

FAST FORWARD Spokane



Downtown Plan Update Community Workshop Notes

Economic Development

- Framework
 - Connection to River Gorge/recreation
 - West Central neighborhood
 - Broadway corridor connection
 - Footbridge to Riverfront Park
 - Cross-over issue – Monroe
 - Four-season pedestrian access (i.e. from Browne’s Addition)
 - Parks along the river
 - University District pedestrian crossing/funding for design
 - Underpasses long/dark/unfriendly
 - Lack of retail south side of tracks
 - Housing Districts/Products
 - Downtown higher end
 - Student
 - Live/work
 - Basic services for downtown residents
 - Grocery
 - Retail
 - Entertainment
 - Track (lower track) relocation from downtown
 - Homeland security issues
 - Issue for other neighborhoods
 - One-way vs. Two-way
- Framework
 - Student connection/oriented
 - Housing inventory
 - Housing affordability
 - Pedestrian snow issues
 - Retail needs
 - Grocery
 - Rosauers – Browne’s Addition
 - Safeway – Hamilton
- Civic/Cultural – Celebrations
 - Weddings
 - Proms
 - Events

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- Parks/open parcels
- Main corridor extension

- Hangman Creek
 - Water park/kayak park
- South of Railroad
 - Create links
 - Development activities/vacant parcels
 - Provide develop incentives by city
- Lack of sidewalks by park
- “Free” transit zone (i.e. Mac Light-Rail/Streetcar)
- Trolley vs. Bus
- Security Ambassador Extension
- Framework
 - Opposite/Macy’s (add) not occupied fully, not maintained
 - Riverside/Monroe add trees to diagram
 - Parking not friendly/adds costs and disincentives
 - MORE options on the weekend
 - Results of parking study drove new procedures at city
 - Site nuclear plant
- Housing Service
 - Grocery – Trader Joe’s
- Homeless Impacts
 - Otis/Commercial buildings
- West Central Plan/Housing (2,200 relocation)
- University District/Riverpoint Campus
 - More private invest on Riverpoint Campus
- Public Square
 - Options
- Framework
 - Broadway
 - Retail vs. P.S. Firms
 - Neighborhood oriented
 - What is influence of Kendall Yards
 - West Central Neighborhood needs/convener
 - Commerce center/plaza
 - Daycare
 - Drycleaner
 - Trader Joe’s/Whole Foods/market

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- Sustainability / Regional Economic Development
 - Glass/green waste
- Land banking/speculation
 - Tax on highest use vs. current use
- Hotel site
 - Convention Center
- Incubator space
 - Business startups
 - Low tech
- Economic stability
 - Industries – government, military, health, fire
 - Maintain uniqueness
 - Good value prop
- Eco convention
 - Green collar job fair
- Framework
 - Add Epicurean District (between railroad and I-90) /boutiques
 - Add Wineries
 - Access via one-way vs. two-way issue
 - Trader Joe's interest/but not enough college grade
 - Prime opportunity site – tie to Downtown core
 - Empire Ford sale
- University District Retail
 - Dance Shop }
 - Dog daycare } Sherman
 - Bakery }
- Framework
 - River flow/policies
 - Medical School
 - Work, live, play downtown
 - Balanced growth across Washington State
 - Technology/IT
 - Terabyte Triangle
 - Spokane Hot Zone
 - Dark Fiber
 - Data Center/geographic location
 - South of University District
 - Need connectivity/remove barriers
 - Pedestrian bridge
 - Need supporting activities
- Riverfront Park

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- North bank

Built Forms and Character

River

- Unique asset
- Protect integrity
- Don't close in
- Protect entire river within city limits
- Additional 200' buffer (5-6 stories?)
- Permeability at ground level
- Property rights (consider/maintain)
- Visual connections to river
- Activate river
- Step back from river
- Access to river
- Orient pavilion to river
- Smaller footprints
- Increase interaction with river in urban core
- One to two stories along river
- Public access to and along the river (multi-modal)

Existing – Desirable

- Grid system (maintain)
- Ponderosa & Basalt
- Historic buildings
- American West Bank building (example - of looking to local historic buildings for inspiration but not trying to replicate)
- Riverpark Square
- Blend of old & new materials
- Artistic signage
- Street trees
- Sculptures in public spaces
- Peaceful Valley connection (protect)
- Great Western (Empire State Building)
- Character Defining Elements
 - Ridpath
 - Brick (buildings—alleys)
 - Yellow & Red brick help define character

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- Terra Cotta—on favorite buildings
 - (regional products)
- Railroad town
- Atrium spaces (ex. - Empire State Building)

Existing - Undesirable

- Quality of paving is poor (sidewalk)

Future – Desirable

- Emphasize pedestrian environment
- Add more green—planting strips, shrubs, trees
- Green space linkages
- Central Plaza within each district
- Green space as connector through downtown
- Access to sunlight (maintain)
- Distinguish districts
- Consider pedestrian experience
- Pedestrian friendly
- Buildings set to streets
- Street trees
- Benches
- Legacy buildings (unique architecture)
- Complimentary infill
- Increased density
- View corridors/towers
- Mix of heights
- View corridors
- Facade improvements
- Flexibility for active ground floors (other uses)
- Rail corridor for height/density
- Address demolition for surface parking

Future - Undesirable

- No more surface parking lots!
 - Incentives?

Gateways

- Green space to draw guests in
- Liberty Park—potential gateway

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Other

- Snow removal (needs to be addressed on Downtown Sidewalks)
- Need to maintain public/private spaces

Multi-modal Circulation and Parking:

Group 1

- Division/Monroe/Washington – the only vehicle thoroughfares in downtown. Remaining streets dedicated to pedestrians and bicyclists.
- The center of the Downtown core should be a pedestrian/bicyclist area.
- Place a bicycle lane on Spokane Falls Blvd.
- South downtown needs to become a more pedestrian friendly environment.
- Non-motorized connectivity to the core needs to significantly improve.
- Resolve vehicle/pedestrian conflicts between Division and the core.
- 4th Ave should be the main East-West distributor from the south and Spokane Falls Blvd should be the primary East-West distributor from the north.
- Set a day periodically for bicycles to “take-over” downtown.
- There is a need for designated bicycle boulevards in downtown.

Group 2

- Pedestrian connectivity over Division is a serious issue.
- Clearly identify and mark pedestrian routes in downtown.
- Mark those routes by creating separation between pedestrians and traffic; street trees or landscaped space.
- The railroad viaduct is a significant “disconnecter” for the University District and areas south.
- Place a pedestrian bridge over Division at Main.
- If a pedestrian bridge is placed, do it so that you don’t hinder retail and street activity at that location.
- There’s too much surface parking.
- Better pedestrian and bicycle connectivity would reduce the amount of driving in downtown.
- Improve residential parking options and availability.
- Reduce the amount of residential and commercial parking conflict.
- Easy access to parking only encourages more parking.
- Downtown needs a circulator.
- Centennial Trail is not the solution for bicycle commuters. Washington St. is an under-used North-South bicycle connector.
- Placing a bicycle lane on Spokane Falls Boulevard would get bicyclists into downtown more easily.

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- The bottom line is that people will still drive to downtown; manage parking effectively.

Group 3

- One-ways are a major disservice to downtown; crossing is hard, calm the traffic.
- A satellite parking shuttle bus would free up space for non-parking functions.
- Make that parking shuttle bus free.
- Could the downtown portion of I-90 be built underground? (A Spokane “Big Dig”)
- That downtown circulator/shuttle needs to operate late night.
- Without a pedestrian overpass for the railroad viaduct the [non-academic portion of the] U District will continue to be under-developed.
- The Division entrance into downtown is ugly: reroute traffic further east.
- Link Centennial Trail to the South Hill through Howard St.
- Get more angled parking in downtown and reduce the number of one-ways.

Group 4

- When thinking about downtown, don’t forget the Monroe Antiques District, the Courthouse and Broadway.
- Turn Main into a 2-way, establish more angled parking and shut down auto traffic aside from a handful of main streets.
- Signage at garages isn’t effective.
- Support incentives that build structured parking.
- Downtown needs a bus circulator. Continue the routes that already act as circulators.
- Bicycle routes are fragmented. Educate drivers on how to “share the road”.
- Riverside and Spokane Falls Boulevard need to be turned into two-ways.
- When will the streetcar come to fruition?
- Parking facilities need to have plug-ins for electric car recharging.
- The west-end is being flooded with on-street parkers.
- You can’t get a taxi in this town.
- What about Riverside as an East-West distributor for pedestrians and bicyclists?
- Make Howard a non automobile pedestrian/bicycle corridor.
- Place mini-park and rides throughout the downtown perimeter.
- A downtown circulator needs to be set up and needs to be free.
- Make Main Street a two-way.
- What about options for motorcycle and bicycle parking? There aren’t many good options in downtown.

Group 5

- Mark a bicycle lane on Washington and/or Stevens.
- Set up a bicycle route into downtown starting at Corbin Park on the north side.

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- Downtown needs more parking structures and they need to be of the right type – ground floor retail
- Separate pedestrians and bicyclists from traffic with angled parking.
- Set up satellite parking around downtown and connect with a circulator.
- The City should own/operate parking facilities.
- The STA Plaza is in major need of improvement.
- Allow only hybrid or small cars into the downtown core.
- The number of lighted intersections needs to be reduced. Start with Post and Main. The pedestrian should be the “king” of downtown.
- Open more streets for pedestrians. Wall Street should be a real pedestrian corridor that does not allow vehicle traffic. Do this with more downtown streets.
- Create more bicycle events and create more space for bicycle parking.
- Busses should not idle while they’re sitting at the Plaza – turn them off.

Open Space, Public Realm and Streetscapes

- Rookery Building Parking Lot Plaza: YES or NO?
- Building on Foundation of Riverfront Park?
- European Model of Markets
- Discussion of Future of Skywalks
- Pedestrian Malls
 - All new construction to be pedestrian amenable (i.e. plaza)
- One-way Streets to two-way plus diagonal parking
 - Traffic Light at River Park Square
- Pedestrian to take precedence two-way Streets
 - Main
 - Riverside
 - Division
- Rookery Block: Employ Portland model
- Rotary Fountain exists – utilize it
- Opportunity site mixed with plaza space
- Streetscapes
 - West 1st Ave: Parking Problem
 - 2-way Streets vs. One-way
 - All East-West 2-way – Diagonal Parking
 - 2nd and 3rd Ave Remain One-way
- Pedestrian Friendly Maple Street Bridge – Possibly put pedestrians beneath traffic deck
- Iron bridge on east side of Downtown
- STA Site?

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- Many small plaza sites
- Downtown green space
- Angled parking
- Link Convention Center site with University District
- Underpass beneath Division??
- Streetscape amenities
 - Flowers
 - Art
 - Benches
- Connections
 - North-South between University District and south/private funding streams
- Safety
 - Police on foot
 - Density – housing
- Rookery Block
- Federal Building Plaza
- Parkade Plaza
- Density Drives Successful Plazas
- South of County Courthouse
- Downtown Connection to Peaceful Valley & Browne’s Addition
- Street Trees
- Gateways to be defined
- Connections to neighborhoods very important – Pedestrian
 - All corridors to accommodate pedestrians
- Density Creates Safety
 - Lighting
 - Eyes on the street
- Railroad Corridors – could become pedestrian friendly
- University District – Ceremonial Plaza
- Farmers Market at Glover Field
- Revitalize Wall Street dynamics
- YMCA or Grey Hound Station for Farmers Market
- Riverfront Park – Underutilized?
- Existing Rotary Fountain
- Plazas? Cyrus O’Leary’s lots
- Pride in Downtown via Downtown density: housing
- Streetscape improvements:
 - Utilize railroad viaducts
 - Lose RAMADA Sign

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- Parking lots to accommodate bicycles
- Connectivity to Downtown:
 - Pedestrian/visual (i.e. Post Street)
- Howard Street corridor through park
- Public Plaza – Yes or No?
 - Riverfront Park (needs to be watched carefully)
- Opportunity Sites?
- Connectivity Possibility
- Howard Street to be pedestrian
 - Connectivity to North bank
 - Streetcar across Howard bridge
- Physical Constraints of Riverfront Park
- Post Street Bridge corridor connection

Housing and Neighborhood

- Connections
 - Howard St. – pedestrian only – should be open for other transportation
 - Fountain – gets in the way
 - Washington/Stevens – car oriented – need to include bike/pedestrian
 - Riverside St. – is a positive pedestrian experience, trees, boulevard, quieter VS. 1st Ave. – needs streetscape update (trees, better sidewalks) and is kind of scary
 - Fire Station, West, poor pedestrian area difficult crossing area – hard to read
 - Division and Spokane Falls – pedestrian danger (I think we got “car fodder” out of this)
 - Walk to Elementary School to entice families – need to have an elementary school in the downtown area. Used to be one in Browne’s Addition
 - Grocery store – family need. Everyone need
 - Trader Joes – we want one
 - Farmers Market – need a good, permanent home downtown
- Multi-family Tax Credit
 - Tax Abatement – is it doing what it could for mix of income housing?
 - Policy – lack of clarity about historic preservation special valuation
 - Variable times and boundaries
- Housing Types and Strategy
 - Spokane Falls opportunity sites could be good hotel location
 - Mixed – apartments, condos and University District
 - Mixed in Carnegie Square positive people really didn’t get into the idea of a separation of housing type by income, age, tenure, culture etc. People liked the mix throughout, with the strongest thought that it needs to be affordable to the

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professional single librarian, the seniors on fixed incomes, young professionals, etc.
Get the range of the middle class in downtown

- Historic Connections
 - Trolley Routes – revitalize
 - Mixed-use – historic use
 - Student housing – University District
 - Students have service jobs, fewer vehicles – walk to work so get them closer to jobs and college
 - Colleges and city should Subsidize housing – invest in students
 - Housing Task Force work – what happened to it? What is planning doing? [Planning doesn't do housing – Community Development dept does. Not much meaningful interaction between the two.]
 - Bridge across tracks – huge incentive for development, benefit for students, community to live closer to campus – healthy, reduce vehicle miles
 - Grocery store – campus support
 - Transit to campus – needs to be frequent and from all parts of Spokane
- Homeless – where is this population
 - Regional/County – where is their participation?
 - Portland model tent site: Dignity Village
 - Spread out services
 - If they have a bus route – they are not necessarily Downtown
- HUD – opportunities? Again – Community Development has this responsibility
- Gap in housing types from expensive to low cost
- Public Low income housing—make it safe
- Workforce Housing (private developer needs help to make this work.)
- Grocery Stores
- Housing by University
 - Needs connector to Downtown, across tracks
 - Opportunity – Jensen Byrd
 - Cornerstone Courtyard – positive example
- West Main – potential support services
 - Grocery – size of Huckleberry's
 - URM close by (Hamilton & Trent) – this is a wholesaler that many people use as a grocery store. Safeway in Logan neighborhood is closest to University District and is too far to walk.
- Monroe Street Crossover – would create barrier.
- Question on Strategy for Affordable Housing – Where do downtown service workers live?
- Single Room Occupancy (SRO) – preserve some – low cost
- Smart Park – Portland model
- Bike racks (yes we need them), drinking fountains, public restrooms, showers

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- Faculty and student housing – not just south of the tracks – opportunity for closer high density
- Globe Block – opportunity site
- University leases for housing sites – need to be do-able for developers. Building to institutional standards for an 80 year lease doesn't mix with market-responsive private development dollars
- Supporting food and drink for University and entertainment
- Discourage surface parking
- Lower rise/scale housing
- Dense row houses – south of University
- Family Downtown – interior make it appealing with amenities geared toward families. Green spaces, playgrounds etc
- Recreation area – fountain, park
- Supermarket – need density to support it
- Range of housing types
- Education Housing – use the bonding authority of University or master lease
- Condos vs. land trust co-op housing to preserve affordable housing
- Green development – less vehicle demand
- TOD – Transit Oriented Development
- University – East Central Connection. Start working on the south side of tracks and on Sprague
- Mid-range housing Downtown – rentals and ownership – all Downtown.[see above]
- South of University – Housing for students – low rise building style, not towers. In fact glass and steel towers didn't really take off with people
- Mixed-income and mixed-use
- New site opportunities vs. Historic and underutilized buildings
- VOX Building idea – mix-income, in the building
- Increase in age of population and low income – condos and elderly - all Downtown – meet needs for transit, medical access, other goods and services
- Design Guidelines [note - infill development that does not relate to existing character is creating anguish]
 - Peaceful Valley
 - Neighborhood Design Review
 - Infill – Design Guidelines
 - Peaceful Valley – Main and hiking trail, Glover Field to Huntington Park
 - West Central – preserve historic structures and incentives to maintain historic buildings and integrity
 - Browne's Addition – help landlords be good stewards of neighborhood
 - Incentives – bonus for affordable housing for new buildings
 - Family – affordable, incentives for this increases development

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- Riverfront Park – existing family amenity
- Centennial Trail – family
- Schools – kids bussed to Roosevelt, West Central Holmes. Shows there could be a grade school downtown
- Grocery store – barrier to moving Downtown – can store be before housing – (chicken and egg) Downtown workers would be grocery store customers too – should be counted
- Hardware store needed
- More incentives for rooftop gardens – green space

Environmental Stewardship

- **What is it?**
 - Low impact, drought resistant plants
 - Efficient homes
 - Produce energy?
 - Distributive power?

Priorities

- Education → water use
- Incentives to reduce water
 - Low flush, showerheads
- Information sharing
 - Networking
 - Geothermal
 - District heating
 - Incentives/education for homeowners
 - Paperwork!

- Require LEED
 - Another system
- People need to liven the core
- “Guidelines & tax incentives”
- Co-op/Co-housing
- Combining transit
 - School busses
 - Gas @ \$10 a gallon
 - Transit
 - Frequency
 - Smart bus technology
- AVISTA partnerships

Future

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- Saranac
- Education on carbon
- Tax structures
- Recycling bins
- Education on comparable usage
 - Water
 - Gas
 - Electricity
- Art and community building
- Variable/peak pricing
- Housing near work—incentives
- Historic preservation
 - Life/safety
- Density
- “Balance”
- Green Buildings
- Don’t withdraw more than you deposit
- Training in green building (USGBC/LEED)
 - Incentives
- “Green collar” Job Potential
- Bicycle facilities
- Conservation
 - Energy use
 - “Cool biz”
- Recycling
- Water use
 - Gray water
- Mix uses/integrate elements
 - Glover park
 - Assets that build community buy in
- Gathering places

Priorities

-
- Pervious surfaces
 - Alternate transit
 - Ferry?
 - Integrated modes
 - Coordination
 - More modes-LRT
 - Fare-less square
 - Frequency

Policies

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- Air quality policies
- Partnering
 - Transit
 - Public Market
 - Assistance from city
- Incentives are key

Partnership

-
- Connections/Continuity
 - Get the word out
 - **What is sustainability/stewardship**
 - Reduce your carbon footprint

Other

-
- Recycling—Encourage it
 - Revitalize street tree program
 - Reduce “Machine space”

-
- Energy Audits
 - Public awareness of existing programs
 - Watershed perspective

Policies

-
- Maintenance & Beautification
 - Incentives
 - Penalties
 - Graffiti
 - **What is it?**
 - 7th Generation
 - Water/plantings

Partnership

-
- Rooftop gardens
 - Recycling water
 - Public transit
 - Bikes
 - Pedestrian
 - Connections
 - “Multi modal”
 - Allow for Return on Investment (ROI)
 - Rebates, incentives → for materials reuse
 - Education
 - Car sharing
 - Garden/community green spaces

Priorities

Partnerships

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- Enforcement is critical
- Codes and costs-flexibility in seeing greener buildings
- Living downtown is green
 - Improve pedestrian friendliness
 - taxation

-
- Improve Transit
 - Preserve the river
 - Pressure Idaho
 - Don't forget the Aquifer
 - Design Guidelines → Why over entire city?
 - Review these
 - Districts are different
 - Historical preservation

Future

-
- Recycle
 - Food systems: local
 - Conservation of water
 - Aquifer
 - Permaculture: Model natural systems
 - Native species
 - Storm water: permeable surfaces not allowed under code
 - Green roofs
 - Green public buildings
 - Composting toilets
 - Reclaimed water
 - Green incentives
 - How to deal with up front costs of conversion?
 - Citizen: re (cultural and moral)
 - Car sharing
 - Provide alternatives to the car--transit

Priorities

Policies

-
- Tension with profit vs. public dollars
 - Community public space
 - Neighborhood oriented
 - What about pedestrians?
 - No pedestrian planner at the City
 - What information resources are there?
 - Education awareness

Partnership

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- Best practices
- Catalogue of opportunities
- Planting ideas
- How to energize the community to carry these initiatives forward?
 - Workshops/Forums
 - Tours
- Amenities: locally

- Carbon Footprint
- Ineffective bioswales
- Green Roofs
- Xeriscaping - Reduce the use of water
- Restore the river
- Environmental Identity
 - Invasive species
- Water/river access
- Vegetation management planning
 - Growth, care, replacement
- Education
- Environmental Design should be in zoning
- Reduce heat islands
- Local Ag.
- Trash cans/recycling can
 - Must have a bin for every trash can
- Free transit zone
- Height interfering w/ solar panels?
- Alternative energies
 - Wind, solar
- River
- Maintenance of Inf.
- Conservation
- Recycling

Priorities

Future

Priorities

- No Bike credits
- How to put a dollar value on Environmental Initiatives?
- Pocket Parks
- Incentivize green building

Partnerships

- Create a bike program

Future

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- Non-auto options
- Transit-Light rail transit