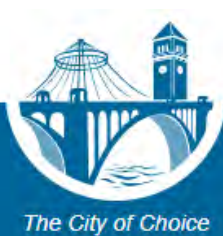




# Planning for Transit Oriented Development in Spokane

Climate Resilience and Sustainability Board

July 10, 2025



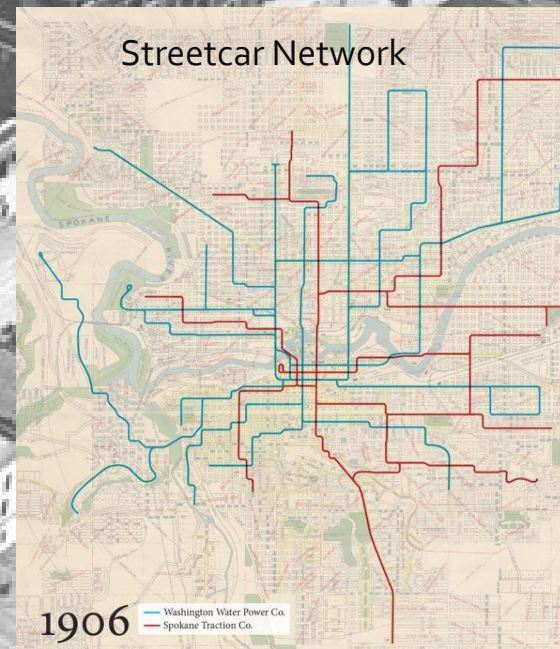
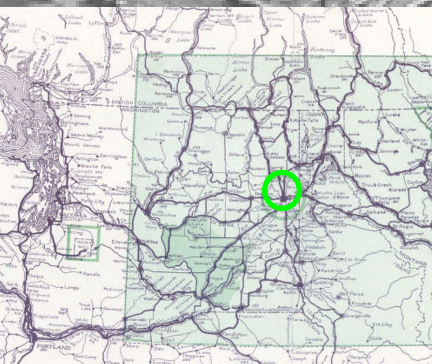


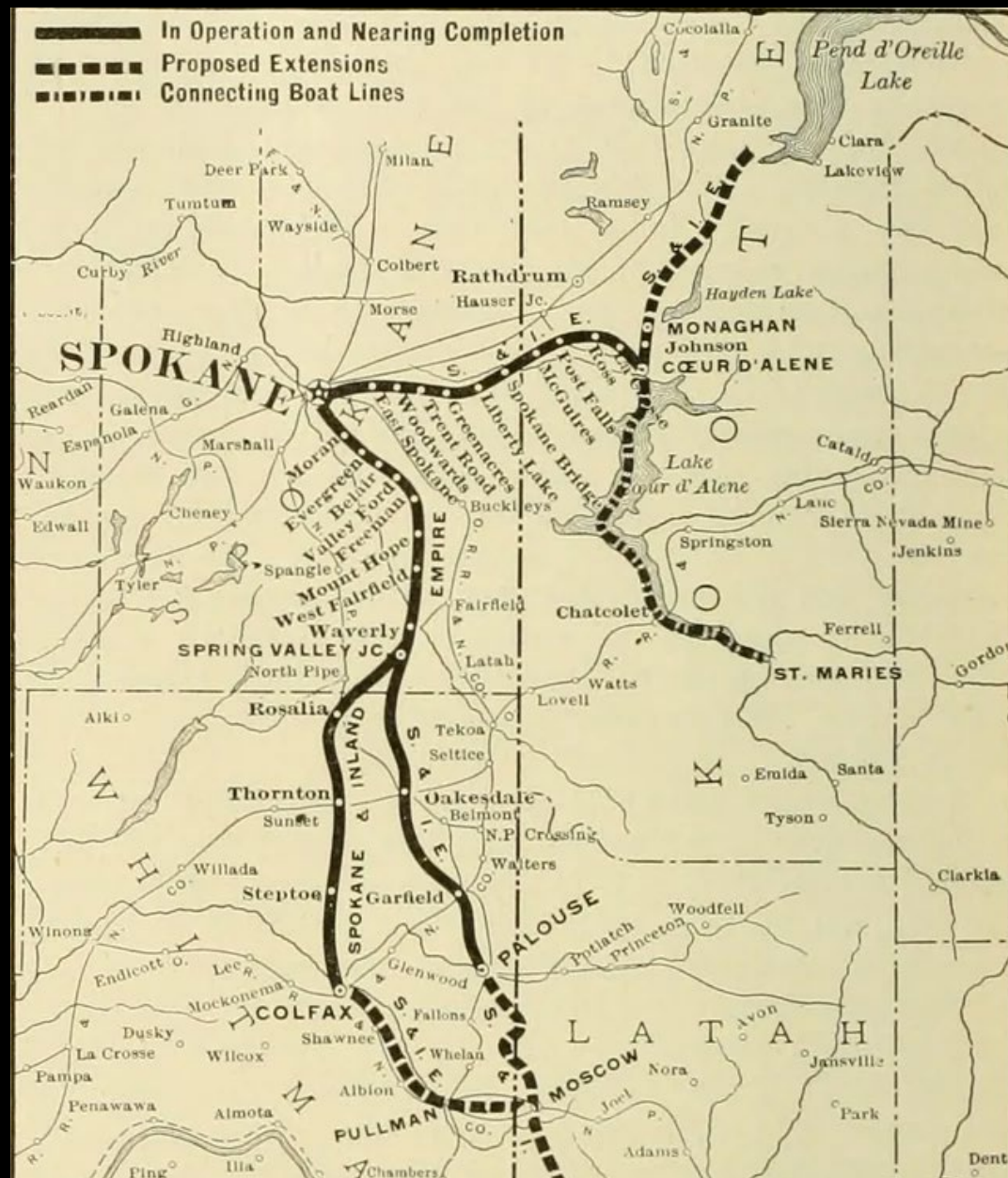






# Impact of the Railroads and Streetcars





Spokane and Inland Empire Railroad: Electrified Interurban Railway work



# Impact of the Railroads and Streetcars

86. Trent Avenue and Union Station,  
Spokane, Wash.









Riverside Avenue. A Busy Street  
in Progressive Spokane,



Streetcar Network



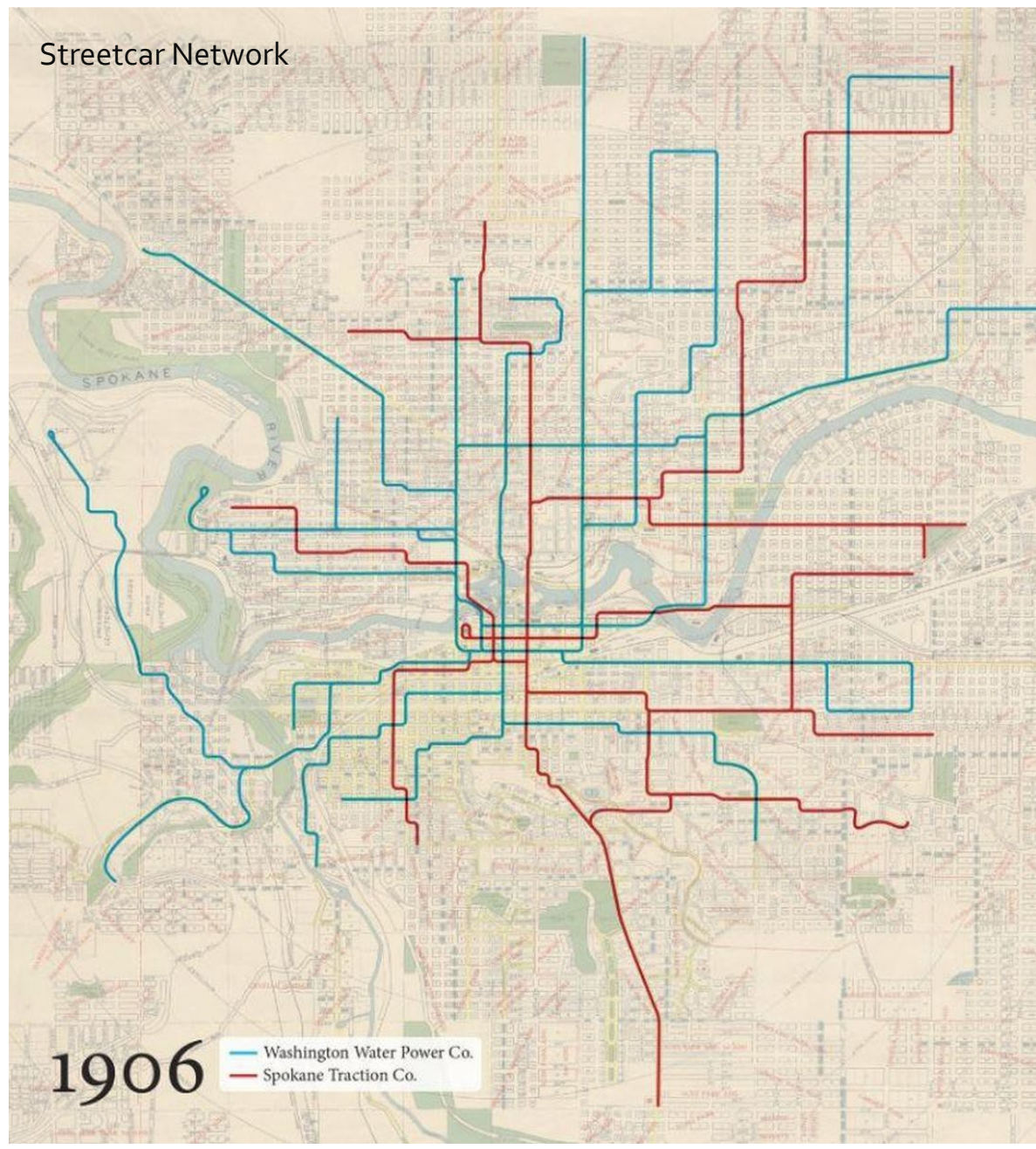


# Perry Street



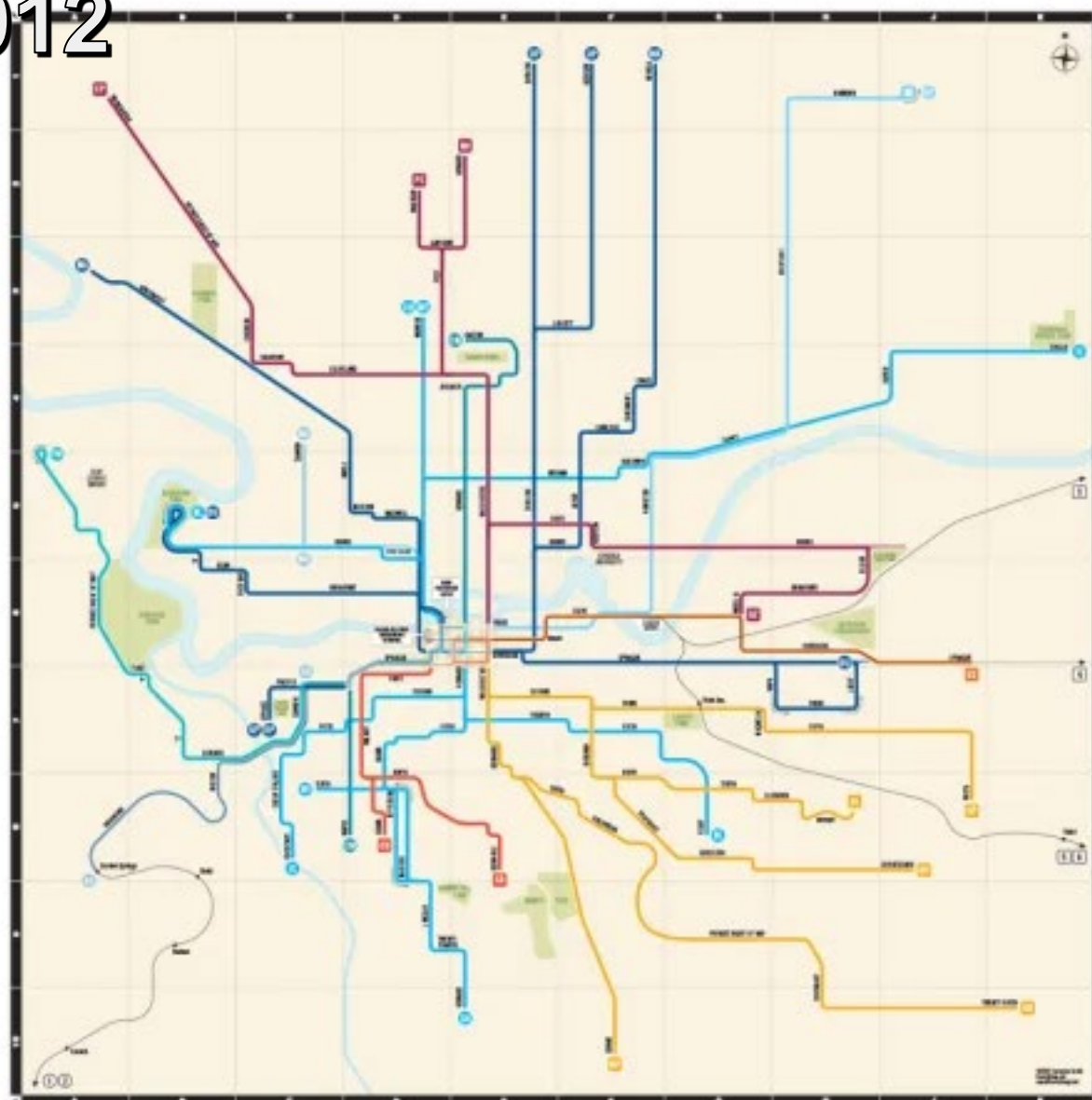


## Streetcar Network





# 1912



## ELECTRIC STREETCARS & INTERURBANS OF SPOKANE 1912

### WASHINGTON WATER POWER CO. CITY CAR LINES

All distances measured from the intersection of Second St. & Riverside Ave. Map references: 12

- BURNING LUST WEST ON RIVERSIDE AVE.** Via Riverside St. Bridge across the Fort St. Bridge.
- 1. Midway-Parade: Midway & Second St. - Sprague & Fourth St. Every 20 minutes
  - 2. Broadway-Clark Park: Midway & Second St. - Clark & Sprague St. Every 12 minutes
  - 3. Midway-Parade: Midway & Second St. - Sprague & Fourth St. Every 20 minutes
  - 4. Riverside-Clark: Midway & Second St. - Riverside & Clark St. Every 15 minutes

### NORTH-HOWARD ST. - RIVERSIDE AVE. - WEST SPRING AVE.

- 5. Clark Park-South Maple: Clark & Second St. - Maple & Fourth St. Every 15 minutes

### SOUTH-HOWARD ST. - RIVERSIDE AVE. - SOUTH HOWARD ST.

- 6. Riverside-Library Park: Midway & Second St. - Ferry & Fourth St. Every 12 minutes
- 7. Second St. Midway & Second St. - Second & Twenty-third St. Every 20 minutes
- 8. Midway-Clark Park: Clark & Second St. - Clark & Clark St. Every 20 minutes
- 9. North-Midway-Clark: Midway & Second St. - North & Clark St. Every 15 minutes

### EAST TOWN AVE. - RIVERSIDE AVE. - CLARK PARK

- 10. Midway: Midway & Second St. - Clark & Clark St. Every 12 minutes

### WEST SPRING AVE. - CLARK PARK - MIDWAY

- 11. Clark Park: Midway & Second St. - Clark & Clark St. Every 20 minutes

### CLARK PARK - MIDWAY - WEST SPRING AVE.

- 12. Clark Park: Clark & Clark St. - Clark & Clark St. Every 10 minutes
- 13. Clark Park: Clark & Clark St. - Clark & Clark St. Every 12 minutes

### SPOKANE TRACTION DIVISION CITY CAR LINES

All distances measured from the intersection of Wall St. & Riverside Ave. Map references: 10

### NORTH-WASHINGTON ST. - RIVERSIDE AVE. - CLARK PARK

- 14. Clark Park: Wall & Riverside St. - Washington & Clark St. Every 15 minutes
- 15. Clark Park: Wall & Riverside St. - Wall & Clark St. Every 15 minutes
- 16. Clark Park: Wall & Riverside St. - Wall & Clark St. Every 15 minutes
- 17. Clark Park: Wall & Riverside St. - Wall & Clark St. Every 15 minutes

### EAST TOWN AVE. - RIVERSIDE AVE. - CLARK PARK

- 18. Clark Park: Wall & Riverside St. - Sprague & Clark St. Every 15 minutes

### SOUTH-WASHINGTON ST. - RIVERSIDE AVE. - CLARK PARK

- 19. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes
- 20. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes
- 21. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes
- 22. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes

### EAST SPRING AVE. - CLARK PARK - MIDWAY

- 23. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes
- 24. Clark Park: Wall & Riverside St. - Clark & Clark St. Every 15 minutes

### WASHINGTON WATER POWER CO. INTERURBAN LINES

Spokane-Paradise Depot at Post & Wall Streets. Map references: 10

- 1. Medical-Lake Division (2 return trips daily)  
Spokane - Paradise Springs - Cheney St. - Medical Lake
- 2. Cheney Division (2 return trips daily)  
Spokane - Paradise Springs - Cheney St. - Cheney

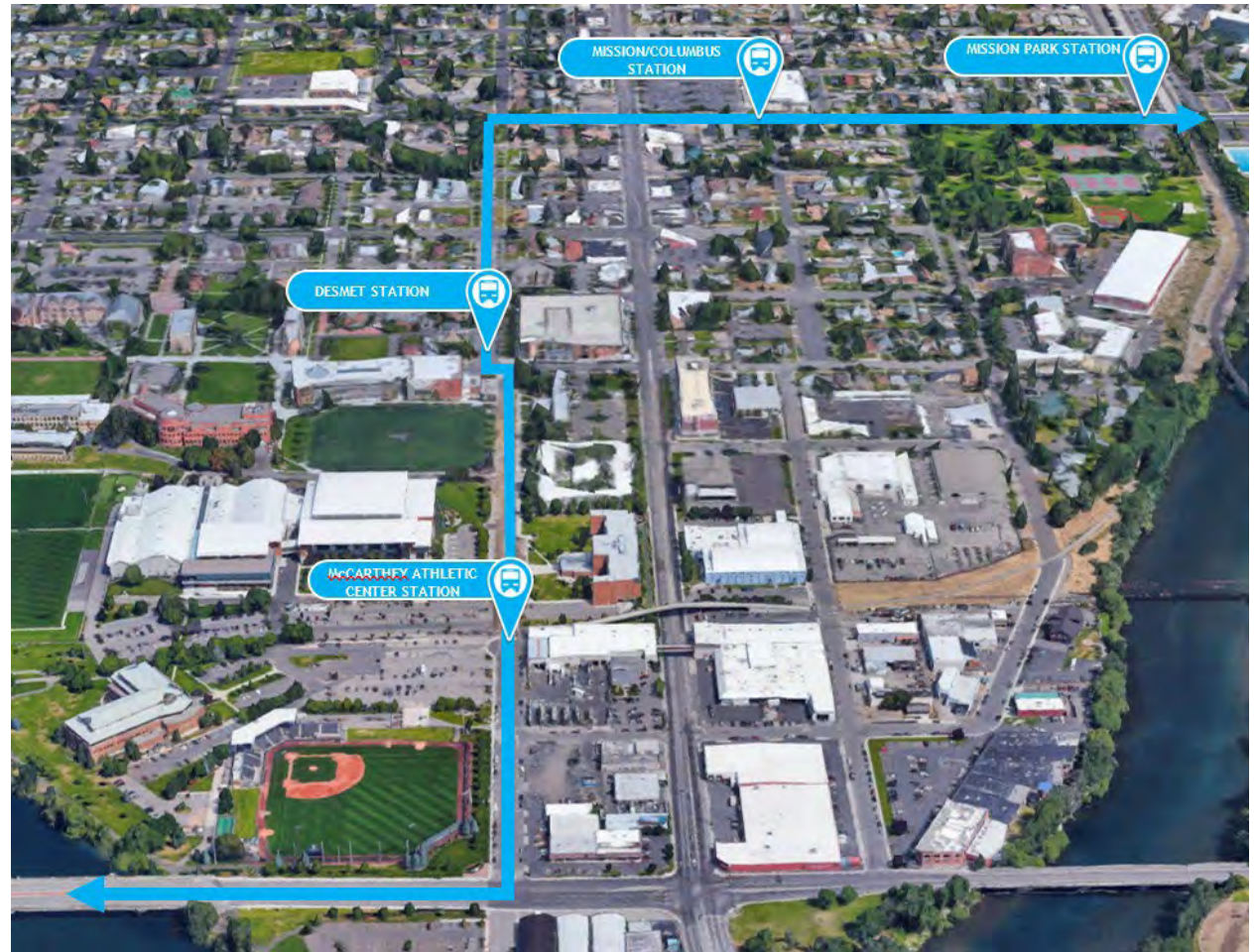
### SPOKANE & INLAND EMPIRE RR CO. INTERURBAN LINES

Spokane-Idaho Division Terminal at Lincoln St. & Main Ave. Map references: 10

- 3. Coeur d'Alene & Spokane Division (14 return trips daily, 14 working entire length of line)  
Spokane - Rouse St. - Spokane Bridge - Coeur d'Alene - (Spokane Lake)
- 4. New Division  
Spokane - Spokane Valley - New - Rouse St. - Coeur d'Alene - Liberty Lake St. - Liberty Lake
- 5. Spokane & Inland Division - Coeur d'Alene to Spokane daily use train to/from Paradise only  
Spokane - Inland - Spring Valley - Rouse - Coeur d'Alene
- 6. Spokane & Inland Division - Spokane to Paradise daily use train to/from Paradise only  
Spokane - Inland - Spring Valley - Paradise - Spokane

# Transit Oriented Development

- Dense
- Mixed-Use, Horizontally or Vertically
- Walkable
- Centered on Transit Hubs





# TRANSIT ORIENTED DEVELOPMENT (TOD)

## What is it?

In a TOD, land use and transportation are **integrated with a transit route at its core** where:

**“A mix of housing, commercial businesses, jobs and services are concentrated** along walkable and bikeable streets within ¼ mile of the transit route.”







Hi! My name is Amia and this is my daughter Lili. We love that we can get so much done around our neighborhood bus stop every day.



8:10AM  
Dryclean



8:00AM / 4:30PM  
Drop off / Pick up Lili



8:30AM  
Off to Work



8:15AM  
Morning Coffee



4:45PM  
Shop for Dinner



5:00PM  
Play break &  
then off to home!





# Economic and Land Use Impacts of the Spokane Central City Line

December 2014

Prepared for:  
Spokane Transit Authority  
Spokane Regional Transportation Council

**Final Report**

**ECONorthwest**  
ECONOMICS • FINANCE • PLANNING

With:  
Nelson\Nygaard  
URS  
Epic Land Solutions

## CENTRAL CITY LINE Strategic Overlay Plan



September 2016



## TRANSIT-ORIENTED DEVELOPMENT FRAMEWORK STUDY

A Station Area Planning and  
Regulatory Guidebook for Spokane's  
High Frequency Transit Corridors

FINAL - MAY 2022

## SOUTH LOGAN TOD PLAN

FINAL | JANUARY 2024

## CITY OF SPOKANE CENTERS & CORRIDORS STUDY



June 2024

**MAKERS**  
architecture • planning • urban design

**SCJ STUDIO**

**LELAND  
CONSULTING  
GROUP**



# Garland Apartments



- **Address:** 951 W. Walton Ave
- **Type:** Mixed-Use
- **Estimated Job Value:** \$6.2 M
- **Square Footage:** 8,686 sq. ft.



# Crosswalk Youth Center



- **Address:** 1440 N. Haven Street
- **Type:** Residential / Admin.
- **Estimated Job Value:** \$7.6 M
- **Square Footage:** 44,668

# Millenium Monroe



- **Address:** 2020 N. Monroe St.
- **Type:** Mixed-Use
- **Estimated Job Value:** \$16.3 M
- **Square Footage:** 117,503 sq. ft.



# North Hill Millenium



- **Address:** 3909 N. Wall Street
- **Type:** Mixed-Use
- **Estimated Job Value:** \$7.3 M
- **Square Footage:** 50,395 sq. ft.

# Parkview West



- **Address:** 1309 W. 1<sup>st</sup> Ave.
- **Type:** Mixed-Use
- **Estimated Job Value:** \$9,750,000
- **Square Footage:** 56,161



# Peyton Building



- **Address:** 10 N. Post St.
- **Type:** Apartments
- **Estimated Job Value:** \$12 M
- **Square Footage:** 107,549 sq. ft.

# The Warren



- **Address:** 206 W. Riverside Ave.
- **Type:** Apartments
- **Estimated Job Value:** \$9.0 M
- **Square Footage:** 130,000 sq. ft.



# TOD Planning Process

1: Assessment

2: Development Concepts

3: Regulatory Recommendations







# TRANSIT ORIENTED DEVELOPMENT (TOD)

Identify an **approach for transit supportive regulatory changes** and priority infrastructure investments that can be:

DIVISION LINE

CITY LINE

SPRAGUE LINE

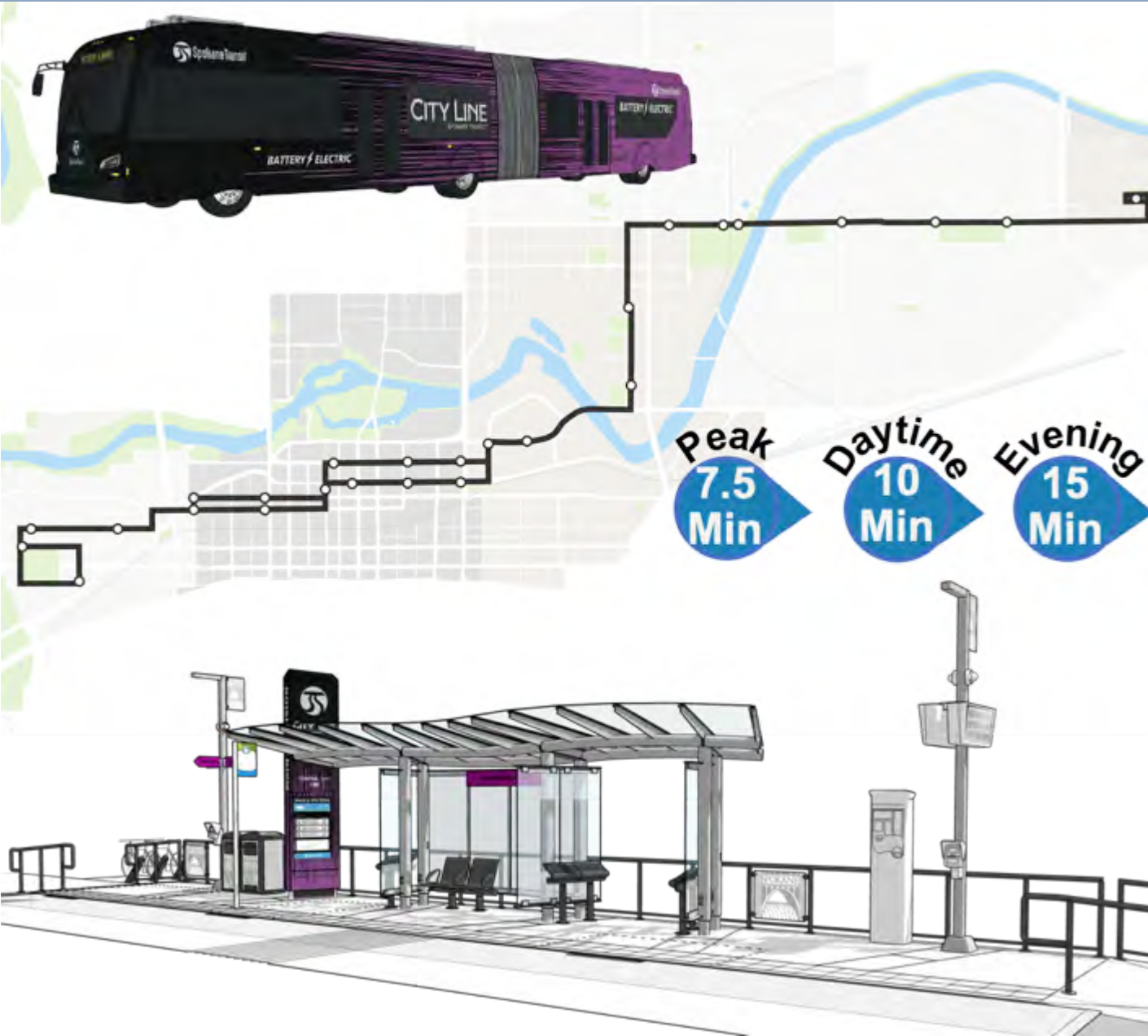
**implements** the City's Centers & Corridors **Growth Strategy**

applied along high-frequency transit corridors

MONROE-REGAL LINE



# HIGH FREQUENCY TRANSIT



## Premium Transit Service:

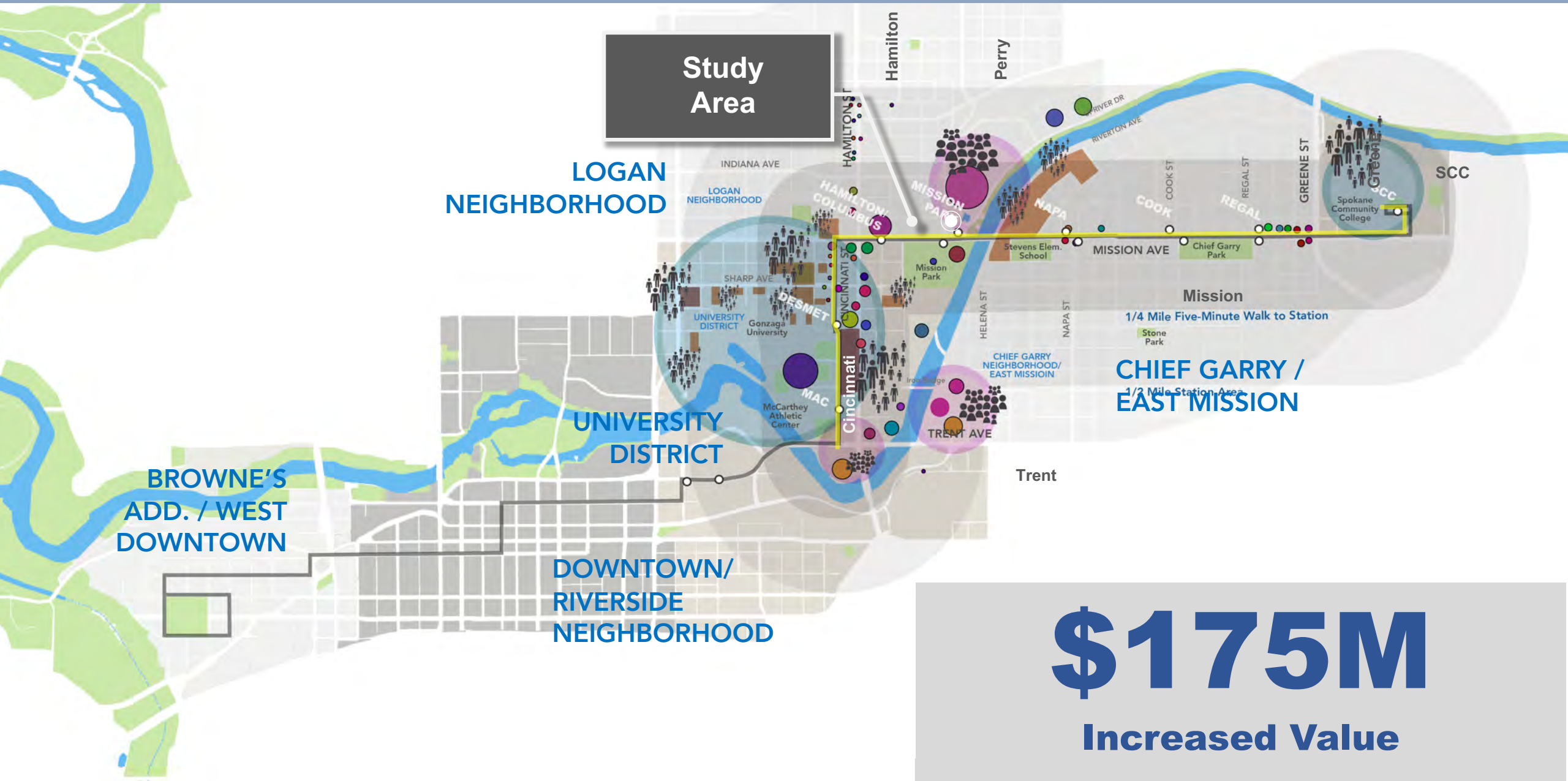
- Comfortable & low impact electric vehicle
- Reliable and frequent
- High quality stations
- More than 1 million rides per year

# \$92M

## Corridor Investment



# TRANSIT ORIENTED DEVELOPMENT STUDY



# STATION AREA PLANNING FRAMEWORK



## GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.



# STATION AREA PLANNING FRAMEWORK



## GUIDING PRINCIPLES:

- Establish a multi-modal **transportation corridor** by linking stations with a continuous biking and walking facility.
- Increase **potential ridership** through development and activity supporting an active station environment and walking and biking improvements providing direct access between transit and destinations.



# STATION AREA PLANNING FRAMEWORK



## GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.
- Increase potential ridership through development and activity supporting an active station environment and walking and biking improvements providing direct access between transit and destinations.
- 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.

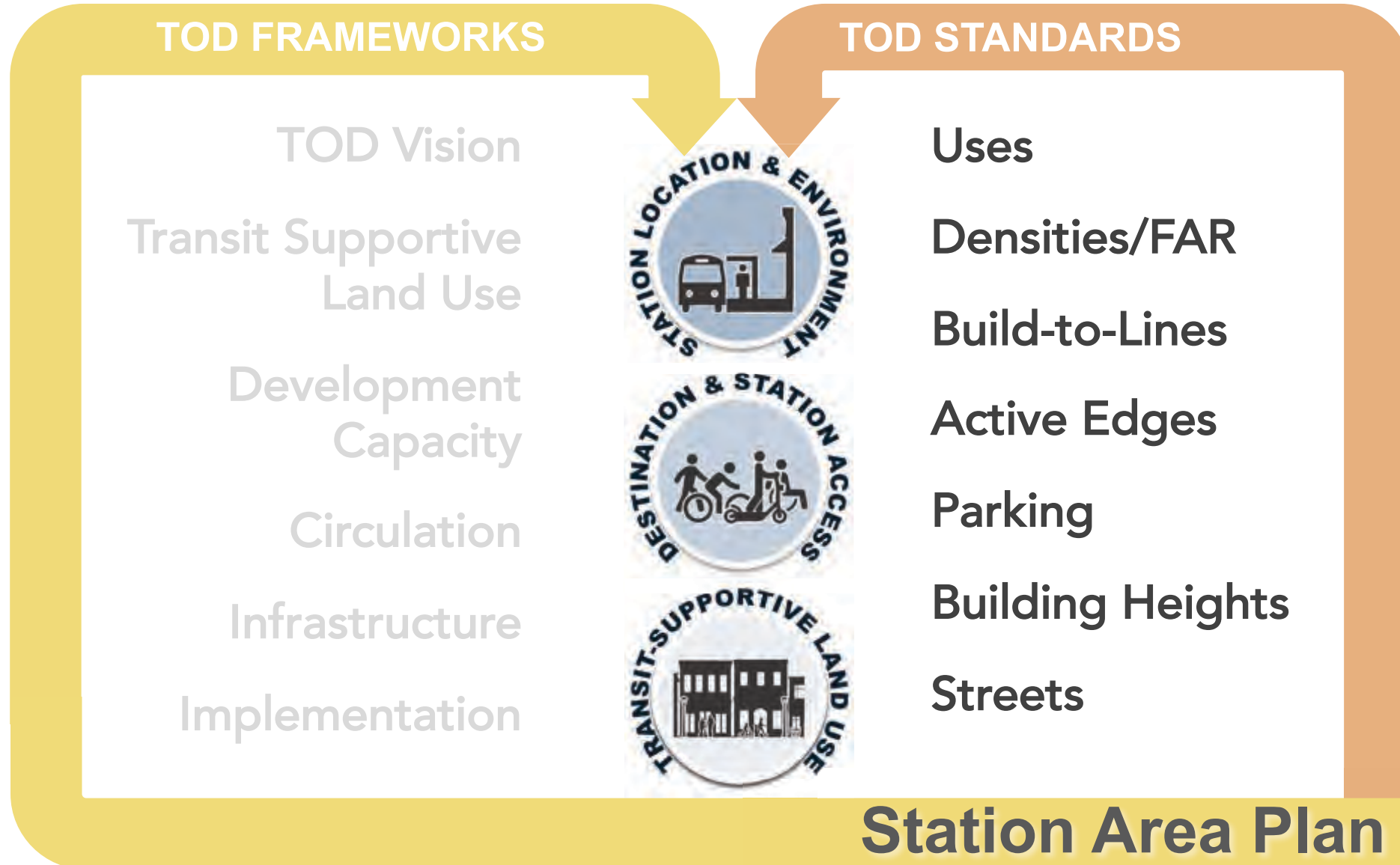


# TOD FUNDAMENTALS & BEST PRACTICES

*Integrate land use and transportation  
to increase transit ridership +  
enhance quality of life*

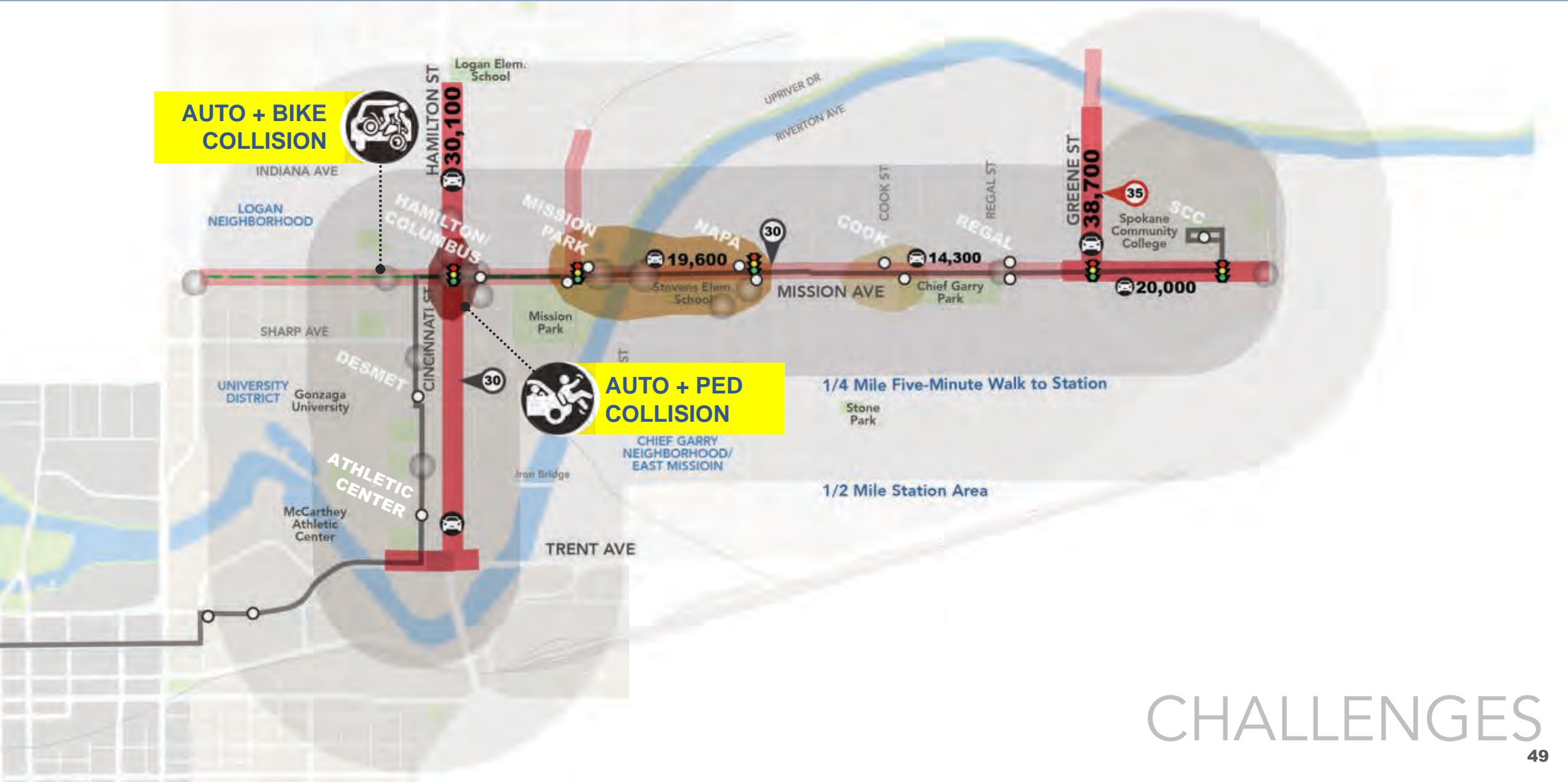


# TOD FUNDAMENTALS & BEST PRACTICES



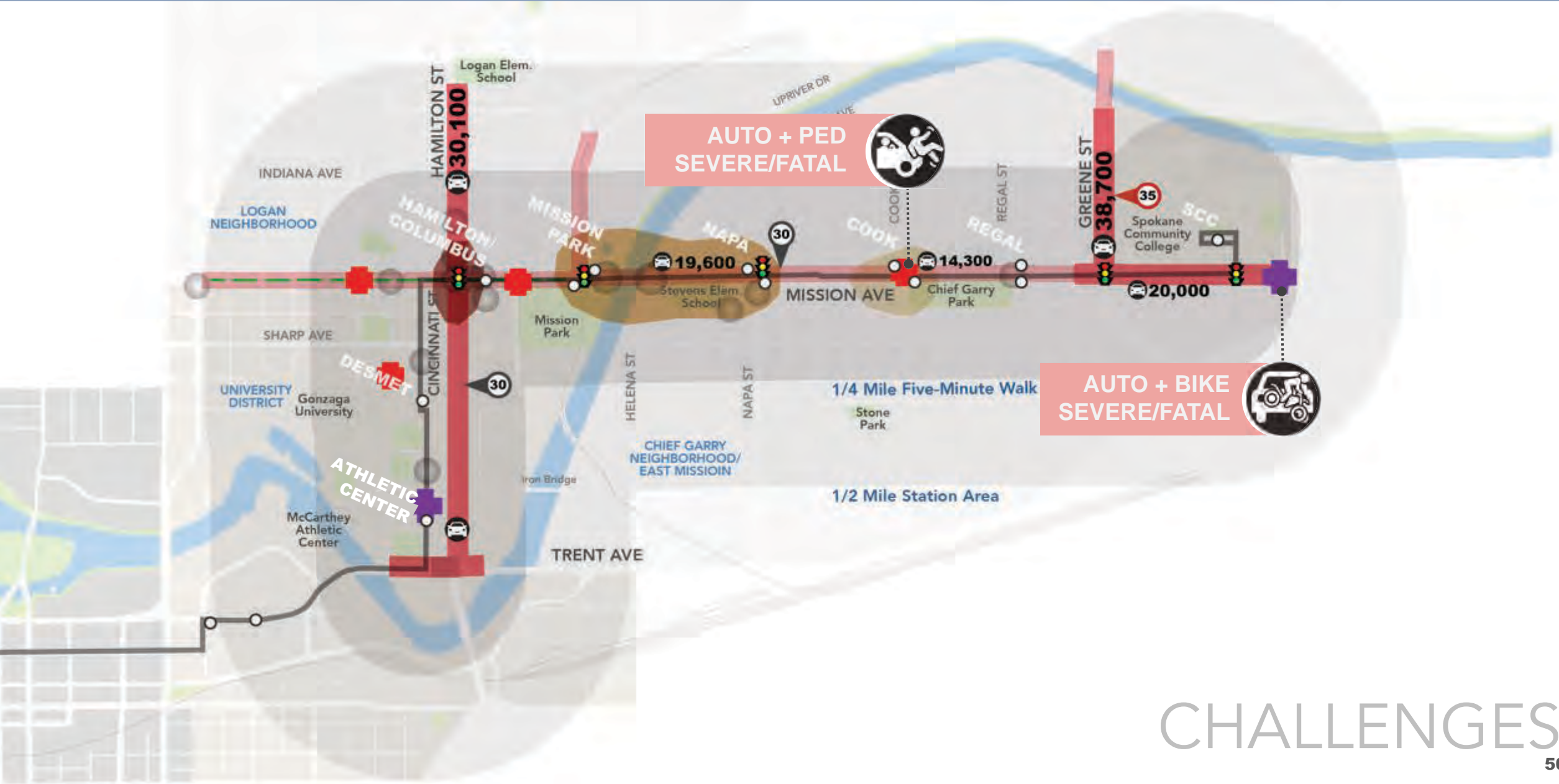


# STATION LOCATION & ENVIRONMENT



CHALLENGES

## STATION LOCATION & ENVIRONMENT





# STATION LOCATION & 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 LOCATION & ENVIRONMENT



CHALLENGES



# STATION LOCATION & ENVIRONMENT



OPPORTUNITIES

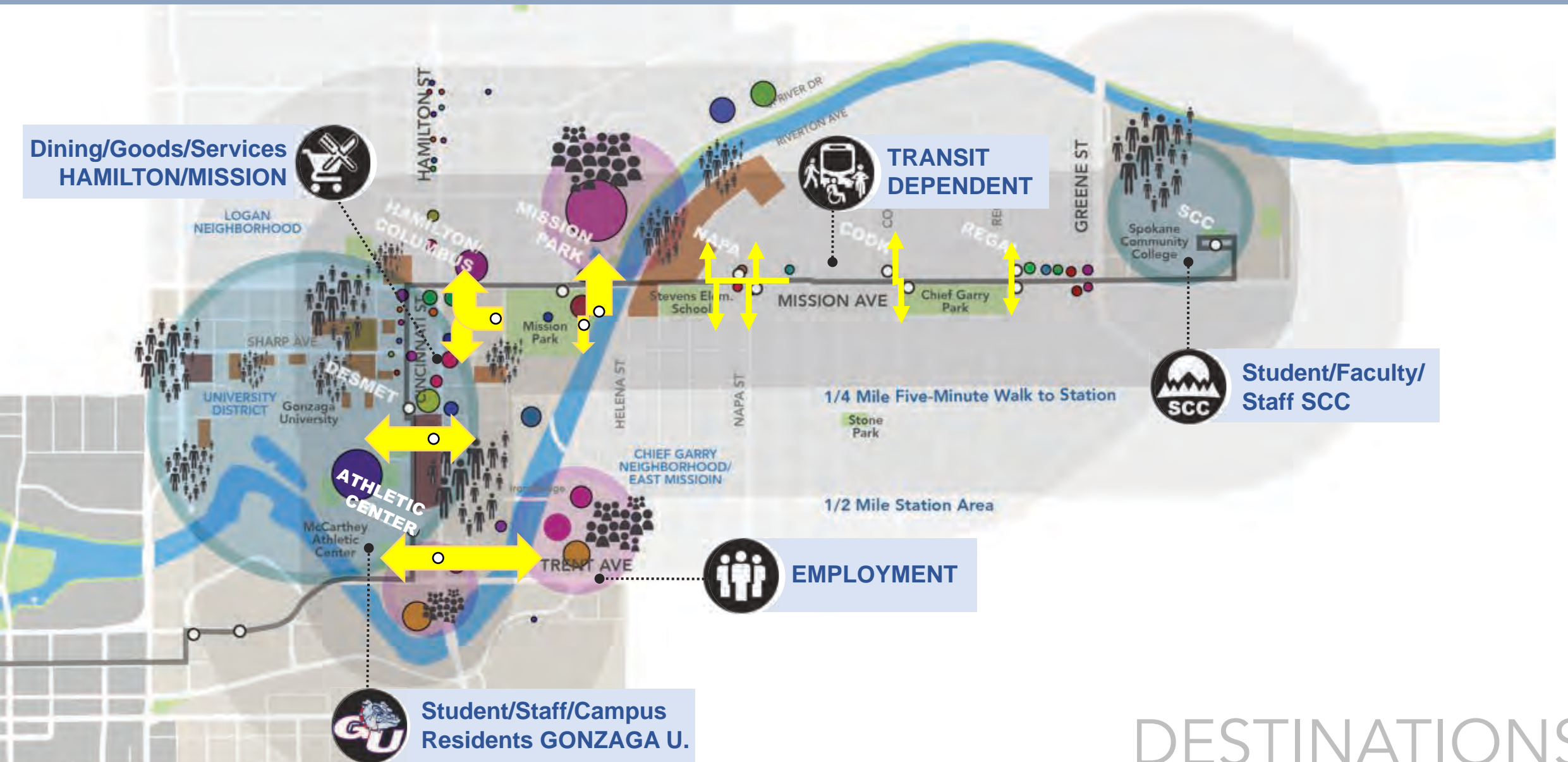
# STATION LOCATION & ENVIRONMENT



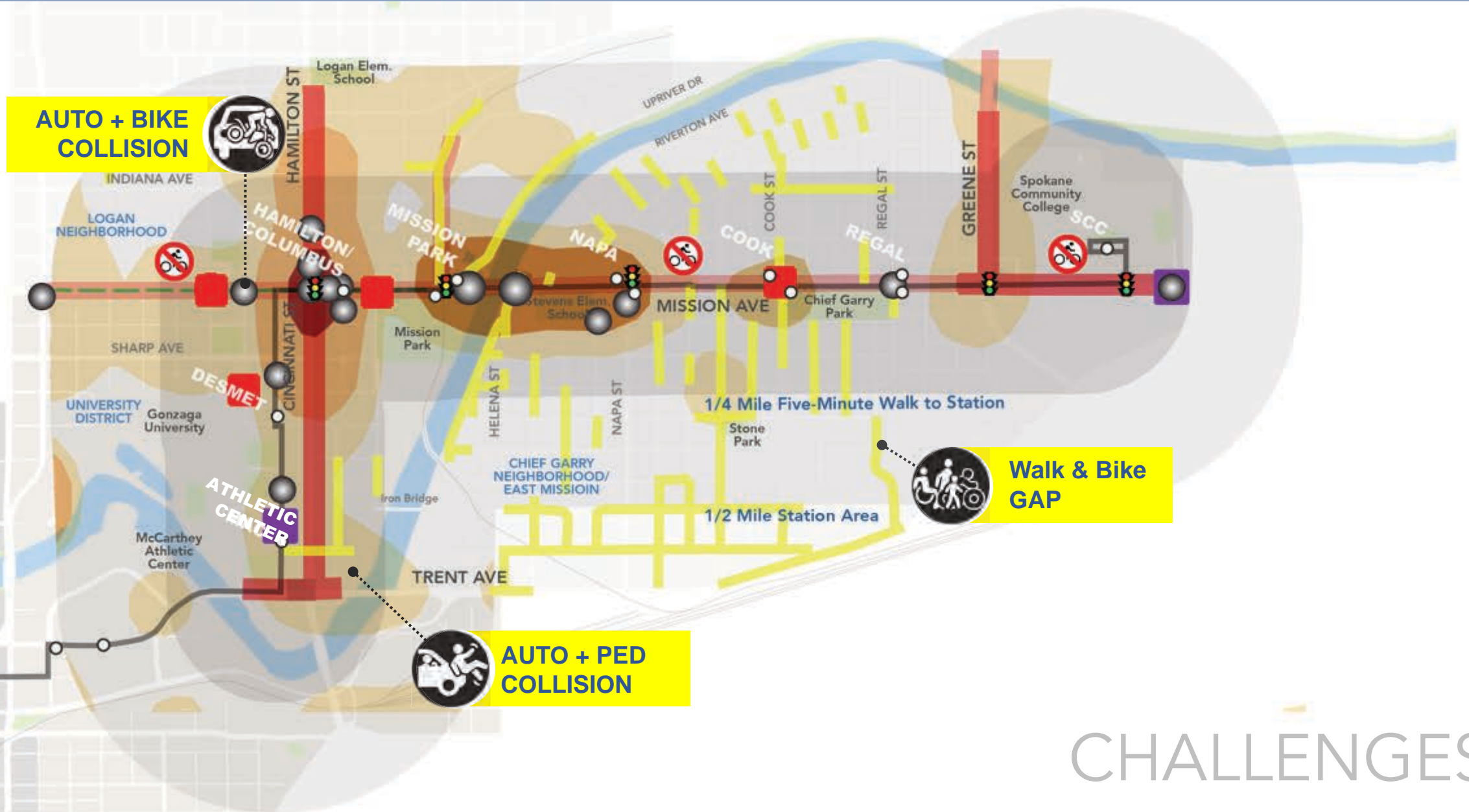
OPPORTUNITIES



# DESTINATION & STATION ACCESS



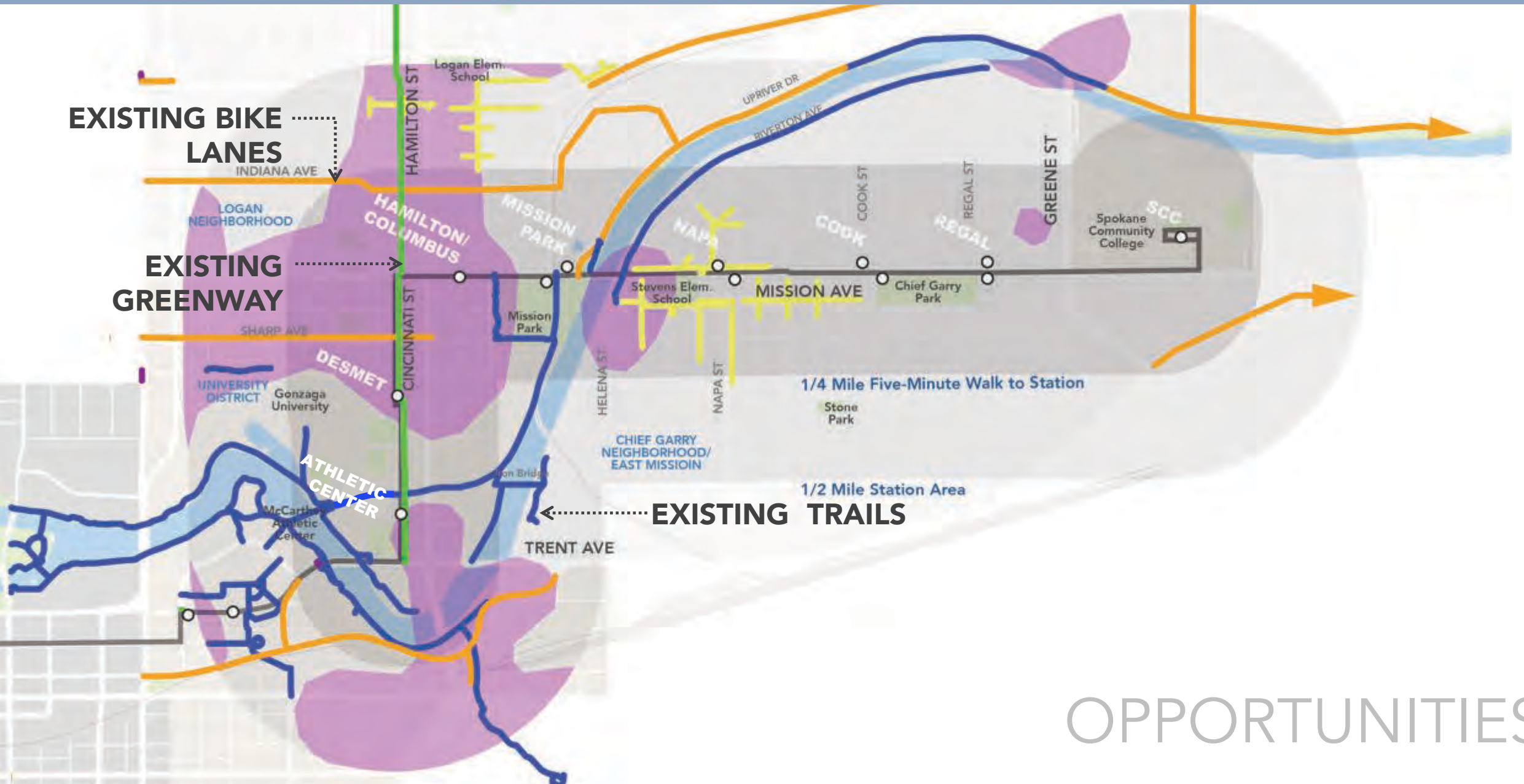
# DESTINATION & STATION ACCESS



CHALLENGES



# DESTINATION & STATION ACCESS



OPPORTUNITIES

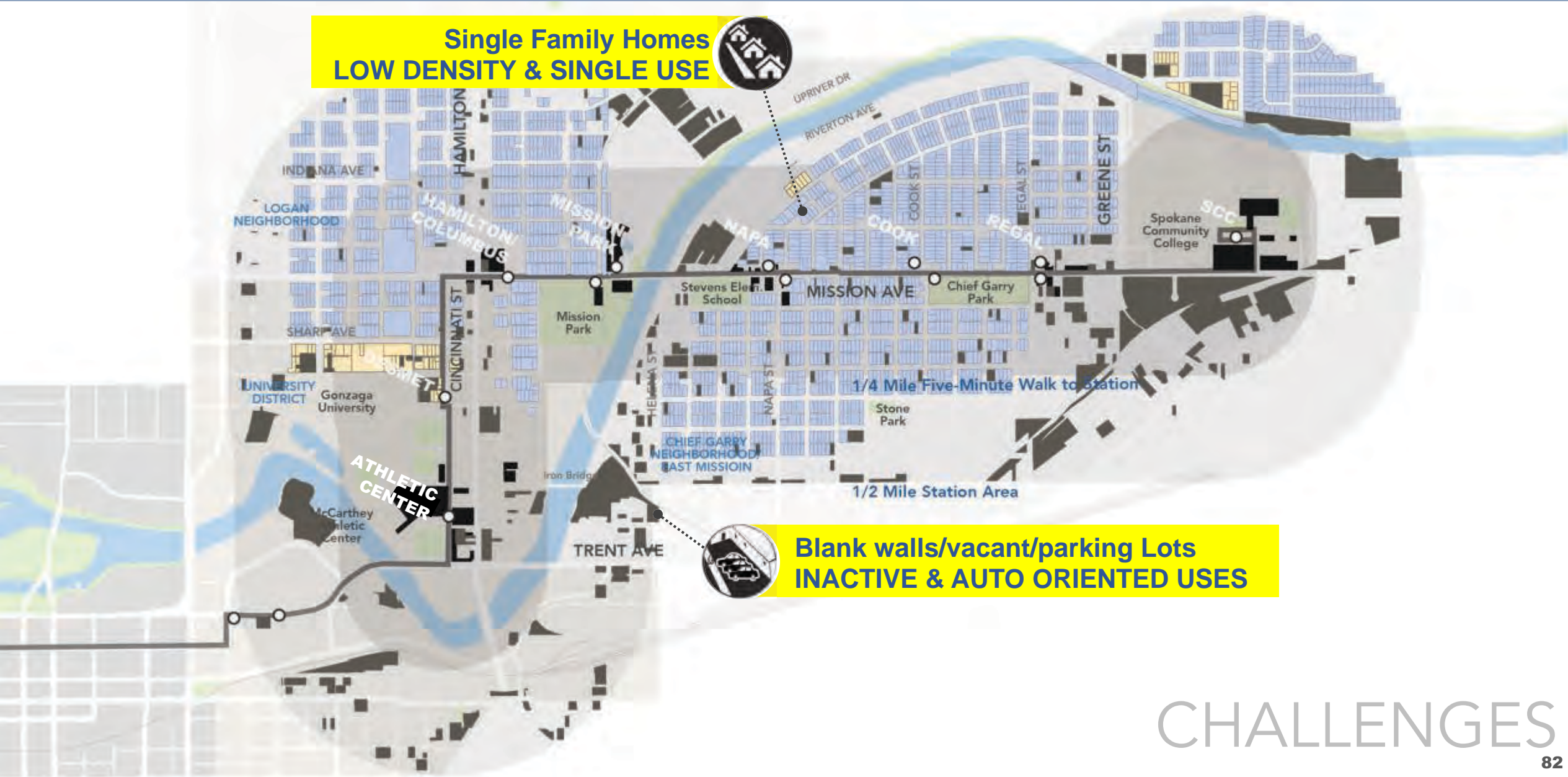


# DESTINATION & STATION ACCESS



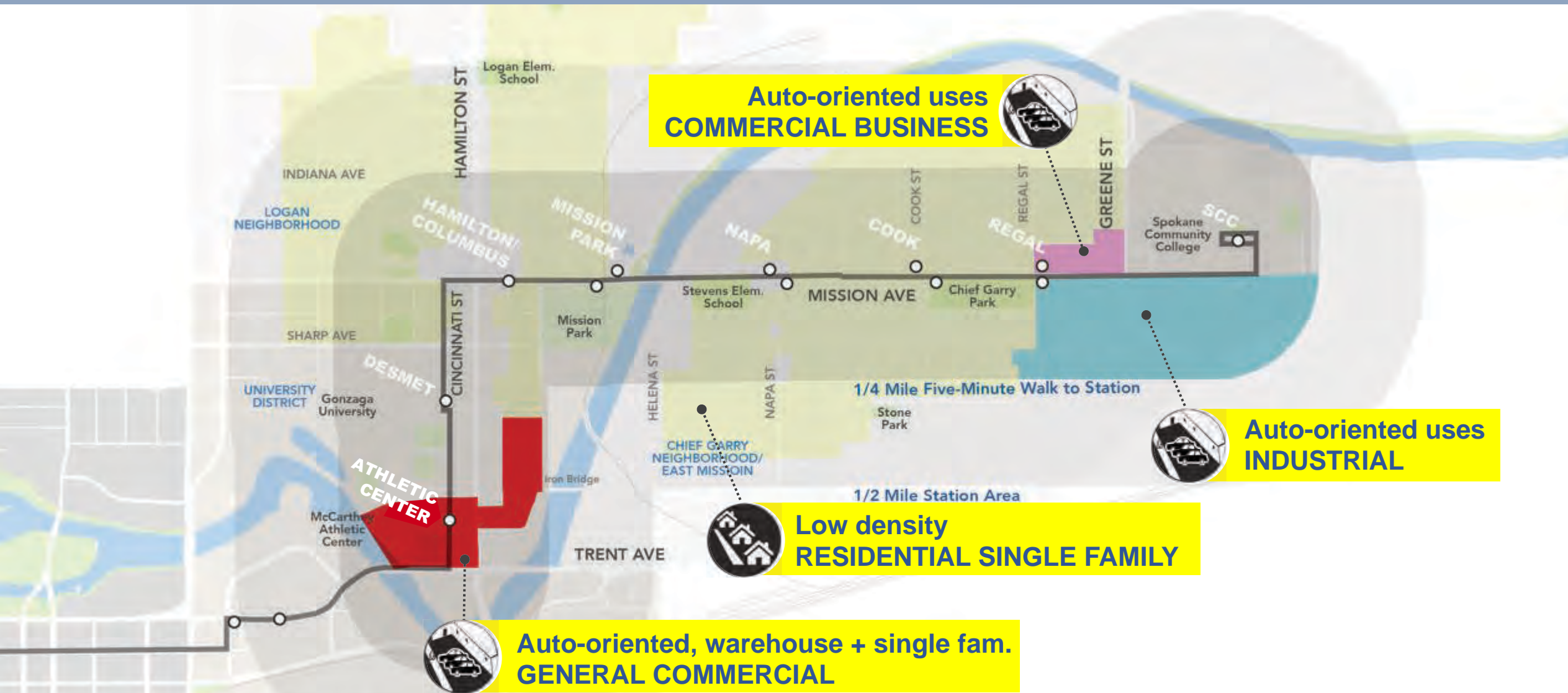


# TRANSIT SUPPORTIVE LAND USE



CHALLENGES

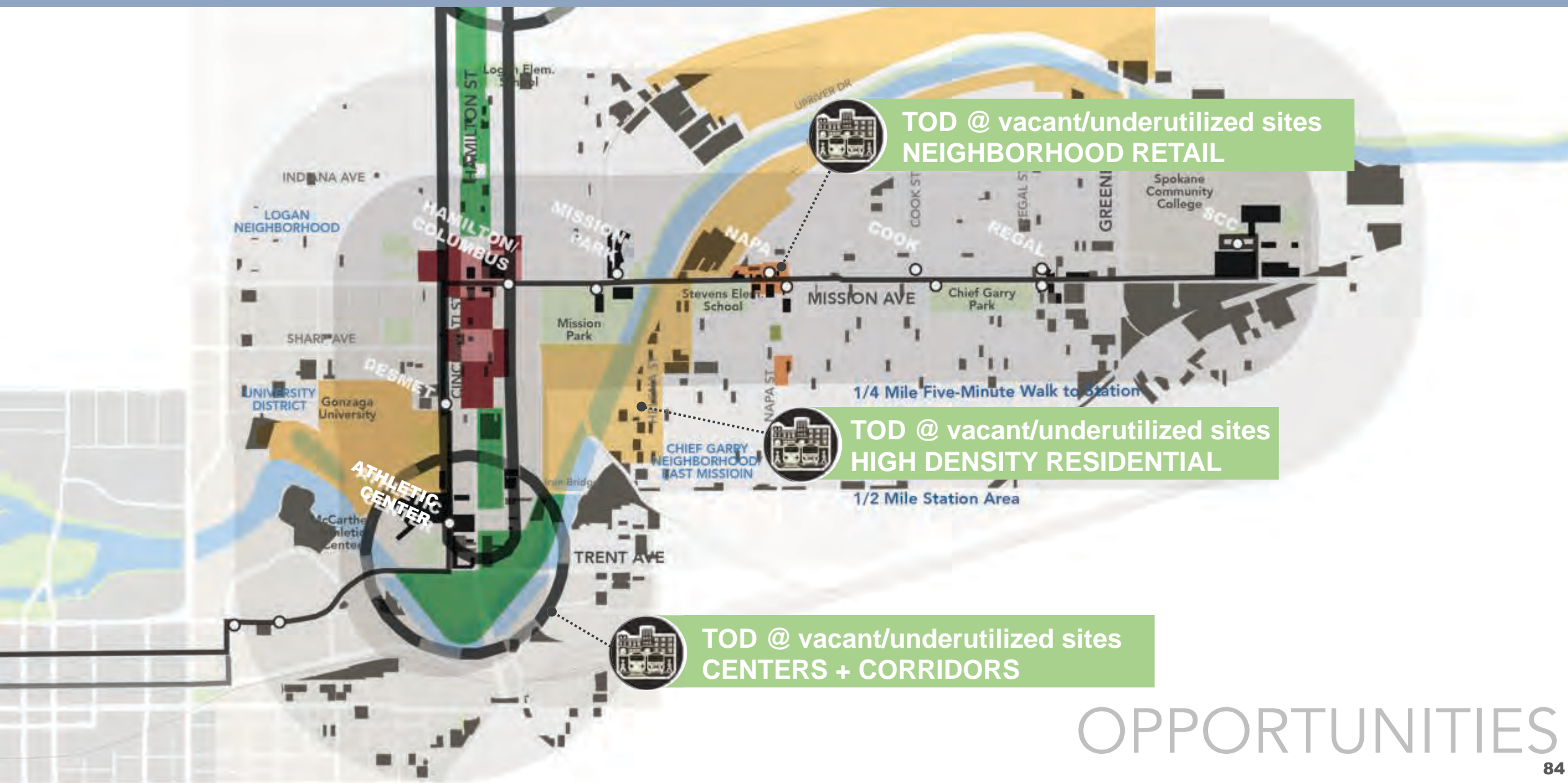
# TRANSIT SUPPORTIVE LAND USE



CHALLENGES



# TRANSIT SUPPORTIVE LAND USE



# STATION LOCATION & 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



# 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.

# 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.

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



# 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

# STATION AREA PLANNING FRAMEWORK

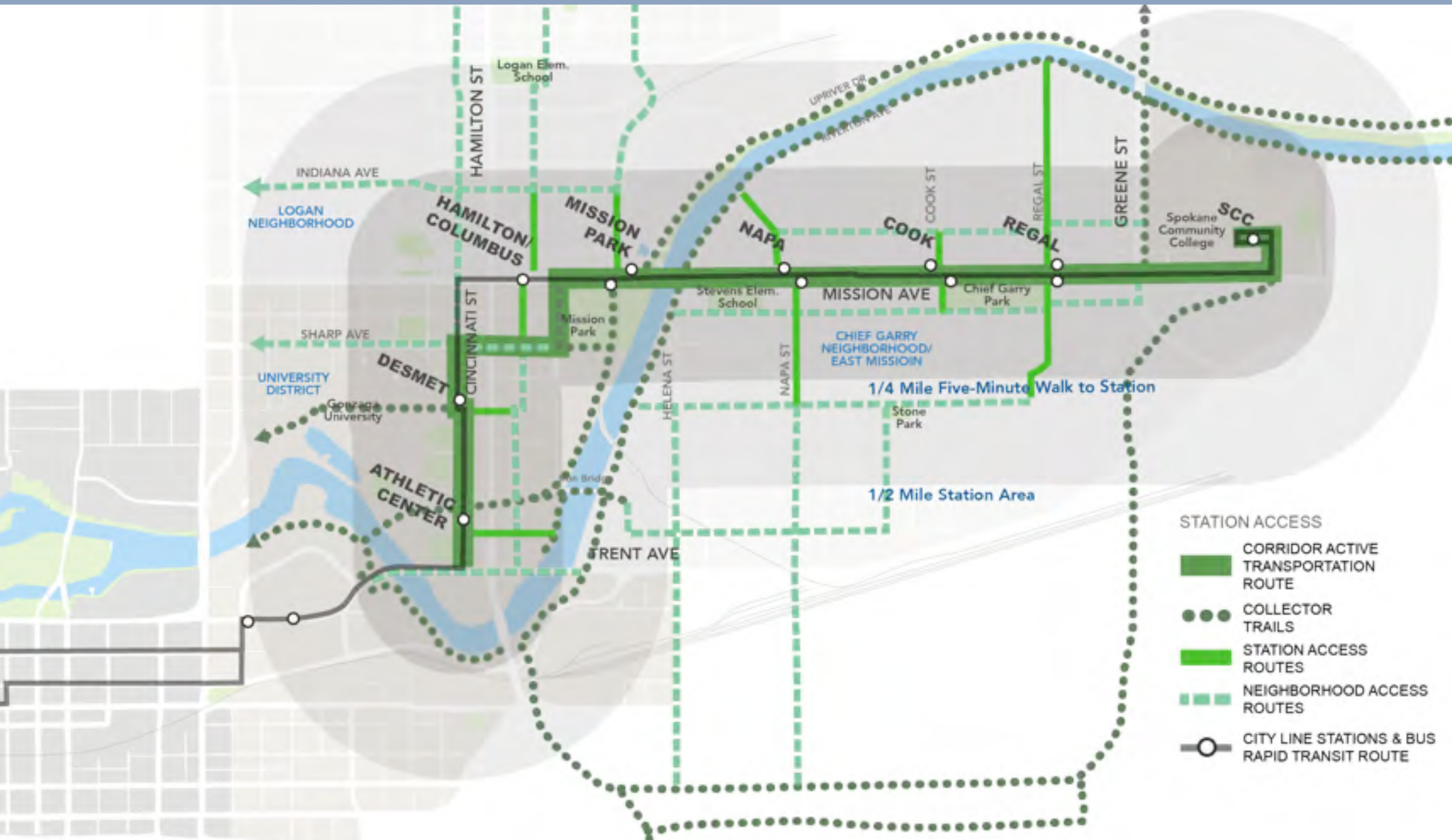


## ESTABLISH STATION AREA ACCESS ROUTES:

- ◉ Address the need for **station to station & station to destinations** access improvements
- ◉ **Fill gaps and propose new routes** to complete the ped/bike plan networks
- ◉ Inform potential **future infrastructure improvements** that support transit access



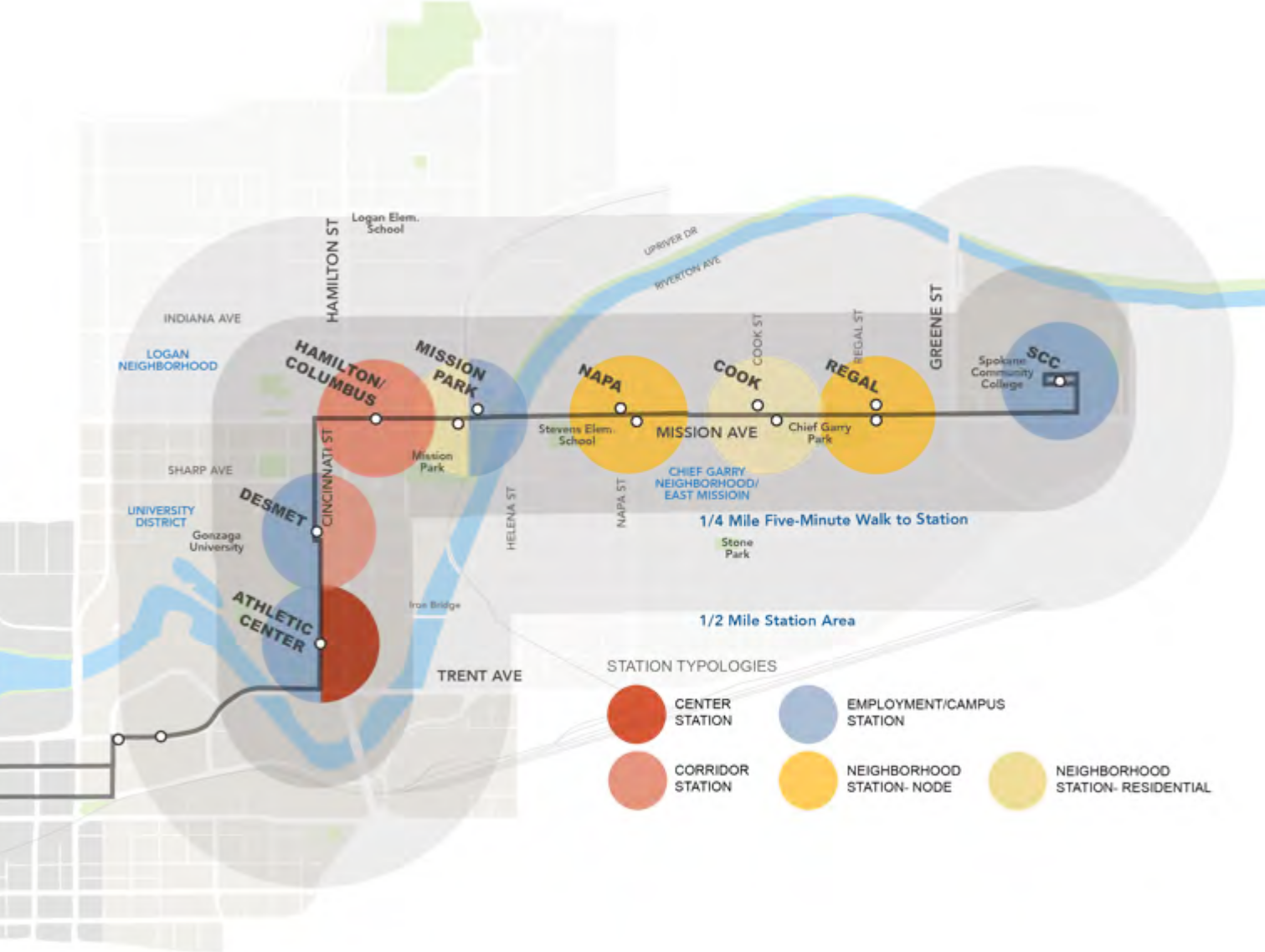
# STATION AREA ACCESS ROUTES



# STATION AREA PLANNING FRAMEWORK

## IDENTIFY TOD POTENTIAL:

- Locate **vacant, underutilized, & large parking sites.**
- Assess **station area assets and barriers** to transit-oriented development
- Address **gaps in housing, commercial, employment and public facilities** on potential redevelopment sites





# TOD POTENTIAL—Initial Review & Analysis

A mix of station and neighborhood street-oriented uses



	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Transit supportive development:	MED.	HIGH	MED.	HIGH	LOW	LOW	LOW	HIGH
Development "gaps":	MED.	LOW	MED.	MED.	MED.	HIGH	MED.	HIGH
Displacement risk	LOW	LOW	MED.	LOW	MED.	MED.	MED.	LOW
TOD Infill Potential:	HIGH	MED.	MED.	LOW	HIGH	LOW	HIGH	LOW

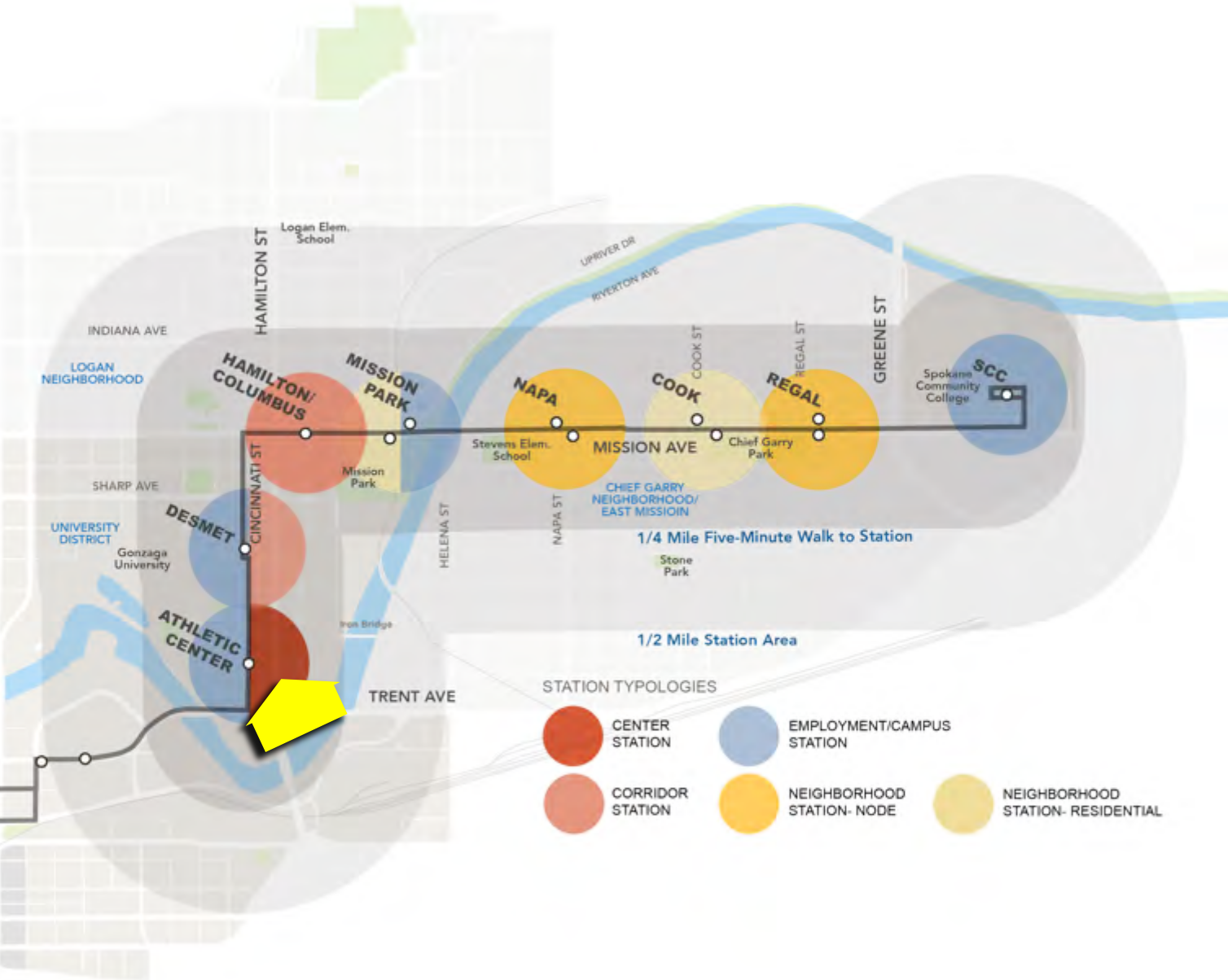
## ATHLETIC CENTER, NAPA & REGAL STATIONS:

- ✓ Prevalence of vacant/underutilized and potential redevelopment areas
- ✓ Good access and visibility from major transportation routes
- ✓ Adequate resident and employee populations and amenities to support redevelopment

# TOD POTENTIAL — McCarthy Athletic Center Station

## EMPLOYMENT/ CAMPUS & CENTER STATION:

- Supports the **Comprehensive Plan and Zoning- Center designation**
- Promotes new uses in Centers that **stimulate pedestrian activity with mutually reinforcing land use patterns**
- **Integrates development and transit** with improved walk and bike access along key routes





# TOD POTENTIAL — McCarthy Athletic Center Station



## Station Area Assets

- ◉ **Drive-by-traffic, high visibility, and direct access** to downtown & I-90.
- ◉ Market supported by **GU resident and staff population**, emerging employment uses, & 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 POTENTIAL — McCarthy Athletic Center Station



## '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 POTENTIAL — McCarthy Athletic Center Station



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

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



# TOD POTENTIAL — McCarthy Athletic Center Station



## "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**

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



# TOD POTENTIAL — McCarthy Athletic Center Station



## Waterfront Destination:

Unique attractions and river access to extend the time period 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



# TOD POTENTIAL — McCarthy Athletic Center Station



## 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'**



TOD illustration and concept for discussion purposes only and  
does not represent an adopted plan or funded infrastructure project



# TOD POTENTIAL — McCarthy Athletic Center Station



## 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**

TOD illustration and concept for discussion purposes only and does not represent an adopted plan or funded infrastructure project



# TOD POTENTIAL — McCarthy Athletic Center Station



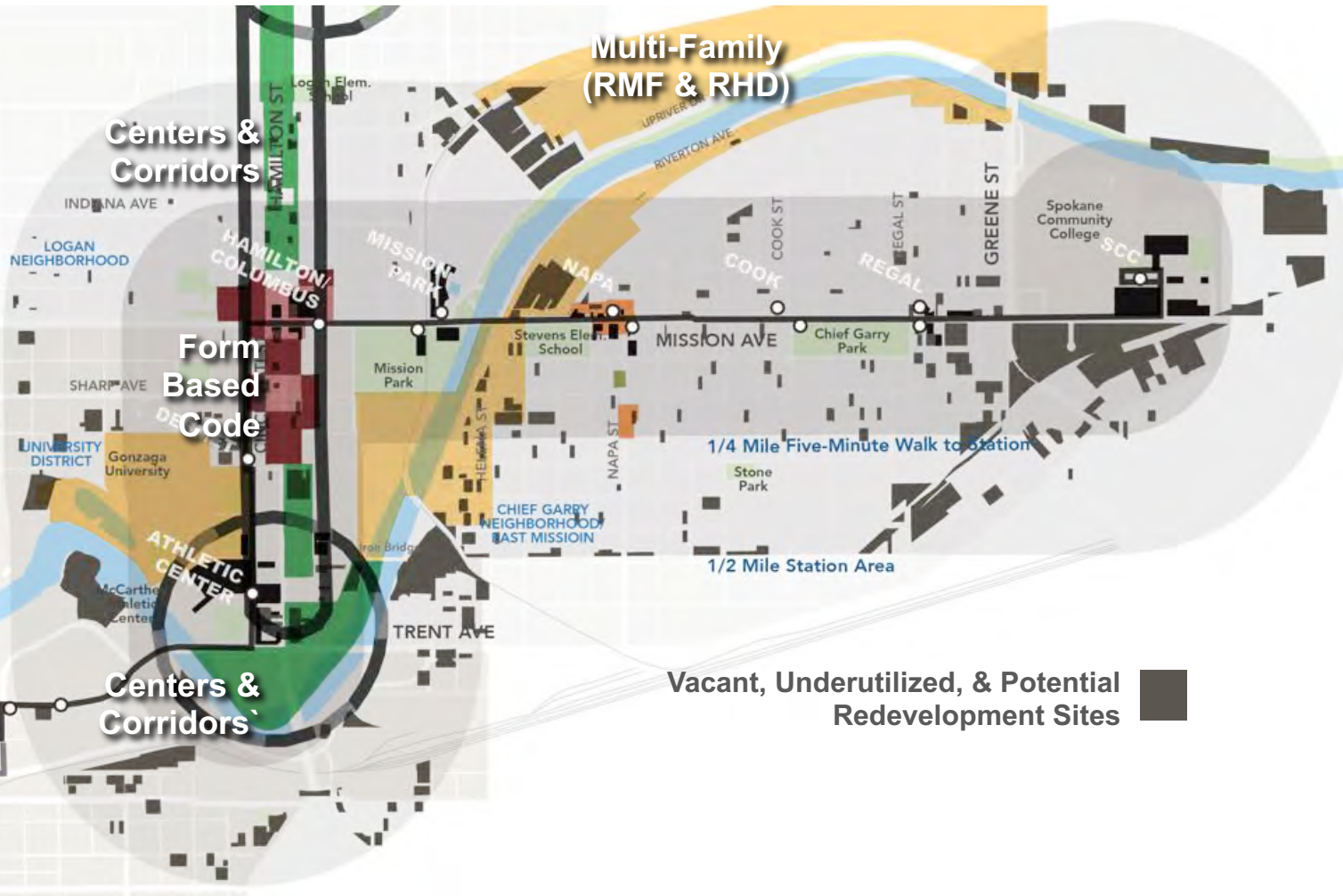
## Employment Cluster:

- 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.

# REGULATORY APPROACH

## Issues To Address

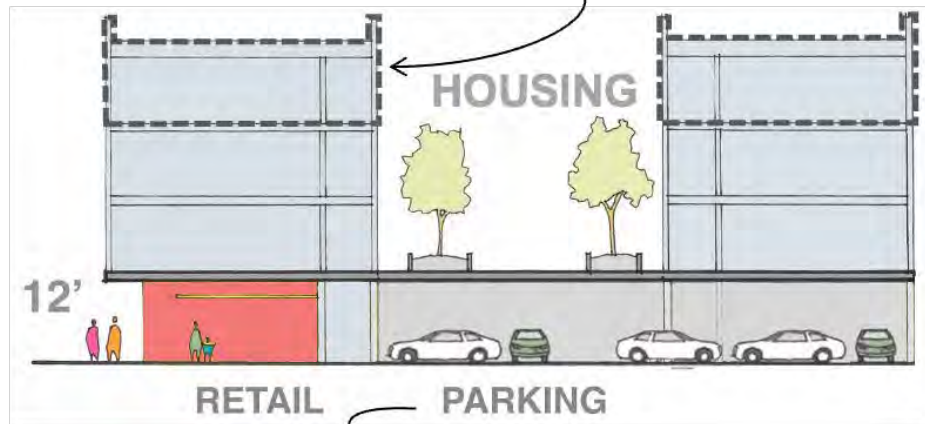
1. Areas of **Transit Supportive Zoning** with regulations potentially **limiting TOD**





# BASE ZONE MODIFICATIONS

Increase height by one-floor



Reduced parking requirements lower building cost, may promote affordable housing and pedestrian-oriented commercial use


## Encourage Transit Oriented Development

- **Reduce parking requirements** to allow area for increased housing density and commercial uses
- **Increase building height and FAR** to support street level commercial with housing



Parking dominates street level

# BASE ZONE MODIFICATIONS

STANDARDS	ZONE	RECOMMENDATION
 <b>BUILDING HEIGHT</b>	FBC-CA-1	Increase maximum building height to <b>70' or 55'</b> abutting RSF zone
	FBC-CA-2	
	FBC-CA-3	
	FBC-CA-4	Increase maximum building height to <b>55'</b>
	CC1	Increase maximum building height to <b>70'- District Centers and Corridors, and 55'- Neighborhood Centers</b> Modify transitional standard within <b>150' of RSF to allow for one additional foot of height per one foot of horizontal distance</b>
	CC2	
	CC4	Increase maximum building height to <b>55'- Neighborhood Centers, District Centers, and Corridors</b> Consider modifying transitional standard for areas within <b>150' of RSF to allow for one additional foot of height per one foot of horizontal distance</b>
	NR	Increase maximum building height to <b>55'</b>
	NMU	
	RMF	Increase maximum building height to <b>55', except where higher limit is allowed</b>
	RHD	Increase maximum building height to <b>70', except where higher limit is allowed</b>



## Building Height

### Assessment:


- Current height standards limit density, land efficiency and may serve as a barrier to vertical mixed-use development and some middle housing types

### Recommendation:

- Increase maximum building height
- Allow for 1 foot of height for every 1 foot of horizontal distance within 150' of RSF zone



# BASE ZONE MODIFICATIONS

STANDARDS	ZONE	RECOMMENDATION
 <b>VEHICLE PARKING</b>	<b>FBC-CA-1</b>	Consider reducing required parking spaces to a minimum of <b>one space per 1,000 square feet of floor area for nonresidential uses</b> ; and
	<b>FBC-CA-2</b>	for residential uses within 500' of the transit line consider a <b>graduated range such as 0 for 1 to 30 units; 0.2 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units.</b>
	<b>FBC-CA-3</b>	
	<b>FBC-CA-4</b>	Consider offering incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces
	<b>CC1</b>	Consider reducing non-residential minimums and a graduated range of reduced parking for residential uses
	<b>CC2</b>	
	<b>CC4</b>	
	<b>GC</b>	Consider reducing non-residential minimums and a graduated range of reduced parking for residential uses
	<b>NR</b>	Consider reducing non-residential minimums and a graduated range of reduced parking for residential uses
	<b>NMU</b>	
	<b>RMF</b>	Consider establishing a maximum number of spaces Consider offering incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces Consider a graduated range of reduced parking for residential uses as above.



## Vehicle Parking


### Assessment:

- Current parking requirements may increase development costs; and development may result in barriers to pedestrian circulation and walkability

### Recommendation:

- Reduce required number of parking spaces
- Offer incentives such as FAR or minimum lot area bonuses for voluntary reduction in parking spaces

# TRACK ONE: MODIFY BASE ZONE

STANDARDS	ZONE	RECOMMENDATION
 <b>BUILDING ORIENTATION</b>	FBC-CA-1	No changes recommended
	FBC-CA-2	
	FBC-CA-3	
	FBC-CA-4	
	CC1	Consider required percentage of <b>building frontage to 70%</b>
	CC2	
	CC4	
	NR	Same as above.
	NMU	
	RMF	Consider establishing a consistent minimum 50% building frontage



## Building Orientation

### Assessment:

- Current standards may result in gaps in building frontage

### Recommendation:

- Increase minimum required building frontage to 70% for non-residential and 50% for residential

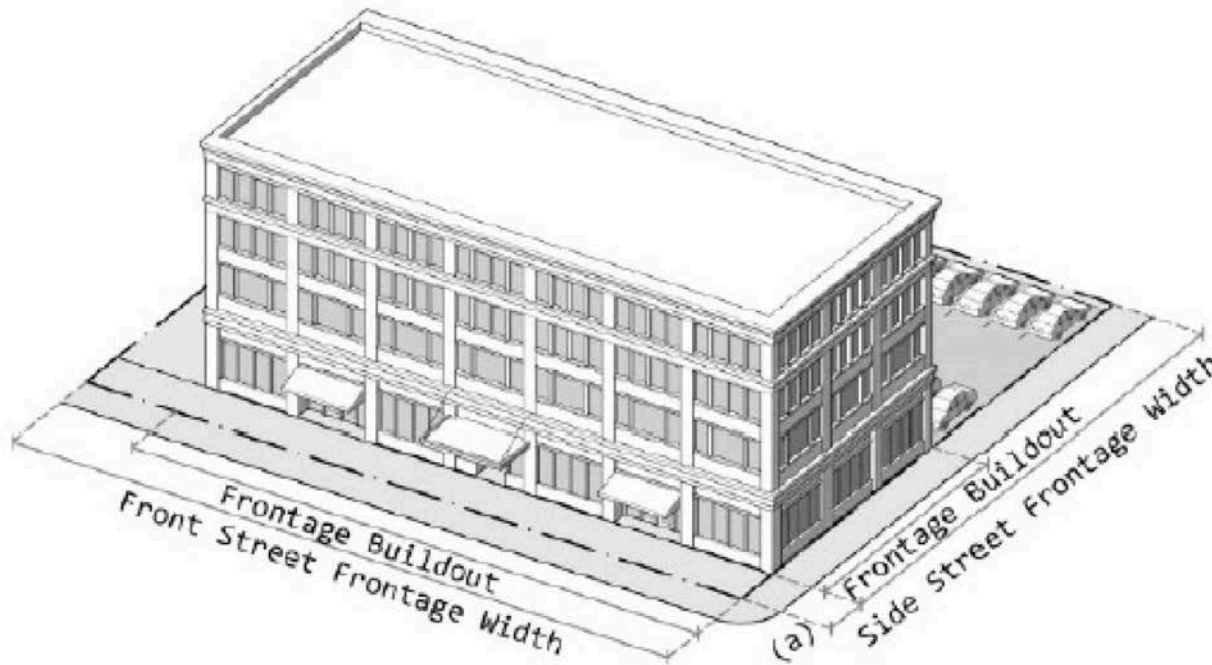


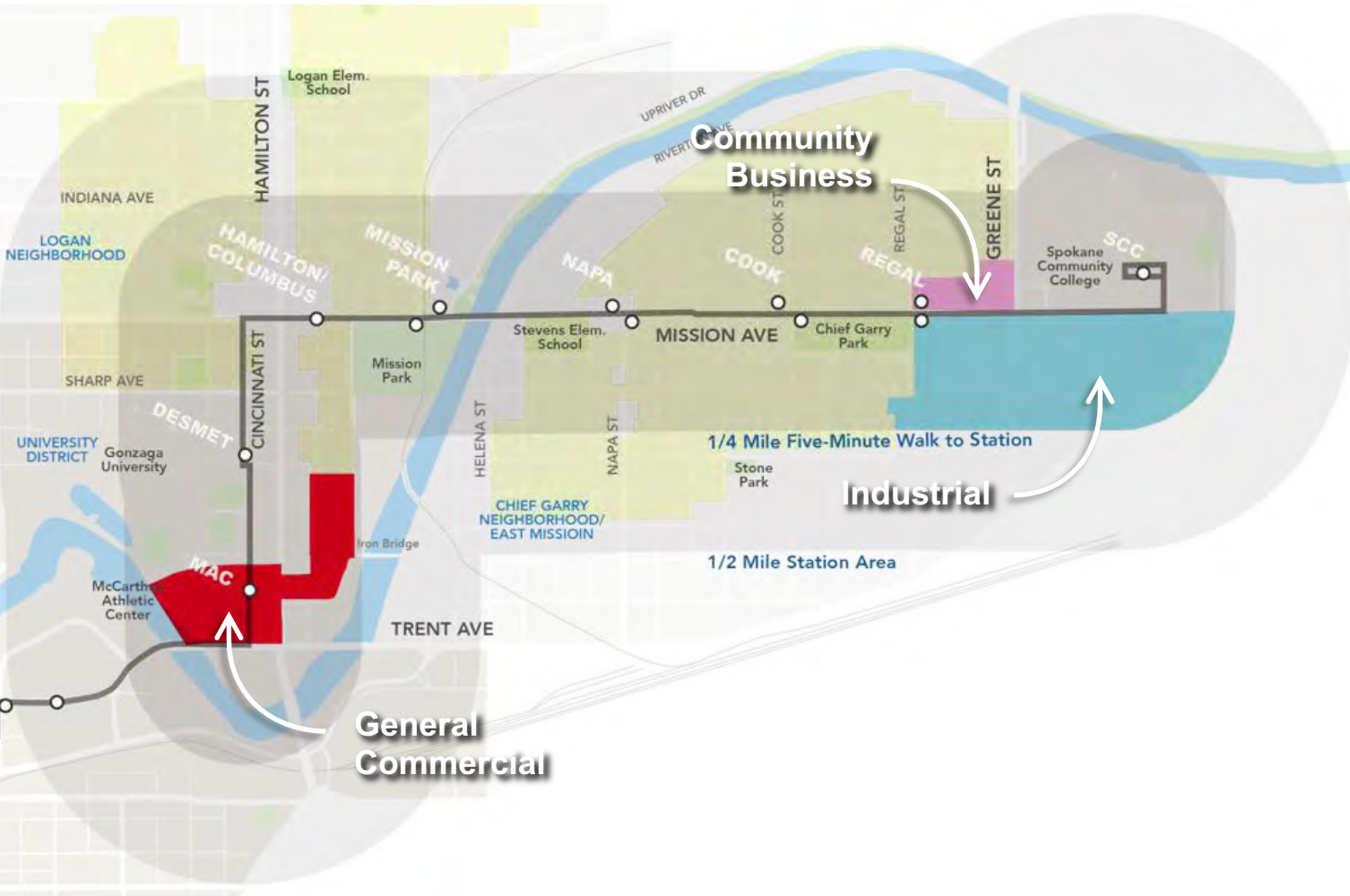
Figure 12X. Minimum Frontage Buildout Illustration- (City of Brooklyn Park, MN- TOD Zone)



# REGULATORY APPROACH

## Issues To Address

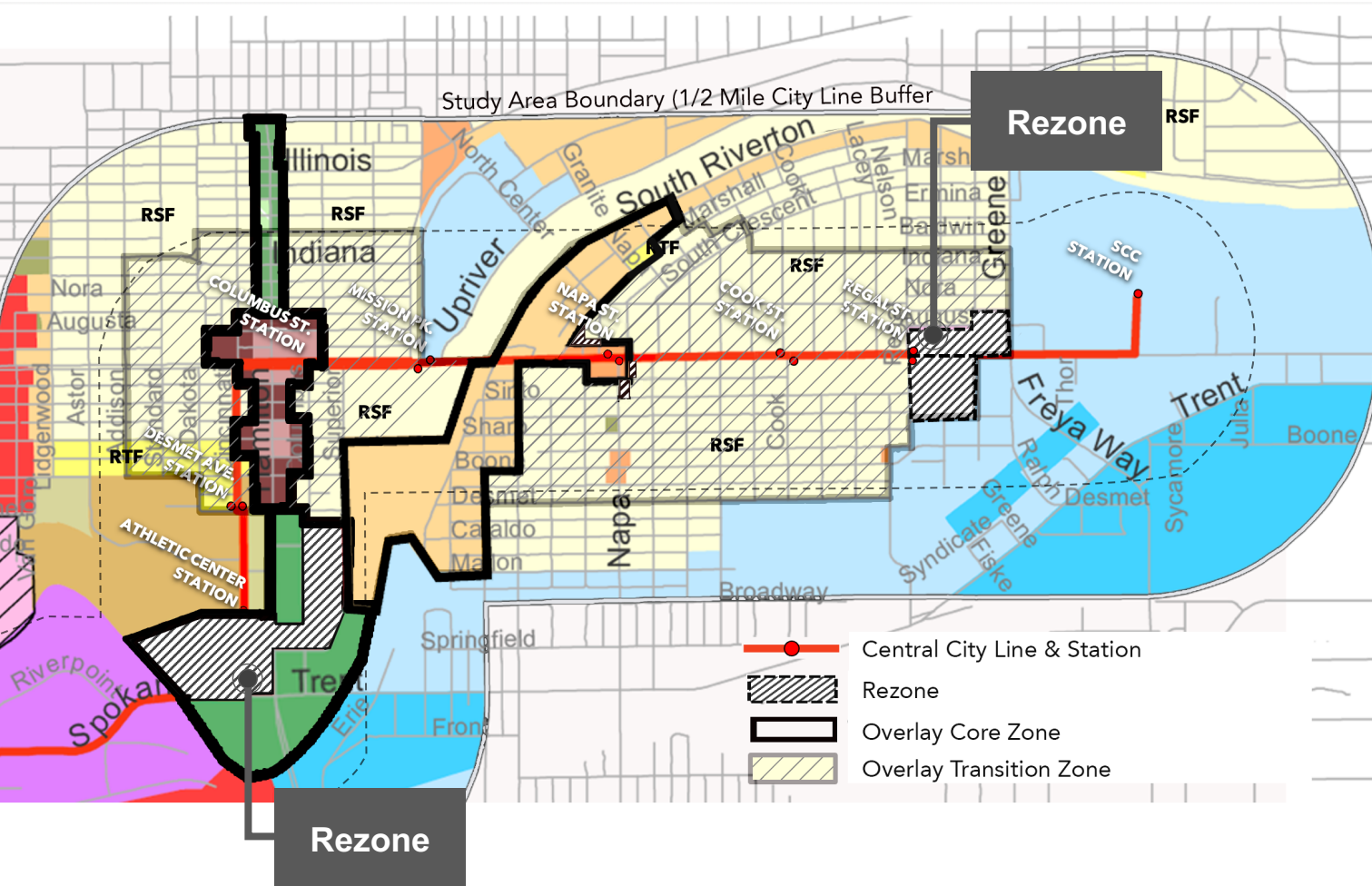
1. Areas of Transit Supportive Zoning with regulations potentially limiting TOD
2. Areas of **Non-Transit Supportive** Zoning



# BASE ZONE MODIFICATIONS

## Rezone Non-Transit Supportive Areas

- Consider rezone at McCarthy Athletic Center Station from **General Commercial** to **C-C-1**
- Consider rezone at Regal Station from Community Business and Industrial to **NMU zone designation**

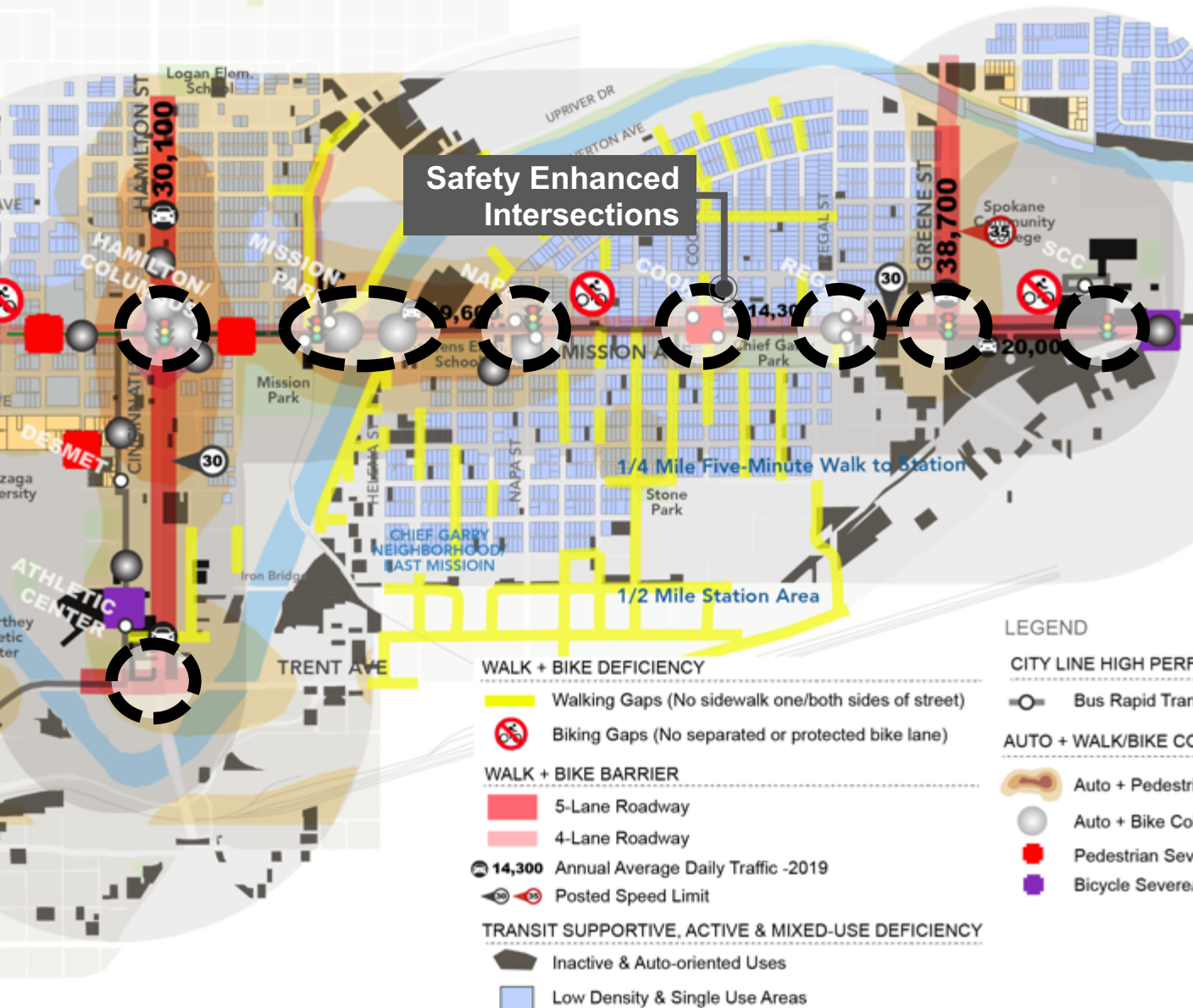




# CAPITAL FACILITIES INVESTMENT

## Reduce Barriers & Challenges to Transit Access

- Identify and fund enhanced crossing improvements along **Mission, Greene, Hamilton & Spokane Falls/Trent** to address speed and ped/bike conflicts.







# SOUTH LOGAN TOD PLAN

FINAL | JANUARY 2024

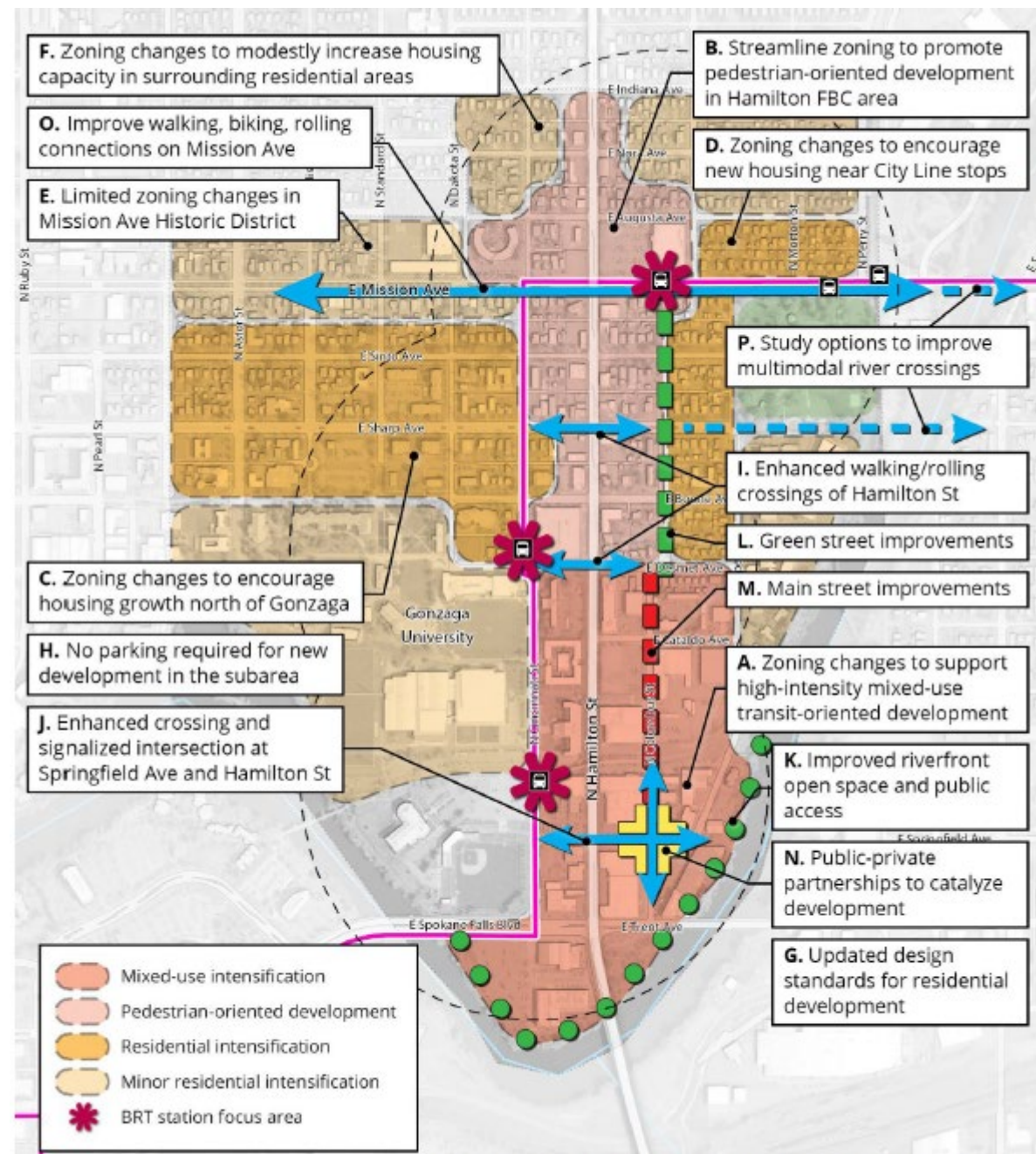
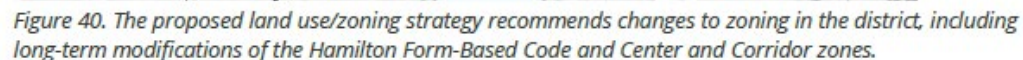


Figure 33. Summary map of plan recommendations including changes to zoning and public investments.



The zoning categories mapped below and described in the following pages help structure assumptions about allowed and likely development outcomes through the 2047 growth planning horizon. These categories are simplifications of existing zones and/or future zones that will be developed following plan adoption.




*Figure 43. Residential High - 55 expected building type examples include midrise and low-rise residential buildings.*



# Division Transit-Oriented Development Study

## FTA TOD Pilot Program

United States Department of Transportation

Federal Transit Administration

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<https://usdot.maps.arcgis.com/apps/dashboards/92eef1b828b94a40b5f5f1c035cdb4be>





[engage.spokane.gov/division-tod](https://engage.spokane.gov/division-tod)





# Project Purpose

*“Enable the City, County, and STA to support future **development** that achieves **transit-supportive** conditions around major **Bus Rapid Transit** stations.”*



## The Division Street TOD project will:



**Develop a  
Corridor-Wide  
Vision**



**Conduct  
Node-Specific  
Economic Analysis**



**Provide Transit-  
Oriented Land Use  
Recommendations**



**Enhance  
Connectivity  
and Multimodal  
Infrastructure**



**Establish a  
Development  
Policy  
Framework**

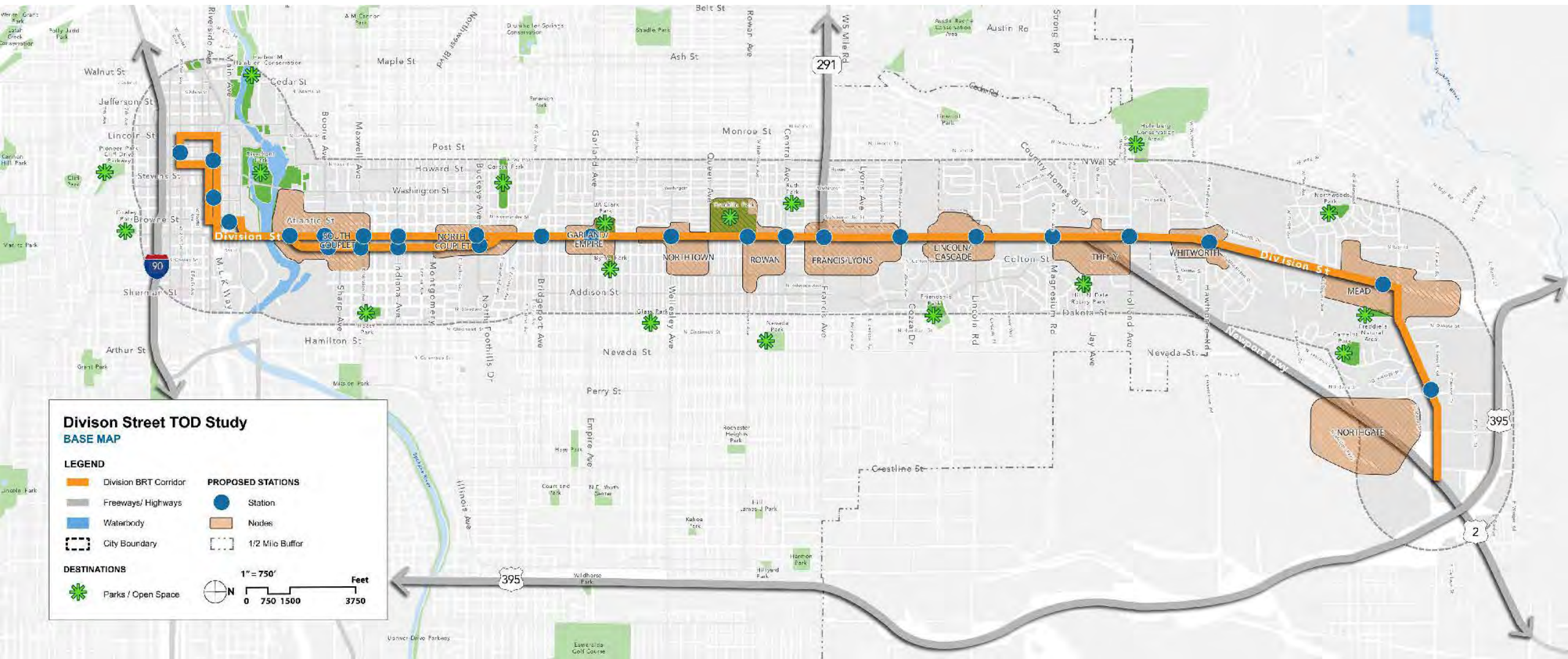


**Integrate  
Environmental  
Justice  
Principles**



**Provide a  
Roadmap**





Project area



[engage.spokane.gov/division-tod](https://engage.spokane.gov/division-tod)







## Questions and Discussion