CITY LINE CORRIDOR

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
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
City Line BRT—Spokane Transit Authority

6-mile BRT line + 28 stations + 5 Districts
CITY LINE BUS RAPID TRANSIT

Provide Premium Transit Service:

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

$92M Investment
City Line BRT—Spokane Transit Authority

Station Area—City of Spokane

6-mile BRT line + 28 stations + 5 Districts
TRANSIT ORIENTED DEVELOPMENT STUDY

Staff Recommendation

LOGAN NEIGHBORHOOD

CHIEF GARRY / EAST MISSION

DOWNTOWN/ RIVERSIDE NEIGHBORHOOD

BROWNE’S ADD. / WEST DOWNTOWN

UNIVERSITY DIST. / EAST DOWNTOWN

Hamilton

Perry

Greene

Mission

SCC

Cincinnati

Trent
TOD FUNDAMENTALS & BEST PRACTICES
Station Area Planning

½ Mile
1/4 Mile
5-Minute Walk

CORE
NEIGHBORHOOD
STATION AREA

Image: Adapted from City of Aurora TOD Overlay
Integrating land use and transportation to promote transit ridership + quality of living
Prioritize safety by promoting activity and walk + bike station access
Direct, continuous link between stations and to destinations

Prioritize safety by promoting activity and walk + bike station access

Image: Adapted from Crandall Arambula
Five-Minute Network

Image: Adapted from SDOT
Walk + Bike Priority

1 Rank

2 Rank

3 Rank

Image: City of Minneapolis Complete Streets
Accessing the Station + Destinations

Image: Adapted from City of Aurora TOD Overlay
Transit + Bike + Walk Corridor

Image: Darren Stones
Active Street

Image: Kevin Zolkiewicz
Low-Stress Street

Image: SDOT
Prioritize safety by promoting activity and walk + bike station access

Direct, continuous link between stations and to destinations

A mix of station and street-oriented uses

Image: Adapted from Crandall Arambula
Transit-Supportive Development Types

- ½ Mile
- 1/4 Mile
- 5-Minute Walk

Image: Adapted from City of Aurora TOD Overlay
Station Neighborhood: Housing
Core: Mixed-use Development

Large-scale Housing + Commercial — Active Street Environment

Image: CNU.org
Core: Commercial Node

Small-scale Housing + Commercial—Active Street Environment
Core: Street Oriented Infill

Housing Oriented to the Street—Active Environment

Image: Google
Prioritize safety by promoting activity and walk + bike station access.

Direct, continuous link between stations and to destinations.

A mix of station and street-oriented uses.

Plans, standards & guidelines inform development use, function, intensity & form.

Image: Adapted from Crandall Arambula
“The Plan provides policy and implementation guidance for a station area based on assessments of station area conditions.”
TOD FRAMEWORKS

TOD Vision
Transit Supportive Land Use
Development Capacity
Circulation
Infrastructure
Implementation

Station Area Plan

TOD FUNDAMENTALS & BEST PRACTICES
TOD FUNDAMENTALS & BEST PRACTICES

TOD FRAMEWORKS

- TOD Vision
- Transit Supportive Land Use
- Development Capacity
- Circulation
- Infrastructure
- Implementation

TOD STANDARDS

- Uses
- Densities/FAR
- Build-to-Lines
- Active Edges
- Parking
- Building Heights
- Streets

Station Area Plan
TOD STUDY PROCESS
PHASE 1: INITIAL REVIEW & ANALYSIS

EXPLORE CORRIDOR CONDITIONS
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

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

- **Peak** 7.5 Min
- **Daytime** 10 Min
- **Evening** 15 Min
STATION ENVIRONMENT

- Lighting
- Wayfinding signage
- Sheltered waiting area + seating
- Real-time schedule
- Ticket pay station
- Level boarding
MCCARTHEY ATHLETIC CENTER STATION

EXISTING STATION ENVIRONMENT

View looking north

Parking lot & curb-cuts
Missing sidewalk
Blank walls

View looking southeast

Center platform
Crosswalks + ADA
Access
Sidewalks

Bicycle markings ("Greenway")
EXISTING STATION ENVIRONMENT

Blank Walls
No crosswalk

STATION PLATFORM + ACCESS

Pedestrian crossing signal
Crosswalks + ADA Access

HAMILTON/COLUMBUS STATION
EXISTING STATION ENVIRONMENT

View looking east
Chief Garry Park

Low activity Area

View looking southwest

Crosswalk one-side only
30 mph traffic

STATION PLATFORM + ACCESS

REGAL STREET STATION

REGAL STREET
MISSION AVENUE
STATION ENVIRONMENT

CHALLENGES

AUTO + BIKE COLLISION

AUTO + PED COLLISION

1/4 Mile Five-Minute Walk to Station
Stone Park

1/2 Mile Station Area

ATHLETIC CENTER

ATHLETIC CENTER

19,600 Athletes

Stevens Elem School

Mission Park

35

Spokane Community College

14,300 Athletes

Chief Garry Park

20,000 Athletes

Challenging Station Environment

LOGAN NEIGHBORHOOD

INDIANA AVE

HAMILTON ST

HAMILTON/COLUMBUS

MISSION PARK

NAPA

MISSION AVE

1/4 Mile Five-Minute Walk to Station
Stone Park

1/2 Mile Station Area

ATHLETIC CENTER

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19,600 Athletes

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Challenging Station Environment
STATION ENVIRONMENT

CHALLENGES

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

ATHLETIC CENTER

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

Spokane Community College
Chief Garry Park
Mission Park
Stevens Elementary School
Inah Bridge
McCarthey Athletic Center

LOGAN NEIGHBORHOOD
CHIEF GARRY NEIGHBORHOOD/EAST MISSION
CINCINNATI ST
HAMILTON ST
COOK ST
NAPA ST
REGAL ST
UPPER DR
ROYSTON AVE
INDIANA AVE
LOGAN AVE
HELENA ST
NAVAJO ST
ELIZABETH ST
REGAL ST
SHARP AVE
COLUMBUS ST
UPPER DR
INDIANA AVE
MACUBEY AVE
GREENST
SHARP AVE
INDIANA AVE
HAMILTON ST
LOGAN AVE
UPPER DR
ROYSTON AVE
HAMILTON ST
COLUMBUS ST
HAMILTON ST
MISSION PARK
NAVAJO ST
ELIZABETH ST
MISSION PARK
Stevens Elementary School
Stevens Elementary School
Smith Park
Chief Garry Park
Mission Park
Blank walls/vacant/parking Lots
INACTIVE & AUTO ORIENTED USES
Opportunities

Enhanced Traffic Control—Ped/Bike Crossings

Rapid Flashing Beacon Signal (RRFB)

Example

Cook Street Station

Pedestrian Signal (HAWK)

Example

Regal Street Station
Examples of enhanced traffic control—pedestrian and bike crossings include:

- **Rapid Flashing Beacon Signal (RRFB):**

- **Riverton Avenue—Pedestrian Priority Area:**

- **Napa Street:** Conflict: double left turn & no crosswalk.
Mission Avenue BIKEWAY

1/4 Mile Five-Minute Walk to Station

1/2 Mile Station Area
Separating cyclists from motor traffic offers a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

Spokane Falls Boulevard Pop-Up Protected Bikeway

BICYCLE FACILITIES

Gonzaga University Study—Mission Avenue Protected Bikeway

OPPORTUNITIES
STATION ENVIRONMENT

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

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

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

Explore possibility of short-term/long-term redevelopment

Identify market viable transit supportive uses

Consider regulations supporting active uses & building frontages
Mission Avenue traffic speed and some ped/bike crossings

Need for enhanced crossings (Riverton, Napa, Cook & Regal)

Lack of active uses at some stations

Transit-supportive development at station opportunity sites

Need for enhanced crossings (Riverton, Napa, Cook & Regal)
Destinations & Station Access

**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 ½ mile of the station.

**Station areas bicycle facilities:** lack or presence of existing/planned bike facilities within ½ mile of the station.
EXISTING BIKE LANES
EXISTING GREENWAY
EXISTING TRAILS

DESTINATION & STATION ACCESS

OPPORTUNITIES
DESTINATION & STATION ACCESS

EXISTING BICYCLE FACILITIES

SHARP AVE BIKE LANES
- Reduced speed limit
- Enhanced Crossings

INDIANA AVE BIKE LANES

RIVERFRONT TRAIL

CINCINNATI ST GREENWAY (Example)

OPPORTUNITIES
DESTINATION & STATION ACCESS

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

AMERICA’S BEST PLACES FOR BIKES

https://academy.peopleforbikes.org/video/improving-your-city-ratings-score
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
DESTINATION & STATION ACCESS

View looking south

**PROPOSED PEDESTRIAN BRIDGE**

**SPokane River**

**Mission**

**SPOKANE COMMUNITY COLLEGE**

**South Riverton Tuffy’s Trail**

**Chief Garry Park Neighborhood - CG 40-NSC - Looking SW**

**TUffy’s Trail**

**DESTINATION & STATION ACCESS**

Note: The Spokane Community College Clock Tower is shown for height perspective in relationship to the NSC.

**CHILDREN OF THE SUN TRAIL**

**Centennial Trail**

**NSC**

**Marshall**

**Upriver Drive**
DESTINATION & STATION ACCESS

Mission Ave

NSC

UPRIVER TRANSIT CENTER

SPOKAN COMMUNITY COLLEGE

Greene St

MINNEHAHA NEIGHBORHOOD

CHIEF GARRY PARK NEIGHBORHOOD

UPRIVER TRANSIT CENTER

Mission Ave

View looking east
PRELIMINARY
NSC Children of the Sun Trail—REGAL STREET Route
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
DIRECT ACCESS TO STATIONS

CONNECTS TO NEIGHBORHOOD NODES

DESTINATION & STATION ACCESS

VIEW looking north

LINKS to SCHOOLS

RIVERTON STREET

COOK STREET STATION

GREEN STREET

Chief Garry Park

SCC STATION

NAPA STREET STATION

STEVENS Elem. School

MISSION AVENUE

LINKS to PARKS
DESTINATION & STATION ACCESS

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

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
CHALLENGES

- Single Family Homes
  - LOW DENSITY & SINGLE USE
- Blank walls/vacant/parking Lots
- INACTIVE & AUTO ORIENTED USES

TRANSIT SUPPORTIVE LAND USE

ATHLETIC CENTER

1/4 Mile Five-Minute Walk to station

1/2 Mile Station Area
CHALLENGES

TRANSIT SUPPORTIVE LAND USE

- Low density RESIDENTIAL SINGLE FAMILY
- Auto-oriented, warehouse + single fam. GENERAL COMMERCIAL
- Auto-oriented uses COMMERCIAL BUSINESS
- Auto-oriented uses INDUSTRIAL
CHALLENGES

TRANSIT SUPPORTIVE LAND USE

Source:
https://my.spokanecity.org/housing/spokane-housing-action-plan/
CHALLENGES

TRANSIT SUPPORTIVE LAND USE

High Risk & Many Dwellings
HOUSING DISPLACEMENT

Source
https://my.spokanecity.org/housing/spokane-housing-action-plan/
OPPORTUNITIES

TRANSIT SUPPORTIVE LAND USE

TOD @ vacant/underutilized sites
NEIGHBORHOOD RETAIL

TOD @ vacant/underutilized sites
HIGH DENSITY RESIDENTIAL

TOD @ vacant/underutilized sites
CENTERS + CORRIDORS
**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

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

Informs TOD policies, land uses, densities & standards
## TRANSIT SUPPORTIVE POLICIES

### EVALUATION

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<th>TRANSIT SUPPORTIVE POLICIES</th>
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## 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
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