

GRAND BLVD

Transportation and Land Use Study



Neighborhood and Planning Services
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Urban Experience – City Council March 9, 2020



Introduction

- **Grand Boulevard Transportation and Land Use Study** launched in September 2019, with public kickoff meetings in October and a second Community Meeting February 27. Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils support the study, which is funded by Traffic Calming dollars and Council allocated funding.

Elements of the study include:

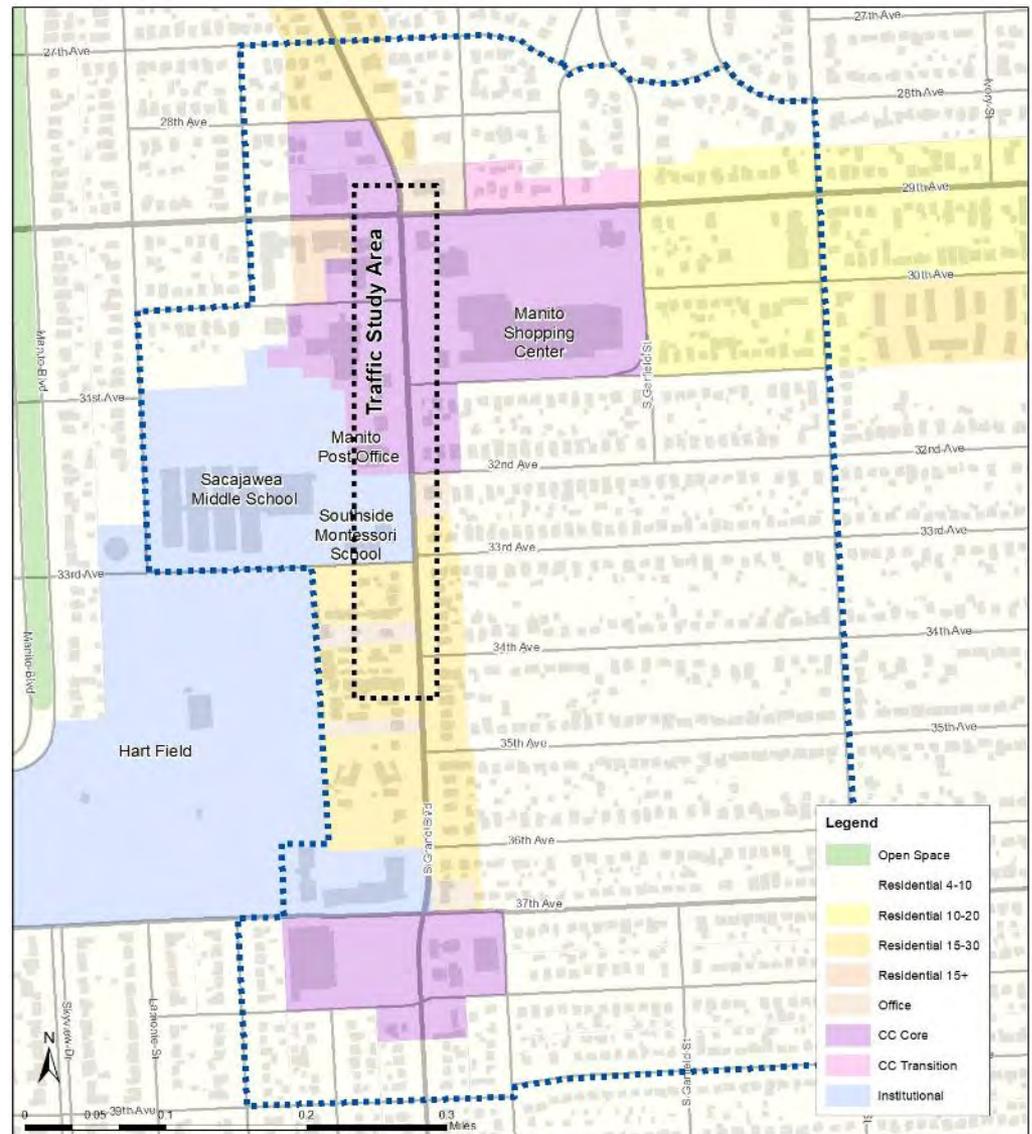
- REVIEW: Traffic patterns and safety on Grand Blvd.
- DEVELOP: Understanding of bicycle and pedestrian needs.
- EVALUATE: Concepts of lane reduction, bike lanes, wider sidewalks, and green infrastructure. Analyze current land use and market data.
- STUDY: Land use boundaries with Comprehensive Plan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



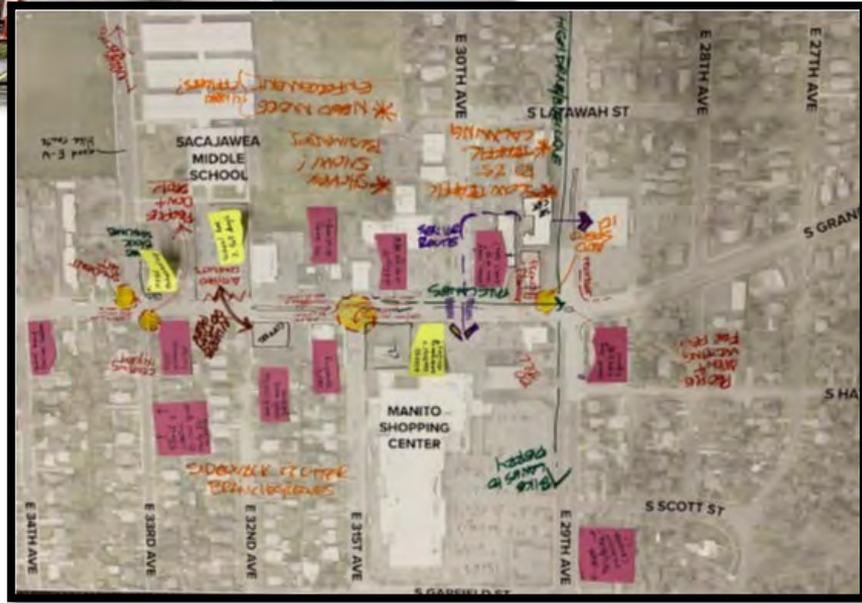
Project Area Boundaries

Generally, Grand Boulevard south of 29th Avenue.

- Transportation analysis focused on core of the business district on Grand between 29th and 34th.
- Land use analysis sub-area is bounded by 27th Avenue, 39th Avenue, Latawah, and Arthur Streets.



Summary of Community Meetings – October 2019



What were people talking about?

Snapshot: Online Survey – Dec. to Jan. 31, 2020

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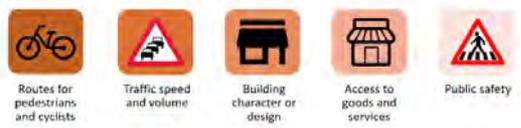


Project Survey Results

Q3. What are the most important **assets** that the Grand Boulevard planning area currently offers?



Q4. What are the pressing **issues** in the Grand Boulevard Planning Area?



Q5. What **new assets** would you like to see in the Grand Boulevard Planning Area?



Q7. **Where** are you going as you travel this part of Grand Boulevard?



Q8. What types of **changes** would make you more likely to **walk or bike** within the traffic study area?



Darker color indicates higher response rate

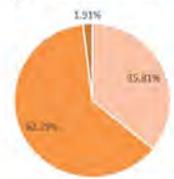
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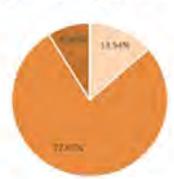
Project Survey Results

Q1. Where do you live?



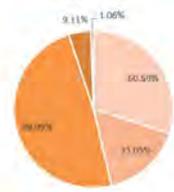
• Inside the Grand Boulevard Planning Area
 • In Spokane, but outside the Grand Boulevard Planning Area
 • Outside the City of Spokane

Q2. Where do you work?



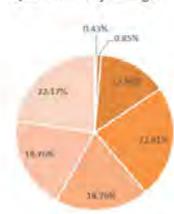
• Inside the Grand Boulevard Planning Area
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Q6. How do you travel within the study area?



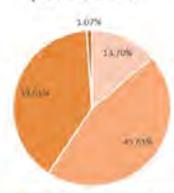
• Walk
 • Drive
 • Water, wheelchair, or mobility scooter
 • Bike
 • Take transit

Q22. What is your age?



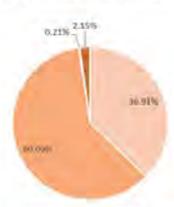
• Under 18
 • 18-24
 • 25-34
 • 35-44
 • 45-54
 • 55-63
 • 64+

Q23. How many people are in your household?



• 1
 • 2
 • 3 or more
 • Prefer not to answer

Q24. What is your gender?



• Male
 • Female
 • Non-binary
 • Prefer not to say

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Project Survey Results

"The old Albertson's building [...] would make a good **multi-use facility** for businesses such as co-working spaces, small performance venue, winery or micro-brew, restaurant/pub and coffee shop."

IDEAS FOR VACANT LOTS

Albertson's should be used for indoor lacrosse and gym with courts. We need more gym space for **kids athletics** near our homes.

"A grocer like My Fresh Basket or Whole Foods (with Amazon lockers) would be great for the vacant Albertson's store [...]"

"Leave it alone! It's perfect just the way it is!"

NO CHANGE

"[...] I think it should pretty much stay the same. It is a **lovely neighborhood**."

"Honestly, I am pretty content with the way it is. Walkability could be improved and some more restaurants would be nice, but the **identity is just fine** the way it is. If I wanted to live in the Perry District, I would move there."

"This seems like an opportunity to pull in the **character of the South Hill** along a prominent part of Grand. Very exciting. I love the walkable, neighborhood retail pins and the idea of compact garden apartments."

CHARACTER

"Keeping the character of the South Hill history, and finding a **central social gathering area** with retail and restaurants is way overdue. Basic services are there but fostering an **art, dining** and select retail space in a walkable park line configuration with a mind on parking would be a huge asset for the city."

Keep it **simple** and keep the **South Hill Charm**. We're not looking for Kendall Yards."

SAFETY IMPROVEMENTS

"My biggest concern is **speed** of vehicles and **ability to cross** Grand at sidewalks. My kids are involved in activities at school and at the Methodist church and especially during winter can be **dark** and **dangerous** to try and get across the crosswalk at 33rd and Grand."

"[...] I walk in the street at night often (along 32nd), because I know the **sidewalks** are in poor repair and I can't see them well enough in the **poor lighting**."

TRAFFIC

"Not impressed with vehicle **speeding** through residential areas."

"Whatever is done, we need to make sure it does not add to the traffic level on Grand Blvd., it is already quite **busy** and **loud**."

"I love this neighborhood [...] I walk a lot [...] Making this corridor more **walkable** for me and my 2 year old son would be so wonderful. [...]"

PEDESTRIAN FRIENDLY

"I think having more **pedestrian friendly access, street buffers**, and **community events** would fit this area well. Building compact developments and convenient stores would take away from the charm of this area."

"Safety needed for **walking** for **biking** students at Sacajawea."

"Improve **sidewalks**. Enforce **snow removal** from sidewalks."

"Mixed-use buildings, more **greenery**, and more **community events** will transform this area."

GREENERY

"More **green spaces**, bike lanes, cool street lamps/signs, and just a better communal, engaging feel rather than an arterial thoroughfare. [...]"

"**Preserve the historic fabric** and street trees. Don't allow incompatible architectural types to displace historic structures; fill with sensitivity."

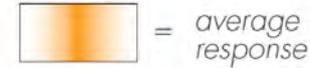
HISTORIC IMPORTANCE

"Grand has a **great history** that is barely recognized with only the old **horse trough** and the beautiful houses. These houses on South Hill are what attract people to move there, eat there, and visit the parks. New development and transit need to emphasize the beauty of historic South Hill. [...]"

"Please respect the **original architecture**. This is what draws people to this area. It is **distinctive** and would never be confused with any other neighborhood. [...]"

Online Survey Results

? How well do you think these design features fit the Grand Boulevard area?



separated bike lanes



Examples: bike lanes buffered from traffic and separated from pedestrians

Q9

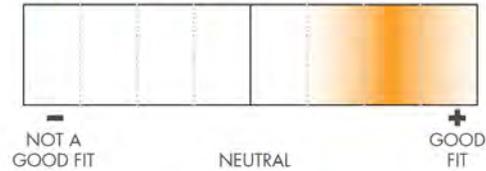


green streets



Examples: stormwater planters, pervious paving

Q10

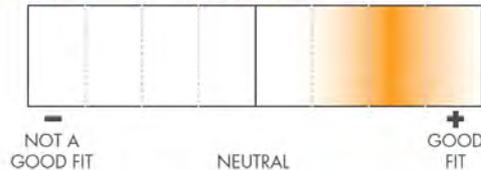


sidewalk amenities



Examples: landscape buffer, wide sidewalks, pocket parks, plazas

Q11

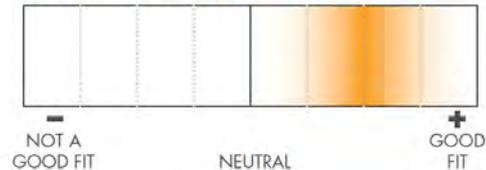


art/identity



Examples: art installations, gateway features, district identity

Q12

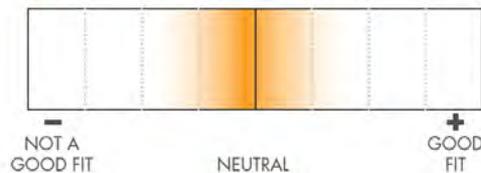


electric/AV/rideshare



Examples: electric car charging, small automated shuttle, rideshare parking

Q13

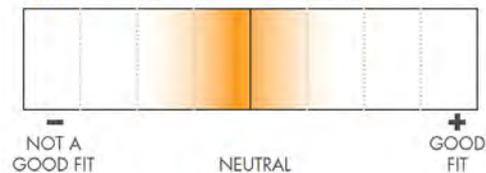


on-demand mobility

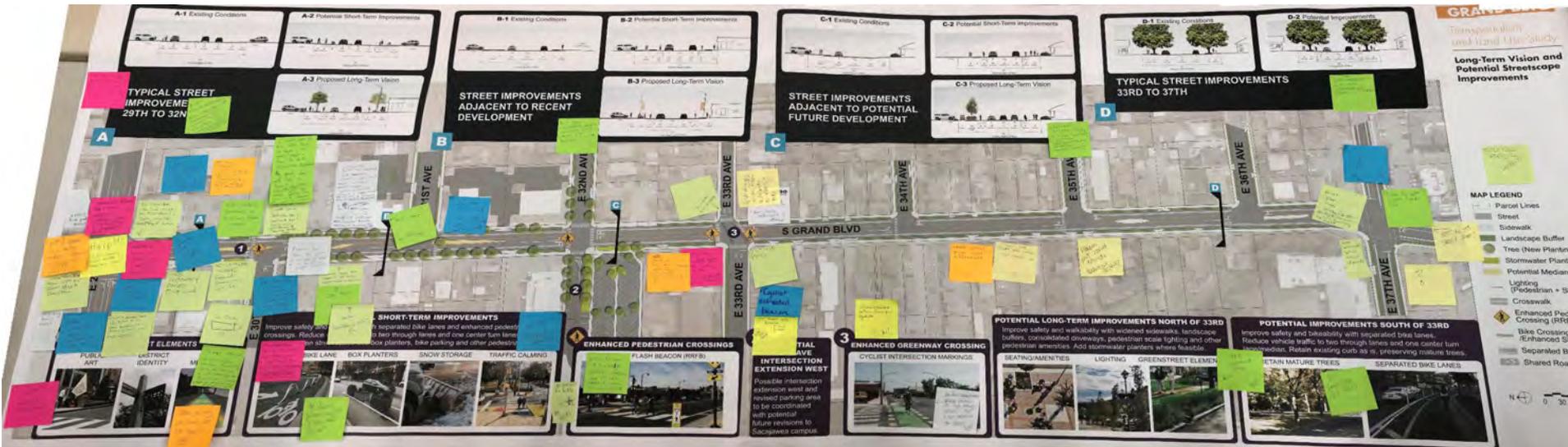


Examples: electric scooters, bike rental hub

Q14



Grand Boulevard Analysis – February 27 Comment Map



People Talked About Safety and Streetscape in meetings and online survey

Safety was identified as a critical concern, especially from 29th Avenue to 33rd Avenue.

- Long intersection crossing - drop two lanes [29th Avenue]
- Help!!! Shorter crossing, slower traffic, add some trees
- I would love to feel safer biking to Super 1 to grocery shop from the Hutton Elementary neighborhood

Desire for traffic calming/design/ pedestrian amenities:

- Better, bigger sidewalks - more protection from cars
- Like concrete islands - provide more protection for pedestrians
- Like the traffic calming painted crosswalks graphic (Sacajawea Admin)

Desires and concerns about Streetscape and Amenities

- Alternative landscape buffer is highly desirable. Narrower drive lanes for traffic calming
- Like the trees - make sure they are coordinated with bus stops
- Bike activation options for [rectangular rapid flash beacon] RRFB

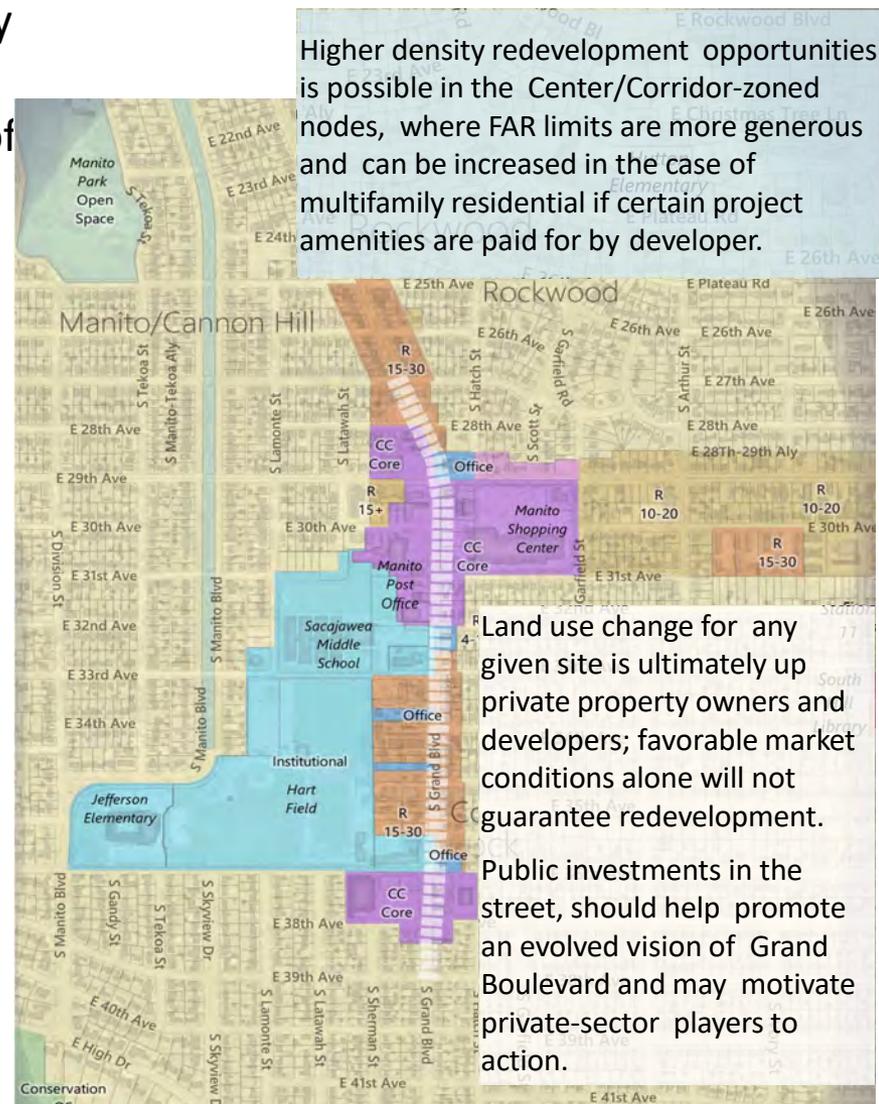


DRAFT
Market Analysis
Spokane Grand Boulevard



Leland Consulting Group
February 2020

- 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.
- Briefly, the analysis evaluates the area's redevelopment potential that further Comprehensive Plan goals.
- The report documents favorable market conditions, with ample residential and retail demand to support infill development in the Study Area.
- Existing land use policy for the area appears to be well-suited to accommodate desirable development forms.
- Finally, investments in street improvements should help attract developer and property owner interest in redevelopment.



Conclusions & Strategic Considerations

- The Study Area lies within a market context of favorable income demographics and modest but steady residential growth.
- Together with the significant undersupply of retail south of I-90, this creates an environment of healthy residential and retail demand for the Market Area, with a diminishing supply of land to satisfy that demand.
- The estimated residential and retail Market Area demand is more than adequate to support unsubsidized redevelopment of the limited supply of vacant zoned parcels in the Study Area.
 - At conservative capture rates, an estimated approximately 130 to 270 new multifamily units (primarily rental) could be absorbed in the Study Area, along with approximately 70,000 to 100,000 SF of neighborhood-serving retail space.
- Unless the Manito Shopping Center decides to embark on a major redevelopment, near-term (0-5 year) infill activity will likely be limited to a handful of relatively small infill sites in the Study Area.
- Given the existing suburban auto-oriented development pattern in the Study Area, there is much to be gained in terms of quality of life and safety by making street improvements and adding ped-friendly amenities.
- Opportunistically adding increased residential density and reconfiguring existing retail to help define street edges and forge walk/bike connections would both help to further that goal.

Conclusions & Strategic Considerations (continued)

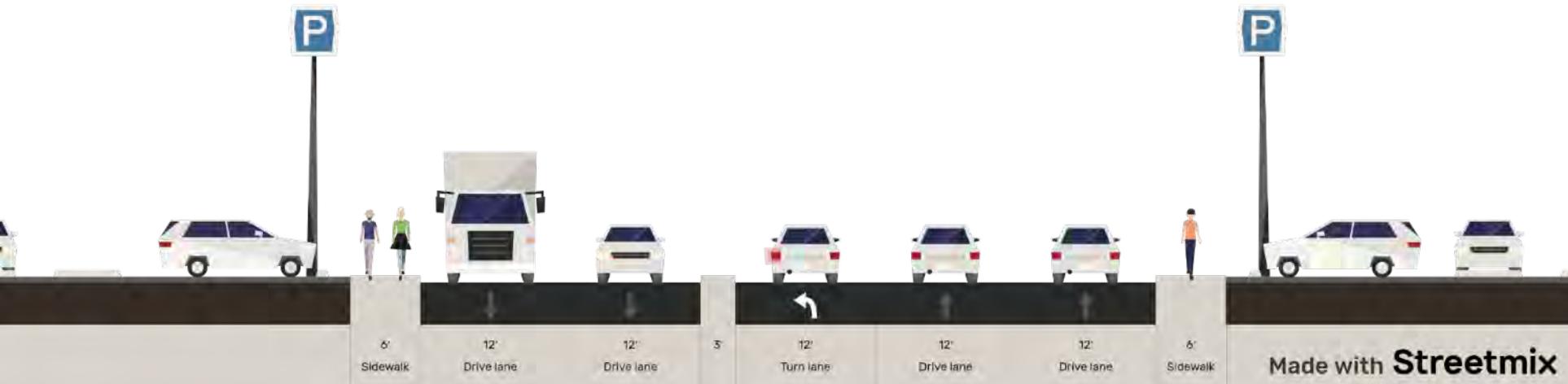
- Existing zoning along Grand Boulevard is relatively generous in terms of densities, relative to what developers (either retail or residential) are likely to consider for the area, suggesting that local policy is not a significant constraint to redevelopment here.
- Because of its higher income profile, no major development incentives are available in the Study Area, leaving developers to rely mainly on an unsubsidized profit calculus to drive land assembly and rehab or scrape/rebuild decisions.
 - Adding new units to low- and middle-income areas is a direct route to combating the city's growing housing affordability problem; however, the creation of new residential inventory *anywhere* in the city will actually help shift the supply/demand equation in favor of greater affordability.
 - The combination of incentives plus infrastructure investment can be a strong motivating signal to property owners who may otherwise be reluctant to consider redevelopment.
 - Expanding the City's MFTE program could help spur opportunistic infill development in the Study Area -- promoting greater housing diversity, adding needed supply units, and helping to reshape Grand Boulevard in concert with transportation and streetscape improvements.

Grand Boulevard Analysis



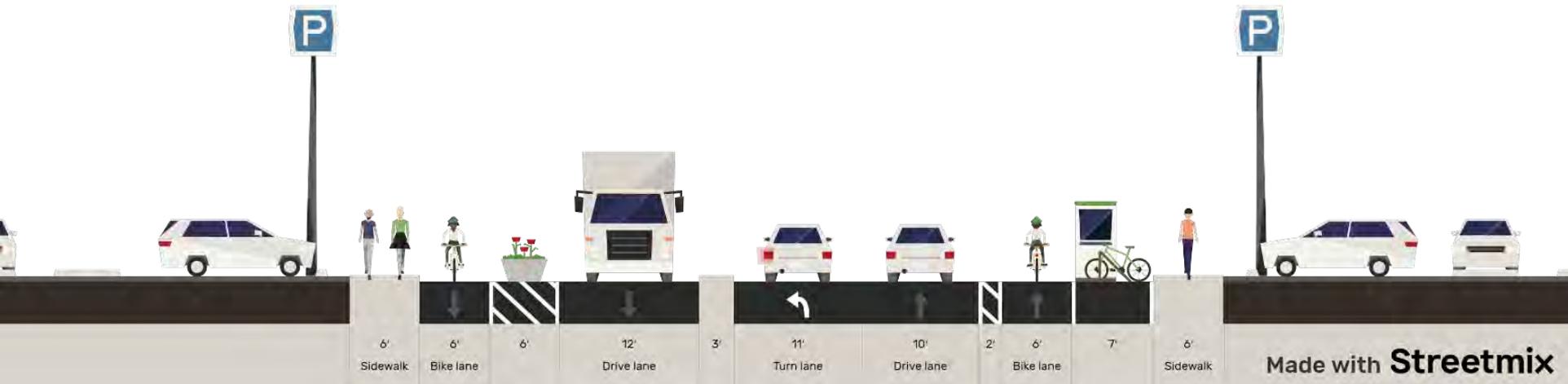
Grand Boulevard Concepts: 29th – 32nd Avenue

Existing Grand Blvd 29th - 32nd



Grand Boulevard Concepts: 29th – 32nd Avenue

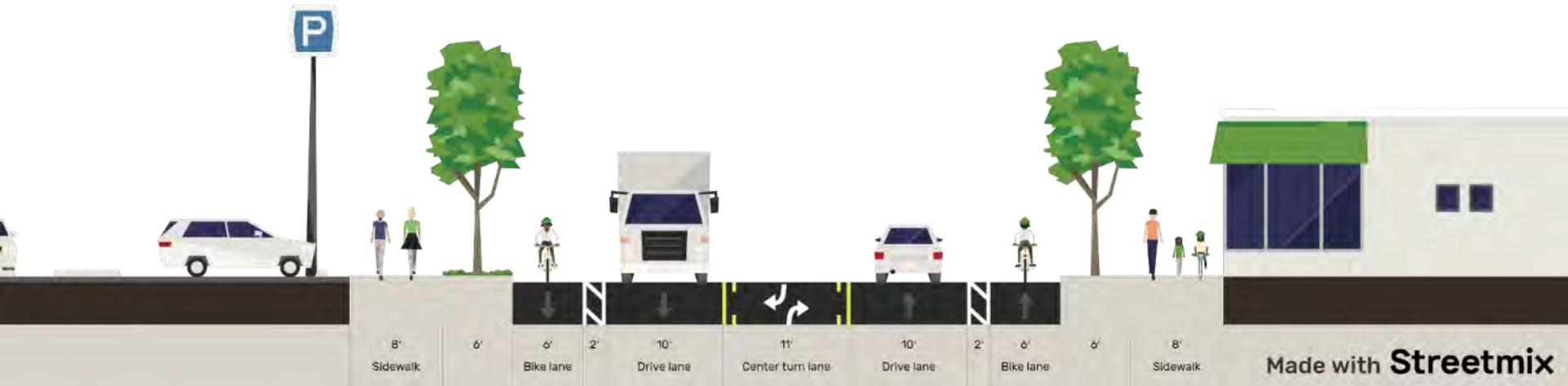
Short Term Grand Blvd 29th - 32nd



Work within existing curb lines

Grand Boulevard Concepts: 29th – 32nd Avenue

Future Grand Blvd 29th - 32nd



Bring curb lines in and add landscaping, trees

Grand Boulevard Street Concepts



Grand Boulevard Design Concept for Open House

Safety, Travel Options, and Streetscape



with revisions to Seagraves school campus

Because this is also a school crossing a school crossing shows RRFB here

What's Happening Now? What's Next?

Now

- Compiling feedback from February 27 Community Meeting and refining Grand Boulevard concepts.
- Finalizing Market Analysis.
- Updating project page with survey, graphics, reports: <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>



Next

- Draft of Final Report and Traffic Analysis – March 31.
 - Breakdown recommendations into short, medium, and long term build alternatives with estimated costs.
- Present final transportation and land use study to Plan Commission and City Council for Resolution.



Stay Involved!



*Email grandboulevardplan@spokanecity.org
to join the email distribution list for updates or to send
your comments and questions*

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