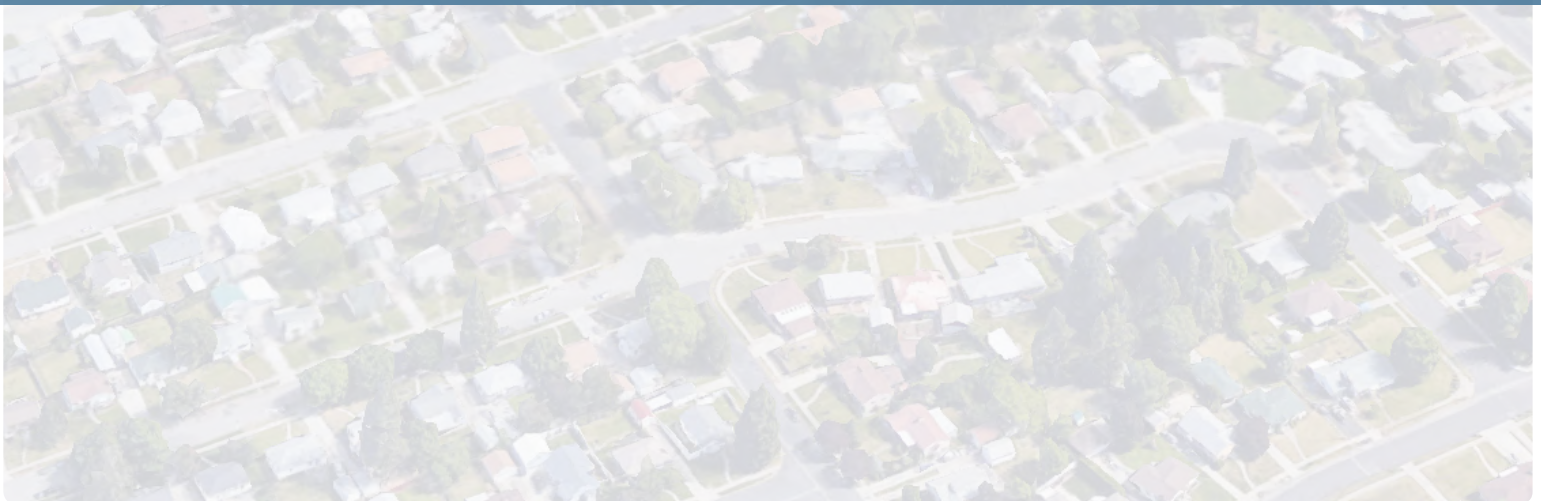




SHADLE AREA NEIGHBORHOOD PLAN

Audubon-Downriver/Northwest Neighborhoods | October 2019



ACKNOWLEDGEMENTS

The Shadle Area Neighborhood Plan was developed through the collaborative efforts of the Audubon-Downriver and Northwest Neighborhood Councils, neighborhood residents and stakeholders, agency partners, and the City of Spokane.

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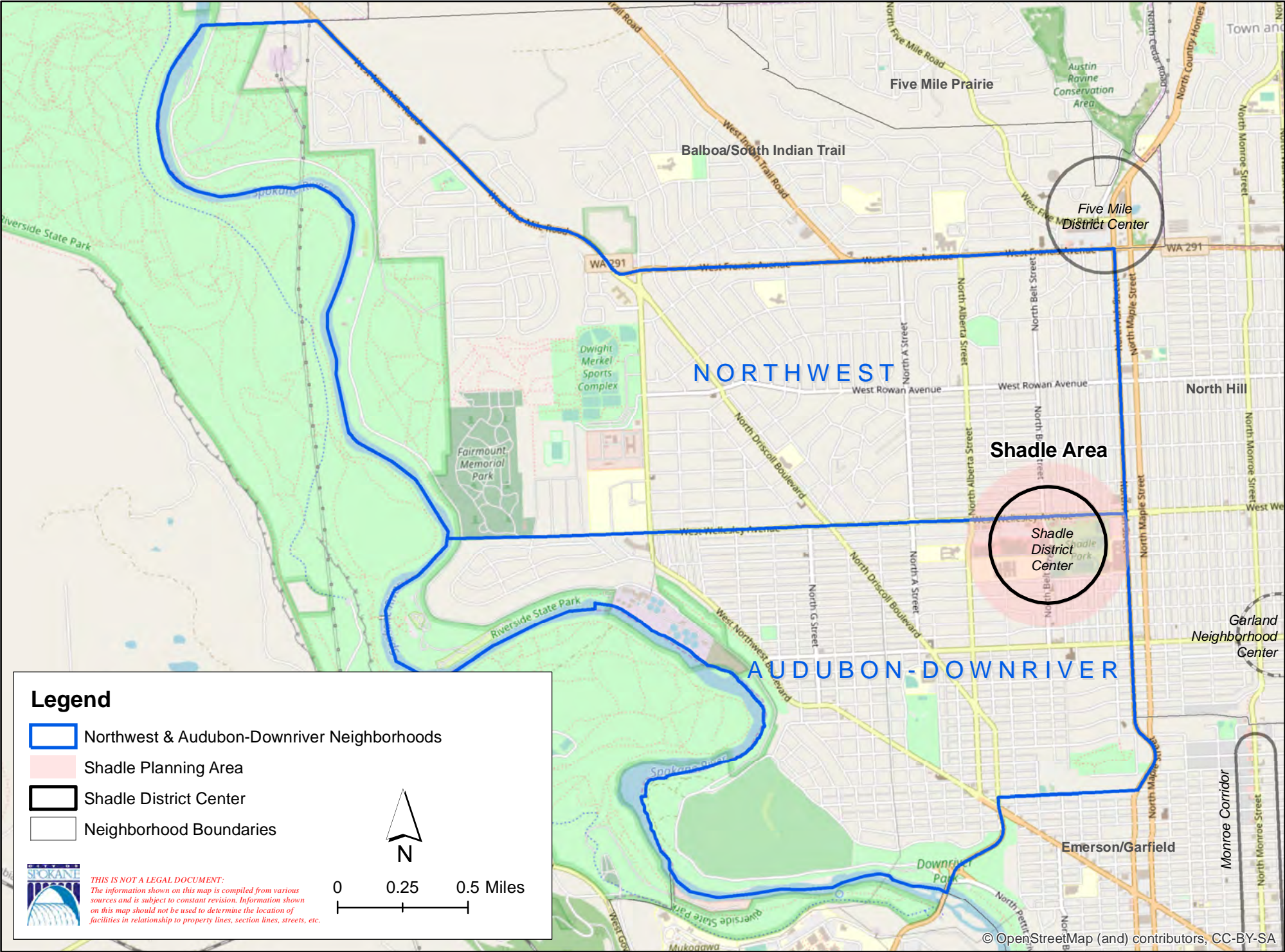
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Northwest Neighborhood and Audubon-Downriver Neighborhood Context



Contents

1 - Introduction	4
2 - Vision Statement & Components	6
3 - Plan Principles	10
4 - Demographics	13
5 - Existing Conditions & Community Assets	16
6 - The Process	21
7 - Goals, Policies, and Implementation Actions	24
8 - Next Steps	46

Figures

Figure 1: Shadle Context Map	5
Figure 2: Population by Race	15
Figure 3: Shadle Streets	18
Figure 4: Lime Trips August 2019	20
Figure 5: Creating an Active Place Scenario	23
Figure 6: Shadle Plan Core Recommendations Map	32
Figure 7: Existing Wellesley Configuration	34
Figure 8: Proposed Wellesley Configuration	34
Figure 9: Proposed Alberta & Outer Belt	35
Figure 10: Proposed Central Belt	35

Tables

Table 1: Area Demographics	14
Table 2: Inventory of Shadle Streets	19
Table 3: Implementation Action Items	29

Appendices

Appendix A: Online Public Survey Results
Appendix B: Buxton Report Demographics
Appendix C: Public Outreach Process Summary
Appendix D: Spokane District Center Policies
Appendix E: Zoning Review

1

Introduction

In 2018, the City of Spokane partnered with the Audubon-Downriver and Northwest neighborhood councils to develop a long-range plan for the Shadle area. These two neighborhoods pooled their resources and initiated the neighborhood planning efforts in 2019. This plan is the result of the cooperative effort by the neighborhood councils to reflect the residents' desires for walkability, public safety, beautification, economic development, neighborhood connectivity, and the preservation of neighborhood character.

The Shadle Area Plan is a long-range, 20-year visioning and conceptual document that suggests ways in which the City, community, and agency partners can collaborate to achieve the land use, development, and transportation patterns the neighborhood desires. It proposes a vision for the area for the year 2040 and then proposes initiatives and projects that can help to achieve it. The resulting goals, and actions will guide the neighborhood toward the achievement of that long-range vision. While these ideas will require further, more detailed analysis, they set the stage for how the neighborhoods will welcome the coming changes, and how they can take advantage of the opportunities associated with those changes.



Purpose of the Plan

The purpose of this plan is to establish a vision for Shadle and to provide direction for achieving that vision through action, partnership, and collaborative design. It is not a design in its own right. Rather, it makes the designer's task easier by providing solid conceptual direction. In conjunction with the broader policies of the City of Spokane's Comprehensive Plan, this neighborhood action plan is intended to protect and enhance livability within this specific neighborhood, as well as advance the community vision and create a more livable city.

Context Area

While the most intense focus of this effort has been on the potential for transforming the area bounded by Wellesley and Longfellow, and Alberta and Ash, the planning process embraced conversation about a larger area and the range of topics associated with the entire district. The Shadle area is defined by the Shadle Shopping Center, Shadle Park, the Shadle Aquatic Center, the Shadle Branch Library, Glover Middle School, and Shadle Park High School (see Figure 1). This area serves a large and diverse region of northwestern Spokane.

Figure 1: Shadle Area Context Map



2 Vision Statement & Components

Shadle's success is influenced by neighborhoods surrounding the shopping center and park, which suggests that the plan vision should address these neighborhoods and their access to the center, especially pertaining to walkability and the safety of crossing busy arterials such as Wellesley.

As a neighborhood plan, this project's foundation is in the neighborhoods themselves. The process reflects that with a concentration on local dialogue, a high degree of transparency, and the outcome showing direct relationships between the results of the community's engagement and the plan's final recommendations. Based on the process, detailed in Appendix C, this plan pursues the following vision.



Vision for Shadle:

In the year 2040...

Shadle is a complex, mixed-use, compact, identity-rich district center where people can live, shop, dine, attend school, work and relax, all within an easy, pleasant, and safe walk or bike ride. Recognizing that not all needed services will be located in this center alone, the district center also emerges as an important element of the public transportation system, with frequent, accessible and intuitive connections to other district centers and employment opportunities throughout Spokane. The district center's relationship to its surrounding neighborhoods are enhanced, too, with convenient and safe pedestrian crossings of Wellesley Ave and functional and safe sidewalks within the neighborhoods facilitating non-motorized travel to and from the center's core.

The Shadle area will gradually transform into a district center, with a variety of residential development types, retail at multiple scales and a close relationship to the parkland, neighborhoods, churches, and schools that ring the retail core. Since this transformation will be incremental, investment to stimulate it and shape it must also be incremental, timed, designed and located to optimize transforming efforts and entice private investment along the transformational path.



Key Elements of the Vision

The plan suggests transformation, and the changes sought to rely on a collection of “big ideas” that, when taken together, will result in shaping Shadle in the ways the plan envisions.

Wellesley Avenue

Wellesley will become a slower thoroughfare between Belt and Alberta. While still accommodating regional traffic flows and freight mobility, vehicles will move more slowly along the frontage now associated with the Shadle Shopping Center. The street will also feature increased amenities, creating a quality street environment that is conducive to a mix of retail and residential uses fronting along the new boulevard. An underlying principle will be to create a street segment that is quiet, pretty, safe for pedestrians, and flexible, providing a range of development opportunities compatible with a more dense, urban pattern.

East of Belt, Wellesley will evolve into a street that is easier to cross, both on foot and in a vehicle, to emphasize and facilitate connection to the center’s northern neighborhoods. While traffic speeds may be higher here than between Alberta and Belt, pedestrians and transit users visiting the park and attending the high school should feel safe making a crossing where it is convenient for them. **(Actions 1, 11, 12)**

Belt Street

Now functioning as a partition between the retail center and Shadle Park, Belt will be reimagined to

become more of a unifying feature, encouraging and celebrating the connections between shopping, living, learning, socializing, and play. To do this, the street will need to focus on slowing vehicular traffic, facilitating pedestrian crossings at appropriate locations, and providing an environment that facilitates a variety of transportation functions and social interactions. While Wellesley adopts more of a “main street” attitude, Belt adopts one of multi-purpose community space. Vehicles are welcome, but the priority is shifted to favor the slow, unpredictable, and community-oriented movement of people. **(Action 8)**

Shadle Center

Shadle Center continues to provide retail services for the neighborhood, district, and region, but the shape of the center changes over time to generally decrease the amount of surface parking and reorient retail storefronts to create an exciting and attractive public space. Now designed by the geometry of parking, the new center will become designed by the geometry of place, creating an identity-rich retail and housing mix that fulfills the comprehensive plan’s expectations of a district center. This may take years to achieve, but investments now in retail center enhancements as tenants come and go can be made with this future in mind.

The southern edge of the retail center property presents several challenges. Now a service corridor, accommodating truck loading and fire access, it sits approximately 20 feet

above the middle school property to the south. But its future may provide for a space more friendly to pedestrian use, linking the school property to the transforming retail center and creatively mixing service access with increased pedestrian connection. **(Actions 2, 4, 5)**

Shadle Park

Shadle Park has a long history as a large recreational open space serving the needs of the surrounding neighborhood. More recently, Shadle Park has expanded its draw, adding the regional library and water park to serve residents throughout Spokane. A portion of the park also became a restricted-use baseball diamond, a new athletic field, and bleachers for use by the nearby public schools. These improvements have effectively ringed the park, and the park's center has largely been left to serve other community recreational needs as they may appear. The district center's evolution will demand a bit more intention in the way Shadle Park is planned, improved, and managed, creating a more unifying approach to the park's function.

As Belt transforms, Shadle Park must also evolve to be an appropriate companion. It should provide clear and safe access into the park's interior, encouraging cross-park pedestrian travel at all hours to complement high school activities and enhance the neighborhood's experience of the park space. It should also reconsider its interface with Wellesley and the need for residents from the north to access the park's facilities. **(Actions 6, 7)**

Longfellow Ave

Traffic from the high school continues to use Longfellow, but the high-intensity flows that clog its intersection with Belt are mitigated by the change in Belt's character and by the installation of traffic controls to more effectively meter high school traffic through the intersection and to disperse it across the network. **(Actions 8, 9, 10)**

Alberta Street

Little on Alberta changes, except for the enhanced accommodation of pedestrians. Pedestrians will be able to walk along the street safely and to cross it safely...either at Longfellow or at intermediate locations to access the retail center. In addition, pedestrian improvements will be incorporated into reinvestment strategies for those projects developing along the street, ensuring that pedestrians on Alberta have safe and inviting routes into the middle school, church, professional offices, and retail uses along its edges. **(Action 9)**

Housing

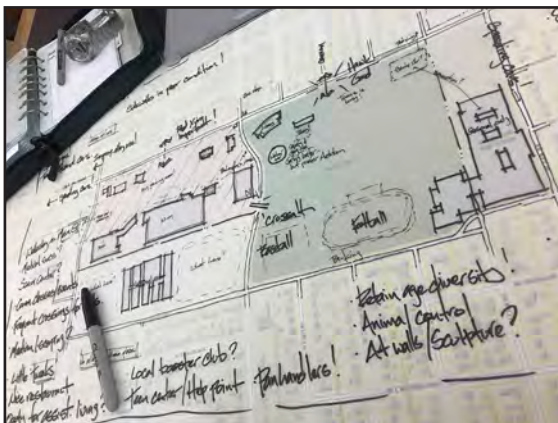
Intentional incorporation of higher density housing within the center's core will increase the variety of housing types available in the district, and will promote increased pedestrian use of the entire district center. Additionally, inclusion of opportunities for senior housing within the greater center will recognize that the neighborhood's aging population could benefit from this type of facility within the neighborhood with which they are familiar. **(Actions 1, 2, 4, 5)**

3

Shadle's neighborhoods today rely on this central area for a variety of services, including retail shopping, education, recreation, cultural activities, professional offices, employment, and access to a transportation system connecting this part of town to the rest of Spokane. That transportation system also

The community is eager to see an effective strategy in place to manage the coming change. There are several principles that reflect the community's core values, with each finding a home in the Shadle vision and this neighborhood plan. Based on the interviews, studios, workshop results, community input at the concert series, and public rollout, this plan embraces the following principles:

- *Keep the place safe*
- *Embrace and enhance characteristics that shape Shadle's identity*
- *Recognize the Shadle area as a center of local and regional importance*
- *Allow residents to remain in the neighborhood, even as they age*
- *Provide a diversity of uses that serve the shopping, educational, social, and recreational needs of nearby residents*
- *Keep retail prospering even as market conditions change*
- *Allow ease of flow to, from, and within the Shadle area for all modes of transportation*



These underpinning principles – also incorporated as key goals in this plan – hint at actions the City and community can take to manage future changes in ways that shape Shadle’s evolution. As the plan is implemented over the coming years, Shadle will emerge as a:

Busy, more intensely developed place

Spokane is growing, and new demographic shifts indicate that more households are choosing environments that are more urban, where the social and economic lifestyle favors diverse experiences, reduced land consumption, and less reliance on personal autos. Spokane’s response is to enable development in its “centers and corridors” that addresses these emerging desires. Shadle is one of these focus areas, and the infrastructure – both in policy and in pipes – exists to support increasing levels of intensity here.

Diverse mix of retail, services, residential, recreational and institutional uses

But being busy isn’t enough. It’s important that the increasing level of intensity responds to the desires for increased variety of living experience. While population growth is a factor of housing, Shadle’s quality of life awaiting those new residents will largely be determined by the diversity of land uses within the center and its immediate surroundings. Balancing housing growth with related investments in commercial, transportation, recreational, and

institutional elements is crucial, ensuring those who live in Shadle continue to enjoy the experience.

Center that is clearly identified as a place, identity-rich and active

Even if Shadle’s future growth is matched by an increasing diversity of land uses, it remains important to the community that the growth and diversity retains and enhances some of the characteristics that make Shadle a special, identifiable place. This can take the shape of tailoring the area’s streets to more closely match the needs of Shadle’s residents and businesses, slowing the pace, adding detail, keeping things safe, and rewarding the experience of simply being there. That will include orienting land uses, street designs, and open spaces to celebrate the community experience, enriching shared spaces and encouraging interactions among the people living in, shopping in, or visiting Shadle.

Spokane neighborhood where residents can live their entire lives, with family members close by

Even now, Shadle residents tell stories of having lived in the neighborhood for decades. Others are more recent arrivals, hoping to raise families here or benefit from the special blend of quiet and convenience Shadle offers. This neighborhood helps households set their roots, but it will be improved both by adding the richness and diversity this plan envisions and by increasing the variety of housing type available in the neighborhood center. Addition of townhouses, apartments, and senior-living options within the

center will allow a wider appeal to households of varying economic and physical needs. Some units will be affordable to those who work in the retail shops within the center, others may meet the needs of those looking to downsize from their larger, single-family homes nearby, and still others may allow those who've raised generations of family in Shadle to continue living in the neighborhood they love as they, in turn, age and need help.

In navigating the path toward the vision, these principles informed the creation of suggested goals, policies, and implementation actions.

In addition, goals and policies from the existing Spokane Comprehensive Plan were analyzed and used to inform the policy framework presented later in this plan.



4

Demographics

The City of Spokane ran a Buxton Report, which presented population estimates from the 2015 American Community Survey for the area within one half-mile of the intersection of Wellesley and Cannon. This gave a clearer and more focused snapshot of the people who reside within and near the neighborhood center and who would likely comprise the population interested in accessing the center by car, on foot, or by bike.

Within the Buxton Report study area, 4.5% of the 1,526 households did not have access to a vehicle, which translates to about 69 households, or 168 people, that do not have access to a car within the direct vicinity of the District Center.

This means that at least 168 people get around regularly using alternative modes of transportation in the direct area around the Shadle Center. These residents require the access and the ability to get around via public transit, walking, riding a bike, or some other active mode, meaning the streets need to accommodate and prioritize those alternative modes in addition to cars.

Select Characteristics

Table 1 and Figure 2 show some select demographics for the Shadle area, the Audubon-Downriver Neighborhood (ADNC), the Northwest Neighborhood (NWNC), and the City of Spokane.

Compared to the larger Audubon-Downriver and Northwest Neighborhoods, the community around the Shadle area is more diverse and younger. Though, when compared to the entire City of Spokane, the area is less diverse and slightly older.

The Shadle area also has a smaller household size and has a higher percentage of owner occupancy than its surroundings.

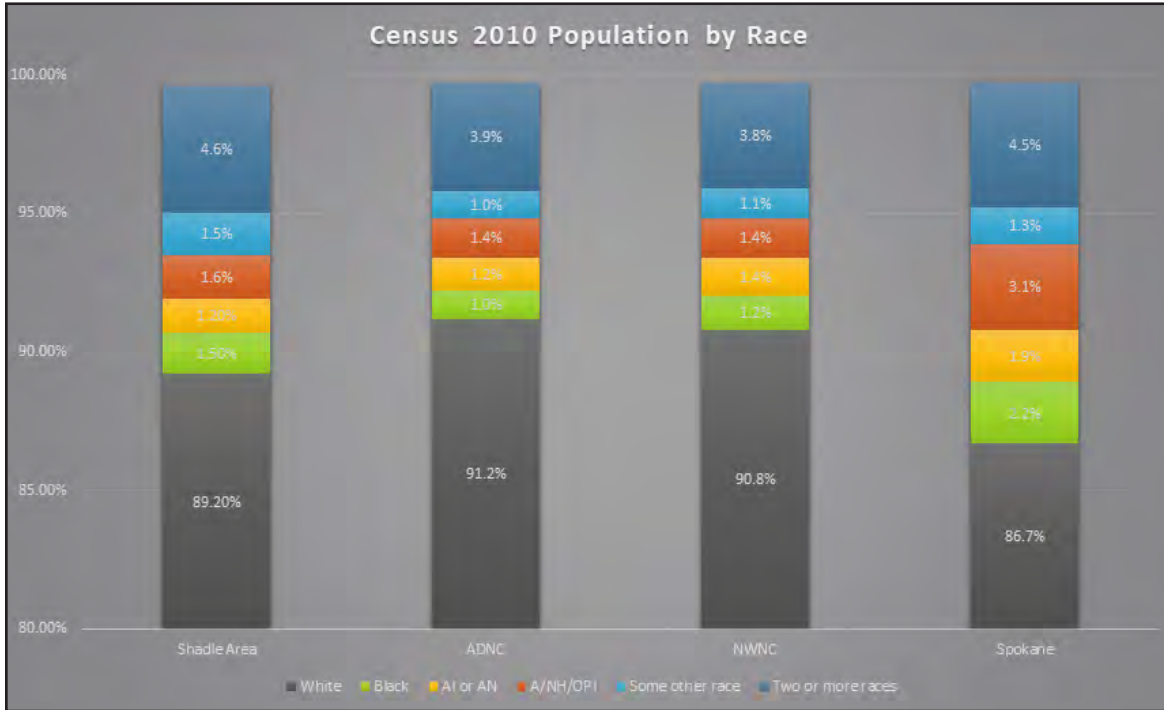
Shadle's education levels and median income are about on par with the surrounding neighborhoods, all of which have higher median incomes than that for the city as a whole.

More details about the demographics for the Shadle area, Spokane, and the Audubon-Downriver and Northwest neighborhoods can be found in Appendix B.

Table 1: Area Demographics (2015)

	Shadle Area	ADNC	NWNC	Spokane
Median Age	35.8	37.8	37.6	35.1
Median Household Income	\$50,199	\$51,964	\$50,183	\$40,882
Owner Occupied	79.6%	81.4%	78.3%	55.6%
Population of High School Graduates	94.1%	94.4%	94.2%	91.4%
Population with a Bachelor's Degree	26.4%	32.0%	23.7%	29.0%

Figure 2: Population by Race (2015)



Housing

The neighborhood also features an extensive stock of smaller, more affordable homes arrayed along gridded streets, making Northwest and Audubon-Downriver some of Spokane's best areas for young families to consider as the city grows.

Residential densities are similar to other single-family neighborhoods, but house sizes are smaller, generally ranging from 1,200 to 1,500 square feet, with two bedrooms.



5 Existing Conditions & Community Assets

Spokane's Northwest and Audubon-Downriver neighborhoods are well-established and have been part of the city's urban fabric for many decades, but as a new wave of growth takes hold, fresh energies—and fresh expectations for each neighborhood—are beginning to emerge.

In Audubon-Downriver, fresh commercial uses along Northwest Boulevard are energizing the corridor, concurrent with a general sense of “rediscovery” of the area's rich urban fabric and assets. There's a sense that it's time to envision the next phase of the area's evolution—embracing the historic, the mid-century and contemporary character found in various portions of the neighborhood.

Spokane's Northwest neighborhood is also seeing growth and reinvestment. Glover Middle School and the Shadle Branch of the Spokane Public Library are each about to undergo major renovations, creating opportunities to reimagine how the Shadle District Center feels and functions. In addition, recent direction from School District 81 promises extensive changes associated with Joe Albi Stadium to the northwest, making it—along with the already-busy Dwight Merkel Sports Complex—a key hub for organized sporting events citywide. These factors contribute to the larger regional function of this district, and highlight its importance to the Spokane area as a whole.

Community Asset Inventory

These following assets found in the greater Shadle area add recreational, educational, economic, and/or cultural value to the community:

- *Shadle Public Library*
- *Shadle Park & Aquatic Center*
- *Shadle Park High School*
- *Glover Middle School*
- *Finch Elementary School*
- *Browne Elementary School*
- *Shadle Shopping Center*
- *Audubon Park*
- *Joe Albi Stadium*
- *Dwight Merkel Sports Complex*
- *Drumheller Springs*
- *Downriver Golf Course*
- *Northwest Boulevard commercial corridor*
- *Community churches*
- *Riverside State Park*
- *Salish School of Spokane*
- *Saint Charles Catholic School*
- *The Garland District*

These assets help define the area, and will be important to enhance or maintain as the neighborhoods grow and change. It is also important to understand how these assets fit into the larger context of the area. The following discussion of the existing conditions of Shadle provides a sense of what the area currently offers, what its main issues are, and where opportunities present themselves.

Zoning and Land Use

Most of the Shadle Shopping Center is currently zoned as a Center and Corridor Zone Type 2 (CC2), which “promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile”. This zoning type also allows incentives that encourage higher floor area ratios in exchange for the provision of greater public amenities. The eastern-most edge of the shopping center is zoned as Center and Corridor Type 1 (CC1), which highly promotes pedestrian orientation and puts limitations on auto-oriented activities. The surrounding area is mostly designated as Residential Single Family zoning, with a few pockets of Office and Neighborhood Retail zones on the edges of the planning area. See Appendix E for a more detailed analysis of Shadle area zoning.



Within the study area, designated land uses include general commercial (Shadle Shopping Center), institutional (Shadle High School and Glover Middle School), and open space (Shadle Park and Library). These different land uses create a dynamic district center that sees activity at all hours of the day. Planning in this area must take into account and respect the needs of all land use types that make this area the active district center that it is.

What is a District Center?

The Shadle area is designated as a District Center on the Spokane Comprehensive Plan's Future Land Use Map. According to that plan, District Centers are usually located at the intersection of principal arterial streets or major transit hubs. District Centers offer a wide range of retail and service activities. They should also include plazas, green space, and a civic green or park to provide a focal point for the Center. Urban design guidelines of the Comprehensive Plan are used to promote compatible mixed land uses. Housing density should decrease as the distance from the District Center increases.



Transportation

The Shadle District Center is currently served by the north-south routes of Alberta Street, Belt Street, and Ash Street, and the east-west routes of Wellesley and Longfellow Avenues. The configuration and layout of these streets can be seen in Figure 3 below.

Wellesley is a principal arterial that runs east-west through the district and provides the main traffic flow to the shopping center, the library, and the park. It also has the highest traffic count of the five streets in the study area. Wellesley between Alberta St. and Belt St. consists of four travel lanes and a center turn lane, and has an average daily traffic volume of about 14,000 trips. Between Belt St. and Ash St. there are approximately 18,000 average daily trips.



Figure 3: Shadle Streets

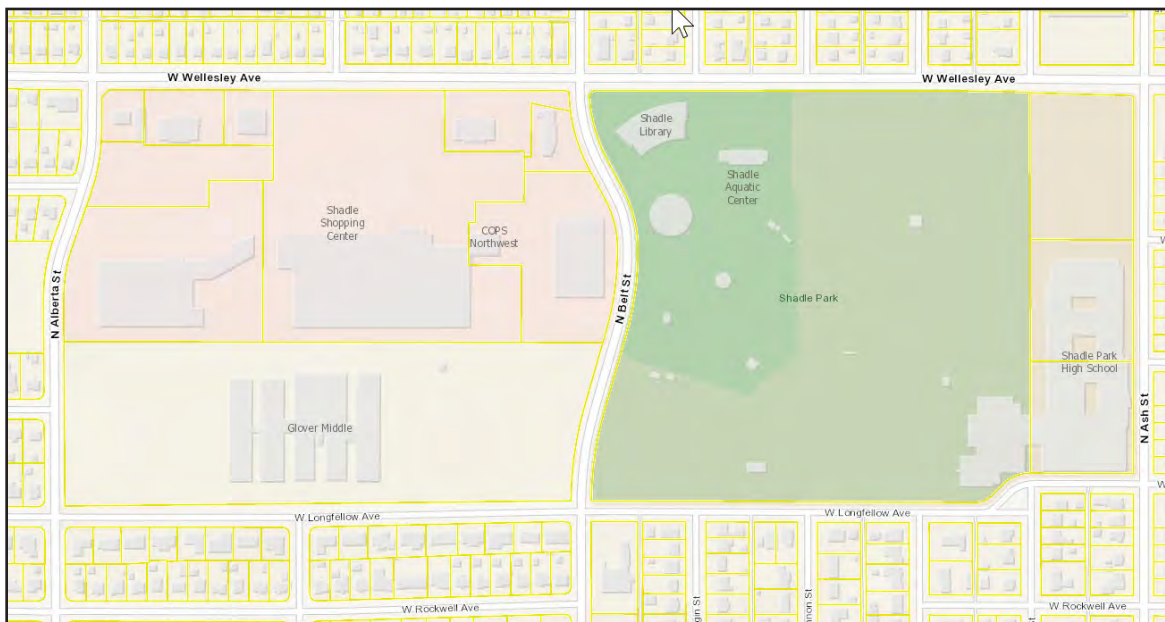


Table 2 describes the current transit, pedestrian, and bicycle facilities for each of the streets in the study area. The City already has some existing plans for improvements on these streets, which can be found in the 'Plans and Projects Underway' section at the end of this plan. Additional pedestrian improvements are suggested to improve the connections within and to the outskirts of the area.

Transportation within and around the area has some challenges and many have voiced safety concerns. Respondents to the public survey overwhelmingly thought that the area should incorporate more walkable and bikeable street design and that access and connections should be fairly open to adjoining areas.

This is a major regional node that attracts many local destination trips as well as travel-through regional trips, which presents some unique challenges when coordinating the different modes and purposes of transportation within the Shadle area.

Micromobility in Shadle

In Fall 2018, the City allowed shared mobility to become a permanent program. Micromobility is the shared use of bicycles and scooters. The City operates a contract with a third-party fleet throughout the City, which as of 2019 is Lime.

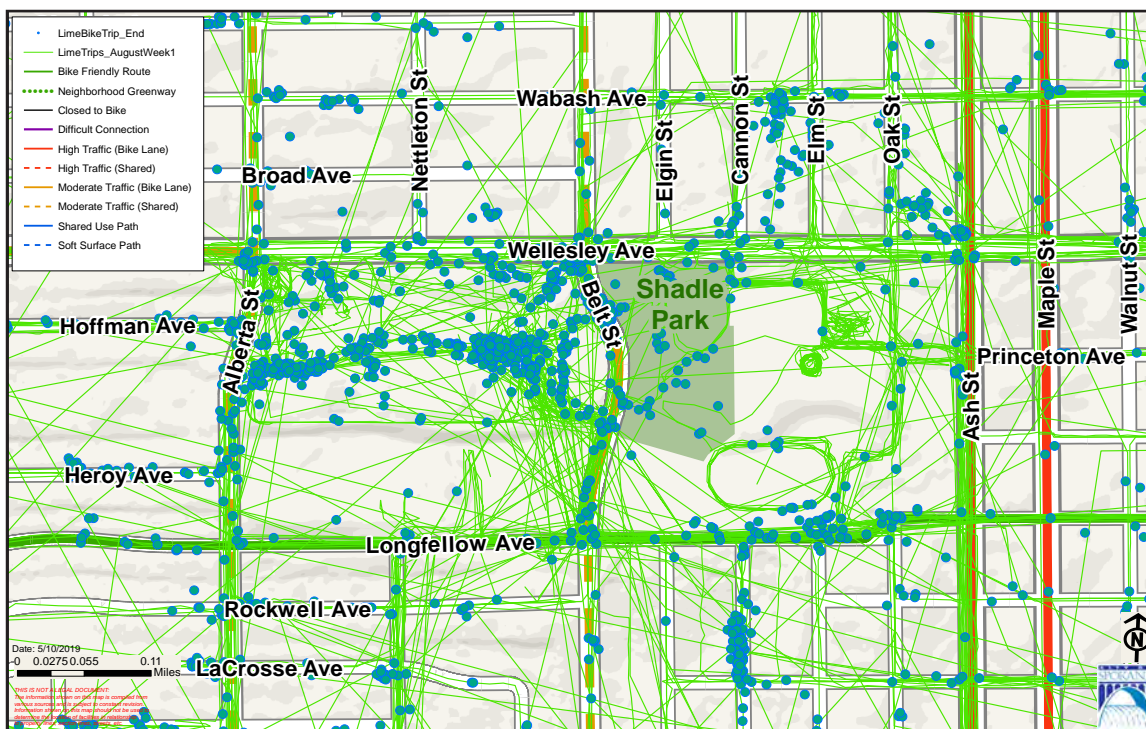
Figure 4 shows the paths and destinations for Lime trips in the area surrounding Shadle Center. This helps illustrate two things.

Table 2: Inventory of Shadle Area Streets

Street Name	Classification	Signalized Crosswalk	Painted Crosswalk	Bus Route	Planned Bicycle Network
Wellesley Ave.	Urban Principal Arterial	@ Alberta @ Ash @ Belt	N/A	Route 33	N/A
Belt St.	Urban Major Collector	@ Wellesley	N/A	N/A	Moderate Traffic Bike Lane
Alberta St.	Urban Minor Arterial	@ Wellesley	@ Heroy @ Longfellow	N/A	Moderate Traffic Shared Roadway
Ash St.	Urban Principal Arterial	@ Wellesley	@ Longfellow @ Heroy @ Princeton	Route 23	High Traffic Bike Lane
Longfellow Ave.	Urban Local Access	N/A	@ Nettleton @ Oak	N/A	Bike Friendly Route

First, the Shadle Shopping Center is a popular destination in the area, seen from the clustering of trip endpoints in Figure 4. Second, it is clear that people are using bikes and scooters on the streets surrounding the Shadle Center. This emphasizes the importance of accommodating alternative modes on these streets and their access to the Shadle Center.

Figure 4: Lime Trips in the Shadle Area in the first week of August 2019



6

The Process

The suggestions in this plan were the product of a series of outreach efforts involving various stakeholders and members of the public. The outreach process followed the following timeline:

- *March 2019:* Community Interviews with select stakeholders
- *May - August 2019:* Online Community Survey
- *June 2019:* Planning Studio at Shadle Library, Vision Workshop at Glover Middle School, & Scenario Workshop at Shadle Library
- *July - August 2019:* Concerts in the Park outreach
- *August 2019:* Public Open House
- *September 2019:* Presentation of Plan to Neighborhood Councils
- *October 2019:* Presentation of Plan to Planning Commission

Process Highlights

The planning process resulted in the goals, policies, and suggested actions in this plan. The summary of the full public outreach process can be found in Appendix C.

Online Community Survey

The online community survey, which turned out 373 respondents over a few months time, provides the most compelling evidence that the community supports the ideas in this plan.

58% of respondents said they lived in the Shadle area and specifically within the zip code 99205, which surrounds the Shadle area.

88% of respondents were homeowners, and over 50% of respondents have lived at their current residence for over ten years, suggesting there is a strong sense of established community in the Shadle area.

Nearly 85% of respondents said they visit the area daily or weekly. The most popular responses for how respondents use the Shadle area include shopping or accessing services, frequenting the restaurants and eateries, visiting the library, and visiting the park.



In describing how visitors get to the Shadle area, 92% of respondents said they currently drive. However, in looking at the top five most important topics, walking and pedestrian safety and traffic calming were both identified as high priority.

The top five topics most important to respondents are:

- Safety and security
- Walking and pedestrian safety
- Mix of shopping needs
- Traffic calming
- Lighting and environmental design

Below are some general sentiments from the survey about how respondents view the Shadle area:

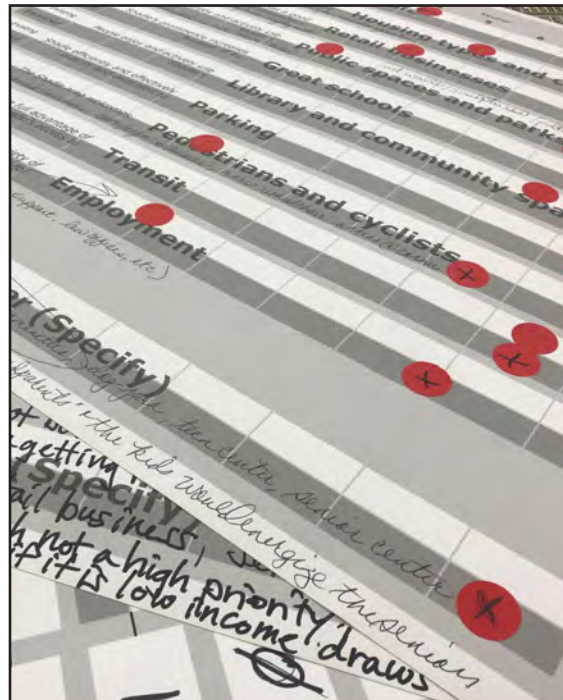
- *The Shadle area should strive to create an identity that would provide a neighborhood feel.*
- *Public safety could improve in the area.*
- *The current development pattern of mainly single-family homes is adequate, but creating a wider diversity of housing choices in the area is supported.*
- *The Shadle area should incorporate walkable and bikeable street design rather than continue to be focused mainly on cars as the main mode of transportation.*
- *The area should be fairly open and there should be a high degree of connectivity throughout the neighborhood.*

Survey Responses

Survey respondents gave their opinion both about things they like in the area, as well as about what they thought could improve.

What are things you like about the area?

- *"I like the variety of shops, the sense of community, the park, and the library."*
- *"Easy access to other areas of the city, smaller houses, public amenities, neighborhood atmosphere."*
- *"The Green Space"*
- *"Convenient shopping close to home."*
- *"Traffic isn't bad most of the time."*



What opportunities do you see for improvement of the overall character of the area?

- *"More local businesses!"*
- *"Reduce auto dependency by improving walkability."*
- *"Beautify the Shadle Shopping area."*
- *"Improved accessibility for those using various modes of transportation."*
- *"Better use of the park"*
- *"More multi-family homes would improve the nature of the area."*

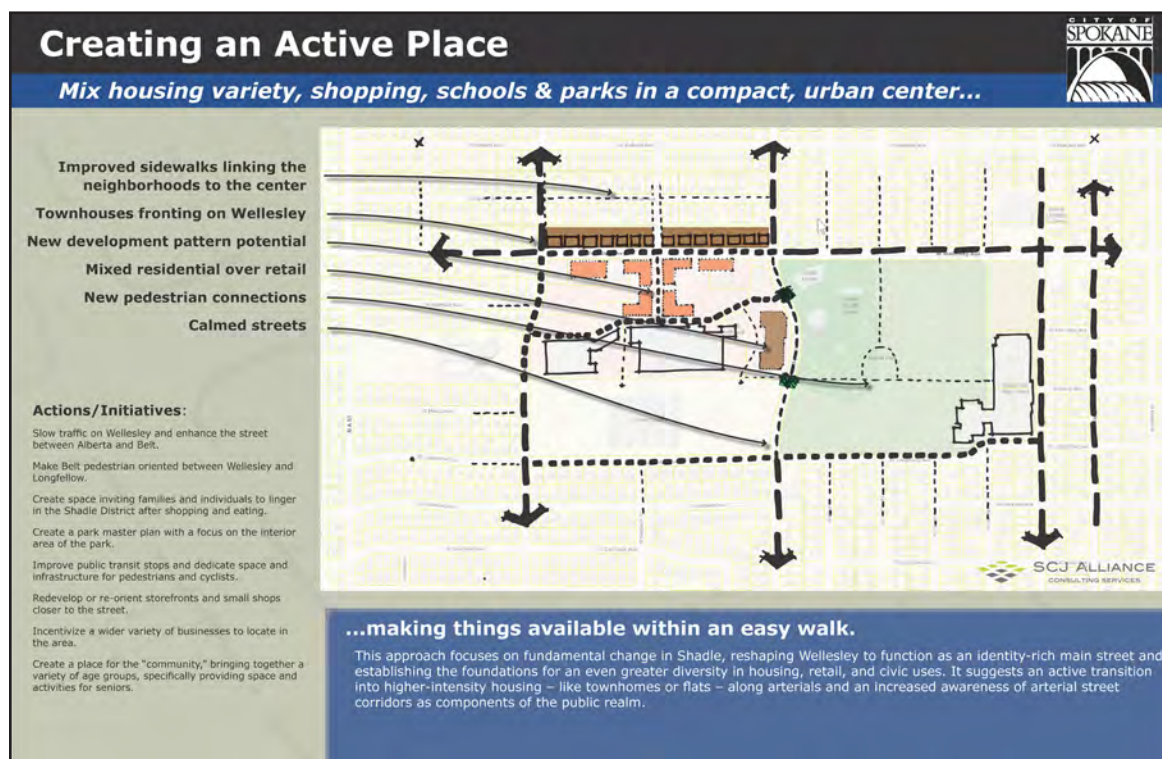
Creating an Active Place

Overall, survey respondents supported the transformation of the area into a more neighborhood-oriented retail center with mixed uses, a variety of housing, safer public spaces, and enhanced transportation facilities, which gave this plan the ability to suggest a plan that followed the "Creating an Active Place" scenario. This scenario was one of three presented throughout the public outreach process.

The full survey results can be found in Appendix A.

More details about the public outreach process and results can be found in Appendix C.

Figure 5: Creating an Active Place Scenario



7 Goals, Policies, and Implementation Actions

This neighborhood plan builds upon previous work performed by the City and the two neighborhoods. Much of the plan's policy foundation can also be found in the City's comprehensive plan, which provides direction to this effort and establishes a context within which the center should function. Relevant policies from the Spokane Comprehensive Plan can be found in Appendix D.

This section presents the goals, policies, and actions that will guide the implementation of this plan. The goals, policies, and actions are nested together because they are interrelated, with actions and policies supporting multiple goals.

Policies are nested under each goal. Some policies are repeated under multiple goals due to their ability to contribute toward multiple goals. Action item numbers are also listed under each goal. These actions can be found in Table 3 with additional information about implementing those items.

This format outlines a clear path to realizing the goals of this plan. If the action items are completed then the Shadle area will transition into the active, diverse neighborhood core as described in the vision for this plan.



Goal 1: Keep the place safe

Policy 1.1 Improve overall safety and perception of safety in the district center. (Also applies to Goal 7)

Action Items: 6, 7, 9, 10, 11, 12

Goal 2: Embrace and enhance characteristics that shape Shadle's identity

Policy 2.1 Retain and enhance the characteristics that make Shadle a unique and identifiable place. (Also applies to Goal 4)

Policy 2.2 Support building design standards that enhance the shopping experience in the district center such as buildings that front the street, provide parking in the back, and have appealing facades. (Also applies to Goals 5, 6, and 7)

Action Items: 1, 2, 3, 6, 7, 9



Goal 3: Recognize the Shadle area as a center of local and regional importance

Policy 3.1 Maintain regional relevance of the area and keep it connected to and a destination for other areas in Spokane. (Also applies to Goals 2, 5, 6, and 7)

Action Items: 2, 3, 5, 6, 10, 11, 12

Goal 4: Welcome a diverse group of new residents as the area grows and allow existing residents to remain in the neighborhood, even as they age

Policy 4.1 Increase the variety of living experiences in and near the district center including affordable housing, senior housing, and multi-family unit options. (Also applies to Goal 5)

Policy 4.2 Enrich shared spaces and encourage interactions among the people living in, shopping in, or visiting Shadle. (Also applies to Goals 2, 3, and 5)

Action Items: 1, 3, 4

Goal 5: Provide a diversity of uses that serve the shopping, educational, social, and recreational needs of nearby residents

Policy 5.1 Balance housing growth with related investments in commercial, transportation, recreational, and institutional elements. (Also applies to Goals 3, 4, 6, and 7)

Policy 5.2 Enhance connections between the different sections of the district center, allowing for a flow of people and activity throughout the area at all times of day. (Also applies to Goals 1, 2, 6, and 7)

Action Items: 2, 3, 5, 6, 7

Goal 6: Keep retail prospering even as market conditions change

Policy 6.1 Support increasing levels of intensity within the Shadle District Center. (Also applies to Goals 3 and 5)

Policy 6.2 Provide incentives for local businesses to locate in the Shadle area. (Also applies to Goals 3 and 5)

Action Items: 2, 5, 8



Goal 7: Allow ease of flow to, from, and within the Shadle area for all modes of transportation.

Policy 7.1 Improve safety and enhance the experience for those getting around the district center by walking, bicycling, or taking public transit. (Also applies to Goals 1 and 4)

Action Items: 7, 8, 9, 10, 11, 12

Implementation Actions

Implementation of the Shadle area Plan will require the ongoing support and commitment of the Northwest and Audubon-Downriver Neighborhood Councils. This plan provides the basis to ensure future development occurs in a manner that is consistent with the neighborhood vision.

Table 3 lists the specific action items that resulted directly from the planning process. These are detailed actions to be taken to meet the plan's goals. The table also designates responsibility for following up on each action. Finally, the table lists whether the action is expected to be completed in the immediate, short, medium, or long term.

The table is presented in order of priority, with immediate actions listed first and long-term actions listed last. Each action item relates to a specific area on the map in Figure 6, and each item is outlined in greater detail in the 'Plan Details' section.

Table 3: Implementation Action Items

Action Item	Action Statement	Goal #	Project Leader	Expected Completion
	<i>Wellesley Ave, north side, between Alberta and Belt</i>			
1	Zoning review to ensure a townhouse type of housing can be constructed on the north side of the street, potentially with corner retail at Alberta and at Belt. Transition zoning west of Alberta and east of Belt should allow for a tapering of intensity back to single-family residential.	2, 4	Neighborhood Councils	Immediate (Appendix E: Zoning Review)
	<i>Shadle Center, regional retail</i>			
2	Zoning review to ensure regionally-scaled retail, in all its complexities, can be permitted...and even be expanded to include upper floor housing.	2, 3, 5, 6	Neighborhood Councils	Immediate (Appendix E: Zoning Review)
	<i>Hastings site, Wellesley and Ash (NWC)</i>			
3	Zoning review to ensure potential to develop a senior housing project or community center, permitting adequate building height to make either one financially viable.	2, 3, 4, 5	Neighborhood Councils	Immediate (Appendix E: Zoning Review)
	<i>Shadle Center, east side</i>			
4	Zoning review to ensure senior housing or other, higher-intensity housing is permitted along the Belt corridor, optimizing frontage on the park and access to the new, more social, Belt Ave.	4	Neighborhood Councils	Immediate (Appendix E: Zoning Review)
	<i>Shadle Center, internal central spine</i>			
5	Zoning and development regulations review to ensure a new, mixed-use central spine can be constructed along an extension of the Nettleton axis.	3, 5, 6	Development	Immediate (Appendix E: Zoning Review)

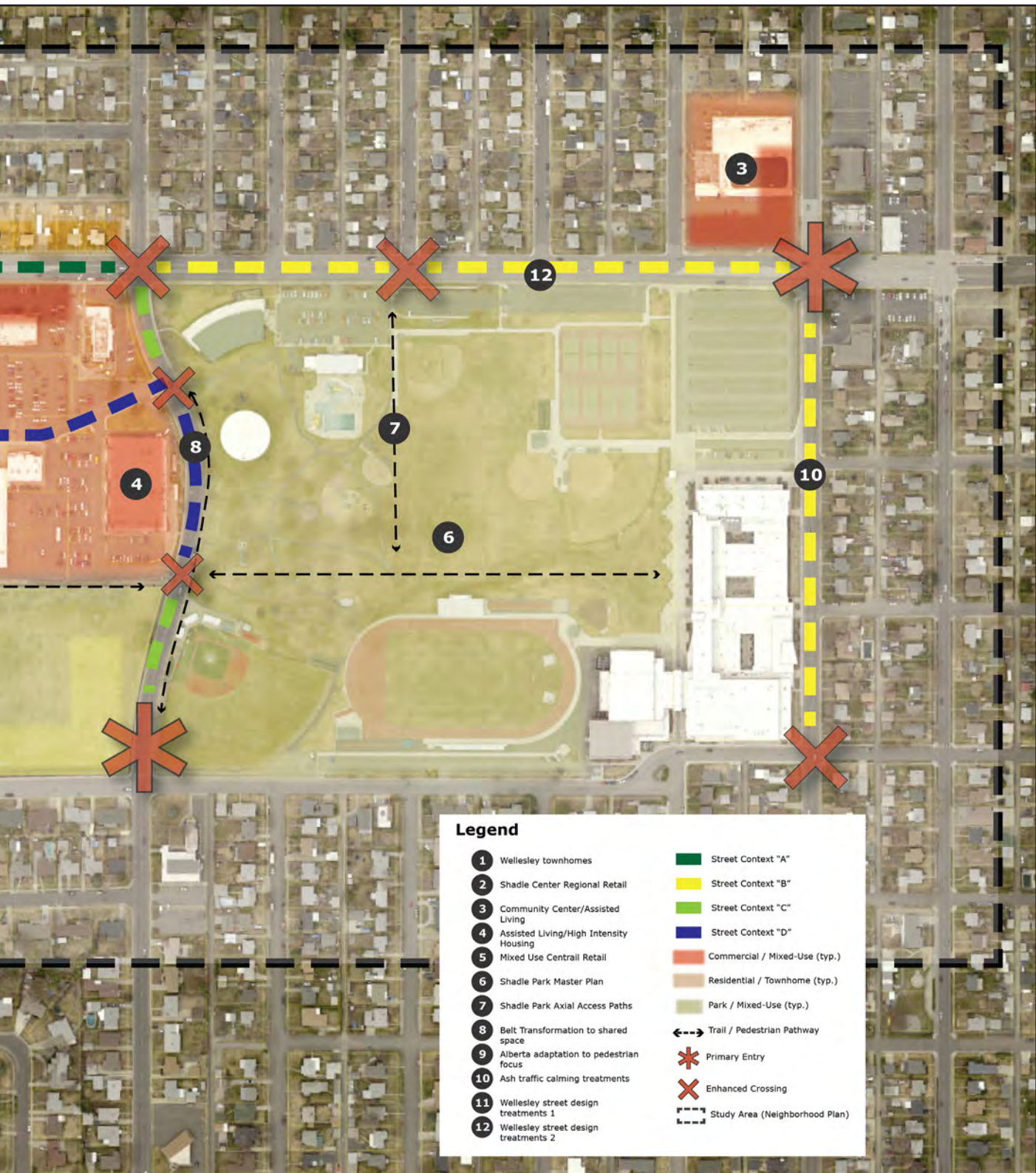
Action Item	Action Statement	Goal #	Project Leader	Expected Completion
<i>Shadle Park, entire facility</i>				
6	An updated park master plan to review recreational priorities and design access patterns to ensure safe, enjoyable access to all portions of the park.	1, 2, 3, 5	City of Spokane	Short Term
<i>Shadle Park, north-south axis</i>				
7	Revisiting the park's initial axial concept to better connect the interior of the park to residents living north of Wellesley, coordinating with the proposed HAWK signal there and transit stops to celebrate the park's importance and underscore its connections to the uses surrounding it.	1, 2, 5, 7	City of Spokane	Short Term
<i>Belt, between Wellesley and Longfellow</i>				
8	Transformation of this street to become a truly shared space, accommodating vehicular traffic while also strengthening pedestrian connections between the retail center, library, park, school, and surrounding neighborhoods, featuring a plaza-like roadway section, landscaping, narrowed travel lanes, parallel parking, a mix of pedestrian and vehicular lighting, public art, and other elements to underscore the street's relationship to the existing and anticipated land uses adjoining it.	6, 7	Neighborhood Councils	Medium Term
<i>Alberta, between Wellesley and Longfellow</i>				
9	Adaptation of the existing street to better accommodate pedestrians, including a sidewalk on the east side of the street, intersection enhancements at Wellesley consistent with the new Wellesley concept, and an RRFB crosswalk between St Charles Church and the retail center.	1, 2, 7	City of Spokane	Medium Term

Action Item	Action Statement	Goal #	Project Leader	Expected Completion
	<i>Ash, between Wellesley and Longfellow</i>			
10	New street treatments to slow vehicular speed in front of the high school and facilitate pedestrian crossings into the adjoining neighborhood, including enhanced landscaping along the street edge, pedestrian bumpouts, a HAWK or RRFB crossing signal at Longfellow, and other features to add detail and a sense of enclosure to the street.	1, 3, 7	City of Spokane	Medium Term
	<i>Wellesley Ave, between Alberta and Belt</i>			
11	New street design treatments to slow speeds to 30 mph, including narrowed travel lanes, street trees, expanded sidewalks, narrowed crossing distances where possible, enhanced transit stops, a HAWK or RRFB crossing signal at Nettleton, and other features intended to add detail, enclosure, a dynamic environment, and visual interest to this stretch of roadway.	1, 3, 7	Neighborhood Councils	Long Term
	<i>Wellesley Ave, between Belt and Ash</i>			
12	Enhanced design treatments to accommodate flow, transition to the Maple/Ash couplet, and enhance the transit experience while also facilitating pedestrian crossing of Wellesley with a HAWK signal to access the park and transit stops. This may also include retrofitting the center median to incorporate landscaping	1, 3, 7	Neighborhood Councils	Long Term

*Figure 6: Shadle
Plan Core
Recommendations
Map*

This map identifies and locates specific actions listed in Table 3 and described in detail in the following pages.





Plan Details

The following plan details describe the elements of the plan map in Figure 6, expanding upon the implementation actions from Table 3.

Street Configurations

Street Context A: Wellesley Avenue West

The existing configuration of Wellesley Ave prioritizes the movement of vehicular traffic. With two travel lanes each way and a turn lane in between, this wide road acts as a barrier to pedestrian and cross-street traffic.

Figure 7: Existing Wellesley Configuration

Right of Way (ROW): 77 ft.

Curb to Curb (CTC): 63 ft.

Cars travel down Wellesley at fast speeds, with no barriers between the narrow sidewalks and the traffic lanes.

With 77 feet of public right-of-way, it is possible to bring Wellesley down to three lanes between Alberta and Belt. This provides opportunities for wider sidewalks, street trees, and on-street parking. These amenities will help serve the new townhomes on the north side of the street and the new street-oriented retail and mixed use on the south side. This configuration will allow for much safer conditions for all modes of travel, especially as pedestrian activity increases. This configuration intentionally slows traffic through this portion of Wellesley, serving the idea that this district center will be a popular destination for the neighborhood while also allowing for continuous traffic flow to maintain regional mobility.

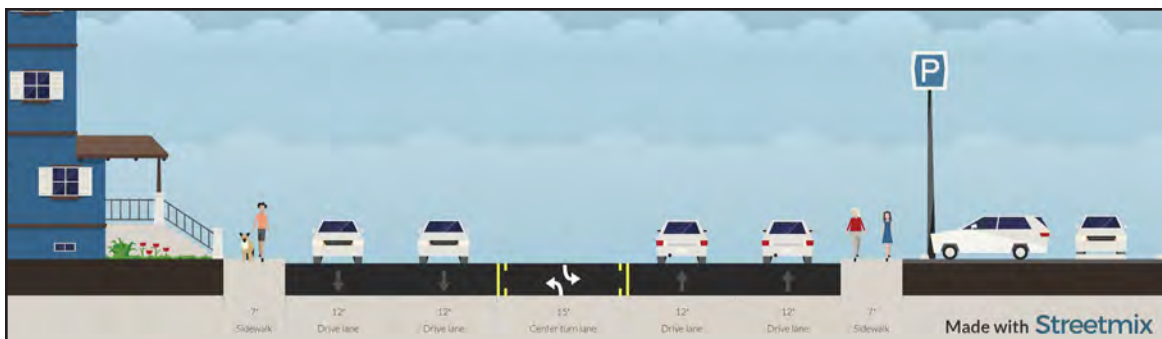
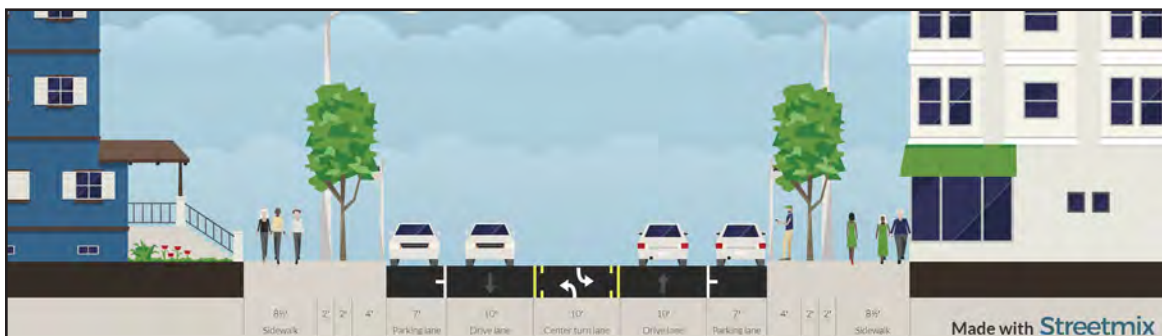


Figure 8: Proposed Wellesley Configuration: CTC: 44 ft.



Street Context B: Ash Street and Wellesley Avenue East

Ash will remain a one-way southbound arterial, but the street context will resemble that of Wellesley between Belt and Ash. On both streets, new designs will incorporate landscaping and details that will encourage slower speeds, and dedicated crossings will allow for safe access between the high school and the neighborhoods to the north and the east.

Street Context C: Alberta and Outer Belt

Alberta will provide three travel lanes, one lane for each direction and a center turn lane. There will be median islands at strategic pedestrian crossing locations in place of the turn lane. The sidewalk widths will remain, but a buffer on each side of the street will act as pedestrian protection and bring awareness to the street as a shared space since Alberta is also designated as a shared roadway in the city's bike plan. This configuration will also make up the outer portions of Belt, closest to Wellesley and Longfellow, maintaining capacity while enhancing pedestrian facilities.

Existing Conditions - ROW: 60 ft., CTC: 38 ft.

Figure 9: Proposed Alberta & Outer Belt



This plan recommends ensuring sidewalk connectivity to the south of the Shadle area. Sidewalks and pedestrian facilities should be continuous along Alberta and Belt to the south of Longfellow all the way to Garland.

Street Context D: Central Belt

The central portion of Belt will be reconfigured to accommodate all modes of transportation. This option flattens the street so pedestrians and bicycles are on the same level as vehicular traffic. This will bridge the divide between the park and the shopping center, making the act of crossing Belt between the two halves of the district center a much safer and much more enjoyable experience. This option also allows for a much wider range of uses for the street, including street fairs, food trucks, farmers markets, etc.

This street context will also apply to the pathways through the shopping center. This will ensure that pedestrians remain a priority as they circulate through the shopping and retail core of the neighborhood.

Existing Conditions - ROW: 60 ft., CTC: 40 ft.

Figure 10: Proposed Central Belt Configuration



Enhanced Entry and Crossings

Primary Entry Points

The Shadle area will develop a stronger sense of identity. This will be enhanced by primary entry points at Wellesley and Ash, Wellesly and Alberta, and Belt and Longfellow. These intersections will make it known that one is entering the Shadle neighborhood. Entry points should be defined by signage and artwork that aligns with a unique Shadle brand.



Painted Crosswalks

Painted crosswalks provide designated places for pedestrians to cross streets safely, letting cars know to watch out and stop for pedestrians at these locations. This plan proposes that painted crosswalks would be best suited for streets with lower traffic such as accross Longfellow and Belt.

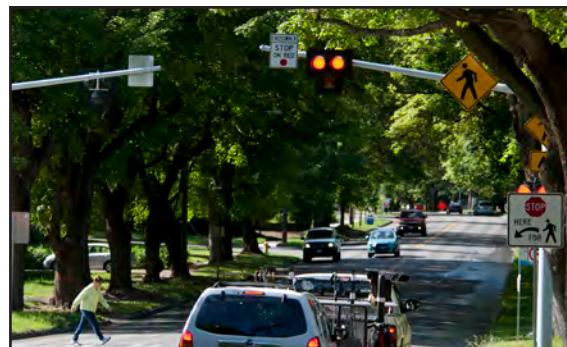
Raised Crosswalks

These double as speed bumps since they require vehicular traffic to slow down as they drive over the raised crosswalk. This also brings greater awareness to pedestrians attempting to cross a these locations.



HAWK Crossings

HAWK crossings provide a high level of protection for pedestrians crossing the street. These signals flash red, requiring vehicular traffic to stop long enough for a pedestrian to cross the street. These crossings are ideal for streets with high traffic volumes, making them ideal for crossings across Wellesely at Cannon and at Nettleton. These enhanced crossings will provide a greater connection between the district center and the surrounding neighborhoods.



Enhanced Transit

The City of Spokane and STA have identified plans for a high performance transit network (HPTN), which is a network of corridors providing all-day, two-way, reliable, and frequent service which offers competitive speeds to private automobiles and features improved amenities for passengers.

In the Shadle area, both Alberta and Wellesley align with these planned HPTN routes. These improvements will strengthen the Shadle area's importance as a regional destination and improve its access to other important destinations within the city.

STA transit stops in the Shadle area for STA routes 23 and 33 will be upgraded for an enhanced transit experience throughout the area.

Relocated Bus Stops

Two Route 33 bus stops will be relocated from the intersection of Belt and Wellesley to the intersection of Nettleton and Wellesley. This strategic relocation provides bus stops at the new main entry point of the shopping center. This will help provide close access between the shopping center and transit.

Enhanced Bus Stops

The main bus stops serving this district center are those that will be relocated to the intersection of Nettleton and Wellesley, and the bus stops currently on the corner of Cannon and Wellesley. Due to their importance to the district center, these bus stops will be enhanced, providing covered waiting areas, new signage, lighting, and accessibility.



Housing Options

Multi-family/Townhouses

This plan proposes the development of a row of townhouses along the north side of Wellesley from Alberta St. to Belt St. The current zoning for these parcels allows for attached housing, such as townhouses, but limits the intensity of such housing unless developed as a PUD (See Appendix E). Townhouses would bring new housing options to this part of town and add to the urban environment of the new district center. Townhouses lining Wellesley would face the sidewalk, providing a friendly and appealing street frontage for the new streetscape.



Mixed Use

This plan incorporates mixed uses into the shopping center, which opens the opportunity for housing as part of the mixed use structures. This will provide another set of housing options for those looking to locate in the Shadle area. Locating apartments above retail and shops within the center will provide a whole new level of activity within the neighborhood core, enhancing the economic and social dimensions of the neighborhood, while also making it safer and more livable. These higher intensity uses and higher density housing will help realize the goals and vision of this neighborhood plan.



Mixed Use Office/Retail

The Shadle area offers plentiful opportunity for an improved retail shopping experience, along with an increase in the intensity of uses within its core. This can be realized by reimagining of the shopping center as a mixed use development. By realigning transportation investment policies and priorities with the existing land use policy, the neighborhood can begin to transform into a mixed use development.



New buildings can be built within the shopping center where there is currently nothing but parking lot space, which is empty most of the time anyway. New buildings can shape a defined entryway at Wellesley and Nettleton, offering a “Main Street” feel where shops and retail line the main pathway into the center.



These new buildings, in order to satisfy the goals of this plan and the goals for district centers in Spokane’s Comprehensive Plan, will be built at multiple stories, offering potential office space, extra retail space, or residential space, above the shops that line the street level.

As these intensities increase, so will the activity in this area at all times of day. One of the advantages of mixed use neighborhoods is that there is more consistent activity, which helps improve the safety of the area.

Mixed use developments can take many forms, but the Shadle District Center should look to the urban design guidelines set by the Spokane Comprehensive Plan.



Senior Housing



Throughout the public outreach process for this plan there was a significant call for the addition of senior housing in the neighborhood. The Shadle area is very established within Spokane, and many residents have lived in their homes for decades. But, as these residents age many are faced with a tough decision of whether to make the move to some type of senior housing. Yet, currently in order to do this many would have to move away from the neighborhood they have lived in for a large portion, if not all, of their lives.

By incorporating senior housing options into the Shadle Neighborhood, this plan helps aging in place and provides long-term, as well as newcoming, senior residents with the option to reside in the Shadle area and at the same time receive the services that they need.

This plan proposes the inclusion of senior housing development within the new mixed-use shopping center. Senior housing could include a range of options such as age-restricted apartments, active adult communities, independent living, assisted living, nursing homes, and continuing care.

Senior housing will be incorporated into the mixed use design of specific new developments, so most likely these facilities will reside on the upper floors of a structure with retail or shopping along the street level floor.

In addition to being able to locate within the Shadle area, residents of the senior housing facilities will be within close proximity to the large range of shops and services in the Shadle District Center.

And with the improved pedestrian environment within the center, these residents will be able to easily get around the area on foot, by bicycle, or in a wheelchair.

Incorporating senior housing into the district center will help create a diverse and active area that supports residents of all ages and abilities. It will allow long-term residents to still feel at-home, and will provide residents with an interesting and convenient surrounding.



Community Center



Throughout the planning process, the idea of a Shadle Community Center kept coming up as a desire of the community. Residents of the area feel that a community center could be helpful by offering a range of services and programs to serve the area. Ideas included a teen center, a senior center, medical services, a computer lab, and resources for those experience poverty or homelessness.

Through public input, it was determined that the site of the old Hastings on the northwest corner of Wellesley and Ash would be a good location for this community center. This site has sat empty or underutilized for a number of years. Throughout the public engagement process this site was brought up many times, and participants felt that something new needed to happen on this site. A community center here would easily connect with the Shadle District Center, especially with the redevelopment of Wellesley Avenue.

Another option is to include the community center in Shadle Shopping Center as part of the new mixed use district center. This would place the community center at a more central

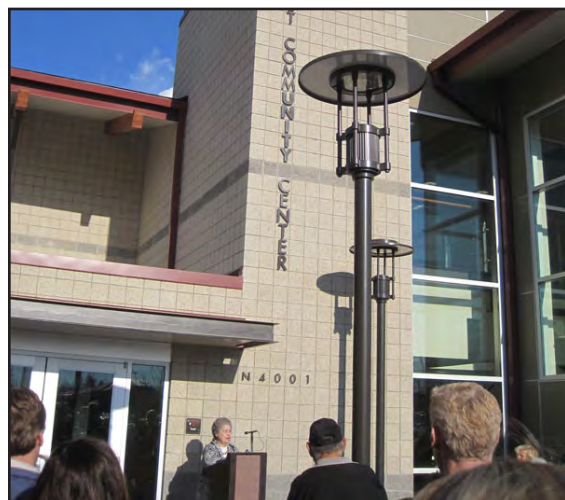
location, adding another level of mixed use to the shopping center, and bringing services and resources in closer proximity to where people are already living, working, and shopping.

Both options provide easy access from Shadle High School and Glover Middle School, whose students could easily access a new teen center.

In addition, the community center would be a close destination for seniors living in the new senior housing facilities.

This community center would also provide resources for the homeless population within the area. Homelessness was identified as one of the top issues in this area, so the community center would be one step toward addressing the issues related to homelessness.

The community center can bring the neighborhood together in one location. Similar to the library, it would serve a wide range of people. Therefore, it will serve as one of the features that bring the neighborhood together to create a distinct identity for the Shadle area.



Shadle Park

Shadle Park Master Plan

Shadle Park is at the core of the Shadle area. The park provides a public space where residents and visitors can enjoy a range of recreational opportunities. The park contains fields, an amphitheater, a playground, a splash pad, picnic shelters, and event spaces. The park is also home to the Shadle Aquatic Center. The park plays host to multiple other community events such as the Concerts in the Park each summer.

This plan proposes that a new master plan be developed for Shadle Park. The master plan should address the major issues with the park. Some of the major issues include safety and underutilization. Residents of the neighborhood feel that the park can be unsafe at times, which may be due to its seclusion from the street and other activity areas nearby. This could also be the reason that the park feels underutilized, with many spaces remaining empty much of the time.

The new Shadle Park Master Plan should propose ways to address these issues in order to make Shadle Park a space that brings the neighborhood together. For example, the amphitheater space could be used more extensively for a range of community-minded events, not just summer concerts.

Improved Connections

This plan proposes that pathways to, from, and within Shadle Park be

enhanced in order to provide a greater sense of connectivity throughout the entire area.

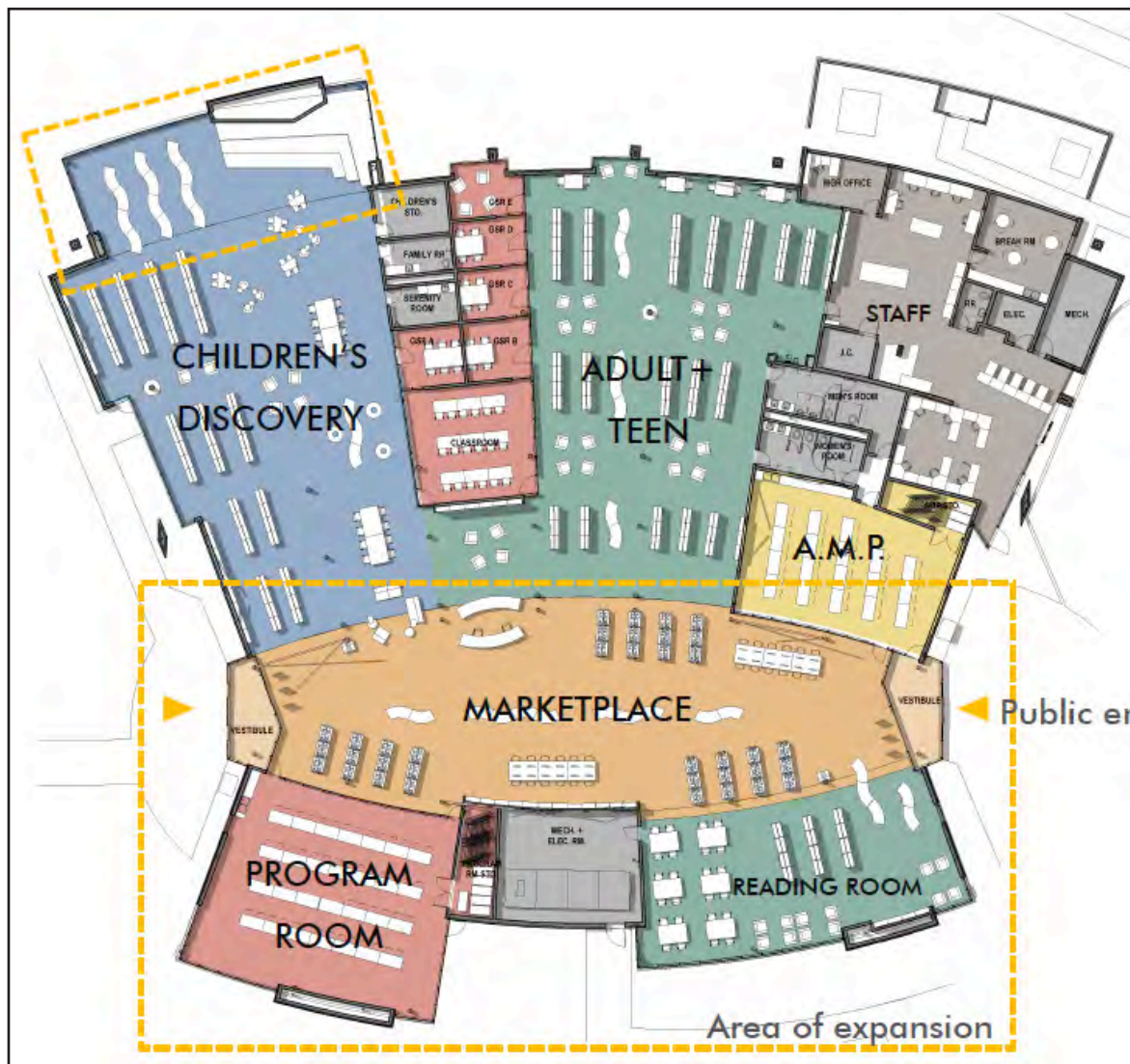
These improvements include more clearly defined pathways and signage within the park and logical routes that lead to desirable destinations within and surrounding the park such as transit stops, crosswalks, the schools, and the library.



Plans & Projects Underway

At the time that this plan was developed there were already multiple plans in the works that will affect the look and function of the Shadle District Center. These existing plans are outlined in the following pages.

Rendering of the Shadle Library Expansion:



Glover Middle School Remodel

Glover Middle School will be rebuilt on the site currently serving as a field directly to the east of the current facility. This new school will front Longfellow Avenue and have a greater degree of connection to Belt Street than it currently does. This remodel is expected to be complete in 2022.



Shadle Library Expansion

In November 2018, Spokane voters approved a library bond which included an expansion of the Shadle Branch. This expansion will increase the size of the library's footprint into Shadle Park toward the water tower. Plans for this expansion include an enhanced zone for children, additional flexible use spaces, and more quiet spaces. The library will also expand toward the intersection of Wellesley and Belt, increasing the presence of the library along the Wellesley thoroughfare. The plans call for building a second entrance on the west side of the building, which will lead to more pedestrians crossing Belt Street on a direct line from the Shadle Center to the library. Construction is scheduled to begin in spring 2020.



Crosswalk on Belt Street

Safer crossings on Belt Street were one of the top priorities of residents during this planning process. The City of Spokane does already have plans to install a crosswalk along Belt about half way between Wellesley and Longfellow, where the shopping center and Glover Middle School's properties meet. This will ensure an extra level of safety when crossing Belt, but this plan proposes further changes to make Belt St even safer to cross.



HAWK Crossing at Cannon and Wellesley

The City of Spokane also has plans to install a HAWK Crossing at the intersection of Wellesley and Cannon. The City has already designed and allocated funding for this crossing and construction is scheduled for 2020. This will create additional safe access between the district center and the neighborhood to the north.

Revision of Longfellow Avenue

The City currently has plans to reconfigure the intersection of Longfellow Avenue and Oak Street. Currently this is a large and awkward intersection. The plan is to make this corner less confusing for both motorists and pedestrians. The plans also provide new painted crosswalks that lead directly to Shadle Park High School. These improvements help to further strengthen the connections between the neighborhood center and the residents living to the south.

Planned Project Funding

The Crosswalk on Belt, the HAWK Crossing at Cannon and Wellesley, and the intersection revision at Longfellow and Oak are all funded through either the Neighborhood Traffic Calming Program or the School Safety Program.

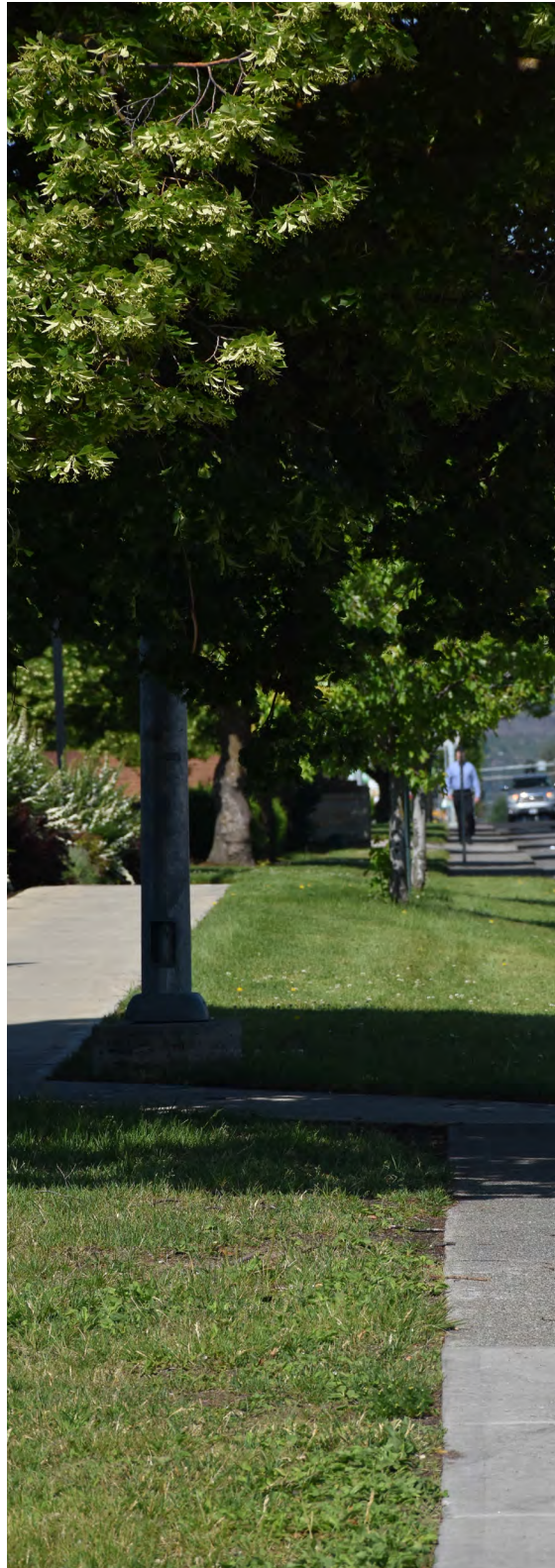
8 Next Steps

Implementation of the Shadle Area Neighborhood Plan will require the ongoing support and commitment of the Audubon-Downriver and Northwest Neighborhood Councils and residents. This plan provides a starting point to ensure future development adheres to the neighborhood vision.

Approval of the action plan will not result in immediate project funding. Ideas presented in this plan will require further analysis, and capital projects will require funding for implementation.

The Neighborhood Councils are encouraged to pursue the following steps in order to successfully implement the plan and develop key catalyst projects:

- *Funding:* Identify potential funding sources for priority projects. Consider grants, public/private partnerships, fundraising, and community volunteer efforts.
- *Update:* Consider updating the project list and action plan on an annual basis to address completed projects and changed neighborhood conditions.



APPENDICES

Appendix A - Final Survey Results

Appendix B - Demographics

Appendix C - Public Outreach Summary

Appendix D - Spokane Comprehensive Plan Policies

Appendix E - Zoning Review

*Final plan and appendices found on the City of Spokane website:
<https://my.spokanecity.org/business/planning/neighborhood/>*

This plan was developed in partnership with:



northwest
Neighborhood Council