

Recap of the November 4 & November 5, 2015

Storefront Studio

Lincoln Heights District Center Planning

These are conceptual ideas developed to facilitate discussion during the planning process and are not yet adopted into any plan. If you have comments or concerns, please feel free to contact Tirrell Black, City of Spokane Planning & Development, 509-625-6185, tblack@spokanecity.org.

There is still time to get involved, if you'd like to be included in the email list for notice of upcoming meetings and developments on this project, please email lincolnheights@spokanecity.org; See www.spokanecity.org/projects, Lincoln Heights District Center Planning for additional background and documents.

A two-day “Storefront Studio” event was held on November 4 and 5 from 9am to 5pm at the Southside Church, 2934 E. 27th Avenue. It featured two days of intensive studio work and a community workshop in the evening of November 5. Consultant team members spent their days touring the site, meeting with property owners, business owners, and community members and developing a variety of potential strategies and master planning concepts within the framework of the Urban Land Institute (ULI) Technical Advisory Panel recommendations and the South Hill Coalition Connectivity and Livability Strategic Plan.

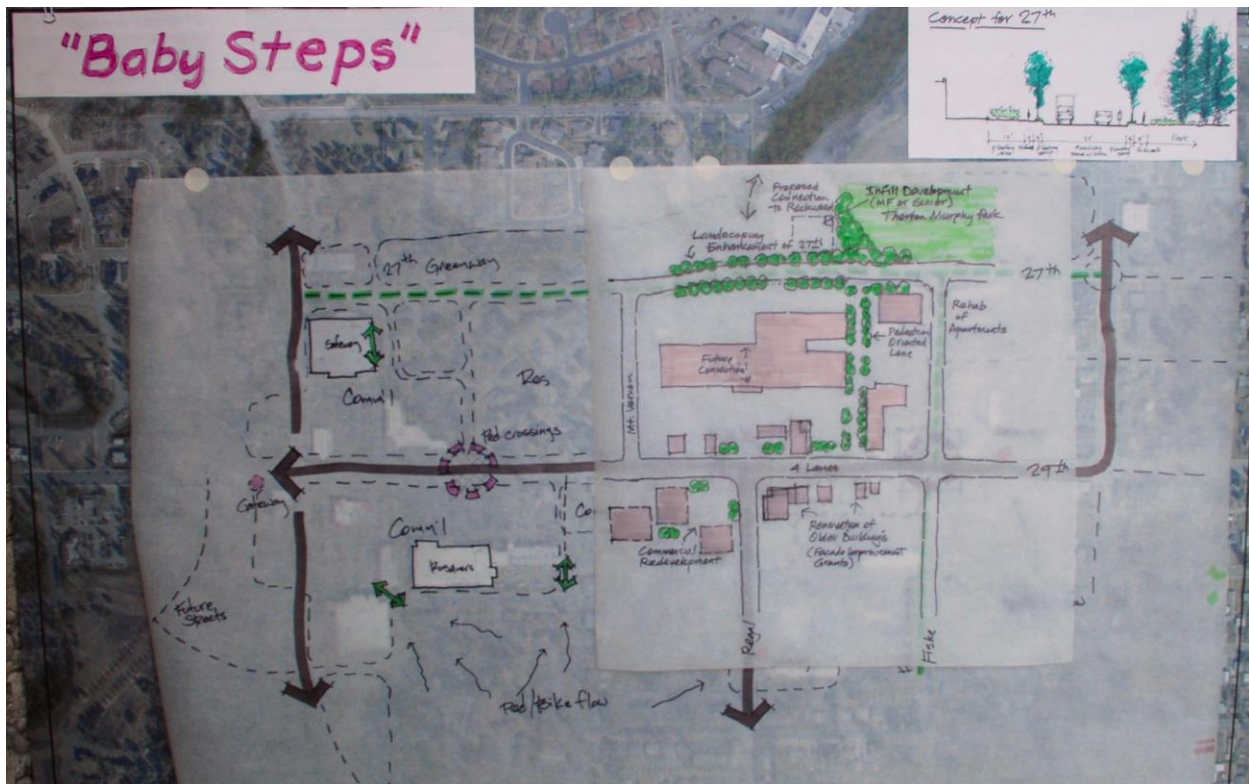
The studio was open from 9:00 to 5:00 both days and the public was able to drop in at any time during those hours to catch up on project progress, offer ideas, and speak with consultant team members and city planning staff. The goal was to have a community conversation about the future possibilities for the district.

Within the context of this project, the studio had the following objectives:

- Translate ULI recommendations and community concerns into priority moves and actions for effective implementation
- Integrate South Hill Coalition Connectivity and Livability Strategic Plan objectives into Lincoln Heights planning
- Identify priority catalyst sites/actions for near-term implementation
- Evaluate existing policy, guidelines and the City’s development code for ability to satisfactorily fulfill district expectations
- Explore the economic foundations necessary to fulfill the district center vision
- Identify roles and responsibilities as part of implementation action plan

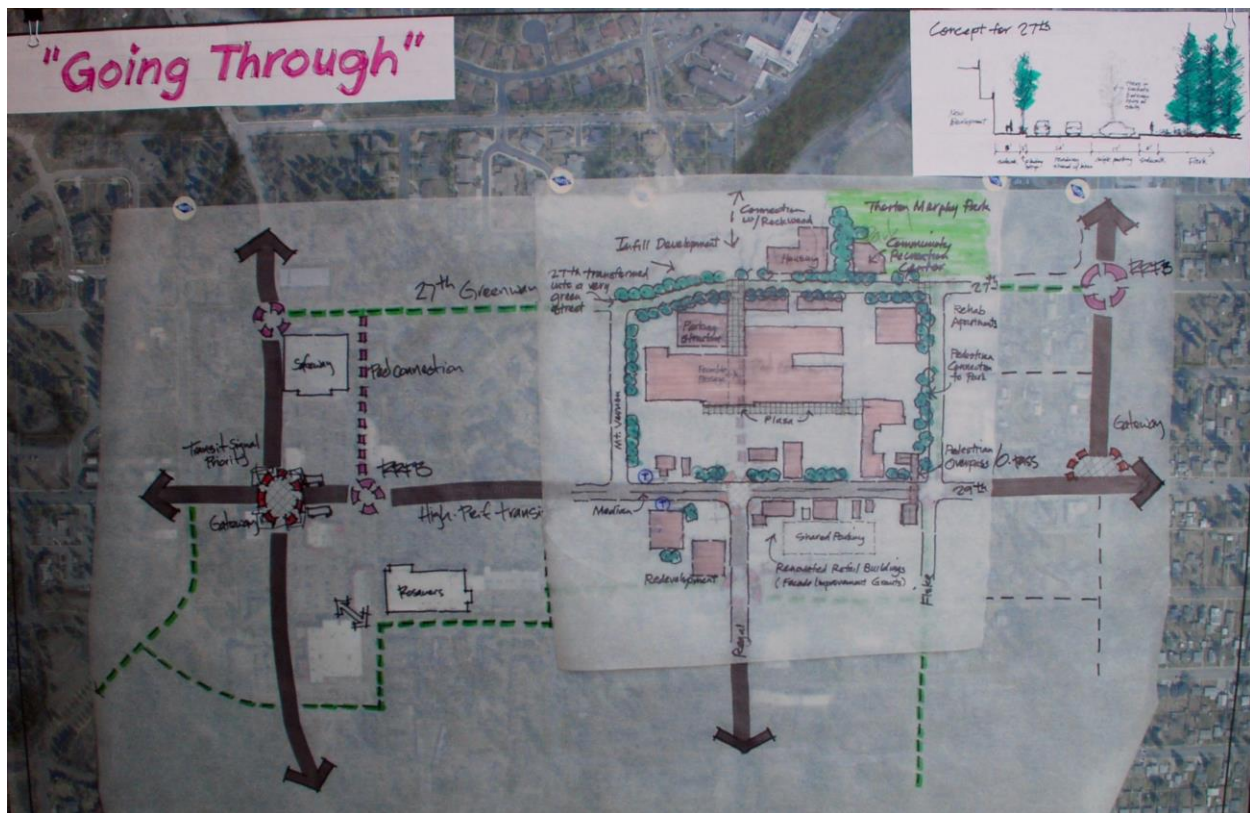
The concluding evening workshop on November 5 explored these objectives, providing alternative approaches for the community to consider. The consultant team presented different philosophical approaches to implementing the ULI recommendations and incorporating South Hill Coalition goals, considering the degree of necessary investment in infrastructure, level of private development, and the type of change to the transportation environment. Workshop participants were able to review, evaluate and comment on the different approaches, suggesting refinements that will help shape the plan.

Baby Steps: Small, near-term potential steps



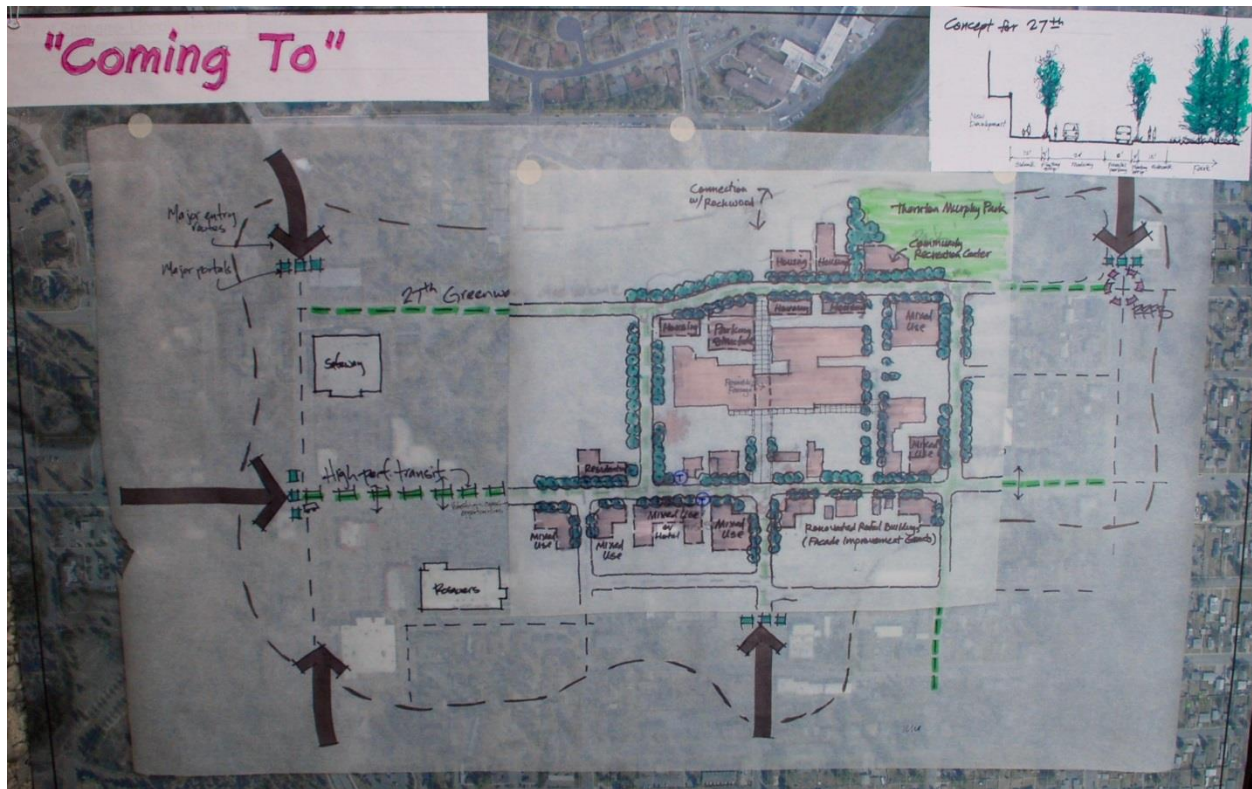
- Baby Steps** - The Baby Steps option identifies those things that can be done quickly and relatively easily to implement the recommendations of the ULI report and that are consistent with existing comprehensive plan policy and the recommendations incorporated in the South Hill Coalition plan. Actions involved in this approach include the transformation of 27th Ave into a “green street” to make it more of a community-friendly space, the establishment of branding through gateways and other sign programs, development of vacant parcels to help establish community activity along 27th, and safety improvements for pedestrian crossings of 29th.

Going Through



- **Going Through** - This option prioritizes vehicular mobility, achieving the ULI report recommendations by characterizing two distinct “sub-centers” within the larger district center, separated by a busy and relatively fast-moving 29th Ave. This alternative attempts to minimize vehicular-pedestrian conflict by emphasizing separation of the two modes, strict control of crossing points and installation of a median on 29th to limit left-turn movements. It also envisions continuation of auto-oriented retail fronting 29th Ave, with opportunities for mixed uses and more pedestrian-scaled development options along 27th Ave and to the rear of commercial development south of 29th. District gateways are intended in this option to appeal to motorists and are located at prominent entry points, and 29th Ave remains a four-lane arterial.

Coming To



- **Coming To** - The Coming To approach casts 29th Ave as a “unifying” factor for the consolidated district center, reducing the arterial to three lanes in places and encouraging development to approach closer to the street. This option also proposes a “green street” future for 27th Ave and emphasizes the introduction of residential and office/professional uses into the district center over time. The additional right of way made available by reducing the number of travel lanes is used to improve corridor landscaping, improve the pedestrian and cycling environment along 29th, and establish a unique district identity. District gateways in this option are smaller in scale, augmenting the district’s enhanced aesthetic character.

There are several proposed actions that are consistent with all three approaches to the district center:

- **Pedestrian crossing of 29th** - Making safer pedestrian and cyclist crossings of 29th Ave is a priority shared by all three options. They each propose different strategies, but the three address this important community concern.
- **Renovation of older commercial storefronts on 29th & Regal** - The storefronts at the southeast corner of 29th and Regal are survivors from the center’s original commercial

roots. Each of the three approaches seeks to preserve and enhance them, integrating them into the center's future fabric.

- **Trail connection to Rockwood** – Maintaining and possibly improving the pedestrian access to the district center from the Rockwood retirement living neighborhood to the immediate north is a high priority.
- **27th Avenue as a “Green street” with improved pedestrian amenities** - All three alternatives see opportunities presented by transforming 27th into a “green street.” It is also likely that development on 27th on underutilized parcels will occur, taking advantage of proximity to the district center, existing land use designations.
- **Thornton Murphy Park activation** - Whether it’s construction of an additional community center, improved signage, and improved pedestrian linkages, all three alternatives seek ways to better integrate the park into the district center’s energy.
- **High-performance transit network** - STA has plans for a new high-performance transit line through the district center. The new line will run from Five Mile to Moran Prairie via 29th Avenue and Regal Street through the district center. While the three alternatives may offer differing pedestrian access to the transit line and its stations, it’s a consistent element in each.

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