

# Proposed Moratorium on Drive-Through and Quick-Vehicle Servicing Uses in Transit-Oriented Development Areas

Planning and Economic Development

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# Affected Land Uses

- Drive-Through Facility (SMC 17C.190.230): "Drive-through Facilities provide direct services for people in motor vehicles where the driver waits in the car before and while the service is performed."
- Quick Vehicle Servicing (SMC 17C.190.260): "Quick Vehicle Servicing uses provide facilities designed for the rapid servicing of vehicles, where the drivers may or may not remain in their vehicles, but where the drivers usually either perform the service for themselves, or wait on the site for the service to be rendered."

# Transit-Oriented Development (TOD)

Transit-Oriented Development, or TOD, is an approach to city planning that encourages dense, mixed-use communities centered around public transit. The idea is to create a community where people can live, work, shop, and access essential services within walking distance of transit options. TOD not only increases travel options but also promotes healthier lifestyles, reduces environmental impacts, and strengthens the local economy by bringing more people to the area.

The Division Street TOD Project has set out to achieve the following:

1. **Enhance Mobility and Accessibility:** Improve connections between neighborhoods, transit stops, and key destinations along Division Street. This includes better sidewalks, bike lanes, and safe crossings that allow people to get around safely and comfortably, whether they're on foot, bike, or transit.
2. **Support Mixed-Use and Infill Development:** Encourage a mix of residential, retail, and office spaces to serve the diverse needs of the community. This approach will support affordable housing, expand economic opportunities, and make Division Street a more dynamic and economically resilient corridor.
3. **Create Inviting and Safe Public Spaces:** Design and activate spaces where people can gather, relax, and interact. Adding parks, plazas, and tree-lined streets will enhance community connections and contribute to a vibrant, attractive environment.
4. **Promote Sustainable Development:** By focusing on sustainable land-use practices, we can reduce environmental impacts, lower emissions, and support healthier lifestyles. TOD makes traveling via public transit, walking, biking more accessible and provides more travel options while contributing to Spokane's sustainability goals.

# Policy Framework

- Centers and Corridors Study
- Division Street TOD Study
- Current Comprehensive Plan
- Comprehensive Plan Periodic Update

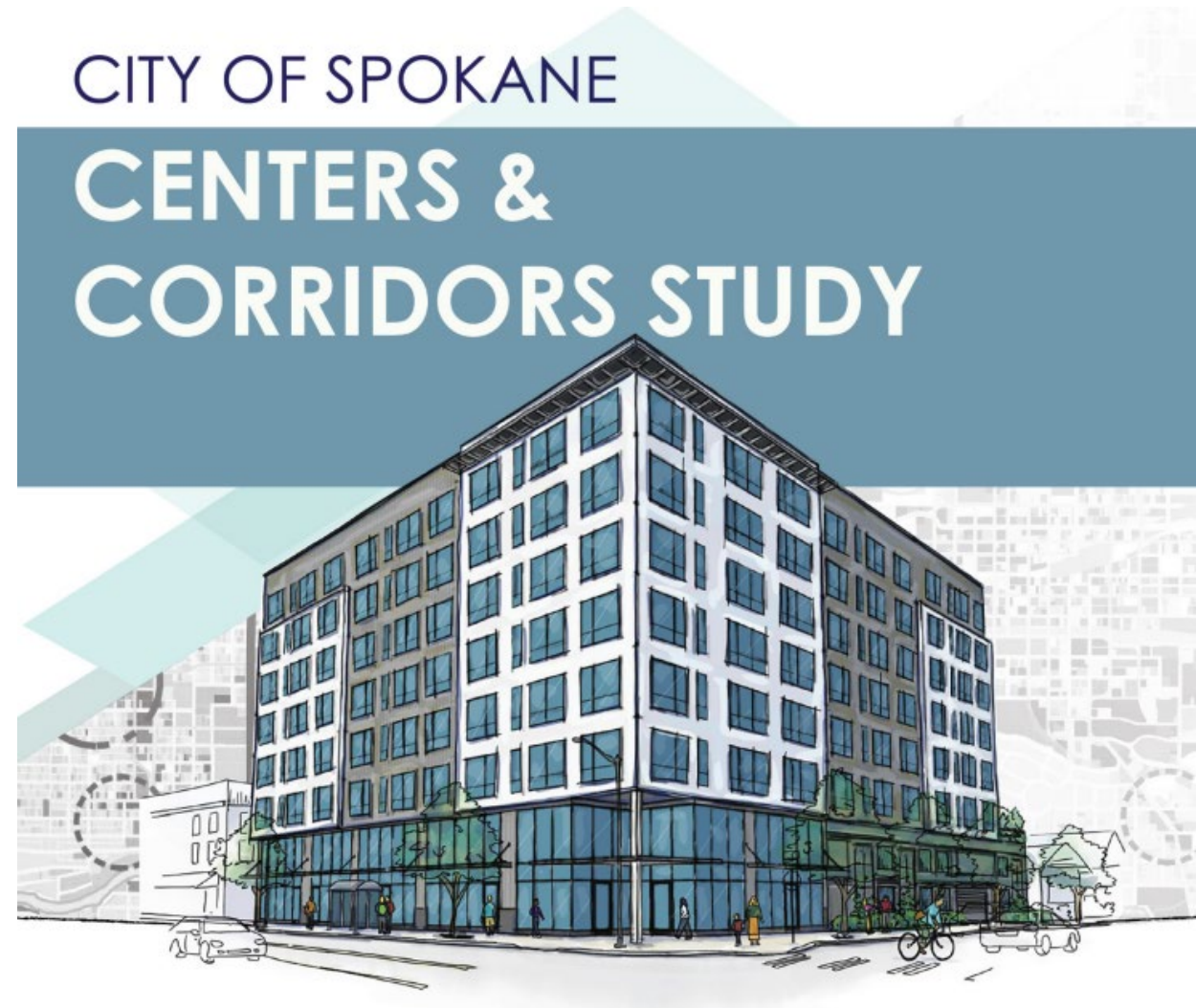
# Centers and Corridors Study

- Adopted October 28, 2024  
(RES 2024-0100)
- Establishes policy guidance related to Centers and Corridors for the Comprehensive Plan periodic update



# Centers and Corridors Study

- Recommends prohibiting drive-throughs, gasoline sales, and similar uses in TOD areas
- Public engagement indicated significant concerns about drive-through uses and a desire for more walkable development

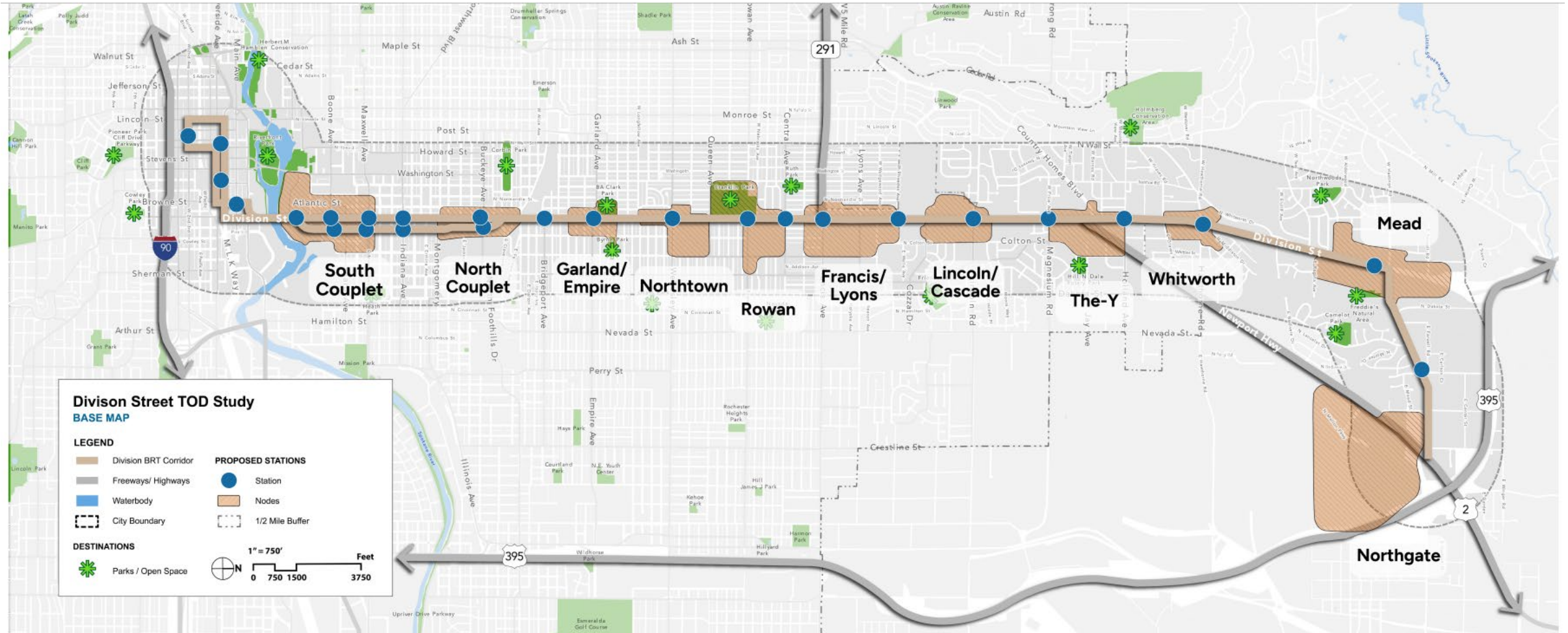


# Division Street TOD

- Planning for TOD in conjunction with STA's planned Division Bus Rapid Transit project
- Detailed land use recommendations and visioning for select station areas



# Division Street TOD



# Division Street TOD

- Walkability was a significant theme of public engagement
- Draft recommendations
  - Minimize conflicts between drivers and people walking
  - Enhance safety and comfort for people walking



# Current Comprehensive Plan

- LU 4.6:  
Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.
- TR Goal C:  
Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.
- TR Goal F:  
Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

# Comprehensive Plan Periodic Update

- Bikeable/walkable neighborhoods was identified as a key theme through public engagement
- Draft chapters continue support for walkability, safety for people walking, and TOD

# What Is a Moratorium?

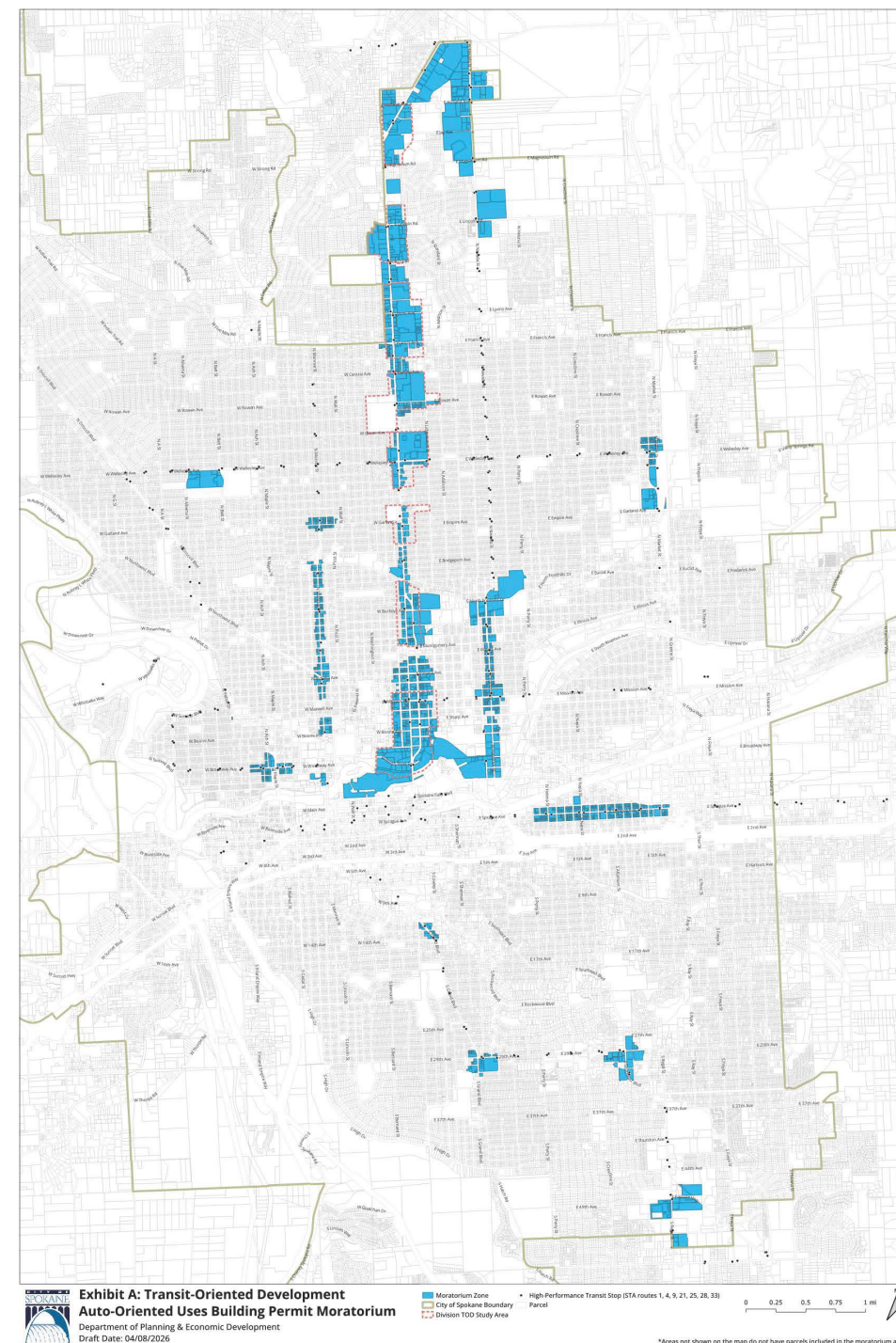
- Temporary pause on specified types of development activity
- Allows time for new regulations to address a situation that, once established, cannot easily be undone
- Per RCW 36.70A.390, limited to one year

# Why a Moratorium?

- Drive-Through and Quick Vehicle Servicing uses are not compatible with TOD, work against the goals and intent of recent policy work in those areas, and could elevate safety concerns in areas targeted for more walking-oriented development near major transit investments
- Once a use is established, it will remain for at least a generation

# Where Does the Proposed Moratorium Apply?

- Detailed map included in ordinance
- Three considerations:
  - Areas currently zoned Centers and Corridors within 1/8 mile of STA high-performance transit stop (routes 1, 4, 9, 21, 25, 28, 33)
  - Property within Division TOD study areas
  - Areas within 1/8 mile of a planned Division BRT stop



Where Does the Proposed  
Moratorium Apply?

# Work Plan

- Periodic update is underway, incorporating recent policy work
- Periodic update includes updates to rules and potential zoning changes in TOD areas
- Zoning changes targeted for completion by the end of 2026
- Moratorium can be rescinded upon adoption of new zoning rules

# What the Moratorium Does and Doesn't Do

- Prohibits new drive-through and quick vehicle servicing uses
- Does not prohibit existing uses or projects already in for permit
- Not a permanent change
- Does not apply city-wide, only applied to specific areas
- Buys time for regulations to catch up with policy