division street

GATEWAY PROJECT

CITY OF SPOKANE
MARCH 2015

this page intentionally left blank

division street

GATEWAY PROJECT

CITY OF SPOKANE
MARCH 2015

Prepared by

MIG

In Association with
Coffman Engineers
DKS Associates

acknowledgements

CITY COUNCIL

David A. Condon, Mayor

PLANNING COMMISSION

Ben Stuckart, City Council President
Amber Waldref, District 1
Mike Fagan, District 1
Jon Snyder, District 2
Mike Allen, District 2
Candace Mumm, District 3
Karen Stratton, District 3

CITY OF SPOKANE STAFF

Department of Engineering
Services, Capital Programs/GIS
808 W Spokane Falls Blvd
Spokane, WA 99201

Katherine E. Miller, P.E
Senior Engineer
Capital Programs
kemiller@spokanecity.org
509.625.6338

Brandon Blankenagel, P.E
Senior Engineer-I
ntegrated Capital Management
bblankenagel@spokanecity.org
509.625.6419

Mark Papich, P.E.
Associate Engineer
Capital Programs
mpapich@spokanecity.org
509.625.6310

CONSULTANT TEAM

MIG, INC.

Urban Planning and Design, Community Participation and Project Strategy

800 Hearst Ave.
Berkeley, CA 94710
510.845.7549

Daniel Iacofano, Principal-in-charge
Mukul Malhotra, Director of Urban Design
Jay Renkens, Project Manager
Amy Mitchell, Landscape Architect
Jason Keyes, Landscape Architect
Laura Shipman, Urban Designer
Rishi Dhody, Urban Designer

COFFMAN ENGINEERS, INC.

Civil Engineering

10 N. Post St, Suite 500
Spokane, WA 99201
509.328.2994

Tom Arnold, P.E., Principal
Sandra Anthony, P.E., Senior Engineer
Chad Dokken, Designer

DKS ASSOCIATES

Transportation and Circulation

720 SW Washington St., Suite 500
Portland, OR 97205
503.243.3500

Reah Flisakowski, P.E., PTOE, Senior Project Manager
Brian K. Copeland, P.E., PTOE, Senior Project Manager

table of contents

this page intentionally left blank

1 introduction


SAFE
SPORT
SERVICE
Bicycle Rentals

CHAPTER 1

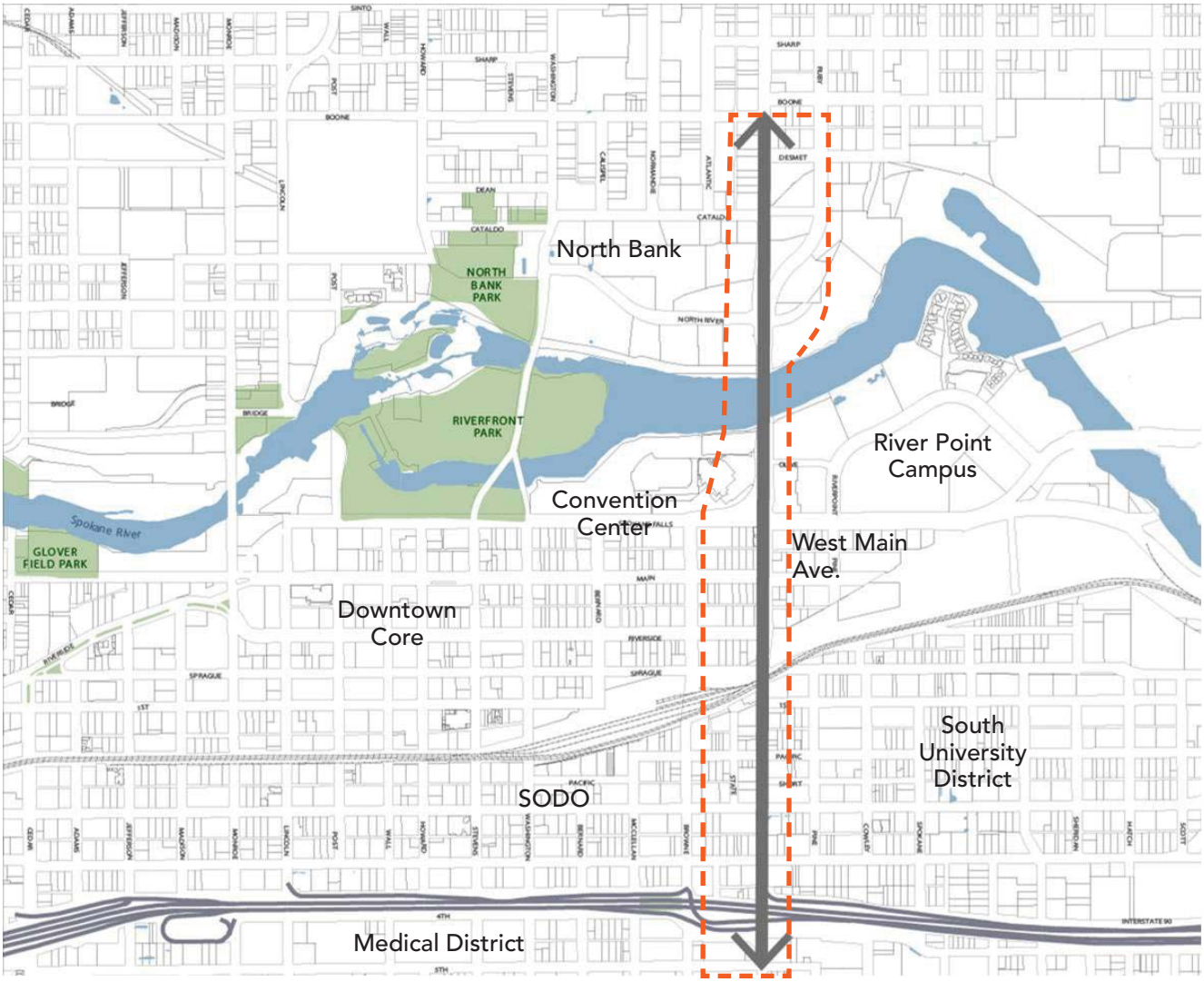
introduction

IN THIS CHAPTER...

The City of Spokane is committed to carefully guiding the growth and development of the community by investing in planning and design efforts for its streets and neighborhoods. The Division Street Gateway Project allows the City to figuratively and literally stitch together previous planning and design efforts, one of the most critical seams in the local and regional urban fabric, and several current initiatives.

Division Street is a primary entry to Spokane and is heavily used by residents, businesses and visitors. For many users, the corridor is their first and last impression of the community. The location and visibility of the corridor is unique, with several distinct neighborhoods and districts all converging along the corridor. The University District, the North Bank, the Convention Center, Logan Neighborhood, East Central Neighborhood and the Downtown Core are all important elements of the Division Street corridor. Division Street currently divides the Downtown core from the University District, neighborhoods from critical shopping and services, and economic and physical development opportunities from existing community assets.

In 2011 the City began work with MIG to assist in developing the Division Street Gateway Project. The intent of the project is to identify streetscape improvements as well as multi-modal transportation improvements throughout the corridor that support private investment. They will provide "entrance" statements into the downtown and strong linkages that offer enhanced east-west access between Downtown and the University District. The Division Street corridor offers opportunities to leverage public investment in transportation infrastructure to support private investment within Spokane's highly visible gateways. The evolution of these gateways will rely on strong infrastructure and healthy private investment.

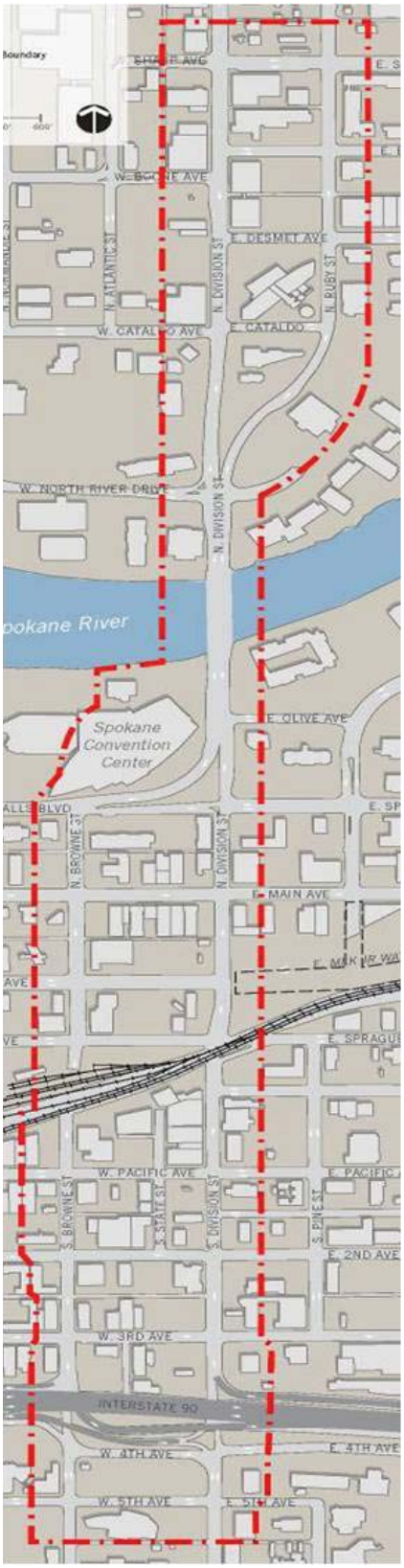


Project Area

1.1 PROJECT BACKGROUND AND PURPOSE

The Division Street Gateway project has been a community priority for nearly two decades. The DSP's 2010-2015 Strategic Plan identifies the project as the number one priority for Downtown. Several additional past projects and studies recommended and highlighted the importance of improving the Division Street corridor from I-90 to the Spokane River or Sharp Avenue. Project objectives articulated in these plans and updated by stakeholders throughout the Division Street Gateway project go beyond the obvious desire to improve the aesthetics of a major entrance into Spokane. In fact, the project objectives are aligned with the Mayor's five priority areas.

- **Public Safety:** The Division Street Gateway project will enhance community safety by improving transitions for motorists, calming traffic, providing buffers between cars and pedestrians, and enhancing pedestrian crossings.
- **Jobs and Economic Growth:** The project has prioritized design solutions that will support and attract existing and new businesses to Spokane. A major objective of the project is to better link Downtown and the North Bank with the Convention Center and the University District. Business and property owners also expressed interest in slowing traffic and creating a more pedestrian-friendly business environment.



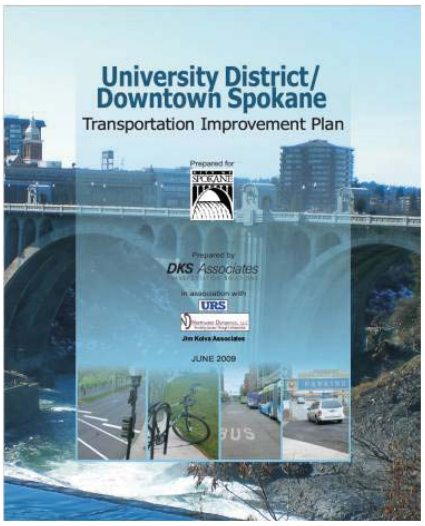
- **Budget:** Beginning at project kick-off, the costs of construction and ongoing maintenance and operations have been important criteria when developing and evaluating design alternatives. Potential improvements have been evaluated based upon initial cost, potential funding mechanisms and ongoing costs to ensure the City is getting the most bang for the buck.
- **Infrastructure:** A major objective of the Division Street Gateway project is maintaining a critical piece of public infrastructure at an affordable price. To that end, the project team has worked to incorporate existing utilities and pavement in good condition.
- **Quality of Life:** The planning and design process has engaged a broad range of citizens and the implemented project will improve the quality and character of the Spokane community.

A key project goal is to improve the quality of life of the Spokane community including people who live, work and visit the corridor

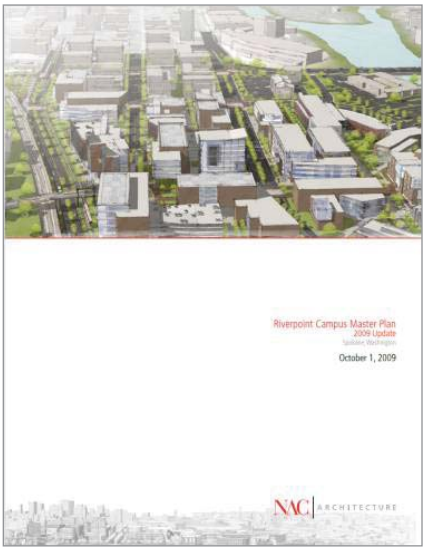
PREVIOUS PLANNING EFFORTS

There are a range of completed plans and studies that define existing characteristics of the Division Street Gateway, surrounding streets and neighborhoods, and outline recommendations and policies for future investments and improvements in the project area. Previously completed plans include:

- Character Area Considerations (2009)
- City of Spokane Comprehensive Plan (2010, update from 2001 Comprehensive Plan)
- City of Spokane, Growth & Transportation Efficiency Center Plan (2008)
- Connect Spokane: A Comprehensive Plan for Public Transportation (2010)
- Downtown Spokane Design Guidelines (2009)
- Downtown Spokane Streetscape Treatment & Element Design Standards (2007)
- Fast Forward Spokane: Downtown Plan Update (2008)
- Roadmap to the Future Master Plan (2010)
- Spokane Downtown Parking Demand Study (2005)
- Spokane Master Bike Plan (2009)
- Spokane Riverpoint Campus Academic & Master Plan Update (2009)
- Spokane Unified Regional Transportation Vision and Implementation Strategy (2011)
- SRTC Metropolitan Transportation Plan Update (2008)
- Transit Development Plan 2011 - 2016
- University District Area Revitalization Ordinance (2009)

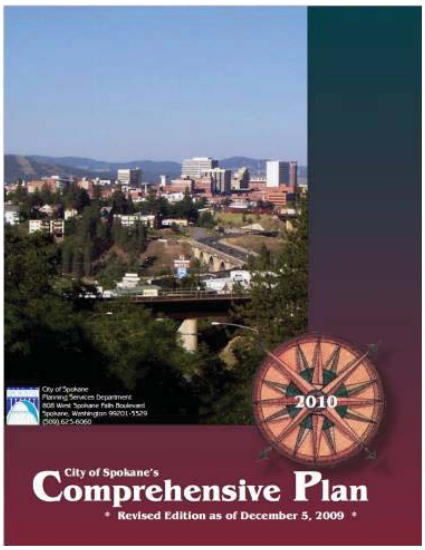


University District/Downtown Spokane Transportation Improvement Study (2009)



Spokane Riverpoint Campus Academic & Master Plan Update (2009)

- University District/Downtown Spokane Transportation Improvement Study (2009)
- University District Strategic Master Plan (2004)
- University District Parking Study (2007)
- WSDOT 2007-2026 Washington Transportation Plan (2006)
- Vision 2020: Spokane Convention Center Master Plan Report (2009)



City of Spokane Comprehensive Plan (2010, update from 2001 Comprehensive Plan)

CONCURRENT PLANNING EFFORTS

In addition to completed planning efforts, there are a number of ongoing projects, plans and studies that will impact the Division Street Gateway into the future. As these efforts progressed, the project team integrated key findings and recommendations into the development of the Division Street Gateway project study to promote a high level of coordination and consistency. Current plans include:

- Browne Street/Division Street Couplet Project
- Central City Transit Alternatives Analysis
- Pedestrian Plan Update
- Riverside Extension/MLK Jr. Project
- Spokane Falls Blvd. Enhancement Project
- Sprague Corridor GTEC Implementation Project
- University District Pedestrian Bridge Project

University District Strategic Master Plan (2004)

1.2 PROJECT PROCESS

The community and stakeholder engagement process has been robust and meaningful, providing participants opportunities to provide input, review and feedback. Involvement of all, from group discussions with the community to one-on-one meetings with business and property owners, along with the connection of the Policy Advisory Committee and Interdisciplinary Staff Team meetings, has facilitated a continuous stream of information for this project effort. Engagement activities included:

- Policy Advisory Committee meetings with partners and community leaders
- Community open houses and community workshops that included presentations and facilitated large group discussions
- Periodic stakeholder check-ins with: City staff, DSP, STA, SRTC, WSDOT, Gonzaga University, WSU, Public Facilities District, business and property owners along Division St and Main St, Spokane Regional Health District, Friends of the Spokane Gorge, Riverkeepers, Hoopfest, Bloomsday, and the Spokane Gardeners Association
- Updates to the University District Development Association and the City's Design Review Board
- An interactive project website

PAC Meeting Wall Graphic

PROJECT GOALS

Through the planning process the following goals emerged to guide the development of the project strategies and design concepts:

- Improve streetscape
- dentify transportation improvements
- Create an "entry statement" for Downtown
- Strengthen east-west access between Downtown and the U District.
- Enhance Spokane's visual image
- Improve safety all modes
- Address State GHG and VMT targets
- Position project to maximize future funding opportunities

Community Workshop 1 Wall Graphic

1.3 DOCUMENT OVERVIEW

The following represents the organization of the Division Street Gateway Project Plan and includes a short summary of each chapter:

CHAPTER 1: INTRODUCTION

This Introduction chapter provides the background and road map for the document by defining the project area and describing the purpose and intent of the Division St. Design Plan.

CHAPTER 2: EXISTING CONDITIONS

The Existing Conditions chapter includes a summary of the existing site analysis, which provides a baseline analysis of the existing regional and local context, assets, challenges and opportunities, and transportation conditions.

CHAPTER 3: PLANNING FRAMEWORK

The Planning Framework chapter describes the desired future for Division Streeet through a palette of interconnected strategies and supporting key actions that were developed and refined through the project process.

CHAPTER 4: URBAN DESIGN CONCEPT

The Urban Design Concept chapter outlines the streetscape design concepts, and proposed circulation patterns for all modes of transportation along Division St.

CHAPTER 5: IMPLEMENTATION

The Implementation chapter provides the actions necessary to carry out the plan components and achieve the community's vision. It includes an outline of preliminary costs, funding sources, and phasing.

this page intentionally left blank

2 existing conditions

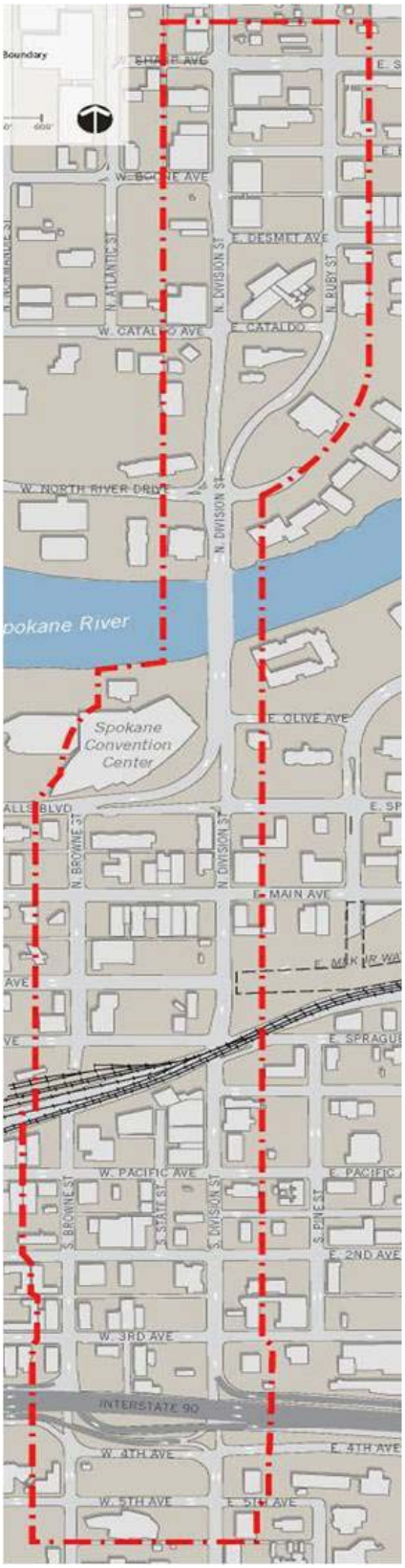

ONE
WAY

CHAPTER 2

existing conditions

IN THIS CHAPTER...

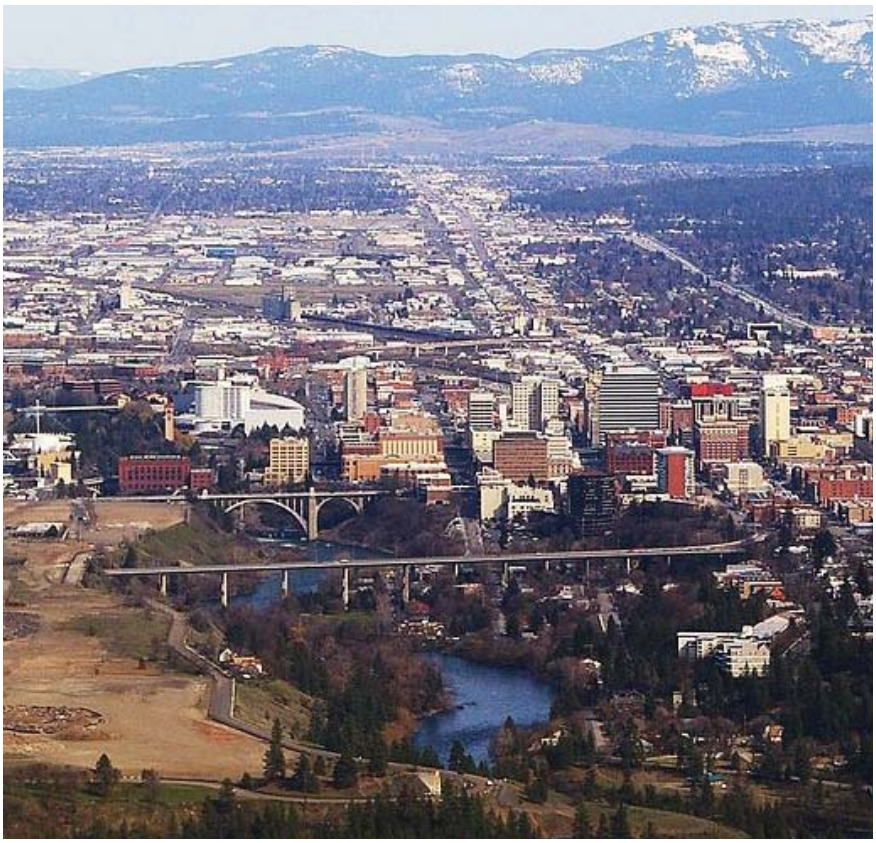
Division Street has an opportunity to become a true gateway to the City of Spokane and the larger region. The following chapter outlines the key assets, challenges and opportunities analyzed in the development of strategies to enhance the corridor as a major spine and connector within the Spokane community.



2.1 REGIONAL AND LOCAL CONTEXT

The Division Street Gateway Project area is located in Downtown Spokane, Washington the major economic center for the Inland Northwest region. The Spokane River and Gorge, Riverfront Park, the area's historic architecture, and mix of local, regional, and national businesses help define the unique character of Downtown Spokane. The project area encompasses the Division St and Browne St couplet from I-90 to the Spokane River and the Division St and Ruby St couplet from the Spokane River to Sharp Ave.

Several distinct Downtown districts surround the corridor including the University District, the North Bank, the Convention Center, Logan Neighborhood, East Central Neighborhood and the Downtown Core.



Regional context

Local downtown context

2.2 COMMUNITY ASSETS

One of the primary assets of the Division Street corridor is a community of active citizens who are connected to their past, fully engaged in their present, and thoughtfully planning the future. Through community input and analysis by the project team the following were highlighted as the major strengths to build upon in the enhancement of the corridor.

- **Major Circulation Corridor with Multiple Access Points:** Several major multi-modal routes and connections converge at and traverse across the Division St corridor, including: Interstate 90, city streets, overhead railroads, bike facilities and regional trails.
- **Community Events:** The Division Street corridor serves as more than just a throughway; it is also transformed throughout the year as a site for vibrant community events and festivals such as the Get Lit! Festival, Japan Week, and Bloomsday Run.
- **Environmental Assets:** Diverse and extensive natural areas are located in and adjacent to the project area, such as the Spokane River, Riverfront Park and Centennial Trail.
- **Destinations and Amenities:** The corridor area boasts many destinations and amenities including institutions such as The Spokane Visitor Information Center, Gonzaga University, Sacred Heart Children's Hospital and Washington State University; entertainment options such as the Spokane Veterans Memorial Arena and Magic Lantern Theater; and a range of local dining and shops.
- **Development Synergy:** The Division Street Gateway Project can leverage several area developments that are creating a concentration of activity within and near the project area such as the Riverpoint Campus, expansion of the Convention Center and hotel, WSU Biomedical Building and Medical School, Ruby Suites and the planned development on the North Bank.

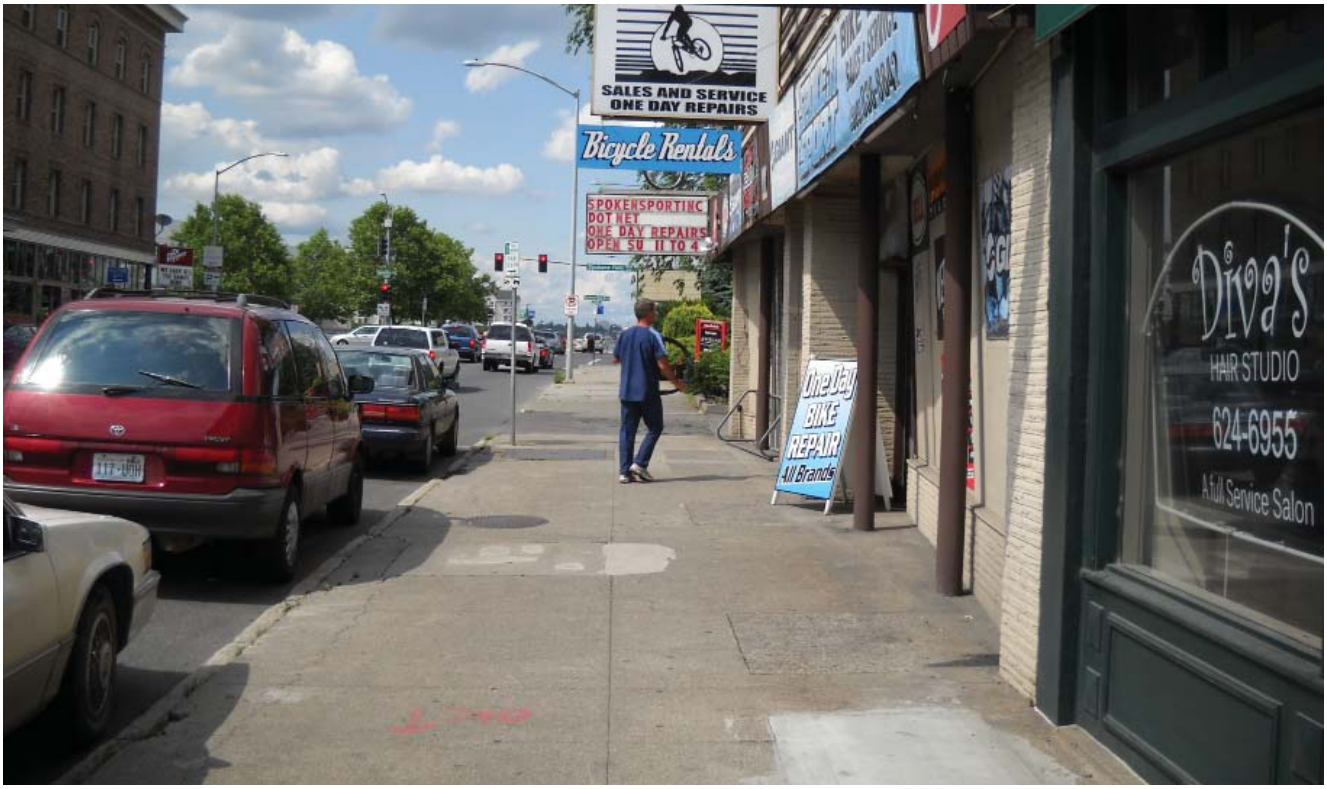
Convention Center is a major asset in the corridor

A portion of Browne Street hosts the annual Bloomsday Run festival.

2.3 CHALLENGES AND OPPORTUNITIES

There are many opportunities to improve the Divisions Street corridor to create more vibrant street life and catalyze further economic development within the project area and adjacent districts.

- **Streamlined Traffic Flow:** In certain sections of the corridor, the number of lanes along Division St change every few hundred feet. There are several opportunities to reconfigure wide roadways and optimize traffic signals timing to streamline automobile flow and repurpose the excess roadway space to non-vehicular users and streetscape elements.
- **Economic Development:** A wide variety of services exist in the project area and new projects are planned. Currently, the corridor is heavily used by passenger vehicles, transit and freight who move through the corridor. Streetscape improvements could enhance the destination character of the corridor and better connect existing and future residents and workers to different uses along Division St and Main St.
- **Pedestrian Connectivity and Experience:** The corridor is characterized by wide right-of-way dominated by fast moving cars that divides the neighborhoods east and west of the corridor. Narrow sidewalks, and limited opportunities to cross the street contribute to an overall environment unfriendly to pedestrians. Pedestrians improvements such as enhanced crosswalks and sidewalks provide opportunities to improve the pedestrian environment along and across the roadway.
- **Centennial Trail and River Access:** The Centennial Trail is a 37-mile, regional recreational path that generally follows the Spokane River. Bicycle use is prohibited on Division Street but there are a number of existing and planned bicycle facilities along the cross streets. Improved pedestrian and bike access to the trail and river will better tie the corridor to area destinations and natural amenities.
- **Gateway:** As a primary City and County wide access route, the corridor provides a first and lasting impression for hundreds of people traveling through it. New streetscape improvements have the opportunity to transform the corridor as an iconic gateway to Downtown and City.



Streetscape improvements can enhance sidewalk environments and better serve local businesses, thereby catalyzing existing & planned development

Enhanced pedestrian connections along and across the corridor can improve pedestrian safety and overall streetscape environment

2.4 TRANSPORTATION CONDITIONS

The following section summarizes the transportation network conditions within the project area including vehicular, transit, bicycle and pedestrian circulation.[1].

- **Corridor-wide:** The corridor is classified as an Urban Principal Arterial that serves as WSDOT Highway 2 and 395. It is a City designated truck route with less than 2% heavy vehicles and a posted 30 mph speed limit. Though there are continuous sidewalks of varied widths, there are no bike facilities and driveway frequency varies. The analysis shows adequate intersection operations currently during AM and PM peak hours at certain intersections.

- **Division St – South of the River:** This segment of Division St has a northbound traffic flow and a three- to four-lane roadway serving 25,000 vehicles per day. There are sections of on-street parking along this segment. The highest AM pedestrian count occurs at 4th Ave and Division St as well as Sprague Ave and Division St. The highest PM pedestrian count occurs at 3rd Ave and Division St as well as Sprague Ave and Division St. There are low bicycle volumes throughout this segment of the corridor and three Bus Routes with 15 to 30 minute peak service. The intersection of Sprague Ave and Division Str has a high collision rate, and peak hour congestion occurs near the I-90 ramps.

1 Please refer to transportation appendix (seperate document) for detailed documentation of transportation conditions

- **Browne Street:** Browne St has a southbound traffic flow with a three-lane roadway serving 21,000 vehicles per day. Sections of Browne St have on-street parking. The highest AM pedestrian count occurs at Main St and Browne St as well as 2nd Ave and Browne St. The highest PM pedestrian count occurs at Riverside Ave and Browne St as well as Sprague Ave and Browne St. Currently, there are low bicycle volumes along Browne St and four Bus Routes with 15 to 30 minute peak service. 3rd Ave and Sprague Ave at Browne St have a high collision rate, and peak hour congestion occurs near the I-90 ramps.
- **Ruby St – North of the River:** This segment of Ruby St has a northbound traffic flow with a three- to four-lane roadway serving 22,000 vehicles per day. There is no on-street parking along this segment. Currently, pedestrian and bicycle volumes are low. The Bus 25 provides 15 minute peak service along this segment of Ruby St.
- **Division St – North of the River:** This segment of Division St has a southbound traffic flow and four-lane roadway serving 27,000 vehicles per day. There is no on-street parking along this segment. The highest AM pedestrian count occurs at N. River Dr and Division St, and the highest PM pedestrian count occurs at Sharp Ave and Division St. Currently, bicycle volumes are low. The Bus 25 provides 15 minute peak service along this segment of Ruby S.

this page intentionally left blank

3 planning framework


The Main Touch
Massage & Wellness Center
FINDERS KEEPERS II
BOUTIQUE

CHAPTER 3

planning framework

IN THIS CHAPTER...

The Planning Framework for the Division Street corridor builds upon the existing conditions analysis and synthesizes community input to create an overarching guide for strengthening and enhancing the corridor. The Framework identifies a set of specific planning strategies, outlined below, that address the future economic, physical, and social vitality of the corridor and greater City of Spokane. The planning strategies provide a structure for the Gateway Project and guide the Urban Design Concepts. The strategies include:

A. Leverage Streetscape Improvements to Catalyze Economic Development

B. Invest Strategically

C. Provide Strong Connectivity

D. Repurpose ROW to Enhance Safety and Comfort for All Users

E. Integrate Environmentally and Economically Sustainable Design

F. Create a Great Gateway Experience

Existing local Downtown businesses along Main Street between Division St and Browne St

3.1 STRATEGY A: LEVERAGE STREETSCAPE IMPROVEMENTS TO CATALYZE ECONOMIC DEVELOPMENT

Create design solutions that will support and attract existing and new businesses to Spokane to increase job opportunities and promote overall economic growth. Leverage sidewalk and roadway improvements to better serve local businesses fronting the corridor so that they in turn can engage the street. Provide a palette of landscape improvements such as trees and planting to calm traffic and mitigate the harsh auto oriented environment, therby encouraging business friendly street-life. Maximize on-street parking opportunities to serve local business fronting the corridor. Different streetscape improvements along Division St will help better link Downtown and the North Bank with the Convention Center and the University District.

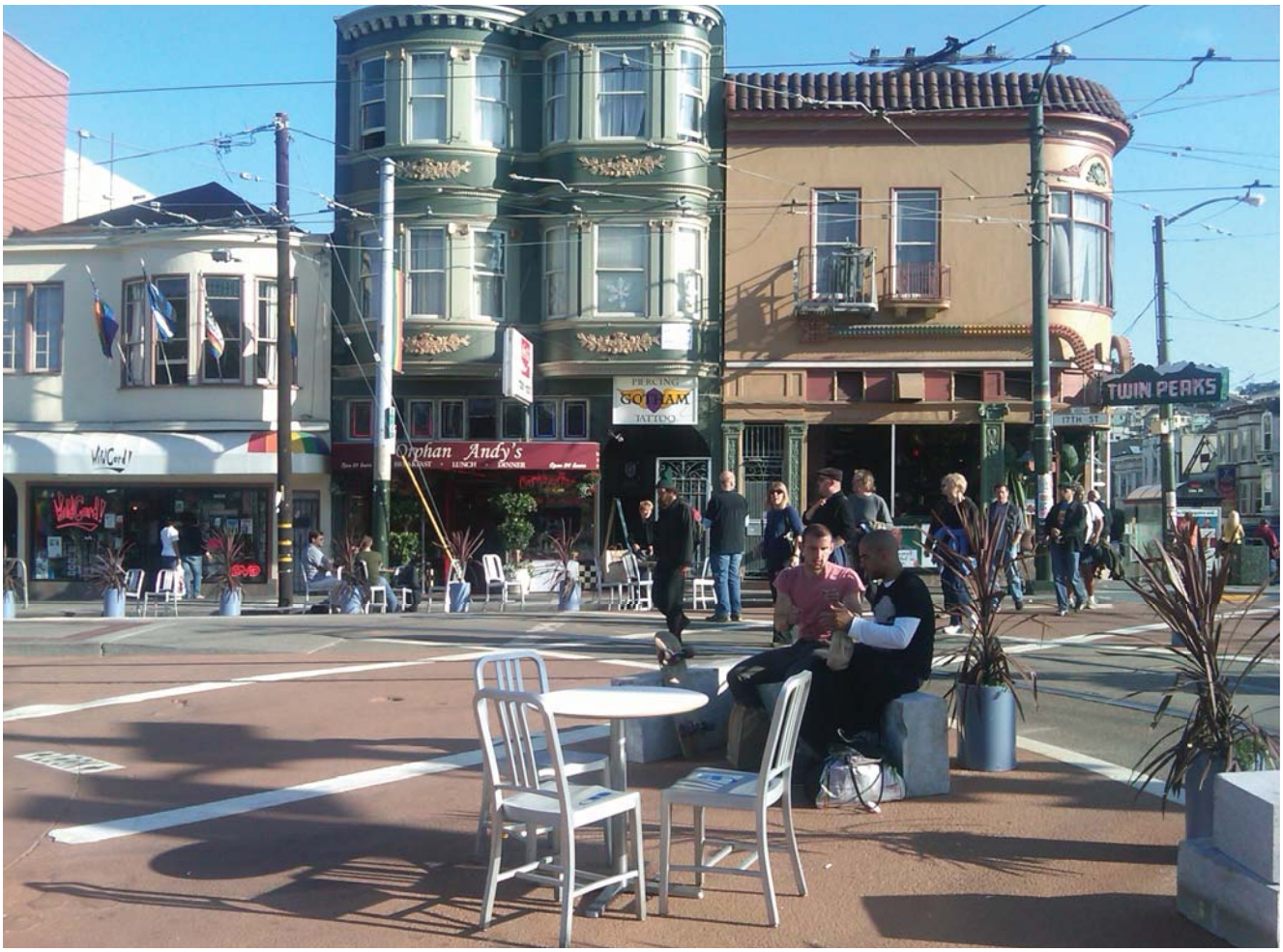
Recent new investment in University District along Ruby St

3.2 STRATEGY B: INVEST STRATEGICALLY

Develop design concepts that are evaluated based upon initial cost, potential funding mechanisms and ongoing maintenance costs to ensure the City is getting the most return on their investment. To create affordable capital investments, preserve, where possible, existing infrastructure such as existing underground utilities, structural sidewalks and pavement in good condition.

Explore short term creative and low-cost solutions to test key ideas before investing in high cost permanent improvements. These ideas could include painted crosswalks, movable planter boxes, etc.

Where possible, maintain existing infrastructure and pavement in good condition



Short term creative and low cost solutions such as painted intersections (above) and movable planters (below)

3.3 STRATEGY C: PROVIDE STRONG MULTI-MODAL CONNECTIVITY

Create a truly multimodal major arterial that provides a primary gateway to downtown for motorists as well as convenient amenities for public transit and non-vehicular users. Streamline traffic flow for motorists and transit users by efficiently timing traffic signals all along the corridor and minimizing frequent changing in the number of travel lanes.

Improve automobile access from Divison St to key cross streets. The two block section of Main St between Page St and Browne should be converted as a two way street to better serve local businesses along it. Enhance existing and planned bike facilities along the east-west streets across Division St to enhance the downtown bicycle network. Ensure all sidewalks are consistently connected all along the corridor with conveniently located cross walks at key locations. Maintain emergency and service all along the corridor, including multi-purpose areas that can

Explore converting existing one-way Main St between Page St and Browne St as a two way street

3.4 STRATEGY D: REPURPOSE STREET ROW TO ENHANCE SAFETY & COMFORT FOR ALL USERS

Provide safe and comfortable facilities and amenities for all modes of travel including walking, bicycling and driving. Provide a contiguous ADA accessible path of travel for pedestrians on both sides of the roadway. Create well marked crossings at all intersections to ensure safety for pedestrians and cyclists. For long crosswalks, where possible, provide refuges for all users, especially, vulnerable users of the street including children and seniors. Provide appropriate street furniture including pedestrian lighting and seating to enhance the comfort of pedestrians.

Reallocate any excess or underused roadway space for other purposeful amenities such on-street parking and landscaped elements that provide pedestrians protection from the elements and a desirable buffer from fast moving traffic. Similarly repurpose excess sidewalk space on streets such as Main Street to maximise opportunities for commerce such as outdoor dining.

Explore repurposing excess roadway to on-street parking

3.5 STRATEGY E: INTEGRATE SUSTAINABLE DESIGN PRACTISES

Explore design concepts that integrate environmentally and financially sustainable best mangement practises. Integrate environmental friendly elements such as storm water planter to improve the water quality. Explore flow through planters in bulbouts to address the high costs of changing stormwater drainage.

Provide a landscape palette that reflects the climatic context. Prioritize landscape elements such as trees that maximise return on investment by providing multiple benefits including calming traffic, providing protection from the elements for pedestrians, minimizing heat gain for adjoining buildings and softening the asphalt and concrete character of the street. Minimize planting that encourages high water use and maintenance costs. Similarly, select and locate hardscape elements such as seating, paving materials, etc so as to withstand the wear and tear and heavy foot traffic typical of an urban downtown environment.

Stormwater planters help improve the water quality

Hardscape materials including permeable paving that are more capabale of withstanding the wear and tear of urban downtowns

Flow through stormwater planters that minimize changes to the storm water flow

3.6 STRATEGY F: CREATE A GREAT GATEWAY EXPERIENCE

Reflect the distinct identity of the Spokane community and create a welcoming and unique entryway to Downtown. Provide iconic vertical gateway elements at key nodes along the corridor that impart a unique sense of identity as well a strong sense of community pride and ownership. Ensure that the gateway elements are at different scales so as to appreciated by people traveling at different speeds.

Envision the corridor as a series of interconnected segments. Each segment is distinguished by its streetscape palette focused on celebrating the character of the adjacent areas and neighborhoods, while also maintaining an overall cohesive experience of the corridor. Create a flexible, adaptable and vibrant network of spaces that promote street life, vibrancy, and economic activity so that people are compelled to slow down and experience the primary gateway of Downtown Spokane.

Iconic gateway elements at pedestrian scale

Iconic gateway elements at fast moving automobile scale

Art pieces can also serve as gateway elements.

this page intentionally left blank

4 urban design concept

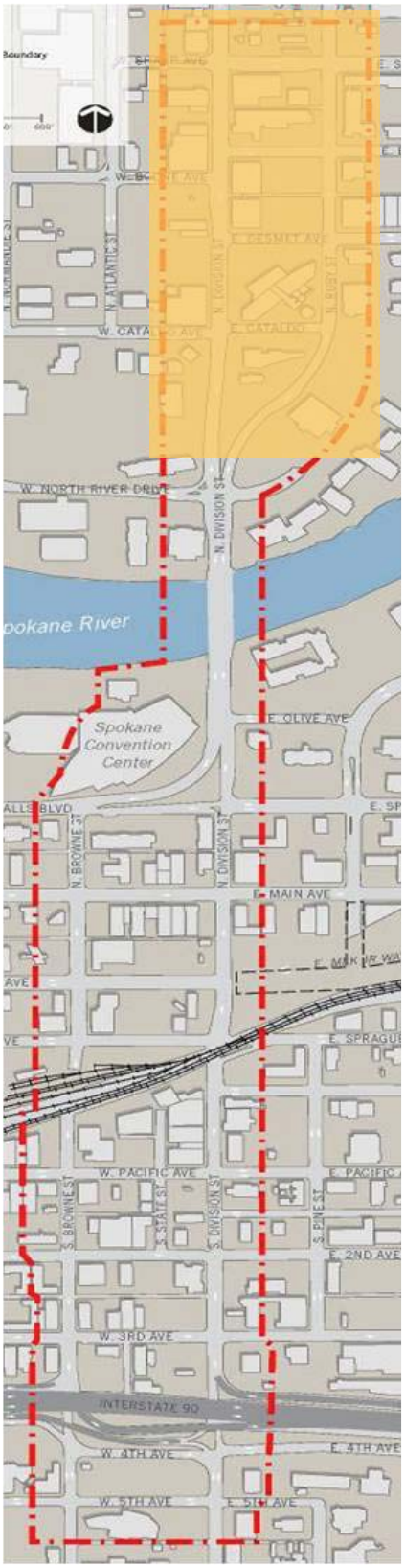
CHAPTER 4

urban design concept

IN THIS CHAPTER...

The urban design concept for the Division Street corridor outlines the streetscape design and the preferred character for the area by illustrating connections, destinations, relationships and gateways. It promotes the creation of a multimodal street through improvements that enhance placemaking, catalyze economic development and improve livability. The design concept creates a unified identity while also encouraging the establishment of distinct sectors within the Division Street corridor. The streetscape recommendations in this chapter are organized by Sector: A through C, with Sector C including two key focus areas. The sectors (running north to south) within the Division Street project area include:

- Sector A: North of the River
- Sector B: At the River
- Sector C: South of the River: Key Focus Areas
    - o Division St (Between Spokane Falls Blvd and I-90)
    - o Main St (Between Pine St and Browne St)



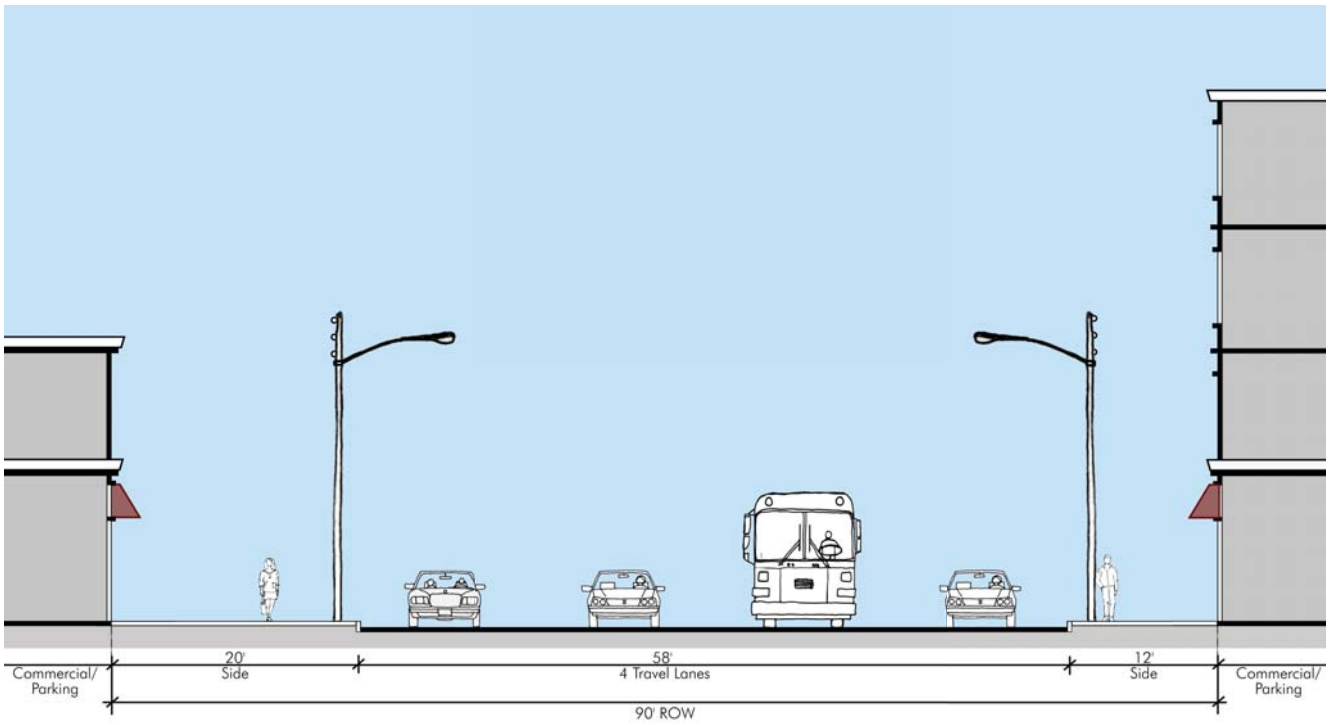
Sector A Map

4.1 SECTOR A: NORTH OF THE RIVER

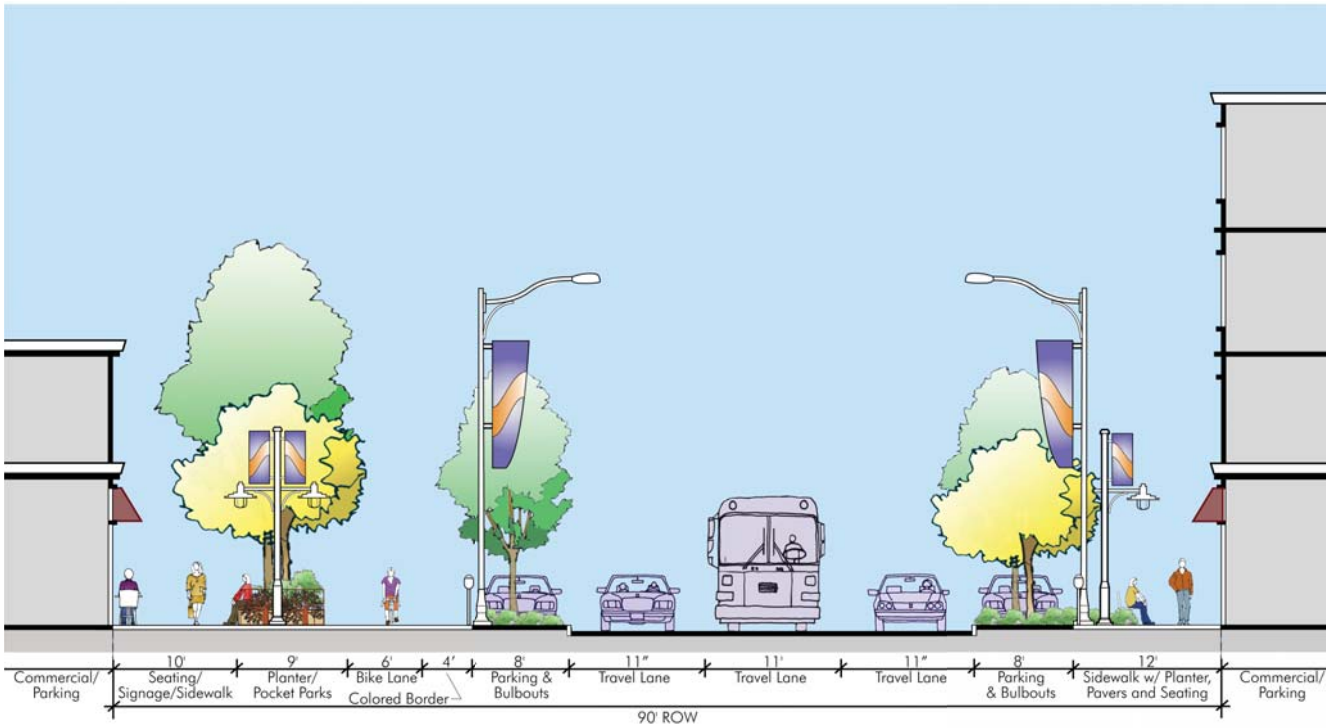
Sector A north of the Spokane River extends from Sharpe Ave in the north to North River Drive in the south and from Division Street in the west to Ruby Street in the east. This area is located between the North Bank to the west and U-District to the east and is challenged by wide one-way roadways with a lack of street trees planting, and lack of continuous uses to enhance pedestrian experience and comfort.

The proposed streetscape design is envisioned to help transform this area from a barrier to an area with improved connectivity to adjacent districts, and enhanced attractiveness as an inviting sidewalk environment. The following improvements are recommended to Division St and Ruby St:

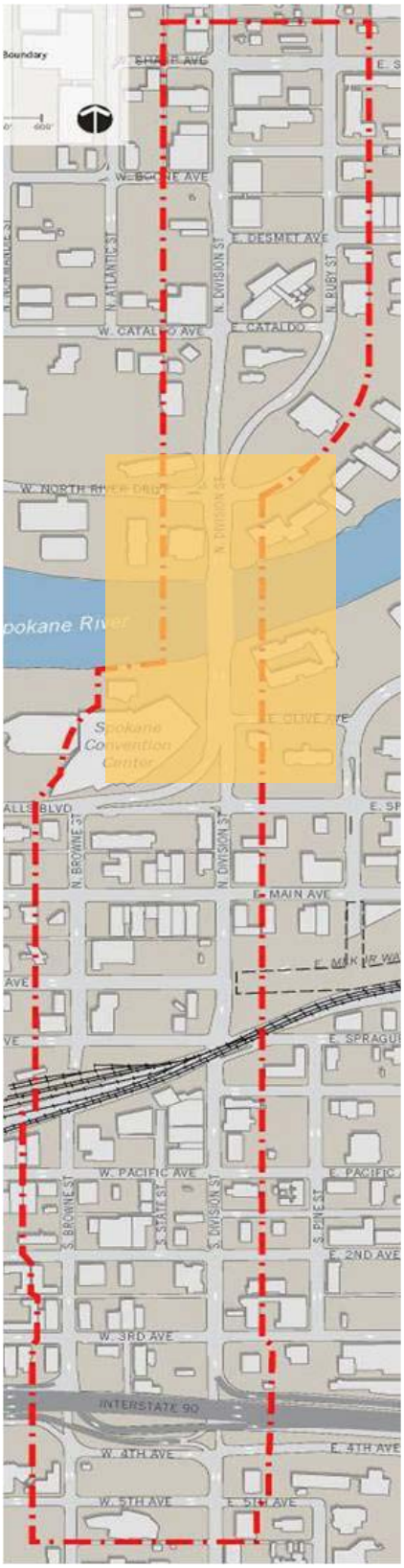
- Reduce roadway to three travel lanes
- Introduce on-street parking
- Integrate stormwater bulbouts in the parking lane
- Plant continuous street tree canopy, seating, and pocket parks along the sidewalk
- Create a sector identity through elements such as unique signage, banners, lighting, pavers, and landscaping
- Explore continuous buffered bike lanes clearly indicated by a colored border. If the City chooses not to put the bike facility, the design improvement concept can either accomodate an expanded sidewalk with on-street parallel parking on both sides of the road or diagonal parking on one side of the road and parallel parking on the side of the road.



Prototypical Section: North of River-North Bank & U District,



Prototypical Section: North of River-North Bank & U District, Proposed (Bike facility is optional)



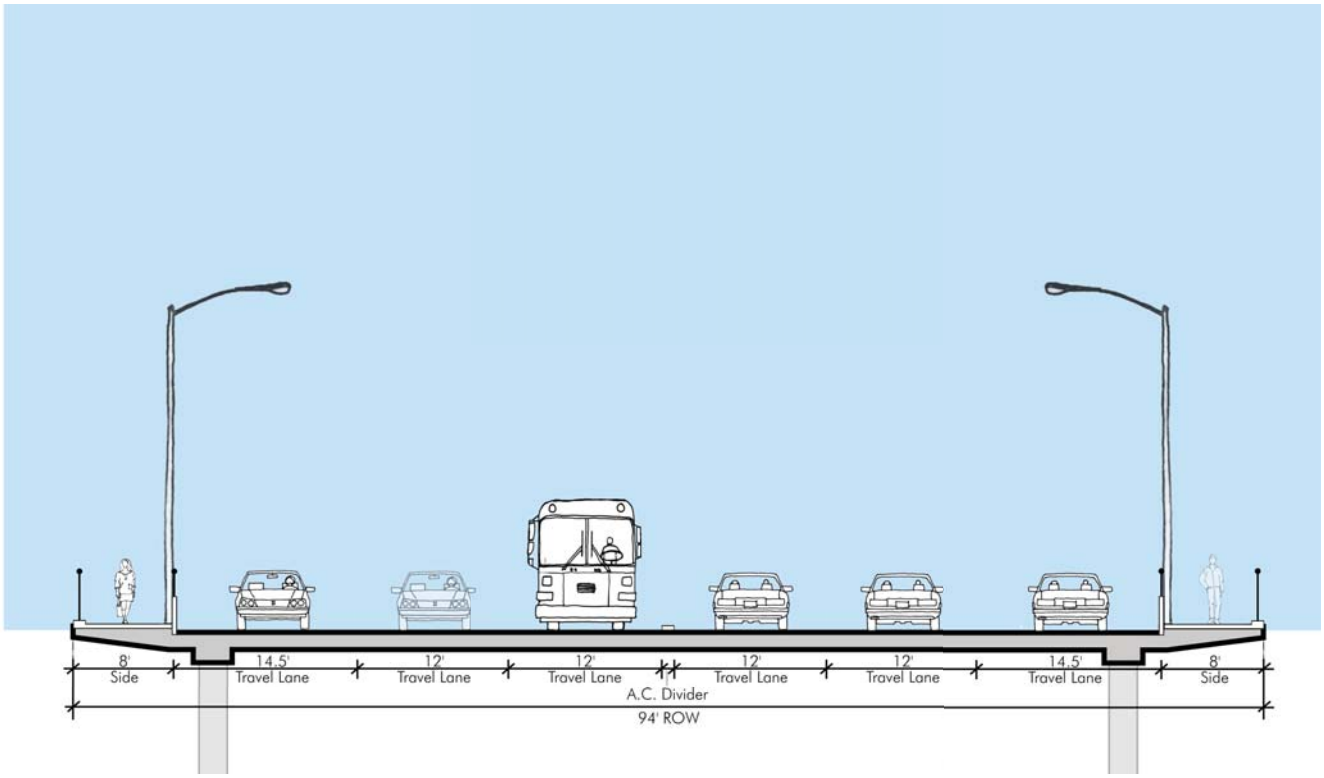
Sector B Map

4.2 SECTOR B: AT THE RIVER

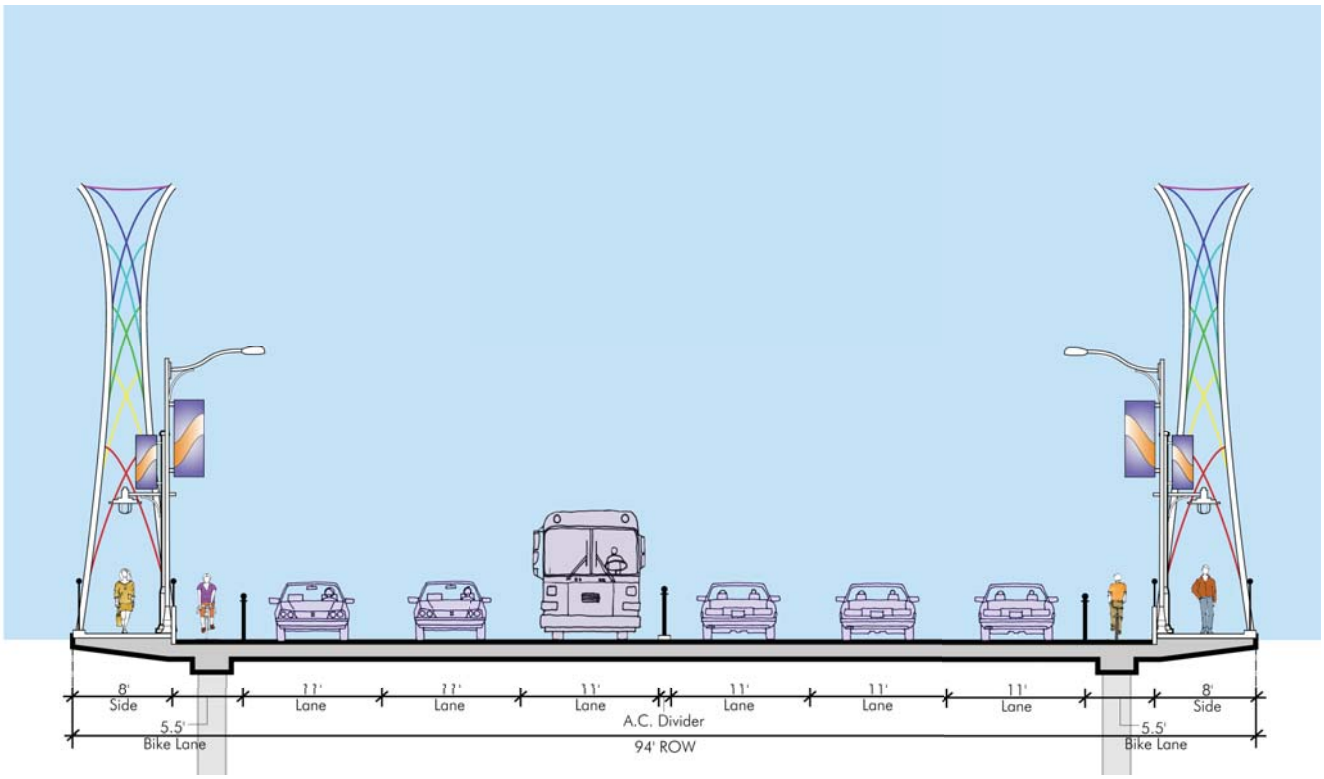
Sector B is located at the Division St Bridge over the Spokane River. This major north-south connector currently lacks inviting elements to encourage people to walk and bike across the bridge and enjoy the great views of the river.

The proposed streetscape design is envisioned to create a distinctive gateway bridge that will help to knit the north and south areas together and improve safe crossing for all users. The following improvements are recommended to the Division Street bridge:

- Introduce a center A.C. Divider to improve vehicular safety of two-way bridge
- Create distinctive sculptural gateway features, lighting, signage and banners
- Explore bike facilities in both directions separated by bollards for increased safety. If the City chooses not to have the bike facilities, the sidewalk can be expanded to accomodate wider sidewalks.



Prototypical Section: Division St Bridge,



Prototypical Section: Division St Bridge,

Sector C-1 Map

4.3 SECTOR C: SOUTH OF THE RIVER: KEY FOCUS AREAS

Sector C is located south of the Spokane River and includes two key focus areas for urban design concepts. These focus areas include Division St between Spokane Falls Blvd and I-90 and Main St between N Pine St and Browne St.

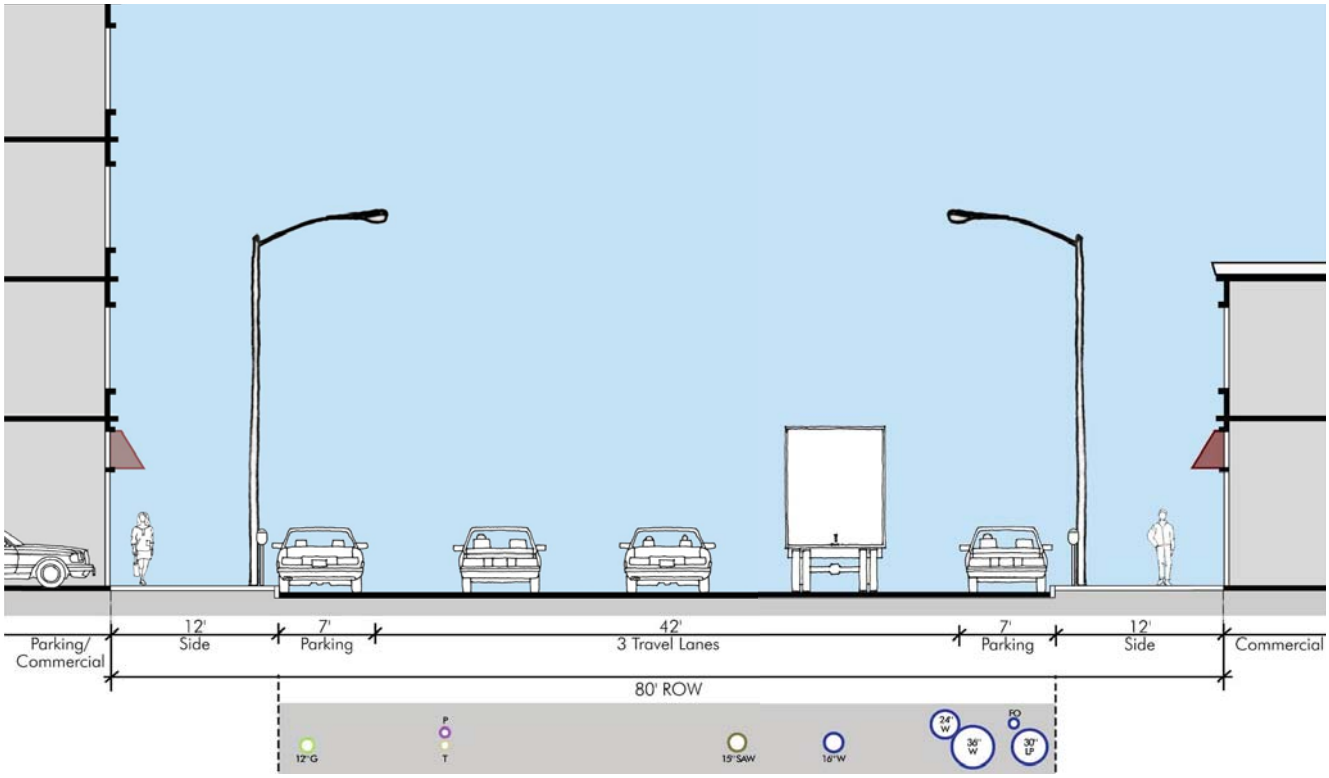
DIVISION ST BETWEEN SPOKANE FALLS BLVD AND I-90

Division St is a major southern entry off of I-90. However, it is currently comprised of wide roadways with an undefined streetscape character, lack of connectivity to adjacent districts and poor sidewalks.

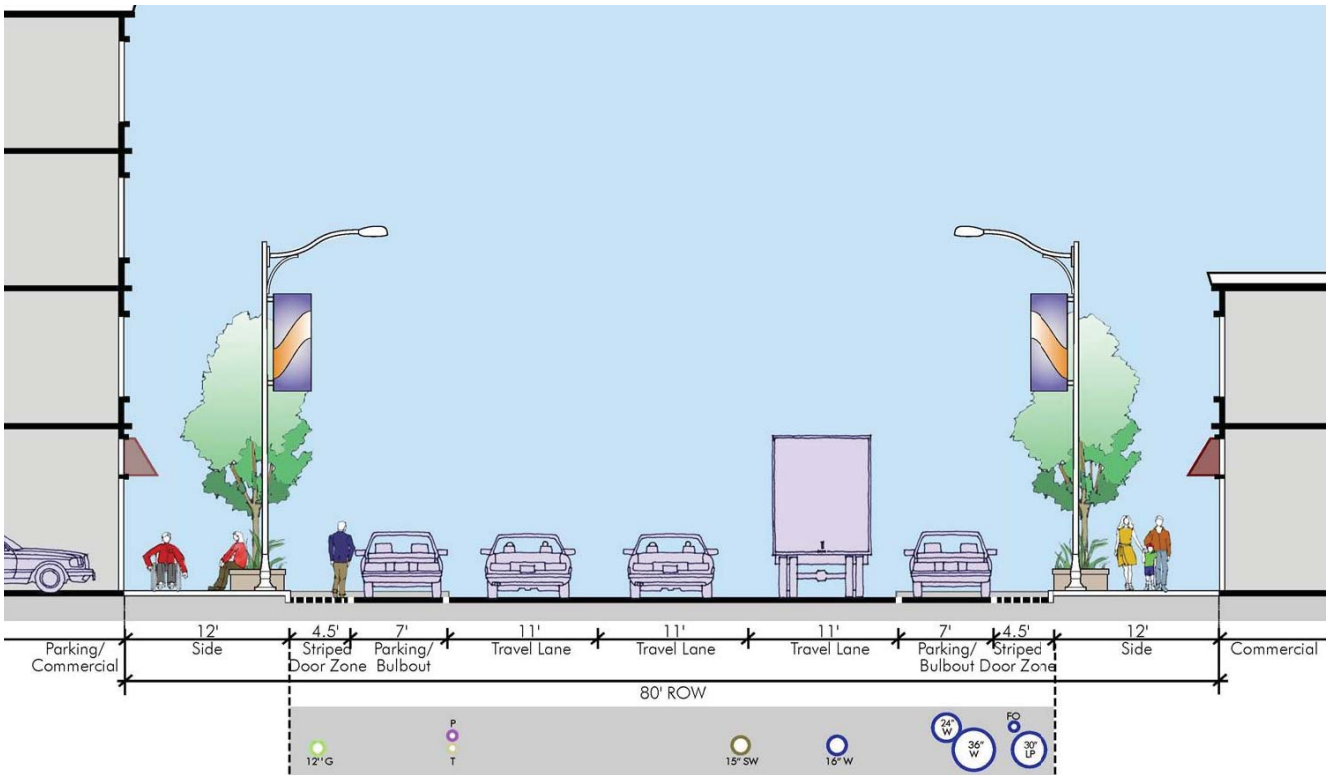
DIVISION ST FROM SPOKANE FALLS BLVD TO RAILROAD AVE

The proposed streetscape design for the segment of Division St from Spokane Falls Blvd to Railroad Ave maintains the current curb-to-curb dimension for reduced costs but also incorporates improved streetscape planting, furniture, and crossings to improve the appearance and comfort of this segment of the corridor and its connectivity to surrounding districts. The following improvements are recommended to this segment of Division St:

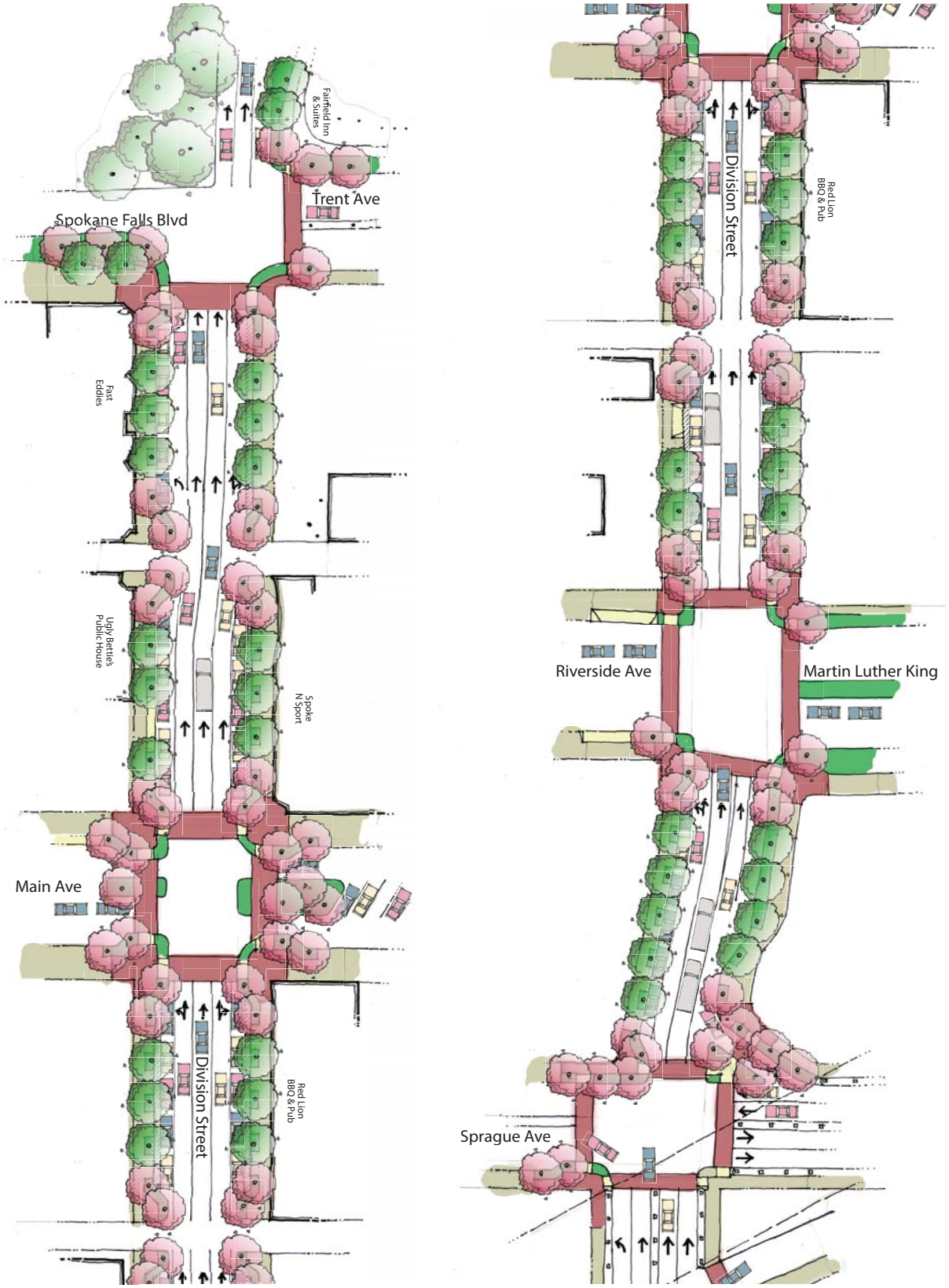
- Include a striped door zone along the parking lane for improved car entry and exit by people of all abilities. This striped area could also serve for snow storage during large snow storms.
- Provide continuous street trees and seating along the sidewalk. Where the planting area is over existing utilities, the trees can be put in planter boxes that can also serve as seat walls
- Improve major street intersections with enhanced crosswalks and accent trees
- Include distinctive banners and clear signage



Prototypical Section: Division St. From Spokane Falls Blvd to Railroad Ave, Existing



Prototypical Section: Division St. From SFB-RR, Proposed

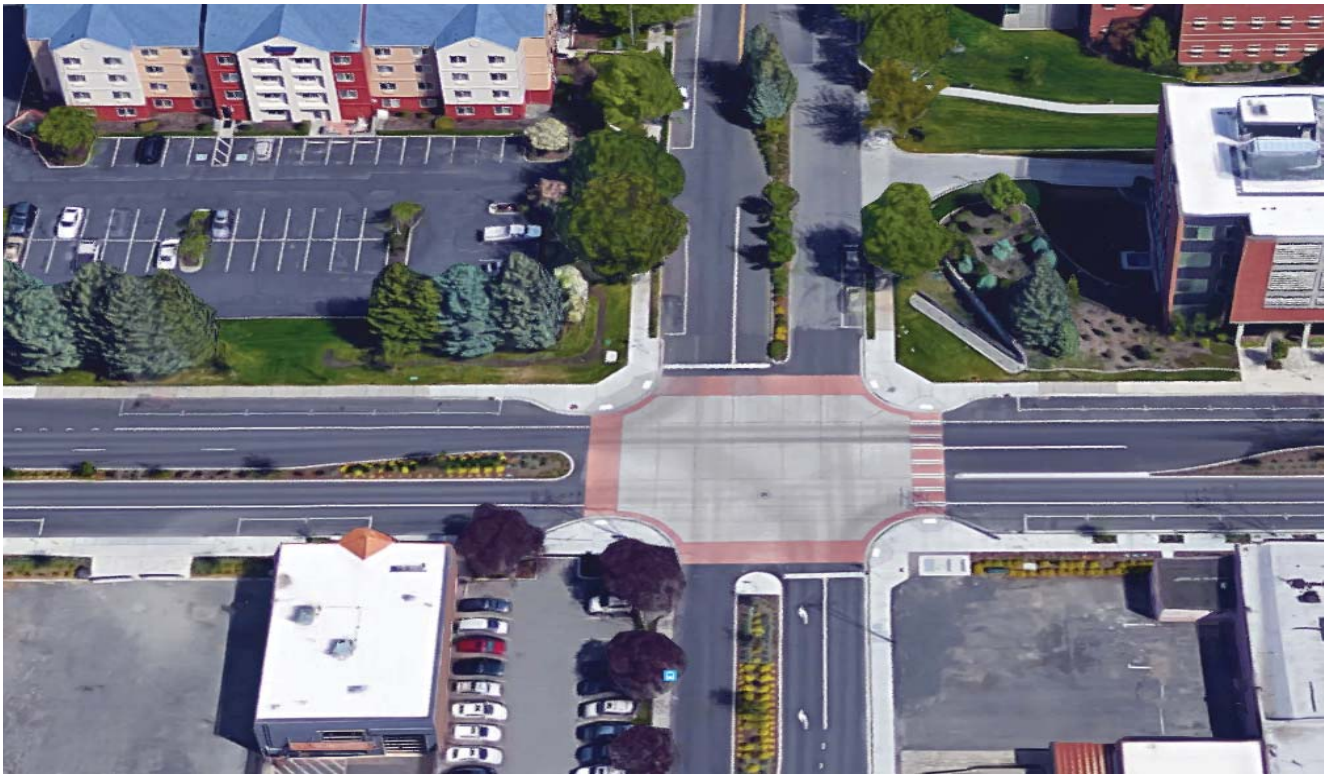


Division from Spokane Falls Blvd. to Railroad Ave.

Existing condition along Division Street looking north towards Main St

Photo simulation of proposed condition

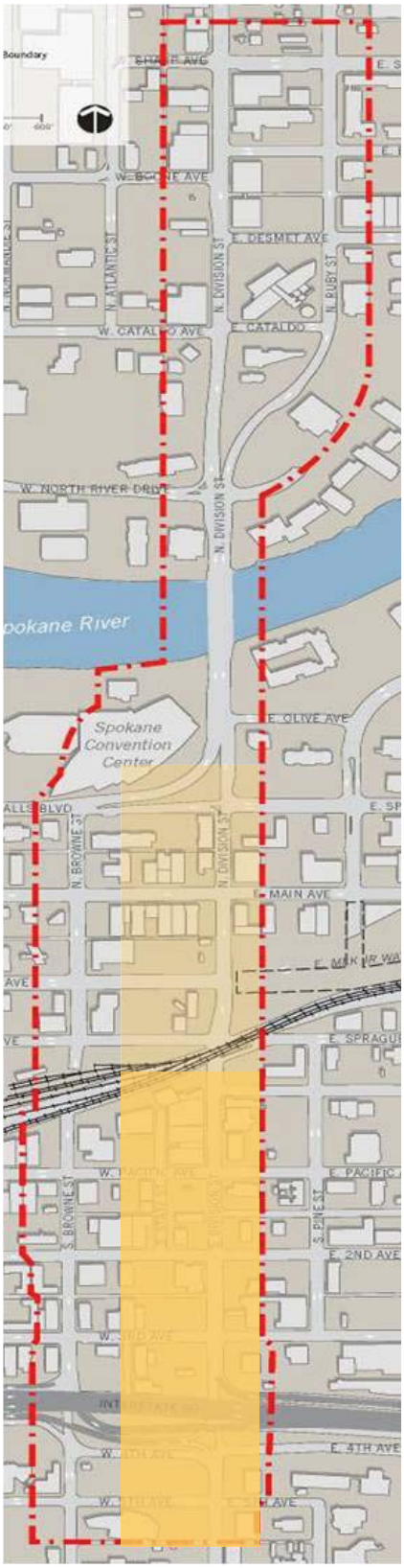
Comparable example of tree lined streets



Comparable example of enhanced intersection with well articulated crosswalks

Comparable example of trees in raised planters

Raised planters for trees provide opportunities for seating and signage

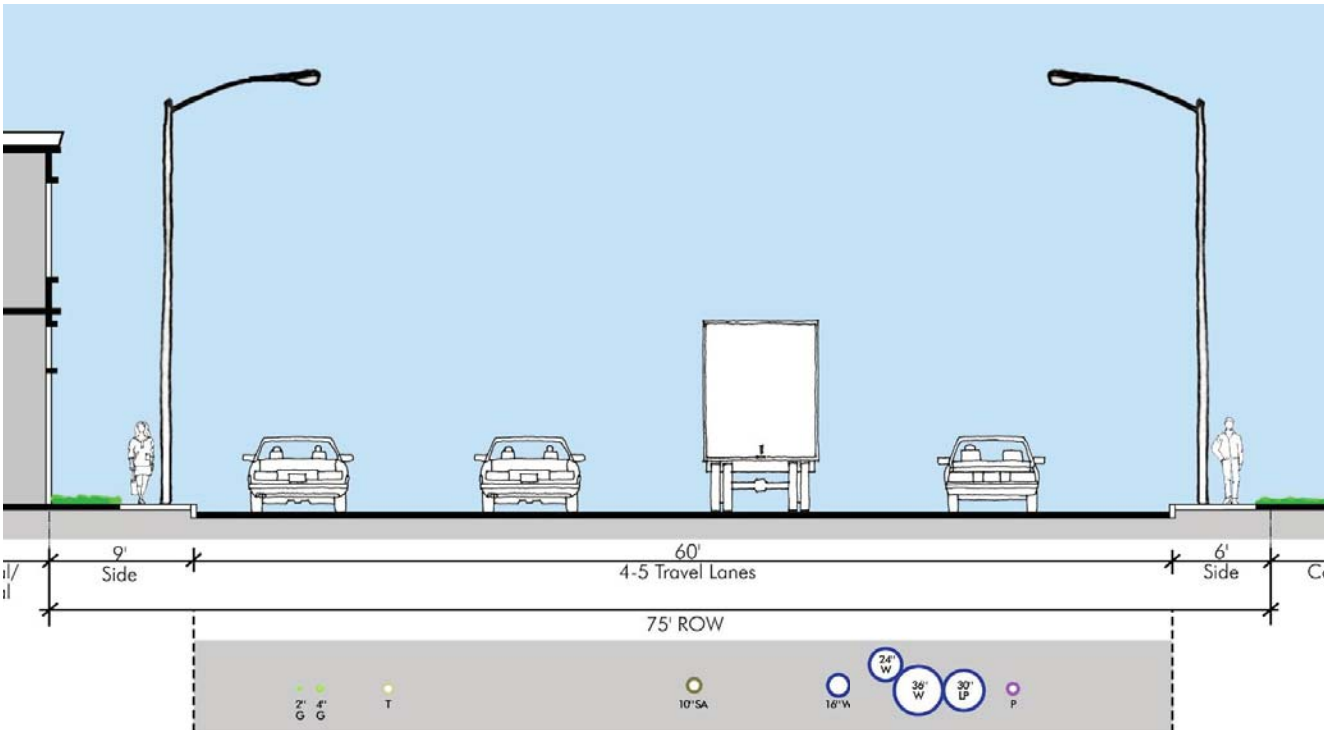


Sector C-2 Map

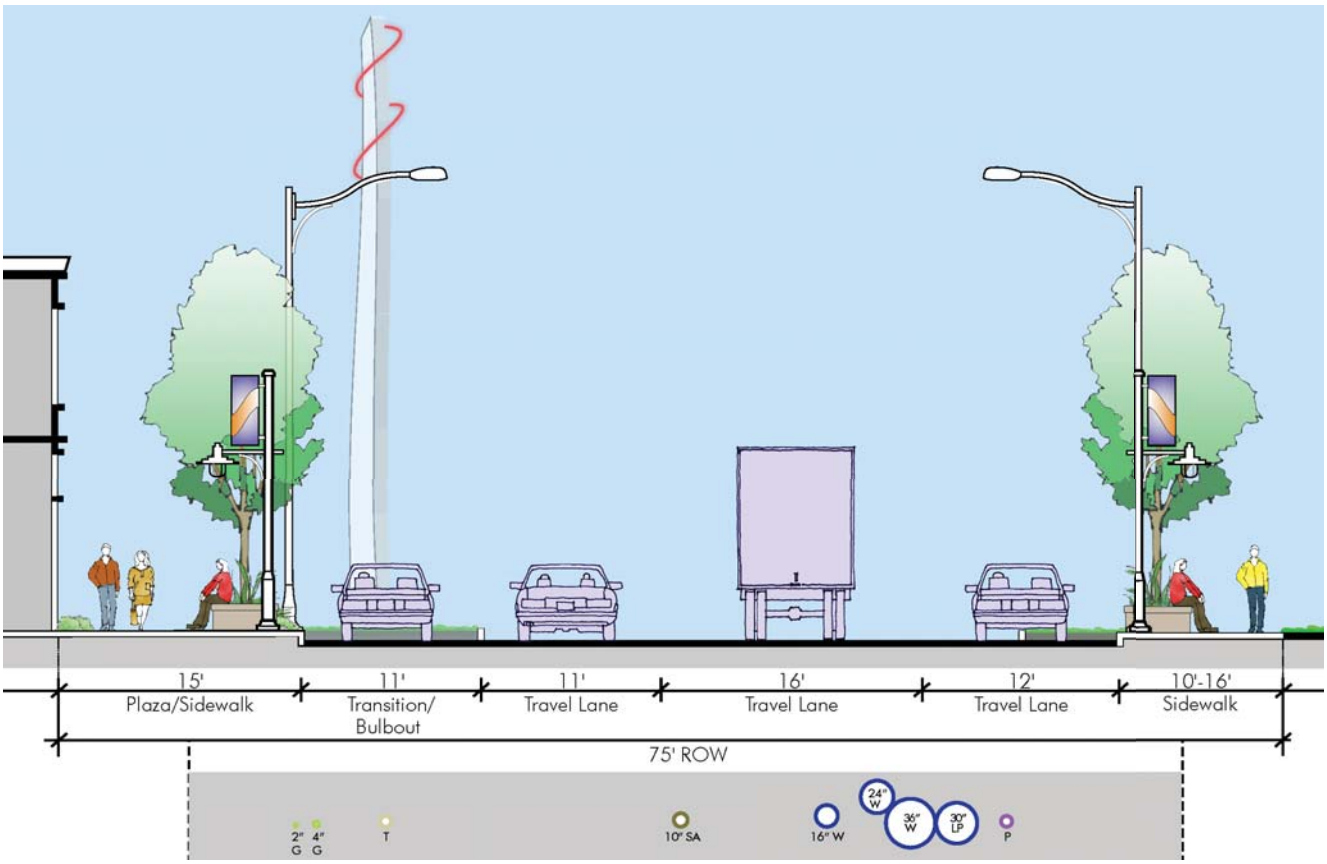
DIVISION ST FROM RAILROAD AVE TO 3RD AVE

The proposed streetscape design for the segment of Division St from Railroad Ave to 3rd Ave reduces the wide roadway and provides a wider and more inviting sidewalk environment with a distinctive gateway feature to signal entry into the southern entry of the City. The following improvements are recommended to this segment of Division St:

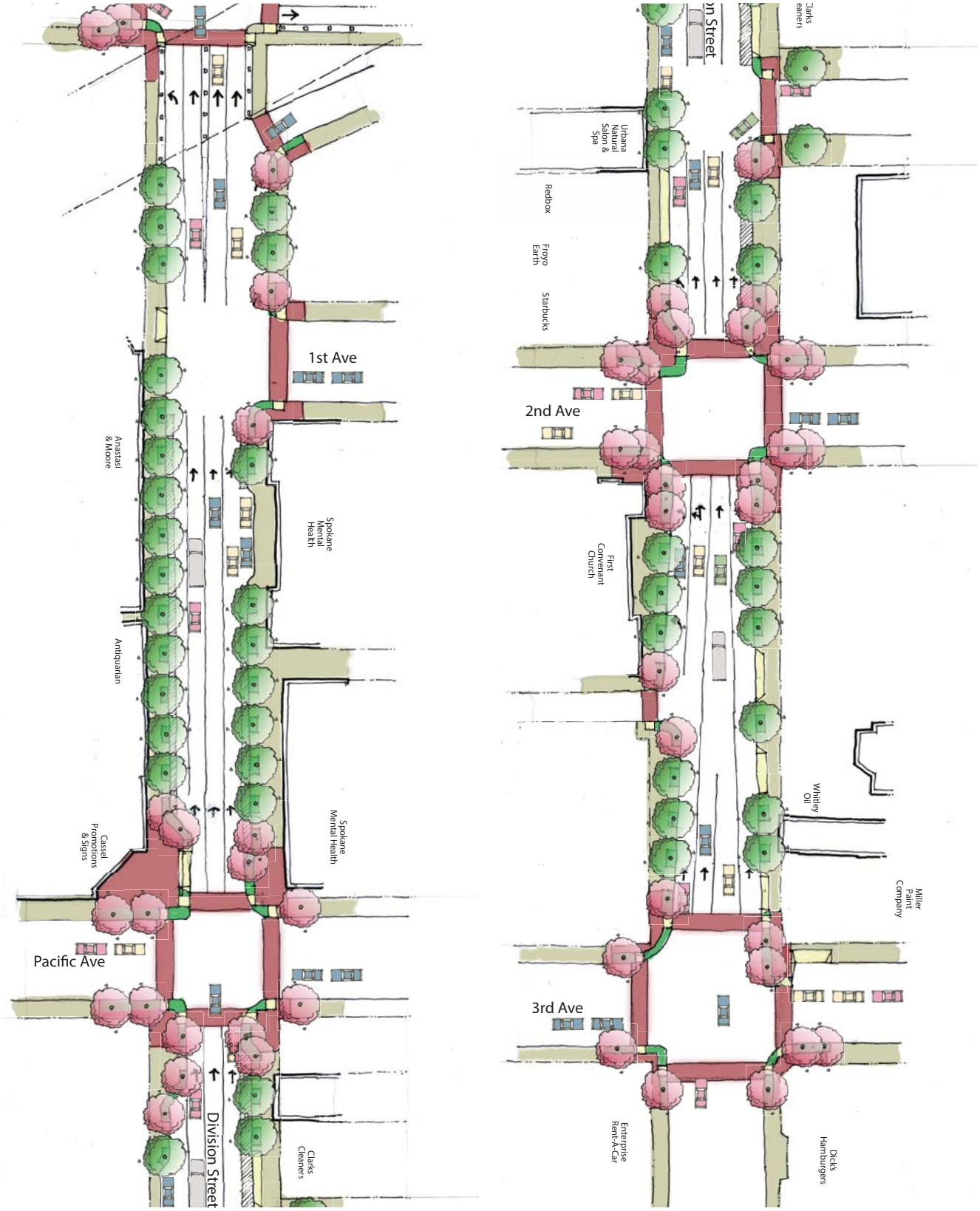
- Widen sidewalks and reduce the roadway crossing distances with bulbouts
- Provide continuous street trees and seating along the sidewalk
- Improve major street crossings with well marked crosswalks and landscaping
- Create distinctive sculptural gateway features, lighting, signage and banners at key nodes along the corridor. Prioritize location of Division St between 2nd and 3rd St for an iconic vertical gateway element.



Protypical Section: Division St (I-90 to 2nd),



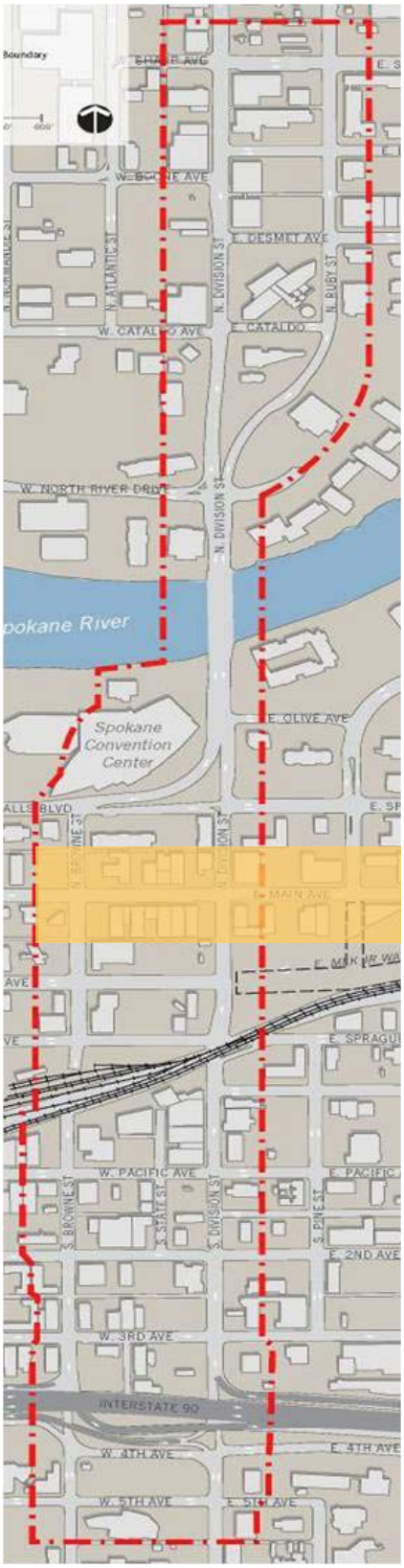
Prototypical Section: Division St (I-90 to 2nd), Proposed



Division from Railroad Ave. to 3rd Ave.

Existing condition along Division St at 3rd St looking north

Photo simulation of proposed condition



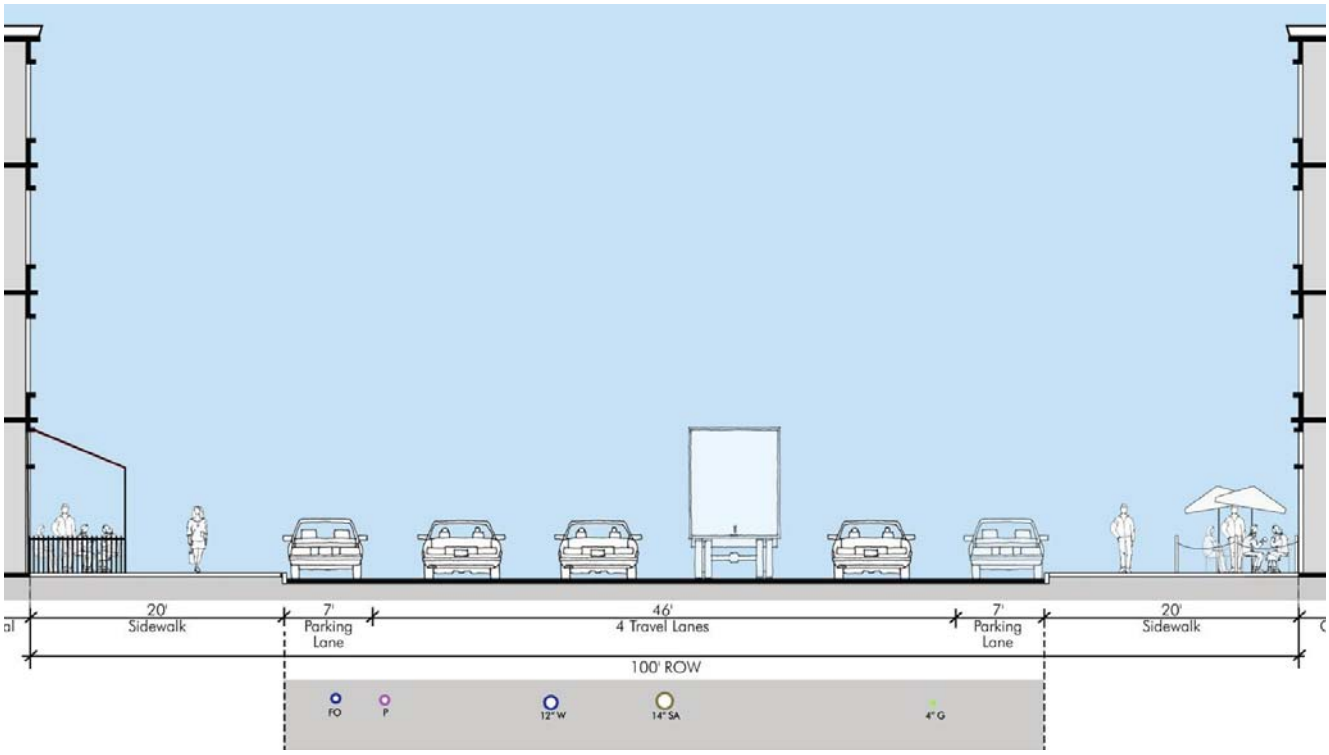
Sector C-3 Map

MAIN ST BETWEEN PINE ST AND BROWNE ST

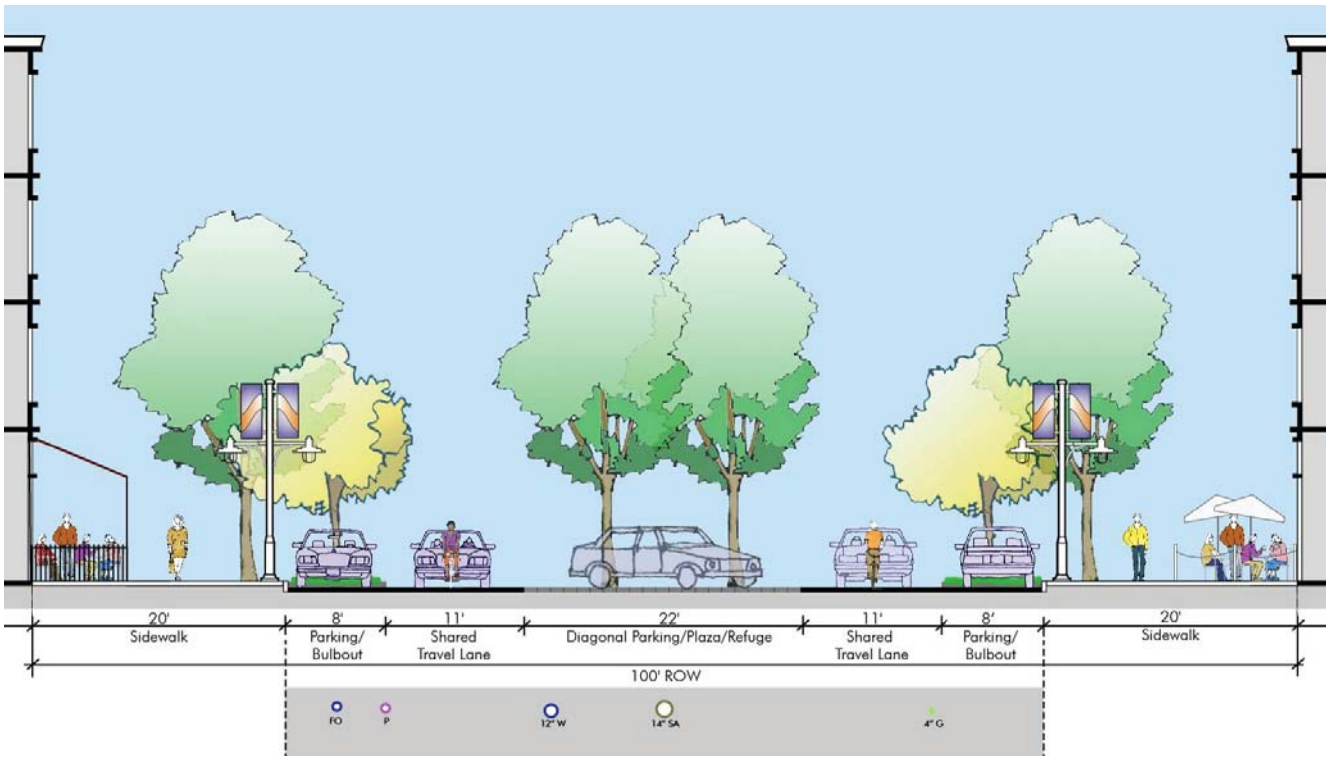
Main St is an important connector from the Downtown Core and Convention Center in the west to the Riverpoint campus in the east. The street is lined by several successful examples of adaptive reuse of older and industrial properties; however, these buildings are not well connected because of wide roadways and poor sidewalks.

Main St between Pine St and Browne St is primed for improved connectivity and street activity. The proposed streetscape design aims to promote this vibrancy through flexible streetscape elements that are both functional and provide creative community gathering opportunities. The following improvements are recommended to Main St between Pine St and Browne St:

- Reduce travel lanes to one lane of traffic in either direction that can serve both cars and bicyclists. Maintain on-street parking on both ends of the roadway.
- Create a flexible multi-purpose space in the center of the street. It is envisoned that this flexible space is used for different purposes during different times of the weekday and weekend. During the weekday it can become a space for diagonal car parking. During special events, it can serve as a gathering area for people as well as parking.
- The street itself is designed so as to be easily closed for special events through the use of retractable bollards.
- Provide continuous street tree canopy as well as bulbouts with accent trees.
- Incorporate creative identity features such as lighting, signage and banners.



Prototypical Section: West Main Ave., Existing



Prototypical Section: West Main Ave., Proposed

Existing condition of West Main St, looking east

Photo simulation of proposed condition on weekdays with diagonal parking in the middle

Photo simulation of proposed condition during special events with gathering space in the middle

Photo simulation of proposed conditions during special events with street closure

Comparable example of parking in the middle of the street

Comparable example of parking in the middle and side of the street

Comparable example of parking in the middle and side of the street

Comparable example of gathering spaces in the middle of the street

this page intentionally left blank

5 implementation

CHAPTER 5

implementation

IN THIS CHAPTER...

There is a strong recognition among different members of the community including community leaders as well as City staff that the Division Street Gateway Project is a high priority for the City of Spokane and key to attracting new development and facilitating economic growth in the Downtown. The City of Spokane is actively pursuing public and private funding to implement the recommendations outlined in the Division Street Gateway Project and has kick-started several short- and long-term improvement projects along the corridor. These projects include:

5.1 IMPROVEMENTS TO DIVISION ST FROM 4TH AVE TO OLIVE AVE

The project includes narrowing the travel lanes, changing the merge area between 4th and 2nd to streamline traffic flow, curb extensions and directional ADA ramps at intersections for shorter pedestrian crossings, on-street parking improvements, traffic signal adjustments, installation of pedestrian lighting, streetscape and landscape improvements, and widening of sidewalk in some areas. The project also incorporates environmental measures such as stormwater detention in planted catchments built within the curb extensions. Additionally, new street trees will be drought tolerant to reduce long-term maintenance needs.

Project Cost: $3.8 million funded through the Surface Transportation Program and additional local sources

Estimated Completion in 2017

65

5.2 LANDSCAPING PROJECT AROUND THE I-90 EXITS AT DIVISION ST BETWEEN 4TH AVE AND 3RD AVE

The project includes an entry feature intended as a welcoming environment that begins a story about the community's relationship to the Spokane River through artwork such as sculptures, earthworks, and landscaping including native and drought tolerant plantings. Additional proposed enhancements include naturalistic plantings, curb replacement of jersey barriers, screen plantings and aesthetic traffic barrier planters, street trees, and new sidewalk.

Project Cost: $672,300

5.3 IMPROVEMENTS FOR MAIN ST

The project includes immediate short term improvements along Main St such as curb extensions, relocation of traffic signals, improving landscaping, improving structural sidewalks, narrowing traffic lanes to 11' to accommodate the curb extensions—striping changes reach half block in each direction, and ADA curb ramp improvements.

Project Cost: $250,000

Estimated Completion in 2015

5.4 IMPROVEMENTS ALONG SPOKANE FALLS BLVD

This project envisions improvements to the triangle area north of Spokane Falls Blvd between Division St and Browne St. The project details and timeline are yet to be detailed.

this page intentionally left blank

6 appendices

APPENDIX A

site furnishings

Pedestrian Light
Color: Aluminum/
Metallic Silver

Vehicular Light to Match
Existing
Color: Aluminum/
Metallic Silver

Artist-Created Monumental Light Sculpture

Custom Light Sculpture
Color: Core-10 Steel

"Plainwell" Bench and Chair by Landscape Forms
Color: Dark Orange or Dark Purple

"Bagdad Cafe" by Escofet
Color: Core-10 Steel

"Frank Gehry Twist Cube" by Design Within Reach; Color: Various

APPENDIX A, CNTD

site furnishings

"Plainwell" by Landscape Forms
Color: Dark Orange or
Dark Purple

"Bola" and "Flo by Landscape Forms;
Color: Metallic Silver

Steel Planters by Yard Art

APPENDIX B

paving and hardscape









APPENDIX C

planting: trees & shrubs

Quercus shumardii
Shade Tree

Zelkova serrata 'Green Vase'
Shade Tree

Prunus sargentii 'Pink Flair'
Ornamental Tree

Syringa reticulata 'Ivory Silk'
Ornamental Tree

Nyssa sylvatica
Stormwater Planter Tree

Spirea betulifolia

Lavandula angustifolia 'Munstead'

Spirea bumalda 'Limemound'

Berberis thunbergii 'Crimson Pygmy'

Picea pungens 'Globosa'

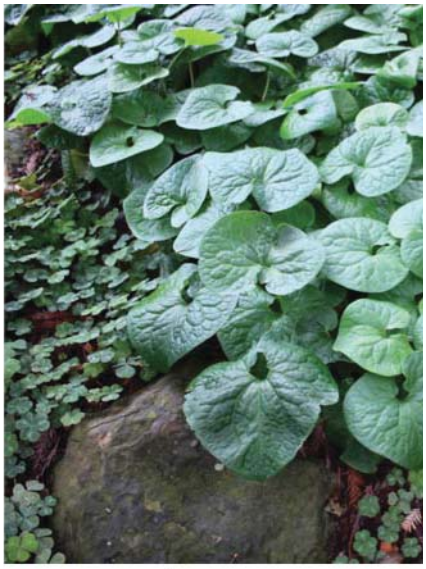
Iris sibirica 'Caesar's Brother'

APPENDIX C, CNTD

planting: groundcover & vines

Mahonia repens

Juniperus squamata 'Blue Star'



Asarum caudatum

Helianthemum nummularium

planting: stormwater planting

Camassia quamash

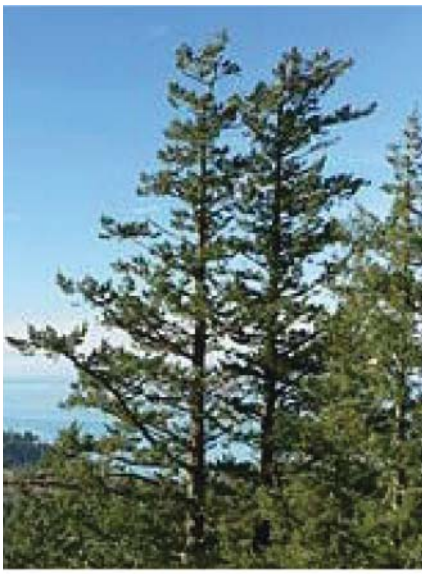
Carex buchananii

Carex tumulicola

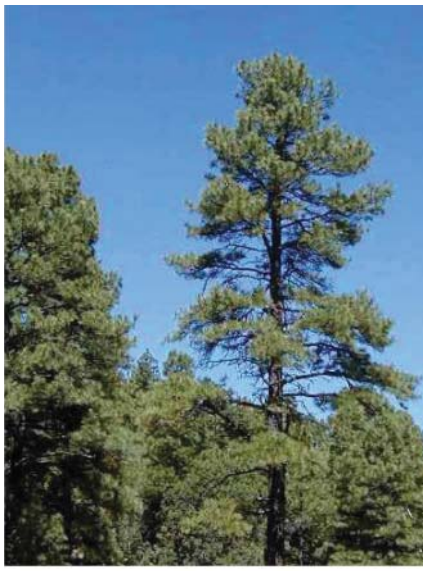
Juncus patens

APPENDIX C, CNTD

planting: mixed native forest



Pseudotsuga Menziesii
Shade Tree



Pinus ponderosa
Shade Tree

Acer glabrum
Shade Tree

Prunus virginiana
Shade Tree

Amelanchier alnifolia
Understory Tree

Acer circinatum
Understory Tree