Transit Oriented Development / Station Area Planning Framework and Development Standards Study
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 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
Staff Recommendation
TOD STUDY PROCESS & SCHEDULE

SEVEN MONTHS

PHASE 1
Initial Review & Analysis

PHASE 2
Station Area Framework Concept

PHASE 3
Draft & Refine Regulatory Approach

PHASE 4
Final Public Review Process

Action Plan

CBP TEAM
Work Plan Deliverable Internal QA/QC

Planning & Development Services; PMT, TAC, & SC
Review and Feedback

Spokane Plan Commission & Public
Review and Feedback

TASK & DELIVERABLE

REVIEW - MILESTONE
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

Image: Adapted from Crandall Arambula
Prioritize safety by promoting activity and walk + bike station access
TOD FUNDAMENTALS & BEST PRACTICES

Active Uses

Walk + Bike Station Access

Image: Adam Coppola
Direct, continuous link between stations and to destinations

Prioritize safety by promoting activity and walk + bike station access
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

Streets Hierarchy

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

Image: Kevin Zolkiewicz
Low-Stress Street

Image: SDOT
High-Stress Street

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

Direct, continuous link between stations and to destinations

Image: Adapted from Crandall Arambula

A mix of station and street-oriented uses
Transit-Supportive Development Types

1/2 Mile

1/4 Mile
5-Minute Walk

CORE

NEIGHBORHOOD

Image: Adapted from City of Aurora TOD Overlay
Station Neighborhood: Housing
Neighborhood: Middle Housing

Image: Clackamas County
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
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 FUNDAMENTALS & BEST PRACTICES

TOD FRAMEWORKS

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

Station Area Plan
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

STATIONS
MCCARTHEY ATHLETIC CENTER STATION

EXISTING STATION ENVIRONMENT

View looking north

- Parking lot & curb-cuts
- Blank walls
- Missing sidewalk

View looking southeast

- Center platform
- Crosswalks + ADA Access
- Sidewalks
- Bicycle markings ("Greenway")
EXISTING STATION ENVIRONMENT

- Blank Walls
- No crosswalk

HAMILTON/COLUMBUS STATION

STATION PLATFORM + ACCESS

- Pedestrian crossing signal
- Crosswalks + ADA Access

View looking east

Safeway

View looking north

Center platform
TRANSIT DEPENDENT NEIGHBORHOOD

ATHLETIC CENTER

McCardley Athletic Center

1/4 Mile Five-Minute Walk to Station

Chief Garry Park

1/2 Mile Station Area

DESTINATIONS
EXISTING STATION ENVIRONMENT

View looking west
- Vacant Storefront
- Parking lot

View looking southwest
- Street-oriented convenience store
- Double left turn lanes

View looking north
- Traffic signal
- Gas station
- Crosswalk one-side only

STATION PLATFORM + ACCESS

View looking southwest
- EB Side platform

View looking north
- Gas station
- WB Side platform
EXISTING STATION ENVIRONMENT

View looking east
Low activity Area
Chief Garry Park

View looking southwest

Low activity area

STATION PLATFORM + ACCESS

Crosswalk one-side only
30 mph traffic

REGAL STREET STATION
ATHLETIC CENTER

CHALLENGES

SPEED

Walk & Bike BARRIERS

STATION ENVIRONMENT

ATHLETIC CENTER

1/4 Mile Five-Minute Walk

1/2 Mile Station Area
**BARRIER:**

- Greene Street
- Hamilton Street

**SPEED:**

- Hit by a vehicle traveling at 20 MPH: 9 out of 10 pedestrians survive
- Hit by a vehicle traveling at 30 MPH: 5 out of 10 pedestrians survive
- Hit by a vehicle traveling at 40 MPH: 1 out of 10 pedestrians survive

**CHALLENGES**

**STATION ENVIRONMENT**
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
CHALLENGES

Bike Lane GAP

ATHLETIC CENTER

STATION ENVIRONMENT

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

50
CHALLENGES

STATION ENVIRONMENT

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

STATION ENVIRONMENT

Enhanced CROSSINGS
OPPORTUNITIES

ENHANCED TRAFFIC CONTROL—PED/BIKE CROSSINGS

RAPID FLASHING BEACON SIGNAL (RRFB)

EXAMPLE

COOK STREET STATION

PEDESTRIAN SIGNAL (HAWK)

EXAMPLE

REGAL STREET STATION

STATION ENVIRONMENT
OPPORTUNITIES

ENHANCED TRAFFIC CONTROL—PED/BIKE CROSSINGS

RIVERTON AVENUE- PEDESTRIAN PRIORITY AREA

RAPID FLASHING BEACON SIGNAL (RRFB)

EXAMPLE

NAPA STREET

CONFLICT: DOUBLE LEFT TURN & NO CROSSWALK
OPPORTUNITIES

Spokane Falls Boulevard Pop-Up Protected Bikeway

BICYCLE FACILITIES

Gonzaga University Study—Mission Avenue Protected Bikeway

Separating cyclists from motor traffic offers a higher level of security than bike lanes and are attractive to a wider spectrum of the public.
OPPORTUNITIES

Vacant/underutilized/parking Lots

POTENTIAL REDEVELOPMENT SITES

STATION ENVIRONMENT

ATHLETIC CENTER

1/2 Mile Station Area
STATION ENVIRONMENT

OPPORTUNITIES

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

OPPORTUNITIES

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

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
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)
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.
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

AMERICA’S BEST PLACES FOR BIKES

CITY RATINGS

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

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
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
Note: The Spokane Community College Clock Tower is shown for height perspective in relation to the NSC.
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
### DESTINATION & STATION ACCESS

### EVALUATION

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<tr>
<th>Destinations:</th>
<th>ATHLETIC CENTER</th>
<th>DESMET</th>
<th>HAMILTON/ COLUMBUS</th>
<th>MISSION PARK</th>
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### 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
EVALUATION 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”: areas where economic status, household composition and disability, minority status & language, housing type and transportation indicate vulnerability and a high risk for housing displacement

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
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
High Risk & Many Dwellings

Source
https://my.spokanecity.org/housing/spokane-housing-action-plan/
TRANSIT SUPPORTIVE LAND USE

- OPPORTUNITIES
  - TOD @ vacant/underutilized sites
  - NEIGHBORHOOD RETAIL
  - HIGH DENSITY RESIDENTIAL
  - CENTERS + CORRIDORS
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

**ISSUES & OPPORTUNITIES TO ADDRESS:**

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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

## 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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CITY LINE CORRIDOR

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

INITIAL REVIEW & ANALYSIS
Technical Advisory Committee Meeting
March, 2021