



# TRANSIT ORIENTED DEVELOPMENT STUDY

Pine Street Station Area  
and Sprague-Sherman  
Corridor

**District Framework and  
Development Strategy**

May 05, 2022



# STUDY AREA



1/4 Mile

PINE ST

SHERMAN STREET

Sprague Ave

5-Minute Walk

W. Spokane Falls Blvd

W. Main Ave

W. Riverside Ave

N Pine St

E. 1st Ave

E. Pacific Ave

E. 2nd Ave

S. Browne St

S. Division St

S. Pine St

S. Cowley St

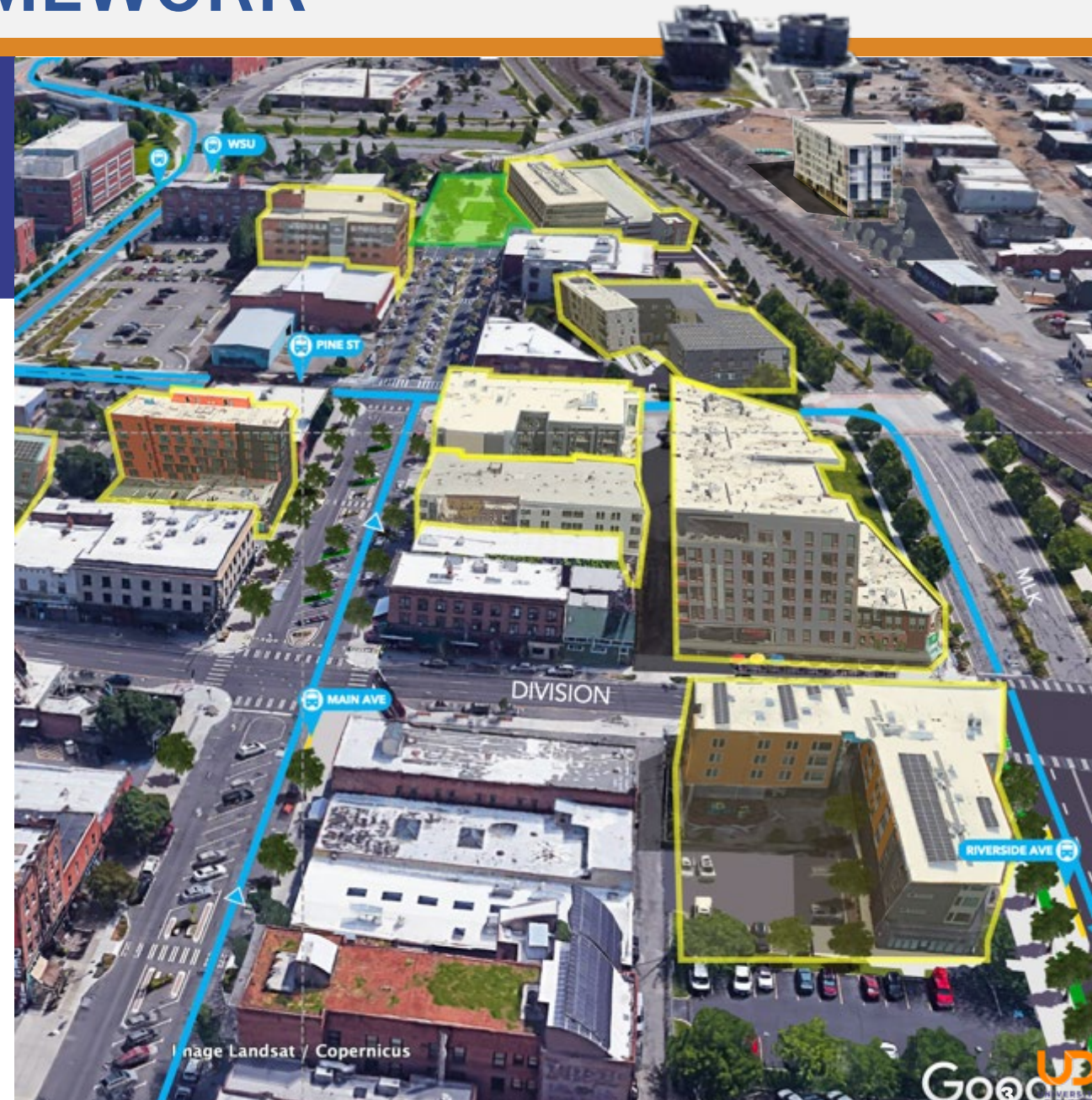
S. Spokane St

S. Sherman St



# DISTRICT DEVELOPMENT FRAMEWORK

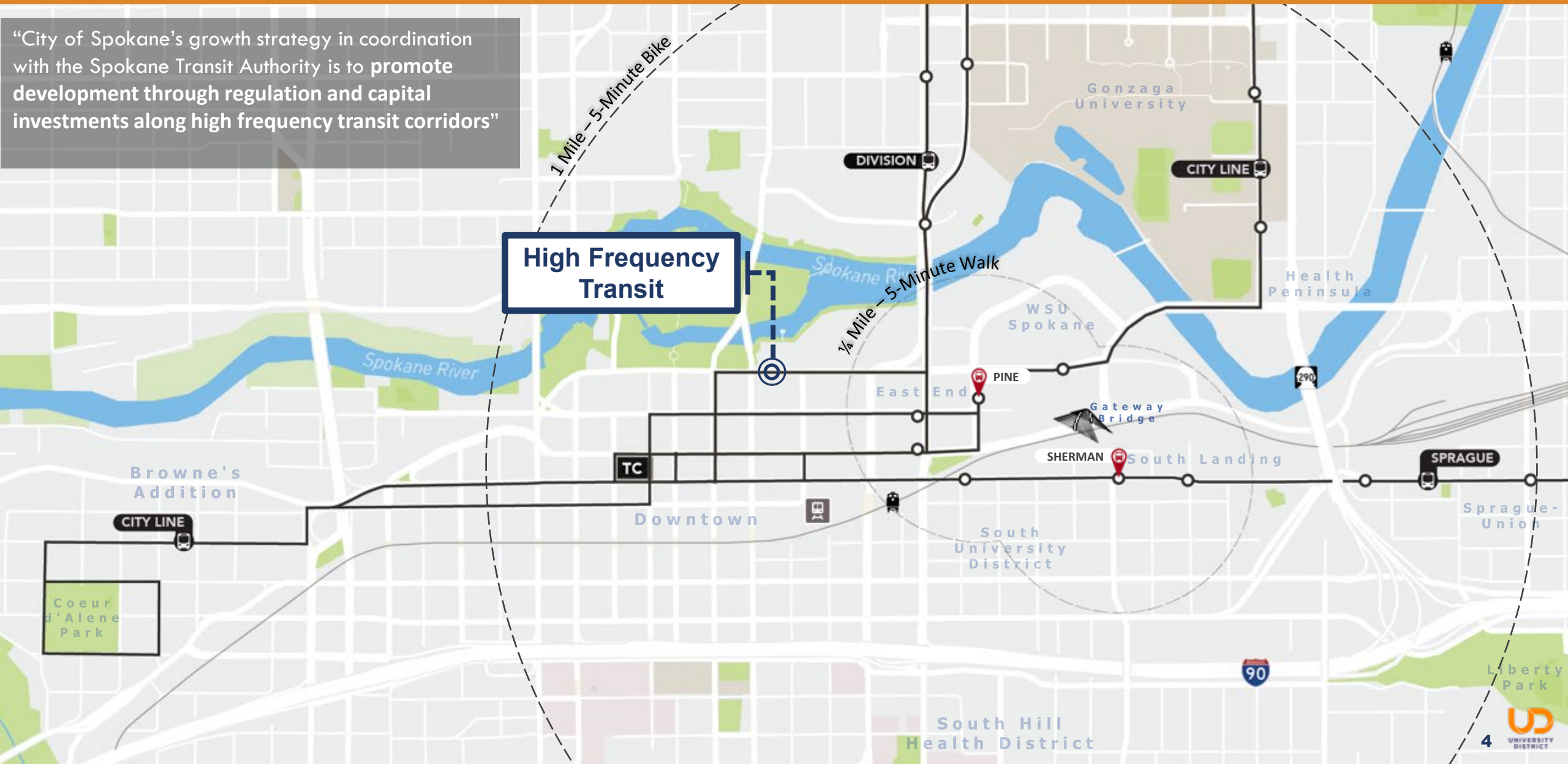
*“Prepare an integrated transit-oriented development, and walk and bike framework for the Pine Street and Sherman-Sprague Stations”*





# DISTRICT DEVELOPMENT FRAMEWORK

“City of Spokane’s growth strategy in coordination with the Spokane Transit Authority is to **promote development through regulation and capital investments along high frequency transit corridors**”





# DISTRICT DEVELOPMENT FRAMEWORK

Stations at Pine Street and Sherman Street are opportunities to establish “activity hubs” of street-oriented retail, commercial services, dining and entertainment uses to support the District





A complement of retail, services, dining + entertainment support 18-hour activity

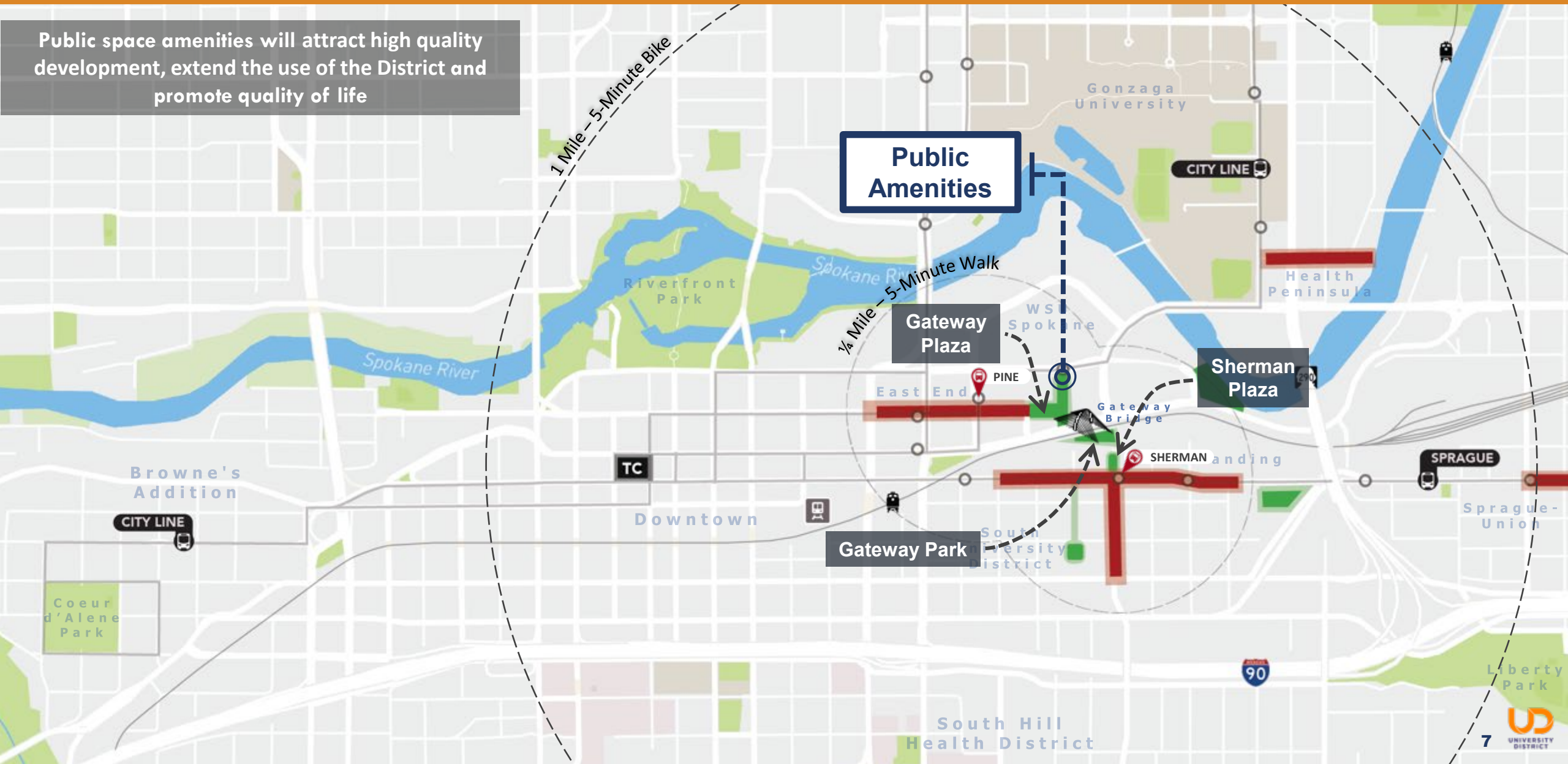
STREET-ORIENTED DESTINATION  
"ACTIVE STREET"





# DISTRICT DEVELOPMENT FRAMEWORK

Public space amenities will attract high quality development, extend the use of the District and promote quality of life





# DISTRICT DEVELOPMENT FRAMEWORK

Public space amenities will attract high quality development, extend the use of the District and promote quality of life





Amenities attract high quality development and extend daily use of the district

Parks, Plazas and Gathering Areas  
**'PUBLIC AMENITY'**





# DISTRICT DEVELOPMENT FRAMEWORK

Capital investments in multimodal street improvements will link Districts, promote transit access and connect to destinations

**WALK + BIKE NETWORK**





# WALK + BIKE NETWORK



A continuous walking and biking facility connecting station to station





# DISTRICT DEVELOPMENT FRAMEWORK





# WALK + BIKE NETWORK



*"Pine Street Station"*  
CORRIDOR ROUTE





# WALK + BIKE NETWORK



The **primary walking and biking facilities** providing safe and direct access to stations from station area neighborhoods





# DISTRICT DEVELOPMENT FRAMEWORK



**SHERMAN STATION  
ACCESS ROUTE**



# WALK + BIKE NETWORK



## *"Sprague & Sherman Station"* STATION ACCESS ROUTE



After



Before



# WALK + BIKE NETWORK

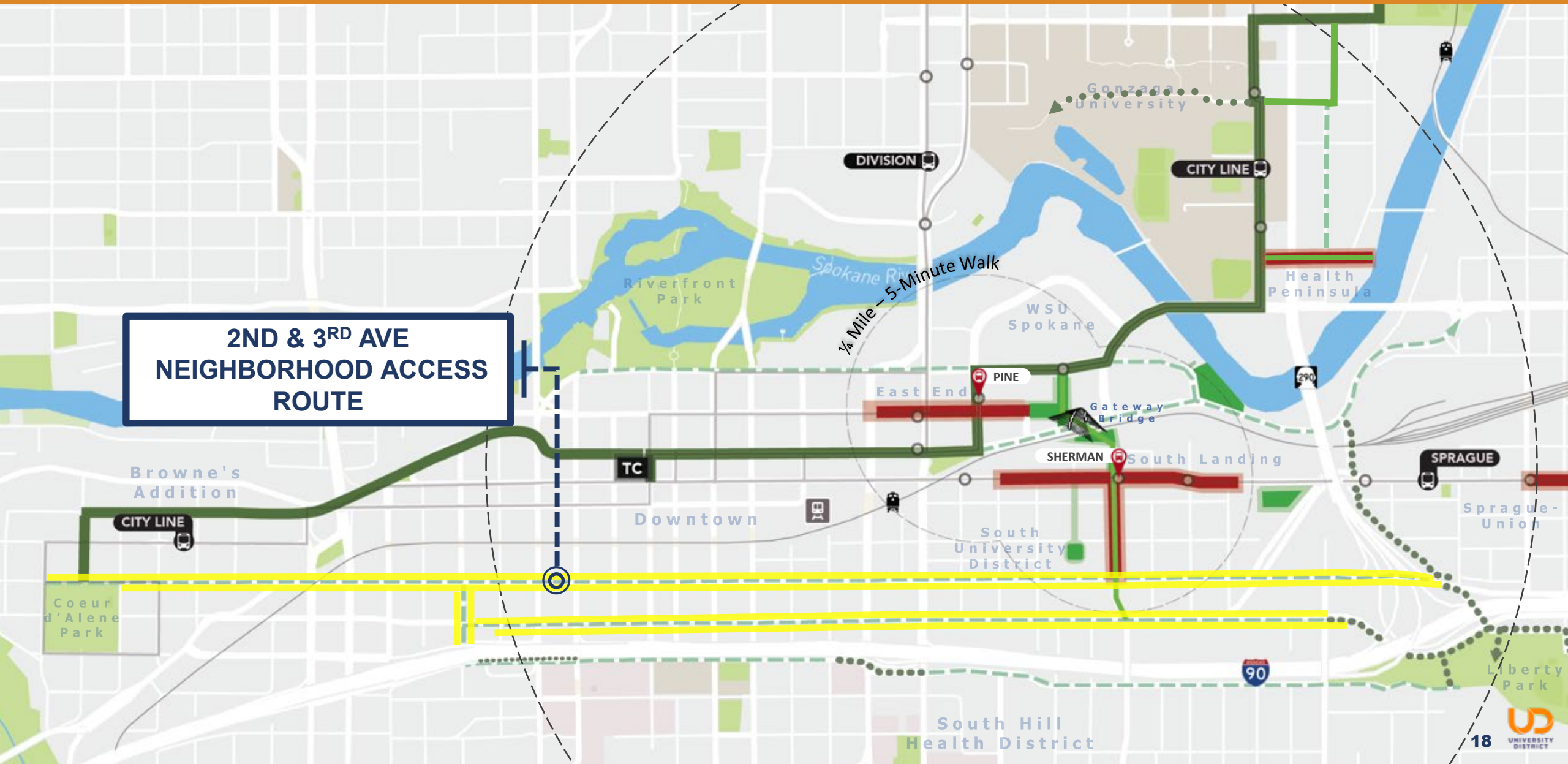


Walk and bike facilities within station area neighborhoods linking to schools, parks, and other station area access routes





# DISTRICT DEVELOPMENT FRAMEWORK



**2ND & 3RD AVE  
NEIGHBORHOOD ACCESS  
ROUTE**



# WALK + BIKE NETWORK

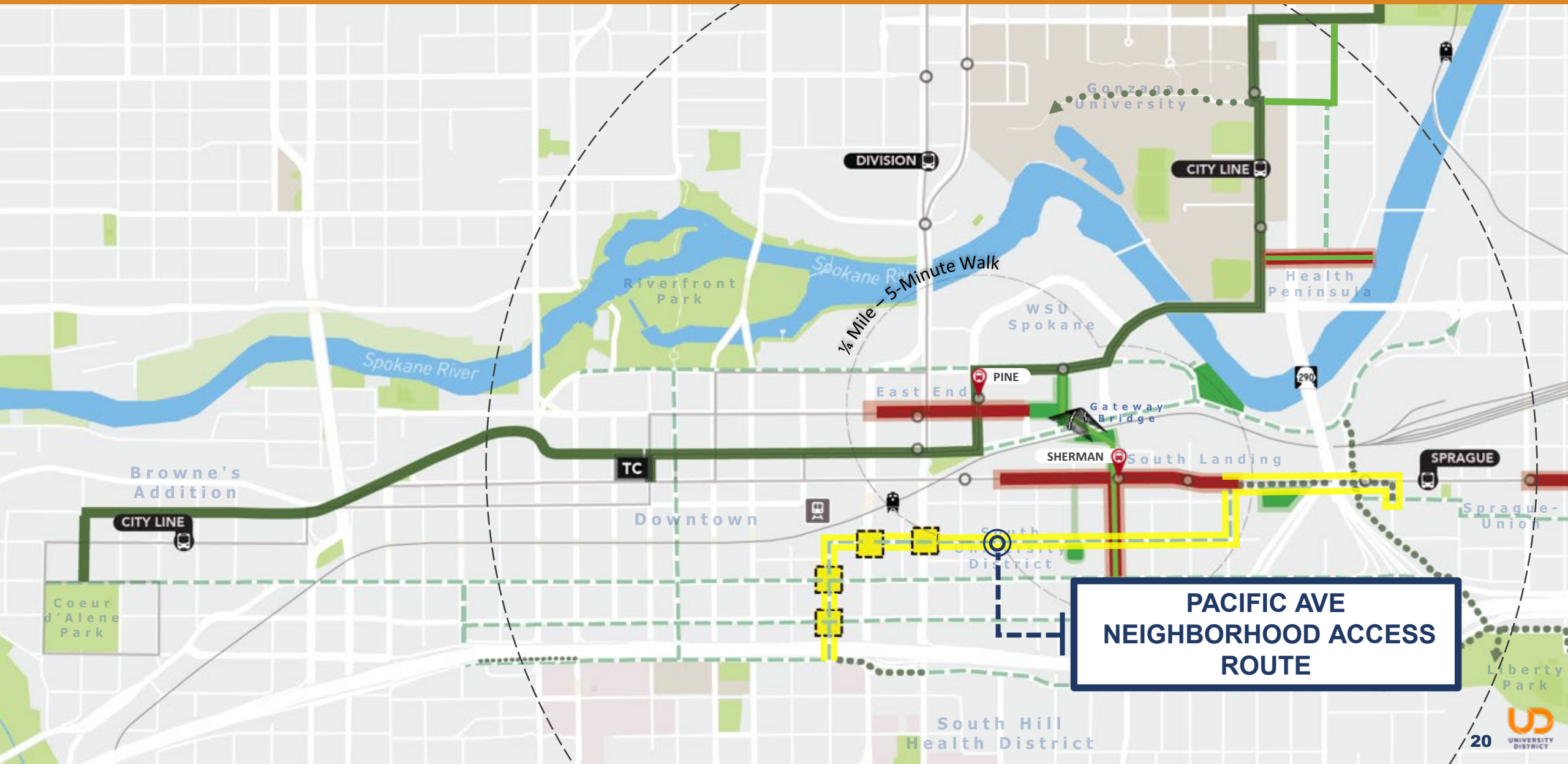


*"District Wide Connection*  
**NEIGHBORHOOD ACCESS ROUTE**





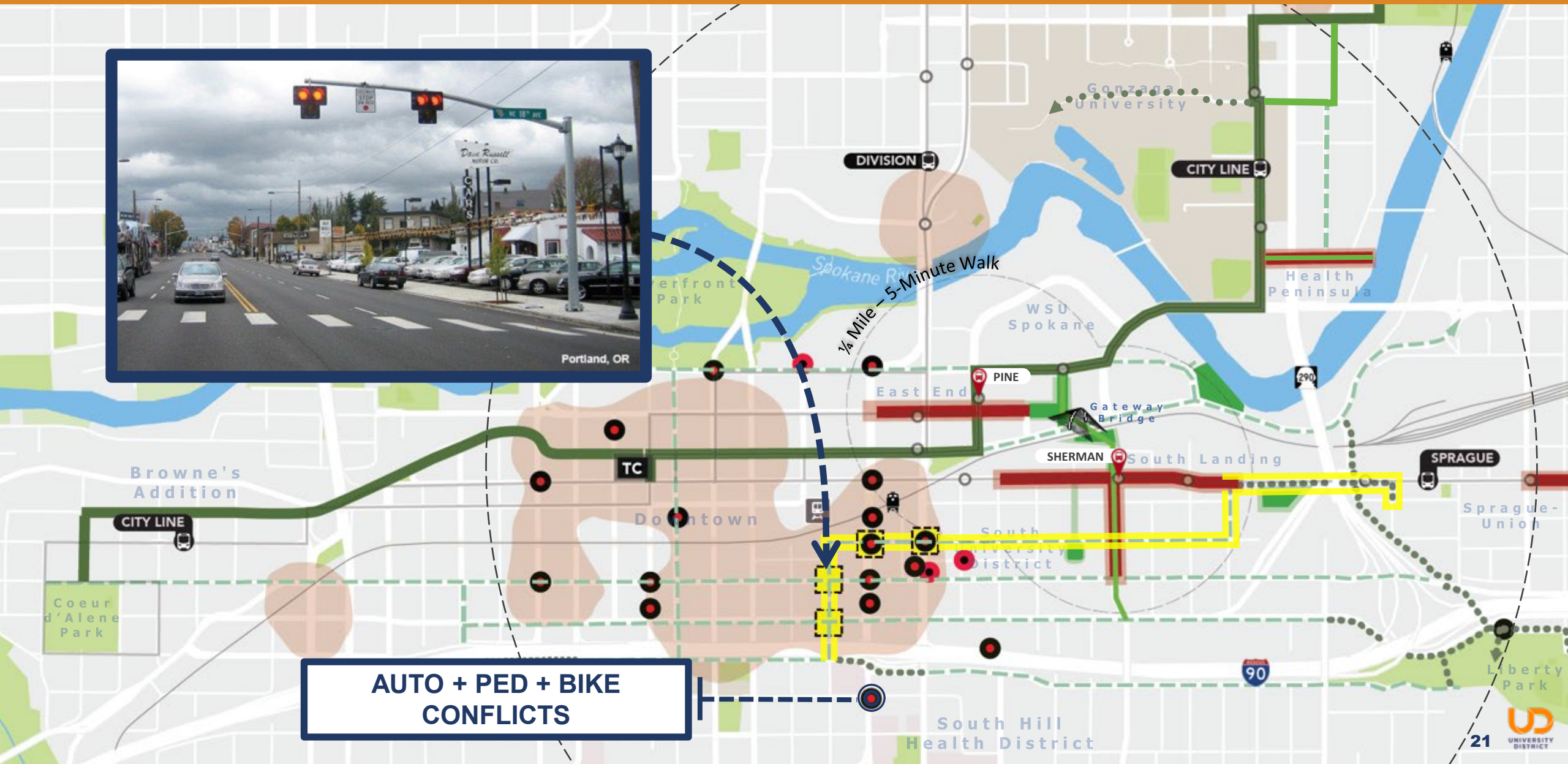
# DISTRICT DEVELOPMENT FRAMEWORK



**PACIFIC AVE  
NEIGHBORHOOD ACCESS  
ROUTE**



# DISTRICT DEVELOPMENT FRAMEWORK



**AUTO + PED + BIKE  
CONFLICTS**



# WALK + BIKE NETWORK



## *"Pacific Avenue Greenway"* NEIGHBORHOOD ACCESS ROUTE





# WALK + BIKE NETWORK

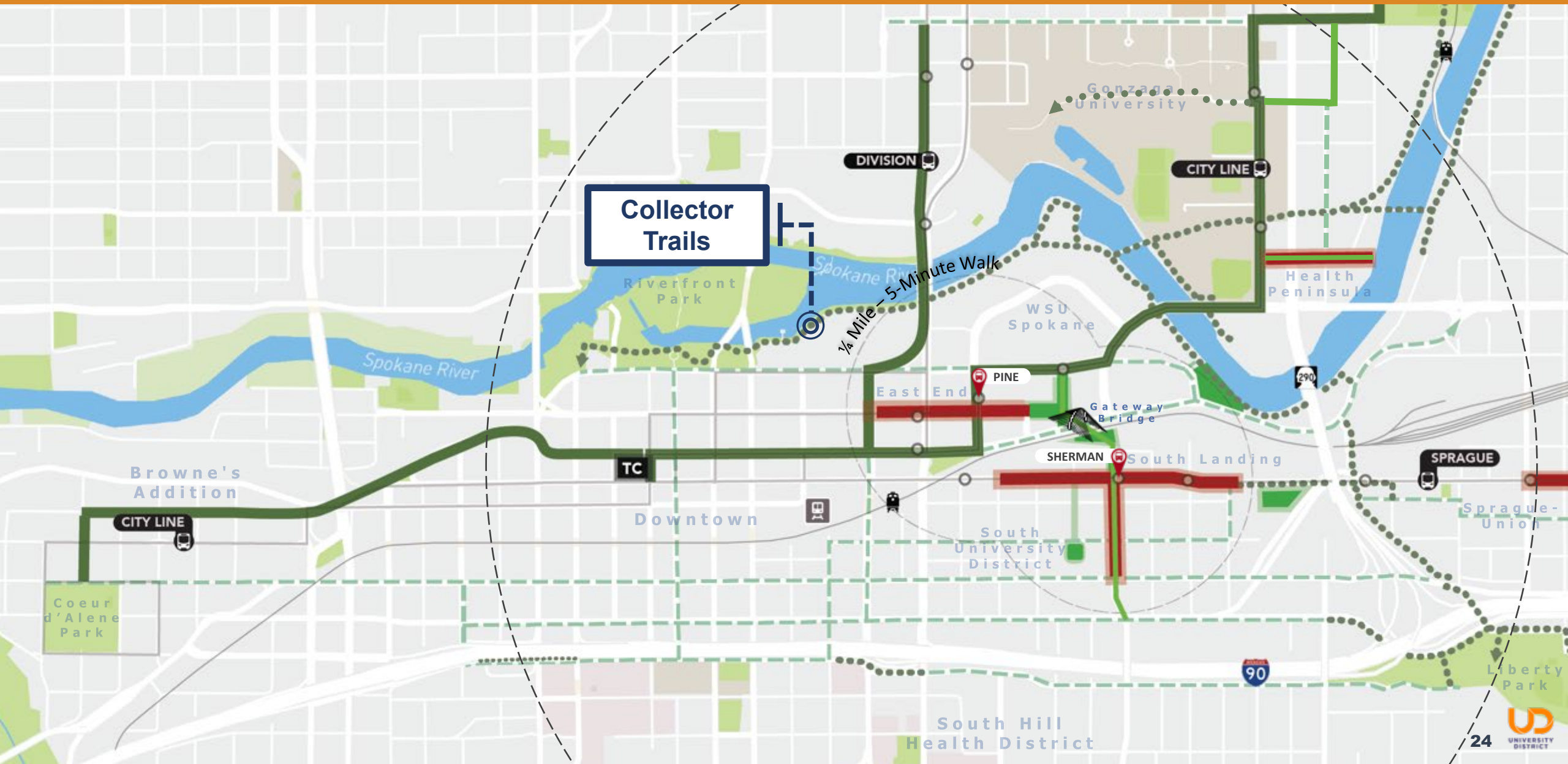


Part of the **citywide and regional trail system** connecting with the BRT corridor, station access and neighborhood access routes





# DISTRICT DEVELOPMENT FRAMEWORK



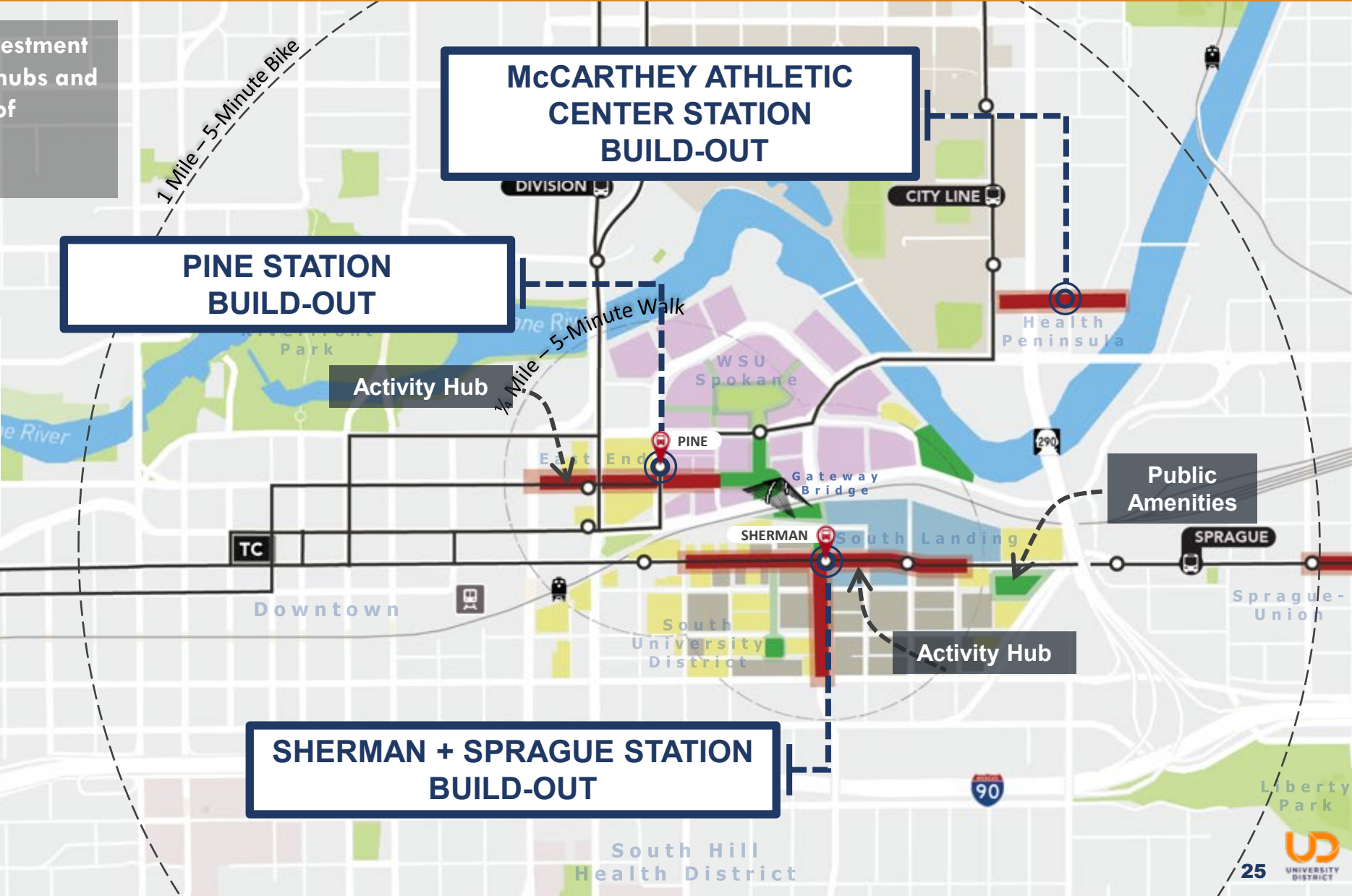


# DISTRICT DEVELOPMENT FRAMEWORK

A build-out strategy combines strategic investment in public streets to support District activity hubs and public amenities to attract a concentration of housing to establish an 18-hour district

**LEGEND**

- Activity Hubs
- Public Amenities
- Campus Development
- Innovation Development
- Flex-Employment
- Housing Cluster





# BUILD-OUT STRATEGY



## *McCarthy Athletic Center Station* *“Springfield Hub”*



Springfield Ave “Activity Hub” – street-oriented retail/commercial destination, & Riverwalk “Community Hub”



“Health Peninsula” Cluster – High tech office, lab/research facilities, & parking



Neighborhood Housing District– high density & mixed-income housing



Public Amenities- Springfield Ave “Destination”, Waterfront Park & Beach, and River access landings



Streetscape, Walk and Bikeway Improvements- BRT Stations, Springfield Avenue, Columbus Street, Cincinnati Street Greenway



Before



After



# BUILD-OUT STRATEGY—Springfield Avenue “Activity Hub”



## 'The Hub' Street-oriented Destination:

- The right retail configuration (1/4 mile in length), & accessible to high traffic volume street
- Edge-to-edge storefronts line the three blocks
- 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
- Large floorplate parking structure to serve a variety of district uses



Design guidelines + standards ensure a high quality & active pedestrian environment



## STREET-ORIENTED DESTINATION “ACTIVE STREET”





# BUILD-OUT STRATEGY—Springfield Avenue “Activity Hub”



**‘Anchor’—Grocery:** Key to support retail/entertainment/dining destination and housing.

- Grocery stores **add 30% yearly additional sales** for adjacent in-line shops
- Site **provides excellent access, visibility** and strategically located to the PM commute from downtown.
- 20,000 to 40,000 SF full service and **specialty grocery with housing above.**
- Incorporate local models- **Yokes, Rosauers, or Fresh Basket**





Design guidelines + standards ensure a high quality & active pedestrian environment



## STREET-ORIENTED DESTINATION URBAN GROCERY ANCHOR





# BUILD-OUT STRATEGY—Springfield Avenue “Activity Hub”



## “Anchor”—River Walk

**Marketplace:** Expand on the River Walk building(s) and uses as a unique local destination

- Showcase local brewers, chefs and local cuisine
- Showcase local boutiques, made in Spokane goods, clothing and accessories.
- Integrate co-working, flex-office & makerspaces
- Establish outdoor gathering in front and rear of building with access to the river
- Local example- North Bank’s Wonder Building



Design guidelines + standards ensure a high quality & active pedestrian environment

## STREET-ORIENTED DESTINATION 'MARKETPLACE' ANCHOR





# BUILD-OUT STRATEGY—Public River Access “Amenities”



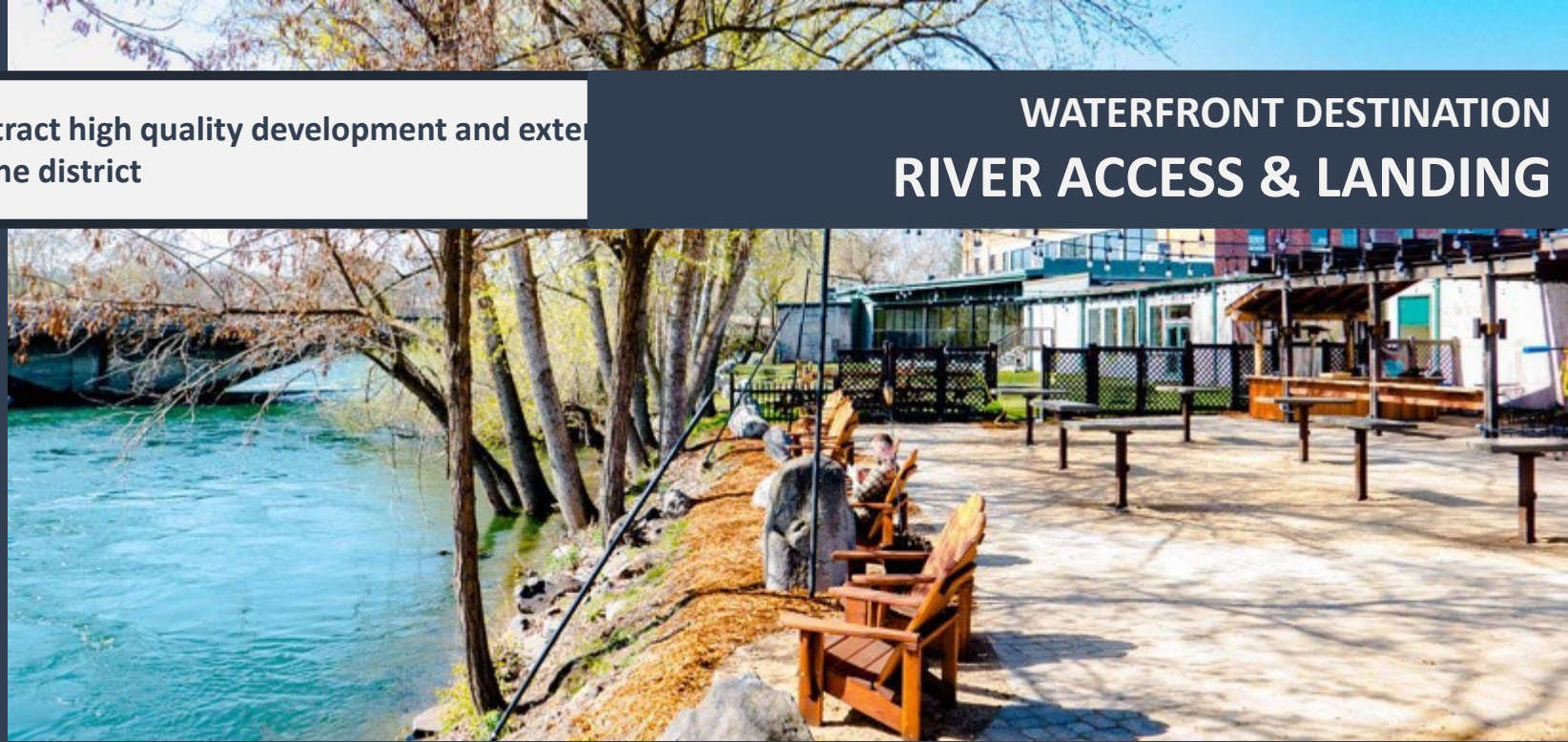
**Waterfront Destination:** Unique attractions and river access extend the time spent in the district.

- Strategically locate **public access and non-motorized water-craft landings** to support “The Hub” at Springfield Street and greater utilization of the riverfront
- Complete the **riverfront trail network and connect to the Centennial Trail** and river crossings—Iron Bridge and Kardong Bridge



Amenities attract high quality development and extend daily use of the district

## WATERFRONT DESTINATION RIVER ACCESS & LANDING





# BUILD-OUT STRATEGY—Public Park & Beach “Amenities”



**Waterfront Destination:** Unique attractions and river access to extend the time period spent in the district.

- Formalize open space as a **riverfront park and public beach**
- Incorporate **walking and biking trails, picnicking** and public use areas
- **Construct trail, lighting and bridge underpasses** between McKinstry and Springfield Street
- Provide some park public parking spaces in GU lot





Amenities attract high quality development and extend daily use of the district

# WATERFRONT DESTINATION RIVERFRONT PARK & BEACH





# BUILD-OUT STRATEGY—Housing Cluster & Park Block “Amenities”



## Neighborhood Housing District:

- Range of multi-story apartments, condominiums and townhomes
- Opportunities for affordable, market rate and mixed income development
- Podium parking or ‘wrapped’ parking garages reduce parking requirements .5 to 1-per unit.
- Multiple blocks create a distinct housing neighborhood
- Riverfront, enhanced park/trail and park blocks are amenities to attract higher density and high-quality development





Amenities attract high quality development and extend daily use of the district

# NEIGHBORHOOD HOUSING DISTRICT 'Park Block Amenity'





# BUILD-OUT STRATEGY—Sports & Fitness “Amenity”



## Sport & Fitness Facility:

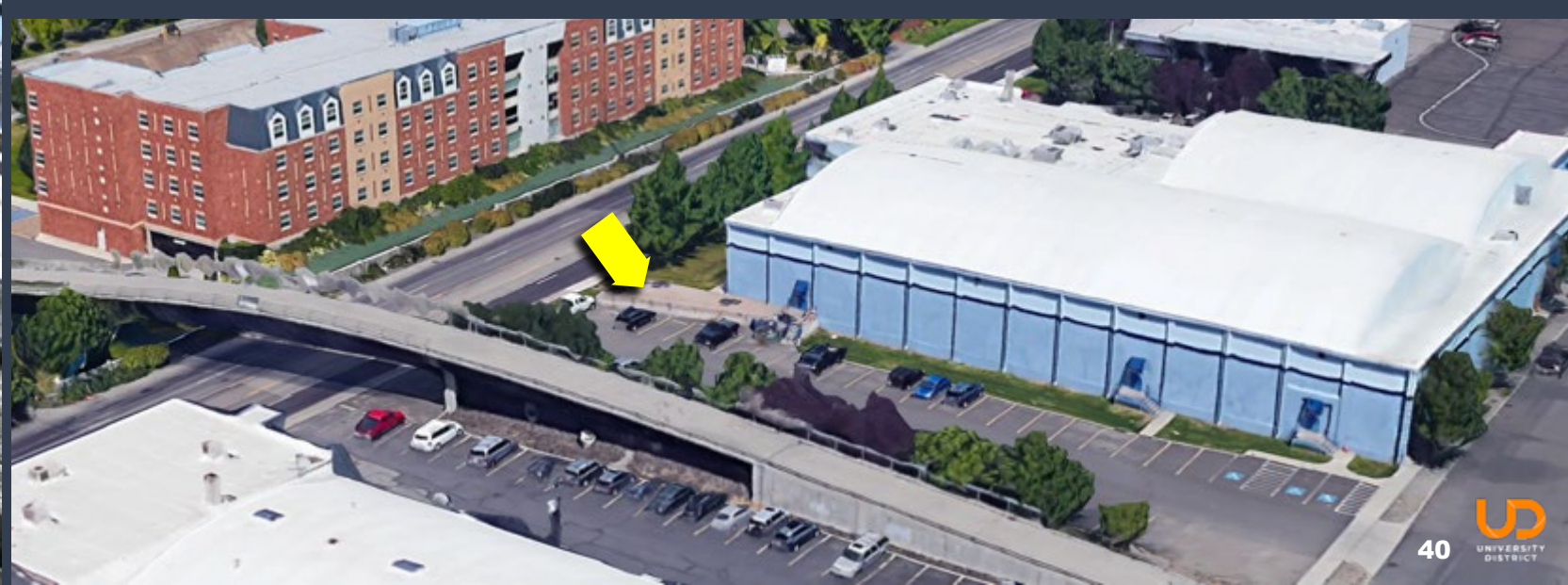
- Warehouse offers an opportunity to expand and serve as an amenity for high density housing
- Expansion to the south could include additional fitness classes and physical training rooms.
- Incorporate a climbing tower and walls to attract student and resident population.
- Add 2nd floor restaurant facility with closed-circuit TV access to Warehouse tournaments and events
- Building could engage and access the Centennial Trail crossing





Amenities attract high quality development and extend daily use of the district

NEIGHBORHOOD HOUSING DISTRICT  
‘Sport & Fitness Amenity’





# BUILD-OUT STRATEGY—Employment Cluster



## 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.





Design guidelines + standards ensure a high quality & active pedestrian environment

# EMPLOYMENT CLUSTER Health, Research & Technology





# BUILD-OUT STRATEGY



## *Pine Street Station* "COLLEGE TOWN"



**Main Avenue "Activity Hub" – street-oriented retail/commercial destination, & Jensen Byrd "Community Hub"**



**WSU Expansion – Jensen Byrd redevelopment, lab/research facilities, & parking**



**East End Neighborhood – mixed of housing and commercial**



**Public Amenities- Gateway Plaza, Pine Street Pocket Park, and Front Avenue Park**



**Streetscape, Walk and Bikeway Improvements- BRT Stations, Riverside protected bikeway, and Main Avenue**





# BUILD-OUT STRATEGY—City Line Stations & Riverside Bikeway



Spokane Falls Boulevard Station

Gateway Bridge

WSU

WSU

PINE ST

City Line- High Frequency Transit

Riverside Avenue Bikeway

MAIN AVE

DIVISION

RIVERSIDE AVE

Spokane St Station

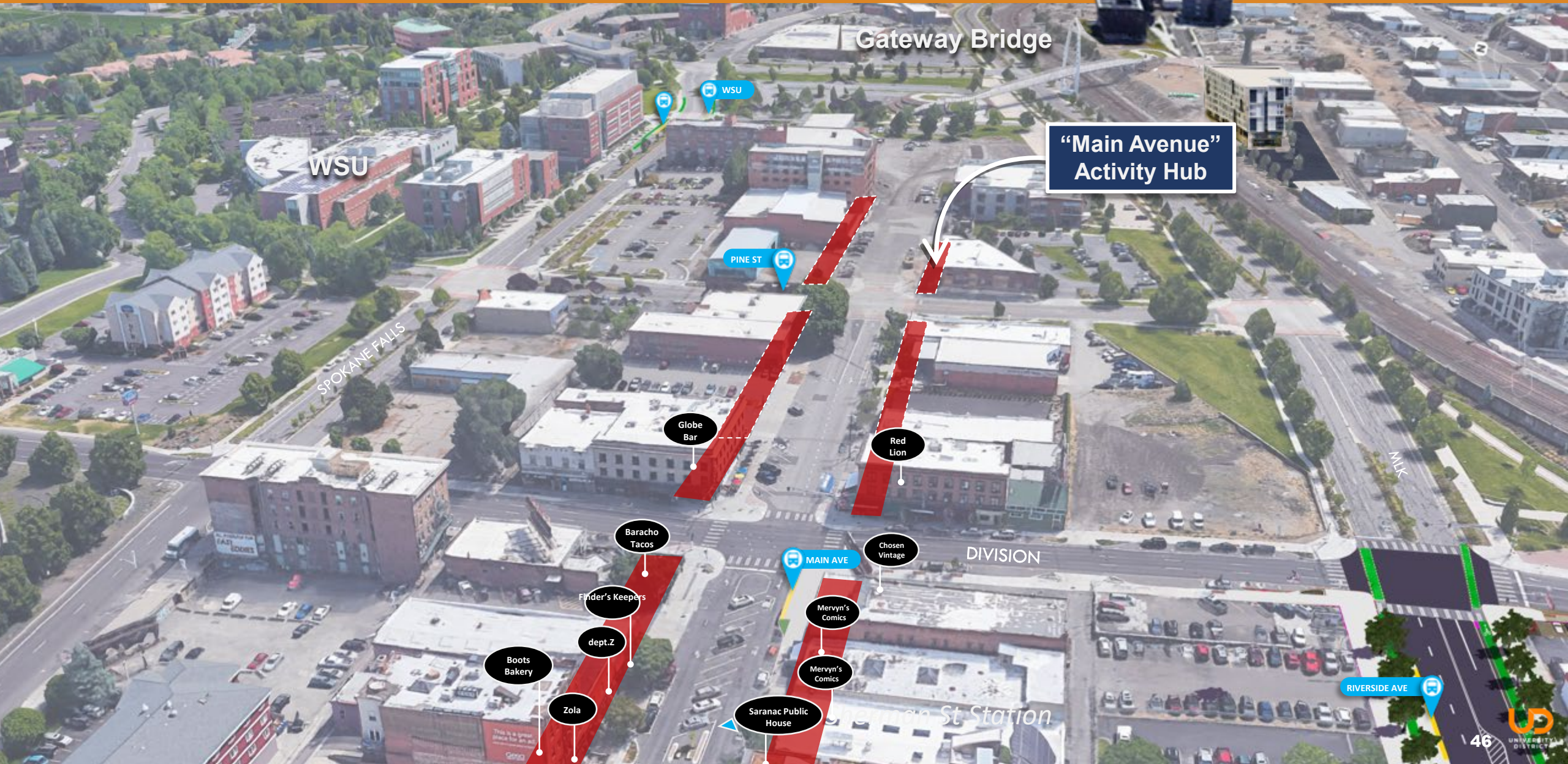


# BUILD-OUT STRATEGY—City Line Station @ Spokane Falls Blvd.





# BUILD-OUT STRATEGY—Main Avenue “Activity Hub”





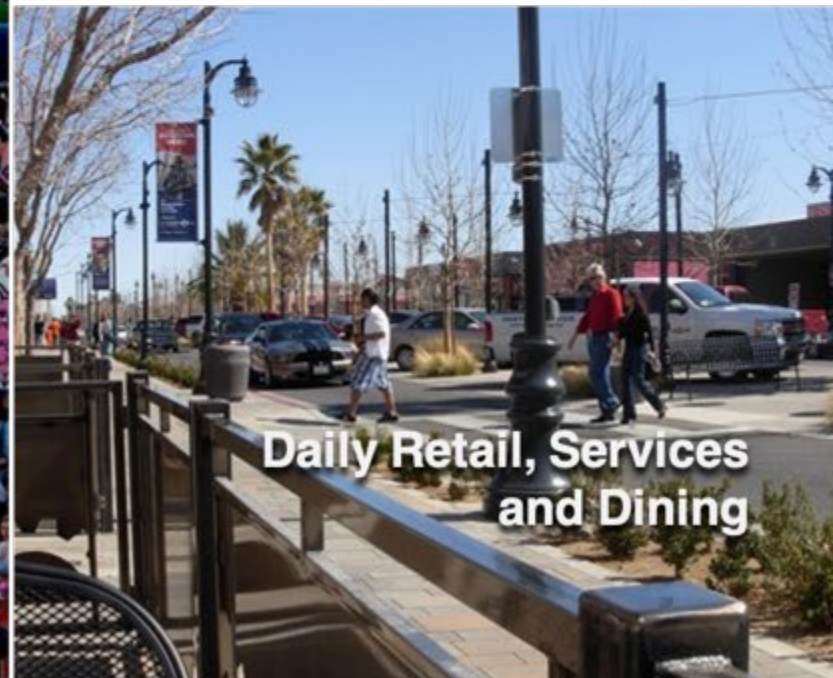
# BUILD-OUT STRATEGY—Main Avenue “Activity Hub”



**Festivals and Celebrations**



**Pedestrian Priority**



**Daily Retail, Services and Dining**



# BUILD-OUT STRATEGY—Main Avenue “Activity Hub”





# BUILD-OUT STRATEGY—Main Avenue “Activity Hub”



WSU

Infill Housing with  
Street-oriented Retail,  
Dining & Services

Gateway Bridge

WSU

PINE ST

SPOKANE FALLS

MAIN AVE

DIVISION

RIVERSIDE AVE

Spokane St Station



# BUILD-OUT STRATEGY—Main Avenue “Activity Hub”



WSU

Health Science  
Research Bldg.

WSU

Jensen Byrd  
Redevelopment

PINE ST

SPOKANE FALLS

MAIN AVE

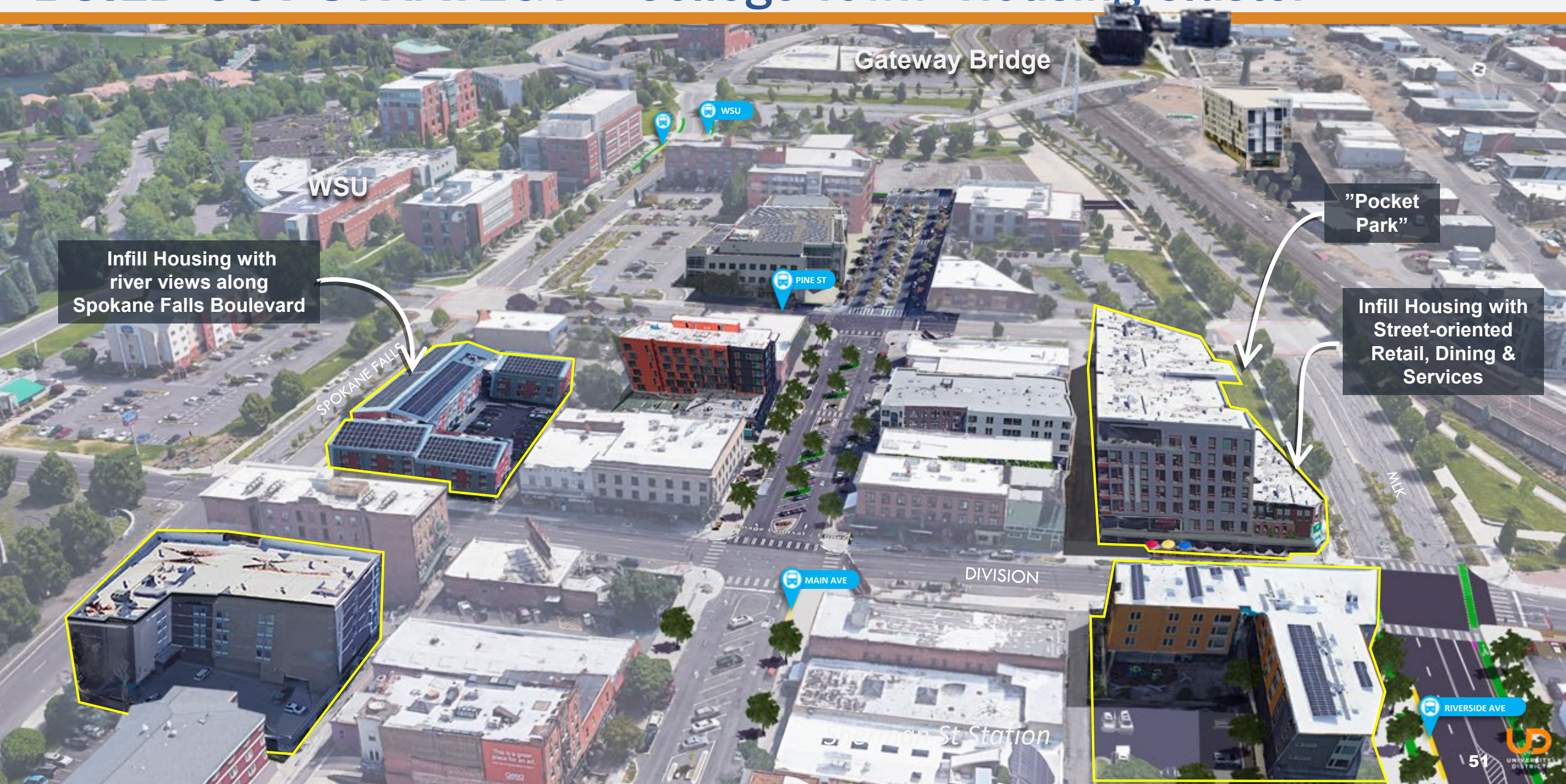
DIVISION

RIVERSIDE AVE

Spokane St Station



# BUILD-OUT STRATEGY—"College Town" Housing Cluster



Gateway Bridge

WSU

WSU

PINE ST

Infill Housing with river views along Spokane Falls Boulevard

"Pocket Park"

Infill Housing with Street-oriented Retail, Dining & Services

SPOKANE FALLS

MLK

DIVISION

MAIN AVE

RIVERSIDE AVE

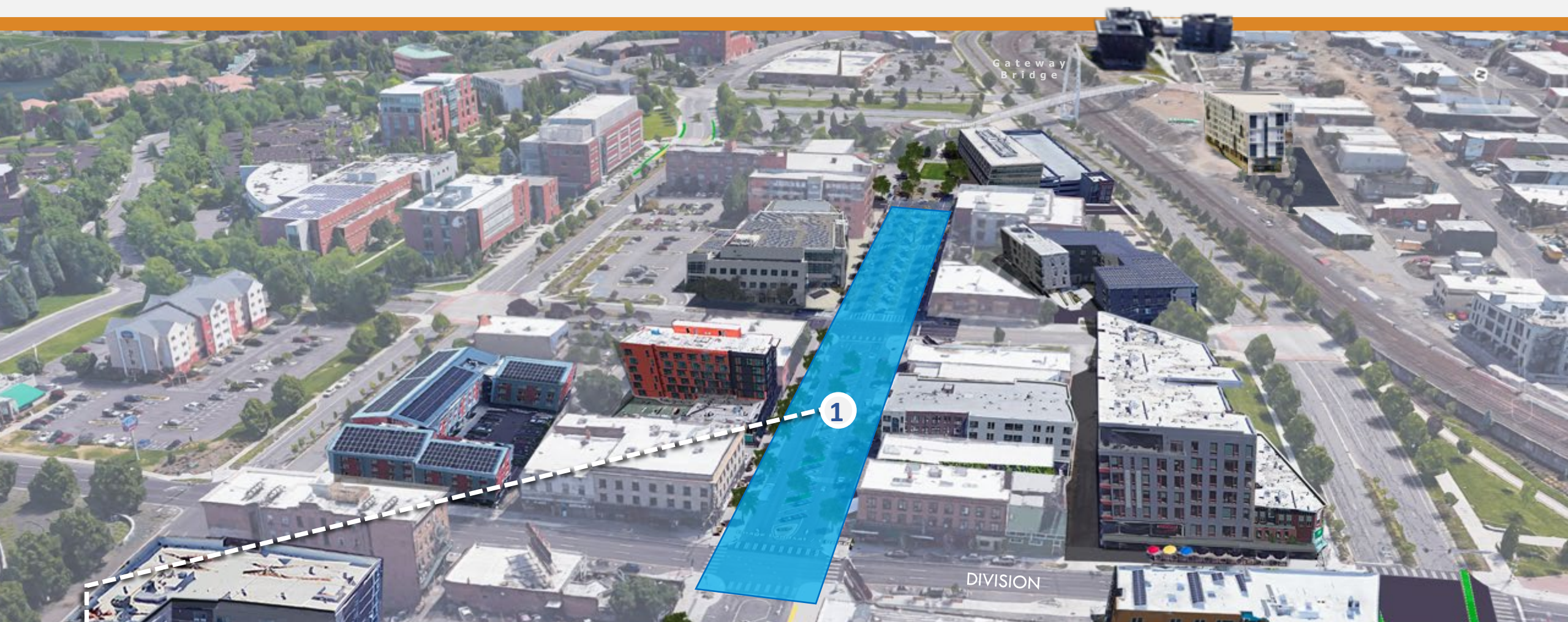
Spokane St Station







# ACTION PLAN—Pine Street Station



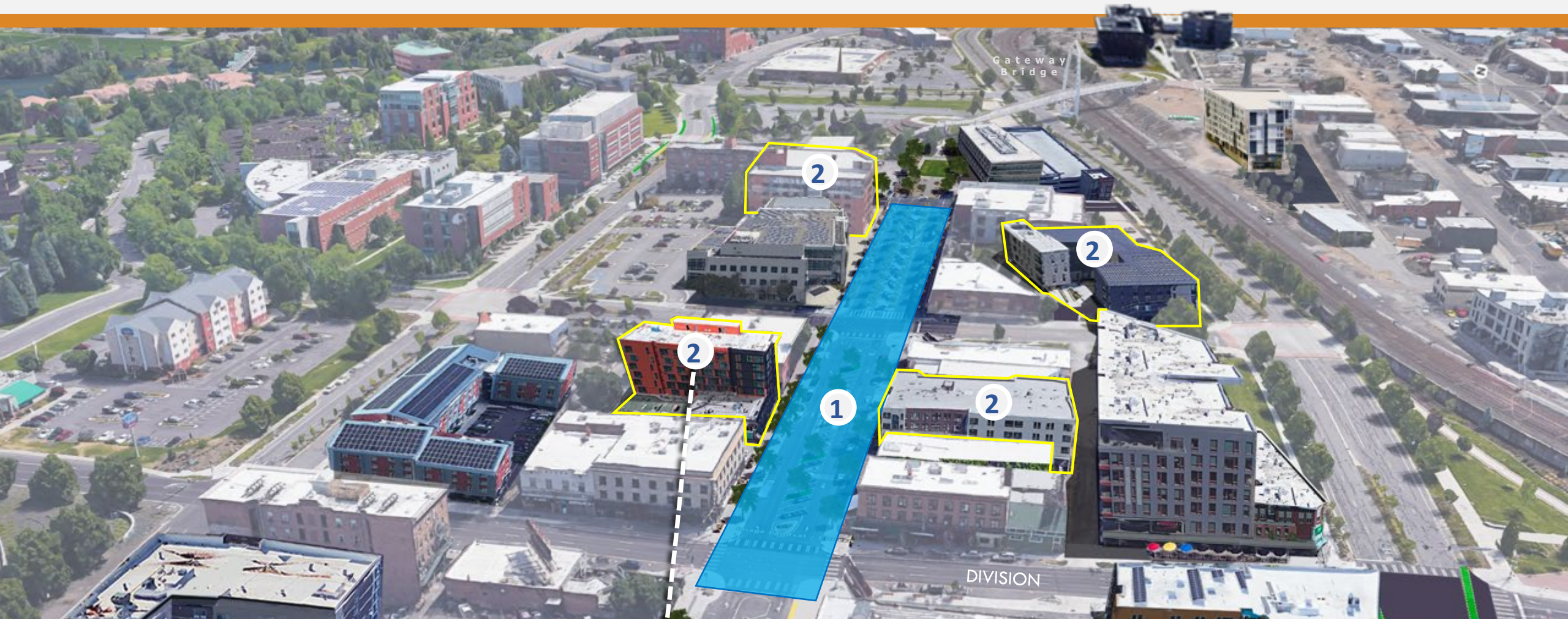
**1 Partner and Advocate for Main Ave Improvements**

**2 Advocate for and Promote the Activity Hub**

**3 Partner and Advocate for Front Ave Park**



# ACTION PLAN—Pine Street Station



**1 Partner and Advocate**  
for Main Ave  
Improvements

**2 Advocate for and**  
**Promote the**  
Activity Hub

**3 Partner and**  
**Advocate for**  
Front Ave Park



# ACTION PLAN—Pine Street Station



**1** Partner and Advocate for Main Ave Improvements

**2** Advocate for and Promote the Activity Hub

**3** Partner and Advocate for Front Ave Park



# BUILD-OUT STRATEGY



## *Sprague-Sherman Station* **"SOUTH LANDING"**



**Sprague & Sherman "Activity Hubs"** – Sherman Hub, East End Hub & West End Hub



**South Landing Build-out**– UD parking garage, and AVISTA joint development



**Housing Cluster**- West End (Grant Street) and East End (South Landing Park)



**Public Amenities**- Gateway Park, Sherman Plaza, Boxyard Park, and South Landing Park

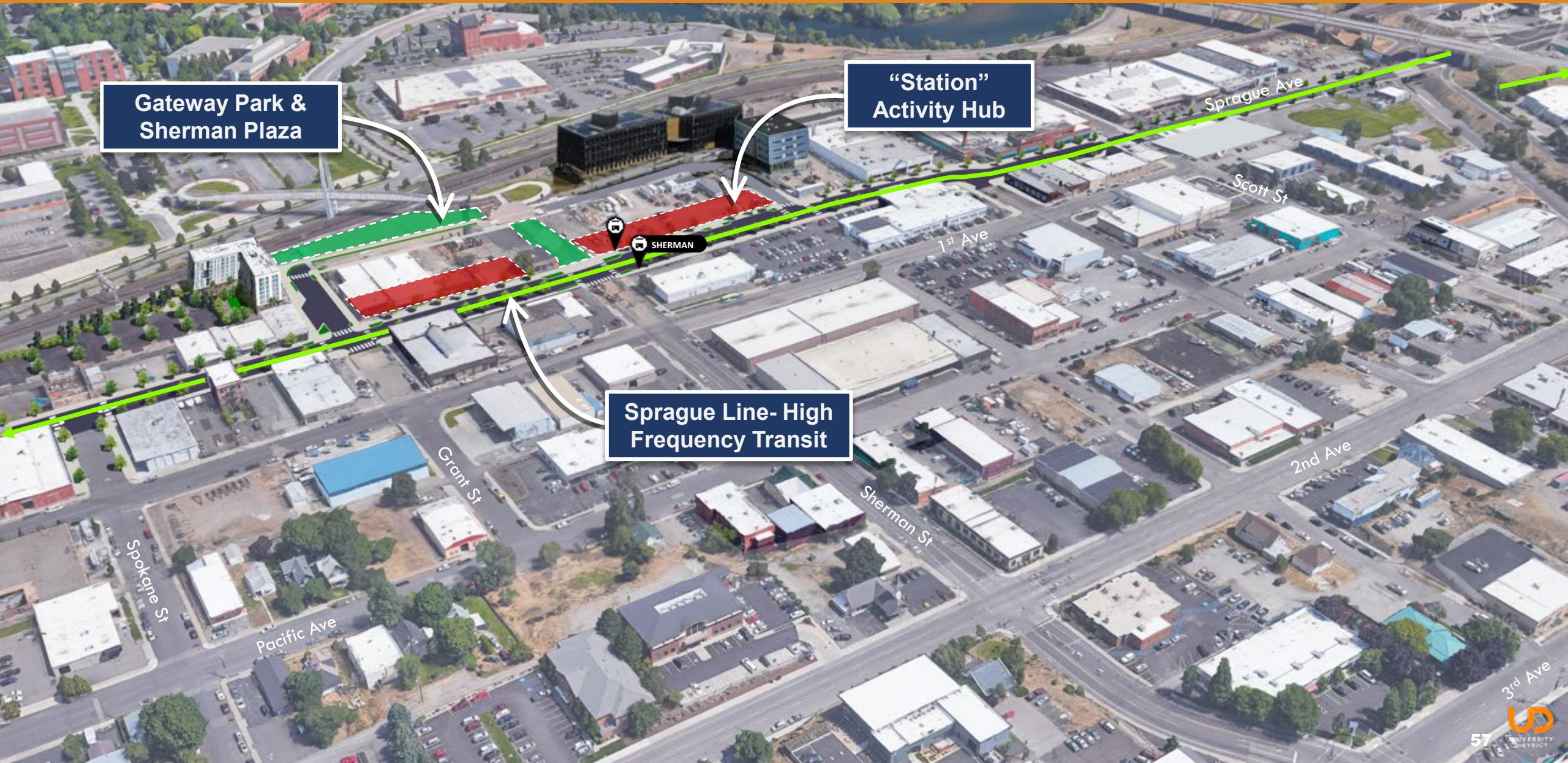


**Streetscape, Walk and Bikeway Improvements**- Sherman Street, Grant Street, Pacific Avenue and 2<sup>nd</sup>/3<sup>rd</sup> Streets





# BUILD-OUT STRATEGY—Sherman & Sprague Station



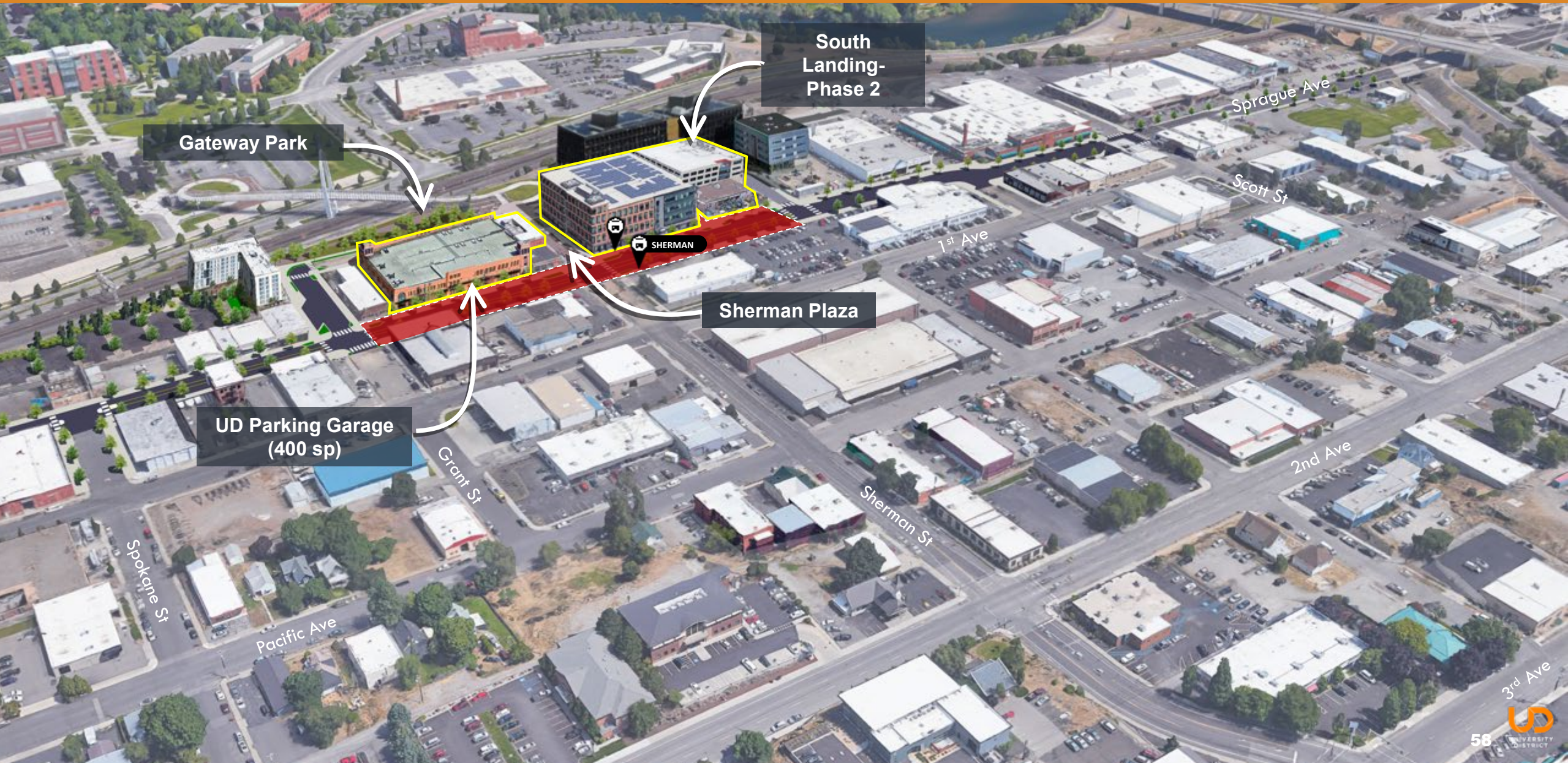
Gateway Park & Sherman Plaza

“Station” Activity Hub

Sprague Line- High Frequency Transit



# BUILD-OUT STRATEGY—Sherman & Sprague Station





# BUILD-OUT STRATEGY—Sherman Plaza



Seating, Lighting & Landscaping

Active Edge-Renovated Storefront

Active Edge-New Building

Paved Gathering Space



# BUILD-OUT STRATEGY—Sherman Street “Activity Hub”



**“Sherman” Street Improvements**

**“Sherman” Activity Hub**



# BUILD-OUT STRATEGY—Sherman Street “Activity Hub”



Housing and  
Street-Oriented  
Commercial

'Mercado'  
Public Market



# BUILD-OUT STRATEGY—'Mercado' Public Market





# BUILD-OUT STRATEGY—Sherman Street “Activity Hub”



“Street-Oriented”  
Redevelopment

Housing and  
Street-Oriented  
Commercial



# BUILD-OUT STRATEGY—Street-Oriented Infill Development



Adaptive Reuse

Sidewalk Dining

Active Storefronts



# BUILD-OUT STRATEGY—Sprague Ave. West “Activity Hub”



Sprague Avenue  
Activity Hub



# BUILD-OUT STRATEGY—Sprague Ave. West “Activity Hub”



“Edge-to-Edge”  
Retail & Commercial  
Storefronts

“Street-Oriented”  
Redevelopment

New Housing w/  
Street-Oriented  
Commercial



# BUILD-OUT STRATEGY—Sprague Ave. West “Neighborhood”



Gateway  
Park

Boxyard  
Park

Grant Street  
"Promenade"



# BUILD-OUT STRATEGY—Grant Street "Promenade"



Double Row of Trees

Linear Promenade

Stormwater Planters



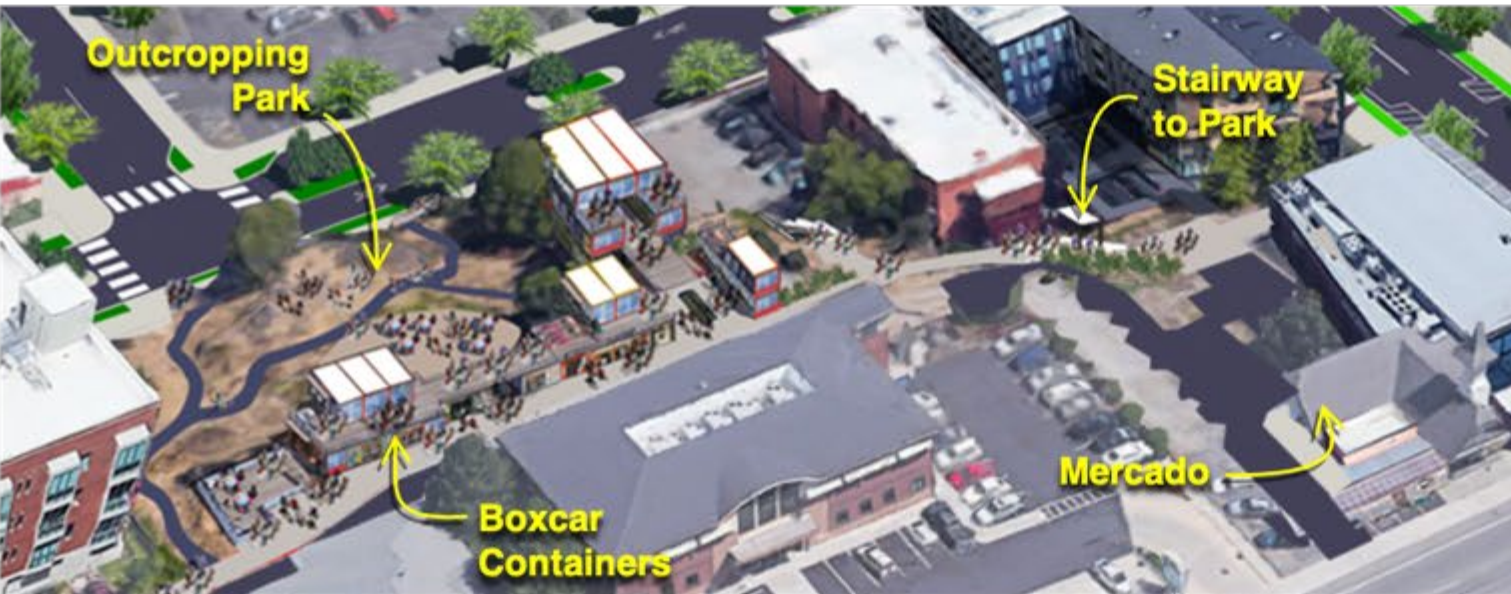
Active Storefronts



Seating, Landscape & Lighting



# BUILD-OUT STRATEGY—Boxyard Park





# BUILD-OUT STRATEGY—Sprague Ave. West “Neighborhood”





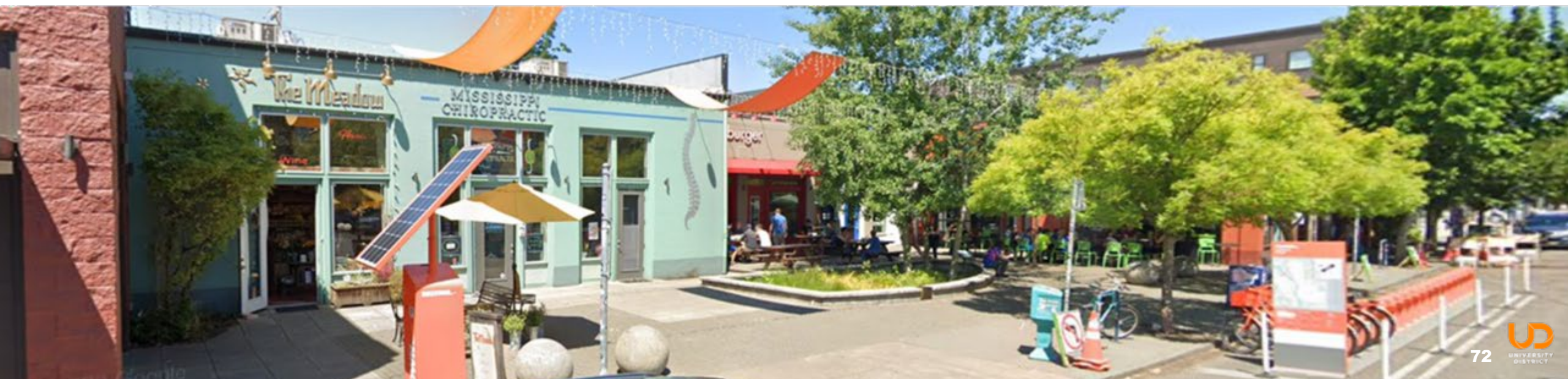
# BUILD-OUT STRATEGY—Sprague Ave. East “Activity Hub”



**Sprague Avenue  
Activity Hub**



# BUILD-OUT STRATEGY—Street-Oriented Redevelopment





# BUILD-OUT STRATEGY—Sprague Ave. East “Activity Hub”



Parking Garage

Adaptive Re-use  
(International Building)

South Landing-  
Phase 3

“Street-Oriented”  
Redevelopment



# BUILD-OUT STRATEGY—Sprague Ave. East “Neighborhood”





# BUILD-OUT STRATEGY—South Landing Park





# BUILD-OUT STRATEGY—Sprague Ave. East “Neighborhood”



Infill Housing with views to river & South Landing Park

Infill Housing and Street-Oriented Commercial

Infill Housing Cluster



# BUILD-OUT STRATEGY—District Connections



**Pacific Avenue  
Greenway**

**2nd Avenue  
Protected Bikeway**

**3rd Avenue  
Protected Bikeway**



# ACTION PLAN—Sprague & Sherman Station



- 1 Secure Land and Construct 400 Block Parking Garage**  
**Partner and Advocate for Gateway Park and Sherman Plaza**
- 2 Partner and Advocate for Sherman Streetscape Improvements**
- 3 Partner and Lead Mercado (Public Market) Study**



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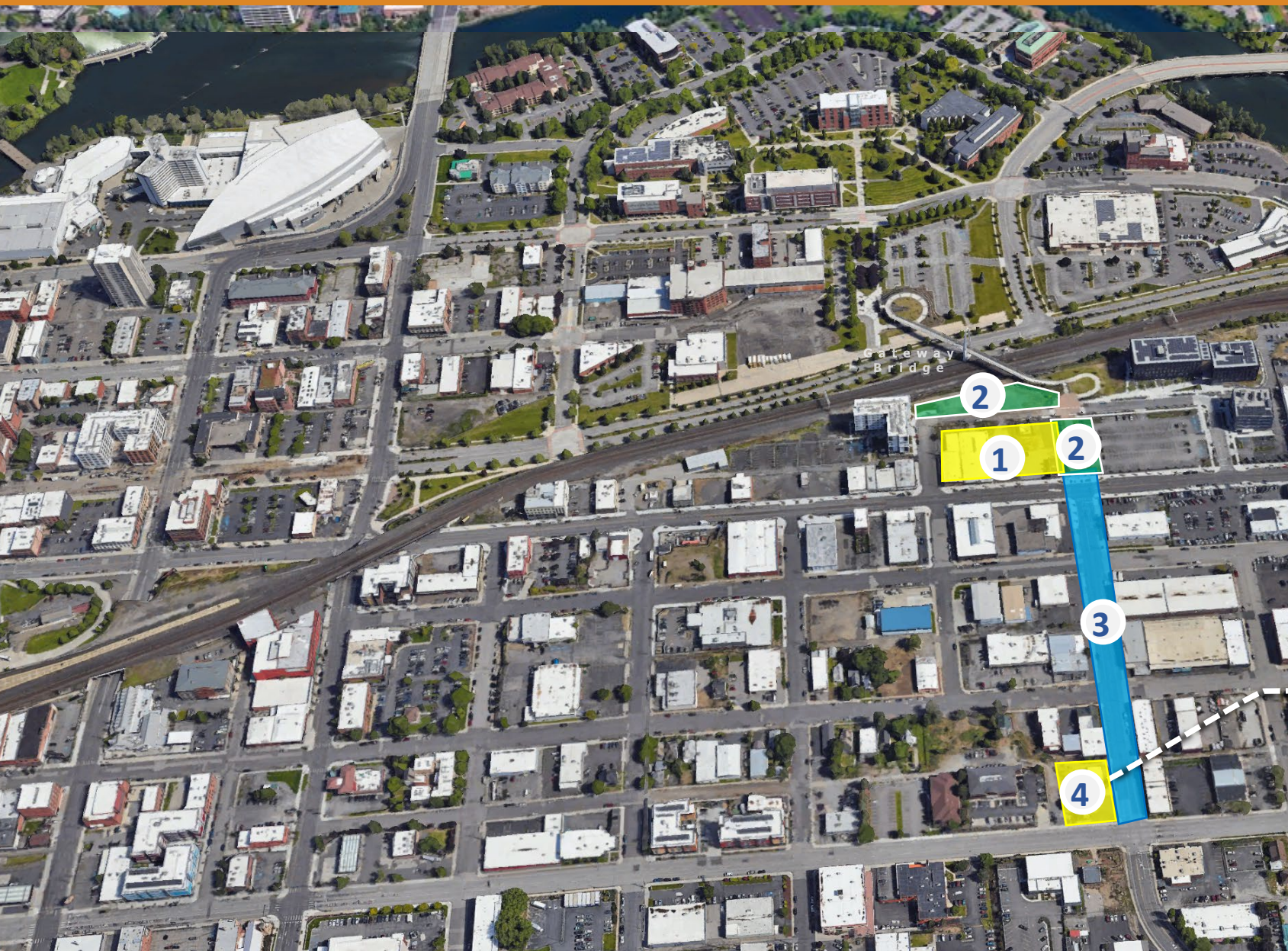
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- Partner and Advocate for Sherman Streetscape Improvements
- 3
- Partner and Lead Mercado (Public Market) Study
- 4



# ACTION PLAN—Sprague & Sherman Station

**Advocate for and Promote  
“Activity Hubs”** 1

**Partner and Advocate for  
Boxyard Park and South  
Landing Park** 2

**Partner and Advocate for  
Grant Street Improvements** 3





# ACTION PLAN—Sprague & Sherman Station

**Advocate for and Promote  
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**Partner and Advocate for  
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**Partner and Advocate for  
Grant Street Improvements**

2

3



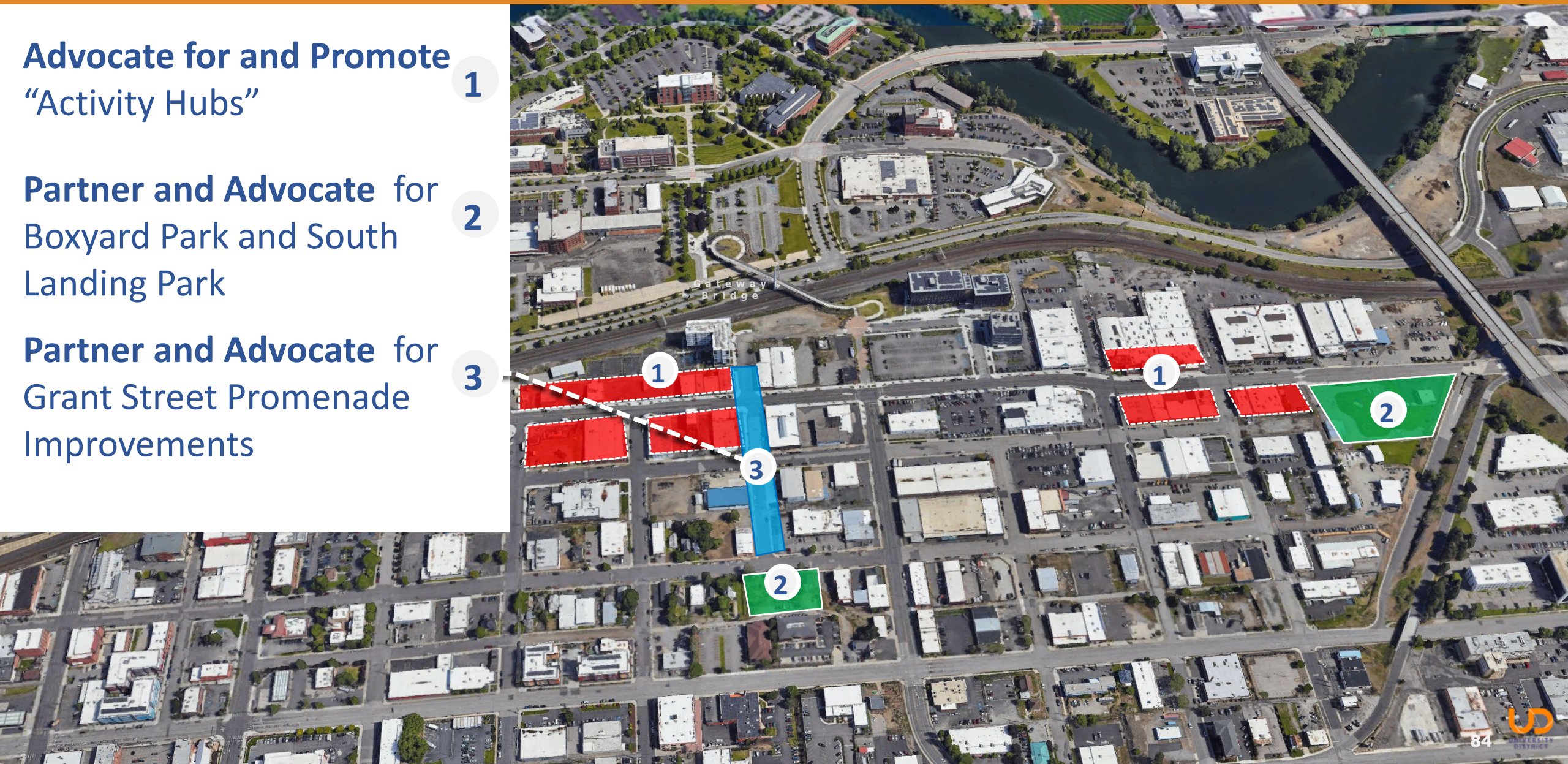


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“Activity Hubs” **1**

**Partner and Advocate** for  
Boxyard Park and South  
Landing Park **2**

**Partner and Advocate** for  
Grant Street Promenade  
Improvements **3**

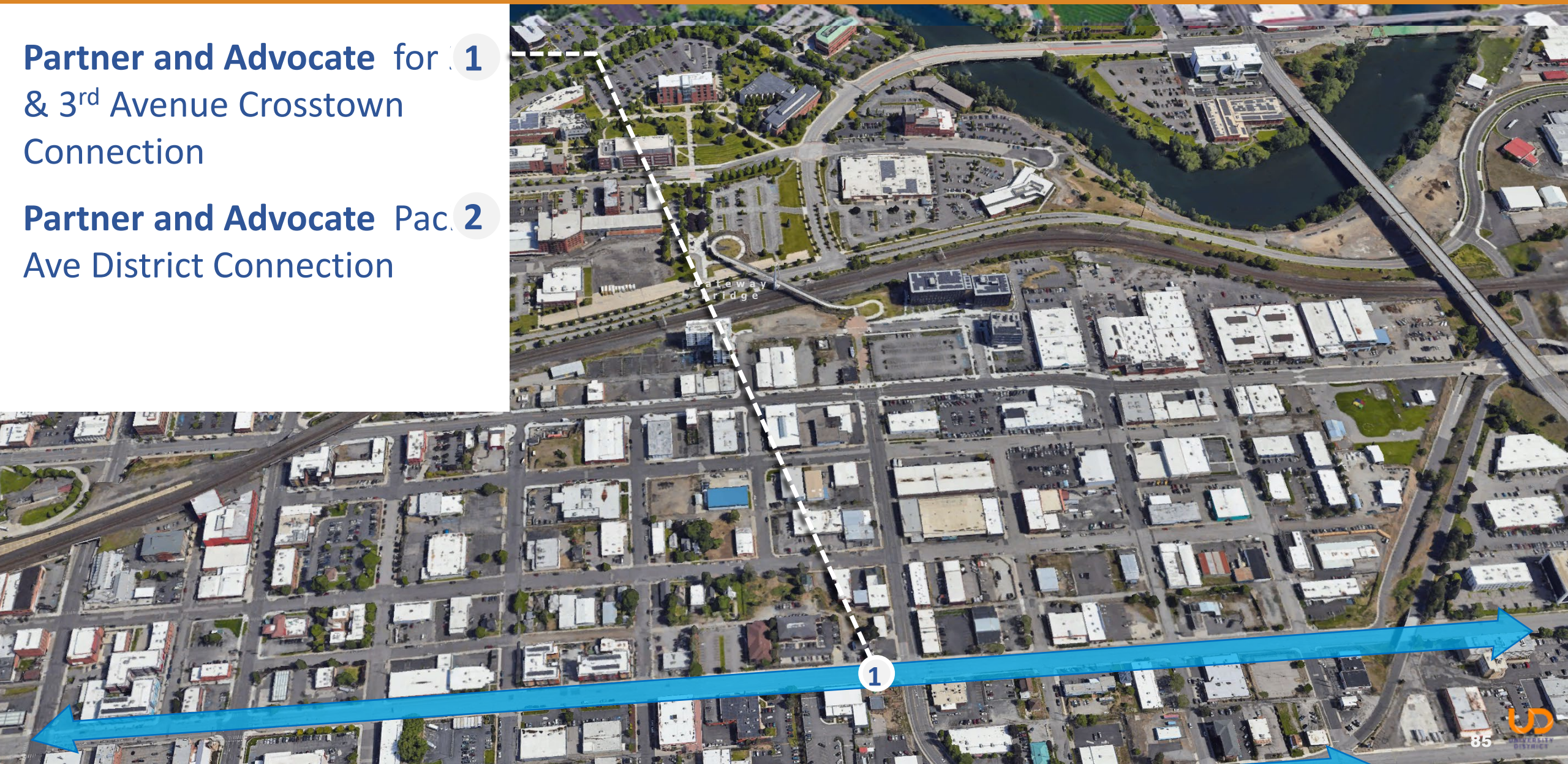




# ACTION PLAN—Sprague & Sherman Station

Partner and Advocate for **1**  
& 3<sup>rd</sup> Avenue Crosstown  
Connection

Partner and Advocate Pac. **2**  
Ave District Connection

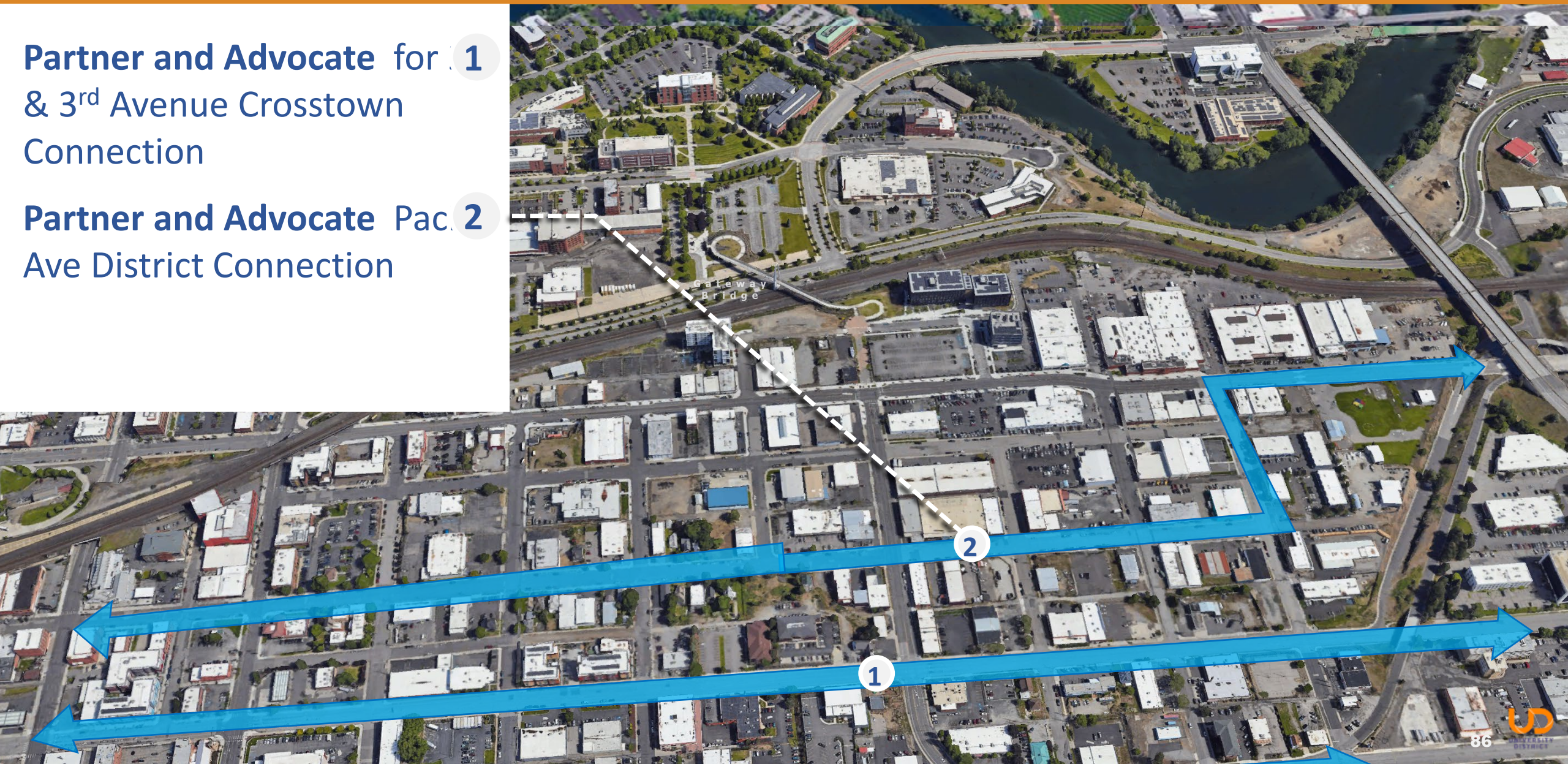




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# THANK YOU!

