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Grand Boulevard Studies

- Transportation analysis focused on core of the business district on Grand between 29th and 34th Avenues
- Land use analysis sub-area bounded by 27th Avenue, 39th Avenue, Latawah, and Arthur Streets
Grand Boulevard is a key north-south arterial for the City of Spokane through the South Hill neighborhoods. The Grand Boulevard corridor study was commissioned to understand existing issues for pedestrians, bicyclists, and vehicles, develop potential streetscape improvements, and identify economic opportunities and zoning needs.
Grand Boulevard Transportation and Land Use Study launched September 2019.

- October 21-22 workshop and community meeting
- Walking tour of transportation area
- Online Survey – 475 responses
- February 27 2020 open house
- Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils support the study

Elements of the studies included:

- REVIEW: Traffic patterns and safety on Grand Boulevard
- DEVELOP: Understanding of bicycle and pedestrian needs
- EVALUATE: Concepts of lane reduction, bike lanes, wider sidewalks, and green infrastructure. Analyze current land use and market data
- STUDY: Land use boundaries with Comprehensive Plan goals in mind
Safety and Streetscape Improvements

• Critical concern: safety, especially for school children and senior residents

• Desire for traffic calming/design/pedestrian amenities

• Desires and concerns about streetscape and features that better define Grand Boulevard neighborhoods south of Manito Park
Comprehensive Plan – *Shaping Spokane*

Chapter 3 Land Use
1.1 Neighborhoods
1.2 Districts
1.3 Single-family residential areas
1.4 Higher density residential uses

Chapter 4 Transportation
TR Goals A-G; Sense of place, transportation choices, accommodate access to daily goods and priority destinations, promote economic opportunity, respect natural and community environments, public health and safety, and maximize public benefits and fiscal responsibility with integration.

Connectivity and Livability Plan – South Hill Coalition
Greenway connections, crossing improvements, more walkable centers attractive to reinvestment.

Comstock Neighborhood Council Traffic Calming
Safety for all users of all ability
Community Meetings
Market Analysis

- The Land Use market analysis was requested by Council in 2017, with the intent of a close look at current policy setting density and intensity of uses in the Grand District Center.

- Analysis evaluates the area’s redevelopment potential in context of Comprehensive Plan goals.

- Report documents favorable market conditions, ample residential and retail demand to support infill development in the Study Area.

- Existing land use policy appears to be well-suited to accommodate desirable development forms.

Higher density redevelopment opportunities are possible in the Center/Corridor-zoned nodes, where FAR limits are more generous and can be increased in the case of multifamily residential if certain project amenities are paid for by developer.

Land use change for any given site is ultimately up private property owners and developers; favorable market conditions alone will not guarantee redevelopment.

Public investments in the street should help promote an evolved vision of Grand Boulevard and may motivate private-sector players to action.
Strategic Conclusions, Considerations - Highlights

• Existing zoning is relatively generous in terms of densities, suggesting local policy is not a significant constraint to redevelopment

• Vacant land limited, indicating developers rely mainly on unsubsidized profit calculus to drive land assembly or scrape/rebuild decisions

• Incentives plus infrastructure development can be a strong motivating signal for redevelopment

• Strive to increase residential density to gradually improve the suburban auto-oriented development pattern; help define the street edge and forge walk/bike connections
Complete Streets

What Are Complete Streets?

The Grand Boulevard Study identifies complete street elements that can be added both in the short and long term to meet corridor goals. Complete streets accommodate all modes of transportation by planning, designing, and building facilities for walking, biking, transit riding, and driving trips.

GATHERING SPACES
Parks, plazas and courtyards create destinations along the street. These become opportunities for organized events, space to celebrate nature and culture.

CROSSING VISIBILITY
Clearly marked crossings create a safe and comfortable environment for people crossing the street by foot, bike and wheelchair.

BICYCLE ACCOMMODATIONS
Bicycle facilities offer separation from vehicular traffic for cyclists. These can include multi-use paths, on-street buffered and protected bike lanes. A complete street will accommodate a wide range of ages and abilities.

EFFICIENCY
Roadway design and operations should allow people to travel reliably and understand how to safely and efficiently move by bus or motor vehicle.

TRANSIT
A complete street considers every passenger's trip from start to finish. Transit stops should provide shelter, seating, wayfinding and transit information.

WALKING
A complete street should provide a high quality environment where people are safe walking and have natural features and great destinations that make people walk.
• One northbound and one southbound travel lane with center turn lane

• Enhanced pedestrian crossings with flashing beacons at 30th Avenue, 32nd Avenue and 33rd Avenue, restricting vehicle turn movements at 30th Avenue.

• Continuous bike lanes, plus a buffer when space is available

• Landscape area to separate sidewalks from traffic lanes

• Driveway relocation and consolidation as opportunities arise
Intersection Highlights – future Sacajawea Junior High
Street Sections - Phasing

TYPICAL STREET IMPROVEMENTS 29TH TO 32ND

STREET IMPROVEMENTS ADJACENT TO RECENT DEVELOPMENT
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