



Downtown Plan Update Steering Committee Meeting Notes

Date: February 28, 2020 9:00 A.M.

Attendance:

Lars Gilberts, University District; Greg Francis, Plan Commission; Troy Dehnel, Avista; Ginger Ewing and Jackie Caro, Terrain; Melissa Huggins, Spokane Arts; Chuck Horgan, Design Review Board; Patty Tully, Inland Empire Bartenders Association; Char Kay, Washington State Dept. of Transportation; Nick Mounsey, Wonder Spokane; Meg Winchester, Visit Spokane; Doug Yost, Centennial Real Estate; Betsy Cowles, Cowles Company; Mike Tresidder, Spokane Transit Authority; Megan Rowe, Spokesman Review; Dean Gunderson, City Planning.

Project Team:

Andrew Rolwes and Mark Richard, Downtown Spokane Partnership; Lesley Bain and Daniel Harris, Framework (by phone); Nate Gwinn, City Planning.

1. Recap - project status and timeline – The plan update team presented the draft strategy framework to the public at a workshop on February 5, 2020. The team is now creating the full draft plan. Nate mentioned that a third public meeting in April or May will be scheduled for the public to review the draft plan, followed by the legislative process. This process will occur in late spring or early summer, extending beyond the original timeline. Lesley Bain added that the planning consultant is here to support the process in order to get everything right.

2. Workshop 2 summary – Daniel Harris with the consultant team relayed input from the workshop including pedestrian and bike facilities, activation of alleyways Downtown, activation of public spaces, infill development comments, and sites for future public art. Staff will send a summary of the workshop to the steering committee. Lesley is interested steering committee input on the infill opportunities. These opportunities will also be addressed as part of a future steering committee agenda item for opportunity sites in the Downtown.

3. Survey results – The project team has begun analysis of the survey with about 640 respondents. The survey reflected overall support for the direction of the strategy framework. Respondent concerns included the social situation (safety and vibrancy), as well as mixed feelings on parking.

- Committee members received feedback that rather than a few opportunities to comment in the survey, it would be more effective to ask respondents to address the language of each goal.
- There is opportunity for a potential, more-pointed survey for the proposed Goals and Strategies, which could allow for more nuance and provide an iterative/engaging process.
- Provide content for the ongoing “story” of the plan’s evolution, progress made since the last update (maybe via StoryMap), people can see how they are part of it – how it comes to fruition.
- Valuable to do the legwork to categorize comments.

4. Goals and actions matrix – Andrew reviewed some significant policy recommendations from the current 2008 Plan in order to facilitate feedback from the committee on whether the recommendations continue to be relevant or not.

Are One-way Street Conversions still a significant interest?

- “Right-sizing” and pedestrianization might take precedence: we seek benefits in increasing walkability in Downtown that could be achieved by right-sizing streets, and might be more important than conversions to two-way streets.
- Energizing the streets and having green space is worthwhile. That might be more cost efficient (especially looking at projected regional growth).

- One-way to two-way street conversions can be the base foundation for pedestrianization and multimodal improvements, and making streets more comfortable and safer to cross.
- The matrix document misses a significant amount of material regarding the development of Riverside and the City Line project. Riverside is going to change automatically because of the City Line project but not all of the streets need to be like Riverside. Main is one-way and is very walkable. A lot of discussion over the past few years went into why Riverside is the location for the City Line. It isn't an all-or-nothing proposition some 1-ways (Yes) some 2-ways (Yes).
- Accommodate through-traffic – but also safe circulation of multi-modal traffic staying Downtown (cars, bikes, pedestrians, trucks, service vehicles). Barcelona has “Superblocks” or groups of 4 or 9 blocks that incorporate both clear routes to encourage transit/through traffic, as well as interior, protected routes.
- Analysis itself must include hard costs but also economic impacts. There is significant opportunity cost in de-coupling streets. With limited resources, Downtown Spokane Partnership believes a lot of pedestrian friendly work could be done for the cost of de-coupling streets only.
- Goal: Pedestrian Friendly/Walkable, Inviting Environment
 - Conversion is one strategy among others to attain this goal.
 - Be specific about what the actual policies are that will actually make things more pedestrian friendly.
 - An infrastructure analysis needs to be viewed through the lens of ‘Pedestrian Friendliness’ leading to a clear bullet points of how to get there, e.g. (pedestrian lighting, sidewalks, infrastructure, economic analysis) that must be explicit about the intended infrastructure, activity, and safety desired.
- If the issue of 1-ways is stricken, it would not preclude doing a 1-way to 2-way conversion if that was the right solution. Identify an incremental strategy of interim steps, avoid having something in the plan that prevents doing good thing in the near term. Be very clear what ‘walkable’ means: define pedestrian friendliness with local examples, visuals. Identify walkable blocks contrasted with ‘unwalkable’ blocks.
- The 1-way decoupling should be viewed as one of several strategies that could be used to enhance pedestrian friendliness.
- It would be good to understand both visitors’ and locals’ perspectives in the discussion, because visitors to Spokane have a tough time navigating one-way streets: expectations differ. Wayfinding would really help.

Restricting/Reducing Surface Parking

Demand and supply approaches

- Can a business case be made for Transportation Demand Management and parking savings as an economic development strategy? It would demonstrate to business owners the benefits of reduced parking because it might actually increase in trips of other modes, how surface-parking reductions may actually increase Downtown business revenues.
- Focus on goals: Redeveloped existing surface parking, encourage vibrant first floors and structured parking. Support development of transit and other alternatives.
- Achieving vibrancy contributes to the economy. Street-level continuity of walkability components is very important for Vibrancy. Should be economically sustainable – in order for developers to afford the costs associated with vibrancy elements. Would tax incentives work?
- Civic Art & Design Review can play a critical role in structured parking. Good examples of what other cities have done with parking are an alley adjacent to a parking garage in Detroit repurposed as a street art alley, Kansas City garage with a screen. Some examples are already in our toolbox.
- Committee members mentioned that Downtown lost two major employers to other parts of the county because of a lack of parking supply. Redevelopment of surface lots is challenging because of high construction costs relative to rent in this market, coupled with a high return on investment for remaining a surface lot. Driving people to use commute alternatives is a long-term trend and we are not there yet. The need for parking is real and is preventing employers from locating downtown because there is not enough leasable parking. We need new structured parking but need to continue to prohibit new commercial surface parking lots because they deaden the space.
- Remember needs of long-term for residents/companies and short-term parking in close proximity for retail and tourism. We draw people from a 300-square-mile area, and they are going to come to downtown in their automobiles.

- Structured parking is key
- Understand long-term vs. short-term demand distinctions. And needs.

Policies and strategies from 2008 Plan not included in 2020 framework. Nate reviewed some significant “orphan elements” for committee members to focus on in order to collect feedback on whether the proposed strategy framework should be modified to include them.

- Commercial & office access
- Skywalk improvements
- Preservation of view streets
- Residential Diversity (sizes, price-points)
- Energy efficiency / Sustainability (low impact development)
- Opportunity site exercise & map

Nate and Andrew encouraged committee members to review the matrix, which also contains Downtown Spokane Partnership and Business Improvement District Board Priorities (2018), and send in comments.

- Committee members asked if staff or the consultant take a first run at those orphan elements that have been rendered less relevant since 2008? Provide description of why these might be less relevant.

Preferred 2020 update format:

- Goals – policies – action (Strategy)
- “Potential policies” identified are 2008 strategies that could be renamed and adopted in 2020 as policies because no specific action is called for.

5. Next steering committee meeting – March and April, to be determined. Staff will send out a Doodle poll to steering committee members for a preferred date. Steering committee members suggested longer work sessions or breakouts for subject matter experts.

Connecting Old and New Plan Documents

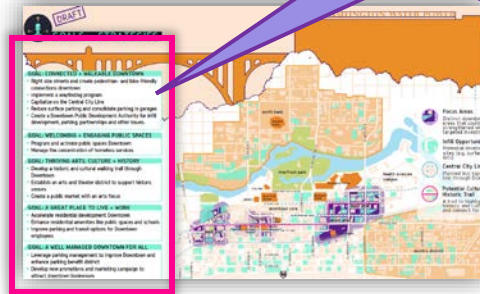
The Downtown Plan update project team prepared a **Strategy Framework** in response to the community input and priorities identified in the **public process** and the **Downtown Spokane Partnership priorities**.

New Goals and Strategies correspond to list in the attached Matrix. Goal example:

1 A Connected + Walkable Downtown



2008 Adopted Downtown Plan



2020 draft Strategy Framework

Update of 2008 Adopted Goals, Objectives, and Strategies

- Most of the goals and strategies in 2008 are related and can be incorporated into the new update. At some point, the District Strategies from Chapter 6 of the 2008 plan also need to be added.
- **Please pay attention to the other items highlighted in red/darker boxes that may be left out.** The matrix helps isolate those items to revisit whether they should be included, or if not, for what reason. Examples appear below - please see the full document for a larger list.

- Examples:
- | | |
|--|---|
| <p>Items likely included in proposed Actions</p> <ul style="list-style-type: none"> • 1-way to 2-way conversions on selected Downtown streets (page 1) • Reduce supply of off-street surface parking (page 3) | <p>Focus: Items with no direct action identified</p> <ul style="list-style-type: none"> • Commercial and office access (page 3) • Skywalk improvements (page 4) • Wide array of home sizes (page 7) |
|--|---|

Reading this Matrix

2020 goals & supporting strategies

Box highlights items that may not be included in the Strategy Framework

Note: Pay special attention to these items!

2008 Plan	JWSP Plan	Downtown Spokane Partnership Priorities
<p>Goal 1: A Connected + Walkable Downtown</p> <p>1.A Connected + Walkable Downtown</p> <p>1.B Reduce surface parking and conversion parking in garages</p>	<p>Chapter 5 Strategies: 2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> • Rapid Transit 2.1F - Street standards, land uses and building placement that support transit use in key locations • Rapid Transit 2.1G - Transit-oriented development; ensure compatibility with other modes in 20 years (Regional Transportation Plan) • Bus Circulation/Route 2.2C - Transit amenities (shelters, street lighting, etc.) at bus stops with highest potential <p>Goal 2.2 Build Form and Character: Foster and improve upon the unique, downtown "sense of place"</p> <ul style="list-style-type: none"> • Character: Design complementary walk and bicycle parking lots with better amenities <p>Goal 2.3 Multi-Modal Circulation & Parking: Improve circulation and parking in and around Downtown for all users</p> <ul style="list-style-type: none"> • Character: Increase supply of off-street surface parking through higher and better uses of available land <p>Chapter 5 Strategies: 2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> • Public Parking Strategies 2.4J - Additional off-street parking structures for short-term parking Downtown while encouraging long-term parking on the periphery centered in Downtown • Car Sharing 2.5J - Investigate car sharing options and timing for Spokane with a first phase focusing on Downtown • Walk and bicycle car rental competition as an alternate strategy • Private Parking 2.6J: Encourage property owners to provide on-site parking for customers, residents and visitors and to provide additional curbside modes for Downtown employees <p>Goal 2.2 Housing and Neighborhood: Increase housing options Downtown and protect existing neighborhood character</p> <ul style="list-style-type: none"> • Character: Designate corridors between Downtown and surrounding neighborhoods <p>Goal 2.2 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts</p> <ul style="list-style-type: none"> • Character: Mitigate (climate) (i.e. increase permeable surfaces) <p>Chapter 5 Strategies:</p> <ul style="list-style-type: none"> • 2.0 Multi-Modal Transportation • Sidewalks and Crosswalks 2.0 Aggressively enforce laws giving pedestrians the right of way in crosswalks • Bridge Design 2.7a - Maintain historic character of existing bridges • Loading and Service Access 2.3A adequate commercial and office access to facilities for deliveries and refuse collection <p>4.0 Infrastructure: (Preferred policy) Coordination of Improvements 4.10 - Support the City's effort to coordinate infrastructure investment</p>	<p>2.A Public or private multi-modal transportation mobility hubs with covered parking (R)</p> <p>2.B Investigate and support the City Line and future transit system improvements (S)</p> <p>2.C Improve circulation between transportation agencies and downtown stakeholders (R)</p> <p>4.A Increase multi-modal and alternative rail and car-ramp for vehicles and other forms of transportation (R)</p>

Chapter 3 objectives and Chapter 5 Downtown strategies from 2008 Plan

Example from page 3

DRAFT Downtown Plan Update Goal and Actions

The 2020 proposed Strategy Framework will incorporate elements from the City of Spokane’s existing [Fast Forward Spokane: Downtown Plan Update](#) (2008) and other efforts. The purpose of this matrix is to generate feedback about what related material should be included in the draft 2020 plan update from the 2008 Plan, priorities identified by the Downtown Spokane Partnership, and input from other public participation efforts—highlighting elements that may not be included.

View the January 2020 draft Strategy Framework online at this link:
<https://static.spokanecity.org/documents/projects/downtown-plan-update-2020/draft-vision-strategies-mailer-2020-01-14.pdf>

About the terms used in this matrix

The 2020 update could follow a format similar to the City of Spokane [Comprehensive Plan](#), which is arranged into three types of statements: **Goals**, **Policies** (generally non-action), and **Actions** (Strategies).

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
1 A Connected + Walkable Downtown	A Right-size streets and create pedestrian- and bike-friendly connections Downtown	<p>Goal 2.3 Multi-Modal Circulation & Parking: Improve circulation and parking ... Objectives:</p> <ul style="list-style-type: none"> • Increase modal share of alternative transportation (i.e., bike facilities, public transit, pedestrian-friendly streets, revitalized historic trolley routes, high-capacity transit systems) • Improve pedestrian and bicycle connections (i.e. over Division, between Convention Center and University District, between Downtown and adjacent neighborhoods) • Convert key streets from one-way to two-way <p>Goal 2.4 Open Space, Public Realm and Streetscapes: Improve the Downtown environment for pedestrians and bicyclists. Objectives:</p> <ul style="list-style-type: none"> • Develop pedestrian- and bicycle-friendly streetscape improvements • Improve access to Riverfront Park and Spokane River for all modes of travel • Designate bicycle boulevards [neighborhood greenways] leading into Downtown • Upgrade existing underpasses (i.e. improved lighting, inviting design) and consider pedestrian/bike bridges where appropriate <p>Goal 2.6 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts</p> <ul style="list-style-type: none"> • Objective: Support a thriving and functionally sustainable street tree system <p>Chapter 5 Strategies:</p> <p>1.0 Streetscape and Public Space Improvements: Complete Street 1.1 - Network of connected, landscaped, pedestrian-friendly streets: Priorities: 1) First Ave, 2) East end of W Main Ave, 3) Howard St, 4) Division St, 5) Post St</p> <p>2.0 Multi-Modal Transportation:</p> <ul style="list-style-type: none"> • Transportation 2.3 Avoid creation of additional couplets and crossovers • Pedestrian 2.4 One-way Conversions - Convert selected Downtown streets to two-way traffic while maintaining major arterial streets as one-way couplets. ... Two-way conversions are intended to calm traffic and improve the pedestrian atmosphere. Priorities to convert to two-way: 1) Sprague Ave, 2) 1st Ave, 3) Main Ave, east of Lincoln (long-term conversion) • Sidewalks and Crosswalks 2.5 Ensure that sidewalks in Downtown are at least 10 feet wide with an unobstructed path of eight feet • Sidewalks and Crosswalks 2.7 mid-block crosswalks • Bridge Design 2.14—maintain or improve pedestrian [and bicycle?] amenities • Downtown Bikeways 2.30 – Adequate City staff for pedestrian/bicycle planning, coordination, education, and encouragement • Downtown Bikeways 2.32 – Special consideration of bike facility development and coordination with designated routes before authorizing roadway rehabilitation/reconstruction • Downtown Bikeways 2.29 – System of [inclusive, low-stress, comfortable?] bikeways through Downtown connect to existing bicycle routes in the city and the Centennial Trail. Future external connections to serve bicycle commuters: 1) 2nd Ave to Fish Lake Trail, 2) East along Trent Ave to East Spokane, 3) South to South Hill, South Spokane and Southeast Blvd 		<p>Street hierarchy update from South U-District and North Bank subarea plans (2020)</p> <p>Bicycle Master Plan (2017)</p> <p>Pedestrian Master Plan (2015)</p> <p>South Hill Coalition Connectivity and Livability Strategic Plan (2014)</p>

Related strategies continue on next page

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
		<ul style="list-style-type: none"> [Potential policy] Design Standards 2.49-Aesthetically pleasing and pedestrian-friendly parking structures. Integrate street-level commercial uses into parking structures to enhance street activity [Potential Policy] Design Standards 2.50 –Design standards for surface parking lots to incorporate landscaping and pedestrian and bicycle amenities <p>4.0 Infrastructure:</p> <ul style="list-style-type: none"> Street Infrastructure 4.1 - Coordinate resurfacing and other street and storm water improvements with the implementation of other improvements Street Infrastructure 4.2 - Weigh costs and benefits of investments in alternative modes of transportation as a means to avoid increasing roadway capacity [Suggested rewording: Evaluate investments on roadway capacity for all travel modes] Street Infrastructure 4.3 - Fix deteriorating sidewalks and enforce sidewalk maintenance ordinances Bridges 4.7 - Add new pedestrian/bicycle bridge connections on a lower deck of the Maple Street Bridge <p>6.0 Environmental Stewardship:</p> <ul style="list-style-type: none"> Water Quality 6.3 - Sustainable stormwater techniques in all street projects [Potential policy] Climate Change Mitigation 6.12 - Encourage planting and maintenance of street trees throughout Downtown Spokane <p>9.0 Management, Marketing, & Programming: Management 9.3 – Continue the City’s new street tree grant program for new street trees and irrigation. Coordinate with stormwater management techniques for green infrastructure</p>		
1 A Connected + Walkable Downtown	B Implement a wayfinding program	<p>Goal 2.4 Open Space, Public Realm and Streetscapes: Improve the Downtown environment for pedestrians and bicyclists</p> <ul style="list-style-type: none"> Objective: Establish gateways at key intersections signifying the entrance to Downtown and special districts <p>Chapter 5 Strategies:</p> <p>2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> Bridge Design 2.16 – Lighting design at bridge crossings to highlight their character and visually connect adjacent neighborhoods Centennial Trail 2.13: Maintain major east-west link to nearby neighborhoods and campuses and expand connections with signage, landscaping, and other amenities <p>3.0 Gateways, Signage, & Wayfinding</p> <ul style="list-style-type: none"> Interstate Gateways 3.1 - maintain attractive, landscaped, and lighted major exits from Interstate 90 and the signed entry gateway at the major Interstate 90 gateway entry into Downtown Downtown Entries and Gateways 3.2 - attractive, well-landscaped, lighted and signed entry gateways and enhanced railroad underpasses into the Downtown along major arterials extending from Interstate 90 through the Downtown and at major intersections, including 1) Stevens St and Spokane Falls Blvd, 2) Monroe St Bridge, 3) Monroe St and Boone Ave, 4) Howard St and Boone Ave, 5) Division St and Boone Ave, 6) Division St Bridge, 7) Spokane Falls Blvd Bridge, 8) Division St and Railroad Viaduct, 9) Lincoln St and Railroad Viaduct, 10) Walnut St and Railroad Viaduct [Potential policy] Downtown Entries and Gateways 3.3 – [Maintain] an attractive entry boulevard on Division St from Interstate 90 through the Downtown [Potential policy] Signage 3.4 – [Continue to] prohibit new billboard advertisements in the Downtown Core Signage 3.7 - Replace light poles Downtown in priority places with “banner-friendly” poles, maintain banners, and develop a new brand for Downtown banners [related to Lighting Plan] Wayfinding 3.8 - Directional signage for parking Wayfinding 3.9 - Establish and install a hierarchy of wayfinding signage for the Downtown for bicyclists, motorists, and pedestrians that clearly delineate Downtown Districts, directions and distance to major attractions 	<p>3.A Implement and maintain a robust wayfinding system (H)</p> <p>3.C Allow creative signage that supports districts (L)</p>	

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
1 A Connected + Walkable Downtown	C Capitalize on the City Line	Chapter 5 Strategies: 2.0 Multi-Modal Transportation <ul style="list-style-type: none"> Rapid Transit 2.17 – Street standards, land uses and building placement that support transit use in key locations Rapid Transit 2.19 – transit concurrency requirements, assure competition with other modes in 20 years (Regional Transportation Plan) Bus Circulation/Service 2.26 – transit amenities (shelters, street lighting, etc.) at bus stops with highest boardings 	2.A Public or private multi-modal transportation-mobility hubs with covered parking (H) 2.D Integrate and support the City Line and future transit system improvements (H)	
1 A Connected + Walkable Downtown	D Reduce surface parking and consolidate parking in garages	Goal 2.2 Built Form and Character: Foster and improve upon the unique, Downtown “sense of place” <ul style="list-style-type: none"> Objective: Design complementary infill and restrict surface parking lots with limited exceptions Goal 2.3 Multi-Modal Circulation & Parking: Improve circulation and parking in and around Downtown for all users <ul style="list-style-type: none"> Objective: reduce supply of off-street surface parking through higher and better uses of available land Chapter 5 Strategies: 2.0 Multi-Modal Transportation <ul style="list-style-type: none"> Public Parking Structures 2.43 – Additional off-street parking structures for short-term parking Downtown while encouraging long-term parking on the periphery connected to Downtown Car Sharing 2.51 - Investigate car sharing options and timing for Spokane with a first phase focusing on Downtown. Work with existing car rental companies as an interim strategy Private Parking 2.46 - Encourage property owners to provide on-site parking for customers, residents and visitors and to promote alternative commute modes for Downtown employees 		
<p>Note: Should the City include items highlighted here in the plan update?</p> <p style="text-align: center;"></p> <p>Policies and Actions on this page possibly relate to:</p> <p>1 A Connected + Walkable Downtown</p> <p>However, these items may not directly relate to draft strategies in proposed framework</p>		Goal 2.5 Housing and Neighborhood: Increase housing options Downtown and protect existing neighborhood character <ul style="list-style-type: none"> Objective: Strengthen connections between Downtown and surrounding neighborhoods Goal 2.6 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts <ul style="list-style-type: none"> Objective: Mitigate stormwater (i.e. increase permeable surfaces) Chapter 5 Strategies: <p>2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> Sidewalks and Crosswalks 2.8 Aggressively enforce laws giving pedestrians the right-of-way in crosswalks Bridge Design 2.15 - Maintain historic character of existing bridges Loading and Service Access 2.34- adequate commercial and office access to facilities for deliveries and refuse collection <p>4.0 Infrastructure: [Potential policy] Coordination of Improvements 4.10 –Support the City’s effort to coordinate infrastructure installment</p>	1.C Explore strategies for innovative streetscape investments (M) 2.C Improve coordination between transportation agencies and downtown stakeholders (H) 4.A Preserve main arterials and interstate exit and on-ramps for vehicles and other forms of transportation (H)	

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
2 Welcoming + Engaging Public Spaces	A Program and activate public spaces	<p>Chapter 5 Strategies:</p> <p>1.0 Streetscape and Public Space Improvements: Public Space Improvements 1.4 District Plazas and Gathering Spaces: Business Improvement District (BID) Streetscape plan</p> <p>2.0 Multi-Modal Transportation [Potential policy] Accessibility 2.35 - All public space areas meet or exceed Americans with Disabilities Act (ADA) standards</p> <p>8.0 Arts, Culture, & Entertainment</p> <ul style="list-style-type: none"> Street Artists and Public Art 8.2 - Support and encourage street artists, musicians, and public art in Downtown Spokane. [Potential policy] Spokane Arts Commission 8.5 - Support the Spokane Arts Commission in efforts to develop arts programs, festivals, and public outreach and education in Downtown. [Potential policy] Art Galleries 8.6 –Continue to support local artists and galleries through efforts like the First Friday art walk. <p>9.0 Management, Marketing, & Programming</p> <ul style="list-style-type: none"> [Potential policy] Marketing 9.6 - Promote Downtown as a regional destination for both local and regional residents and tourists. [Potential policy] Marketing 9.7 - Conduct periodic consumer surveys to provide insight into usage patterns of Downtown. [potential policy] Marketing 9.8 –Partner with the Spokane Convention and Visitors Bureau as well as others to maximize promotion of Downtown amenities. [potential policy] Programming 9.10 - Enhance Downtown as a regional center of cultural and entertainment activity through publicity for and creation of events. [potential policy] Programming 9.11 –Secure sponsorships for various events and promotions. 	1.F Planning and funding strategies for activation (M)	
2 Welcoming + Engaging Public Spaces	B Manage the concentration of homeless services		5.C Communicate need and value for regional distribution of low-income housing and social services (H)	Community input including from City staff Comprehensive Plan Chapter 6, Section 6.2, Values; Chapter 10, Policy SH 2.2 Special Needs Temporary Housing, Policy SH 5.1 Coordination of Human Services
<p>Note: Should the City include items here in the plan update? →</p> <p>Policies and Actions in the lower portion of this page possibly relate to:</p> <p>2 Welcoming + Engaging Public Spaces</p> <p>However, the items may not directly relate to draft strategies in proposed framework</p>		<p>Chapter 5 Strategies:</p> <p>1.0 Streetscape and Public Space Improvements</p> <ul style="list-style-type: none"> Skywalk Improvements 1.6 Concentrate Skywalks Skywalk Improvements 1.7 Skywalk Design – Improved Street Linkages: Oriented to street level Skywalk Improvements 1.8 Skywalk System Coordination <p>6.0 Environmental Stewardship</p> <ul style="list-style-type: none"> [Potential policy] Sustainable Construction and Operation 6.16 - Adopt a policy that all new City-owned or -occupied buildings must be LEED® certified, and existing buildings be programmed to move towards and achieve certification when and where feasible. <p>9.0 Management, Marketing, & Programming</p> <ul style="list-style-type: none"> [potential policy] Management 9.1 Continue police enforcement services through the City of Spokane. 	<p>4.B Communicate value of investment in law enforcement Downtown (H)</p> <p>4.C Key elements for clean and safe environment and support Crime Prevention Through Environmental Design (H)</p> <p>5.G Identified challenges and corresponding solutions regarding homelessness (H)</p> <p>5.I Develop design practices for siting public and social services Downtown (H)</p>	

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
3 Thriving Arts, Culture + History	A Develop an historic and cultural walking trail through Downtown	Goal 2.3 Multi-Modal Circulation & Parking: Improve circulation and parking ... Objectives: <ul style="list-style-type: none"> Improve pedestrian and bicycle connections (i.e. over Division, between Convention Center and University District, between Downtown and adjacent neighborhoods) 	3.B Support art/cultural trails that connect adjacent neighborhoods (M) 6.C Connect cultural activities within Downtown and to surrounding neighborhoods (H)	Planning and design work completed to date by Downtown Spokane Partnership (DSP) and Spokane Arts
3 Thriving Arts, Culture + History	B Establish an arts and theater district to support historic venues	Chapter 5 Strategies: 1.0 Streetscape and Public Space Improvements: Public Space Improvements 1.5 Event Streets: Study street closures for events 8.0 Arts, Culture, & Entertainment <ul style="list-style-type: none"> Live-Work Options 8.3 - Encourage lofts and live-work units, especially in transitioning areas, to encourage artists and other crafts people to locate Downtown and in the University District Davenport District 8.4 - Support continued development and redevelopment in the Davenport District centered along First Avenue adjacent to the Steam Plant 	8.A Key festival streets/Innovation Alleyway (H) 8.B Public art plan (H)	Spokane Arts input and the concentration of Arts/Cultural uses in Downtown
3 Thriving Arts, Culture + History	C Create a public market with an arts focus	Goal 2.6 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts <ul style="list-style-type: none"> Objective: Increase availability of locally-produced foods (i.e. farmer's markets, rooftop gardens) Chapter 5 Strategies: 6.0 Environmental Stewardship: Food Systems 6.7 – [Potential policy] local farmers markets, public markets, and community supported agriculture (CSA) programs 7.0 Economic Development: Downtown Public Market 7.14 - Create a public market on a Downtown site that would support residential uses and attract visitors from across the region. The market could be seasonal, weekly, and/or daily, depending on the demand		
<p>Note: Should the City include items here in the plan update? →</p> <p>Policies and Actions in the lower portion of this page possibly relate to:</p> <p>3 Thriving Arts, Culture + History</p> <p>However, the items may not directly relate to draft strategies in proposed framework</p>		Goal 2.1 Economic Development: Foster economic development within the Downtown Core <ul style="list-style-type: none"> Objective: Develop additional retail in existing and developing retail districts that complements existing Downtown retail Goal 2.2 Built Form and Character: Foster and improve upon the unique, Downtown “sense of place” Objectives: <ul style="list-style-type: none"> Preserve and enhance historic building stock Promote local identity and unified character with a focus on unique districts downtown Chapter 5 Strategies: 3.0 Gateways, Signage, & Wayfinding <ul style="list-style-type: none"> [Potential policy] Signage 3.5 – [Prohibit or] Regulate new dynamic full-color digital signs within Downtown Spokane [Potential policy] Signage 3.6 –Encourage preservation of existing painted signs on the sides of buildings in Downtown. Consider allowing new painted signs on buildings with appropriate design/content review 5.0 Housing: Housing 5.5 - Use federal and local historic district designation to create opportunities for federal rehabilitation tax credits 10.0 Standards and Guidelines <ul style="list-style-type: none"> Standards and Guidelines 10.1 – Update zoning regulations Standards and Guidelines 10.2 – Update the Downtown Design Guidelines 	10.A Coordinate with the Design Guidelines update process and the role of the Design Review Board in addressing economic and development realities (H) 5.H Maintain existing housing properties (e.g. façade improvements grants)	

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
4 A Great Place to Live + Work	A Accelerate residential development Downtown	<p>1.1 The Updated Vision Statement (2008): Downtown Spokane is nationally recognized as the hub of the Inland Northwest and as a forward-thinking, sustainable destination. The River and surrounding development are interwoven, vibrant, and healthy. Residents and visitors participate in a seamless mix of shopping, working, living, recreation, education, and entertainment experiences. Internationally, Spokane is the gateway to many of the Inland Northwest’s most sought after attractions.</p> <p>Goal 2.1 Economic Development: Foster economic development within the Downtown Core</p> <ul style="list-style-type: none"> Objective: Improve basic and ancillary services for residents and other stakeholders <p>Goal 2.2 Built Form and Character: Foster and improve upon the unique, Downtown “sense of place”</p> <ul style="list-style-type: none"> Objective: Encourage increased density and smaller building footprints (especially within Downtown Core and railroad viaduct) <p>Goal 2.5 Housing and Neighborhood: Increase housing options Downtown and protect existing neighborhood character.</p> <p>Objectives:</p> <ul style="list-style-type: none"> Develop mixed-use neighborhoods and buildings within Downtown Maintain an adequate inventory of affordable housing within Downtown Increase housing within and in proximity to University District (including student housing) Increase mid-range housing for rent and for sale <p>Goal 2.6 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts</p> <ul style="list-style-type: none"> Objective: Improve live/work balance by promoting Downtown living <p>Chapter 5 Strategies:</p> <p>2.0 Multi-Modal Transportation: Private Parking 2.47 - Offset, share, and reduce cost of providing residential parking</p> <p>4.0 Infrastructure</p> <ul style="list-style-type: none"> Communication Infrastructure 4.4 – Provide latest information technology infrastructure Water and Wastewater Infrastructure 4.5 - improve the sewer system, storm, drainage, and flood control systems as needed to support Downtown development. Minimize or eliminate need for high cost upgrades and retrofits by adopting sustainable methods Water and Wastewater Infrastructure 4.5 - Improve water systems as needed to support Downtown development. Minimize the need for upgrades and retrofits through conservation, reuse, detention, etc. <p>5.0 Housing</p> <ul style="list-style-type: none"> Housing 5.1 - Incentive programs to encourage residential rehab and infill projects in the Downtown (loan, grant or tax abatement programs for redevelopment in target areas and renovation of historic properties) Housing 5.2 - Support the development of a new market for market-rate and high-end Downtown housing to create a more balanced spectrum of residential opportunities Housing 5.7 - Establish a consortium of local lenders to facilitate housing financing Housing 5.6 - density bonus for affordable housing Housing 5.8 - Promote residential development in the Kendall Yards and South University District mixed-use urban village areas Housing 5.9 - home improvement loans and down payment assistance programs Housing 5.11 - variety of off-campus student housing 	5.F Incentives for mixed-income housing units and development that includes public parking (H)	
4 A Great Place to Live + Work	B Enhance residential amenities like public spaces and schools	<p>Goal 2.2 Built Form and Character: Foster and improve upon the unique, Downtown “sense of place”</p> <ul style="list-style-type: none"> Objective: Strive to reasonably protect solar-access in key areas as well as views of key amenities <p>Goal 2.4 Open Space, Public Realm and Streetscapes: Improve the Downtown environment for pedestrians and bicyclists</p> <ul style="list-style-type: none"> Objective: Link Downtown with a series of green space amenities (i.e., park blocks) <p>Chapter 5 Strategies:</p> <p>1.0 Streetscape and Public Space Improvements: Public Space Improvements 1.3 - District Plazas and Gathering Places: System of local focal points, guidelines for site identification and design elements</p> <p>2.0 Multi-Modal Transportation: Sidewalks and Crosswalks 2.6 pedestrian amenities along sidewalk frontages</p>	<p>1.D District/area identity (M)</p> <p>1.E Opportunities, design elements, and funding strategies for new neighborhood/district parks (M)</p> <p>6.A Enhance shoreline and riverbed restoration, conservation, and access (L)</p>	Boundary expansion for Design Review Board threshold from North Bank and South University District subarea plans

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
		<p>5.0 Housing: Housing 5.10 - neighborhood amenities for residents of Downtown including parks, plazas, schools, a grocery store, and locally-serving commercial uses</p> <p>6.0 Environmental Stewardship</p> <ul style="list-style-type: none"> Water Quality 6.1 - Great Spokane River Gorge Strategic Master Plan recommendations Food Systems 6.9 - Encourage urban agriculture and community gardens, especially in mixed use urban village areas like Kendall Yards and the South University District Climate Change Mitigation 6.10 - Increase transit ridership, encourage public and non-motorized transit options, walking, bicycling, carpooling, and the use of alternative fuel vehicles Waste Reduction and Recycling 6.17 - Develop a comprehensive waste reduction and recycling program for the Downtown that includes purchasing green products, encouraging compostable bags, sidewalk and curbside recycling, and composting 	<p>6.B Expand and improve trails along the Spokane River (H)</p>	
<p>4 A Great Place to Live + Work</p>	<p>C Improve parking and transit options for Downtown employees</p>	<p>Goal 2.3 Multi-Modal Circulation & Parking: Improve circulation and parking in and around Downtown for all users.</p> <ul style="list-style-type: none"> Objective: Encourage use of public transportation (i.e. “fareless square” district, Downtown circulator routes, “car share” options) <p>Chapter 5 Strategies:</p> <p>2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> Transportation 2.1 - Work to achieve a high occupancy vehicle/rideshare split of 33% to, from and within Downtown by the year 2013 [Suggest a rewording for better understanding] Rapid Transit 2.20 – alignment for future light rail [mass transit] along Riverside Ave Rapid Transit 2.21 – new street design standards anticipates needs of future rail Rapid Transit 2.22 - Three future light rail [mass transit] stops along Riverside/MLK Blvd at Health Sciences Campus, Bernard St, Wall St [Potential Policy] Bus Circulation/Service 2.23 – Retain STA Plaza as a central transit transfer center Bus Circulation/Service 2.24 shorter headways to accommodate commuter travel Bus Circulation/Service 2.25 improve transit travel time by programming traffic signals within and approaching Downtown North-South Streetcar Line 2.27 - Connect the Medical District through the Downtown Core to the North Bank, the Arena and Kendall Yards and Riverpoint Campus 	<p>5.D Enhance multi-modal transportation amenities (parking/bikes/ride share/electric charging stations)</p>	
		<p>Goal 2.6 Environmental Stewardship: Incorporate sustainable practices in redevelopment efforts. Objectives:</p> <ul style="list-style-type: none"> Encourage Leadership in Energy and Environmental Design (LEED®) certification for new construction Preserve and/or adaptively re-use historic buildings <p>Chapter 5 Strategies:</p> <p>4.0 Infrastructure</p> <ul style="list-style-type: none"> Bridges 4.8 - Add a streetcar connection on bridges. [Potential policy] Bridges 4.9 – maintain vehicular access to and across the Post Street Bridge <p>5.0 Housing</p> <ul style="list-style-type: none"> Housing 5.3 - wide array of dwelling sizes to accommodate single-person households to families Housing 5.4 - work with public, private, and non-profit developers to create affordable housing options available Downtown and on the periphery. Leverage public, private, state, and federal funds to renovate deteriorated buildings and support local land use and regulatory incentives. Housing 5.12 - Update the Downtown housing demand study to aid developers, lenders, and investors in understanding the depth and breadth of the market potential. <p>6.0 Environmental Stewardship</p> <ul style="list-style-type: none"> Water Quality 6.2 - Shoreline Master Program implementation relating to water quality issues Water Quality 6.4 - Encourage on-site use of stormwater and provide incentives for rainwater catchment and gray water systems 	<p>5.A Assess demands for land uses Downtown (L)</p> <p>5.E Expand Downtown boundary to include lower South Hill (H)</p> <p>6.E Support modification in code in support of Cross-Laminated Timber construction (H)</p> <p>10.B Amend language to support code revisions for removal of Downtown Core-100 (DTC-100) zone (H)</p>	

➔

Note: Should the City include these items in the plan update? Policies and Actions in the lower portion of this page possibly relate to:

4 A Great Place to Live + Work

However, these items may not directly relate to draft strategies in the proposed Strategy Framework

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
		<ul style="list-style-type: none"> [Potential policy] Water Quality 6.5 – Revise tree and planting list to ensure landscaping is climate-appropriate and requires minimal irrigation [Potential policy] Water Quality 6.6 - Allow public-private partnerships for responsibility of stormwater management [Potential policy] Food Systems 6.8 – Encourage use of locally-produced food in Downtown restaurants [Potential policy] Climate Change Mitigation 6.11 - Encourage green roofs on new and existing structures within Downtown [Potential policy] Sustainable Construction and Operation 6.13 - Encourage sustainable building materials and both active and passive technologies to minimize energy use [Potential policy] Sustainable Construction and Operation 6.14 - Explore systematic provision of renewable energy sources and promote integration of renewable energy technologies in new development and renovations [Potential policy] Sustainable Construction and Operation 6.15 - Promote energy-efficient materials and supplies for use in building maintenance and operations <p>7.0 Economic Development: [potential policy] Downtown Grocery Store 7.15 –Encourage the development of at least one full-line grocery store in Downtown</p>		
5 A Well-Managed Downtown for All	A Leverage parking management to improve Downtown and enhance the parking benefit district	<p>Goal 2.3 Multi-Modal Circulation and Parking: Improve circulation and parking in and around Downtown for all users</p> <ul style="list-style-type: none"> Objective: Increase parking supply in high demand areas and develop parking incentives <p>Chapter 5 Strategies:</p> <p>2.0 Multi-Modal Transportation</p> <ul style="list-style-type: none"> Downtown Bikeways 2.31 – Sufficient short- and long-term bicycle parking and facilities throughout Downtown and at key destinations such as secured locations within parking structures Parking 2.36 - Continue to implement the recommendations of the Downtown Parking Demand Study (2005). Parking 2.37 - Institute an advanced parking management system with Intelligent Transportation Systems (ITS) to increase efficiency and ease of use of parking supply Parking 2.38 - Assess parking supply and demand in the West End Strategic Parking Management 2.39 - Continue support for the Parking Steering Committee and the active role of the Business Improvement District (BID) in parking issues Strategic Parking Management 2.40 - Raise revenue for short-term off-street parking facilities (such as local improvement district) [Potential policy] Strategic Parking Management 2.41 - Entertainment Parking District to support parking turn-over and customer service in the Davenport District Strategic Parking Management 2.42- transportation management area (TMA) to encourage non single occupancy vehicle trips and implement transportation demand management (TDM) strategies [Potential policy] On-Street Parking 2.44 - Prioritize on-street parking for short-term users such as shoppers and office visitors On-Street Parking 2.45 - spaces/payment structure for motorcycles, mopeds, and neighborhood electric vehicles (NEVs) Private Parking 2.48-Coordinate a joint marketing message on pricing of private off-street facilities <p>7.0 Economic Development: Public-Private Partnerships 7.11 - Utilize existing groups, such as the BID, to coordinate Downtown projects and programs such as special events, advertising, and parking programs</p> <p>9.0 Management, Marketing, & Programming</p> <ul style="list-style-type: none"> [potential policy] Management 9.2 – Continue implementation of the Business Improvement District (BID) to fund clean, safe, marketing, and parking programs in the Downtown Core to BID Ratepayers Management 9.5 - Pursue expansion of the BID boundary to encompass a larger portion of Downtown 	<p>4.D Plans and funding scenarios for developing off-street parking facilities (H)</p> <p>7.B Support Downtown infrastructure investment mechanisms such as a Public Development Authority or Community Development Corporation (H)</p> <p>9.A Successful event/activity spaces (H)</p>	New solution to the problem of infill development, parking, partnerships and other issues


←

Note: Policies in the upper portion of this page possibly relate to:

4 A Great Place to Live + Work

However, these items may not directly relate to draft strategies in the proposed Strategy Framework

2020 Plan		2008 Plan	Downtown Spokane Partnership Priorities H = High, M=Medium, L = Low	Other Public Process Input
Draft Goal	Draft Strategy			
5 A Well-Managed Downtown for All	B Promotions	<p>Goal 2.1 Economic Development: Foster economic development within the Downtown Core</p> <ul style="list-style-type: none"> Objective: Support existing Downtown businesses Objective: Attract future employers (including but not limited to “green collar” businesses and biomedical facilities; provide incubator space for emerging businesses) <p>Chapter 5 Strategies:</p> <p>7.0 Economic Development Strategies</p> <ul style="list-style-type: none"> Downtown Business Development 7.1 - Implement a comprehensive Downtown Business Development Plan with a set of integrated programs to attract new economic activity and retain existing businesses Downtown Downtown Business Development 7.2 - Periodically conduct market studies to stay abreast of emerging opportunities Retail 7.3 - Develop a comprehensive retail strategy for the Downtown that differentiates between the various concentrations and pockets of retail and entertainment uses to prevent competition between districts Business Retention and Recruitment 7.4 - Expand and aggressively promote technical assistance programs for business retention and development. The program should target a broad range of business types and sizes, from large, established companies to small, start-up operations Business Retention and Recruitment 7.5 – Financial support for new businesses to increase chances of success and decrease negative perceptions of struggling businesses and vacant storefronts [Potential policy] Business Retention and Recruitment 7.6 –Promote creation of additional retail, office, and research incubation space in Downtown Spokane Marketing 7.7 - Develop a cooperative marketing and Downtown promotion campaign with Greater Spokane Incorporated (GSI), the City, the Convention and Visitors Bureau (CVB), the Downtown Spokane Partnership (DSP) and Business Improvement District (BID), Health Sciences Campus, and Univ. District, utilizing the [Creative by nature.] regional brand Emerging Clusters 7.8 – Promote high-tech biomedical, medical technology, and other business clusters Emerging Clusters 7.9 - Provide targeted neighborhood economic development funding for wealth-generating activity consistent with Neighborhood Plans Emerging Clusters 7.10 - Provide strong support for growing the biomedical/health/life sciences innovation enterprise centered on the Health Sciences Campus <p>9.0 Management, Marketing, & Programming</p> <ul style="list-style-type: none"> [potential policy] Management 9.4 –Continue ongoing coordination and advocacy on behalf of Downtown businesses and residents Marketing 9.9 – Continue to provide multi-media promotions and advertisements for Downtown and its many events 	<p>7.F Support infrastructure to include access to fiber (H)</p> <p>7.G Strengthen sub retail and commercial development strategies (H)</p>	
		<p>Goal 2.1 Economic Development: Foster economic development within the Downtown Core</p> <ul style="list-style-type: none"> Objective: Identify, evaluate, and develop “Opportunity Sites” <p>Unfinished Public Opportunity Sites:</p> <ul style="list-style-type: none"> A. Post St Bridge E. Ped/Bike Bridge Addition (Maple) - New Pedestrian Connections 2.9 loop opportunities and use connections across Spokane River - New Pedestrian Connections 2.10 connect Redband Park (formerly Glover Field) to Riverfront Park <p>Unfinished Private Opportunity Sites:</p> <ul style="list-style-type: none"> #2 Parkrite lot behind Bennett Block #3 Liberty Building block #7 Bosch lot/Summit Pkwy site #8 Pine St (Jensen-Byrd) #10 Old Greyhound Station #11 Intermodal Center 	<p>1.A Maintain key arterials and highway access to support traffic flow (H)</p> <p>1.B Support future transportation planning and improvements (H)</p> <p>6.D Trail connectivity from Monroe St to Sandifur Bridge (L)</p> <p>7.D Update Catalytic Sites (H)</p> <p>8.C Expand recreation, sports facilities and enhanced use of the river (H)</p>	


Note: Should the City include these items in the plan update? The items are, or relate to, potential capital improvements.

However, these items may not directly relate to draft strategies in the proposed framework