



STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

To:	City Plan Commission	
Subject:	29th Avenue Pedestrian Street Designation, Fiske Street to Martin Street; zoning overlay specific to Centers & Corridors	
Staff Contact:	Tirrell Black, AICP Assistant Planning Director tblack@spokanecity.org	Brandon Whitmarsh Planner I bwhitmarsh@spokanecity.org
Report Date:	January 2, 2024	
Hearing Date:	January 10, 2024	

I. SUMMARY

On October 2, 2023, Spokane City Council passed Resolution 2023-0084 adding the review of a pedestrian street designation in the Lincoln Heights neighborhood to the Spokane Plan Commission's work program. The area for consideration of a pedestrian street zoning designation, which is a zoning overlay unique to the Centers & Corridor zoning category, is .66 miles of E 29th Ave between S Martin St and S Fiske St. This stretch of 29th Avenue is consistent with the existing extent of CC1-DC (Center and Corridor, Type 1, District Center) and CC2-DC (Center and Corridor, Type 2, District Center) zoning along E 29th Avenue.

A pedestrian street is a zoning designation which can only be applied in center and corridor zones and is intended to promote a pedestrian friendly environment through reduced sidewalk interruptions, use limitations, the requirement of public amenities, and additional design requirements found within SMC 17C.122.060 Attachment "A". The addition of a pedestrian street designation would prohibit new "drive-through businesses" in the area (SMC 17C.122.070). Existing drive-through uses may continue as legal nonconforming uses, but new drive-through business uses could not be established if this proposal is adopted.

To clarify the location of existing pedestrian street designations and to aid in implementation of the centers and corridors pedestrian street design standards and guidelines outlined in SMC 17C.122.060, this proposal also includes clarifying amendments to SMC 17C.122.010 and SMC 17C.122.030.

II. BACKGROUND AND PROPOSAL

The City received a request from the Lincoln Heights Neighborhood Council to designate the portion of E 29th Ave between S Martin St and S Fiske St as a Pedestrian Priority Zone and outlined previous and current neighborhood and planning efforts to establish a more walkable area around the Lincoln Heights District Center and throughout the neighborhood. On October 2, 2023, Spokane City Council passed Resolution 2023-0084 adding a review of the proposal to the Spokane Plan Commission's work program (**Exhibit A**).

29th Ave is used as a significant east-west connection on the South Hill with a range of about 16,500 to 19,500 average daily trips (ADT) along the length of the proposal area. Sidewalks in the area range from approximately 5ft to 8ft wide.

For pedestrian accessibility across E 29th Ave, there are two signalized intersections, at S Southeast Blvd and at S Regal St, and an additional three marked, but uncontrolled crossings at Rosauers (mid-block), Mount Vernon St, and Fiske St. A rapid flashing beacon and overhead lighting is funded and scheduled for construction in Spring of 2024 at the currently uncontrolled Rosauers crossing. Fiske St has also been identified as a neighborhood greenway in the Bicycle Master Plan, adopted in Part VI of Appendix D of the Comprehensive Plan. No improvements to Fiske St are currently funded.

Adding A Pedestrian Street Designation:

This zoning overlay designation can be applied to any street where adjacent parcels have center and corridor zoning. The City’s Comprehensive Plan does not provide specific criteria for the placement of Pedestrian Streets. Pedestrian streets are defined in SMC 17A.020.160(K) and where applied require additional development and design standards to promote a pedestrian friendly environment (see SMC 17C.122.060 Attachment “A”). Design features include minimal interruptions of the sidewalk by driveways, publicly usable site furnishing such as benches, tables, and bike racks, and visually interesting buildings close to the sidewalk.

Pedestrian street designation in the CC zones also impacts permitted uses, specifically related to drive through businesses, which are not permitted on parcels with frontage on a pedestrian street (See SMC Table 17C.122-1). The pedestrian street zoning designation and accompanying standards and guidelines apply to any parcel that has center and corridor zoning and abuts the right of way on the designated street. The proposed pedestrian street designation could be applied to the full extent of the center and corridor zoning along E 29th Ave, which is approximately 100 feet east of the intersection at Fiske St & 29th and continues almost to Martin Street on the west. It could also be applied in a smaller area if desired.

The table below shows the additional standards that would be applied within a pedestrian street designation (SMC 17C.122.060 Attachment “A” (**Exhibit B**)).

Additional Pedestrian Street Standards and Guidelines (SMC 17C.122.060, Attachment A)	
Topic	Guidelines
Parking Location	Parking lots shall not be located between a building and a Pedestrian Street.
Curb Cuts	Curb cuts within an ownership should be spaced at no less than 125 feet apart along a principal or minor arterial, and no more than 100 feet apart along a collector arterial. Curb cuts shall not be located along a designated Pedestrian Street. Access to parking should be from the alley, or from a side street if access from the alley is not possible. Access to parking shall not be from a Pedestrian Street unless no other means of access is possible.
Streetscape Elements	Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City.
Entrances	The Primary entrance to the building shall be visible from and fronting on a Pedestrian Street.
Max Setback	Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk (see Setbacks section of Land Use Code for Centers and Corridors), except for a setback up to 10 ft. for the purpose of providing a publicly accessible “plaza,” “courtyard,” or recessed entrance.
Ground level Details	Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements: <ul style="list-style-type: none"> a. kickplates for storefront windows b. projecting sills c. pedestrian scale signs d. canopies

- | | |
|--|---|
| | <ul style="list-style-type: none">e. plinthsf. containers for seasonal plantingg. tileworkh. medallionsi. rolling doors or windowsj. if building is on the Spokane Register of Historic Places, the Secretary of the Interior's Standards for Rehabilitation historic design guidelines shall apply. |
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Existing Pedestrian Street Designations:

There are several existing pedestrian streets designated throughout the city in center and corridor zoning designations. Additionally, the Hamilton Form Based Code restricts the development of drive throughs in a way similar to the pedestrian street designation, with a design emphasis on a pedestrian friendly environment.

Currently designated pedestrian streets, in Center and Corridor areas are listed below:

1. North Market St between E Nebraska Ave and E Wabash Ave
2. W Garland Ave between N Madison St and N Howard St
3. E Buckeye Ave between N Hamilton St and N Denver St
4. N Columbus St between E North Foothills Dr and E Marietta Ave
5. N Monroe St between W Montgomery Ave and W Boone Ave
6. W Broadway Ave between E Elm St and N Maple St
7. E Sprague Ave between Madelia St and Napa St
8. E Newark Ave/S Perry St between E 7th Ave and 67.5 feet north of the E 12 Ave ROW
9. S Grand Blvd between E Sumner Ave and E 14th Ave



Figure 2 City of Spokane extent of existing pedestrian street designations and the proposed designation of E 29th Ave.

The table below outlines the location, length of the pedestrian street designation, Center and Corridor land use typology, and number of drive-through facilities on the existing pedestrian streets as well as for the area of E 29th Avenue currently under consideration.

Pedestrian Street Comparison					
Street	Length (Mi)	Typology	Drive Through Facilities		
			Active	Vacant	Not In Use
N Market St	.43	Corridor	0	0	0
W Garland Ave	.37	Neighborhood Center	0	0	0
E Buckeye Ave	.27	Employment Center	0	0	0
N Columbus St	.13	Employment Center	0	0	0
N Monroe St	.73	Employment Center	3 (fast food & bank)	0	0
W Broadway Ave	.21	Neighborhood Center	0	0	0
E Sprague Ave	.21	Employment Center	0	0	0
E Newark/S Perry St	.28	Neighborhood Center	0	0	0
S Grand Blvd	.23	Neighborhood Center	0	0	0
E 29 th Ave (Proposed)	.66	District Center	7 (banks, coffee, pharmacy, & fast food)	1 (fast food)	1 (formerly coffee, now a cocktail bar)

In general, existing pedestrian streets have a framework of structures built to the street as well as opportunities, such as lower intensity residential uses or vacant land, to reinforce that pedestrian friendly context over time. Sidewalks on existing pedestrian streets are wide and predominantly in the right of way with a mix one and two lanes of travel in each direction. Most pedestrian streets do not have any drive through businesses on them and are generally not District Center designations on the Land Use Plan Map.

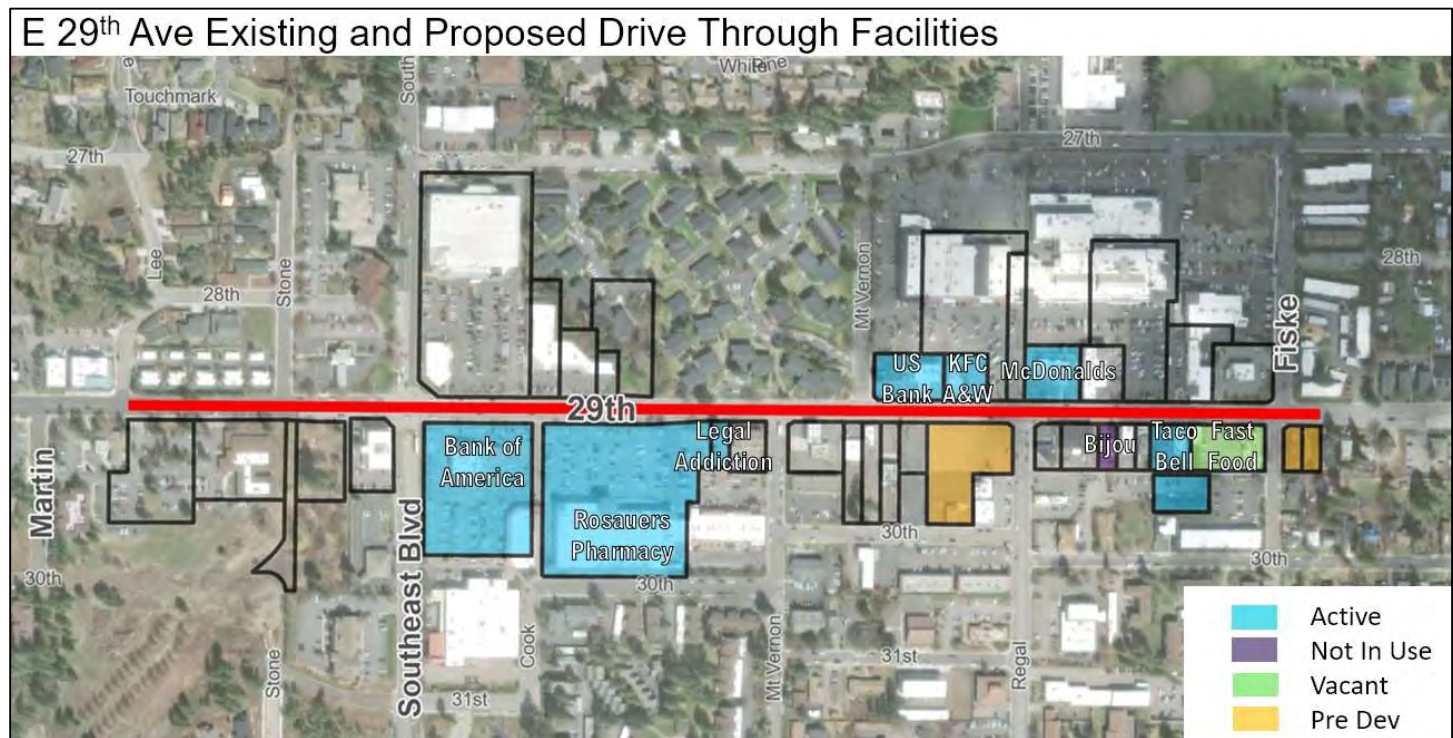


Figure 3 Existing and proposed drive through businesses on E 29th Ave that would become legal nonconforming or be prohibited from developing.

The proposal for the designation of E 29th Ave would be the second longest pedestrian street designation, after N Monroe St, and would have the largest number of drive throughs, which would become legal nonconforming uses. The map above highlights the locations of existing drive through facilities (active), vacant, occupied but not using drive through (not in use), and sites where predevelopment meetings indicate interest in future drive through businesses (pre dev).

Municipal Code Amendments:

To clarify the location of existing pedestrian street designations and aid in implementation of the Centers and Corridors Pedestrian Street Design Standards and Guidelines outlined in SMC 17C.122.060, City Staff recommend amendments to SMC 17C.122.010 and SMC 17C.122.030. SMC 17C.122.030 is suggested to be repurposed as a SMC section specific to pedestrian street designations, containing a description of what a pedestrian street designation is, where it can be applied, and establishing a list of designated pedestrian streets. Some of the existing language in SMC 17C.122.030 will be moved to SMC 17C.122.010, the intent section for the centers and corridors chapter, where staff believes it should be housed. A draft ordinance containing these text amendments can be found in **Exhibit C**.

III. PROCEDURAL STEPS

DEVELOPMENT CODE AMENDMENT PROCEDURE

Article III Section 21, Amendments and Repeals, of the City of Spokane Charter provides for the ability of amendments of the Charter and Spokane Municipal Code through ordinances. Title 17 is known as the Unified Development Code (UDC) and is incorporated into the Spokane Municipal Code to implement the City's Comprehensive Plan, and by reference, the requirements of the Washington State Growth Management Act (GMA). Section [17G.025.010](#) establishes the procedure and decision criteria that the City uses to review and amend the UDC. The City may approve amendments to the UDC if it is found that a proposed amendment is consistent with the provisions of the Comprehensive Plan, and bears a substantial relation to public health, safety, welfare, and protection of the environment.

ROLE OF THE CITY PLAN COMMISSION

The proposed text amendments require a review process set forth in Section 17G.025.010(F) SMC. The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council. Utilizing the decision criteria in 17G.025 SMC, the Plan Commission may recommend approval, modification, or denial of the proposal.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council or may modify the findings as necessary to support their final recommendation.

ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the proposed text amendment, public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify, or deny the proposed amendment rests with the City Council. Proposals adopted by ordinance after public hearings are official amendments to the Spokane Municipal Code.

COMMUNITY ENGAGEMENT

Following Resolution 2023-0084, a project webpage was created with additional details on what pedestrian street designations are, a map of the proposal, a SEPA Environmental Checklist, and relevant recent planning efforts in the area. Staff also tabled at the Spokane Neighborhood Summit Resource Fair on November 4, 2024 and have spoken with numerous residents, property and business owners, and prospective developers in the area.

Plan Commission held a workshop, which was open to the public, on December 13, 2023 to discuss the proposal.

Mailed notice to property owners, taxpayers and residents was performed for Notice of Intent to Adopt on November 7, 2023 and again with Notice of Plan Commission Public Hearing and SEPA Determination on December 20, 2023.

PUBLIC NOTIFICATION AND SEPA REVIEW

As outlined in Section 17G.025.010 SMC, notices of proposals to amend the UDC are distributed and interested parties should be made aware of such proposals during the Plan Commission review, including the SEPA checklist and determination. Similarly, a public notice published in the *Spokesman-Review* fourteen days prior to the Plan Commission public hearing is required.

This proposal was properly noticed pursuant to Section 17G.025.010(E). See **Exhibit D** for the SEPA Determination of Non-significance issued on December 20, 2023.

- Notice of Intent to Adopt submitted to the Department of Commerce (November 7, 2023)
- Notice of Intent to Adopt pursuant to 17G.025.010 SMC, which included the SEPA Checklist, emailed to City departments, Local, County, Tribal, and State contacts. Neighborhood Council contacts were also included (November 7, 2023)
- Notice of Intent to Adopt mailed to property owners, taxpayers, and residents within 400ft of the proposal (November 21, 2023)
- Notice of Intent to Adopt published in the City Council Gazette (November 22, 2023)
- SEPA Determination of Non-significance (DNS) issued (December 20, 2023)
- Notice of Public Hearing for the Plan Commission was published in the *Spokesman-Review* (December 27, 2023 and January 3, 2024)
- Notice of Public Hearing for the Plan Commission posted at City Hall, Central Library, and South Hill Library (December 20, 2023)
- Notice of Public Hearing for the Plan Commission mailed to property owners, taxpayers, and residents within 400ft of the proposal (December 20, 2023)
- Notice of Public Hearing for the Plan Commission published in the City Council Gazette (December 27, 2023)

COMMENTS RECEIVED

Written comments received prior to January 3, 2024, were provided to the Plan Commission attached to the agenda packet for the scheduled January 10, 2024, public hearing as **Exhibit E**. Additional written public comment received after January 3, 2024 will be forwarded via email to the Plan Commissioners prior to the Public Hearing. Additional oral testimony may also be provided at the Plan Commission Public Hearing on January 10, 2024.

Notice of this proposal was sent to City departments and outside agencies for their review. Department and outside agency comments are included in this report as **Exhibit F**. A comment received regarding Spokane Transit Authority (STA) transit service in the vicinity of the proposal and the SEPA Checklist was updated to reflect this comment. No further substantive comments were received.

IV. ANALYSIS

NEIGHBORHOOD PLANNING

There have been multiple recent neighborhood planning efforts in the vicinity of this proposal over the last decade highlighting the community's desire for improving the pedestrian experience. There are also older planning documents, such as the Lincoln Heights Neighborhood Improvement Plan from the mid 1990's, that identify traffic calming measures along E 29th Ave and pedestrian access to Thornton Murphy Park as important.

SOUTH HILL COALITION CONNECTIVITY AND LIVABILITY STRATEGIC PLAN

In 2012, Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, and Rockwood neighborhoods came together to form the South Hill Coalition. [The South Hill Coalition Connectivity and Livability Strategic Plan](#), adopted in 2014, was the culmination of these neighborhoods pooling their neighborhood planning funds to create a coordinated plan for connectivity and a higher quality of life for residents and visitors alike.

A priority brought forward by the Lincoln Heights Neighborhood in the development of this plan was to "Improve walkable access to Lincoln Heights Shopping Center and to nearby parks" (pg. 16). One of the goals for the final plan was "**Complete Neighborhoods**. Ensure access to and between South Hill destinations including residential areas, schools, shopping,

restaurants, parks and recreation facilities.” This goal was accompanied by strategy “**CN-3**: Explore opportunities to enhance arterials. Examples include addition of bike lanes, bulb outs, raised crossings, planted medians, bus shelters, street furnishings, trash cans, bike racks, etc.” (pg. 30).

Chapter 3 of the South Hill Coalition Plan highlights priority projects such as greenways, streetscape improvements, bike routes, potential linkages, and transit improvements. In the area of the pedestrian street proposal, the plan proposed arterial streetscape improvements for a portion of S Southeast Boulevard and a portion of E 29th Ave. These streetscape improvements were ranked as a “higher priority project” with the following notes “very few pedestrian amenities; mid-block crossing would benefit from additional improvements; opportunities for driveway consolidation” (pg. 43). In Chapter 4: Supporting Strategies & Programs, the plan also acknowledged that widespread pedestrian environment improvements accomplish stated goals in the plan (pg. 50).

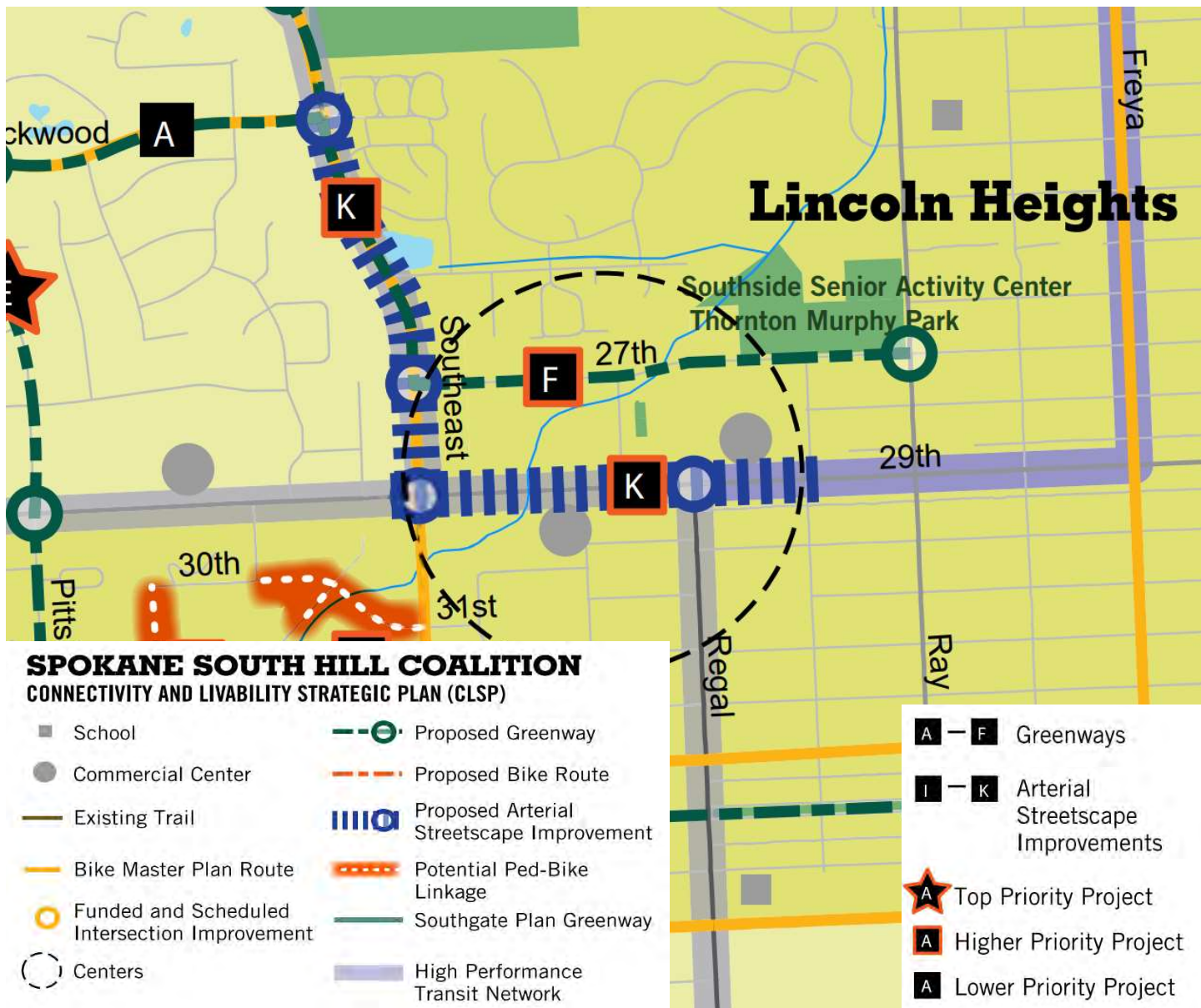


Figure 4 Excerpt of map from South Hill Connectivity and Livability Study Priority Projects around the proposed E 29th Ave pedestrian street designation.

LINCOLN HEIGHTS DISTRICT CENTER MASTER PLAN

In 2016, the [Lincoln Heights District Center Master Plan](#) was adopted with the goal of guiding future growth and development in the District Center to “help improve pedestrian safety and walkability, and support a more diverse transportation mix. Improvements to public spaces are also called for, leveraging the power of parks and recreational facilities to create a more

desirable, walkable center” (1-1). While this plan studied a larger portion of Lincoln Heights than the pedestrian street designation proposal on E 29th Ave, it provides context for the community’s desires for this area and goals for the future of the District Center.

Speaking to the scale of the District Center, the plan states that “the area within a three-mile radius surrounding Lincoln Heights shows a significant retail surplus - meaning people from surrounding areas are coming to the district to spend retail dollars” (2-15). This confirms the notion that the Lincoln Heights District Center serves a larger population than the less intense Center typologies and that higher traffic volumes in this area are both related to the draw of the District Center as well as E 29th Ave being a “major commuter corridor” (1-2).

In the plan, sidewalks along E 29th Ave and S Ray St are described as “present, but narrow widths and tight proximity to fast-moving cars and trucks make walking along these corridors unpleasant” (1-3). The preferred scenario that was developed through this plan included busier sidewalks, shops that cater to pedestrians, bicyclists, and transit riders, reduced surface parking lots, structures built to the street, improved walkability and neighborhood connectivity, and a transformed 29th Ave with a 3-lane section in the heart of the district (1-5-1-6). A key strategy called for in the plan to achieve these goals is a 29th Ave corridor study of pedestrian realm improvements and multimodal safety and comfort (1-6).

At the Storefront Studio held during the process of creating the Lincoln Heights District Center Master Plan residents prioritized the following projects or actions as most critical: “pedestrian crosswalks and signals; creating an association to promote, advocate, and coordinate the district; create mid-block pathways to improve connectivity; and working to improve addressing of storefronts to pedestrians” (3-9).

TRAFFIC STUDIES

A [corridor study](#) was conducted on E 29th Ave in 2019 following previous planning efforts by the community and the city. The study identified that there were no dedicated bicycle facilities on E 29th Ave or on any intersecting roads in the proposal area.

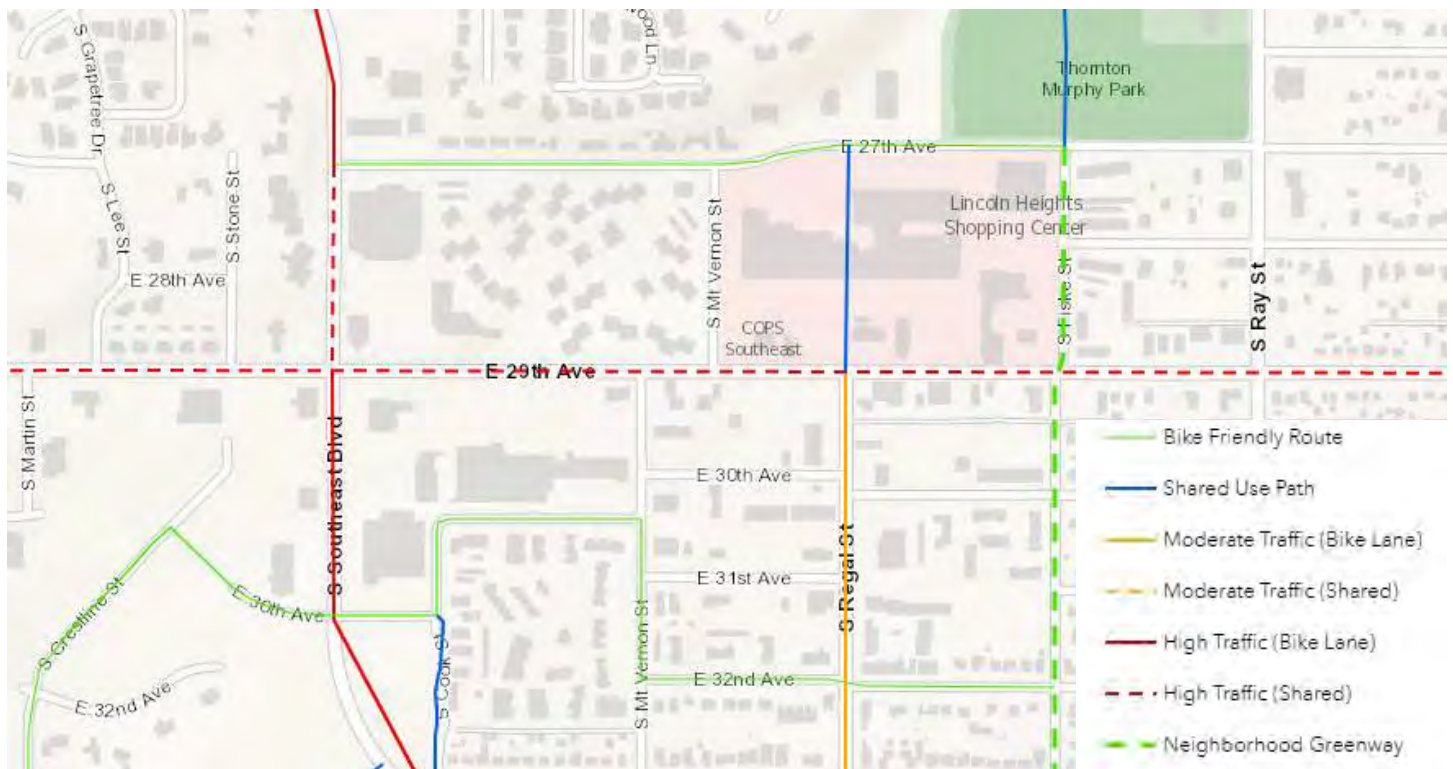


Figure 5 Bicycle facilities and proposed facilities in the vicinity of the proposed E 29th Ave pedestrian street designation from the Bicycle Master Plan, Part VI of Appendix D of the Comprehensive Plan.

29th Avenue Safety and Access Survey (pg. 6)

- Around 40 percent of the responses suggested users felt unsafe or uncomfortable when walking across or along 29th Avenue. People most often felt that traffic was too fast and busy, traffic signals were too far apart, and the roadway was too wide to cross.
- Around 35 percent of the responses suggested users felt unsafe or uncomfortable when biking across or along 29th Avenue, and another 25 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy, intersections lack access to bike-appropriate streets, and that the corridor does not have enough bike route crossings.
- Around 10 percent of the responses suggested users felt unsafe or uncomfortable when accessing transit along 29th Avenue, and another 20 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy to cross and access a transit stop, and that traffic signals were too far apart.

The study also identified that out of the eleven intersections studied, E 29th Ave and S Regal St experienced the most collisions per million entering vehicles (pg. 9). The table below summarizes the studied intersections.

Study Intersections	Total Collisions (2013 to 2017)	Collision Type				Collision Severity		Collision Rate per MEV*
		Rear-end	Turning	Pedestrian / Bike	Other	Property Damage Only	Injury	
29th Avenue / Grand Boulevard	19	4	7	2	6	5	12	0.41
29th Avenue / Arthur Street	5	1	1	0	3	1	4	0.19
29th Avenue / Perry Street	15	8	5	0	2	9	6	0.50
29th Avenue / Pittsburg Street	2	1	0	0	1	2	0	0.08
29th Avenue / Southeast Boulevard	22	4	10	3	5	7	14	0.53
29th Avenue / Regal Street	29	8	15	2	4	14	15	1.06
29th Avenue / Ray Street	23	9	8	3	3	14	9	0.61
Regal Street / Southeast Boulevard	14	6	2	0	6	8	6	0.54
37th Avenue / Regal Street	20	7	6	1	6	10	10	0.57
Supplemental Intersections								
29th Avenue / Garfield Street	6	1	0	0	5	4	2	n/a
29th Avenue / Martin Street	2	1	1	0	0	1	1	n/a

Note: * Per MEV = Crashes per million entering vehicles

Figure 6 Vehicle collision information from intersections studied as part of the 29th Ave Corridor Study in 2019.

The corridor study states that the National Cooperative Highway Research Program worksheets that were completed “did not indicate installing enhanced crossing treatments would be warranted. This is primarily due to low pedestrian crossing activity combined with high vehicle volumes and wide crossing widths. To increase crossing safety and comfort, a center median is needed to provide a pedestrian refuge and break up the long crossing distance. However, the 29th Avenue right-of-way is constrained at each potential crossing location, and a median would likely require removal of a travel lane or obtaining additional right-of-way. This is not currently an option, so a median was not recommended. The city has been collecting 7.5 feet of right of way as lots are being developed along 29th Avenue for a future center turn lane. If development in the future allows for a center turn lane, it would allow for safety improvements including a median and pedestrian refuge at crossings” (pg. 19).

The study identified a number of suggested improvements at the following locations (pg. 20).

- Martin Street Crossing
 - Martin Street is located approximately 1,000 feet west of the Southeast Boulevard signalized intersection. Install lighting as needed to meet recommend lighting levels for crossings
- Rosauers Crossing
 - The Rosauers Crossing is located approximately 600 feet east of the Southeast Boulevard signalized intersection. This location connects the neighborhood to the north to the Rosauers Shopping Center and the eastbound bus stop. A recent pedestrian fatality (in November 2018) occurred at this crossing. The city is planning on improvements here and submitted a grant application in 2018.
- Mt Vernon Street Crossing
 - The Mt Vernon Street Crossing is located approximately 400 feet west of the Regal Street signalized intersection. This location connects the shopping centers on the north and south side of 29th Avenue and the westbound bus stop. The city is planning on improvements here and submitted a grant application in 2018.

Improvements to the Rosauers crossing, including overhead lighting and a rapid flashing beacon, is now been funded and is scheduled for construction in Spring 2024.

[A study published in 2021](#) on the alternatives for the Ray-Freya alignment also highlighted planned nonmotorized improvements in the vicinity of the E 29th Ave pedestrian designation proposal noting that “the bicycle plan includes a pathway through Thornton Murphy Park that will connect to a designated bike route on Fiske Street. The Fiske Street route will continue south across 29th Avenue towards Ferris High School” (pg. 8).

IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

Section [17G.025.010](#) SMC establishes the review criteria for amendments to the Unified Development Code. In order to approve an amendment, City Council shall consider the findings and recommendations of the Plan Commission along with the approval criteria outlined in the Code. Review of the Comprehensive Plan goals and policies indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.025.010(G). Excerpts of the applicable goals and policies, and the full [Comprehensive Plan](#) discussion text, are contained in **Exhibit G**.

17G.025.010(G) APPROVAL CRITERIA

1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan.

Comprehensive plan policies for consideration:

- Chapter 3: Land Use – Policy LU 1.14 Nonconforming Uses***
- Chapter 3: Land Use – Policy LU 2.1 Public Realm Features***
- Chapter 3: Land Use – Policy LU 2.2 Performance Standards***
- Chapter 3: Land Use – Policy LU 3.2 Centers and Corridors***
- Chapter 3: Land Use – Policy LU 3.4 Planning for Centers and Corridors***
- Chapter 3: Land Use – Goal LU 4 Transportation***
- Chapter 3: Land Use – Policy LU 4.2 Land Uses That Support Travel Options and Active Transportation***
- Chapter 3: Land Use – 3.4 Description of Land Use Designations***
- Chapter 4: Transportation – TR Goal B Provide Transportation Options***
- Chapter 4: Transportation – TR 1 Transportation Network For All Users***
- Chapter 4: Transportation – TR 5 Active Transportation***
- Chapter 4: Transportation – TR 6 Commercial Center Access***
- Chapter 4: Transportation – 4.4 Modal Elements***
- Chapter 8: Urban Design and Historic Preservation – Policy DP 2.10***

The complete goals and policies referenced above are contained in **Exhibit G**.

2. The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.

Staff Analysis: The proposed amendments bear a substantial relation to public health, safety, welfare, and the protection of the environment. There are three primary impacts anticipated from the adoption of this proposal:

1. The proposal would result in the application of design standards and guidelines which have the potential to reduce curb cuts along E 29th Ave over time. Curb cuts present pedestrian-vehicular conflicts which have the possibility of reducing pedestrian safety.
2. The proposal would prohibit new automobile-oriented land uses, particularly drive-through facilities, and may lead to phasing out existing drive-through facilities over time through redevelopment. Drive-through facilities by definition cater to vehicle trips and can increase potential conflicts between people walking or biking and automobiles.
3. A more pedestrian friendly environment may promote more active transportation in the area, which could reduce some vehicle trips in the area, reducing vehicle emissions.

V. DISCUSSION

Outside the definition of a pedestrian street found in [SMC 17A.020.160](#), a brief reference in [SMC 17C.122.030](#), the implementing standards and guidelines in [SMC 17C.122.060 Attachment "A"](#), and the restriction of drive through businesses in [Table 17C.122-1](#), there are no further references to pedestrian streets in the Spokane Municipal Code. Additionally, there are no references to pedestrian streets in the Comprehensive Plan. However, Comprehensive Plan policies discussing the goal of Centers and Corridors and other relevant policies are listed above and attached in **Exhibit G**. Additionally, several pedestrian street designations were adopted at the time of the original Centers & Corridors code adoption in 2001.

There are a number of comprehensive plan policies which support walkability in and around centers. Centers and Corridors themselves are intended to be walkable spaces while still accommodating vehicular traffic. Recent neighborhood planning in the area also supports prioritization of pedestrian access and safety in and around the District Center.

Understanding that there is inherent tension within the comprehensive plan, there is a less supportive policy. *Policy LU 1.14 Nonconforming Uses*, states "avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations." With seven drive-through businesses in use in the general area, the adoption of this proposal would create several legal nonconforming drive throughs on E 29th Ave.

Also of consideration is that, as a major activity center, District Centers are meant to serve a larger portion of the city than Neighborhood Centers. A majority of the Lincoln Heights District Center is also zoned Centers and Corridors Type 2 (CC2-DC) which is the most auto accommodating of the Center and Corridor zones. More intense zoning intended to serve a larger population comes along with more traffic and more curb cuts, which increase pedestrian-vehicular conflicts

Several of the public comments relate to access and safety concerns for people walking across 29th Ave. This proposal does not affect the existing arterial classification of E 29th Ave or the way it currently operates. This proposal does not close the street to vehicular traffic, alter the number of lanes, or come with funding for any improvements.

There are some anticipated indirect impacts to safety and access for people walking that are anticipated to affect this area over time. This proposal would add the additional pedestrian friendly standards and guidelines outlined in [SMC 17C.122.060 Attachment "A"](#) (See the table titled "Additional Pedestrian Street Standards and Guidelines" on page 3 of this staff report) and prohibit the development of future drive through businesses. The shift away from expressly automobile-oriented uses in the area is expected to enhance safety and comfort in the long term for people walking as properties redevelop with these standards in place. This is likely to happen through lower traffic levels and fewer conflict points between people walking and automobiles.

VI. CONCLUSION

Based on the facts and findings presented herein, staff concludes that the requested text amendments to the Unified Development Code satisfy the applicable criteria for approval as set forth in SMC Section 17G.025.010.

VII. STAFF RECOMMENDATION

Following the close of public testimony and deliberation regarding conclusions with respect to the review criteria and decision criteria detailed in SMC 17G.025.010, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendments to the Unified Development Code.

Staff finds the requested pedestrian street designation of a portion of E 29th Ave is consistent with the Comprehensive Plan. Staff recommends approval of the amendments to SMC 17C.122.010 and SMC 17C.122.030 to clarify existing pedestrian street designations within the municipal code. Staff recommends that the Plan Commission adopt the facts and findings of the staff report.

VIII. LIST OF EXHIBITS

- A. Resolution 2023-0084
- B. SMC 17C.122.060 Attachment "A"
- C. Draft Spokane Municipal Code Amendment
- D. SEPA Determination of Non-Significance and SEPA Checklist
- E. Public Comments
- F. Agency Comment
- G. Comprehensive Plan Goals and Policies

EXHIBIT A



EXHIBIT A: RESOLUTION 2023-0084

Department of Planning and Economic Development

Attached below is the City Council Resolution 2023-0084 adding the review of a pedestrian street designation in the Lincoln Heights Neighborhood to the Spokane Plan Commission's work program and the original letter from the Lincoln Heights Neighborhood Council requesting the designation.


Agenda Sheet for City Council Meeting of:

10/02/2023

Date Rec'd

9/18/2023

Clerk's File #

RES 2023-0084

Renews #**Submitting Dept**

CITY COUNCIL

Cross Ref #**Contact Name/Phone**

CHRIS WRIGHT X6210

Project #**Contact E-Mail**

CWRIGHT@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Resolutions

Requisition #**Agenda Item Name**

0320 - AMENDING PLAN COMMISSION WORK PLAN

Agenda Wording

Amending Plan Commission 2022-2023 Work Plan to add consideration of changing 29th Avenue between Martin and Fiske to a "Pedestrian Street" under local code.

Summary (Background)

This resolution adds an additional item concerning 29th Avenue. The Lincoln Heights Neighborhood Council has determined that an immediate priority for the neighborhood was designation of 29th Avenue from Martin Street to Fiske Street as a "Pedestrian Street" pursuant to SMC 17A.020.160. It was agreed to add this item to the current plan rather than wait for a newer work plan in 2024 (it can be carried over into the new plan when that is adopted)

Lease? NO

Grant related? NO

Public Works? NO

Fiscal Impact**Budget Account**

Neutral \$

#

Select \$

#

Select \$

#

Select \$

#

Approvals**Council Notifications****Dept Head**

WRIGHT, CHRISTOPHER

Study Session\OtherUrban Experience
09/11/23**Division Director****Council Sponsor**CM Wilkerson, CP
Kinneer**Finance****Distribution List****Legal**

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For the Mayor

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Additional Approvals

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Purchasing

sgardner@spokanecity.org

**Adopted by Spokane City Council
on: 10/02/2023**



City Clerk

Committee Agenda Sheet

Urban Experience Committee

Submitting Department	City Council
Contact Name	Chris Wright
Contact Email & Phone	cwright@spokanecity.org
Council Sponsor(s)	CM Wilkerson
Select Agenda Item Type	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion Time Requested: 10 minutes
Agenda Item Name	Resolution adding the designation of 29 th Avenue as a “pedestrian Street” to the 2022—23 work plan for the Plan Commission.
Summary (Background) *use the Fiscal Impact box below for relevant financial information	<p>Pursuant to SMC 4.12.080, the City Council adopts by resolution an annual work program for the Plan Commission and assigns to it certain policy and planning issues for consideration. The last current workplan was adopted by resolution on October 24, 2022 and later amended earlier this year with the addition of two items.</p> <p>This resolution adds an additional item concerning 29th Avenue. The Lincoln Heights Neighborhood Council has determined that an immediate priority for the neighborhood was designation of 29th Avenue from Martin Street to Fiske Street as a “Pedestrian Street” pursuant to SMC 17A.020.160.</p> <p>After discussion with Planning Services director, it was agreed to add this item to the current plan rather than wait for a newer work plan in 2024 (it can be carried over into the new plan when that is adopted by the Council).</p> <p>The Lincoln Heights neighborhood council and the Spokane South Hill Coalition has been engaged in extensive planning for the area since at least 2014. They developed a Connectivity and Livability Strategic Plan for Spokane’s south hill region, which included the goal of a more pedestrian and less auto-centric development of the Lincoln Heights area. Later, in 2016, the neighborhood council developed the Lincoln Heights District Center Plan, which included specific recommendations for making the business core of Lincoln Heights more pedestrian-friendly and less dependent on automobile transportation. The designation of 129th Avenue as a “pedestrian Street” under the SMC is an important step in that effort.</p> <p>The resolution is consistent both with area planning for Lincoln Heights and current comprehensive plan provisions.</p>
Proposed Council Action	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution Committee review: UE 09-11-23 Advance / Final Agenda: 09-18-23 Council Action: 09-18-23.
Fiscal Impact Total Cost: <u>Unknown</u> Approved in current year budget?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A

Funding Source One-time Recurring

Specify funding source: Opioid settlement funds

Expense Occurrence One-time Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impacts (If N/A, please give a brief description as to why)

The resolution adds an additional work item to the Plan Commission’s agenda. Adding the item to the work plan assumes that city planning staff will need to research and support the Plan Commission’s review of the designation of 29th Avenue from Martin Street to Fiske Street as a pedestrian street. Precise direct and indirect cost of that review is unknown at this time.

What impacts would the proposal have on historically excluded communities?

An important component of the City’s comprehensive plan is “Social Health,” an element that ensures that long-term planning includes a discussion and specific goals to enhance “qualitative” life in the city, and specific goals to encourage diversity in each neighborhood. It is expected that review of the proposal by the Plan Commission will identify whether the proposal to designate 29th Avenue as a “Pedestrian Street” serves those goals.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Not applicable

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Plan Commission review is expected to identify benefits and downsides of designation of 29th Avenue as a “Pedestrian Street” under the land use code.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The resolution is consistent with the City’s Comprehensive Plan, including policies and goals to enhance pedestrian safety and access within and around designated Centers, especially policies LU 2.2, LU 3.2, LU 4.1, LU 4.2, and TR 6. It is consistent with the 2014 Connectivity and Livability Strategic Plan (the “Strategic Plan”) for Spokane’s south hill region and the 2016 Lincoln Heights District Center Plan.

RESOLUTION NO. 2023-0084

A resolution adding a Lincoln Heights project to the Spokane Plan Commission's 2022-2023 Work Program.

WHEREAS, pursuant to Spokane City Charter Section 127 and Spokane Municipal Code Section 4.12.080, the City Council adopts by resolution an annual work program which assigns certain policy and planning issues for consideration by the Plan Commission; and

WHEREAS, Resolution No. 2022-0091, passed by the City Council on October 24, 2022 and later amended in 2023 by Resolution 2023-0041, established a work program for the Plan Commission for the years 2022-2023 and further committed to reviewing the work program periodically to determine if further revisions are necessary; and

WHEREAS, the area centered on 29th Avenue and Regal Street in the Lincoln Heights neighborhood is designated a District Center in the Comprehensive Plan; and

WHEREAS, the Comprehensive Plan includes policies and goals to enhance pedestrian safety and access within and around designated Centers, especially policies LU 2.2, LU 3.2, LU 4.1, LU 4.2, and TR 6; and

WHEREAS, the Spokane South Hill Coalition in June 2014 adopted a Connectivity and Livability Strategic Plan (the "Strategic Plan") for Spokane's south hill region, including Lincoln Heights neighborhood, which included the goal of a more pedestrian and less auto-centric development of the Lincoln Heights area; and

WHEREAS, consistent with the Strategic Plan, the Lincoln Heights neighborhood developed the Lincoln Heights District Center Plan ("District Plan") in June 2016, which included specific recommendations for making the business core of Lincoln Heights more pedestrian-friendly and less dependent on automobile transportation, and included specific recommendations for alterations to 29th Avenue to improve pedestrian safety and walkability; and

WHEREAS, on September 4, 2023 the Lincoln Heights Neighborhood Council reviewed the recommendations in the District Plan, and determined that an immediate priority for the neighborhood was designation of 29th Avenue from Martin Street to Fiske Street as a "Pedestrian Street" pursuant to SMC 17A.020.160; and


WHEREAS, designation of 29th Avenue from Martin Street to Fiske Street as a "Pedestrian Street" on the Official Zoning Map will ensure that commercial and residential development along 29th Avenue supports a walkable environment and furthers the goals of the Comprehensive Plan and previous neighborhood planning efforts.

NOW, THEREFORE BE IT RESOLVED that an additional item is added to the Spokane Plan Commission's Work Program for 2022-2023, including a review of

designation of 29th Avenue from Martin Street to Fiske Street as a "Pedestrian Street" pursuant to SMC 17A.040.040(A).

Adopted by the Spokane City Council this 2nd day of October, 2023.

Attest:



City Clerk

Approved as to form:



Assistant City Attorney



Whitmarsh, Brandon

Subject: Lincoln Heights Neighborhood Council Requests a Pedestrian Priority Zone on 29th, from S Martin to Fiske St

From: Carol Tomsic <carol_tomsic@yahoo.com>

Sent: Sunday, August 13, 2023 6:35 PM

To: Wilkerson, Betsy <bwilkerson@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>; Stratton, Karen <kstratton@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Bingle, Jonathan <jbingle@spokanecity.org>; Zappone, Zack <zzappone@spokanecity.org>; Gardner, Spencer <sgardner@spokanecity.org>; Mayor <mayor@spokanecity.org>

Cc: Marilyn <mdlloyd@comcast.net>; Sally <phillips1948@comcast.net>; Carol Landa-McVicker

<cj_99224@yahoo.com>; Deasy, Annie <adeasy@spokanecity.org>; Striker, Patrick <pstriker@spokanecity.org>

Subject: Lincoln Heights Neighborhood Council Requests a Pedestrian Priority Zone on 29th, from S Martin to Fiske St

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Spencer Gardner and City Staff and City Council

The Lincoln Heights Neighborhood Council requests 29th, from S Martin to Fiske St, be a Pedestrian Priority Zone in the Pedestrian Master Plan and the city's Comprehensive Plan. If necessary, we request a change using a comprehensive plan amendment.

Our council has worked hard on safe crossings on 29th for our residents to get to and from our district center, including an RRFB that will be installed this year at the Rosauers/29th crosswalk and a recently approved HAWK light at the crosswalk at Fiske/29th.

We also have a new bicycle greenway on Fiske from 27th to 35th. Also under consideration is extending the Fiske greenway to 37th, thru the undeveloped right of way next to Adams Elementary School.

Our District Center Plan envisions local shops and restaurants that cater to folks who walk, bike or take the bus. Our council wants businesses in our district center that provide neighborhood-scale services and increase the level of pedestrian activity in and around our district center.

A Pedestrian Priority Zone would ensure our district center remains pedestrian oriented. For example, a business that has a two-lane, fifty-car drive thru but still meets parking spaces limits, is not a neighborhood scale business. It is an auto-oriented business. It will attract community and regional traffic to our district center. It will inadvertently make our district center auto-oriented. It will endanger our pedestrians and bicyclists.

The safety of our residents is a priority for our council.

We want to be a safe, walkable, bicycle-friendly neighborhood.

And, according to the 2010 census, Millennials, who make up close to 28 percent of the population, are traveling differently. Millennials are purchasing fewer cars and driving less, delaying their driver's license, and are biking, walking and taking transit more.

The Pedestrian Master Plan supports a more walkable Spokane. The Design Guidelines for Public Projects also supports the importance of pedestrian-oriented spaces.

In the City's Comprehensive Plan, Chapter 11 Neighborhoods, it is stated in N 4.4 Neighborhood Business Traffic, "ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized. In the discussion it is stated, "neighborhood businesses should be of the size and type to fit neighborhood character and to serve the needs of neighborhood

residents. Larger business within neighborhoods often attract community and regional traffic. By limiting the size of businesses within neighborhoods, fewer trips are generated through the neighborhood by non-local traffic."

In the City's Comprehensive Plan, Chapter 11 Neighborhoods, It is stated in N 4.9 Pedestrian Safety, "Design neighborhoods for pedestrian safety." It is stated in the discussion that pedestrian safety can be achieved through landscape design.

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

EXHIBIT B



EXHIBIT B: SPOKANE MUNICIPAL CODE 17C.122.060 ATTACHMENT "A"

Department of Planning and Economic Development

Attached below is the Design Standards and Guidelines for Centers and Corridors. This document is adopted into Spokane Municipal Code (SMC) 17C.122.060 by reference as Attachment "A" and provides the design standards and guidelines for properties with centers and corridors zoning (CC1, CC2, CC3, and CC4) as well as the additional requirements for designated pedestrian streets.



DESIGN STANDARDS AND GUIDELINES for CENTERS AND CORRIDORS

Revised Summer 2015

GUIDELINES APPLICATION

These Design Standards and Guidelines for Centers and Corridors are applied within the CC1, CC2, CC4, and the optional CC3 zoning categories found on the Official City of Spokane Zoning Map. All projects must address the pertinent standards and guidelines. A determination of consistency with the standards and guidelines shall be made by the Planning Director following an administrative design review process unless the applicant seeks a recommendation from the Design Review Board. If the Design Review Board issues a recommendation, that recommendation will be forwarded to the Director.

Some of the guidelines contained in this document use the word “shall” while others use the word “should”.

Regardless of which term is used, each guideline must be addressed by an applicant. The City will expect to see how the design of a project has responded to every one of the guidelines.

The “shall” statements, with such wording, are absolutely mandatory and offer relatively little flexibility unless choices are provided within the statement itself. All projects must include these elements as described.

However, guidelines that use the word “should” are meant to be applied, but with some flexibility. They indicate that the City is open to design features that are equal to, or better than, that stated - so long as the intent is satisfied. The applicant assumes the burden of proof to demonstrate how a proposed design meets this test and determination will be made by the Director. In those instances designated with the “Requirement (R)”, an applicant may seek relief through consultation with the Design Review Board following Chapter 17G.040.

Finally, it should be noted that there are other codes and ordinances that govern development in centers and corridors, such as the Building Code and Public Works Standards. The most restrictive code shall apply.

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BUILDINGS ALONG STREET

Requirement (R)

INTENT:

To ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street.

GUIDELINES:

1. New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades. In shopping centers, buildings shall be placed along the sidewalk so that at least 15% of the frontage of the site consists of building façades.
2. Buildings placed along sidewalks shall have windows and doors facing the street (see “Façade Transparency” and “Prominent Entrances”) and shall incorporate other architectural features (see “Ground Level Details” and “Treatment of Blank Walls”).

Deviation from this guideline must meet the intent of this section and requires a recommendation of approval by the Design Review Board.



Building located at the corner of the intersection

BUILDINGS ALONG INTERSECTION CORNERS

Requirement (R)

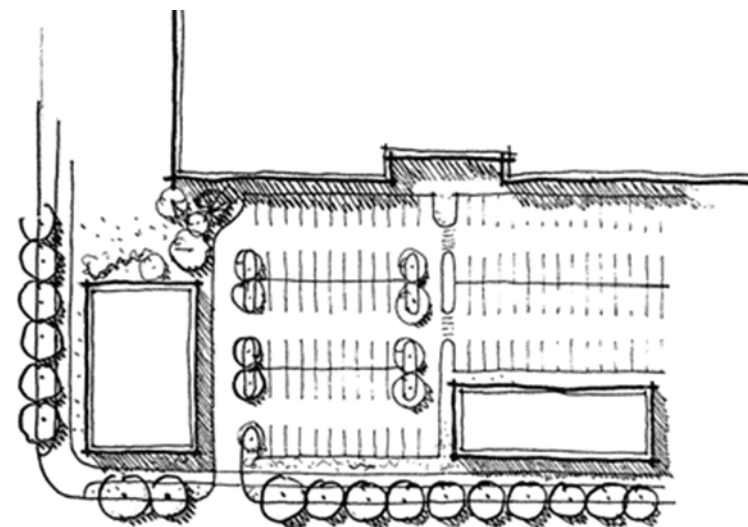
INTENT:

To utilize building placement and massing along intersection corners to create an environment that frames the public realm and creates an urban street edge and contributes to the liveliness of sidewalks.

GUIDELINES:

1. Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable.
2. When there is more than one intersection corner on the site, the building shall be oriented to the corner with the highest category street. For example, the intersection of a principal arterial and a principal arterial would be preferred over the intersection of a principal arterial and a minor arterial.

Deviation from this guideline must meet the intent of this section and requires a recommendation of approval by the Design Review Board.



smaller building placed along the sidewalk



building entrance is located at the corner of the intersection

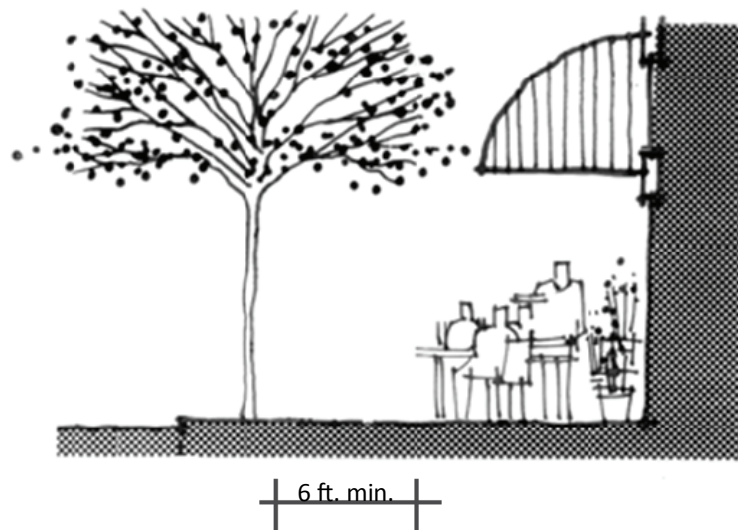
SIDEWALK ENCROACHMENTS

INTENT:

To ensure that there is a minimum clear, unobstructed walking route along sidewalks.

GUIDELINES:

Temporary sidewalk encroachments are allowed. Café seating, planters, ramps, stairs, and sandwich board signs which are located on the sidewalk shall be located in such a manner as to leave a pathway at least six feet wide that is free of obstructions.



café seating on sidewalk leaving enough space for pedestrian movement

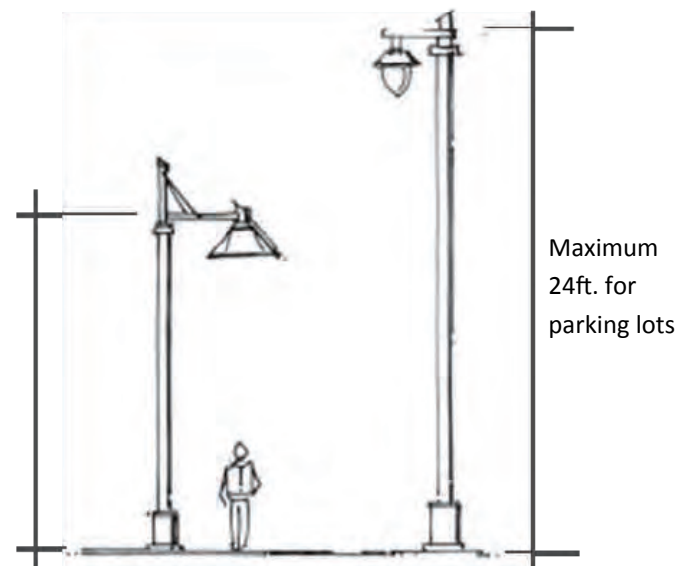
Lighting

INTENT:

To ensure that site lighting contributes to the character of the site and does not disturb adjacent development.

GUIDELINES:

1. Lighting shall be provided within parking lots and along pedestrian walkways.
2. Lighting fixtures shall be limited to heights of 24 ft. for parking lots and 16 ft. for pedestrian walkways.
3. All lighting shall be shielded from producing off-site glare, either through exterior shields or through optical design inside the fixture, so that the direction of light is downward.



Lot lighting



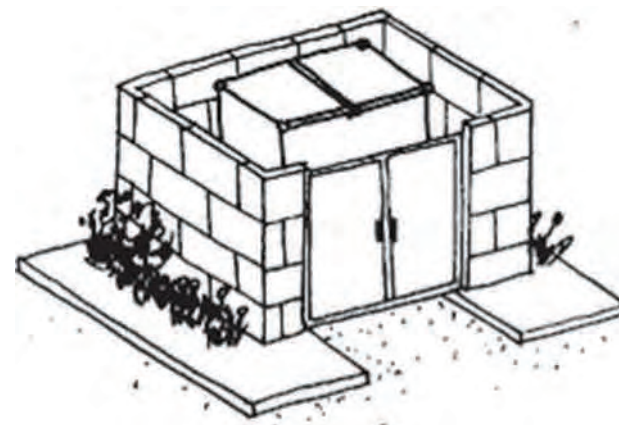
SCREENING AND NOISE CONTROL OF SERVICE AREAS

INTENT:

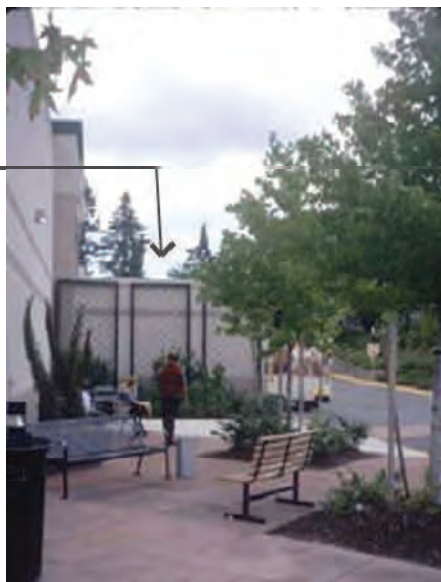
To reduce the impact of service, loading, and trash storage areas.

GUIDELINES:

1. All service, loading, and trash collection areas shall be screened by a combination of decorative walls of either masonry, wood, or vinyl, with planting that meets L2 requirements in SMC 17C.200.
2. Loading and service areas should not face or be adjacent to any residential district, unless no other location is possible.
3. Trash storage areas shall be setback a minimum of 15 feet from street property line.



Service and loading area behind wall with trellis and planting.



Screening of service area



Screening of trash area by wall and planting

ANCILLARY SITE ELEMENTS

INTENT:

To make site elements compatible with each other.

GUIDELINES:

Site furnishings, such as fences, walls, refuse enclosures, light fixtures, carports, and storage units shall be designed to be integrated with the architectural design of the primary structure(s).



Light fixture



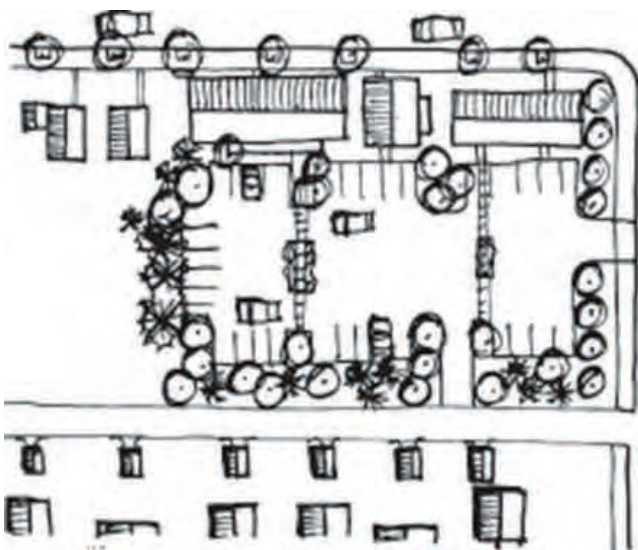
CURB CUT LIMITATIONS

INTENT:

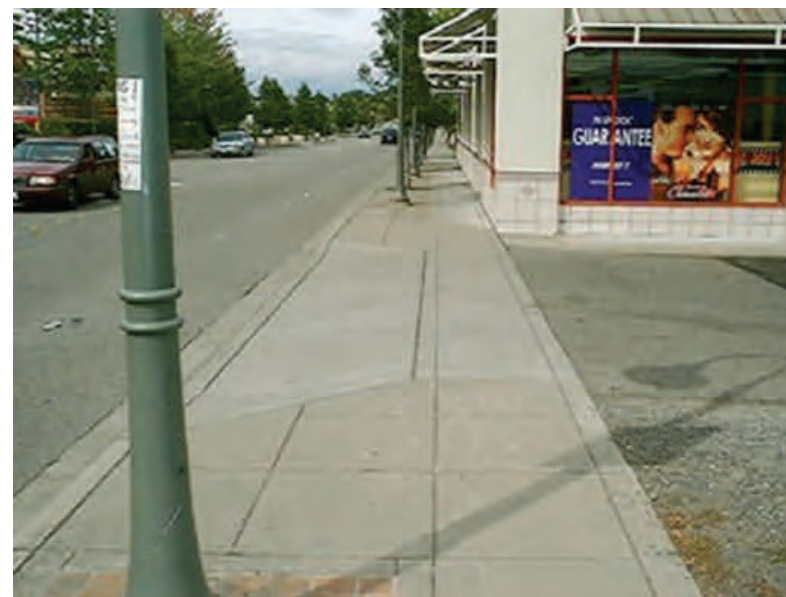
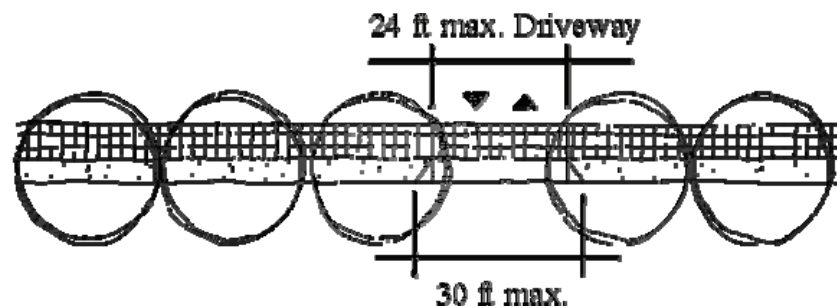
To provide safe, convenient vehicular access without diminishing pedestrian safety.

GUIDELINES:

1. A curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24 feet in width.
2. The sidewalk pattern shall carry across the driveway.
3. Adjacent developments should share driveways, to the greatest extent possible.
4. Vehicular access should be designated so that traffic is not directed through an abutting residential zone.



shared driveway reduces curb cuts



Sidewalk pattern is visibly continuous

PEDESTRIAN CONNECTIONS IN PARKING LOTS

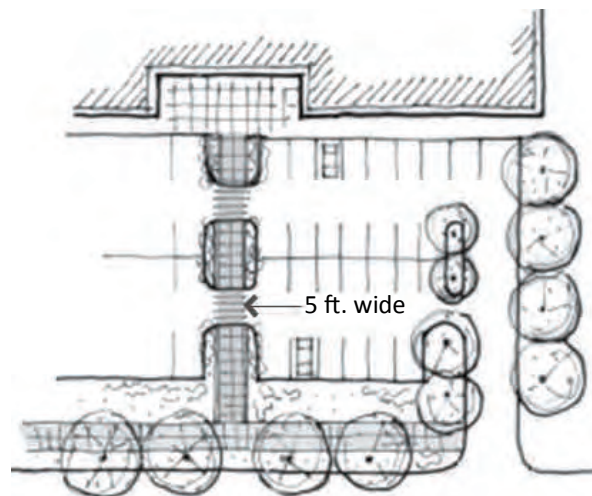
INTENT:

To create a network of safe and attractive linkages for pedestrians.

GUIDELINES:

1. Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided:
 - Between all public right-of-way and building entrances
 - Between parking lots and building entrances

Pedestrian connections can be counted toward the amount of required landscaping.
2. Pedestrian connections shall not be less than 5 feet wide.
3. Pedestrian connections shall be clearly defined by at least two of the following:
 - 6 inch vertical curb.
 - Textured paving, including across vehicular lanes.
 - A continuous landscape area at a minimum of 3 feet wide on at least one side of the walkway.
4. When there is a transit stop adjacent to the site, a pedestrian connection between the transit stops and building entrances, especially the prominent entrances, should be provided.
5. Pedestrian connections should maximize directness of travel between pedestrian origin and destination.



Pedestrian connection through parking lot, enhanced by paving and landscape



6 inch vertical curb defines pedestrian connection



Textured paving reinforces pedestrian connection

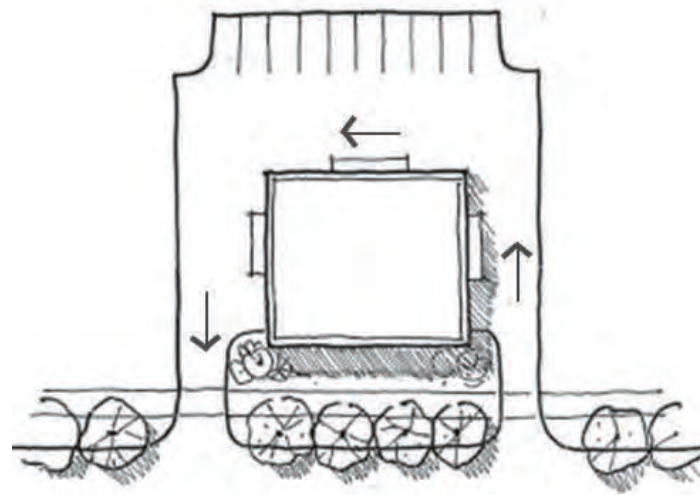
DRIVE-THROUGH LANES

INTENT:

To ensure that the streetscape environment is lively and not overwhelmed by the presence of automobiles.

GUIDELINES:

Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.



Drive-through lanes less prominent from the street

TRANSITION BETWEEN COMMERCIAL AND RESIDENTIAL DEVELOPMENT

Requirement (R)

INTENT:

To ensure compatibility between the more intensive uses in centers and corridors and lower intensity uses of adjacent residential zones by incorporating design elements that soften transitions and protect light and privacy for adjacent residents.

GUIDELINES:

Code provisions require lower heights for portions of buildings that are close to single family residential zones. In addition, any side of the building visible from the ground level of an adjacent single family residential zone shall be given architectural treatment using three or more of the following:

- a. architectural details mentioned under “Ground Level Details”
- b. pitched roof form
- c. windows
- d. balconies
- e. if building is on the Spokane Register of Historic Places, the Secretary of the Interior’s Standards for rehabilitation historic design guidelines shall apply.

Deviation from using three of these architectural treatments must meet the intent of this section and requires a recommendation of approval by the Design Review Board.



Backside of the building viewed from adjacent residential road



Form and scale of commercial buildings compatible with adjacent residential uses

TREATMENT OF BLANK WALLS

INTENT:

To ensure that buildings do not display blank, unattractive walls to the adjacent street or residential areas.

GUIDELINES:

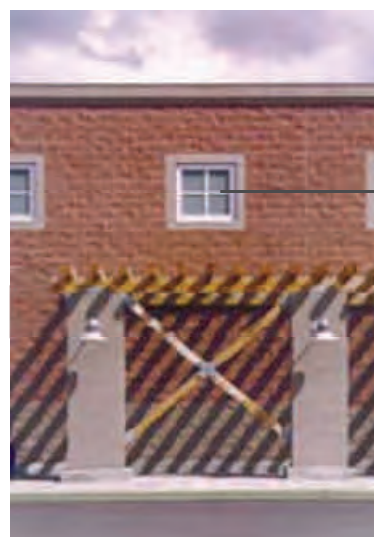
Walls or portions of walls where windows are not provided shall have architectural treatment wherever they face adjacent streets or adjacent residential areas (see guidelines for Façade Transparency). At least four of the following elements shall be incorporated into these walls:

- a. masonry (but not flat concrete block)
- b. concrete or masonry plinth at the base of the wall
- c. belt courses of a different texture and color
- d. outward projecting cornice
- e. projecting metal canopy
- f. decorative tilework
- g. trellis containing planting
- h. medallions
- i. opaque or translucent glass
- j. artwork
- k. vertical articulation
- l. lighting fixtures
- m. vertical landscape wall or “green wall”
- n. display windows
- o. signage as identified in “Pedestrian Oriented Signs”
- p. an architectural element not listed above, as approved, that meets the intent.



Projecting metal canopy, plinth, wall mounted light on a blank wall

Blank wall near the entrance treated with canopy, plinth and horizontal belt courses



Faux windows (back lighted at night)

Trellis

Architectural treatment of blank walls

PROMINENT ENTRANCES

INTENT:

To ensure that main building entrances are easily identifiable, clearly visible, and accessible from streets and sidewalks in order to encourage pedestrian activity and enliven the street.

GUIDELINES:

1. The principal entry to a store / building shall be marked by
 - (a) ornamentation around the door, and
 - (b) at least one of the following:
 - Recessed entrance (recessed at least 3 ft.)
 - Protruding entrance (protruding at least 3 ft.)
 - Canopy (extending at least 5 ft.)
 - Portico (extending at least 5 ft.)
 - Overhang (extending at least 5 ft.)
2. When possible, the entrance should be considered a collection of elements:
 - Overhead: canopy, porches, building extensions
 - Transitional: stoops, courtyards, stairways, ramps, portals, pocket gardens, decks
 - Ground Surface: seating walls, special paving, landscaping, trees, lighting

Deviation from this guideline must meet the intent of this section and requires a recommendation of approval by the Design Review Board.



Recessed entrance



Protruding entrance



Overhang entrance



Entrance with portico and ornamental treatments

FAÇADE TRANSPARENCY

INTENT:

To provide visual connection between activities inside and outside the building.

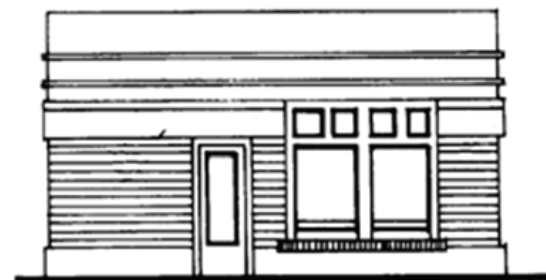
GUIDELINES:

1. In residential, commercial, or mixed-use, a minimum of 15% of any ground floor façade* that is visible from and fronting on any abutting street shall be comprised of windows with clear, “vision” glass allowing views into the interior.
2. A minimum of 30% of any ground floor commercial or mixed-use building façade* that is visible from, fronting on, and located within 60 feet of an arterial or pedestrian street shall be comprised of windows with clear, “vision” glass allowing views into the interior. Display windows may be used to meet half of this requirement.
3. A minimum of 50% of any ground floor commercial or mixed-use building façade* that is visible from and located within 20 feet of an arterial or pedestrian street shall be comprised of windows with clear, “vision” glass allowing views into the interior. Display windows may be used to meet half of this requirement.

* façade within 2 ft. and 10 ft. above the level of the adjacent sidewalk, walkway or ground level.



Visual connection between indoor and outdoor spaces



30% windows located within 60 ft. of street



50% clear facades located within 20ft of street

MATERIALS

INTENT:

To incorporate quality materials and architectural elements in the building design to support pedestrian oriented development.

GUIDELINES:

1. Subject to the façade transparency requirements of these design standards and guidelines, street level exterior facades, up to 10 feet above the level of the adjacent sidewalk, walkway or ground level that face public streets or sidewalks, should be clad in durable materials compatible with an urban context, including materials such as stone, tile, metal, masonry, concrete, manufactured cement products, and/or glass.
2. Exterior Insulating Finish Systems (EIFS) and lapped siding products generally do not comply with the intent of the City's design standards and guidelines and are not allowed on ground floor exterior walls that face public streets or sidewalks.
3. On street frontages, exit corridors, garage openings, loading docks, and all recesses, the design professional should provide a finished appearance to the street with street level exterior finishes fully wrapping into the openings.

MASSING

Requirement (R)

INTENT:

To reduce the apparent bulk of the buildings by providing a sense of “base” and “top” and provide buildings that frame and define the street and contributes to the quality of the public realm and pedestrian experience.

GUIDELINES:

1. Buildings shall have a distinct “base” at the ground level, using articulation and high-quality materials as noted in the Materials section.
2. The “top” of the building shall be treated with a distinct outline that adds variation through varying heights, steps, or depths. See Roof Form section.
3. New structures shall incorporate vertical and horizontal modulations to develop distinctive architectural volumes, break monotonous volumes, and create fine-grain character in scale with adjacent neighborhood character.

Deviation from these guidelines must meet the intent of this section and be recommended by the Design Review Board.

Different material at ground level to define a “base”



ROOF FORM

Requirement (R)

INTENT:

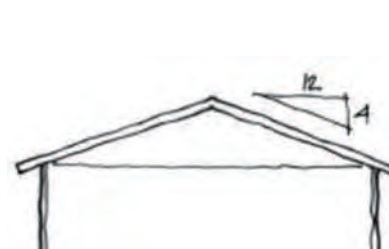
To ensure that roof lines present a distinct profile and appearance for the building and express the neighborhood character.

GUIDELINES:

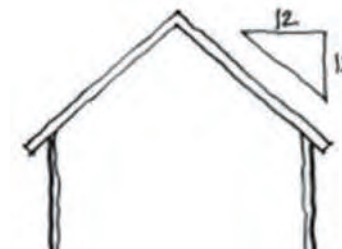
Buildings shall incorporate one of the following roof forms:

- pitched roofs with a minimum slope of 4:12 and maximum slope of 12:12, especially to highlight major entrances.
- outward projecting cornices to create a prominent edge when viewed against the sky.
- flat roofs are to be used in reference to surrounding context, reinforce the architectural character of the street, and be modulated to establish human scale interaction.
- parapets without vertical or horizontal modulation in any 30 foot span shall have an outward projecting cornice of six inches minimum.
- stepped parapets of varying heights (2 feet or 0.1 times the wall height), cornice or other architectural projection articulated through varying heights and depths.

Deviation from these guidelines must meet the intent of this section and be approved by the Design Review Board.



Minimum slope



Maximum slope



Projecting cornice

HISTORIC CONTEXT CONSIDERATIONS

INTENT:

To ensure that infill and rehabilitation, when it is adjacent to existing buildings having historic architectural character, is compatible with the historic context within the neighborhood.

GUIDELINES:

1. New development should incorporate historic architectural elements that reinforce the established character of a center or corridor but still remain a product of their own times. The following elements constitute potential existing features that could be reflected in new buildings:

- materials
- window proportions
- cornice or canopy lines
- roof treatment
- colors

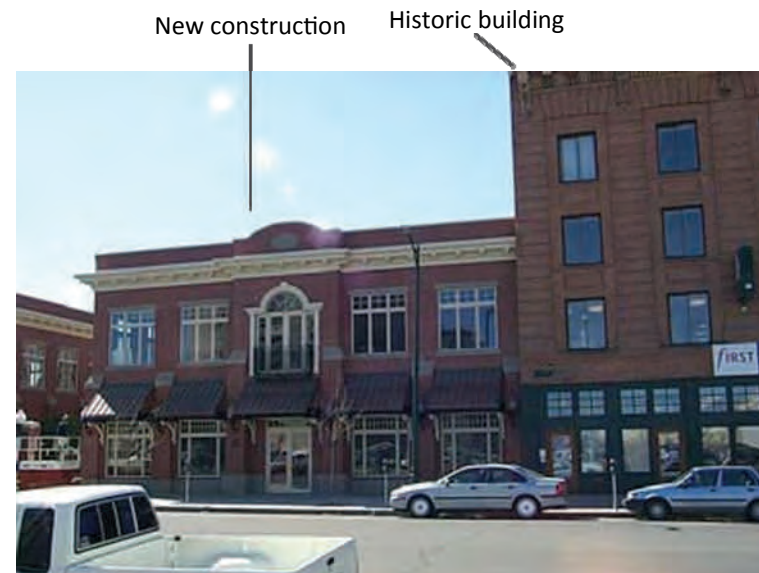
2. When rehabilitating existing historic buildings, property owners are encouraged to follow the Secretary of the Interior's Standards for Rehabilitation*.

- if original details and ornamentation are intact, they should be retained and preserved.
- if original details are presently covered, they should be exposed or repaired.
- if original details are missing, missing parts should be replaced to match the original in appearance. Remaining pieces or old photos should be used as a guide.

3. If a proposed building is not adjacent to other buildings having a desirable architectural character, it may be necessary to look at contextual elements found elsewhere within the area.

* A copy is available at the 3rd floor of City Hall or on the Internet at www.nps.gov

STANDARDS AND GUIDELINES FOR ALL CENTERS AND CORRIDORS



New construction compatible with historic context



Rehabilitated historic building

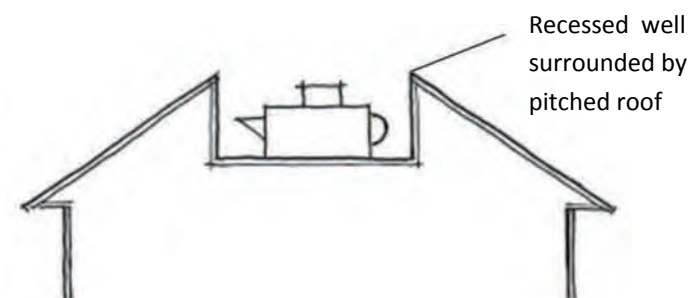
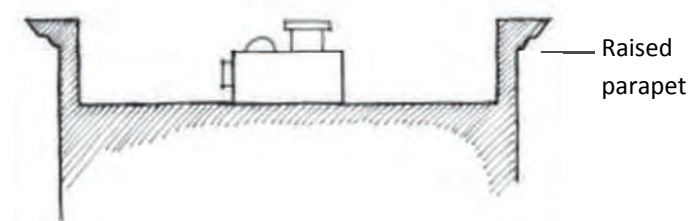
SCREENING OF ROOFTOP EQUIPMENT

INTENT:

To screen view of rooftop mechanical and communications equipment from the ground level of nearby streets and residential areas.

GUIDELINES:

1. Mechanical equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.
2. Painting equipment, erecting fences, and using mansard-type roofs are not acceptable methods of screening.
3. Cell phone transmission equipment should utilize stealth design when located on rooftops.



Mechanical equipment behind the screen wall



Rooftop treatment

STANDARDS AND GUIDELINES FOR SITES ON PEDESTRIAN STREETS

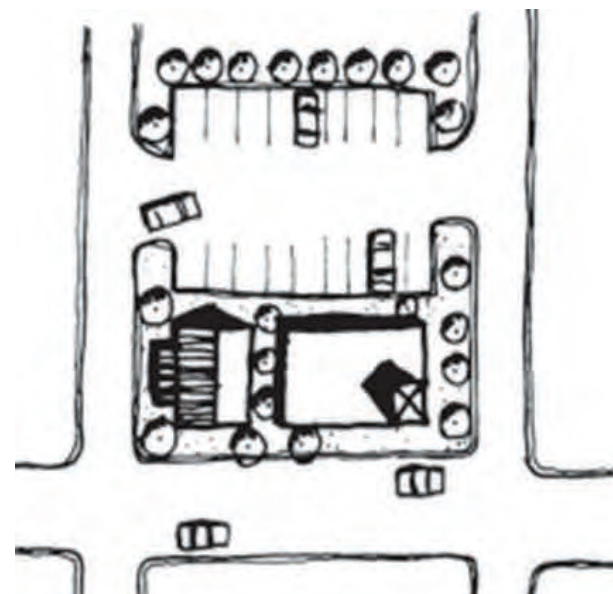
LOCATION OF PARKING LOTS

INTENT:

To maintain a contiguous, active pedestrian street front along designated Pedestrian Streets by locating parking lots behind buildings.

GUIDELINES:

1. Parking lots shall not be located between a building and a Pedestrian Street.



Parking lot behind the building



Parking in rear

Parking lot behind the building

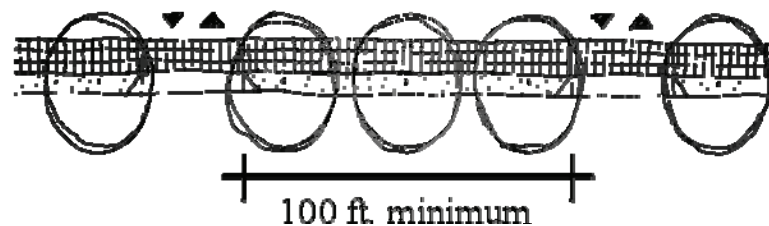
CURB CUTS

INTENT:

To maintain a continuous uninterrupted sidewalk by minimizing driveway access

GUIDELINES:

1. Curb cuts within an ownership should be spaced at no less than 125 feet apart along a principal or minor arterial, and no more than 100 feet apart along a collector arterial.
2. Curb cuts shall not be located along a designated Pedestrian Street.
3. Access to parking should be from the alley, or from a side street if access from the alley is not possible. Access to parking shall not be from a Pedestrian Street unless no other means of access is possible.



STANDARDS AND GUIDELINES FOR SITES ON PEDESTRIAN STREETS

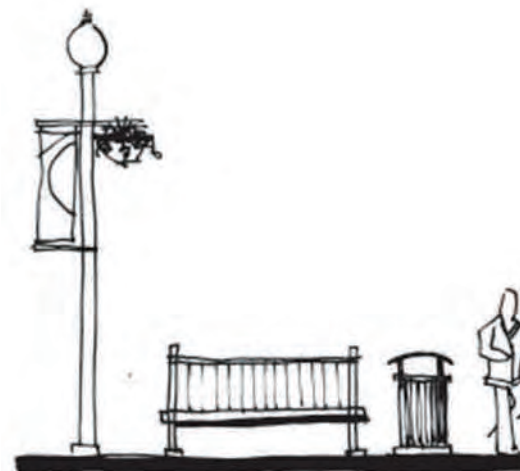
STREETSCAPE ELEMENTS

INTENT:

To create a more pedestrian friendly street through the use of site furnishings along designated Pedestrian Streets.

GUIDELINES:

1. Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than 10,000 sf. Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City.



Bench and trash receptacle grouped with sidewalk light



Bollards, trash receptacles and benches along the sidewalk



STREET - FACING ENTRANCES

INTENT:

To ensure that building entrances directly reinforce pedestrian activity on the Pedestrian Street sidewalks.

GUIDELINES:

The primary entrance to the building shall be visible from and fronting on a Pedestrian Street.



Street facing entrances



Design Standards and Guidelines for Centers and Corri-

STANDARDS AND GUIDELINES FOR SITES ON PEDESTRIAN STREETS

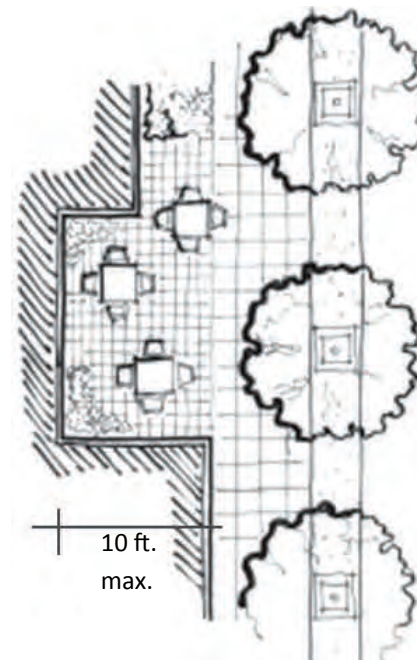
MAXIMUM SETBACK

INTENT:

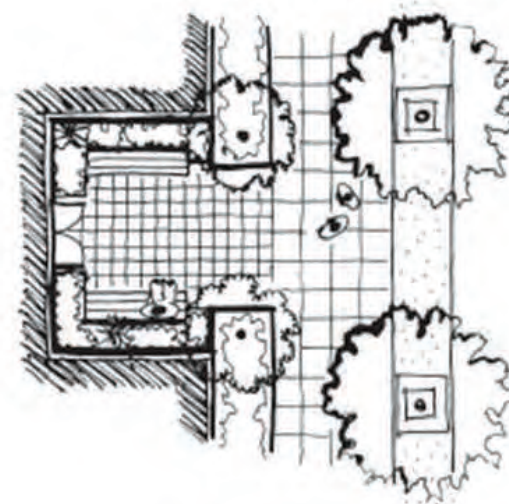
To create a lively, pedestrian friendly sidewalk environment.

GUIDELINES:

Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk (see Setbacks section of Land Use Code for Centers and Corridors), except for a setback up to 10 ft. for the purpose of providing a publicly accessible “plaza,” “courtyard,” or recessed entrance.



Building is set back from sidewalk to provide plaza



Building is set back from sidewalk for recessed entrance/forecourt



Building with no setback from sidewalk

STANDARDS AND GUIDELINES FOR SITES ON PEDESTRIAN STREETS

GROUND LEVEL DETAILS

INTENT:

To ensure that buildings along any Pedestrian Street display the greatest amount of visual interest and reinforce the character of the streetscape.

GUIDELINES:

Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements:

- a. kickplates for storefront windows
- b. projecting sills
- c. pedestrian scale signs
- d. canopies
- e. plinths
- f. containers for seasonal planting
- g. tilework
- h. medallions
- i. rolling doors or windows
- i. if building is on the Spokane Register of Historic Places, the Secretary of the Interior's Standards for Rehabilitation historic design guidelines shall apply.



Elements used at ground level



Various ground level treatments

ADDITIONAL STANDARDS AND GUIDELINES FOR
TYPE 1 CENTERS AND CORRIDORS

PEDESTRIAN ORIENTED SIGNS

INTENT:

To ensure that signs are interactive with people on foot.

GUIDELINES:

1. Signs shall be oriented to pedestrians, rather than people in vehicles. The following are types of signs that are oriented to pedestrians:
 - projecting signs (blade signs)
 - window signs (painted on glass or hung behind glass)
 - logo signs (symbols, shapes)
 - wall signs over entrance
 - sandwich board signs
 - ground signs
2. Pole signs shall not be permitted.



Blade sign



Wall sign



Sandwich board sign



Window sign

ADDITIONAL STANDARDS AND GUIDELINES FOR TYPE 1 CENTERS AND CORRIDORS

INTEGRATION WITH ARCHITECTURE

INTENT:

To ensure that signage is part of the overall design of a project and not additive or an afterthought.

GUIDELINES:

1. The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design.
2. Signs shall not project above the roof, parapet, or exterior wall.



Sign integrated with the entrance



Sign integrated with building order and bays



Sign integrated with building mass

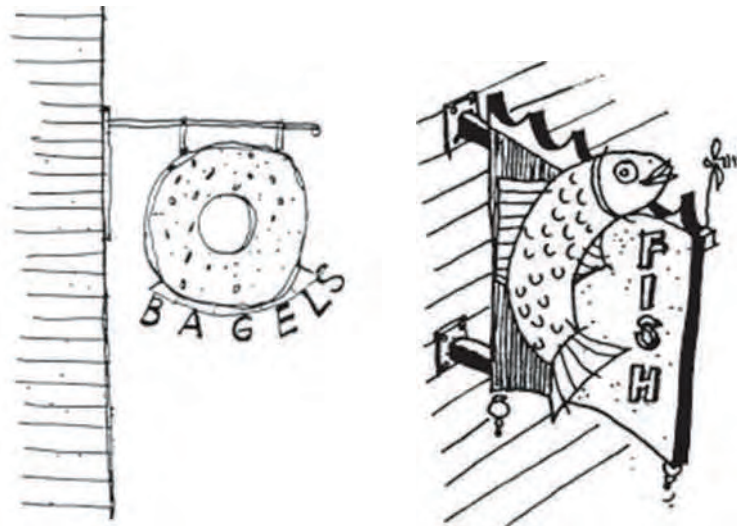
CREATIVE GRAPHIC DESIGN

INTENT:

To encourage interesting, creative and unique approaches to the design of signs.

GUIDELINES:

1. Signs should be highly graphic in form, expressive, and individualized.
2. Signs should convey the product or service offered by the business in a bold, graphic form.
3. Projecting signs supported by ornamental brackets and oriented to pedestrians are strongly encouraged.
4. If projecting signs or wall signs incorporate one-of-a-kind graphic elements, the size otherwise allowed by SMC 17C.240, Signs, may be increased by 20%, so long as the sign is oriented to pedestrians.



Sign expressing the product, integrated with graphic form



Unique projecting signs

UNIQUE LANDMARK SIGNS

INTENT:

To respond to the unique character of the neighborhood and business.

GUIDELINES:

1. Retain existing historic signs and landmark structures that feature the character of the area.
2. New landmark signs should correspond to the location, setting and type of businesses, and shall be approved by the Planning Director.

ADDITIONAL STANDARDS AND GUIDELINES FOR TYPE 1 CENTERS AND CORRIDORS



Unique landmark sign to express the type of business



Regionally famous landmark structure the milk-bottle restaurant



Landmark sign at Garland District

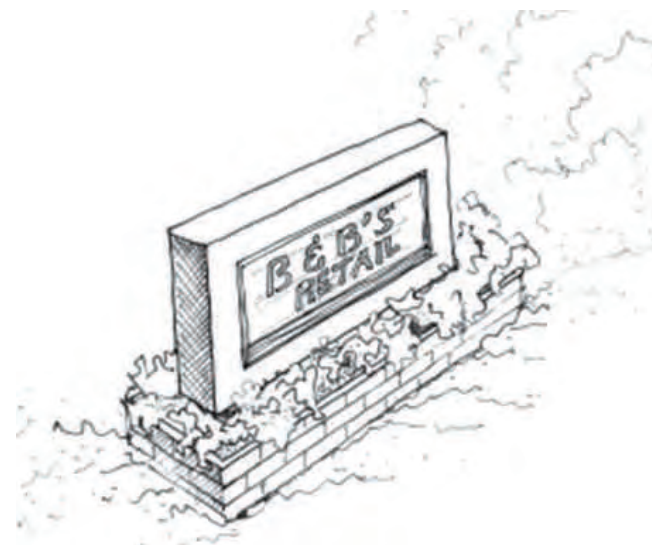
GROUND SIGNS

INTENT:

To ensure that signs are not principally oriented to automobile traffic.

GUIDELINES:

1. Pole signs shall be prohibited. All freestanding signs shall be ground signs no higher than 5 feet total.
2. The base of any ground sign shall be planted with shrubs and seasonal flowers.



Ground sign with landscaping and sculpture

EXHIBIT C



EXHIBIT C: DRAFT ORDINANCE

Department of Planning and Economic Development

The draft ordinance for the adoption of a new pedestrian street designation of a portion of E 29th Ave and amendments to SMC 17C.122.010 and SMC 17C.122.030 to further clarify what pedestrian streets are, where they can be designated, and listing existing designated streets can be found below.

ORDINANCE NO. C _____

An Ordinance concerning land use standards for centers and corridors, and amending sections 17C.122.010 and 17C.122.030 of the Spokane Municipal Code.

WHEREAS, the area centered on 29th Avenue and Regal Street in the Lincoln Heights neighborhood is designated a District Center in the Comprehensive Plan; and

WHEREAS, the Comprehensive Plan includes policies and goals to enhance pedestrian safety and access within and around designated Centers, especially policies LU 2.2, LU 3.2, LU 4.1, and TR 6; and

WHEREAS, the Spokane South Hill Coalition in June 2014 adopted a Connectivity and Livability Strategic Plan (the “Strategic Plan”) for Spokane’s south hill region, including Lincoln Heights neighborhood, which included the goal of a more pedestrian and less auto-centric development of the Lincoln Heights area; and

WHEREAS, consistent with the Strategic Plan, the Lincoln Heights neighborhood developed the Lincoln Heights District Center Plan (“District Plan”) in June 2016, which included specific recommendations for making the business core of Lincoln Heights more pedestrian-friendly and less dependent on automobile transportation, and included specific recommendations for alterations to 29th Avenue to improve pedestrian safety and walkability; and

WHEREAS, on September 4, 2023 the Lincoln Heights Neighborhood Council reviewed the recommendations in the District Plan, and determined that an immediate priority for the neighborhood was designation of 29th Avenue from Martin Street to Fiske Street as a “Pedestrian Street” pursuant to SMC 17A.020.160; and

WHEREAS, designation of 29th Avenue from Martin Street to Fiske Street as a “Pedestrian Street” on the Official Zoning Map will ensure that commercial and residential development along 29th Avenue supports a walkable environment and furthers the goals of the Comprehensive Plan and previous neighborhood planning effort; and

WHEREAS, on October 22, 2023, the Spokane City Council adopted Resolution 2023-0084, which directed the Spokane Plan Commission review of designation of 29th Avenue from Martin Street to Fiske Street as a “Pedestrian Street”; and

WHEREAS, review of the “Pedestrian Street” designation of 29th Ave identified a lack of clarity within the Spokane Municipal Code on what pedestrian streets are, how they can be applied, and where they are located; and

WHEREAS, the Spokane Plan Commission reviewed the designation of 29th Avenue as a “Pedestrian Street” and conducted a hearing on the proposal on January 10, 2024, which hearing resulted in findings of fact and endorsement of revision of certain

provisions in the Spokane Municipal Code regarding pedestrian street designations as well as designation of a portion of 29th Avenue as a “Pedestrian Street.”

NOW, THEREFORE, the City of Spokane does hereby ordain as follows:

Section 1. Section 17C.122.010 of the Spokane Municipal Code is amended to read as follows:

Section 17C.122.010 Intent

The intent of center and corridor regulations is to implement the goals and policies of the comprehensive plan for centers and corridors. These areas are intended to bring employment, shopping, and residential activities into shared locations and encourage, through new development and rehabilitation, new areas for economic activity.

New development and redevelopment is encouraged in these areas that promotes a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking.

Type 1, 2 and 3 center and corridor zones are designated within the center and corridor core land use category and the core commercial areas of the centers and corridors shown on the land use plan map of the comprehensive plan.

The Type 4 mixed use transition zone is designated within the center and corridor transition land use category on the land use plan map of the comprehensive plan.

Center and corridor zones are not intended to be applied to property outside of the Centers and Corridors Land Use Plan Map designations. Type 1 (CC1), Type 2 (CC2), Type 3 (CC3) and Type 4 (CC4) center and corridor zones are identified on the official zoning map. The comprehensive plan center type is also designated on the official zoning map as follows: neighborhood center (NC), district center or corridor (DC) and employment center (EC).

Section 2. Section 17C.122.030 of the Spokane Municipal Code is amended to read as follows:

Section 17C.122.030 ((Centers/Corridors – Official Zoning Map))Pedestrian Street Designations

~~((As shown on the official zoning map, center and corridor zoning classifications (CC1, CC2 and CC3) are only applied to the core commercial areas and the center and corridor land use designations of the centers and corridors designated on the comprehensive plan land use plan map. The center and corridor mixed use transition zone classification (CC4) is only to be applied in the center and corridor transition land use designation on the comprehensive plan land use map. Center and corridor zones are not intended to be applied to property outside of these zones. Type 1 (CC1), Type 2 (CC2), Type 3 (CC3) and Type 4 (CC4) center and corridor zones are identified on the official zoning map. The comprehensive plan center type is also designated on the official zoning map as follows: neighborhood center (NC), district center or corridor (DC) and employment center (EC).))~~

~~((Pedestrian streets are designated on the official zoning map.))~~

- A. The pedestrian street zoning designation promotes a pleasant and safe environment for pedestrians by applying additional standards and use limitations to parcels with center and corridor zoning (CC1, CC2, CC3, and CC4). Design features to promote a pedestrian friendly environment include minimal interruptions of the sidewalk by driveways, publicly usable site furnishing such as benches, tables, and bike racks, and visually interesting buildings close to the sidewalk.
- B. The pedestrian street zoning designation can be applied to any street where adjacent parcels have center and corridor zoning classifications (CC1, CC2, CC3, and CC4).

Designated pedestrian streets are:

1. North Market St between E Nebraska Ave and E Wabash Ave
2. W Garland Ave between N Madison St and N Howard St
3. E Buckeye Ave between N Hamilton St and N Denver St
4. N Columbus St between E North Foothills Dr and E Marietta Ave
5. N Monroe St between W Montgomery Ave and W Boone Ave
6. W Broadway Ave between E Elm St and N Maple St
7. E Sprague Ave between Madelia St and Napa St
8. E Newark Ave/S Perry St between E 7th Ave and 67.5' north of the E 12th Ave ROW
9. S Grand Blvd between E Sumner Ave and E 14th Ave
10. E 29th Ave between S Martin St and S Fiske St

~~((The initial land use code and design standards and guidelines contain specific design standards))~~ The design standards and guidelines in SMC 17C.122.060

Attachment "A" and allowed uses in Table 17C.122-1 are applied to promote the pedestrian friendly environment along these streets.

Section 3. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 4. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

City Attorney

Mayor

Date

Effective Date

EXHIBIT D



EXHIBIT D: SEPA CHECKLIST AND DETERMINATION OF NONSIGNIFICANCE

Department of Planning and Economic Development

The SEPA Checklist, completed on November 6, 2023, and the Determination of Nonsignificance, issued on December 20, 2023 for the designation of a portion of E 29th Ave as a pedestrian street is below.



NONPROJECT DETERMINATION OF NONSIGNIFICANCE

FILE NO(s): E. 29th Avenue, roughly between Fiske to Martin Streets, adding a pedestrian street zoning designation (non-project action)

PROPONENT: City of Spokane

DESCRIPTION OF PROPOSAL: A zoning map amendment (SMC 17C.122.020) to designate a .66 mile portion of E 29th Ave, approximately from S Martin St to S Fiske St. Parcels with frontage on E 29th Ave and CC1-DC or CC2-DC zoning, in the case of future development, would be required to follow the additional pedestrian street allowed uses and design standards and guidelines to promote a pedestrian friendly environment.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: A .66 mile portion of E 29th Ave from approximately S Martin St to S Fiske St, consistent with the CC1-DC and CC2-DC zoning. Sections: S E 1/4 of Section 28, SW 1/4 of Section 27, NE 1/4 of Section 33, and NW 1/4 of Section 34 Township: 25N Range: 43E (map attached)

LEAD AGENCY: City of Spokane Planning Services

DETERMINATION:

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW [43.21C.030\(2\)\(c\)](#). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

- [] There is no comment period for this DNS.
- [] This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- [X] This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). **Comments regarding this DNS must be submitted no later than 4:00 p.m. on January 9, 2024, if they are intended to alter the DNS.**

Responsible Official: Spencer Gardner **Position/Title:** Director, Planning Services

Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201 **Phone:** 509-625-6097

Date Issued: December 20, 2023 **Signature:** 

APPEAL OF THIS DETERMINATION

After a determination has become final, appeal may be made to:

Responsible Official: City of Spokane Hearing Examiner
Address: 808 W. Spokane Falls Blvd., Spokane, WA 99201
Email: hearingexaminer@spokanecity.org **Phone:** 509-625-6010
Deadline: 4 PM January 9, 2024

The appeal must be on forms provided by the Responsible Official and make specific factual objections. Appeals must be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.



City of Spokane
808 W. Spokane Falls Blvd.
Spokane, WA 99201
www.spokanecity.org

State Environmental Policy Act (SEPA) Environmental Checklist

PLEASE READ CAREFULLY BEFORE COMPLETING THE CHECKLIST!

Purpose of Checklist:

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." In addition, complete the Supplemental Sheet For Nonproject Actions (Part D). The lead agency may exclude any question for the environmental elements (Part B) which they determine do not contribute meaningfully to the analysis of the proposal.

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. **Name of proposed project:** E 29th Ave Pedestrian Street Designation
2. **Applicant:** City of Spokane – Planning & Economic Development
Address: 808 West Spokane Falls Blvd
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6500
3. **Agent or Primary Contact:** Brandon Whitmarsh, Planner I
Address: 808 West Spokane Falls Blvd
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6846
4. **Location of Project:** A .66 mile portion of E 29th Ave from approximately S Martin St to S Fiske St, consistent with the CC1-DC and CC2-DC zoning.
Sections: S E 1/4 of Section 28, SW 1/4 of Section 27, NE 1/4 of Section 33, and NW 1/4 of Section 34 Township: 25N Range: 43E
Tax Parcel Number(s): 35273.0023, 35273.0024, 35273.0025, 35273.0058, 35273.0060, 35284.0015, 35284.0047, 35284.0048, 35284.0049, 35284.0149, 35284.0151, 35284.0152, 35284.0154, 35284.0168, 35331.0024, 35331.0101, 35331.0102, 35331.0105, 35331.0112, 35331.0113, 35331.0117, 35331.0504, 35331.0505, 35331.0509, 35331.3901, 35331.4301, 35331.4307, 35331.4308, 35331.5302, 35342.0301, 35342.0302, 35342.0401, 35342.0402, 35342.0403, 35342.0404, 35342.0405, 35342.0435, 35342.0436
5. **Date checklist prepared:** November 6, 2023
6. **Agency requesting checklist:** City of Spokane, Washington
7. **Proposed timing or schedule (including phasing, if applicable):**
City of Spokane Plan Commission Workshop on December 13, 2023 with anticipated Plan Commission Hearing and adoption in by City Council in Q1 2024.
8.
 - a. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain:**
No future phases or actions are anticipated as part of this non-project proposal.
 - b. **Do you own or have options on land nearby or adjacent to this proposal? If yes, explain:**
The City owns no parcels directly affected by this proposal. In the vicinity, the City of Spokane owns Thornton Murphy Park, the Southside Senior Activity Center, and the neighboring water storage facility to the northeast totaling 21.7 acres as well as parcel 35332.0004 to the west and parcel 35332.3112 to the southwest.

9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal:

Not applicable, this is a non-project action.

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain:

Not applicable, this is a non-project action.

11. List any government approvals or permits that will be needed for your proposal, if known:

Not applicable, this is a non-project action.

12. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

A zoning map amendment to designate a .66 mile portion of E 29th Ave, approximately from S Martin St to S Fiske St. Parcels with frontage on E 29th Ave and CC1-DC or CC2-DC zoning would be required to follow the additional pedestrian street design standards and guidelines to promote a pedestrian friendly environment such as minimal interruptions of the sidewalk by driveways, publicly usable site furnishing such as benches, tables, and bike racks, and visually interesting buildings close to the sidewalk. There are a total of 38 affected parcels totaling approximately 29.5 acres.

13. Location of the proposal: (Give sufficient information for a person to understand the precise location of your proposed project. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist.

A .66 mile portion of E 29th Ave, approximately from S Martin Ave to S Fiske Ave. The 38 parcels with frontage on E 29th Ave and CC1-DC or CC2-DC zoning would be affected. See attached map of the affected parcels of this non-project action.

14. Does the proposed action lie within the Aquifer Sensitive Area (ASA)?

Yes No

The General Sewer Service Area?

Yes No

The Priority Sewer Service Area?

Yes No

The City of Spokane?

Yes No

15. The following questions supplement Part A.

a. Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

- (1) **Describe any systems, other than those designed for the disposal of sanitary waste installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).**

Not applicable, this non-project action will not affect any of these systems.

- (2) **Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?**

Not applicable, this is a non-project action.

- (3) **What protective measures will be taken to ensure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.**

Not applicable, this is a non-project action.

- (4) **Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?**

Not applicable, this is a non-project action.

b. Stormwater

- (1) **What are the depths on the site to groundwater and to bedrock (if known)?**

Various throughout the proposal area.

- (2) **Will stormwater be discharged into the ground? If so, describe any potential impacts.**

Not applicable, this non-project action will not directly discharge stormwater.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check one):

Flat Rolling Hilly Steep slopes Mountainous

Other:

b. What is the steepest slope on the site (approximate percent slope)?

This non-project action will not directly modify the topography of the proposal area.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

This non-project action will not directly result in the movement of any soils. The proposal area includes Marble Loamy Sand as well as Hesseltine Silt Loam and Narcisse Silt Loam soils, which are agricultural soils. The proposal area is urban in nature and has not seen agricultural significance for decades.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not applicable, this is a non-project action.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

As a non-project action, this proposal will not require any fill or export of soils. Any future permit proposals would define any use of fill, excavation, or grading at the time the project action is proposed under the regulations in place at that time.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

As a non-project action, this proposal will not involve site level work.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, or buildings)?

Not applicable, this is a non-project action.

h. Proposed measures to reduce or control erosion or other impacts to the earth, if any:

None.

2. Air

- a. What type of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Not-applicable, this is a non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Not-applicable, this is a non-project action.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

None.

3. Water

- a. Surface Water:**

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There are no surface waterbodies on or in the immediate vicinity of affected parcels.

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable, this is a non-project action.

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable, this is a non-project action.

- (4) Will the proposal require surface water withdrawals or diversions? If yes, give general description, purpose, and approximate quantities if known.**

None, this is a non-project action.

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No.

- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Not applicable, this is a non-project action.

b. Groundwater:

- (1) **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Not applicable, this is a non-project action.

- (2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

None, this is a non-project action. The City requires that all development connect to existing sewer service at time of development/renovations of existing uses.

c. Water Runoff (Including Stormwater):

- (1) **Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Not applicable, this is a non-project action.

- (2) **Could waste materials enter ground or surface waters? If so, generally describe.**

Not applicable, this is a non-project action.

- (3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

Not applicable, this is a non-project action.

d. Proposed Measures to reduce or control surface, ground, and runoff water, and drainage patter impacts, if any.

None.

4. Plants

a. Check the type(s) of vegetation found on the site:

- Deciduous trees: alder maple aspen Other:
- Evergreen trees: fir cedar pine Other:
- shrubs grass pasture crop or grain

orchards, vineyards or other permanent crops

Wet soil plants: cattail buttercup bullrush

skunk cabbage Other:

Water plants: water lily eelgrass milfoil

Other:

Any other types of vegetation:

b. What kind and amount of vegetation will be removed or altered?

None, this is a non-project action.

c. List threatened and endangered species known to be on or near the site:

None known, this is a non-project action.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None.

e. List all noxious weeds and invasive species known to be on or near the site:

None known, this is a non-project action.

5. Animals

a. Check and List any birds and other animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk heron eagle songbirds

Other:

Mammals: deer bear elk beaver

Other:

Fish: bass salmon trout herring

shellfish Other:

Any other animals (not listed in above categories):

b. List any threatened or endangered animal species known to be on or near the site.

None known, this is a non-project action.

c. Is the site part of a migration route? If so, explain.

Not known. This is a non-project action.

d. Proposed measures to preserve or enhance wildlife, if any:

None, this is a non-project action.

e. List any invasive animal species known to be on or near the site.

None known, this is a non-project action.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable, this is a non-project action.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe:

Not applicable, this is a non-project action.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

None known, this is a non-project action.

(1) Describe any known or possible contamination at the site from present or past uses.

None known, this is a non-project action.

(2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known, this is a non-project action.

(3) Describe any toxic or hazardous chemicals/conditions that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable, this is a non-project action.

(4) Describe special emergency services that might be required.

Not applicable, this is a non-project action.

(5) Proposed measures to reduce or control environmental health hazards, if any:

None.

b. Noise:

(1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Not applicable, this is a non-project action.

(2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Not applicable, this is a non-project action.

(3) Proposed measure to reduce or control noise impacts, if any:

None.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Affected parcels, parcels with frontage along E 29th Ave and Centers and Corridors zoning, have a mix of uses primarily consisting of commercial and office. Adjacent parcels along E 29th Ave contain a mix of uses from office to single- and multi-family residential. This proposal would not allow for the development of future drive through businesses on affected parcels.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This is a non-project action. No working farmland or forests of any commercial significance will be converted as part of this proposal. The proposal area has been urban in nature for decades and has not seen any recent agriculture uses with commercial significance.

1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**
Not applicable, this is a non-project action.

c. **Describe any structures on the site.**

The affected parcels with frontage on E 29th Ave and CC1-DC or CC2-DC zoning have an array of commercial and office uses.

d. **Will any structures be demolished? If so, which?**

Not applicable, this is a non-project action.

e. **What is the current zoning classification of the site?**

E 29th Ave has a mix of Office (O), Office Retail (OR), Centers and Corridors Types 1 and 2, District Center (CC1-DC, CC2-DC), and Residential Multifamily (RMF) zoning. Pedestrian street designations, such as this proposal, are an additional component of Centers and Corridors zoning and can only be applied to parcels with Centers and Corridors zoning. Zoning of affected parcels on E 29th Ave is therefore Type 1 and Type 2 Centers and Corridors Zoning (CC1-DC and CC2-DC).

f. **What is the current comprehensive plan designation of the site?**

The Land Use Plan Map designation is General Commercial.

g. **If applicable, what is the current shoreline master program designation of the site?**

Not Applicable.

h. **Has any part of the site been classified as a critical area by the city or the county? If so, specify.**

The proposal is in the Critical Aquifer Recharge Area.

i. **Approximately how many people would reside or work in the completed project?**

Not applicable, this is a non-project action.

j. **Approximately how many people would the completed project displace?**

Not applicable, this is a non-project action.

k. **Proposed measures to avoid or reduce displacement impacts, if any:**

None.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

None, this is a non-project action.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable, this is a non-project action.

b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing.

Not applicable, this is a non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

None.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable, this is a non-project action.

b. What views in the immediate vicinity would be altered or obstructed?

Not applicable, this is a non-project action.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Not applicable, this is a non-project action.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable, this is a non-project action.

c. What existing off-site sources of light or glare may affect your proposal?

Not applicable, this is a non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:

None.

12. Recreation**a. What designated and informal recreational opportunities are in the immediate vicinity?**

Thornton Murphy Park to the northeast of the proposal on E 27th Ave and S Ray St offers recreational opportunities in the vicinity of the proposal.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Not applicable, this is a non-project action.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None.

13. Historic and cultural preservation**a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

Some parcels affected by this proposal contain structures older than 45 years old. No historic site or structures have been listed on any register or identified as eligible to be listed. As a non-project action, this will not prevent the eligibility or listing of properties in the future.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None known, this is a non-project action.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archaeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable, this is a non-project action.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable, this is a non-project action. Measures to avoid, minimize, or compensate for resources are a part of existing regulations within the Spokane Municipal Code—those standards would remain unchanged by the proposal.

14. Transportation

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

E 29th Avenue is a Principal Arterial. No change to the function of the street or street designation is proposed. This zoning overlay proposal affects the development standards of parcels adjacent to the street.

- b. **Is site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop.**

Spokane Transit Authority (STA) routes 4, 34, and 43 have service and stops along E 29th Ave in the proposal area. STA route 45 crosses E 29th Ave within the proposal area at S Southeast Blvd. To the south of the proposal area, the South Hill Park and Ride, at S Southeast Boulevard and E 31st Avenue, provides access to several routes to downtown and around the city.

- c. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

Not applicable, this is a non-project action. No changes or improvements are planned as a result of this action.

- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.**

Not applicable, this is a non-project action.

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates? (Note: to assist in review and if known, indicate vehicle trips during PM peak, AM Peak, and Weekday (24 hours)).**

Not applicable, this is a non-project action.

- f. **Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, general describe.**

Not applicable, this is a non-project action.

g. Proposed measures to reduce or control transportation impacts, if any:

None.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Not applicable, this is a non-project action.

b. Proposed measures to reduce or control direct impacts on public services, if any:

None.

16. Utilities

a. Check utilities currently available at the site:

electricity natural gas water refuse service

telephone sanitary sewer septic system

Other:

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed:

Not applicable, this is a non-project action.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS**1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

As a non-project action, no development is planned. Existing Spokane Municipal Code (SMC) controls on water discharge, air emissions, release of toxic or hazardous substances, and noise are not affected by this proposal and therefore, future development compliant with this proposal would not impact water, air, or noise pollution more than what would have been developed under existing regulations.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action, no development is planned. Previously adopted and enforced protections for plants, animals, and fish in the SMC will remain under this proposal, ensuring that future development is as protective of these resources as is currently enforced in the city.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action does not propose any energy or natural resource impacts.

Proposed measures to protect or conserve energy and natural resources are:

None.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands?

As a non-project action, no development is planned. Regulations for the protection of parks and wilderness, endangered species, cultural sites, the river, and farmlands are established within the SMC and are not affected by this proposal. Future development will be required to follow the existing standards.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

No shoreline jurisdiction exists along 29th Avenue. As a non-project action, no development is planned.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

No change to transportation or public services or utilities is anticipated as a result of this non-project action.

Proposed measures to reduce or respond to such demand(s) are:

None.

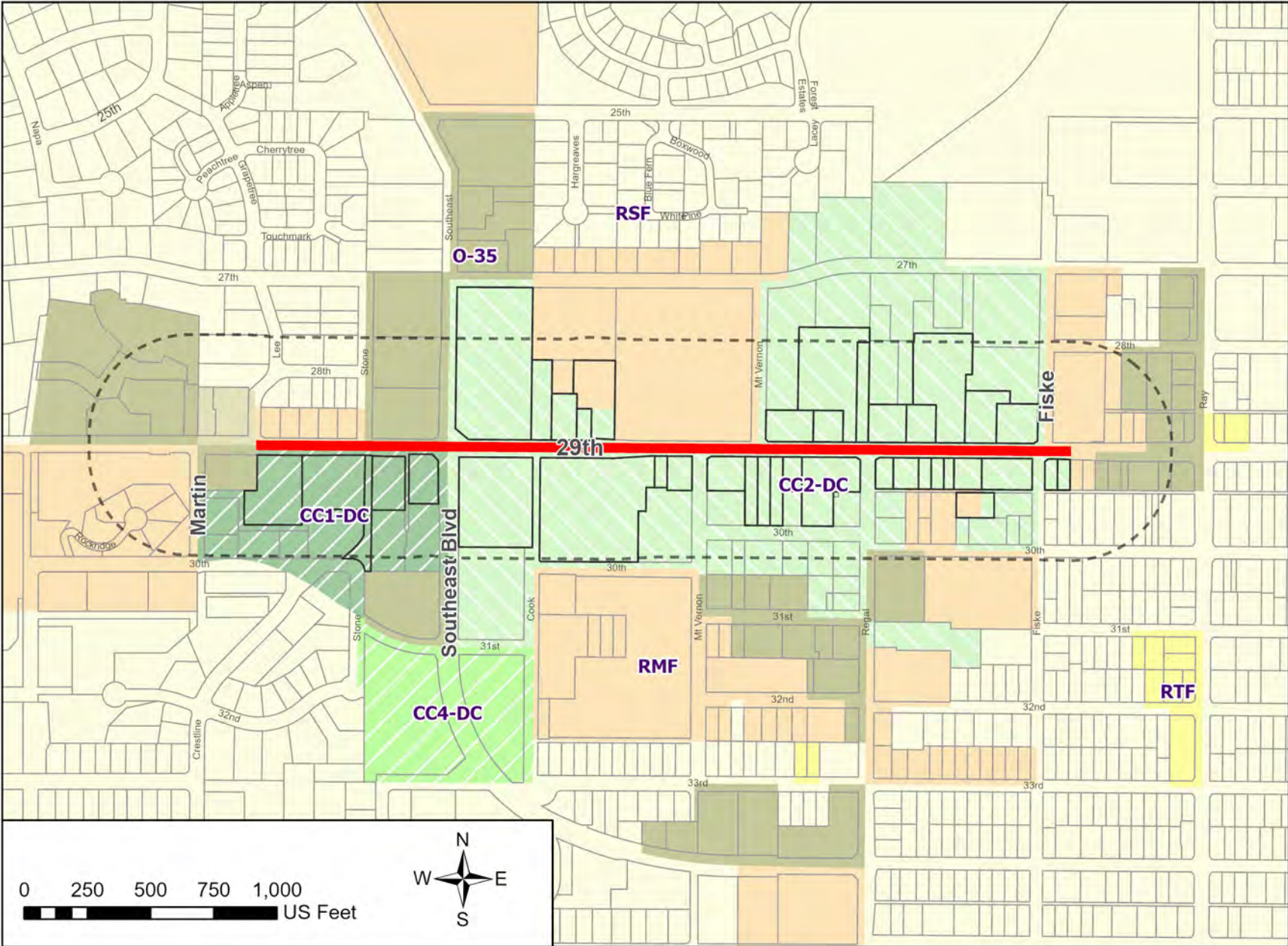
7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.

This proposal would not conflict with local, state, or federal requirements for the protection of the environment.



Proposed Zoning Map Amendment

Pedestrian Street Designation of E 29th Ave at the Lincoln Heights District Center



- LEGEND**
- █ Proposed Pedestrian Street
 - Affected Parcels
 - Notification Area
 - Other Parcels
- Current Zoning**
- Center and Corridor Type 1
 - Center and Corridor Type 2
 - Mixed Use Transition-CC4
 - Office
 - Office Retail
 - Residential Multifamily
 - Residential Two-Family
 - Residential Single-Family

PROPOSAL LOCATION



THIS IS NOT A LEGAL DOCUMENT: The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc. For questions on the information provided herein, contact the City of Spokane, Planning and Economic Development Services.

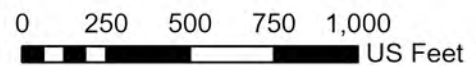


EXHIBIT E



EXHIBIT E: PUBLIC COMMENTS RECEIVED

Department of Planning and Economic Development

Public Comments received before 8:00 am on January 3, 2024 are below.

Whitmarsh, Brandon

From: Jan Woods <sunnydays522@yahoo.com>
Sent: Wednesday, November 29, 2023 3:52 PM
To: Whitmarsh, Brandon
Subject: Re: 29th Ave Pedestrian Project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you so much for your response. I wish you the best in getting your plans implemented as soon as possible. I am overjoyed that there will be improvements this spring along 29th Ave. I look forward to future emails about the project.

On Wednesday, November 29, 2023 at 03:48:53 PM PST, Whitmarsh, Brandon <bwhitmarsh@spokanecity.org> wrote:

Good afternoon Jan,

Thank you for your comments. I've added them to the collected comments on the proposal and will share them with the Plan Commission and City Council prior to their hearings on the proposal. I'll also add your name and email to the list of folks who directly receive any future notices or announcements about this proposal going forward.

To answer your question about the crosswalk at the Rosauers and the bus station, a rapid flashing beacon and better overhead lighting is funded and scheduled for construction this upcoming spring.

Thanks again,



Brandon Whitmarsh (*he/him*) | City of Spokane | Planner I | Planning & Economic Development

509.625.6846 | dept. 509.625.6500 | bwhitmarsh@spokanecity.org | spokanecity.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Jan Woods <sunnydays522@yahoo.com>
Sent: Monday, November 27, 2023 3:14 PM
To: Whitmarsh, Brandon <bwhitmarsh@spokanecity.org>
Subject: 29th Ave Pedestrian Project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello, Mr. Whitmarsh:

Today in my mail was the notice of the proposed change to 29th Ave. I am overjoyed that something could be done to change the way the street is managed for pedestrians and drivers. Changes are long overdue for this dangerous area.

I learned just today that my next-door neighbor Mike Galloway was critically injured a week ago trying to cross 29th Ave at 5 p.m. at dusk. The driver was not cited. Mike is a 79-year-old who frequently crosses 29th Ave. to go to Rosauer's Market. He sustained many broken bones, has head trauma and has been put into a coma. His survival is questionable at this point. We live in the Lincoln Heights Garden and Terrace Apartments with our apartments facing 29th Ave. All residents of these apartments are over age 55. Many use walkers, wheelchairs, and canes so are very slow to get across the busy 4-lane street. There is also considerable foot traffic to get to the bus stop on the southside of 29th Ave near the crosswalk. In the winter, the crosswalk is often covered with snow berms from the plows.

Mike and I have been neighbors for 6 years and have witnessed many close calls of elderly and disabled pedestrians trying to cross 29th using the crosswalk. Drivers simply don't slow down or don't notice when a vehicle in the other lane does not stop. The man who occupied my apartment 7 years ago was killed trying to cross 29th while in the crosswalk around dusk. We are certain that most drivers exceed the 30 MPH speed limit and rarely stop for pedestrians in the crosswalk.

Three years ago, I contacted the Lincoln Heights Community Committee asking for flashing lights to be added to the crosswalk. I was told that there was progress on this situation but no definite plan. I had hope, but it has vanished because until the entire street is changed. In the meantime, there could at least be a change in the speed limit to 20 mph and flashing lights at the crosswalk, and better street lighting. Is this possible?

While I won't be able to attend your public meetings as I rarely go out after dark, I wanted to give my input. I hope positive changes are made as quickly as possible as lives are at stake in this neighborhood. If I can be of assistance in any way, please let me know. If you can use my comments in any way, please do so.

Jan Woods

Resident

Lincoln Heights Garden & Terrace Apartments

2627 E.29th Ave, Apt P5

Spokane, WA 99223

(509) 279-4362

Whitmarsh, Brandon

From: Yaya Senklip <yayasenklip@icloud.com>
Sent: Thursday, November 30, 2023 2:33 PM
To: Whitmarsh, Brandon
Subject: Pedestrian Street Zoning Designation for a portion of East 29th Ave

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Brandon,

Please add to the “interested persons list”:

Yaya Senklip
2708 E 27th Ave G4
Spokane WA 99223

and,

Jerry Peterson
2703 E 29th Ave L2
Spokane WA 99223

and,

Deborah Robinson
2701 E 29th K4
Spokane WA 99223

We don't really understand the informational handout and what all changes are being proposed but we would certainly like to know more.

If this designation is to help “strongly favor the pedestrian” then we do have a suggestion that we would like to see added. We live at the Senior Citizen apartment community: Lincoln Heights Garden and Terrace Apartments — the residents here would like a crosswalk mid-block on Mt. Vernon between 27th and 29th.

This would be just north of the current driveway entrance to the Lincoln Heights mall directly in front of the Baskin Robbins — about where 28th would be if it existed.

The residents here all jaywalk right at that point because we are pedestrians going to the mall. That is right where our facility path/sidewalk leads directly across the street to the mall walk. Right now about 90% of the cars on Mt. Vernon stop and wait for us, probably because we look like pathetic, clueless old folks. But it would be good if we weren't breaking the law but instead we would be using a crosswalk! We would all appreciate your considering this “pedestrian-friendly” idea. Further, if you slow the traffic on 29th the traffic on 27th would likely increase (right now there is often drag racing on 27th during the night) more crosswalks or crosswalks with lights or stop signs on 27th would really help pedestrians at the park and the Goodwill.

Thank you,

Yaya Senklip with Jerry Peterson, and Deborah Robinson

From: Nathan Hutchens <nvhutch04@gmail.com>
Sent: Friday, December 1, 2023 8:14 AM
To: Gardner, Spencer <sgardner@spokanecity.org>
Subject: Support of 29th Pedestrian Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I live in the Southgate Neighborhood near the intersection of Helena and 39th Ave. I am writing in to express my support of giving 29th Ave a Centers and Corridors Pedestrian Street Designation as well as to express my excitement in how rezoning the area may support additional modes of transit.

I have lived in several other neighborhoods on the South Hill (Comstock, Manito, Southgate), and each neighborhood suffers the same issue; 29th Ave is a major obstruction to any mode of transit other than the automobile. I acknowledge some of the great pedestrian and bike upgrades the City has completed since my living here such as the Ben Burr Trail and Fiske Street improvements north of 17th Ave, however accessing these bike facilities from my location is difficult, especially navigating 29th Ave at Pittsburg and/or SE Blvd. I believe that giving 29th between SE Blvd and Ray (approx.) will further the City's goals of supporting other modes of transportation other than the automobile.

Personally, I would like to see a better established bike option between where I live (Helena and 39th Ave) and Downtown (where I work) that utilizes the City's proposed Pittsburg St Greenway and that provides a safe means to navigate SE Blvd and 29th Ave thereby linking up with the Lincoln Park paved pathway. My vision is to create a well defined bike route into downtown and the University District utilizing Pittsburg / SE Blvd / Lincoln Park / 17th / Fiske / Ben Burr. Options would also exist to simply use SE Blvd and Sherman St near Sprague however traffic is much higher on these streets and I would prefer to avoid traffic as much as possible.

The Garden District will connect 32nd Ave to SE Blvd. There is another opportunity to cross SE Blvd at 32nd (near the Bus Park and Ride), and develop a bike lane between 32nd and Lincoln Park. This would enable a rider to pass through the 29th Ave / SE Blvd intersection without having to make a left hand turn across 29th.

Enhanced pedestrian features at 32nd Ave and SE Blvd would also allow for more walkers and bikers to access the Lincoln Heights corridor for groceries, dining, shopping, etc. As I understand it there are several other apartment complexes under consideration near the intersection of 32nd and SE Blvd.

I am truly excited by the opportunity for the Lincoln Heights corridor to become a walkable and safe urban environment. As developed currently the Lincoln Heights shopping center has too much surface parking, too many fast food drive throughs, and too much developable land which is not being utilized. I encourage the City to prioritize this zoning change and support new growth in the area per the pedestrian street guidelines.

Thank you!

Nate Hutchens

Whitmarsh, Brandon

From: Gardner, Spencer
Sent: Monday, December 4, 2023 8:14 AM
To: Black, Tirrell; Whitmarsh, Brandon
Subject: Fw: 28th Ave Centers and Corridors Pedestrian Street Designation

Passing along more public comment.

Spencer Gardner | Director | Planning Services
Office 509-625-6097 | Mobile 509-723-7554 | my.spokanecity.org

From: Sally Phillips <phillips1948@comcast.net>
Sent: Sunday, December 3, 2023 8:26 AM
To: Gardner, Spencer <sgardner@spokanecity.org>
Subject: 28th Ave Centers and Corridors Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My family has lived in Lincoln Heights for 38 years. We support making 29th Ave a Pedestrian Priority Zone.

My husband and I are in our 70's, and live about 3/4 mile from the Lincoln Heights shopping center. For our health and for enjoyment we like to walk to the center for shopping needs. That is *mostly* a pleasant experience, as we can enjoy being outside and seeing what is happening in the neighborhood. However, actually walking along 29th is rather unpleasant. The sidewalk is right next to an abundance of fast-moving traffic, which is a concern as we are not as steady on our feet as we were when younger. In places, shrubbery reduces the sidewalk width. My husband has had knee surgery and is sensitive to driveway dips. If we use the traffic light at 29th/Regal, there is no clear safe path to get to shops at the west end of the center. However, we **STILL like to walk, and persist, despite the less than ideal setup for walkers.**

I participated in the centers and corridors planning, which emphasized making streets around the center more walkable. That's my dream for enhancing our neighborhood.

I have always regretted the way Thornton Murphy Park is isolated by busy surrounding streets. How wonderful it would be if responsible parents could let their kids go to the park independent of being driven.

I am aware that the neighborhood council has made several plans to improve non-motorized access to the shopping center:

- **Fiske greenway designation, with planned pedestrian light at 29th & Fiske**
- **Pedestrian light on 29th across from Rosauers**
- **Sidewalk improvement along Ray**
- **Trail connection between Thornton Murphy Park and the mini-park above the CSO tank on Ray - called 'low-hanging fruit' in the district center plan**
- **Pedestrian light on Ray, midway between the 17th & 29th traffic lights**

Thanks for considering this request to *prioritize* pedestrian needs along this section of 29th. I feel this is a good step toward fulfilling the goals long-sought by our Lincoln Heights neighbors.

Sally Phillips 509-448-6271

Whitmarsh, Brandon

From: Gardner, Spencer
Sent: Tuesday, December 5, 2023 5:14 PM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: Fw: 29th Avenue Pedestrian Street Designation

More comment.

Spencer Gardner | Director | Planning Services
Office 509-625-6097 | Mobile 509-723-7554 | my.spokanecity.org

From: Carol Landa-McVicker <cj_99224@yahoo.com>
Sent: Tuesday, December 5, 2023 3:40 PM
To: Gardner, Spencer <sgardner@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>
Cc: Carol Landa-McVicker <cj_99224@yahoo.com>
Subject: 29th Avenue Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings,

I have lived in Lincoln Heights for over 20 years and during that time have seen significant residential growth and resulting increased traffic and congestion on our main travel corridors including 29th Avenue. In addition to individual family homes, there are many apartment buildings that house seniors on fixed incomes, children who walk to school and adults with various disabilities. Many depend on bus service, walking and riding bikes to access neighborhood grocery stores, banks, clinics, restaurants and retail stores. We want our neighborhood center to be a safe place for people who use transportation other than automobiles.

To mitigate traffic congestion, improve air quality and facilitate walking, riding bikes and using public transportation in our neighborhood, I urge the planning commission to designate 29th Avenue as a Pedestrian Street. While this will not affect the current traffic lanes on 29th, but it will provide traffic calming, help in future planning and make Lincoln Heights a safer neighborhood.

Thank you for your support and consideration of our request.

Carol Landa-McVicker, Lincoln Heights Neighborhood Council Secretary

2705 E Mount Vernon Dr
Spokane, WA 99223

(509) 534-3536 h
(509) 435-1506 c

"Our lives begin to end the day we become silent about things that matter." (Martin Luther King, Jr.)

Whitmarsh, Brandon

From: Plan Commission
Sent: Monday, December 11, 2023 10:51 AM
To: Black, Tirrell; Whitmarsh, Brandon
Subject: FW: 29th Ave Centers & Corridors Pedestrian Street Designation

Thank you,



Angie McCall | *she/her* | Clerk III | Planning & Economic Development
509.625.6864 | my.spokanecity.org



From: DOUGLAS & MARILYN LLOYD <mdlloyd@comcast.net>
Sent: Sunday, December 10, 2023 2:17 PM
To: Plan Commission <eraplanc@spokanecity.org>
Subject: 29th Ave Centers & Corridors Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My husband and I have lived in the Lincoln Heights Neighborhood for 56 years and strongly support the designation of 29th Avenue between Martin and Fiske Streets as a Centers and Corridors Pedestrian Street. We have seen many changes in the traffic through our neighborhood during our life here and over the years we have observed it to become a drive through neighborhood.

Like us, this neighborhood has a high senior population. Homeowners and renters have progressively found 29th Avenue and its businesses difficult to access. We feel that it is important to improve our accessibility to businesses and to support pedestrian and bicycle traffic. Our Neighborhood Council has been and is very active in studying and proposing Traffic Calming Projects. This is done with widespread support of our neighbors.

The street designation is a great step towards the goal which is to eliminate Spokane traffic deaths by 2042. As long-time residents in this neighborhood we ask you to join us in supporting the 29th Ave Centers & Corridors Pedestrian Street Designation. A pleasant and walkable neighborhood will help bring quality to our community center keep all our residents safe.

Marilyn and Douglas Lloyd
3620 E 35th Ave

Whitmarsh, Brandon

From: Plan Commission
Sent: Monday, December 11, 2023 10:51 AM
To: Black, Tirrell; Whitmarsh, Brandon
Subject: FW: Southeast Boulevard

Thank you,

Angie McCall | she/her | Clerk III | Planning & Economic Development
509.625.6864 | my.spokanecity.org

-----Original Message-----

From: bonnie <rpeaches8@gmail.com>
Sent: Sunday, December 10, 2023 7:41 PM
To: Plan Commission <eraplanc@spokanecity.org>
Subject: Southeast Boulevard

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My name is Eugene Roth. I am a resident at Rockwood South Hill Retirement Community. I am severely visually impaired and so do not drive. As a result I walk a great deal on South East Boulevard and 29th Avenue. The issues I will raise are about South East Boulevard.

The sidewalk along Southeast Boulevard is very narrow. There have been two fatalities on the sidewalk in the past five years. Where I was from in Seattle there is a verge between the sidewalk and the street. Here the sidewalk is very narrow and there is no verge between the sidewalk and the street. It is impossible for two people to walk on this sidewalk.

At the bus stop prior to safeway, just before you reach 27th street it is very difficult to negotiate when there are people waiting for the bus with carts or strollers. It forces the pedestrian to walk extremely close to the street. Cars seem to travel at extremely high speeds along Southeast Boulevard. The fatalities that occurred were because of cars jumping to the sidewalk at extremely high speeds. I don't know what the speed limit is but speed appears to be a problem.

This needs to be evaluated and something needs to be done to correct this issue for everyone's safety.

Whitmarsh, Brandon

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Sunday, December 10, 2023 11:05 PM
To: Wilkerson, Betsy; Dillon, Paul; Cathcart, Michael; Bingle, Jonathan; Stratton, Karen; Zappone, Zack; Plan Commission; Gardner, Spencer; Black, Tirrell; Whitmarsh, Brandon; Winkes, Mary
Cc: Marilyn; Sally; Carol Landa-McVicker; Striker, Patrick
Subject: Plan Commission Workshop Comment on Pedestrian Street Designation on 29th, between Martin St and Fiske St

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello

A pedestrian street designation on 29th, between Martin St and Fiske St, is necessary for the safety of our pedestrians and bicyclists. The designation will *ensure* that commercial and residential development supports a walkable environment.

For example, a proposed restaurant on 29th/Regal with a two-lane, fifty car drive thru, that meets parking space limits, does *not* support a walkable environment. It is not a neighborhood scale business. It is an auto-oriented business. It will endanger our pedestrians and bicyclists.

It is noted in the initial review and analysis of center and corridors that our district center has limited opportunities to improve pedestrian activity. A pedestrian street designation on 29th *will* improve pedestrian activity. The city wants to create more housing density in centers and corridors. Transit, walking and bicycling encourages visits to neighborhood businesses. A pedestrian street designation on 29th will ensure our present and future residents can safely access the retail businesses and keep our district center vibrant.

A pedestrian street designation on 29th aligns with our district center plan. Our district center plan supports neighborhood-oriented businesses that cater to folks who walk, bicycle and take the bus. Our district plan envisions retail businesses that provide neighborhood-scale services and increase the level of pedestrian activity in and around our district center.

Our council has worked hard on bicycle paths, greenways and pedestrian safety in our district center. An RRFB will be installed at the crosswalk at 29th/Rosauers in the Spring. A HAWK light at 29th/Fiske is on the four-year traffic calming list. Traffic calming on 29th is a priority in our neighborhood traffic calming program. We have four transit buses that pick up and drop off riders on 29th. Our council is advocating for a public private partnership to merge the open space in the Garden District PUD with a two-acre parcel at 31st/Napa (a former water tower site) to create a 10-acre neighborhood park. We want our district center to be safe, walkable and bicycle-friendly.

I have lived in the neighborhood for 28 years. I work in a retail business in the Lincoln Heights Shopping center. I am a pedestrian. I have been nearly hit numerous times while using the marked crosswalks on 29th and while walking on the sidewalk at the existing drive-thrus. Drivers are typically focused on their food and not the pedestrians on the sidewalk. Allowing more drive thru lanes on 29th will make it more dangerous to walk or shop in our district center.

The Center and Corridor design standards support a safe pedestrian environment. The Pedestrian Master Plan supports a more walkable city. The Design Guidelines for Public Projects supports the importance of pedestrian-oriented spaces.

A pedestrian street designation on 29th aligns with the goals of the Vision Zero Action Plan, the 2014 South Hill Connectivity and Livability Strategic Plan, and the city's Comprehensive Plan, in particular the land use and neighborhood chapters.

Please recommend to the City Council a Pedestrian Street Designation on 29th, between Martin St and Fiske St.

Thank you!

Carol Tomsic

resident

Whitmarsh, Brandon

From: Black, Tirrell
Sent: Tuesday, December 12, 2023 1:39 PM
To: dhume@spokane-landuse.com
Cc: 'Chris Cheeley'; Whitmarsh, Brandon
Subject: RE: Chris Cheeley Property 29th & Fiske

Mr. Hume,

We have received your letter and will forward it to the Plan Commission. We won't include it in the PC agenda packet since we aren't able to reissue this late for tomorrow's meeting. However, it will be in the full agenda packet for the Plan Commission Public Hearing and will also go to the City Council.

Sincerely,
Tirrell

Tirrell Black, AICP

Assistant Director
City of Spokane | Planning & Economic Development
Office 509.625.6185, Main 509-625-6500 | tblack@spokanecity.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: dhume@spokane-landuse.com <dhume@spokane-landuse.com>
Sent: Tuesday, December 12, 2023 9:25 AM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: 'Chris Cheeley' <chrischeeley@gmail.com>
Subject: Chris Cheeley Property 29th & Fiske

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Tirrell: Please share our attached letter with the PC at the workshop. I trust that they will give this some serious consideration and concur.

Dwight J. Hume

Land Use Solutions & Entitlement
9101 N Mountain View Lane
Spokane, WA 99218
509-435-3108

Land Use Solutions & Entitlement

Land Use Planning Services

9101 N. MT. VIEW LANE Spokane, WA 99218
509-435-3108 (V)

(Sent via Email)

12-11-23

Tirrell Black, AICP
Assistant Director
City of Spokane Planning & Economic Development
801 W Spokane Falls Blvd
Spokane WA 99201

Ref: Lincoln Heights Pedestrian Designation, (SEC 29th & Fiske)

Dear Tirrell:

The purpose of this letter is to request that the SEC of Fiske and 29th be removed from the proposed Pedestrian Designation for the following reasons:

- 1) The pedestrian street features should begin at the westerly edge of 29th, (as was proposed by Council), much the same as the west end of the proposed pedestrian improvement of 29th at Lee, (not midblock).
- 2) The physical dimensions of this intersection are not uniform and do not lend themselves to ease of uniform updated improvement. (The SEC of Fiske aligns with the centerline of Fiske, north of 29th).
- 3) The land use pattern of this intersection includes fast food establishments on the NWC and SWC. Hence, drive-thru functions will be there in perpetuity.
- 4) Further development restrictions from the proposed Pedestrian Corridor standards, will discourage development of the site and prolong the vacancy and taxbase deficit.
- 5) It has been my personal experience with the City Council, to heed the wishes of the neighbor's request not to be included, when the Docketing Committee and PC have recommended inclusion of their properties into a proposed zone district under my annual amendments. How is this any different. There's no harm, no foul, to delete this property.

Respectfully Submitted

Dwight J Hume

Dwight J Hume for the SEC Owner. (35342.0301, 0302)

Whitmarsh, Brandon

From: Gardner, Spencer
Sent: Thursday, December 14, 2023 2:12 PM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: Fw: Lincoln Heights 29th Street Pedestrian Street Designation

FYI

Spencer Gardner | Director | Planning Services
Office 509-625-6097 | Mobile 509-723-7554 | my.spokanecity.org

From: Marilyn Reimann <mhreimann68@gmail.com>
Sent: Tuesday, December 12, 2023 3:50 PM
To: Gardner, Spencer <sgardner@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>; City Council Members and Staff <citycouncil@spokanecity.org>
Subject: Lincoln Heights 29th Street Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Planning Director Spencer Gardner
Members of the Planning Commission
Members of our City Council

We have lived in the same house in the Lincoln Heights area for 46 years. We do most of our shopping in Lincoln Heights businesses. With the increased population growth, the amount of traffic has impinged on the walkability of the shopping area.

Pedestrian Street Designation should improve the walkability and even the access to many businesses. Properly designed, it could easily increase the revenue to many businesses by drawing people in to explore and become patrons of the businesses.

With sufficient setbacks, it would increase the usage of the areas.

We are attending and voting members of the Lincoln Heights Neighborhood Council for about 20 years, and we come together to do good for our community and really for all of Spokane,

Thank you,

Henry and Marilyn Reimann

Whitmarsh, Brandon

From: Plan Commission
Sent: Wednesday, December 13, 2023 8:16 AM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: FW: 29th Ave. Center & Corridors Pedestrian street Designation

More public comment

Thank you,



Angie McCall | *she/her* | Clerk III | Planning & Economic Development
509.625.6864 | my.spokanecity.org



From: Richard Sola <richardmsola@gmail.com>
Sent: Tuesday, December 12, 2023 4:38 PM
To: Plan Commission <eraplanc@spokanecity.org>
Subject: 29th Ave. Center & Corridors Pedestrian street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Afternoon, Planning Commission and Staff,

As a long-resident of the Lincoln Heights area, I am in full support of the proposed 29th Avenue Centers and Corridors Pedestrian Designation because it is:

- A common sense way of addressing the dramatically increased traffic on 29th
- Consistent with the City's Comprehensive Plan and numerous other city planning documents
- Serves as a model approach for other areas of the City of Spokane
- It best serves the current and future needs of the Lincoln Heights Neighborhood and its residents by increasing the safety of not only walking, but also driving in the neighborhood.
- It supports the economic development of the Lincoln Heights area by attracting businesses that complement the existing retail/commercial activities.

Notably, the plan will not affect the number of traffic lanes!

Please help make this a reality, one that best serves the needs and wants of the neighborhood as well as the City of Spokane as a whole.

Thank you,

Richard Sola

Sent from [Mail](#) for Windows

Whitmarsh, Brandon

From: Plan Commission
Sent: Tuesday, December 12, 2023 3:50 PM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: FW: 29th Avenue and Centers & Corridors Pedestrian Street Designation

Additional public comment. I've already added it to the agenda and have uploaded it to the website. 😊

Thank you,



Angie McCall | *she/her* | Clerk III | Planning & Economic Development
509.625.6864 | my.spokanecity.org



From: Shawn Terjeson <shawninmotion@gmail.com>
Sent: Tuesday, December 12, 2023 1:33 PM
To: Plan Commission <eraplanc@spokanecity.org>
Cc: Gardner, Spencer <sgardner@spokanecity.org>; City Council Members and Staff <citycouncil@spokanecity.org>
Subject: 29th Avenue and Centers & Corridors Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To the Spokane Plan Commission,

I am writing to support the 29th Avenue and Centers & Corridors Pedestrian Street Designation. Here is why.

My wife and I live on 35th and Cook, easy walking distance from the C&C. Every time I walk or bike to a business on 29th, safety comes to mind.

When I learned from the 2020 census that 25% of my neighbors, like me, are over the age of 65, that opened my eyes. Just like when I learned that people over 60 have a much higher propensity for a fatal outcome when hit by a car. We as a city might want to take a step to protect these older taxpayers.

25+% of the homes in Lincoln Heights have children; 10-12% are single parent homes. There is a surprising streak of poverty that runs through Lincoln Heights, in some spots car ownership is as low as 10%. This means more kids are walking to their destinations. We definitely want to protect these kids.

Outgoing Spokane City Council President Lori Kinnear said, "First and foremost, it's about public safety. It's not about how many drive-thrus we can build in a given space. We're going to have to accommodate the people who live there now and the people who are going to be living there in the future."

I think Lori has it right. Please Support the Pedestrian Street Designation.

Best regards,

Shawn Terjeson

ShawnInMotion@gmail.com

206-935-2646

Whitmarsh, Brandon

From: Plan Commission
Sent: Wednesday, December 13, 2023 8:17 AM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: FW: SUPPORT Pedestrian Street Designation for 29th Avenue between Fiske St and Martin St

Yes, more public comment. 😊

Thank you,



Angie McCall | *she/her* | Clerk III | Planning & Economic Development
509.625.6864 | my.spokanecity.org



From: karen@karenmoble.com <karen@karenmoble.com>
Sent: Wednesday, December 13, 2023 8:05 AM
To: Gardner, Spencer <sgardner@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>; City Council Members and Staff <citycouncil@spokanecity.org>
Cc: Carol Tomsic <carol_tomsic@yahoo.com>
Subject: SUPPORT Pedestrian Street Designation for 29th Avenue between Fiske St and Martin St

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning Plan Commission and Spokane City Council,

I apologize I am sending this email so late with the Plan Commission workshop this afternoon. I have a late emerging time conflict and cannot attend to testify as I had planned.

Please SUPPORT the Pedestrian Street Designation on 29th between Fiske St and Martin St. I'm sure you will hear many thoughtful and cogent comments today as to why this should happen. I believe this is one of the most dangerous areas for pedestrians in our city. My neighbors joke in a somber tone that they will not walk or let their kids walk in this area because the cars are moving too fast, too recklessly and because they don't want to be flattened like Wiley E. Coyote under an Acme anvil.

I believe we should be working to make this area safer and more desirable for all the neighborhood services especially mixed-use retail and many in our area do not have cars and use the bus or walk. We shouldn't have to risk our lives to shop in our neighborhood.

I am happy to share further information but I trust my neighbors will be there and can help create greater understanding of the needs and concerns.

Best regards,

Karen

Karen R. Mobley (she/her)
Artist, Writer, Art Consultant
3515 S. Lee Street
Spokane, WA 99203
karen@karenmobley.com
(509) 499 0784

www.karenmobley.com
www.spokanearts.org

Let love rule the world!

Whitmarsh, Brandon

From: Gardner, Spencer
Sent: Monday, December 18, 2023 9:14 AM
To: Whitmarsh, Brandon; Black, Tirrell
Subject: Fw: 29th Ave. Pedestrian Street Designation

FYI

Spencer Gardner | Director | Planning Services
Office 509-625-6097 | Mobile 509-723-7554 | my.spokanecity.org

From: Saralyn Beckius <srbeckius@gmail.com>
Sent: Sunday, December 17, 2023 12:53 PM
To: City Council Members and Staff <citycouncil@spokanecity.org>; Plan Commission <eraplanc@spokanecity.org>; Gardner, Spencer <sgardner@spokanecity.org>
Subject: 29th Ave. Pedestrian Street Designation

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning,

My name is Saralyn Beckius. I am writing to let The Plan Commission and City Council know that I support giving 29th Avenue Centers & Corridors Pedestrian Street Designation.

I live near the part of 29th in question, yet hardly ever use it. The experience of going to this area to run errands is so miserable that I've delayed visiting Wild Birds Unlimited to restock my feeders for *months*, now. Which of course means I'm kept away from the Trader Joe's and other businesses in the area. The lack of safety and the abundance of car traffic are complete dealbreakers.

The designation will not affect the traffic lanes on 29th Avenue. But it will make it safer for residents to walk, bike, and shop in the neighborhood. And for my part, that is what it will take to make the area usable.

Thank you,
Saralyn Beckius

Whitmarsh, Brandon

From: Whitmarsh, Brandon
Sent: Friday, December 22, 2023 9:57 AM
To: 'Carol Tomsic'
Subject: RE: Non-Project SEPA Request for Comment and Notice of Intent to Adopt -- Comment

Hi Carol,

I wanted to follow up because I am not finding the response I sent. Apologies if this is a repeat, but I want to make sure you are aware. The SEPA Checklist was revised to address the additional Spokane Transit Authority service in the area. Thank you for your comment.

Have a wonderful weekend.

Thank you,



Brandon Whitmarsh (*he/him*) | City of Spokane | Planner I | Planning & Economic Development
509.625.6846 | dept. 509.625.6500 | bwhitmarsh@spokanecity.org | spokanecity.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Whitmarsh, Brandon
Sent: Monday, November 27, 2023 12:23 PM
To: Carol Tomsic <carol_tomsic@yahoo.com>
Subject: RE: Non-Project SEPA Request for Comment and Notice of Intent to Adopt -- Comment

Thank you for the follow up Carol. This information has been received and will be reviewed shortly.

Best,



Brandon Whitmarsh (*he/him*) | City of Spokane | Planner I | Planning & Economic Development
509.625.6846 | dept. 509.625.6500 | bwhitmarsh@spokanecity.org | spokanecity.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Tuesday, November 21, 2023 8:59 PM
To: Whitmarsh, Brandon <bwhitmarsh@spokanecity.org>
Subject: Re: Non-Project SEPA Request for Comment and Notice of Intent to Adopt -- Comment

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Brandon

I just realized I addressed this to the Ryan Benzie, the clerk.

I wanted to make sure routes 43 and 45 were added to the SEPA.

We had talked at the Neighborhood Summit. I appreciated your information and time.

Carol

On Sunday, November 19, 2023 at 08:08:29 PM PST, Carol Tomsic <carol_tomsic@yahoo.com> wrote:

Hi Ryan

The Lincoln Heights Neighborhood Council totally supports the 29th Ave Pedestrian Street Designation.

We do have one comment.

14 Transportation b. (page 14)

E 29th Avenue is served by Spokane Transit Authority (STA) routes 4, 34, **43 and 45** in the proposed area.

Please add routes 43 and 45.

Route 43 stops at 29th/Regal, 29th/Ray and 29th/Rosauers.

Route 45 stops at 29th/SE Blvd.

Thank you!

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

Please send email verification of receipt.

On Tuesday, November 7, 2023 at 02:57:03 PM PST, Benzie, Ryan <rbenzie@spokanecity.org> wrote:

Hello,

Please find attached the Notice of Intent to Adopt and SEPA request for comment for:

Proposal Name: 29th Ave Pedestrian Street Designation

Site Address: Citywide

Please direct any questions or comments to Brandon Whitmarsh , at bwhitmarsh@spokanecity.org.

Thank you,



Ryan Benzie | Clerk III | Planning & Economic Development

509.625.6863 | my.spokanecity.org



From: [Jim V](#)
To: [Gardner, Spencer](#); [Plan Commission](#); [City Council Members and Staff](#)
Subject: Pedestrian Street Designation on 29th, between Fiske St and Martin St.
Date: Wednesday, January 3, 2024 4:36:16 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing to express my feelings about plans for the Lincoln Height neighborhood. As I understand it, the basic issue is whether or not to favor pedestrians. As one who walks a lot around the neighborhood, I hope the plan will favor pedestrians. I have lived here for 15 years and enjoy the many fine businesses and excellent transit service. I must cross 29th Avenue every day when, for example, I walk from my home to the senior center or to upper Lincoln Park. That is why I am looking forward to plans for improved safety at pedestrian crossings, including the lights at the Rosauer's store. As for the proposed drive-through Chick-Fil-A development, I hope it will not be approved. New businesses that are more pedestrian-oriented would certainly be welcome, but one that is so intensely oriented to car traffic would diminish the quality of the neighborhood.

Sincerely,
James VanderMeer
3025 S. Cook St., #9
Spokane, WA 99223-3518
509-477-9814
jhvandermeer@yahoo.com

EXHIBIT F



EXHIBIT F: AGENCY COMMENTS RECEIVED

Department of Planning and Economic Development

Agency comments received during the agency comment period between November 7, 2023 and November 21st, 2023 are below.

Whitmarsh, Brandon

From: Eliason, Joelle
Sent: Monday, November 20, 2023 4:39 PM
To: Whitmarsh, Brandon
Cc: Nilsson, Mike; Johnson, Erik D.; Kells, Patty
Subject: Non-Project SEPA Request for Comment and Notice of Intent to Adopt (29th Ave Pedestrian Street Designation)

Hello Brandon,

Development Services – Engineering has no concerns regarding the subject SEPA.



Joelle Eliason | City of Spokane | Engineering Technician IV Development Services Center
509.625-6385 | 808 W Spokane Falls Blvd, Spokane, WA 99201 | jeliason@spokanecity.org | my.spokanecity.org



Development Services Center is open Monday-Friday 8 am – 5 pm in person, [online](#) or over the phone at 509.625.6300!

Whitmarsh, Brandon

From: Randy Abrahamson <randya@SpokaneTribe.com>
Sent: Monday, November 13, 2023 2:53 PM
To: Whitmarsh, Brandon
Subject: RE: Non-Project SEPA Request for Comment and Notice of Intent to Adopt

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Bradon,

Thank you for contacting the Tribe's Historic Preservation Office, at this time we have no concern for the notice of intent to adopt, portion of E 29th ave around the Lincoln Heights district center as a pedestrian street.

Regards,

Randy Abrahamson
THPO Officer

EXHIBIT G



EXHIBIT G: IMPLEMENTATION OF COMPREHENSIVE PLAN POLICIES

Department of Planning and Economic Development

The following policies of the Comprehensive Plan relate to the proposed pedestrian street designation and updates to sections 17C.122.010 and 17C.122.030 of the Spokane Municipal Code. The full text of the Comprehensive Plan can be found at www.shapingspokane.org.

Chapter 3—Land Use

LU 1.14 – Nonconforming Uses

Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.

Discussion: Whenever land use regulations such as allowable use or building area are modified by the City during the course of a normal public process, the potential exists for current buildings and uses that were previously allowed to now no longer be acceptable. These uses are then considered “nonconforming” and can result in significant challenges to residents, business owners, and developers who wish to modify or expand those uses. The city should seek to limit the amount of these nonconforming uses created by any land use or building regulation changes in the future.

LU 2.1 – Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

Discussion: The “public realm” is the public or private area where people interact with their surroundings or other people. The “public realm” is affected by the appearance, use, and attractiveness of development and how it functions. It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.

LU 2.2 – Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

Discussion: Performance and design standards should address, among other items, traffic and parking/loading control, structural mass, open space, green areas, landscaping, and buffering.

In addition, they should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors. An incentive system should be devised that grants bonuses, such as increased building height, reduced parking, and increased density, in exchange for development that enhances the public realm.

LU 3.2 – Centers and Corridors

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

Discussion: Suggested Centers are designated where the potential for Center development exists. Final determination is subject to a sub-area planning process.

Neighborhood Center

Neighborhood Centers designated on the Land Use Plan Map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar autooriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the Neighborhood Center.

Businesses in the Neighborhood Center are provided support by including housing over ground floor retail and office uses. The highest density housing should be focused in and around the Neighborhood Center. Density is high enough to enable frequent transit service to a Neighborhood Center and to sustain neighborhood businesses. Housing density should decrease as the distance from the Neighborhood Center increases. Urban design guidelines for Centers and Corridors, located in the Spokane Municipal Code, are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the Neighborhood Center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the Center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the Neighborhood Center to be taller. Buildings up to three stories are encouraged in this area.

Attention is given to the design of the circulation system so pedestrian access between residential areas and the Neighborhood Center is provided. To be successful, Centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of Neighborhood Centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood Centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the Neighborhood Center, including the higher density housing surrounding the Center, should be approximately 15 to 25 square blocks. The density of housing should

be about 32 units per acre in the core of the Neighborhood Center and may be up to 22 units per acre at the perimeter.

The following locations are designated as Neighborhood Centers on the Land Use Plan Map:

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada; and
- Fort George Wright Drive and Government Way.

District Center

District Centers are designated on the Land Use Plan Map. They are similar to Neighborhood Centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the District Center, including the higher density housing surrounding the Center, should be approximately 30 to 50 square blocks.

As with a Neighborhood Center, new buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the District Center as a major activity area, it is important to encourage buildings in the core area of the District center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the District Center is provided. Frequent transit service, walkways, and bicycle paths link District Centers and the downtown area.

The following locations are designated as District Centers on the Land Use Plan Map:

- Shadle – Alberta and Wellesley;
- Lincoln Heights – 29th and Regal;
- Southgate;
- 57th and Regal;
- Grand District;
- Five Mile – Francis and Ash (suggested Center, with final determination subject to a sub-area planning process described in LU 3.4); and

- NorthTown – Division and Wellesley (suggested Center, with final determination subject to a sub-area planning process described in LU 3.4).

Employment Center

Employment Centers have the same mix of uses and general character features as Neighborhood and District centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the Center or on land immediately adjacent to the Center.

Employment Centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the Employment Center may be up to 44 dwelling units per acre. Surrounding the Center are medium density transition areas of up to 22 dwelling units per acre.

The following locations are designated as Employment Centers on the Land Use Plan Map:

- East Sprague – Sprague and Napa;
- North Foothills Employment Center;
- Maxwell and Elm;
- Holy Family;
- North Nevada, between Westview and Magnesium; and
- Trent and Hamilton.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a Corridor there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the Corridor. A variety of housing styles, apartments, condominiums, row houses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other Centers, Corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

The following locations are designated as Corridors on the Land Use Plan Map:

- North Monroe Street;
- Hillyard Business Corridor; and
- Hamilton Street Corridor.

Regional Center

Downtown Spokane is the Regional Center and is the primary economic, cultural and social center of the region. With the creation and development of the University District on the east end of Downtown, it is also a major academic hub with the collaboration of multiple institutions of higher education. Downtown contains the highest density and intensity of land use, and continues to be a targeted area for additional infill housing opportunities and neighborhood amenities to create a more livable experience.

The following location is designated as the Regional Center on the Land Use Plan Map:

- Downtown Spokane

LU 3.4 – Planning for Centers and Corridors

Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.

Discussion: Suggested Centers and Corridors are those that have been newly designated and do not have any underlying Center and Corridor land use or zoning. Land use and zoning, as well as the size, location and intensity of the land use for all Centers and Corridors should be determined through a sub-area planning process that is inclusive of all stakeholders. Any such process shall include consultation and coordination with property owners and the neighborhood in which the Center or Corridor is located. This process may be initiated by the city, or at the request of a neighborhood or private interest. Center and Corridor planning should consider the following factors:

- existing and planned commercial and residential densities and development conditions;
- amount of commercial land needed to serve the neighborhood;
- public facilities, available utilities and infrastructure, and service capacity for residential and commercial development;
- capital facility investments and access to public transit; and
- other characteristics of a Center as provided in this plan, or as further refined.

The subarea planning process should result in a determination of the boundaries of the designated Center or Corridor, the land use mix and intensities of use, and the identification of any changes to the Land Use Map within the designated Center or Corridor.

LU 4 – Transportation:

Goal: Promote a network of safe and cost-effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

LU 4.2 – Land Uses That Support Travel Options and Active Transportation

Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.

Discussion: This provides opportunities for people to use active forms of transportation to get to work and shopping, enables less reliance on automobiles, reduces commuting times and distances, makes mass transit more viable, and provides greater convenience for area residents while supporting physical activity.

3.4 – Description of the Land Use Designations (Excerpt)

The following land use plan map designations are necessary for development and growth in the city to achieve the vision and values discussed at the beginning of the chapter. These land use designations are shown on the following map, LU-1 Land Use Plan Map, which apply the requirements of land use and the goals and policies of the Comprehensive Plan to the physical environment, describing the types of development expected in each area. The overall strategy, as described above, is that development mass, height, and lot coverage be concentrated in focused growth areas (Centers and Corridors) while the remaining parts of the city remain occupied by lower intensity uses. Furthermore, future changes to the land use plan map should seek to achieve a transition between areas of lower and higher development mass and form and should avoid locations where the lowest intensity uses immediately transition to the highest intensity uses.

There is expected to be some variation in residential zones within each residential land use plan map designation. Contextual factors such as proximity to services, transportation options, and existing land use patterns should be considered when assigning a zoning category.

The land use designations and their general characteristics are as follows:

Neighborhood Center: The Neighborhood Center contains the most intensive activity area of the neighborhood. In addition to businesses that cater to neighborhood residents, activities such as a day care center, church, or school may be found in the Center. Size and composition of the Center varies depending upon location, access, neighborhood character, local desires, and market opportunities. Important elements to be included in the Center are a civic green, square or park, and a transit stop. Buildings fronting on the square or green should be at least two or three stories in height with housing located above ground floor retail and office uses. Building height is stepped-down and density of housing is lower as distance from the Center increases. The circulation system is designed to facilitate pedestrian access between residential areas and key neighborhood components.

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

For the remainder of the land use descriptions, please refer to the entire comprehensive plan text at www.shapingspokane.org.

Chapter 4—Transportation

TR Goal B: Provide Transportation Choices

Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

INTENT The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR 1 – Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit’s Comprehensive Plan, and the Arterial Street map.

Key Actions

- a. Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- b. Utilize relevant performance measures and adopted level of service standards to track the city’s progress in developing the transportation network for all users.
- c. Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
 - i. Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city’s right-of-way. City of Spokane Comprehensive Plan 4-20

- ii. Implement the city's ADA Transition Plan, Pedestrian Plan and Bicycle Plan with a new focus on broader user groups

TR 5 – Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

Key Actions

- a. Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- b. The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- c. Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- d. Support the development of a bike-share program within the city core.
- e. Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- f. Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
 - i. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.
 - ii. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
 - iii. Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
 - iv. Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children. Means of accomplishing this include:
 - encouraging school routes not to cross arterials;
 - having user-activated signals at arterial intersections;
 - implementing safety patrols with traffic-control signs at busy intersections;
 - working with schools to promote walking groups; and
 - strengthening and enforcing pedestrian right-of-way laws.
 - v. Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
 - vi. Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
 - vii. Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods.
- g. Provide viable facilities for active transportation modes as alternatives to driving.
 - i. Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network.

- ii. Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
- iii. Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.
- iv. Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.
- h. Provide secure parking for bicyclists at key destinations (i.e. Downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to city-established design and siting standards.
- i. Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”.
- j. Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 – Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Key Actions

- a. Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multimodal design, street furniture, and other similar amenities.
- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context.
- c. Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- d. Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking.
- e. Provide transit supportive features (e.g. sidewalks, curb ramps, transit benches, etc.) in support with STA

Chapter 4: Transportation – 4.4 Modal Elements (Exerpts)

Centers and Corridors (pg 4-33)

To establish active destination centers and lively corridors that bring together residents of Spokane via multiple modes of transportation, a few key objectives must be considered. Density, transit access, and walkability are important factors to introduce alternative modes of transportation, encourage development fitting for Spokane’s character, and facilitate economic development in these identified areas.

Pedestrian Network – Pedestrian Master Plan Goals (pg 4-35)

Goal 4 Safe and Inviting Pedestrian Settings - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.

Chapter 8—Urban Design and Historic Preservation

DP 2.10 – Business Entrance Orientation

Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

Discussion: Orienting the business entrance toward sidewalks and pathways and placing parking lots in a location other than between the entrance and the sidewalk demonstrates the business owner's commitment to the pedestrians instead of only to the motoring public.