

SPOKANE

INNOVATION ALLEYWAYS



A GUIDEBOOK AND TOOLKIT FOR THE SPOKANE COMMUNITY

SPOKANE

INNOVATION ALLEYWAYS

EMPOWERING THE PEOPLE OF SPOKANE TO
CREATE CAPTIVATING ALLEYS

ENHANCE CONNECTIVITY THROUGH DOWNTOWN
INCREASE ACCESS TO BUSINESSES
DISCOVER NEW OPPORTUNITIES

**Spokane Innovation Alleyways is a Mayor's initiative to activate the city's alleys in an effort to reclaim lost spaces. This is not intended to be a regulatory document and all information is current as of September 2019. Please contact the City of Spokane for the most current permitting requirements and procedures.*

ACKNOWLEDGEMENTS

The Innovation Alleyways Toolkit was developed in collaboration with property owners, businesses, residents, community organizations, agency partners, and the City of Spokane.

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Figure 1.1



“Alleyways present an opportunity for a third place within the downtown. First is the street and sidewalks, second being the shops and business. The potential for hybrid, outdoor spaces for events, shops, and even parks in the alleys is tremendous.”

-Survey Participant

WHAT IS AN ACTIVATED ALLEYWAY?



Figure 2.1

WHY ACTIVATE SPOKANE'S ALLEYS?



Figure 2.2

HOW DO YOU ACTIVATE AN ALLEY?



Figure 2.3

Activated alleyways are public spaces which add a unique character and value to the city and downtown alleys. Well-designed and maintained alleyways create spaces where all people feel welcome, comfortable, and safe.

Activated alleyways emphasize community, pedestrians, and a sense of place through a combination of improvements.

Alley activation has the potential to become a large part of our urban fabric and has had economic and cultural impacts in other similar cities.

Activated alleyways build a more walkable city through pedestrian-focused spaces that are removed from busy roads and traffic. They promote interaction between people and the built environment and invite social gatherings and unique experiences with events and attractions that support all citizens. Activated alleyways also contribute to healthy functioning ecosystems.

Spokane's community members and business owners have an opportunity to actively lead in the design of their activated alleyways. By putting the design and construction of the alleys in the hands of the people, it enables the creativity and initiative of the community to come to life.

This method will allow each block's character to shine and celebrate its unique charm.

VISION

Alleyways are crucial to a downtown's transportation infrastructure and overall ecosystem. When designed and managed intentionally, activated alleyways can be a source of vitality and social activity by increasing streetscape features and pedestrian infrastructure. Once overlooked, these small streets can transform into vibrant public spaces and community assets. Alleyway activation is supported by the 2008 "Fast Forward" Downtown Plan and the 2010 Downtown Design Guidelines.

Other benefits include increased sense of safety, highlighting the arts and culture, stormwater collection, and much more to enrich the downtown experience. Activated alleys are designed as inviting spaces for people with an enhanced focus on walking and biking, and become unique places and destinations for all to visit and enjoy with different events and activities.

This toolkit is for all community members, as well as property owners, organizations, and businesses who are interested in activating select downtown alleyways. This toolkit will provide an overview of alleys in downtown with a focus on Railroad Alley and Steam Plant Alley. It will explore design tools for alley improvements and identify the process and resources needed to make improvements.

With community and stakeholder input, Innovation Alleyways has created local buy-in for alleyway improvements and a strategy to coordinate City departments in supporting alley activation projects.

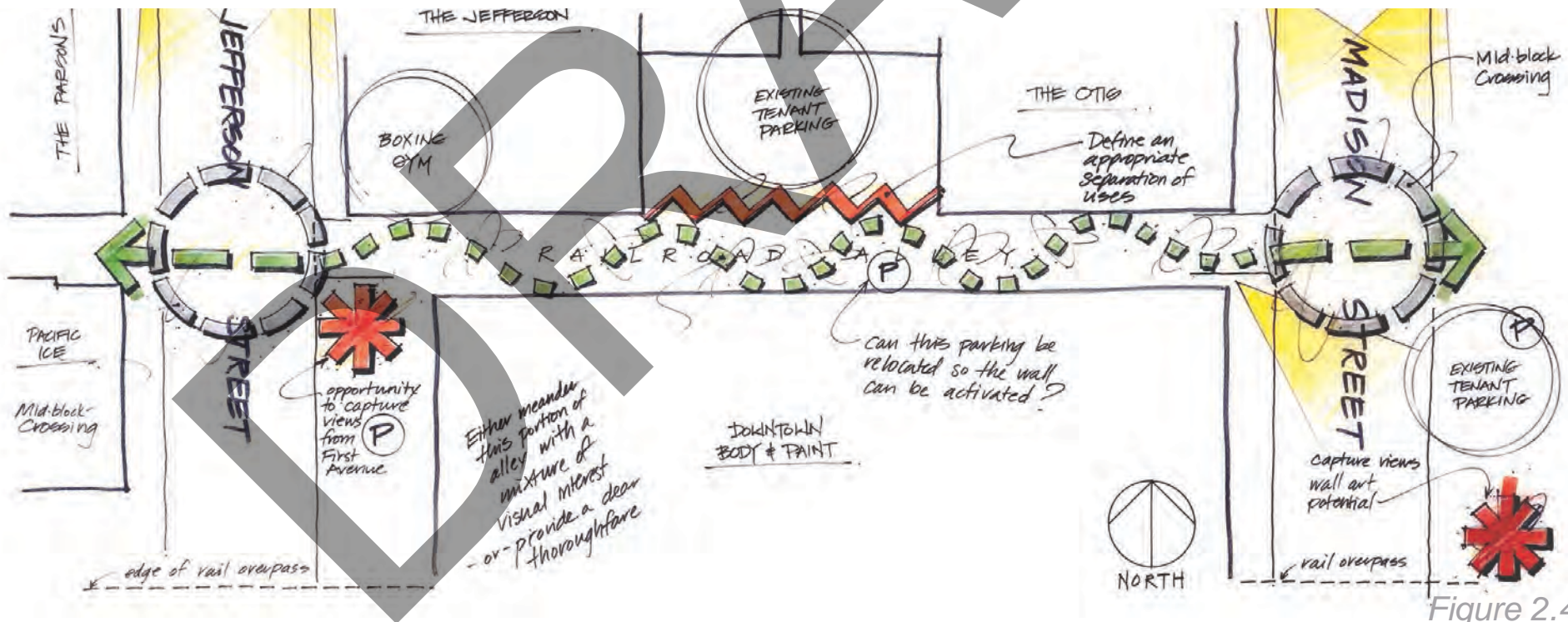


Figure 2.4

ENGAGEMENT PROCESS

The City hosted a two-day design workshop on March 29 & 30, 2019 along Railroad Alley to explore alley conditions and design ideas from the community. Participants shared ideas around improved lighting and greenery as well as people-oriented spaces for café seating, arts, music, and other programming that help make the alleys a destination. A second open house was held on Friday, May 3 in downtown Spokane as part of First Friday, an event downtown that is designed to showcase the art and retail scene. The First Friday event was a partnership with the Downtown Spokane Partnership, and provided another opportunity for ideas to be shared on how downtown alleys should be activated.

Additionally, community members provided input through a brief online survey. A total of 229 people participated in the survey from March to June 2019. Business owners, property owners, residents, and community organizations provided input and feedback on how people use alleys and what improvements they would like to see to activate the spaces.



Figure 2.5

How do you currently use Railroad Alley and/or Steam Plant Alley in downtown?



What issues and challenges do you currently face in the alleys?



What enhancements would you like to see to improve the current conditions in the alleys?



SITE DESCRIPTION

The Innovation Alleyways project is specifically focused on Railroad Alley and Steam Plant Alley in Downtown Spokane, which both run in the east-west direction, parallel to the BNSF railroad viaduct.

These alleys are of particular interest to the City of Spokane for a number of key reasons:

- **Ownership**
 - For the most part, these alleys are publicly-owned with limited vacation and private ownership. This has afforded a continuously-connected corridor across multiple city blocks with very few structural barriers which allows for unrestricted human movement. It also ensures that utilities, garbage, and other essential services are accessible.
- **Size and Extent**
 - These alleys reach across the entire east-west length of the Downtown.
 - They are also of a significant width (approximately 16' – 20') which, in addition to the capacity for hosting full-width temporary activities, provides opportunities for more permanent activated uses adjacent to structures while maintaining clearance for critical vehicular services, such as truck access.
 - The buildings and other structures lining the alleys have a varied vertical dimension, generating interesting views from the ground-up and from the top-down. In most locations, structural building attachments can span the alleys' width and still allow for taller vehicles to pass below.

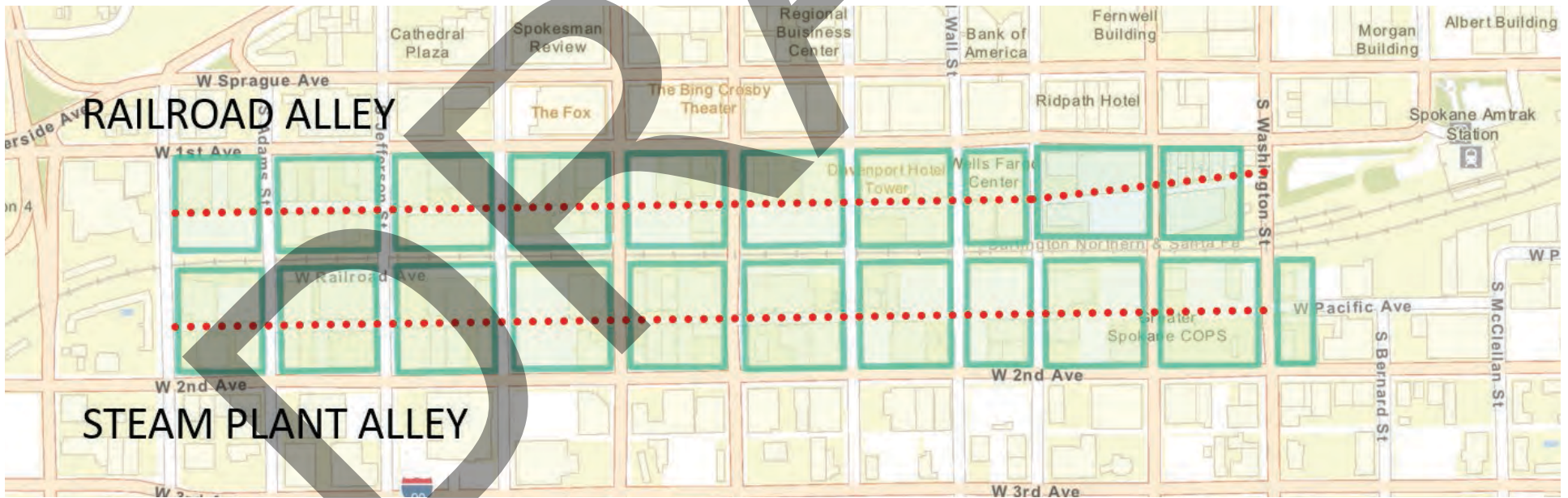


Figure 2.6

LAND USE & ARCHITECTURAL CHARACTER

Many structures along these alleys were built early in the City's history, allowing material unity (e.g., brick, stone). The exteriors may have a similar style, but since the interior spaces have changed hands over the years there is now a unique and eclectic feel to these spaces. There is a great opportunity to celebrate and enhance these unique urban spaces.

Since alleys are traditionally unfrequented service areas, they can be susceptible to widespread illicit activity (e.g., drug use, graffiti, trespassing). Bringing healthy and lively activities to the alley as well as designing the new spaces with care can discourage undesirable illegal activities.



Figure 2.7

ALLEY COMPONENTS

ATTRACTIONS

Whether programming the space with events or utilizing the space for outdoor dining, activity breathes life into alleys.

LIGHTING

Lighting makes the alley usable at night, contributes to safety, and can add delight.

FURNISHINGS

Seats, bike racks, benches, and tables. Whatever it is, furniture creates a comfortable public space.

GREENERY

Alleys can play host to creative green spaces that add a touch of nature to the concrete jungle.

PEDESTRIAN INFRASTRUCTURE

Paint or pedestrian-scale paving visually signals that the alley is a place for people, not just vehicles.



Figure 3.1

DESIGN TOOLS

This section explores a selection of design tools which can be used to activate an alley. Each tool provides a variety of common design elements seen in activated alleys for simple to moderate improvements. Each element includes a general description, cost range, applicable design guidelines, and identifies local partners and resources available. This toolkit provides a resource for common ideas and options that property owners, businesses, residents, and community organizations can use to activate select downtown alleys.

SECTION ICON

Quick reference tool for reader to know what category the design tool falls under.

DESCRIPTION

Definition of the design tool and common locations and uses.

EXAMPLE IMAGES

Design Tool:					
Goal:	Lighting	Furnishings	Greenery	Pedestrian Infrastructure	Attractions
Safety and Security	◆		◆	◆	◆
Placemaking	◆	◆	◆	◆	◆
Wayfinding	◆			◆	◆
Connectivity		◆		◆	
Build Community		◆			◆

GOALS MET

List of project goals the design tool will accomplish.

COST RANGE

\$- Up to \$1,000
 \$\$- Up to \$5,000
 \$\$\$- Up to \$15,000
 \$\$\$\$+ Greater than \$15,000

REQUIREMENTS

List of items that may be required or specific restrictions that are not permissible.

TIPS FOR SUCCESS

This items are not required, but are useful tips or ideas to help guide the project.

RESOURCES

Documents, web pages, and local partners that can help the applicant successfully implement the chosen tools.

ALLEY IMPROVEMENT

GOALS MET: IMPROVED CONNECTIVITY, SAFETY

COST: \$-\$\$

DESCRIPTION

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REQUIREMENTS

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- tum obunit ideorum ad fac interem inte vis, vistam pra prorivissum. Omninculca

TIPS FOR SUCCESS

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RESOURCES

Et conte quam loc, vil consus? Opionumus, quidees ignonvo culocci aequit videmullis hil hor evicerce fuid condam effrem iam sedeesere iaetius haedo, nonsuli butus? Etrec ie mo iaet nonsi illiu qui probres crictorum iamena, maiorei efectas consula



LIGHTING

Alleys without proper lighting can feel dark and neglected or unsafe, particularly at night. Community survey respondents indicated that one of the primary concerns in using the alleys in downtown Spokane is the lack of lighting. Lighting can define space and contribute to the perception of safety and security. Additionally, lighting allows the alley to be used beyond daylight hours for all type of activity and uses. Soft light lends to quiet areas more suited to date nights or discussions. Brighter light can imply more activity, suited to night markets, concerts, and dances. Consider the intended use for the space when choosing lighting options for the space.



Figure 3.2

STRING LIGHTS



GOALS MET: *Safety & Security, Placemaking, Wayfinding*

COST: \$\$ TO \$\$\$

DESCRIPTION

Most streets have standard overhead lighting, but this does little to create an ambiance that offers different moods and is inviting to pedestrians. String lights are an inexpensive way to bring soft overhead light to the alley and provide the feeling of a canopy by lowering the perceived “ceiling” height of the alley and making it more comfortable. This allows a relaxed and warm atmosphere appropriate for community gatherings and events.

REQUIREMENTS

Lights must be installed at a minimum of 14 feet above the pavement

Exterior sub-panel connected to City or Avista power must be installed with shut-off switch for emergencies

Memo of Understanding (MOU) for responsibility of lights

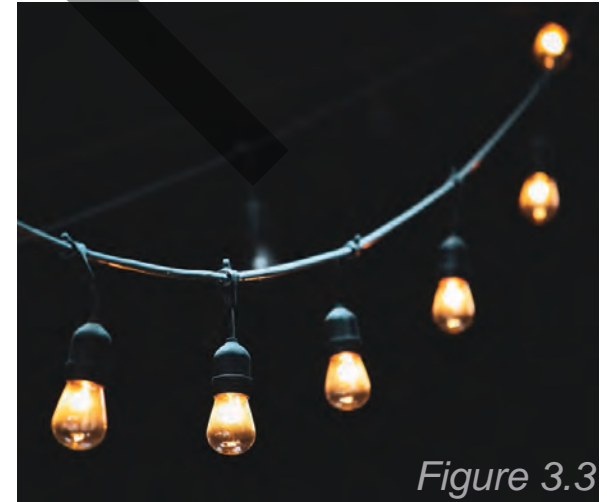


Figure 3.3



Figure 3.5



Figure 3.4

TIPS FOR SUCCESS

Pair string lights with one or two other light options to enhance safety and security.

UPLIGHTING & OVERHEAD LIGHTS

	GOALS MET: <i>Safety & Security, Placemaking, Wayfinding</i>	COST: \$\$ TO \$\$\$+
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DESCRIPTION

Up-lighting is a style of lighting that is either flush with the ground or mounted to the wall. It casts light upwards to illuminate the wall or other features. This style provides more regular, even lighting than string lights, but still provides soft light to the alley below. This is a good option if the goal is to maintain a quiet, intimate setting.

Overhead building lights provide the most light of the options recommended in this toolkit. It may be beneficial to increase the light levels for safety and better visibility if events or programming are planned that draw large crowds to the alley. Overhead lighting also provides lighting to improve safety for pedestrians, bicyclists and riders, and drivers alike.



Figure 3.6

REQUIREMENTS

Lights must be installed at a minimum of 14 feet above the pavement

Exterior sub-panel connected to City or Avista power must be installed with shut-off switch for emergencies



Figure 3.7

TIPS FOR SUCCESS

Cost will vary greatly based on quantity and quality of light fixtures. Consider researching multiple vendors and installers.

If there are nearby residences, consider the direction light is cast to avoid directing bright shafts of light into homes.



Figure 3.8



FURNISHINGS

Furnishings invite people to stop and spend time in and around the alley, especially when paired with other active uses. They enhance people's options in the alleys, and provide needed support for users of all abilities to get around more conveniently. The majority of survey respondents who use the alleys in downtown Spokane indicated they use them primarily for connecting to other places, but many shared the desire to stop and experience the alley as the destination itself. Furnishings help activate the alley by bringing people-oriented design outside.



Figure 3.9

SEATING



GOALS MET: *Placemaking, Connectivity, Build Community*

COST: \$ TO \$\$\$\$+

DESCRIPTION

Seating in particular is an important part of alley activation. Placing a table and chairs in the alley can encourage visitors to stop and sit a while. Seating allows everyone an opportunity to rest, especially those with limited mobility. When designed with intention, seating can also add color, interest, and personality to an alley. Movable seating provides flexibility for pedestrian options and ensures the alley can continue its basic functions (trash pickup, deliveries, etc.).



REQUIREMENTS

Unless negotiated otherwise through the sidewalk cafe permit process, seating should not encroach more than 4' into the alleyway

Seating must be movable to maintain vehicular access

Eateries wanting to serve food and drink outside will need to follow sidewalk cafe permitting requirements with the City of Spokane.



TIPS FOR SUCCESS

Consider what uses and attractions are nearby

Is timing important? Consider specific times for pedestrians and vehicles.

Would adding a table or two enhance the space?

Movable seating allows for businesses to secure furniture outside of business hours

RESOURCES

[Downtown Spokane](https://downtownspokane.org/)

[Partnership](https://downtownspokane.org/)

<https://downtownspokane.org/>

[Spokane Streetscape](https://my.spokanecity.org/downtowncentral/experience/streetscape-and-public-space/)

[Improvement Project Plan](https://my.spokanecity.org/downtowncentral/experience/streetscape-and-public-space/)

<https://my.spokanecity.org/downtowncentral/experience/streetscape-and-public-space/>

MICRO-MOBILITY



GOALS MET: *Placemaking, Connectivity, Build Community*

COST: \$\$ TO \$\$\$

DESCRIPTION

Micro-mobility is a transportation level between pedestrian and vehicular, including bicycles, scooters, and skateboards. With the addition of Lime bicycles and scooters, Spokane's micro-mobility community has become increasingly popular.

Bicycle racks provide a convenient and safe area to lock and store bicycles while people are shopping, eating, or visiting businesses and attractions in the alley. Bicycle racks and designated shared mobility parking can also support the City's WheelShare program that allows electric-assist bikes and electric scooters to be checked out and used for a small fee throughout the city. If space is restricted, look into putting bike racks on the nearest adjacent sidewalk. Also consider the available space- is a perpendicular or parallel bike rack better?

Bike racks can take any number of creative forms and can be parked at essentially any location. Providing micro-mobility improvements in alleys or nearby sidewalks can lead to increased sales and visibility at nearby businesses.

REQUIREMENTS

- Must be 2 feet from curb, ideally 3
- Must be 5 feet from any fire hydrant
- Cannot block any windows or doors designated as fire exits
- Must have two points of contact for attaching a lock



Figure 3.12



Figure 3.13

TIPS FOR SUCCESS

Placing racks within 50 feet of the intended destination is an ideal walking distance.

Consider adding a bike maintenance station for unexpected repairs.

Galvanized or powder coated steel are recommended as the most rust and damage resistant materials for bike and scooter racks

RESOURCES

Contact the [City's Wheelshare program](#) for more information-

<https://my.spokanecity.org/projects/wheelshare/>

Spokane Bicycle Parking and Shared Mobility Parking Zone Standards (Coming Soon!)



Figure 3.14



GREENERY

Greenery can infuse an alley with plants to create attractive places that both engages people and adds to downtown Spokane's natural environment. Consider portable options such as hanging baskets and planters for more versatility on the ground level, or climbing vines and living walls to brighten up the walls and overhead space.



Figure 3.15

PLANTERS, BASKETS, AND VINES



GOALS MET: *Safety & Security, Placemaking*

COST: \$ TO \$\$

DESCRIPTION

An easy solution to add greenery to an alley is to bring in portable options. Above ground planters range from pots to concrete containers. Hanging planters and baskets provide greenery overhead, and are found in many places throughout downtown Spokane. Vines can be grown in a container and allowed to grow over the walls, creating interest not just on the ground but upwards as well. Different vines climb in different ways-some need a trellis or other object to climb, while others use suckers to attach directly to a flat surface.

REQUIREMENTS

Must be portable to allow vehicular access
No invasive plant species permitted
Plants should not damage masonry or paving surfaces



Figure 3.16

TIPS FOR SUCCESS

Consider the conditions of the alley, what type of plants will grow best, and the maintenance required to ensure the plants thrive.

Consider using plants and techniques that conserve water.

Be careful of suckering vines on brick surfaces. The suckers have potential to break up mortar.



Figure 3.17



Figure 3.18

RESOURCES

Visit a local nursery to speak with an expert about matching the best plants to the conditions of the alley.

Spokane County Noxious

Weed List: <https://www.spokanecounty.org/1102/Noxious-Weed-List>

Spokanescape Program:
<https://my.spokanecity.org/publicworks/water/slow-the-flow/spokanescape/>

*WSU Horticulture Extension
Office: 509-477-2048*

LIVING WALLS AND TRELLISES

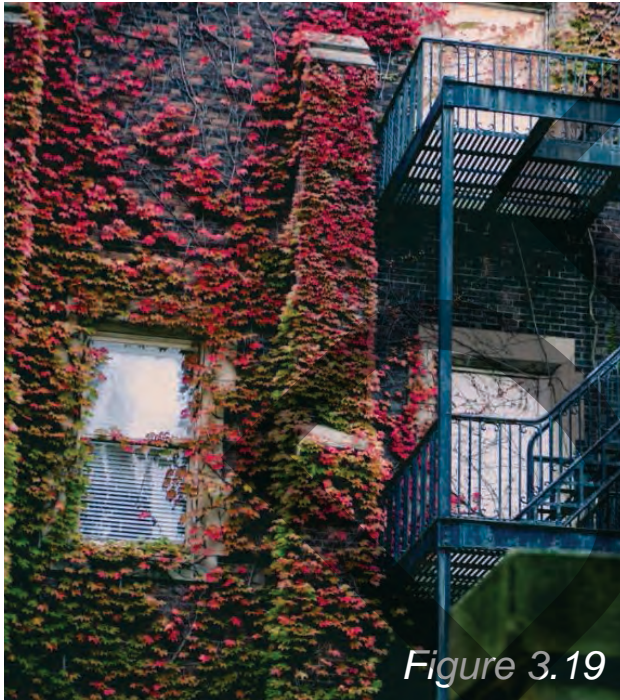


GOALS MET: *Safety & Security, Placemaking*

COST: \$\$ TO \$\$\$

DESCRIPTION

Living walls are vertical gardens that use wall-mount systems for structural support. Living walls are options for underutilized wall space or alleys with limited space. They are mounted to an exterior wall and require a support system for stabilizing and watering plants, typically loose-soil or hydroponic fiber mat systems. These may range in size, function, and cost depending on the desired system and outcome. Trellises are supportive structures on which a climbing or vining plant can be trained.



TIPS FOR SUCCESS

Drought and shade tolerant plants can reduce water demands and provide cost-savings.

All the required components of living walls can make them very heavy. Consider vining plants if the alley's surface is not structurally sound- such as crumbly brick.

Any planting of invasive species is highly discouraged, particularly all variants of English ivy.

RESOURCES

*Contact **local** nurseries and hydroponic shops for plant suggestions, best practices, v and examples in the city.*

Spokane County Noxious

Weed List: <https://www.spokanecounty.org/1102/Noxious-Weed-List>

Spokanescape Program: <https://my.spokanecity.org/publicworks/water/slow-the-flow/spokanescape/>

*WSU Horticulture Extension
Office: 509-477-2048*





PEDESTRIAN INFRASTRUCTURE

Activated alleys are shared; they accommodate vehicles and service functions while also providing enhanced pedestrian infrastructure and amenities to support people, cyclists, businesses, residents, patrons and other community and social activities. Improvements can ensure there is proper separation between different transportation modes and functions. Will the alley still be used for vehicular traffic, or will it be exclusively pedestrian? How will waste, utility, and emergency vehicles maintain access? This section will provide several options to create separation between vehicles and pedestrians.



Figure 3.22

ENTRYWAYS



GOALS MET: *Safety & Security, Placemaking, Wayfinding, Connectivity*

COST: \$ TO \$\$\$

DESCRIPTION

Entryways consist of both temporary and permanent infrastructure that can be placed across an alley entrance to support pedestrian and cyclist connections and control vehicle access. Entryway options include bollards or other barrier gates to physically separate people from traffic and cars, and create safe spaces for activities.



Figure 3.23

REQUIREMENTS

Encroachment Permit: <https://my.spokanecity.org/business/commercial/>

Block Party Permit: <https://static.spokanecity.org/documents/business/resources/applications/streetobstruction/block-party-permit-application-10-08-2014.pdf>

Temporary Closure/ Special Event Permit: <https://my.spokanecity.org/account/permits/>

(One or more of these permits may apply depending on the site and context.)

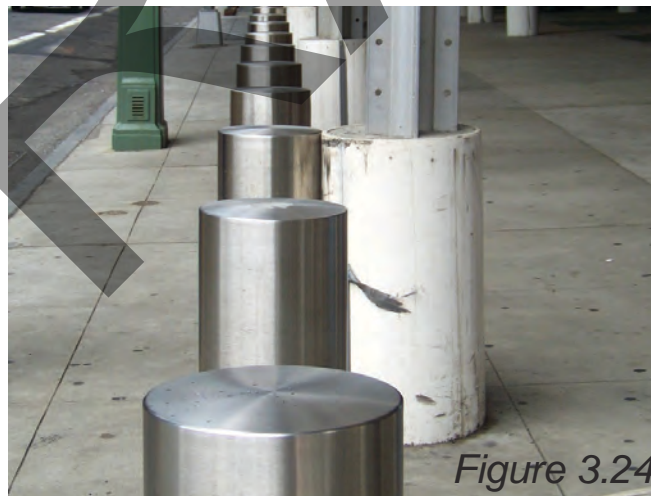


Figure 3.24

TIPS FOR SUCCESS

*Entryway treatments should be **movable** for emergency access and service vehicles for garbage, utilities, and deliveries when needed.*

If the alley is shared, portable bollards or blockades can be placed for temporary events and then removed afterwards to re-establish vehicular access.

Get creative! Try painting, custom shapes, and unique methods to separate drivers and pedestrians.



Figure 3.25

MID-BLOCK CROSSINGS



GOALS MET: *Safety & Security, Placemaking, Wayfinding, Connectivity*

\$\$ TO \$\$\$\$+

DESCRIPTION

Mid-block crossings help connect alleys to each other into a larger alley network. Mid-block crossings alert all users of an area where vehicles and pedestrians might intersect.

These crossings tell drivers to be careful and watch for people crossing the road, and conversely remind pedestrians to use extra caution and watch for vehicles when crossing.

TIPS FOR SUCCESS

The ground can be painted with various patterns or even a street mural to note the crossing

Bulb-outs that extend the sidewalk to the edge of parked vehicles allow pedestrians to safely see oncoming traffic.

REQUIREMENTS

Only the City of Spokane is allowed to perform work within non-alley public rights of way, for the purpose of public safety

Oversight and approval by the City's Streets Department is required prior to any planning of this improvement

City approved striping, signage, signalization, and other necessary treatments for safety



Figure 3.26



Figure 3.27

PAVEMENT TREATMENT

	GOALS MET: <i>Safety & Security, Placemaking, Wayfinding, Connectivity</i>	COST: \$ TO \$\$\$
---	---	---------------------------

DESCRIPTION

The ground surfacing of the alley can send a message to drivers and pedestrians. People are conditioned to recognize asphalt with yellow striping as a vehicular thoroughfare, but the use of painted concrete or asphalt can help signal a separation between pedestrian areas and areas for vehicles. By changing the ground surface treatment, drivers are instantly informed of a change in spatial ownership and pace. Additionally, pedestrians know which areas are safe for them to navigate away from vehicles.

REQUIREMENTS

Obstruction permit if closing the street during the painting process

TIPS FOR SUCCESS

Make sure to properly prep the ground so the paint adheres correctly.

Choose paint that is designed to be used on concrete, brick, and asphalt.



Figure 3.28



Figure 3.29



Figure 3.30

RESOURCES

Consult the Intersection Art Policy and the Sidewalk Art Policy for guidance.

SIGNAGE & WAYFINDING



GOALS MET: *Safety & Security, Placemaking, Wayfinding, Connectivity*

COST: \$ TO \$\$\$

DESCRIPTION

Signage directs people to the alley, and inform visitors of what businesses and amenities are available. Signage is critical to direct people to the alleys with clear markers to show visitors how to get from where they are to where they want to go. This will make the alley fun to visit by creating a pleasant journey to get there. This can be done through building-mounted signs, markers on the pavement, or even light projections onto buildings. If people find it difficult to find the alley, they will likely chose a more convenient destination.



Figure 3.31



Figure 3.32

REQUIREMENTS

Signs and wayfinding measures must be approved by the City of Spokane.

Sign proposals must be in accordance with the City of Spokane Signage Ordinance: <https://my.spokanecity.org/smc/?Chapter=17C.240>

Large gateway treatments spanning the whole alley entrance can be quite costly, and can easily cost over \$15,000. Consult the City for any installations.



Figure 3.33

TIPS FOR SUCCESS

*Consider **busy streets and arterials nearby**: where will most visitors approach the alley from?*

Signs can be subtle or they can be bright and captivating. Consider creative ways to orient visitors.

Consider the character of the alley and how it can be incorporated into wayfinding measures.

Use signs to inform the public of events taking place in the alley.

RESOURCES

Custom signage can be created in partnership with local sign companies.

Spokane non-profit organizations may offer grants to help fund signage costs.

Downtown Wayfinding Plan: <https://downtownspokane.org/wayfinding-gateways/>



ATTRACTIONS

Activated alleys can be places that draw people to stay and explore. Creating vibrant spaces through events, programming, art, and attractions are some ways to draw interest to alleys with unique and engaging experiences. These can be one-time or recurring events, or permanent fixtures that establish the character of the alley.



Figure 3.34

TEMPORARY CLOSURES & EVENTS



GOALS MET: *Placemaking, Wayfinding, Build Community*

COST: **COST VARIES**

DESCRIPTION

Short-term events are a great way to activate an alley and create a destination. With a little forward planning, the alley can be closed temporarily to vehicle traffic. Events are typically open to the public, and can bring people together in unique ways that add to the downtown experience. Providing a raised platform for concerts and performances is another option to provide rotating attractions and encourage repeat visitors.

REQUIREMENTS

City of Spokane temporary closure permit

Stages of a certain size require a use permit from the City of Spokane

A physical barrier will be required to blockade the alley. Consider security requirements for pedestrian safety

Event insurance is required, but consider partnerships with Riverside Neighborhood Council or Spokane C.O.P.S. to cover insurance

TIPS FOR SUCCESS

Reach out to placemaking organizations like Terrain to learn more about temporary events.

Examples of gatherings seen in alleys in other cities include block parties, concerts and performances, fairs and bazaars, movies, and food events.

Be sure to address adequate signage and traffic diversion methods to prevent vehicles from accessing the space during a designated closure.

Instruments can be placed on the stage to encourage visitors to play spontaneous tunes, or form impromptu groups to play music together.

RESOURCES

Permit Applications

Spokane C.O.P.S. Downtown

Rental companies for chairs, stages, and canopies



Figure 3.35

ACTIVE FRONTAGES

GOALS MET: *Safety & Security, Placemaking, Wayfinding, Build Community* **COST:** \$\$\$ TO \$\$\$\$+

DESCRIPTION

Activated alleys provide businesses with an opportunity to orient towards the alley, either as a main or secondary entrance. This creates active storefronts that open onto the alley, creating a vibrant commercial space. Railroad Alley in particular has a number of businesses with primary access on the alley. Many survey participants shared a desire to shop and dine in the alleys.

Outdoor cafes provide opportunities for eateries to expand their occupancy into the alley. This can add to the customer experience by creating a unique dining option that takes advantage of the urban setting.



Figure 3.36

REQUIREMENTS

Sidewalk Cafe Standards may apply

Maintain a 4 feet clear zone around storefront

Must meet City of Spokane Building Code

Must meet City of Spokane Fire Code.
Awnings and canopies may require fire sprinklers

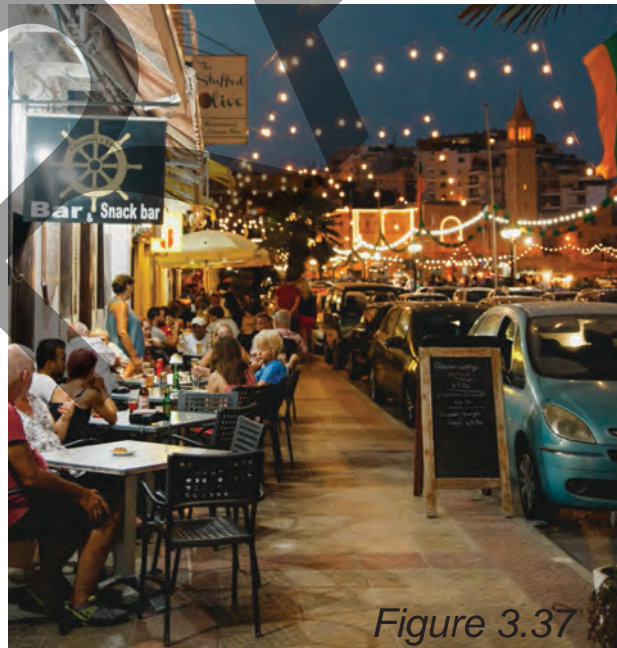


Figure 3.37

TIPS FOR SUCCESS

Product displays, bookshelves, and clothing racks placed along the alley add retail options

Awnings can provide shade from overhead sun or protection from rain.

Tables and chairs should be movable to allow for removal after business hours, and should be placed in a designated area safe from vehicle traffic.

Consider the lighting options to match the dining experience: soft ambient lighting for a more intimate setting, or brighter options for a more vibrant option.

Consider ongoing solid waste and utility access.



Figure 3.38

ART

 **GOALS MET:** *Safety & Security, Placemaking, Wayfinding, Build Community* **COST:** \$ TO \$\$\$\$+

DESCRIPTION

Art brings unique character to the alley, especially community artwork that brings everyone together and creates a sense of ownership and pride towards the alley. Murals are a great option to brighten the atmosphere in the alley with color, creativity, and unique design. The mural culture in Spokane has been active for decades but the City of Spokane and Spokane Arts have recently made a commitment to update murals in the downtown gateways. The goal is to energize underutilized, high traffic areas.

Temporary rotating art installations create an opportunity for repeat customers to see something new and fresh with each visit. Consider how weather can impact an art installation, such as if the work will need to be anchored to prevent wind damage.



Figure 3.39

REQUIREMENTS

A Memorandum of Agreement (MOU) is required for maintenance of non-mural art installations.

A 24-hour response period is in place for any vandalism of public art. Any vandalism still present after that time period will be painted over by the City of Spokane.

Unpainted brick on historic structures should contact the historic preservation officer prior to any paint work - it may not be permissible to paint original brickwork.



Figure 3.40

TIPS FOR SUCCESS

Work with partners like Spokane Arts, Terrain, and other non-profit organizations to promote community engagement and community building in art installations.

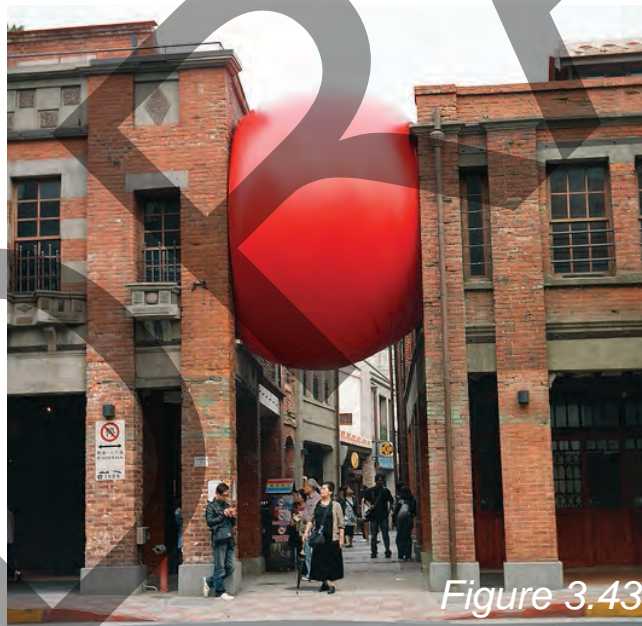
The community can come together to choose a theme and paint the mural together, each person adding their own flare and style to their section of the mural.

Statues, chalk art, light shows, yarn bombing, and group/interactive art projects are all fun art events to actively and continuously engage with the people of Spokane.

RESOURCES

Spokane Arts offers expertise in wall murals, and supports many talented local artists in creating one-of-a-kind pieces. Contact Spokane Arts for their current art installations and to inquire about grant opportunities.

ACTIVATED ALLEY EXAMPLES





Activated Alley D.I.Y Survey

Your Name _____

E-mail _____

Alley Name _____

Block(s) _____

Date & Time _____

☐ Weekday

☐ Weekend

Neighborhood Context

Key Destinations on Alley

☐ Transit Stop

☐ Housing

☐ Office

☐ Shop

☐ Restaurant/Cafe

☐ Open Space

Other: _____

Parking in Alley

☐ Yes

☐ No

Other

☐ Vacant Lot

☐ Construction

☐ Parking Lot

Notes

Alley Experience

Grade based on personal impressions and explain why

Connectivity

Accessibility

Safety

Aesthetic

Sustainability

Bad

Good

Notes

Alley Condition

Total R.O.W. Width _____ ft
Roadbed Width _____ ft
Sidewalk Width _____ ft
Clear Path on Sidewalk _____ ft

Length Lot/Frontage _____ Average Length _____ ft

Total Number _____
Average Width _____ ft
☐ Recessed
☐ Above Ground ☐ Below Ground

Total Number _____
Average Width _____ ft

☐ Setback
☐ Planting
☐ Parking
☐ Blank Wall

Number

Avg Depth
ft

Ground Floor

☐ Street Tree
☐ Planter
☐ Lighting (type)
Electric Pole
Bike Rack
Other

Number

Avg Dimension

Street Parking

Total Number

Alley Diagram Draw and write your findings freely

Wall

Alley

Wall

REFERENCES

The figures, drawings, and images in this toolkit have been provided at the courtesy of the authors listed below.

Title Page- Dean Gunderson- City of Spokane Staff

Figure 1.1- Krista Minard via Sacmag.com

Figure 2.1- Justin Harris- Project designed by SPORTS

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Figure 2.3- Edoardo Colombo via Pexels.com

Figure 2.4- drawn by Alex Mann- City of Spokane Staff

Figure 2.5- Alex Mann- City of Spokane Staff

Figure 2.6- designed Alex Mann- City of Spokane Staff

Figure 2.7- Dean Gunderson- City of Spokane Staff

Figure 3.1- Image courtesy of Brian Hancock via Yelp (aloha@brianhancock.com) graphic designed by

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Figure 3.9- Teresa Jensen (Blondlibrarian) via Pixabay.com

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Figure 3.11- Justin Harris- Project designed by SPORTS

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Figure 3.13- The Spokesman Review

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Figure 3.22- Sam D. via Pexels.com

Figure 3.23- City of Monroe, Georgia

Figure 3.24- Public Domain Pictures

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Figure 3.30- BuFFdiss (buffdiss@gmail.com)

Figure 3.31- Dean Gunderson- City of Spokane Staff

Figure 3.32- City of Monroe, Georgia

Figure 3.33- Kurt Perschke (redballproject.com)

Figure 3.34- Jordan Lewis (artoffestivals.com/2014/02/05/activate-your-alley/)

Figure 3.35- Benjamin Chase- Project designed by SPORTS

Figure 3.36- Satoshi Hirayama via Pexels.com

Figure 3.37- Kristina Paukshtite via Pexels.com

Figure 3.38- Krista Minard via Sacmag.com

Figure 3.39- Tood and Cain Benson (artists) Judith Spitzer, The Spokane Journal

Figure 3.40- SPORTS

Figure 3.41- Needpix.com

Figure 3.42- Allen Boguslavsky via Pexels

Figure 3.43- Kurt Perschke (redballproject.com)

Figure 3.44- Michael Knox, City of Austin, Texas

City of Spokane Staff referenced the following alleyway resources:

[San Francisco Market-Octavia Living Alleys Toolkit](https://sfplanning.org/market-octavia-living-alleys#toolkit)

<https://sfplanning.org/market-octavia-living-alleys#toolkit>

[Seattle Integrated Alley Handbook](https://nacto.org/docs/usdg/activating_alleys_for_a_lively_city_fialko.pdf)

https://nacto.org/docs/usdg/activating_alleys_for_a_lively_city_fialko.pdf

[Birmingham: A Strategy for Alleys and Passages](https://www.bhamgov.org/document_center/planning/master_planning_docs/strategy_for_alleys_and_passages.pdf)

https://www.bhamgov.org/document_center/planning/master_planning_docs/strategy_for_alleys_and_passages.pdf

DRAFT



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