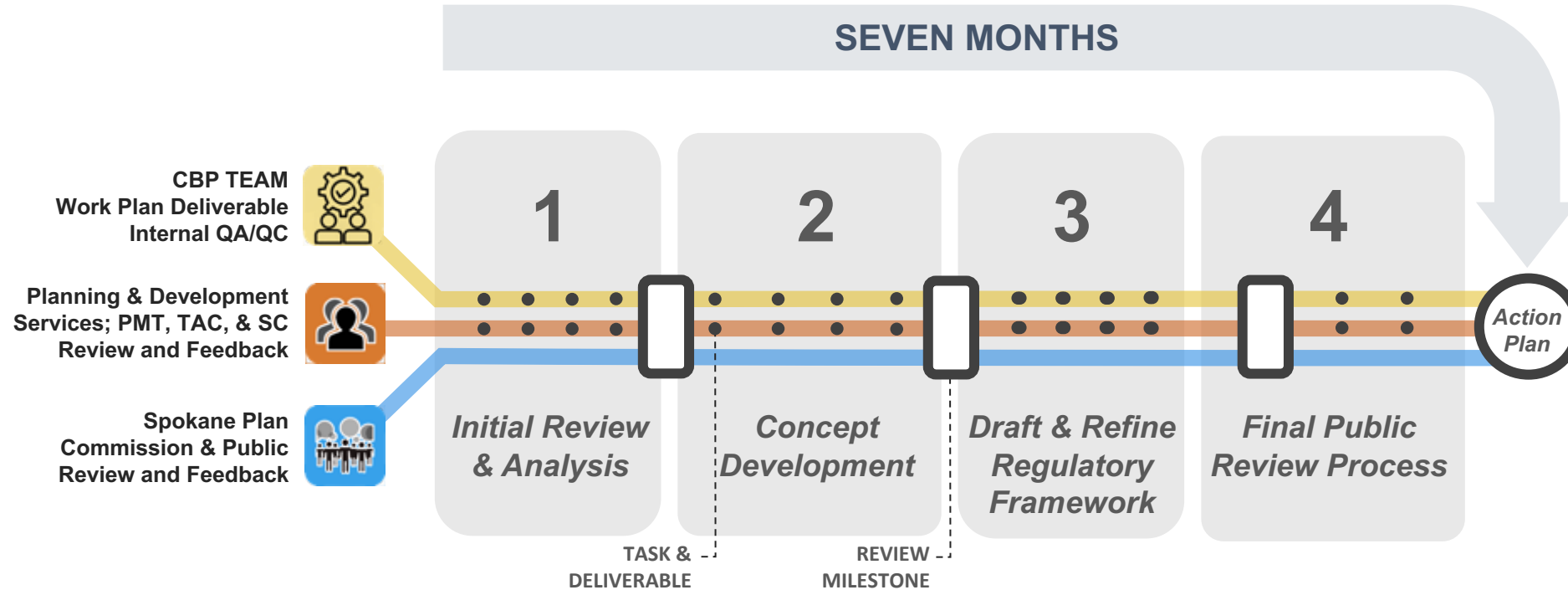


PHASE 2: CONCEPT DEVELOPMENT



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.

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

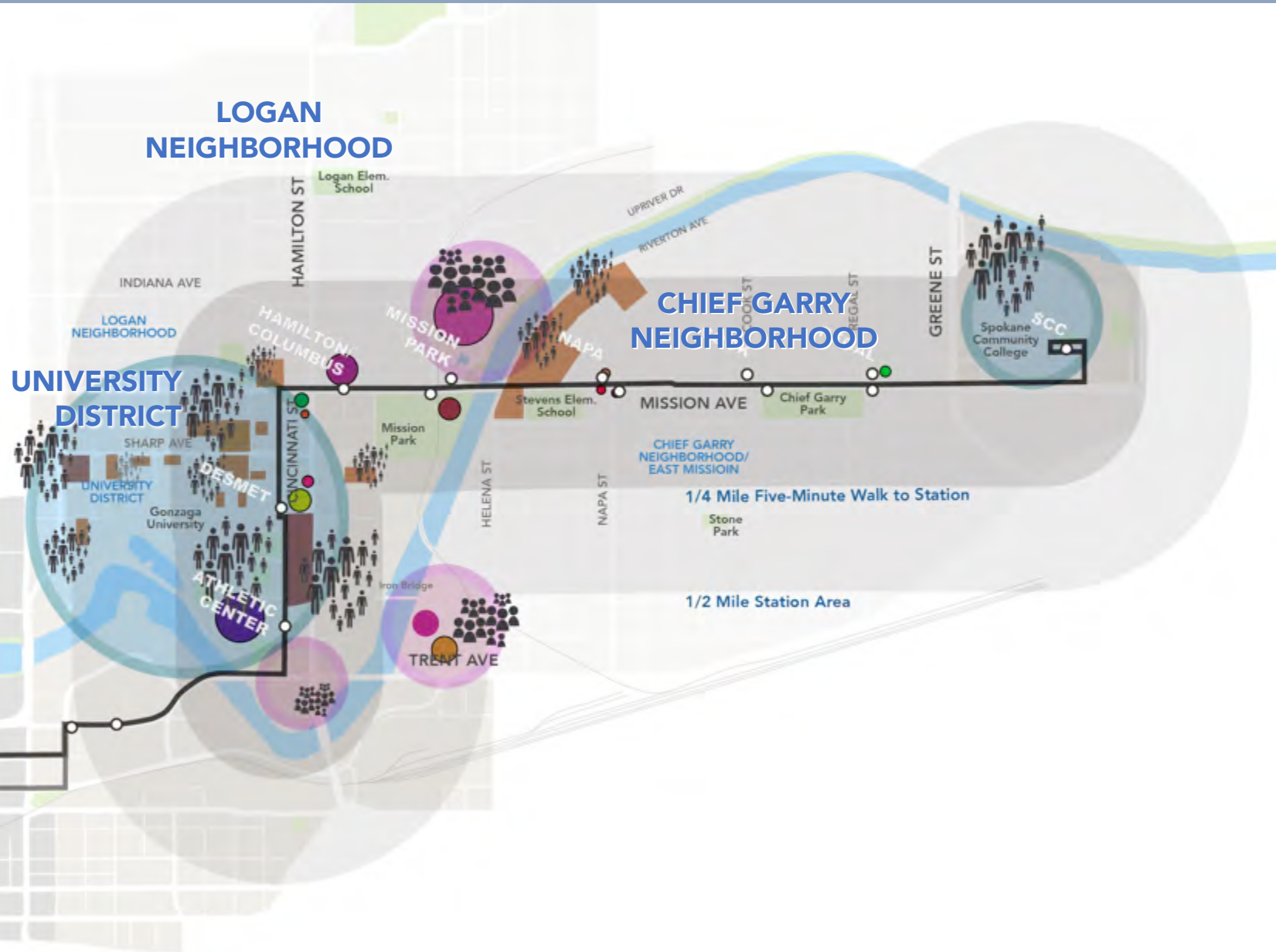
STATION AREA PLANNING



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, Mission Park, & Avista

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 TYPOLOGIES

CENTER



CORRIDOR



EMPLOYMENT - CAMPUS



NEIGHBORHOOD - NODE



NEIGHBORHOOD - RESIDENTIAL



- ◉ 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

STATION TYPOLOGIES

CENTER



CORRIDOR



EMPLOYMENT - CAMPUS



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.

NEIGHBORHOOD - NODE



NEIGHBORHOOD - RESIDENTIAL



STATION TYPOLOGIES

CENTER



CORRIDOR

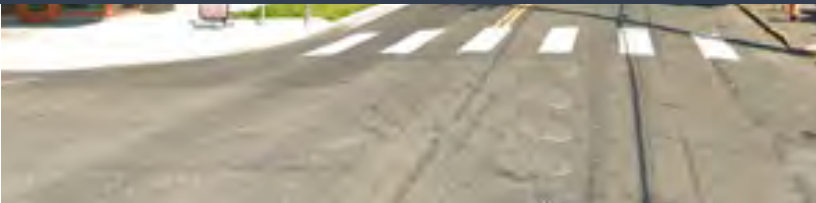


EMPLOYMENT - CAMPUS



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

NEIGHBORHOOD - RESIDENTIAL



STATION TYPOLOGIES

CENTER



CORRIDOR



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

EMPLOYMENT - CAMPUS



NEIGHBORHOOD - NODE



NEIGHBORHOOD - RESIDENTIAL



STATION TYPOLOGIES

CENTER



CORRIDOR



EMPLOYMENT - CAMPUS



NEIGHBORHOOD - NODE



NEIGHBORHOOD - RESIDENTIAL

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



STATION TYPOLOGIES

CENTER



CORRIDOR



EMPLOYMENT - CAMPUS



NEIGHBORHOOD - NODE

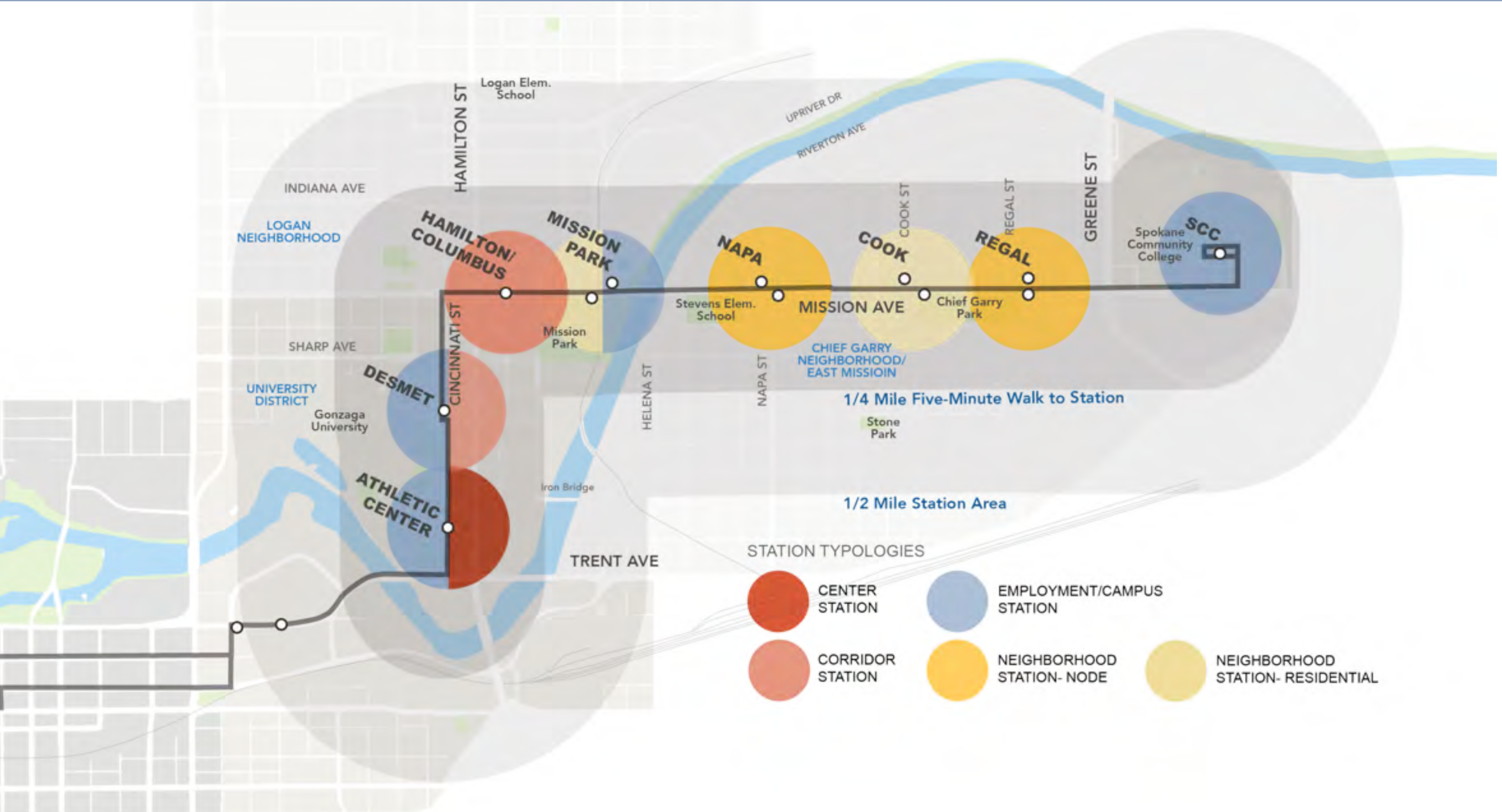


May be, **predominately existing single family residential** with opportunities for **infill housing**.
May be **served by parks**, with **safe and direct walk and bike access** between stations and destinations

NEIGHBORHOOD - RESIDENTIAL



STATION AREA PLANNING



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



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



A continuous **walking and biking facility** **connecting station to station** within the BRT corridor route



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



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.



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



Part of the **citywide and regional trail system** **connecting with** the BRT corridor, station access and neighborhood access routes



COLLECTOR TRAILS



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



STATION ACCESS ROUTES

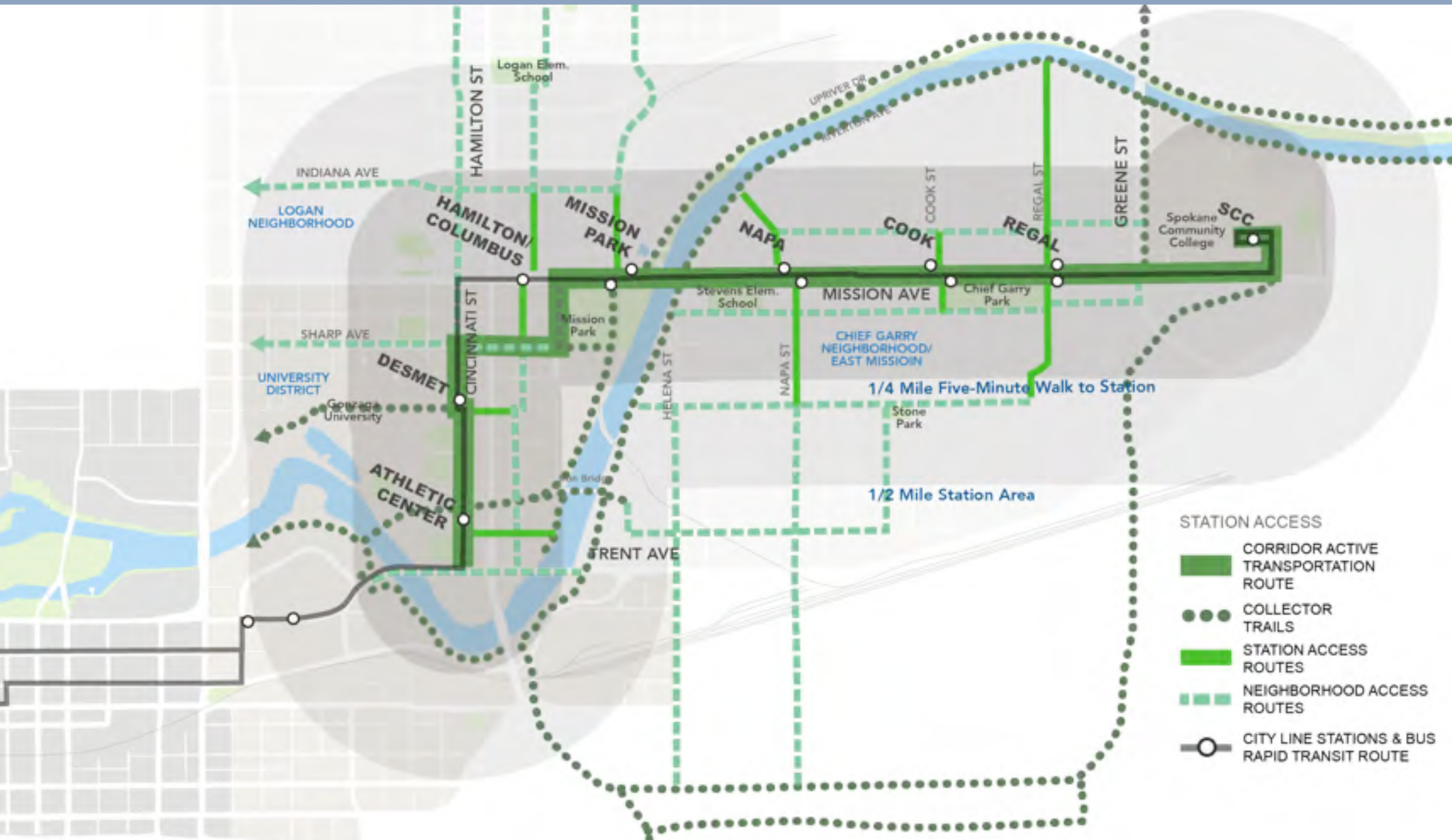


Walk and bike facilities within station area neighborhoods **linking to schools, parks, and other station area access routes**

NEIGHBORHOOD ACCESS ROUTES



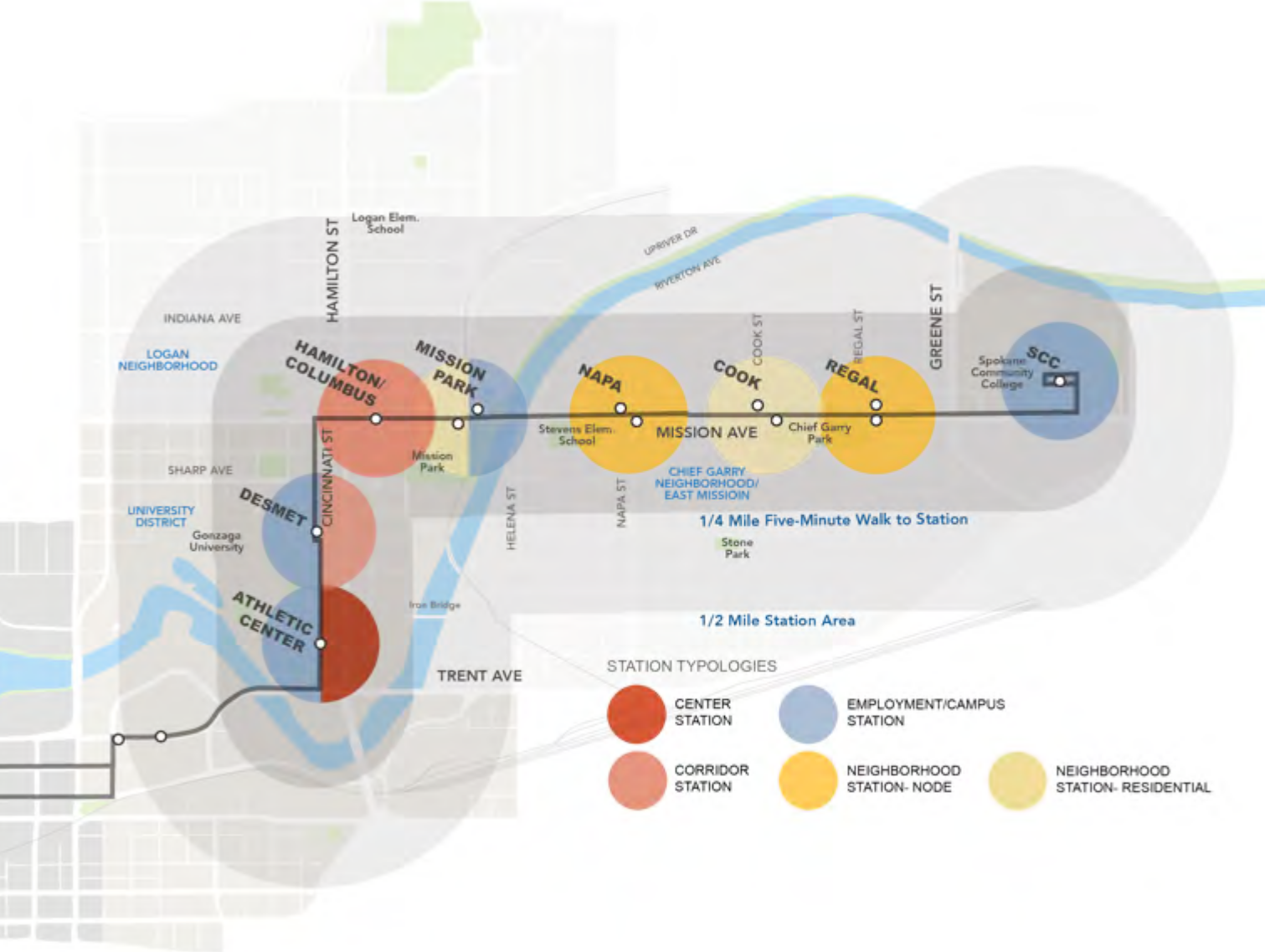
STATION ACCESS ROUTES



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



	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Transit supportive development:	MED. ●	HIGH ●	MED. ●	HIGH ●	LOW ●	LOW ●	LOW ●	HIGH ●
Development "gaps":	MED. ●	LOW ●	MED. ●	MED. ●	MED. ●	HIGH ●	MED. ●	HIGH ●
Displacement risk	LOW ●	LOW ●	MED. ●	LOW ●	MED. ●	MED. ●	MED. ●	LOW ●
TOD Infill Potential:	HIGH ●	MED. ●	MED. ●	LOW ●	HIGH ●	LOW ●	HIGH ●	LOW ●

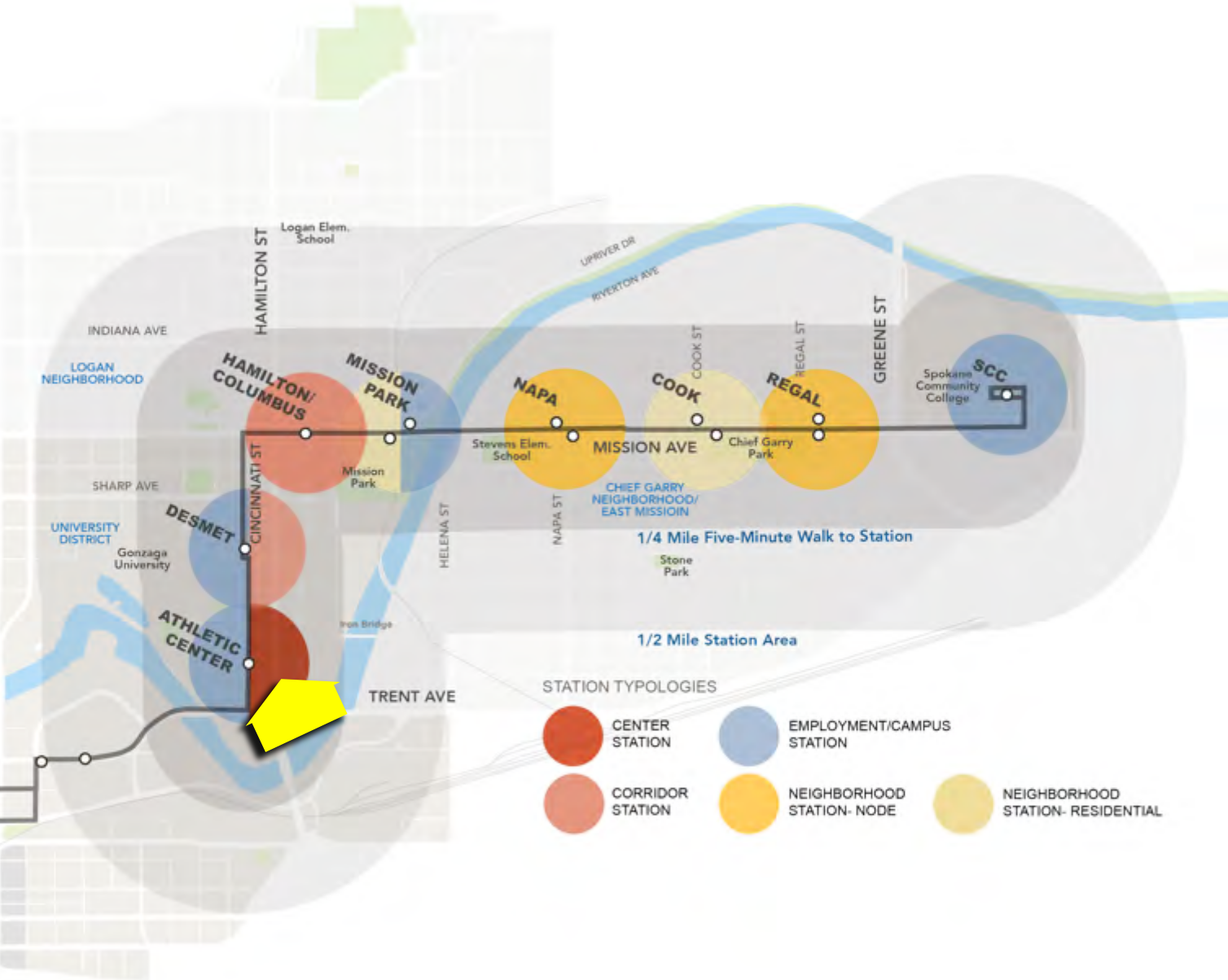
ATHLETIC CENTER, NAPA & REGAL STATIONS:

- ✓ Prevalence of vacant/underutilized and potential redevelopment areas
- ✓ Good access and visibility from major transportation routes
- ✓ Adequate resident and employee populations and amenities to support redevelopment

TOD POTENTIAL — Athletic Center Station

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**

TOD POTENTIAL — Athletic Center Station



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



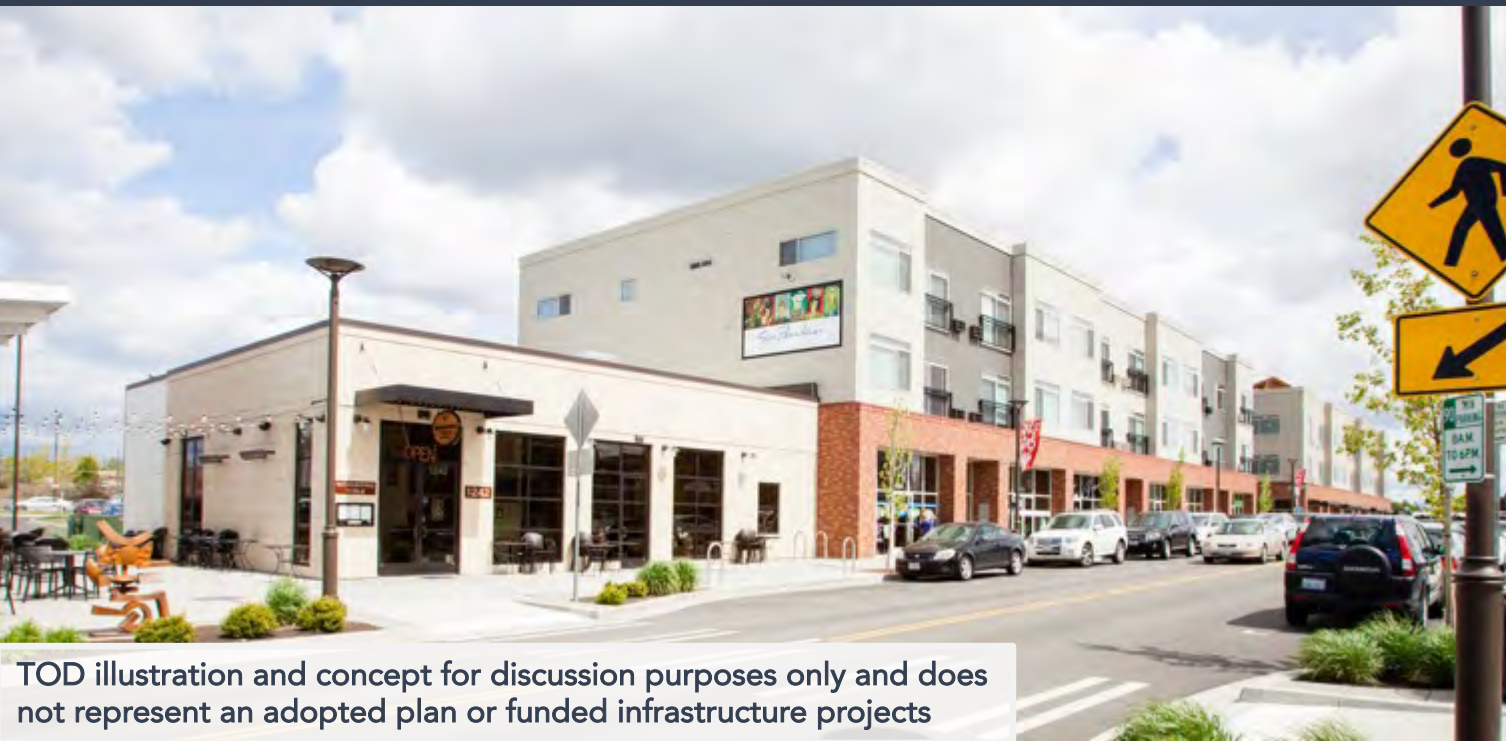
'The Hub' Street-oriented Destination:

- 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



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

STREET-ORIENTED DESTINATION "ACTIVE STREET"



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TOD CONCEPT— Athletic Center Station



Anchor'—Grocery: Key to support retail, entertainment and dining destination and housing..

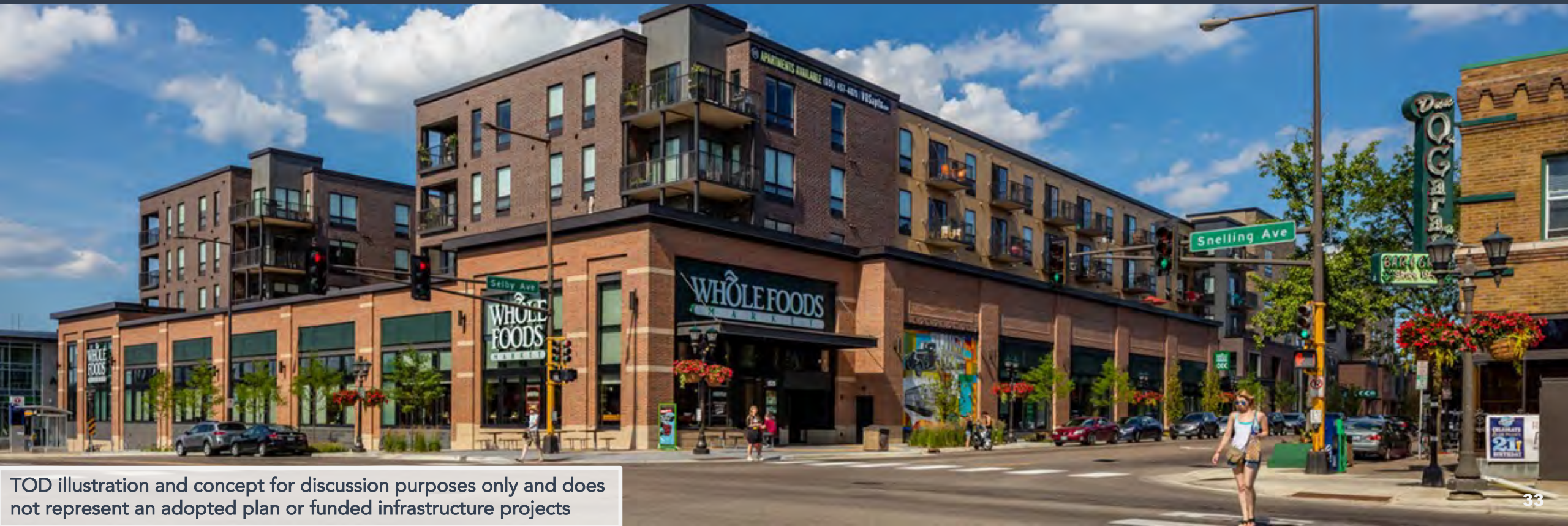
- Grocery stores **add 30% yearly additional sales** for adjacent in-line shops
- Incorporate local models- **Yokes, Rosauers, or Fresh Basket**
- Site **provides excellent access, visibility** and strategically located to the PM commute from downtown.
- 20,000 to 40,000 SF **full service and specialty grocery with housing above.**



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



STREET-ORIENTED DESTINATION URBAN GROCERY ANCHOR



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TOD CONCEPT— Athletic Center Station



"Anchor"—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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TOD CONCEPT— Athletic Center Station



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 RIVER ACCESS & LANDING



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TOD CONCEPT— Athletic Center Station



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



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TOD CONCEPT— Athletic Center Station



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

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**Amenities attract high quality development
and extend daily use of the district**



NEIGHBORHOOD HOUSING DISTRICT 'Park Block Amenity'



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TOD CONCEPT— Athletic Center Station



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'**



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TOD CONCEPT— Athletic Center Station



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



EMPLOYMENT CLUSTER Health, Research & Technology

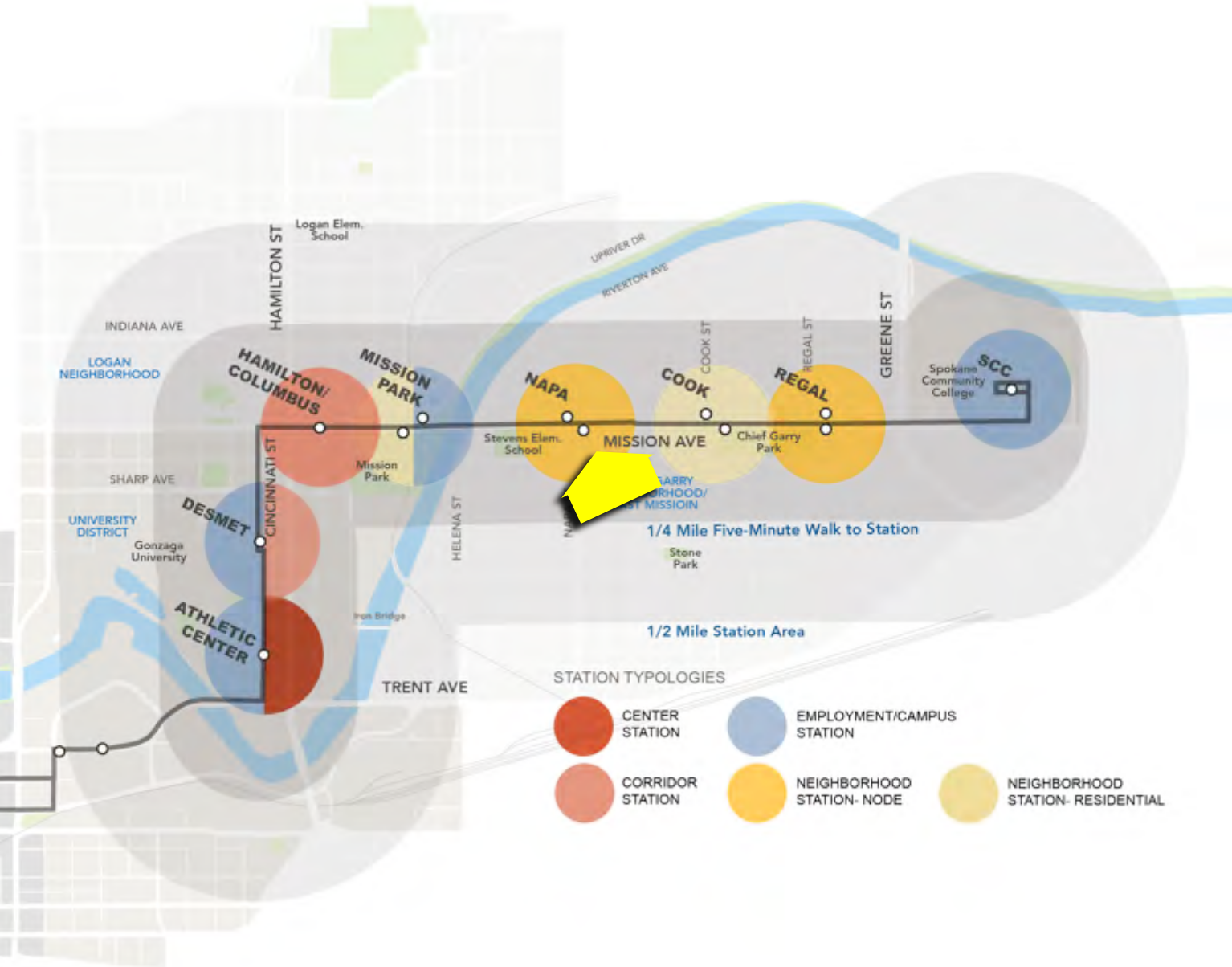


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TOD POTENTIAL — Napa Street Station

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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TOD POTENTIAL — Napa Street Station



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

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TOD POTENTIAL — Napa Street 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

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TOD POTENTIAL — Napa Street Station



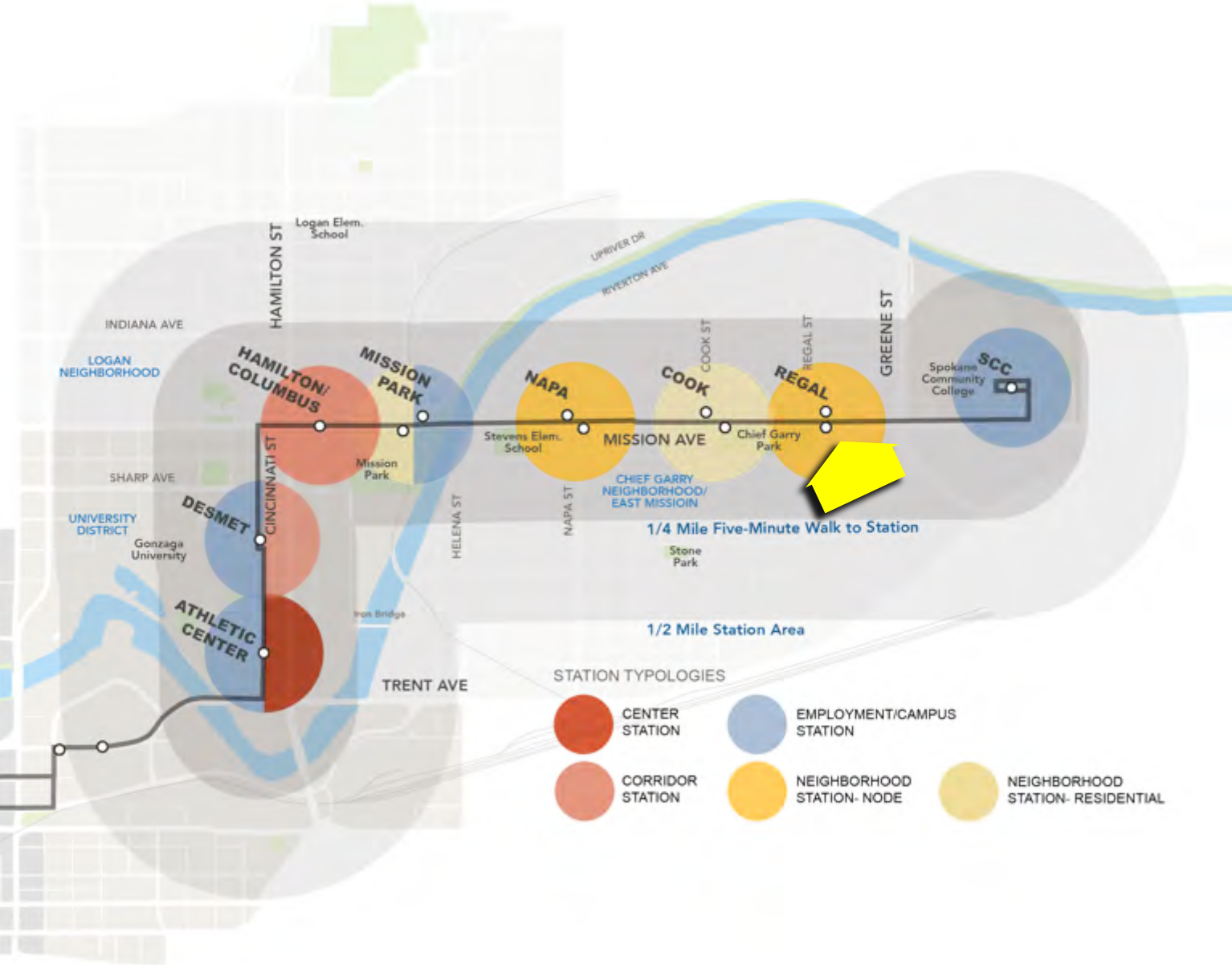
Development Concept

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

TOD POTENTIAL — Regal Street Station

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**

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**

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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)**

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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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TOD POTENTIAL — Regal Street Station



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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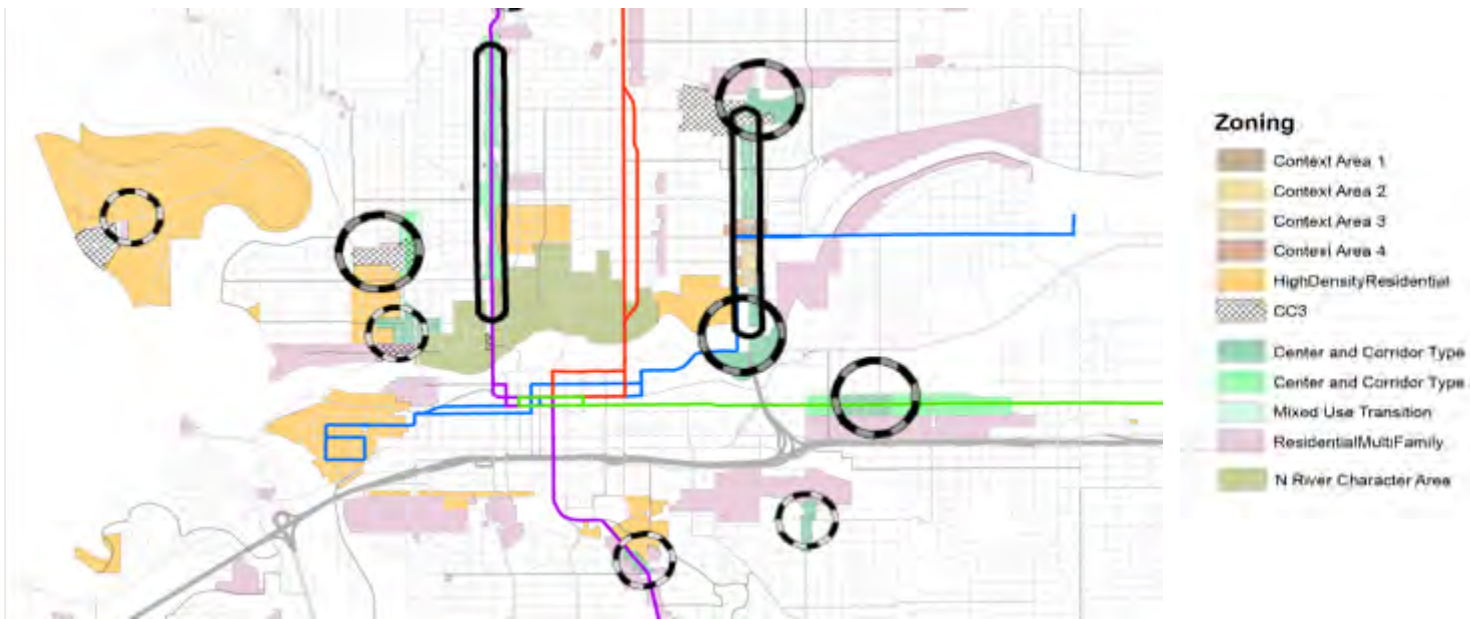
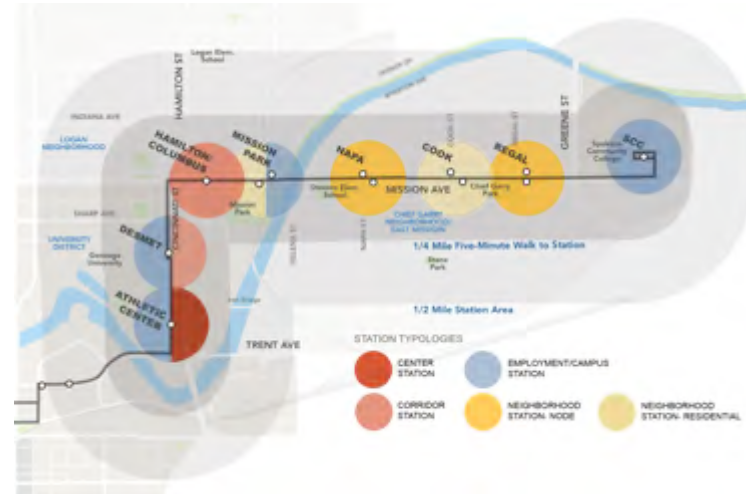
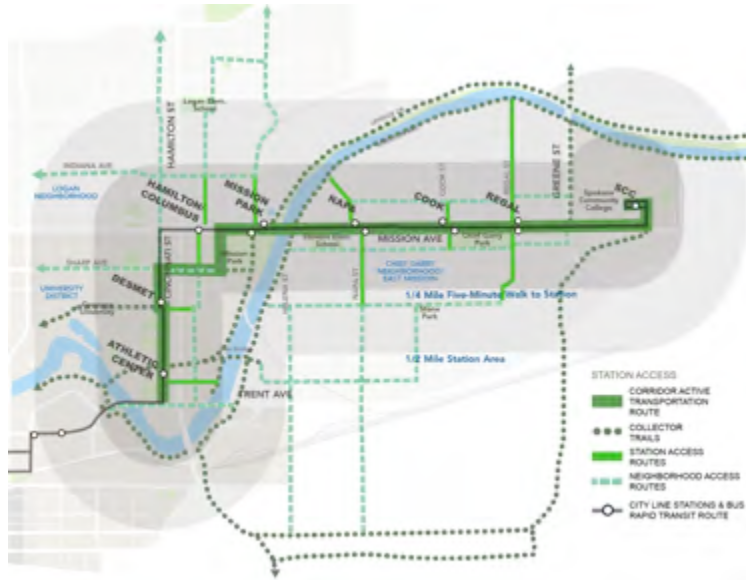
NEXT STEPS

Station Area Planning Framework

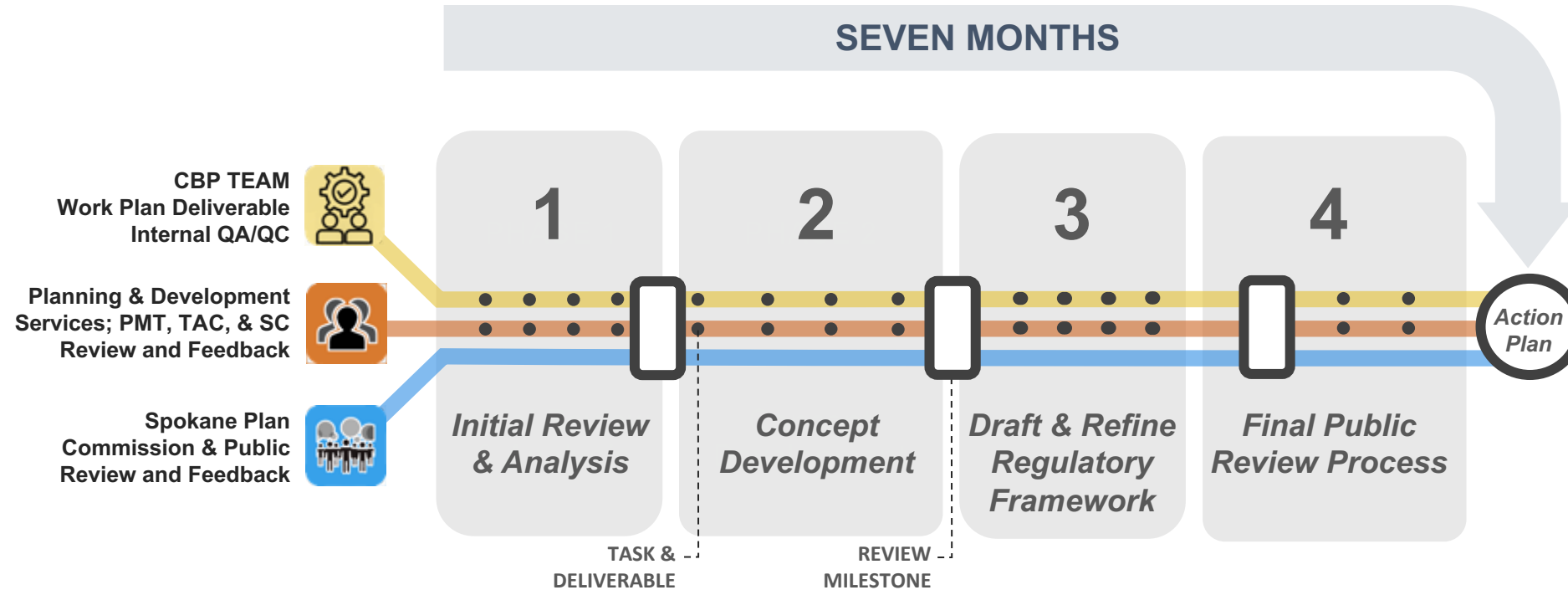
- Refine typologies and station access routes
- Recommend potential station access infrastructure improvements for further study

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



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

Framework refinements
Outline regulations and administering process