposed large-scale projects. In general, these policies are general in nature, providing an overall direction for development, but few specifics. In order to be consistent about references to Downtown subareas, the Downtown district definitions of the 1999 *Plan for a New Downtown* are used throughout this document (see Figure 1).

1983 Land Use Plan

District Policies

The 1983 Land Use Plan designates the Downtown Core, East End, West End, and South Side as the Central Business District (CBD) commercial land use (see Figure 2). This land use designation provides a broad range of shopping (regional center), business, office, banking, hotel, entertainment and cultural activities, and high-rise, high-density residential development (typically 30-70 units per gross acre).

The North Bank is designated as a “Mixed Use Area” in the *Land Use Plan*, and further detailed in the *North Riverbank Design Plan*

document, discussed below. While the *Land Use Plan* does not specify which land uses are allowed in “mixed use” districts, it includes policies to ensure the different land uses are compatible. It also cites the benefits of mixed use development, such as its potential to reduce vehicular travel, increase the day and night activity in an area, and provide opportunities for “complete urban interaction.”

City-wide Policies

Following is a list of policies from the *Land Use Plan* that are most relevant to Downtown. Some of these policies are paraphrased for brevity. Please refer to the original document for exact wording (page numbers are indicated in parentheses).

Residential Land Use Policies:

- Locate high density residential in and around the City center. (3-7)
- Permit limited development of medium intensity office uses in selected high density residential areas compatible with surrounding residential areas. (3-7)
- Reduce the number and distance of daily private auto trips from home to destinations (work, school and shopping) by encouraging higher density housing near major activity centers, along transit routes and through mixed use developments. (3-9)

Commercial Land Use Policies:

- Encourage more intensive use, expansion and redevelopment of reasonably located existing commercial areas, in preference to the establishment of new business districts. Encourage, where appropriate, multi-story construction for site efficiency. Encourage business district expansion to consolidate rather than fractionalize the district. (4-3)

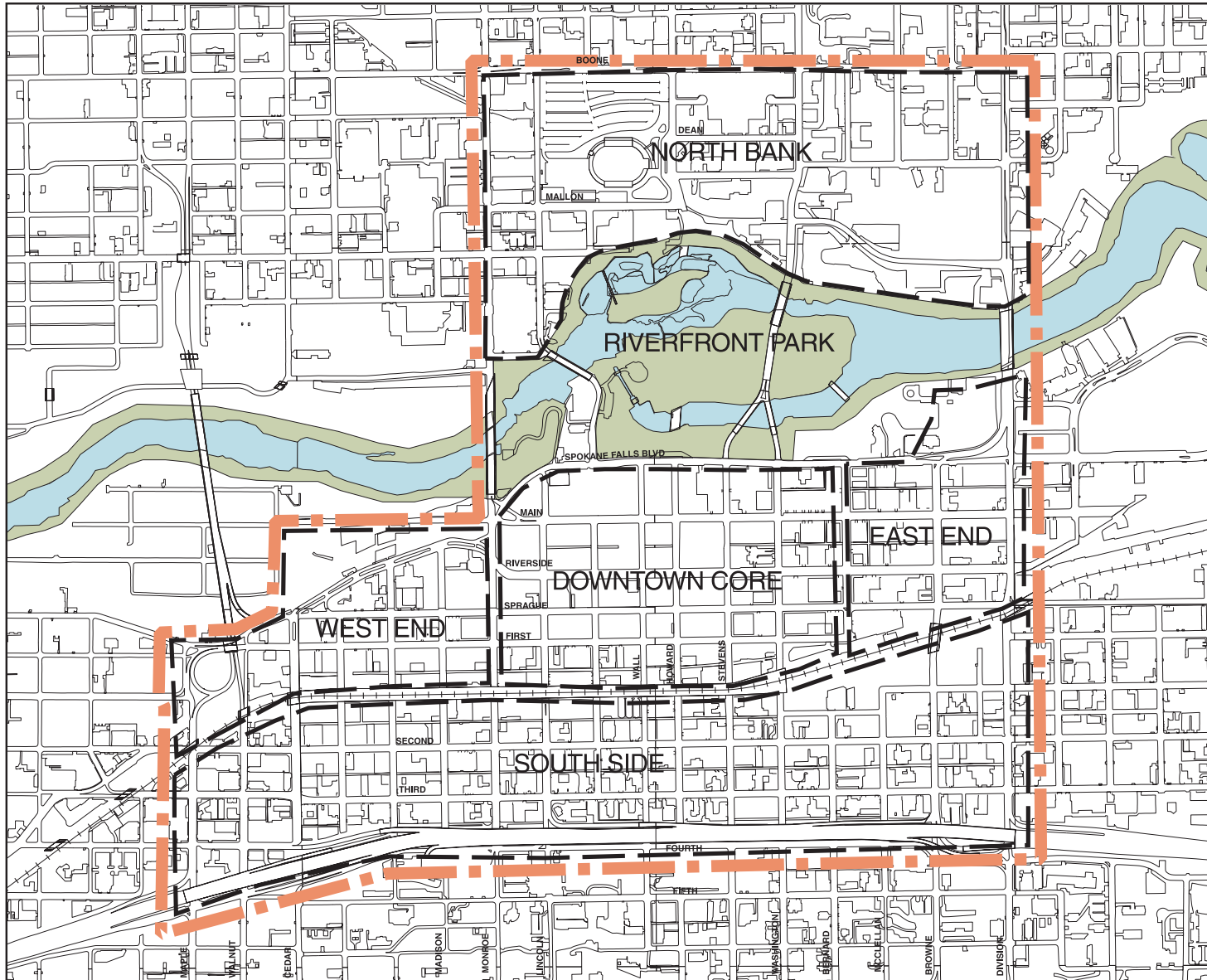
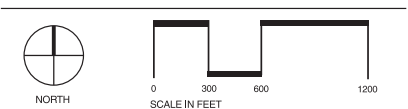


Figure 1
Downtown Districts



City of Spokane
Room 200, City Hall
600 West Spokane Falls Blvd.
Spokane, WA 99201-3329



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510/845-7549 Fax: 510/845-8750

JUNE 1999

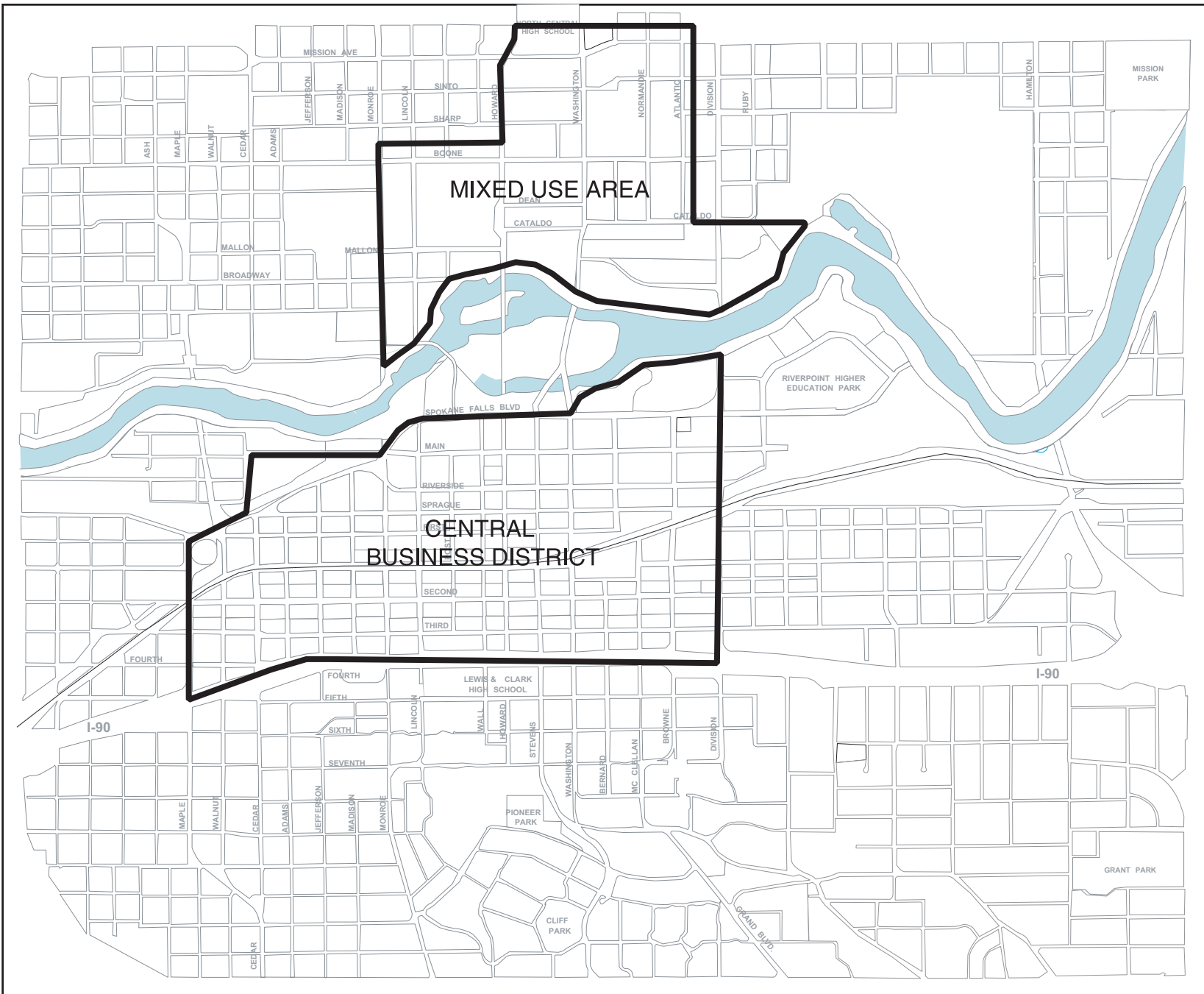

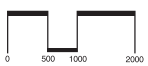



Figure 2
1983 Land Use Plan




NORTH



SCALE IN FEET



City of Spokane
Room 200, City Hall
600 West Spokane Falls Blvd.
Spokane, WA 99201-3359



Downtown Spokane Partnership
211 North Wall Street
Suite 300
Spokane, WA 99201

Prepared by:

MIG, INC.

800 Hearst Avenue, Berkeley, CA 94710
Phone: 510.845-7599 Fax: 510.845-0790

June 1999

Encourage the inclusion of compatible commercial activities with various other uses in mixed use developments subject to the standards and limitation specified in Chapter V. (4-4)

Central Business District (CBD):

- Strive to insure the CBD remains strong and continues to serve its central city function as the dominant commercial areas in the Inland Empire. Endorse outlying regional shopping centers only after it has been determined they will not unduly detract from the CBD.
- Improve transportation and transit access to the CBD to enhance its convenience and improve the quality of the environment, especially air quality.
- Further improve the environmental quality in the CBD to maintain and enhance a pleasant atmosphere in which to live, work, shop and play. Continue the aesthetic improvement created by Riverfront Park, by the many squares, courtyards, mills, and open spaces in the core area, and by the street furniture and trees. Encourage the inclusion of such improvements, as properties throughout the CBD are redeveloped or improved.
- Encourage continued expansion of the skywalk system in the core area of the CBD. Continue to insure that ground level establishments have adequate access to the system, and that adequate access signage is provided.
- Further improve the public facilities in the CBD in order to stimulate and accommodate private improvements which contribute to the overall economic vitality.
- Encourage High and Medium Density Residential development within and adjacent to the CBD.

1982 North Riverbank Design Plan

The North Riverside Design Plan, adopted in 1982, sets forth specific land uses for the North Bank and surrounding area. Within the North Bank subdistrict, the *North Riverbank Design Plan* applies the following land use categories (see Figure 3):

- *Riverfront Mixed Use* – Offices, high-density residential, commercial recreation, and community business uses along the riverfront.
- *Design Corridor Mixed Use* – A mix of medium and high density residential, offices, commercial, recreation, community business, and cultural uses.
- *Commercial Mixed Use* – A mix of offices, general business, commercial recreation, CBD-oriented distribution uses, high-density residential, and limited light industrial uses permitted in the “C1” Category I Zone.
- *General Business* – General retail and service uses similar in character to uses allowed in the Community Business “B2” Category II Zone.

Additionally, development bulk is limited to 6 or 9 stories (depending on the specific location of the property), provided that no more than 75 percent of the lot area is covered. Alternatively, the equivalent building volume may be arranged to any height up to 150 feet.

The *Design Plan* calls for lower density uses surrounding the North Bank area, protecting the present low-density character of the Logan and West Central Neighborhoods.

Figure 3

1990 Downtown Spokane Development Plan

The 1990 *Downtown Plan* includes policies for the development of Downtown Spokane as well as programs, projects, and regulations to implement these policies. Some elements are general, while others are more specific. Encouraged land uses are listed for each of ten subdistricts (see Table 1). The subdistrict boundaries are generally consistent with the districts used in the new *Downtown Plan*.

General Land Use Guidelines

- Encourage housing in Downtown – use zoning that does not debit residential uses against bulk limits
- Encourage sidewalk cafes, vendors
- Concentrate supporting uses around the Convention Center/Opera House, along Spokane Falls Boulevard and Main Avenue
- Develop north riverbank with mixed use office/commercial/residential
- Encourage lower-rise, lower-intensity buildings with street commercial in East and West sections

Specific Projects

- Build Lincoln Street Bridge
- Develop Arts & Entertainment district around the Davenport Hotel, Met and Fox Theatres
- Build Davenport parking garage
- Build satellite parking in south section of Downtown
- Build new coliseum in vicinity of existing facility

The Arterial Street Plan designates controlled access high capacity facilities, principal arterials, minor arterials, neighborhood

collector arterials, and parkways throughout the City of Spokane. The document also defines standards for each road classification.

All through streets in the Downtown Core are designated as principal arterials, including Spokane Falls Boulevard, Main, Riverside, Sprague, First, Second, Third, Monroe, Lincoln, Post, Wall, Howard, Stevens, Washington, Bernard, Browne and Division. Monroe, Post, Washington and Division are the only designated principal arterials through the North Bank. North River Drive and Boone in the North Bank, Riverside in the West End, and Howard Street through Riverfront Park are designated as Minor Arterials. The Maple/Ash corridor is shown as a potential controlled access facility connecting I-90 with the Deer Park and Newport Highways.

The Plan also calls for widening all rights-of-way for arterial streets in order to allow more opportunity for landscaping, sidewalks and bikeways, and creating a Lincoln/Monroe couplet north of Main Avenue.

Comparison to the New Downtown Plan

Table 1 on the following pages compares the current planning policy framework to the direction and strategies of the new Downtown Plan. As the comparison illustrates, the general land uses designated for each Downtown district are consistent between plans. For instance, the core is designated for high-density retail, office, residential, and entertainment uses, with lower density uses in surrounding areas. The North Bank continues to be a commercial recreation center, anchored by the Arena, and the East End continues to be a visitor-commercial area, anchored by the Convention Center. The new Downtown Plan also introduces specific projects for achieving existing Comprehensive Plan goals, such as reducing auto trips and improving environmental quality (e.g., streetscape, public spaces).

TABLE 1: Comparison of Existing Plan Framework and New Downtown Plan Policies

Downtown District	1983 Land Use Plan	1990 Downtown Plan	1982 North Bank Design Plan	Consistency with New Downtown Plan
Core	“CBD” Commercial Land Use: <ul style="list-style-type: none"> • Shopping • Business • Office • Banking • Hotel • Entertainment & Cultural • High Density Residential 	<ul style="list-style-type: none"> • Shopping, financial, office and entertainment center • Cultural, educational, recreational, entertainment, and service uses • High density residential development 		<i>Consistent:</i> <ul style="list-style-type: none"> • Mixed use regional retail, entertainment, office, and residential center <ul style="list-style-type: none"> • Concentrate retail north of Riverside • Concentrate office south of Riverside
West End		<ul style="list-style-type: none"> • Housing, offices, and support services • Lower rise, lower intensity than core 		<i>Consistent:</i> <ul style="list-style-type: none"> • Mixed use retail, office, and residential (lower density than core)
East End		<ul style="list-style-type: none"> • Convention Center support uses along Spokane Falls Boulevard and Main Avenue • Rehabilitate existing residential buildings • Lower intensity office buildings with street level retail 		<i>Consistent:</i> <ul style="list-style-type: none"> • Mixed use retail, office, and residential (lower density than core) • Expand Convention Center onto site across Spokane Falls Boulevard from existing location.
South Side		<ul style="list-style-type: none"> • Land use activities that attract a regional clientele • Auto-oriented uses south of the railroad viaduct • Support services for housing areas to the south 		<i>Consistent:</i> <ul style="list-style-type: none"> • Mixed use retail, office, live/work residential, light industrial • Auto-oriented retail along I-90 <p>Note: Light industrial is allowed only along the railway viaduct in the South Side under current zoning; however, “light industrial” uses envisioned for the South Side under the new Downtown Plan are compatible with live/work uses and will not drastically change the composition of this area.</p>

Downtown District	1983 Land Use Plan	1990 Downtown Plan	1982 North Bank Design Plan	Consistency with New Downtown Plan
North Bank	“Mixed Use Area” (see North Bank Design Plan)	Mixture of: <ul style="list-style-type: none"> • Office • Commercial • Institutional • Residential 	Mixed Use Area, including: <ul style="list-style-type: none"> • Offices • General business • Community business • Commercial recreation • High-density residential • Limited light industrial • Cultural 	<i>Consistent:</i> <ul style="list-style-type: none"> • Specialty entertainment and recreation, retail, office, residential, visitor-serving commercial (supporting the Convention Center)
Riverfront Park	Park/Parklands Area	<ul style="list-style-type: none"> • Retain park characteristics of Riverfront Park, but also increase public activities along the river. 		<i>Consistent:</i> <ul style="list-style-type: none"> • Retain Riverfront Park as an “urban refuge” • Orient active park uses to Howard Street
General	High density residential			<i>Consistent:</i> <ul style="list-style-type: none"> • New housing development is a priority
	Reduce private auto trips/improve transit			<i>Consistent:</i> <ul style="list-style-type: none"> • Supports light rail extension into Downtown, expanded Downtown trolley system, improved pedestrian/bicycle links to surrounding neighborhoods
	Ensure continued health of Downtown commercial			<i>Consistent:</i> <ul style="list-style-type: none"> • Supports expansion of existing core retail center and brings new dollars into Downtown with the expanded Convention Center and new Downtown housing
	Improve environmental quality – streetscape improvements, plazas, etc.			<i>Consistent:</i> <ul style="list-style-type: none"> • Proposes new Public Square in Core • Designates “Green Streets” for streetscape improvements, including landscaping, pedestrian orientation, lighting, etc.

Specific Projects from 1990 Downtown Development Plan

Comprehensive Plan and its Elements	Consistency with New Downtown Plan
Lincoln Street Bridge construction	<i>Consistent:</i> <ul style="list-style-type: none"> Lincoln Street Bridge to be constructed <i>only if</i> accepted studies show need for additional river crossing capacity in Downtown.
Arts & Entertainment District	<i>Consistent</i>
Davenport parking garage	<i>Consistent</i>
Satellite parking in South Side area	<i>Consistent</i>
Concentrate supporting uses around the Convention Center/Opera House area	<i>Consistent:</i> <ul style="list-style-type: none"> Convention Center to be expanded on vacant site across Spokane Falls Blvd. from existing Center. Land use designation for supporting visitor-serving commercial just north of the Center. Development of major pedestrian link to Downtown retail center along Spokane Falls Blvd., with streetscape improvements and street-oriented commercial along this corridor.
Multi-modal center south of Riverside	Project has been completed.
Build new coliseum in vicinity of existing one	<i>Lower impact:</i> <ul style="list-style-type: none"> The new Downtown Plan calls for new commercial recreation uses in the Arena area, however, the impact and scale will be much smaller than a new coliseum in the area.
Continue development of County Government area in accordance with their Master Plan	<i>Consistent</i>
Continue development of Riverpoint area as a major higher education district adjacent to Downtown.	<i>Consistent</i>
Summit Property: parts of the property are designated for major park/parkland/natural hazard area; mixed use; and high- and low-density residential uses in the 1983 Land Use Plan.	<i>Consistent:</i> <ul style="list-style-type: none"> The Summit Property is slated for mixed use office campus park, commercial and residential use.

III. DEVELOPMENT POTENTIAL

The purpose of the development potential analysis is to determine whether the expected new development under the 1999 Downtown Plan can be accommodated under the existing planning framework. In other words, is the expected development under the new plan greater or less than Downtown's development capacity under current policy restrictions (such as bulk and height limits)?

DEVELOPMENT POTENTIAL: EXISTING PLAN FRAMEWORK

The development potential under the existing 1983 Comprehensive Plan (including the 1990 Downtown Development Plan and 1981 North Riverbank Design Plan) was calculated by estimating the total available space for development in Downtown Spokane. New space is available in two forms: vacant space in existing buildings, and space in newly constructed or expanded buildings. Total vacant space in existing buildings was estimated using the City's parcel records. Potential new space was estimated by allowing new construction on 22 vacant or underutilized (e.g., surface parking lots) in the Downtown Core, East End, and North Bank. It is assumed that new construction in the West End will be limited due to higher rate of build-out.

Absent height and bulk restrictions in the Downtown Core, the new buildings were assumed to rise 12 stories high. In the North Bank, buildings were assumed to cover 75% of the lot area and rise 6 or 9 stories high, depending on the specific requirements of the North Riverbank Design Plan. This total was approximately 15.0 million square feet. A generous 30 percent of the total floor area of each new building was allocated to parking, leaving 70

percent of new building space available for new development, or approximately 10.5 million square feet.

Additional space is available on the 88-acre Summit site, a currently undeveloped property and the location of a proposed planned unit development including housing, retail, and office space. 1295 housing units and 41,900-sq. ft. retail (grocery store) have been approved for the site, and approximately 1,520,000-sq. ft. of office, hotel, and other uses have been proposed. Assuming an average of 1,600-sq. ft. per housing unit, this represents 3.6 million square feet of new residential, retail, and office space at the Summit. These numbers do not represent maximum allowable development – the site can potentially accommodate additional space.

The Riverpoint Campus will also accommodate new development in research, education, and office uses.

Potential new development under the existing planning framework is estimated at:

Table 2: Development Potential, Existing Comprehensive Plan

	<i>Vacant Building Space (square feet)</i>	<i>New Building Space⁽¹⁾ (square feet)</i>
Downtown Core	1,127,716	10,503,360
West End	115,180	
East End	326,332	
North Bank	62,807	
South Side	292,736	
Summit		3,633,900
<i>Subtotal</i>	<i>1,924,771</i>	<i>14,137,260</i>

Total: 16,062,031

(1) Space available after parking.

This estimate of potential new space is conservative – additional space is available downtown if smaller buildings are expanded, buildings go higher, or less space is dedicated to parking. Additionally, new space at the Riverpoint Campus is not included in this estimate.

DEVELOPMENT PROJECTION: NEW DOWNTOWN PLAN

High, medium and low employment capture projections were devised to predict potential new non-housing development in Downtown Spokane under the new Downtown Plan. The “high” projection is based on the assumption that Downtown (including the Summit and Riverpoint Campus) will capture 20% of all new jobs in the County through 2020¹; “medium” is based on 17% capture, and “low” is based on 13% capture. New jobs in each employment sector were translated into square feet of new space using assumptions about average space per employee, as shown in Table 3.

New housing development was predicted based on market studies by Keyser Marston Associates, Inc., conducted during the study phase of the Downtown Plan. These studies indicated a potential market for developing 100-200 new market rate units per year in Downtown, not including the Summit Property. The Summit has been approved for 1,295 units, and is planning to develop 1,032 units according to public statements at the development’s preliminary approval. The total new housing development under each scenario was allocated across the Downtown according to development patterns encouraged under the new Downtown Plan (see Appendix B). Square footage of housing is predicted assuming an average size of 1,600 square feet

per unit in the North Bank and Summit areas, and an average of 1,200 square feet per unit in the rest of Downtown.

Based on these parameters, total new development in Downtown is predicted to be 4.5 million square feet under the “low” employment capture and housing growth scenario, 7.0 million square feet under the “medium” scenario, and 10.4 million square feet under the “high” scenario.

¹ 2020 job projections from SRTC.

Table 3: 2020 Downtown Job, Housing, and New Building Projections under New Downtown Plan

	Employment Sector	New Jobs	Ratio: sq.ft./emp.	New Housing Units	Ratio: sq.ft./unit	New Building Space (Sq. Ft.)
Low	Services	1,693	250			423,365
	FIRE (Finance, Insurance, Real Estate)	1,424	250			355,980
	Retail	1,919	325			623,656
	Industrial/Manufacturing/R&D/Wholesale	1,587	375			595,137
	Other employment	433	350			151,426
	Housing			1,597	1200-1600 ⁽²⁾	2,349,200
	TOTALS	7,056		1,597		4,498,764
Medium	Services	2,215	250			553,626
	FIRE (Finance, Insurance, Real Estate)	1,862	250			465,509
	Retail	2,509	325			815,543
	Industrial/Manufacturing/R&D/Wholesale	2,075	375			778,249
	Other employment	566	350			198,017
	Housing			3,032	1200-1600 ⁽²⁾	4,151,200
	TOTALS	9,227		3,032		6,962,145
High	Services	2,605	250			651,368
	FIRE (Finance, Insurance, Real Estate)	2,191	250			547,693
	Retail	2,952	325			959,525
	Industrial/Manufacturing/R&D/Wholesale	2,442	375			915,647
	Other employment	666	350			232,977
	Housing			5,295	1200-1600 ⁽²⁾	7,076,800
	TOTALS	10,856		5,295		10,384,009

(1) Percent of Downtown jobs in each sector are based on 2020 SRTC projections

(2) Assumes 1,600 square feet per unit in the North Bank and Summit; 1,200 square feet per unit in the rest of Downtown

COMPARISON OF DEVELOPMENT POTENTIAL

As shown in Table 4 below, the available space for development in Downtown Spokane under the current planning policy and regulatory framework is more than adequate to accommodate anticipated development under the new Downtown Plan, even under the “high growth” scenario.

Table 4: Development Potential Comparison

	<i>Existing Planning Framework</i>	<i>New Downtown Plan</i>
Retail/Office/Service/ Industrial/R&D		3.3 million sq. ft.
Residential		7.1 million sq. ft.
<i>Total</i>	<i>16.1 million sq. ft.*</i>	<i>10.4 million sq. ft.</i>

*Does not include additional space at Riverpoint.

policy guidelines, leaves at least 16.1 million square feet available for new uses.

The general goal of both documents is the same – to create a lively, energetic Downtown. The specifics of these projects will be further evaluated through a detailed project level environmental review pursuant to SEPA’s phased review provisions.

IV. CONCLUSION

This analysis shows that the 1999 Downtown Plan is consistent with the general policy direction set by the existing Comprehensive Plan, particularly in terms of the land use type and density desired for Downtown Spokane.

Expected development under the 1999 Downtown Plan also fits within the current planning framework. Under the high job capture/high growth scenario, the total estimated new development under the new Downtown Plan would utilize 10.4 million square feet of space, including demand generated by the Summit and Riverpoint Campus. This projected growth would fit in vacant and new buildings Downtown, which, under current

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