



# Spokane Plan Commission Agenda

Wednesday, June 23, 2021

2:00 PM

Virtual Teleconference

808 W Spokane Falls Blvd, Spokane, WA 99201

## Virtual Meeting - See Below For Information

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

### Public Comment Period:

3 minutes each	Citizens are invited to address the Plan Commission on any topic not on the agenda.
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### Commission Briefing Session:

2:00 – 2:30	<ol style="list-style-type: none"><li>1. Approve <a href="#">6/9/2021</a> meeting minutes</li><li>2. City Council Report</li><li>3. Community Assembly Liaison Report</li><li>4. President Report</li><li>5. Transportation Sub-Committee Report</li><li>6. Secretary Report</li></ol>	All CM Lori Kinnear Mary Winkes Todd Beyreuther Clifford Winger Louis Meuler
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### Workshops:

2:30 – 2:40	1. <a href="#">2022-2027 City Wide 6 Year Capital Improvement Program Introduction</a>	Paul Ingiosi
2:40 – 3:10	2. <a href="#">Z20-194COMP (120 N Magnolia St)</a>	Kevin Freibott
3:10 – 3:40	3. <a href="#">Z20-207COMP (1015 W Montgomery)</a>	Kevin Freibott
3:40 – 4:00	4. <a href="#">Transit Oriented Development – Center Line Update</a>	Colin Quinn-Hurst

### Commission Business:

**Adjournment:** The next PC meeting will be held on Wednesday, July 14, 2021

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# Plan Commission Meeting Information

Wednesday, June 23, 2021

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

**Members of the general public are encouraged to join the on-line meeting using the following information:**

<b>Meeting Password:</b> PlanCommission	<b>Join Webex Meeting Online:</b> <a href="#">JOIN MEETING</a>
	<b>Tap to join from a mobile device (attendees only):</b>
	<u>+1-408-418-9388,,1464439763##</u> United States Toll
	<b>Join by phone:</b> +1-408-418-9388 United States Toll
	<b>Global call-in numbers:</b>
<b>Meeting Number</b> (access code): <b>146 443 9763</b>	<a href="https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af78645594_43420dee7b">https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af78645594_43420dee7b</a>
	<b>Join from a video system or application:</b> Dial <a href="tel:1464439763@spokanecity.webex.com">1464439763@spokanecity.webex.com</a>
	You can also dial 173.243.2.68 and enter your meeting number.
	<b>Join using Microsoft Lync or Microsoft Skype for Business Dial:</b>
	Dial <a href="tel:1464439763.spokanecity@lync.webex.com">1464439763.spokanecity@lync.webex.com</a>

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

**Louis Meuler at** [plancommission@spokanecity.org](mailto:plancommission@spokanecity.org)

The audio proceedings of the Plan Commission meetings will be recorded, with digital copies made available upon request.

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# Spokane Plan Commission – Draft Minutes

**June 9, 2021**

Webex Teleconference

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

## **Attendance:**

- Board Members Present: Todd Beyreuther (President), Greg Francis (Vice President), Michael Baker, Jesse Bank, Sylvia St. Clair, Thomas Sanderson, Carole Shook, Tim Williams, Clifford Winger, Jo Anne Wright
- Non-Voting Members Present: Present: Mary Winkes (Community Assembly Liaison), Council Member Lori Kinnear
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Jackie Churchill, Maren Murphy, Tirrell Black, Giacobbe Byrd, Kirstin Davis, James Richman, Chris Green, Tate Andrie, Ted McDermott, Amanda Beck Melissa Morrison

**Public Comment:** Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

None

**Minutes:** Minutes from May 26 meeting approved unanimously.

## **Briefing Session:**

### **1. City Council Liaison Report – Lori Kinnear**

- Council Member Kinnear reported that on Monday, Council passed a resolution to encourage citizens to cut back on water usage by watering every other day.
- Council Member Kinnear reported that she is working on a suite of development incentives which would apply to residential or mixed use development within a designated Center or Corridor with the exception of affordable up to 250K residential single family development.
- Council Member Kinnear reported that the Spokane Transit Authority is issuing 15,000 free bus passes for children 18 and under. Bus passes will be available for pick up at the Library on June 15th.
- Council Member Kinnear reported that the draft sustainability plan is now available for public review and feedback. The updated plan put Spokane in compliance with state level greenhouse gas reduction requirements.
- Council Member Kinnear sent the Plan Commission her list of prioritized housing action items.

### **2. Community Assembly Liaison Report – Mary Winkes**

- Ms. Winkes reported that Maren Murphy presented the Housing Action Plan at the last Community Assembly meeting.

### **3. Commission President Report – Todd Beyreuther**

- Mr. Beyreuther reported that he, Greg Francis, Louis Meuler and Kris Becker had an opportunity to meet with Mayor Woodward and discussed ways that the Commission could positively contribute to recruiting for the Plan Commission.

#### **4. Transportation Subcommittee Report – Clifford Winger**

- Mr. Winger reported that the Plan Commission Transportation Subcommittee did not meet in the month of June.

#### **5. Secretary Report – Louis Meuler**

- Mr. Meuler reported that three Plan Commission members' terms are set to expire at the end of the year and more recruiting may be needed if they do not renew for another term.
- Mr. Meuler also reported that the Plan Commission 2021 workplan was adopted by City Council on June 7. One item was added regarding housing density and zoning standards.
  - Council Member Kinnear left the meeting at 2:24 pm

### **Hearing**

#### **1. Continued Housing Action Plan Deliberations**

- Presentation provided by Maren Murphy
- Questions asked and answered
- Discussion ensued
  - **Michael Baker joined the meeting at 3:20 pm**

Original Motion and amendments put forth on May 26, 2021:

**Greg Francis motioned to recommend the Draft Action Housing Plan to City Council as written and presented. Seconded by Jesse Bank**

**Todd Beyreuther motioned to make an amendment to the motion as the Plan Commission finds that some stakeholders disagree with the Housing Needs Assessment conducted as a part of the Housing Action Plan regarding housing growth and current underproduction models. The Plan Commission recommends that a sensitivity analysis on current underproduction and future growth be conducted during strategy prioritization to better understand scenarios appropriate for both planning activities and development activities. Seconded by Greg Francis. Amendment to the motion carried unanimously.**

**Greg Francis motioned to amend strategy A1 in Table 1 to include an additional first step that states, "Form a joint Plan Commission/City Council led task force to conduct a complete review of all residential-focused zones to develop a set of specific actions that could include both Comprehensive Plan revisions and development code changes. Seconded by Thomas Sanderson.**

**Greg Francis made a friendly amendment to the amendment to strike the "complete" from the language. Tom Sanderson concurred with the friendly motion.**

**Michael Baker called the question. Amended motion carried (8,1)**

**Vote on June 9<sup>th</sup> meeting regarding the above motion and amendments.**

**Motion Carries (9,0,1)**



**Meeting Adjourned at 3:24 PM**

Next Plan Commission Meeting scheduled for Wednesday, June 23, 2021

DRAFT



2022-2027

# Citywide Capital Improvement Program Process & Timeline Overview

Plan Commission

June 23, 2021



# 2022-2027 Citywide CIP Overview

- Background and Infrastructure Planning
- Capital Budgeting Process and Definitions
- Presentations
- Key Dates



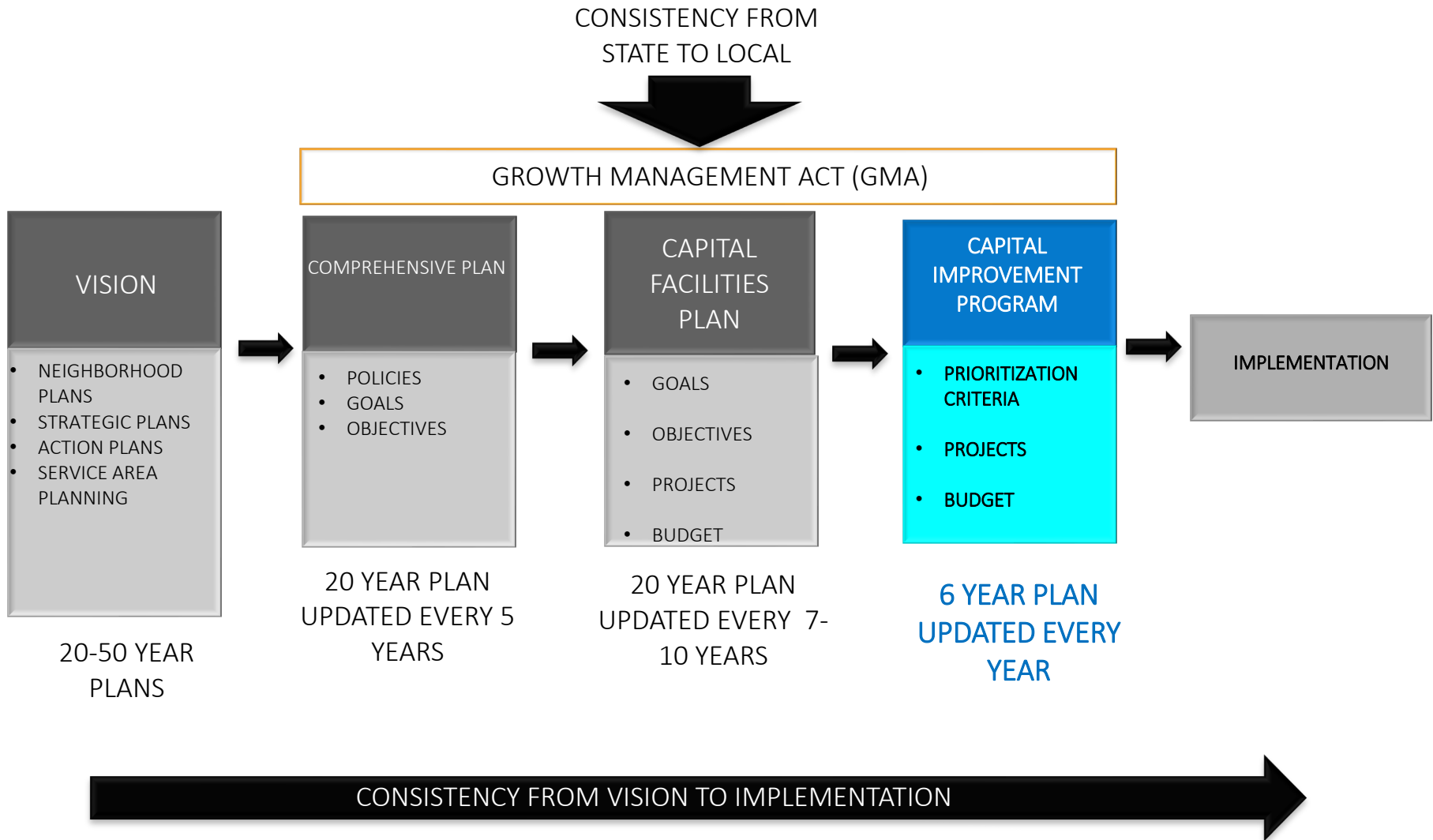
# Background

## City of Spokane's Comprehensive Plan

- 20-Year Plan, updated every 5 years
- Provides the overall plan of City development
- Establishes the framework for all other planning activities and documents



# Infrastructure Planning





# Capital Budgeting Process

## City of Spokane's Capital Improvement Program (CIP)

- Six-year plan, updated every year
- Prioritization of capital projects/needs based on alignment with City of Spokane's Comprehensive Plan
- Evaluation of funding status and sources
- Planning for capital needs not currently funded



# Capital Budgeting Process

## City of Spokane's Capital Improvement Program (CIP)

- Once approved by Mayor, the proposed CIP is presented to the City of Spokane Plan Commission
- Division Heads present new projects being added to the CIP during the Plan Commission Workshop
- Plan Commission reviews for consistency with City of Spokane's Comprehensive Plan
- Plan Commission issues a Findings of Fact, Conclusions, and Recommendations document related to the CIP which is taken to City Council
- Adoption of the CIP is voted on by City Council



# CIP Definitions

## Capital Projects in the CIP

- A tangible asset
- A useful life of at least five years
- A value of \$60,000 or more (single item)
- Is found in either Chapter 4 or 5 of the Comprehensive Plan or meets its goals (and/or addresses State-Federal requirements)





# What's New for 2022?

- In the Process:

- Capital Review Committee for new projects
- Staff from Public Works, ITSD, ICM, Facilities, and Finance will review and make recommendations of proposed projects



# CIP Presentations

## Plan Commission

### *Workshop & Hearing*

- Focus on *New* Projects added to the Plan
- Focus on *Alignment* with City of Spokane's Comprehensive Plan
- Focus on Understanding of applicable Comprehensive Plan Chapters & Goals

## City Council

### *Committee & Study Sessions (TBD)*

- Overview of Plan Details & CIP Timeline during Finance & Administration Committee provided by the Budget Office
- Discussion on Projects in the CIP during Council Study Sessions provided by Department Staff (TBD)



# Key Dates

- April 7, 2021 – CIP opened to all users
- May 12, 2021 – CIP closed
- May-June – New projects reviewed by Capital Review Committee
- June-July – CIP re-opened for directed edits/updated financial information
- July-August – DRAFT CIP finalized by City administration
- August-September – DRAFT CIP released



# Questions?

Paul Ingiosi  
Director of Management & Budget  
[pingiosi@spokanecity.org](mailto:pingiosi@spokanecity.org)  
[budget@spokanecity.org](mailto:budget@spokanecity.org)

June 16, 2021

President Beyreuther and Plan Commissioners  
City of Spokane

**Re: June 23, 2021 Comprehensive Plan Amendments Workshop #1**

Dear President Beyreuther and Plan Commissioners,

At the June 23<sup>rd</sup> Plan Commission workshop, we will be presenting two of the six Comprehensive Plan Amendments proposed for consideration this year. The 60-day public comment period for these applications begins on **June 21<sup>st</sup>** and runs through **August 20<sup>th</sup>**, during which time we will be presenting each of the six applications to you for your consideration and to answer any questions you may have. For detailed information on the Comprehensive Plan Amendment procedures, please see [Spokane Municipal Code \(SMC\) 17G.020](#).

Prior to the workshop I recommend you visit the project website at the following web address:

<https://my.spokanecity.org/projects/2020-2021-proposed-comprehensive-plan-amendments/>

On that site you will find details on all nine proposals, including maps and aerial photographs that will help familiarize you with the materials we will be covering at the workshop. The two applications we will be presenting to you on June 23 are as follows:

**Z20-194COMP** – 120 N Magnolia St – [CLICK HERE FOR THE PROJECT SITE](#)

**Z20-207COMP** – 1015 W Montgomery Ave – [CLICK HERE FOR THE PROJECT SITE](#)

If you have time before the meeting, I suggest you drive by the location for the first two, as seeing the sites for yourself can help familiarize you with the projects. During the workshop, staff will present the particulars of the proposals and give you some background information on site conditions, past actions, and zoning/land use history. Following that, the applicants will speak on the merits of their proposals. Before the workshop, you also might like to review [Chapter 3 of the Comprehensive Plan](#).

Thanks for all your hard work on behalf of the City of Spokane. I look forward to seeing you all online during the meeting.

Sincerely,



Kevin Freibott, Assistant Planner II  
Department of Neighborhood and Planning Services  
509-625-6184  
[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)

# CITY LINE CORRIDOR

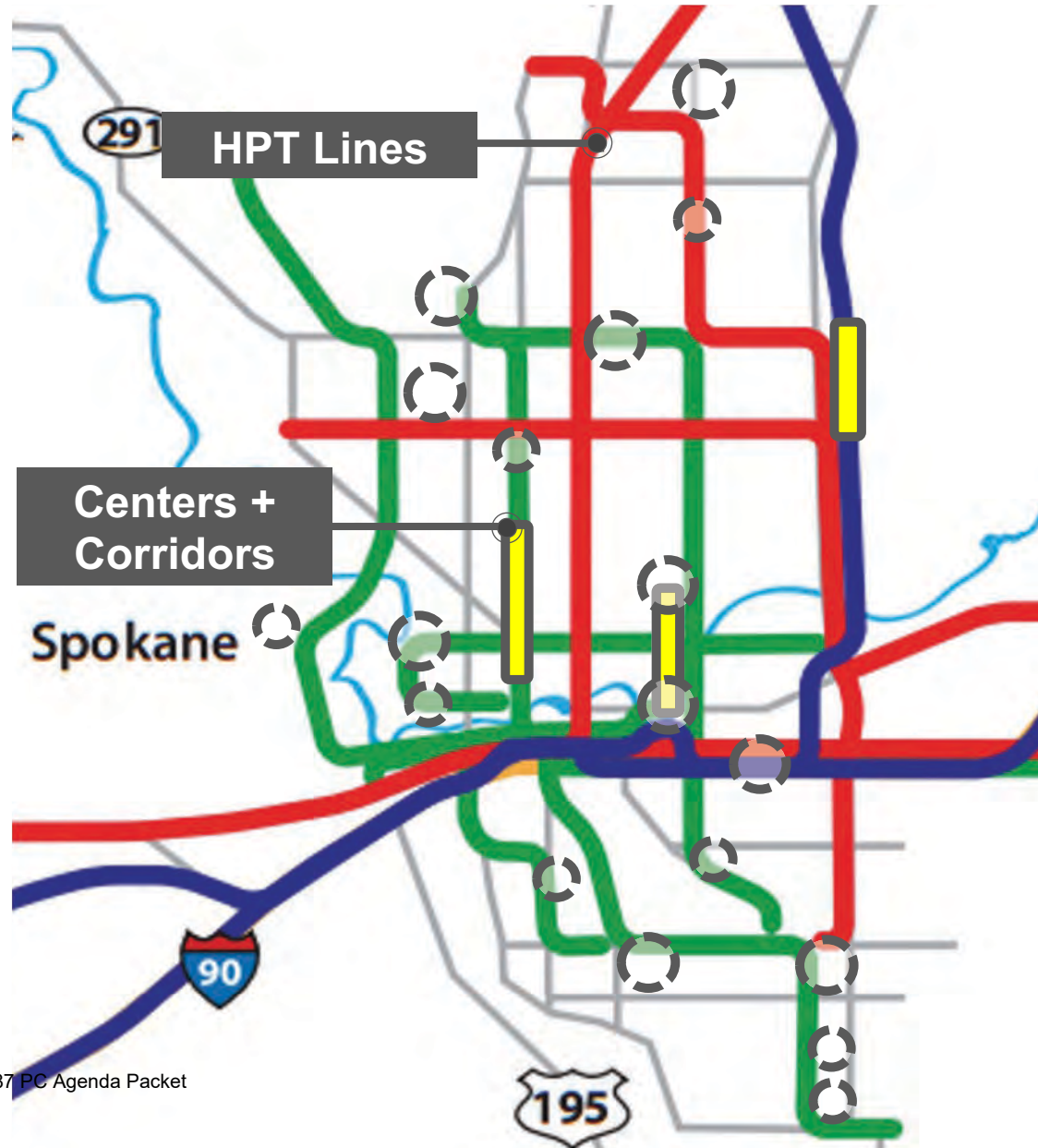
## Transit Oriented Development / Station Area Planning Framework and Development Standards Study



**UPDATE**

City of Spokane Plan Commission  
June 2021

# STUDY PURPOSE

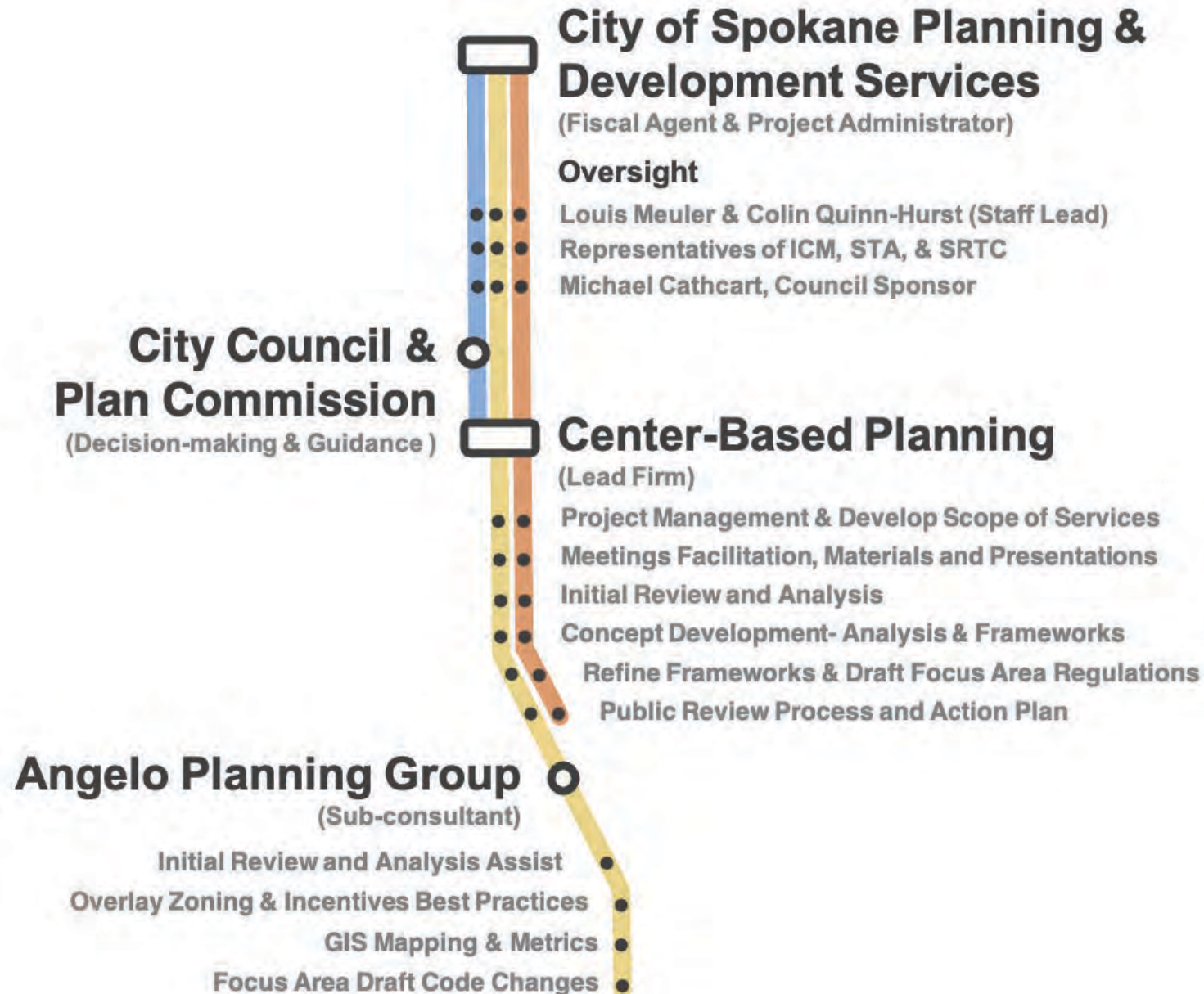


Identify an approach for **transit supportive regulatory changes and priority infrastructure investments** that:

- can be applied along high-performance transit corridors and;
- implements the Comprehensive Plan's Centers and Corridors growth strategy

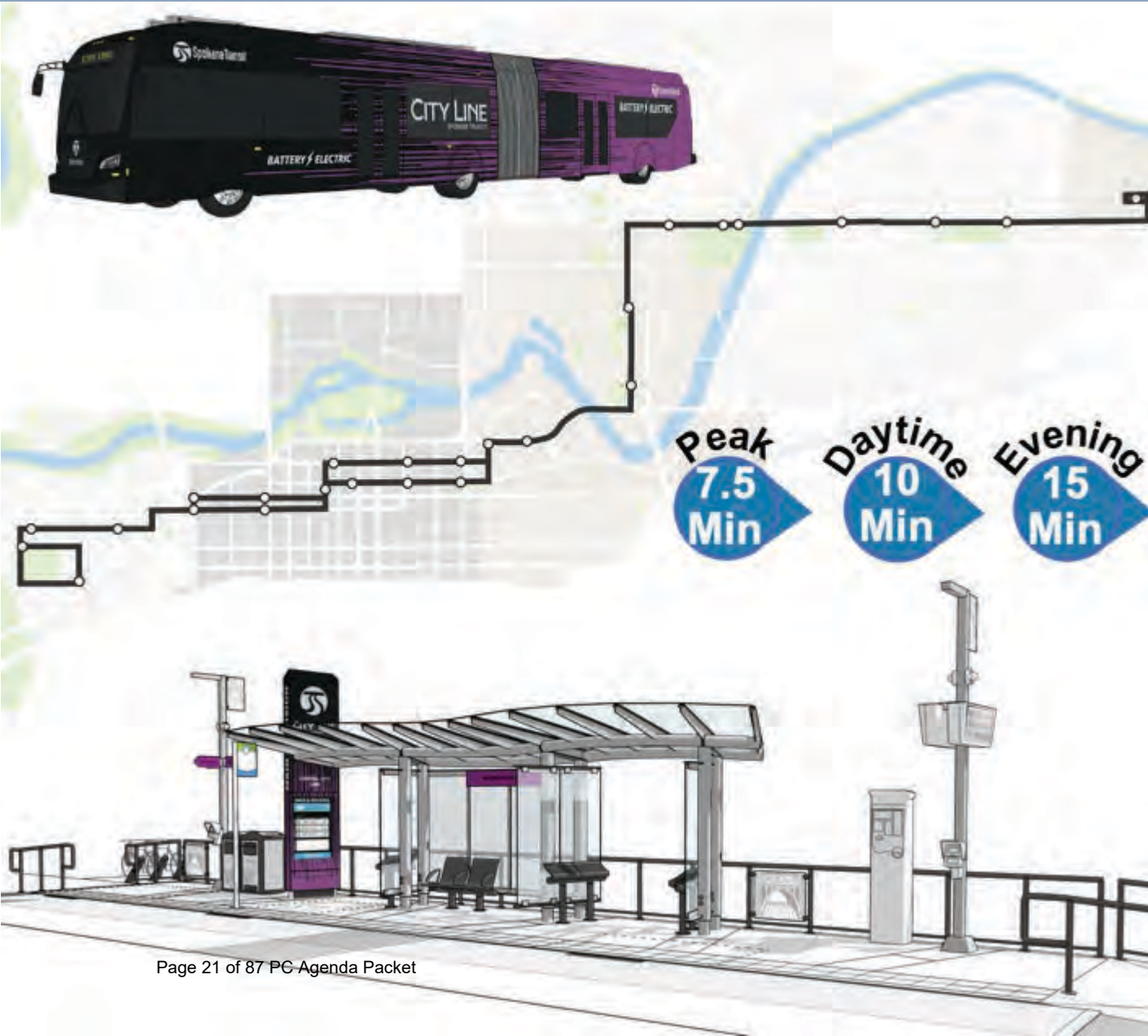


# PROJECT ORGANIZATION





# CITY LINE BUS RAPID TRANSIT



## Provide Premium Transit Service:

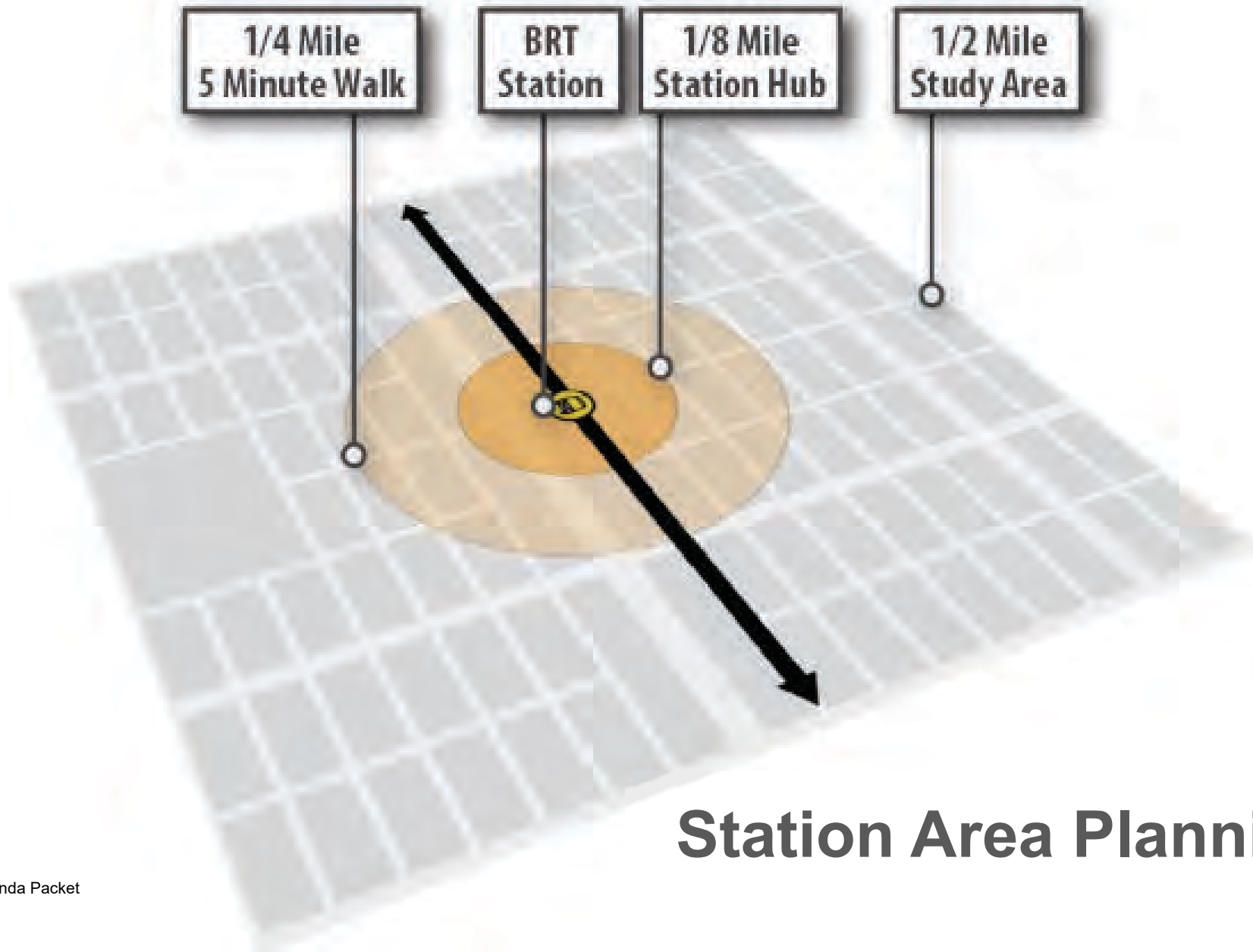
- Comfortable & low impact electric vehicle
- Reliable and frequent
- High quality stations

**\$92M**  
**Investment**

# TRANSIT ORIENTED DEVELOPMENT STUDY



# TOD FUNDAMENTALS & BEST PRACTICES



## Station Area Planning

# TOD FUNDAMENTALS & BEST PRACTICES

*Integrate land use and transportation  
to increase transit ridership +  
enhance quality of life*





# TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—  
Promote activity at the  
station and well-defined  
crossings*





# TOD FUNDAMENTALS & BEST PRACTICES



'Eyes' on the Station

Safe Crossings to Station

Walk + Bike Station Access



# TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—  
Promote activity at the  
station and well-defined  
crossings*

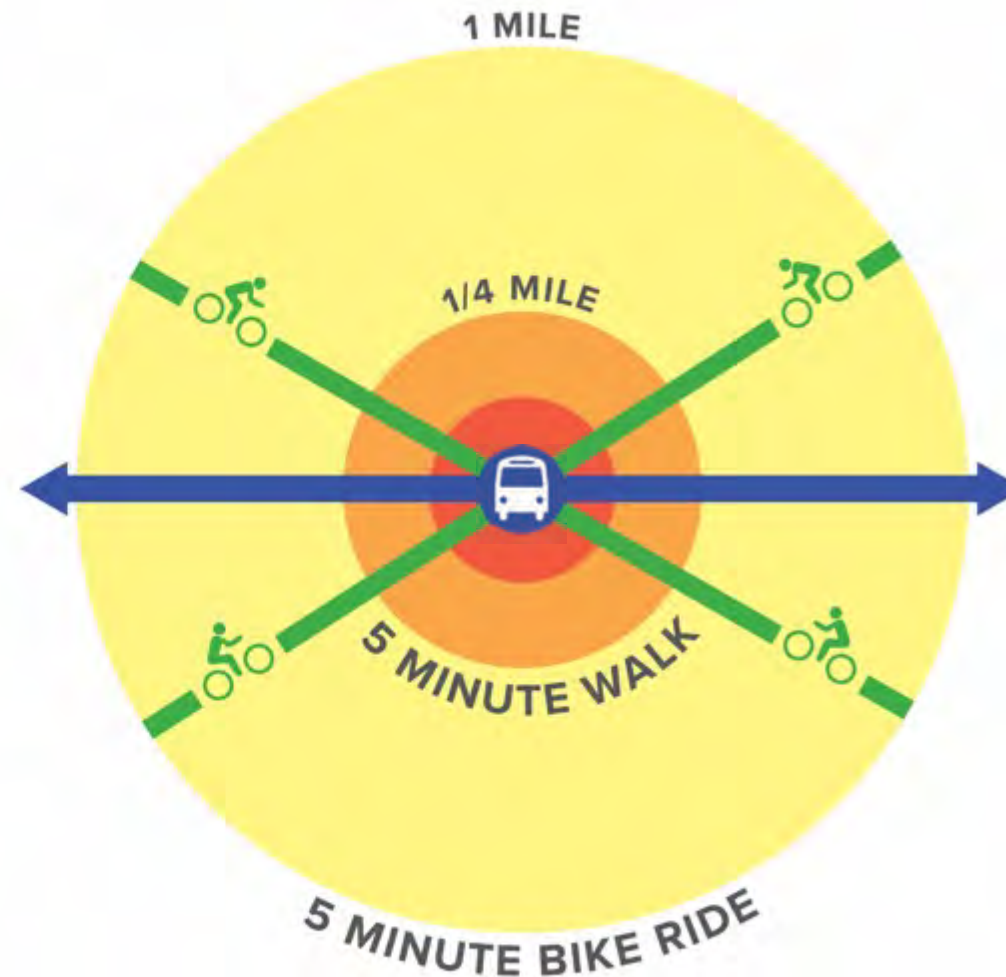
*Direct, continuous  
link between stations  
and to destinations*





# TOD FUNDAMENTALS & BEST PRACTICES

## Five-Minute Walk + Bike

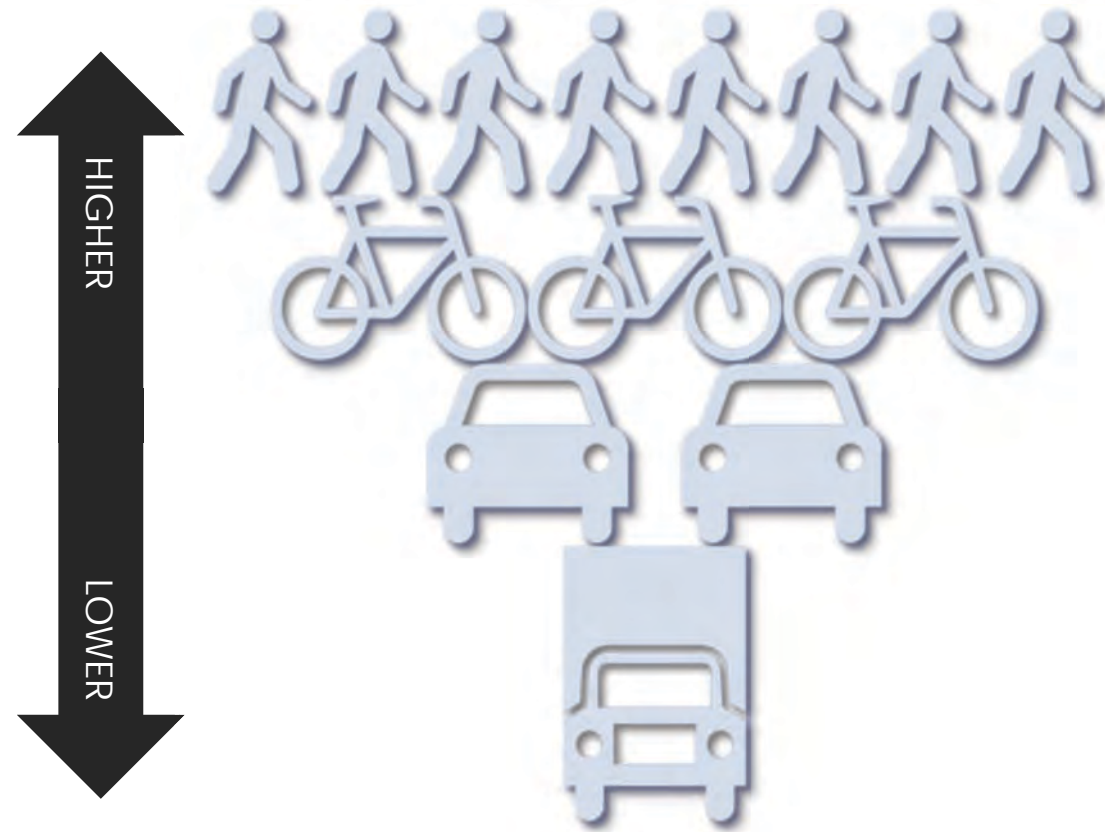






# TOD FUNDAMENTALS & BEST PRACTICES

## Walk + Bike Priority







# TOD FUNDAMENTALS & BEST PRACTICES

## Corridor Trail: BRT + Bike + Walk

BRT Line

Walk + Bike  
Trail





# TOD FUNDAMENTALS & BEST PRACTICES

## Neighborhood Access

### Low-Stress Streets

(Low traffic 1,500 vehicles per day)





# TOD FUNDAMENTALS & BEST PRACTICES

## Arterial/Collector Access

**Auto-Dominated Streets**  
(Heavy traffic 15,000+ vehicles per day)

# TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—  
Promote activity at the  
station and well-defined  
crossings*

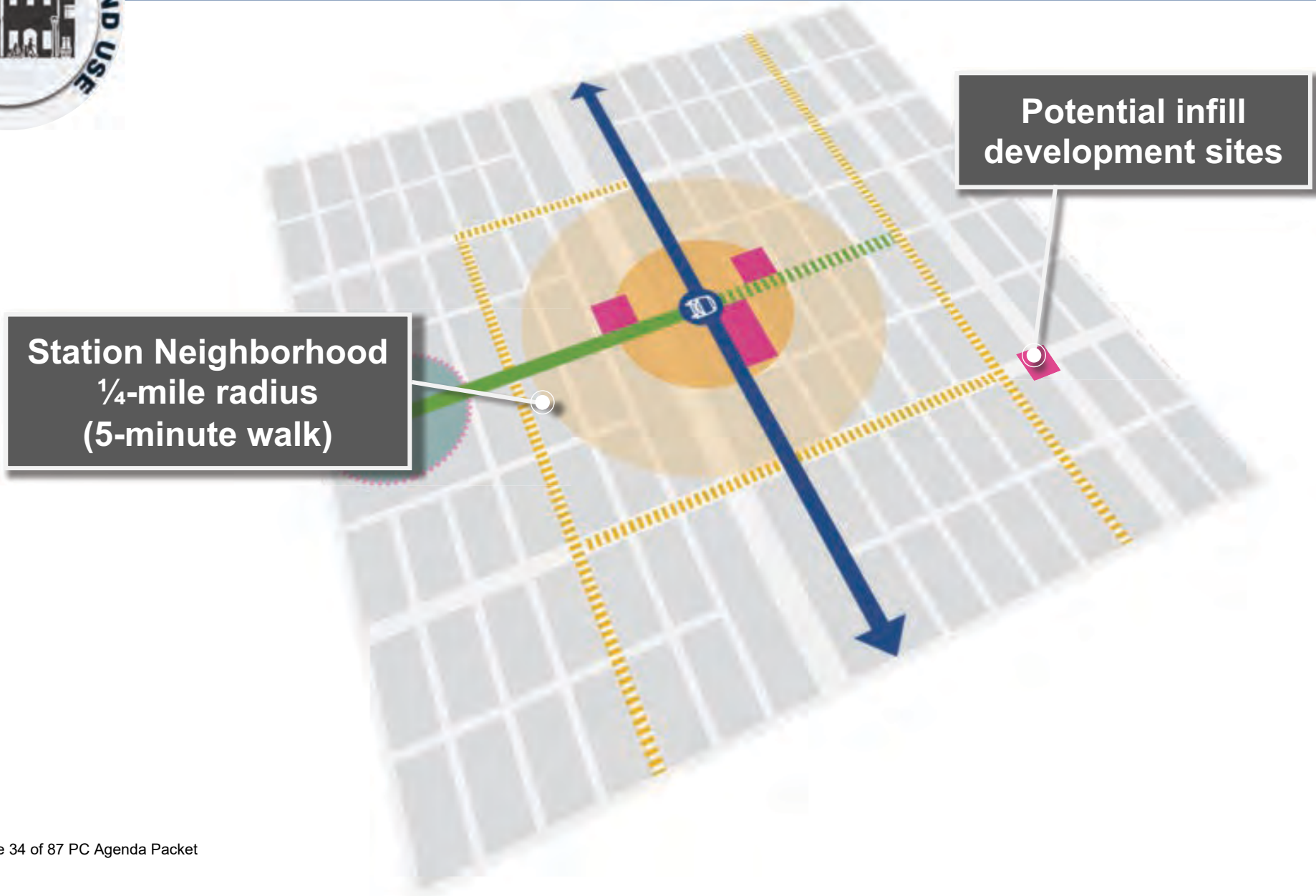
*Direct, continuous  
link between stations  
and to destinations*

*A mix of station and  
neighborhood street-  
oriented uses*





# TOD FUNDAMENTALS & BEST PRACTICES

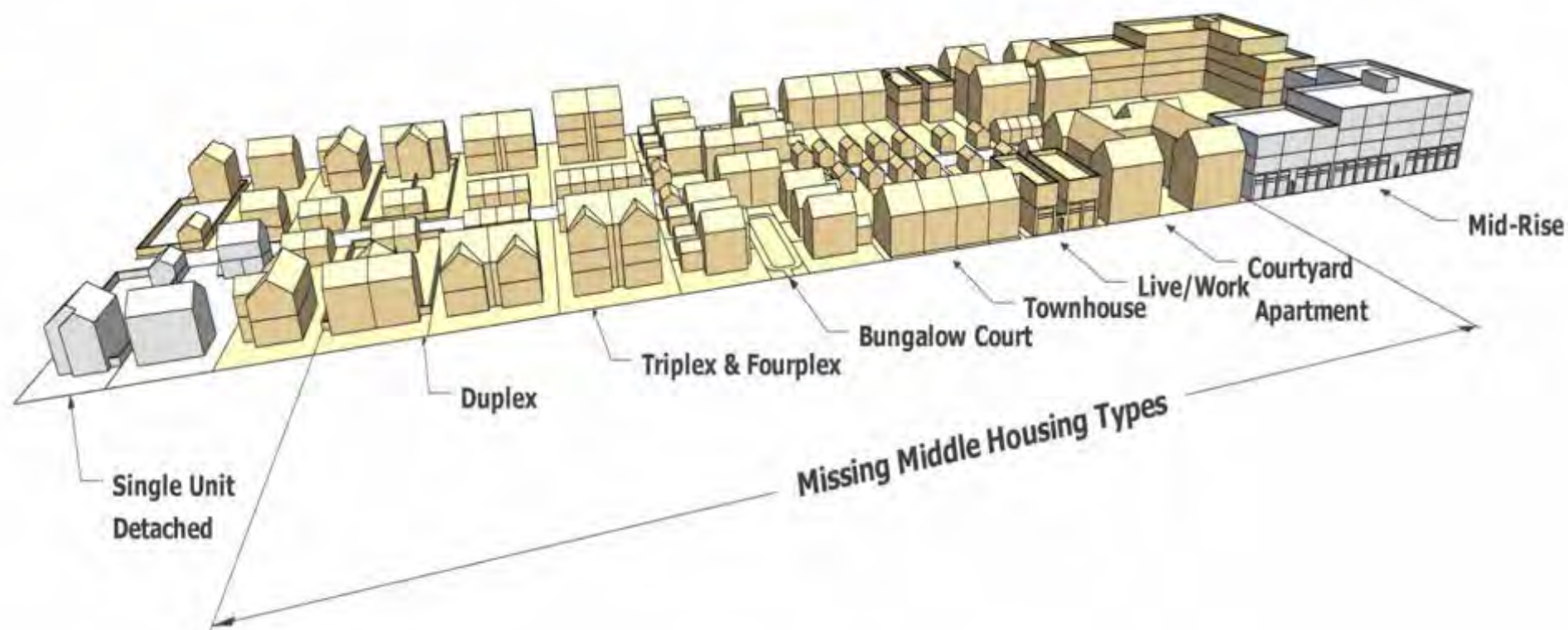






# TOD FUNDAMENTALS & BEST PRACTICES

## Station Neighborhood: Housing





# TOD FUNDAMENTALS & BEST PRACTICES

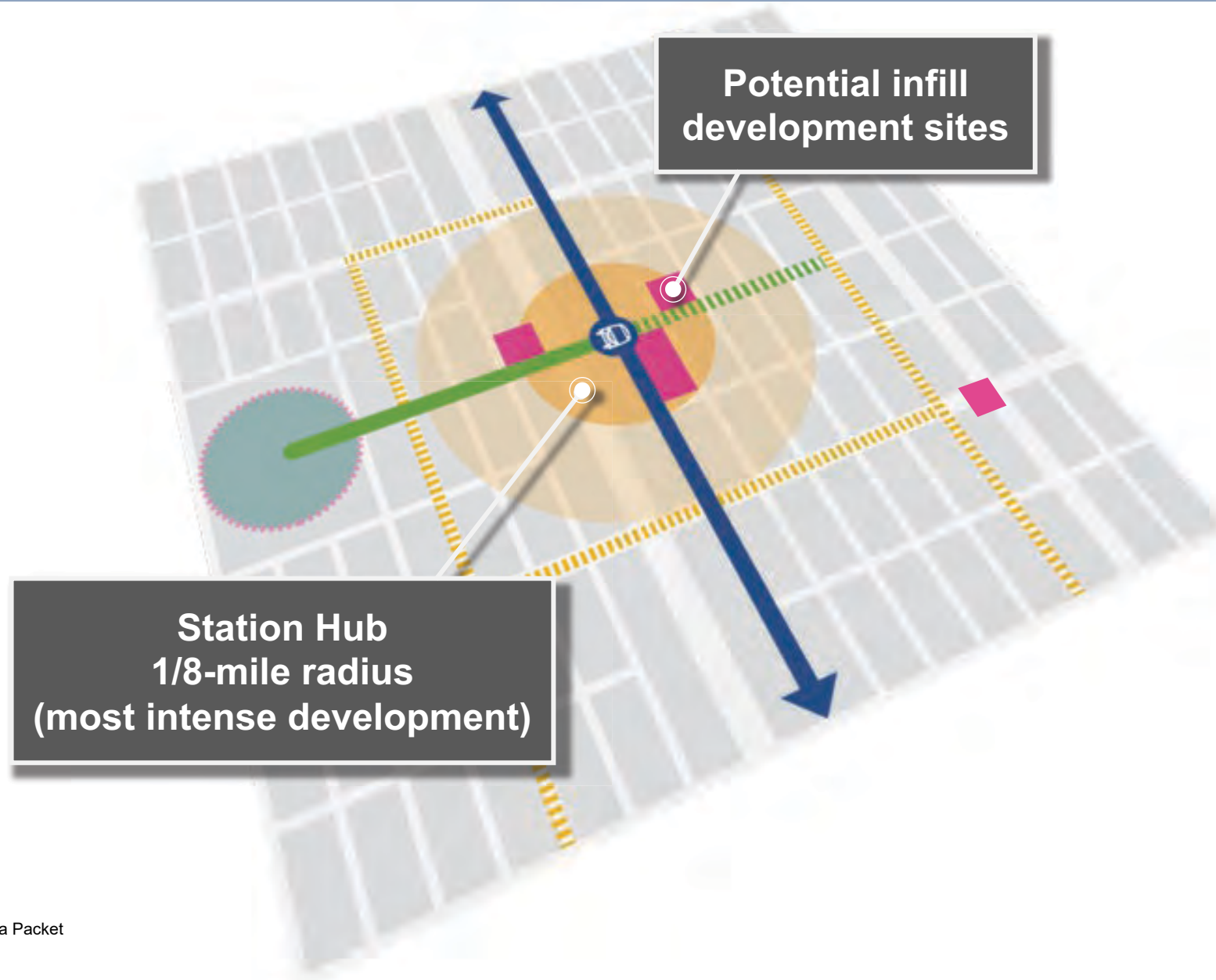
## Station Neighborhood: Residential Infill

### Courtyard Housing





# TOD FUNDAMENTALS & BEST PRACTICES







# TOD FUNDAMENTALS & BEST PRACTICES

## Station Hub: Mixed-use Development

**Ground Floor Retail &  
Dining Support an 18-hour  
Environment**





# TOD FUNDAMENTALS & BEST PRACTICES

## Station Hub: Commercial Node

**Housing & Ground Floor Commercial  
Uses Support an Active Environment**





# TOD FUNDAMENTALS & BEST PRACTICES

## Station Hub: Street Oriented Infill

**Housing Oriented to the Street  
Supports an Active Environment**

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# TOD FUNDAMENTALS & BEST PRACTICES

## TOD FRAMEWORKS

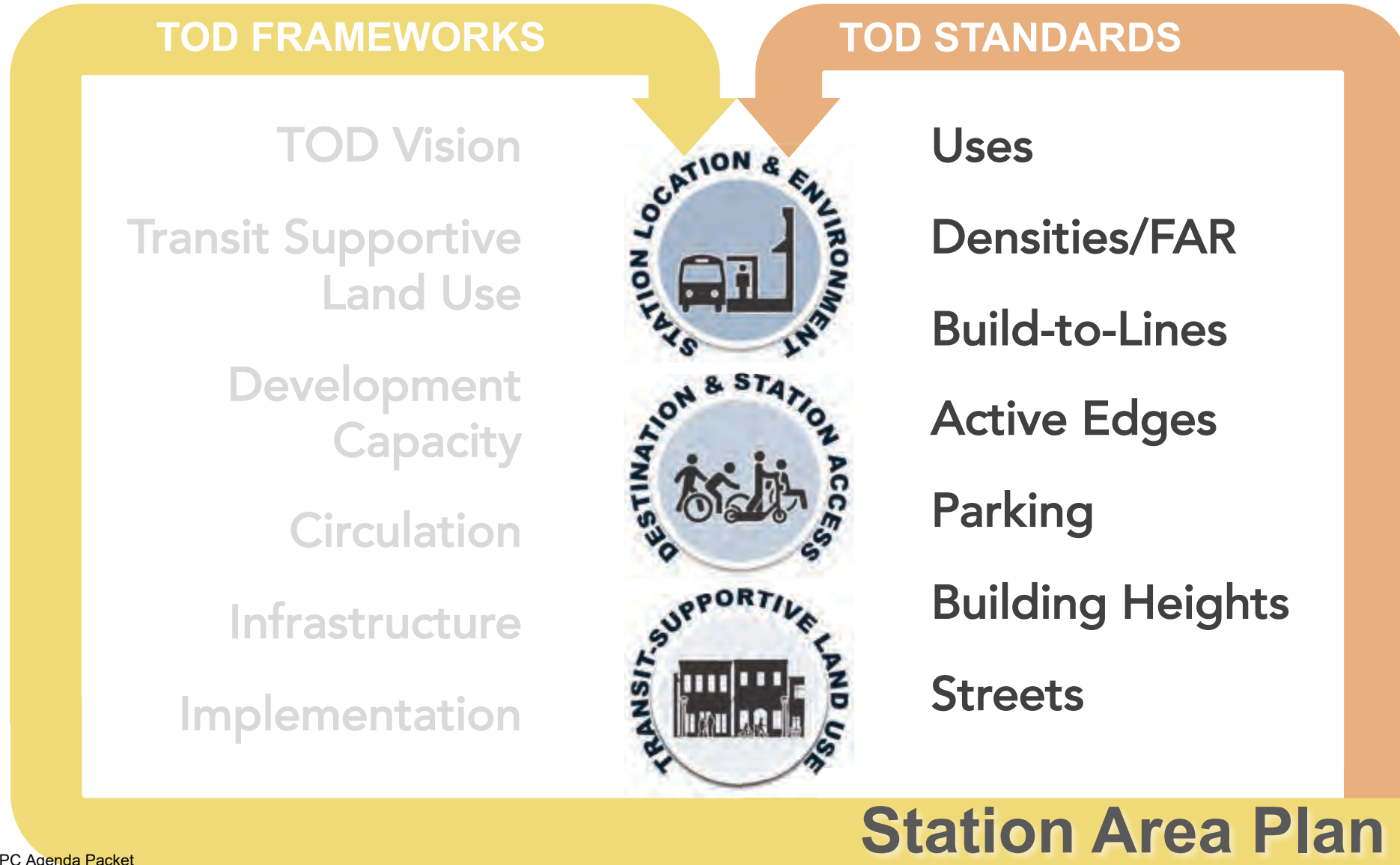
TOD Vision  
Transit Supportive  
Land Use  
Development  
Capacity  
Circulation  
Infrastructure  
Implementation



Station Area Plan



# TOD FUNDAMENTALS & BEST PRACTICES



# PHASE 1: INITIAL REVIEW & ANALYSIS

## EXPLORE CORRIDOR CONDITIONS



# STATION LOCATION & ENVIRONMENT

Safety is a priority—Promote activity at the station and well-defined crossings



## ASSESSMENT CRITERIA

**Stations:** ADA accessibility, seating/shelter/fare machines/route schedule & stops map/real time arrival reader

**Destinations:** destinations or transfers at the station

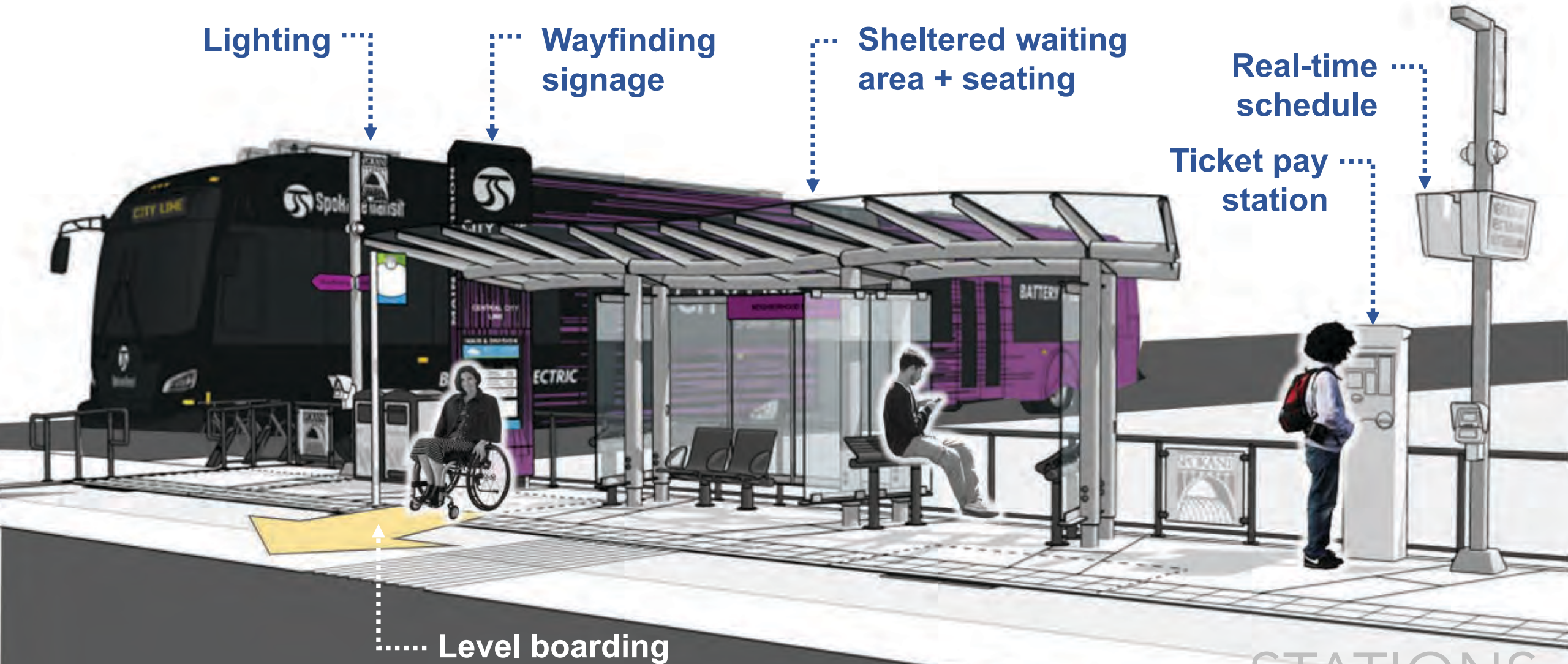
**Intersections:** existing/planned crosswalks, ADA accessible corners, and/or adequate traffic control (signals or signs)

**Active uses:** presence/lack of buildings with windows and doors oriented to the station and built to the sidewalk

**Transit Oriented Development potential:** vacant, underutilized and/or potential redevelopment sites adjacent to the station

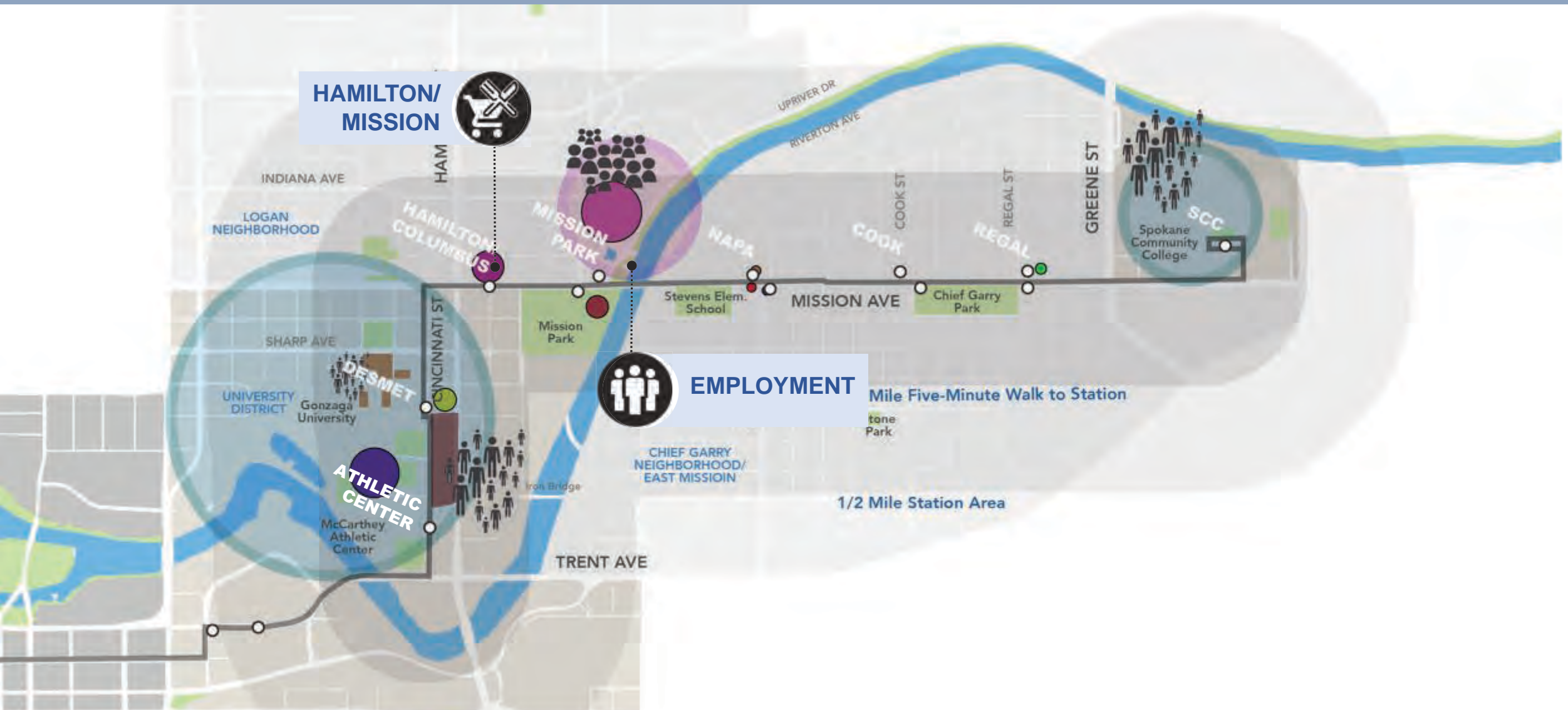


# STATION LOCATION & ENVIRONMENT



STATIONS

# STATION LOCATION & ENVIRONMENT



DESTINATIONS



# STATION LOCATION & ENVIRONMENT

## EXISTING STATION ENVIRONMENT

View looking east



Safeway

Blank Walls

No crosswalk

## STATION PLATFORM + ACCESS

View looking north



Center platform

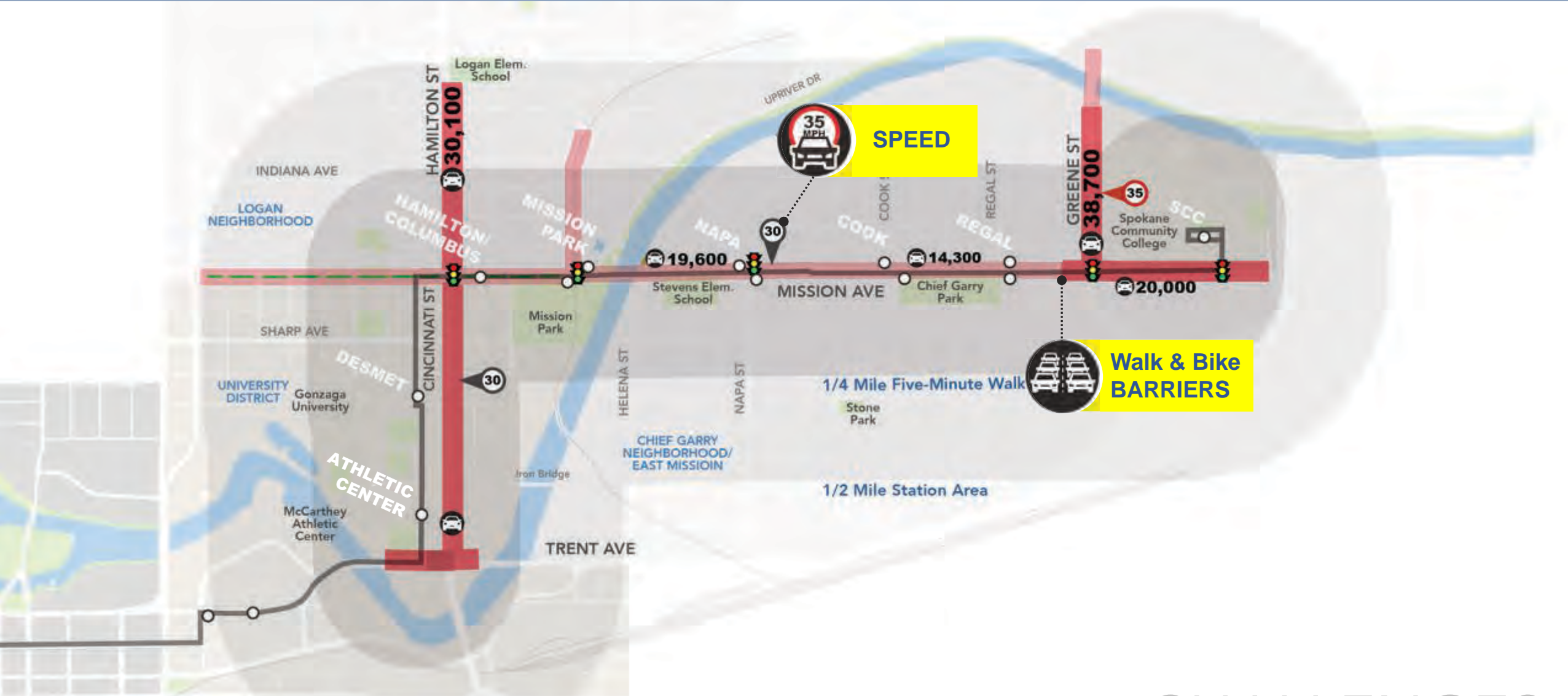
Pedestrian  
crossing signal

Crosswalks + ADA  
Access



# HAMILTON/COLUMBUS STATION

# STATION LOCATION & ENVIRONMENT





# STATION LOCATION & ENVIRONMENT

Greene Street

**BARRIER:**

**SPEED:**

Hit by a vehicle traveling

20  
MPH



9 out of 10 pedestrians survive

Hit by a vehicle traveling

30  
MPH



5 out of 10 pedestrians survive

Hit by a vehicle traveling

40  
MPH



1 out of 10 pedestrians survive

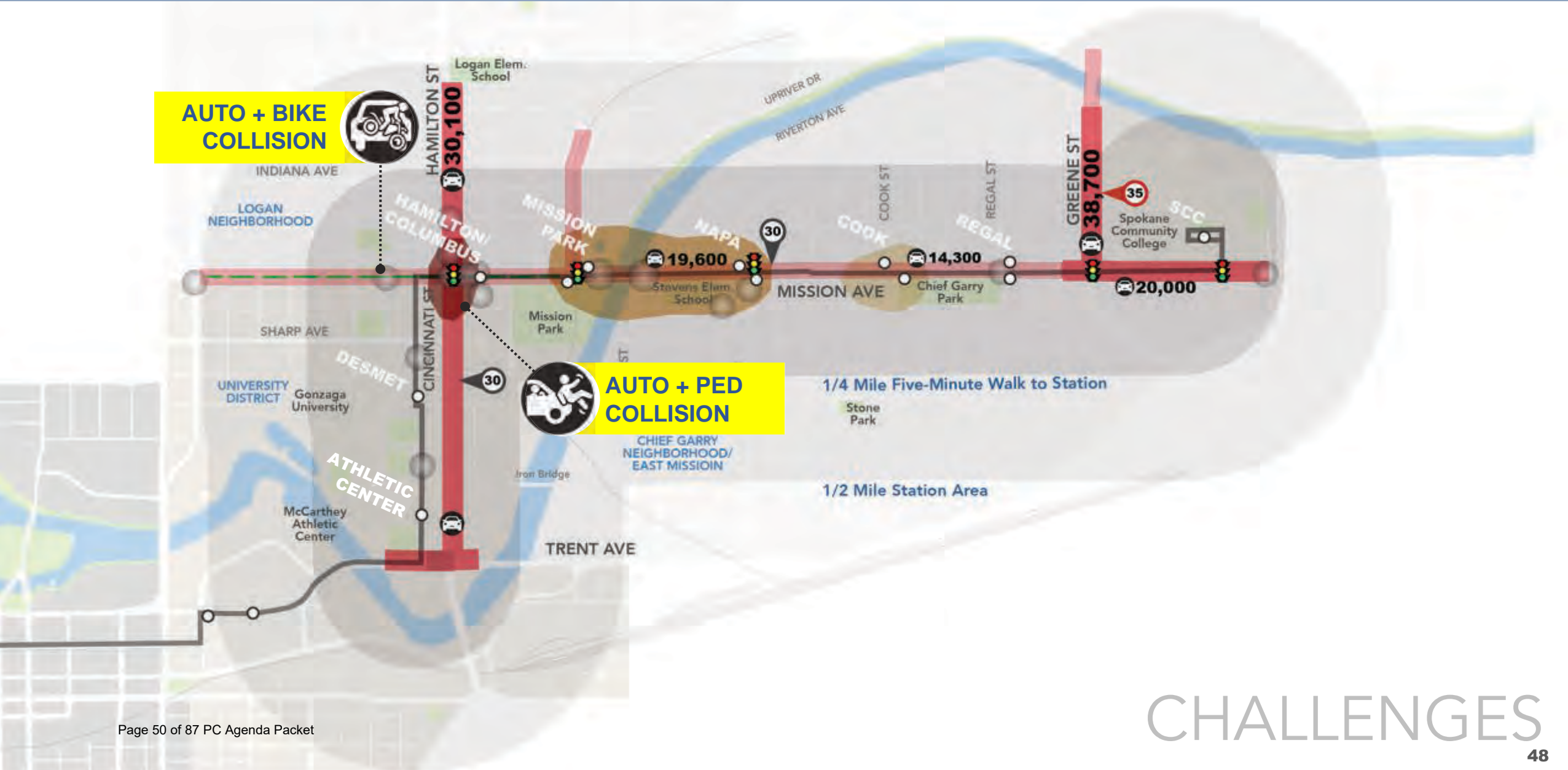
Mission Street

Hamilton Street

**BARRIER:**

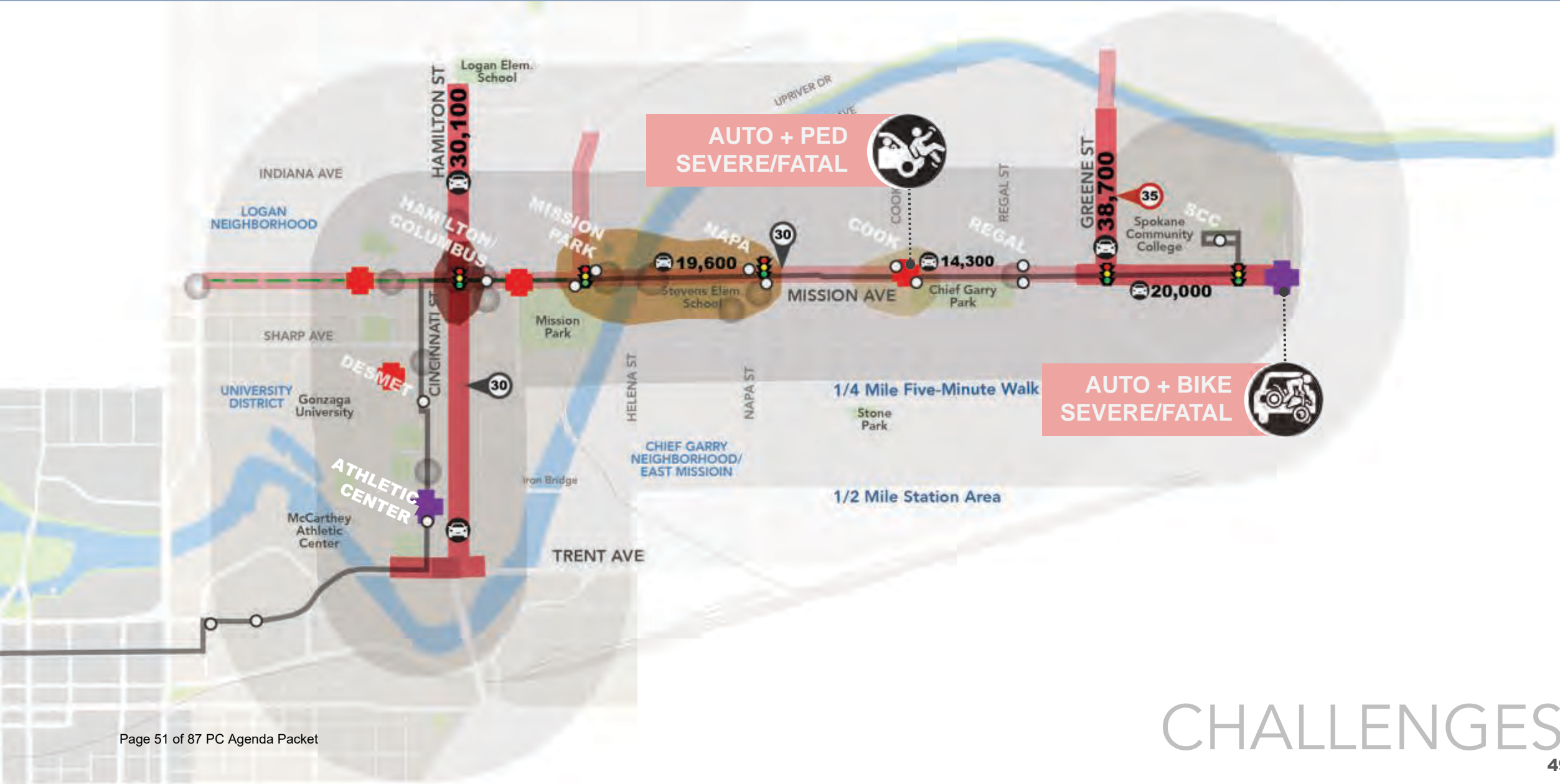
CHALLENGES

# STATION LOCATION & ENVIRONMENT

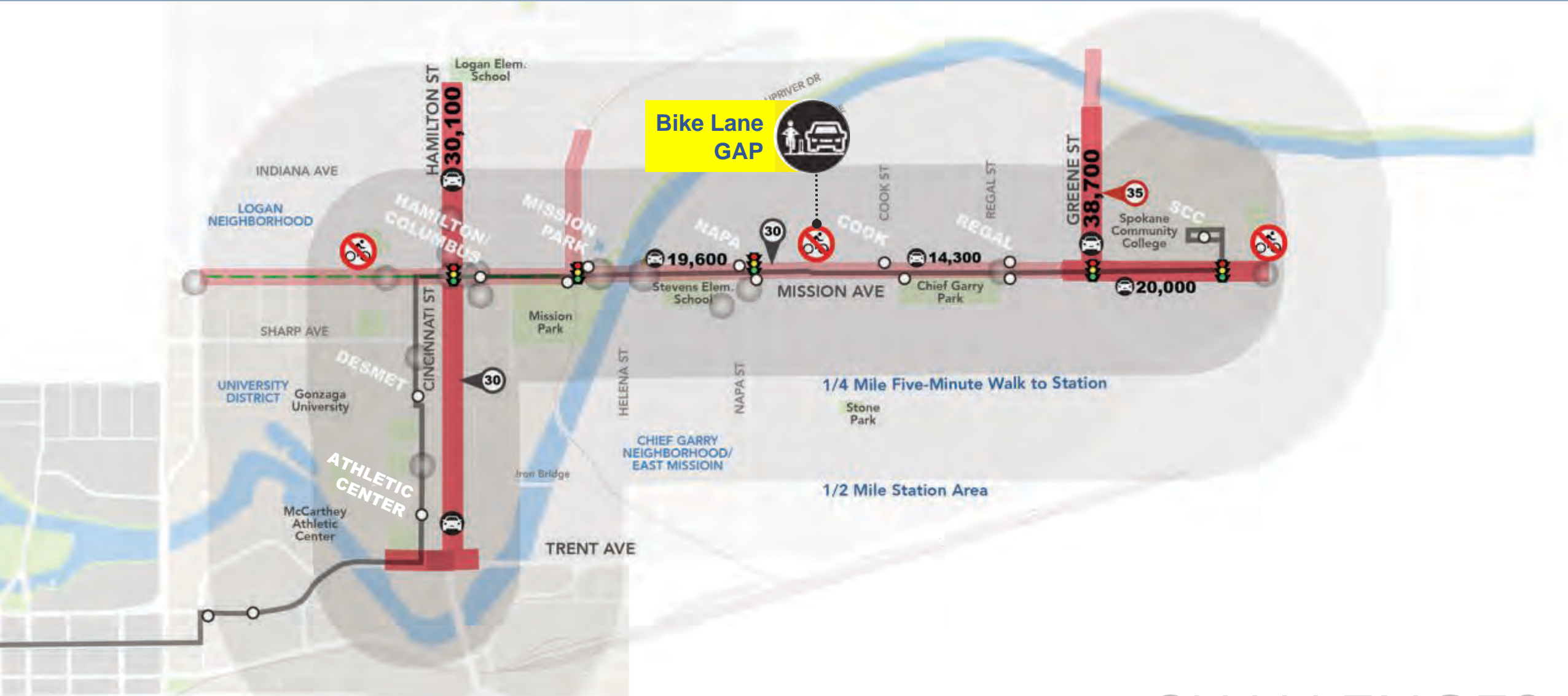




# STATION LOCATION & ENVIRONMENT



# STATION LOCATION & ENVIRONMENT



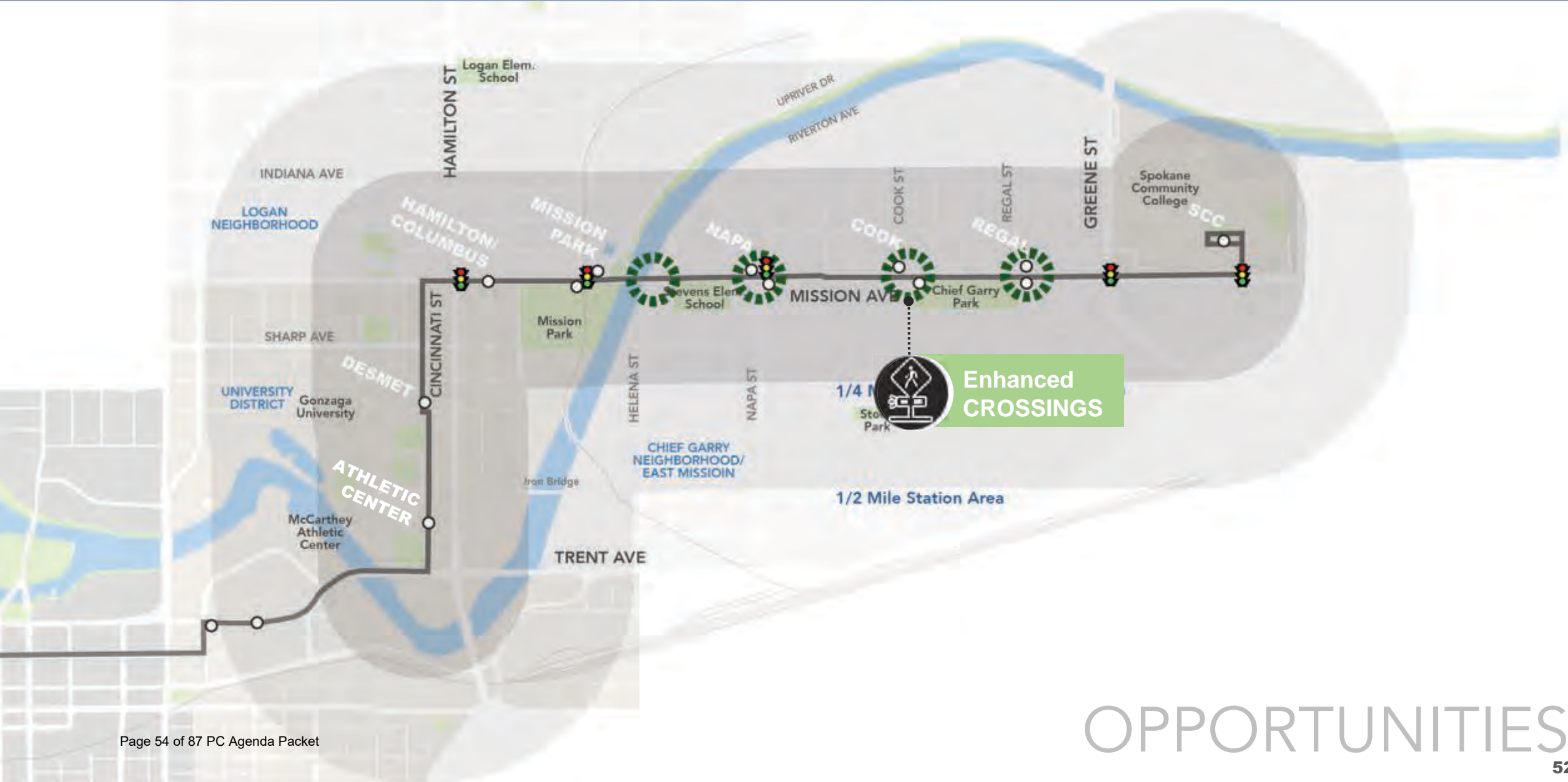
## CHALLENGES



# STATION LOCATION & ENVIRONMENT



# STATION LOCATION & ENVIRONMENT





# STATION LOCATION & ENVIRONMENT

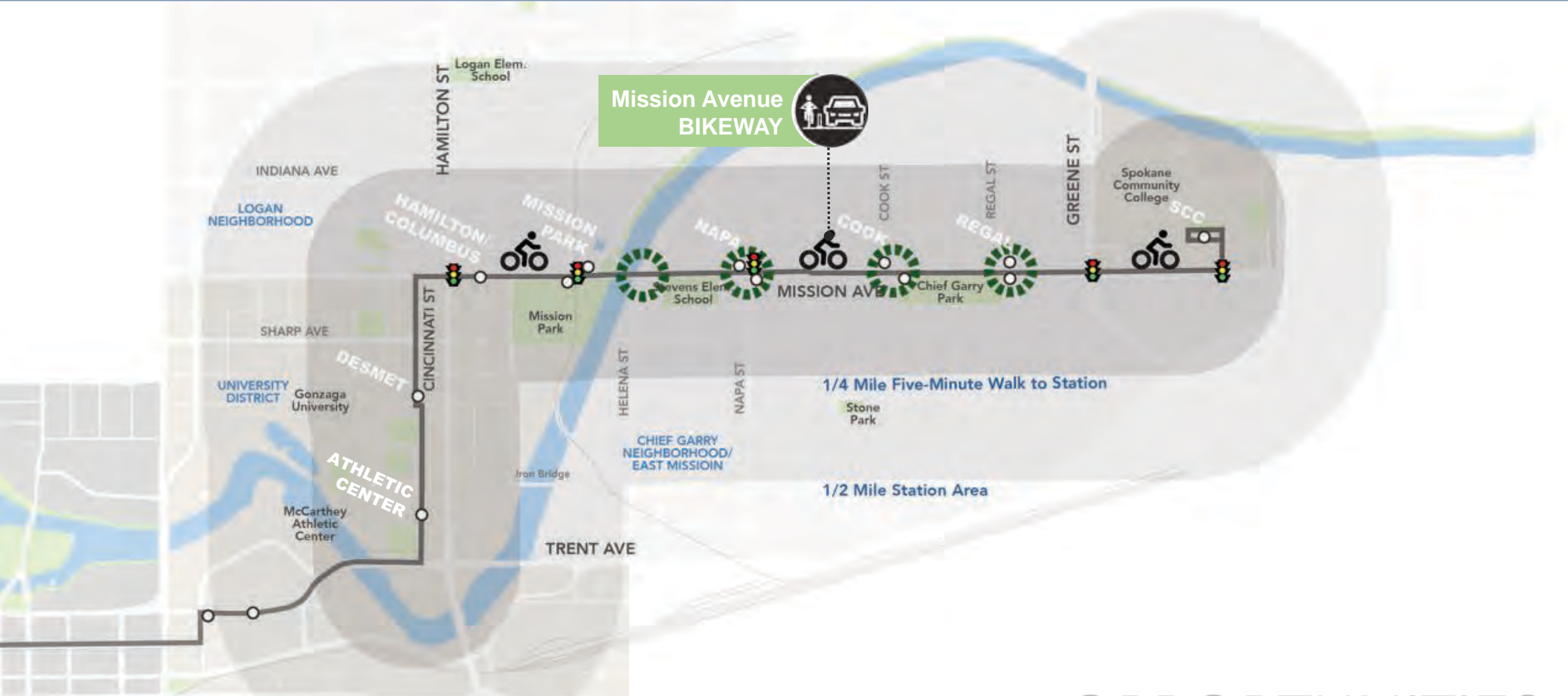
## RAPID FLASHING BEACON SIGNAL (RRFB)



**ENHANCED TRAFFIC  
CONTROL—PED/BIKE  
CROSSINGS**

OPPORTUNITIES

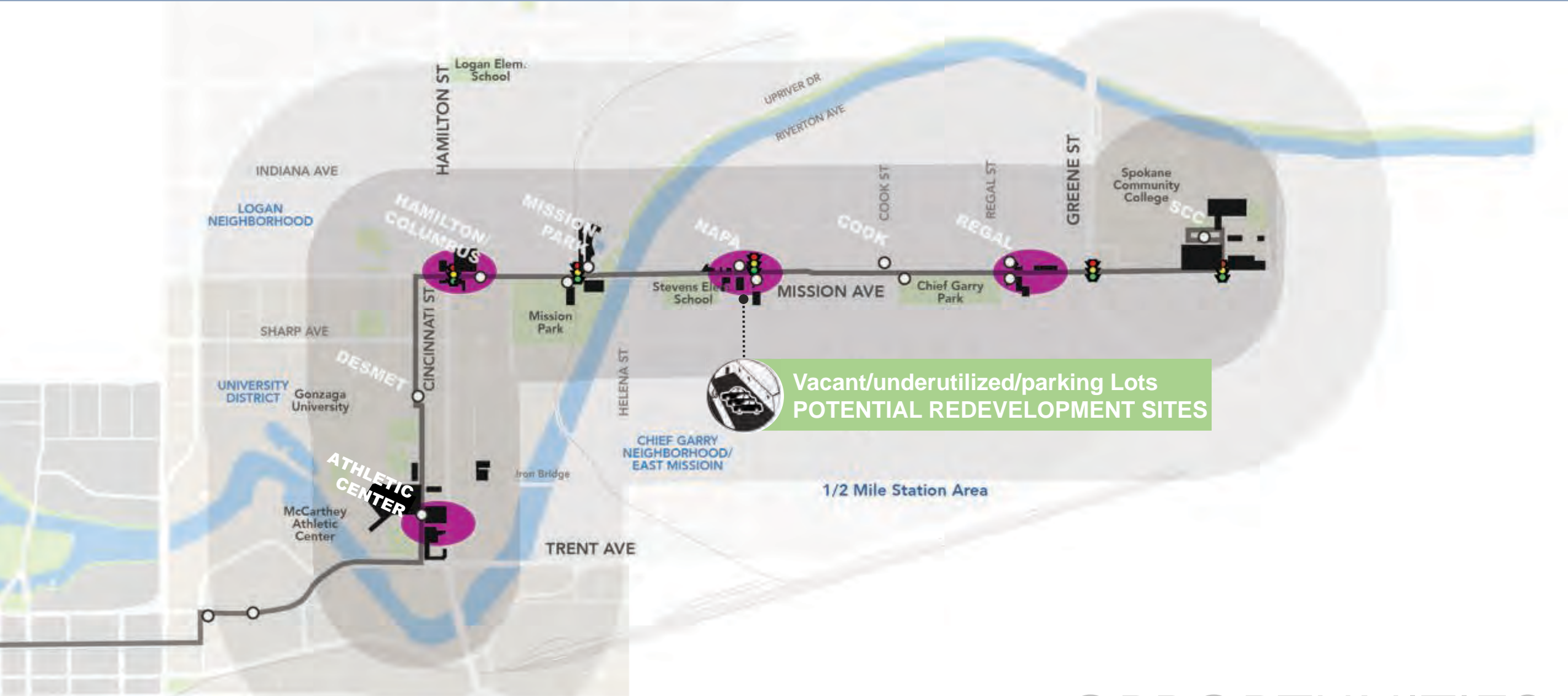
# STATION LOCATION & ENVIRONMENT



OPPORTUNITIES



# STATION LOCATION & ENVIRONMENT



OPPORTUNITIES



# STATION LOCATION & ENVIRONMENT



- ✓ Explore possibility of short-term/long-term redevelopment
- ✓ Identify market viable transit supportive uses
- ✓ Consider regulations supporting active uses & building frontages

OPPORTUNITIES



# STATION LOCATION & ENVIRONMENT



- ✓ Explore possibility of long-term redevelopment
- ✓ Identify market viable transit supportive uses
- ✓ Consider regulations supporting active uses & building frontages

OPPORTUNITIES



# STATION LOCATION & ENVIRONMENT



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OPPORTUNITIES



# STATION LOCATION & ENVIRONMENT



- ✓ Explore possibility of short-term/long-term redevelopment
- ✓ Identify market viable transit supportive uses
- ✓ Consider regulations supporting active uses & building frontages

OPPORTUNITIES

# STATION LOCATION & ENVIRONMENT

Safety is a priority—Promote activity at the station and well-defined crossings



## ASSESSMENT CRITERIA

**Stations:** ADA accessibility, seating/shelter/fare machines/route schedule & stops map/real time arrival reader

**Destinations:** destinations or transfers at the station

**Intersections:** existing/planned crosswalks, ADA accessible corners, and/or adequate traffic control (signals or signs)

**Active uses:** presence/lack of buildings with windows and doors oriented to the station and built to the sidewalk

**Transit Oriented Development potential:** vacant, underutilized and/or potential redevelopment sites adjacent to the station



# DESTINATION & STATION ACCESS

Direct, continuous link  
between stations and  
to destinations



## ASSESSMENT CRITERIA

**Station areas destinations:** location of jobs/population concentrations, anchor uses including public facilities, religious and community services and commercial goods/services/dining.

**Barriers to destinations and stations:** high traffic, multi-lane streets, lack/presence of traffic control, posted speeds at or above 30 mph, and multiple curb-cuts across sidewalks.

**Station areas walk facilities:** lack or presence of existing/planned sidewalks within 1/2 mile of the station.

**Station areas bicycle facilities:** lack or presence of existing/planned bike facilities within 1/2 mile of the station.

# DESTINATION & STATION ACCESS

Dining/Goods/Services  
HAMILTON/MISSION



TRANSIT  
DEPENDANT



Student/Faculty/  
Staff SCC



EMPLOYMENT



Student/Staff/Campus  
Residents GONZAGA U.



## DESTINATIONS



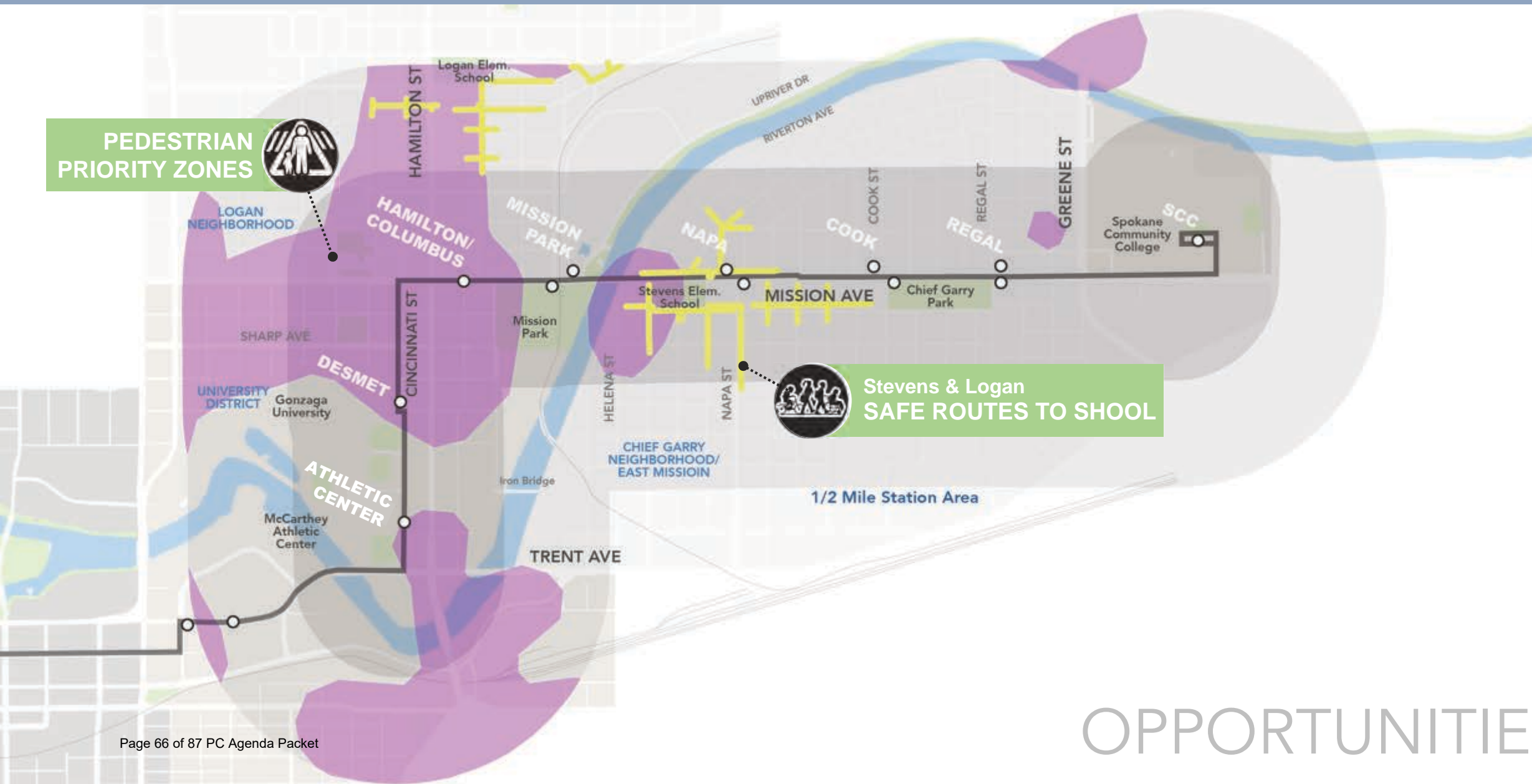
# DESTINATION & STATION ACCESS



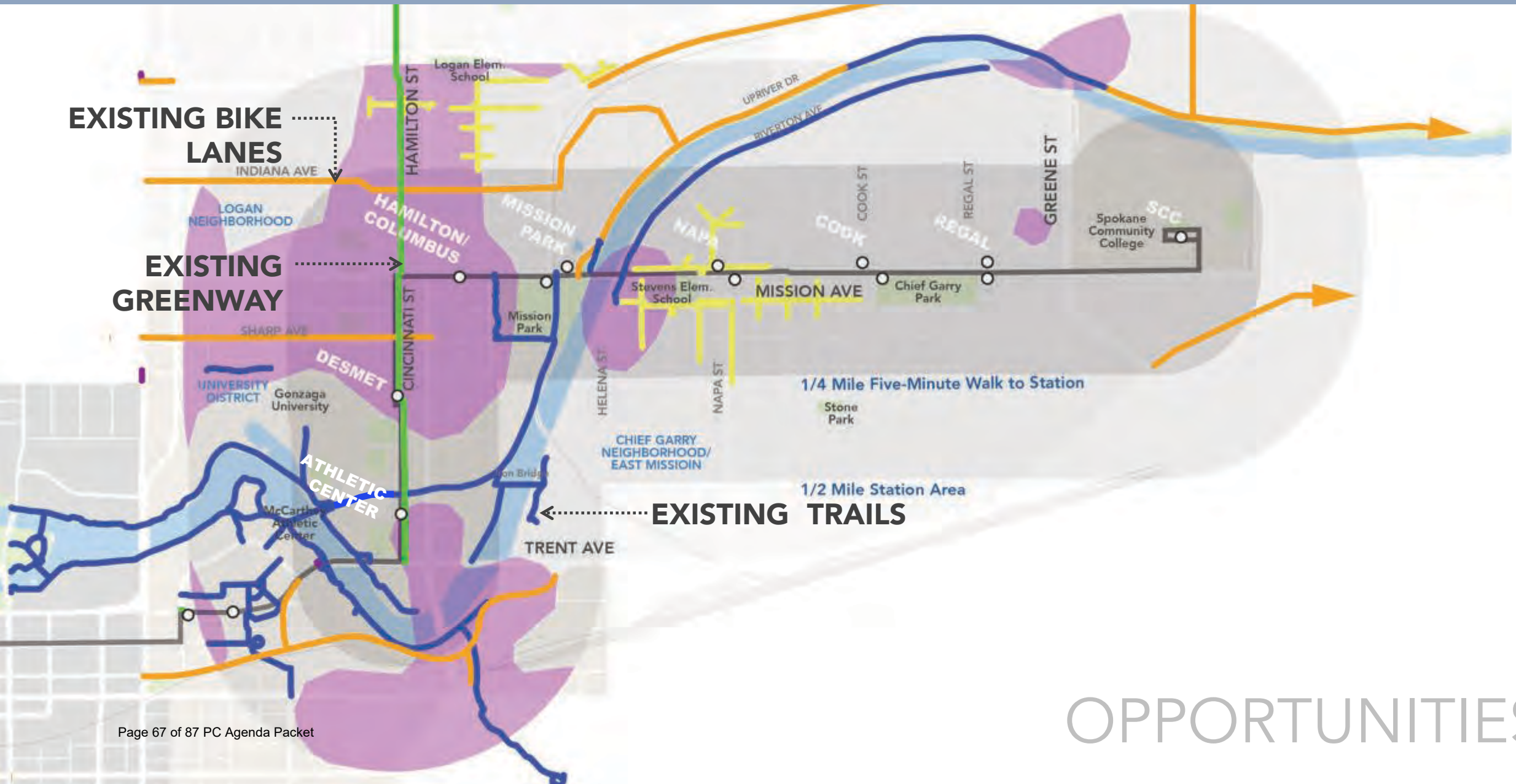
## CHALLENGES



# DESTINATION & STATION ACCESS



# DESTINATION & STATION ACCESS



OPPORTUNITIES



# DESTINATION & STATION ACCESS





# STATION LOCATION & ENVIRONMENT



**CITY  
RATINGS**



peopleforbikes.org

[https://academy.peopleforbikes.org/  
video/improving-your-city-ratings-  
score](https://academy.peopleforbikes.org/video/improving-your-city-ratings-score)

## TOP 4 STRATEGIES TO IMPROVE YOUR CITY'S SCORE

**1**

Lower the Speeds of All Vehicles

**2**

Improve Safety + Visibility  
at Intersections

**3**

Separate Bikes From Cars Using  
Protected Bike Lanes

**4**

Expand Public Transit and  
Improve Access for Bikes

# AMERICA'S BEST PLACES FOR BIKES

# DESTINATION & STATION ACCESS

Direct, continuous link  
between stations and  
to destinations



## ASSESSMENT CRITERIA

**Station areas destinations:** location of jobs/population concentrations, anchor uses including public facilities, religious and community services and commercial goods/services/dining.

**Barriers to destinations and stations:** high traffic, multi-lane streets, lack/presence of traffic control, posted speeds at or above 30 mph, and multiple curb-cuts across sidewalks.

**Station areas walk facilities:** lack or presence of existing/planned sidewalks within 1/2 mile of the station.

**Station areas bicycle facilities:** lack or presence of existing/planned bike facilities within 1/2 mile of the station.



# TRANSIT SUPPORTIVE LAND USE

A mix of station and neighborhood street-oriented uses



## EVALUATION CRITERIA

**Transit supportive development:** presence of multi-family housing, employment & institutional centers, retail and commercial uses, community facilities and parks/open space.

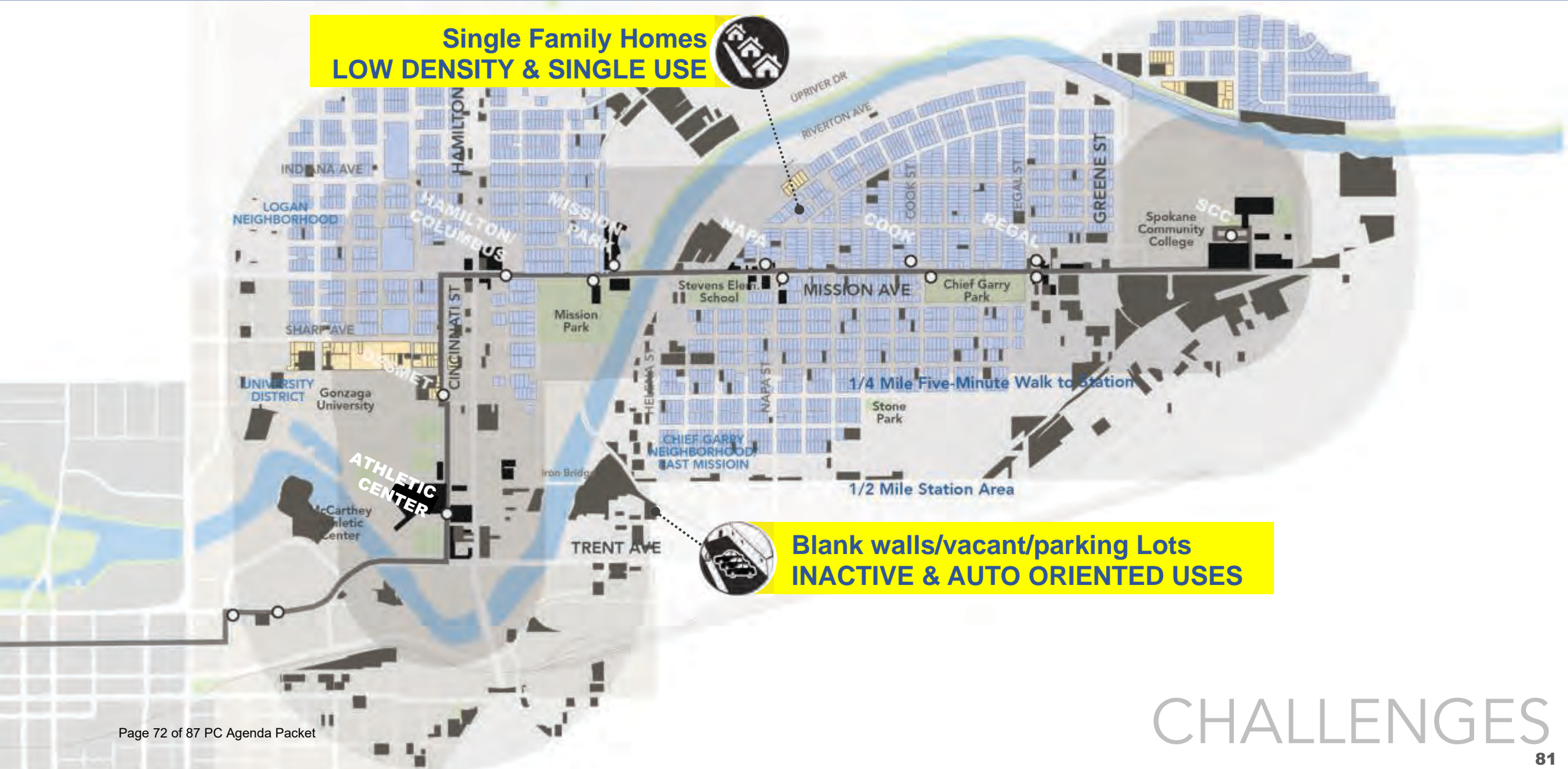
**Development "gaps":** lack of diverse housing types, density and affordability, daily-needs goods and commercial services, and parks/open spaces.

**Displacement "risk":** vulnerability factors include economic status, household composition and disability, minority status & language; housing type and transportation

**Transit-Oriented Development potential:** vacant, underutilized and/or potential redevelopment sites in the station area



# TRANSIT SUPPORTIVE LAND USE



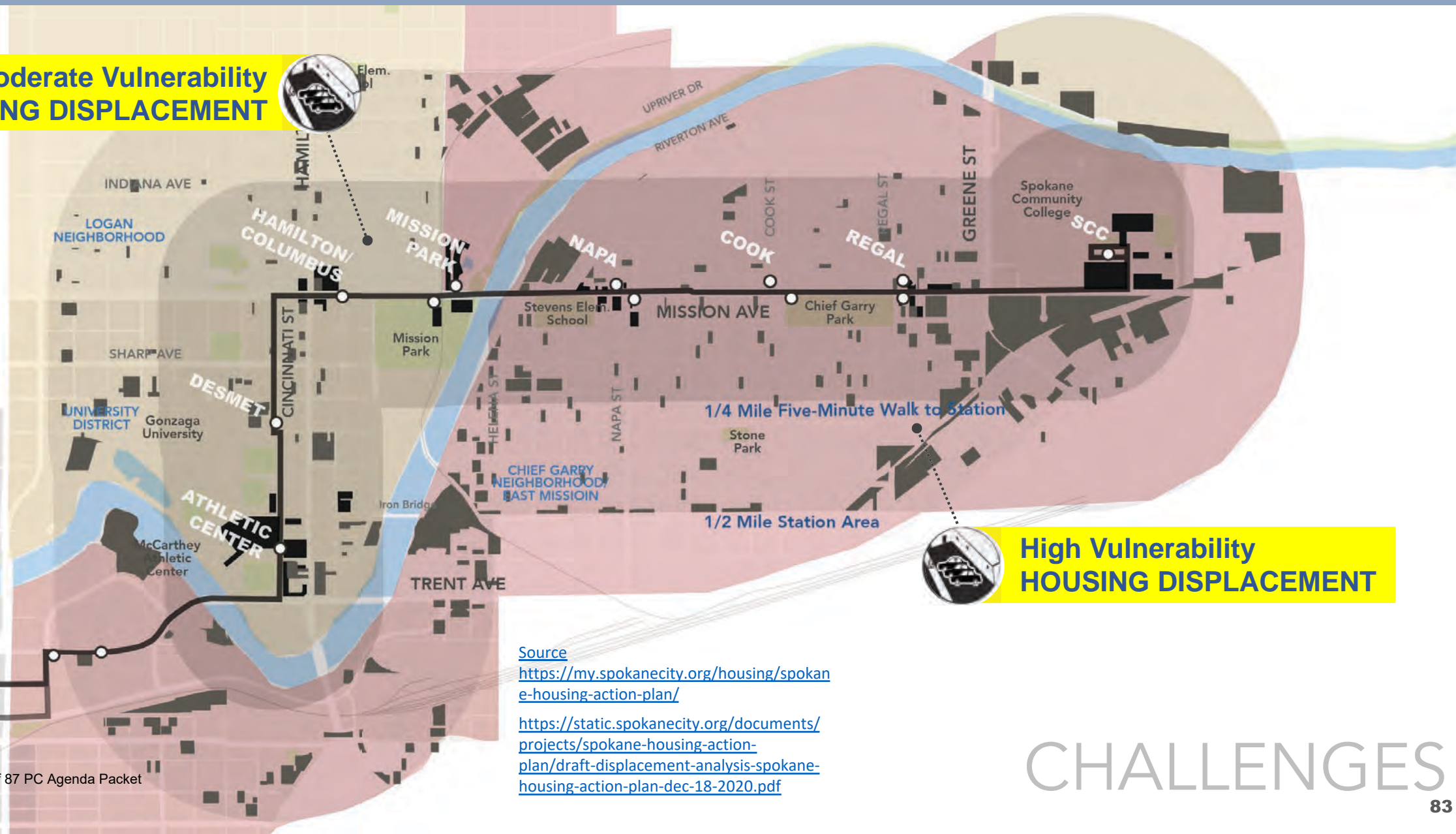
# TRANSIT SUPPORTIVE LAND USE





# TRANSIT SUPPORTIVE LAND USE

**High-Moderate Vulnerability  
HOUSING DISPLACEMENT**



**High Vulnerability  
HOUSING DISPLACEMENT**



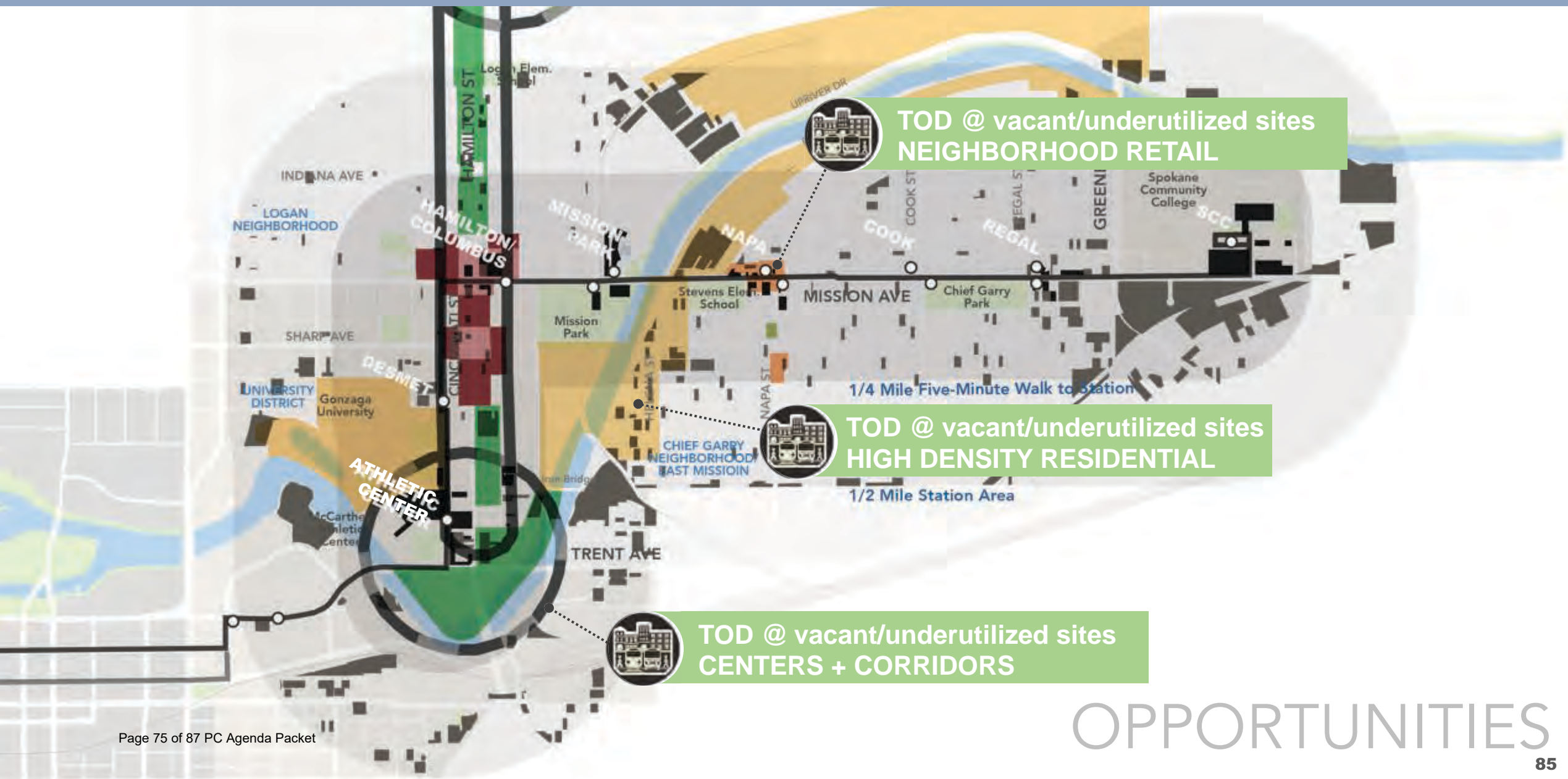
Source

<https://my.spokanecity.org/housing/spokane-housing-action-plan/>

<https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/draft-displacement-analysis-spokane-housing-action-plan-dec-18-2020.pdf>



# TRANSIT SUPPORTIVE LAND USE



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# TRANSIT SUPPORTIVE POLICIES

Informs TOD policies,  
land uses, densities &  
standards



## ASSESSMENT CRITERIA

**Comprehensive Plan:** lack/presence of transit supportive land use and circulation policies.

**Neighborhood Plan:** lack/presence of adopted plans promoting transit supportive land use and circulation.

**Pedestrian Plan:** lack/presence of existing & planned facilities to promote access to destinations and stations.

**Bicycle Plan:** lack/presence of existing & planned facilities to promote access to destinations and stations.

**North Spokane Corridor & Children of the Sun:** viaduct design and future trail planning to impact/address access to destinations and stations.

**Zoning & Standards:** lack/presence of transit-supportive densities, and pedestrian emphasis building and site design standards.

**Complete Streets:** lack/presence of street standards for promoting complete streets.

**High-Performance Transit Corridors:** Spokane Transit Authority's Plan for future high-performance transit corridors

**Incentives and Programs:** lack/presence of transit-oriented development incentives and programs



# STATION AREA PLANNING



## GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.



# STATION AREA PLANNING



## GUIDING PRINCIPLES:

- Establish a multi-modal **transportation corridor** by linking stations with a continuous biking and walking facility.
- Increase **potential ridership** by providing direct access between transit and destinations through strategic biking and walking improvements



# STATION AREA PLANNING

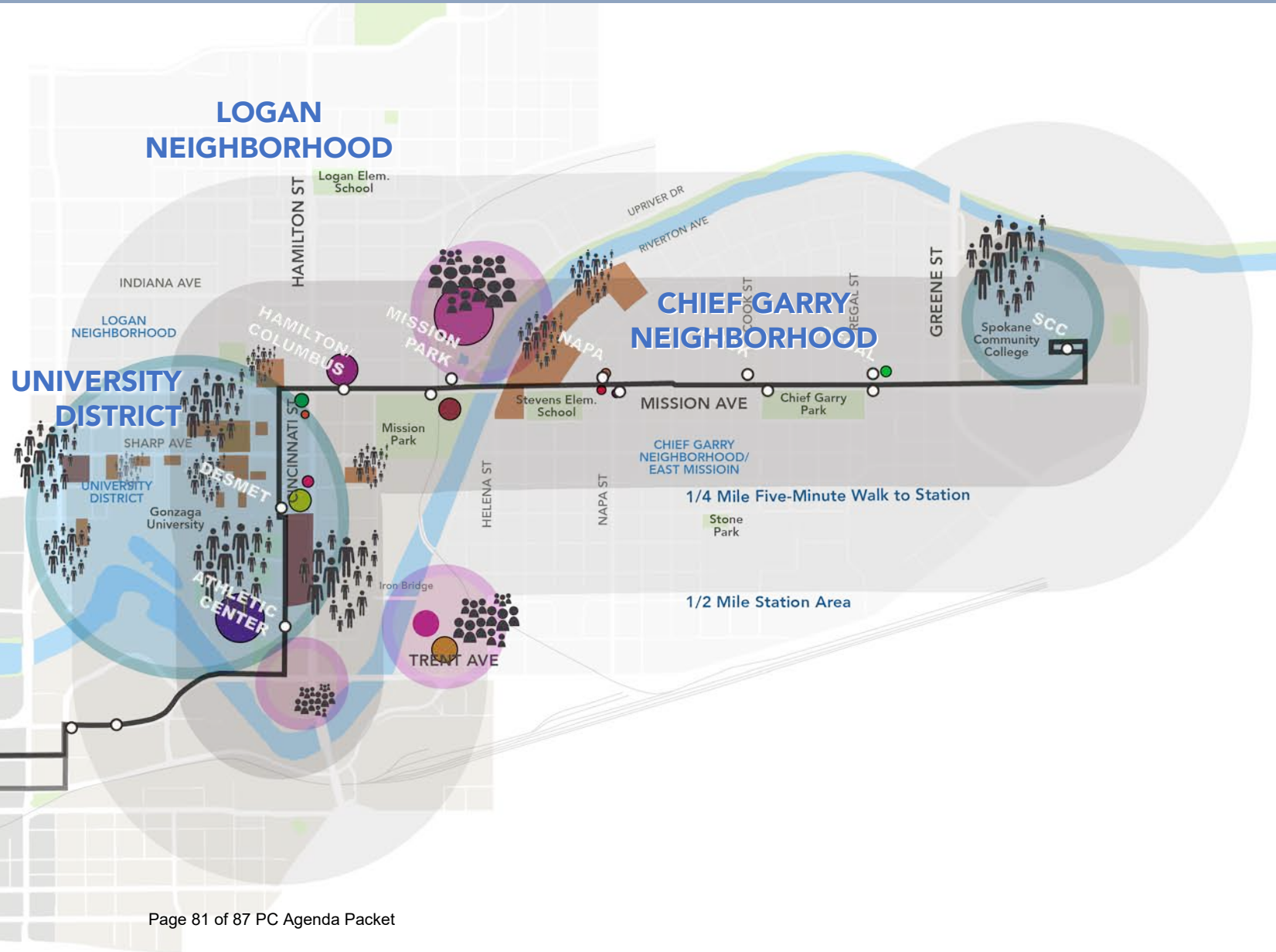


## GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.
- Increase potential ridership by providing direct access between transit and destinations through strategic biking and walking improvements
- Enable station areas to achieve their development potential by supporting transit-oriented infill or redevelopment opportunities for people to live and businesses to thrive near transit.



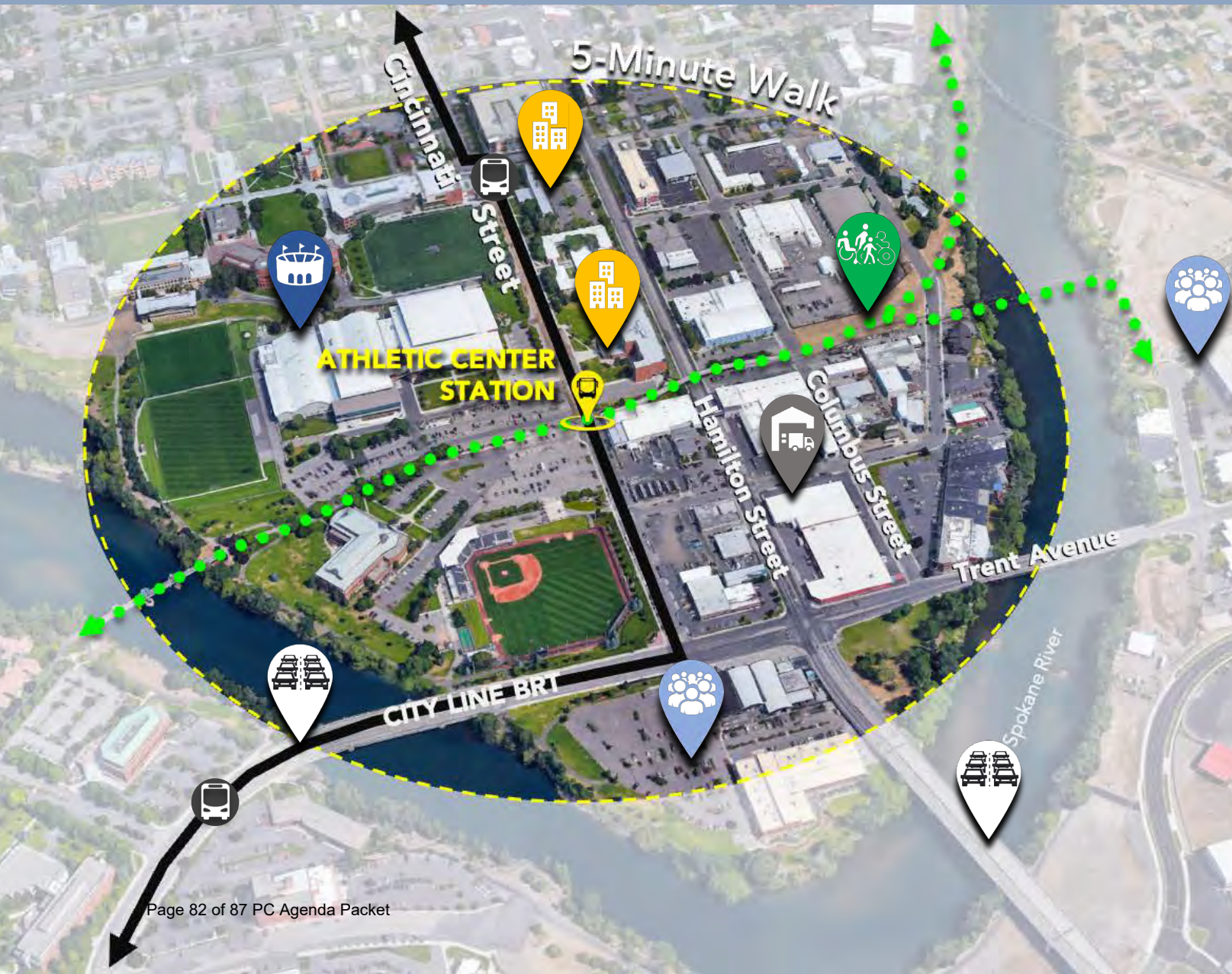
# STATION AREA PLANNING



## DEFINE THE DISTRICTS:

- Characteristics & features
- Major destinations
- Opportunities for TOD

# UNIVERSITY DISTRICT



## Characteristics & Features

- A mix of GU **housing** and **athletic facilities**, aging **manufacturing/warehouse** & emerging **employment uses**.
- Direct access to **downtown**, **I-90** and the **Centennial regional recreation trail**.

## Major Destinations

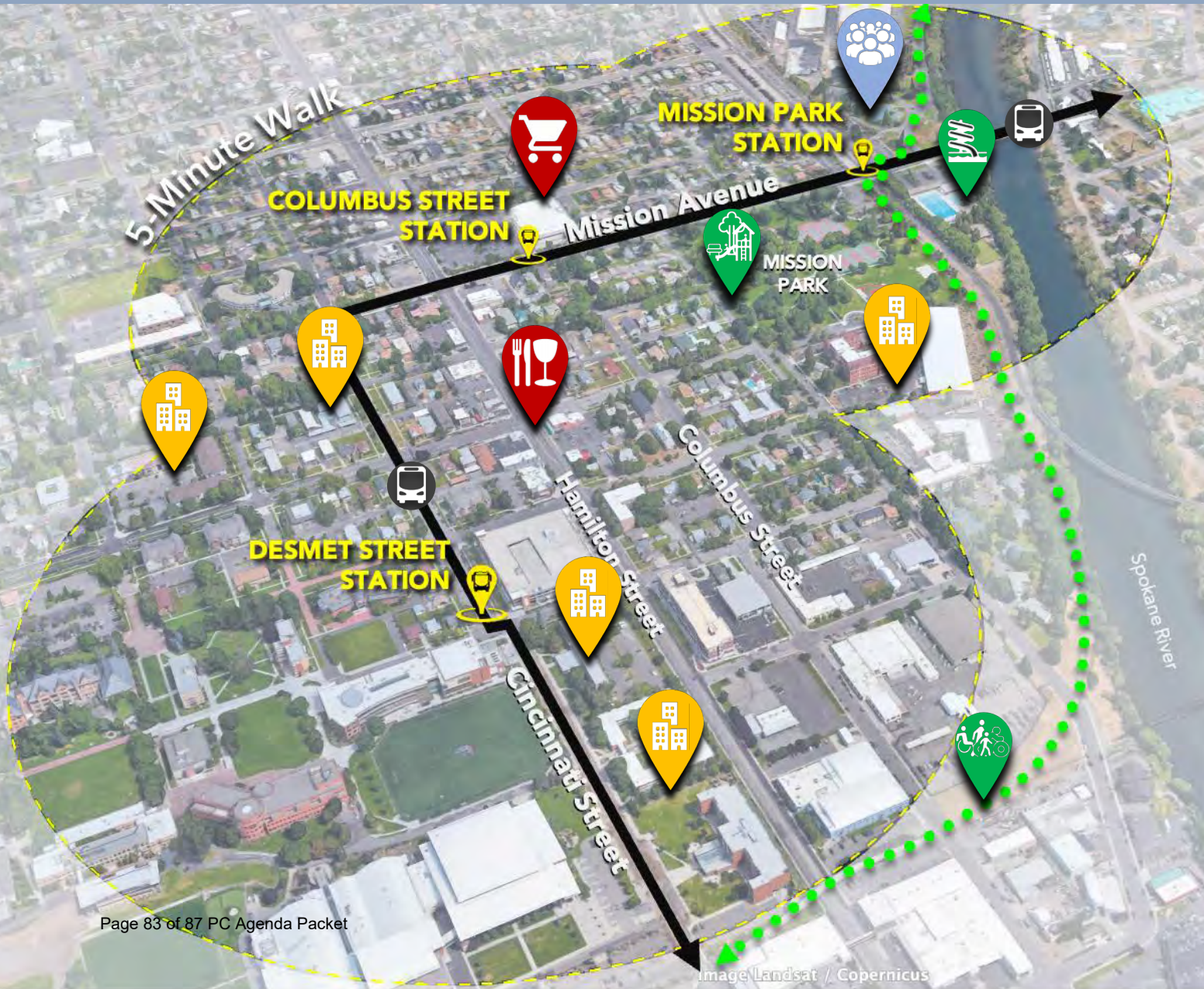
- McCarthy Athletic Center, athletic fields and residence halls
- Trent Avenue employment

## TOD Opportunities

- **Aging** manufacturing and warehouse sites, **vacant/underutilized** sites, and large **parking lots**



# LOGAN NEIGHBORHOOD



## Characteristics & Features

- A mix of GU **housing and classroom facilities**, apartments, Hamilton **commercial strip**, & large **employer (Avista)**.
- Direct access to **downtown, I-90** and the **Centennial regional recreation trail**.

## Major Destinations

- GU residence halls and classrooms
- Safeway grocery and Mission Park

## TOD Opportunities

- **Hamilton Street small lot vacant/underutilized sites** and parking lots



# CHIEF GARRY NEIGHBORHOOD



## Characteristics & Features

- Predominately **single-family housing**; pockets of **riverfront apartments**, auto-oriented **commercial**, & SCC.
- **Mission Avenue and Greene Street provide access** into/out of the neighborhood. Portions of a riverfront trail along northern edge.

## Major Destinations

- **Spokane Community College**, Stevens School & Chief Garry Park

## TOD Opportunities

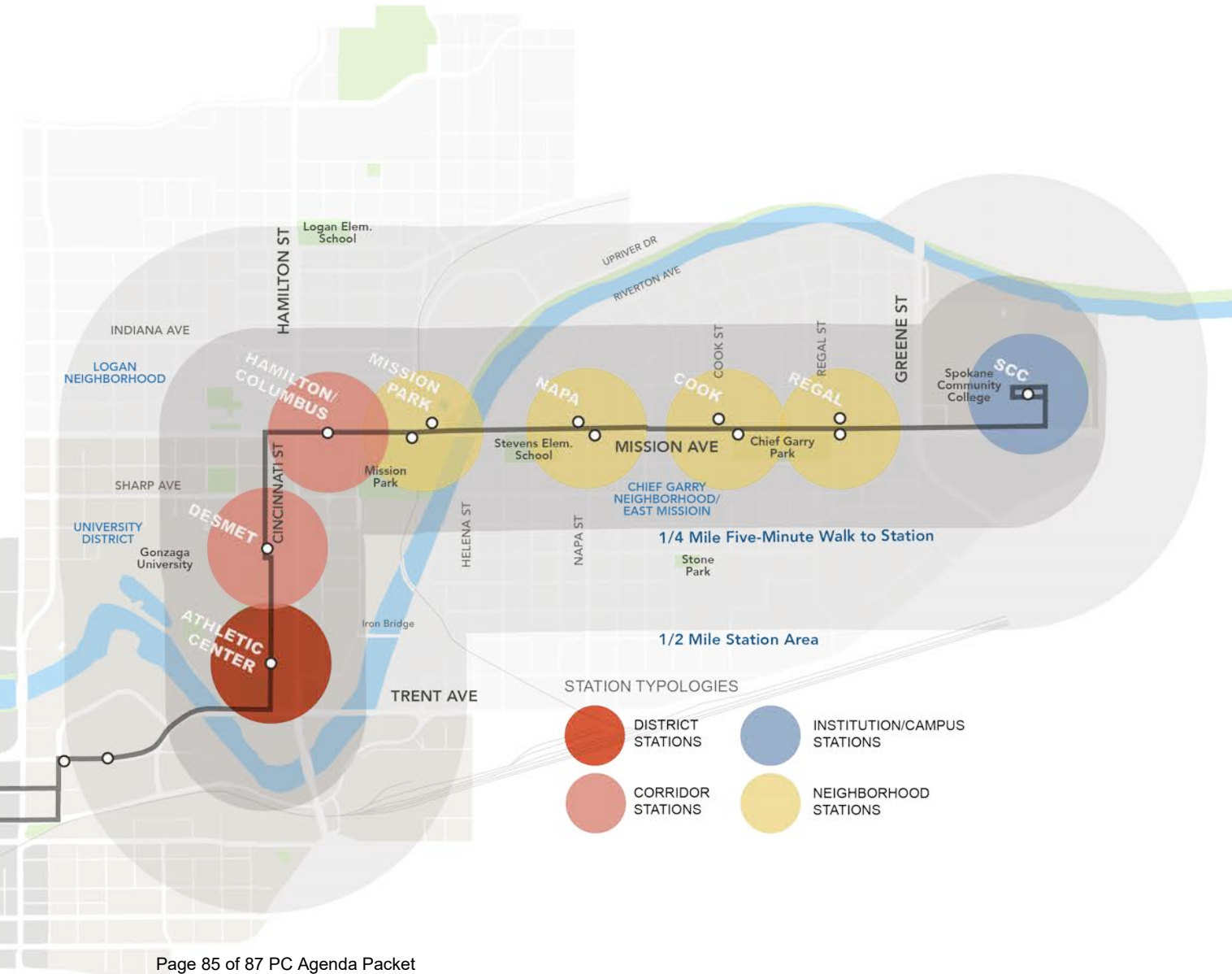
- Mission Avenue oriented parking lots, **aging commercial/manufacturing**, vacant, and **underutilized sites**.



# STATION AREA PLANNING

## DEVELOP STATION TYPOLOGIES:

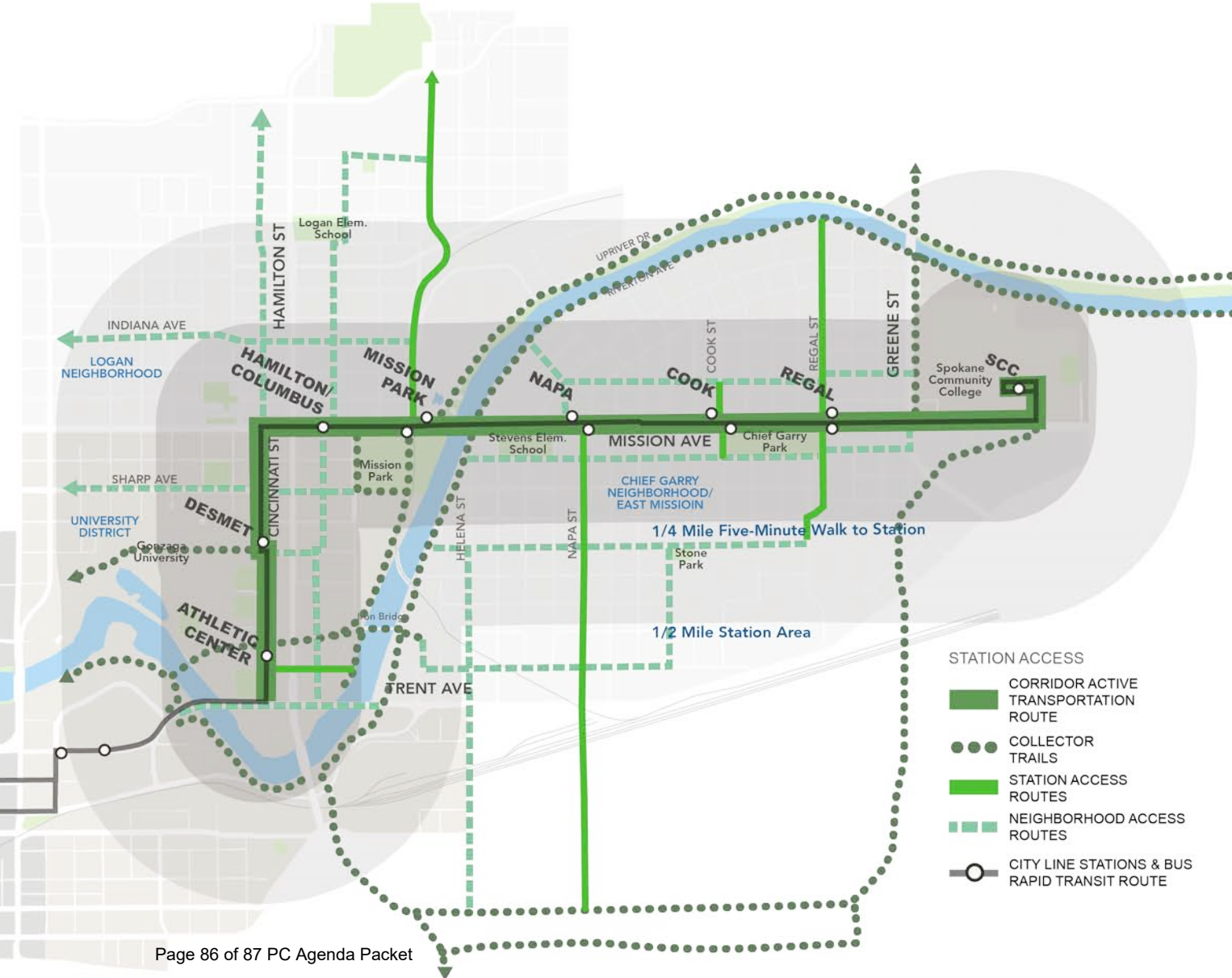
- Support **neighborhood/district character** & function
- Inform the **type and intensity of development** and station access
- Respond to **local policies and plans** for the station area



# STATION AREA PLANNING

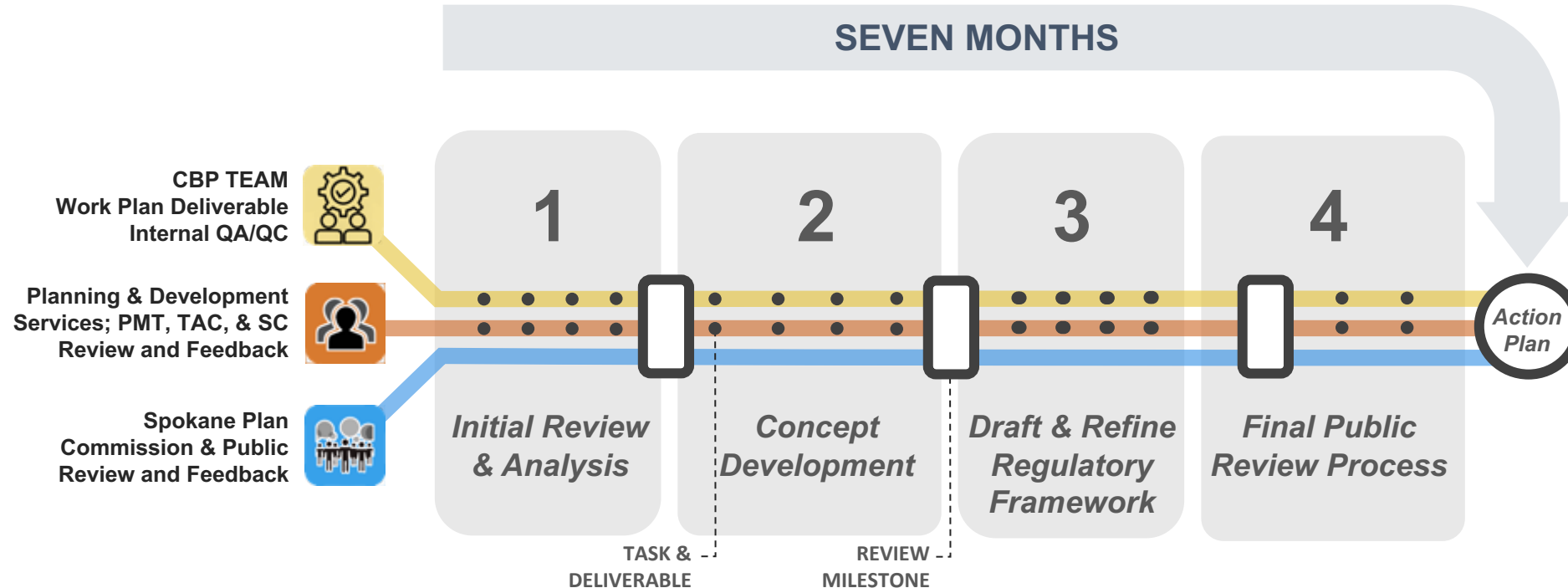
## ESTABLISH STATION AREA ACCESS ROUTES:

- Address the need for **station to station & station to destinations** access improvements
- **Close gaps and propose new routes** to complete the ped/bike plan networks
- Inform **CHILDREN OF THE SUN** Trail Planning





# PHASE 2: CONCEPT DEVELOPMENT



## Develop & Review Frameworks & Potential Regulatory Concepts

*"Prepare a draft station area planning framework and TOD regulatory approach"*