Prepare a draft station area planning framework and TOD regulatory approach

PHASE 2: CONCEPT DEVELOPMENT

Develop & Review Frameworks & Potential Regulatory Concepts

“Prepare a draft station area planning framework and TOD regulatory approach”
STATION AREA PLANNING

GUIDING PRINCIPLES:

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

- Characteristics & features
- Major destinations
- Opportunities for TOD
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, Mission Park, & Avista

TOD Opportunities

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

DEVELOP STATION TYPOLOGIES:

- Support neighborhood/ district character & function
- Inform the type and intensity of development and station access
- Respond to local growth policies and plans within the station area
High density apartment, condominium, and townhomes, with street-oriented retail, commercial uses, and district-scaled employment served by public space amenities and safe, direct and convenient walk and bike access between stations and destinations.
Mixed land use extending two blocks from the transit route with medium and high-density apartment, condominium, and townhomes and areas for street-oriented retail, commercial and employment uses with safe & direct walk & bike access between stations and destinations.
May be predominantly employment, educational, medical campuses or regional-serving recreation facilities. where land use & circulation is dictated by a master plan. Safe & direct walk and bike access between the station, campus & nearby destinations should be prioritized.
Neighborhood-compatible **apartment, condominium, and townhomes**, with **street-oriented** retail, commercial uses. May be **served by parks**, with **safe and direct walk and bike access** between stations and destinations.
May be, predominately existing single family residential with opportunities for infill housing. May be served by parks, with safe and direct walk and bike access between stations and destinations.
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 potential future infrastructure improvements that support transit access
STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE

COLLECTOR TRAILS

STATION ACCESS ROUTES

NEIGHBORHOOD ACCESS ROUTES
A continuous walking and biking facility connecting station to station within the BRT corridor route.
The primary walking and biking facilities providing safe and direct access to stations, from station area neighborhoods, and public facilities such as parks/open spaces, schools, and recreation areas.
Part of the **citywide and regional trail system connecting with** the BRT corridor, station access and neighborhood access routes
Walk and bike facilities within station area neighborhoods linking to schools, parks, and other station area access routes.
STATION ACCESS ROUTES

- 1/4 Mile Five-Minute Walk to Station
- 1/2 Mile Station Area
STATION AREA PLANNING

IDENTIFY TOD POTENTIAL:

- Locate **vacant**, underutilized, & large parking sites.
- Assess **station area assets and barriers** to transit-oriented development.
- Address **gaps in housing, commercial, employment and public facilities** on potential redevelopment sites.
**TOD POTENTIAL—Initial Review & Analysis**

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

<table>
<thead>
<tr>
<th>transit supportive development:</th>
<th>ATHLETIC CENTER</th>
<th>DESMET</th>
<th>HAMILTON/COLUMBUS</th>
<th>MISSION PARK</th>
<th>NAPA</th>
<th>COOK</th>
<th>REGAL</th>
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| Development gaps:              | MED. LOW HIGH   | MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. MED. ME
EMPLOYMENT/CAMPUS & CENTER STATION:

- Supports the **Comprehensive Plan and Zoning Center designation**
- Promotes new uses in Centers that **stimulate pedestrian activity with mutually reinforcing land use patterns**
- Integrates development and **transit** with improved walk and bike access along key routes
TOD POTENTIAL — Athletic Center Station

Station Area Assets

- Drive-by-traffic, high visibility, and direct access to downtown & I-90.
- Market supported by GU resident and staff population and activity generated from sports facilities.
- Aging uses on large sites and predominately single ownership parcels.
- Amenity rich with extensive river frontage and trail network.
Station Area Barriers

- Heavy traffic, noise, and inactive frontages do not stimulate pedestrian and bike activity.
- Existing warehouse and manufacturing uses are not transit supportive.
- Incomplete trail network limits continuous riverfront access and linkages to existing crossings.
- Limited direct river access or established riverfront activities to promote this asset as destination.
TOD POTENTIAL — Athletic Center Station

**TOD Opportunity Sites**

- Aging uses on **large sites and predominately single ownership** parcels.
- Large **surface parking lots & storage** areas.
- **Multiple blocks clustered** along arterial roadways.
- Emerging multifamily housing and employment uses along edges of the station area.
TOD CONCEPT— Athletic Center Station

Development Trend

- **Existing Matilda Project** includes **57 units**, 18,000 SF commercial, & 168 parking (4 stories)
- **Philomena Project** includes **63 units**, & 20,300 SF commercial, & 446 parking (4 stories)
- **Riverbend Project** includes **267 apartments**, & 239 parking (4 to 7 stories)
- **Health Education and Research Building** with 90,000 sf of labs, classroom, and admin functions
- **Riverwalk Building**-mix of restaurant, bar, and retail uses.
TOD CONCEPT— Athletic Center Station

'The Hub' Street-oriented Destination:

- The right retail configuration (1/4 mile in length), & accessible to high traffic volume street
- Anchored by the GU on the west and the riverfront on the east
- Low traffic street can accommodate a high-quality pedestrian and bike destination
- Edge-to-edge storefronts line the three blocks with anchor uses
- Large floorplate parking structure to serve a variety of district uses

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Design guidelines + standards ensure a high quality & active pedestrian environment

STREET-ORIENTED DESTINATION
“ACTIVE STREET”
**Anchor’—Grocery:** Key to support retail, entertainment and dining destination and housing.

- Grocery stores add **30% yearly additional sales** for adjacent inline shops.
- Incorporate local models—Yokes, Rosauers, or Fresh Basket.
- Site **provides excellent access, visibility** and strategically located to the PM commute from downtown.
- **20,000 to 40,000 SF full service and specialty grocery with housing above.**
Design guidelines + standards ensure a high quality & active pedestrian environment

STREET-ORIENTED DESTINATION
URBAN GROCERY ANCHOR
TOD CONCEPT— Athletic Center Station

“The Hub”—River Walk Marketplace: Expand on the River Walk building(s) and uses as a unique local destination

- Showcase local brewers, chefs and local cuisine
- Showcase local boutiques, made in Spokane goods, clothing and accessories.
- Integrate co-working, flex-office & makerspaces
- Establish outdoor gathering in front and rear of building with access to the river
- Local example- North Bank’s Wonder Building
Design guidelines + standards ensure a high quality & active pedestrian environment

STREET-ORIENTED DESTINATION ‘MARKETPLACE’ ANCHOR

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**Waterfront Destination:**
Unique attractions and river access to extend the time period spent in the district.

- Strategically locate **public access and non-motorized water-craft landings** to support “The Hub” at Springfield Street and greater utilization of the riverfront.
- Complete the **riverfront trail network and connect to the Centennial Trail** and river crossings—Iron Bridge and Kardong Bridge.
Amenities attract high quality development and extend daily use of the district.
**Waterfront Destination:**
Unique attractions and river access to extend the time period spent in the district.

- Formalize open space as a **riverfront park and public beach**
- Incorporate **walking and biking trails, picnicking** and public use areas
- Construct **trail, lighting and bridge underpasses** between McKinstry and Springfield Street
- Provide some park public parking spaces in GU lot
Amenities attract high quality development and extend daily use of the district.

WATERFRONT DESTINATION
RIVERFRONT PARK & BEACH
**Neighborhood Housing District:**

- Range of multi-story **apartments**, **condominiums** and **townhomes**
- Opportunities for **affordable**, **market rate** and mixed income development
- **Podium parking or ‘wrapped’ parking garages** reduce parking requirements .5 to 1-per unit.
- Multiple blocks create a **distinct housing neighborhood**
- **Riverfront, enhanced park/trail and park blocks are amenities** to attract higher density and high-quality development
Amenities attract high quality development and extend daily use of the district

NEIGHBORHOOD HOUSING DISTRICT
‘Park Block Amenity’

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Sport & Fitness Facility:

- Warehouse offers an opportunity to expand and serve as an amenity for high density housing.
- Expansion to the south could include additional fitness classes and physical training rooms.
- Incorporate a climbing tower and walls to attract student and resident population.
- Add 2nd floor restaurant facility with closed-circuit TV access to Warehouse tournaments and events.
- Building could engage and access the Centennial Trail crossing.
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Amenities attract high quality development and extend daily use of the district.

NEIGHBORHOOD HOUSING DISTRICT
‘Sport & Fitness Amenity’
Employment Cluster:

- Trent Avenue and Spokane Falls provides a ‘signature address’ for the Health Peninsula with high tech, co-work, education, research and development uses.
- Springfield Avenue parking structure serves the District’s retail, commercial, employment and education uses.
Design guidelines + standards ensure a high quality & active pedestrian environment.
TOD POTENTIAL — Napa Street Station

NEIGHBORHOOD NODE STATION:

- Consistent with the **Comp. Plan & Zoning Neighborhood Retail designation**
- Promotes new uses that stimulate pedestrian activity with mutually reinforcing land use patterns
- Integrates development and **transit** with improved walk and bike access along key routes
TOD POTENTIAL — Napa Street Station

Station Area Assets

- Drive-by-traffic, & high visibility, along Mission Avenue and Napa Street
- Amenity rich with elementary school, parks and riverfront trail
- Aging, vacant and underutilized parcels.
TOD POTENTIAL — Napa Street Station

Station Area Barriers

- **Heavy traffic, speed and limited crosswalks** and signals
- **Auto-oriented uses** do not stimulate pedestrian and bike activity.
- **Incomplete trail network** limits continuous riverfront access and no bike facility on bridge.
TOD POTENTIAL — Napa Street Station

**TOD Opportunity Sites**

- Aging buildings, underutilized, and vacant sites
- Multiple blocks clustered along Mission Avenue/Napa Street at the station
- Planned family services at Napa Street; townhome infill & middle housing development on numerous sites within station area
TOD POTENTIAL — Napa Street Station

Mission Avenue Improvements

- Convert 4-lane to 3-lane (two westbound lanes and 1-eastbound lane)
- Maintain 4-lane section at key intersections
- Add two-way bikeway and buffer (south side of the street)
- Enhance crossings and signalization (bike and transit priority)
- BAT lane at approach to eastbound Napa Station
- Widen sidewalks and add on-street parking

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Development Concept

- Corner parcels add **market rate apartments, storefront commercial, and townhomes**
- Service Center Building **remodel for retail, services** and outdoor gathering site improvements
- Family Promise site adds **affordable housing and storefront commercial** at the station
Development Concept

- Hai’s Mini Market **mixed use apartments and storefront commercial**
- Family Promise site adds **market rate & affordable apartment units** along Napa Street
TOD POTENTIAL — Napa Street Station

Development Concept

- Auto repair building and lot redevelops as market rate apartments and storefront commercial
- **Townhomes** replace single family at Napa Street intersection
NEIGHBORHOOD NODE STATION:

- **Consistent** with the **General Commercial** zoning & **Inconsistent** with the **Industrial** zoning
- Promotes new uses that stimulate pedestrian activity with mutually reinforcing land use patterns
- Integrates development and transit with improved walk and bike access along key routes
TOD POTENTIAL — Regal Street Station

Station Area Assets

- Drive-by-traffic, high visibility, along Mission Avenue and Greene Street.
- Some market support by SCC, neighborhood population and employees.
- Chief Garry Park neighborhood amenity & development attractor.
- Aging uses, large sites and vacant parcels.
TOD POTENTIAL — Regal Street Station

Station Area Barriers
- Future freeway barrier, existing traffic, and noise
- Auto-oriented development do not stimulate pedestrian and bike activity.
- Warehouse, construction and manufacturing uses are not transit supportive

Poor Pedestrian & Bike Environment
Auto-oriented Building Frontages
Heavy Traffic & Noise
Non-transit supportive uses
TOD POTENTIAL — Regal Street Station

TOD Opportunity Sites

- Aging buildings, underutilized, and vacant sites

- Multiple blocks clustered along Mission Avenue between Greene & Regal Street

- Planned homeless teen services—'Crosswalk & Adult Shelter

- Potential sites are adjacent to the station and the park
TOD POTENTIAL — Regal Street Station

Mission Avenue Improvements
- Convert 4-lane to 3-lane (two westbound lanes and 1-eastbound lane)
- Maintain 4-lane section at key intersections
- Add two-way bikeway and buffer (south side of the street)
- Enhance crossings and signalization (bike and transit priority)
- Widen sidewalks and add on-street parking
TOD POTENTIAL — Regal Street Station

Development Concept

- Corner parcel @ Haven Street affordable apartments and storefront commercial
- Progressions Credit Union market rate apartments and
- “Crosswalk” adds storefront commercial

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TOD POTENTIAL — Regal Street Station

Development Concept

- Fisk Street planned **24-unit apartment building**
- Regal Street **townhomes @ Chief Garry Park (Phase II)**
TOD POTENTIAL — Regal Street Station

Development Concept

- Mission Village affordable & market rate apartments
- Regal Street @ Chief Garry Park market rate apartments and storefront commercial
- Regal & Haven townhomes @ Chief Garry Park (Phase II)

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Development Concept

- Sinto Avenue market rate apartments
- Mission Village townhomes or market rate apartments and storefront commercial addition
- Greene Street storefront commercial

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TOD POTENTIAL — Regal Street Station

Development Concept

- Regal & Chief Garry Park market rate apartments and townhomes
- Mission Village market rate apartments and storefront commercial

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NEXT STEPS

Station Area Planning Framework
- Refine typologies and station access routes
- Recommend potential station access infrastructure improvements for further study

Regulatory Approach
- Recommend transit-supportive modifications to Center + Corridors, Form Based Code and High Density Residential/Multi-Family regulations
- Recommend transit-supportive zoning alternatives for HPT routes not regulated by C + C, FBC or HDR/RFM designations
PHASE 2: CONCEPT DEVELOPMENT

SEVEN MONTHS

1. Initial Review & Analysis
   - CBP TEAM Work Plan Deliverable Internal QA/QC
   - Planning & Development Services; PMT, TAC, & SC Review and Feedback
   - Spokane Plan Commission & Public Review and Feedback

2. Concept Development
   - TASK & DELIVERABLE

3. Draft & Refine Regulatory Framework
   - REVIEW MILESTONE

4. Final Public Review Process
   - Action Plan

Develop and Review a draft TOD Regulatory Approach for a specific Focus Area

Framework refinements
Outline regulations and administering process