



# Agenda Sheet for City Council Meeting of: 6/28/2021

<b>Date Rec'd</b>	6/16/2021
<b>Clerk's File #</b>	RES 2021-0054
<b>Renews #</b>	
<b>Cross Ref #</b>	
<b>Project #</b>	
<b>Bid #</b>	
<b>Requisition #</b>	

<b>Submitting Dept</b>	City Council
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<b>Agenda Item Type</b>	Resolutions
<b>Agenda Item Name</b>	0320 – Requesting Revisions to the Draft Downtown Plan

## Agenda Wording

A Resolution requesting revisions to the current draft Downtown Plan for filing and consideration on Council's Legislative Agenda.

## Summary (Background)

Council Members discussed several revisions for incorporation into the Draft Downtown Plan as amendments for Council consideration when the Council makes a final decision whether to adopt the Plan after an upcoming hearing, to be scheduled separately for consideration as an ordinance.

Lease? No	Grant related? No	Public Works? Yes
<b>Fiscal Impact</b>		<b>Budget Account</b>
Expense \$ Neutral		#
Select \$		#
Select \$		#
Select \$		#
<b>Approvals</b>		<b>Council Notifications</b>
<b>Dept Head</b>		<b>Study Session\Other</b> Study Session 6/3/2021
<b>Division Director</b>		<b>Council Sponsor</b> CM Kinnear, CP Beggs
<b>Finance</b>		<b>Distribution List</b>
<b>Legal</b>		kdavis@spokanecity.org
<b>For the Mayor</b>		ngwinn@spokanecity.org
<b>Additional Approvals</b>		
<b>Purchasing</b>		
<b>MANAGEMENT &amp; BUDGET</b>		

Adopted by Spokane City Council  
on: 7-12-2021


DocuSigned by:  
  
CC56CBA4DCC84D6... City Clerk

## RESOLUTION NO. 2021-0054

A Resolution requesting revisions to the current draft Downtown Plan for filing and consideration on Council's Legislative Agenda.

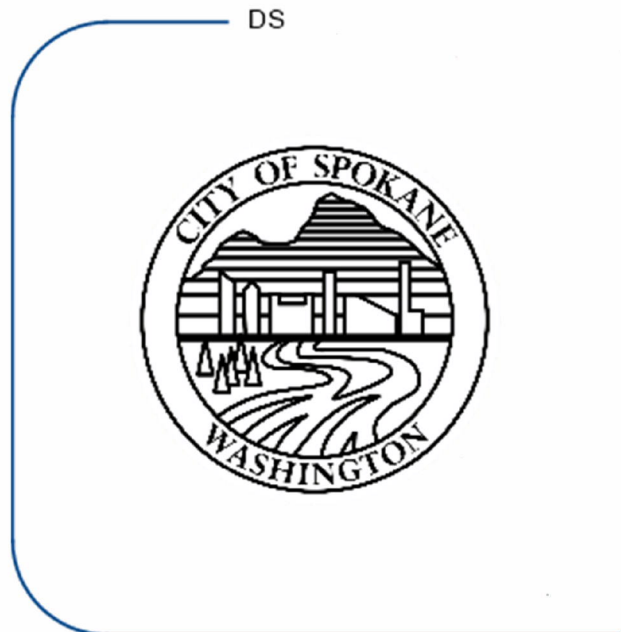
**NOW, THEREFORE, BE IT RESOLVED** that the Spokane City Council incorporates the items, shown in the attachment to this resolution, into the Draft Downtown Plan as amendments for Council consideration when the Council makes a final decision whether to adopt the Plan under Ordinance No. **C36080**.

Passed by the City Council this 12<sup>th</sup> day of July, 2021.

DocuSigned by:  
  
City Clerk

Approved as to form:

DocuSigned by:  
  
Assistant City Attorney



Revised, Recv'd 7/7/2021

ATTACHMENT to Resolution No. 2021-0054

This attachment is to Resolution No. 2021-0054 requesting revisions to the current draft Downtown Plan for filing and consideration on Council's Legislative Agenda. This attachment shows the tracked changes of the separate potential amendments to the text of the proposed Spokane Downtown Plan recommended for approval by the City Plan Commission on May 12, 2021. See the Plan Commission's recommendations and April 2021 version of the Draft Downtown Plan under Related Documents on the City's website:

<https://my.spokanecity.org/projects/downtown-plan-update/>

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## 1. PUBLIC SAFETY

Downtown will have adequate public safety staffing stationed in the Downtown Precinct and adequate and accessible sanitary infrastructure.

**Section:** Action PS1.3 (new)

**Draft Plan pages:** 87 and 113

[Plan Commission's recommended text, dated May 12, 2021:](#)

Add the following Action under Strategy PS1:

PS1.3 ACTION: Continue the presence of a fully staffed, centralized downtown precinct.

The City should continue to encourage officer visibility and outreach downtown to further the implementation of community-oriented policing. Implementing neighborhood and community-oriented policing is a value established in Chapter 10 of the City of Spokane's Comprehensive Plan. Continuing to maintain an accessible downtown precinct is key to successful implementation of this Comprehensive Plan value.

[Potential City Council proposed changes to Plan Commission text:](#)

Add the following Action under Strategy PS1:

PS1.3 ACTION: Continue the presence of a fully staffed, centralized downtown precinct.

The City should continue to encourage officer visibility and outreach downtown to further the implementation of community-oriented policing. Implementing neighborhood and community-oriented policing is a value established in Chapter 10 of the City of Spokane's Comprehensive Plan. Continuing to maintain an accessible downtown precinct is key to successful implementation of this Comprehensive Plan value. **Downtown should have adequate public safety staffing stationed in the Downtown Precinct and adequate and accessible sanitary infrastructure.**



## 2. HOMELESS SERVICES

Downtown and the entire City should have adequate provisions of services for those experiencing homelessness so that they have day and night sheltering space out of the weather and services that will empower them to move into permanent housing.

**Section:** Action W01.5 (new)

**Draft Plan pages:** 96 and 115

[Plan Commission's recommended text, dated May 12, 2021:](#)

Add the following Action under Strategy W01:

W01.5 ACTION: Monitor housing and shelter for low-income residents and residents experiencing homelessness.

Encouraging housing for the low-income and homeless throughout the entire city is a value established in Chapter 6 of the City of Spokane's Comprehensive Plan. To implement this value downtown, the City and the DSP should coordinate with public and private agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services downtown.

[Potential City Council proposed changes to Plan Commission text:](#)

Add the following Action under Strategy W01:

W01.5 ACTION: Monitor housing and shelter for low-income residents and residents experiencing homelessness.

Encouraging housing for the low-income and homeless throughout the entire city is a value established in Chapter 6 of the City of Spokane's Comprehensive Plan. To implement this value downtown, the City and the DSP should coordinate with public and private agencies and other appropriate entities to evaluate and serve existing needs, facilities, and programs relative to health and human services downtown. Homeless services and shelter should be provided first in the neighborhood where homelessness first occurs. This puts less pressure on Downtown homeless services and is safer for all.

### 3. BUSINESS IMPROVEMENT DISTRICT (BID) SERVICE AREA

Add documentation in the appendix to reflect the intent for a BID to serve the entire Downtown boundaries.

**Section:** WO3.1

**Draft Plan page:** 98

**Description:** The potential text would encourage the extension of Business Improvement District (BID) services throughout the Downtown Planning Area.

See potential text addition proposed to the draft plan in underlined text on the following page.

### W03 STRATEGY: Develop new promotions and marketing campaign to attract downtown businesses

The Spokane region has a strong marketing campaign for tourism that includes Downtown but is focused more broadly. Downtown would benefit from a new marketing and promotions plan to attract businesses and employers to Downtown by highlighting the many amenities, easy access, parking options, proximity to Riverfront Park, and plans for Downtown.

#### WO3.1 ACTION: Develop a Downtown specific promotions and marketing campaign led by DSP, in partnership with other organizations that have a presence Downtown.

The DSP should lead a collaborative effort to promote Downtown to businesses and major employers both in the region and around the country by highlighting the many assets and opportunities in Downtown. Downtown Spokane enjoys relative affordability, amazing access to the outdoors, a strong sports, arts, and culture scene, historic architecture, and many great surrounding neighborhoods. This should include cooperative marketing with Greater Spokane Incorporated (GSI), the City, Visit Spokane, the Downtown Spokane Partnership (DSP) and Business Improvement District (BID), Health Sciences Campus, and Univ. District that connects with regional branding efforts. **The services of a BID should be extended throughout the Downtown Planning Area boundaries.**

THINGS TO DO EVENTS FOOD & DRINK OKLAHOMA CITY HOTELS ABOUT OKC INSIDER'S C



The VisitOKC site for Oklahoma City, OK is more focused on the City and Downtown than the surrounding region.

Calgary, AB has an active campaign to attract employers and talent to the City.



## 4. CULTURAL TRAIL

Specify at ACH 1.4 that proposed “Cultural Trail” will primarily follow Riverside Avenue.

**Section:** ACH1.4

**Draft Plan page:** 65

**Description:** The potential text would relate to the map, which shows the alignment along W Riverside Ave through Downtown.

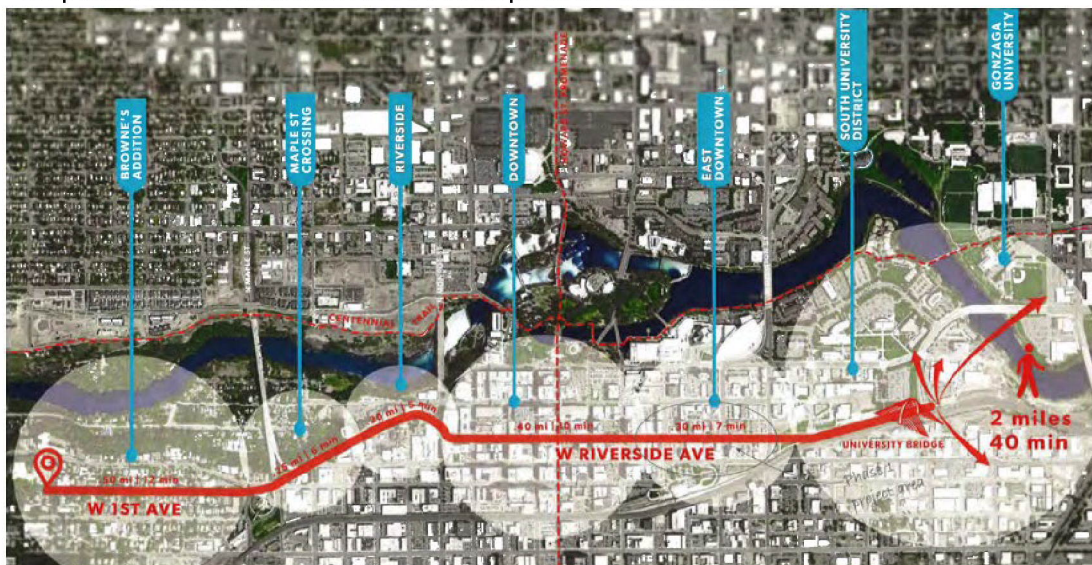
See potential text addition proposed to the draft plan in underlined text on following page.



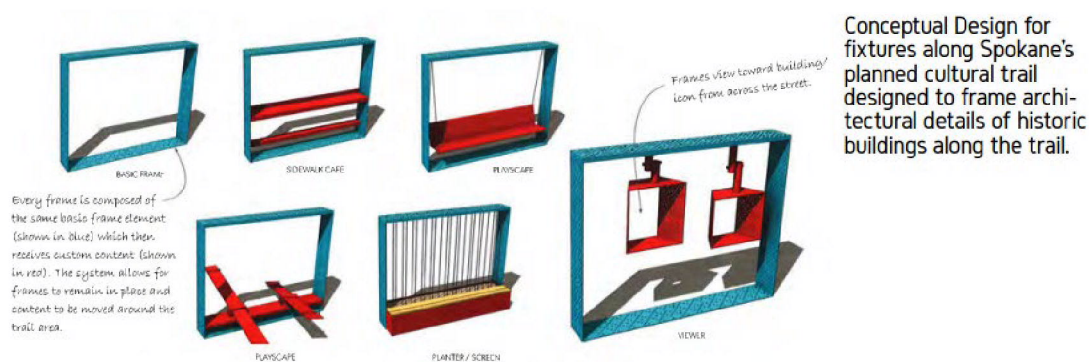
#### ACH1.4

**ACTION:** Pursue the idea of a cultural trail that links signature sites and activates streets with the intent of drawing visitors and investment.

Downtown Spokane's historic architecture and cultural uses make for distinctive corridors and a cultural trail can define one of the strongest corridors through Downtown. A cultural trail connecting and directing people to historical sites and destinations Downtown, **primarily aligned along W Riverside Ave through Downtown**, can help tell local stories and highlight Downtown Spokane's historical and cultural gems. This pedestrian-focused connection can act as a draw for tourists, bringing foot traffic to destinations throughout Downtown and connecting surrounding neighborhoods in all directions. The vision for the cultural trail includes streetscape elements and artistic interventions that can help draw people along the length of the trail and create an interactive learning experience. A successful cultural trail can help demonstrate the power of public-private partnerships to help catalyze investment for public benefit and economic development Downtown.



Map of existing plans for a cultural trail through Downtown Spokane connecting to Browne's Addition





## 5. DOWNTOWN CORE-100 (DTC-100) EXISTING SURFACE PARKING LOTS ALONG W SPOKANE FALLS BLVD

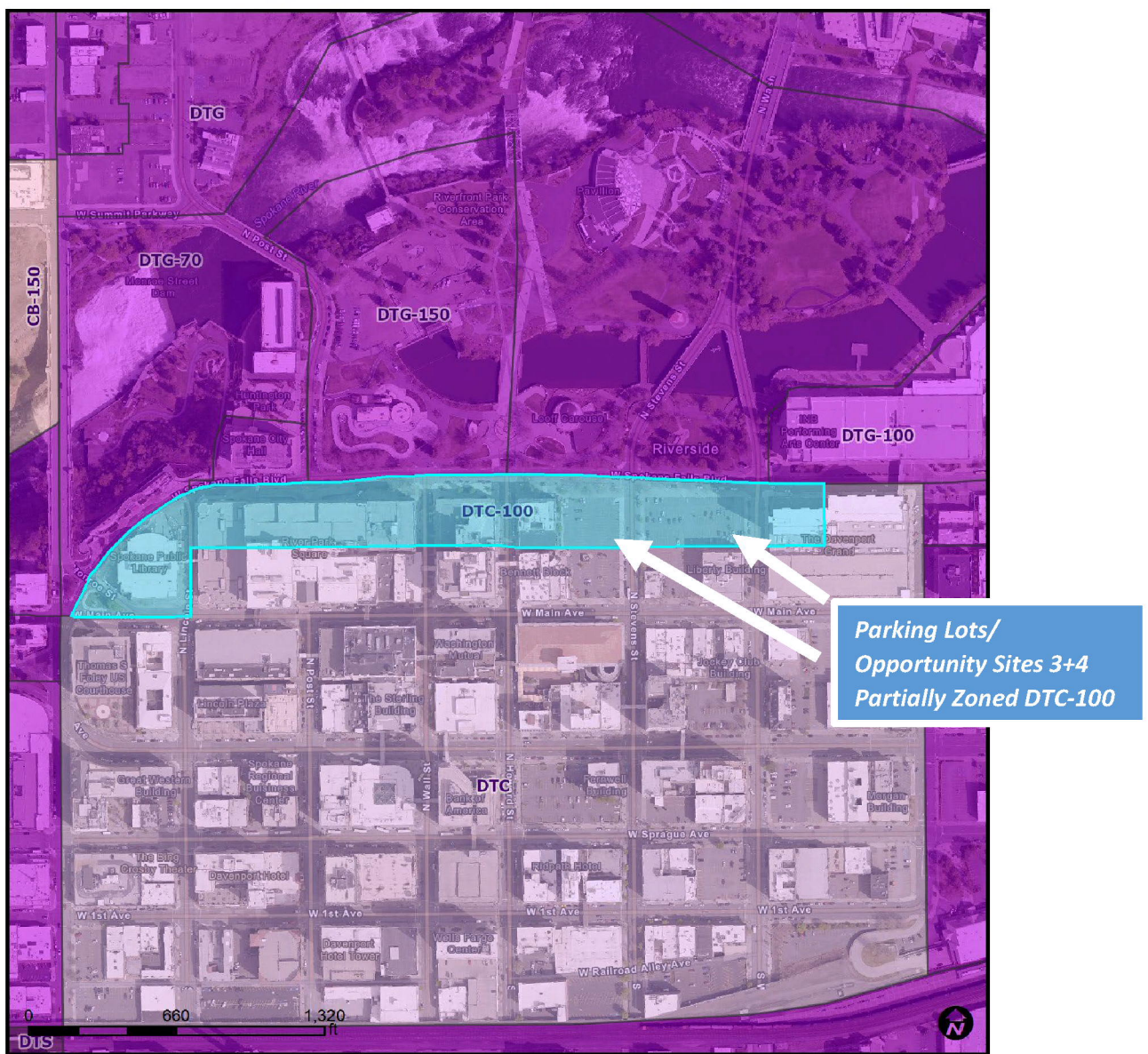
Amend LWP 3.4 to “Pursue redevelopment of existing surface parking lots within existing height limits along Spokane Falls Blvd. until such time as the majority of Spokane residents approve a higher height limit.”

**Section:** LWP3.4

**Draft Plan page:** 80 (change also repeats on pages 106, 112)

**Reference Map of the location of the DTC-100 Zone along Spokane Falls Blvd:**

**Zoning Map, DTC-100 Zone Selected in Blue**



See potential text addition proposed to the draft plan in underlined text on following pages.



**LWP3.4 ACTION:** Pursue redevelopment of the existing surface parking lots **within the existing height limits** in the DTC-100 Zone along Spokane Falls Boulevard.

The surface parking lots along Spokane Falls Boulevard in the core of Downtown, identified as opportunity sites in the 2008 plan, are maintained as opportunity sites in this plan update. The properties are subject to a height restriction beginning at 100-feet along the north property line, increasing in height farther south, unlike other properties in the adjacent Downtown Core Zone. These height limits are in place to minimize shadows and other potential impacts on Riverfront Park. There is also a perception that the height restriction on these parcels has adversely impacted the economic feasibility of redevelopment, but a detailed real estate analysis has not been conducted.

The City and DSP have conducted multiple shadow and massing studies as part of a lengthy process to reconsider the height restrictions. In 2018, at the completion of the public process the City Plan Commission unanimously recommended the City Council increase building height limits in the DTC-100 Zone along with additional requirements for building massing to minimize shadows on the park, active ground floor uses, and high-quality materials. However, the recommended code amendments have not been adopted. The City should explore performance-based design solutions that enhance the public realm, as alternatives specific to each parcel, if the 2018 recommendations are reconsidered.

The City and DSP should include these opportunity sites in the detailed economic analysis to assess market demand for residential and non-residential uses, and should be partners in a site-specific residual land value and pro-forma analysis of these properties. These real estate and financial analyses should capture public benefits and value of public spaces and other public amenities that could be integrated into a project on these sites. This offers a clear pathway for the community and decision-makers understand the tradeoffs between allowing additional height and potential impacts of shading.

As these are prime opportunity sites, the City, DSP, and partners should determine how best to facilitate redevelopment that contributes to a more active and vibrant Downtown.



A redevelopment concept in the DTC-100 zone that exceeds the current 100' height limit but with limits on the size of the towers to minimize shading in Riverfront Park.

*Note:  
Remove  
this image  
and  
caption,  
shown  
here at  
left, from  
the final  
draft.*

## 6. ATTAINABLE MULTIFAMILY HOUSING

Adjust existing language on multifamily incentives to focus on middle-income housing in LWP 1.4 to “Explore ideas to strengthen incentives for workforce multifamily development and rehabilitation of historic structures Downtown.”

**Section:** LWP1.4

**Draft Plan page:** 76 (change also repeats on p. 111)

**Description:** The potential text would adjust existing language on multifamily incentives to focus on middle-income housing in LWP 1.4 to “Explore ideas to strengthen incentives for attainable multifamily development and rehabilitation of historic structures Downtown.”

See potential text addition proposed to the draft plan in underlined text on following page.



**LWP1.4 ACTION:** Explore ideas to strengthen incentives for workforce multi-family development and rehabilitation of historic structures Downtown.

The City of Spokane offers tax-based incentives that have been critical to investment Downtown, including the Multi-Family Tax Exemption (MFTE) and Special Tax Valuation for historic properties. The MFTE Program helps make multifamily residential development Downtown feasible, and the Special Tax Valuation helps defray the costs of rehabilitating structures on Spokane's local historic register. Maintaining both incentive programs is important to the long-term success of Downtown, and the City should explore ways to complement them with zoning and permitting incentives or other programs, like design review that could support multi-family development, affordable housing, and restoration of historic buildings and sites Downtown.

Downtown Spokane can support multifamily development, but the MFTE Program has proven an important component of how these projects are structured financially, and the most effective incentive for higher intensity residential development the City offers. If the City pursues changes to the MFTE as part of an affordable housing strategy for workforce households, defined as 120 percent or less of area median income (AMI), these changes should be subject to thorough economic and real estate analysis to ensure that they do not stall multi-family development Downtown.



The historic St Charles Hospital in Aurora IL was restored and converted to senior apartments using a variety of incentives



Development in Kendall Yards that utilized the City's MFTE incentive to effectuate redevelopment.

## 7. PARKING TECHNOLOGY

Add language in the “Well-Organized Downtown” section to upgrade parking payment infrastructure to best available at time of purchase.

**Section:** WO2.3

**Draft Plan page:** 97

**Description:** The potential text would add language in the “Well-Organized Downtown” section to allow upgrades to paid parking meters, such as kiosks and enhanced pay by phone infrastructure.

See potential text addition proposed to the draft plan in underlined text, and a correction to delete ~~struck through~~ text, on the following page.

**WO2.2 ACTION:** Work with the property owners to proactively address the future of the Parkade building and site.

The Parkade is an icon in Downtown and provides a significant amount of off-street structured parking with over 900 parking stalls that serve Downtown employees, customer, and visitors. The structure, at over 50 years old, is eligible for historic designation locally and through the National Register of Historic Places. The structure is in nearing the end of its functional life and without major renovations and structural improvements it will not be functional. The owners, the City, the DSP, and other partners should pursue the renovation of the Parkade as a cultural and architectural icon. Options for preservation may include preserving the existing parking, adaptive reuse or potentially redevelopment that would likely include a parking component.

**WO2.3 ACTION:** Develop and maintain parking revenue scenarios for on-street parking to effectively implement parking demand management and new upgrades to the best available technologies in the Paid Parking Zone.

The Downtown Parking Study recommended strategies to adjust rates for on-street parking to improve ~~ment~~ management, diversify parking revenue, invest in new technology, and enhance net meter revenue to support parking, public space, and mobility improvements in Downtown. Rates should be adjusted based on managing demand and aligning with off-street rates while allowing for investments in the parking system to improve the user experience in Downtown.

**WO2.4 ACTION:** Leverage City investments in parking technology to facilitate a dynamic and flexible off-street shared parking program.

The City of Spokane does not currently have a major role in owning or managing public off-street parking in Downtown. The majority of off-street parking is privately owned and maintained resulting in a fragmented system and poor user experience at some facilities. The City is planning technology improvements for the on-street system that should be accessible to off-street parking facility owners and operators to create a unified shared parking program. The City and DSP should also consider development of a shared parking brand for Downtown that can be used for communications, marketing, and wayfinding to improve awareness and access to off-street parking.

## 8. NET METER REVENUE PURPOSE

Amend existing WO2 language to reflect that net meter revenues can be used for public safety and any purpose consistent with this plan and SMC 07.08.130. **Section:** WO2

**Draft Plan page:** 96

**Description:** The text would change existing WO2 language to reflect that net meter revenues can be used for other purposes, such as public safety and any purpose consistent with this plan and SMC 07.08.130.

See potential text addition proposed to the draft plan in underlined text on the following page.

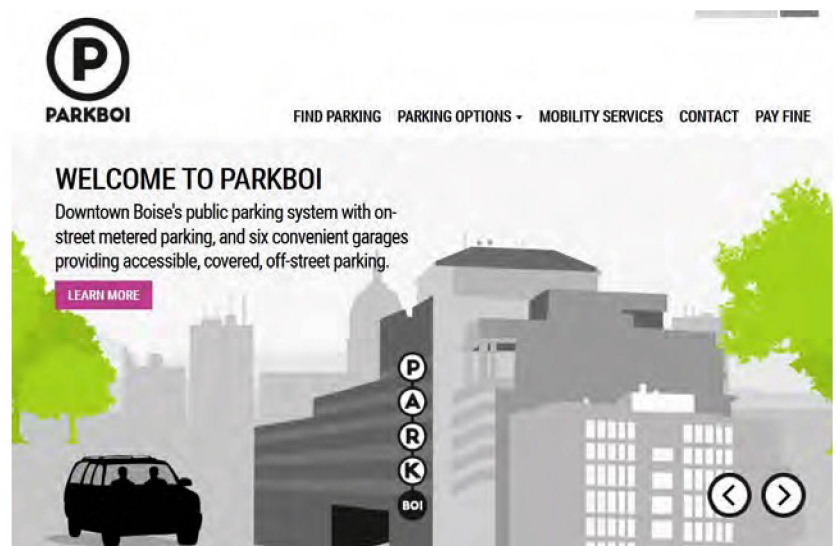


## **W02** **STRATEGY:** Leverage parking management to improve Downtown and enhance the Paid Parking Zone

The City has a Paid Parking Zone for Downtown where all net on-street parking revenue is allocated for investments in Downtown such as streetscape or parking improvements. This strategy would enhance the program through implementing strategies in the Downtown Parking Plan, using additional funds when available to continue streetscape improvements and implement other components of the Downtown Plan, such as infrastructure that supports public safety.

### **W02.1** **ACTION:** Use the existing Downtown Spokane Community Investment Group (DCIG) Community Development Corporation, or a Public Development Authority to develop structured parking and manage existing facilities.

Off-street parking is mostly privately owned and managed. The result is a fragmented and inefficient system with a user experience that is often poor. With portions of the Downtown dominated by surface parking lots, the walk to destinations can be uncomfortable and result in a higher demand for well-managed parking where users feel safe and secure. The goal of the PDA or DCIG would be to reduce surface parking Downtown, create new structured parking that is well-managed, safe, adaptable to future reuse, and secure, and actively manage off-street parking under a shared parking system, including parking wayfinding and user-oriented tools that help people find available parking. Structured parking should minimize the impact of parking on the pedestrian realm with ground-floor uses, design of vehicular access, adaptive strategies, and facade treatments that make for a more engaging, pedestrian-oriented structure while preserving the capacity to convert such a facility to a higher and better use for the Downtown in the future.



The ParkBOI program operated by Boise's CCDC, has expanded the availability of parking in garages Downtown, and with effective management and communications makes parking Downtown easier to find.

## 9. WASHINGTON CLEAN BUILDINGS ACT

Add language to LWP 5.3 to incorporate the goal of supporting buildings meeting requirements of Washington Clean Building Act, including utilization of C-PACER programs.

**Section:** LWP5.3

**Draft Plan page:** 84

**Description:** The text would add language to LWP 5.3 to incorporate the goal of supporting buildings meeting requirements of legislation such as the Washington Clean Buildings Act.

See potential text addition proposed to the draft plan in underlined text on the following page.

**LWP5.3 ACTION:** Mitigate the urban heat island effect Downtown in order to reduce vulnerability to extreme heat events.

Urban centers are particularly vulnerable to extreme heat events because they are already warmer than surrounding non-urbanized areas. The City can take steps to make Downtown and Spokane as a whole more resilient to heat and adapt existing buildings to more extreme heat by integrating cool pavement with higher solar reflectance or coatings that reduce heat absorption into long term planning and capital projects. The City should work to create a more complete tree canopy Downtown, filling gaps in the network of street trees to shade paved areas from the sun.

For private development the City should explore requirements and incentives for cool roof design materials with lower solar absorption and incentives for Eco roofs or vegetated roofs, in addition to energy performance provisions passed by the Washington State Legislature enhancing building efficiency. Surface parking areas contribute disproportionately to warming in urban environments, and the City should evaluate its current parking standards for opportunities to incorporate cool paving materials and additional landscaping and shade trees with surface parking in and around Downtown.

**LWP5.4 ACTION:** Support a healthy local food system, with readily available fresh food and locally produced food.

The City and DSP should continue to support efforts to locate new grocers Downtown and develop ground-floor spaces for grocery stores that provide access to locally produced food. The City should consider working with market organizers and vendors to find a more central Downtown location for the Spokane farmer's market to expand access to locally produced foods.

## 10. ROOKERY BLOCK

Designate Rookery Block as an opportunity site without emphasizing a public partnership to that component since it is privately held and there is no current indication by the City that it seeks such a partnership.

**Section:** PS2.6

**Draft Plan page:** 92 (change also repeated on page 114)

**Description:** The potential text would designate the Rookery Block as an opportunity site without emphasizing a public partnership to that component since it is privately held and there is no current indication by the City that it seeks such a partnership.

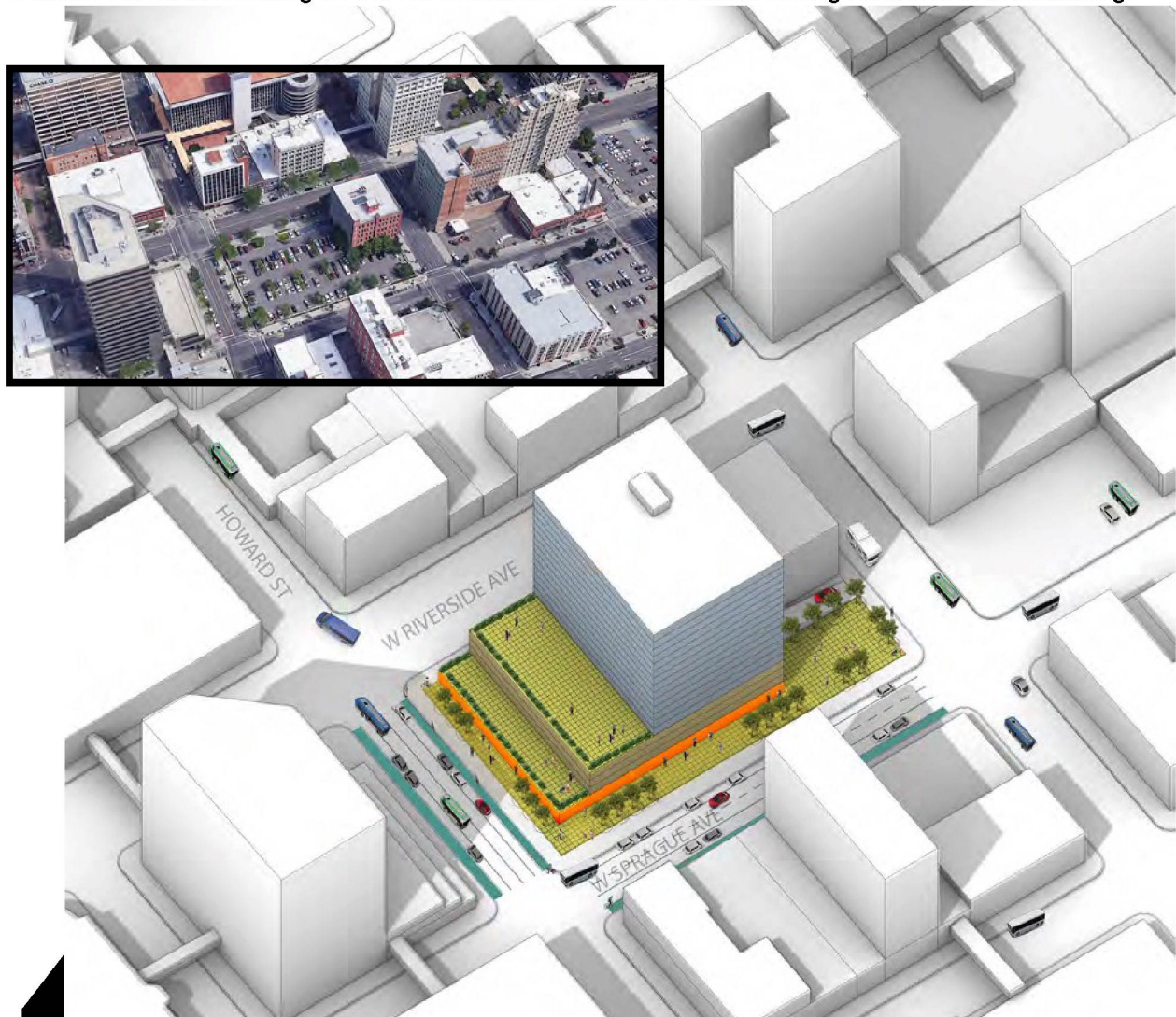
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**PS2.6**

**ACTION:** Pursue a public/private partnership to develop Support development of public spaces on sites such as the Rookery Block, shown below, with public spaces in conjunction with new development.

The Rookery Block is ideally located for a major public space incorporating both indoor and outdoor space. The graphic illustrates a concept that includes a high-ceiling public market space at grade, parking levels above, accessed off Stevens Street, and a tower for residential and/or office. An alternative access on Riverside would provide ingress/egress from a two-way arterial and preserve windows, exits, and ground-level activation on the Fernwell Building's south facade. Plaza space is shown along Howard and Sprague in conjunction with the highly active street level, ideally with operable doors opening to the public market in good weather. Plaza space on the south east corner retains a view of the historic Fernwell Building on the northeast corner and avoids blocking windows of the building.

**FIGURE**

Visualization of potential development on the Rookery Block with public spaces integrated into the site and structure, and active

## 11. MAIN AVENUE VISIONING STUDY

Expressly call out that the two-lane Main Street from Washington to Pine is already well underway towards implementation and is an approved component of this updated plan as adjusted for the City Line (and include latest version in appendix).

**Section:** CW1

**Draft Plan page:** 39

**Description:** The potential text would expressly call out that the two-lane Main Avenue from Washington St to Pine St is already well underway towards implementation and is an approved component of this updated plan as adjusted for the City Line (and include latest version in appendix).

See potential text addition proposed to the draft plan in underlined text on the following page.



