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.
Generally, Grand Boulevard south of 29\textsuperscript{th} Avenue.

- Transportation analysis focused on core of the business district on Grand between 29\textsuperscript{th} and 34\textsuperscript{th}.

- Land use analysis sub-area is bounded by 27\textsuperscript{th} Avenue, 39\textsuperscript{th} Avenue, Latawah, and Arthur Streets.
Summary of Community Meetings – October 2019

What were people talking about?
People Talked About Safety and Streetscape in meetings and online survey

Safety was identified as a critical concern – especially for school-aged children and senior residents

- Children crossing Grand overall and particularly “The Crossing” at Grand Blvd and 33rd Ave.
- Older shoppers crossing at 30th Ave and Grand Blvd.

Desire for traffic calming/design/ pedestrian amenities:

- Cars are too fast on Grand Blvd
- Bus travel and access challenges north of 29th Ave

Desires and concerns about Streetscape and Amenities

- Desire for tree lined streets
- Extend bike lanes to the end of Grand – (High Drive/42nd)
- Center lane is an important component on Grand
Grand BLVD
Transportation and Land Use Study

Project Survey Results

IDEAS FOR VACANT LOTS

- "The old Albertson's building [...] I would make a good multi-use facility for businesses such as co-working spaces, small performance venues, a kitchen co-op, green store, restaurants, and workshops."
- "A grocery like Whole Foods or Mariano's across the street would be great for people and foot traffic! Albertson's alive!" (3)
- "I would love shopping centers to be pedestrian-friendly across street buffers. It would add character, make shopping and convenient events exist. I would also love some more cohesion with surrounding areas.

PEDESTRIAN FRIENDLY

- "I really love the street.) I walk a lot! [...] Making the center more walkable to me and my 2 year old. Having good lights would be so wonderful."
- "I think having more pedestrian-friendly access to green spaces and community events would help this area work. Building compact developments and convenient stops will take away from the charm of this area.

NO CHANGE

- "Super awesome. Perfect. Nothing to say..."
- "I think it's just fine. It's a perfect neighborhood."
- "Currently, I am very content with the way it is. Pedestrians should be improved and more greenery would be nice, but the identity is just fine."

SAFETY IMPROVEMENTS

- "I would love to see sidewalks in poor repair and can't see clearly enough in the poor lighting."
- "Sidewalks are in poor repair and can't see clearly enough in the poor lighting."
- "I want to walk the streets at night without needing to fear for my safety."

GREENERY

- "More green spaces like trees, bushes, green landscapes, and parks for better community engagement. Let's not lose that charm!"
- "More greenery and more community events and multi-use in this area."

TRAFFIC

- "I'm not impressed with traffic, speeding in these areas."
- "Preserve the historic fabric and lines of the streets."
- "Keep it simple and lawns."

HISTORIC IMPORTANCE

- "Grand has a great history and is being recognized with only the old brick houses and the beautiful houses."
- "I would love to see more houses that are like the older ones. People need more than just clothes and shoes."

CHARACTER

- "Grand has a great history for being well-recognized with only the old brick houses and the beautiful houses."
- "These houses on South Hill are at an advantage because they have a lot of history. People need more than just clothes and shoes."
- "I would love to see more houses that are like the older ones. People need more than just clothes and shoes."

Full details on the survey response will be available on the website below the first week of March.

https://www.surveymonkey.com/r/projectgrand/southhillransportationandlandusestudy
**GRAND BLVD** Transportation and Land Use Study

**Online Survey Results**

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

- **separated bike lanes**
  - Q9
  - Examples: bike lanes buffered from traffic and separated from pedestrians

- **green streets**
  - Q10
  - Examples: stormwater planters, pervious paving

- **sidewalk amenities**
  - Q11
  - Examples: landscape buffer, wide sidewalks, pocket parks, plazas

- **art/identity**
  - Q12
  - Examples: art installations, gateway features, district identity

- **electric/AV/rideshare**
  - Q13
  - Examples: electric car charging, small automated shuttle, rideshare parking

- **on-demand mobility**
  - Q14
  - Examples: electric scooters, bike rental hubs

= average response

- NOT A GOOD FIT
- NEUTRAL
- GOOD FIT
February 27 Community Meeting

What were people talking about?
People Talked About Safety and Streetscape in meetings and online survey

_Safety was identified as a critical concern, especially from 29<sup>th</sup> Avenue to 33<sup>rd</sup> Avenue._

- Long intersection crossing - drop two lanes [29<sup>th</sup> 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
• 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.

Higher density redevelopment opportunities is 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.
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

Recommendation for one southbound through lane
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

Bring curb lines in and add landscaping, trees
Grand Boulevard Street Concepts
Grand Boulevard Design Concept for Open House

Safety, Travel Options, and Streetscape

[Diagram of Grand Boulevard Design Concept]
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/](https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/)

**Next**
  - 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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