


SHADLE PARK



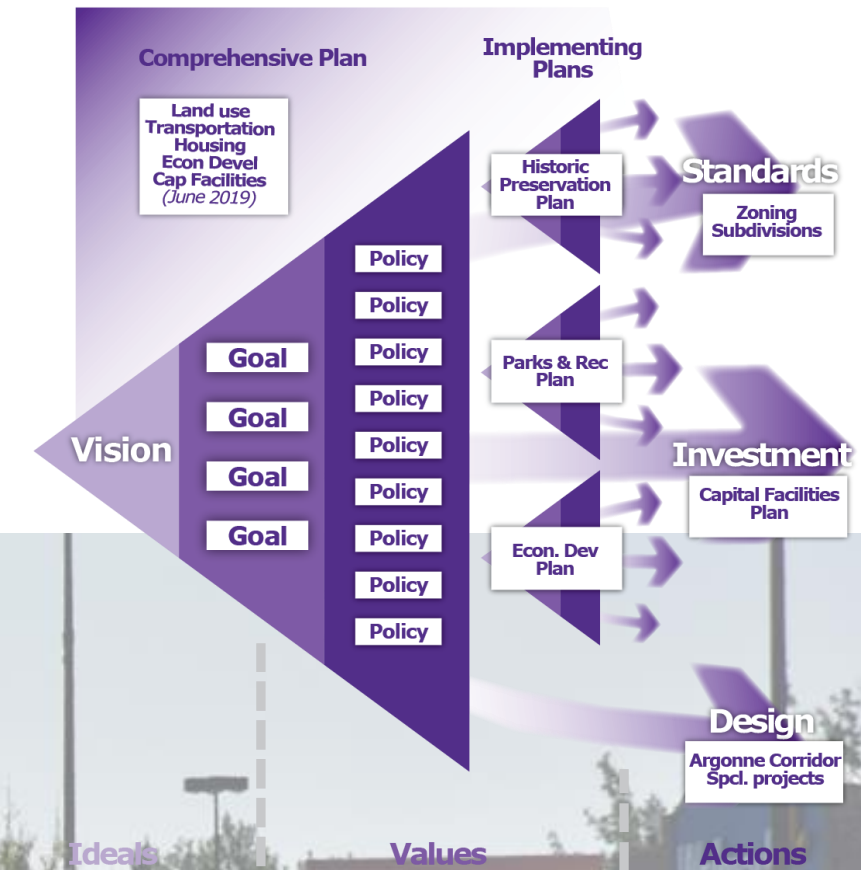
Shadle Area Neighborhood Plan

June 2019

Planning Policy

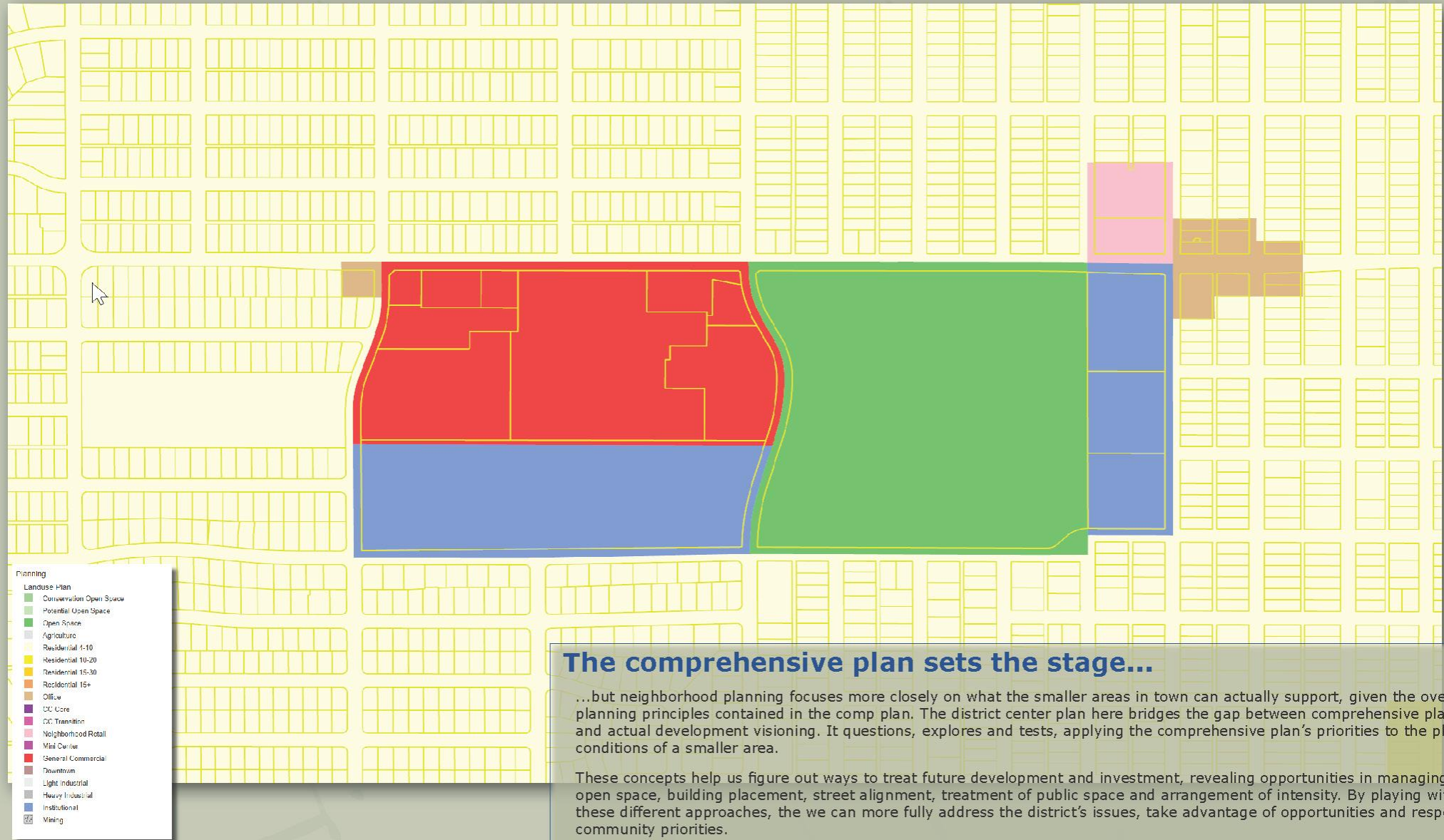
Planning Schematic

From vision to action, typical plan structure



Comprehensive Plan

Long-range policy - a touchstone for our work



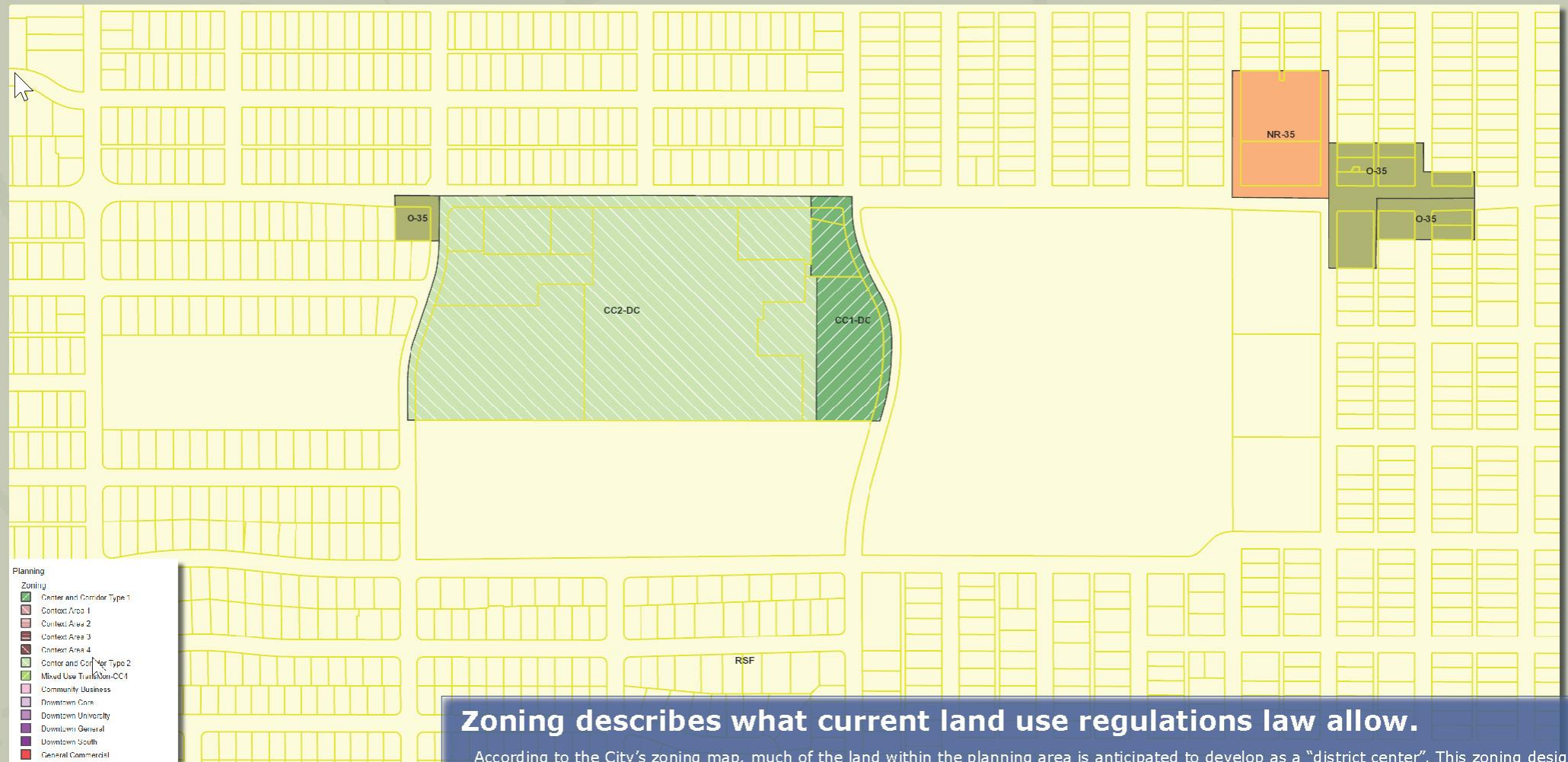
The comprehensive plan sets the stage...

...but neighborhood planning focuses more closely on what the smaller areas in town can actually support, given the overall planning principles contained in the comp plan. The district center plan here bridges the gap between comprehensive planning and actual development visioning. It questions, explores and tests, applying the comprehensive plan's priorities to the physical conditions of a smaller area.

These concepts help us figure out ways to treat future development and investment, revealing opportunities in managing open space, building placement, street alignment, treatment of public space and arrangement of intensity. By playing with these different approaches, the we can more fully address the district's issues, take advantage of opportunities and respond to community priorities.

Zoning

What types of development the existing rules permit



Zoning describes what current land use regulations law allow.

According to the City's zoning map, much of the land within the planning area is anticipated to develop as a "district center". This zoning designation describes a type of development that caters to a large area and is very urban in character. It hints at transformation, yet it permits what is already in place to remain. It provides opportunities for more, however, and that is consistent with the comprehensive plan's policies.

The land surrounding the commercial center is primarily zoned for single-family residential, permitting up to 10 units per acre.

Glover and Shadle school sites, while developed as schools now and likely to continue as such for the foreseeable future, are also designated RSF. But these special education uses - as well as St Christopher's church and Shadle Park - are allowed by special permit. This indicates that the single-family zone can also be used for certain institutional and recreational purposes, too.

The District Center Plan's role



What to expect from this work

Purpose

The purpose of this district center plan is to clarify and focus City policy on **land use, transportation, investment, and economic development strategy** within this portion of Spokane. The plan will produce a set of **recommendations** for the City's zoning, capital facilities plan, and transportation system design, outlining next steps the community can take to encourage and direct reinvestment in the Shadle area.

Funded by both the **Audobon/Downriver and Northwest neighborhoods**, this project is identified as a priority action by both neighborhood councils. In addition, the comprehensive plan designates this area as a **"district center"**, anticipating transformation generally leading to more development intensity. The neighborhoods understand that change is coming, and they want to make sure that it is envisioned, directed and managed appropriately. Its location along busy arterials and transit lines, the presence middle and high schools, and the popularity of the Shadle Library make this district full of **potential**. This project will clarify its hoped-for future and identify what should be done to set it up for success.

District Center hopes:

Provide incentives to encourage revitalization and use of historic and older commercial districts.

Identify districts as the framework for providing secondary schools, larger parks and recreation facilities, and more varied shopping facilities

Orient new buildings in District Centers to the street, with parking lots located behind or on the side of buildings when possible

Design circulation systems to provide pedestrian access between residential areas and the district center, and to support frequent transit service

Provide a central gathering place, such as a civic green, square or park

Use capital facility funds to promote economic vitality in those areas designated for economic development or mixed-use



Issues



Topics we need to address in the plan...and the vision it strives to achieve

Vision

Among the many points of pride shared by Shadle's residents, it is home to Shadle Park High School, Glover Middle School, the Shadle Library, a new aquatic center, and Shadle Park. These components of civic life set the foundation for Shadle's identity, bringing together in a single place many of the essential elements needed to support everyday life.

Even as the community has grown, appreciation for these facts remain – and, it's hoped, will underpin the future of areas where these elements remain prominent. A strategy combining policy initiatives, partnership, private development and public investment will focus transformation, helping stimulate creation of a "district center" as envisioned in the comprehensive plan. It will build on the existing infrastructure networks, land use patterns and connections that make Shadle an important, identifiable, and popular place.



A first look: What we learned from our orientation interviews

Issue	Discussion
Demographics: Households living within a five-minute walk are generally smaller and younger, potentially providing a ready-made population for increased transit use & non-motorized travel.	Interviewees noted that the neighborhood surrounding Shadle Center is diverse and dynamic, with a mix of elderly, young families, a variety of household incomes and a variety of racial and ethnic backgrounds. The neighborhood is one of Spokane's more affordable, and this is attractive to a wide spectrum of households, both in the rental and ownership markets.
Park use: The park is popular, but some of the placement and treatment of uses along the park's perimeter combine to make its interior less accessible.	Interviewees noted that the park is becoming a busier, more active social space. It hosts several programmed community activities during the course of the summer, and its water park sees intense use throughout the season. But there are other aspects of the park's use interviewees noted, too, including homeless settlements – especially on the downhill side of the park – and an apparent disconnect between the water park facility and the rest of the park.
Home types: Predominantly single-family, the homes are relatively small, with rental housing proliferating along the Wellesley Ave corridor. This may provide opportunities for higher-intensity development in time.	Interviewees noted that the homes on the north side of Wellesley are small and suited well for young families and the elderly. Still, they also noted that they are generally rental units and seem to turn over rapidly, impacted by the speed and volume of Wellesley traffic.
Community outreach: While well used, the Shadle Center, library and high school can feel somewhat detached from the community that surrounds them, emblematic of larger lack of connection between the neighborhoods and the neighborhood councils.	Several interviewees believe the neighborhood surrounding the center is not well connected, with peripheral relationships to their respective neighborhood councils and a somewhat removed attachment to neighborhood affairs and local government. They would like to see more of a sense of "shared lot" in what is happening and do not really know how to approach unifying the neighborhood to identify, work through and resolve common issues.
Arterial traffic: Wellesley and Alberta are busy arterials, carrying regional traffic at volumes and speeds that discourage pedestrian crossing at other than signalized intersections and make the sidewalk an uninviting place.	Interviewees see the speed and volume of traffic on Wellesley, Belt and Alberta as difficult to manage. While they realize that Wellesley's regional prominence adds to the continued success of the businesses at Shadle, they think there are more effective ways to manage the traffic while still retaining access to areas beyond the immediate neighborhood. Traffic flows also make turning left out of driveways a challenge, and pedestrians have few convenient options for crossing, except at signalized intersections.
Homelessness: Complaints about vagrancy, drug use, rough sleeping, and panhandling indicate that homelessness-related problems are greater than simply a downtown issue.	Interviewees mentioned the number of homeless in the study area, surprised that there was such a concentration this far removed from downtown. Some interviewees are eager to find ways to help those looking for it, with housing programs operating to help some of the population find new stability in reliable housing.
Property crime: Despite the presence of a local COPS Shop, car prowling and other petty property crime still occurs in the area.	While some of the property crime may be related to homelessness, interviewees noted that the neighborhood north of Wellesley experiences car prowling and vandalism somewhat frequently. One interviewee noted that people may squat in vacant houses or park RVs on neighborhood streets, stealing from cars parked on street nearby. Shoplifting at WalMart and Safeway is also relatively frequent, according to interviewees.

Outreach

Notice sent to 7,000+

Mailed to each address in Audubon/Downriver & Northwest

Survey

More than 150 responses

Closes July 31

Studio

Sidewalks in poor condition!

Red Xing important!

Crosswalk

Baseball

Football

Parking

Local transfer club?

Teen center / Help point

Panhandlers!

Animal control

Art walks / Sculpture?

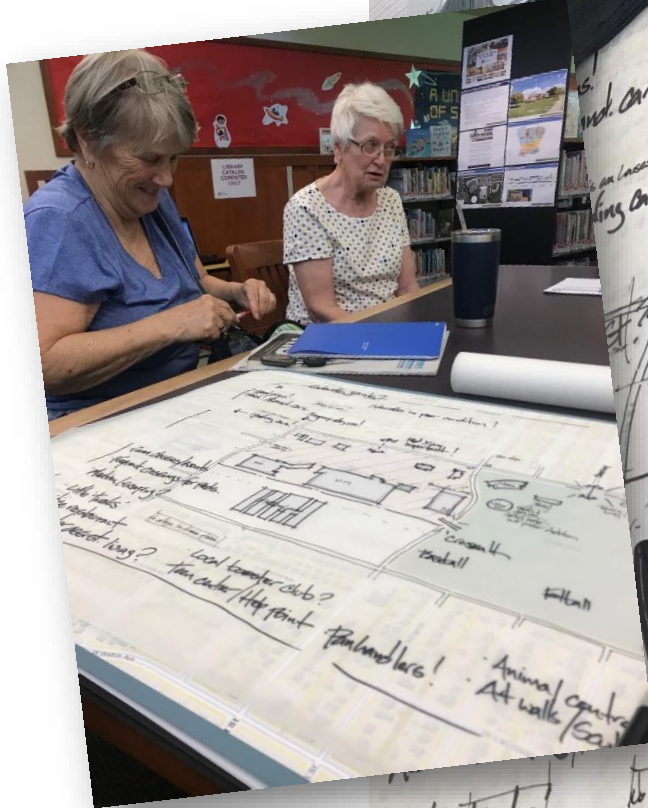
Retain age diversity!

Apply for assist. living?

W Rockwell Ave

W LaCrosse Ave

N Elgin St



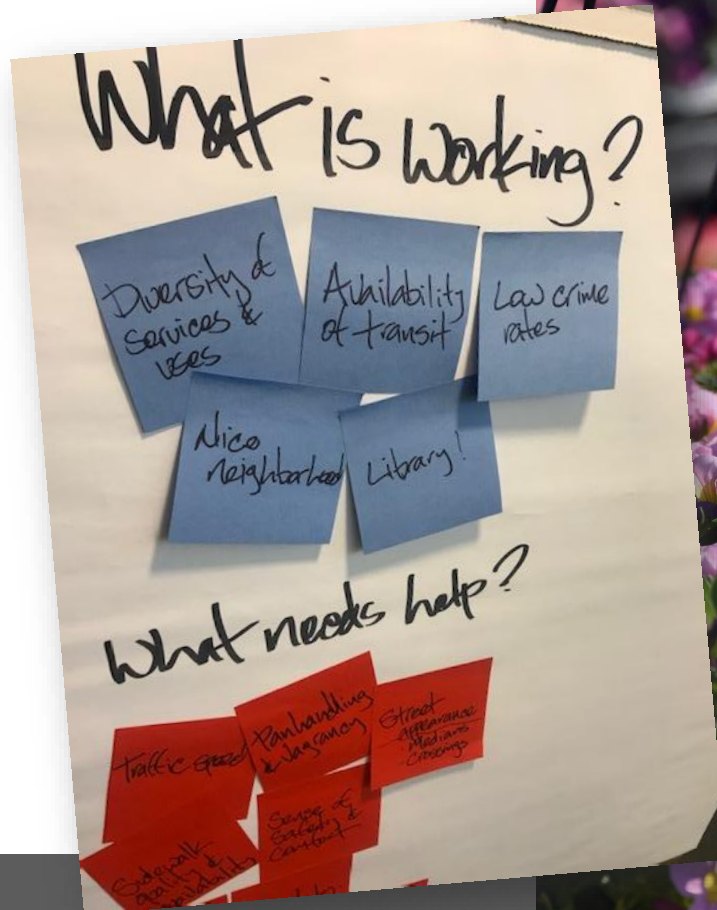
little twinkles
nice restaurant
apply for assist. living?

Local booster club?
Teen center / Help point

Panel handlers!

- Maintain age diversity!
- Animal control
- Art walks / Sculpture?

Vision





Vision Workshop
 Character Gap Exercise - June 2019

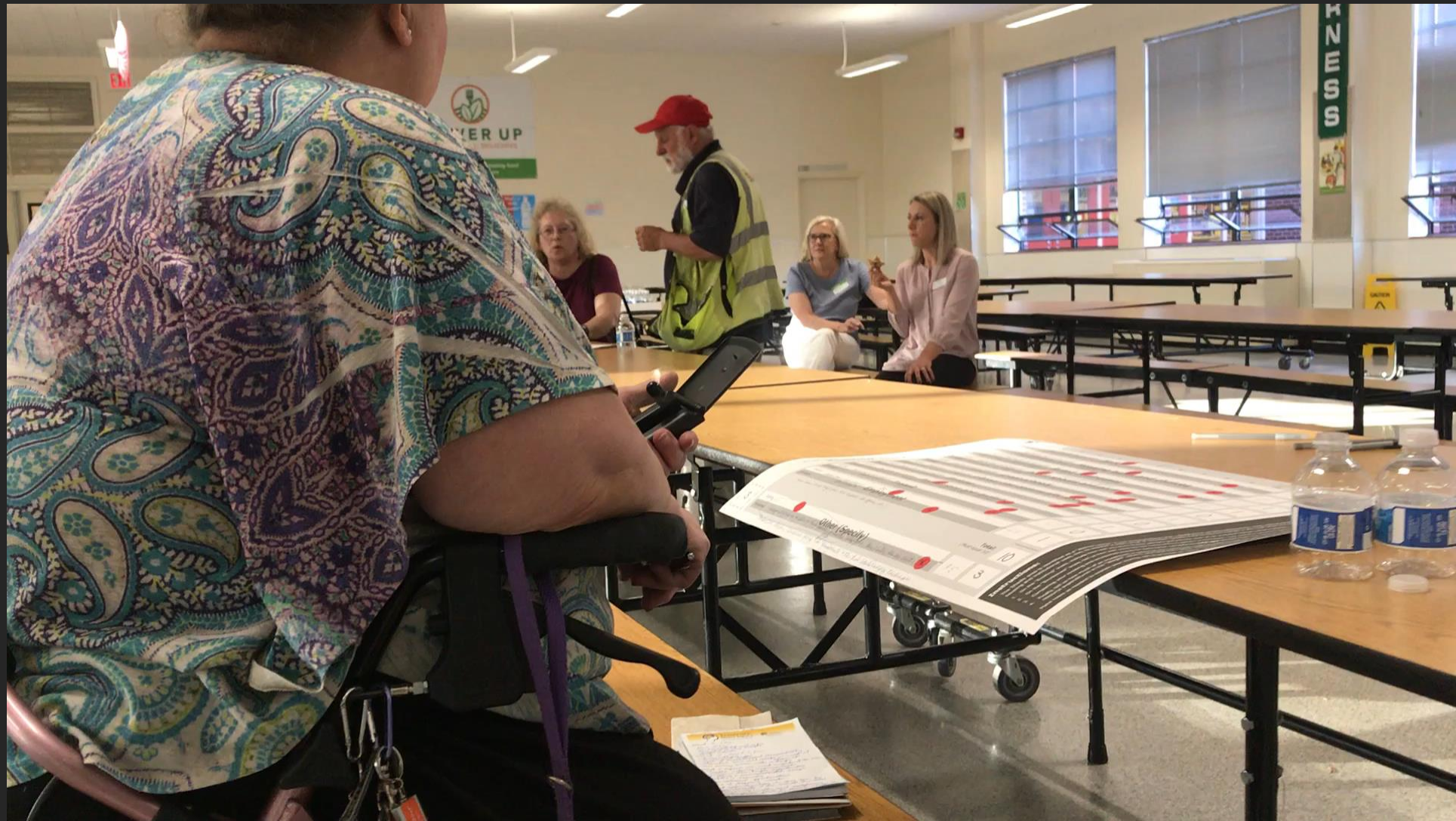


		Lowest	Neutral								Highest			
Scoring		0	1	2	3	4	5	6	7	8	9	10	Gap	Weight
Existing	When in the Shadle area I feel	Safe												
Envisioned														
Existing	The Shadle area is economically diverse and has a mix of	Housing types and choices												
Envisioned														
Existing	The Shadle area has a good mix of prosperous	Retail businesses												
Envisioned														
Existing	People enjoy and actively use Shadle's	Public spaces and parks												
Envisioned														
Existing	Shadle's prominence increases because of its	Great schools												
Envisioned														
Existing	People enjoy and actively use Shadle's	Library and community spaces												
Envisioned														
Existing	Shadle efficiently and effectively uses its land dedicated to	Parking												
Envisioned														
Existing	The Shadle area welcomes	Pedestrians and cyclists												
Envisioned														
Existing	People take full advantage of Shadle's access to	Transit												
Envisioned														
Existing	Shadle offers a wide variety of opportunities for	Employment												
Envisioned														
Total: (Must equal 10)														
Existing	Other (Specify)													
Envisioned														

Instructions:

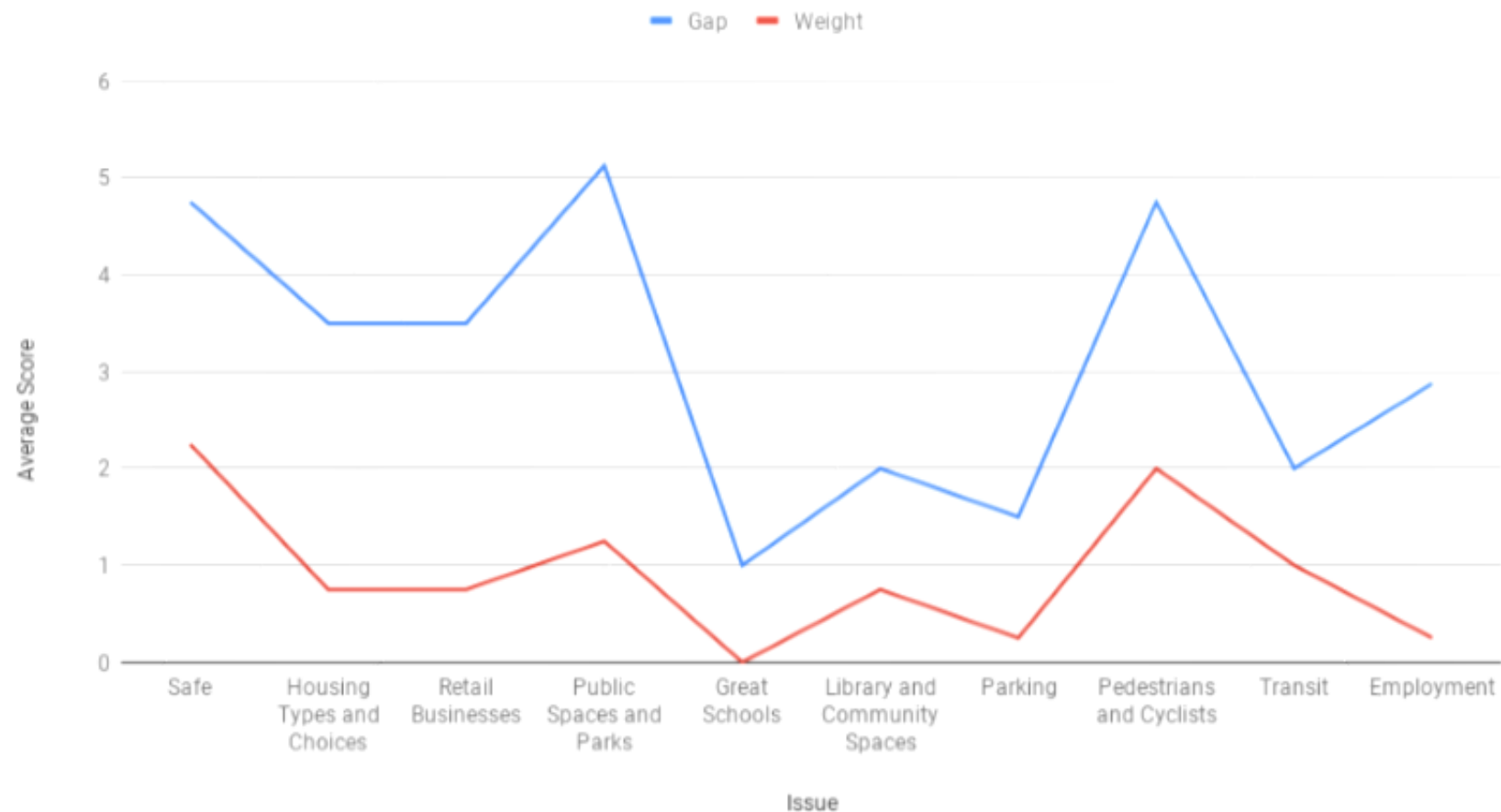
The Shadle area is identified as a "district center" in the comprehensive plan, identifying it as being destined for more intense development. This includes retail, and it also includes a mix of housing and institutional uses, too, to support a wide range of activities. Despite these envisioned changes, it still must reflect the values of folks that live and work here.

1. On the "Existing" scale, indicate how well you think Shadle already performs for each of ten character features. What's Shadle's current status or reputation?
 2. On the "Envisioned" scale, tell us how well you'd like the community to perform in the future - how critical to you think each factor ought to be in realizing the center's greatest potential?
 3. Comparing your existing and envisioned scores for each factor, calculate the **total gap** between them. For instance, scores of 2 and 8 equal a gap of 6.
 4. Finally, tell us how much of an investment in resources the community ought to make to close the gaps. Using a "budget" of 10, allocate among the categories as you wish. Make note of your resource expenditures in the "Weight" column, and total them below. Remember not to exceed 10 units!
- Make notes as needed to explain your scoring. We've provided an "Other" category to fill in too - and though we won't include fill-ins in tallies today, they will be reviewed as part of the results. *Thanks!*



[illegible]

Average Gap and Weight of Issues

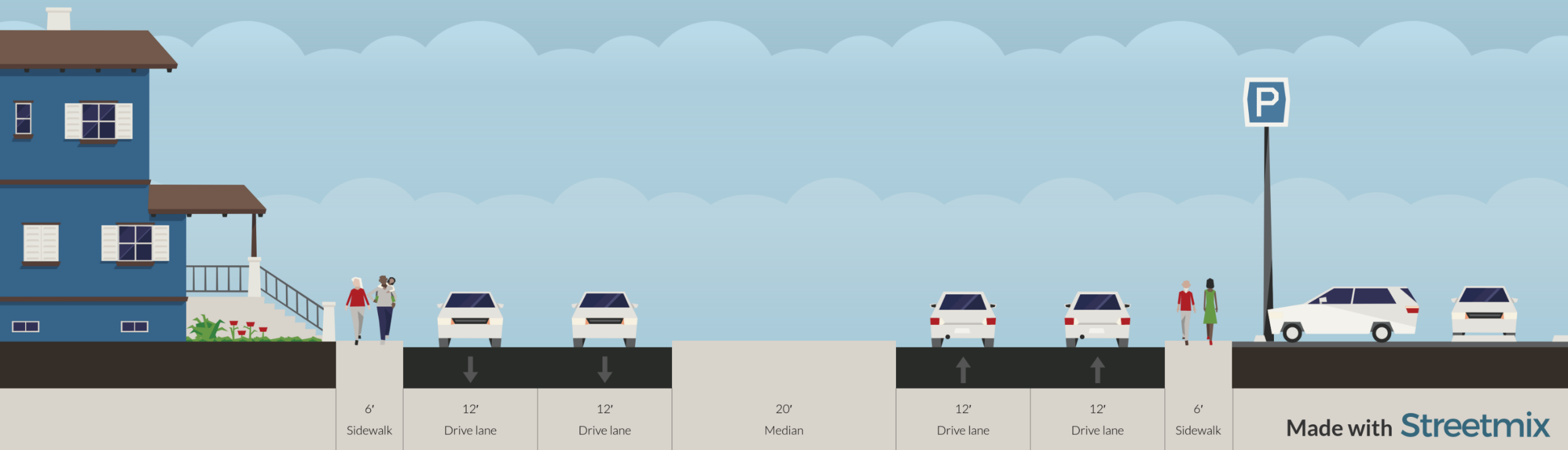


Studio



Streets

Wellesley (Existing)



Streets

Wellesley (Possible)



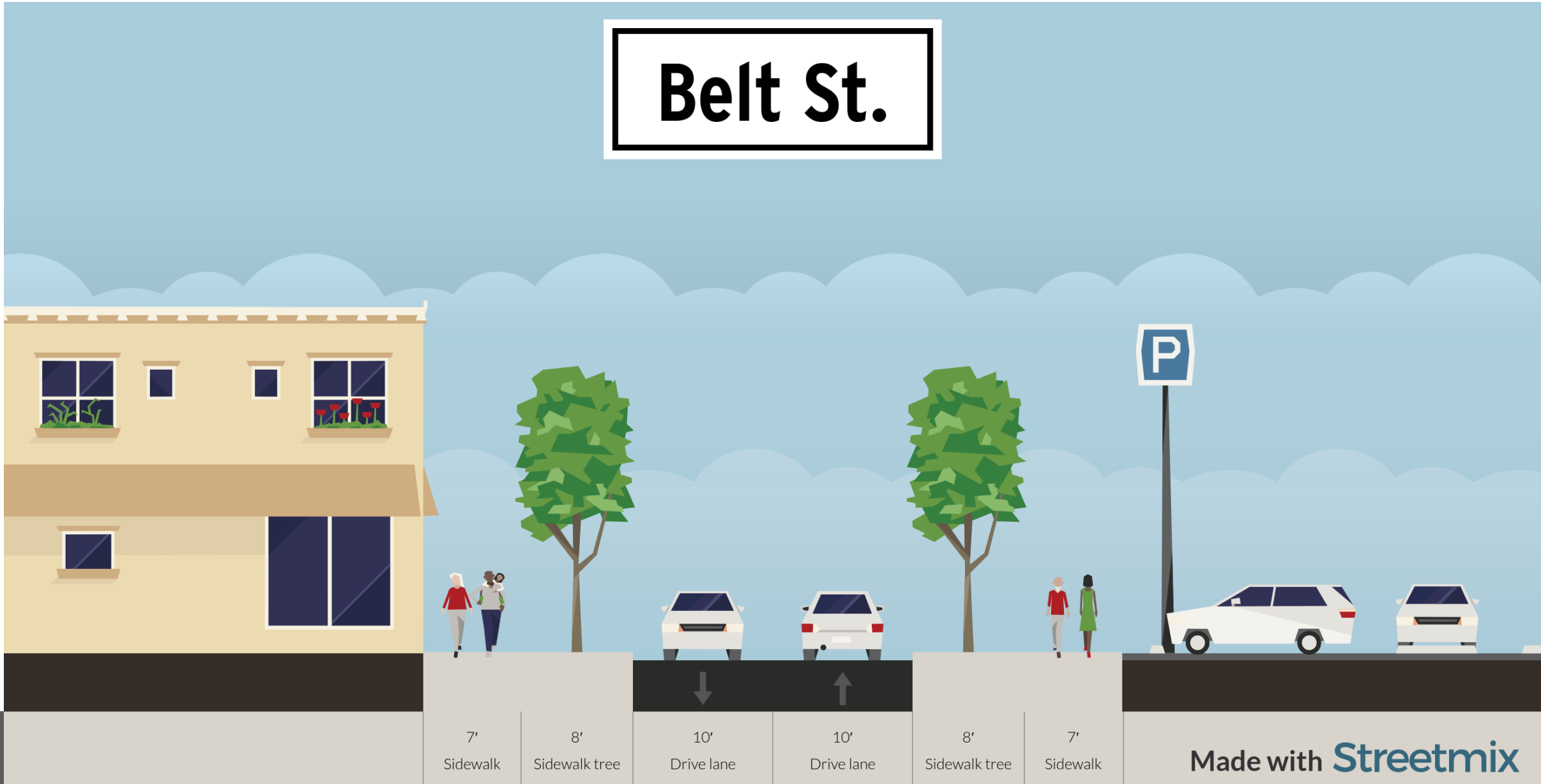
Streets

Alberta St



Streets

Belt St.



Going with the Flow

Maintain Shadle's suburban role, facilitating regional mobility...



- Alley cut-through prevention
- Enhanced transit stops at crossings
- Maximized intersection capacity
- Pedestrian crosswalk
- Driveway improvements
- Four-way stop

Actions/Initiatives:

Repave streets and alleys to make vehicular travel safer and more pleasant.

Monitor signal timing at area intersections to ensure smooth traffic flows and alleviate backup blocking shopping center driveways.

Install RRFB crossing at Nettleton.

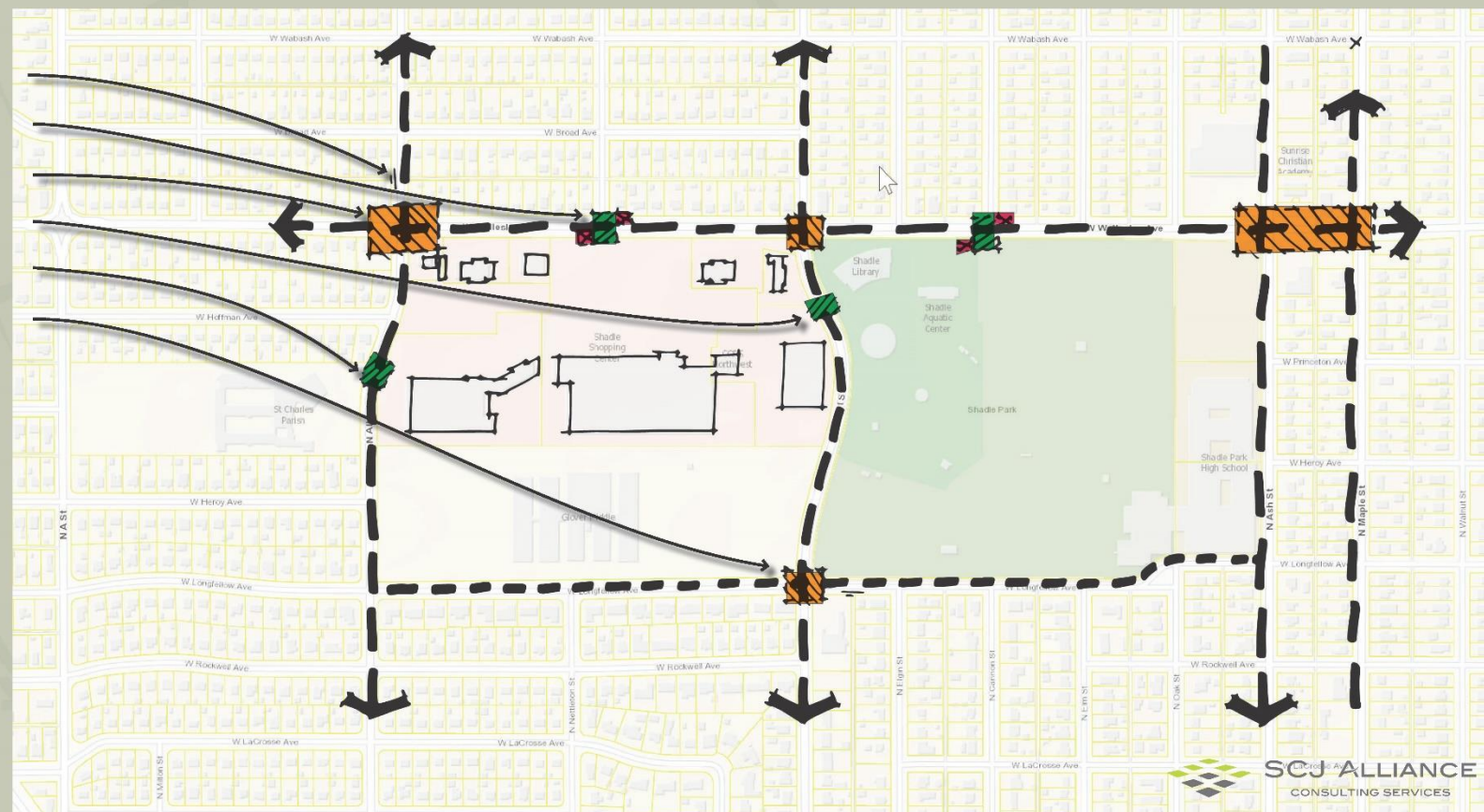
Relocate bus stops to Nettleton and provide shelters.

Stripe Alberta to prevent blockage of shopping center driveway by queued vehicles.

Slow traffic on Belt St and consider alternative pedestrian crossing locations.

Install four-way stop at Belt St and Longfellow Ave

Implement measures to eliminate "cut-through" traffic using alleys to avoid congested intersections.



...and maintaining vehicular access to the center.

This approach places an emphasis on vehicular travel and accommodation of smooth regional traffic flows on the planning area's arterial streets. It changes very little of what is now existing, making sure that freight and passenger vehicles can access the commercial center and that peak-hour flows can make it through the planning area with as little resistance as possible. Pedestrians and cyclists must adapt to a transportation system designed for vehicles.

Making Little Tweaks

Make deliberate, strategic adjustments...



- Improved sidewalks linking the neighborhoods to the center
- Improved pedestrian crossings
- Belt St calming and enhancement
- Pedestrian access
- Interparcel connections
- Four-way stop

Actions/Initiatives:

Install HAWK signal at Wellesley & Nettleton.

Relocate bus stops to Nettleton and provide enhanced facilities on shopping center side where property could be available.

Enhance east-west pedestrian connections through shopping center and across Belt St.

Make Belt pedestrian oriented between Wellesley and Longfellow.

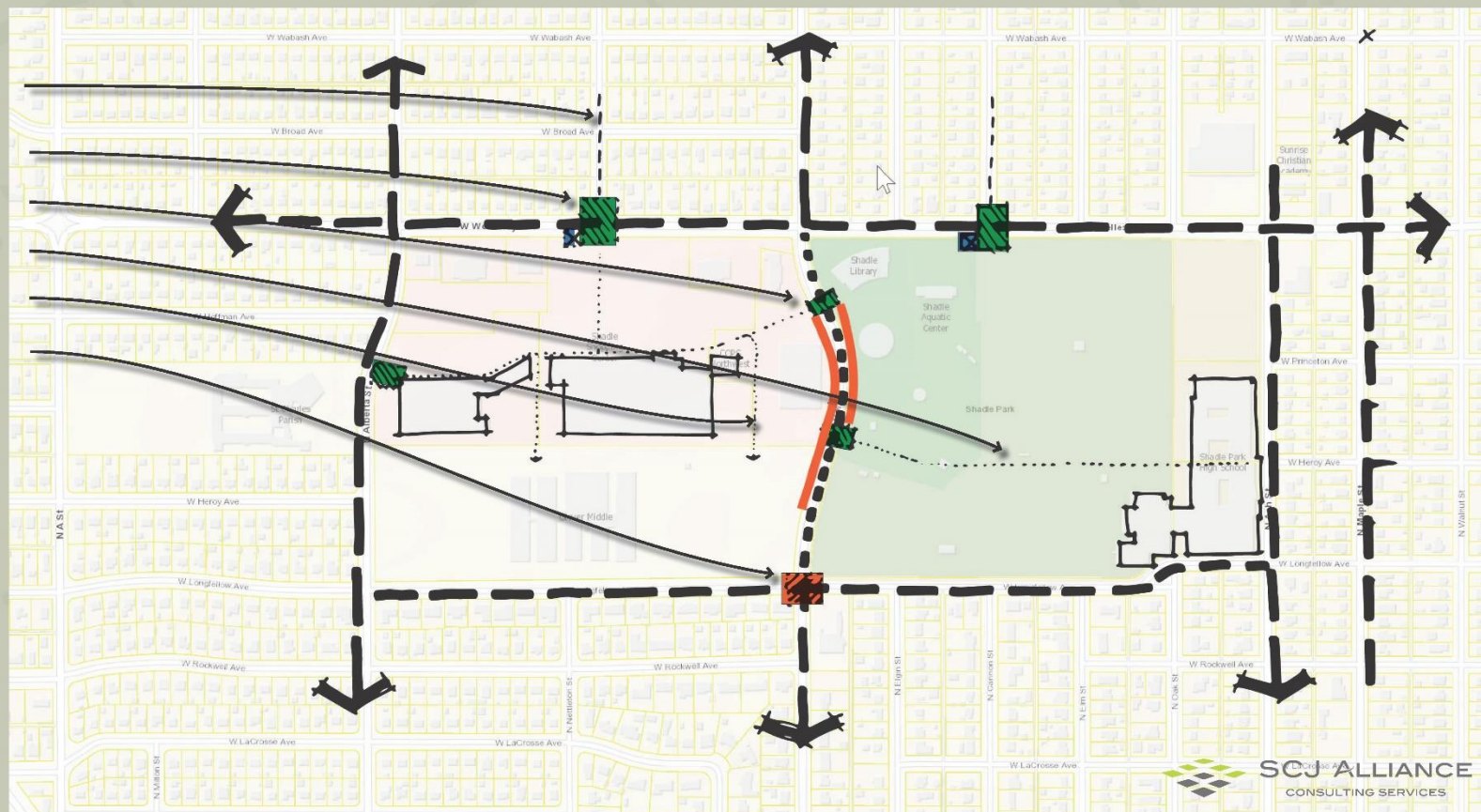
Activate space between Glover Middle School and shopping center.

Create a grand walkway connecting Shadle High School to Belt St.

Include sheltered benches and activity spaces in Shadle Park.

Improve pedestrian connections to Wellesley through parking lot at the shopping center.

Create a place for the "community," bringing together a variety of age groups, specifically providing space and activities for seniors.



...maximizing the impact of smaller investments.

This approach to the Shadle area focuses on adaptive change, anticipating little in the way of overall transformation and yet recognizing that the streets, public spaces, area housing, and retail center are not working at their best. It appreciates the diversity of use in the area, including schools, parks and shopping, and it seeks to make Shadle an easier place to access.

Creating an Active Place

Mix housing variety, shopping, schools & parks in a compact, urban center...



- Improved sidewalks linking the neighborhoods to the center
- Townhouses fronting on Wellesley
- New development pattern potential
- Mixed residential over retail
- New pedestrian connections
- Calmed streets

Actions/Initiatives:

Slow traffic on Wellesley and enhance the street between Alberta and Belt.

Make Belt pedestrian oriented between Wellesley and Longfellow.

Create space inviting families and individuals to linger in the Shadle District after shopping and eating.

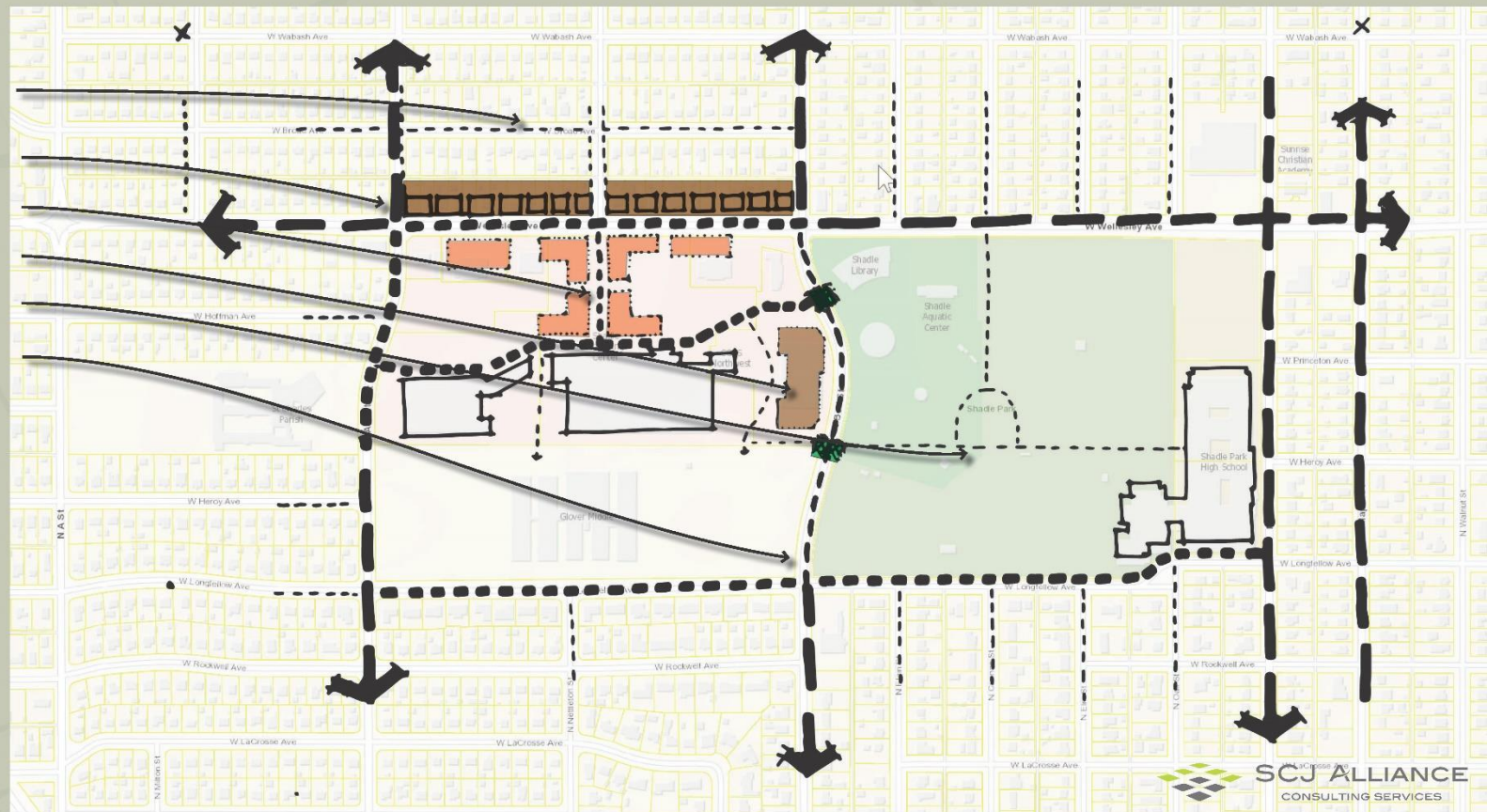
Create a park master plan with a focus on the interior area of the park.

Improve public transit stops and dedicate space and infrastructure for pedestrians and cyclists.

Redevelop or re-orient storefronts and small shops closer to the street.

Incentivize a wider variety of businesses to locate in the area.

Create a place for the "community," bringing together a variety of age groups, specifically providing space and activities for seniors.



...making things available within an easy walk.

This approach focuses on fundamental change in Shadle, reshaping Wellesley to function as an identity-rich main street and establishing the foundations for an even greater diversity in housing, retail, and civic uses. It suggests an active transition into higher-intensity housing – like townhomes or flats – along arterials and an increased awareness of arterial street corridors as components of the public realm.

Exercise



Vision & Scenarios Workshop

Scenario Scoring - June 2019

Scenario Scoring - June 2019

Going with the Flow

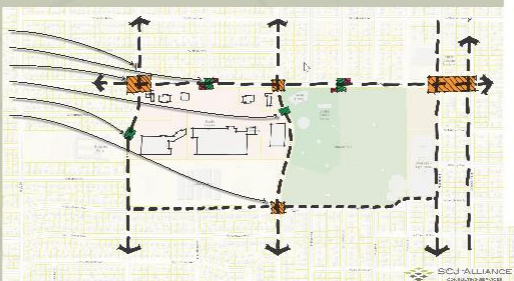
Maintain Shadle's suburban role, facilitating regional mobility...



- Alley cut-through prevention
- Enhanced transit stops at crossings
- Maximized intersection capacity
- Pedestrian crosswalk
- Driveway improvements
- Four-way stop

Actions/Initiatives:

- Regulate street and alleys to make vehicular travel safer and more pleasant.
- Monitor signal timing at area intersections to ensure smooth traffic flows and alleviate backup blocking shopping center driveways.
- Install RRFB crossing at Nettleton.
- Relocate bus stops to Nettleton and provide shelters.
- Stripe Alberta to prevent blockage of shopping center driveway by queued vehicles.
- Slow traffic on Belt St and consider alternative pedestrian crossing locations.
- Install four-way stop at Belt St and Longfellow Ave.
- Implement measures to eliminate "cut-through" traffic unless it is to avoid congested intersections.



...and maintaining vehicular access to the center.

This approach places an emphasis on vehicular travel and accommodation of smooth regional traffic flows on the planning area's arterial streets. It changes very little of what is now existing, making sure that freight and passenger vehicles can access the commercial center and that peak-hour flows can make it through the planning area with as little resistance as possible. Pedestrians and cyclists must adapt to a transportation system designed for vehicles.

Flow (F):

This scenario advances the principles of smooth traffic flow, pedestrian safety, market flexibility, quantitative measurement, and improved access to transit.

Tweaks (T):

This scenario advances the principles of effective incremental action, optimal use of available rights of way, increased pedestrian access, pedestrian safety, and improved transit access.

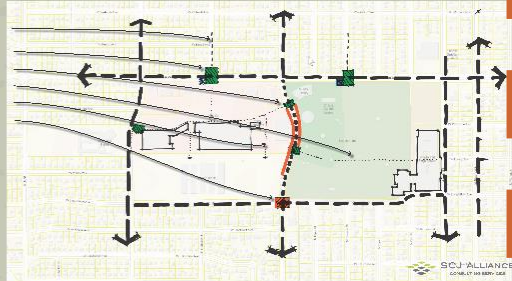
Making Little Tweaks

Make deliberate, strategic adjustments...

- Improved sidewalks linking the neighborhoods to the center
- Improved pedestrian crossings
- Belt St calming and enhancement
- Pedestrian access
- Interparcel connections
- Four-way stop

Actions/Initiatives:

- Install HAWK signal at Wellesley & Nettleton.
- Relocate bus stops to Nettleton and provide enhanced facilities on shopping center side where property could be available.
- Enhance east-west pedestrian connections through shopping center and across Belt St.
- Make Belt pedestrian oriented between Wellesley and Longfellow.
- Activate space between Glover Middle School and shopping center.



...maximizing the impact of smaller investments.

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Creating an Active Place

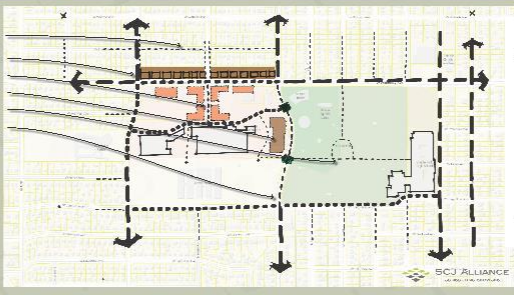
Mix housing variety, shopping, schools & parks in a compact, urban center...



- Improved sidewalks linking the neighborhoods to the center
- Townhouses fronting on Wellesley
- New development pattern potential
- Mixed residential over retail
- New pedestrian connections
- Calmed streets

Actions/Initiatives:

- Slow traffic on Wesley and enhance the street between Alberta and Belt.
- Make Belt pedestrian oriented between Wesley and Longfellow.
- Create space inviting families and individuals to linger in the Shady District after shopping and eating.
- Create a park master plan with a focus on the interior area of the park.
- Improve public transit stops and dedicate space and infrastructure for pedestrians and cyclists.
- Redevelop or re-orient storefronts and small shops closer to the street.
- Incentivize a wider variety of businesses to locate in an area.



...making things available within an easy walk.

This approach focuses on fundamental change in Shadley, reshaping Wellesley to function as an identity-rich main street and establishing the foundations for an even greater diversity in housing, retail, and civic uses. It suggests an active transition into higher-intensity housing – like townhomes or flats – along arterials and an increased awareness of arterial street corridors as components of the public realm.

Active (A):

This scenario revolves around the principles of creating an active, urban space, housing variety, pedestrian safety and mobility, enhanced transit access, and effective “mixing” between retail, parks and schools.

Instructions:

What kind of place should the Shadle Area become? Something retaining its suburban feel? A place with a more pronounced urban flavor? A hub for exciting “destination” features? Here are **three scenario** concepts for Shadle’s future to get the conversation started and get your ideas flowing.

First, check out all three scenarios and give each some thought. What ideas seem appropriate for this part of Spokane, even knowing plans might take years to realize? **jot down any and all notes on each map**, letting us know what works and what doesn't. Next, as a group, **rate how you think each scenario might address the topics our earlier Vision Gap exercise** revealed as important using the table at right. Finally, add more thoughts and help us by **picking a group favorite** – or telling us which things you'd include in an ideal hybrid scheme. Let's make the Shadle the place you want it to be!

Your thoughts?

If you had to pick a favorite, which would it be?

How could we make it even better?

Consider each scenario with respect to the categories from the vision gap exercise, noting if you think it's moving in the right direction (+), moving in the wrong direction (-), or making little difference (o). Your responses will make sure that we're paying attention to the overall vision as we refine a preferred direction...something that will likely blend elements of all three scenarios.

[illegible]

Scenario Scoring - June 2019

Maintain Shadle's suburban role, facilitating regional mobility...

Actions/Initiatives:

- Repave streets and alleys to make vehicular travel safer and more pleasant.
- Monitor signal timing at area intersections to ensure smooth traffic flows and alleviate backup blocking shopping center driveways.
- Install RUFFB crossing at Nettleton.
- Welcome bus stops to Nettleton and provide shelters.
- Stripe Alberta to prevent blockage of shopping center driveway by queued vehicles.
- Slow traffic on Belt St and consider alternative pedestrian crossing locations.
- Install four-way stop at Belt St and Longfellow Ave.
- Implement measures to eliminate "stop-through" traffic volume, plans to avoid congested intersections.

...and maintaining vehicular access to the center.

This approach places an emphasis on vehicular travel and accommodation of smooth regional traffic flows on the planning area's arterial streets. It changes very little of what is now existing, making sure that freight and passenger vehicles can access the commercial center and that peak-hour flows can make it through the planning area with as little resistance as possible. Pedestrians and cyclists must adapt to a transportation system designed for vehicles.

Make deliberate, strategic adjustments...

This scenario advances the principles of effective incremental action, optimal use of available rights of way, increased pedestrian access, pedestrian safety, and improved transit access.

- Improved sidewalks linking the neighborhoods to the center
- Improved pedestrian crossings
- Belt St calming and enhancement
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- Interparcel connections
- Four-way stop

Actions/Initiatives:

- Install HAWK signal at Wellesley & Nettleton.
- Relocate bus stops to Nettleton and provide enhanced facilities on shopping center side where property could be available.
- Enhance east-west pedestrian connections through shopping center and across Belt St.
- Make Belt pedestrian oriented between Wellesley and Longfellow.
- Activate space between Glover Middle School and shopping center.
- Create a grand walkway connecting Shadle High School

...maximizing the impact of smaller investments.

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Mix housing variety, shopping, schools & parks in a compact, urban center...

Actions/Initiatives:

- Slow traffic, Wadsway and enhance the street between Alberta and Bat.
- Make Bell pedestrian oriented between Wadsway and Longfellow.
- Create space inviting families and individuals to linger in the shade District after shopping and eating.
- Create a park master plan with a focus on the interior area of the park.
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Mix housing variety, shopping, schools & parks in a compact, urban center...

Actions/Initiatives:

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- Create a park master plan with a focus on the interior area of the park.
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- Redevelop or re-orient storefronts and small shops closer to the street.
- Incentivize a wider variety of businesses to locate in the area.

...making things available within an easy walk.

This approach focuses on fundamental change in Shadley, reshaping Wellesley to function as an identity-rich main street and establishing the foundations for an even greater diversity in housing, retail, and civic uses. It suggests an active transition into higher-intensity housing – like townhomes or flats – along arterials and an increased awareness of arterial street corridors as components of the public realm.

This scenario advances the principles of smooth traffic flow, pedestrian safety, market flexibility, quantitative measurement, and improved access to transit.

What kind of place should the Shadle Area become? Something retaining its suburban feel? A place with a more pronounced urban flavor? A hub for exciting "destination" features? Here are **three scenario** concepts for Shadle's future to get the conversation started and get your ideas flowing.

First, check out all three scenarios and give each some thought. What ideas seem appropriate for this part of Spokane, even knowing plans might take years to realize? **Jot down any and all notes on each map**, letting us know what works and what doesn't. Next, as a group, **rate how you think each scenario might address the topics our earlier Vision Gap exercise** revealed as important using the table at right. Finally, add more thoughts and help us by **picking a group favorite** – or telling us which things you'd include in an ideal hybrid scheme. Let's make the Shadle the place you want it to be!

If you had to pick a favorite, which would it be?

How could we make it even better?

Consider each scenario with respect to the categories from the vision gap exercise, noting if you think it's moving in the right direction (+), moving in the wrong direction (-), or making little difference (o). Your responses will make sure that we're paying attention to the overall vision as we refine a preferred direction...something that will likely blend elements of all three scenarios.

[illegible]

Exercise



Vision & Scenarios Workshop
Scenario Scoring - June 2019

Scenario Scoring - June 2019

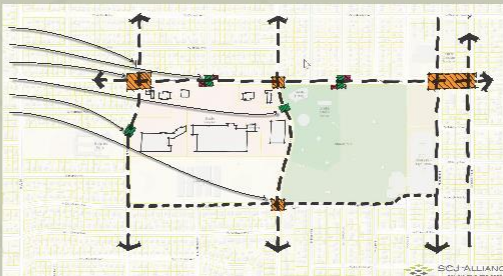
Going to the Front

Maintain Shadle's suburban role, facilitating regional mobility...



Actions/Initiatives:

- Repave streets and alleys to make vehicular travel safer and more pleasant.
- Monitor signal timing at area intersections to ensure smooth traffic flows and alleviate backup bicycling along center driveways.
- Install RRFB crossing at Nettleton.
- Relocate bus stops to Nettleton and provide shelters.
- Stripe Alberta to prevent blockage of shopping center driveway by queued vehicles.
- Slow traffic on Belt St and consider alternative pedestrian crossing locations.
- Install four-way stop at Belt St and Longfellow Ave.
- Implement measures to eliminate "cut-through" traffic via alleyways to avoid congested intersections.



...and maintaining vehicular access to the center.

This approach places an emphasis on vehicular travel and accommodation of smooth regional traffic flows on the planning area's arterial streets. It changes very little of what is now existing, making sure that freight and passenger vehicles can access the commercial center and that peak-hour flows can make it through the planning area with as little resistance as possible. Pedestrians and cyclists must adapt to a transportation system designed for vehicles.

Flow (F):

This scenario advances the principles of smooth traffic flow, pedestrian safety, market flexibility, quantitative measurement, and improved access to transit.

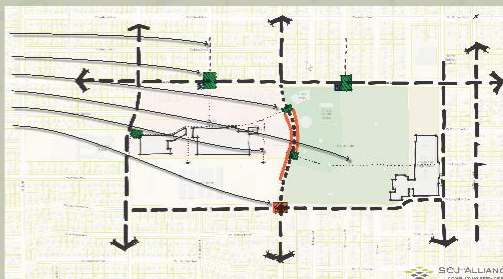
Making Little Tweaks

Make deliberate, strategic adjustments...

- Improved sidewalks linking the neighborhoods to the center
- Improved pedestrian crossings
- Belt St calming and enhancement
- Pedestrian access
- Interparcel connections
- Four-way stop

Actions/Initiatives:

- Install HAWK signal at Wellesley & Nettleton.
- Relocate bus stops to Nettleton and provide enhanced facilities on shopping center side where property could be available.
- Enhance east-west pedestrian connections through shopping center and across Belt St.
- Make Belt pedestrian oriented between Wellesley and Longfellow.
- Activate space between Glover Middle School and shopping center.



...maximizing the impact of smaller investments.

This approach to the Shadle area focuses on adaptive change, anticipating little in the way of overall transformation and yet recognizing that the streets, public spaces, area housing, and retail center are not working at their best. It appreciates the diversity of use in the area, including schools, parks and shopping, and it seeks to make Shadle an easier place to access.

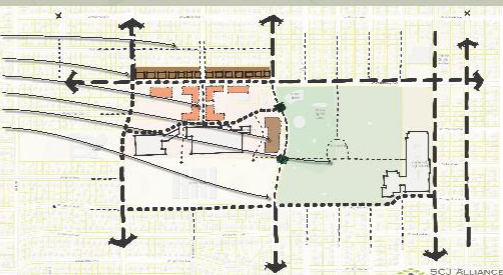
Creating an Active Place

Mix housing variety, shopping, schools & parks in a compact, urban center...

- Improved sidewalks linking the neighborhoods to the center
- Townhouses fronting on Wellesley
- New development pattern potential
- Mixed residential over retail
- New pedestrian connections
- Calmed streets

Actions/Initiatives:

- Slow traffic, reduce speed limit and enhance the street between Aljibes and Bat.
- Make left pedestrian oriented between Waleley and Longfellow.
- Create space inviting families and individuals to linger in the Shaded District after shopping and eating.
- Create a park master plan with a focus on the interior area of the park.
- Improve public transit stops and dedicate space and infrastructure for pedestrians and bicycles.
- Redevelop or re-orient storefronts and small shops close to street.
- Incentivize a wider variety of businesses to locate in the area.
- Create a place for the "community," bringing together people of age groups, specifically providing space and



...making things available within an easy walk.

This approach focuses on fundamental change in Shadley, reshaping Wellesley to function as an identity-rich main street and establishing the foundations for an even greater diversity in housing, retail, and civic uses. It suggests an active transition into higher-intensity housing – like townhomes or flats – along arterials and an increased awareness of arterial street corridors as components of the public realm.

Active (A):

This scenario revolves around the principles of creating an active, urban space, housing variety, pedestrian safety and mobility, enhanced transit access, and effective “mixing” between retail, parks and schools.

Instructions:

What kind of place should the Shadle Area become? Something retaining its suburban feel? A place with a more pronounced urban flavor? A hub for exciting "destination" features? Here are **three scenario** concepts for Shadle's future to get the conversation started and get your ideas flowing.

First, check out all three scenarios and give each some thought. What ideas seem appropriate for this part of Spokane, even knowing plans might take years to realize? **Jot down any and all notes on each map**, letting us know what works and what doesn't. Next, as a group, **rate how you think each scenario might address the topics our earlier Vision Gap exercise** revealed as important using the table at right. Finally, add more thoughts and help us by **picking a group favorite** – or telling us which things you'd include in an ideal hybrid scheme. Let's make the Shadle the place you want it to be!

Your thoughts?

If you had to pick a favorite, which would it be?

How could we make it even better?

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[illegible]

Schedule

Community Studio - **June 11 – 13**

Vision workshop – **June 11**

Strategy workshop – **June 13**

Questionnaire (surveymonkey.com/r/shadleareaplan) – **Continuing**

Concerts in the Park – **July/August**

Neighborhood meeting – **September**

Thanks!

[www.my.spokanecity.org/projects/
surveymonkey.com/r/shadleareaplan](http://www.my.spokanecity.org/projects/surveymonkey.com/r/shadleareaplan)