

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



PHASE 1

**INITIAL REVIEW & ANALYSIS**

Steering Committee Meeting

March, 2021

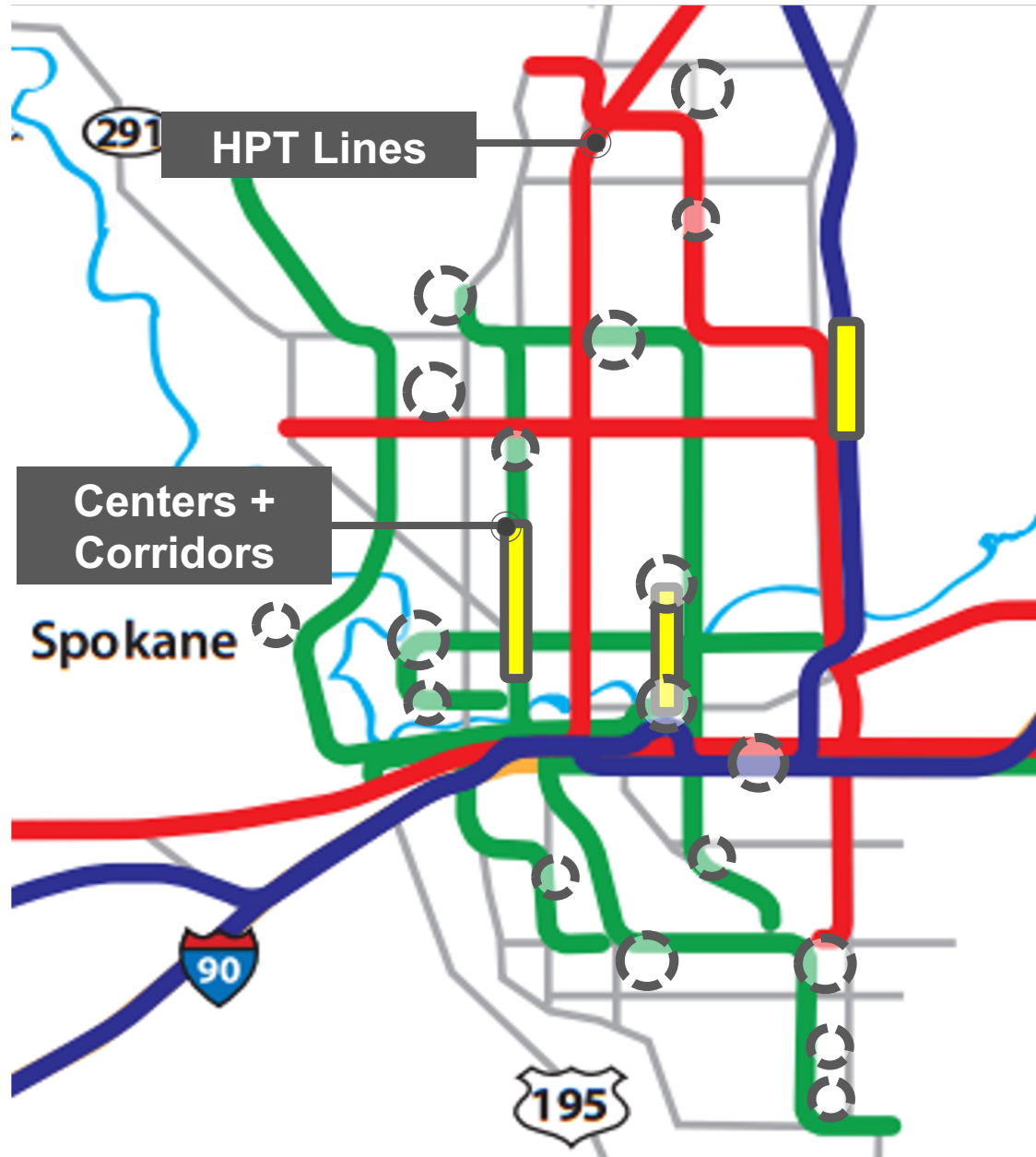
# AGENDA

1. PROJECT OVERVIEW
2. TOD FUNDAMENTALS & BEST PRACTICES
3. TOD STUDY PROCESS + PHASE 1 ANALYSIS
4. DISCUSSION

# PROJECT OVERVIEW



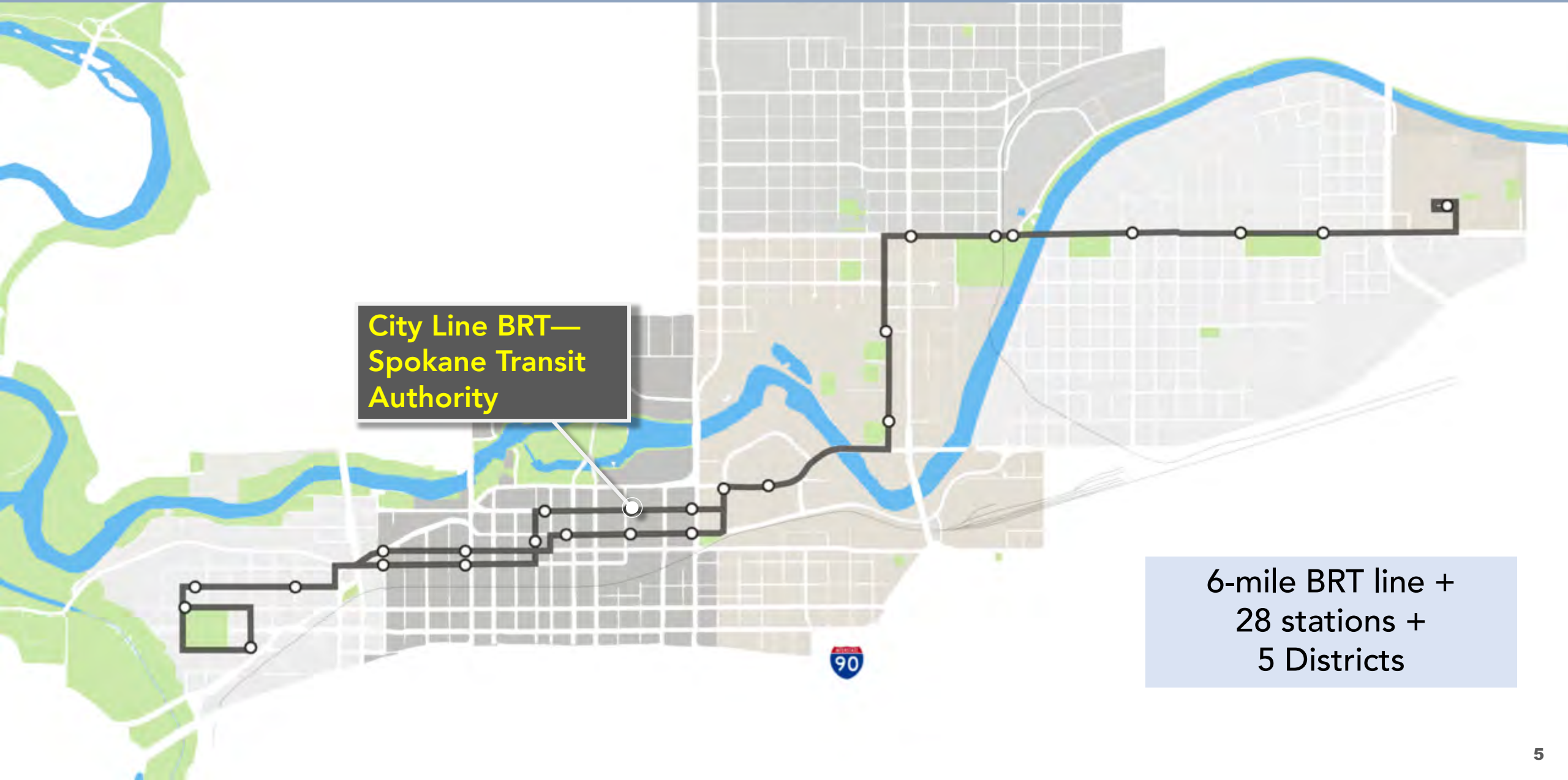
# STUDY PURPOSE



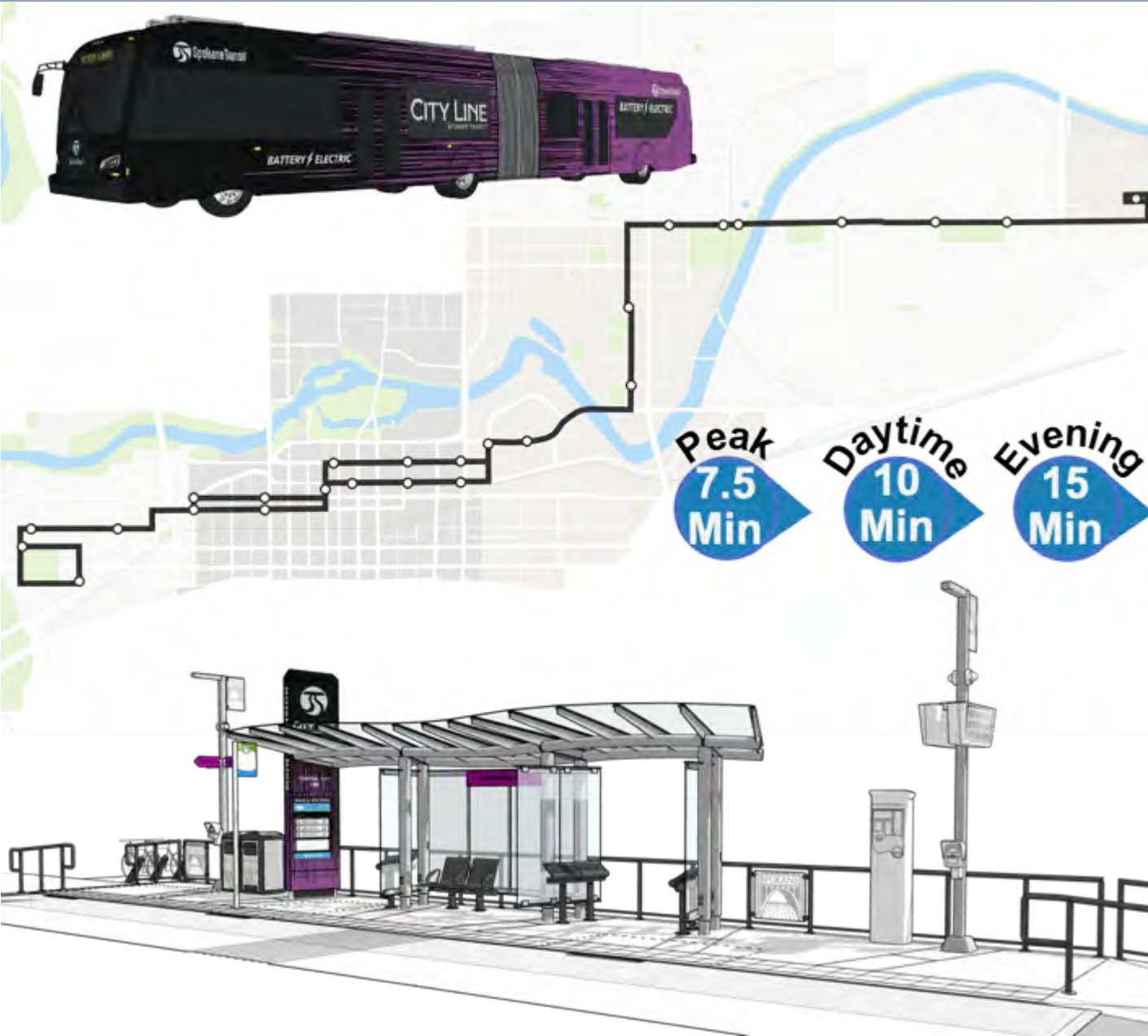
Identify an approach for **transit supportive regulatory changes and priority infrastructure investments** that:

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

# TRANSIT ORIENTED DEVELOPMENT STUDY



# CITY LINE BUS RAPID TRANSIT

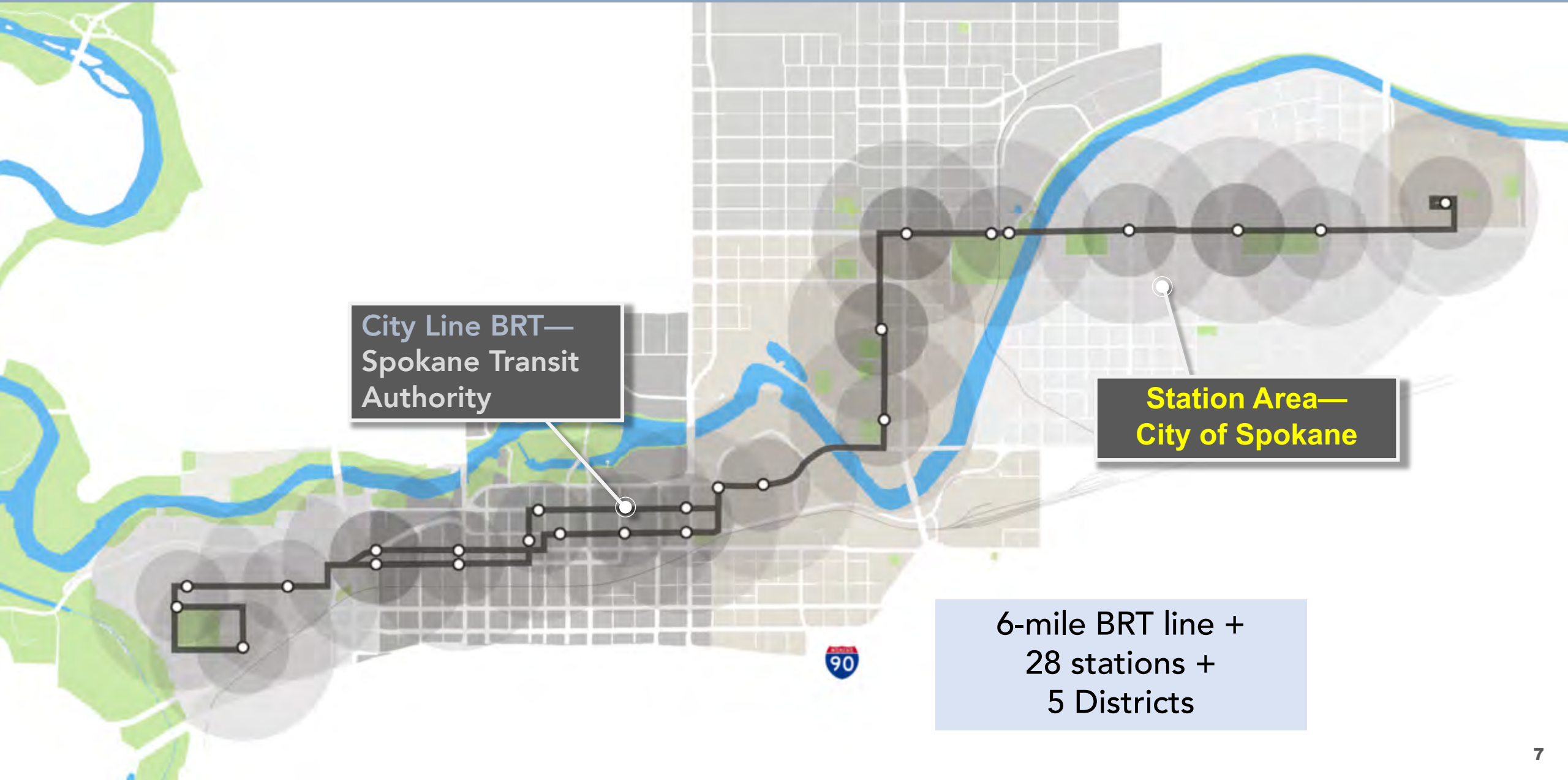


## Provide Premium Transit Service:

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

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

# TRANSIT ORIENTED DEVELOPMENT STUDY



City Line BRT—  
Spokane Transit  
Authority

Station Area—  
City of Spokane

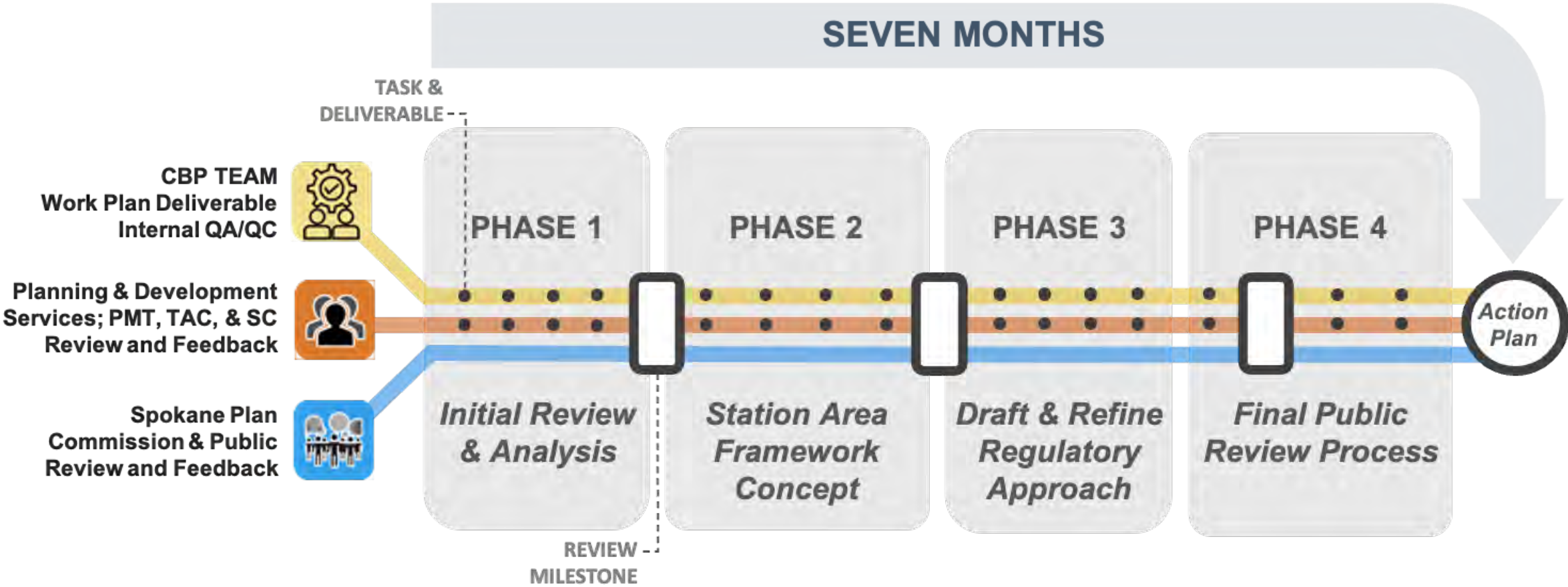
6-mile BRT line +  
28 stations +  
5 Districts

# TRANSIT ORIENTED DEVELOPMENT STUDY





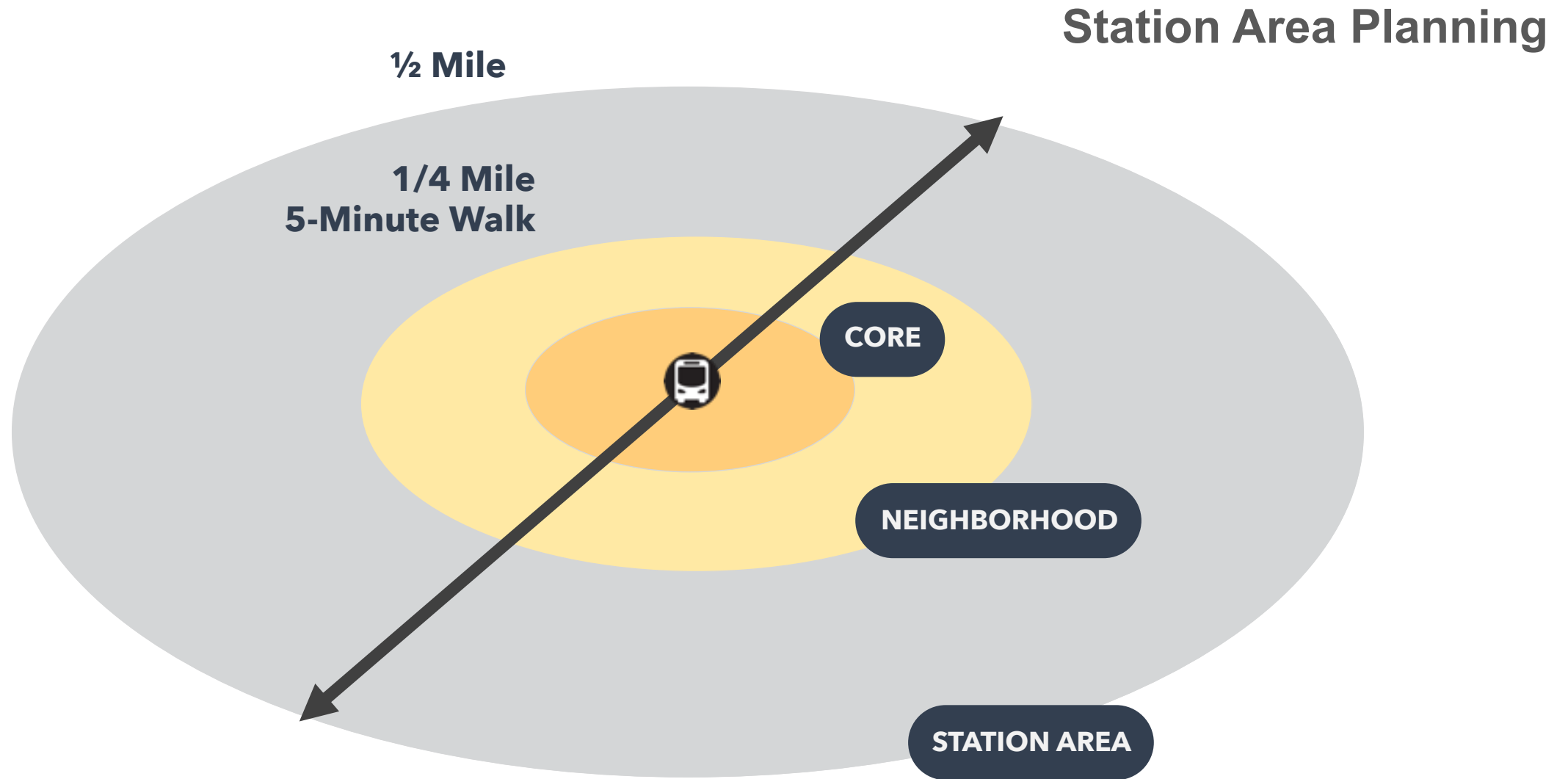
# TOD STUDY PROCESS & SCHEDULE



# TOD FUNDAMENTALS & BEST PRACTICES

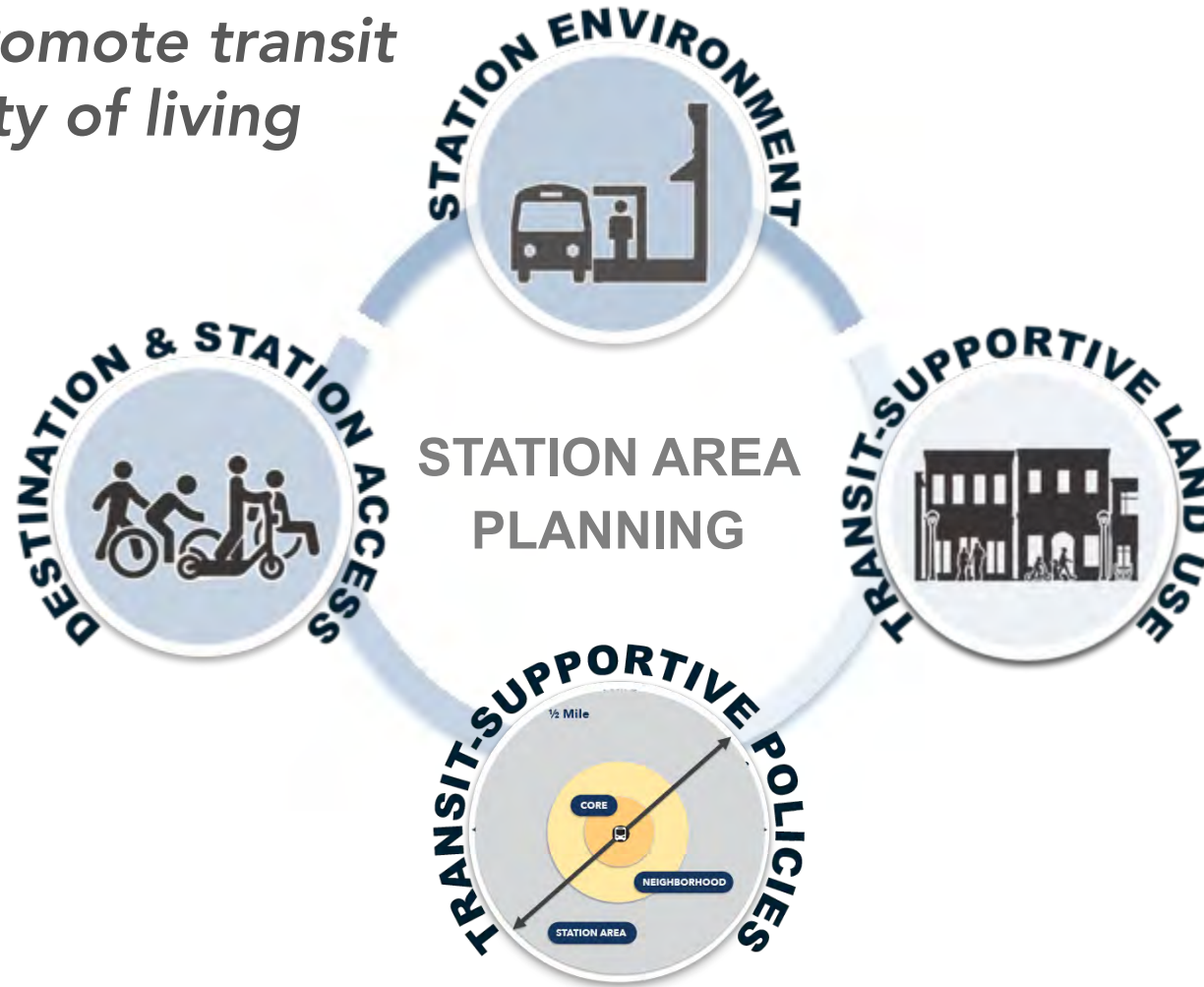


# TOD FUNDAMENTALS & BEST PRACTICES



# TOD FUNDAMENTALS & BEST PRACTICES

*Integrating land use and transportation to promote transit ridership + quality of living*



# TOD FUNDAMENTALS & BEST PRACTICES

*Prioritize safety by  
promoting activity and walk  
+ bike station access*





# TOD FUNDAMENTALS & BEST PRACTICES



Active Uses

Walk + Bike Station Access

Image: Adam Coppola

# TOD FUNDAMENTALS & BEST PRACTICES

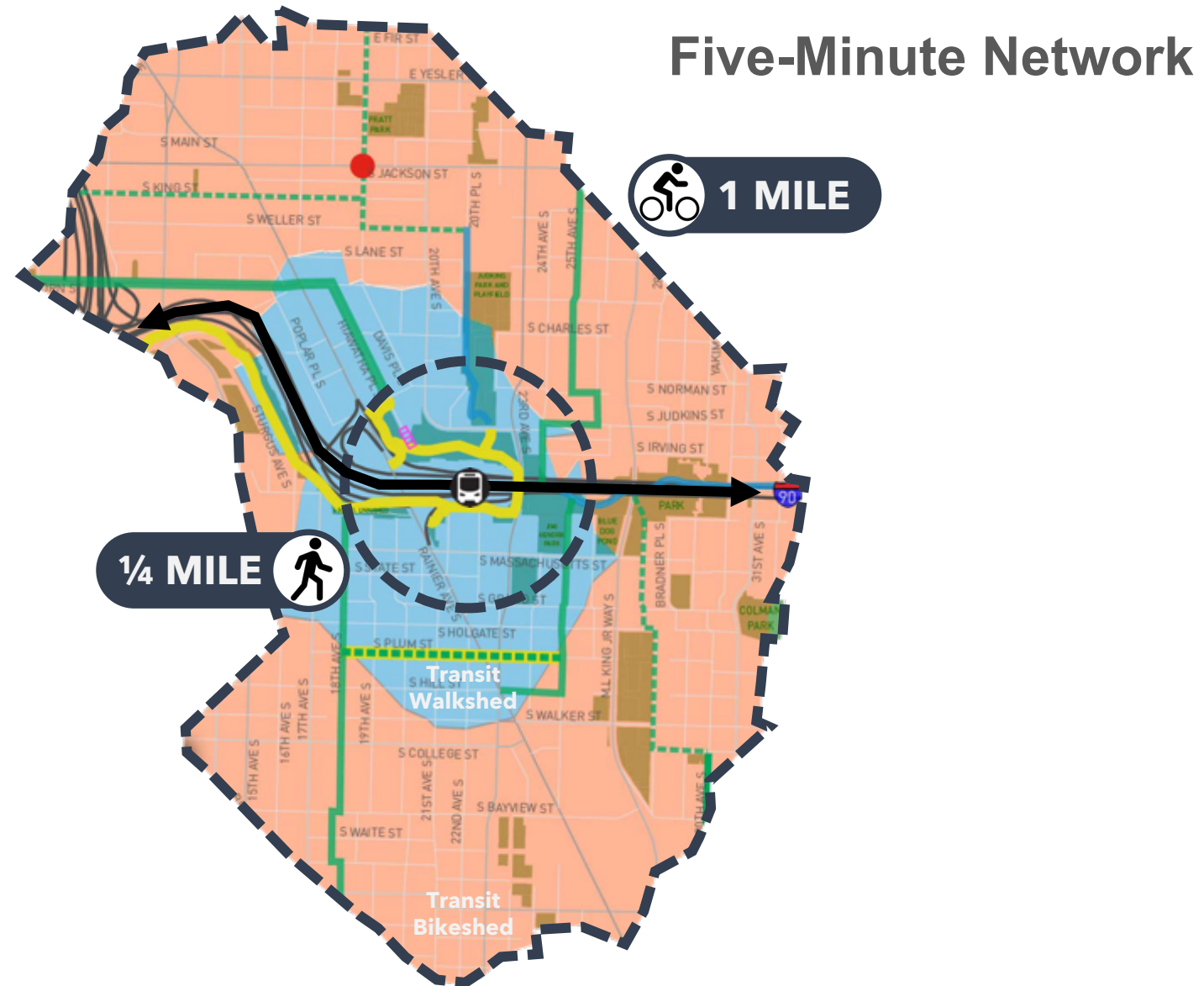
*Prioritize safety by promoting activity and walk + bike station access*

**Direct, continuous link between stations and to destinations**





# TOD FUNDAMENTALS & BEST PRACTICES



## Five-Minute Network

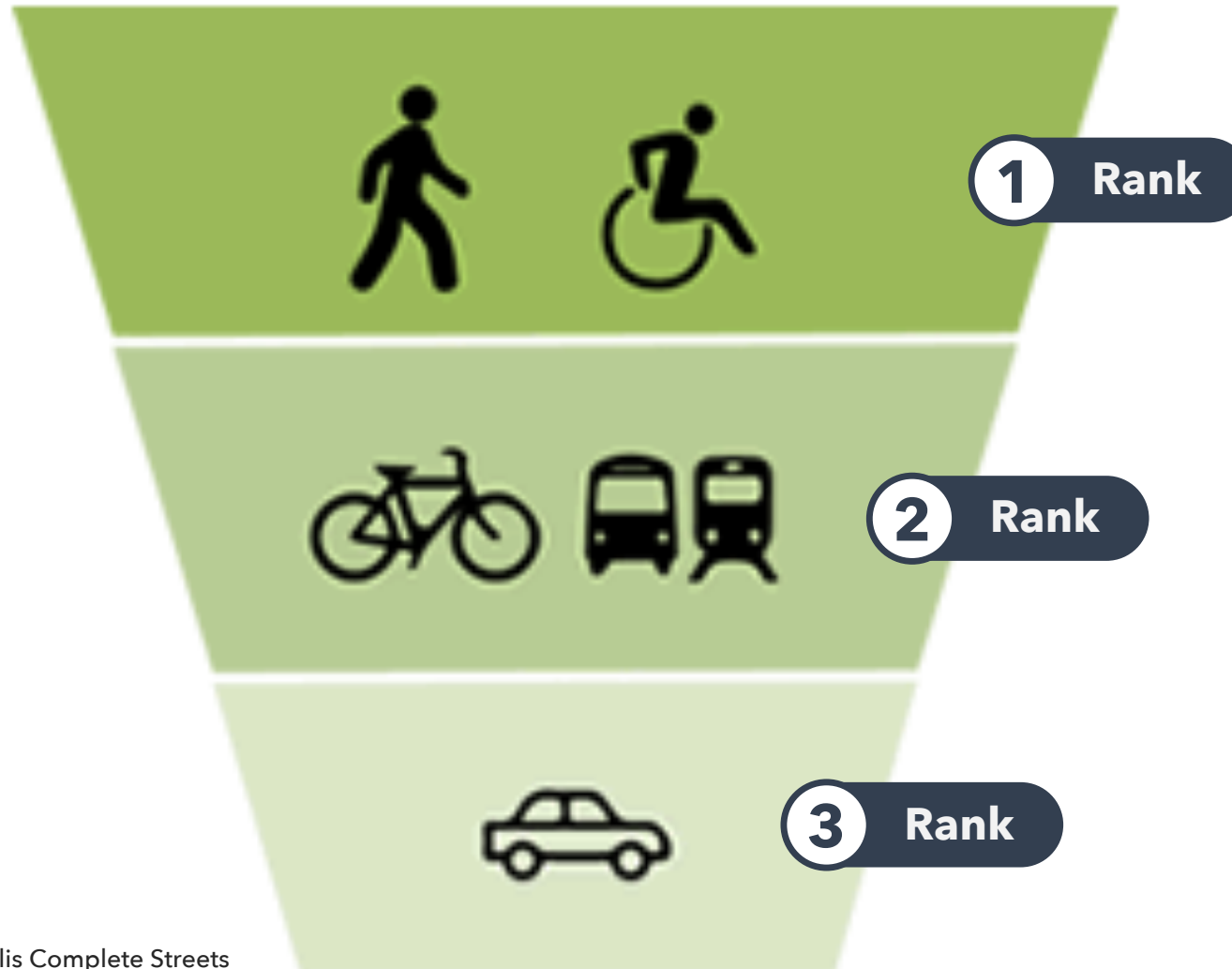






# TOD FUNDAMENTALS & BEST PRACTICES

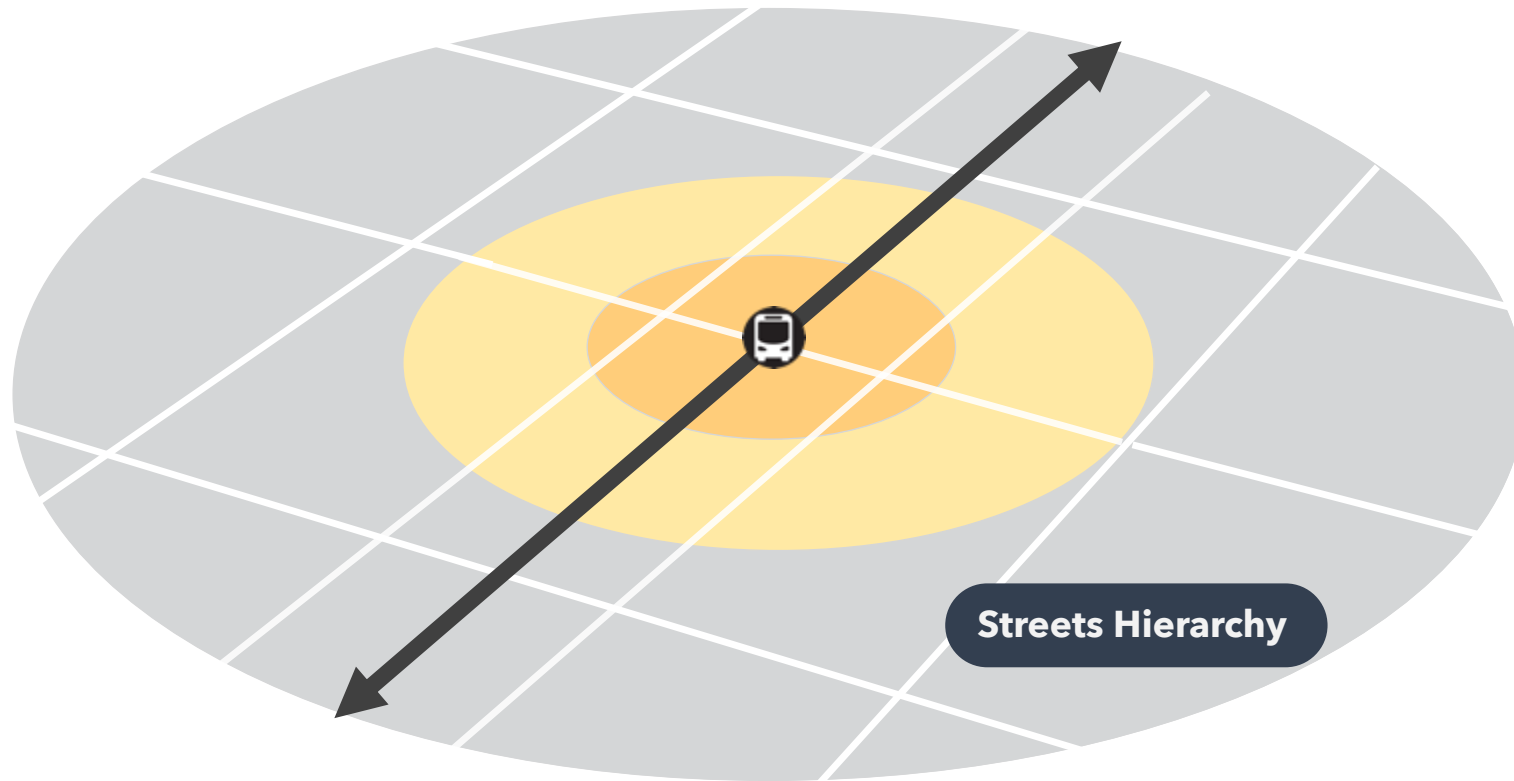
## Walk + Bike Priority





# TOD FUNDAMENTALS & BEST PRACTICES

## Accessing the Station + Destinations





# TOD FUNDAMENTALS & BEST PRACTICES



## Transit + Bike + Walk Corridor

Image: Darren Stones



# TOD FUNDAMENTALS & BEST PRACTICES



Active Street

Image: Kevin Zolkiewicz



# TOD FUNDAMENTALS & BEST PRACTICES



**Low-Stress Street**

Image: SDOT



# TOD FUNDAMENTALS & BEST PRACTICES



High-Stress Street

Image: SLO County

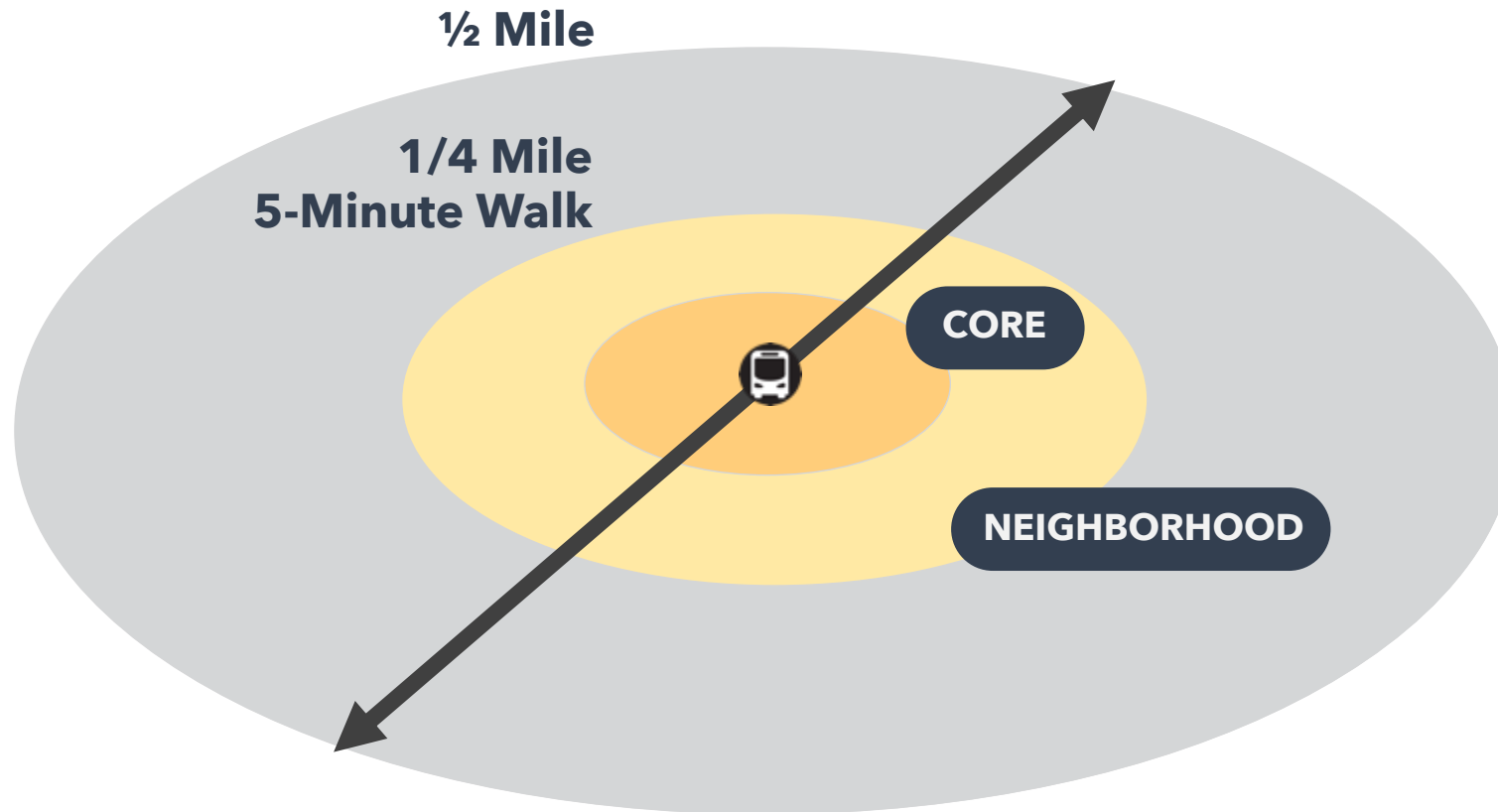
# TOD FUNDAMENTALS & BEST PRACTICES





# TOD FUNDAMENTALS & BEST PRACTICES

## Transit-Supportive Development Types

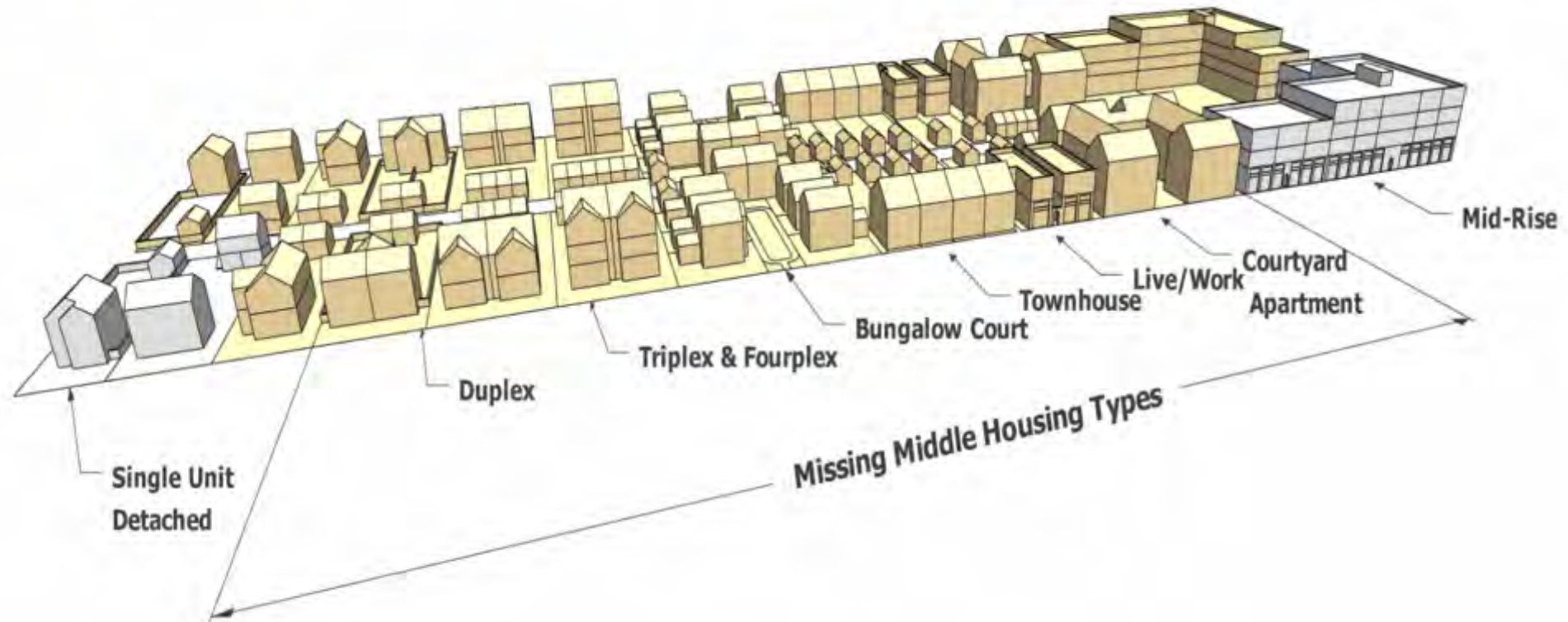






# TOD FUNDAMENTALS & BEST PRACTICES

## Station Neighborhood: Housing





# TOD FUNDAMENTALS & BEST PRACTICES



Neighborhood:  
Middle Housing

Triplex

Image: Clackamas County



# TOD FUNDAMENTALS & BEST PRACTICES



**Core: Mixed-use  
Development**

**Large-scale Housing + Commercial—  
Active Street Environment**

Image: CNU.org



# TOD FUNDAMENTALS & BEST PRACTICES

## Core: Commercial Node



**Small-scale Housing + Commercial—  
Active Street Environment**



# TOD FUNDAMENTALS & BEST PRACTICES

## Core: Street Oriented Infill

Housing Oriented to the Street—  
Active Environment

Image: Google

# TOD FUNDAMENTALS & BEST PRACTICES



# TOD FUNDAMENTALS & BEST PRACTICES

## TOD FRAMEWORKS

*"The Plan provides policy and implementation guidance for a station area based on assessments of station area conditions."*



## Station Area Plan

# TOD FUNDAMENTALS & BEST PRACTICES

## TOD FRAMEWORKS

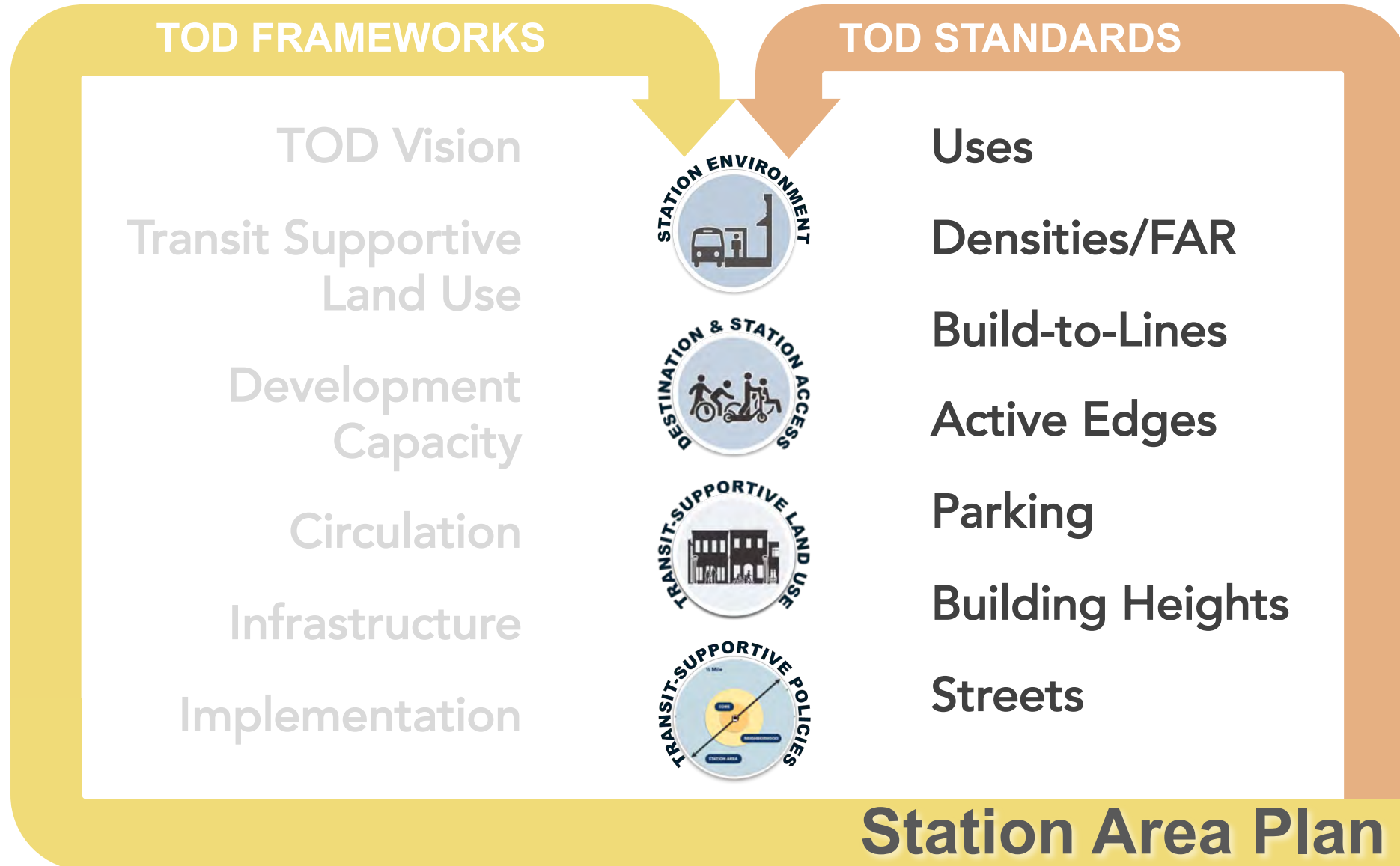
TOD Vision  
Transit Supportive  
Land Use  
Development  
Capacity  
Circulation  
Infrastructure  
Implementation



Station Area Plan



# TOD FUNDAMENTALS & BEST PRACTICES



# TOD STUDY PROCESS



# PHASE 1: INITIAL REVIEW & ANALYSIS

## EXPLORE CORRIDOR CONDITIONS



# STATION 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 ENVIRONMENT

Peak  
7.5  
Min

Daytime  
10  
Min

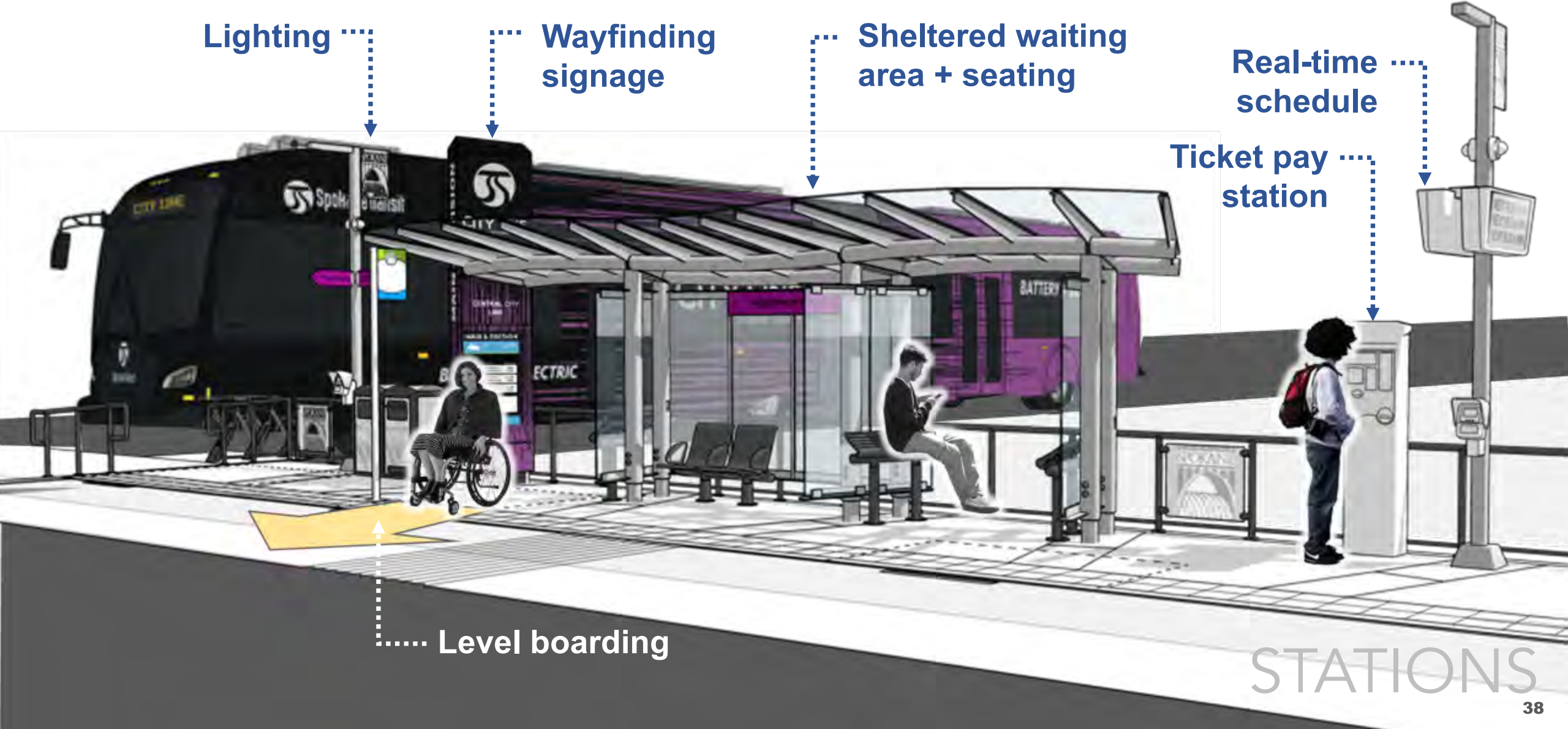
Evening  
15  
Min

- ✓ 60' Long Articulated Bus = 44% added riders per bus
- ✓ Electric vehicle = cleaner air + quieter bus



STATIONS

# STATION ENVIRONMENT



# STATION ENVIRONMENT



DESTINATIONS

# STATION ENVIRONMENT

## EXISTING STATION ENVIRONMENT

View looking north

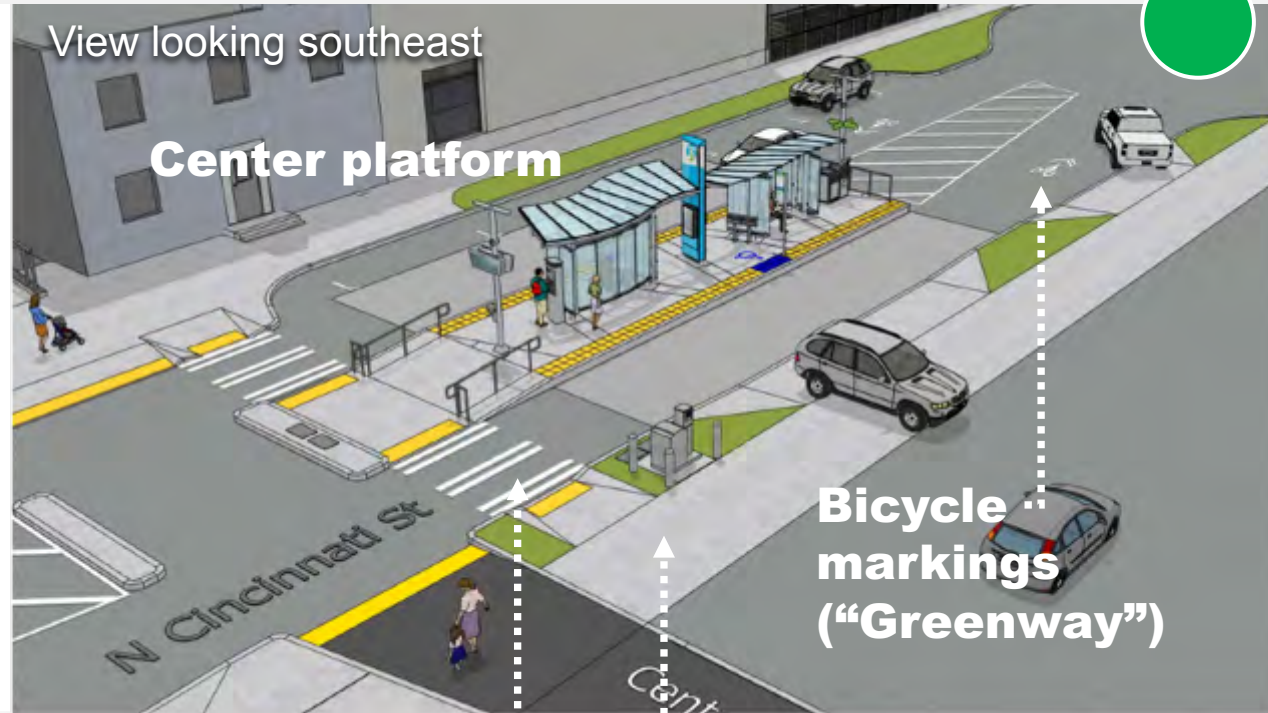


Parking lot & curb-cuts

Missing sidewalk  
Blank walls

## STATION PLATFORM + ACCESS

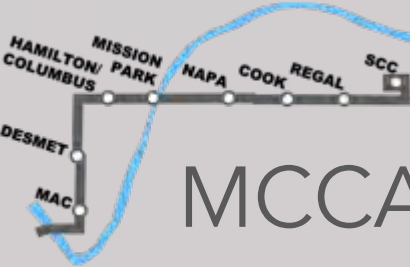
View looking southeast



Crosswalks + ADA  
Access

Sidewalks

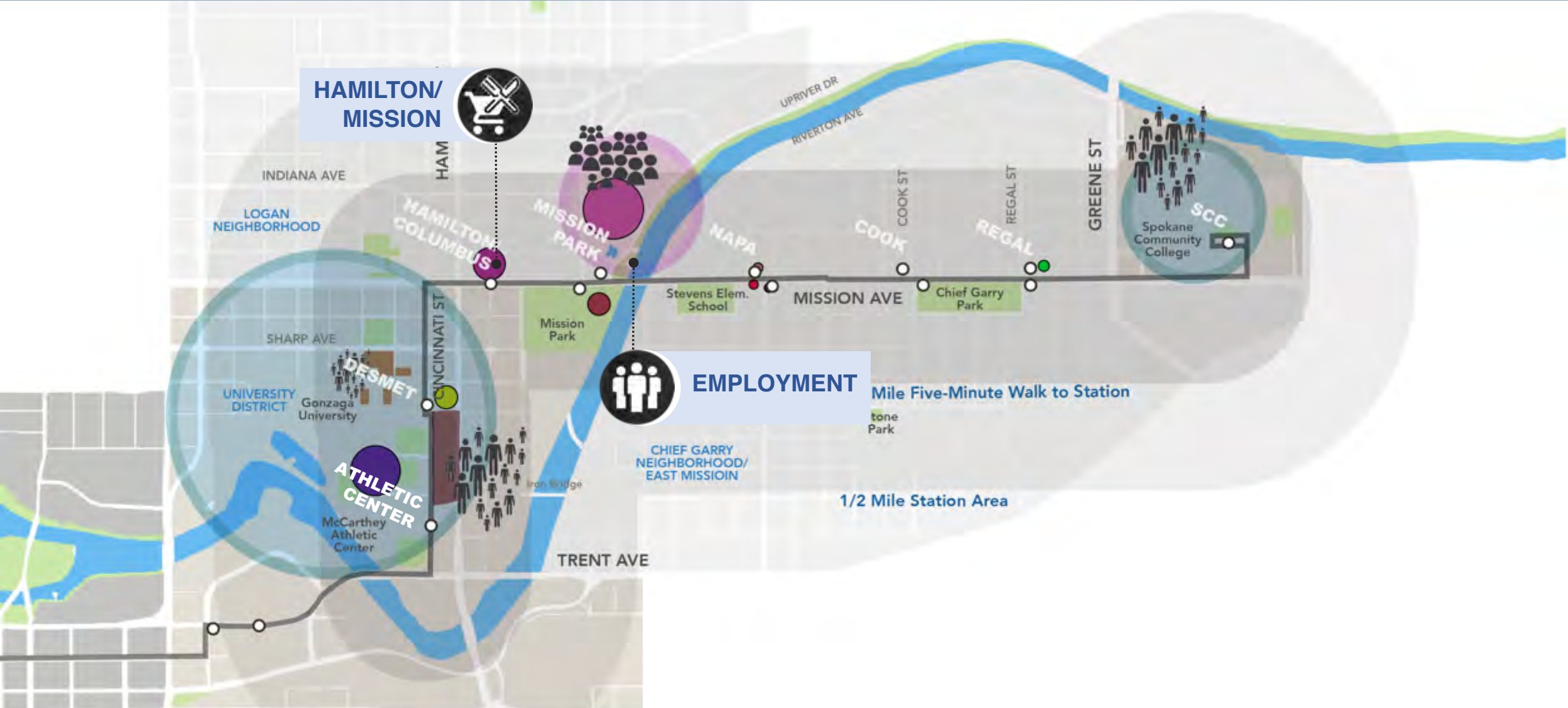
Bicycle markings  
("Greenway")



# MCCARTHEY ATHLETIC CENTER STATION



# STATION ENVIRONMENT



## DESTINATIONS

# STATION ENVIRONMENT

## EXISTING STATION ENVIRONMENT

View looking east



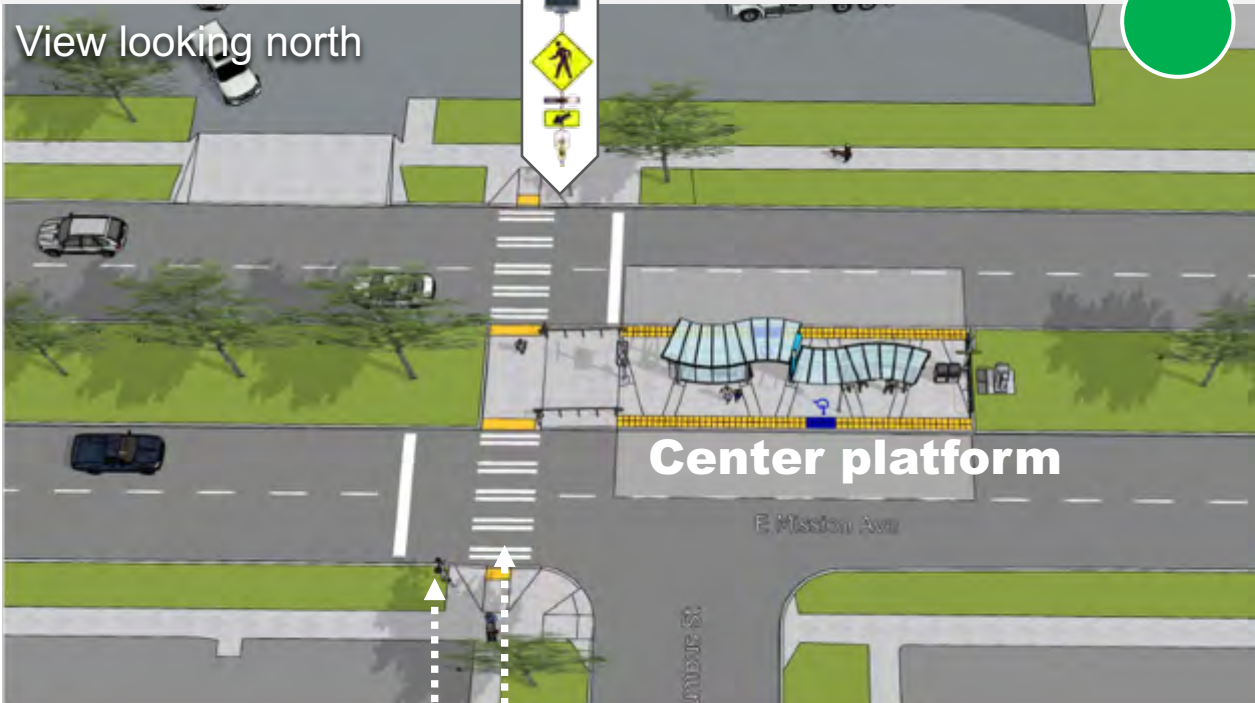
Safeway

Blank Walls

No crosswalk

## STATION PLATFORM + ACCESS

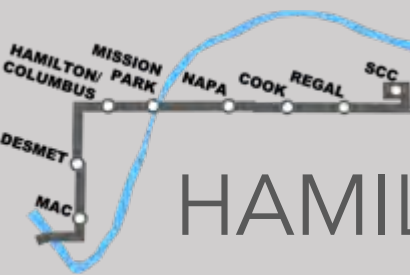
View looking north



Center platform

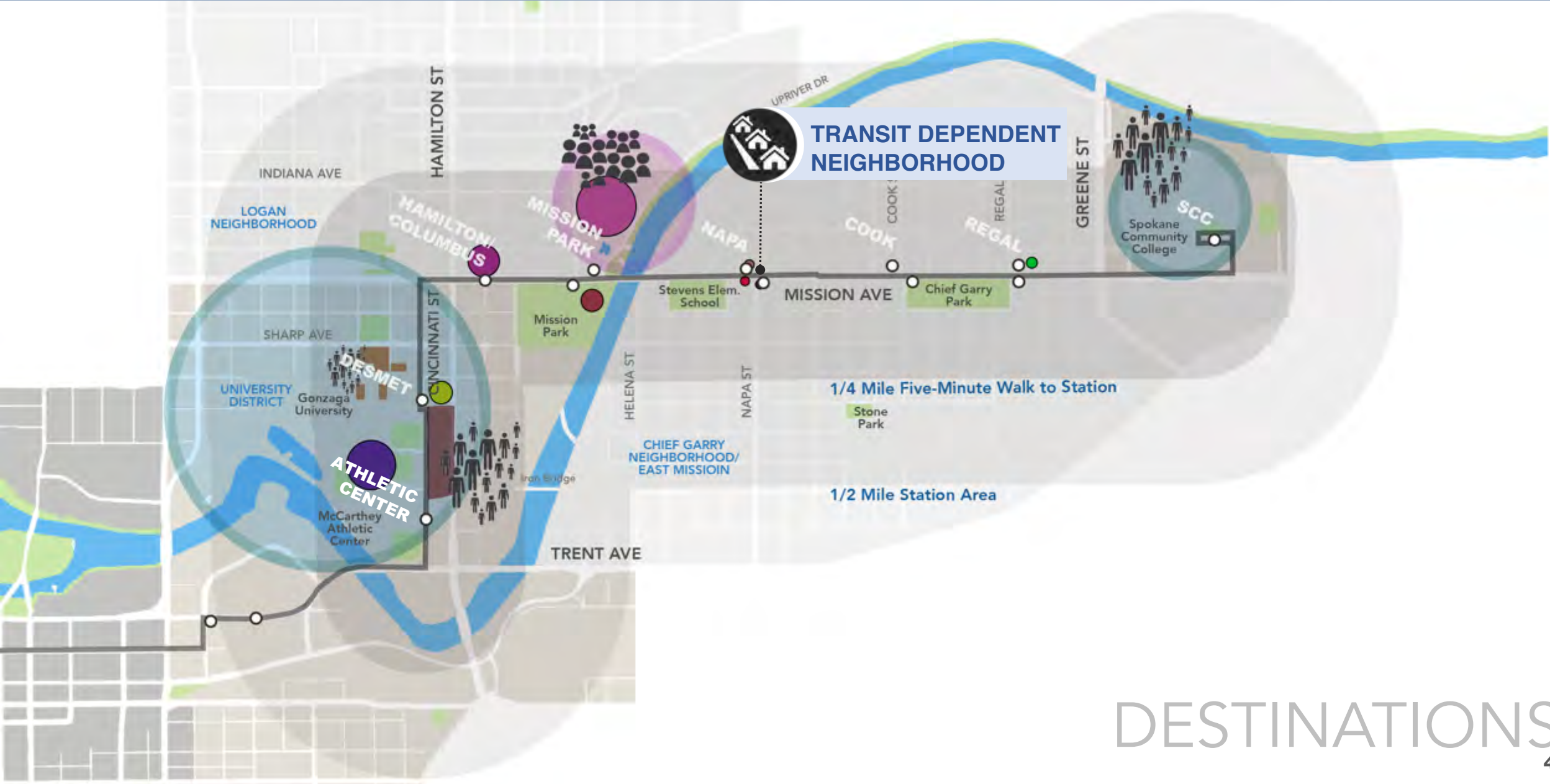
Pedestrian crossing signal

Crosswalks + ADA Access



# HAMILTON/COLUMBUS STATION

# STATION ENVIRONMENT



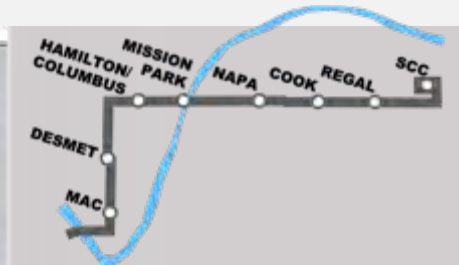
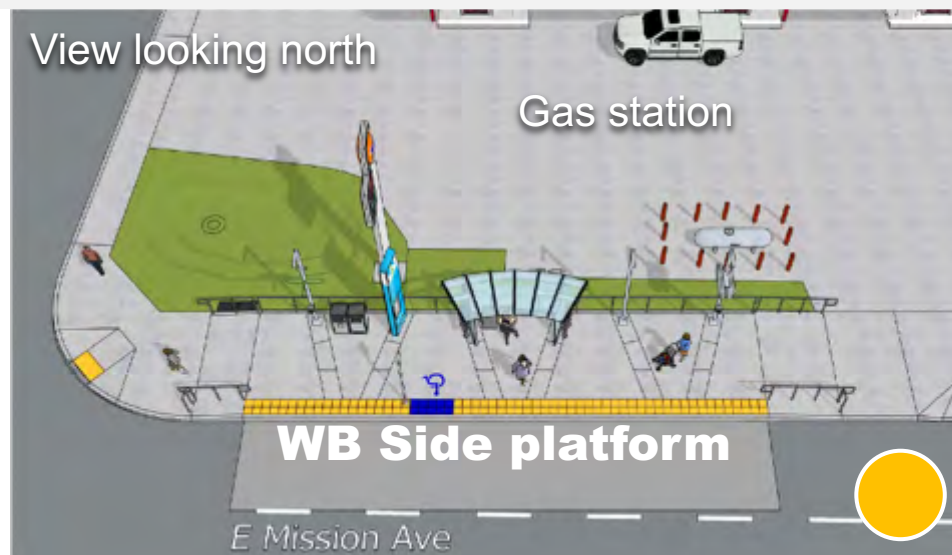
DESTINATIONS

# STATION ENVIRONMENT

## EXISTING STATION ENVIRONMENT



## STATION PLATFORM + ACCESS



NAPA  
STREET  
STATION

# STATION ENVIRONMENT

## EXISTING STATION ENVIRONMENT

View looking east

Chief Garry Park

**Low activity Area**



REGAL STREET

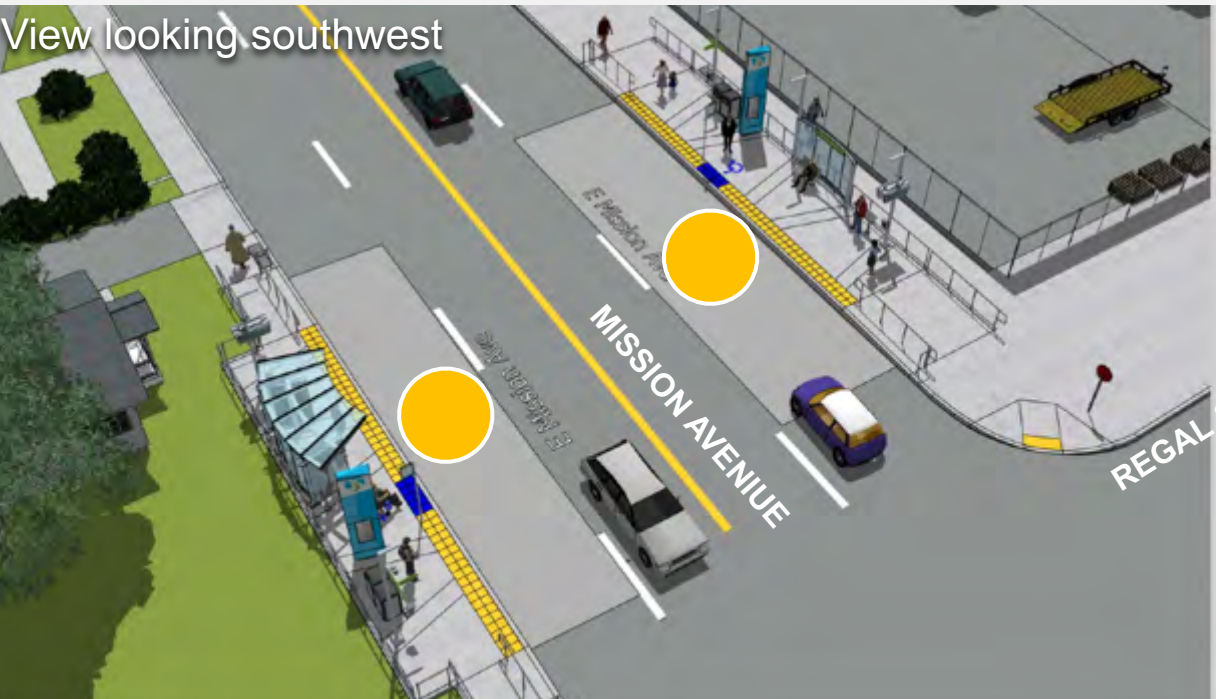


**Low activity area**



## STATION PLATFORM + ACCESS

View looking southwest

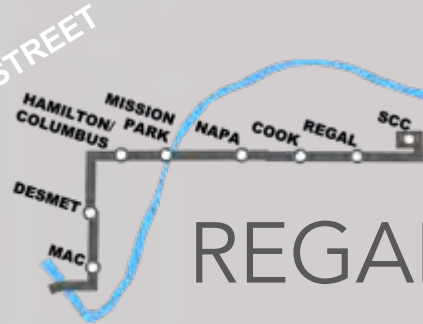


MISSION AVENUE

REGAL STREET

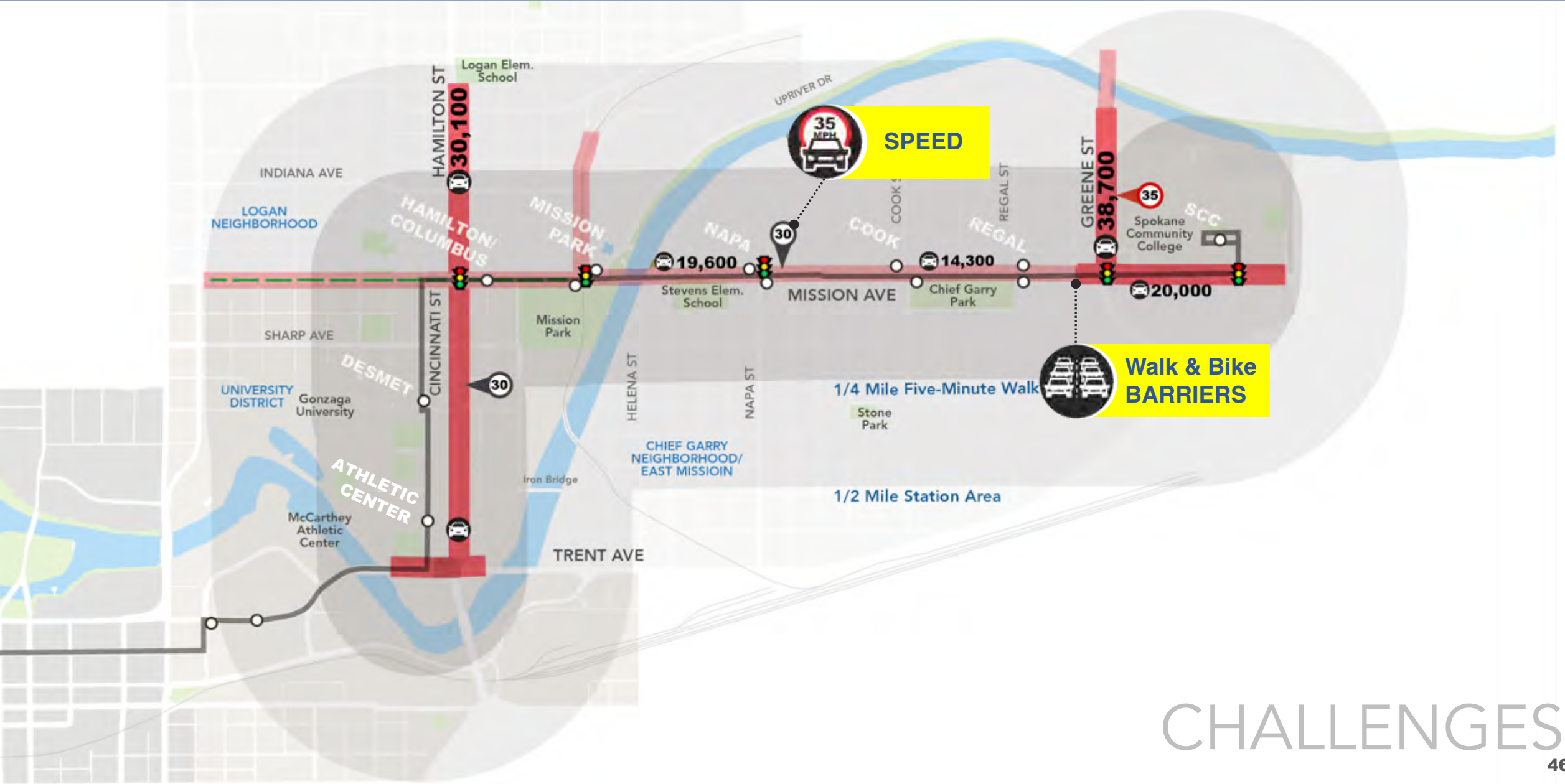
**Crosswalk one-side only**

**30 mph traffic**



### REGAL STREET STATION

# STATION ENVIRONMENT



CHALLENGES

# STATION 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

Image: Google



Mission Street

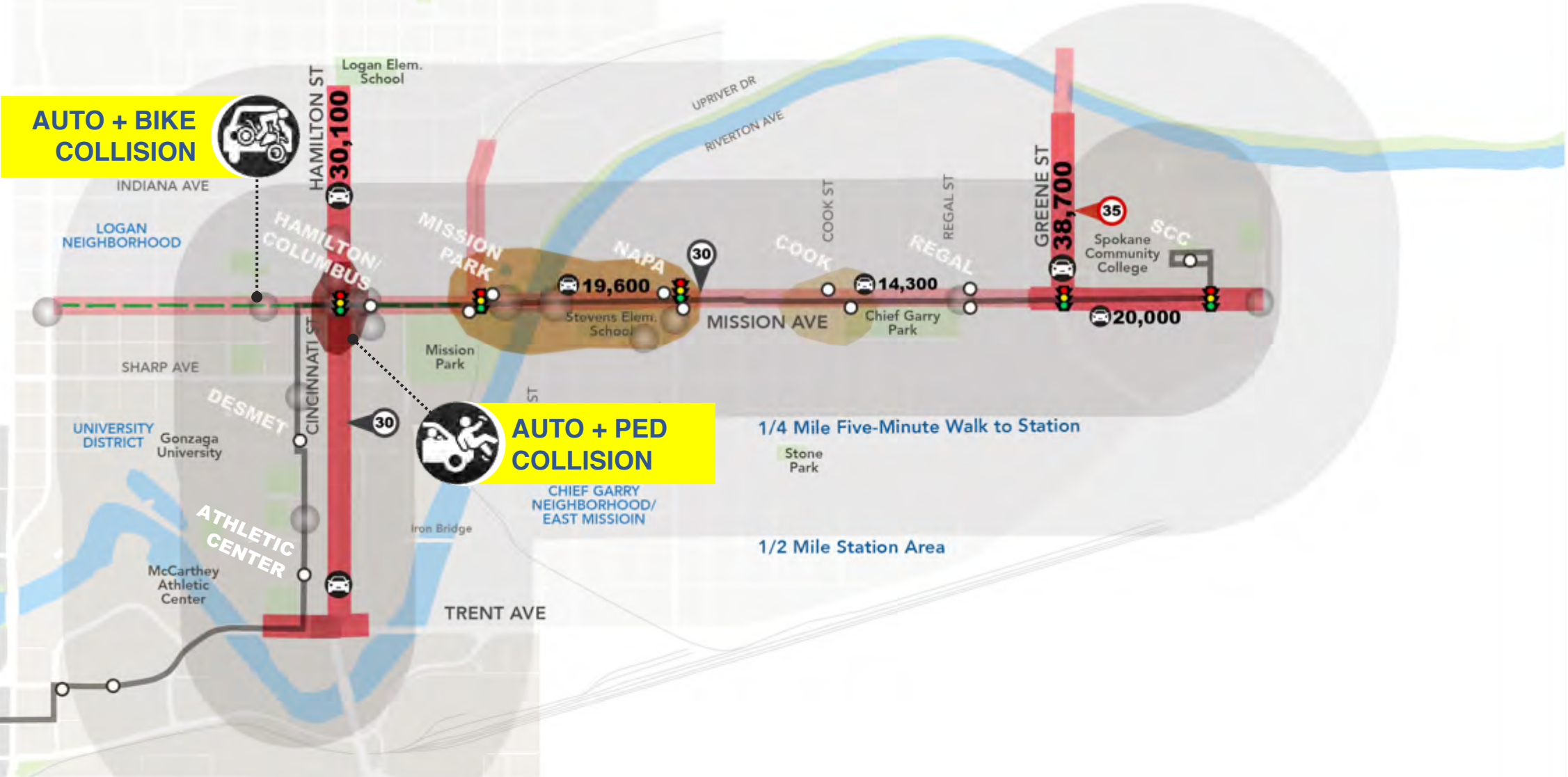
Hamilton Street

**BARRIER:**

CHALLENGES

Image: Google

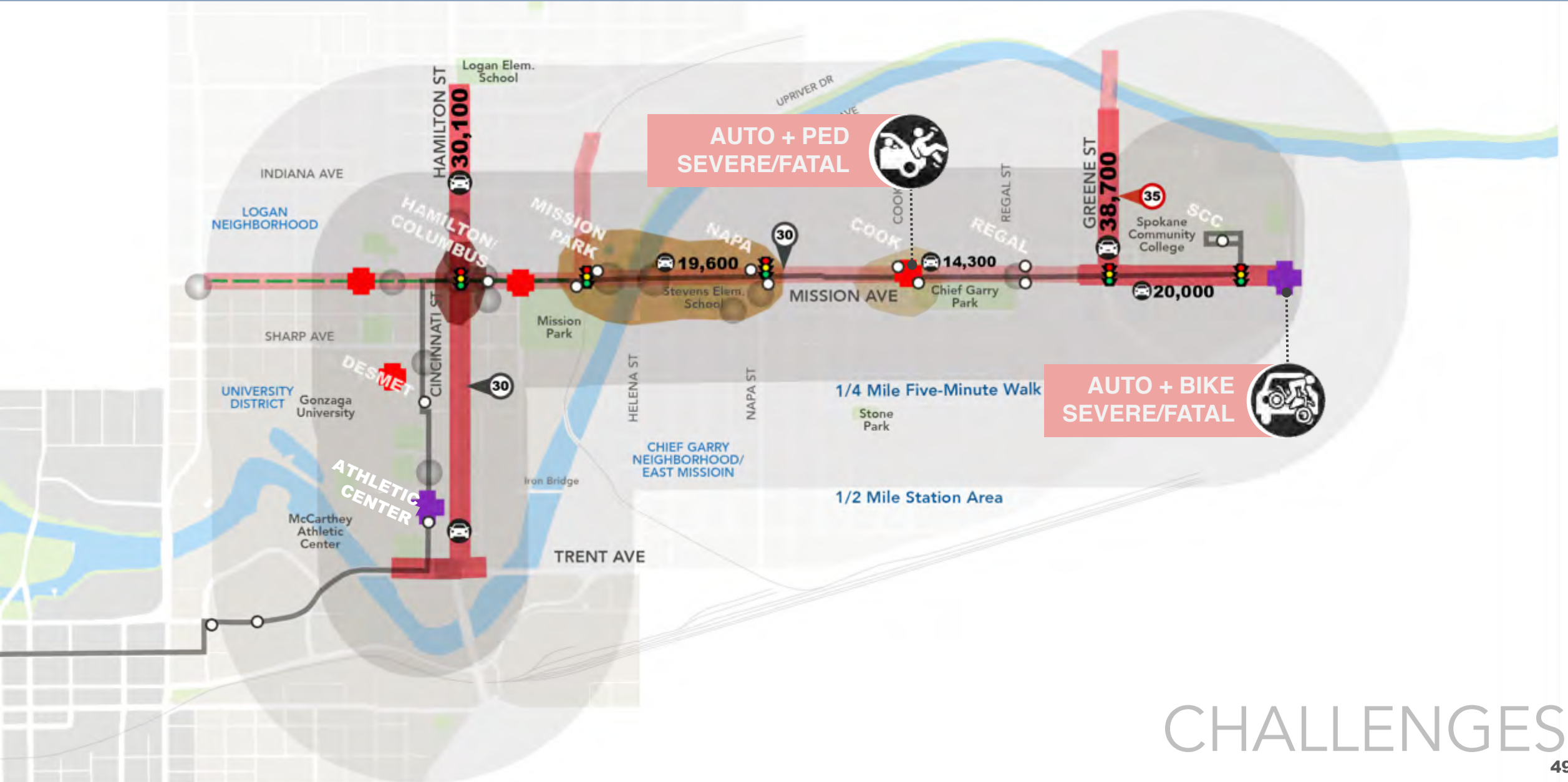
# STATION ENVIRONMENT



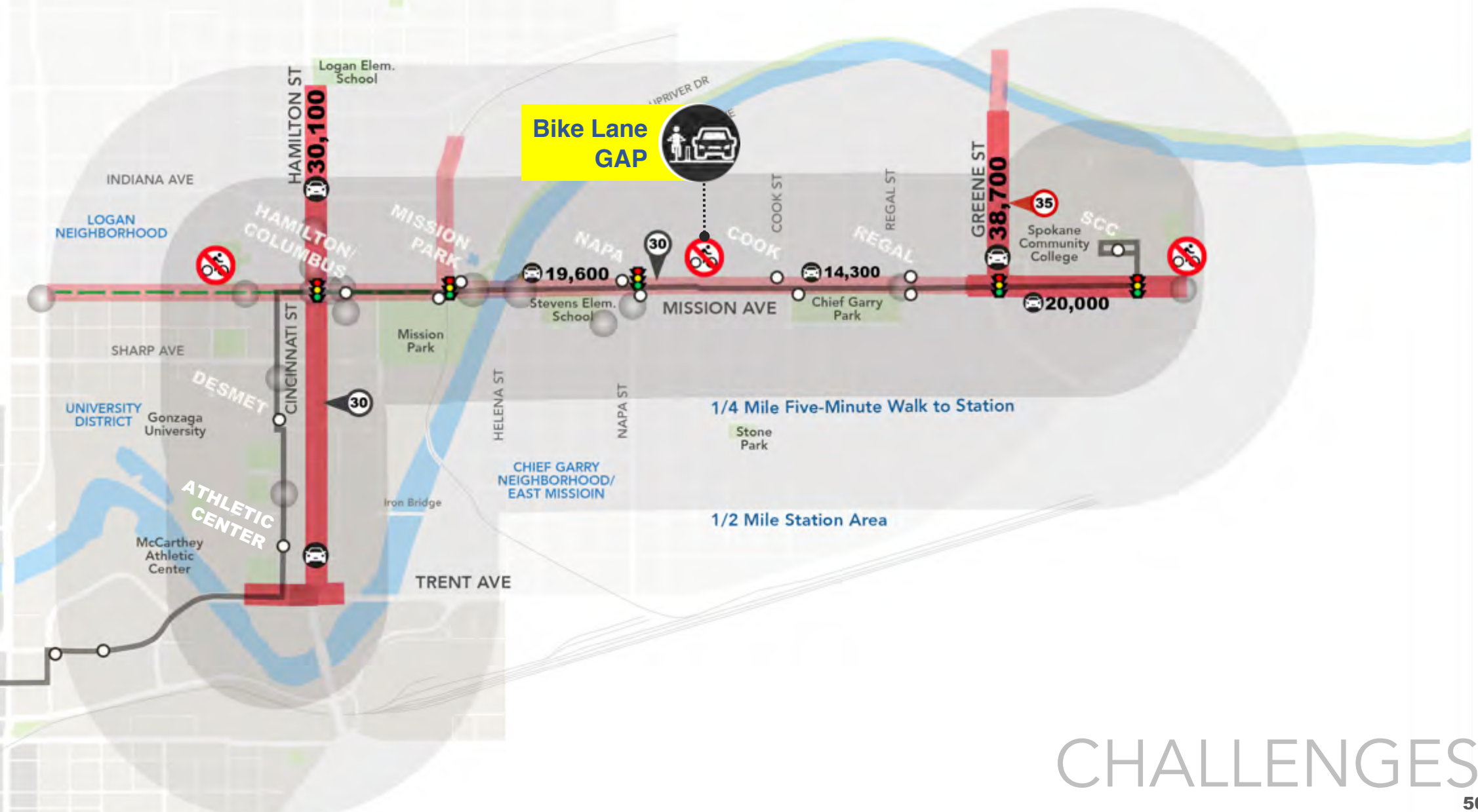
## CHALLENGES



# STATION ENVIRONMENT

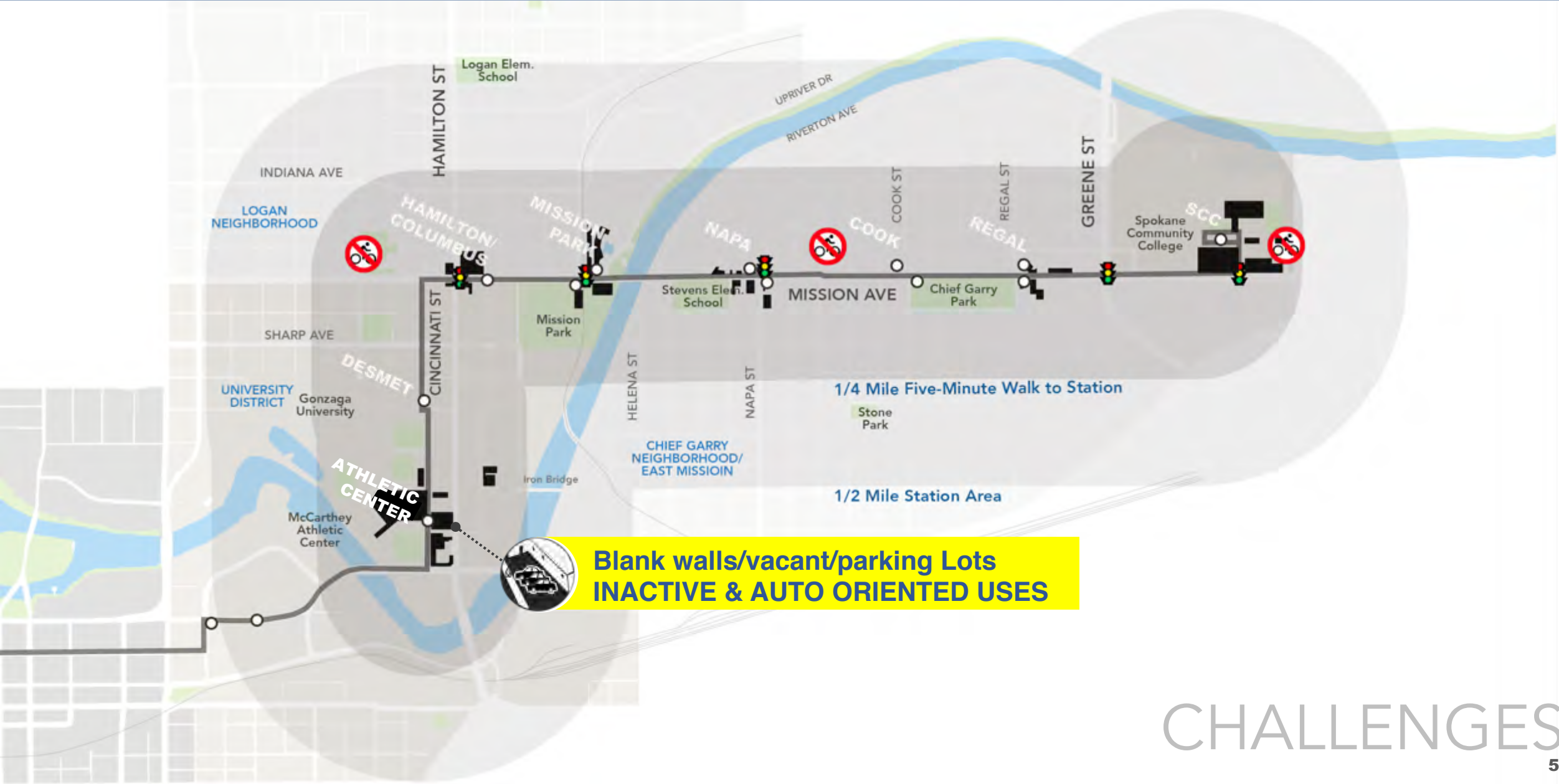


# STATION ENVIRONMENT



# CHALLENGES

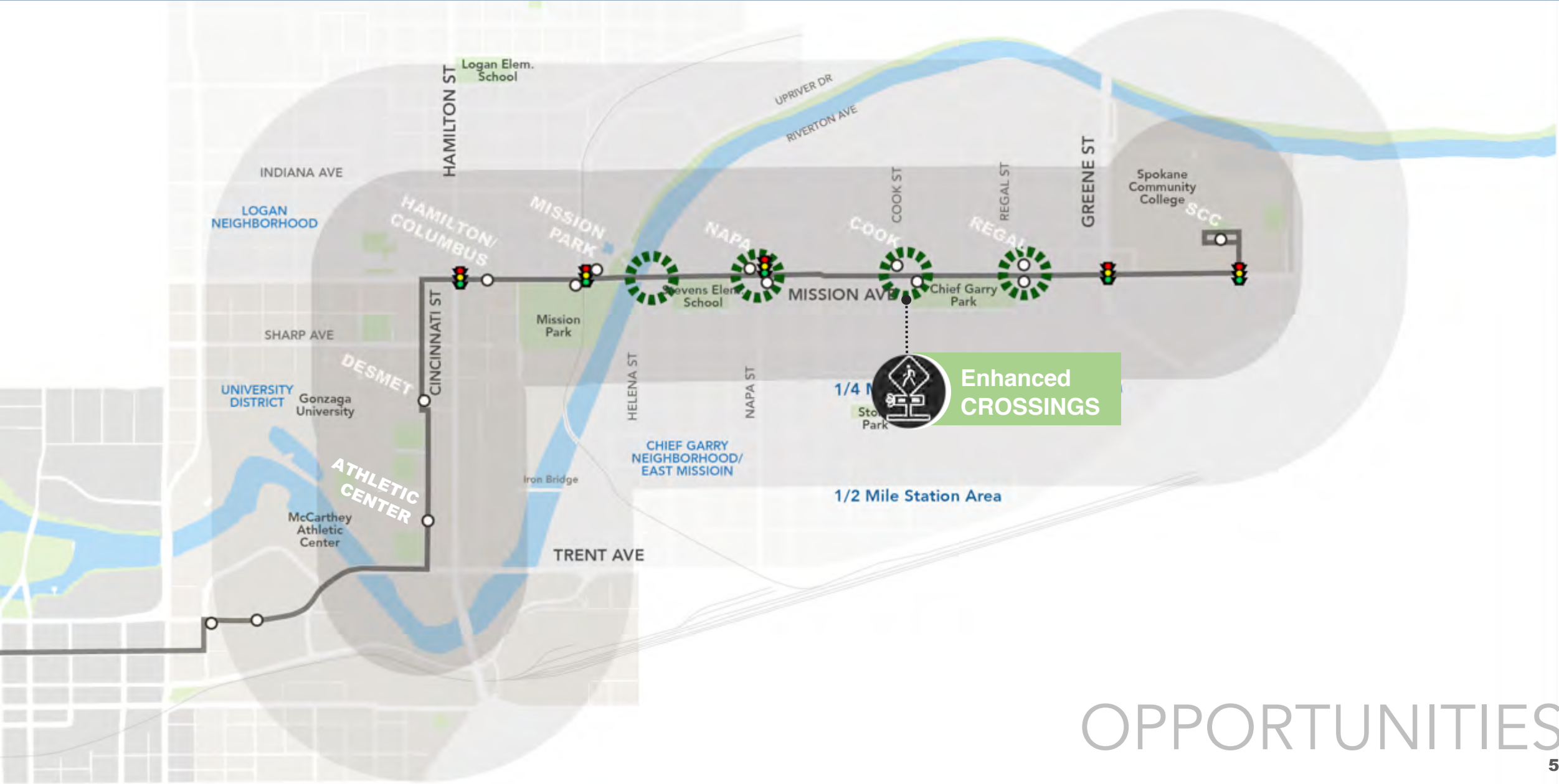
# STATION ENVIRONMENT



**Blank walls/vacant/parking Lots  
INACTIVE & AUTO ORIENTED USES**

CHALLENGES

# STATION ENVIRONMENT



OPPORTUNITIES

# STATION ENVIRONMENT

## RAPID FLASHING BEACON SIGNAL (RRFB)



EXAMPLE



COOK STREET STATION

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

## PEDESTRIAN SIGNAL (HAWK)



EXAMPLE



REGAL STREET STATION

OPPORTUNITIES

# STATION ENVIRONMENT

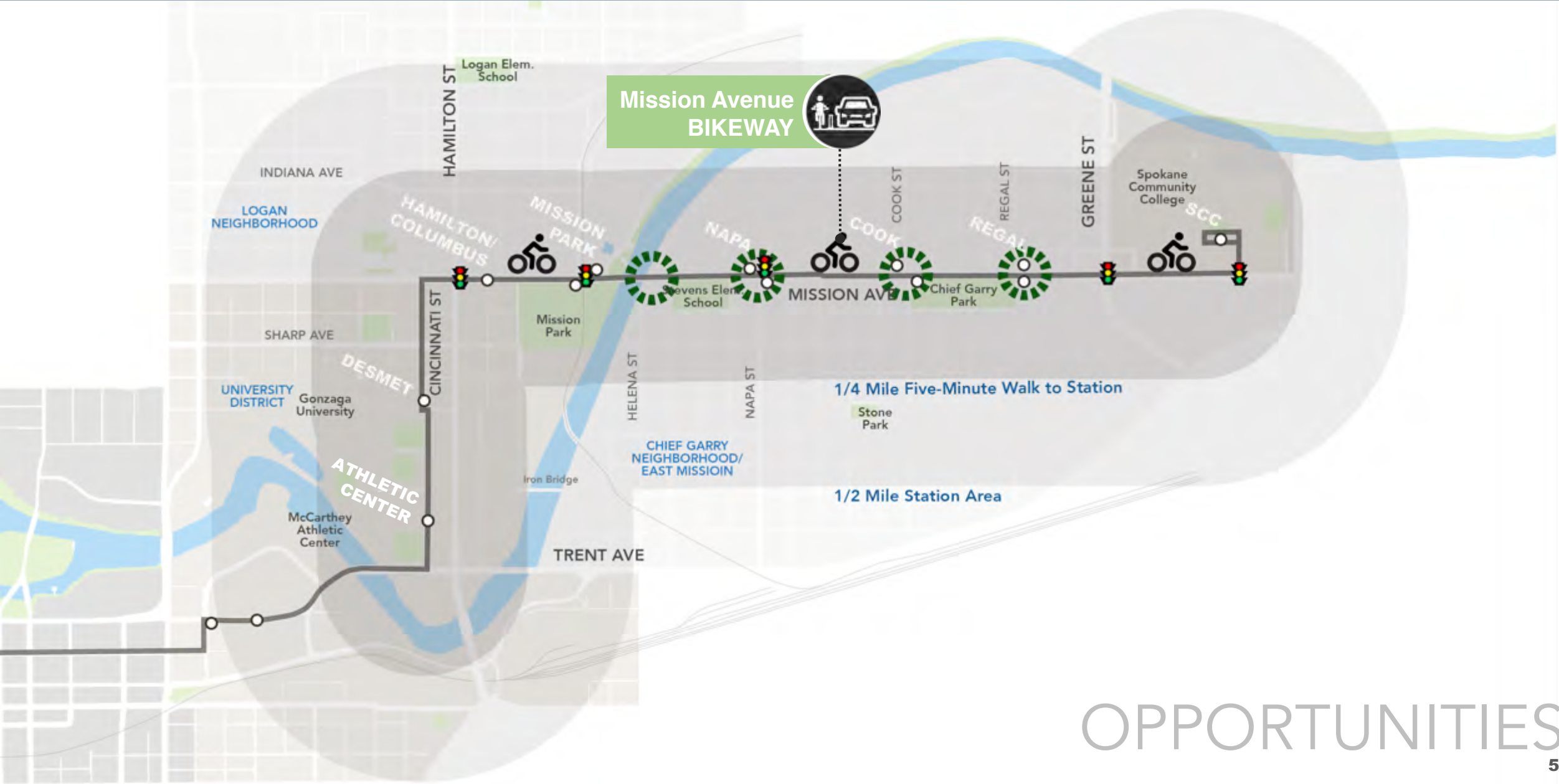
## RAPID FLASHING BEACON SIGNAL (RRFB)



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

OPPORTUNITIES

# STATION ENVIRONMENT

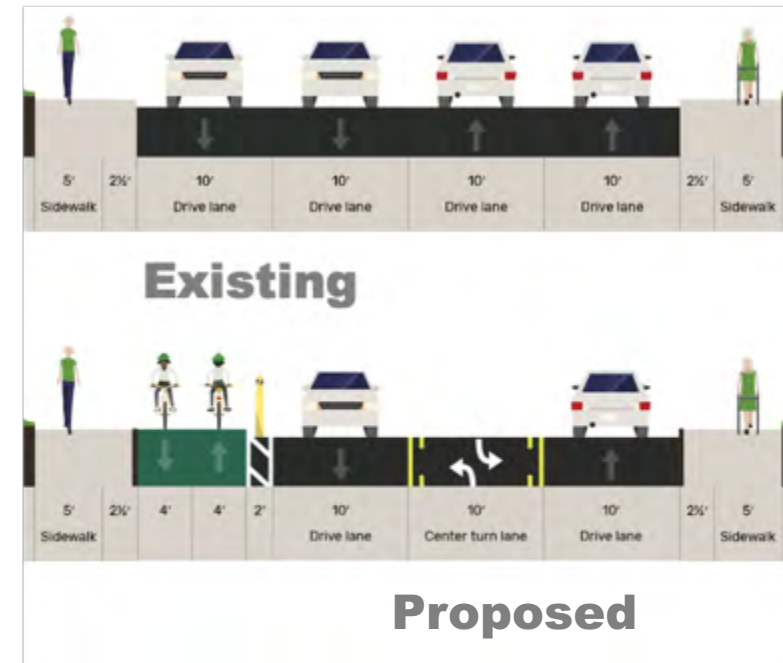


OPPORTUNITIES

# STATION ENVIRONMENT

## BICYCLE FACILITIES

### Gonzaga University Study— Mission Avenue Protected Bikeway

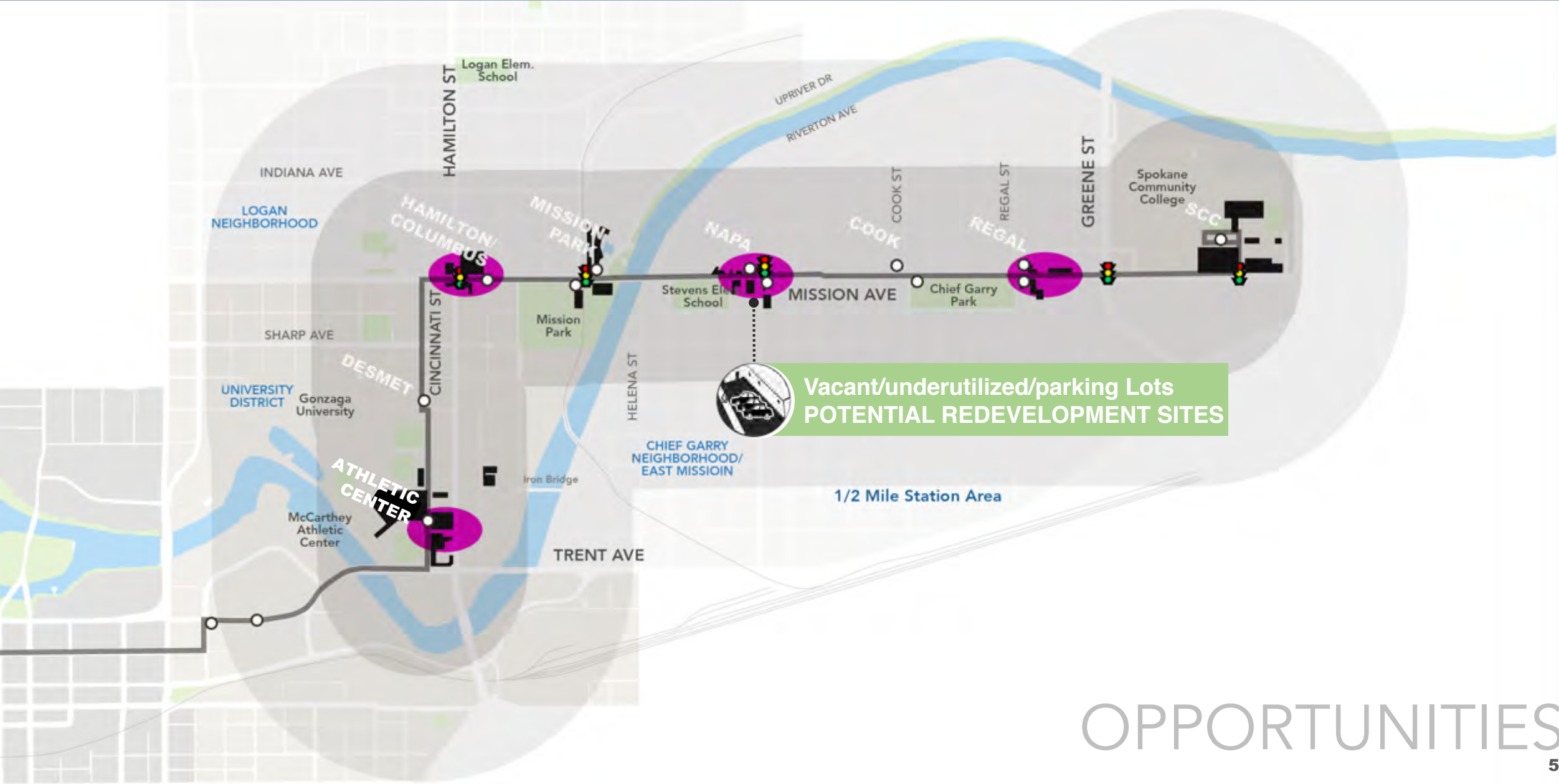


### Spokane Falls Boulevard Pop-Up Protected Bikeway

OPPORTUNITIES



# STATION ENVIRONMENT



OPPORTUNITIES

# STATION ENVIRONMENT



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

OPPORTUNITIES

# STATION ENVIRONMENT



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

OPPORTUNITIES

# STATION ENVIRONMENT



- ✓ Explore possibility of long-term redevelopment
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OPPORTUNITIES

# STATION ENVIRONMENT



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

OPPORTUNITIES

# STATION ENVIRONMENT

## EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK WB EB	NAPA WB EB	COOK WB EB	REGAL WB EB	SCC
Station:	●	●	●	●	●	●	●	●
Destinations:	●	●	●	●	●	●	●	●
Intersections:	●	●	●	●	●	●	●	●
Active uses:	●	●	●	●	●	●	●	●
TOD Potential:	●	●	●	●	●	●	●	●

## ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Lack of active uses at some stations
- ✓ Transit-supportive development at station opportunity sites
- ✓ Need for enhanced crossings (Riverton, Napa, Cook & Regal)

# 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



LOGAN NEIGHBORHOOD

HAMILTON ST

HAMILTON/ COLUMBUS

MISSION PARK

NAPA

MISSION AVE

TRANSIT DEPENDANT



GREENE ST

COOK

REGA

Spokane Community College



Student/Faculty/  
Staff SCC

SHARP AVE

UNIVERSITY DISTRICT

DESMET  
Gonzaga University

ATHLETIC CENTER  
McCarthy Athletic Center

Mission Park

Stevens Elm. School

CHIEF GARRY NEIGHBORHOOD/  
EAST MISSION

1/4 Mile Five-Minute Walk to Station

1/2 Mile Station Area

EMPLOYMENT



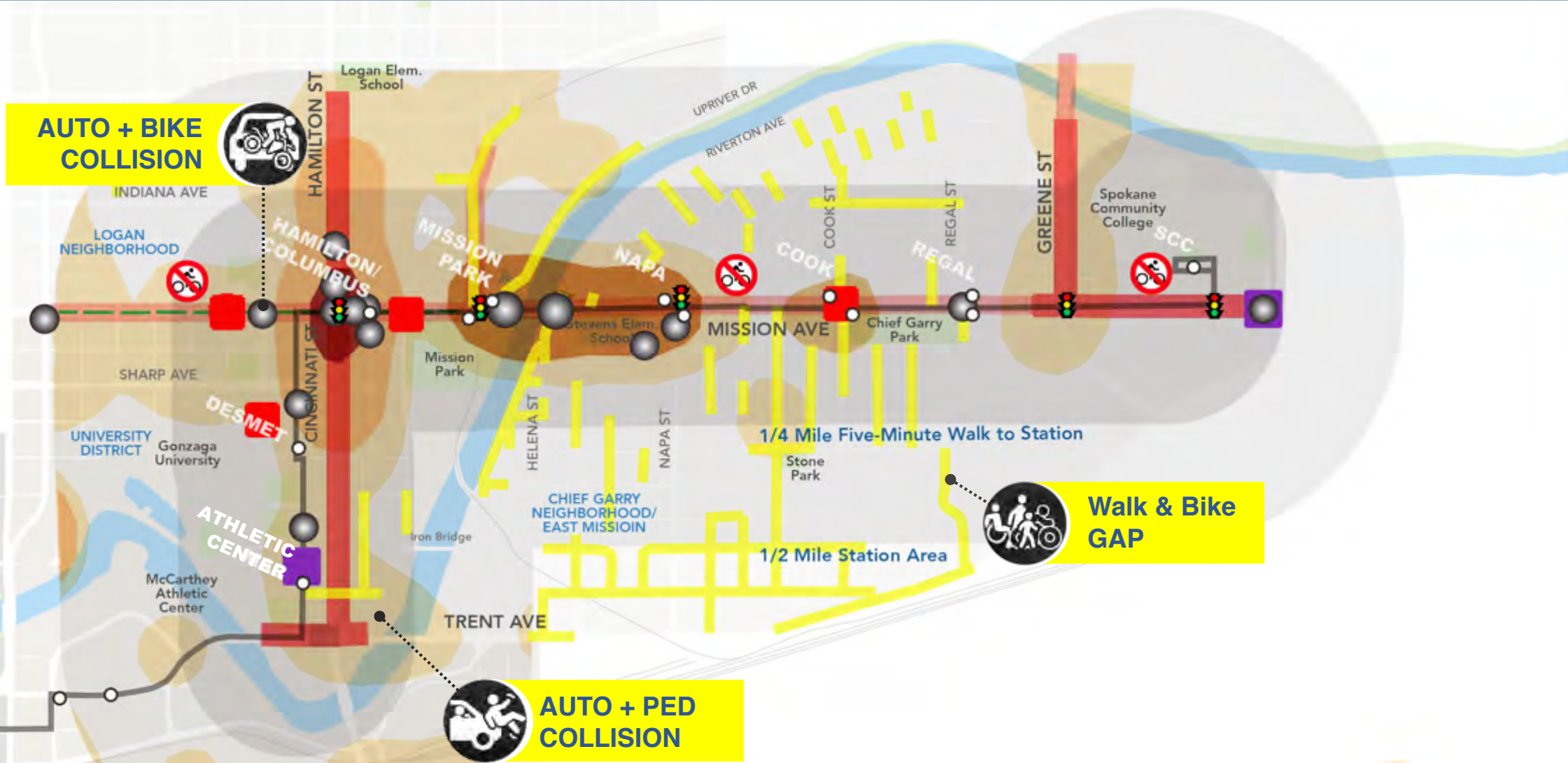
Student/Staff/Campus  
Residents GONZAGA U.



DESTINATIONS

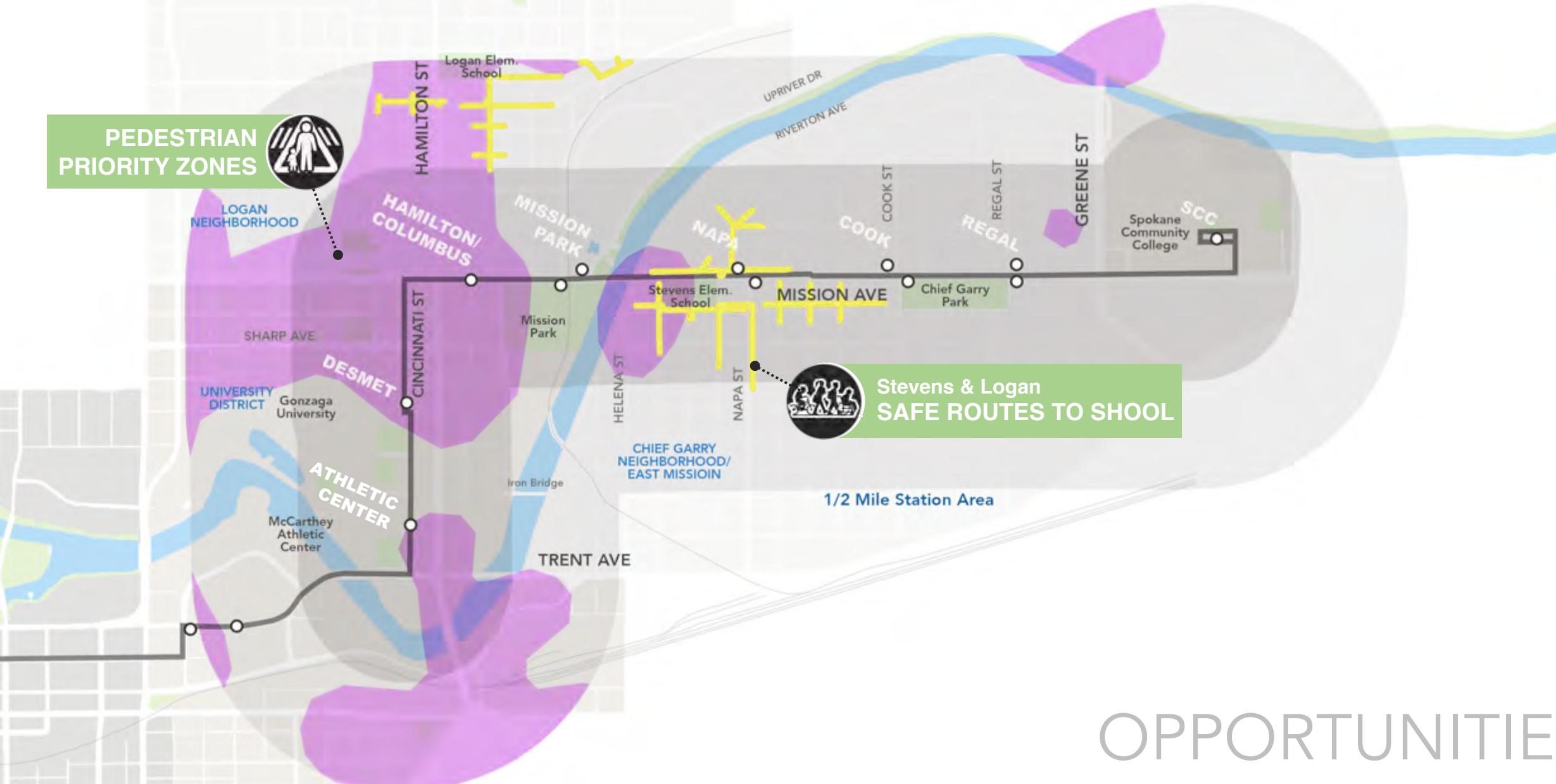


# DESTINATION & STATION ACCESS



CHALLENGES

# DESTINATION & STATION ACCESS



PEDESTRIAN PRIORITY ZONES

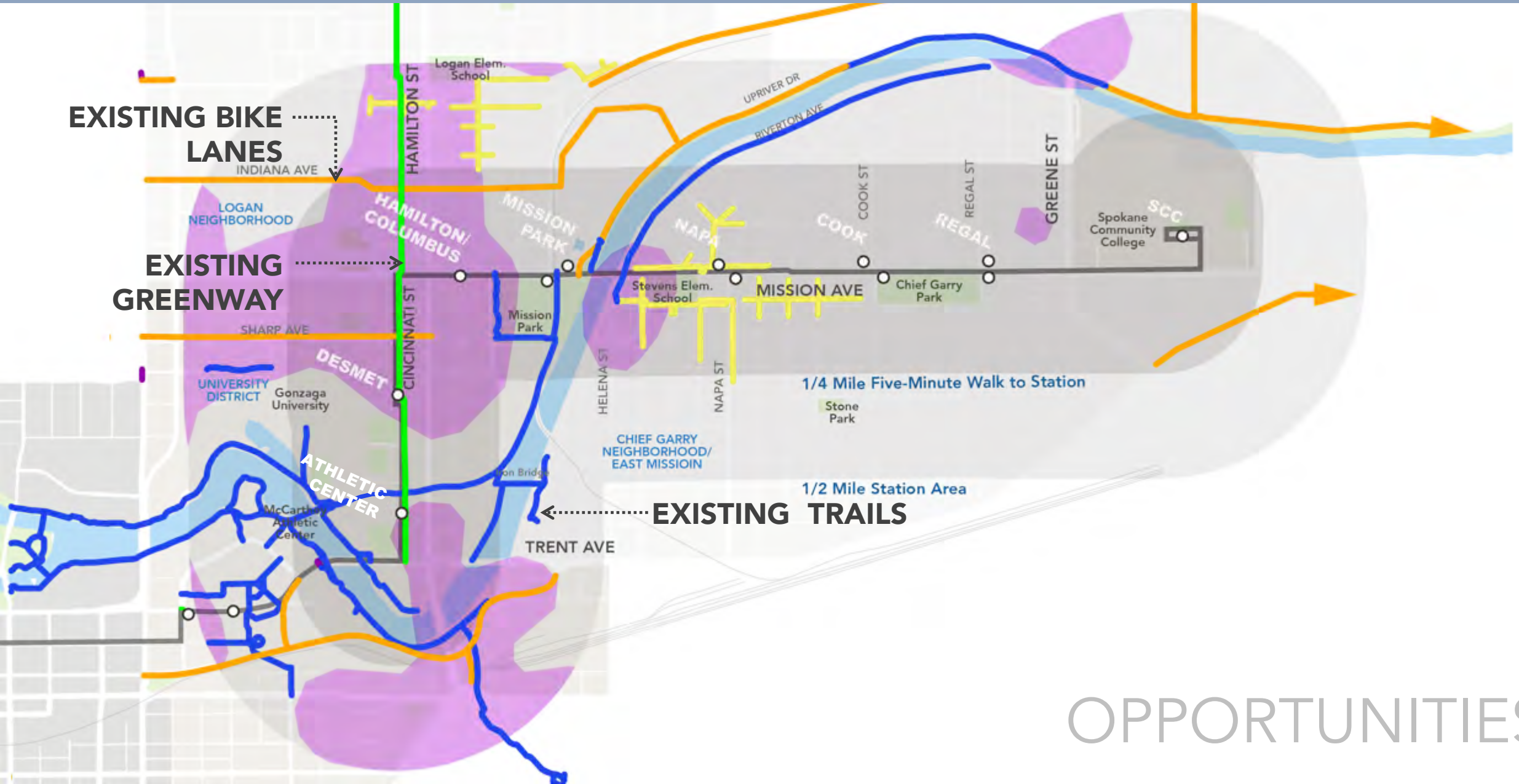


Stevens & Logan SAFE ROUTES TO SHOOOL



OPPORTUNITIES

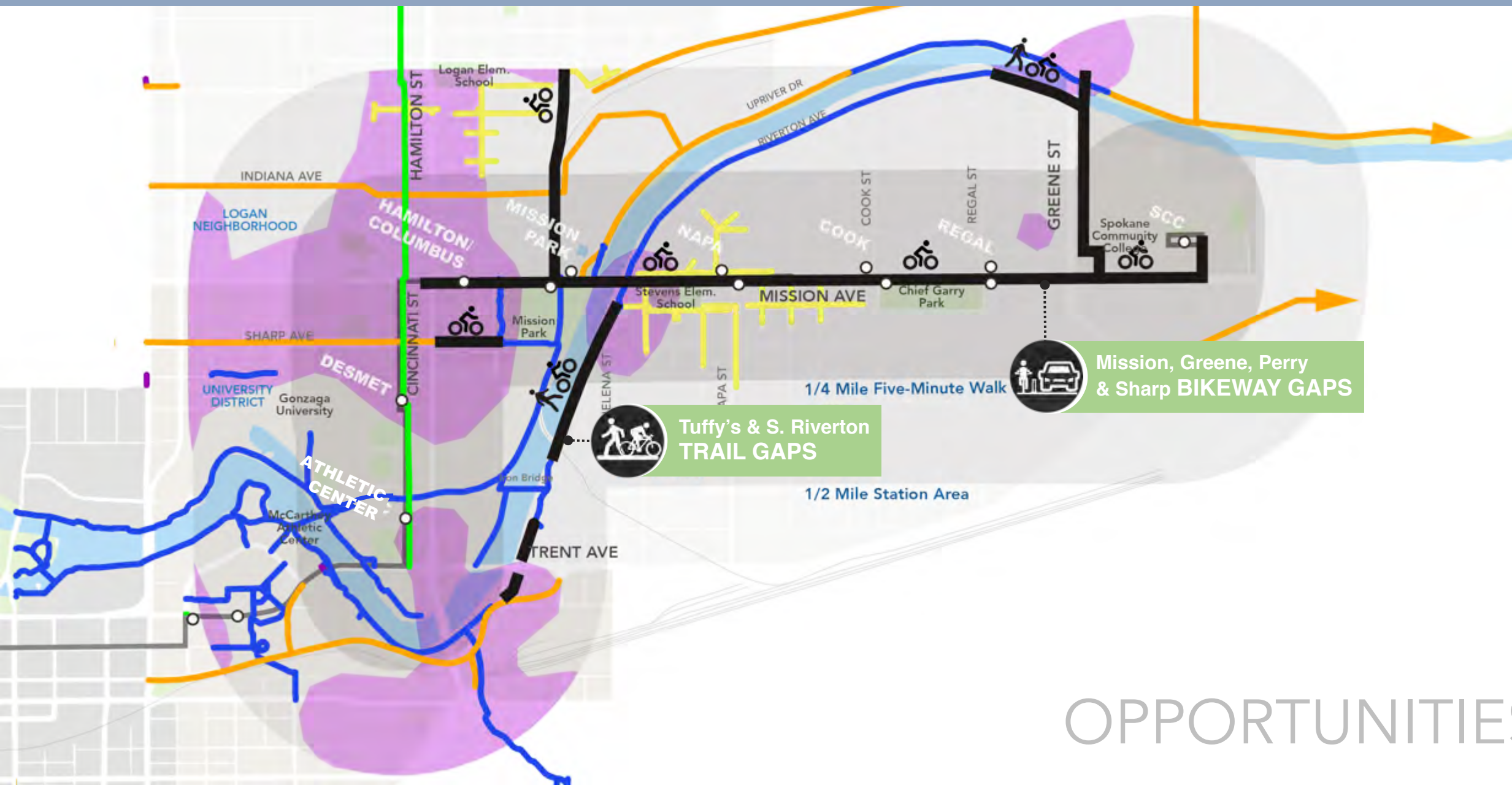
# DESTINATION & STATION ACCESS



# DESTINATION & STATION ACCESS



# DESTINATION & STATION ACCESS



OPPORTUNITIES

# DESTINATION & STATION ACCESS



**CITY RATINGS**



peopleforbikes.org

<https://academy.peopleforbikes.org/video/improving-your-city-ratings-score>

## AMERICA'S BEST PLACES FOR BIKES

### 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

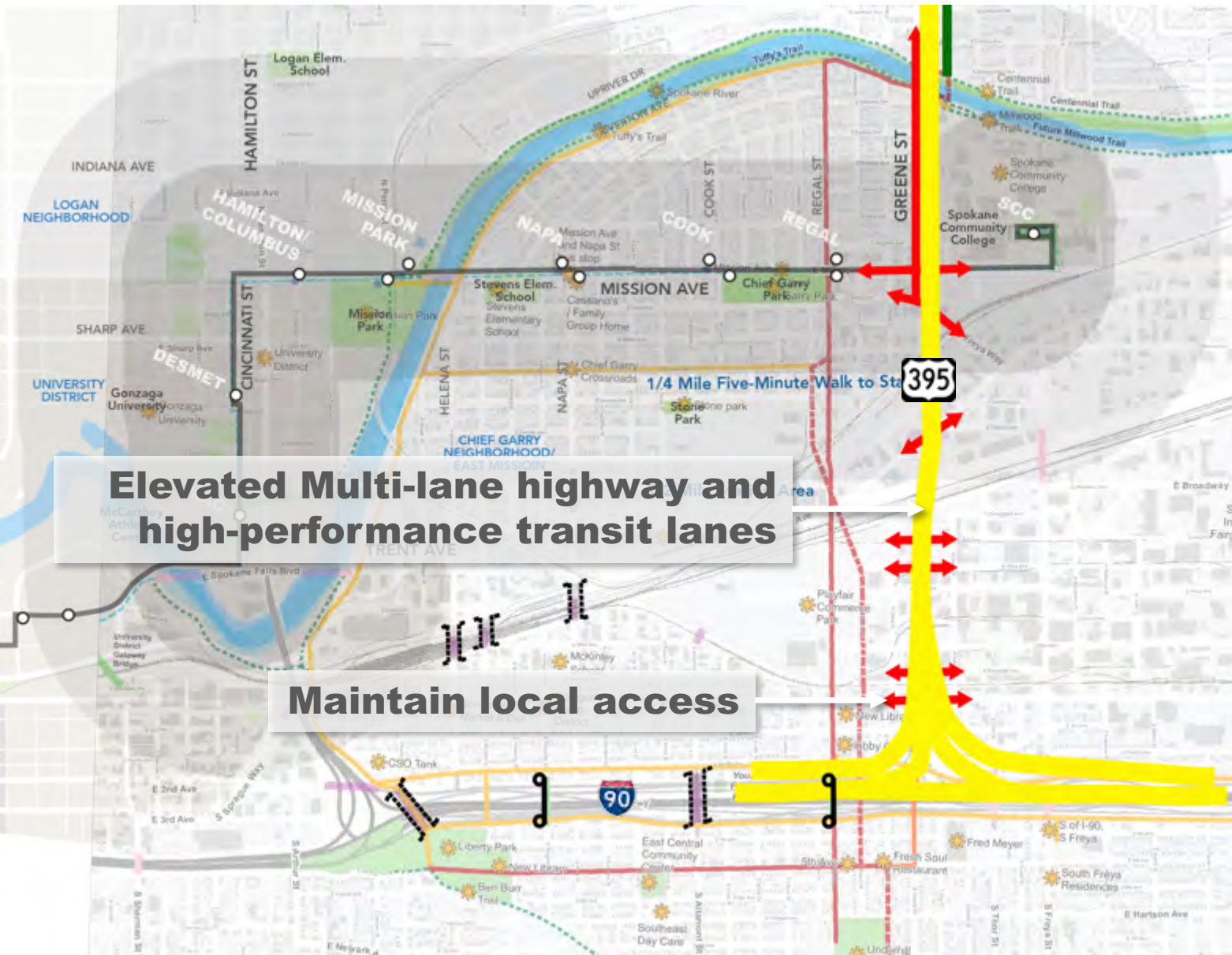
Expand Public Transit and Improve Access for Bikes

# DESTINATION & STATION ACCESS

## U.S. Route 395 North Spokane Corridor

- 10.5-mile freeway improves freight & commuter mobility between US Route 395 (Wandermere) to Interstate 90
- Multi-lane highway, and dedicated high-performance transit lanes
- Continuous "Children of the Sun Trail" along the corridor

OPPORTUNITIES



**Elevated Multi-lane highway and high-performance transit lanes**

**Maintain local access**

# DESTINATION & STATION ACCESS



Mission

**SPOKANE  
COMMUNITY  
COLLEGE**

Ermina

NSC

**CHIEF GARRY PARK  
NEIGHBORHOOD**

Marshall

South Riverton  
Tuffy's Trail

**PROPOSED  
PEDESTRIAN BRIDGE**

**SPOKANE RIVER**

Centennial Trail

Upriver Drive

**CHILDREN OF  
THE SUN TRAIL**

View looking south



# DESTINATION & STATION ACCESS



MINNEHAHA  
NEIGHBORHOOD

UPRIVER TRANSIT  
CENTER

SPOKAN  
COMMUNITY  
COLLEGE

CHIEF GARRY PARK  
NEIGHBORHOOD

NSC

Greene St

Mission Ave

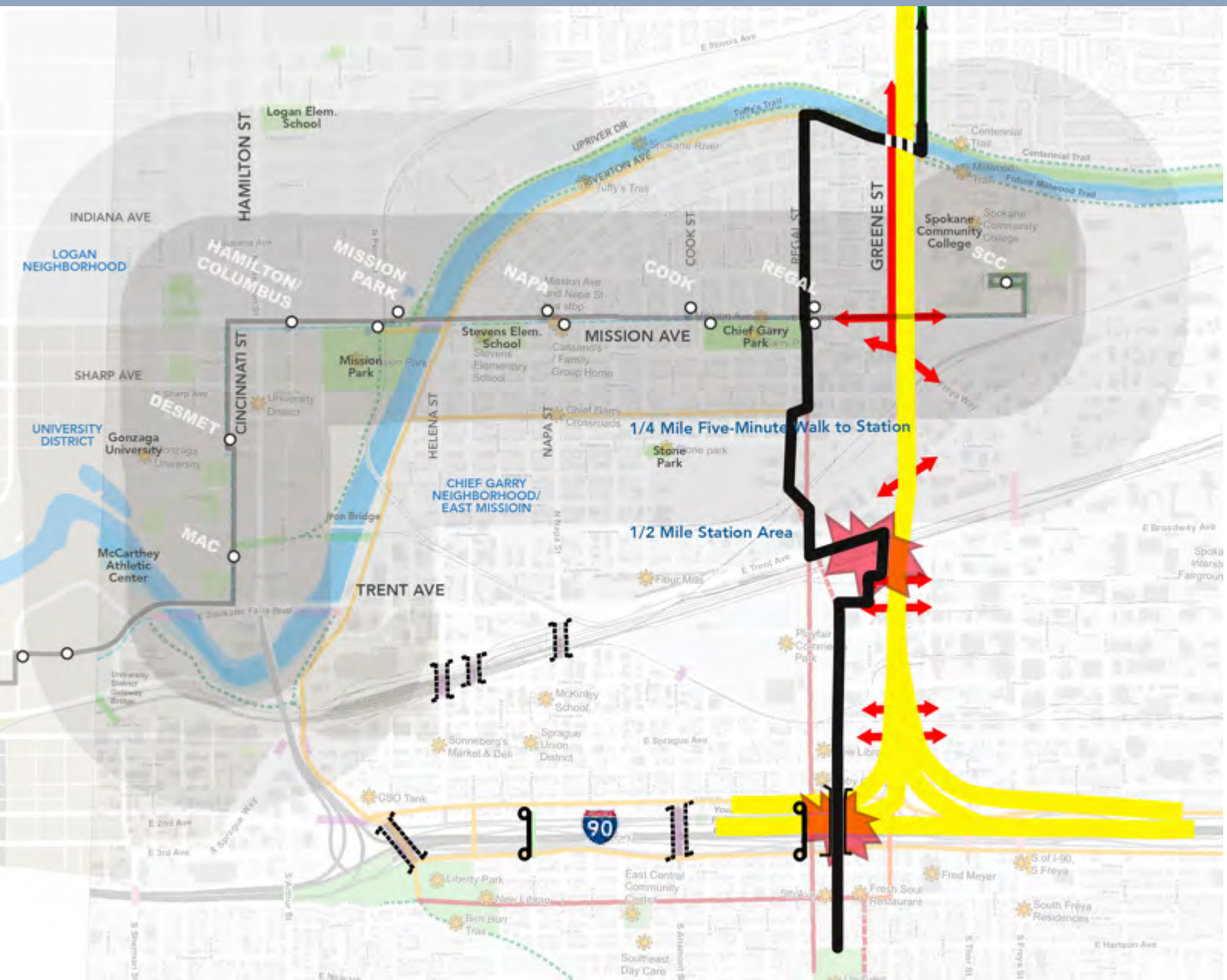
Railroad Tracks

Trent

View looking east

# DESTINATION & STATION ACCESS

**PRELIMINARY**  
**NSC Children of the Sun**  
**Trail—REGAL STREET Route**



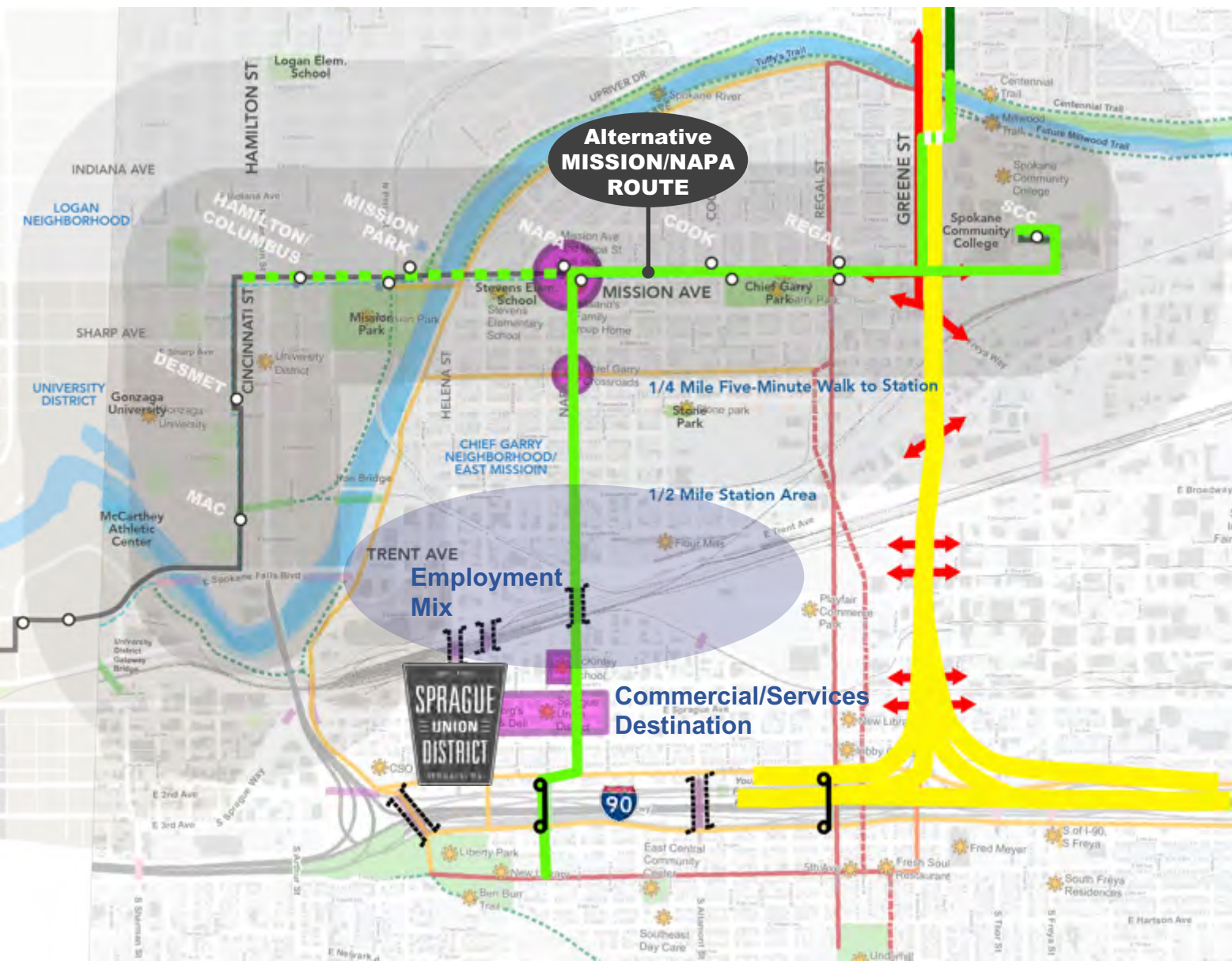
OPPORTUNITIES

# DESTINATION & STATION ACCESS

## ALTERNATIVE NSC Children of the Sun Trail— MISSION AVENUE/ NAPA STREET Route

- Links all **City Line** stations
- Addresses **Mission Avenue** ped/bike safety concerns
- Connects **neighborhood & employment** destinations
- **High community benefit**

OPPORTUNITIES



# DESTINATION & STATION ACCESS



**DIRECT ACCESS TO STATIONS**

**NAPA STREET STATION**

**COOK STREET STATION**

**REGAL STREET STATION**

**SCC STATION**

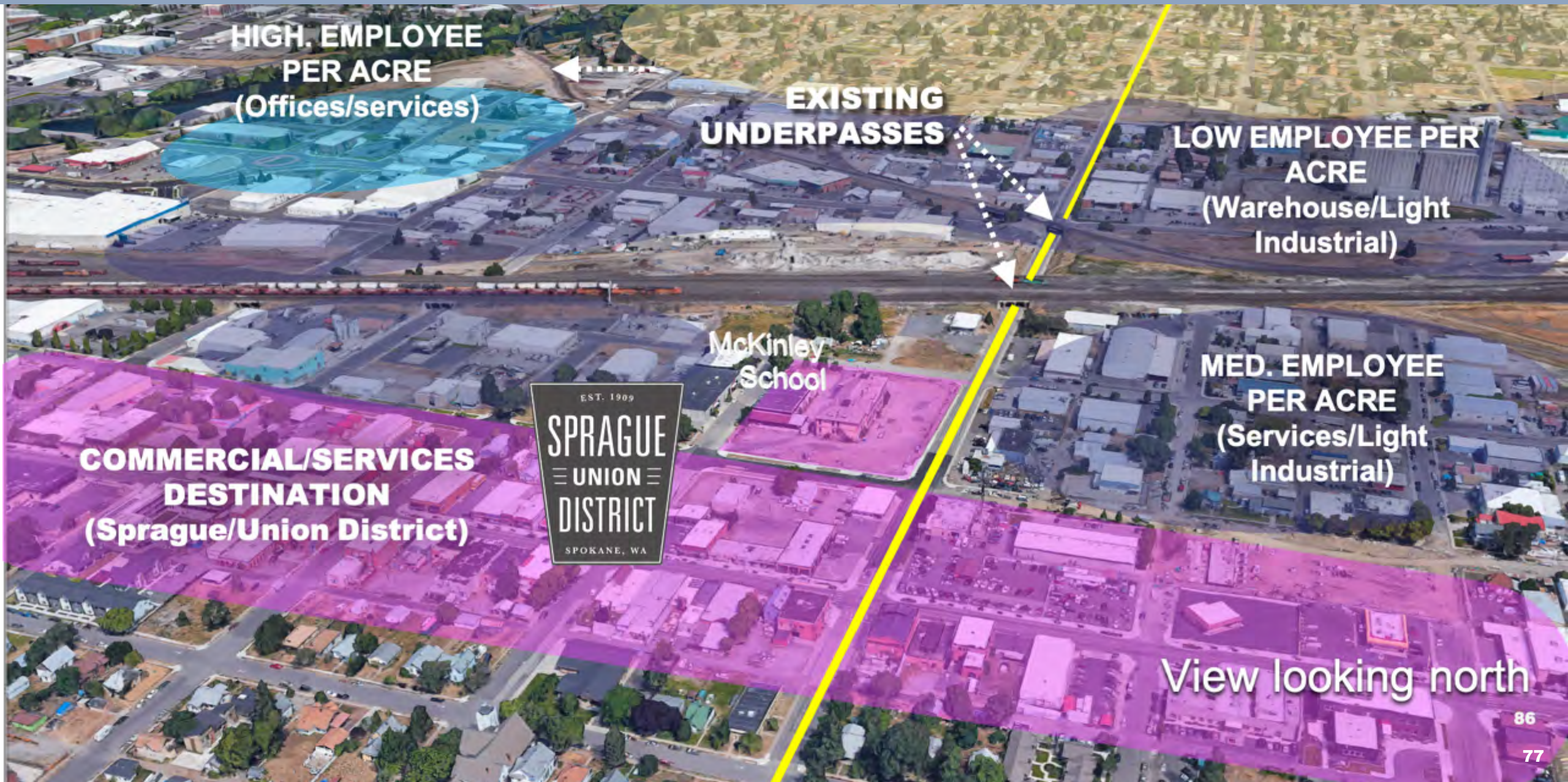
**LINKS to PARKS**

**CONNECTS TO NEIGHBORHOOD NODES**

**LINKS to SCHOOLS**

View looking north

# DESTINATION & STATION ACCESS



# DESTINATION & STATION ACCESS



# DESTINATION & STATION ACCESS

## EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Destinations:	●	●	●	●	●	●	●	●
Barriers:	●	●	●	●	●	●	●	●
Walk facilities:	●	●	●	●	●	●	●	●
Bicycle facilities:	●	●	●	●	●	●	●	●

## ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Mission, Greene & Hamilton traffic speed and crossings
- ✓ Lack of Mission Avenue & Napa Avenue bicycle facilities; extend facilities on Sharp Avenue & Perry Street
- ✓ Gaps in riverfront trail
- ✓ Pedestrian priority areas and safe routes to school

# TRANSIT SUPPORTIVE LAND USE

A mix of station and neighborhood street-oriented uses



## ASSESSMENT 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.

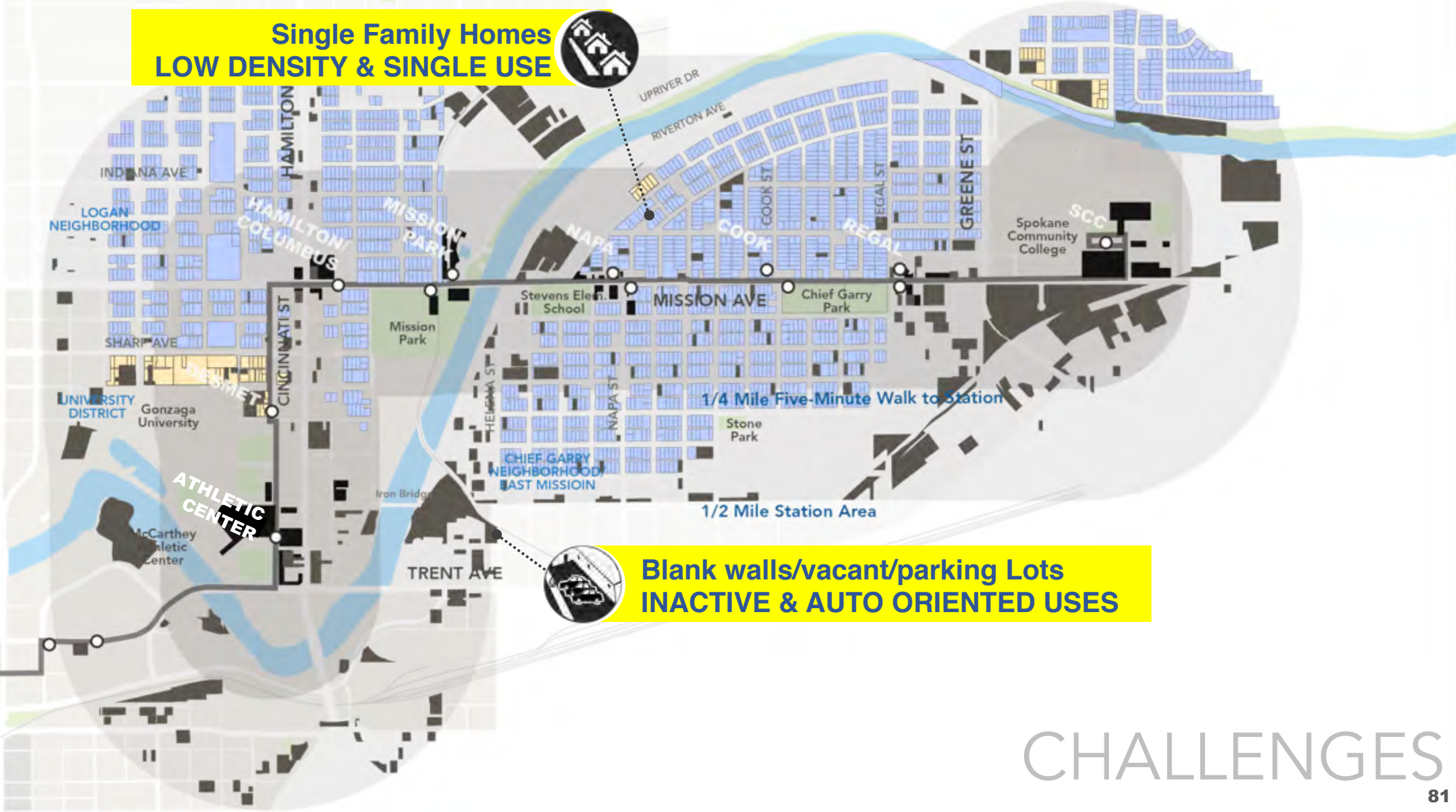
**Displacement "risk":** vulnerability factors include economic status, household composition and disability, minority status & language; housing type and transportation

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



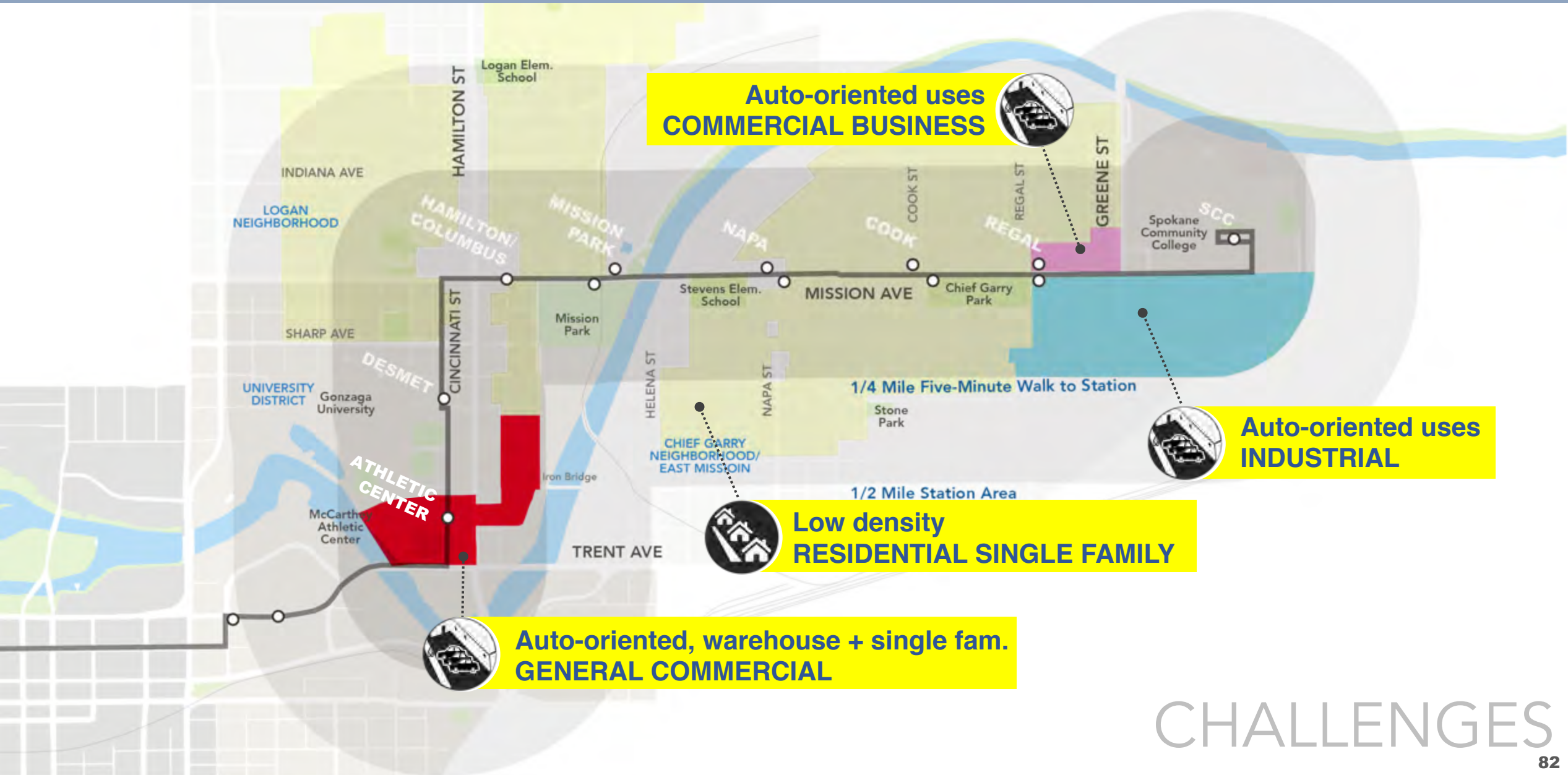
# TRANSIT SUPPORTIVE LAND USE

**Single Family Homes  
LOW DENSITY & SINGLE USE**



CHALLENGES

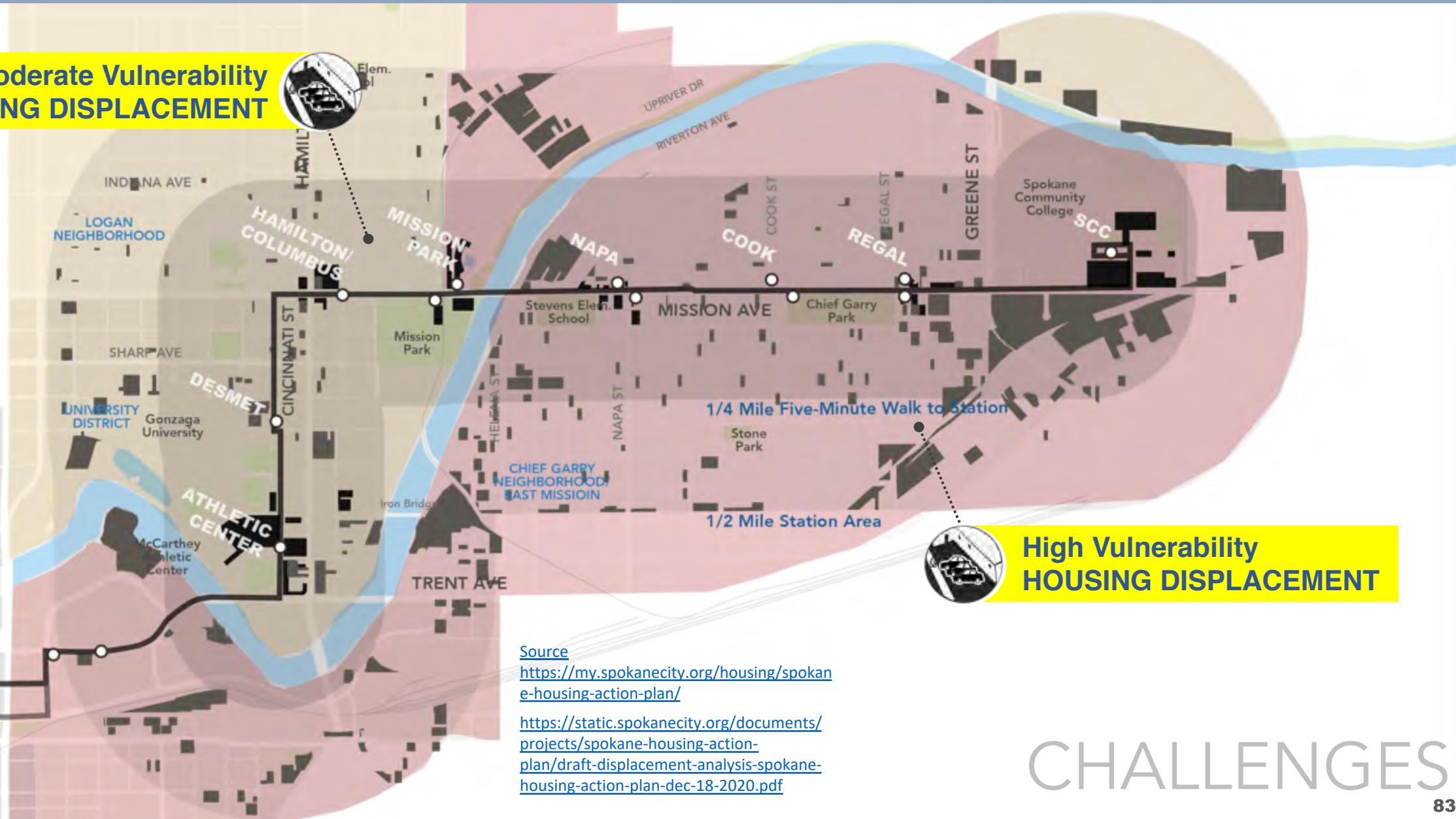
# TRANSIT SUPPORTIVE LAND USE



CHALLENGES

# TRANSIT SUPPORTIVE LAND USE

High-Moderate Vulnerability  
HOUSING DISPLACEMENT

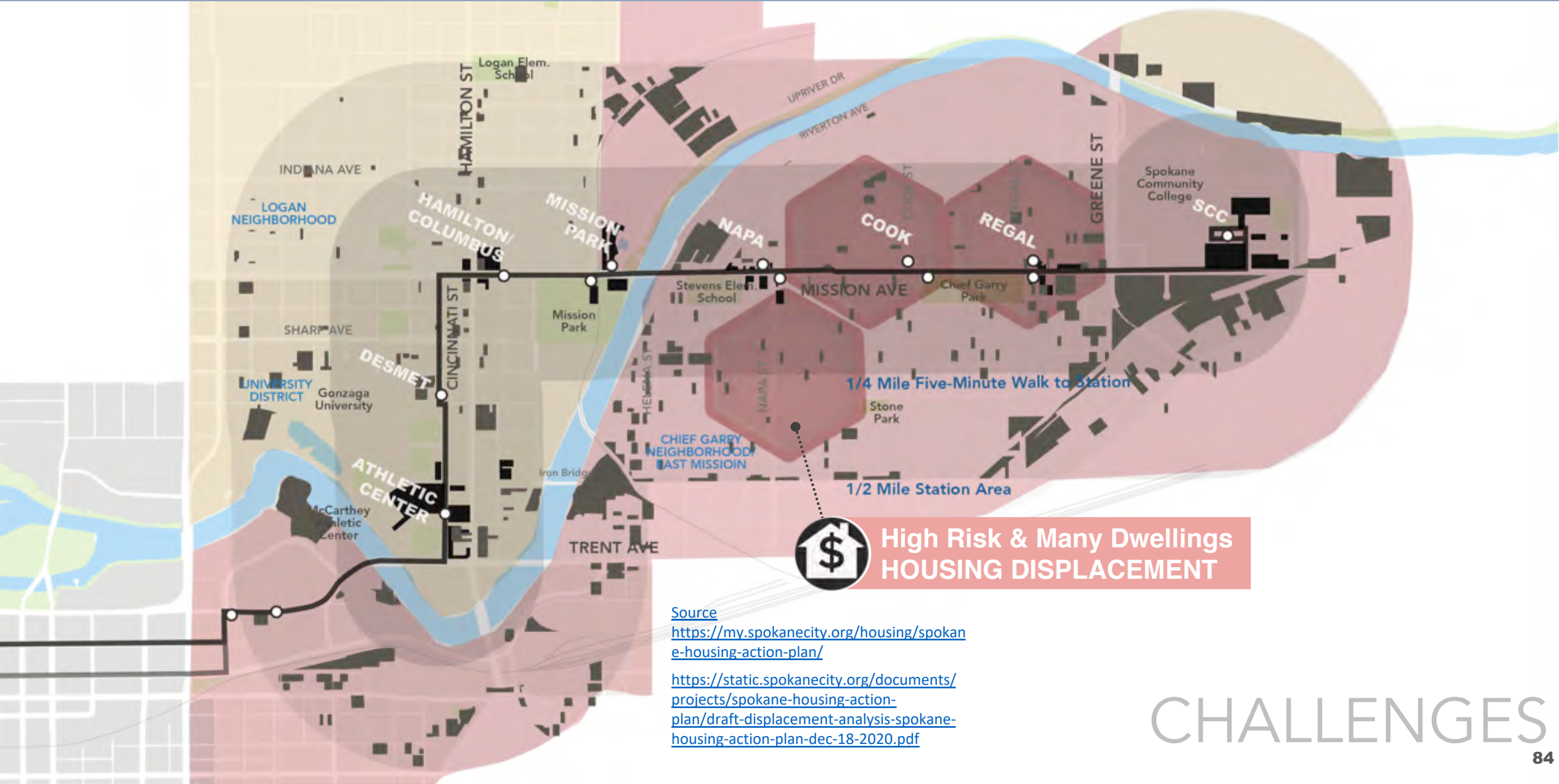


High Vulnerability  
HOUSING DISPLACEMENT

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>

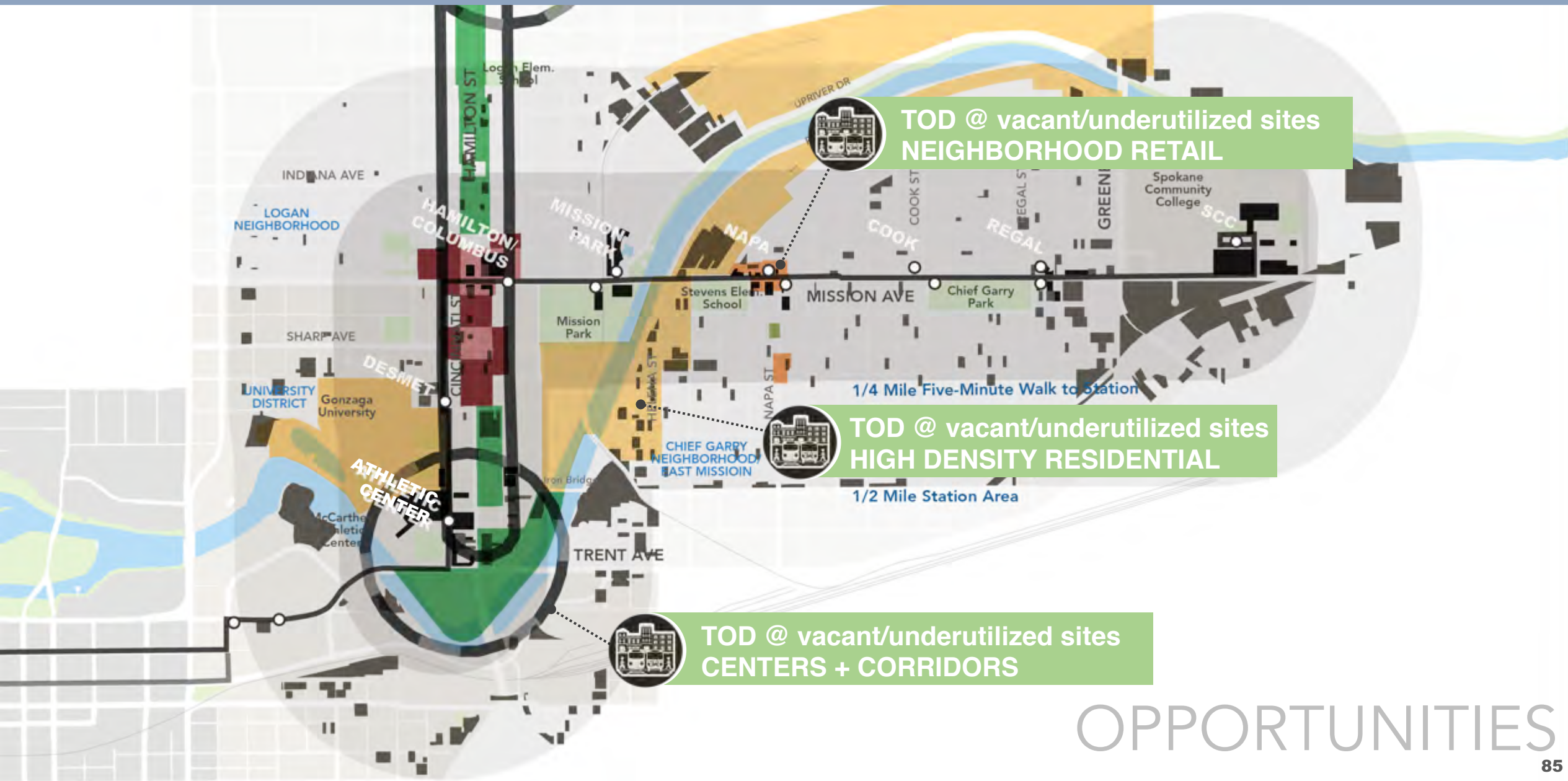
## CHALLENGES

# TRANSIT SUPPORTIVE LAND USE



CHALLENGES

# TRANSIT SUPPORTIVE LAND USE



# TRANSIT SUPPORTIVE LAND USE

## EVALUATION



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

## ISSUES & OPPORTUNITIES TO ADDRESS:



Transit supportive uses at vacant/underutilized/redevelopment areas



"Missing middle" housing opportunities



Gaps in housing, commercial, and public facilities



Housing Action Plan Anti-displacement Strategies

# 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

# TRANSIT SUPPORTIVE POLICIES

## EVALUATION



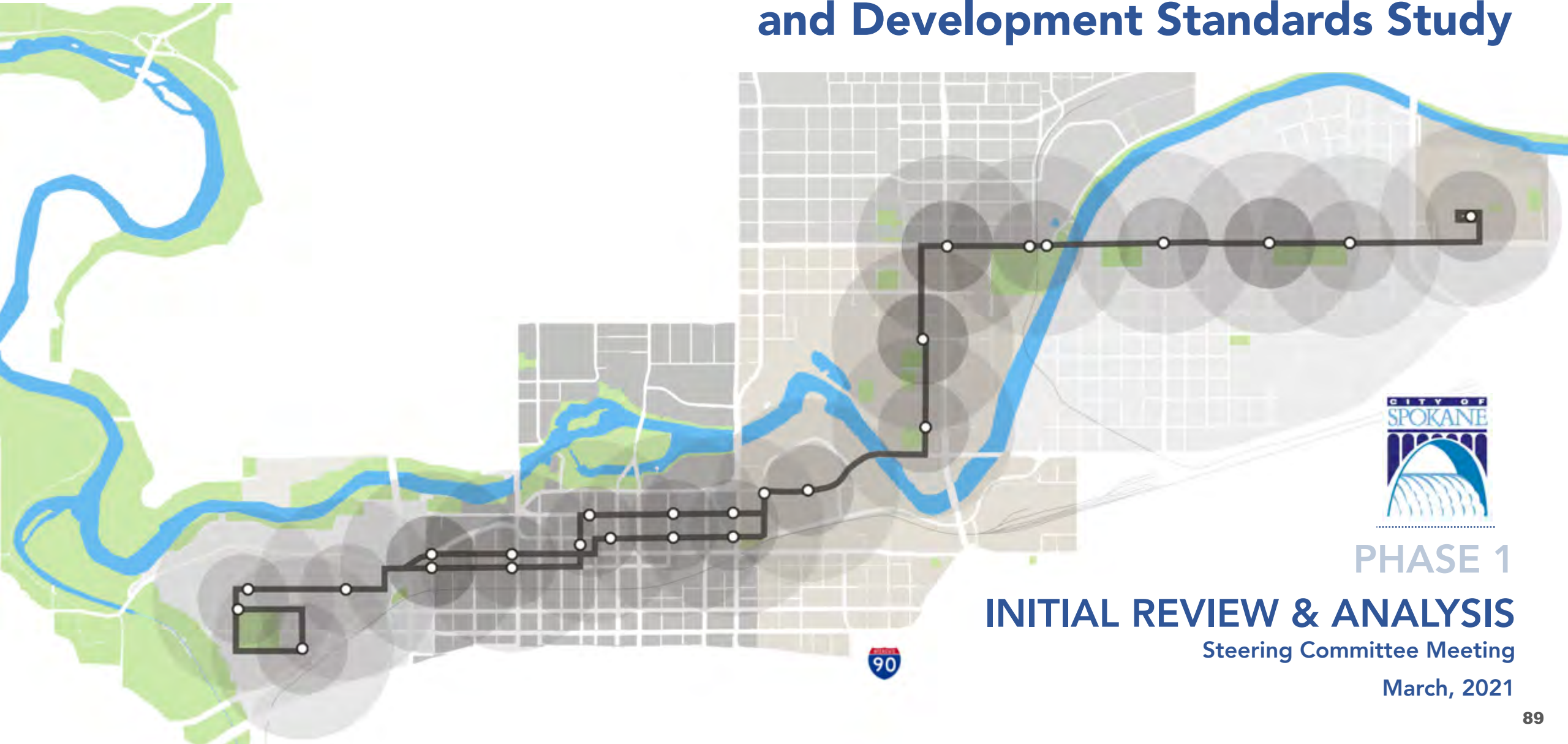
	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Comp. Plan:	Yellow	Yellow	Green	Yellow	Yellow	Red	Red	Yellow
Nbhd. Plan:	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red
Ped Plan:	Green	Green	Green	Green	Green	Green	Green	Yellow
Bike Plan:	Green	Green	Red	Red	Red	Red	Red	Red
NSC/Trail:	---	---	---	---	---	---	Yellow	Yellow
Zoning:	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Red	Yellow
Complete Streets:	Yellow	Green	Yellow	Yellow	Red	Red	Red	Red
Incentives/Programs:	Yellow	Yellow	Yellow	Red	Red	Red	Red	Red

## ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Non-transit supportive Zoning and Comp Plan designations
- ✓ Support adopted neighborhood plans
- ✓ Pedestrian priority areas + fill gaps in ped/bike facilities
- ✓ Enhance/expand transit-supportive incentives + programs
- ✓ Regulating a safe and comfortable station environment
- ✓ Housing Action Plan recommendations for affordability /anti-displacement



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



PHASE 1

**INITIAL REVIEW & ANALYSIS**

Steering Committee Meeting

March, 2021