

TR 1	Overall Transportation	Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life for all residents.
	Policy	Narrative
1.1	Transportation Priorities	Make transportation decisions based upon prioritizing the needs of pedestrians, users of public transportation and non-motorized transportation modes first
TR 2	Transportation Options	Provide a variety of transportation options, including walking, bicycling, taking the bus, car pooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependence on automobiles.
	Policy	Narrative
2.1	Physical Features	Incorporate site design and other physical features into developments that encourage alternatives to driving within neighborhood specific contexts.
2.2	TDM Strategies	Use TDM strategies to reduce demand for auto travel
2.3	Countywide Planning Policies	Provide adequate City staff dedicated to bike/ped planning and coordination to ensure that projects that are developed meet the safety and access needs of all users.
2.4	Parking Requirements	Develop and administer parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.
2.5	Parking Facility Design	Design parking facilities to enhance mobility for all users(including nondrivers) and to mitigate impacts on surrounding areas
2.6	Viable Walking Alternative	Promote and provide for walking as a viable alternative to driving
2.7	Safe Sidewalks	Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of a buffer strip or other street separation.
2.8	Sidewalk Repair and Replacement	Repair and replace broken and uneven sidewalks to improve safety and encourage use by pedestrians
2.9	Crosswalks	Establish and maintain crosswalks at key locations used by pedestrians
2.10	Pedestrian and Bicycle Linkages Across Barriers	Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access
2.11	Pedestrian and Bicycle Access on Bridges	Provide safe pedestrian and bicycle access and an aesthetically pleasing environment on bridges
2.12	Pedestrian and Bicyclist Access to Schools	Enhance the pedestrian and bicycle environment along routes to schools to provide safe walking environment for children
2.13	Viable Bicycling	Promote and provide for bicycling as a viable alternative to driving.
2.14	Bikeways	Provide safe, convenient, continuous bikeways between activity centers and through the city.
2.15	Bicycles on Streets	Provide safe accommodations for bicyclists on street system, which will continue to be primary route system.
2.16	Bicycle Lanes, Boulevards and Paths (Bicycle Facilities)	Use marked on-street bicycle lanes, bike routes and off-street paths in addition to the street system to provide for bike transportation in the city.
2.17	Facilities to Support Bicycling	Provide facilities that support bicycling to make it more feasible for transportation and recreation.
2.18	Viable Transit	Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community.
2.19	Service and Facility Support	Ensure that street standards, land uses, and building replacement support the facilities and services needed along transit routes to make transit viable.
2.20	Transit Shelters and Other Features	Provide transit shelters, bus benches, and other features that support transit use in key locations, such as where transit is especially wanted.
2.21	Transit Level of Service	Establish and measure transit levels of service to meet concurrency requirements and assure that transit can compete with other transportation modes within 20 years as outlines in the Regional Transportation Plan.
2.22	High Capacity Mass Transit	Provide high capacity mass transit along corridors to connect to and from downtown Spokane to serve the city and the region's growing populations and activity centers

TR 3	Transportation + Land Use	Recognize the key relationship between the places where people live, work, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advances Spokane's quality of life.
Policy		Narrative
3.1	Transportation and Development Patterns	Use the City's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas
3.2	Reduced Distances to Neighborhood Services	Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving
3.3	Walking and Bicycle-Oriented Neighborhood Centers	Incorporate physical features in neighborhood centers to promote walking, bicycling, and other non-motorized modes of transportation to and within the centers, reducing the need for driving
3.4	Increased Residential Densities	Increase residential densities, as indicated in the land use element of the City of Spokane's Comprehensive Plan, to support the efficient functioning of transit and mass transit
3.5	Healthy Commercial Centers	Maintain healthy commercial centers within the city that satisfy the shopping and service needs of residents to reduce the amount of driving, utilize existing transportation infrastructure and services, and maintain the city's commercial tax base
3.6	Use of Design	Facilitate the acceptance of densities that support alternate modes of transportation and businesses within neighborhoods by ensuring compatible design of mixed-use and non-single family residential buildings to protect neighborhood character
TR 4	Efficient + Safe Mobility	Design and maintain Spokane's transportation system to have efficient and safe movement of people and goods within the city and region
Policy		Narrative
4.1	Street Design and Traffic Flow	Use street design to manage traffic flow and reduce the need for street expansions
4.2	Self-Enforcing Street Design	Design streets to discourage drivers from speeding and increase the safety of pedestrians, bicyclists, other drivers, and every person and animal in the city
4.3	Narrow Streets	Build streets with the minimum amount of street width needed to serve the street's purpose and calm traffic
4.4	Arterial Location and Design	Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass
4.5	External Connections	Design subdivisions and planned unit developments to be well-connected to adjacent properties and streets on all sides
4.6	Internal Connections	Design communities to have open, well-connected internal transportation connections
4.7	Holistic Plans	Require a transportation master plan as part of any subdivision, PUD, institutional master plan, or other major land use decision
4.8	Freight and Commercial Goods	Accommodate moving freight and commercial goods in ways that are safe, cost efficient, energy efficient, and environmentally friendly
4.9	Downtown Accessibility	Ensure that downtown Spokane is accessible and friendly to all types of transportation users.
4.10	Downtown Street Network	Redesign and construct street network to encourage people to come to downtown Spokane and not to speed through it.
4.11	Consistency of Rules	Strive for consistency in setting speed limits, designating and locating arterials, and developing other transportation rules.
4.12	Law Enforcement	Enforce traffic laws for all modes of transportation rigorously to protect public health and safety.
4.13	Traffic Signals	Place and time traffic signals to ensure coordinated, smooth, and safe movement of traffic
4.14	Signs	Use signs to achieve transportation goals
4.15	Lighting	Provide different degrees of lighting for safety and convenience based on the use of streets and sidewalks and needs of residents
4.16	Safety Campaigns	Implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other
4.17	Street Maintenance	Keep streets well maintained and clean for the benefit of drivers, bicyclists, and pedestrians
4.18	Sidewalk Maintenance	Keep sidewalks clean and well maintained
4.19	Awareness of ROW Streetscape Elements	Increase the understanding and awareness of the essential importance of pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements in protecting public safety and enhancing community.
4.20	Design and Maintenance of ROW Streetscape Elements	Design pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements so that they enhance public safety and Spokane's visual and environmental quality and can be effectively maintained.
4.21	Maintenance Responsibility for ROW Streetscape Elements	The maintenance of pedestrian buffer strips, medians, traffic circles and other right of way streetscape elements is the responsibility of the adjacent property owner and/or neighborhood except for those elements specifically assumed by the City of Spokane.
4.22	Awareness of Maintenance Responsibility for ROW Streetscape Elements	Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements
4.23	Transportation LOS	Set and maintain transportation level of service standards that support desired focused growth patterns and choices of transportation modes.
4.24	Transportation LOS Coordination and Consistency	Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation so that they are consistent
4.25	Pedestrian and Bicycle Access to Parks	Develop safe pedestrian access and bike ways/ routes to city park from surrounding neighborhoods

TR 5	Neighborhood Protection	Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic
	Policy	Narrative
5.1	Neighborhoods for Pedestrians	Orient, design, and maintain neighborhoods for pedestrians
5.2	Neighborhood Transportation Options	Promote a variety of transportation options within neighborhoods
5.3	Neighborhood Traffic Issues	Work with neighborhoods to identify, assess, and respond to the unique traffic issues and needs in each neighborhood
5.4	Traffic Calming Measures	Use traffic calming measures in neighborhoods to discourage speeding, reduce non-neighborhood traffic, and improve neighborhood safety
5.5	Arterials and Neighborhoods	Locate and design arterials to minimize impacts on neighborhoods
5.6	Neighborhood Traffic Speed	Ensure that neighborhood streets have a significantly lower traffic speed than arterial streets
5.7	Neighborhood Parking	Preserve neighborhood parking for neighborhood residents
TR 6	Environmental Protection	Minimize the impacts of the transportation system on the environment, including the region's air quality and environmental features, such as nature corridors
	Policy	Narrative
6.1	Pollution	Design, build, and operate transportation improvements to minimize air, water, and noise pollution and the disruption of natural surface water drainage and natural areas
6.2	Land Respect	Plan and construct transportation improvements with care, considering natural land forms, geography, and nature corridors
6.3	Transportation Alternatives and the Environment	Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment
6.4	Street Cleaning	Clean streets to protect air quality and make for a cleaner, safer Spokane
6.5	Traffic Congestion	Design streets and time traffic signals to reduce traffic congestion and vehicle idling time
6.6	Vehicle-Related Air Pollution	Develop transportation control measures to reduce vehicle-related air pollution
6.7	Street Paving	Place a high priority on public spending for paving dirt and gravel streets to reduce air pollution
6.8	City Hall Goes Green	Conduct City of Spokane business in a way that reduces the environmental impacts resulting from its transportation-related decisions.
TR 7	Sense of Place	Foster a sense of community and identity through the availability of transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city
	Policy	Narrative
7.1	Character and Pride	Create transportation improvements that promote Spokane's character, enhance the character of its neighborhoods, and foster community pride
7.2	Street Life	Promote a healthy street life in commercial areas, especially downtown, through transportation facilities that are designed with care to enhance both their use and the surrounding street environment
7.3	Street Trees	Plant street trees wherever possible to enhance the transportation environment
7.4	Pedestrian Buffer Strips	Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes
7.5	Building Setbacks	Reduce building setbacks from the street and distances between buildings in neighborhood commercial areas to improve pedestrian access and develop an urban form
7.6	Sidewalk Use	Allow businesses to utilize available sidewalks as long as pedestrian travel is not unreasonably impacted and the sidewalk's use and design is in character with the neighborhood
TR 8	Regional Planning	Plan for transportation on a regional basis
	Policy	Narrative
8.1	Plan Collaboratively	Work together to achieve a regional transportation plan that meets the goals and requirements of the GMA but also reflects the visions, values, and interests of the City of Spokane
8.2	Efficient Regional Transportation	Coordinate with SRTC to ensure efficient, multimodal transportation of people and goods between communities regionally
8.3	Countywide Planning Policies	Use the adopted Countywide Planning Policies as additional guidance for transportation planning
8.4	Airfields	Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
8.5	Sharing Information	Share information between all transportation entities on a regular basis; planning information shall be shared during all phases of projects
TR 9	Equitable Funding	Finance a balanced, multimodal transportation system using resources efficiently and equitably
	Policy	Narrative
9.1	Cost Information for Citizens	Promote alternatives to private automobile use by informing citizens of the total economic costs and publicly financed subsidies to motor vehicle use
9.2	Environmental Impact Information	Provide information on the environmental impacts of motor vehicle use
9.3	Dedicated Funds for Retrofitting	The City of Spokane shall dedicate some amount of its annual transportation capital budget to retrofitting the street system to meet the city's pedestrian design standards
TR 10	The Future	Prepare for the future and changing transportation needs resulting from changing populations, technology, and trends
	Policy	Narrative
10.1	Planning Integration	Integrate planning for transportation needs and facilities into project design, including for Pods, individual projects, and neighborhoods
10.2	Innovation to Meet Spirit	Review proposals for development projects in a way that allows innovative design and for solutions that meet the spirit and intent of the law, if not the letter of the law
10.3	Education	Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

Chapter	Section / Policy	Policy Statement	Related Transportation Goal(s)
3. Land Use	3.2 GMA Goal and Requirements And Countywide Planning Policies		
	LU 1 Citywide Land Use	Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development and design, and proactively reinforcing downtown Spokane's role as the urban center.	Goal 1: Provide Transportation Choices, Goal 2: Access
	LU 1.1 Neighborhoods	Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	Goal 2: Access
	LU 1.2 Districts	Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.	Goal 2: Access
	LU 1.4 Higher Density Residential Uses	Direct new higher density residential uses to centers and corridors designated on the land use plan map.	Goal: 1 Provide Transportation Choices, Goal 2: Access
	LU 1.6 Neighborhood Retail Use	Direct new neighborhood retail use to neighborhood centers designated on the land use plan map.	Goal 2: Access
	LU 1.7 Neighborhood Mini-Centers	Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.	Goal 2: Access
	LU 1.9 Downtown	Recognize the direct relationship between citywide land use planning and the present and future vitality of downtown Spokane.	Goal 2: Access, Goal 3: Promote Economic Opportunity
	LU 1.10 Industry	Provide a variety of industrial locations and site sizes for a variety of industrial development and safeguard them from competing land uses.	Goal 3: Promote Economic Opportunity
	LU 2 Public Realm Enhancement	Goal: Encourage the enhancement of the public realm.	Goal 7: Sense of Place
	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.	Goal 7: Sense of Place
	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.	Goal 7: Sense of Place
	LU 3 Efficient Land Use	Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	Goal 2: Access, Goal 3: Promote Economic Opportunity
	LU 3.1 Coordinated and Efficient Land Use	Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and focused growth in areas where adequate services and facilities exist or can be economically extended.	Goal 2: Access
	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.	Goal 2: Access
	LU 3.5 Mix of Uses in Centers	Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.	Goal 2: Access
	LU 3.13 Shared Parking	Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.	Goal 2: Access
	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.	Goal 1: Provide Transportation Choices, Goal 2: Access
	LU 4.1 Land Use and Transportation	Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the transportation chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.	Goal 1: Provide Transportation Choices, Goal 2: Access
	LU 4.2 Land Uses that Support Travel Options	Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.	Goal 2: Access
	LU 4.3 Neighborhood Thru-Traffic	Create boundaries for new neighborhoods through which principal arterials should not pass.	Goal 4: Respect Natural and Neighborhood Assets
	LU 4.4 Connections	Design residential, commercial, and industrial development that takes into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips.	Goal 1: Provide Transportation Choices, Goal 2: Access
	LU 4.5 Block Length	Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths.	Goal 1: Provide Transportation Choices
	LU 6 Adequate Public Lands and Facilities	Goal: Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	Goal 2: Access
	LU 6.4 Land Use Decisions	Consider the needs of schools, such as pedestrian safety and a quiet environment conducive to learning, when making land use decisions.	Goal 1: Provide Transportation Choices, Goal 2: Access
	LU 9 Annexation Areas	Goal: Support annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has the fiscal capacity to provide services.	Goal 6: Maximize Public Benefits
	LU 9.7 City Construction Standards	Require utilities, roads, and services in the city's urban growth area to be built to city standards.	Goal 7: Sense of Place

5. Capital Facilities			
	CFU 3 Coordination	Goal: Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.	Goal 6: Maximize Public Benefits
	CFU 3.5 Uniformity of Standards	Apply the City of Spokane's engineering, land use and related level of service standards throughout the City of Spokane's designated Urban Growth Area (UGA), regardless of governing jurisdiction	Goal 7: Sense of Place
	CFU 4 Service Provision	Goal: Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	Goal 6: Maximize Public Benefits
	CFU 4.1 Compact Development	Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.	Goal 2: Access
	CFU 6 Multiple Objectives	Goal: Use capital facilities and utilities to support multiple interests and purposes.	Goal 6: Maximize Public Benefits
	CFU 6.1 Community Revitalization	Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in older parts of the city.	Goal 2: Access, Goal 6: Maximize Public Benefits
	CFU 6.2 Economic Development	Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.	Goal 3: Promote Economic Opportunity
6. Housing			
	H 1 Affordable Housing	Goal: Provide sufficient housing for the current and future population that is appropriate, safe, and affordable for all income levels.	Goal 2: Access
	H 1.3 Employer-Sponsored Housing	Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	Goal 1: Provide Transportation Choices
	H 1.4 Use of Existing Infrastructure	Direct new residential development into areas where community and human public services and facilities are available and in a manner that is compatible with other Comprehensive Plan elements.	Goal 2: Access
	H 3 Housing Quality	Goal: Improve the over all quality of the City of Spokane's housing.	Goal 2: Access
	H 3.4 Linking Housing with Other Land Uses	Ensure land use plans provide increased physical connection between housing, employment, recreation, daily-needs services, and educational uses.	Goal 2: Access
7. Economic Development			
	ED 2 Land Availability for Economic Activities	Goal: Ensure that an adequate supply of useable industrial and commercial land is available for economic development activities.	Goal 3: Promote Economic Opportunity
	ED 2.4 Mixed-Use	Support mixed-use development by identifying areas for economic growth that bring employment, shopping, and residential activities into shared locations that, through preservation or redevelopment, stimulate opportunities for economic activity.	Goal 3: Promote Economic Opportunity
	ED 3 Strong, Diverse, and Sustainable Economy	Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	Goal 3: Promote Economic Opportunity
	ED 5 Education and Workforce Development	Goal: Improve Spokane's economy through a well educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the wor kplace.	Goal 3: Promote Economic Opportunity
	ED 5.7 Transportation and Employment Opportunities for Special Needs Populations	Promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.	Goal 2: Access
	ED 6 Infrastructure	Goal: Implement infrastructure maintenance and improvement programs that suppor t new and existing business and that reinfor ce Spokane's position as a regional center .	Goal 6: Maximize Public Benefits
	ED 6.1 Infrastructure Utilization	Locate development where infrastructure capacity already exists before extending infrastructure into new areas.	Goal 6: Maximize Public Benefits
	ED 6.5 Infrastructure Maintenance	Maintain infrastructure at safe and efficient levels.	Goal 6: Maximize Public Benefits
	ED 8 Quality of Life and the Environment	Goal: Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.	Goal 3: Promote Economic Opportunity, Goal 4: Respect Natural and Neighborhood Assets
	ED 8.1 Quality of Life Protection	Protect the natural and built environment as a primary quality of life feature that attracts new business.	Goal 4: Respect Natural and Neighborhood Assets, Goal 7: Sense of Place

8. Urban Design and Historic Preservation			
	DP 1 Pride and Identity	Goal: Enhance and improve Spokane's visual identity and community pride while striving to maintain its visual diversity.	Goal 7: Sense of Place
	DP 1.6 Gateway Identification	Establish gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.	Goal 7: Sense of Place
	DP 2 Quality Design	Goal: Enhance the livability of Spokane by preserving its historic character and building a legacy of quality public and private development.	Goal 7: Sense of Place
	DP 3 Function and Appearance	Goal: Use design to improve how development relates to and functions within its surrounding environment.	Goal 7: Sense of Place
	DP 3.2 Access to Alternative Modes of Transportation	Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation	Goal 1: Provide Transportation Options, Goal 2: Access
	DP 3.3 Buffers and Transitions	Use landscaped buffers and less intense land uses between incompatible industrial, commercial, and residential uses.	Goal 7: Sense of Place
	DP 3.4 Streetscape Plan	Prepare and implement a comprehensive streetscape plan for each commercial and neighborhood area.	Goal 7: Sense of Place
	DP 3.10 Parking Facilities Design	Minimizing surface parking by creating alternatives that enable intensive and pleasant site development.	Goal 6: Maximize Public Benefits
	DP 3.12 Transit Use and Transportation Alternatives	Develop facilities that are safe, pleasant, and that promote the use of transportation alternatives.	Goal 1: Provide Transportation Options
	DP 5 Downtown Center Viability	Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center, and preserving and reinforcing its historic and distinctly urban character.	Goal 3: Promote Economic Opportunity
	DP 5.2 Street Life	Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.	Goal 1: Provide Transportation Options, Goal 2: Access, Goal 3: Promote Economic Opportunity
	DP 6 Neighborhood Qualities	Goal: Preserve, improve, and support the qualities of individual neighborhood areas.	Goal 2: Access, Goal 4: Respect Natural and Neighborhood Assets
	DP 6.3 Transit and Pedestrian-Oriented Development	Encourage attractive transit and pedestrian-oriented development.	Goal 1: Provide Transportation Options, Goal 2: Access
9. Natural Environment			
	NE 5 Clean Air	Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	Goal 4: Respect Natural and Neighborhood Assets
	NE 5.2 Alternative Transportation Modes	Pursue a land use development and design pattern that allows people to walk, bicycle, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.	Goal 1: Provide Transportation Options, Goal 2: Access, Goal 5: Enhance Public Health and Safety
	NE 5.3 Downtown Improvement	Design a downtown area that meets people's living, shopping, working, spiritual, and residential needs and does not require the daily use of automobiles for transportation purposes.	Goal 1: Provide Transportation Options, Goal 2: Access
	NE 5.5 Alternative Transportation Incentives	Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.	Goal 1: Provide Transportation Options
	NE 5.6 Barrier Free Environments	Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.	Goal 1: Provide Transportation Options
	NE 5.12 Unpaved Streets and Alleys	Pave dirt streets and alleys to limit the amount of unhealthy particulates in the air.	Goal 5: Enhance Public Health and Safety
	NE 12 Urban Forest	Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	Goal 4: Respect Natural and Neighborhood Assets, Goal 5: Enhance Public Health and Safety
	NE 12.1 Street Trees	Plant trees along all streets.	Goal 4: Respect Natural and Neighborhood Assets
	NE 13 Connectivity	Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	Goal 1: Provide Transportation Choices, Goal 2: Access
	NE 13.1 - NE 13.4	policies related to Walkway and Bicycle Path System, Design, Use, Winter Use	Goal 1: Provide Transportation Choices, Goal 2: Access
	NE 16 Quality of Life	Goal: Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.	Goal 7: Sense of Place
10. Social Health			
	SH 2 Facilities for Special Needs Populations	Goal: Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.	Goal 2: Access
	SH 2.4 Co-Location of Facilities	Permit key land uses to locate within close proximity to each other so people have the option of convenient access to daily goods and services, especially for those persons with mobility limitations.	Goal 2: Access
	SH 4 Diversity	Goal: Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, or disability.	Goal 2: Access
	SH 4.3 Universal Accessibility	Ensure that neighborhood facilities and programs are universally accessible so that persons of different age groups, ethnic and socioeconomic backgrounds, interests, and abilities can readily interact with one another.	Goal 2: Access
	SH 6 Safety	Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning, Design Review, Police, Fire, Human Services, Youth, Recreation, and Neighborhood Services.	Goal 5: Enhance Public Health and Safety, Goal 7: Sense of Place
	SH 6.1 CPTED	Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.	Goal 5: Enhance Public Health and Safety, Goal 7: Sense of Place

11. Neighborhoods			
	N 2 Neighborhood Development	Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to insure the city's residential quality and economic vitality.	Goal 3: Promote Economic Opportunity, Goal 4: Respect Natural and Neighborhood Assets
	N 2.1 Mixed-Use Neighborhood Centers	Develop a neighborhood infrastructure that enables citizens to live, work, shop, socialize, and receive other essential services in their own neighborhood.	Goal 2: Access
	N 3 Neighborhood Facilities	Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	Goal 2: Access, Goal 4: Respect Natural and Neighborhood Assets
	N 3.2 Major Facilities	Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils or steering committees to explore mitigation measures, public amenity enhancements, and alternative locations.	Goal 1: Provide Transportation Choices, Goal 2: Access
	N 4 Traffic and Circulation	Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	Goal 1: Provide Transportation Choices, Goal 2: Access, Goal 4: Respect Natural and Neighborhood Assets, Goal 5: Enhance Public Health and Safety
	N 4.1 - N 4.14	all policies emphasize the neighborhood aspects of traffic impacts, and the desire to mitigate those impacts; along with improving multimodal connections. NOTE: The update to this section is currently being reviewed by the Plan Commission.	Goal 1: Provide Transportation Choices, Goal 2: Access, Goal 4: Respect Natural and Neighborhood Assets, Goal 5: Enhance Public Health and Safety
	N 5 Open Space	Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	Goal 1: Access, Goal 4: Respect Natural and Neighborhood Assets
	N 5.3 Linkages	Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.	Goal 1: Provide Transportation Choices, Goal 2: Access, Goal 4: Respect Natural and Neighborhood Assets, Goal 5: Enhance Public Health and Safety
	N 6 The Environment	Goal: Protect and enhance the natural and built environment within neighborhoods.	Goal 4: Respect Natural and Neighborhood Assets
	N 6.1 Environmental Planning	Protect the natural and built environment within neighborhoods through neighborhood planning that considers environmental impacts from development.	Goal 4: Respect Natural and Neighborhood Assets
12. Parks, Recreation, and Open Spaces			
	PRS 3 Bicycle and Pedestrian Circulation	Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.	Goal 1: Provide Transportation Options
	PRS 3.1 Trails and Linkages	Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.	Goal 1: Provide Transportation Options, Goal 4: Respect Natural and Neighborhood Assets
13. Leadership, Governance, and Citizenship			
	LGC 6 Governmental Coordination	Goal: Encourage all jurisdictions to coordinate the planning, regulatory implementation, and capital expenditure process among governmental agencies (city, county, interstate).	Goal 6: Maximize Public Benefits
	LGC 6.3 Uniform Standards and Regulations	Provide uniform engineering standards and land use regulations within the urban growth area, regardless of governing jurisdiction.	Goal 7: Sense of Place