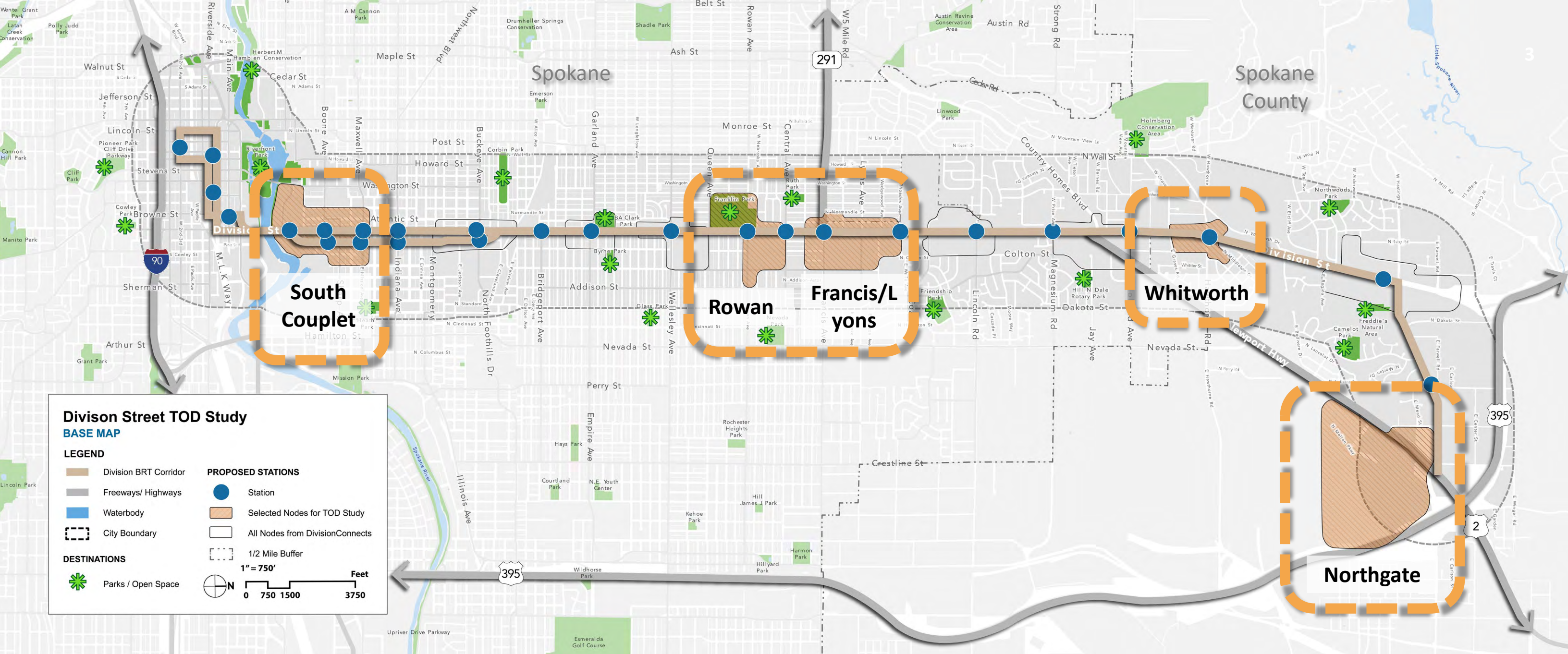


City of Spokane Urban Experience Committee

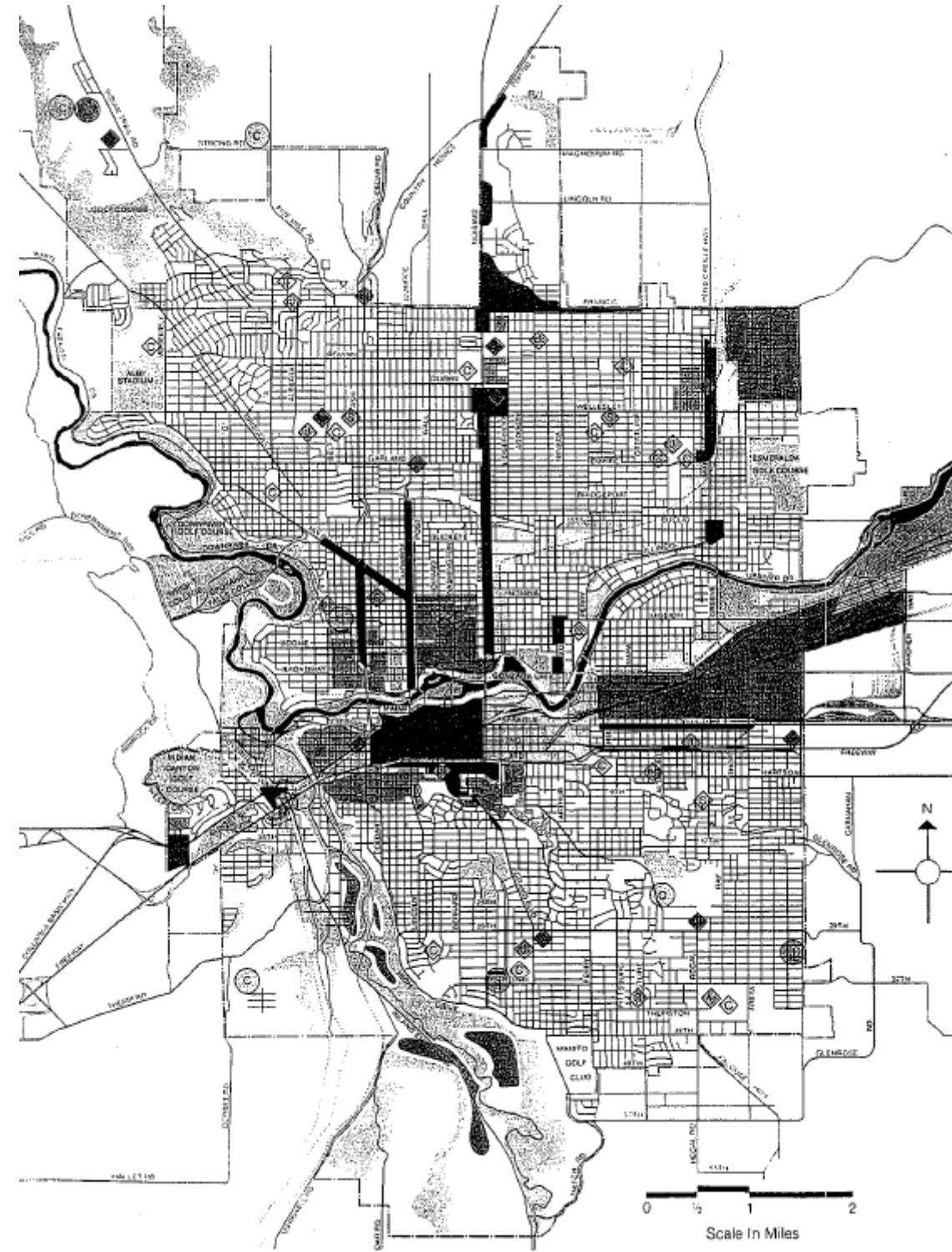
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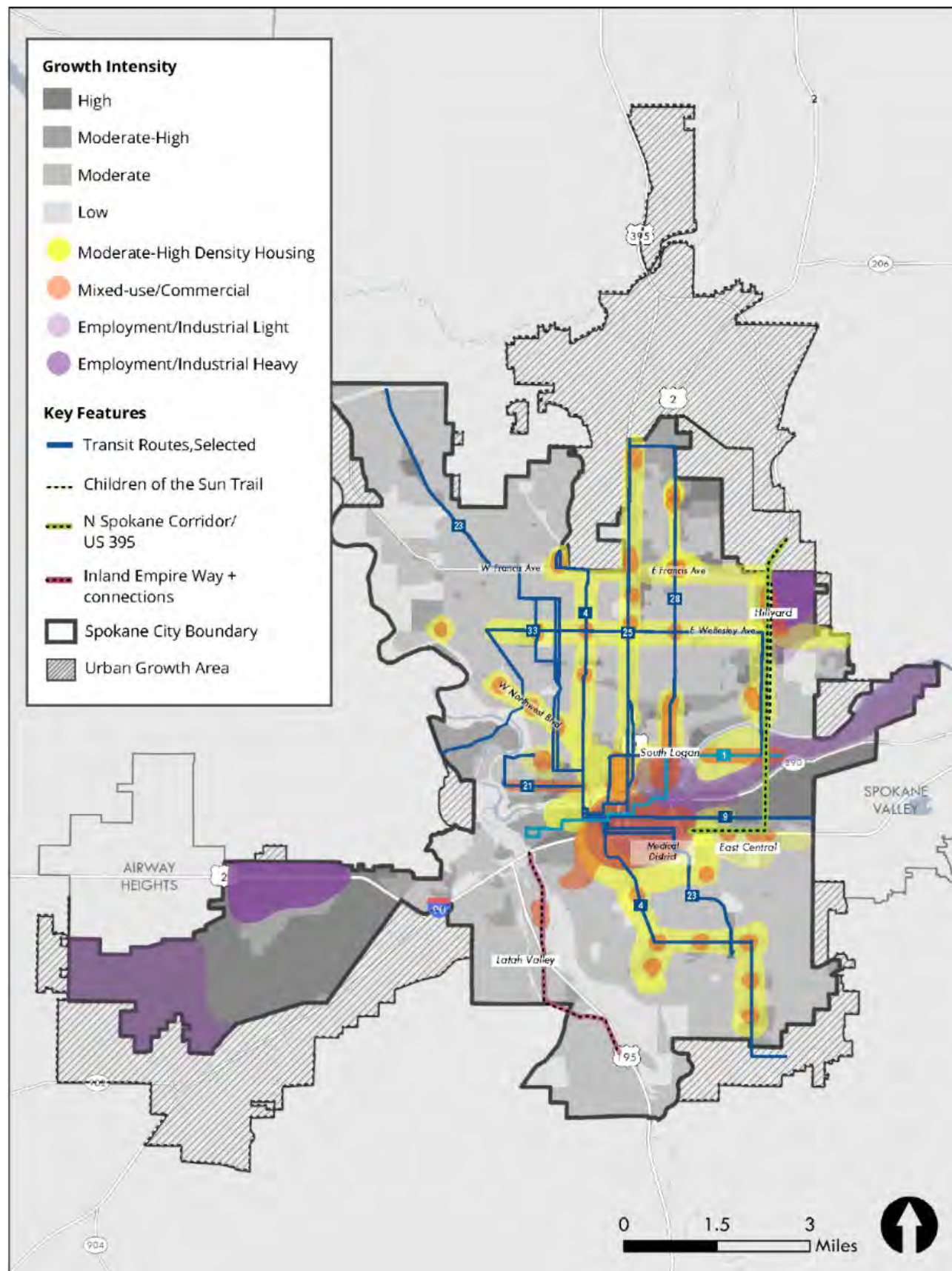




Selected Nodes

- Selected Nodes within **City of Spokane** Boundaries
 - South Couplet
 - Rowan
 - Francis- Lyons
- Selected Nodes within **Spokane County**
 - Whitworth
 - Northgate





I. Public Process

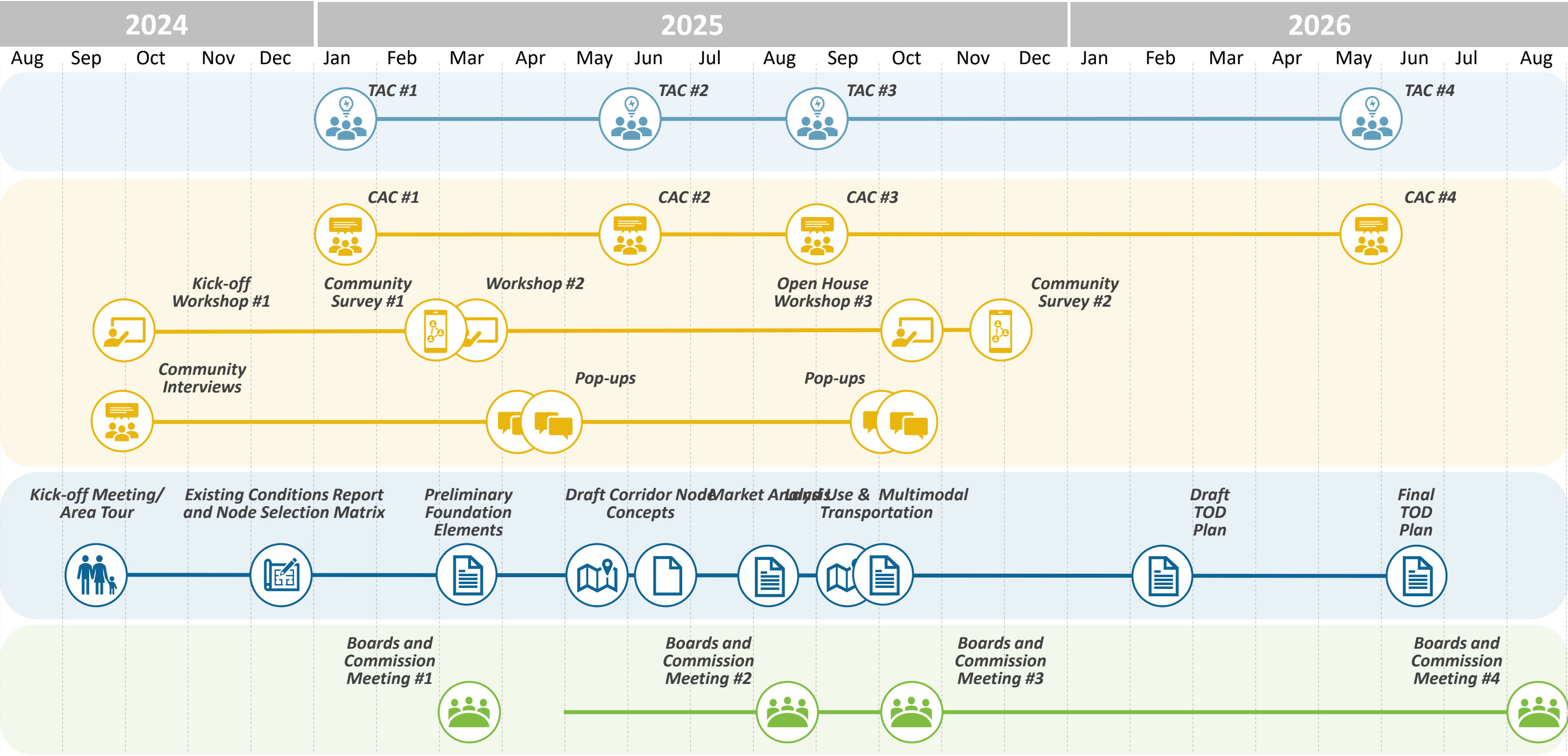
II. Division Street TOD Plan

- Introduction
- Existing Conditions
- Community Engagement
- Transit Supportive Urban Design for Division Street
- Priority Nodes – Land use and Connectivity
- Implementation



I. Public Process

Project Schedule



Step	Date
FTA Grant Award	Fall 2021
Interlocal Agreement	Summer 2022
North Hill Neighborhood Council	11/9/23
Request for Qualifications	Spring 2024
Kick Off Open House – Natural Grocers	9/26/24
Developer Interviews	9/26/24
Community Advisory Committee #1	1/7/25
Technical Advisory Committee #1	1/7/25
Plan Commission Workshop #1	1/8/25
Public Workshop - Northtown Mall	2/27/25
Public Survey #1	1/25 – 4/25
Plan Commission Workshop #2	3/12/25
Pop-Up Tabling – Rosauers and N. Division	Spring 2025
Hillyard Neighborhood Council	5/8/2025



Step	Date
Community Advisory Committee #2	6/5/25
Technical Advisory Committee #2	6/6/25
Plan Commission Workshop #3	6/11/25
Public Workshop – Wonder Building	10/22/25
Pop-Up Tabling – Downtown	Fall 2025
Online Survey #2	10/25 – 12/25
Community Advisory Committee #4	6/3/26
Technical Advisory Committee #4	6/3/26
Plan Commission Hearing	8/26/26





II.

Division Street TOD - Plan



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

May 2026



- Plan Purpose
- Project Corridor And Focus Area
- Existing Planning Framework And Regulatory Standards

- How To Use This Document
- Plan Structure



1. INTRODUCTION ● ● ● ● ● ● ● ●

1. INTRODUCTION

IN THIS CHAPTER

INTRODUCTION

PLAN PURPOSE

PROJECT CORRIDOR AND FOCUS AREA

EXISTING PLANNING FRAMEWORK AND REGULATORY STANDARDS

HOW TO USE THIS DOCUMENT

PLAN STRUCTURE

INTRODUCTION

Division Street is ready for change. The corridor is poised to grow through new housing and employment options, supported by high quality transit as part of a safe multimodal transportation system that supports all modes of travel. It is already a central spine for the region, linking Downtown Spokane to established neighborhoods, educational opportunities, medical services, recreation amenities, and commercial businesses. Supporting those uses today requires a focus on how future growth can help the corridor evolve tomorrow. With new transit infrastructure and a desire to create a more walkable corridor, Division Street is on its way to becoming a central place for the Spokane community.

Today, Division Street is a primary transportation corridor in Spokane and Spokane County, serving commercial areas and neighborhoods, including the extensive growth in Spokane County. Depending on location along the corridor, it is also a hub of activity for students, residents, and local businesses with long established ties to the community. It is also a corridor that would benefit from improvements for people walking, bicycling, rolling, and those taking transit. Route 25 serves nearly one million riders annually, making it one of the busiest transit routes with the highest ridership rates in the Spokane Transit Authority (STA) system. For those that do not take transit, Division Street is also heavily auto-oriented, with approximately 50,000 daily vehicle trips.

With the introduction of the Bus Rapid Transit (BRT) service along Division Street and the opening of the North Spokane Corridor (NSC), this project has the opportunity to create a more community-focused

- **Division Street Today** – Land use, Zoning, Economic, Mobility and Infrastructure Assessment
- **Division Street TOD – Priority Node Selection**



2

2. EXISTING CONDITIONS ● ● ● ● ●

2. EXISTING CONDITIONS

IN THIS CHAPTER

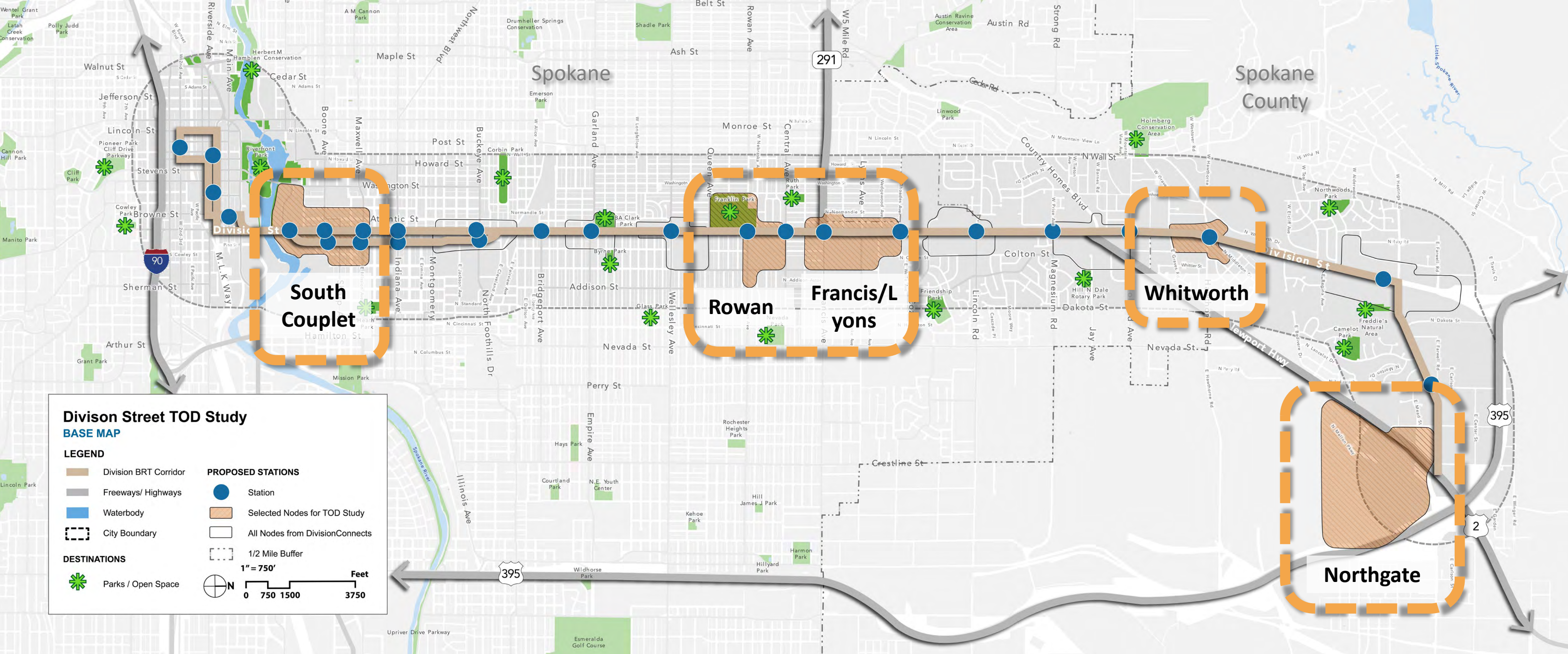
INTRODUCTION

DIVISION STREET TODAY

DIVISION STREET TOD NODE
SELECTION

INTRODUCTION

The Division Street Corridor is a complex environment with varying levels of infrastructure, mobility, regulatory, and economic influences. Each of these components is important when considering how to create a TOD-supportive environment that also includes community benefits that support existing neighborhoods. This chapter provides the foundation for recommendations described in later chapters. It also describes the rationale for how Priority Nodes were identified and selected.



Selected Nodes

- Selected Nodes within **City of Spokane** Boundaries
 - South Couplet
 - Rowan
 - Francis- Lyons
- Selected Nodes within **Spokane County**
 - Whitworth
 - Northgate

- **Community Partner Meetings And Decision Makers**
- **Advisory Committees**
- **Phase 1 - Project Kickoff And Listening Session**
- **Phase 2 - Community Visioning Process**
- **Phase 3 - Node Concepts And Priorities**
- **Community Development Themes**



3. COMMUNITY ENGAGEMENT

IN THIS CHAPTER

INTRODUCTION

COMMUNITY PARTNER MEETINGS
AND DECISION MAKERS

ADVISORY COMMITTEES

PHASE 1 - PROJECT KICKOFF AND LISTENING SESSION

PHASE 2 - COMMUNITY VISIONING PROCESS

PHASE 3 - NODE CONCEPTS AND PRIORITIES

COMMUNITY DEVELOPMENT THEMES

INTRODUCTION

Spokane (City and County) have been engaged at every step in the Plan's development, from assisting in locating key issues along the corridor, prioritizing station nodes, and developing recommendations that align with community values. Community engagement is a crucial piece of the puzzle in identifying the vision of the people within the corridor, the nodes that would best serve community members, and the types of improvements that residents and visitors would like to see implemented.

The engagement strategy was broken into three phases:

- » Phase 1 – Project Kickoff and Listening Session
- » Phase 2 - Visioning
- » Phase 3 – Node Concepts

These phases engaged over 500 participants from the surrounding community, bringing together diverse perspectives and insights about the project. In addition to community-centered engagement, the project team met with community groups, elected officials, and advisory committees throughout the duration of the project. The following section outlines these groups as well as the three phases of community engagement.

- **Community Vision**
- **Urban Design Guiding Principles**
- **Land Use Recommendations**
- **Multi-modal Recommendations**



4

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET ●●●●●

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET

IN THIS CHAPTER

INTRODUCTION

COMMUNITY VISION

URBAN DESIGN GUIDING PRINCIPLES

LAND USE RECOMMENDATIONS

MULTI-MODAL RECOMMENDATIONS

INTRODUCTION

Walkable, safe, affordable, and connected neighborhoods are the result of urban design strategies and development requirements that prioritize comfort for those walking or biking, create active and engaging streetscapes, support multimodal transportation, and foster mixed-use development. The community has been clear that while Division Street's role as a major transportation corridor is necessary, improvements are necessary for people walking, biking, and rolling. Creating walkable, connected TOD development along the corridor will require both mobility and urban design interventions. Both are long-term investments to change the corridor over time.

Future BRT on the Division Street Corridor provides an opportunity to transform and reinvent the street into a series of vibrant neighborhoods that provide diverse housing options, improve connections from existing neighborhoods to high quality transit, create economic opportunity through new development and access to services, and promote sustainable compact development.

This chapter describes transit-supportive urban design principles to guide future development along the Division Street Corridor. These urban design principles incorporate community and technical analysis and also include recommendations from the City of Spokane's Centers and Corridors Study. The urban design principles address the challenges and maximize opportunities identified in the Existing Conditions (Chapter 2 or Appendix A).

- Community Vision
- **Urban Design Guiding Principles**
- Land Use Recommendations
- Multi-modal Recommendations

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

2 GUIDING PRINCIPLE 2: IMPROVE SAFETY AND CONNECTIVITY FOR ALL USERS

Safer streets are the foundation of successful transit-oriented development to encourage more people to walk, bike, or take transit. The corridor's current challenges, including fatal and serious injury crashes, multiple SRTC Safety Action Plan High Injury Network segments, and uncomfortable conditions for those biking, walking, or accessing transit, must be addressed through design interventions that prioritize vulnerable road users.

Crossings and Intersection Design

- » **High-Visibility Crosswalks:** Prioritize high-visibility crosswalks at priority BRT nodes and mid-block locations.
- » **Crossing Enhancement:** Implement Pedestrian Hybrid Beacons (PHBs) and Rapid Rectangular Flashing Beacons (RRFBs) at key mid-block crossing locations.
- » **Protected Signal Phases:** Design intersections with protected signal phases, in consultation with City, County, and State standards, for turning vehicles, people walking, biking, or rolling, providing adequate crossing time for seniors and people with disabilities.
- » **Reduced Crossing Distances:** Implement curb extensions and median crossing islands, in consultation with City, County, and State engineering standards, to reduce crossing exposure and improve visibility between those walking or biking and drivers.



Figure 41. Crossing enhancements increase visibility of pedestrians



Figure 42. Tighter curb radii slows traffic and increases safety

Traffic Calming Measures

- » **Curb Radii:** Implement tighter curb radii at intersections, in consultation with standards of the relevant jurisdiction, to slow turning vehicles and reduce pedestrian crossing distances, if high-traffic areas.
- » **Median Refuge Islands:** Install median refuge islands, in consultation with City, County, and State standards, on multi-lane crossings close to station areas to provide safe waiting areas for those waiting to cross. These islands should also include Pedestrian Hybrid Beacons (PHB) or other crossing devices, where traffic volumes and speeds warrant.

Network Connectivity

- » **Continuous Networks:** Create continuous, connected walking and biking networks with no gaps, to provide more direct access to destinations.
- » **Clear Spatial Delineation:** Provide clear delineation between spaces meant for those walking, biking, and driving through physical separation, markings, and materials.
- » **Bicycle Network Connectivity:** Provide east/west connectivity between the corridor and adjacent neighborhood bicycle routes and the regional trail system.

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET

Pedestrian Environment

- » **Pedestrian-Scale Lighting:** Provide pedestrian-scale lighting at priority locations, to improve visibility and comfort during dark hours.
- » **Sight Lines:** Establish clear sight lines at corners and crossings by managing building placement, landscaping, and parking.
- » **Street Trees and Landscaping:** Increase tree canopy and landscape, in accordance with relevant City, County, and State road and stormwater standards, codes, and manuals, to add shade and comfort for people walking.



Figure 43. Street trees provide additional shade



Figure 44. Pedestrian-scale lighting and clear sight lines increase comfort for those walking or rolling

- Community Vision
- Urban Design Guiding Principles
- **Land Use Recommendations**
- Multi-modal Recommendations

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

LAND USE RECOMMENDATIONS

Land use patterns shape how people experience and move through the Division Street Corridor. The corridor's current development is characterized by auto-oriented commercial strips, large surface parking lots, and separation of uses. Transit-oriented development calls for a shift toward mixed-use, walkable neighborhoods that integrate diverse housing, employment, services, and community amenities near BRT stations, reflecting community input expressing a desire for more of these vibrant, connected places.

The following land use recommendations provide general corridor-wide guidance and align with the work completed as part of the Centers and Corridors Study (2024). The intensity and specific mix of uses will vary by node based on existing conditions, market readiness, and community character; fostering a more walkable environment, offering a variety of housing options, promoting shared spaces and a welcoming public realm, and creating a compact urban environment. Node-specific applications are detailed in Chapter 5.

MIXED-USE DEVELOPMENT

Mixed-use development is the cornerstone of successful transit-oriented communities as they create all-day activity, support transit ridership through diverse trip purposes, reduce vehicle dependence, and foster vibrant public spaces. Station areas should include a balanced mix of uses appropriate to each node's character and market conditions. Higher-intensity nodes near Downtown and major activity centers can support greater commercial density, while emerging nodes may initially focus on residential development with neighborhood-serving retail. The goal is to create environments where people can meet many daily needs within walking distance of home and transit.



Figure 75. Land use recommendations include phased approaches and improvements

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET

Transition to Transit-Oriented Development

Development should create pedestrian-oriented environments with buildings close to the street, parking located behind or beside buildings, and ground floors designed to engage people walking or rolling. While vertical mixed-use development may not occur immediately, transitioning to more urban styles of development, including multifamily, townhomes, and small-scale retail in separate buildings will begin to activate vacant and underutilized sites, particularly the large surface parking lots that currently separate buildings from Division Street at key nodes. Consider development requirements that also preserve street frontage for taller buildings, particularly at corners of major intersections.

Integrate Vertical and Horizontal Development

Encourage both vertical mixed-use and horizontal mixed-use along the corridor. Vertical mixed-use typically features ground floor commercial with residential or office above, creating active street fronts while maximizing use of valuable land near transit. Horizontal mixed-use allows for greater variety in building types and scales, accommodating diverse development patterns appropriate to different contexts along the corridor. Horizontal mixed use would be a great opportunity to integrate adaptive re-use projects next to housing and is already feasible in the current market conditions in the City. Mixed use development should be situated on parcels closest to Division Street and transition to multifamily type development.



Figure 76. Vertical mixed use developments can support the optimization of land use near transit



Figure 77. Buildings can be a mix of residential and office space

- Community Vision
- Urban Design Guiding Principles
- Land Use Recommendations
- Multi-modal Recommendations

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

MULTIMODAL CONNECTIVITY RECOMMENDATIONS

Creating a successful transit-oriented corridor requires providing safe, comfortable, and convenient options for people to travel by multiple modes to access transit and destinations. Currently, Division Street functions primarily as an automobile-oriented corridor with limited accommodations for walking, bicycling, and transit. The following multimodal recommendations respond directly to existing conditions, community input emphasizing safety and accessibility as top priorities, and the goal of creating a corridor that serves all users.



Figure 88. A multi-modal street with enhanced public amenities help increase connectivity

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET

MODE SHIFT OPPORTUNITY

Community engagement revealed strong support for shifting travel modes along the corridor. The gap between current and desired travel patterns presents a significant opportunity to reduce vehicle dependence by providing safer, comfortable infrastructure for walking, bicycling, and transit. Simultaneously, traffic calming, access management, and signal timing improvements can enhance safety and operations for remaining drivers. High-quality transit service is the foundation of transit-oriented development. The planned BRT system along Division Street will provide faster, more reliable service than existing bus routes.

The corridor's demographics reinforce the need for multimodal investment. Compared to the broader Spokane region, the study area has a greater share of vulnerable populations — including low-income households, people with disabilities, older adults, youth, and households without vehicle access. More than 55% of corridor households fall below 80 percent of the area median income (AMI), and 5% of workers over age 16 have no access to a vehicle.

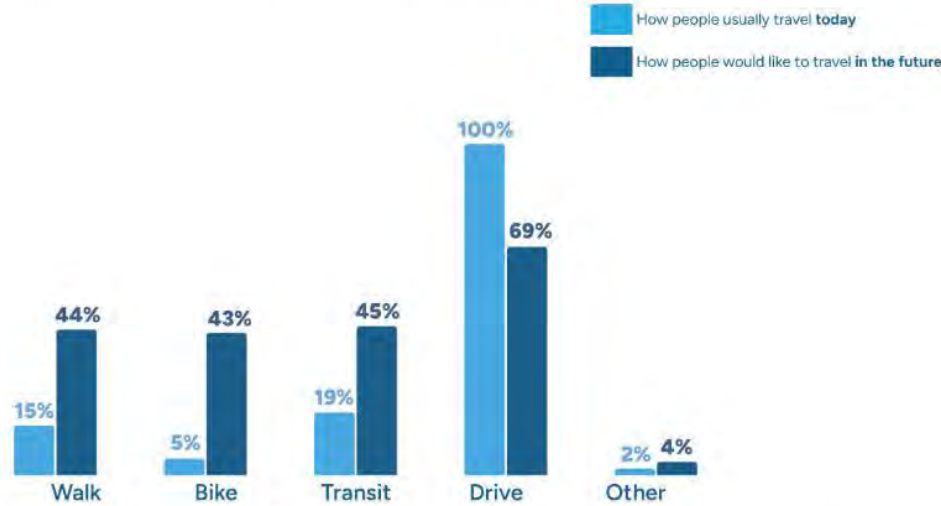


Figure 89. People would like to walk, bike, and take transit more and drive less in the future

The planned completion of the North Spokane Corridor (NSC) — (a new WSDOT limited-access highway located 2.3 miles east of Division Street) — will redirect regional through-traffic away from Division Street, fundamentally changing the corridor's role in the regional transportation network. This shift creates the opportunity to reallocate roadway space and redesign the street to better serve those walking, biking, or using transit.

Community engagement also identified broader priorities supporting mode shift:

- » Long-term benefits of a multimodal network, including reduced noise and air pollution, increased neighborhood connectivity, and safer mobility options for all users.
- » Supportive project design that incorporates transit-dependent communities north of the river.
- » Increased tree coverage and canopy to reduce heat and make waiting for transit or walking more comfortable.
- » Increase bus service frequency to reduce travel time with transit.
- » Traffic signal synchronization for BRT to help with traffic flow.
- » Concerns about traffic spillover into neighborhoods if North Spokane Corridor is not built alongside BRT.

City of Spokane Nodes

- South Couplet
- Rowan
- Francis- Lyons

Spokane County Nodes

- Whitworth
- Northgate



5. PRIORITY NODES: LAND USE AND CONNECTIVITY

IN THIS CHAPTER

INTRODUCTION

CITY NODES

- SOUTH COUPLET
- ROWAN
- FRANCIS/LYONS

COUNTY NODES

- WHITWORTH
- NORTHGATE

INTRODUCTION

There are 11 station nodes along the Division Street Corridor, stretching from Downtown Spokane through Spokane County to Northgate. While future development is expected at or near all of the station nodes at some point in the future, five nodes—South Couplet, Rowan, Francis/Lyons, Whitworth, and Northgate—provide the greatest opportunity for near-term development. The corridor analysis, described in the Existing Conditions chapter (Chapter 2), showed that there is an extensive amount of vacant and redevelopable land along the corridor. Development, even in the prioritized nodes, is expected to occur incrementally and over time.

City of Spokane Nodes

- South Couplet
- Rowan
- Francis- Lyons

Spokane County Nodes

- Whitworth
- Northgate

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

How Development Occurs Over Time
Development occurs gradually over many years, not all at once. South Couplet’s phased approach aligns infrastructure investments with realistic growth timelines and supports private development over the next 20+ years.

Near transit stations, vacant land is typically developed first because it requires less preparation and lower investment. As these sites are built out and market demand grows, redevelopment expands to older commercial properties, surface parking lots, and underutilized parcels, which transition to mixed-use and higher-density housing.

In later phases, parcel consolidation enables larger and more intensive projects, such as podium-style and mixed-use developments. This generally occurs after earlier development establishes market demand.



Figure 114. Development Opportunity Utilizing Vacant and Redevelopable Sites

5. PRIORITY NODES: LAND USE AND CONNECTIVITY

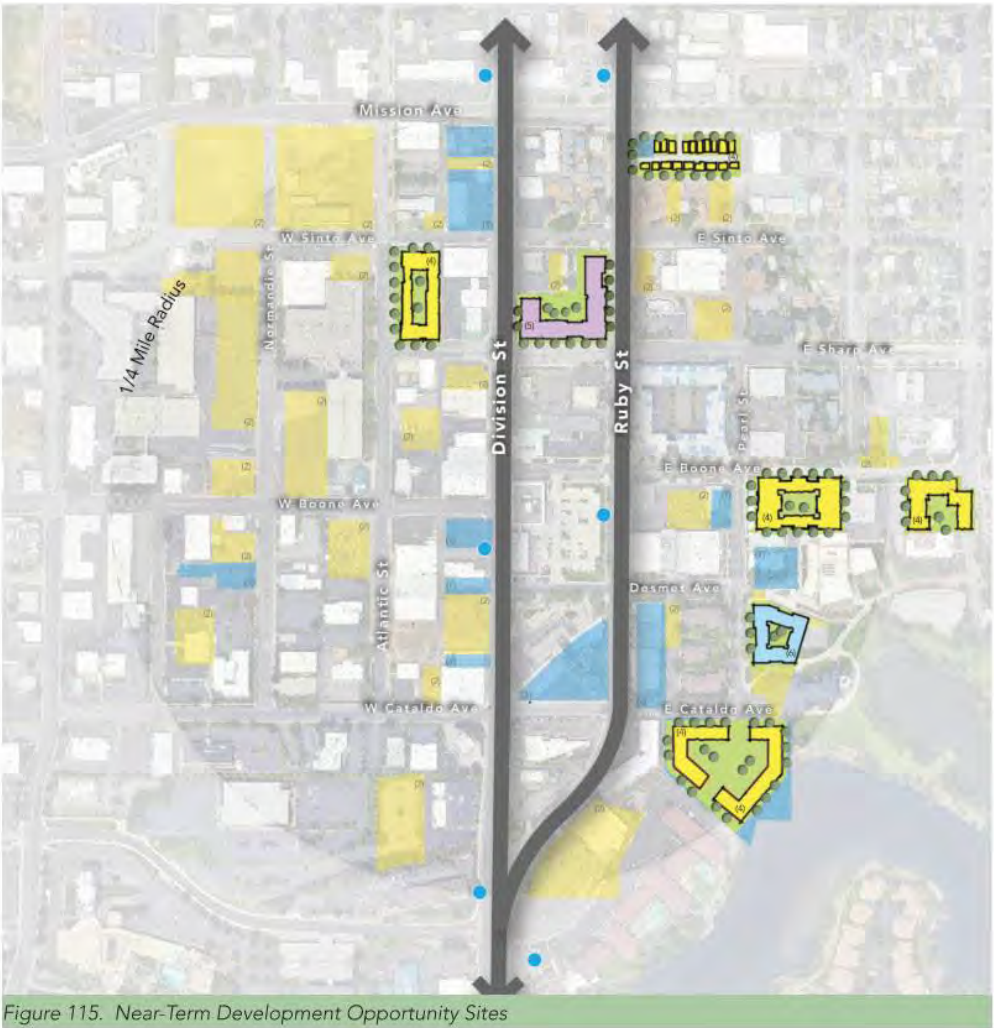


Figure 115. Near-Term Development Opportunity Sites

Near-Term Buildout (0–10 Years)
The near term focuses on improving safety and walkability while introducing housing types that are financially viable today.

- » **What Gets Built:** Townhomes and garden-style apartments, typically 2–4 stories with surface parking, on vacant or underutilized parcels.
- » **Where Development Happens:** Primarily on vacant land and underutilized sites; existing commercial buildings may be renovated rather than replaced.

LEGEND

Existing Condition

- (1) Redevelopable* Site
- (2) Vacant Site

Future Land Use

- (3) Residential Development
- (4) Mixed Use Development
- (5) Commercial/ Retail/ Office

City of Spokane Nodes

- South Couplet
- Rowan
- Francis- Lyons

Spokane County Nodes

- Whitworth
- Northgate

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

5. PRIORITY NODES: LAND USE AND CONNECTIVITY

Long-Term Buildout (10–20+ Years)
With BRT in operation, new housing established, and improved safety and walkability, South Couplet can support higher-intensity, mixed-use development that defines a successful transit-oriented district. These types of development sites and parcel consolidation will be determined by condition of the market.

- » **What Gets Built:** Taller mixed-use buildings (5–7 stories) with ground-floor shops, cafes, and restaurants and housing above.
- » **Where Development Happens:** Concentrated along Division Street, replacing parking lots and older buildings, with parcel consolidation enabling larger-scale development.

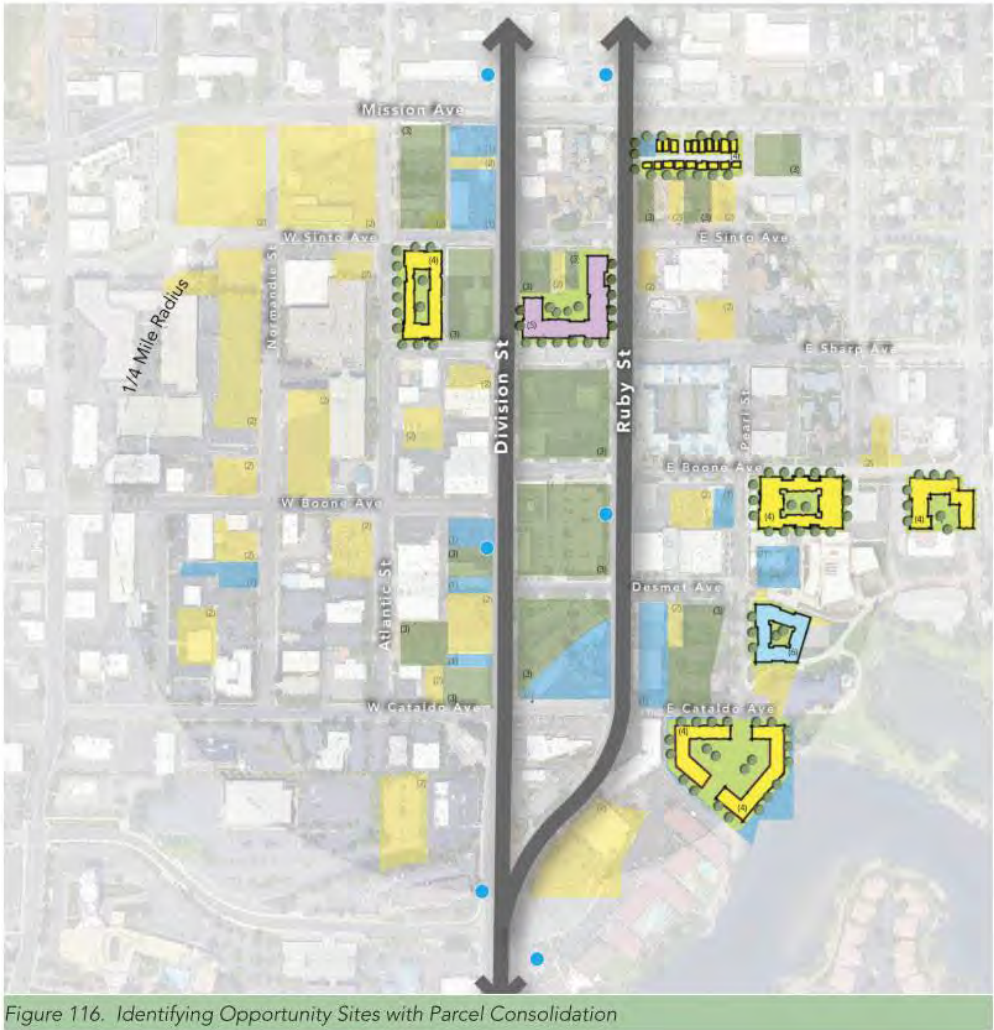


Figure 116. Identifying Opportunity Sites with Parcel Consolidation



Figure 117. Expanded Long-Term Development Opportunity Sites

LEGEND

Existing Condition

- (1) Redevelopable* Site
- (2) Vacant Site
- (3) Future Opportunity Site/ Parcel Consolidation

Future Land Use

- (3) Residential Development
- (4) Mixed Use Development
- (5) Commercial/ Retail/ Office

City of Spokane Nodes

- South Couplet
- Rowan
- Francis- Lyons

Spokane County Nodes

- Whitworth
- Northgate

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

5. PRIORITY NODES: LAND USE AND CONNECTIVITY

LEGEND

Existing Condition

- (1) Redevelopable* Site
- (2) Vacant Site
- (3) Future Opportunity Site/ Parcel Consolidation

Future Land Use

- (3) Residential Development
- (4) Mixed Use Development
- (5) Commercial/ Retail/ Office

Multimodal Improvement

- Division BRT Stop
- Division BRT Route
- Existing Street Improvement
- New Street Improvement
- Existing Intersection Improvement
- New Intersection Improvement
- Improved Bike Facility

*Improvement to land value is less than 1:1

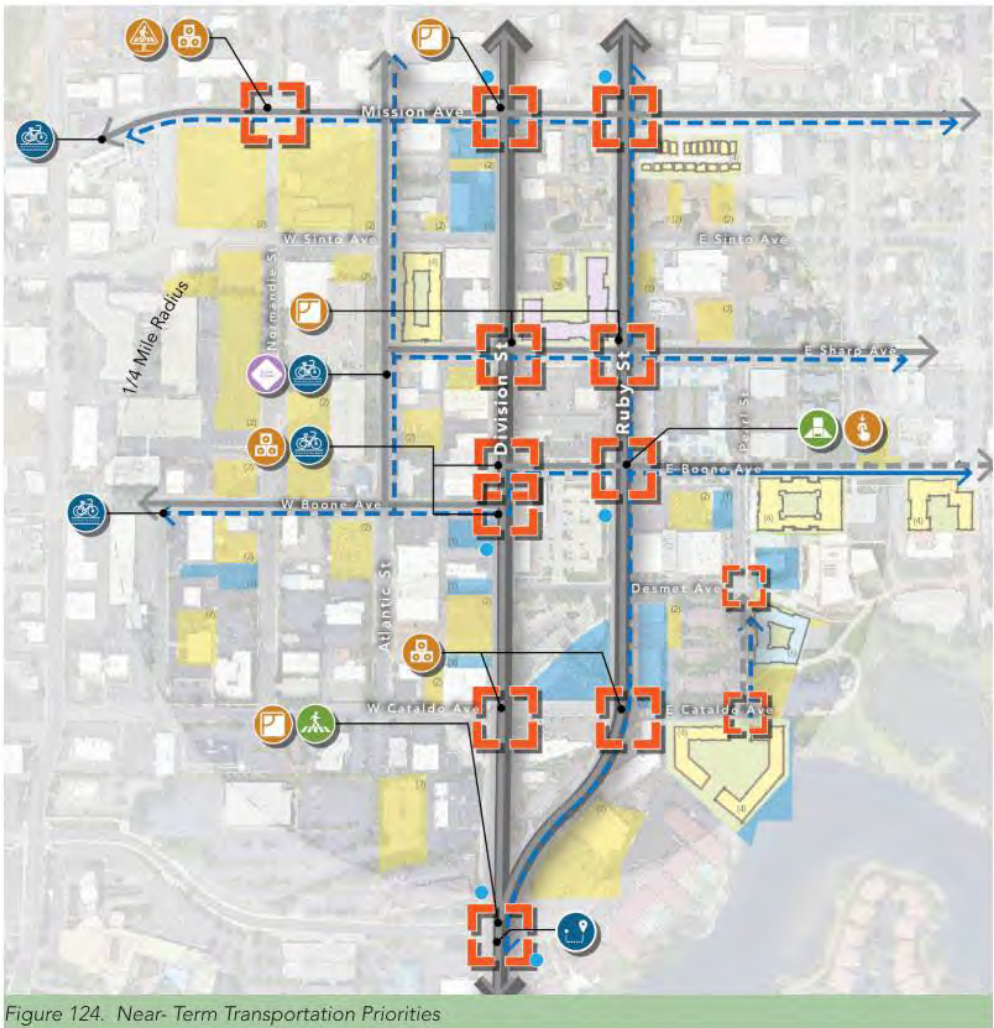


Figure 124. Near- Term Transportation Priorities

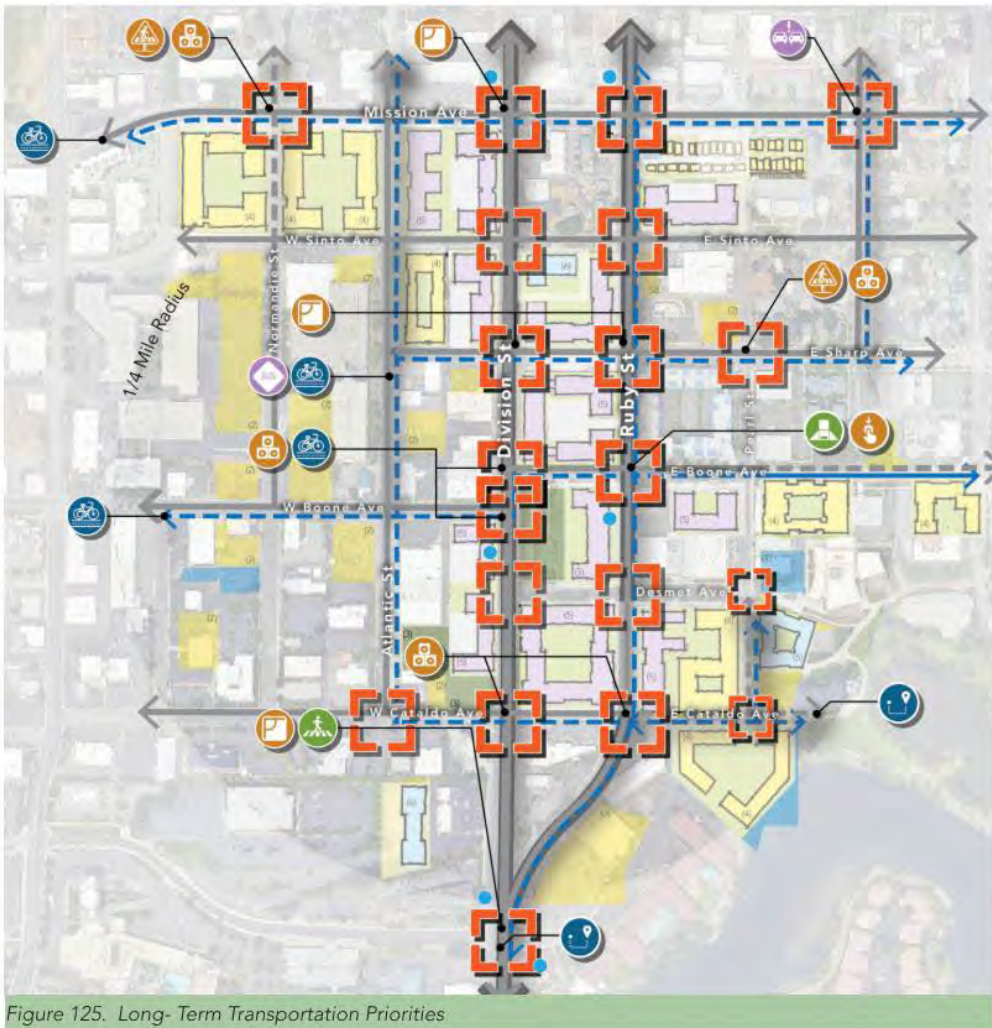


Figure 125. Long- Term Transportation Priorities

Sidewalk Improvements

- Sidewalk
- Crosswalk - Striping / Signage / refuge islands
- Crosswalk ramps

Bike Facility Improvements

- Separated bike lane (SBL)
- Buffered bike lane
- Multi-use path (MUP)
- Connection to existing trails

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

- Pedestrian hybrid beacon (PHB)
- Rapid rectangular flashing beacon (RRFB)
- Reduce curb radii
- Push button

City of Spokane Nodes

- South Couplet
- Rowan
- Francis- Lyons

Spokane County Nodes

- Whitworth
- Northgate

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT



Figure 127. Existing aerial view of South Couplet



Figure 128. Conceptual Phase 1 development intensity at South Couplet



Figure 129. Conceptual Phase 2 development intensity at South Couplet

Corridor-wide TOD Implementation Actions

- Land Use and Urban Design Projects
- Economic Development Projects
- Transportation and Mobility Projects



6. IMPLEMENTATION

IN THIS CHAPTER

INTRODUCTION

DESIRED OUTCOMES

CORRIDOR WIDE TOD
IMPLEMENTATION ACTIONS

CONCLUSIONS

INTRODUCTION

Implementation is not a single capital project, but rather, a sequence of coordinated actions across jurisdictions that include a balance of infrastructure investments, regulatory updates and alignment with existing plans and initiatives, strategic partnerships with developers, property owners and institutional stakeholders, and catalytic improvements in key locations that advance the vision for the Division Street Corridor. The implementation matrix in this chapter will create the balance and serve as a guide to phased improvements related to land use and urban design, economic development, transportation and mobility, and infrastructure. Improvements will remain grounded in the project's community development themes – supporting an affordable, walkable, and multi-modal corridor through:

- » Increased mixed-use infill development opportunities;
- » More inviting and safe public plazas and parks;
- » Improved mobility and accessibility;
- » Incorporation of sustainable development practices; and
- » Affordable housing and economic opportunities.

This phased approach and the outlined strategic actions will provide a basis for decision-making, gaining community buy-in and support, and establishing in a unified and collaborative approach. Potential partners, departments, agencies, or organizations can use the matrix to realize the shared vision and invest in a transit-oriented corridor that provides safe,

Corridor-wide TOD Implementation Actions

- Land Use and Urban Design Projects
- Economic Development Projects
- Transportation and Mobility Projects

Near-Term = 0-10 years
Mid-Term = 10-20 years
Long-Term = 20+ years

Economic Development

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
EC - 1	Stewardship and Implementation Capacity. Establishment of a dedicated coordinator role or a team to manage planning and implementation of the Division St TOD projects.	Near-Term	City of Spokane, Planning Department	Spokane County, STA	Could range from just re-assigning existing staff to a new 0.5 or 1.0 FTE	Corridor-wide
EC - 2	Multi-Family Tax Exemption (MFTE) – Targeted Corridor Amendment.	Near-Term	City, County	Outreach to the development community	Staff time only, possible consultant support on feasibility/	City of Spokane nodes
calibration	City of Spokane nodes only (South Couplet, Rowan, Francis Lyons)	Near-Term	City (County, if opting in)	STA		Corridor-wide
EC - 3	Public-private partnership (PPP) with key landowners in the corridor (development agreements, MOUs, etc.) to solidify shared planning goals, timelines, funding, infrastructure, design, etc.	Near-Term	City, County	Spokane County, STA, private developers, large landowners and employers in the corridor, Gonzaga and Whitworth University, NorthTown Mall, Providence Holy Family, Mead Works	Mainly existing staff time (or TOD manager), plus possibly some legal support	Corridor-wide
EC - 4	Catalyst development opportunity. Identify catalyst sites and target funding, incentives, and early projects to those sites.	Near/Mid-Term	City, County	STA, Private Developers	TIF, FTA Joint Development, NMTC, MFTE, and other tools as available	South Couplet (Near-Term), other nodes in Mid-Term



IV. Resolution

- **Public Draft Plan – June 2026**
- **Plan Commission Hearing – Aug 2026**
- **City Council Hearing – Sep 2026**
- **Final Plan – Sep 2026**