



Downtown Yakima Master Plan

Public Workshop #2
July 10, 2013



CRANDALL ARAMBULA
Revitalizing America's Cities

Thomas Consultants Inc
Fehr & Peers

Agenda

Part 1 – Presentation

- 1) Workshop #1 Summary
- 2) Concepts & Alternatives

Part 2 – Discussion

- 1) Questions (5 minutes)
- 2) Table Discussions (25 minutes)
- 3) Table Reports (20 minutes)
- 4) Adjourn

Representative Downtown Plans

- Fairbanks, Alaska
- Oak Park, Illinois
- Portland, Oregon
- Missoula, Montana
- Casper, Wyoming
- Lincoln, Nebraska
- Santa Fe, New Mexico
- Bismarck, North Dakota
- Knoxville, Tennessee
- Racine, Wisconsin
- Vancouver, Washington
- Astoria, Oregon
- Woodinville, Washington
- Springfield, Oregon
- Whitefish, Montana
- Albany, Oregon

Representative Downtown Plans

- Fairbanks, Alaska
- Oak Park, Illinois
- Portland, Oregon
- Missouri
- C

LESSONS LEARNED

- Save the heart first
- Authentic – reconnect to history
- The pedestrian is the priority
- Balance Economic Development & Quality of Life

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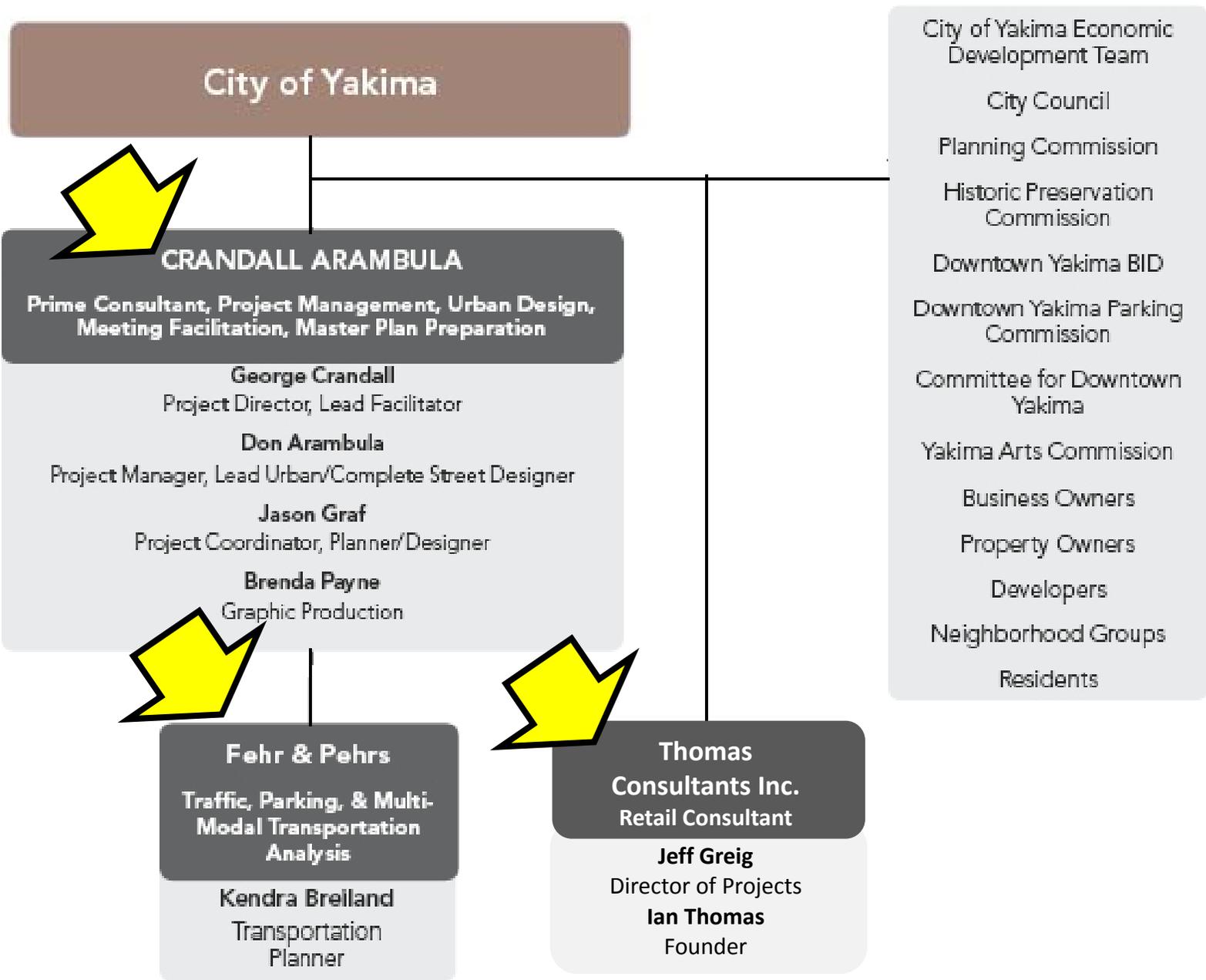
ington

ington

Oregon

Montana

any, Oregon



Project Team

Project Work Scope

2013

Mar Apr May Jun July Aug Sep

1 Starting

Analyze Existing Conditions and Prepare Base Map
Kick-Off Meeting with City Staff; Committee and Stakeholder Meetings; Public Workshop
Summary of Project Goals and Meeting Findings

Retail Market Performance Research
Retail Supply and Demand Review

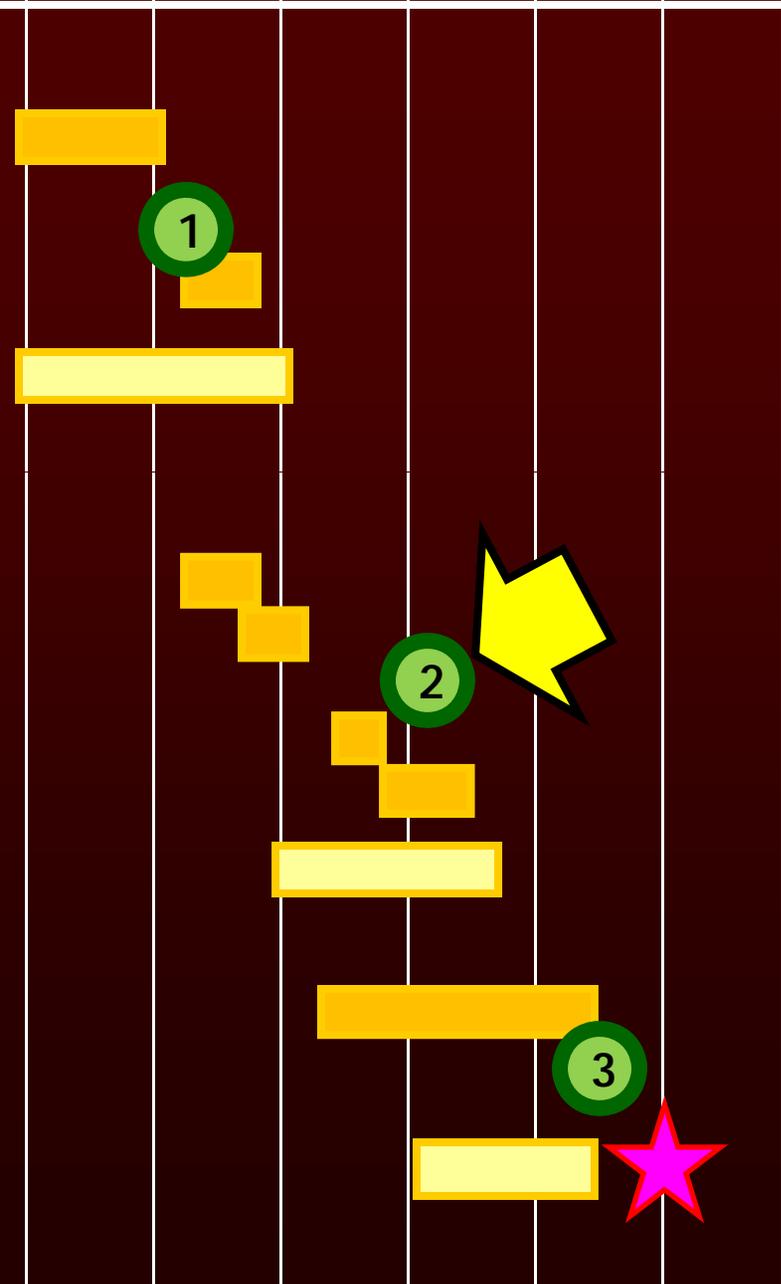
2 Designing

Develop Alternatives that Respond to Project Goals
City Staff Meeting; Committee Meetings;
Public Workshop
Identify Preferred Alternative
Perform Technical Traffic/Transportation Review of Preferred Alternative

Retail Development Opportunity

3 Implementing

Prepare Project Summary Document
City Staff Meeting; Final Committee Meetings;
Public Meeting
Retail Recruitment and Retention Strategy





Workshop #1

Response Sheet

Downtown Yakima Master Plan
Meetings & Public Workshop #1
May 2013

1

Study Area



Opportunities and Constraints

On the map above, please note areas you believe:

- Present special design opportunities
- Present design constraints

Issues and Concerns

List your top three issues and concerns:

1. _____
2. _____
3. _____

Additional Comments

Please note additional comments on the back of this sheet.

Response Sheet

Project Goals

Identified by Stakeholder Meetings and Public Workshop #1

CIRCULATION

- Enhance the Downtown Pedestrian Experience 37
- Make Yakima Avenue a Destination 20
- Create Bike-Friendly Streets 15
- Locate a Downtown Trolley 11

LAND USE

- Downtown is a Shopping & Entertainment Destination (Retail) 47
- Create a Central Gathering Space (Plaza) 33
- Embrace Yakima's Cultural Diversity & Heritage (Mercado) 27
- Encourage Downtown Investment 43
- Ensure Adequate & Convenient Parking 15
- Cultivate Local Retail & Business Development 15
- Improve Downtown Safety 21
- Establish Development Guidelines & Standards 21
- Preserve/Enhance Historic Buildings 10
- Increase Downtown Housing Options 14
- Create a Family-Friendly Downtown 8

Project Work Scope

2013

Mar | Apr | May | Jun | July | Aug | Sep

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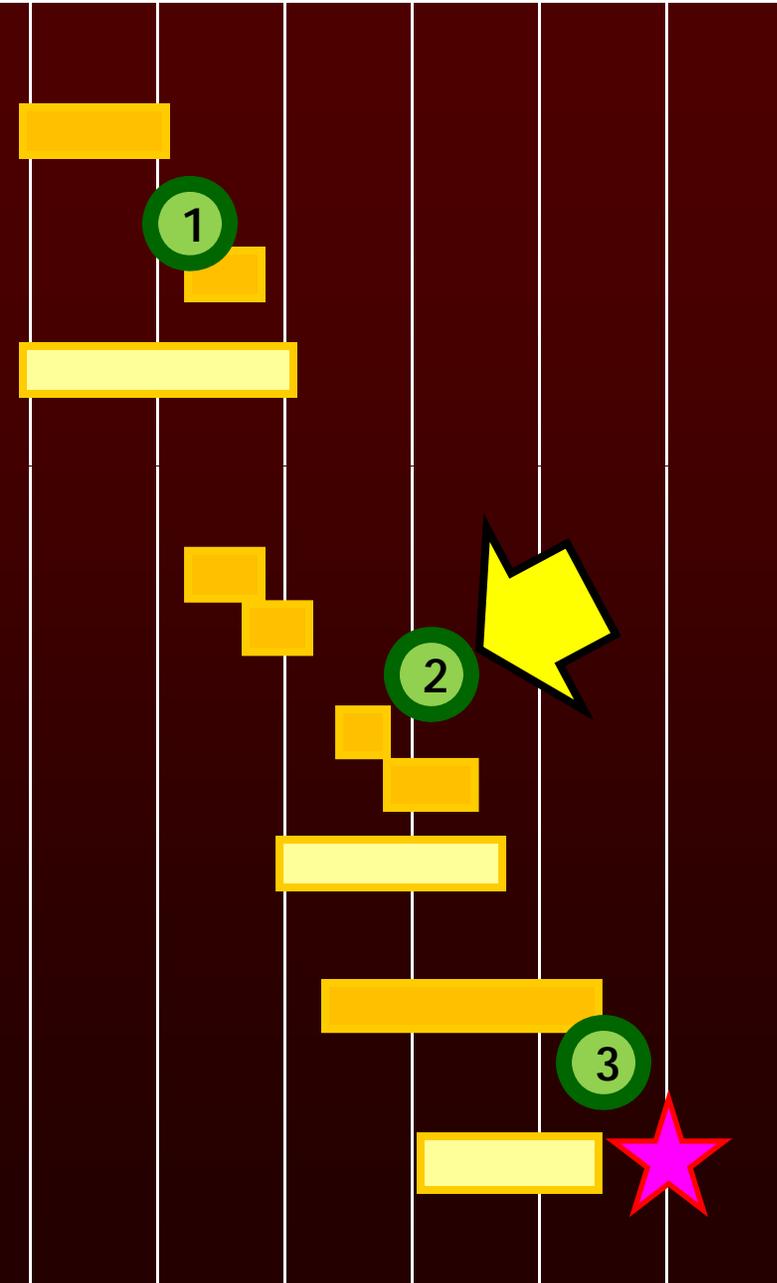
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Circulation Concept



Autos



Pedestrians



Bicycles



Transit

Complete Streets



Service Vehicles



Emergency Vehicles



Transit Vehicles

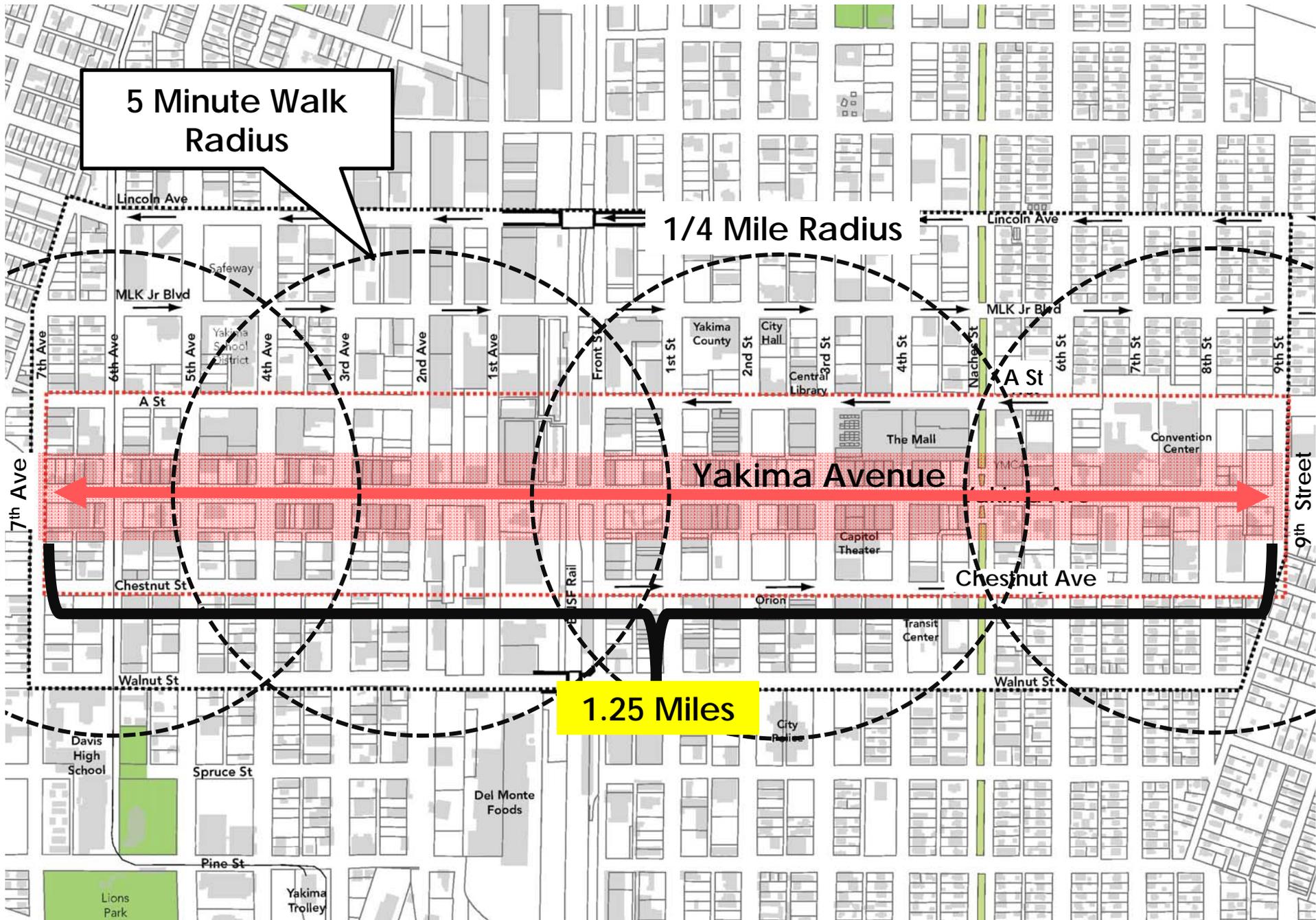
Complete Streets — Accommodate Essential Services



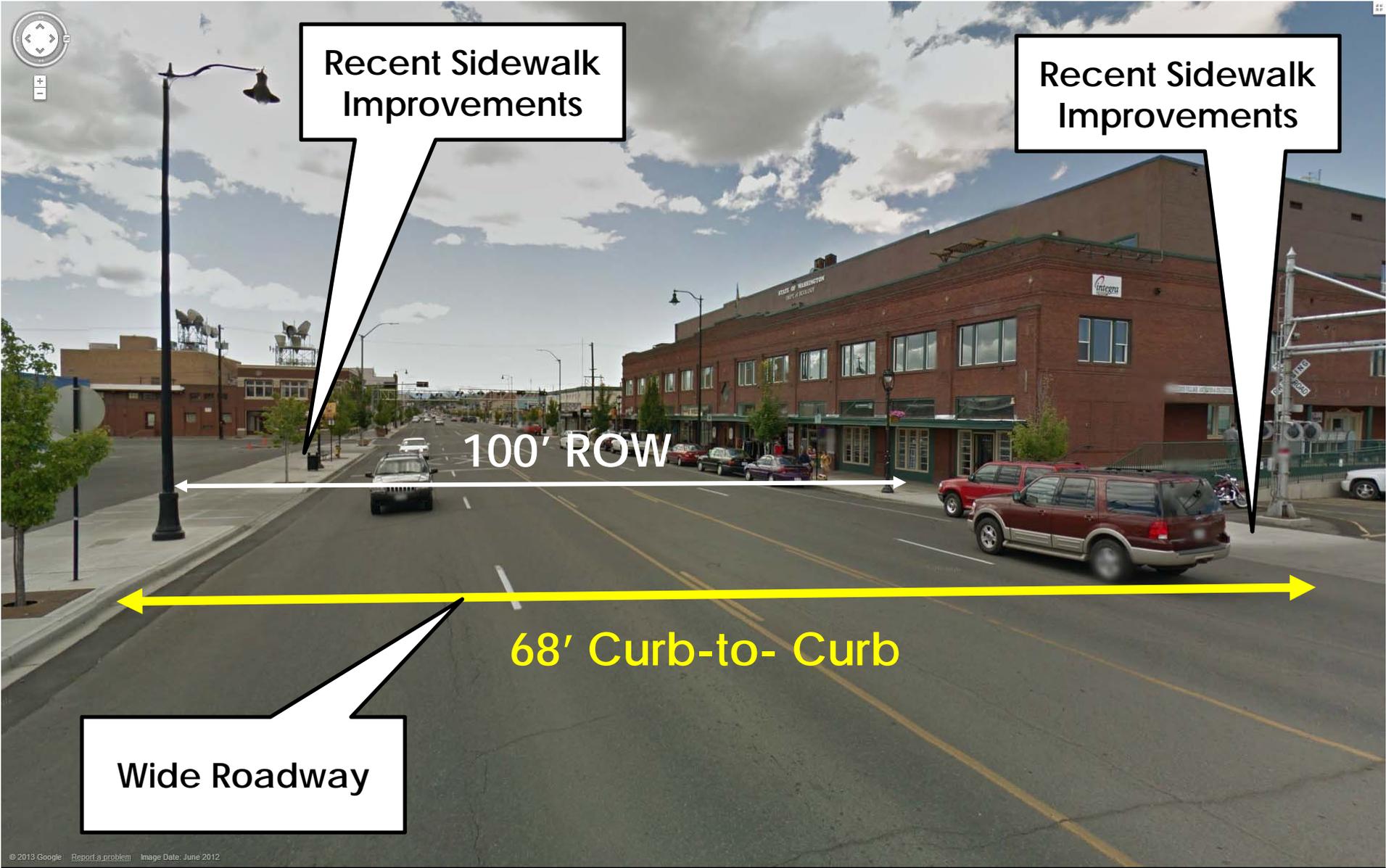
Complete Streets — Designed for the most vulnerable



Complete Streets — The Pedestrian is the Priority



Yakima Avenue



Recent Sidewalk Improvements

Recent Sidewalk Improvements

100' ROW

68' Curb-to-Curb

Wide Roadway

© 2013 Google Report a problem Image Date: June 2012

Yakima Avenue — Pedestrian-Unfriendly Dimensions



Landscaped
Median

Yakima Avenue — Destination Roadway



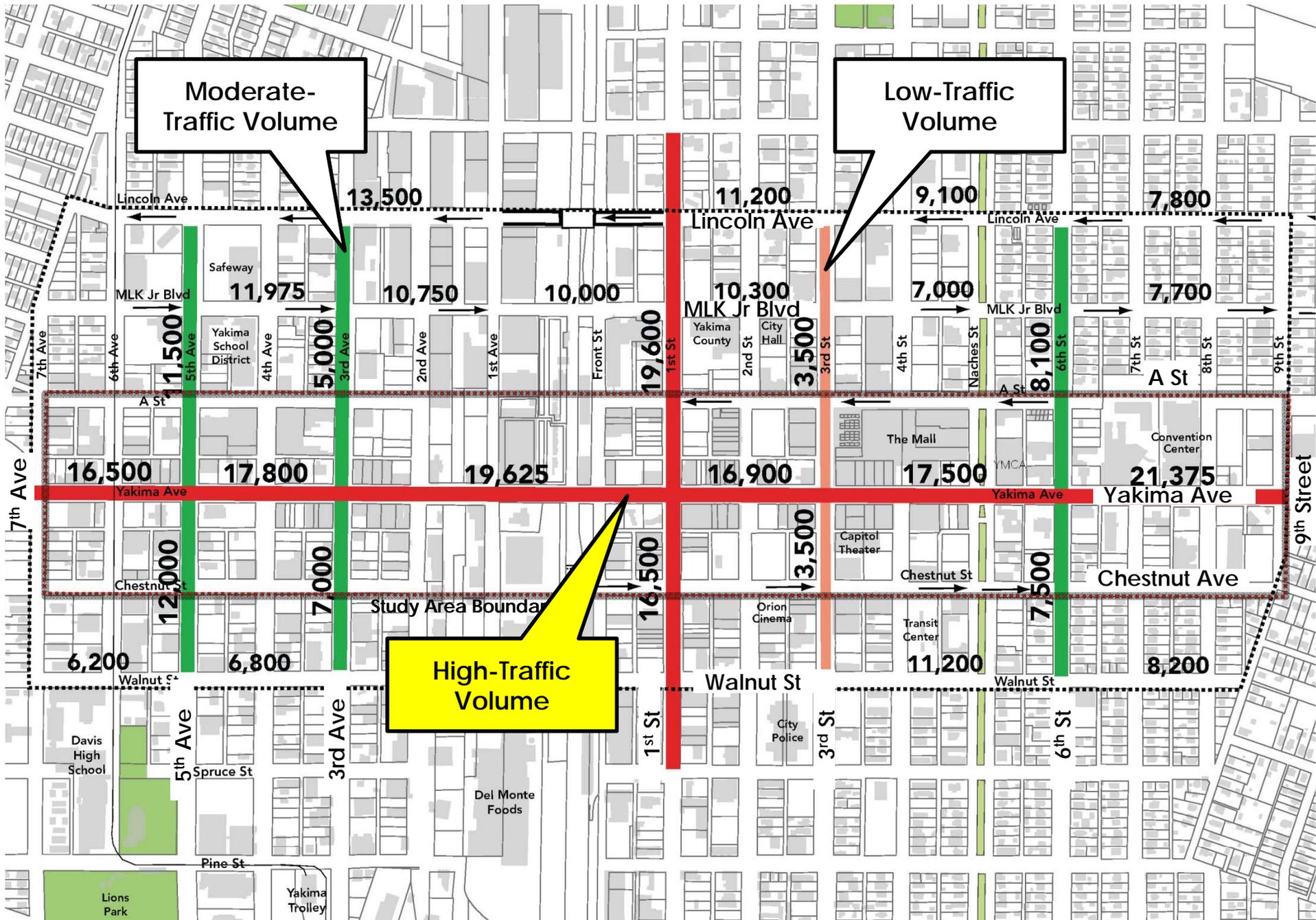
4 Travel Lanes

Turn Lane

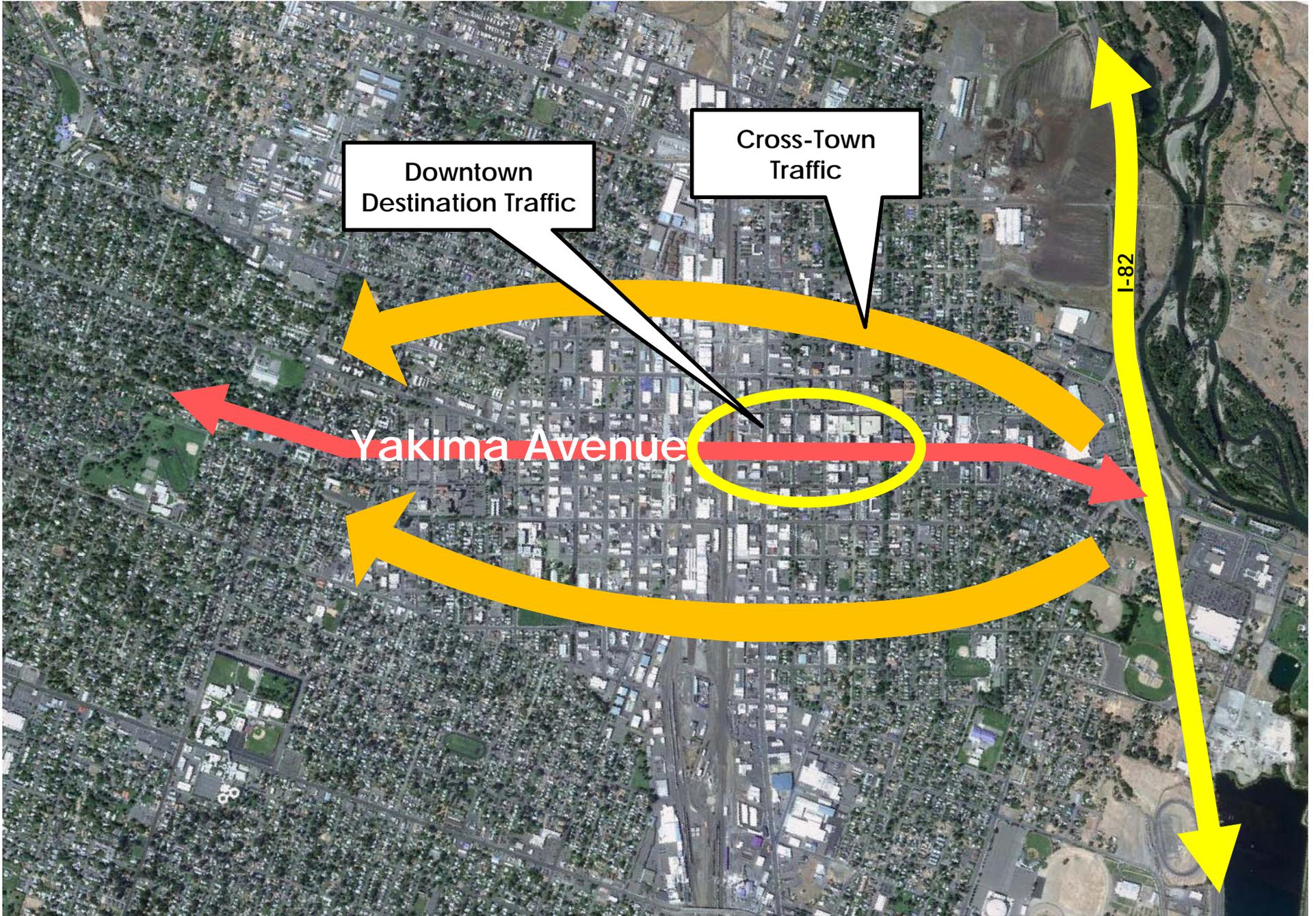
A Avenue, Lake Oswego, Oregon (Before)



A Avenue, Lake Oswego, Oregon (After)



Yakima Avenue — 'Hostile' Roadway



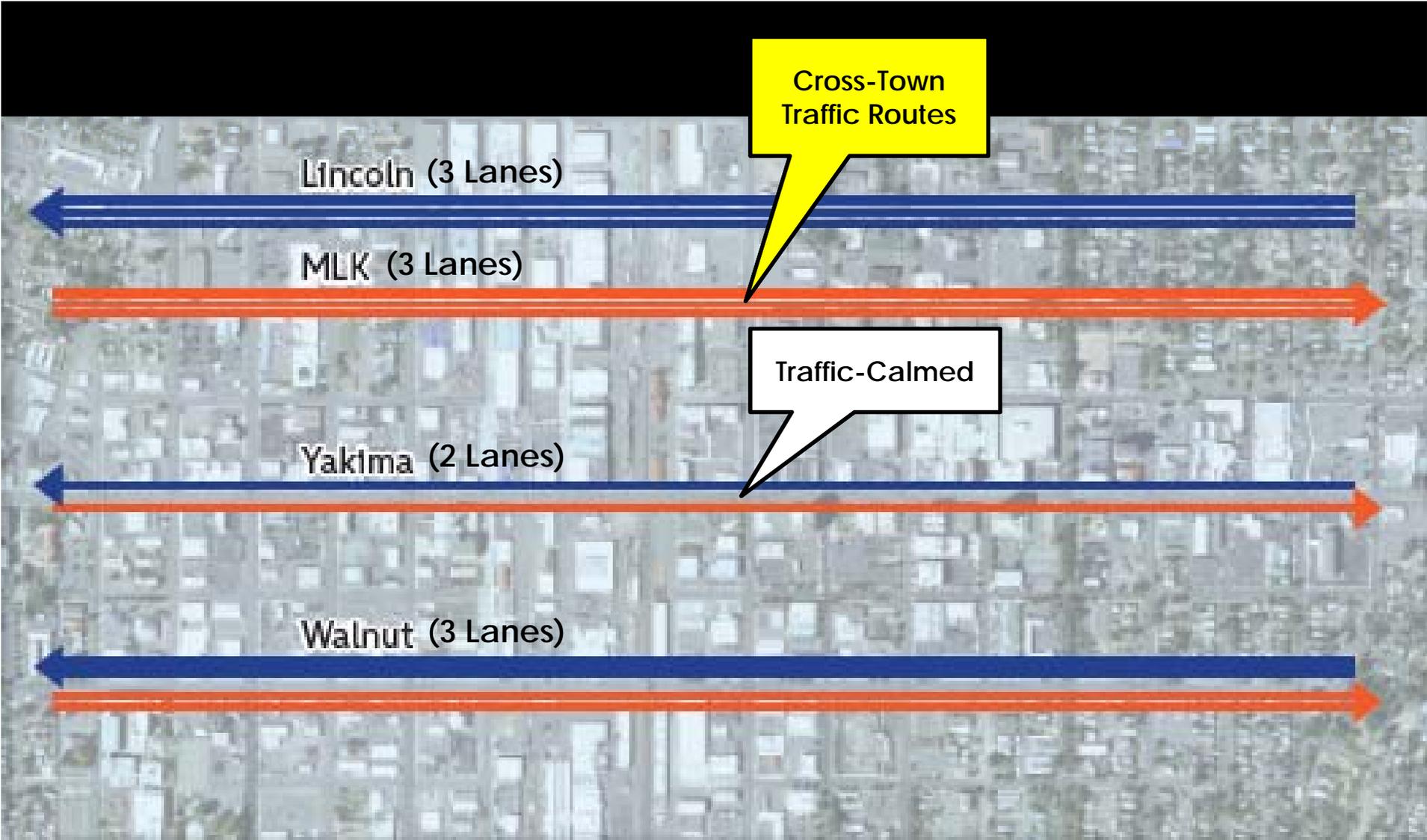
Downtown
Destination Traffic

Cross-Town
Traffic

Yakima Avenue

I-82

Traffic Concept



Cross-Town Route Concept

Preliminary Transportation Assessment

Lincoln, MLK, Yakima, and Walnut

- Hourly capacity of 8,000 vehicles
- Needed capacity of 5,400 vehicles (PM peak hour)
- **Could carry roughly 50% more traffic**

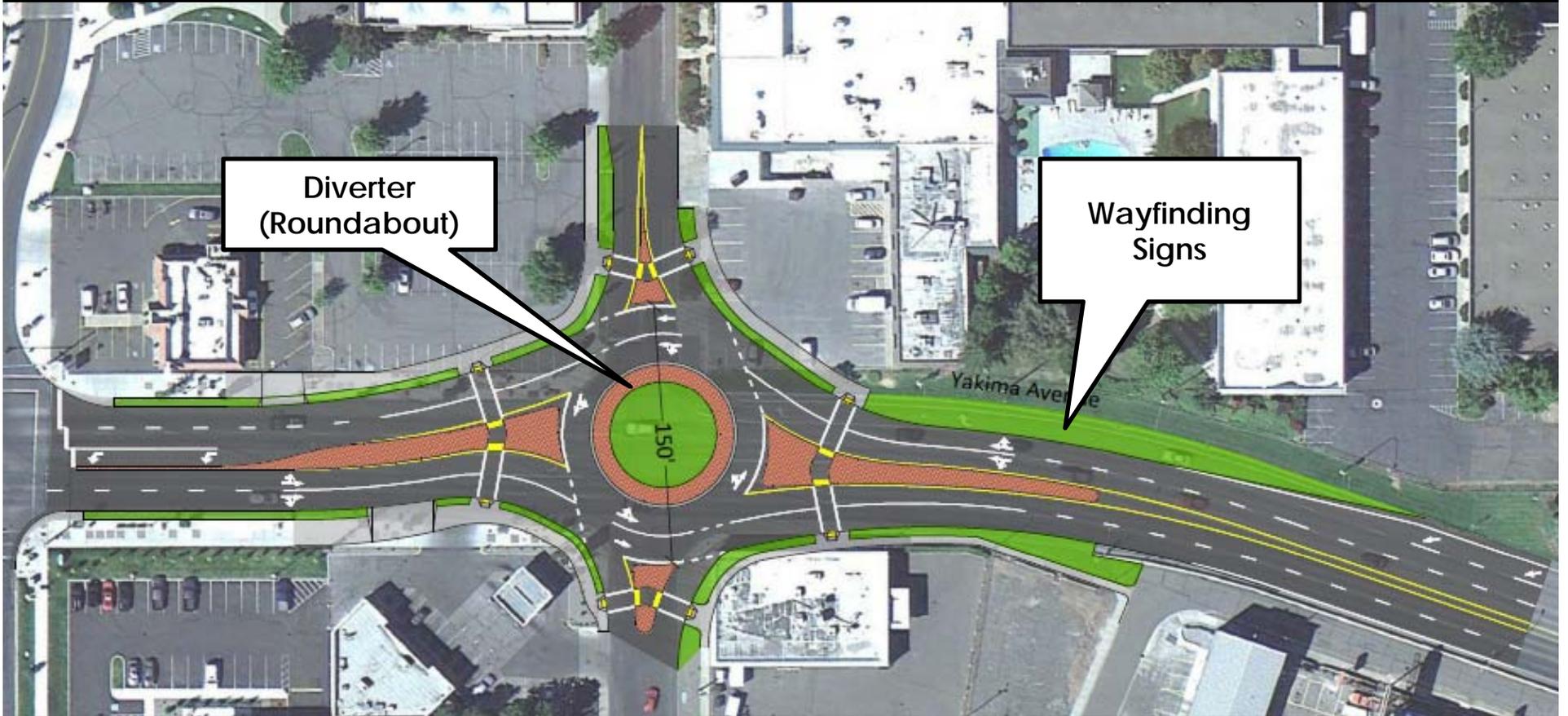
Preliminary Transportation Assessment

Traffic-Calmed Yakima Avenue

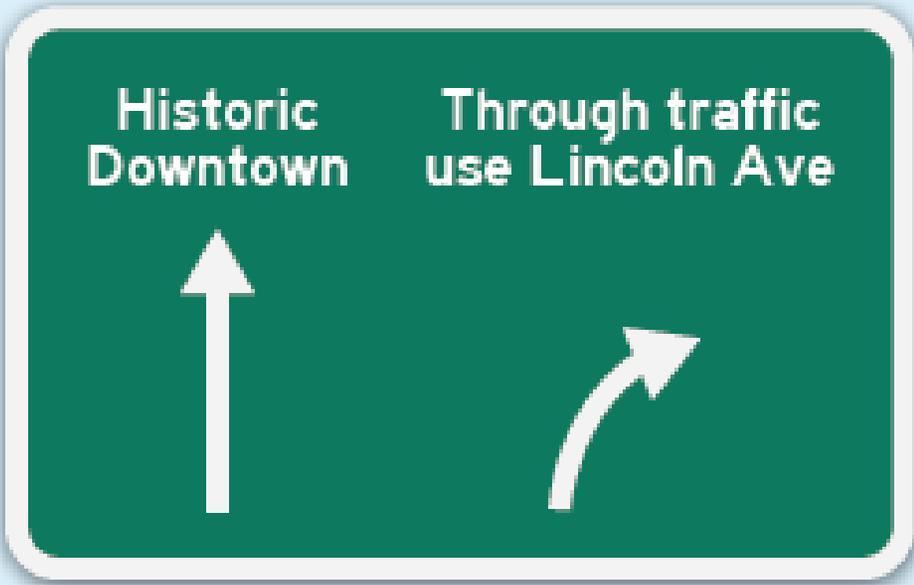
- Yakima Avenue goes from 4-Lanes to 2-Lanes
- 25% of the current Yakima Avenue traffic can be diverted to cross-town routes

Diversion Methods

- Wayfinding
- Diverters (Roundabouts, channelized right turns, trap lanes, etc.)



Preliminary Transportation Assessment Summary



Westbound Yakima Ave



Eastbound Summitview Ave

Project Goals

CIRCULATION

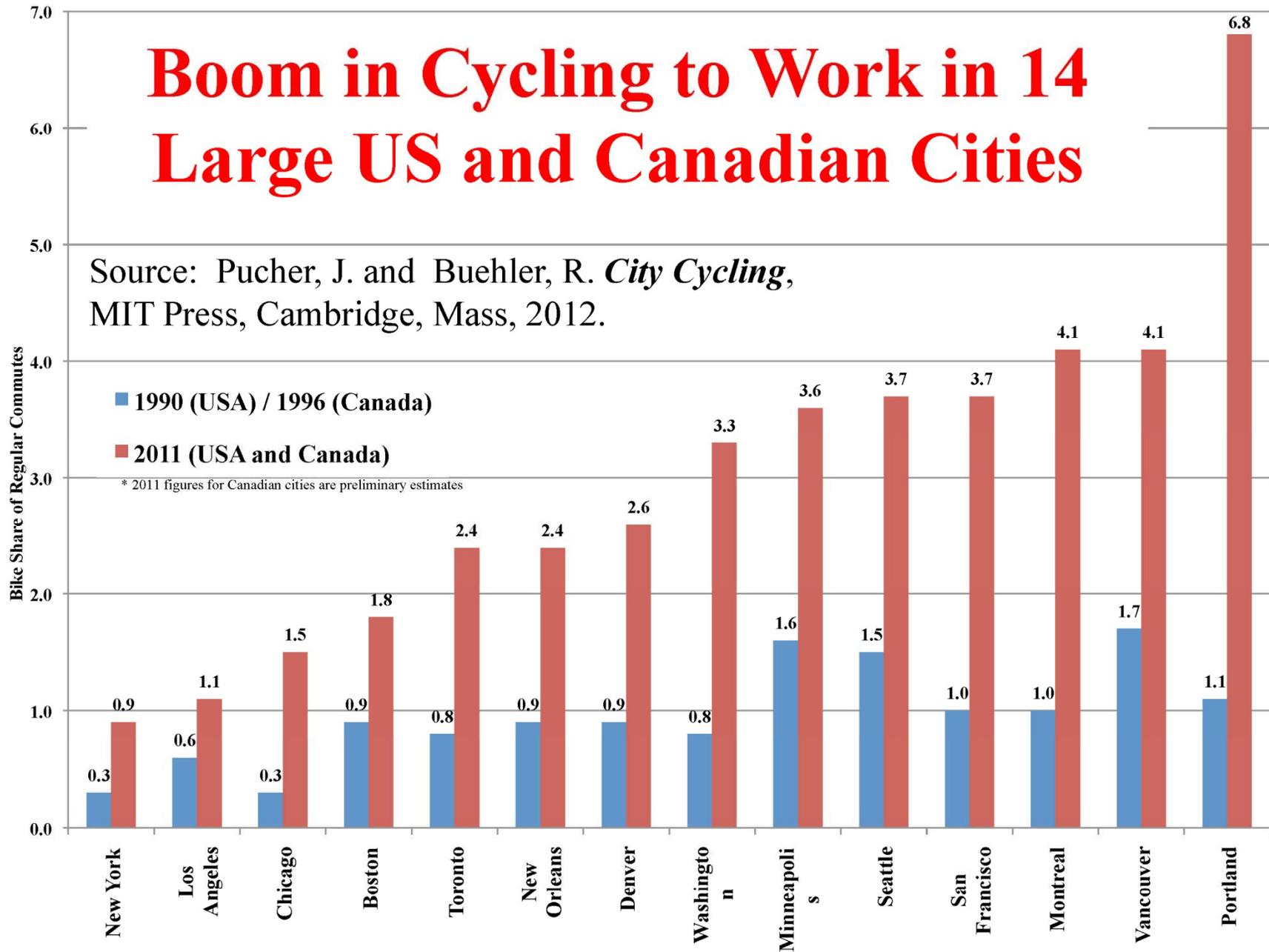
- Enhance the Downtown Pedestrian Experience
- Make Yakima Avenue a Destination
- **Create Bike-Friendly Streets**
- Locate a Downtown Trolley

LAND USE

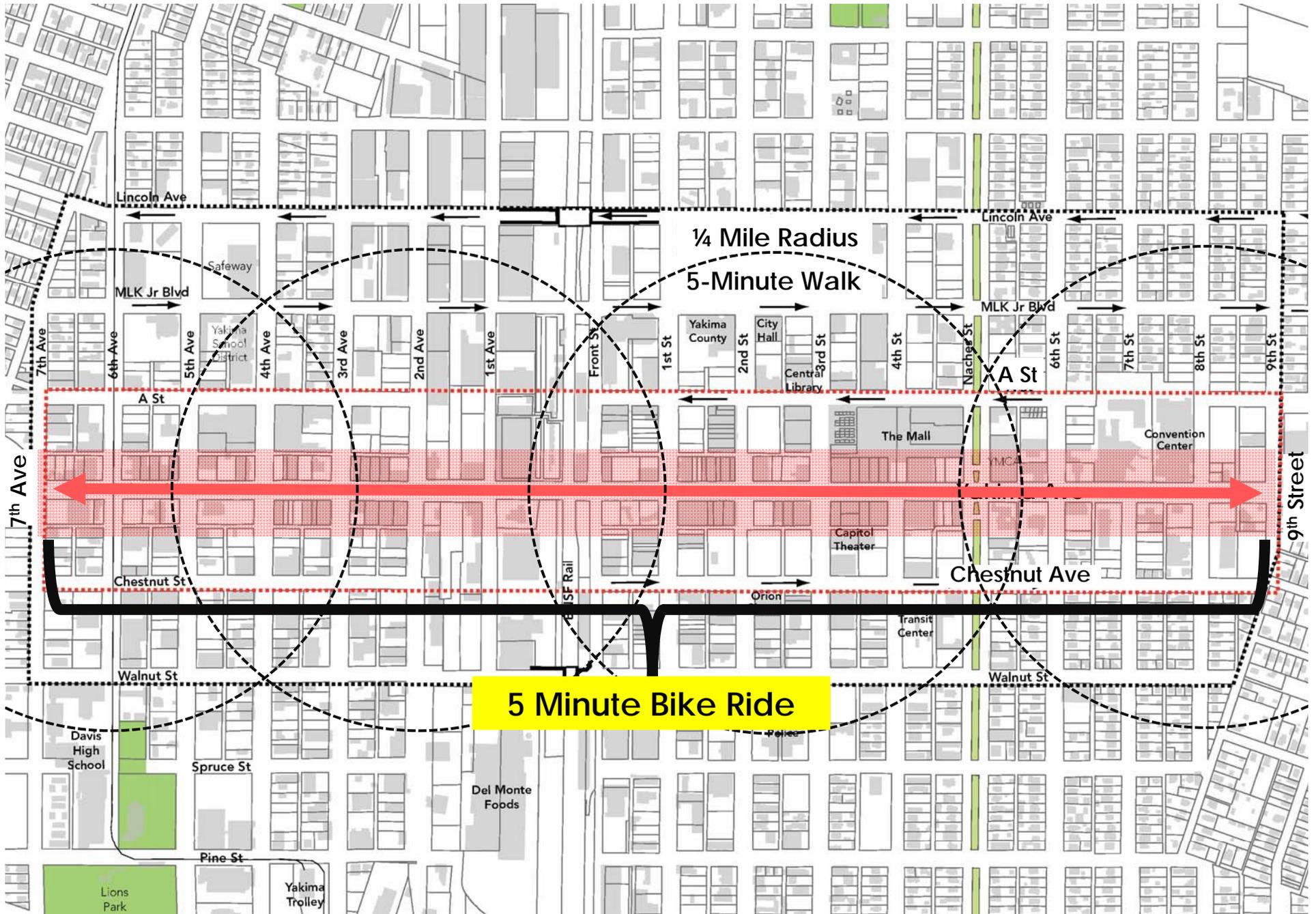
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- Create a Central Gathering Space
- Embrace Yakima's Cultural Diversity & Heritage
- Encourage Downtown Investment
- Ensure Adequate & Convenient Parking
- Cultivate Local Retail & Business Development
- Improve Downtown Safety
- Establish Development Guidelines & Standards
- Preserve/Enhance Historic Buildings
- Increase Downtown Housing Options
- Create a Family Friendly Downtown

Boom in Cycling to Work in 14 Large US and Canadian Cities

Source: Pucher, J. and Buehler, R. *City Cycling*, MIT Press, Cambridge, Mass, 2012.



Bicycle Ridership Trends



Yakima Avenue

Strong & Fearless



Capable but Cautious



Strong & Fearless

Types of Cyclists

Strong & Fearless



+

Capable but Cautious



40% of All Trips by Bike



Strong & Fearless

Mode Split Target

Strong & Fearless

Capable but Cautious



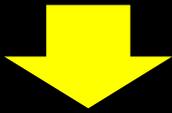
**Separating Cars & Bike
Stimulates Bike Travel**

40% of All Trips by Bike



Strong & Fearless

Mode Split Target



**Protected Bikeways
(Cycle Track)**



Bike Lanes



**Mixed Traffic Lanes
(Bike Boulevards)**

Potential Bicycle Facilities



Pedestrian-friendly Wide Sidewalks

Protected Bikeway

Curbside Parking

Protected Bikeway, Missoula Montana

Project Goals

CIRCULATION

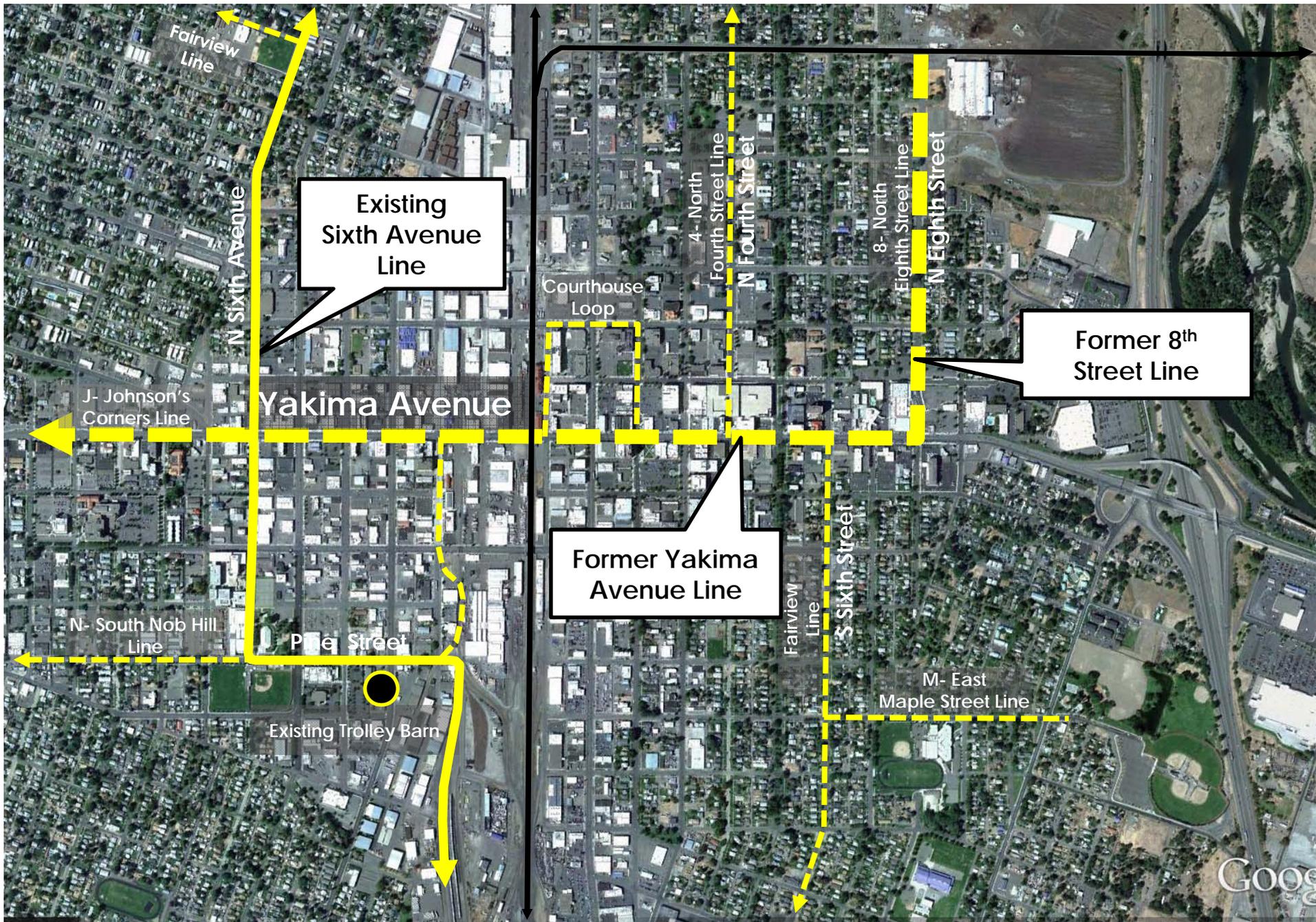
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LAND USE

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Historic Yakima Avenue Trolley 1910



Existing
Sixth Avenue
Line

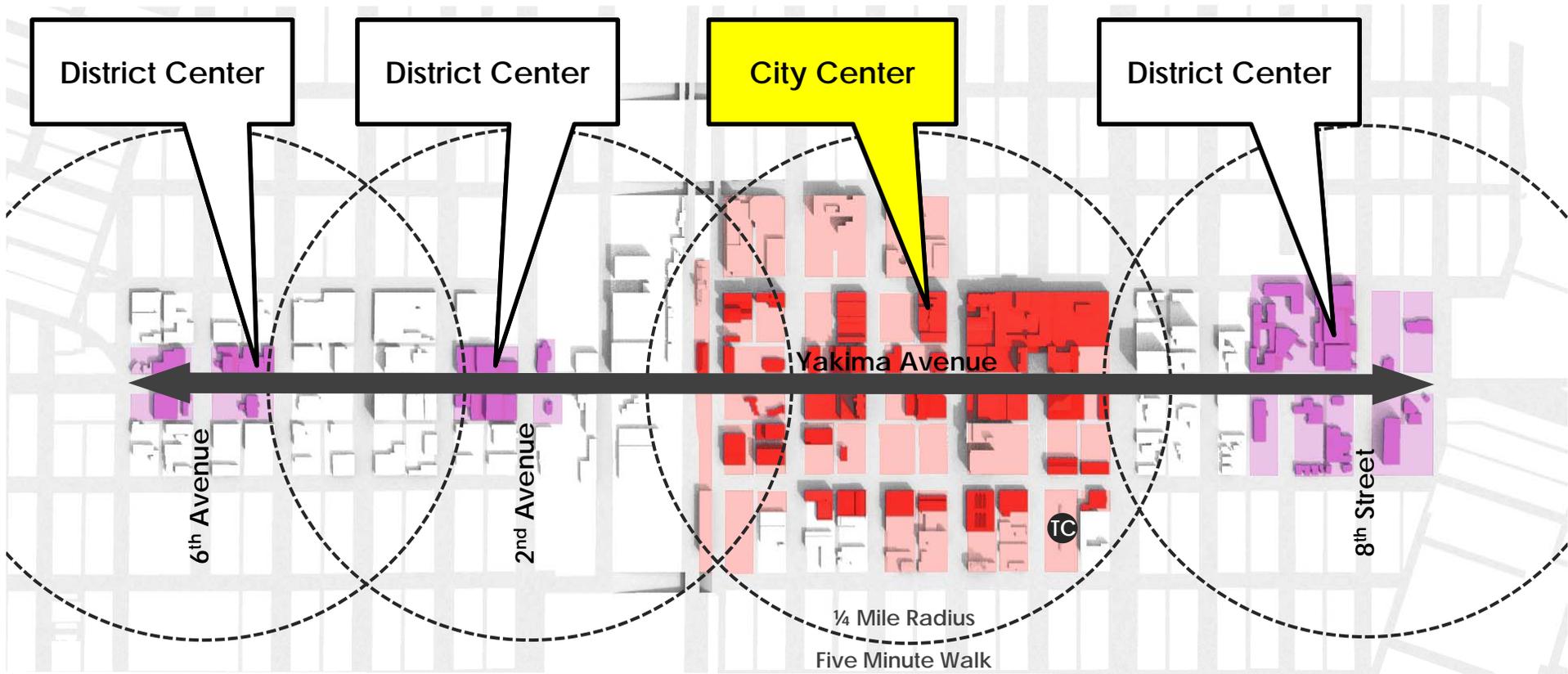
Former 8th
Street Line

Former Yakima
Avenue Line

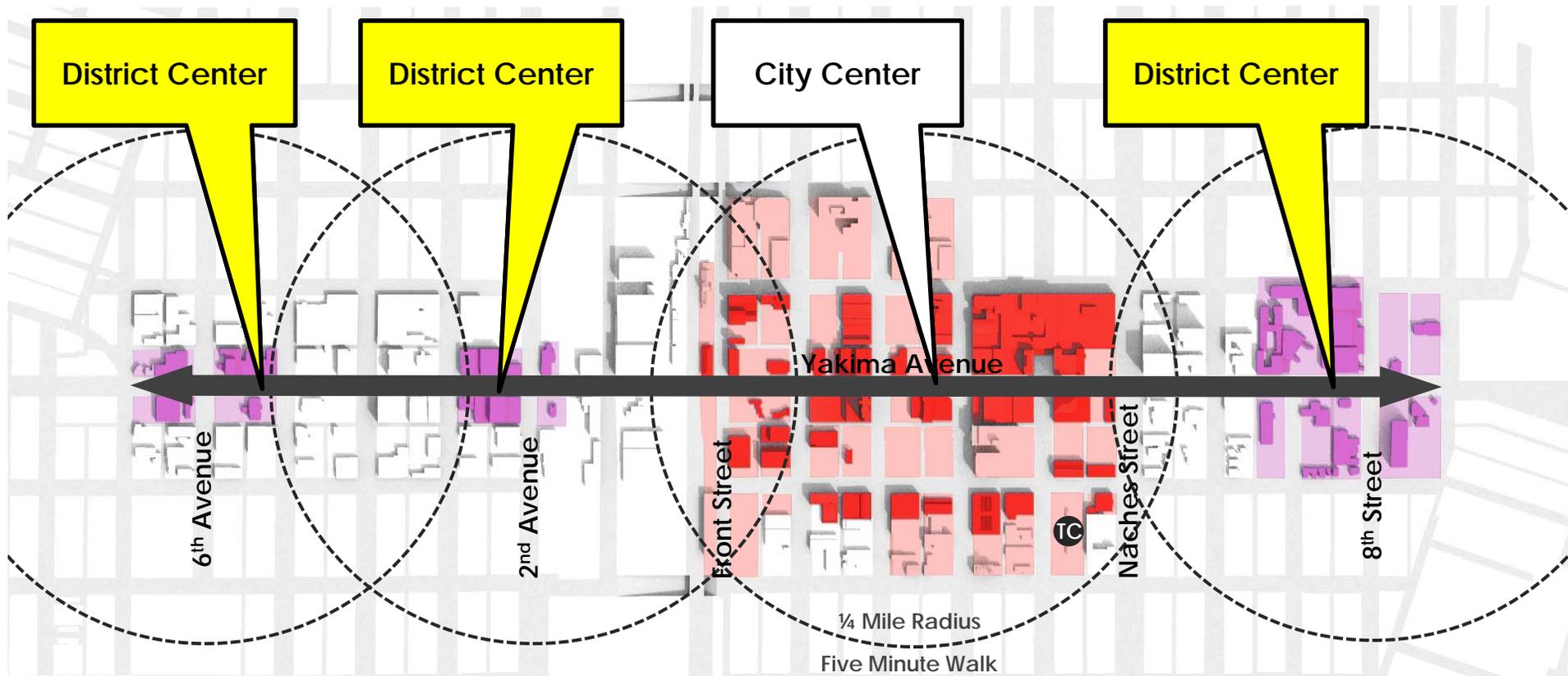
Historic Trolley Lines



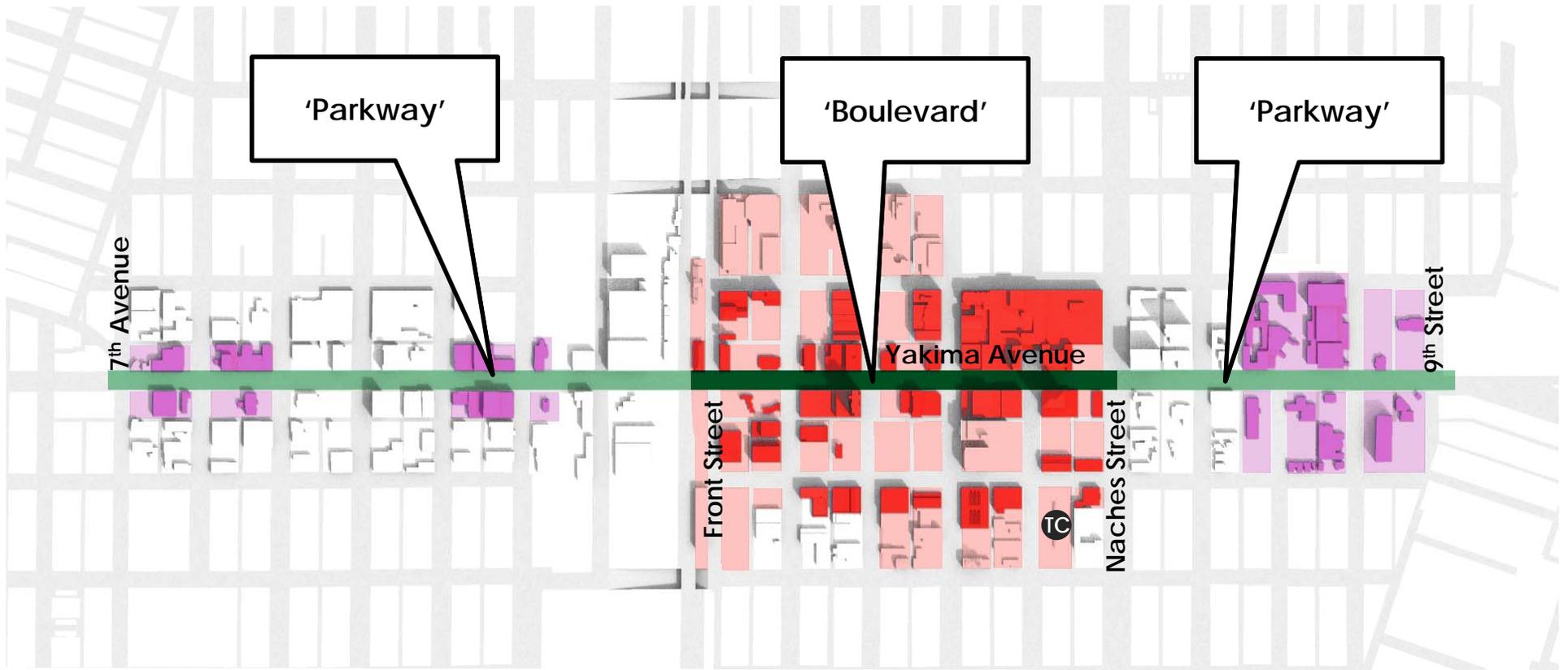
Yakima Avenue Alternatives



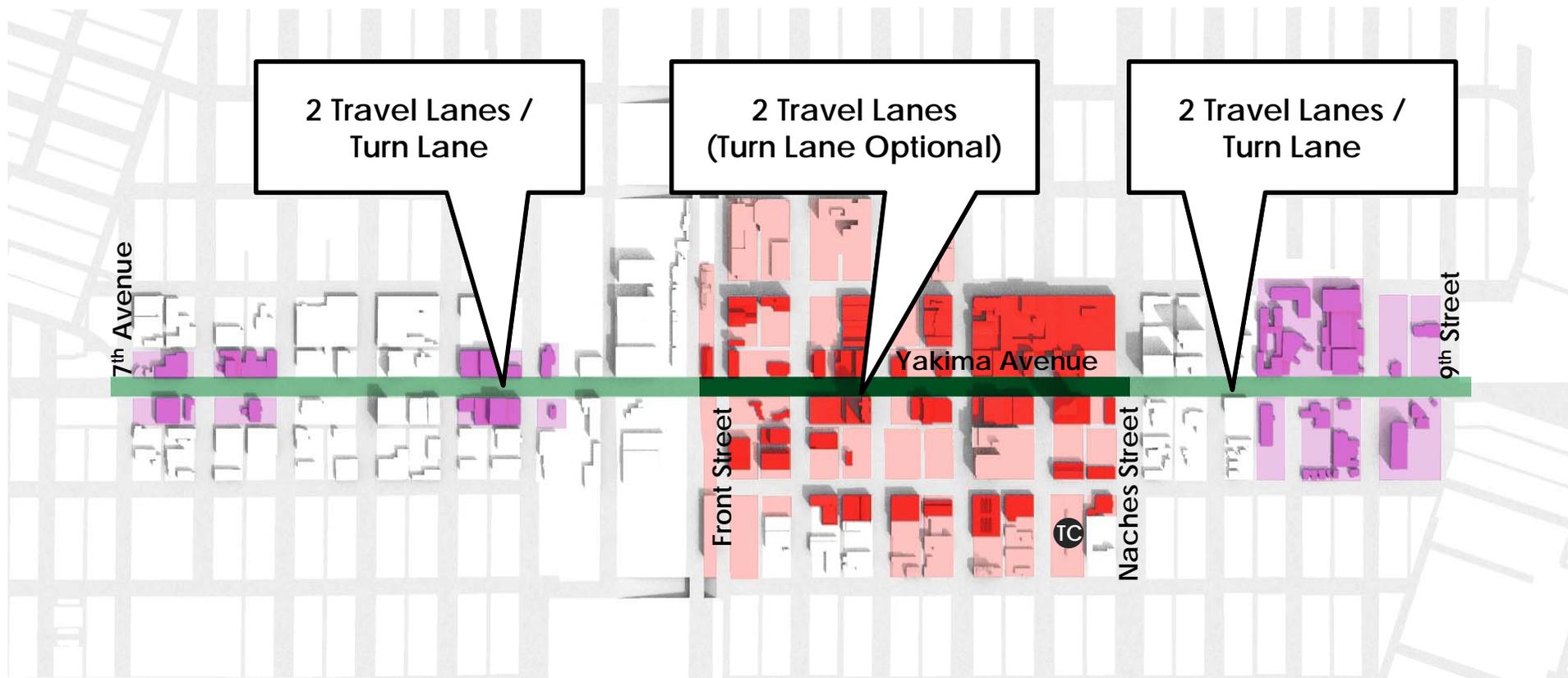
Yakima Avenue Districts



Yakima Avenue Districts



Yakima Avenue Traffic-Calmed



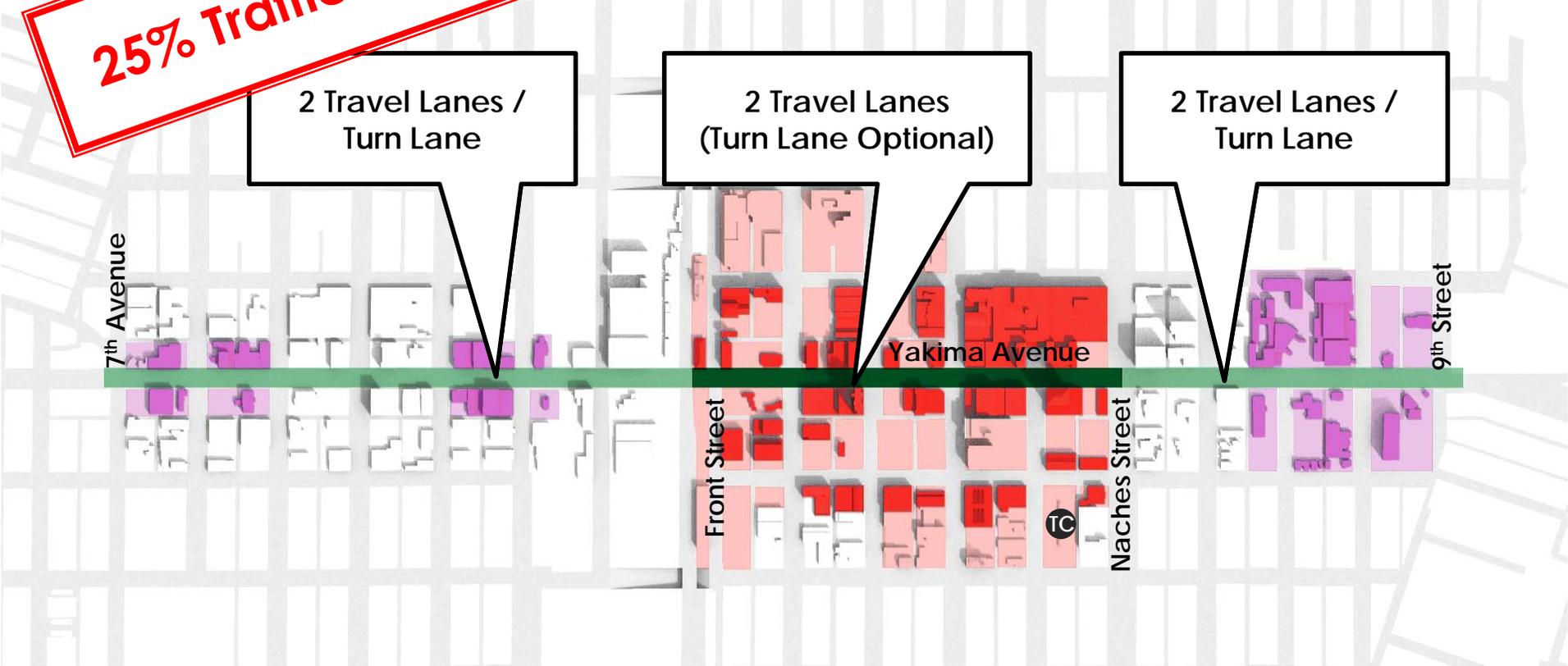
Yakima Avenue Traffic-Calmed Concept

25% Traffic Reduction

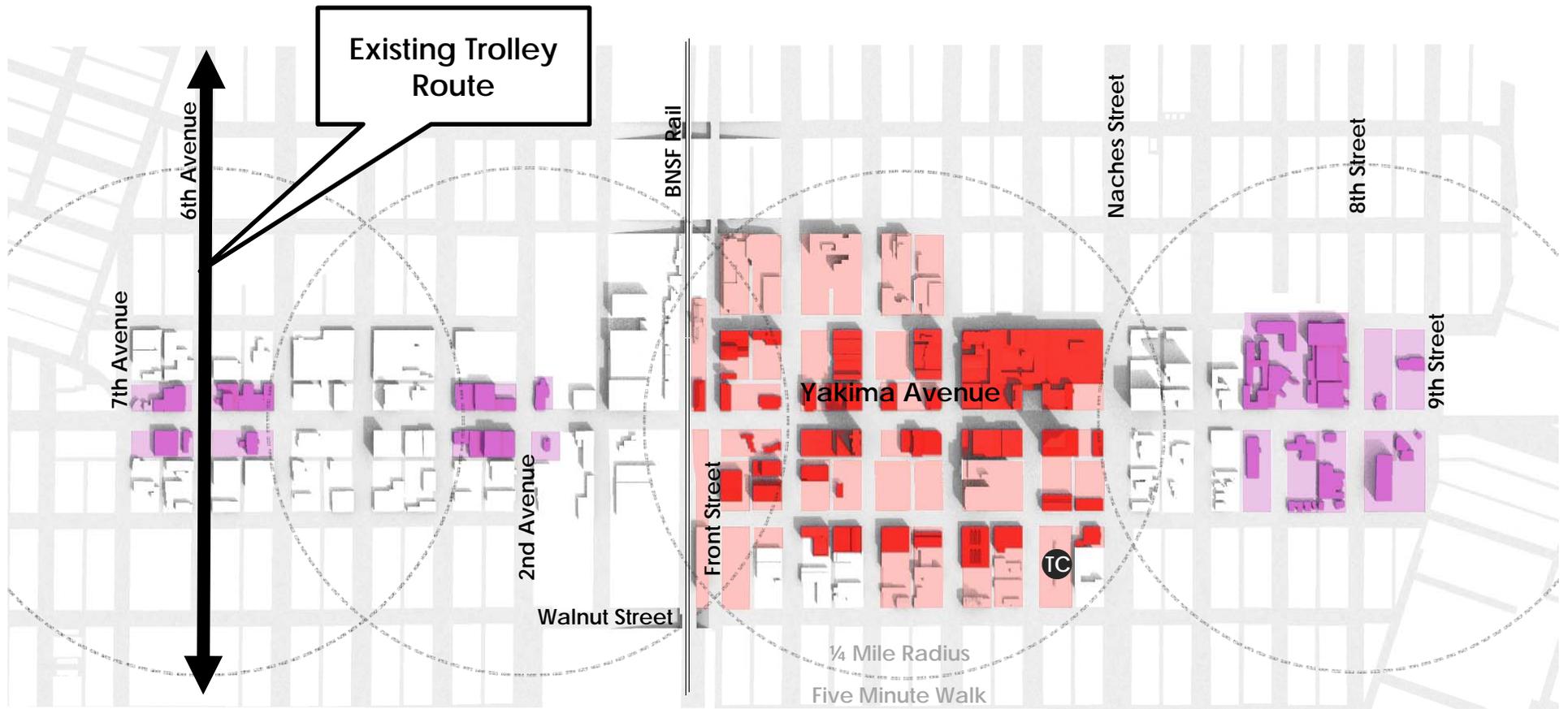
2 Travel Lanes /
Turn Lane

2 Travel Lanes
(Turn Lane Optional)

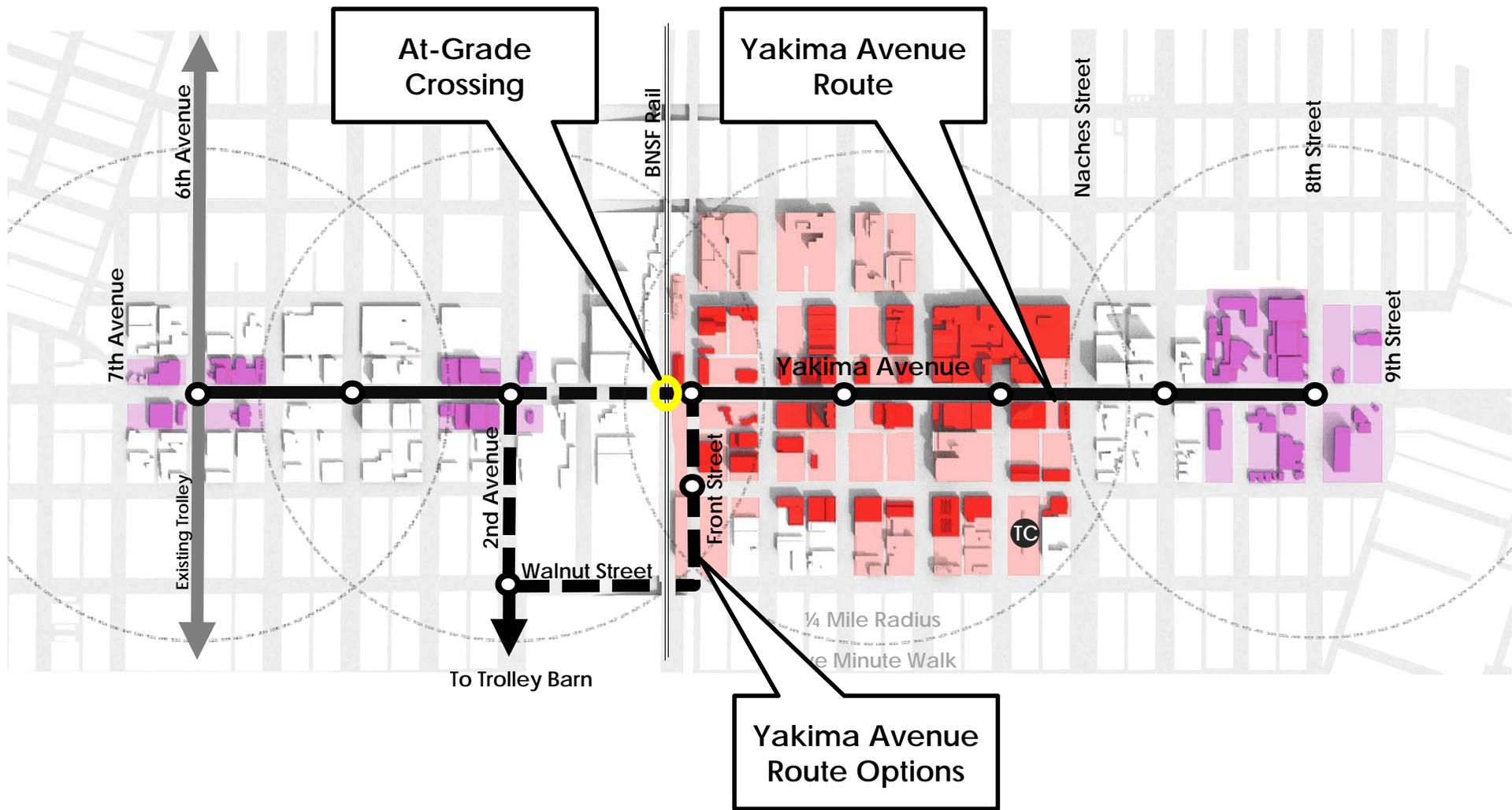
2 Travel Lanes /
Turn Lane



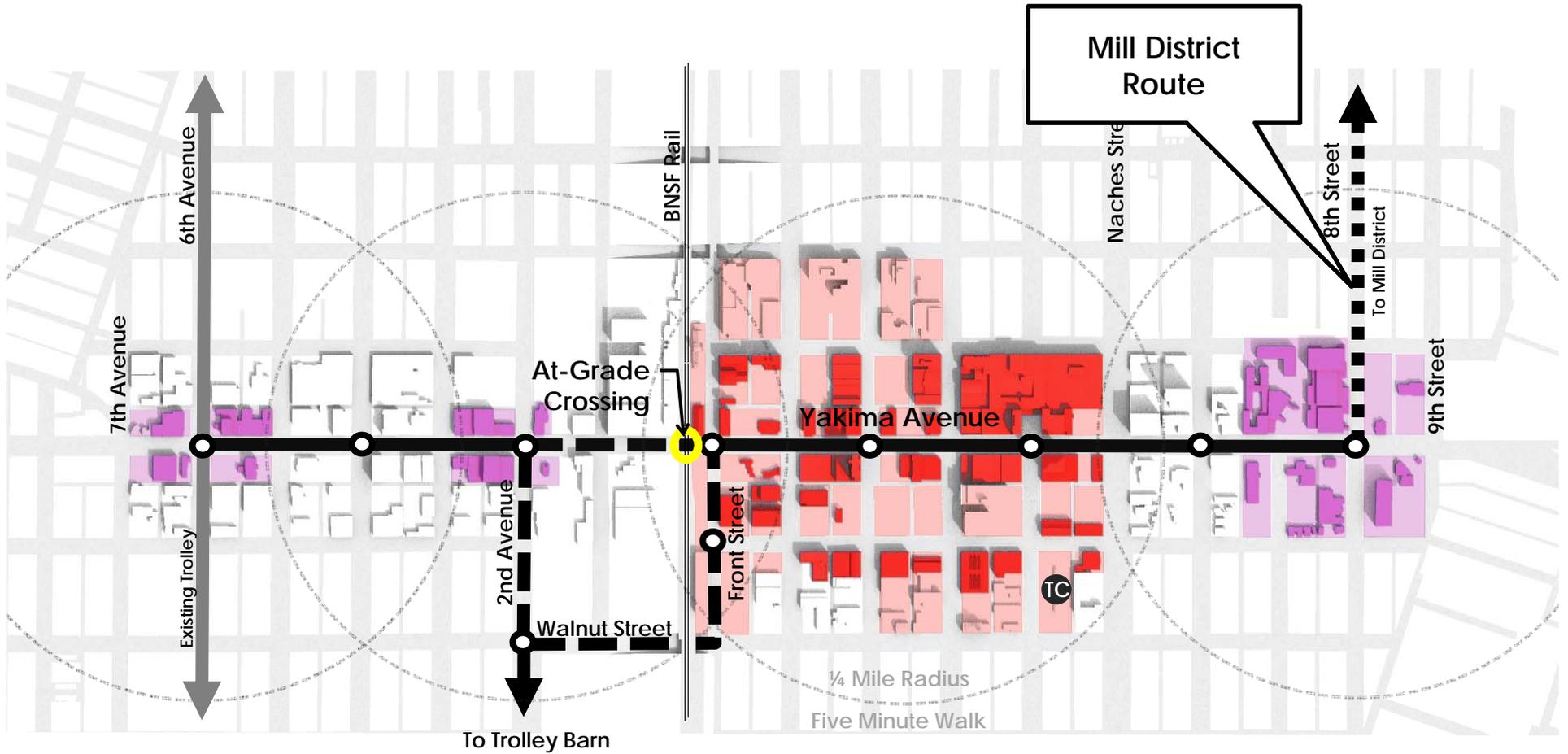
Yakima Avenue Traffic-Calmed Concept



Districts Connector — Trolley



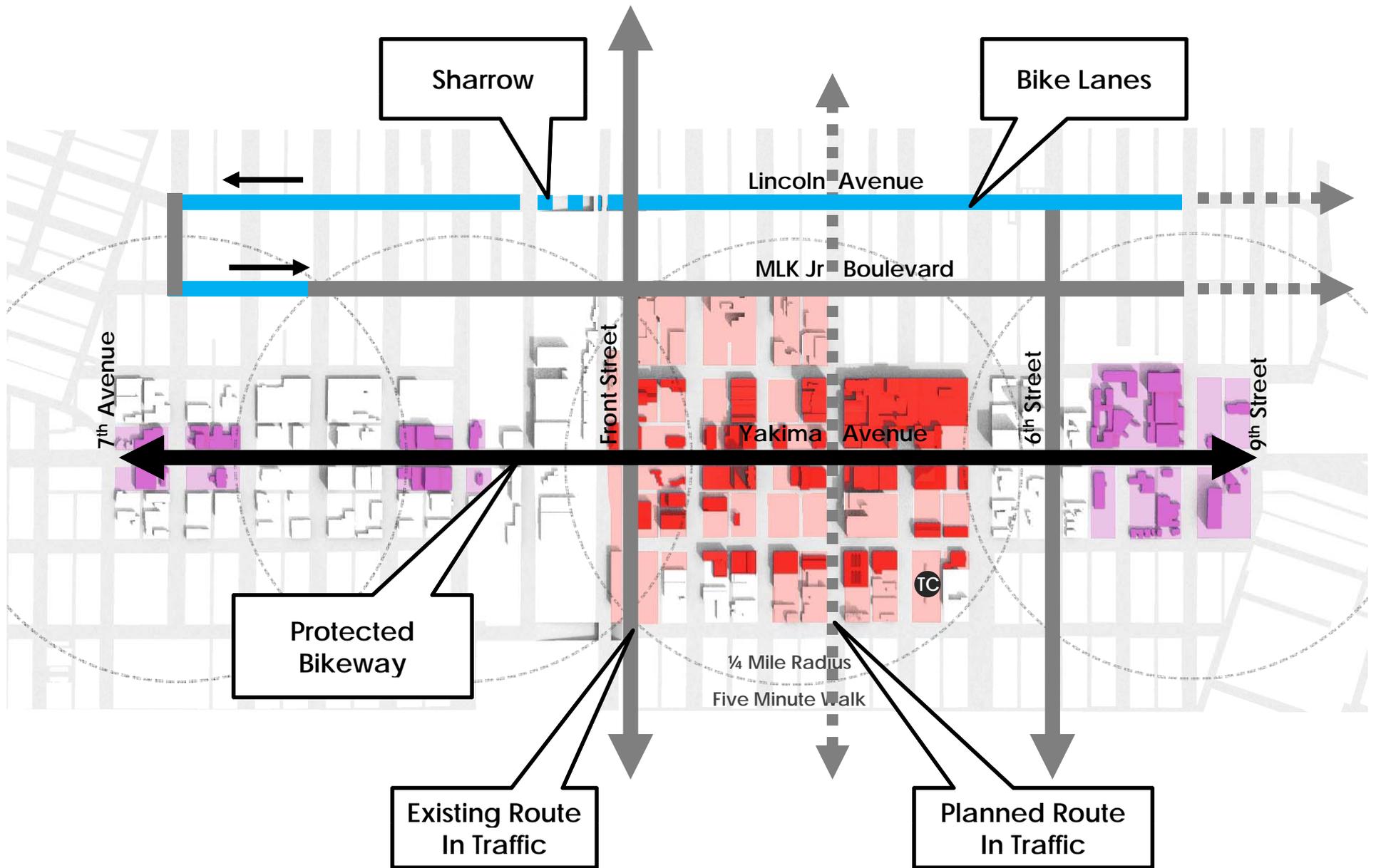
Districts Connector — Trolley



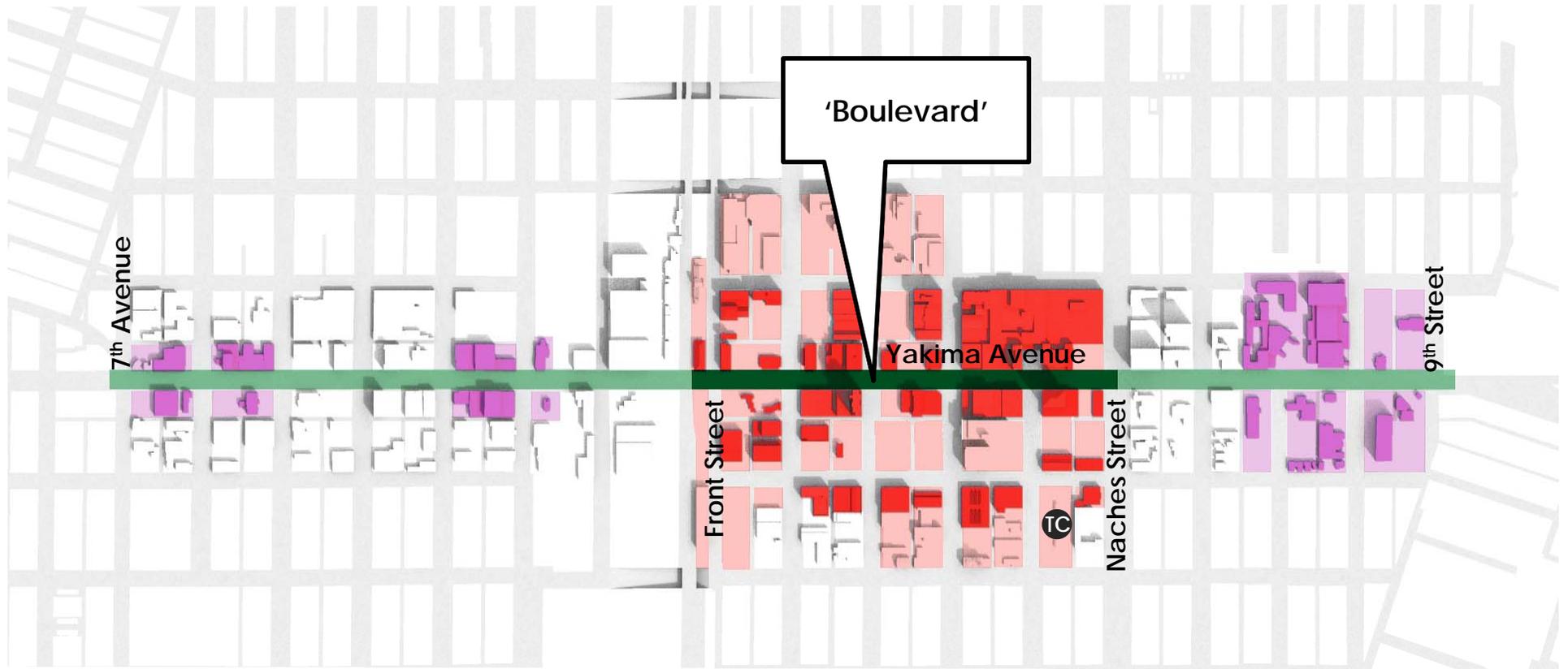
Districts Connector — Trolley



Districts Connector — Protected Bikeway



Districts Connector — Protected Bikeway



Yakima Avenue Traffic-Calmed

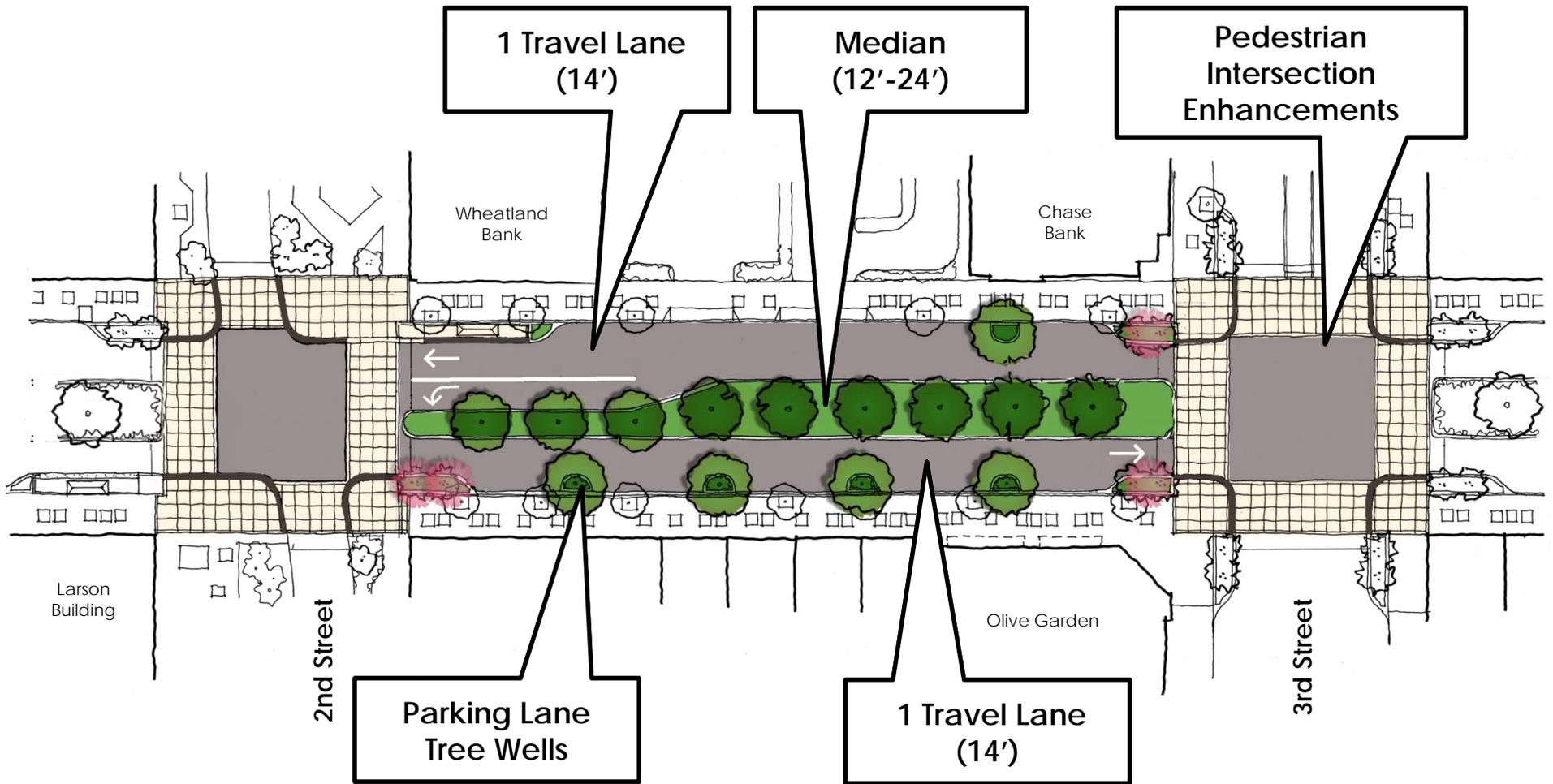


Maintain Existing Sidewalks

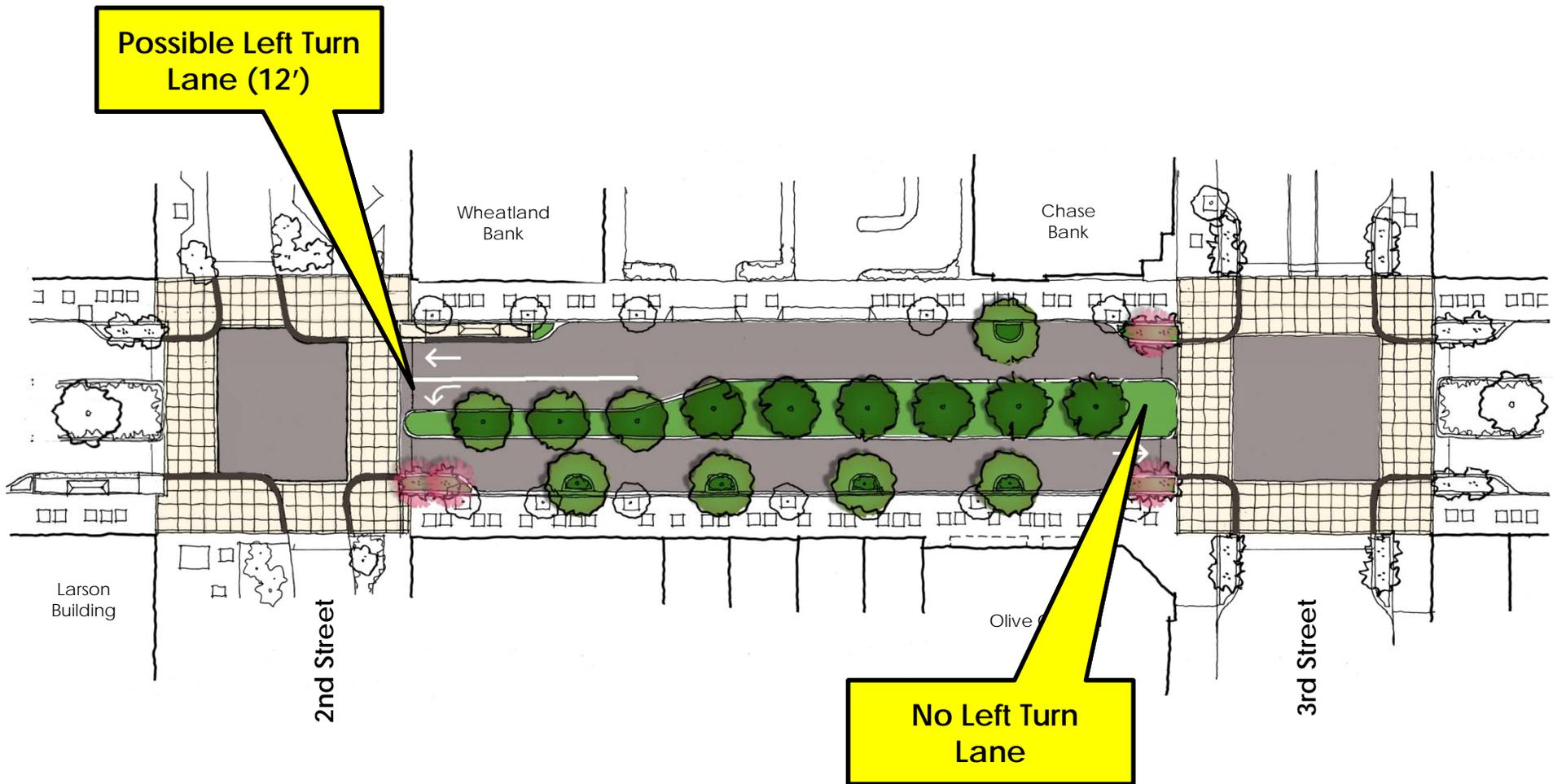
Maintain Driveway Access

Improvement Area (Curb to Curb Only)

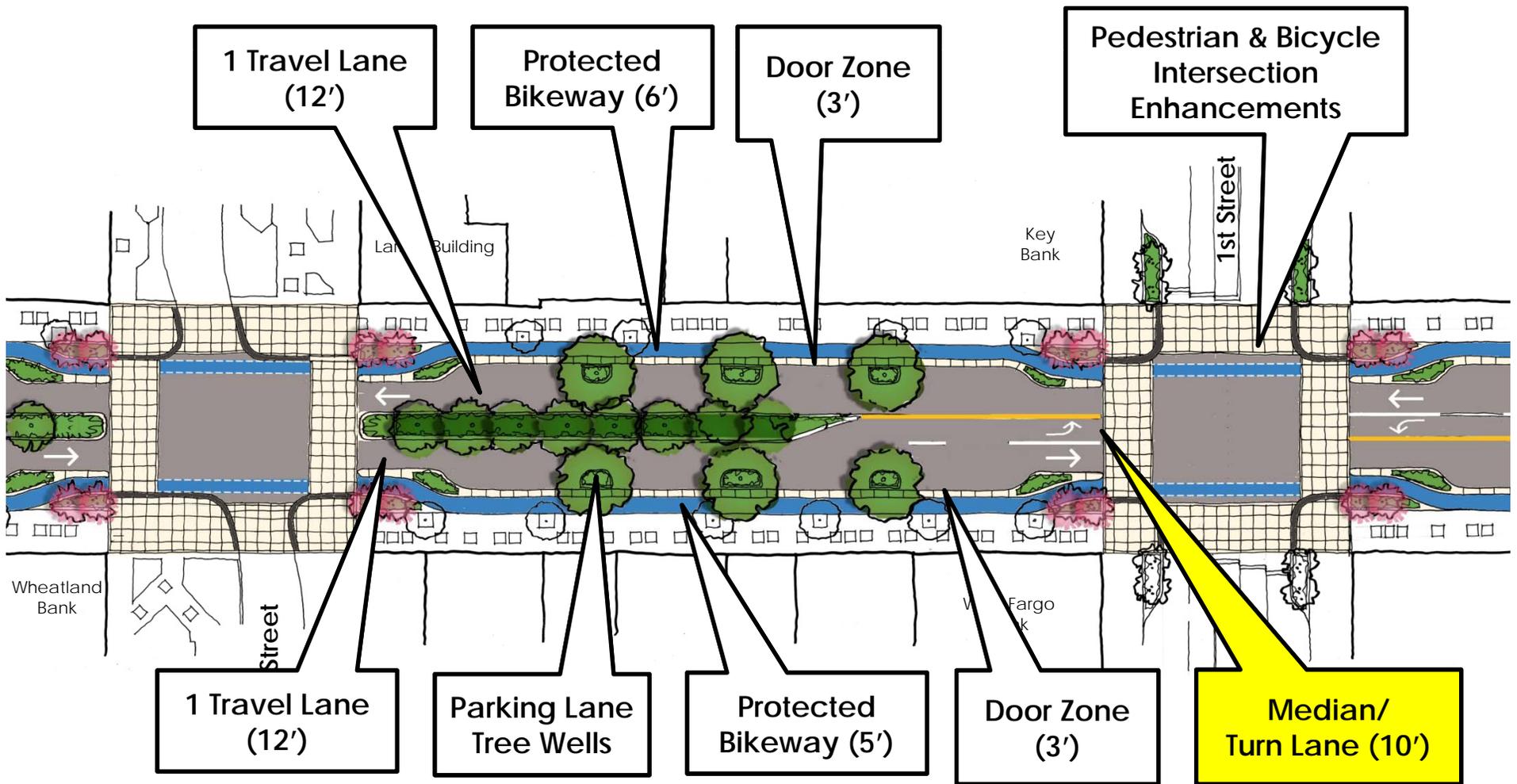
Yakima Avenue — Existing



'Boulevard' — No Bikeway/ No Trolley



'Boulevard' — No Bikeway/ No Trolley



'Boulevard' — Bikeway Added

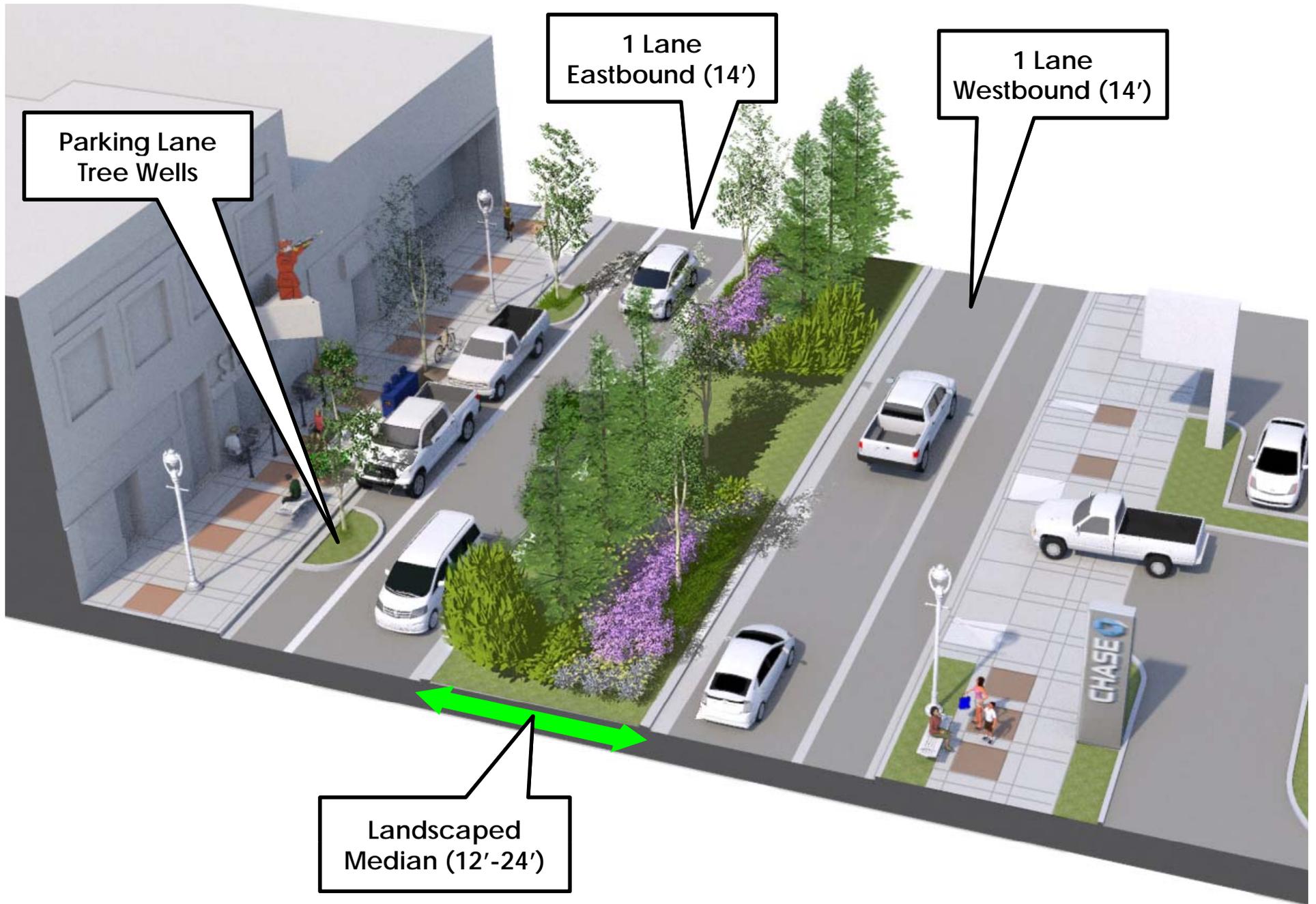


Maintain Existing Sidewalks

Maintain Driveway Access

Improvement Area (Curb to Curb Only)

Yakima Avenue — Existing

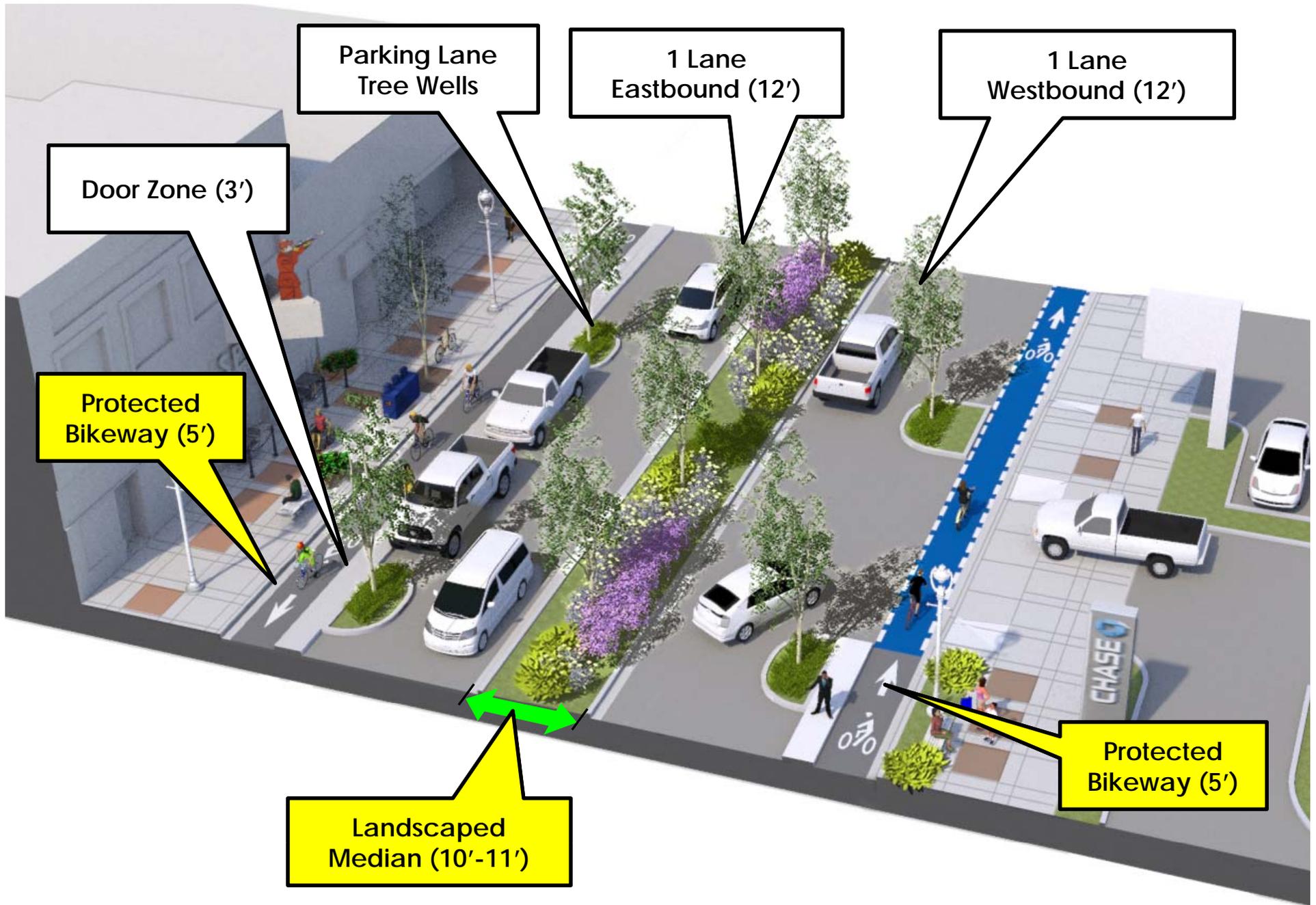


'Boulevard' — No Bikeway/ No Trolley



Potential Trolley Lines in Traffic

'Boulevard' — Trolley Added



'Boulevard' — Bikeway Added



Protected
Bikeway (5')

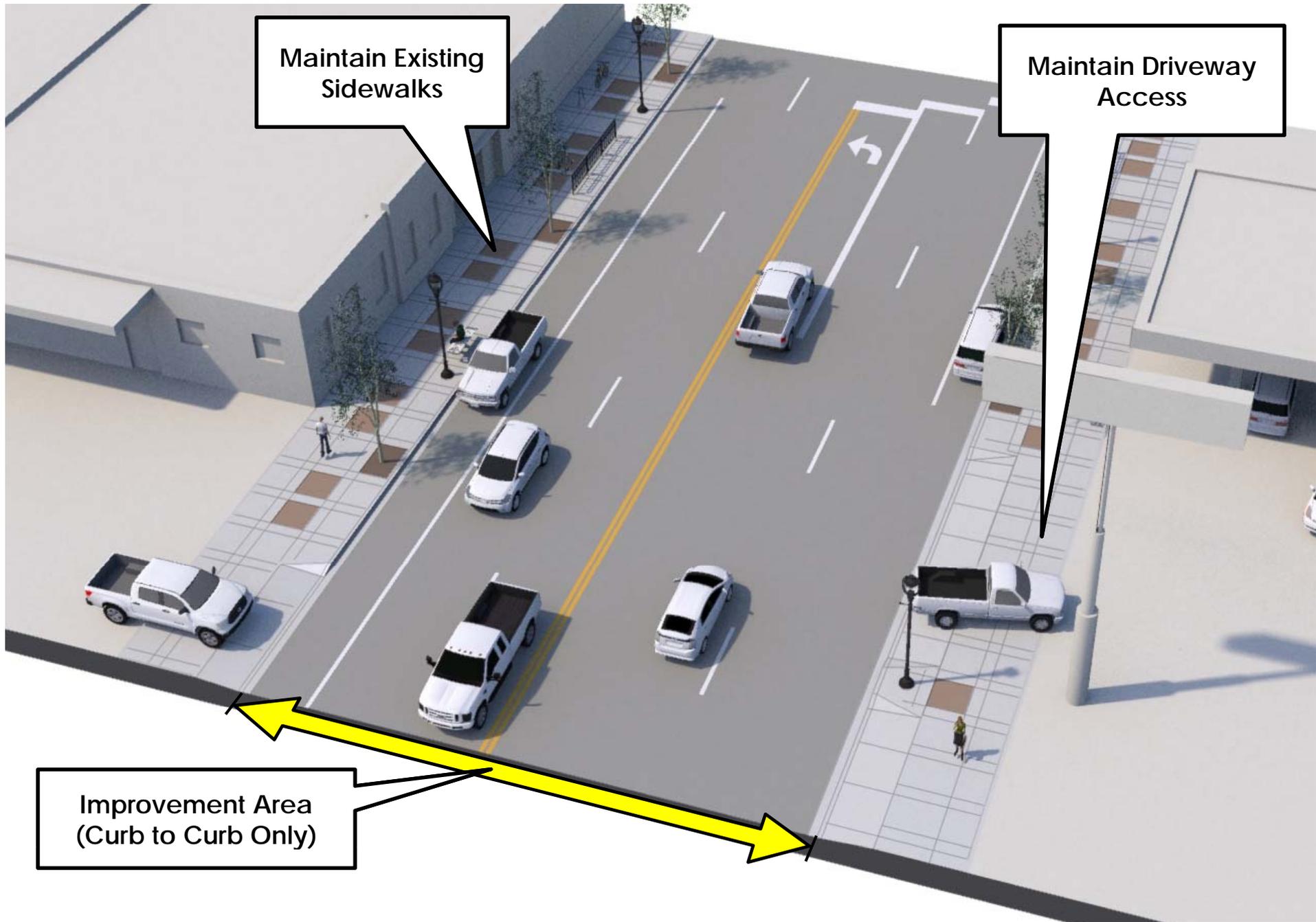
Potential Trolley
Lines in Traffic

Protected
Bikeway (5')

'Boulevard' — Bikeway and Trolley Added



Yakima Avenue Traffic — Calmed

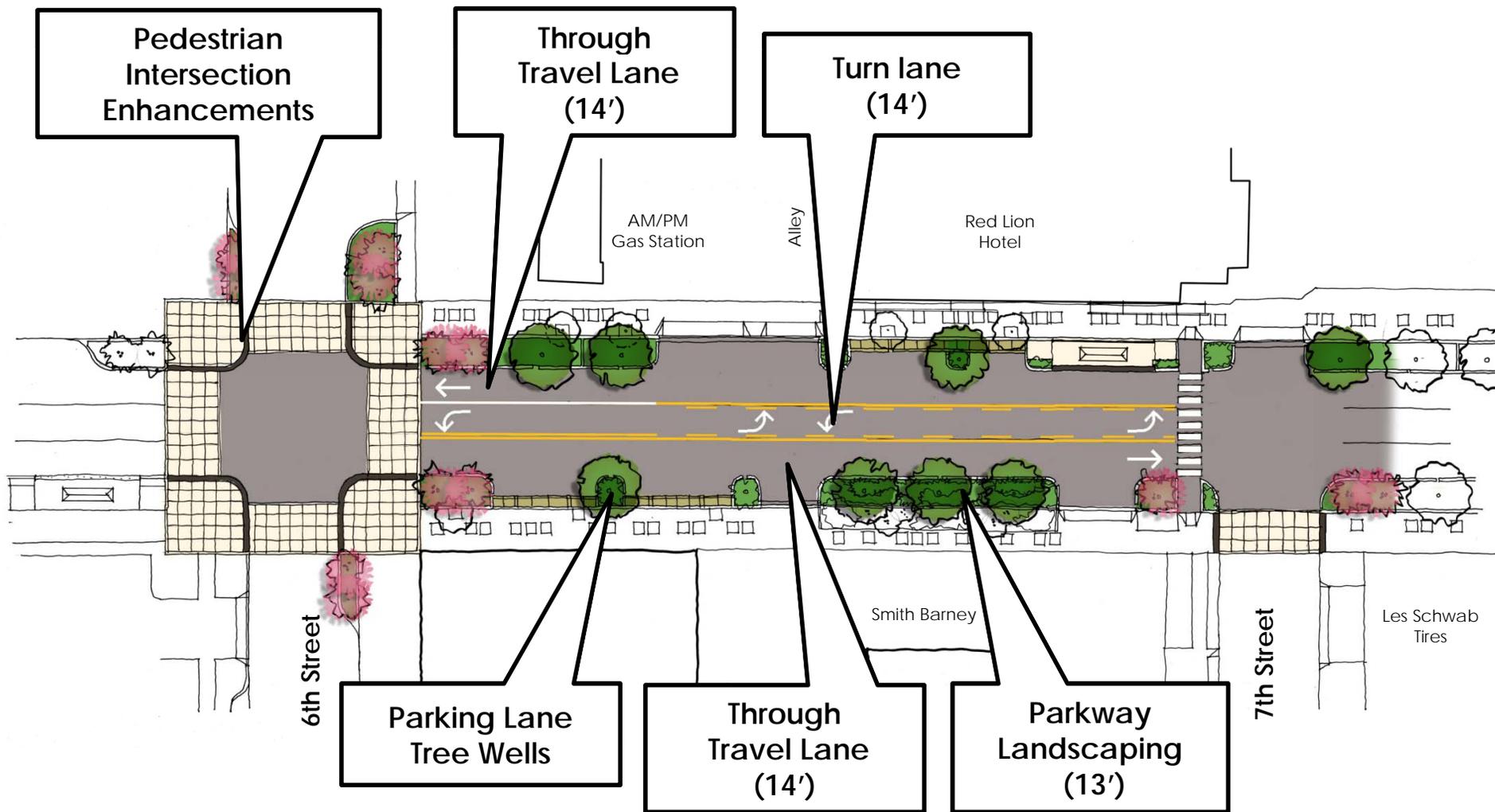


Maintain Existing Sidewalks

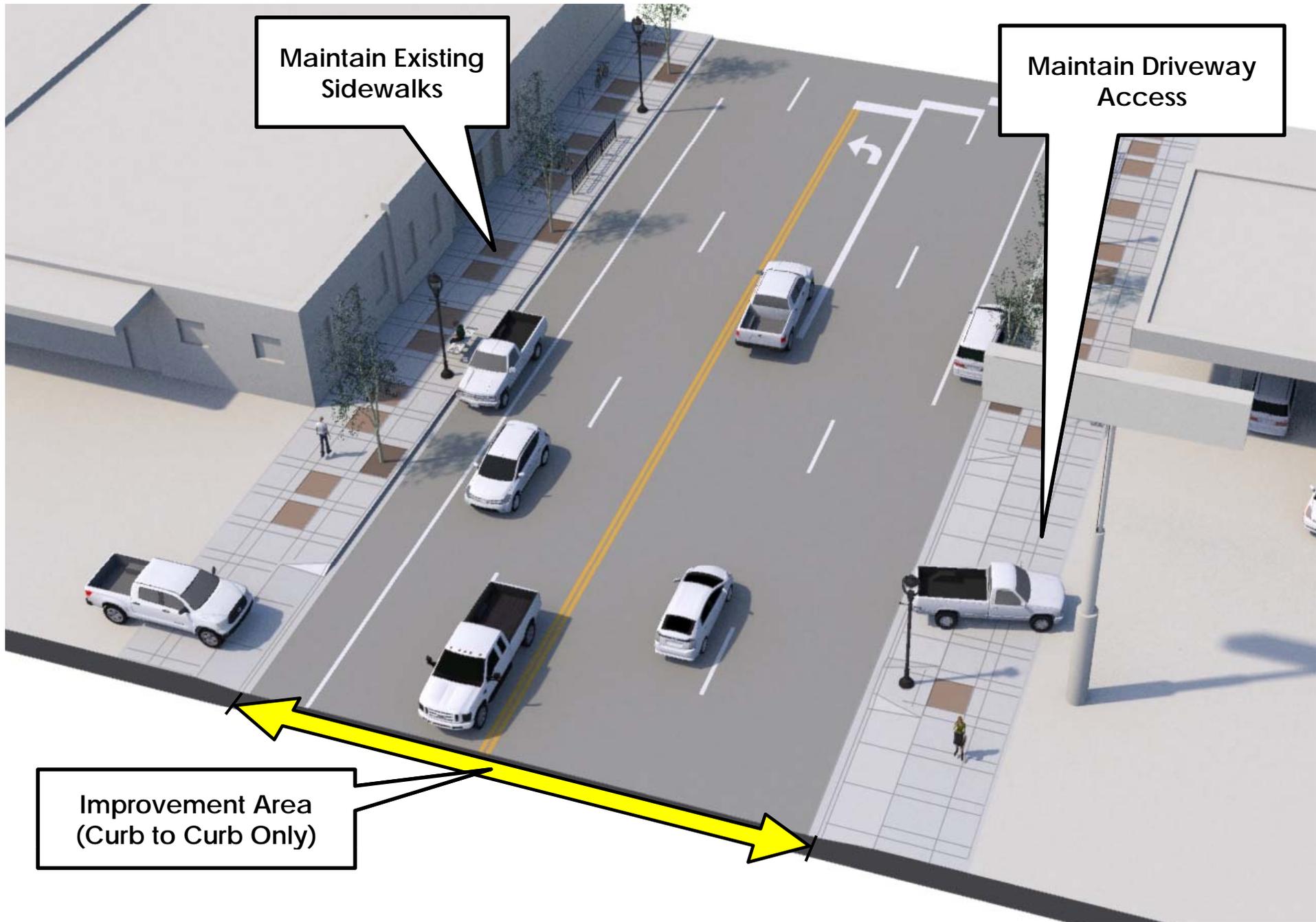
Maintain Driveway Access

Improvement Area (Curb to Curb Only)

Yakima Avenue — Existing



'Parkway' — No Bikeway/No Trolley



Maintain Existing Sidewalks

Maintain Driveway Access

Improvement Area (Curb to Curb Only)

Yakima Avenue — Existing



Parking Lane
Tree Wells

Parkway
Landscaping (13')

Eastbound
Lane (14')

Turn Lane (14')

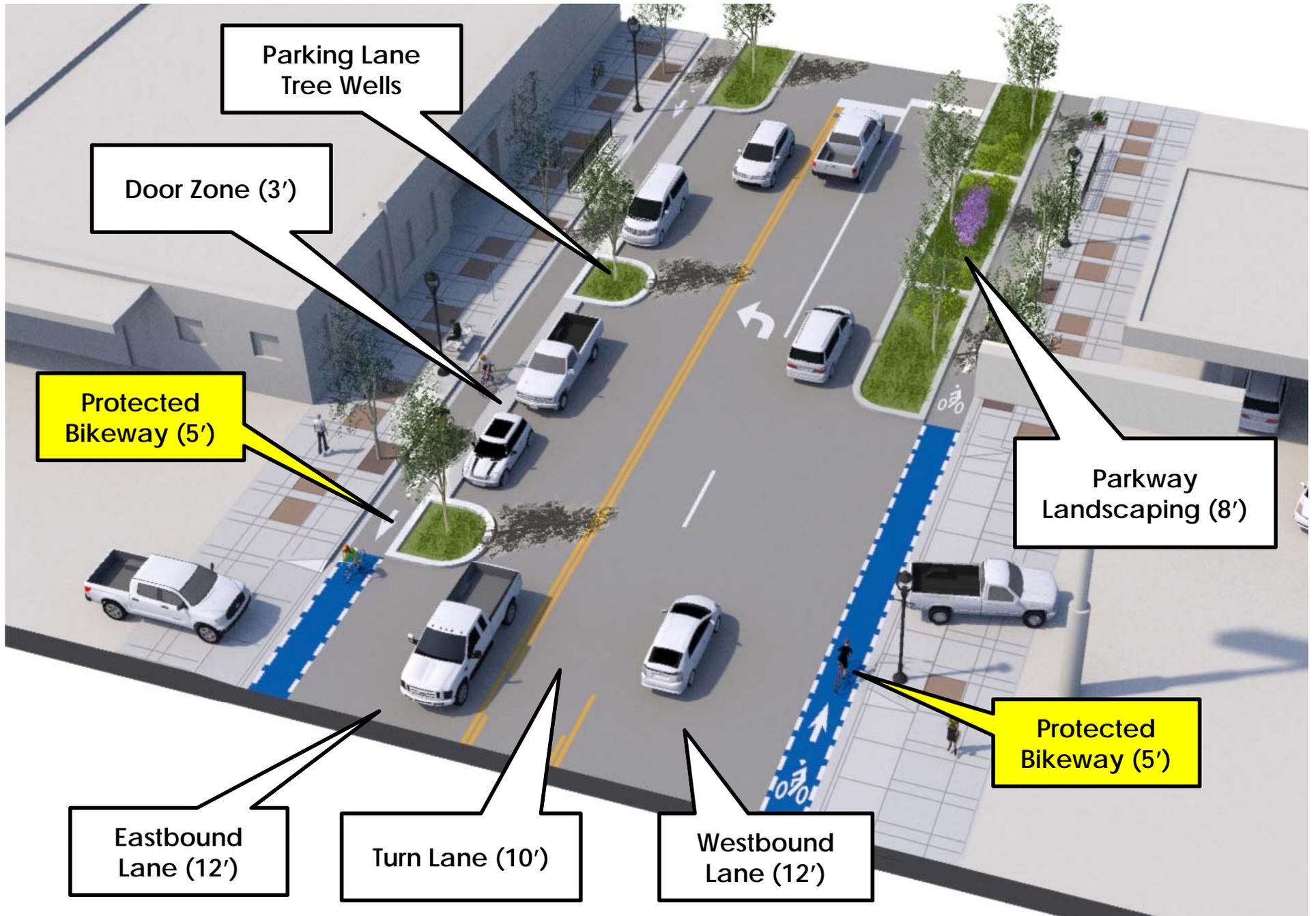
Westbound
Lane (14')

'Parkway' — No Bikeway/No Trolley

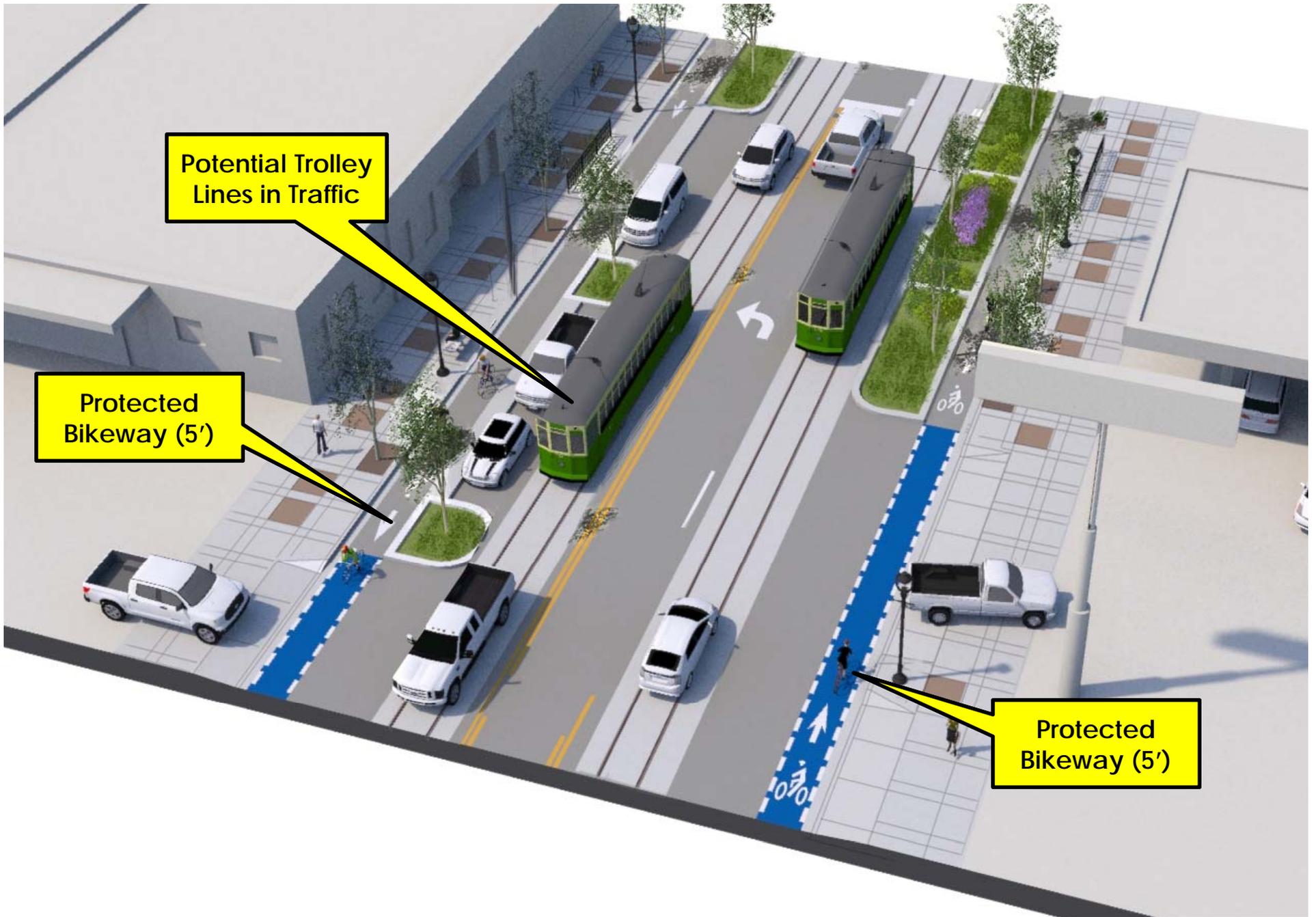


Potential Trolley Lines in Traffic

'Parkway' — Trolley Added



'Parkway' — Bikeway Added



Potential Trolley Lines in Traffic

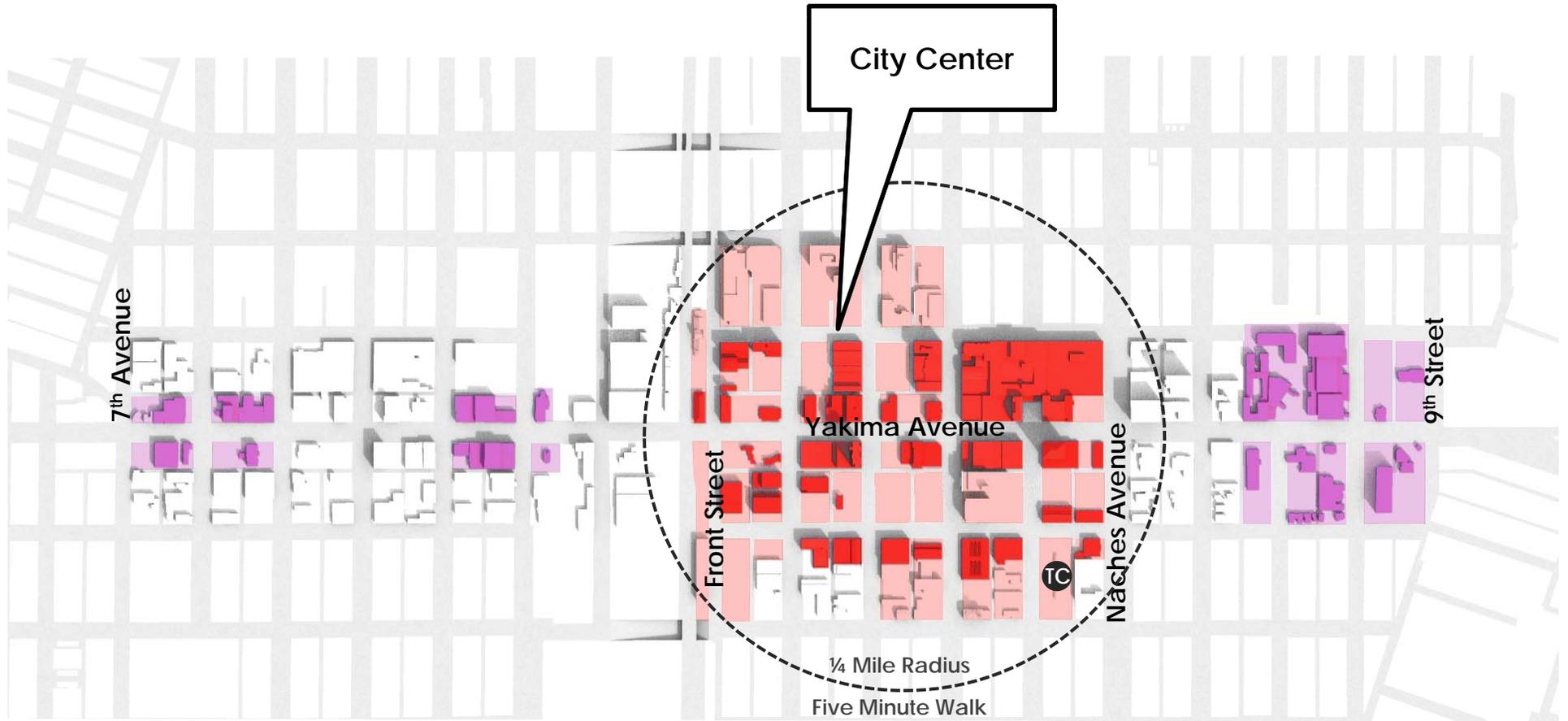
Protected Bikeway (5')

Protected Bikeway (5')

'Parkway' — Bikeway and Trolley Added



Land Use Alternatives



Land Use Concept

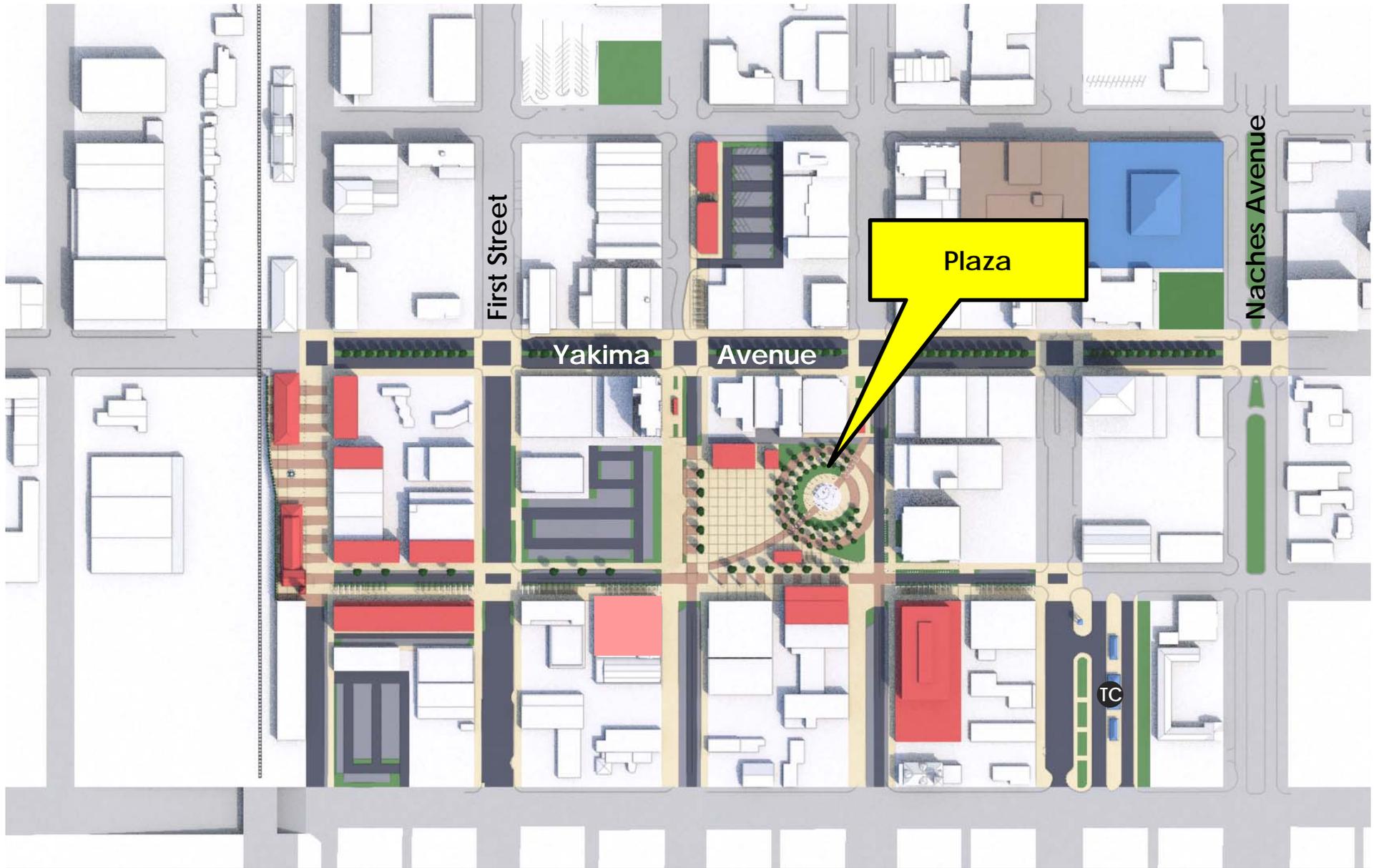
Project Goals

CIRCULATION

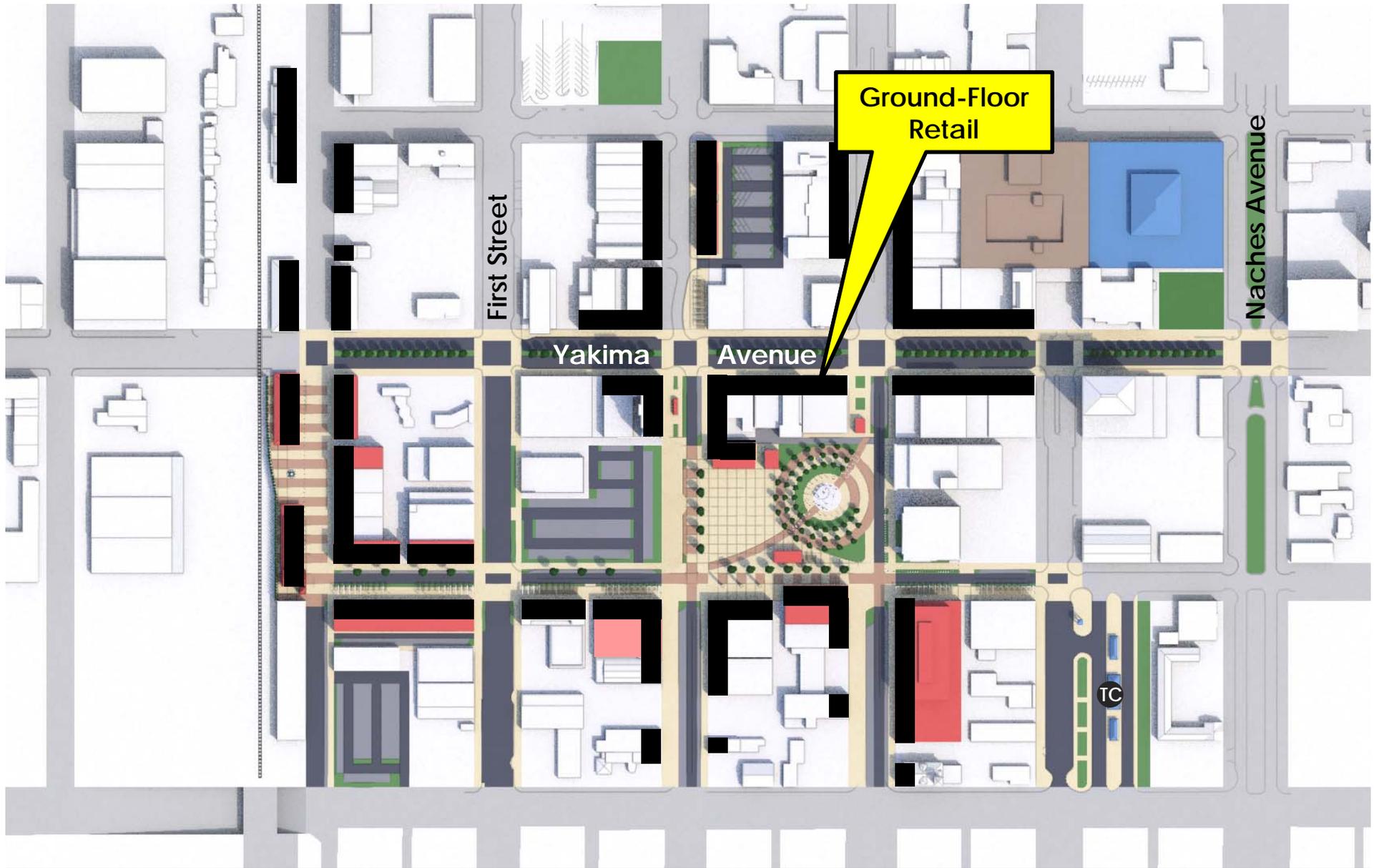
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- Make Yakima Avenue a Destination
- Create Bike-Friendly Streets
- Locate a Downtown Trolley

LAND USE

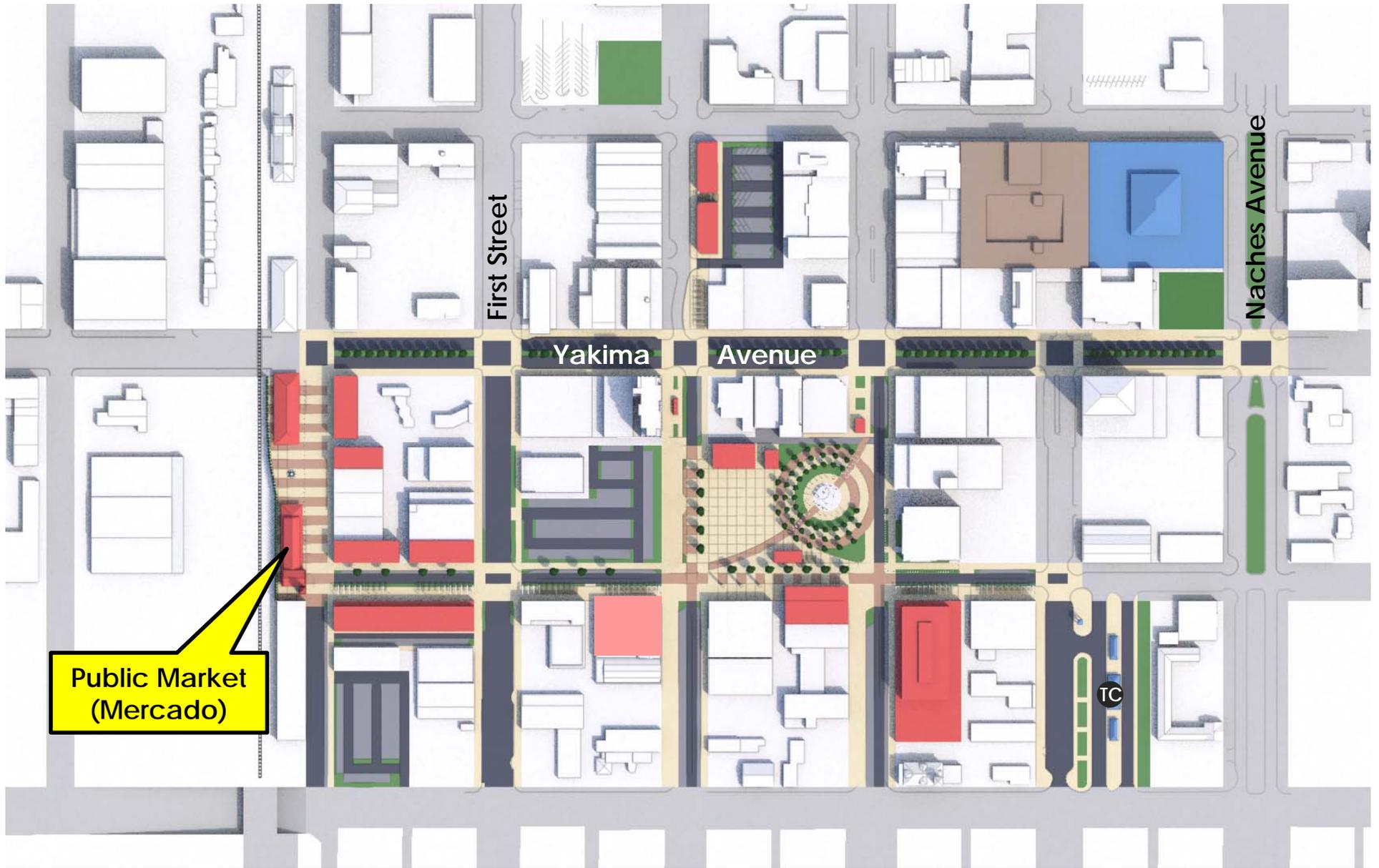
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 - **Create a Central Gathering Space (Plaza)**
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Alternative 1 — 'South Plaza'

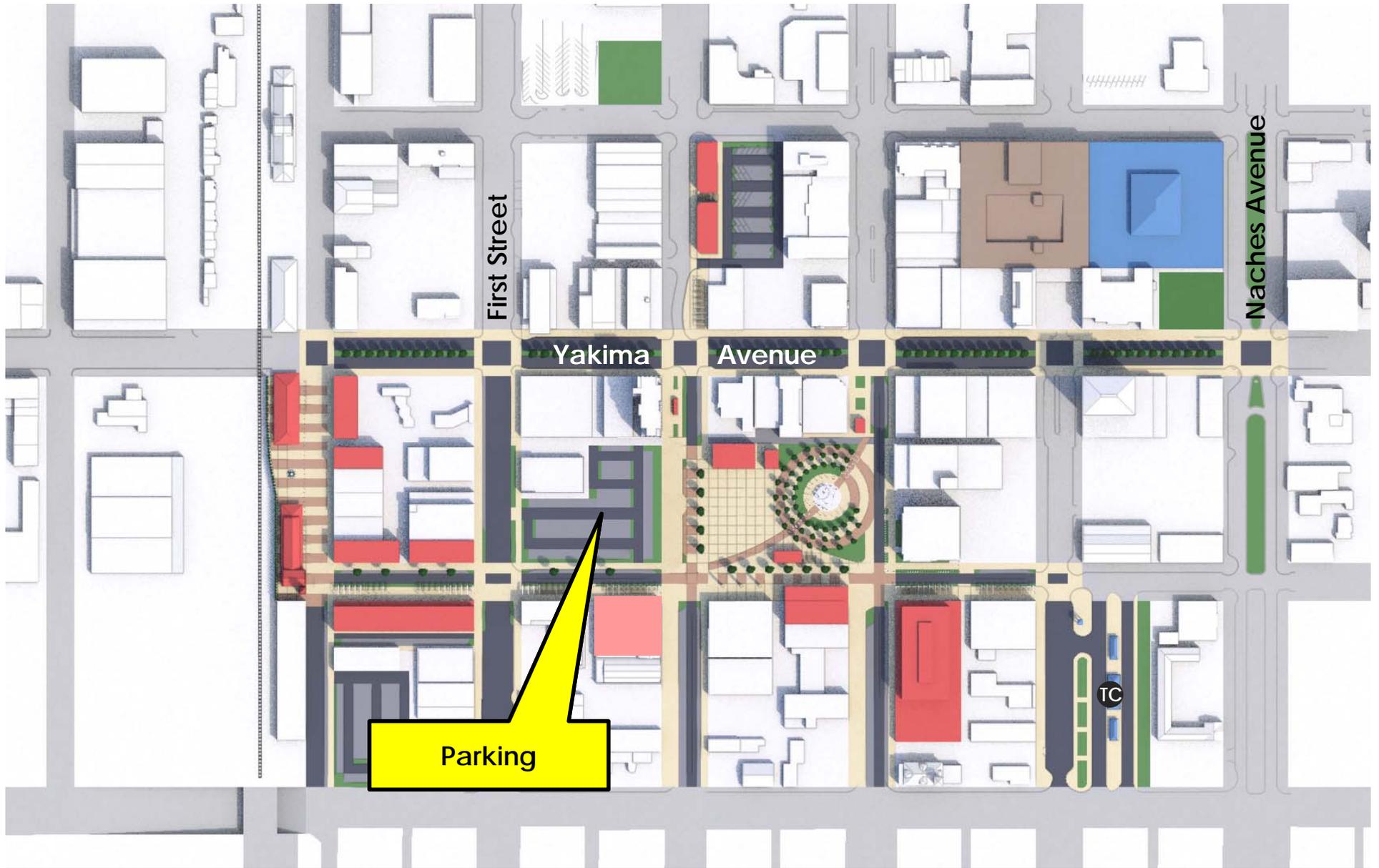


Alternative 1 — 'South Plaza'

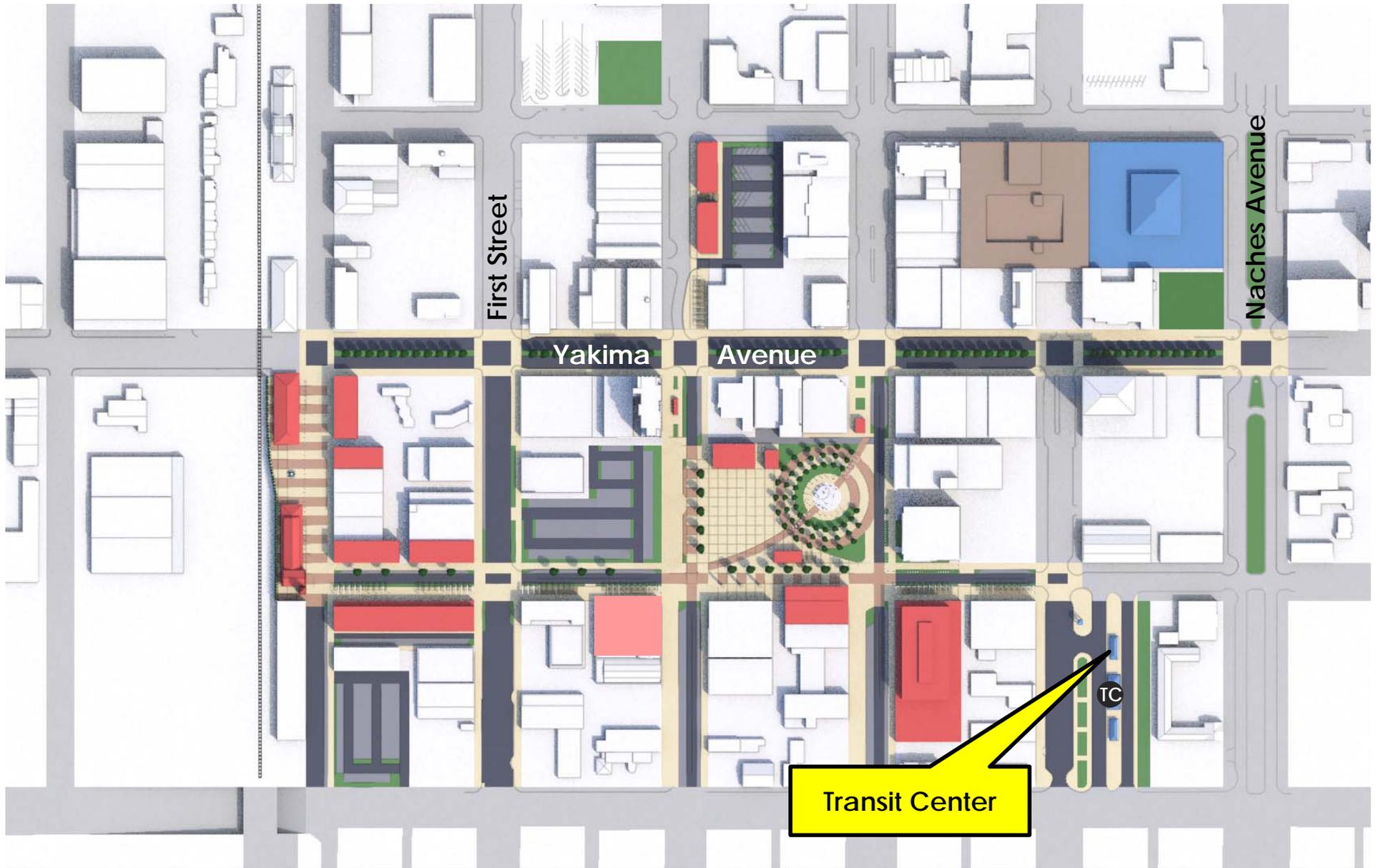


Public Market
(Mercado)

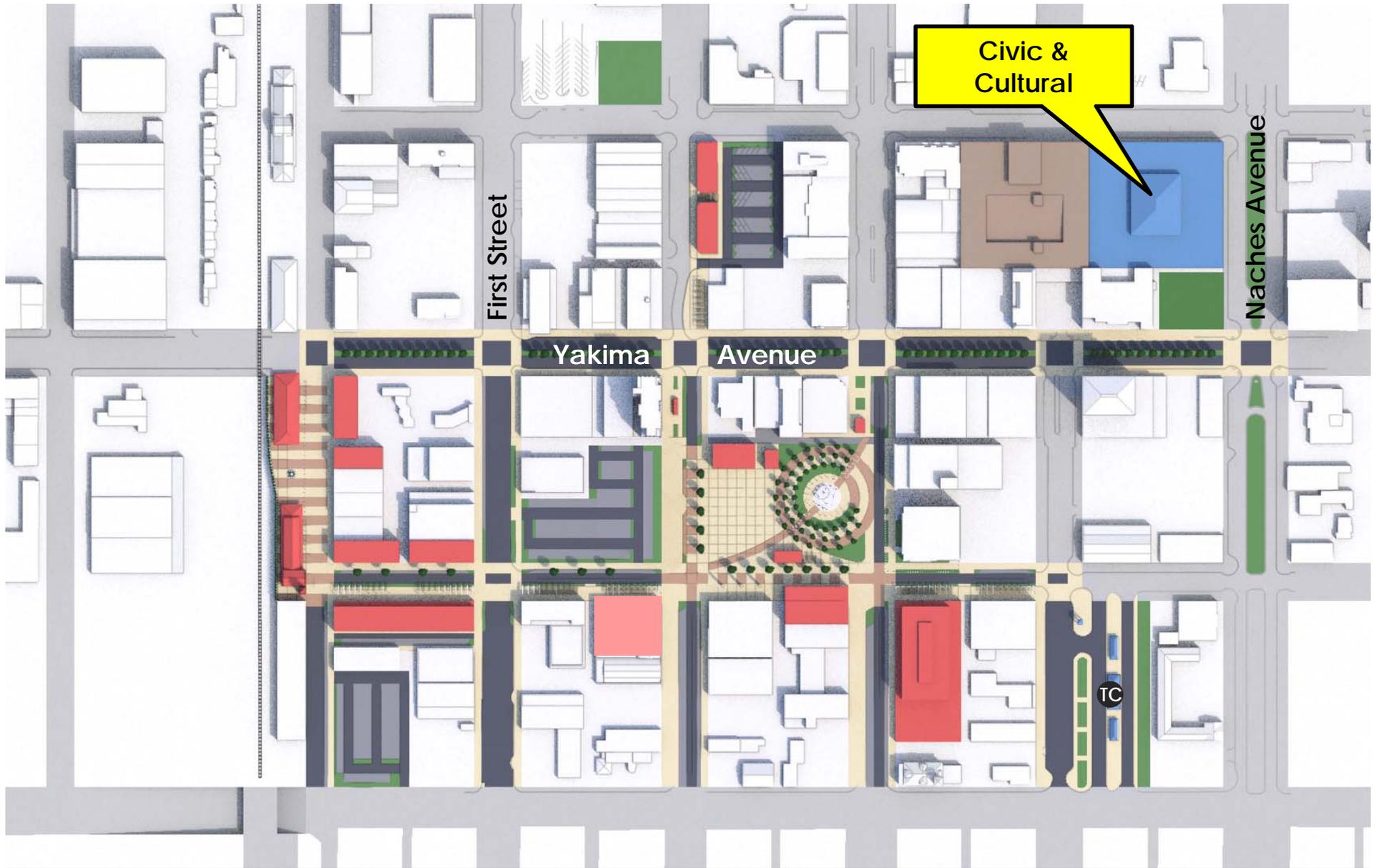
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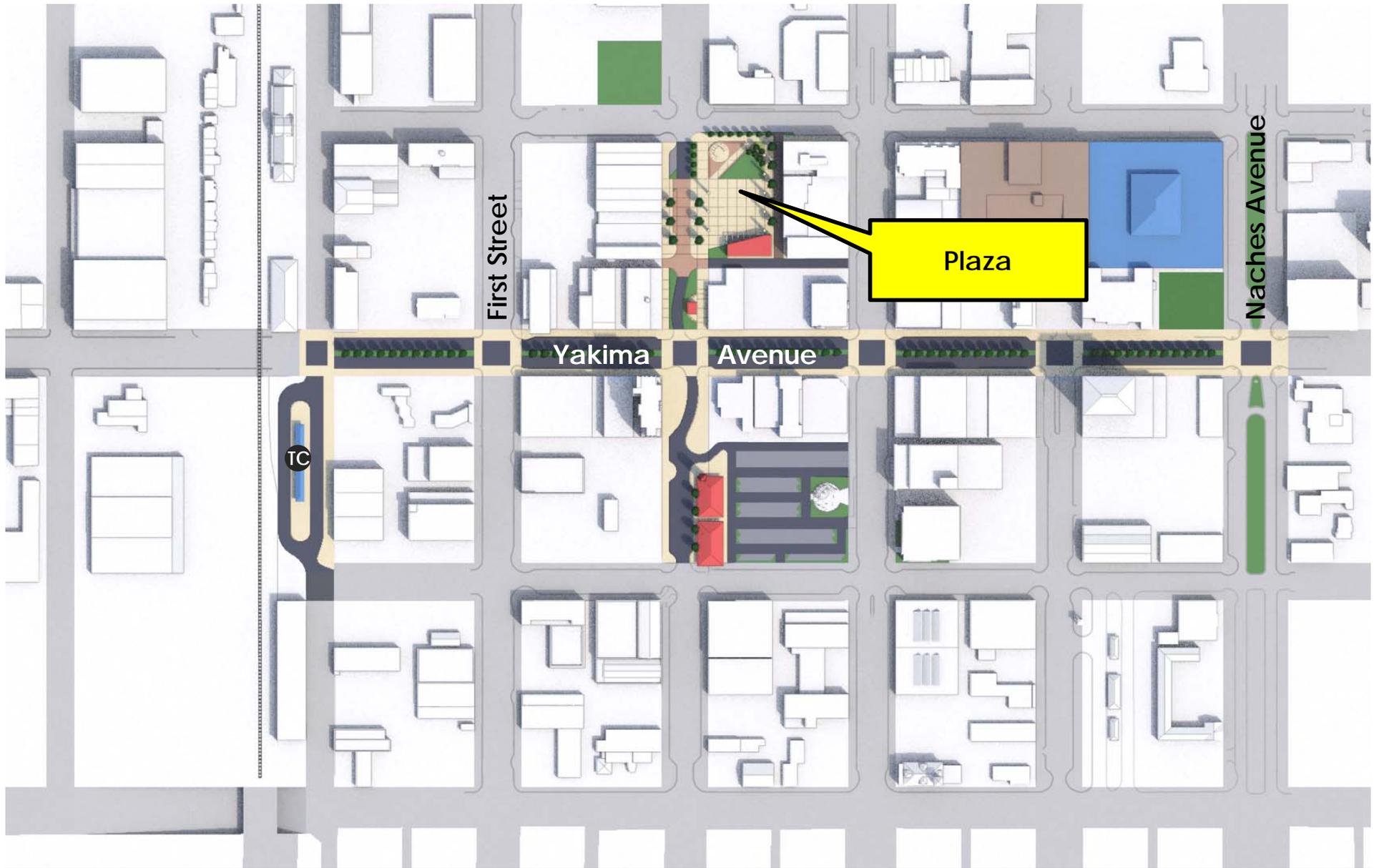
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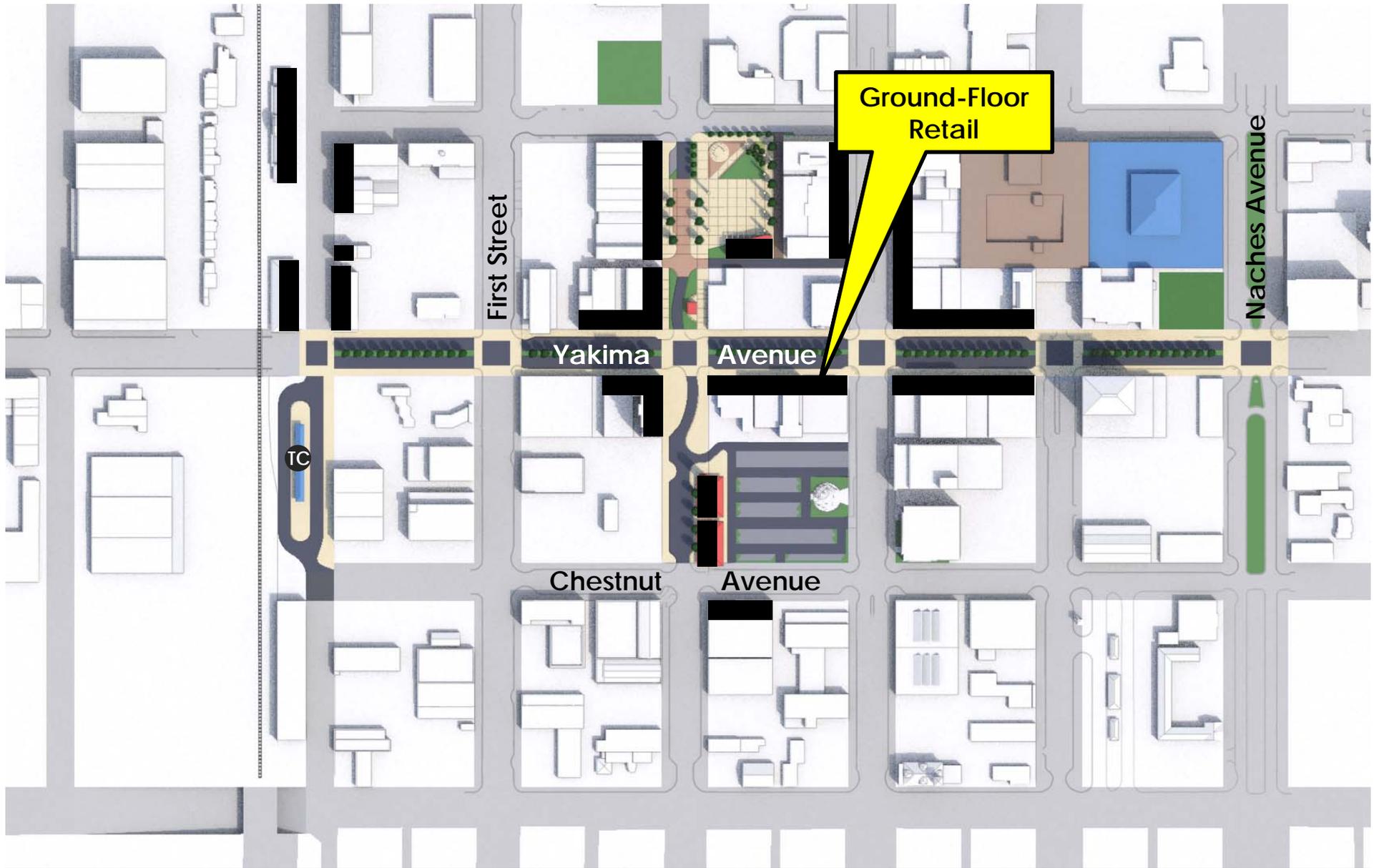
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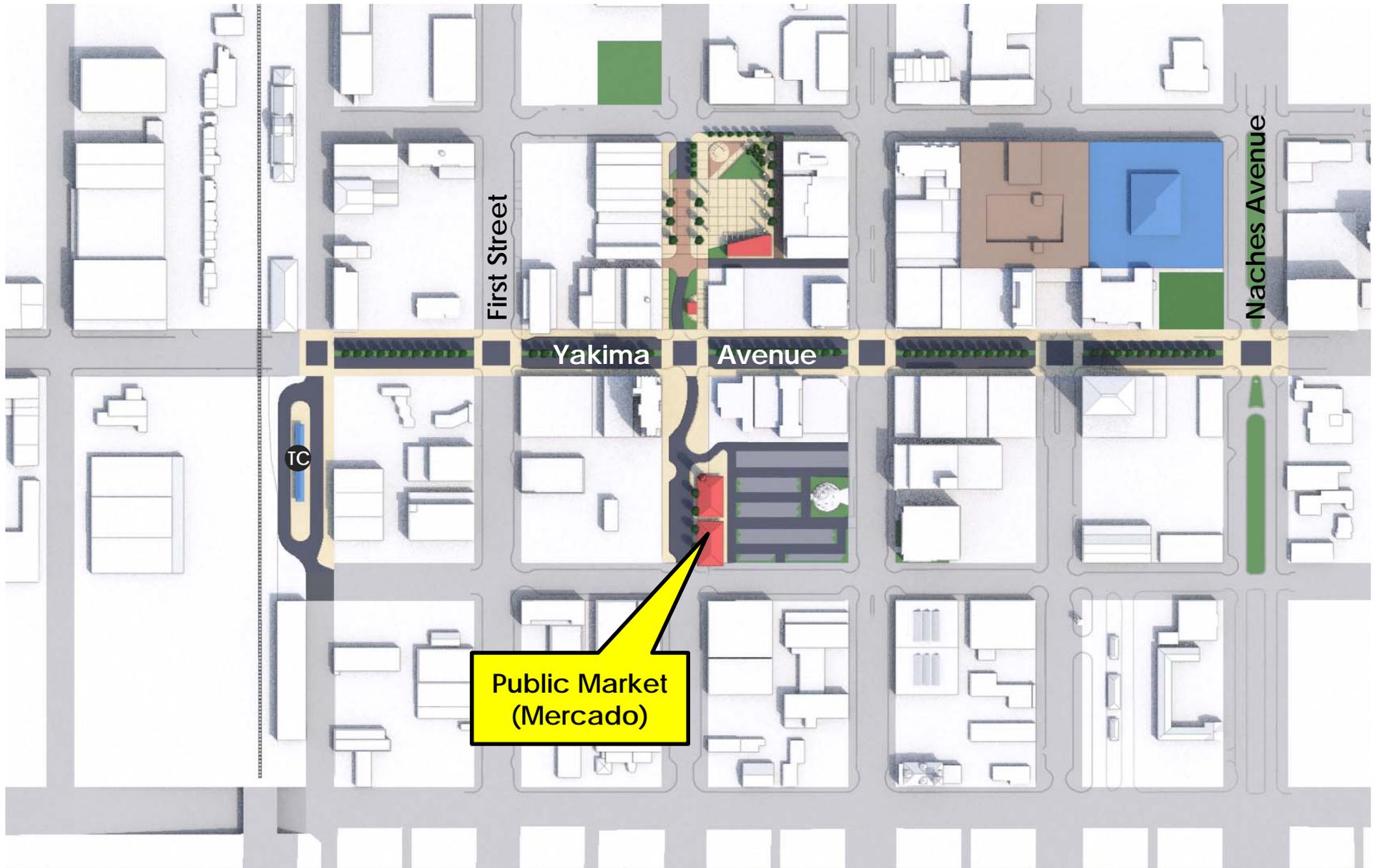
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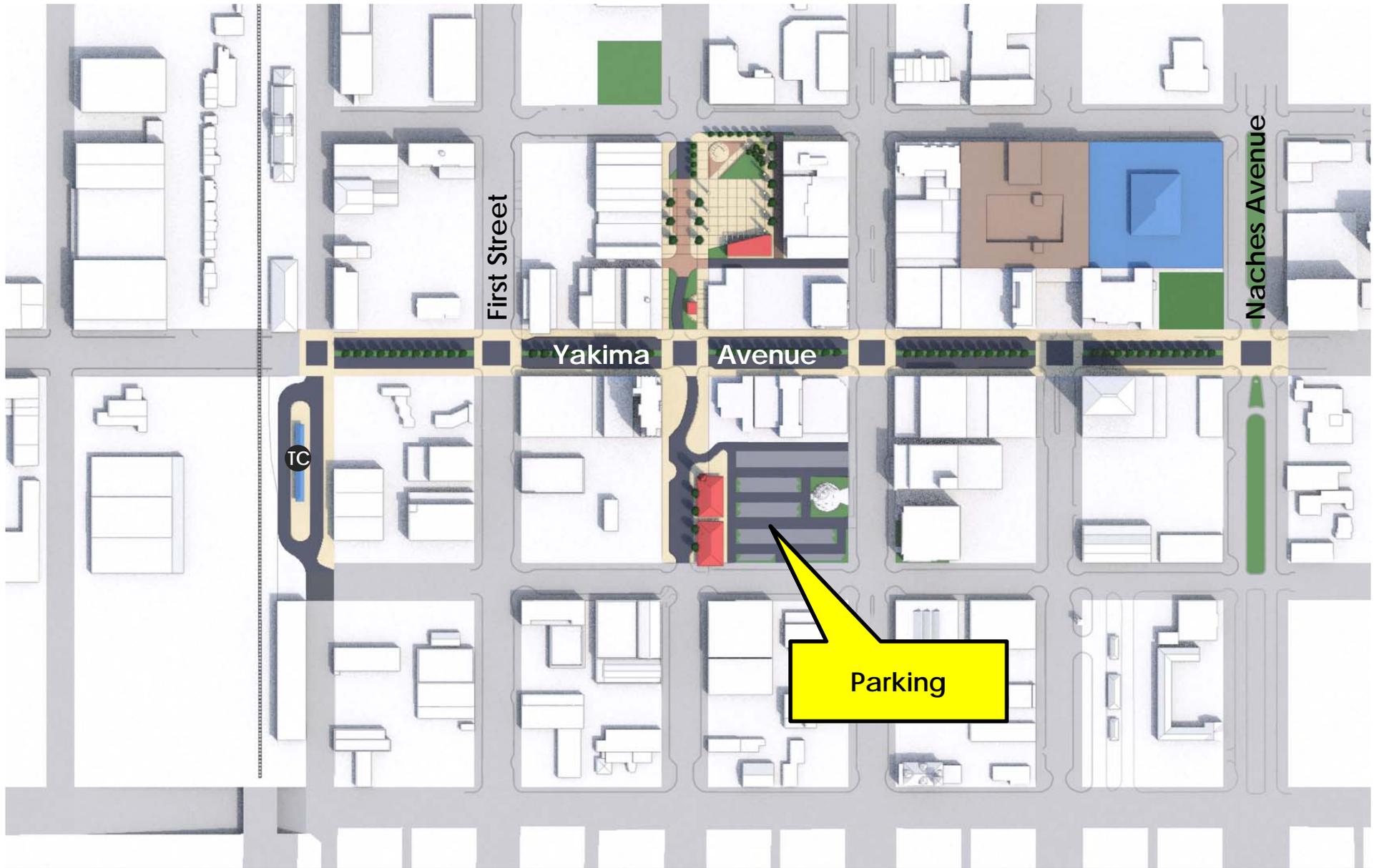
Alternative 2 — 'North Plaza'



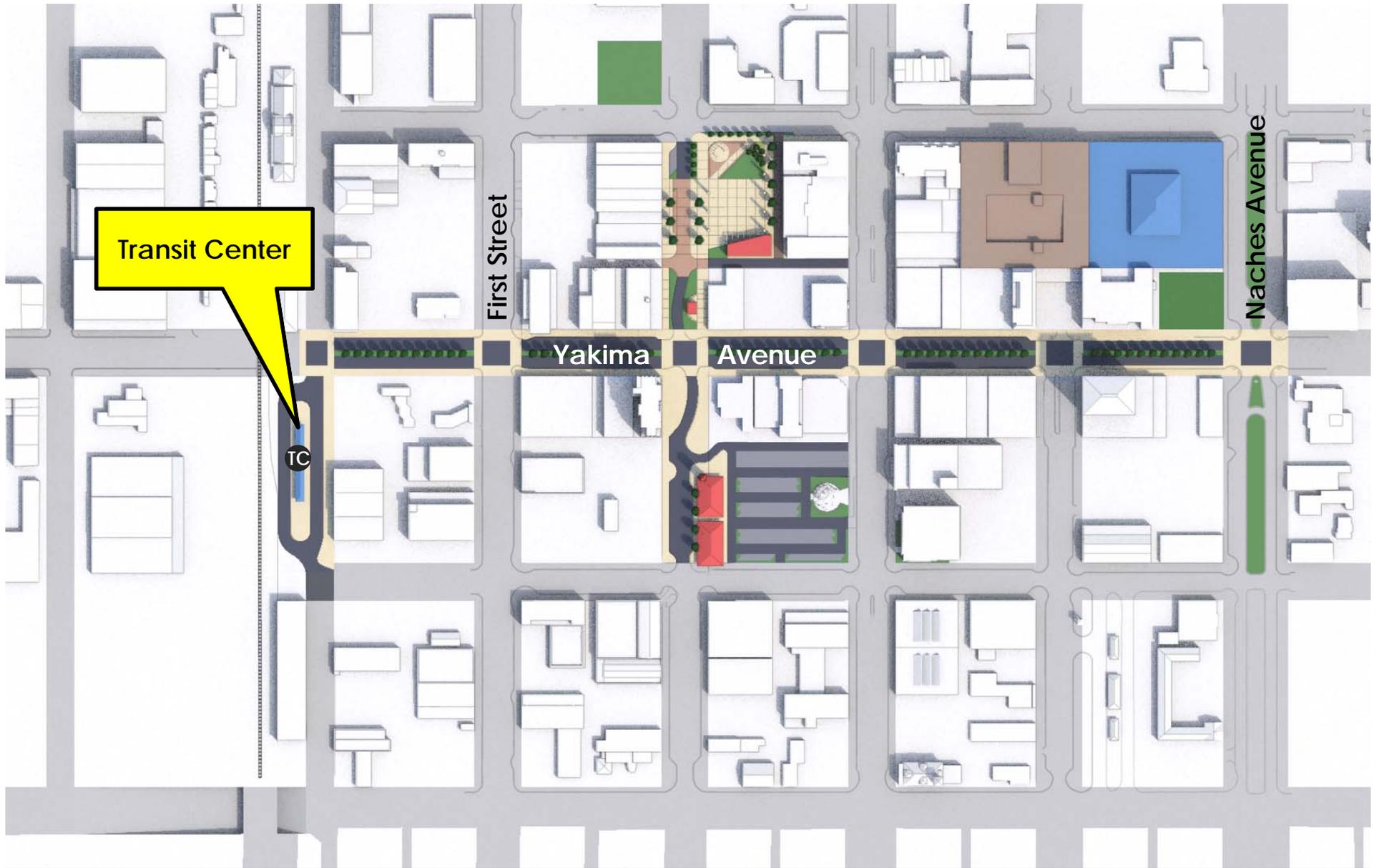
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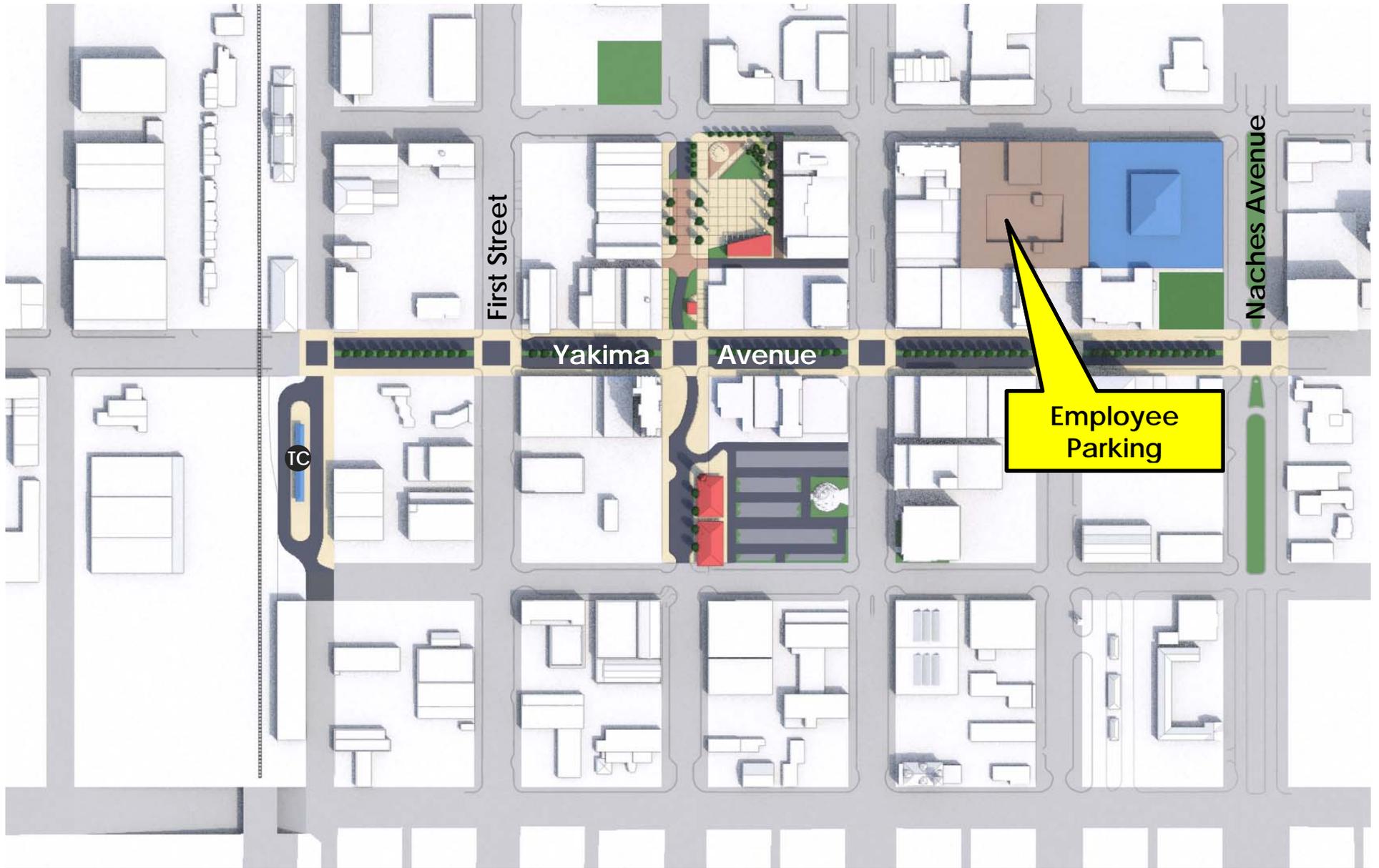
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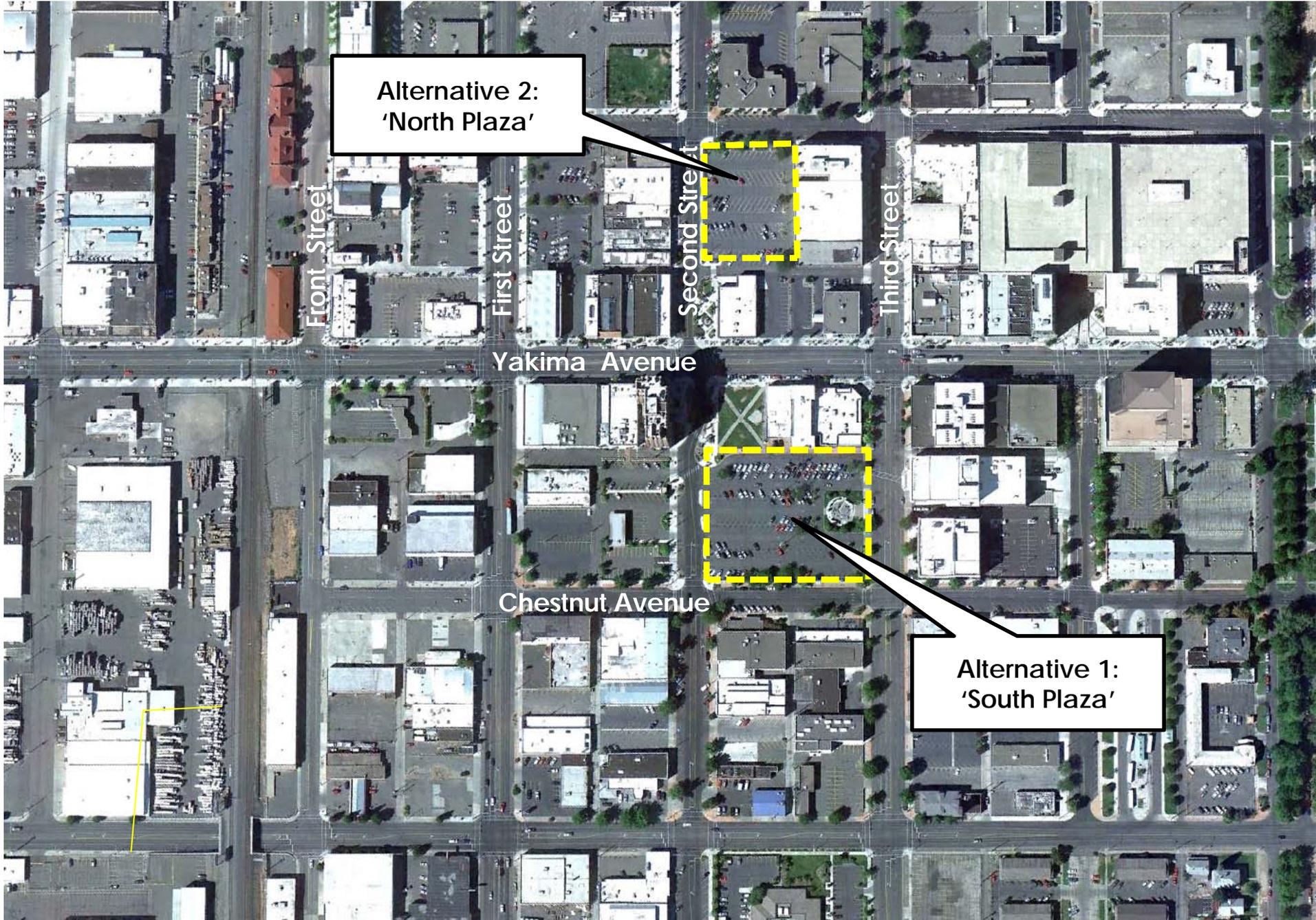
Alternative 2 — 'North Plaza'



Alternative 2 — 'North Plaza'



Plaza Alternatives

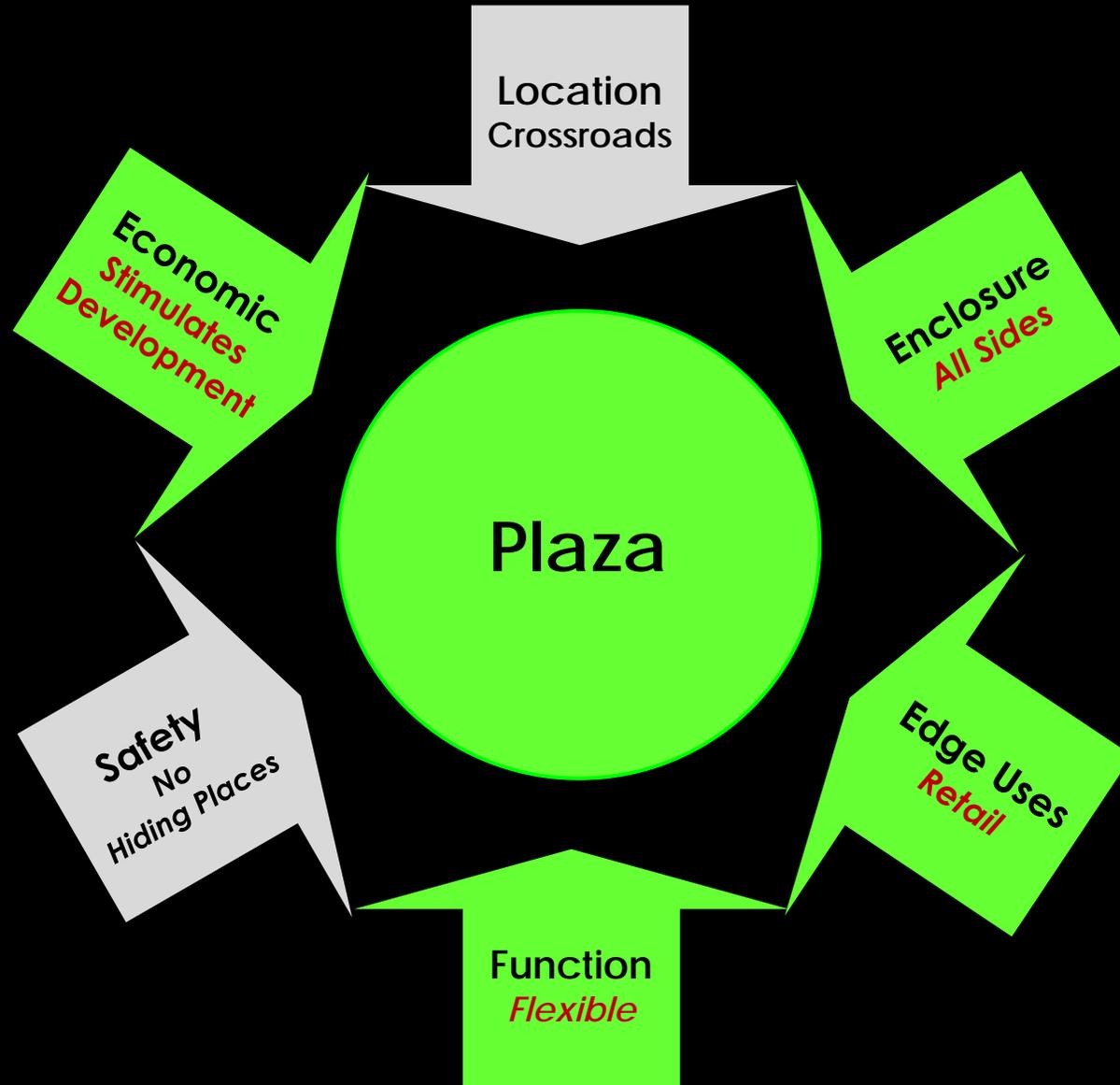


Alternative 2:
'North Plaza'

Alternative 1:
'South Plaza'

Plaza Sites

Plaza Fundamentals



The World's Best Squares & Plazas

Projects for Public Spaces - *September 2004*

- | | |
|------------------------------|---------------|
| 1) Piazza del Campo | Sienna, Italy |
| 2) Piazza San Marco | Venice, Italy |
| 3) Campo Santa Margherita | Venice, Italy |
| 4) Pioneer Courthouse Square | Portland, OR |

Before



Parking Lot 1970

After



Square Today

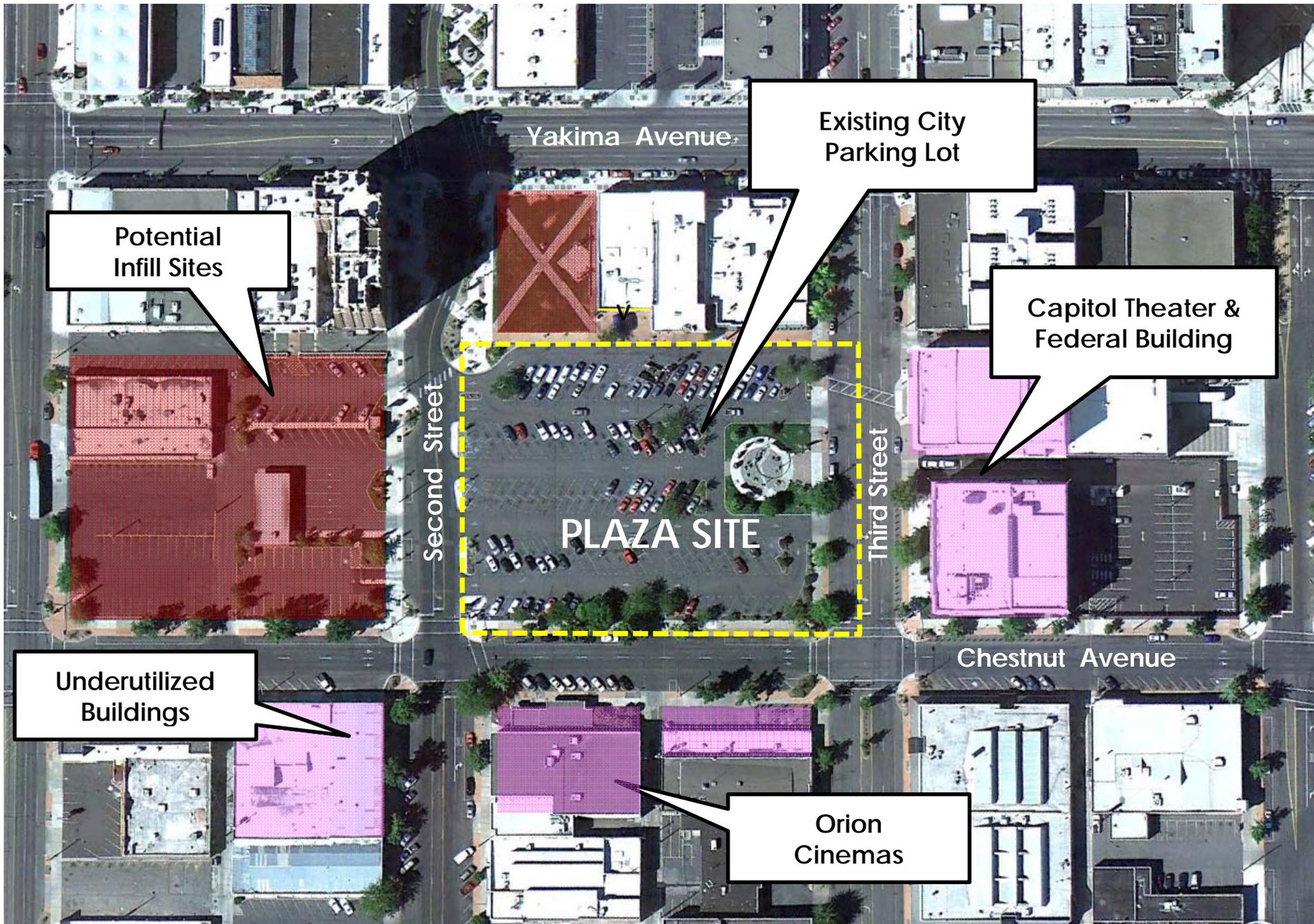
Pioneer Courthouse Square — Portland, Oregon



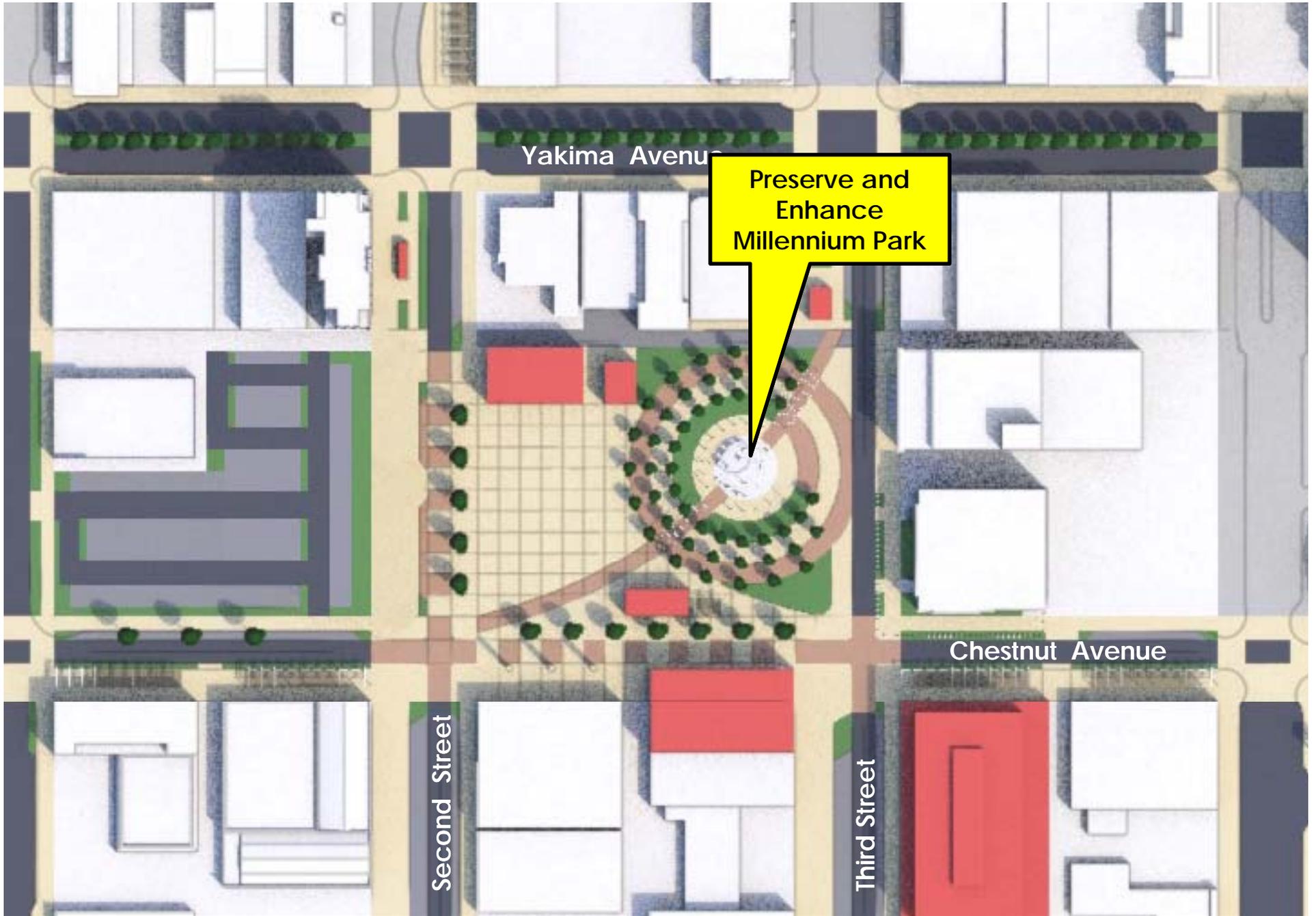
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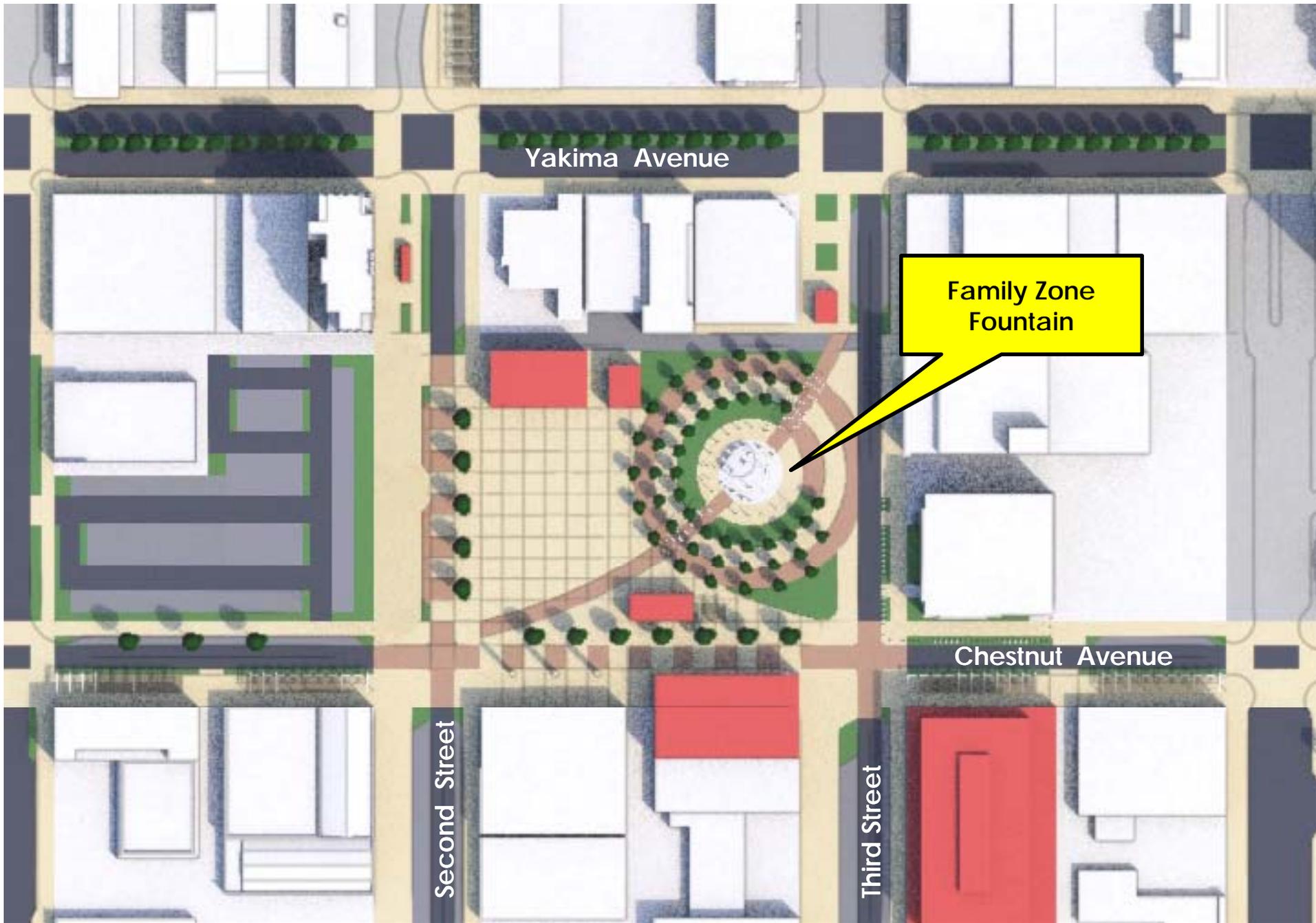
Pioneer Courthouse Square– Portland, Oregon



Alternative 1 — 'South Plaza'



Alternative 1 — 'South Plaza'



Yakima Avenue

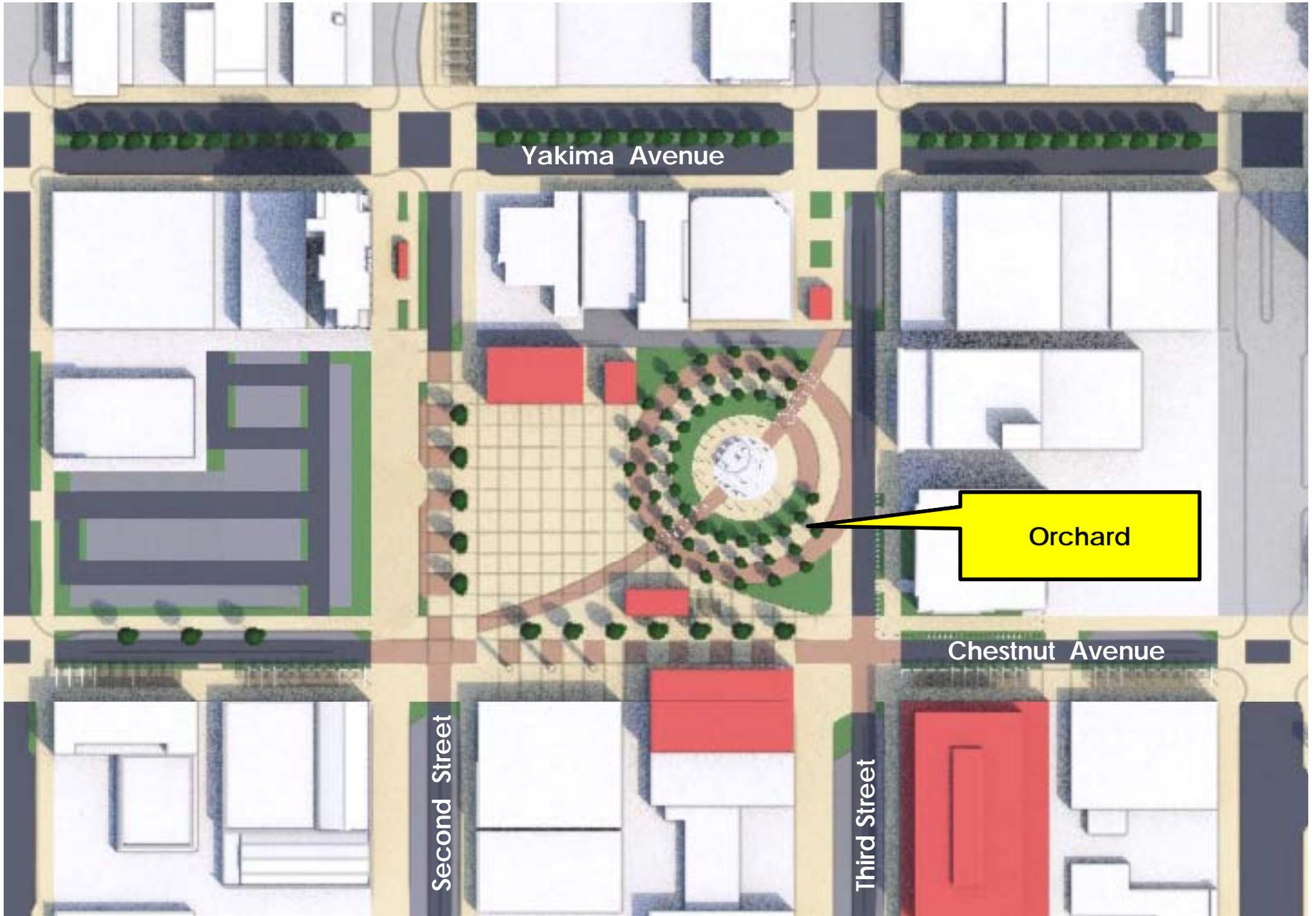
Family Zone Fountain

Chestnut Avenue

Second Street

Third Street

Alternative 1 — 'South Plaza'



Yakima Avenue

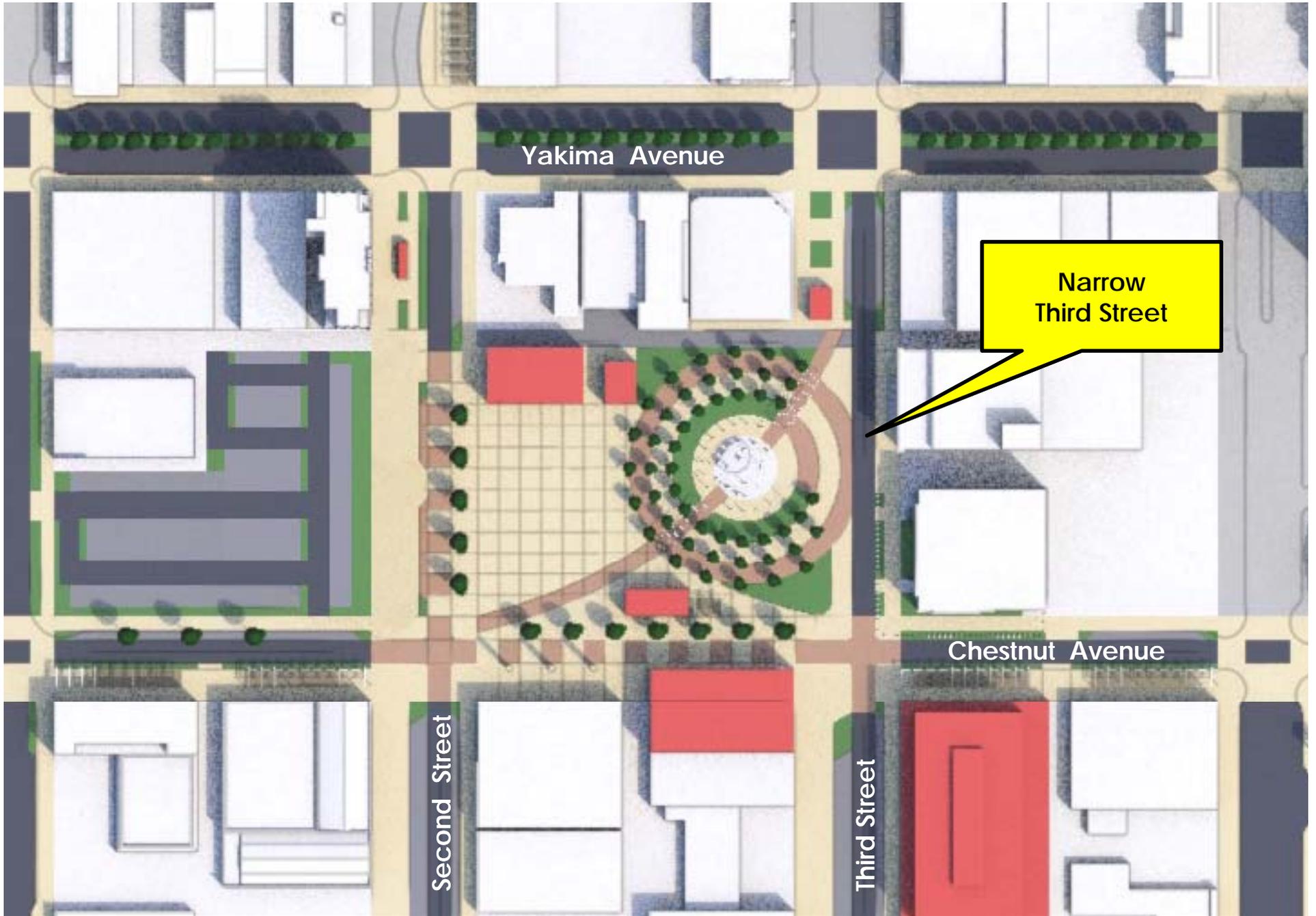
Orchard

Chestnut Avenue

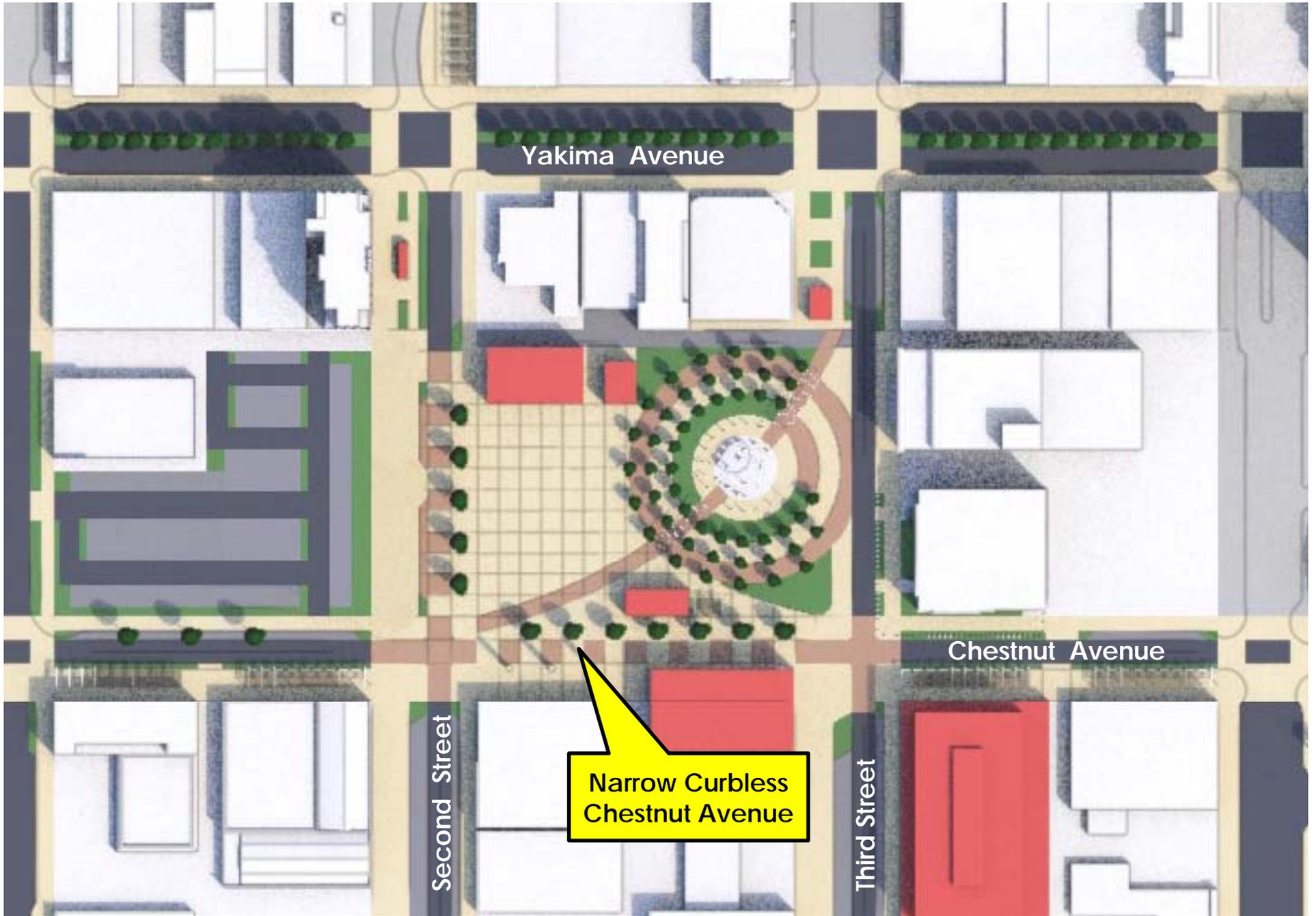
Second Street

Third Street

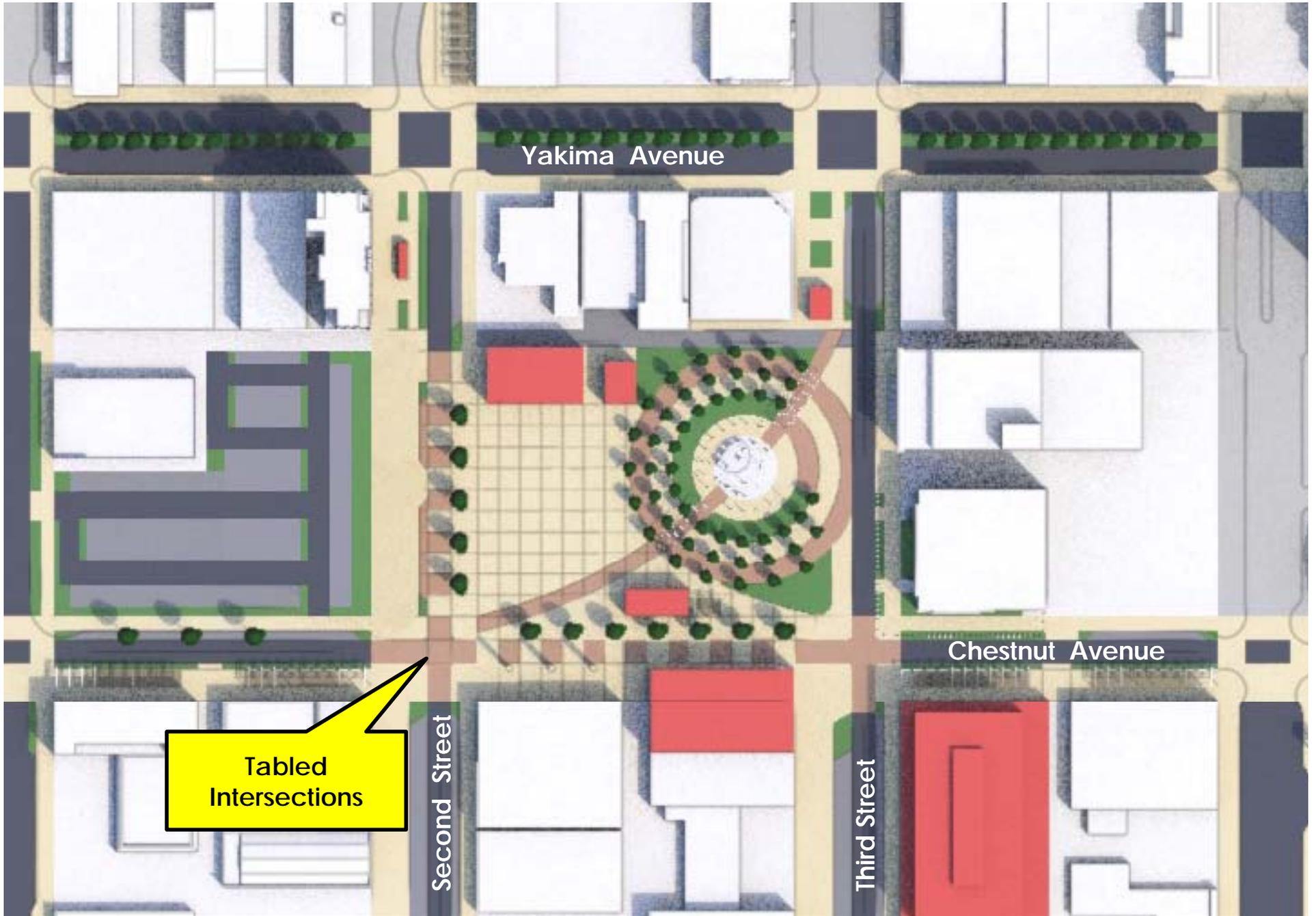
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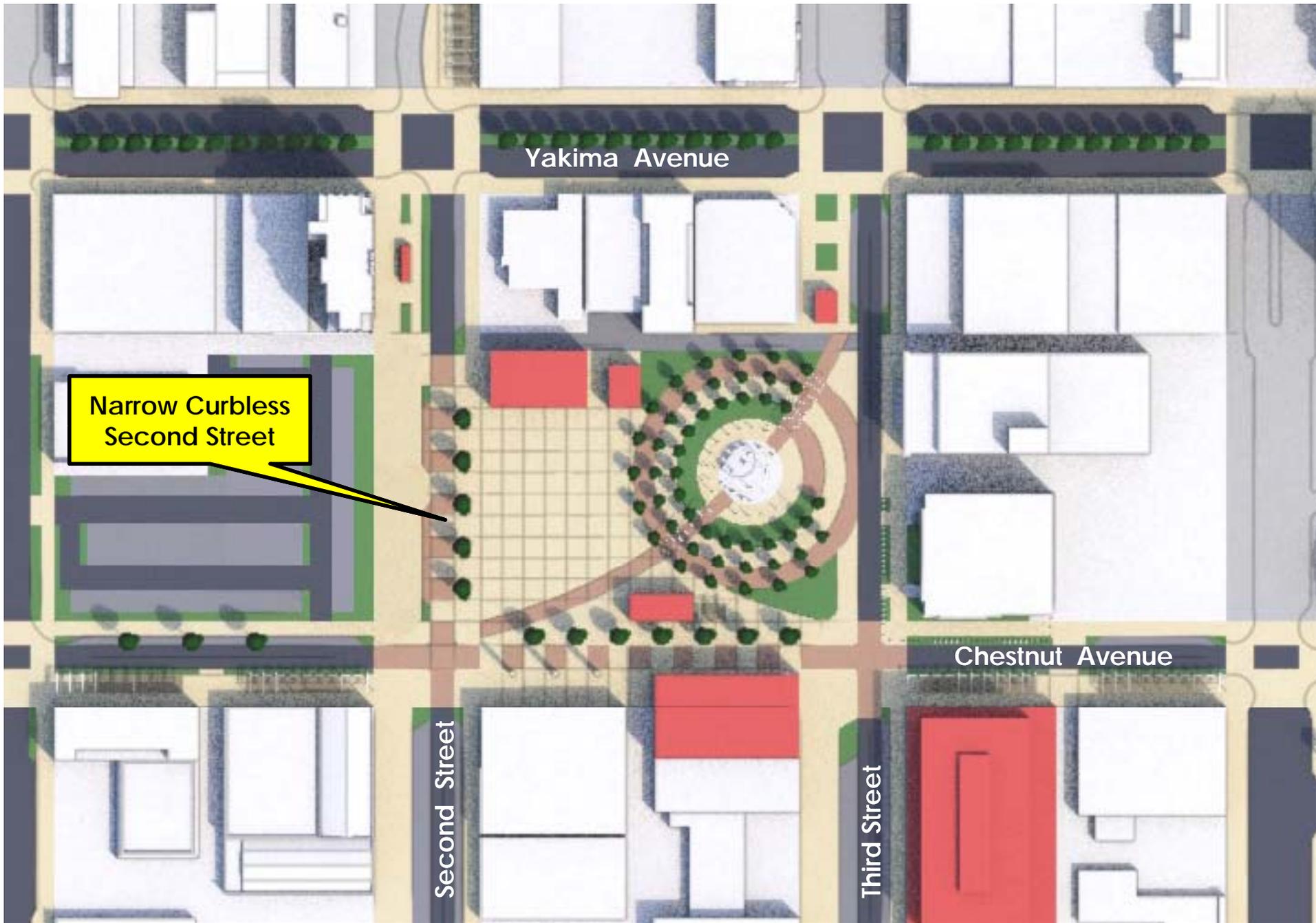
Alternative 1 — 'South Plaza'



Alternative 1 — 'South Plaza'



Alternative 1 — 'South Plaza'



Yakima Avenue

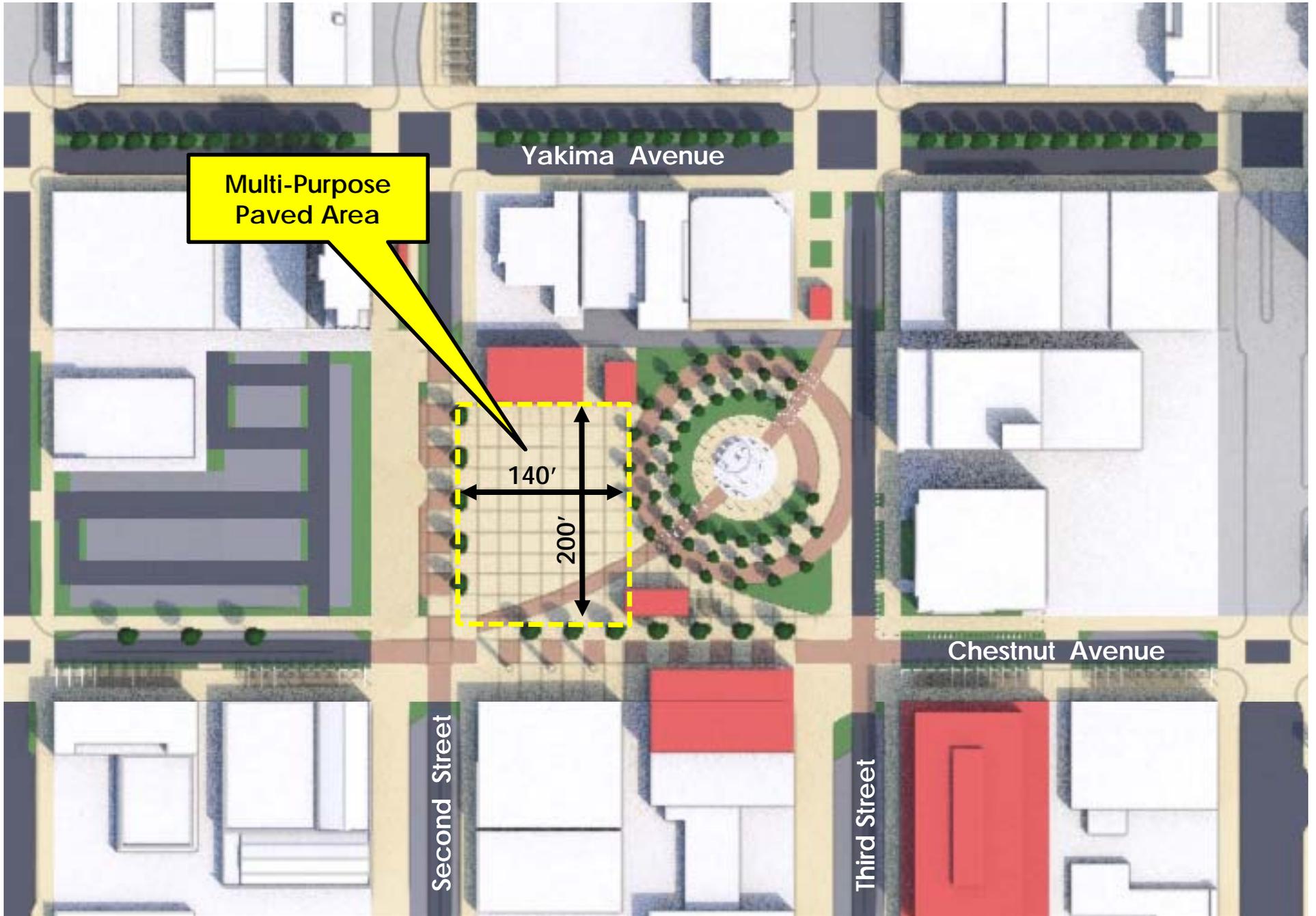
Narrow Curbless
Second Street

Second Street

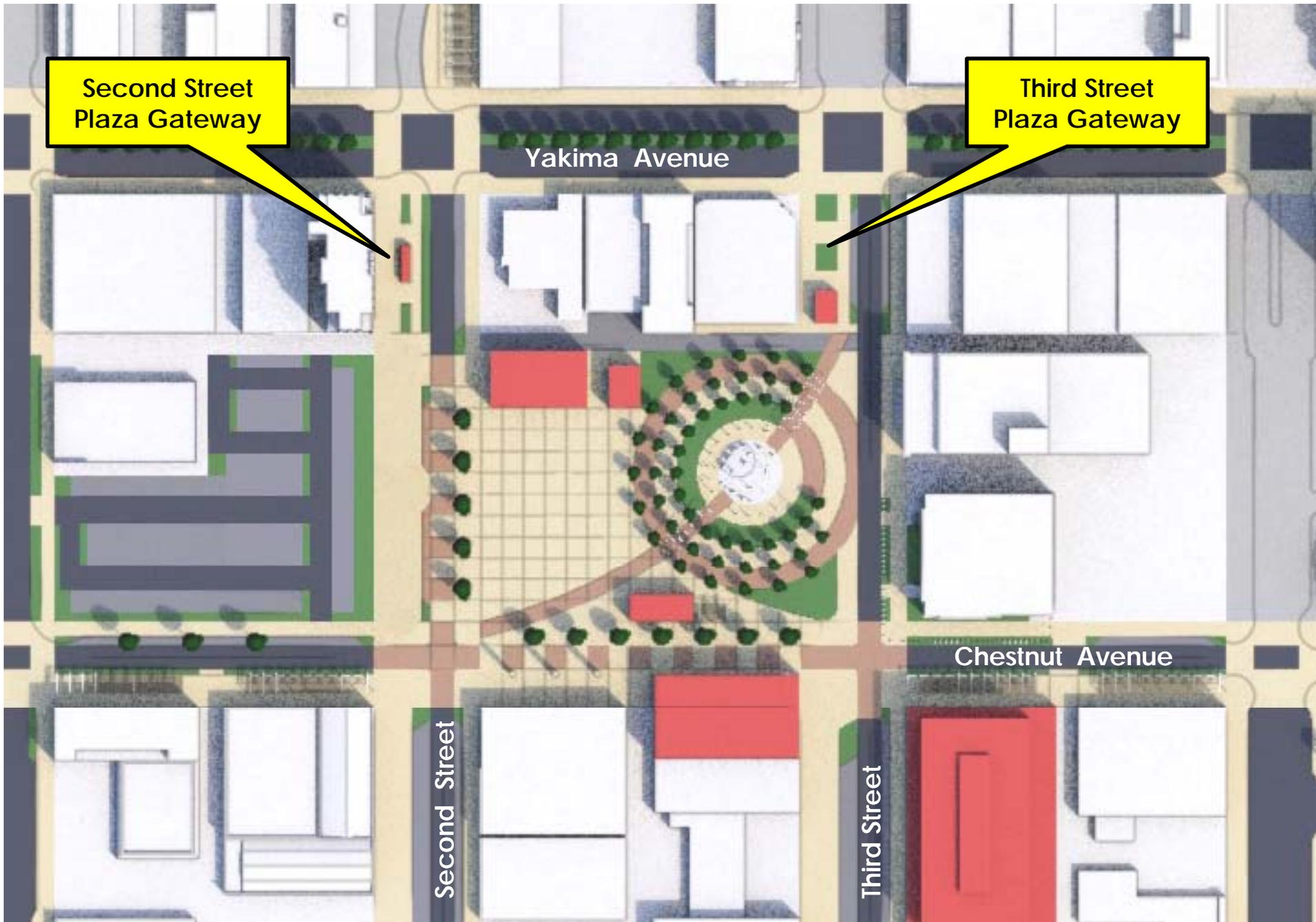
Third Street

Chestnut Avenue

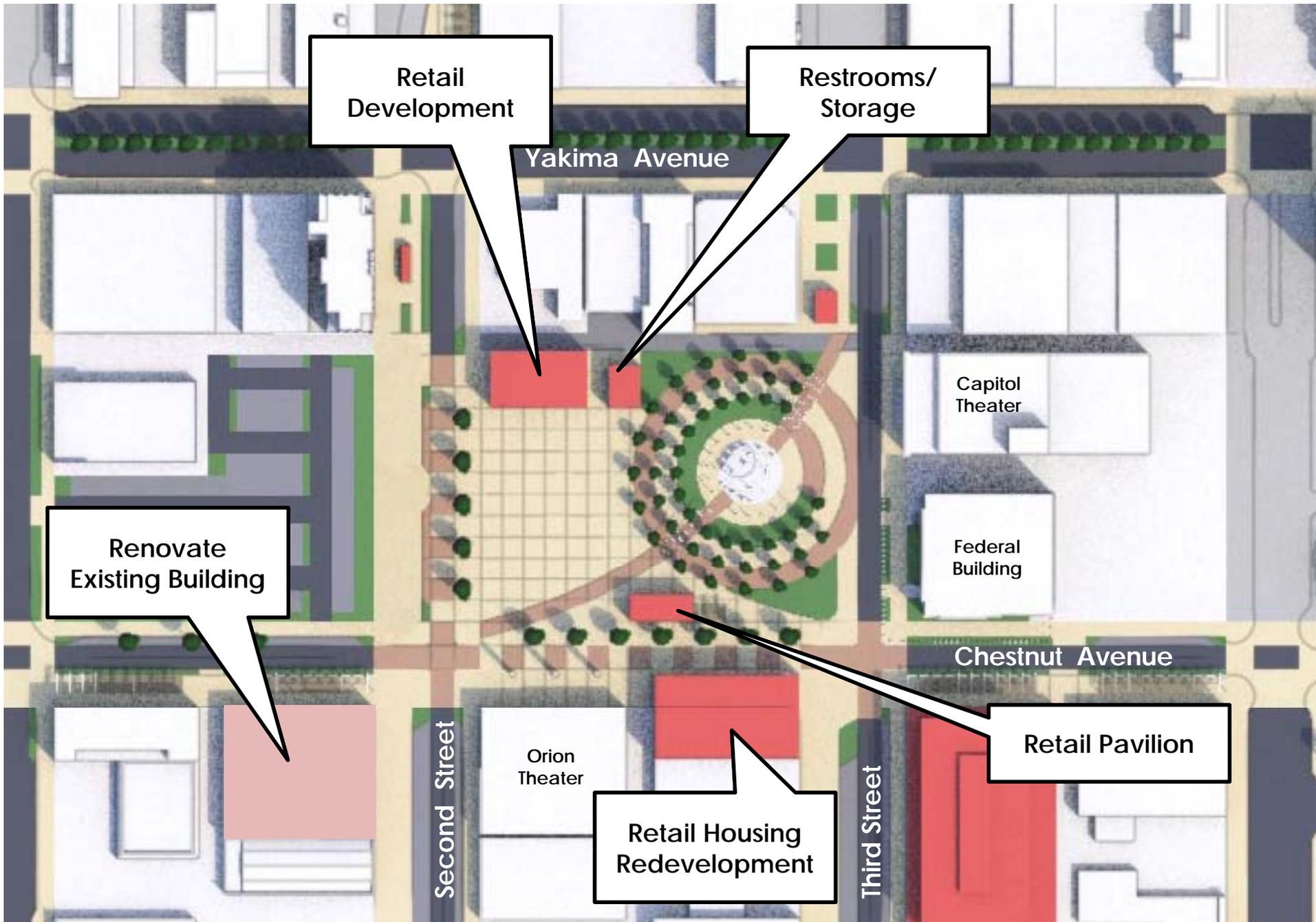
Alternative 1 — 'South Plaza'



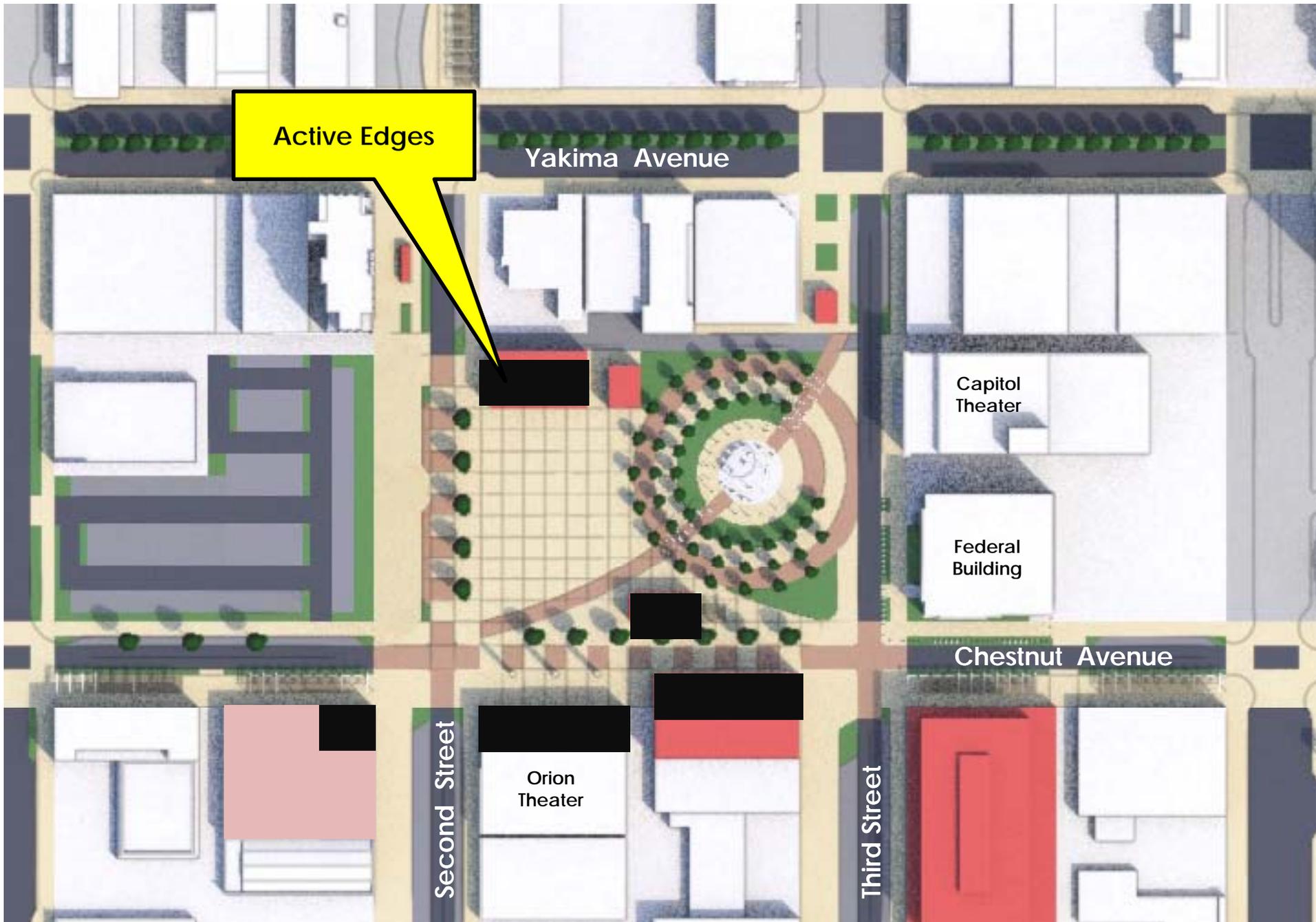
Alternative 1 — 'South Plaza'



Alternative 1 — 'South Plaza'



Alternative 1 — 'South Plaza'



Active Edges

Yakima Avenue

Capitol Theater

Federal Building

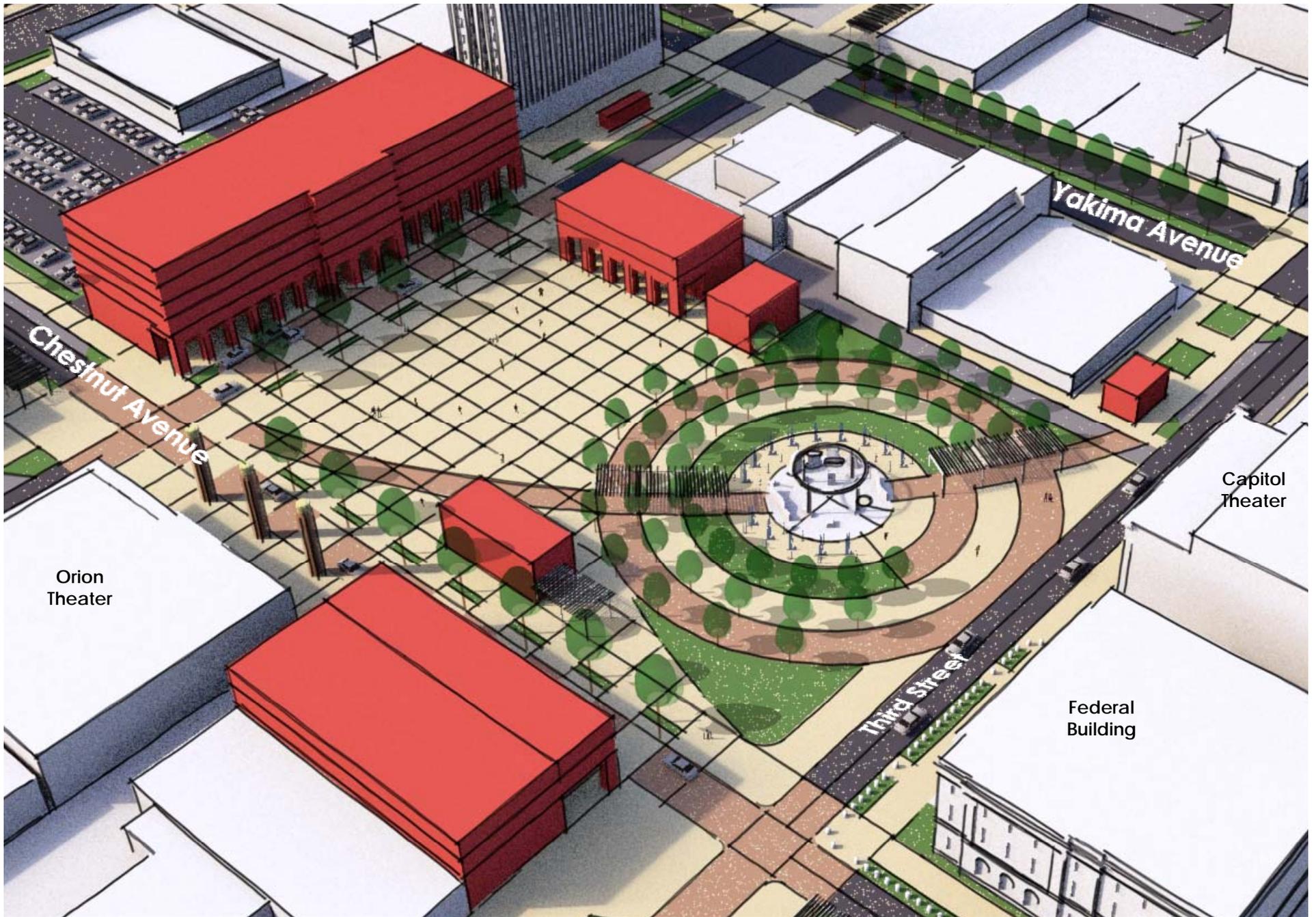
Chestnut Avenue

Second Street

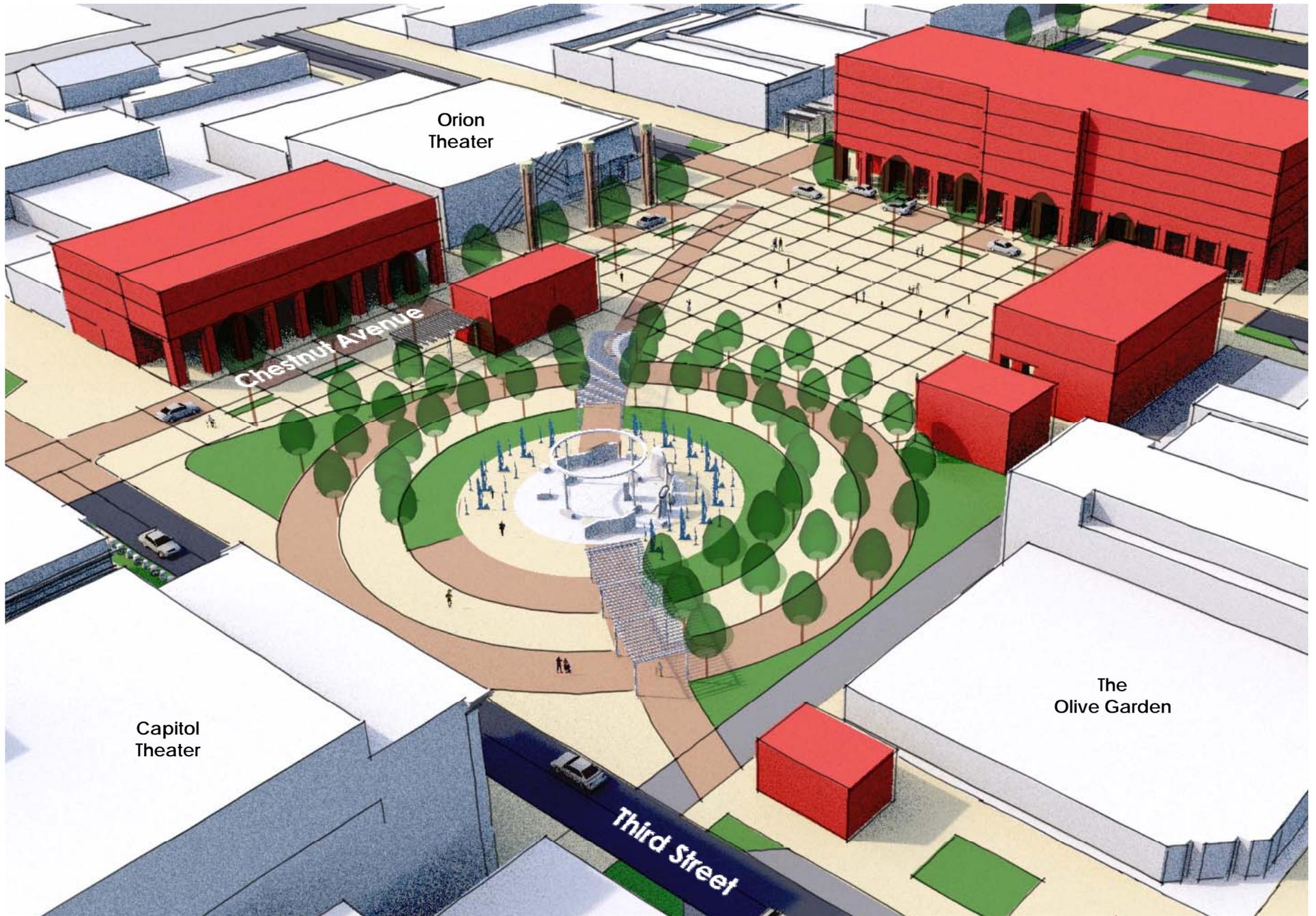
Orion Theater

Third Street

Alternative 1 — 'South Plaza'



'South Plaza' (Looking Northwest)



Orion
Theater

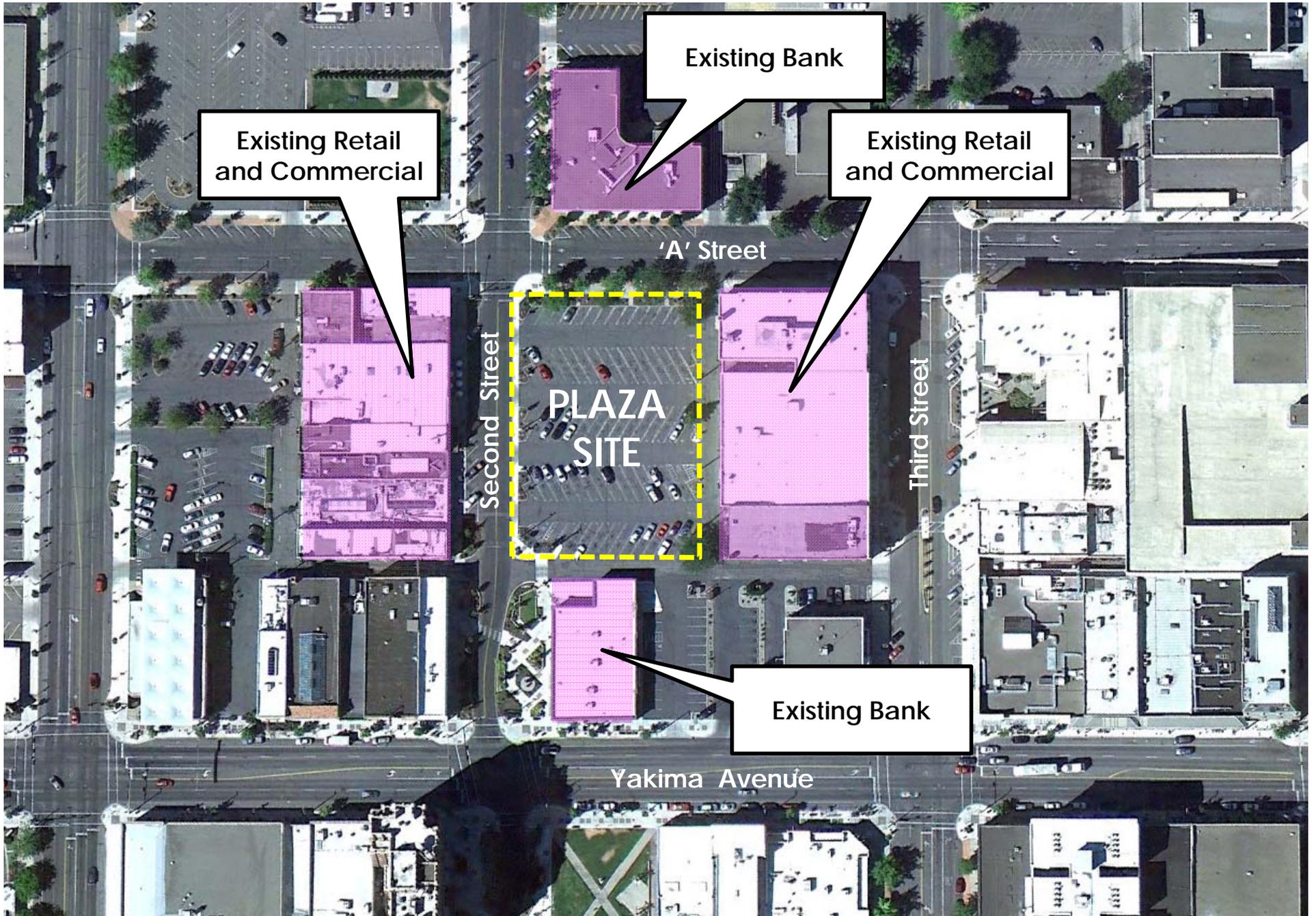
Chestnut Avenue

Capitol
Theater

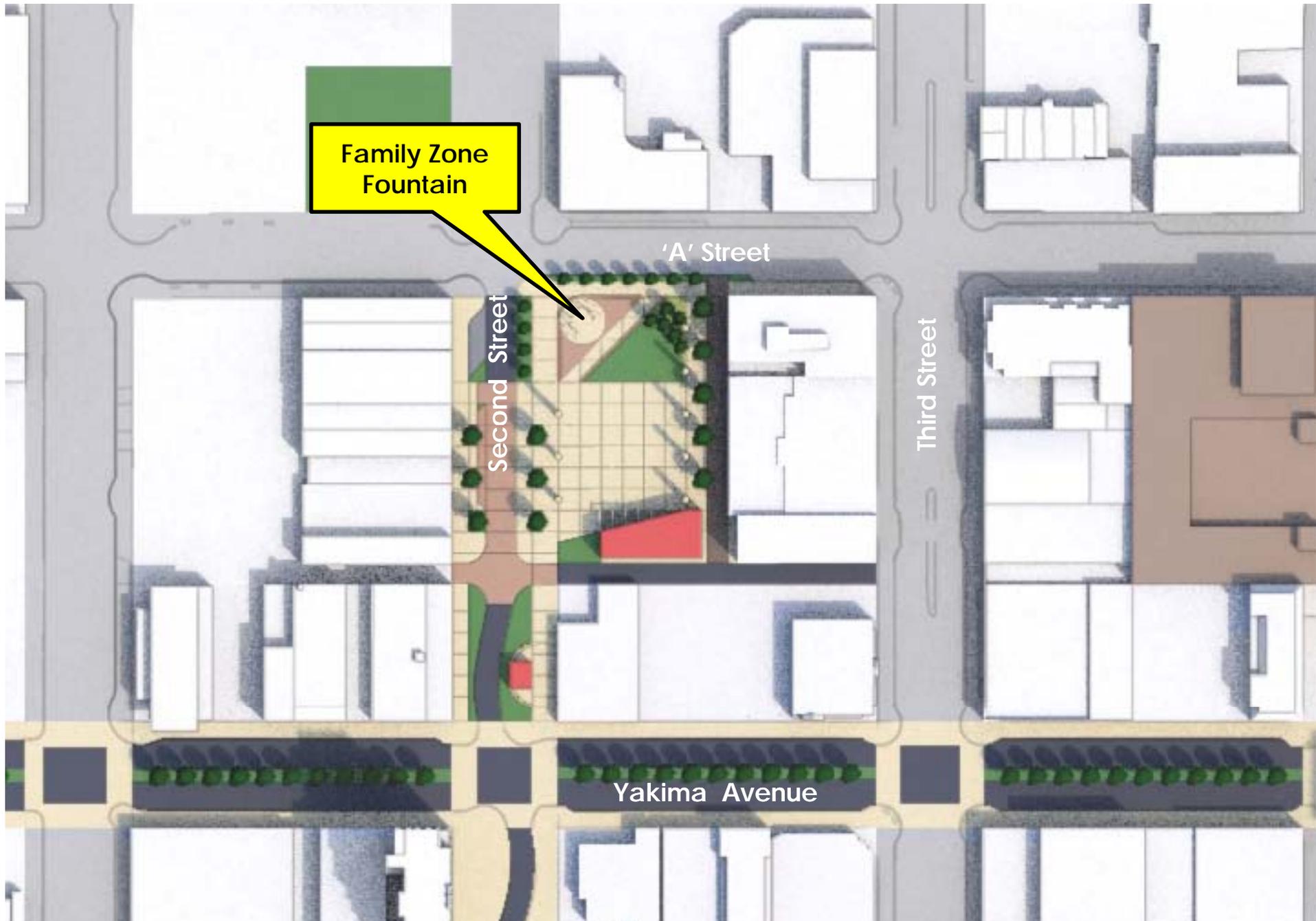
Third Street

The
Olive Garden

'South Plaza' (Looking Southwest)



Alternative 2 — 'North Plaza'



Family Zone Fountain

'A' Street

Second Street

Third Street

Yakima Avenue

Alternative 2 — 'North Plaza'



Lawn & Planting Beds

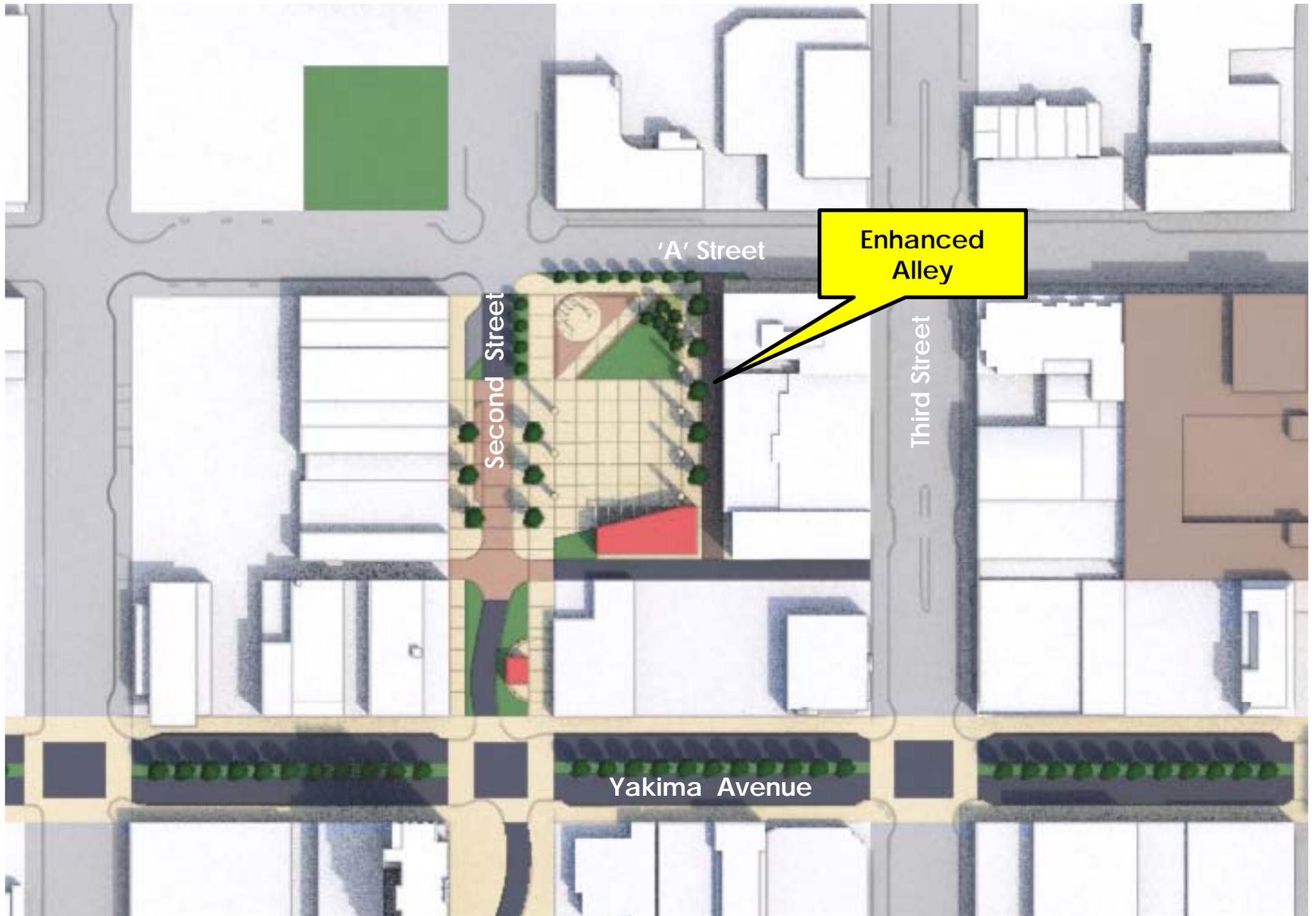
'A' Street

Second Street

Third Street

Yakima Avenue

Alternative 2 — 'North Plaza'



Enhanced Alley

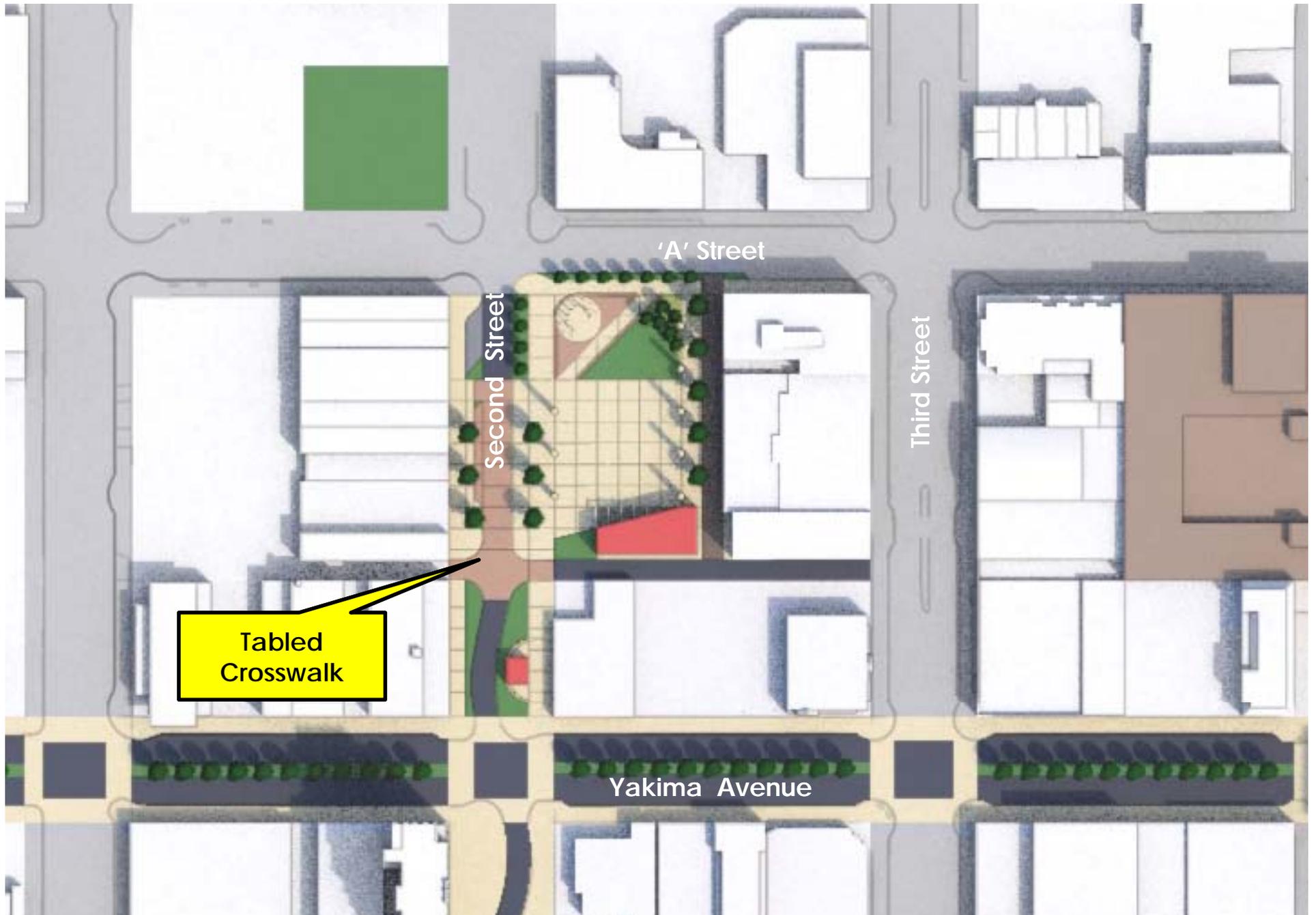
'A' Street

Second Street

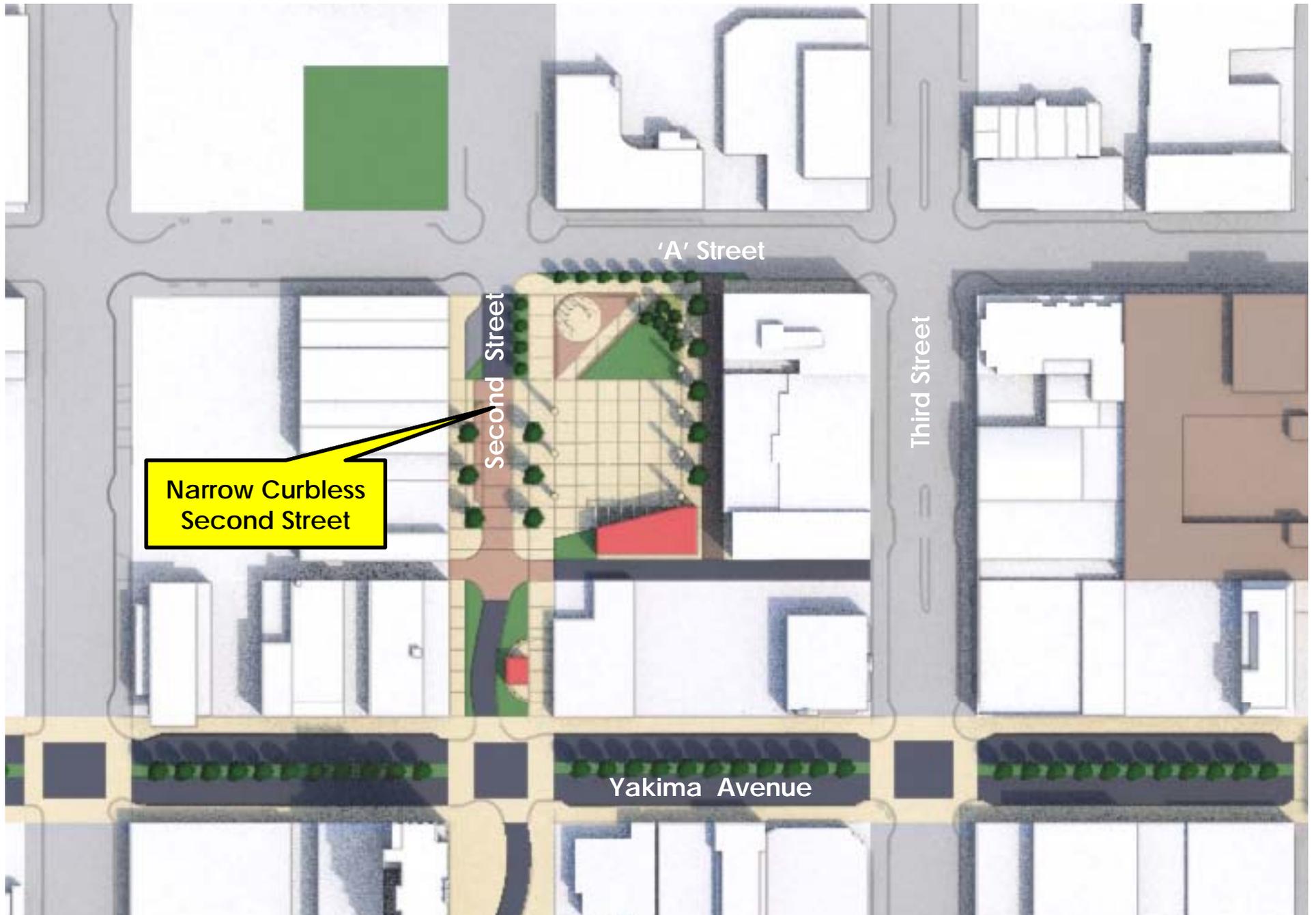
Third Street

Yakima Avenue

Alternative 2 — 'North Plaza'



Alternative 2 — 'North Plaza'



Alternative 2 — 'North Plaza'



'A' Street

Second Street

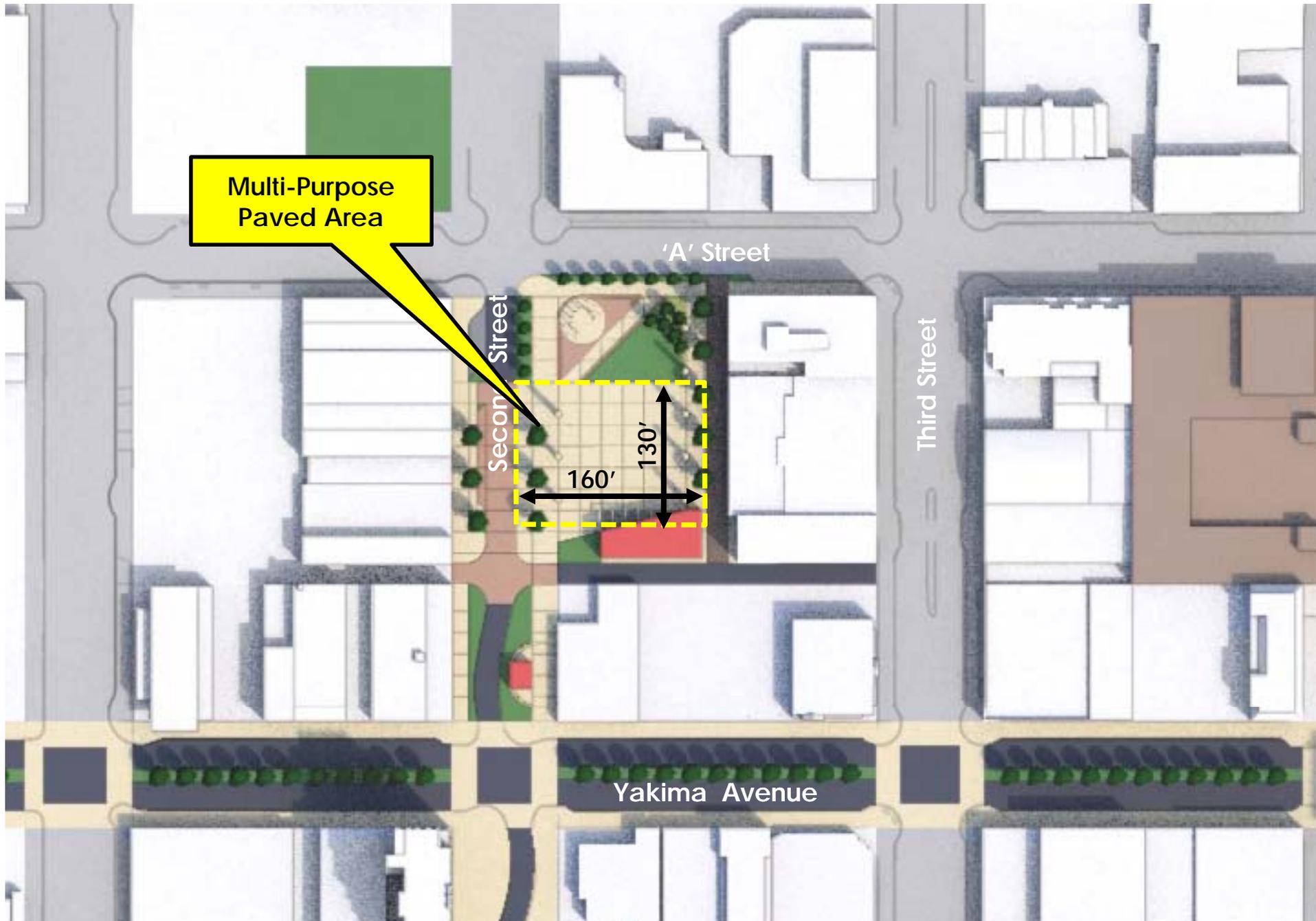
Third Street

Second Street
Plaza Gateway

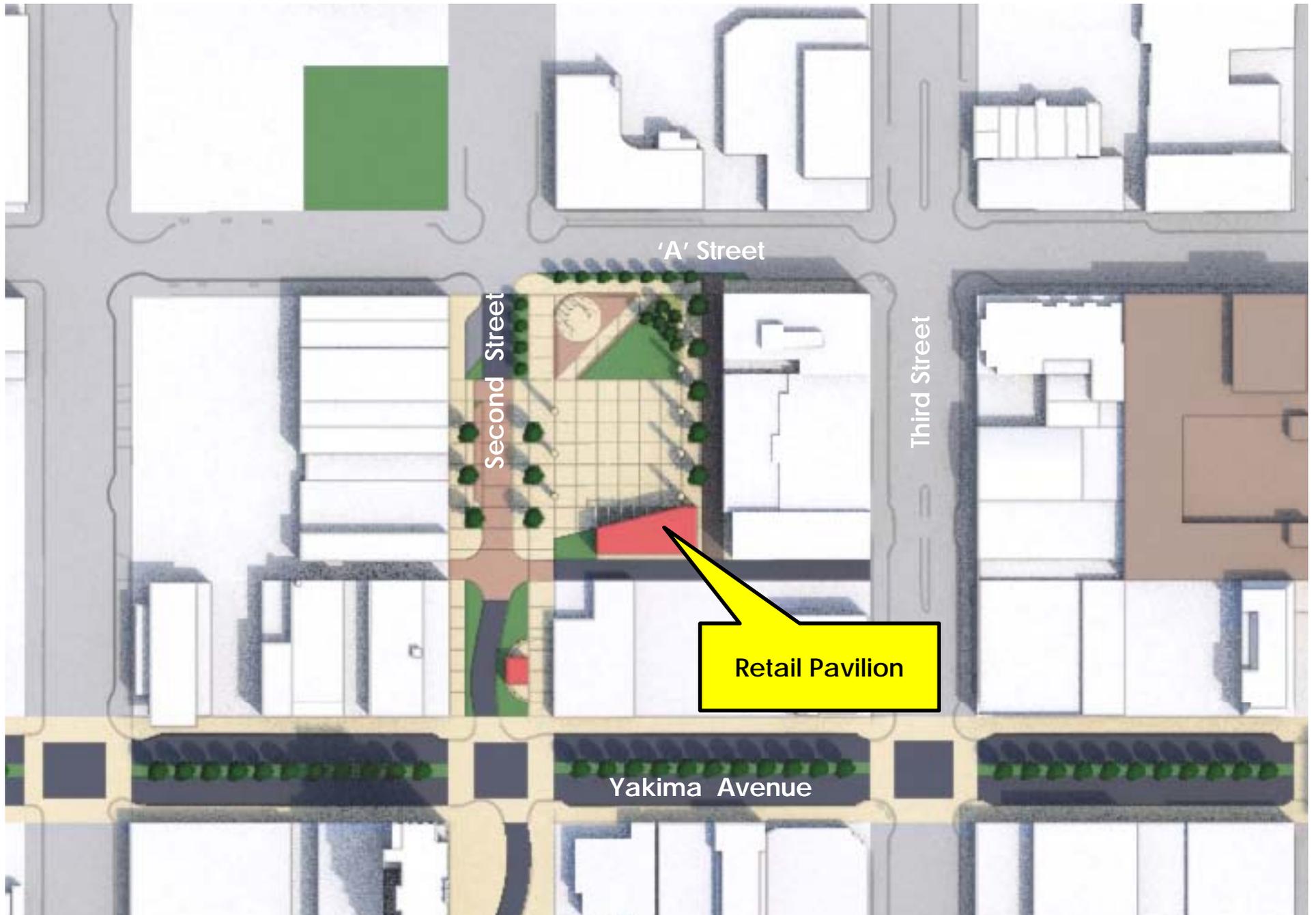
Visitor Info/
Restrooms

Yakima Avenue

Alternative 2 — 'North Plaza'



Alternative 2 — 'North Plaza'



'A' Street

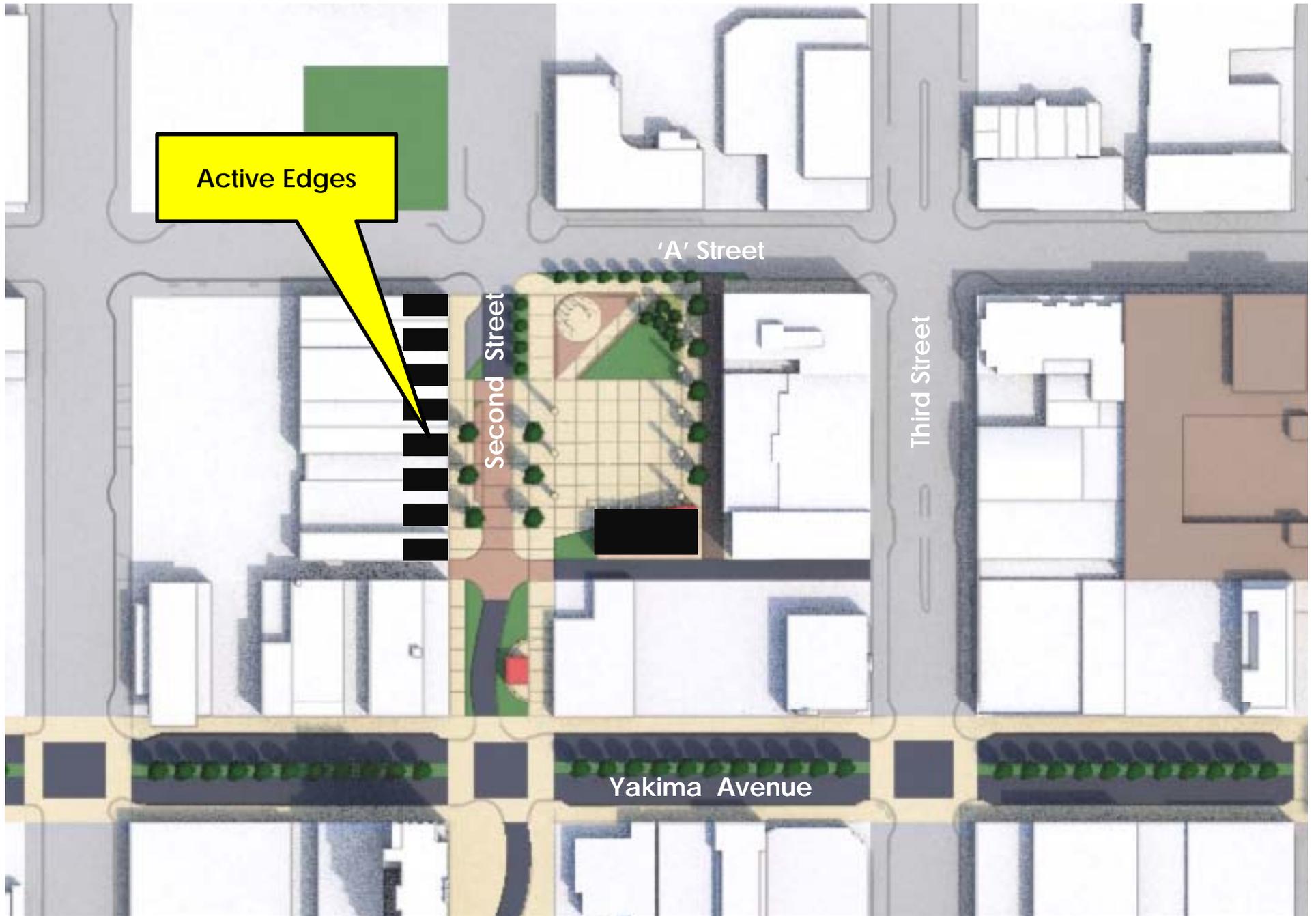
Second Street

Third Street

Retail Pavilion

Yakima Avenue

Alternative 2 — 'North Plaza'



Active Edges

'A' Street

Second Street

Third Street

Yakima Avenue

Alternative 2 — 'North Plaza'



'North Plaza' (Looking South)



Alternative 1: 'South Plaza'



Alternative 2: 'North Plaza'

Evaluation Criteria	Legend			Alt 1	Alt 2
	Good	Fair	Poor		
1. Enclosure (All Sides)	●			●	●
2. Edge Uses (Retail)	●			●	●
3. Function (Flexible)	●			●	●
4. Economic (Stimulates Dev.)	●			●	●

Plaza Alternatives Assessment



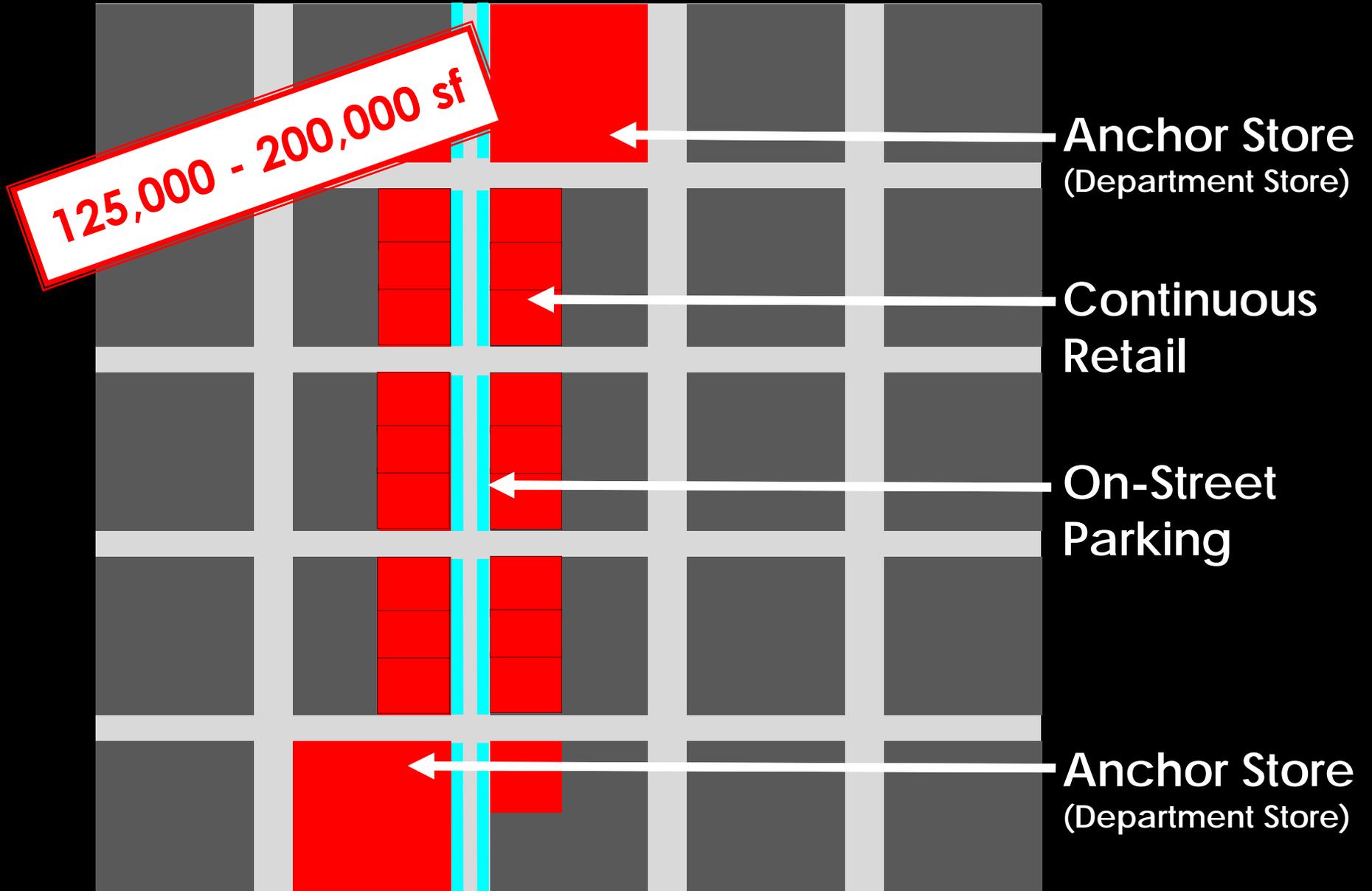
Retail Alternatives

Retail Main Street Fundamentals



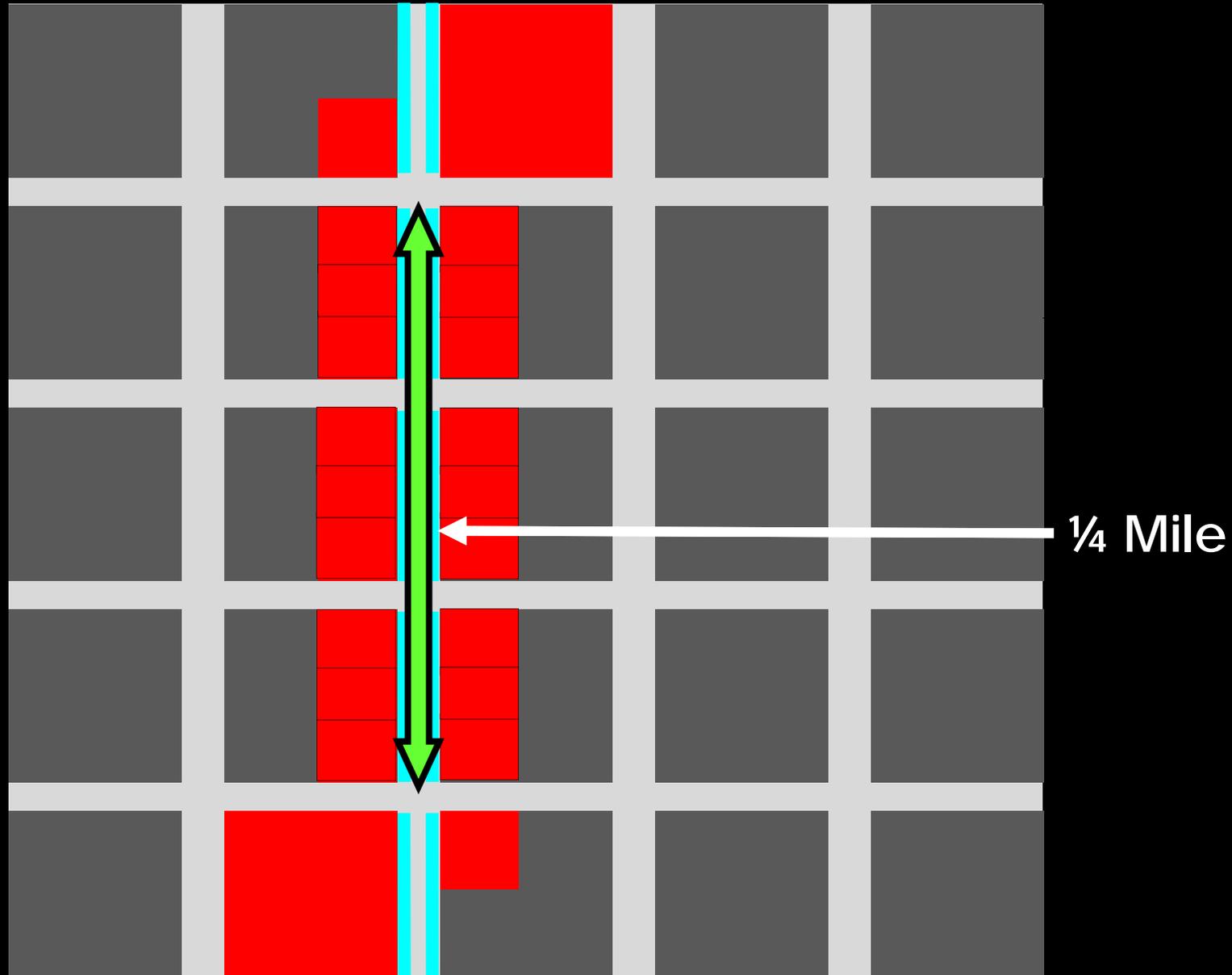
Traditional Retail Main Street

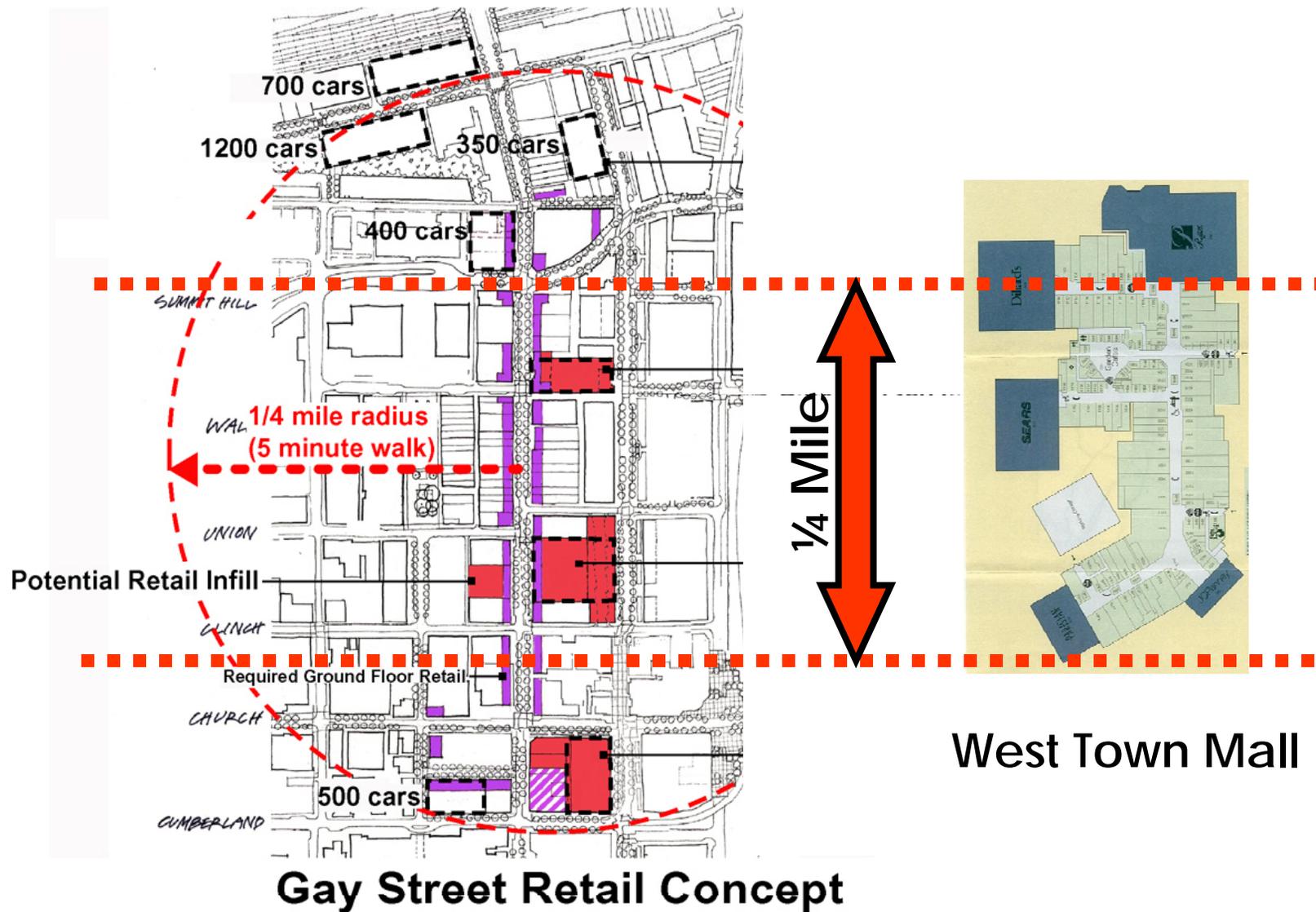
Fundamental Configuration



Traditional Retail Main Street

Fundamental Configuration

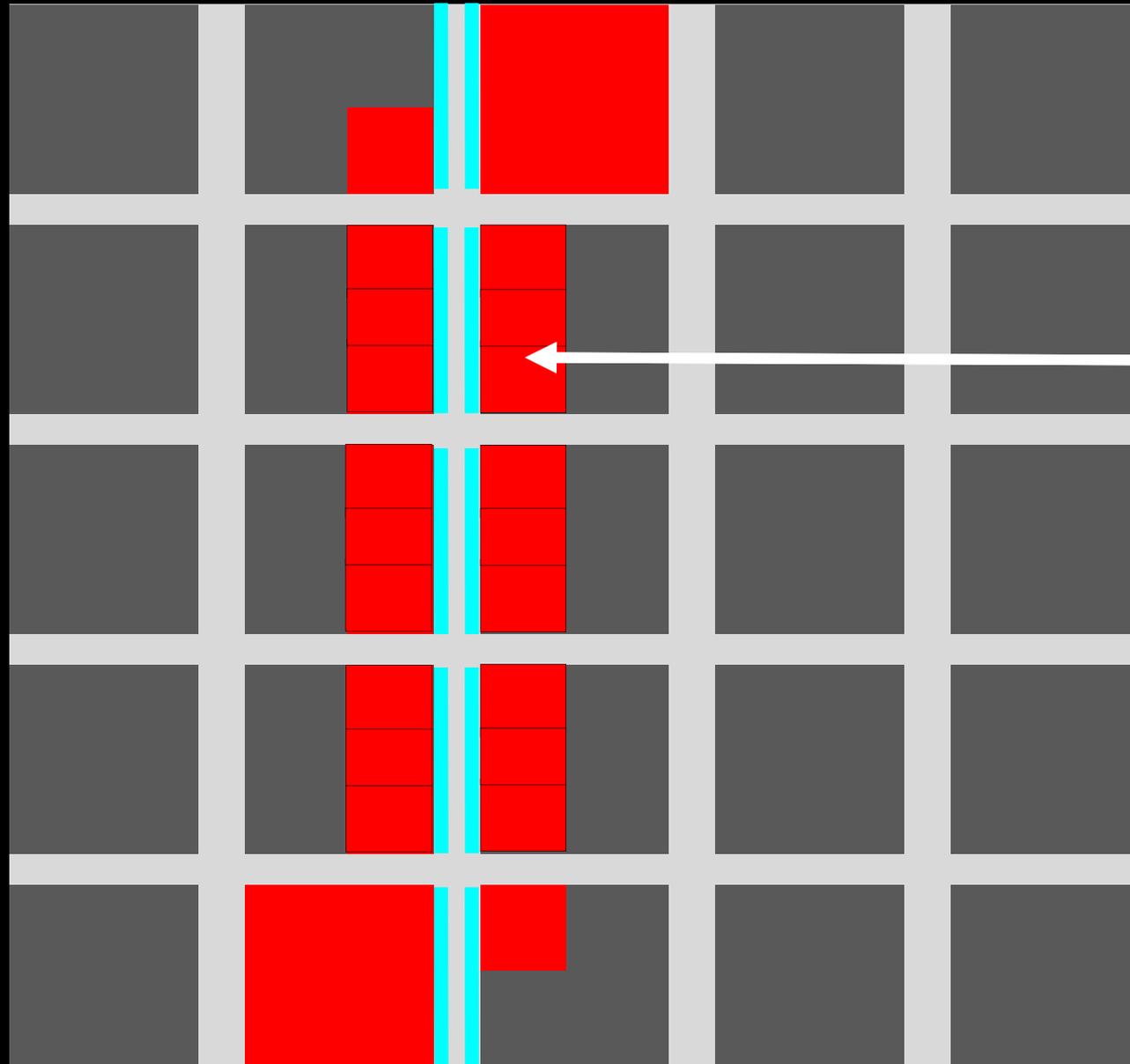




Downtown Knoxville, Tennessee Retail Strategy

Traditional Retail Main Street

Fundamental Configuration

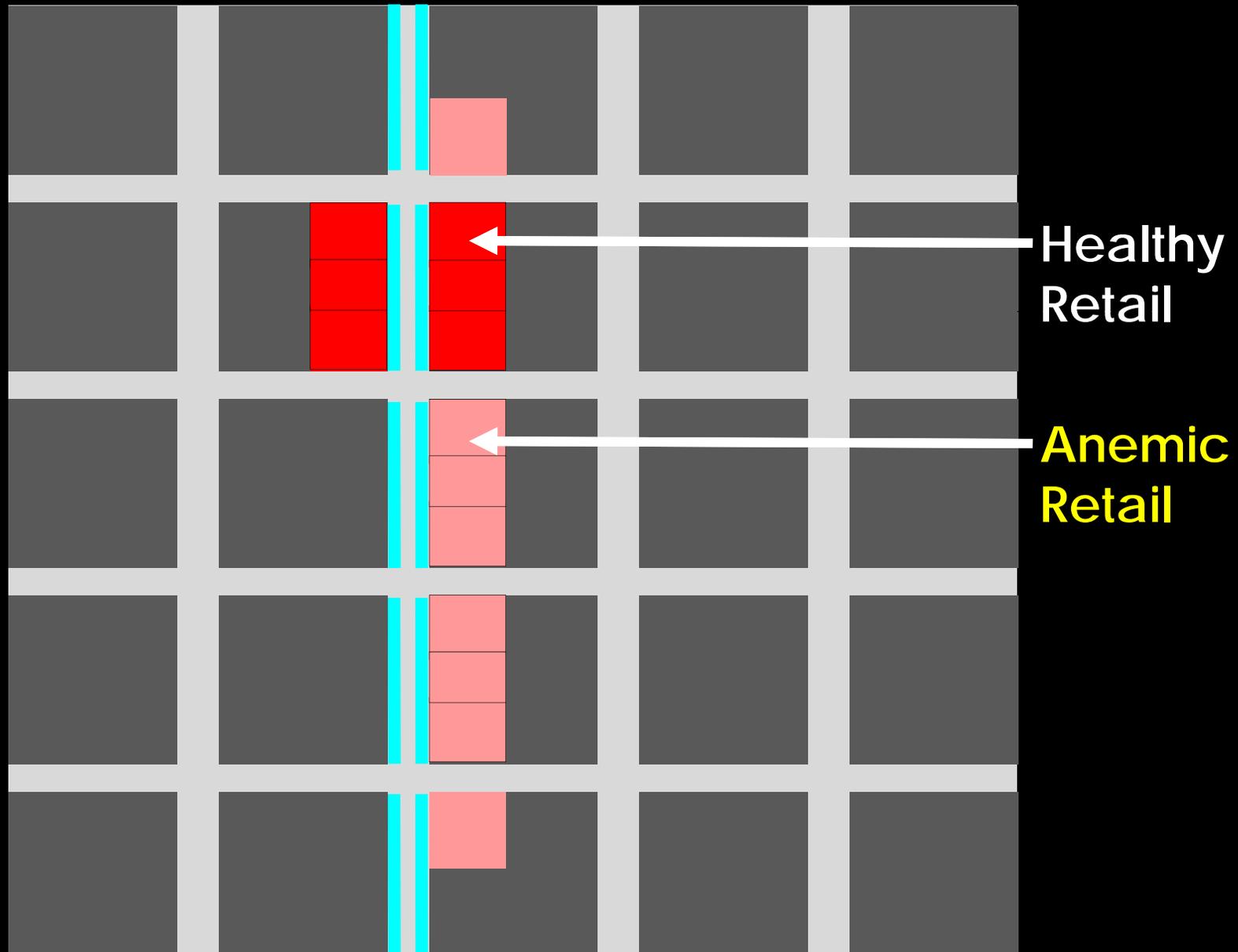


Continuous
Retail

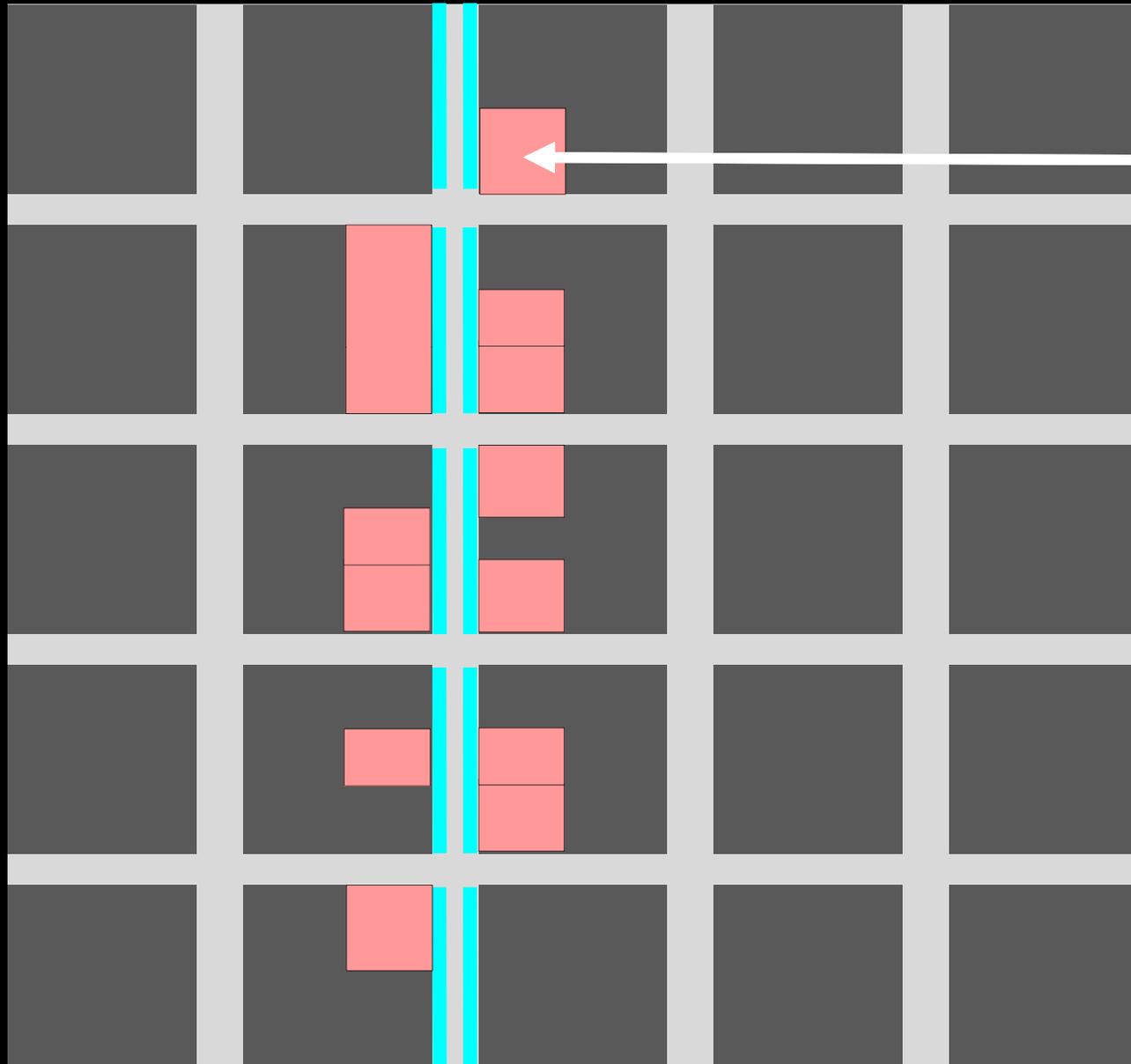


Two Sided Retail

Two-Sided Retail

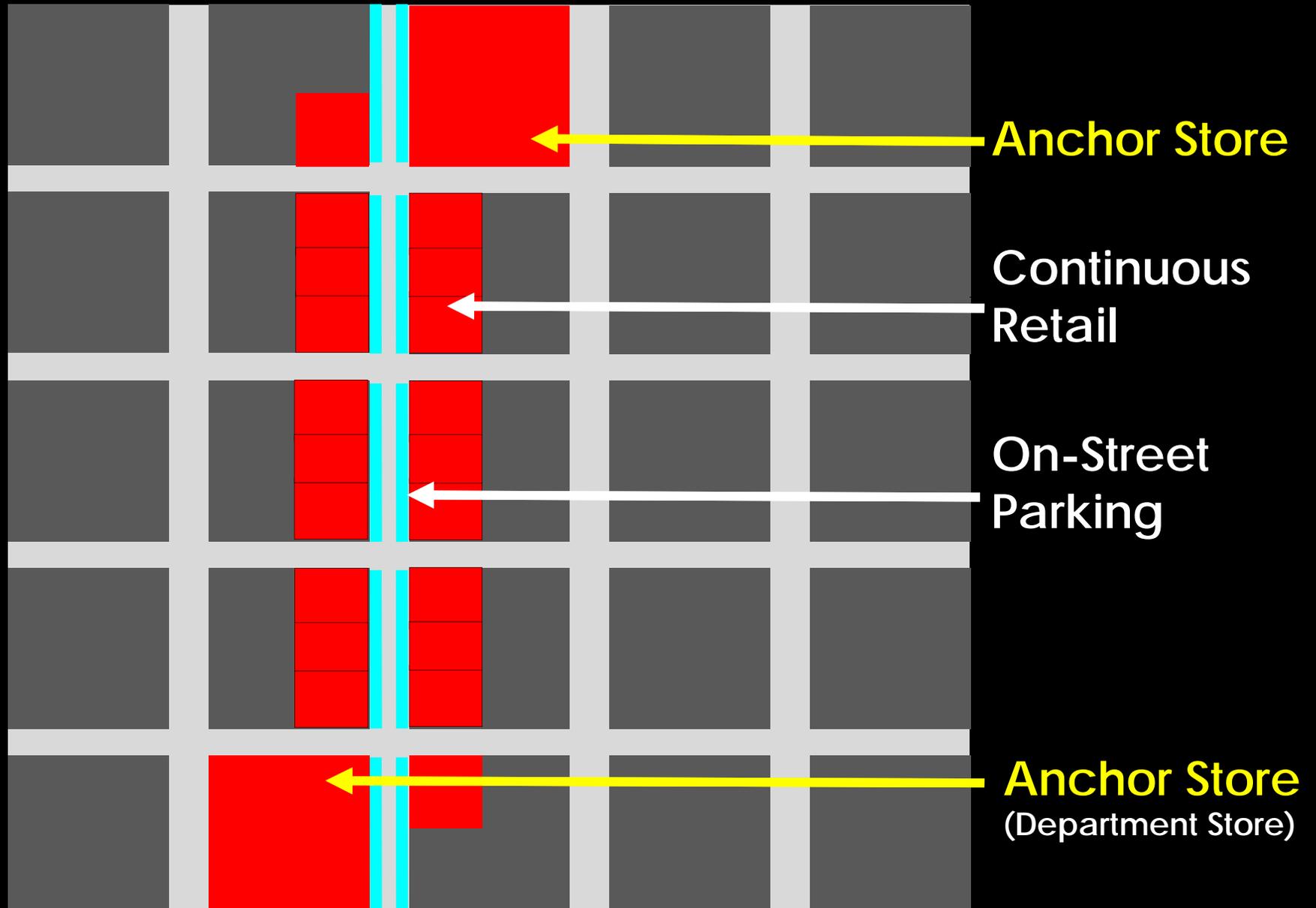


Discontinuous Retail



Anemic
Retail

Traditional Retail Main Street





**30% Additional Sales for
Adjacent Shops**

Retail Anchors



Retail Anchor- Theatre

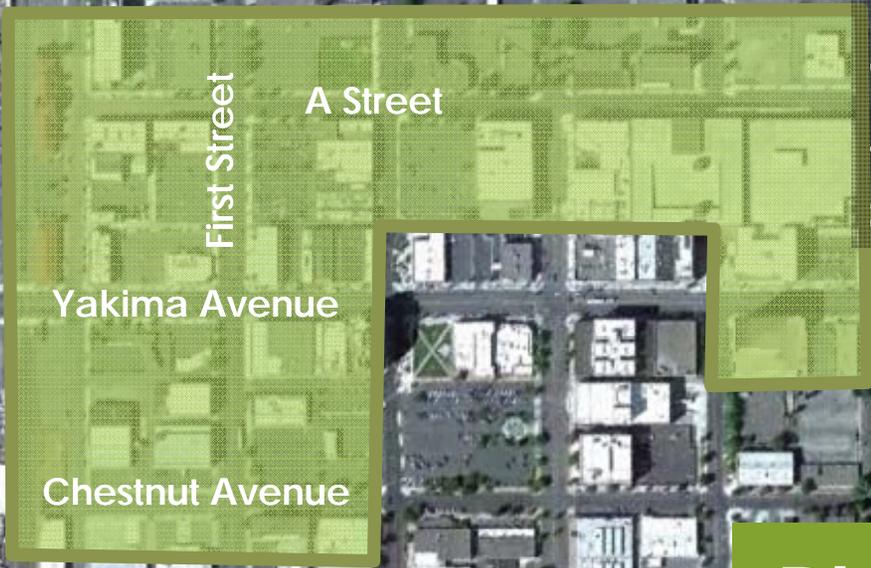
-
- Focus on food , beverage & entertainment
 - Creating a 'lifestyle' precinct



Phase 1
103,100 SF

Downtown Retail Plan — Phase 1

- Focus on convenience & comparison uses
- Continued food & beverage



Phase 2
103,100 SF +
285,600 SF =
388,700 SF

Downtown Retail Plan — Phase 2

▪ Extend retail growth throughout Downtown



Seventh Avenue

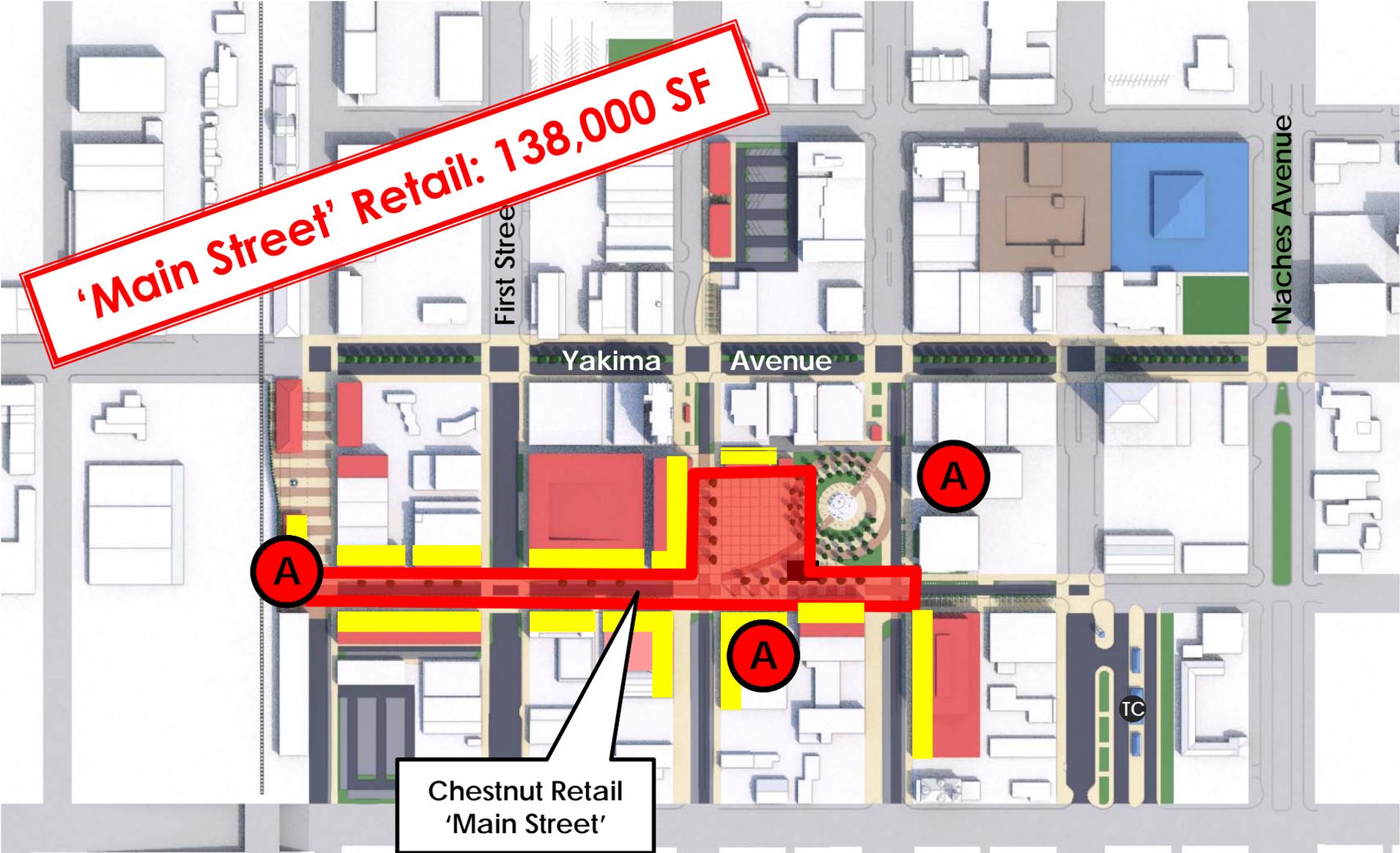
Yakima Avenue

Ninth Street

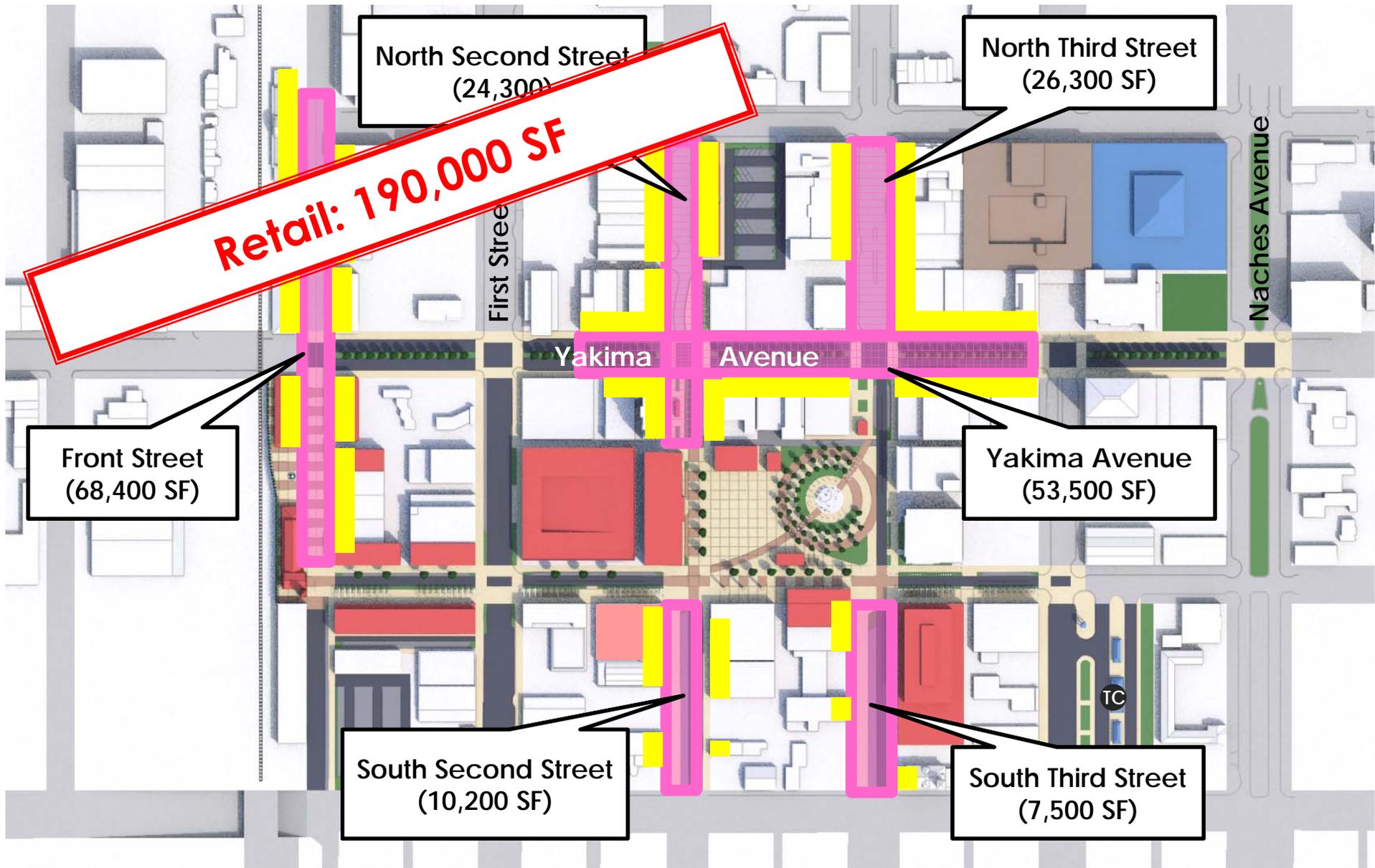
Phase 3
642,600 SF

Downtown Retail Plan — Phase 3

'Main Street' Retail: 138,000 SF

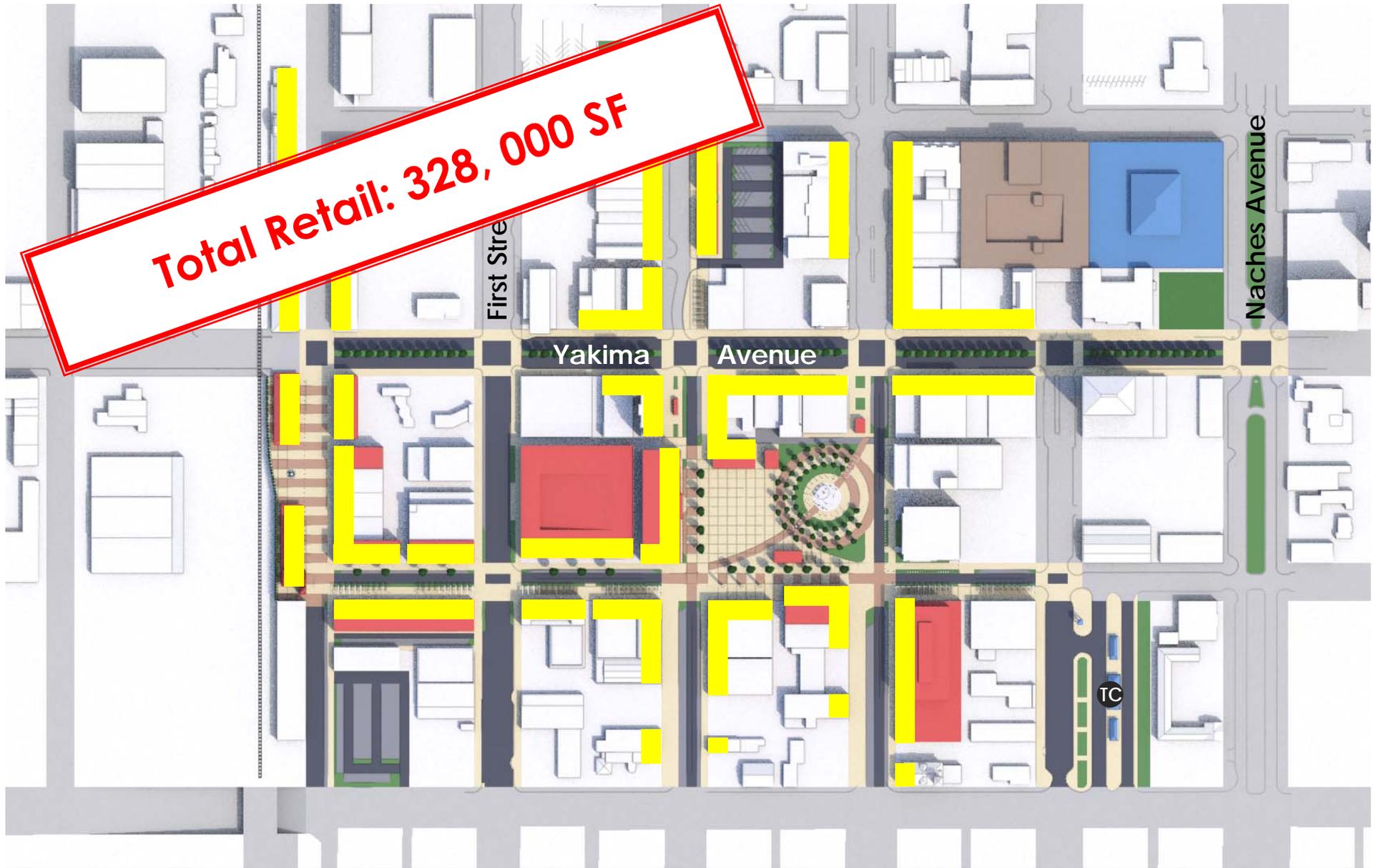


Alternative 1: Phase I

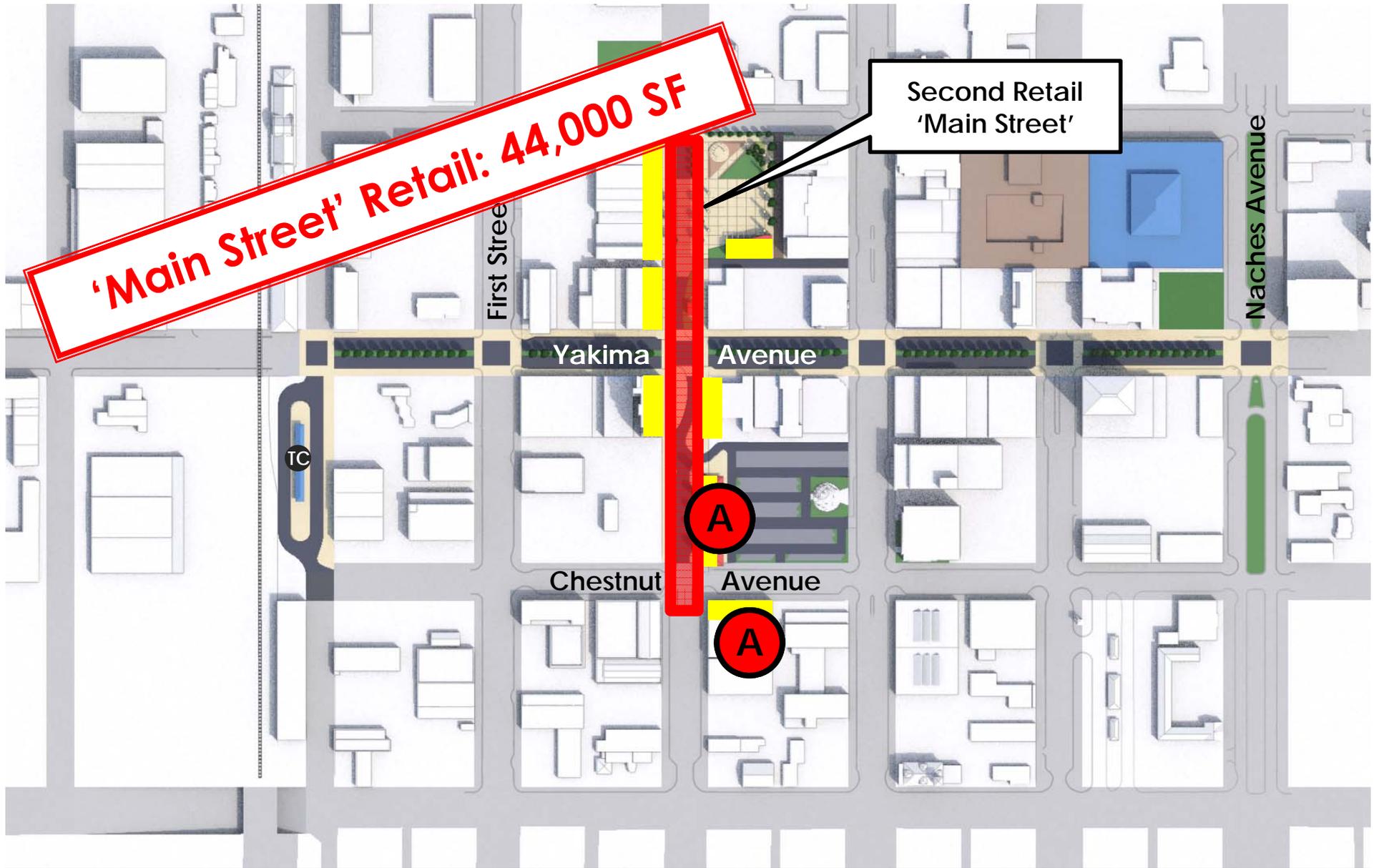


Alternative 1: Phase II

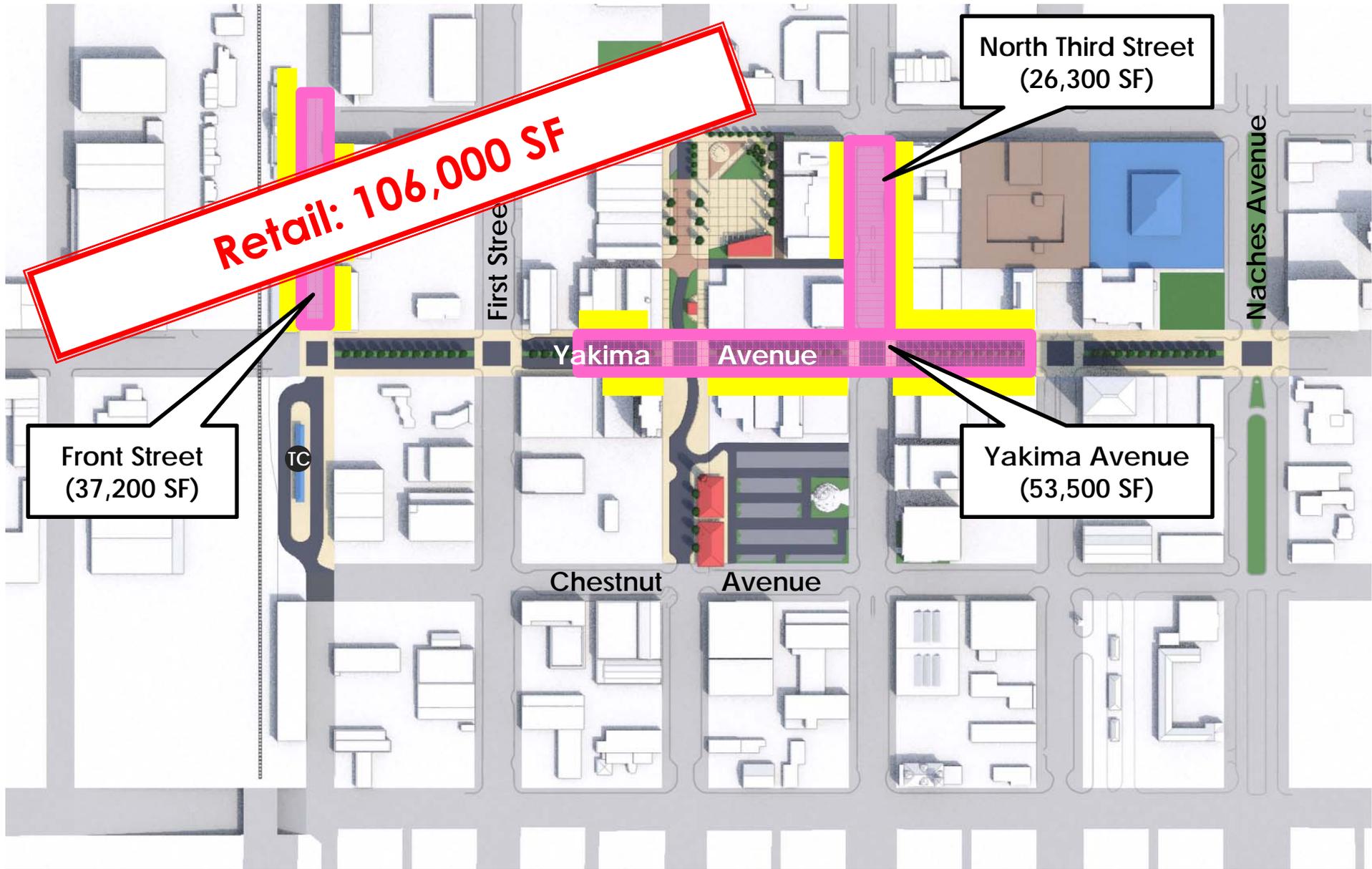
Total Retail: 328,000 SF



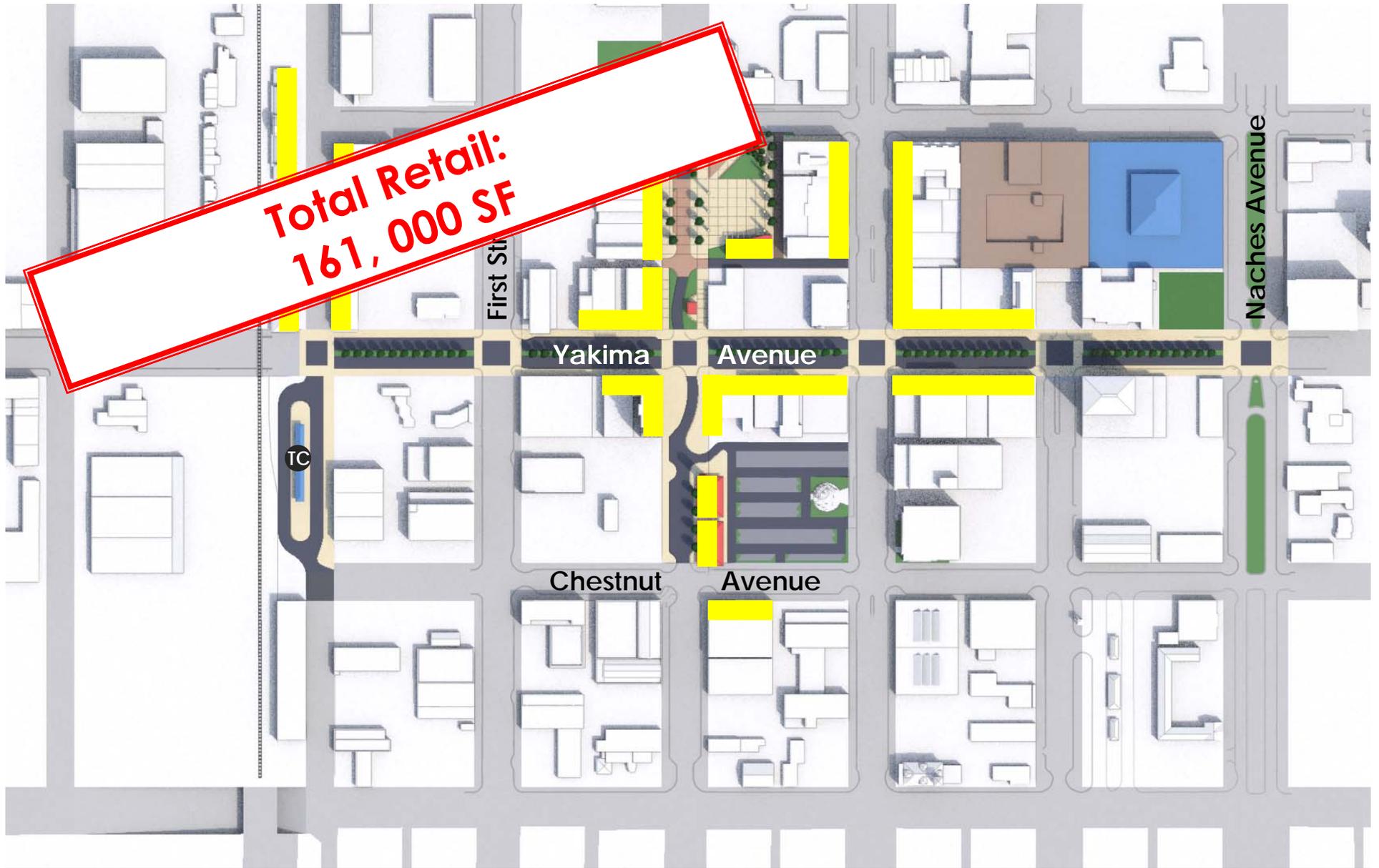
Alternative 1: Phase I & II



Alternative 2 — Phase I



Alternative 2 — Phase II



**Total Retail:
161,000 SF**

First St

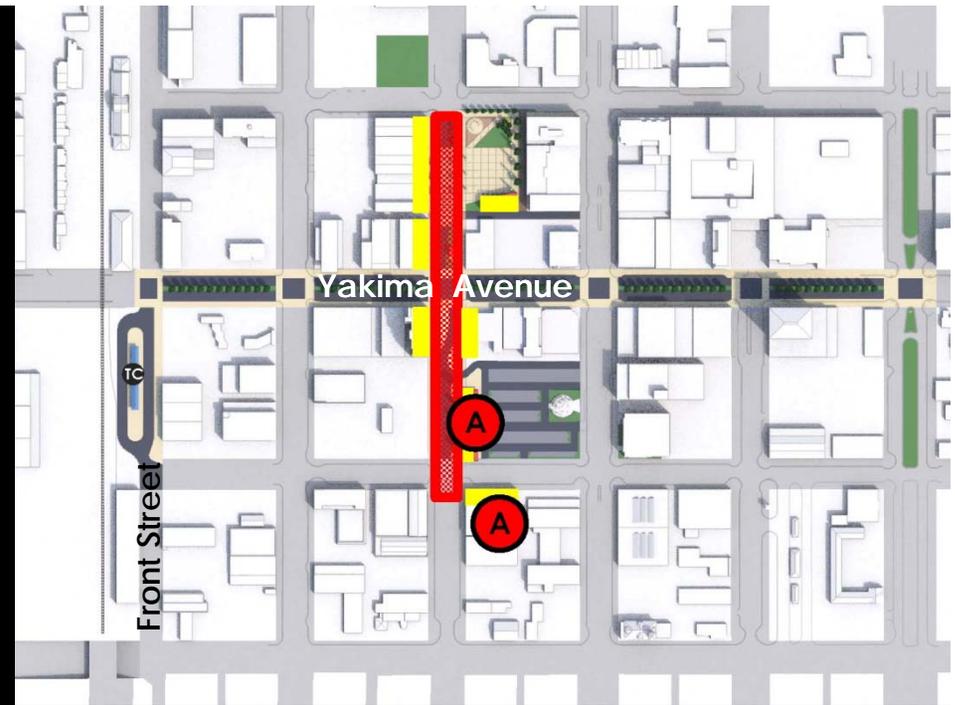
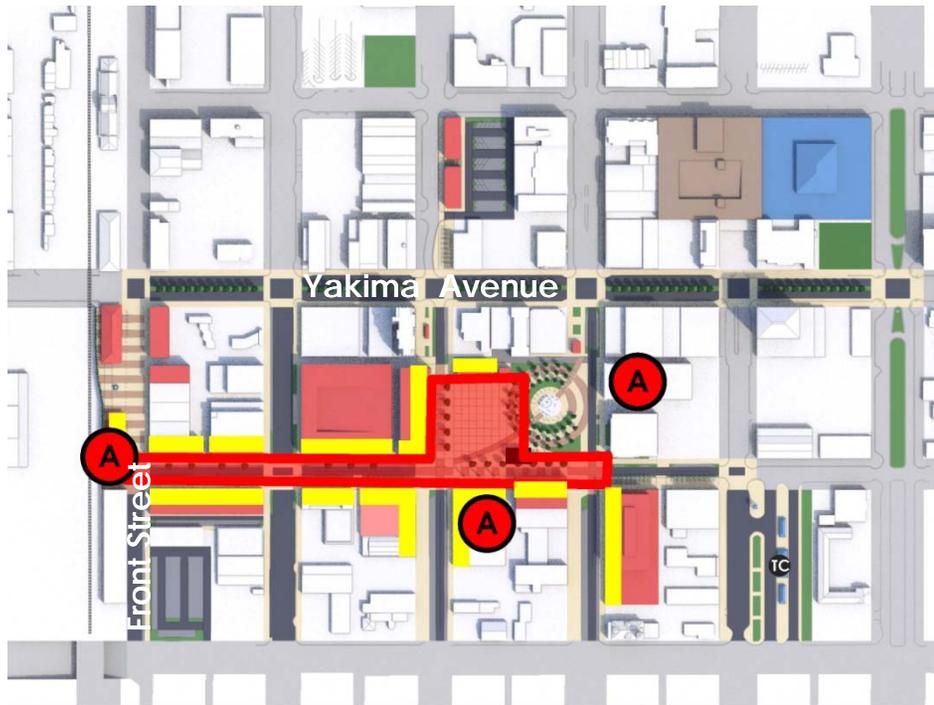
Naches Avenue

Yakima Avenue

Chestnut Avenue

TC

Alternative 2 — Phase I & II



Alternative 1

Alternative 2

Evaluation Criteria ● Good ● Fair ● Poor

Alt 1

Alt 2

1. 125,000 - 200,000 SF

● 138 M

● 44 M

2. Continuous Retail Edges

●

●

3. Anchor Retail

●

●

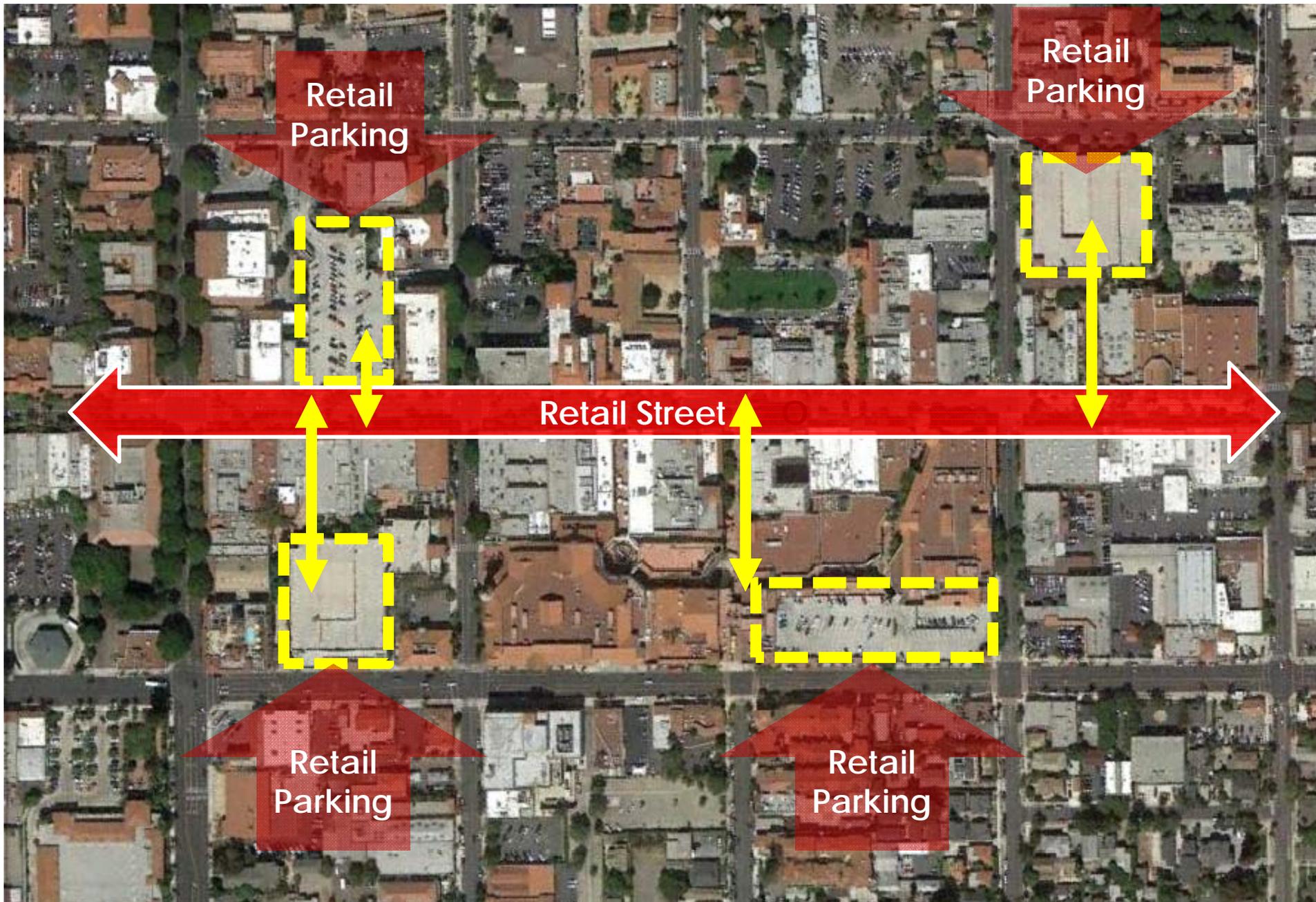
Phase I 'Main Street' Assessment



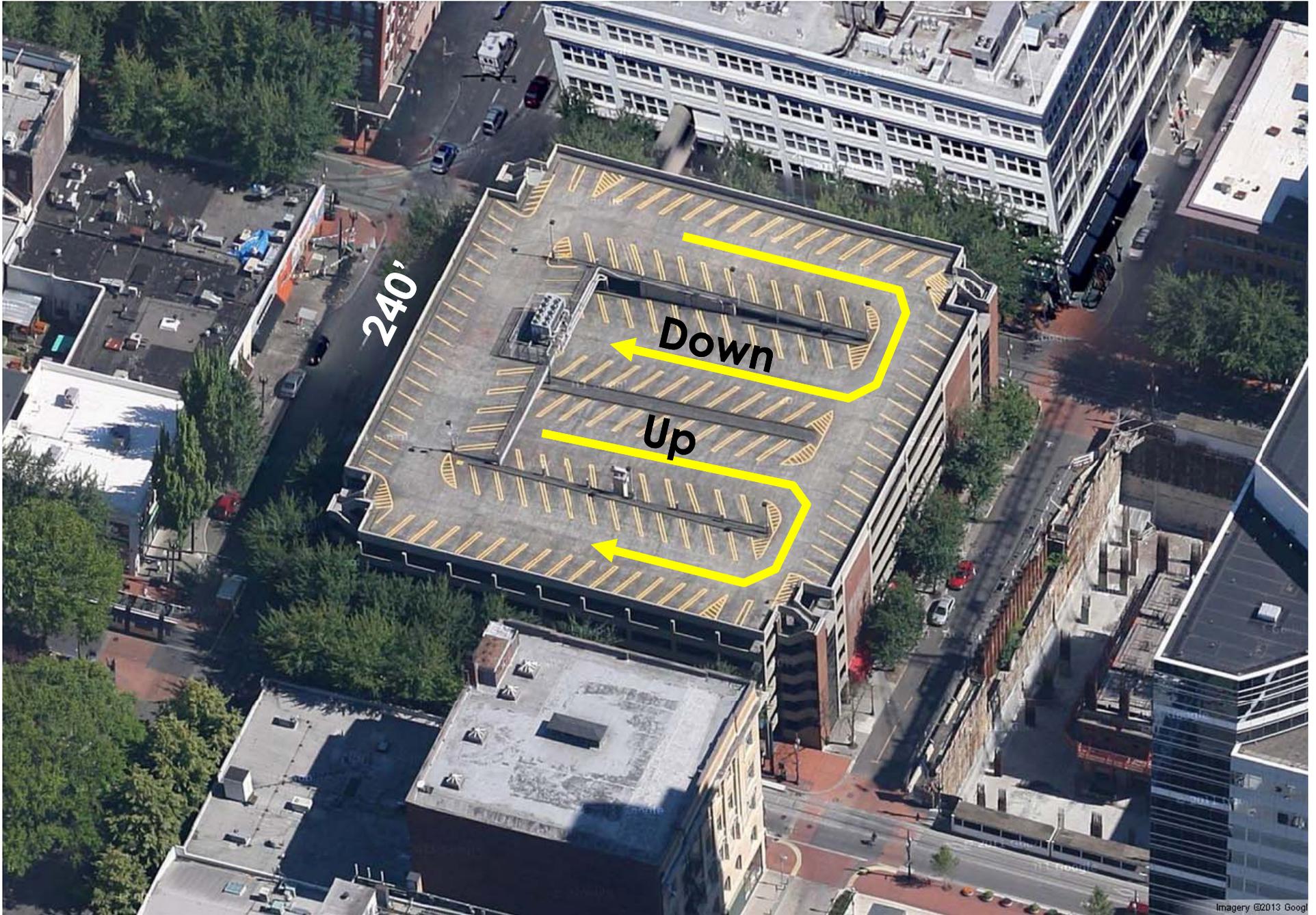
Retail Parking Alternatives

Retail Parking Fundamentals





Retail Parking — Adjacent Location



Imagery ©2013 Google

'Grandma-Friendly' Auto Circulation

Existing Public Spaces: 220

Yakima Avenue

Existing City
Parking Lot

PROPOSED
REPLACEMENT
SITE

PLAZA SITE

Chestnut Avenue

First Street

Second Street

Alternative 1

Replacement Public Spaces: 160

Remove Building
(50 spaces)

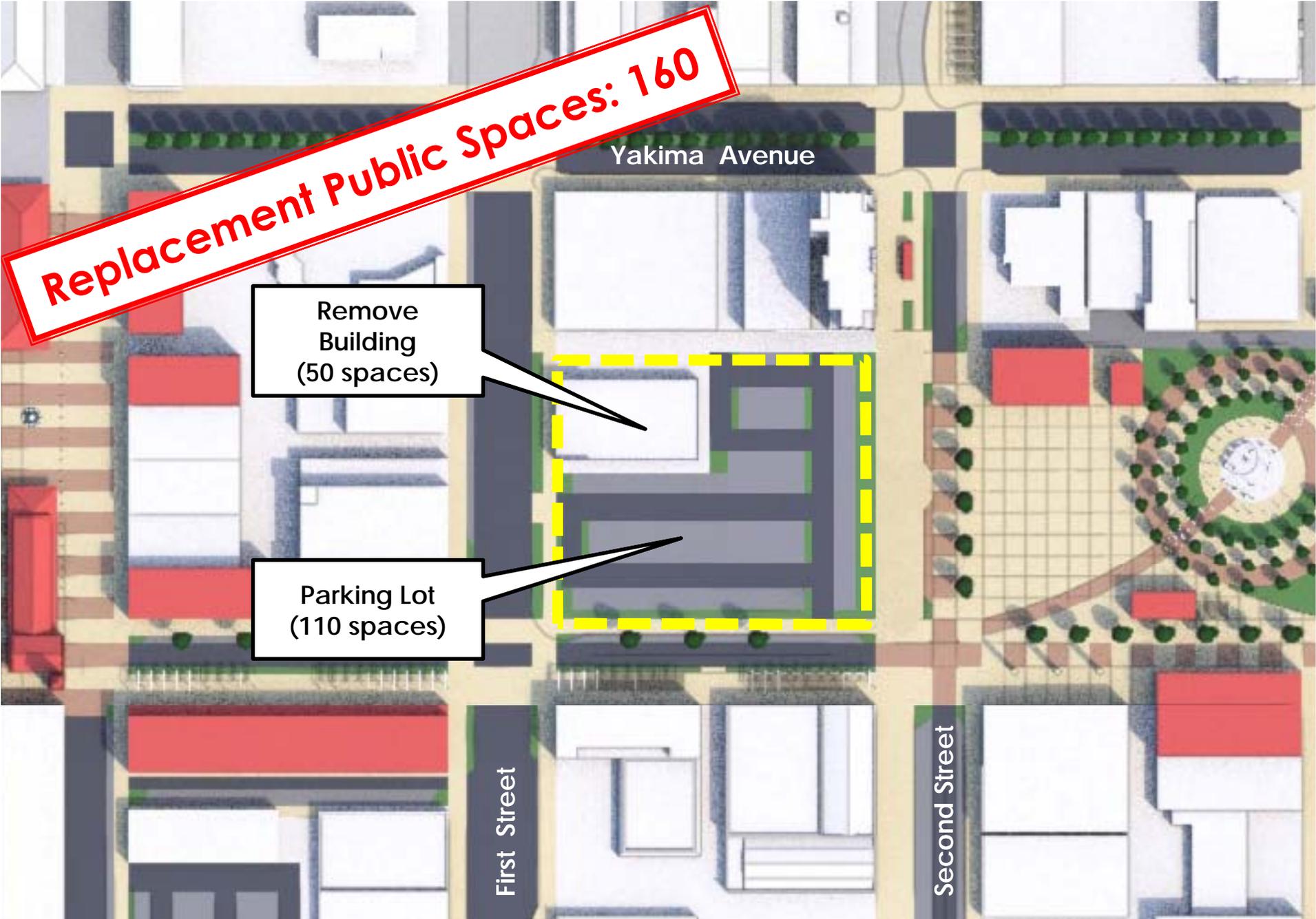
Parking Lot
(110 spaces)

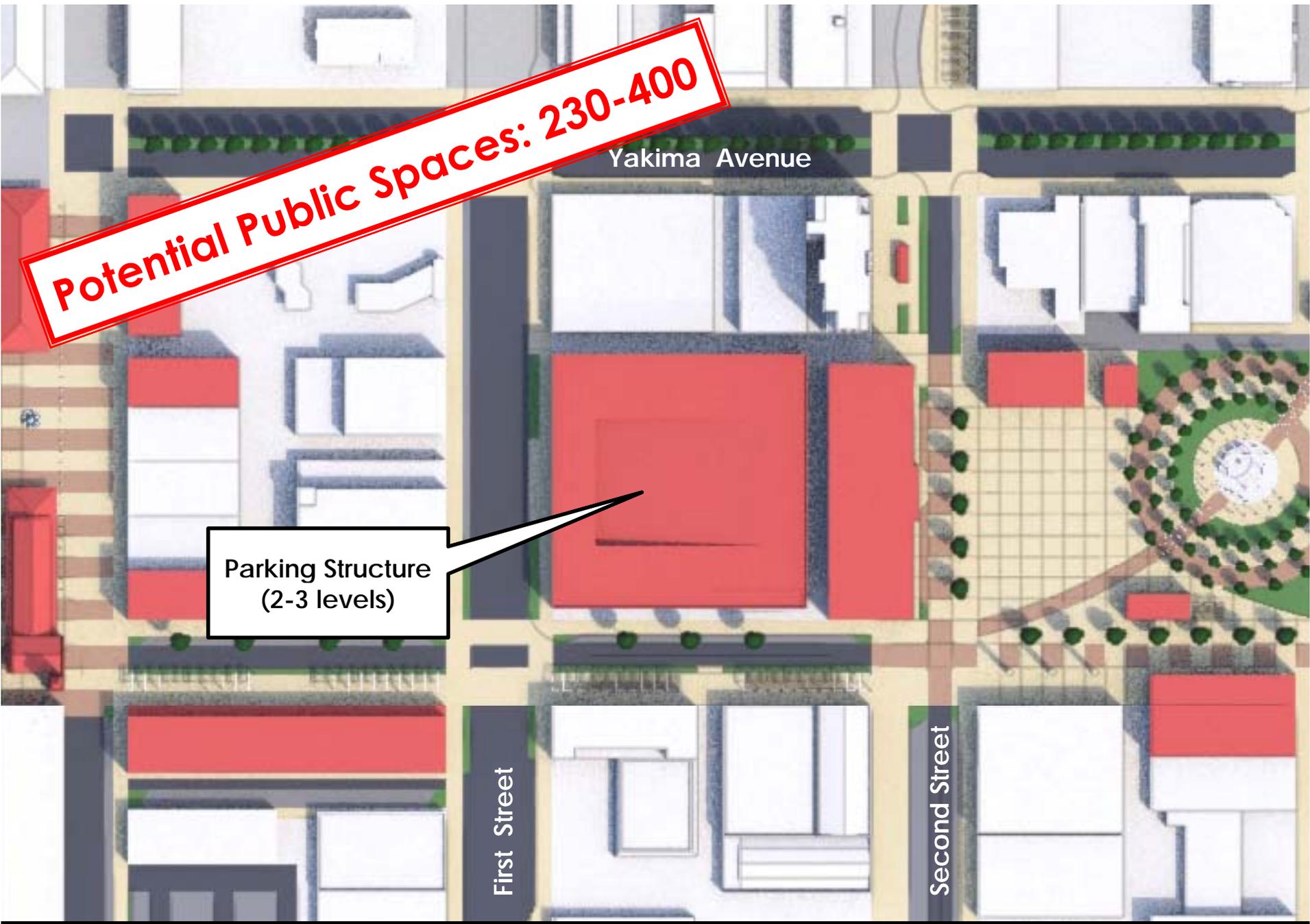
Yakima Avenue

First Street

Second Street

Alternative 1 — Phase I

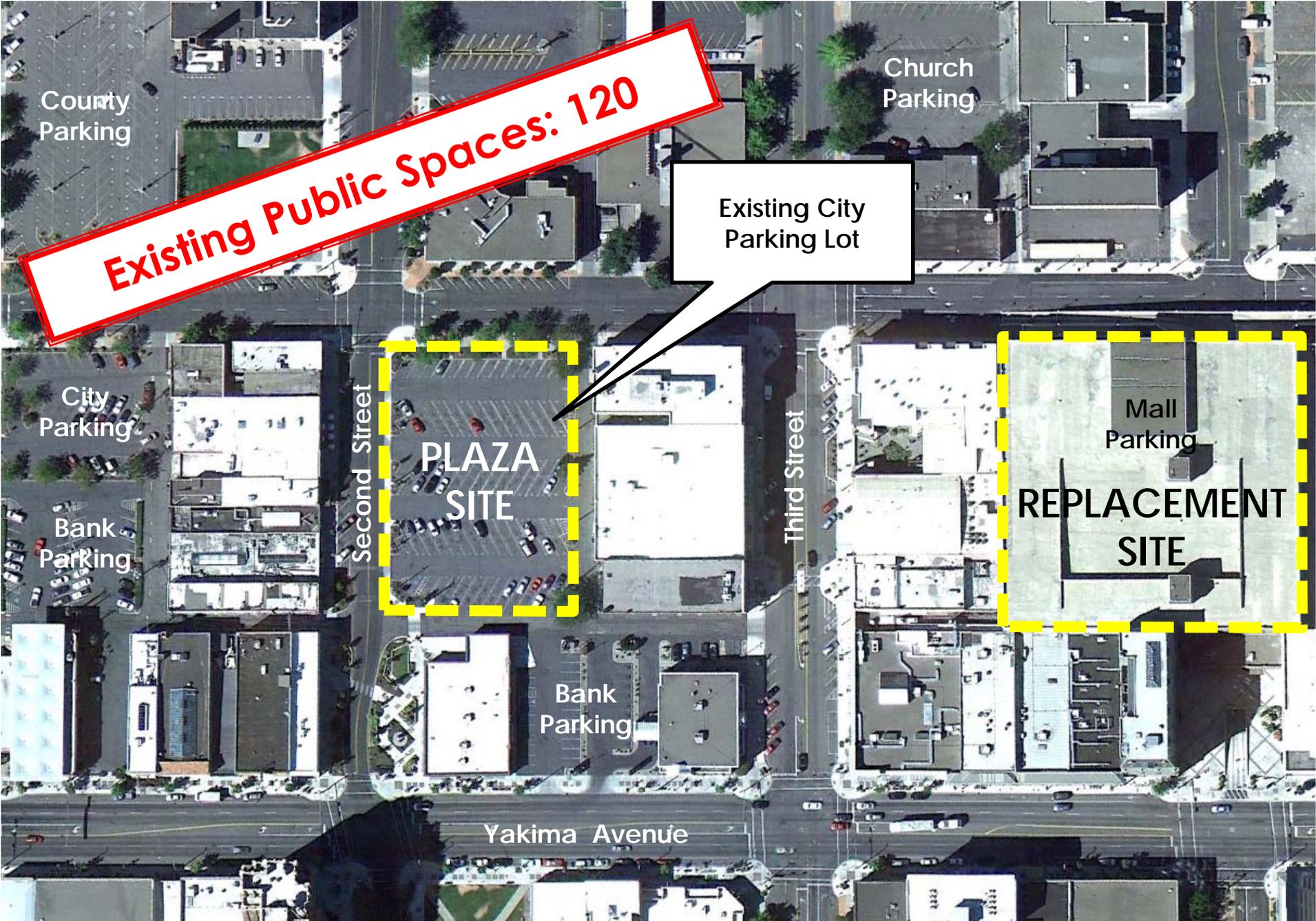




Potential Public Spaces: 230-400

Parking Structure
(2-3 levels)

Alternative 1 — Phase II



Existing Public Spaces: 120

Existing City
Parking Lot

PLAZA
SITE

REPLACEMENT
SITE

County
Parking

Church
Parking

City
Parking

Bank
Parking

Second Street

Third Street

Mall
Parking

Bank
Parking

Yakima Avenue

Alternative 2

County
Parking

Church
Parking

Replacement Spaces: 120

'A' Street

City
Parking

Bank
Parking

Second Street

Third Street

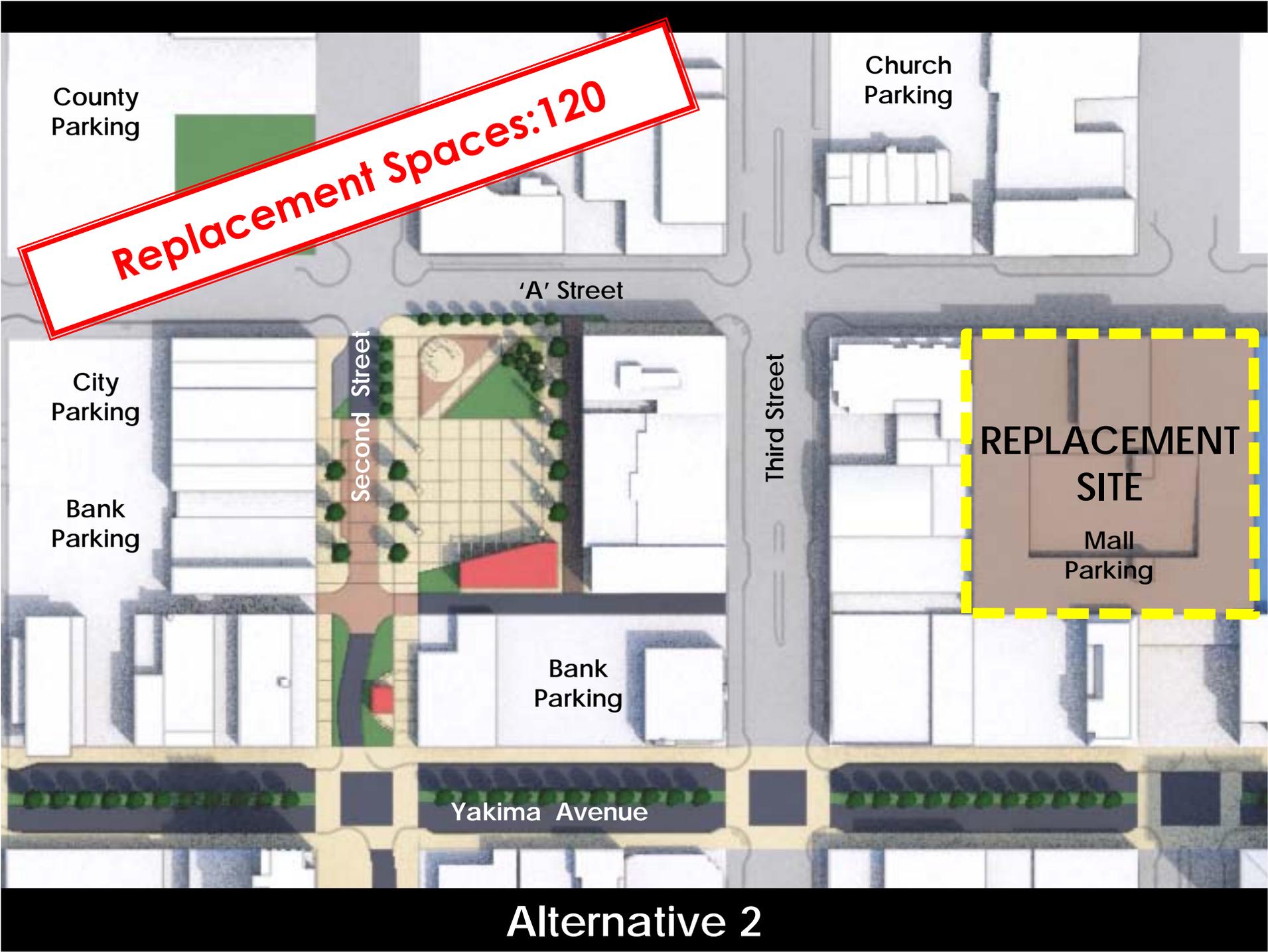
**REPLACEMENT
SITE**

Mall
Parking

Bank
Parking

Yakima Avenue

Alternative 2





Alternative 1

Alternative 2

Evaluation Criteria



Alt 1

Alt 2

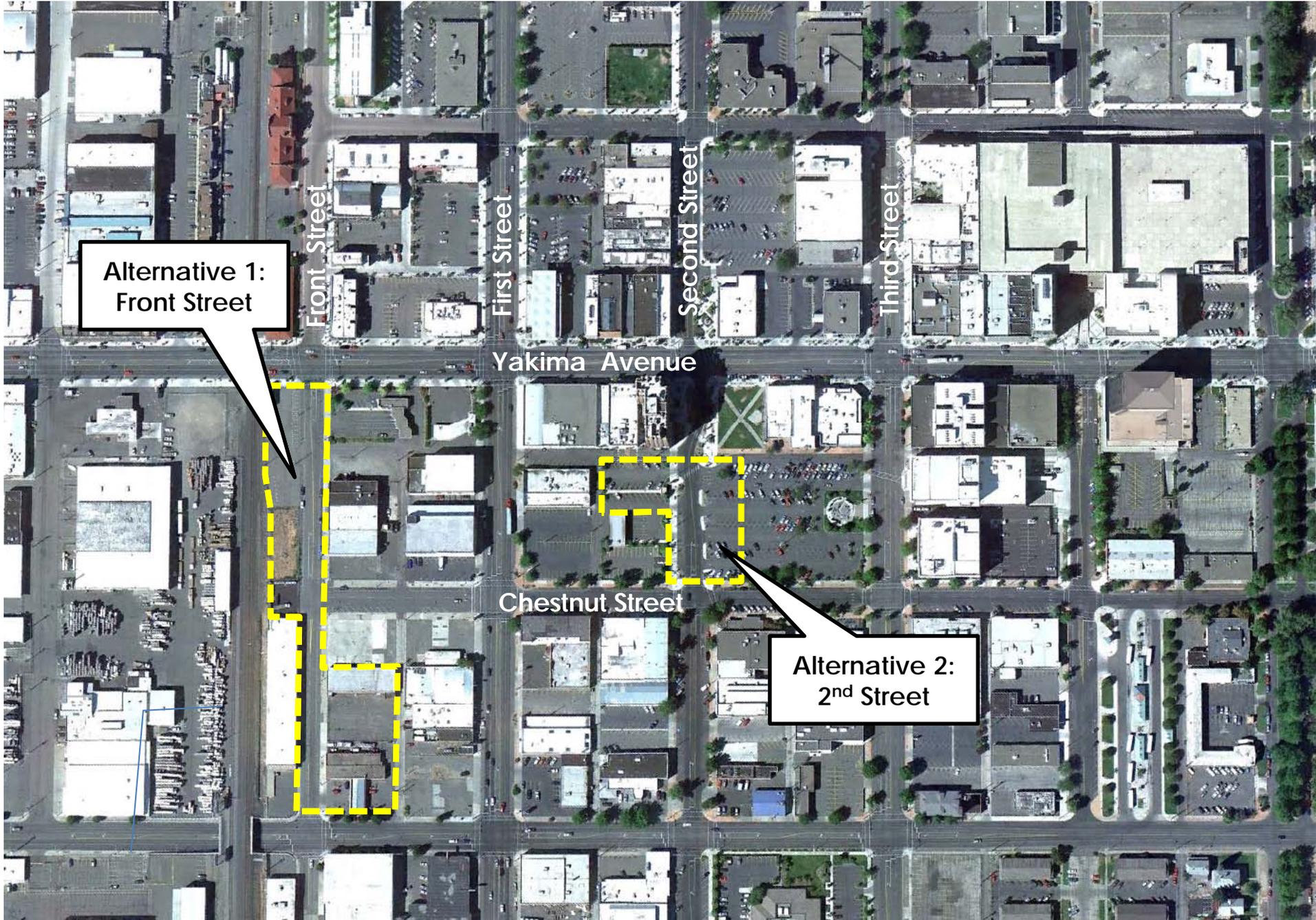
1. Replacement Parking
2. Retail-Adjacent Location
3. 'Grandma-Friendly' Circulation



Retail Parking Alternatives Summary



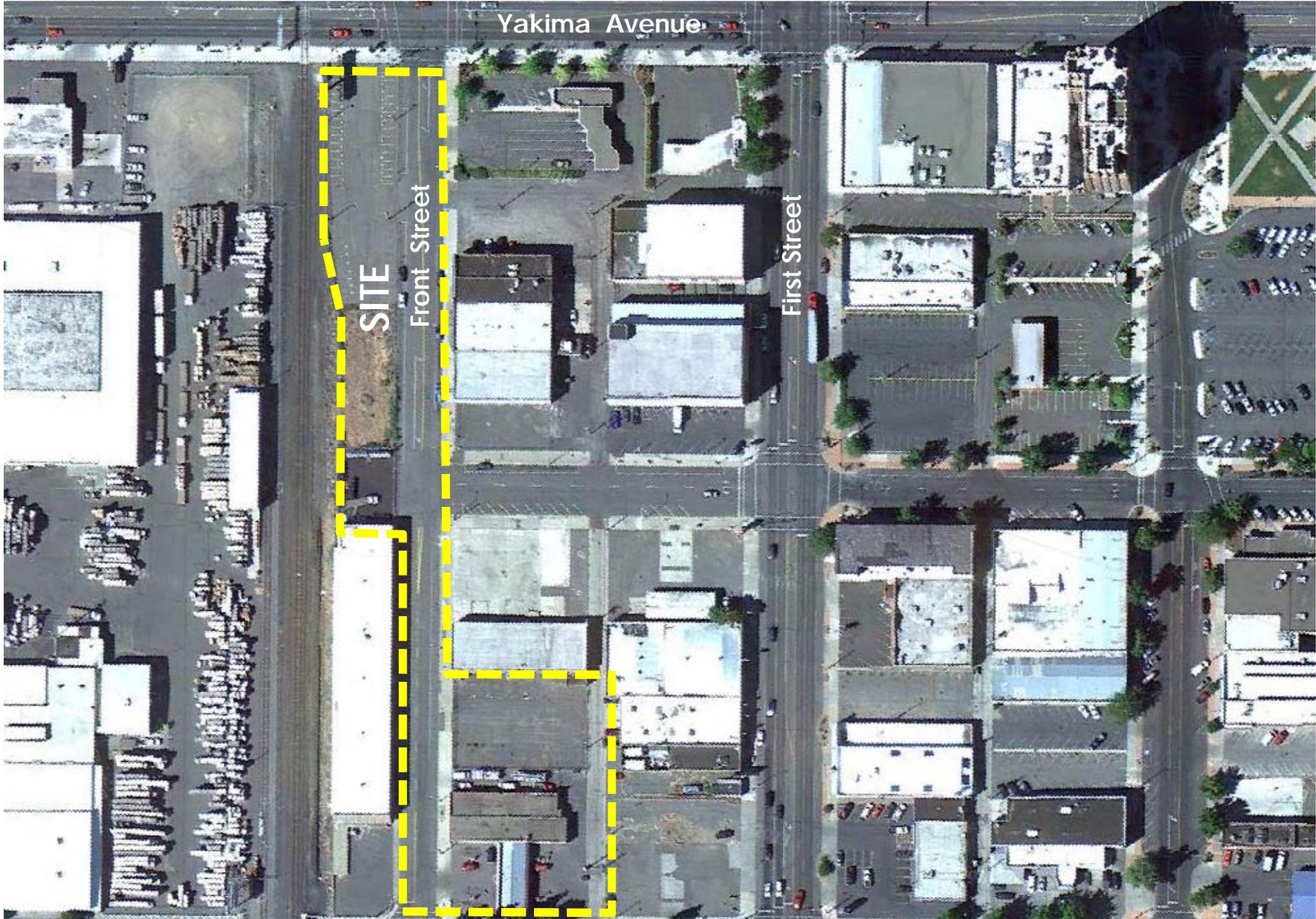
Public Market (Mercado) Alternatives



Alternative 1:
Front Street

Alternative 2:
2nd Street

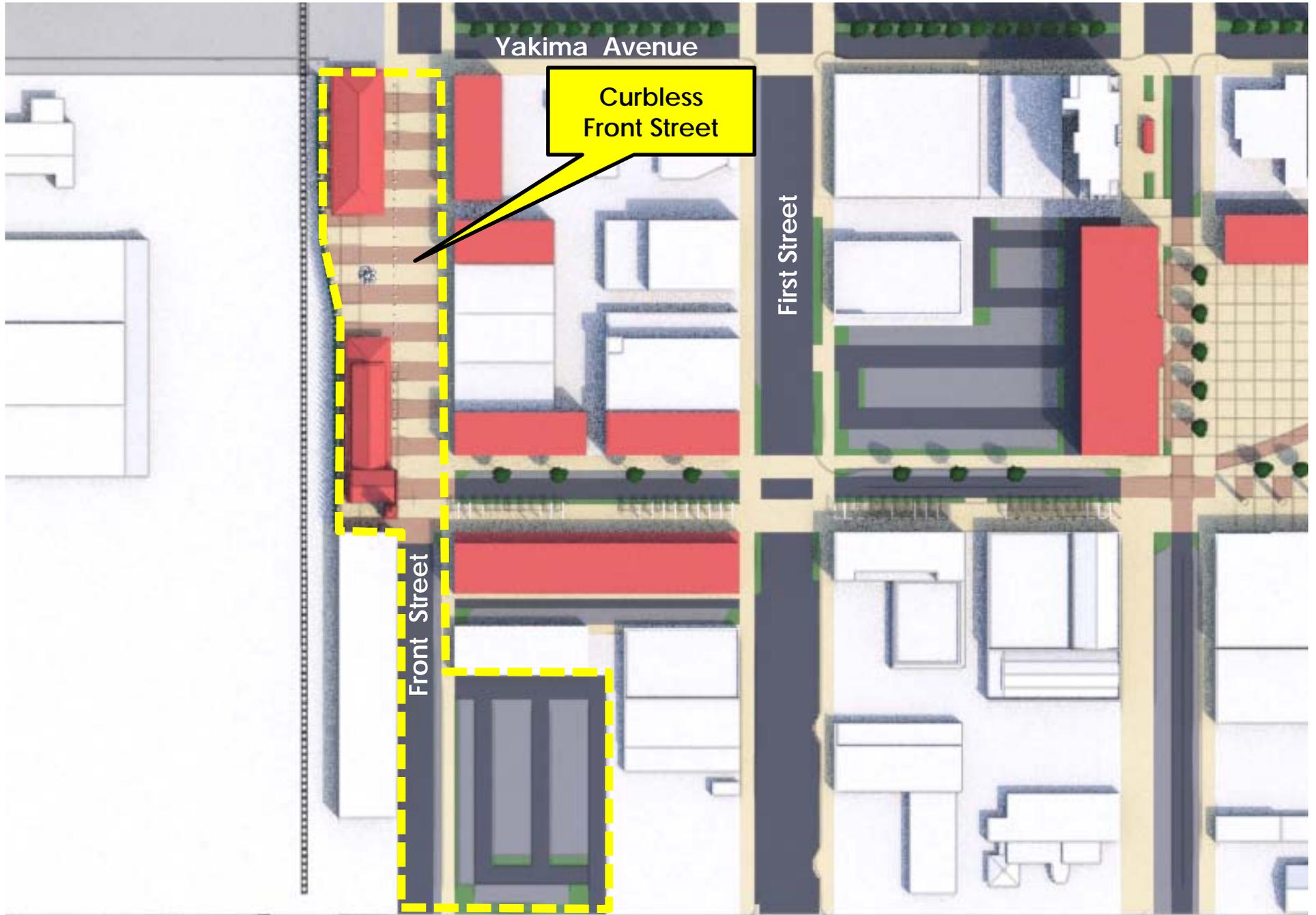
Public Market (Mercado) Sites



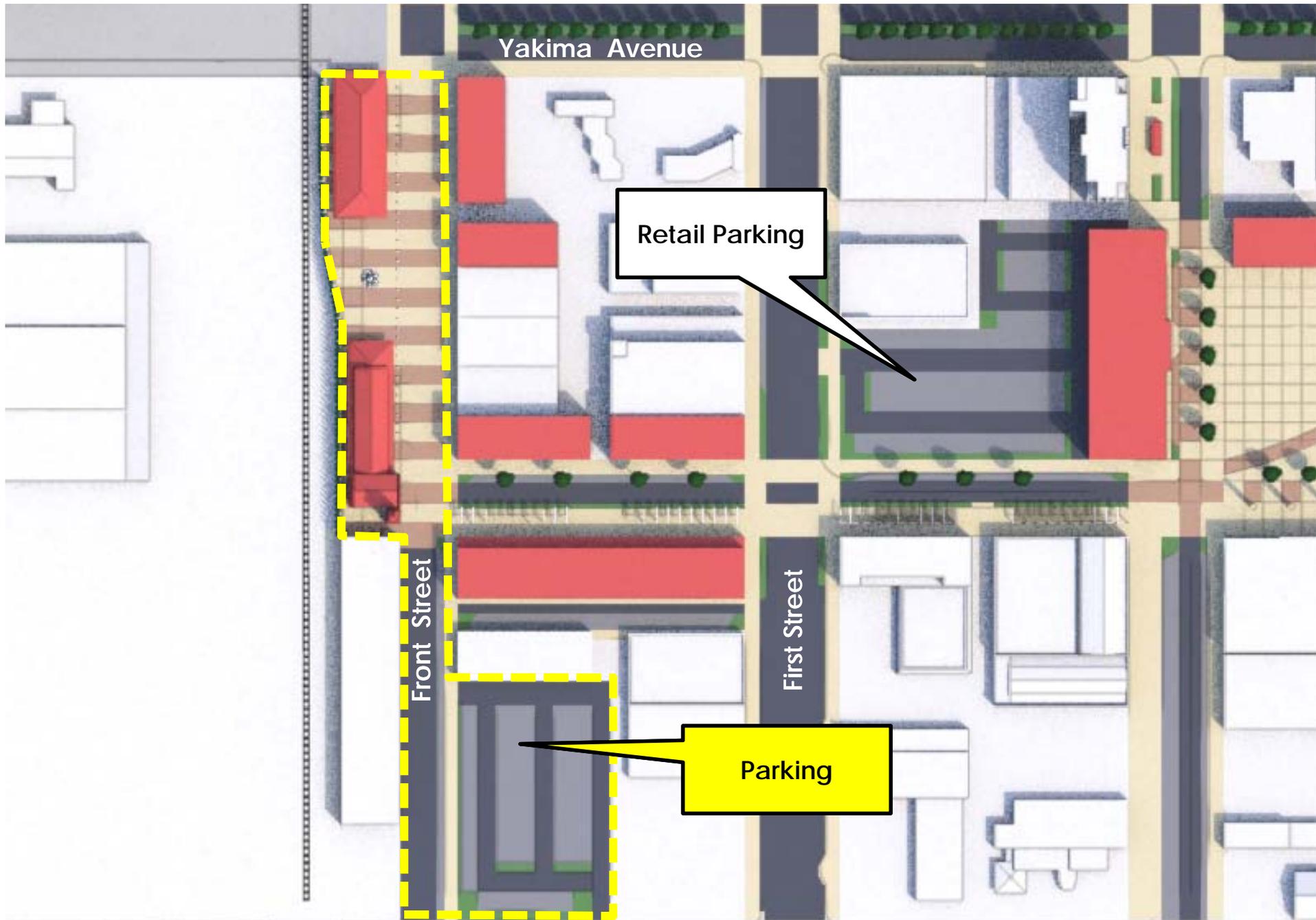
Public Market (Mercado) Alternative 1 — Front Street



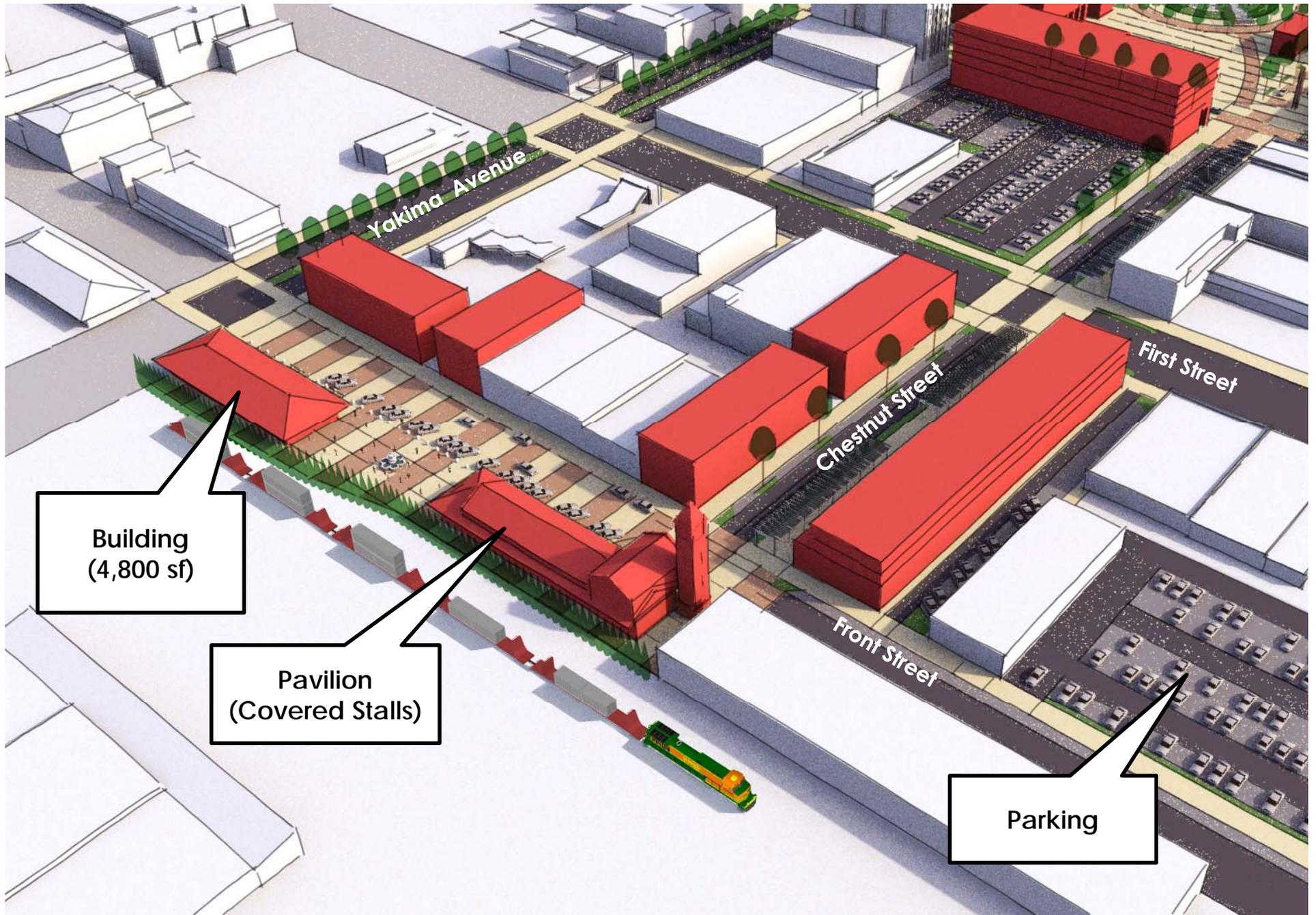
Alternative 1 — Front Street



Alternative 1 — Front Street



Alternative 1 — Front Street

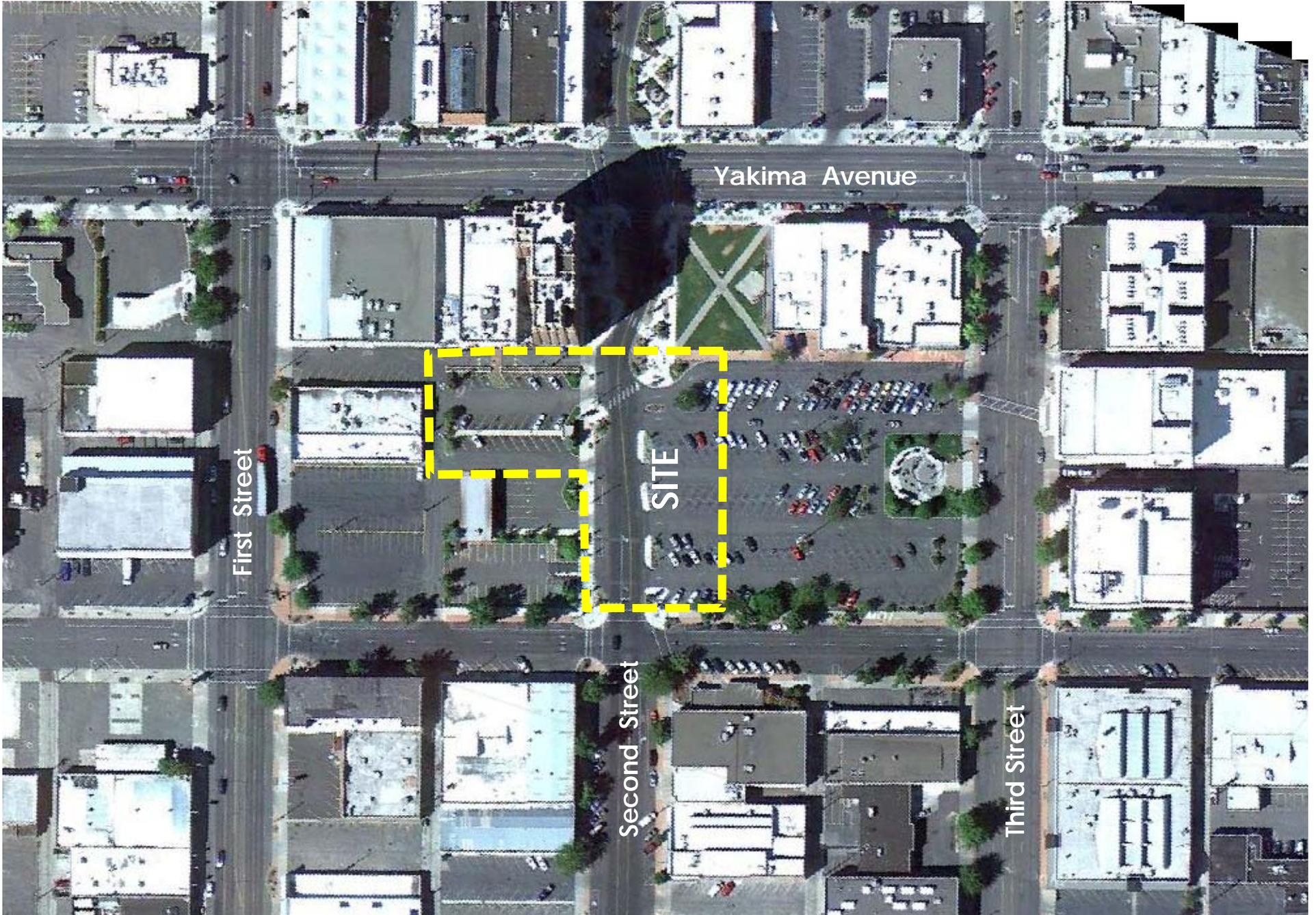


Building
(4,800 sf)

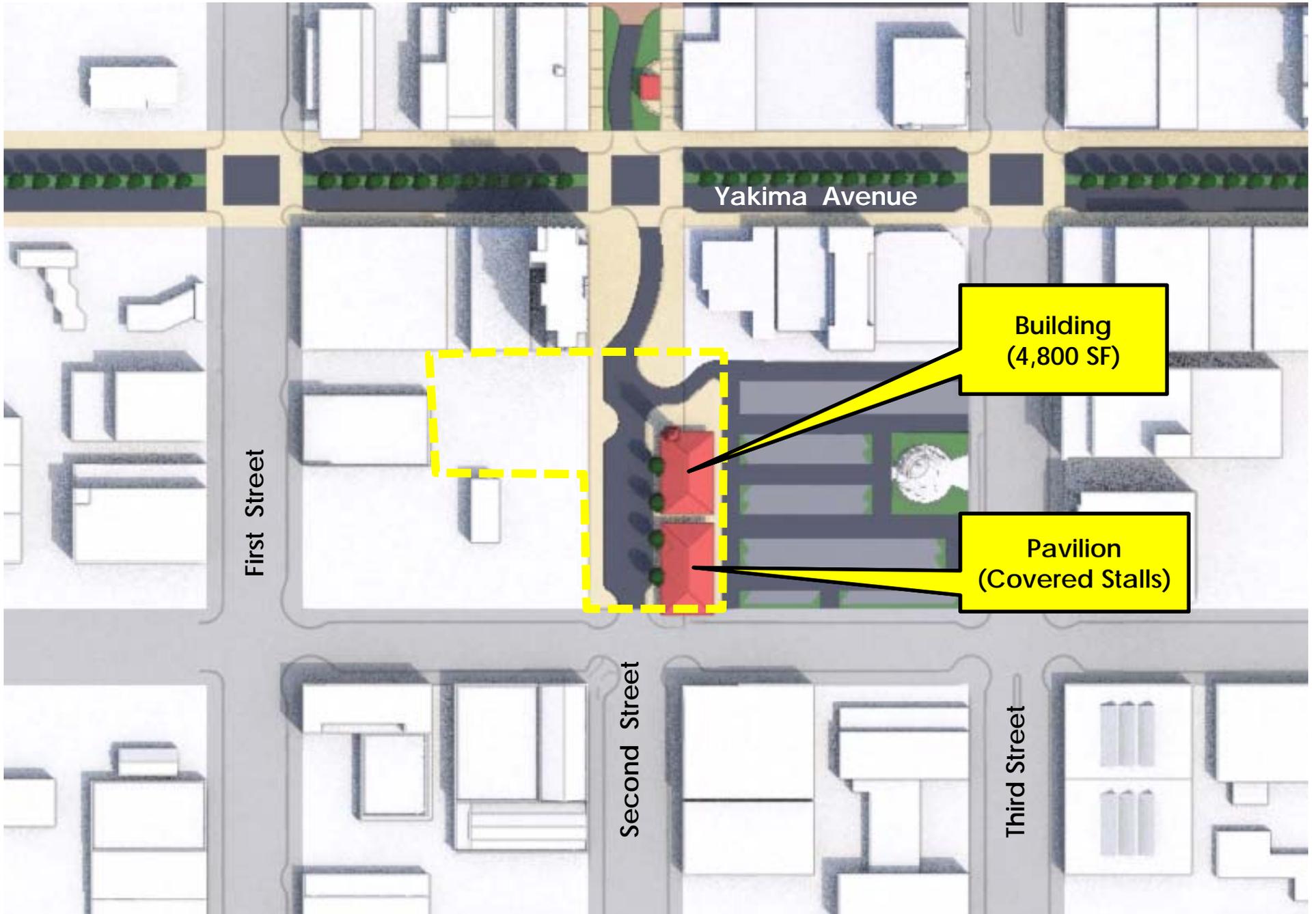
Pavilion
(Covered Stalls)

Parking

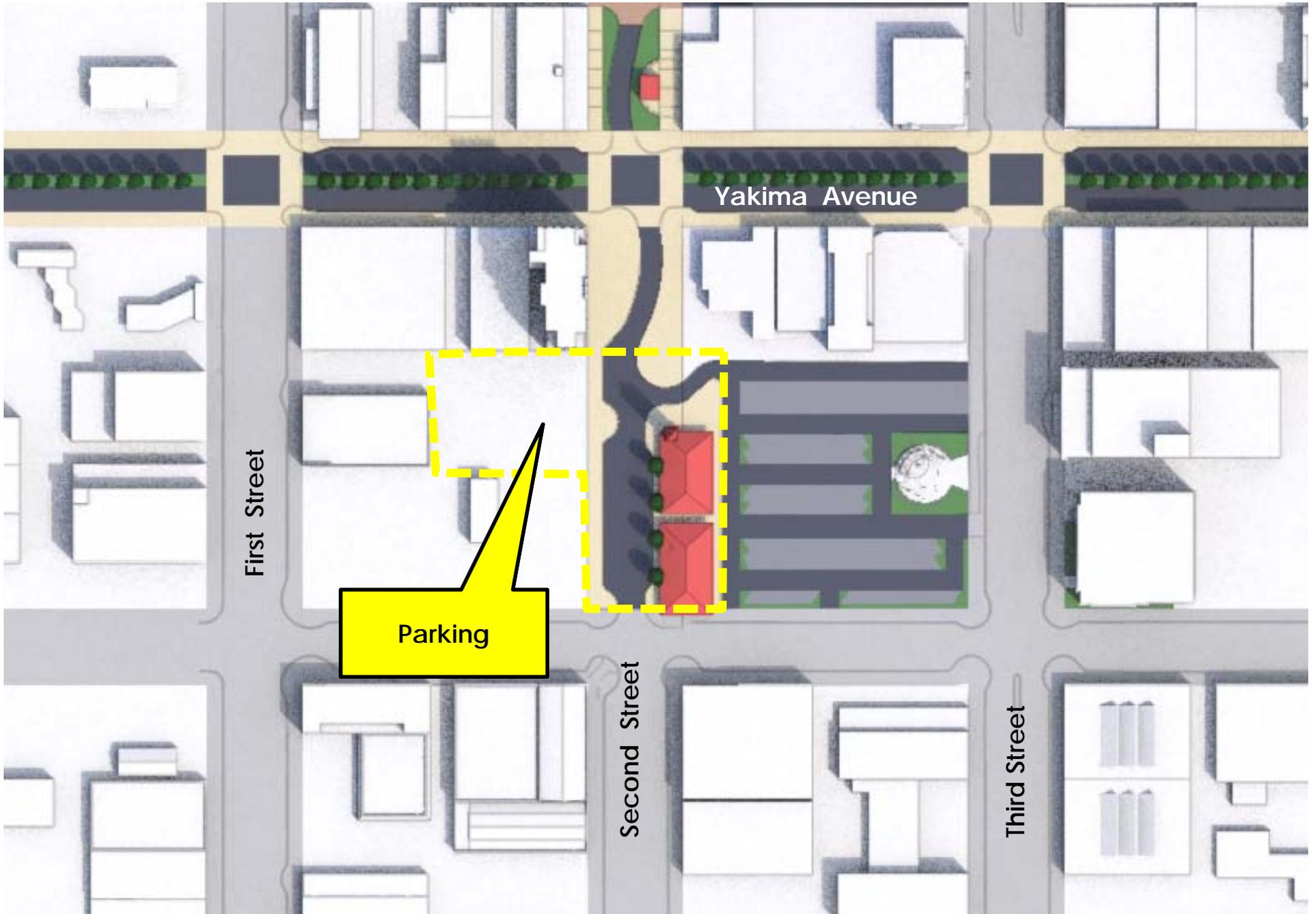
Alternative 1 — Front Street (Looking Northeast)



Alternative 2 — Second Street



Alternative 2 — Second Street



Alternative 2 — Second Street



Building
(4,800 SF)

Pavilion
(Covered Stalls)

Parking

Alternative 2 — Second Street (Looking North)



Alternative 1

Alternative 2

Evaluation Criteria ● Good ● Fair ● Poor

Alt 1

Alt 2

1. Retail Revitalization Strategy
2. Market Program
3. Dedicated Parking (TBD)
4. Cultural Center (TBD)



Public Market Alternatives Assessment



Land Use Alternatives Summary

Project Goals

Identified by Stakeholder Meetings and Public Workshop #1

CIRCULATION

- Enhance the Downtown Pedestrian Experience 37
- Make Yakima Avenue a Destination 20
- Create Bike-Friendly Streets 15
- Locate a Downtown Trolley 11

LAND USE

- Downtown is a Shopping & Entertainment Destination (Retail) 47
- Create a Central Gathering Space (Plaza) 33
- Embrace Yakima's Cultural Diversity & Heritage (Mercado) 27
- Encourage Downtown Investment 43
- Ensure Adequate & Convenient Parking 15
- Cultivate Local Retail & Business Development 15
- Improve Downtown Safety 21
- Establish Development Guidelines & Standards 21
- Preserve/Enhance Historic Buildings 10
- Increase Downtown Housing Options 14
- Create a Family Friendly Downtown 8



Alternative 1- 'South Plaza'

Private Investment

Retail	110,000 SF	\$27.5 MIL
Office	100,000 SF	\$26.0 MIL
Housing	115 DU	\$24.0 MIL
Total		\$77.5 MIL

Alternative 1 'South Plaza'- Investment Potential



Private Investment : \$ 4.0 Million

**Alternative 2- 'North Plaza'
Private Investment**

Retail	16,000 SF	\$ 4 MIL
Total		\$ 4 MIL

Alternative 2 'North Plaza'- Investment Potential



Alternative 1: 'South Plaza'

Alternative 2: 'North Plaza'

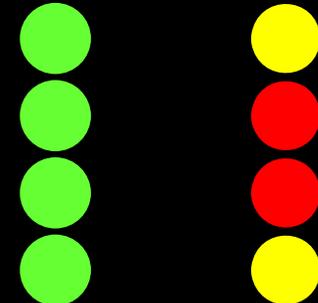
Evaluation Criteria



Alt 1

Alt 2

1. Plaza (Economic Stimulus)
2. Retail (Configuration & Expansion)
3. Retail Parking (Retail Adjacent)
4. Public Market (Retail Stimulus)



Land Use Assessment Summary

Agenda

Part 1 – Presentation

- 1) Workshop #1 Summary
- 2) Concepts and Alternatives

Part 2 – Discussion

- 1) Questions (5 minutes)
- 2) Table Discussions (25 minutes)
- 3) Table Reports (20 minutes)
- 4) Adjourn



Response Sheet

Response Sheet

Downtown Yakima Master Plan
Meetings & Public Workshop #2
July 2013

2

Circulation Concept

Yakima Avenue- Traffic Calmed

	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> Median Travel Lanes - 2 Turn Lane- Optional 	<ul style="list-style-type: none"> Median- 12'-24' 	<ul style="list-style-type: none"> Median- 12'-24' Trolley in Traffic 	<ul style="list-style-type: none"> Median- 10' Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> Median- 10' Trolley in Traffic Protected Bikeway- 8' Each side 	
'Parkway' Segment <ul style="list-style-type: none"> Curbside Landscaping Each Side of Street Travel Lanes- 2 Turn Lane- 1 	<ul style="list-style-type: none"> Curbside Landscaping- 13' Each Side 	<ul style="list-style-type: none"> Curbside Landscaping- 13' Each Side Trolley in Traffic 	<ul style="list-style-type: none"> Curbside Landscaping- 8' Each Side Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> Curbside Landscaping- 8' Each Side Protected Bikeway- 8' Each side Trolley in Traffic 	
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Land Use Concept

City Center Alternative	Alternative 1 'South Plaza'	Alternative 2 'North Plaza'	Other
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Response Sheet

Response Sheet

Downtown Yakima Master Plan
 Meetings & Public Workshop #2
 July 2013

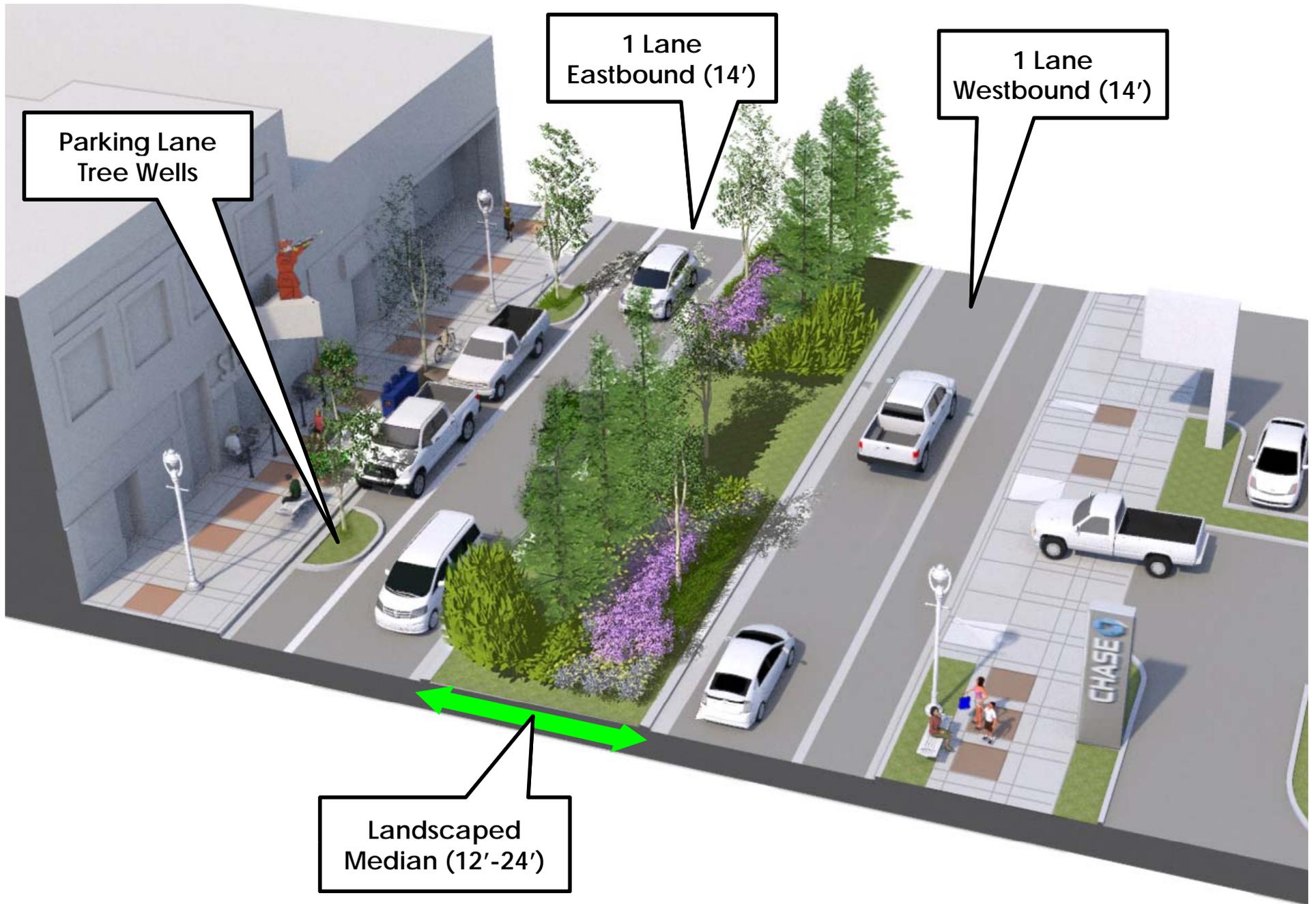
2

Circulation Concept



Yakima Avenue- Traffic Calmed

	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> ▪ Median ▪ Travel Lanes - 2 ▪ Turn Lane- Optional 	<ul style="list-style-type: none"> ▪ Median- 12'-24' 	<ul style="list-style-type: none"> ▪ Median- 12'-24' ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Trolley in Traffic ▪ Protected Bikeway- 8' Each side 	
'Parkway' Segment <ul style="list-style-type: none"> ▪ Curbside Landscaping Each Side of Street ▪ Travel Lanes- 2 ▪ Turn Lane- 1 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side ▪ Trolley in Traffic 	
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



'Boulevard' — No Bikeway/ No Trolley



Parking Lane
Tree Wells

Parkway
Landscaping (13')

Eastbound
Lane (14')

Turn Lane (14')

Westbound
Lane (14')

'Parkway' — No Bikeway/No Trolley

Response Sheet

Downtown Yakima Master Plan
 Meetings & Public Workshop #2
 July 2013

2

Circulation Concept

Yakima Avenue- Traffic Calmed

	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> ▪ Median ▪ Travel Lanes - 2 ▪ Turn Lane- Optional 	<ul style="list-style-type: none"> ▪ Median- 12'-24' 	<ul style="list-style-type: none"> ▪ Median- 12'-24' ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Trolley in Traffic ▪ Protected Bikeway- 8' Each side 	
'Parkway' Segment <ul style="list-style-type: none"> ▪ Curbside Landscaping Each Side of Street ▪ Travel Lanes- 2 ▪ Turn Lane- 1 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side ▪ Trolley in Traffic 	
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Potential Trolley Lines in Traffic

'Boulevard' — Trolley Added



Potential Trolley Lines in Traffic

'Parkway' — Trolley Added

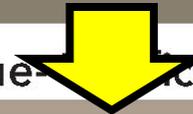
Response Sheet

Downtown Yakima Master Plan
 Meetings & Public Workshop #2
 July 2013

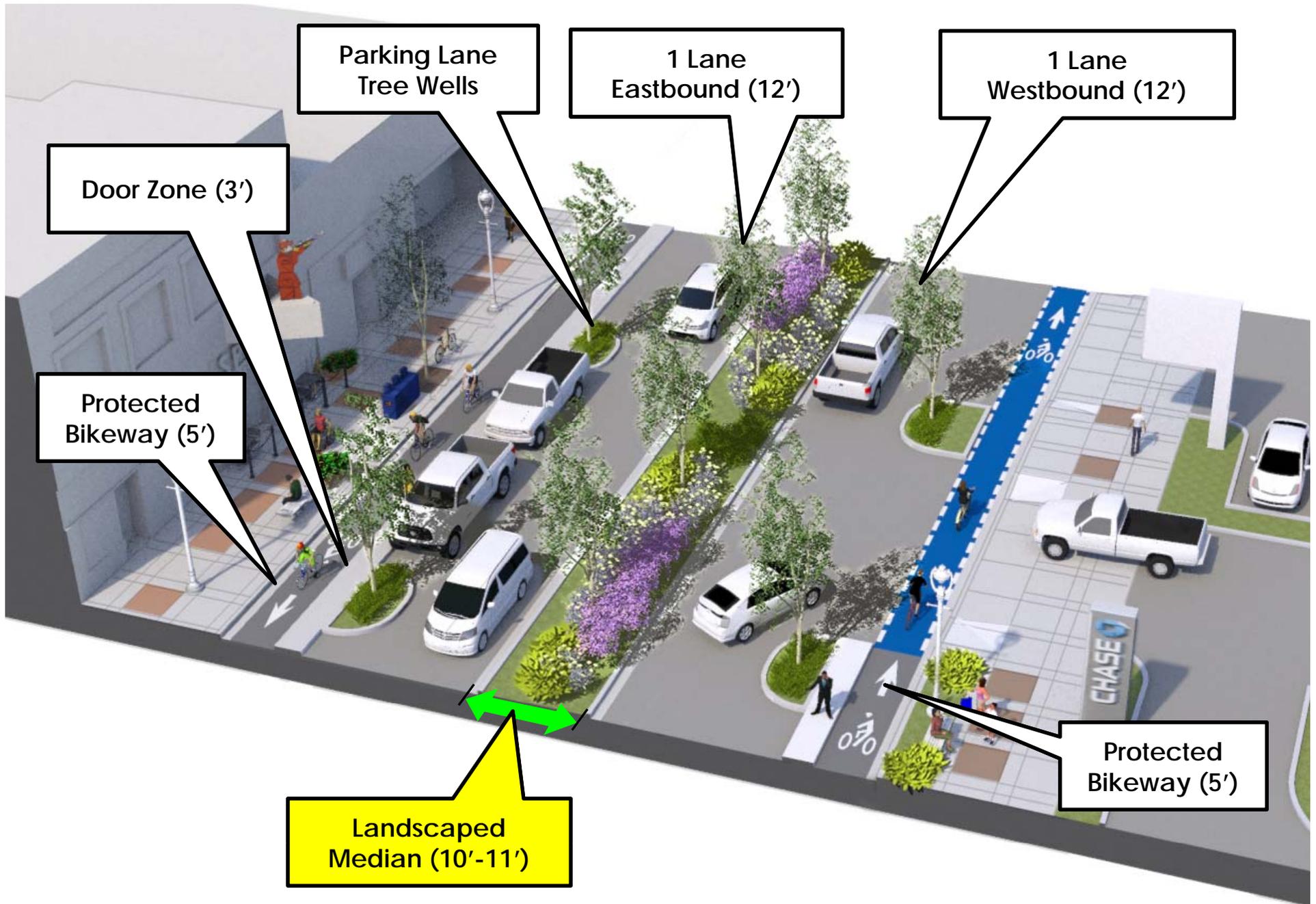
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Circulation Concept

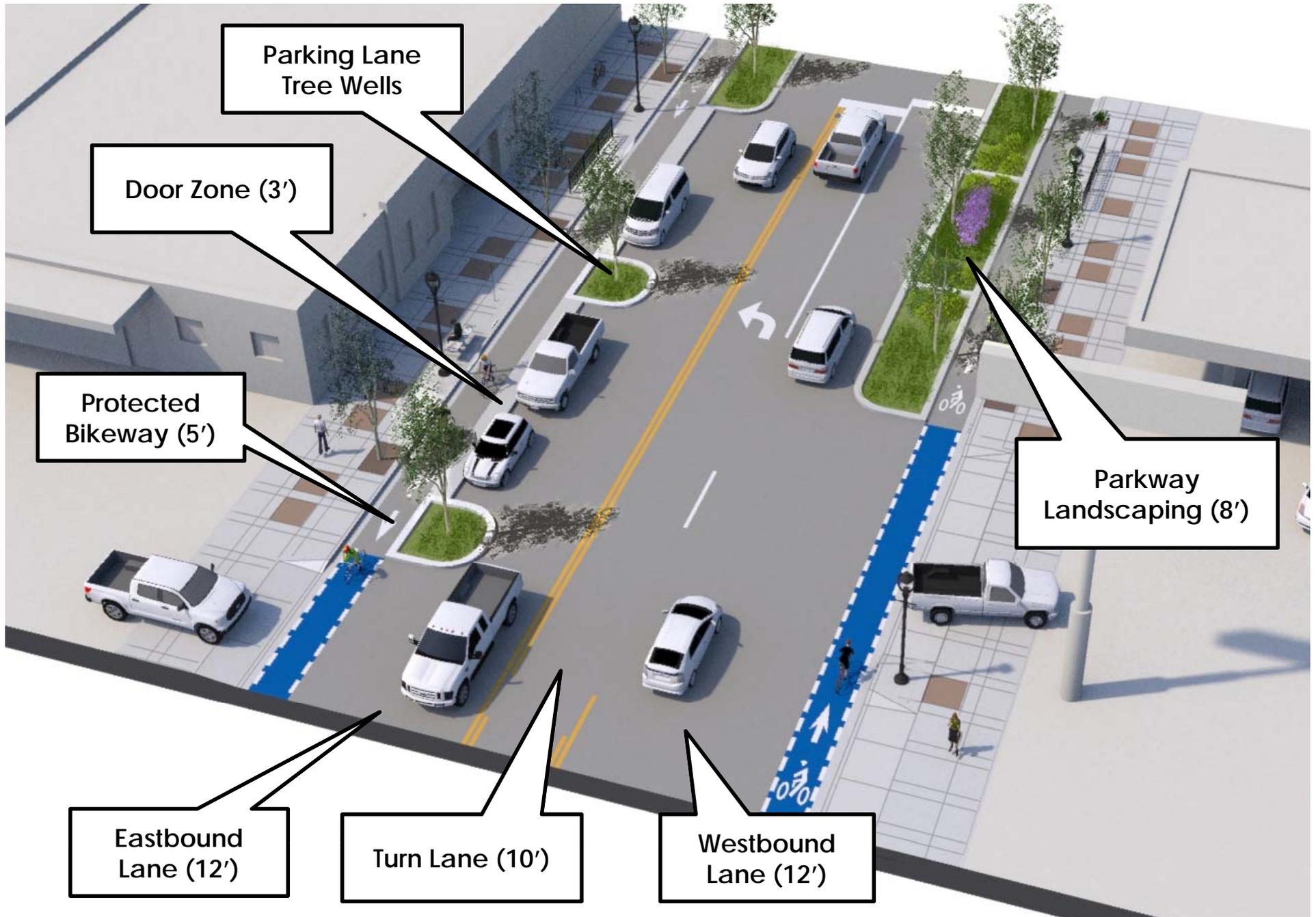
Yakima Avenue - Traffic Calmed



	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> Median Travel Lanes - 2 Turn Lane- Optional 	<ul style="list-style-type: none"> Median- 12'-24' 	<ul style="list-style-type: none"> Median- 12'-24' Trolley in Traffic 	<ul style="list-style-type: none"> Median- 10' Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> Median- 10' Trolley in Traffic Protected Bikeway- 8' Each side 	
'Parkway' Segment <ul style="list-style-type: none"> Curbside Landscaping Each Side of Street Travel Lanes- 2 Turn Lane- 1 	<ul style="list-style-type: none"> Curbside Landscaping- 13' Each Side 	<ul style="list-style-type: none"> Curbside Landscaping- 13' Each Side Trolley in Traffic 	<ul style="list-style-type: none"> Curbside Landscaping- 8' Each Side Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> Curbside Landscaping- 8' Each Side Protected Bikeway- 8' Each side Trolley in Traffic 	
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



'Boulevard' — Bikeway Added



'Parkway' — Bikeway Added

Response Sheet

Downtown Yakima Master Plan
 Meetings & Public Workshop #2
 July 2013

2

Circulation Concept

Yakima Avenue- Traffic Calm



	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> ▪ Median ▪ Travel Lanes - 2 ▪ Turn Lane- Optional 	<ul style="list-style-type: none"> ▪ Median- 12'-24' 	<ul style="list-style-type: none"> ▪ Median- 12'-24' ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Trolley in Traffic ▪ Protected Bikeway- 8' Each side 	
'Parkway' Segment <ul style="list-style-type: none"> ▪ Curbside Landscaping Each Side of Street ▪ Travel Lanes- 2 ▪ Turn Lane- 1 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 13' Each Side ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Curbside Landscaping- 8' Each Side ▪ Protected Bikeway- 8' Each side ▪ Trolley in Traffic 	
CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Potential Trolley Lines in Traffic

'Boulevard' — Bikeway and Trolley Added



Potential Trolley Lines in Traffic

'Parkway' — Bikeway and Trolley Added

Response Sheet

Downtown Yakima Master Plan
 Meetings & Public Workshop #2
 July 2013

2

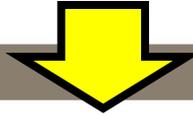
Circulation Concept

Yakima Avenue- Traffic Calmed



	No Bikeway No Trolley	Trolley Added	Bikeway Added	Bikeway & Trolley Added	Other
Boulevard Segment <ul style="list-style-type: none"> ▪ Median ▪ Travel Lanes - 2 ▪ Turn Lane- Optional 	<ul style="list-style-type: none"> ▪ Median- 12'-24' 	<ul style="list-style-type: none"> ▪ Median- 12'-24' ▪ Trolley in Traffic 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Protected Bikeway- 8' Each side 	<ul style="list-style-type: none"> ▪ Median- 10' ▪ Trolley in Traffic ▪ Protected Bikeway- 8' Each side 	
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CHECK PREFERENCE (One Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Land Use Concept



City Center Alternative

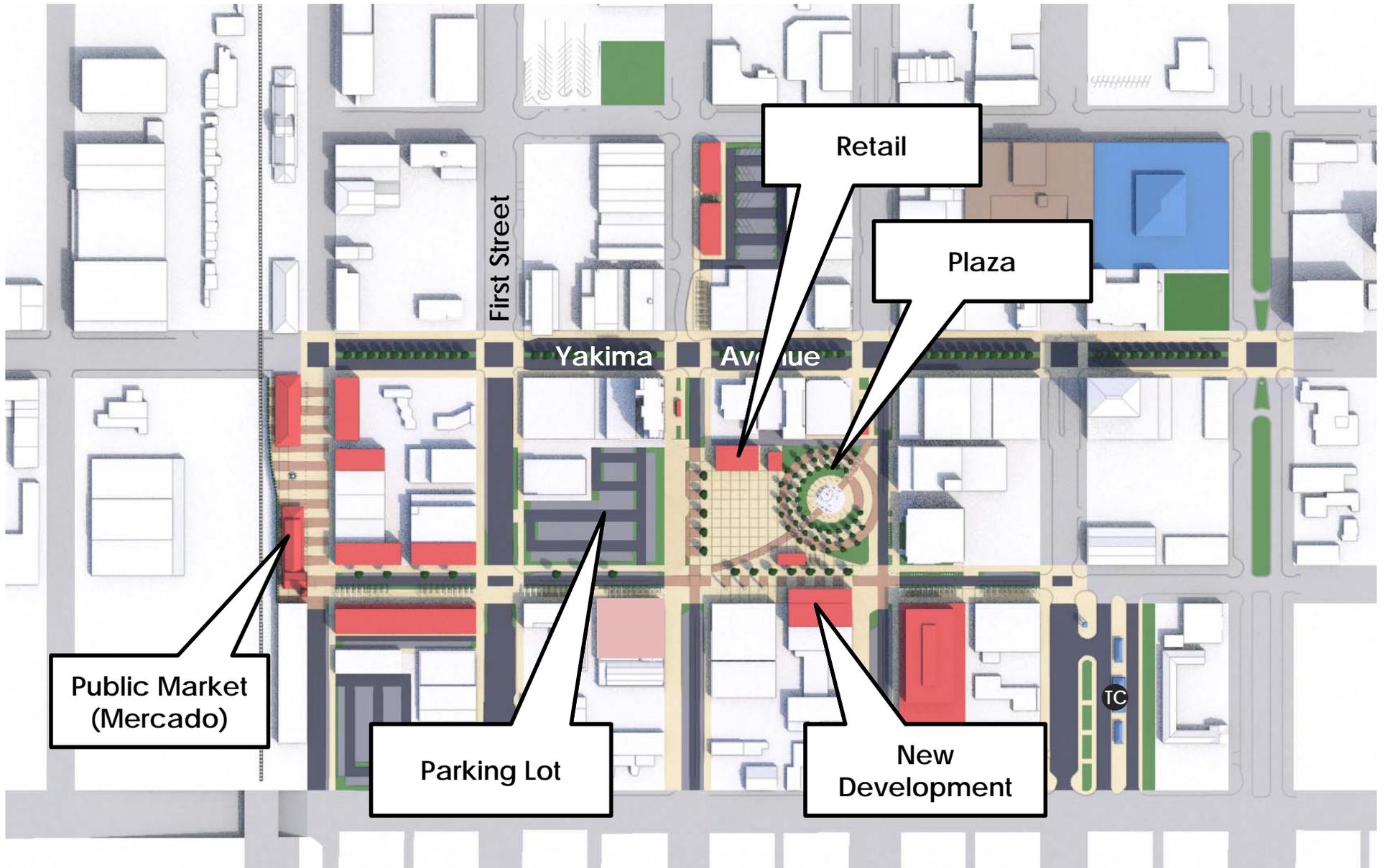
Alternative 1
'South Plaza'

Alternative 2
'North Plaza'

Other

CHECK PREFERENCE
(One Only)

Response Sheet



City Center Alternative 1: 'South Plaza'

Land Use Concept



City Center Alternative

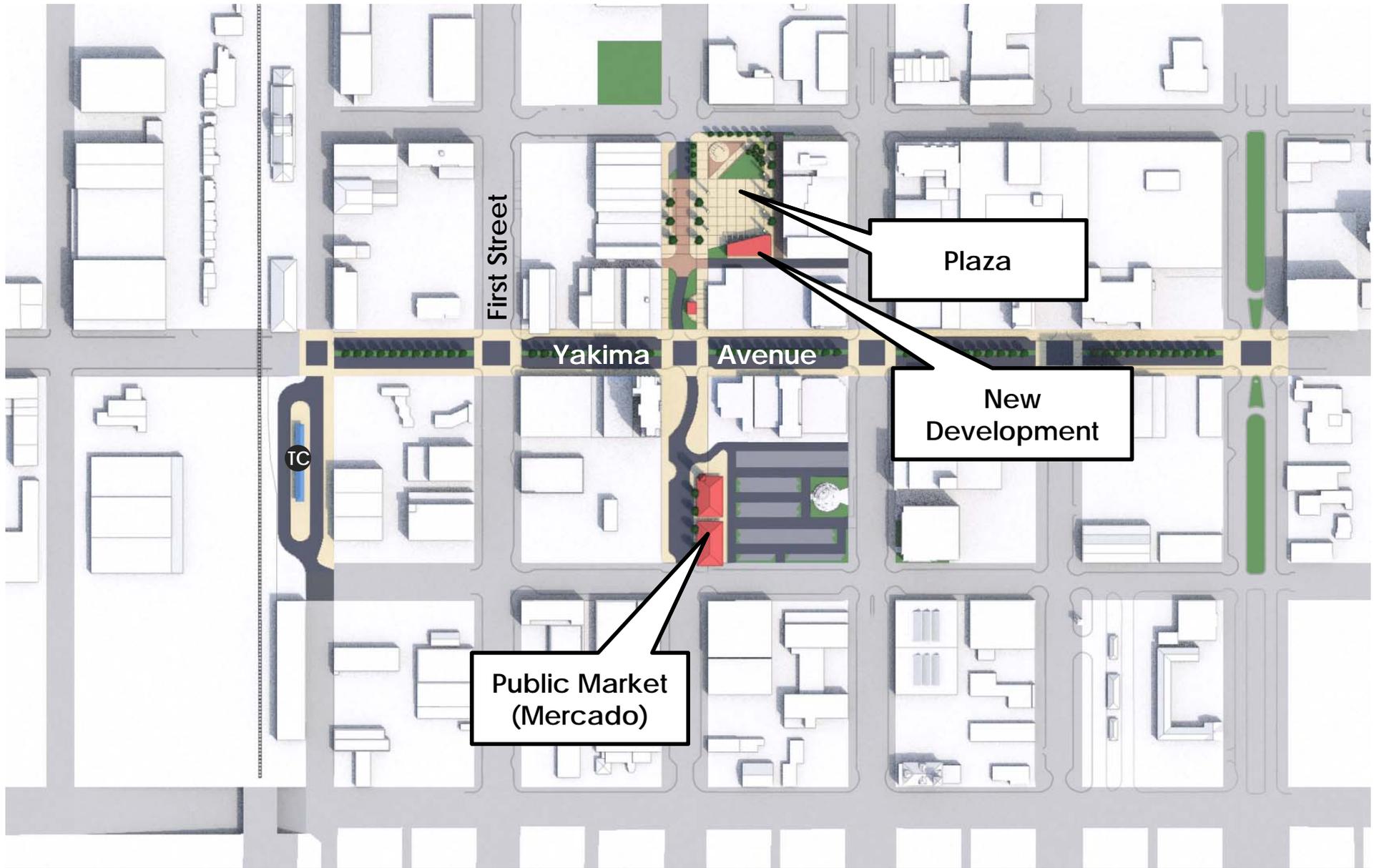
Alternative 1
'South Plaza'

Alternative 2
'North Plaza'

Other

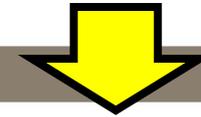
CHECK PREFERENCE
(One Only)

Response Sheet



City Center Alternative 2: 'North Plaza'

Land Use Concept



City Center Alternative

Alternative 1
'South Plaza'

Alternative 2
'North Plaza'

Other

CHECK PREFERENCE
(One Only)

Response Sheet

Project Work Scope

2013

Mar Apr May Jun July Aug Sep

1 Starting

Analyze Existing Conditions and Prepare Base Map
 Kick-Off Meeting with City Staff; Committee and Stakeholder Meetings; Public Workshop
 Summary of Project Goals and Meeting Findings

Retail Market Performance Research
 Retail Supply and Demand Review

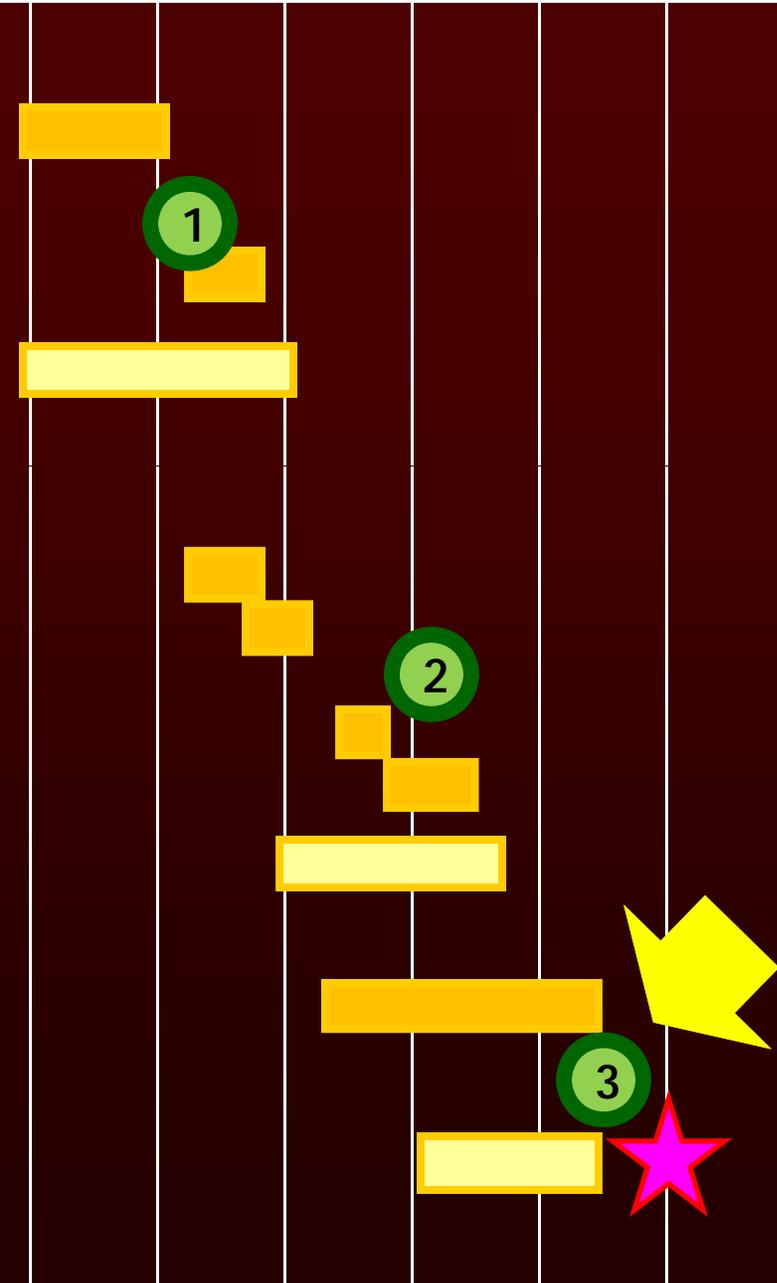
2 Designing

Develop Alternatives that Respond to Project Goals
 City Staff Meeting; Committee Meetings; Public Workshop
 Identify Preferred Alternative
 Perform Technical Traffic/Transportation Review of Preferred Alternative

Retail Development Opportunity

3 Implementing

Prepare Project Summary Document
 City Staff Meeting; Final Committee Meetings; Public Meeting
 Retail Recruitment and Retention Strategy





CITY OF **Yakima**
THE HEART OF CENTRAL WASHINGTON

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Project Information

<http://www.yakimawa.gov/downtown>



Former Yakima Mayor Henry Beauchamp died on April 24th, 2013 at the age of 79. We salute Henry and his outstanding service to our community.
[Read More >>](#)



Hosted by Sean Davido. Yakima Now is a new video magazine about what's happening in our community.
[Read More >>](#)



Alvie Maxey and Matt Mayer from the City of Yakima Water and Irrigation Division work to open a valve at the City's Glenn Drive Reservoir.
[Read More >>](#)

MAY 7, 2013

[First Yakima Downtown Master Plan Workshop Set for May 9th](#)

MAY 7, 2013

[Grind and Overlay Project Will Close Section of 8th Ave During the Day](#)

MAY 7, 2013

[Volunteer Opportunities on City Boards and Commissions](#)

MAY 3, 2013

[Yakima City Council Preview](#)

[:: News Archive](#)

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Photo of the Week

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Downtown Yakima Master Plan

Public Workshop #2
July 10, 2013



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