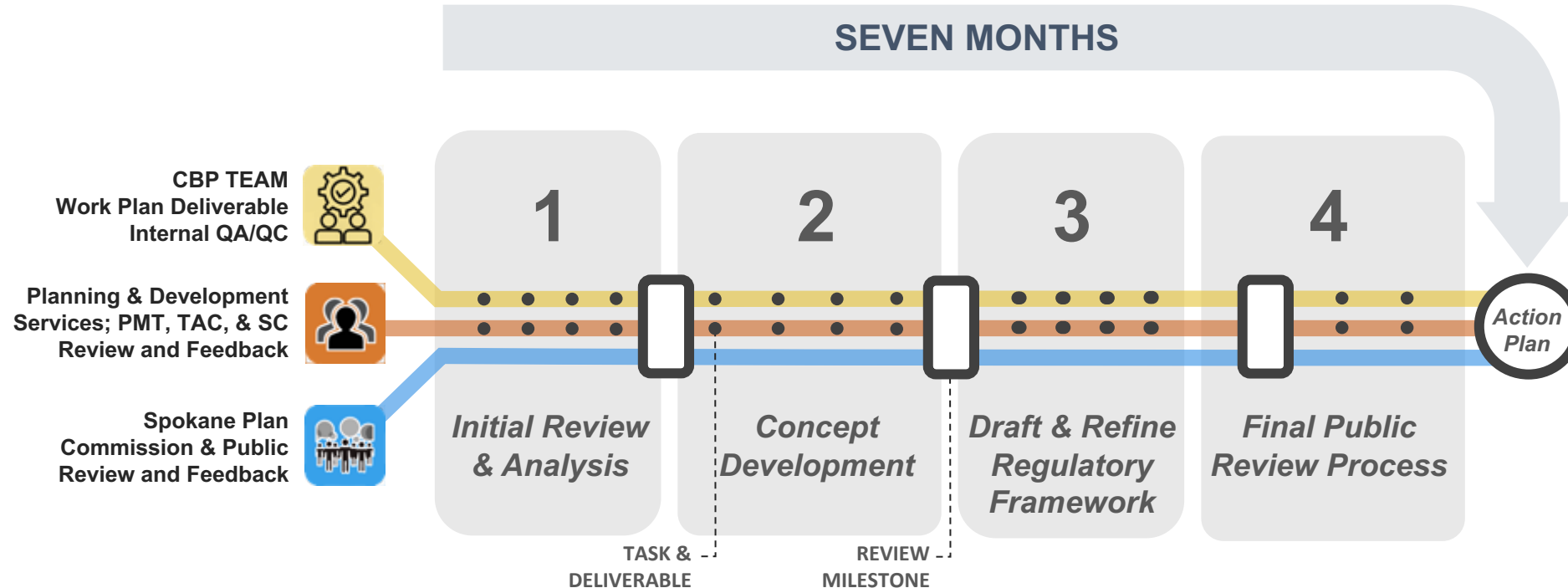


PHASE 2: CONCEPT DEVELOPMENT



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

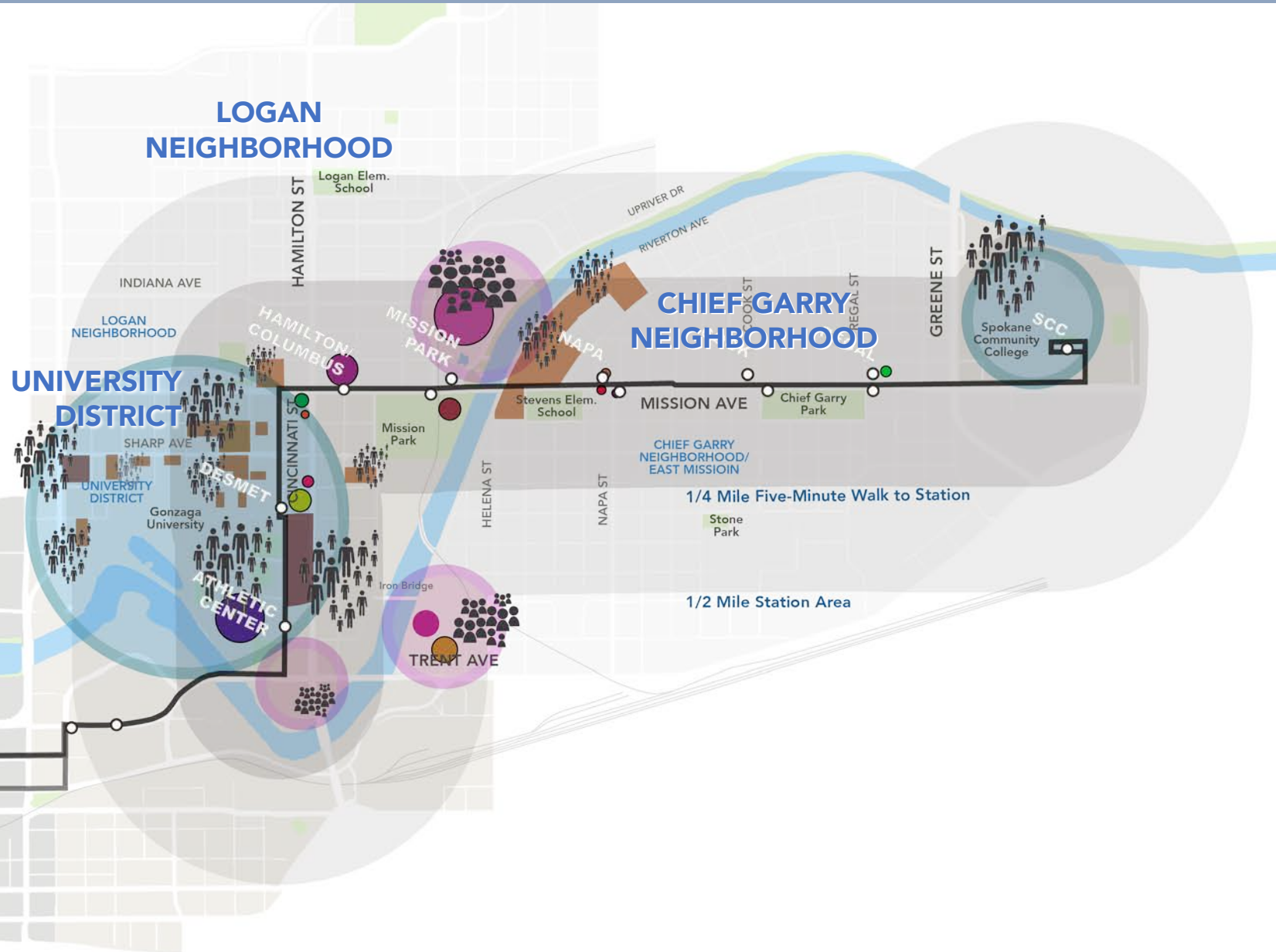
STATION AREA PLANNING



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.

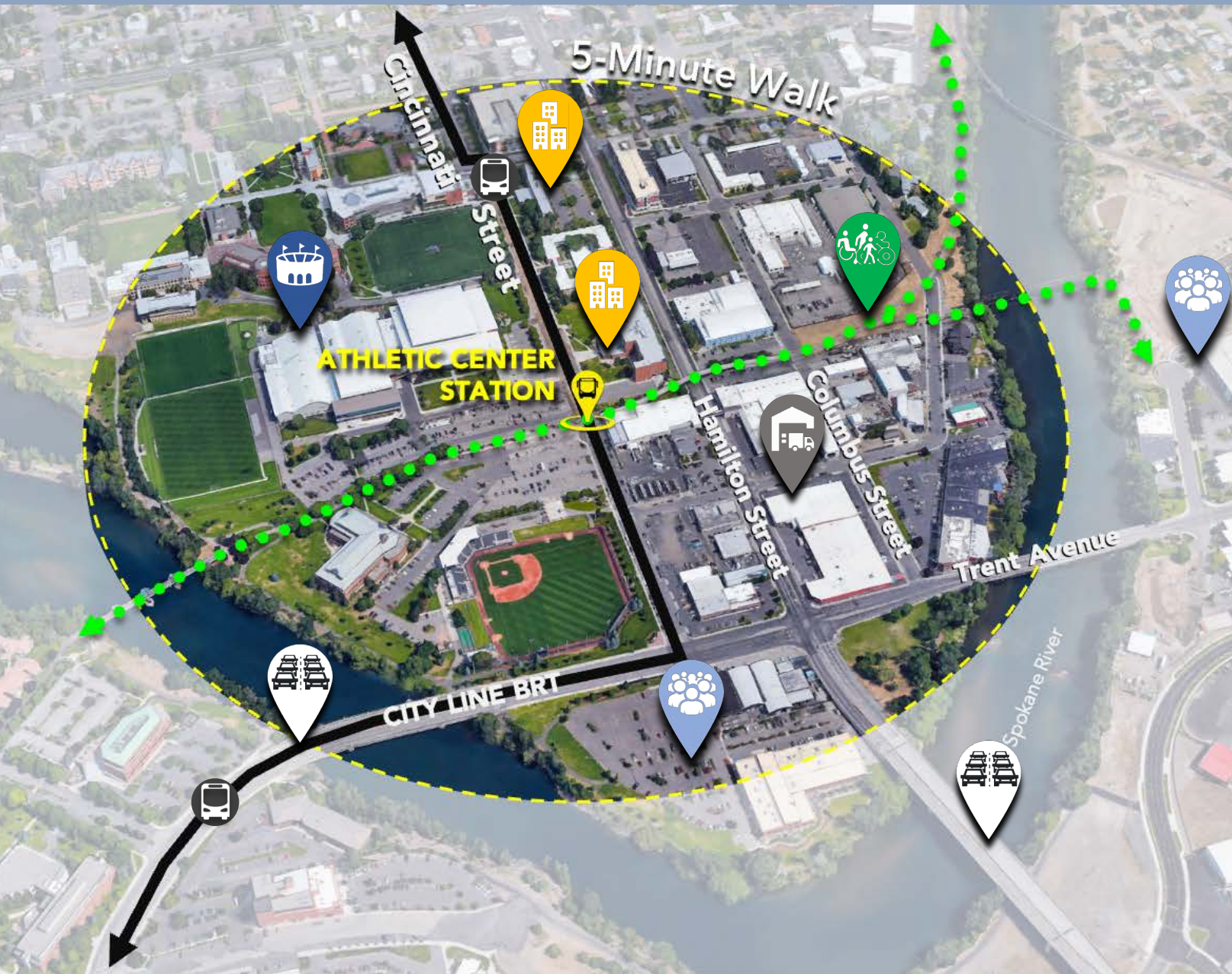
STATION AREA PLANNING



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**.

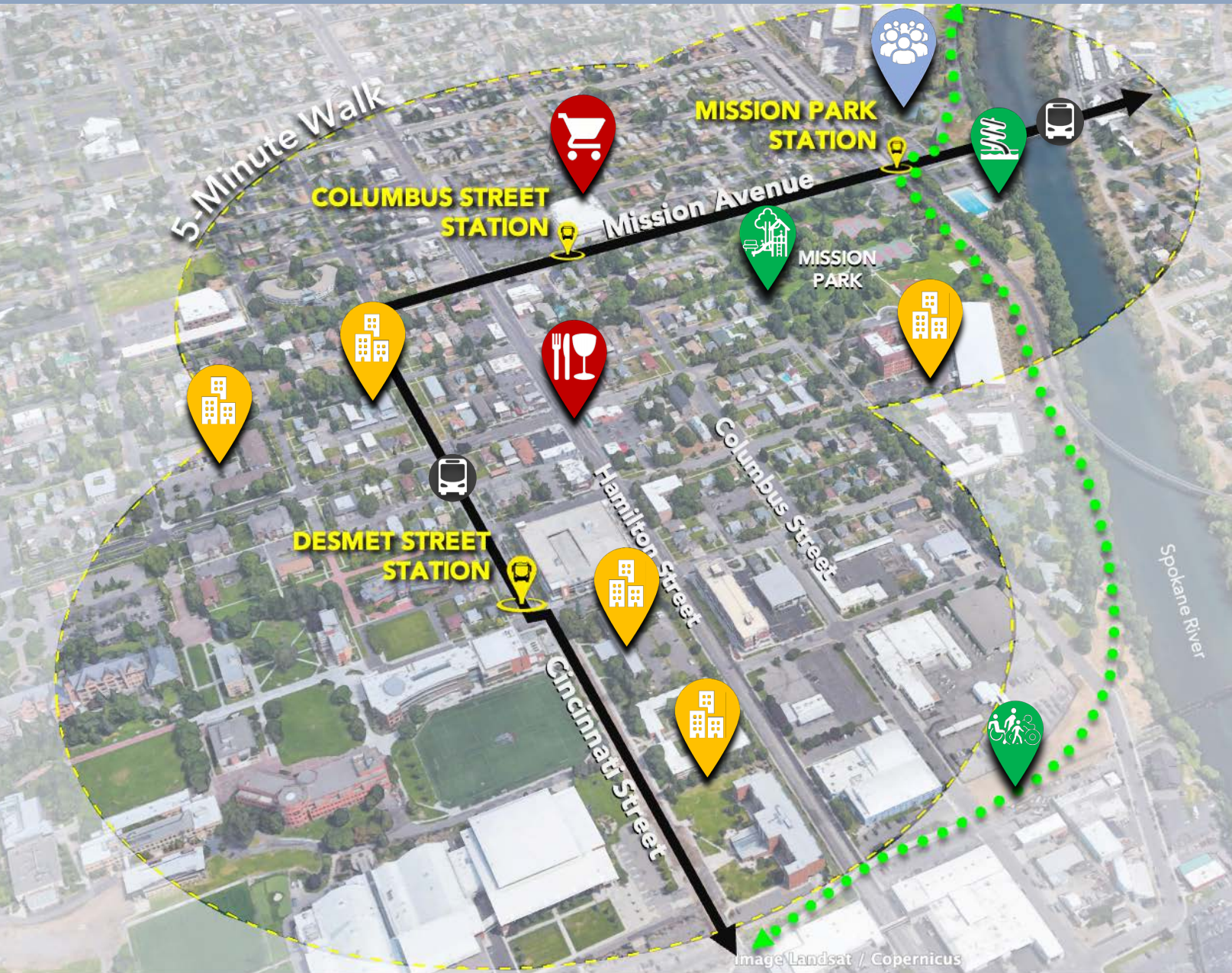
Major Destinations

- 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 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

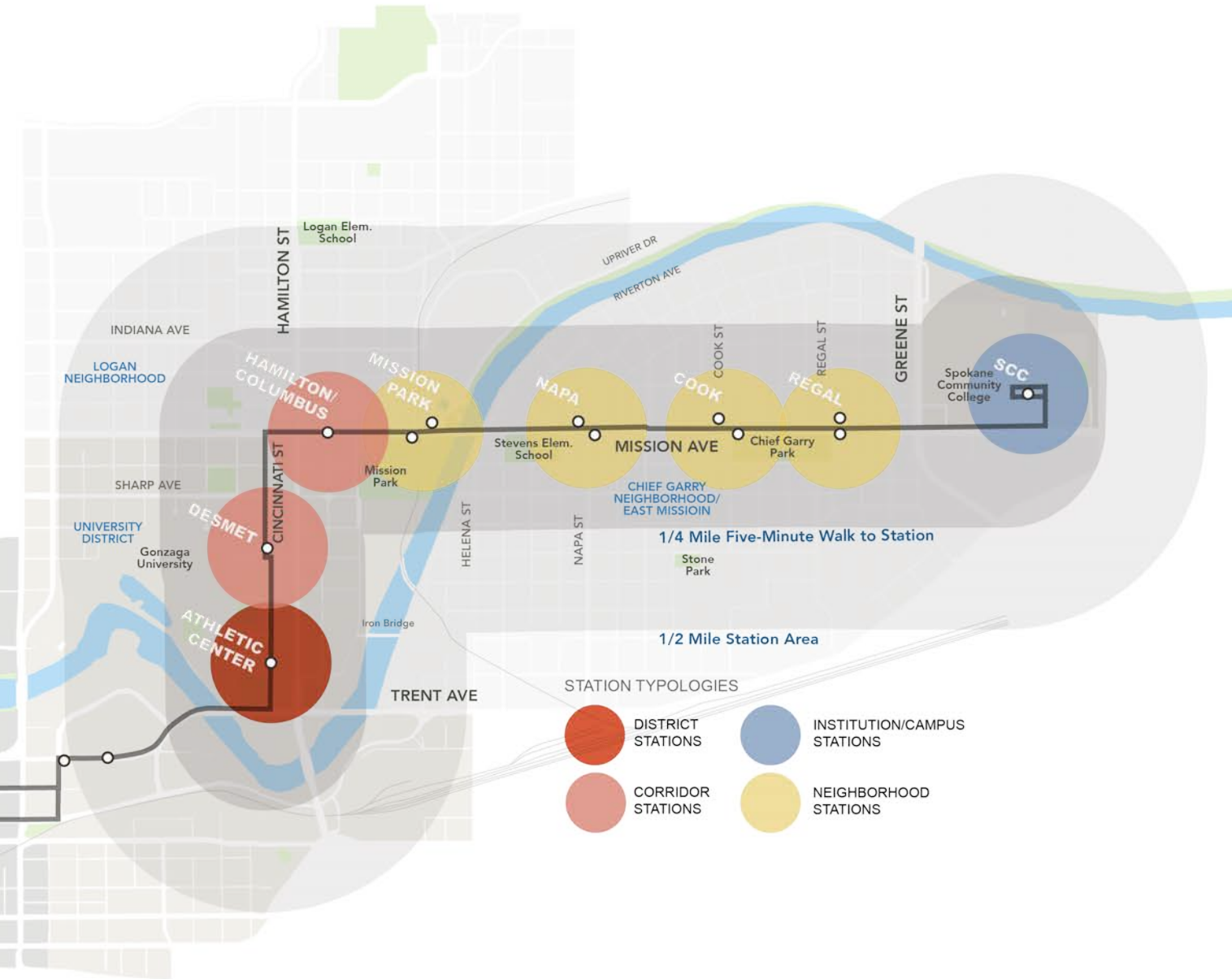
TOD Opportunities

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

STATION AREA PLANNING

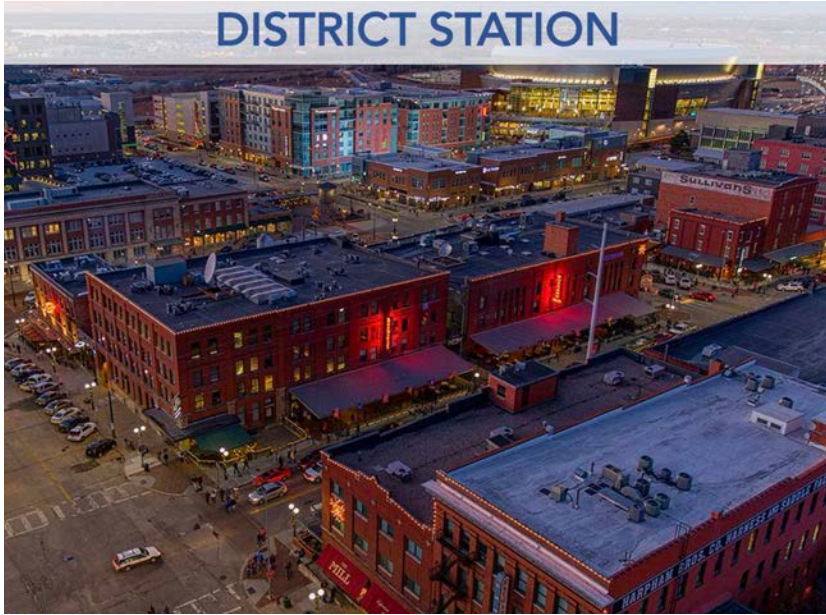
DEVELOP STATION TYPOLOGIES:

- 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 TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



NEIGHBORHOOD STATION

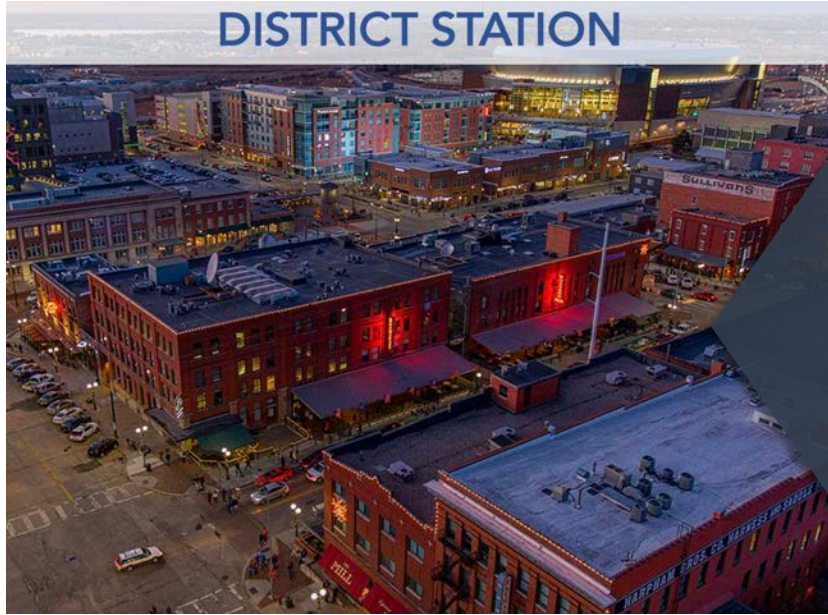


INSTITUTION/CAMPUS STATION



STATION TYPOLOGIES

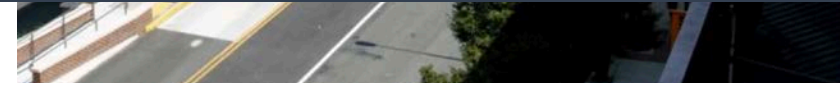
DISTRICT STATION



CORRIDOR 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.



NEIGHBORHOOD STATION



INSTITUTION/CAMPUS STATION



STATION TYPOLOGIES

DISTRICT STATION



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



CORRIDOR STATION



NEIGHBORHOOD STATION

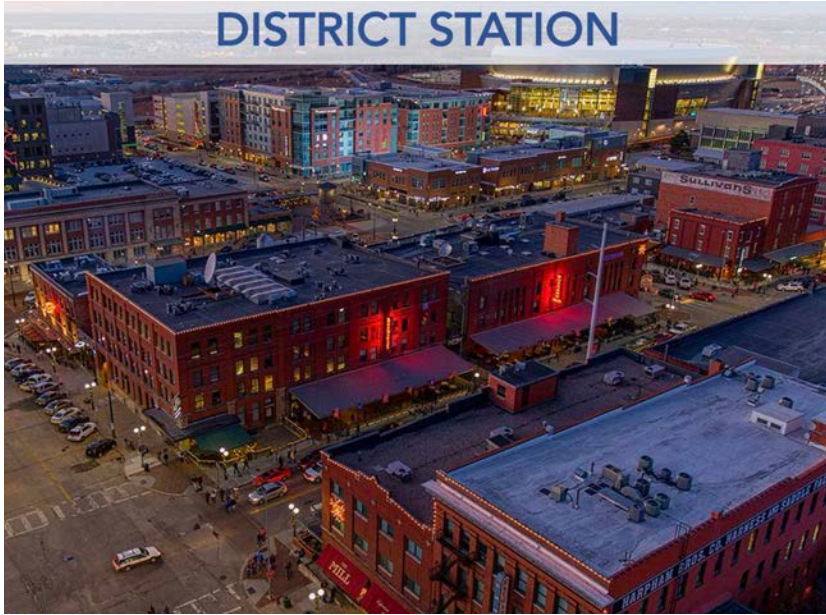


INSTITUTION/CAMPUS STATION



STATION TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



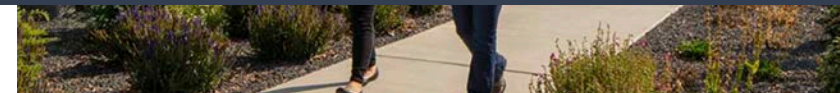
NEIGHBORHOOD STATION



INSTITUTION/CAMPUS STATION

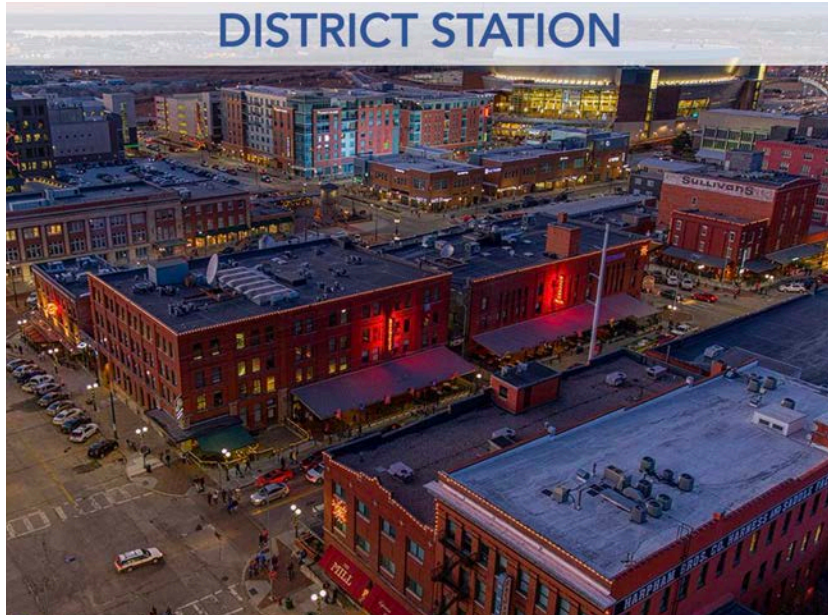


May be, predominately residential with **opportunities for infill housing**; or areas for **neighborhood-scale multifamily, street oriented commercial & service uses** served by parks, with **safe and direct walk and bike access** between stations and destinations



STATION TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



NEIGHBORHOOD STATION



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

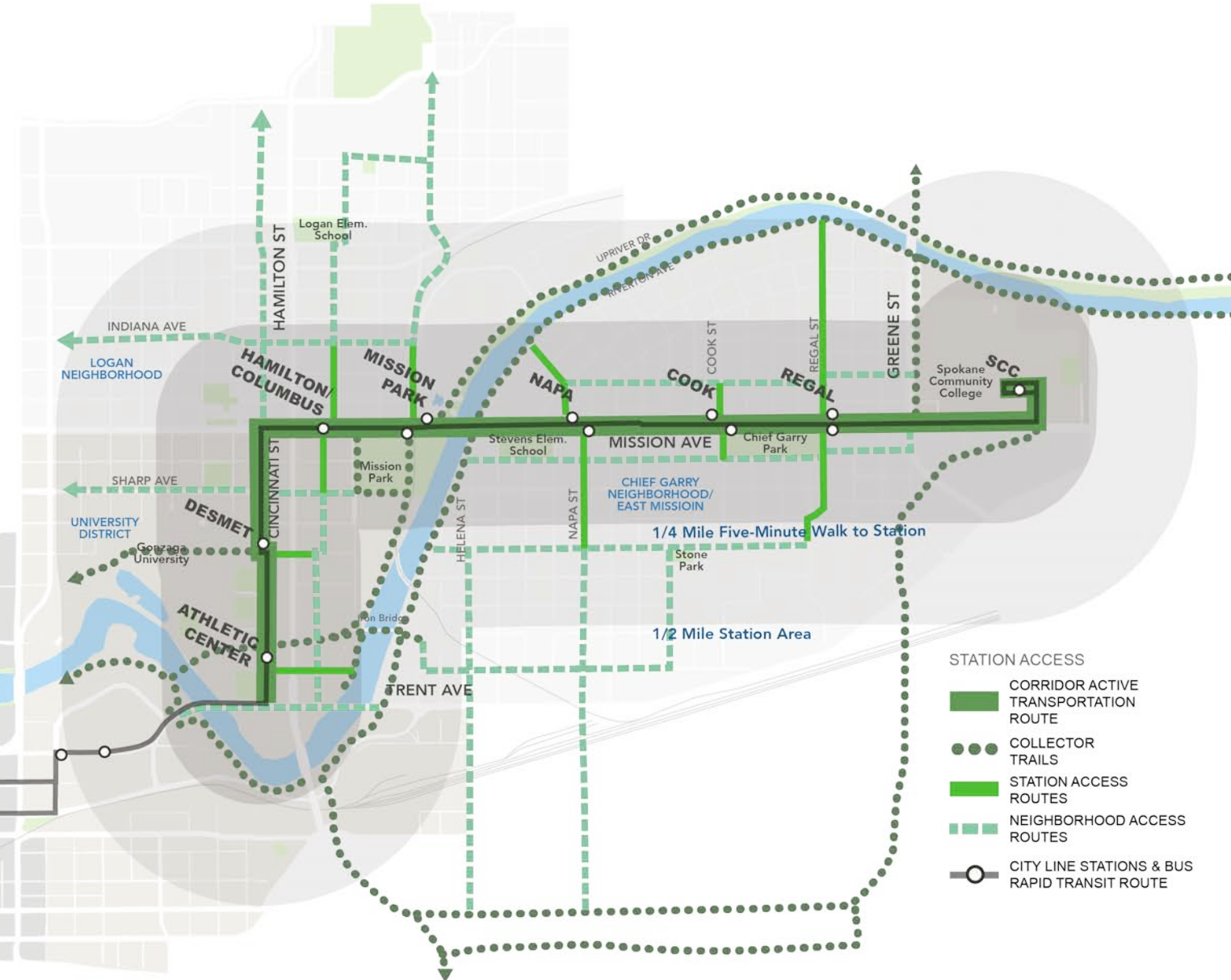
INSTITUTION/CAMPUS STATION



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



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



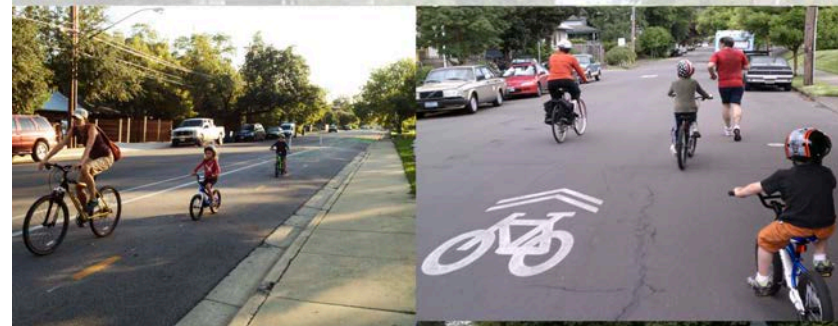
A continuous **walking and biking facility** **connecting station to station** within the BRT corridor route



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



Part of the citywide and regional trail system providing **access into station areas from neighborhoods and destinations outside the mile-wide transit corridor**



COLLECTOR TRAILS



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, schools, neighborhood commercial areas and the riverfront.



STATION AREA ACCESS ROUTES

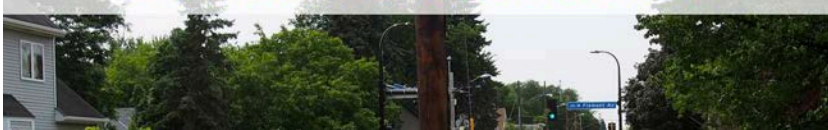
BRT CORRIDOR ROUTE



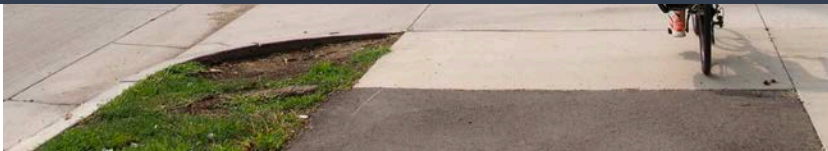
COLLECTOR TRAILS



STATION ACCESS ROUTES



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



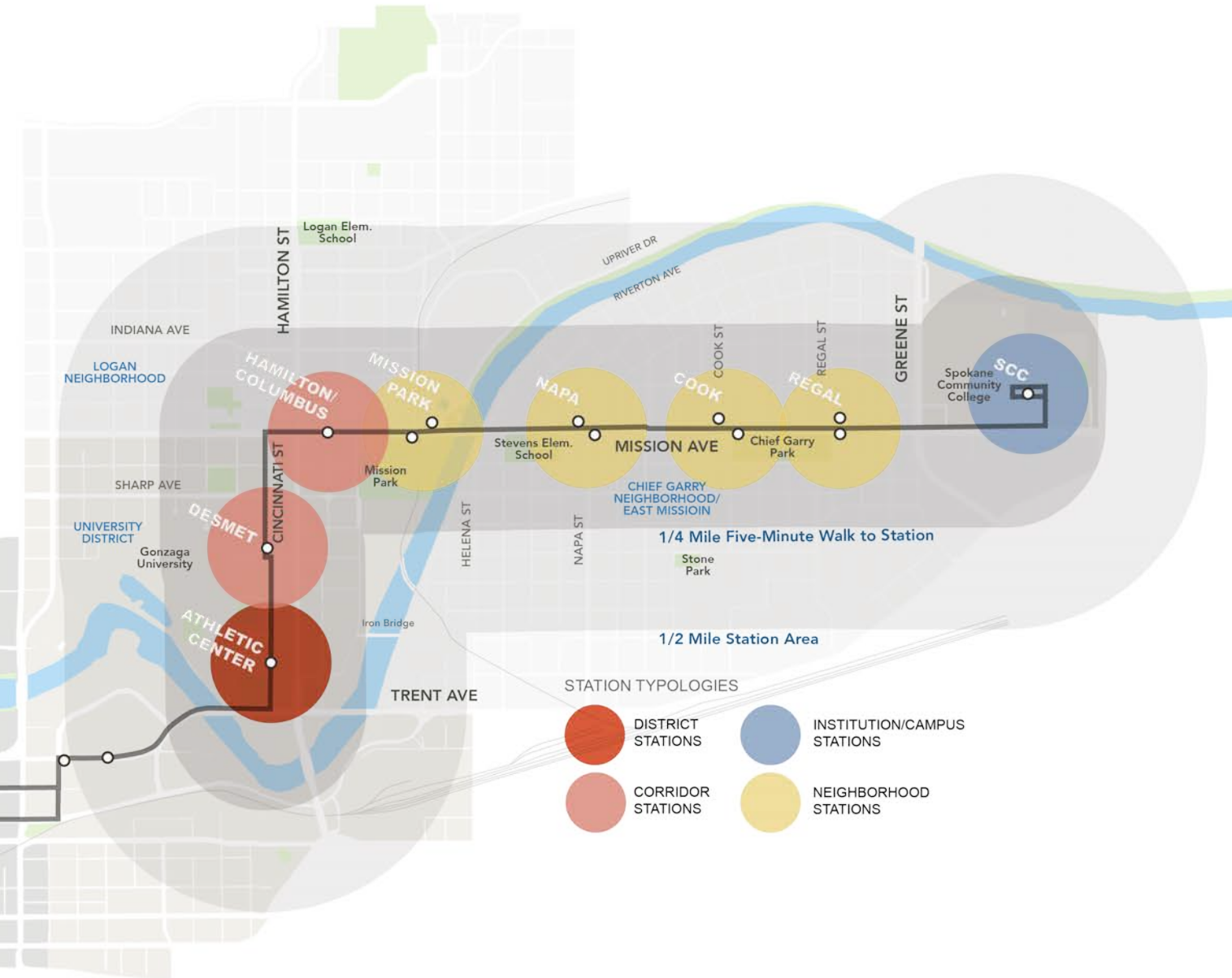
NEIGHBORHOOD ACCESS ROUTES



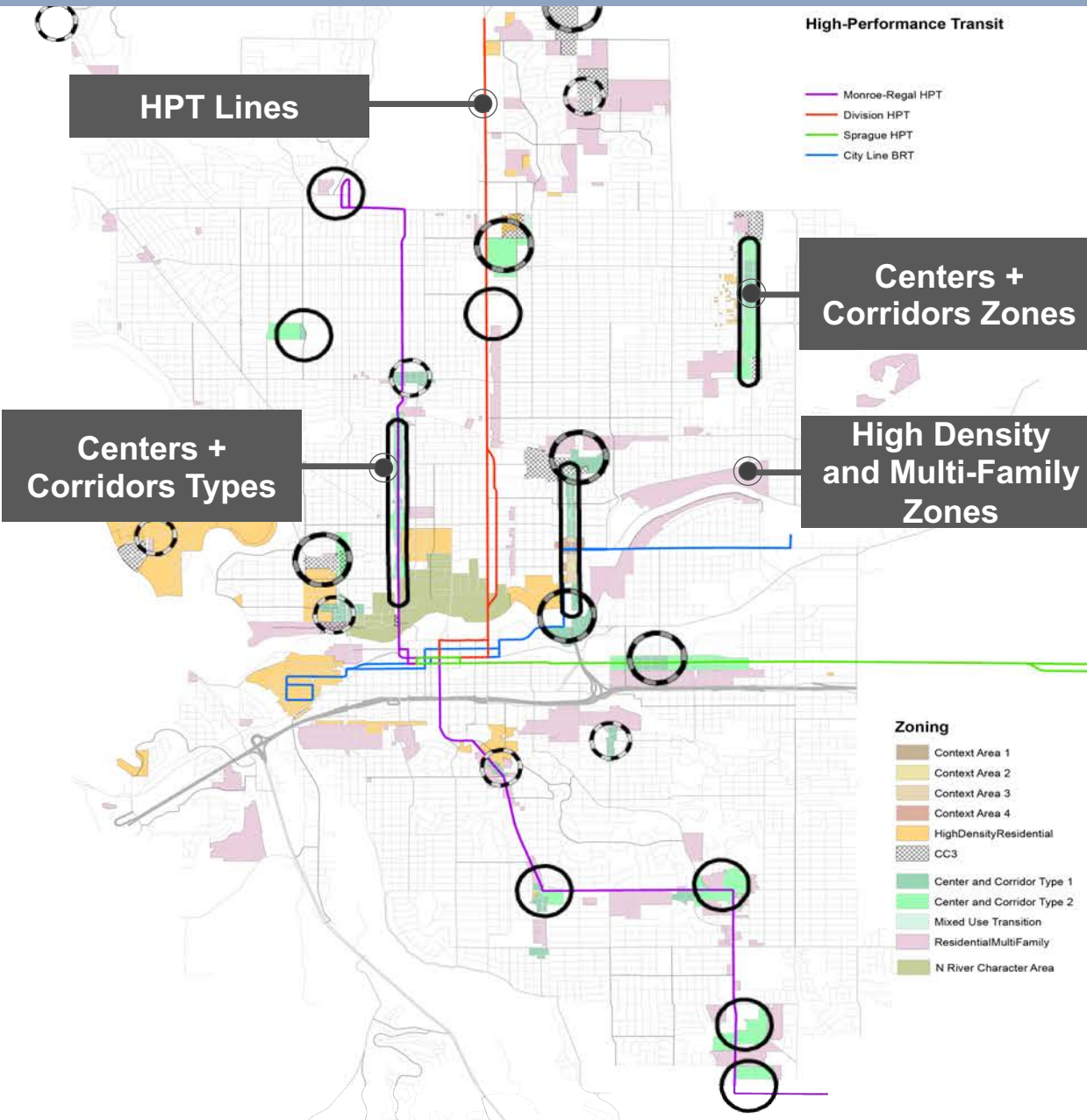
STATION AREA PLANNING

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



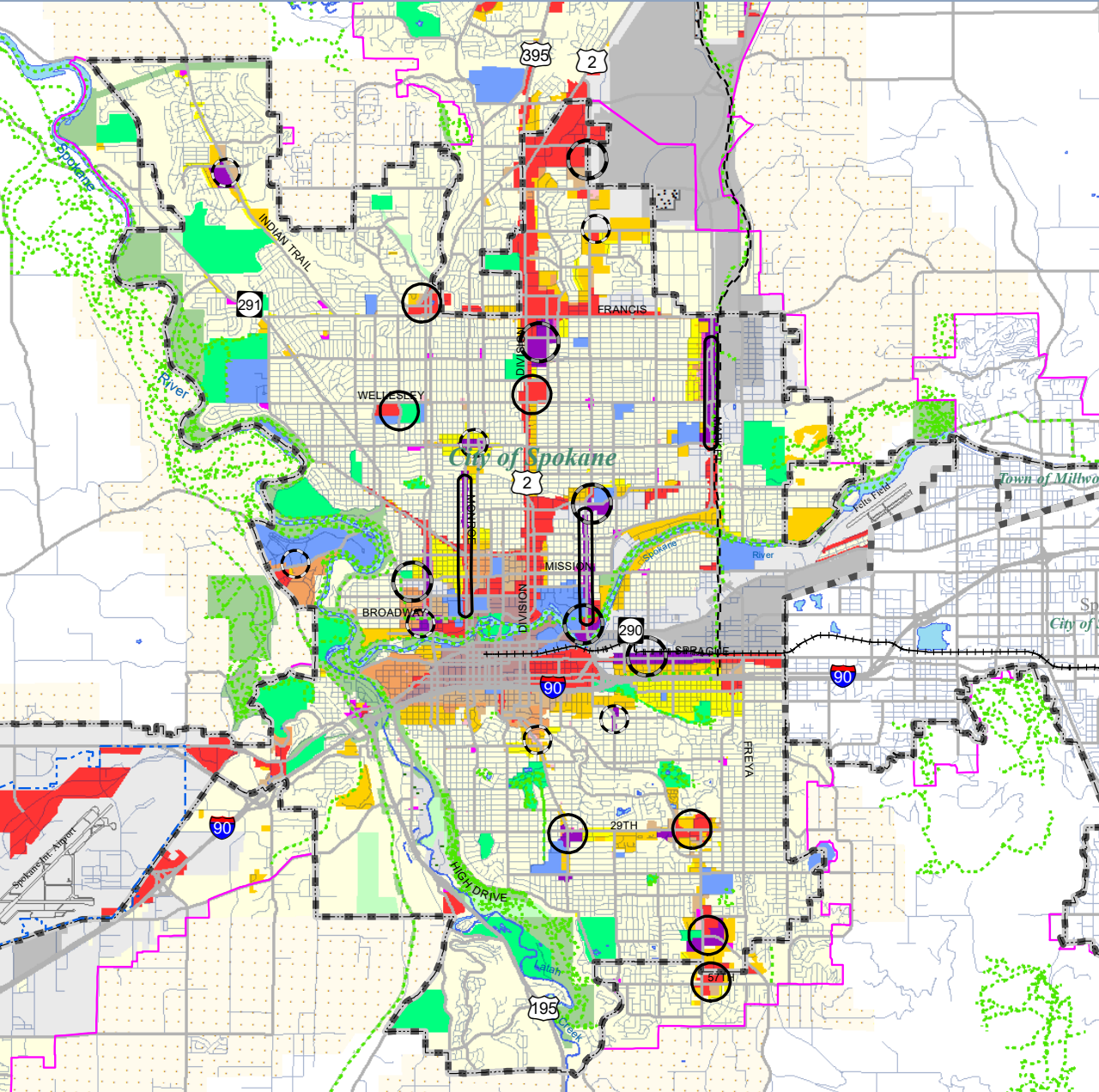
PHASE 2: TOD Regulatory Framework Approach



Address TOD barriers

- 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

COMPREHENSIVE PLAN POLICIES



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.*

ZONING REGULATIONS & STANDARDS

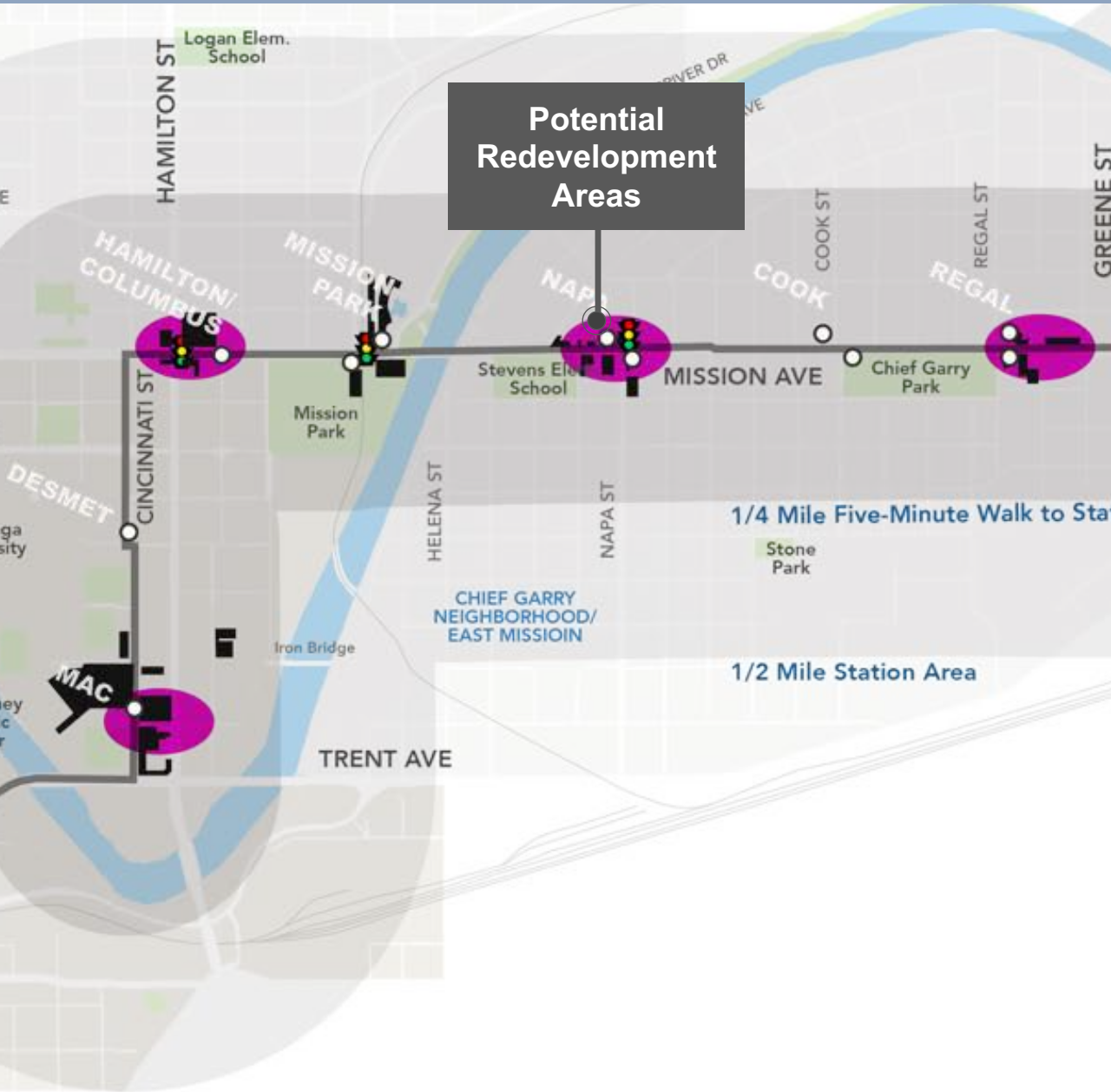
| STANDARDS | ZONE | ISSUE | RECOMMENDATION |
|-----------------|----------|---|--|
| BUILDING HEIGHT | FBC-CA-1 | Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development | Increase maximum building height to 70' or 55' abutting RSF zone |
| | FBC-CA-2 | | |
| | FBC-CA-3 | | |
| | FBC-CA-4 | Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development | Increase maximum building height to 55' |
| | CC1 | Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development | Increase maximum building height to 70' in District Centers and Corridors, and 55' in Neighborhood Centers |
| | CC2 | | Consider modifying transitional standard for areas within 150' of RSF to allow for one additional foot of height per one foot of horizontal distance |
| | CC4 | Current height standards limit density and land efficiency and may serve as a barrier to vertical mixed-use development | Increase maximum building height to 55' in Neighborhood Centers, District Centers, and Corridors Consider modifying transitional standard for areas within 150' of RSF to allow for one additional foot of height per one foot of horizontal distance |
| | GC | N/A | No changes recommended |
| | NR | Current height standards limit density and land efficiency and may serve as | Increase maximum building height to 55' or 35' abutting a RSF zone |
| | NMU | | |

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.**

ZONING REGULATIONS & STANDARDS

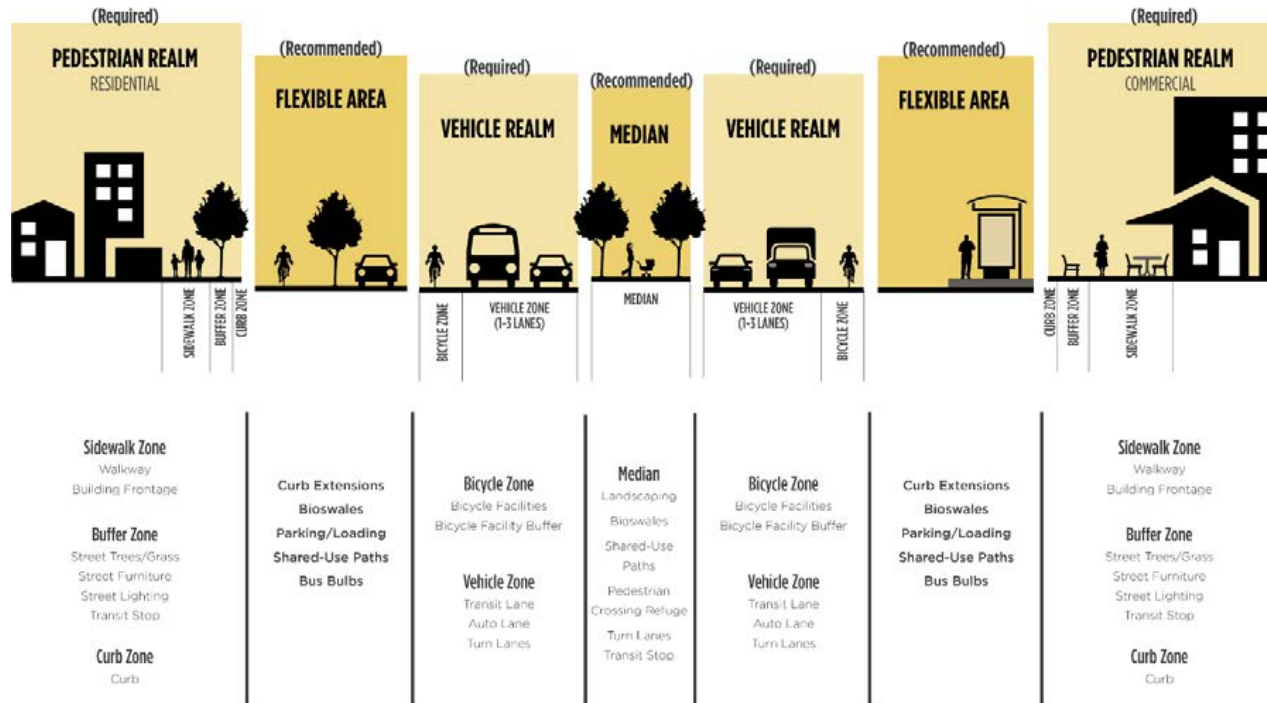


Apply Transit Supportive Zoning to HPT routes not regulated by C + C, FBC or HDR/RFM designations:

- **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).

ZONING REGULATIONS & STANDARDS

Figure 2 – Street Realms and Zones



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