



SPOKANE NORTH BANK SUBAREA PLAN

for the City of Spokane, Washington

December 2019

DRAFT

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EXECUTIVE SUMMARY

The North Bank can refer variously to a long stretch of land on the northern bank of the Spokane River, the general vicinity of Downtown Spokane that is located on the northern side of the Spokane River, or the specific geography delineated by the North River Overlay, as defined by the 1982 North Riverbank Design plan. This general area has remained significant throughout Spokane's history, even prior to European settlement.

Today, increasing development interest in the North Bank has propelled the City of Spokane to complete a subarea planning process for the North Bank. This process included analysis, engagement and proactive planning, which are summarized in this document.

Existing Conditions

The North Bank contains a mix of land uses and significant public infrastructure, as well as a wide array physical conditions. Population growth in the North Bank has been weak in recent decades, though single family and multifamily residential uses are present throughout the area, ranging in intensity from detached houses to seven-story condominiums. Additional housing is proposed, which if built, could reach 15-20 stories in height.

Commercial uses are present in low- and mid-rise structures, with significant concentrations along Monroe St., in Kendall Yards and on both the south and north sides of N. River Dr. (where hotels, medical facilities and professional offices predominate). Residential growth may require additional retail and service-related uses to provide daily goods and services for new residents. There is evidence to suggest that demand for additional retail in the North Bank exists now.

Surface parking lots and vacant land are present, though many of the surface lots serve the Spokane Arena, and some of the vacant lands are slated for redevelopment.

Gonzaga University abuts the eastern end of the subarea (as defined by the existing North River Overlay). The Spokane County campus is adjacent to the North Bank on the west.

Education and incomes lag for North Bank area residents. Planning for the North Bank needs to strongly consider equity and economic opportunity for current residents in planning investments in housing, transportation and other community needs. Redevelopment must be managed to mitigate the risk of displacement for current residents, and the City should evaluate policy proposals that reduce barriers for low- and moderate-income housing.

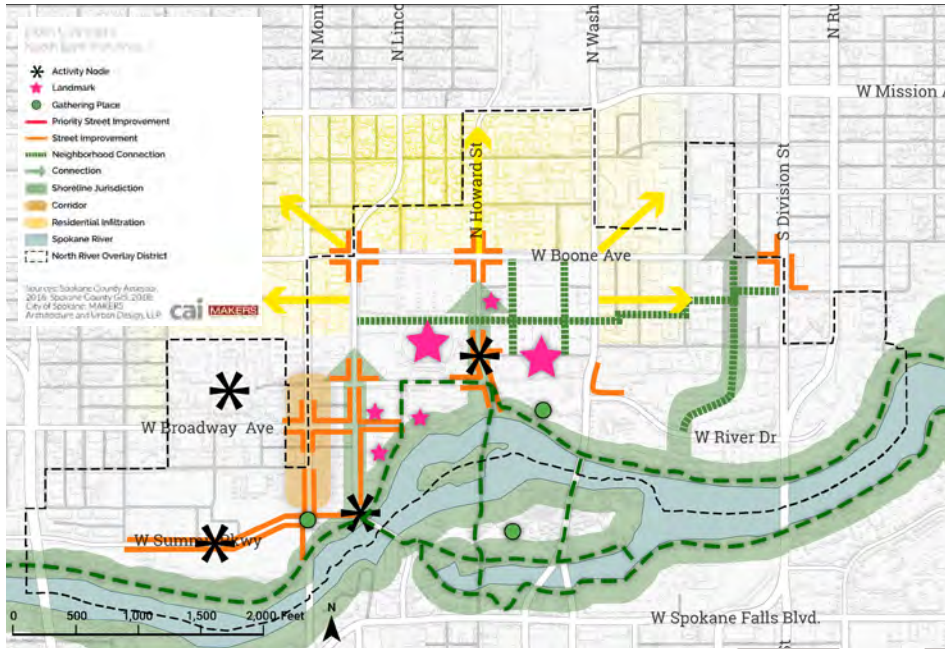
Land capacity analyses suggest significant development potential over the long term.

Vision & Development Concept

The community engagement process for the North Bank Subarea Plan was designed to start with high-level aspirations before translating those aspirations into specific design and development parameters. Engagement activities included surveys, interviews, workshops, a multi-day charrette, meetings with neighborhood groups, and periodic reviews with City Council and Plan Commission. This engagement yielded the following vision:

The North Bank is a vibrant, walkable and truly authentic urban neighborhood with a wide range of housing, complemented by shopping, dining, entertainment and recreation on the Spokane River, and intuitive connections to Downtown and surrounding neighborhoods.

This vision is reflected in the preferred development concept, which retains a mix of entertainment assets while adding a robust and diverse supply of housing affordable to Spokane residents. It features improved internal and external connections and complements the Downtown core and Riverfront Park. The diagram below represents the concept.



Policy Guidance

This plan provides a detailed policy framework with City and partner actions to implement the vision for the North Bank. Specifically, the plan proposes the following actions for immediate adoption:

- Rezone CB-150 parcels near Howard St. and Boone Ave. to DTG, consistent other parcels in the North Bank.
- Define a larger planning area for the North Bank for targeted policy guidance.
- Review applicable incentives for housing development, such as Multifamily Tax Exemption (MFTE), and adjust the boundaries for eligible areas as necessary to ensure that the incentives are applicable throughout the Downtown area.
- Extend the boundary for the no-minimum-parking area to match the revised Downtown zoning boundary north of Boone Ave.
- Extend Complete Street designations to North Bank streets within the area that is recommended for rezoning to DTG.

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INTRODUCTION

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INTRODUCTION

Background and Purpose

The State of Washington requires that jurisdictions planning under the Growth Management Act (GMA) prepare a comprehensive plan describing how the City will grow and develop physically, socially, economically, and environmentally. The City of Spokane recently completed an update to its Comprehensive Plan (in June 2017). Subarea plans are also governed by GMA and are adopted into the City's Comprehensive Plan. Increasing development interest in the North Bank has propelled the City of Spokane to complete a subarea planning process for the North Bank.

Relevant Planning Efforts

NORTH RIVERBANK DESIGN PLAN (1982)

The first policy document to identify the North Bank as a distinct area needing proactive planning was the North Riverbank Design Plan of 1982. Though this plan has now been repealed, it established initial land use controls, growth objectives, and design parameters for development in the North Bank.

2019-2020 DOWNTOWN PLAN UPDATE

The North Bank is adjacent to the Downtown core, and is a part of Downtown Spokane. The City of Spokane is initiating an update of its Downtown Plan in 2019, and it is essential that the North Bank Subarea Plan provide appropriate guidance to the Downtown Plan update with regard to the North Bank's relationship to the Downtown core. Additionally, this plan presents policy recommendations that, because they will impact the Downtown as a whole, should be considered for the Downtown Plan update rather than for implementation in the North Bank alone.

Demonstrated Need

Apart from the opportunity to coordinate with the Downtown Plan update, City staff have also identified a need to improve the clarity and precision of development regulations that apply to the North Bank, including existing provisions of the North River Overlay (NRO). The North Bank Subarea Plan is therefore intended to identify community priorities for the North Bank and propose development standards that align with those priorities, to simplify and speed implementation of the community vision.

About the North Bank

The North Bank can refer variously to a long stretch of land on the northern bank of the Spokane River, the general vicinity of Downtown Spokane that is located on the northern side of the Spokane River, or the specific geography delineated by the North River Overlay, as defined by the 1982 North Riverbank Design plan. This general area has remained significant throughout Spokane's history, even prior to European settlement.

In fact, the Spokane River valley has been inhabited for thousands of years. The earliest residents of the valley (a geographic expanse roughly stretching from the river's source at Lake Coeur D'Alene to the current location of the City of Spokane) were members of the Spokane, Coeur D'Alene and Kalispel tribes of the Interior Salish peoples. The local rivers and streams were critical to these tribes, as they relied on the trout and salmon in the Spokane River and other waterways as an essential source of food. The Spokane Falls, which is an anchor for the North Bank, has served as a gathering place for thousands of years and is a sacred place to the Spokane Tribe, who named the falls "Stluputqu", or "swift water" (Visit Spokane). Tribes from throughout the Columbia plateau gathered at the Falls to fish and to celebrate. Local tribes still gather annually at Riverfront Park for the Gathering at the Falls Powwow.

Today, the North Bank is a mixed-use destination that attracts visitors for events at Spokane Arena, the Spokane Civic Theatre, the Flour Mill, and other uses. Immediately to the west of the North Bank area is Kendall Yards, a large mixed-use development with retail, multifamily and attached single-family development. The Gonzaga University campus, a critical community asset, located immediately to the east of the subarea, is also part of Spokane's University District which spans the Spokane River. The University District is in the process of transforming from a low-intensity auto-oriented commercial area to an educational hub and innovation district anchored by Avista's Catalyst Building. Across the Spokane River to the south of the subarea—and connected by the Howard St. bridge in Riverfront Park—is Spokane's downtown core. According to the City of Spokane Comprehensive Plan (and originally the Fast Forward Downtown Plan of 2008), Howard St. is conceptualized as 'the "string" that links the "pearls" of Downtown, including the North Bank, the Arena, Riverfront Park, the downtown retail core, Medical District and the South Hill.' Several other ongoing and prospective projects, including the Riverfront Park renovation, the Sportsplex, the Falls towers, and the Wonder Building can be assets for the North Bank and illustrate the need to think creatively about how the North Bank can realize its potential as an urban asset for the Spokane region.

Potentially catalytic changes are on the horizon for the North Bank, elevating the need for a subarea planning process. The ongoing Falls Towers high-rise development project, development of the Spokane Sportsplex, the completion of Kendall Yards, and the probable redevelopment of other key sites all may change the perception and reality of the North Bank, and is key to coordinated, community-supported and sustainable growth and development.

The North Bank Subarea Plan

PLANNING PROCESS

The City of Spokane initiated a subarea planning process to define both vision and policy for the North Bank. This process included analysis, engagement and proactive planning, which are summarized in this document. Specifically, key components of the planning process included:

Orientation

The planning team spent an immersive period in the North Bank, taking formal and informal site tours, interviewing key stakeholders, and working with City staff to define project objectives, critical challenges, and known opportunities. Together with City staff, the project team developed and deployed a visioning survey designed to identify assets, opportunities, challenges, and visioning themes.

Analysis

The project included rigorous analysis of qualitative and quantitative data, as well as existing City of Spokane policy documents. Demographic, economic and real estate market data are summarized in this document, and several policy considerations are explored.

Charrette

From March 5th, to March 7th, 2019, the project team facilitated a three-day charrette that tested feedback received to-date in an iterative manner to develop and refine potential development concepts for the North Bank. The charrette included meetings with the public at-large, stakeholder and technical committees, public officials, and an internal working group. Findings from the charrette informed the development of a preferred development concept, which was subsequently refined through additional feedback.

Recommendations

After the charrette and other forms of engagement, the project team worked to refine the preferred development concept and advance policy recommendations based on several feedback loops with stakeholder and technical committees, workshops with public officials, and meetings with neighborhood councils.

Draft and Final Subarea Plan

Community-supported policies are presented to the Plan Commission and City Council for review and adoption.

ORGANIZATION OF THIS PLAN

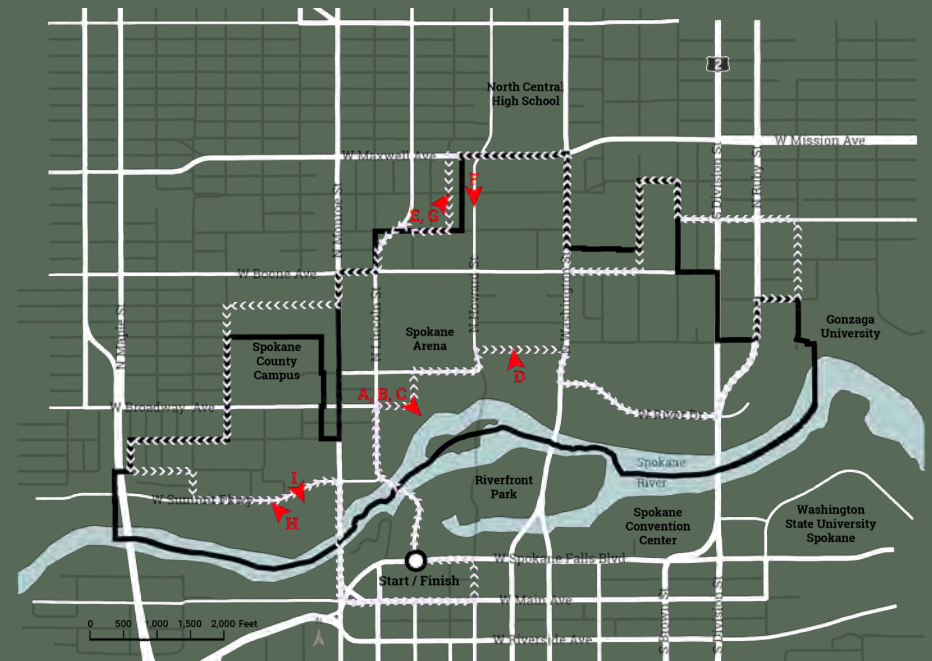
The plan document is organized into the following sections.

- **2. Existing Conditions.** This section presents qualitative and quantitative analyses of existing physical conditions, regulations and policy paradigms, and socioeconomic and real estate market data.
- **3. The Community Vision for the North Bank.** This section presents the results of the outreach process that dictated the critical visioning themes for the North Bank planning process.
- **4. Design and Development.** This section contains descriptions and supporting graphics relevant to the design process, including development scenarios evaluated by stakeholders, a preferred development scenario, and key planning and design principles.
- **5. Policy Framework and Action Plan.** This section provides policy guidance to implement the envisioned development scenario, as well as recommended strategic and tactical interventions and recommended revisions to the North River Overlay.
- **6. Proposed Map and Code Changes.** This section presents a subset of the policy framework that is intended for immediate adoption.
- **7. Appendices.** Supporting information from the planning process is contained in an appendix.

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EXISTING
CONDITIONS



Above: a map of the site tour and photo locations.

EXISTING CONDITIONS

Physical Characteristics

The North Bank contains a mix of land uses and significant public infrastructure, as well as a wide array physical conditions. Photos from a site tour, at left, illustrate some of these characteristics, which are a starting point for planning efforts.

LAND USE AND INTENSITY

Single family and multifamily residential uses are present in and around the North Bank, ranging in intensity from detached houses (**G**) to seven-story condominiums (**C**). Additional housing is proposed, which if built, could reach 15-20 stories in height.

Commercial uses are present in low- and mid-rise structures, with significant concentrations along Monroe St., in Kendall Yards (**H**), and on both the south and north sides of N. River Dr. (where hotels, medical facilities and professional offices predominate). Lower intensities of commercial development exist on the Howard St. corridor, and large standalone office complexes exist at Rockpointe (Boone Ave. and Washington St..

Surface parking lots and vacant land (**D** and **I**) are present, though many of the surface lots serve the Spokane Arena, and some of the vacant lands are slated for redevelopment.

Gonzaga University abuts the eastern end of the subarea (as defined by the existing North River Overlay). The Spokane County campus is adjacent to the North Bank on the west.

COMMUNITY CHARACTER

The character of the North Bank varies significantly, with both recent construction (**H**) and historic buildings. Kendall Yards is continuing to build out its Planned Unit Development; the Wonder Building is an adaptive reuse of a historic building.

TRANSPORTATION AND CIRCULATION

Northbound and southbound travelers are served by Maple, Monroe, Lincoln, Howard, Washington and Division streets, and of those, only Howard has fewer than four travel lanes for vehicles. Bridges on Monroe, Post (Lincoln), Washington and Division streets provide connections to the Downtown core for motorized traffic, while three pedestrian bridges (including one on Howard St.) make that connection for non-motorized traffic via Riverfront Park (**A**).

Boone Ave. is the primary east/west connector, as other east/west streets, such as Broadway, Mallon, Cataldo, Dean and Gardner avenues, as well as N. River Dr., are discontinuous through the North Bank. This lack of east/west through-streets creates large blocks that inhibit circulation and connectivity.

Sidewalks exist along most streets in the North Bank, though their condition is variable. Some streets, notably N. River Dr., do not have sidewalks in some locations. In other locations, sidewalks are too narrow or the pavement is deteriorating. A lack of landscaping and the presence of high-speed traffic on many major arterials create a poor pedestrian environment.

Bicycle infrastructure is limited, but the 2018 Planned Bikeway Network identifies Summit Parkway, Broadway, Mallon and Boone avenues, and Post and Howard streets as planned sites for future bicycle facilities. The Centennial Trail, a major regional bike and pedestrian trail, traverses Kendall Yards before crossing to the south side of the Spokane River at the Post St. bridge. There are numerous trails through Riverfront Park, but no continuous trail along the north side of the Spokane River.

According to the 2019 Parking Study, parking is abundant in the North Bank, with utilization often peaking during events at Spokane Arena and significant differences in AM/PM and weekday/weekend utilization.

PARKS, RECREATION AND OPEN SPACE

The North Bank is adjacent to Riverfront Park (**A**), which is undergoing renovation as of 2019. As part of this renovation, Riverfront Park will be expanded to the North Bank, with updates to the Howard St. bridge and the construction of a new, one-acre park that commemorates the ice age floods (located on the north side of the Spokane River between Howard and Washington streets). As previously noted, a Centennial Trail spur, used for both recreation and transportation, passes through the North Bank at the Post St. Bridge.

Kendall Yards incorporates some neighborhood-scale open spaces, including parks and plazas, but there are otherwise few publicly-accessible open spaces throughout the North Bank (**B**).

INFRASTRUCTURE AND ENVIRONMENT

Significant public infrastructure exists in the North Bank, including buildings, parking lots, bridges, parks and other public assets mentioned previously. The City of Spokane Parks Department also owns property (referred to as the Bosch Lot) at North Lincoln St. and W. Bridge Ave. This site is characterized by underground stormwater infrastructure, though the site is appropriate for modest redevelopment with non-residential uses..

The Spokane River is a major environmental asset and the defining physical feature of the North Bank. Other critical environmental features include basalt outcroppings (**E**), which are an impediment to redevelopment, and steep grade changes, particularly between N. River Dr. and W. Cataldo Ave.

Regulatory Environment

This regulatory review is a tool to:

- Assess the current regulatory context of the planning area.
- Help communicate regulatory issues to plan participants.
- Identify issues, potential gaps, and key regulatory elements that warranted further examination.
- Illustrate case studies of other similar neighborhoods and cities that provide some useful lessons learned.

Much of the analysis conducted for this review was completed prior to the March 5-7, 2019 Charrette. Input from staff and community members during the project team's January, 2019 kick-off was valuable in identifying key issues and constraints to achieving desired forms of development. Additional analysis conducted after the March charrette was useful in exploring and ultimately crafting suggested updates to the North River Overlay boundary and standards.

This review is generally organized from the broad policy perspective, covering the 2017 Comprehensive Plan, neighborhood plans and major zoning parameters (districts, uses, built form) to the more detailed design components (parking standards, design guidelines, and shoreline regulations). Preliminary conclusions and case studies are provided at the end of the review.

NORTH BANK PLANNING AREA

Planning work in the 1980s defined the North Bank planning area by the North River Overlay (NRO) boundary. The Overlay boundary now dates back nearly forty years and was designed to follow the boundaries of zoning designations that have since been updated. Over the course of this project, input from charrette participants and other stakeholders generally indicated that the purpose of the Overlay remains valid, but that the current irregular boundary ought to be normalized. Specific revisions suggested by stakeholders and evaluated by the project team include the following:

- Consider expansion or contraction to fully include or exclude Kendall Yards, which is governed by its own Planned Unit Development (PUD) agreement.
- Consider expansion or contraction to fully include or exclude all Spokane County facilities located near the planning area, as these facilities may be subject to their own master plan.
- Consider excluding areas in the easternmost portion of the planning area, particularly if they overlap with the University District, are subject to future planning for the Division St. corridor, or are owned by Gonzaga University, which has its own master plan.
- Consider generally streamlining current irregular boundaries and possibly update the NRO District boundary to follow other existing boundaries, such as for the Downtown Plan or the existing DTG (Downtown General) zones.
- Consider expansion of the Overlay to include the entirety of the Rock Pointe campus and other development opportunities near the Division St. corridor.
- Consider identifying a larger planning study area, extending beyond the NRO, to provide policy guidance toward achieving the vision for the North Bank and adjacent neighborhoods.

APPLICABLE REGULATORY FRAMEWORKS

Spokane Comprehensive Plan

Land Use Element

Much of the North Bank planning area is designated as Downtown on the Comprehensive Plan Land Use Map. The remaining areas (west of Monroe Street, north of Boone Avenue, and east of Division Street) are designated General Commercial, Institutional, Conservation Open Space, or Open Space.

The North Bank is one of nine identified districts within Downtown. The Fast Forward Spokane Downtown Plan Update, adopted in 2008, is a component of the Comprehensive Plan – as the North Bank Subarea Plan is anticipated to be.

Transportation Element

The Transportation Element references bike and pedestrian master plans, which acknowledge much of the Downtown core and the North Bank as high priorities for infrastructure investment. The element also provides policy guidance that is relevant to this subarea plan, including:

- 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.*
- TR 5: Active Transportation - *Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.*
- 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.*
- TR 7: Neighborhood Access - *Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.*
- TR 10: Transportation System Efficiency and Innovation - *Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.*
- TR 15: Activation - *Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.*

Capital Facilities and Utilities Element

The Capital Facilities and Utilities Element contains policy direction to minimize environmental impact, including through active stormwater management, and to leverage capital facilities planning for multiple objectives (such as community revitalization and economic development).

Housing Element

The Housing Element supports the provision of a wide variety of housing, including housing units that are affordable to low-income residents, mixed-income housing projects, and non-traditional housing projects (such as small lot, attached, manufactured and accessory dwelling units).

Economic Development Element

The Economic Development Element recognizes Downtown Spokane as the economic and cultural center of the region. The Element also contains policies that support mixed-use development and community revitalization.

Urban Design Element

The Urban Design Element includes policy direction relevant to the North Bank, such as:

- DP 1.3: Significant Views and Vistas - *Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.*
- DP 2: Urban Design - *Design new construction to support desirable behaviors and create a positive perception of Spokane.*
- DP 2.2: Design Guidelines and Regulations - *Adopt regulations and design guidelines consistent with current definitions of good urban design.*
- DP 2.6: Building and Site Design - *Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's*

unique features - including topography, hydrology, and microclimate - and considers intensity of use.

- DP 2.7: Historic District and Sub-Area Design Guidelines - *Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.*
- DP 3.1: Historic Preservation - *Establish historic preservation as a high priority within city programs.*
- DP 3.10: Zoning Provisions and Building Regulations - *Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.*
- DP 3.13: Historic Districts and Neighborhoods - *Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.*
- DP 4: Downtown Center Livability - *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.*

Natural Environment Element

Relevant direction from the Natural Environment Element includes the following:

- NE 3: Shorelines - *Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.*
- NE 4.3: Impervious Surface Reduction - *Continue efforts to reduce the rate of impervious surface expansion in the community.*
- NE 7.3: Rock Formation protection - *Identify and protect basalt rock formations that give understanding to the area's geological*

history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

Neighborhoods Element

The Neighborhoods Element identifies Downtown Spokane as a neighborhood and provides direction to “develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.” Policies in the Neighborhoods Element also call for establishing a continuous bike and pedestrian network within and between all neighborhoods and designing neighborhoods for pedestrians.

Parks and Recreation Element

The Parks and Recreation Element calls for protection of river and stream corridors, consistent with the Shoreline Master Program (SMP), and supports the provision of a range of open spaces, trails and trail linkages, and the development of trail corridors.

Existing Zoning

Downtown General (DTG) and Community Business (CB) are the two zone categories present within the current North Bank Planning area. The DTG zone includes an area within the Monroe Street corridor that includes a reduced height limit, and thus is classified as DTG-70 on the zoning map below. The current North Bank Planning area boundary is also the North River Overlay District, which imposes additional development regulations beyond those in the underlying DTG and CB zones.

North Bank's zoning context is somewhat unique in that it includes Downtown General (DTG), one designation that's within the designated Downtown area, and Community Business (CB-150), another designation that's generally applied in commercial areas outside of the Downtown. This split between DTG and CB zoning has implications for land use and design that are further addressed in the Appendix. Zoning designations in the North Bank is illustrated in Figure 1.

Complete Streets and Associated Block Frontage Standards

The “Complete Streets” concept was developed with the 2008 Downtown Plan and integrated in 2009 into SMC Chapter 17C.124 (Administration), though other standards unrelated to Downtown exist in 17D (City-wide standards) and 17H.020 (Engineering). The map in Figure 2 (following page) identifies the four Complete Street designations in the North Bank planning area.

There are a number of key design standards that apply to certain Complete Street Designations within the DTG zone. These standards generally govern design features like sidewalk width and landscaping, building entrance locations, parking and loading access, façade transparency or glazing. Specific recommendations for changes or revisions to the standards to implement the community-supported vision for the North Bank are included in the Action Plan.

Design Standards and Downtown Design Guidelines

Design Standards (SMC 17C.120.500-580 and 17C.124.500-590)

A variety of additional site and building design standards apply to new development in both zoning districts, though there is some variation in the standards between the DTG and CB zones (noted where applicable). All projects are reviewed for consistency with the standards by the planning director through an administrative design review process. Design standards are in the form of:

- Requirements (R), which allow for departure designs via design review process.
- Presumptions (P), which allow for alternative features/designs provided they are equal to or better than the subject provision (approved by the planning director – though an applicant may request such design/feature to be reviewed by the design review board).

- Considerations (C), include features that are encouraged, but not required.

Applicable standards are noted in the table included in the Appendix.

Downtown Design Guidelines

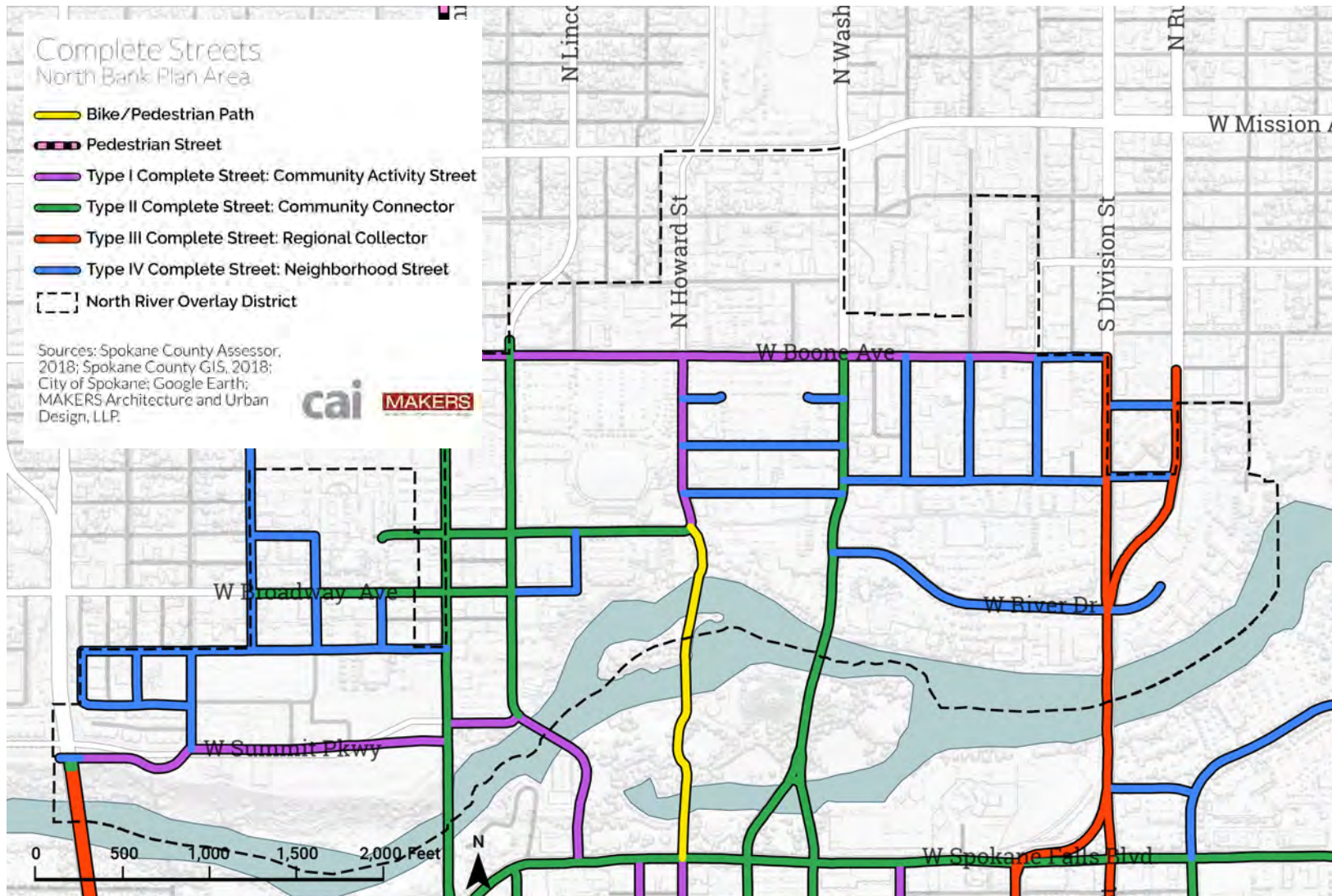
The Downtown Design Guidelines were adopted in 2009 as a key implementation component of the Downtown Plan. The guidelines are administered through the design review process and apply to the following development types (all other developments are exempt):

- All public projects or structures
- Shoreline conditional use permit applications
- Projects seeking a design departure
- New buildings greater than 50,000sf
- Other proposals when requested by plan commission, planning director, or hearing examiner

As stated in the Guidelines’ introduction, the design review process provides a forum for citizens and developers to work toward achieving a quality urban environment through attention to fundamental design principles. Design review is intended to assist developers and designers on specific projects to ensure that their projects make positive contributions to Downtown Spokane. As an alternative to prescriptive design standards, design guidelines offer a flexible tool that allows new development to respond better to the unique character of its location.

Additional detail on the Downtown Design Guidelines are included in the appendices.

Figure 2. Current Complete Streets Designations, North Bank Plan Area



Shoreline Regulations (SMC Chapter 17E.060)

Spokane's shoreline regulations (2010) apply to new development within 200 feet of the ordinary high-water mark of the Spokane River. Development within this area is generally subject to a Shoreline Substantial Development Permit, as well as design standards and guidelines specific to Downtown, Campus, and Great Gorge Districts with procedures set forth in SMC CHAPTER 17E.060 and summarized in the Appendix.

Off-Street Parking Standards (SMC Chapter 17C.230)

Most of the North Bank Planning area (nearly all of the DTG zone) is exempt from off-street parking requirements. This provision does not prevent developments from integrating off-street parking (surface or in-structure).

2019 Downtown Parking Study

A parking study conducted by Nelson\Nygaard was released in February 2019. The study covers the DTG zone and portions of the CB zone west of Monroe Street. Much of the study findings focus on on-street parking strategies and the management of public parking facilities. The study suggested expanding the existing no minimum parking zone to be co-terminus with the DTG zone (currently, a small area of the DTG-70 zone on the west side of Monroe Street is outside of the zone). The study further found that 40% of the land area in the "Arena Neighborhood" is occupied by parking.

PRELIMINARY CONCLUSIONS

Based on the project team's analysis, discussions with planning staff, and public input received, there are number of regulatory items that warrant attention within this Subarea Plan:

- North River Overlay boundary and associated standards. Most notably this includes the building site coverage standards and suggestions to identify and plan for strategic through-block pathways. Changes to the NRO boundary are also recommended.

- Re-examine complete street designations and associated block-frontage standards. This includes ground level uses, building location and orientation, window transparency, and block-frontage landscaping on applicable streets. The Appendix details notable gaps in the complete street designations and standards associated with the North Bank goals and policies.
- Consider strategic streetscape design standards/strategies. These could also be aligned with existing/updated complete street designations, though there are likely to be unique corridor specific provisions (e.g., key standards for Lincoln and Howard Streets to function more like a "green street" to better emphasize the connection to the river).
- Applicable DTG design standards. There is considerable room for improvement in clarifying and enhancing the full range of site and building design standards that now exist for the zones. Another element to consider in conjunction with refined design standards is the use of administrative departures, which can be more efficient than the design review process.
- Parking provisions. Closely examine recommendations from the Nelson\Nygaard Downtown Parking Study to identify potential regulatory provisions. These could include the expansion of the no minimum parking requirement area and other adjustments to minimum parking requirements outside of the no-parking zone within the CB zone.

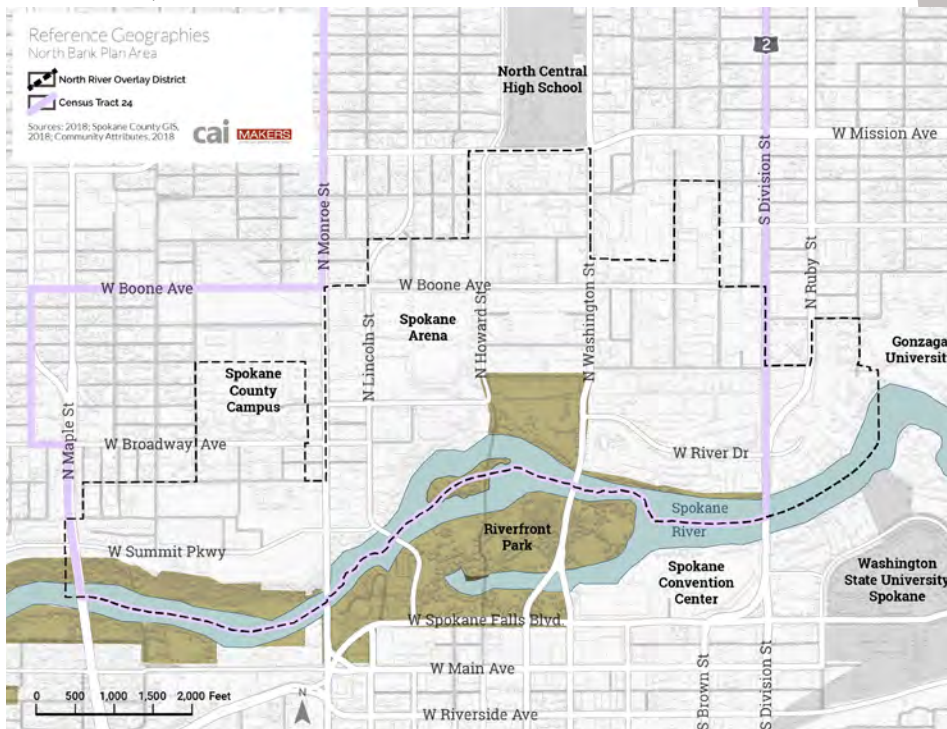
Other regulatory issues are being considered, including adjustments to permitted building height and floor area ratio (FAR), though these issues might be better managed with limited application of incentives directed at height and massing. If housing or other public issues emerge and are strongly supported in the future, the discussion of a downzone, while challenging, may be appropriately engaged.

Market Assessment

INTRODUCTION: ABOUT THE NORTH BANK

The North Bank area is currently defined by the North River Overlay District boundary (Figure 3), which encompasses the north side of the Spokane River bank, immediately across the River from the Downtown area. A larger study area may be appropriate for planning purposes. This market assessment uses data from various representative geographies, including Census Tract 24, which is slightly larger than the North River Overlay District.

Figure 3. North River Overlay District and Census Tract 24, 2019



Source: Community Attributes Inc.

About 3,000 people live in the North Bank area (Tract 24) (Figure 4). This represents about 1.5% of all residents in the City of Spokane.

The City's population grew at a compound annual growth rate (CAGR) of .62% between 2000 and 2018, compared to .25% for Tract 24. The City therefore grew at a faster rate than the North Bank area. During this time, the North Bank area has grown from about 2,900 residents in 2000, to just over 3,000 in 2018, while the City has added more than 24,000 new residents during the same time period (from about 196,000 to 220,000).

Figure 4. Change in Population, City of Spokane and Census Tract 24 (North Bank Area), 2000-2018

	2000	2018	Net New Residents	CAGR
North Bank area (Tract 24)	2,879	3,022	143	0.25%
City of Spokane	195,629	220,100	24,471	0.62%

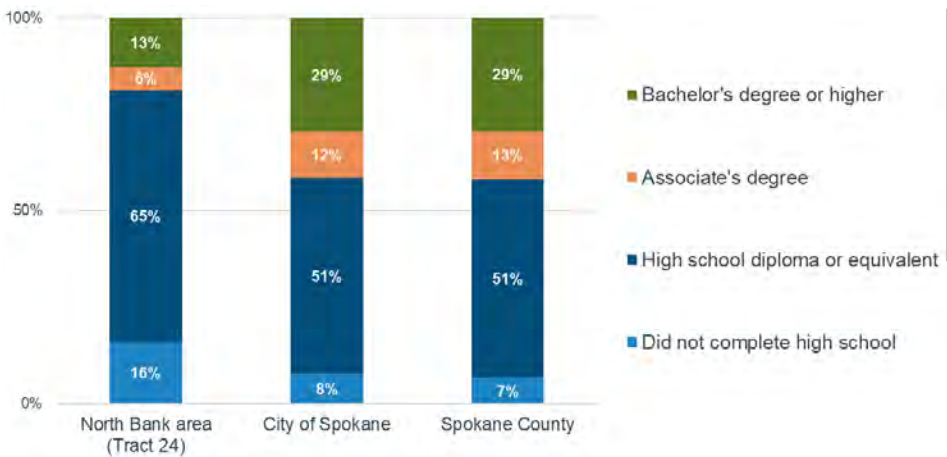
Source: Washington State Office of Financial Management; Community Attributes, Inc.

The Spokane Comprehensive Plan, as updated in 2017, has adopted a population projection of 236,698 in 2037, implying that the City will add about 16,600 residents between 2018 and 2037, or about 20,900 from 2017 to 2037 (according to the 2017 population estimate contained in the Comprehensive Plan).

DEMOGRAPHIC AND ECONOMIC DATA

The North Bank area has historically attracted residents with lower levels of educational attainment than the City of Spokane and Spokane County (Figure 5). North Bank area residents have not completed high school (16%) at twice the rate of the population citywide (8%). Fewer than half (19%) of North Bank area residents have a college degree (Associate's or higher) compared to residents across the City (41%) and County (42%).

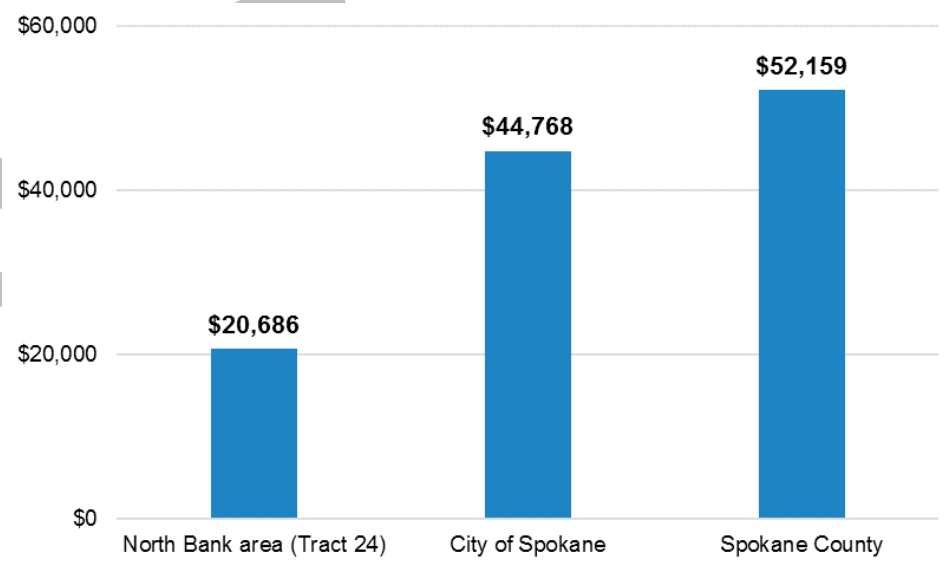
Figure 5. Educational Attainment, Census Tract 24 (North Bank Area), City of Spokane and Spokane County, 2017



Source: U.S. Census Bureau American Community Survey, Community Attributes, Inc.

Household incomes in the North Bank area lag (Figure 6). The median household income for North Bank area households (\$20,686) is less than half of the median household income in the City of Spokane (\$44,768) and Spokane County (\$52,159).

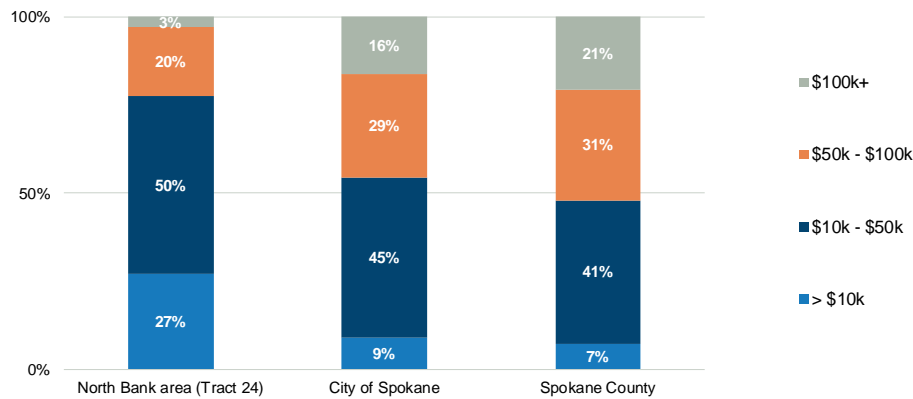
Figure 6. Median Household Income, Census Tract 24 (North Bank Area), City of Spokane and Spokane County, 2017



Source: U.S. Census Bureau American Community Survey, Community Attributes, Inc.

Similarly, North Bank area residents earn lower wages than residents city- and countywide (Figure 7). More than three-quarters (77%) of North Bank area residents earn \$50,000 or less annually, compared to 54% of residents citywide.

Figure 7. Wages Earned (Residents), Census Tract 24 (North Bank Area), City of Spokane and Spokane County, 2017



Source: U.S. Census Bureau American Community Survey, Community Attributes, Inc.

The North Bank area contains companies, agencies and other employers that together employ about 11,000 people. Government and the Other Services sectors are the largest employers in the North Bank area, employing about 3,700 and 3,600 respectively (Figures 8 and 9).

Employment in most sectors is generally dispersed throughout the North Bank area, which a distribution of employers by industry characterized by the following:

- Most of the employment in the Government sector is concentrated at the Spokane County campus.
- There are small retail clusters in Kendall Yards (along Summit Parkway), along Monroe St. and near the Spokane Arena.
- Office-using employment, including in Professional Services and Finance, Insurance and Real Estate, accounts for less than one-fifth of total North Bank area employment.
- A medical cluster exists in the eastern portion of the North Bank area, anchored by Kaiser Permanente.

Figure 8. Employment by Sector, North Bank and Vicinity (Map), 2018

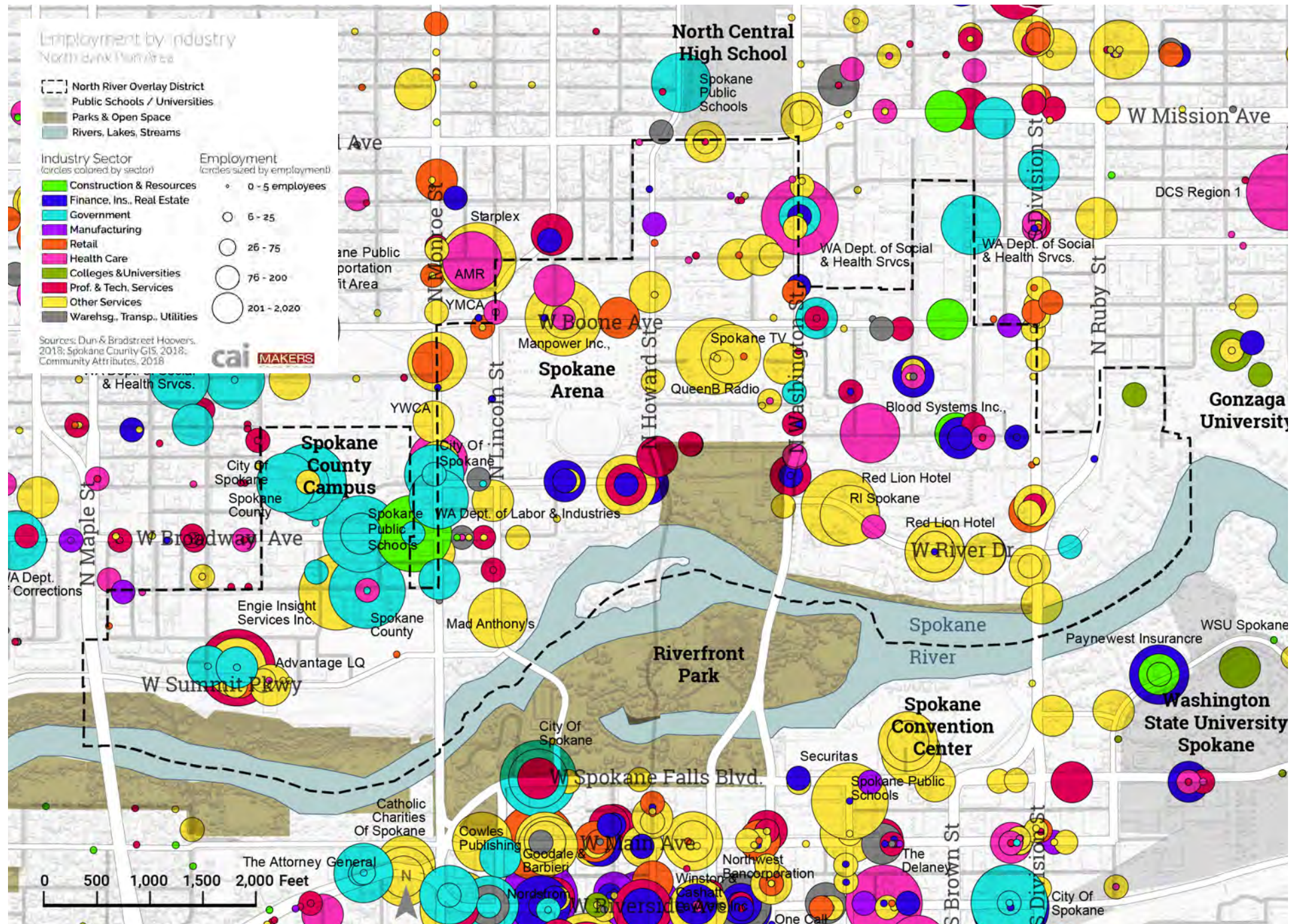
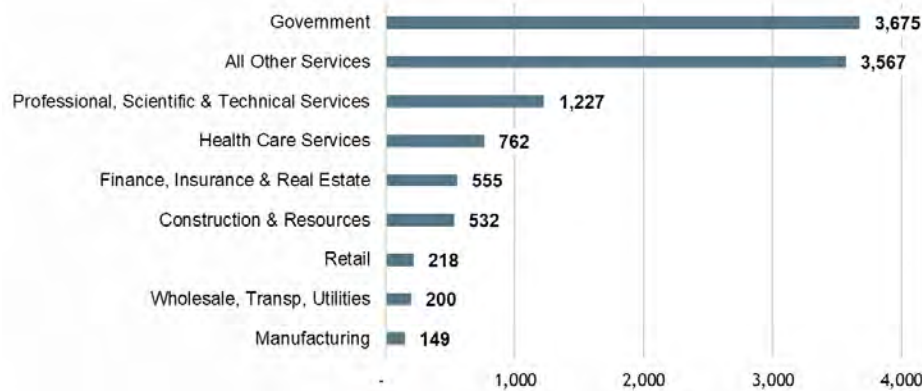


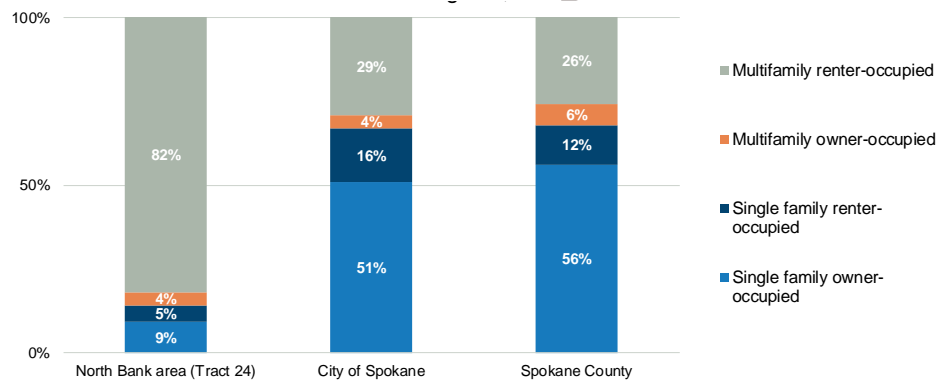
Figure 9. Employment by Sector, North Bank and Vicinity (Graph), 2018



Source: D&B Hoover's, Community Attributes Inc.

The majority (82%) of housing units in the North Bank area are multifamily units that are rented (Figure 10). Only 29% of housing units are multifamily rentals citywide. Of all housing units in the North Bank, 13% are owner-occupied, versus 55% citywide.

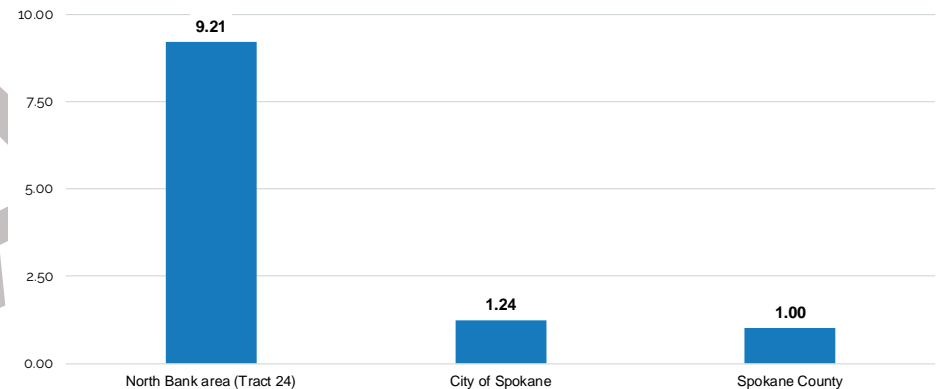
Figure 10. Housing Type and Tenure, Census Tract 24 (North Bank Area), City of Spokane and Spokane County, 2017



Source: U.S. Census Bureau American Community Survey, Community Attributes, Inc.

The ratio of jobs to housing units is a measure of the relative concentration of jobs in a place. Countywide, there is a balance of jobs and housing units (1.00) (Figure 11). The City of Spokane is an employment center with a jobs-to-housing-units ratio of 1.24. The North Bank area is a jobs center within Spokane, relative to its importance as a residential area, with a jobs-to-housing-units ratio of 9.21.

Figure 11. Jobs to Housing Units Ratio, Census Tract 24 (North Bank Area), City of Spokane and Spokane County, 2017



Source: Washington State Office of Financial Management; U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD); Community Attributes, Inc.

The top areas where North Bank area employees lived were outside the city center (Figure 12). The top areas where North Bank residents worked were in the center of Spokane, in the North Bank itself and the neighboring census tracts. Taken together with data on median household income, wages and employment, this suggests that non-North Bank residents currently travel into the North Bank for higher-paying jobs, while those North Bank residents who work in the North Bank occupy lower-paying positions.

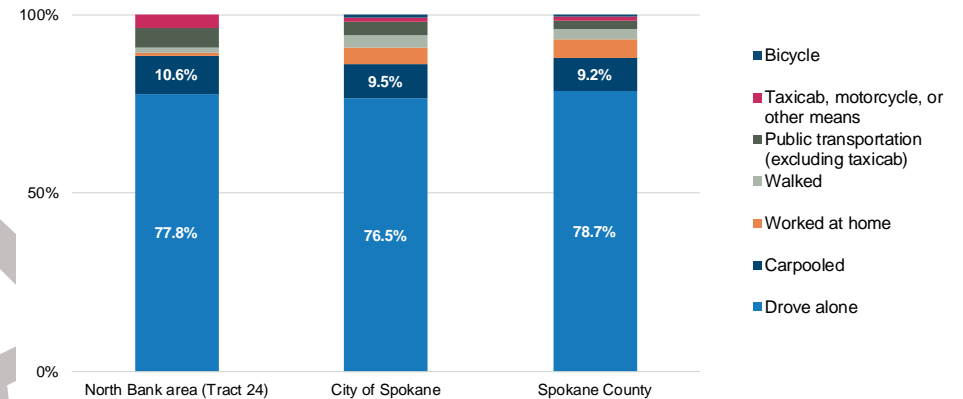
Figure 12. Journey to Work: Where North Bank Workers Live and Where North Bank Residents Work, 2015

Tract	Count	Share
<i>Job counts by where North Bank workers live</i>		
131	203	1.7%
105.01	191	1.6%
135	190	1.6%
7	188	1.6%
106.02	184	1.6%
All Other Locations	10,088	85.0%
Total	11,865	100.0%
<i>Job counts by where North Bank residents are employed</i>		
35	116	14.5%
24	80	10.0%
145	41	5.1%
137	26	3.2%
25	23	2.9%
All Other Locations	440	54.9%
Total	802	100.0%

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD); Community Attributes, Inc.

Fewer North Bank area residents (77.8%) drive alone to work than countywide, but more North Bank area residents drive alone to work than citywide (76.5%) (Figure 13). More North Bank area residents carpool (10.6%) and take public transportation (5.6%) than city or countywide.

Figure 13. Means of Commuting to Work, North Bank, City of Spokane and Spokane County, 2017



Source: U.S. Census Bureau American Community Survey, Community Attributes, Inc.

Some parcels in the North Bank area are vacant or underutilized. The map in Figure 14 (and tabular summary in Figure 15) illustrates parcels with low improvement values, according to assessments by the Spokane County Assessor. Lower values may indicate that a parcel is underutilized, while improvement values of zero may indicate that a parcel is vacant.

Areas in and around the Spokane Arena are generally either developed or have plans for development. Areas that are physically vacant or underutilized are clustered North of the Spokane River and west of Monroe St., and northeast of the Spokane Arena. According to the analysis, these vacant and underutilized areas sum to nearly 75 acres, after accounting for critical areas and other deductions.

Figure 14. Vacant and Underutilized Land, North Bank Area (Map), 2018

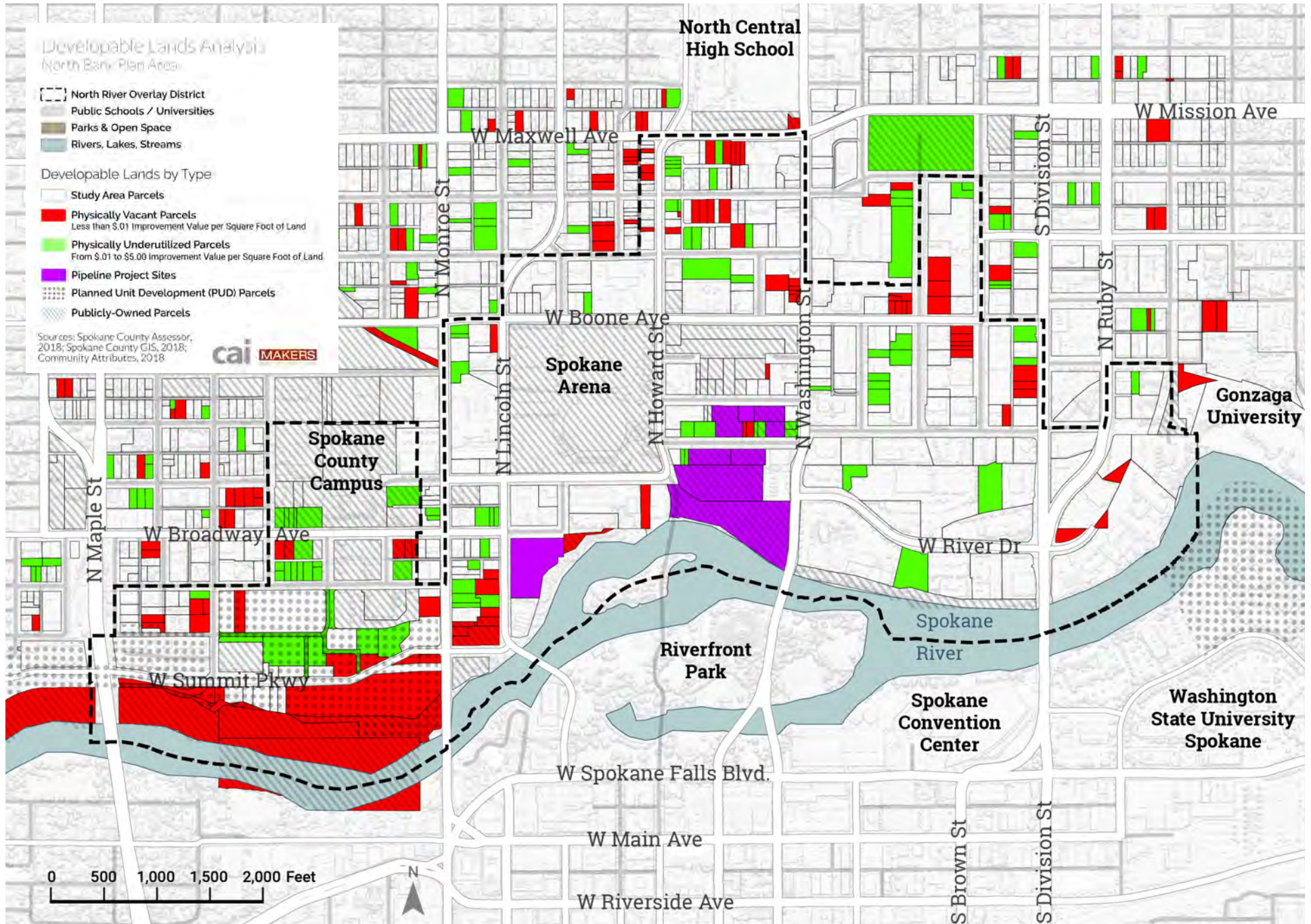


Figure 15. Vacant and Underutilized Land, North Bank Area (Table), 2018

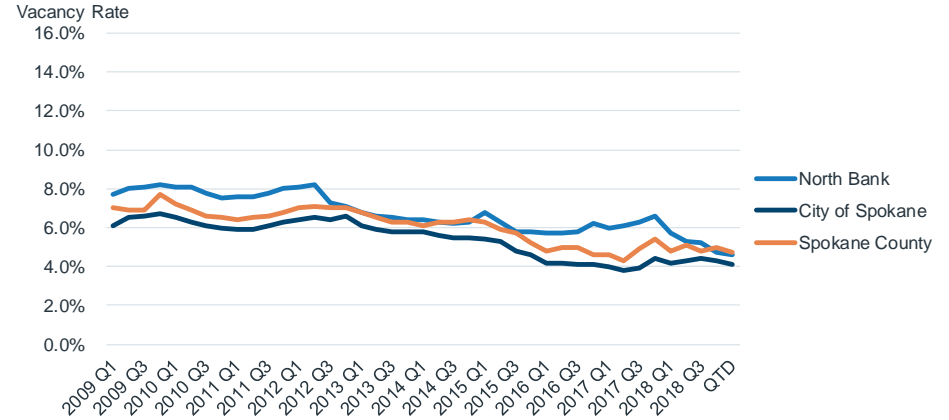
Zone	Net Vacant Supply	Net Underutilized Supply	Total Net Developable Land Supply	Plus Pipeline Projects	Total Developable & Pipeline
Center and Corridor Type 1	0.3	0.3	0.6	0.0	0.6
Center and Corridor Type 2	0.8	1.5	2.3	0.0	2.3
Community Business	26.9	9.0	35.9	0.0	35.9
Downtown General	4.0	5.8	9.8	12.2	22.0
General Commercial	1.6	1.9	3.5	0.0	3.5
Light Industrial	1.9	4.9	6.8	0.0	6.8
Office	1.1	1.1	2.2	0.0	2.2
Office Retail	2.8	5.6	8.4	0.0	8.4
Residential High Density	1.0	0.6	1.6	0.0	1.6
Residential Multifamily	0.0	0.0	0.0	0.0	0.0
Residential Single-Family	3.0	0.0	3.0	0.0	3.0
Residential Two-Family	0.5	0.5	1.0	0.0	1.0
Totals	43.8	31.1	74.9	12.2	87.1

Source: Spokane County Assessor; Community Attributes Inc.

REAL ESTATE MARKET DATA

Real estate market data provides context for market-supported uses in Spokane and the North Bank specifically. Figure 16 illustrates a trend of decreasing multifamily vacancy rates in the North Bank, the City of Spokane and Spokane County. Vacancy for multifamily units across all three geographies sits below 5%.

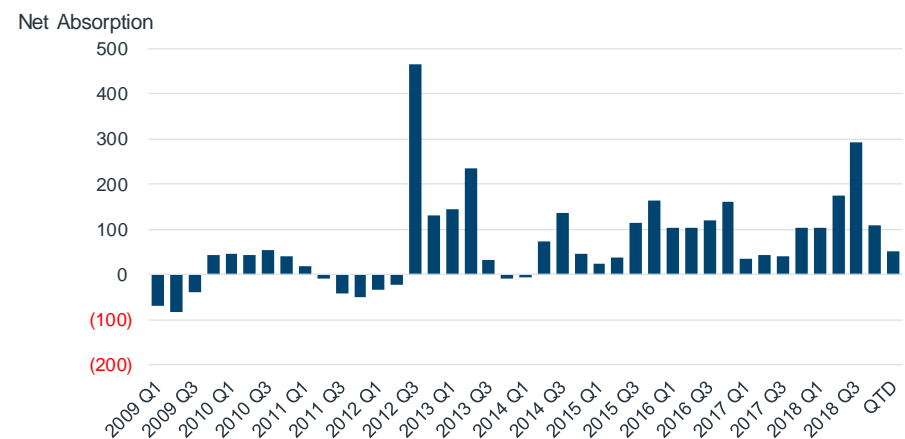
Figure 16. Multifamily Vacancy, North Bank Area, City of Spokane and Spokane County, 2009-2018



Source: CoStar, 2018; Community Attributes Inc.

The City of Spokane has seen strong positive absorption of multifamily units, with positive absorption in every quarter since 2014 (Figure 17). Taken together with falling vacancy rates, this is an indicator of demand for multifamily units.

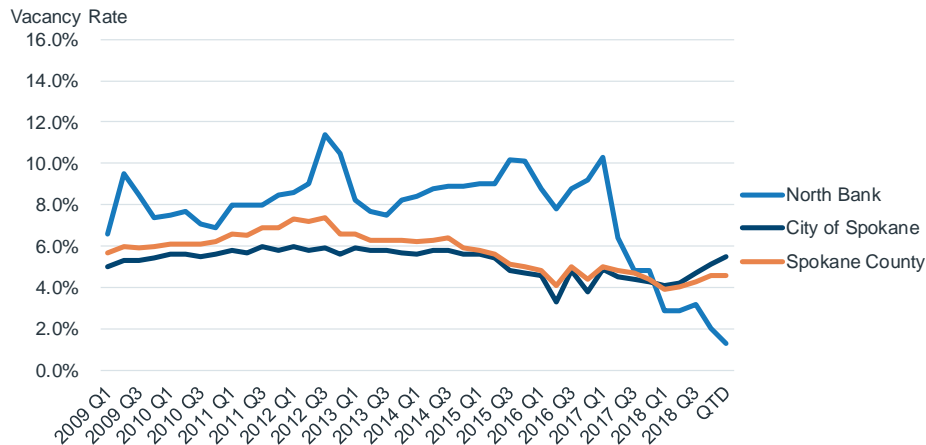
Figure 17. Multifamily Absorption (Units), City of Spokane, 2009-2018



Source: CoStar, 2018; Community Attributes Inc.

Retail vacancy has crept upward in the City of Spokane and Spokane County, but has sharply decreased in the North Bank area (Figure 18).

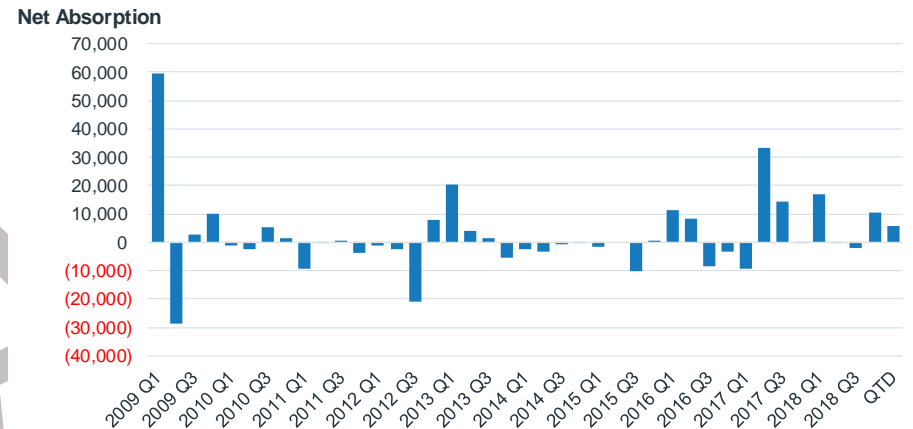
Figure 18. Retail Vacancy, North Bank Area, City of Spokane and Spokane County, 2009-2018



Source: CoStar, 2018; Community Attributes Inc.

Along with falling vacancy rates, the North Bank has shown consistently positive absorption of retail square footage (Figure 19). Though other parts of the City may show relatively weak demand for additional retail at this time, there may be local pockets with strong demand, such as in the North Bank.

Figure 19. Retail Absorption, North Bank Area, 2009-2018



Source: CoStar, 2018; Community Attributes Inc.

Implications for Planning and Policy

The following are considerations for planning for the North Bank, based on the analyses included in this section of the North Bank Sub-area Plan.

A number of strategic regulatory adjustments may be necessary to implement the updated vision for the North Bank planning area, depending on what that vision contains. Elements to consider include:

- Refining the NRO boundary to tailor it to clearly relate to the overlay's purpose.
- Updating, expanding or otherwise preserving view corridors and view corridor protections.
- Site design requirements to improve pedestrian circulation and internal and external connectivity.
- Right-of-way improvements that prioritize bicycle and pedestrian infrastructure, and updates to adopted complete streets provisions.

Data analyses presented previously also highlight important design and development considerations.

- Population growth in the North Bank has been weak in the past decades. New residential development is in the pipeline, but investment in placemaking and livability may be necessary to position the North Bank as an attractive urban residential neighborhood.
- Education and incomes lag for North Bank area residents. Planning for the North Bank needs to strongly consider equity and economic opportunity for current residents in planning investments in housing, transportation and other community needs. Redevelopment must be managed to mitigate the risk of displacement for current residents, and the City should evaluate

policy proposals that reduce barriers for low- and moderate-income housing. Specifically, new housing in the North Bank must accommodate North Bank residents with low and moderate incomes.

- Government employment is a significant and enduring presence in the North Bank with unique characteristics. Planning efforts should be coordinated with Spokane County plans to ensure consistency, and should consider future growth of County facilities.
- There is little diversity in the supply of housing units in the North Bank; a greater variety of residential uses could potentially attract a wider demographic.
- Limited retail concentrations currently serve North Bank area residents, though residential growth may require additional retail and service-related uses to provide daily goods and services for new residents. There is evidence to suggest that demand for additional retail in the North Bank exists now.
- Investments in bike and pedestrian infrastructure may allow more North Bank area residents to access these inexpensive means of commuting. Public transportation is an important tool for North Bank area residents and should be considered during planning efforts to ensure continued or improved service.
- Land capacity suggests significant development potential over the long term. If all 75 acres identified as vacant or underutilized (which excludes parcels with pipeline projects that amount to more than 1,000 residential units) were developed with multifamily structures at an average density of 40 units per acre, the North Bank area could add around 4,000 new housing units.

DRAFT

3

COMMUNITY
VISION

DRAFT

THE COMMUNITY VISION FOR THE NORTH BANK

Introduction

The community engagement process for the North Bank Subarea Plan was designed to start with high-level aspirations before translating those aspirations into specific design and development parameters. This section details the results of the engagement process and illustrates how the community's various perspectives coalesced into a vision for the growth and development of the North Bank.

The Vision for the North Bank

The North Bank is a vibrant, walkable and truly authentic urban neighborhood with a wide range of housing, complemented by shopping, dining, entertainment and recreation on the Spokane River, and intuitive connections to Downtown and surrounding neighborhoods.

How the Vision Was Developed: Input and Engagement Summary

The North Bank planning process utilized several avenues of public and stakeholder engagement. These avenues include interviews, a charrette consisting of workshops and open houses, an online survey, outreach to stakeholder and technical teams, and neighborhood meetings. This section of the report describes each and identifies findings from each that influenced the creation of the development concepts.

VISION SURVEY

The vision survey focused on identified assets and challenges and establishing priorities or themes for the future growth and development of the North Bank area. The survey launched in mid-February, 2019 and was available to the public for approximately one month.

Design and Distribution

The survey included seven questions related to visioning and four optional demographic questions. Of the seven content-related questions, six offered multiple answer choices and one asked for open-ended responses.

City of Spokane staff managed distribution of the survey. The outreach efforts included:

- The survey link was shared in a blog post on the City of Spokane's website and in a total of 4 City of Spokane Facebook posts and 4 tweets on the City of Spokane Twitter account.
- The survey link was distributed via email to the North Bank Technical and Stakeholder Committees; North Bank Focus Work Group members; public officials; the Mayor's Cabinet; City Council members and staff; Downtown Spokane Partnership/Business Improvement District; Neighborhood Councils; the Land Use Committee; Community Assembly Representatives, Alternates, Chairs, and Liaisons; and other interested parties.

- The survey link was provided on a mailer sent to all site addresses, property owner addresses, and taxpayer addresses within 400 feet of the North River Overlay boundary.
- The survey link was distributed at Riverside, Logan, West Central, and Emerson-Garfield Neighborhood Council meetings, as well as other City events.
- The survey link was provided in the Office of Neighborhood Services Friday Update for three weeks in a row.
- The survey link was provided in a City of Spokane media release and a Krem2 news article.
- Four tablets were available throughout the charrette for attendees to take the survey.

Results and Key Findings

The survey received 341 responses from members of the general public. Key characteristics of respondents include the following:

- Respondents are generally young – 39% of those completing the demographics section reported being 39 or younger; 22% reported being 60 or older
- 68% of respondents reported a household income of \$50,000 or greater and 33% of respondents have a household income of \$100,000 or greater

Identity, Familiarity and Perception

- 14% of respondents live in the North Bank
- 15% of respondents work in the North Bank
- Respondents were allowed to select multiple responses. 67% indicated they visit the North Bank for shopping, errands or other activities, and 51% indicate they visit the North Bank for events.
- Four percent of respondents indicated they were not familiar with the North Bank.
- A large portion (48%) of respondents believe that the North Bank and Downtown are distinct, but complementary, and 27% believe that, while the North Bank and Downtown don't currently have much in common, there are opportunities to strengthen their connections. Only 19% see the North Bank as part of (or the same as) Downtown.
- 60% indicated that the North Bank has improved or is nicer now than it was previously; only 6% indicated that the area has gotten worse.

Assets, Opportunities and Challenges

Respondents were allowed to select multiple answers to rank the North Bank's most important assets, desired new assets, and most pressing issues. Those results are summarized in the exhibits below.

Figure 20. Vision Survey Results: Most Important Current Assets

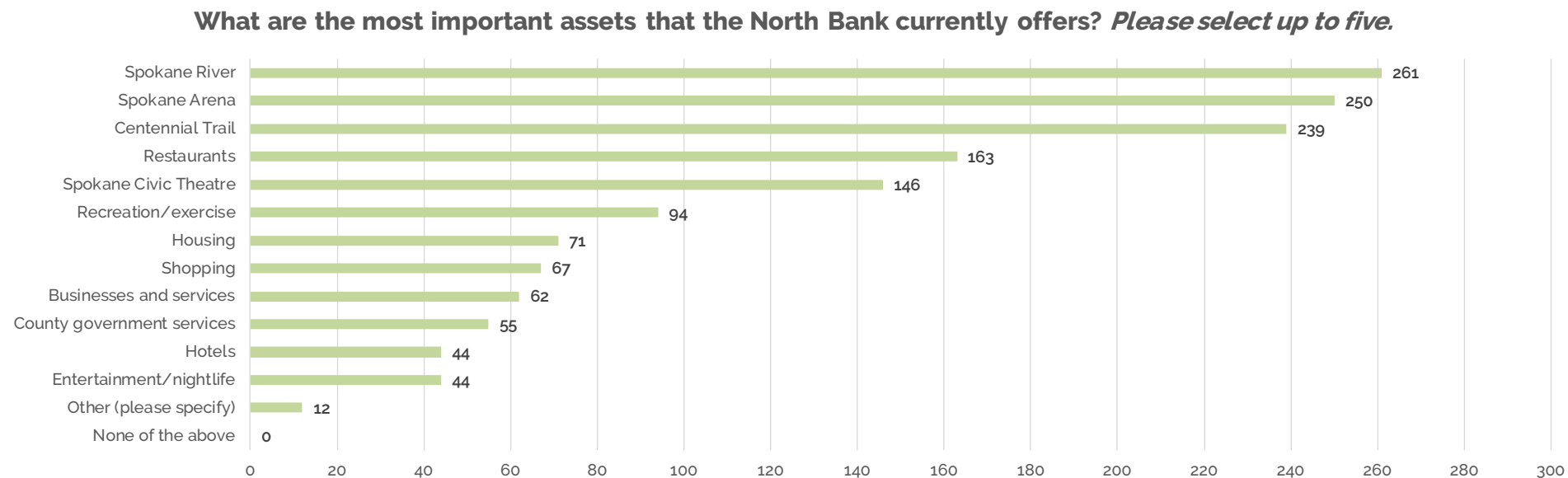


Figure 21. Vision Survey Results: Desired New Assets/Amenities

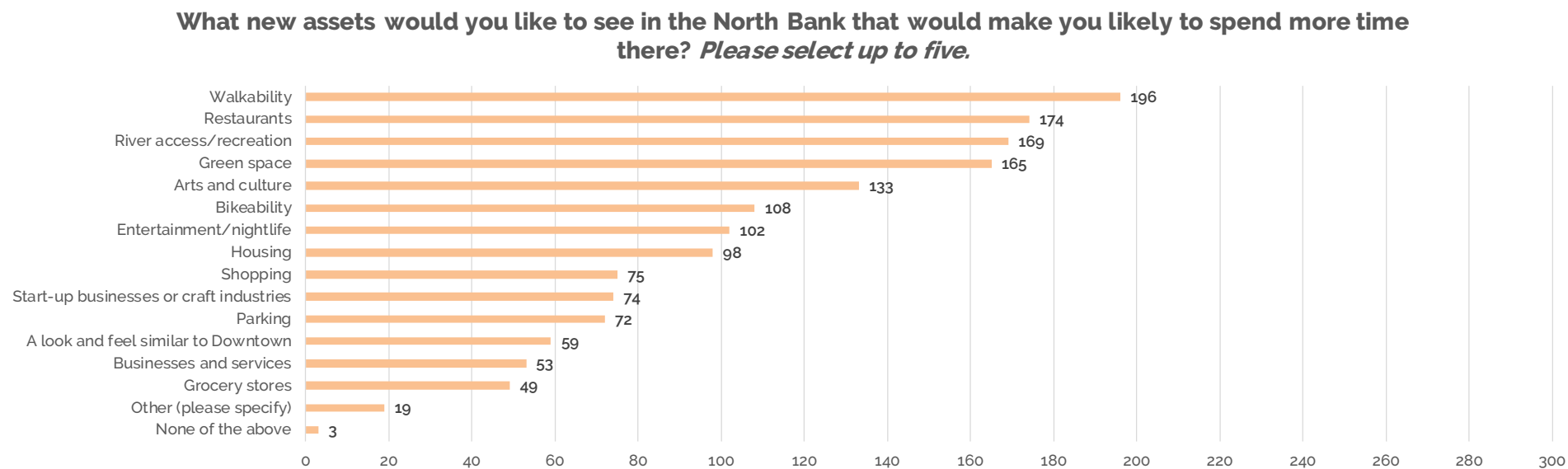
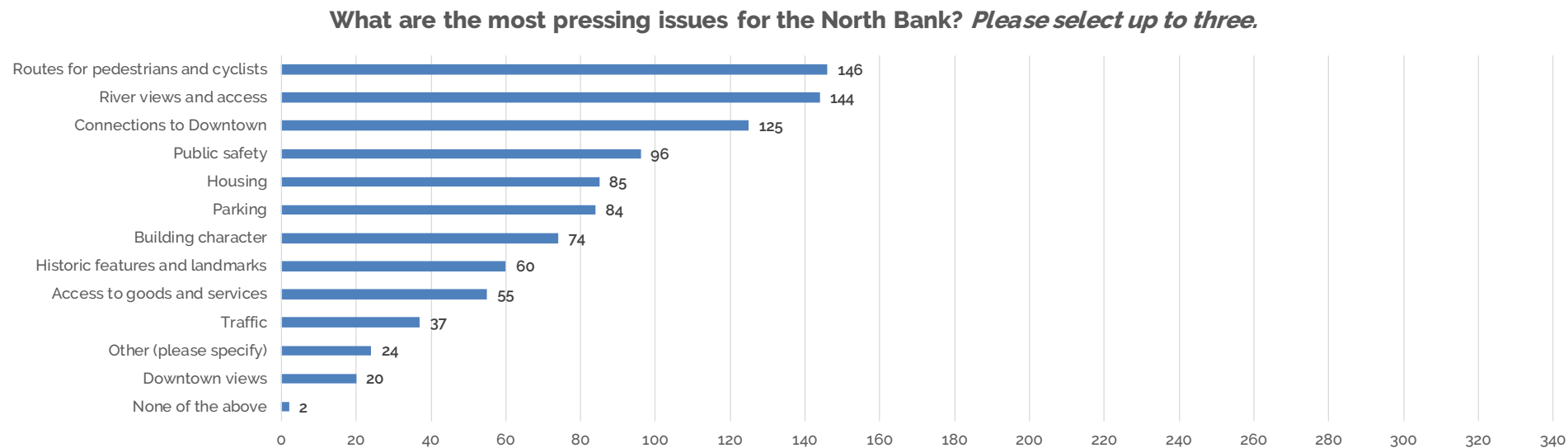


Figure 22. Vision Survey Results: Most Pressing Issues



One “Big Idea”

Respondents had the opportunity to answer one open-ended question asking for “big ideas” for the North Bank. Responses focused on the Riverfront Park, Spokane River, recreation and green space (55 mentions), housing and residential uses or neighborhood amenities (36 mentions), and walkability, bike and pedestrian amenities and wayfinding (29 mentions). Retail, shops, bars, and parking were also mentioned frequently. The word cloud below provides a visualization of the responses.

Figure 23. North Bank “Big Ideas” Word Cloud



The comments also included references to several potential comparable neighborhoods, such as the Highlands and the River North Arts District (RiNo) in Denver, Colorado; Capitol Hill in Seattle, Washington; and the Alberta Arts District and the Pearl District in Portland, Oregon.



Above: The Highlands in Denver, Colorado; source: liveurban.denver.com

NORTH BANK CHARRETTE

The North Bank project team facilitated a three-day intensive charrette, consisting of workshops, presentations, an open house and internal team work sessions. During the charrette, the team engaged stakeholders, City staff, and the public to advance a vision, create development scenarios or conceptual alternatives, and synthesize those alternatives to establish a single development concept that represents the vision.

Assets, Opportunities, and Challenges

Stakeholders and public officials participated in visioning workshops early in the charrette process. As part of these workshops, participants discussed assets, opportunities, and challenges for the North Bank, and attempted to synthesize the premium assets and opportunities into a long-term, aspirational vision. To document this work, participants also completed worksheets, which the project team collected and analyzed. Findings include the following:

- Participants ranked the Spokane River, Centennial Trail, Riverfront Park and other recreation amenities as the most important current assets for the North Bank. Both groups rank the Spokane Arena, proposed Sportsplex, Civic Theatre, and other event and entertainment venues as the second most important group of assets.
- Stakeholders indicated that improving bike and pedestrian infrastructure and creating a walkable destination ranked highest for potential opportunities, while public officials determined the highest priority to be developing new housing. Both groups also expressed support for other potential opportunities, including the preservation and expansion of public access to the Spokane River, the creation of new recreation amenities, and the improvement of facilities and programming to become a nationally-recognized destination for events.
- Stakeholders ranked transportation related issues, including parking, east/west circulation and north/south connections to Downtown Spokane, as the highest-priority challenge in the North Bank. Public officials ranked two options equally as the greatest challenge: “protecting and/or preserving existing historic buildings, valued businesses and residential neighborhoods” and “maintaining Spokane River and Downtown views and preserving access to the River.” Generally, the public officials group expressed that all of the options, including “ensuring the safety of cyclists and pedestrians, or other public safety concerns” were challenges that needed to be addressed.
- Responses from both groups to the assets and opportunities worksheet exercises tracked closely with answers from the public to similar questions on the vision survey. There was some difference of opinion on challenges, where the respondents to the survey indicated that the safety of pedestrians and cyclists ranked highest.

Visioning

The following summarizes the stakeholder and public officials workshop findings around visioning for the North Bank.



Above (clockwise from top left): participants in a charrette workshop share their vision for the North Bank; stakeholders outline their objectives for the charrette and the larger planning process; map activities facilitated technical conversations; speaking with members of the public at a community open house.

Vision Themes

Participants were asked to rate 11 different preliminary visioning themes according to their priority. The preliminary themes were identified through earlier workshops, interviews, and available survey responses. Themes that ranked consistently high were intended to underpin an aspirational vision statement. Data from all worksheets collected are presented below.

Connections to Downtown ranked highest, with an average rating of 4.4/5. Two options focused on affordable and high-density residential uses ranked second and third.

Figure 24. Vision Theme Worksheet Summary

Vision Themes	Stakeholder Committee		Public Officials		Total	
	MEAN	RANK	MEAN	RANK	MEAN	RANK
<i>Connections to Downtown</i>	4.63	1	4.00	1	4.44	1
<i>Residential uses: mix of housing types affordable...</i>	4.16	2	4.00	1	4.11	2
<i>Residential uses: high-density urban housing</i>	4.11	3	4.00	1	4.07	3
<i>Shopping and dining</i>	4.05	4	3.88	4	4.00	4
<i>Walkable and bikeable streets</i>	3.89	5	3.75	7	3.85	5
<i>River access and recreational amenities</i>	3.84	6	3.75	7	3.81	6
<i>Arts and culture amenities</i>	3.79	7	3.75	7	3.78	7
<i>Demographic and economic diversity</i>	3.74	8	3.88	4	3.78	7
<i>Employment opportunities and commercial spaces</i>	3.68	9	3.75	7	3.70	9
<i>Entertainment uses and 24-hour activity</i>	3.63	10	3.50	11	3.59	10
<i>Open spaces and views</i>	3.00	11	3.88	4	3.26	11

A Visioning Vocabulary

After evaluating visioning themes, participants were asked to draft a vision statement. The following are the most common words to appear in draft vision statements written by participants in the Stakeholder Committee Collective Visioning work session.

- 8 downtown
- 7 vibrant
- 6 neighborhood
- 5 river
- 4 entertainment
- 4 destination
- 4 walkable
- 4 area
- 3 housing
- 3 parking
- 3 sports
- 3 access
- 3 south
- 2 restaurants
- 2 commercial
- 2 activities
- 2 employment
- 2 affordable
- 2 connected
- 2 mixed-use
- 2 community
- 2 activity
- 2 tourism
- 2 spokane
- 2 diverse
- 2 space
- 2 safe
- 2 just
- 2 open
- 2 mix

The word cloud below provides a visualization of the responses. These responses were evaluated in the context of survey results and other outreach at the carrette to collaboratively create and affirm the vision.

Exhibit 3. Vision Statement Summary Word Cloud



4

DESIGN &

DEVELOPMENT

DRAFT

DESIGN & DEVELOPMENT

Introduction: Development Concepts

An iterative design process commenced during the charrette, where urban design parameters and development concepts were created to explore and express critical aspects of the vision.

The North Bank is a vibrant, walkable and truly authentic urban neighborhood with a wide range of housing, complemented by shopping, dining, entertainment and recreation on the Spokane River, and intuitive connections to Downtown and surrounding neighborhoods.

This vision mandates robust connections to the Downtown core and includes a broad mix of uses, including housing, retail and entertainment; it reinforces the importance of recreation around the Spokane River and Riverfront Park, and bike and pedestrian amenities that would make the North Bank a livable downtown neighborhood.

Manipulating the balance and emphasis of these uses and amenities allows multiple interpretations of the vision. The concepts presented in this section explore these different interpretations and the tradeoffs they involve to determine the most important characteristics of future development in the North Bank area.

These concepts were drafted, refined and presented at the charrette, but ultimately, the preferred concept for the North Bank draws from all three concepts presented herein. The preferred concept illustrates the planning and design principles that the community hopes will characterize the North Bank, thereby identifying the critical policy issues that will be addressed in an action plan.

CONCEPT A: EVENT & ENTERTAINMENT DISTRICT

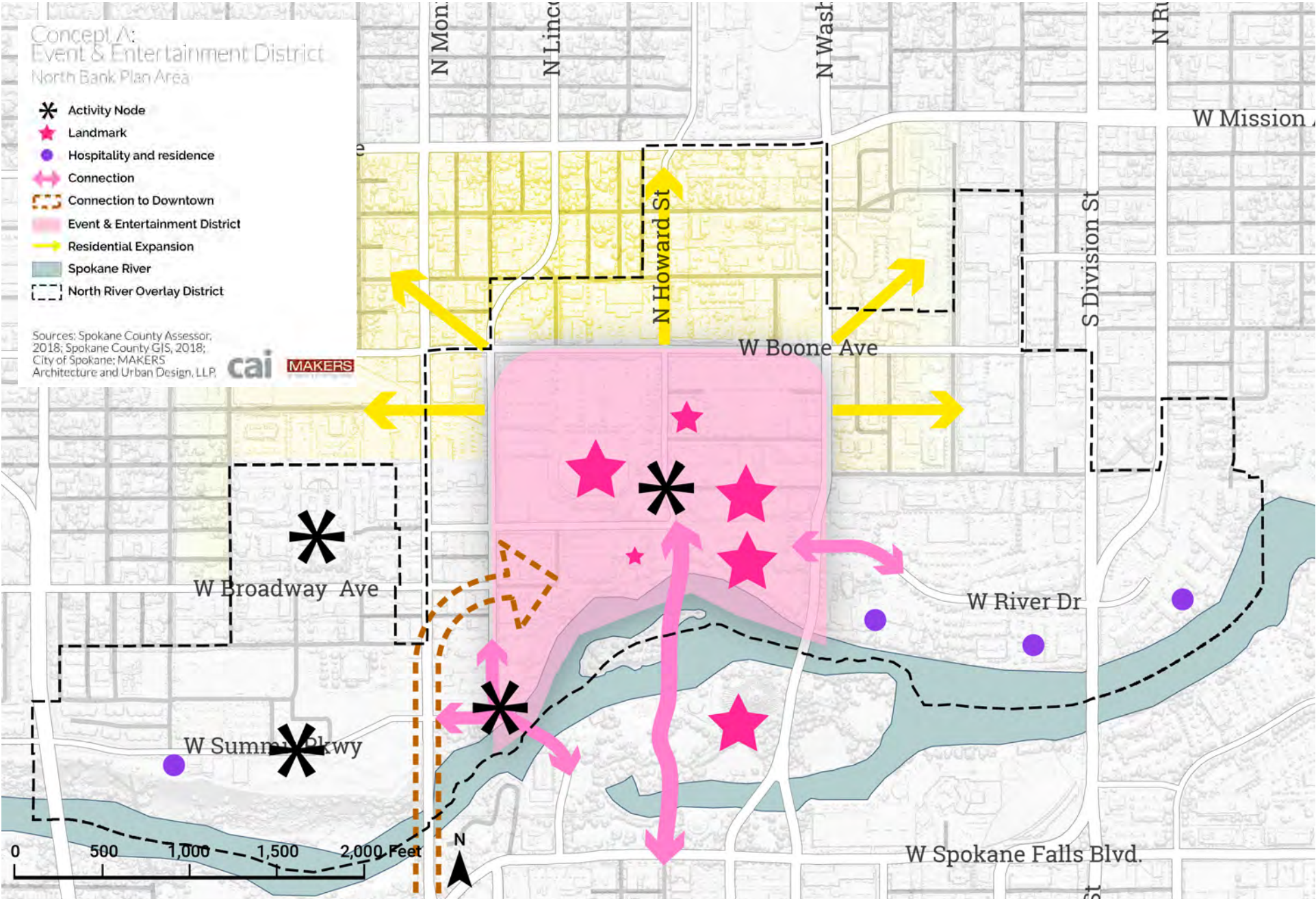
Concept A is an Event and Entertainment District that focuses on leveraging the Spokane Arena and forthcoming Sportsplex.

The concept would encourage expansion of programming at existing event centers, and development of new events and entertainment facilities with the intent to become a regional and national destination for events. High development intensities and a robust mix of uses, including high-density residential and commercial, would be allowed and encouraged in order to create a 24/7 destination. The North Bank would become an extension of the Downtown area, with similar activity levels and development patterns.

Retail would grow to support neighborhood residents and to provide amenities for visitors for events. A thriving restaurant, bar and nightlife scene would fit naturally with the amount of pedestrian activity, particularly during events, and the North Bank would become a major tourist destination within Spokane and the region.

Major assets for the Event and Entertainment District are the Spokane Arena, Sportsplex, Riverfront Park and Spokane Civic Theatre, existing restaurants and hospitality uses as supporting assets. Residential uses (yellow) would expand into surrounding areas.

Figure 25. Event and Entertainment District Conceptual Diagram





Entertainment districts bring together high-capacity entertainment venues with smaller venues and supporting retail, housing and transit to create 24/7 destinations.

Concept A Policy and Regulatory Considerations

The following are policy and regulatory considerations identified during the charrette process.

- Strong branding would be required to create an identity for the district as it becomes a major driver of tourism.
- The recruitment of new facilities, expansion of programming, and provision of national attractions would be critical to growth and development.
- Core areas would require active ground floor uses to animate the streets and encourage pre- and post-event shopping and dining.
- A public art program could animate the district and contribute to the brand. Strong historic preservation standards may be required to protect historic building stock under intensive redevelopment.



Murals and other public art projects characterize the RINO neighborhood in Denver, Colorado.

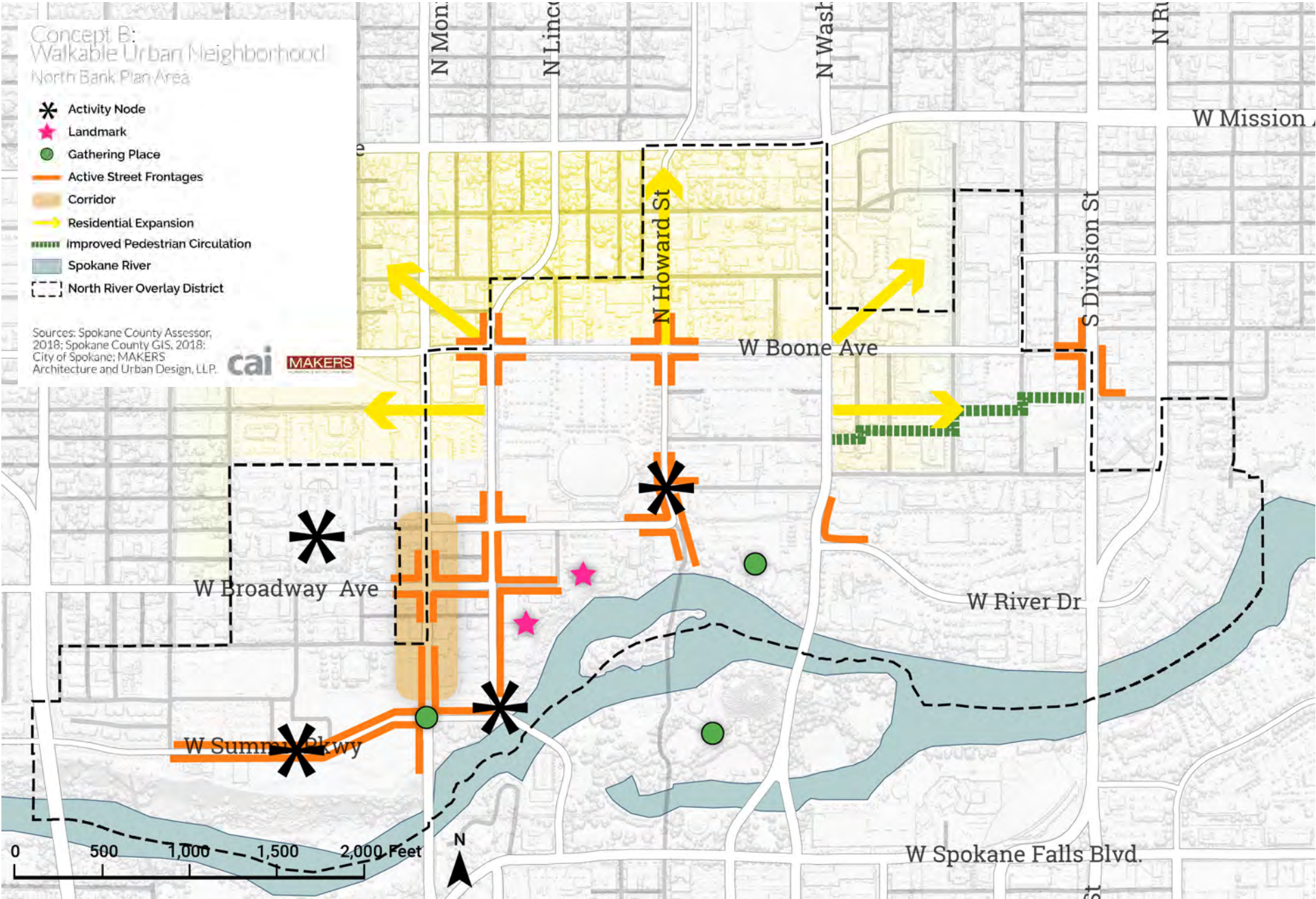
- Streetscape design must be pedestrian-oriented and facilitate outdoor events and heavy foot traffic.
- Vehicular and pedestrian circulation during events will need to be evaluated and proper preparation for events, including planning for event access, crowd management, traffic management, and transit service will be required. Investment in public plazas could facilitate outdoor events.



The Piazza at Schmidt's is a privately developed housing and entertainment project centered on a large plaza, which hosts outdoor events throughout the year.

- North River Overlay standards may need modifications, potentially eliminating building site coverage standards current included in the Overlay and retaining strategic dimensional standards in view corridors.

Figure 26. Walkable Urban Neighborhood Conceptual Diagram



CONCEPT B: WALKABLE URBAN NEIGHBORHOOD

Concept B focuses on the development of a walkable urban neighborhood with a variety of housing types. Supporting uses include neighborhood-serving retail and public open spaces. Entertainment uses would continue at the Arena, Sportsplex, Civic Theatre, and other existing venues, but negative impacts such as noise and traffic would be managed to ensure livability.

Housing is the most important aspect of this concept, and a variety of housing types are developed to meet the needs of a socioeconomically diverse pool of Spokane residents. Streets and public spaces are designed to create neighborhood amenities and safe places for people of all ages and abilities. Walkability and bikeability are improved to prioritize neighborhood safety, and transit is improved to facilitate care-free lifestyles. Retail uses are developed to meet neighborhood needs, and everyday amenities, such as grocery or corner stores, are available in strategic locations.

Solutions to other public safety issues, including perceptions of crime, are aggressively pursued.

Policy and Regulatory Considerations

- The concept may require expansion or refinement of incentives for housing development, potentially including Multi-family Tax Exemption (MFTE) and Tax Increment Finance (TIF), to ensure alignment with planning area boundaries and to create an incentive for housing development throughout the North Bank.
- Public-private partnerships on pilot and demonstration projects, particularly for new or innovative housing types, could improve project feasibility while delivering new housing units.
- Regulations may require strategic through-block pathways to break up large blocks, create neighborhood scale and improve pedestrian circulation. Similarly, projects may be required to provide publicly-accessible private open spaces. Such requirements would require revisions to current NRO standards, design guidelines or other regulatory frameworks to implement.



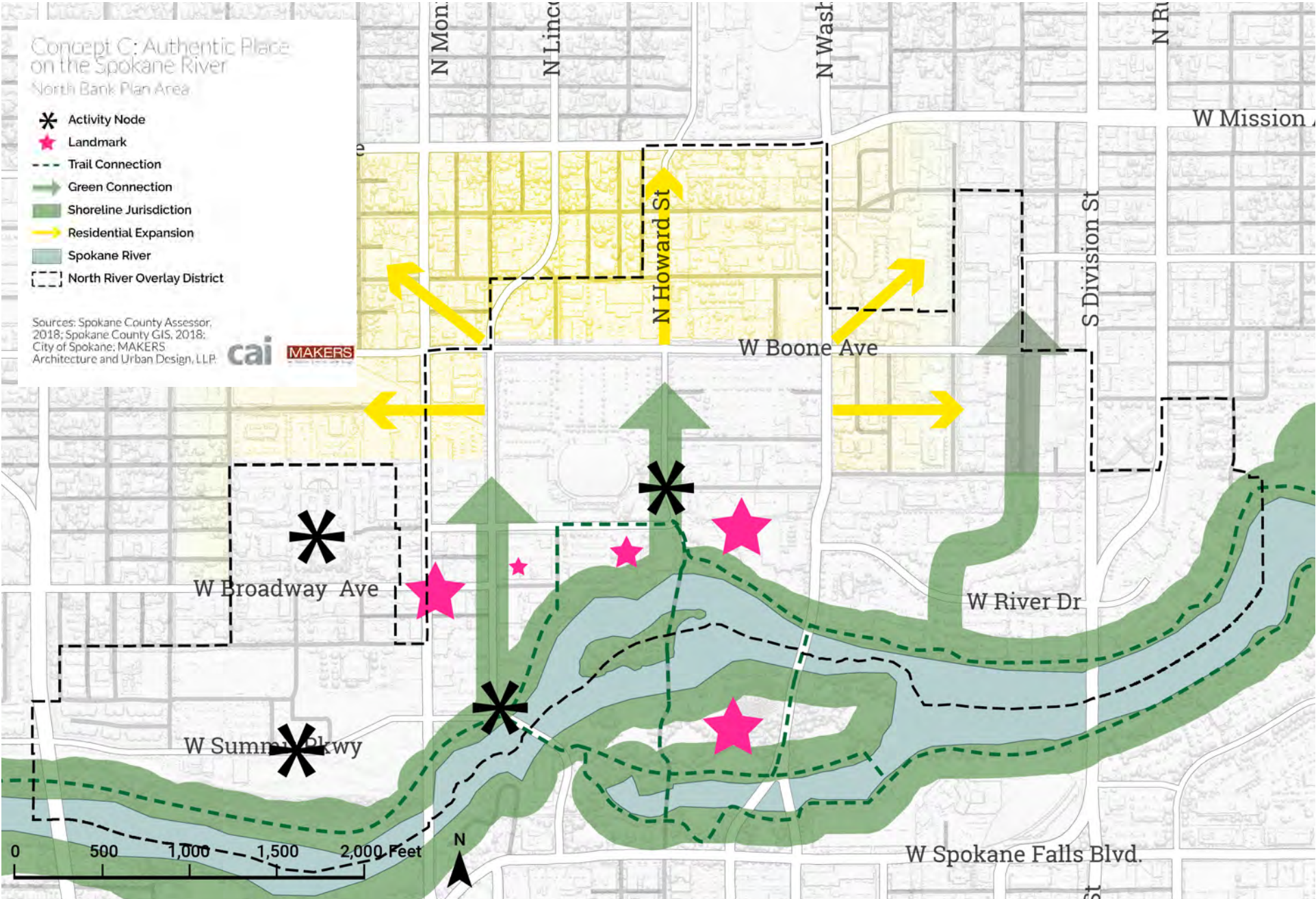
Through-block pathways provide pedestrian passages through large, block-length development projects.

- The City would communicate the residential vision to property owners and developers to encourage residential development.
- Require active frontages only in key strategic locations, in existing retail cluster or near new neighborhood centers, while allowing for ground floor entrances to residential units.



Ground-floor entrances to residential units should be allowed.

Figure 27. Authentic Place on the Spokane River Conceptual Diagram



CONCEPT C: AUTHENTIC PLACE ON THE SPOKANE RIVER

Public open space, access to the Spokane River, the Centennial Trail, green streets, pocket parks and connections to Riverfront Park are the most important features of this concept.



Denver's Riverfront and Lo-Hi neighborhoods treat the South Platte River and Commons Park as centerpieces. Trail corridors, pedestrian connections and public open spaces help define the area.

In this concept, view corridors are identified, maintained and protected to ensure visual connectivity to Downtown and the Spokane River gorge. The City would actively pursue the acquisition and development of new parks, open spaces and other public amenities, and would ensure intuitive, through infrastructure investment and improved wayfinding, connections between trail networks and other active transportation and recreational assets. Preservation of historic assets, legacy businesses and other unique features of the North Bank is critical to maintain authenticity.

Multimodal connectivity would be improved through City and partner investment in pedestrian and bike-friendly amenities and improved transit service. Events and entertainment continue as a strong presence, and opportunities for housing are expanded to create a place for people along the River.

Green infrastructure expands in all directions from the Spokane River, with new trail connections and improvements throughout. Riverfront Park becomes an integrated asset rather than a standalone experience, with greenway connections to neighborhoods to the north. Residential development is done opportunistically in the North Bank area.

Policy and Regulatory Considerations

- Evaluate, identify and protect view corridors.
- Negotiate easements for the extension of existing trail networks, and require publicly-accessible open spaces in private developments along the Spokane River.
- Integrate green and complete street amenities and low-impact development principles in all infrastructure projects. Design streetscapes to facilitate biking, walking and other modes of transportation and recreation.
- Plan for north/south connections using greenways.
- Evaluate the tree Inventory and develop plans to protect healthy existing trees and map non-viable trees for appropriate replacement trees throughout the North Bank area.
- Explore requirements for ground-floor public amenities in private development, with a focus on the provision of pocket parks, public plazas, playgrounds or other recreational amenities.
- Encourage participation in green building programs such as Leadership in Energy and Environmental Design (LEED), or similar, for new private development; identify other mechanisms to improve sustainability and reduce the area's carbon footprint. Consider improvements to obtain LEED ND certification at the neighborhood level.

Synthesis & Preferred Concept

The preferred development concept represents a synthesis of the three draft development concepts described previously. Stakeholders evaluated each concept against the most important visioning themes to identify the desirable aspects of each.

The vision survey cast a wide net to determine what the common visioning themes were. Those visioning themes were ranked by the Stakeholder Committee and by public officials (City Council, Plan Commission, and Design Review Board). Top-ranking visioning themes were used as criteria for the evaluation of three draft development concepts during the charrette. These criteria included:

- The concept improves North Bank connectivity to the Downtown core
- The concept provides an appropriate mix of housing types
- The concept sufficiently expands shopping and dining choices
- The concept creates an appropriately accessible and safe walkable and bikeable place

Concept B received the most support, with an average rating of 3.63 / 5.00 across all criteria. Concept A (3.10) and Concept C (3.09) received similar support. Nonetheless, there were elements of concepts A and C that participants valued. These valued elements include:

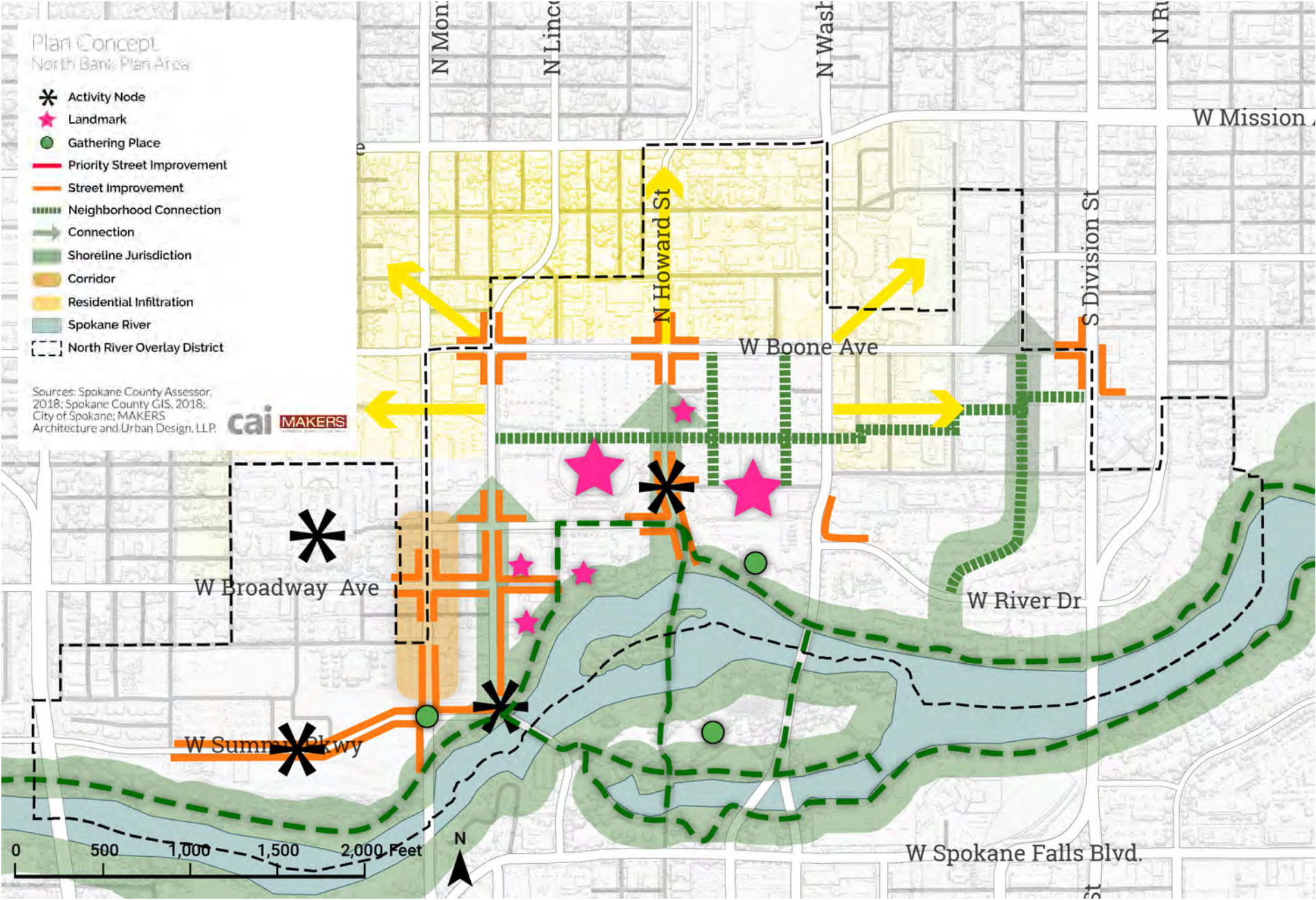
- The Arena, Sportsplex and Civic Theatre (A) will remain as valued assets for Spokane residents and regional tourism draws, even if an entertainment “district” is not pursued.
- The 24/7 dynamism, high intensity of development and robust mix of uses (A) may still be appropriate in a limited area (near event and entertainment assets), even if housing predominates (B) further from the venues.
- The shopping and dining choices (A) that characterize an entertainment district are valued by stakeholders, though practical, neighborhood-serving retail (B) is of primary importance.

- The Spokane River and Centennial Trail (C) remain critical assets that must be better leveraged; improved trail wayfinding, the completion of missing trail linkages, and improved connections between the Downtown core and the North Bank (north/south and east/west) would capitalize on these assets.
- Extending active transportation and recreational infrastructure (C) away from the River (via green or complete streets, ground-level public/private open space, etc.) would benefit a residential base (B) as much or more than it would other users of the Trail corridor. Internal multimodal connectivity is key.
- Historic preservation (C) is important to maintain authenticity of place, but there are limited built historic assets.

The North Bank can be both destination and neighborhood. It can be both active and authentic. A revised or synthesized concept that embodies these ideas would be based on the following characteristics:

- Housing is a lynchpin for the North Bank; improved connections are required to make this area a real neighborhood and valued place. Density, intensity and energy increase closer to the Downtown, and step down near existing neighborhoods.
- More shopping and dining options to support existing entertainment uses would be developed, which may expand programming opportunistically and pursue synergies with other event and entertainment uses. Such complementary uses could include the Downtown Entertainment District and Convention Center. Grocers and markets, corner stores and other neighborhood services would also help create a livable neighborhood.
- The North Bank must be walkable and bikeable, leveraging existing natural and recreational and transportation assets and extending such assets north into the surrounding neighborhoods. Better connections to existing assets like Riverfront Park, adjacent neighborhoods, and Gonzaga University are critical.

Figure 28. Preferred Development Concept



Preferred Planning and Design Principles

The principles that follow are planning and design characteristics that implement the preferred development concept. These principles will be implemented with specific policies and actions contained in the action plan.

LAND USE AND INTENSITY

- Housing is critical, and new housing units must provide opportunities for low- and moderate-income residents. Both the community and market dynamics appear to favor residential development in the North Bank area. The market dictates that higher intensities of development (to achieve more units) where land values are higher—likely closer to the Spokane River or other key assets. Regulations must allow innovative housing types and design features such as ground-floor entrances. Providing a range of housing types and providing affordable housing units are important priorities for community members and are supported by the Comprehensive Plan.
- If retained, the North River Overlay boundary should be changed and simplified:
 - Eliminate arbitrary inclusions and exclusions of parcels.
 - Clearly relate the boundary to its original purpose—preservation of physical access to the Spokane River and of views to Downtown Spokane.
 - Potentially include provisions for site design, in addition to requirements for building form. These could include the provision of public open space, easements for access to the Spokane River, or other provisions as appropriate.
- Consider alignment of the Overlay boundary with other existing planning and regulatory boundaries, such as the Downtown Plan or zone boundaries.
- Consider designating a larger North Bank Planning Area (or Subarea) that conveys policy guidance without additional regulatory provisions.
- For all boundaries, use street centerlines only when intentional or when alternatives are impractical; consider the impact of requirements on the built form of split streets in making these determinations. Consider form-based elements to ensure consistently high-quality design, particularly along split-street boundaries or at seams between zoning designations.
- *If alternative policy vehicles can accomplish the goals of stakeholders and advance the planning and design principles herein, the North River Overlay may be unnecessary.*
- Require or encourage limited and strategic active frontages in places where high levels of pedestrian activity and commerce are anticipated. Demand for retail uses exist now, and certain locations, such as places where retail concentrations currently exist, or where residential development occurs, are important to prioritize for retail activity.
- Adjacent neighborhoods, such as the West Central, Emerson Garfield and Logan neighborhoods, are predominantly residential, and envisioned uses in the North Bank are compatible. However, the City should use the forthcoming Downtown Plan update to determine whether additional regulations on Downtown zones are necessary to ensure successful transitions to lower intensity zones adjacent to Downtown neighborhoods.

COMMUNITY CHARACTER

- The community wishes to maintain things that make the North Bank unique and authentic. To this end, the City should work with partners, potentially including the Historic Preservation Office and the City Landmarks Commission, to ensure that adopted regulations and incentives are sufficient to preserve the existing historic building stock.
- Ensure a high quality of design throughout the North Bank, as befitting a livable downtown neighborhood, and as is consistent with Comprehensive Plan policy.



The adaptive reuse of the Wonder Bread building provides a successful example of historic preservation in the North Bank.

- Consider other programmatic or design elements to tie the North Bank to its history, building on installations at Riverfront Park; evaluate an homage to rail-related uses and other infrastructure elements that defined the North Bank in the past.
- Take the Spokane River as a starting point and allow access to the River to influence design decisions where feasible.

TRANSPORTATION AND CIRCULATION

- Embrace active transportation and support these modes with strategic investment. Identify and prioritize implementation of improvements to existing rights-of-way to improve pedestrian and bicycle circulation and connectivity to the Downtown core and to adjacent neighborhoods. Ensure that bike and pedestrian infrastructure serves all ages and abilities.
- Identify and adopt site design standards or other regulations to reestablish a more robust street grid and/or to create new walking routes that improve non-motorized circulation.
- Continue to evaluate improvements and infrastructure investments that break up long blocks and increase the density of intersections in the North Bank.
- Evaluate existing arterial, collector and neighborhood streets to identify necessary improvements for improved accessibility and intentional connectivity.
- Complete street design techniques can make arterials and collectors more functional and safer for all users. Spokane's adopted complete street standards and designations should be implemented when capital projects are built and may need future revision to better support the development envisioned in the North Bank, which suffers from discontinuous sidewalks and poor lighting.



Complete streets improve traffic circulation while providing for parking, bike routes, and pedestrian-friendly sidewalks.

- Green streets and greenways can form intuitive north/south connections to the Spokane River and Riverfront Park. Howard St. remains a valuable opportunity for green street implementation to reinforce the “string of pearls” concept espoused in the Downtown Plan. This remains the most viable route for pedestrian and bike traffic coming from Downtown core to the North Bank of Downtown.



Robust landscaping, as one element of a “green street” can aid wayfinding and improve the pedestrian experience, while also aiding stormwater management and reducing the urban heat island effect.

- Incorporating non-motorized transportation and recreation infrastructure, including amenities for cyclists, should be a central tenet of all streetscape design and right-of-way improvement projects. Specifically, shared-use trail continuity along the north bank of the Spokane River, bike facilities on Post St./ Lincoln St. and Howard St. and on Boone Ave. should be prioritized. Through-block pathways, as detailed in the Action Plan, should be designed to accommodate bicycle use.



The Indianapolis Cultural Trail seamlessly integrates non-motorized transportation and recreation infrastructure with streetscape design across a spectrum of development types and intensities.

- In certain places, pedestrian-priority streets, or woonerfs (the word woonerf is Dutch for “living street” and is defined as a road that is designed with special features to reduce the amount of traffic using it, or to make the traffic go slower), may be appropriate. Specifically, the City should evaluate this configuration, along with other pedestrian-oriented configurations, for Howard St. between Mallon St. and Dean St. NACTO refers to these streets as commercial shared streets.



Pedestrian-priority streets, or woonerfs, allow vehicular traffic while creating a safe environment for pedestrians and non-motorized traffic.

- Expand area where there are no minimum parking requirements to fit entire North Bank area, as appropriate, to incentivize residential development.
- Encourage mid-block pedestrian pathways on certain identified blocks or in sufficiently large development projects. Through-block pathways may be programmed or landscaped.



The Liberties Walk in Philadelphia is an example of a well-designed, programmed and privately-owned through-block pathway.

- Work with major public and private landowners in the North Bank to provide structured parking and redevelop surface parking lots. Collaborate to identify feasible demand management strategies for parking. Evaluate the impacts on parking demand of increased transit ridership, rideshare availability, autonomous vehicle adoption, and other transportation prospects.
- Identify opportunities to improve last-mile connections and coordinate with Spokane Transit to improve internal circulation for transit users.



Stadium Place in Seattle's SODO is a mixed-use infill development constructed on an underutilized surface lot outside Century Link Field.

- Design and deploy a branded wayfinding system for the North Bank.

PARKS, RECREATION AND OPEN SPACE

- Improve public access to the Spokane River gorge on riverfront parcels.



Kendall Yards is designed to provide consistent public access along the Spokane River.

- Connect parks and open spaces with other green/pedestrian infrastructure, including green streets and greenways, and existing and planned trail corridors.
- Consider opportunistic and strategic land acquisition for future parks development, potentially including locations that serve future residential development, and evaluate site design requirements to potentially incorporate the provision of publicly-accessible open space.
- Encourage and participate in a site planning process to develop a Centennial Trail trailhead, parking and trailside café (or similar trail-serving amenity) at the Bosch lot, which is currently owned by the Parks Department.

INFRASTRUCTURE AND ENVIRONMENT

- Work with utility providers to underground utilities throughout the North Bank, both through incentive programs and as utility infrastructure is upgraded.
- Incorporate low-impact development techniques in new infrastructure projects, as appropriate for specific site conditions.

5

POLICY
FRAMEWORK &
ACTION PLAN

DRAFT

POLICY FRAMEWORK & ACTION PLAN

This framework uses a three-tiered approach to define policies, strategies and potential actions for planning efforts in the North Bank. Strategies offer approaches to implementing the policies. Potential actions are specific recommendations that are intended to support the strategies.

Policies are numbered (1-5). Each policy is supported by lettered strategies (a, b, c...) and actions (listed with Roman numerals). These policies support the implementation of the community-supported vision for the North Bank, which is given below.

The North Bank is a vibrant, walkable and truly authentic urban neighborhood with a wide range of housing, complemented by shopping, dining, entertainment and recreation on the Spokane River, and intuitive connections to Downtown and surrounding neighborhoods.

Map and code changes intended for formal adoption are also given in Chapter 6.

POLICY 1. TAILOR REGULATIONS TO SUPPORT AND IMPLEMENT A COMMON VISION FOR THE NORTH BANK.

- a. **Consider maintaining an overlay zone for the North Bank area as a regulatory tool to support goals identified by the community, including improving circulation for pedestrians and cyclists on both east/west and north/south axes and maintaining views and physical access to the Spokane River gorge, Riverfront Park and Downtown Spokane.** Stakeholders and residents continue to value views and physical access to the Spokane River gorge, Riverfront Park and Downtown, and the challenges associated with circulation, connectivity and views in the North Bank are unique. The Overlay, if properly tailored, can address some of these challenges without stifling development. As some of the North Bank's challenges are unique within Spokane, the Overlay provides an opportunity to apply specific, neighborhood-level solutions.
- b. **If retaining an overlay zone, revise the North River Overlay (NRO) District boundary with the intent to simplify the boundary and eliminate arbitrary inclusions and exclusions of parcels and clearly relate the boundary to its original purpose—preservation of access to the Spokane River and of views to Downtown Spokane and Riverfront Park.** The current NRO boundary follows 1980s-era demarcations between zoning districts that are no longer applicable, as properties have been rezoned over time.
 - i. **Align the NRO boundary with current zoning, to include all Downtown General (DTG) zoned parcels on the North Bank, as well as with key view corridors. Where possible, route boundaries between parcels**

rather than along street centerlines. Generally, the revision better aligns the NRO with downtown Spokane zoning and the Downtown Plan boundary, which accords with stakeholder feedback that the North Bank is closely related and complementary to Downtown Spokane. Where the boundary deviates from the DTG zoning, it is tailored to include the Howard St. corridor, as it is a view corridor toward Downtown, and the north side of the Boone Ave. corridor, as these areas have redevelopment opportunities and are closely related to event-related uses on the south side of the street.

- ii. **Define a larger planning area for the North Bank for targeted policy guidance. The recommended boundary for the planning area is presented in Figure 29.** This larger boundary includes immediately adjacent neighborhoods that will be directly impacted by development in the North Bank. It excludes areas east of Division St., which were previously included in the NRO, as these areas are more directly impacted by Gonzaga University and other planning efforts in the University District.

The purpose of the larger planning area is to incorporate and support the vision for these adjacent neighborhoods, as described in adopted Neighborhood Plans and through conversations with community members.

- iii. **If the NRO is eliminated, consider other measures in the North Bank or in the downtown zones generally, to break up large blocks and facilitate non-motorized transportation and visual and physical connectivity.**

Repealing the NRO and addressing stakeholder concerns via the Downtown Plan update may be appropriate for the following reasons:

- While the issue of excessive block length and disrupted street grid that the proposed through-block pathways respond to may be particularly prevalent in the North Bank, the issue is not exclusive to the North River Overlay boundary and should be addressed for a broader area.
- No other issues have been identified which are so specific to the North Bank that they warrant an overlay exclusive to the North Bank. The Downtown Plan update process provides an opportunity to consider the impact of relevant issues across the Downtown planning area as a whole. For instance, the proposed addition of through-block pathways as a means of meeting the plaza requirement in SMC 17C.124.580 could be implemented by amending that section of code and applied across all Downtown zones.
- Many of the view corridor and riverfront access considerations that are identified as the purpose for the current overlay are now addressed through the City's adopted Shoreline Management Program or are superseded by other regulatory frameworks.
- Repeal of the overlay zone is a small step toward streamlining the code requirements that apply to an area that the Comprehensive Plan and other City policies have targeted for increased development.

- c. **Examine adjacent zoning designations present to ensure that allowable uses, building intensity and built location or site design are compatible with residential uses envisioned in the subarea.** The North Bank has not traditionally been a preferred location for housing development, although there are significant existing and proposed high-end housing developments, such as the Falls Towers, near the River, as well as older single family neighborhoods further to the north. The community has indicated its support for making the North Bank an urban neighborhood with a variety of residential types. Residential uses can be successfully co-located with non-residential uses, though adjacent zoning designations may not be tailored to avoid conflicts between incompatible uses. This may require revisions to allowable uses or other development standards, if incompatibilities exist.
- d. **Rezone CB-150 parcels near Howard St. and Boone Ave. to DTG, consistent other parcels in the North Bank.** DTG zoning provides an opportunity to encourage new development through increased development capacity, while encouraging high-quality design by extending the Downtown Design Guidelines. DTG also requires compliance with Complete Streets provisions, meaning it is a precursor to the application of complete street designations to CB-150 zoned parcels in the North Bank. The proposed rezoning is shown in Figure 30. Expand other boundaries for policies or regulations to Downtown (such as the Decorative Street Lighting District) to cover the expanded DTG area, as appropriate.
- e. **Retain the DTG-70 zoning in the Monroe St. corridor.** Stakeholders expressed support for protecting and preserving the parts of the North Bank that make the area unique or have historic and place-based significance. The Monroe St. corridor currently contains small-scale retail uses and many are housed in historic, early-20th century structures. Sufficient development capacity remains in the North Bank to provide thousands of new housing units, so increasing zoned capacity in this corridor unnecessarily risks these historic structures.

Figure 29. Recommended Planning Area Boundary

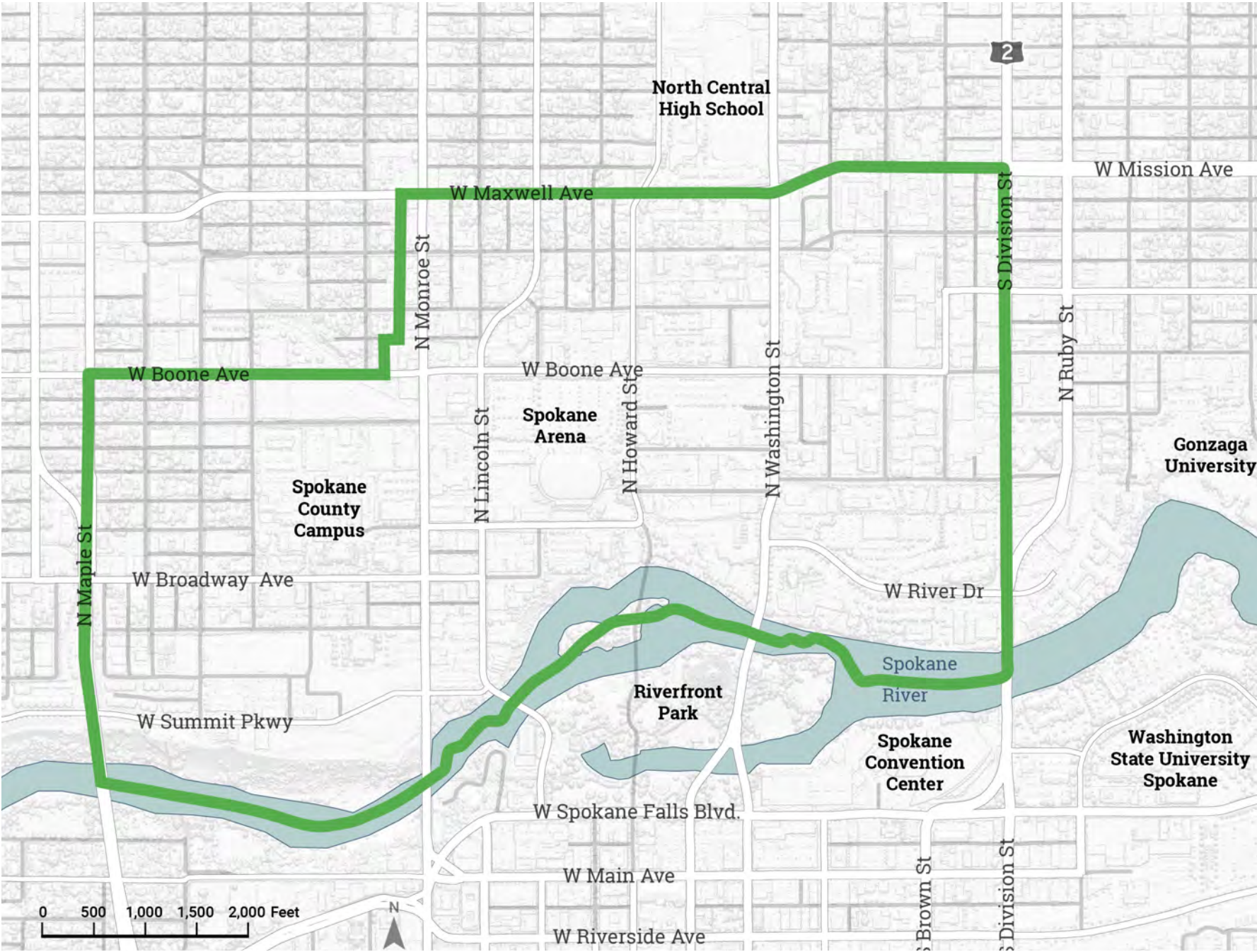
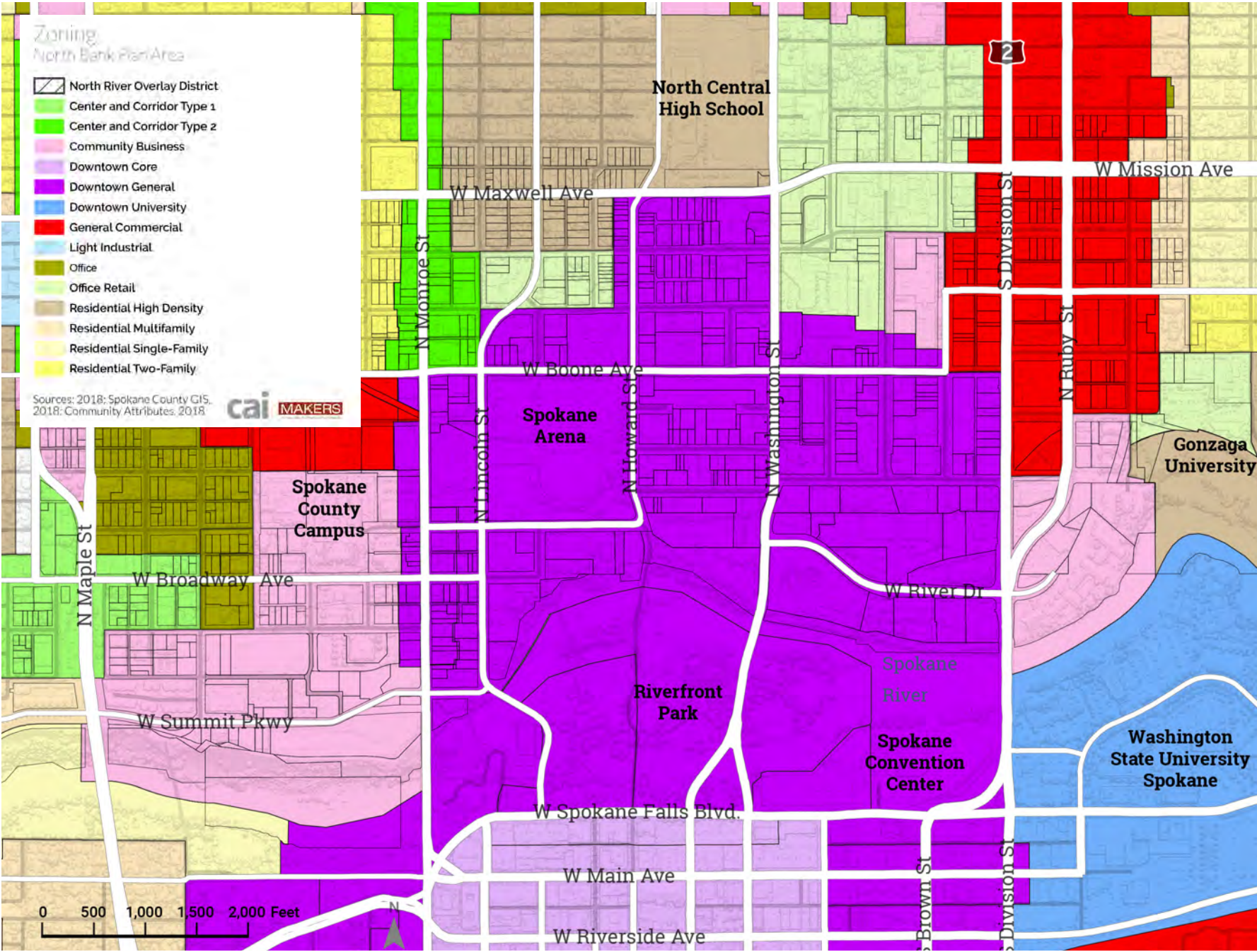


Figure 30. Proposed Zoning, North Bank Planning Area



POLICY 2. ENCOURAGE THE PRODUCTION OF A DIVERSE RANGE OF HOUSING TYPES IN THE NORTH BANK, INCLUDING AFFORDABLE HOUSING.

- a. **Communicate the residential vision to developers and property owners and develop a plan to link these stakeholders with available resources and incentives related to housing development.** Some cities appoint a single point of contact for development in a given neighborhood. Centralizing resources and simplifying communication is critical to reducing barriers to entry for the development community. This process can also make developers aware of the full spectrum of allowable housing types, including microhouses, accessory dwelling units, cottage housing and other small lot detached products, and remind them of available incentives and requirements for producing mixed-income and affordable housing projects.
- b. **Review applicable incentives for housing development, such as Multifamily Tax Exemption (MFTE), and adjust the boundaries for eligible areas as necessary to ensure that the incentives are applicable throughout the Downtown area.** Given the intent to spur housing development in the North Bank, consider whether adopted MFTE Target Areas in other parts of the City remain appropriate locations for encouraging multifamily development. There is a limit to the demand for multifamily residential in any given city, and there are benefits to creating a critical mass of residential uses in a given neighborhood; if the North Bank is going to become an urban neighborhood with Downtown-like intensities, policy tools that encourage housing development should be tailored to prioritize projects the North Bank area.
- c. **Extend the boundary for the no-minimum-parking area to match the revised Downtown zoning boundary north of Boone Ave.** Providing parking in a multifamily development—particularly if site design constraints mandate structured or underground parking—adds significant cost to a development project. These costs can deter housing development or increase

rental rates. Market demand for parking will ensure that developers provide an appropriate number of spaces, while expanding the no-minimum-parking area will give developers flexibility to provide few, if any, spaces if demand decreases over time.

- d. **Evaluate Citywide policy to ensure that regulations and incentives are aligned with the community's desire for new housing units that are affordable to range of income levels,** including levels far below the area median income (AMI). The North Bank is subject to the same zoning designations as used elsewhere in the City, but housing affordability is uniquely important in the North Bank because demographic data indicate that North Bank residents are disproportionately low-income. The City may determine that requiring affordable units in new multifamily development projects is appropriate, and could evaluate exemptions to some City development standards or review processes in exchange for the dedication of affordable units.

POLICY 3. ENSURE THAT THE NORTH BANK CONTINUES TO SUPPORT EVENT VENUES AND THEIR PATRONS AND RESIDENTS ALIKE BY PROVIDING NEEDED AMENITIES.

- a. **Concentrate retail activity in strategic, neighborhood- and event-serving areas.** Planning too much retail space leads to vacant storefronts and complicates financing for development projects, sometimes precluding project feasibility.

- i. **Consider revising complete streets standards or other regulations to require limited and strategic active frontages in places where high levels of pedestrian activity and commerce are anticipated. Conceptual locations, consistent with planning and design principles for the North Bank, are identified in Figure 30.**

Active frontages encourage retail uses and generally are identified in places where existing retail and potential demand are apparent and are spaced approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile apart to ensure accessibility of neighborhood services. Priority pedestrian frontages are identified in places where residential development is anticipated or where pedestrian traffic is likely, and where streetscapes therefore need to provide a positive pedestrian experience.

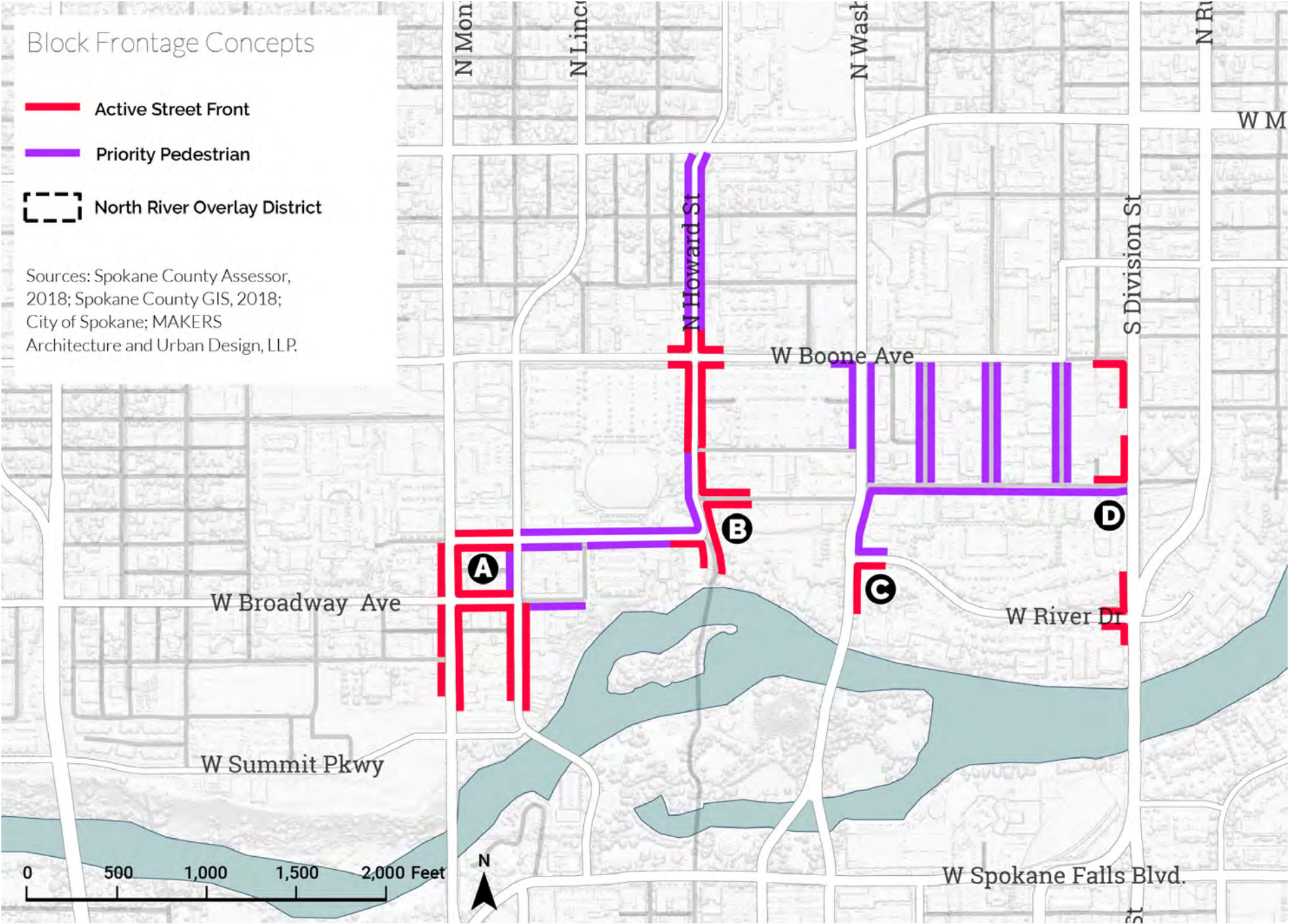
- Active frontages near **A** (along N. Monroe and N. Lincoln Streets between W. Mallon and W. Bridge Avenues) build on existing retail in the Monroe St. corridor and in the Kendall Yards PUD, create visible activity that draws traffic from Downtown, and serves patrons of Spokane Arena and employees at the Spokane County Campus.
- Active frontages near **B** (N. Howard St. between Riverfront Park and W. Boone Avenue) extend a walkable experience from Downtown and Riverfront Park and provide opportunities to serve patrons of Spokane Arena and, potentially, the Sportsplex.

- Active frontages near **C** (the intersection of W. River Drive and N. Washington Street) extend a walkable experience from Downtown and Riverfront Park and provide opportunities to serve patrons of Spokane Arena and, potentially, the Sportsplex, as well as local lodging.
- Active frontages near **D** (along Division St.) emphasize that Division is a commercial corridor and encourage high-quality retail space.

- b. **Work with Downtown Spokane Partnership (DSP) to align efforts to support retailers in the North Bank.** The City can play a role in encouraging retail development in places where it would implement the vision for the North Bank. A vehicle for collaboration and involvement exists in the DSP.

- i. Work with DSP and to ensure that North Bank businesses feel adequately involved and well-represented as a part of the Downtown business community.
- ii. Identify opportunities to host City-sponsored events as pop-ups in vacant storefronts in the North Bank.
- iii. Explore the potential to better program retail concentrations in the North Bank through community events.
- iv. Create an outreach program to commercial real estate brokers to ensure the commercial real estate community understands the potential for commercial development in the North Bank.

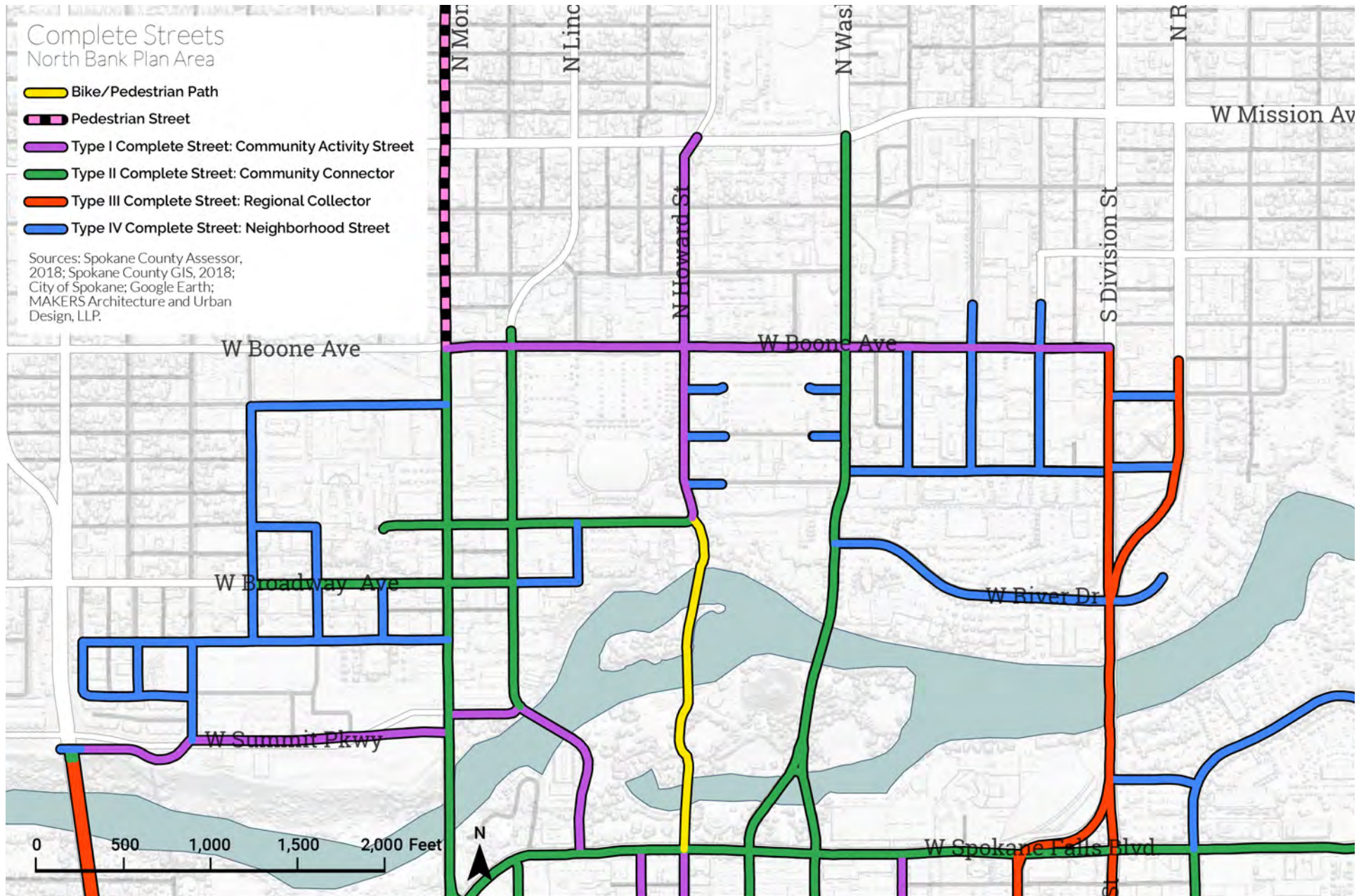
Figure 31. Conceptual Block Frontages, North Bank Planning Area



POLICY 4. IMPROVE EAST-WEST AND NORTH-SOUTH CONNECTIVITY AND MULTIMODAL CIRCULATION TO ENSURE PHYSICAL AND VISUAL CONNECTIVITY TO A VARIETY OF DESTINATIONS INCLUDING DOWNTOWN SPOKANE, RIVERFRONT PARK, THE SPOKANE RIVER GORGE AND NEARBY NEIGHBORHOODS.

- a. **Extend Complete Street designations to North Bank streets within the area that is recommended for rezoning to DTG.** The DTG zone relies on Complete Streets designations, making the application of these designations to new street segments in the North Bank necessary.
- b. **Consider revising Complete Streets standards during the Downtown Plan update.** Existing standards should be strengthened to create a hierarchy of pedestrian-friendly block frontages that strengthen the character, identity, and livability of the area and implement the North Bank Subarea Plan. However, Complete Street standards are used throughout Downtown Spokane, and the Downtown Plan may be a more appropriate vehicle for needed revisions and additions. This Subarea Plan presents two options for revising current Complete Street standards.
 - i. **Option 1: Extend existing Complete Street designations to select streets in the North Bank, consistent with the stakeholder vision for North Bank development, and revise the standards associated with the designations to better align with the desired character for North Bank development.** A table identifying opportunities to improve existing Complete Street standards is provided in the appendices.
 - ii. **Option 2: Retain (and possibly revise) existing Complete Street designations and add two new designations (Type V and VI) to accomplish the specific objectives of the North Bank Subarea Plan, and potentially to apply elsewhere in the City.** Draft provisions for Type V and VI Complete Streets are provided in the appendices.

Figure 32. Proposed Complete Street Designations, North Bank Planning Area



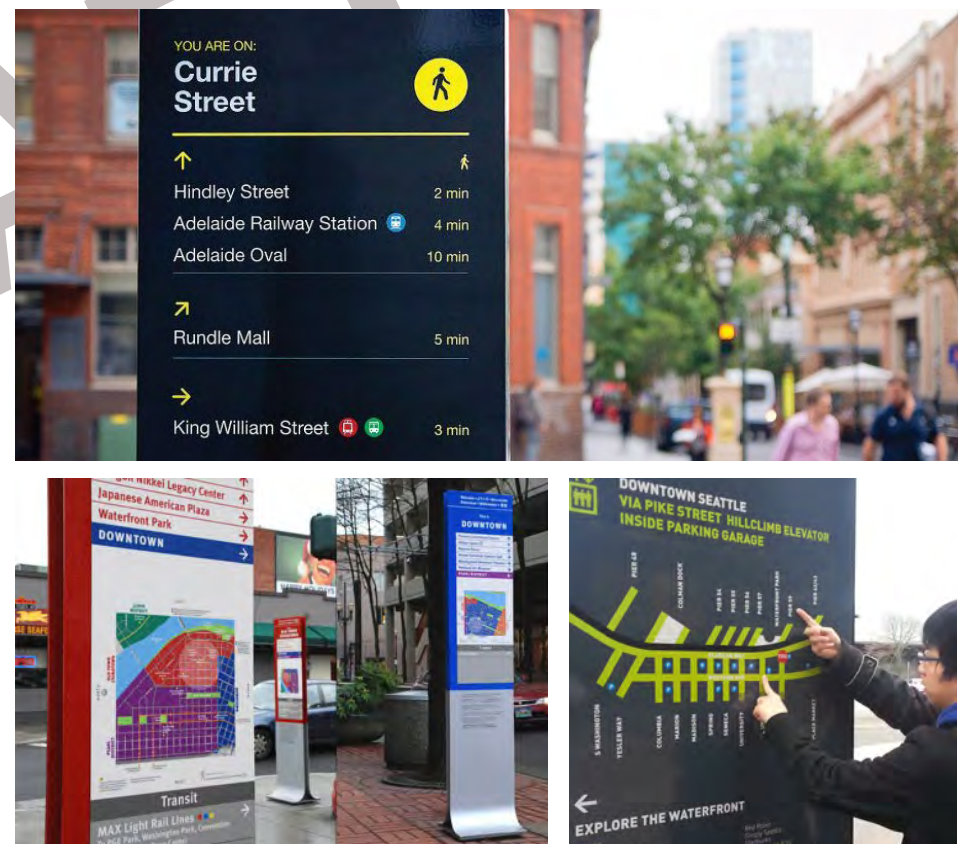
- c. **Pursue and prioritize specific transportation projects to improve connectivity in and around the North Bank.**
- i. **Create a dedicated bike lane or cycle track on Mallon to connect the bike and pedestrian trail from Anthony's and the Falls Towers project to the Riverfront Park project at the intersection of Mallon and Howard.** This specific improvement is critical to creating a continuous bike and pedestrian path through the North Bank. The improvement is consistent with the City of Spokane's Bicycle Master Plan, as well as community support for better active transportation infrastructure. As an alternative, evaluate aligning the bike lane on Post St. between Broadway and Mallon.
 - ii. **Evaluate the feasibility of a variety of pedestrian treatments and amenities on Howard between Mallon and Dean.** Foot traffic from events at Spokane Arena and from users of Riverfront Park regularly navigate this stretch of Howard St. This traffic is likely to increase following the completion of the Riverfront Park improvements. Woonerfs allow pedestrians to use the entire width of the right of way, while cars, which are also allowed, are made to drive slower and yield to pedestrians at all times. Such designs facilitate pedestrian connectivity and safety and may be appropriate for this critical location. As an alternative, consider a raised crosswalk or movable bollards to better define spaces with heavy pedestrian use.
 - iii. **Focus investment in pedestrian amenities on Boone Ave.,** as it is a primary east/west connection and a critical linkage between transit stops.
 - iv. **Restripe Lincoln St. from Summit Parkway to Maxwell Ave. with bike lanes.** Lincoln St. is a critical north/south transportation corridor and has capacity to support active transportation.
 - v. **Construct continuous sidewalks on both sides of N. River Dr. from Washington St. to Division St.,** and improve the existing crosswalk at the Centennial Hotel driveway. This will benefit east/west circulation and finish the largest of missing sidewalk in the North Bank.
 - vi. **Evaluate the sufficiency of adopted bike parking standards,** and potentially increase the requirements for long-term, sheltered and secure bike parking in residential buildings and short-term bike parking at entrances.
- d. **Work with Spokane Transit Authority to identify, evaluate and implement route adjustments or service additions to improve east/west circulation in the North Bank.** Current routes return to Downtown from the North Bank via Monroe St. and Washington St., but no route currently connects these corridors, which are approximately ½ mile apart.
- e. **Identify additional partners to make coordinated improvements to last-mile connections,** potential including shared bikes or scooters and including wayfinding specifically designed to orient transit users to the nearest east/west connection.
- f. **Consider requiring through-block pedestrian pathways on certain identified blocks or in sufficiently large development projects (See: the appendices for a conceptual alignment of such pathways in the North Bank and for potential design guidelines). Through-block pathways may be programmed or landscaped.** Pedestrian and bicycle circulation, walkability, and improved circulation are critical issues to the public, according to stakeholder feedback throughout this process. The North Bank is a challenging environment for pedestrians and cyclists because blocks are long and the walking experience is unsafe and uninteresting. Large arterials, characterized by a small number of intersections, convey vehicular traffic at speeds that deter pedestrian activity. Shortening blocks and increasing intersection density is essential for improving the walkability of the North Bank. Through-block pathways, similar to NACTO-defined green alleys, are a tool that dozens of jurisdictions

in Washington and elsewhere have adopted to help to break up large blocks that are hard to navigate for cyclists and pedestrians, improving physical and visual connectivity. Revised NRO standards include a map (Figure 17C.160.010- B-1) of critical locations for through-block pathways. The Appendix contains case studies for through-block pathway implementation.

- g. **Where through-block pathways intersect with busy arterial streets, or where such pathways are not anticipated but block lengths are sufficiently long, consider installing pedestrian-activated crossing signals to allow safe crossings.** Other traffic calming devices may be appropriate in these locations as well, pending feasibility studies. It is anticipated that such crossings will be improved incrementally over time as development densities (and pedestrian usage of these connections and crossings) increase.
- h. **Work with major public and private landowners in the North Bank to provide structured parking and redevelop surface parking lots. Evaluate the feasibility of public-private partnerships to offset the initial cost of structured parking construction.** The 2019 Parking Study found that 40% of the land area in the North Bank is used for parking. These areas, which largely consist of surface lots that sit vacant at various times during the week, degrade the pedestrian experience while preventing new development. Structured parking is essential in urban areas to concentrate activity and create the energetic, livable environment that stakeholders envision.
- i. **Avoid further street vacations in the North Bank as growth and development occurs, except as consistent with SMC 17C.124.035.** This is critical, as the street grid in the North Bank has been disrupted over time. Current blocks in the North Bank do not match City development regulations for block lengths.
- j. **Consider expanding the Surface Parking Limited Area in 17C.124.110(A)(3)(a) and defined by map 17C.124-M1 to cover all DTG zones.** This would preclude the development of additional standalone surface parking lots in the North Bank,

which already has significant surface parking capacity. Stand-alone surface parking lots also exacerbate connectivity challenges in the North Bank.

- k. **Design and deploy a branded wayfinding system for the North Bank, possibly in conjunction with the Downtown and other nearby neighborhoods and their respective destinations.** A branded wayfinding system that is consistently and widely deployed helps residents and visitors navigate places they are less familiar with. Such a system would orient users to destinations both in and around the North Bank, including amenities in Downtown, Kendall Yards, and the University District, as well as local and regional trail systems.



Above: examples of wayfinding signs in the city of Adelaide, Australia (top, source: Studio Binocular), Portland, Oregon (bottom left, source: Luminant Design), and the Seattle waterfront (bottom right, source: EnviroIssues)

POLICY 5. CREATE PUBLIC SPACES AND PLACES THAT MAKE THE NORTH BANK A LIVABLE NEIGHBORHOOD AND AN ATTRACTIVE DESTINATION.

- a. **Retain and enhance the North Bank's historic character and strategic importance.** While there is broad support for new development in the North Bank, stakeholders also wish to preserve places in the North Bank that give it a unique sense of place. The North Bank also includes a number of historic structures, most notably on Monroe St., that contribute to the authenticity of the neighborhood. Preserving these elements as development intensifies will help to ensure that the North Bank maintains a sense of place.
 - i. **Work with partners, including the Historic Preservation Office and the City Landmarks Commission, to market and encourage utilization of appropriate regulations or incentives to preserve the existing historic building stock,** potentially including the designation of a historic district at Monroe and Broadway, or the addition of individual buildings to the Spokane Historic Register.
 - ii. **Consider other programmatic or design elements to tie the North Bank to its history,** building on installations at Riverfront Park; evaluate an homage to rail-related uses and other infrastructure elements that defined the North Bank in the past.
- b. **Provide infrastructure and utility capacity sufficient for urban development consistent with Downtown Spokane and the vision for the North Bank.** Capacity for new development is critical to avoid creating barriers and costly burdens for developers who are interested in building in the North Bank. Additionally, placing utilities underground improves the visual quality of a neighborhood and frees space on sidewalks for pedestrian amenities, landscaping, and other features that help make a livable neighborhood.

- i. **Work with utility purveyors to underground utilities throughout the North Bank** as applied in the Downtown area south of the river.
 - ii. **Incorporate, where possible, low-impact development techniques in appropriate new infrastructure projects,** potentially including the use of cisterns, gray-water systems, roof gardens, green walls, pollution control mechanisms and other techniques that are viable in the North Bank's geotechnical environment.
- c. **Enhance and expand public spaces for residents and visitors.** Public spaces are critical to a livable neighborhood, and having walkable access to parks and open spaces contributes to a high quality of life. Riverfront Park is a tremendous asset, but smaller, neighborhood-serving parks and open spaces would make the North Bank more livable and complement such larger, regionally-serving parks. Benchmarks for park provision vary, but the National Recreation Association recommends 10 acres of parks or playground space, excluding large regional parks, for every 1,000 residents.
 - i. **Connect parks and open spaces with other green and pedestrian infrastructure,** including green streets and greenways, and existing and planned trail corridors.
 - ii. **Consider strategic land acquisition for future parks development and evaluate site design requirements to potentially incorporate the provision of publicly accessible open space.** Land that serves to meet benchmarks for open space provision (i.e. that is located where a significant residential population does not currently have access to a nearby park) should be prioritized. Lands that are adjacent to through-block pathways and other publicly accessible private open spaces, which may serve to create a network of open spaces, are also important.

- iii. **Encourage and participate in a site planning process to develop a Centennial Trail trailhead, parking and potentially an interpretive center or a supportive and related retail use, such as a trailside café, at the Bosch lot on Bridge St.,** which is currently owned by the Parks Department. Such a combination of uses would satisfy the recreational use restriction that exists on the property, while providing an important recreational and active transportation amenity. Site design could allow for access to the underground CSO facilities, which is required for redevelopment.

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PROPOSED MAP &
CODE CHANGES

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Proposals for Adoption

The following are excerpts from the policy framework and are the policy changes that are intended for immediate adoption. Full detail for each is contained in Chapter 5.

- **Rezone CB-150 parcels near Howard St. and Boone Ave. to DTG, consistent other parcels in the North Bank.** See page 67 for further detail. See page 69 for a proposed zoning map.
- **Define a larger planning area for the North Bank for targeted policy guidance.** See page 68 for a proposed boundary map.
- **Review applicable incentives for housing development, such as Multifamily Tax Exemption (MFTE), and adjust the boundaries for eligible areas as necessary to ensure that the incentives are applicable throughout the Downtown area.** See page 70 for further detail.
- **Extend the boundary for the no-minimum-parking area to match the revised Downtown zoning boundary north of Boone Ave.** See page 70 for further detail.
- **Extend Complete Street designations to North Bank streets within the area that is recommended for rezoning to DTG.** See page 73 for further detail, page 74 for a proposed complete streets map, and the appendices for additional complete streets considerations.

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7 APPENDICES

APPENDIX 1: ADDITIONAL REGULATORY DETAIL

Zoning Detail

The characteristics of the zones currently found in the North Bank planning area are described in SMC 17C.120.030.E and SMC 17C.124.030.B, as follows:

DTG - The downtown general zoning category is a mixed-use use category applied within a large area of the downtown. This is a high-density, mixed-use area in which community-serving retail uses are encouraged, especially at street level; residential and office uses are encouraged, especially as part of a mixed-use building. A very wide range of uses are allowed. New auto-oriented or intensive industrial uses are discouraged or not allowed.

CB-150 - The community business zoning category is located in areas designated general commercial on the land use plan map of the comprehensive plan. These areas are already predominantly developed with auto-accommodating commercial uses. A full range of retail and service businesses with a local or regional market are allowed. Because this zoning category is usually located near residential neighborhoods, the size of some allowed uses is more limited than the general commercial zoning category. The building height limit is 150 feet, denoted by the zoning category.

Compared to the DTG zone, CB-150 allows lower intensities of development and a broader range of commercial and industrial uses. Notably, Downtown Design Guidelines apply in the DTG zone, but do not extend to CB-150-designated parcels.

ZONING CODE ELEMENTS

Zoning code provisions applicable to the North Bank Planning area are covered in the following chapters of Title 17C.

Chapter 17C.120 – Commercial Zones – includes the provisions for CB-150-zoned properties, including:

- Zone characteristics
- Primary, limited, and accessory uses
- Lot area and dimensional standards
- Landscaping, parking, screening, signage and other site and building design standards

Chapter 17C.124 – Downtown Zones – includes the provisions for DTG-zoned properties, including:

- Zone characteristics
- Primary, limited, and accessory uses
- Lot area and dimensional standards
- Landscaping, parking, screening, signage and other site and building design standards

Chapter 17C.160 – North River Overlay District – includes a layer of special standards that apply in addition to (and in some cases super-

seding) the base zoning district. A major emphasis of the district is to recognize the public value of the views and access to the Spokane River Gorge and the Downtown core from the North Bank.

Other Applicable Standards – will apply depending on the nature of proposed developments. Notable chapters/standards include:

- Chapter 17C.190 – Use Category Descriptions (content that helps to clarify permitted uses)
- Chapter 17C.200 – Landscaping and Screening (includes landscape plan requirements for most uses, standards for street trees, street frontage landscaping, parking lot landscaping, stormwater infiltration landscaping, and landscaped screening, landscape installation, irrigation, and maintenance standards, and water conservation measures)
- Chapter 17C.210 – Nonconforming Situations
- Chapter 17C.220 – Off-site Impacts (addresses various noise, odor, and glare impacts to adjacent properties)
- Chapter 17C.230 – Parking and Loading (off-street parking and loading standards, including bicycle parking and the building design of structured parking)
- Chapter 17C.240 – Signs (standards for the number, type, size, and design of signs permitted for uses plus exempt signs)
- Chapter 17C.250 – Tall Building Standards (applies to buildings over 70-feet tall and addresses upper level building setbacks, maximum floorplate area, and maximum tower dimensions)
- Chapter 17C.300-390 – Special use-type standards as applicable

ZONING PARAMETERS

Permitted Uses

Both the DTG and CB zones are relatively generous in the variety and range of uses permitted, including a combination of commercial and residential uses. The primary difference between the two zones is that the DTG is somewhat more restrictive towards auto-oriented commercial uses. The chart below is a sampling of notable use permissions from Tables 17C.120-1 and 17C.124-1.

Figure 33. Permitted Use Summary Chart.

P – Permitted; N – Not Permitted; L – Allowed, but special limitations; CU – Conditional use review required

USE	DTG	CB	NOTES
Residential			
Residential House-hold Living	P	P	Uses include single-family residences, duplexes, apartments, condominiums, retirement center apartments, manufactured housing and other structures with self-contained dwelling units.
Commercial			
Commercial Parking	L	P	
Drive-Through Facility	L	P	
Major Event Entertainment	P	P	
Office	P	P	
Quick Vehicle Servicing	L	P	
Retail Sales and Service	L	P	
Vehicle Repair	L	P	
Industrial			
High Impact Uses	N	N	
Industrial Service	N	L/CU	
Manufacturing and Production	L	L/CU	
Warehouse and Freight Movement	L	L/CU	
Wholesale Sales	L	L/CU	

Built Form

Height. All but the relatively small DTG-70-zoned Monroe Street corridor allow 12-story tall buildings or taller. The DTG zone features a maximum height of 12-stories, but includes bonus incentive provisions that can allow much taller buildings. The bonus incentives are structured into items that allow for two, four, and eight-story bonus increases (which can be combined to further increase the number of stories. The two-story bonus items include land use and design amenities (e.g., ground floor uses that spill onto streets, weather-protection features, alley-enhancements, and water features). The four-story bonus items include a combination of site and building design amenities and workforce housing. The eight-story bonus focuses on two items: (1) Workforce housing (greater than 50% of units) and (2) bicycle commuter shower facilities. There is no height minimum in either district. Ultimately, these height provisions allow for a level of development that greatly exceeds current conditions – and thus also allow for urban form that has the potential to dramatically change the views and character from the planning area and of the planning area.

Floor area ratio (FAR) limits. Existing FAR limits are another notable regulation that shapes the massing and intensity of development in the planning area. The maximum FAR's in the DTG and CB-150 zones are 6.0 and 1.5, respectively. However, the FAR calculations exclude residential development and floor area devoted to parking (thus, primarily apply to office development).

Minimum setbacks. There are generally no notable setback requirements for the portion of the DTG zone within the North Bank Planning area except for those setbacks necessary to provide a minimum 12-foot wide sidewalk along streets. Within the CB zone, buildings generally must be no closer than twelve feet from the back of the curb. There are no side or rear setback requirements for either zone (within the North Bank Planning area).

Maximum site coverage and building width. The North River Overlay District (which applies to the entire current North Bank Planning area) includes special site coverage and building width standards for

the purpose of maintaining views/vistas from the ground level to the Spokane River Gorge and Downtown from the North Bank. See SMC Chapter 17C.160.

- For sites larger than 20,000 square feet in area and/or with an east-west dimension greater than 150-feet:
 - The maximum east-west dimension of structure is 80-percent of the east-west dimension of the site.
 - The maximum site coverage is 75-percent.
- The maximum east-west dimension of buildings at the ground-level is 300-feet. Buildings can be longer, but must include a break at the ground level at maximum 300-foot intervals to allow for 12-foot minimum width pedestrian access corridor.

Ultimately, the combination of existing and planned buildings, topography, streetscape, and block configuration limit the viability of river/gorge views from these areas, even if implemented.

Other standards that affect building massing. There are a number of standards that apply to the massing of buildings in the planning area that increase or decrease the overall massing of buildings:

- + Pitched roof-forms and accessible decks may extend above the height limit, provided habitable areas within pitched-roof forms are limited to residential uses.
- Upper-story setbacks of 15 feet are required in the DTG zone along all property lines (with an exemption where exterior public space is provided)
- Maximum floorplate size and dimensional standards apply above the 12th-floor for DTG-zoned properties seeking height bonuses.
- Building articulation standards in SMC 17C.124.530 (DTG zone) and SMC 17C.120.530 (CB zone) require facades wider than 50-feet to integrate design features that break the façade into smaller units.

- Jefferson Street – Spokane County Courthouse View Corridor provisions of in SMC 17C.124.585 require that a 50-foot wide view corridor be maintained between Jefferson Street and the County Courthouse (applicable sites are eligible for a 4-story height bonus).

Figure 34. Zoning/Built Form Summary Chart

STANDARD	DTG	CB	OBSERVATIONS
Maximum Height	12 stories ^{1,2}	150'	<p>1. 70' in the DT-70 zone.</p> <p>2. Bonus floors are available via SMC 17C.124.220.G</p> <p><i>Height limits (including many bonus provisions) are relatively permissive and greatly exceed the existing context. See related observations in the review's Preliminary Conclusions section.</i></p>
Maximum FAR ¹	6.0	4.5 ²	<p>1. Does not apply to residential and structured parking areas.</p> <p>2. The standard FAR in the CB zone is 1.5, but the North River Overlay District's 4.5 FAR maximum applies in this case.</p> <p><i>While these FAR's still provide for a generous amount of development, some massing limitations to office development make sense here due to greater transit and street grid challenges here compared to the downtown core area. Residential uses, on the other hand, may be more beneficial here due to the more variable nature of origin vehicular trips and the close proximity to downtown uses and amenities.</i></p>
Minimum Street Setback ¹	0'	0'	<p>1. Buildings must be setback at least 12' from the curb (to provide for minimum applicable sidewalk/ planting area).</p>
Minimum Interior Setback	0'	0'	

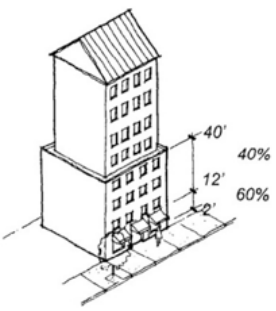
Complete Streets and Associated Block Frontage Standards

The “Complete Streets” concept was developed with the 2009 Downtown Plan. The map below identifies the four Complete Street designations in the North Bank Planning area.

The chart below identifies the applicable code section, notable standards, and documents some initial observations.

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Figure 35. Notable Design Standards Associated with Designated Complete Streets in the DTG Zone

CODE SECTION	STANDARD	OBSERVATIONS
SMC 17C.124.230 Structure Setback, Sidewalks, and Street Trees	The sidewalk environment shall be designed to meet the intent of the complete street designation	<i>This is an area that may warrant greater emphasis and clarity in the code (in terms of sidewalk widths, planting areas, street trees, lighting and furniture zones)</i>
SMC 17C.124.290 Drive-through Facilities	Not allowed on Type I or II complete streets	<i>Issue also warrants greater review/consideration (where they should be allowed/prohibited)</i>
SMC 17C.124.340 Parking and Loading	Requires street level retail to occupy at least 50% of the street frontage of new parking structures built on Type I or II complete streets. Prohibits surface parking to be sited between Type I or II complete streets and new buildings	<i>This provision ONLY requires street level retail when associated with parking garages. The Wonder Building parking structure required a departure to this standard. Issue warrants greater review/consideration – in the street designations, types of standards, and provisions for flexibility.</i>
SMC 17C.124.510 Windows – Building Design	Non-residential uses on Type I, II, and IV complete streets within the DTG zone require the following transparency:	<i>Provisions only apply to buildings within 60' of a street ROW (which may make it difficult to achieve consistent urban form. Again, issue warrants greater review/consideration – in the street</i>
 <p>Transparency for non-residential uses on Type I, II, and IV complete streets</p>	<ul style="list-style-type: none"> ▪ 60% between 2-10' on ground floor ▪ 40% between 10-40' of façade <p>Type III complete streets in the DTG, a minimum of 50% of the ground level non-residential façade within 20' of an arterial shall be transparent.</p> <p>For residential uses on Type I, II, and IV complete streets at least 20% transparency is required on facades between 2-40'.</p>	<i>designations, types of standards, and provisions for flexibility.</i> <i>Staff comment on provisions: It should be noted that there's an odd conflict with restricting the street/building prohibition to only Type I & II streets, yet not extending the prohibition to Type IV streets – this appears inconsistent with the Glazing Percentage requirements on Type I, II, and IV street frontages.</i>


Design Standards (SMC 17C.120.500-580 and 17C.124.500-580)


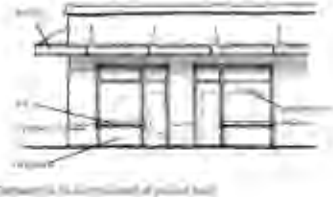

A variety of additional site and building design standards apply to new development in both zoning districts, though there is some variation in the standards between the DTG and CB zones (noted where applicable). All projects are reviewed for consistency with the standards by the planning director through an administrative design review process. Design standards are in the form of:




- Requirements (R), which allow for departure designs via design review process.
- Presumptions (P), which allow for alternative features/designs provided they are equal or better than the subject provision (approved by the planning director – though an applicant may request such design/feature to be reviewed by the design review board).
- Considerations (C), include features that are encouraged, but not required.

Applicable standards noted in the following include an (R), (P), or (C).

Figure 36. Design Standards Summary Chart.

STANDARD	STANDARD	OBSERVATIONS
Windows SMC 17C.120.510 (CB-zone) SMC 17C.124.510 (DTG-zone)	<p>Within the CB-zone, transparency standards apply to non-residential ground level building frontages within 20' (50% of facades) and 60' (30% of facades) of the street lot line. (R)</p> <p>For the DTG zone, the transparency standards are based on the Complete Street designation.</p>	<p><i>No standards apply to streets other than arterials (outside of the DTG zone).</i></p> <p><i>Provision warrants a comprehensive examination (both the street type hierarchy, approach to transparency levels for the various street types, exemption for where buildings are placed more than 60' from street ROW).</i></p>
Base/Middle/Top – Building Design SMC 17C.120.520 (CB-zone) SMC 17C.124.520 (DTG-zone)	<p>In both zones, buildings shall include distinct "base" (ground level design) along with a distinct top (treated with a distinct outline). (P)</p> 	<p><i>Provision is relatively standard. Including a photo example of a building that would not meet the standard might be helpful.</i></p>
Articulation – Building Design SMC 17C.120.530 (CB-zone) SMC 17C.124.530 (DTG-zone)	<p>In both zones, facades longer than 50' shall be broken down into smaller units. (R)</p>	<p><i>Standards are unclear in how many features are needed to meet the minimum standards.</i></p>

STANDARD	STANDARD	OBSERVATIONS
		<p>It is unclear what the maximum distance between articulation features is needed (particularly for large facades – perhaps those longer than 100').</p>
<p>Prominent Entrance – Building Design</p> <p>SMC 17C.120.540 (CB-zone)</p> <p>SMC 17C.124.540 (DTG-zone)</p>	<p>In both zones, principal building/store entries shall be marked by at least one element from two lists (3 options in each list)</p>	<p>Options include vague adjectives such as "large" that can be difficult for staff and applicants to interpret.</p>
<p>Ground Level Details – Building Design</p> <p>SMC 17C.120.550 (CB-zone)</p> <p>SMC 17C.124.550 (DTG-zone)</p> 	<p>In both zones, the following provisions apply (R):</p> <p>(1) Ground level of building shall be pedestrian-friendly in scale, expression and use of materials.</p> <p>(2) Ground floor of the buildings shall have at least 3 elements (from a list of 6 options)</p>	<p>Provision (1) is vague and likely difficult to consistently enforce.</p> <p>Provision (2) also includes vague terms ("large") and perhaps could use an "other" option that meets the intent of the standards.</p> <p>Staff has noted that this is one of several provisions that have caused problems for developers.</p> <p>For storefront buildings adjacent to the sidewalk, many similar downtowns simply require a minimum amount of weather protection along facades (typically along 50-75% of frontages at minimum widths between 5-8' deep).</p>
<p>Roof Expression – Building Design</p> <p>SMC 17C.120.560 (CB-zone)</p> <p>SMC 17C.124.560 (DTG-zone)</p> 	<p>Buildings with flat roofs shall integrate design features that create a prominent edge when viewed against the sky, especially to highlight major entrances. (P)</p>	<p>For large flat-roofed buildings, administration of this standard may be difficult to consistently enforce (adjective "prominent" may become more subjective without greater graphic and text clarification).</p>
<p>Treating Blank Walls – Building Design</p> <p>SMC 17C.120.570 (CB-zone)</p> <p>SMC 17C.124.570 (DTG-zone)</p>	<p>Where windows are not provided on walls facing or visible from a street, at least 4 elements from a list of 14 elements shall be utilized. (R)</p>	<p>The term "blank wall" isn't defined – perhaps should be to help determine when this standard applies.</p> <p>For large buildings, several combinations of these elements in limited quantities are probably not likely to sufficiently mitigate impacts from a blank wall.</p>

STANDARD	STANDARD	OBSERVATIONS
		<p>Also, landscaping elements are not listed as an option. They are often the best treatment to mitigate a blank wall's visual impacts.</p>
<p>Plazas and Other Open Spaces SMC 17C.120.580 (CB-zone) SMC 17C.124.580 (DTG-zone)</p> 	<p>New or renovated buildings over 40,000sf shall integrate plazas, courtyards, or other open spaces at or near their main entrances (R).</p> <p>Such open spaces shall be 1sf/100sf of building area. (P)</p> <p>At least 3 elements from a list of 6 options shall be integrated in the open space(s). (P)</p>	<p>Note that this standard applies to both residential and non-residential buildings (maybe they should be treated differently).</p> <p>A 1-story, 40,000sf building = min. 400sf of open space, or roughly a 20'x20' space.</p> <p>A 6-story 150,000sf building = 1,500sf of open space, or roughly a 30'x50'.</p> <p>Staff has noted that the location requirement (near the entrance) is problematic with the downtown level of development intensity.</p>
<p>Jefferson Street & Spokane County Courthouse View Corridor SMC 17C.124.585 (DTG-zone)</p>	<p>A clear view (min. 50' wide corridor) shall be maintained at the pedestrian and street level between the intersection of Riverside Ave. and Jefferson St. and the Spokane County Courthouse</p>	<p>Applicable developments are eligible for a 4-story height bonus.</p> <p>Below is an illustrative example of possible infill development meeting North River Overlay building site coverage and pedestrian views/access standards and courthouse view corridor standards</p> 
<p>Treatment of Blank Walls on Tall Buildings SMC 17C.124.590 (DTG-zone)</p>	<p>Tall buildings that have a visually exposed blank façade or blank portions of façade above the ground level shall use one or more of the methods (5 options) as design treatment. (R)</p>	<p>What qualifies as a blank wall is subjective - as no specific definition exists. However, for identifying a specific size for such a definition can be challenging, as it can depend on the scale of the building.</p>

Downtown Design Guidelines

The Downtown Design Guidelines were adopted in 2009 as a key implementation component of the Downtown Plan, offering a flexible tool to enhance the design of new development projects. The guidelines (design review) apply to the following development types (all other developments are exempt):

- All public projects or structures
- Shoreline conditional use permit applications
- Projects seeking a design departure
- New buildings >50,000sf
- Other proposals when requested by plan commission, planning director, or hearing examiner (according to planning staff, this hasn't happened since the guidelines' adoption).

As stated in the Guidelines' introduction, the design review process provides a forum for citizens and developers to work toward achieving a quality urban environment through attention to fundamental design principles. Design review is intended to assist developers and designers on specific projects for the purpose of helping them positively contribute to Downtown Spokane. Design guidelines offer a flexible tool, an alternative to prescriptive design standards, which allows new development to respond better to the unique character of its surroundings.

STEPS IN THE DESIGN REVIEW PROCESS

Step 1 – Program Review/Collaborative Workshop. This occurs prior to permit application and allows applicants to share preliminary information about the proposal. The public is encouraged to comment on how such a proposal can best be integrated into the fabric of the neighborhood. The design review board (DRB) will identify which design guidelines will be most important.

Step 2 – Recommendation Meeting. This occurs once the project design has been refined to respond to the prioritized design guidelines

and other applicable permitting requirements. At this meeting, the DRB will review public comments on the project's design, the Collaborative Workshop recommendations, and staff's review of the design with regard to the design criteria. At the close of the meeting, the DRB will make a recommendation on the proposal. An additional meeting or meetings may be necessary for large and complicated projects.

Step 3 – Decision. The DRB recommendation will be forwarded to the Hearing Examiner, or incorporated in the decision of the Department Director except in limited circumstances.

CONTENTS OF THE DESIGN GUIDELINES

The snapshot of the guidelines' table of contents illustrates the major subjects covered in the document. Chapter A, Site Planning & Massing responds to the larger community context, whereas Chapter B – Architectural Expression, is intended for projects to relate to the neighborhood context. Chapter C focuses on the pedestrian environment, Chapter D addresses public amenities, and Chapter E addresses how vehicular access and parking can minimize their impacts on the pedestrian environment.

DESIGN REVIEW IN THE NORTH BANK

Below are some notable North Bank developments have gone through the design review process in the past ten years.

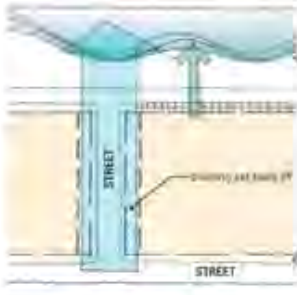

- 74' Expo U.S. Pavilion rehabilitation
- Wonder building parking structure
- The Falls Towers mixed-use condominiums
- Riverfront Park - North Bank Playground






Shoreline Regulations (SMC Chapter 17E.060)



Spokane's shoreline regulations (2010) apply to new development within 200 feet of the ordinary high-water mark of the Spokane River. Development within this area is generally subject to a Shoreline Substantial Development Permit, with procedures set forth in Article IV of SMC Chapter 17E.060.

SMC 17E.060.810 includes special design standards and guidelines for shorelines within downtown, including the North Bank Planning area. The chart below summarizes key provisions.

Figure 37. Downtown Shoreline Design Standards & Guidelines

ISSUE	STANDARD	ILLUSTRATION	OBSERVATION
Public (river) access	<p>15' minimum street setbacks are required for buildings adjacent to streets intersect the shoreline jurisdiction. (R)</p> <p>A 10' wide (min) pathway connecting the nearest right-of-way with the shoreline (in this case, connecting with the Centennial Trail) or it's eastern spur) (R/P)</p>		<p><i>This provision would apply to property within the shoreline jurisdiction adjacent to Maple and Monroe Streets, Summit Parkway, Lincoln, Howard, Washington, and Division Streets. The setbacks would not apply, however, if the building is placed outside of shoreline jurisdiction.</i></p>
Urban green streets/ pathways	<p>Planting strips (5' min) with street trees are required between the curb and sidewalk. (R)</p>		<p><i>Streetscape plans for other North Bank areas outside of the shoreline jurisdiction aren't addressed other than sidewalk/building setback standards in SMC 17C.124.</i></p>

ISSUE	STANDARD	ILLUSTRATION	OBSERVATION
River overlooks	Along pathways and public spaces, overlooks should be provided where views of the river are available. (C)		<i>The Falls project integrates such elements:</i> 
Low impact development/ impervious areas/	Streets within the shoreline area shall be planted with a variety of trees, shrubs and ground cover. (R) Techniques for capturing and filtering stormwater run-off shall be		<i>LID provisions were a key component of the design concept for Lincoln and Howard, as a way to emphasize and improve the connection to the river.</i>
landscape design	incorporated into the design of streets, sidewalks, planting strips, and pathways. (R)		
Best management practices (BMPs)	Site design shall reflect nationally recognized BMPs with respect to paving, erosion control, infiltration and filtration, retention and detention, and surface water quality. (R)		
Low impact development	A site plan and shoreline construction site plan shall be required that indicate ways of minimizing impact on existing features. (R)		
Vegetation Conservation/ Tree Preservation	There shall be no net loss of vegetative cover within the shoreline jurisdiction. (R) At least 25% of existing healthy 'significant trees' shall be retained when a site is developed. (R)		

ISSUE	STANDARD	ILLUSTRATION	OBSERVATION
Clearing & Grading	Site design shall identify measures to protect the shoreline buffer from disturbance both during construction and throughout occupancy. (R)		
Building/ Shoreline Compatibility	Buildings shall incorporate a variety of features to reduce their bulk and scale. At least 2 features from a list of 5 shall be employed (R) The upper floor(s) shall incorporate at least 1 feature from a list of 4. (R):		<i>(If other DTG and CB building design standards are updated, updates may be needed here as well).</i>
Signs	Signs within shoreline jurisdiction shall be regulated pursuant to chapter 17C.240 SMC. (R)		<i>One North Bank stakeholder had concerns about the shoreline sign provisions, notably about the prohibition of certain signs on inland side of buildings in the shoreline jurisdiction.</i>
Lighting	All outdoor site lighting shall be directed downward, using internal or external cut-off methods and must be contained on site. (R)		

Off-Street Parking Standards (SMC Chapter 17C.230)

Most of the North Bank Planning area (nearly all of the DTG zone) is exempt from off-street parking requirements (see map below). This provision, however, doesn't prevent developments from integrating off-street parking (surface or in-structure). The map below indicates the area with no minimum parking requirements.

For those CB-zoned areas not exempt from off-street parking requirements, the chart on the following page includes notable provisions.

Figure 38. Notable Off-Street Parking Requirements

SMC SECTION	STANDARD	NOTES & OBSERVATIONS
Stacked parking 17C.230.100.F	Provision allows for stacked parking configurations where there's a guarantee that an attendant is available to manage the parking spaces at all applicable times.	<i>However, stacked parking for individual residences/dwelling units isn't addressed.</i>
On-street parking 17C.230.100.G	Provision allows on-street parking spaces in front of the use to be included in the minimum required calculations	
Minimum/maximum off-street parking 17C.230.110-120	Household living (multifamily, townhouses): 1/unit + 1/bedroom after 3 bedrooms Office: 1/500sf min; 1/200sf max Retail: 1/300sf min; 1/200sf max Restaurants + bars: 1/250sf min; 1/60sf max	<i>Joint-use of parking may be allowed (thus reducing required spaces) required special provisions are met.</i> <i>Bicycle parking may substitute for up to 10% of required parking.</i> <i>Staff noted that maximum standards can be exceeded with additional landscaping (though standards are somewhat ambiguous).</i>

2019 DOWNTOWN PARKING STUDY

A parking study conducted by Nelson Nygaard was released in February covering the DTG zone and portions of the CB zone west of Monroe Street. Much of the study findings focused on on-street parking strategies and the management of public parking facilities. The study suggested expanding the existing no minimum parking zone to be co-terminus with the DTG zone (currently, a small area of the DTG-70 zone on the west side of Monroe Street is outside of the zone).

Preliminary Observations

Based on a combination of the project team's analysis and experience plus input from North Bank planning participants, there are a number of regulatory provisions that allow a robust mix of development types and high levels of development intensity, and are generally permissive; there are other provisions that are comparatively restrictive and may hinder or preclude the type of development envisioned in the North Bank.

ELEMENTS THAT ARE RELATIVELY PERMISSIVE

- Permitted uses – in that both districts allow single purpose residential, office, and retail commercial uses (a relatively wide variety) everywhere in the North Bank Planning area.
- Building heights – in that both districts allow for a base maximum height of 12-stories or more (except for the relatively small DTG-70 zone along the Monroe Street corridor). With incentive bonuses in the DTG, buildings could be taller than 20-stories when combining elements. Considering the current heights found in the North Bank Planning area, the height bonus incentives appear to be relatively easy to meet (and some appear much easier to achieve than others, such as bicycle commuter shower facilities compared to the inclusion of workforce housing).
- Building design standards – compared to other similar urbanized cities in Washington State, the basic building design stan-

dards that apply to the CB and DTG zones (not design review) are relatively easy to achieve. Furthermore, the vagueness of much of the language in the design guidelines provides considerable limitations in what staff can likely require in building design (note observations regarding articulation and blank wall treatments).

- Parking minimums – noting that there are no off-street parking requirements in most of the North Bank Planning area. This allows substantial flexibility for future development in the subarea, including desired housing, as developers are not required to acquire land for or bear the cost of construction of parking development. Some developers may provide some parking nonetheless, due to market demand.



Illustrative example – Looking south towards the river and downtown from between Lincoln and Monroe Streets. This Google Earth aerial view superimposes the proposed The Falls mixed-use development and illustrates the height and massing of possible new buildings along Summit Parkway (in the Kendall Yards PUD) that could be built under current height and massing provisions.

ELEMENTS THAT ARE PERCEIVED AS RELATIVELY RESTRICTIVE

- North River Overlay building site coverage standards. For sites larger than 20,000 square feet in area and/or with an east-west dimension greater than 150-feet: The maximum east-west dimension of structure is 80-percent of the east-west dimension of the site AND the maximum site coverage is 75-percent.
- Notable issues/conclusions:
 - Remodels to existing buildings that don't increase the footprint of the building could reasonably be exempt from the standard.
 - The standard applies to all of the North River Overlay, though much of this area is already developed, and view corridors in many locations have already been obstructed by large buildings (such as on portions of Cataldo and Mallon Avenues).
 - The overall 75% maximum lot coverage may be a challenge for urban infill development served by structured parking – and perhaps this standard less relates to view protection than other more strategic standards.
- The design review process is perceived by some stakeholders to be unpredictable and inefficient.



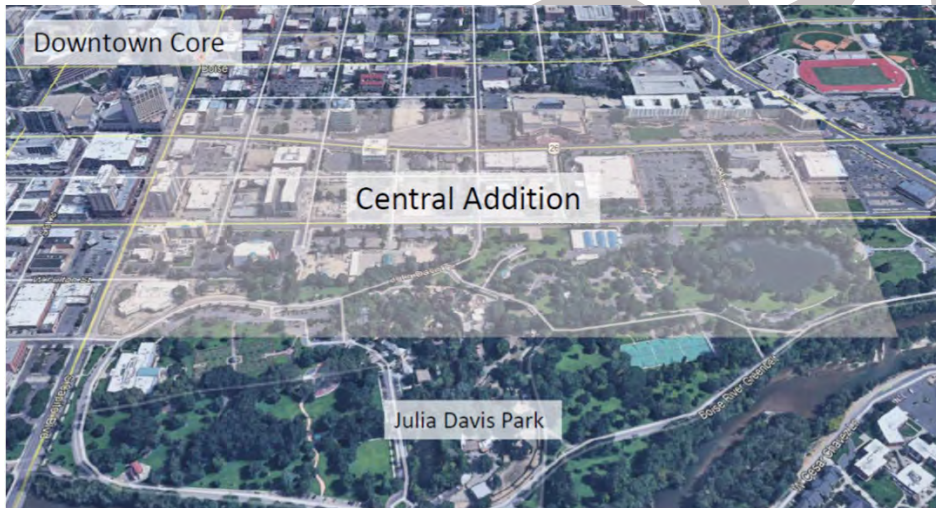
Illustrative example - Such multi-story buildings, if intended for this site north of Gardner Avenue and east of Howard Street, would exceed the North River Overlay building/site coverage standards, despite integrating two through-block pathways. The left and middle buildings are approximately 300 feet long and would thus exceed the 150-foot maximum as well as the maximum 80-percent east-west dimension (of the site).

Case Studies

Spokane and the North Bank Planning area are very unique. While many similar-sized cities have rivers running through or adjacent to their downtowns, none have a gorge as big and deep as the Spokane River. But there are some case studies worth examining. In fact, four cities were mentioned by a participant in the charrette as notable case studies for Spokane for their use of the river: Boise, Idaho, Bend, Oregon, Anchorage, Alaska, and Austin, Texas. Herein, we examine two case studies: Boise for its similar size and downtown/river context, and Portland, Oregon for its proactive regulatory approach in enhancing the connections from downtown neighborhoods to the adjacent Willamette River.

BOISE ID - CENTRAL ADDITION NEIGHBORHOOD

The North Bank Planning area shares much in common with portions of Boise's downtown – notably the Central Addition neighborhood east of downtown north of the Boise River. The Google Earth aerial below highlights the neighborhood.



A master plan was adopted for the area in 2015 and it's being actively branded as the city's first "LIV District" – which refers to Lasting Environments, Innovative Enterprises and Vibrant Communities. A LIV District is described by the City as a geographic area of focused investment that

inspires and engages residents and businesses to build on the existing neighborhood fabric, address sustainability and develop a balanced approach to life, work and play.

The City's goals for a LIV District include the following:

- **Sustainable Infrastructure** - Integrate renewable and clean geothermal energy, advanced stormwater management practices and innovative streetscape design
- **Mobility** - Offer transportation options so all citizens can easily walk, bike, take transit or drive to all Boise's great assets, including downtown, parks, universities, entertainment and the Greenbelt
- **Placemaking** - Develop public spaces that celebrate history, arts and culture while creating a unique neighborhood identity. Utilize infrastructure to showcase local public art
- **Housing** - Create urban downtown living through a mixture of historic single-family residences, multi-family homes and new construction of condos and apartments
- **Economic Development** - Support more than 50 diverse businesses built on green turn-key development, while attracting other sustainable-minded entities
- **Stakeholder Engagement** – Residents and businesses collaborate to achieve a shared vision for the district, with regular meetings to guide future planning
- **Metrics** – Establish baseline data to measure current and future district elements, such as sustainability, mobility and economic development. Create a framework for sharing successes and challenges

The Central Addition—Boise's first LIV District—will serve as a model for the future. Additional outcomes expected include:

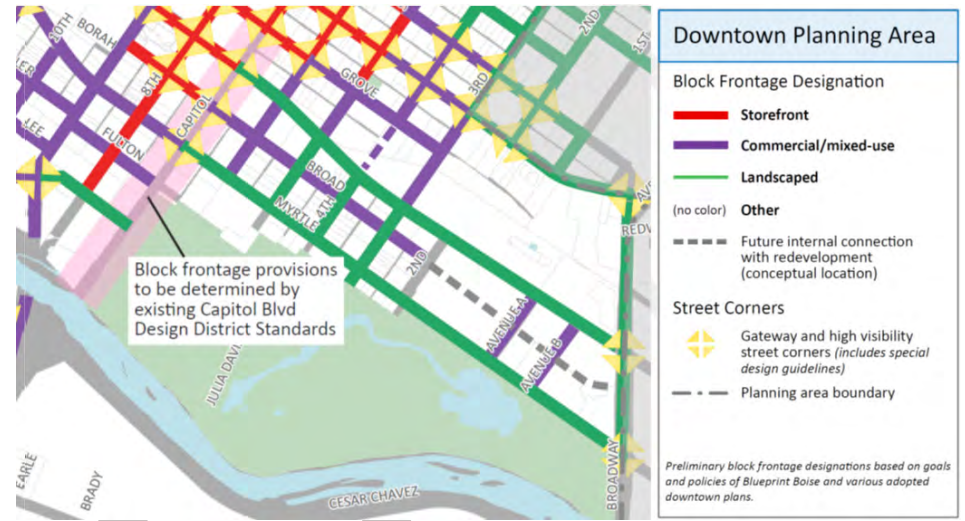
- **Epicenter of Boise's Best Amenities** - Marked by thriving businesses, boutique shops, residential housing, parks, unique pub-

lic art, hotels, universities, grocery stores and more

- Accessible Transportation for All - Conveniently hop on a Boise GreenBike, walk to Julia Davis Park using the new pedestrian pathway at 5th Street and Myrtle, or catch a bus from Main Street Station
- Deliberate and Sustainable Development - Demonstrated by continued mixed use growth, increased housing, new green construction and incentives for geothermal connection
- The Most Livable City in the Country - Embody the future of Boise's mission
- Stakeholder Ownership - Collaboration with a focus on implementing initiatives to achieve shared goals with a sense of identity and pride

While the neighborhood does not contain special river-oriented view protection provisions, as was the purpose of the NRO, the design of its block frontages are governed by an urban design framework map and associated block frontage standards (see below). Also, the Central Addition's Master Plan contains policies and actions to:

- Prioritize strategic streetscape improvements on key pedestrian streets and connectors to the river and downtown core.
- Emphasize green infrastructure and sustainability in the design of streetscape improvements.
- Provide way-finding signage to enhance the bicycle and pedestrian connections from the neighborhood through Julia Davis Park to the river and Boise State University.
- Work with the state transportation department to integrate traffic calming measures on key arterials.



Boise Downtown urban design framework map – Downtown Boise Design Standards & Guidelines.

Furthermore, the City has considered redevelopment concepts for City and private parcels adjacent to Julia Davis Park – to build on the park's assets and extend the river and the park's energy into the Central Addition Neighborhood. The concept envisioned three phases to build out, integrating townhouses and apartment buildings with the planned New Discovery Center and a supportive parking garage incorporating some retail commercial on the Myrtle and 3rd Street frontages.

PORTLAND OR - RIVER DISTRICT DESIGN GUIDELINES AND RIGHT-OF-WAY STANDARDS

Portland's River District encompasses several well-known urban neighborhoods and sub-districts, including the Pearl District Neighborhood, Chinatown, Union Station Area, the Waterfront Area, and the North Park Blocks Area (as shown on map below). The city adopted the River District Design Guidelines in 2008 to serve as an overlay supplement to the Central City Fundamental Design Guidelines, which cover the greater downtown area. The city also adopted right-of-way standards for the district (last updated in 2012). While there are some contextual similarities to the North Bank Planning area, this River District case study was chosen due to the pro-active measures to "extend the river into the community to develop a functional and symbolic relationship with the Willa-

mette River.” The three other distinct goals of the guidelines are notable themselves:

- Create a community of distinct neighborhoods that accommodates a significant part of the region’s residential growth.
- Enhance the District’s character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
- Strengthen connections within the River District, and to adjacent areas.



Map of River District and Google Earth aerial image of Pearl District Neighborhood looking north towards the river.

The design guidelines are intended to state broad design objectives and to provide guidance (not be construed as prescriptive standards). This approach closely matches that of Spokane’s Downtown Design Guidelines. The document is organized with a series of overarching objectives and then provides associated background discussion followed by a single guideline with multiple example ways to accomplish the guideline. Below are two notable provisions relevant to the North Bank Planning area:

A1-1 Objective: LINK THE RIVER TO THE COMMUNITY

A1-1 Guideline: *Link the Willamette River to the community reinforcing the river’s significance.*

Ways to accomplish:

- Organizing land areas and groupings of buildings to visually define the river’s linkage to the community.
- Focusing and articulating roadways and pedestrian-ways to emphasize the river.
- Developing projects that celebrate the river and contribute to creating centers of interest and activity that focus on the Willamette.
- Connecting the internal areas of the District to the Willamette Greenway Trail.

A3-1 Objective: PROVIDE CONVENIENT PEDESTRIAN LINKAGES

A3-1 Guideline: *Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.*

Ways to accomplish:

- Using visual and physical cues within the design of the building and building entries to express connections to the river and to adjacent neighborhoods.
- Orienting integrated open spaces and trails that physically and visually link the river and/or surrounding neighborhoods.
- Reusing or retaining cobblestone within the design of new development.
- Encouraging flexibility and creativity along streets enhancing their historic or cultural role.

- Creating visual and physical links across major corridors such as I-405, Burnside, and Front/Naito to strengthen connections to the river and other neighborhoods.

The separate River District Right-of-Way Standards provides specific design treatment and use of the public right-of-way. It establishes specific design parameters which provide for design consistency, coordination of public improvements and support for adjacent private development. Their intent is to establish a distinct urban character, expand and enhance the transportation system and provide an enjoyable and active pedestrian and bike environment. The criteria are organized by functions of the streets and detail use and materials to enhance circulation, transit, the pedestrian and bike environment, street furniture, street trees, lighting and underground facilities.

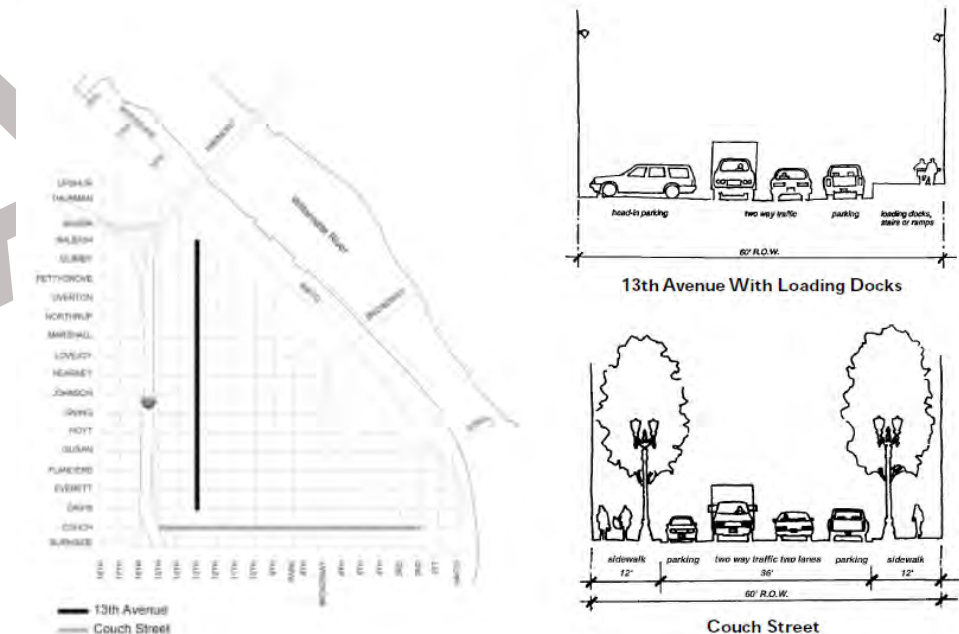
Notable items include:

- Updates to the street and pedestrian network (see map below).
- Identifies “Typical” and “Special Function” streets along with cross-section and design standards for each.
- Block by block street tree plan.
- Block by block street lighting plan.
- Performance criteria for travel lanes, on-street parking, loading, turning radii, bicycle access/facilities, transit access/facilities, utilities, sidewalk design, access corridor design, and accessibility requirements.

	1.4.8 13th Avenue	1.4.9 Couch Street
Right-of-Way	60 ft.	60 ft.
Roadway	22 ft. travel lane	36 ft.
Sidewalks	None. Zone for loading docks, pedestrian stairs, ways and ramps are allowed in lieu of sidewalk *	12 ft. both sides
Curbline	None	May be extended at corners
Circulation	Two-way Two lanes	Two-way, two lanes One-way 2nd to 15th Ave **
Parking	Parallel to docks; 90° head-in allowed in lieu of docks	Allowed both sides

* Maximum projection 11 ft. into the right-of-way.

** Upon implementation of the Burnside Transportation Plan.



Excerpts from the River District Right-of-Way Standards.

The North Bank may be well-served by a similar block-by-block street-scape plan, or other regulations or incentives that address some of the elements that are identified in the case studies above.

APPENDIX 2:

COMPLETE STREETS

CONSIDERATIONS

Current Complete Streets designations and standards could be approved to better align with desired design characteristics in the North Bank. Specific opportunities for improvement include:

- The distribution and standards for Type I-IV Streets are inconsistent with the North Bank's preferred development concept, most notably regarding the locations of active-storefront frontages.
- Type I Streets:
 - Don't require ground floor commercial building frontages. Some of these block frontages are already characterized by such storefront frontages (Monroe).
 - Don't require building placement at back end of the sidewalk. While there are "minimum" setbacks of zero and standards prohibiting parking in front of the buildings, there is no "maximum" setback requirement.
 - Transparency provisions don't apply to buildings that are setback 60 feet or more from the street ROW.
- Type II Streets:
 - Parking garages – while they're limited to 50-percent of frontages, residential uses are an alternative treatment option for the other 50-percent.
 - Don't set ground level minimum floor to ceiling heights or minimum space depth for storefront uses.

- Transparency provisions don't apply to buildings that are setback 60 feet or more from the street ROW.

- Type III Streets:

- Have no standards for parking lot location.

- Type IV Streets:



- Have no standards for parking lot location.

The following table contains a detailed investigation of the current Complete Streets designations and standards.

Figure 39. Complete Streets Assessment

Standard	Complete Street Type			
	Type 1: Community Activity Street	Type 2: Community Connector	Type 3: Regional Collector	Type 4: Neighborhood Street
Standard	Consider updating this consistent with proposed Active Storefront block frontage designation (see: proposed Type V, below)	Consider updating this consistent with proposed Priority Pedestrian block frontage designation (see: proposed Type VI, below)	Retain this and apply to appropriate Regional Collectors	It is unclear if the differences between Type III and Type IV are significant; two types may not be needed.
Ground-level Use Restrictions <i>(beyond permitted uses)</i> Land Use	Type 1 requires non-residential uses on ground floor frontages (exception for lobbies for upstairs residential uses)	None, except parking garages must include street level retail, office, or civic along 50% of frontage. Requiring more than 50% may be desirable. Residential wraps at ground level may be feasible.	None Allowing ground level residential other than live-work style units that meet 13' floor to ceiling height storefront standards in new buildings built to the edge of sidewalk may be undesirable, since such conditions mostly result in low quality units with poor privacy – and create a poor pedestrian environment since blinds are shut all the time.	None See note on Type III.
Floor to ceiling height (for minimum non- residential space depth)	13'	13' where storefront frontages are utilized.	13' where storefront frontages are utilized.	13' where storefront frontages are utilized.

Standard	Complete Street Type			
	Type 1: Community Activity Street	Type 2: Community Connector	Type 3: Regional Collector	Type 4: Neighborhood Street
Non-residential space depth	30' For long established principle retail streets, 50' may be preferable. 30' is a common depth, though depths as low as 20' have been used to allow maximum flexibility, though it's going to be a lot harder to sustain a healthy business with that shallow of a space.	30' where storefront frontages are utilized.	30' where storefront frontages are utilized.	30' where storefront frontages are utilized.
Building Placement (beyond basic setbacks)	Storefront required – setbacks only allowed for wider sidewalk or pedestrian-oriented space	10' maximum setback (greater allowed where setback meets pedestrian-oriented space parameters)	No special restrictions	No special restrictions
Parking lot location restriction (<i>consider whether these ought to be applied as design standards</i>)	No new parking adjacent to the street (or if we think that's not workable, limit it to the side of buildings and no more than 60' of street frontage)	Not between street and building Where surface parking is placed to the side of buildings, limit to 50% of block frontage	No special restrictions Consider either keeping current flexibility or allowing parking to be only on the side of building, but not in front.	No special restrictions It may be worthwhile to keep at least one type where there is maximum flexibility on parking lot location.
Driveways	Only when no alternatives	From alleys first (if available)	From alleys first (if available)	From alleys first (if available)
Entries (max interval) [<i>Suggest applying these as design</i>]	(R) or (P) 50'	(R) or (P) 60' (greater than Type I)	No max. other than specifying that entries must face the street	No max. other than specifying that entries must face the street

Standard	Complete Street Type			
	Type 1: Community Activity Street	Type 2: Community Connector	Type 3: Regional Collector	Type 4: Neighborhood Street
<i>standards and note R/P]</i>				
Window Transparency	<p>(R) 60% (2-10') if non-residential façade within 60' of street;</p> <p>(R) 20% (2-40') for residential uses (continue to apply to upper floors).</p>	<p>(R) 60% (2-10') if non-residential façade within 60' of street;</p> <p>(R) 20% (2-40') for residential uses.</p> <p>Consider if there's a design option for ground floor commercial/office where there's a small landscaped setback – and perhaps a little less transparency (such as 40% between 2-10').</p>  <p>Or</p> 	<p>(R) 50% (2-10') if non-res façade within 20' of arterial</p> <p>See note on Type II.</p>	<p>(R) 60% (2-10') if non-residential façade within 60' of street;</p> <p>(R) 20% (2-40') for residential uses.</p> <p>See note on Type II.</p>

Standard	Complete Street Type			
	Type 1: Community Activity Street	Type 2: Community Connector	Type 3: Regional Collector	Type 4: Neighborhood Street
NOTE: Consider language/graphics clarifying transparency rules – addressing mirrored, shaded, highly reflective glass, screening features, and design/use of display windows.				
Weather Protection	Consider whether to require or continue to offer up as a desired option for details. At a minimum, consider requiring 3' deep weather protection over all building entries.	At a minimum, consider requiring require 3' deep weather protection over all building entries.	At a minimum, consider requiring require 3' deep weather protection over all building entries.	At a minimum, consider requiring 3' deep weather protection over all building entries.
Sidewalk width	12'	12'	12'	12'
NOTE: Current 12' provision preserves the space for both sidewalk and tree elements.				

Optional Complete Street Additions

As an alternative to revising existing Complete Street provisions, two new street types could be added to achieve the goals of the North Bank Subarea Plan. These two types—Type V and Type VI—are described briefly below.

TYPE V – ACTIVE STOREFRONT

Type V streets are intended to be the most vibrant and active shopping and dining frontages and are defined by storefront buildings lining wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.

TYPE VI – PRIORITY PEDESTRIAN

Type VI streets emphasize a mix of storefronts and other pedestrian-friendly development frontages. They feature generous, well-maintained sidewalks and pedestrian amenities to encourage strolling and walking.

The following section provides draft provisions for both types, for consideration during subsequent planning efforts.

Type V – Active Storefront Complete Street Standards

- 1. Minimum Width.** Type V Complete Streets must include sidewalks with a minimum width of 12 feet.
- 2. Permitted uses.** See SMC Table 17C.124.100 for primary use standards. Exceptions: Residential uses and structured parking are prohibited on ground level building frontages (to a depth of 30-feet), except lobbies and residential amenity space may occupy up to 20-percent of the applicable block's lineal frontage.
- 3. Storefront location.** New buildings must be located at the back end of the required sidewalk (see SMC 17.C.124.230 B). (R)
- 4. Ground-level height.** The ground floor features a minimum 13-foot floor to ceiling height at a minimum depth of 30-feet. (R)
- 5. Entries.** Uses within the building shall feature an entry that faces the street. Building entries shall be provided at intervals no greater than 60-feet. (R)
- 6. Transparency.** At least 60-percent of ground floor street façade between two-feet and ten-feet above the sidewalk must be transparent. At least 40-percent of the façade between ten and 40-feet above the sidewalk must be transparent. (R)
- 7. Weather protection.** Canopies, awnings, or other weather protection features are required over all building entries that face or are visible from the street. Such features must be at least three feet deep and cover the full width of the building entrance. (R)
- 8.** Surface parking adjacent to the street is prohibited. (R)
- 9.** Driveways along subject frontages are prohibited unless no other options are available. (R)
- 10.** Live-work units are acceptable at the ground level provided they meet the design standards above.

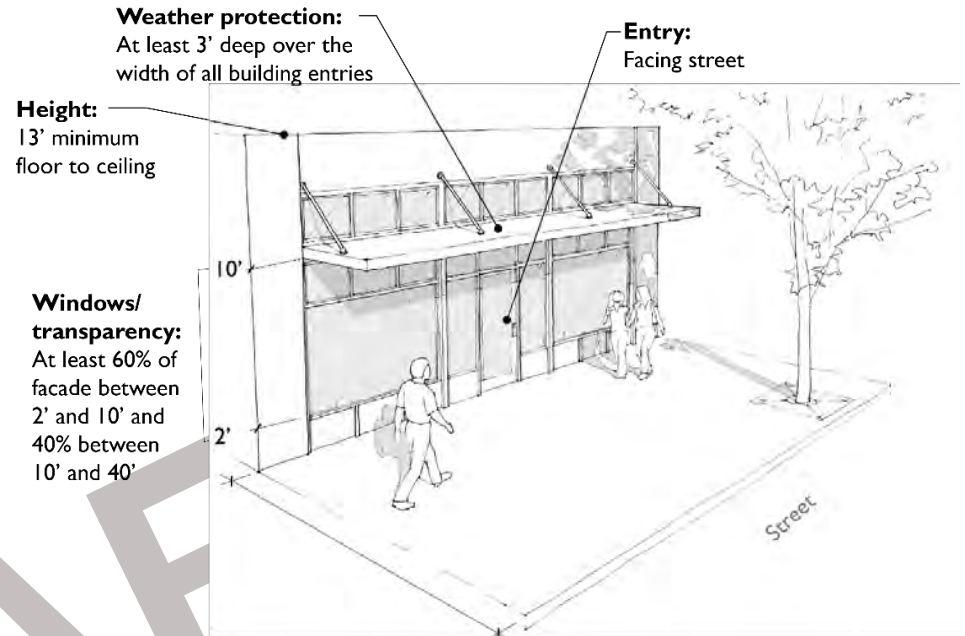


Figure 17C.160.010-C. Design standards for Active-Storefront block frontages.

Type VI – Priority Pedestrian Complete Street Standards

Developments along Type VI-designated streets may choose from the storefront use/design option or the stoop/landscaped frontage design option for building frontages as set forth below.

- 1. Minimum Width.** Type V Complete Streets must include sidewalks with a minimum width of 12 feet.
- 2.** Buildings may be sited within ten-feet of the back of the sidewalk provided they comply with the building/use-related standards in subsection (C) above, Type V – Active Storefront Complete Street Standards.
- 3. Stoop/landscaped frontages.**
 - a. Permitted uses. See SMC Table 17C.124.100 for primary use standards.
 - b. Minimum setback from street lot line: Ten feet. (R) Re-

duced setbacks will be allowed for ground floor residential uses and single purpose residential buildings (down to a minimum of five feet) will be considered where the ground floor is elevated a minimum average of 30-inches and design treatments are included that create an effective transition between the public and private realm. For example, a stoop design or other similar treatments that utilize a low fence or retaining wall, and/or hedge along the sidewalk may provide an effective transition [see Figures 17C.160.010-D-1-2 for examples].

4. Reduced setbacks will be considered for buildings featuring ground floor non-residential uses provided the design treatment provides a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas. The closer the building is to the sidewalk, the greater expectations for the level of window transparency.

5. Where it is not clear to the director whether or not the proposal for reduced setbacks satisfies the purposes of the standard, the director, may also refer the project application to the design review board.

a. Entries. Uses within the building shall feature an entry that faces the street. (R)

b. Transparency. At least 20-percent of the façade between two- and 40-feet must be transparent. (R)

c. Weather protection. Canopies, awnings, or other weather protection features are required over all building entries that face or are visible from the street. Such features must be at least three feet deep and cover the full width of the building entrance. (R)

d. Surface parking adjacent to the street is prohibited between the street and a building. (R)

e. Ground level structured parking facilities are limited

to 50-percent of the building façade and subject to the setback and landscaping standards herein. (R)

f. Driveways along subject frontages are prohibited unless no other options are available.

g. Landscaping must be integrated between the sidewalk and the façade, including a mix of Landscaping Types L1, L2, and L3 to add visual interest to the streetscape, provide an effective transition between the sidewalk and buildings, and allow for views of the street from the building's windows. (P)

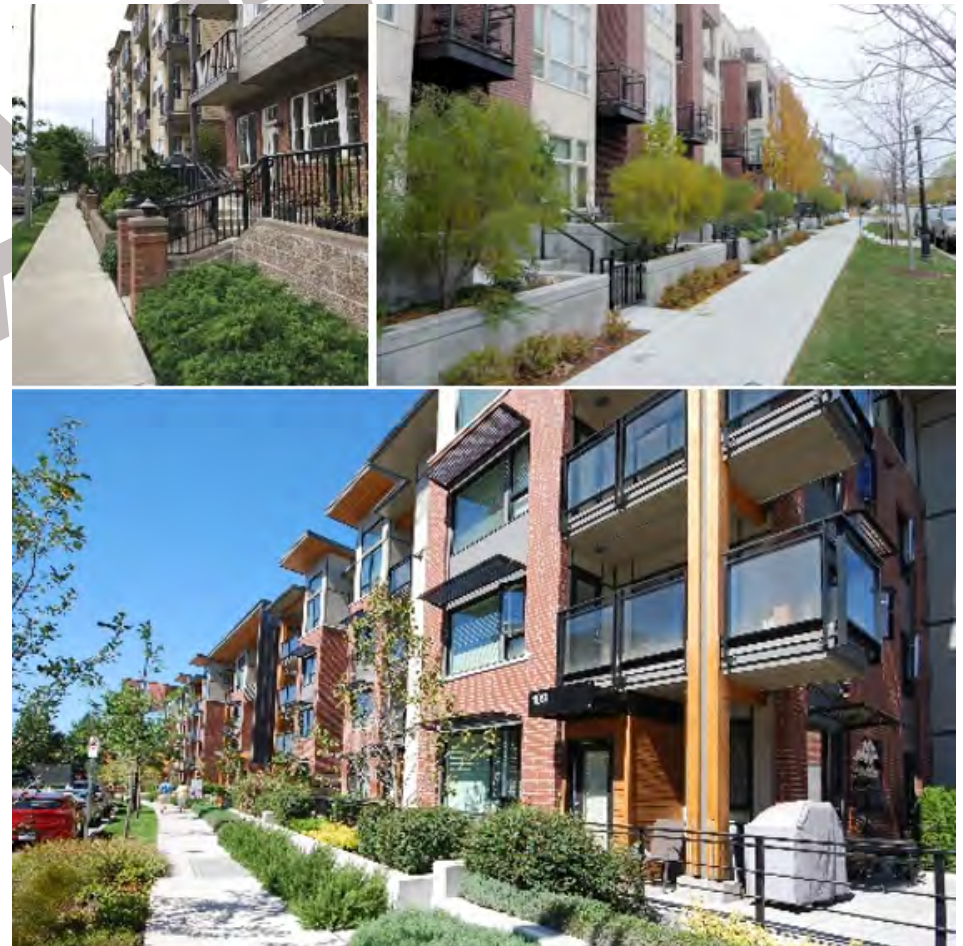
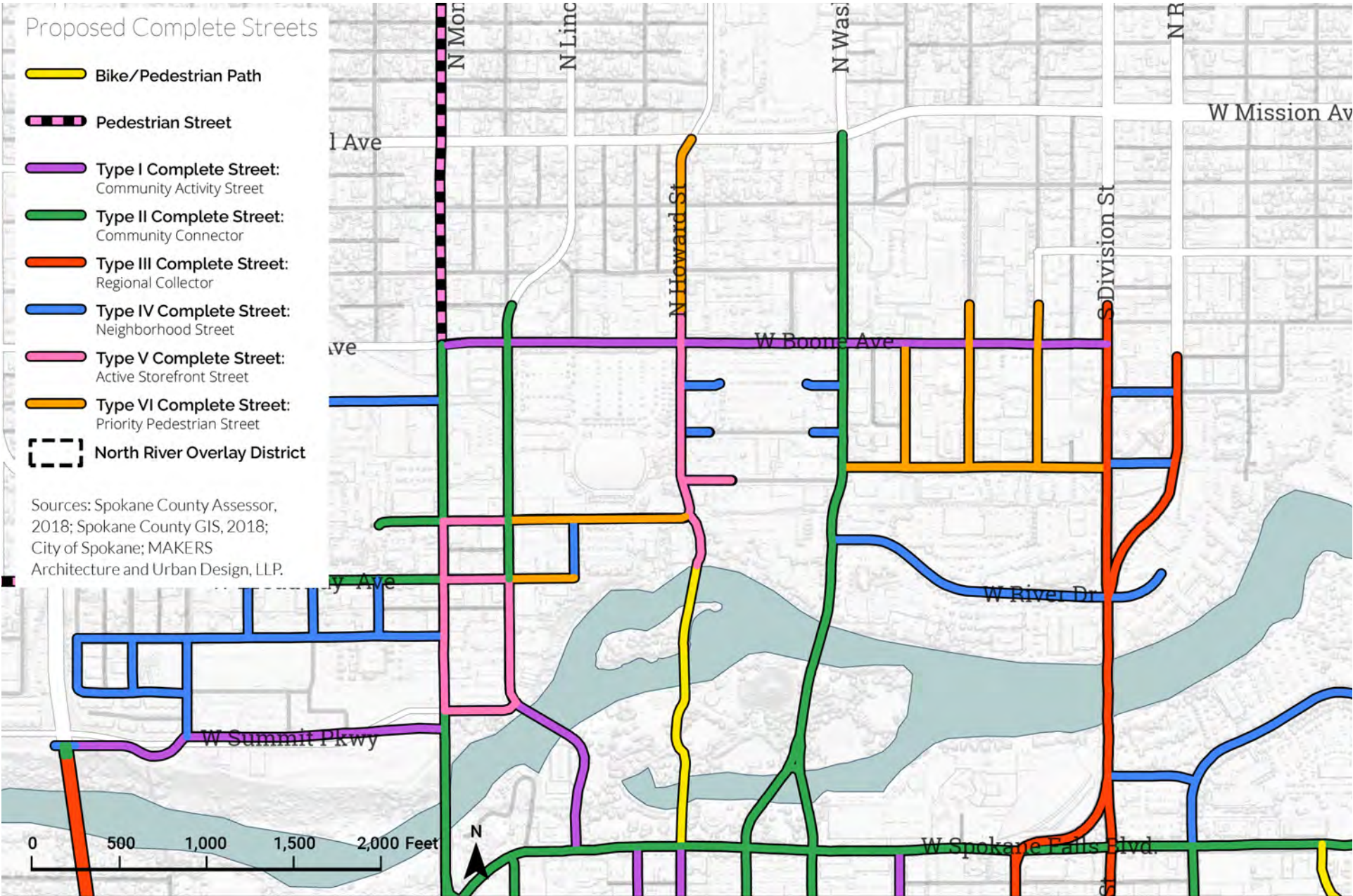


Figure 17C.160.010-D-1. Examples of stoops/landscaped frontages.

Figure 40. Proposed Complete Streets with Additional Designations



APPENDIX 3:

THROUGH-BLOCK PATHWAYS

Content in this appendix provides context for through-block pathway requirements and demonstrates feasible approaches to implementation.

Mercer Island Town Center - Through Block Connections

Mercer Island has integrated through-block connections since adopting their initial Town Center Plan as a tool to enhance connectivity and break up the large blocks. As these sites are all developed, implementation of the connections requires major redevelopment.

MIMC 19.11.060 SITE DESIGN:

B. Major Site Features. Any major new construction in the TC-5, TC-4, TC-4 Plus or TC-3 subarea which exceeds the two-story base height and that includes or abuts a preferred through-block connection location shown on Figure 7 shall include a through-block connection subject to design commission determination that such connection is feasible and achievable. Any major new construction exceeding three stories in height in the TC-5, TC-4 or TC-4 Plus subarea shall include at least one of the following major site features, subject to design commission determination that such choices contribute to a well-balanced mix of features in that subarea:

1. Through-Block Connection. Through-block pedestrian connections will qualify as a major site feature upon satisfaction of the development and design standards set

forth in subsection E of this section. If the on-site area of the through-block connection does not equal or exceed three percent of the gross floor area of the development, then public open space shall also be provided so that the total area of the through-block connection and public open space equals or exceeds three percent of the gross floor area of the development.

2. Public Open Space. Public open spaces will qualify as a major site feature upon satisfaction of the development and design standards set forth in subsection D of this section.

E. Through-Block Pedestrian Connections. Through-block pedestrian connections are intended to provide convenient and safe public pedestrian routes through city blocks.

1. Location. Connections shall be located on the lots eligible for through-block pedestrian connections as shown on Figure 7 and in other locations based on the following criteria. The actual location of the pedestrian connection on the lot shall be determined by the design commission based upon the following criteria: (a) the connection will connect with existing or future rights-of-way, other pedestrian connections and/or public open spaces; (b) the connection has the effect of dividing a large city block approximately in the middle of such block in approximately the preferred locations shown on Figure 7; and (c) it is likely that the remainder of the subject connection will be developed in the future based upon development conditions on surrounding lots.

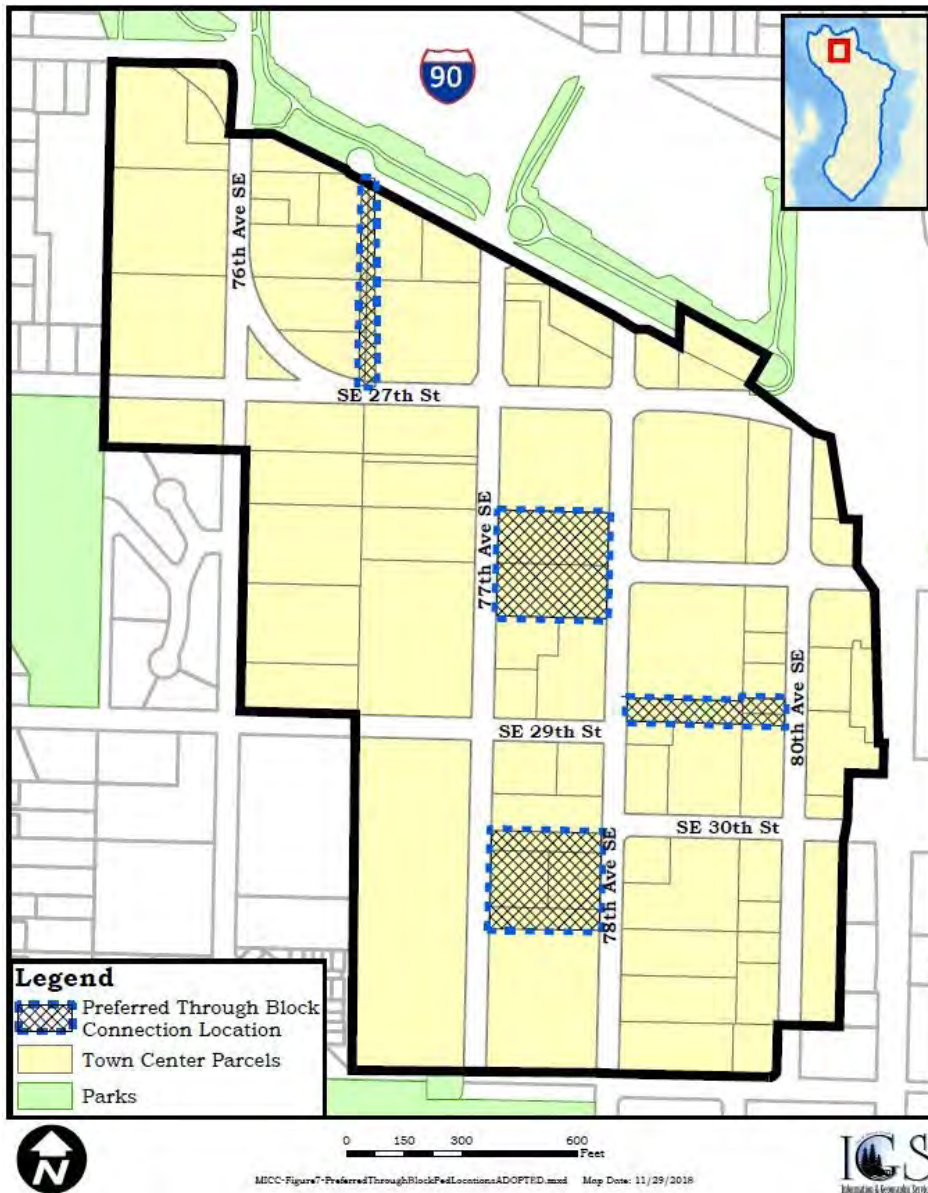


Figure 7 – Preferred Through-Block Pedestrian Connection Locations



Town Center / through-block connection context. The yellow arrows (top image) show 2 of the 4 connections; image of partially completed through-block connection. This example allows both pedestrian and vehicular access. The lower left image above shows the more recent second phase of the development (on the left) which was required to make design/frontage enhancements along the connection.

Downtown Bellevue - Mid-Block Crossings

Bellevue has required through-block connections for decades as a critical tool in breaking down their super-blocks. Whereas the quality of the connections has varied with each project, the code has largely been successful to date in accomplishing its goals. The City refined its through-block connections with the completion of their Downtown Livability Study and subsequent code improvements. Below are some details.

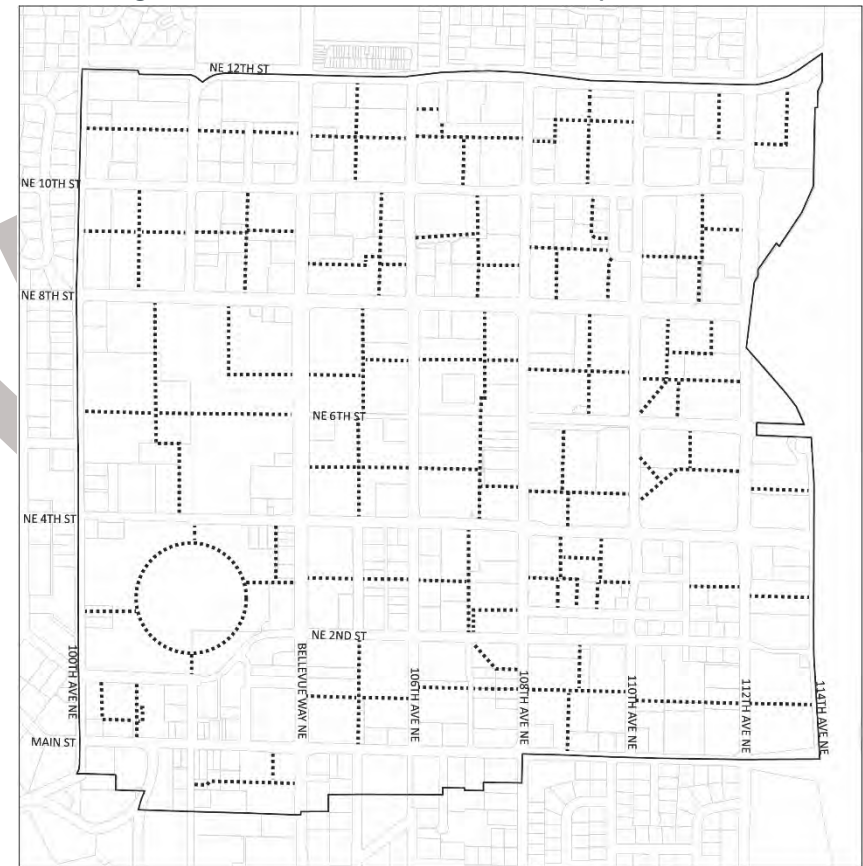
BMC 20.25A.160 – DOWNTOWN DESIGN GUIDELINES – SITE ORGANIZATION

B. On-Site Circulation.

1. *Intent. The vitality and livability of Downtown are dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists, and cars onto, off, and through the site. Walkability includes the creation of through-block pedestrian connections and other paths that offer attractive and convenient connections away from heavy arterial traffic. These connections also break down superblocks into a pedestrian-friendly grid.*

D. Through-Block Pedestrian Connections.

1. Through-Block Pedestrian Connection Map.



DOWNTOWN THROUGH-BLOCK CONNECTIONS

LEGEND

- Through-Block Connections
- Parcels
- Downtown Boundary

2. *Intent. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks.*

3. Standards.

a. *Location.* Through-block pedestrian connections are required in each superblock as provided in the map above. A through-block pedestrian connection shall be outdoors, except where it can only be accommodated indoors. The Director may approve a location shift on a through-block pedestrian connection; provided, that it provides similar pedestrian access as would have been required in the map above.

b. *Proportionate Share.* If a new development is built adjacent to a required through-block pedestrian connection as provided in the map in subsection D.1 of this section, the applicant shall construct a proportionate share of the through-block pedestrian connection.

c. *Hours.* A through-block pedestrian connection shall be open to the public 24 hours a day. Provided, if the through-block pedestrian connection is within a building, its hours shall coincide with the hours during which the building is open to the public.

d. *Legal Agreement.* Owners of property that are required to provide a through-block connection as part of the Design Review process shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation.

e. *Signage.* Directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public. The signage shall be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

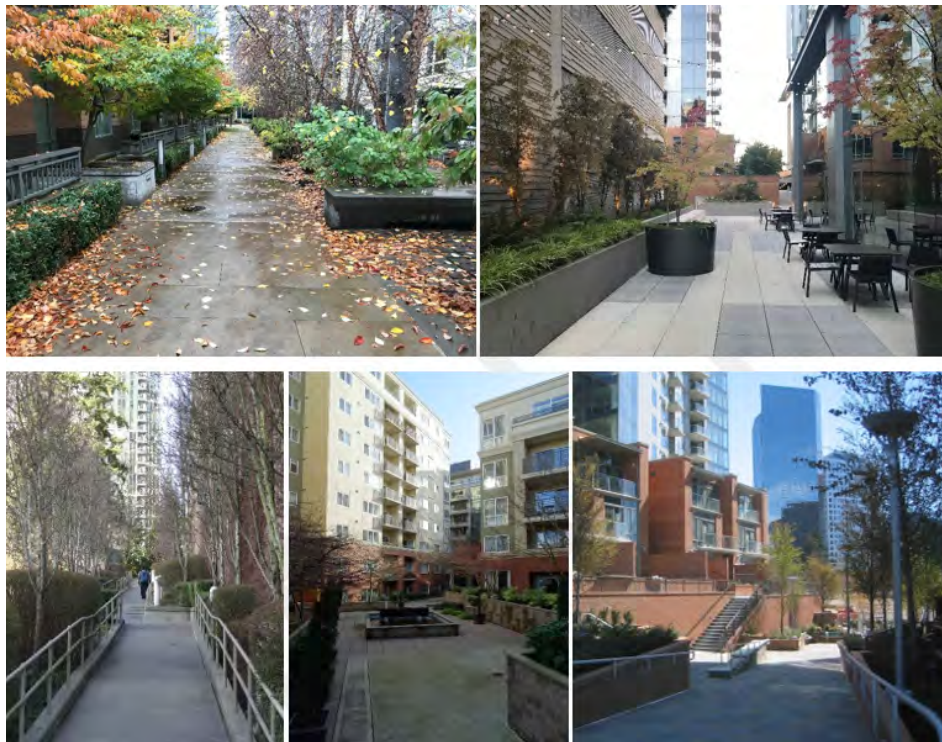
4. Guidelines. A through-block pedestrian connection shall:

- a. Form logical routes from its origin to its destination;
- b. Offer diversity in terms of activities and pedestrian amenities;
- c. Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;
- d. Accentuate and enhance access to the through-block pedestrian connection from the right-of-way by use of multiple points of entry that identify it as a public space;
- e. Identify the connection as a public space through clear and visible signage;
- f. Provide lighting that is pedestrian-scaled, compatible with the landscape design, and improves safety;
- g. Provide high-quality design and durable materials;
- h. Provide landscaping to define and animate the space wherever possible;
- i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;
- j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;
- k. Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;
- l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;
- m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and ve-

hicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;

n. Incorporate decorative lighting and seating areas; and

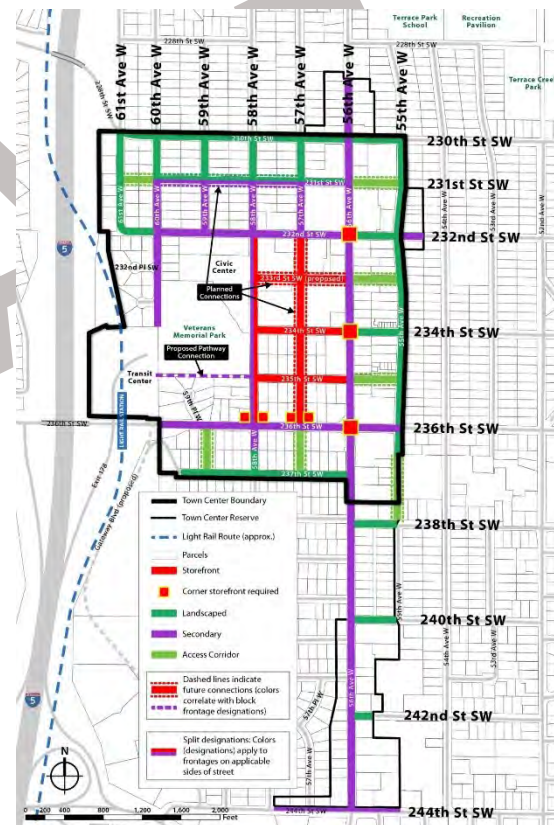
o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.



Completed examples of through block connections in Bellevue.

Mountlake Terrace Town Center - Access Corridors

Mountlake Terrace's ongoing work on their Town Center Plan and Code/Design Guidelines call for several "Access Corridors" (as well as some new streets) that are intended to (1) enhance pedestrian circulation and access to the planned light rail station, (2) break up some of the larger blocks, and (3) provide a physical and visual amenity to Town Center uses.



The map indicates the location of the proposed access corridors – which are currently developed mostly with single family uses. The Town Center Zones here call of a four-story minimum density for future development; Thus, it's assumed that these access corridors would be developed in conjunction with future development.

19.123.120 – ACCESS CORRIDOR FRONTAGE STANDARDS.

A. Purpose. Access Corridor frontage standards provide eyes-on-the-pathway to create a safe and welcoming through-block connection while preserving the privacy of adjacent ground-level residential units.

B. Standards.

- 1. Building elevations facing an access corridor must feature at least 10-percent window transparency. Ü*
- 2. Where ground-level residential uses are within five-feet of a shared-lane or pathway, at least one of the following design features must be integrated to enhance the safety and privacy of adjacent residential units:*
 - a. Windows must be placed at least six vertical-feet above the access corridor.*
 - b. A combination of landscaping, planter walls, and/or elevated ground floor (at least one-foot above access corridor grade) that meet the purpose of the standards.*
- 3. Where non-residential ground-level uses abut an access corridor, at least 25-percent of the applicable building-elevation between four and eight-feet above the ground-floor surface elevation must be transparent.*

Other Cities with Through-Block Pathway Standards

Kirkland, Washington includes through-block pathway standards in multiple neighborhoods, including Juanita, as included below.

SECTION 52.10 – GENERAL REGULATIONS (JUANITA BUSINESS DISTRICT)

- 4. The applicant shall install a through-block pathway extending from the north end to the south end of JBD 1 of the Juanita Business District. Two through-block pathways, spaced far enough apart to provide maximum accessibility for the whole block, will also extend from the east side to the west side of JBD 1 (see Plate 34I in Chapter 180 KZC). See KZC 105.19 for through-block pathway standards.*

The alignment of these pathways shall take into account proposed and existing buildings and, to the extent possible, shall extend along building fronts or property lines. The applicant must install pathways that run generally north-south (or diagonally northeast/southwest) and east/west on the subject property. The pathways shall be located to provide a direct continuation of the existing or future through-block pathway on adjacent properties. When possible, the pathways shall be located to create view corridors and reinforce connections to Lake Washington. During the Design Review process, the City may determine that a through-block pathway is not required if a suitable through-block pathway exists on adjacent properties.



The connection here is designed much like a public street.

A selection of additional cities that have adopted policy related to through-block pathways includes:

- Seattle, Washington
- Salt Lake City, Utah
- Toronto, Ontario, Canada
- Minneapolis, Minnesota
- Redmond, Washington
- Alexandria, Virginia
- Westminster, Colorado

North Bank Implementation

The images below show examples of new development on key sites within the North Bank Planning Area. They assume DTG zoning and design provisions apply (including the potential for bonus floors) and illustrate how future development can integrate proposed through-block pathways.



Looking north-northwest up Howard across Boone. The towers on both north corners of Howard and Boone would require a density bonus to achieve additional floors above the base DTG-zone limit of 12. It's assumed that these are more likely to be residential uses (on the tower portion of structures). These images illustrate the DTG-zone's required 15' building step-back above the seventh floor (though stepbacks can be integrated on lower floors, as is shown here in the left tower).



Looking north -northeast over Howard (left) and Cataldo Avenue (lower right). This view illustrates how the proposed east-west through-block connection could be integrated with new development.



Looking south-southwest from Boone back towards the river and downtown. Planned/proposed structures are shown in darker orange.

APPENDIX 4: NORTH RIVER OVERLAY DISTRICT REVISED REGULATIONS

CHAPTER 17C.160 NORTH RIVER OVERLAY DISTRICT

Section 17C.160.010 North River Overlay (NRO)

A. Purpose.

This special overlay addresses the public's vision for the district as a historically-significant place on the Spokane River, home to a vibrant and walkable urban neighborhood with a wide range of uses with a strong connection to the Spokane River Gorge, Riverfront Park, and the Downtown core.

B. Design Standards Administration.

All projects must address the pertinent design standards and guidelines. A determination of consistency with the standards and guidelines will be made by the planning director following an administrative design review process. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek to deviate from eligible standards and guidelines through the design departure process; see chapter 17G.030 SMC, Design Departures.

1. Requirements (R).

Requirements are mandatory in that they contain language that is not discretionary, such as “shall,” “must,” and “will.” Requirements must be satisfied by any plan prior to building permit approval. An applicant may seek a deviation from certain require-

ments through the design departure process, chapter 17G.030 SMC. Requirements are listed with an (R) after the standard.

2. Presumptions (P).

Presumptions are guidelines that are meant to be applied, but with some flexibility. Presumptions indicate that the City is open to design features that are equal to, or better than, that stated – so long as the purpose is satisfied. A submitted plan is incomplete and will be rejected if it does not demonstrate that the presumptive elements have been in some way incorporated or overcome. Presumptions are listed with a (P) after the standard.

a. Overcoming a Presumption.

A presumption that may be unsuitable for a given project may be waived if an applicant can demonstrate to the planning director that there is a good reason why the presumption is inappropriate. The director may approve an alternative that achieves the intent of the presumption. At the discretion of the applicant, or in rare cases the director may refer the permit to the design review committee. A referral from the director would be in those cases where the complexity of the project and/or the cumulative impacts of deviations result in the project no longer meeting the overall intent of the design standards and the comprehensive plan.

b. Appropriate ways to overcome a presumption include:

- i. demonstrating that for a specific project the underlying design principles will not be furthered by the application of the presumption;
- ii. showing that another design principle is enhanced by not applying the presumption;
- iii. demonstrating an alternative method for achieving the intent of the presumption;

iv. explaining the unique site factors that make the presumption unworkable, such as lot size and shape, slope, natural vegetation, drainage, or characteristics of adjacent development, which are identified through their use of materials, colors, building mass and form, and landscaping.

Note: Increases in the cost of development will not be an acceptable reason to waive a guideline or determine that a guideline is inappropriate.

3. Considerations (C)

Design guidelines listed as considerations are features and concepts that an applicant should consider in preparing a plan. Their omission is not grounds for rejecting a plan, but their inclusion or recognition is encouraged and may assist in overcoming certain presumptions and in gaining acceptance for a plan. Considerations are listed with a (C) after the standard.

C. North River Overlay Development Standards.

The North River Overlay development standards are the same as the underlying zone except for the following standards:

1. Maximum FAR.

The maximum nonresidential FAR allowed in the North River Overlay is 4.5. If the underlying zone allows an FAR greater than 4.5, then the maximum FAR is the same as the underlying zone. The FAR is calculated the same as in the underlying zone.

2. Through-Block Pedestrian Pathways.

a. Purpose

Strategic through-block pathways are a key implementation component of the North Bank Subarea Plan intended to:

i. Enhance the pedestrian connection between neigh-

borhood uses and to the river.

ii. Enhance pedestrian connectivity and circulation in areas with long block lengths (those over 500 feet in length).

iii. Ensure that through-block pathways are implement-

Table 17C.160.010- C Mid-block connection design standards		
	Adjacent Buildings (Existing or Proposed)	
Minimum Standard	Four-Stories or Taller	Less than Four Stories
Public access easement width	28-feet	15-feet
Walking path width	8-feet	5-feet
Landscaping strips on each side of the	10-feet	5-feet
Required landscaping types	Type L3 plantings per SMC 17C.200.030 to maximize views to and from the pathway to create a safe and welcoming route. Types L1 or L2 may be approved when necessary to screen blank walls, service elements or other unwanted views from the pathway. Breaks in the landscaping along the sides of the path are allowed to provide access to adjacent buildings and uses. Curbs and/or raised planter walls may be included in the required landscaping strips.	

ed along a consistent and clear alignment.

iv. Enhance the development character for neighborhood uses.

v. Break up the massing of large structures.

b. Locations

Figure 17C.160.010-B-1 illustrates the locations of planned through-block pathways. If an applicant owns a lot containing a proposed through-block pathway within it or along the edge of the property, the applicant must provide such through-block pathway in conjunction with their project development. The through-block pathway alignment must match the alignment shown in Figure 17C.160.010-B-1. The through-block pathway alignments are shown as a requirement (R) or presumption

(P) to clarify the level of prescription/flexibility in implementing these alignments.

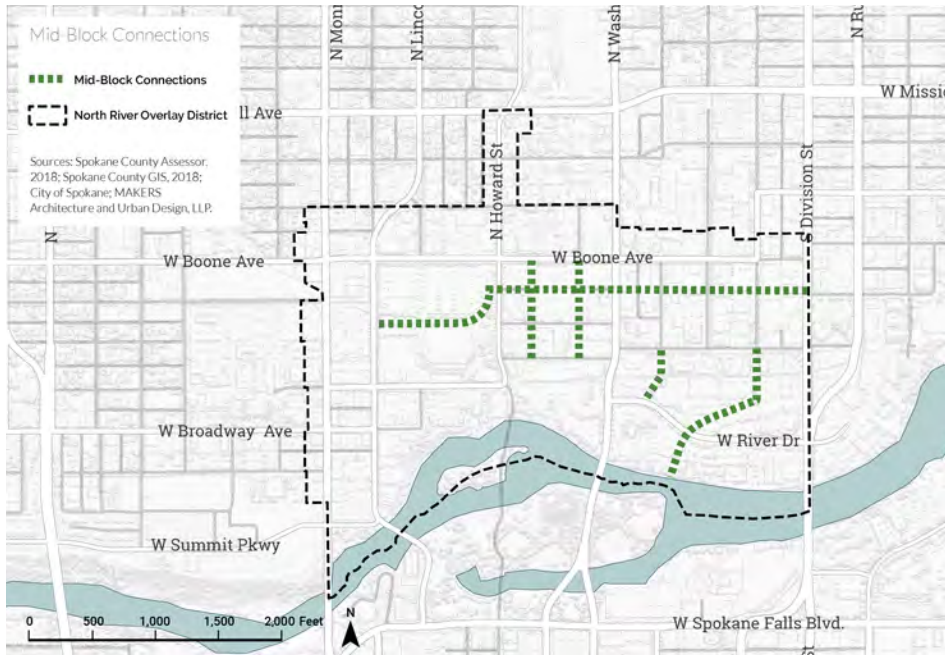


Figure 17C.160.010- B-1. Required through-block pathways.

c. Design Standards for Through-Block Pathways

Through-block pathway design standards (see Table 17C.160.010-C and Figure 17C.160.010-C below) are based on the scale of buildings (existing or proposed) adjacent to the connection: (P)

Table 17C.160.010- C Through-block pathway design standards

Where a through-block pathway is located at the edge of a development site, the subject development must include the minimum pathway width plus the required landscaping strip on one side.

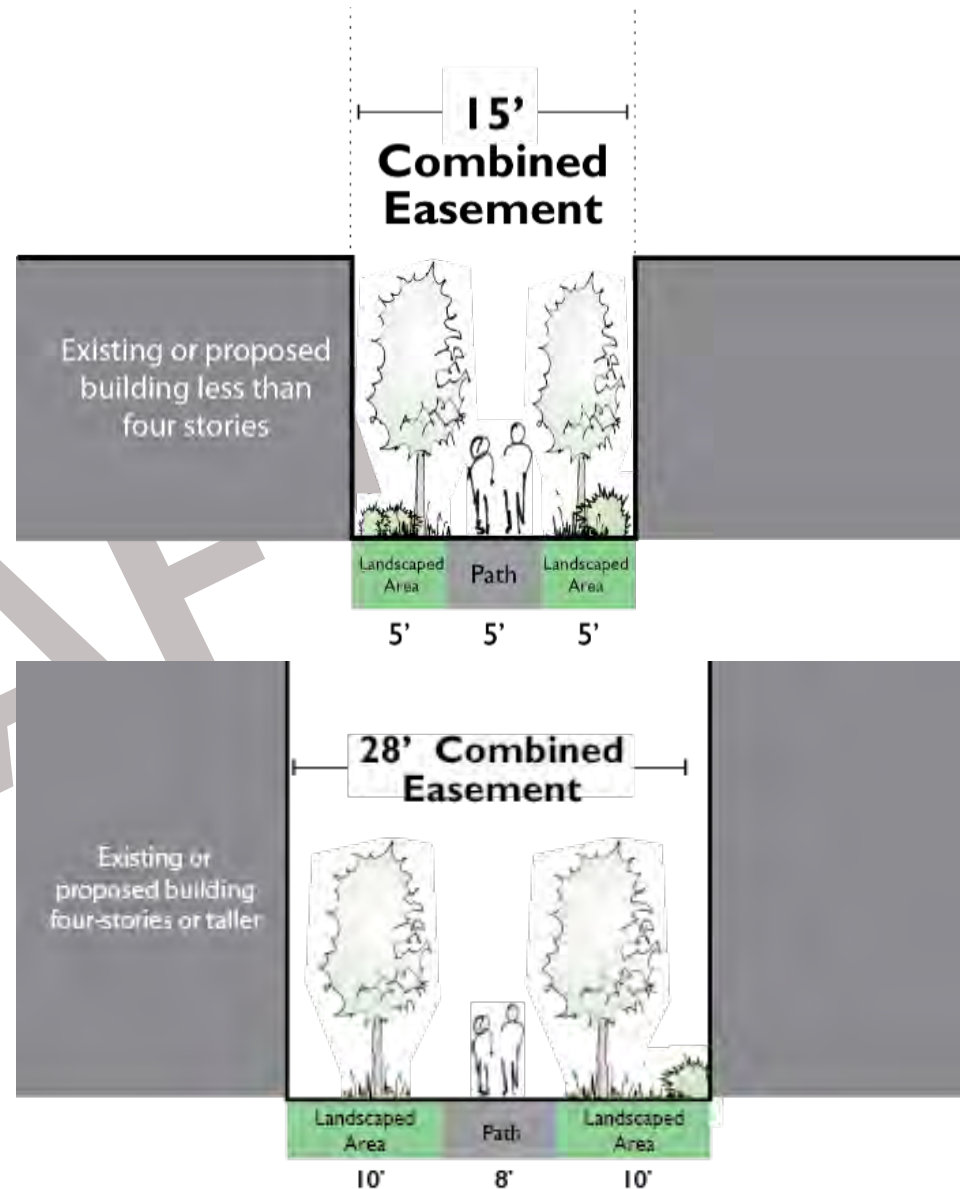


Figure 17C.160.010- C-2. Minimum standards for required through-block pathways.

d. Through-Block Pathway Accessibility Standards

At a minimum, through-block pathways must not be gated, and must be accessible to the public between dawn and dusk.

e. Through-Block Pathway Frontage Standards: Transparency

At least 10-percent of the building elevation adjacent to the connection must be transparent. The purpose of this standard is to integrate through-block pathways as a design amenity to the development and to ensure that such connections are safe and welcoming. (P)

f. Supplemental Standards for Ground Floor Residential Uses

For residences with ground floor living spaces facing the through-block pathway, the building must feature at least one of the public/private space transition elements described below. The purpose is to ensure privacy and security for residents, and an attractive and safe pathway that complements the qualities of adjoining residences within a residential complex. (R)

i. Raised ground floor option. Raise the residence's ground floor a minimum of 30-inches above the pathway grade,

ii. Increased setback option. Where adjacent residential uses don't meet the raised ground floor option in subsection (i) above, a ten-foot minimum landscaped setback is required between the pathway and dwelling units (pathways/patio area is allowed within this setback). The landscaped area required as part of compliance with subsection (c) above may be used to help meet this standard.

See Figure 17C.160.010-B-3 for acceptable through-block pathway residential frontage examples.



Figure 17C.160.010-B-3. Through-Block Pathway Examples.

g. Downtown and Spokane River views.

For those through-block pathways where downtown and/or Spokane River or gorge views are possible, adjustments to the standards in subsection (c) above will be considered, provided such designs enhance those views and meet the purposes of the standards.