Mission:
Spokane’s University District leverages education, research and commercial resources to create a collaborative, healthy and prosperous region.
The U. District is made up of six major universities, two medical school programs, a center for energy innovation, and a smart-city living laboratory.
Transportation Focus

TOD Planning - STA City Line (BRT)
Complete Streets/Bike-Ped Planning
Public Greenways
Trails & Open Space
Catalytic Parking Structures
Regional Connectivity: High-Speed Rail
Integrating land use and transportation to promote transit ridership + quality of living

Image: Adapted from Crandall Arellaba
Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.

- Reduce dependence on driving (57%)
- Allow residents to live, work, and play in the same area (46%)
- Reduce the area’s carbon footprint or negative impact on the environment (44%)
- Provide access to better life services (43%)
- Stimulate the local economy (43%)
- Provide better access between urban and suburban areas (42%)
- Provide access to better entertainment or recreational services (39%)
Transit-Supportive Development Types

½ Mile

1/4 Mile
5-Minute Walk

CORE

NEIGHBORHOOD

Image: Adapted from City of Aurora TOD Overlay
CITY LINE CORRIDOR

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

Spokane University District
August 10 2021
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 Barriers

- Heavy traffic, noise, and inactive frontages do not stimulate pedestrian and bike activity.
- Existing warehouse and manufacturing uses are not transit supportive.
- Incomplete trail network limits continuous riverfront access and linkages to existing crossings.
- Limited direct river access or established riverfront activities to promote this asset as destination.
Station Area Assets

- **Drive-by-traffic, high visibility, and direct access** to downtown & I-90.
- Market supported by **GU resident and staff population** and activity generated from **sports facilities**
- Aging uses on **large sites and predominately single ownership parcels**.
- Amenity rich with extensive **river frontage and trail network**
TOD Opportunity Sites

- Aging uses on large sites and predominately single ownership parcels.
- Large surface parking lots & storage areas
- Multiple blocks clustered along arterial roadways
- Emerging multifamily housing and employment uses along edges of the station area
Development Trend

- **Existing Matilda Project** includes 57 units, 18,000 SF commercial, & 168 parking (4 stories)

- **Philomena Project** includes 63 units, & 20,300 SF commercial, & 446 parking (4 stories)

- **Riverbend Project** includes 267 apartments, & 239 parking (4 to 7 stories)

- **Health Education and Research Building** with 90,000 sf of labs, classroom, and admin functions

- **Riverwalk Building**- mix of restaurant, bar, and retail uses.
'The Hub' Street-oriented Destination:

- The right retail configuration (1/4 mile in length), & accessible to high traffic volume street.
- Anchored by the GU on the west and the riverfront on the east.
- Low traffic street can accommodate a high-quality pedestrian and bike destination.
- Edge-to-edge storefronts line the three blocks with anchor uses.
- Large floorplate parking structure to serve a variety of district uses.

TOD illustration and concept for discussion purposes only and does not represent an adopted plan or funded infrastructure projects.
Employment Cluster:

- Trent Avenue and Spokane Falls provides a ‘signature address’ for the Health Peninsula with high tech, co-work, education, research and development uses.

- Springfield Avenue parking structure serves the District’s retail, commercial, employment and education uses.
UD Bike/Ped Plan

• Gonzaga Senior Project – Civil Engineering Department
• Launch Date: September 8, 2021
• Completion Date: May 2022
• Client: UDDA/UDPDA Development Committee – Present Bi-Monthly
• Point Person: Juliet Sinisterra
• Design Support:
  Amanda Beck & Colin Quinn-Hurst, City of Spokane
  Mike Tressider, STA

Meet Bi-Weekly with Point Person & Design Support, Monthly
Catalytic Parking Structures

- Lighting & Ventilation
- Energy Controls
- Solar Panels
- Green Roofs/Green Screens
- EV Charging Stations
- RideShare Stations
- Tire Inflation Services
- IoT (pre-pay mobile payment system)
- Parking Assist & Smart Sensor
- Green Roof/Green Screens
- Siting to Conserve Energy/Water
- Bicycle Storage
New Society Eco-District

The Spokane U. District is an emerging ecodistrict that celebrates innovation, equity, and sustainability. We are developing an urban ecosystem at the intersection of business and education that celebrates life, learning, work, and play.
Regional High-Speed Rail

ECONOMIC

The benefits of high-speed rail are plentiful and difficult to fully quantify. Historically, benefits have included shortened travel times and thus higher productivity, improved safety and facilitation of labor mobility, as well as increased economic activity associated with tourism, construction and other productive uses near new stations.

CLIMATE MITIGATION

Transportation represents the largest source of climate-harming greenhouse gas emissions in the U.S., and the climate benefits of high-speed rail are clear...high-speed rail reduces carbon emissions up to 90 percent compared to driving, flying or riding conventional rail, and is the fastest way to travel between two points that are a few hundred miles apart.

Why the US needs to get on track with high-speed rail | Greenbiz