

# Vision Statement Draft

## Early Draft

Below is an initial rough draft vision statement used to facilitate discussion at the July 30, 2019 Community Design Workshops:

*The South University District is a dynamic neighborhood, where commerce, innovation, and industry interact. The district's historic fabric provides a walkable framework that supports the creation of new places for people to live, work and study, while the retail and freight corridor along Sherman Street continues to play a regional role in providing and conveying goods and services to the larger city.*

## Revised Vision

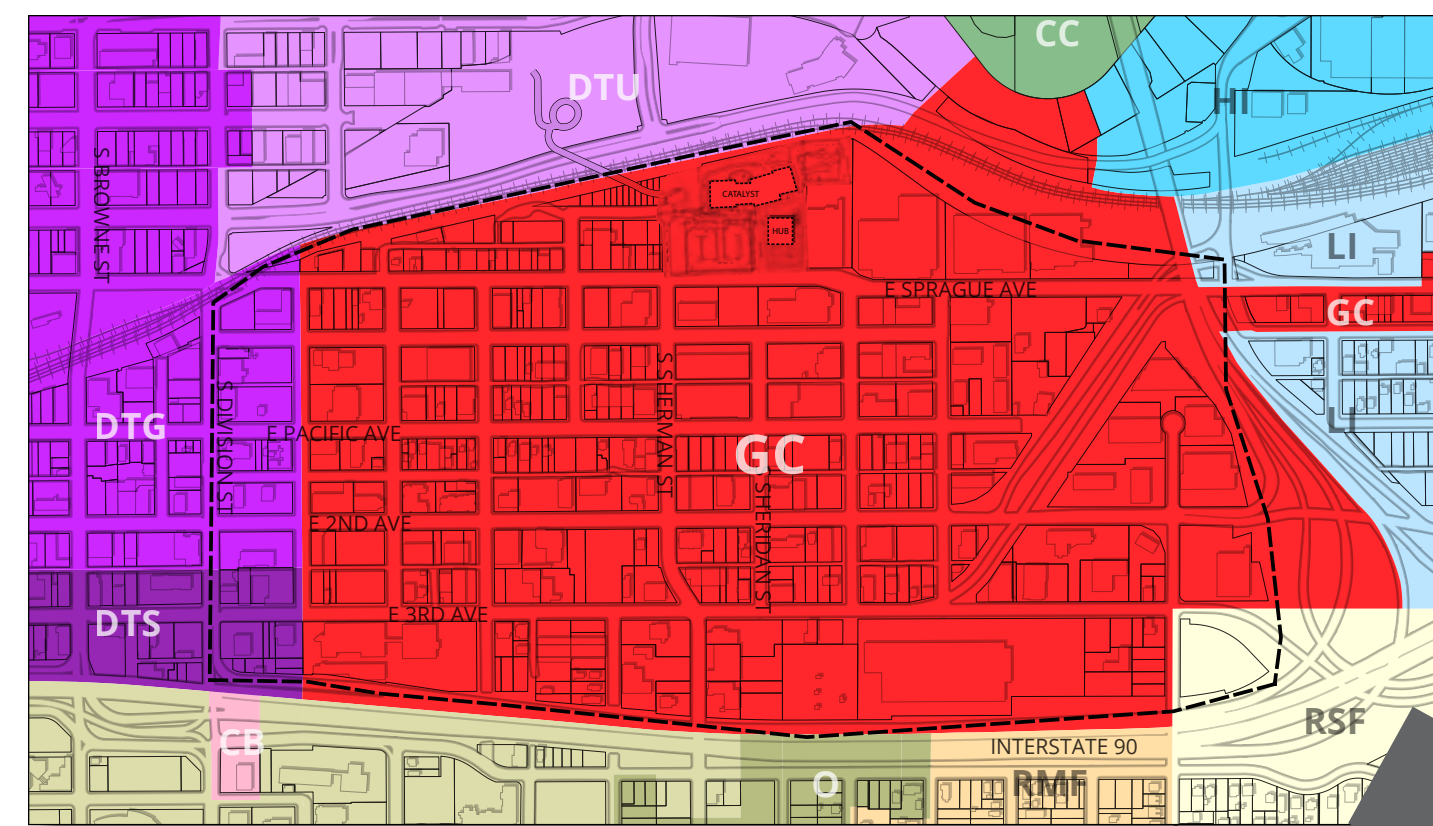
Below is the recommended update to three vision statement using suggestions from the groups at the July workshops. Key updated elements are marked with **bold text**.

*The South University District is a dynamic **crossroads** for innovation, commerce, and industry **amidst a diverse residential neighborhood**. The district's **unique** historic fabric supports the creation of new places live, **learn, work and shop on streets that are walkable and safe**. Sprague Avenue continues to play a regional role in providing goods and services to the larger city, **while Sherman Street and the University District Gateway Bridge connect to educational and medical institutions north and south.***

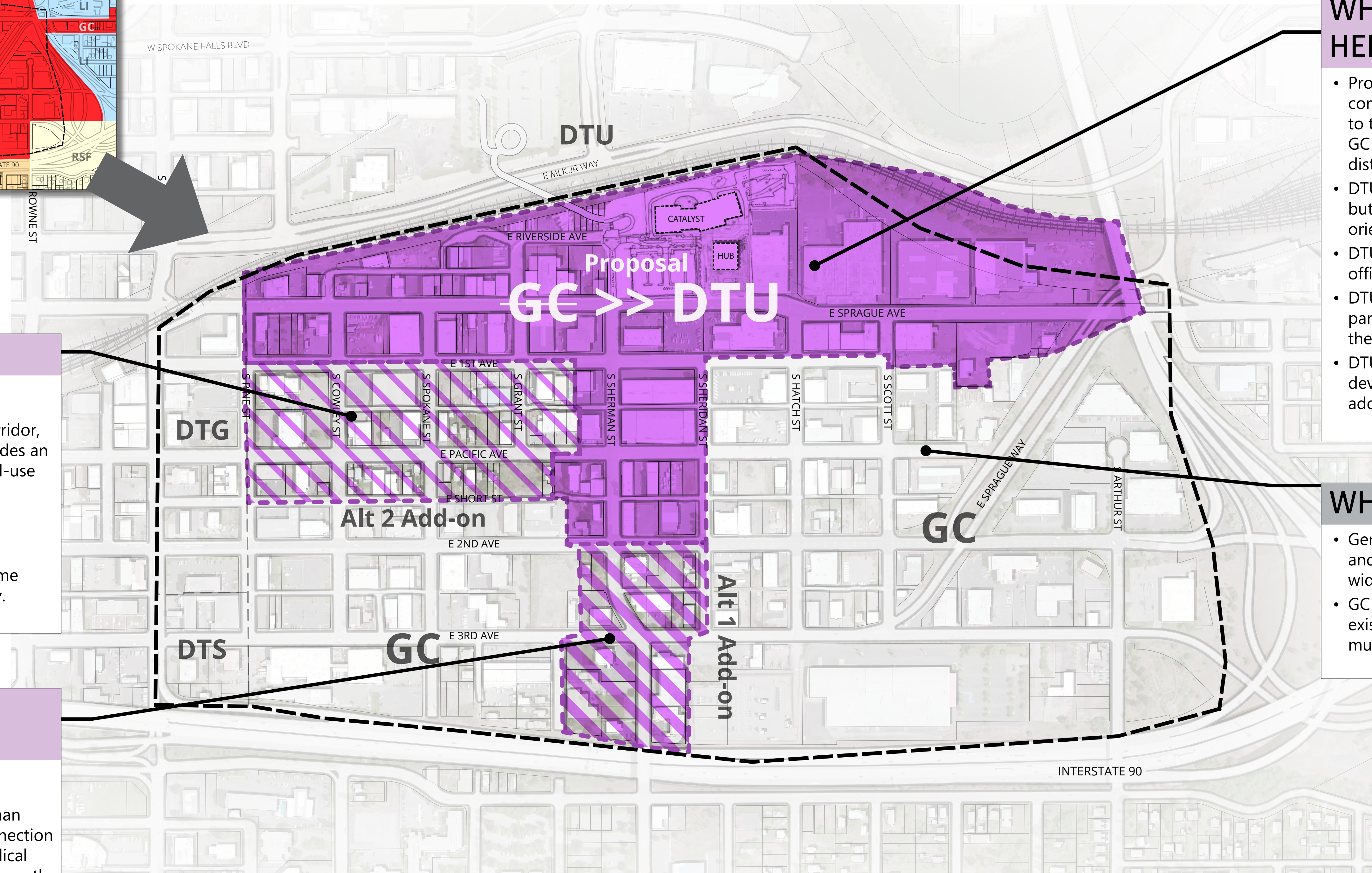




# Zoning Change Proposal and Options



Current Zoning



Proposal  
GC >> DTU

## WHY DTU + ALT 2?

### PROS

- Extension includes Pacific Avenue corridor, which (participants have noted) provides an opportunity to create a quieter mixed-use neighborhood street.

### CONS

- Creates a number of non-conforming uses within the area that presents some challenges to their continued viability.

## WHY DTU + ALT 1?

(Sherman extension)

### PROS

- Extension includes the entire S Sherman Street corridor to strengthen the connection through the district to South Hill medical uses and other neighborhoods to the south.

### CONS

- Southern half of corridor is further away from bridge landing and perhaps warrants greater use and design flexibility.

## WHY DTU – AND WHY HERE?

- Proposed boundary focuses on Sprague corridor and portions of Sherman closest to the south bridge landing (retaining the GC designation to remain for most of the district).
- DTU still allows for a very broad mix of uses, but has a greater emphasis on pedestrian-oriented uses.
- DTU offers much more flexibility for larger office and institutional uses.
- DTU has stronger design standards, particularly in how developments look from the street.
- DTU requires design review for larger developments and for some remodels/additions to existing buildings.

## WHY KEEP GC?

- General Commercial zones support retail and services that play a regional or city-wide role.
- GC offers maximum flexibility to maintain existing businesses while still allowing multifamily and pedestrian-friendly uses.

[ ] South University District Boundary

GC Existing Zone Classification

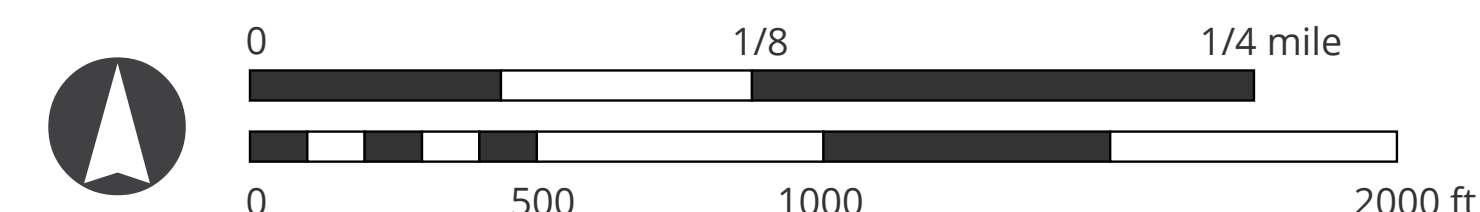
**Zone Change GC >> DTU**

Proposal

**DTU Alternative Add-ons**

Alternative 1

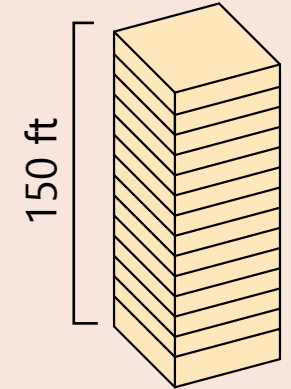
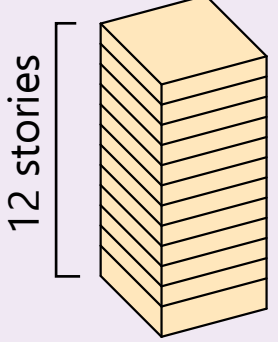
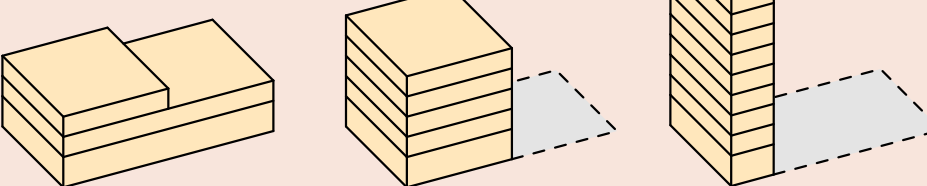
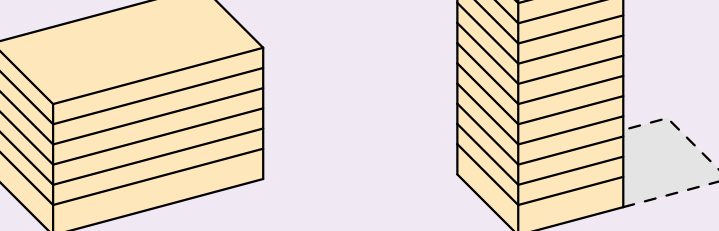
Alternative 2

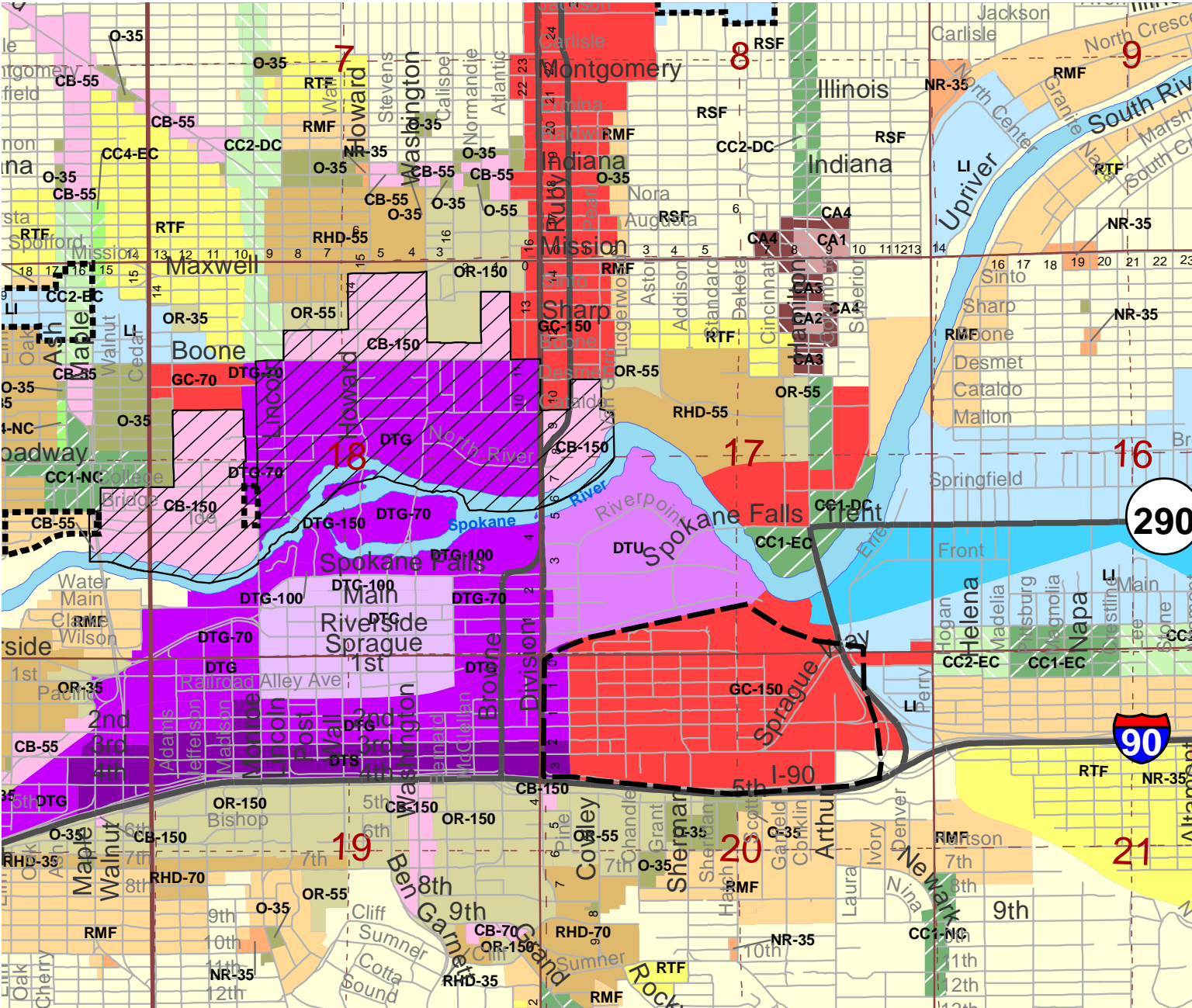




# Zoning Comparison

## General Commercial (GC) vs Downtown University (DTU)

	GC	DTU	TAKEAWAYS
Max. Height	<b>150 ft</b> Roughly 12-14 stories 	<b>12 stories</b> Roughly 130-150' 	GC and DTU both allow much taller buildings than are currently present in the district. The real estate market doesn't currently support the construction of 12 story buildings here (though it may be possible in the future).
Max. Floor Area Ratio (FAR)	<b>2.5</b> Does not apply to residential 	<b>6.0</b> 	The GC zone's 2.5 FAR limitation purposely caps the scale of new office buildings; changing strategic areas to DTU allows greater flexibility for institutional and office uses near the south bridge landing.
Allowed Uses	Broad range of commercial/retail, residential, and some industrial uses	Similar to GC, except some auto-oriented and industrial use restrictions/exclusions	Auto sales and some vehicle repair and industrial service businesses would become non-conforming uses if rezoned to DTU. These businesses could continue operating, but expansion would be limited, and no new businesses of these types would be allowed to open in rezoned areas.
Parking Minimum	SEE PARKING POSTER		DTU does not requires new uses to include as much parking as GC, especially for restaurant and retail uses.
Site Use / Design Provisions	<ul style="list-style-type: none"><li>Outdoor storage and other outdoor uses are allowed by right</li><li>Drive-throughs are allowed</li><li>Surface parking is allowed anywhere on site</li></ul>	<ul style="list-style-type: none"><li>Outdoor storage allowed on up to 40% of a lot, or 2,500 sf, whichever is less</li><li>Drive-throughs not allowed</li><li>Surface parking must not be located between the building and the street on certain types of "complete streets"</li></ul>	DTU's integration of complete street standards are a significant difference between zones as most designations don't allow parking lots in front of buildings. A number of lots in the proposed rezone area would have non-conforming site uses, including outdoor storage, drive-throughs, and street-fronting surface parking. These elements could continue in use, but could only be expanded in certain situations.
Building Design Provisions	<ul style="list-style-type: none"><li>Moderate facade transparency requirements (non-residential buildings)</li><li>Facade articulation standards</li><li>Prominent entrance</li><li>Facade detail standards</li><li>Roofline expression</li><li>Blank wall standards</li></ul>	<ul style="list-style-type: none"><li>Largely the same as GC, except facade transparency requirements are more stringent</li></ul>	Again, the facade transparency provision (required for the commercial and residential buildings) combined with more strict building/parking lot location standards (associated with complete street designations) emphasize pedestrian-oriented design much more than GC zone provisions.
Design Review	<ul style="list-style-type: none"><li>Not required</li></ul>	<ul style="list-style-type: none"><li>Required for projects &gt; 30,000 sf or modification of at least 25% of an existing building facade</li></ul>	Design review is intended to ensure that new development makes a positive contribution to the built environment of an area. Design expectations are higher (with design review) than they could otherwise be without if in the GC zone.



Zoning in central Spokane.

### WHY DTU INSTEAD OF DTG?

Technically, Downtown University (DTU) and Downtown General (DTG) are identical zones except:

- Zone locations
- Purpose statements
- DTU has slightly more strict building / parking of location standards

A rezone of selected areas to DTU is proposed to emphasize continuity between the northern and southern halves of the University District and to promote pedestrian-oriented development along E Sprague Avenue and portions of S Sherman Street within close proximity to the south bridge landing.





# Off-Street Parking Standards Options

## Minimum Parking Requirements

Three obvious options existing for regulating off-street parking standards in the South University District.

PARKING MINIMUM PROS	CONS
<ul style="list-style-type: none"><li>Ensures adequate parking for customers, staff, and residents of new development.</li><li>With an on-street parking management strategy, can prevent impacts on legacy businesses that rely on street parking.</li></ul>	<ul style="list-style-type: none"><li>Increase building costs; can delay or prevent property development.</li><li>Requires large building sites to accommodate surface parking areas.</li><li>Must be paired with street-parking management (meters, etc.) for best results.</li></ul>

## 1. RETAIN EXISTING GC STANDARD

Applies typical suburban-style parking requirements that generally assume most individuals drive to their destinations.

### MINIMUM PARKING\*

Residential:	1 per unit
Office:	1 per 500 sf
Retail/Service:	1 per 330 sf
Restaurant:	1 per 250 sf
Industrial:	1 per 1000 sf

### MAXIMUM PARKING

Residential:	none
Office:	1 per 200 sf
Retail/Service:	1 per 200 sf
Restaurant:	1 per 60 sf
Industrial:	1 per 200 sf

## 2. REZONE: APPLY DTU ZONE PARKING REQUIREMENTS

Applies substantially reduced minimum requirements to promote a more urbanized level of development that promotes walking and transit use.

### MINIMUM PARKING

All uses:	1 per 1,000 sf
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### MAXIMUM PARKING

All uses:	1 per 333 sf
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## 3. EXTEND NO REQUIRED PARKING OVERLAY

This overlay could apply to the area recommended for a DTU rezone. It lets the market decide how much parking is needed and places highest priority on producing urban and pedestrian-oriented development.

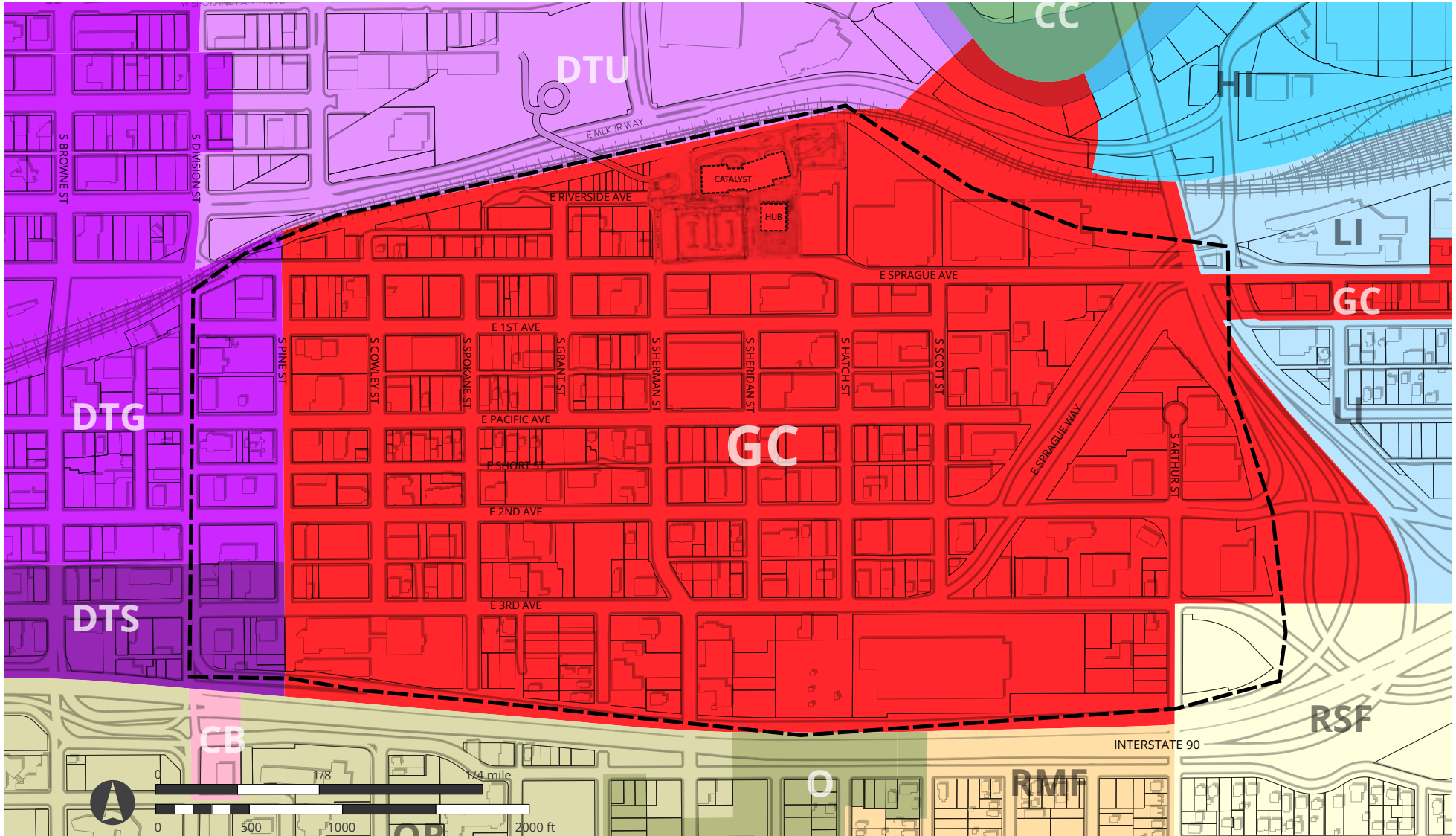
### MINIMUM PARKING

No minimum

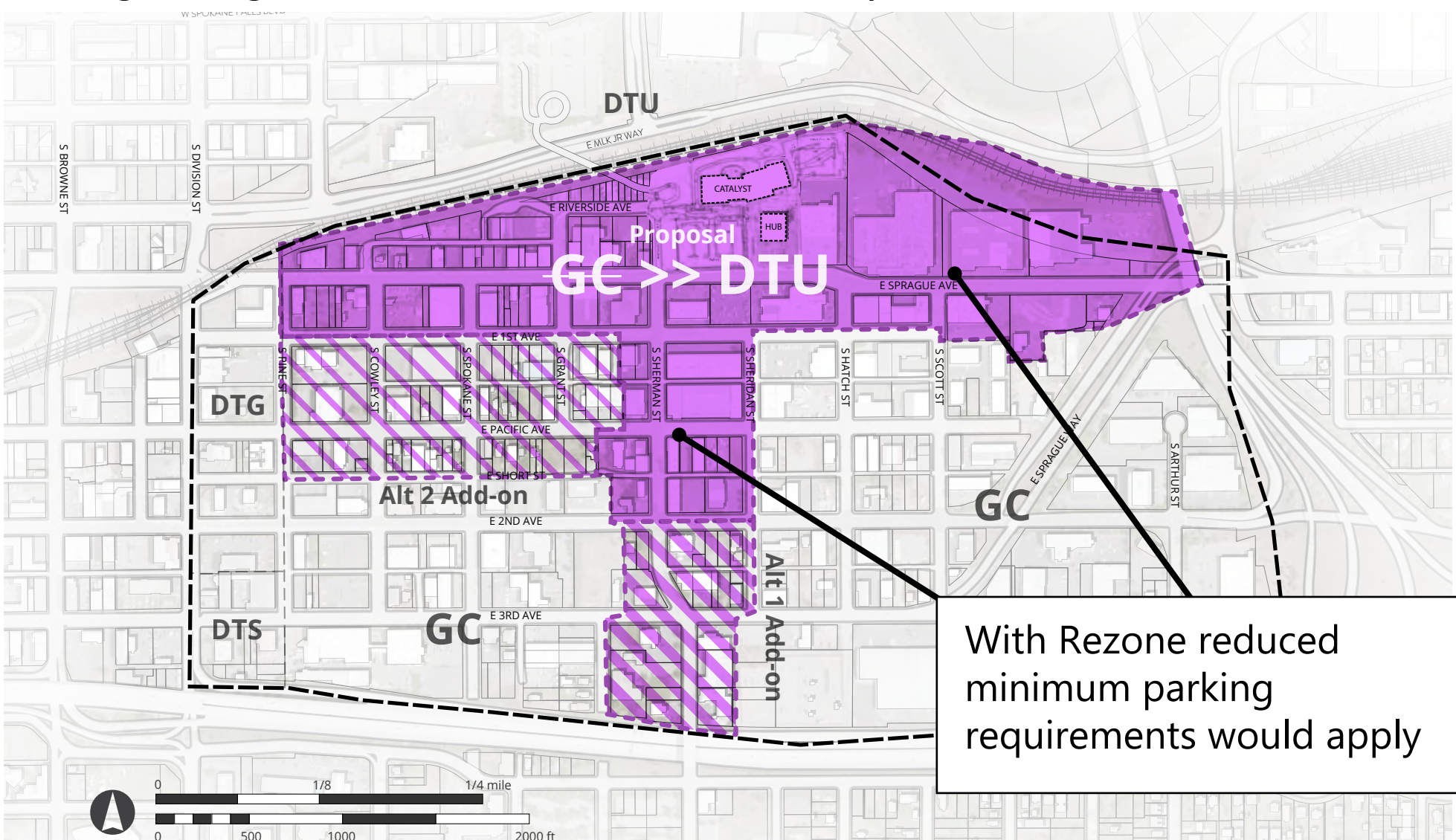
### MAXIMUM PARKING

All uses:	1 per 333 sf
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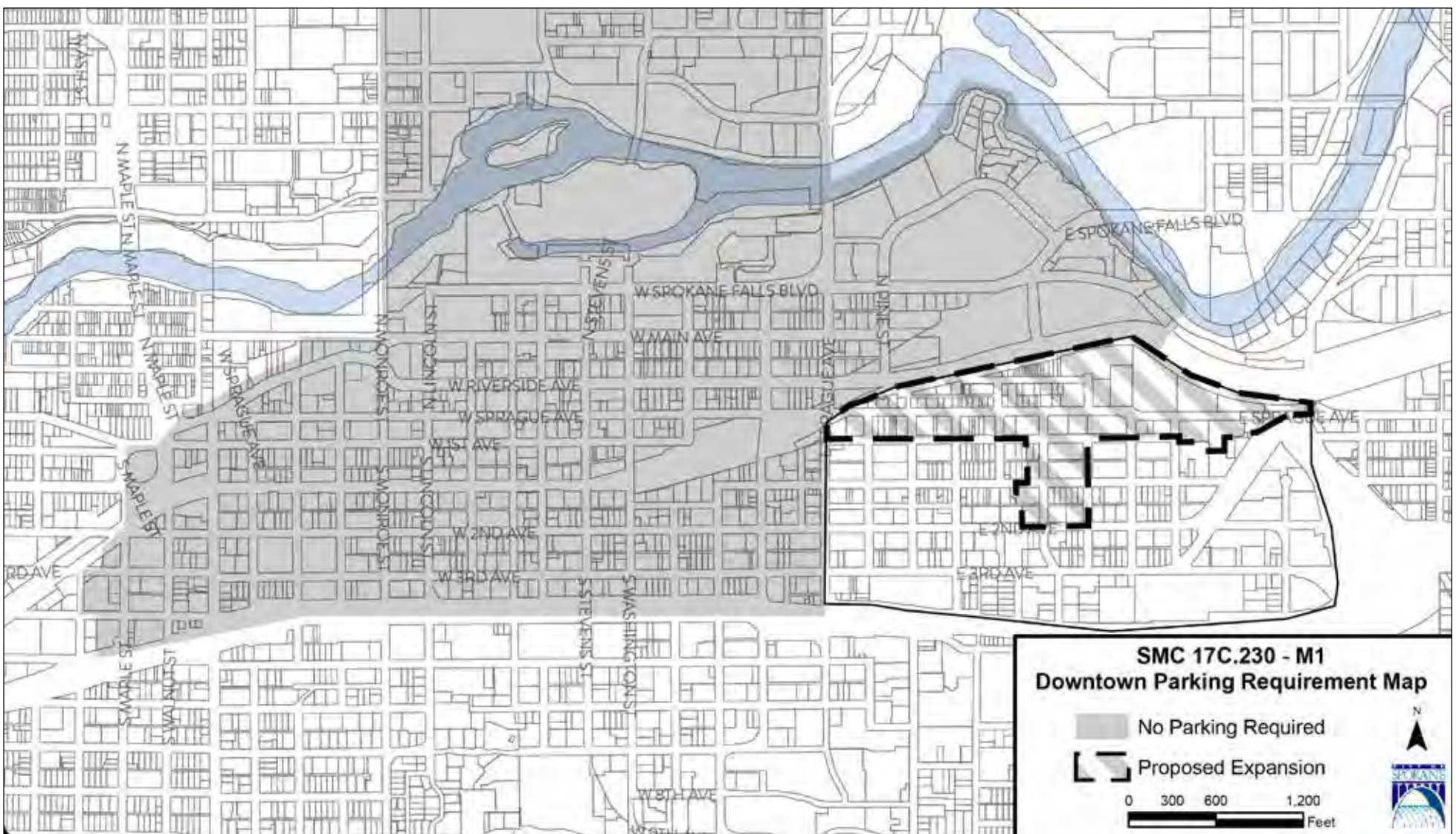
\*Parking ratios listed here refer to the number of parking spaces required per gross square feet (sf) of floor area. Each space in a parking lot typically occupies about 350-400 sf for parking and circulation space.



Existing zoning in and around the South University District.



Proposed zone change from GC to DTU in selected areas.

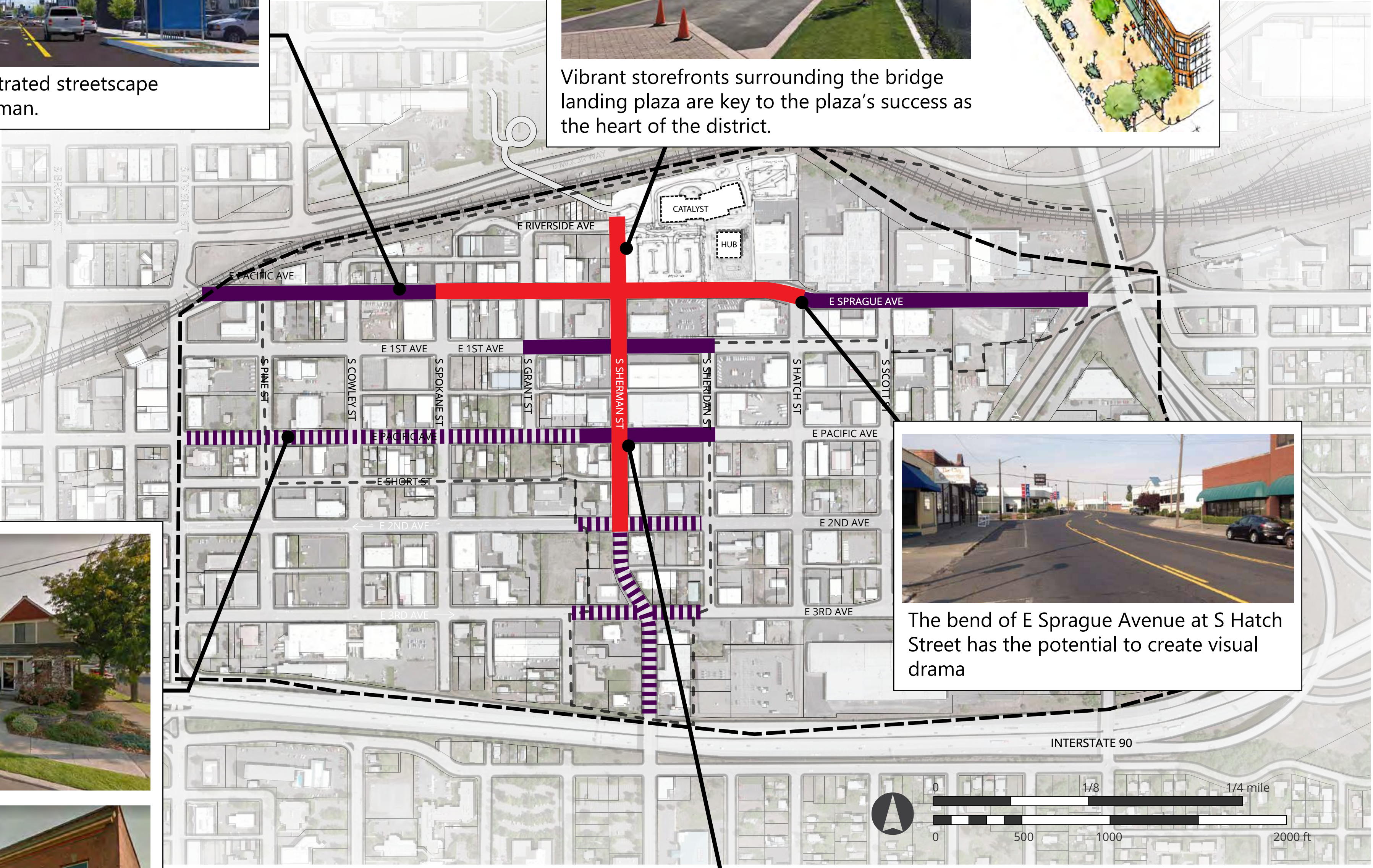


Existing downtown "no required parking" area, with proposed expansion highlighted.



# District Block Frontage Proposal

The map below illustrates the recommended design concept for the block frontages in the district.



## STOREFRONT

### Elements

- Building located at back edge of side walk
- Entry facing the street
- Generous transparent storefront windows
- Ground level residential not allowed on frontages



## PRIORITY PEDESTRIAN

### Elements

- Allows storefronts and buildings with landscaped setbacks
- No restriction on ground level residential use
- Parking lots to the side or behind building
- Entry facing the street
- Generous transparent storefront windows



OR



- ||||| Extend priority pedestrian designations if rezoned to DTU
- [ ] South University District Boundary
- DTU Zone Change proposal with Alts 1 & 2

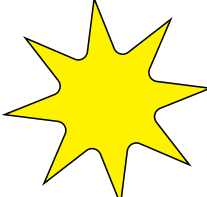
## STOREFRONT REQUIREMENT: WHY SO SPECIFIC AN APPROACH?

- The strict storefront requirement creates predictability – guaranteeing that when new development occurs, it follows the desired storefront pattern.
- Because it is strict, we recommend applying such an approach only to those critical blocks where the storefront form is most important.







# Conceptual Plan Draft




**BRIDGE LANDING PLAZA**




Activate the south bridge landing plaza with lively streetfront buildings.



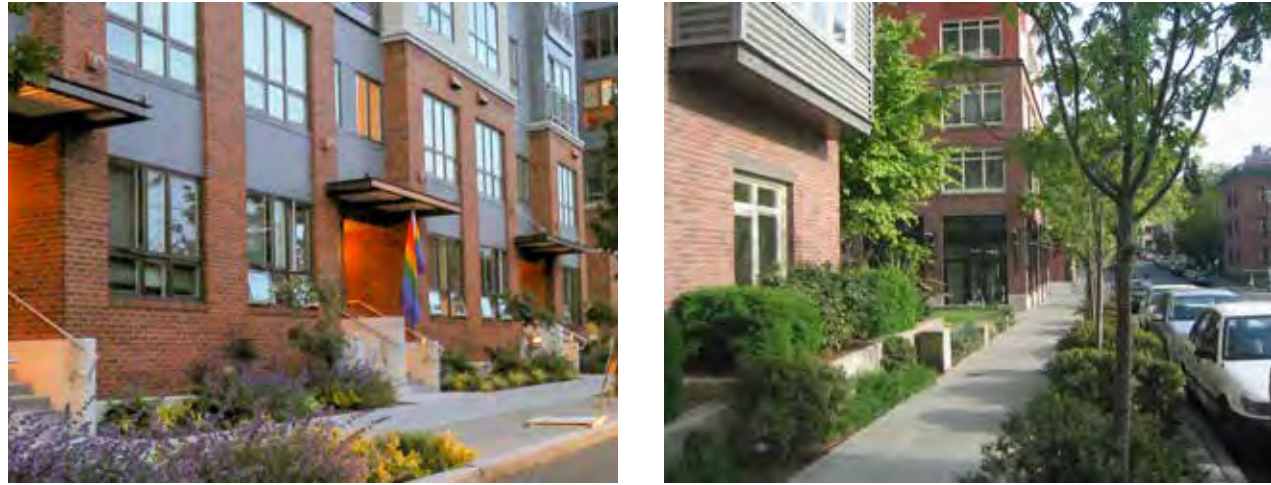
**STOREFRONT**



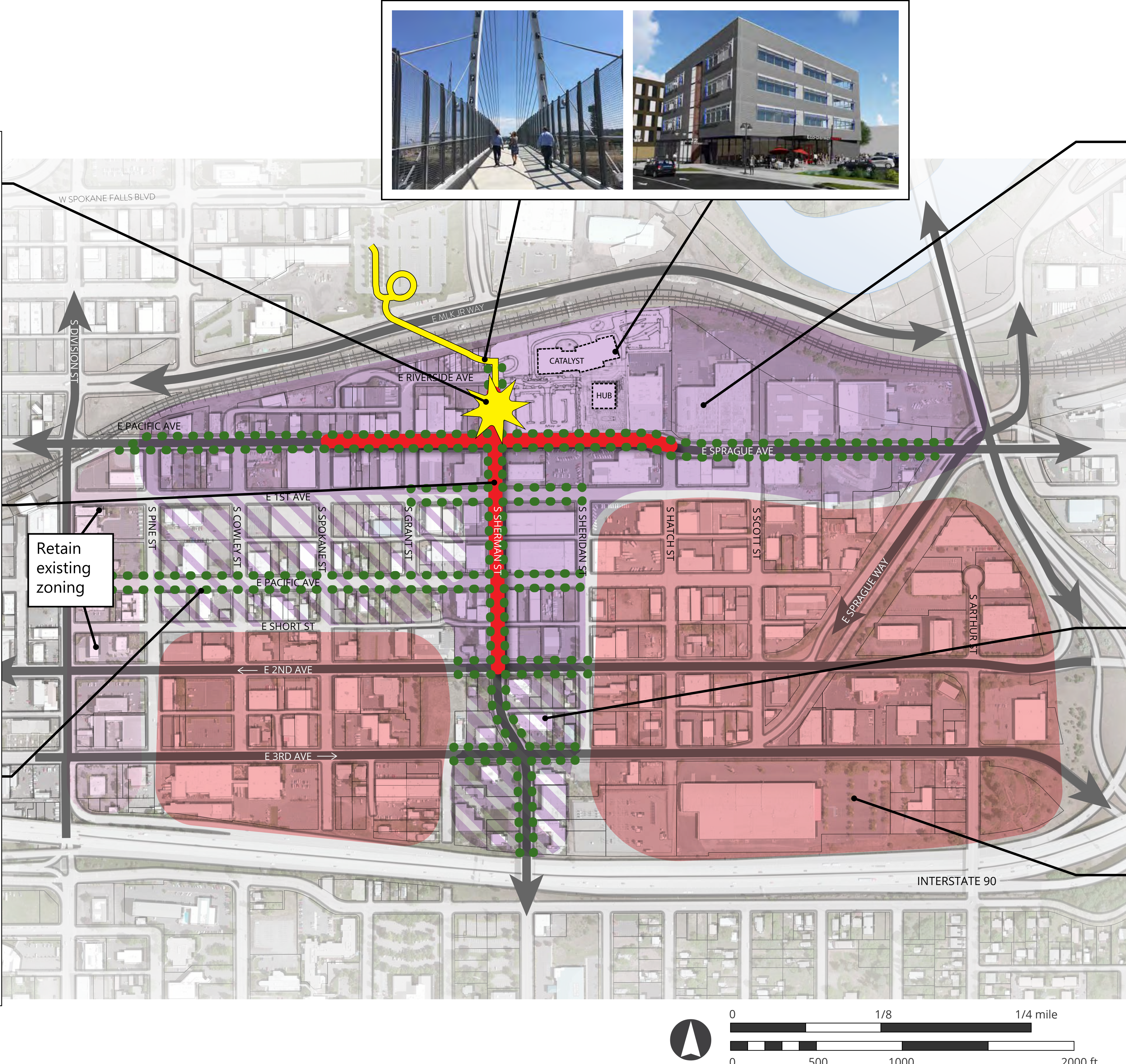
Vibrant storefront uses and spaces adjacent to sidewalks.




**PRIORITY PEDESTRIAN**




A combination of storefronts, stoops and other pedestrian-friendly development frontages.






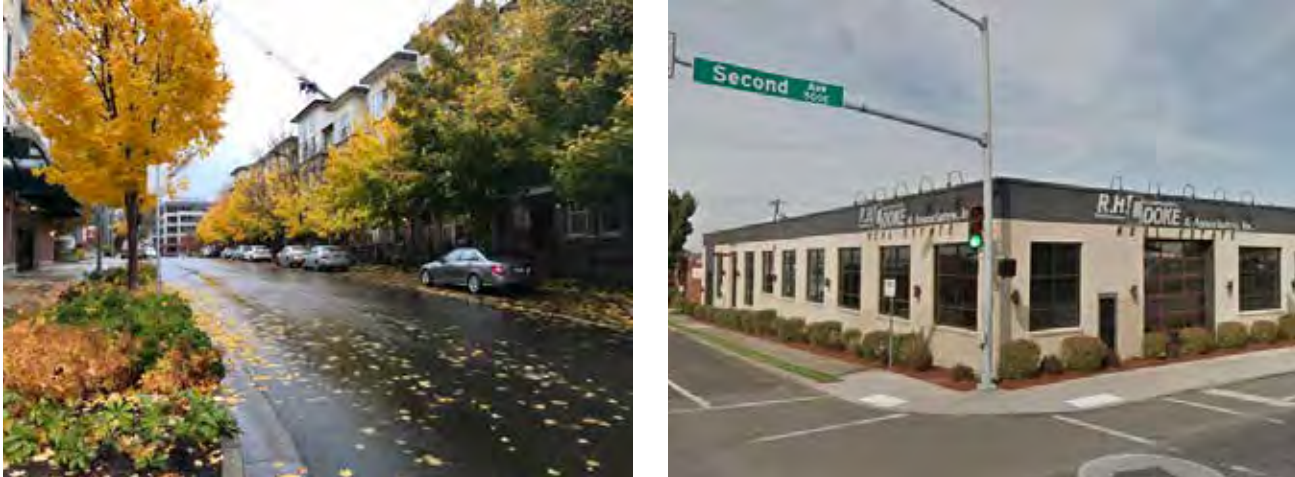
**FOCUS PEDESTRIAN-ORIENTED MIX OF USES (RECOMMENDED DTU REZONE)**




Conditional/adaptive reuse of existing buildings plus infill multifamily, institutional, commercial and mixed-use buildings.



**POSSIBLE DTU EXTENSION AREAS**





**RETAIN COMMERCIAL/ INDUSTRIAL EMPHASIS**

