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
   - Review Milestone

3. Draft & Refine Regulatory Framework

4. Final Public Review Process
   - Action Plan

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.
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- 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
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
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.
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
STAION TYPOLOGIES

DISTRICT STATION

CORRIDOR STATION

NEIGHBORHOOD STATION

INSTITUTION/CAMPUS STATION
High density apartment, condominium, and townhomes, with street-oriented retail, commercial uses, and district-scaled employment served by an urban park amenity 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.
STATION TYPOLOGIES

DISTRICT STATION

CORRIDOR STATION

NEIGHBORHOOD STATION

INSTITUTION/CAMPUS STATION

May be, predominately residential with opportunities for infill housing; or areas for neighborhood-scale multifamily, street oriented commercial & service uses served by parks, with safe and direct walk and bike access between stations and destinations.
May be predominantly **educational/medical campuses or regional-serving** recreation facilities. Land use and circulation is dictated by campus master plans. **Safe & direct access between the station, campus & nearby destinations** should be prioritized.
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
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.
Part of the citywide and regional trail system providing access into station areas from neighborhoods and destinations outside the mile-wide transit corridor.
The primary walking and biking facilities providing safe and direct access to stations, from station area neighborhoods, and public facilities such as parks, schools, neighborhood commercial areas and the riverfront.
Walk and bike facilities within station area neighborhoods linking to schools, parks, and other station area access routes
IDENTIFY TOD POTENTIAL:

- Assess station area assets and barriers to transit-oriented development.
- Locate vacant, underutilized, & large parking sites.
- Address gaps in housing, commercial, employment and public facilities on potential redevelopment sites.
PHASE 2: TOD Regulatory Framework Approach

- Identify lack or presence of TOD policies within Comprehensive Plan
- Outline modifications to zoning regulations and standards within the C + C, FBC, HDR/RMF, NMU zones
- Identify process and application of zoning regulations, standards, and incentives to HPT routes
- Identify process and application of Middle Housing Model Code within ½ mile of HPT routes

Address TOD barriers
Draft policies for consideration:

- Current Comprehensive Plan policy is in place to allow for and encourage transit supportive land use
- Center, Corridors and High-Performance Transit Routes have been identified as the City’s future growth strategy

* APG and CBP reviewed LU 4.6 and determined that the language is sufficient to allow for and encourage transit supportive land use. No changes are recommended.
Address 17C Land Use Standards that limit transit supportive development:

- Recommend Center + Corridors, Form Based Code and High Density Residential/Residential Multi-Family, Neighborhood Residential, & Neighborhood Mixed Use regulations standards & bonuses modifications to **more directly promote transit-oriented development**.

*APG to prepare matrix of modifications.

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<th>STANDARDS</th>
<th>ZONE</th>
<th>ISSUE</th>
<th>RECOMMENDATION</th>
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<td>Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development</td>
<td>Increase maximum building height to 70' or 55' abutting RSF zone</td>
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<td>Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development</td>
<td>Consider modifying transitional standard for areas within 150’ of RSF to allow for one additional foot of height per one foot of horizontal distance</td>
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Apply Transit Supportive Zoning to HPT routes not regulated by C + C, FBC or HDR/RFM designations:

- **TRACK ONE:** Apply Centers and Corridors zoning to potential redevelopment opportunities (infill of vacant, underutilized, and redevelopment areas).

- **TRACK TWO** Apply Commercial Zone-Neighborhood Mixed Use zoning to potential redevelopment opportunities (infill of vacant, underutilized, and redevelopment areas).
Establish uniform streetscape zones, requirements and ensure Ped & Bike Master Plans inform street design:

- C + C Design Standards & Guidelines inconsistent ‘clear walking path’ (6’ or 8’) and define/locate Pedestrian Streets.
- Form Based Code 22’ sidewalk (front lot line); clear pedestrian zone (7’) and planting zone; 4’x2’ scored concrete
- Complete Street Types Downtown Zones 25’ front lot line; clear walking path (7’-8’); 2’x2’ scored concrete