



# SPOKANE DOWNTOWN PLAN



## WORKSHOP 1 SUMMARY



framework



## OVERVIEW

DSP and Framework hosted the first public workshop for the Spokane Downtown Plan 2019 - 2020 update on October 22, 2019 at the Pavilion in Riverfront Park. Fifty-five members of the public signed in at the workshop, and over 330 people filled participated in an online survey available to the public during the weeks before and after the event.

# WORKSHOP PROGRAM

The Downtown Spokane Partnership (DSP) hosted the first public workshop at the Riverfront Park Pavilion on the evening of October 22, 2019. Framework facilitated a workshop focused primarily on existing conditions Downtown, peer cities and best practices, and preliminary survey results from the public. Fifty-five members of the public attended the event along with representatives from the City and DSP as well as Spokane Transit Authority, and Spokane Regional Transportation Council who had their own stations where they presented information on ongoing projects.

The workshop began with an open house starting at 6:00pm, where members of the public had the opportunity to participate in mapping exercises and visioning exercises, review and offer input on existing conditions work, initial takeaways, and best practices drawn from other cities in the U.S. and Canada. Survey participants were able to submit photos of examples of what they would like to see in Spokane from other cities, which were included as a separate board.

Framework presented some initial findings and changes Downtown since the existing plan was adopted before opening the presentation to public feedback with live polling and a moderated question and answer session. The presentation and audience-based activities finished at roughly 7:15pm, and attendees could continue to participate in mapping and visioning exercises, and offer feedback on the information presented on the board displays. The workshop ended with a light show in the Pavilion organized by Riverfront Park.

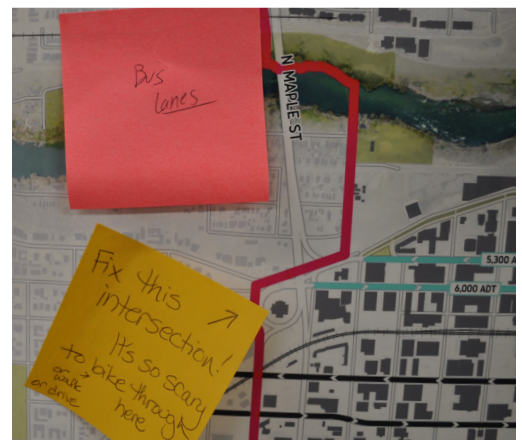
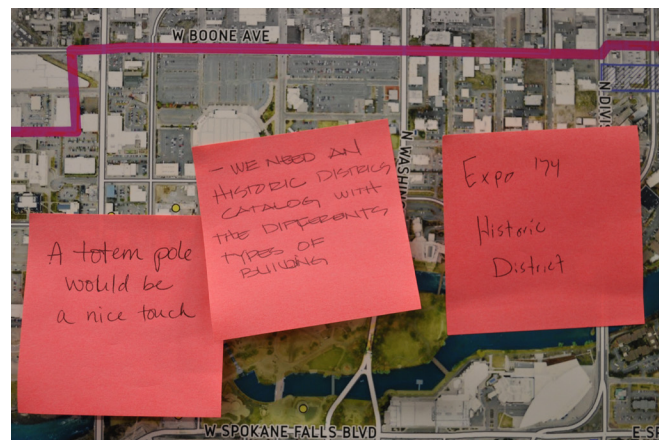
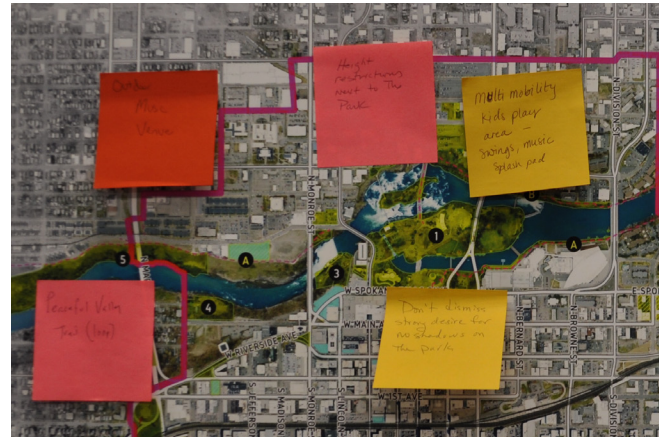


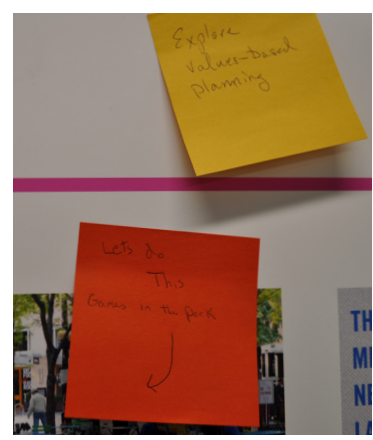
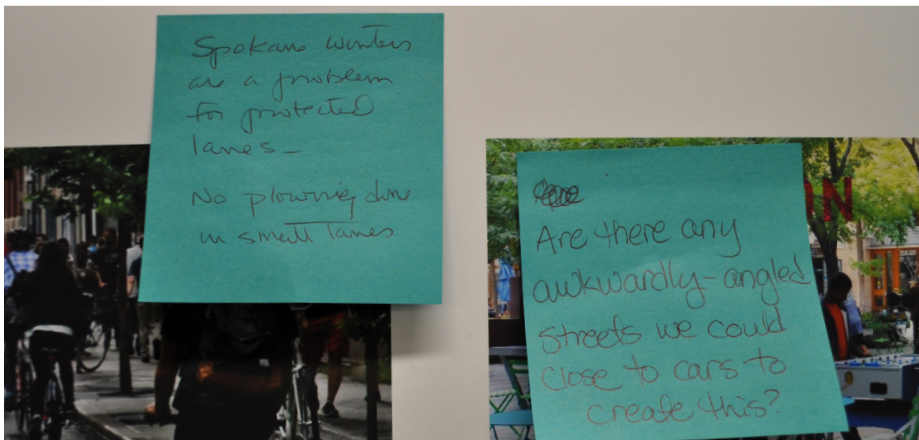
# WHAT WE HEARD

## Boards + General Comments

Most of the comments from the public revolved around multi-modal improvements, particularly to improve the experience of people walking and biking in Downtown Spokane. The public also showed a lot of interest in homeless services, parks and public spaces, and programming and activation. Comments were generally supportive of:

- ☐ Creating a safe and well maintained network of bike routes
- ☐ Improving the experience of people walking through better maintenance and strengthening walkable connections Downtown
- ☐ Improving and co-locating homeless services
- ☐ Creating new smaller-scale public spaces and activating existing public spaces
- ☐ Preserving historic buildings Downtown
- ☐ Supporting activities and investment in Riverfront Park
- ☐ Improving transit options and making modes other than driving more viable

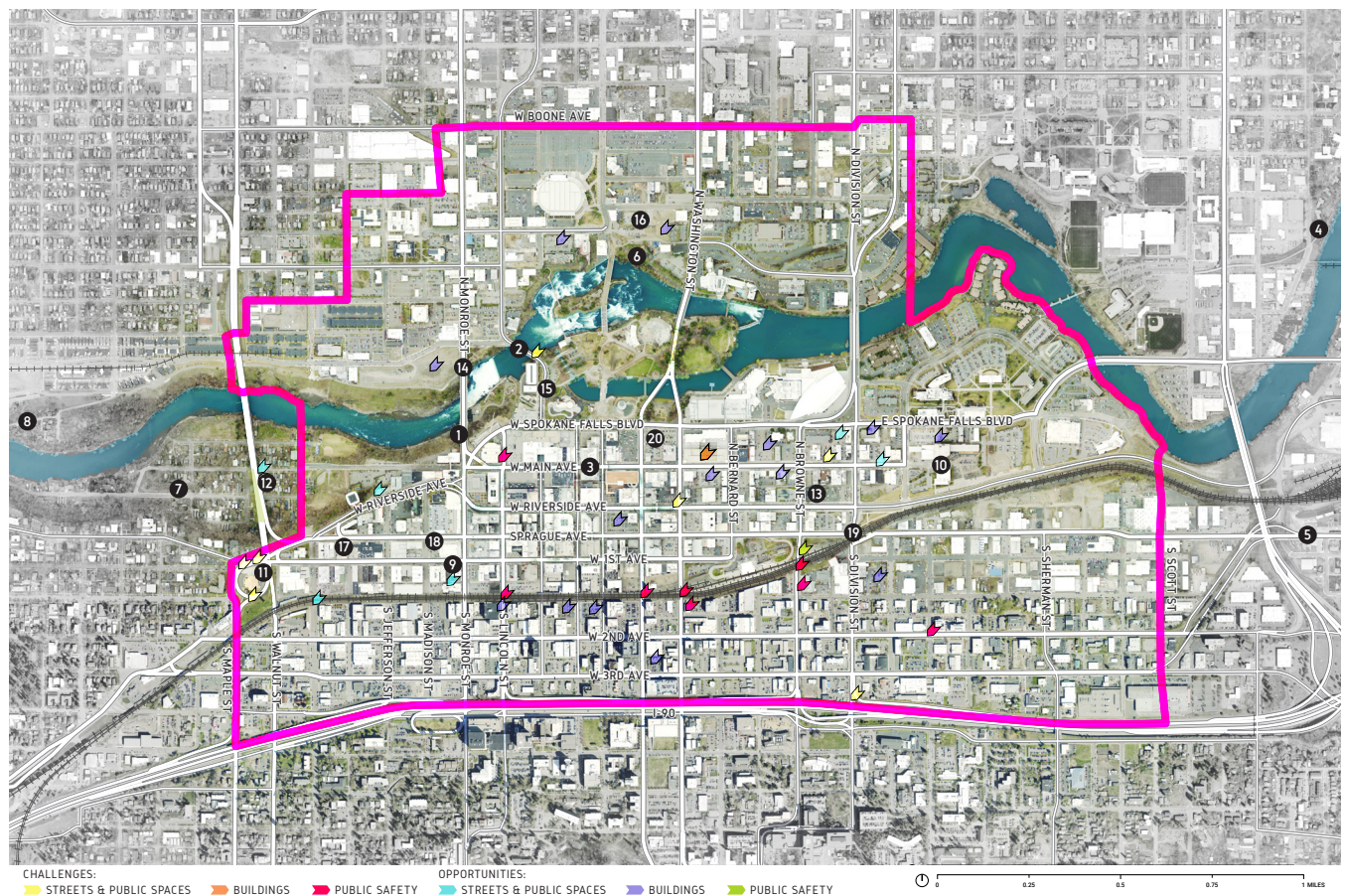




## Mapping Exercise

The mapping exercise invited people from the community to flag opportunities and challenges related to buildings, streets and public spaces, and public safety within the Downtown Planning Area and surrounding parts of Spokane. Participants were also encouraged to flag places in Spokane where they identified specific challenges and opportunities on numbered flags with corresponding comment cards. The original mapping exercise did not include the planning area boundary so that input from the public would not be limited geographically. The summary map below includes the planning boundary for reference.

The comments on the following page reference the numbers shown on the map below.



- 1 "Monroe Street Bridge should feature a transit-only lane heading southbound. Consider a single northbound lane to meter flow."
- 2 "Keep Post Street Bridge all or predominantly pedestrian?"
- 3 "Over capacity streets could have minor reductions to increase sidewalk space offering more area for cafes, etc. Not to equate walking streets."
- 4 "Safety and up keep on centennial trail north of the Iron bridge to Mission Park. My family rides this trail often to find people smoking drugs or just being scary."
- 5 "Creating multimodal centers around corridors outside the downtown core with public transit options to interconnect downtown & surrounding areas. Like park & ride but more developed and centrally located to commercial areas."
- 6 "Children's play area - climbing wall, swings, bridge, something fun."
- 7 "This is an excellent location for affordable multifamily housing. "
- 8 "There is an abandoned & closed railroad tunnel under one of the cemeteries west of downtown. Huge tourism potential! Haunted tunnel - just add zombies."
- 9 "Public bathroom next to Old Spaghetti Factory."
- 10 "Bicycle connectivity to the near bridge."
- 11 "Fire House roundabout into Browne's Addition needs total complete streets revamp."
- 12 "Addition of lane across Maple Street Bridge on east side enabling a comfortable pedestrian/bike connection between Kendall Yards & Developing West Riverside Neighborhood."
- 13 "Main between Division & Browne is the hippest block in the city, but difficult to access except by car. The heavy auto traffic in the area also reduces enjoyment of place (e.g. patios)."
- 14 "Something to look at after crossing the river in a gondola - mural or cleaned up garbage."
- 15 "In my opinion the street next to City Hall has potential to be a pedestrian street with some benches/landscape."
- 16 "Downtown baseball stadium - to encourage a Wrigleyville or Fenway vibe and build economic momentum in the after-work timeframe."
- 17 "Brickwest is awesome. So pleased the neighborhood is behind them enclosing the park for events to keep it safe and family friendly."
- 18 "Future symphony/Fox multi-story expansion featuring some functional augmentation of Fox theater, as well as possible residential, commercial, high end retail."
- 19 "Division and Sprague intersection I see as a bridge, sidewalk, and traffic light safety issue."
- 20 "I would like to see increased height limits."

A network of safe,  
protected bike  
facilities

Better sidewalks, and a  
safer, more comfortable  
pedestrian realm

Wayfinding and signage  
particularly for pedestrian  
and transit routes

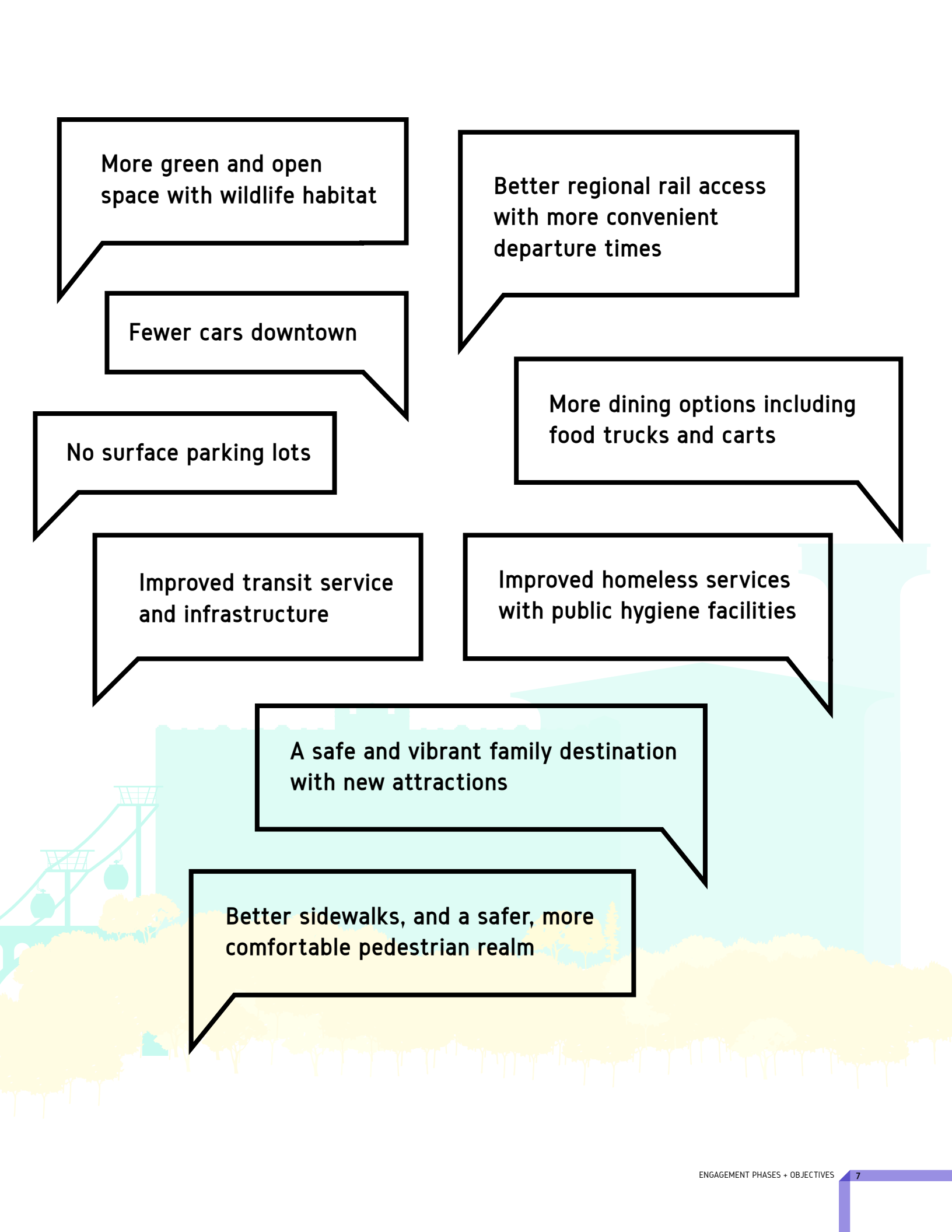
Affordable housing and  
equitable development

More conveniently  
located grocery stores  
Downtown

Alleys with year-  
round activation

Dense, mixed use development

Housing for a wide  
range of income levels



More green and open space with wildlife habitat

Better regional rail access with more convenient departure times

Fewer cars downtown

More dining options including food trucks and carts

No surface parking lots

Improved transit service and infrastructure

Improved homeless services with public hygiene facilities

A safe and vibrant family destination with new attractions

Better sidewalks, and a safer, more comfortable pedestrian realm



A dark navy blue silhouette of a city skyline, featuring various building shapes and a church spire on the right. The skyline is positioned behind the text 'SPOKANE DOWNTOWN'.

**SPOKANE**  
**DOWNTOWN**  
**PLAN**

The word 'SPOKANE' is in white with a blue outline. The word 'DOWNTOWN' is in white with a teal outline. The word 'PLAN' is in white with a pink outline. Each word is centered horizontally and has a corresponding colored horizontal line extending to the right.