Existing Conditions Summary
DIVISION STREET TOD
January 17, 2024

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

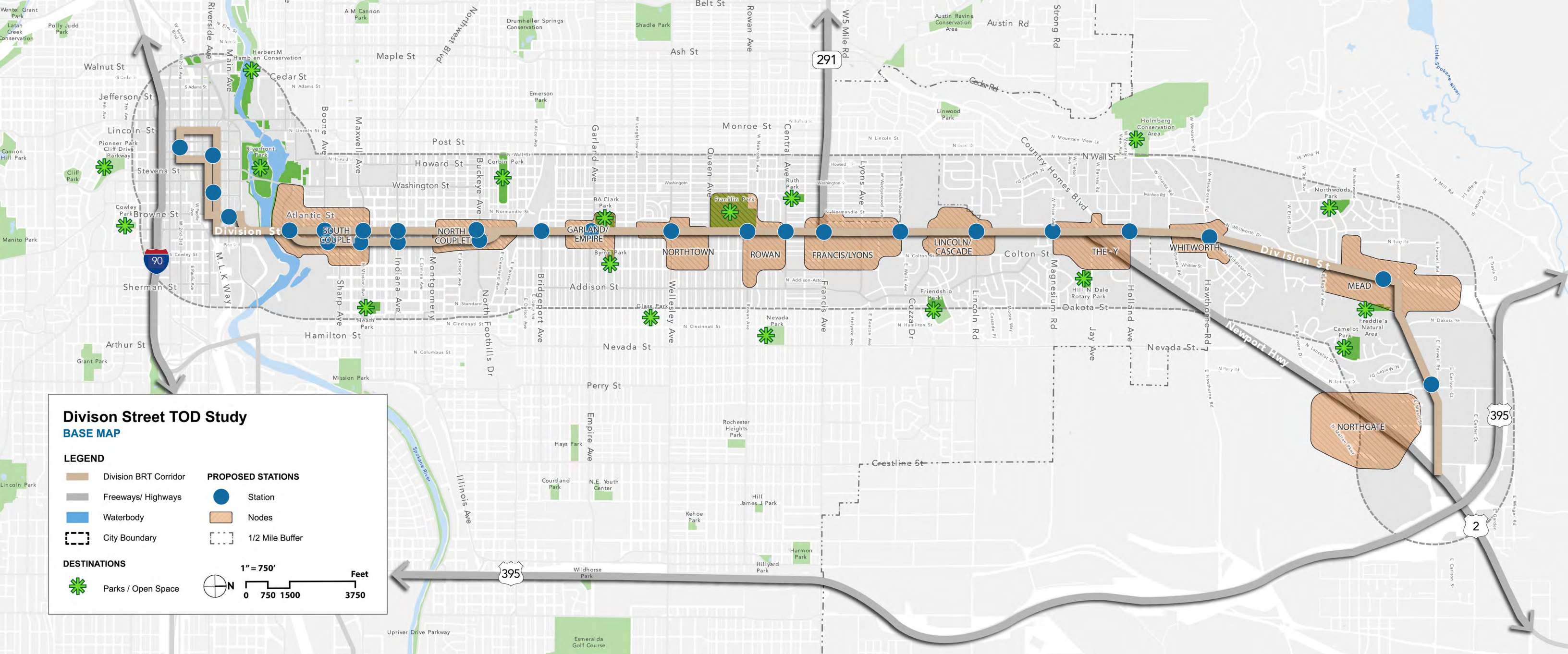**Establish a Development Policy Framework** that will guide future development along the Division Street corridor

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

Divison Street TOD Study
BASE MAP

LEGEND

Division BRT Corridor
Freeways/ Highways
Waterbody
City Boundary

PROPOSED STATIONS

Station
Nodes
1/2 Mile Buffer

DESTINATIONS

Parks / Open Space

1" = 750'

Feet
0   750 1500   3750

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**.

Division Street Transit Oriented Development Plan
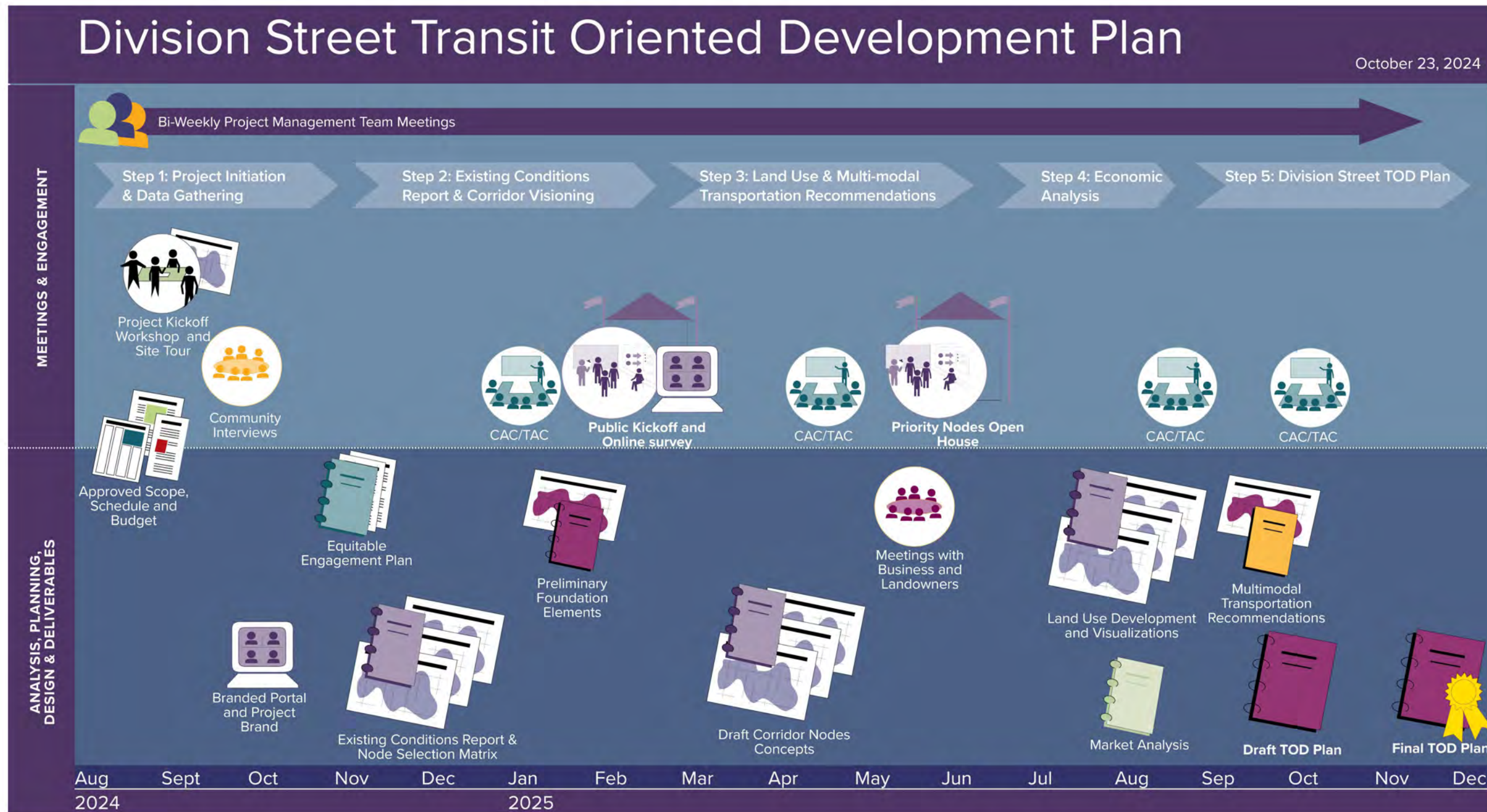
Existing Conditions Report Overview

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.

POLICY FRAMEWORK + PHYSICAL ANALYSIS + ECONOMIC ANALYSIS + MOBILITY ANALYSIS + INFRASTRUCTURE ANALYSIS

TOD NODE SELECTION MATRIX
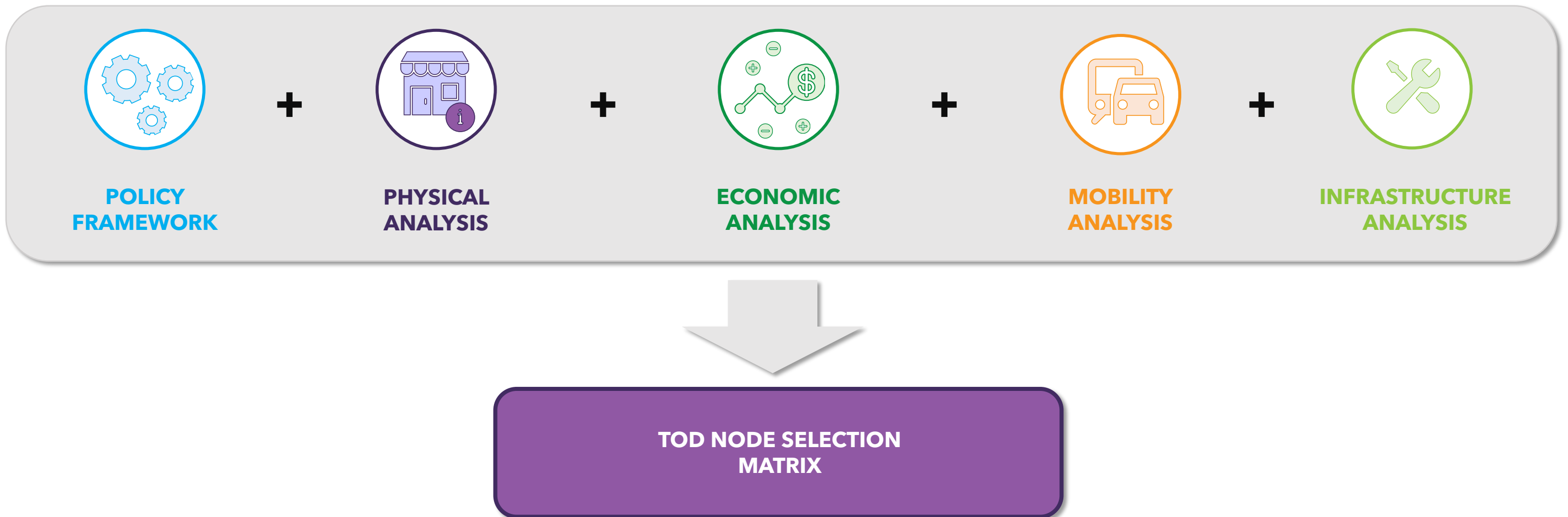
2 Policy Framework

TOD Supportive Plan Review

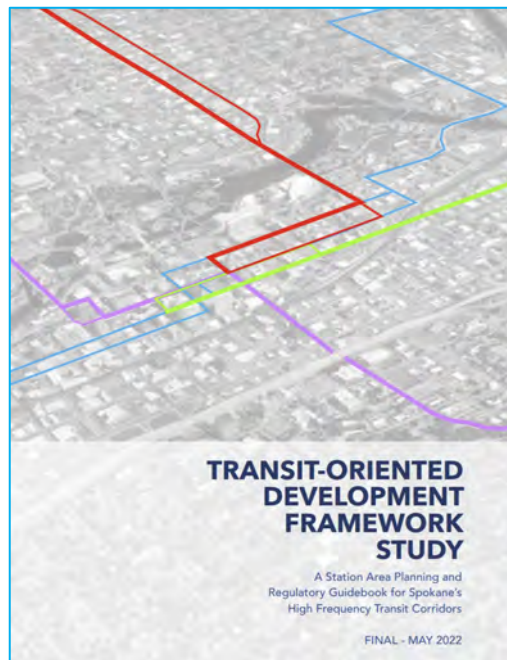The City of Spokane has **conducted analysis and community engagement** to identify ways to provide **employment, housing,** and **mobility** opportunities for the community. These plans and documents include:

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.
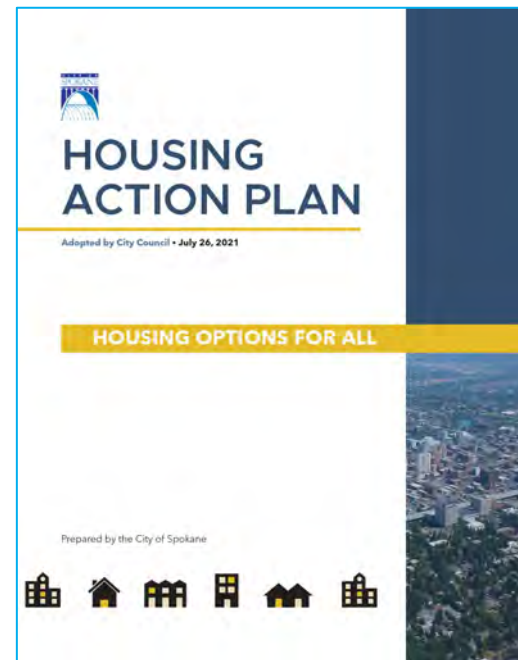
Completed in 2021, the Housing Action Plan (HAP) **focused on increasing housing affordability, diversity, and access to opportunity**, with actions including encouraging closer proximity between residential areas and transit nodes, and utilizing transit-oriented development.
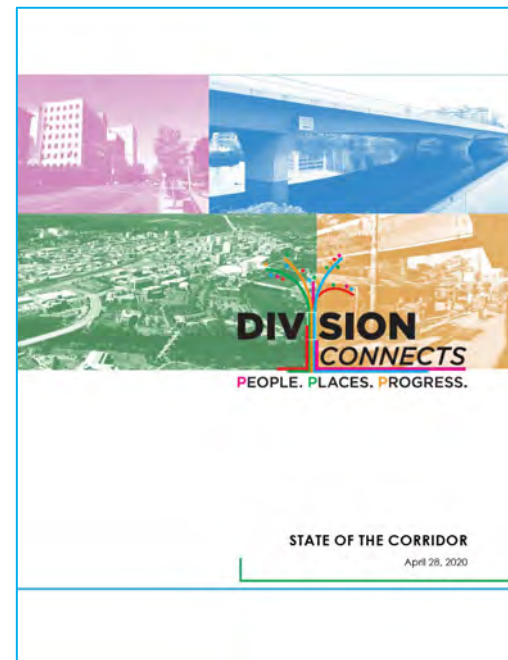
Division Connects was a two-year collaborative study completed in 2022 by the Spokane Regional Transportation Council, Spokane Transit Authority, and local agencies to **assess Division Street's role in the broader North Spokane Corridor project** and to inform future development.
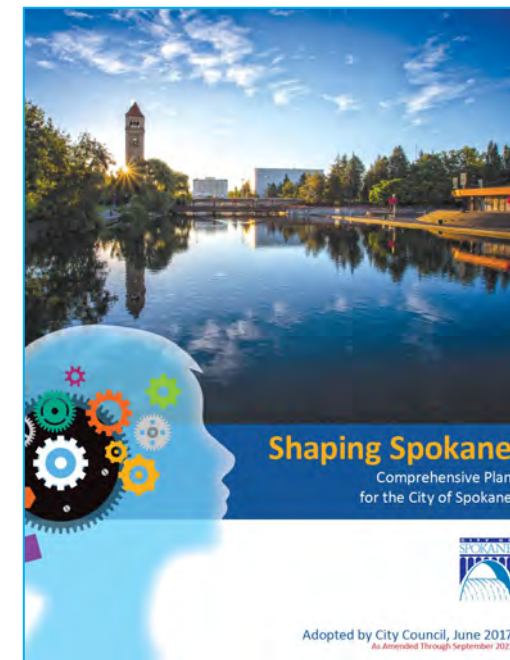
Shaping Spokane provides a long-term strategy for addressing land use, housing, transportation, public services, economic development, and environmental protection to **guide growth and development decisions.**
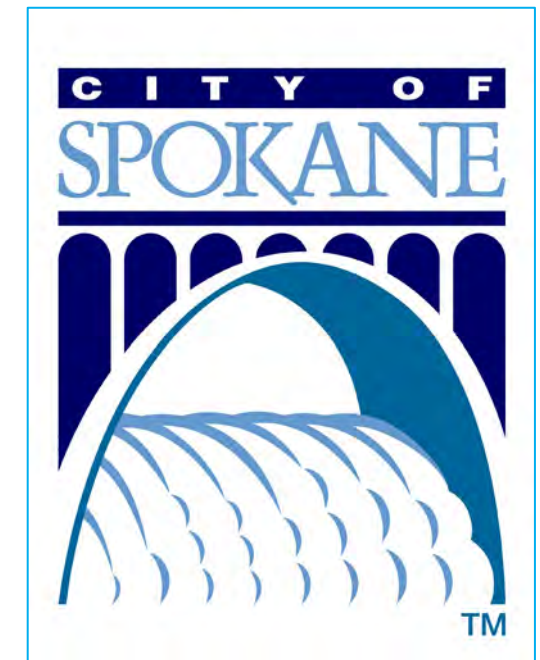
The city's **Zoning Code**, as part of the **Spokane Municipal Code**, regulates land use and development by specifying zones, allowable activities, and standards to ensure consistency with the city's Comprehensive Plan.

Divison Street TOD Study
LAND USE

LEGEND

Division BRT Corridor	**PROPOSED STATIONS**	**LAND USE**
Freeways/ Highways	● Station	Conservation Open Space
Waterbody	▢ Nodes	Open Space
City Boundary	⬚ 1/2 Mile Buffer	Residential 4-10

Residential 10-20
Residential 15+
Residential 15-30
Office
Center & Corridor Core Area
Center & Corridor Tansition Area
Neighborhood Retail
Mini Center
General Commercial
Downtown
Light Industrial
Heavy Industrial
Institutional

1" = 750'

0   750 1500   3750   Feet

N

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.

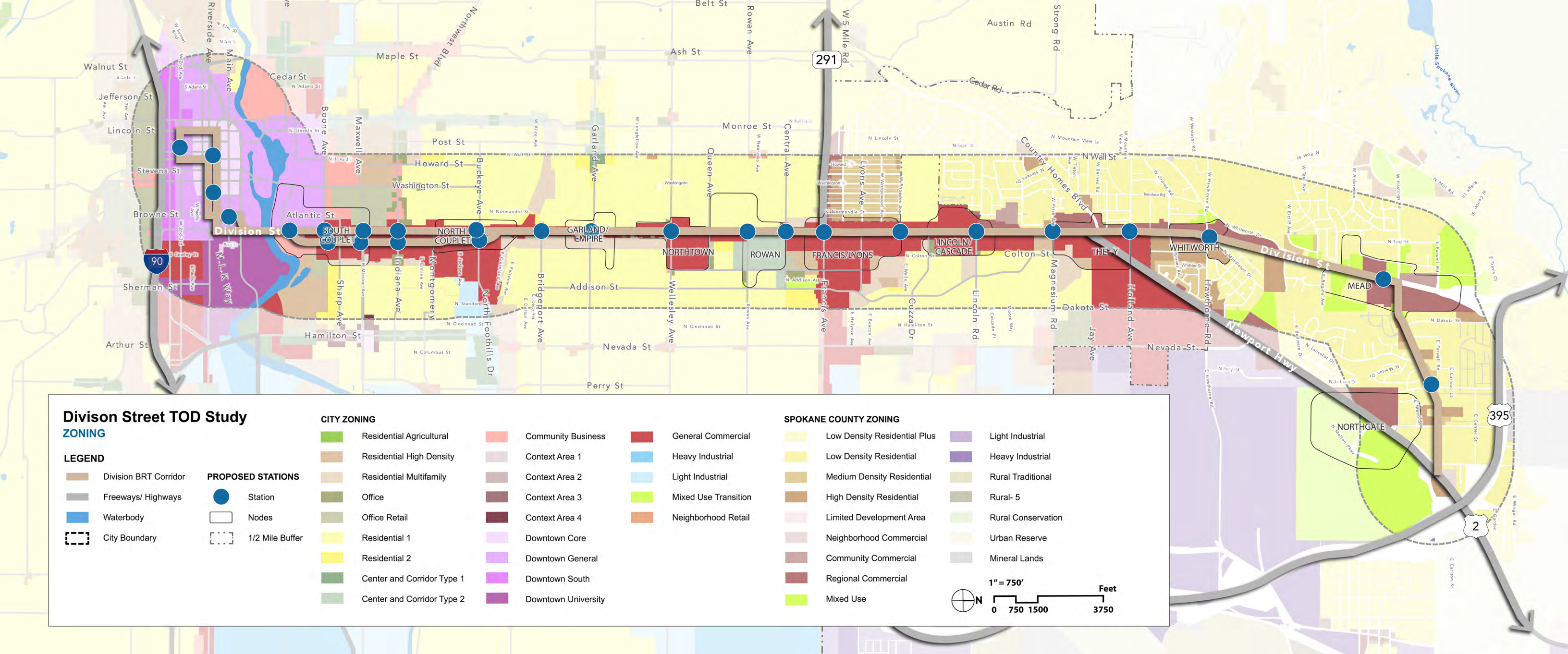**Office** use is primarily concentrated in the Downtown area, with smaller clusters along the corridor.

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

Divison Street TOD Study
ZONING

LEGEND

- Division BRT Corridor
- Freeways/ Highways
- Waterbody
- City Boundary
- Station
- Nodes
- 1/2 Mile Buffer

PROPOSED STATIONS

CITY ZONING

- Residential Agricultural
- Residential High Density
- Residential Multifamily
- Office
- Office Retail
- Residential 1
- Residential 2
- Center and Corridor Type 1
- Center and Corridor Type 2
- Community Business
- Context Area 1
- Context Area 2
- Context Area 3
- Context Area 4
- Downtown Core
- Downtown General
- Downtown South
- Downtown University
- General Commercial
- Heavy Industrial
- Light Industrial
- Mixed Use Transition
- Neighborhood Retail

SPOKANE COUNTY ZONING

- Low Density Residential Plus
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Limited Development Area
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed Use
- Light Industrial
- Heavy Industrial
- Rural Traditional
- Rural- 5
- Rural Conservation
- Urban Reserve
- Mineral Lands

1" = 750'

N

0   750 1500   3750   Feet

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	**Commercial**	**Industrial**	**Downtown**	**Center and Corridor**	**Mixed Use**

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**.
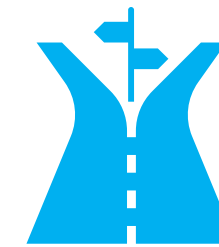
Center and Corridor The varying levels of centers look to provide a **mix of housing and employment opportunities**. For instance, in a Neighborhood Center, public land use should account for 10 percent, commercial and office land uses should account for 20 percent and higher-density housing should account for 40 percent of the land use.
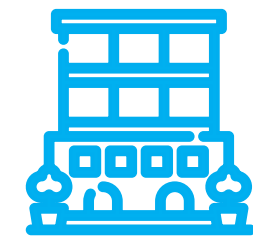
Mixed Use The Mixed-Use category **allows for a mixture of commercial, offices, recreation, and higher-density residential development**. (Spokane County only)

Division Street TOD Study
DESTINATIONS

LEGEND

Division BRT Corridor
Freeways/ Highways
Waterbody
City Boundary

PROPOSED STATIONS
Station
Nodes
1/2 Mile Buffer

DESTINATIONS
Parks / Open Space
Schools
Grocery Store/Shopping Center
Hospitals
Community Centers
Affordable Housing

1" = 750'
0   750 1500   3750   Feet
N
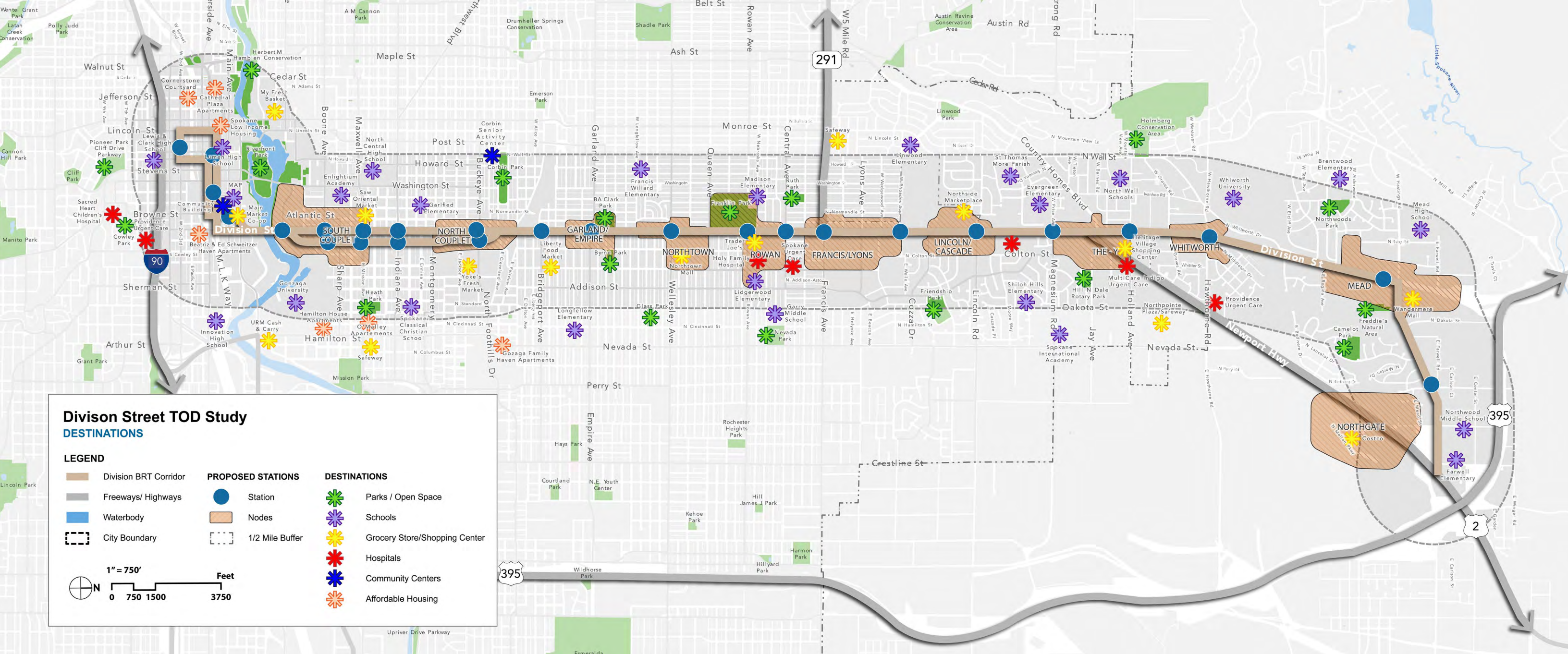
Key Destinations

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

Divison Street TOD Study
VACANT AND REDEVELOPABLE LAND

Division BRT Corridor
Freeways/ Highways
Waterbody
City Boundary

PROPOSED STATIONS
Station
Nodes
1/2 Mile Buffer

PARCELS
Vacant
Redevelopable (Improvement to Land Value is less than 1:1)

1" = 750'
Feet
0   750 1500   3750
N
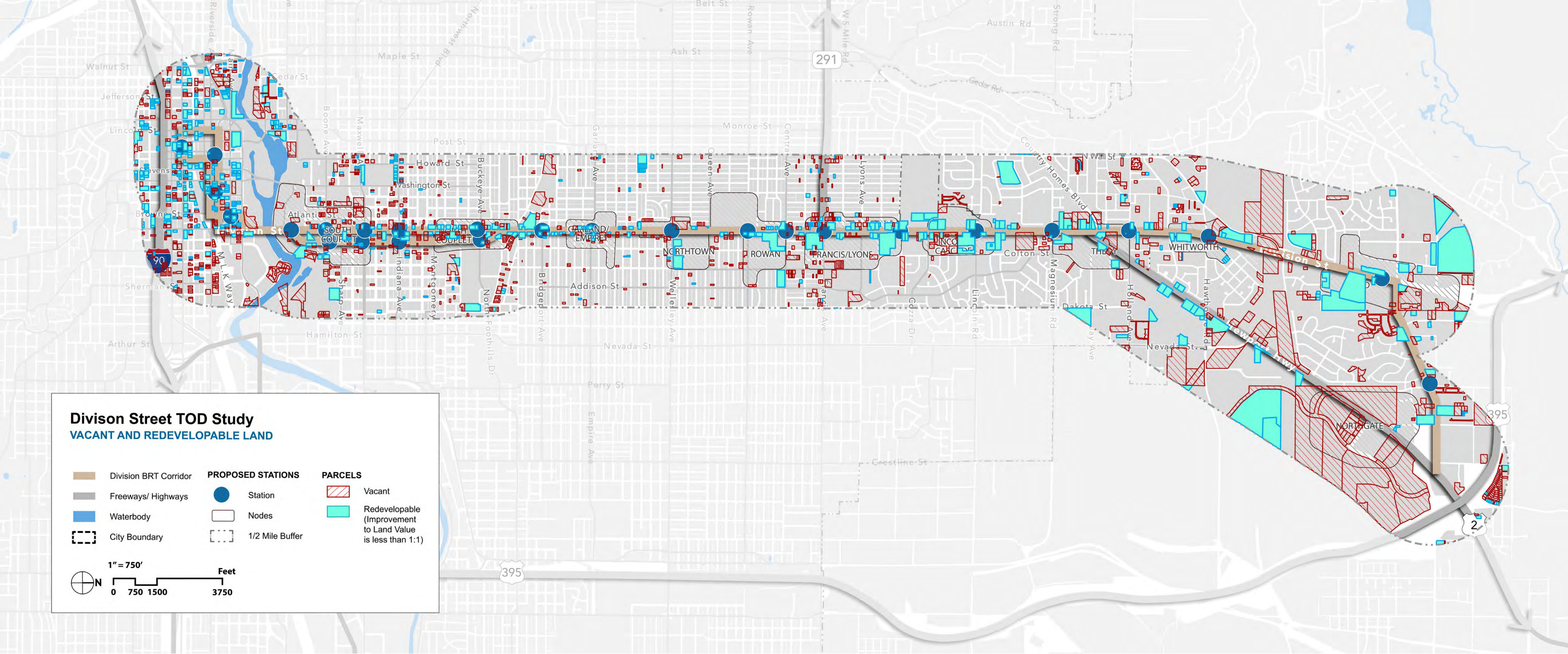
Vacant & Redevelopable Land

- 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**.

Divison Street TOD Study
PARCEL SIZE

Legend:
- Division BRT Corridor
- Freeways/ Highways
- Waterbody
- City Boundary

PROPOSED STATIONS
- Station
- Nodes
- 1/2 Mile Buffer

PARCEL SIZE (ACRE)
- <5
- 5-24
- 25-50
- >50

1" = 750'
Feet
0 750 1500 3750
N
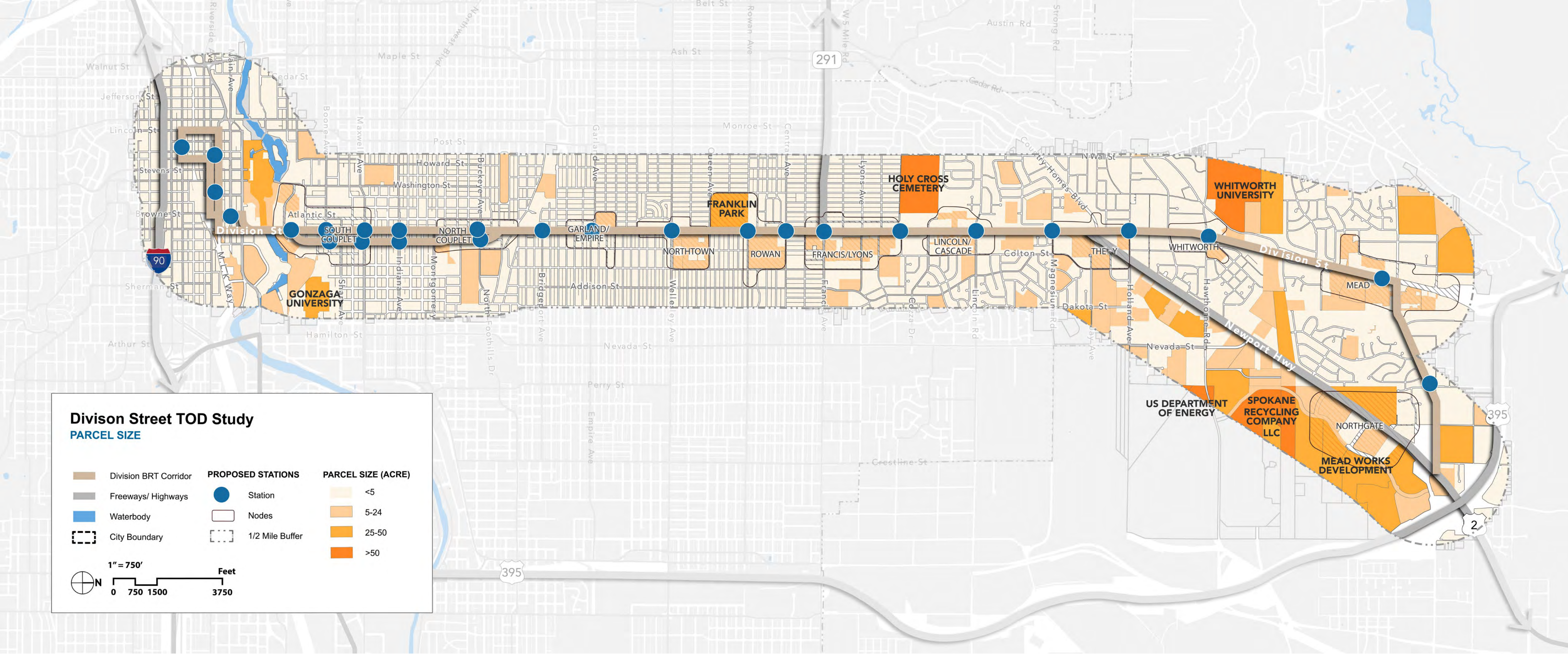
Parcel Size

- **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.

Divison Street TOD Study
MAJOR LAND OWNERSHIP

Legend:
- Division BRT Corridor
- Freeways/ Highways
- Waterbody
- City Boundary

PROPOSED STATIONS
- Station
- Nodes
- 1/2 Mile Buffer

1" = 750'
Feet
0 750 1500 3750

N

PUBLIC LANDOWNERS
- City of Spokane
- Spokane School District #81
- Spocake Public Facilities District
- County of Spokane
- State of Washington

UNIVERISITY LAND
- Gonzaga University
- Whitworth University
- Washington State University

PRIVATE LANDOWNERS
- Douglass, Harlan D.
- Teton LLC
- Group Health Coop of Pudget Sound
- Multicare Health System
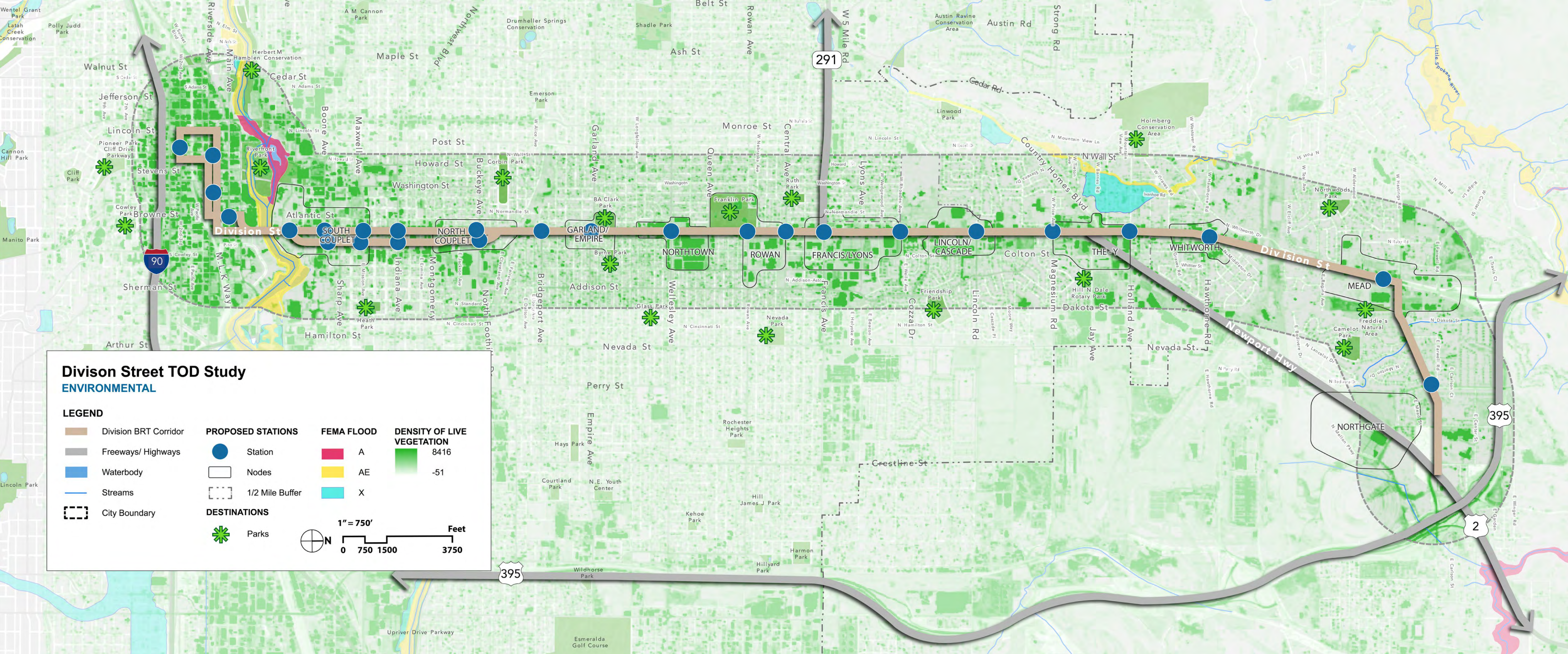- Spokane United Methodist Homes
- Mead Works Developemnt LC

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.

Divison Street TOD Study
RECENT DEVELOPMENT ACTIVITY (2015-2024)

Legend:
- Division BRT Corridor
- Freeways/ Highways
- Waterbody
- City Boundary

PROPOSED STATIONS
- Station
- Nodes
- 1/2 Mile Buffer

RECENTLY BUILT
- Multifamily*
- Retail*
- Office*
- Industrial*
- Hospitality*

UNDERCONSTRUCTION
- (dashed red outline)

PROPOSED
- (dashed black outline)

1" = 750'

Feet
0   750   1500   3750

N

* Scaled by RBA
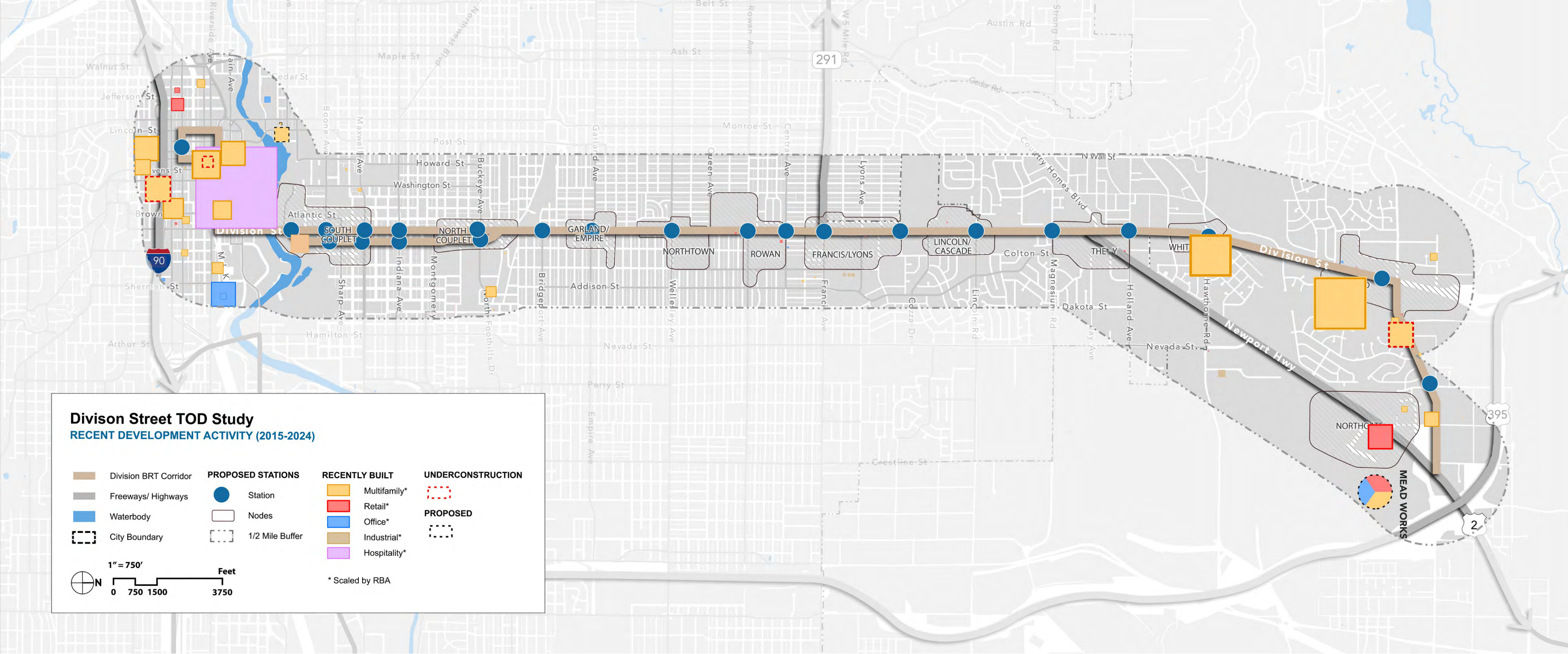
Development Activity

- 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

LEGEND

Division BRT Corridor	**PROPOSED STATIONS**	**FEMA FLOOD**
Freeways/ Highways	Station	A
Waterbody	Nodes	AE
Streams	1/2 Mile Buffer	X
City Boundary	**DESTINATIONS**	
	Parks	

DENSITY OF LIVE VEGETATION
8416
-51

1" = 750'
Feet
0 750 1500 3750

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.

Divison Street TOD Study
BASE MAP

LEGEND

Freeways/ Highways	Parking Lots
Waterbody	Building Footprints
City Boundary	Nodes
	1/2 Mile Buffer

1" = 750'

0   750 1500   3750 Feet

N

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

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

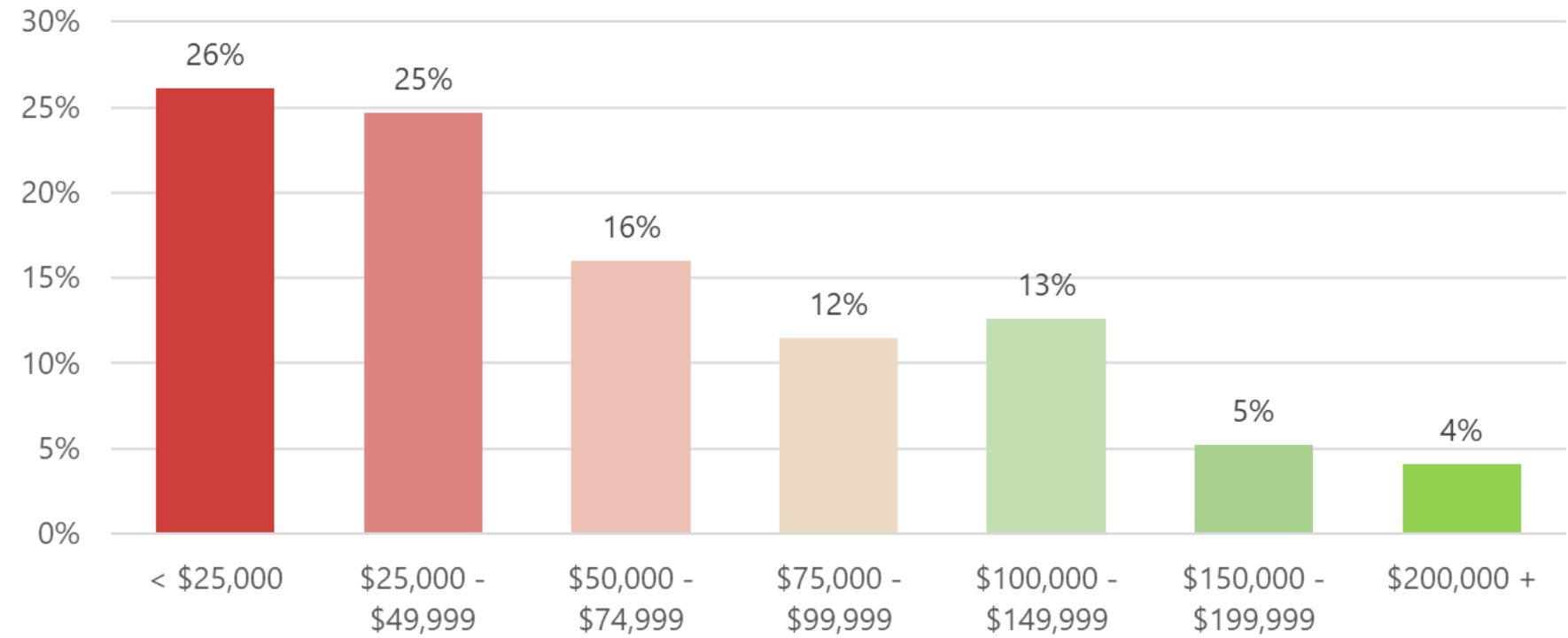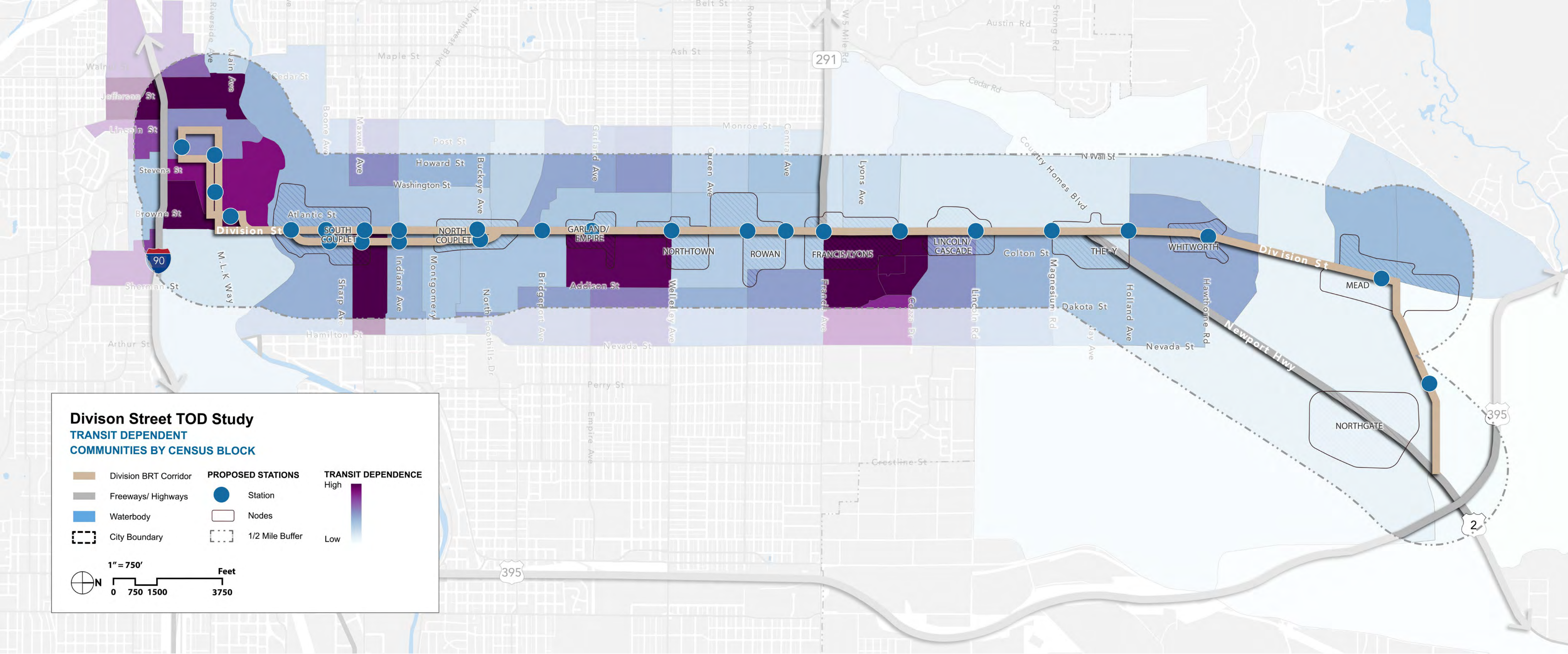| Income Range	Percent
< $25,000	26%
$25,000 - $49,999	25%
$50,000 - $74,999	16%
$75,000 - $99,999	12%
$100,000 - $149,999	13%
$150,000 - $199,999	5%
$200,000 +	4%

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/

Divison Street TOD Study
TRANSIT DEPENDENT
COMMUNITIES BY CENSUS BLOCK

Legend:
- Division BRT Corridor
- Freeways/ Highways
- Waterbody
- City Boundary

PROPOSED STATIONS
- Station
- Nodes
- 1/2 Mile Buffer

TRANSIT DEPENDENCE
High
Low

1" = 750'
Feet
0 750 1500 3750
N

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:

Image Source: Google Street View

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: 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	BICYCLING	TRANSIT

- 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.

- 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.

- 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.**
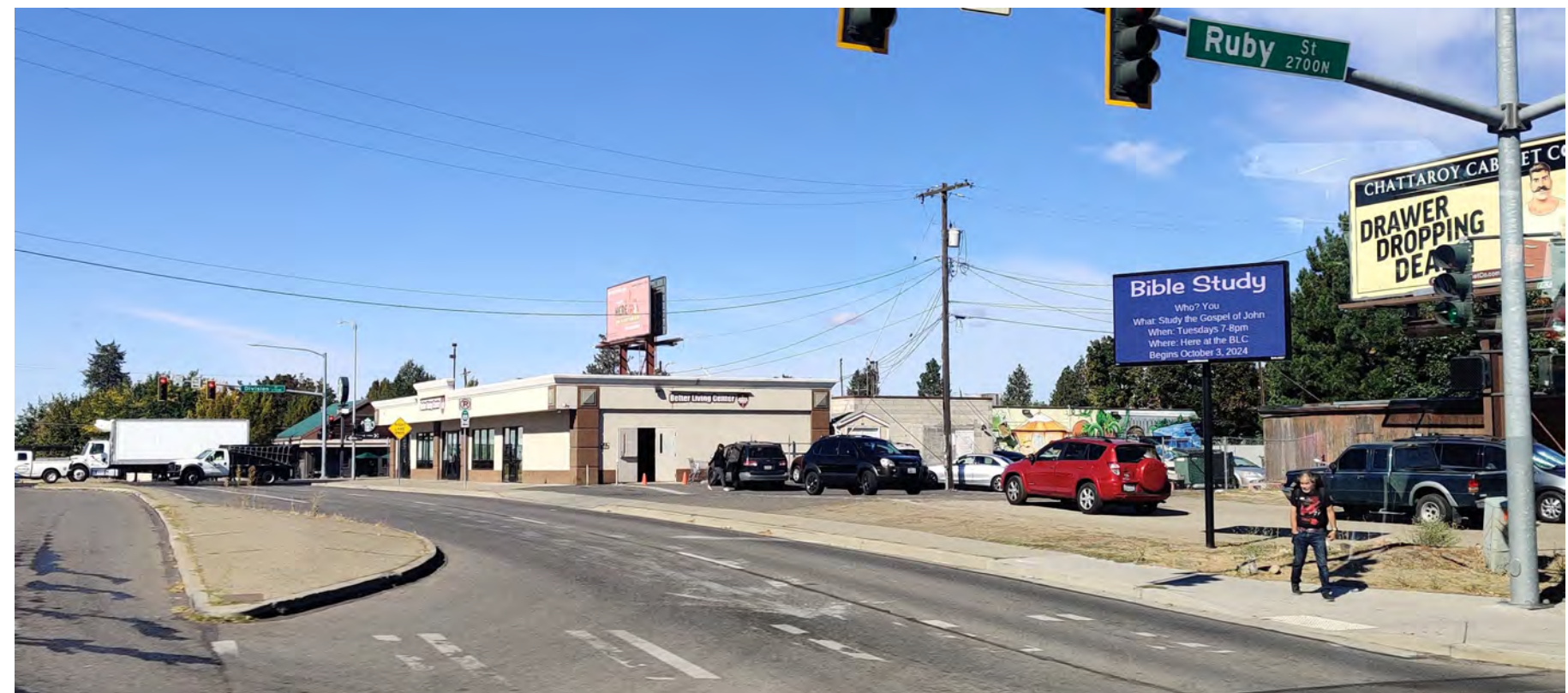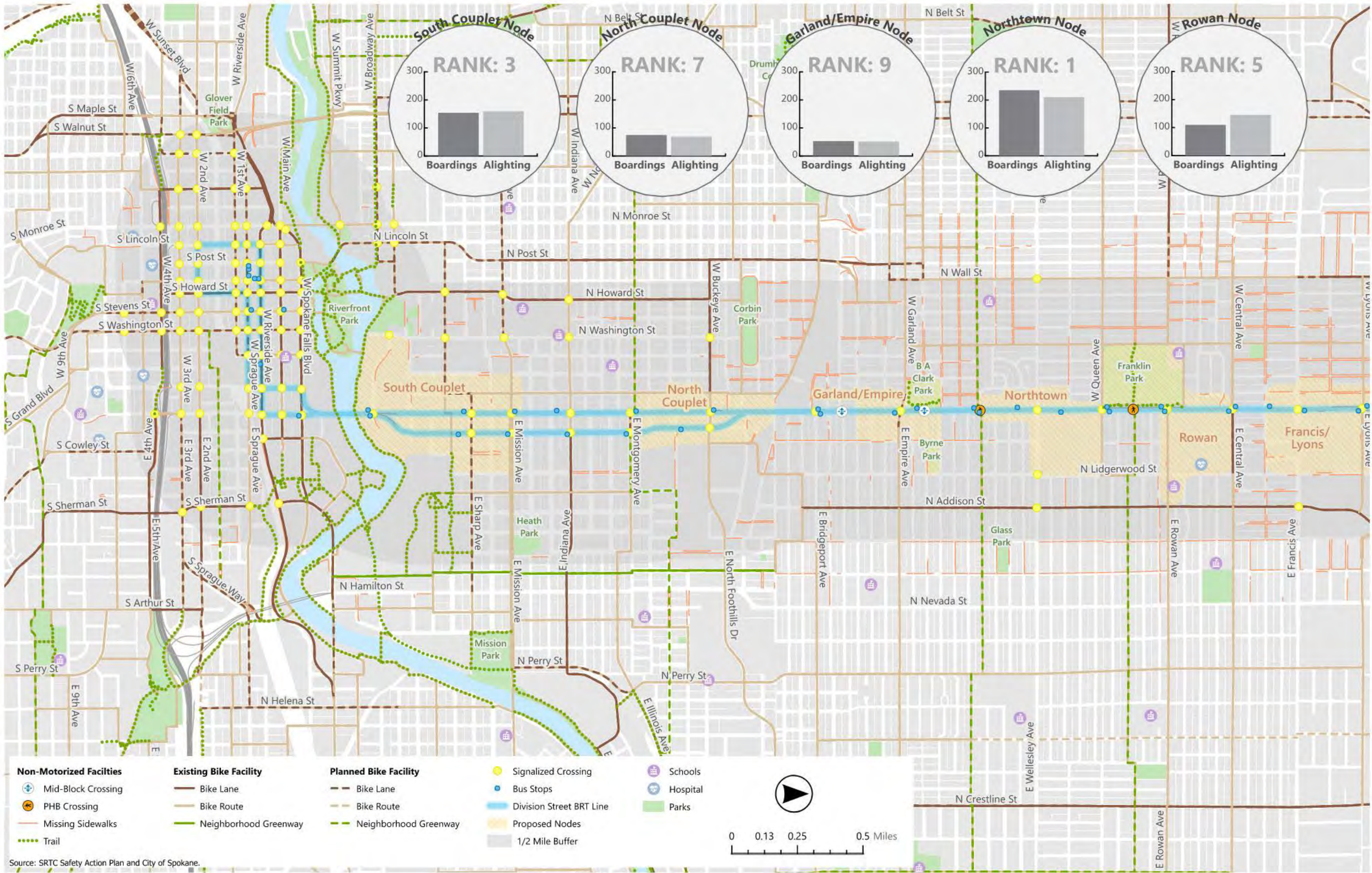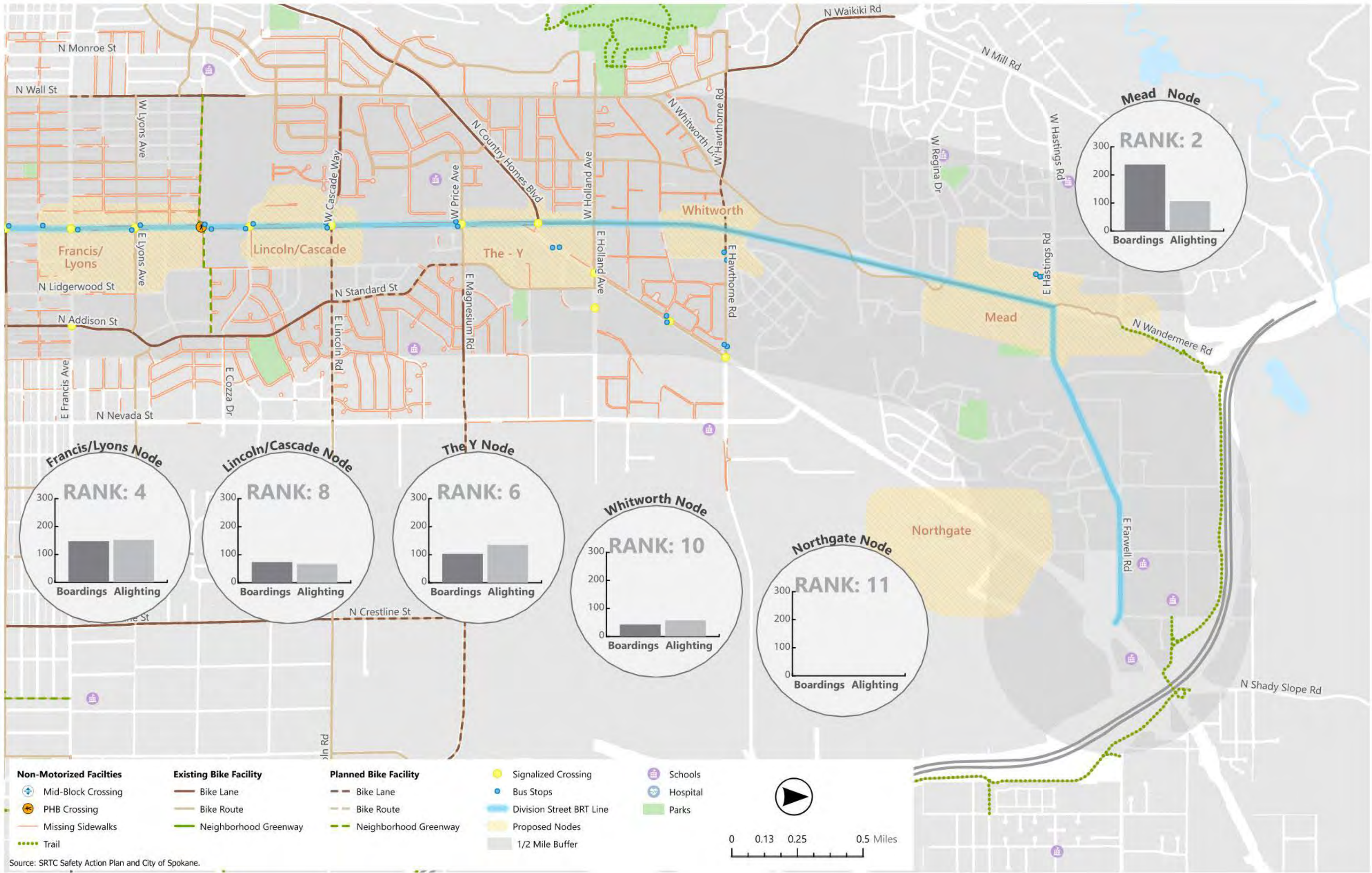

Image Source: MIG

Image Source: MIG

South Coupler Node — RANK: 3 — Boardings / Alighting

North Coupler Node — RANK: 7 — Boardings / Alighting

Garland/Empire Node — RANK: 9 — Boardings / Alighting

Northtown Node — RANK: 1 — Boardings / Alighting

Rowan Node — RANK: 5 — Boardings / Alighting

Proposed Nodes: South Couplet, North Couplet, Garland/Empire, Northtown, Rowan, Francis/Lyons

Legend

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
- Division Street BRT Line
- Proposed Nodes
- 1/2 Mile Buffer

- Signalized Crossing
- Bus Stops
- Schools
- Hospital
- Parks

0   0.13   0.25   0.5 Miles

Source: SRTC Safety Action Plan and City of Spokane.

Mead Node
RANK: 2
300 / 200 / 100 / 0
Boardings | Alighting

Francis/Lyons Node
RANK: 4
300 / 200 / 100 / 0
Boardings | Alighting

Lincoln/Cascade Node
RANK: 8
300 / 200 / 100 / 0
Boardings | Alighting

The Y Node
RANK: 6
300 / 200 / 100 / 0
Boardings | Alighting

Whitworth Node
RANK: 10
300 / 200 / 100 / 0
Boardings | Alighting

Northgate Node
RANK: 11
300 / 200 / 100 / 0
Boardings | Alighting

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.

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

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.

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
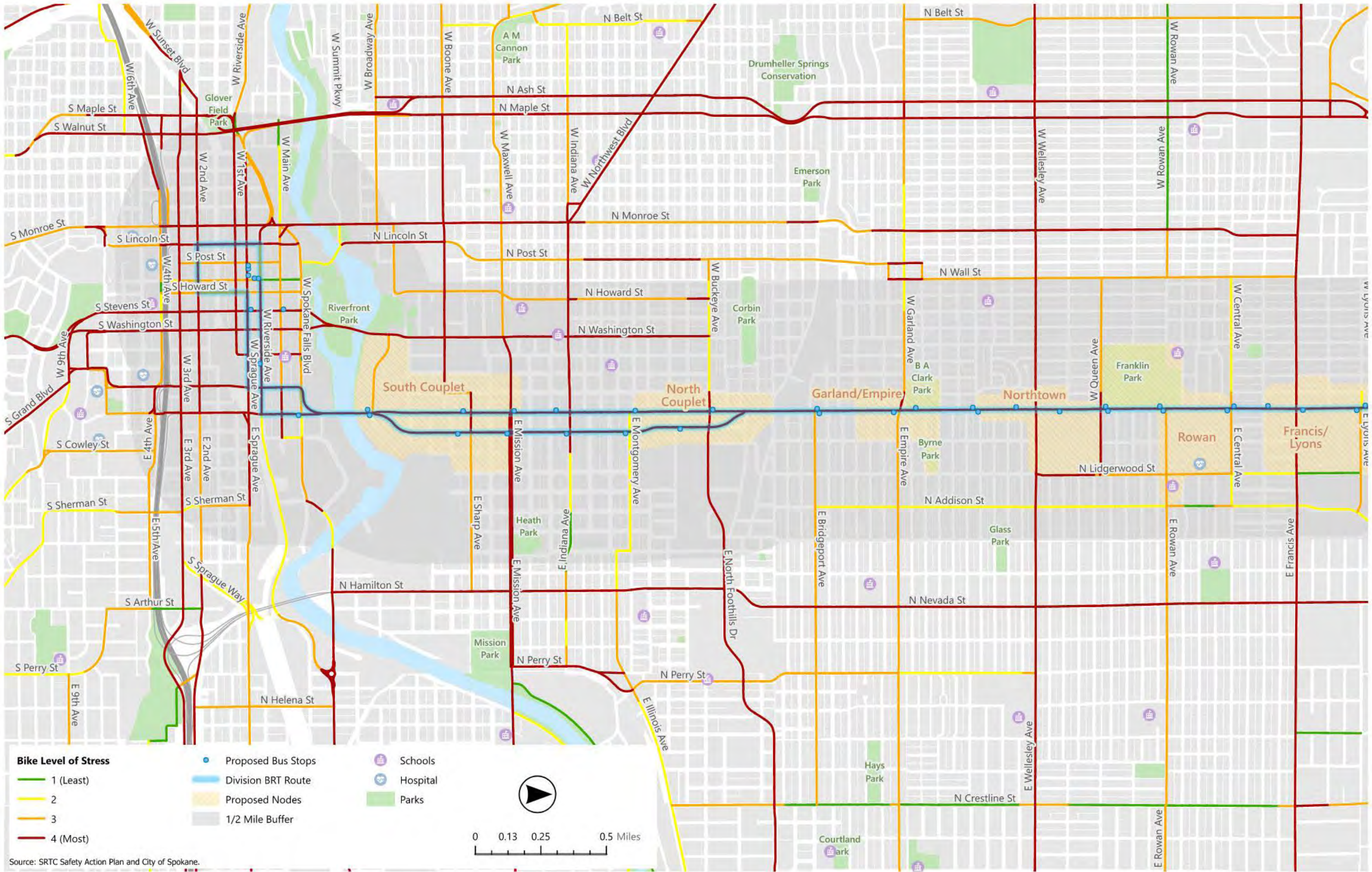
Source: SRTC Safety Action Plan and City of Spokane.
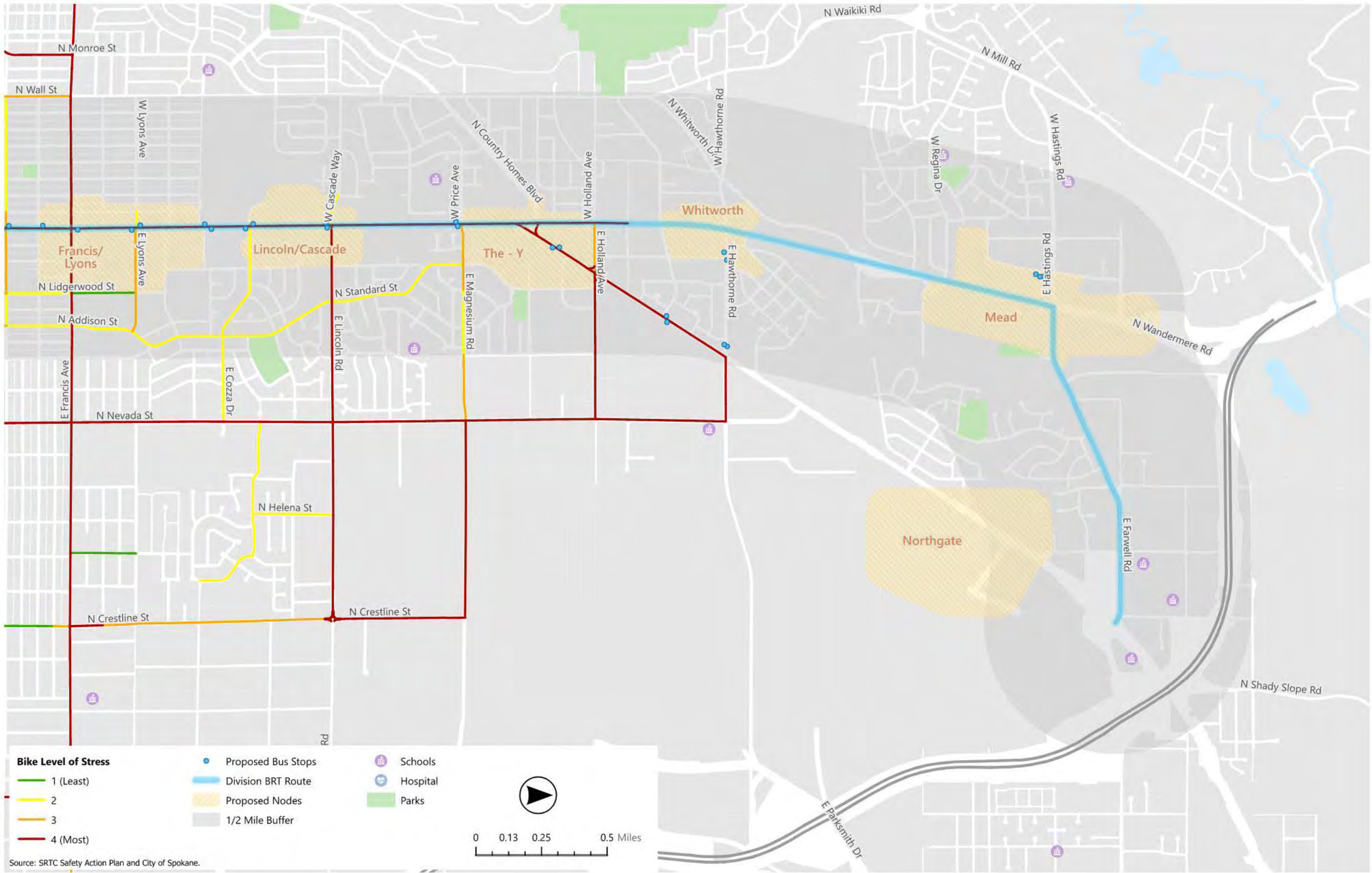
High Crash Locations

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

Image Source: MIG

Image Source: MIG

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.

South Couplet

North Couplet

Garland/Empire

Northtown

Rowan

Francis/Lyons

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
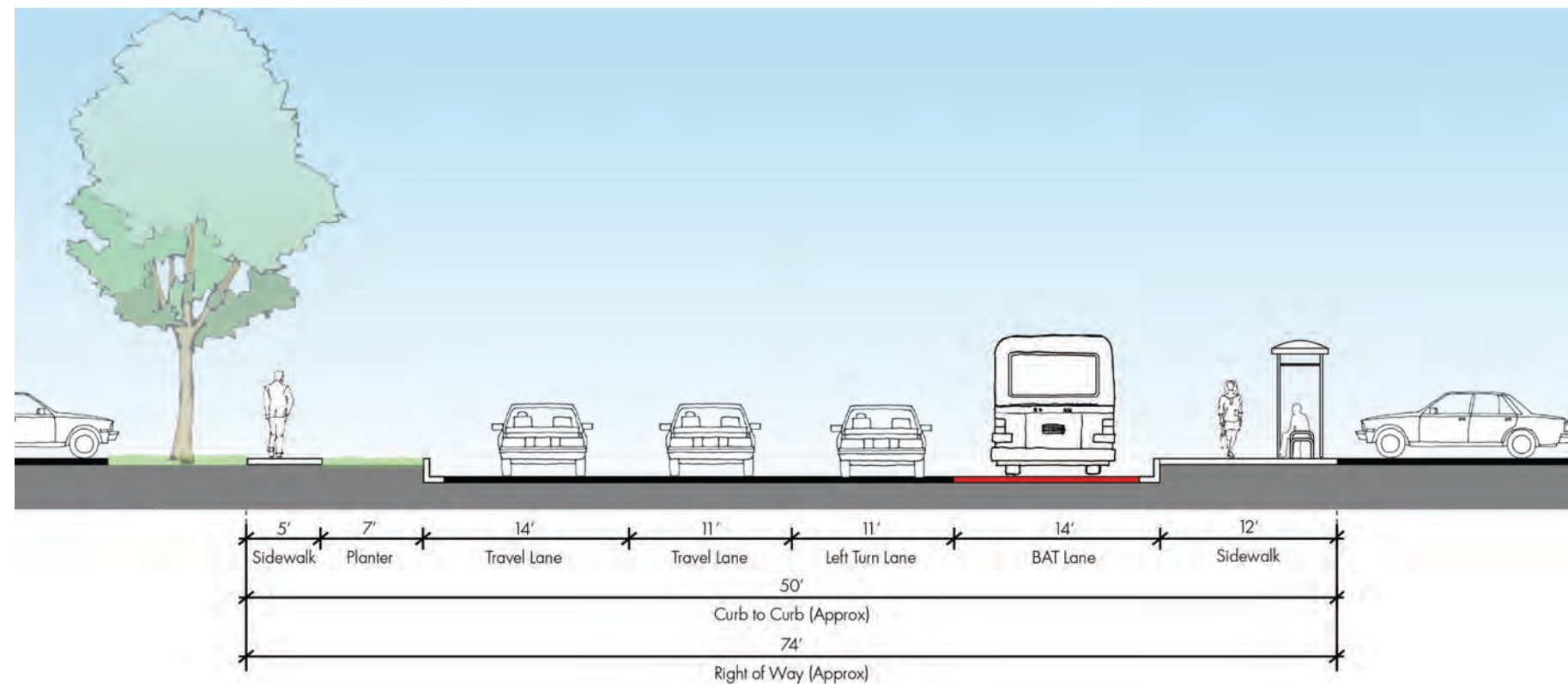- One-way with lanes traveling southbound

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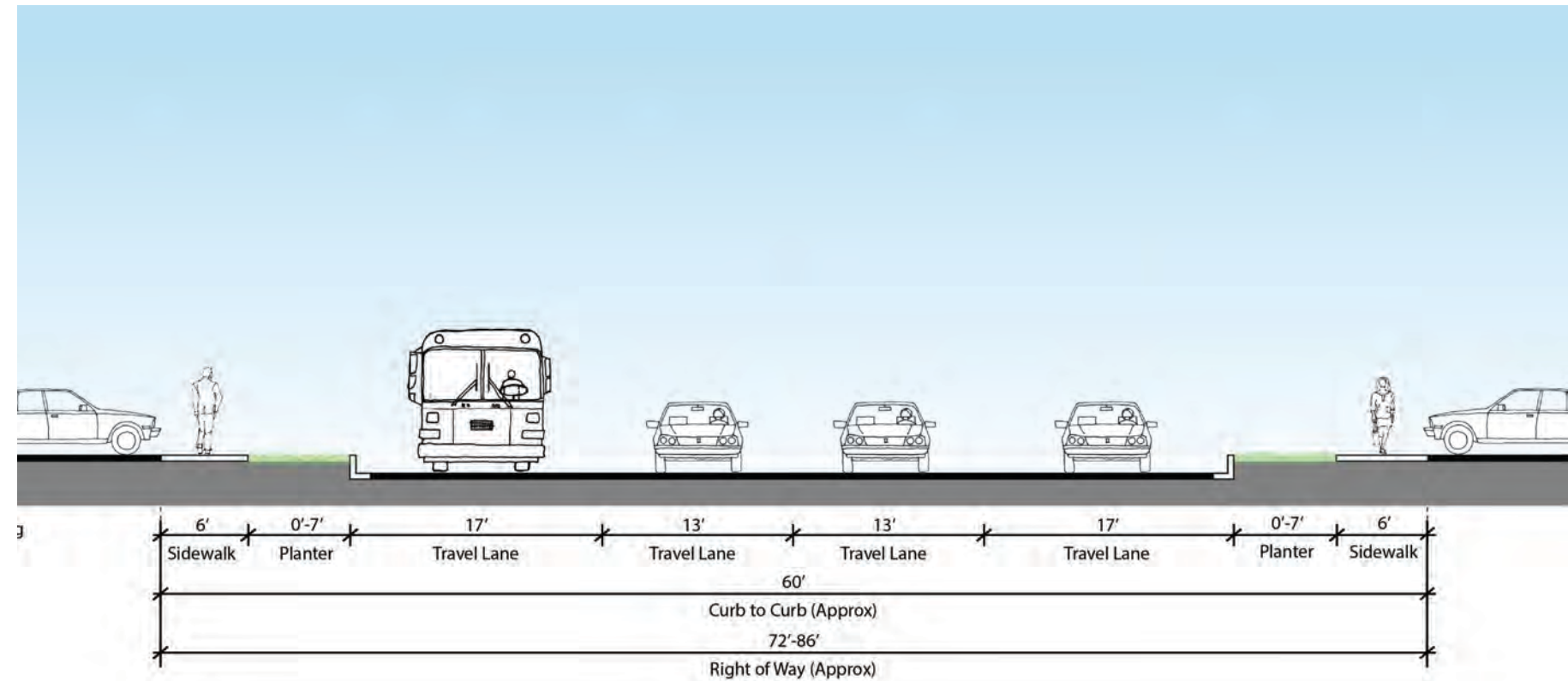
1A. Proposed BRT Section- Along Division St- Couplet- Looking North
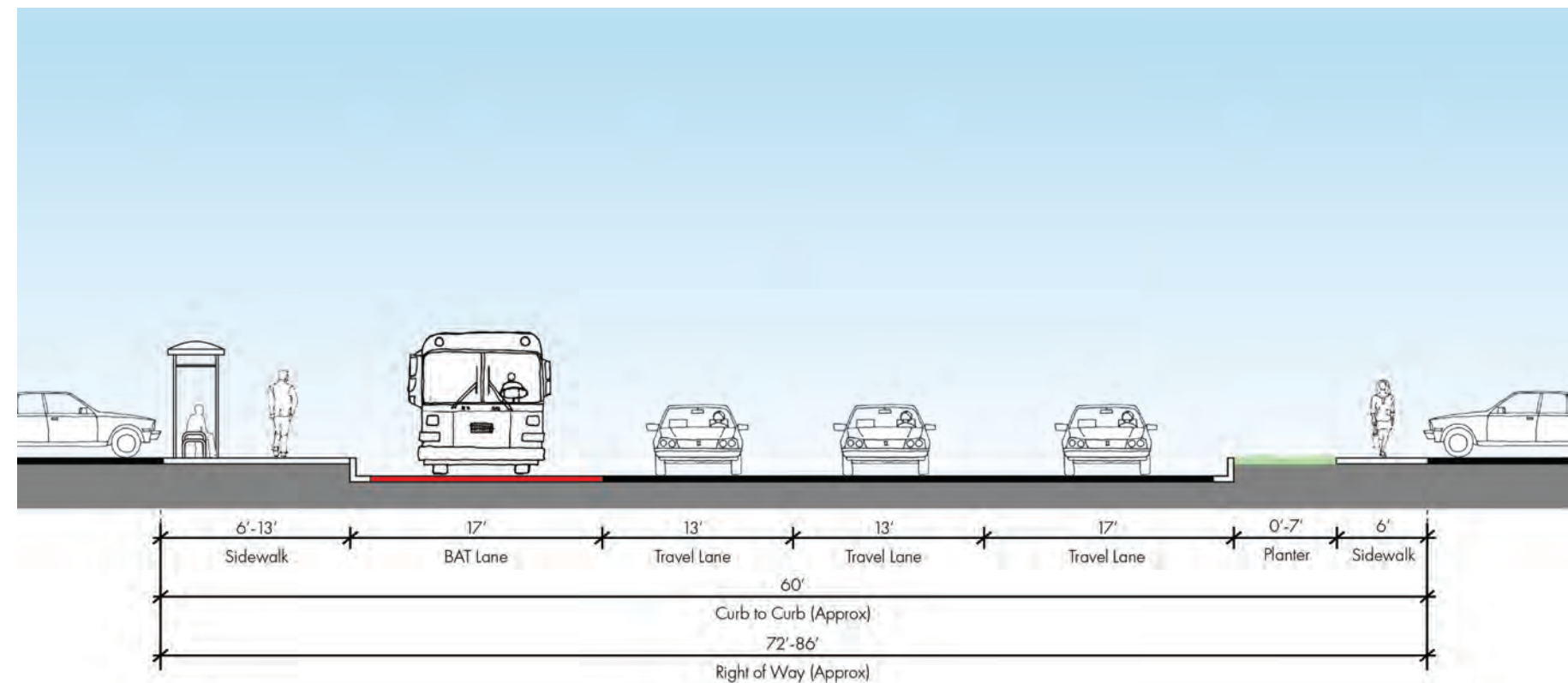
Street Segment 1B

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
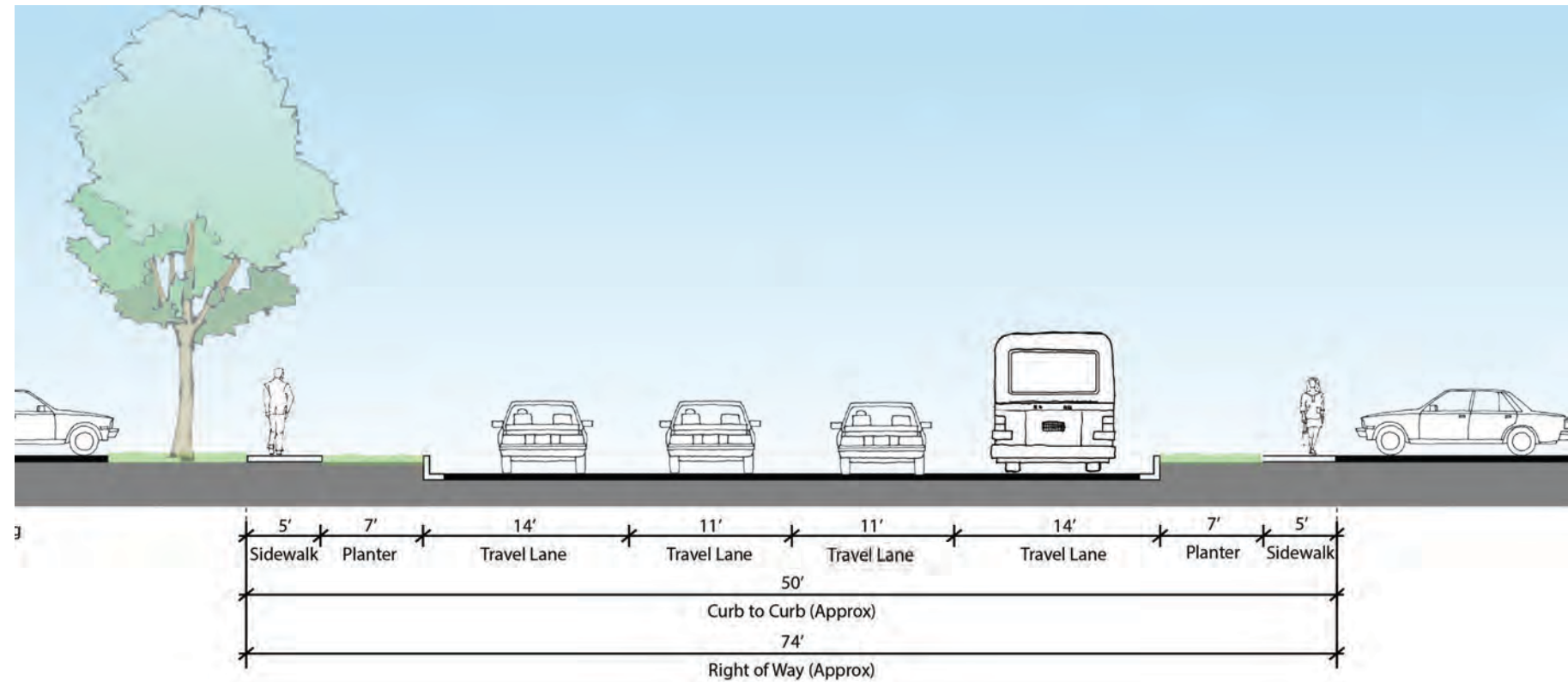
1B. Proposed BRT Section- Couplet- Looking North

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
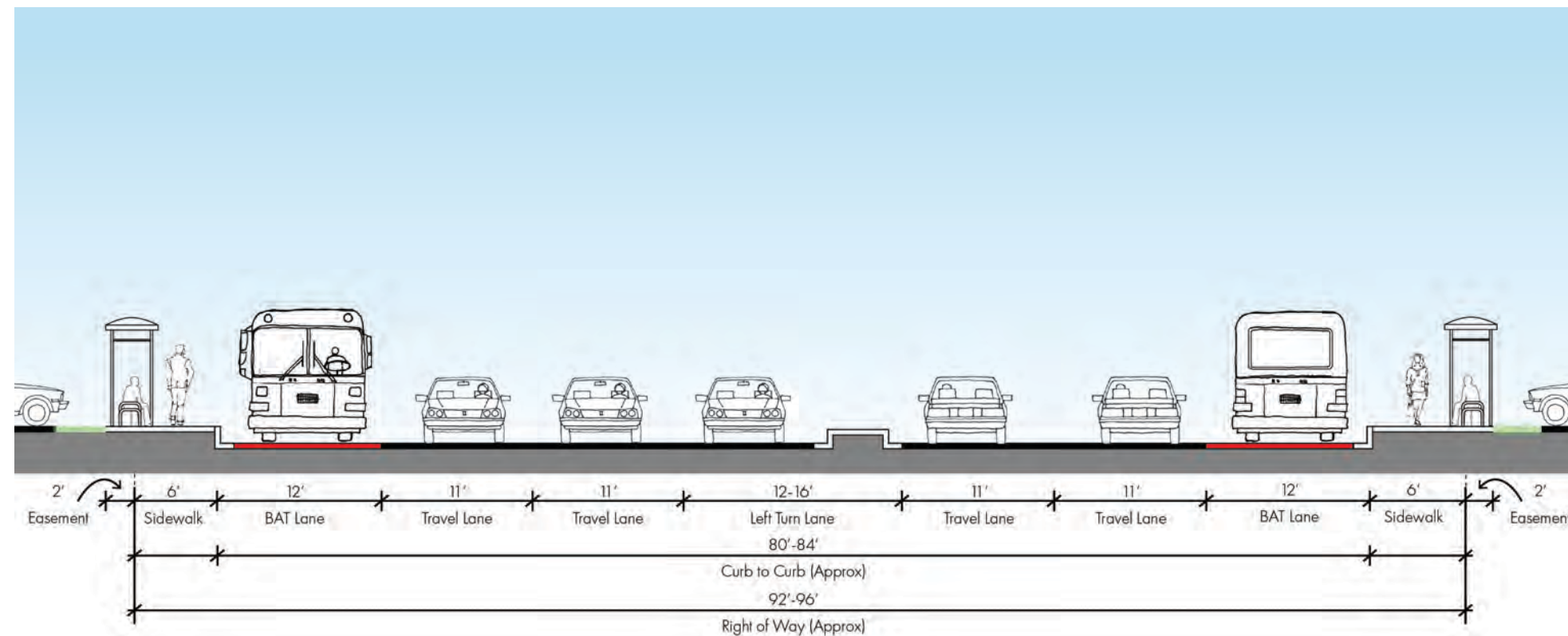- Bidirectional with three southbound lanes and three northbound lanes

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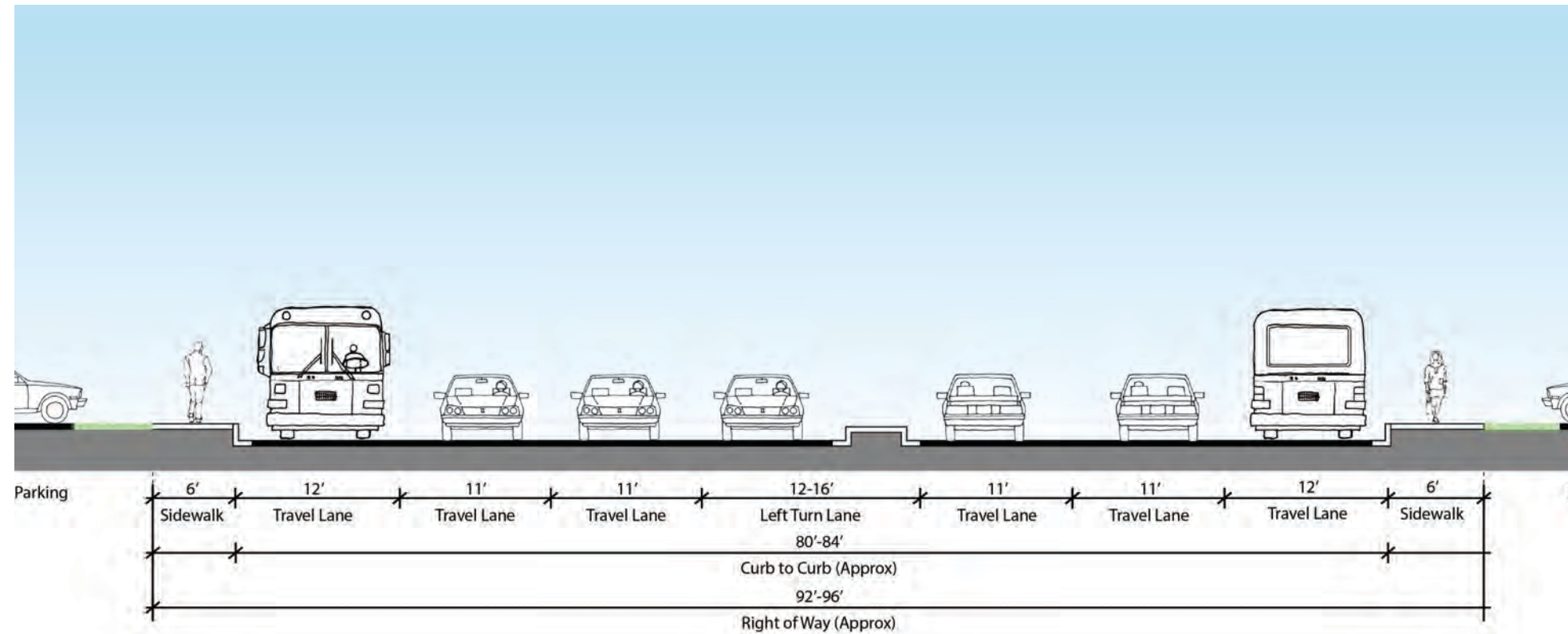
2A. Proposed BRT Section- Along Division St- From Cleveland Ave to Country Blvd- Looking North

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)
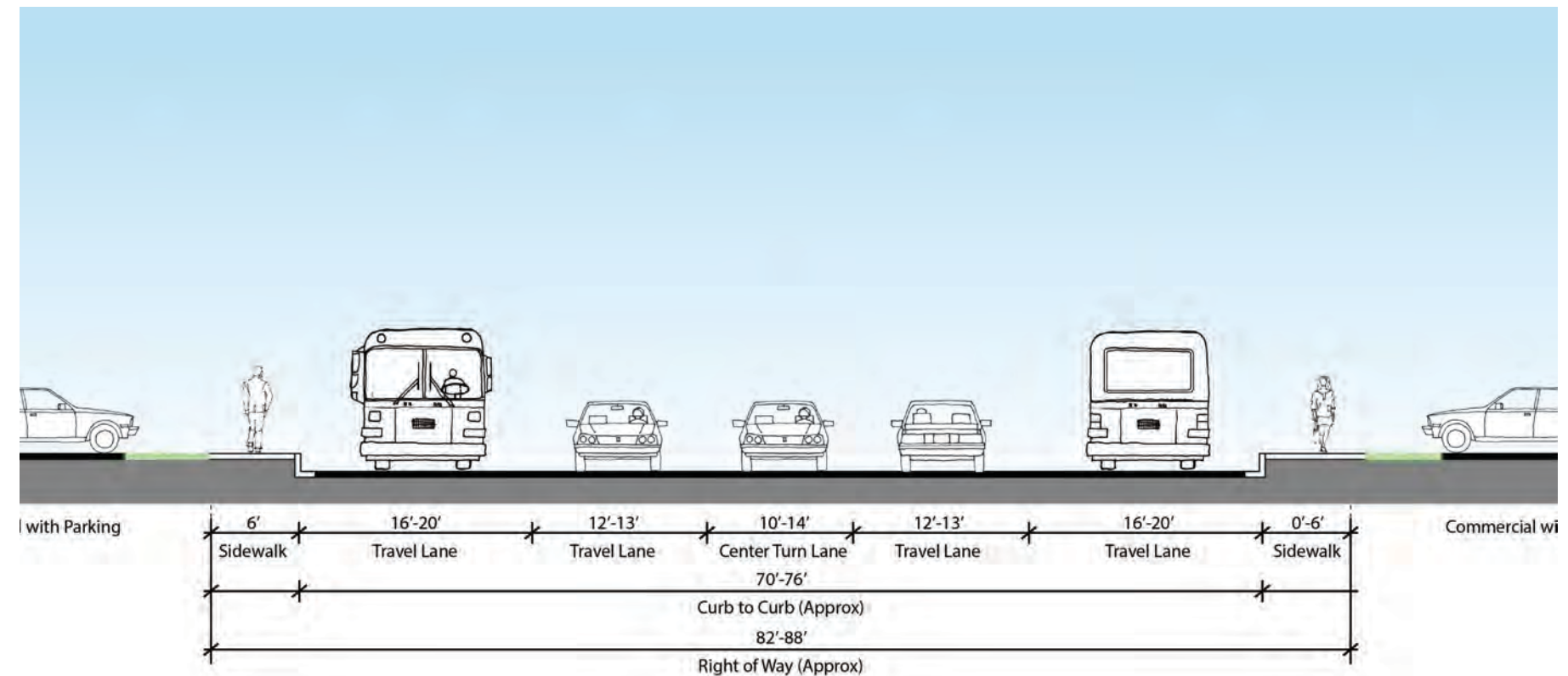- Landscaping exists behind the sidewalks

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
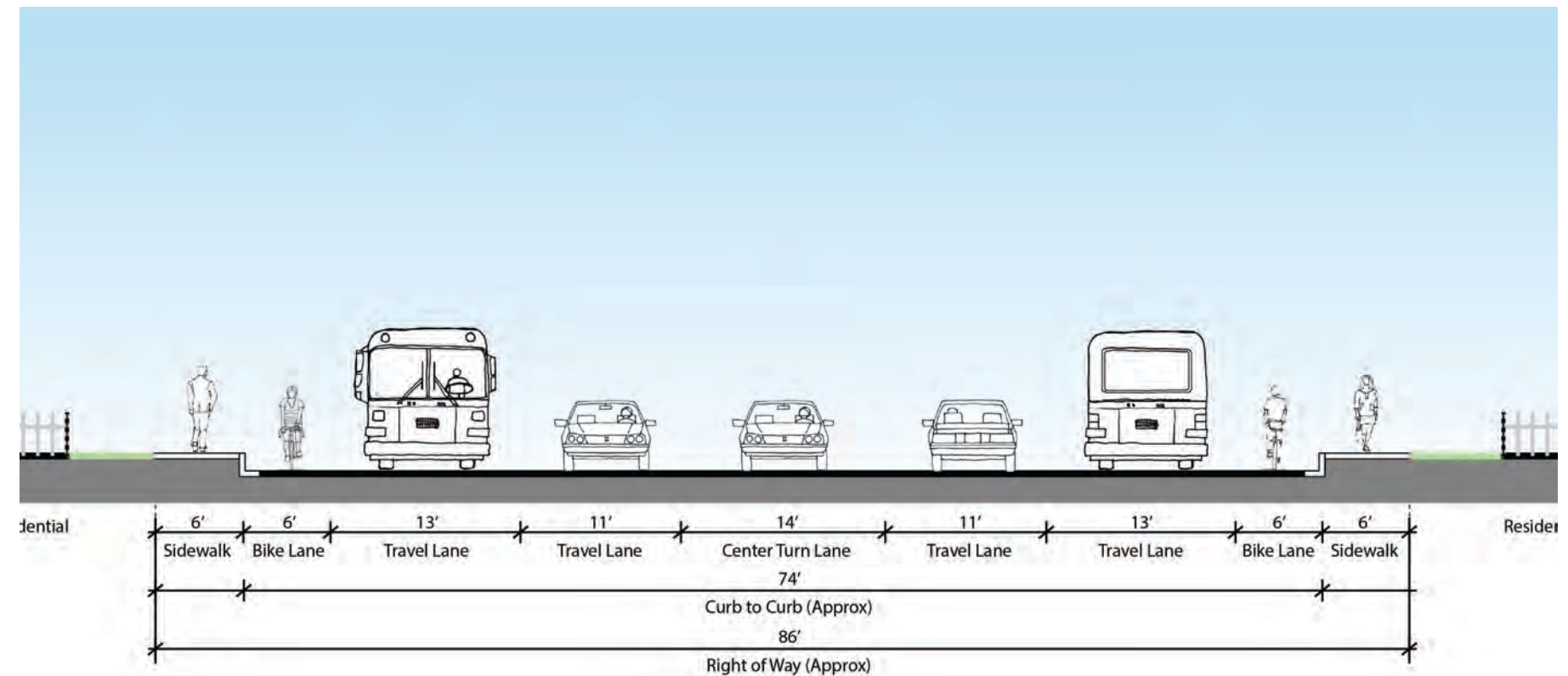
6 Infrastructure Analysis
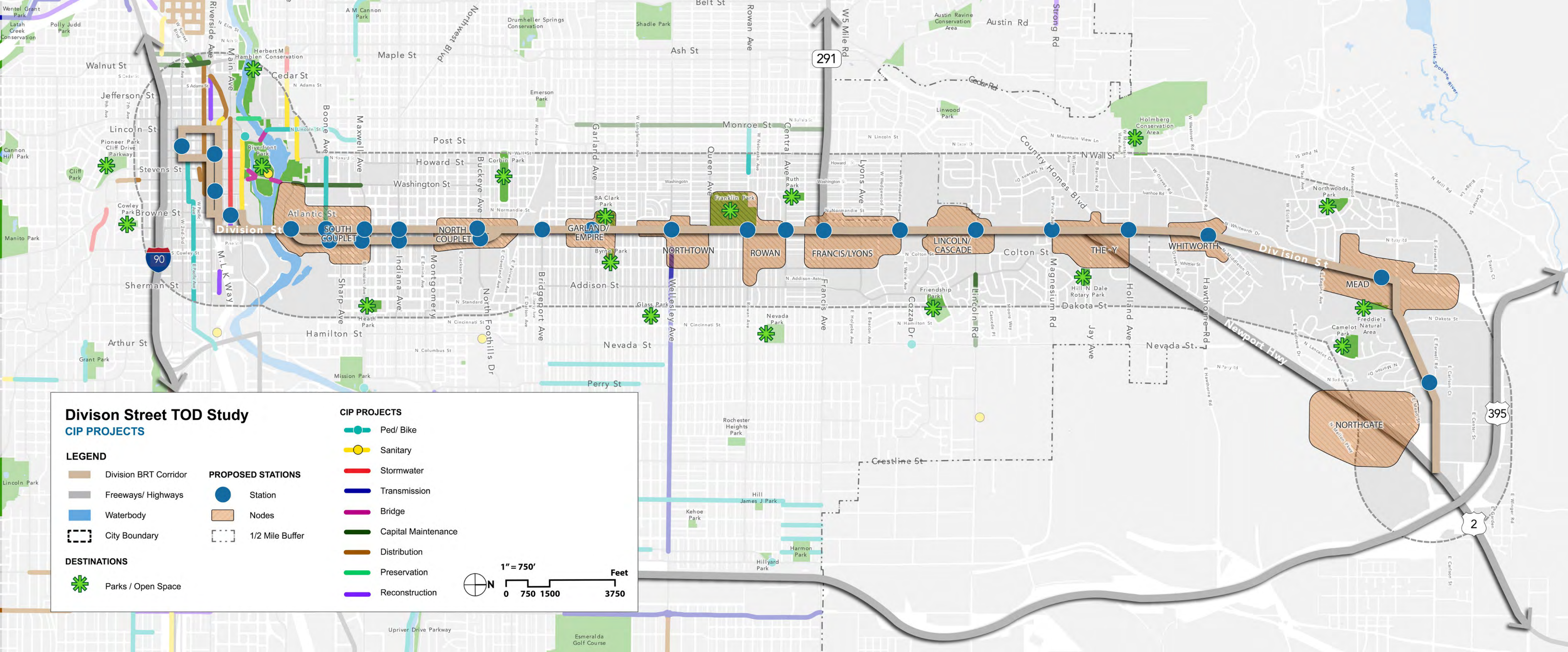
CIP Infrastructure Projects

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

	⬤ 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											

8 Acknowledgements

Acknowledgments

9 Appendices