

Centers and Corridors Update Study – Public Engagement Memorandum

Date: December 2023

Project: Centers and Corridors Update Study

Subject: Public Engagement Memorandum

Department: Planning Services



Background

This memo summarizes the first phase of public engagement for the Centers and Corridors Update Study in the Fall of 2023. The Centers and Corridors Study was initiated by the City of Spokane Planning Services in the Summer of 2023. Consultants MAKERS Architecture and Urban Design, Leland Consulting Group, and SCJ Alliance are leading the effort to develop recommendations for evaluating and improving the Center and Corridor development regulations, comprehensive plan policies, and design standards. For more information on the project, please visit the project webpage <https://my.spokanecity.org/projects/centers-and-corridors-study/>.

Community perception of Centers and Corridors is an important component to developing recommendations that suit the needs of the city’s residents and visitors alike. To ensure people with various schedules and needs were accommodated in the engagement process various methods, as explained further in this memo, were used.

Coffee Shop Drop-ins	2
Open Houses	4
In-person Open House at the Central Library.....	4
Virtual Open House.....	8
Virtual Engagement	9
Community Survey.....	9
Webpage & Video	11
Summary	12
Appendix	13

Centers and Corridors Update Study – Public Engagement Memorandum

Coffee Shop Drop-ins

Coffee shop drop-ins were organized to reach an audience that does not typically attend community meetings. For four weeks October and November of 2023, planning staff set up engagement tables at different coffee shops on a Saturday morning each week from approximately 8 to 10 am. Locations for the coffee shop drop-ins spanned the city to include Northeast, Northwest, Downtown, and South Spokane. The drop-ins included a mapping exercise, feedback sticky notes, and a comment sheet. However, most people preferred to discuss the Center and Corridor concept and give their feedback through discussion with planning staff. Planning staff recorded notes during these discussions and included the highlights of those conversations in the appendix of this public engagement memo.

Some notable highlights of these conversations include:

- Several folks commented on the need for improved pedestrian and bicycle safety in Centers and Corridors. Comments ranged from better bicycle parking, improved lighting, better crosswalks, wider sidewalks, rear-loaded parking, etc.
- The favorability of participants toward each Center or Corridor depended largely on the quality of public investments in the streetscapes and right-of-way, as well as the availability and scale of local shops and destinations.
- People generally preferred Centers when the traffic was slower and more comfortable to walk from shop to shop.
- There is a general need for more neighborhood-oriented stores and services, such as grocery stores.
- Affordable and higher-density housing is lacking in a lot of the Centers and Corridors.
- Participants expressed support for further in-person engagement in formats such as the Coffee Shop Drop-ins, where residents can participate in their local neighborhoods during their normal routines.
- Participants indicated a desire to focus future development on street-fronting buildings and away from developments dominated by large parking lots.
- A portion of participants expressed support for further aesthetic enhancements through landscaping, street furniture and lighting.
- Those that indicated support for higher-intensity development tended to suggest strategies such as stepping back higher stories in taller buildings to avoid overshadowing adjacent developments and street space.

Centers and Corridors Update Study – Public Engagement Memorandum



Photo: Public engagement booth at The Shop on South Perry Street on Saturday November 4, 2023

Centers and Corridors Update Study – Public Engagement Memorandum

Open Houses

In-person Open House at the Central Library

The in-person open house was held at the Spokane Central Library on October 26, 2023, from 3:00 pm until 7:00 pm. A total of 12 people participated in the meeting. 4 stations presented participants with opportunities to learn more about the project and to give feedback.

The welcome station informed participants about the project background and provided a summary of the survey responses that had been received to date. This station also directed participants to the survey and the project website for more information.

Three additional stations provided members of the public with opportunities to give feedback relating to their experiences with the current centers and corridors. The first station included a map of Spokane with marked locations of the centers and corridors. Participants were able to place stickers on the map that mark where they live and where they go to work, play, and use services.

Centers and Corridors Update Study – Public Engagement Memorandum

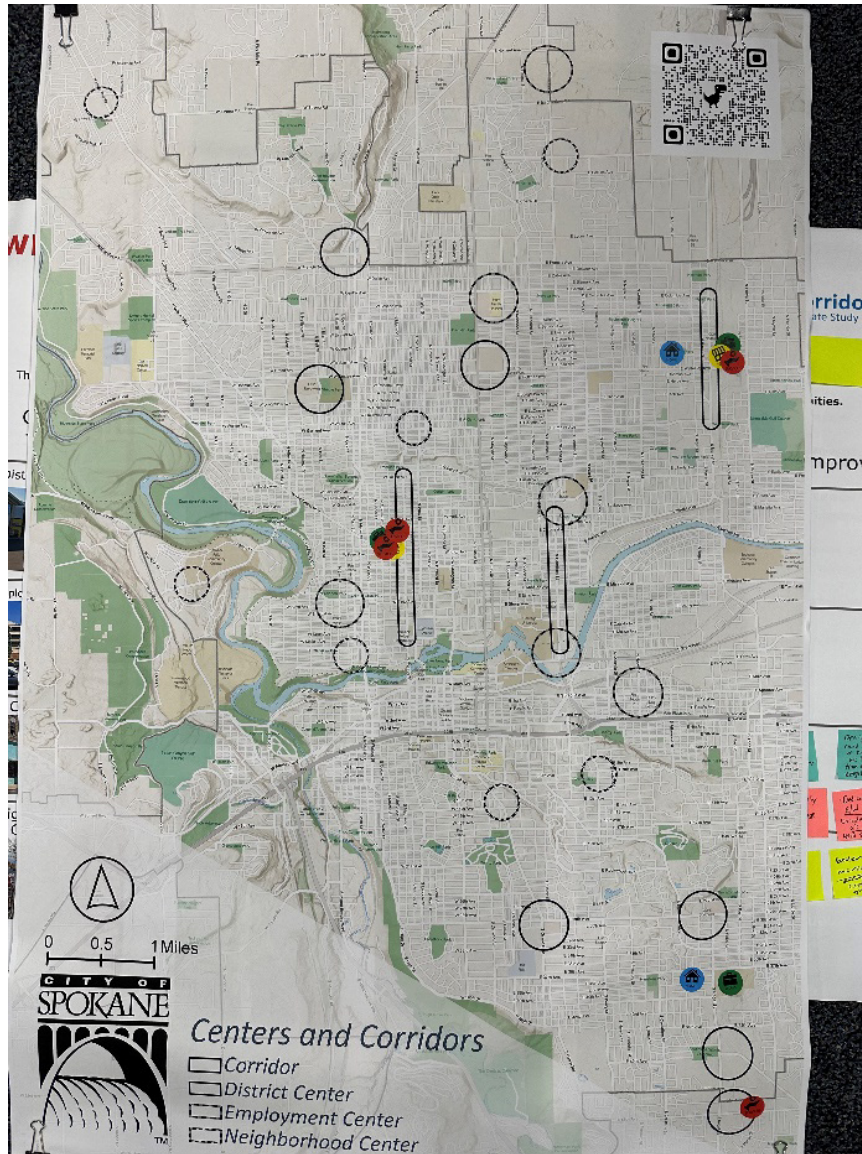


Figure 1: Centers and Corridors Map with location stickers

The next station provided participants with a summary of each type of center (neighborhood, employment, or district) and the corridors and the goals associated with each. Participants were then able to write down things they liked and to suggest areas of potential improvement.

Centers and Corridors Update Study – Public Engagement Memorandum



What have we heard so far?

What do you like about these places?
What would make them even better?

The City of Spokane's Comprehensive Plan in 2001 adopted a strategy of focusing growth toward "Centers and Corridors". These locations can accommodate new housing within a short walking or rolling distance of shopping, services, public transit, and other amenities.

District Centers

- Locations**
- 57th & Regal
 - Five Mile
 - Lincoln Heights
 - Manito Center
 - Northtown
 - Shadle
 - Southgate



Pedestrian Friendly Environment

- Variety of business catering the larger region
- Buildings oriented to the street
- Provides a central gathering space for social interaction

What do you like?

- Schools, libraries, shopping centers.
- Functional in meeting the first criteria of providing a variety of businesses catering to the larger region.
- The transit infrastructure is there, they are on frequent transit routes.
- Shadle and Northtown have a lot of larger businesses.
- Lincoln Heights has all the amenities ... but needs more pedestrian-friendly walkways.

Potential Improvements

- None of them have enough density. The only thing surrounding a CC zone should be Multi-Family. Centers and Corridors will fail (lose business) as long as there is not enough foot traffic.
- Planners need to continue this trend of "stepping back" by removing restrictive development requirements around centers & corridors.
- We need transformative change. We need Vancouverism applied to each and every center and corridor. Our housing shortage cannot be changed substantively and sustainably without it.
- Need to support our local small businesses more.
- I don't see a gathering space at Manito or Lincoln Heights, just lots of parking lots.
- Not nice places to walk due to large space between businesses, huge parking lots.
- Traffic deters pedestrians.

Employment Centers

- Locations**
- Cannon/Maxwell
 - East Sprague
 - North Foothills
 - North Nevada
 - Trent/Hamilton
 - Holy Family



Strong employment component of non service jobs.

- Variety of businesses catering to a larger region
- Density much higher than typical neighborhood
- Taller buildings oriented to the street

- East Sprague is spread out long, but has a great variety and price range for goods and services.
- Holy Family seems to be operating as you would like.
- The intensity of use is there, but it's not mixed use and not multi-modal.
- North Foothills has a good mix of businesses and those I frequent the most, Yoke's Grocery and Roast House Coffee, accommodate bicycles. It is served by STA Line 27.

- Density and diversity of employers is a challenge in many of these areas, especially Sprague.
- These employment centers could benefit from their own business improvement districts similar to the downtown BID.
- Setbacks are OK for industrial and rural land uses, but for residential and commercial uses they are not necessary and restrict development.
- Many of these are heavy commercial or industrial areas where buildings are not street-oriented and walking environments are not pedestrian friendly.
- Build up. These areas can house multiple 20+ story mixed-use buildings without dramatically altering the surrounding neighborhoods.
- I own commercial property on E. Sprague and would like to see more dense housing.

Corridors

- Locations**
- Hamilton Street
 - Market Street
 - Monroe Street



Supports frequent transit

- Variety of business for surrounding neighborhood
- Density is higher than a typical neighborhood with various housing styles
- Streets have walking and bicycling facilities

- Neighbors know each other. Neighborhood pride.
- Investment is happening: Kehoe Building, bike shop, more and other businesses
- The parks here are great! Kehoe Park is well-maintained
- It's walkable and there is a local coffee shop
- There are destinations to walk to
- Monroe seems to be doing the best of these corridors, in large part due to the Monroe Street road diet. Traffic calming, walkability, local business investment and real estate development have all improved.

- Green bike lanes and more bike parking
- Make parking time-limited on Market Street. Need a central parking area, possibly on Green Street?
- Gateway signs over the street, like Chula Vista in San Diego
- with shifting traffic with opening of NSC, shift Market Street from a corridor to a center?
- Market could use freshening up, like Monroe, with lighting
- Market Street needs better signage to/from Children of the Sun Trail
- Road eatery near WalleDay Ave
- Create a dedicated east-west bike lane in Hillyard
- Need help with maintaining parking stops near Market Street; would rather have curb extensions
- Need more traffic control/calming in neighborhood streets
- Need more small-unit housing
- Need a Market Street Farmers Market and stuff to draw families

Neighborhood Centers

- Locations**
- 14th & Grand
 - Garland Ave
 - Whistlers Way
 - Indian Trail
 - Lincoln & Nevada
 - South Perry
 - West Broadway



Transit Supportive density

- Variety of business catering to neighborhood residents
- Buildings oriented to the street
- Pedestrian Friendly Environment
- Promotes social interaction and central gathering spaces

- Proximity from home to business/employment.
- Small businesses and good sidewalks.
- Garland and S. Perry are the best examples of this design.
- Perry is a perfect neighborhood center.
- Garland has a good mix of shops, services, businesses, and reasonably-priced eateries. It has a post office and a movie theater.
- I think everyone is doing their best for the most part.
- Traffic calming, trees, density of destinations

- The Garland Area could use a central gathering place.
- Garland and Perry are good places to be but I don't believe there is enough density to support transit/businesses.
- 14th & Grand is not pedestrian-friendly
- Grand and 14th lacks sufficient services and gathering space.
- I am surprised to learn that 14th and Grand is a center. It doesn't meet most of the criteria listed above.
- Perry needs even more businesses.
- An increase in business around some of the neighborhood centers such as SFCC would be a good thing.
- West Broadway is not dense.

Figure 2: Likes and Improvements Poster

Centers and Corridors Update Study – Public Engagement Memorandum

The last station provided participants the opportunity to show, rather than tell, their vision for the future. Using Bing Image Creator, a free online program, City staff helped attendees type in a prompt describing their ideas. Then, the Artificial Intelligence (AI) technology running Bing Image Creator used the prompt to generate unique, customized images. The goal of the exercise was to help everyone start thinking in new ways about where we want to go as a community in our Centers and Corridors.



Figure 3: AI generated Centers and Corridors images.

Centers and Corridors Update Study – Public Engagement Memorandum

Virtual Open House

Planning Services hosted a virtual open house to present draft findings from the consultant team and to create a space for folks who either couldn't attend in-person engagement opportunities or prefer virtual meetings, providing this segment of the population a chance to ask questions and learn about the project. The meeting was hosted via Microsoft Teams on Tuesday, November 7, 2023, from 6 to 7 pm.

Though the meeting was advertised on the City's webpage, through social media and the community update, and at the other engagement events, only three participants attended. Based on the participation rate, virtual engagement seems to be most effective when asynchronous formats in which participants can comment according to their schedule and availability. Hosting online surveys, providing informational videos, hosting moderated comment forums, and making clear that people can email the project team to ask questions provides the community with the ability to engage at will.

Centers and Corridors Update Study – Public Engagement Memorandum

Virtual Engagement

Community Survey

A community survey helped gauge the community’s opinion on Centers and Corridors and assess which Centers or Corridors the community deems successful in achieving the Comprehensive Plan goals. The survey opened on October 12, 2023, and closed on November 12, 2023, a total of 212 responses were received. The City advertised the survey at public engagement events including coffee shop drop-ins, open houses, email lists, the City of Spokane Community Update, in social media posts, and during presentations to the Plan Commission and other committees. The appendix of this Public Engagement Memo includes a list of the questions as well as long-form responses.

The following figures (4 & 5) show an example of the questions asked in the survey. Generally, respondents noted that few Centers and/or Corridors meet all the goals of the Comprehensive Plan. A few notable themes consistently reiterated throughout the responses include:

- There is a notable lack of pedestrian and bicycle infrastructure in most Centers and Corridors.
- Centers and Corridors are not as dense as prescribed by the Comprehensive Plan and the use mix is lacking.
- Safety is generally a significant issue for visiting any Center or Corridor. Safety issues include:
 - Street crossing
 - Lighting
 - Weather-related maintenance
 - Sidewalk maintenance and design
- Generally, more community-oriented gathering spaces are needed (plazas, open space, parks, etc.)

Centers and Corridors Update Study – Public Engagement Memorandum

Figure 4 What Neighborhood Center do you visit most often?

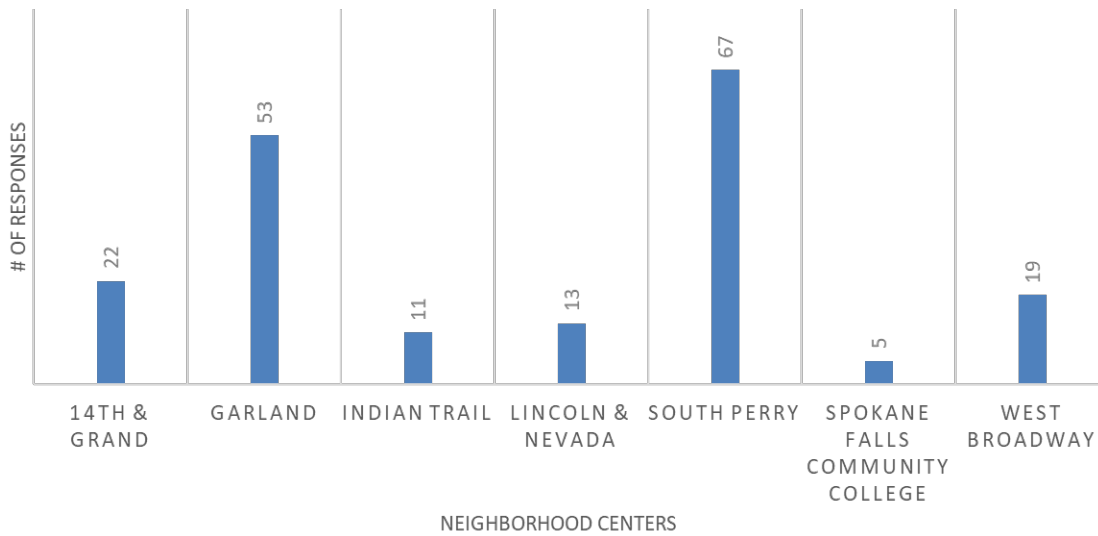
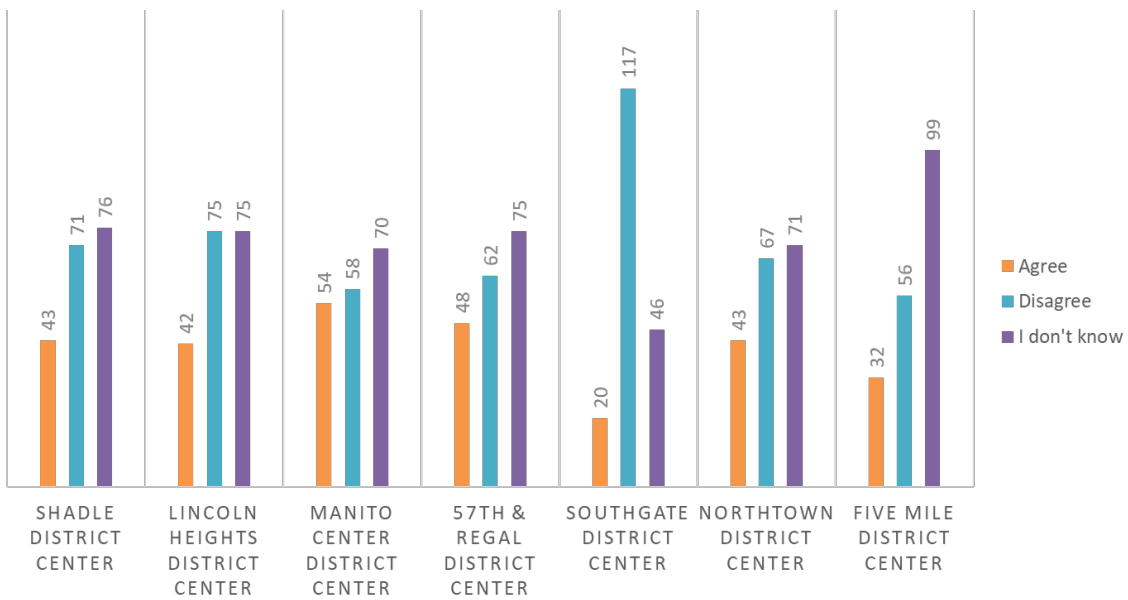


Figure 5 Do the following District Centers meet the goals of the Comprehensive Plan?



Centers and Corridors Update Study – Public Engagement Memorandum

Webpage & Video

The [Center and Corridor webpage](#)¹ went live in July 2023 and provides:

- Access to project documents,
- A sign-up form for the project email list,
- Links to surveys and comment forms,
- Project updates, and
- Notices when items related to the Centers and Corridors Study are going to be presented at Plan Commission or City Council.

In partnership with CityCable5, the Planning Department developed a video showcasing the various Neighborhood Centers in Spokane with a call to action to get involved with the planning process. To date (December 4, 2023) the video received 246 views. Channel 5 is a function of the City of Spokane Communications Department designed to produce programming for the City's government access channel. This channel is reserved under the City of Spokane's cable communication franchise and pursuant to the City's Cable regulatory ordinance, SMC Chapter 10.27. The facilities of Channel 5 are owned, operated, and staffed by the City of Spokane. A Vimeo channel hosts all videos produced by Channel 5 for the City of Spokane and the Spokane's City Council.

¹ <https://my.spokanecity.org/projects/centers-and-corridors-study/>

Centers and Corridors Update Study – Public Engagement Memorandum

Summary

This initial public engagement phase in the fall of 2023 gave the project team with solid feedback to take back to the consultants regarding community perceptions of Centers and Corridors. Feedback from the community is immensely important for informing subsequent planning documents in the coming months. This engagement helps ensure that final project deliverables reflect the values identified in the Comprehensive Plan and confirmed in this outreach phase, including themes such as:

- **Pedestrian and bicycle friendliness:** Community feedback highlighted the need for improvements to sidewalk and street elements related to pedestrian and bicycle facilities. These elements include wider sidewalks, enhanced crosswalks, more and high-quality bike lanes, better bike parking, improved landscaping, and general improvements to the pedestrian realm.
- **Affordable housing and diverse use of land:** Many community members noted the lack of a diverse utilization of land. Participants consistently noted the downsides of Centers or Corridors dominated by single land uses, whether big-box retail stores, antique stores, restaurants, or other single development types. While some of these land uses such as restaurants and antique stores add character that defines the Center or Corridor, many participants felt that Centers would benefit from increasing the diversity of uses to include moderate to high-density residential, small(er) grocery stores, and/or community-oriented gathering spaces such as small-scale plazas or parks.
- **Community space:** Of note, there is a general lack of community-oriented gathering spaces in Centers and Corridors. Some Centers and Corridors include parks, libraries, or community centers but many do not. As some community members suggested, these community spaces play an important role in promoting a sense of place and belonging.

The appendix of this public engagement memo documents all feedback for future reference. Between the various engagement methods mentioned throughout this memo, City of Spokane Planning Services were able to connect with hundreds of residents in the Spokane community.

Method of Engagement	Number of Responses/ Interactions
Community Survey	212
Webpage & Video	246+
Coffee shop drop-ins	~25
Open Houses (virtual & in-person)	~15
Total	498+



Centers and Corridors Update Study – Public Engagement Memorandum

Appendix

Coffee Shop Drop-in Feedback	14
Open House Feedback	17
Community Survey Feedback	20
Survey Questions	20
Neighborhood Centers Comments	20
District Center Comments.....	33
Employment Centers Comments.....	43
Corridor Comments	48

Centers and Corridors Update Study – Public Engagement Memorandum

Coffee Shop Drop-in Feedback

Employment Centers	
What do you like?	Potential improvements
	Set aside housing units for affordable housing in centers or other places
Neighborhood Centers	
What do you like?	Potential improvements
	14th & Grand needs pedestrian improvements- currently unsafe to be a pedestrian
	Centers and Corridors was never fully implemented
	More pedestrian oriented development/ street design
	Bikes should get an advanced green or go-ahead similar to advanced pedestrian phase
	Need xeriscaping and better landscaping in parking strips along commercial streets in Centers; City projects should be examples of the highest quality of the principles espoused by the City's SpokaneScape program. City projects should be an inspiration
	Look at Art Alleys for places like Garland and Perry to decrease temptation of graffiti
	Stop signs in commercial areas should be placed where you have sight lines around buildings that are built up to the sidewalk and street corner
Corridors	
What do you like?	Potential improvements
The parks here are great! Kehoe Park is well-maintained	Better signage to the Children of the Sun Trail from Market Street Corridor in Hillyard
Neighbors that know each other and neighborhood pride.	Freshen up the character of Corridors with lighting and stamped concrete
There is investment happening, in the Kehoe building, bike shop, and more	Maintenance of parking strips is an issue; would rather have curb extensions
The schools	Need features to draw in families, like farmers markets
There are destinations to walk to	Need a better farmers market in Hillyard
The neighborhood is walkable and there is a local coffee shop (Market Street)	Need low-rise housing with small units

Centers and Corridors Update Study – Public Engagement Memorandum

	Road safety near Wellesley Ave in Hillyard needs to be improved
	Create gateway signage over Corridors, similar to Chula Vista gateway sign in San Diego
	It would be useful to have time-limited parking on Corridors to encourage turnover to accommodate customers at local businesses
	Re-use Green Street between Broad and Queen --- buildings or parking
	Clear the path for getting feedback at the City for ideas on possibilities for mixed-use apartment buildings and storefronts on Corridors
	More custom bike racks on the main streets
	Try temporary traffic calming installations
	Increase the number of safe/pedestrian-activated crossings along Corridors for access from residential areas to storefronts
	Improve relationships between inspectors and property owners; trust is an issue --- first inspector on a fence installation was inconsistent, the second inspector was great and super helpful
	Reduce landscaping on parking strips and focus on curb extensions and bulbouts, this would create less potential for poor maintenance
	Would support an exemption for grocery stores in Centers and Corridors and any options to support small local grocers like Jack, the owner of Green's Grocery on Market Street
	The corner of Regal & Francis is a major safety issue --- there have been more than 14 crashes in the last two years
	All alleys along Corridors should have artistic improvements to encourage multiple uses and reduce graffiti and property damage
	Design Corridors for 20 mph and post them with this speed limit. Monroe in particular.
Monroe Corridor improvements --- slowing traffic down, adding streetscape amenities, and landscaping	City needs to prioritize maintenance of landscaping; private owners are either spending large amounts each year on maintenance or not maintaining the landscaping at all

Centers and Corridors Update Study – Public Engagement Memorandum

	<p>Increase tax incentives, or offer tax abatement, to make development pencil on Corridors such as North Monroe. Right now, the property taxes are a major part of the equation. What would it take to make a building like the Sprague Union Terrace pencil out on the North Monroe Corridor? Currently that is not possible due to property taxes and parcel sizes.</p>
	<p>Use vacant lots or rights-of-way to create off-street parking behind the street-fronting businesses</p>
Likes the monroe street improvements	Less antique shops/ more diversity of retail
Likes the Millenium Project on Monroe but if more development occurs at that density, it should be located on corner lots	More affordable apartments
Likes the street redesign Monroe's improved street design incentivizes more walking and shopping	<p>Fewer street facing parking lots</p> <p>more pedestrian permeability</p>
	<p>more rear loaded parking</p> <p>improved pedestrian/ bicycle infrastructure</p> <p>more/ better sidewalks</p>

Centers and Corridors Update Study – Public Engagement Memorandum

Open House Feedback

Location and Date: Central Library Open House, October 26, 2023

Poster Activity 1 - Where do you live, work and play? What do you like about these places? What would make them even better?

District Centers

What do you like?	Potential Improvements
Keep Pedestrian Streets	No Drive-Thrus
Walkability and Pedestrian-Friendliness	Some centers, like Shadle, don't have sidewalks
	Need a speed camera at Buckeye & Division
	Deal with increasing crime on Division
	No more box stores in Southgate. Need smaller scale, more walkability like Kendall Yards.
	44th & Regal crosswalk is too short, need a longer crossing time
	The larger retailers moving of NorthTown is a concern. Will it become a ghost town?
	Covert NorthTown empty stores to housing. Make this a mixed-use area.
	After 7pm, change signal timing on Division to slow it down and reduce noise pollution
	Division should be considered for housing

Employment Centers

What do you like?	Potential Improvements
Retain employment and small-scale business	Too much focus on downtown investment; investment in neighborhoods is important
The water park at AM Cannon Park in the Maxwell/Cannon Center is great	Need more apartments and taller building along Maxwell near Cannon

Neighborhood Centers

Centers and Corridors Update Study – Public Engagement Memorandum

What do you like?

Potential Improvements

Businesses close together. Park once and walk.

More HAWK signals on western end of Garland.

The uniqueness of the Garland Business District; notable vintage feel

Need to keep bikes and scooters off sidewalks, especially in Garland

The existing sidewalk bumpouts and crosswalks are helpful

It would be helpful to have mid-block bumpouts and crosswalks to provide better access back and forth between businesses on both sides of the street

Garland needs assistance fixing sidewalk bricks and replacing trees and help adding benches, flowers, chairs, and other street furniture and amenities

Provide assistance fixing up storefronts in Garland; look at Poulsbo for examples of storefront designs and consistent unique colors based on original colors from the 30s and 40s; help Garland in efforts to become known as an Arts District

Make Centers and Corridors more compact and look at scale and scope of location

Less stairs. Lack of senior housing, in Centers and Corridors but also in Spokane generally.

Uncontrolled intersections in the residential areas near the Neighborhood Centers are a problem

More gateway signage in places like Garland would help with placemaking and creating landmarks

Corridors

What do you like?

Potential Improvements

I like the improvements on Monroe Street

Monroe corridor has been negatively affected by the road diet, merging is a nightmare and there is no room for buses or garbage pick-up. There is no alley for garbage pickup. (from bus rider and car driver)

Centers and Corridors Update Study – Public Engagement Memorandum

On the lower part of Monroe, take out on- street parking to improve the streetscape Stop signs at Stone & Diamond intersection in Hillyard

Centers and Corridors Update Study – Public Engagement Memorandum

Community Survey Feedback

Survey Questions

1. What neighborhood do you live in?
2. Which decade were you born?
3. What Neighborhood Center do you visit most often?
4. Indian Trail Neighborhood Center meets the above goals
5. Spokane Falls Community College Neighborhood Center meets the above goals
6. Garland Neighborhood Center meets the above goals
7. 14th & Grand Neighborhood Center meets the above goals
8. West Broadway Neighborhood Center meets the above goals
9. South Perry Neighborhood Center meets the above goals
10. Lincoln & Nevada Neighborhood Center meets the above goals
11. What District Center do you visit most often?
12. Shadle District Center meets the above goals
13. Lincoln Heights District Center meets the above goals
14. Manito Center District Center meets the above goals
15. 57th & Regal District Center meets the above goals
16. Southgate District Center meets the above goals
17. NorthTown District Center meets the above goals
18. Five Mile District Center meets the above goals
19. What Employment Center do you visit most often?
20. East Sprague Employment Center meets the above goals
21. North Foothills Employment Center meets the above goals
22. Cannon & Maxwell Employment Center meets the above goals
23. Holy Family Employment Center meets the above goals
24. North Nevada Employment Center meets the above goals
25. Trent & Hamilton Employment Center meets the above goals
26. What Corridor do you visit most often?
27. The Monroe Corridor meets the above goals
28. The Hamilton Corridor meets the above goals
29. The Market St Corridor meets the above goals

Neighborhood Centers Comments

Employ a small/narrow street-grid pattern to the strip mall/retail-pad approach to make it more pedestrian and human in scale. These small blocks could minimize parking or place it in garages, and have apts., condos, senior living, grocery, pharmacy, banking, coffee, retail, etc. all in the same walkable spot, oriented toward street and neighborhood, instead of big-box surrounded by parking.

Centers and Corridors Update Study – Public Engagement Memorandum

Helping: traffic calming (intersections well- controlled, trees, density of destinations

Challenges: strung out, as on Nevada or Indian Trail. Traffic deters peds
No second story BUT neither on S. Perry or Garland are there 2nd stories

Many of the neighborhood centers listed above have businesses that are set further back from the street, with larger parking lots in front, and are alongside busy, fast-moving roads. This makes it less walkable. Housing density could be increased in many to increase walkability!

SFCC has housing and transit and sidewalks, but no businesses. Would help it be more of a gathering place with restaurants and shops! 14th and Grand continues to have some puzzling retail/restaurant vacancies — people primarily drive thru and the businesses are not set up to be walker-friendly (although it's certainly easy to walk there from the neighborhood).

The ones I've been to and know about - most of them have very little to any housing above the retail spaces. In some areas it could be hard to do considering the buildings are already in place

None of the really have great central gathering space. Garland and South Perry, which feel the most successful both on walkable streets (wider sidewalks and more businesses to browse).

Need to support our local small businesses more. We all know that big developers/owners have land grabbed all over Spokane and making it fiscally unattainable to lease or own property. How is what they are not doing a monopoly? City should come down harder on these mega land owners so small businesses have a chance. When creating neighborhood centers and community, it is not all about top \$\$.

I think everyone is doing their best for the most part. One challenge that I see in the winter is that a lot of businesses dont shovel the snow off of the sidewalks in front of their buildings, clear the storm drains near them, or make sure that any bus stops near by are cleared enough for pedestrians to get on and off easily.

Other than Garland and South Perry, the other neighborhood centers are highly car-oriented, lack a good public gathering place, and would greatly benefit from a great mix of uses/higher density residential mixed in with retail. West Broadway has great potential to become another Garland/Perry/North Monroe/East Sprague.

West Broadway not dense enough yet.

The Garland area could use a central gathering place

Centers and Corridors Update Study – Public Engagement Memorandum

Elements that help achieve:

- Proximity from home to businesses/employment
- Infrastructure that makes alternative transportation (bus, bike, walk) safe, reliable, and feasible
- Low-traffic streets
- Businesses provide necessary goods and services to their neighbors

Elements that pose challenges:

- Wide, high-traffic streets where walking and biking is unsafe
- Lack of bike lanes and green space

The planners need to continue this trend of "stepping back" by removing restrictive development requirements around centers & corridors (and the entire city) if they're serious about adding high density, walkable/transit orientate, mixed use development. There are too many CC zones (should just be one) and there should be no building setback/FAR/height limits. Planners tend to micromanage.

Garland and West Broadway are well established urban neighborhoods and both have seen an increase in housing density and business growth in recent years. Other areas are more suburban and car oriented in nature, without mixed use buildings. 14th and Grand and South Perry lack in one or more of the elements above but could meet these goals if the right conditions or incentives are in place.

There are often too few stops, or slows to traffic flow and nowhere near enough cross walks in Lincoln Nevada area. This is dangerous for pedestrian traffic and bike traffic.

We need transformative change. We need Vancouverism applied to each and every center and corridor. Our housing shortage can not be changed substantively and sustainably without it. A 7-11 and a Thai restaurant surrounded by single family zoning (14th and Grand) is not a center. We need 20 stories of residential above a couple stories of street-facing commercial. We need it yesterday.

Perry needs even more businesses

None of them have enough density. The only thing surrounding and CC zone should be MF. Centers and Corridors will continue to fail (lose businesses) as long as there is not enough foot traffic to support it. All areas within a 1/4 mile should have dense housing. Small centers cannot survive long term with cars to get people there.

Centers and Corridors Update Study – Public Engagement Memorandum

An increase in business around some of the neighborhood center such as SFCC would be a good thing, but only if sprawl is kept at a minimum and development close to the river avoided. The natural areas make Spokane the great city that it is and should be preserved at all costs. Walkability and bike safety need work in nearly every neighborhood. Smaller roads, safe bike lanes, and bigger sidewalks.

I most frequently visit 14th & Grand and also South Perry. They are mostly walkable, and driving is a little bit awkward. On 14th & Grand it would be helpful to have another safe street crosswalk with a signal (maybe by the church) because it's hard to cross. There aren't housing options above retail, and that could be improved. There's good retail variety - I go here for food & other things.

Garland and Perry are good places to be but I don't believe there is enough density to support transit/businesses

14th and Grand is not pedestrian-friendly. Sidewalks on Grand are immediately adjacent to street traffic with no buffer. Crossing Grand between 14th and 8th Ave is dangerous, with minimal pedestrian protection to cross 4 lanes, The hill creates 2 problems: Visibility of pedestrians is poor for drivers ascending the hill and descending drivers go too fast. No housing over ground-floor retail.

Small businesses and good sidewalks.

Two areas where the existing plan fails to improve the Garland District:

1. Pedestrian connectivity from adjacent RSF zones to the commercial core is abysmal. Many north south sidewalks are missing. People have to walk in the street to get from their homes to the commercial business.
2. Expanding MF high density zoning 1-2 blocks to either side of the corridor to encourage more growth.

Need more apartments and density in all of these centers and traffic calming for the busy streets that run through them.

There is still too much auto-orientation and lack of mixed-use development in these areas to meet the vision of Centers and Corridors. Many of these places also lack the “central gathering space” recommended by the policies.

Garland and S. Perry are the best examples of this design. Grand and 14th lacks sufficient services and gathering space. Plus the volume of traffic on Grand is not conducive to lingering (outside seating) and makes crossing difficult.

Centers and Corridors Update Study – Public Engagement Memorandum

I am surprised to learn that 14th and Grand is a center - It doesn't meet most of the criteria listed above. In fact, walking in this area can be dangerous and cycling impossible. Spokane has a lot of work to do in order to be bicycle and pedestrian friendly. Even in Garland and Perry, walking feels mostly safe (lost of controlled crosswalks) but biking not so much.

The majority of these centers are lacking at least one of the goals listed above. For example, West Garland could use a central gathering space, Indian Trail lacks pedestrian connections and a walkable environment, Spokane Falls could use more variety of business in the area

Garland has a good mix of shops, services, businesses, and reasonably-priced eateries. It has a post office and a movie theater. STA lines 4 and 33 serve it. I wish there were more bike racks than just at the Garland Theater. I usually have to lock my bike to a street sign.

The variety of stores in the Garland area and close bus and walkable services just on the cusp of the area help maintain vitality. Challenges include vehicles that speed through the area and have excessive noise at all hours, as well as no central gathering area with inside possibilities. The new four story apartment coming to Wall Street doesn't seem to fit with the character of Garland at all.

Centers and Corridors Update Study – Public Engagement Memorandum

There is still few developments and functioning structures that support higher density in these areas. Many of these centers have restrictive roadways which make them less accessible and undesirable to live in if you work anywhere besides in the immediate area.

I don't think a single Neighborhood Center meets the criteria of "...friendly to walk through." A busy arterial road runs through each of these centers where drivers speed through with impunity. There is no speed enforcement and it doesn't feel safe to be anything but a car. Cars are the prioritized transport mode but they create an unsafe space for everyone else.

I don't know anything about the neighborhood centers.

The Garland District could use some outdoor gathering areas. Garland is still very much used as a commuter street which reduces the appeal of walking around.

South pretty does not have much density.

Safety and beautification considerations at all locations. What is being done to alleviate already congested areas in Hamilton Street? Why is there no lighted crosswalk across Hamilton to Logan elementary? The density is there, shopping, artery etc

Lack of public gathering spaces.

Perry is a perfect neighborhood center. Appealing businesses, high quality restaurants. Easy to park, walkable, small. 14th and Grand has frequent business turnover. Access is hard due to speed of cars, location at the top of the hill, no way to easily turn around or access a business on the opposite side of the street. Poor parking likely contributes to the turnover. Not "neighborhood" focused.

More online information. More info in general as I was not aware

Sundance Plaza has an okay selection of restaurants (not great) but there are not any retail stores other than a supermarket, drug store and hardware store. There isn't really a central gathering space to encourage social interaction.

They have business that are unique and that I would travel a distance to visit.

14th & Grand is dangerously unwalkable (mainly due to the crosswalk at 13th with high-speed traffic coming up grand and unwillingness to stop for pedestrians there). Could use a crossing light or better median or something.

Centers and Corridors Update Study – Public Engagement Memorandum

The ones that I feel meet these goals are they are walkable. There are good local restaurants, business and buildings that don't have a sea of parking in front of them. They have trees separating the walkers from the cars (although if spaced would have allowed the sidewalks could be bigger).

S Perry Neighborhood challenge is traffic. It is such a heavy corridor and folks do not slow down to the 20 MPH. It makes me a bit nervous on Perry St both walking and in my car. Lots of success with variety of bus. and events.

14th & Grand needs a bit more businesses to support the neighborhood, traffic is also an issue with Grand.

I became aware of centers and corridors when my neighbors and I led the city to keep the Shadle Pk Pool, stay at the HS property. Steve Corker led a group to place it in Loma Visa Park a 5 acre neighborhood park. This policy convinced to park department members to come and look at LV when we organized to present our objections to the board. This policy was sited and it was logical to follow it.

South Perry is oriented around an arterial that is not so busy it creates harm to its community. The other neighborhoods have arterials that are too busy to protect the neighborhood

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

South Perry is walkable and pedestrian oriented. 14th and Grand is not pedestrian oriented and has too much vehicle traffic to meet these goals.

these cater more to those living out of neighborhood these places have major parking issues Garland is horrible as it now is down to two lanes on Monroe and hardly room to get out of your car, terrible for folks trying to cross the street or even pull out of the neighborhood to get onto Monroe. Perry the same. West Broadway is only catering to its newest richer inhabitants.

Like most neighborhoods, access and a central gathering location are missing from the North Hill Neighborhood.

Centers and Corridors Update Study – Public Engagement Memorandum

Frankly, I don't think any of the centers meet the goals, but some are closer than others, as I've marked. None really have housing above retail or a plaza. And like much of Spokane, they are not pleasant to walk in due to the high speeds the city allows drivers to go on every street. Please help the city by making centers places of refuge.

14th and Grand is challenged with pedestrian access across Grand

I think it is most important to provide safe crossings for pedestrians. I'm not sure that pedestrians actually feel safe in these various centers.

Not enough parking; overly congested during Farmer's Market

I am closest to Nevada and Lincoln and Garland - both are good for these goals

Garland is fun but they have to shut down the street for community events. There is no park, plaza or central meeting place. I once heard a proposal to turn the wall of the old dry-cleaning building into an outdoor movie spot and convert the empty parking lot to an event space. I think that lot could be landscaped and still keep the coffee stand.

Helping: mix of single and multi-family housing, walkable main street, variety of businesses and neighborhood events.

Challenges: need more bike lanes and secure bike parking, city-provided services (trash collection)

Businesses do not cater to residents.

Garland is my local area. There's no central gathering place and I worry that there's not enough density to support the business.

A LIGHTED and SIGNALLED CROSSWALK is NEEDED at Randolph RD and Whistalks Way so residents and college students can safely cross Whistalks Way to get to the STA Bus Stops. Currently, there is NO SAFE access to the bus stop WITHOUT CROSSING WHISTALKS WAY!!! SEVEVERAL people have been hit CROSSING THE STREET! At least ONE HAS DIED and there have been SEVERAL vehicle collisions at that intersection!!!

Not all are walkable and friendly to pedestrians. Garland/Perry have slower speed limits. Many areas need more trees to keep shady and pleasant in summer.

Centers and Corridors Update Study – Public Engagement Memorandum

14th and Grand doesn't feel cohesive enough to be Neighborhood Center. It offers a variety of services, but the walkability isn't great. It doesn't feel inviting and traffic is going pretty fast.

Public events are great for the whole neighborhood. Lots of focus on meeting needs of community. Nice option for meetings related to community.

Would like to see more after school/evening/weekend events for teens. Maybe more collaboration with Spark Central.

In most cases, these neighborhood centers lack a central gathering space. As I think about gathering places in Spokane, at this time, I feel physically unsafe in most gathering spaces because of individuals with mental illness, people who are high on drugs, or others whose seem dangerous.

More pedestrian friendly

The garland is one I go to. Residential is there, walkable, low speed limit, light and crosswalks, a variety of businesses
Easy parking, community events. Even though Monroe is not on here it has been vastly improved by narrowing the street to slow traffic. I avoided it for 20 years after I was almost hit twice in a row. I am a very cautious pedestrian.

I want to see bike trails cleared of debris year round!

Garland does not have a park in close proximity to the street commerce but has coffee shops and restaurants as gathering places.

I disagreed because the areas listed are most characterized by giant parking lots. No central gathering spot, no comfortable, safe place to gather. Some businesses face the street, most are accessed through the parking lot.

The housing development near Lincoln & Nevada is improving the balance of business and housing.

Garland meets a lot of the goals. Could use a center, a plaza/commons but not sure where there is space. Walk through is moderately ok, could use improvement.

Centers and Corridors Update Study – Public Engagement Memorandum

I don't think that any of the centers meet everyone of the goals listed; however the ones I stated agree have the majority covered. Some are more congested than others such as Garland which does not have a grocery store or access east to west for the buses to go through but does have a supported merchant area, food, neighborhood gathering places and where apartments are above the stores.

Lots of open drug use, vandalism, burglary, abandoned vehicles, theft, etc.

Perry district is great, but severely lacks parking.

Close proximity of the Garland and Lincoln Nevada projects to the decaying commercial strip of N. of Empire & Division- makes for sketchy shopping and housing opportunities. Expand the scope , re-develop North Town mall area to apartments and senior living with some retail or services but not conflict with other projects. That will cut down on the shopping conflicts, street racing, drugs and crime

I believe that we need to build more densely around these areas and employ better traffic calming, right now cars feel they have the right to go whatever speed they want. Especially Garland if you try and walk north or south at all its terrifying with how fast people drive through there.

There needs to be City funding to help small businesses, business district associations and neighborhood councils meet these goals. Currently, there is no funding specifically designated to meet these goals.

never been to one

I really do not want more density in our area. It is one way in and out and is not set up for traffic out of the area.

Garland - easy to get around once you're there, visually distinctive, clear signage and frequent safe feeling street crossings.

West Broadway - this is Kendall Yards, more or less. Dense, lots of different businesses on each block, easy to access whether I'm taking a day to play tourist around town or doing everyday tasks. Appealing destinations. Traffic is slow enough that it feels safe to walk.

Indian trail does not have the infrastructure to develop the density more for the neighborhood or neighborhood center. There needs to be more coordination with Spokane County on the development of this area ie roads, water, sewer, schools etc. There is only one bus route that services the area.

Centers and Corridors Update Study – Public Engagement Memorandum

Actually most people who live on five mile visit the businesses along Francis and Division.

Some centers are not developed and are no pedestrian connections and the environment is not friendly for walking (just empty fields). Also no 'public' gathering place aside from a school, and churches.

The area (South Perry) is vehicle traffic heavy, especially during peak hours which does not mix well with pedestrian traffic.

Shops and restaurants that provide various services seem to draw people into those neighborhoods to live and recreate. South Perry doesn't seem to have much of the housing discussed above but they have shops with lots of outreach events and Perry Street Fair and farmer's markets that drive more traffic.

14th and has more housing but fewer community events and Garland has more traffic and venues

Pedestrian access is improving but still needs help in some areas. There is more of a need for a central place to gather and socialize in most places--that doesn't cost money.

Garland, south Perry, 14th and grand, west Broadway are walkable and seem like natural neighborhood centers. Indian trail is walkable inside the center itself but uncomfortable to walk to from the neighborhoods. Sfcc neighborhood does not have density or variety of businesses.

better centers for Lincoln Hts. Residents: Grand & 29th Ave or Regal and 29th Ave. These intersections have more amenities than 14th & Grand. It's a mystery as to how 14th & Grand was designated

Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

Seniors need a way to cross Division on foot. Vintage at Spokane houses hundreds of folks who would likely use a footbridge to get to Golden Corral.

For West Central: limited variety of businesses; not particularly pedestrian friendly; no central gathering place

Business diversity would be great! Would love a sit down breakfast place. Also more shops for gift buying or clothing

Centers and Corridors Update Study – Public Engagement Memorandum

I have only been to each of these once or twice in my 3 years in this area.

I frequently take out of town visitors to the South Perry District which is walking distance from my house

Disagree with South Perry meeting this goal: "There are a variety of business primarily catering to neighborhood residents." Most people I know who go to the restaurants in South Perry are not residents of the neighborhood.

SFCC does not have a variety of businesses.
Garland District doesn't have a plaza that I'm aware of
14th & Grand has way too much traffic for pedestrians
West Broadway best meets the goals of a Neighborhood Center, since it was planned that way.
South Perry is helped by the 20mph speed limit.

why the heck is City setting a Comprehensive Plan to set this bullet-list of goals for a "Center". Just maintain law-and-order, equality under the law, and do what you can to remove government interference that the local citizenry doesn't ask for

We need more safe and direct bike routes. And protected bike lanes. Distracted driving is a death sentence for bike riders in this city.

None of these have enough retail OR residential density. West Broadway in particular has some prominent vacant lots and vacant buildings in between spaces and this makes it less attractive. A lot more density and variety is needed

Most of these areas lack diversified businesses and services to assist and or address area residents. People need to leave these "neighborhood centers" in order to complete basic errands such as grocery shopping, entertainment, etc. SFCC literally has nothing around it but a couple of apartments, how is that a "center" at all? Do yall even LIVE here?

I don't go into any of these areas very often.

I can't think of many central plazas or squares to promote social interaction in any of the neighborhoods

Centers and Corridors Update Study – Public Engagement Memorandum

As much as I love living in South Perry, the traffic is scary. Way more needs to be done to make walking safer in this neighborhood. Perry street in particular is used as a high-speed freeway to get through the south hill and everyone is aware that traffic cops never ticket in this area. Speeding a dangerous driving happen all throughout the day here (and between 9th and Altamont is very bad too).

Love West Broadway area and I think there is lots of potential there.

It is difficult to cross the street between 10th and 14th on Grand. Installing a crosswalk here would help to achieve the NC goals.

Biggest challenges are that some of the above environments are not friendly to walk through or would feel unsafe to the typical pedestrian depending on time of day/night. Several are also missing a central gathering space (park, green area, plaza, etc.) Density/variety/spacing/built environment of business is not an issue with any, although quality/type of businesses varies among the centers.

Shopping, access to good food, community gardens, traffic calming, education regarding historical integrity - challenges regarding misappropriation of land use, outdated zoning allowing for further decline such as; compacting of social health services, public housing, and homeless shelters

Indian trail needs an aquatic center. Holy smokes. Why do I have to drive across town to get to an aquatic center. And why hasn't this neighborhood center tried to get a Chinese restaurant? Anyway, we need help out here.

Centers and Corridors Update Study – Public Engagement Memorandum

District Center Comments

These areas do not go vertical enough with respect to housing and parking garages. Too much low-rise, low-density and asphalt for these areas to be considered real urban neighborhood centers and corridors. Have all basic services that one would need, including housing, inside of the center without needing to drive or leave the center at all - turning each one into a small urban village.

All these "centers" are spread out to allow parking for cars.

There are virtually no 5 story buildings, sometimes 2 stories. NorthTown has the most height, but it's spread out, not very walkable from apartments. None have a central gathering space. Lincoln Heights has a Park alongside it, not central.

I don't see a gathering space at Manito or Lincoln Heights. Just lots of parking lots.

Although many of these are theoretically walkable/transit-friendly, businesses are often oriented across wide parking lots. This encourages driving. In particular, I would not call Northtown and 57th and Regal pedestrian-friendly

Besides most of those not having a central meeting area to promote social interaction, they do a good job of meeting the other criteria

All the District Centers meet the 1st & 2nd criteria & fail the next 3. That said they all seem quite functional in meeting the first criteria. The failing criteria seem oriented toward a denser and less car-based society than is the reality of Spokane, and thus don't see like the right right criteria for the plan.

Pedestrian and bicyclist safety is a huge issue in Lincoln Heights, not only along 29th in the district center from fiske-ray, but north and south on Ray. School walk routes are not honored by motorists and make it very dangerous to children who walk to our numerous schools. Since SPS' walk route is over 1.5 mi, this puts many children in danger all over Spokane.

I haven't seen any tall buildings and certainly not any over 5 stories in Shadle and I can't remember any in Lincoln Heights. Everything seems to be two stories at most. That could be improved.

Again, people in these businesses are not shoveling snow in the winter.

Centers and Corridors Update Study – Public Engagement Memorandum

None of these District Centers are by any stretch of the imagination pedestrian-friendly. Most buildings are surrounded by a sea of parking and unsafe to walk to. Most do not have a central gathering place that promotes social interaction. Most are not higher density nor do they provide a mix of uses. Most do have a variety of businesses but are dominated by mega-chains.

Not very walkable friendly. High traffic on Ash, Maple, Wesley etc.
No central plaza, park, square. Rather I observe: schools, library, shopping center.

The districts that I shop at are geared towards parking and not safe walking.
Wellesley feels very unsafe to walk along and even more so, Division.

If you want walkable communities, ban drive-throughs and auto orientated businesses. Most of these district centers are just big-box stores and surface level parking lots. Unfortunately, there's not much you can do to get those businesses to change, but by rezoning the surrounding area and expanding the boundary of the centers, you can encourage development there.

All of these district centers are in car oriented environments and do not provide good, safe pedestrian connections throughout. Buildings are typically still low rise and density is only higher due to nearby apartment complexes. None of these centers have made substantial progress to meet the goals above and there is little incentive for developing to these higher urban standards.

There is much sprawl in each space, but little use above a 3rd story. In North Town especially there are only church squares, no public land that isn't full of police hassling our unhoused population.

Every one of these centers remains parking-forward. Every one of them can sustain far more than that. We need Vancouverism applied to each. 20 story thin residential atop 2-3 story wider commercial. Buried parking garages. The transit infrastructure is there, they're on frequent routes. We need to build up. We need to build on parking lots. That's how you fill the busses (and hopefully streetcars)

They do not meet the goals and need more people to walk to them.

Division and Francis are both nightmares for pedestrian use and are honestly unsafe as you keep going East. Division is huge yet there's no room for the bus, the sidewalks down east Francis are tiny and at times overrun with plants and dirt, and cars speed down both. The crosswalks are too far apart for how many neighborhoods connect, you have to walk very far to get across the street to a bus stop

Centers and Corridors Update Study – Public Engagement Memorandum

Five Mile doesn't have any type of community hub. When I lived nearby, it was really hard to walk between businesses. Most of what I needed was there, but I hated going there. Manito is a bit more walkable. I'm not sure there's an actual hub, but with the park nearby it feels more neighborhood oriented. I wish there was more greenspace in all Centers to break up the asphalt/concrete.

Shadle and Northtown have a lot of larger businesses, but are not nice places to walk due to large space between businesses, huge parking lots, high capacity roads.

The following District Centers are NOT friendly to walk through: Lincoln Heights - sidewalks are immediately adjacent to traffic; crossings at Regal - 29th and 29th - Mt Vernon are poorly protected and dangerous. Southgate- Regal sidewalks have no buffer. Students stand in Regal St to wait for the bus. No protected or marked crossings on Regal from 38th to 44th despite playfields & park to east.

The Northtown District is dangerous to walk in, especially near Division Street.

The northtown district lacks a variety of grocery stores.
The shadle district lacks a variety of sit down restaurants.

Lincoln Heights has all the amenities but needs more pedestrian friendly walk ways, resources. And please....no Chic-Fil-A or other fast food restaurant which will create a traffic nightmare.

None of these centers are pedestrian friendly. They all have busy, fast, multilateral roads running through them. They are also auto-oriented and there isn't enough housing density.

DC businesses are typically big box stores surrounded by an auto-oriented strip design. No buildings are taller than three stories in or adjacent to any DC. None of the buildings are oriented to the street.

Pedestrian connections are in some DCs, but overall the DCs are not friendly to walking due to auto-oriented and prioritized design. Most DCs do not have a central gathering space nearby.

The centers that do not meet the goal fail because the businesses typically are oriented toward large parking lots rather than to the street. Shadle and Lincoln Heights have many businesses but are not conducive to pedestrian or bicycle approach.

Similar to previous section, biking and walking feels very unsafe in these areas. Traffic flow is TOO FAST and accessing the bus stops (especially on 29th) is difficult due to unmarked and uncontrolled crosswalks.

Centers and Corridors Update Study – Public Engagement Memorandum

Overall, I think the city has done a poor job of creating environments that are pedestrian friendly. If the city plans to grow in a sustainable way, prioritizing walkers, bikers and public transit users should be a the forefront of their development plans.

They meet most or all of the requirements and are served by one or more STA lines. Shadle has a library and a small office building.
I wish there were bike racks and protected bike paths, such as with the revamping of Division Street.

Shadle Center has become an unsafe shopping area, especially after dark. The proximity to the Shadle Park seems to add to the uncertainty of safety, although it should just be a lovely extension.

All of these centers lack pedestrian and bicycle connectivity.

I shop at Five Mile, Northtown, and Shadle. All three are a nightmare for pedestrians and bikes. Huge parking lots, no bike parking (only one mall entrance has a bike rack!), no signals to cars that anyone other than a car is going to be there.

None of the plan goals seem to be met for any of the district centers. I would feel very unsafe walking around any of them.

Most of the district centers have a large amount of surface-level parking lots or street parking, making walking, rolling or cycling incredibly dangerous and inconvenient. The setbacks businesses have from the main streets and roads are very large and have no sidewalks or paths to connect people on foot to the businesses easily. Buildings should be taller and include more housing above businesses.

Most buildings are single story. Most of these districts are accessible. Sufficient arterials, except the south hill centers have an issue with limited north/south connectivity through the city.

Cars are again the most prioritized mode of transport for interacting with these areas. Driving a car does not promote social interaction and it makes all other transport modes less safe. It also takes up huge amounts of space. Prioritizing cars and surface parking lots decreases density, creates more dead space, and discourages social interaction in centralized spaces.

I have never been to a district center.

Centers and Corridors Update Study – Public Engagement Memorandum

There's only single family homes, very low density. Not a great place to drive to either. Not much parking, unpleasant to walk to, ride a bike. Used to live on 26th and there's a ton of fast car traffic, lots of lanes to navigate on a bike. Not safe to bike with families, nor good to walk to.

North town is dark and creepy at street level. Needs street level redesign other than parking garage

I don't identify with and district center. I often got the Lincoln Hts shopping center area.

Lack of public gathering space.

We need more traffic calming at Lincoln Heights district center so pedestrians and bicyclist can safely cross 29th to and from our district center. We need a pedestrian street designation on 29th, from Martin St to Fiske St, so our district center does not have a 50-car drive-thru that will endanger pedestrian safety.

There is no central gathering place at Manito center. It is very much a destination for errands.

NorthTown is no longer friendly. You can't park on the top of the parking garage and have access to the second floor even during peak sale times. I don't feel safe parking in the dark under the parking garage. Shadle is also starting to feel unsafe. There is not enough diversity in Shadle it is just Walmart. I used to shop at Manito but there are not enough stores there now.

Walkable/bikeable infrastructure would really help meet goals. Bike paths don't connect many of these places and sidewalks connecting centers to parks/spaces nearby are sometimes nonexistent.

I don't think any of these are meeting the goals of a District Center. They are all VERY car centric making it hard if not dangerous for pedestrians to access with or without a car. Many of the buildings are not oriented to the street - there is an access of drive thru's. There is no central location for gathering or meeting your neighbors.

Lots of variety of businesses. Lots of transit.

Traffic, low public access for walking, biking, no above business residences,

Not a feeling of welcoming. A plaza type area would be great.

Centers and Corridors Update Study – Public Engagement Memorandum

you say there is housing above storefronts, I don't see much of that except for the N. Monroe corridor. that is erving the neighborhood. I see it being adopted in my old Seattle neighborhood and the first thing is that parking has NOT been included and it is a mess. Parking for hi density is#1 to make it truly livable

These centers are oriented around very busy streets and this is risky for foot traffic. Having said that- please do not take down a single tree to allegedly provide more walkability.

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Southgate is a gridlock on Regal.
57th & Regal part is a little strip mall Theo other part is a grocery store & offices with a nightmare of a parking lot.

Southgate District Center needs improved pedestrian and bike access, especially directly east and south of the center.

Southgate is lacking any of the parameters listed. There is no definition of where the Southgate center is (assuming it is 57th/Palouse). There are very limited pedestrian friendly options, especially as Palouse is nearly dangerous to cross by foot.

Most of these district centers lack the [public] social gathering spaces. While there are restaurants, etc. there aren't free gathering spaces easily accessible to pedestrians.

The district centers are often in poor, less accessible locations.

The city is failing at district centers. These are nothing but auto-oriented strip malls within city limits.

All of the district centers I indicated met the goals did not have a central meeting spot. I think this is generally absent except from downtown

East Sprague should be a District center

Traffic at 57th and Regal has become very congested, and it's getting worse.

Centers and Corridors Update Study – Public Engagement Memorandum

I don't know if any of these areas are truly pedestrian friendly. Pedestrians seem like an afterthought to me. I also don't believe that the areas feature a central gathering space that promotes social interaction.

No Central park or meeting place despite vacant land on corner of 29th and Rega. Too many fast food and lower end restaurants; This area needs more upscale restaurants. NOT CHAINS like Thai Bamboo. Instead upscale restaurants that have CHEFS, variable menus, cater to variety of diets and offer ethnically diverse food. AVOID national chain restaurant like Applebees,, McDonalds, Wendy's.

Not walkable. Usually driving between several parking lots. Should develop more housing near these areas to increase density and variety of business. Northtown isn't comfortable or fun. Shadle has a park and library but no highrise housing. We need more senior housing in Shadle area.

All of the District Centers should be more pedestrian and bike friendly.

Auto centered, hard to access as a pedestrian

Need me trees and walking areas

None of these locations are friendly to walk through

You don't have Kendall Yards or Downtown listed. Depending on what I need, out of the centers listed here, I usually go to Shadle. If I want to shop at Target, I go to the Y or South Hill locations. If I want to go to Macy's, I go to the Valley Mall. Each of these areas has other places I can catch at the same time. Shadle/Value Village, Valley Mall/Ross, others, etc.

Use Lincoln heights though it's parking is awful in the main center. Risky crossing parking the way it's laid out. Don't know if it could be improved

Shade is worse

57th and regal is east to get around

The west section of north town is good with only one traffic crossing by STCU and you can walk the mall o. The sidewalk without remarking.

I want to see bike Lanes cleared of debris year round!

I disagreed because the areas listed are most characterized by giant parking lots. No central gathering spot, no comfortable, safe place to gather. Some businesses face the street, most are accessed through the parking lot.

Centers and Corridors Update Study – Public Engagement Memorandum

All the districts could use improved pedestrian access.

The Northtown area could use safer crosswalks. The parking garage is not a good place to be and I have to walk near or through it to get to the mall or get to Division to cross to the park.

These district centers may not have buildings 5 stories but they meet the remaining criteria.

Not pedestrian friendly, congested streets

This doesn't seem to be an actual goal: There are pedestrian connections and the environment is friendly to walk through.

These areas are not pedestrian friendly in any way.

29th and Ray/Lincoln height has a lack of marked crosswalks, this is a very difficult neighborhood for walking.

See previous comments

Manito center is pretty good except for that intersection at 29th and Grand, it is far far too car oriented, delays pedestrians and frankly makes that street which should be enjoyable scary to walk down. Grand from 29th up is way to wide and encourages speeding and reckless driving and I live on that street so I've seen plenty. Also we are not protecting kids well enough at Sacajawea there.

I don't think that most of these areas include 5 story buildings. I would not say that any of these areas meet all of the criteria.

Positives: Useful stores, easy to drive to, larger stock vs smaller businesses. Accessible for users with mobility issues.

Negatives: Ugly, smelly, loud, feel unsafe to walk. I actively avoid them and shop online where possible.

Challenges: Construction style of strip mall makes alternate use difficult. Parking lots would need \$\$\$\$ revision to feel more attractive and safe for pedestrians.

Meets goals but really too congested traffic-wise.

Again, not pedestrian friendly.

All of these are on pretty busy streets so the walkability factor is diminished for all of these but they have other items discussed.

Centers and Corridors Update Study – Public Engagement Memorandum

Manito Center isn't pedestrian friendly.

There is a variety of stores at each of the location. I don't think any of them have a central gathering place. Wait! Lincoln Heights has a community center.

Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

major challenge to most is lack of pedestrian friendliness

I don't know of any gathering places. Most of these are not very pedestrian friendly, although 57th & Regal isn't bad for that.

To my knowledge, there is not a CENTRALLY LOCATED gathering space (plaza, square, park) that promotes social interaction within any of the District Centers I'm familiar with. They meet all the other goals though.

In general, I don't notice that these district centers have particularly high buildings. Also, all of them that have vehicle traffic have not met the goal: "There are pedestrian connections and the environment is friendly to walk through."

I don't think any of these districts are pedestrian friendly

See my other commentary. Quit acting like you "know better" when you in reality are "no better" than the individual citizen in making his or her own decisions without government diktat in our way.

I support the Pedestrian Street designation along 29th. Lincoln Heights DC is not ped friendly. Buildings don't face street and excessive parking. I would like more bike facilities. There is opportunity for a safe route through the Garden District north on SE Blvd to Lincoln Park and Fiske. Pittsburg St crossing of 29th is not safe and does not meet the conditions of a Greenway.

Again, there's not enough density to meet these goals. These areas are visually dominated by big box stores and parking. Public spaces are basically squeezed in, are not pleasant to walk through. There would have to be more explicit goals about walkability and what % of space needs to public space, to make progress. I've taught planning classes, I'd fail these as student projects by those metrics

Centers and Corridors Update Study – Public Engagement Memorandum

None of these places have pedestrian friendly areas, and most do not have a central gathering area. The mall doesn't count as a public park because it's a private business. Shadle is definitely not friendly to pedestrians, and there is not a wide variety of businesses around Manito within easy walking distance. Have y'all ever walked this city?

Again, I can't think of any plazas that promote social interaction... and if by "walkways" we are referring to parking lots and sidewalks, then yes, they are walkable

Again, traffic safety changes everything in a neighborhood. I would be afraid to be a pedestrian in the Northtown or Five Mile areas. Please make neighborhoods safer for walking!

Having a library is important

None of the DCs have the residential density described.

Variety of businesses is good, so is density although buildings are not up to 5 stories high, although this is preferable to me. Biggest missing elements are central gathering space at Northtown, Five Mile, and 57th and Regal. Some improvements could be made for pedestrian access at Northtown, Shadle, 57th.

Retail shopping, restaurants, groceries, services, and live to work opportunities - parking, security, and traffic calming surrounding those area with walkable districts surrounding neighborhoods

It is in no way safe to walk that parking lot. We need paths like they have at the new North Costco.

Centers and Corridors Update Study – Public Engagement Memorandum

Employment Centers Comments

More frequent and smaller transit units, more urban, more dense, more vertical (see previous notes).

East Sprague is spread out long, but has a great variety and price range for goods and services.

Density and diversity of employers is a challenge in many of these areas, especially Sprague

do not have knowledge of this subject

Im sorry, I dont know a lot about those areas except for Holy Family which seems to be operating as you would like.

These employment centers could benefit from their own business improvement districts similar to the downtown BID. This could encourage local investment and encourage a "sense of place" to develop here. Increasing the prominence of transit stops and building plazas/public spaces around those transit stops is a clear way to provide a sense of identity for these centers.

Although there are a large variety of businesses, there are not a lot of tall buildings. Setbacks are OK for industrial and rural land uses, but for residential and commercial uses they are not necessary and restrict development. In some cases, restrict the way a building looks (staggered height limits, FAR). Removing these restrictions would add more potential to these employment centers.

Many of these are heavy commercial or industrial areas where buildings are not street oriented and walking environments are not pedestrian friendly. Sprague and Maxwell are exceptions being in historical neighborhoods. Hamilton/Trent has higher potential for meeting these goals given the proximity of Gonzaga, City Line, and other efforts made as part of TOD study.

Much of the employment diversity in many regions outside of downtown are large corporate chains. I'd love to see more local owned business, or a wider variety of options for employment and shopping.

Build up. These areas can house multiple 20+ story mixed use buildings without dramatically altering the surrounding neighborhoods (they're already commercial, they already have transit, they can handle people without turning SFH zoning two blocks distant into quadplexes).

Centers and Corridors Update Study – Public Engagement Memorandum

Trent and Hamilton is essentially a freeway.

I mostly go down town for all my employment activities.

I own commercial property on East Sprague. I would like to see more high density housing along East Sprague.

The intensity of use is there, but it's not mixed use and not multi-modal. The designs are typically auto-oriented suburban business parks if no more than three stories. So it could be more intense and more multi-modal/mixed use to meet the goals of Centers and Corridors.

North Foothills has a good mix of businesses and those I frequent the most, Yoke's grocery and Roast House coffee, accommodate bicycles.
It is served by STA line 27, recently re-routed there. Unfortunately, travel by bicycle along Foothills is dangerous because of lack of a bike path, speeding, and careless driving. Crossing the Division-Ruby couplet, even at a light, is especially dangerous.

The hospital area is very car centric.

I don't have much experience with the employment center areas.

The lack of protected and separated bicycle/mixed use paths and large amount of surface-level or on-street parking makes these areas very dangerous to walk, roll or cycle in. While businesses may be oriented towards the street there is little room for people on foot who are actually shopping or working compared to the space dedicated to cars traveling through these areas. Less lanes for only cars.

Most buildings are single story, except in the Hospital District. Arterials are for the most part adequate for ease of access. East Sprague is highly undesirable since the road diet, making it challenging to do business there.

Service industry jobs make up a majority of the jobs in most of these areas.

I don't know

Employment centers need accessible food, public transportation, and CHILDCARE within a reasonable distance.

It is difficult to support low income employment. The East Sprague district has become a has become a magnet for small business and that is healthier.

Centers and Corridors Update Study – Public Engagement Memorandum

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Why is Downtown not considered and Employment Center? it meet your required definitions

These are all poorly located.

Like I've written about the previous centers, the city simply caters to drivers and cars. Getting to these centers by transit, bike or foot is a dangerous task. If you do make it, there's little to no bike parking and the centers are dominated by large parking lots and busy streets.

Both East Central and Trent Hamilton could support multi-story (RHD) residential at significant scale.

Banking, legal firms, restaurants are available, and parking is okay. Keeping it clean and safe are important and usually done.

I don't understand what an employment center is. All businesses employ people in any neighborhood. Not sure what the point is. I do know that it's annoying as an employee to have to drive somewhere for lunch. When I had multiple medical appts near Holy Family, I drove around trying to find a cafe or coffee shop. None except inside the hospital and they said it's only for patients

I don't spend much time in these areas.

No business variety

Eventually maybe more parking and bringing back the trolleys with more routes in the neighborhood.

I want to see bike Lanes cleared of debris year round.

East Sprage doesn't seem to have a lot of housing

Don't know and too old to care.

Centers and Corridors Update Study – Public Engagement Memorandum

The medical offices make up a lot of employers. Daycare and SUD treatment centers also. I have a mixed experience taking my electric scooter to work, not a bike lane all the way door to door, some road and sidewalks cracked and dangerous.

Most of these do not meet the criteria from my experience. Holy Family has the hospital and doctors offices and Trent & Hamilton have the University buildings and some WA state buildings close by.

Several vacant buildings

Mass transit and non-motorized transportation should be a goal of these areas as well. Parking lots and garages should be minimized.

With retailers leaving including Toys R Us and Bath n Body - too many vacancies, windows covered or boarded up and decaying Employment Centers in bad repair

Positives: Excellent conversions from brownfield and industrial sites at Hamilton. Generally good balance in Distric Centers between pedestrian comfort and vehicle access. Diverse businesses. Buildings generally flexible use. All centers of essential services.
Challenges: Vacant buildings with visible repair issues in older areas. Newer areas sprawl, businesses isolated in sea of parking.

North Nevada employment 'center' is actually the Northpointe Center, where there are lots of doctors, offices, post office, etc. for employment. This is outside the official employment center which is now just apartments, not employment.

I notice on the map, that all of the employment centers are situated north of the interstate and roughly in a straight line up Division or close to it. A diverse employment center plan could serve us well.

East Sprague doesn't seem to have much density, and I'm really only aware of service related jobs (retail, basically).

North Foothills has a high amount of properties with vacancies

Not sure that most of these have this: "The area has a strong employment component largely made up of non-service related jobs."

I guess I don't pay too much attention to employers, other than service providers. Seems like the service sector is getting larger every year

Centers and Corridors Update Study – Public Engagement Memorandum

See my other comments, which basically boil down to this: get your government off my freedom

Again, none of these are oriented to the street really! There are large stretches that are focused on parking lots. Holy Family in particular is a walkability and wayfinding nightmare which isn't fun when you're having serious health problems... I speak from experience

"Non service jobs"? Holy Family is right next to a shopping center which has the majority of the jobs in that area. All of those jobs are service jobs. North Foothills is car dealerships (which is not tall) and service jobs. Trent & Hamilton is just warehouses. None of these are diverse business areas, and the majority are still service jobs. Why are you lying to yourself, and us the tax payers?

Higher crime has caused us to use caution when going to yokes or for car servicing

These seem to be chosen to help promote a predefined objective. They clearly are not the most dense employment centers.

Most of these employment centers meet most of the goals.

mixed use business, service, and retail often times lacks pedestrian safety and or parking.

Centers and Corridors Update Study – Public Engagement Memorandum

Corridor Comments

You need a grocery store in each one.

I'm surprised Division isn't on this list.

Monroe since its narrowing has biking now.

Monroe is the most walkable of all 3.

Market St has some great new areas that would be amazing to bike to, but it is hard to access that area by bike.

Hamilton could use some beautification.

Hamilton feels too narrow to encourage biking and active transportation

Go back to more lanes. Necking all our roads down is a poor idea with the increase in population.

The city does a POOR job at really promoting active transportation. Transit is going over much better, but pedestrians and bicyclists are still navigating in a car-centric city. Motorists are unaware that every intersection is crossable by a pedestrian RCW 46.61.235 and bicyclists are not given proper distance RCW 46.61.110. A education campaign must be made for motorists

Monroe seems to be doing the best of these corridors, in large part due to the Monroe Street road diet. Traffic calming, walkability, local business investment, and real estate development have all improved. Hamilton benefits from its proximity to Gonzaga, but the street is dangerous and manufacturing businesses detract from walkability. Market could use more housing options on the corridor.

Gonzaga pretty much defines the Hamilton Corridor. If you are not a student, it feels like a pass through still.

Monroe is much improved. Nice mix of businesses which face street which is great. Parking is good, small lots and street, all located by stores and free.

The road diet on Monroe helped make the corridor more pedestrian friendly and accessible. Wish we could do that to Wellesley.

Centers and Corridors Update Study – Public Engagement Memorandum

Despite the many businesses I frequent on Monroe by bike, there is no biking infrastructure that makes Monroe safe to bike on. Instead, I must utilize side streets which are incredibly dangerous due to un-controlled intersections.

Monroe street is good. The street diet worked. Looking forward to the Division Street diet. It would be nice to expand the boundaries in all directions so its not just property directly on Monroe.

Market and Monroe are historic business districts are are equipped to meet these goals. Hamilton has elements of these goals but overall is less walkable and more car oriented. Hamilton has the potential to meet these goals in the future with the university, City Line, and transit oriented development.

Too few multi use buildings, like apartments. Too many with too high a price that will sit empty and invite vandalism.

I like all three, but read my previous responses. None are good enough. All three should be lined with 10-20 story mixed use, Vancouverist style towers. There is no excuse not to allow that. Considering that, all three are failures.

If you want a corridor slow it down and plant trees. Worked on Monroe and Sprague.

Density and transit, there is already a lot of room to use on the Market St corridor and sprawl should be kept at a minimum. Biking safety in Spokane is not great with a lack of guarded lanes and old sidewalks.

There's multiple businesses I visit on Monroe, so I get coffee and go into several shops. I drive there, but park in one place, and it can be hard to cross the street. I really like how there's more landscaping and the speed limit is lower so it feels like a shopping area. I have been going more often since I've seen new businesses come in and it's easier to get there from the South Hill.

The Hamilton Corridor is dangerous for pedestrians. Traffic calming desperately is needed there.

The Monroe corridor does not boast a variety of housing. It is predominantly business surrounded by single family. It would be very nice to see zoning and incentives to increase MF high density one block to each side of corridors with safe pedestrian connectivity to encourage walkable community centers similar to Kendall yards.

Hamilton is great in many aspects but could be more pedestrian and bicycle friendly.

Centers and Corridors Update Study – Public Engagement Memorandum

The traffic calming in Monroe has been great, the other areas need it to. The roads are too big and fast and unpleasant for pedestrians. Also need much more sense housing development.

Of the three, Monroe gets the closest to meeting the criteria, Hamilton us the furthest away. There needs to be more Street oriented business and focus on non-auto users along Market and Hamilton. Also all three zones fall short on mixed-use development. It's coming in fits and starts, but needs to be more encouraged.

Traffic is bad on all of these corridors. If the goal is to promote active transportation, it's hard to see how any of these corridors accomplish this. Maybe via transit? I do think that the traffic calming on Monroe has been great. And it helps peds feel safer. It also promotes more shopping and dining when the street is calmer and not used as a freeway. More traffic calming is needed on all.

Although the city is expanding the variety of housing styles in different neighborhoods and increasing density (yay), there is a great need to also prioritize walkable and bikeable corridors.

Good mix of businesses, services, and eateries. Served by STA lines. Monroe has some bike racks.

None of these corridors has walking and biking facilities promoting active transportation except a couple HAWK signals. No routes along corridors for safe travel for those not in vehicles. Snow storage on sidewalks and bike facilities renders them useless for 3+ months of year.

I would never bike in Monroe, it has no infrastructure. For pedestrians, there are no lights so it can be really hard to cross the street. The sidewalks and bus stops are really nice, though, and I like that it's only one car lane each way.

The city has done a good job meeting the goals for the business corridors. The Monroe corridor has the worst bike parking racks I've ever seen in any city though. They only work if you have a narrow U lock and are even difficult at that. Those look nice but have very little utility.

The lack of protected/separated bicycle paths and on-street parking makes walking and cycling incredibly dangerous in these areas. There is also no proper bicycle storage, such as a "Oone Pod", which would encourage a lot more people to cycle to bus stops and take transit to other centers in Spokane. Speed cameras would also greatly improve the safety of these pedestrian corridors for everyone.

Centers and Corridors Update Study – Public Engagement Memorandum

The corridors are highly congested, making them less desirable as a "corridor".

None of these corridors have "...walking and biking facilities promoting active transportation." Not a single one has a protected bike lane or even a bike lane at all. There are also not bike lanes of any kind on adjacent parallel streets. Why couldn't we create protected bike lanes on the small neighborhood streets parallel to big corridors like these? Bikes need a dedicated space in these areas.

I don't know if the corridors meet these goals

Cats are slow enough, haven't booked through here, but I would feel okay biking along this corridor.

I live near Hamilton. Totally creepy at night even near students. Unlit walkways and congestion. Kids can't cross the street from school safely. Tons of empty buildings and blown out and dirty looking. College kids need an above street cross walk.

I feel safe walking along Monroe; not the other two.

Variety of businesses is good. Parking is decent.

Monroe is too congested and too hard to navigate. Dangerous if not nearly impossible to cross. More "on demand" pedestrian cross walk red light would be helpful

The Monroe corridor has horrible traffic transitions. When you lose a lane you usually get to keep the center most lane and in this transition, you lose it at the same time as the road is narrowing down. IT IS HORRIBLE! Once you are finally on it you still have too much traffic for what you were hoping. Spokane does not have enough north/south corridors for you to reduce traffic flow.

Hamilton/Market don't seem great for biking/walking.

I think that Monroe Corridor is achieving this goal of having a variety of businesses, density, buildings oriented to the street, it is an obvious connector to downtown, has transit. I would say it falls short of having a complete streetscape that promotes walking and biking. It is like a freeway and very unpleasant to walk on. Hamilton and Market are similar.

Monroe and Hillyard have significant business losses. Walking is difficult here.

Centers and Corridors Update Study – Public Engagement Memorandum

I'm tired of the city doing whatever it wants in neighborhoods and not listening to LONG-TERM RESIDENTS who pay property taxes and have roots in these neighborhoods. Instead, the city does what it wants or takes input from leftie people who swan in for a bit of time and demand neighborhoods become what they want. Stop listening to new residents.

Monroe is not pedestrian friendly since the overhaul of the street. I would never ride my bike there...absolutely no room for a rider in that narrow section. Hardly room for someone to exit a car parked on the street. Instead huge concrete planters suck up that needed real estate (with lots of garbage and dead plants) and also those planters block the view of traffic to side street entrances

Hamilton corridor isn't pedestrian - especially biker - friendly.

Monroe Corridor landscaping is a embarrassment. The taxpayers spent tens of thousands of dollars to have trees planted, raised landscape beds installed and the city has done little to nothing to maintain. Trees are dead, dying, broke off, removed, etc. The landscape beds are overgrown, busted, graffitied, etc. Our city budget is \$100,000 million a month! Can this one mile stretch be maintained?

The Monroe road diet has created merging nightmares at both ends. The street is too narrow for buses and garbage pickup.

It's simply laughable to suggest any of these corridors promotes active transportation. I've nearly been killed just trying to cross Monroe on a bike, let alone ride on it, which I would never do simply because of how unsafe these roads are. If the city wants to make these actual corridors for the people who live here, try making it harder to fly through on your commute. Make them destinations.

Generally meet the goals. Residential density is low. And they provide limited connectivity currently

I use corridors to avoid Division Street

I love the transformation of Monroe and East Sprague. I used to go there a lot when younger and always thought they had potential.

They could all be more bike friendly.

Car oriented, not much residential

Monroe lacks density and could use a little more diversity of businesses.

Centers and Corridors Update Study – Public Engagement Memorandum

No good biking facilities on Monroe.

Recent construction on Monroe made North Monroe more pleasant, would like to see more projects like that completed.

Monroe meets most requirements, but walking through the area is unpleasant. The speed of traffic and narrow streets make it a location I will walk only if I have to. It's not an area I'd stroll through the businesses. Trees could help mask some of the noise and make it more pleasant.

My friends and I really enjoy the Monroe St corridor, going out for breakfast or lunch, shopping, especially when they have their little street festivals, etc. Some people complain about being stuck behind the bus on the one lane parts of the street, but I like driving down Monroe. I like the murals and art work and the unique restaurants and shops.

The Market Street corridor is not pedestrian friendly. I work near the Hamilton corridor, and I appreciate this area. However, again, I often feel unsafe walking from my workplace to Safeway or a restaurant on Hamilton as a single woman because of unsafe individuals walking the street and hunkered down in public spaces.

The changes made to Monroe a couple years back have made it a great spot to shop/eat/walk up and down Monroe. Slowing traffic and better pedestrian crossings(bump out at corners). Much safer to park your car along without it losing its mirrors. I frequent the farmers market and restaurants now which I had stopped doing because it was so hazardous traffic wise.

I want to see bike Lanes cleared up year round.

I LOVE Monroe since the recent redesign north of Indiana

All of these corridors are lacking in bicycle infrastructure. I do not ride on them when going north/south. It's hard and takes room. On an arterial I won't ride if there is not a protected path. There are ample side streets to ride on. Bicycle designated streets and signage are GREAT!

The improvements to Monroe have been helpful, safer for pedestrians, more pleasant to drive through. Bus stops are nice.

These do meet the criteria listed.

Traffic presents significant risk to pedestrians on hamilton

Centers and Corridors Update Study – Public Engagement Memorandum

Progress is being made but there is a lack of business diversity. Also, Monroe corridor does not support bike traffic due to driving behavior on parallel roads (Monroe is very walkable, but not safely bikeable). Additional traffic calming on side roads is needed.

Neither Hamilton nor Market have a high walk ability score to me.

More green space, Chris Bovey giant wall art, Community projects. Less unused lots or land that collect garbage, junk and homeless encampments

All of these are AWFUL for biking , they make it difficult and scary to get anywhere. Additionally trying to walk up Hamilton is terrifying, cars are way to close to the sidewalk and are also quite often speeding, need to be slowed down especially in the Hamilton corridor which is more like a highway than a place anyone including college students would want to frequent.

Positives: dense services, mixed price points, interesting local businesses, strong sense of community, mostly convenient by multiple forms of transportation (Market is less so). Visually interesting and feel economically vibrant. Destinations.
Challenges: generally older building stock, sometimes very little separation between peds and vehicles, biking infrastructure minimal to nonexistent.

Needs more affordable apartments

Why isn't Division (hwy 2/395) a Corridor. This area should be included and bumped into a transit area with the STA rapid busses. The area goes between six neighborhoods, and is a big sales tax revenue for the City. When the NSC is completed, this area may become more like Sprague after the I-90 construction. It includes the Northtown Mall and is vital to the health of that center.

I am an avid walker and occasional commuter by bicycle. I would not use these corridors and refer to them as having facilities that promote active transportation. There are too many cars and people who are impatient and will run you over.

Monroe is great since it's been re-done. Sprague, too, although that isn't a designated Corridor.

None of the corridors support biking facilities, aside from the Hamilton corridor which has a Greenway that makes cycling safer in the neighborhood. Monroe would heavily benefit from a Greenway a block off from the arterial as a safer alternative to biking on Monroe.

Centers and Corridors Update Study – Public Engagement Memorandum

Regulated speed limits, monitored by cameras for doing so. More narrow streets to slow traffic, benches and pedestrian friendly corners. Speed bumps? Cross walks also needed! Any improvements will go to waste if speeding cars that use these neighborhood centers as thoroughfares, aren't addressed first!

pedestrian friendliness lacking in Hamilton and Market corridors

Both need business diversity and parking available.

I occasionally pass through these, so I don't know much about them. It is very striking that none are south of the river.

Walking is not very much present on the Market St corridor but all three have active transit

Biking isn't something I'd feel comfortable with on the Hamilton Corridor

All these corridors provide good connections to other centers. None of them are good walking areas and I would NEVER bike along any of these corridors.

Converting Monroe to a two lane road helped make this a more welcoming area for pedestrians. Keeping Market a two lane road is important. Hamilton can be quite busy, but there is enough college action in that area that it seems to work.

see previous comments about freedom, liberty, property rights, and the pursuit of happiness

Again, no walkability goals are being met here, although Monroe comes closest it still relies on crosswalks which drivers CONTINUALLY ignore and blow through. Cycling is unsafe on all these streets. Y'all need to look into dedicated cycling lanes separated from the main grade if you want to get closer to an environment that promotes cycling

No grocery stores on Monroe. Most of Market St is dead. Hamilton is the closest you've come but there isn't a variety of housing because it's all for "rich" college kids.

The recent changes on Market and Monroe are fantastic.

Its hard to drive so i use other streets but i like the bus.

South Monroe and all of Hamilton are not bike friendly

Centers and Corridors Update Study – Public Engagement Memorandum

Market and Hamilton don't support easy transportation to downtown. Neither have walking or biking facilities that are friendly to access. There are not a variety of housing styles in Market corridor. Monroe corridor does a good job of meeting these goals.





Variety of retail, fresh food, eateries, services, job opportunities and amenities - public health and safety, parking, high density traffic, lack of parking

Fantastic work! This brought this area back to life. Good work.

Centers and Corridors Update Study – Public Engagement Memorandum

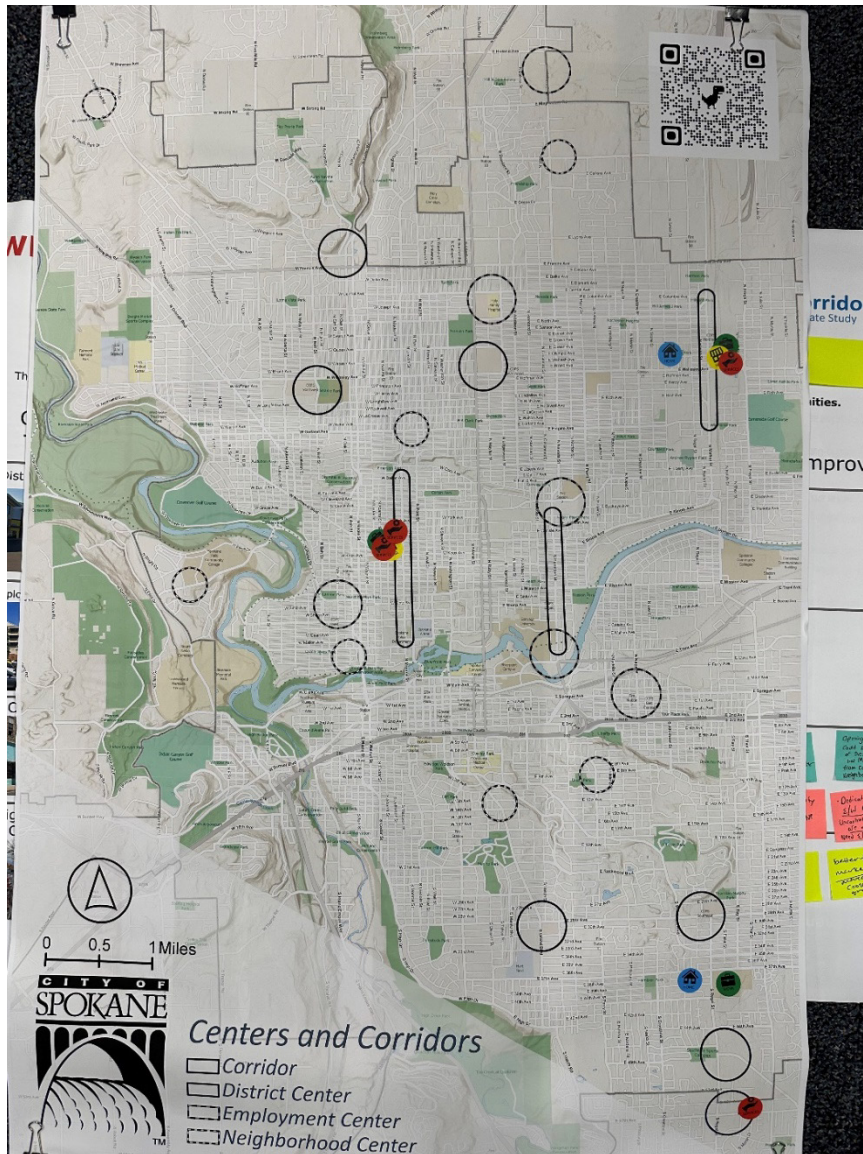
Where do you Live, Work and Play?
What do you like about these places?
What would make them even better?

The City of Spokane's Comprehensive Plan in 2001 adopted a strategy of focusing growth toward "Centers and Corridors."
 These locations can accommodate new housing within a short walking or rolling distance of shopping, services, public transit, and other amenities.

Center Types	Locations	Description	What do you like?	Potential Improvements
 District Centers	<ul style="list-style-type: none"> 57th & Regal Five Mile Lincoln Heights Manito Center Northtown Shadle Southgate 	<ul style="list-style-type: none"> Variety of business catering to larger region. Buildings oriented to the street. Friendly pedestrian environment. Central gathering space for social interaction. 		
 Employment Centers	<ul style="list-style-type: none"> Cannon/Maxwell East Sprague North Foothills North Nevada Trent/Hamilton Holy Family 	<ul style="list-style-type: none"> Variety of business catering to larger region. Density much higher than typical neighborhood. Taller buildings oriented to the street. Strong employment component of non-service jobs. 		
 Corridors	<ul style="list-style-type: none"> Hamilton Street Market Street Monroe Street 	<ul style="list-style-type: none"> Variety of business for surrounding neighborhood. Density higher than typical neighborhood with variety of housing styles. Supports frequent transit. Streets have walking and bicycling facilities. 	<p>Handwritten notes on sticky paper:</p> <ul style="list-style-type: none"> Neighborhoods that allow more urban, all purpose use. Restaurants, shopping, public transit, bike lanes, etc. Plaza here, adjacent to the park, it will maintain. Good safety near Liberty St. Discrete, still, better, improved, more use, more use, more use. Handwritten notes on yellow paper: "Market Street", "Liberty St", "Walmart", "Local coffee shop". 	<p>Handwritten notes on sticky paper:</p> <ul style="list-style-type: none"> Good safety near Liberty St. Discrete, still, better, improved, more use, more use, more use. Handwritten notes on yellow paper: "Market Street", "Liberty St", "Walmart", "Local coffee shop".
 Neighborhood Centers	<ul style="list-style-type: none"> 14th & Grand Garland Ave Whistals Way Indian Trail Lincoln & Nevada South Perry W. Broadway 	<ul style="list-style-type: none"> Variety of business catering to neighborhood residents. Buildings oriented to the street. Transit-supportive density. Pedestrian-friendly environment. Central gathering space for social interaction. 		

Appendix Photo 1: Public feedback on the map activity at Derailer Coffee on Market Street on Saturday November 14, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 2: Public feedback on the map activity at Derailer Coffee on Market Street on Saturday, November 14, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



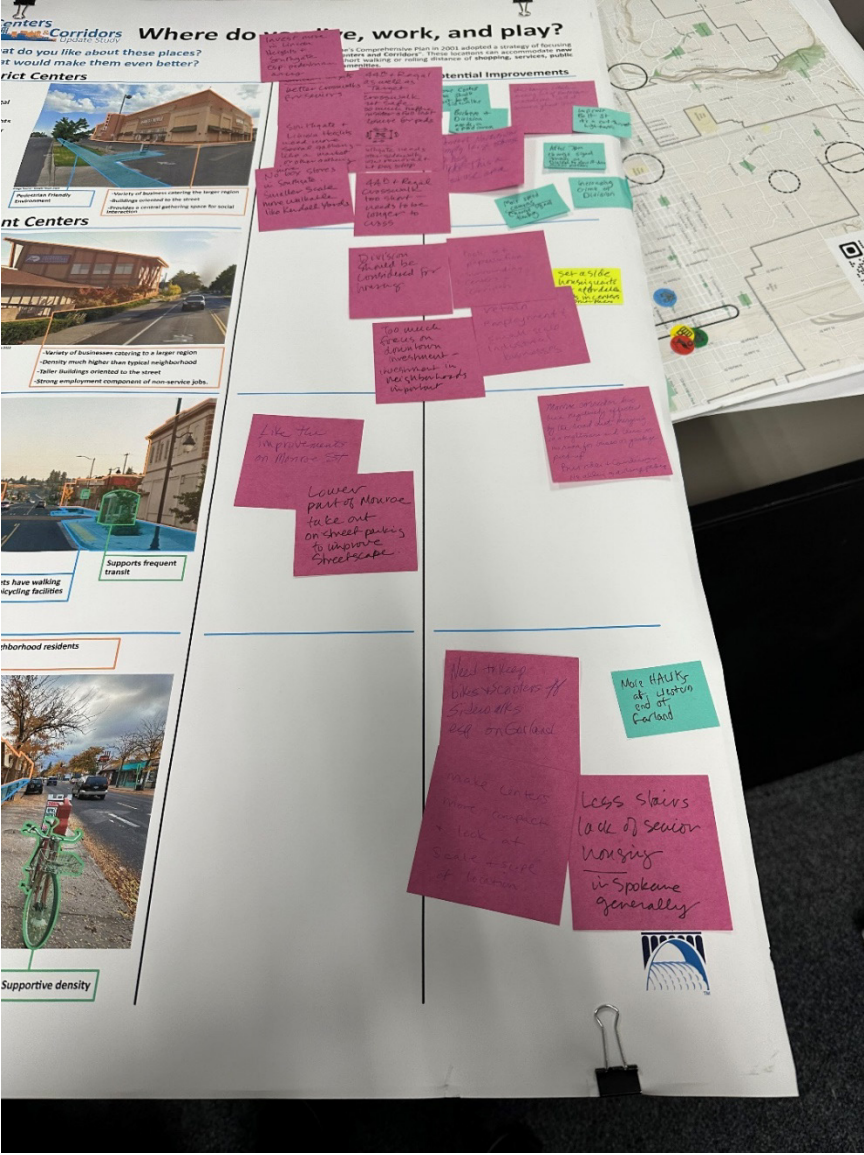
Appendix Photo 3: Public engagement booth at Ladder Coffee on Saturday, November 21, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 4: Public engagement booth at The Shop on South Perry Street on Saturday, November 4, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 5: Public feedback on poster activity from the in-person Open House at the Spokane Central Library on Thursday, October 26, 2023.

Centers and Corridors Update Study – Public Engagement Memorandum



Appendix Photo 7: Public engagement table at Derailer Coffee on Saturday, October 14, 2023.