



Downtown Revitalization Plan

May 6, 2022

Where Agriculture Meets Technology



Project Information

Project: City of Quincy (Project Name)

Prepared for: City of Quincy
104 B Street SW
PO Box 338
Quincy, WA 98848

Project Representative

Prepared by: SCJ Alliance
25 N Wenatchee Ave, Suite 238
Wenatchee, WA 98801
509.886.3265
scjalliance.com

Contact: Dan Ireland, SCJ Alliance
Aren Murcar, SCJ Alliance

The City of Quincy assures that no person shall, on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance from the Washington State Department of Transportation, in full compliance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulation in all programs and activities.

Table of Contents

Introduction	5
Plan Purpose and Context	5
Focus Area	5
Previous Planning Efforts	7
Current Trends	8
Population Growth	8
Inflow/Outflow	8
Housing Trends	9
Downtown Housing Considerations	9
Needs Analysis	10
Public Engagement	12
Survey Results	13
Visual Preference Survey	14
Better Blocks Event	14
Stakeholder Group Workshop	16
Christmas Market	16
Stakeholder Interviews	16
Rotary Meeting	17
Public Engagement Objectives	17
Vision and Goals	18
Vision	18
Goals	19
Downtown Revitalization Diagram	20
Action Plan and Recommendations	21
Transformational Projects & Actions	22
Enhancing Projects & Actions	41
Projects & Actions to Prepare for the Future	47
Streetscape Plan	54
Implementation Opportunities	56
Partnerships	56
Funding Considerations	57
Appendices	59
Appendix A: Downtown Streetscape Plan	60
Appendix B: Downtown Streetscape Planting Recommendations	69
Appendix C: Public Engagement Report	81

Table of Tables

Table 1: Transformational Actions.....	21
Table 2: Enhancement Actions	21
Table 3: Preparation Actions	21
Table 4. Partnerships to Assist with Implementation	56
Table 5. Funding Resources to Assist with Implementation	57

Table of Figures

Figure 1. Downtown Quincy Focus Area	6
Figure 2. Inflow/Outflow.....	8
Figure 3. Quincy Housing Types	9
Figure 4. Housing Type Considerations.....	9
Figure 5. Current Zoning in the Focus Area	11
Figure 6. Public Outreach Process Summary	13
Figure 7. Word Cloud Summary of Survey Responses	14
Figure 8. Results from Better Blocks Event	15
Figure 9. Public Engagement Objectives	17
Figure 10. Downtown Land Use & Transformation Diagram	20
Figure 11. Rendering of SR 28 with proposed improvements.....	23
Figure 12: Overview of proposed improvements to the city core section of SR 28	24
Figure 13: Rendering of a potential south gateway into downtown Quincy from the corner of Central Avenue and E Street SE	27
Figure 14: Rendering of a potential north gateway into downtown Quincy from the corner of Central Avenue and Division Street.....	28
Figure 15: Concept for Central Park	29
Figure 16: Street view rendering of B Street SE redesign	33
Figure 17: Potential Design of future B Street SE improvements	34
Figure 18: Rendering of a potential concept for the Central Plaza	36
Figure 19: Central Plaza conceptual rendering.....	37
Figure 20: Rendering of an example of improvements to downtown facades..	39
Figure 21: Rendering of proposed improvements to the lot on the SW corner of E St SE and 1st Ave SE	42
Figure 22: Proposed route and example of a Pedestrian Corridor.	43
Figure 23: Example of thematic wayfinding signage and kiosks	44
Figure 24: Example renderings of potential infill housing that may be appropriate in the downtown overlay zone	49
Figure 25: Proposed Heavy Truck Route to guide trucks and freight around Downtown Quincy.....	52
Figure 26: Streetscape Plan Project Overview (See Appendix A for project details & cost estimates)	55

Introduction

The City of Quincy, Washington was incorporated in 1907 as an agricultural community which grew beyond its farming roots and a settled community began to develop near the Burlington Northern Santa-Fe Railroad. The historic downtown was centered on what today is B Street Southeast, just a block from the railroad. Over one-hundred years later, Quincy is home to over 8,000 residents and a burgeoning downtown business district. The downtown features many locally owned restaurants and businesses, is the location of the Quincy Farmers Market, the Quincy Public Library, and is located near other city services such as City Hall, Public Works, PUD Office, Chamber of Commerce, and the community center.

As Quincy continues to grow, so does the potential of its downtown core to become a community-based economic center, which will require long-term consideration of solutions that will enhance economic conditions and



Downtown Quincy

livability for business and residents. The Quincy Downtown Revitalization Plan acts as a starting point, identifying recommendations and specific actions and projects that will act as a catalyst to revitalize the downtown area and help establish an identity in Downtown Quincy.

Plan Purpose and Context

The purpose of this document is to provide a revitalization plan for the City of Quincy's downtown that is both strategic and tactical. This plan provides long-term, significant solutions to enhance the economic conditions and livability for businesses and residents in Quincy. This plan also identifies specific actions and improvement projects to catalyze the long-term vision in this plan, with the hope of motivating the city, business owners, and potential developers to take action.

Focus Area

Downtown Quincy has no designated boundaries, but the general area considered the downtown core, and the focus of this plan, is between SR 28 to the south, Division Street to the north, 1st Avenue SE to the east, and 1st Avenue SW to the west (see Figure 1). The impacts of this plan, however, will be felt community-wide as downtown is a focal point for the City of Quincy, and the recommendations in this plan aim to be inclusive of the entire community and broader region.





Figure 1. Downtown Quincy Focus Area

Previous Planning Efforts

Quincy Comprehensive Plan

The Quincy Comprehensive Plan sets forth some broad goals and policies for downtown revitalization. Policy ED 3.1 in the comprehensive plan instructs the City to pursue a downtown revitalization plan. This plan fulfills this task and is therefore supported by and consistent with the City's Comprehensive Plan.

The comprehensive plan's policies align with public feedback and the goals for this plan, including:

- ♦ Promoting the livability, pedestrian orientation, traffic calming, and improvements to the appearance of downtown and main highway corridors. (V 1.3)
- ♦ Encouraging new businesses to locate downtown (LU 1.2.3)
- ♦ Develop a program for improvements to commercial buildings and facades downtown. (ED 3.2)
- ♦ Improve landscaping and maintenance of landscaping downtown. (ED 3.4)

Quincy Parks Master Plan

The Quincy Parks Master Plan identifies improvements to Rotary Park in Downtown Quincy, including additional places to sit, more shade, and surrounding infrastructure improvements. The plan also identifies standards for new parks

Quincy Non-Motorized Plan

In October 2021 the City of Quincy adopted their first Non-Motorized Transportation Plan. The city aims to improve comfort and accessibility for cyclists and pedestrians, creating a reliable network connecting different destinations throughout the whole city. Some

of the recommended actions from the non-motorized plan would impact Downtown, including:

- ♦ Adding bicycle facilities on Central Avenue and C St SE
- ♦ Adopting a Complete Streets Policy to increase funding opportunities
- ♦ Advocating for traffic calming measures along state routes and arterials
- ♦ Organizing pop-up facilities like temporary bike lanes or path

Quincy Transportation Study

A Transportation Study conducted by the City in 2021/2022 studied current and projected transportation trends throughout Quincy. The study found that some intersections in the city's core will start to see a decline in levels of service as the City continues to grow in the future. To mitigate the impacts of increased traffic, the Transportation Study recommends specific improvements to SR 28, including landscaped medians, restricted left turns, and a new traffic light at 2nd Ave SW.



Current Trends



Population Growth

The population of Quincy has been steadily increasing over the past decade, with the total population increasing by about 12% between 2010 and 2020. The city is expected to continue growing at a steady pace. The 2018 Grant County Comprehensive Plan allocated a total population of 10,075 to Quincy by 2038, indicating that the city can expect to grow by an additional 33% over the next two decades.

This will create increased demand on local businesses while also increasing the need for additional housing, and it will be important to include downtown as a potential source of new housing.

Downtown will also need to accommodate increased tourism which includes more foot and vehicle traffic, demand for new businesses, and a desire for more community events.

This plan will aim to address these factors and ensure Quincy's downtown can accommodate the projected population growth and economic development into the future.

Inflow/Outflow

Quincy has approximately 3,518 people employed at jobs within city limits. Of those, 2,244 people commute into the city from outside city limits, whereas only 1,888 people living in Quincy commute to jobs outside city limits. 1,274 people both live and are employed in the city. Downtown has the potential to capture this net inflow of people and keep employees in the city outside of work hours, whether it's coming in early for breakfast or coffee, getting lunch downtown, or staying after work for dinner or to run errands.



Figure 2. Inflow/Outflow (US Census, onthemap.ces.census.gov)



Housing Trends

Washington OFM data indicates Quincy had 2,493 total housing units in 2021. Of those, 1,572 (63%) were single-family units, 592 (24%) were multifamily units, and 329 (13%) were mobile homes or other special units.

5%

2020 Vacancy Rate

4.04

Quincy Average Household Size

The average household size in Quincy is much larger than the Washington State average household size of 2.55 and the Grant County average of 3.14.

Quincy Housing Types

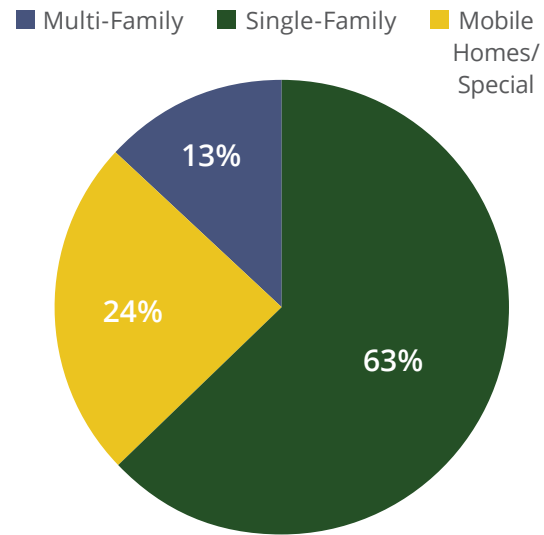


Figure 3. Quincy Housing Types (Washington State OFM)

Downtown Housing Considerations

Quincy continues to develop new residential subdivisions and annex land for more housing. However, as the population continues to grow and demand for housing, as well as housing prices, continues to rise, the City should consider opportunities for infill housing development which includes alternative housing types such as duplexes, townhomes, ADUs, and mixed use buildings. These alternative housing styles, especially mixed use, are suitable for infill or redevelopment in the downtown area and may contribute positively to the liveliness and wellbeing of downtown.



Figure 4. Housing Type Considerations



Needs Analysis

The City of Quincy identified the need for a revitalization of the downtown area to build on previous efforts and bring renewed life to the streets.

Streetscape

Downtown Quincy underwent a moderate streetscape redesign in the late 1990s, including sidewalk widening, bump outs, crossing improvements, and landscaping. This redesign created a great foundation that Downtown has benefited from over the past two decades. This plan recognizes the positive impacts that effort had and aims to build on that foundation to further revitalize the downtown streetscape.



Central Avenue in Downtown Quincy

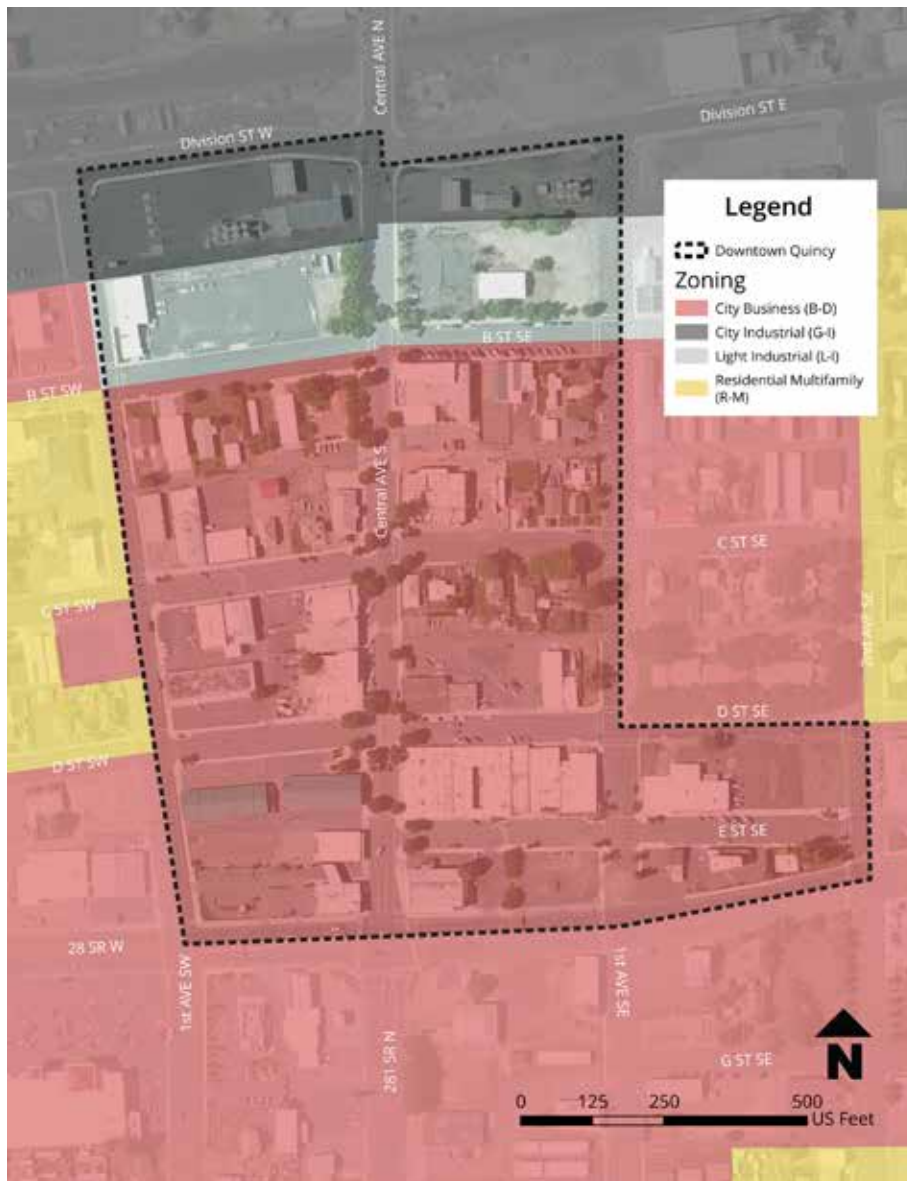


Economic Development

Downtown Quincy is made up of a variety of local businesses, including restaurants, bars, offices, retail shops, and public service buildings. While many of these businesses are thriving, some storefronts appear outdated, and some are in a state of disrepair. Large trucks use Central Avenue as a route to reach the state highways from agricultural and industrial areas, disrupting the quaint ambience of downtown. And many passersby on the state highways are not even aware of Downtown Quincy's presence just off the main highway due to a lack of visibility, which means downtown businesses are potentially missing out on significant business from tourists and regional and cross-state travelers.

Zoning

Downtown Quincy's current zoning is not incentivizing for development or redevelopment of housing or mixed uses. Zoning downtown is primarily commercial (City Business, B-D), though at the northern end of downtown the zoning transitions to City Light Industrial (L-I) and then to City Industrial (G-I). None of these zones allow any residential development aside from Condominiums being allowed in the B-D and L-I zones as part of a mixed use planned development (QMC 20.40.010). This tight restriction on housing downtown could prevent beneficial development interest in the city's core.



Summary

Downtown Quincy has a lot of positive momentum, but strategic interventions to improve the streetscape, stimulate the business environment, beautify storefronts and streets, increase visibility from the highway, and allow more flexibility in zoning have potential to significantly improve downtown and revitalize the heart of Quincy.

Figure 5. Current Zoning in the Focus Area

Public Engagement

In addition to the needs identified by the City and through analysis of local and regional data and trends, this planning process drew additional input from the Quincy Community through an extensive public outreach process.

The City aims to create a downtown that ultimately serves the people of Quincy and

provides a place where residents want to be. Because of this, public feedback was given high priority in the final plan recommendations.

Figure 6 shows a summary of the public outreach process used for this plan, and the following section summarizes what was heard during this process.



Public Outreach at the Christmas Market



THE FEEDBACK PROCESS



Figure 6. Public Outreach Process Summary

Survey Results

The initial public survey was conducted in July 2021 to understand what the Quincy community wanted to see in their Downtown. A total of 578 people took the survey. For full survey results, see Appendix C.

Responses to questions revealed that Quincy residents want:

- ◆ More outdoor dining options/food trucks
- ◆ More community events
- ◆ More public gathering spaces
- ◆ More public artwork
- ◆ Improved landscaping, street trees, and flower baskets







Better Blocks Event in Quincy, July 2021

for expanded public space including vendors, an outdoor stage, seating, games, colorful art, and landscaping. This event solidified that the community really hopes to see change and improvement downtown. Participants were excited about the Better Blocks event and wanted to see more permanent installations of many of the changes they saw that day.



Participants in the public outreach at the Better Blocks Event

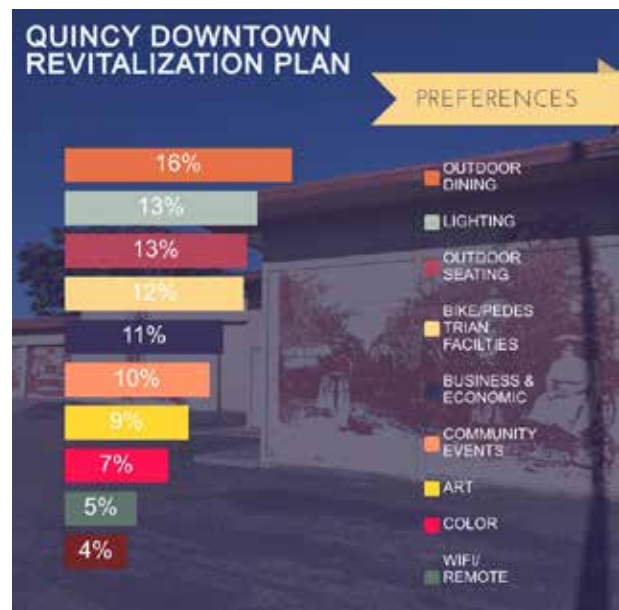


Figure 8. Results from Better Blocks Event- What participants wanted to see more of downtown



Public Outreach at the Christmas Market

Stakeholder Group Workshop

A small group workshop was held to cover initial concepts developed from the public feedback survey and events. This event helped identify gaps in public feedback and the reality of what is possible downtown. This small group of stakeholders included local business owners who helped establish an understanding of who the major players are downtown, what is already in the works, and what the highest priority concepts should be.

Christmas Market

SCJ Alliance attended the Quincy Christmas Market to present a refined version of concepts for Downtown. Participants were generally approving and excited about the proposed concepts and renderings.

Due to the high level of support, all of the proposed concepts were kept. Planning work continued to establish more refined versions of the publicly supported concepts.

Stakeholder Interviews

11 stakeholders were identified by the City to interview about the downtown revitalization efforts. Stakeholders included business owners, property owners, and community members. The revitalization concepts were generally received with favor across the stakeholder group, with a few suggestions for tweaks and minor adjustments.

Some of the major points made during these meetings were:

- ♦ Having ample parking downtown is crucial to small business success in Quincy
- ♦ Being able to easily turn into and drive down streets is very important
- ♦ Drawing people from the highway into downtown will be vital for a thriving downtown
- ♦ Downtown should have a new water feature like a splash pad and more community-oriented spaces (plaza, park, community garden)
- ♦ Visual improvements are highly desired (facades, landscaping, street trees, art)



Discussion of Downtown Plan at Quincy Rotary

- ◆ Downtown housing options may be more important in the future
- ◆ Taking care of existing tenants and residents downtown is a priority over attracting new economic activity, though that is important as well

Rotary Meeting

SCJ Alliance attended a Quincy Rotary Meeting to

share revitalization concepts, discuss feasibility, gather feedback, and start prioritizing projects. Rotary members identified their top five priorities for downtown:

- ◆ Install new streetscape design on SR 28
- ◆ Redesign streetscaping and landscaping along Central Ave
- ◆ Establish a “Central Park”
- ◆ Redesign B Street SE to become a permanent multiuse street.
- ◆ Establish a Central Plaza

Members also mentioned how much they enjoy the trees downtown, and that they would love to see an investment in landscaping and vegetation. The ease of navigating the streets was also discussed, and members highlighted the fact that fire trucks and delivery trucks need to be able to get down the streets comfortably.

Public Engagement Objectives

This extensive public engagement process revealed a number of consistent desires that Quincy wants to see in their downtown. The below list of objectives are publicly-supported and desired items that should be included in downtown revitalization efforts.

Public Engagement Objectives:

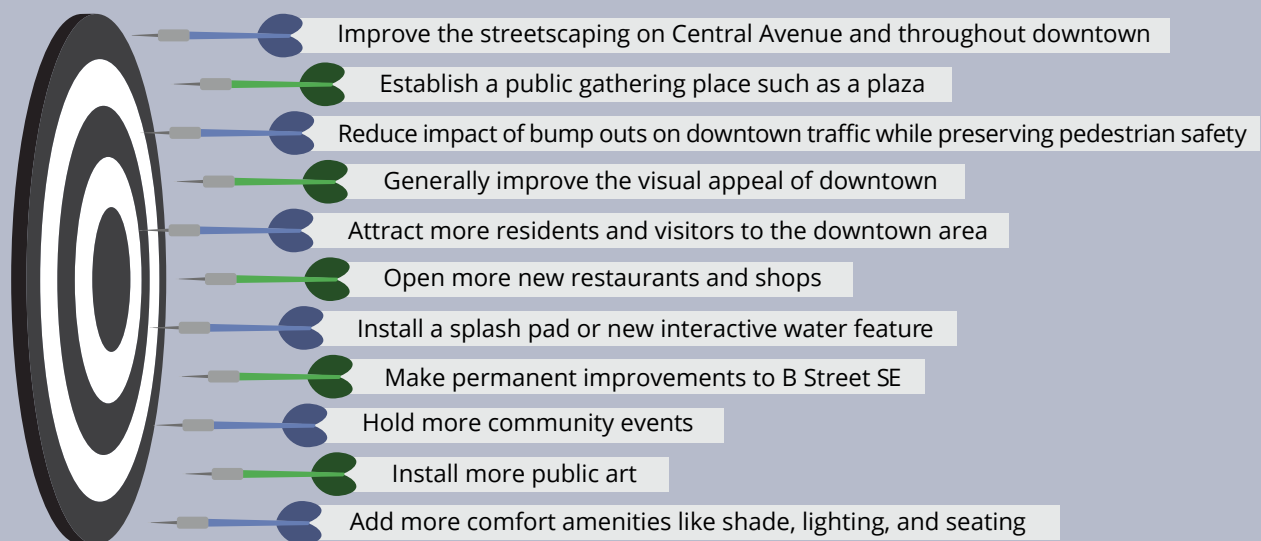


Figure 9. Public Engagement Objectives

Vision and Goals

Vision

The following vision statement describes what Downtown Quincy will be like if the goals, objectives, and projects recommended in this plan are met. It represents the vision the community expressed throughout this planning process.

Vision Statement

Downtown Quincy is a central, accessible neighborhood in Quincy where all residents feel welcome, appreciated, and celebrated. Downtown is a vibrant economic center for both the City and the larger region, drawing both locals and visitors to shop, dine, and recreate. Downtown is visually appealing, with upkept facades, thoughtful streetscaping, and dedicated places for public art. Traffic passes through downtown at a safe speed, parking is convenient, and pedestrians feel comfortable strolling along the sidewalks and crossing the street. Downtown is a place for the entire community and that is reflected in its accessible public spaces, variety of businesses, regular community events, and celebration of Quincy's diverse population.



Goals

The following goals represent the broad principles that guide the recommendations in this plan. Each recommendation aligns with one or more of these goals, which work together to achieve the vision above.

GOAL 1: PROVIDE MORE PUBLIC AMENITIES

Public amenities downtown include gathering and event spaces, safe pedestrian infrastructure, flexible streets that can adapt to changing traffic and parking needs. Additionally, downtown is a convenient place to access community services such as library services, senior/youth services, and other resources.



Quincy Public Library- a cherished downtown amenity

GOAL 2: ENHANCE THE VISUAL APPEAL OF DOWNTOWN

Buildings lining Central Avenue have well-kept and updated facades, landscaping and street trees are well maintained, and public art and street furniture line the sidewalks, inviting people to walk and enjoy by shopping, dining, or just passing through.



Lighting, banners, and trees improve the appearance of downtown.

GOAL 3: PROVIDE A SENSE OF PLACE AND COMMUNITY

Downtown exhibits a charming small-town atmosphere where both locals and visitors feel welcome. Regular community events, art walks, street fairs, and volunteer opportunities take place downtown and establish a sense of pride in downtown. Visitors feel welcome, and it is easy to orient oneself in downtown, with helpful wayfinding and a hospitable environment.

GOAL 4: SUPPORT A HEALTHY AND DIVERSE BUSINESS ENVIRONMENT

The City works to support existing businesses while also attracting new business and development to downtown. This may include partnering with the Port of Quincy and Chamber of Commerce to support local businesses or creating incentives for new business and development to locate downtown.



Street fairs and festivals like the Better Blocks event bring the community together.



Downtown Revitalization Diagram

Figure 10 shows a general overview of the recommendations for Downtown Quincy. Projects are discussed in greater detail in the subsequent sections.

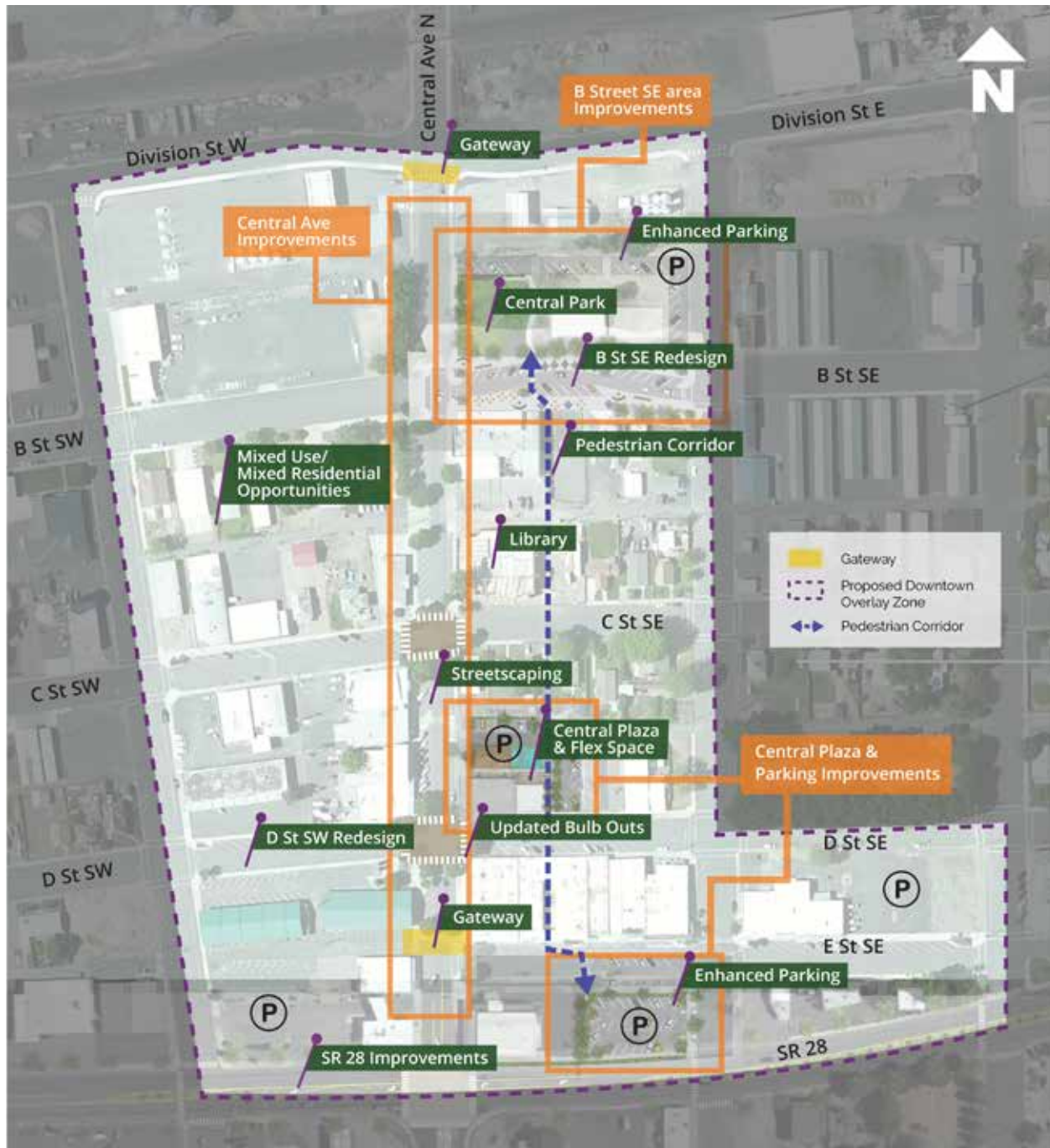


Figure 10. Downtown Land Use & Transformation Diagram



Action Plan and Recommendations

The action plan consists of 19 recommendations, which are separated into three sections, as shown below.

Table 1: Transformational Actions | These will significantly change how Downtown functions or its physical appearance.

#	Project	Leader/Partner
1	Install new streetscape design on SR28	Public Works
2	Enhance streetscape including lighting, landscape, crossings, and site furnishings	Public Works
3	Establish a central park	Recreation and Public Works
4	Redesign B Street SE as a permanent multi-use street	Public Works
5	Establish a central plaza	City Public Works and Streets
6	Implement a facade improvement program	City/DTBA

Table 2: Enhancement Actions | These will assist with enhanced functionality or community involvement in downtown.

#	Project	Leader/Partner
7	Formalize downtown parking	City
8	Improve the pedestrian environment	Public Works
9	Install public art that represents the culture and history of Quincy	City/Chamber of Commerce
10	Establish a parklet and sidewalk dining program	City
11	Initiate a marketing campaign for downtown Quincy	Chamber of Commerce/DTBA
12	Host a series of downtown cultural events	City/DTBA

Table 3: Preparation Actions | These will help downtown reach its long-term goals by establishing policies and practices that will help downtown achieve its vision.

#	Project	Leader/Partner
13	Designate Central Ave as a future Complete Street	City
14	Adopt a Downtown Overlay Zone	City
15	Foster collaboration across diverse populations	City/DTBA/Chamber of Commerce
16	Develop a maintenance and upkeep plan for downtown facilities and landscaping	Public Works/PUD/DTBA/Rotary
17	Designate official heavy truck routes around downtown	City
18	Improve local and regional access to downtown	City/GTA
19	Supplemental actions	All



Transformational Projects & Actions

1. Install new streetscape design on SR 28

SR 28 acts as the gateway to downtown, providing vehicle access to most visitors and residents from the south side of the city. It can also be a dividing barrier separating downtown from convenient and safe non-motorized access from the southern half of the city. Strategic improvements have been outlined in the Quincy Transportation Study, including SR 28 streetscape recommendations in the city core (see Figures 11 & 12). These improvements will provide:

- ♦ Traffic calming in the city center
- ♦ Safer crossings for pedestrians
- ♦ Reduction of risky turning movements on and off SR 28
- ♦ Improvements to traffic congestion points
- ♦ Implementation of the Non-Motorized Plan
- ♦ Improvements to the streetscape

Action

Implement traffic calming and streetscape features such as a median, restricted highway turning, enhanced sidewalks, bikeways, and landscaping on SR 28, as established in the Quincy Transportation Study and Quincy Non-Motorized Transportation Plan.



Implementation

- ♦ Adopt the Quincy Transportation Study
- ♦ Incorporate SR 28 City Center improvements into 6-year TIP
- ♦ Seek traffic calming, complete streets, pedestrian safety, and safe routes to schools grants
- ♦ Meet with WSDOT to determine feasibility and timeline





Figure 11. Rendering of SR 28 with proposed improvements. A wider/buffered pedestrian path, improved crossings, and traffic revisions create a calmer city core that leads into a vibrant downtown.



Figure 12: Overview of proposed improvements to the city core section of SR 28. Proposals here resulted from the Quincy Transportation Study, which found future deficiencies in Quincy's level of service through the city core. The proposed improvements keep traffic moving while accounting for projected city growth and consistency with the goals of the downtown plan.

2. Redesign Streetscaping Along Central Ave

Central Avenue is Quincy's "Main Street", meaning it is the center of commercial activity. Central Ave has a solid foundation of wide sidewalks, landscaping, street trees, bump-outs, crosswalks, and street parking. However, an updated streetscape could correct some of the aspects that restrict downtown from reaching its full potential.

Action

Redesign Central Avenue through downtown to meet modern standards and desires of the community, including a long-term street tree replacement program and landscaping, parking and vehicle circulation, visual appearance, and a safe, accessible pedestrian environment.



Implementation

- ♦ Add Central Ave streetscape improvements to the 6-year TIP
- ♦ Adopt a Complete Streets Policy
- ♦ Seek Complete Streets grant funding
- ♦ Fund implementation of the streetscape plan



Current Sidewalks & Streetscaping along Central Avenue in Downtown Quincy



Streetscaping at a neighborhood gateway in Columbus, Ohio shows how complete streets, considerations for all modes, can also create a more pleasant and attractive environment. Sharrows instead of bike lanes may be appropriate on calmer streets such as Central Ave.

Source: NACTO

Redesign May Include:

- ♦ Gateways at the north and south entrances into downtown (Figure 13 and Figure 14)
- ♦ Efficient and formalized parking configurations (with asphalt and curbing)
- ♦ Improved pavement at intersections to designate pedestrian space
 - Redesigned bump outs decrease vehicle interference while maintaining pedestrian safety
- ♦ New street furniture such as:
 - Street lamps with options for festival lights, banners, or hanging flower baskets
 - Upgraded benches within shaded areas
- ♦ Planters for seasonal flowers/plants
- ♦ Public art including sculptures, murals, and interactive pieces
- ♦ Improved signage, including:
 - Wayfinding and informational signage
 - Shared space signage, including sharrows for safe bicycle passage (Image 12)
- ♦ Improvements to landscaping, including street tree replacement, planting beds and baskets
- ♦ A recommended planting palette specific to downtown that creates a cohesive aesthetic and is limited to drought tolerant, easily maintained species

The Streetscape Plan in Figure 26 and Appendix A describes this plan in greater detail.

Central Avenue Bicycle Route Options

The Non-Motorized Plan network routes a shared use trail along Central Ave through downtown. Central Ave does have limited space for sidewalks, parking, and travel lanes, so a shared use trail on Central Ave may be difficult to make a reality (and may not be appropriate for the urban environment).

The existing wide sidewalks must be maintained, so it might only be feasible to incorporate a shared use trail by taking space from existing landscaping and parking lanes.

There are only about 12 on-street parking spaces on the east side of Central Avenue between SR 28 and B Street SE, and there is plenty of angled parking on the west side of Central Avenue, as well as on the adjacent side streets.

Converting space used for 12 parking spaces to a shared use trail would make the downtown business district accessible to more people, while sacrificing a small number of parking spaces that would easily be relocated to adjacent side streets or the new proposed public parking lots.

If a shared use trail is not deemed feasible, Central Ave's new streetscaping and traffic calming measures will create a low-speed street where drivers will be more aware of cyclists and pedestrians. Therefore, Central Avenue could also be a shared roadway and maintain a good degree of safety for cyclists. The addition of signage and sharrows (Image 12) would draw attention to cyclists, and improved intersections would help ensure safe crossings for both cyclists and pedestrians.





Figure 13: Rendering of a potential south gateway into downtown Quincy from the corner of Central Avenue and E Street SE. Artistic and vibrant gateways will help attract more people into downtown from the highway and create a sense of arrival in Downtown Quincy.



Figure 14: Rendering of a potential north gateway into downtown Quincy from the corner of Central Avenue and Division Street. Subtle streetscape changes and traffic calming will announce one's arrival into downtown from the northern neighborhoods, welcoming residents into their community's core.

3. Establish a Central Park

One of the most desired amenities in Downtown Quincy, according to the public outreach process, was additional green space - something Downtown Quincy currently lacks. A new downtown city park, or a “Central Park”, would help add space for outdoor dining, picnics, events, and a place to rest or seek refuge from the summer heat. It could also complement nearby businesses by drawing more people downtown and attracting them to linger longer.

Action

Develop new open space, potentially a city park, in the downtown core with additional seating, shade, light recreation space, and an event stage.



Implementation

- ♦ Host a pop-up Central Park event to gauge community support and excitement
- ♦ Adopt an incentive zoning program for Downtown Quincy
- ♦ Seek partnerships with non-profits and organizations that support public park amenities.
- ♦ Pursue RCO or other recreation-based funding to develop Central Park.



Figure 15: Concept for Central Park

Central Park Concept

The lot on the northeast corner of Central Ave and B St SE, currently vacant, could be a potential site for Central Park. Coordination and approval of the property owners would need to be pursued, but it is shown here as purely conceptual to demonstrate how a Central Park could impact Downtown Quincy.

The rendering here shows Central Park on a specific location downtown. Depending on conversations with property owners, community needs, and future conditions, the park could also be on a number of different lots in the general downtown area.

New Water Features

Public feedback showed a strong desire for another water feature downtown. Whether that be a splash pad, interactive fountain, or public art, a water feature in central park would help bring life and energy to downtown and make the park an inviting and peaceful place.

Acquisition Options

There is currently no ideal location for a Central Park, though there is plenty of opportunity in vacant and underutilized properties downtown to establish one, if agreements, sales, or dedications with private landowners can be successfully negotiated. Ideally, the City of Quincy or other public entity would outright own the property for Central Park, but there are other options to consider, including:

INCENTIVE ZONING PROGRAMS

Incentive zoning programs are voluntary programs in which developers provide specific public amenities, such as green/open space, in exchange for extra development flexibilities like floor area or height beyond the base amount allowed for their building by the Land Use Code. By implementing an incentive zoning program for Downtown Quincy (see “Adopt a Downtown Overlay Zone” section) the City could attract new developers in the downtown core that wish to take advantage of the development benefits.

As compensation for more flexible development standards, the City could require the developer to dedicate x-amount of land for public open space. This market-based approach to establishing a Central Park relies on development interests and market forces but may be appropriate if land acquisition proves difficult.

PUBLIC PRIVATE PARTNERSHIP

The City of Quincy could seek a partnership with a private partner such as a property owner, non-profit, developer, business association, or other organization to develop Central Park. Public private park partnerships (P4s) are becoming more common, and benefits of pursuing one includes reduced burdens on the city for both development and maintenance costs. In return, private investors may get branding rights, event title sponsorships, or specific access permissions. The goal is to maintain a publicly accessible park downtown, so a P4 should ensure that public access is the number one priority of the park development.

TEMPORARY LEASE

The City could partner with a local property owner to temporarily lease vacant or

underutilized land. The City may use this lease to establish a temporary Central Park, installing cost-effective and non-permanent park amenities to avoid high development costs on a temporary location. This could include adding planter boxes, maintaining landscaping, picnic benches, or a temporary stage. A temporary lease could show the community the benefit of a park downtown and build support for long-term investment in more permanent park amenities.





Image 13: Present Day B Street SE

4. Redesign B Street SE as a permanent multiuse street

The Better Blocks event in summer 2021 showcased that B Street SE is an ideal place for a major investment and transformation in how the street functions. B Street SE is the historic Main Street of Quincy, so a callback to this main downtown corridor blends both the new and the old Quincy.

B Street SE has the potential to become a hub of activity. It already is home to cherished local destinations, and its wide right-of-way and low traffic volumes reveals a major opportunity to redesign and make it more pedestrian-oriented with additional space and amenities for outdoor dining, farmers markets, and street festivals.

Action

Implement permanent changes on B St SE to give downtown a location to host markets, street fairs, outdoor dining, and other event spaces.



Implementation

- ♦ Incorporate B Street SE improvements into the City's 6-year TIP
- ♦ Adopt a Complete Streets Policy
- ♦ Seek Complete Streets grant funding
- ♦ Fund and begin design work





These 1911 photos show B Street SE as the historic Main Street of Quincy. Source: Quincy Valley Historical Society & Museum.

Redesign May Include

Updates such as the examples shown in Figure 16 and Figure 17 have the potential to transform B Street SE into one of the most desirable locations in Quincy. Recommended improvements include:

- ♦ Changing B Street SE into a one-way, one-lane street.
 - Traffic would flow eastward only between Central Ave and 1st Ave SE. The street's low traffic volumes and desirable businesses lining the street make this a low-risk change.
- ♦ Traffic calming
 - The one lane of traffic could bend or curve slightly to slow down traffic, a desirable feature of this pedestrian-oriented street.
- ♦ Expanded sidewalks
 - More space for higher pedestrian volumes to pass through the street, but also additional space for outdoor dining, landscaping, and street furniture.
- ♦ Angled parking
 - An equivalent number of parking spots will be available within a half-block of B Street SE as there are currently. Angled parking on alternating sides of the street, and additional designated angled parking surrounding the half-block to the north will make parking when attending B Street events or businesses very convenient.
- ♦ Streetscaping
 - As described in the Quincy Downtown Streetscape Plan, maintenance of landscaping and street trees will be vital to B Street SE.
- ♦ Consistency with surrounding land uses
 - The design of B St SE will complement the existing businesses, and future land uses, such as a potential park on the north side of the street, will fit in with the design and flow of B St SE.



Figure 16: Street view rendering of B Street SE redesign. In this redesign, B St SE becomes a community-focused street, and will help draw more people to walk, shop, and dine on this desirable downtown street.



Street design blends in with open space improvements (see central park concept)

New angled parking stalls all around the block and down alleyway

Expanded sidewalks with new street furniture and landscaping

Figure 17: Potential Design of future B Street SE improvements. This redesign maintains convenient parking, expands space for community events, calms traffic, and beautifies the street.

5. Establish a Central Plaza.

The public feedback process showed a strong preference for a City Plaza amenity in downtown. Having a central gathering place is a core piece of strong communities. Quincy currently lacks a formal gathering place downtown, and this planning process has determined that it is long overdue for the City.

However, as with Central Park, there is a lack of available public space to create a new plaza. The City should examine all possibilities for locating a central plaza downtown, which could take many different shapes and sizes depending on land and resource availability.

Central Plaza could be a flexible-use space, acting as a plaza part-time and a parking lot at other times. A flexible-use plaza would maximize the potential of vacant land in Downtown Quincy, effectively providing a two-for-one public amenity.

Action

Examine possible vacant, undeveloped, or underutilized lots for potential locations for a new public plaza to act as a central gathering space and flexible-use space for the community.



Implementation

- ♦ Host a pop-up Plaza event to gauge community support and excitement
- ♦ Acquire space for a plaza by purchasing property downtown, entering a public-private partnership with the adjacent business owners, or adopting an incentive zoning program.
- ♦ Seek partnerships with non-profits, the downtown business association, and other organizations that support the public plaza concept.
- ♦ Pursue CDBG or other community-based funding to develop Central Plaza.



Central Plaza Concept Example

The group of lots on the northeast corner of Central Ave and D St SE, currently a vacant building, a dirt parking lot, and three small businesses, could be a potential site for Central Plaza. Coordination and approval of the property owners would need to be pursued, and it is shown below as purely conceptual to demonstrate how a Central Plaza could impact Downtown Quincy.

The example here shows the plaza located on the parking lot to the north of the existing buildings. No structures would have to

be demolished for this to be developed. Additionally, most of the parking spaces currently available would still be available at least on a part-time basis. The edges of the plaza would provide some designated parking stalls for adjacent businesses, while the main lot would be open for public parking during normal business hours. On the weekends or evenings, the covered structure and plaza space could be closed off with bollards or planters, and events could be held in the plaza.

This would provide a centralized location for community gathering while maintaining much of the utility the lot currently provides.



The rendering here shows Central Plaza on a specific location downtown. Depending on conversations with property owners, community needs, and future conditions, the plaza could be on a number of different lots in the general downtown area. This rendering shows one potential location, but ultimately the location will depend on a number of factors.



Figure 18: Rendering of a potential concept for the Central Plaza. This concept spruces up an existing dirt lot to have greater flexibility in its potential uses. It can be used for parking during peak business hours, then be blocked off after hours to transform into a plaza with outdoor seating, gathering space, markets, and other events.



Figure 19: Central Plaza conceptual rendering. This rendering shows how the existing lot could transform to a flex-space. The lot maintains a dozen permanent parking spots for adjacent businesses while the central space becomes an adaptable location that can be used for covered parking, outdoor seating, or community events depending on the day and need.

6. Implement a Façade Improvement Program

Downtown Quincy has historic and unique buildings and other structures that house downtown's small businesses. Over time many of the storefronts on these buildings have become outdated or in need of repair.

By implementing a Façade Improvement Program, the City could establish a designated fund that would help business and property owners within Downtown Quincy of town upgrade their storefronts and signage. With improved facades, Downtown Quincy could seize economic development opportunities associated with increased interest in downtown as its visual appearance improves over time.

Though downtown design standards would still need to be followed, façade improvement grants could be used by small businesses to fund:

- ♦ Rehabilitation, reconstruction, or restoration to the exterior, streetside of a building facade
- ♦ Glass, windows, doors, trim, and accessories that are part of the streetside facade
- ♦ Signage
- ♦ Awnings, canopies, fences, and landscaping features
- ♦ Street grade entrances which contribute to activity along street edge
- ♦ Professional architectural/design/contractor fees as deemed appropriate for eligible projects

Action

Establish and fund a Façade Improvement program to improve the appearance and economic vitality of downtown in the long term.



Implementation

- ♦ Analyze the annual budget to research feasibility of a Façade Improvement Fund
- ♦ Pursue grants such as CDBG or Paul Bruhn Historic Revitalization Grants to supply the façade improvement fund.
- ♦ Establish an application process and criteria that small businesses within the downtown area can follow to apply for façade improvement funding.
- ♦ Assemble a list of resources, contacts, and cost estimates that can help small business awardees get started on eligible projects





Figure 20: Rendering of an example of improvements to downtown facades. Simple improvements like fresh paint, new signage, windows, awnings, and flowers/landscaping can have drastic impacts on how the street feels and functions.

Façade Funding Opportunities

The City of Quincy could fund this program through its annual budget process and establish an application and award procedure where small businesses could apply for façade improvement grants through the program. The City could also pursue grants such as Community Development Block Grants or the Paul Bruhn Historic Revitalization Grants Program to help fund the program.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

- ♦ US Dept. of Housing and Urban Development (HUD) funds CDBG and they are distributed by the WA dept. of commerce on an annual cycle.
- ♦ Façade improvements are an eligible grant activity, especially those that serve low-moderate income areas and those that alleviate blight.

PAUL BRUHN HISTORIC REVITALIZATION GRANTS PROGRAM

- ♦ Funded by the national park service historic preservation fund
- ♦ Fosters economic development in rural communities through rehabilitation of historic buildings in those communities.
- ♦ Local government or economic development agency of a local government could apply for a grant to support façade improvements. Subgrant recipients can be properties located in areas defined as “rural” or properties within the grantee’s jurisdiction.

See Page 56 for more information on funding opportunities.



Downtown Quincy Storefronts



Enhancing Projects & Actions

7. Formalize parking downtown

Lack of parking downtown was identified as an issue by some downtown business owners. Downtown Quincy currently has private off-street parking lots and public on-street parking.

Surface parking lots provide safe, off-street parking for those shopping and working downtown. The City should look into providing official off-street public parking locations to assist with parking availability. However, while centralized designated public parking lots downtown may be helpful, they should not cause blight or result in tearing down good structures.

Additionally, improvements to on-street parking could include creation of angled parking to fit more stalls on the street. However, this may require some streets to become single-lane one-ways. This is a feasible option, but traffic circulation and business buy-in should be considered.

More on-street stalls would enhance convenience when parking downtown, but parking should not interfere with enhancements to the pedestrian environment because foot traffic generates more economic activity than free public street parking. Ideally, the City will find a balance between street parking and pedestrian facilities that maximizes the economic strength of downtown.

Action

- ♦ Identify vacant/undeveloped lot(s) to create public city parking lot(s). This may include improving or paving existing dirt lots, improving efficiency and aesthetics of paved lots, or acquiring/partnering on undeveloped or vacant lots to create new surface parking areas.
- ♦ Provide clear signage to indicate where public parking lots are located for downtown shoppers and visitors.
- ♦ Carry out a Downtown Parking Study to identify strategic updates to street parking configurations to make parking more convenient and efficient.



Enhanced Parking

With new signage directing drivers to public parking lots, paved and landscaped lots will make the parking experience a lot more pleasant while also improving the appearance of downtown. The vacant lot on the SW corner of E St SE and 1st Ave SE is a great example of the potential for improved downtown parking (see Figure 21). A few dedicated spaces may be reserved for bank employees, but a majority of the lot could be used for people coming downtown to shop, dine, or utilize available services.



Example of an improved parking lot



Figure 21: Rendering of proposed improvements to the lot on the SW corner of E St SE and 1st Ave SE. This lot is currently owned by Washington Federal Bank and used for employee parking, though the lot is used as a parking lot for other nearby businesses as well. This lot is highly visible from the highway and serves as a first impression of downtown approaching from the east. An improved parking lot would elevate the appearance of downtown and provide a functional space for parking or even flexible space for weekend or evening events.

Improvements to this lot could be implemented as a partnership between the bank and the city. For example, the bank may retain ownership and reserve several spots for its employees, while the rest of the lot is an improved official public parking lot. The partnership should also address who maintains and funds the improvements.

8. Improve the Pedestrian Environment

Taking a lead from the Quincy Non-Motorized Transportation Plan and the Streetscape design in this plan, Downtown will exemplify complete and walkable streets. The recommended streetscaping design will help to calm traffic, make bicycling, walking, and crossing streets safe for all, and make Downtown Quincy an enjoyable place to be.



Action

Adopt a citywide complete streets policy with specific regulations for the downtown area or downtown overlay zone. Fund, design, and build the recommended projects from the Quincy Streetscape Plan.



Figure 22: Proposed route and example of a Pedestrian Corridor.

A pedestrian corridor could extend from B St SE to E St SE as an alternative pedestrian route a half-block off Central Ave. This would provide opportunities for alternative walking routes that directly connects major destinations downtown. This corridor already exists informally and partially, with mid-block crossings, alleyways, and spaces between buildings.

It could also be used as a multi-function corridor with opportunities to include interpretive signage, art walk events, and additional space for outdoor seating, dining, and shopping. This example from Edmonton shows how just some color and flowers can make a huge difference.



9. Install public art that represents the culture & history of Quincy

Public art installations symbolize the essence of Quincy: its people. To help improve the appearance of Downtown, the City should add more public art, especially artwork designed by local artists. Public art in Quincy should represent the diversity and culture of the community, and artwork themes should embody the soul of Quincy including pieces that reflect the agricultural and technological foundation of Quincy, as well as the diverse cultures represented among its residents. This will help provide a cultural anchor in the heart of town.



Action

Establish a local public art program. Seek public art grants and fund downtown public art installations on a rotating annual basis. Solicit local artists to submit designs for sculptures, murals, or interactive art pieces and use program funding to fund the art installations.

Kiosks & Wayfinding

Informational boards and wayfinding signage can incorporate designs/artwork that help add to the visual appeal and unique identity of Quincy. They also offer opportunities for sign sponsorships or incorporating street furniture such as benches or bike racks.



Figure 23: Example of thematic wayfinding signage and kiosks



Existing public art in downtown Quincy

10. Establish a Parklet and sidewalk dining program

Downtown is an ideal place to offer more opportunities for outdoor dining, with wide sidewalks, parking lanes, and underutilized parking lots providing plenty of flexible space for patios, porches, and parklets to host downtown diners. More places for outdoor dining was a high priority throughout the public outreach process, and indoor dining restrictions related to the COVID-19 Pandemic proved that more outdoor dining opportunities are highly successful and desired even after pandemic restrictions end.



Action

Amend the city code to allow parklets and sidewalk dining in the downtown overlay zone and provide a clear outline and streamlined process for businesses to apply for an outdoor dining permit. Regulations should specify restrictions on size and appropriate locations, but ultimately incentivize more outdoor dining.

11. Initiate a marketing campaign for downtown Quincy

Downtown represents the core of Quincy's economy. The public outreach for this plan showed that Quincy residents believe downtown should attract locals and visitors alike. Downtown should be functional and a desirable destination for locals while also attracting visitors either right off the highway or as a destination to stop and stay a while.

The variety of businesses, walkability, physical appearance, and public amenities available downtown will all play an important role in attracting visitors off the state route, drawing them in to shop and dine. It should also be the first place that locals think of to go shopping or dining out. Downtown should be the central hub of the city's economy.

Development and business potential will also be important to consider as downtown revitalizes and as regulations change within the downtown overlay zone. Making sure development processes are clear and streamlined will help draw development interest, and making sure new business licenses, setup and operation procedures are clear and streamlined will help draw interest from entrepreneurs and other small businesses and startups.



Action

- ♦ Partner with the Chamber of Commerce and Downtown Business Association to market Downtown Quincy updates, community events, and local businesses to the wider region in an ongoing marketing campaign.
- ♦ Include streamlined development and business operation regulations in the downtown overlay zone, allowing flexibility and monetary incentives to attract new energy to Downtown Quincy.

12. Host a Series of Downtown Cultural Events

Hosting regular events downtown, and having an established location for events, will help draw more people downtown regularly, which in turn will support local businesses and increase interest in downtown improvements. Events that highlight the best of the community will have only positive returns on investment.



Action

Work with the Downtown Business Association and Chamber of Commerce to establish a calendar of downtown events, held in various locations throughout downtown. Market these events throughout the region to draw locals and visitors, keeping people interested in and apprised of what is happening in Downtown.

Better Blocks

The Better Blocks event in 2021 showcased the potential of Downtown Quincy. The event drew hundreds of people, both locals and visitors, to participate in a community event that highlighted the best of Quincy, including local talent, food vendors, and artisans.



Before and After of the Better Blocks event (Source: Better Blocks)



Projects & Actions to Prepare for the Future

13. Designate Central Ave as a future “Complete Street”

As Quincy’s “Main Street”, Central Avenue between SR 28 and Division St is a community focal point, and therefore should be the safest street in town for all modes of transportation. The Quincy Non-Motorized Transportation Plan recommends adopting a Quincy Complete Streets Policy, and Central Avenue through downtown should be the first place that policy is applied once adopted.

Designating Central Avenue as a Complete Street, and focusing improvements in Downtown will help demonstrate how this policy can lead to real improvements across the city’s transportation network.



Action

Adopt a Complete Streets Policy for Quincy citywide.

Designate Central Avenue within the Downtown Overlay Zone as the first Complete Street project under this policy to prioritize and fund improvements to Central Avenue to demonstrate the success of Complete Streets.

Complete Streets

“Complete Streets” refers to the concept that roadways should be designed with all users in mind, not just motorists. Washington State encourages local governments to adopt their own Complete Streets Ordinances, and those that adopt jurisdiction-wide policies are eligible for the Complete Streets Grant Program (RCW 47.04.320). Awards for this program are funded

by the Transportation Improvement Board every two years and can be used to implement Complete Streets projects.

Nearby communities have adopted Complete Streets policies by ordinance including Wenatchee, East Wenatchee, Soap Lake, Chelan, Ephrata, and Electric City. Combined, these communities were granted over two million dollars in the 2019 grant cycle.



Example of a “complete street” in Denmark, SC. Source: Smart Growth America/Alta Planning + Design



14. Adopt a Downtown Overlay Zone

A Downtown Overlay Zone will distinguish downtown as a unique place in Quincy. Currently, zoning downtown may restrict certain development types that would be acceptable and appropriate for downtown while not appropriate for other parts of town. Downtown has a unique character, and the zoning regulations should allow for flexibility to ensure downtown can develop over time in a way that meets the vision outlined in this plan.

An Overlay Zone would help downtown maintain a consistent character that distinguishes it from the rest of the city, ensuring that development procedures include:

- ♦ proper pedestrian facilities
- ♦ Parking standards that are more flexible to allow for more efficient use of space
- ♦ Greater flexibility for mixed use and mixed residential developments
- ♦ Design standards are consistent with the vision for downtown, including:
 - building setbacks,
 - height restrictions,
 - building massing,
 - floor area ratios (FAR)



Action

Amend the comprehensive plan and zoning regulations to adopt a downtown overlay zone. The overlay should allow for greater flexibility in residential development, including allowing denser/mixed residential types, while still restricting single-family homes. The overlay would also outline design standards.



Housing Opportunities

As downtown revitalizes, the appeal of downtown living will increase. While current single family residential units downtown may remain in the short term, long term redevelopment could include transformations of these properties into mixed use buildings, making more efficient use of the limited space downtown.

Current zoning downtown does not allow for residential development except as part of a mixed use project, so this plan calls for an expansion of opportunities for housing in the downtown area, including mixed residential (multi-family) and mixed use development.

Mixed residential may include townhomes, duplexes/triplexes/quadplexes, ADUs, or small mixed use buildings.

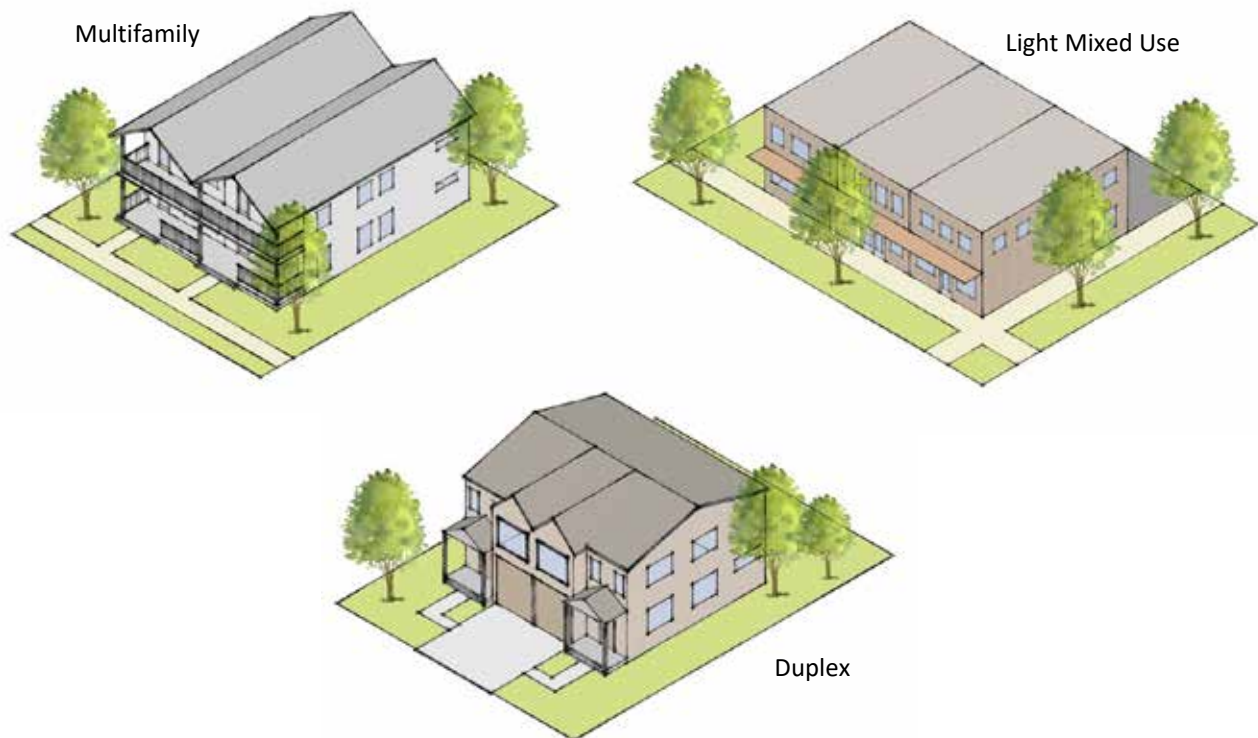


Figure 24: Example renderings of potential infill housing that may be appropriate in the downtown overlay zone.

15. Foster Collaboration Across Diverse Populations

Downtown is a place for all members of the community, and all should feel welcome downtown. Quincy's diversity should be represented and celebrated in the city's core, and this starts with all voices being heard. The City should work with cultural organizations to discover how downtown can best serve the people of Quincy.

Cross-Cultural Collaboration

At the 2020 Census, 77.5% of Quincy residents identified as Hispanic or Latino. And according to 2019 ACS Estimates, 70% of households in Quincy qualify as "Spanish Speaking - Limited English Speaking Households" where all members 14 years old and over have at least some difficulty with English. This creates a strong language barrier in the community that will need additional efforts to overcome and bridge the language gap.

Cross-Generational Collaboration

Quincy is a very young City, with a median age in 2019 of 24.3 years, compared to Grant County's median age of 33.3 and the Washington State median age of 37.9. Additionally, 37% of Quincy' population is under the age of 18. Contrarily, only 8% of the city's population is over 60 years old.

To help ensure cross-generational respect and communication, a new Community Center downtown should be considered. This would provide a reliable and accessible location for the community's more vulnerable populations, both old and young. This Community Center may be

outside of the focus area boundaries of this plan, but a central location within Quincy should still be considered.

Cross-Economic Collaboration

Quincy is a microcosm of traditional agricultural-based industries and modern technology-based industries. Nearly half of the Civilian working-class population in Quincy is employed in Agriculture per 2019 ACS Estimates.

This is a unique aspect of this community, and it should be celebrated to foster cross-industry and cross-economic collaboration and communication. Having a Downtown that represents the best of the Agriculture community and the Technology industry can help bridge the divide and ensure that all know how important both are to the fabric of Quincy.



Events that bring together multiple generations help strengthen community and collaboration, like this event at the Quincy Museum (Source: Quincy Valley Historical

Action

- ♦ Improve the City's approach to the diverse population by expanding bilingual outreach and communication efforts, creating spaces downtown where all feel welcome, and increase awareness across all demographics of resources, spaces, and events available to the public.
- ♦ Research the feasibility of a new Central City Community Center that houses both a Teen/Youth Center and a new Senior Center, as well as other community-wide public services and resources.
- ♦ Celebrate the diversity of economic backgrounds by including artwork, events, and spaces downtown that reflect this diverse labor force.



16. Develop a maintenance and upkeep plan & schedule for downtown public facilities & landscaping

Using a combination of city resources, volunteer efforts, and business-owner commitments, maintenance of downtown amenities should be clearly defined to ensure people know who is responsible for which maintenance tasks.

Action

- ♦ Educate all city staff that take care of landscaping, tree, street, and snow maintenance on best practices to ensure downtown remains attractive and functional.
- ♦ Seek partnerships and commitments from downtown business owners, the downtown business association, and volunteer groups to assist with landscaping and beautification maintenance in the downtown core.



Volunteer Opportunities

Getting the community to take pride in their downtown can be achieved by organizing regular volunteer opportunities to help shape downtown into the place the community wants to see. Volunteer events such as trash cleanup, weeding, watering flowers, painting storefronts, or decorating for holidays/festivals are great opportunities to get the community involved and keep downtown functional, attractive, and safe.

Community Garden

Something like a Central Community Garden may foster community participation and give residents ownership in their Downtown. A community garden would also pair well with farmers market events, local school programs, and senior center programs.



A community garden can get residents involved and take ownership in their city.

17. Designate official heavy truck routes around Downtown

Keeping trucks off of Central Avenue through downtown was one of the most popular requests from the public. Other traffic calming strategies such as overhead strand lighting, median islands, bulb outs, etc. on Central Avenue will also help to deter truck traffic.



Action

Map a designated route and install signage and median islands to guide heavy trucks around the downtown core.



Figure 25: Proposed Heavy Truck Route to guide trucks and freight around Downtown Quincy.
Source: Quincy Transportation Study.

18. Improve local and regional access to downtown

As downtown becomes more of a destination, additional options to access the businesses and resources downtown should be available. The City should begin discussions with the Grant Transit authority to pursue improvements to Route 40 over time, or investigate options for other public transit systems, such as a local circulator between downtown and other local destinations, or a regional circulator that connects Quincy to other nearby destinations.



Action

Work with Grant Transit Authority to add a stop in Downtown Quincy on Route 40.

Research the need for a local shuttle or bus circulator, or another regional circulator, for example, to George, Crescent Bar, or Wenatchee.

19. Supplemental Actions

Other actions may be considered by the City to improve the experience of Downtown and prepare for its future. These items could be adopted over time as the downtown environment progresses and as development occurs. These supplemental actions were considered lower priority, but should be considered especially as the recommendations in this plan become implemented.

Action

- ♦ Provide publicly available Wi-Fi downtown
- ♦ Develop a co-working space for remote workers
- ♦ Redesign D St SW similarly to B St SE: One-way, pedestrian-oriented, ample street parking, & flex space
- ♦ Develop sustainable design standards
- ♦ Develop architectural design guidelines for downtown
- ♦ Provide electrical vehicle charging stations downtown
- ♦ Consider grocery store and other essential services access as more housing develops downtown



Streetscape Plan

The Downtown Streetscape Plan offers recommendations for streetscape improvement projects within Downtown Quincy as previewed in Figure 26. The full plan, including project descriptions and cost estimates, can be found in Appendix A.

Recommended streetscape improvements include:

- ♦ Update Lighting Infrastructure in the Downtown Area; this includes replacing light poles and adding overhead strand lighting on Central Ave
- ♦ Adapt a Street Tree Replacement Program and Maintenance Program, ensuring all trees and landscape beds receive proper drip irrigation
- ♦ Install new sidewalks, curb ramps and bulb outs where currently absent
- ♦ repair cracked sidewalk, curbing, bulbouts and asphalt as needed
- ♦ install enhanced crosswalk paving as desired by the City
- ♦ Formalize and pave Alleys and Parking Areas to improve functionality
- ♦ replace outdated sidewalk furnishings such as benches, trash receptacles, bike racks, banners
- ♦ install landscape medians on 1st Ave SE & 1st Ave SW to create separation between downtown and surrounding area and encourage slower traffic
- ♦ stripe any undefined parking, bike lanes, and sharrows



Central Avenue N in Quincy





PROJECT #1:

- Central and B Street
- 1. Update Lighting and Electrical (Cost)
- 2. Street Trees and Irrigation (Cost)
- 3. Gateway Islands and xwalks (Truck Barriers) (Cost)
- 4. B Street and Park (Cost)
- 5. ADA Retrofits, select bulbouts, sidewalk upgrades, xwalk accents. (Cost, examples)

PROJECT #4:

- 1. ADA Retrofits with bulbouts
- 2. Fill in missing sidewalks
- 3. Street Trees
- 4. Median landscaping
- 5. Alley Paving
- 6. Division Screening

PROJECT #5:

- Public Parking Lot (E St & 1st Ave SE) (standalone project)
- 1. Paving, Striping, Curbing
- 2. Landscaping
- 3. Bike Rack, welcome kiosk, Art

PROJECT #2:

- Central to 4th Ave SE
- 1. Restripe to provide bike lane, signage
- 2. Improve xwalks, fill in SW gaps
- Show full extent of bike line for project scope! (Cost)

PROJECT #6:

- Central Plaza Public Event Space (standalone project/public/private partnership)
- 1. New paving/parking areas
- 2. Shade Structure for parking, markets, events
- 3. Private facade improvements for access
- 4. Option to upgrade space with shade sails, splash pad, stage

PROJECT #3:

- 1. ADA Retrofits with bulbouts
- 2. Fill in missing sidewalks
- 3. Street Trees and edge landscape buffers
- 4. Median landscaping
- 5. Alley Paving
- 6. Division Screening

PROJECT #7:

- Alley Activation for pedestrian Corridor (long term)

Figure 26: Streetscape Plan Project Overview (See Appendix A for project details & cost estimates)

Implementation Opportunities

Partnerships

Table 4. Partnerships to Assist with Implementation		
Partner	Partnership Info	Projects to Partner On
Downtown Business Association (DTBA)	DTBA should identify projects in this plan that are a priority for the group and help to take action to implement those projects.	3, 4, 5, 6, 7, 9, 10, 11, 12, 15, 16
Quincy Rotary	The Rotary is a good source of broader community buy-in, representing folks from all parts of Quincy. The Rotary may be a source to find volunteers to help implement projects that are a priority for that group.	3, 5, 9, 11, 12, 15, 16
WSDOT, Dept. of Commerce, & other state agencies	WSDOT and any other state agencies will be needed as partners to implement plans on state routes and broader growth management projects such as the downtown overlay zone. Partnering early to explain the community's priorities and discuss funding opportunities will be beneficial.	1, 2, 8, 11, 13, 14, 16, 17
Port of Quincy & Chamber of Commerce	Engaging the Port and the Chamber will help align the economic development priorities of Quincy with recommended projects for Downtown.	6, 7, 9, 10, 11, 12, 15, 16, 17
Washington Small Business Development Center (SBDC)	Partner with SBDC on education, services, and training to support local businesses and help new businesses. Advisory locations in Wenatchee and Moses Lake.	6, 11, 15, 16
Private Businesses & Property Owners	When possible, seek input from private businesses and property owners, especially those that own vacant property and those with large stakes in downtown or the community at large.	3, 4, 5, 6, 7, 10, 11, 15, 16
Washington Main Street Program	The Main Street Approach is a Washington State program used in many communities small and large across the state as a framework for downtown vitality. The program provides information, help getting focused, and community support and guidance to communities interested in downtown revitalization.	2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14
Rural Community Assistance Corporation (RCAC)	RCAC is a nonprofit that provides training, technical and financial resources and advocacy to rural communities throughout the Western US. Quincy could seek partner assistance with economic development or housing efforts, and seek funding and lending opportunities as well.	6, 11, 12, 14, 15, 16, 17
Grant Transit Authority (GTA)	Partner with GTA to enhance public transportation service to Downtown Quincy.	18

Resources & More Information

- ♦ Washington Main Street Program: <https://dahp.wa.gov/local-preservation/main-street-program>
- ♦ Rural Community Assistance Corporation: <https://www.rcac.org/>



Funding Considerations

Table 5. Funding Resources to Assist with Implementation		
Source	Description	Projects
USDA Rural Development Programs	- Rural Economic Development Loan and Grant Program - Community Facilities Direct Loan and Grant Program WA	6, 11, 16 1, 2, 3, 4, 5, 18
Department of Commerce (DoC)	- Community Development Block Grant (CDBG) - Building Communities Fund - Pedestrian and Bicycle Program	1, 2, 3, 4, 5, 6, 10 1, 2, 3, 4, 5 1, 2, 4, 8, 13, 17
WSDOT	- Safe Routes to School Program - Highway Safety Improvement Program	1, 2, 4, 8, 13, 17 1, 8
Transportation Improvement Board (TIB)	Complete Streets Funding	1, 2, 4, 8, 13, 17
WA Dept. of Archaeology & Historic Preservation	Third Places Grant Program	3, 4, 5, 9, 10, 12
WA Recreation & Conservation Office (RCO)	Land and Water Conservation Fund	3, 5
Paul Bruhn Historic Revitalization Grants Program	Fosters economic development in rural communities through rehabilitation of historic buildings in those communities.	6
Hope VI Main Street Program	Assistance to smaller communities in the development of affordable housing that is undertaken in connection with a Main Street revitalization effort.	14
Main Street Guide for Property Development	Provides information on financing downtown property redevelopment.	3, 5, 7, 19
Special Valuation Local Tax Incentive	Registered historic places qualify for special tax benefits where property valuation does not reflect substantial improvements.	6, 19
Certified Local Government Program	A historic preservation program that helps local governments encourage, develop, and maintain preservation efforts alongside development. CLGs are eligible for special grants and tax incentives.	1, 4, 6, 9, 11, 12, 14, 19

Funding Resources & More Information

- USDA Rural Development Programs: www.rd.usda.gov/programs-services/all-programs
- DoC CDBG: <https://www.commerce.wa.gov/serving-communities/community-development-block-grants/>
- DoC Building Communities Fund: <https://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-communities-fund/>
- DoC CERB: <https://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/>
- WSDOT Programs: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs>



- ♦ TIB Complete Streets Funding: <http://www.tib.wa.gov/grants/grants.cfm#other>
- ♦ WA Dept. of Archaeology & Historic Preservation, Third Places Grant Program: <https://preservewa.org/programs/grants/third-places-fund/>
- ♦ RCO Land and Water Conservation Fund: <https://rco.wa.gov/grant/land-and-water-conservation-fund/>
- ♦ Paul Bruhn Historic Revitalization Grants Program: <https://www.nps.gov/subjects/historicpreservationfund/paul-bruhn-historic-revitalization-grants-program.htm>
- ♦ Hope VI Main Street Program: https://www.hud.gov/program_offices/public_indian_housing/programs/ph/hope6/grants/mainstreet
- ♦ Main Street Guide for Property Development: <https://preservewa.org/wp-content/uploads/2021/09/Main-Street-Guide-for-Property-Development.pdf>
- ♦ Special Valuation Local Tax Incentive: https://dahp.wa.gov/sites/default/files/Special%20Valuation%20Pamphlet%202012_0_0.pdf
- ♦ Certified Local Government Program: <https://dahp.wa.gov/local-preservation/certified-local-government-program>



Appendices

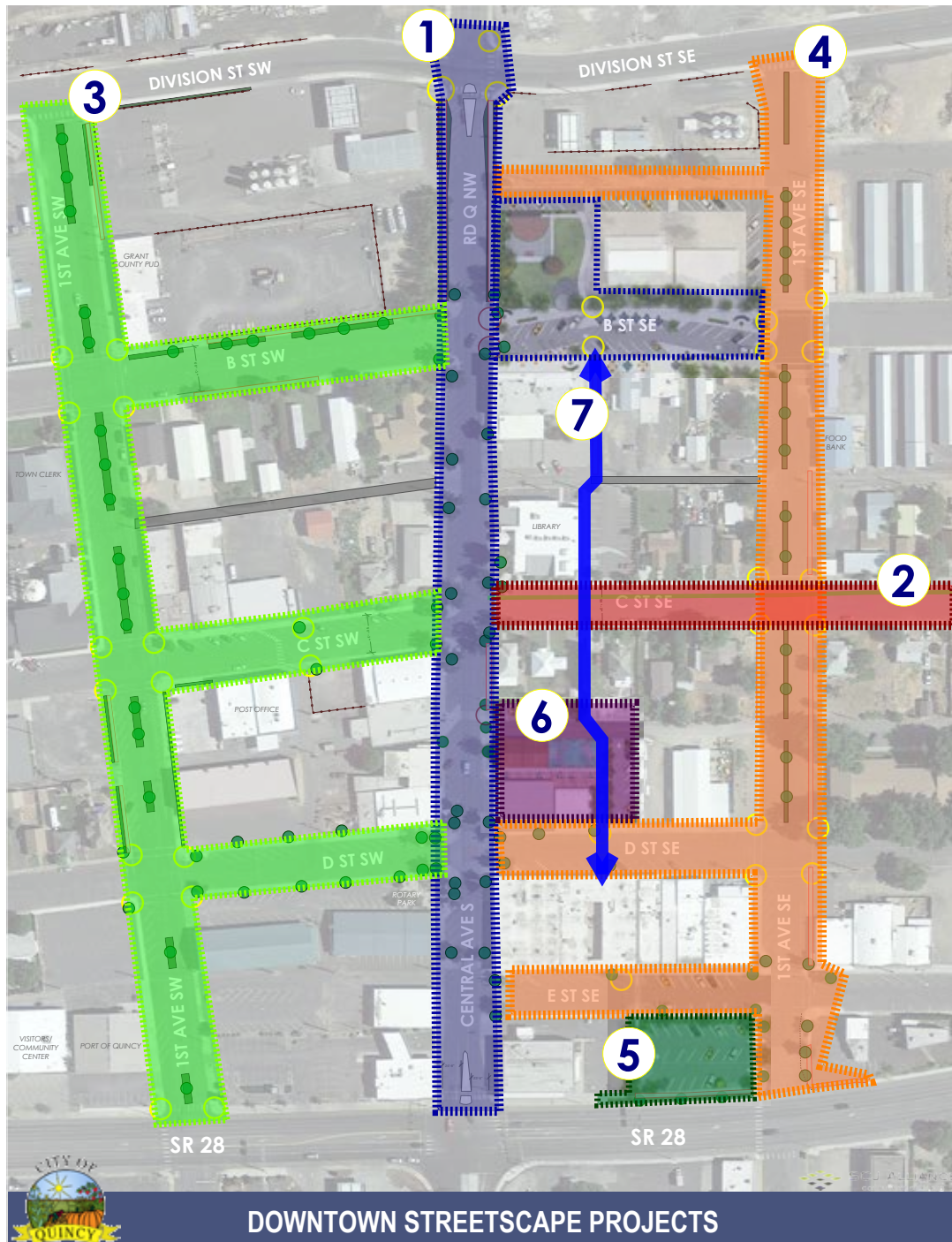
Appendix A: Downtown Streetscape Plan60

Appendix B: Downtown Streetscape Planting Recommendations..... 69

Appendix C: Public Engagement Report81



Appendix A: Downtown Streetscape Plan



PROJECT #1: Central Ave

1. Update Lighting and Electrical
2. Street Trees and Irrigation
3. Gateway Islands and Entrance Features
4. ADA Retrofits, select bulbout replacements, fill in sidewalk gaps, enhanced crosswalks
5. Convert to meandering one-way with parking
6. Project Opportunity: "Park Space" on B St (currently owned by others)(not in estimate)

PROJECT #2: C Street SE

1. Restripe roadway to provide bike lane, signage
 2. Enhanced crosswalk, fill in sidewalk gaps
 3. Pedestrian Illumination
 4. New bulbouts
- Reference Non-Motorized Trail Plan for C St SE - Bike Lane Connection

PROJECT #3 1st Street SW:

1. ADA Retrofits with bulb outs
2. Fill in missing sidewalks
3. Street Trees and Median Landscaping
4. Irrigation system
5. Pedestrian Lighting
6. Division Screening

PROJECT #4: 1st Street SW

1. ADA Retrofits with Bulb Outs
2. Fill in missing sidewalks
3. Street Trees
4. Median Landscaping
5. Alley Paving & Parking North of B St
6. Pedestrian Illumination

PROJECT #7: Alley Activation
Creates a pedestrian corridor that provides economic opportunities and connects downtown amenities.

PROJECT #5:

- (Development Opportunity)
1. Paving, Striping, Curbing
 2. Landscaping
 3. Bike Rack, Welcome Kiosk/Map
 4. Public Art & Drop Off Lane

PROJECT #6:

- (Development Opportunity, currently owned by Lischka Properties & Richard Wilburn)
1. Formalized Parking
 2. Outdoor Dining (private business use)
 3. Outdoor Dining and Plaza (public/events stage)
 4. Shade Structure for weekday parking/weekend events
 5. Alternate Plaza location with splash pad



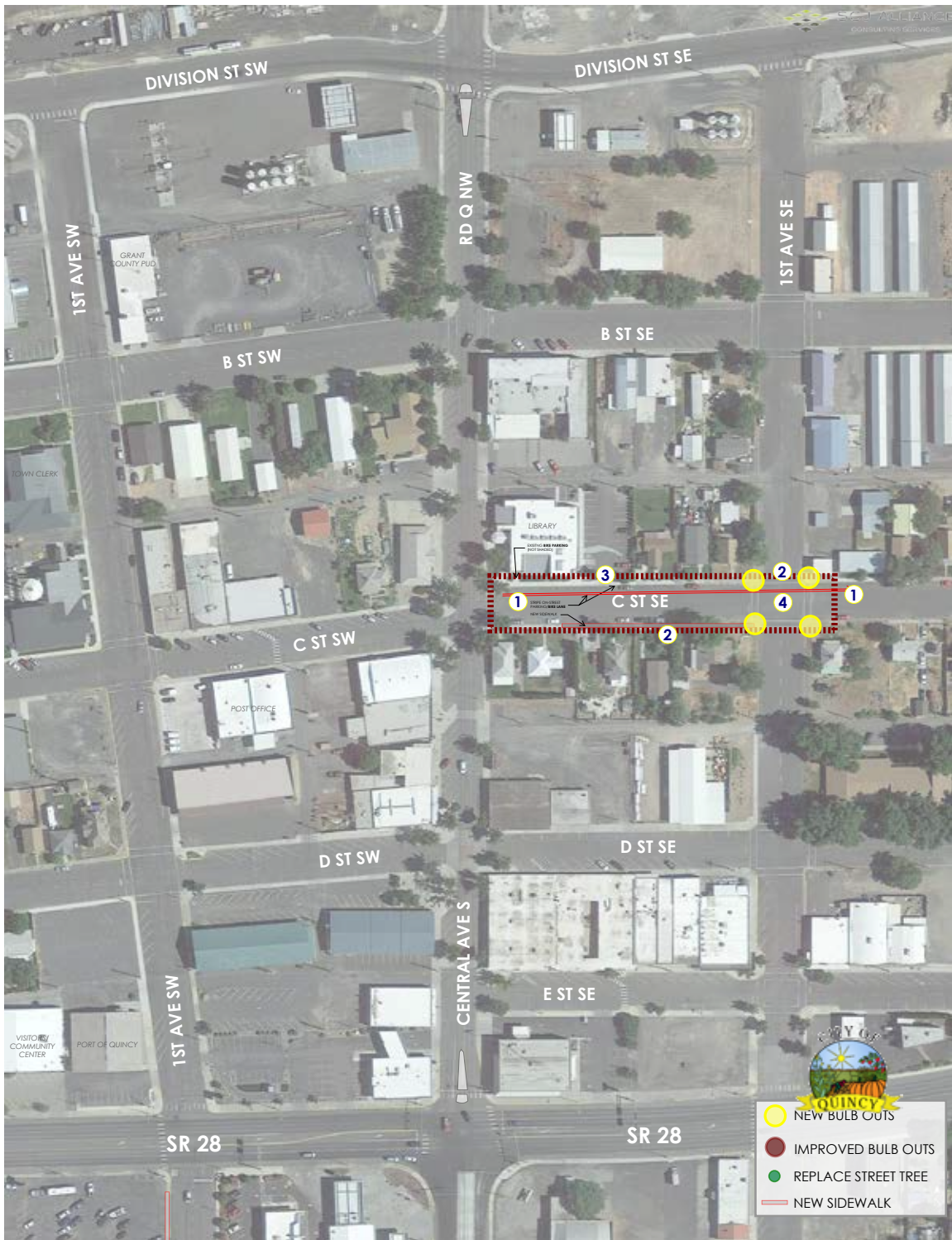


PROJECT #1: **Central Ave
SR28 to Division St
& B Street SE Improvements**

Planning Level Project Estimate	
Preliminary Engineering	\$230,000
Construction	\$2,100,000
Total Project	\$2,330,000

1. Update Lighting and Electrical
2. Street Trees and Irrigation
3. Gateway Islands and Entrance Features
4. ADA Retrofits, select bulbout replacements, fill in sidewalk gaps, enhanced crosswalks
5. Convert to meandering one-way with parking
6. Project Opportunity: 'Park Space' on B St (*currently owned by others*) (not in estimate)





**PROJECT #2: C St SE
Central Ave to 1st Ave SE**

1. Restripe roadway to provide bike lane, signage
2. Enhanced crosswalk, fill in sidewalk gaps
3. Pedestrian Illumination
4. New bulbouts

Reference Non-Motorized Trail Plan for C St SE - Bike Lane Connection

Planning Level Project Estimate	
Preliminary Engineering	\$60,000
Construction	\$400,000
Total Project	\$460,000





**PROJECT #3: 1st AVE SW
SR28 to Division Street SW**

1. ADA Retrofits with bulb outs
2. Fill in missing sidewalks
3. Street Trees and Median Landscaping
4. Irrigation system
5. Pedestrian Lighting
6. Division Screening

Planning Level Project Estimate

Preliminary Engineering	\$200,000
Construction	\$1,900,000
Total Project	\$2,100,000





**PROJECT #4: 1st AVE SE
SR 28 to Division Street**

1. ADA Retrofits with Bulb Outs
2. Fill in missing sidewalks
3. Street Trees
4. Median Landscaping
5. Alley Paving & Parking North of B St
6. Pedestrian Illumination

Planning Level Project Estimate	
Preliminary Engineering	\$180,000
Construction	\$1,700,000
Total Project	\$1,880,000





PROJECT #5: Public Parking E St

(Development Opportunity - currently owned by WaFd Bank)

1. Paving, Striping, Curbing
2. Landscaping
3. Bike Rack, Welcome Kiosk/Map
4. Public Art & Drop Off Lane





PROJECT #6: Central Plaza

(Development Opportunity, currently owned by Lischka Properties & Richard Wilburn)

1. Formalized Parking
2. Outdoor Dining (private business use)
3. Outdoor Dining and Plaza (public/events stage)
4. Shade Structure for weekday parking/weekend events
5. Alternate Plaza location with splash pad



Restaurant and Entertainment Businesses would benefit most from this concept





PROJECT #7: Activated Alley E St SW to B St SE

This project creates a pedestrian corridor that can provide new economic opportunities and better connect downtown amenities.

This project will provide the following benefits to downtown:

1. Connects parking locations to active areas downtown.
2. Provides for an Outdoor Dining (private business use) opportunity.
3. Connection to Outdoor Dining and Plaza (public/events stage)
4. Can provide areas of shade for summer events.



Future developments could build on and use the space for plazas, dining, and additional storefront space

SCJ ALLIANCE
CONSULTING SERVICES





Appendix B: Downtown Streetscape Planting Recommendations



Quincy Downtown Streetscape Planting Recommendations

A list compiled for the city of Quincy to choose plants for streetscapes and recommend to developers for planting along the street and in parking lots in the downtown area.

Notes: plants were chosen using recommendation and reference documents from City of Moses Lake, WSU and the city of Spokane. Species that are not at least somewhat resistant to drought (once established) were not added to the list below; ROW plantings should include irrigation for use during the hottest time of year but should still be waterwise. Special consideration should be made for the most exposed sites with excessive wind, sun and pollution. **The following plants are recommendations only.** In order to achieve a successful planted space, the best plant should be chosen for each space and installed and maintained properly. Have a landscape architect, designer, or *experienced* landscape contractor help in plant selection and installation.



Aesthetic: Planting should have a xeriscape nature (sparse groupings, drought tolerant) and could easily include decorative rock mulch, boulders, and art. Due to Quincy's culture of agriculture, plants that attract pollinators should be a priority in every landscape.

General Guidelines:

Besides selecting a tree for aesthetics, please consider the following before you choose a tree and plant it:

- 1) In most cases, the planting of trees is required only when there is a curbed roadway and a minimum 5-foot-wide landscape strip.
- 2) Street trees should never be placed directly in front of business front/main doors
- 3) Root barriers should be considered to prevent sidewalk overturning
- 4) Trees must be planted to the following standards:
 - a. A minimum of 2.5 feet back from the face of the curb
 - b. A minimum of 5 feet from fire hydrant.
 - c. 20 feet from street lights or other existing trees.
 - d. No Street Tree, other than those species listed as Small Trees in the City Recommended Tree List, may be planted under, or within 10 lateral feet of, any overhead utility wire, or over or within 5 lateral feet of any underground water line, sewer line, transmission liner or other utility.
 - e. The spacing of Street Trees will be in accordance with the species size classes listed in City Recommend Tree List. No trees may be planted closer together than the following: Small Trees, 30 feet; Medium Trees, 40 feet; and Large Trees, 50 feet; except in special plantings designed or approved by the Public Works Director or designee.
 - f. A minimum of ten (10) feet from storm drains.
 - g. A minimum of three (3) feet behind curb or sidewalk if no planter strip exists (attached sidewalks or just curb).
 - h. 30 feet from most street intersections — 50 feet if it has a stop sign.





- i. Before planting, you **MUST** call 72 hours in advance for underground utility locations. Knowing these locations in advance may save you time and money by preventing an accident.
- j. All new developments must install automatic irrigation to the new trees.
- k. Trees shall be a minimum 2-inch caliper when planted.
- l. Trees must meet or exceed the current standards in the American Standards for Nursery Stock.
- m. Trees shall be staked for one year following the planting per the attached tree planting detail.

TREE SELECTION: This document refers to trees on public rights-of-way only. Refer to the “Recommended Wenatchee Street Tree Planting List” below for a listing of trees generally recommended for planting within the landscape-strip area. Please be aware that this list concentrates on hardy and readily available tree species in the area. Also, be aware that current industry belief is that species diversity is a major key to a healthy community/urban forest. It is now recommended that no one species account for more than 10% of the total number of trees in the forest. When selecting trees to be planted under utility lines, choose only Small Trees in the City Recommended Tree List that will remain small when mature with a maximum mature height of 25 feet. Columnar varieties are preferred.

* indicates native plant

Street Trees

Small Street Trees

For planting strips at least 5’ wide, in tree grates, or under power lines

- **Carolina Silverbell** *Halesia Carolina*
- **Scarlet Fire Dogwood** *Cornus kousa* ‘Scarlet Fire’
- Rocky Mountain Maple *Acer Glabrum* (native, requires some shade)
- Acer Ruby Sunset Maple *Acer* ‘JFS-KW249’
- Yoshino Cherry *Prunus x yedoensis*

Medium Street Trees

For planting strips 5-8’ wide

- **Japanese Tree Lilac** *Syringa reticulata*
- **Paperbark Maple** *Acer Griseum*
- **European Hornbeam** *Carpinus betulus* ‘Frans fontaine’
- **Persian Parrotia** *Parrotia persica*
- Princeton Sentry Ginkgo *Ginkgo biloba* ‘Princeton Sentry’
- Street Keeper Honeylocus *Gleditsia triacanthos* ‘Draves’ (or other thornless variety)
- Sterling Linden *Tilia tomentosa* ‘Sterling’
- Regal Prince Oak *Quercus robur x bicolor* ‘Long’

Large Street Trees

For planting strips larger than 8’ wide

- **Japanese Zelkova** *Zelkova serrata*
- Magnifica Hackberry *Celtis* ‘Magnifica’
- Shumard Oak *Quercus shumardii*





Low Growing

For use in typical streetscapes downtown where visibility is generally preferred. See 'other plants' listed below for suggestions for hedge/border plants such as near residences, parking lots, industrial areas, etc.

Evergreen Shrubs/Groundcovers

- Kinnickinnik *Arctostaphylos uva-ursi**
- Creeping Oregon Grape *Mahonia repens**
- Dwarf Eastern White Pine *Pinus strobus* 'Nana'
- Color Guard Yucca *Yucca filamentosa*
- Golden Flowered Agave *Agave chrysantha*
- Bearberry Cotoneaster *Cotoneaster dammer*
- Dwarf Mt. Lover *Pachystima canbyi*

Shrubs & Herbaceous Perennials

- Silver King Artemisia *Artemisia ludoviciana* 'Silver King'
- Bluebeard *Caryopteris species*
- Pink Dwarf Snowberry *Symphoricarpos doorenbosii* 'Kolmpica'
- Genista *Genista lydia* var
- Potentilla *Potentilla gracilis**
- Oregon Spiraea *Spiraea betulifolia* var. *lucida*
- Purple Sage *Salvia dorrii*
- Gro-Low Fragrant Sumac *Rhus aromatica* 'grow low'

Grasses

- Blue Fescue *Festuca glauca*
- Idaho Fescue *Festuca idahoensis**
- Shenandoah' Switchgrass *Panicum Virgatum**

Perennials

- Rocky Mountain Penstemon *Penstemon strictis**
- Hyssop *Agastache spp.*
- Pink Gaura *Gaura linheimeri* 'Siskiyow Pink'
- Common Sage *Salvia officinalis*
- Rock cress *Arabis blepharophylla*
- French Tarragon *Artemisia dracunculus* 'sativa'
- Hardy Ice Plant *Delosperma* var.
- Creeping Phlox *Phlox sebulata*
- Sedum or Stonecrop *Sedum species*



SMALL STREET TREES



CAROLINA SILVERBELL



SCARLET FIRE DOGWOOD



ROCKY MOUNTAIN MAPLE



SUNSET MAPLE



YOSHINO CHERRY

MEDIUM STREET TREES



JAPANESE TREE LILAC



PAPERBARK MAPLE



EUROPEAN HORNBEAM



PERSIAN PARROTIA



PRINCETON SENTRY GINKGO



STREET KEEPER HONEYLOCUS



STERLING LINDEN



REGAL PRINCE OAK



LARGE STREET TREES



JAPANESE ZELKOVA



MAGNIFICA HACKBERRY



SHUMARD OAK

EVERGREEN SHRUBS/GROUNDCOVERS



KINNIKINNIK



CREEPING OREGON GRAPE



DWARF WHITE EASTERN PINE



COLOR GUARD YUCCA



GOLDEN FLOWERED AGAVE



BEARBERRY COTONEASTER



DWARF MT LOVER

SHRUBS & HERBACEOUS PERENNIALS



SILVER KING ARTEMISIA



BLUEBEARD



PINK DWARF SNOWBERRY



GENISTA



POTENTILLA



OREGON SPIREA



PURPLE SAGE



GRO-LOW FRAGRANT SUMAC

GRASSES



BLUE FESCUE



IDAHOE FESCUE



SHENANDOAH'S SWITCHGRASS

PERENNIALS



ROCKY MOUNTAIN PENSTEMON



HYSSOP



PINK GAURA



COMMON SAGE



ROCK CRESS



FRENCH TARRAGON



HARDY ICE PLANT



CREEPING PHLOX



SEDUM/STONECROP



Other Plants

Other plants that are suitable for the area and located outside of the public right of way. Take full plant size into consideration to avoid conflicts with buildings, utilities, or views. Reference the sources for more extensive plant lists and resources from the

Trees

Small Conifers

- Oregon Green Austrian Pine *Pinus nigra* 'Compacta'
- Vanderwolf's Pyramid Pine *Pinus flexilis* 'Vanderwolf's Pyramid'
- Japanese Umbrella Pine *Sciadopitys verticillate*
- Dwarf Japanese Red Pine *Pinus densiflora* 'Umbraculifera'
- Oregon Green Austrian Pine *Pinus nigra* 'Compacta'

Medium/Large Conifers

- White Fir *Abies Concolor*
- Eastern Red Cedar *Juniperus virginiana*
- Japanese cryptomeria *Cryptomeria japonica*
- Colorado Blue Spruce *Picea pungens* 'Hoopsii'
- Cedar of Lebanon *Cerus libani* 'Stencoma'
- Weeping Alaskan Cedar *Chamaecyparis nootkatensis*
- Bristlecone Pine *Pinus aristate*

Small Trees that produce flowers

- Japanese Stewartia *Stewartia pseudocamellia*
- Japanese Ivory Silk Lilac *Syringa reticulata* 'Ivory Silk'
- Chinese Fringe Tree *Chionanthus retusus*
- Forest Pansy Redbud *Cercis canadensis* 'Forest Pansy'
- Sourwood *Oxydendrum arboretum*
- Merlot Redbud *Cercis* x 'Merlot'
- Chinese Fringe Tree *Chionanthus virginicus*
- Winter King Hawthorn *Crataegus viridis* 'Winter King' (small thorns)

Small Trees for Fall Color

- Amur Maple *Acer ginnala* 'Flame'
- Paperbark Maple *Acer griseum*
- Golden Desert Ash *Fraxinus excelsior* 'Aureafolia'
- Wireless Zerkova *Zelkova serrata* 'Schmidtlow'

Medium/Large Shade Trees

- Autumn Blaze Maple *Acer x freemanii* 'Jeffersred'
- Black Tupelo *Nyssa sylvatica*





- Ginkgo *Ginkgo biloba* (can be messy)
- Katsura *Cercidiphyllum japonicum*
- Golden Rain Tree *Koelreuteria paniculate*
- Emerald City Tuliptree *Liriodendron tulipifera* 'Emerald City'
- Chanticleer Pear *Pyrus calleryana* 'Chanticleer'
- Scarlet Oak *Quercus coccinea* (can be messy – for large areas only)

Shrubs, Grasses & Groundcovers

Medium/Large Shrubs for borders or hedges

- Serviceberry *Amelanchier alnifolia**
- Avalanche Mock Orange *Philadelphus lemoinei* 'Avalanche'*
- Chokecherry *Prunus virginiana**
- Fernbush *Chamaebatiaria millefolium*
- Smoke Tree *Cotinus spp.*
- Oceanspray *Holodiscus discolor*
- Leatherleaf Viburnum *Viburnum rhytidophyllum*
- Oregon Grape *Mahonia aquifolium**
- Big Sagebrush *Artemisia tridentata**
- Red Twig Dogwood *Cornus sericea**
- Rubber Rabbitbrush *Chrysothamnus nauseosus**
- Threeleaf Sumac *Rhus trilobata*
- Red Flowering Currant *Ribes sanguineum**
- Russian Sage *Perovskia atriplicifolia* variety
- Apache Plume *Fallugia paradoxa*

Small Shrubs, Grasses, & Groundcovers:

- Blue Oat Grass *Helictotrichon sempervirens*
- Woods Rose *Rosa woodsia**
- Hens & Chicks, Live-Forever, House Leek *Sempervivum species*
- Squaw Currant *Ribes cereum**
- Maiden Grass *Miscanthus sinensis*





Sources

<https://static.spokanecity.org/documents/urbanforestry/permits/street-tree-list-2019-04-22.pdf>

<https://s3.wp.wsu.edu/uploads/sites/2086/2014/09/treesncw.pdf>

<https://static.spokanecity.org/documents/publicworks/water/water-wise-spokane/spokanescape/drought-tolerant-plant-list.pdf>

<https://www.cityofml.com/730/Landscaping>

<https://www.epa.gov/sites/default/files/2017-01/documents/ws-outdoor-water-efficient-landscaping.pdf>

<https://www.openaccessgovernment.org/urban-tree-biodiversity-tree-landscape/58049/>

<https://www.wenatcheewa.gov/home/showpublisheddocument/26135>

<https://s3.wp.wsu.edu/uploads/sites/2082/2015/05/Drought-Tolerant-Plants-for-the-Columbia-Basin1.pdf>

Appendix: Supplemental Resources



Alternatives to Topping

Pruning trees correctly can often solve problems associated with the decision to top trees. Thinning a few strategically-located branches can help to frame a view or provide more sunshine for a vegetable garden.

While trees can and do fail due to disease, insect infestation, or human-caused activities, a tree will not fall over just because it is tall. It is important to remember that as trees grow, they develop structure and strength in response to the environment around them. **Careful pruning within the first dozen years of a tree's life can help eliminate the need for drastic pruning when the tree is mature.**

If you are concerned with the health and safety of a tree, call a professional to assess its condition. Certified arborists are professionals trained in planting, care, and maintenance of trees. You can locate a certified arborist by looking in the phone book under "Tree Services," or by visiting treesaregood.org.

Before hiring an arborist, ask for credentials and make sure the company does not offer tree topping services; legitimate tree care companies do not practice tree topping. If problems caused by a tree cannot be solved through acceptable management practices, the tree should be removed and replaced with a different tree or plant material more appropriate for the site.

Prevention is Worth a Pound of Cure

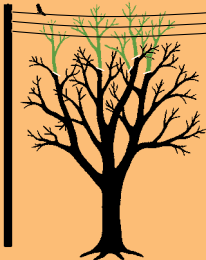
Property owners should educate themselves about trees before selecting the best tree for their yard. Planting the right tree in the right place will go far to eliminate future problems. Make sure to carefully evaluate the space before choosing a tree to plant. "Look up, down and all around." Remember to think about the mature size (height and width) of a tree, and the space it will grow in to, including the space needed for roots. There are many online sources and books that will give you dimensions of mature trees.

Trees range in height from small trees, generally shorter than 25 feet at maturity, to those that surpass 100 feet. They also come in all kinds of shapes, from columnar to round and spreading. Select a tree that fits the scale and size of the available space.

For more information about tree selection, planting, care and maintenance, contact the city forester in your community, DNR's Urban and Community Forestry program at dnr.wa.gov, or visit treesregood.org



▲ Trees properly sited only need pruning to maintain tree structure, form, health and appearance.



▲ Crown reduction lowers the height of a tree by cutting tall branches back to shorter, large diameter side branches—at least 1/3 the diameter of those being removed. This method is preferred over topping.

REFERENCES

- Donovan, G.H.; Butry, D.T. 2010. Trees in the city: valuing street trees in Portland, Oregon. *Landscape and Urban Planning* 94: 77–83.
- Donovan, G.H. 2009. The economic benefits of urban trees. *USDA Forest Service, Pacific Northwest Research Station and Friends of Trees*, Portland, OR.
- Five Reasons to Stop Topping Trees, and Saving Trees & Views brochures, Plant Amnesty, Seattle, WA 98115-0377
- Kaiser, C.A. et al Warning: Topping is Hazardous to Your Tree's Health. *Journal of Arboriculture* 12(2) February 1996
- Why Topping Hurts Trees brochure, 2007. International Society of Arboriculture, P.O. Box 3129, Champaign, IL 61826-3129
- Linda Chalker-Scott, The Myth of Tree Topping Internet brochure
- Fazio, J. Tree City USA Bulletin #8 Don't Top Trees, The National Arbor Day Foundation, 100 Arbor Avenue, Nebraska City, NE 68410

Trees Add Property Value

Over the course of time, a tree that is properly cared for increases in value, which in turn increases property value.

New economic research from the US Forest Service Pacific Northwest (PNW) Research Station found that well-maintained, mature trees not only increase the price of a home, but it also sells more quickly with healthy trees. *For example: In Portland Oregon, the presence of street trees in front or near a house was found to add an average of \$8,870 to the sale price.*

Consult with a certified arborist to create a care and maintenance action plan that ensures a healthy, valuable tree in your landscape.

To find out the many ecological services a tree provides, including energy savings, cleaner air, carbon sequestration and more, visit the National Tree Benefits Calculator web page: www.treebenefits.com/calculator/



The Washington Community Forestry Council was organized by the Washington State Department of Natural Resources (DNR) in 1991. Its goal is to provide leadership and vision to help citizens preserve, plant and maintain community trees and forests. The Council consists of a general membership and an Executive Advisory Committee to the State Forester. Join by calling 1-800-523-TREE.

"Tree Link" is a quarterly publication of the DNR Urban & Community Forestry Program. The program's purpose is to educate citizens and decision-makers about the economic, environmental, psychological and aesthetic benefits of trees and to assist local governments, citizen groups and volunteers in planting and sustaining healthy trees and vegetation wherever people live and work in Washington State.

This institution is an equal opportunity provider.

Editors: Linden Mead and Sarah Foster, Resource Protection/DNR.

Contributing Editor: Janet Pearce, DNR.

Graphic Design and Illustrations: Luis Prado, Communications & Outreach/DNR.

Funding provided by DNR and the USDA-Forest Service. Tree Link, Summer 2011. Reprinted 2016.

PRINTED ON RECYCLED PAPER



DNR URBAN & COMMUNITY FORESTRY PROGRAM, NUMBER 22

tree link



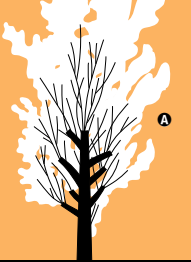
Tree Topping

A common practice that results in disfigured trees with large gaping wounds, susceptible to disease and insect infestation






Trees that are topped lose their natural beauty, form, safety, and function along with their appraised value.





Topping trees is not safe. It costs more long-term, it hurts trees and shortens their life.




Careful pruning within the first dozen years of a tree's life can help eliminate the need for drastic pruning when the tree is mature.





Well pruned trees are stronger and can withstand storms better than trees that have been topped.



A Dangerous Situation

Topping nearly guarantees a hazardous tree. Topping cuts create entry points for decay, which affect the structural integrity of the tree.

A Branch shoots that re-grow following topping often grow directly adjacent to developing decay columns within a topped branch.

B As shoots grow into larger and heavier branches, they are prone to breakage, especially during storms, creating a safety hazard.

A topped tree can easily regain its original height within a couple of years. The re-grown branches are generally long, thin, densely spaced, and weakly attached to the main stem. Branches will require pruning every couple of years in order to maintain the intended height and prevent branch failures. This puts a tremendous strain on a tree and significantly raises the risk of insect infestation, disease, decay, and death.

Would you knowingly create a dangerous, public nuisance in your front yard or irreversibly damage your home to reduce its property value? Of course not! Yet when you top a tree, its natural form is destroyed, which diminishes its value, creates potentially hazardous branches, and impacts the value of your property.

The term 'topping' refers to the practice of drastically cutting back large limbs, often indiscriminately leaving stubs, and resulting in injury; a tree will never recover from this. Topping, also known as stubbing, hat racking, rounding over, and heading, is an all too common practice that results in disfigured trees with large gaping wounds, susceptible to disease and insect infestation.

Science of Topping

A tree's leafy canopy is its food source. It's the place where nutrients and water, along with chlorophyll and sunlight, make sugars to sustain the tree. Following significant damage, (like topping), a tree kicks into 'survival mode,' growing replacement branches as quickly as possible to prevent starvation (see "A").

The tremendous amount of branch growth makes up for the loss of its food-making branches may create the appearance of a fuller and denser tree; however, this flush of growth forces the tree to tap into its energy reserves. The tree becomes weakened, stressed, and susceptible to insect and disease attack.

So Why Do Trees Get Topped?

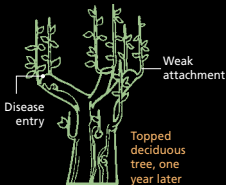
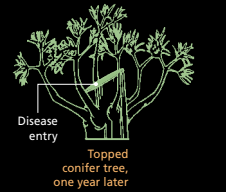
There are various reasons that individuals choose to have their trees topped, but whether the reason is for height reduction, ease of maintenance, cost savings, clearing view corridors, or solar access, the results do not meet the expectation.

What does this mean for the homeowner?

Because the sprouts that grow out of the branches of a topped tree are **very weakly attached, and prone to breakage**, there is an increased risk of property or personal injuries, along with homeowner liability (see "B").

Rather than reduce maintenance time and cost, the greater mass of leaf area results in dense growth that not only obscures views and sunlight even more, but adds to the volume of leaf clean-up and maintenance costs.

Trees that are topped lose their natural beauty, form, safety, and function along with their appraised value. The liability posed by a topped tree may actually decrease property value.



Appendix C: Public Engagement Report



Quincy Community Survey Results

Overview

The City of Quincy is working on a strategic and tactical revitalization plan for the downtown area. The result of this plan will derive its meaning and focus from the perspectives and ideas of the community.

On July 14, 2021, the City released the public survey online; paper copies were supplied at the Downtown Library and handed out at the Better Block event on July 17. Surveys were available in both English and Spanish. The survey was advertised on the City's website and boosted on Facebook to reach an audience within 5 miles of Quincy. Additional in-person feedback was received during the Quincy Better Block event on 7/17/21 and a summary of those comments and feedback can be found at the end of this document.

The City received a total of **578 responses** to the survey.

Questions 2-8 were specifically for business owners, and only appeared in the online version of the survey if respondents selected that they own or manage a business downtown in Question 1.

Question 1 and Questions 9-21 were asked to all respondents.

1. What do you come downtown for? Select all that apply.

Question 1 of the Survey asked respondents why they come downtown. 85% said they shop or dine downtown.

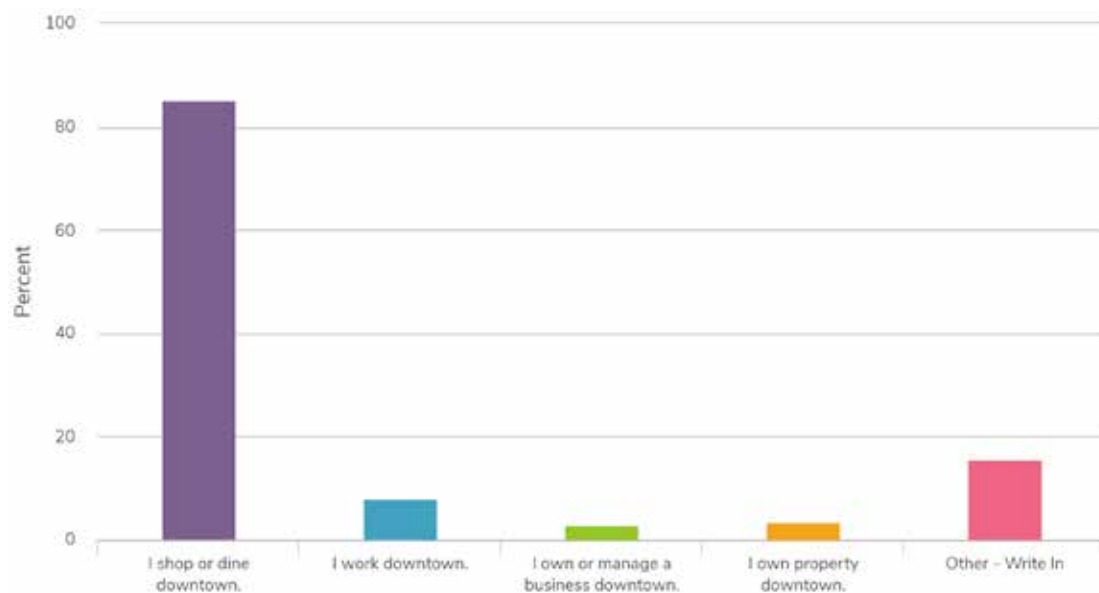


Figure 1





Business Owners

2. What do you like about the location of your business? Select all that apply.

Questions 2 through 8 applied to respondents who answered that they own or manage a business downtown (39 total, 7.9%). The majority of respondents said they like the small town atmosphere (71%), followed by convenience for customers (57%) and easy access (57%).

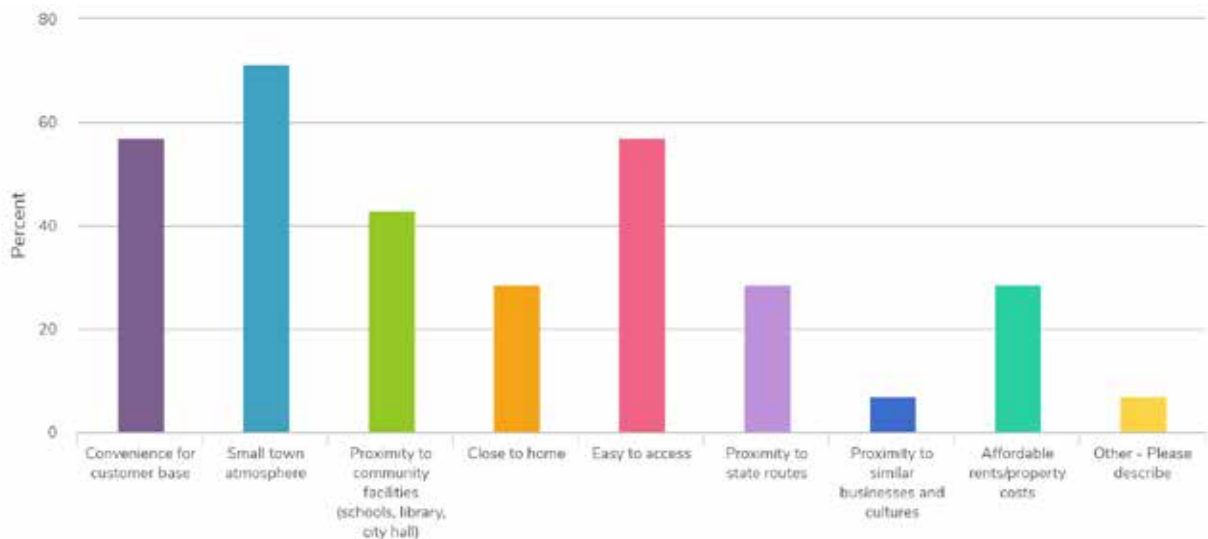


Figure 2

3. What area (i.e. how far from your location) does your business draw customers/clients from?

This focused on location of clients whether local, surrounding, or regional. 50% of respondents said client/customer base was many miles away (regional) while 43% said Quincy and the surrounding area (a few miles away). Based on 14 total responses.

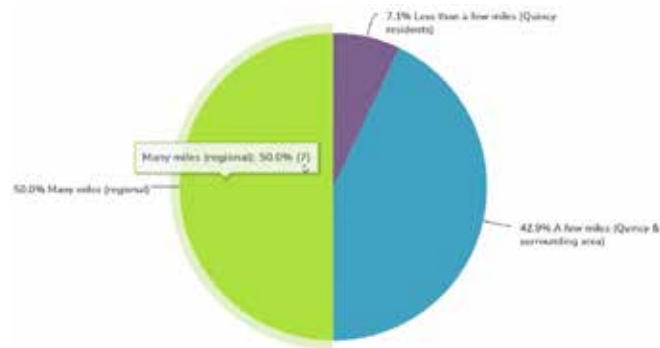


Figure 3





4. Do you perceive any challenges with or disadvantages of the location that affect your business? Select all that apply.

7 respondents (50%) said that low awareness and low visibility/pass-by traffic (50%) are the biggest challenge. 6 respondents (42%) said relatively few complementary businesses to draw people downtown, but 5 (36%) claimed no disadvantage to their business location. Two write in responses indicated that there wasn't enough parking and that buildings are in bad shape.

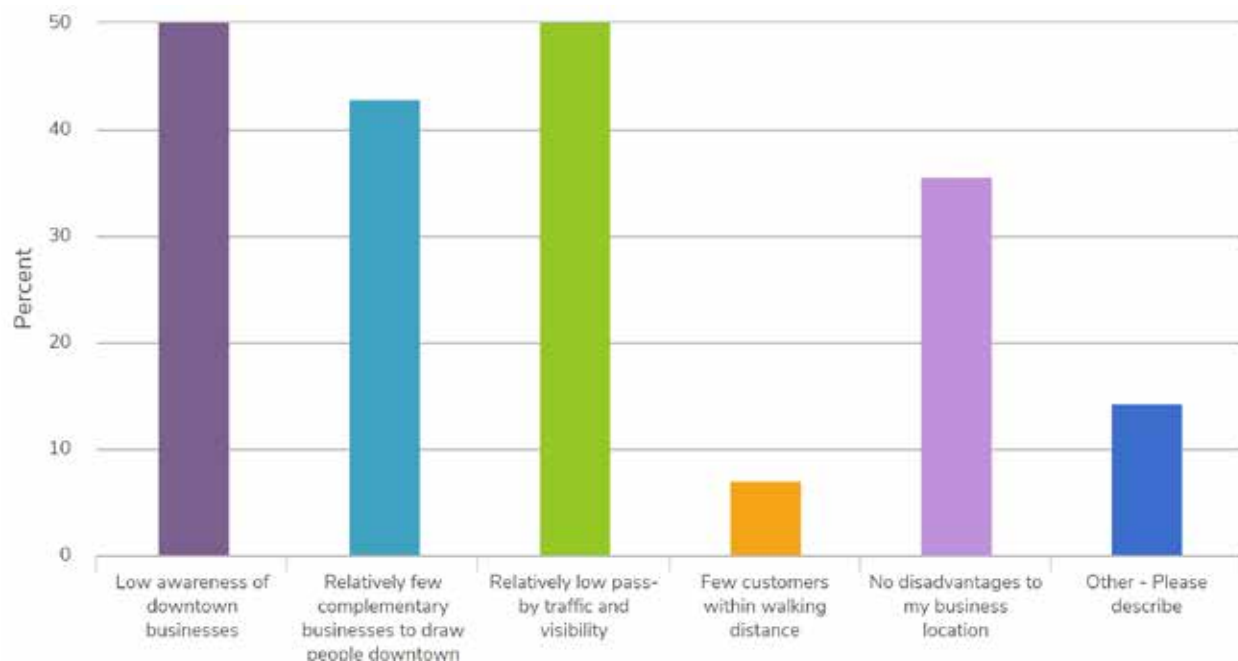


Figure 4

5. What efforts would help local businesses grow and develop in the community? Select all that apply.

This question asked about ways to improve local business growth and community development. Most respondents think the City should invest more effort in Marketing Businesses and Events (69%). 61.5% chose façade or building improvements, 54% said building relationships and partnerships, and nearly 39% think there should be *more* events. The other options were closely split between having a Downtown Advisory Committee (31%), Cross-promotion (31%), and fundraising opportunities (23%). See Figure 5.





Figure 5

6. Have any of the following presented obstacles to investing in your property? Select all that apply.

Most respondents think zoning and building code regulations pose the greatest obstacle when investing in improvements (57%), followed by location and size of lot (27%). 1 respondent said it was cost of improvements vs. estimated return, and 1 respondent said rent is too expensive/building owner choosing not to invest as much in the property.



Figure 6





7. How can the city of Quincy better support businesses like yours?

Of write-in responses, many mentioned **beautification efforts** such as renovating the area, upgrading building facades, and enforcing property upkeep. A couple responses also mentioned adding **parking** and more **community events**.

General Survey Results

8. Which of the following do you want to see MORE of in Downtown Quincy? Select up to 5 options.

This question asks about specific things that could be prioritized for the downtown revitalization. The top five responses were Outdoor dining and food trucks (67%); Landscaping, street trees, flower baskets (54%); Community Events (53%); Public Gathering Spaces (52%); and Public artwork (47%). 38% of respondents want to see safer bicycle and pedestrian facilities, 20% want to see places to work remotely and public wifi. There were 40 write-in responses, where almost 10 respondents mention shopping. Other topics repeatedly mentioned include more activities for kids and teens and athletic or recreational facilities.

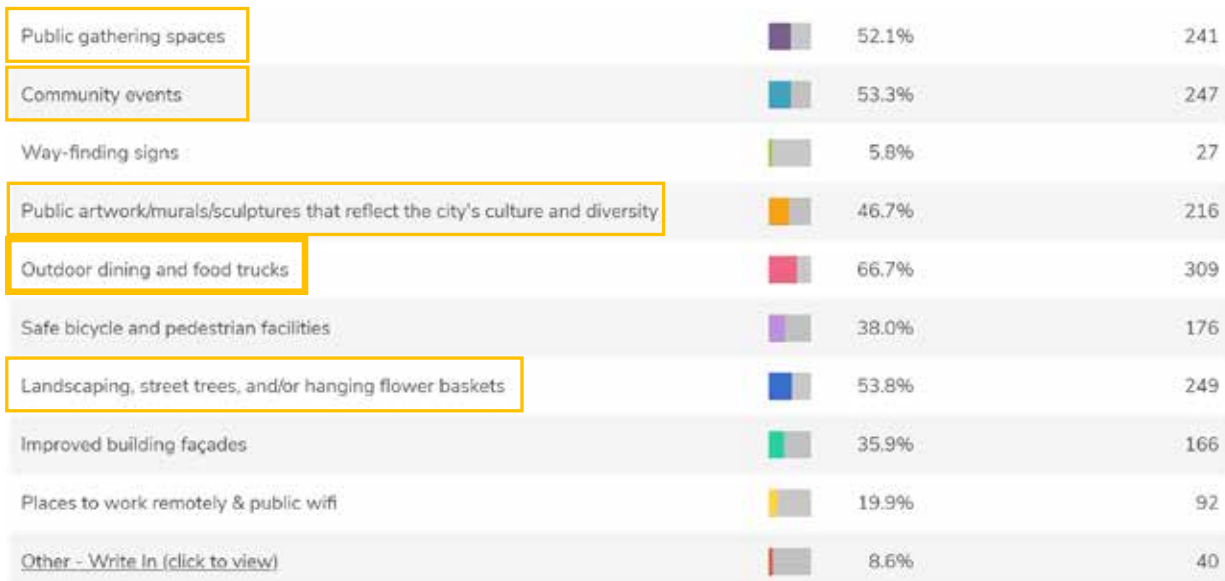


Figure 7





9. How far would you be willing to walk between a parking spot and the business/destination you're going to downtown?

Most people who responded are willing to walk 1-3 blocks to their destination (63%).

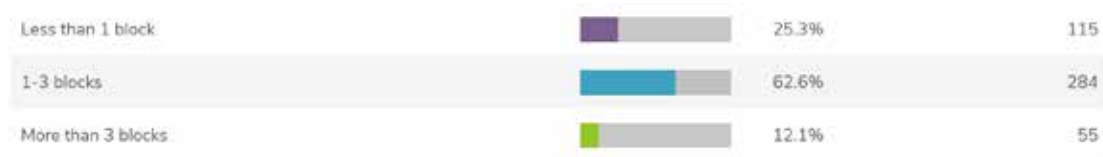


Figure 8

10. How do you feel about using downtown streets, parking stalls, and alleyway for activities, events, and expanded outdoor shopping/dining for businesses?

The majority of respondents said they support using streets, stalls, and alleyways for expanded business areas (63%), while only 6% did not like it.

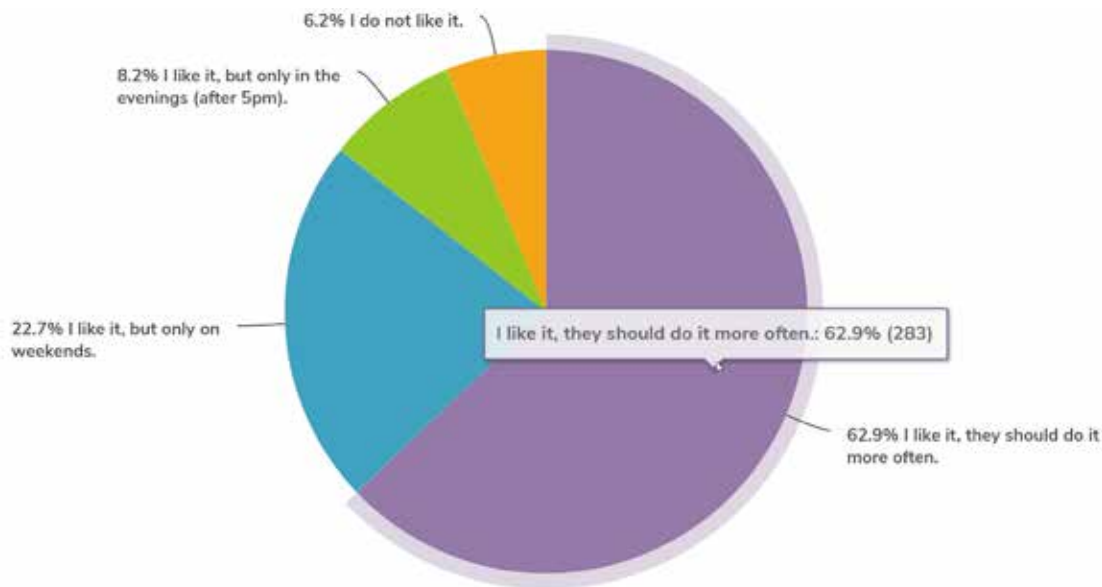


Figure 9





11. What types of businesses would you like to see more of downtown? Select all that apply.

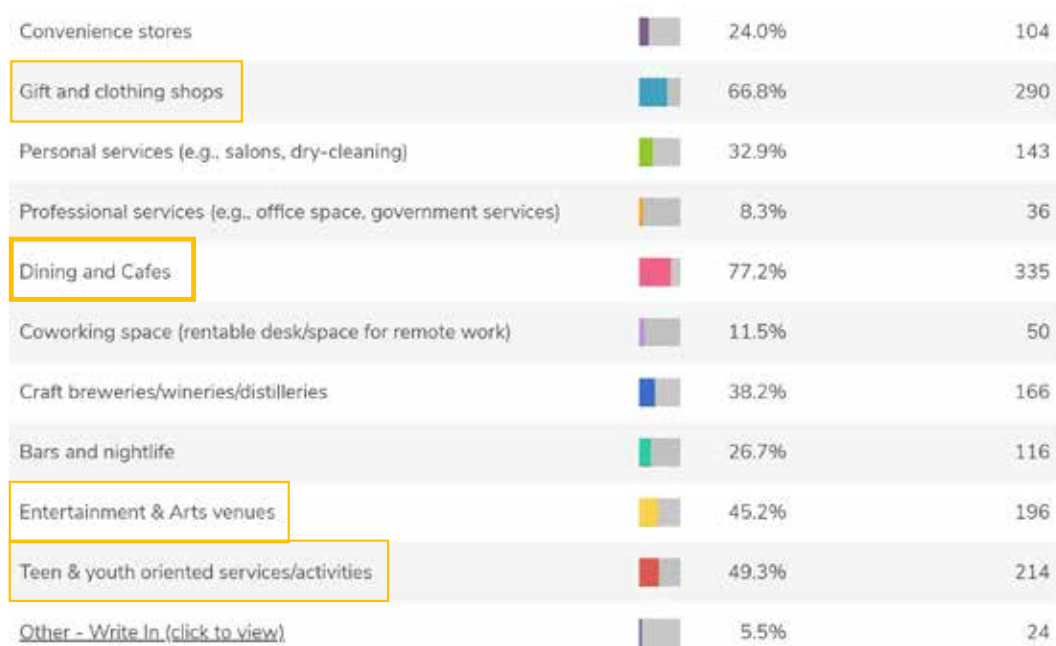


Figure 10

The top four responses were Dining and cafes (77%), gift and clothing shops (67%), Teen and youth oriented services/activities (49%), and Entertainment and Arts venues (45%). See Figure 10.





12. Which of the following projects are most important to improving your experience downtown? Select up to three options.

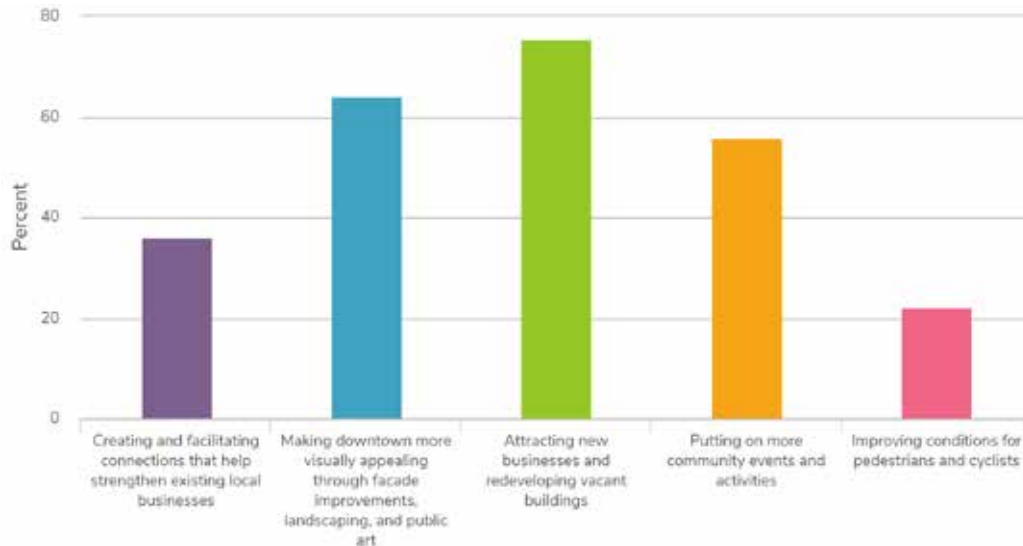


Figure 11

The majority of respondents think attracting new businesses and redeveloping vacant buildings (75.6%) is most important for improving experience downtown. 64% of respondents think visual appearance projects (facades, landscaping, art) is most important and 56% think more community events and activities is most important. Remaining respondents think creating and facilitating connections that help strengthen existing businesses (36%) and improving conditions for pedestrians and cyclists (22%) is most important. See Figure 11.

13. Should the city prohibit large commercial trucks from using Central Avenue through downtown?

Over two-thirds of respondents said yes, commercial trucks should be diverted away from using Central Ave through downtown.

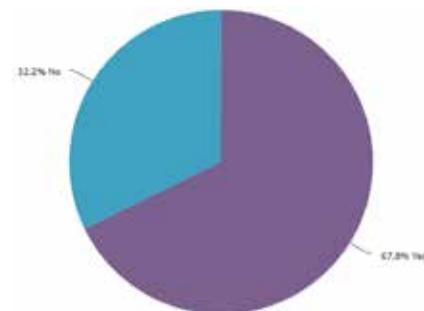


Figure 12





14. How can the City of Quincy best integrate cultural diversity into the downtown area?



Figure 13

15. Write in: How can the city best integrate cultural diversity into the downtown area?

- Photos of people with different abilities, multicultural families, different professions (incl. custodian, farm workers, teachers, etc.) without stereotyping.
- Many people said this was a non-issue.
- Public art with a focus on cultural diversity





16. How can the City best increase representation of Latino/a populations in public engagement efforts? Select all that apply.

Most respondents think the City should partner with Latino/Hispanic groups/organizations to help spread the word about opportunities (72.5%), and 53% think there should be more bilingual public outreach (English & Spanish). Respondents think the City should attend local meetings for Latino/Hispanic groups and organizations (38%) and attend more local events for in-person outreach (37%).

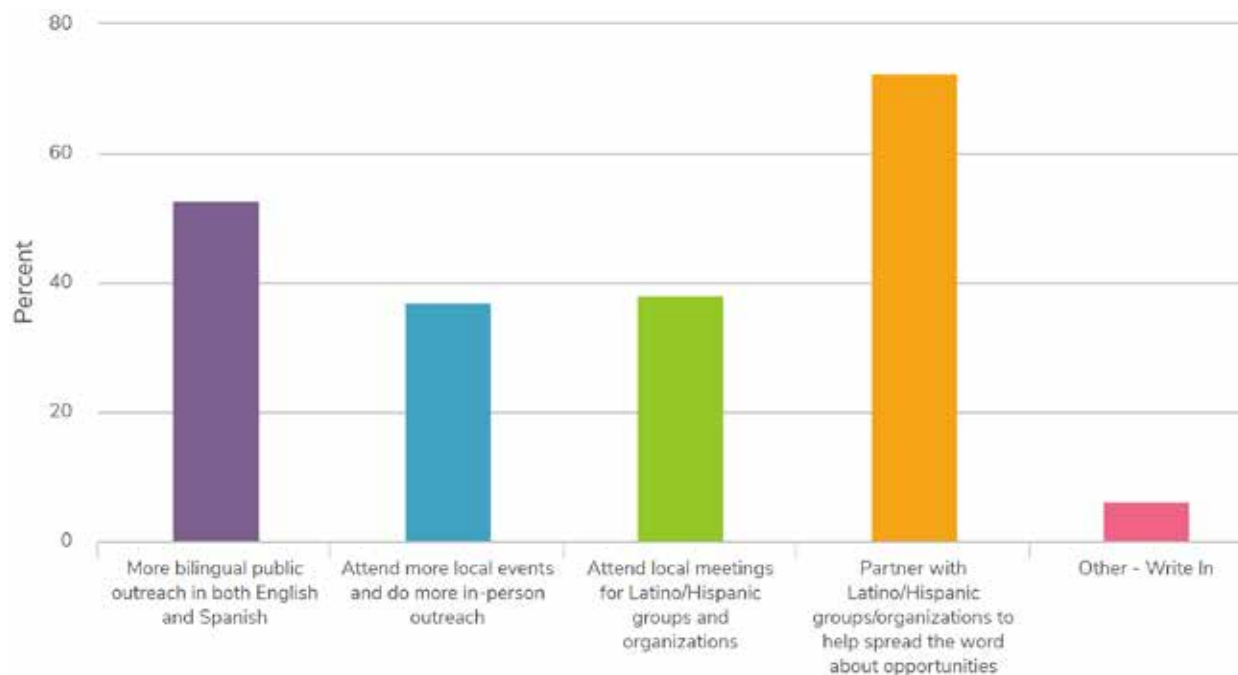


Figure 14





Figure 15



Comments: what areas need to be addressed? (needs improvement)

Comments were compiled into a map of opportunities and issues, which can be found in the appendix of this document.

18. What is your age?

Most respondents are between the ages of 35-54 (37.8%), closely followed by age 55+ (30%), and ages 19-34 (26.6%). Less than 6% of respondents are under 18.

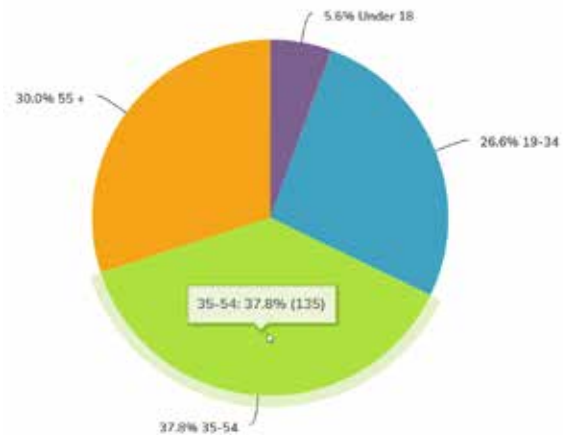


Figure 16

19. What is your race/ethnicity?

Over half of the respondents identify as White or Caucasian (57%), while 37% identified as Hispanic or Latino/a/x. 1% of respondents are American Indian or Alaskan Native. Less than 1% of respondents are Black or African, Asian American, or preferred not to respond.

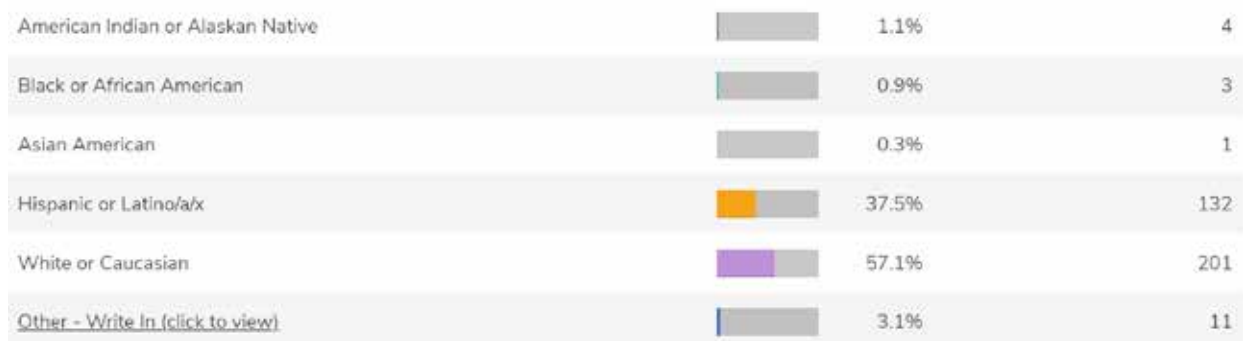


Figure 17





20. Do you have any other thoughts or comments about needs or opportunities in Downtown Quincy?

(Listed in order of popularity)

- Building façade improvements/beautification
 - Seasonal décor, local school pride, flowers, lighting
 - Theming for different parts of downtown, particularly if connected to the building or historical society
- More interesting variety of shopping and dining
 - Family dining and family-centered things to do
- Community pride: Get the community more involved; Community Events with music
- Parking
- Public Dog Park
- Signage that directs people to small businesses and side streets
- Economic development
- Use the revenue coming in for improvements
- Fix traffic issues: bank traffic and light at F Street and Central Ave





Better Blocks Event

The Quincy Better Block was a crafted, colorful and vibrant space running in the middle of B Street SE. Designed by the Better Block and drawing inspiration from La Rambla in Barcelona, the temporary space was intended to cultivate community in a bit of an unexpected space, encourage and support entrepreneurs and existing businesses to utilize space, and create a fun concept that could be recreated.

The 2-day project featured a variety of furniture, cut by the students at the Career and Technical Department of the Quincy School District, a stage and planter boxes from apple bins, and local vendors and performers. On Saturday, it featured a Farmers Market with local music & performances, surveys, food, and local vendors.



On July 17th, 2021, The Better Block Morning Market Event was hosted on B Street SE. SCJ Alliance and City Employees spoke with event attendees and local businesses owners and displayed interactive boards from 9am-1pm. Each willing participant was given 6 dots to place on 'preferences' boards (two total), which included example imagery of features which could be implemented Downtown. Another board -a Map Board- displayed the project extents of the plan and allowed users to mark specific locations for opportunities, ideas, or problem areas.



Results

It is estimated that approximately 75 people participated in the Preference Board Exercise, and fewer participated in the Map Board Exercise. The top three preferences were as follows: 16% Outdoor dining, 13% Lighting & Outdoor Seating (tied), 12% Bike and Pedestrian Facilities (see Figure 18).

There were also several write-in preferences, which were then voted on as well. The most popular write-in option was a splash pad (11 votes), followed by live music (10 votes), and a dog park (9 votes).





Other write-ins included lodging (6), breweries/cideries (4), better maintenance (3), and no semi-trucks downtown.

Other write-in comments included the following:

- Serve the community (not just the under or over-served); proximity to amenities should be balanced
- Enforce speed limits (Central Ave)
- Tree-lined streets
- Innovative architecture that makes Quincy more of a destination
- Improve the Senior Center

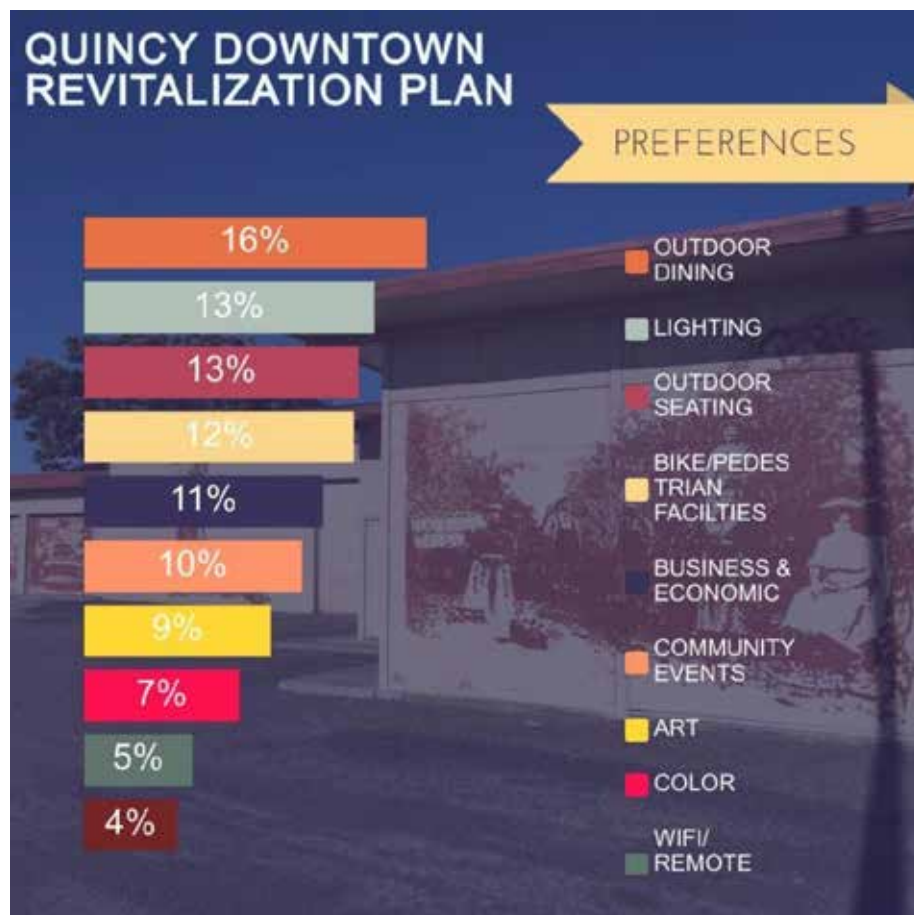


Figure 18





Heat Map Findings

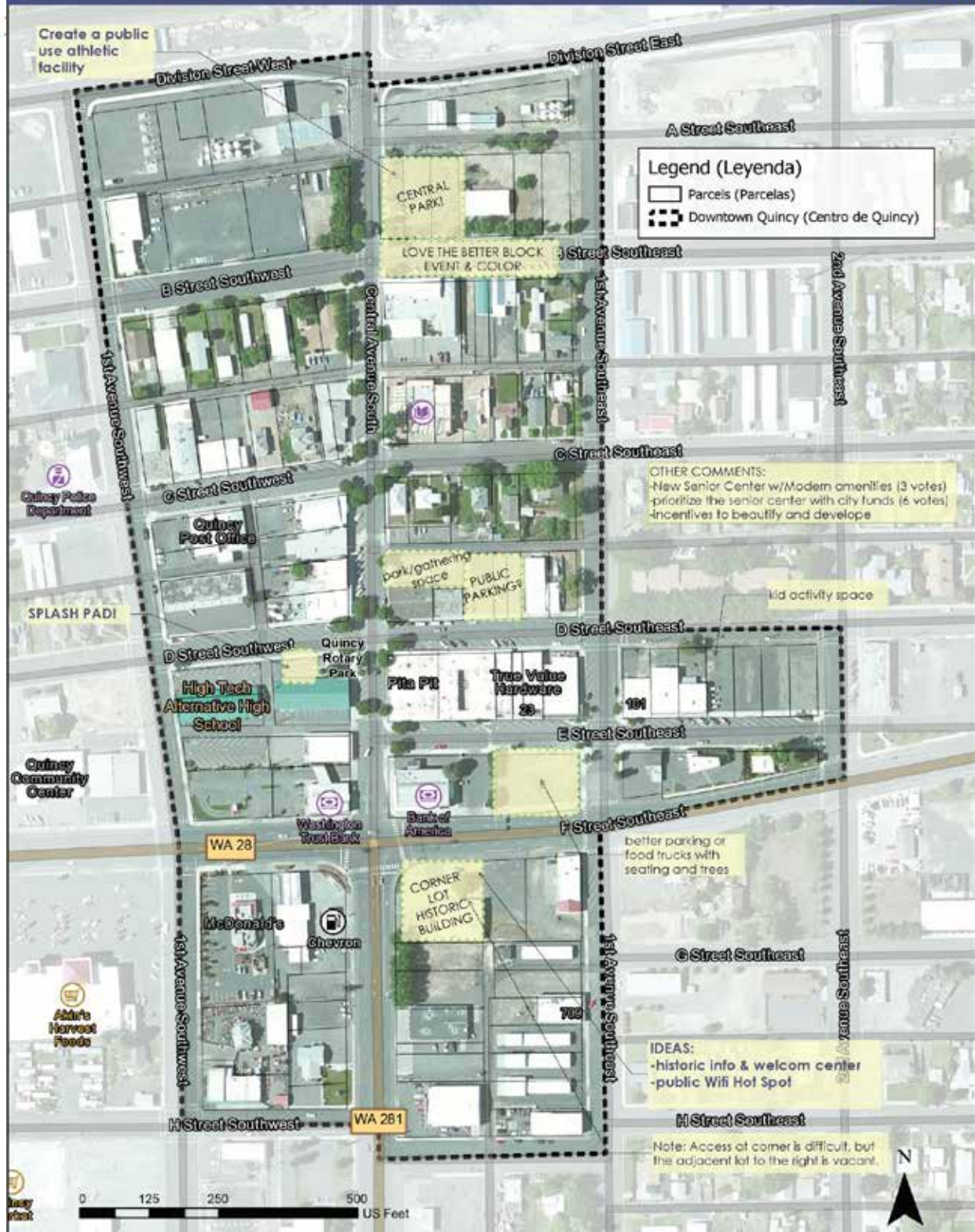
The results of the heat map indicated that the main intersection of **Central and D St SE/SW** and the **abandoned or vacant lots around the intersection of SR 28 and Central Ave** need the most improvement. Development of vacant lots and **beautification** of buildings was frequently mentioned; the unsatisfactory condition of most **parking** lots was also important to note. **Maintenance and upkeep** came up throughout the survey and during in-person discussions, whether the responsibility of the city or private property owners.

Most recommendations for undeveloped lots were to create public facilities like **parks, splash pads, and parking**.

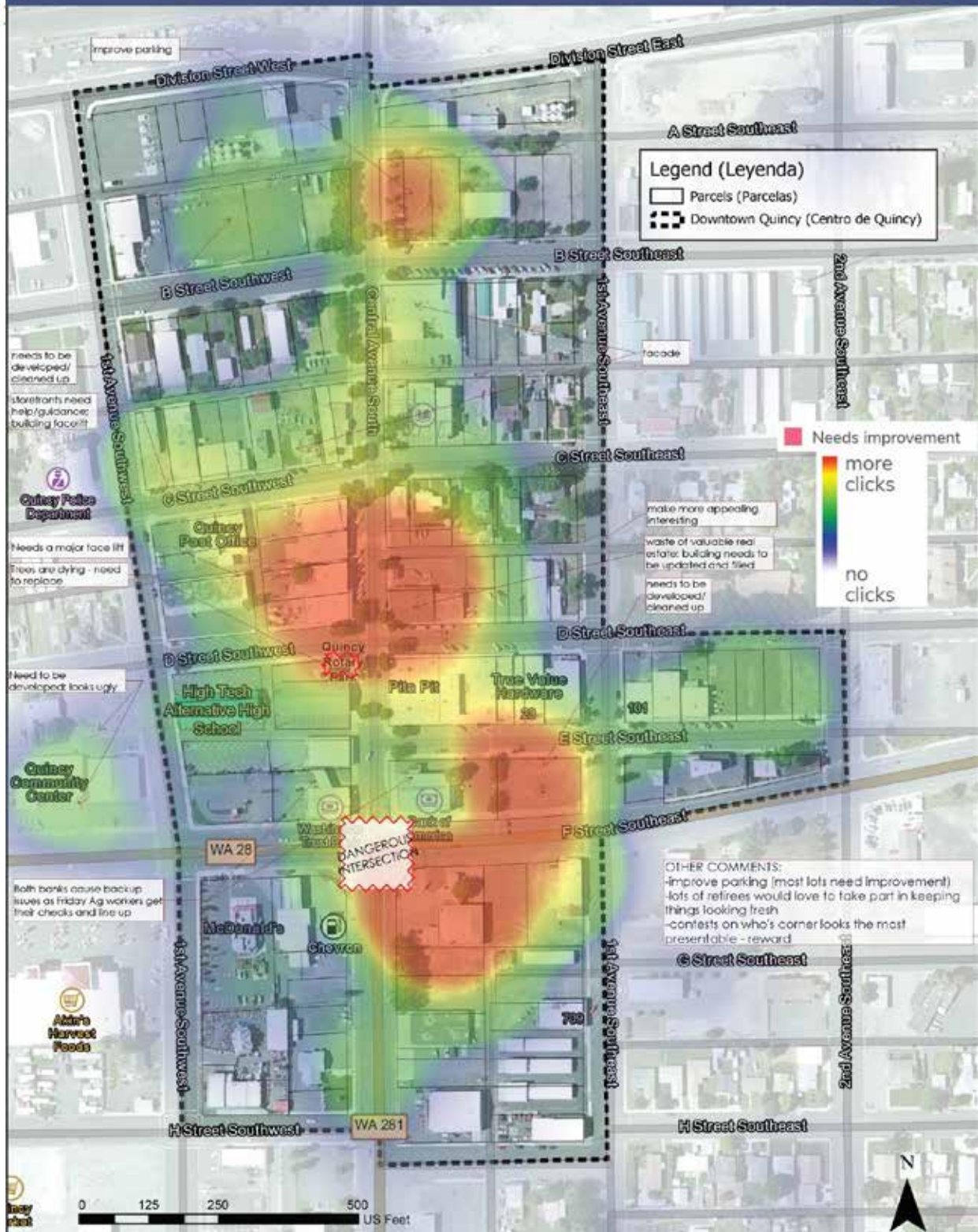
The Opportunities and Issues maps on the following pages summarize the comments provided in the heat map exercise from the public survey.



OPPORTUNITIES



ISSUES





Visual Preference Survey

The objective of this project is to develop a revitalization plan for Quincy's downtown that is both strategic and tactical—providing long-term, significant solutions to enhance the economic conditions and livability for businesses and residents in Quincy, while also identifying specific actions and improvement projects to catalyze the long-term efforts. To best understand what Quincy residents and business owners want to see in their community, we developed a visual preferences survey for the downtown area. Translated into English and Spanish, we had five multiple choice questions about street lighting, site furnishings, paving treatment, color palette and shade elements. Survey takers were presented with a few different options and they could select the image they liked the most. We included a sixth question in a free response format, that allowed people to provide any comments, questions, or concerns they had about the downtown area. A total of 284 people participated in this survey, and the summary of responses we received is below.

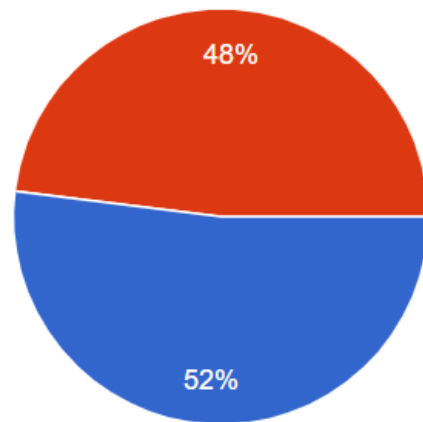
1 Street Lighting



Contemporary



Traditional



- Contemporary / Contemporánea
- Traditional / Tradicional





2 Site Furnishings



Option 1



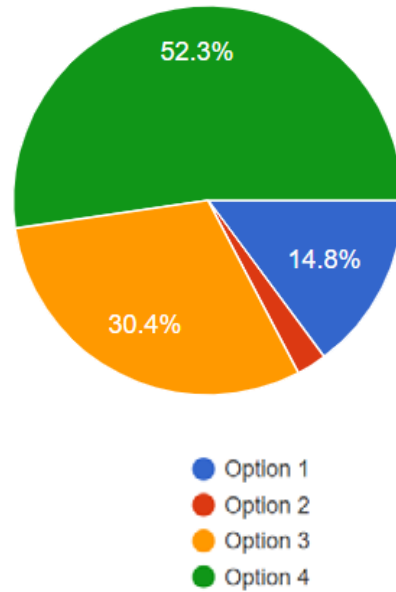
Option 2



Option 3



Option 4



3 Paving Treatment



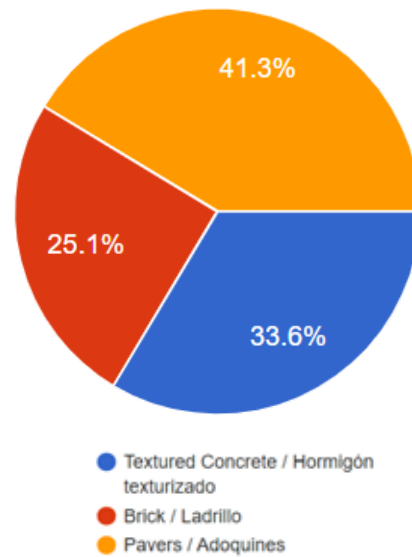
Textured concrete



Brick



Pavers





4 Color Palette



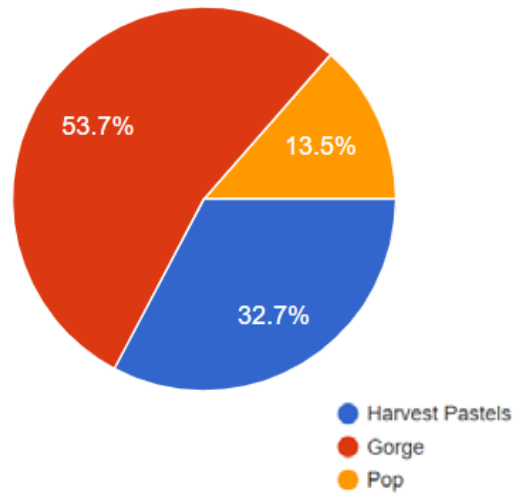
Harvest Pastels



Gorge



Pop



5 Shade Elements



Shade Sails



Umbrellas

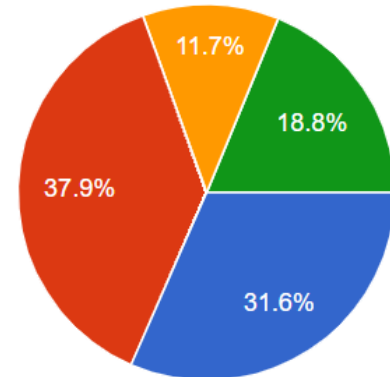


Pergola



Awnings

- Shade sails / Sombrilla de sombra
- Pergola / Pérgola
- Umbrella / Sombrilla de sombra
- Awning / Toldo





6 Free Response

Respondents were asked to provide any additional comments or thoughts on what the "Downtown Quincy" style should be:

- Downtown Quincy style should be modern, innovative & fun
- It needs a renovation, it looks really old
- Quincy should be modern yet, with a touch of farm designs to represent Quincy's roots!
- Con muchas plantas
- I like the sail idea but do not see it feasible here with the wind. The awnings would be a business decision and would require their input and cost. Providing more shade in the downtown area will allow for more uses during the summertime since there is not a lot of shade for events.
- Instead of focusing on how the town should look you should look into what can bring this town money because there isn't anything to do especially for the kids and is why drug rates are rising. Keep these kids busy and entertained before they find ways to do it themselves and that should be the first priority.
- Countryside, pastel, bright colors, flower baskets on the lamp posts, comfortable charm of our rural town
- Perhaps you could do some fund raising by selling some of the pavers. I'd love to see the awnings on the Swim Club again
- Clean and taken care of
- Try and use other light poles that are already there as well.
- Umbrellas and awnings in Quincy?? Windy much??
- I think that downtown should pop! It should be likeable by all ages.
- Modern farm/industrial
- Downtown Quincy mostly has the mid-century modern vibe. Don't try to make it too antique looking.
- Plants should grow up the pergolas if this is used. Shade sails in our windy area could be a liability
- Can we make surrounding neighborhoods pedestrian friendly also? Street lights and sidewalks to start.
- It should look fun and alive!
- Me fusta lo rustico pero con ese estilo amadera
- Let's try to stay in era w/Quincy's origin. Anything else could look contrived.
- You could add like a little area to sit and hang out like a bonfire for community members to hang out
- Umbrellas and awnings will just get ripped up with winds we have around here.
- Give incentives to the business owners to paint their building the same color palette
- This isn't really a part of downtown Quincy but we need a new pizza shop in Quincy! For example, a Pizza Hut
- Drinking fountains. =)
- Quit ruining town!
- Store fronts need to be more exciting and inviting!
- Keep it Country Living but with a little city style but true to our heritage with farming and country lifestyle.
- I think clean, simply and items that are long lasting built to last & not having to constantly replace. Black and grey colors with a splash of one color. Classy. I love what the PUD did down at Crescent Bar, something like that go see the lights, benches, colors, and shade covers. Thank you.





- One thing to be mindful of when looking at the shade options is the wind that rips through town and how much upkeep some of those options will take due to the wind.
- Quincy roots
- Downtown should adapt a clean modernized look to keep everything looking well kept.
- We have to remember to be real about our area. We have 4 seasons and they are all very different. We have wind, very big wind. So things to not stay where you put them. Awnings and umbrellas blow away, so pretty things do not last very long around here. Hardy things have a chance to stay put.
- It should be more new more better more clean
- No sabría decir
- Quincy gets a lot of wind, so some of the umbrellas and awnings could be problematic. Also we have many boys that ride their skateboards downtown and would use the benches without handles as their jump ramps. So I think we need seating that prevents that from happening. Also something to prevent graffiti tagging. When we built the library 10 years ago, we coated the outside building with an anti-graffiti spray that lets paint marks be wiped off easier.
- Keep in mind the type of seasons and weather we have. Hot, windy, cold. Also what is easiest to repair or replace incase of vandalism. On the that note, is there a way to get Middle and High school kids involved in the process so they might take pride in the community?
- Build a splash pad!!!
- Spanish style
- Urban
- A place that feels like home
- Local artists art would be nice to include





Where Agriculture Meets Technology

quincywashington.us | 509-787-3523