Existing Conditions Summary

DIVISION STREET TOD

January 17, 2025

DIVISIONSTREET
TRANSIT-ORIENTED DEVELOPMENT

Contents

1 Project Introduction

Project Goals

The Spokane Division Street Transit Oriented Development (TOD) project will:

Develop a Corridor-Wide Vision that outlines the future of the corridor, with a focus on enhancing transit-oriented development

Conduct Node-Specific Economic Analysis to assess opportunities and constraints for development around Bus Rapid Transit (BRT) stations

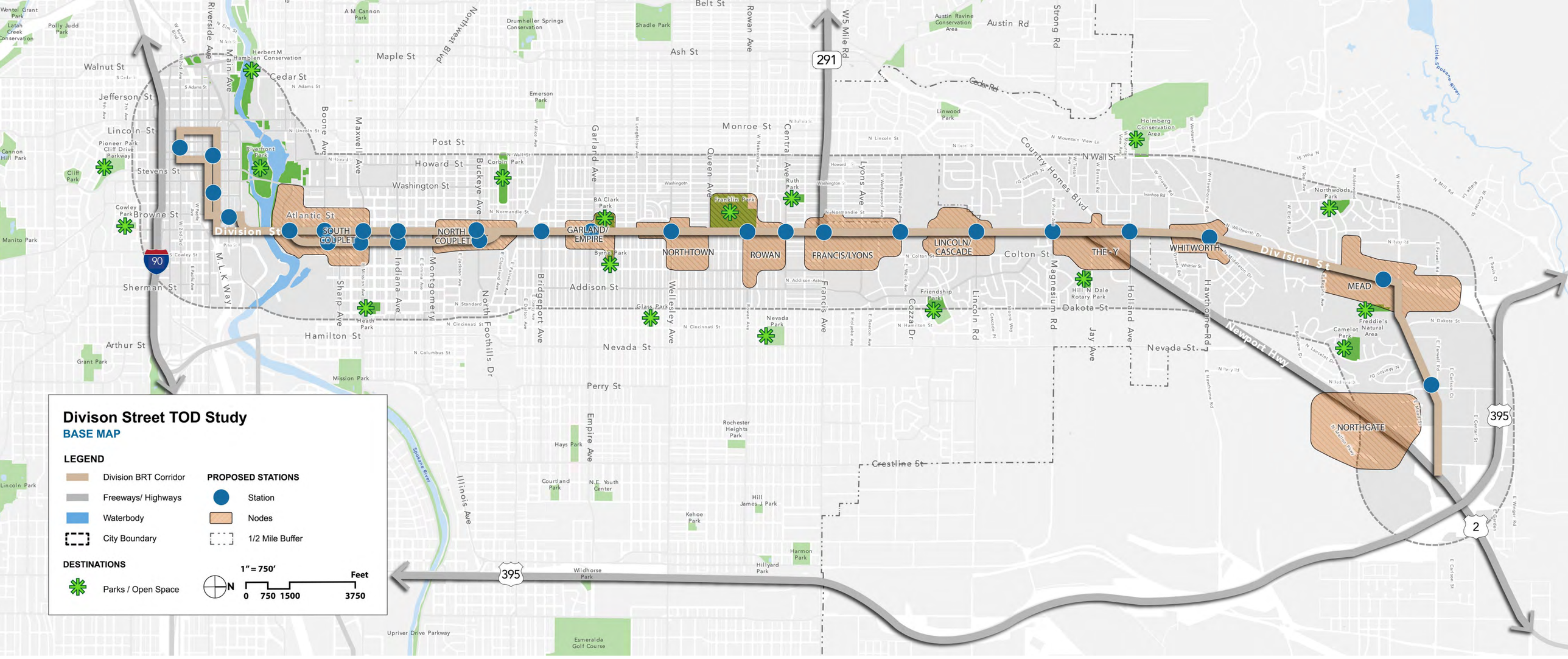
Provide Transit-Oriented Land Use Recommendations that promote and facilitate transit-supportive development

Identify opportunities for enhanced connectivity and multimodal infrastructure that support access to BRT stations

Establish a Development Policy Framework that will guide future development along the Division Street corridor

Integrate Environmental Justice Principles that promote equitable development and address the needs of all communities along the corridor

Provide a Roadmap for the City and County to guide and support the development of transit-oriented, sustainable communities around Division Street's BRT stations



Project Area

The project area includes **Division Street/U.S. Highway 2**, beginning in Downtown Spokane, extending past the intersection with Newport Highway, and continuing northeast along East Hastings Road to the intersection of East Farwell Road and Newport Highway.

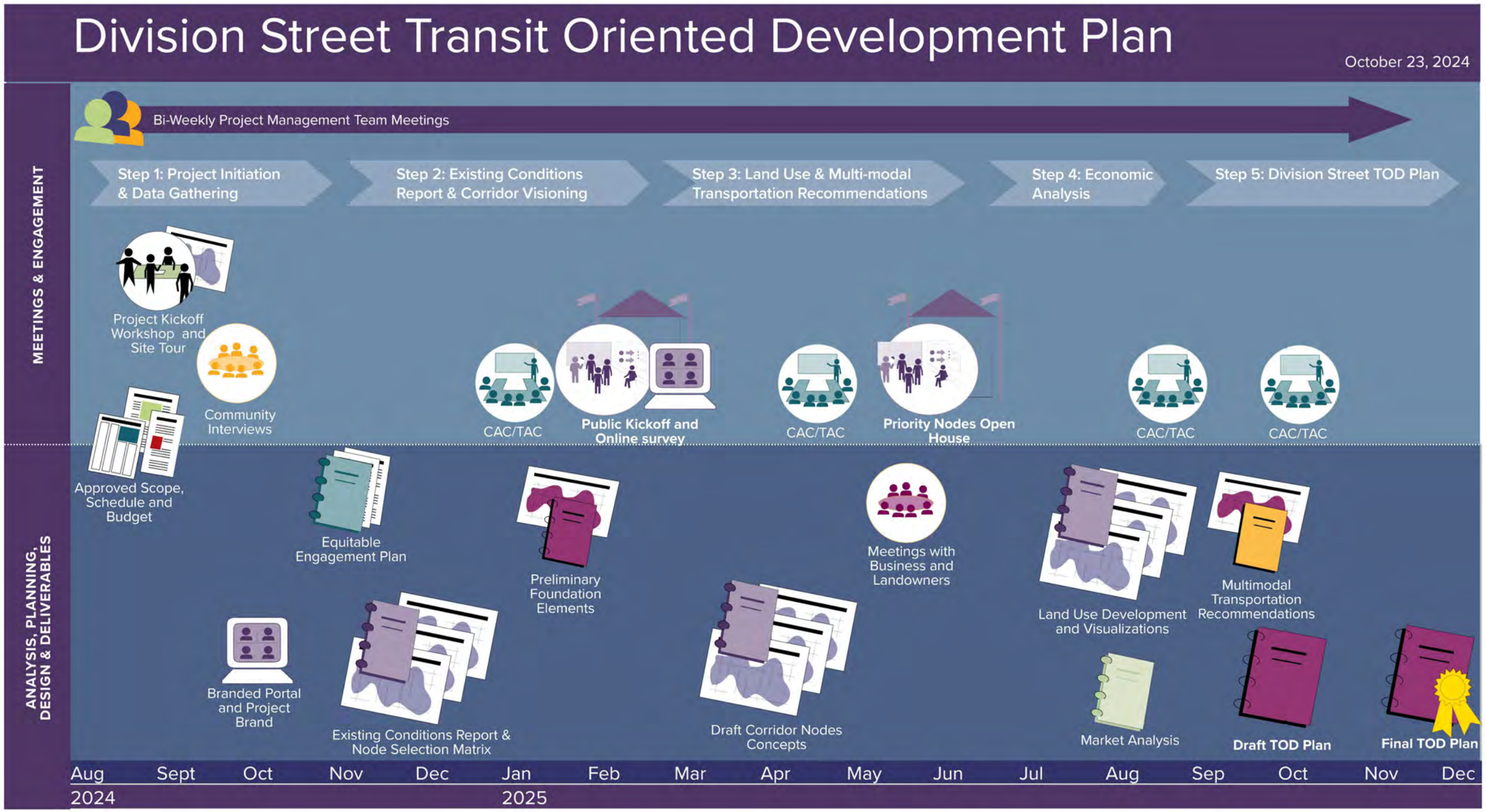
The project area includes **11 nodes** identified in the **DivisionConnects** study, which evaluated land use changes and redevelopment potential along the corridor. Each node was analyzed based on existing development, plans, policies, and market conditions in response to improved bus service.

The focus extends to properties within a **half-mile radius of the Division BRT Corridor** and stations. BRT along Division Street aims to provide a high-quality, cost-effective public transportation system designed to deliver fast, efficient, and reliable service.

The Division Street corridor, currently designed for car traffic, is recognized in local and regional plans for its **potential to support diverse housing and businesses**. The City of Spokane's Comprehensive Plan highlights key segments of Division Street as **central to its growth strategy** for new residents, housing, and employment opportunities.

Project Schedule

The Spokane Division Street TOD project includes a series of meetings, engagement opportunities, and ongoing analysis, planning, and design deliverables. The graphic below provides a general overview of the entire process, with the final TOD plan scheduled for **completion by December 2025**.



Existing Conditions Report Overview

The Existing Conditions Summary is structured into **six chapters**:

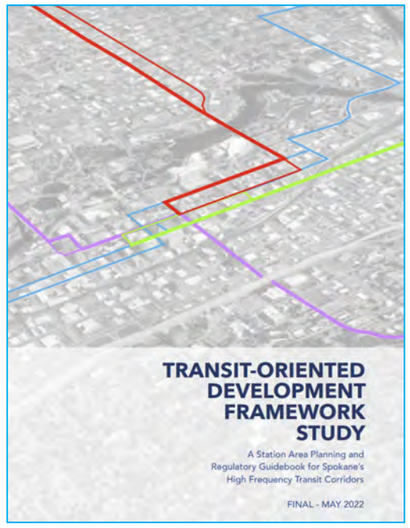
- Policy Framework
- Physical Analysis
- Economic Analysis
- Mobility Analysis
- Infrastructure Analysis
- TOD Node Selection Matrix

This report highlights the **key findings and major takeaways** from each chapter, concluding with the **TOD Node Selection Matrix**. The analysis of these topics has directly contributed to the development of the Node Selection Matrix, which will be used to develop TOD design concepts. Additional detailed information on each subject is provided in Chapter 8: Appendices.

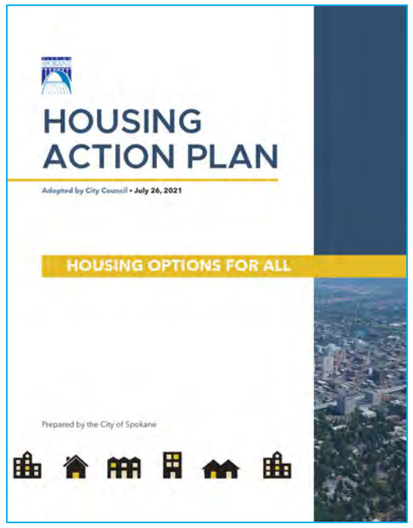
2 Policy Framework

TOD Supportive Plan Review

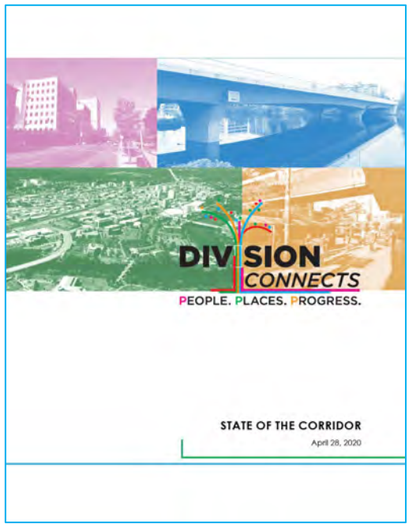
The City of Spokane has **conducted analysis and community engagement** to identify ways to provide **employment, housing,** and **mobility** opportunities for the community. These plans and documents include:



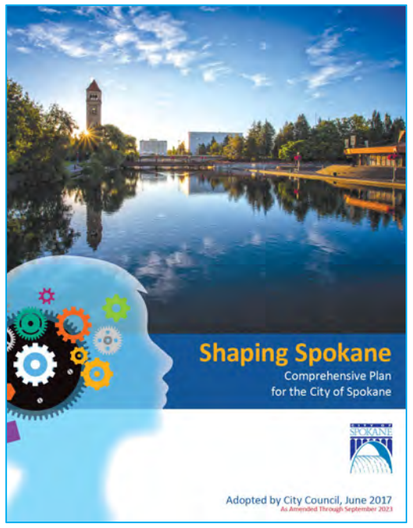
The 2022 Transit-Oriented Development (TOD) Framework Study helped the City plan for more **integrated, walkable, and multi-modal transit development**, focusing on the eastern segment of the City Line BRT route to enhance employment, residential activities, and neighborhood vitality.



Completed in 2021, the Housing Action Plan (HAP) **focused on increasing housing affordability, diversity, and access to opportunity**, with actions including encouraging closer proximity between residential areas and transit nodes, and utilizing transit-oriented development.

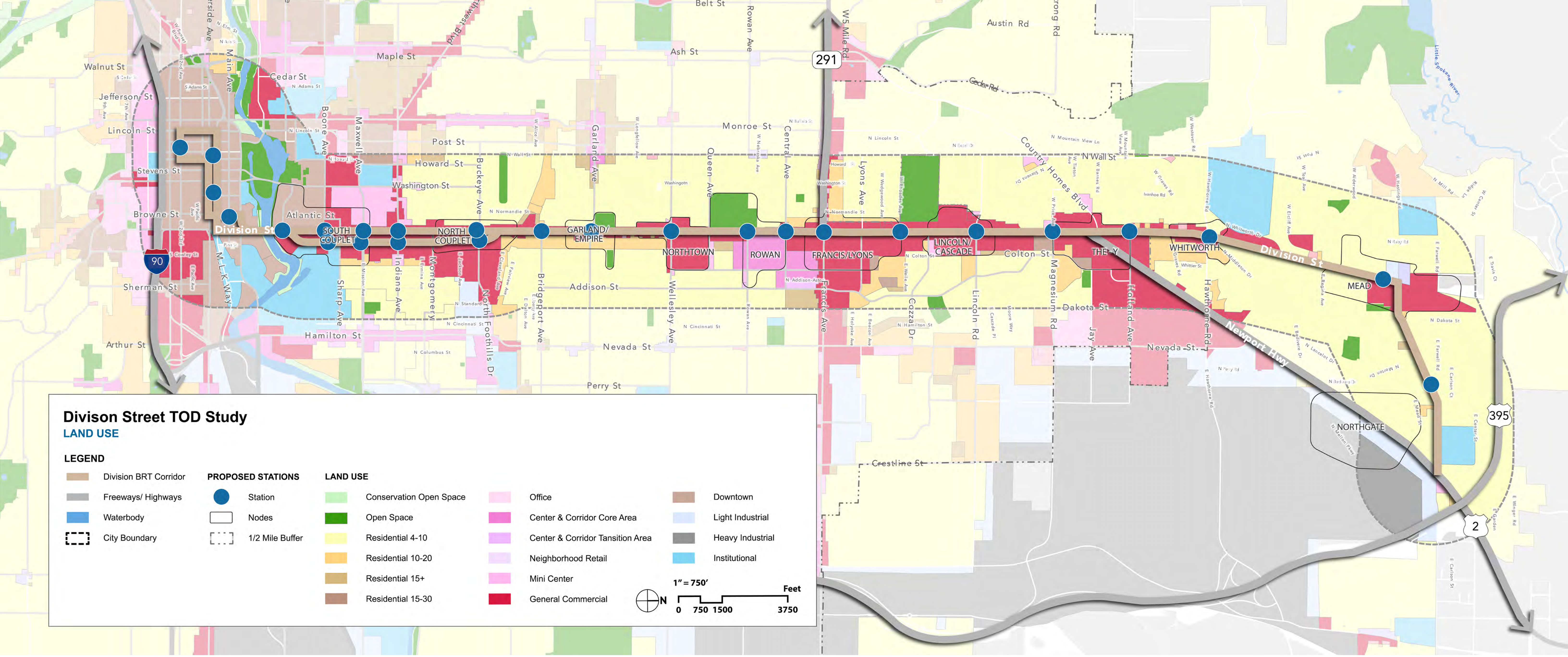


Division Connects was a two-year collaborative study completed in 2022 by the Spokane Regional Transportation Council, Spokane Transit Authority, and local agencies to **assess Division Street's role in the broader North Spokane Corridor project** and to inform future development.



Shaping Spokane provides a long-term strategy for addressing land use, housing, transportation, public services, economic development, and environmental protection to **guide growth and development decisions.**

The city's **Zoning Code**, as part of the **Spokane Municipal Code**, regulates land use and development by specifying zones, allowable activities, and standards to ensure consistency with the city's Comprehensive Plan.



Existing Land Use

The majority of the Division Street corridor and its nodes are designated as **General Commercial**, accommodating a diverse mix of retail businesses, service establishments, and professional offices.

Residential areas are dispersed throughout the corridor with notable high concentrations located between the North Couplet and Northtown nodes, as well as between the Whitworth and Northgate nodes.

The corridor includes some **park and open space**, including Franklin Park between Queen Avenue and Nebraska Ave, B.A. Clark Park between Garland Avenue and Lacrosse Avenue, and Riverfront Park on Spokane Falls Boulevard.

Office use is primarily concentrated in the Downtown area, with smaller clusters along the corridor.

The **Downtown District** is located at the southern end of the corridor, surrounded by **institutional** zones that include Washington State University and Gonzaga University. The northern end also features a concentration of institutional uses, including Whitworth University.

Future Land Use Designations

Each of the **11 nodes** throughout the Division Street Corridor include a **mix of future land use designations**.

South Couplet Node

- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Downtown
- Institutional
- Open Space

North Couplet Node

- Residential Low
- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Institutional
- Light Industrial

Garland/Empire Node

- Residential Low
- Residential Moderate
- (Limited) Residential Plus (near Monroe)
- (Limited) CC Core (near Monroe)

Northtown Node

- General Commercial
- Residential Low
- Residential Moderate

Rowan Node

- Residential Low
- Residential Plus
- Residential Moderate
- General Commercial
- CC Core
- Mini Center
- Institutional
- Open Space

Francis/Lyons Node

- Residential Low
- Residential Plus
- Residential Moderate
- General Commercial

Lincoln/Cascade Node

- Residential Low
- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Open Space

The-Y Node

- Residential Low
- Residential Moderate
- Residential High
- Office
- General Commercial
- Open Space (limited)

Whitworth Node

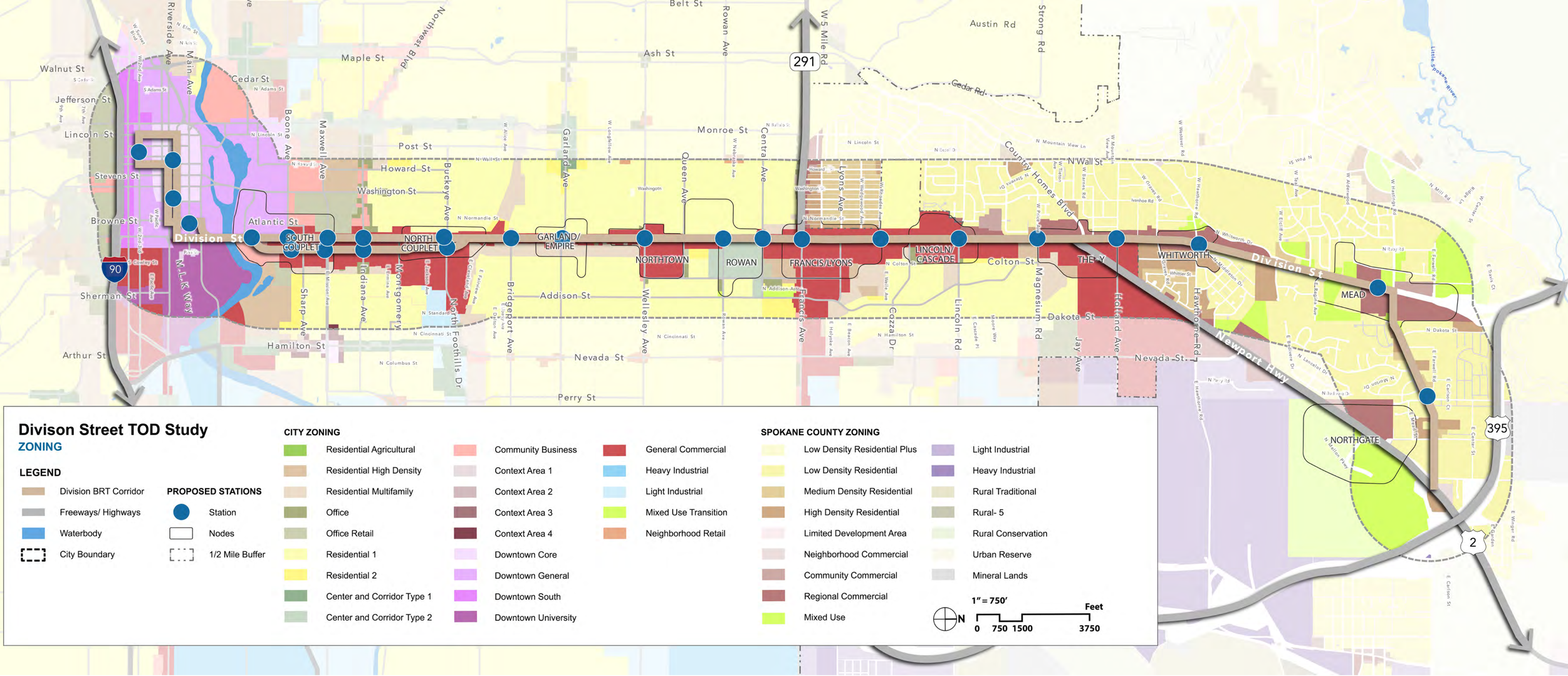
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Regional Commercial

Mead Node

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Urban Activity Center
- Regional Commercial

Northgate Node

- Low Density Residential
- High Density Residential
- Mixed Use
- Regional Commercial
- Light Industrial



Existing Zoning Map

The corridor is zoned primarily for **General Commercial** uses in the City and Regional Commercial uses in the county. Most nodes have a high concentration of commercial zoning.

Residential zoning is spread throughout the corridor, with higher density areas closest to the corridor and lower density areas located behind commercial zones. Most of the residential zones within the half-mile buffer are low density.

The southern end of the corridor is surrounded by a mix of Downtown Core, Downtown General, and Downtown University zoning, with **Downtown General** zoning being the most predominant.

The northern end of the corridor features **Mixed Use** zoning, particularly at the Mead and Northgate nodes.

Zoning

Zoning Districts and Comprehensive Land Use Designations were considered when identifying development standards and policies that could either **support or challenge transit-oriented development**. There are **six main zoning districts** identified throughout the corridor:

Residential

Residential zones vary widely from **single-family to high-density and multifamily** uses. The higher-intensity buildings are seen further north in the corridor, and closer to Division Street. Due to their height limits, lot coverage, and FAR, the **RMF and RHD zones provide more opportunity** for access to multimodal transit for residents.

Commercial

Commercial areas range from **small–scale and neighborhood-focused retail to general commercial** spaces. The zoning district has a wide presence of neighborhood-serving retail, large-format businesses, restaurants, drive-thrus, and university-oriented shopping centers.

Industrial

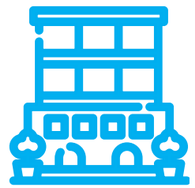
There is **not much industrial** in this area, as a key feature of the industrial typology is the limitations of **commercial and residential** development, and along this corridor it will be prudent to **consider mixed-use development that allows both**.

Downtown

The Downtown District focuses on a **mix of residential, commercial, office, retail, entertainment, hospitality**, and a density of activities near the riverfront. It is also a **place for regional employers or service providers**, such as health or social care, which would be able to serve institutions, visitors, residents, and **create a more livable and walkable environment**.

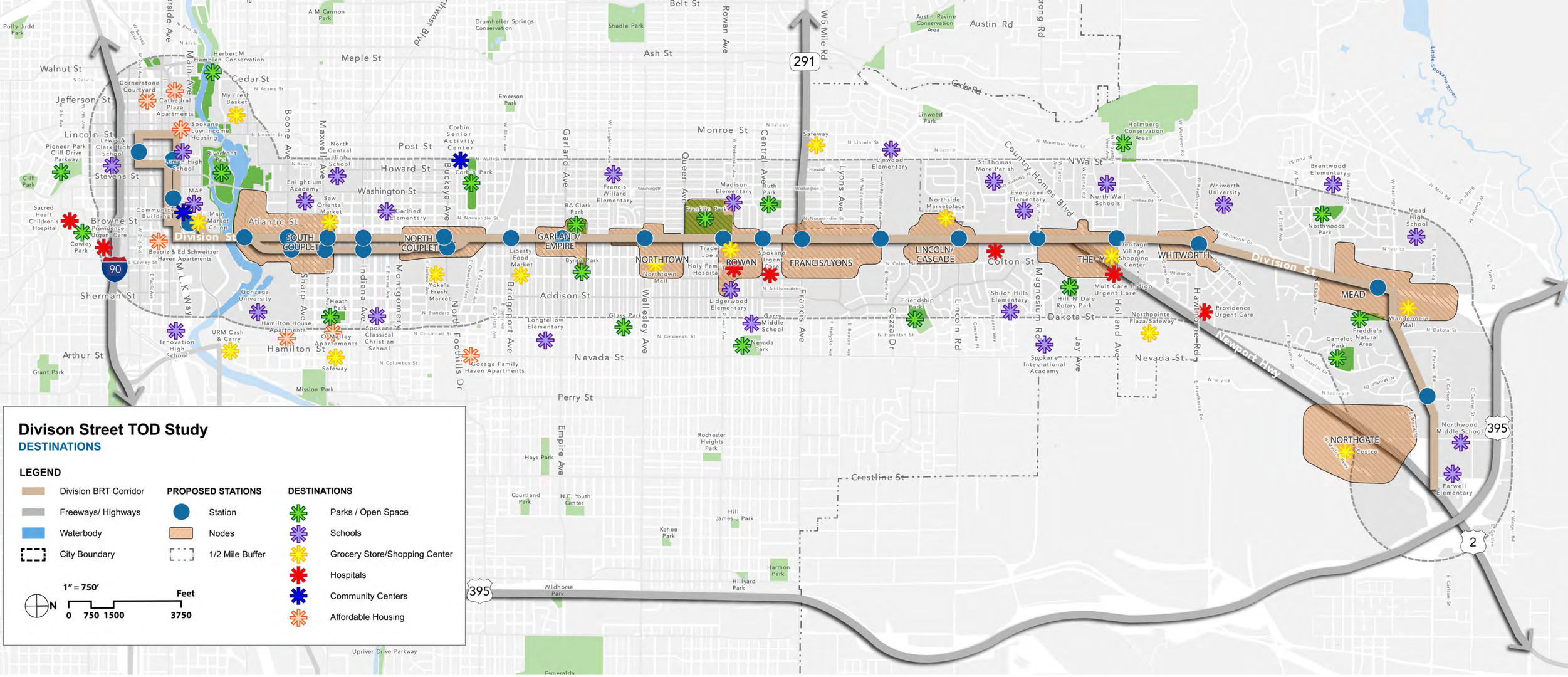
Center and Corridor

The varying levels of centers look to provide a **mix of housing and employment opportunities**. For instance, in a Neighborhood Center, public land use should account for 10 percent, commercial and office land uses should account for 20 percent and higher-density housing should account for 40 percent of the land use.



Mixed Use

The Mixed-Use category **allows for a mixture of commercial, offices, recreation, and higher-density residential development**. (Spokane County only)



Key Destinations

The map above highlights key destinations and amenities that are located within ½ mile of the Division Street corridor nodes.

- **Park and open space** destinations include Riverfront park, B.A. Clark park, Byrne Park, and Franklin park.
- Several **schools** are located near the corridor including a mix of elementary schools, middle schools, high schools, learning centers, and colleges/ universities. Universities include Washington State University and Gonzaga University.
- A diverse mix of **grocery and retail stores**, including key destinations such as the Northtown Mall and Heritage Village Shopping Center.
- **Hospitals** and urgent care centers are located near The-Y and Rowan nodes and at the southern end of the corridor. Hospitals include Holy Family Hospital and Sacred Heart Children's Hospital.
- Community centers, including the Community Building and the Corbin Senior Activity Center are important **community amenities** for those living in the corridor.
- **Affordable Housing,** located primarily Downtown, includes the Cathedral Plaza Apartments and Beatriz & Ed Schweitzer Haven Apartments.

3 Physical Analysis

Development Potential

The following analysis looks at **key market factors** that can indicate the development **potential for TOD**. Assessing **development potential** includes several factors:

Vacant & Redevelopable Land

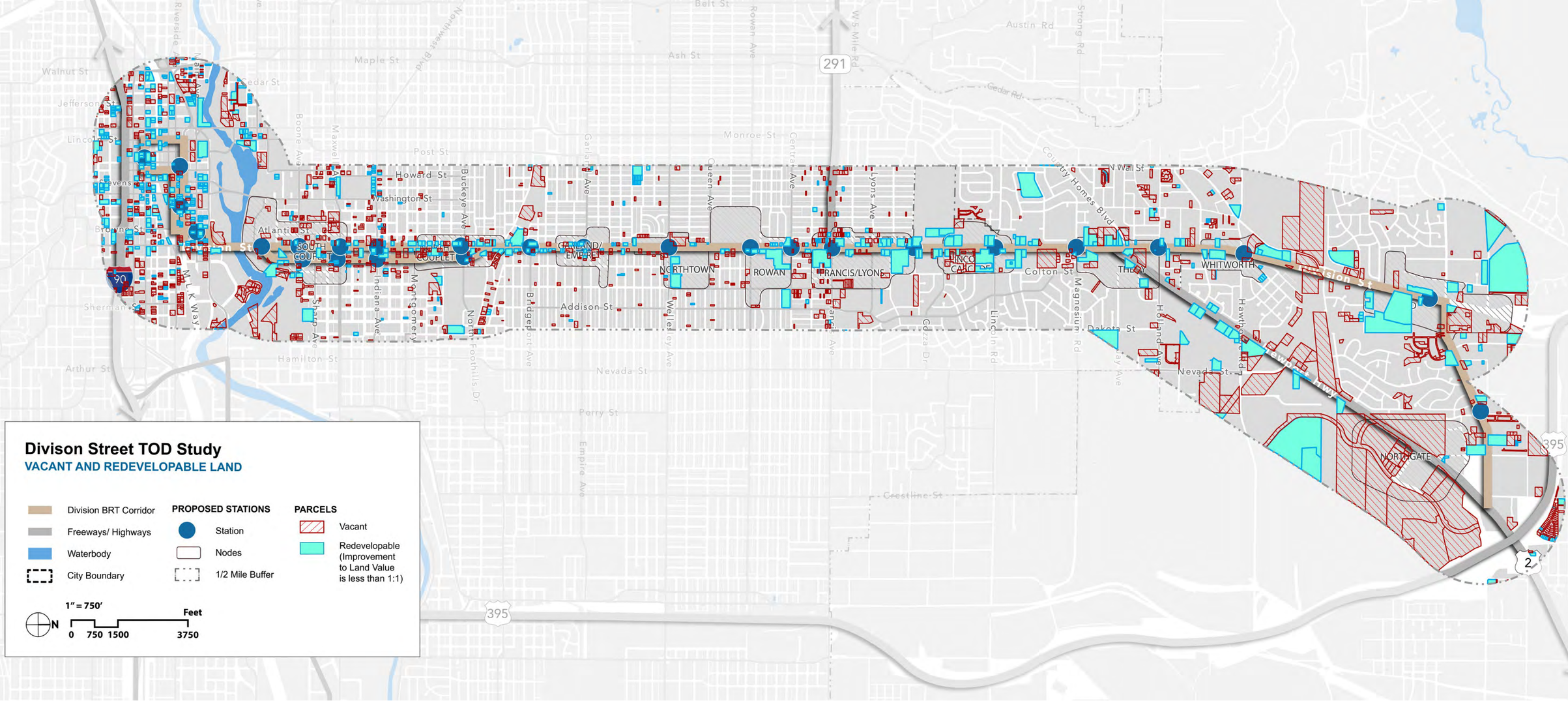
Parcel Size

Major Land Ownership

Development Activity

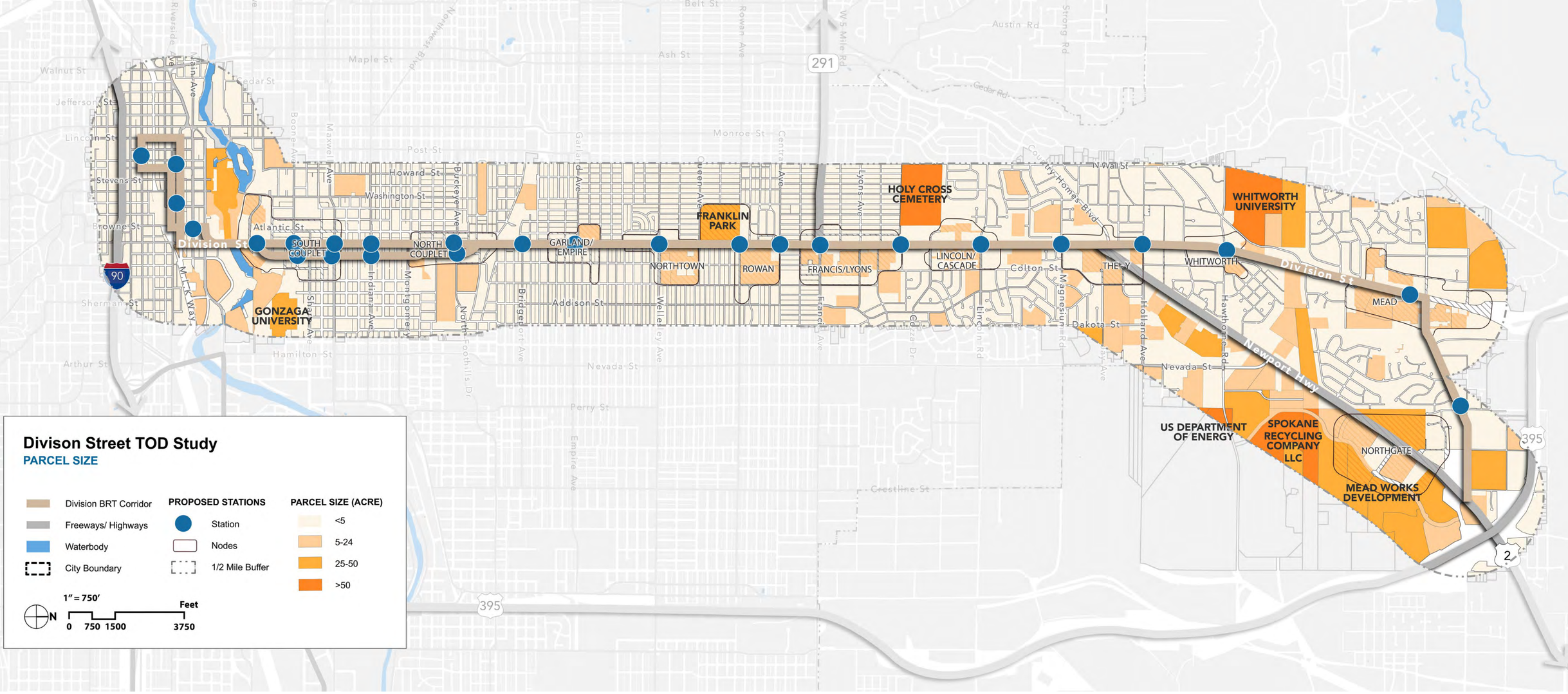
Environmental Considerations

Underutilized Land



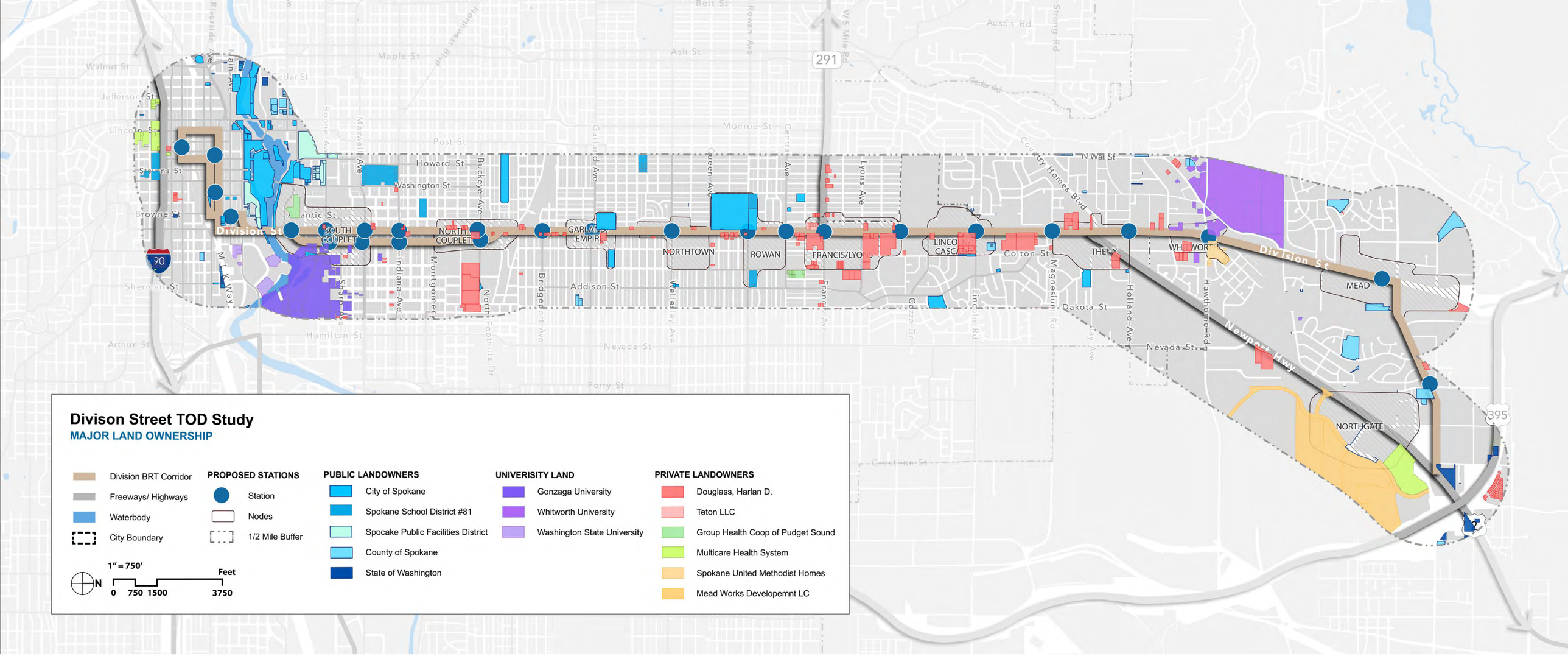
Vacant & Redevelopable Land

- There are **1,090 acres of vacant** land within the project area.
- **1,098 acres** of land are considered **redevelopable**.
- The majority of **large vacant parcels** are concentrated in the **northern portion** of the project area.
- **Small- to mid-sized** vacant and redevelopable lots are **scattered along Division** Street.
- Several **small vacant** and potentially **redevelopable** parcels are located in **Downtown**.



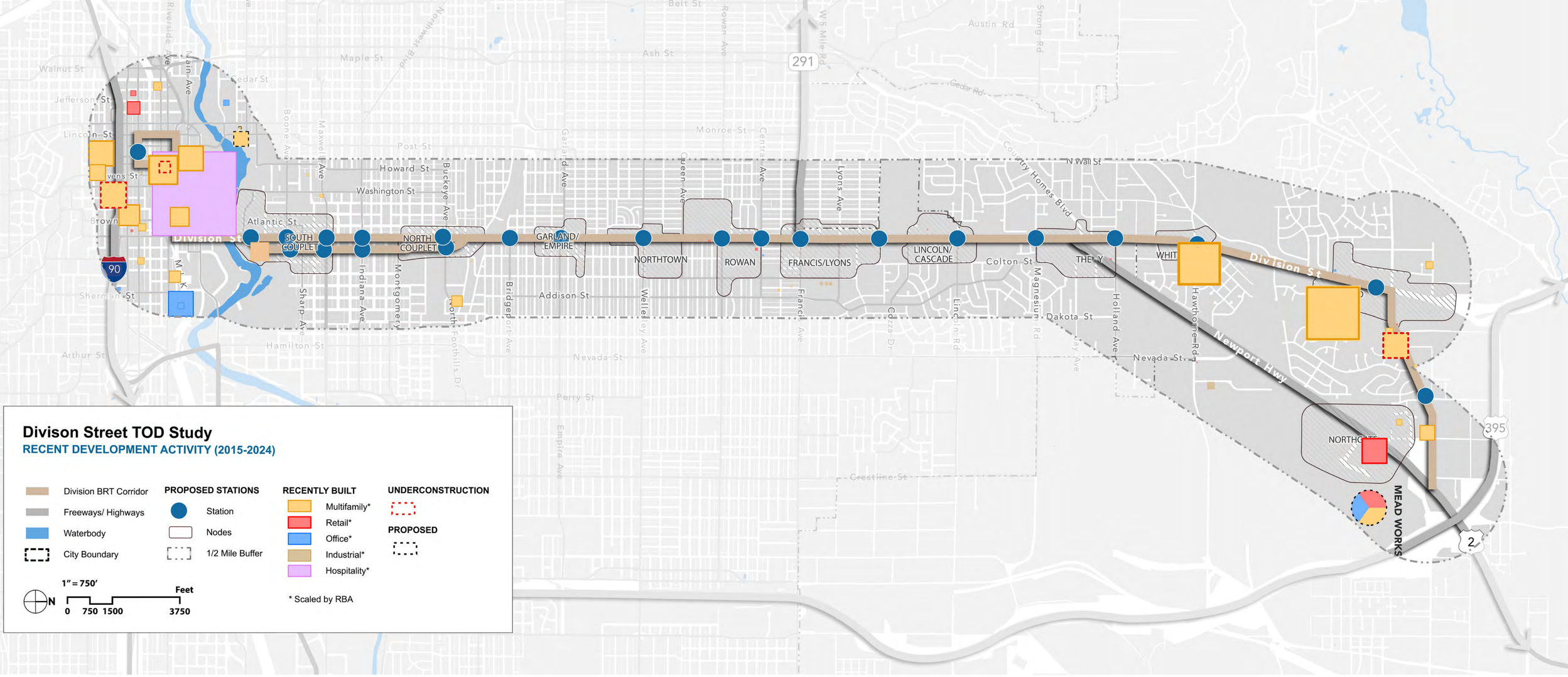
Parcel Size

- **Small parcels**, defined as those **less than 5 acres**, constitute **the majority of the land** in the Division Corridor, indicating a prevalence of smaller land holdings in this area.
- **Mid-size parcels**, ranging in size from **5 to 25 acres**, are distributed intermittently on both the **east and west sides of Division Street**, creating a mix of land uses along the corridor.
- **Larger parcels**, typically ranging between **25 and 50 acres**, are primarily concentrated along the **northern edge** of the corridor, suggesting larger, more expansive properties in this section of the Division Corridor.



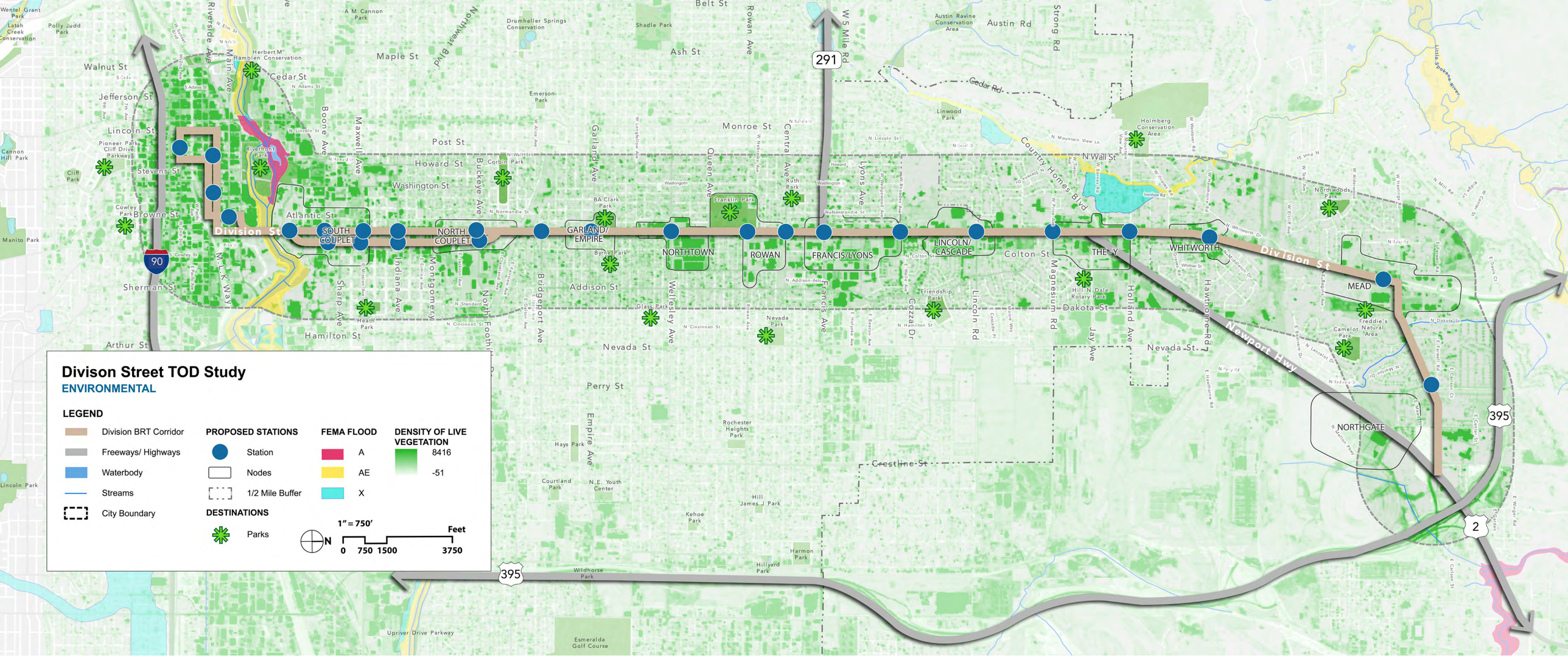
Major Land Ownership

- The **City of Spokane** is the largest public landowner in the corridor, with ownership of just over **180 acres**, highlighting its significant presence in the area.
- **Mead Works Development LC** is the largest private landowner in the corridor, holding more than **200 acres** of land, making it a key stakeholder in the region. The **Douglass Family** is also a major private landowner. They own approximately **150 acres** in the study area.



Development Activity

- Most **major development activity** in the last 10 years (2015-2024) has occurred in **Downtown**.
- The **largest commercial development** (over half a million sq. ft.) is the **Davenport Grand Hotel** located between Spokane Falls Boulevard and Main Avenue was constructed in 2015.
- In Downtown there's currently **two multifamily projects under construction** with the total of 224 units. Some units are rent-restricted.
- North Spokane has **84 multifamily units** under construction.
- **Mead Works** is developing a **mixed-use community** that will include office, retail, and a variety of housing choices, including single-family, multifamily and senior housing. The development is expected to include up to 1,400 units.
- According to the Mead Works website, a significant amount of land will be **dedicated to parks and open spaces**.



Divison Street TOD Study

ENVIRONMENTAL

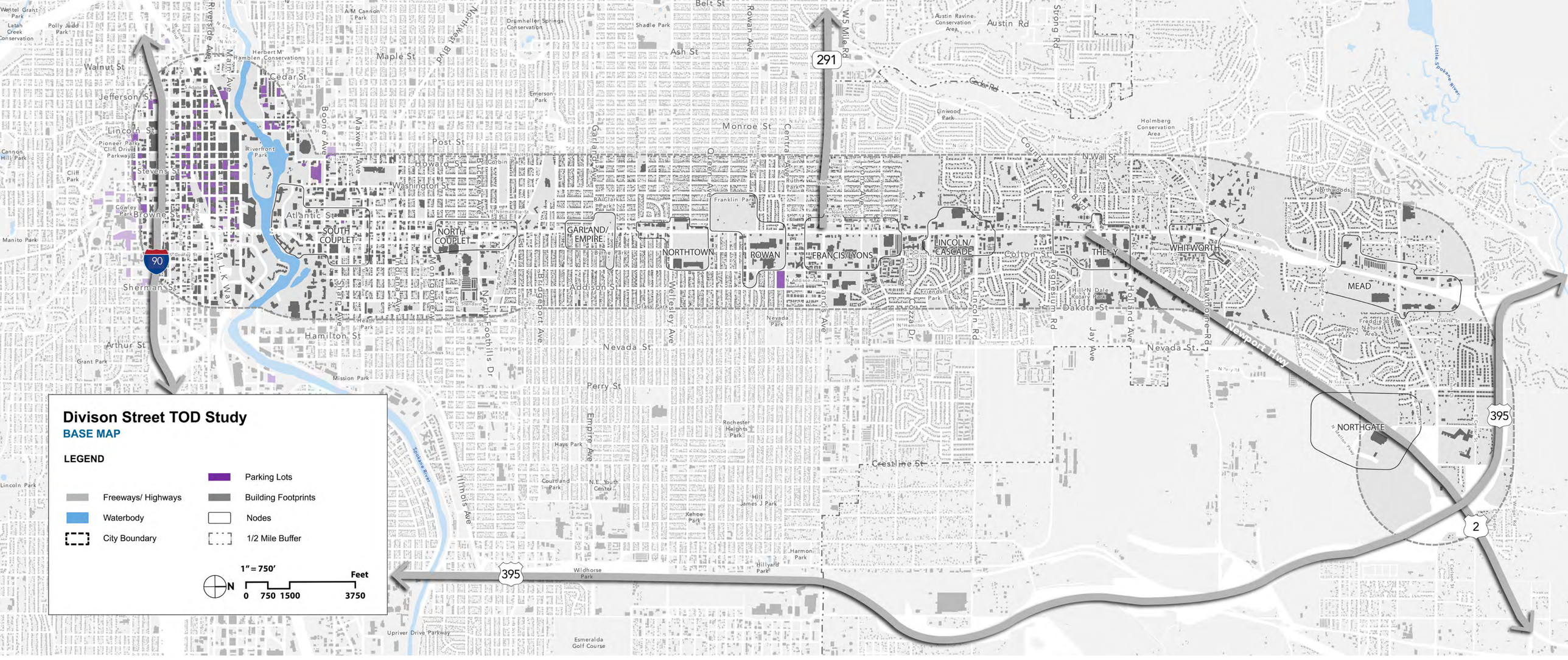
Environmental Considerations

Environmental considerations are crucial in Spokane's real estate development, as outlined in the **City's Comprehensive Plan**. The Comprehensive Plan emphasizes the need to promote development that is not only aesthetically appealing but also **complementary** and **compatible** with **existing land uses**. This approach aims to minimize environmental impacts and protect the region's natural resources. It encourages developers to choose sites and designs that **improve the area's natural surroundings**. The plan also emphasizes **protecting key natural features** and wildlife habitats, ensuring that development helps preserve Spokane's environment for future generations.

Streams and other waterbodies run through the corridor at both the **southern** and **northern ends**.

None of the areas are within a designated **floodplain**, though the **South Couplet** and The **Y nodes** are located near FEMA-designated flood zones.

The **live vegetation** is consistent throughout the area, with a higher concentration in the **Downtown region** and in the **middle segment** of the corridor.



Impervious Surface

Parking lots are considered impervious surfaces because they are typically made of materials that don't allow water to pass through. Most of the parcels designated as **"parking"** for property use are located in the **Downtown** area, with one situated near the **Rowan node**.

A qualitative analysis of existing **building footprints** reveals that many of the larger buildings are set back from the Division Street corridor, leaving **substantial parking lot space** between the road and the buildings. This layout, particularly evident at the following nodes, presents a **significant opportunity for development** on these sites.

- Northtown
- Rowan
- Francis/Lyon
- Lincoln/Cascade
- The "Y"
- Mead

4 Economic Analysis

Economic Analysis

Demographics

POPULATION

Division Street Corridor has a total **population of 46,482** residents in 19,247 households

AGE

36% of residents in the study area are between the **ages of 15 and 34**, compared with 29 percent citywide

RACE & ETHNICITY

The **study area is more diverse than the city as a whole**. Over 75% of residents in the study area are white, 11% two or more races, and 9% are Hispanic

Image Source: MIG

	Division Street Corridor	Spokane	Spokane-Coeur d'Alene CBSA	Boise	Washington
White Alone	75.6%	77.7%	82.7%	79.7%	64.4%
Black Alone	3.0%	2.9%	1.6%	2.4%	4.1%
American Indian Alone	2.7%	1.9%	1.7%	0.7%	1.6%
Asian Alone	3.0%	3.0%	2.1%	4.0%	10.5%
Pacific Islander Alone	1.8%	1.4%	0.7%	0.3%	0.9%
Some Other Race Alone	3.2%	2.6%	2.1%	3.8%	7.1%
Two or More Races	10.7%	10.4%	9.1%	9.1%	11.4%
Hispanic Origin	8.8%	7.8%	6.8%	10.0%	14.7%

Figure Source: Population by Race and Ethnicity (2024); Source: US Census via Esri Business Analyst

Economic Analysis

Demographics

HOUSEHOLD SIZE

The Division Street Corridor has a **smaller household size** than Spokane or the metro area, **likely due to its high student population**

INCOME

Households in the study area have **a significantly lower median income** than those in the city or metro area. **Incomes are higher in the northern portion** of the corridor

EDUCATIONAL ATTAINMENT

27% of residents over 25 years old in the study area have a **bachelor's degree** or higher, compared with 35% citywide

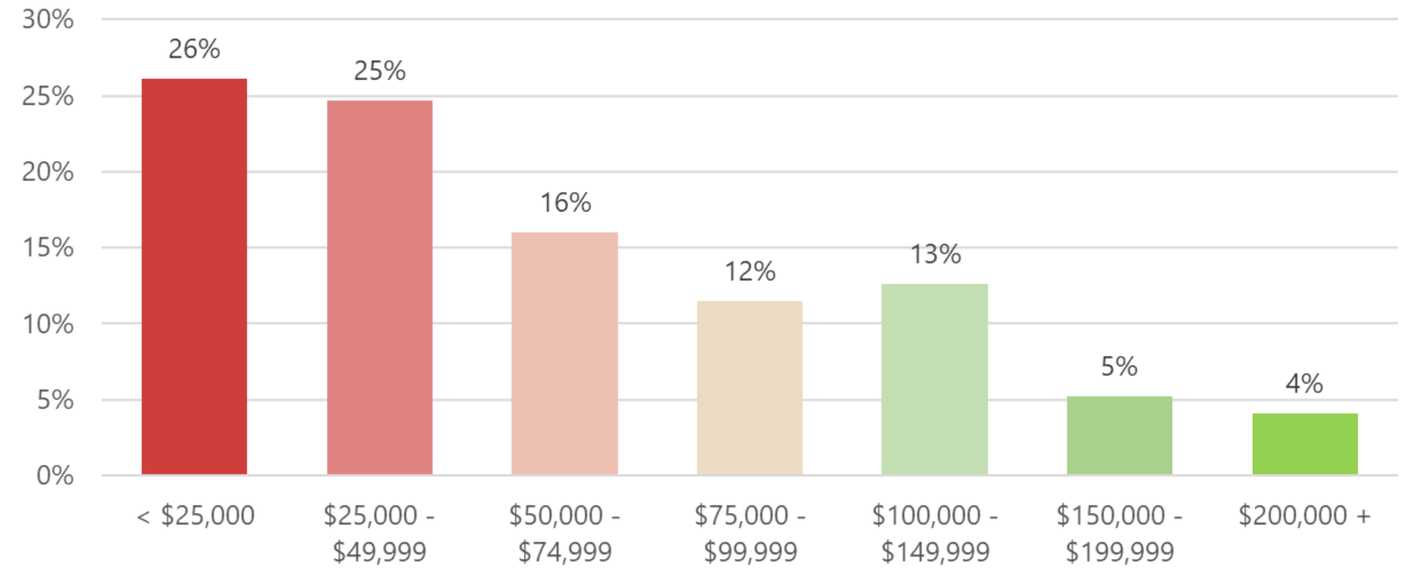
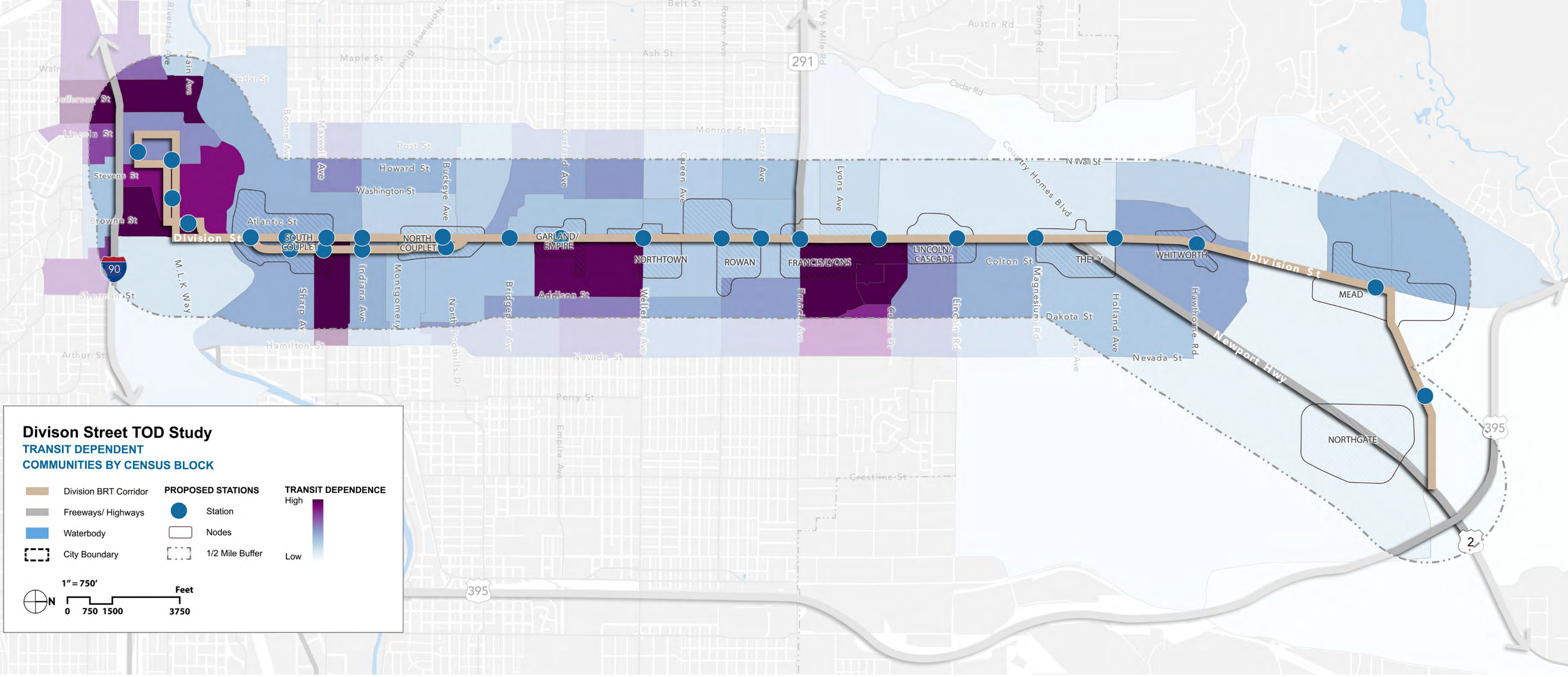


Figure Source: Household Income Distribution in the Division Street Corridor Study Area (2024); Source: US Census via Esri Business Analyst.

Image Source: https://iaju.org/institution/gonzaga-university/



Transit-Dependent Communities

- The transit-dependent communities (TDC) index compiles a set of metrics that include **households without private cars** (autoless households), **households commuting to work by transit, low-income residents, people with disabilities**, and age groups at risk such as **elderly and youth**.
- **Downtown** has the **highest concentration** of transit-dependent census blocks along the corridor.
- Along the corridor the index is at the medium range overall, with some **highly-transit dependent blocks** on the **east side of the Division Street**. such as **South Couplet, Garland/Empire**, and **Francis/Lyons** nodes.

Employment

Key Takeaways:

As of 2021, **half of Spokane's jobs** were located **in the study area**, with **key sectors** including **healthcare, retail, and education**. The table to the right provides details of the total number of jobs by industry.

Healthcare, education, and **manufacturing** experienced **significant growth** between 2014 and 2019, with health and life sciences projected as key growth sectors.

Retail, one of the largest sectors, **has been declining since 2014**, a trend worsened by the COVID pandemic.

The study area **hosts diverse industries** such as education, finance, professional services, and food services, contributing to economic resilience.

Rising construction costs and remote work trends may **limit new office space development** in the area.

	Study Area	Spokane	Share of City Jobs in Study Area
Utilities	31	31	100%
Educational Services	8,637	9,028	96%
Mining, Quarrying, and Oil and Gas Extraction	28	36	78%
Finance and Insurance	4,943	6,915	71%
Professional, Scientific, and Tech Services	5,121	7,561	68%
Accommodation and Food Services	6,297	9,415	67%
Retail Trade	8,277	13,139	63%
Arts, Entertainment, and Recreation	538	860	63%
Administration & Support, Waste Mmgmt	3,199	5,257	61%
Information	1,261	2,108	60%
Real Estate and Rental and Leasing	1,108	2,019	55%
Other Services (excl. Public Admin)	1,402	3,082	45%
Health Care and Social Assistance	14,165	32,036	44%
Wholesale Trade	1,152	3,774	31%
Manufacturing	1,090	4,743	23%
Public Administration	1,239	7,440	17%
Construction	943	5,740	16%
Management of Companies & Enterprises	478	3,134	15%
Transportation and Warehousing	292	3,059	10%
Agriculture, Forestry, Fishing and Hunting	32	411	8%
Total	***60,233***	***119,788***	***50%***

Figure Source: Jobs by Industry in the Study Area and Spokane (2021); Source: US Census via LEHD OntheMap.

Housing

In the study area, over **half of homes (54%) are renter-occupied**, higher than the citywide average of 39% and the combined Spokane-Coeur d'Alene CBSA average of 30%. This is **likely due to the proximity of local colleges and universities**. The area has concentrations of **older multifamily housing**, particularly at the northern and southern ends of the corridor. While about 80% of homes in the study area are priced below $500,000, the cost of homes along the corridor are still considerably higher than what current residents can afford. **Less than 25% of homes are affordable for households making 50%** AMI, reflecting the area's affordability challenges for lower-income families. The **median home value in the study area is $353,282**, lower than the citywide median of $404,710.

Key Takeaways:

Higher renter occupancy: Over half of the homes in the area are rented, likely because of nearby colleges and older apartment buildings

Affordability gap: While families with higher incomes can afford more expensive homes, the area's median income is much lower, making it harder for low-income families to find affordable housing

Affordable housing availability: While many homes are priced under $500,000, most affordable options are not available for low-income families, leaving few affordable choices for those earning less.

Image Source: Google Street View

Image Source: https://www.apartments.com/5823-n-division-st-spokane-wa/p324k5s/

https://www.trulia.com/building/1332-s-division-1332-s-division-st-spokane-wa-99204-2422283391

5 Mobility Analysis

Multimodal Mobility Network

People may walk, bike, or drive along the corridor at different times, depending on the day, time, or stage of life. While the corridor is primarily **car-centric**, it does offer **alternative modes of mobility** to travel along it. Below are key takeaways regarding the current conditions of these options:

WALKING

- Physical environment is **uncomfortable** for people walking due to **high traffic**, **wide lanes**, and **high speeds**.
- **Sidewalks gaps** exist along portions of the corridor and to some connecting streets.

BICYCLING

- Conditions for people bicycling are **unsafe** due to high traffic and speeds.
- Bike lanes connecting to the corridor are **limited**, restricting bike access to key destinations.

TRANSIT

- Bus route 25 **provides service along the corridor**, with a gap between the "Y" and Mead nodes.
- Half of the transit stops along the corridor **lack shelters**, making waiting for the bus difficult in bad weather.

Transit Ridership & Non-Motorized Facilities

The **boardings** and **alighting's** data, displayed on the map in the following slide, help identify the nodes with the **highest ridership**. The highest ridership nodes in the area include:

At **Northtown**, improvements to infrastructure for people walking and bicycling, such as greenways at Longfellow and Everett, are recommended to **enhance walkability and connectivity**. This area is also on the High Injury Network due to frequent crashes, including fatalities and serious injuries, although two Pedestrian Hybrid Beacon, a type of traffic signal designed to improve pedestrian safety at mid-block or unsignalized crosswalks, have been added recently to address this.

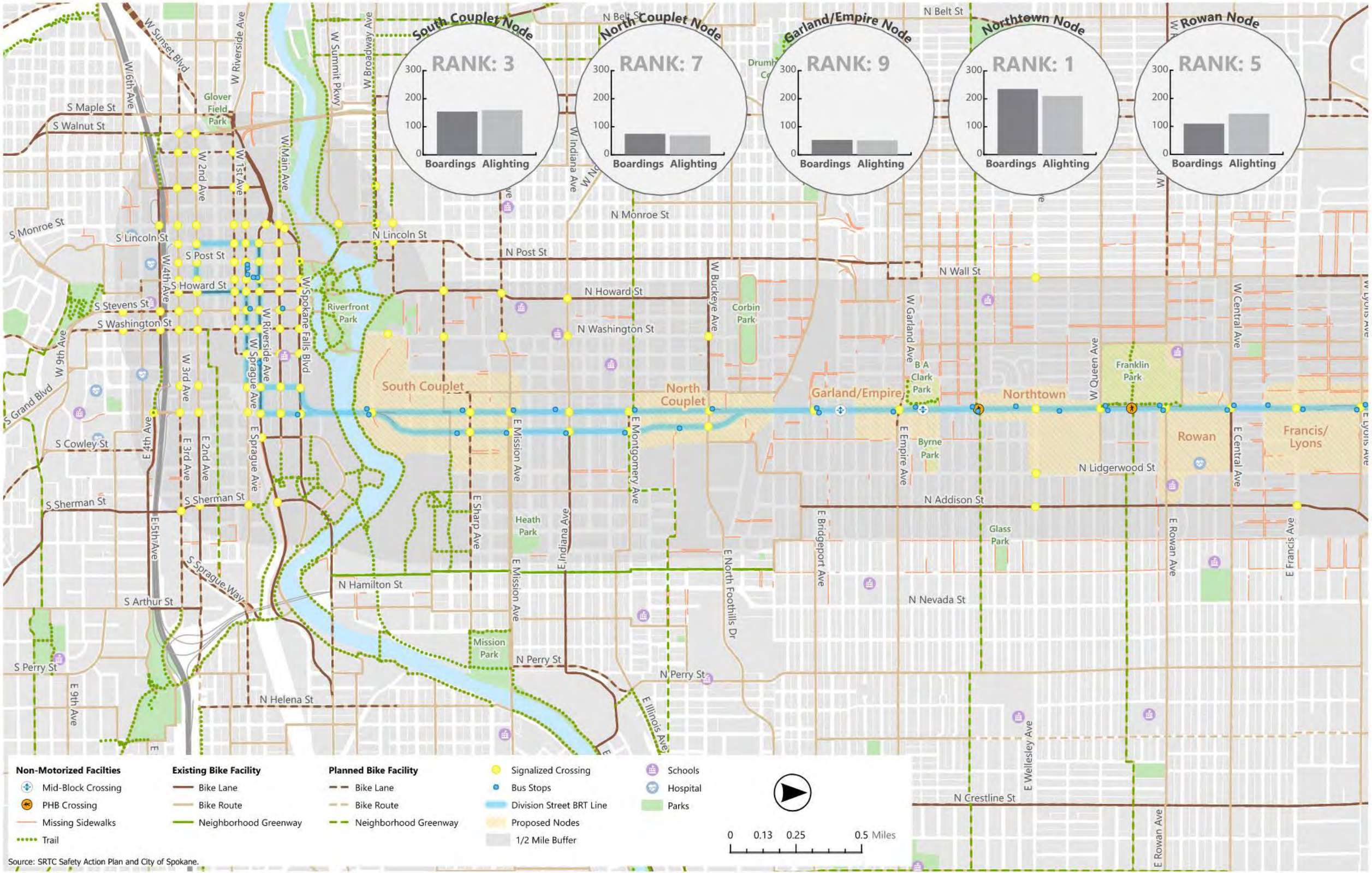
Hastings is a car-centric node with few sidewalks and low density land uses, but there is potential for **bike facilities** to improve neighborhood connections, though it is a lower priority.

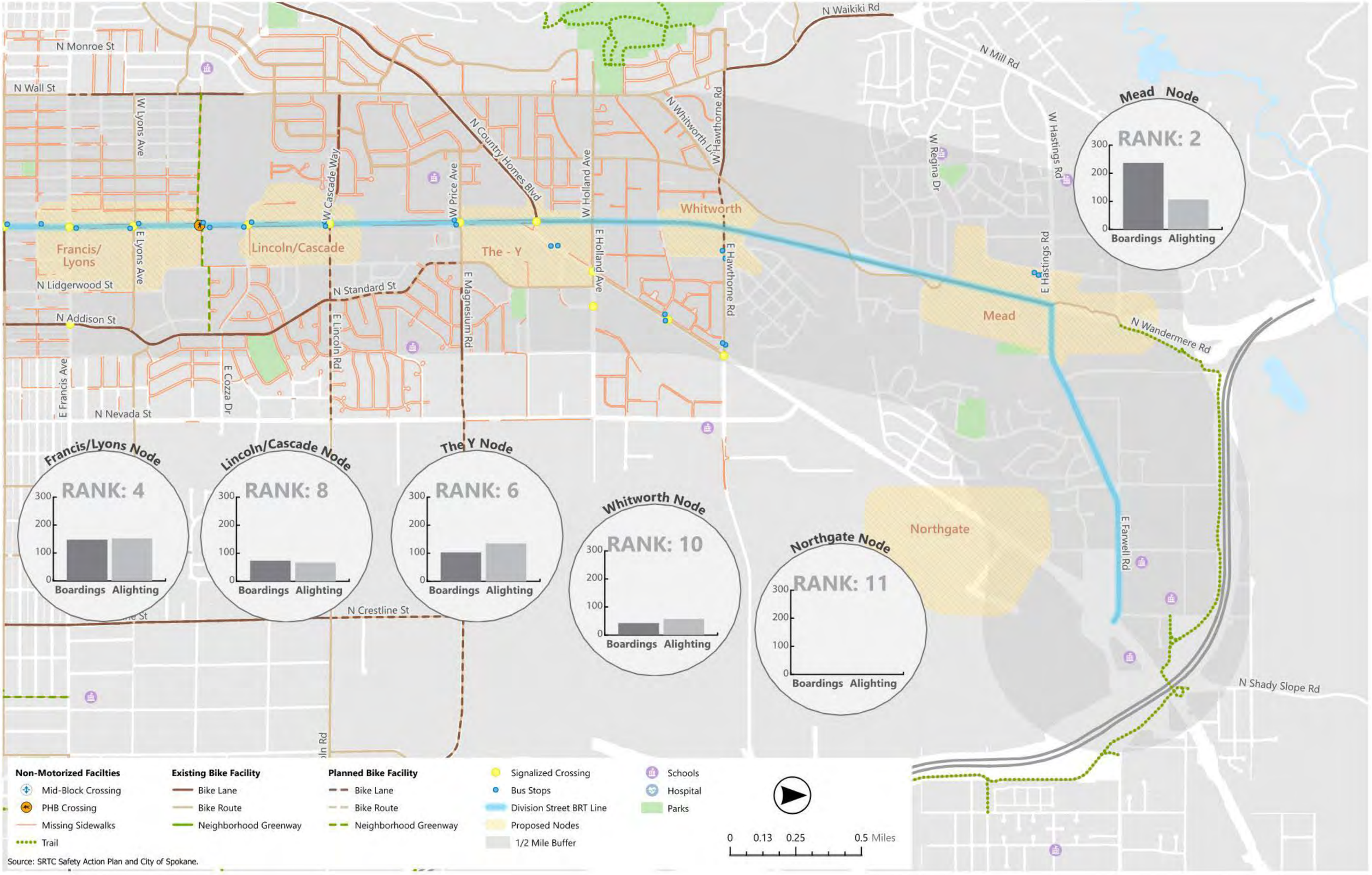
In the **Ruby/North Bank** area, bike plan implementation should focus on enhancing east/west connectivity, supporting nearby universities, and accommodating general growth. This area has existing walking infrastructure, but much of the couplet is part of the High Injury Network, making it a priority for **pedestrian and bike improvements**.

Lastly, in the **Francis/Lyon** area, there are significant sidewalk gaps, and Division is also part of the High Injury Network, requiring attention for **safer infrastructure for people walking and bicycling.**

Image Source: MIG

Image Source: MIG


South Couplet Node
RANK: 3
North Couplet Node
RANK: 7
Garland/Empire Node
RANK: 9
Northtown Node
RANK: 1
W Rowan Node
RANK: 5
300
200
100
0
Boardings Alighting
N Belt St
W Sunset Blvd
W 6th Ave
W Riverside Ave
W Summit Pkwy
W Broadway Ave
Glover Field Park
S Maple St
S Walnut St
W 2nd Ave
W 1st Ave
W Main Ave
W Indiana Ave
N Monroe St
S Monroe St
S Lincoln St
N Lincoln St
S Post St
N Post St
W 4th Ave
S Howard St
N Howard St
W Buckeye Ave
N Wall St
S Stevens St
W Spokane Falls Blvd
Riverfront Park
Corbin Park
S Washington St
N Washington St
W Garland Ave
W Central Ave
W 9th Ave
W 3rd Ave
W Riverside Ave
W Sprague Ave
B A Clark Park
W Queen Ave
Franklin Park
S Grand Blvd
South Couplet
North Couplet
Garland/Empire
Northtown
E Mission Ave
E Montgomery Ave
E Empire Ave
Byrne Park
Rowan
Francis/ Lyons
E Central Ave
S Cowley St
E 4th Ave
E 3rd Ave
E 2nd Ave
E Sprague Ave
N Lidgerwood St
S Sherman St
E 15th Ave
E Sharp Ave
Heath Park
E Indiana Ave
N Addison St
E Bridgeport Ave
Glass Park
E Rowan Ave
E Francis Ave
S Sprague Way
N Hamilton St
S Arthur St
E North Foothills Dr
N Nevada St
Mission Park
N Perry St
S Perry St
E 9th Ave
N Helena St
E Illinois Ave
E Wellesley Ave
N Crestline St
E Rowan Ave
Non-Motorized Facilties
Mid-Block Crossing
PHB Crossing
Missing Sidewalks
Trail
Existing Bike Facility
Bike Lane
Bike Route
Neighborhood Greenway
Planned Bike Facility
Bike Lane
Bike Route
Neighborhood Greenway
Signalized Crossing
Bus Stops
Division Street BRT Line
Proposed Nodes
1/2 Mile Buffer
Schools
Hospital
Parks
0 0.13 0.25 0.5 Miles
Source: SRTC Safety Action Plan and City of Spokane.



Source: SRTC Safety Action Plan and City of Spokane.

Bike Level of Stress

Bike Level of Stress (BLOS) measures how **safe** and **comfortable** a **bike route** is for people bicycling, especially less experienced ones. It considers factors like traffic volume, vehicle speed, the presence of bike lanes, intersection design, road width, and how well bike routes connect. BLOS is rated on a scale from 1 to 4 (or 1 to 5), with BLOS 1 being very safe and comfortable for all people bicycling, and **BLOS 4** being **stressful or unsafe** due to heavy traffic or lack of bike infrastructure.

The map on the following slide shows BLOS along the corridor and adjacent streets.

Most of the corridor has a BLOS of 4, while many connecting and surrounding streets have a BLOS of 2 and 3

Image Source: MIG

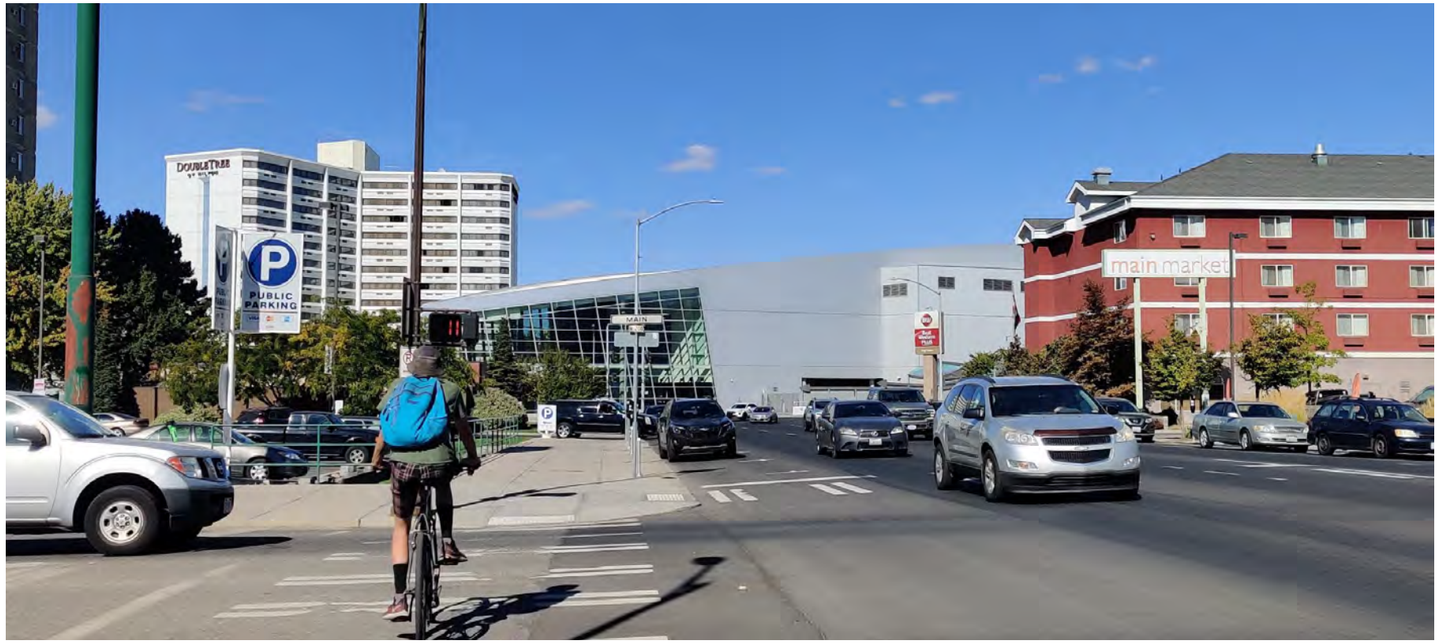
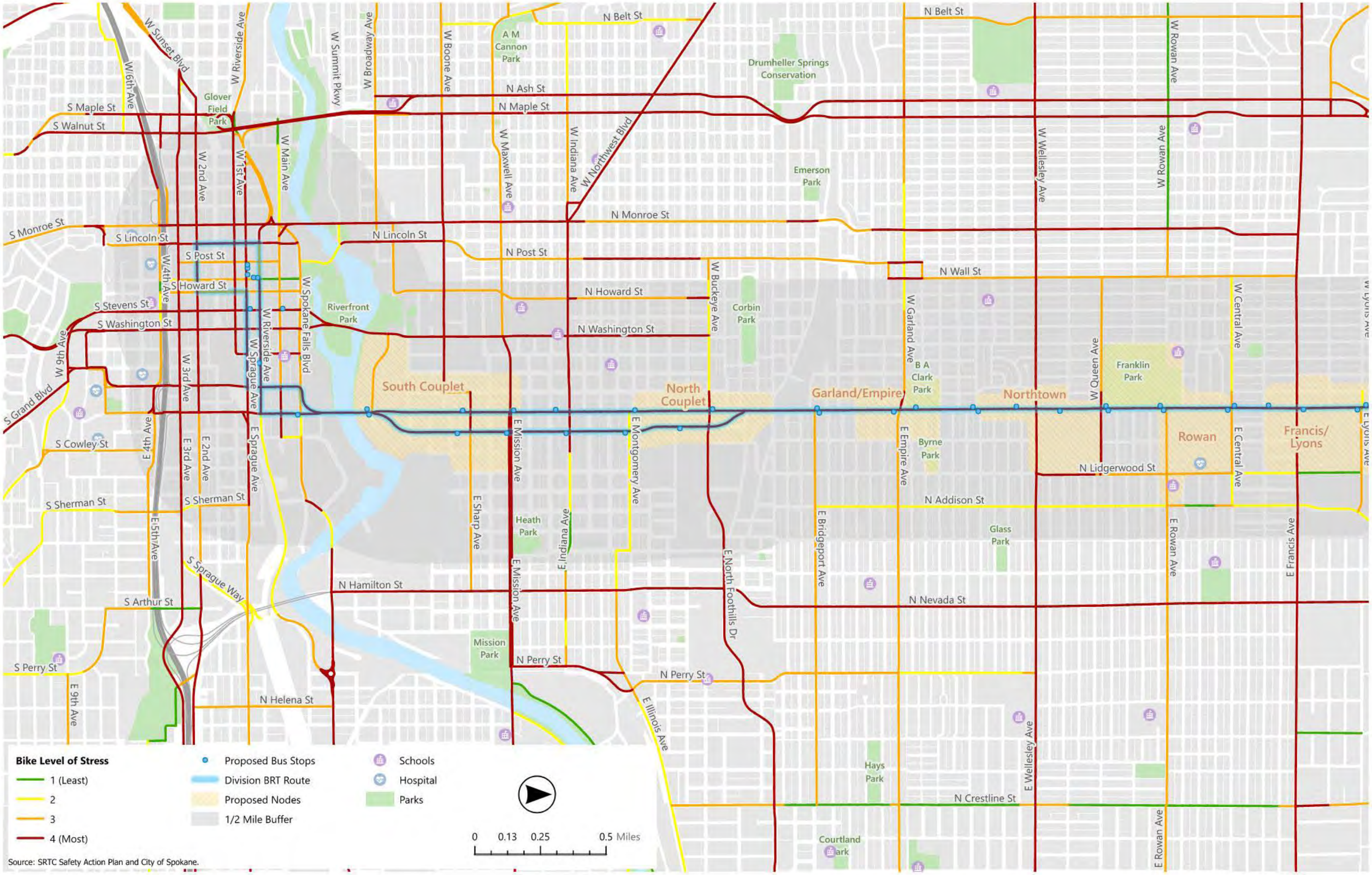
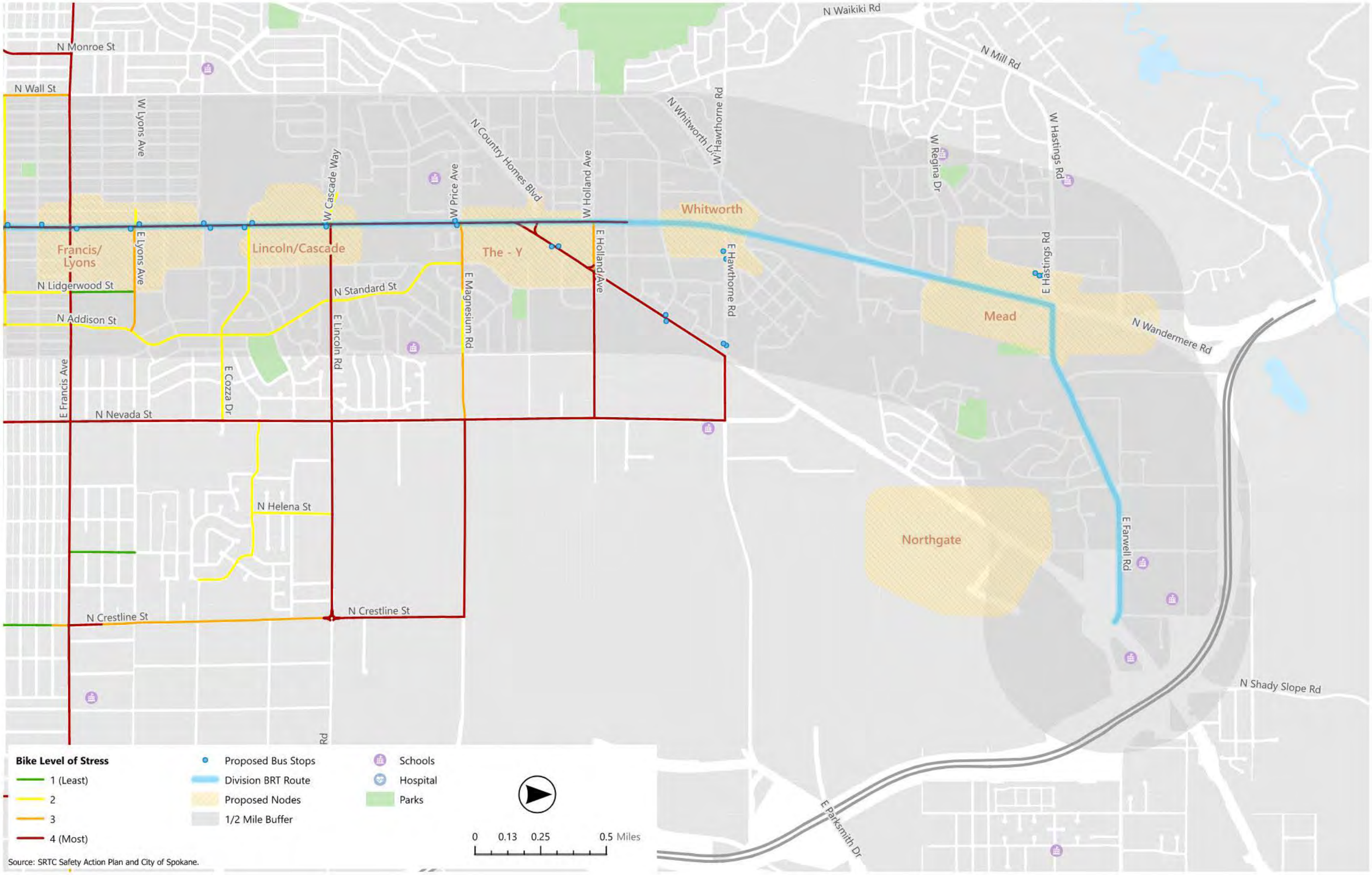


Image Source: MIG


N Belt St
W Sunset Blvd
W 6th Ave
W Riverside Ave
W Summit Pkwy
W Broadway Ave
W Boone Ave
A M Cannon Park
Drumheller Springs Conservation
W Rowan Ave
S Maple St
S Walnut St
Glover Field Park
N Ash St
N Maple St
W 2nd Ave
W 1st Ave
W Main Ave
W Maxwell Ave
W Indiana Ave
W Northwest Blvd
Emerson Park
W Wellesley Ave
W Rowan Ave
S Monroe St
N Monroe St
S Lincoln St
N Lincoln St
N Post St
S Post St
W 4th Ave
S Howard St
N Howard St
W Buckeye Ave
N Wall St
S Stevens St
Riverfront Park
Corbin Park
W Garland Ave
W Central Ave
S Washington St
N Washington St
W Spokane Falls Blvd
W Riverside Ave
W Sprague Ave
W 9th Ave
W 3rd Ave
South Couplet
North Couplet
Garland/Empire
B A Clark Park
Northtown
W Queen Ave
Franklin Park
S Grand Blvd
E Mission Ave
E Montgomery Ave
E Empire Ave
Byrne Park
Rowan
Francis/ Lyons
S Cowley St
E 4th Ave
E 3rd Ave
E 2nd Ave
E Sprague Ave
N Lidgerwood St
E Central Ave
S Sherman St
E 5th Ave
E Sharp Ave
Heath Park
E Indiana Ave
N Addison St
Glass Park
E Bridgeport Ave
E Rowan Ave
E Francis Ave
S Sprague Way
N Hamilton St
E North Foothills Dr
N Nevada St
S Arthur St
Mission Park
N Perry St
S Perry St
E 9th Ave
N Helena St
E Illinois Ave
Hays Park
E Wellesley Ave
N Crestline St
Courtland Park
E Rowan Ave
Bike Level of Stress
1 (Least)
2
3
4 (Most)
Proposed Bus Stops
Division BRT Route
Proposed Nodes
1/2 Mile Buffer
Schools
Hospital
Parks
0 0.13 0.25 0.5 Miles
Source: SRTC Safety Action Plan and City of Spokane.



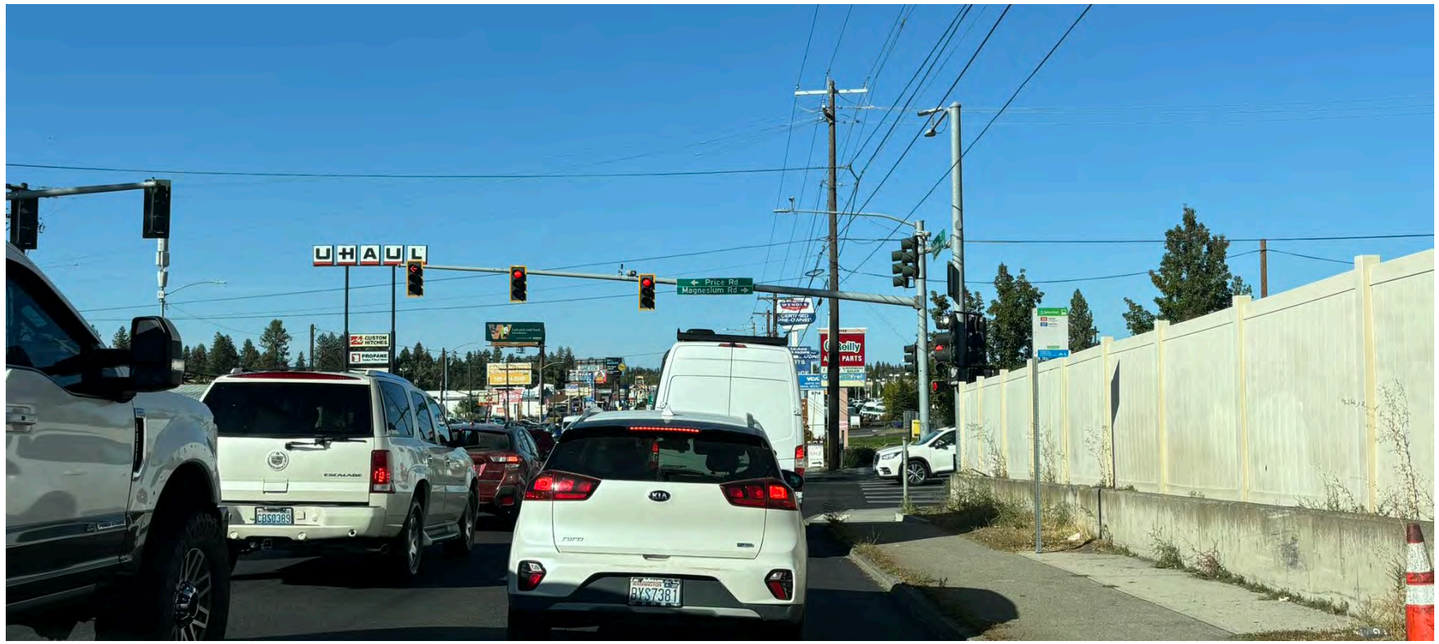
Source: SRTC Safety Action Plan and City of Spokane.

High Crash Locations

High Injury Network (HIN), as shown on the map in the next slide, shows areas or streets where there is a high concentration of **serious accidents**, including those with **deaths** or **severe injuries**. These areas are identified using crash data, focusing on places where **people that walk, bicycle or drive** are most likely to get hurt. The purpose of the High Injury Network is to help plan improvements, like safer roads or better traffic rules, to make these areas safer for everyone.

24 FSI (Fatal or Serious Injury) pedestrian and bike crashes have been reported along the corridor

Numerous **non FSI pedestrian and bike crashes** have also occurred along the corridor



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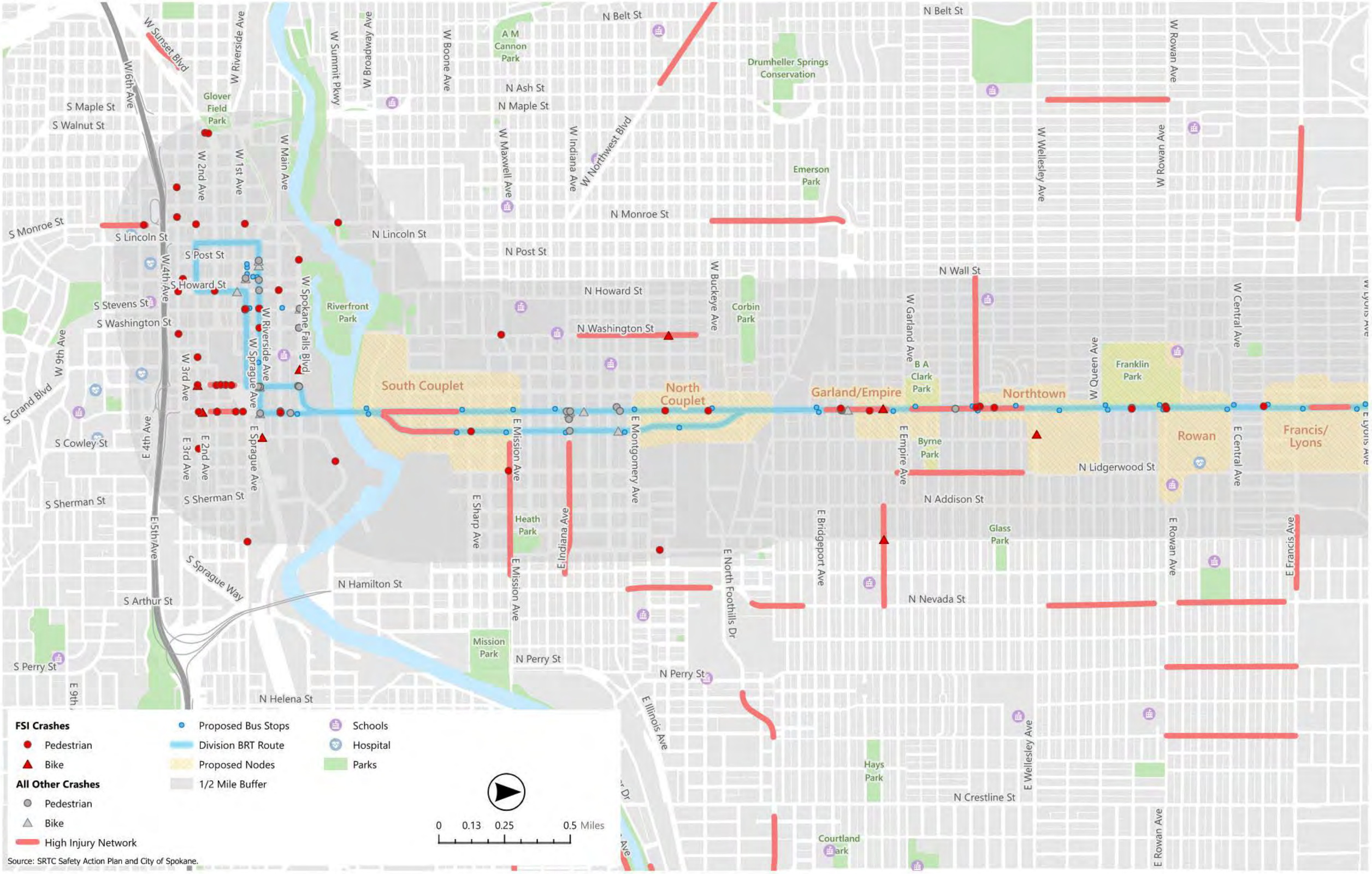
W Sunset Blvd
W 6th Ave
W Riverside Ave
W Summit Pkwy
W Broadway Ave
W Boone Ave
N Belt St
A M Cannon Park
Drumheller Springs Conservation
W Rowan Ave
S Maple St
S Walnut St
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N Maple St
W Maxwell Ave
W Indiana Ave
W Northwest Blvd
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W Rowan Ave
S Monroe St
S Lincoln St
N Lincoln St
N Monroe St
N Post St
S Post St
W 4th Ave
S Howard St
N Howard St
W Buckeye Ave
Corbin Park
N Wall St
W Garland Ave
W Central Ave
S Stevens St
S Washington St
Riverfront Park
W Spokane Falls Blvd
N Washington St
W 9th Ave
W 3rd Ave
W Riverside Ave
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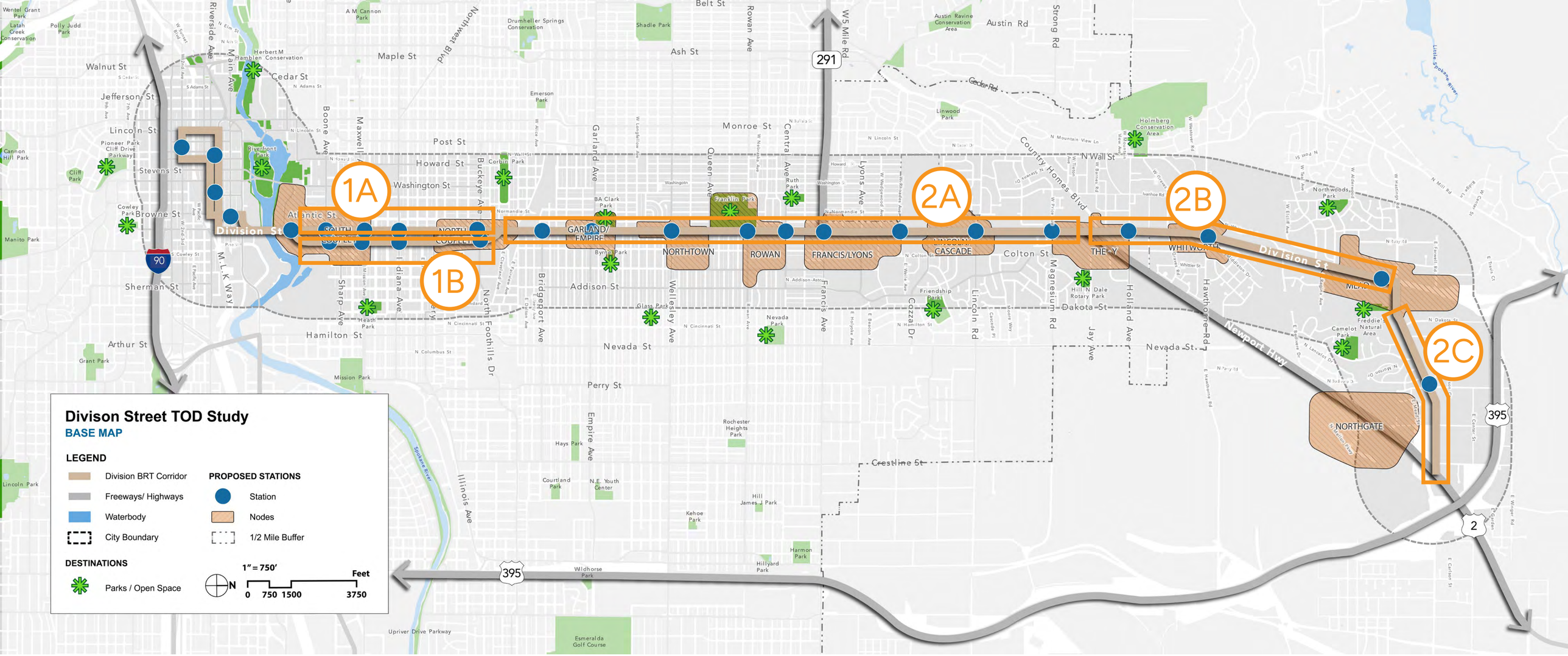
Garland/Empire
B A Clark Park
Northtown
W Queen Ave
Franklin Park
S Grand Blvd
S Cowley St
E 4th Ave
E 3rd Ave
E 2nd Ave
E Sprague Ave
E Mission Ave
E Montgomery Ave
E Empire Ave
Byrne Park
Rowan
E Central Ave
Francis/ Lyons
N Lidgerwood St
S Sherman St
E Sharp Ave
Heath Park
E Indiana Ave
N Addison St
E Bridgeport Ave
Glass Park
E Rowan Ave
E Francis Ave
E 5th Ave
S Sprague Way
N Hamilton St
S Arthur St
E Mission Ave
E North Foothills Dr
N Nevada St
Mission Park
N Perry St
S Perry St
E 9th
N Helena St
E Illinois Ave
Hays Park
N Crestline St
E Wellesley Ave
Courtland Park
E Rowan Ave
FSI Crashes
Pedestrian
Bike
All Other Crashes
Pedestrian
Bike
High Injury Network
Proposed Bus Stops
Division BRT Route
Proposed Nodes
1/2 Mile Buffer
Schools
Hospital
Parks
0 0.13 0.25 0.5 Miles
Source: SRTC Safety Action Plan and City of Spokane.


N Waikiki Rd
N Monroe St
N Mill Rd
N Wall St
W Lyons Ave
W Cascade Way
N Country Homes Blvd
W Price Ave
W Holland Ave
N Whitworth Dr
N Hawthorne Rd
W Regina Dr
W Hastings Rd
Whitworth
Francis/
Lyons
E Lyons Ave
Lincoln/Cascade
The - Y
E Holland Ave
E Hawthorne Rd
E Hastings Rd
N Lidgerwood St
N Standard St
E Magnesium Rd
Mead
N Wandermere Rd
N Addison St
E Lincoln Rd
E Francis Ave
E Cozza Dr
N Nevada St
N Helena St
Northgate
E Farwell Rd
N Crestline St
N Crestline St
N Shady Slope Rd
E Parksmith Dr
FSI Crashes
Pedestrian
Bike
All Other Crashes
Pedestrian
Bike
High Injury Network
Proposed Bus Stops
Division BRT Route
Proposed Nodes
1/2 Mile Buffer
Schools
Hospital
Parks
0 0.13 0.25 0.5 Miles
Source: SRTC Safety Action Plan and City of Spokane.



Street Segments- Key Map

Division Street is a **major north-south route** in Spokane, serving both local and regional traffic. The street includes **multiple lanes in each direction**, with a mix of standard and turning lanes controlled by traffic lights, varying in width depending on the area. Several key intersections along the stretch between the Spokane River and E Hawthorne Road include traffic signals and pedestrian crossings. This area also has frequent **access points to businesses and residential areas**. Division Street crosses the Spokane River via a bridge, where **traffic congestion** may occur due to its proximity to Downtown and local attractions. At the north and south couplet nodes, the roads convert to one-way, Division Street going southbound and Ruby Street going northbound.

The key map above shows the location of **five prototypical sections** found along the corridor.

Street Segment 1A

OVERALL CHARACTER

- Mostly commercial uses
- Setbacks consist of mostly surface parking with some landscaped areas

STREET CHARACTER

- Buildings are typically closer to the right-of-way (ROW)
- 0'- 7' planter buffer between travel lane and sidewalk

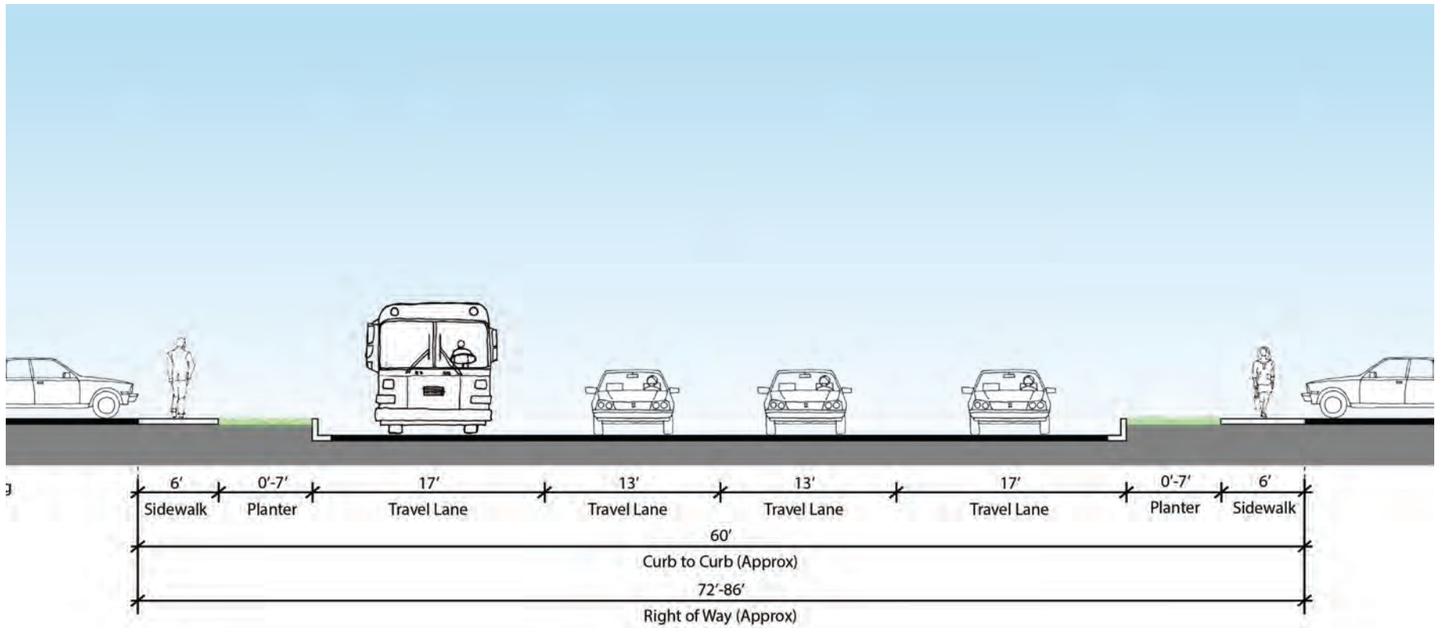
STREET SIZE AND LANES

- 72'- 86' ROW with four travel lanes
- One-way with lanes traveling southbound

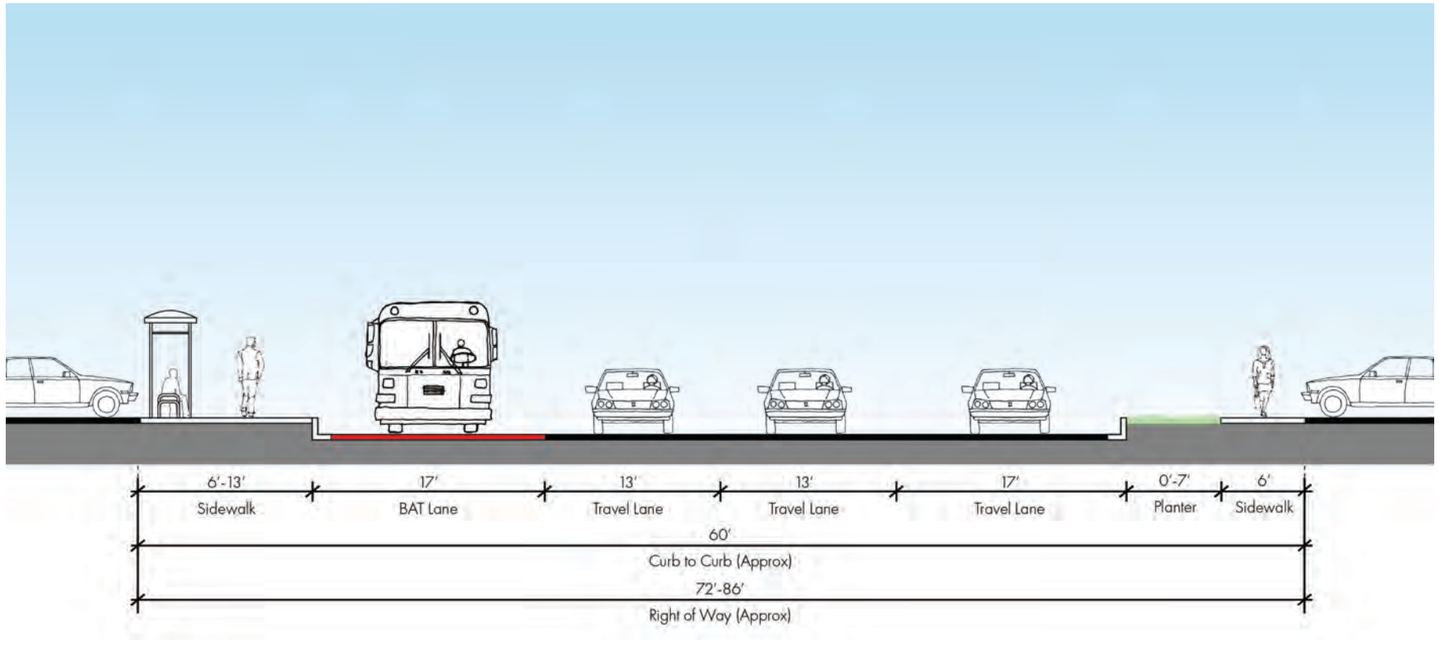
MULTI-MODAL FACILITIES

- Sidewalks:
  - Existing: 6' wide
  - Proposed BRT: 8' wide minimum at BRT stations
- Bike Lanes:
  - Existing: None
  - Proposed : Yes
- Transit:
  - Existing: Yes
  - Proposed BRT: Business Access and Transit Lane (BAT Lane)

1A. Prototypical Existing Section- Along Division St- Couplet- Looking North



1A. Proposed BRT Section- Along Division St- Couplet- Looking North



Street Segment 1B

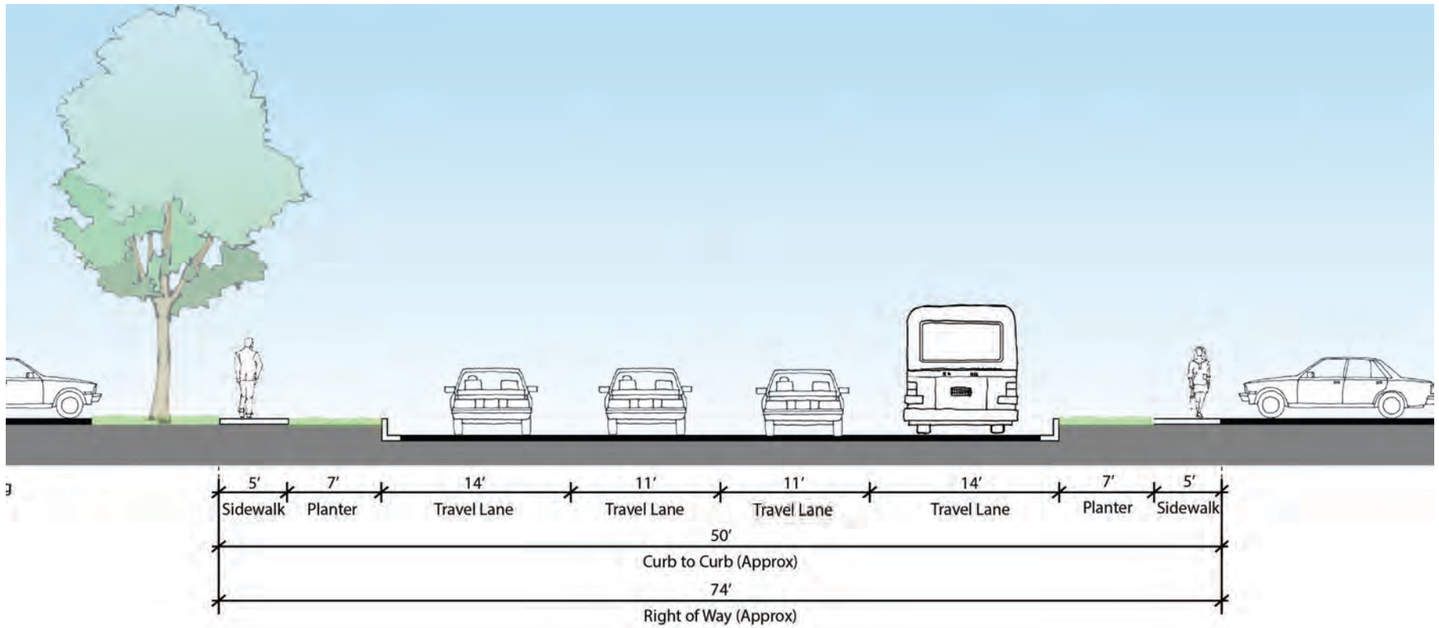
OVERALL CHARACTER
- Mostly commercial uses
- Setbacks consist of mostly surface parking with some landscaped areas

STREET CHARACTER
- Buildings are typically closer to the right-of-way (ROW)
- 7’ planter buffer between travel lane and sidewalk

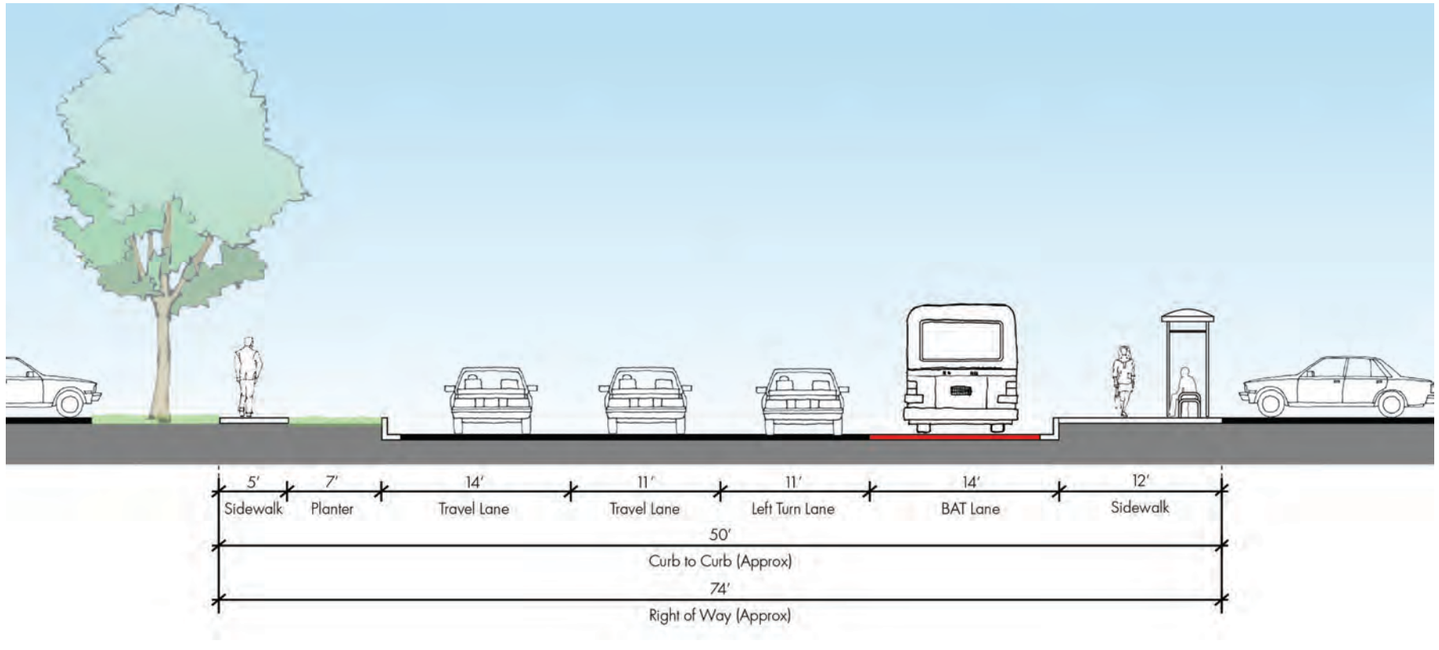
STREET SIZE AND LANES
- 74’ ROW with four travel lanes
- One-way with lanes traveling northbound

MULTI-MODAL FACILITIES
- Sidewalks:
  - Existing: 5’ wide
  - Proposed BRT: 8’ wide minimum at BRT stations
- Bike Lanes: None
  - Existing: None
  - Proposed : Yes
- Transit:
  - Existing: Yes
  - Proposed BRT: Business Access and Transit Lane (BAT Lane)

1B. Prototypical Existing Section- Couplet- Looking North



1B. Proposed BRT Section- Couplet- Looking North



Street Segment 2A

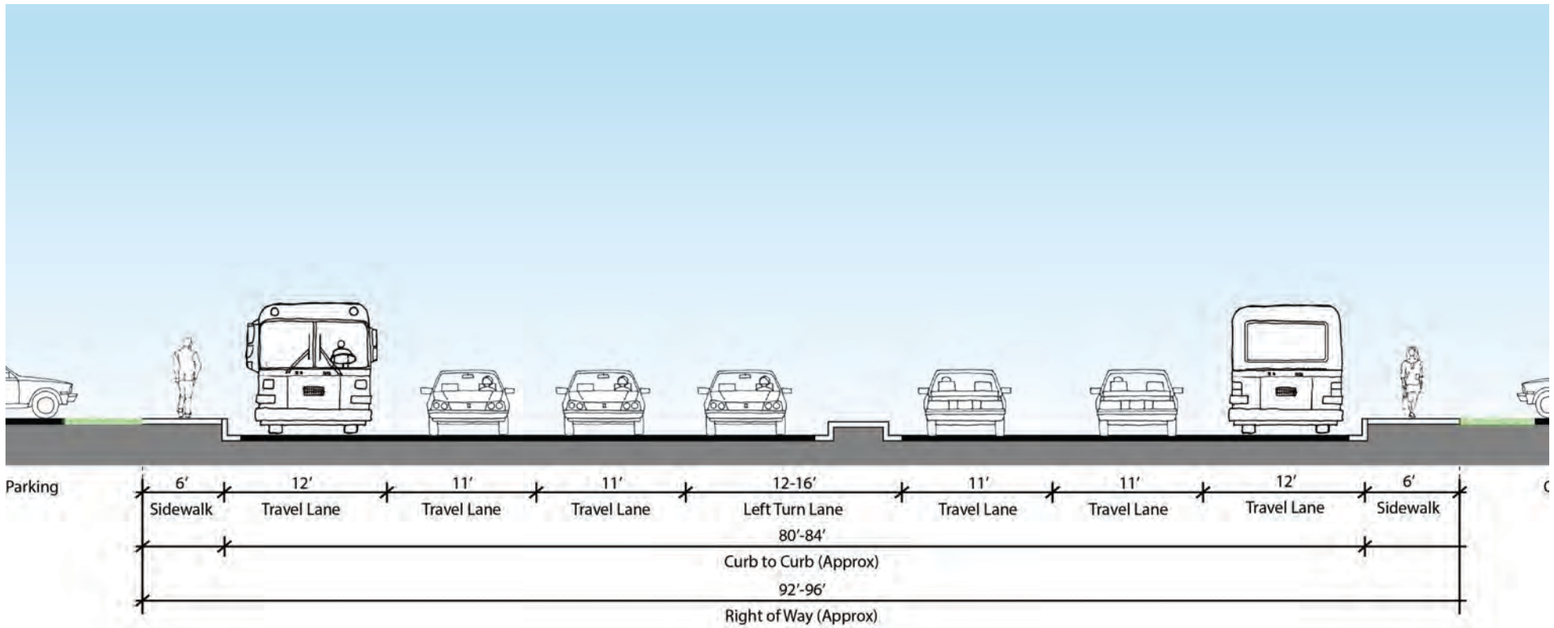
OVERALL CHARACTER
- Mostly commercial uses
- Setbacks consist of mostly surface parking

STREET CHARACTER
- Buildings are typically further from the right-of-way (ROW)
- Landscaping is limited and typically behind the sidewalks

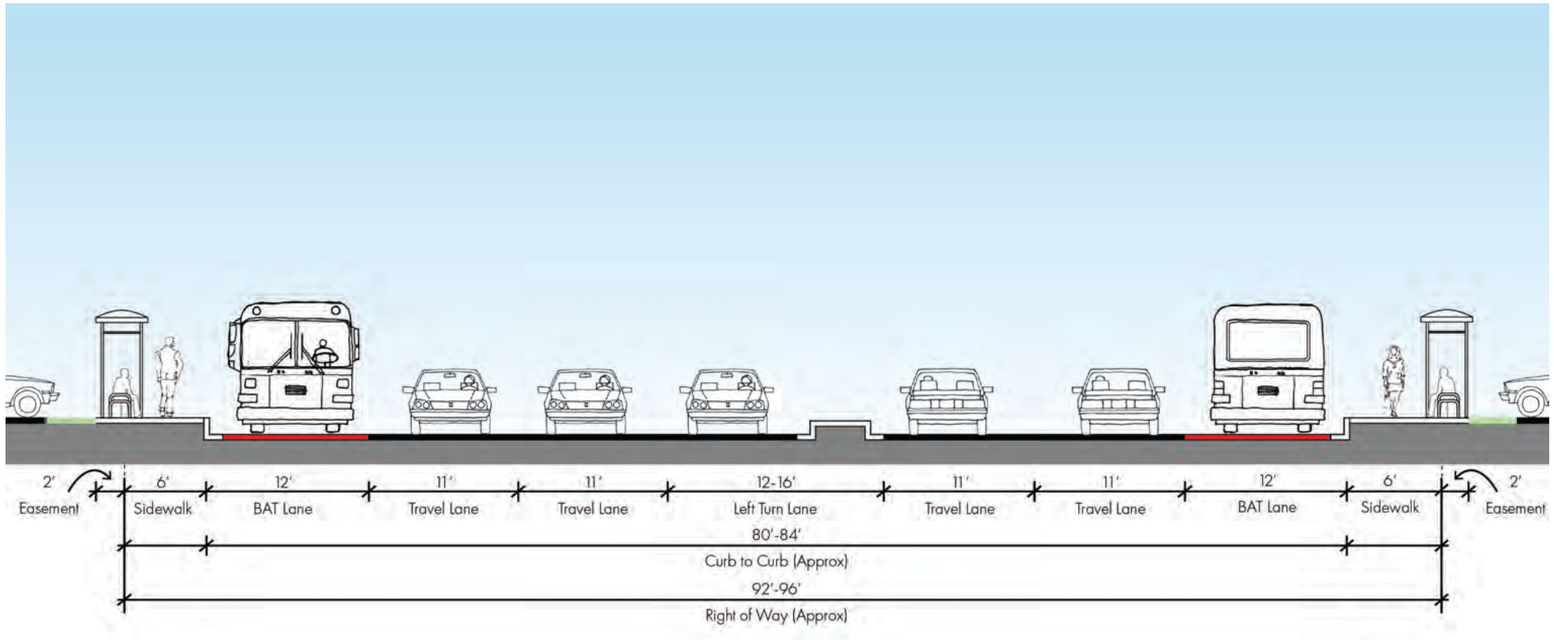
STREET SIZE AND LANES
- 92'- 96' ROW with six travel lanes and a center left-turn lane
- Bidirectional with three southbound lanes and three northbound lanes

MULTI-MODAL FACILITIES
- Sidewalks:
  - Existing: 6' wide
  - Proposed BRT: 8' wide minimum at BRT stations
- Bike Lanes: None
- Transit:
  - Existing: Yes
  - Proposed BRT: Business Access and Transit Lane (BAT Lane)

2A. Prototypical Existing Section- Along Division St- From Cleveland Ave to Country Blvd- Looking North



2A. Proposed BRT Section- Along Division St- From Cleveland Ave to Country Blvd- Looking North



Street Segment 2B

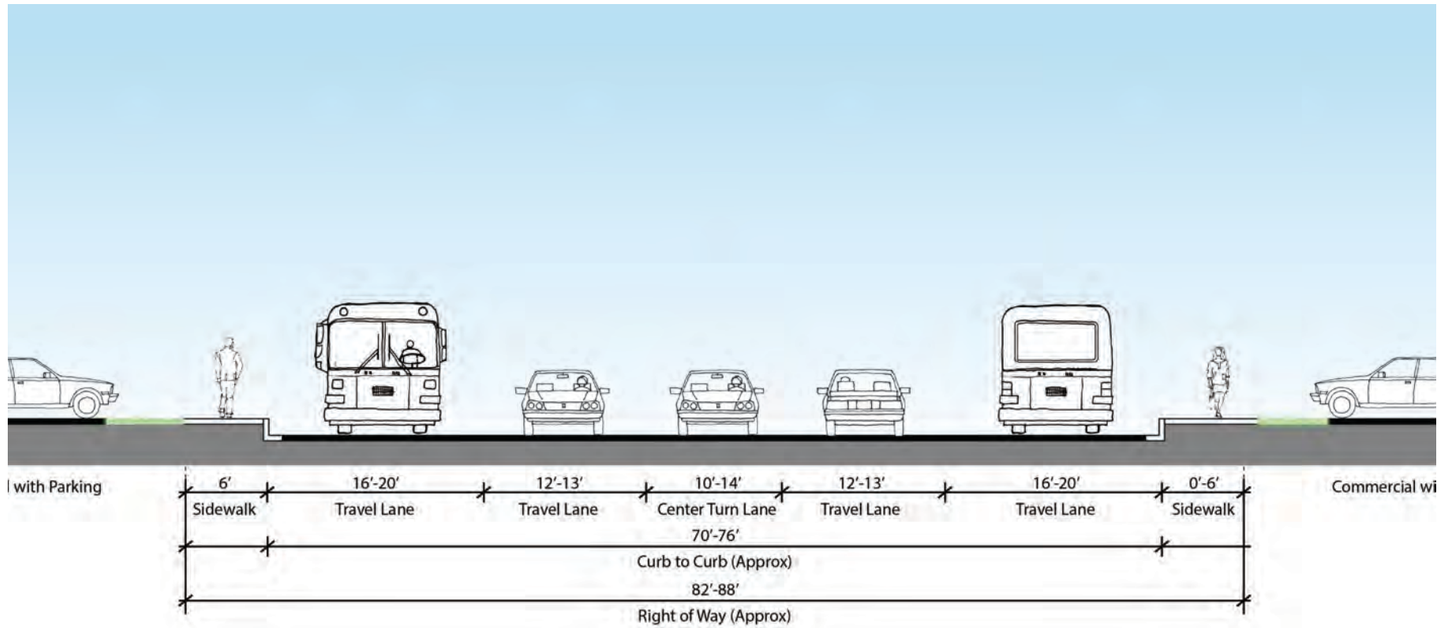
OVERALL CHARACTER
- Mostly multifamily and commercial uses
- Setbacks consist of landscaped areas and surface parking

STREET CHARACTER
- Buildings are typically closer to the right-of-way (ROW)
- Landscaping exists behind the sidewalks

STREET SIZE AND LANES
- 82'- 88' ROW with four travel lanes and a center left-turn lane
- Bidirectional with two southbound lanes and two northbound lanes

MULTI-MODAL FACILITIES
- Sidewalks:
  - Existing: 6' wide
  - Proposed BRT: 8' wide minimum at BRT stations
- Bike Lanes: None
- Transit:
  - Existing: Yes

2B. Prototypical Existing Section- Along Division St- From Country Blvd to Hastings Rd- Looking North



Street Segment 2C

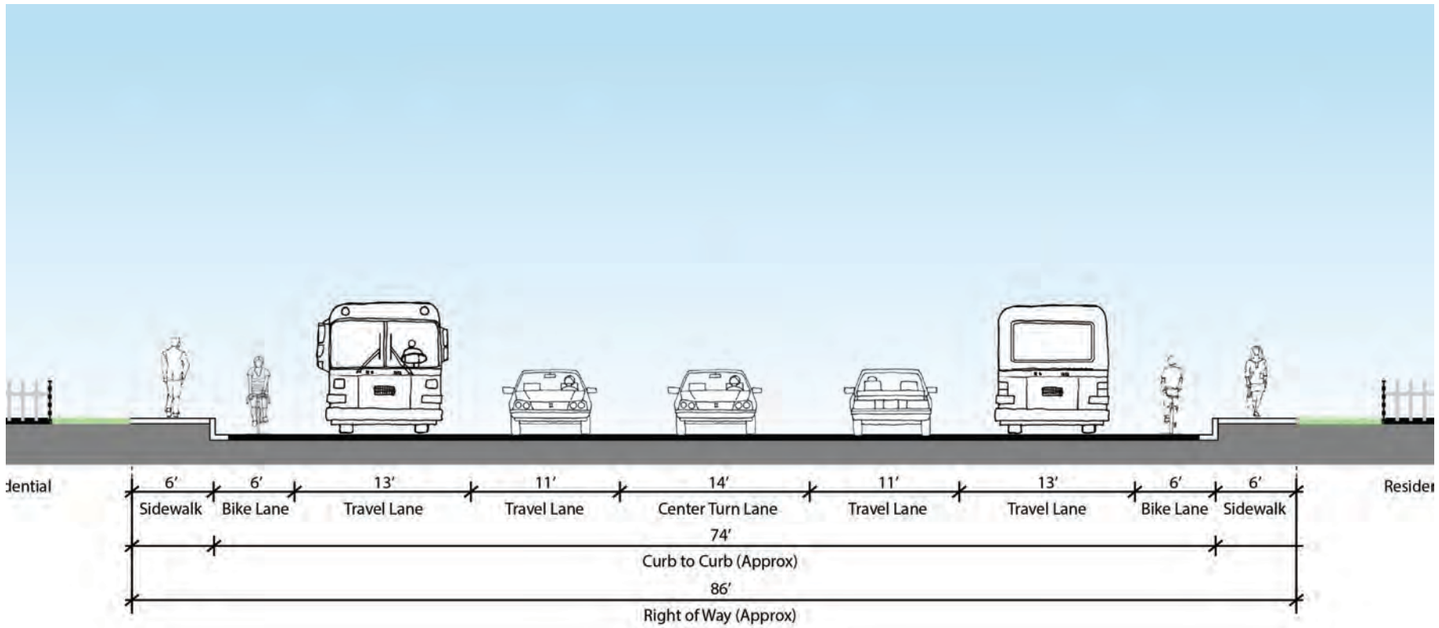
OVERALL CHARACTER
- Mostly single-family and multifamily uses
- Setbacks consist landscaped areas

STREET CHARACTER
- Buildings are typically closer to the right-of-way (ROW)
- Landscaping exists behind the sidewalks

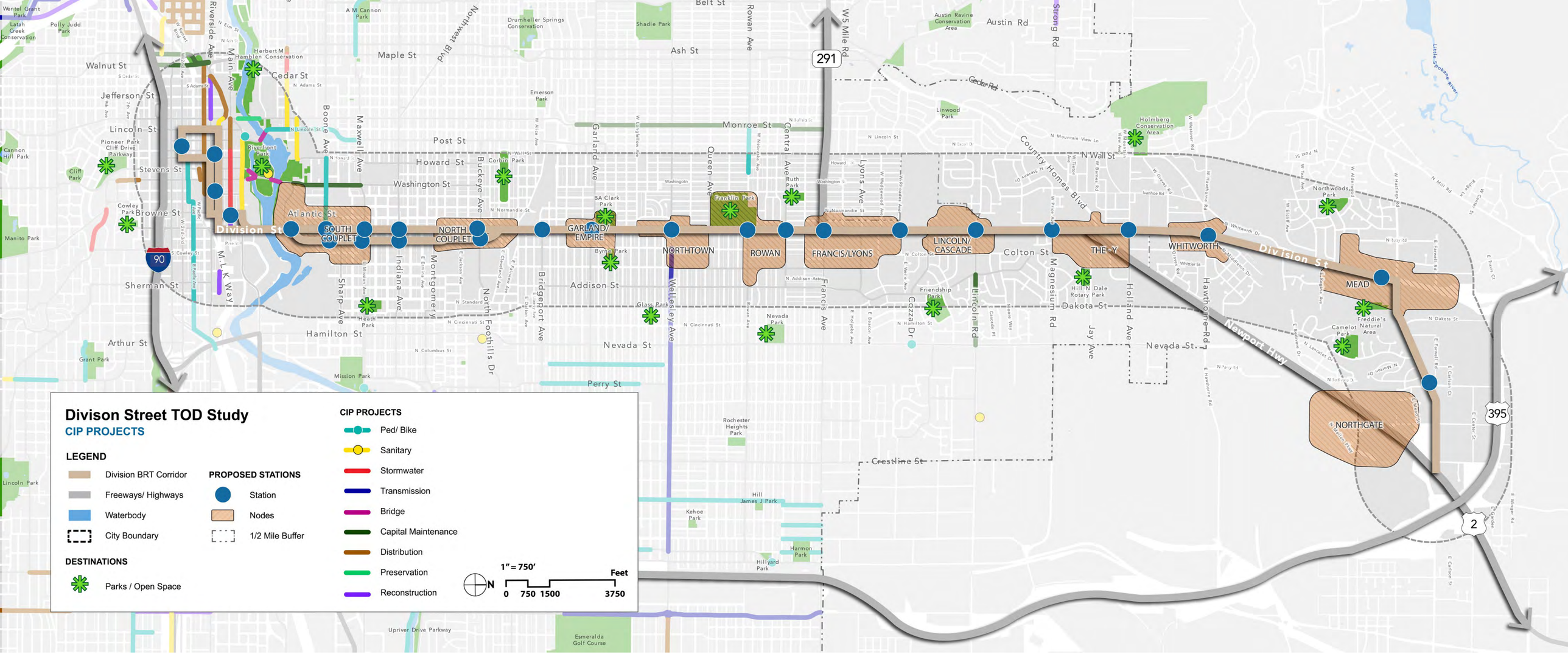
STREET SIZE AND LANES
- 86’ ROW with four travel lanes and a center left-turn lane
- Bidirectional with two southbound lanes and two northbound lanes

MULTI-MODAL FACILITIES
- Sidewalks:
  - Existing: 6’ wide
  - Proposed BRT: 8’ wide minimum at BRT stations
- Bike Lanes: 6’ wide Class II Bike Lane
- Transit:
  - Existing: Yes

2C. Prototypical Existing Section- Along Hastings Rd- From Division St to Newport Hwy- Looking North



6 Infrastructure Analysis



CIP Infrastructure Projects

The **Division corridor**, located north of the Spokane River, is generally **well-served** by water and sewer **utilities**, with no significant issues identified at this time. However, a large portion of the corridor drains into the Cochran Basin stormwater system. In response to the challenges posed by climate change, ongoing efforts are focused on evaluating and **improving stormwater management** within these basins to mitigate potential impacts on downstream facilities and enhance overall system resilience.

Many of the planned Capital Improvement Projects (CIP) are **concentrated** in the **Downtown area**. While several projects are also planned within the buffer area, the most common types include pedestrian and bike projects, sanitary projects, and distribution projects.

7 TOD Node Selection Matrix

DIVISION STREET TOD- Preliminary Node Selection Criteria

High Medium Low

Categories	South Couplet	North Couplet	Garland/ Empire	Northtown	Rowan	Francis/ Lyons	Lincoln/ Cascade	The- Y	Whitworth	Mead	Northgate
DIVISION CONNECTS											
Social Vulnerability Index *High Displacement (Low 0.0 - High 1.0)*	High (.82)	High (.61)	High (.64)	High (.64)	High (.67)	High (.70)	High (.67)	High (.65)	Moderate (.60)	High (.67)	
Transformation Potential *Approximate Acres*	4 acres	16 acres	14 acres	9 acres	10 acres	23 acres	20 acres	25 acres	8 acres	45 acres	
Vehicle Miles Traveled (VMT) *Impact Level in Improving Air Quality* *2019 VMT / 2045 with TOD VMT*	Moderate 27.1 / 22.8	High 44.1 / 29.4	Moderate 18.1 / 22.8	Moderate 48.3 / 40.9	Low 26.7 / 25.8	Worse 24.7 / 25.5	Moderate 40.9 / 36.1	Moderate 36.9 / 33.2	Worse 21.5 / 22.5	Moderate 52.4 / 38.9	
POLICY FRAMEWORK											
Existing Land Use											
Suitable for TOD *Land Use Categories Analyzed for TOD Feasibility (Downtown General, General Commercial, Center & Corridor Type 2, Regional Commercial, Mixed Use)*											
Zoning											
Suitable for TOD *Zoning Categories Analyzed for TOD Feasibility (Downtown, Center & Corridor core Area, General Commercial)*											
Key Destinations/ Amenities											
Local Serving Retail											
Major Employers											
Educational Institutions											
Health Centers											
Parks and Open Space											

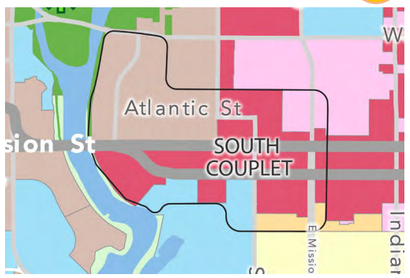
TOD Node Selection Matrix

- The TOD Node Selection Matrix is comprised of parameters outlined in the **DivisionConnects** study as well as the topics covered in this Existing Conditions Report. It will be used to **develop TOD design concepts** and will serve as selection criteria for the further study of specific nodes. The following slide show the remaining matrix categories.

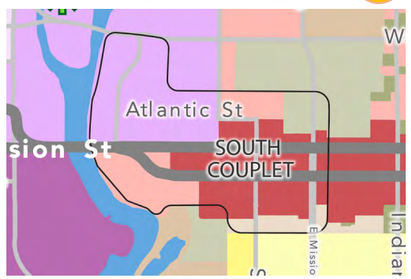
PHYSICAL ANALYSIS											
Development Potential											
Vacant & Redevelopable Potential *Share of vacant land and land with less than 1:1 improvement to land value ratio*											
Parcel Size *Larger parcels present higher potential*											
Clustered Land Ownership *Public land ownership & contiguous private ownership*											
Development Activity *New commercial construction in the last 10 years (2015-2024)*											
Market Strength *Average asking rents for multifamily apartments*											
Tree Canopy											
Impervious Surface											
ECONOMICS ANALYSIS											
Demographics											
Population Density *Higher density indicates higher TOD potential*											
Transit-Dependency *Percent share of autoless households, commuting to work by transit, low-income population, population with disabilities, and age groups at risk such as elderly and youth*											
Employment Density *Higher density indicates higher TOD potential*											
Housing Unit Density *Higher density indicates higher TOD potential*											
ACTIVE TRANSPORTATION MOBILITY											
Built-Out Sidewalk Network											
Existing and Planned Bike Network and Pedestrian Crossing Enhancements											
Low Level of Stress Bike Network Access											
Transit Connectivity											
Boardings/ Alighting Ranking											
High Injury Network Intersects Node *Opportunity to provide safety enhancements with Node Development*											
INFRASTRUCTURE CAPACITY											
Proposed CIP Infrastructure Projects											
COMMUNITY ENGAGEMENT											
CAC/ TAC Input											
Community Feedback											
OVERALL RATING											

South Couplet Node

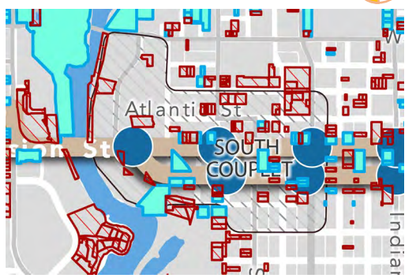
Existing Land Use



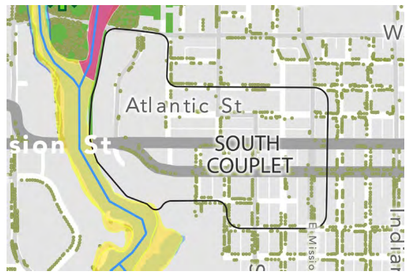
Existing Zoning



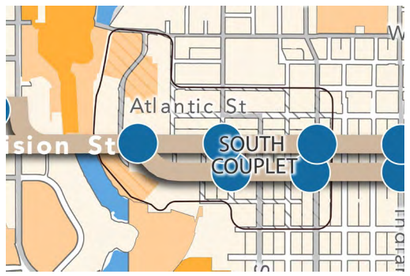
Vacant & Redevelopable Land



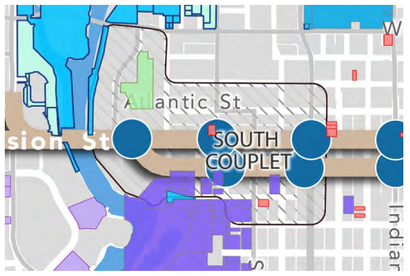
Environmental Considerations



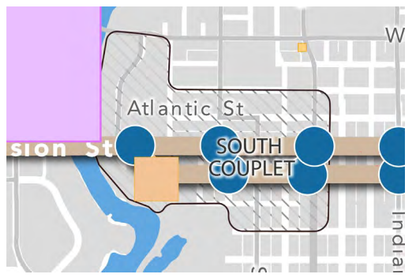
Parcel Size



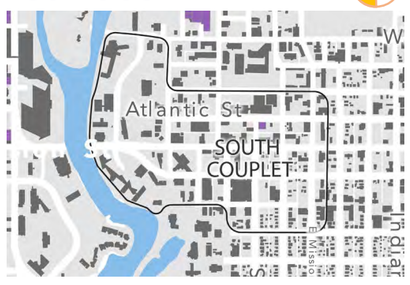
Major Land Ownership



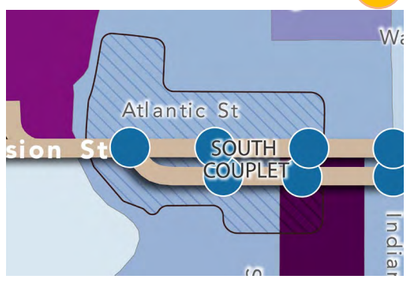
Development Activity



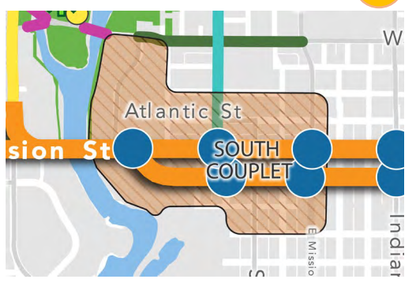
Impervious Surface



Transit- Dependent Communities



CIP- Infrastructure



High
Value= 1

Medium
Value= .5

Low
Value= 0

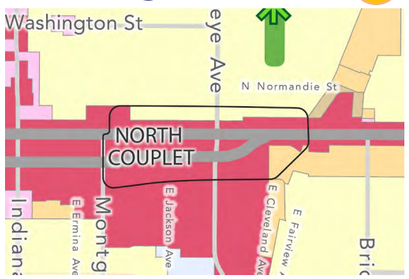
Overall Rating: 18/30

Other Node Selection Criteria

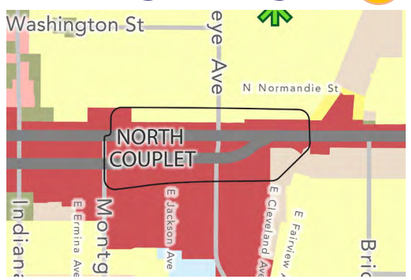
Local Serving Retail	●
Major Employers	●
Educational Institutions	●
Health Centers	○
Parks and Open Space	●
Market Strength	●
Population Density	●
Employment Density	●
Housing Unit Density	○
Built-Out Sidewalk Network	●
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	◐
Low Level of Stress Bike Network Access	○
Transit Connectivity	◐
Boardings/ Alighting	●
High Injury Network Intersects Node	Y

North Couplet Node

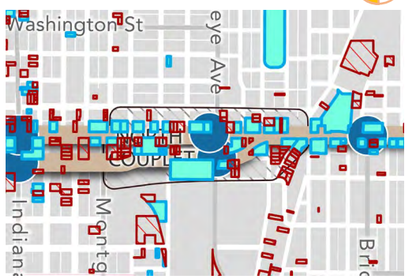
Existing Land Use



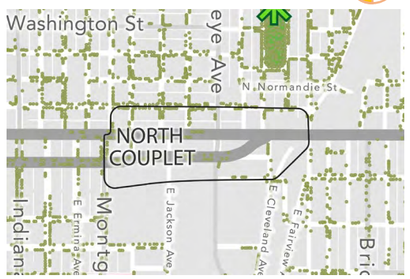
Existing Zoning



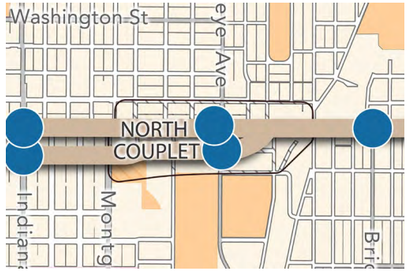
Vacant & Redevelopable Land



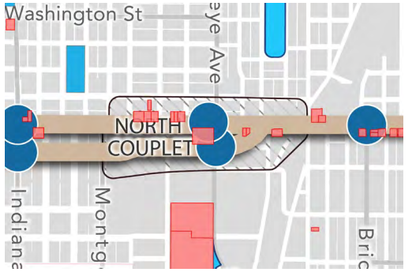
Environmental Considerations



Parcel Size

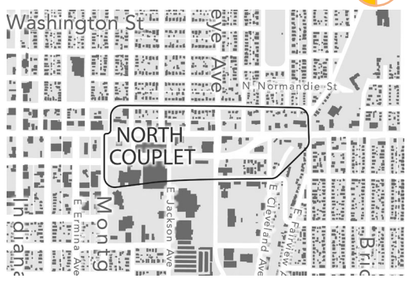


Major Land Ownership

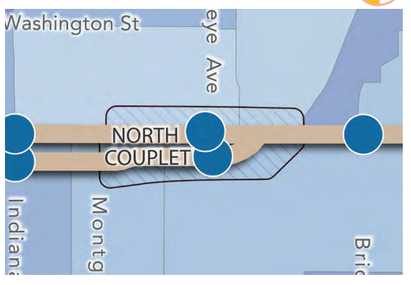


Development Activity

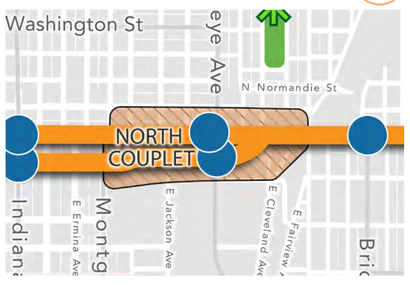
Impervious Surface



Transit- Dependent Communities



CIP- Infrastructure



High
Value= 1

Medium
Value= .5

Low
Value= 0

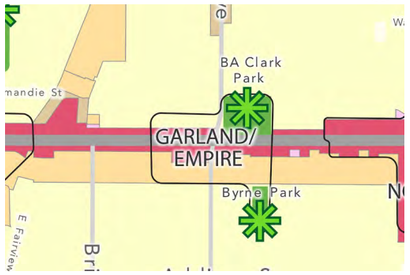
Overall Rating: 12/30

Other Node Selection Criteria

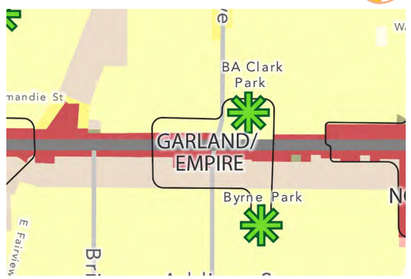
Local Serving Retail	●
Major Employers	◑
Educational Institutions	◑
Health Centers	○
Parks and Open Space	◑
Market Strength	◑
Population Density	●
Employment Density	○
Housing Unit Density	○
Built-Out Sidewalk Network	●
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	◑
Low Level of Stress Bike Network Access	○
Transit Connectivity	◑
Boardings/ Alighting	●
High Injury Network Intersects Node	Y

Garland/ Empire Node

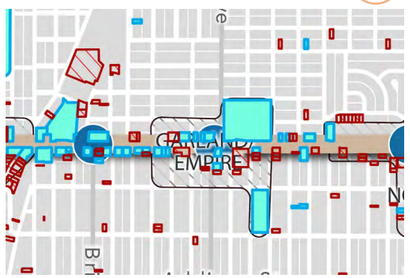
Existing Land Use



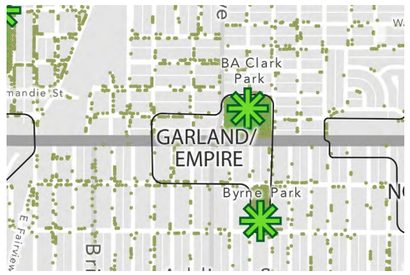
Existing Zoning



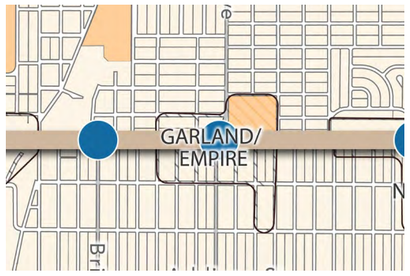
Vacant & Redevelopable Land



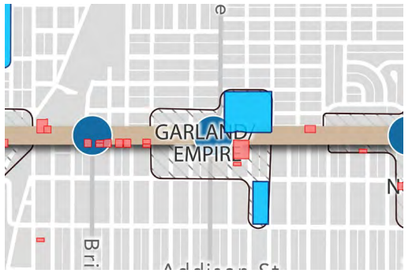
Environmental Considerations



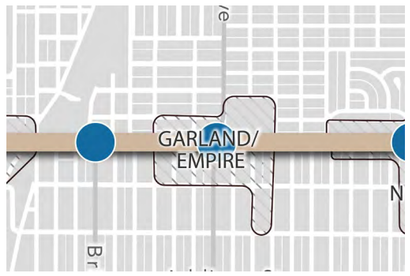
Parcel Size



Major Land Ownership

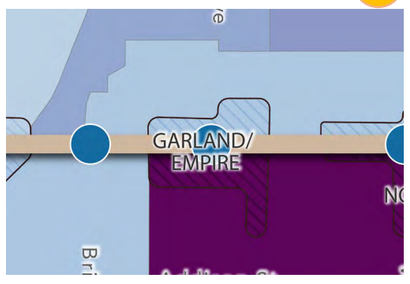


Development Activity

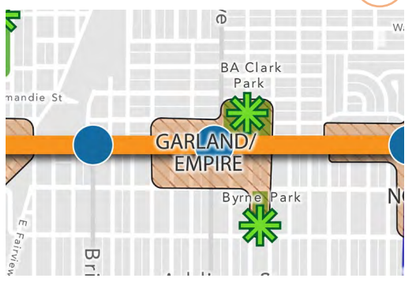


Impervious Surface

Transit- Dependent Communities



CIP- Infrastructure



High Value= 1

Medium Value= .5

Low Value= 0

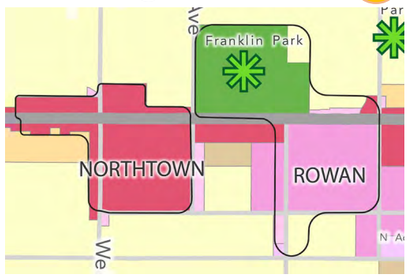
Overall Rating: 10.5/30

Other Node Selection Criteria

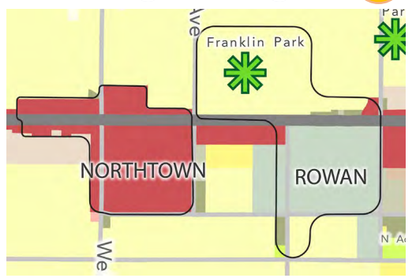
Local Serving Retail	●
Major Employers	◑
Educational Institutions	◑
Health Centers	○
Parks and Open Space	●
Market Strength	○
Population Density	●
Employment Density	○
Housing Unit Density	○
Built-Out Sidewalk Network	●
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	◑
Low Level of Stress Bike Network Access	○
Transit Connectivity	◑
Boardings/ Alighting	○
High Injury Network Intersects Node	Y

Northtown Node

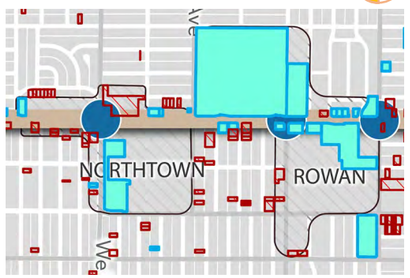
Existing Land Use



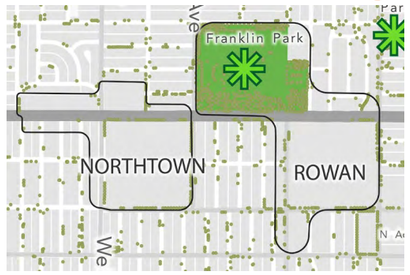
Existing Zoning



Vacant & Redevelopable Land

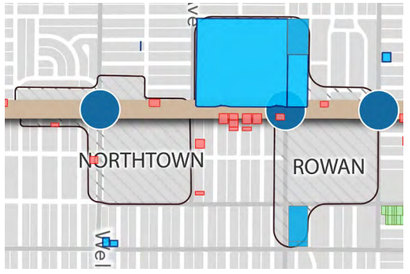


Environmental Considerations

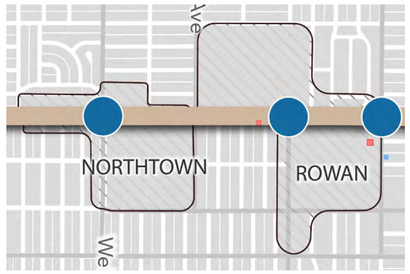


Parcel Size

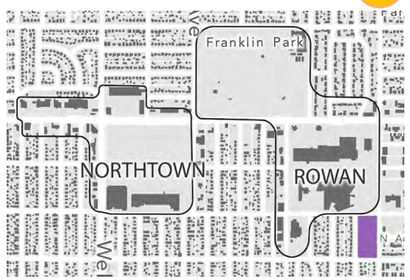
Major Land Ownership



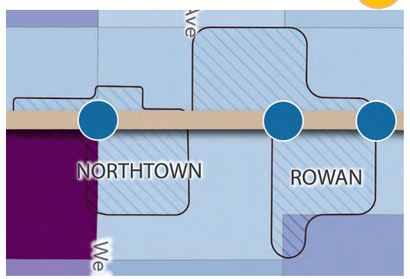
Development Activity



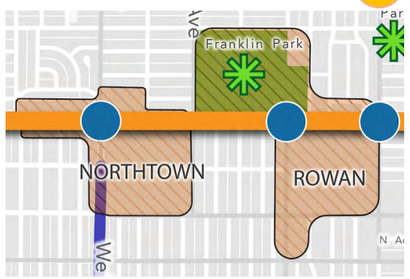
Impervious Surface



Transit- Dependent Communities



CIP- Infrastructure



- High Value= 1
- Medium Value= .5
- Low Value= 0

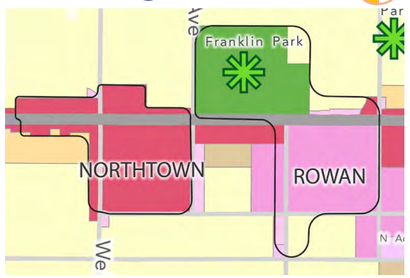
Overall Rating: 15.5/30

Other Node Selection Criteria

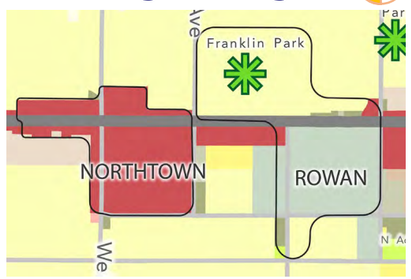
Local Serving Retail	●
Major Employers	●
Educational Institutions	◑
Health Centers	○
Parks and Open Space	◑
Market Strength	○
Population Density	●
Employment Density	◑
Housing Unit Density	◑
Built-Out Sidewalk Network	●
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	●
Low Level of Stress Bike Network Access	○
Transit Connectivity	●
Boardings/ Alighting	●
High Injury Network Intersects Node	Y

Rowan Node

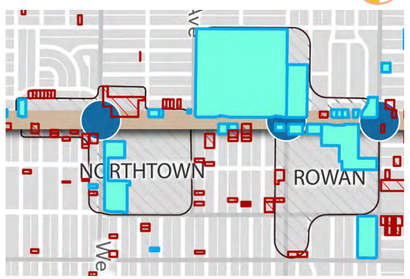
Existing Land Use



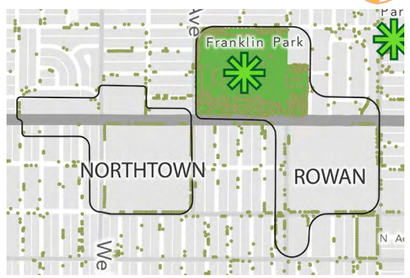
Existing Zoning



Vacant & Redevelopable Land

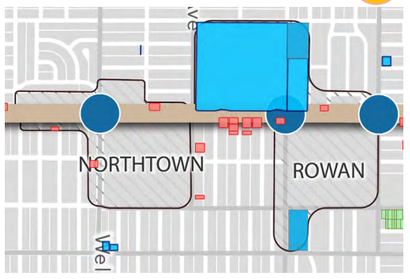


Environmental Considerations

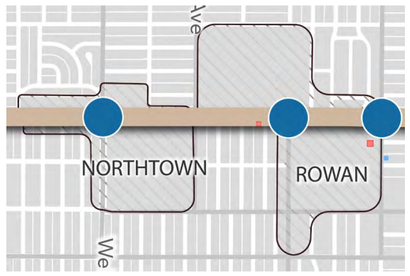


Parcel Size

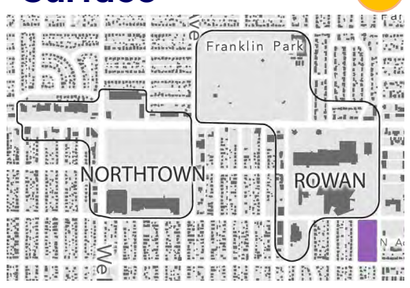
Major Land Ownership



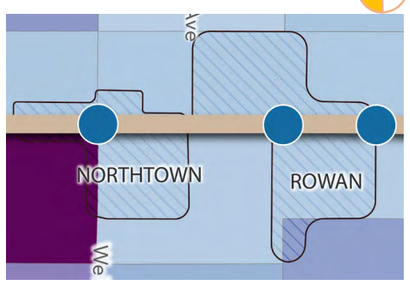
Development Activity



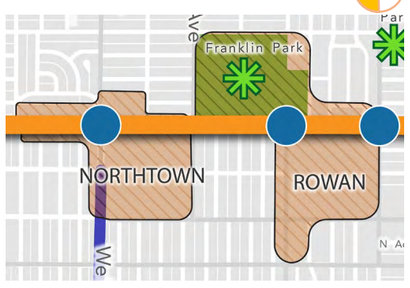
Impervious Surface



Transit- Dependent Communities



CIP- Infrastructure



- High Value= 1
- Medium Value= .5
- Low Value= 0

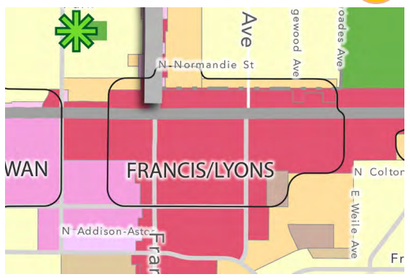
Overall Rating: 17/30

Other Node Selection Criteria

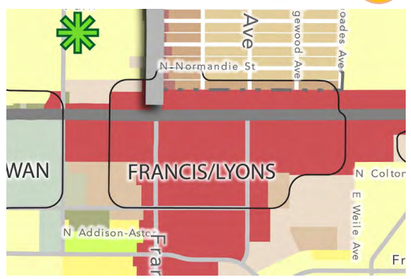
Local Serving Retail	●
Major Employers	●
Educational Institutions	●
Health Centers	●
Parks and Open Space	●
Market Strength	○
Population Density	●
Employment Density	●
Housing Unit Density	◐
Built-Out Sidewalk Network	●
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	●
Low Level of Stress Bike Network Access	◐
Transit Connectivity	●
Boardings/ Alighting	◐
High Injury Network Intersects Node	N

Francis/ Lyon Node

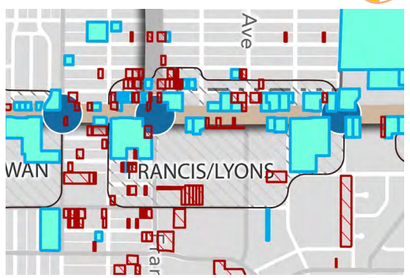
Existing Land Use



Existing Zoning

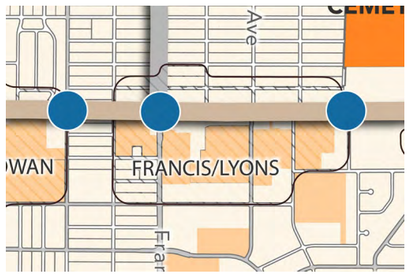


Vacant & Redevelopable Land

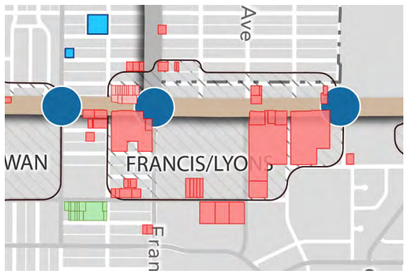


Environmental Considerations

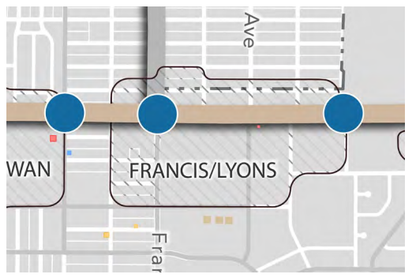
Parcel Size



Major Land Ownership

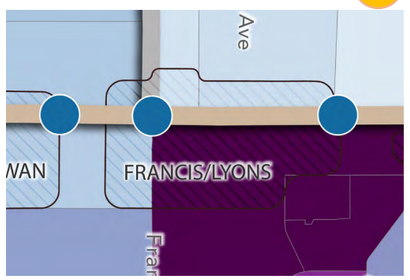


Development Activity



Impervious Surface

Transit- Dependent Communities



CIP- Infrastructure

- High Value= 1
- Medium Value= .5
- Low Value= 0

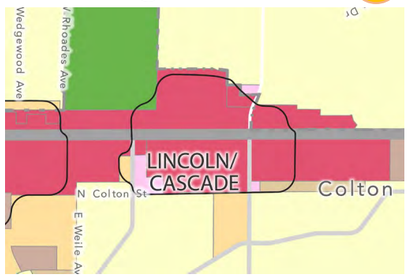
Overall Rating: 15/30

Other Node Selection Criteria

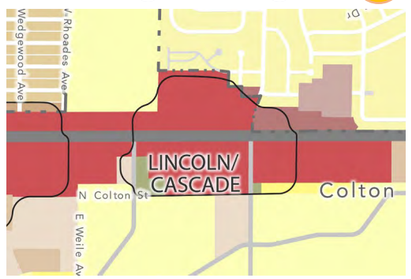
Local Serving Retail	●
Major Employers	◐
Educational Institutions	○
Health Centers	●
Parks and Open Space	○
Market Strength	●
Population Density	●
Employment Density	◐
Housing Unit Density	◐
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	●
Low Level of Stress Bike Network Access	◐
Transit Connectivity	◐
Boardings/ Alighting	●
High Injury Network Intersects Node	Y

Lincoln/ Cascade Node

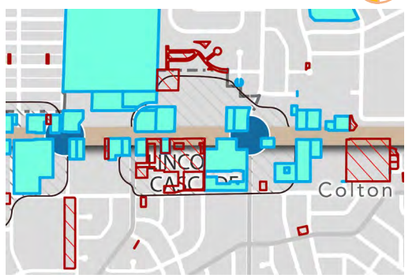
Existing Land Use



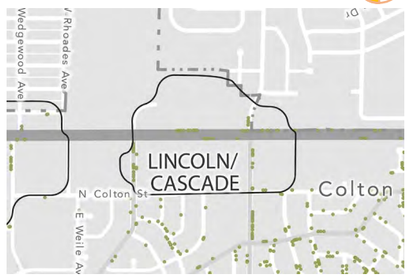
Existing Zoning



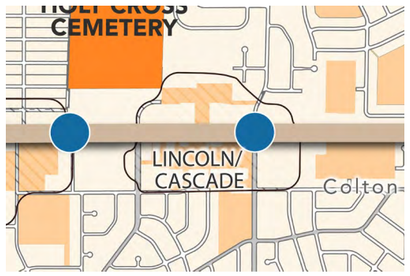
Vacant & Redevelopable Land



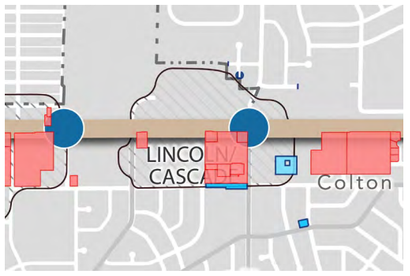
Environmental Considerations



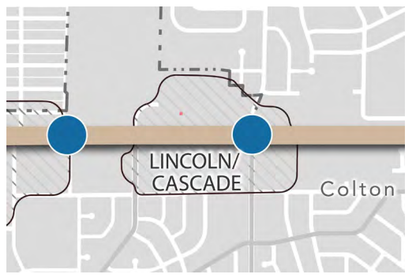
Parcel Size



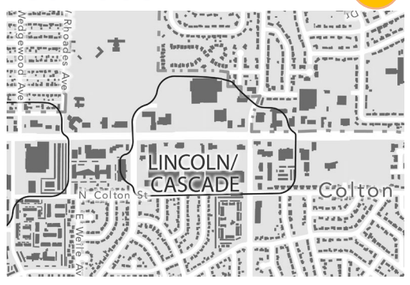
Major Land Ownership



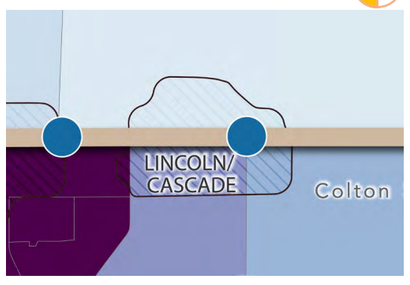
Development Activity



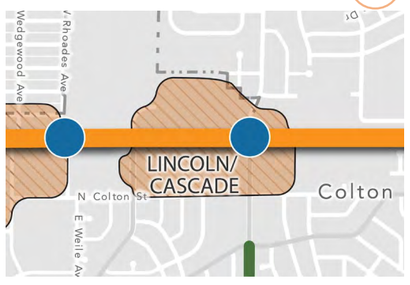
Impervious Surface



Transit- Dependent Communities



CIP- Infrastructure



- High Value= 1
- Medium Value= .5
- Low Value= 0

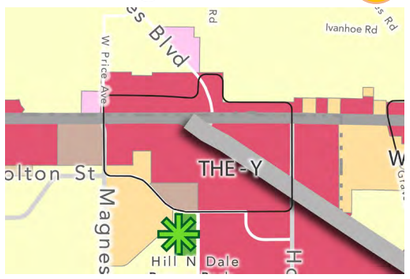
Overall Rating: 12/30

Other Node Selection Criteria

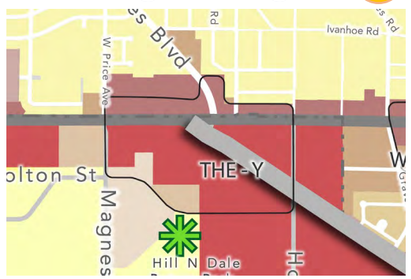
Local Serving Retail	●
Major Employers	◑
Educational Institutions	◑
Health Centers	●
Parks and Open Space	○
Market Strength	◑
Population Density	◑
Employment Density	◑
Housing Unit Density	●
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	◑
Low Level of Stress Bike Network Access	○
Transit Connectivity	◑
Boardings/ Alighting	○
High Injury Network Intersects Node	Y

The Y Node

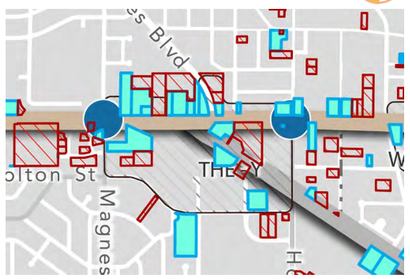
Existing Land Use



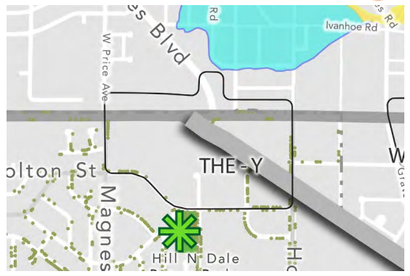
Existing Zoning



Vacant & Redevelopable Land



Environmental Considerations



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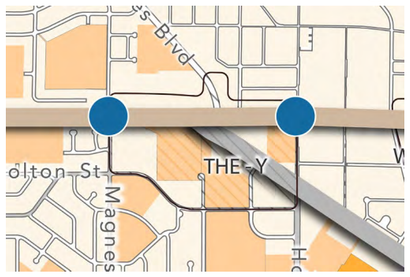
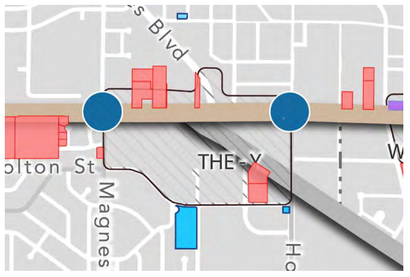


Major Land Ownership



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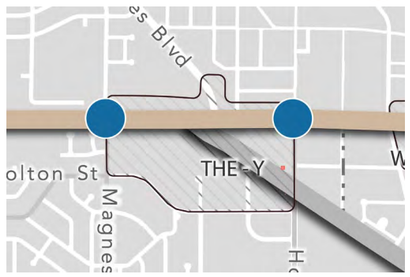

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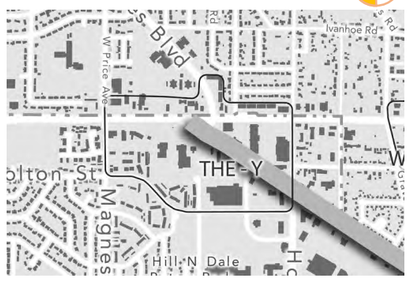
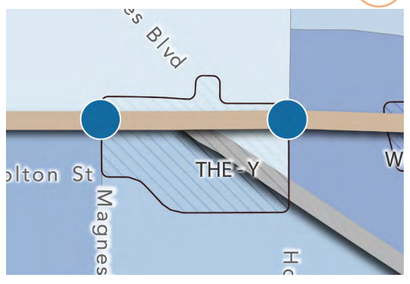


Transit- Dependent Communities



CIP- Infrastructure

High
Value= 1

Medium
Value= .5

Low
Value= 0

Overall Rating: 12.5/30

Other Node Selection Criteria

Local Serving Retail	●
Major Employers	●
Educational Institutions	●
Health Centers	●
Parks and Open Space	◑
Market Strength	◑
Population Density	◑
Employment Density	◑
Housing Unit Density	●
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	○
Low Level of Stress Bike Network Access	○
Transit Connectivity	◑
Boardings/ Alighting	◑
High Injury Network Intersects Node	N

Whitworth Node

Existing Land Use

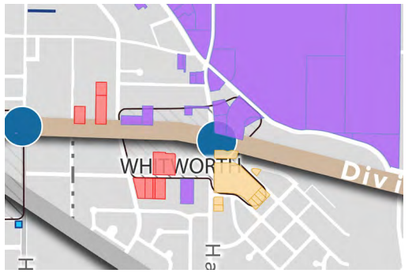
Existing Zoning

Vacant & Redevelopable Land

Environmental Considerations

Parcel Size

Major Land Ownership



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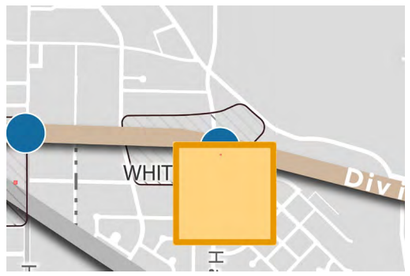

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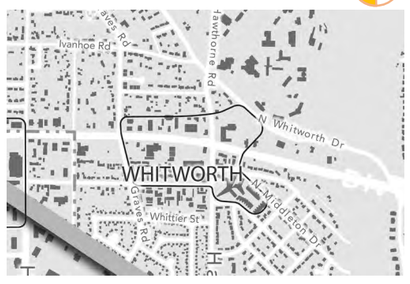
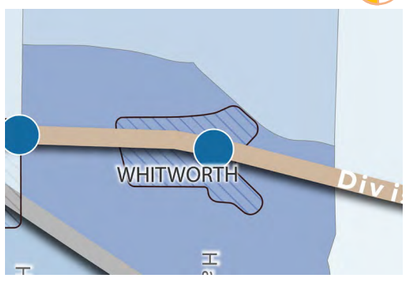


Transit- Dependent Communities



CIP- Infrastructure

- High Value= 1
- Medium Value= .5
- Low Value= 0

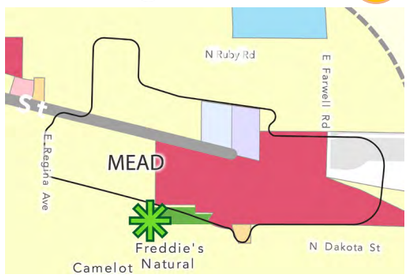
Overall Rating: 10.5/30

Other Node Selection Criteria

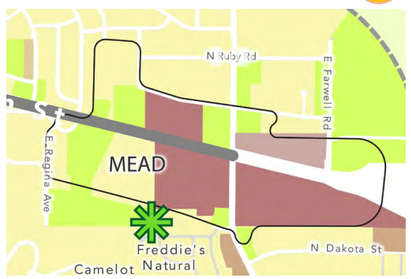
Local Serving Retail	●
Major Employers	◐
Educational Institutions	●
Health Centers	○
Parks and Open Space	○
Market Strength	◐
Population Density	○
Employment Density	○
Housing Unit Density	●
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	◐
Low Level of Stress Bike Network Access	○
Transit Connectivity	◐
Boardings/ Alighting	○
High Injury Network Intersects Node	Y

Mead Node

Existing Land Use

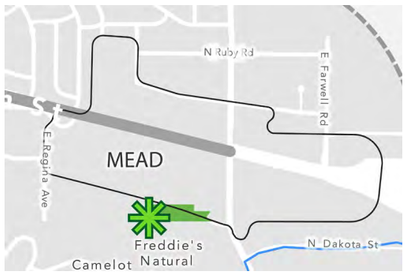


Existing Zoning



Vacant & Redevelopable Land

Environmental Considerations



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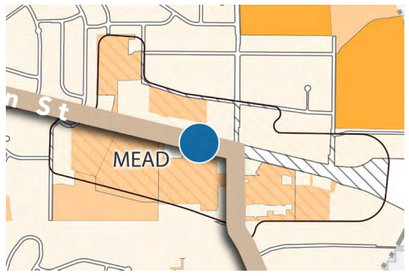
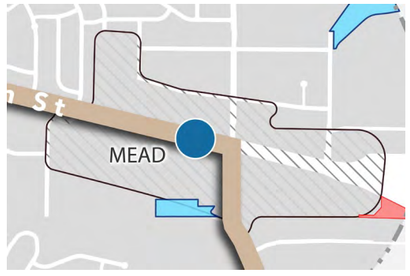


Major Land Ownership



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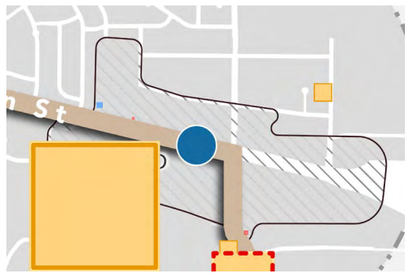
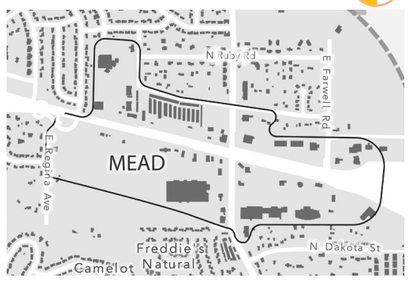


Impervious Surface



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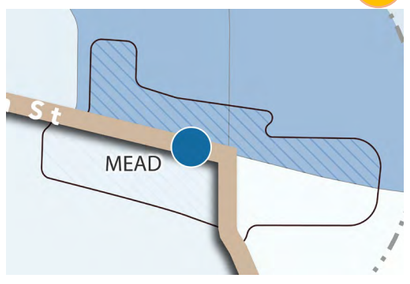
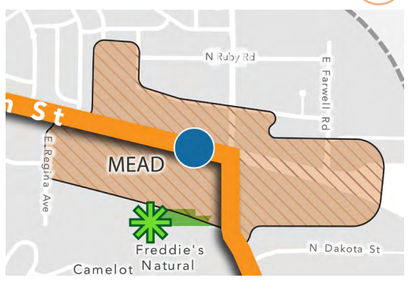


CIP- Infrastructure



High
Value= 1

Medium
Value= .5

Low
Value= 0

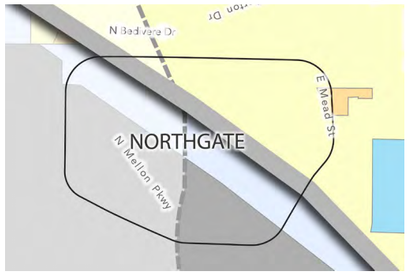
Overall Rating: 11.5/30

Other Node Selection Criteria

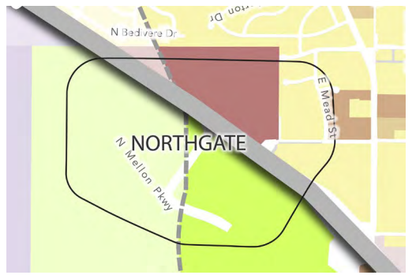
Local Serving Retail	●
Major Employers	●
Educational Institutions	○
Health Centers	○
Parks and Open Space	●
Market Strength	◑
Population Density	○
Employment Density	○
Housing Unit Density	●
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	○
Low Level of Stress Bike Network Access	○
Transit Connectivity	◑
Boardings/ Alighting	●
High Injury Network Intersects Node	Y

Northgate

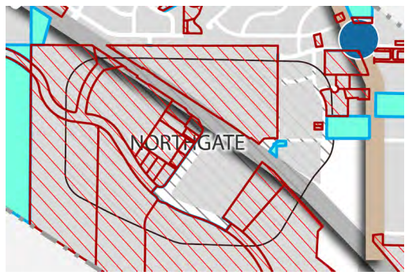
Existing Land Use



Existing Zoning



Vacant & Redevelopable Land



Environmental Considerations

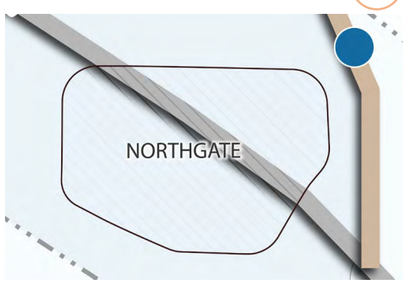
Parcel Size

Major Land Ownership

Development Activity

Impervious Surface

Transit- Dependent Communities



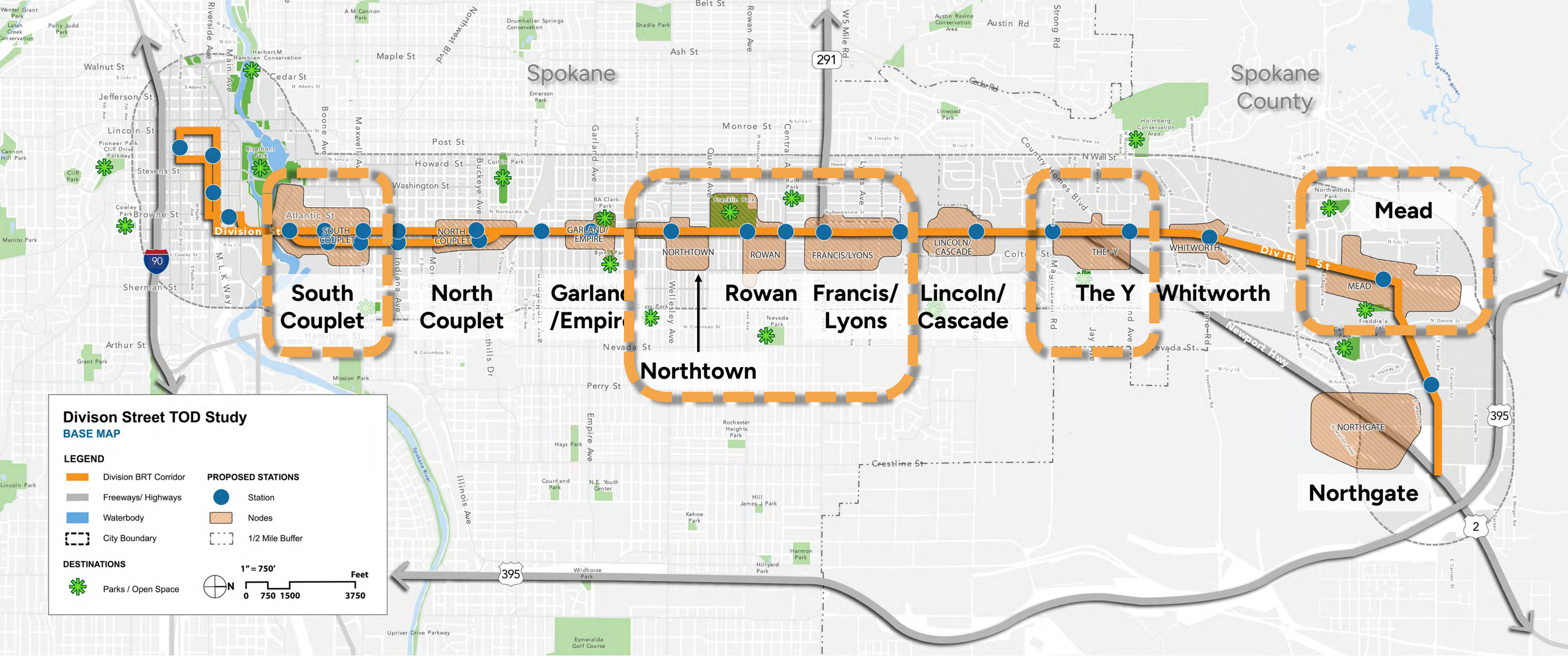
CIP- Infrastructure

- High Value= 1
- Medium Value= .5
- Low Value= 0

Overall Rating: 9.5/30

Other Node Selection Criteria

Local Serving Retail	●
Major Employers	●
Educational Institutions	○
Health Centers	○
Parks and Open Space	○
Market Strength	○
Population Density	○
Employment Density	○
Housing Unit Density	◑
Built-Out Sidewalk Network	○
Existing & Planned Bike Network & Pedestrian Crossing Enhancements	○
Low Level of Stress Bike Network Access	○
Transit Connectivity	○
Boardings/ Alighting	○
High Injury Network Intersects Node	Y



Project Area - Nodes

DIVISION STREET TOD- Preliminary Node Selection Criteria											
	High (Value=1)			Medium (Value=.5)			Low (Value=0)				
	City of Spokane							Spokane County			
Categories	South Couplet	North Couplet	Garland/ Empire	Northtown	Rowan	Francis/ Lyons	Lincoln/ Cascade	The- Y	Whitworth	Mead	Northgate
OVERALL RATING	18/30	12/30	10.5/30	15.5/30	17/30	15/30	12/30	12.5/30	10.5/30	11.5/30	9.5/30

8 Acknowledgements

Acknowledgments

City of Spokane

Colin Quinn-Hurst, Planner

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Mike Tresidder, Senior Transit Planner

Brian Jennings, Deputy Director of Community Development

Washington State Department of Transportation

Char Kay, PE/AICP, WSDOT Eastern Region Administrator

Spokane Regional Transportation Council

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Megan Grzybowski, Project Associate

Kittelson & Associates, Inc.

Wende Wilber, Senior Principal Planner

Leland Consulting Group

Chris Zahas, Managing Principal

David Fiske, Associate

Daria Pugacheva, Senior Urban Development Analyst

9 Appendices

Division Street TOD

CITY OF SPOKANE

Plan and Policy Review Document – Appendix A

January 2025

www.migcom.com

Introduction

This report evaluates the regulatory framework established through corridor-related planning documents, Comprehensive Plan designations and zoning districts in the project site area (**Figure 1**), which includes areas within one-half mile surrounding the proposed stations along Division Street.

The Division Connects Project identified potential future bus rapid transit (BRT) stations located along Division Street. That project further organized stations into a series of nodes, or areas that could support transit-oriented development.

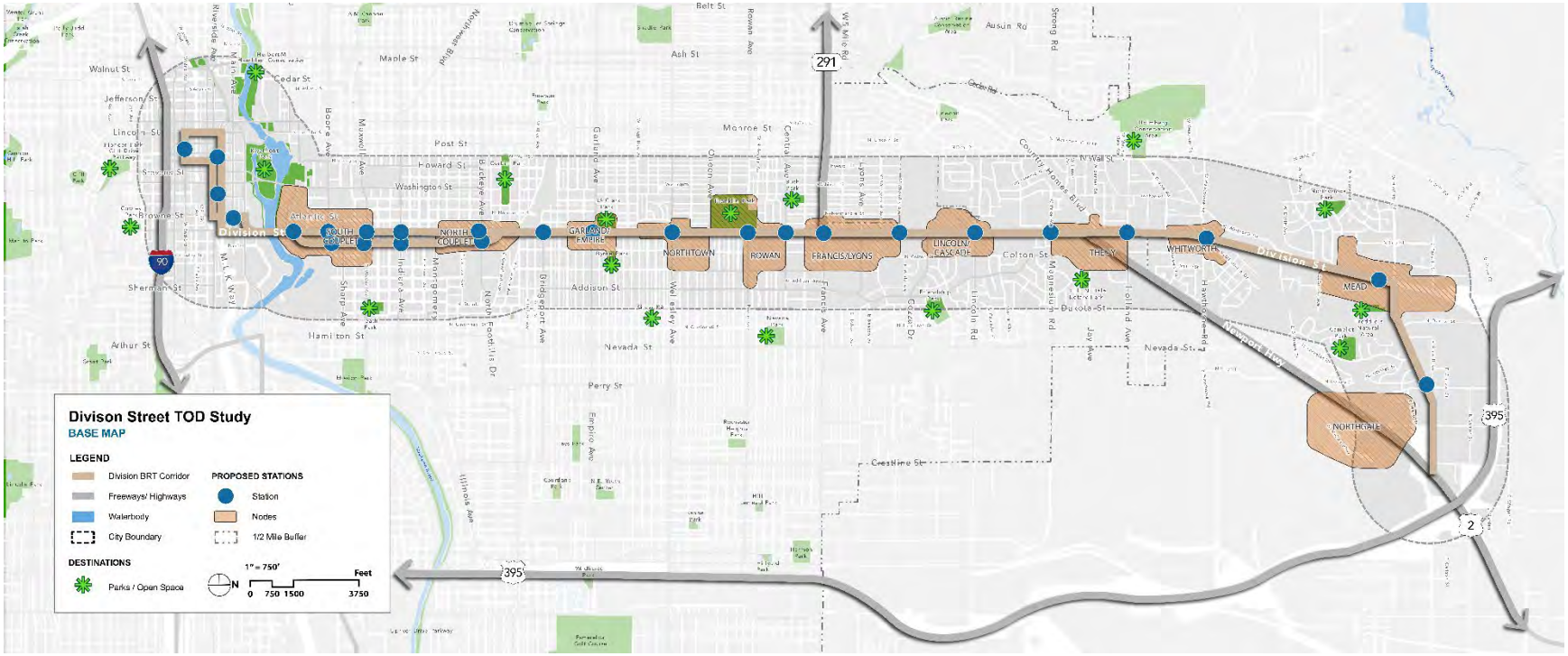
Most of the nodes are located within the Spokane City Limits, and include:

- South Couplet Node
- North Couplet Node
- Garland/Empire Node
- Northtown Node
- Rowan Node
- Francis/Lyons Node
- Lincoln/Cascade Node

There are also nodes located partially, or entirely outside of the Spokane City Limits and in Unincorporated Spokane County. These nodes include:

- The Y-Node
- Whitworth Node
- Mead Node
- Northgate Node

Figure 1. Project Site Area



Plans Review

There are three primary documents that establish the transit-oriented development framework along the Corridor, which are described below. Additional guiding documents

DIVISIONCONNECTS

DivisionConnects was a collaborative transportation and land use study coordinated effort with the Spokane Regional Transportation Council (SRTC), the Spokane Transit Authority (STA), the City of Spokane, Spokane County, and the Washington State Department of Transportation (WSDOT).[1] It was part of a broader corridor project, the North Spokane Corridor (NSC), to assess the opportunities and challenges that Division Street could face as the NSC is completed and diverts traffic away from Division Street. Nodes were identified along the Division Street Corridor that could potentially support additional development, particularly around locations where future investments would occur for bus rapid transit.

TRANSIT-ORIENTED DEVELOPMENT FRAMEWORK STUDY

The Transit-Oriented Development (TOD) Framework Study identified ways for the City to plan a more integrated transit development approach that would increase walkability and multimodal access in close-proximity to centers and corridors that would support increased levels of employment, integrated residential activities, and neighborhood vitality.[2] The study was completed in 2022 and included an Action Plan for the Mission Avenue Corridor. Some of the Guiding Principles, zoning characteristics, and neighborhood features and assets were included in the synopses of the nodes along Division Street.

HOUSING ACTION PLAN

The Housing Action Plan (HAP) was adopted by the Spokane City Council in 2021. The HAP identified actions that could help increase housing affordability, diversity, and access to opportunity for those living in Spokane.[3] A recommendation included increased proximity between residential areas and transit nodes, with transit-oriented development providing a potential approach to increasing housing options and affordability in Spokane.

COMPREHENSIVE PLANS AND ZONING DOCUMENTS

The other guiding documents that were reviewed by the project team pertained to the City and County's Planning Documents; the City of Spokane's Comprehensive Plan (2017) and Zoning Map as well as the County of Spokane's Comprehensive Plan (2017) and County Zoning Map. Explained in greater detail in the Land Use Framework section, these documents provide development standards and a roadmap for future growth that would pertain to the nodes along Division Street.

---

[1] Parametrix. 2022. DivisionConnects Vision and Implementation Strategy Phase 2 Report. Page ES-1.
[2] Center-Based Planning + Urban Design and Angelo Planning Group. 2022. Transit-Oriented Development Framework Study. Page 2.
[3] City of Spokane. 2021. Housing Action Plan: Housing For All. Page 1.

Land Use Framework: Zoning

Land use along the Division Street Corridor is regulated by the City (**Figure 2**) and Spokane and Spokane County (depending on location). Generally comprehensive plans establish land use designations that intend to provide a framework and future direction for growth. Zoning districts implemented by the jurisdiction provide more specific development standards and regulations that guide the development in each parcel in the City and County (**Figure 3**). While Comprehensive Plan Land Use Designations provide direction for future growth, this section focuses on the zoning districts within ½ mile of the corridor. Existing development regulations could support or conflict with the desired development types along the corridor and near the nodes.

CITY OF SPOKANE

Zoning along Division Street could either support transit-oriented development (TOD) or create a challenge to developing TOD. Zoning districts are grouped into five main general types of zoning:

- **Residential** – Residential zones intend to provide a variety of densities and affordability options to community members. Residential zones vary widely from single-family to high-density and multifamily uses. Higher intensity zones are found generally in the northern portion of the corridor and closer to Division Street. The RMF and RHD zones provide more opportunity for denser development adjacent to transit.
- **Commercial** – Commercial zones allow a variety of uses, from small–scale retail and office uses to large-format commercial development. Commercial zones also allow neighborhood-serving retail, large-format businesses, restaurants, drive-thru services, and university-oriented shopping centers. Commercially zoned areas also include many surface parking lots and underutilized parcels.
- **Industrial** – There is little industrially-zoned land in the project area except for light industrial zoning near the North Couplet Node and in Unincorporated Spokane County.
- **Downtown** – The Downtown District focuses on a mix of residential, commercial, office, retail, entertainment, hospitality, and activities near the riverfront. It is also a location for regional employers or service providers, such as health or social care. Downtown serves as the Regional Center for Spokane and is a center for economic, cultural, social, and educational services.
- **Center and Corridor** – Centers and Corridors provide a mix of housing and employment opportunities. For instance, in a Neighborhood Center, public land use should account for 10 percent, commercial and office land uses should account for 20 percent and higher-density housing should account for 40 percent of total land use. In a District or Employment Center, the percentages should be 10 percent, 30 percent, and 20 percent, respectively. The transitional land use is intended to provide higher

levels of infill and intensity of development as the area goes from a lower-intensity or residential area to a center.

Each of these groups are divided into specific zones, described in **Table 1.**

UNINCORPORATED SPOKANE COUNTY

Nodes within Unincorporated Spokane County have similar zones as those identified within Spokane City Limits; however, one additional general land use is found in the County:

- **Mixed Use** – The Mixed-Use category allows for a mixture of commercial, offices, recreation, and higher-density residential development.

The Unincorporated Spokane County zoning districts and their development standards are described in **Table 2.**

Figure 2. Land Use Map

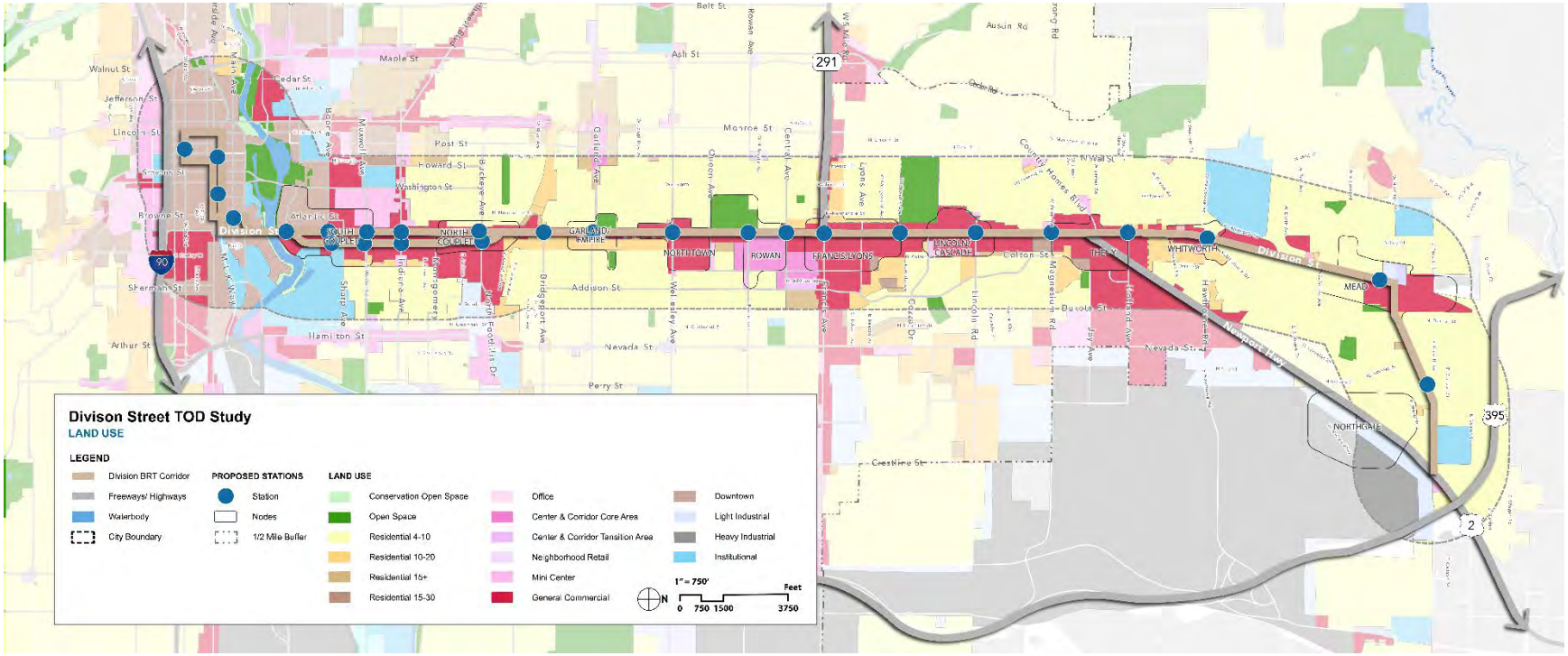


Figure 3. Zoning

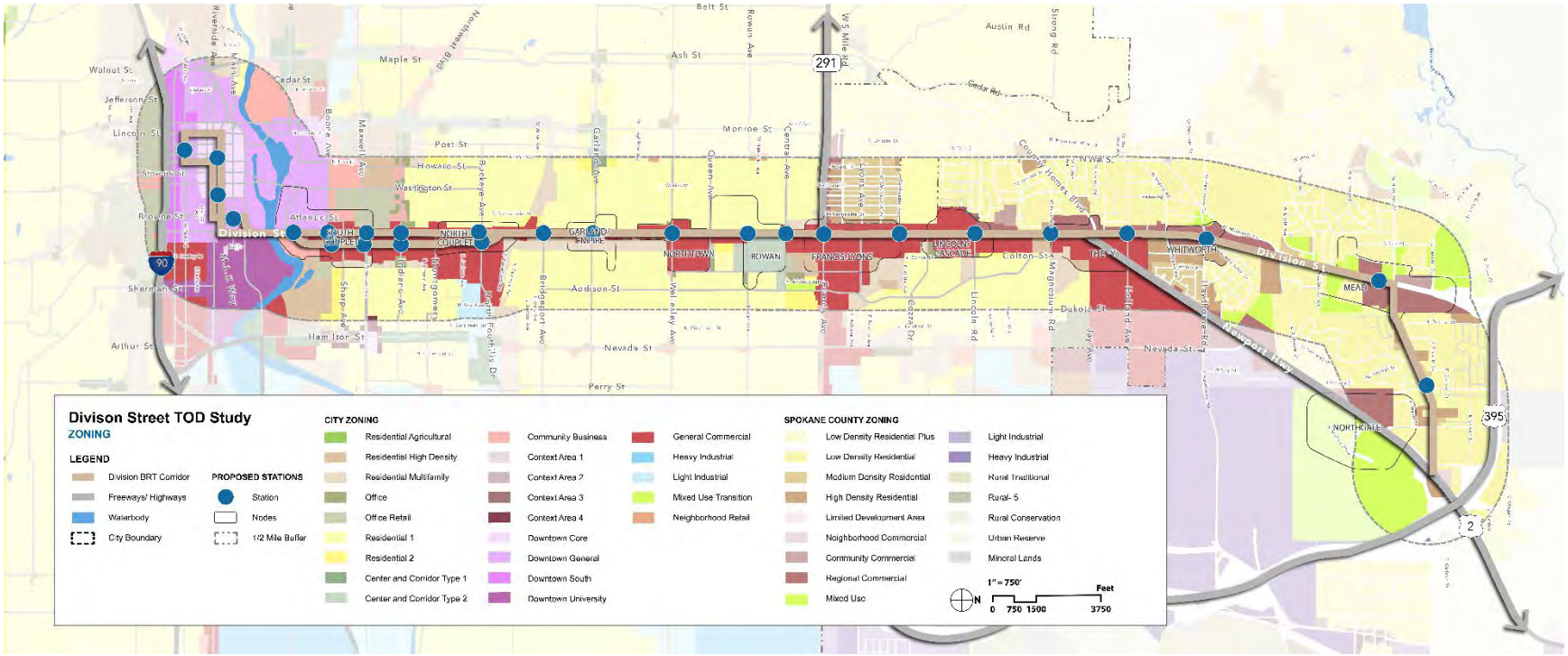


Table 1. Zoning and Development Standards: City of Spokane

	Zoning District	Density (units/acre)[4]	FAR/Lot Coverage (Max.)	Height Limits	Setbacks (Min.)	Parking (Max.) See SMC Table 17C.230.130-1
Residential	Residential 1 (R1)	4-10	65%	40 ft.	**Front:** 10 feet **Rear:** 15 feet for R1/R2, but 10 feet for RMF/RHD.	None
	Residential 2 (R2)	10-20	80%	40 ft.		
	Residential Multifamily (RMF)	15- no max	100%	55 ft.		
	Residential High Density (RHD)	15- no max	100%	70 ft.		
Commercial	Office (O)		0.8	35 ft.	**Front:** 10 feet **From Street Line:** 0 feet **From R-zoned Lots:** 10 feet **From O, OR, NR, NMU, CB, GC, DT, CC, or I-zoned Lots:** 0 feet	**Adult Business:** 1/200 sq. ft. of floor area **Outdoor Rec:** 30 per acre of site **Major Event Entertainment:** 1 per 5 seats **Office:** 1 per 200 sq. ft of floor area **Restaurants:** 1 per 60 ft. of floor area **Health, Gym, Arcades:** 1 per 180 sq. feet of floor area **Temporary Lodging:** 1.5 per rentable room **Theaters:** 1 per 2.7 seats or 1 per 4 feet of bench area
	Office Retail (OR)		6	35 ft.		
	Neighborhood Retail (NR)		0.8	35 ft.		
	Neighborhood Mixed Use (NMU)		1	40 ft.		
	Community Business (CB)		1.5	55 ft.		
	General Commercial (GC)		2.5	70 ft.		

[4] On sites larger than 2 acres. There is no maximum density on any residential zone for sites 2 acres or less.

	Zoning District	Density (units/acre)[4]	FAR/Lot Coverage (Max.)	Height Limits	Setbacks (Min.)	Parking (Max.) See SMC Table 17C.230.130-1
Industrial	Light Industrial (LI)		No Limit	150 ft. **Max Height Next to R-Zones:** 35 feet	**From Street Line:** 0 feet **From R-zoned Lots:** 10 feet	1 per 200 sq. feet of floor area
	Heavy Industrial (HI)					
	Planned Industrial (PI)					
Downtown	Downtown Core (DTC)		No Limit	No Limit	**Front:** 10 feet **From Street Line/Lot Lines:** 0 feet **From R-zoned Lots:** 10 feet	
	Downtown General (DTG)		6	12 stories		
	Downtown University (DTU)		6			
	Downtown South (DTS)		4			
Center and Corridor	Type 1 (CC1) Pedestrian Emphasis/Auto Accommodating		No Limit **District Center:** 0.5 min. **Employ Center:** 1 min.	**Neighborhood Centers:** 55 ft. **District Center:** 75 ft. in CC1/CC2, but 55 ft. in CC4 **Employment Center:** 150 ft. in CC1/CC2, but 75 ft. in CC4	**Front:** 10 feet **From Street Lot Line:** 0 feet **From R1/R2-zoned Lots:** 10 feet **From All Other Lots:** 0 feet	No parking allowed between the building and the street.
	Type 2 (CC2) Pedestrian Enhanced/Auto Accommodating					
	Type 4 (CC4) Mixed Use Transition Zone					

Table 2. Zoning and Development Standards: Unincorporated Spokane County

	Zoning District	Density (units/acre)[5]	FAR/Lot Coverage (Max.)	Height Limits	Setbacks (Min.)	Parking (Max.) See SMC Table 17C.230.130-1
Residential	Low Density Residential	1-8	55%	35 ft.	**Front:** 15 feet residence and 20 feet garage **Side**: 5 feet **Rear**: 5 feet plus 1 additional food for each foot of structure over 25 feet	None
	Low Density Residential Plus	1	55%	35 ft.		
	Medium Density Residential	>6-15	65%	40 ft.		
	High Density Residential	>15	70%	50 ft.		
MU	Mixed Use		By Use **Non-Res:** 0.2 **Res:** 0.5 **Combo:** 0.7	50 ft.	**Front:** 20 feet	**Off-street parking:** 1-4 stalls per 1,000 gross sq. feet of floor area
Commercial	Neighborhood Commercial		50%	35 ft.	**Front:** 10 feet **Side next to an R-zoned Lot**: 20 feet for Neighborhood Commercial and 15 feet for the others **Rear:** 15 feet	
	Community Commercial		55%	50 ft.		
	Regional Commercial		No Max	60 ft.		

[5] On sites larger than 2 acres. There is no maximum density on any residential zone for sites 2 acres or less.

	Zoning District	Density (units/acre)[5]	FAR/Lot Coverage (Max.)	Height Limits	Setbacks (Min.)	Parking (Max.) See SMC Table 17C.230.130-1
Industrial	Light Industrial (LI)		50%	150 ft.	**Front:** 25 feet **Side/Rear Next to C/I Lots:** 0 or 20 ft. **Side/Rear Next to Ag. Lots:** 15 or 50 ft. **Side/Rear Next to R Lots:** 20 or 100 ft.	1 per 200 sq. feet of floor area
	Heavy Industrial (HI)		60%	65 ft.		

Division Street Corridor Nodes

NODES WITHIN SPOKANE CITY LIMITS

South Couplet Node

The South Couplet Node is located furthest south along the corridor, which sits slightly north of the Spokane River and has a northern boundary of Mission Avenue. It is situated between Gonzaga University and the Spokane Arena. It also sits between the Riverside and Logan Neighborhoods.

CURRENT LAND USE AND AMENITIES

The South Couplet Node is host to a mix of uses, but is dominated by retail, hospitality services, and amenities that support access to the riverfront, visitors, and those attending Gonzaga University. There are a wide range of parks and open spaces to explore, entertainment and event spaces, restaurants and hotels, and access to Downtown. A large Kaiser medical campus is also located to the west.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Downtown
- Institutional
- Open Space

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Cowley Park	Kaiser Permanente	Barton School House	Saw Oriental Market	Plaza Shopping Center	
Edwidge Woldson Park		Enlighten Academy	Safeway	The Podium Event Center	
Riverfront Park		Central High		Spokane Arena	
Spokane River		Lumen High		Van Gogh Art Gallery	
North Bank Trail		Gonzaga University			
Heath Park					

ZONING DISTRICTS

This node has the highest density of any node, combining urban, mixed-use, and multi-story development types with a pedestrian-oriented riverfront environment. The development is comprised of taller buildings (up to 150 feet) with less surface parking. There are a mix of housing types and institutional uses to the east of Division. To the west are office and residential uses.

The zoning districts that apply to this node and that include:

- Residential 1 (R1)
- Residential 2 (R2)
- Office (O)
- Office Retail (OR)
- Community Business (CB)
- General Commercial (GC)
- Downtown General (DTG)
- Downtown University (DTU)

North Couplet Node

The North Couplet Node is located between North Bluff and Montgomery Avenue to the south. It also includes the interchange of Ruby Place and Division Street, and south of the Foothills Neighborhood.

CURRENT LAND USE AND AMENITIES

The North Couplet Node is dominated by retail businesses and surface parking lots. The parcels directly abutting Division Street are zoned for commercial uses, with single-family and multifamily located nearby. This area begins the transition from urban to suburban, with a decrease in densities of development and with more large format structures.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Low
- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Institutional
- Light Industrial

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Corbin Park	Apple Valley Dental & Braces	Garfield Elementary	Yokes Fresh Market		
		Spokane Classical Christian School			

ZONING DISTRICTS

This node begins to transition from higher intensity development to less-intensive land uses; becoming less pedestrian-friendly and more auto-focused. The development is comprised of moderately tall buildings (up to 70 feet) with abundant surface parking. There are a mix of housing types allowed, but the majority of parcels are retail oriented. Zoning districts within this node include:

- Residential 1 (R1)
- Residential Multifamily (RMF)
- Office (O)
- General Commercial (GC)
- Limited Industrial (LI)

Garland/Empire Node

The node is located between W Gordon Avenue and LaCrosse Avenue near the Emerson Garfield Neighborhood in the Garland District.

CURRENT LAND USES AND AMENITIES

The Garland/Empire Node is dominated by large format retail businesses, surface parking lots, auto dealers, and vacant spaces. The parcels directly abutting Division Street are zoned for commercial uses, with residential zones sitting directly behind. Multifamily development is located nearby, with single-family development further from the corridor. The area is also close to the Garland Theater District and neighboring centers.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Low
- Residential Moderate
- (Limited) Residential Plus (near Monroe)
- (Limited) CC Core (near Monroe)

KEY DESTINATIONS

Parks and Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Clark Park	Dialysis Center	Longfellow Elementary School	Cathay Inn	Walgreen's	Heritage Heights
Patrick S. Byrne Park			Liberty Food Market	PUR Laundry Laundromat	Westfall Village

ZONING DISTRICTS

This node continues the transition from higher intensity development and less-intense land uses and is generally less pedestrian-friendly and more auto-focused. The development is comprised of moderately tall buildings (up to 70 feet) with abundant surface parking. There are a mix of housing types allowed, but the majority of parcels are retail oriented. The zoning districts that apply to this node include:

- Residential 1 (R1)
- Residential 2 (R2)
- Residential Multifamily (RMF)
- General Commercial (GC)
- Center and Corridor Type 1 (CC1)

Northtown Node

The segment lies between Wellesley Avenue and Queen Avenue. It is the geographic center of the corridor.

CURRENT LAND USE AND AMENITIES

The Spokane Comprehensive Plan places a focus on Center and Corridors throughout the City. While there are land use categories that govern the use type of the property, the center or corridor designations emphasize the city's intention to focus growth, density, and intensity of development in these areas. The Northtown Node is considered a District Center or Corridor Core Type.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- General Commercial
- Residential Low
- Residential Moderate

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Glass Park		Francis Willard Elementary School	Northtown Grocers	Northtown Mall	
				Northtown Square	

ZONING DISTRICTS

The Northtown Mall and its accompanying parking structure dominate the Northtown Node. The parcels directly abutting Division Street are zoned for commercial uses, with single-family and multifamily development adjacent to the commercial uses. This area offers opportunities for repurposing underutilized parcels, however, most of the land is developed. The node can allow buildings up to 70 feet tall. The zoning districts that apply to this node include:

- General Commercial (GC)
- Residential Multifamily (RMF)
- Residential 1 (R1)

Rowan Node

The segment lies between Queen Avenue and Central Avenue, is within the Holy Family Medical District, and encompasses Franklin Park.

CURRENT LAND USE AND AMENITIES

Franklin Park, large format retail, and health centers dominate the Rowan Node. Parcels directly abutting Division Street are zoned for commercial uses, with single-family and multifamily development adjacent to the commercial uses. This area offers opportunities for repurposing underutilized parcels. The Rowan Node is considered an Employment Center in Spokane.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Low
- Residential Plus
- Residential Moderate
- General Commercial
- CC Core
- Mini Center
- Institutional
- Open Space

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Franklin Park	Providence Holy Family Hospital	Lidgerwood Elementary	Trader Joe's	Rite Aid	
Nevada Park	North Spokane Women's Health	Madison Elementary		Large-format retail	
Ruth Park	Franklin Park Medical Center	Gary Middle School			
	Spokane Urgent Care North				

ZONING DISTRICTS

The Center and Corridors Employment Center (CC2-EC) zoning is intended to promote pedestrian-oriented environments in regard to building standards and access to amenities. Additional zones include:

- Residential 1 (R1)
- Residential 2 (R2)
- Office (O)
- Office Retail (OR)
- Neighborhood Retail
- General Commercial (GC)
- Center and Corridor Type 2 (CC-2)

Francis/Lyons Node

The segment lies north of Francis Avenue, to the east of Division Street. It lies primarily in the Nevada Heights Neighborhood.

CURRENT LAND USE AND AMENITIES

This portion of Division Street has is predominately commercial uses, including large vacant buildings. Residential uses are located further from Division Street.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Low
- Residential Plus
- Residential Moderate
- General Commercial

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
			Safeway	Large-format retail (restaurants, fast-food, etc.)	

ZONING DISTRICTS

Large format retail, vacant parcels and parking lots are the primary land uses in the Francis/Lyons Node. Parcels directly abutting Division Street are zoned for commercial uses, with residential zones to the east. This area offers opportunities for repurposing underutilized parcels, but according to Division Connects, even with the addition of transit, VMT does not change as drastically as in other nodes. The zoning districts that apply to this node are almost exclusively General Commercial (GC). However, beyond the parcels that hug Division Street lie additional zoning districts. They include:

- Residential 1 (R1)
- Residential 2 (R2)
- Residential Multifamily (RMF)
- Residential High Density (RHD)
- Office (O)
- Neighborhood Retail (NR)
- Unincorporated Spokane County

NODES WITH ZONING IN BOTH CITY LIMITS AND THE COUNTY

Lincoln/Cascade Node

The segment lies north of Francis Avenue, in the Shiloh Hills Neighborhoods and is referenced to as the Five Mile Gateway.

CURRENT LAND USE AND AMENITIES

Land uses along this portion of Division Street are primarily commercial uses, including large vacant storefronts. Residential uses, including affordable housing, are located further from Division Street and near open space. Large format retail and surface parking lots are abundant, however, there are also large amounts of vacant and underutilized parcels.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential Low
- Residential Plus
- Residential Moderate
- Residential High
- Office
- General Commercial
- Open Space

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Friendship Park	Deaconess Hospital North	Linwood Elementary School	Northside Marketplace	Walgreens	
Holy Cross Cemetery		St. Thomas More Parrish	North Spokane Grocer	Large-format retail	
Linwood Park			Grocery Outlet		
			Weile Food Mart		

ZONING DISTRICTS

The zoning districts that apply to this node include:

- Residential 1 (R1)
- Residential 2 (R2)
- Residential Multifamily (RMF)
- General Commercial (GC)
- Office (O)
- Unincorporated Spokane County

The Y Node

The segment is located at the confluence of Newport Highway and Division Street and is considered to be part of the "Northern Gateway." It is split between the City of Spokane and Unincorporated Spokane County.

CURRENT LAND USE AND AMENITIES

Large format retail and surface parking lots are abundant, however, there are large amounts of vacant and underutilized spaces.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- Residential 4-10 (City)
- Residential 10-20 (City)
- Residential 15-30 (City)
- General Commercial (City)
- Mini Center (City)
- Low Density Residential (County)
- Medium Density Residential (County)
- High Density Residential (County)
- Regional Commercial (County)
- Mixed Use (County)

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Hill N Dale Rotary Park	Deaconess Hospital North	North Wall Schools	Northpointe Plaza	Heritage Village Shopping Center	
Holmberg Conservation Area	The Herbert House	Evergreen Elementary	Safeway	Walmart	
***This node is near the FEMA flood zone**	Spokane Family Guidance	Shiloh Hills Elementary		Large-format retail	
	Children's Choice Pediatric Dentist	Spokane International Academy			
		Spokane Montessori North			

ZONING DISTRICTS

This portion of Division Street is primarily commercial uses, however, there are higher density and office uses present. The majority of the node is located outside of City Limits. The zoning districts that apply to this node include:

- Residential 1 (R1) (City)
- Residential Multifamily (RMF) (City)
- Residential High Density (RHD) (City)
- General Commercial (GC) (City)
- Low Density Residential (LDR) (County)
- Medium Density Residential (MDR) (County)
- High Density Residential (HDR) (County)
- Regional Commercial (RC) (County)
- Mixed Use (MU) (County)

NODES WITH ZONING ONLY IN SPOKANE COUNTY

These nodes are located in Unincorporated Spokane County and are regulated through the Spokane County Comprehensive Plan and Zoning Code.

Whitworth Node

The segment lies slightly north of the confluence of Newport Highway and Division Street.

CURRENT LAND USES AND AMENITIES

Land uses in this node are focused on the university students and staff, with entertainment and amenities for students and visitors. Most land uses are retail oriented. While not particularly pedestrian-friendly given the speeds of vehicles on Division Street, newer development in this node does provide generally better connectivity.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS -CITY AND COUNTY

- Residential 4-10 (City)
- Residential 10-20 (City)
- Office (City)
- General Commercial (City)
- Institutional (City)
- Low Density Residential (County)
- Medium Density Residential (County)
- High Density Residential (County)
- Regional Commercial (County)
- Mixed Use (County)

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
		Whitworth University	Holiday Stationstores	Large-format commercial center (restaurants, fast-food, retail)	
				Wonderland Family Fun Center	

ZONING DISTRICTS – ALL SPOKANE COUNTY

The zoning districts that apply to this node include, which are similar to the City's zoning districts:

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Regional Commercial (RC)
- Mixed Use (MU)

Mead Node

The segment is located in the northwestern corner of the corridor.

CURRENT LAND USES AND AMENITIES

This portion is similar to the Y Node. Retail and high-density residential uses are the predominant land uses in this node, with some mixed-use to the west. The Wandermere Mall hosts a number of amenities, entertainment, and food access for the area. Large-format retail occupies a large portion of this node.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS – CITY AND COUNTY

- Residential 4-10 (City)
- Residential 15-30 (City)
- General Commercial (City)
- Institutional (City)
- Light Industrial (City)
- Neighborhood Retail (City)
- Open Space (City)
- Low Density Residential (County)
- High Density Residential (County)
- Mixed Use (County)
- Urban Activity Center (County)
- Regional Commercial (County)

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Northwoods Park		Brentwood Elementary School	Fred Meyer	Wandermere Mall	
Freddie's Natural Area		Mead High School			
Camelot Park					
Waikiki Springs Trailhead					

ZONING DISTRICTS – ALL SPOKANE COUNTY

The zoning districts that apply to this node include:

- Low Density Residential (LDR)
- Medium Density Residential (MDR) (limited)
- High Density Residential (HDR)
- Mixed Use (MU)
- Community Center (CC)
- Regional Center (RC)

Northgate Node

The segment lies in the northeastern corner of the corridor.

CURRENT LAND USES AND AMENITIES

This node is surrounded by mostly vacant and forested lands, however, a large portion of it is also occupied by the Costco campus. The area is expected to experience significant residential and retail growth in the future.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS – CITY AND COUNTY

- Residential 4-10 (City)
- Residential 10-20 (City)
- Office (City)
- Institutional (City)
- Light Industrial (City)
- Low Density Residential (County)
- Medium Density Residential (County)
- High Density Residential (County)
- Neighborhood Commercial (County)
- Mixed Use (County)
- Regional Commercial (County)
- Light Industrial (County)
- Heavy Industrial (County)

KEY DESTINATIONS

Parks/Open Space	Health/Social Services	Schools and Institutions	Food and Grocery	Amenities and Entertainment	Affordable Housing
Children of the Sun Trail		Wandermere Kindercare	Costco		Woodhaven
Peone Creek Park		Farwell Elementary School			
		Northwood Middle School			
		Mead School District			

ZONING DISTRICTS – ALL SPOKANE COUNTY

The zoning districts that apply to this node include:

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use (MU)
- Regional Commercial (RC)
- Limited Development Area Commercial (LDAC)
- Light Industrial (LI)
- Heavy Industrial (HI) (limited)

Division Street TOD

CITY OF SPOKANE

Demographics – Appendix B

January 2025

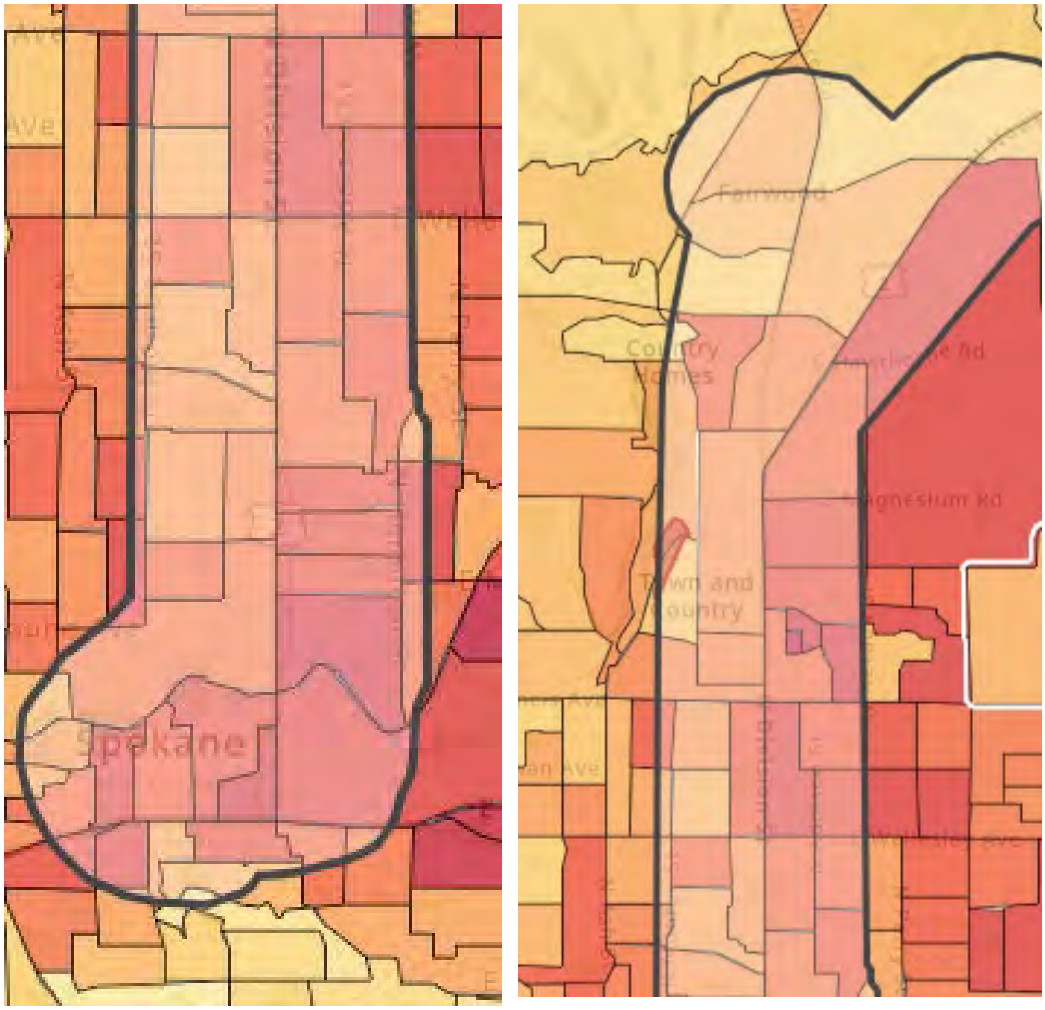
www.migcom.com

Community Demographics

DEMOGRAPHICS

Communities of Color

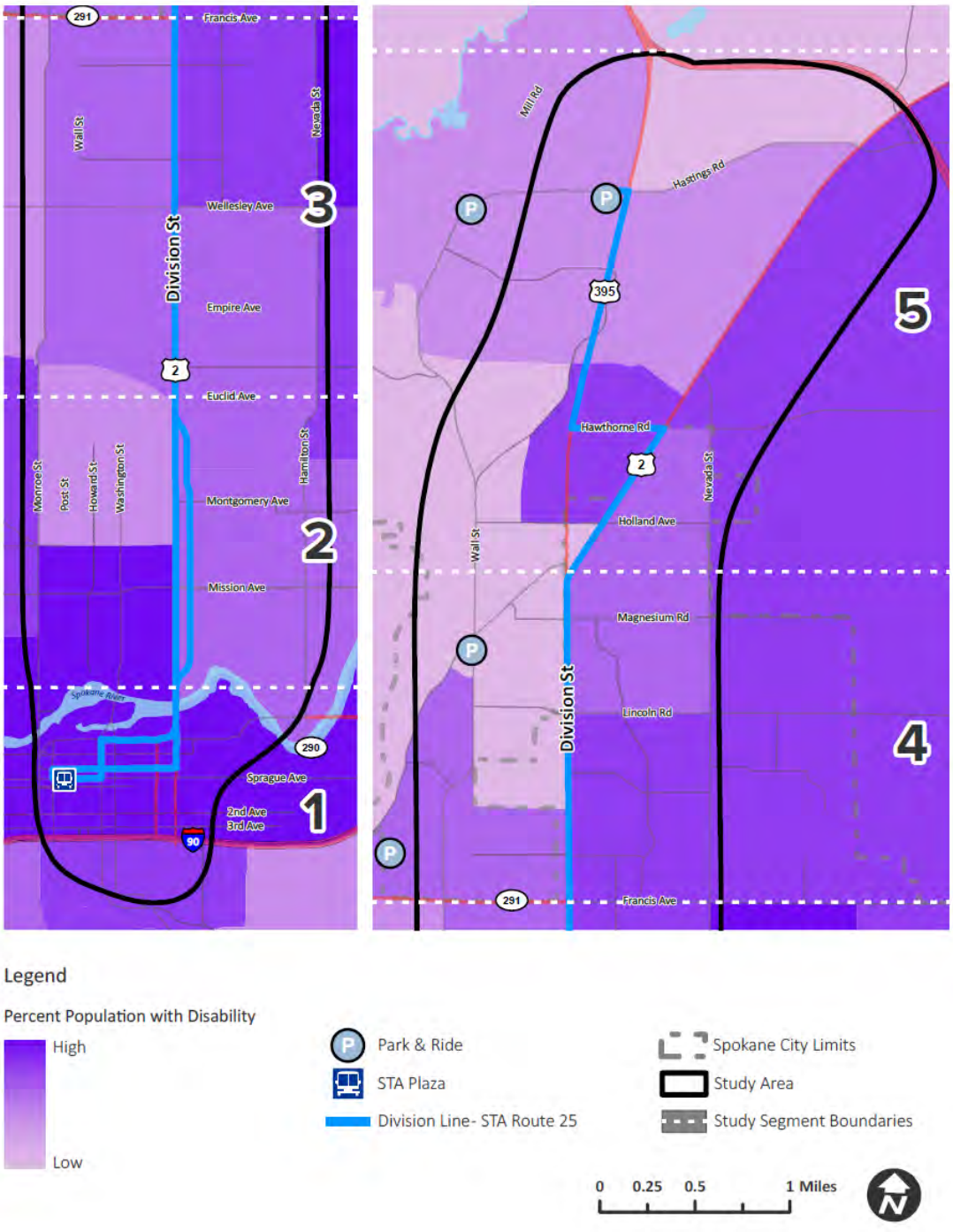
According to Esri-based data, in 2020, the Diversity Index (the level of racial and ethnic diversity of a geographic area), on the east side of Division Street is higher than that on the west side of the corridor. This means that on a scale of zero to 100, where zero would imply that there is no diversity in the area and one hundred would indicate a highly diverse area. Areas on the east side of Division Street range from 49-62, while numbers on the west side of Division Street range from 31-42 (south of Mission Avenue reaches as high as 46). The highest diversity index numbers are closest to the South Couplet node and between Francis Avenue and Lincoln Road (near the Francis/Lyons and Lincoln/Cascade nodes). However, predictive numbers show that areas between Wellesley and the Newport Highway (including Rowan and The-Y nodes) as well as south of Mission Avenue will continue to increase in diversity.



Source: Diversity Index, 2020. Community Analyst, ArcGIS, ESRI.

Population with Disability

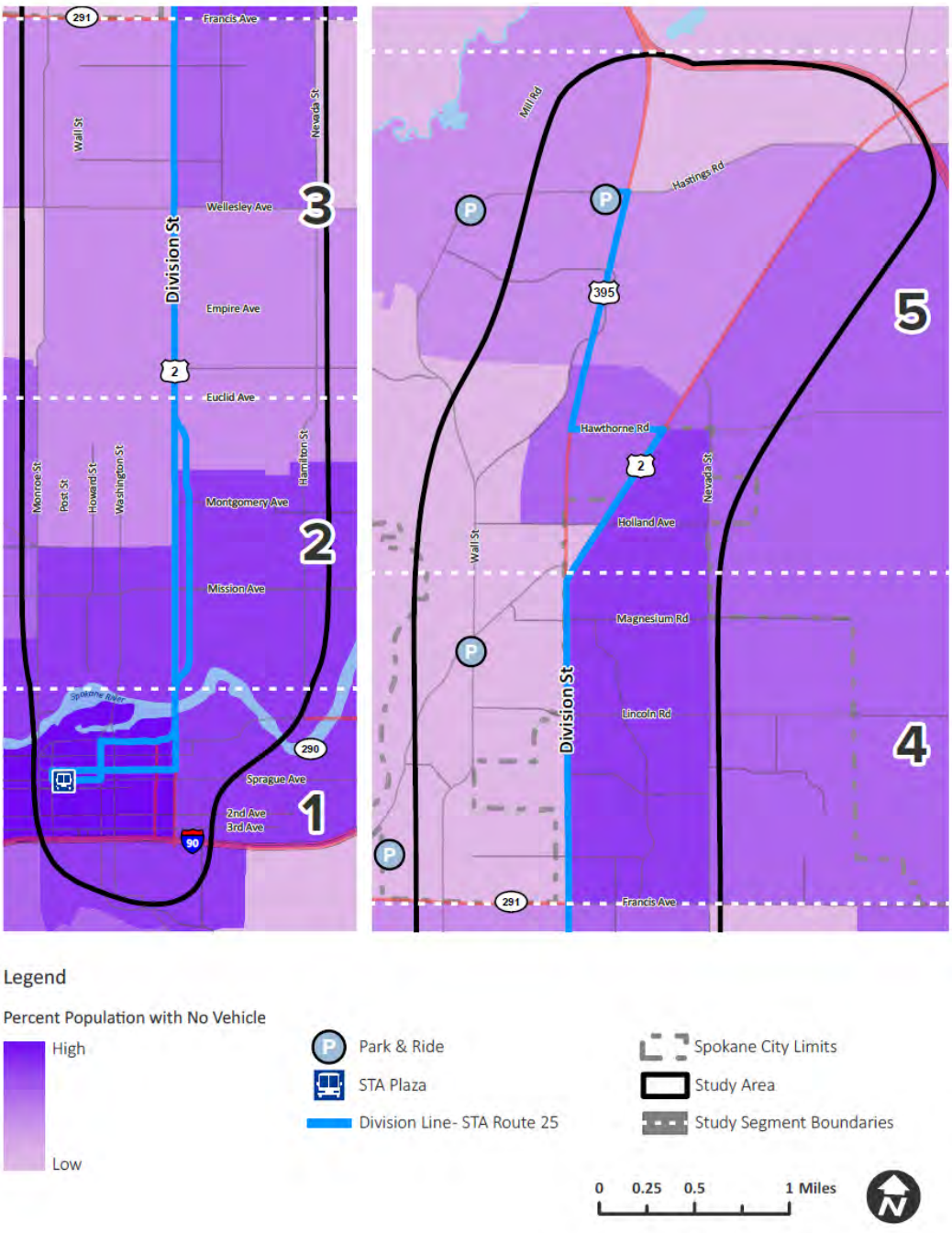
In the State of the Corridor Study (2020), there are some locations along the corridor where a higher proportion of the population lives with a disability. These include areas located southwest of Mission Avenue and Division Street (the South Couplet Node), between Wellesley and Francis Avenue to the east of Division Street (the Northtown Node), and at the Division Street/Newport Highway interchange (The-Y and Whitworth nodes).



Source: State of the Corridor, 2020. Figure 3.

Households with No Vehicle

There are also areas with higher percentages of the community without access to a vehicle, many in the same areas where there is a higher percentage of the community who live with a disability. This includes the area located southwest of Mission Avenue and Division Street (the South Couplet Node), between Montgomery and Sprague Avenues (the North Couplet Node), between Wellesley and Francis Avenue to the east of Division Street (the Northtown Node), and between Francis Avenue and the Newport Highway, east of Division Street (the Francis/Lyon, Lincoln/Cascade, and The-Y nodes).



Source: State of the Corridor, 2020. Figure 2.

Division Street TOD

CITY OF SPOKANE

Existing Conditions: Economic & Market Analysis

November 15, 2024

LELAND CONSULTING GROUP
People Places Prosperity | www.lelandconsulting.com

MIG

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Contents

Introduction

The City of Spokane, Spokane County, and the Spokane Transit Authority (STA) has engaged a consultant team to assist in the production of a corridor-wide vision for transit-oriented development (TOD) along the Division Street corridor. The consultant team is led by MIG and includes Leland Consulting Group (LCG) and Kittleson & Associates. As part of the existing conditions assessment of the project, LCG has compiled this **Economic & Market Analysis** to support the creation of the vision and development of transit-oriented land-use recommendations, multi-modal infrastructure recommendations, and a development policy framework backed by environmental justice principles. The major goal of this plan is to enable the City, County, and STA to **guide future development to achieve transit-supportive conditions around major transit stations**.

This Economic & Market Analysis is one component of the Division Street Transit-Oriented Development (TOD) Pilot. This corridor-wide study will support the next step in analysis, which will build off of the DivisionConnects study of station area "nodes" to clearly illustrate key issues, opportunities and constraints for TOD in station areas along the corridor and select priority nodes for further study and station area planning.

What is TOD?

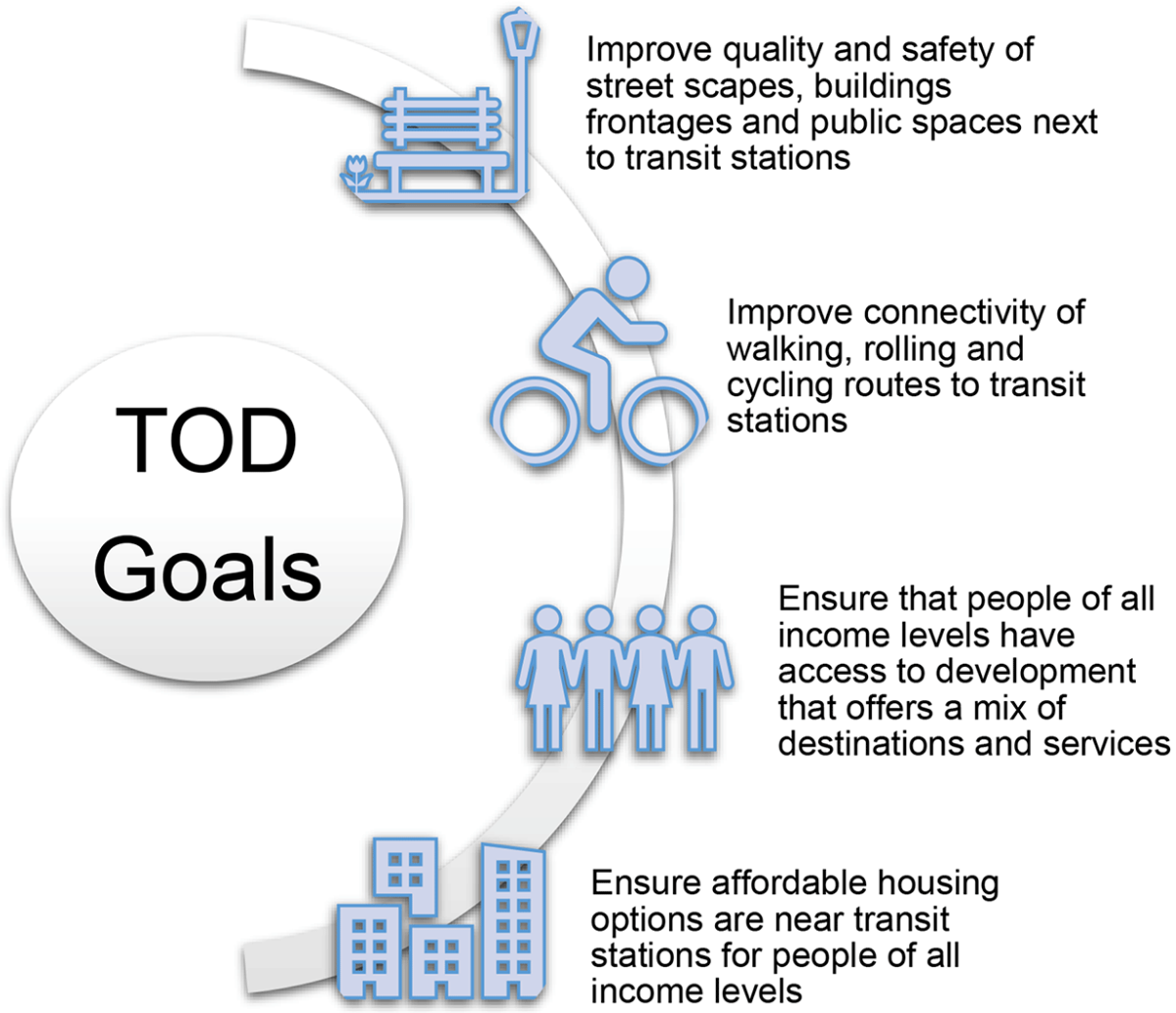
Before analyzing the economic and market potential for TOD, it is important to understand the definition of TOD and what conditions typically contribute to successful transit-oriented development. This will assist in understanding where near-term TOD potential exists in the corridor, or where interventions may be necessary to create conditions for TOD in the future.

According to the City of Spokane's own definition, successful transit-oriented development is a type of development that offers:

- housing, shopping and employment along a network of safe streets within a 1/2 mile of high-performance transit lines
- active street frontages with safe and comfortable sidewalk environments
- a mix of goods and services that meet daily needs
- a full range residential opportunities near transit stations.

Additionally, the City of Spokane aims to create **equitable TOD** (ETOD) which "fosters vibrant and accessible communities that provide a full range of transportation options and housing types that support a diversity of incomes and needs."

Through this framework, the City of Spokane puts forth the following TOD Goals:



Source: City of Spokane, Transit-Oriented Development (TOD) and Equitable Transit-Oriented Development (ETOD)

According to CTOD (Center for Transit Oriented Development), some of the **benefits of TOD** include:

- Reduced driving and thus lowered regional congestion, air pollution, and greenhouse gas emissions
- Walkable communities that accommodate more healthy and active lifestyles,
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes

- Improved access to jobs and economic opportunity for low-income people and working families
- Increased transit ridership and fare revenue

What contributes to the market potential for TOD?

The following analysis looks at key market factors that often indicate potential for TOD. These include:

- Demographics and socioeconomic patterns along the corridor, including population growth, age, transit-dependent communities, communities of color, and household incomes.
- Housing conditions along the corridor, including tenure and affordability.
- Employment patterns along the corridor, including employment densities, locations of key employers, and anticipated economic growth sectors.
- Real estate market conditions along the corridor for multifamily housing, retail and office.
- Transit-oriented development potential along the corridor based on the location of vacant and potentially redevelopable land, land ownership, and known development activity.

Real estate market conditions that support transit-oriented development (TOD) are typically characterized by strong demand for urban living, rising land values, and favorable economic conditions.

In cities with a growing population and limited land supply, the scarcity of available land drives up property values, making mixed-use, high-density developments near transit hubs more financially viable. A robust local economy, particularly in sectors such as tech, healthcare, or education, creates a steady demand for housing and commercial spaces, which TOD projects can cater to. Additionally, when housing prices in suburban areas rise or become less affordable, urban areas with easy access to transit become more attractive, as they offer a cost-effective alternative for commuters.

Furthermore, local policies, such as zoning incentives for higher-density development and public investments in transit infrastructure, can significantly enhance the feasibility of TOD projects by reducing costs and attracting private investment. Low vacancy rates in key urban areas, coupled with strong demand for both residential and commercial space, provide a solid foundation for TOD, ensuring that mixed-use developments near transit stations can generate long-term value for developers and investors.

Executive Summary

Key Takeaways

- The Division Street Corridor study area is a high-employment corridor, with **workers making up nearly three quarters of the daytime population.** Increasing residential development along the corridor would create more of a "24-hour community" supportive of transit-oriented development. Major employment is clustered is downtown Spokane with employment density scaling down moving north through the corridor.
- The study area has a **high share of renter and smaller households**. This is in part due to the high concentration of college students living close to the universities adjacent to the area. Renters and small households indicate potential demand for multifamily development.
- The area is also **more racially diverse than the city as a whole** and there is a smaller share of households with a college degree, which may indicate certain retail preferences.
- Because of the high concentration of young adults, college students, and rental housing, **households in the study area have a significantly lower median income than city- or metro-wide households**. Median household incomes steadily increase toward the northern portion of the corridor.
- **Housing in the study area is typically lower-priced** than in other parts of the city. Lower achievable rents make vertical development less feasible due to the higher costs of construction. The highest rents in the corridor are in downtown Spokane compared to the rest of the corridor, indicating stronger demand.
- **Half of Spokane's jobs were located in the study area as of 2021.** Health care, retail, and education are the biggest employment sectors in the study area. Healthcare and education were among the top sectors for job growth between 2014 and 2019, along with manufacturing.
- The 2022 Thrive Spokane report identified six targeted growth sectors for the county. **Health and life sciences will likely be a key growth sector in the study area**, due to the high concentration of medical and educational institutions there, including Providence Holy Family Hospital, Providence Sacred Heart Medical Center, and the Washington State University College of Nursing. This anticipated employment growth has the potential to be a driving factor for both housing and high-wage employment supportive of future transit-oriented development.
- **Of the city's 26,000 multifamily housing units, 8,700 (33 percent) are located in the study area.** Around 60 percent of the multifamily units currently under construction are in the study area, indicating that this area is expected to continue building out at a higher density than most of the rest of the city. The largest number of new multifamily units are being built/proposed in the northern portion of the corridor, with the rest of the new residential construction occurring in downtown Spokane.
- **The southern portion of the study area, which includes downtown and the University District, typically sees taller, denser types of housing**, while the northern portion of the study area has a higher concentration of more auto-dependent, garden-style housing.

- **Recently built retail includes three car dealerships located in Downtown Spokane.** This type of retail is typically not supportive of transit-oriented development because it is auto-dependent, does not meet the daily needs of local residents, and usually includes large surface parking lots that are not conducive to walkability. However, some of the new downtown apartment buildings, including The M, The Warren, and Parkview West, have ground floor retail spaces more reflective of typical TOD trends.
- Nationwide, the office market is struggling due to the rise in remote work that began during the COVID-19 pandemic. While the construction of speculative office space is unlikely in the near term, **the presence of educational and health care institutions in the study area could be attractive to an employer seeking a new location for their offices.**
- **Most vacant and large-size parcels are concentrated in the northern portion of the corridor**. Mid- to small-size lots of vacant and redevelopable land are scattered along the corridor adjacent to Division Street. A lot of these parcels are parking lots that indicates redevelopment capacity along the corridor. However, smaller parcels with multiple landowners are more difficult to acquire or consolidate, making redevelopment more complex.

Ch. 01: Demographics

Demographics play a significant role in driving the demand for TOD. In particular:

- Younger, often single professionals (particularly millennials and Gen Z) are a key demographic for TOD, as they prioritize walkability, easy access to public transportation, and proximity to job centers, entertainment, and social activities. These individuals may not yet own cars or prefer to rely on public transit and shared mobility options like bikes or rideshare services.
- Older adults also help drive demand for TOD, including empty-nesters and retirees, as these groups are often low-maintenance, age-friendly housing options that allow easy access to public transit and a reduced reliance on cars, along with proximity to healthcare, social services, and community resources.
- Middle-income households and those seeking affordable housing may also find TODs appealing as far as their ability to provide a mix of price points in proximity to jobs and public services.

These demographic shifts are considered key drivers in the market for TOD, reflecting broader trends in lifestyle, mobility, and housing preferences. The following demographic data indicates the potential strength of these key groups.

Population

As of 2024, the Division Street Corridor has a total population of **46,482 residents** in 19,247 households, though as a high-employment corridor, workers, as opposed to residents, make up nearly three quarters of daytime population. Due to the high employment concentration in the corridor, and the relatively low rate of non-residential land uses, population growth in the corridor between 2010 and 2024 slightly lagged citywide growth, at 0.9% compared to 1.0%, respectively. However, the combined Spokane-Coeur d'Alene metro area has seen its population grow by nearly 24 percent over the past 14 years, an average of just under two percent annually, indicating strong demand for housing and employment throughout the region.

The modest growth of the Division Street corridor and the City of Spokane relative to the broader region is indicative of the consistently strong demand for housing within Spokane County due to the prevalence of available land and cheaper development costs associated with greenfield development. Conversations with local developers indicate this trend is unlikely to change in the near-term, making the potential for more costly infill development along the Division Street corridor more difficult.

	Division Street Corridor	Spokane, WA	Spokane-Coeur d'Alene CBSA	Boise, ID	Washington State
Population (2010)	41,140	209,455	653,213	209,098	6,724,542
Population (2024)	46,482	238,467	807,305	243,738	8,023,688
Pop. Growth (2010-2024)	13.0%	13.9%	23.6%	16.6%	19.3%
Avg. Annual Growth	0.9%	1.0%	1.7%	1.2%	1.4%
Total Daytime Population (2024)	97,883	280,056	806,014	316,994	7,968,339
Workers	72%	54%	45%	65%	49%
Residents	28%	46%	55%	35%	51%
Households (2010)	16,691	87,455	258,669	87,108	2,620,077
Households (2024)	19,247	98,422	319,411	101,958	3,107,079
HH Growth (2010-2024)	15.3%	12.5%	23.5%	17.0%	18.6%
Avg. Annual Growth	1.1%	0.9%	1.7%	1.2%	1.3%
Population 2020	45,038	228,989	757,146	235,759	7,705,281
Pop. Growth (2020-2024)	3.2%	4.1%	6.6%	3.4%	4.1%
Avg. Annual Growth	0.8%	1.0%	1.7%	0.8%	1.0%

Figure 1: Population and Household Comparisons, 2010-2024; Source: US Census via Esri Business Analyst.

Age

Around 36 percent of residents in the study area are between the ages of 15 and 34, compared with 29 percent citywide. The area has a relatively small share of residents under 15 years old (14 percent), indicating a smaller share of young families. The concentration of young adults (between 15 and 24 years old) in the study area is likely attributable to the universities at the southern end of the corridor.

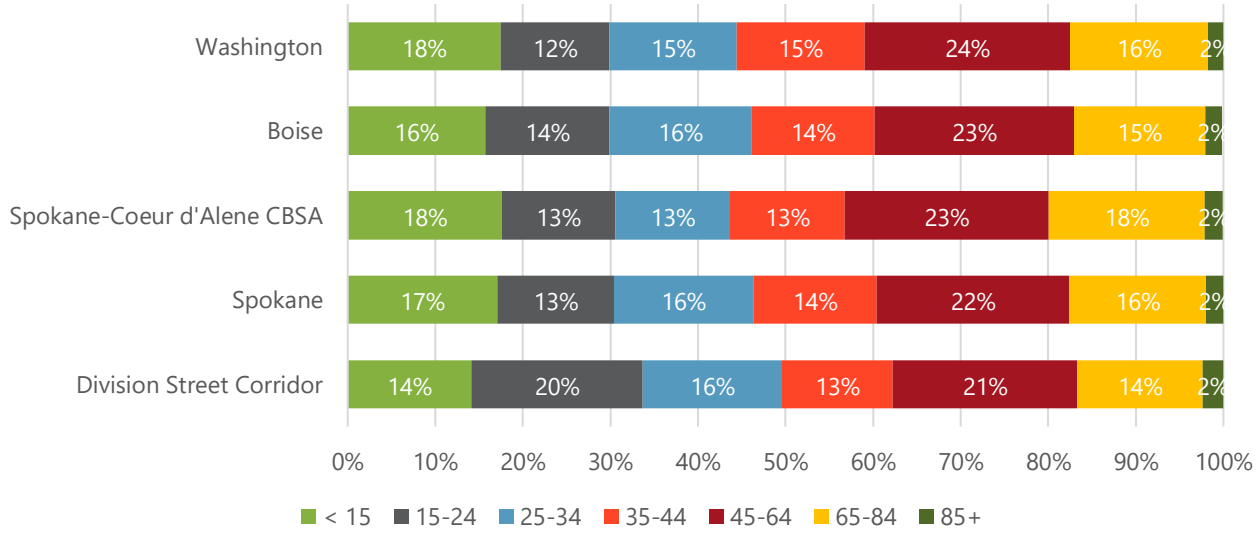


Figure 2: Age Distribution (2024); Source: US Census via Esri Business Analyst

Figure 3 below shows key age groups: minors younger than 18 (young families), young adults aged 25 to 34 (millennials and Gen Z), and retirees 65 and older. Just 17 percent of residents in the study area are minors, while 16 percent are between 25 and 34 years old. Roughly 17 percent are between the ages of 18 and 24 (not shown in Figure 3).

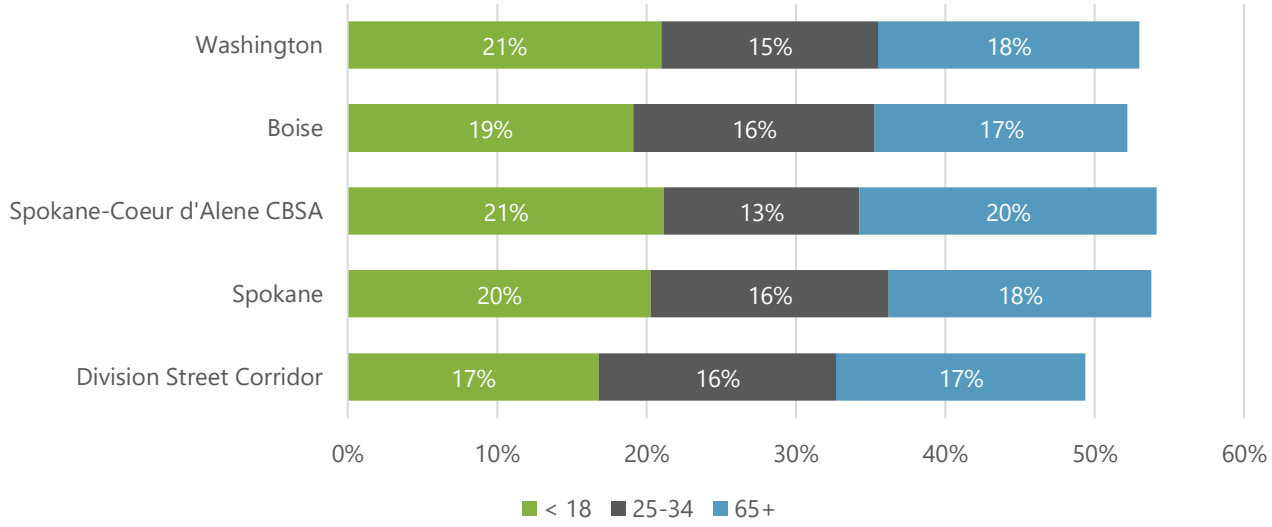


Figure 3: Share of Residents in Key Age Groups (2024); Source: US Census via Esri Business Analyst

Household Size

The **Division Street Corridor has a much lower household size** (2.15 residents per household) than Spokane (2.34) or the Spokane metro area (2.45), as shown in Figure 4. This is likely due to the high share of renter households and young adults, and an indicator for potential demand for multifamily housing.

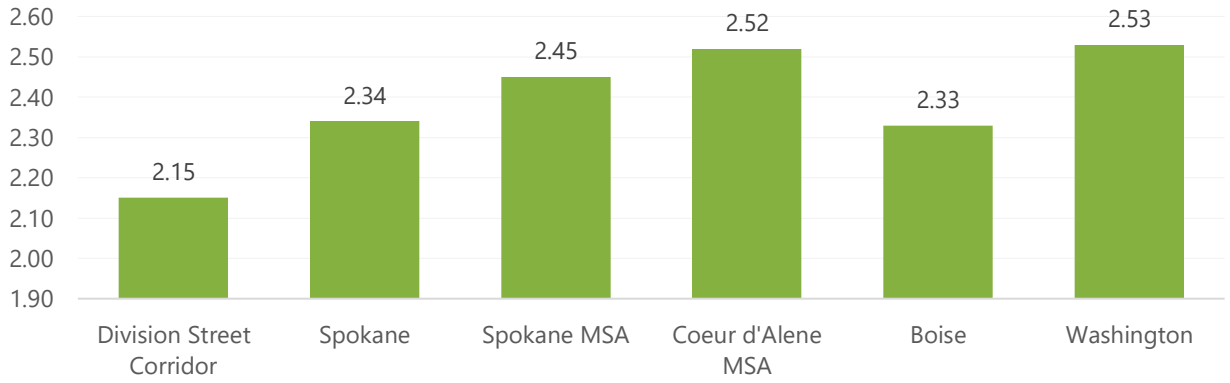


Figure 4: Residents per Household (2024); Source: US Census via Esri Business Analyst

Over 70 percent of households in the study area have just one or two residents, compared to 67 percent citywide (see Figure 5). The study area has a significantly higher share of one-person households (42 percent) than other comparison geographies. The

prevalence of one-person households is once again skewed by the student population, which suggests that housing for young adults will be in the greatest demand, particularly at the southern end of the corridor.

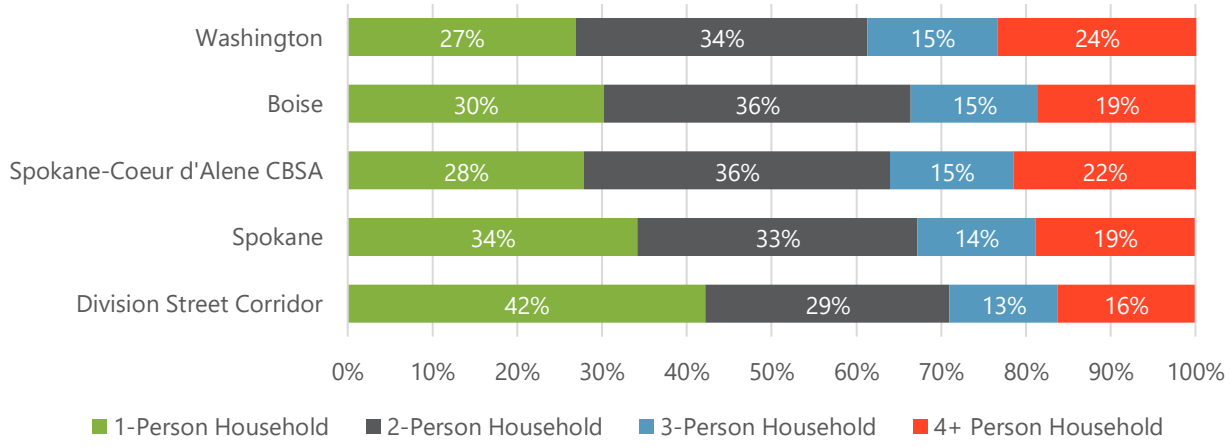


Figure 5: Households by Size (2020); Source: US Census via Esri Business Analyst.

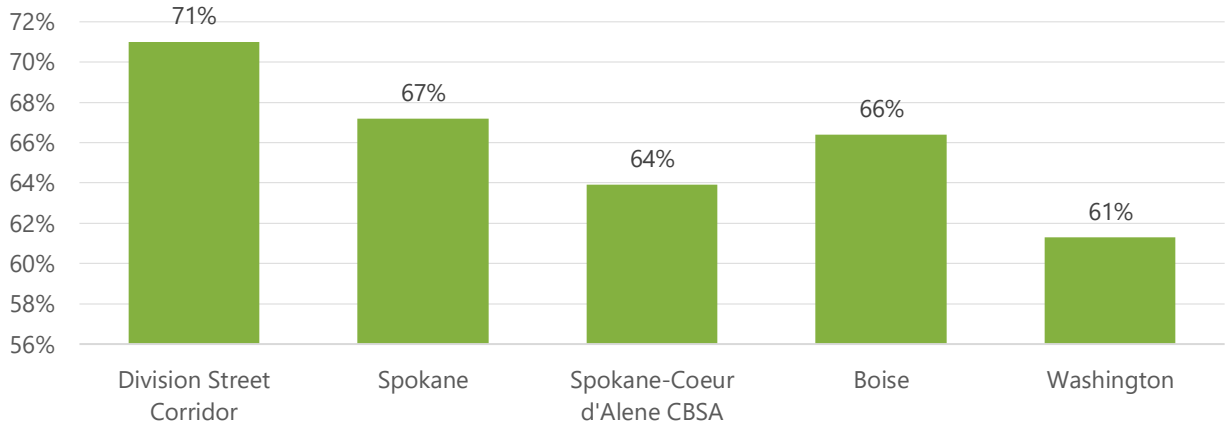


Figure 6: Share of Households with One to Two Residents; Source: US Census via Esri Business Analyst.

Income

Over half of households in the study area make less than $50,000 per year, with one quarter making less than $25,000 annually. As a result, the median household income in the study area is significantly lower than in comparison geographies.

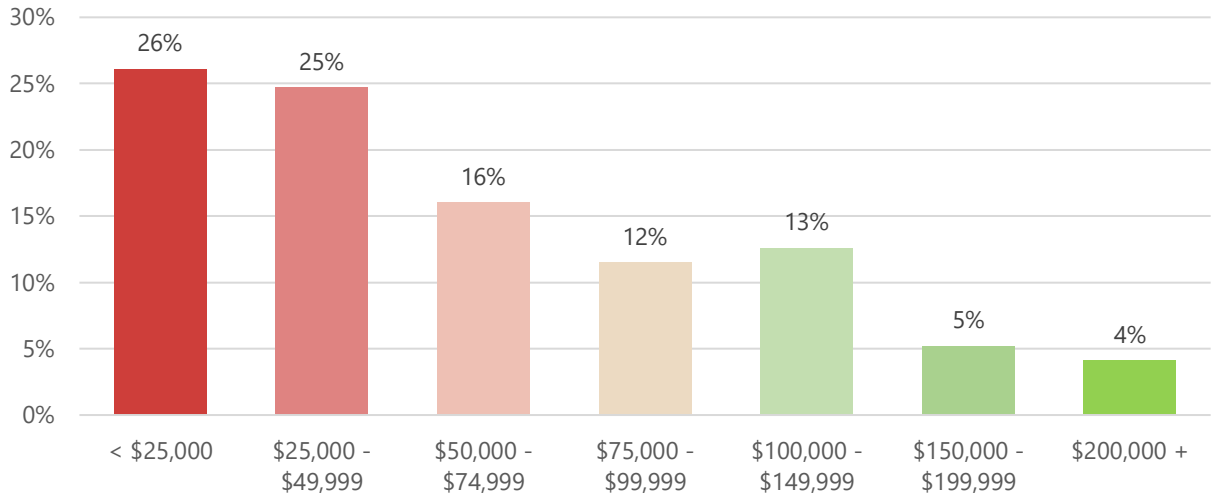


Figure 7. Household Income Distribution in the Division Street Corridor Study Area (2024); Source: US Census via Esri Business Analyst.

The **median household income in the Division Street Corridor is $48,932**. This is **29 percent lower than the citywide median income** and 47 percent lower than the median income in the Spokane metro area. The median per capita income is $29,816.

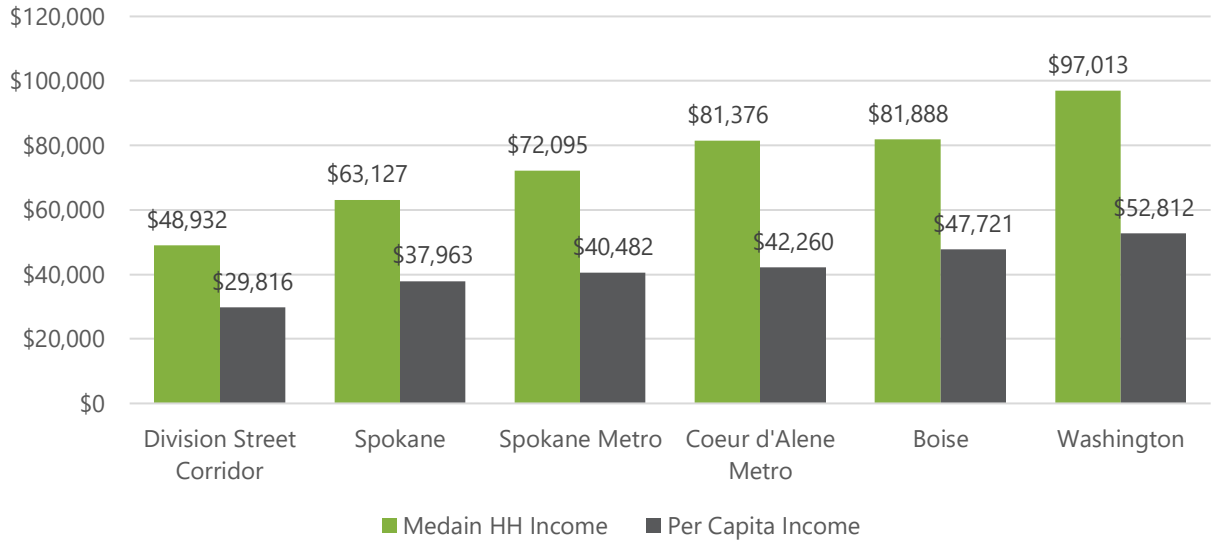
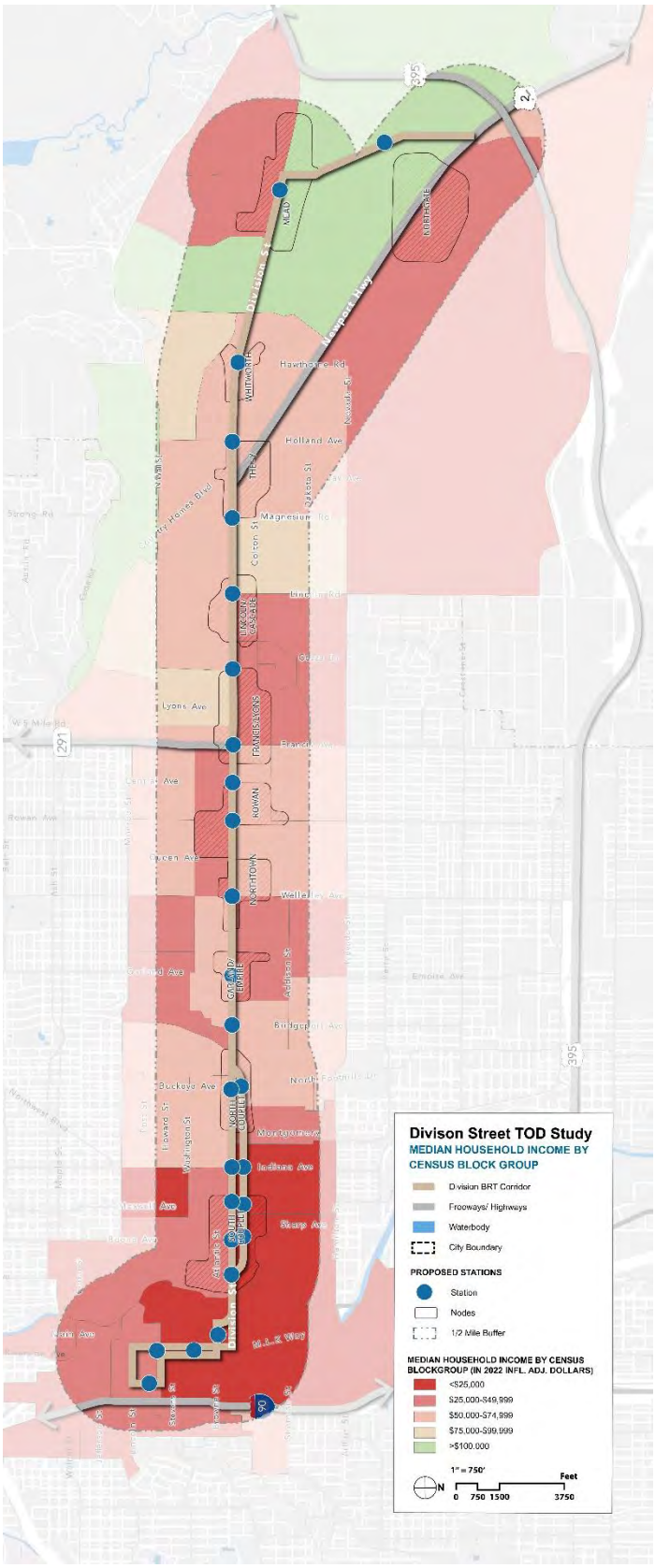


Figure 8. Household and Per Capita Income (2024); Source: US Census via Esri Business Analyst.



The map (Figure 9) of the study area median household income distribution by census block group indicates that the low median income households earning less than $25,000 are concentrated in the downtown and around Gonzaga University area. The low-income rate is influenced by the high student population of this area. The low income and student populations would benefit from TOD due to the high use of the transit system by these population groups.

The median income increases slightly to the center of the Division Street corridor, with the northern area having the highest median household income. The low-income census block group near the Northgate node will likely increase due to the proposed construction of the new mixed-use project Mead Works. The potential TOD on the north edge must be evaluated from the perspective of the targeted population groups of the new construction to ensure ridership feasibility.

Figure 9. Median Household Income by Census Block Groups; Source: US Census, 2022 ACS 5-year estimates, Table B19013.

Racial and Ethnic Diversity

The study area is more diverse than the local comparison geographies, with an Esri diversity index of 50.7 compared to 47.1 citywide and 42 in the Spokane metro area. Over three quarters of residents in the study area are white while nearly 11 percent are two or more races. Among residents of all races, nine percent area of Hispanic origin. The study area also has comparatively high shares of American Indian and Pacific Islander residents.

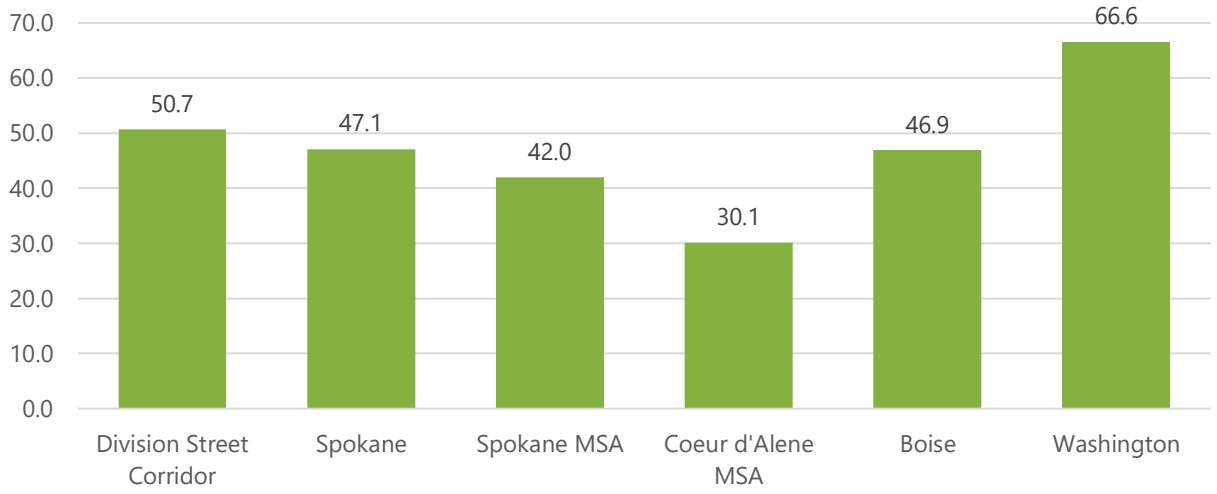


Figure 10. Diversity Index (2024); Source: US Census via Esri Business Analyst.

	Division Street Corridor	Spokane	Spokane-Coeur d'Alene CBSA	Boise	Washington
White Alone	75.6%	77.7%	82.7%	79.7%	64.4%
Black Alone	3.0%	2.9%	1.6%	2.4%	4.1%
American Indian Alone	2.7%	1.9%	1.7%	0.7%	1.6%
Asian Alone	3.0%	3.0%	2.1%	4.0%	10.5%
Pacific Islander Alone	1.8%	1.4%	0.7%	0.3%	0.9%
Some Other Race Alone	3.2%	2.6%	2.1%	3.8%	7.1%
Two or More Races	10.7%	10.4%	9.1%	9.1%	11.4%
Hispanic Origin	8.8%	7.8%	6.8%	10.0%	14.7%

Figure 11. Population by Race and Ethnicity (2024); Source: US Census via Esri Business Analyst.

Educational Attainment

Just 27 percent of residents over 25 years old in the study area have a Bachelor's degree or higher, compared with 35 percent citywide. The study area has a relatively high concentration (39 percent) of residents who have completed some college or have an Associate's degree. However, the study area is proximate to a concentration of educational institutions, and some residents may be actively pursuing higher education.

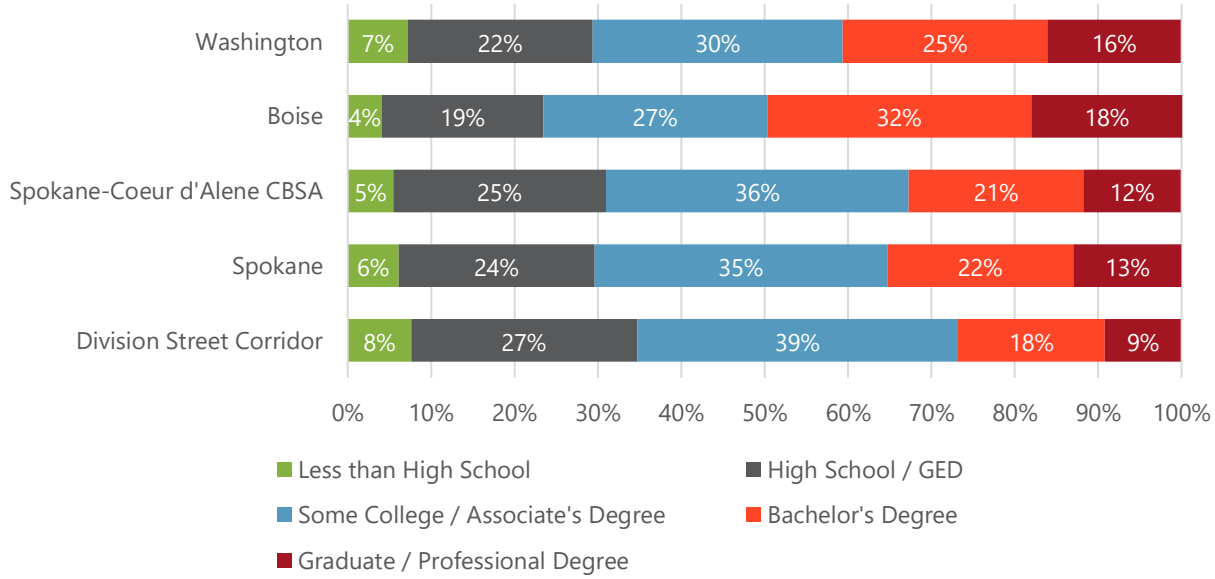
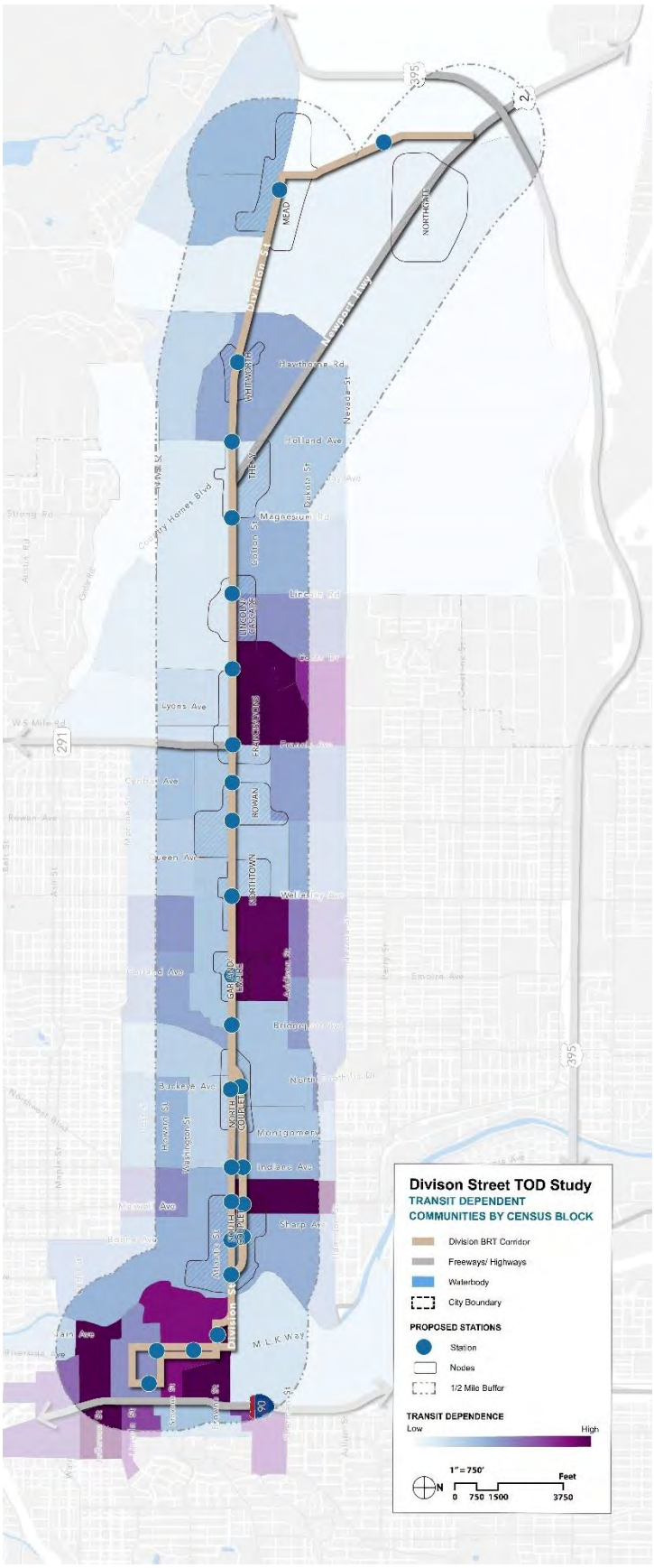


Figure 12. Educational Attainment of Residents over 25 Years Old (2024); Source: US Census via Esri Business Analyst.

Transit-Dependent Communities

Transit-dependent communities (TDC) index compiles a set of metrics including share of **households without private cars** (autoless households), households **commuting to work by transit, low-income population**, **population with disabilities**, and age groups at risk such as **elderly and youth**. The study area analyzed by the census block group. The index rate is defined in relation to the other blocks in the study area. The index is based on a quantitative analysis; therefore, further analysis of qualitative factors could tweak the index results.



The map (Figure 13) shows the current TDC index standardized by the population density. Population density is a key factor for a successful TOD strategy. If the current population density is low, for example, in the north edge census blocks, the transit dependency will be low as well.

Downtown has the highest concentration of transit-dependent blocks among the other districts. Due to the lack of data for the census blocks around Gonzaga University there it was weighed less in the final index.

Along the corridor the index is at the medium range overall, with some highly-rated blocks on the east side of the Division St. such as South Couplet, Garland/Empire, and Francis/Lyons nodes.

Figure 13. Transit Dependent Communities. Source: US Census, 2022 ACS 5-years Estimates, Multiple Tables.

Ch. 02: Housing

Housing Units by Tenure

Within the study area, over half of homes are renter-occupied (54 percent), compared with 39 percent citywide and 30 percent across the combined Spokane-Coeur d'Alene CBSA. This is likely in part due to the proximity of local colleges and universities, including Gonzaga, Eastern Washington University, Washington State University Spokane, Great Northern University, and the University of West Washington State. There are concentrations of older multifamily housing (built before 2001) at the northern and southern ends of the study area.

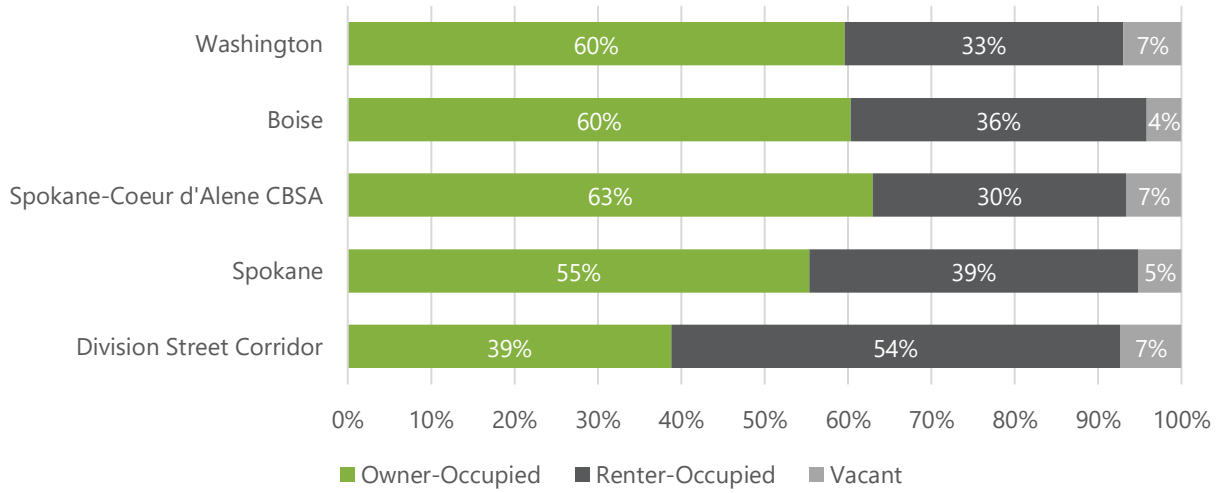


Figure 14: Housing Units by Tenure; Source: US Census via Esri Business Analyst.

Housing Affordability

Figure 15below shows the maximum home price a family of four at 120 percent of area median income (AMI) could afford, based on HUD income limits and the assumption that households should not pay more than 30 percent of their income on rent. A household making 120 percent AMI in Spokane can afford a home priced at just over $450,000. However, the median income in the study area is $48,932, significantly less than the regional income of a family of four making 120% AMI. In fact, this income is roughly equivalent to 50 percent AMI for a family of four in the Spokane region ($48,950). A four-person household making 50 percent AMI could afford a home at $187,000.

	Spokane	Coeur d'Alene	Boise
120% AMI, Family of 4	$117,480	$103,440	$117,600
Sustainable Housing Costs (30%)			
Yearly	$35,244	$31,032	$35,280
Monthly	$2,937	$2,586	$2,940
Maximum Home Price	$451,202	$452,287	$469,703

Figure 15. Maximum Sustainable Home Price (2024); Source: US Department of Housing and Urban Development (HUD); LCG.

In the study area, around 80 percent of homes are priced below $500,000, indicating that this is an area where a family of four making 120 percent of AMI is likely to find housing within a comfortable price range. The median home value is $353,282, compared to $404,710 citywide. Less than a quarter of homes in the study area are affordable for a four-person household making 50 percent AMI, which is about the median household income in the Division Corridor study area.

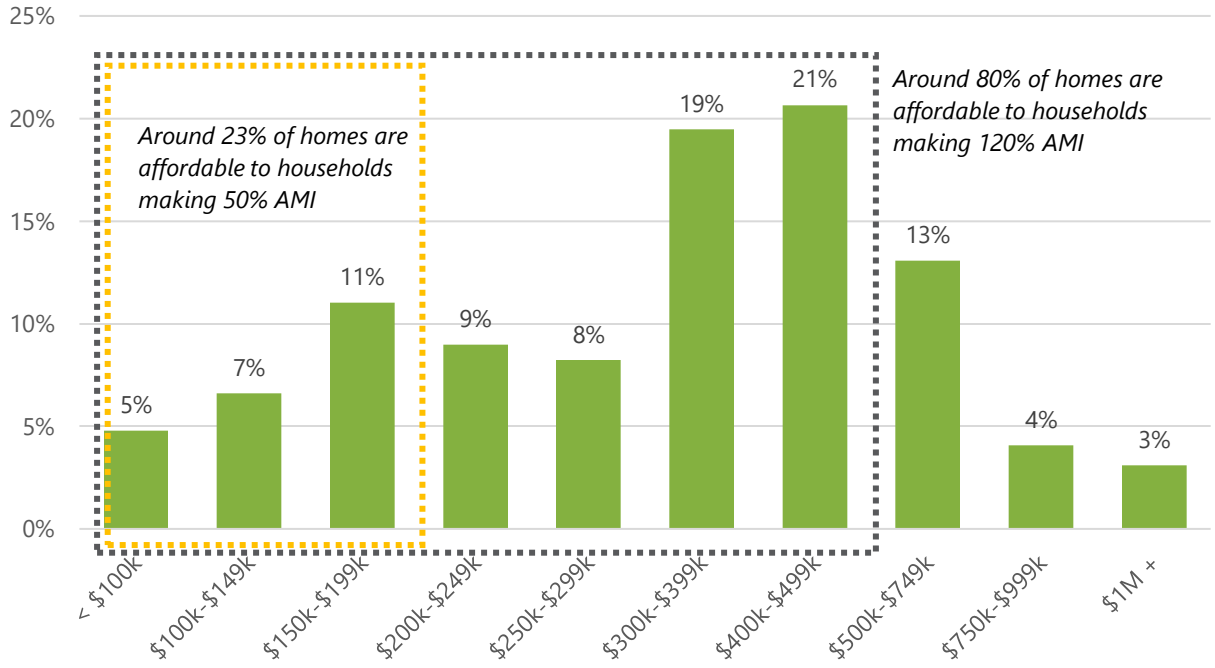


Figure 16. Division Street Corridor Home Value Distribution (2024). Source: US Census via Esri Business Analyst; US Department of Housing and Urban Development (HUD); LCG.

Citywide, just 67 percent of homes are affordable to households making 120 percent AMI, and 18 percent are affordable to households making 50 percent AMI.

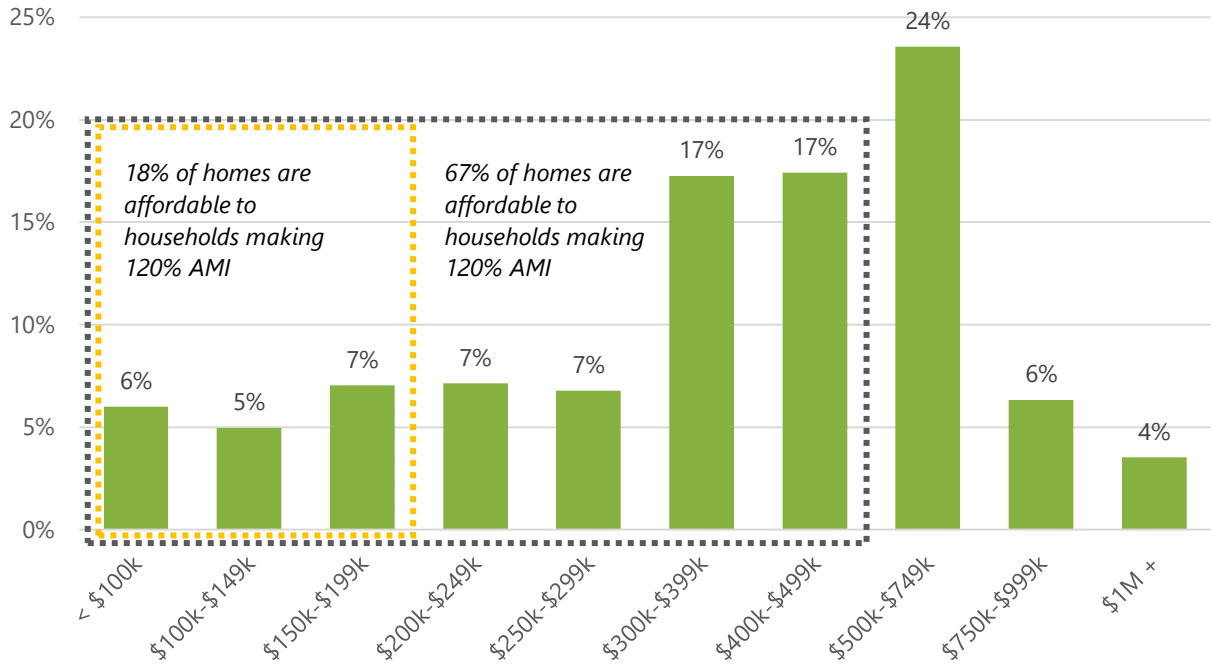


Figure 17. Spokane Home Value Distribution (2024)

Ch. 03: Employment

Jobs

As of 2019, there were 63,542 jobs in the study area, up from 59,945 jobs in 2014. According to 2021 data (the latest from the US Census), the study area lost 3,309 jobs between 2019 and 2021. However, much of this job loss was temporary, due to the disruptions caused by the COVID-19 pandemic. The current unemployment rate in Spokane County is 3.7 percent – well below the 20-year average of 6.4 percent. Between 2014 and 2021, the Health Care and Social Assistance sector added over 3,500 jobs in the study area. Educational Services and Manufacturing both saw strong growth pre-pandemic. The Accommodation and Food Services sector saw the biggest disruption during COVID-related business closures, shedding 2,160 jobs between 2019 and 2021. However, the sector had been growing prior to those shutdowns. With nearly 8,300 jobs, retail is one of the biggest industry sectors in the study area. However, it has been shrinking since 2014, indicating that challenges in the retail industry were exacerbated but not necessarily caused by the pandemic.

	2014	2019	Change, 2014-19	2021	Change, 2019-21
Health Care and Social Assistance	10,656	13,628	2,972	14,165	537
Educational Services	8,183	9,324	1,141	8,637	(687)
Manufacturing	520	1,166	646	1,090	(76)
Professional, Scientific, and Technical Services	5,016	5,346	330	5,121	(225)
Accommodation and Food Services	8,132	8,457	325	6,297	(2,160)
Arts, Entertainment, and Recreation	860	1,172	312	538	(634)
Construction	549	819	270	943	124
Other Services (excluding Public Administration)	1,668	1,796	128	1,402	(394)
Finance and Insurance	4,882	4,975	93	4,943	(32)
Utilities	-	62	62	31	(31)
Transportation and Warehousing	229	291	62	292	1
Real Estate and Rental and Leasing	1,067	1,128	61	1,108	(20)
Public Administration	1,132	1,182	50	1,239	57
Agriculture, Forestry, Fishing and Hunting	14	31	17	32	1
Mining, Quarrying, and Oil and Gas Extraction	43	42	(1)	28	(14)
Information	1,400	1,313	(87)	1,261	(52)
Management of Companies and Enterprises	855	624	(231)	478	(146)
Wholesale Trade	1,830	1,056	(774)	1,152	96
Administration & Support, Waste Management	3,465	2,591	(874)	3,199	608
Retail Trade	9,444	8,539	(905)	8,277	(262)
Total	**59,945**	**63,542**	**3,597**	**60,233**	**(3,309)**

Figure 18. Jobs by Sector in the Division Street Corridor, 2014-2021; Source: US Census via LEHD OnTheMap.

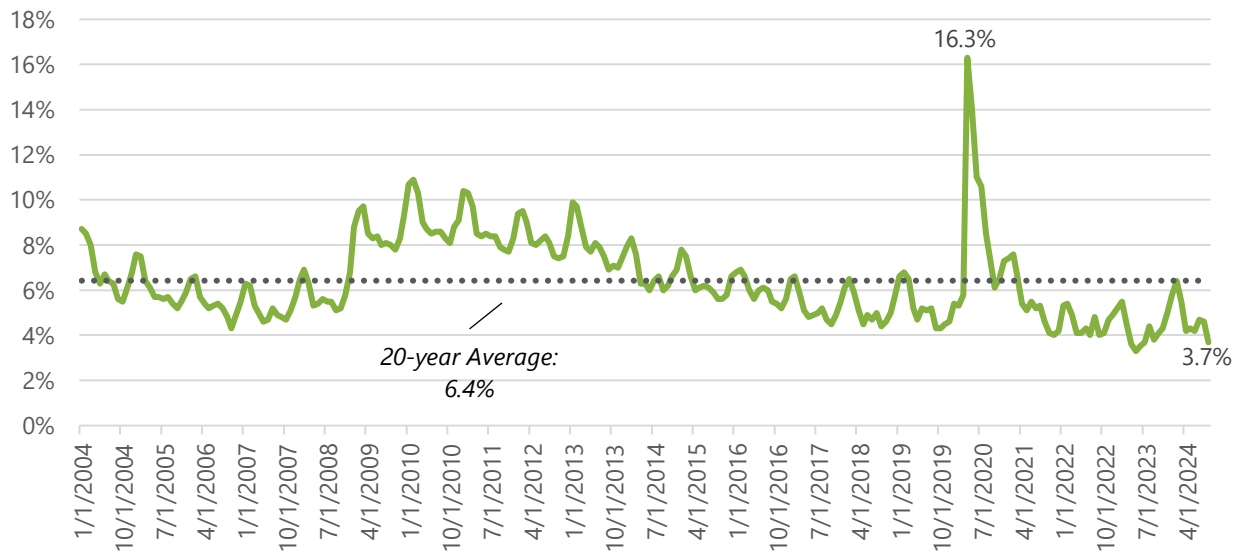


Figure 19. Spokane County Monthly Unemployment Rate, 2004-2024; Source: St. Louis Federal Reserve (FRED).

Countywide, between 2020 and 2023 most sectors added back jobs lost during the pandemic. The county added more than 23,000 jobs over that time period. The only sectors that lost jobs in Spokane County between 2020 and 2023 were Natural Resources and

Mining, Information, and Financial Activities. Leisure and Hospitality gained over 6,400 jobs. Countywide, jobs are concentrated in service-providing (rather than goods-providing) industries, including Education and Health Services as well as Trade, Transportation, and Utilities.

	Jobs		
	2020	**2023**	**Change**
10 Total, all industries	***218,321***	***241,549***	***23,228***
102 Service-providing	**159,011**	**186,529**	**27,518**
101 Goods-producing	**30,098**	**32,883**	**2,785**
1011 Natural resources and mining	2,070	1,920	(150)
1012 Construction	12,615	14,423	1,808
1013 Manufacturing	15,413	16,540	1,127
1021 Trade, transportation, and utilities	44,300	50,069	5,769
1022 Information	3,174	3,044	(130)
1023 Financial activities	13,677	13,580	(97)
1024 Professional and business services	24,705	28,168	3,463
1025 Education and health services	65,936	69,573	3,637
1026 Leisure and hospitality	19,563	25,993	6,430
1027 Other services	5,475	6,501	1,026
1028 Public administration	11,159	11,658	499

Figure 20. Spokane County Employment, 2020-2023; Source: US Bureau of Labor Statistics (BLS) Quarterly Census of Employment and Wages (QCEW).

As of 2021, half of Spokane's jobs were located in the study area, making this a major employment center for the city. The biggest industries with the highest concentration of jobs in the study area include Educational Services, Finance and Insurance, Professional, Scientific, and Technical Services, Accommodation and Food Services, and Retail Trade. Because of its diverse mix of employment, this corridor is likely to remain relatively resilient during economic downturns. However, high construction costs and the rise of remote work makes it unlikely that new speculative office space would be built here in the near term. Still, the proximity to educational institutions and the high share of young workers could make this an attractive place for companies interested in moving to or relocating within Spokane.

	Study Area	Spokane	Share of City Jobs in Study Area
Utilities	31	31	100%
Educational Services	8,637	9,028	96%
Mining, Quarrying, and Oil and Gas Extraction	28	36	78%
Finance and Insurance	4,943	6,915	71%
Professional, Scientific, and Tech Services	5,121	7,561	68%
Accommodation and Food Services	6,297	9,415	67%
Retail Trade	8,277	13,139	63%
Arts, Entertainment, and Recreation	538	860	63%
Administration & Support, Waste Mmgmt	3,199	5,257	61%
Information	1,261	2,108	60%
Real Estate and Rental and Leasing	1,108	2,019	55%
Other Services (excl. Public Admin)	1,402	3,082	45%
Health Care and Social Assistance	14,165	32,036	44%
Wholesale Trade	1,152	3,774	31%
Manufacturing	1,090	4,743	23%
Public Administration	1,239	7,440	17%
Construction	943	5,740	16%
Management of Companies & Enterprises	478	3,134	15%
Transportation and Warehousing	292	3,059	10%
Agriculture, Forestry, Fishing and Hunting	32	411	8%
Total	***60,233***	***119,788***	***50%***

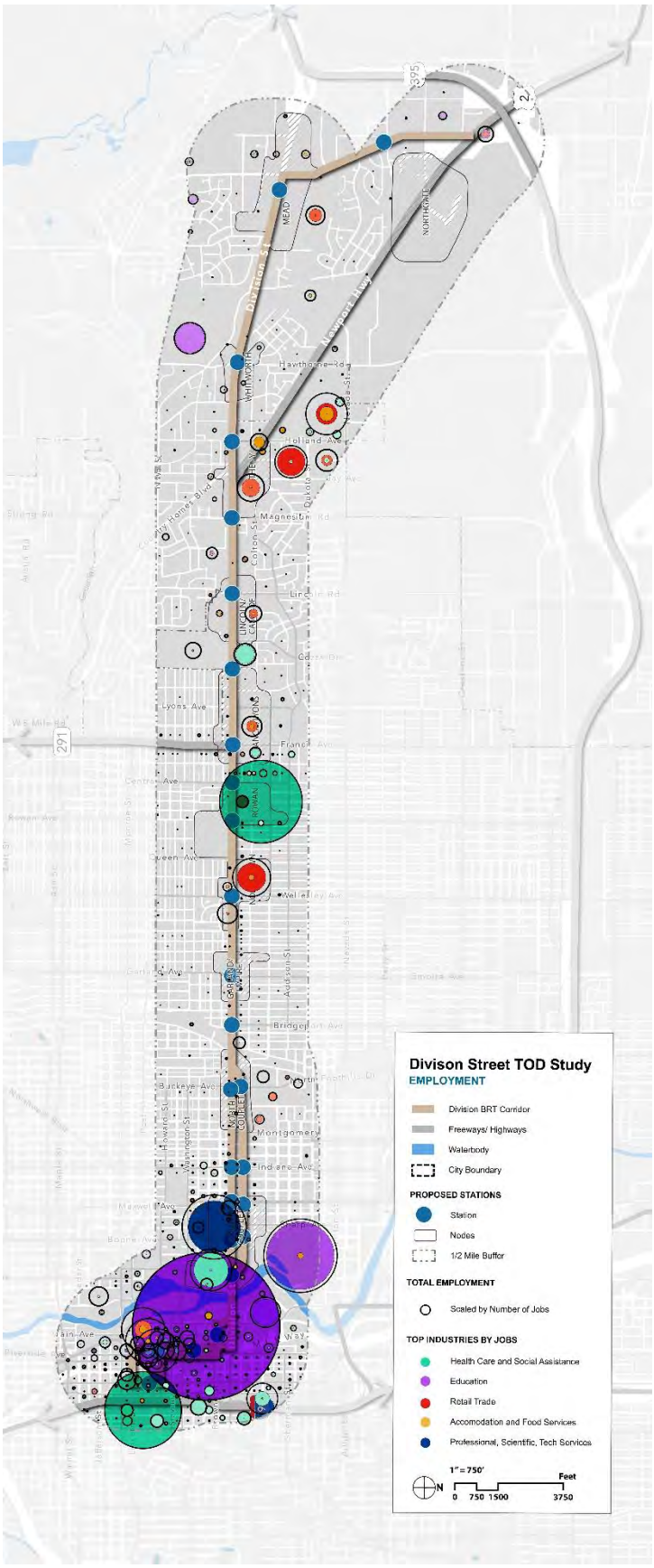
Figure 21. Jobs by Industry in the Study Area and Spokane (2021); Source: US Census via LEHD OntheMap.

The 2022 Thrive Spokane report identifies seven key industries in Spokane:

- Aerospace and aviation
- Agribusiness
- Health & life sciences
- Manufacturing & materials
- Energy infrastructure & technology
- Logistics

These sectors are all growing regionwide, with high employment in Spokane. While some of these sectors are concentrated outside of the study area, there are opportunities for job growth in these industries in existing hubs in the study area. Providence Holy Family Hospital and Providence Sacred Heart Medical Center are both located in the study area, as is the Washington State University College of Nursing. This indicates that this area could serve as a hub for health and life sciences employment.

Professional, Scientific, and Technical Services employment is concentrated in the southern portion of the study area, between I-90 and Mission Avenue. This area has a concentration of major colleges and universities conducting scientific research that could support the Energy Infrastructure and Technology industry. This is also where most of the study area's



Manufacturing jobs are located, indicating the potential for cross-sector collaboration and innovation.

As illustrated in the map (Figure 22), Downtown has the highest concentration and diversity of jobs. The current mix of uses in that area would support TOD.

The Providence Holy Family Hospital in the Rowan node creates a health care cluster. The Northtown Mall forms the retail trade cluster as well as the Home Depot and Walmart in proximity to the The-Y node.

The Mead and Northgate nodes do not have a smaller number of jobs compared to the rest of the corridor. However, the proposed mixed-use development (Mead Works) will bring more jobs to the area.

Figure 22. Jobs Locations by Top Industry in the Study Area (2021); Source: US Census via LEHD OnTheMap.

Ch. 04: Real Estate Market

Multifamily Housing

Multifamily housing is a key component of transit-oriented development (TOD). Transit efficiency depends on dense housing near stations. However, nationwide challenges in the construction market, including high interest rates and construction costs, are impacting the feasibility of multifamily and mixed-use development. Typically, rents of $2.20 per square foot are required to ensure feasibility.

Within the study area, there are 8,698 existing multifamily units and 535 units of student housing. There are an additional 142 proposed and 308 under construction multifamily units. The total square footage of existing multifamily is 8,785,878 (8.3 million square feet of multifamily and 519,000 square feet of student housing). Citywide, there is 23.4 million square feet of multifamily (25.7 million square feet of multifamily and 650,000 square feet of student housing). **The study area contains 33 percent of the city's multifamily units and 71 percent of student housing units.**

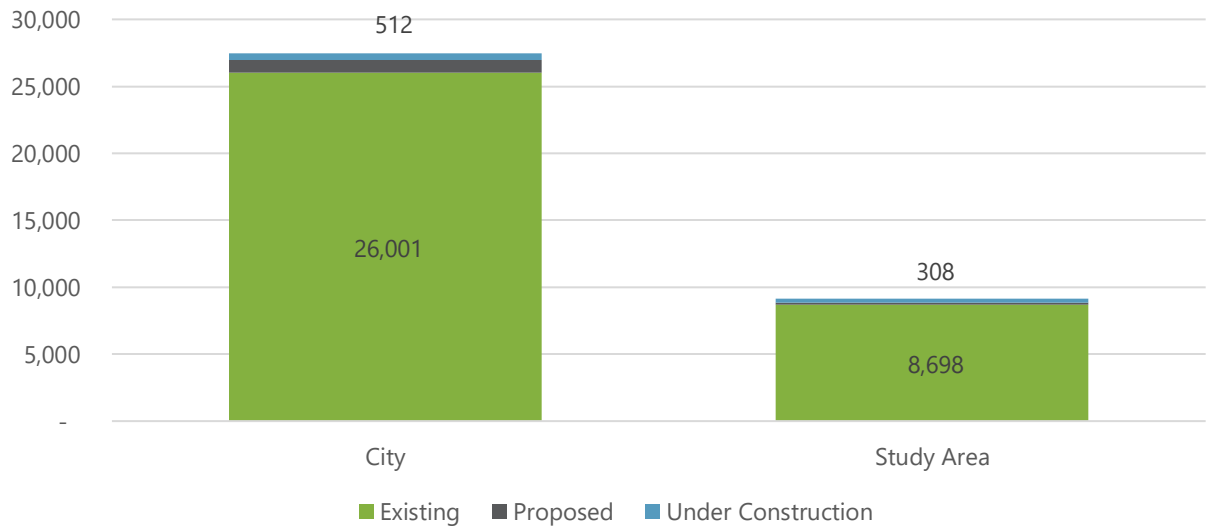


Figure 23. Multifamily Units (Excluding Student Housing) in Spokane and the Study Area; Source: CoStar.

The market asking rent for multifamily housing in the study area is $1,180 ($1.56 per square foot). Citywide, multifamily rent is $1,318 ($1.53 per square foot). This indicates that housing units in the study area are smaller on average than they are citywide. Between 2004 and 2024, cumulative rent growth in the study area was 63 percent compared with 70 percent citywide and 69 percent across the metro area.

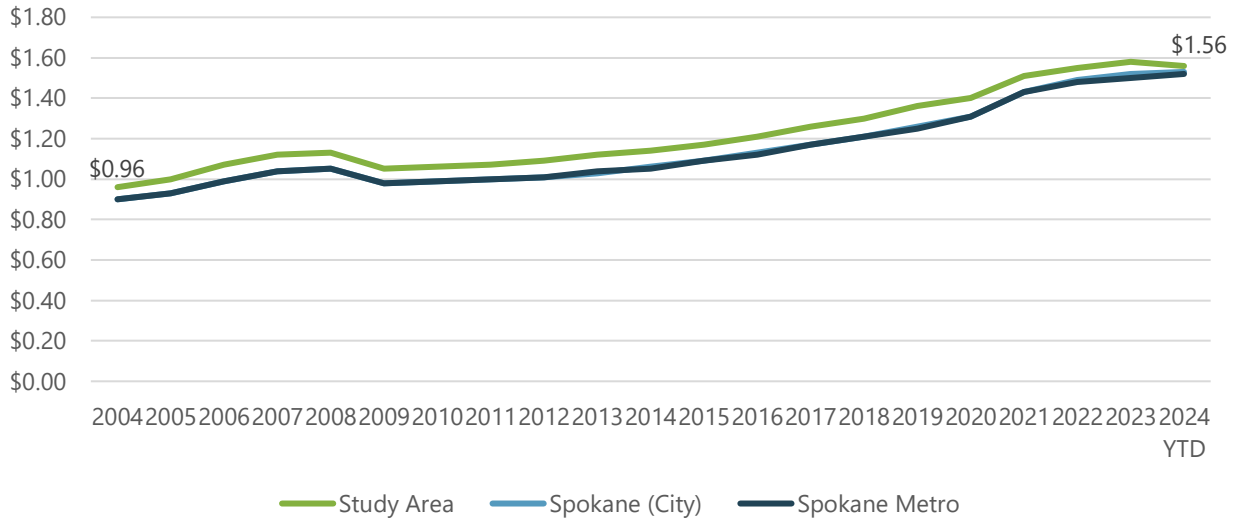


Figure 24. Multifamily Market Asking Rent per Square Foot, 2004-2024; Source: CoStar.

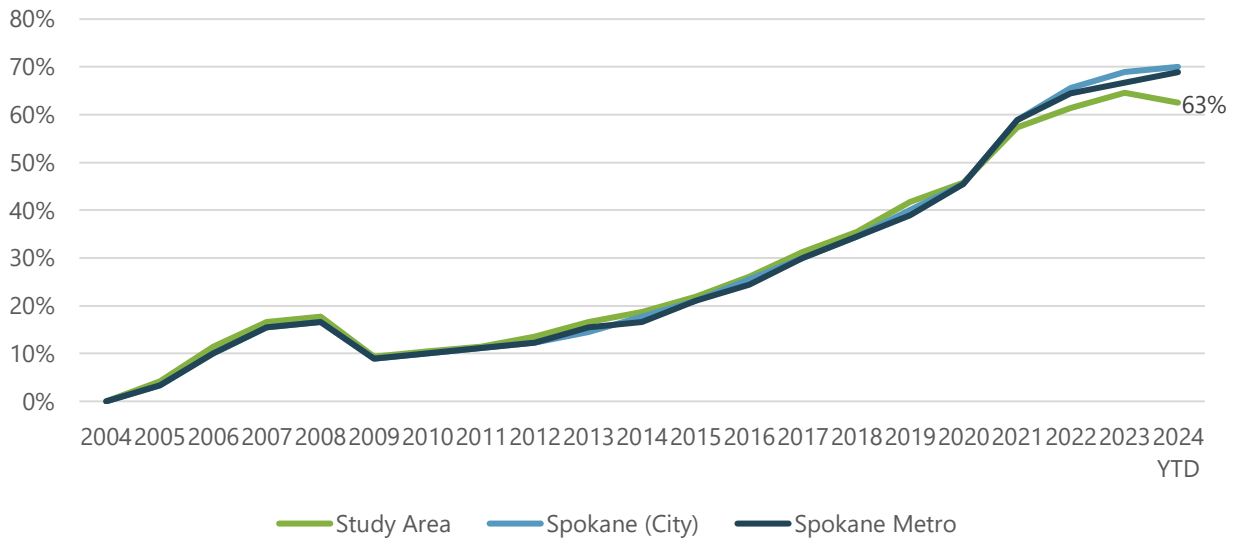


Figure 25. Cumulative Growth of Rent per Square Foot, 2004-2024; Source: CoStar.

Over the past 20 years, 3,190 new multifamily units have been built in the study area across 45 projects. In 2024, nine projects with a total of 1,248 units were built in the study area. The largest was the 504-unit Magnesium Village development – market rate, garden style housing built at a density of 19 units per acre. Apartments at Magnesium Village are an average of 919 square feet and the average rent per unit is $1,542 ($1.68 per square foot) – nearly 8 percent higher than the market asking rent per square foot.

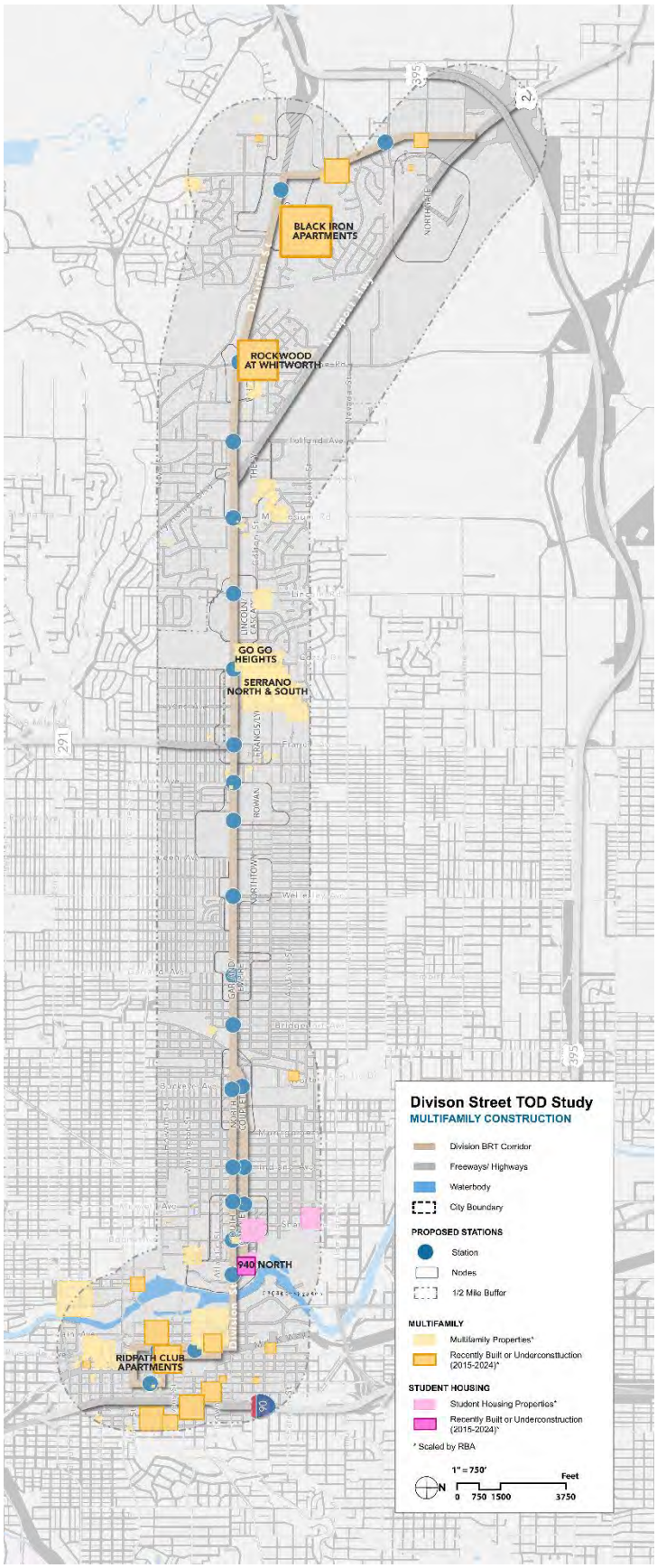
Figure 26. Multifamily Deliveries (Units) and Vacancy Rate, 2004-2024; Source: CoStar.

Figure 24 below includes details for new multifamily properties built between 2015 and 2024 in key districts within the study area. The Downtown and University District projects are primarily podium-construction while the northern portion of the study area is dominated by lower density garden style construction. The Roxy on Wall has the highest rent per square foot ($2.57) while The M has the highest rent per unit ($2,079).

Area	Name	Address	Year Built	Units	RBA	Avg. SF / Unit	Avg. Rent / Unit	Avg. Rent / SF	Stories	Type
Downtown	The Warren	206 W Riverside Avenue	2022	139	87,153	627	$1,553	$2.48	5	Podium
Downtown	The Roxy on Wall	120 N Wall Street	2021	21	10,164	484	$1,243	$2.57	6	Podium
Downtown	The M	612 W Main Avenue	2018	114	120,954	1,061	$2,079	$1.94	11	High-Rise
Northern Corridor	Farwell North	102 E Farwell Road	2024	72	77,040	1,070	$1,602	$1.50	3	Garden Style
Northern Corridor	The Confluence on Farwell	12525 N Pittsburg Street	2024	144	100,000	694	$1,495	$2.15	3	Garden Style
Northern Corridor	Black Iron Apartments	11684 N Standard Drive	2024	352	387,200	1,100	$1,733	$1.58	4	Garden Style
Northern Corridor	Hasting Apartments	1001 E Hastings Road	2020	24	27,312	1,138	$1,555	$1.37	3	Garden Style
Northern Corridor	Dakota Flats	514 E Hastings Road	2018	46	44,942	977	$1,291	$1.32	3	Garden Style
University District	Boxcar Apartments	15 N Grant Street	2022	135	62,370	462	$1,293	$2.80	7	Podium
University District	Burder Haven	201 E 2nd Avenue	2016	100	44,668	447	*PSH*	*PSH*	4	Mid-Rise

Figure 27. Recently Built Multifamily Housing in Key Districts, 2015-2024; Source: CoStar.

The Warren, The Roxy on Wall, and the Boxcar Apartments demonstrate that rent per square foot is likely high enough to support development Downtown and in the University District. However, these projects all have relatively small unit sizes. The M, which has an average unit size of 1,061 square feet, rents for an average of $1.94 per square foot – below what would typically be considered feasible for new construction. While the garden style apartment buildings in the Northern Corridor have rents below what would typically be considered feasible, three were completed in 2024, indicating that land prices in this area may support construction feasibility. However, the Downtown and University District properties are at a density and scale typical for transit-oriented development, while garden style apartments are less suitable for walkable areas. This indicates that the southern part of the study area, which includes the University District and Downtown, is the most likely to support transit-oriented development.



Overall, multifamily construction is clustered in the Downtown Area, with some recent developments in the historic core. The Francis/Lyons and Lincoln/Cascade have concentrations of multifamily apartment buildings. The largest and most recent multifamily development activity has happened in the north edge of the study area. The Black Iron Apartments is the largest property on that side, with 352 units being built in 2024.

The 535-unit cluster of student housing near Gonzaga University's campus is located around the South Couplet node. Most of the units are dormitory types, except for the 60-unit 940 North luxury apartment building on Ruby St., which was constructed in 2016.

Overall, multifamily development is highly concentrated in downtown and to the north of the study area, with smaller-scale, scattered projects in between them. The large multifamily development is expected to grow around Whitworth, Mead, and Northgate nodes due to the available vacant land there, which will increase the density of these nodes.

Figure 28. Multifamily and Student Housing Construction; Source: CoStar.

Retail

Retail is an essential component of transit-oriented development. Walkable retail that meets the needs of residents can help reduce car dependency, thereby lowering the cost of living. Transit-oriented retail typically includes ground floor storefronts with housing, office, or other uses above. These retail spaces generally face the sidewalk to create an active and interesting pedestrian realm.

Within the study area, there is 12,318,197 square feet of retail space, with another 33,720 square feet proposed. Existing retail in the study area accounts for 63 percent of Spokane's nearly 19.5 million square feet of retail. Citywide, there are 368,778 square feet of proposed new retail and 5,600 square feet of retail currently under construction.

Direct triple-net (NNN) retail rent in the study area is $16.27 per square foot per year, compared to $16.55 citywide and $15.39 in the metro area. Full-service rent in the subarea is $16.62 per square foot per year. Rent in the study area grew more slowly than citywide rents between 2014 and 2024, with a cumulative growth rate of 40.7 percent. However, retail rents continued to grow in the study area between 2020 and 2024, while citywide rents flattened and regional rents declined.

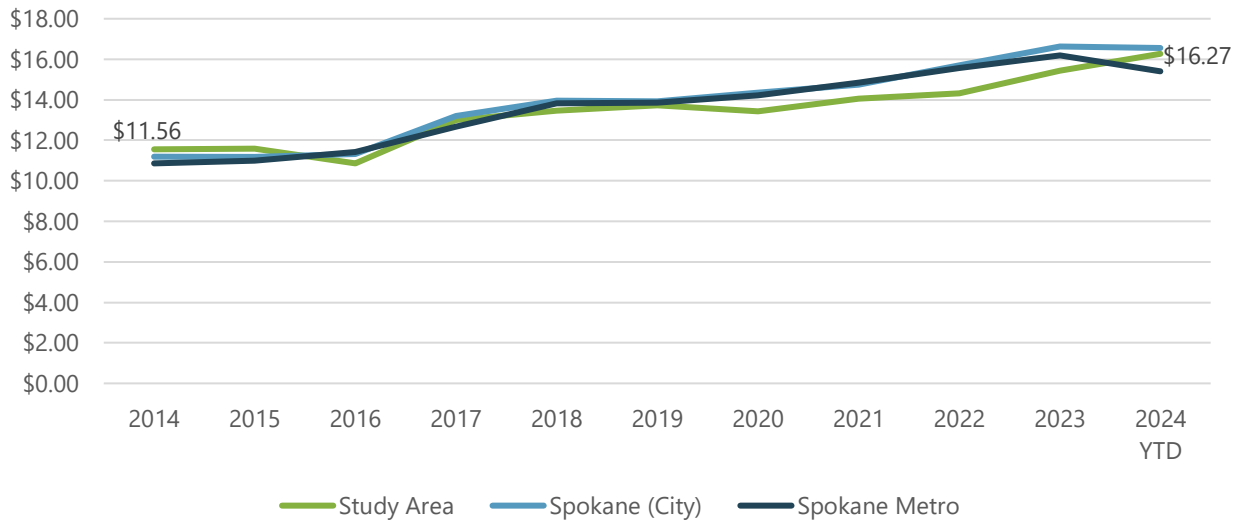


Figure 29. Triple Net Retail Rent per Square Foot per Year (2014-2024); Source: CoStar.

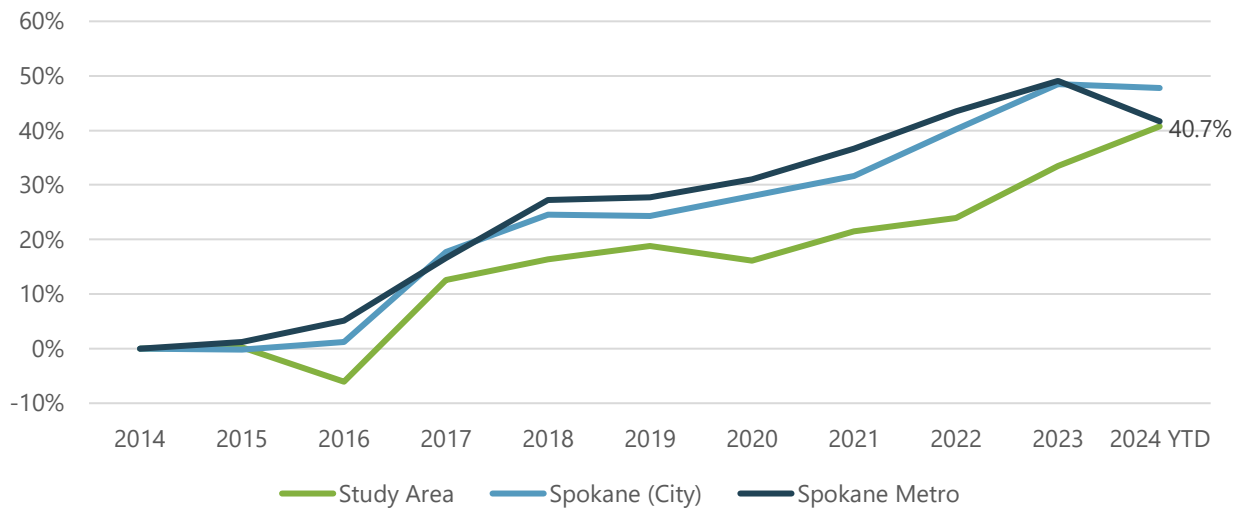


Figure 30. Cumulative Retail Rent Growth (2014-2024); Source: CoStar.

Between 2014 and 2024, over 462,000 square feet of retail space was added in the study area. The biggest years for retail construction were 2016 and 2018. Three car dealerships were built during this time – Findlay Downtown Honda, Findlay Downtown Toyota, and Larry H. Miller Downtown Toyota. In addition, a new Costco was completed in 2018 just south of the intersection of 395 and N Newport Highway. Typically, these types of retail do not fit well in a walkable transit-oriented neighborhood because they include large parking lots and are auto-focused. However, there has also been ground floor retail in some large multifamily properties built downtown, including in The M, The Warren, and Parkview West. This type of mixed-use retail can support a thriving TOD neighborhood.

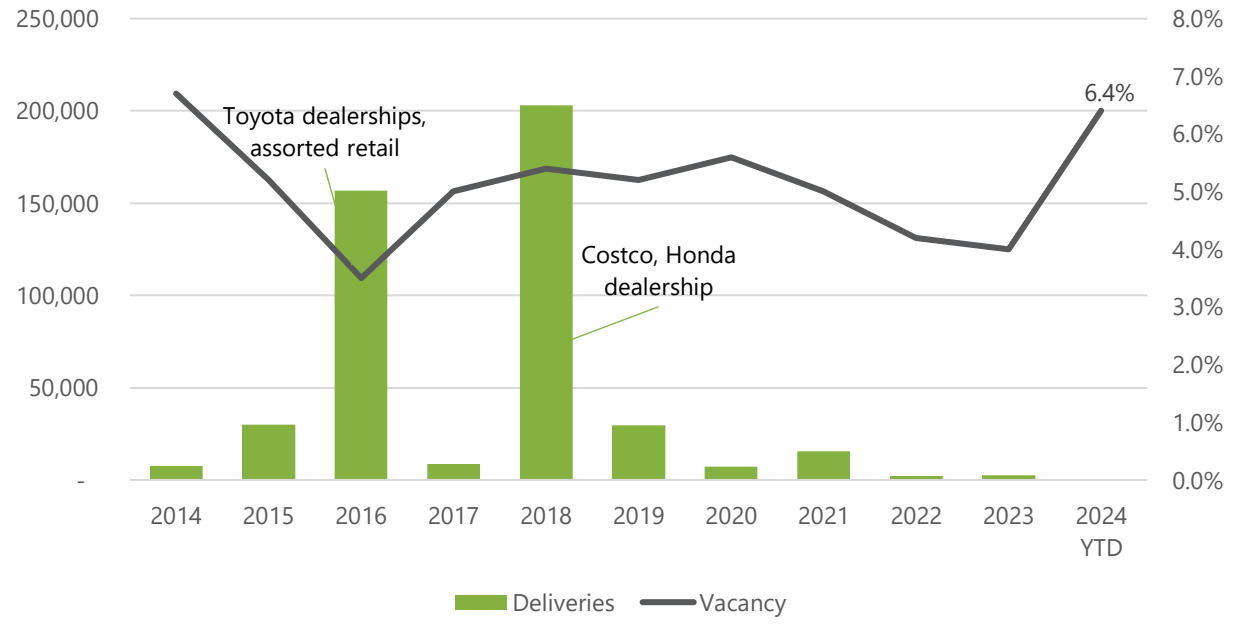


Figure 31. Study Area Retail Deliveries (SF) and Vacancy Rate (2014-2024); Source: CoStar.

As of 2024, the retail vacancies in the study area is 6.4 percent, compared with 4.8 percent citywide and 4.3 percent in the metro area. Except for 2016, the retail vacancy rate in the study area has consistently been higher than the city and metro vacancy rates, indicating that there may be a slight imbalance of supply and demand. However, 6.4 percent is still within the range typically associated with a healthy market (five to seven percent).

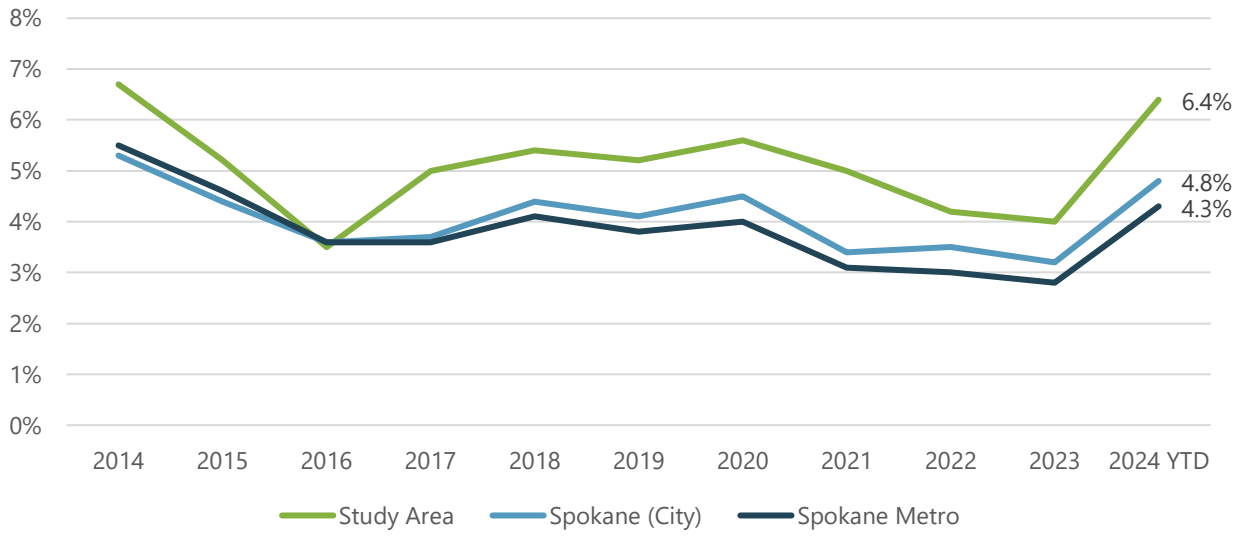
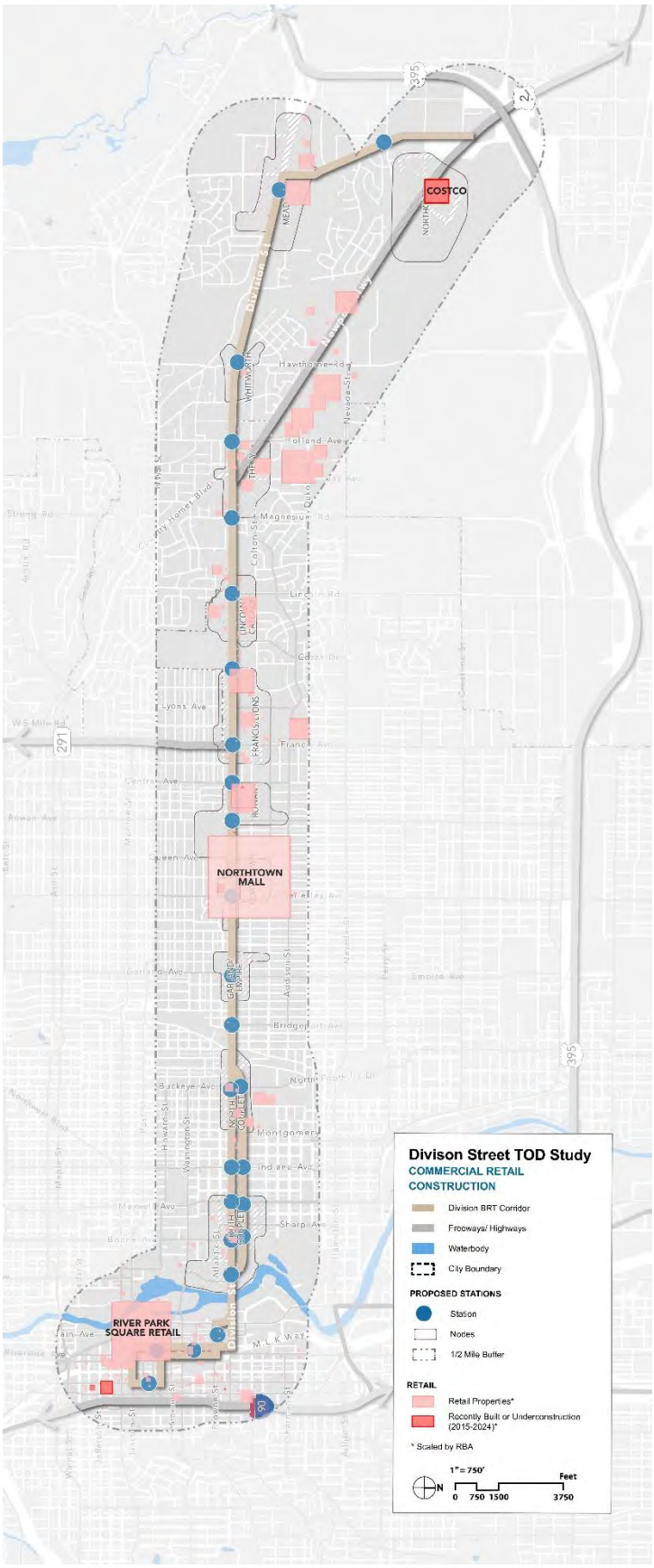


Figure 32. Retail Vacancy Rate (2014-2024); Source: CoStar.

Between 2018 and 2024, 12 new retail developments have been completed within the study area. Rents range from $16 per square foot to $27 per square foot, compared with an average rent of $16.27 in the study area. Costco, Horizon Credit Union, and Findlay Downtown Honda Spokane are all owner-operated, purpose-built retail spaces rather than speculative. No new retail has been built in the study area in 2024.

Name	Address	Year Built	RBA	Rent PSF	Type
	1730 N Division St	2023	2,324	$16	Fast Food
	371 E 5th Ave	2022	2,000	$23	
Maverik	6710 N Division St	2021	7,391	$22	Convenience Store
	1021 E Hawthorne Rd	2021	8,000	$19	
Park West Retail	1309 W 1st Ave	2020	3,500	$24	Storefront Retail/Residential
Horizon Credit Union	605 S Washington St	2020	3,645		Bank
	11921 N Division St	2019	6,900	$24	
	1505 W 4th Ave	2019	4,889	$26	Freestanding
Texas Roadhouse	7611 N Division St	2019	7,163	$18	Restaurant
Optic One Eyecare	513 E Hastings Rd	2019	10,500	$27	Storefront Retail/Office
Costco	12020 N Newport Hwy	2018	167,000		
Findlay Downtown Honda Spokane	1208 W 3rd Ave	2018	35,902		
	10406 N Division St	2017	4,624	$25	Fast Food
	9420 N Newport Hwy	2017	1,850	$25	Storefront Retail/Office
	10421 N Newport Hwy	2017	2,035	$23	
	2-4 W 3rd Ave	2016	15,417	$21	Retail Building
	1208 W 3rd Ave	2016	86,009		Auto Dealership
	9400-9405 N Newport Hwy	2016	10,000	$21	Storefront
	1839 N Ruby St	2016	3,025	$52	Restaurant
Larry H. Miller Downtown Toyota	1128 W 3rd Ave	2016	41,112		Auto Dealership
	1814 N Division St	2016	1,114		Restaurant
Washington Federal Bldg	5322 N Division St	2015	12,633	$20	Bank
Rite Aid	5840 N Division St	2015	17,305	$16	Drug Store

Figure 33. Study Area Retail Built between 2015 and 2024; Source: CoStar.



Historically Division Street has been the commercial retail corridor with the large shopping mall type development and smaller street and neighborhood retail in between the large retail nodes. Constructed in 1954 and renovated in 2000, the North Town Mall has been the largest commercial retail development ever built on the Division (the total RBA is 544,469 sq. ft.). Another retail cluster is on the northeast to The-Y node between the Hawthorne and Magnesium Roads and Division and Nevada Streets.

The largest recent development occurred is Costco (167,000 sq. ft. total) constructed in 2018 in the Northgate node.

Figure 34. Retail Construction; Source: CoStar.

Office

Nationwide, the office market is struggling with high vacancy rates due to the increase in remote work that began in 2020 as a result of the COVID-19 pandemic. Speculative office development is considered a risky investment by developers and lenders. However, there could be opportunities for purpose-built office space in the study area, particularly for companies interested in locating in a walkable, transit-oriented neighborhood.

There is 11,759,274 square feet of office space in the study area, making up 67 percent of Spokane's total office supply of 17.4 million square feet. There is no new office space in the city's development pipeline. Currently, office space in the study area has a vacancy rate of nearly 8 percent – higher than both the city and market-wide vacancy rates. There is over one million square feet of vacant office space in the Division Street Corridor.

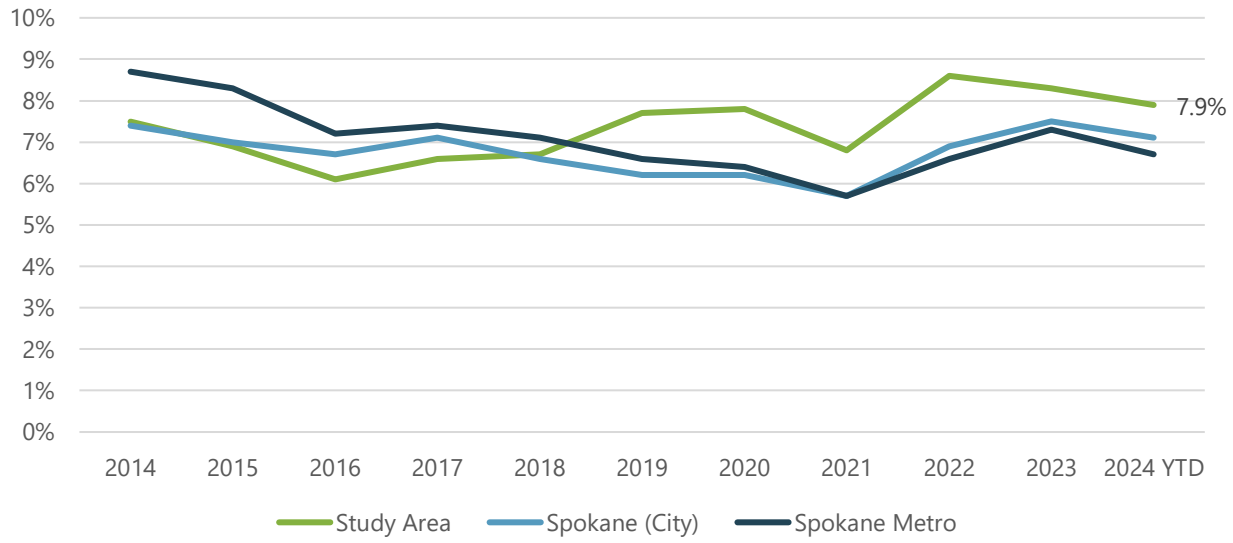


Figure 35. Office Vacancy (2014-2024); Source: CoStar.

Despite the higher vacancy rate, office space in the study area rents at a slight premium over the wider market. The average base rent per square foot in the study area is $21.75 compared to $20.70 citywide. Office rent in this area has increased by 37 percent over the last ten years.

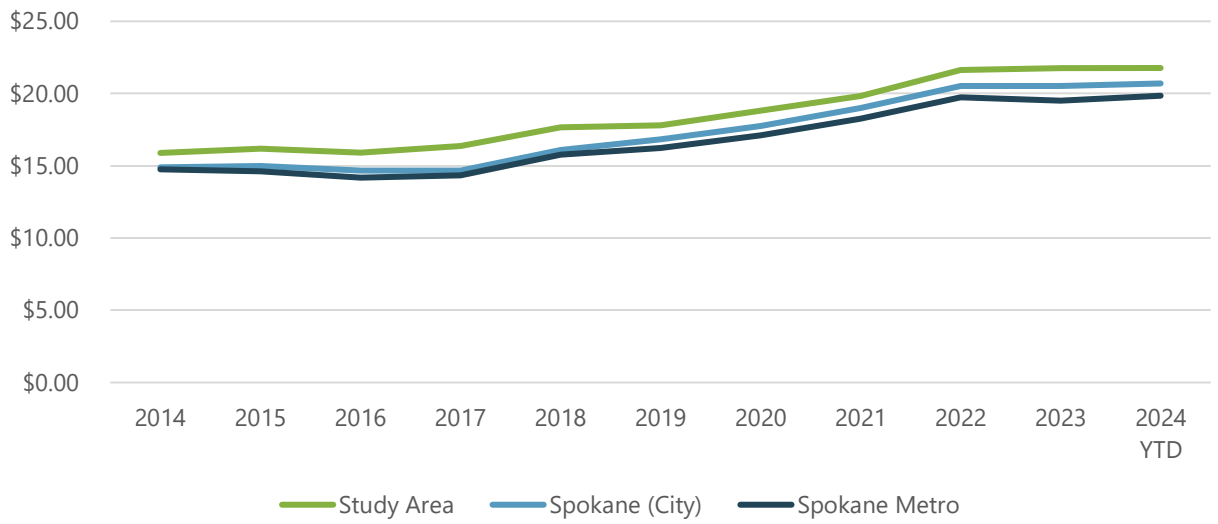


Figure 36. Office Base Rent per Square Foot (2014-2024); Source: CoStar.

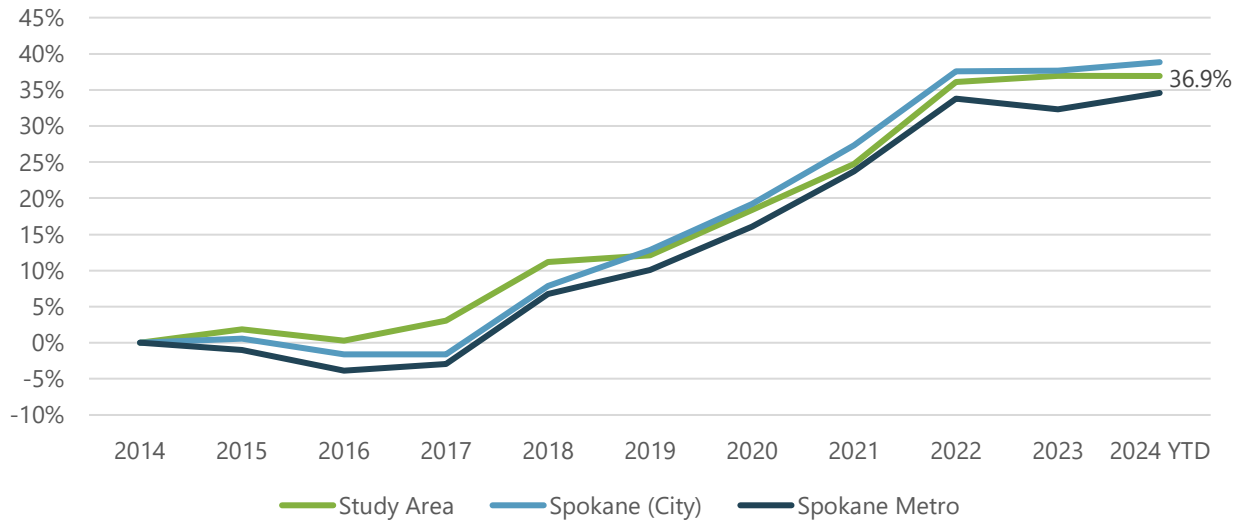


Figure 37. Cumulative Rent Growth for Office Space (2014-2024); Source: CoStar.

The most recently built new office space in the study area was completed in 2021. In 2020, two new office buildings were completed in the University District – The Catalyst (159,000 square feet) and Morris Center (40,000 square feet). Despite challenges in the office market, The Catalyst is 91 percent leased, charging $33 per square foot for full service gross rent. Tenants include Eastern Washington University and the Washington State Department of Commerce. McKinstry developed and owns the building and maintains an office there. McKinstry also developed Morris Center, which is also around 90 percent leased. Construction company Swinerton is a major tenant. Both properties feature ground floor retail.

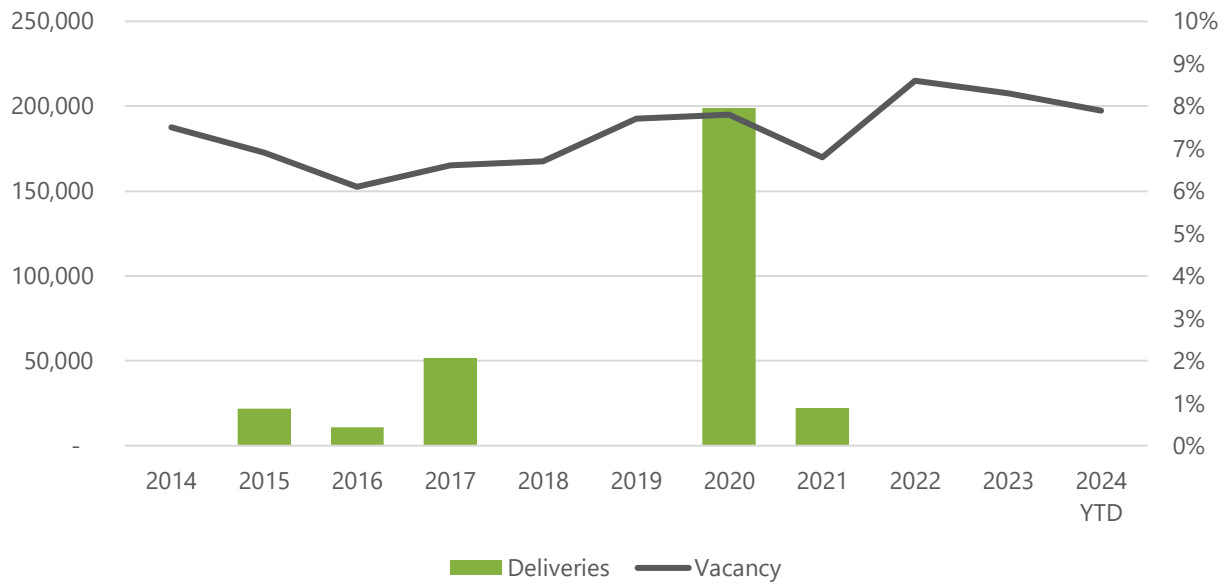
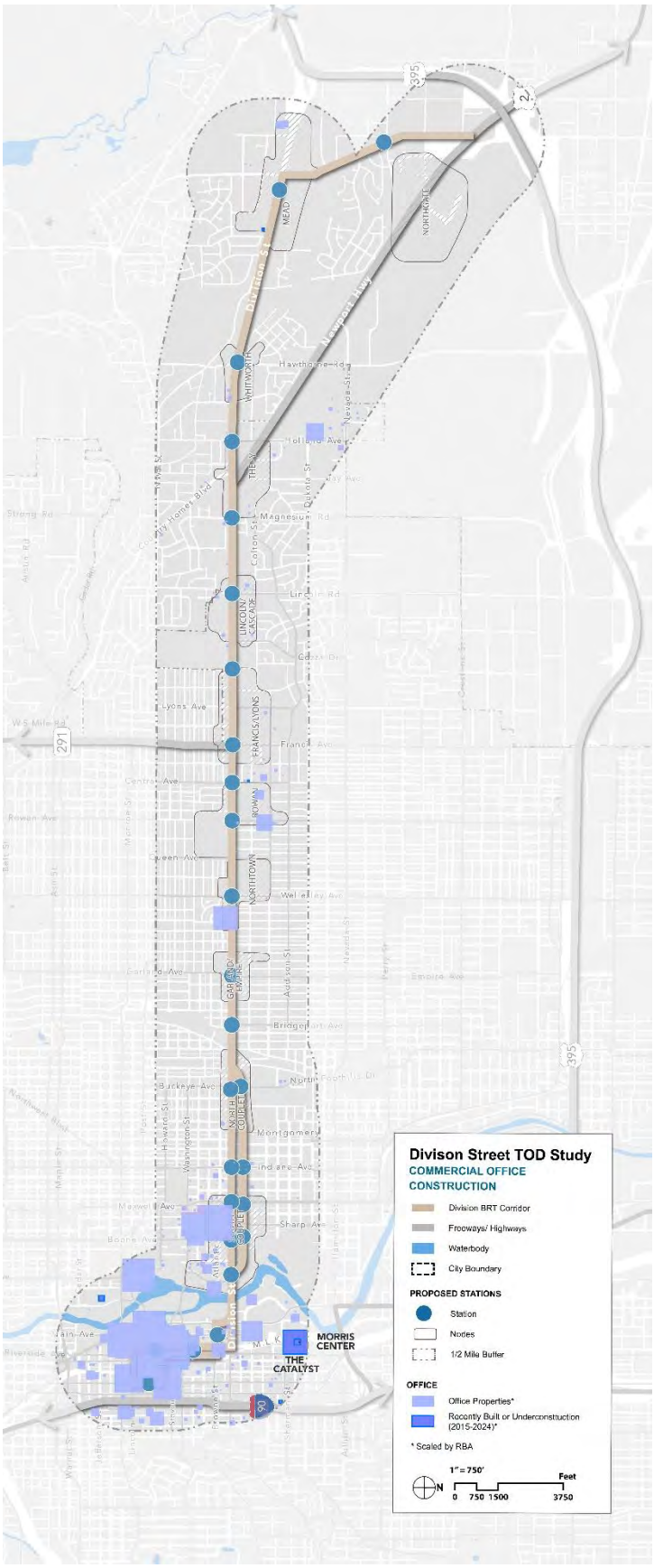


Figure 38. Study Area Deliveries (SF) and Vacancy Rate (2014-2024); Source: CoStar.

Figure 39. The Catalyst Office Building (Built 2020)

Figure 40. Morris Center Office Building (Built 2020)



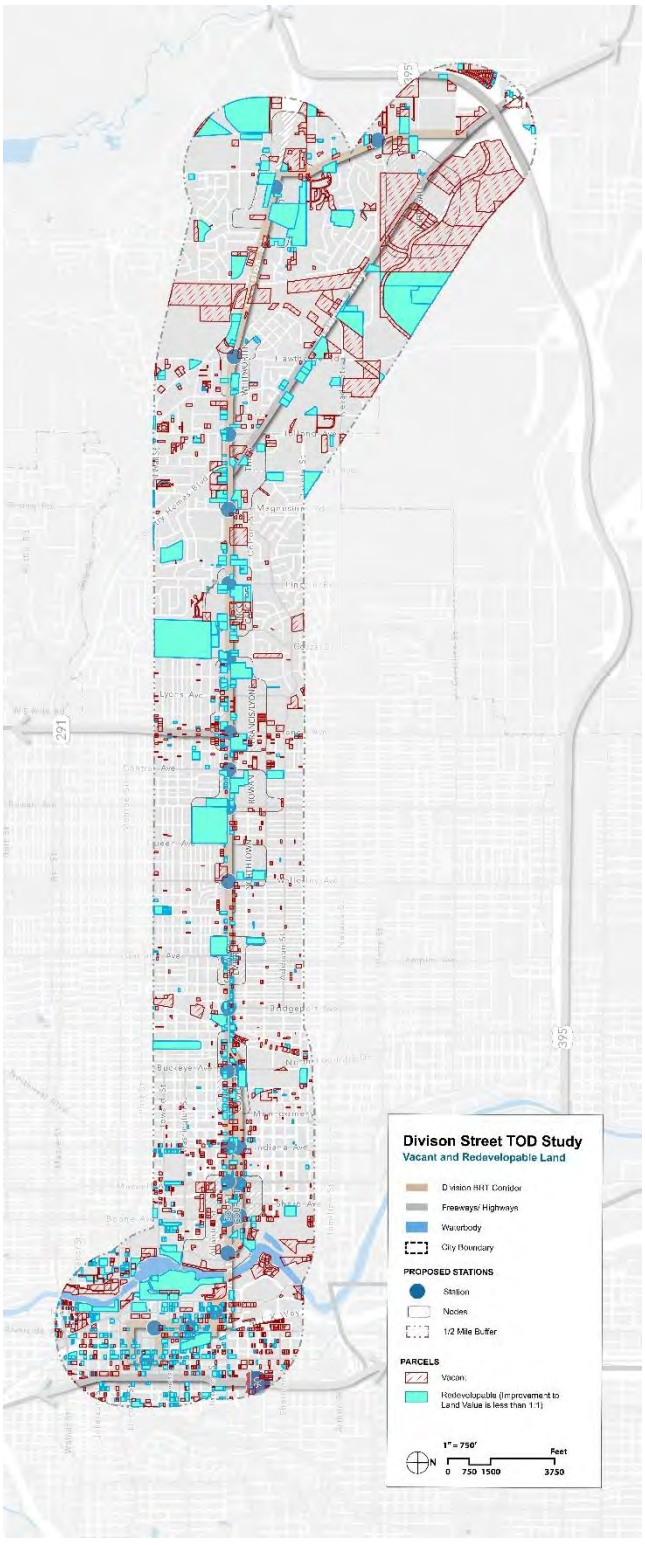
The majority of offices are concentrated in the Downtown and make up most of the built environment there. The Catalyst and Morris Center mentioned above, are the most recent built office buildings.

The small cluster of B and C class offices located between Northtown and Rowan with majority of offices constructed before 2000. Another cluster of small offices is located to the northeast of the The-Y node.

Figure 41. Office Construction; Source: CoStar.

Ch. 05: Development Potential

Vacant and Redevelopable Land



To understand the land capacity for new development, the *'vacant'* and *'redevelopable'* parcels were identified.

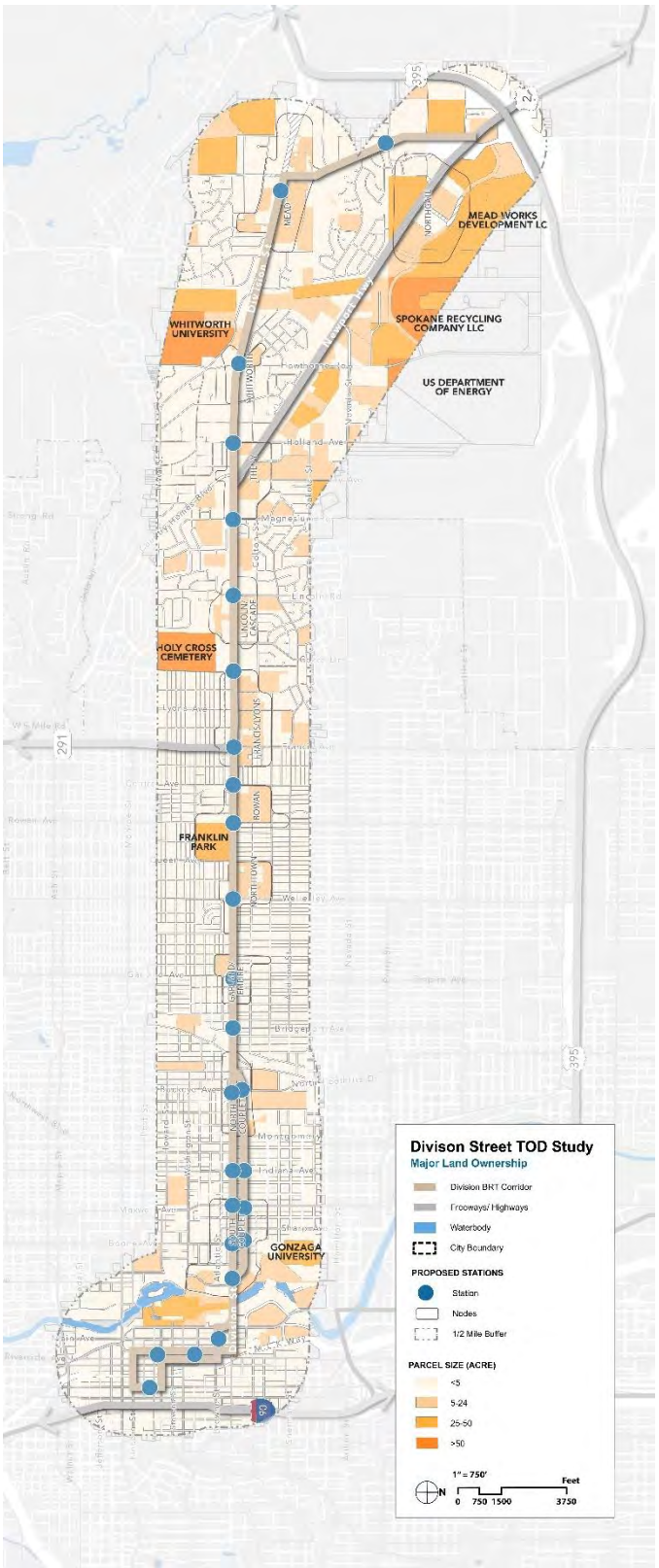
- **Vacant** parcels are defined as parcels that are vacant by the County Assessor use code.
- **Redevelopable** parcels are those that have improvement to land value less than 1:1.

The majority of large vacant parcels are concentrated in the north of the study area. Mid- and large-size redevelopable parcels up to 60 acres are scattered between the north and south edges of the study. Multiple small-sized vacant and redevelopable parcels are located in the Downtown area. Figure 42 shows many small size vacant and redevelopable parcels are concentrated on both sides of the Division Street. Most of them are parking lots facing the street.

The amount of vacant in the study area is equivalent to the amount of redevelopable land. 1,090 acres are vacant (17 percent) and 1,098 acres are redevelopable (17 percent).

Figure 42. Vacant and Redevelopable Land; Source: County Assessor Data, LCG.

Parcels Size

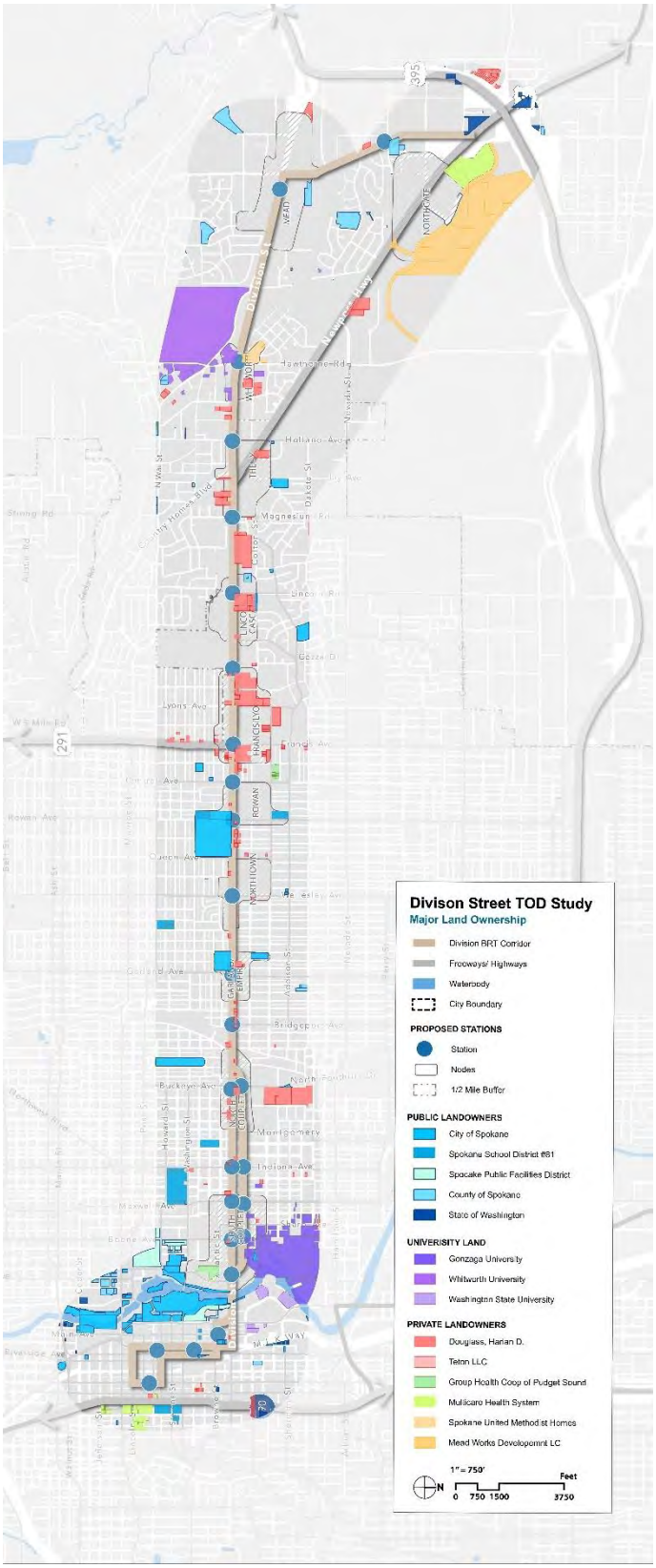


Small parcels, which are less than 5 acres, are the majority of the land in the Division Corridor. The mid-size parcels are scattered on the east and west sides of the Division Street. Parcels that are more than 25 and less than 50 acres are predominantly located in the north edge of the corridor. The top largest parcels are Holy Cross Cemetery (~60 acres) in the north from Hwy 291, Whitworth University parcels (over 100 acres total), Spokane Recycling Company with the parcel of 167 acres, and Mead Works Development LC parcels (over 200 acres total).

Clusters of large mid- and large-size parcels with allowed high density and mix of uses will be more suitable for TOD. High concentration of urban activity will form a critical demand for the use of transit.

Figure 43. Parcel Size; Source: County Assessor Data, LCG.

Ownership



The largest public owner in the corridor is the City of Spokane that owns a little over 180 acres.

The largest private landowner is Mead Works Development LC, with over 200 acres total, followed by the Douglas, Harlan D., that owns around 150 acres in the study area. Most of these parcels are small size and scattered along Division Street.

The large landowners are critical to be invited as stakeholders at the earlier stage of TOD development and potential land acquisition.

Figure 44. Major Landowners; Source: County Assessor Data, LCG.

Development Activity

The major development activity in the last 10 years (2015-2024) has occurred in Downtown. The largest commercial development (over half a million sq. ft.) is The Davenport Grand Hotel located between Spokane Falls Boulevard and Main Avenue was constructed in 2015. In the city center there are currently two multifamily projects under construction with the total of 224 units, some of them are rent-restricted.

North Spokane has 84 multifamily units under construction. The major proposed development is the Mead Works mixed-use community that will include office, retail, and a variety of housing choices from single-family to senior housing. The total proposed number of units is 1,400. According to the Mead Works website, the significant amount of land will be dedicated to parks and open spaces.

Figure 45. Recent and Proposed Development; Source: CoStar.

Division Street TOD

CITY OF SPOKANE

Node Selection Matrix – Appendix D

January 2025

www.migcom.com

DIVISION STREET TOD- Preliminary Node Selection Criteria

● High (Value= 1) ◐ Medium (Value= .5) ○ Low (Value= 0)

	City of Spokane							Spokane County			
Categories	**South Couplet**	**North Couplet**	**Garland/ Empire**	**Northtown**	**Rowan**	**Francis/ Lyons**	**Lincoln/ Cascade**	**The- Y**	**Whitworth**	**Mead**	**Northgate**
DIVISION CONNECTS											
Social Vulnerability Index *High Displacement (Low 0.0 - High 1.0)*	High (.82)	High (.61)	High (.64)	High (.64)	High (.67)	High (.70)	High (.67)	High (.65)	Moderate (.60)	High (.67)	High (.62)
Transformation Potential *Approximate Acres*	4 acres	16 acres	14 acres	9 acres	10 acres	23 acres	20 acres	25 acres	8 acres	45 acres	359 acres
Vehicle Miles Traveled (VMT) *Impact Level in Improving Air Quality* *2019 VMT / 2045 with TOD VMT*	Moderate 27.1 / 22.8	High 44.1 / 29.4	Moderate 18.1 / 22.8	Moderate 48.3 / 40.9	Low 26.7 / 25.8	Worse 24.7 / 25.5	Moderate 40.9 / 36.1	Moderate 36.9 / 33.2	Worse 21.5 / 22.5	Moderate 52.4 / 38.9	High 77.5 / 38.8
POLICY FRAMEWORK											
Existing Land Use											
Suitable for TOD *Land Use Categories Analyzed for TOD Feasibility (Downtown General, General Commercial, Center & Corridor Type 2, Regional Commercial, Mixed Use)*	●	●	◐	●	◐	●	●	●	◐	◐	◐
Zoning											
Suitable for TOD *Zoning Categories Analyzed for TOD Feasibility (Downtown, Center & Corridor core Area, General Commercial)*	●	●	◐	●	◐	●	●	●	◐	◐	◐
Key Destinations/ Amenities											
Local Serving Retail	●	●	●	●	●	●	●	●	●	●	●
Major Employers	●	◐	◐	●	●	◐	◐	●	◐	●	●
Educational Institutions	●	◐	◐	◐	●	○	◐	●	●	○	●
Health Centers	○	○	○	○	●	●	●	●	○	○	○
Parks and Open Space	●	◐	●	◐	●	○	○	◐	○	●	○
PHYSICAL ANALYSIS											
Development Potential											
Vacant & Redevelopable Potential *Share of vacant land and land with less than 1:1 improvement to land value ratio*	◐	◐	○	◐	◐	◐	◐	◐	◐	●	●
Parcel Size *Larger parcels present higher potential*	◐	○	○	◐	◐	◐	◐	◐	◐	●	●
Clustered Land Ownership *Public land ownership & contiguous private ownership*	◐	◐	◐	○	●	●	◐	◐	●	○	●
Development Activity *New commercial construction in the last 10 years (2015-2024)*	●	○	○	○	○	○	○	○	◐	●	●
Market Strength *Average asking rents for multifamily apartments*	●	◐	○	○	○	●	◐	◐	◐	◐	○
Tree Canopy	◐	◐	●	◐	◐	◐	◐	◐	●	◐	●
Impervious Surface	◐	◐	◐	●	●	●	●	◐	◐	●	○
ECONOMICS ANALYSIS											
Demographics											
Population Density *Higher density indicates higher TOD potential*	●	●	●	●	●	●	◐	◐	○	○	○
Transit-Dependency *Percent share of autoless households, commuting to work by transit, low-income population, population with disabilities, and age groups at risk such as elderly and youth*	●	◐	●	●	◐	●	◐	○	◐	○	○
Employment Density *Higher density indicates higher TOD potential*	●	○	○	◐	●	◐	◐	◐	○	○	○
Housing Unit Density *Higher density indicates higher TOD potential*	○	○	◐	◐	◐	◐	●	●	●	●	◐
ACTIVE TRANSPORTATION MOBILITY											
Built-Out Sidewalk Network	●	●	●	●	●	○	○	○	○	○	○
Existing and Planned Bike Network and Pedestrian Crossing Enhancements	◐	◐	◐	●	●	●	◐	○	◐	○	○
Low Level of Stress Bike Network Access	○	○	○	○	◐	◐	○	○	○	○	○
Transit Connectivity	◐	◐	◐	●	●	◐	◐	◐	◐	◐	○
Boardings/ Alighting Ranking	● 3	● 3	○ 8	● 1	◐ 5	● 4	○ 7	◐ 6	○ 9	● 2	○ 10
High Injury Network Intersects Node *Opportunity to provide safety enhancements with Node Development*	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	No
INFRASTRUCTURE CAPACITY											
Proposed CIP Infrastructure Projects	●	○	○	●	◐	○	○	○	○	○	○
COMMUNITY ENGAGEMENT											
TAC Input	●	○	○	●	●	◐	○	◐	○	●	◐
CAC Input	●	○	○	●	●	◐	○	○	○	●	◐
OVERALL RATING	**20/30**	**12/30**	**10.5/30**	**17.5/30**	**19/30**	**16/30**	**12/30**	**13/30**	**10.5/30**	**13.5/30**	**10.5/30**