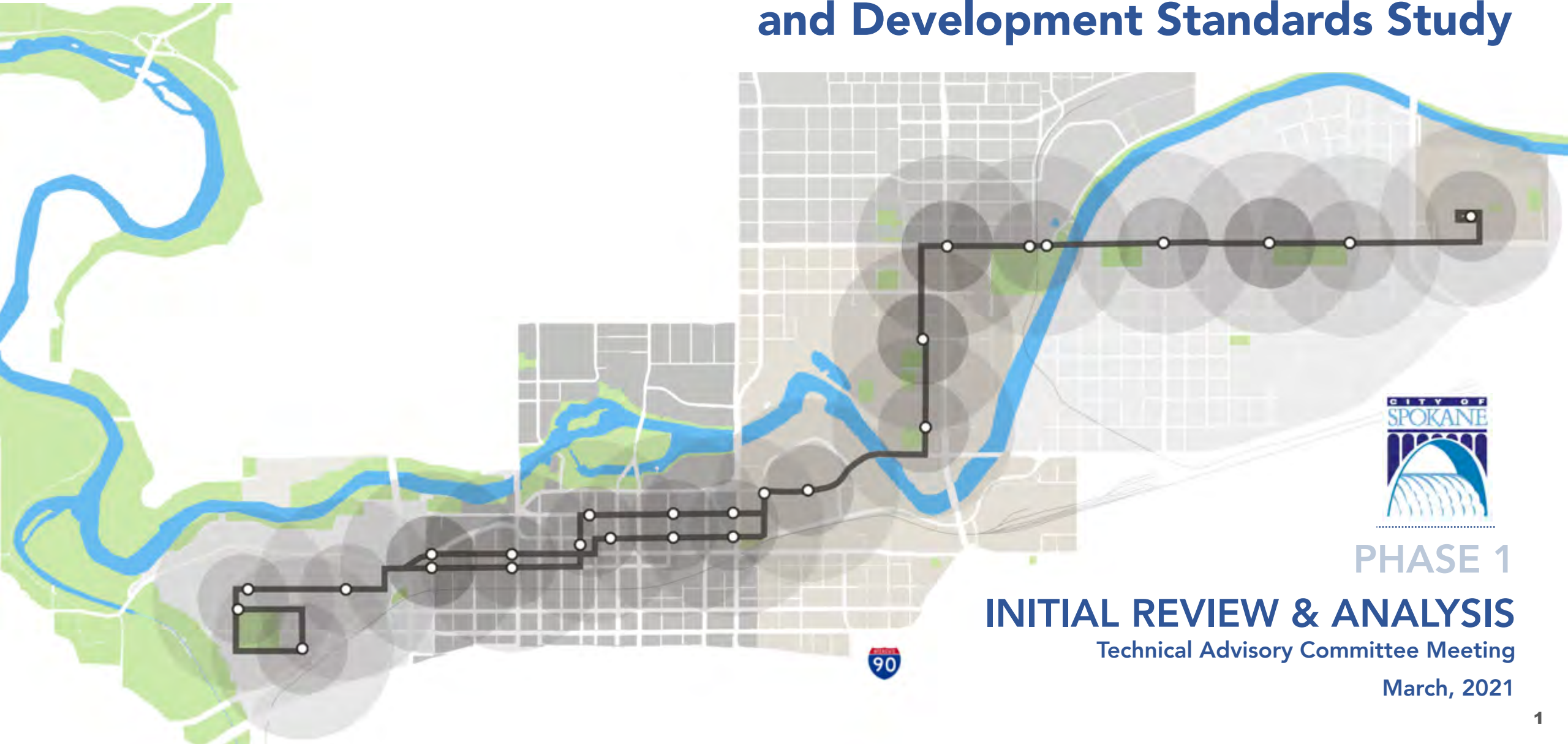


CITY LINE CORRIDOR

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



PHASE 1

INITIAL REVIEW & ANALYSIS

Technical Advisory Committee Meeting

March, 2021

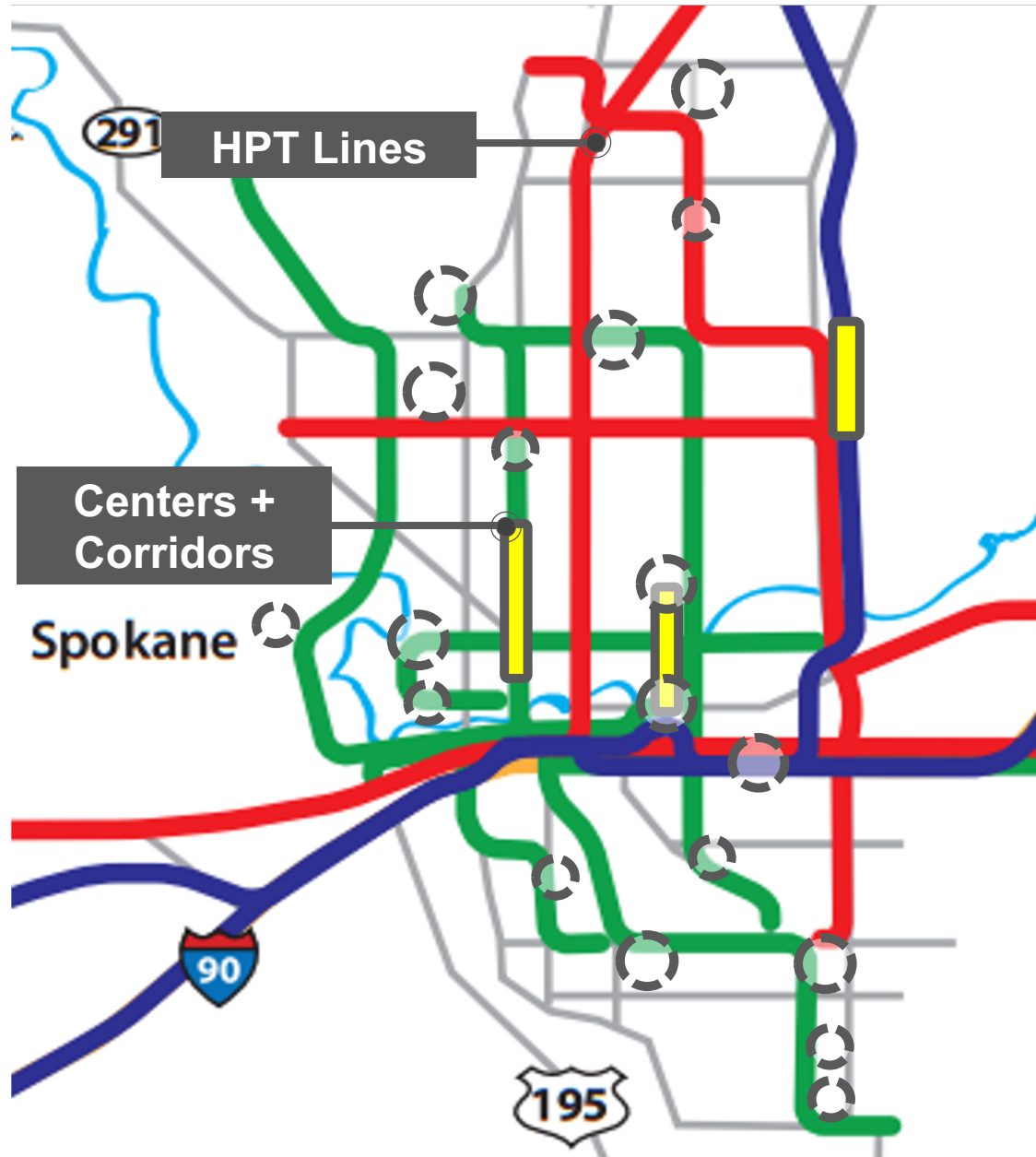
AGENDA

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

PROJECT OVERVIEW



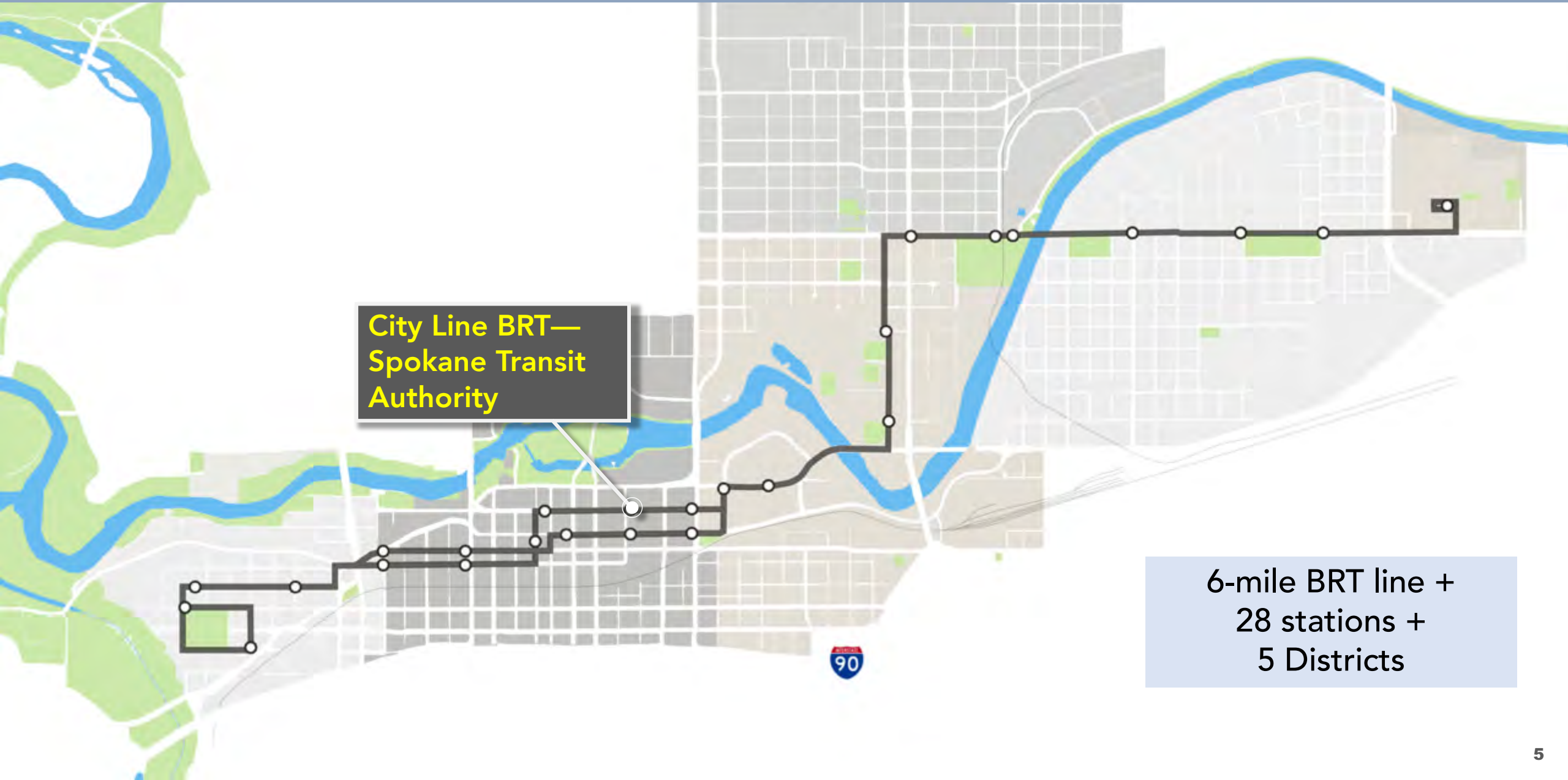
STUDY PURPOSE



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

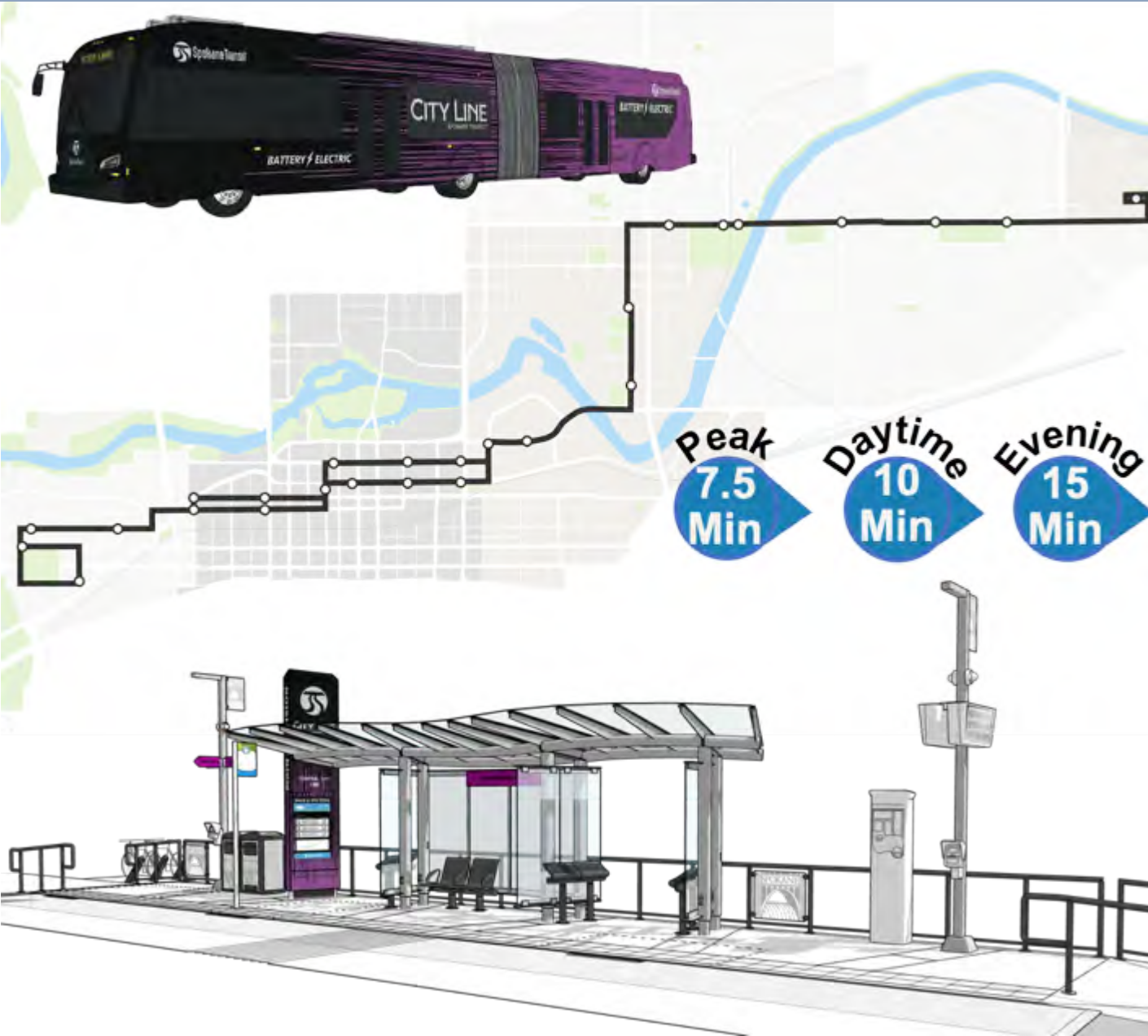
TRANSIT ORIENTED DEVELOPMENT STUDY



City Line BRT—
Spokane Transit
Authority

6-mile BRT line +
28 stations +
5 Districts

CITY LINE BUS RAPID TRANSIT

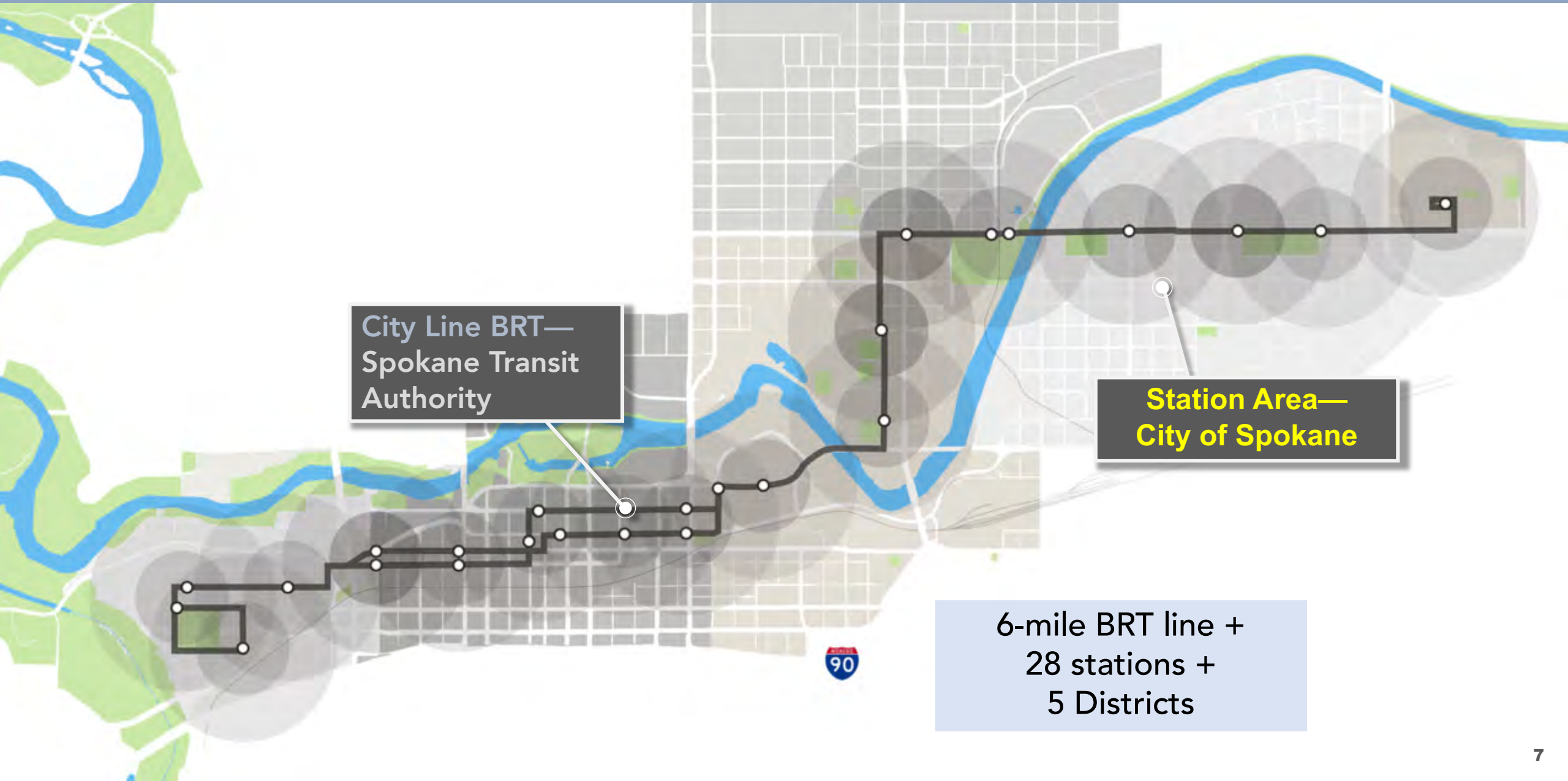


Provide Premium Transit Service:

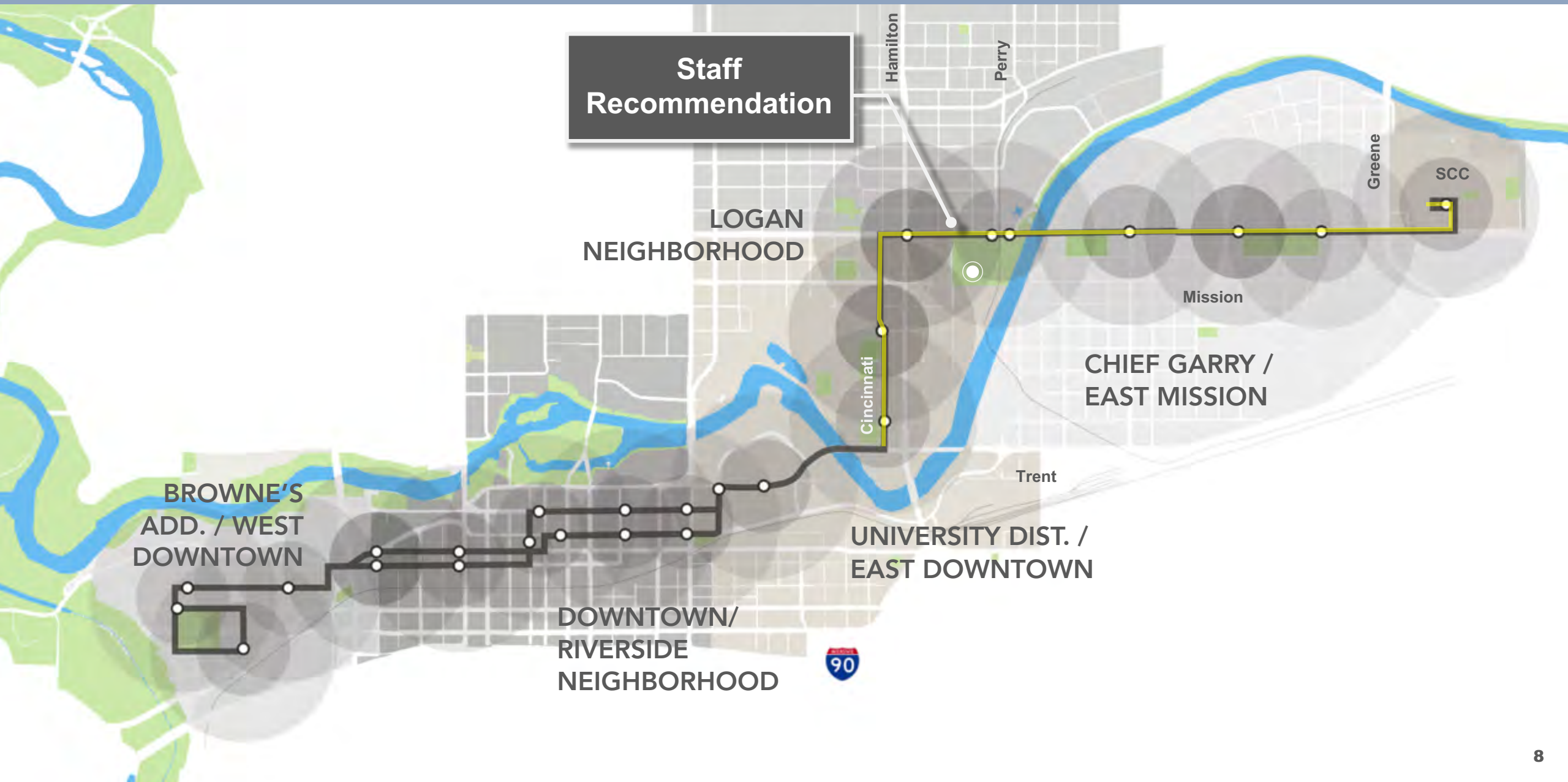
- Comfortable & low impact electric vehicle
- Reliable and frequent
- High quality stations

\$92M
Investment

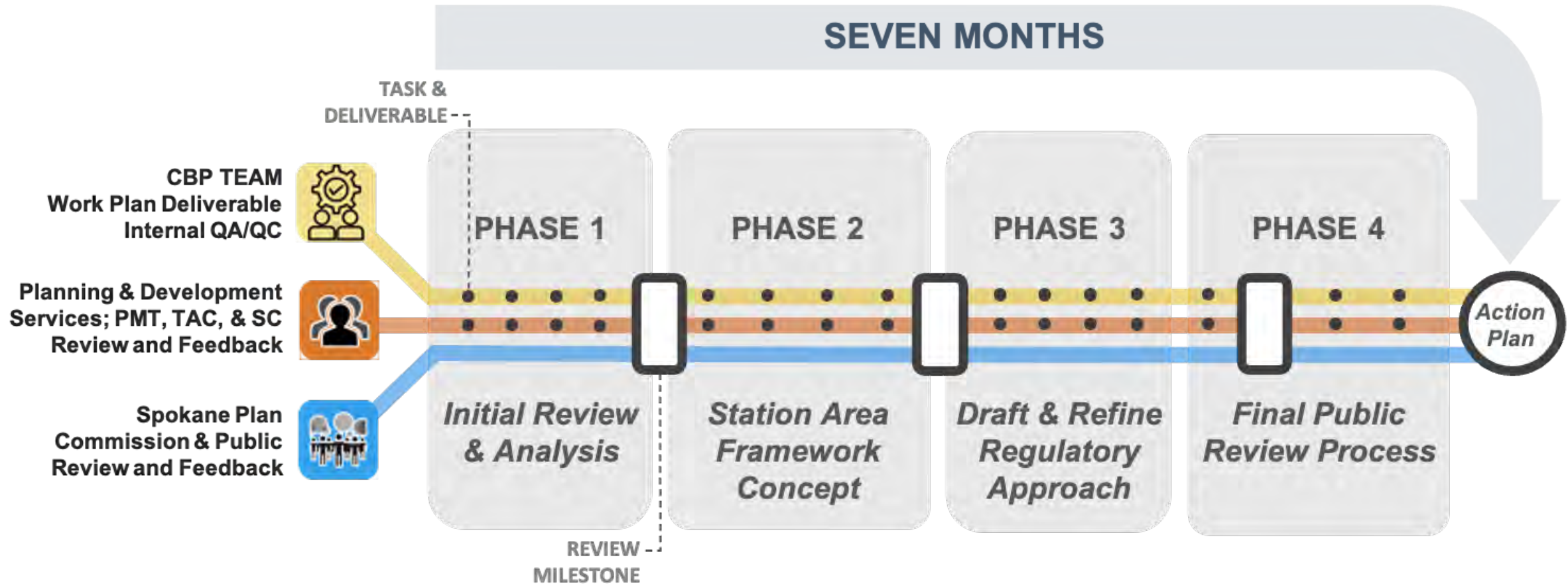
TRANSIT ORIENTED DEVELOPMENT STUDY



TRANSIT ORIENTED DEVELOPMENT STUDY



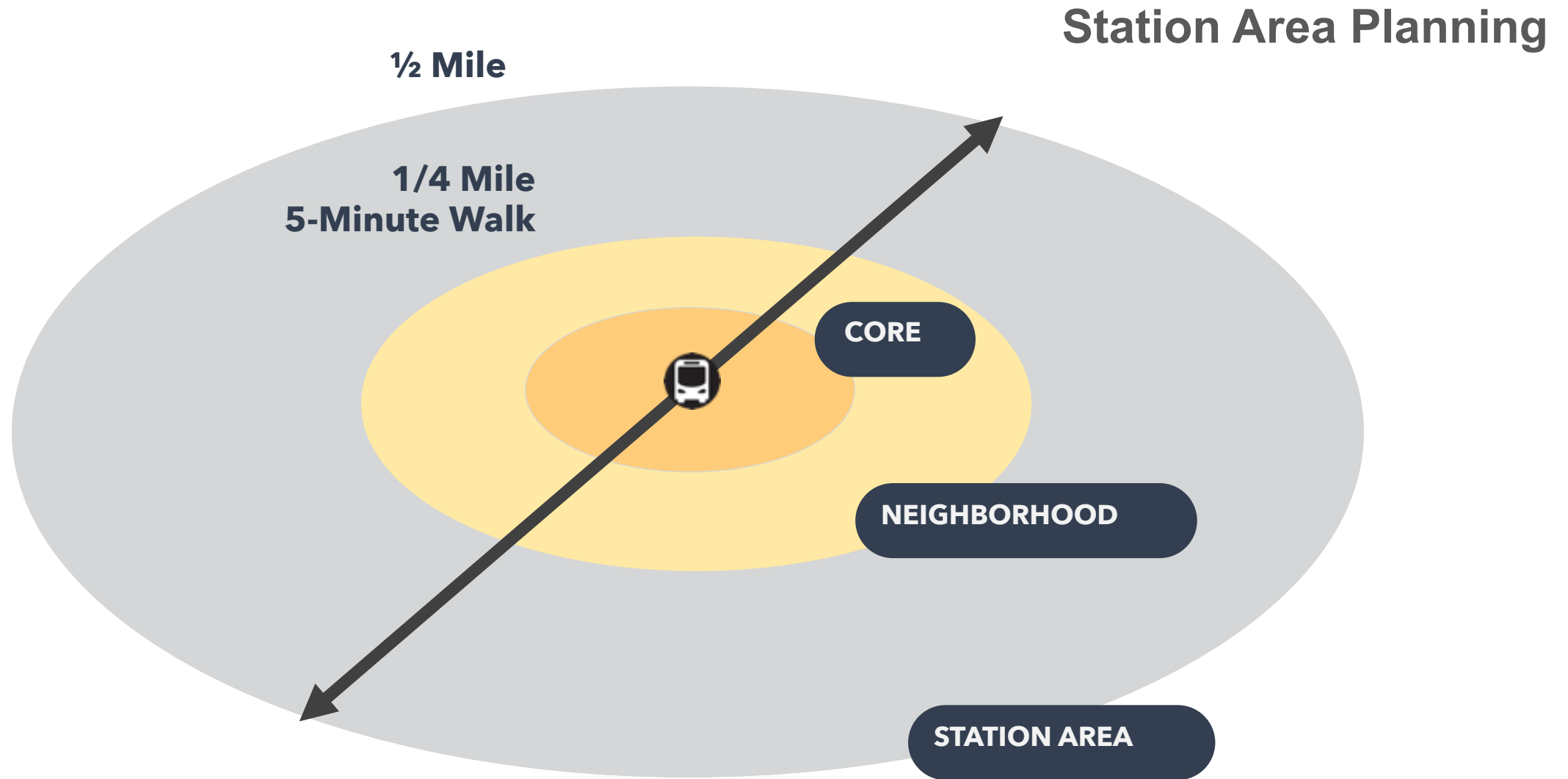
TOD STUDY PROCESS & SCHEDULE



TOD FUNDAMENTALS & BEST PRACTICES

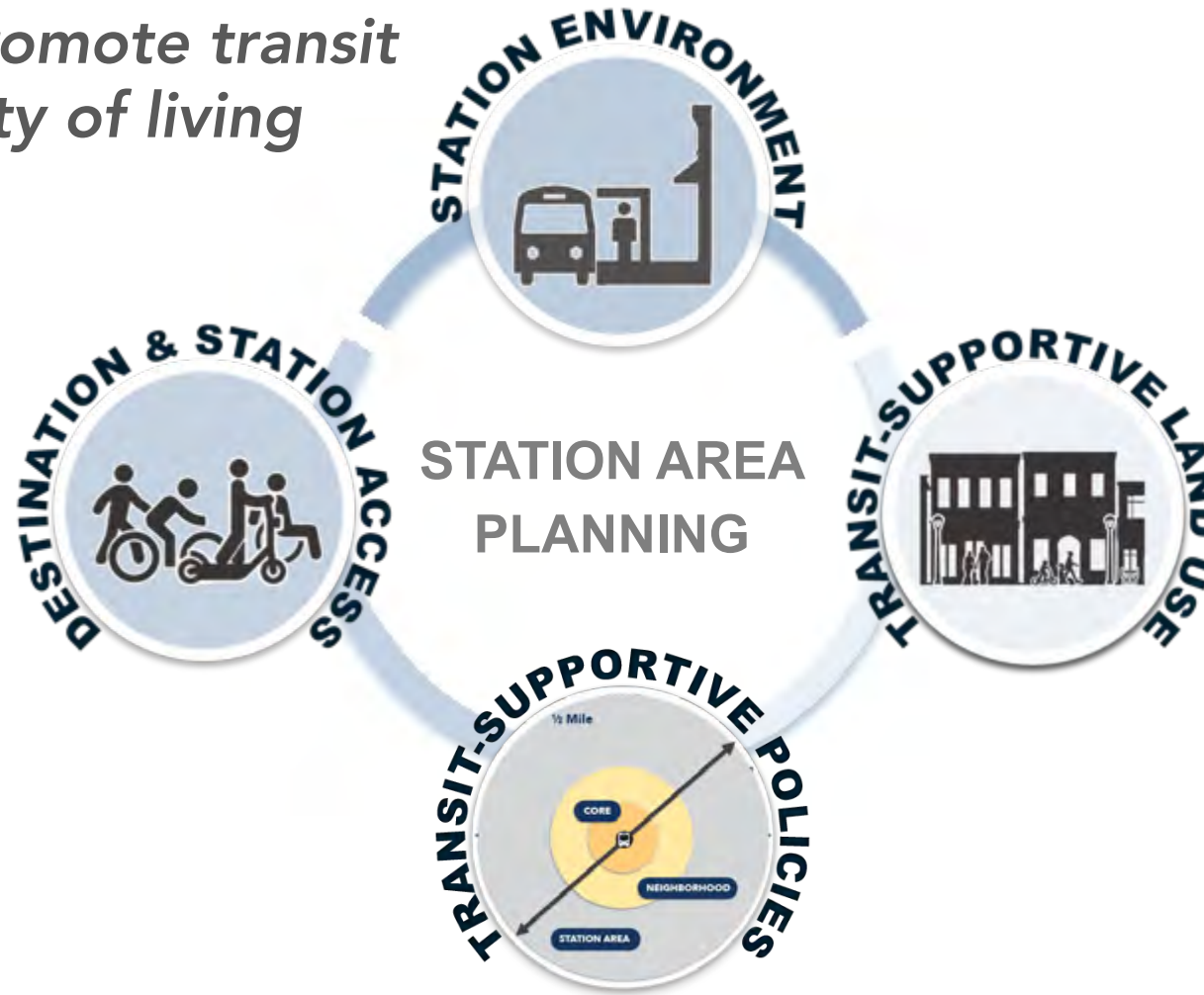


TOD FUNDAMENTALS & BEST PRACTICES



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**

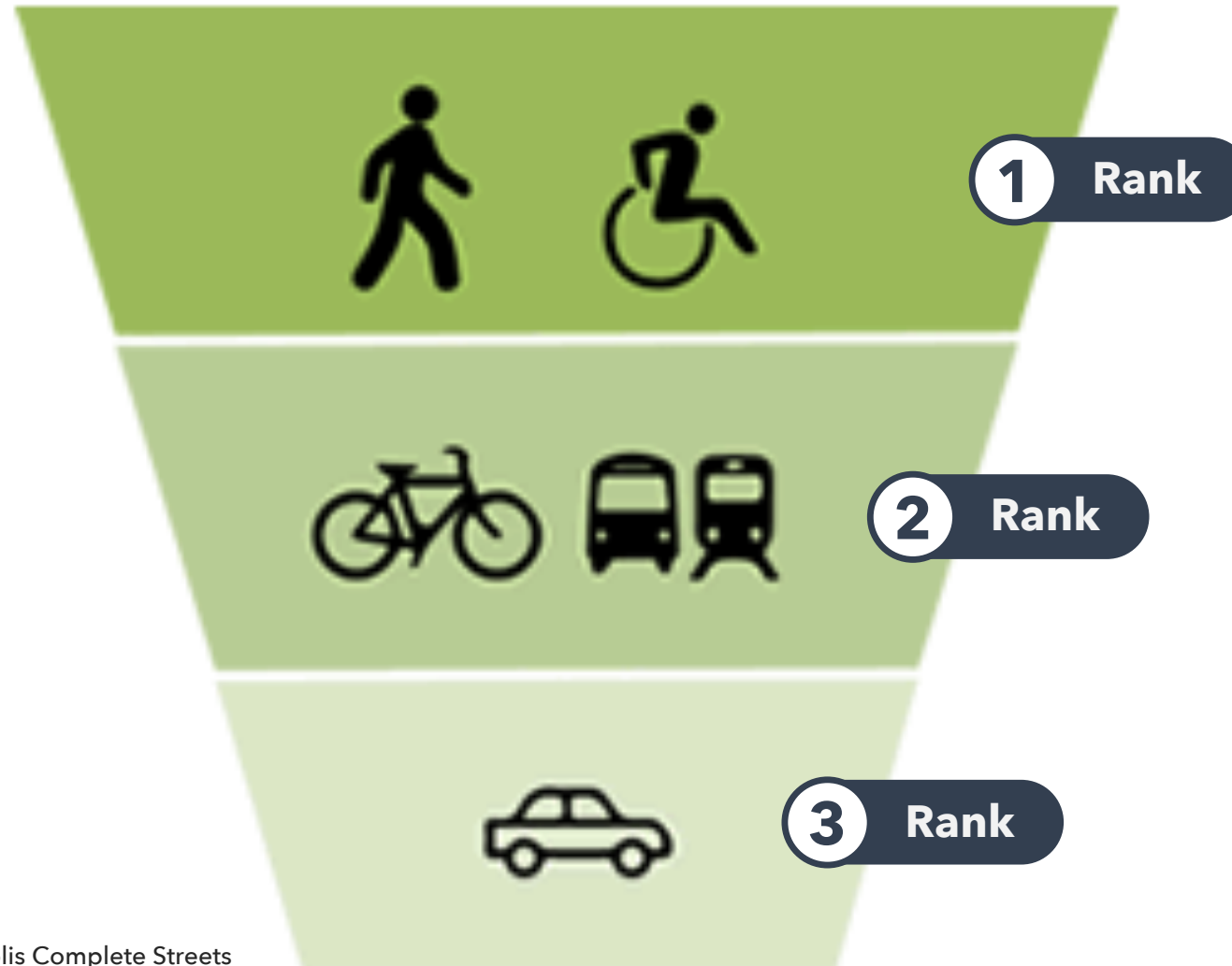






TOD FUNDAMENTALS & BEST PRACTICES

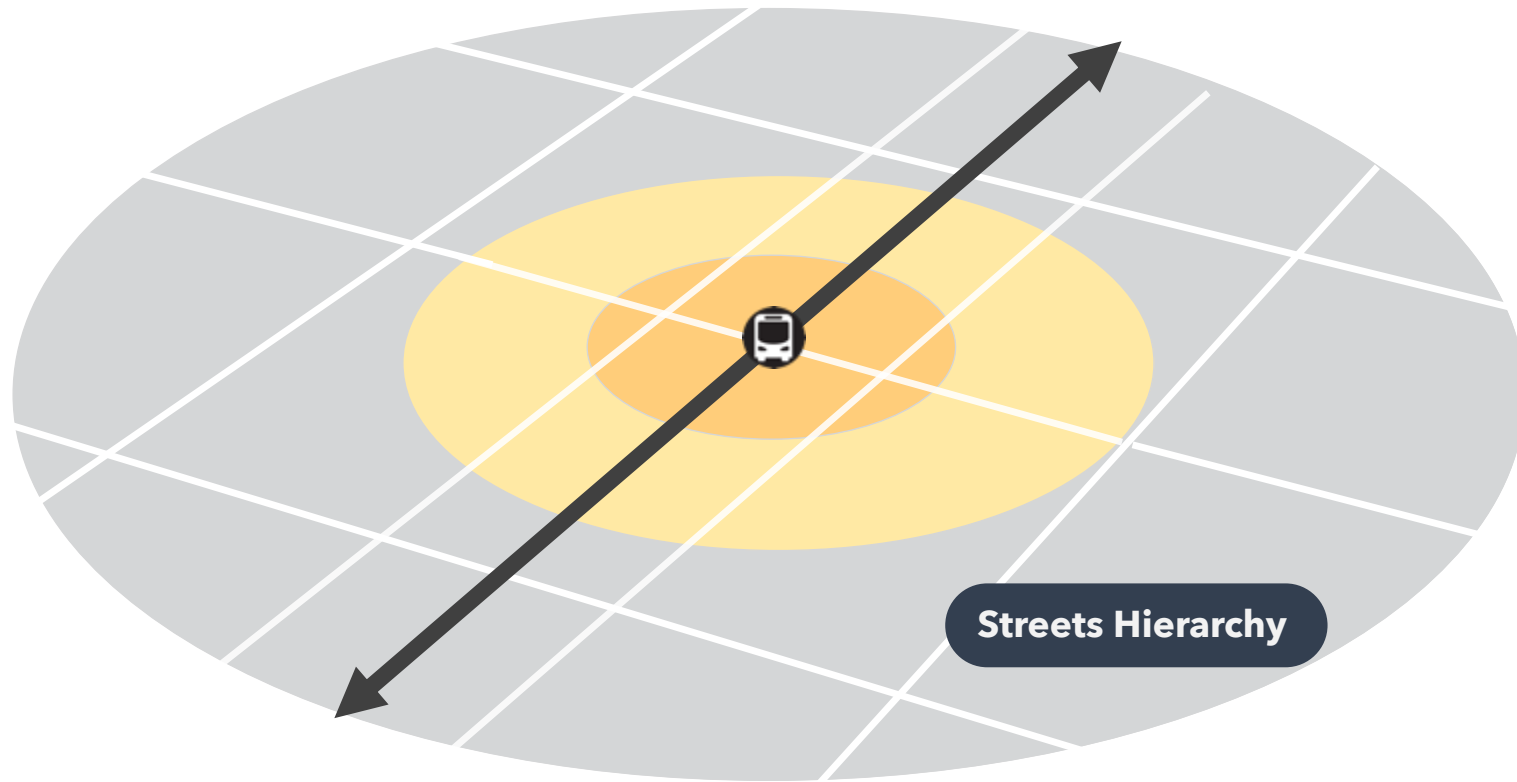
Walk + Bike Priority





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



Image: SLO County

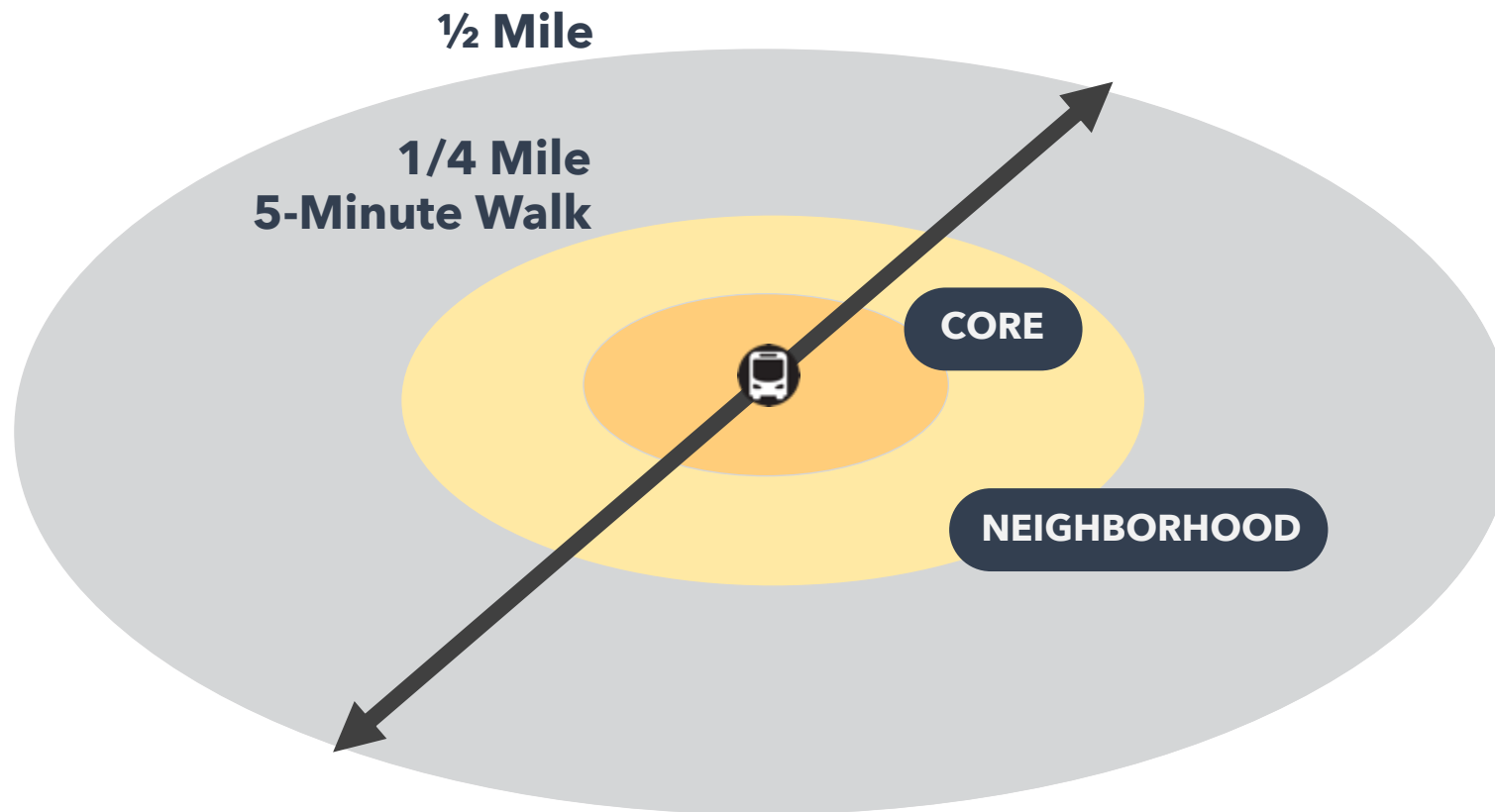
TOD FUNDAMENTALS & BEST PRACTICES





TOD FUNDAMENTALS & BEST PRACTICES

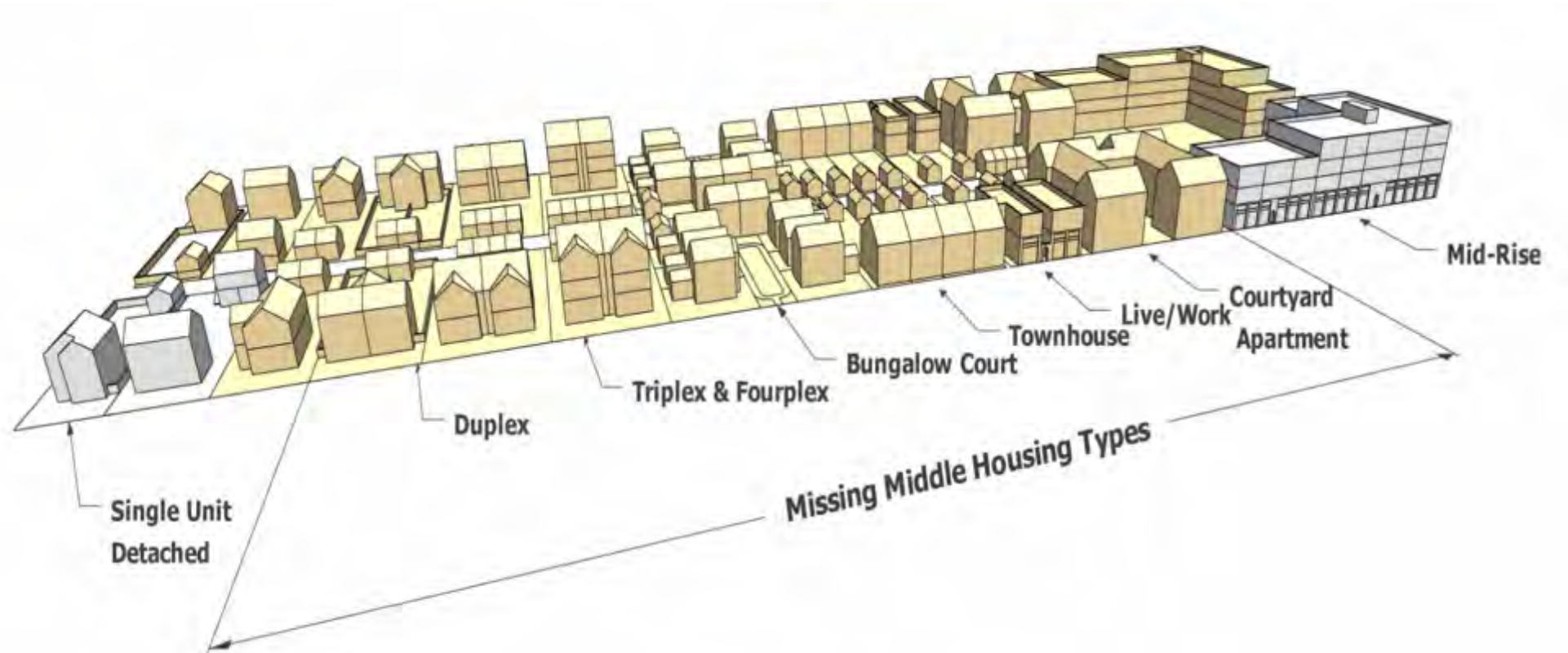
Transit-Supportive Development Types





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**

Image: Google



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

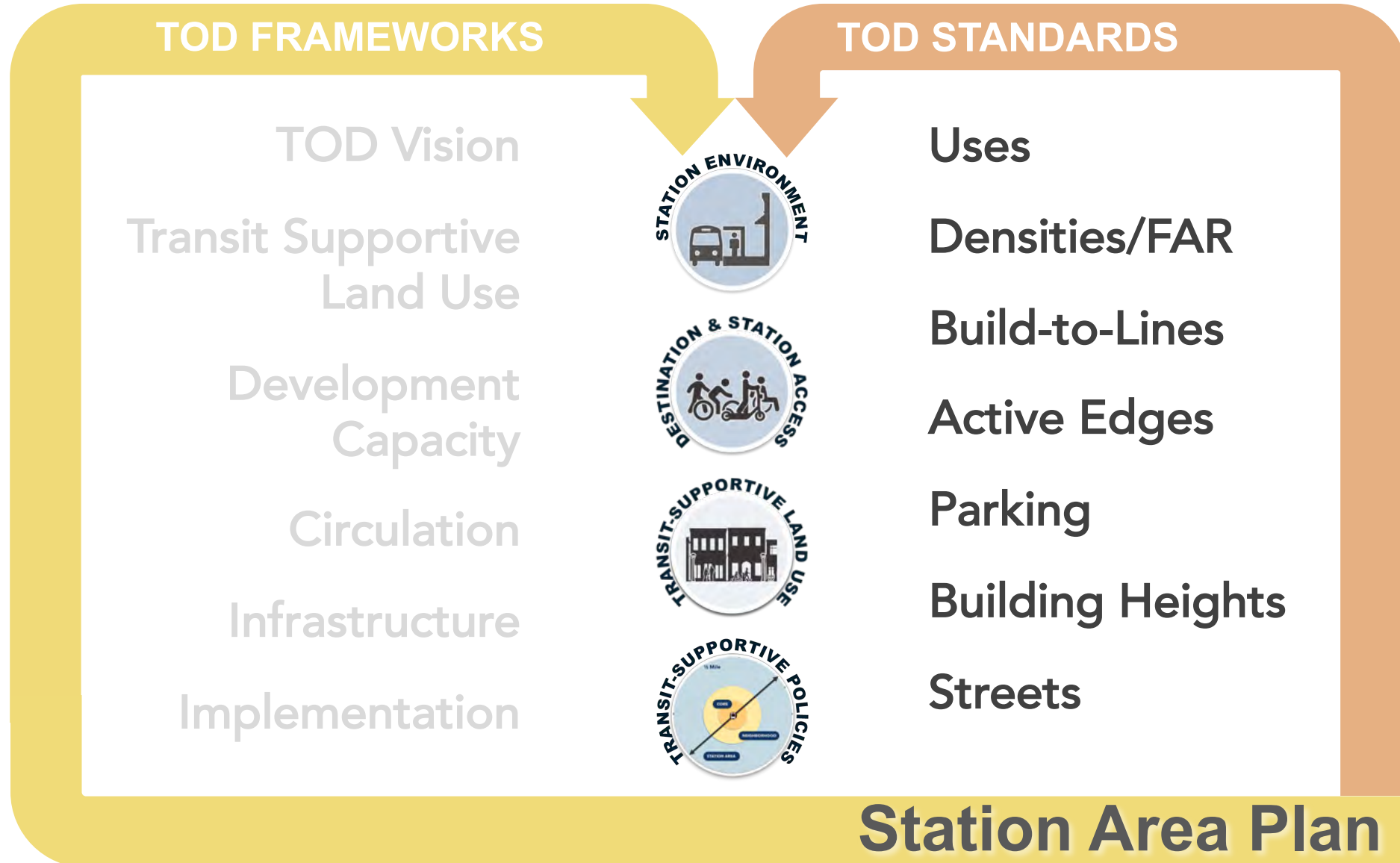
TOD FRAMEWORKS

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

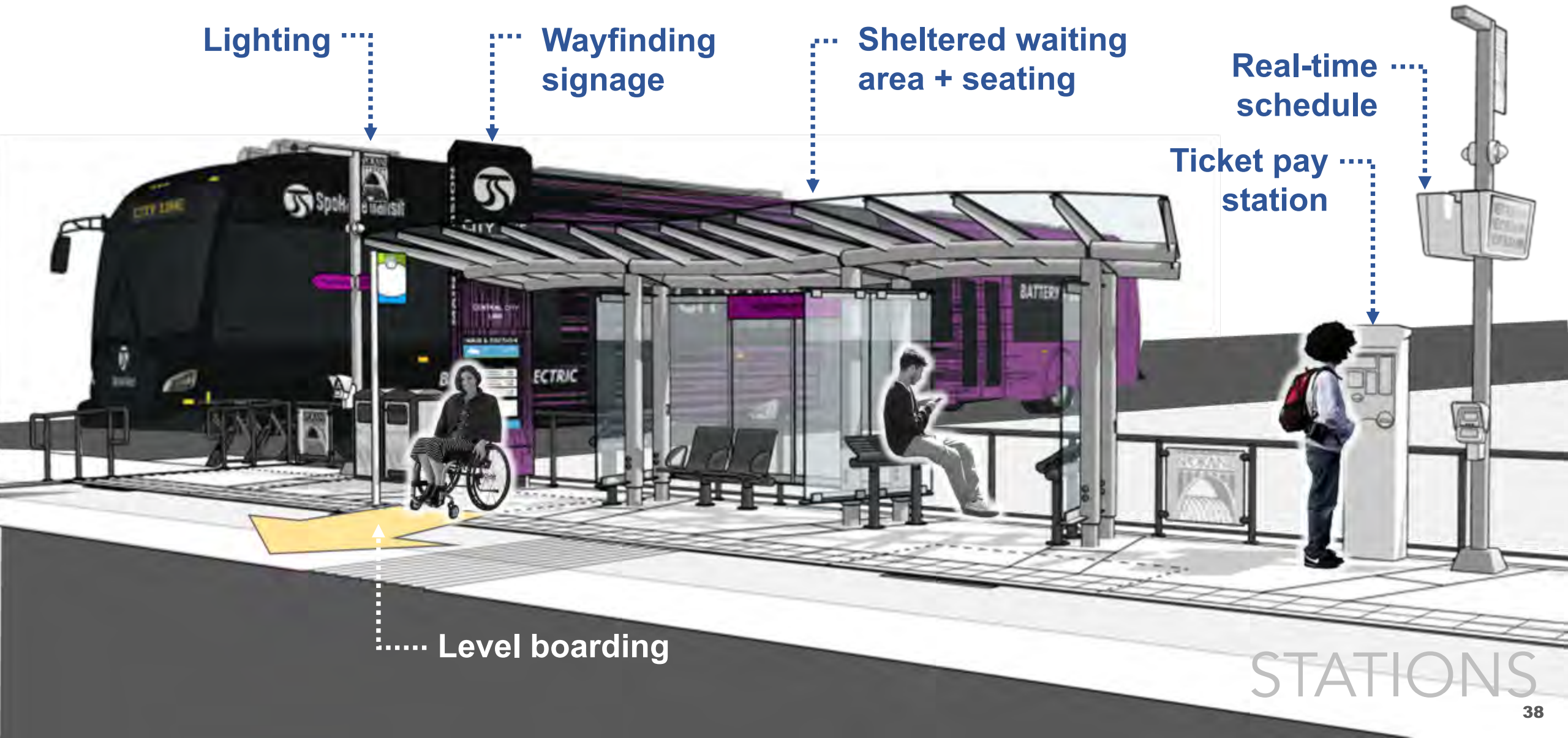
Evening
15
Min

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

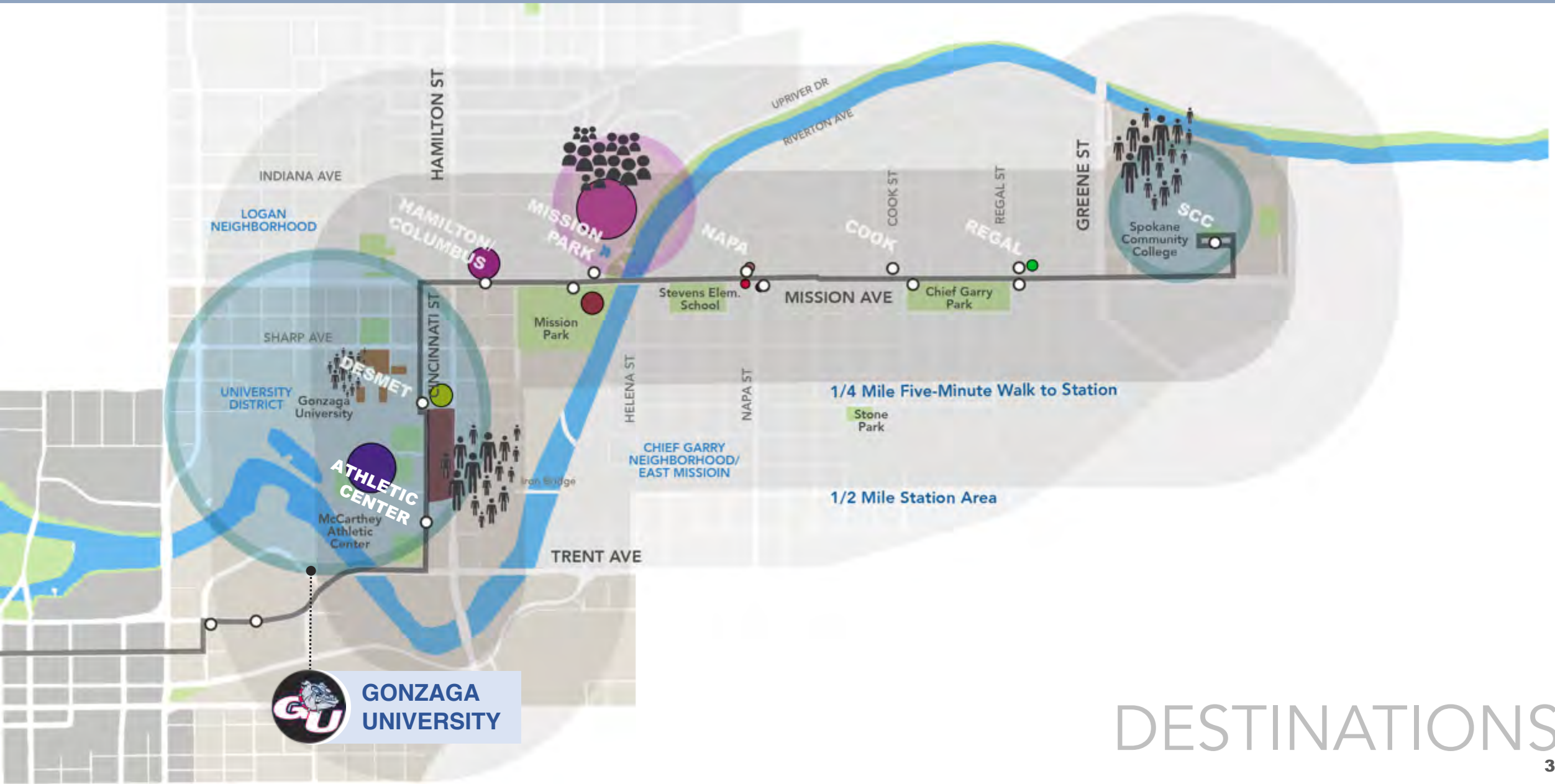


STATIONS

STATION ENVIRONMENT



STATION ENVIRONMENT



DESTINATIONS

STATION ENVIRONMENT

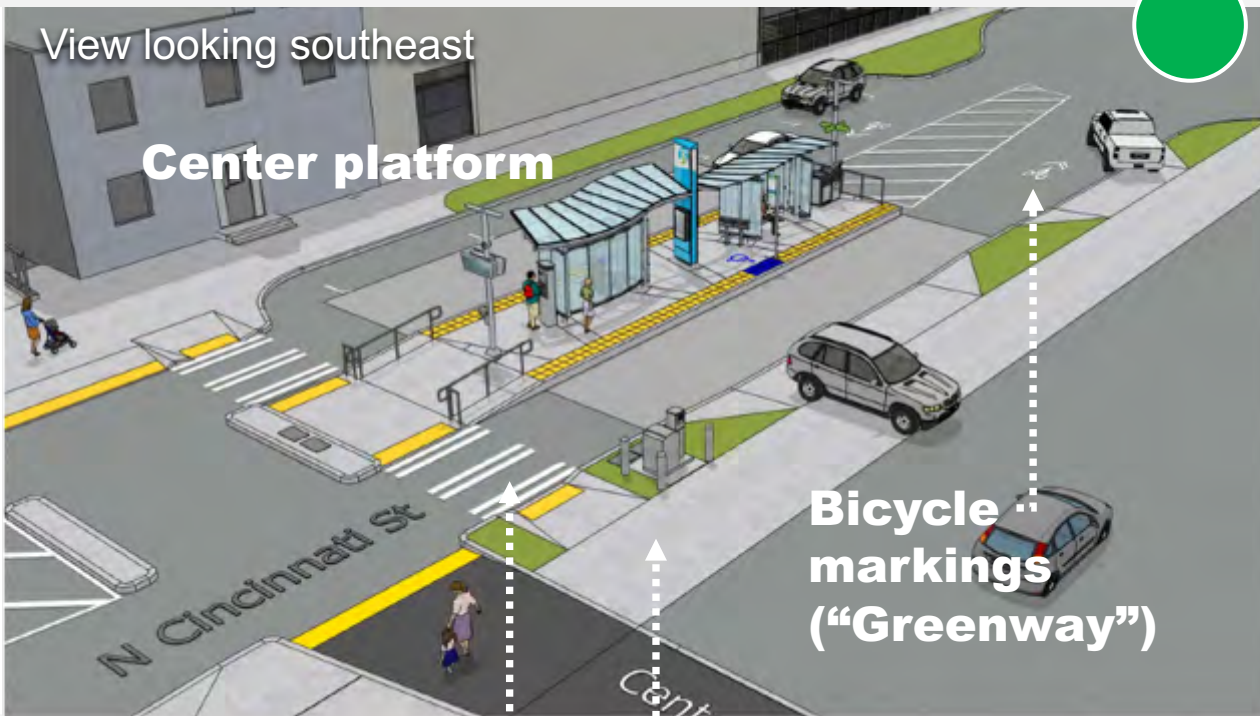
EXISTING STATION ENVIRONMENT

View looking north



STATION PLATFORM + ACCESS

View looking southeast



Center platform

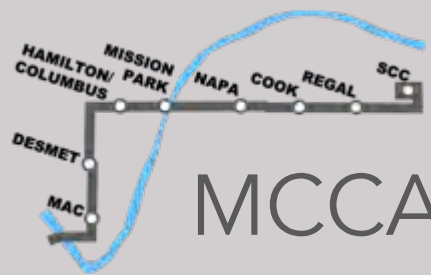
Bicycle markings
("Greenway")

Crosswalks + ADA
Access

Sidewalks

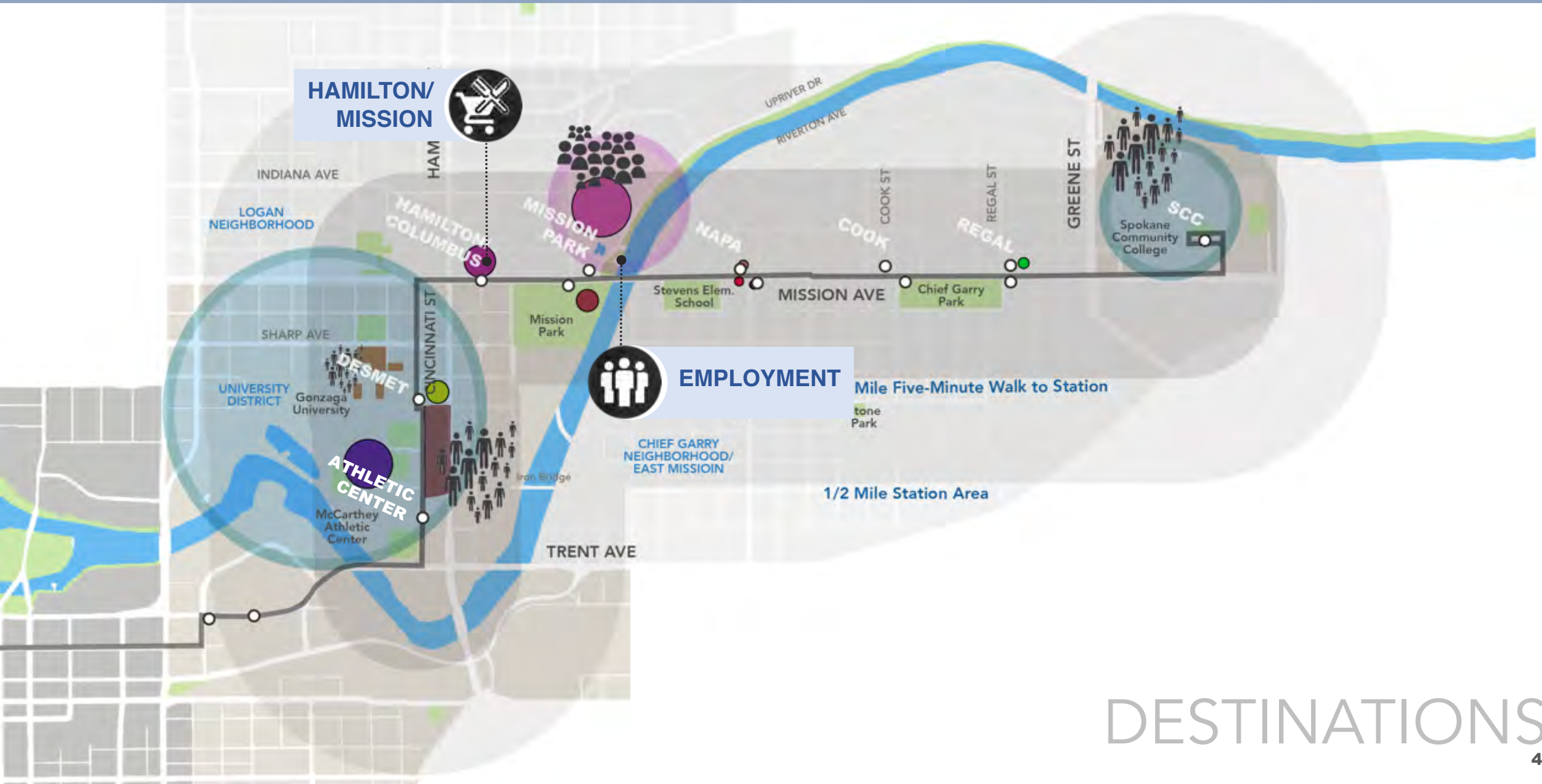
Parking lot &
curb-cuts

Missing sidewalk ...
Blank walls



MCCARTHEY ATHLETIC CENTER STATION

STATION ENVIRONMENT



DESTINATIONS

STATION ENVIRONMENT

EXISTING STATION ENVIRONMENT

View looking east



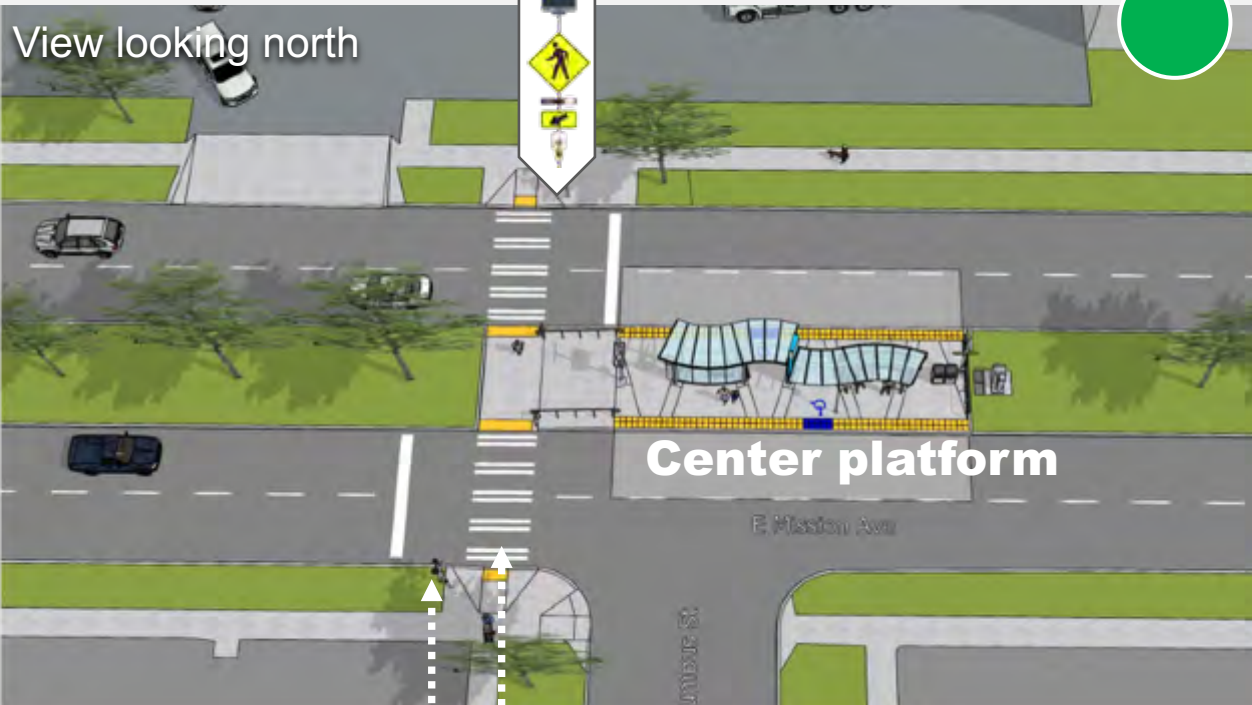
Safeway

Blank Walls

No crosswalk

STATION PLATFORM + ACCESS

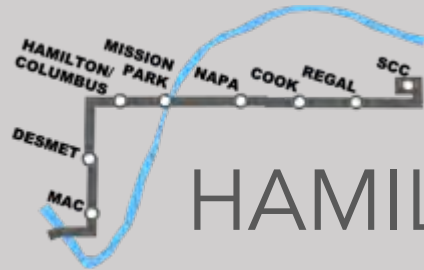
View looking north



Center platform

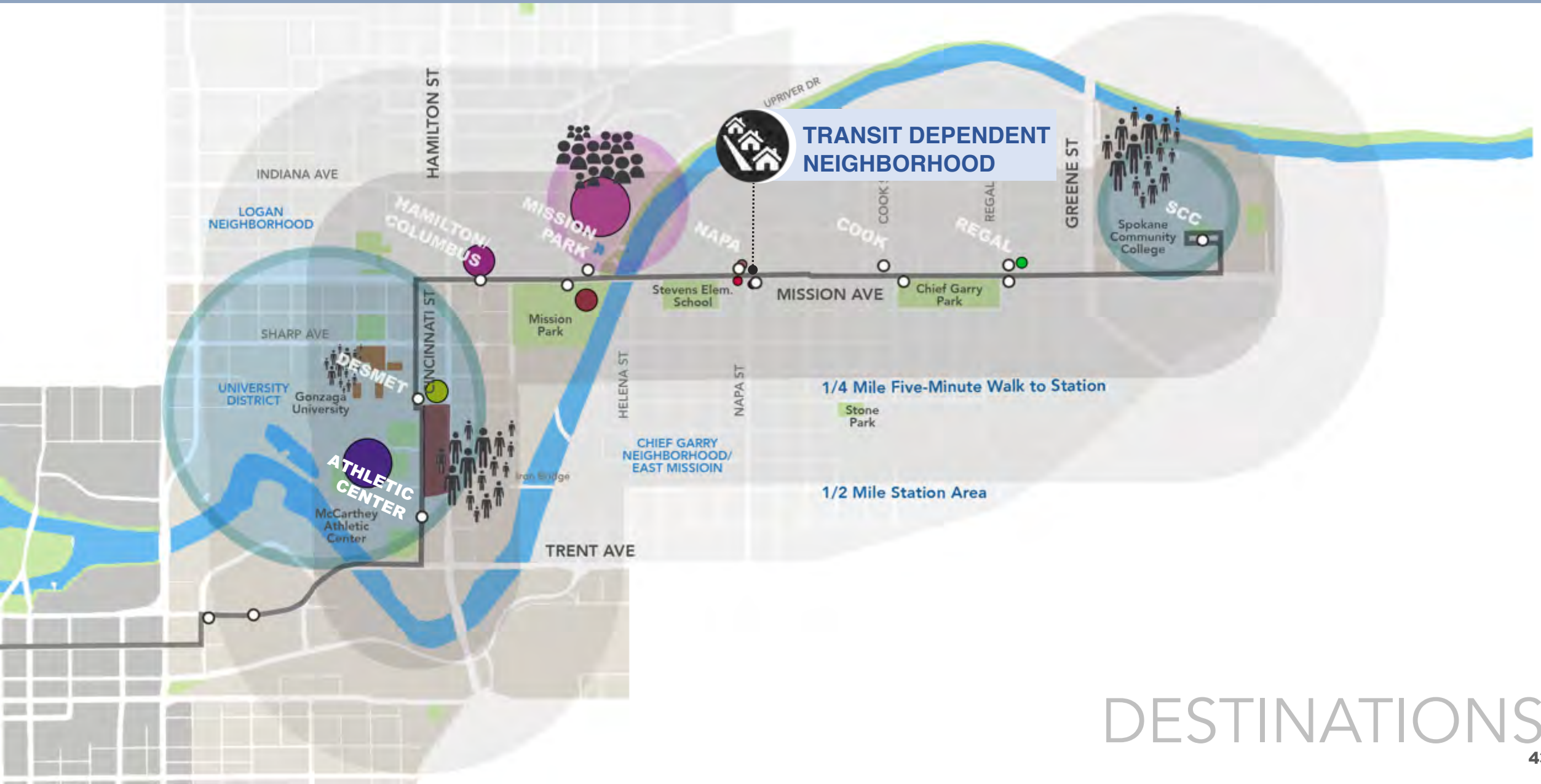
Pedestrian crossing signal

Crosswalks + ADA Access



HAMILTON/COLUMBUS STATION

STATION ENVIRONMENT



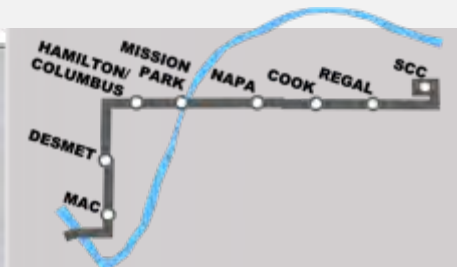
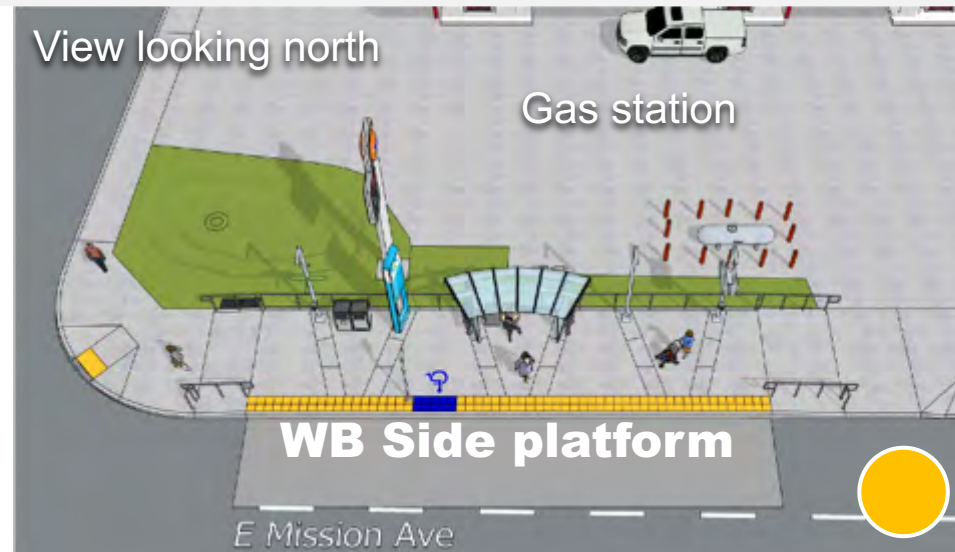
DESTINATIONS

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**



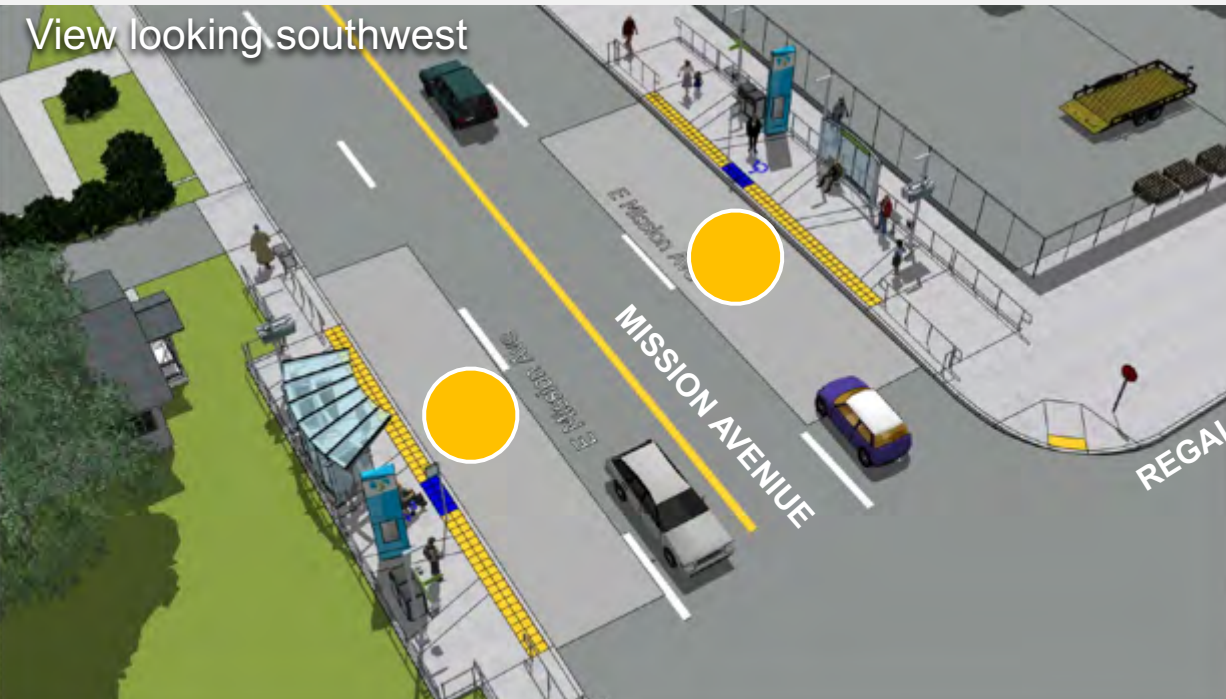
REGAL STREET



**Low activity
area**

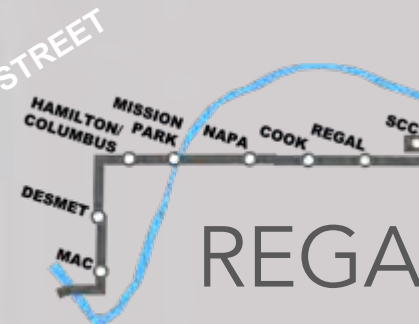
STATION PLATFORM + ACCESS

View looking southwest



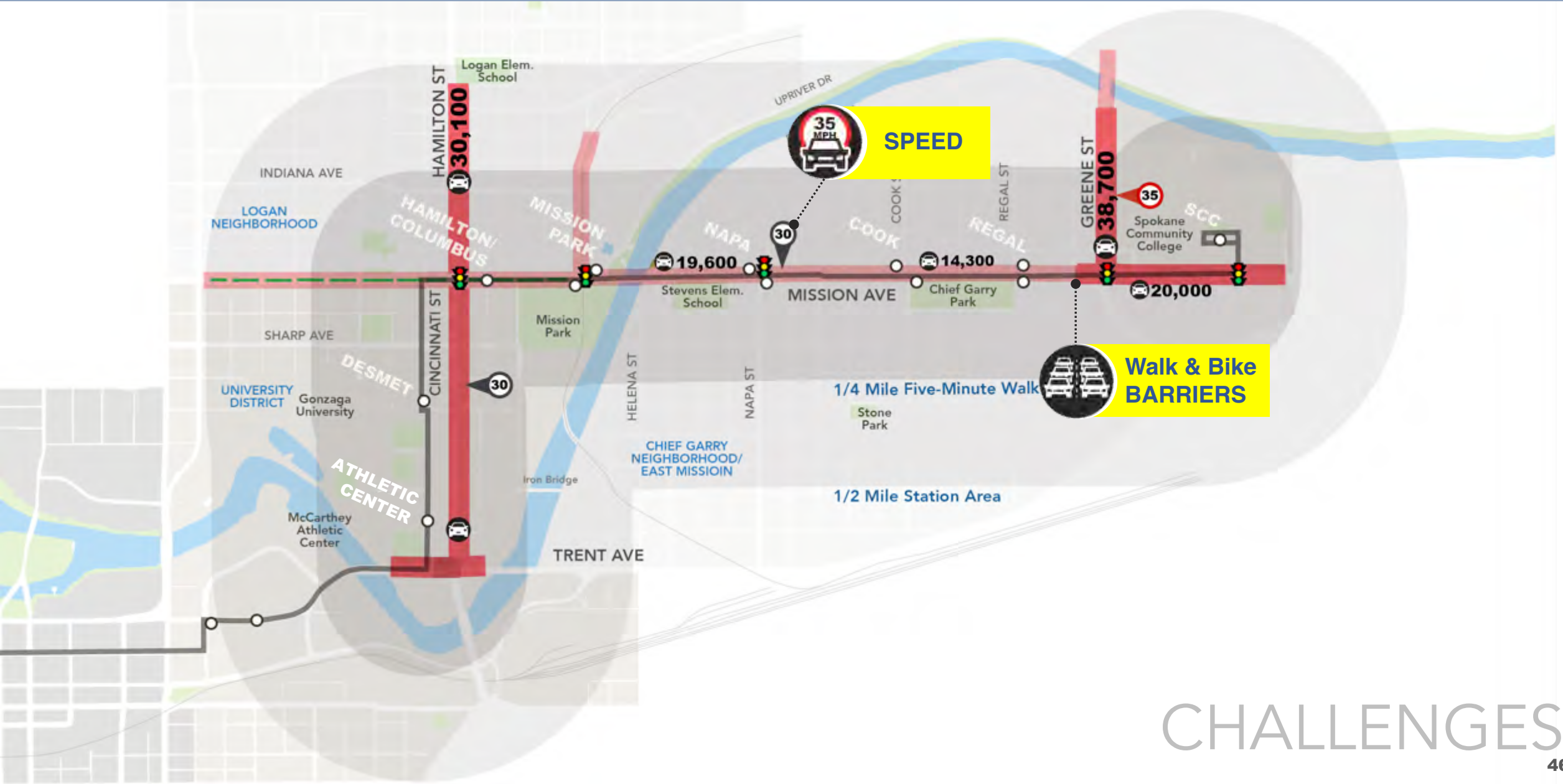
**Crosswalk one-side
only**

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

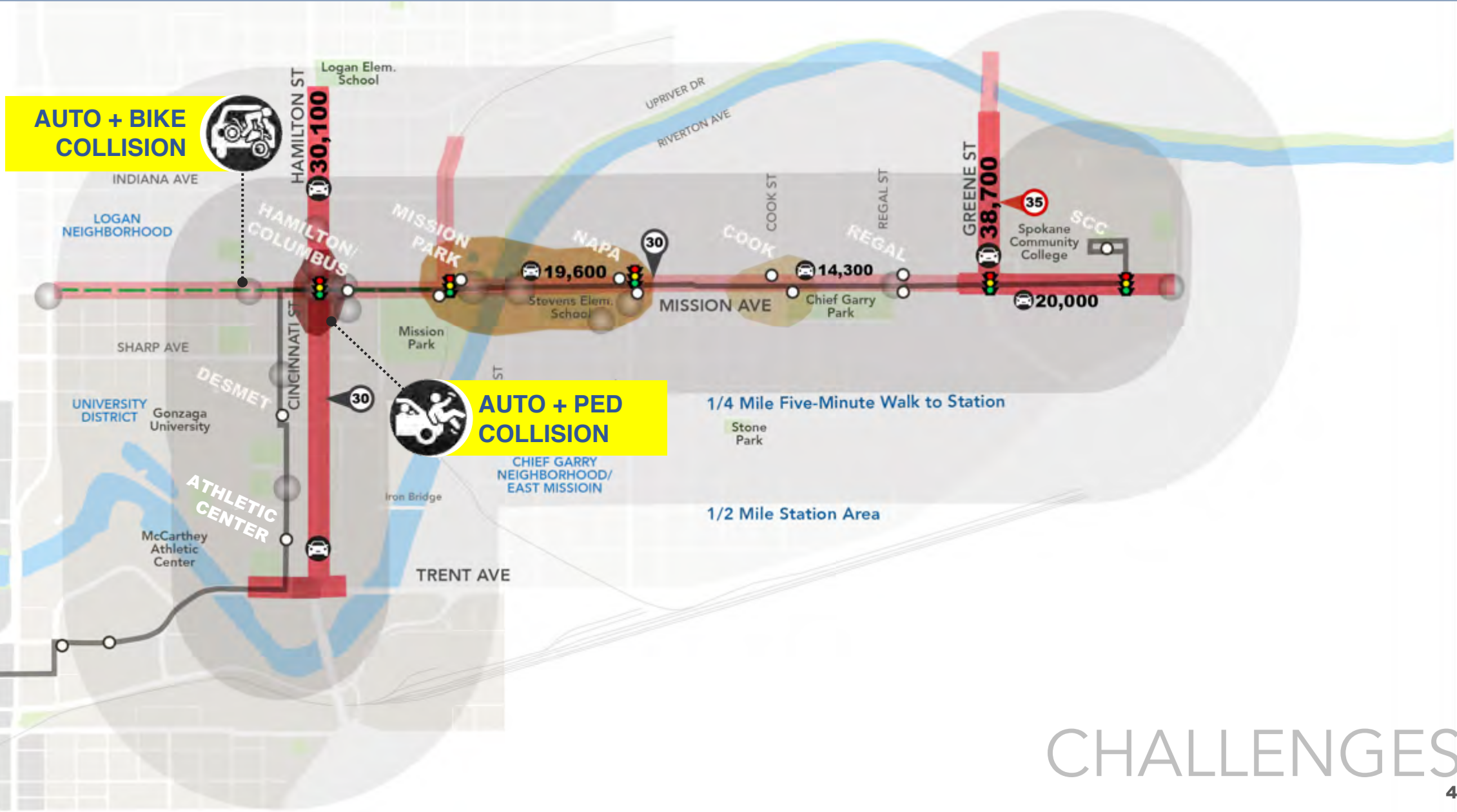
Mission Street

Hamilton Street

BARRIER:

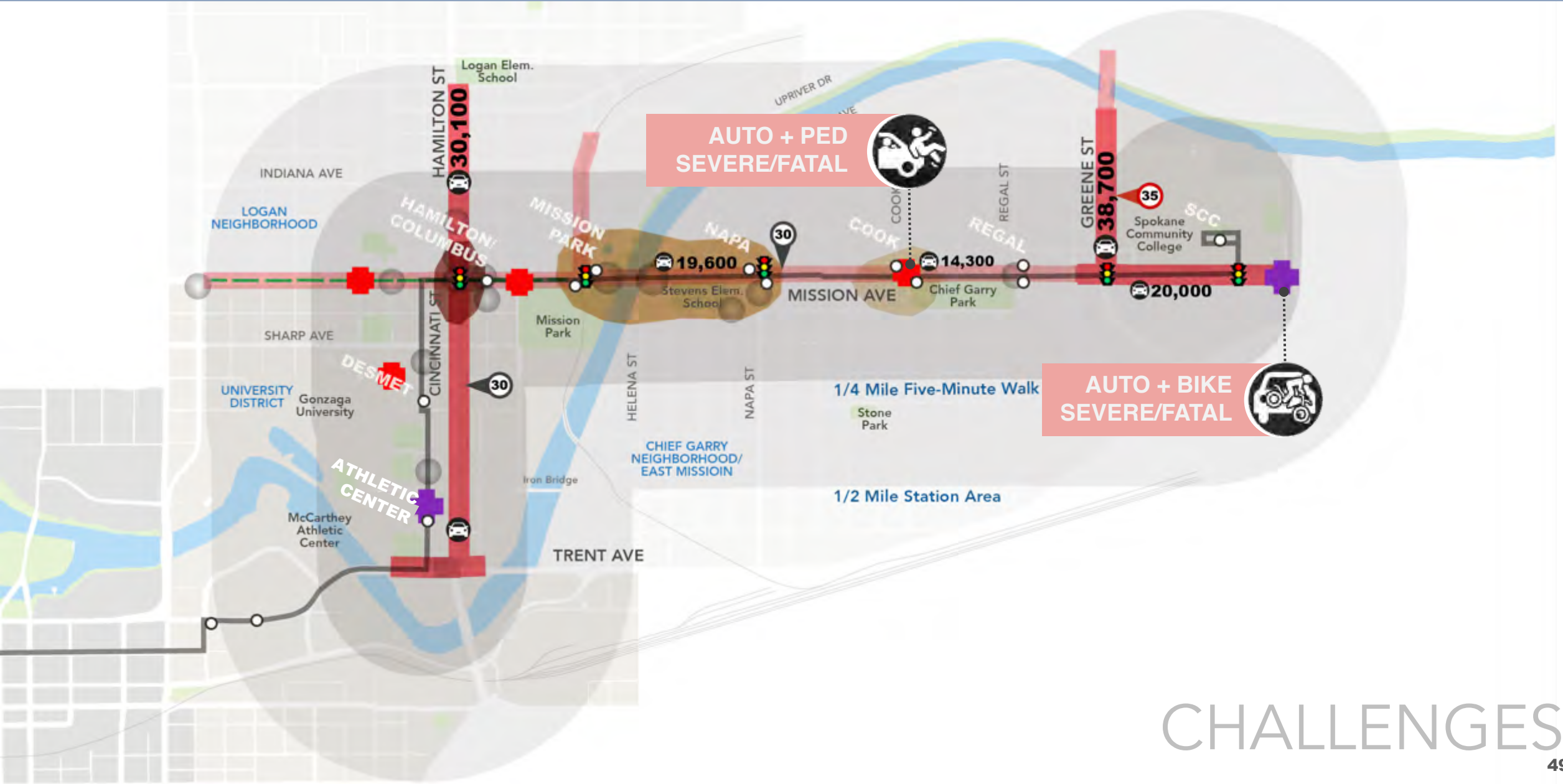
CHALLENGES

STATION ENVIRONMENT



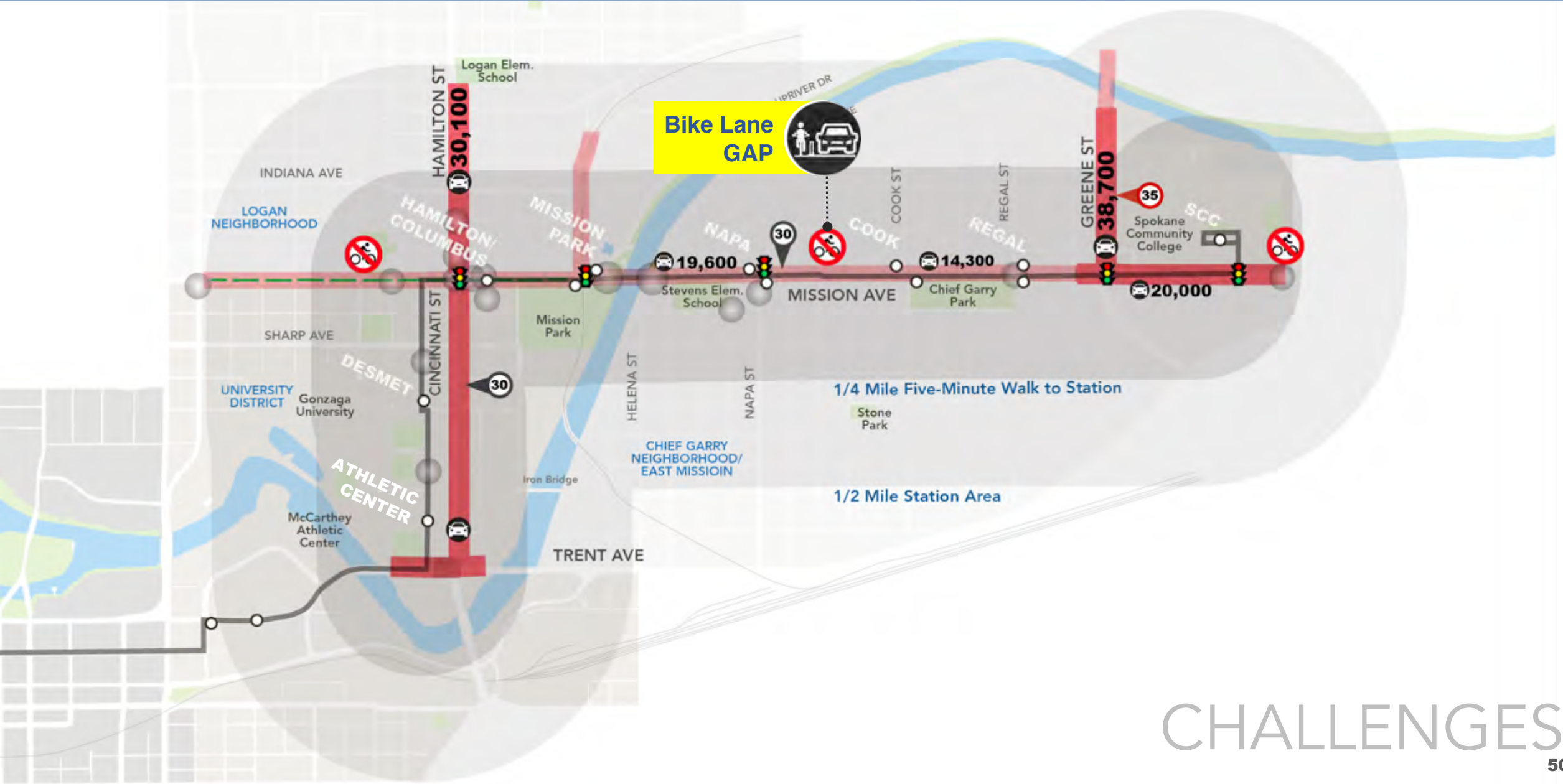
CHALLENGES

STATION ENVIRONMENT



CHALLENGES

STATION ENVIRONMENT



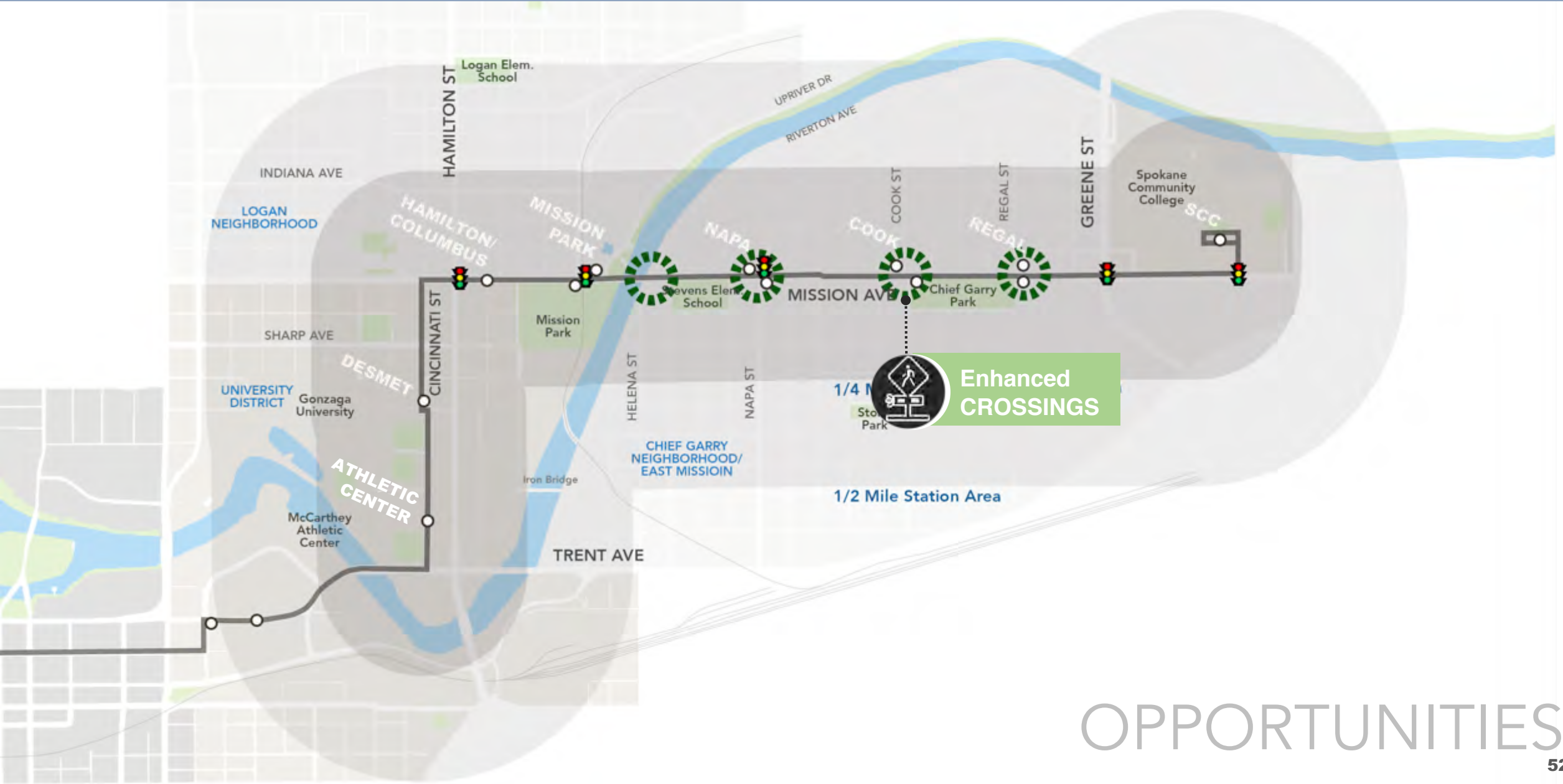
CHALLENGES

STATION ENVIRONMENT



CHALLENGES

STATION ENVIRONMENT



OPPORTUNITIES

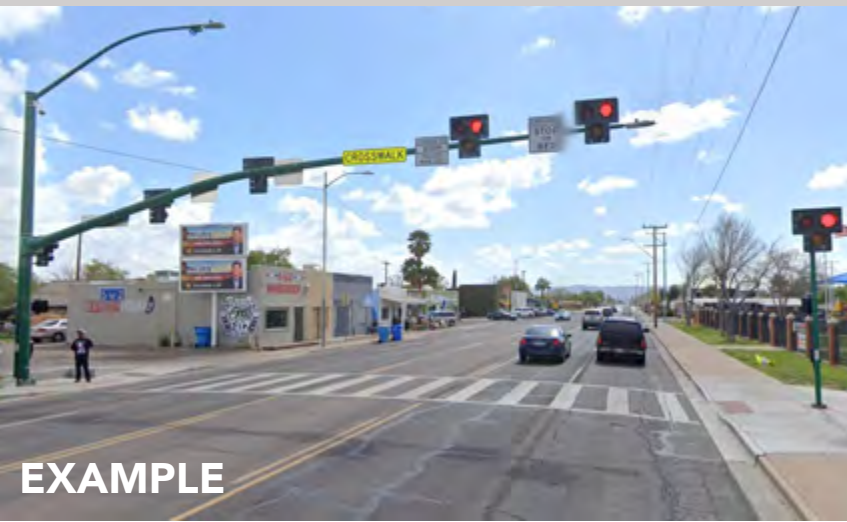
STATION ENVIRONMENT

RAPID FLASHING BEACON SIGNAL (RRFB)



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

PEDESTRIAN SIGNAL (HAWK)



OPPORTUNITIES

STATION ENVIRONMENT

RAPID FLASHING BEACON SIGNAL (RRFB)

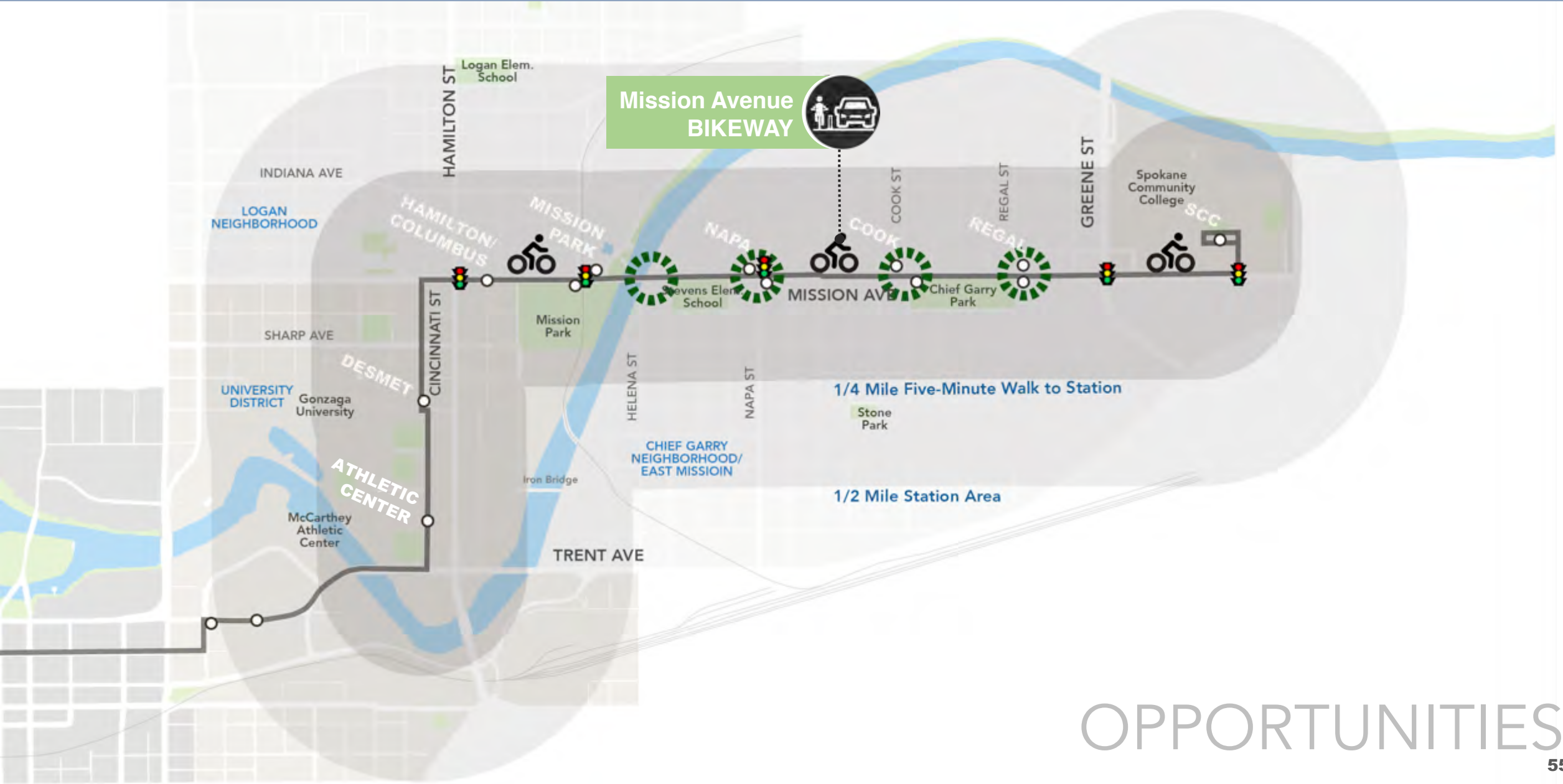


CONFLICT: DOUBLE LEFT TURN & NO CROSSWALK

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

OPPORTUNITIES

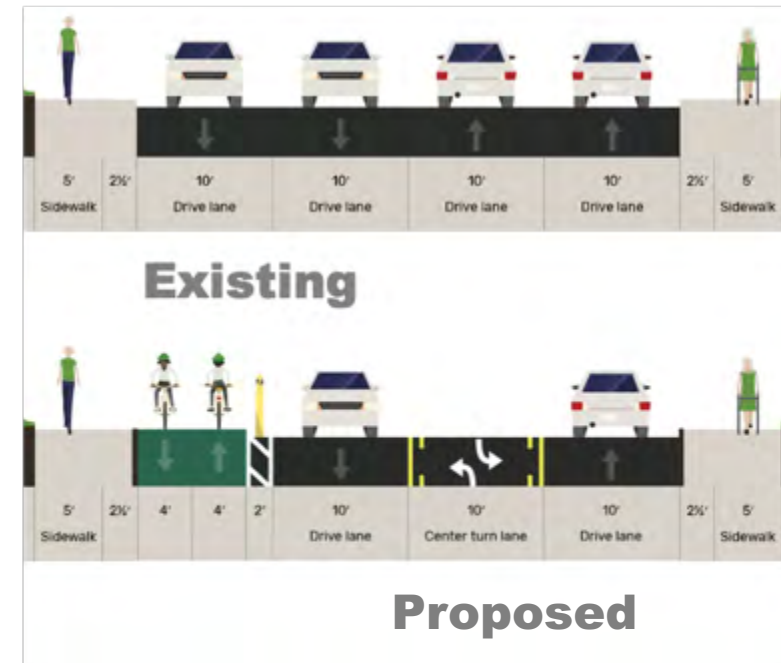
STATION ENVIRONMENT



STATION ENVIRONMENT

BICYCLE FACILITIES

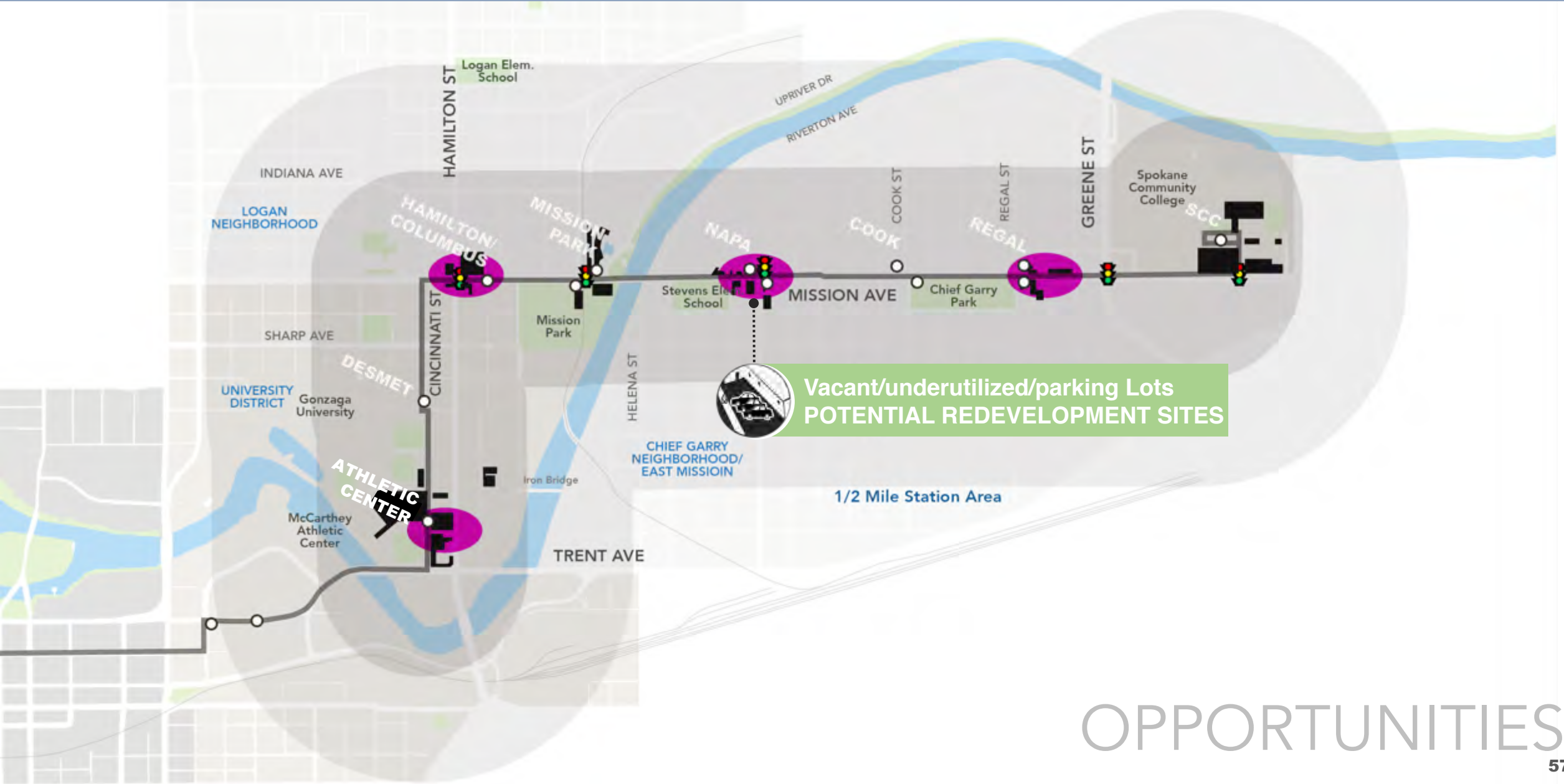
Gonzaga University Study— Mission Avenue Protected Bikeway



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
- ✓ Identify market viable transit supportive uses
- ✓ Consider regulations supporting active uses & building frontages

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

EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/ COLUMBUS	MISSION PARK WB	MISSION EB	NAPA WB	NAPA EB	COOK WB	COOK EB	REGAL WB	REGAL 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

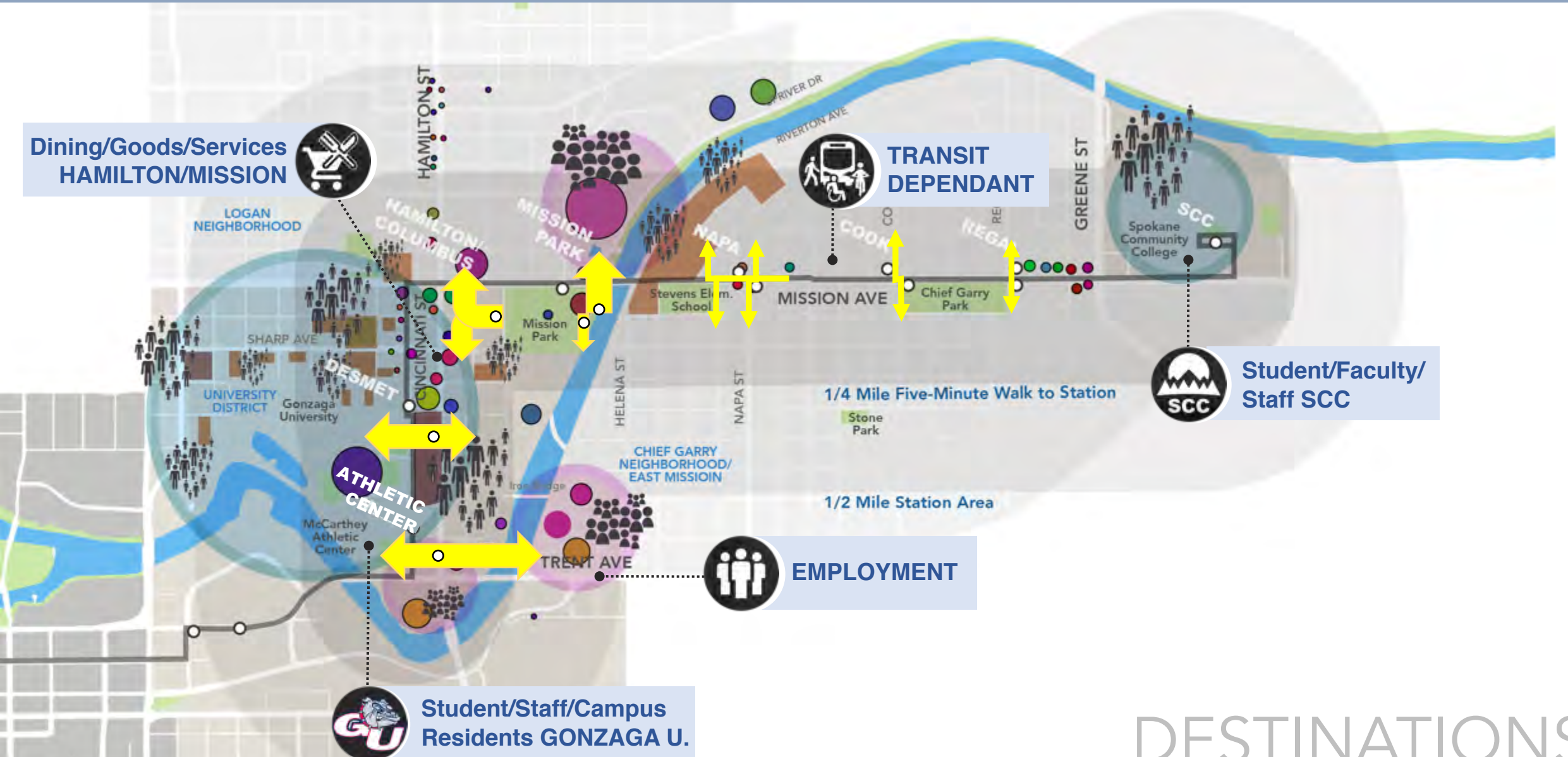
Station areas destinations: location of jobs/population concentrations, anchor uses including public facilities, religious and community services and commercial goods/services/dining.

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.

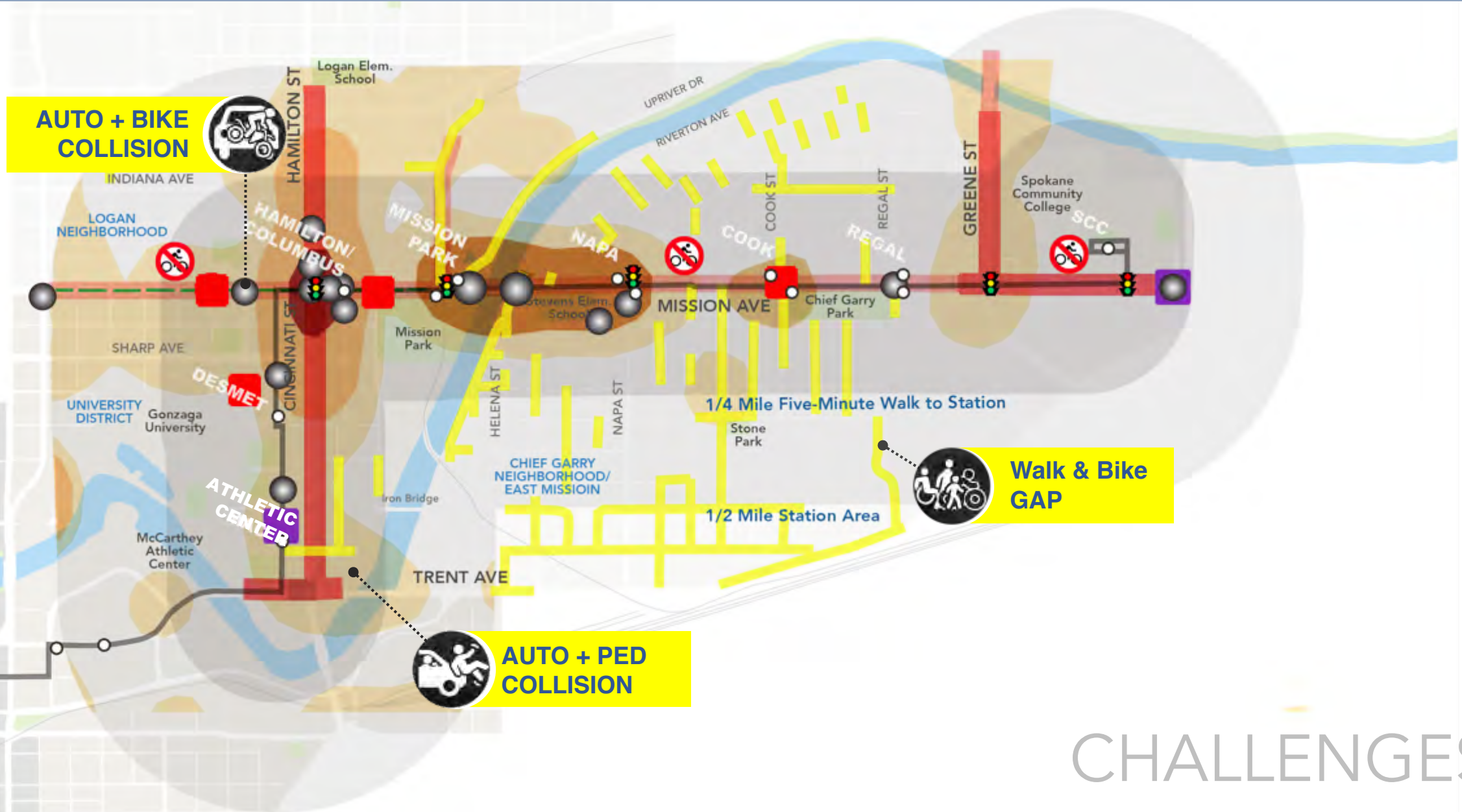
Station areas walk facilities: lack or presence of existing/planned sidewalks within 1/2 mile of the station.

Station areas bicycle facilities: lack or presence of existing/planned bike facilities within 1/2 mile of the station.

DESTINATION & STATION ACCESS

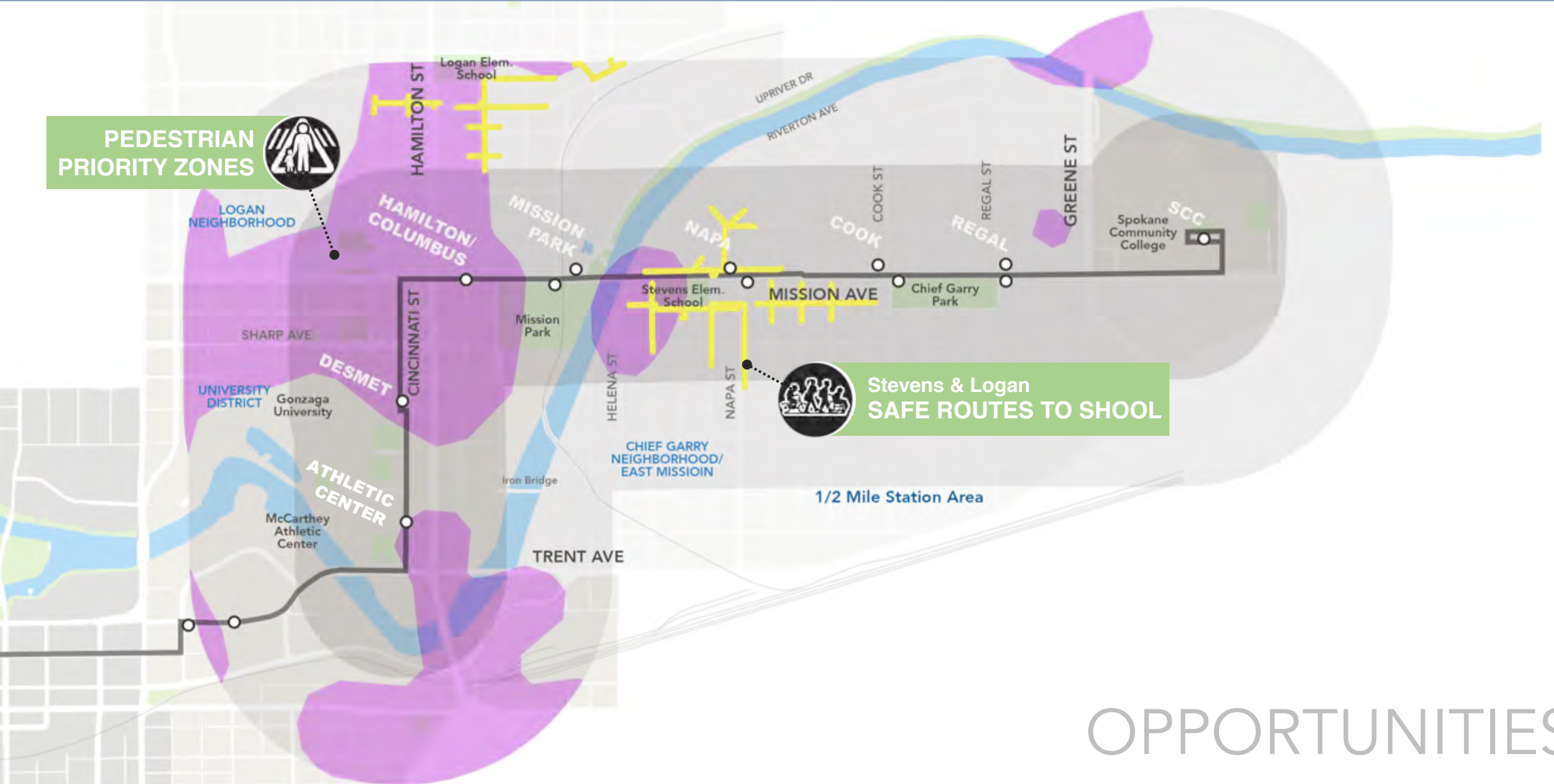


DESTINATION & STATION ACCESS

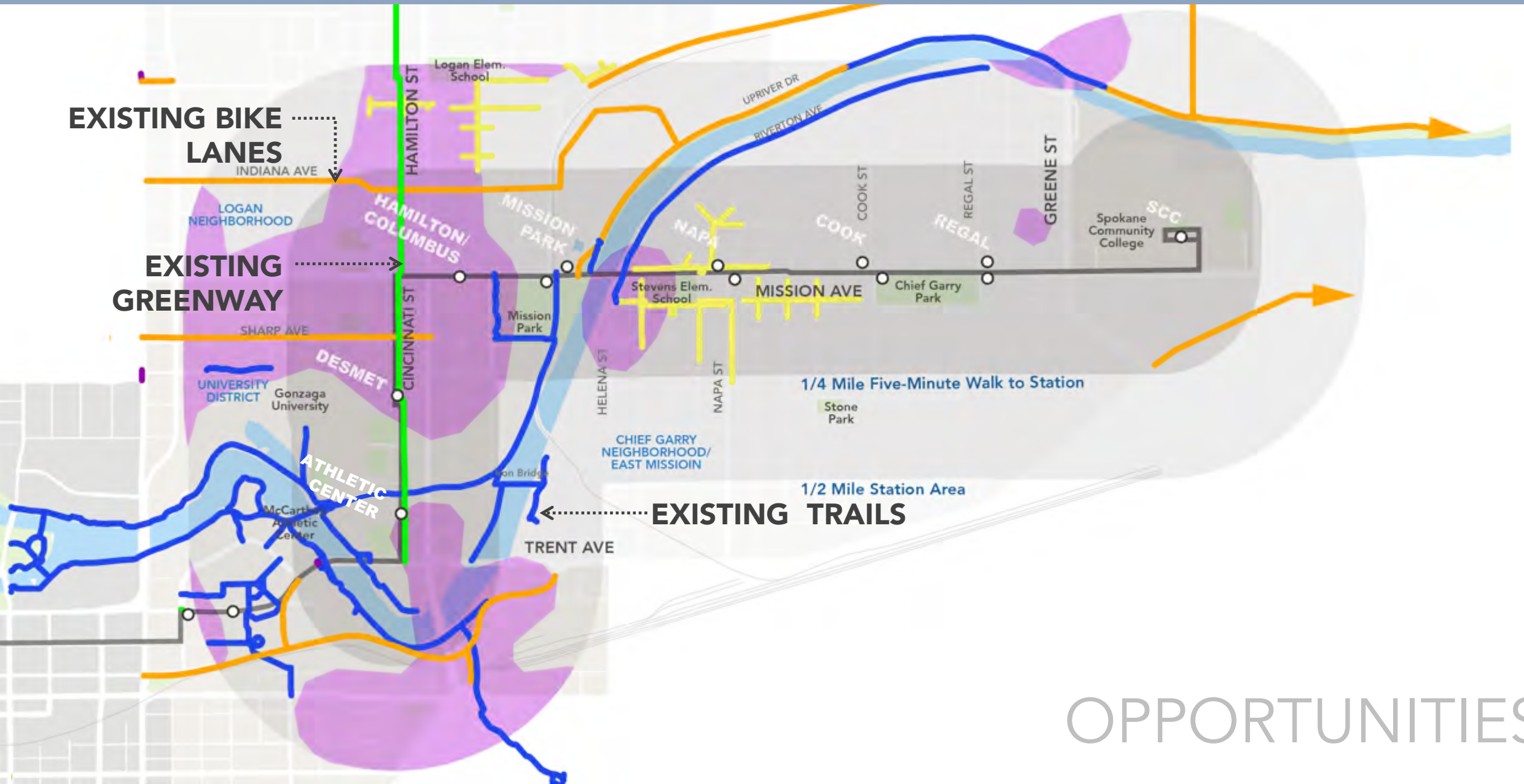


CHALLENGES

DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS

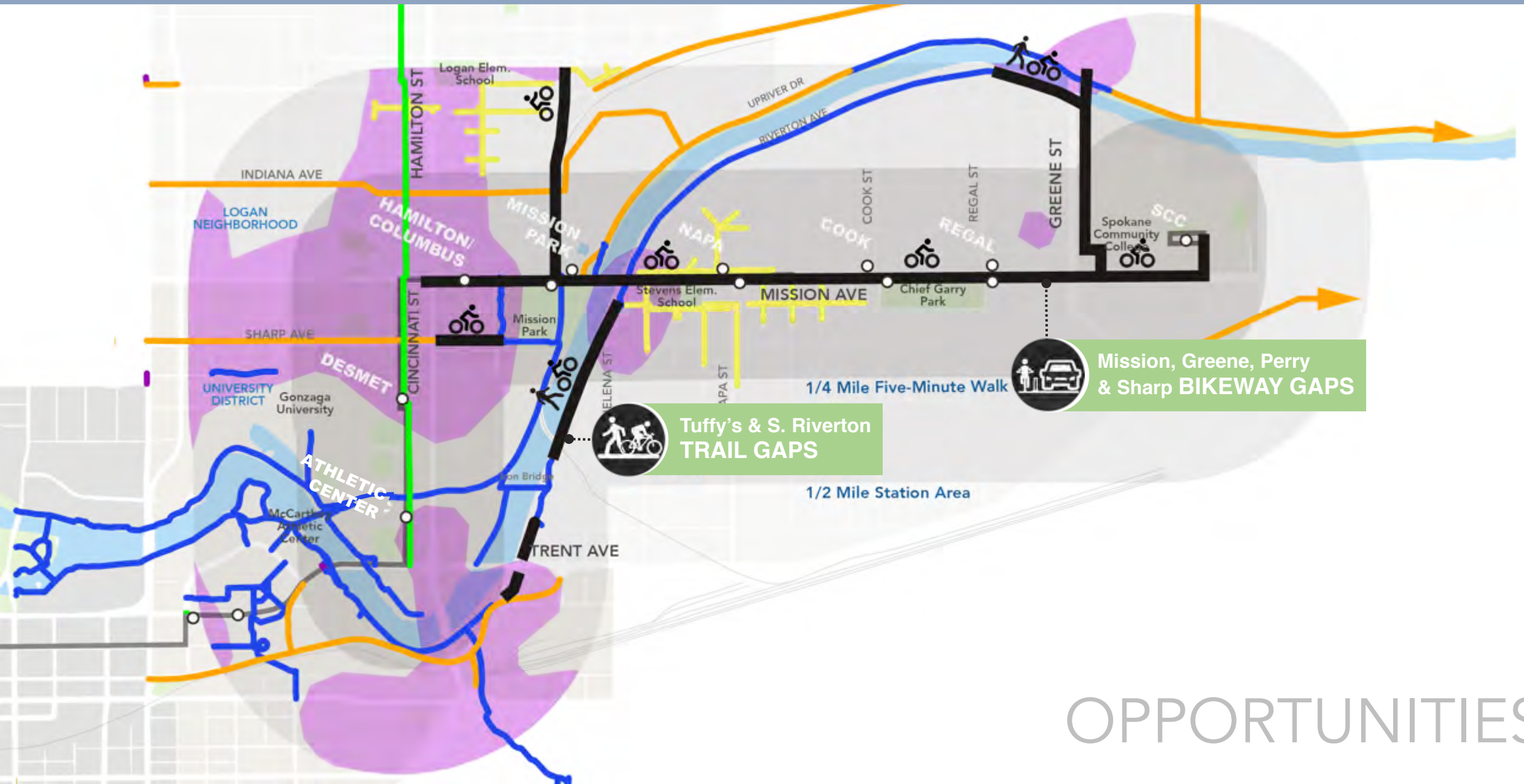


OPPORTUNITIES

DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS



**CITY
RATINGS**



peopleforbikes.org

<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

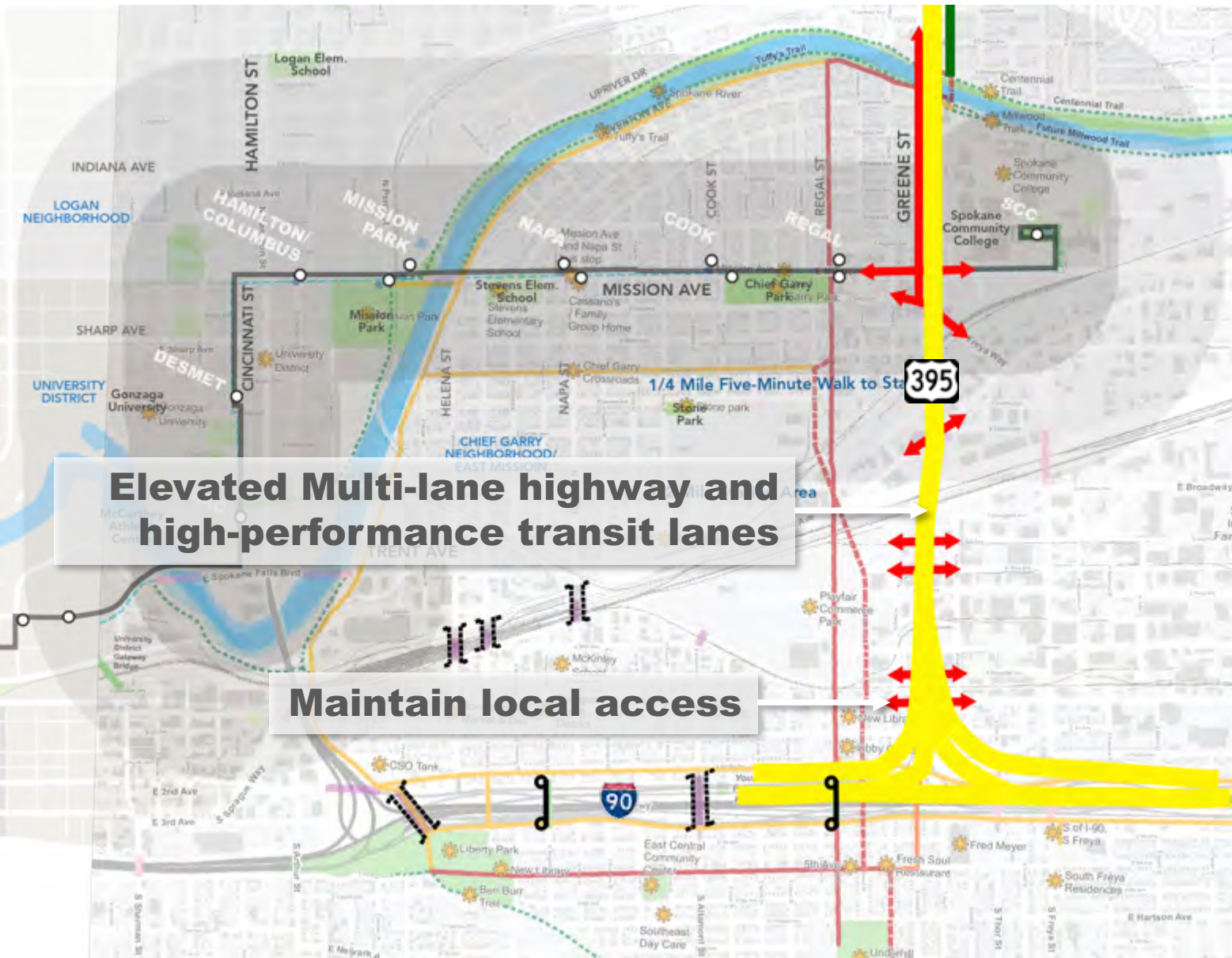
AMERICA'S BEST PLACES FOR BIKES

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



DESTINATION & STATION ACCESS



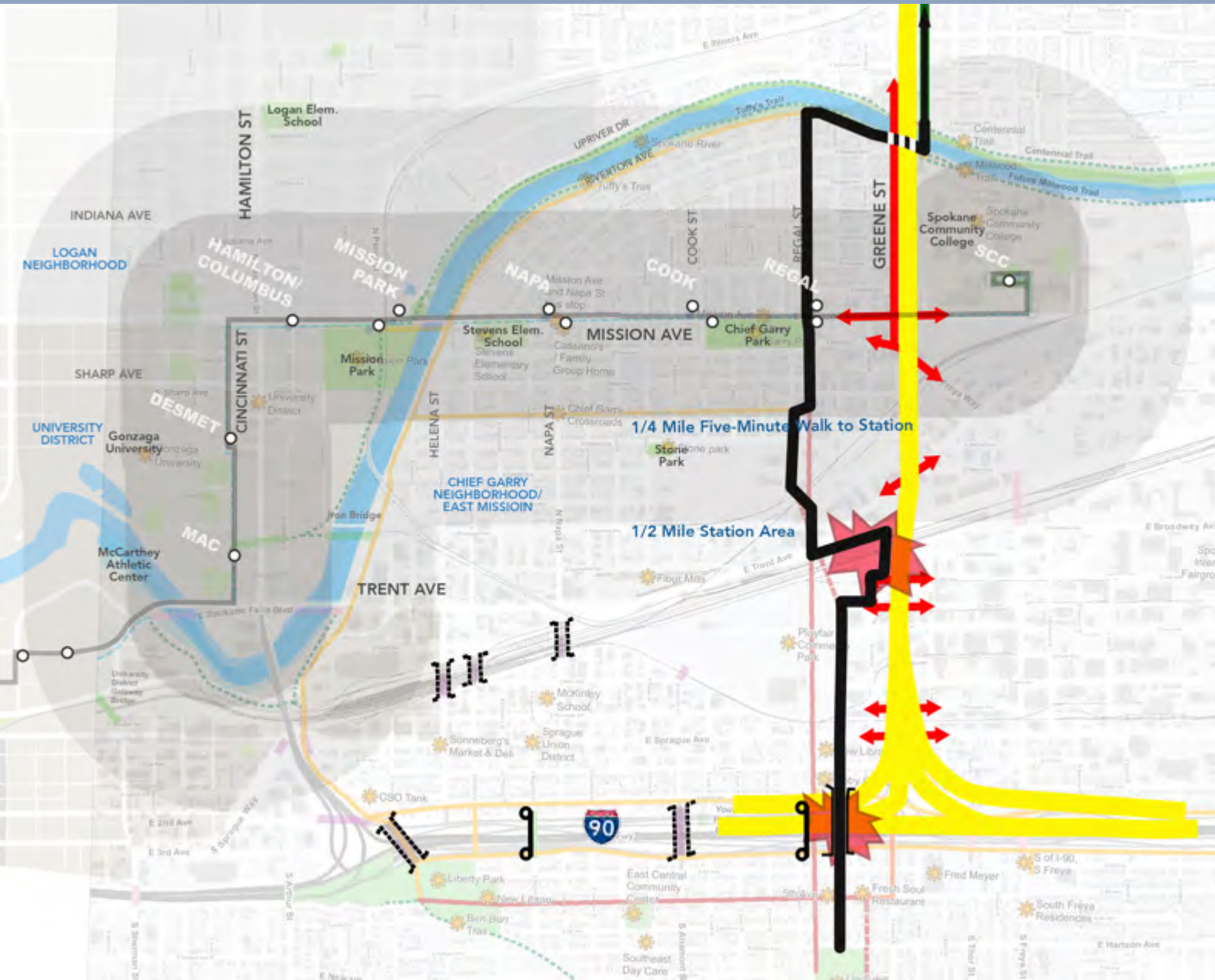
DESTINATION & STATION ACCESS



View looking east

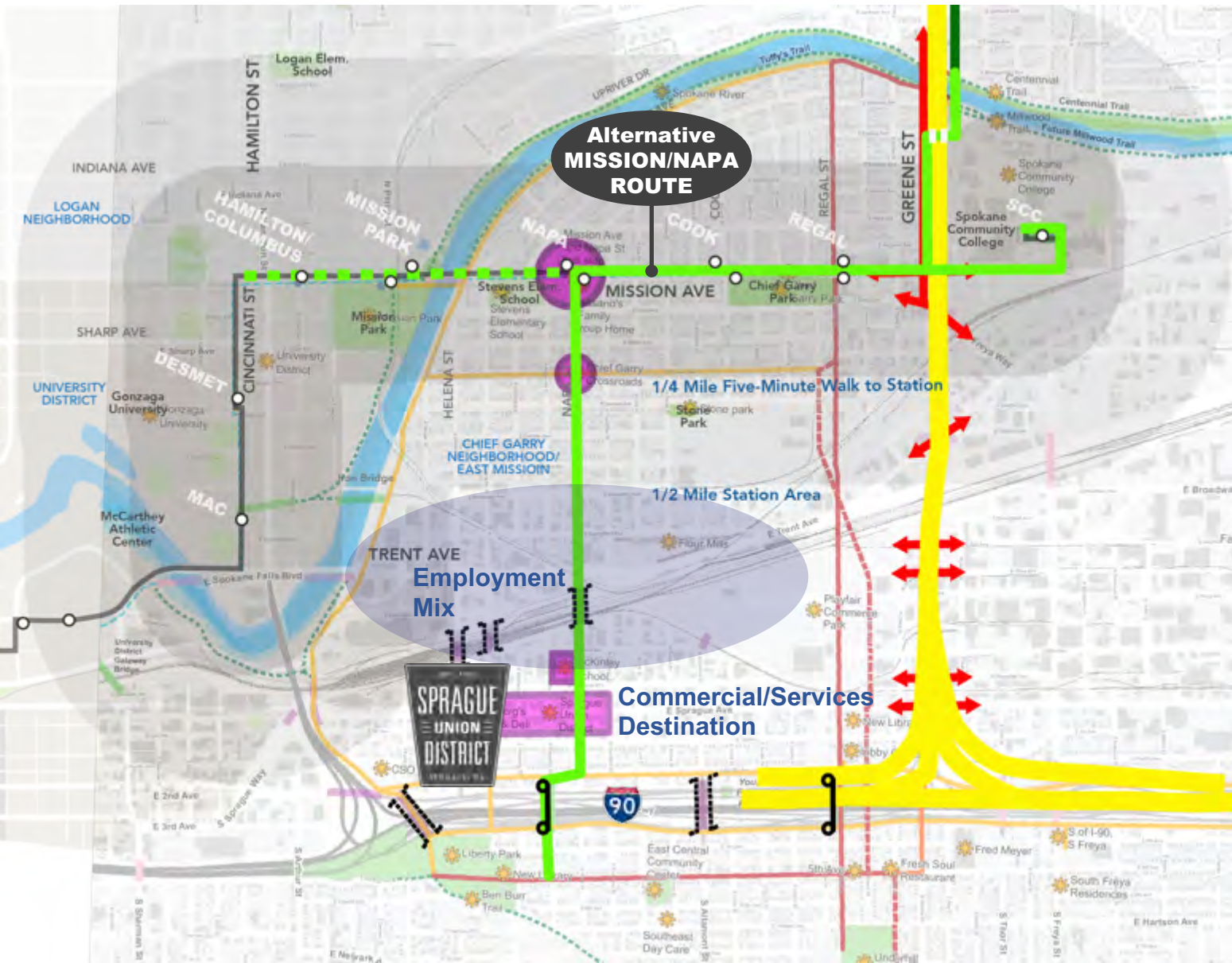
DESTINATION & STATION ACCESS

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

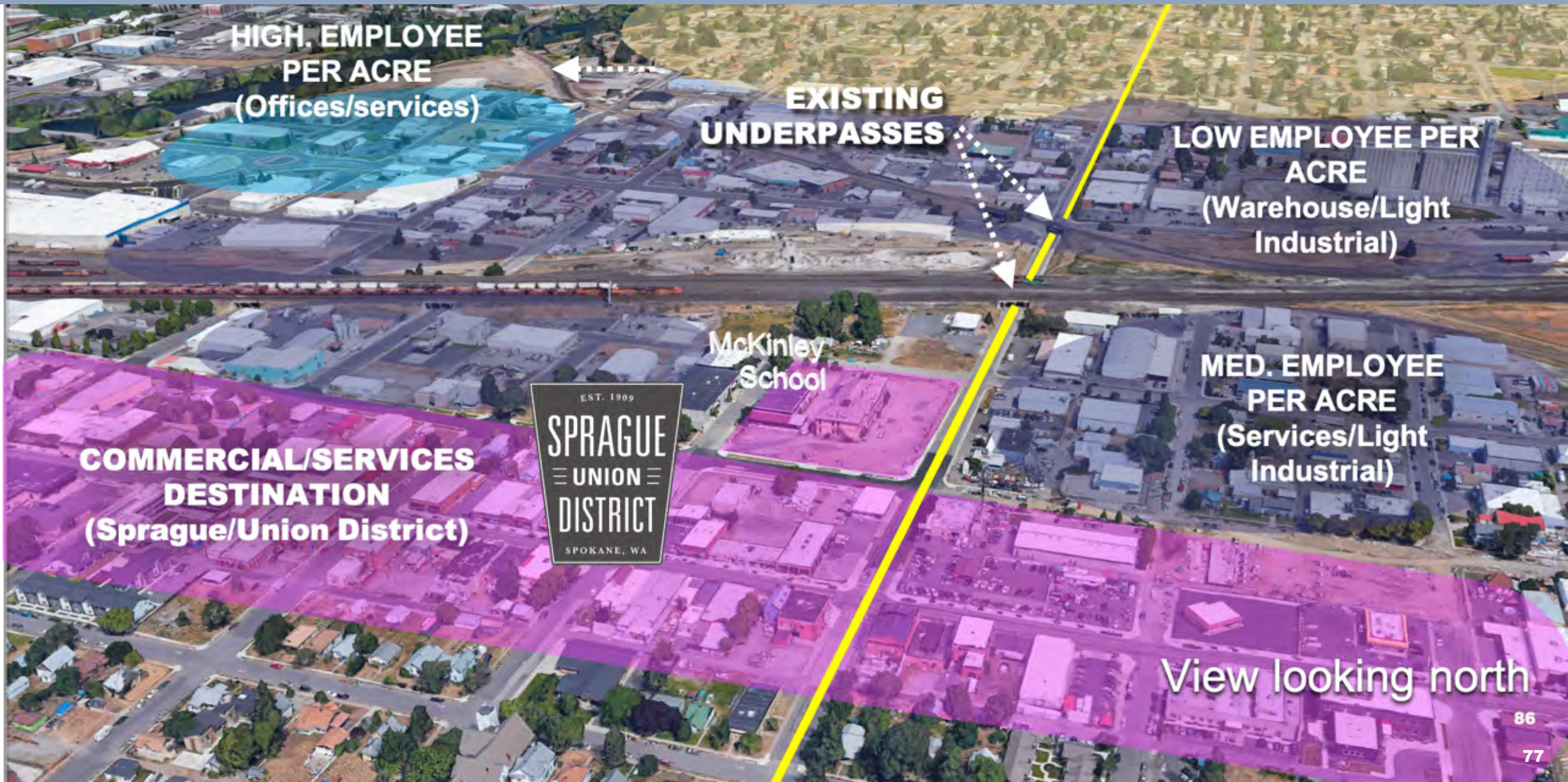
- Links all **City Line** stations
- Addresses **Mission Avenue** ped/bike safety concerns
- Connects **neighborhood & employment** destinations
- **High community benefit**

OPPORTUNITIES

DESTINATION & STATION ACCESS



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



EVALUATION CRITERIA

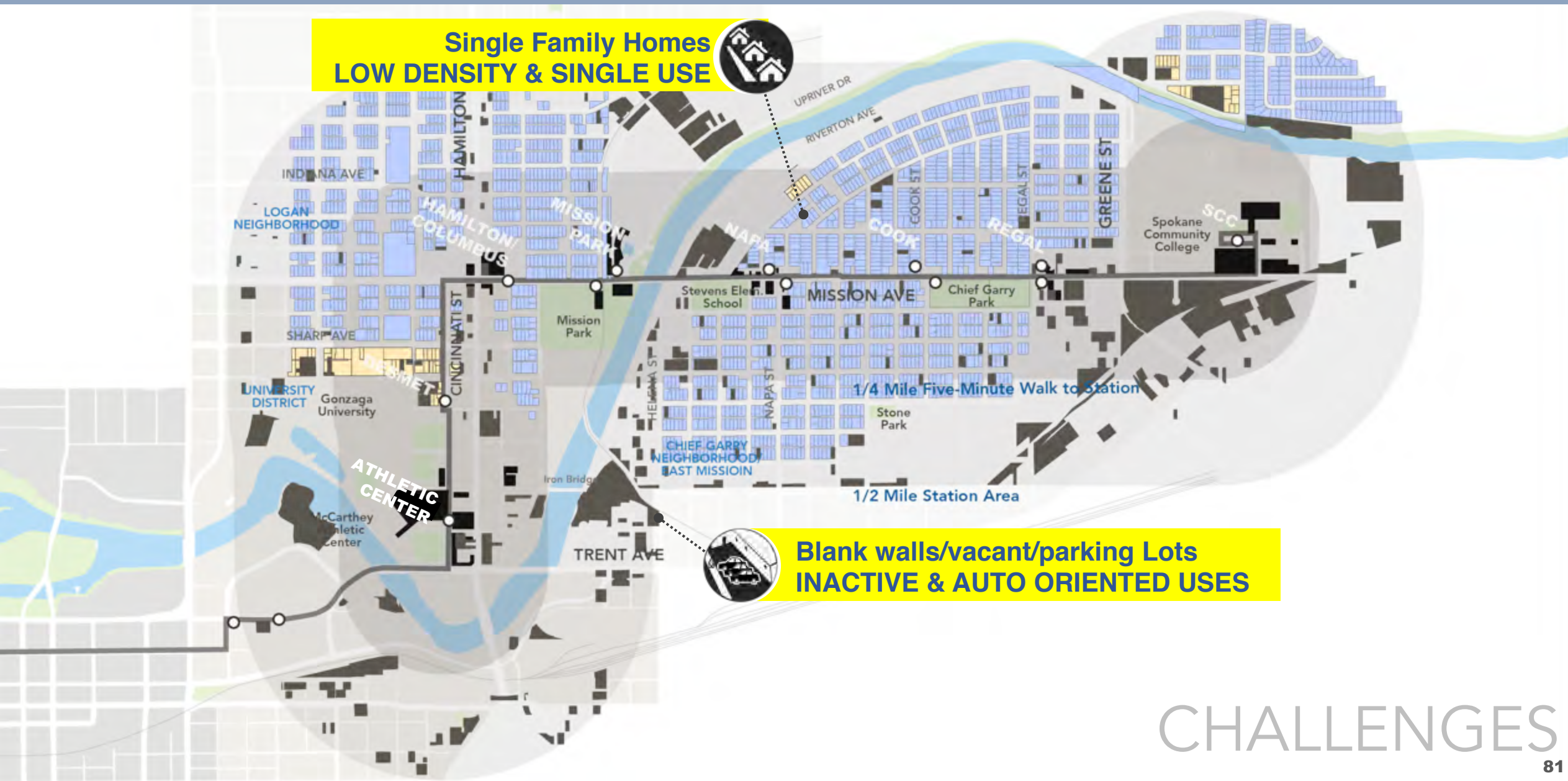
Transit supportive development: presence of multi-family housing, employment & institutional centers, retail and commercial uses, community facilities and parks/open space.

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

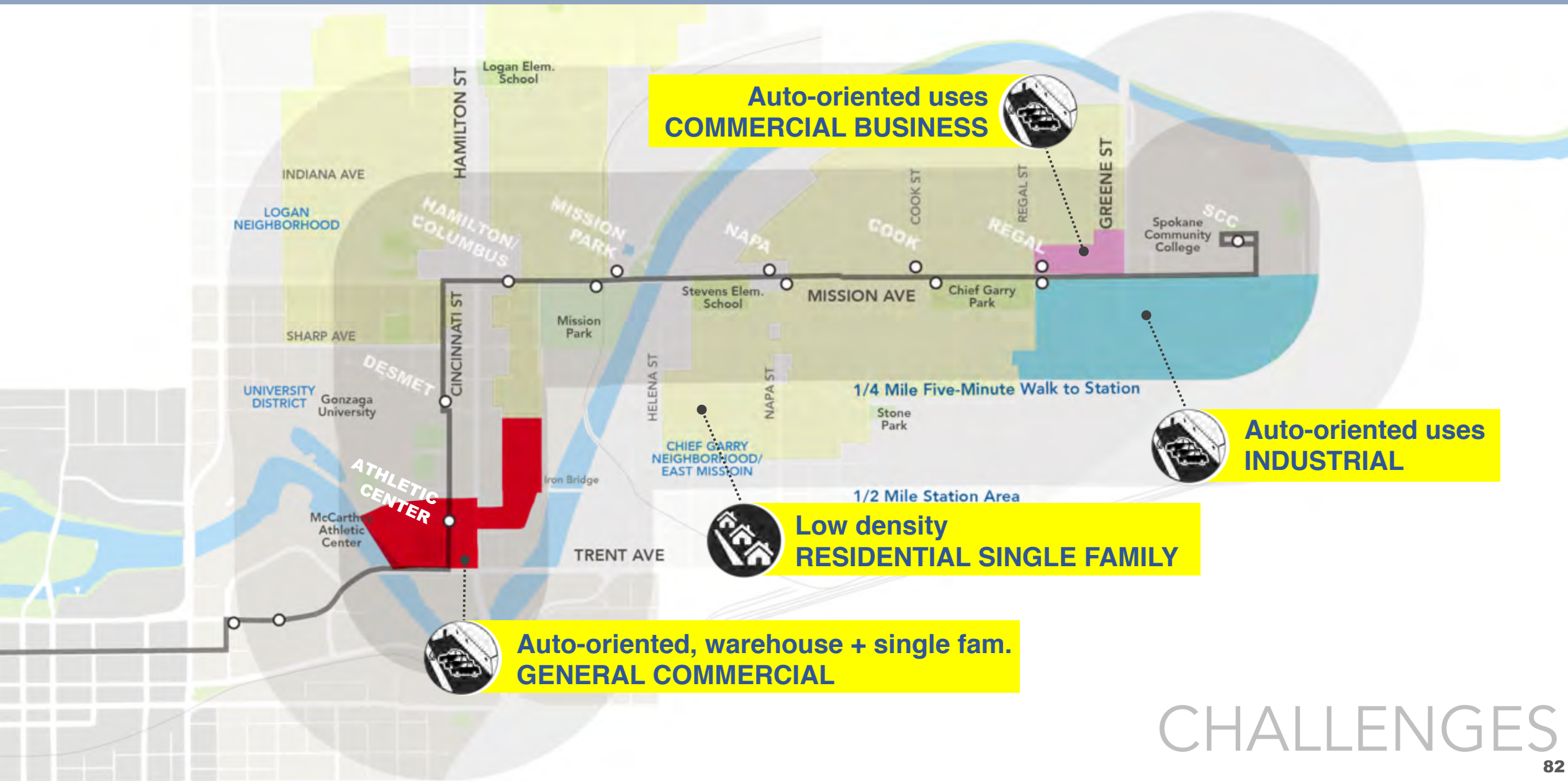
Transit-Oriented Development potential: vacant, underutilized and/or potential redevelopment sites in the station area

TRANSIT SUPPORTIVE LAND USE



CHALLENGES

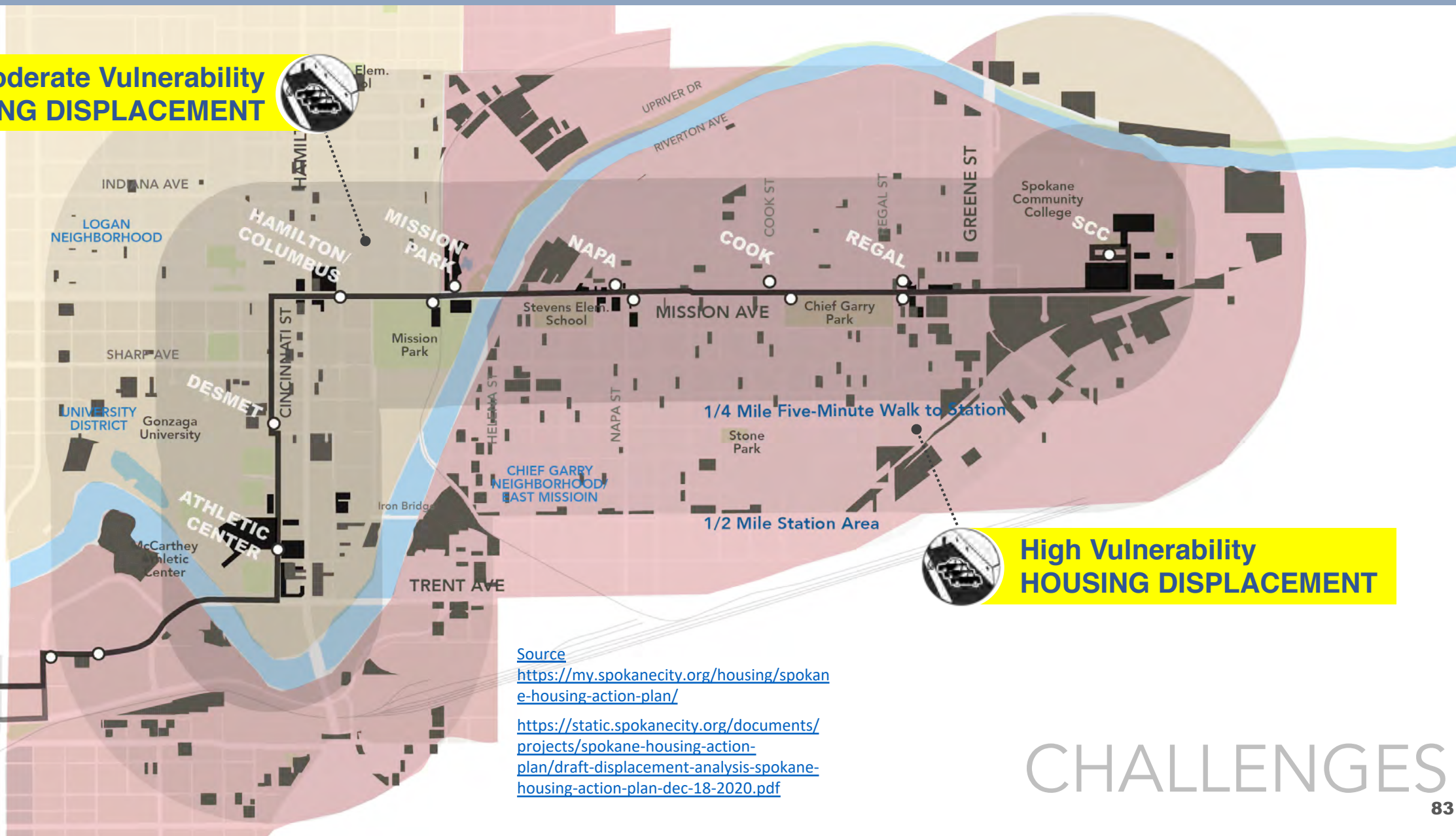
TRANSIT SUPPORTIVE LAND USE



CHALLENGES

TRANSIT SUPPORTIVE LAND USE

**High-Moderate Vulnerability
HOUSING DISPLACEMENT**



**High Vulnerability
HOUSING DISPLACEMENT**

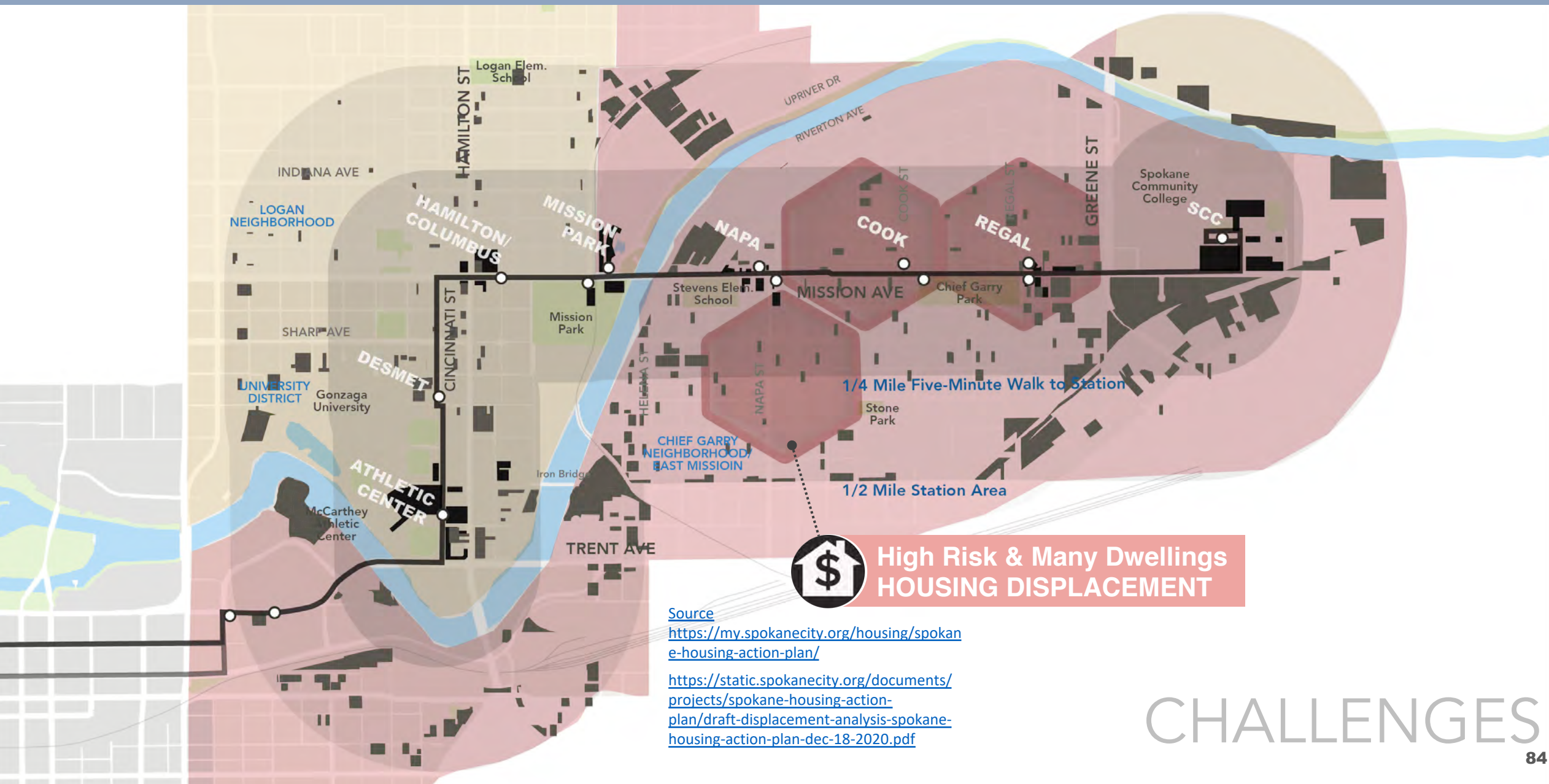
Source

<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>

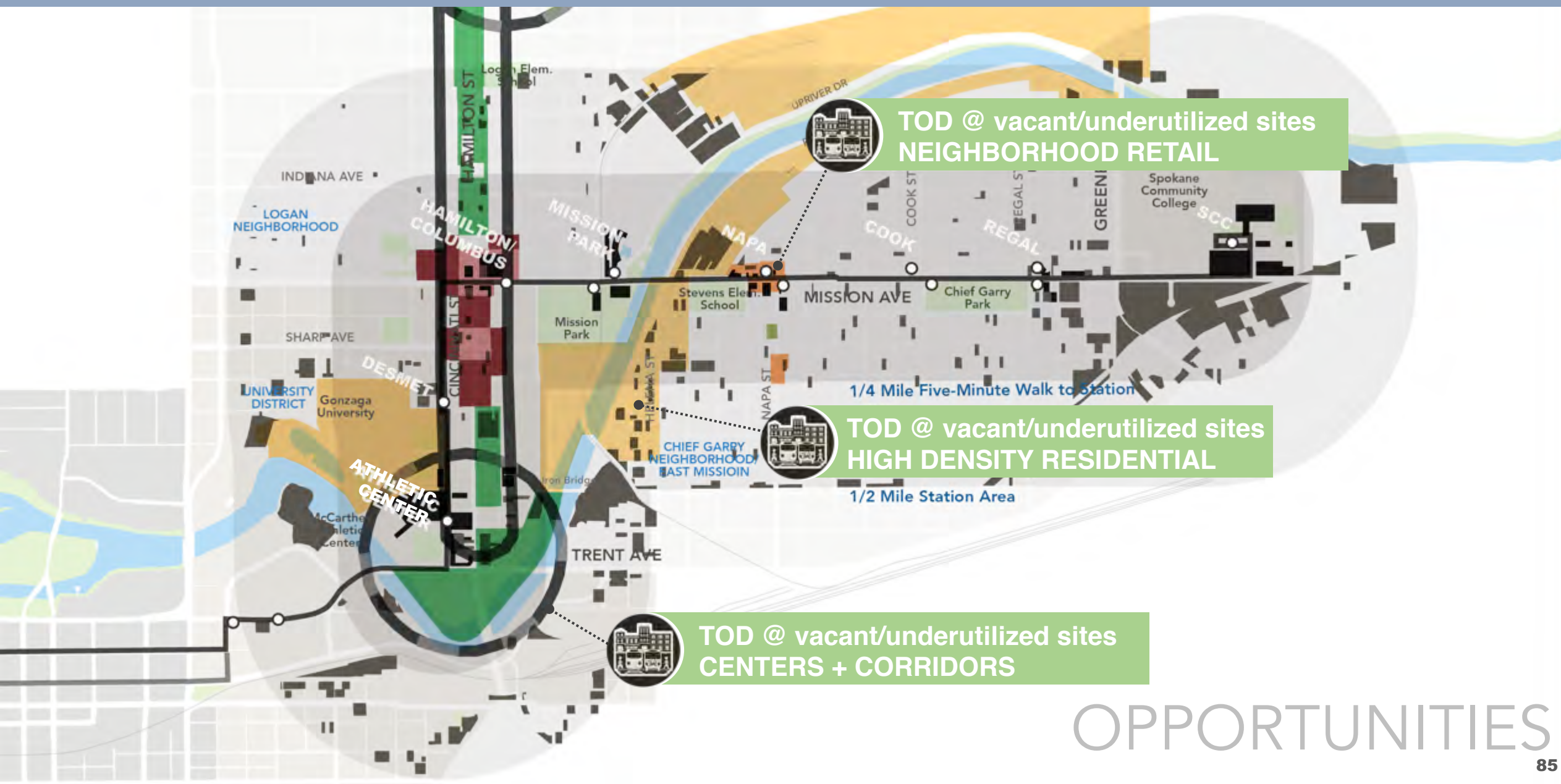
CHALLENGES

TRANSIT SUPPORTIVE LAND USE



CHALLENGES


TRANSIT SUPPORTIVE LAND USE



OPPORTUNITIES

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



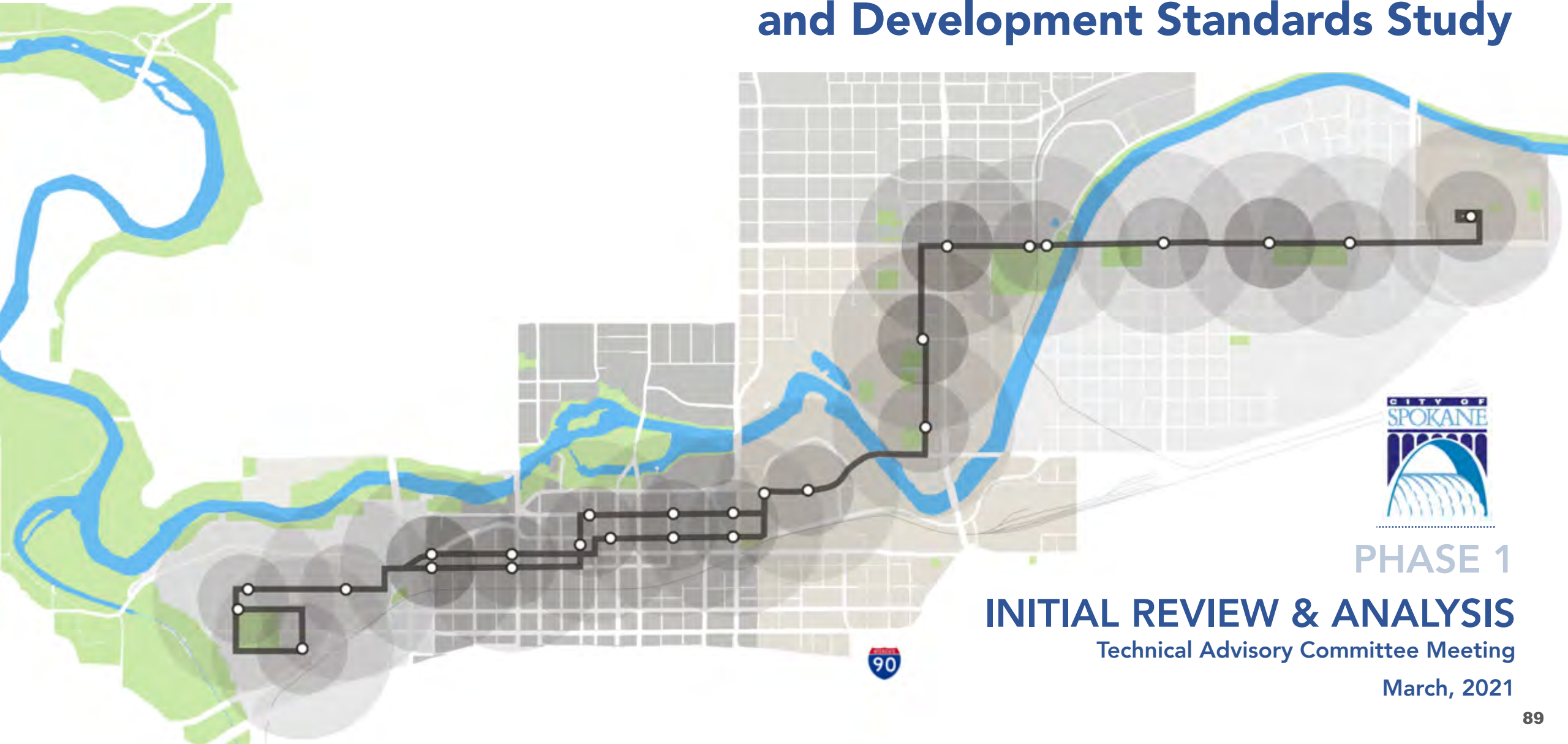
	ATHLETIC CENTER	DESMET	HAMILTON/ COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Comp. Plan:	●	●	●	●	●	●	●	●
Nbhd. Plan:	●	●	●	●	●	●	●	●
Ped Plan:	●	●	●	●	●	●	●	●
Bike Plan:	●	●	●	●	●	●	●	●
NSC/Trail:	---	---	---	---	---	---	●	●
Zoning:	●	●	●	●	●	●	●	●
Complete Streets:	●	●	●	●	●	●	●	●
Incentives/Programs: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

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

CITY LINE CORRIDOR

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



PHASE 1

INITIAL REVIEW & ANALYSIS

Technical Advisory Committee Meeting

March, 2021