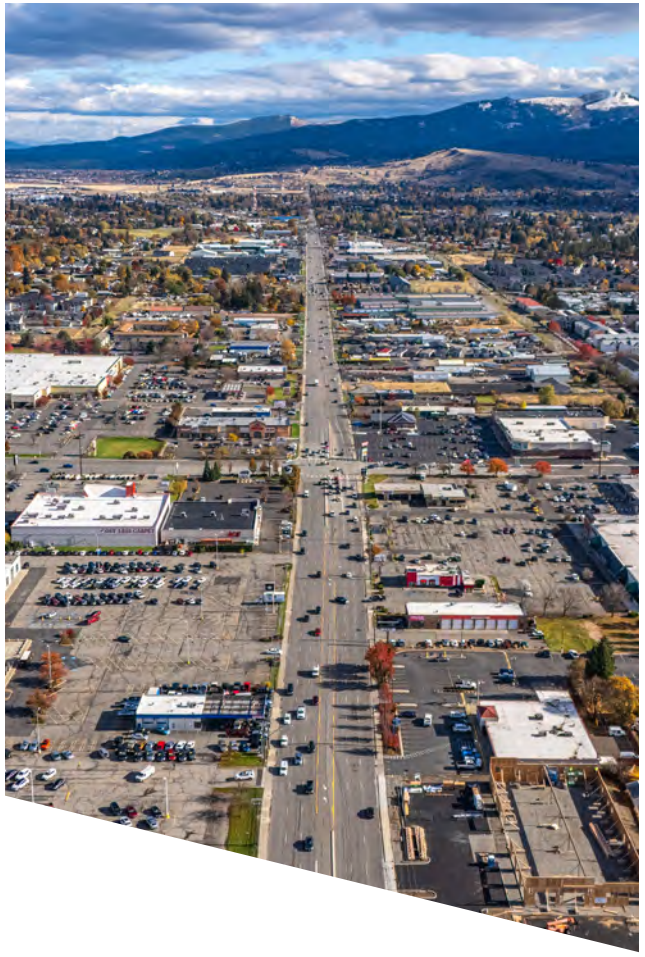

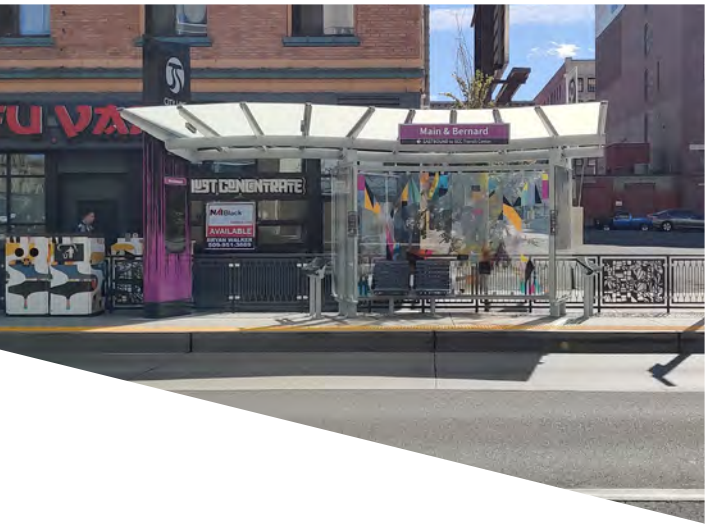

DIVISIONSTREET
TRANSIT-ORIENTED DEVELOPMENT

DIVISION STREET

TRANSIT-ORIENTED DEVELOPMENT

May 2026

Spokane Transit
MIG
Spokane County
CITY OF SPOKANE

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To the Spokane School District, community members, and those who participated in the process – this plan was made possible through your efforts.

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1. INTRODUCTION

IN THIS CHAPTER

INTRODUCTION

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

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

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

development pattern that refocuses development from exclusively auto-oriented uses to a community-oriented and walkable development pattern supported by high frequency transit. Future transit-oriented development (TOD) along the corridor at BRT station areas supports the City of Spokane's and Spokane County's goals of creating communities with varied housing options supported by retail businesses, community services and amenities. These mixed-use communities are centered around public transit, allowing people to live, work, shop, and access essential services within walking distance of transit options.

This TOD Project is a collaborative effort between the City of Spokane, Spokane County, and the STA, and builds on the Division Connects study completed by the Spokane Regional Transportation Council (SRTC) and STA in 2022. The study and this project both work to align land use, transportation, and infrastructure investments for increased connectivity and mobility.

PLAN PURPOSE

Today, Division Street, is designed for vehicular traffic, though the BRT aims to bring high-quality and cost-effective public transportation that delivers fast, safe, and reliable transportation options – connecting and moving more people to places and amenities by providing people with more travel options to get places.

The Division Street Transit-Oriented Development Plan (Plan) provides a foundation and recommendations for creating TOD along the Division Street Corridor. The Plan includes recommendations for land use and urban design for all stations along the corridor, as well as multimodal improvement recommendations to address connectivity for people walking, biking, and rolling, and general pedestrian safety concerns in accessing the stations. Several priority locations (or "nodes") have been identified and include proposed BRT stations and abutting properties within a half mile radius of Division Street.

The Plan incorporates current and ongoing work along the Division Street Corridor to ensure a consistent vision and implementation strategy. The Plan's goals are met through extensive technical analysis and broad-based community engagement. The major outcomes of the Plan include:

Developing a corridor-wide vision that focuses on the future of the corridor through transit-oriented development.

Conducting market and development feasibility analyses to assess opportunities, market readiness, and identify development constraints of potential future growth near the BRT stations.

Establishing a development policy framework that will guide future development along the Division Street Corridor.

Integrating equitable development principles that promote equitable development and address the needs of all communities along the corridor.

Providing urban design, streetscape, and land use recommendations that promote and facilitate transit-supportive development and connectivity.

Identifying opportunities and potential projects that enhance connectivity through new or improved multimodal infrastructure that support safe and convenient access to BRT stations.

Creating an implementation strategy for the City, County and STA to guide and support the development of transit-oriented, sustainable communities around Division Street's BRT stations.

PROJECT CORRIDOR AND FOCUS AREAS

The Plan analyzes an approximately nine mile stretch of Division Street from where it crosses the Spokane River north into unincorporated Spokane County. This includes station areas identified through the Division Connects project and generally extends beyond the Y intersection into unincorporated Spokane County. The project area ends at the intersection of East Farwell Road and Newport Highway (Figure 1).

There are 11 potential station nodes along the corridor. Each node was analyzed for its potential to support TOD, including:

- Parcel size and existing development patterns amenities
- Land availability
- Regulatory structures that could support or hinder future TOD
- Previous planning efforts that may support TOD
- Market conditions and development activity

Appendix A includes the analysis completed for each node and final scoring based on TOD-supportive development factors that were developed through technical analysis and community conversations about each of the stations. The result of the analysis was the selection of "priority nodes" for further analysis. While these nodes are the focus of the Plan and near-term priority, the Plan also includes recommendations for all nodes along the corridor that are expected to support TOD at some point.

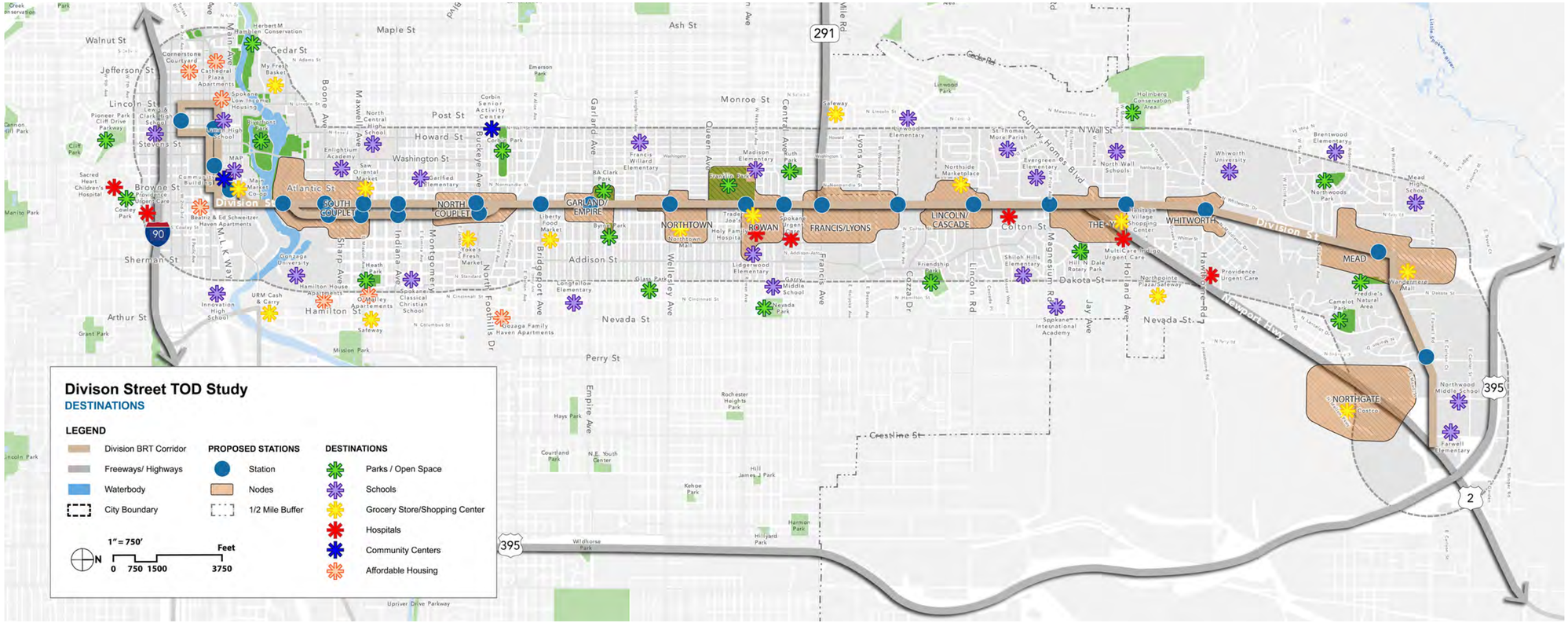


Figure 1. Project Overview Map

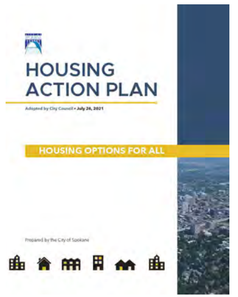
EXISTING PLANNING FRAMEWORK AND REGULATORY STANDARDS

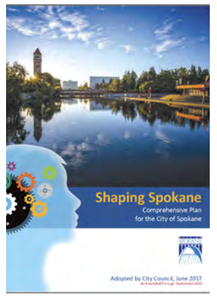
The City, County and STA have been focused on integrating walkable and compact multimodal development with more affordable housing options and TOD. Future development opportunities and planned transit investments align with past and current studies and action plans, which create a strong path forward for the Division Street Corridor. These planning efforts include:

- **City of Spokane Housing Action Plan (HAP) (2021):** The HAP focused on ways to increase housing affordability, diversity, and access to opportunity through a number of Spokane-specific strategies. One such strategy proposed increased proximity between housing and transit nodes and transit-oriented development.
- **Transit-Oriented Development (TOD) Framework Study (2022):** This study supported the City's efforts to create a more integrated landscape through multimodal development. The study was focused on the eastern portion of the City Line BRT route, and analyses assessed ways in which development in these areas could enhance employment and overall neighborhood vitality.
- **Division Connects (2022):** The combined efforts of the Spokane Regional Transportation Council and STA, this study consisted of a two-year effort to look at Division Street's role as a part of the larger North Spokane Corridor (NSC). Much of this study formed the basis for the Existing Conditions (Chapter 2).

The City of Spokane is also in the process of updating its Future Land Use Map, policy framework, and regulatory standards, policies, and action items that support these kinds of projects and planning efforts. The City of Spokane's Comprehensive Plan identifies portions of Division Street as critical in carrying out the City's "Centers and Corridors" growth strategy for accommodating new residents, housing, and employment. Spokane County likewise supports urban densities for development past the edges of constituent cities. These include:

- **The City of Spokane's Comprehensive Plan (2017)**: The plan serves as a roadmap for long-term strategies and investments that the City hopes to implement. The policies and implementation actions in the City's Comprehensive Plan are intended to guide land use, housing, transportation, economic development, and public service growth and development over the next 20 years. This plan is currently being updated to reflect future growth trends and State of Washington requirements for comprehensive planning.
- **The City of Spokane's Zoning Code:** Part of the City's broader Municipal Code, these standards regulate land use and development by defining permitted activities, structures, and design parameters in certain zoning districts to ensure consistency throughout the City and to align with the City's Comprehensive Plan and vision. Many of the development standards along the Division Street Corridor implement the Center and Corridor mixed-use standards, although additional changes will be required to implement new and revised Comprehensive Plan policies, including new Statewide requirements for middle housing and TOD.
- **Spokane County Comprehensive Plan (2017):** Similar to the City of Spokane's Comprehensive Plan, this plan provides a blueprint for the County; establishing goals, policies, and strategic actions that can be taken to help the county achieve its long-term vision for livable wage employment, affordable housing, and convenient transportation for its residents.
- **Spokane County's Zoning Code:** These standards balance the desired land uses and development opportunities with the overall long-term vision established in the County's Comprehensive Plan. While the City of Spokane's Zoning Code regulates the majority of station areas along the Division Street Corridor, the County's code regulates those at the northern end of the corridor, particularly Mead and Northgate.





PLAN STRUCTURE

The Plan is organized into several chapters that describe the basis for and outcomes of the project from inception through implementation:

Chapter 2: Existing Conditions

This chapter provides information about the current state of the corridor. Conducted as part of the initial assessment of the corridor, this chapter provides an in-depth look at relevant plans and policies, parcels and properties in the project area, the physical landscape, the area's economic and market readiness, and transportation and utilities infrastructure.

Chapter 3: Community Engagement

Community engagement is a critical piece in a planning project. This project incorporated various community engagement activities and events throughout key stages of the plan. This chapter provides an overview of the community engagement process and how the outcomes informed the Plan's recommendations.

Chapter 4: Transit Supportive Urban Design for Division Street

This chapter establishes the urban design elements and recommendations for the community that align with and support TOD along the Division Street Corridor.

Chapter 5: Priority Nodes: Land Use and Connectivity

These concepts described and illustrated in Chapter 4 include specific recommendations for land urban design, land use, and multimodal improvements for the five priority nodes identified as key locations for investments. Priority nodes include locations within the Spokane City Limits and unincorporated Spokane County.

Chapter 6: Implementation

Chapter 6 explores ways in which the City, County, and supporting agencies can create corridor-wide change to achieve the desired outcomes. Implementation actions and strategies are included for short-, medium- and long-term opportunities.

Figure 2. Existing Division Street Corridor

HOW TO USE THIS DOCUMENT

The Plan is organized to be accessible for many groups to support their individualized work.

GENERAL PUBLIC

» Understand what TOD is and how it might influence development.

» Contextualize how the City of Spokane and Spokane County connect to the greater regional transportation network.

» Understand options for traveling along the corridor, other than by using single-occupancy vehicles.

» Visualize potential future growth over time and how that might occur as part of a broader corridor-wide development and mobility strategy.

BUSINESS OWNERS

» Identify action items that could promote economic growth near your business.

» Understand how future development might occur over time.

NONPROFIT ORGANIZATIONS AND COMMUNITY ADVOCATES

» Identify funding opportunities and optimize specialized funding.

» Advocate for equitable development and anti-displacement strategies alongside development.

» Coordinate service delivery and provide more accessible services.

ELECTED OFFICIALS OR AGENCY STAFF

» Gain a detailed understanding of the challenges and priorities of the corridor's residents and businesses.

» Support the future vision for TOD development for the corridor and how that aligns with policies to support future population growth through transit-oriented development.

» Prioritize public investments.

PRIVATE DEVELOPERS AND LANDOWNERS

» Identify areas that are anticipating large-scale growth and development.

» Inform potential partnerships for future development.

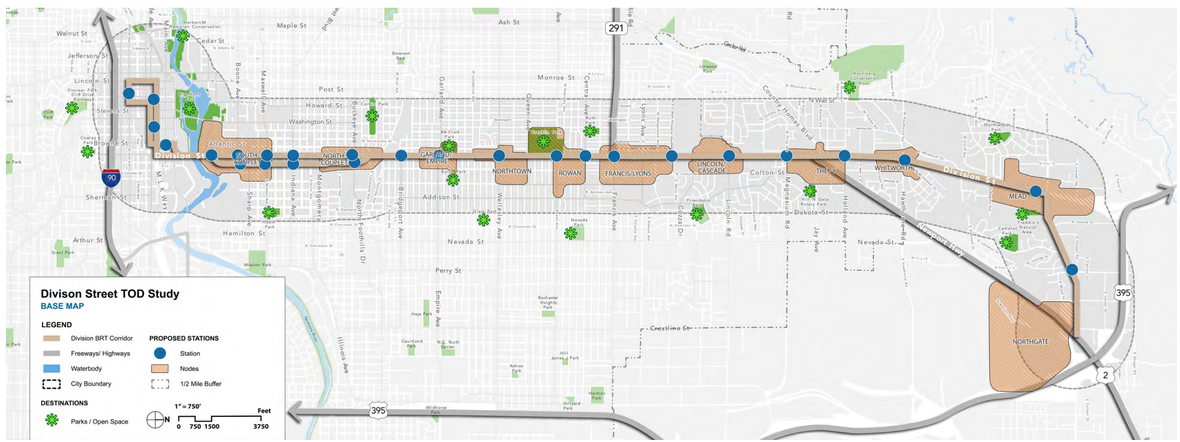


Figure 3. Division Street Corridor Project Area

"Any and all focus into the outlying areas of Spokane I believe is beneficial to support the ongoing growth and to get ahead of any developments. Additionally, expanding service and making areas more accessible than they were before is beneficial for those who rely on transit for transport allowing new areas of exploration, job opportunity, health options, increased access to family and friends, etc."

- Community Open House Participant

2

2. EXISTING CONDITIONS

IN THIS CHAPTER

INTRODUCTION

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

DIVISION STREET TODAY

EXISTING LAND USE AND POLICY FRAMEWORK

The Division Street Corridor has distinct features and development patterns that define how land is used within a ½ mile radius of the corridor. Generally, there is a mix of land use types along the corridor, although much of the existing development immediately adjacent to Division Street is focused on auto-oriented commercial uses (Figure 2). Some nodes, such as along the southern portion of Division Street near Gonzaga University, have higher concentrations of higher-intensity residential or mixed-use development while other nodes have smaller-scale retail businesses, service establishments, and professional offices. For instance:

- The North Couplet, Northtown, and between the Whitworth and Northgate nodes have the **highest concentration of higher-density residential land use** in the project area.
- Northtown and The-Y nodes have the greatest **access to retail and grocery stores**, with their proximity to the Northtown Mall and Heritage Village Shopping Center.

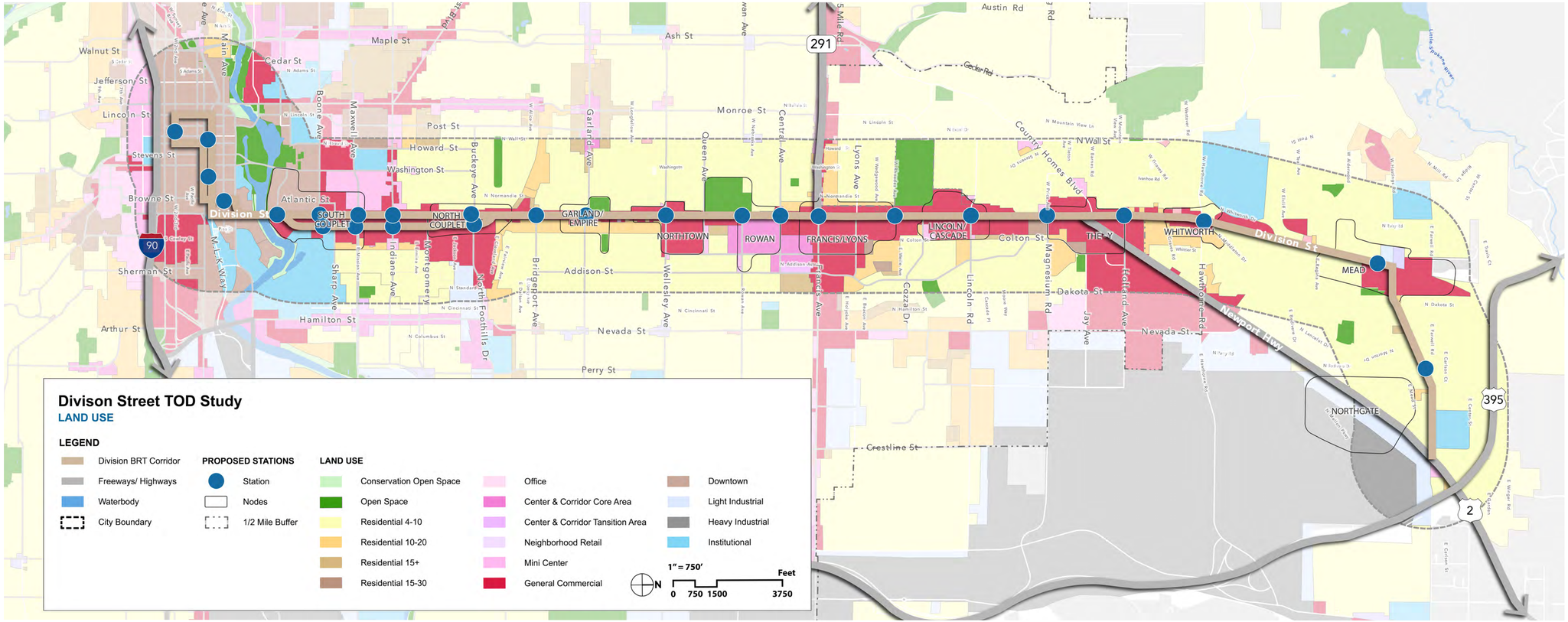


Figure 4. Existing Land Use Map

- The-Y and Rowan nodes are **close to healthcare**, located near Providence Holy Family Hospital and Sacred Heart Children's Hospital.
- Rowan and Northtown (near Franklin Park), Garland/Empire (near B.A. Clark Park), and South Couplet (closest to the Riverfront Park) are the nodes with the best access to **parks and open space**.
- The South Couplet node has the **highest concentration of office space** and is also closest to Downtown. This node provides **access to key destinations** such as Washington State University, Gonzaga University, and (slightly further out) Eastern Washington University. It is also near **affordable housing**, primarily the W315 Apartments and The Park Tower Senior Apartments.
- The Whitworth node is close to **Whitworth University and recent senior residential development.**

Figure 5. Providence Holy Family Hospital

Figure 6. Gonzaga University

Figure 7. Franklin Park

Figure 8. North Town Mall Businesses

Figure 9. Rockwood at Whitworth Senior Residential Development

ZONING FRAMEWORK

Zoning along the Division Street Corridor is illustrated in Figure 3 and described in Table 1. Transit-oriented development can be supported through zoning that encourages redevelopment of underutilized land, higher-density housing and infill development, and increased connectivity between employment, housing, and services. Some of the station areas throughout the corridor are more supportive of TOD development than others for these reasons. These include:

- The Mead and Northgate nodes at the northern end of the corridor are primarily zoned as Mixed Use, **encouraging both employment and housing** development.
- Although most residential zones throughout the corridor are low-density (like near the Mead node), **high-density residential can be seen near the Whitworth** node.
- The South Couplet node at the southernmost end of the Division Street Corridor is zoned as a Downtown District. This type of district **encourages walkable, dense development**.

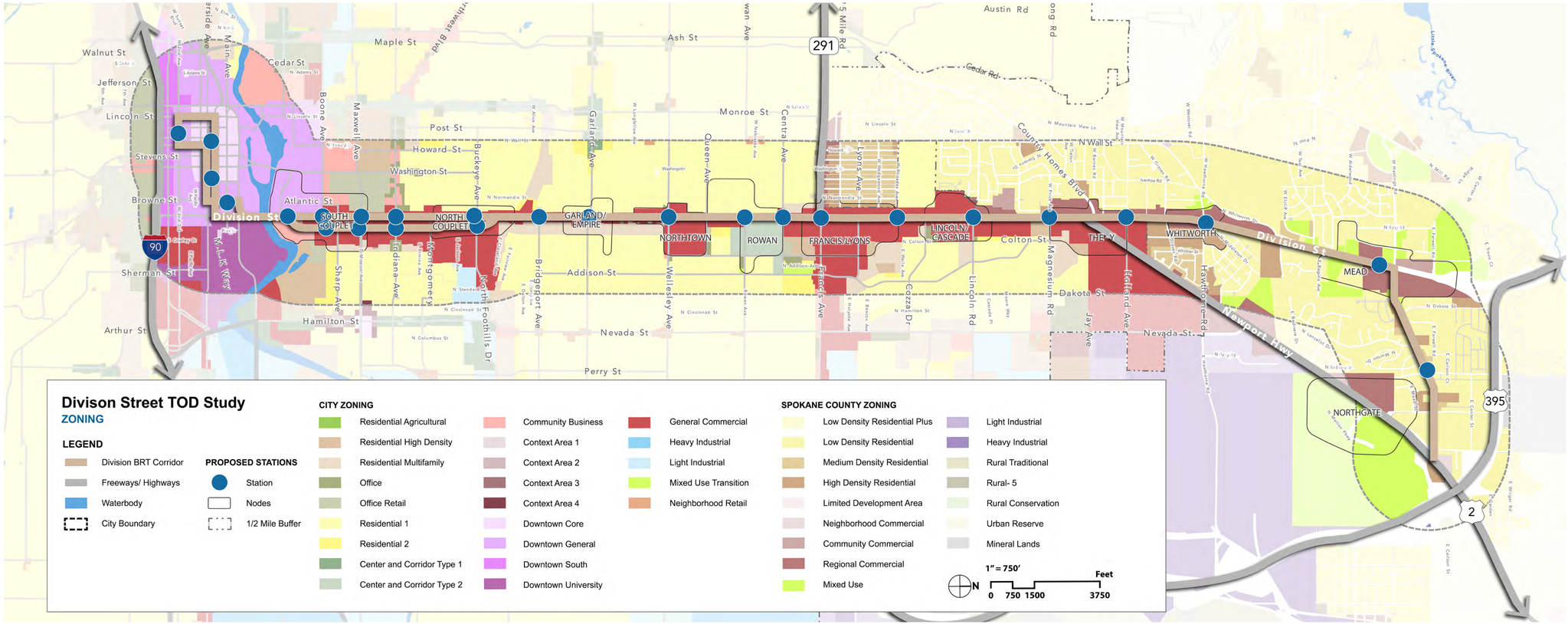


Figure 10. Existing Zoning Map

TABLE 1. PROMINENT ZONING DISTRICTS WITHIN THE DIVISION STREET CORRIDOR (CITY OF SPOKANE AND SPOKANE COUNTY)

City of Spokane	Residential	Residential zoning can range from single-family homes to higher-density housing. City RMF and RHD zones provide more opportunities for dense and compact housing infill.
	Commercial	The majority of the corridor is zoned for General Commercial, which can encourage a range of development from neighborhood-serving retail to large-format businesses and box stores, as well as shopping centers that support university-oriented nodes.
	Industrial	Industrial zoning is defined by its restrictions to both residential and commercial development. There is not much industrially zoned land within the project area, though this zone type was an important consideration when analyzing station areas and determining locations that would be in support of transit-oriented development.
	Downtown	Downtown zoning is unique to the City of Spokane zoning and encourages a mix of uses. It serves as a hub for economic activity and supports a more walkable and livable environment for residents and visitors.
	Center and Corridor	Center and Corridor zones support a mix of residential and employment development – balancing the share of land uses between public, commercial or office, and higher-density housing types. These zones encourage walkable neighborhoods and support transit-oriented development. These zoning districts are seen primarily near the Rowan node.
Spokane County	Residential	The County has a mix of residential zones near the north end of the corridor (The-Y, Whitworth, Mead, and Northgate nodes). While predominantly low-density residential (LDR), there are pockets of higher-density residential zones (MDR and HDR), particularly near the Whitworth node and the university.
	Commercial	The Regional Commercial zone allows for a mix of retail, service, and wholesale uses, and offer buffers or transitional standards to neighboring residential zones. This zoning type can be seen within the Mead, Whitworth, and Northgate nodes.
	Industrial	Similar to the City's zoning, there is not much industrially zoned land within the northern portion of the project area. However, large swaths of industrial land (both Light Industrial and High Industrial) can be seen just outside of the ½ mile buffer, south of Northgate.
	Mixed-Use	This zoning district extends past the City of Spokane and pertains to the two nodes in the northern portion of the corridor (Mead and Northgate).

PHYSICAL ANALYSIS

Existing development patterns inform how and where potential development and redevelopment might occur along the corridor. There are several factors that dictate future development potential, including:

- **Vacant and Redevelopable Land.**[1] There are over 2,000 acres of vacant or redevelopable land within ½ mile of the project area. The majority of vacant parcels are located in the northern portion of the project area near Mead and Northgate nodes. Small- and medium-sized vacant and redevelopable parcels are located throughout the corridor, though some nodes, like Francis/Lyons have more market strength and clustered land ownership that would support redevelopment.
- **Recent Development Activity.** Most development activity along the corridor has occurred in the southern and northern ends of the corridor. Very little development has occurred in the middle of the project area. Major development in the last decade has included:
  - **The Davenport Grand Hotel** near Downtown, which is the largest commercial development in the project area.
  - **Two large-scale multifamily housing projects** near Downtown, bringing over 200 units to the area.
  - **A 300-acre mixed-use community** near the Northgate node that will bring 1,400 housing units and ample parks and open space access.
- **Parcel Size.** Most parcels are less than five acres immediately adjacent to Division Street. Residential areas are generally smaller parcels with single family homes. Larger parcels, those larger than 25 acres, are concentrated in the northern portion of the project area.
- **Land Ownership.** There are three major landowners with significant property ownership along the corridor. This includes the City of Spokane (180 acres and the largest public landowner in the corridor), Mead Works Development LLC (200 acres), and the Douglass Family (150 acres). The City of Spokane's properties include open spaces and parks like Franklin and Riverfront Park near the Rowan South Couplet node. Mead Works acreage includes private land near the Northgate node in unincorporated Spokane County, whereas the Douglass Family owns properties on the east side of Division Street near the Francis/Lyons and Lincoln Cascade nodes. In the northern portion of the corridor, the Washington Department of Transportation (WSDOT), Multi-Care Health System, Inc. and STA own a large portion of the land – leading to the Northgate node having the largest amount of planned development compared to the other priority nodes (see *Economic and Financial Analysis, page 29*).
- **Tree Canopy.** The corridor is primarily developed, but there are some natural features that provide open space, habitat, and community spaces. The South Couplet and center of the corridor (near Francis/Lyons, Rowan, and Northtown) have the highest concentration of vegetation along Division Street. These includes parks space, vegetated drainage corridors, and other natural features.
- **Potential Redevelopment Opportunities on Paved Areas.** There are many large, underutilized parking lots along the corridor that increase urban heat and are impermeable to stormwater. These areas provide an opportunity for future development. Northtown, Rowan, Francis/Lyon, Lincoln/Cascade, The-Y, and Mead were all identified as areas with significant opportunity for reutilization of existing surface parking lots.

Figure 11. Surface parking lot near Lincoln/Cascade Node

1 Redevelopable sites have an improvement to land value that is less than 1:1.

ECONOMIC AND MARKET READINESS

The economic and market readiness assessment includes information and analysis of incomes, employment, housing, and transit-dependent communities to determine which locations might benefit the most, or be most affected, by future transit-oriented development. The analysis revealed that:

Downtown is the most transit-dependent location, along with several sections along the eastern side of Division Street near South Couplet, Garland/Empire, and Francis/Lyons. Transit dependent areas are locations where there is a high concentration of people who rely on transit as their primary source of transportation.

The project area accounts for half of the jobs in the City of Spokane, and includes key industries like healthcare, retail, and education. While the retail industry is declining (and has been since 2014), other sectors like healthcare are experiencing significant growth. There is continued expected growth in the health care sector along the corridor, including locations within the prioritized nodes.

There is an affordability gap between income and housing throughout the project area. The project area includes some neighborhoods with the lowest incomes in Spokane compared to other areas of the City. This makes it difficult for lower-income households to find housing. Those living near the Francis/Lyons represent a much higher percentage of residents earning less than $45,000 annually. Inversely, the Whitworth node has the highest share of households earning over $100,000 annually (Appendix B).

There are a **high share of renters and smaller households** along the corridor, mostly driven by the proximity of the corridor to nearby universities.

South Couplet and Francis/Lyons have the highest population density of the project area census tracts, both having grown significantly over the past decade (between 2013 and 2023) (Appendix B). Higher concentrations of residents makes TOD more cost-effective and reaches more people.

Figure 12. Podium Style Apartments in Downtown Spokane (The Warren)

Figure 13. Garden Style Apartments in Spokane (Jake at Indian Trail)

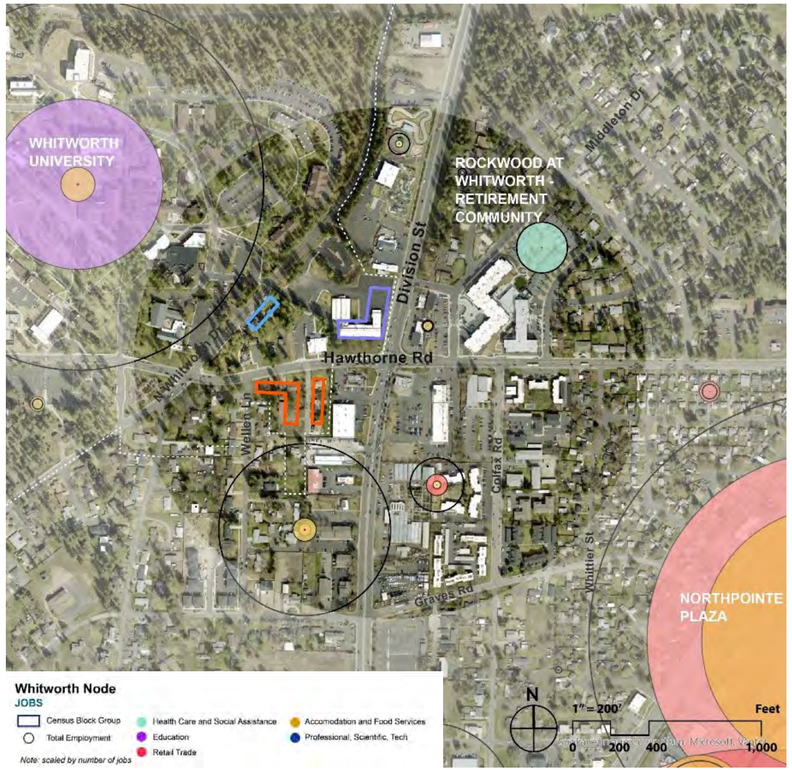


Figure 14. Concentration of jobs in the Whitworth Node

MOBILITY ANALYSIS

Currently, the Division Street Corridor is a predominantly auto-oriented corridor, which makes it challenging to move safely if not in a car.

High traffic volumes and speeds, wide lanes, and sidewalk gaps (notably at the Francis/Lyons node) make the corridor an uncomfortable environment to navigate as someone walking, biking, or rolling.

Bike access throughout the corridor is limited, with bikes being restricted on Division and high traffic volumes and speeds contributing to a Bike Level of Stress (BLOS). BLOS for the project area is 4 (with 1 being the most comfortable and 5 being the least comfortable).

Bus Route 25 is the primary transit service along the corridor, with the **highest ridership represented from the Northtown, Mead, and South Couplet** nodes. There are gaps in service between The-Y and Mead nodes, and there is a noticeable lack of transit shelters for riders.

Half of the transit stops lack shelters, making it difficult and uncomfortable to wait for transit in poor weather conditions.

South Couplet, Garland/Empire, Northtown, Francis/Lyons, Lincoln/ Cascade, and between Whitworth and Mead have a high concentration of fatal or serious injuries (FSI). Northtown and Francis/ Lyons are also included in the High Injury Network (HIN), making safety improvements in these locations a high priority. The HIN includes areas that are prone to higher concentrations of serious accidents. For more information on the HIN and these locations, see the Existing Conditions Report, page 37.

The majority of the Division Street Corridor is bidirectional and six lanes wide. Development typically includes large parking lots with building set back from the roadway, limited landscaping, no bike infrastructure, and minimal sidewalk widths.

Figure 15. One of the transit shelters offered along Division Street (near Francis/Lyons Node)

Figure 17. No biking permitted along segments of Division Street (across from Franklin Park)

Figure 16. Six-lane, bidirectional traffic makes crossing Division Street uncomfortable

INFRASTRUCTURE ANALYSIS

Determining whether infrastructure (e.g., water and sewer utilities) is available is an important step in determining whether further development could be supported by the existing infrastructure. The corridor does not appear to have any significant issues at this time, though efforts will continue to be made at improving and upgrading the stormwater management system for the Cochran Basin in order to ensure overall network resilience.

In terms of future or planned infrastructure development, the majority of the City's capital improvement projects (CIP) are concentrated near Downtown and include bike or pedestrian projects, sanitary system projects, and distribution projects.

Figure 18. Centennial Trail Users

DIVISION STREET TOD NODE SELECTION

Using the information gathered in the Existing Conditions report, community engagement, and an in-depth analysis of market and financial development feasibility (outlined in-depth in Chapter 5), five TOD nodes were selected for detailed analysis. While some nodes scored higher technical rankings, community input was included, balancing data-driven with community-driven priorities. South Couplet, Rowan, Northtown, and Francis/Lyons were the highest numerical ranking nodes in the City of Spokane.

Further consideration and City staff insight highlighted that Rowan had a greater mix of land ownership, greater mix of land uses, including access to employment at healthcare facilities like Providence or Holy Family Hospital, access to open space like Franklin Park, and proximity to a key community destination – Lidgerwood Elementary School. Francis/Lyons had more economic needs and higher shares of transit-dependent communities. For these reasons, Northtown was removed from the priority list, and the top three priority nodes within the City limits were South Couplet, Rowan, and Francis/Lyons. Similarly, while The-Y and Mead nodes ranked higher than the other two County-based nodes, Whitworth was identified as an area with high potential for future growth due to its connections with the University campus. Northgate was identified as an opportune location as Mead Works Development LLC is already working on a mixed-use community in the project area that would offer a variety of housing choices, office, and retail spaces. It also has the largest tracts of vacant land that could be more easily developed. As The-Y is location half within the City and unincorporated County, and the Mead node is majority single-family neighborhood, these two stations were deemed to be not ideal locations in the short-term.

The results of the assessment are included in Appendix A.

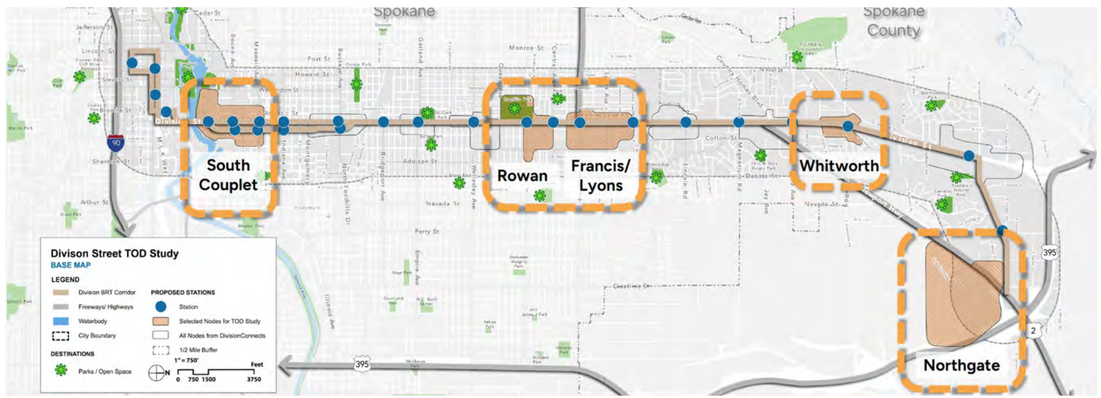


Figure 19. Division Street TOD Node Selection

"The South Couplet makes the most sense [to prioritize] due to its proximity to educational, and recreational facilities. This location is the closet to rail and air transport with quick access to Interstate commerce."

- Community Open House Participant

3

3. COMMUNITY ENGAGEMENT

IN THIS CHAPTER

INTRODUCTION

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

The engagement strategy was broken into three phases:

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

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

COMMUNITY PARTNER MEETINGS AND DECISION MAKERS

The engagement process focused on engaging a broad range of residents and community members that live in the vicinity of the project area, serve the community, and may not be reached through traditional methods of engagement. Some of these groups included:

- Developers
- Landowners or Business Owners
- Neighborhood Groups and Associations
- School District Representatives
- Underrepresented or Historically Marginalized Communities

Throughout the project, the team also attended four Boards and Commission Meetings with the local decision makers. These meetings provided key updates to elected officials and other influential stakeholder groups.

ADVISORY COMMITTEES

Plan elements were reviewed by a Corridor Advisory Committee (CAC) and a Technical Advisory Committee (TAC), which provided input on community outreach and technical results of deliverables. The CAC included residents, business owners, community-based organizations, school district employees, social and human service representatives, and other community members representing various interests along the Division Street Corridor. Throughout the project, the CAC met regularly to review drafted content and provide input to keep the project moving forward. The TAC included staff from STA, City and County department staff as well as State agencies. The TAC also met regularly throughout the project to provide input at key milestones for technical aspects of the project. Summaries from these sessions are included in Appendix C.

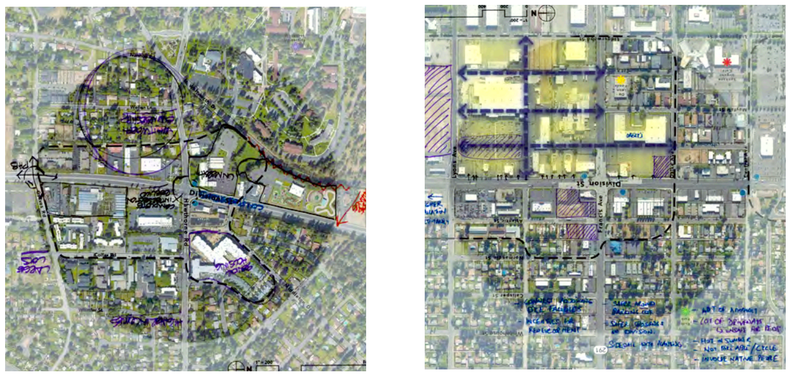


Figure 20. CAC and TAC Meeting Results

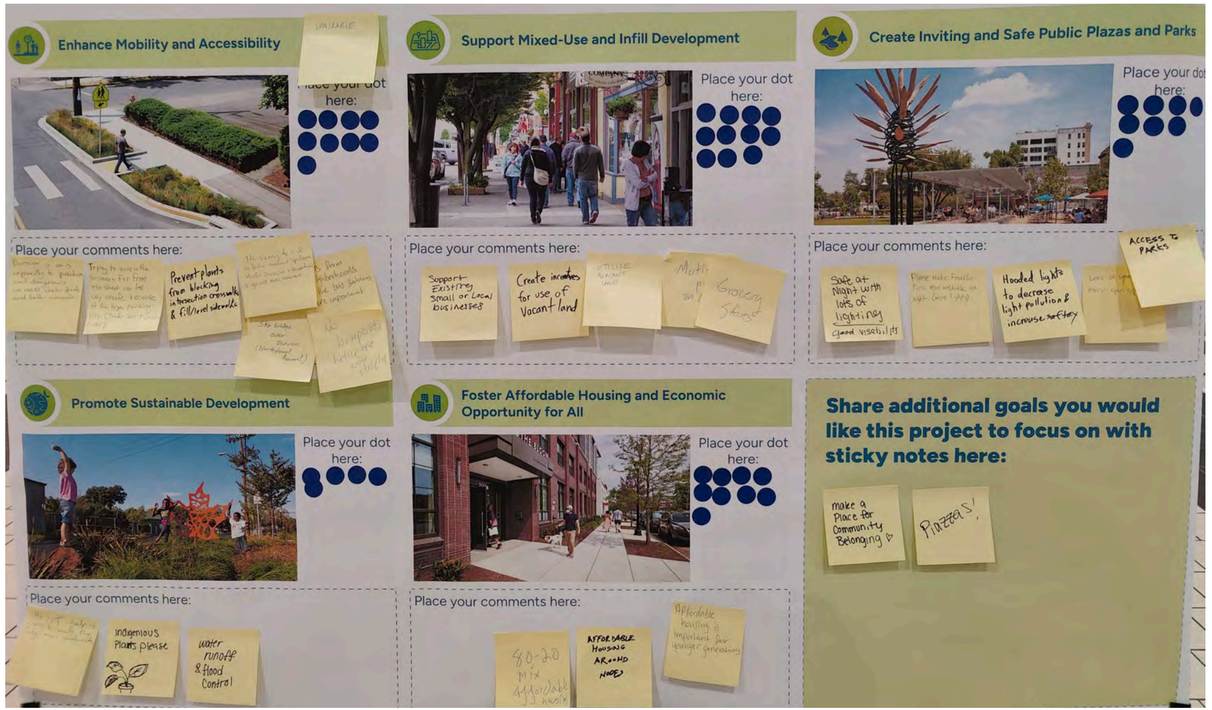


Figure 21. Dreaming Big: Which of the following best describes your overall vision and preferred goals for the Division Street Transit-Oriented Development Project?

PHASE 1 - PROJECT KICKOFF AND LISTENING SESSION

The project kickoff was held in the Fall of 2024 and began with a corridor tour with City, County, STA, and consultant staff. The tour included visiting key station areas, including the Northtown, Rowan, Lincoln, Francis/Lyons, Whitworth, and Northgate stations. Following the tour, the project team sat down with agency staff to discuss the scope of work, initial thoughts about the project, and key considerations for the direction of the project.

The project team also hosted a public listening session the same evening at the Natural Grocers' Community Room. The listening session offered an opportunity for the public to gather and share their initial reactions, concerns, or thoughts on the project. Sixteen people attended the event. The listening session summary is included in Appendix D.

Figure 22. Project Kickoff Map Exercise and Community Responses

Figure 23. Project Kickoff and Listening Session

PHASE 2 - COMMUNITY VISIONING PROCESS

The visioning process took place between January and April 2025. It consisted of two community open houses, an online survey, and multiple in-person events to collect feedback on location-specific improvement ideas from the community. These activities reached a wide audience of approximately 450 people and helped to produce a community-backed vision that would create a strong foundation for the project and clear direction for future phases, land use concepts, and multimodal improvements. Participants were also asked to help identify station areas that should be prioritized along the corridor. The results from this round of community engagement were used to inform the next phase of engagement and ultimately the node-specific improvements seen in Chapter 5. More information on this phase of engagement can be seen in Appendix E.

OPEN HOUSE + **PEOPLE ENGAGED AT POP-UPS AND DOOR-TO-DOOR** + **COMMUNITY QUESTIONNAIRE RESPONDENTS** = **~435**

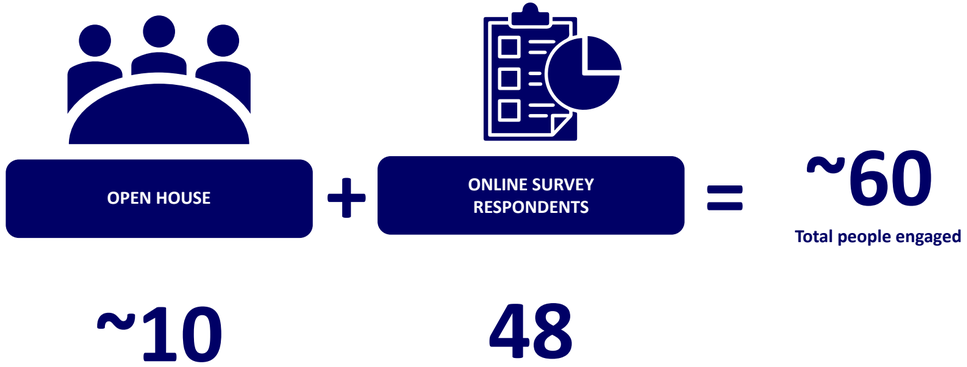
Total people engaged.

~40 ~140 255

Figure 24. Community Visioning Event at the North Town Mall

PHASE 3 - NODE CONCEPTS AND PRIORITIES

This phase of engagement occurred in October 2025, running through the end of the 2025. Materials and online survey questions focused on phased approaches to both land use and mobility improvements. Input was also gathered on topics such as equitable growth, supportive development frameworks and infrastructure needs for encouraging affordable housing and mixed-use development. This included discussion about the need for additional community amenities, coordination with ongoing projects and initiatives such as the WSDOT Complete Streets Initiative, planned capital improvements, Division Connects, and the North Spokane Connector. This identified opportunities for leveraging existing assets, policies, partnerships, and funding. Land use concepts and multimodal improvements were presented for the South Couplet, Rowan, Francis/Lyons, Whitworth, and Northgate nodes. More detailed information about the land use and multimodal recommendations by node can be seen in Chapter 5. An in-depth summary of this engagement phase can be found in Appendix F.



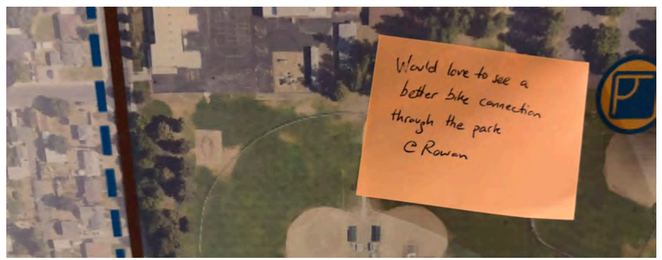


Figure 25. Node Concept Review and Feedback Event at the Wonder Building

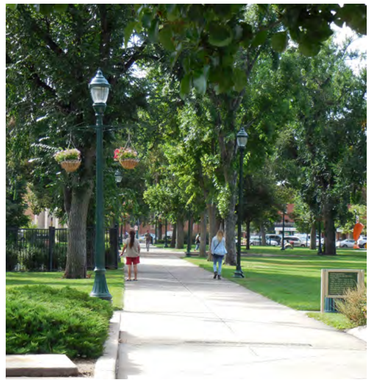
COMMUNITY DEVELOPMENT THEMES

The extensive online and in-person community discussions with residents, business owners, elected officials, and community partners surfaced five key themes that the community felt a future development pattern supported by BRT along the Division Street corridor should include. All themes point to affordable, walkable, and explorable destinations supported by multiple modes of travel.

CREATE MIXED-USE INFILL DEVELOPMENT OPPORTUNITIES

Mixed-use neighborhoods could include a mix of locally-serving retail with housing and office spaces to create a vibrant and economically resilient corridor. BRT stations could provide varied opportunities to leverage vacant and redevelopable land (such as underutilized[2] parking lots and vacant commercial buildings). The desire for this type of development is intended to complement existing neighborhoods by adding more convenient services and meeting the area's needs for both renter and owner-occupied units.

2 Underutilized properties, often under separate ownership, that can be consolidated to create larger, more viable sites for redevelopment.



INCORPORATE INVITING AND SAFE PUBLIC PLAZAS AND PARKS

Quality public spaces are essential to creating vibrant transit-oriented communities – adding to the sense of place and community identity. Incorporating new public plazas and gathering spaces in new development near transit stations, enhancing connections to existing parks, and improving accessibility for people of all ages and abilities will increase activity and neighborhood identity.

IMPROVE MOBILITY AND ACCESSIBILITY

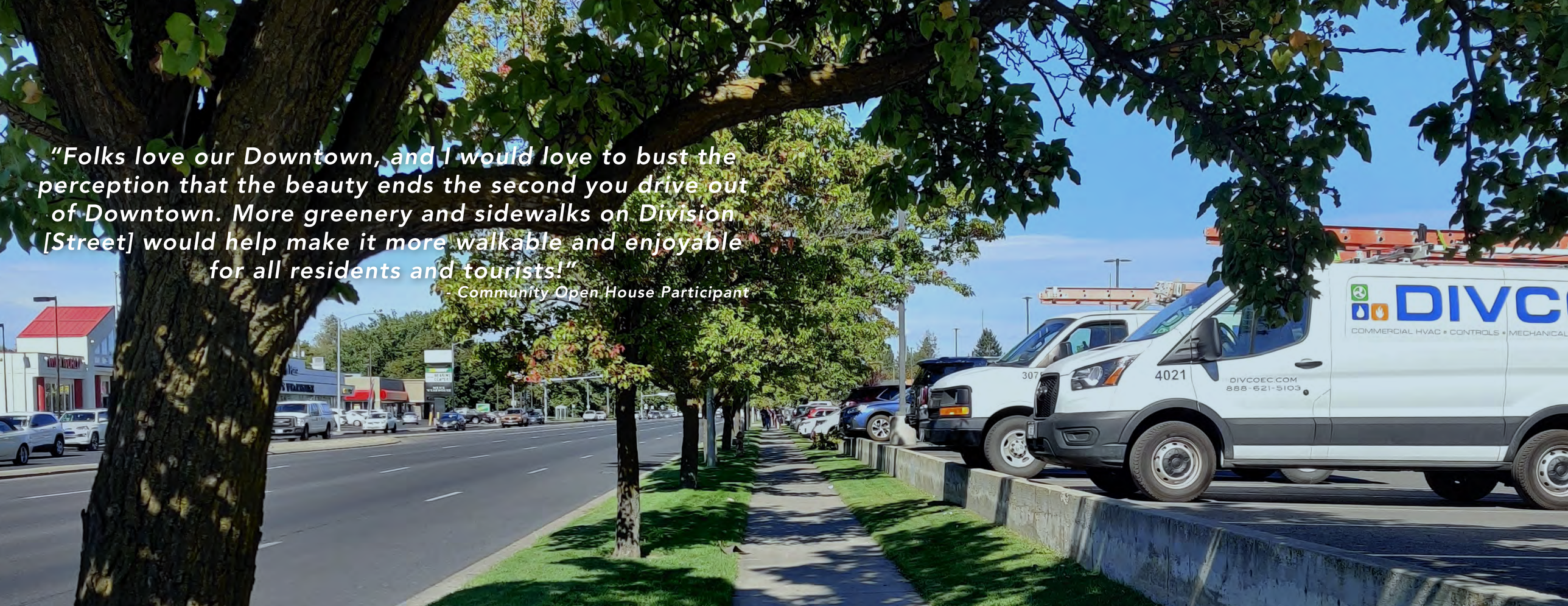
Division Street should safely serve all users, not just those traveling by car. Future public investments in transit and streetscape improvements, coupled with private development that focuses on accessibility and walkable spaces, should include connected pedestrian networks, safe and comfortable bicycle facilities, enhanced BRT stations with shelters and amenities, and targeted safety improvements along Division Street and connecting streets.

INCORPORATE SUSTAINABLE DEVELOPMENT PRACTICES

Environmental sustainability is a core community value. New Washington legislation also requires the jurisdictions to incorporate sustainability and resiliency into their Comprehensive Plan and policy documents. Future development along the corridor could include green infrastructure for stormwater management, preservation and expansion of tree canopy, transit-oriented development patterns that reduce vehicle miles traveled, energy-efficient buildings, and protection and integration of sensitive environmental features starting at the earliest stages of planning.

INCREASE AFFORDABLE HOUSING AND ECONOMIC OPPORTUNITY

Affordable housing is a critical need along the corridor, where median incomes are significantly lower when compared to the broader City or Spokane County averages. Community conversations focused on increasing renter and ownership options across all income levels, supporting mixed-income communities, preserving naturally-occurring affordable housing, and leveraging TOD to reduce combined housing and transportation costs. Development should support economic opportunity by connecting residents to jobs while implementing anti-displacement strategies for existing communities.



"Folks love our Downtown, and I would love to bust the perception that the beauty ends the second you drive out of Downtown. More greenery and sidewalks on Division [Street] would help make it more walkable and enjoyable for all residents and tourists!"

- Community Open House Participant

4

4. TRANSIT SUPPORTIVE URBAN DESIGN FOR DIVISION STREET

IN THIS CHAPTER

INTRODUCTION

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

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

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

These principles focus on:

- Creating compact, walkable, mixed-use development at BRT stations
- Improving safety and connectivity for all users, particularly those walking, biking, or rolling
- Improving connectivity and access through building orientation, ground floor activation, building transparency, façade treatments, and weather protection to create a more inviting environment for those walking or biking
- Increasing connectivity through smaller block sizes and internal circulation networks to enhance walkable connections
- Creating a more intentional mix of land uses and a compact urban environment
- Increasing the variety of housing types and affordability levels
- Enhancing the public realm through quality streetscapes, parks, and public gathering spaces
- Establishing a cohesive identity and sense of place for each node along the corridor
- Promoting environmentally sustainable and economically resilient development

The urban design principles described in this chapter provide general guidance for development and multimodal improvements along the entire length of the corridor. Chapter 5 incorporates these principles into detailed and phased recommendations for land use concepts and multimodal transportation improvements at the five priority nodes selected.

URBAN DESIGN GUIDING PRINCIPLES

The following guiding principles establish a clear direction for how development and public realm improvements along the Division Street Corridor should be designed to support transit ridership, create vibrant places, and enhance quality of life for all users.

Figure 26. Welcoming urban spaces lay the foundation for enhancing the quality of life for all users

1 GUIDING PRINCIPLE 1: CREATE COMPACT, WALKABLE, MIXED-USE DEVELOPMENT AT BRT STATIONS

Building Orientation and Edge Condition

How buildings meet the street fundamentally shapes the user-experience and the character of the corridor. Currently, many buildings along Division Street are set back behind large parking lots – creating inactive frontages and uncomfortable walking environments. Modifying building placement requirements and implementing placemaking and livable neighborhoods along all of Division Street (including with Spokane County) could improve the surrounding environment for those walking or biking. Several of these concepts include considerations for:

Building Placement

- **Setbacks**: Establish setbacks that bring buildings closer to the primary street frontage, provided that there is adequate room left for both the Furnishing and Pedestrian Clear Zones (see Sidewalk Organization section). This creates a sense of enclosure, improves comfort for those walking or biking in the area, and defines the street as a shared public space.
- **Parking Location**: Locate parking to the side or rear of building – never between the building and primary street frontage. Where surface parking fronting Division Street is necessary, screen it from the street with buildings, landscaping, or a combination of both.
- **Corner Emphasis**: Design corners as special moments with enhanced entries, gathering spaces, or architectural emphasis.
- **Active Ground Floors**: Ground floors of buildings along pedestrian-oriented streets should contain active uses, including but not limited to retail, restaurants, services, building lobbies, or residential units with individual entries. Minimize blank walls, loading areas, utility rooms, and other inactive uses along primary routes being utilized by those walking, biking, or using transit.

Figure 27. Building front setbacks allow for more sidewalk activation

Figure 28. Active ground floor make a more inviting environment

Building Transparency and Engagement

- **Ground Floor Treatment**: Design ground floors with transparency and visual interest through windows, architectural detail, and varied materials.
- **Facade Articulation**: Articulate building facades with architectural features including varied materials, changes in plane (projections and recesses), window patterns, awnings, balconies, and similar elements that create visual interest and human-scale detail.
- **Weather Protection**: Provide weather protection along routes primarily used by those walking through awnings, canopies, or building overhangs, providing comfortable movement year-round.
- **Building Entrances**: Clearly define primary building entrances with architectural features, lighting, and weather protection, and face entrances to the street rather than parking areas.

Figure 29. Ground floor transparency creates visual interest for people walking by

Figure 30. Corner emphasis optimizes foot-traffic

Figure 31. Facade articulation creates diverse and welcoming spaces

Figure 32. Building entrances with weather protection allow people access year-round

Transition Areas

Development adjacent to established lower-density residential neighborhoods requires sensitive transitions. Some of the transitions that allow for a smoother and less abrupt transition include:

- **Building Height Step-Backs**: Buildings taller than four stories adjacent to single-family residential areas should require upper floor step-backs to reduce visual impact.
- **Landscape Buffers**: Provide landscaped buffers with street trees, shrubs, and screening vegetation between higher-intensity development and existing low-density residential areas.

Figure 33. Landscape buffers can provide added shade and increase comfort

Figure 34. Building height step-backs allow for smoother transitions between varying densities

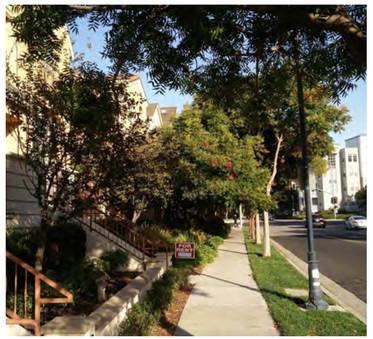


Figure 35. Landscape buffers create moments of calm and pause for people of all abilities

Block Size and Connectivity

Block size significantly impacts walkability. Smaller blocks create more convenient connections, reduce walking distances, and provide more opportunities for corner development. Currently, the Division Street Corridor features many large parcels and superblocks that limit permeability. Several solutions to increase walkability include:

- **Landowner Coordination:** Coordinate with major landowners and developers to create cohesive connectivity frameworks as part of their master planning efforts.
- **Contextual Street Design:** Design new streets and pathways according to the intended use and mode of travel that best fits the desired context. In most cases, this will mean streets focused on biking, walking, and parking access rather than vehicle throughput.
- **Block Length:** Shorter blocks are recommended, with lengths of not more than 300 feet. To accomplish this, beak up superblocks with mid-block connections, paseos, or new internal streets, where feasible.
- **Internal Circulation:** Require large-scale developments to include internal circulation networks that enhance walkable connections.
- **East-West Connections:** Prioritize new east-west connections across the corridor to better link neighborhoods on both sides of Division Street.

Figure 36. Mid-block crossing enhancements, like medians, allow for people to cross comfortably across multiple lanes of traffic

Manage Parking

Parking management is critical to creating walkable, transit-oriented environments. The Division Street Corridor currently features extensive surface parking, which limits comfort of those walking, biking, rolling, or accessing transit and development potential. Recommendations include alternative options that optimize land use and create more developable opportunities.

Parking Design

- **Maximum Parking Standards:** While parking is of high-value in certain locations, like near Whitworth University and Providence Hospital, creating parking maximums for off-street parking spaces is not only required for certain development types, like middle housing and commercial spaces of a certain size, but creating parking maximums in zones, like general commercial, mixed use, and near Downtown, can help promote the use of transit and more pedestrian-friendly environments.[3]
- **Structured Parking:** When structured parking is necessary, wrap ground floors with active uses on street-facing facades and use architectural treatments to screen parking. Design with adequate floor-to-floor heights to allow future conversion to other uses.
- **Surface Parking Design:** Limit surface parking lot sizes, with larger parking needs accommodated in structured facilities. Break large surface lots into smaller blocks with internal walkways meant for those walking or rolling. Incorporate perimeter landscaping, tree canopy for shade, permeable paving materials where appropriate, and bioswales or rain gardens for stormwater management.
- **Corner Parcels:** Prohibit surface parking on key corner parcels at major intersections.
- **Shared Parking:** Encourage shared parking arrangements between complementary uses to reduce total parking supply.

Figure 37. Architectural treatments that screen parking reduce parking as the focal point

Figure 38. Surface parking with landscaping reduces heat impacts and increases walkability

Figure 39. Shielding parking can look differently depending on the node

3 SB5184 limits parking for new homes in residential areas at 0.5-1 parking spaces per unit and in commercial developments at 1 space per 1,000 square feet.

Station Area and Transit Parking Requirements

- **Pedestrian Priority and Proximity-Based Reductions:** Continue supporting zones that prioritize people walking and biking. The State of Washington, Spokane County, and the City of Spokane, have removed, or are in the process of removing, parking minimums within a half-mile of a major transit stop for middle housing types.4

Park-and-Rides

- **Location:** Situate park-and-ride facilities at intersections further away from Division Street rather than on premium transit-adjacent land.
- **Shared Use:** Partner with existing, underutilized parking facilities for shared use during off-peak hours.
- **Integration:** When constructing public park-and-ride facilities, integrate them with mixed-use development rather than as standalone lots.

Bicycle Parking

- **Requirements:** Strengthen bicycle parking standards in City and County zoning code to support mode shift goals, including short-term racks near building entrances and long-term secure options in residential and employment developments.
- **Placement:** Continue to promote and locate bicycle parking conveniently and visibly to encourage use.

4 RCW 36.70A.635 (6)(d)

Figure 40. Designated bike parking along bike facilities make it convenient and encourage use

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

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

Crossings and Intersection Design

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

Figure 41. Crossing enhancements increase visibility of pedestrians

Figure 42. Tighter curb radii slows traffic and increases safety

Traffic Calming Measures

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

Network Connectivity

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

Pedestrian Environment

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

Figure 43. Street trees provide additional shade

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

3 GUIDING PRINCIPLE 3: INCREASE HOUSING VARIETY AND AFFORDABILITY

The Division Street Corridor has a higher share of renter-occupied households (54%) than the city as a whole (39%), and more than 55% of corridor households fall below 80 percent of the area median income (AMI). Ownership townhomes are feasible throughout the corridor, even with TOD affordability requirements, however, it is important to note that market rate housing may not be high enough to subsidize housing so additional incentives for development may need to be considered.[5]

The corridor is also home to half of Spokane's jobs. These conditions create both a responsibility and an opportunity — new development should expand housing options for the people who already live and work here, not displace them.

Housing Types and Building Form

- **Building Types:** Coordinate across the City and County to encourage a range of building types that provide density while respecting neighborhood context — from townhomes, duplexes, and middle housing typologies at the edges to mid-rise and mixed-use buildings closer to BRT stations.
- **Housing Options:** Continue to promote "missing middle" housing types — duplexes, triplexes, courtyard apartments — that bridge the gap between single-family homes and larger apartment buildings
- **Homeownership Rates:** Increase homeownership opportunities for those at or below 80% AMI, including with smaller houses on smaller lots
- **Unity in Design:** Design affordable units to be indistinguishable from market-rate units in materials, finishes, and access to building amenities.
- **Housing Unit Entrances:** Orient housing entries toward the street to activate sidewalks and create safe, welcoming frontages.

5 See the *Economic and Financial Analysis, Ch.4* for examples of TOD affordability requirements

Figure 45. Townhomes can bridge the gap between single-units and multi-unit buildings

Figure 46. Stacked triplex housing offers another type of housing option

Density and Proximity to Transit

- **Proximity to Transit Services:** Increase density and FAR with proximity to BRT stations, as relevant, with highest densities within priority node areas and decreasing intensity as distance increases.
- **Modified Zoning:** New statewide TOD requirements apply to station areas within Spokane City Limits; update zoning to meet minimum density and affordability standards. Spokane County will also need to update development code for land near future station areas, though are not required to meet the same state TOD requirements as the City.
- Create density requirements that are flexible enough to respond to market conditions while ensuring intensity sufficient to support transit service.

Housing Preservation and Anti-Displacement

Implement anti-displacement strategies to ensure existing residents can remain in their communities as the corridor develops — a consistent theme in community engagement. Several key policies that work to mitigate and minimize displacement are recommended with the Washington State Department of Commerce's *Guidance for Development a Housing Action Plan* Report. Several of these recommended policies[6] include:

- The strategic acquisition and financing of existing multifamily housing units/buildings
- Supporting at-risk homeowners with financial services and budgeting assistance
- Balance new housing production with preservation of existing naturally-occurring affordable housing, particularly older multifamily buildings at the northern and southern ends of the corridor.
- Additional anti-displacement strategies include:
  - Restrictions on no-cause evictions: the city can adopt local tenant protections requiring legitimate reason for eviction
  - Increased notice periods for evictions and rent increases
  - Strategic acquisitions of vulnerable properties, such as those with expiring affordability requirements
  - Tenant relocation assistance
  - Support for local community land trusts

6 Washington State Department of Commerce, *Guidance for Developing a Housing Action Plan, n.d.,* https://mrsc.org/getmedia/facf1081-dc90-428a-a168-702c5e2abc23/wadochap.pdf, p. 155.

Figure 47. Multi-unit housing with entrances facing the street can create welcoming spaces

Figure 48. Mixed-use buildings near BRT stations can increase access

4 GUIDING PRINCIPLE 4: CREATE WELCOMING STREETSCAPES, PARKS, AND PUBLIC SPACES

The public right-of-way is the primary public space in urban areas, and its design influences how people experience the corridor. Currently, Division Street's wide lanes, high speeds, and limited amenities create an uncomfortable environment for non-drivers. A reimagined streetscape is central to TOD success.

Types of Streets

Not all streets should be designed the same way. A hierarchy of street types, each with appropriate design characteristics, creates functional and pleasant urban environments:

Transit Priority Streets (Division Street BRT Corridor)

Additional consideration should be given the Division Street in order to meet WSDOT's Complete Streets requirements – whether that is only at the station areas or for the entire corridor. Some of these requirements, to be implemented where warranted and in consultation with the City and County, include:

- Dedicated Business Access and Transit (BAT) lanes providing reliable transit service.
- Wide sidewalks that accommodate higher volumes of those walking or rolling.
- Street trees and landscaped buffers between sidewalks and travel lanes.
- Minimized curb cuts and consolidated access points.
- Transit station areas with enhanced paving, lighting, shelters, and amenities.
- Traffic signal priority for transit and those walking, rolling, or accessing transit.

Figure 49. Bus Rapid Transit (BRT) amenities provide additional comfort for those using services

Mixed-Use Commercial Streets

These types of streets and built environments would include the following design elements, with design details carried out according to City, County, and State design standards and processes:

- Buildings directly facing sidewalks with active ground-floor uses.
- Wide sidewalks with clear zones for walking, street furniture, and café seating.
- On-street parking where appropriate to buffer people walking, biking, rolling, or with assisted devices from traffic.
- Pedestrian-scale lighting, street trees, and amenity zones.
- Bicycle facilities (protected, buffered, or painted lanes or shared streets depending on traffic speeds and volumes).
- Frequent, safe enhanced bicycle and crossings.

Figure 50. Mixed-use commercial streetscapes include wider walking zones, street trees, and building frontages that face the sidewalks

Neighborhood Connectors

Neighborhood connectors serve as through-streets designed for more moderate traffic and tend to have a focus on people who are walking, biking, rolling, or using transit, as opposed to vehicular traffic or transit. Some of the defining characteristics of this type of roadway include the following, with final design details to be determined in accordance with City, County, and State design standards and processes:

- Complete sidewalk networks on both sides of the street
- Bicycle facilities appropriate to traffic volumes and speeds
- Street trees and landscaping providing character and shade
- Traffic calming where needed to maintain appropriate speeds
- Enhanced crossings at intersections with higher-volume streets

Figure 51. Bike facilities along a lower-speed neighborhood connector street can increase comfort for those biking

Local Residential Streets

These street types are intended to serve primarily residential neighborhoods adjacent to the corridor and receive low levels of traffic with low speeds. Measures that support these types of streets include the following, with design details to be carried out in accordance with City, County and State design standards and processes:

- Complete sidewalks on both sides of the street.
- Street trees and landscaping.
- Traffic calming and diversion features where needed.
- Bicycle-friendly conditions.
- On-street parking.

Figure 52. Landscaping and sidewalks along a residential neighborhood street add to the aesthetic and create friendly conditions for those walking, biking, or rolling

Service/Alley Streets

These street types tend to provide rear access to buildings for loading, deliveries, trash collection. However, they can also accommodate pedestrian through-access and are important for preserving front-of-building activation. Helpful improvements include the following, with locations and design details to be determined in accordance with City, County and State design standards and processes:

- Minimizing curb cuts and service access on primary pedestrian streets.
- Providing dedicated right-of-way for utilize and service needs.

Figure 53. Alleyway with pedestrian through-access allows for non-traditional access

Figure 54. Alleyway with pedestrian-scale design increases safety and comfort in underutilized spaces

Green Streets and Shared Streets

These street types are low-volume streets designed to prioritize people who are walking, biking, or rolling – sharing the right-of-way with vehicles. They serve as connections completing networks for those walking or biking. Improvements that help to support this street type include:

- Green infrastructure managing stormwater through bioswales, rain gardens, and permeable paving.
- Shared surfaces where appropriate, with design features slowing vehicles to safe speeds.

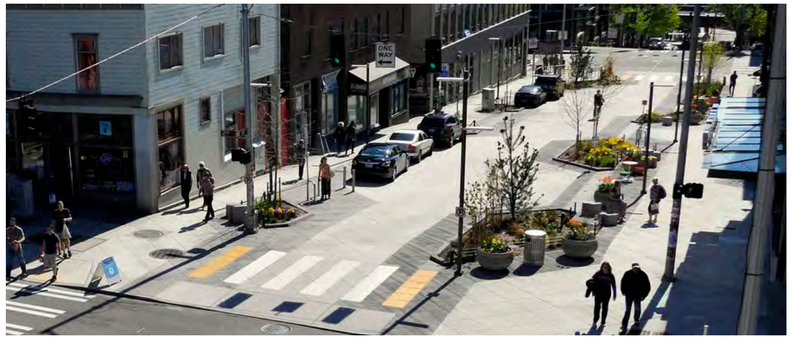


Figure 55. Shared streets serve multimodal transportation

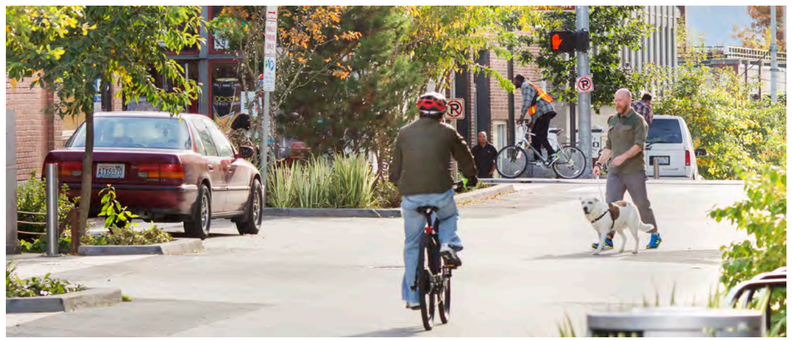


Figure 56. Shared street types allow access for those walking, biking, and using vehicles

Sidewalk Space Management

Effective streetscape design requires thoughtful allocation of limited right-of-way to balance multiple functions while prioritizing safety and comfort for all users.

Sidewalk Organization

Organize sidewalks into three functional zones to accommodate diverse needs:

- **Furnishing Zone** (curbside): Contains elements such as street trees, lighting, utility infrastructure, transit shelters, bicycle parking, benches, and other street furniture.
- **Pedestrian Clear Zone** (middle): Provides continuous, unobstructed pathway for pedestrian movement.
- **Frontage Zone** (building side): Accommodates features such as building elements, outdoor dining, merchandise display at commercial uses, and landscape buffer at residential uses.

Figure 57. Furnishing Zones are places for people to feel comfortable, rest, and enjoy the environment

Mobility and Access Management

These measures improve safety for all users and minimize conflicts between modes while maintaining reasonable access to businesses and residences. Key strategies include:

Traffic Flow and Speeds

- **Signal Improvements:** Improve and synchronize traffic signals, where practical, to enhance overall traffic flow.
- **Context-Appropriate Speeds:** Implement design features that encourage traffic speeds suitable for an urban context, prioritizing the safety of all road users.
- **Medians:** Use medians where appropriate, and in accordance with local design standards, to manage traffic flow, improve operations, and reduce crashes.
- **Vehicle Capacity:** Maintain adequate vehicle capacity while accommodating BRT and enhanced pedestrian and bicycle facilities.

Figure 58. High-visibility crosswalks increase mobility across multiple lanes of traffic or high-traffic areas

Safety Improvements

» **Intersection Enhancements:** Improve street intersections to enhance safety for all users.

» **High-Injury Network Focus:** Prioritize safety improvements at High Injury Network locations, including Northtown, Ruby/ Division Street couplet, and Francis/Lyon, in coordination with other local safety plans and projects. The HIN includes areas that are prone to higher concentrations of serious accidents. For more information on the HIN and these locations, see the Existing Conditions Report, page 37.

Figure 59. Intersection enhancements like pedestrian signals can increase safety

Access Management and Circulation

» **Access Consolidation:** Consolidate driveways and other access points to minimize conflicts with those walking or rolling, bicyclists, and transit. Encouraging cross-access agreements between adjacent properties to reduce individual curb cuts.

» **Alternative Access:** Promote alley or side street access rather than direct Division Street access. Restrict access near intersections and BRT stations to promote and prioritize user safety.

» **Loading and Pick-Up/Drop-Off:** Provide dedicated areas for loading and pick-up/ drop-off that minimize conflicts with other modes.

Figure 60. Dedicated area for delivery or loading can reduce conflicts between vehicles and pedestrians

5 GUIDING PRINCIPLE 5: ESTABLISH AN IDENTITY AND SENSE OF PLACE

Creating a sense of arrival and helping people navigate the corridor enhances the experience for all users while building corridor and node identity.

Navigation and Orientation

Gateway Elements

Gateways mark transitions into distinct areas and create memorable experiences. In coordination with local jurisdictions for installations within the public right-of-way, provide each of the 11 nodes with gateway treatments appropriate to its scale and character. BRT stations themselves can serve as gateways, and their distinctive architecture should create visual landmarks along the corridor. However, additional considerations include:

- Establish major gateways at the corridor's northern and southern extents and at key nodes using distinctive landscaping, public art installations, special paving treatments, entry monuments or signage, lighting features, and architectural elements, in coordination with the County in nodes at the north-end of Division Street.

Figure 61. Gateway elements like the Riverfront Park sign create consistency and highlight key locations

Wayfinding System

Develop a comprehensive wayfinding system to help people navigate by multiple modes.

- Coordinate with STA to provide clear station identification for the STA-provided and maintained BRT system with station names, service direction, and route information.
- Include pedestrian-scale wayfinding signs at key decision points showing directions and walking distances to nearby destinations, parks, public facilities, and connections to other transportation modes.
- Add bicycle-specific wayfinding showing recommended routes, distances, and connections in coordination with City, County, and State active transportation plans and projects.
- Integrate real-time transit information at stations and consider digital elements like QR codes linking to mobile-friendly maps and trip planning tools.
- Maintain consistent design standards, in accordance with City, County, and State standards, across all wayfinding elements with durable materials, ADA compliance, and multilingual information where appropriate.

Figure 62. Wayfinding elements help offer clear directions to nearby connections

Figure 63. Bicycle-specific wayfinding is directed at those looking to navigate slightly further distances

Figure 64. Transit-specific wayfinding integrates real-time transit information

Branding and Identity

A strong, cohesive brand identity helps create community pride, attracts investment, and makes the corridor memorable and distinctive.

Corridor Brand Development

Develop a distinctive brand for the Division Street Corridor that:

- Reflects local character.
- Differentiates the corridor from other areas.
- Unifies the 11 nodes while allowing for local variation.
- Celebrates the corridor's demographic and cultural diversity.
- Supports economic development.

Figure 65. Branding elements at transit stations create continuity and ease of navigation for users

Public Art Integration

Enrich the corridor through public art that builds identity:

- Engage local artists in design of both standalone art and functional elements like bike racks, benches, and paving.
- Include community in artist selection and design review .
- Incorporate diverse media including sculpture, murals, mosaics, functional art, and performance spaces.
- Ensure funding and responsibility for long-term maintenance in coordination with relevant local jurisdictions.

Figure 66. Public art installation adds interest to public spaces

Parks and Open Spaces

Quality public spaces are essential amenities that serve residents, workers, and visitors. The corridor currently includes important park assets but needs additional public spaces, particularly near transit station nodes.

Access and Distribution

- **Proximity:** Coordinate with relevant local jurisdictions to ensure the provision of publicly accessible open space within a quarter-mile walk of all residents in TOD areas.
- **Transit Plazas:** Create new public plazas at transit stations that serve as neighborhood gathering places and wayfinding landmarks.
- **Park Connections:** Enhance connections to existing parks, including Franklin Park, B.A. Clark Park, and Byrne Park, through improved sidewalks, wayfinding, and bike facilities.
- **Development Requirements:** Establish minimum open space requirements for new multifamily and mixed-use developments, emphasizing usable, programmed spaces within ½ mile of a transit stop.

Figure 67. Public parks are an important element to increasing people's access to green spaces

Figure 68. Transit plazas can offer a welcoming and inviting shared space close to amenities

Design and Flexibility

- **Multi-Use Spaces:** Design flexible spaces that accommodate diverse activities such as passive recreation, active play, community events, outdoor dining, and casual socializing.
- **Green Infrastructure:** In coordination with local stormwater policies, design standards, and manuals, integrate stormwater management and other green infrastructure into parks and plazas.
- **Facilities for All:** Include amenities for all ages and abilities, such as play equipment, seating, shade structures, accessible pathways, and gathering spaces.
- **Public Amenities:** Provide drinking fountains, restrooms, bike parking, and seating to support comfort and usability.

Activation and Programming

- **Community Events:** Coordinate with local service providers, organizations, and agencies to provide ongoing programming of spaces with markets, performances, art installations, and community events to drive activation.

Figure 69. Flexible, multi-use spaces add opportunities for community events

Figure 70. Public amenities near transit support comfort and usability

Figure 71. Multi-use space with outdoor dining offers opportunities to gather

6 GUIDING PRINCIPLE 6: INGRAIN ENVIRONMENTAL SUSTAINABILITY AND ECONOMICALLY RESILIENT DEVELOPMENT

Given environmental sustainability is a core community value, it is important to showcase sustainability features as signature elements throughout the corridor:

Environmental and Aesthetic Quality

- **Tree Canopy and Landscaping:** Coordinate with local jurisdictions and associated operations and maintenance programs and policies to preserve and expand tree canopy through street tree programs and landscaped open spaces.
- **Quality over Quantity:** Ensure open spaces are well-designed, well-maintained, and genuinely usable, not just leftover or decorative spaces.
- **Improve Bus Shelters with Green Infrastructure:** Coordinate with STA to evaluate the potential for integration of solar panels or green roofs into bus shelters. Through such features, shelters can not only provide weather protection but can create environmentally friendly and green-powered amenities that reduce negative environmental impacts.

Figure 72. Increasing tree canopies along shared streets add to the sustainability of a neighborhood

Sustainable Design as Identity

Additional sustainability elements that can help define the corridor include:

- Highlight innovative stormwater management and water quality management as design features.
- Feature native plantings and micro urban wildlife habitats that connect to regional ecology.
- Include educational elements interpreting sustainable features.

Figure 73. Stormwater bioswale along sidewalks increase stormwater management

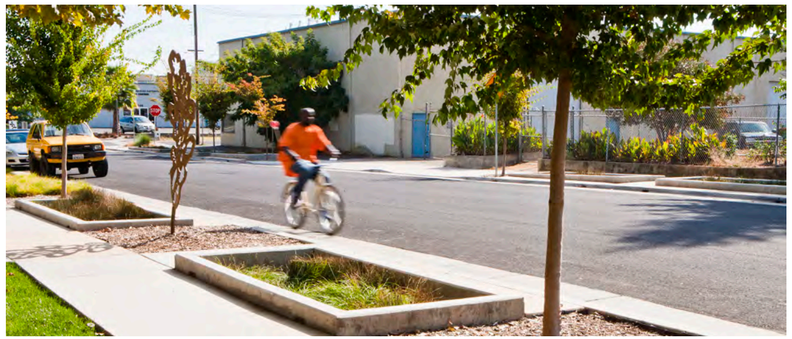


Figure 74. Additional landscaping elements add to sustainable design and create interesting features

LAND USE RECOMMENDATIONS

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

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

MIXED-USE DEVELOPMENT

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

Figure 75. Land use recommendations include phased approaches and improvements

Transition to Transit-Oriented Development

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

Integrate Vertical and Horizontal Development

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

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

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

HOUSING OPTIONS

Encourage a range of multi-family housing types from low-rise apartments and townhomes that transition to single-family neighborhoods, to mid-rise buildings in priority node areas, to higher-density development at the most intensive nodes. Include "missing middle" housing types, duplexes, triplexes, courtyard apartments, and smaller single family homes on smaller lots, which provide density while maintaining and complementing existing neighborhood character.

New Statewide TOD requirements apply to station areas within the Spokane City Limits. Affordability scenarios are important in determining feasibility of certain housing types in both market-rate and mixed-income categories:

- **All market-rate:** 100 percent of units are rented at market rates
- **TOD workforce:** 20 percent of units are affordable to households making 80 percent of area median income (AMI), 80 percent of units are rented at market rates. For ownership housing, the workforce rent is affordable to households making 120 percent of AMI.
- **TOD affordable:** 10 percent of units are affordable to households making 60 percent of AMI, 90 percent of units are rented at market rates. For ownership housing, the affordable rent is affordable to households making 80 percent of AMI.

The Spokane Comprehensive Plan is near completion and new zoning requirements must be established to meet minimum density and affordability requirements. Spokane County will also need to update their development code to be consistent with the County's Comprehensive Plan's Future Land Use Map, particularly for land near future station areas. Future land use considerations that would allow for more housing types and create more opportunities for middle housing with higher-density development include updating the County RC zones to MU in the high priority nodes.

Density should increase as proximity to BRT stations increases, with highest densities within the priority node area and decreasing densities as distance increases. Density requirements should be flexible enough to respond to market conditions while ensuring development intensity sufficient to support transit service. Flexible requirements and support could include zoning code amendments, guidance for voluntary developments, or policy frameworks.

Figure 78. Urban garden-style apartments were considered in the feasibility analysis for the corridor

Figure 79. Garden apartments can be a viable housing option in early development

Construct More Multi-Family Housing

Multi-family housing is essential to achieving densities that support frequent transit service while providing diverse housing options. The corridor's high renter-occupancy rate (54% compared to 39% citywide) and existing concentrations of older multifamily housing demonstrate market demand for rental housing.

Leverage the corridor's role as home to half of Spokane's jobs by developing affordable housing near major employment centers, reducing commute burdens for lower-income workers in healthcare, education, retail, and service sectors.

Figure 80. Multi-family housing can help create densities near transit services

Figure 81. Podium-style multi-family housing offers another option for multi-unit development and form

Consider Incentivizing Affordable Housing

With lower median incomes than citywide averages and limited housing affordable to lower-income households, expanding affordable housing is critical. Transit-oriented development offers unique opportunities to provide affordable housing near quality transit – reducing combined housing and transportation costs.

It would be beneficial to pursue multiple strategies that create and preserve affordable housing, including inclusionary requirements for new development, dedicated affordable housing on public land, direct public investment, density bonuses, parking reductions, fee waivers, and property tax incentives. No single strategy will be sufficient, and strategies will not look the same for the City and County. For instance, the County should look to identify and update zoning in unincorporated urban areas to ensure middle housing types (like duplexes, triplexes, and ADUs) are allowed by right and on single lots, and that funding for infrastructure is available in locations that support affordable housing.[7]

A comprehensive approach with coordination across the City of Spokane and Spokane County should be explored. This united effort would help further the City and County's goals and help them to meet the statewide requirements for providing housing at multiple price points (as set by HB1220)Integrate affordable housing into mixed-income communities rather than concentrating it. Affordable units should be indistinguishable from market-rate units in design and should have full access to all building amenities and services.

Figure 82. Townhouses can offer alternative homeownership options in the area

7 Housing for All Planning Tool (HAPT) through the Washington State Department of Commerce allocates housing needs by income bracket by jurisdiction.

OFFICE AND RETAIL DEVELOPMENT

Commercial uses generate trips, create jobs, and activate streets. However, market conditions suggest selective rather than universal commercial development. Focus on uses that support and are supported by residential growth while creating walkable environments.

Focus Office Development in Select Areas

Concentrate office development closer to nodes adjacent to Downtown, such near South Couplet, Northgate, and at major employment nodes, like Rowan where market demand is strongest. Encourage professional offices serving local markets, medical offices, financial services, legal and consulting services, rather than expecting large corporate office developments. Support office uses on upper floors of mixed-use buildings and conversion of underutilized retail space to office use.

Create Neighborhood-Serving Retail Hubs

Focus retail development on neighborhood-serving uses that benefit from nearby residential density: grocery stores, restaurants and cafes, personal services, pharmacies, and convenience goods. Support small-scale retail spaces that provide opportunities for local entrepreneurs rather than only pursuing large national tenants. Cluster compatible retail uses to create critical mass and cross-shopping opportunities.

Figure 83. Mixed-use buildings maximize work spaces and business needs

Figure 84. Neighborhood-serving retail creates opportunities for walkable spaces

PARKS AND OPEN SPACE

Parks and open spaces are essential community amenities that enhance quality of life, provide environmental benefits, and increase property values. The corridor includes important existing parks, but because additional parks and open spaces will be needed as development intensifies, planning by local jurisdictions should evaluate potential avenues for increasing park space as the pace of development increases.

Expand the System of Public and Semi-Public Spaces

Develop a network of parks and open spaces, including station plazas adjacent to BRT stops, pocket parks in commercial areas, neighborhood parks serving residential areas, and linear greenways along streams and the Spokane River near South Couplet. Ensure all residents have access to a park within a comfortable walking distance.

Focus on Providing Multiple Benefits

Design parks and open spaces to provide multiple benefits including recreation, stormwater management, ecological function, and community gathering. Integrate green infrastructure, including rain gardens, bioswales, and tree canopy to address drainage challenges while creating attractive landscapes.

Increase Acquisition and Development

Secure parkland through multiple strategies including development requirements for dedication or in-lieu fees, conversion of underutilized public land, partnerships with major landowners, and grant funding. Support major developments like Mead Works through dedication of park and open space as part of their projects.

Increase Programming and Activation

Program parks with farmers markets, festivals, concerts, and community events. Design spaces to accommodate diverse users and activities. Establish clear maintenance responsibilities and adequate funding to ensure long-term quality.

Figure 85. Connecting to existing greenways can help expand connectivity with existing systems

COMMUNITY AMENITIES

Beyond parks, additional community amenities enhance neighborhood livability and serve residents' daily needs. These amenities should be integrated into station areas as part of complete communities.

Leverage Existing Assets

Build on the corridor's existing community amenities including schools, universities, hospitals, community centers, and affordable housing developments. Create connections between these assets and new development to strengthen the overall community fabric.

Diversify Community Amenity Offerings

Support development of community and recreation centers, libraries and learning centers, schools and childcare facilities, healthcare services, senior services, youth programs, and cultural facilities. Recognize that different nodes may emphasize different amenities based on their populations and existing resources.

Integrate community amenities through multiple approaches: requirements for community space in larger developments, public-private partnerships with institutions and non-profits, shared facilities between compatible uses, and inclusion of amenity spaces in ground floors of mixed-use buildings.

Provide Services for Diverse Populations

The corridor is more diverse than the city as a whole, with a significant student population and range of ages and incomes. Design community amenities to serve this diversity through multilingual services, culturally responsive programming, intergenerational spaces, and ensuring accessibility to all income levels.

Figure 86. Diversity of public spaces allow for greater social interaction and relaxation

Figure 87. A vibrant public space that serves the local community can draw people to an area

MULTIMODAL CONNECTIVITY RECOMMENDATIONS

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

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

MODE SHIFT OPPORTUNITY

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

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

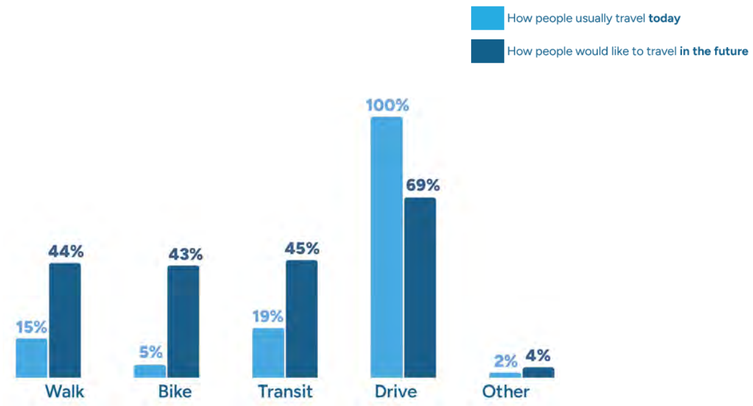


Figure 89. People would like to walk, bike, and take transit more and drive less in the future

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

Community engagement also identified broader priorities supporting mode shift:

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

TRANSIT

High-quality transit service is the foundation of transit-oriented development. The planned BRT system along Division Street will provide faster, more reliable service than existing bus routes. The Division Connects study identified a phased approach to corridor improvements, with short-term pedestrian, bicycle, and safety investments advancing ahead of full BRT construction to align with the Locally Preferred Alternative (LPA) and support early ridership.

The LPA adopted by the STA Board of Directors in April 2021 establishes the framework for BRT development along the corridor. The system will use zero-emission, 60-foot articulated buses operating in dedicated BAT lanes, with weekday service at 10-minute frequency or better and 15-minute frequency during nights and weekends. Dedicated BAT lanes will run along the majority of the alignment between North River Drive and the "Y," replacing one general purpose travel lane in each direction on the "Mainline." Within the "Couplet," BRT will operate in left-side BAT lanes on Ruby Street northbound and right-side BAT lanes on Division Street southbound. Speed and reliability improvements include Transit Signal Priority at intersections, all-door boarding, near-level platforms, and off-board fare payment. A consistent brand identity will be applied to stations and vehicles, and all stations will meet ADA accessibility standards.

The following recommendations support the BRT system and transit-oriented development throughout the corridor.

Figure 90. Enhanced transit stops make station areas feel more protected and welcoming

Figure 91. The STA has been implementing station areas successfully

Design BRT Stations as High-Quality Places

BRT stations should function as community landmarks, not just transit stops. Stations should be designed with:

- Bus shelters, pedestrian-scale lighting, and sidewalks that accommodate both passengers awaiting transit and through-traffic.
- Passenger information displays and real-time arrival information.
- Full ADA accessibility.
- Enhanced boarding areas that accommodate both passengers awaiting transit and through-traffic.
- Station identity that reflects local character at each node.
- Distinctive branding consistent across all stations and vehicles.

Improved Access and Connections to Stations

- Integrate wide, well-lit sidewalks and pathways approaching all stations with enhanced crossings using high-visibility markings, pedestrian signals with adequate crossing time, median refuge islands, and other crossing safety countermeasures where needed.
- Create safe bicycle connections to stations from parallel and perpendicular streets with abundant, secure bicycle parking.
- Designate safe areas for passenger drop-off and pick-up near stations.
- Coordinate BRT schedules with connecting bus routes and convenient connections to regional transportation services.

Figure 92. BRT station areas can add visual interest or artwork as well

Figure 93. Bus signal synchronization decreases wait times

WALKING

Community engagement identified walking improvements as a top priority, with emphasis on safer crossings, wider sidewalks, street trees for shade and traffic calming, and improved crossing signals.

The sidewalk network within the City of Spokane is largely complete, but more gaps exist in unincorporated Spokane County at the northern end of the corridor. Sidewalk gaps on Division Street have been identified at multiple WSDOT jurisdiction segments where continuous sidewalks are present on one side, but infrastructure gaps exist on the other.

Figure 94. Wide sidewalks allow for increased pedestrian safety and accessibility

Between 2015 and 2019, more than 2,000 collisions were recorded on Division Street, of which 39 involved severe injuries or fatalities. Of the 2,000 crashes, 21 involved a person walking and 4 involved a person riding a bicycle. Rear-end crashes comprised 43% of all crashes; crashes associated with vehicles entering at an angle from driveways or intersections were also frequent.[8] Multiple sections of Division Street are designated as part of the High Injury Network. Safety concerns are related to high traffic volumes and speeds, number of travel lanes, frequent driveways, and long distances between crossings.

These conditions underscore the need for corridor-wide improvements for those walking, biking, or accessing transit, many of which can be implemented in advance of and in conjunction with BRT construction.

8 Division Connects State of the Corridor Report, Appendix A (2020), p.40

Figure 95. Benches and street furniture allow for moments of rest

Completion of the Sidewalk Network

- Infill existing sidewalk gaps to create complete, continuous networks connecting residents, workers, and visitors to transit stations, services, and destinations.
- Fill Division Street sidewalk gaps identified in Appendix I as part of the improvements phased with BRT construction.
- Upgrade sidewalks and ramps to meet ADA standards
- Provide sidewalks with design and width tailored to the type and context of each street.
- Provide separation from high-speed or high-volume streets through planting strips, street trees, stormwater features or other buffering elements.
- Leverage redevelopment of large parcels to complete the urban street grid by establishing new streets designed for multimodal use, mid-block bicycle/pedestrian pathways, and/or public spaces.
- Create safe, direct routes from BRT stations to trail access points.
- Apply the All Ages and Abilities (AAA) framework (Appendix F), which identifies sidewalks with buffers — including street trees, planting strips, curb extensions, or street furniture — as a key pedestrian facility type.

Provide Enhanced Crossings

- Add high-visibility crosswalk markings, curb extensions, accessible pedestrian signals with adequate crossing time, and leading intervals at intersections throughout the corridor.
- As possible, and in coordination with City, County, and State design standards and processes, create new crossings where crossing spacing exceeds 300 feet using Pedestrian Hybrid Beacons (PHBs) or new traffic signals.
- Provide median refuge islands on multi-lane crossings.
- Introduce traffic calming measures near crossings, where feasible, including reduced curb radii and narrowed travel lanes.

Figure 96. ADA compliant sidewalk can improve access and comfort

Figure 97. Enhanced crosswalks can help improve safety for those walking, biking, or rolling

BIKING

Providing safe, connected bicycle infrastructure supports transit-oriented development by extending the reach of BRT stations and offering an alternative to driving for short and medium-distance trips.

Currently, most of the Division Street Corridor has a Bike Level of Stress (BLOS) rating of 4 — the highest stress level, indicating unsafe conditions for most cyclists. Bicycles are prohibited on Division Street between Buckeye Avenue and the North Division "Y." Parallel streets such as Howard, Wall, and Addison have bike lanes or shared roadway designations, but many are beyond a third of a mile from Division Street, limiting direct access to the corridor. The Spokane River crossing is also challenging — riders must use off-street bridges or ride on the sidewalk. There are few bicycle parking opportunities along the corridor.

These conditions highlight the need for a corridor-wide approach to bicycle improvements that creates safe, comfortable connections to transit, services, and destinations on streets throughout the study area.

Figure 98. Designated bike lanes can help reduce the Bike Level of Stress (BLOS)

Build Low-Stress Bicycle Networks

Adding to the existing network but creating safer biking environments is a critical piece of the puzzle. Several improvements will help reduce the Level of Stress for cyclists.

Establish Bicycle Network Connections Along Parallel and Perpendicular Streets

- In coordination with local active transportation plans and projects, provide bicycle facilities on streets parallel to Division Street to create parallel north-south corridors.
- Add bicycle facilities and shared-use paths on east-west streets perpendicular to Division Street providing enhanced crossings.
- Create connections to the regional low-stress network by completing connections to existing bicycle facilities and pathways.
- Prioritize physical separation from motor vehicles on higher-volume and higher-speed streets.
- Apply the AAA framework (Appendix F) in facility selection based on roadway context — from shared streets and neighborhood greenways to buffered and separated lanes.

Improve Bicycle Crossings of Division Street

- Include bike-specific signal phases, bike boxes, high-visibility markings, and refuge islands at major intersections and mid-block locations, in coordination with City, County, and State design standards and processes.
- Reduce curb radii, include protected intersection designs where feasible, and provide clear pavement markings to improve visibility and protection.

Figure 99. Improved bike crossing can reduce conflicts between bikes and vehicles

Provide Bicycle Parking and Amenities

- Provide secure bike parking and storage at BRT stations, commercial developments, and multifamily housing.
- Build short-term racks near destinations and long-term secure lockers/rooms at stations and residential developments.

Figure 100. Bike racks near amenities increase ease and convenience

DRIVING

Division Street carries approximately 50,000 vehicles on an average weekday and serves as the primary north-south arterial through Spokane, providing access to thousands of homes, jobs, schools, and services. While this plan emphasizes walking, bicycling, and transit, Division Street will continue to serve important vehicular mobility functions. The goal is to balance these functions with safety for all users.

The current roadway is configured as a multi-lane, high-speed arterial prioritizing vehicle throughput. Wide lanes, high traffic volumes, frequent driveways, and long distances between signalized crossings create conditions that are efficient for through-traffic and vehicle access but less accommodating for other corridor users.

As regional through-traffic shifts to the NSC, Division Street has the opportunity to function more as a neighborhood main street while still accommodating local vehicle traffic, commercial deliveries, and business access. The following recommendations address how driving conditions can be managed corridor-wide to support this transition that go beyond what was mentioned in the Urban Design Guiding Principles (namely 1, 2, and 4).

Figure 101. The average level of traffic on Division Street can be accommodating to vehicles but not to other modes of transportation

Reallocate Roadway Space Through the LPA Lane Configuration

This locally preferred alternative (LPA) would help with the management of safety for non-vehicle users, traffic flow, speeds, and overall aesthetics. They also would create a unified approach that would support sidewalk improvements.

- **Mainline:** Three to two general purpose lanes per direction to accommodate dedicated BAT lanes, with left-turn pockets maintained at intersections.
- **Couplet:** Two general purpose travel lanes maintained on both Division and Ruby Streets.
- **Streetscape Opportunity:** The reconfigured cross-section creates room for wider sidewalks, landscaped buffers, street trees, and bicycle facilities.

Consolidate Access and Reduce Conflict Points

The BAT lane configuration preserves left-turn access at intersections and driveways along the Mainline and provides space for right-turning vehicles to decelerate outside through-traffic.

- Consolidate driveways and access points to minimize conflicts with those walking or rolling, bicyclists, and transit.
- Encourage the provision of side street accesses when redevelopment occurs.
- Encourage internal circulation systems and complete street grids to reduce reliance on Division Street for local trips.
- Provide dedicated loading and pick-up/drop-off areas that minimize conflicts with other modes.

Figure 102. Renderings of LPA Management shows how the roadway could be allocated

Figure 103. Dedicated loading and pick-up areas for vehicles can reduce conflict points

This is the best thing for Spokane in the long run in my opinion. The plan looks amazing and will do wonders to connect a lot of the areas in the city that are desperately needing an economic boom... Mixed-used transit-oriented communities will mean more accessibility to necessities for every community especially considering that the north side of the river is the most transit-dependent people in the City. This plan paves the way for more growth via mixed-use zoning and thats not even getting into safer streets. I have seen too many memorials on Division and have hope that keeping heavier traffic off this road will lead to a safer, more connected, and more prosperous Spokane.

- Node Concept Survey Participant

5

5. PRIORITY NODES: LAND USE AND CONNECTIVITY

IN THIS CHAPTER

INTRODUCTION

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

PRIORITY NODE SELECTION

The five priority nodes were selected based on an analysis of the following:

- **Development Potential**: Availability of vacant and redevelopable land, parcel sizes suitable for development, and variety of ownership patterns that facilitate coordinated planning.
- **Market Readiness**: Population density, demographics that support transit use, employment concentrations, and development activity indicating market interest.
- **Transit Dependency**: Concentrations of transit-dependent populations, car-free households, and commute patterns.
- **Safety Needs**: Presence on Spokane Regional Transportation Council's (SRTC) Safety Action Plan High Injury Network, crash history, and pedestrian/bicycle infrastructure gaps.
- **Community Priority**: High rankings in community engagement and stakeholder input.
- **Transformation Potential**: Vehicle miles traveled reduction potential and ability to serve as catalysts for corridor-wide change. The six nodes not selected for detailed concepts in this chapter, North Couplet, Garland/Empire, Northtown, Lincoln/Cascade, The Y, and Mead, remain important components of the Division Street Corridor. Land use and urban design recommendations developed for the priority nodes can be applied to other nodes to maintain corridor consistency and enable development opportunities as market conditions and infrastructure evolve near those stations.

This chapter provides a discussion of and recommendations for each of the five priority nodes that address:

- Framing the existing development and connectivity context
- Identifying the most viable inclusionary housing option and the implications for future development for those living in closest proximity to the priority nodes
- Establishing an overall vision and development direction

Identifying a potential phased development approach that integrates the urban design principles, land use framework, and multimodal improvements discussed in Chapter 4

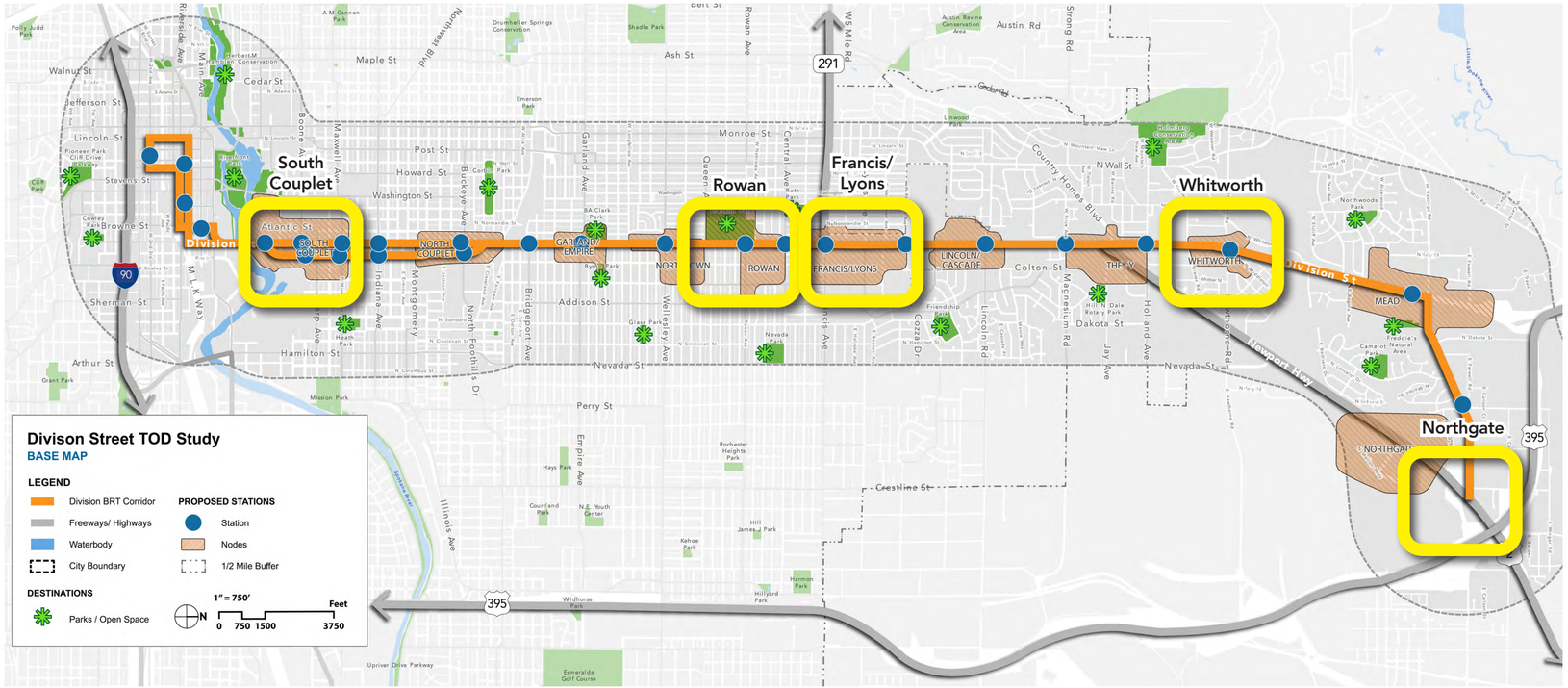


Figure 104. Key Map showing all 11 nodes (with priority nodes highlighted)

SOUTH COUPLET NODE

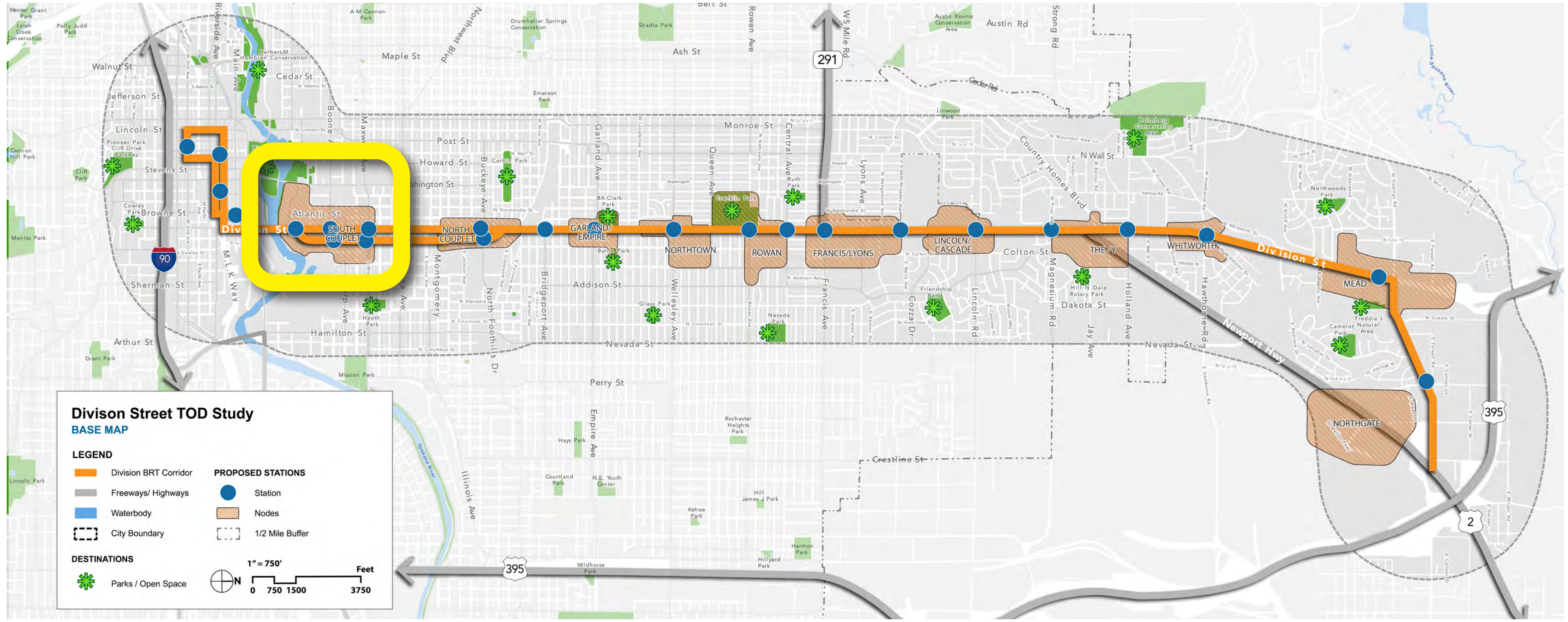


Figure 105. Sidewalks along South Couplet can feel uncomfortable

Figure 106. Low-rise commercial buildings are mixed with large surface parking lots

EXISTING CONDITIONS

Existing Development Patterns and Land Use

The South Couplet node includes a mix of uses distributed throughout the area. Office buildings are located on the west side of Division Street, hotels cluster along the river waterfront, and student housing, primarily serving Gonzaga University, are found east of Division and Ruby Streets. A variety of commercial and retail spaces along Division Street connect these areas. While the variety of existing uses supports potential future TOD, existing buildings along Division Street are typically set back behind large surface parking areas, reducing user engagement and comfort.

Gonzaga University, located immediately east of Ruby Street, is one of the area's largest employers with 1,500 faculty and staff serving 7,000 students. The university generates constant activity and demand for housing, dining, and services. Together with Rock Pointe, a large office complex, and other businesses, these employers create a jobs base that can support increased housing and mixed-use development.

Existing buildings include a mix of low-rise commercial structures, surface parking lots, and some newer apartment buildings. Several properties have underutilized surface parking or older buildings that have the potential to be redeveloped over time.

Existing Mobility and Connectivity

The South Couplet node is a key nexus point in Spokane's transportation network. Division Street and Ruby Street form a north/south couple just north of the Division Street bridge.

Walking in the area can be challenging. Street crossings are wide, traffic moves fast, and sidewalks don't always connect where people need to go. Biking on many roads in the vicinity is marked by high traffic speeds and lack of protected bike lanes, with much of the corridor area having a designated Bike Level of Stress (BLOS) of 4. The north/south couplet from North River Drive to E Sharp Avenue is part of the High Injury Network, highlighting the need for safety improvements.

Transit service today includes Route 25 along Division Street and Ruby Street with stops throughout the node, although many stops lack shelters and seating. The planned BRT stations will dramatically improve the transit experience with high-quality shelters, real-time arrival information, and comfortable waiting areas.

Figure 107. Commercial spaces offer one style of building structure

Figure 108. Gonzaga University is an anchor

MARKET AND FEASIBILITY STUDY RESULTS

The financial analysis shows that South Couplet has the strongest potential for new development compared to the other priority nodes. Its location near Downtown, Gonzaga University, and other major employers supports stronger market rents, enabling a wider range of housing types to be financially feasible.

Who Lives and Works Here

South Couplet has a young, highly educated population influenced by Gonzaga University, with the highest share of residents holding bachelor's and graduate degrees along the corridor. The area is also a major employment center, anchored by Gonzaga University and professional, healthcare, and service-sector jobs. Many workers commute long distances, indicating an opportunity to add housing closer to jobs.

Figure 109. Gonzaga University is a major employer in the area

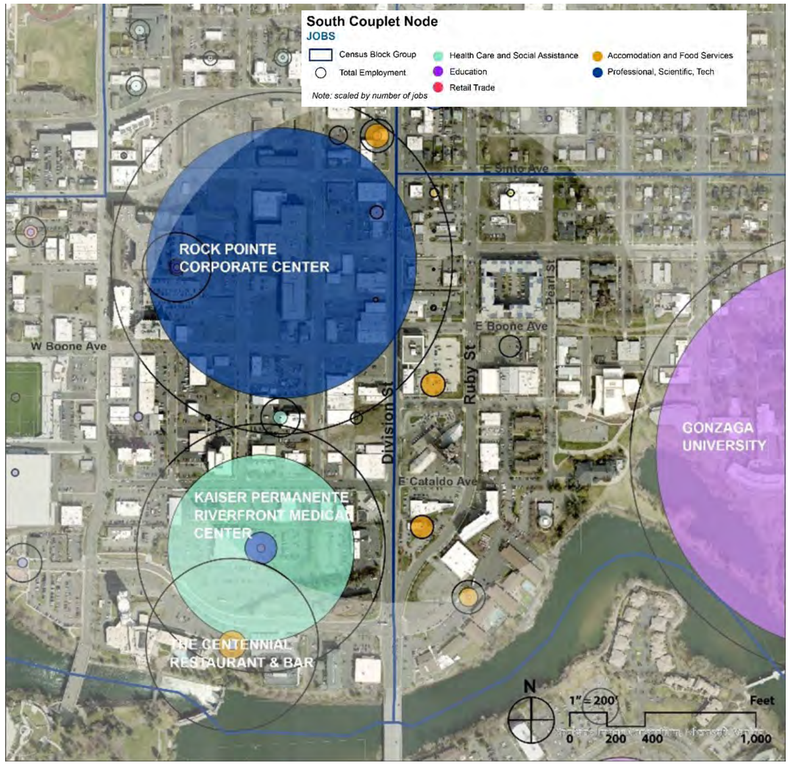


Figure 110. There are three major employers near the South Couplet

What Can Be Built Today

- Townhomes for sale are financially viable under all scenarios, even with affordability requirements.
- Townhomes for rent work financially when rents are high and the city's Multifamily Tax Exemption (MFTE) is used. As rents within the South Couplet are higher compared to those in the north end of the node, townhomes are seen as the most feasible option in the near-term.
- Garden-style apartments are viable when rents are high, and the tax exemption is used.
- Urban garden apartments could be feasible in the high-rent scenario if financial gaps can be overcome through design adjustments.
- Podium-style buildings remain challenging financially in the near term, but South Couplet is most likely to support this type first as the area improves and rents increase, primarily along Division Street and Mission Avenue.

What We've Heard

Gonzaga University's 7,000 students create strong housing and service demand but limited off-campus supply forces students to rent outside of the area or far in advance of the school year. Limited housing options also push faculty and staff to live outside the city.

KEY OPPORTUNITIES

- Strong anchor institutions: Gonzaga University (7,000 students, 1,500 employees) and Rock Pointe creating constant activity and demand
- Highest education levels and ability to pay rents
- Close to Downtown, enabling people to share amenities and access jobs without driving
- Existing mix of uses providing foundation for creating a more complete neighborhood[9]
- Multiple underutilized properties and parking lots available for redevelopment
- Direct river access and Centennial Trail connections provide access to recreational amenities
- Developers showing interest in the area

KEY CHALLENGES

- Because of the high number of crashes, including fatal and serious injury crashes, along the couplet between North River Drive and E Sharp Avenue, this area has been designated as a segment on the High Injury Network requiring safety improvements
- Long crossing distances and long distances between crossings, combined with high-volume and high-speed traffic, present challenges for those walking, rolling, or biking through the node. Limited bike infrastructure is present
- Office vacancy at 34.8 percent, though the node remains an important job center
- Need for safety improvements to make the area attractive for housing investment
- Large surface parking lots creating gaps in development along the street

9 For more information about the types of supportive land uses and zoning, see the Existing Conditions Report.

OVERALL NODE VISION

Role within the Division Street TOD Corridor

South Couplet functions as the premier gateway node connecting the Division Street Corridor to Downtown Spokane and anchoring the southern end of the BRT line to areas outside of Downtown. As the most urban and densely developed node, it can leverage its strategic position between Downtown's employment and cultural amenities and Gonzaga University's educational mission to create a vibrant, mixed-use district that serves students, professionals, residents, and visitors.

Figure 111. South Couplet serves as a gateway to Downtown

Relationship to Surrounding Neighborhoods and Destinations

South Couplet's success depends on strengthening connections to adjacent assets:

- **Downtown Spokane:** Extends Downtown north across the river, providing walkable and bikeable access to jobs and amenities.
- **Gonzaga University:** Generates strong housing, service, and transit demand; safe connections for those walking or biking across Division and Ruby Streets are key.
- **Spokane River & Centennial Trail:** Provides recreation and amenity value; trail connections support active transportation.
- **Rock Pointe Corporate Center:** Major employment hub; better pedestrian and transit access from housing needed.
- **Sports Complex and Kendall Yards:** Provides a connected loop with access to amenities and services.
- **Emerson-Garfield & Logan Neighborhoods:** Nearby residents benefit from node services; improved transit and bike connections would expand access.

Desired Character, Intensity, and Mix of Uses

South Couplet is envisioned as a vibrant, walkable, mixed-use urban district connecting Gonzaga University and Downtown via high-quality transit, protected bike lanes, and pedestrian-first streets. Residents, students, and professionals have the option to walk, bike, or take BRT to campus, Downtown, and jobs, while families access services, dining, and recreation car-free. The district demonstrates sustainable, urban living that supports local businesses, encourages multimodal mobility, and integrates housing, offices, retail, services, and cultural spaces in 4–6 story buildings.

Key Design Priorities:

- **Urban Walkability:** Wide sidewalks, street trees, lighting, frequent crossings, and active ground floors.
- **Transit Priority:** Visible, safe BRT stations with direct access for those walking, biking, or rolling.
- **Mixed-Use Vitality:** Ground-floor retail, services, and cultural spaces with housing/offices above, where appropriate.
- **University Integration:** Seamless connections to campus for students, faculty, and staff.
- **Architectural Quality:** Design excellence with varied heights, materials, and visual interest.

- Target Land Use Mix (within ¼ mile of BRT):
  - **Residential:** 40–50% (multi-unit, townhomes)
  - **Commercial/Retail:** 25–35% (ground-floor retail)
  - **Office:** 15–20%
  - **Civic/Institutional**: 5–10%

Figure 112. Market feasibility shows garden apartments and townhomes as the most likely

FUTURE LAND USE AND URBAN FORM RECOMMENDATIONS

The recommended land use framework for South Couplet focuses development on vacant and redevelopable sites, with opportunities for near-term development on underutilized parcels and long-term parcel consolidation enabling larger, more intensive projects. The framework recognizes that development occurs incrementally over time, with initial projects on easier-to-develop sites followed by more complex redevelopment and consolidation as market conditions strengthen.

Figure 113. Redevelopable sites include surface parking lots and underutilized areas

Development Opportunity Sites

The node contains three categories of development opportunity:

- **Vacant Sites:** Undeveloped parcels ready for near-term development. These sites offer the most straightforward development opportunities with minimal demolition or site preparation costs.
- **Redevelopable Sites:** Properties with existing buildings or improvements that are underutilized or have improvement-to-land value ratios suggesting redevelopment potential. These sites include aging commercial buildings, surface parking lots, and older low-density development. Redevelopment may occur in near-term on most attractive sites or long-term as market conditions strengthen.
- **Future Opportunity Sites / Parcel Consolidation:** Smaller parcels or properties that would benefit from assembly with adjacent parcels to create development sites of adequate size for mixed-use or multi-unit projects. These represent longer-term opportunities requiring coordination between multiple property owners.

How Development Occurs Over Time

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

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

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

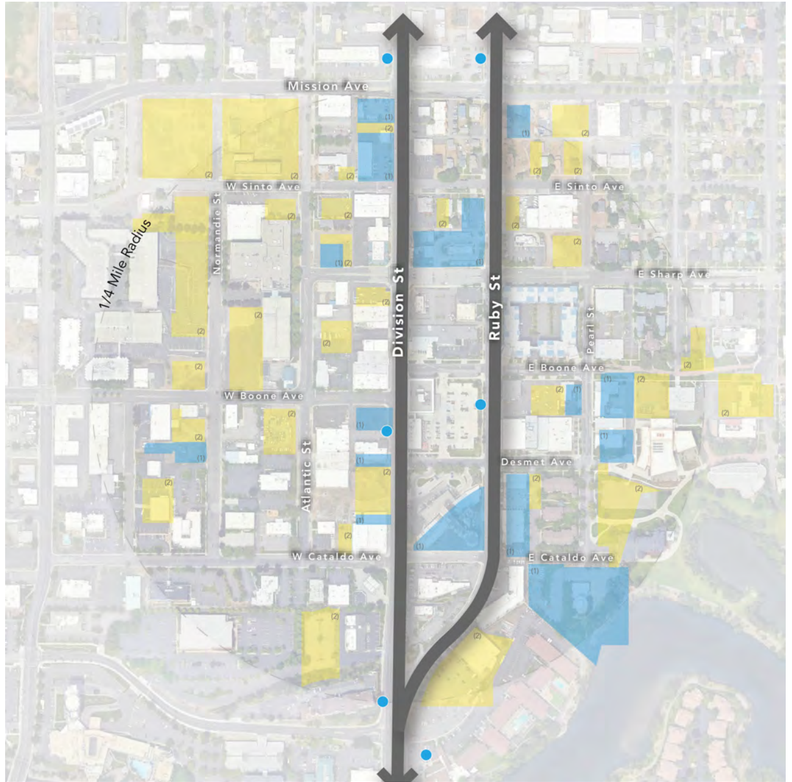


Figure 114. Development Opportunity Utilizing Vacant and Redevelopable Sites

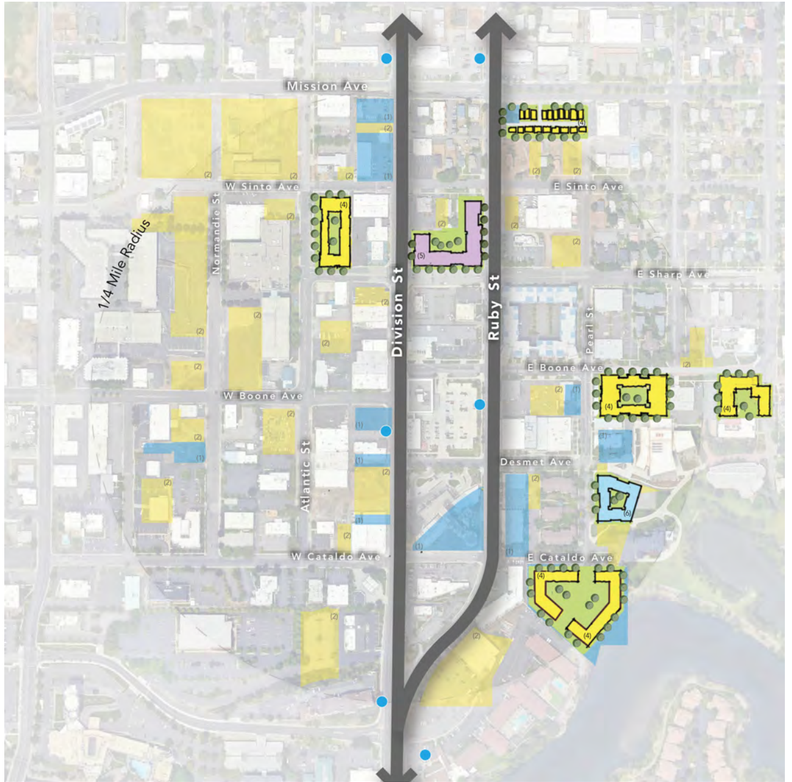


Figure 115. Near-Term Development Opportunity Sites

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

» **What Gets Built:** Townhomes and garden-style apartments, typically 2–4 stories with surface parking, on vacant or underutilized parcels.

» **Where Development Happens:** Primarily on vacant land and underutilized sites; existing commercial buildings may be renovated rather than replaced.

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

» **What Gets Built:** Taller mixed-use buildings (5–7 stories) with ground-floor shops, cafes, and restaurants and housing above.

» **Where Development Happens:** Concentrated along Division Street, replacing parking lots and older buildings, with parcel consolidation enabling larger-scale development.

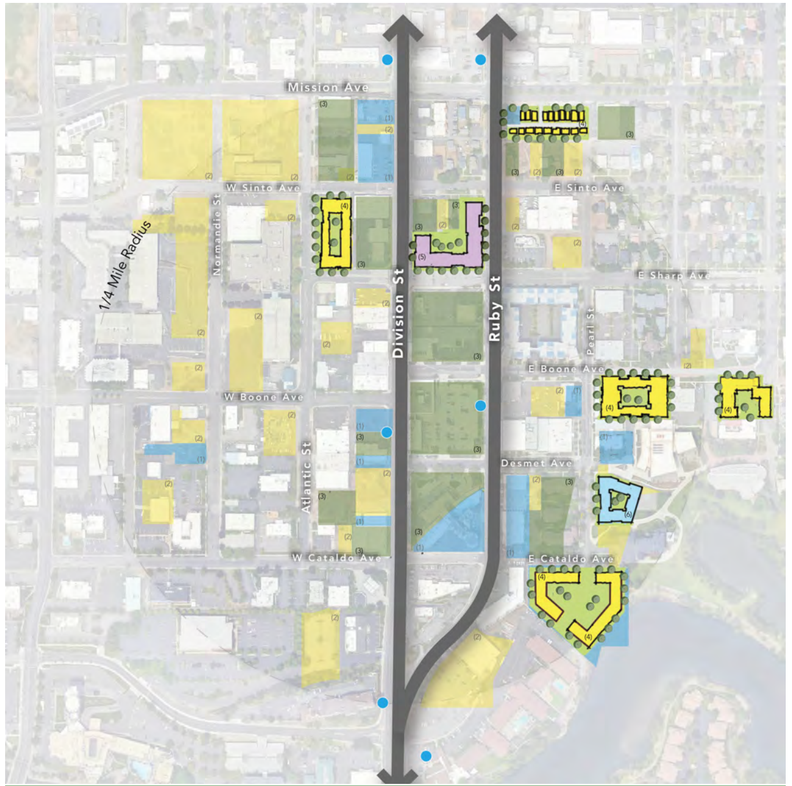


Figure 116. Identifying Opportunity Sites with Parcel Consolidation

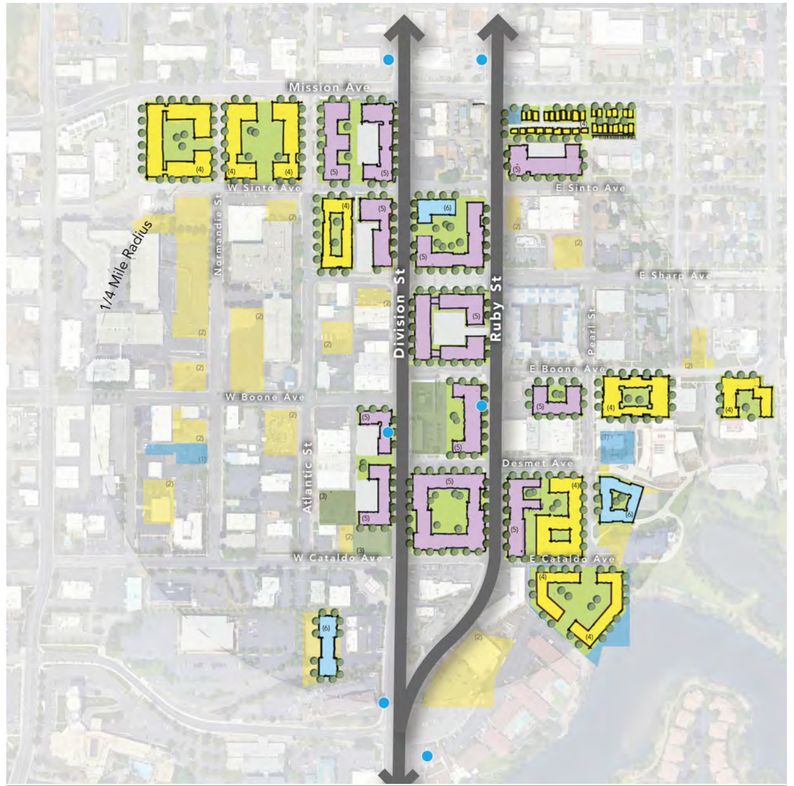


Figure 117. Expanded Long-Term Development Opportunity Sites

LEGEND

Existing Condition

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

Future Land Use

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

Future Land Use and Urban Design Recommendations

Recommended Land Use Pattern for the Node

The recommended land use framework organizes South Couplet into a hierarchy of mixed-use and residential areas that support transit-oriented development while responding to surrounding neighborhoods. The highest-intensity development is focused along the Division Street frontage, where vertical mixed-use buildings with active ground floors are expected over time. These buildings should directly address the street, provide frequent entrances, and create a continuous, pedestrian-oriented environment with ground-floor commercial uses such as restaurants, cafes, services, and transparent building lobbies. Mission Avenue and other key corridors function as secondary mixed-use areas, supporting a "main street" character with a mix of vertical and horizontal mixed-use buildings and flexibility for ground-floor residential where market conditions warrant. On interior blocks, buildings step down in scale to create a residential transition zone, with the majority of building types consisting of townhomes, garden apartments, and smaller multi-unit residences.

Development Intensity

Development along Division Street is envisioned at the highest densities, with mid-rise garden apartments and podium-style mixed-use buildings. Secondary corridors like Mission Avenue support moderate intensities, while interior parcels accommodate lower-density multi-unit development. Building heights generally range as follows:

- Interior blocks: 3–4 stories
- Secondary streets: 4–5 stories
- Division Street: 6–7 stories

Rather than relying on floor area ratios, the approach emphasizes building form, placement, and active ground floors to maintain urban quality and provide flexibility over time.

Transition Areas

Higher-intensity development in South Couplet includes intentional transitions to respect adjacent neighborhoods and existing land uses:

East (Logan neighborhood): Reduced heights, upper-story setbacks, landscaped buffers, and townhomes or smaller multi-unit buildings create a gentle transition.

West (Rock Pointe area): Employment uses continue while street edges are activated and pedestrian access across Division Street is improved.

North and South: Streetscape design and building intensity are coordinated to create a cohesive corridor linking the North Couplet, Downtown Spokane, Spokane River, and Centennial Trail, maintaining public access and views.

Figure 118. Rock Pointe employment area shows different building heights and transitions

TRANSPORTATION RECOMMENDATIONS

South Couplet's multimodal strategy focuses on east/west connections to facilitate access to and across the corridor as well as parallel routes along the corridor that prioritize walking and biking with the goal of getting people safely and efficiently to the BRT system and improve connectivity between neighborhoods and mixed-use areas. Key elements include providing increased network density to provide more route options and smaller block sizes, and incorporating measures throughout the node to slow traffic, improving crossings at intersections, and implementing access management. Division and Ruby Streets continue to carry vehicular traffic while transforming into a safer, more balanced multimodal corridor. As redevelopment occurs sidewalks are widened along the corridor and driveways consolidated.

Multimodal improvements in South Couplet will be implemented incrementally, coordinated with both public capital programs and the pace of private development. Early investments focus on safety and establishing a foundational network for walking, biking, and transit. As development progresses, additional improvements expand capacity, enhance comfort, and strengthen connectivity across the node with the goal of connectivity between Gonzaga University, Downtown, and activity along the north riverbank.

This phased approach ensures transportation investments respond to real conditions, reinforce development patterns, and steadily advance a safe, accessible, and connected multimodal South Couplet.

Key priorities that should be considered for the South Couplet node are described below.

Figure 119. Traffic calming measures can help slow vehicular traffic

Near-Term Priorities

Sidewalk Improvements

- **Reduced Crossing Distances and Increased Crossing Density:** Currently, the distance between signalized crossings of Division Street exceeds 1/3 mile in the node. Provide signals and/or PHBs to reduce the distance between crossings of Division Street, Ruby Street, and Mission Ave.
- **Sidewalk Infill:** Complete sidewalk gaps on east-west connector streets. Ensure all sidewalks meet ADA standards with firm, stable, slip-resistant surfaces.

Bicycle Network Improvements

- **Parallel Routes:** Provide safe bicycle facilities on streets parallel to Division Street, providing comfortable north-south travel without navigating Division Street's high traffic volumes, similar to the proposed Ruby Cycle Track.
- **Crossing Routes:** Provide enhanced bicycle facilities on key streets crossing the Ruby/Division Street Couplet. On these streets, provide enhanced intersection and crossing treatments to accommodate bicycle travel through the node.

Driving Improvements

- **Circulation:** Maintain one-way couplet (Division Street southbound, Ruby northbound) for through-traffic capacity.
- **Traffic Calming:** Reduce vehicle speeds on Division Street and Ruby Street by narrowing travel lanes to 10 to 11 feet, and installing curb extensions creating visual narrowing, street trees, textured crosswalks, and gateway treatments.

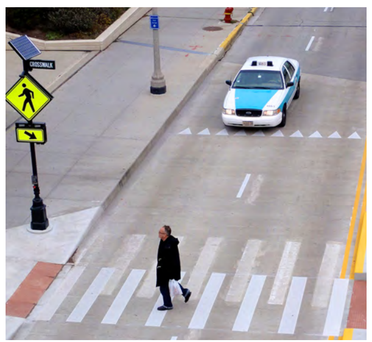


Figure 120. Signalized crossing can provide pedestrians more time to cross multiple lanes

Figure 121. Enhanced crossing for bicycles can reduce conflict between cars and those biking

Figure 122. Traffic calming measures may include curb extensions with stormwater management

Long-Term Priorities

Sidewalk Improvements

- **Enhanced Boarding Areas:** Widen sidewalks to minimum 10-12 feet at BRT stations to accommodate waiting passengers and through-traffic for those walking or rolling.
- **Sidewalk Buffers or Improved Furnishing Zones:** Increase vertical and horizontal separation between the roadway and sidewalk space through wider sidewalks, planter strips, street trees, stormwater facilities, and amenities to support foot traffic and public activity.
- **Network Completion:** With development, reduce block sizes and connect the grid of streets east and west of the Ruby/Division Street Couplet with low-speed, pedestrian-oriented streets to facilitate circulation for those accessing the space without vehicles. Consider developing more comprehensive street network plans the support connectivity surrounding each priority node.

Bicycle Network Improvements

- **Increased Network Connectivity:** Enhance connections to Centennial Trail along Spokane River, creating safe, direct routes from BRT stations to trail access points and providing wayfinding directing cyclists to and from trail connections.
- **Bicycle Parking and Amenities:** Provide short-term bicycle parking (racks) at BRT stations, commercial destinations, and public spaces; long-term secure parking (lockers, bike rooms) at BRT stations; and bike repair stations at key locations like trail access points.

Driving Improvements

- **Circulation:** With the completion of the NSC, assess the one-way couplet (Division southbound, Ruby northbound) for lane reallocation and/or conversion to two, two-way streets to reduce vehicle speeds and volumes.
- **Traffic Calming:** Target 30 mph operating speeds on the Ruby/Division Street Couplet, collectors, and arterials through node, reducing speeds through design interventions like narrowed lanes, curb extensions, street trees, and reduced curb radii.
- **Access Management:** Consolidate driveways to reduce conflict points. Encourage new development to use shared driveways and internal circulation between adjacent properties, internal circulation, and rear/side access rather than multiple Division Street curb cuts.

Figure 123. Bicycle parking and amenities may look different throughout the corridor

SOUTH COUPLET NODE

LEGEND

Existing Condition

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

Future Land Use

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

Multimodal Improvement

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

*Improvement to land value is less than 1:1

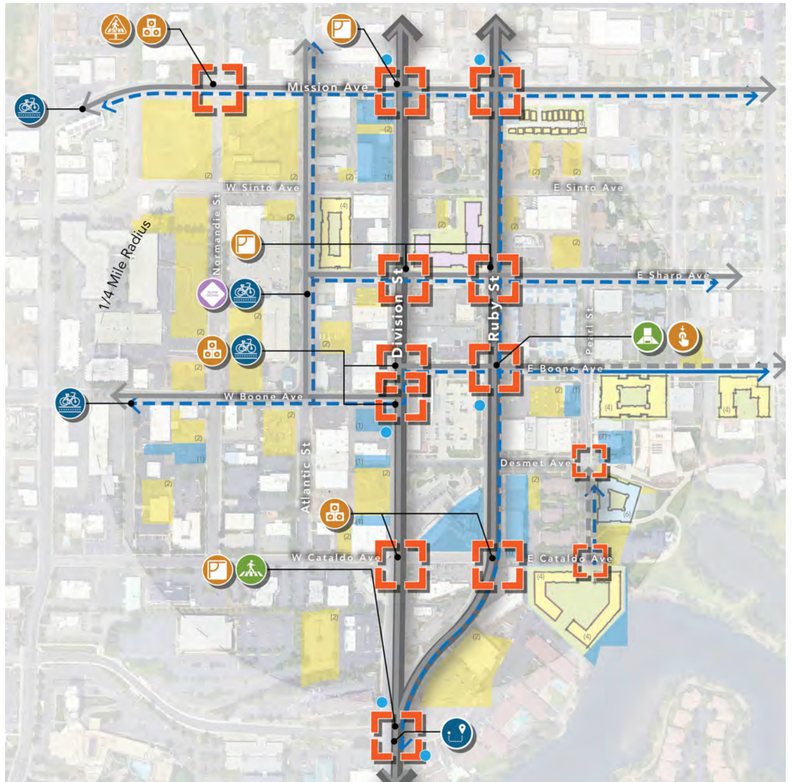


Figure 124. Near- Term Transportation Priorities

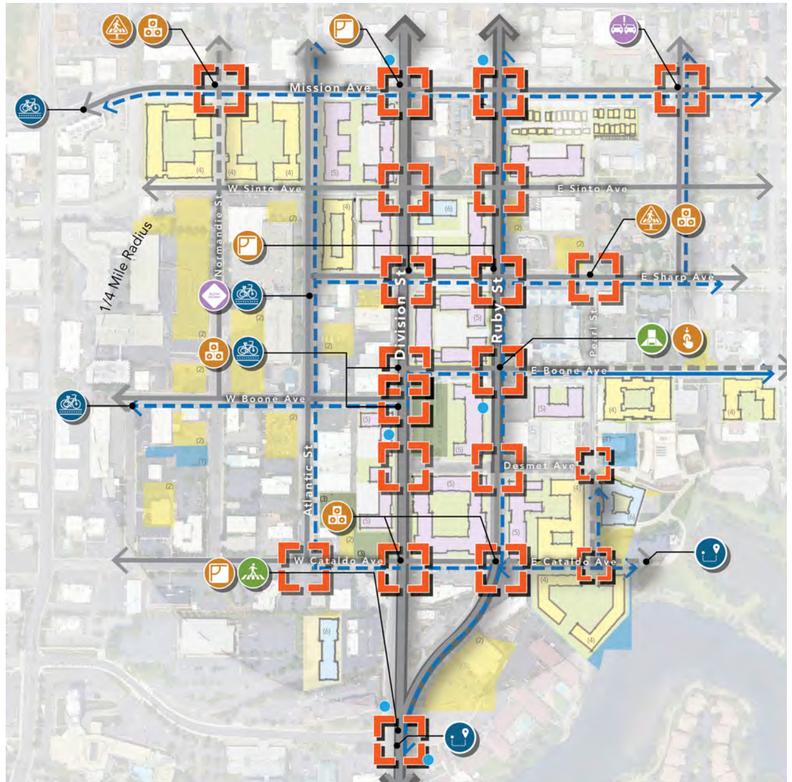


Figure 125. Long- Term Transportation Priorities

Sidewalk Improvements

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

Bike Facility Improvements

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

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

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

Welcoming Streets and Street Development

Not all streets will be designed the same way throughout the node, as they serve different levels of road users, traffic flow, and are intended to serve specific purposes. The South Couplet node street types include:

» **Transit Priority Streets:** Division Street will serve as this type of street in South Couplet.

» **Mixed Use Commercial Streets:** Ruby Street, Cataldo Avenue, E Sharp Avenue, and Mission Ave will serve as Mixed Use Commercial Street types.

» **Neighborhood Connector/Local/ Residential Streets:** Sinto, Boone, and Desmet Avenues serve as the east-west Neighborhood Connectors while Atlantic, Pearl, and Normandie Streets serve as the north-south connectors.

» **Green/Shared Street:** Eastern portions of Boone and Desmet Avenues (past Pearl Street) will bridge the connectivity gap between Division Street and Neighborhood Connector Streets that extend beyond Gonzaga University's campus.

Coordination with Private Development

Throughout all phases, public improvements will be closely coordinated with private projects:

Frontage Improvements: New developments contribute frontage improvements and support shared infrastructure.

Access Reconfiguration: Consolidation of access points to reduce conflicts and improve circulation. New development should use internal circulation and rear/side access rather than multiple Division Street curb cuts.

Network Completion: Development reduces block sizes and completes the street grid by establishing new connections, mid-block pathways, and public spaces on larger redeveloping parcels.

Parking Reductions: Reduced parking maximums for new development near BRT stations. Shared parking encouraged between complementary uses. Shared parking encouraged between complementary uses

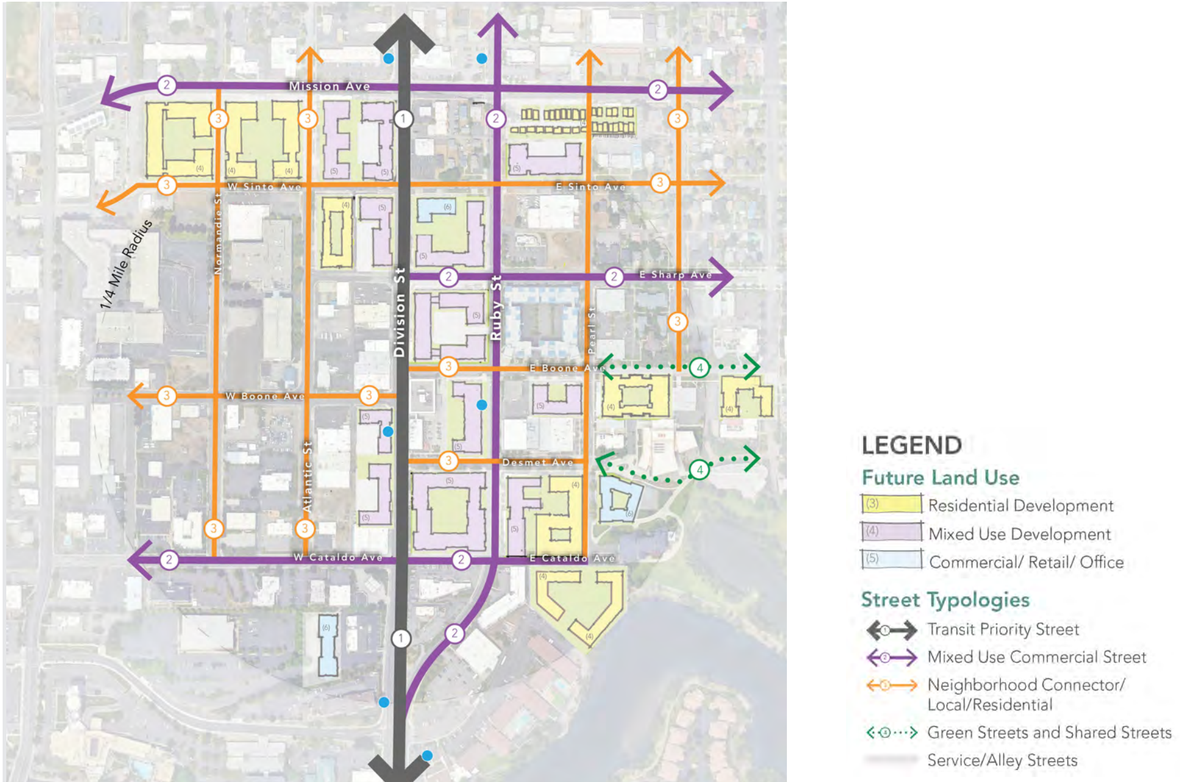


Figure 126. Proposed Street Network for South Couplet

Figure 127. Existing aerial view of South Couplet

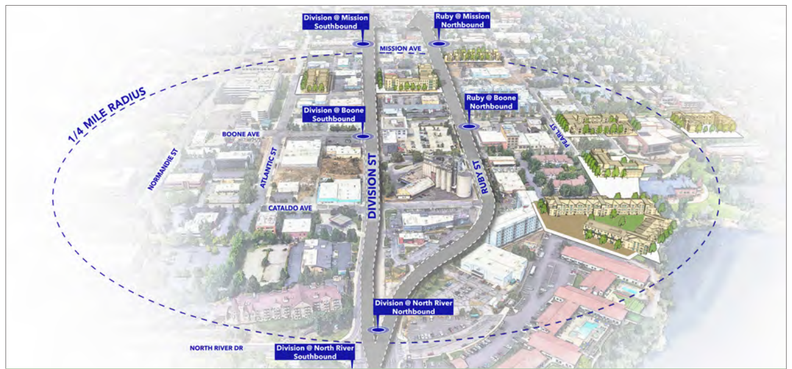
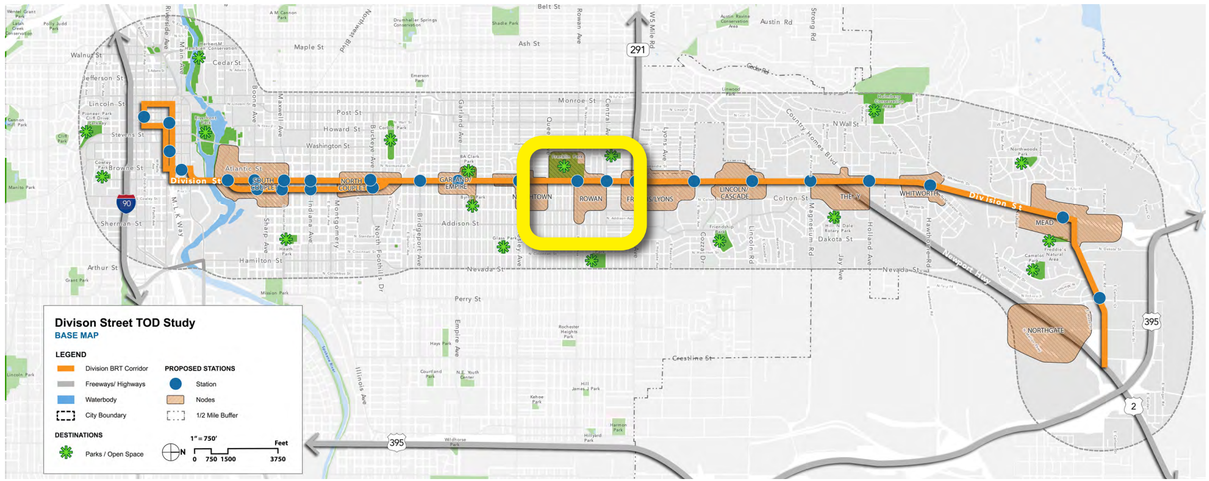


Figure 128. Conceptual Phase 1 development intensity at South Couplet

Figure 129. Conceptual Phase 2 development intensity at South Couplet

ROWAN NODE



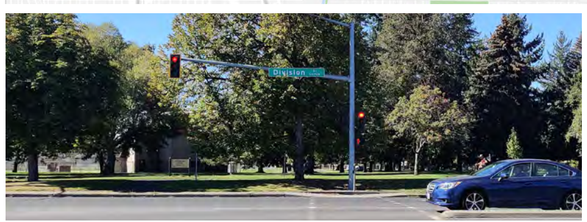


Figure 130. Franklin Park is a major anchor in the area

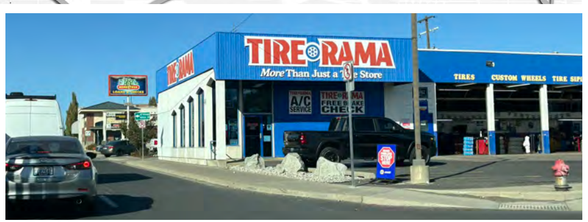


Figure 131. Existing surface parking lots cover much of the node

EXISTING CONDITIONS

Existing Development Patterns and Land Use

The Rowan node is characterized by a strong healthcare and wellness focus, anchored by Providence Holy Family Hospital on the northeastern edge and Franklin Park, one of Division Street's most significant green spaces, located between Queen Avenue and Nebraska Avenue. The node includes a mix of uses distributed across Division Street, with retail oriented development on the east side and predominantly lower-intensity residential neighborhoods on the west side. Providence Holy Family Hospital is the area's dominant employer with over 2,000 jobs, representing 85 percent of employment in the node and generating constant activity from patients, staff, and visitors. The east side features large format retail including Franklin Park Mall and other strip commercial centers, characterized by single story buildings set back behind expansive surface parking lots. Franklin Park provides a crucial green space and recreational amenity, though pedestrian and bicycle connectivity from surrounding neighborhoods could be improved. Existing buildings are primarily low rise commercial structures with large parking areas reducing user engagement.

Existing Mobility and Connectivity

The Rowan node is located approximately midway between Downtown Spokane and the northern county nodes. Walking in the area presents challenges. Crossings of Division Street are wide and uncomfortable with fast moving traffic, and the sidewalk network has gaps on connecting streets. Biking conditions on Division Street are designated as Bike Level of Stress (BLOS) 4. Transit service includes Route 25 and Route 31 Minnehaha/Lidgerwood, though many stops lack shelters and seating. The existing bus stop along Lidgerwood Street serves hospital patients accessing the Emergency Room and is a priority to maintain and enhance.

Figure 132. Providence Holy Family Hospital contributes to a strong commitment to health

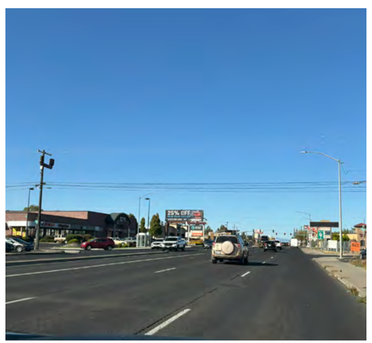


Figure 133. Walking along a 6-lane street can feel uncomfortable

MARKET AND FEASIBILITY STUDY RESULTS

The financial analysis shows that Rowan faces greater development challenges compared to South Couplet due to lower rents and incomes, though the node's healthcare employment base, park amenity, and transit access create conditions that can support certain housing types as market conditions evolve.

Who Lives and Works Here

Rowan has a population of younger demographic, with 37 percent being between ages 25 and 34. In contrast, adjacent Francis/Lyons has an older population. The node is a major healthcare employment destination with over 2,000 jobs at Providence Holy Family Hospital. Sixty-two percent of workers commute less than 10 miles, indicating opportunities to provide housing closer to healthcare jobs.

DISTANCE TO JOB	ROWAN NODE
Less than 10 miles	62%
10 to 24 miles	20%
25 to 50 miles	5%
Greater than 50 miles	13%

Figure 134. The majority of workers who live in the Rowan node commute less than 10 miles

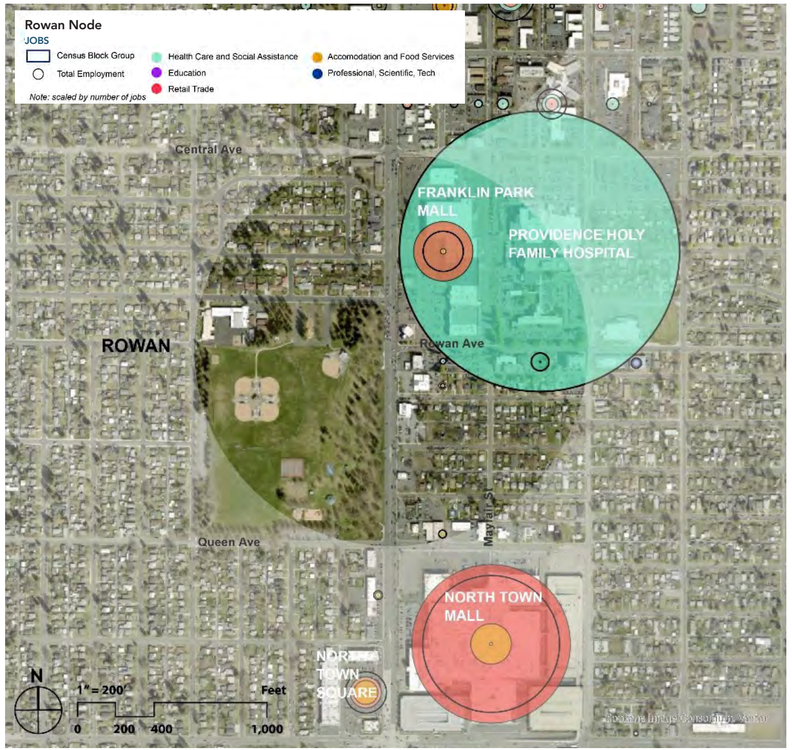


Figure 135. Large employers in the area consist of the Providence Holy Family Hospital and the North Town Mall

What Can Be Built Today

- Townhomes for sale are financially viable under all scenarios, even with affordability requirements, providing homeownership opportunities for hospital workers.
- Rental townhomes show small feasibility gaps in high rent scenarios when the city's Multifamily Tax Exemption MFTE) is utilized, but may still attract development interest.
- Garden style apartments have modest feasibility gaps that may be addressed through value engineering in high-rent, MFTE-supported scenarios.
- Urban garden apartments face greater feasibility challenges, with only high rent, no parking scenarios approaching viability.
- Podium style buildings are not financially feasible in the near term, due to significant per-unit feasibility gaps.

What We've Heard

Providence Holy Family Hospital staff emphasized the importance of maintaining and improving transit access, particularly the Lidgerwood bus stop serving Emergency Room patients. Staff also highlighted Spokane's housing affordability challenges, with some living in multigenerational households or outside the city limits. The hospital needs apartments and townhomes nearby to support workforce housing. Staff identified needs for safety improvements including better lighting, improved walkways, pedestrian bridges, and roundabouts.

KEY OPPORTUNITIES

- Healthcare employment anchor: Providence Holy Family Hospital with 2,000+ jobs creating constant activity and housing demand
- Franklin Park as wellness amenity: Major green space supporting active living and community gathering
- Complementary demographics: Mix of young adults and seniors both likely to use transit when supported by good infrastructure
- Underutilized retail properties: Significant vacant space and oversized parking lots available for redevelopment
- Existing transit ridership: Hospital patients and staff already using transit, providing built in ridership base
- Neighborhood serving retail: Trader Joe's and other services providing daily needs within walking distance
- Vacant retail space: Former Burlington Coat Factory and other vacancies creating dead zones
- Lower land costs: Compared to South Couplet, potentially more affordable for workforce housing development

KEY CHALLENGES

- Lower market rents: Below levels needed to support higher intensity development without subsidy or public investment
- Auto oriented development pattern: Large parking lots, buildings set back from street, wide crossings creating uncomfortable environment for those not in vehicles
- Safety concerns: Fast traffic, wide streets, and long crossings that are unsupportive of those walking, biking, or rolling to their destinations
- West side built out: Lower-intensity residential unlikely to turn over in near term, limiting development opportunities
- Socioeconomic challenges: Existing residents have lower incomes, development must avoid displacement
- No recent development activity: No new construction between 2015 and 2024, indicating limited current market interest

OVERALL NODE VISION

Role within the Division Street TOD Corridor

Rowan functions as the corridor's health and wellness hub, leveraging Providence Holy Family Hospital and Franklin Park to create a district centered on healthy, active living. As a mid-corridor node between the urban intensity of South Couplet and emerging suburban nodes to the north, Rowan demonstrates how transit oriented development can transform auto oriented commercial corridors into walkable neighborhoods serving diverse populations.

Figure 136. Franklin Park serves as an anchor in the Rowan node

Relationship to Surrounding Neighborhoods and Destinations

Rowan's success depends on strengthening connections to adjacent assets:

- **Providence Holy Family Hospital:** Primary employment anchor generating housing demand and transit ridership, safe walking and bicycle access from surrounding neighborhoods and transit stops is critical.
- **Franklin Park:** Division Street's most significant green space providing recreation and wellness amenities, enhanced sidewalk and bike connections make this regional asset more accessible.
- **Residential neighborhoods west of Division Street:** Existing lower-intensity residential neighborhoods require safe routes across Division Street to access hospital, park, and services.
- **Francis/Lyons node:** Immediately adjacent to the north, sharing healthcare access and commercial services, coordinated planning ensures seamless connections.
- **Commercial services east of Division Street:** Franklin Park Shopping Center, Trader Joe's, and other retail provide daily needs, redevelopment should maintain neighborhood serving uses while intensifying underutilized sites.

Desired Character, Intensity, and Mix of Uses

Rowan is envisioned as a health centric, walkable neighborhood anchored by Providence Holy Family Hospital and Franklin Park. Residents, hospital workers, and visitors can walk, bike, or take BRT to access healthcare, recreation, services, and housing. The district demonstrates how wellness focused planning can transform commercial corridors into complete neighborhoods where people of all ages can meet daily needs car free. Buildings are scaled appropriately for a mid-corridor location, with 3 to 5 story buildings along Division Street stepping down to 2 to 3 story townhomes and multi-family buildings on interior blocks.

Key Design Priorities:

- **Wellness focus:** Integration of healthcare, recreation, and healthy living amenities
- **Safe pedestrian access:** Wide sidewalks with frequent, comfortable crossings connecting hospital, park, housing, and transit
- **Transit healthcare integration:** Direct, visible routes from BRT stations to hospital entrances and Emergency Room
- **Park connectivity:** Enhanced access to Franklin Park from all directions via protected crossings and trails
- **Workforce housing:** Range of housing types affordable to hospital staff at different income levels
- **Neighborhood retail:** Ground floor services supporting daily needs
- **All Ages and Abilities design framework:** Universal design principles supporting seniors, people with disabilities, and hospital patients

Target Land Use Mix (within ¼ mile of BRT):

- **Residential:** 50–60% (multi-family, townhomes, senior housing)
- **Commercial/Retail:** 15–20% (neighborhood serving retail, healthcare services)
- **Healthcare/Medical:** 15–20% (hospital expansion, medical office, outpatient services)
- **Parks/Open Space:** 10–15% (Franklin Park, plazas, green infrastructure)

FUTURE LAND USE AND URBAN FORM RECOMMENDATIONS

The land use framework for Rowan focuses development opportunities on the east side of Division Street where underutilized commercial properties and parking lots present realistic redevelopment potential. The framework acknowledges that the west side is largely built out with lower-intensity residential development unlikely to change in the near term, and that Franklin Park should be preserved and enhanced as a critical community asset.

Figure 137. Access to Franklin Park should be enhanced

Development Opportunity Sites

The node contains three categories of development opportunity:

- **Vacant Sites:** Limited undeveloped parcels scattered on the east side offering near term development opportunities with minimal site preparation.
- **Redevelopable Sites:** Properties with existing commercial buildings that are underutilized or have significant surface parking. The most significant opportunities include Franklin Park Mall with vacant retail spaces and extensive parking, strip commercial centers with aging buildings and oversized parking, and parcels adjacent to hospital that could support medical office or related uses.
- **Future Opportunity Sites / Parcel Consolidation:** Smaller adjacent parcels in strip commercial centers that would benefit from assembly to create development sites adequate for multi-family or mixed use projects, representing longer term opportunities requiring coordination between multiple property owners.

How Development Occurs Over Time

Development in Rowan happens incrementally and strategically. In the near term, development is limited to the most viable sites, small vacant parcels where ownership is clear. Townhomes and small scale multi-unit projects establish initial market presence and demonstrate demand. Existing commercial properties remain largely unchanged.

As public infrastructure improves and initial housing projects succeed, property owners of aging commercial buildings begin to consider redevelopment. In later phases, larger redevelopment opportunities emerge through parcel consolidation or shopping center transformation, potentially 15 to 20+ years into the process as market conditions mature.

Figure 138. Development Opportunity Utilizing Vacant and Redevelopable Sites

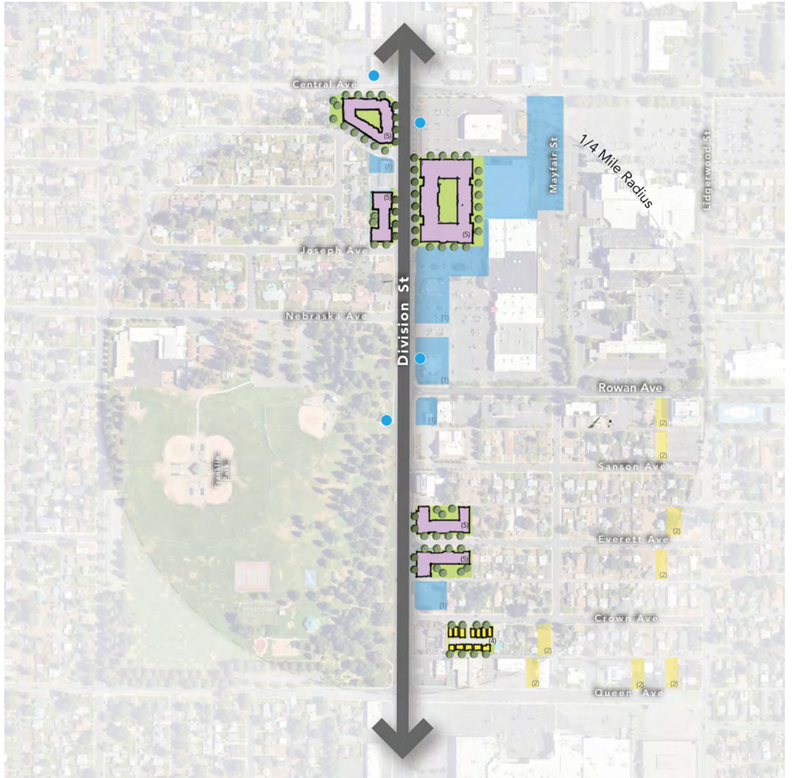


Figure 139. Near-Term Development Opportunity Sites

Near-Term Buildout (0–10 Years)
The near term focuses on establishing a foundation for transit oriented development through critical infrastructure improvements and initial housing on the most financially viable sites.

» **What Gets Built:** Townhomes for sale and rent on vacant or underutilized parcels, providing homeownership opportunities for hospital workers and young families. Garden style apartments (2 to 4 stories) may be feasible on select sites if financial gaps can be addressed through density bonuses, fee waivers, or MFTE.

» **Where Development Happens:** Initial development focuses on opportunistic sites, vacant parcels with clear ownership and minimal site preparation. Existing commercial buildings are likely maintained and renovated rather than redeveloped.

LEGEND

Existing Condition

(1) Redevelopable* Site

(2) Vacant Site

Future Land Use

(3) Residential Development

(4) Mixed Use Development

(5) Commercial/ Retail/ Office

Long-Term Buildout (10–20+ Years)
With BRT operational, initial housing established, and demonstrated improvement in walkability and safety, Rowan can support more intensive mixed use development. Parcel consolidation in this node and future development opportunity sites will be determined by condition of the market and be part of this later phase.

» **What Gets Built:** Urban garden apartments (3 to 5 stories) with reduced parking and some ground floor commercial or healthcare services. Vertical mixed use buildings with healthcare offices or services on ground floors and housing above. Redevelopment of strip mall properties into more intensive, pedestrian-oriented configurations.

» **Where Development Happens:** Concentrated along Division Street Corridor, replacing aging commercial buildings and surface parking. Franklin Park Mall site may see significant transformation through phased redevelopment of underperforming retail into mixed use.

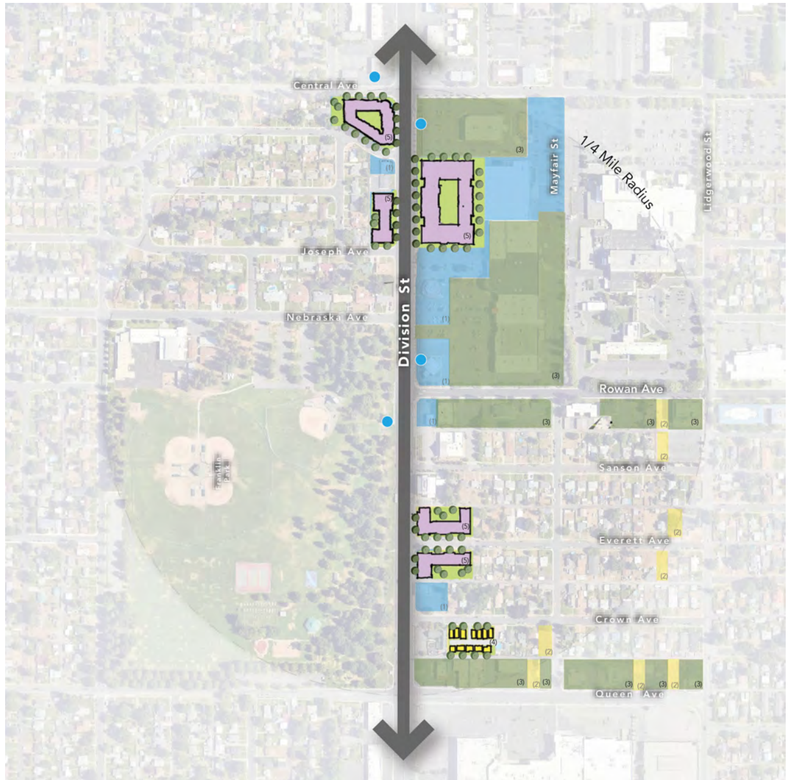


Figure 140. Identifying Opportunity Sites with Parcel Consolidation

Figure 141. Expanded Long-Term Development Opportunity Sites

Future Land Use Pattern

Recommended Land Use Framework for the Node

The recommended land use framework organizes Rowan into distinct character areas that support transit oriented development while respecting the node's wellness focus. The highest intensity development is focused along the Division Street frontage east of the corridor, where redevelopment of aging commercial properties creates opportunities for vertical mixed use buildings with healthcare related services, neighborhood retail, and residential uses at densities that support transit while remaining appropriate for a mid-corridor location. Parcels immediately adjacent to Providence Holy Family Hospital are appropriate for healthcare related uses including medical office, outpatient services, specialty clinics, senior housing with healthcare services, or hospital expansion, with mixed use buildings featuring healthcare services on lower floors and housing above. East of the Division Street Corridor and on interior blocks, a residential transition area accommodates townhomes, garden apartments, and smaller multi-family buildings stepping down in scale toward adjacent low intensity neighborhoods while supporting transit viable densities. Franklin Park is preserved and enhanced as the community's central green space, with development adjacent to the park designed to activate park edges while respecting the park's open character.

Development Intensity

Development intensity in Rowan is designed to support transit ridership while remaining realistic given current market conditions and the node's mid-corridor location. The framework emphasizes flexibility through form-based standards—rather than rigid floor area ratio limits.

Building heights:

» Division Street: 3–5 stories (most 3–4 stories in near- and mid-term)

» Interior residential blocks: 2–4 stories to provide appropriate transitions

Parking management: Maximum ratios, with reduced requirements near BRT stations

Transition Areas

Higher-intensity development is paired with strategies to protect surrounding neighborhoods and community assets:

East side development: Minimize impacts on adjacent low intensity neighborhoods; improve safety and walkability with enhanced crossings and sidewalk improvements

Franklin Park adjacency: Use appropriate building heights, upper-story setbacks, and high-quality materials to enhance—not overwhelm—the park

Corridor cohesion: Coordinate street design, pedestrian facilities, and bicycle connections to create a continuous, connected corridor between Rowan and Francis/Lyons nodes

Phasing Considerations for Land Use Change

Land use change in Rowan is expected to occur gradually, driven by property owner decisions, hospital growth, and infrastructure investments. Policies should balance near-term flexibility with long-term vision:

Near term:

» Focus on townhomes and small-scale multi-unit projects

» Flexible ground-floor use to accommodate residential lobbies or healthcare services where retail demand is low

Medium term (10–15 years):

» Gradually increase expectations for active ground floors, higher densities, and enhanced urban design as BRT ridership grows and development proves viable

This phased and flexible approach ensures development supports transit, respects adjacent communities, and builds toward a vibrant, walkable corridor over time.

TRANSPORTATION RECOMMENDATIONS

Rowan's multimodal strategy focuses on creating safe, comfortable connections between residential neighborhoods, Providence Holy Family Hospital, Franklin Park, and BRT transit, transforming an auto oriented commercial corridor into a walkable and bikeable health and wellness district. The strategy recognizes that many users have special mobility needs, including hospital patients, seniors, people with disabilities, and visitors unfamiliar with the area. Key elements include providing increased network density to provide more route options and smaller block sizes, providing additional bicycle and pedestrian accommodations at crossings at intersections, and implementing access management. Division Street continues to carry vehicular traffic while transforming into a safer, more balanced multimodal corridor. As redevelopment occurs sidewalks are widened and driveways consolidated.

Multimodal improvements in Rowan will be implemented incrementally, sequenced to address the highest-priority safety needs first while building toward a comprehensive network that supports transit-oriented development. Early actions focus on essential crossings, pedestrian and bicycle access, and BRT operations, while later phases expand the network to create a fully connected, transit-supportive environment. This phased approach ensures transportation investments respond to real conditions, reinforce development patterns, and steadily advance a safe, accessible, and connected multimodal Rowan node.

Key priorities that should be considered for the Rowan node are described below.

Figure 142. A focus on health, wellness, and connectivity is part of the vision for Rowan node

Near-Term Priorities

Sidewalk Improvements

- **Enhanced Pedestrian Crossings:** Implement comprehensive crossing improvements at intersections and key mid-block locations, particularly near hospital and park access points.
- **Hospital access:** Direct, safe pedestrian routes from BRT stations and surrounding neighborhoods to hospital entrances.
- **Age friendly design:** Universal design principles supporting seniors, people with disabilities, and hospital patients, including increased crossing times and leading pedestrian intervals (LPI) at signals and reduced crossing distances through curb extensions and median refuge islands.
- **Sidewalk Infill:** Complete sidewalk gaps along residential streets. Ensure all sidewalks meet ADA standards with firm, stable, slip-resistant surfaces.
- **Wayfinding**: Provide wayfinding signage directing those walking, biking, rolling, or taking transit to the hospital, park, and BRT stations.

Bicycle Network Improvements

- **Parallel Routes:** Provide bicycle facilities on streets parallel to Division Street, providing comfortable north-south travel without navigating Division Street's high traffic volumes.
- **Crossing Routes:** Provide enhanced bicycle facilities on key streets crossing Division Street. On these streets, provide enhanced intersection and crossing treatments to accommodate bicycle travel through the node.

Driving Improvements

- **Circulation:** Maintain through-traffic capacity in Division Street.
- **Traffic Calming:** Reduce vehicle speeds on Division Street by narrowing travel lanes to 10 to 11 feet, and installing curb extensions creating visual narrowing, street trees, textured crosswalks, and gateway treatments.
- **Access Management:** Use raised medians to manage left turns, reduce conflict points, and provide refuge for those not in vehicles. Coordinate all improvements with hospital to ensure emergency vehicles can access Emergency Room without delay.

Figure 143. Bike facilities along parallel streets may help divert those biking to calmer streets

Figure 144. An median refuge or island can offer a safe space for those walking, biking, or rolling

Long-Term Priorities

Sidewalk Improvements

- **Sidewalks with Landscaping:** Widen sidewalks to minimum 8–10 feet, separated from traffic by landscaped planting strips with street trees providing shade, buffer, and traffic calming.
- **Enhanced Boarding Areas:** Widen sidewalks to minimum 10-12 feet at BRT stations to accommodate waiting passengers and through-pedestrian traffic.
- **Network Completion:** With development, reduce block sizes and connect the grid of streets east and west of Division Street with low-speed, pedestrian-oriented streets to facilitate pedestrian circulation.

Bicycle Network Improvements

- **Low-Stress Network Connectivity:** Establish a neighborhood greenway on Everett Avenue that travels through Franklin Park.
- **Bicycle Parking:** Provide short-term bicycle parking (racks) at BRT stations, hospital entrances, and Franklin Park; and long-term secure parking (lockers, bike rooms) at BRT stations.

Driving Improvements

- **Circulation:** With the completion of the NSC, assess Division Street for lane reallocation to reduce vehicle speeds and volumes through the node.
- **Traffic Calming:** Target 30 mph operating speeds on Division Street and 25 mph on mixed-use commercial streets, reducing speeds through design interventions like narrowed lanes, curb extensions, street trees, and reduced curb radii.
- **Access Management:** Consolidate driveways to reduce conflict points. Encourage new development and major redevelopment to use shared access drives between adjacent properties, internal circulation, and rear/side access rather than multiple Division Street curb cuts.
- **Access Management:** Install additional raised medians to manage left turns and reduce conflict points, incorporating street trees and other vertical elements to provide traffic calming benefits. Coordinate all improvements with hospital to ensure emergency vehicles can access Emergency Room without delay.

Figure 145. Sidewalks with landscaping can provide a calming buffer and shade within the built environment

ROWAN NODE

LEGEND

Existing Condition

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

Future Land Use

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

Multimodal Improvement

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

*Improvement to land value is less than 1:1

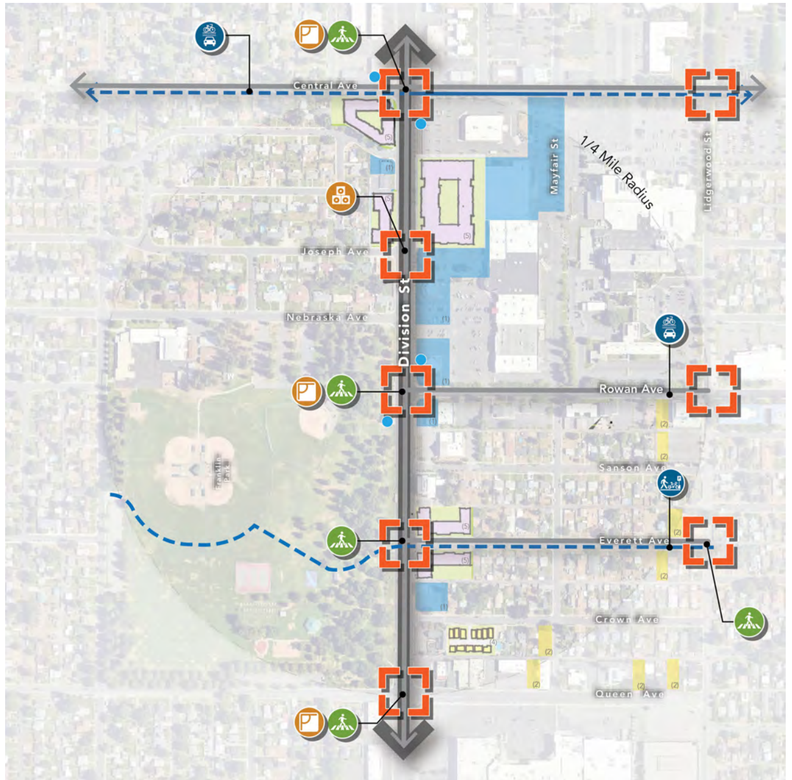


Figure 146. Near- Term Transportation Priorities

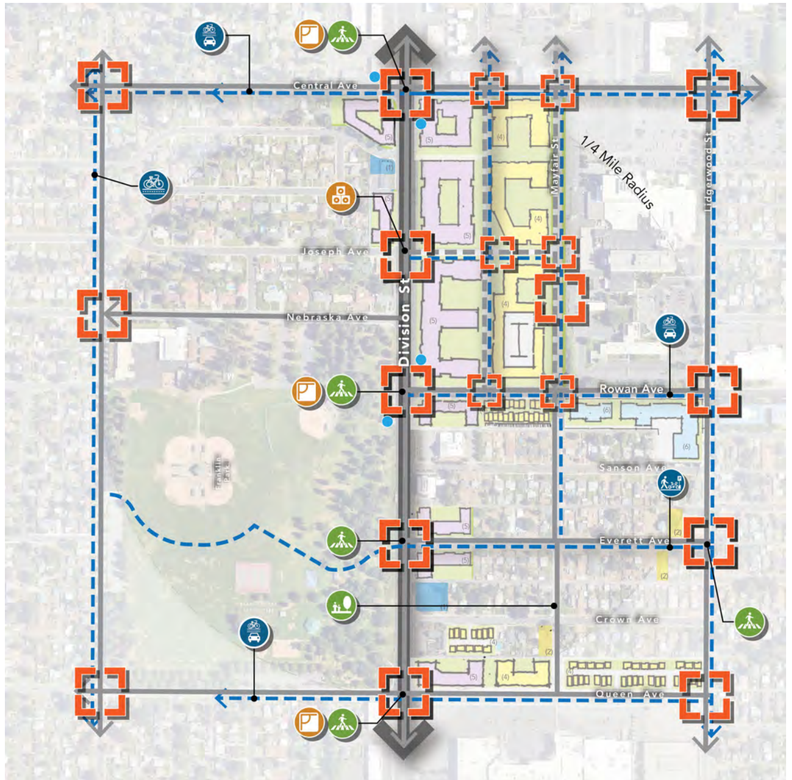


Figure 147. Long- Term Transportation Priorities

Sidewalk Improvements

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

Bike Facility Improvements

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

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

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

Welcoming Streets and Street Development

Not all streets will be designed the same way throughout the node, as they serve different levels of road users, traffic flow, and are intended to serve specific purposes. The Rowan node street types include:

- **Transit Priority Streets:** Division Street will serve as this type of street in the Rowan node.
- **Mixed Use Commercial Streets:** Rowan Avenue is the main Mixed Use Commercial Street.
- **Neighborhood Connector/Local/ Residential Streets:** Central and Queen Avenues will serve as the larger east-west Neighborhood Connectors while Lidgerwood and Whitehouse Streets will serve as the north-south connectors. Local Streets are Crown, Everett, Sanson, Nebraska, Joseph Avenues and Mayfair Street. These internal Residential Street types connect the Commercial Streets with Division for increased connectivity.
- **Green/Shared Street:** Two proposed Green Streets will connect Mayfair Street to Division Street.

Coordination with Private Development

Throughout all phases, public improvements will be closely coordinated with private projects.

Frontage Improvements: New developments contribute improvements in the public right-of-way and support shared infrastructure.

Access Reconfiguration: Consolidation of access points to reduce conflicts and improve circulation. New development should use internal circulation and rear/side access rather than multiple Division Street curb cuts

Network Completion: Development reduces block sizes and completes the street grid by establishing new connections, mid-block pathways, and public spaces on larger redeveloping parcels.

Parking Reductions: Reduced parking maximums for new development near BRT stations. Shared parking encouraged between complementary uses

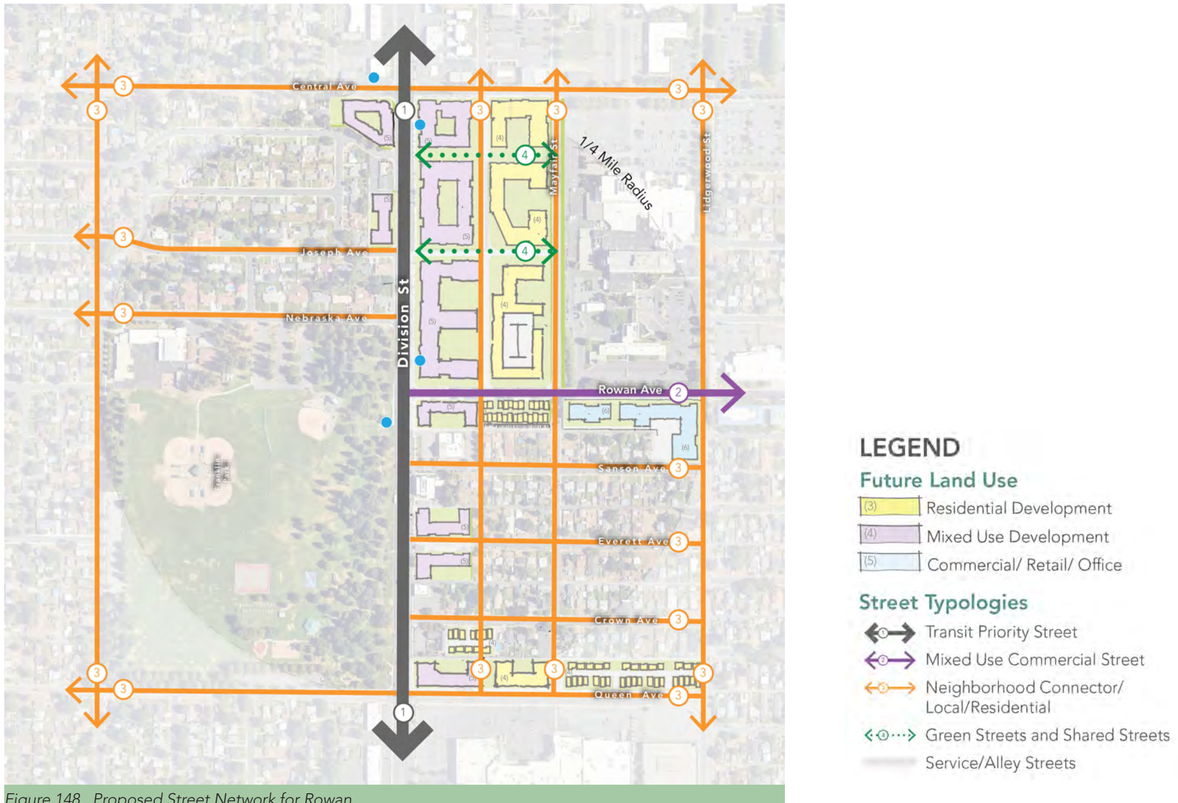


Figure 148. Proposed Street Network for Rowan

Figure 149. Existing aerial view of Rowan

Figure 150. Conceptual Phase 1 development intensity at Rowan

Figure 151. Conceptual Phase 2 development intensity at Rowan

FRANCIS/LYONS NODE

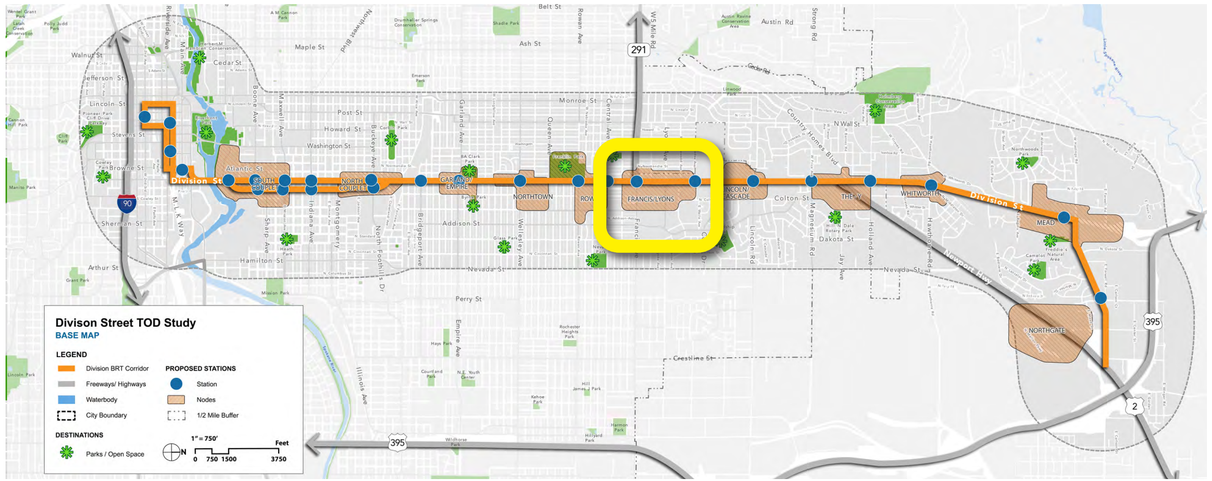


Figure 152. Large surface parking lots are seen throughout the node

Figure 153. Lowe's is an anchor in the area

EXISTING CONDITIONS

Existing Development Patterns and Land Use

The Francis/Lyons node is one of the most auto-oriented areas along the Division Street Corridor, characterized by large-format retail, strip commercial development, expansive surface parking lots, and buildings set back from the street. The node is anchored by Lowe's, a regional retailer dependent on vehicle access. Aging strip commercial centers and large parking lots create gaps in the pedestrian and transit environment. The area serves a predominantly low-income and senior population, with 48% of residents age 65 or older—the highest share among priority nodes. Retail employment dominates the local economy with 481 jobs (27 percent), led by Lowe's and surrounding commercial centers. While the west side of Division Street is largely built out with lower-intensity housing, the east side presents redevelopment opportunities through underutilized parking lots, aging commercial buildings, and vacant parcels.

Existing Mobility and Connectivity

The Francis/Lyons node is located immediately north of the Rowan node. The transportation environment is among the most challenging for non-drivers along the entire Division Street Corridor. Multi-lane wide crossings of Division Street take significant time to traverse, creating barriers for people walking and biking, particularly for seniors with limited mobility, people using wheelchairs or walkers, and families with children. Sidewalk infrastructure exists along Division Street but is frequently interrupted, poorly maintained, or separated from buildings by vast parking lots requiring people to walk through or along parking area edges. Minor streets near the node lack continuous sidewalks. Biking is not permitted along this section of Division Street and connecting streets lacking accessible facilities. Transit service includes Route 25 but stops in this segment often lack even basic amenities, with several having no shelters, requiring transit riders, many of whom are seniors, to wait exposed to weather. The planned BRT stations will improve the physical waiting environment, but connecting safely from transit stops to destinations will remain a challenge without comprehensive pedestrian improvements.

Figure 154. Multi-lane roadway is a barrier for those crossing Division Street here

Figure 155. Bidirectional traffic offers limited time to cross Division Street

MARKET AND FEASIBILITY STUDY RESULTS

The financial analysis identifies Francis/Lyons as having the most challenging market conditions among the priority nodes due to the combination of very low household incomes, aging demographics, retail dependent economy, and auto oriented development pattern. Development feasibility is constrained by low achievable rents driven by the income profile of existing and likely future residents.

Who Lives and Works Here

Francis/Lyons has a higher population of seniors and low income households. Forty eight percent of residents are age 65 or older, representing the oldest population of any priority node, resulting from concentrated senior housing developments north of Lowe's. The area has the lowest household incomes among all priority nodes, with 68 percent earning less than $30,000 annually and essentially no households earning above $75,000. Sixty two percent of workers live within 10 miles, while 18 percent commute over 50 miles, indicating opportunities to provide workforce housing closer to retail and service jobs.

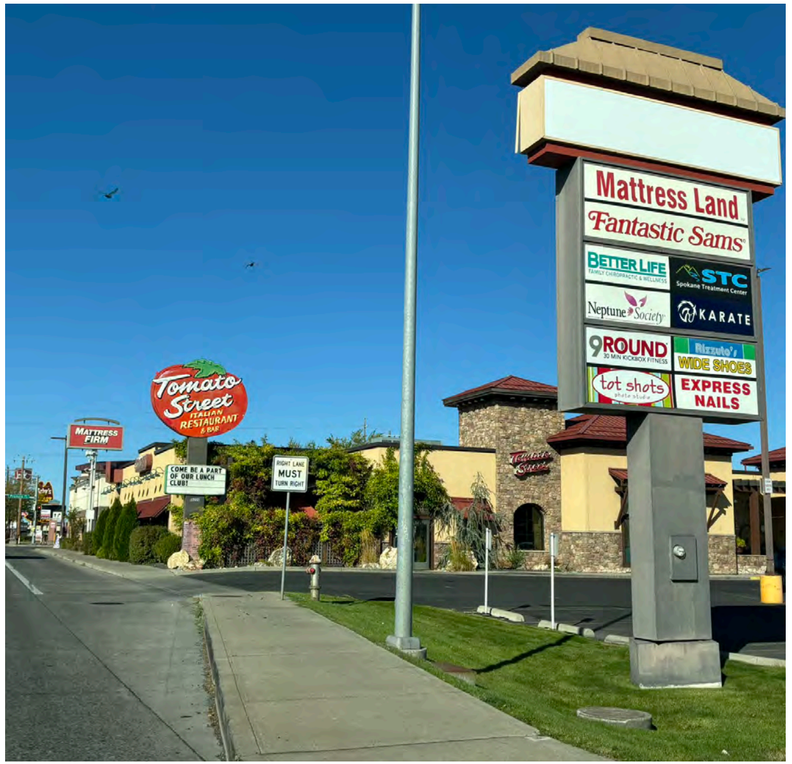


Figure 156. Francis/Lyons has a large focus on retail

What Can Be Built Today

- Townhomes for sale remain financially viable under most scenarios, providing affordable homeownership opportunities, though purchase prices must be affordable to households earning $60,000 to $80,000.
- Townhomes for rent face significant feasibility gaps except in the highest rent scenarios with MFTE, as rent in this area is generally lower than in the nodes to the south.
- Garden style apartments show feasibility gaps of $20,000 to $40,000 per unit even in higher rent scenarios with MFTE and reduced parking.
- Urban garden apartments and podium style buildings are not financially feasible under current conditions.

What We've Heard

Community feedback identified oversized parking lots and the area's auto-oriented character as key redevelopment opportunities. Residents described Francis Avenue as an important east-west corridor that could better support biking, walking, and rolling with improved safety and infrastructure. Additional priorities included parks, public spaces, and neighborhood-serving retail accessible without driving. Community members also raised concerns about displacement of existing low-income residents during redevelopment.

KEY OPPORTUNITIES

- Transformation potential: As the most car centric node, Francis/Lyons offers the greatest opportunity for dramatic transformation
- Underutilized land: Extensive surface parking lots and aging commercial buildings provide significant redevelopment acreage
- Senior supportive environment: High concentration of seniors creates market for age friendly, transit accessible housing
- Retail workforce housing: Opportunity to provide affordable housing for retail and service workers
- Spillover from Rowan: Proximity to Providence Holy Family Hospital enables shared amenities
- East west connector potential: Francis Avenue could become a key pedestrian and bicycle route
- Affordability preservation: Lower land costs create opportunity to plan for affordable housing before gentrification

KEY CHALLENGES

- Lowest market feasibility: Very low household incomes limit achievable rents below levels supporting development
- Most auto oriented character: Wide parking lots, buildings set far back, limited pedestrian infrastructure
- Aging demographics: While seniors support transit use, limited incomes require specialized housing and services
- Retail employment instability: Retail sector less stable than healthcare or education anchors
- Big box retail conflicts: Lowe's business model requires vehicle access, difficult to integrate with walkability
- Displacement risk: Existing low income residents vulnerable to displacement without affordability protections
- No new development 2015 to 2024: Complete absence of new construction indicates very limited market interest

OVERALL NODE VISION

Role within the Division Street TOD Corridor

Francis/Lyons functions as a demonstration of long term corridor transformation, showing how auto oriented commercial sprawl can evolve into walkable, mixed use neighborhoods serving diverse, low income populations. As a mid-corridor node between the healthcare focus of Rowan and the residential character of neighborhoods to the north, Francis/Lyons represents the challenge and opportunity of retrofitting car centric development patterns to support transit oriented living. The node's success will be measured not by speed of development, but by ability to improve quality of life for existing low income and senior residents while gradually intensifying uses around transit over a 20+ year timeframe.

Figure 157. Walkability and accessibility are important considerations within the neighborhood

Relationship to Surrounding Neighborhoods and Destinations

Francis/Lyons' transformation depends on strengthening connections to adjacent assets and creating new community spaces:

- **Rowan node and Providence Holy Family Hospital:** Immediate adjacency to the south provides access to healthcare employment and services, safe pedestrian and bicycle connections along Division Street are critical.
- **Residential neighborhoods west of Division Street:** Existing low intensity residential neighborhoods require safe east west routes across Division Street, Francis Avenue is the priority connector.
- **Lowe's Home Improvement:** Regional draw retailer will likely remain but should be integrated into a more pedestrian friendly environment.
- **North toward Lincoln/Cascade and Whitworth:** Connections to neighborhoods and nodes to the north support continuous corridor character.
- **Potential new parks and public spaces:** Creating parks and plazas is essential to neighborhood livability.

Desired Character, Intensity, and Mix of Uses

Francis/Lyons is envisioned as a transformed, walkable neighborhood where existing seniors and low income residents can age in place with improved access to services, transit, and community spaces, while new development gradually adds affordable and workforce housing, neighborhood serving retail, and public amenities. The transformation occurs incrementally over decades, carefully balancing improvement of the built environment with preservation of affordability and prevention of displacement. Buildings are scaled appropriately for a mid-corridor location serving a low income population, with 3 to 4 story buildings along Division Street and 2 to 3 story townhomes on interior blocks. The character is fundamentally pedestrian-oriented, demonstrating that even the most auto centric corridors can be transformed to support walking, biking, and transit use.

Key Design Priorities:

- **Affordability preservation:** Mixed income housing with significant affordable components
- **Age friendly design:** Universal design principles, accessible routes, seating, shade, slower speeds
- **Public space creation:** Parks, plazas, and gathering spaces addressing the current deficit
- **Pedestrian safety:** Protected crossings, traffic calming, continuous sidewalks
- **Neighborhood retail:** Ground floor services meeting daily needs rather than regional retail
- **Transit accessibility:** Direct, safe, comfortable routes from BRT stations to housing and services
- **Anti displacement:** Strong policies ensuring existing residents benefit without being forced out
- Target Land Use Mix (within ¼ mile of BRT):
- **Residential:** 55–65% (multi-unit, townhomes, senior housing, majority affordable and workforce)
- **Commercial/Retail:** 15–20% (neighborhood serving retail, healthcare services)
- **Parks/Open Space:** 10–15% (new parks, plazas, green infrastructure)
- **Institutional/Community:** 5–10% (senior center, community services, childcare)

FUTURE LAND USE AND URBAN FORM RECOMMENDATIONS

The land use framework for Francis/Lyons focuses development opportunities on the east side of Division Street where extensive underutilized commercial properties, oversized surface parking lots, and aging strip commercial buildings present significant long term redevelopment potential.

Figure 158. Market feasibility shows garden apartments and townhomes as the most feasible

Development Opportunity Sites

The node contains three categories of development opportunity, though timeline for realization is longer than other nodes:

- **Vacant Sites:** Scattered small parcels offering limited near term development opportunity, primarily on the east side.
- **Redevelopable Sites:** Strip commercial centers with aging buildings and oversized surface parking representing hundreds of acres of potential long term redevelopment, Lowe's site if big box retail model evolves (very long term), underutilized portions of commercial parking lots where new buildings could be added while maintaining existing uses, and aging multi-unit complexes that may eventually redevelop.
- **Future Opportunity Sites / Parcel Consolidation:** Adjacent parcels in strip commercial centers that would benefit from assembly, representing the longest term opportunity requiring coordination among multiple property owners.

How Development Occurs Over Time

Development in Francis/Lyons occurs slowly and incrementally. In the near term (0 to 10 years), limited private development occurs, with public infrastructure investments improving the pedestrian environment and creating public spaces while commercial uses remain largely unchanged. In the medium term (10 to 20 years), opportunistic development begins as market conditions strengthen from spillover growth in other nodes and the improved public realm demonstrates potential. In the long term (20+ years), more comprehensive transformation becomes possible, with declining strip commercial centers redeveloping as mixed-use neighborhoods and parcel assembly creating sites capable of supporting development. Throughout this timeline, affordability requirements and anti-displacement policies help ensure existing low-income residents benefit from improvements. The phased approach recognizes that transforming the most auto-oriented, lowest-income node requires sustained public investment to catalyze private development. The strategy prioritizes quality-of-life improvements for existing residents, particularly low-income seniors, through investments that enhance pedestrian safety, create public spaces, and improve transit access. These improvements may precede private development for years. Success in the near term is measured not by new construction, but by safer streets, parks, improved transit amenities, and enhanced services for existing residents.

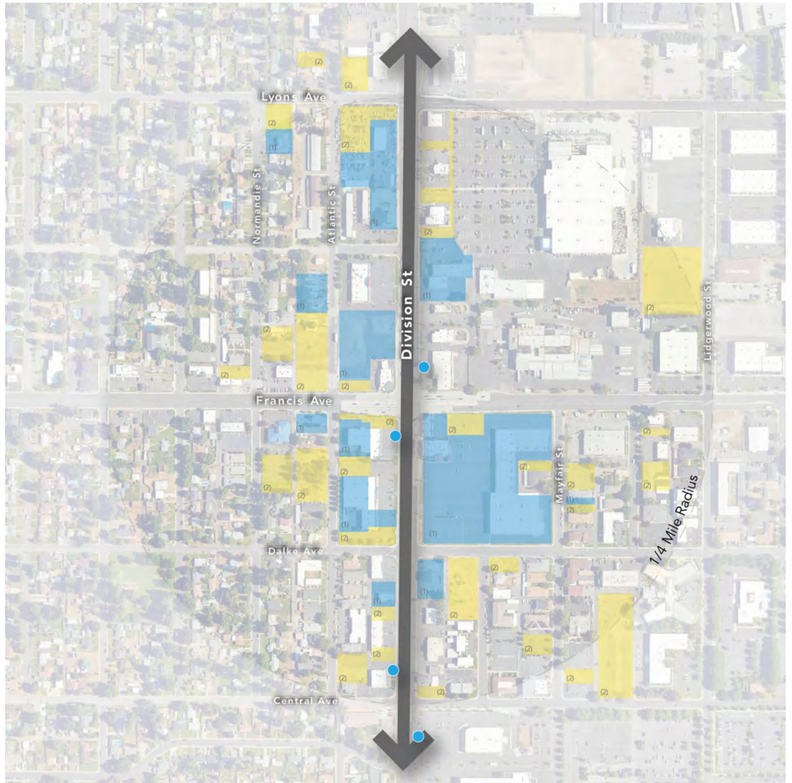


Figure 159. Development Opportunity Utilizing Vacant and Redevelopable Sites

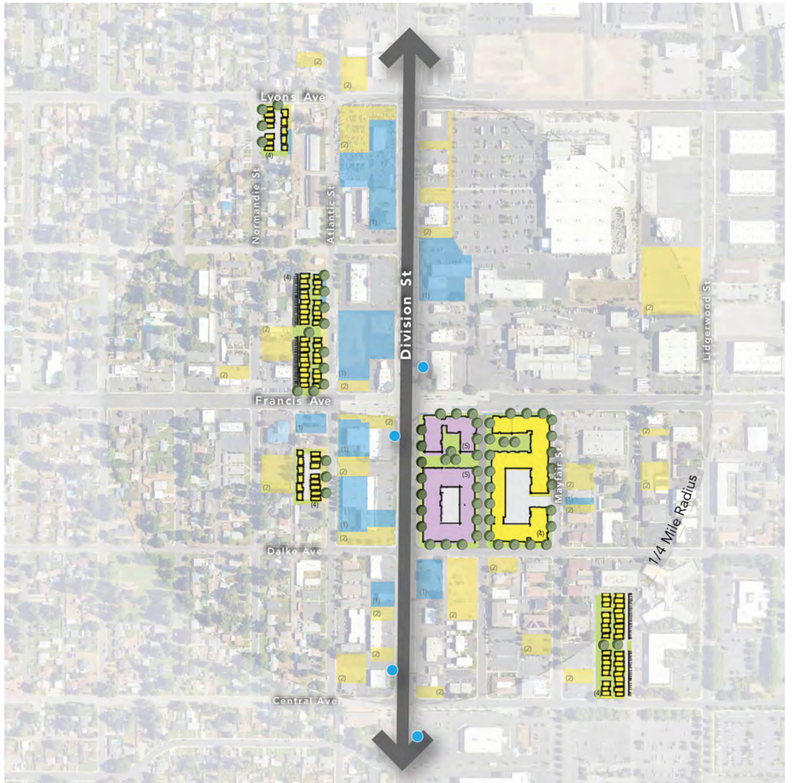


Figure 160. Near-Term Development Opportunity Sites

Near-Term Buildout (0–10 Years)

The near term focuses almost exclusively on public infrastructure investments that transform the pedestrian and transit environment while introducing minimal new development on the most opportunistic sites.

- **What Gets Built:** Very limited private development occurs. Townhomes for sale on scattered vacant parcels may attract buyers seeking affordable homeownership. Affordable housing developers may pursue garden style apartments with subsidy layering (MFTE + affordable housing tax credits + public financing), but market rate development is unlikely.
- **Where Development Happens:** Initial development, if any, focuses on the easiest sites, small vacant parcels with clear ownership. Most existing commercial properties remain unchanged.

LEGEND

Existing Condition

(1) Redevelopable* Site

(2) Vacant Site

Future Land Use

(3) Residential Development

(4) Mixed Use Development

(5) Commercial/ Retail/ Office

Long-Term Buildout (10–20+ Years)
After decades of public investment and incremental development, Francis/Lyons can support more intensive transformation as the full vision of a walkable, transit oriented neighborhood comes into focus. Parcel consolidation in this node and future development opportunity sites will be determined by condition of the market and be part of this later phase.

» **What Gets Built:** Urban garden apartments and select mixed use buildings (4 to 5 stories) with ground floor neighborhood retail and services. Comprehensive redevelopment of strip commercial sites replacing parking dominated development. Potential transformation of Lowe's site if big box retail model evolves. Mix of affordable, workforce, and market rate housing.
Where Development Happens: Major redevelopment along Division Street Corridor replacing strip malls and underperforming retail. Parcel consolidation enables larger sites capable of supporting quality mixed use development.

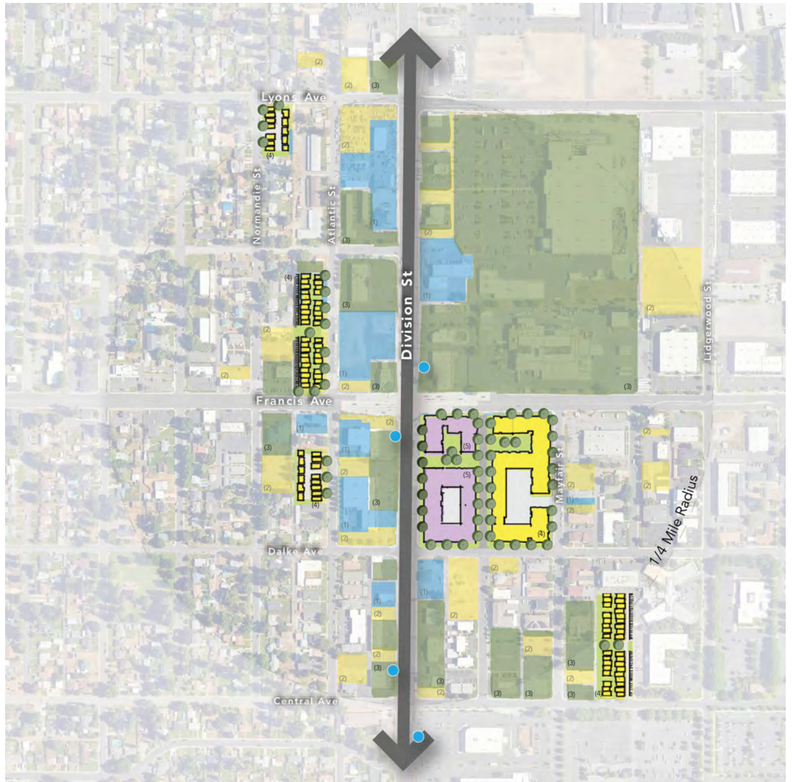


Figure 161. Identifying Opportunity Sites with Parcel Consolidation

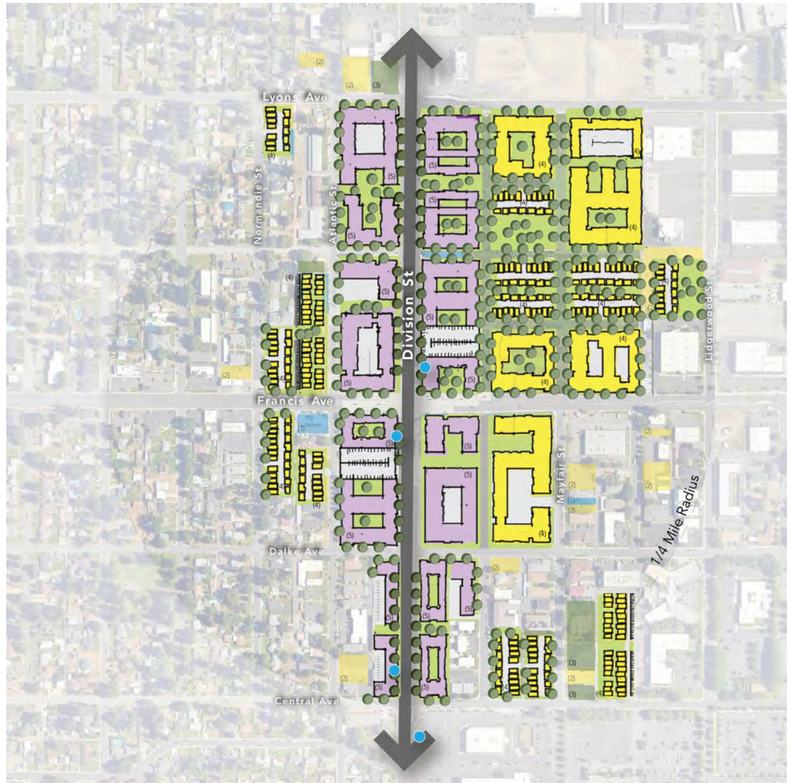


Figure 162. Expanded Long-Term Development Opportunity Sites

LEGEND

Existing Condition

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

Future Land Use

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

Future Land Use Pattern

Recommended Land Use Framework for the Node

The recommended land use framework organizes Francis/Lyons into character areas supporting very long term transformation while protecting existing residents. The Division Street Mixed Use Corridor is the highest intensity area where buildings should eventually address the street with ground floors providing neighborhood serving uses and upper floors providing affordable and workforce housing. In the long term, 3 to 5 story buildings replace strip commercial. The Retail Transition District includes areas currently occupied by Lowe's and major strip commercial centers that transition very slowly over decades. Residential Infill Areas east of Division Street accommodate townhomes, garden apartments, and small multi-family buildings (2 to 4 stories) providing affordable and workforce housing. A Public Space Network of new parks, plazas, and gathering spaces is created throughout the node. Francis Avenue functions as an east west connector with buildings designed to activate the street. The far west side of Division Street remains predominantly low intensity residential.

Development Intensity

Development in Francis/Lyons is calibrated conservatively, with the goal of serving a lower-income population. Building heights and intensity generally follow these patterns:

Interior residential blocks: 2–3 stories

Division Street Corridor: 3–4 stories (with potential for 5 stories at select sites long term)

Floor area ratios: 1.5–2.0, lower than other priority nodes

Rather than relying solely on FAR, the approach emphasizes building form, placement, active ground floors, and public space. Parking is managed through maximum ratios, with low requirements near BRT stations. Development standards are paired with affordability requirements, potentially reserving 20–30% of units for households at 60–80% AMI.

Transition Areas

New development is designed to respect existing neighborhoods and coordinate with the broader corridor:

West of Division Street: Avoid zoning changes or redevelopment pressure that could disrupt existing residential areas

Coordination with Rowan Node: Align building intensity and character to create a cohesive corridor

Residential near retail: Provide buffering to protect livability while supporting active ground-floor uses.

Phasing Considerations for Land Use Change

Land use requires a patient, flexible approach:

Near-term:

- Enable affordable housing through density bonuses, fee waivers, and expedited permitting
- Maintain flexible ground-floor uses and allow infill on underutilized parking while commercial remains operational
- Incentivize public space creation
- Implement anti-displacement protections, including right-to-return policies and tenant relocation assistance

Medium-term: Gradually increase expectations for active ground floors, higher densities, and urban design quality while maintaining flexibility for market realities

Long-term: Support comprehensive redevelopment through master planning, public land assembly, and financing tools such as tax increment financing

This phased approach ensures that growth in Francis/Lyons is gradual, equitable, and aligned with the long-term vision for a walkable, transit-oriented, and affordable corridor.

TRANSPORTATION RECOMMENDATIONS

Francis/Lyons' multimodal strategy focuses on transforming one of the corridor's most auto-oriented areas into a safer, more comfortable environment for people walking, biking, and using transit. Given the high concentration of seniors and low-income residents, the strategy prioritizes universal accessibility, traffic calming, and direct connections between housing, services, and transit. Key elements include increasing network connectivity, improving bicycle and pedestrian crossings, and implementing access management. Division Street continues to carry vehicle traffic while evolving into a safer, more balanced multimodal corridor. As redevelopment occurs, sidewalks are widened and driveways consolidated.

Multimodal improvements will be implemented incrementally through sustained public investment. Early efforts focus on improving safety and accessibility for existing residents while establishing a foundation for future development. Over time, the network expands to support increased activity, redevelopment, and a more integrated transit-oriented neighborhood. This phased approach ensures transportation investments respond to real conditions, reinforce development patterns, and advance a safer, more connected Francis/Lyons node.

Key priorities that should be considered for the Francis/Lyons node are described next.

Figure 163. Crossing improvements can look like curb cuts and bump-outs

Near-Term Priorities

Sidewalk Improvements

- **Enhanced Pedestrian Crossings:** Implement comprehensive crossing improvements at intersections and key mid-block locations, particularly near hospital and housing access points.
- **Pedestrian Routes:** Provide defined, protected walkways through parking lots from Division Street sidewalks to building entrances. Include crosswalks across driveways, lighting, curb ramps, and clear signage. Require property owners to maintain walkways, keeping them clear of snow and ice.
- **Hospital access:** Direct, safe pedestrian routes from BRT stations and surrounding neighborhoods to hospital entrances.
- **All Ages and Abilities design framework:** Universal design principles supporting seniors, people with disabilities, and hospital patients, including increased crossing times and leading pedestrian intervals (LPI) at signals and reduced crossing distances through curb extensions and median refuge islands. Provide frequent seating and shade along key routes.
- **Sidewalk Infill:** Complete sidewalk gaps along residential streets. Ensure all sidewalks meet ADA standards with firm, stable, slip-resistant surfaces.

Figure 164. Enhanced crossing provide a buffer between vehicles and pedestrians

Figure 165. Implementing wayfinding along pedestrian routes can help with connectivity

- **Wayfinding**: Provide wayfinding signage directing those who are walking, biking, rolling, or taking transit to the hospital and BRT stations.

Bicycle Network Improvements

- **Parallel Routes:** Provide bicycle facilities on streets parallel to Division Street, providing comfortable north-south travel without navigating high traffic volumes.
- **Crossing Routes:** Provide enhanced bicycle facilities on key streets crossing Division Street. On these streets, provide enhanced intersection and crossing treatments to accommodate bicycle travel through the node.

Driving Improvements

- **Circulation:** Maintain through traffic capacity on Division Street, as well as access for vehicles visiting Lowe's and other existing commercial uses.
- **Traffic Calming:** Reduce vehicle speeds on Division Street by narrowing travel lanes to 10 to 11 feet, and installing curb extensions creating visual narrowing, street trees, textured crosswalks, and gateway treatments.
- **Access Management:** Use raised medians to manage left turns, reduce conflict points, and provide pedestrian refuge. Coordinate all improvements with hospital to ensure emergency vehicles can access Emergency Room without delay.

Long-Term Priorities

Sidewalk Improvements

- **Sidewalks with Landscaping:** Widen sidewalks to minimum 8–10 feet, separated from traffic by landscaped planting strips with street trees providing shade, buffer, and traffic calming.
- **Enhanced Boarding Areas:** Widen sidewalks to minimum 10-12 feet at BRT stations to accommodate waiting passengers and through-pedestrian traffic.
- **Network Completion:** With development, reduce block sizes and connect the grid of streets east and west of Division Street with low-speed, pedestrian-oriented streets to facilitate pedestrian circulation.

Figure 166. Traffic calming measures may include bump outs

Bicycle Network Improvements

- **Low-Stress Network Connectivity:** Establish greenway paths that connect to existing low-stress, connector streets routes across Division Street (from Atlantic Street to Lidgerwood Street and through previous surface parking lots).
- **Bicycle Parking:** Provide short-term bicycle parking (racks) at BRT stations, hospital entrances, and Franklin Park; and long-term secure parking (lockers, bike rooms) at BRT stations.

Figure 167. Another traffic calming measures may include curb extensions

Driving Improvements

- **Circulation:** With the completion of the NSC, assess Division Street for lane reallocation to reduce vehicle speeds and volumes through the node.
- **Traffic Calming:** Target 30 mph operating speeds on Division Street, collectors, and arterials through node, reducing speeds through design interventions like narrowed lanes, curb extensions, street trees, and reduced curb radii.
- **Access Management:** Consolidate driveways to reduce conflict points. Encourage new development to use shared access drives between adjacent properties, internal circulation, and rear/side access rather than multiple Division Street curb cuts. Install additional raised medians to manage left turns and reduce conflict points, incorporating street trees and other vertical elements to provide traffic calming benefits. Coordinate all improvements with hospital to ensure emergency vehicles can access Emergency Room without delay.

LEGEND

Existing Condition

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

Future Land Use

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

Multimodal Improvement

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

*Improvement to land value is less than 1:1

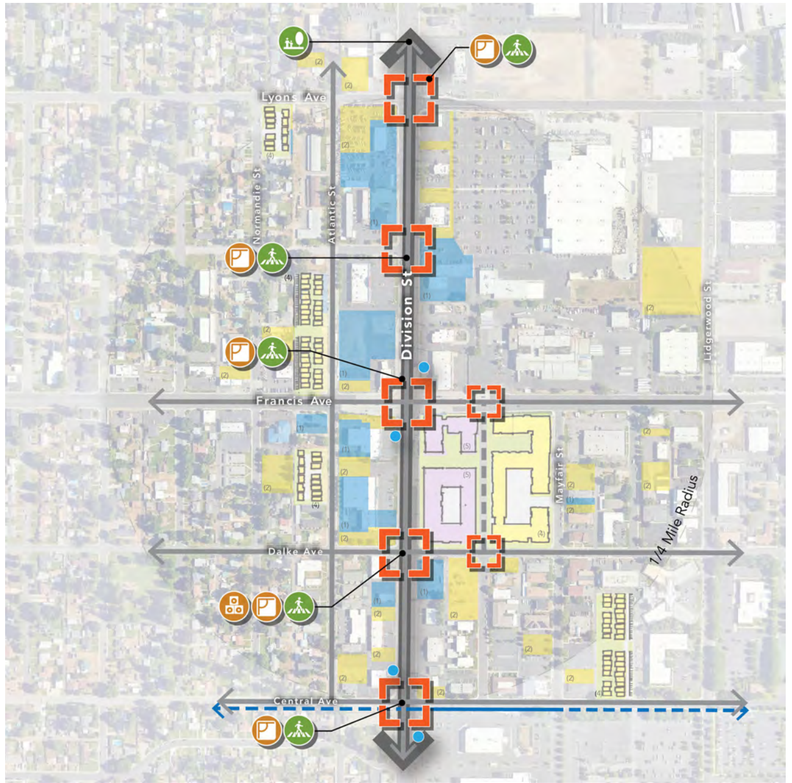


Figure 168. Near- Term Transportation Priorities

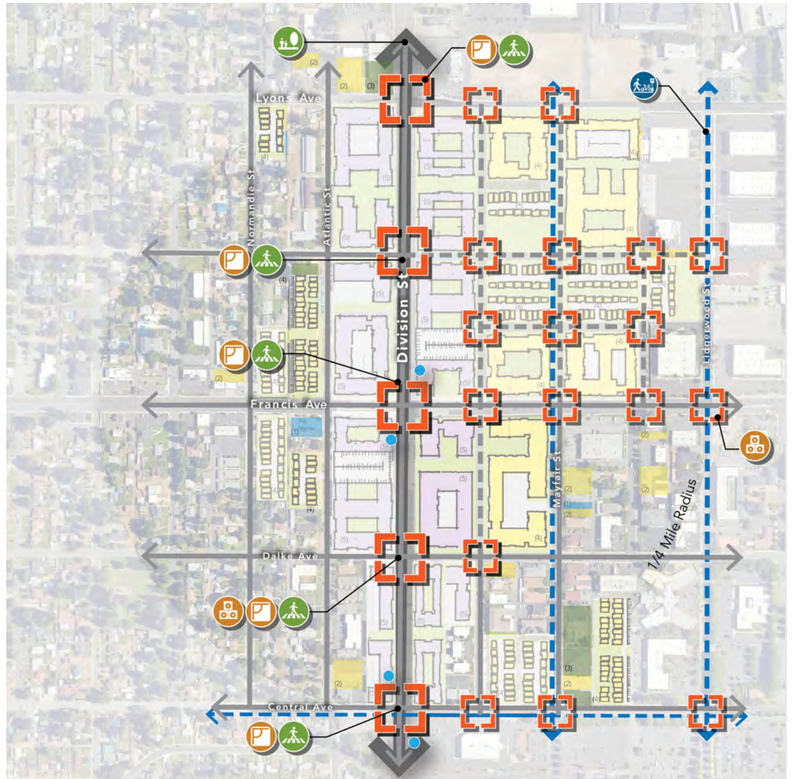


Figure 169. Long- Term Transportation Priorities

Sidewalk Improvements

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

Bike Facility Improvements

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

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

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

Welcoming Streets and Street Development

Not all streets will be designed the same way throughout the node, as they serve different levels of road users, traffic flow, and are intended to serve specific purposes. The Francis/Lyons node street types include:

» **Transit Priority Streets:** Division Street will serve as this type of street in Francis Lyons.

» **Mixed Use Commercial Streets:** Francis Avenue will be the primary Mixed Use Commercial Street.

» **Neighborhood Connector/Local/ Residential Streets:** Lyons and Central Avenues will serve as the larger east-west Neighborhood Connectors while Lidgerwood Street, Mayfair Street, Atlantic Street, and an additional proposed roadway will serve as the north-south connectors. Local Streets are will consist of Dalke and Houston Avenues. These internal Residential Street types will provide more frameworks for internal connectivity.

» **Green/Shared Street:** Two proposed Green Streets will connect Atlantic Street to Lidgerwood Street.

Coordination with Private Development

Throughout all phases, public improvements will be closely coordinated with private projects.

Frontage Improvements: New developments contribute improvements in the public right-of-way and support shared infrastructure.

Access Reconfiguration: Consolidation of access points to reduce conflicts and improve circulation. New development should use internal circulation and rear/side access rather than multiple Division Street curb cuts

Network Completion: Development reduces block sizes and completes the street grid by establishing new connections, mid-block pathways, and public spaces on larger redeveloping parcels.

Parking Reductions: Reduced parking maximums for new development near BRT stations. Shared parking encouraged between complementary uses

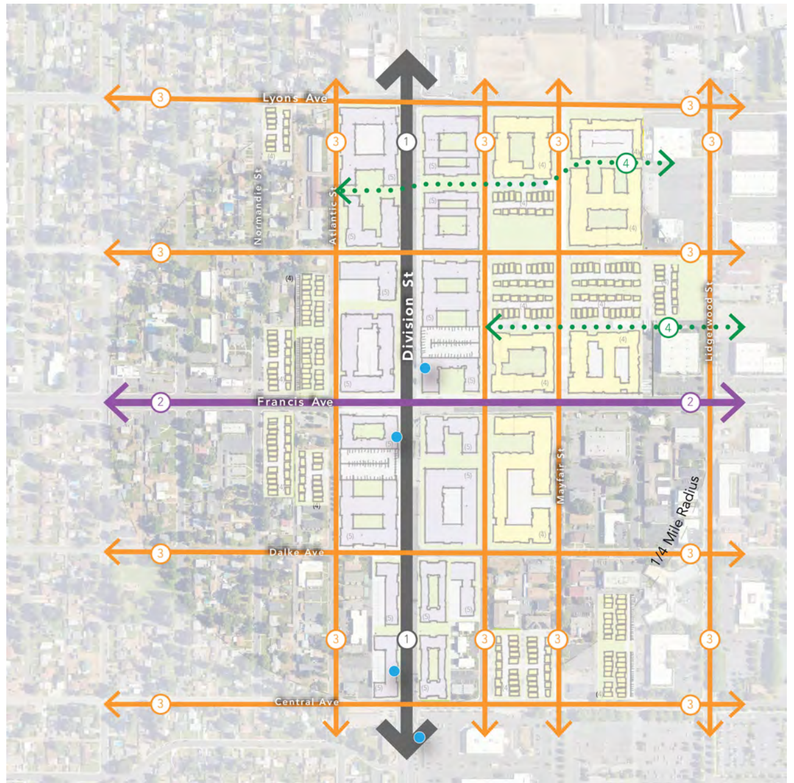


Figure 170. Proposed Street Network for Francis/Lyons

Figure 171. Existing aerial view of Francis/Lyons

Figure 172. Conceptual Phase 1 development intensity at Francis/Lyons

Figure 173. Conceptual Phase 2 development intensity at Francis/Lyons

WHITWORTH NODE

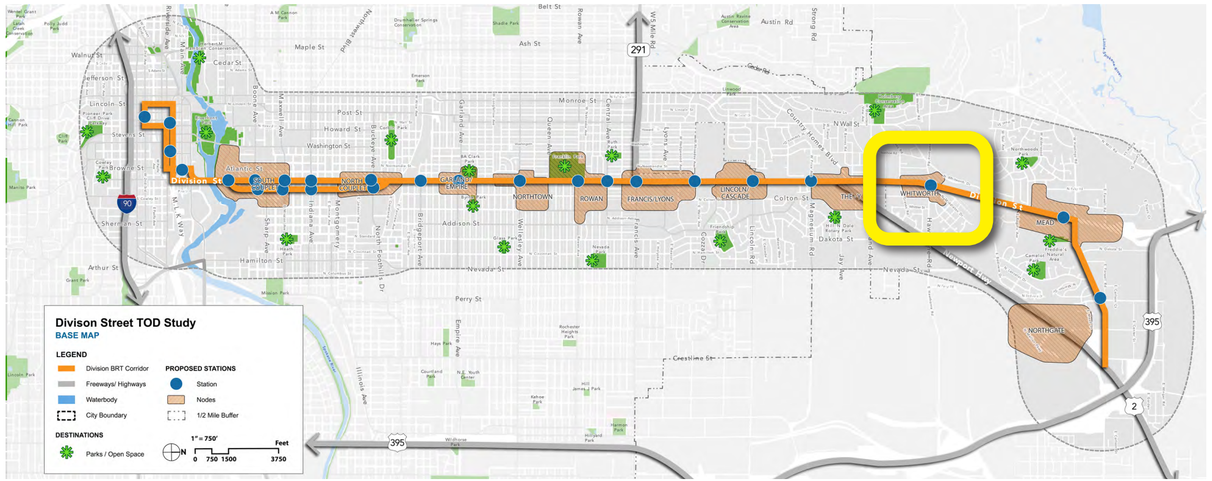


Figure 174. Multiple lanes can make it difficult to cross Division Street

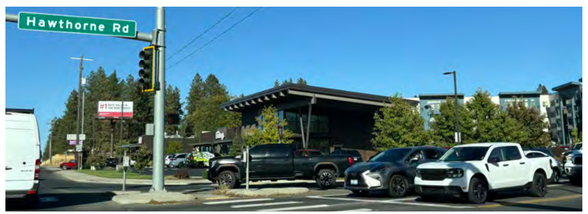


Figure 175. Hawthorne Road and Division Street is a high-traffic intersection

EXISTING CONDITIONS

Existing Development Patterns and Land Use

The Whitworth node is characterized by a university influenced residential neighborhood with a notably high concentration of single person households. While Whitworth University, located on Hawthorne Road, is a significant presence adjacent to the node, the demographic profile shows a varied character, different than a traditional college town. Only 17 percent of residents are traditional college age (18 to 24), while 45 percent are age 50 or older. The node has experienced the slowest population growth among priority nodes, increasing just 4 percent from 2013 to 2023, suggesting limited development pressure. The most significant recent development is Rockwood at Whitworth, a large retirement community built in 2021 northeast of the node. Land use is predominantly residential, with multi-family housing more prevalent here than in other nodes. Whitworth University owns strategic properties along Division Street, including a former school building at the northwest corner of Division Street and Hawthorne Street that will house the new School of Nursing within two years. The university has previously explored mixed use development and continues to evaluate housing partnerships.

Existing Mobility and Connectivity

The Whitworth node is centered on the intersection of Hawthorne Road and Division Street, which is a state asset and in unincorporated Spokane County, north of the city limits. Pedestrian infrastructure exists along Division Street but is more limited on connecting streets. Students, faculty, and staff crossing Division to access campus face wide crossings with limited protection. Biking conditions along Division are rated as a BLOS 4, effectively excluding cycling on Division Street for most university community members. However, there is an existing north-south greenway that runs from Greta to Whitworth that provides an alternative multimodal option parallel to Division Street. Additionally, WSDOT is currently in the process of bringing Complete Street infrastructure improvements along the section of US395 between US2 Wye and Wandermere Road to increase safety for those walking and biking, including crossing improvements at Holland Avenue, Westview Avenue, and Graves Road (which are within the node area), though it is not anticipated to be completed until 2028. While Whitworth offers free transit passes to students to encourage transit use over driving, the lack of safe bicycle and pedestrian infrastructure limits multimodal options. Transit service includes Route 25 and Route 28 Nevada (which provides service along Hawthorne Road to Ivanhoe Drive), though frequency and service hours may not fully align with university schedules. The planned BRT improvements will significantly enhance service quality with more frequent service and improved station amenities.

Figure 176. Whitworth University is an major anchor in the area

Figure 177. Northpointe Plaza Mall offers a space for students to walk to

MARKET AND FEASIBILITY STUDY RESULTS

The financial analysis indicates that Whitworth faces moderate development feasibility challenges due to its Spokane County location (without access to the city's Multifamily Tax Exemption program), limited employment concentration, and income levels that do not support premium rents. However, the node's university influence, established residential character, and growing population provide some market foundation.

Who Lives and Works Here

Whitworth has a population of 2,154 residents showing minimal growth over the past decade. Seventy eight percent of households are single person households, the highest share among all priority nodes, reflecting a mix of students, older adults, and seniors aging alone. Educational attainment shows 21 percent with bachelor's degrees or higher. Whitworth University has 1,880 undergraduate students, with 1,000 living on campus and 880 seeking off campus housing. The university expects continued student population growth at a moderate rate.

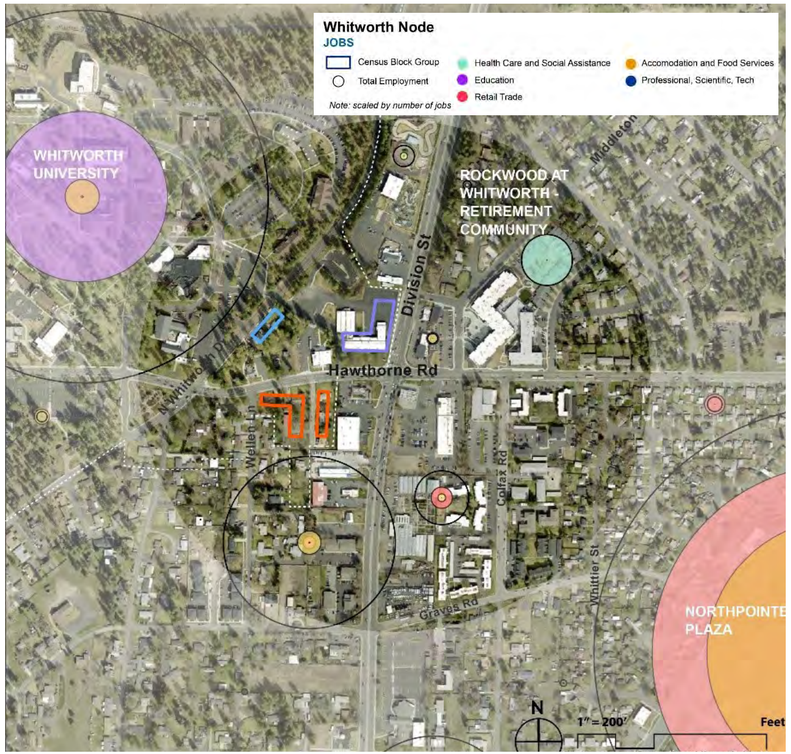


Figure 178. Whitworth University and Northpointe Plaza Mall are the largest employers near the node

What Can Be Built Today

- Townhomes for sale are financially viable under all scenarios and represent an attractive option for faculty and staff seeking homeownership.
- Townhomes for rent in higher rent scenarios show small feasibility gaps; however without MFTE, gaps are larger than in city nodes.
- Garden style apartments show small feasibility gaps that could be overcome through value engineering, the student housing market may support development.
- Urban garden apartments face feasibility challenges, with only the highest rent, reduced parking scenarios approaching viability.
- Podium style buildings are not financially feasible.

What We've Heard

Whitworth University stakeholders emphasized the critical housing shortage facing students, faculty, and staff. Off campus housing is so limited that students rent apartments a year in advance. University planning staff stressed a preference for distributing housing development on streets perpendicular and parallel to Division Street rather than creating continuous buildings along the corridor. The university actively encourages transit use through free transit passes but recognizes that safe pedestrian and bicycle infrastructure is essential.

KEY OPPORTUNITIES

- University anchor: Whitworth University generating housing demand from 880 students plus faculty and staff
- Transit supportive demographics: Mix of students, young professionals, and seniors more likely to use transit
- Single person households: 78 percent single person households support smaller unit types that are more affordable to build
- University owned land: Strategic parcels provide opportunity for catalytic housing projects
- School of Nursing: New facility near BRT station creates activity generator
- Established residential character: Existing multi-family development provides market precedent
- Free transit passes: University's existing transit promotion reduces parking demand

KEY CHALLENGES

- Spokane County jurisdiction: No access to city's MFTE program, requiring alternative incentives
- Slow population growth: Only 4 percent growth since 2013 suggests limited market momentum
- Not an employment center: Limited job base (750 jobs) compared to Rowan or South Couplet
- Student housing limited demand: Only 880 Whitworth students seeking off campus housing is modest market
- Declining educational attainment: Share of residents with bachelor's degrees falling
- County development standards: While some development standards previously applied in this node were less supportive of higher density, mixed use development, the County's updated mixed-use and high density residential code could be applied to support this type of development in the future.
- Infrastructure gaps: Limited pedestrian and bicycle connectivity reduces access to campus, but has recently been improved with multi-modal safety improvements on Hawthorne Road and through the new Greta-Whitworth Neighborhood Greenway connecting south to bike facilities on north Wall Street at Monroe.

OVERALL NODE VISION

Role within the Division Street TOD Corridor

Whitworth functions as a university influenced residential node providing housing options for students, faculty, staff, and mature households seeking a quieter, more neighborhood oriented environment than the urban intensity of South Couplet. As a county node in transition between Spokane's urban core and emerging suburban centers, Whitworth demonstrates how transit oriented development can occur at moderate densities appropriate for established residential neighborhoods. The node's success depends on creating safe pedestrian and bicycle connections to Whitworth University campus, integrating student housing with broader community needs, and supporting a mix of housing types.

Figure 179. Market feasibility shows podium-style, mixed-use development as the most likely

Relationship to Surrounding Neighborhoods and Destinations

Whitworth's character and development patterns are shaped by connections to adjacent assets:

- **Whitworth University:** Primary institutional anchor generating housing demand and transit ridership. Safe routes for walking, biking and rolling to Division Street, as well as crossing Division Street in coordination with WSDOT, are essential for safe campus access.
- **Rockwood at Whitworth:** Retirement community northeast of the node serves active seniors benefiting from transit access.
- **Residential neighborhoods west of Division Street:** Lower density neighborhoods require safe crossings to access services, transit, and university facilities, Hawthorne Road is a key east west connector that, west of Division, features chicanes, sidewalks, RRFBs, buffered bike lanes, pedestrian safety islands, street trees, landscaping access to the Greta-Whitworth Neighborhood Greenway that provides residents with a parallel route to Division Street.
- **Northpointe Plaza:** Regional retail center half mile northeast provides shopping and services, pedestrian and bicycle connections would reduce car trips.
- **North Spokane neighborhoods:** Whitworth serves as a transit hub for county residents to the north.

Desired Character, Intensity, and Mix of Uses

Whitworth is envisioned as a university influenced residential neighborhood where students, faculty, staff, and mature households can walk, bike, or take BRT to campus, services, and employment. The district integrates student oriented housing, faculty and staff housing, and senior appropriate housing in a walkable environment. The node is characterized by moderate density residential development distributed on streets both along and perpendicular to Division Street, avoiding continuous buildings while supporting transit ridership. Buildings range from 2 to 4 stories with limited 5 story development at select sites. The character emphasizes walkability and bikeability to Whitworth campus.

Key Design Priorities:

- **Campus connectivity:** Safe, direct, attractive pedestrian and bicycle routes across Division Street to campus
- **Distributed development:** Housing on perpendicular and parallel streets in addition to Division Street Corridor
- **Generational diversity:** Housing types serving students, faculty and staff, and seniors
- **Student friendly amenities:** Ground floor uses supporting student life
- **Moderate intensity:** 2 to 4 story buildings maintaining neighborhood scale while supporting transit
- **Bicycle infrastructure:** Protected facilities and bike parking supporting car free student lifestyle
- **University coordination:** Development patterns aligned with university master planning and housing needs
- Target Land Use Mix (within ¼ mile of BRT):
- **Residential:** 65–75% (multi-family, townhomes, student housing, senior housing)
- **Commercial/Retail:** 10–15% (student serving amenities, neighborhood services)
- **Institutional:** 10–15% (university facilities, community spaces)
- **Parks/Open Space:** 5–10% (pocket parks, green spaces)

FUTURE LAND USE AND URBAN FORM RECOMMENDATIONS

The land use framework for Whitworth organizes development opportunities to support transit oriented intensification while respecting the established residential neighborhood character and university preferences for distributed rather than continuous corridor development. The framework recognizes the county regulatory context, moderate market feasibility, and the need for development patterns that serve both university housing needs and broader community residents.

Figure 180. Creating a more walkable environment will help create connectivity

Development Opportunity Sites

The node contains three categories of development opportunity:

- **Vacant Sites:** Scattered parcels throughout the node offering near term development opportunity for townhomes and small multi-family buildings.
- **University Owned Land:** Strategic parcels owned by Whitworth University present unique opportunities for coordinated housing development, including the School of Nursing site, parcels at Hawthorne and N Wellen previously considered for apartments, and additional university holdings.
- **Redevelopable Sites:** Properties with aging commercial buildings, low improvement to land value ratios, or underutilized land, including small commercial properties along Division Street and older apartment complexes.

How Development Occurs Over Time

Development in Whitworth occurs incrementally and opportunistically, driven by university enrollment growth, individual property owner decisions, and success of early projects. In the near term, development focuses on the easiest opportunities, university owned sites and scattered vacant parcels. Early projects establish market precedent and demonstrate viability. In the medium term, development activity increases as BRT operations demonstrate ridership, early housing projects succeed, and infrastructure improvements enhance campus connectivity. In the long term, selective intensification occurs near the BRT station and at key nodes along Division Street, while the broader neighborhood maintains moderate density residential character reflecting the university's vision of distributed development.

The phased approach recognizes that the node's moderate market feasibility and county location require strategic public investments and development incentives to catalyze private development. University enrollment growth to 3,000 students will increase demand for off campus housing but occurs over a 10 to 15 year horizon. Development will likely occur strategically as university owned parcels are developed and market conditions strengthen.

Figure 181. Development Opportunity Utilizing Vacant and Redevelopable Sites

Figure 182. Near-Term Development Opportunity Sites

Near-Term Buildout (0–10 Years)

The near term focuses on foundational infrastructure, initial development on the most viable sites, and improving connections with residential areas and the Whitworth campus.

» **What Gets Built:** Townhomes for sale on scattered parcels support faculty and staff seeking homeownership near campus. Financial incentives, such as tax increment financing, height and density bonuses, and university partnerships, help support feasibility. The university's School of Nursing facility is constructed at Division and Hawthorne Streets, activating the BRT station area

» **Where Development Happens:** Initial development focuses on opportunistic sites, including university-owned parcels, vacant land, and underutilized properties. Development may occur both along Division Street and on adjacent perpendicular streets.

LEGEND

Existing Condition

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

Future Land Use

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

Long-Term Buildout (10–20+ Years)
With BRT operational, initial housing established, improved campus connectivity, and potential university enrollment growth, Whitworth can support increased development activity. Parcel consolidation and future development opportunity sites will be determined by market conditions and be part of this later phase.

» **What Gets Built:** Garden style and urban garden apartments (3 to 4 stories) developed by private developers and potentially university partnerships. Additional townhome development on assembled parcels. Possible redevelopment of aging commercial properties into mixed use buildings with student serving ground floor uses and housing above.

» **Where Development Happens:** Development intensifies along Division Street corridor with 3 to 4 story buildings replacing or supplementing existing commercial structures. Continued development on perpendicular streets creates a distributed pattern integrated with existing neighborhood.

Figure 183. Identifying Opportunity Sites with Parcel Consolidation

Figure 184. Expanded Long-Term Development Opportunity Sites

LEGEND

Existing Condition

(1) Redevelopable* Site
(2) Vacant Site

Future Land Use

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

Future Land Use Pattern

Recommended Land Use Framework for the Node

The recommended land use framework organizes Whitworth into character areas balancing transit oriented development along Division Street with distributed residential development on perpendicular and parallel streets. The Division Street Mixed Use Corridor features moderate density development (3 to 4 stories, limited 5 story at select sites) with ground floor student serving uses where market supports. The BRT Station Area immediately surrounding the station near School of Nursing represents the highest intensity development opportunity (4 to 5 stories in long term if market supports), with direct integration between transit, university facilities, and housing. Residential areas on perpendicular streets running east-west toward campus, on Graves and Holland, accommodate residential development (2 to 4 stories) distributed into the existing neighborhood. The Campus Adjacent Transition area west of Division Street should complement campus character. Existing Residential Preservation areas maintain existing character while allowing incremental densification.

Development Intensity

Development along Division Street is intended to support transit ridership while maintaining a moderate scale appropriate for an established residential and campus context. Perpendicular streets and interior blocks step down to respect adjacent single-family areas. Parking is managed through maximum ratios, reduced near the BRT station, and flexible for shared or student housing. Building heights generally range as follows:

» Interior blocks and perpendicular streets: 2–4 stories

» Division Street: 3–4 stories, with select sites near BRT up to 5 stories

Rather than relying solely on floor area ratios, the approach emphasizes building form, placement, and ground-floor activation while providing flexibility for student, faculty, and staff housing.

Transition Areas

Higher-intensity development is carefully transitioned to protect existing neighborhoods and campus character:

» Adjacent to Whitworth University: Heights and massing sensitive to campus buildings

» Perpendicular streets: Step down to single-family neighborhoods

» Rockwood at Whitworth: Setbacks, landscaping, and improved pedestrian and transit connections

Phasing Considerations for Land Use Change

Land use change is expected to occur incrementally, guided by market conditions, institutional needs, and infrastructure investments:

» Near-term: Incentives for student, faculty, and staff housing; flexible ground-floor uses; reduced parking near BRT; streamlined approvals for university partnerships

» Medium-term: Gradually increase expectations for ground-floor activation and building intensity as market conditions support

» Long-term: Ensure overall development aligns with Whitworth University's needs and supports a walkable, transit-oriented corridor

This approach ensures growth is gradual, coordinated, and aligned with long-term transit-supportive and neighborhood-friendly goals.

TRANSPORTATION RECOMMENDATIONS

Whitworth's multimodal strategy focuses on creating safe, comfortable connections between residential areas, Whitworth University campus, and BRT stations, enabling students, faculty, staff, and residents to walk, bike, or take transit. The strategy recognizes that the university actively promotes transit use through free passes and sustainability commitments, but current infrastructure fails to support car free or car light lifestyles. Key elements include coordinating with active transportation plans, processes, and projects of local jurisdictions to ensure development of continuous sidewalk networks and to provide additional accommodating for walking, biking and rolling at intersection crossings. Division Street continues to carry vehicular traffic while transforming into a safer, more balanced multimodal corridor. As redevelopment occurs sidewalks are widened and driveways consolidated.

Multimodal improvements in Francis/Lyons will be implemented incrementally, prioritizing safety and accessibility while building toward a comprehensive network that supports transit-oriented development and campus access. Early investments focus on critical connections for students, faculty, and staff, with later phases expanding bicycle, pedestrian, and transit networks, integrating with campus planning, and enhancing connections to the surrounding community.

This phased approach ensures transportation investments respond to real conditions, reinforce development patterns, and steadily advance a safe, accessible, and connected multimodal Whitworth node.

General transportation improvement recommendations are discussed in Chapter 4. Key priorities that should be considered for the Whitworth node are described next.

Figure 185. Connecting to existing greenways in Spokane can help create more expansive connectivity

Near-Term Priorities

Sidewalk Improvements

- **Enhanced Pedestrian Crossings:** Implement comprehensive crossing improvements at intersections and key mid-block locations, such as those already installed on Hawthorne Road, on all routes serving University students, faculty, and staff, and accessing key locations on Division Street.
- **University Access:** Direct, safe pedestrian routes from BRT stations and surrounding neighborhoods to university entrances.
- **Sidewalk Infill:** Coordinate with local active transportation plans and projects to complete sidewalk gaps along residential streets. Ensure all sidewalks meet ADA standards with firm, stable, slip-resistant surfaces.
- **Wayfinding**: Provide wayfinding signage directing pedestrians to the university and BRT stations.

Bicycle Network Improvements

- **Parallel Routes:** Provide bicycle facilities on streets parallel to Division Street, such as the recently-installed Greta-Whitworth Neighborhood Greenway, to provide comfortable north-south travel without navigating Division Street's high traffic volumes.
- **Crossing Routes:** Provide enhanced bicycle facilities on key streets crossing Division Street. On these streets, provide enhanced intersection and crossing treatments to accommodate bicycle travel through the node.

Driving Improvements

- **Circulation:** Maintain through traffic capacity on Division Street.
- **Traffic Calming:** Reduce vehicle speeds on Division Street by narrowing travel lanes to 10 to 11 feet, and installing curb extensions creating visual narrowing, street trees, textured crosswalks, and gateway treatments.
- **Access Management:** In coordination with City, County and State design standards and processes, broaden the use of raised medians widely on Division Street to manage left turns, reduce conflict points, and provide pedestrian refuge. .

Figure 186. Enhanced crossing provides a buffer between vehicles and pedestrians

Figure 187. Traffic calming measures may raised crosswalks

Long-Term Priorities

Sidewalk Improvements

- **Sidewalks with Landscaping:** Widen sidewalks on Division Street to a minimum of 8–10 feet, separated from traffic by landscaped planting strips with street trees providing shade, buffer, and traffic calming.
- **Enhanced Boarding Areas:** Widen sidewalks to minimum 10-12 feet at BRT stations to accommodate waiting passengers and through-pedestrian traffic.
- **Network Completion:** With development, reduce block sizes and connect the grid of streets east and west of Division Street with low-speed, pedestrian-oriented streets to facilitate pedestrian circulation.

Figure 188. Sidewalk landscaping can create traffic calming

Bicycle Network Improvements

- **Low-Stress Network Connectivity:** Establish neighborhood greenway and trail system connectivity to existing low-stress routes, extending existing low-stress routes such as the Ivanhoe low-stress neighborhood route. .
- **Bicycle Parking:** Provide short-term bicycle parking (racks) at BRT stations, residential developments, and commercial areas; and long-term secure parking (lockers, bike rooms) at BRT stations.

Figure 189. Raised medians offer a buffer and reduce conflicts

Driving Improvements

- **Circulation:** With the completion of the NSC, assess Division Street for lane reallocation to reduce vehicle speeds and volumes through the node.
- **Traffic Calming:** Target 30 mph operating speeds on Division Street, collectors, and arterials through node, reducing speeds through design interventions like narrowed lanes, curb extensions, street trees, and reduced curb radii.
- **Access Management:** Consolidate driveways to reduce conflict points. Encourage new development to use shared access drives between adjacent properties, internal circulation, and rear/side access rather than multiple Division Street curb cuts. Install additional raised medians to manage left turns and reduce conflict points, incorporating street trees and other vertical elements to provide traffic calming benefits.

WHITWORTH NODE

LEGEND

Existing Condition

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

Future Land Use

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

Multimodal Improvement

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

*Improvement to land value is less than 1:1

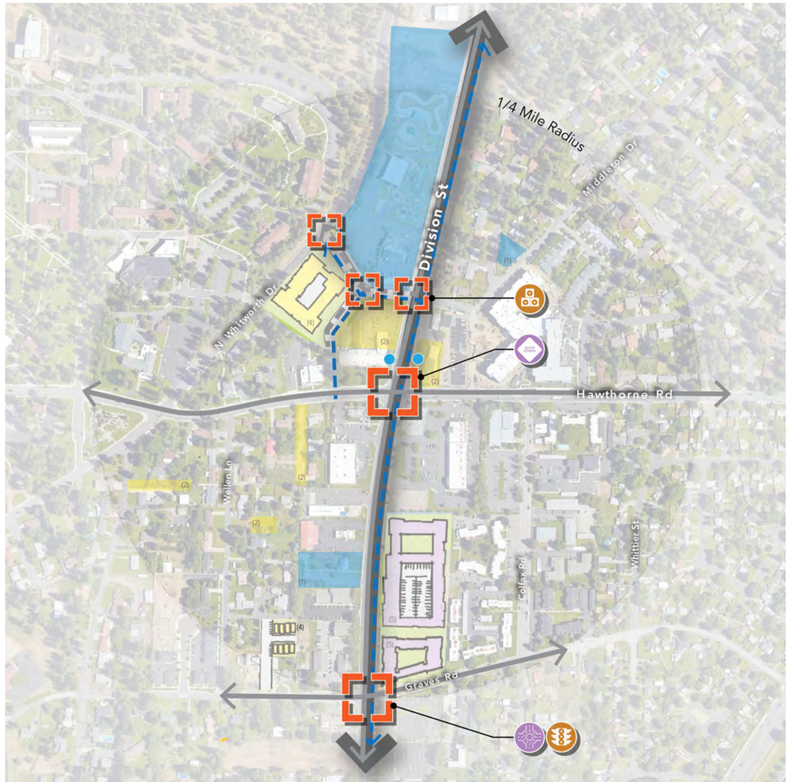


Figure 190. Near-Term Transportation Priorities

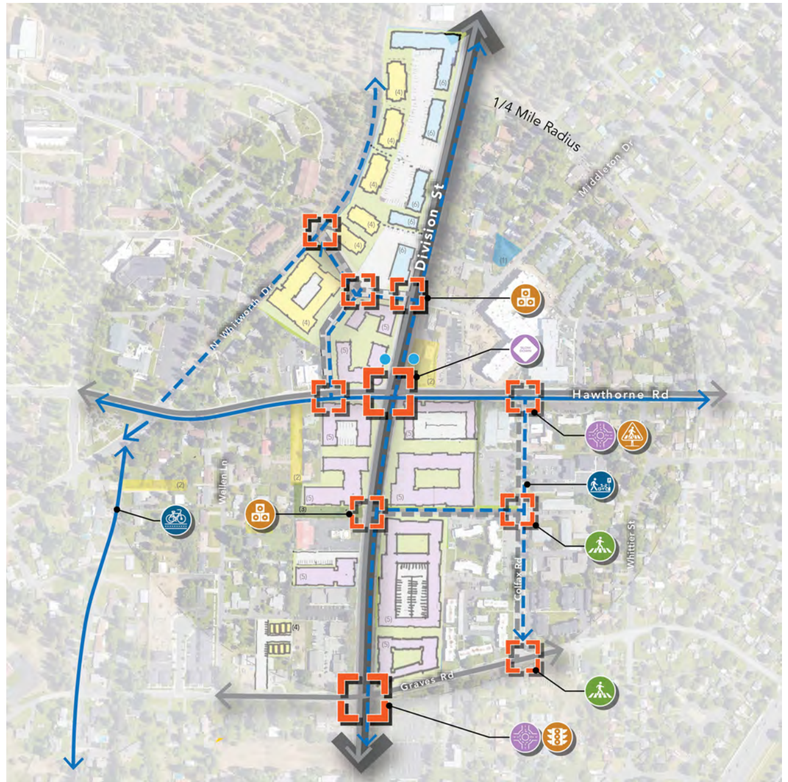


Figure 191. Long- Term Transportation Priorities

Sidewalk Improvements

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

Bike Facility Improvements

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

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

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

Welcoming Streets and Street Development

Not all streets will be designed the same way throughout the node, as they serve different levels of road users, traffic flow, and are intended to serve specific purposes. The Whitworth node street types include:

- **Transit Priority Streets:** Division Street will serve as this type of street in the Whitworth node.
- **Mixed Use Commercial Streets:** Hawthorne Road will be the primary Mixed Use Commercial Street.
- **Neighborhood Connector/Local/ Residential Streets:** Colfax Road, Graves Road, and N Whitworth Drive will serve as the main Neighborhood Connectors while a proposed Residential Street is set to connect Colfax Road and Division Street.
- **Green/Shared Street:** Two proposed Green Streets will connect across Division Street and from the proposed Residential Street to Graves Road.

Coordination with Private Development

Throughout all phases, public improvements will be closely coordinated with private projects.

Frontage Improvements: New developments contribute improvements in the public right-of-way and support shared infrastructure.

Access Reconfiguration: Consolidation of access points to reduce conflicts and improve circulation. New development should use internal circulation and rear/side access rather than multiple Division Street curb cuts

Network Completion: Development reduces block sizes and completes the street grid by establishing new connections, mid-block pathways, and public spaces on larger redeveloping parcels.

Parking Reductions: Reduced parking maximums for new development near BRT stations. Shared parking encouraged between complementary uses

Coordination with University and Community: Throughout all phases, improvements are closely coordinated with Whitworth University to align with campus planning, support university transportation goals, and create seamless connections between campus and the surrounding community.

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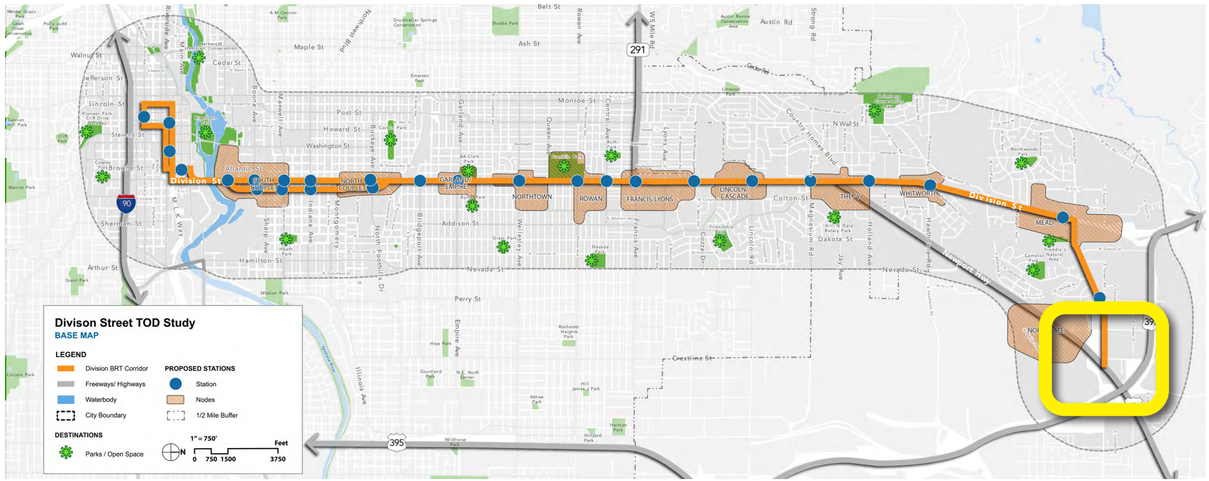
Figure 192. Proposed Street Network at Whitworth

Figure 193. Existing aerial view of Whitworth

Figure 194. Conceptual Phase 1 development intensity at Whitworth

Figure 195. Conceptual Phase 2 development intensity at Whitworth

NORTHGATE NODE



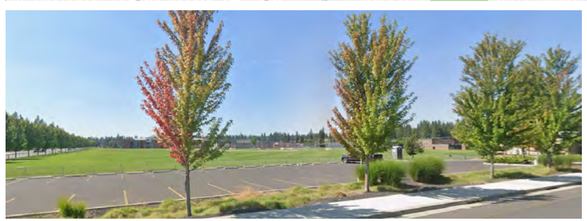


Figure 196. Northwood Middle School is off of Farwell and the Newport Highway

Figure 197. Costco is a major anchor within the node

EXISTING CONDITIONS

Existing Development Patterns and Land Use

The Northgate node represents the most significant greenfield development opportunity along the Division Street Corridor, a blank canvas where transit oriented development principles can be embedded from the outset. The node has experienced the fastest population growth among all priority nodes, more than doubling from 1,391 residents in 2013 to 2,815 in 2023, a 102 percent increase, indicating a potential high demand for housing and associated amenities. Current land use reflects the area's transitional character. Costco, built in 2018, provides a major shopping anchor. Northwood Middle School and Farwell Elementary School serve the growing student population. Two transformative developments are planned that will fundamentally reshape the node. Greenstone Corporation's Mead Works development encompasses over 300 acres and is envisioned as a mixed use community including up to 1,400 residential units, office and retail space, and parks. MultiCare Health System has purchased 30 acres to develop a medical campus featuring outpatient services.

Existing Mobility and Connectivity

Northgate is located in unincorporated Spokane County along Division Street at the northern extent of the planned BRT line. Division Street continues northeast along Hastings Road, serving regional through traffic in addition to local access, creating a high speed, auto oriented environment. The pedestrian environment is minimal to nonexistent in much of the node, with sidewalks sparse and many streets lacking any pedestrian infrastructure. Crossing Division Street is extremely challenging. For families with children, the current environment is unsuitable for multimodal mobility. Children cannot safely walk or bike to school, parks, or friends' homes without adult supervision and vehicle transport. Biking conditions are similarly undeveloped, with Division Street having extremely high stress levels (BLOS 4). The upcoming completion of the North Spokane Corridor (Highway 395 extension) in 2030 will divert regional through traffic from Division Street, creating opportunities to transform Division Street into a more community serving, multimodal corridor.

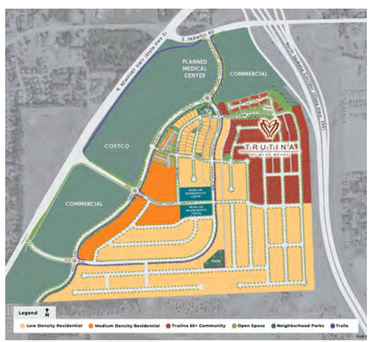


Figure 198. Mead Works planned development

Figure 199. Sparse sidewalks reduce connectivity

MARKET AND FEASIBILITY STUDY RESULTS

The financial analysis indicates that Northgate faces moderate development feasibility challenges due to its Spokane County location (without access to city MFTE program) and moderate household incomes. However, the node's rapid growth, forecasts for increasing incomes, family orientation, and major planned developments create market momentum not present in other county nodes.

Who Lives and Works Here

Northgate has a population of 2,815 residents, having more than doubled since 2013. The demographic profile is distinctly family oriented with young families with children. Employment totals approximately 700 jobs, heavily concentrated in education due to schools and district offices. Commuting patterns show 69 percent of workers living within 10 miles, the highest share among all nodes. The Mead Works development will add up to 1,400 residential units over multiple phases. MultiCare's medical campus will add hundreds of healthcare jobs.

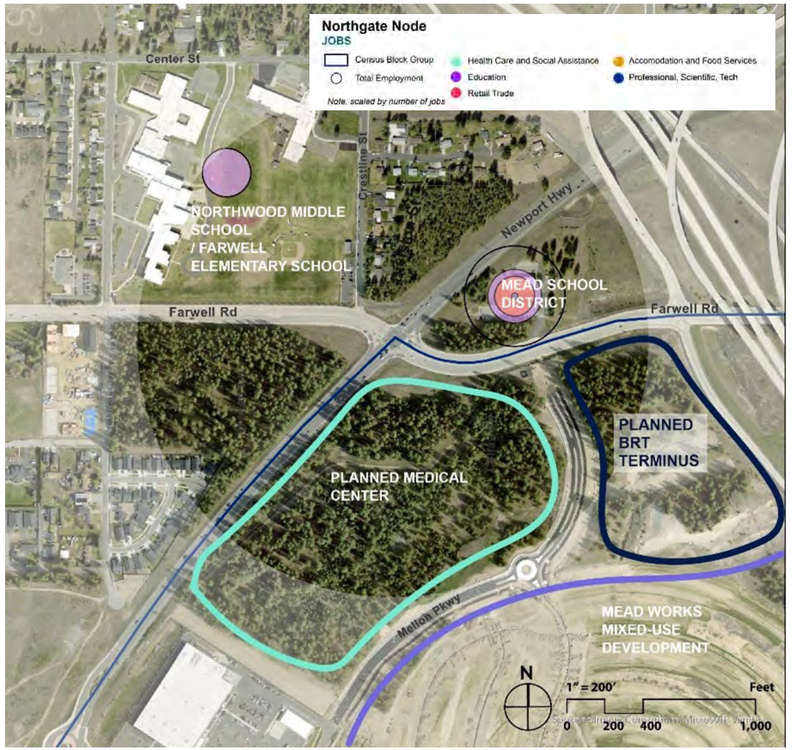


Figure 200. While education is the major industry, there are several planned developments for the Northgate node

What Can Be Built Today

- Townhomes for sale are financially viable under all scenarios and represent an attractive option for families seeking homeownership.
- Townhomes for rent face feasibility challenges without access to MFTE, showing gaps in most scenarios.
- Multi-family apartments are currently in development adjacent to Hastings Road and Farwell Road, and garden style apartments show small feasibility gaps. Urban garden apartments face feasibility challenges, with only highest rent, reduced parking scenarios approaching viability.
- Podium style buildings are not financially feasible under current conditions.

What We've Heard

MultiCare stakeholders emphasized their intention to develop a comprehensive outpatient medical campus. Stakeholders uniformly emphasized the critical importance of planning for transit oriented development now, before development patterns are established.

KEY OPPORTUNITIES

- Blank canvas: Undeveloped land enables planning TOD from scratch
- Committed development: Mead Works and MultiCare campus represent hundreds of millions in private investment. In 2025, the Spokane Transit Authority (STA) also purchased a parcel northeast of the future medical campus and intends to develop the parcel into a terminus for the Division Street BRT.
- Fastest growth: 102 percent population increase demonstrates strong market demand
- Family-oriented: Young families create long term stable resident base
- Good schools: Northwood Middle and Farwell Elementary provide quality education
- Large parcels: Master planned development enables coordinated infrastructure and parks
- Model potential: Successful TOD here demonstrates suburban transit oriented development is achievable

KEY CHALLENGES

- County jurisdiction: No access to city MFTE, county development standards historically suburban oriented
- Auto oriented risk: Without intervention, likely to develop as conventional suburban sprawl
- Infrastructure deficit: Minimal existing pedestrian, bicycle, or transit infrastructure
- Coordination complexity: Multiple large private developers, county planning, transit authority, schools
- Family needs: Families require housing types (townhomes, lower-intensity), parks, safe routes to schools
- School access: Children must be able to walk or bike to schools safely
- Sprawl pressure: Development will occur with or without TOD principles

OVERALL NODE VISION

Role within the Division Street TOD Corridor

Northgate functions as a demonstration of family focused suburban transit oriented development, showing how growing communities in Spokane County can integrate high quality transit, walkable neighborhoods, excellent schools, and abundant parks from the outset. As the northern anchor of the BRT line, Northgate serves families seeking suburban amenities within a sustainable, transit connected framework. The node's success will be measured by ability to create a community where children can safely walk or bike to school, families can access jobs and services by transit, and parks are woven throughout the neighborhood.

Figure 201. Hastings Park and Ride is the primary one within the node

Relationship to Surrounding Neighborhoods and Destinations

Northgate's development must strengthen connections to surrounding assets:

- **Mead Works Development:** Ensuring it follows TOD principles is the single most important planning outcome.
- **MultiCare Medical Campus:** Coordinating campus planning with housing, transit, and multimodal access.
- **Costco:** Integrating with surrounding walkable development through pedestrian and bike access.
- **Schools:** Safe routes to school infrastructure is nonnegotiable, children must walk and bike independently.
- **Park and Ride locations:** The Hastings Park and Ride will be the primary park-and-ride in this node, and will work to increase frequency of service and connect to the North Spokane Corridor.
- **Residential neighborhoods:** Existing subdivisions require safe connections to BRT, schools, parks, and commercial areas.

Desired Character, Intensity, and Mix of Uses

Northgate is envisioned as a family focused, transit oriented community where children can walk to excellent schools, families can bike to parks and services, and BRT provides car free access to jobs and amenities throughout the region. The community integrates diverse housing types in a walkable environment designed for all ages. The node is characterized by a connected street grid (rather than cul-de-sacs), mixed housing types within walkable distance of transit, neighborhood commercial serving daily needs, and an extensive park network. Buildings are scaled appropriately for family focused suburban character, primarily 1 to 3 stories with select 4 to 5 story buildings near transit stations and medical campus.

Key Design Priorities:

- **Safe routes to schools:** Protected pedestrian and bicycle routes from all residential areas to schools
- **Connected street grid:** Network of streets rather than cul-de-sacs enabling direct routes and walkability
- **Integrated parks:** Open space network woven throughout development
- **Family serving uses:** Ground floor neighborhood commercial meeting daily needs
- **Diverse housing:** Range of types and prices serving families at different income levels
- **Medical campus integration:** MultiCare campus designed for pedestrian, bike, transit access
- **Transit orientation:** Development focused within walkable distance of BRT stations
- Target Land Use Mix (within ¼ mile of BRT):
- **Residential:** 55–65% (diverse types: single family, townhomes, multi-family)
- **Parks/Open Space:** 15–25% (integrated park network, green infrastructure)
- **Commercial/Retail:** 10–15% (neighborhood serving retail, healthcare services)
- **Healthcare/Medical:** 5–10% (MultiCare campus, medical office)
- **Institutional:** 5–10% (schools, community centers, childcare)

FUTURE LAND USE AND URBAN FORM RECOMMENDATIONS

The land use framework must establish clear principles for master planned development: connected street grid enabling walkability, mixed housing types serving diverse households, integrated parks woven throughout, transit oriented development concentrated within walkable distance of BRT stations, and family friendly design ensuring children can safely walk and bike to schools.

Figure 202. Creating safe bicycle facilities will increase connectivity to other nodes

Development Opportunity Sites

Northgate opportunities are dominated by large master planned sites:

- **Mead Works (Greenstone):** The 300+ acre development represents the primary opportunity. Ensuring this follows TOD principles will define Northgate's character.
- **MultiCare Medical Campus:** The 30 acre site provides opportunity for healthcare employment cluster.
- **Scattered Infill Parcels:** Vacant lots provide opportunities for incremental development.

Figure 203. Renderings of the Greenstone development show a mix of uses

How Development Occurs Over Time

Development occurs primarily through phased build out of Mead Works. Critical decision points occur in near term. If Mead Works is approved with cul-de-sac street pattern and conventional suburban design, that pattern will be built and very difficult to change. If approved with connected grid, mixed housing types, and transit oriented standards, each subsequent phase builds on that framework.

Transit oriented development in Northgate will occur through large scale, master planned projects developed in multiple phases over 15 to 20 years. The near term (0 to 10 years) is critical for establishing TOD framework before development patterns are set. BRT infrastructure will be built regardless, but whether development around stations is walkable or car dependent depends on decisions made in the next 1 to 3 years.

Figure 204. Development Opportunity Utilizing Vacant and Redevelopable Sites

Figure 205. Near-Term Development Opportunity Sites

Near-Term Buildout (0–10 Years)
The near term is critical for establishing TOD framework before development patterns are set.

» **What Gets Built:** Mead Works Phase 1 likely includes townhomes and lower-intensity homes. MultiCare site acquisition and planning occur but construction likely waits for Highway 395 completion (2030).

» **Where Development Happens:** Mead Works development begins on portions with best access, likely interior sites establishing residential neighborhoods before mixed use corridor emerges.

LEGEND

Existing Condition

(1) Redevelopable* Site

(2) Vacant Site

Future Land Use

(3) Residential Development

(4) Mixed Use Development

(5) Commercial/ Retail/ Office

Long-Term Buildout (10–20+ Years)
With BRT mature, medical campus operational, most Mead Works built out, Northgate evolves into a complete, sustainable community. Parcel consolidation and future development opportunity sites will be determined by market conditions and be part of this later phase.

» **What Gets Built:** Final Mead Works phases complete the build out. Additional commercial development serves growing population. Senior housing may emerge serving aging population.

» **Where Development Happens:** Infill of remaining parcels, potential intensification along Division Street.

Figure 206. Identifying Opportunity Sites with Parcel Consolidation

Figure 207. Expanded Long-Term Development Opportunity Sites

LEGEND

Existing Condition

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

Future Land Use

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

Future Land Use Pattern

Recommended Land Use Framework for the Node

The Division Street Transit Corridor features mixed use development with neighborhood serving commercial and multi-family housing (3 to 5 stories) within walkable distance of BRT stations. The Medical Campus District develops as healthcare employment cluster. The Mead Works Mixed Use Community includes diverse housing types organized around connected street grid with integrated parks and neighborhood commercial. School Centered Neighborhoods organize residential development around schools with safe walking and biking routes. A Park and Open Space Network is woven throughout as connected greenway system.

Development Intensity

Development intensity is calibrated to support transit while maintaining family friendly suburban character:

- **Division Street Corridor:** 3–5 story mixed-use buildings.
- **Mead Works Residential Areas:** Primarily 1–3 story buildings.
- **Density:** Approximately 8–15 units per acre within ½ mile of BRT stations.
- **Standards:** Emphasizes building form, placement, and active ground floors rather than rigid FAR limits.
- **Parking:** Managed through maximum ratios, with reduced requirements near BRT stations.

Transition Areas

New development is designed to respect surrounding neighborhoods and natural edges:

- **Toward Existing Subdivisions:** Step down building heights and intensity.
- **Near Schools:** Development enhances rather than overwhelms school sites.
- **To the North and East:** Transition to rural county areas using green space buffers.

TRANSPORTATION RECOMMENDATIONS

Northgate's multimodal strategy must create a comprehensive network from scratch, designed from the outset to support safe walking and biking for children to schools, family friendly recreation, and transit access for all households. Key elements include ensuring continuous sidewalk networks and accessible bicycle facilities designed for all ages and abilities.

Multimodal improvements in Northgate will be implemented incrementally, with early efforts focused on establishing a safe, accessible, and coordinated network. As development occurs, the system will expand to provide full connectivity for pedestrians, bicyclists, and transit users, while maintaining safe vehicular circulation. This phased approach ensures that investments respond to real conditions, support active transportation, and gradually create a safe, accessible, and fully connected Northgate node.

Key priorities that should be considered for the Northgate node are described below.

Figure 208. Creating infrastructure for all ages and abilities is important for Northgate's strategy

Near-Term Priorities

Sidewalk Improvements

- **Safe Routes to Schools:** Pedestrian accommodation should be most supportive on routes serving the schools in and around the node.
- **Lighting and Wayfinding:** Pedestrian-scale lighting along all sidewalks, park paths, and school routes. Wayfinding signs with distances and travel times, using family-friendly icons.
- **Enhanced Pedestrian Crossings:** Implement comprehensive crossing improvements at intersections and key mid-block locations.
- **Transit access:** Direct, safe routes from all residential areas to BRT stations.
- **Accessibility:** In accordance with existing City, County and State standards, ensure all sidewalks meet ADA standards with firm, stable, slip-resistant surfaces.
- **Wayfinding**: Provide wayfinding signage directing pedestrians to BRT stations.
- **Trail Network Connectivity:** Establish multi-use trails and greenways connecting to the existing trail network.

Bicycle Network Improvements

- **Safe Routes to School Network:** Priority facilities connecting residential areas to Northwood Middle School and Farwell Elementary, using protected bike lanes or neighborhood greenways. Includes bike parking at schools and coordination with the district on safety education.
- **Crossing Routes:** Provide enhanced bicycle facilities on key crossings. On these streets, provide enhanced intersection and crossing treatments to accommodate bicycle travel through the node.

Figure 209. Creating safe routes along neighborhood greenways can help increase bikeability for youth

Long-Term Priorities

Sidewalk Improvements

- **Connected Street Grid**: As new development occurs, the network of streets should be connected, providing pedestrian cut-throughs when dead-ends or cul-de-sacs are constructed.
- **Sidewalks with Landscaping:** Widen sidewalks to minimum 8–10 feet, separated from traffic by landscaped planting strips with street trees providing shade, buffer, and traffic calming.
- **Enhanced Boarding Areas:** Widen sidewalks to minimum 10 feet at BRT stations to accommodate waiting passengers and through-pedestrian traffic.
- **Network Completion:** With development, reduce block sizes, complete the WSDOT Complete Streets project and pathway along US Highway 2, and connect the grid of streets with low-speed, pedestrian-oriented streets to facilitate pedestrian circulation. Require a connected street network in Mead Works rather than cul-de-sacs, with maximum block lengths of 400–600 feet.

Bicycle Network Improvements

- **Neighborhood Greenways:** Low-volume residential streets within Mead Works optimized for family cycling.
- **Multi-Use Trails:** Provide separated recreational paths through parks accommodating those that are walking, biking, or rolling.
- **Regional Trail Connections:** Provide pathway and greenway links to regional trails.
- **Bicycle Parking:** Provide short-term bicycle parking (racks) at BRT stations, residential developments, and commercial areas; and long-term secure parking (lockers, bike rooms) at BRT stations.

Driving Improvements

- **Traffic Calming:** Construct residential streets, using traffic calming measures like speed humps, traffic circles, and gateway treatments to achieve target speeds of 20–25 mph in residential areas and 25–30 mph arterials.
- **Access Management:** Consolidated access points to Newport Highway to reduce conflicts and improve flow.

Figure 210. Creating facilities optimized for family biking is a long-term priority of the project

NORTHGATE NODE

LEGEND

Existing Condition

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

Future Land Use

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

Multimodal Improvement

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

*Improvement to land value is less than 1:1

Figure 211. Near- Term Transportation Priorities

Figure 212. Long- Term Transportation Priorities

Sidewalk Improvements

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

Bike Facility Improvements

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

Driving Improvements

- Traffic calming
- Install median
- Curb extensions

Intersection Improvements

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

Welcoming Streets and Street Development

Not all streets will be designed the same way throughout the node, as they serve different levels of road users, traffic flow, and are intended to serve specific purposes. The Northgate node street types include:

» **Transit Priority Streets:** Farwell Street will serve as this type of street in the Northgate node.

» **Mixed Use Commercial Streets:** Newport Highway and the northern portion of Farwell Road that crosses Newport Highway Road will be the primary Mixed Use Commercial Streets.

» **Neighborhood Connector/Local/ Residential Streets:** Pittsburg and Crestline Streets will serve as the main Neighborhood Connectors while three proposed Residential Streets are set to create a more interconnected network, from the north end of Farwell Road down to Pittsburg Street.

» **Green/Shared Street:** One proposed Green Street will connect Newport Highway to Crestline Street.

Coordination with Private Development

Throughout all phases, public improvements will be closely coordinated with private projects.

Mead Works Coordination: Align multimodal improvements with planned development.

Frontage Improvements: New developments contribute improvements in the public right-of-way and support shared infrastructure.

Network Completion: Development reduces block sizes and completes the street grid by establishing new connections, mid-block pathways, and public spaces on larger redeveloping parcels.

Parking Reductions: Reduced parking maximums for new development near BRT stations. Shared parking encouraged between complementary uses

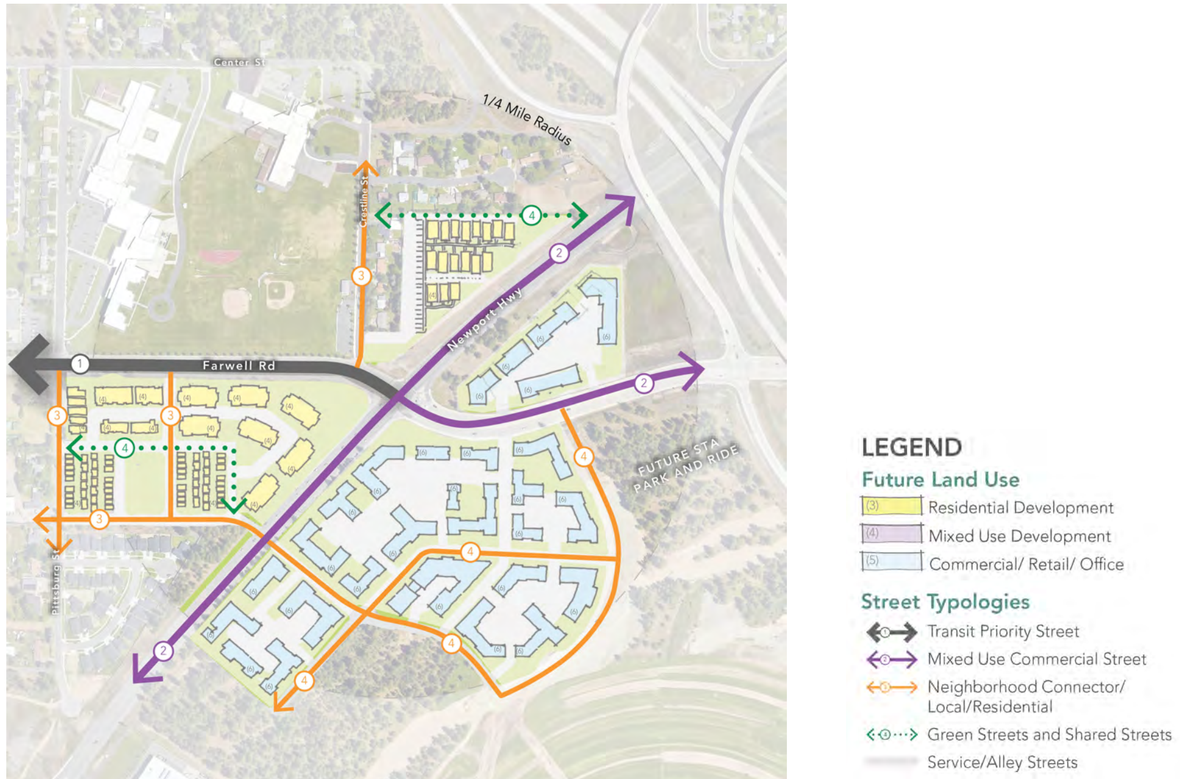


Figure 213. Proposed Street Network for the Northgate

Figure 214. Existing aerial view of Northgate

Figure 215. Conceptual Phase 1 development intensity at Northgate

Figure 216. Conceptual Phase 2 development intensity at Northgate

"I agree that making Spokane more friendly to other transit types would greatly increase quality of life, safety, and reduce noise and air pollution!"

- Node Concept Survey Participant

6

6. IMPLEMENTATION

IN THIS CHAPTER

INTRODUCTION

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

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

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

convenient, and comfortable option for people traveling by multiple modes.

Strategic actions range from near-term projects to more intensive projects that will require a longer timeframe to complete. For each action, the matrix includes the type of project, timeline, lead agency or partner, additional partners, funding source, and location of the project. Some projects are corridor-wide, while others will pertain to a specific node or station area. It is important to note that as the corridor evolves and the needs of the community change, it will be crucial utilize community engagement and input to continue shaping the plan.

Figure 217. Each node will identify different types of housing that would best complement the surrounding area

Figure 218. Project Schedule

Figure 219. A mix of uses can reinvigorate a neighborhood and increase walkability

IMPLEMENTATION MATRIX

Land Use and Urban Design

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

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
LU - 1	Incorporate TOD-related policies into the City and County Comprehensive Plans that require pedestrian-focused design for streets and buildings near BRT transit stations.	Near-Term	City, County	STA		Corridor-wide
LU – 2	Review the City's Centers and Corridor Plan to identify changes needed to implement the Division Street TOD Plan.	Near-Term	City of Spokane			City of Spokane nodes
LU – 3	Audit the existing development code to identify required changes to implement TOD in the Division Street Corridor. This should also include a consistency analysis with Statewide TOD requirements.	Near-Term	City (County, if opting in)	STA		Corridor-wide
LU – 4	Create a TOD-specific Mixed-Use Zoning District to implement the TOD plan, like in Redmond. Consider applicability to other TOD areas in the City, such as South Logan.	Near-Term	City, County			Corridor-wide
LU – 5	Restrict new drive-thrus within ¼ mile of BRT transit stations.	Near-Term	City, County			Corridor-wide
LU – 6	Develop new TOD-specific site development guidelines, including requirements for: » building frontage » block length » parking requirements » landscaping » station access and circulation	Near-Term	City, County			Corridor-wide
LU – 7	Identify street corridors in the South Couplet area where temporary modifications could occur to reduce ROW width and to improve the pedestrian experience. This could include the use of temporary planters, seating, and bollards to increase pedestrian space.	Near/Mid-Term	City of Spokane			South Couplet node

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
LU – 8	As necessary, update existing street design standards to include parallel Main Street cross sections that include narrow travel lanes, on street parking, landscaping, and urban amenities.	Near/Mid-Term	City, County			Corridor-wide
LU – 9	Develop a consistent Complete Streets vision for Division Street.	Near/Mid-Term	City, County			Corridor-wide
LU – 10	Update Parks and trails plans to incorporate recommended connections to existing trails, parks, plazas.	Near/Mid-Term	City, County			Corridor-wide
LU – 11	Develop subarea plans for priority stations, focusing on the South Couplet as the first plan.	Near/Mid-Term	City, County			Prioritized station areas
LU – 12	Develop focused area concept master plans for sites over an acre – focusing on identified catalyst sites.	Near/Mid-Term	City, County			Prioritized station areas
LU – 13	Create urban design standards/guidelines to reallocating wide rights-of-way for other uses, including, pedestrian amenities and site development.	Near/Mid-Term	City, County			Corridor-wide
LU – 14	Update the Housing Action Plan to incorporate financial feasibility of housing types. Implement displacement and gentrification policies in the corridor through zoning and development incentives.	Near-Term	City, County			Corridor-wide
LU – 15	Consider incentives for increase the supply of affordable housing.	Near/Mid-Term	City, County			Corridor-wide
LU – 16	Develop a public placemaking and wayfinding strategy for the corridor.	Near-Term	City, County			Corridor-wide

Figure 220. Creating welcoming, urban spaces through placemaking is an important consideration

LU-1. Incorporate **TOD-related policies into the City and County Comprehensive Plans that require pedestrian-focused design** for streets and buildings near BRT transit stations.

» The public right-of-way is the primary public space in urban areas, and its design influences how people experience the corridor. By aligning these planning documents with TOD-focused development, it can help support the City and County in their pursuit of more pedestrian-friendly streetscapes through sidewalk space management and pedestrian or furnishing zones, providing flexible open spaces along the corridor, with enhancing the use of sustainable design that can easily be maintained by the City or County.

LU-2. Review the **City's Centers and Corridor Plan** to identify changes needed to implement the Division Street TOD Plan.

» This study provides recommendations for land use and zoning regulations along major corridors in Spokane. The Division Street Transit-Oriented Development Plan incorporates those recommendations and also aligns City and County efforts for investment through a shared vision that supports mixed-use and pedestrian-friendly development. This task ensures that recommendations are aligned, particularly at the priority nodes along Division Street.

LU-3. Audit the **existing development code** to identify required changes to implement TOD in the Division Street Corridor. This should also include a consistency analysis with Statewide TOD requirements.

» An audit will ensure compliance between the development code, land use regulations, and statewide regulations pertaining to transit-oriented development.

LU-4. Create a **TOD-specific Mixed-Use Zoning Districts** to implement the TOD plan. Consider applicability to other TOD areas in the City.

» Mixed-use development is the cornerstone of successful transit-oriented communities as they support activities, increase transit ridership, reduce single-occupancy vehicle dependence, and foster more vibrant public spaces. Zoning at station areas should include a balanced mix of uses appropriate to each node's character and market conditions. Higher-intensity nodes near Downtown and major activity centers can support greater commercial density, while emerging nodes may initially focus on residential development with neighborhood-serving retail in horizontal mixed-use development.

LU-5. Restrict new drive-thrus within ¼ mile of BRT transit stations.

» Drive-thrus promote auto-oriented development and generally restrict access to those with a vehicle. They can also increase traffic congestion and increase vehicle conflicts with pedestrians and cyclists at near driveways. Improving the pedestrian and bicycle environment requires fewer conflict points s. Restricting drive-thrus within close proximity to BRT transit stations increases opportunities for pedestrians to have uninterrupted access to these stations.

LU-6. Develop new **TOD-specific site development guidelines**, including requirements for **building frontage, block length, parking requirements, landscaping, station access and circulation**.

» Safe and comfortable streetscapes are influenced by built environment and surrounding landscape. The City and County should develop new or modify existing site development guidelines the addresses building placement and street frontage, step-backs and neighboring areas, block length, parking management, landscaping, and pedestrian access and circulation. TOD-specific site design guidelines improve outcomes that align with the shared corridor vision. They can also be applied to future subarea plans and private development. The City's Center and Corridors Plan (LU-2) will inform these guidelines.

LU-7. Identify **street corridors in the South Couplet area where temporary modifications could occur to reduce ROW** width and to improve the pedestrian experience. This could include the use of temporary planters, seating, and bollards to increase pedestrian space.

» Effective streetscape design requires thoughtful allocation of limited right-of-way to balance multiple functions while prioritizing safety and comfort for all users. However, permanent changes can be expensive investments that may not always be received well by the community. By testing out certain configurations that employ different types of sidewalk organization and employ varying levels of functional zones, it can help inform more permanent infrastructure changes and investments. The South Couplet should be a node to prioritize, as it is the gateway to the Division Street Corridor and is the most market ready of the station nodes tested.

LU-8. As necessary, **update existing street design standards to include parallel Main Street cross sections** that include narrow travel lanes, on street parking, landscaping, and urban amenities.

» Identifying the primary design elements for a roadway can help visually communicate the appropriate design characteristics, functional uses, and space management.

LU-9. Develop a **consistent Complete Streets vision** for Division Street.

» The City of Spokane signed an updated Complete Streets Ordinance into law in 2025, intent on providing and building more streets that accommodate users of all types, including those biking, walking, and using transit (SMC 17H.020.040). WSDOT, the City and County will need to work together to align these requirements with the State requirements for complete streets for Division Street.

LU-10. Update parks and trails plans to incorporate recommended connections to existing trails, parks, and plazas.

» Parks plans provide guidance for the City and County in their planning decisions and funding allocations. By including updated or proposed connections into the City's Parks & Natural Lands Master Plan as well as the County's Parks, Recreation, and Open Space (PROS), these trails will be integrated into the broader regional vision; receiving additional support, access to funding opportunities, and create alignment across the county.

LU-11. Develop **subarea plans for priority stations**, focusing on the South Couplet as the first plan.

» Start work where the is the most opportunity for near-term change. The financial feasibility analysis identify the South Couplet as the area with the greatest likelihood of developing TOD along the Division Street Corridor. Develop a South Couplet Subarea plan that refines the streetscape, mobility, urban design, and development incentive structure to spur development. This plan can then inform future planning along the Division Street corridor for other nodes.

LU-12. Develop **focused area concept master plans for sites over an acre** – focusing on identified catalyst sites.

» Development is anticipated to take place over time and in phases. For larger sites, require the development of a concept master plan that identifies long-term land use, infrastructure needs, barriers and environmental impacts, and layout that optimizes site development. A structured, phased plan can help prevent delays and increase efficiency with space and funds.

LU-13. Create **urban design standards/ guidelines to reallocating wide rights-of-way for other uses**, including, pedestrian amenities and site development.

» Similar to LU-8, identifying the primary design elements for a roadway can help visually communicate the appropriate design characteristics, functional uses, and space management.

LU-14. Update the **Housing Action Plan** to incorporate financial feasibility of housing types. Implement displacement and gentrification policies in the corridor through zoning and development incentives.

» Both the City and County have Housing Action Plans. However, by including updated language in these documents related to TOD, jurisdictions can proactively integrate policies that support at-risk communities and prioritize strategies along the corridor that may be subject to a disproportionate impact from increased development or access to amenities.

LU-15. Consider **incentives for increase the supply of affordable housing**.

» Pursue multiple strategies that create and preserve affordable housing, including inclusionary requirements for new development, dedicated affordable housing on public land, direct public investment, density bonuses, parking reductions, fee waivers, and property tax incentives. No single strategy will be sufficient, and strategies should be tailored for the City and County.

LU-16. Develop **a public placemaking and wayfinding strategy** for the corridor.

» By developing a comprehensive wayfinding system to help people navigate by multiple modes, the City and County can work together to create consistent design standards with low-maintenance and durable materials, ADA compliance, and multi-lingual information that benefits the surrounding communities' needs. Creating spaces where people not only feel safe, but welcome, is an important piece in helping people walking, biking, or using transit to choose multimodal options more frequently. For people walking or biking, this may look like directions, walking distances to nearby destinations, or connectivity to other modes. For those utilizing transit, this may look like mobile-friendly apps and trip-planning tools or real-time transit information to help people better plan their trips.

Figure 221. Modifying and updating spaces to support multimodal options to nearby destinations is a critical piece

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

Economic Development

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
EC - 1	Stewardship and Implementation Capacity. Establishment of a dedicated coordinator role or a team to manage planning and implementation of the Division St TOD projects.	Near-Term	City of Spokane, Planning Department	Spokane County, STA	Could range from just reassigning existing staff to a new 0.5 or 1.0 FTE	Corridor-wide
EC - 2	Multi-Family Tax Exemption (MFTE) – Targeted Corridor Amendment.	Near-Term	City, County	Outreach to the development community	Staff time only, possible consultant support on feasibility/	City of Spokane nodes
calibration	City of Spokane nodes only (South Couplet, Rowan, Francis Lyons)	Near-Term	City (County, if opting in)	STA		Corridor-wide
EC - 3	Public-private partnership (PPP) with key landowners in the corridor (development agreements, MOUs, etc.) to solidify shared planning goals, timelines, funding, infrastructure, design, etc.	Near-Term	City, County	Spokane County, STA, private developers, large landowners and employers in the corridor, Gonzaga and Whitworth University, NorthTown Mall, Providence Holy Family, Mead Works	Mainly existing staff time (or TOD manager), plus possibly some legal support	Corridor-wide
EC - 4	Catalyst development opportunity. Identify catalyst sites and target funding, incentives, and early projects to those sites.	Near/Mid-Term	City, County	STA, Private Developers	TIF, FTA Joint Development, NMTC, MFTE, and other tools as available	South Couplet (Near-Term), other nodes in Mid-Term
EC - 5	Land acquisition and development. Leverage land acquisition for construction for future use as TOD.	Near/Mid-Term	STA, County	Private Developers and Landowners	FTA Joint Development	Rowan, Francis Lyons, Whitworth, Northgate
EC - 6	Public-public Partnership: continuous coordination between the key agencies (City, County, and STA) regarding the progress and implementation.	Near-Term	City, County	Spokane County, STA, WSDOT	Staff time	Corridor-wide
EC - 7	Study the feasibility of establishing a TIF district.	Near-Term	City, County	Spokane County	Staff time, consultant contract for feasibility study	Corridor-wide
EC – 8	Federal, state and local programs and financing tools.	Near- to Long-Term	Private Developers		N/A, private and government funding or subsidies.	Most nodes, depending on the program they qualified for.
EC – 9	Market Analysis Update.	Near- to Long-Term (every 5-10 years)	City, County		City funding, general fund, TIF	Corridor-wide

EC-1. Division Street TOD Program **Stewardship and Implementation Capacity**

The City and County should designate a dedicated staff position or interdepartmental team within the planning department to lead the planning, coordination, and implementation of TOD along the Division Street corridor. As the region's highest priority development corridor, the Division Street TOD initiative requires consistent institutional ownership to **maintain policy momentum**, **coordinate across departments** and **jurisdictions**, and **serve as a reliable point of contact** for the development community and corridor stakeholders. In its current form, TOD-related responsibilities are distributed across multiple departments without a clearly assigned lead, potentially creating coordination gaps. A designated implementation role would consolidate stewardship of the Division Street corridor under a single accountable office.

- The scope of this role should include stewardship of future planning phases of the Division Street TOD nodes and corridor-wide planning. The lead may be responsible for various managerial tasks related to the Division Street TOD, including but not limited to:

Developer and stakeholder engagement. Establish and facilitate a regular quarterly meeting bringing together active and prospective developers and key Division Street stakeholders to maintain ongoing relationships and provide City support for corridor development. This engagement will provide a consistent platform for the City and County to communicate planning goals and priorities, provide regulatory and incentive program updates, address barriers to development, and sustain momentum necessary to attract and retain private investment along the corridor.

Communication strategy. Maintain relationships with existing corridor businesses, community organizations, and residents. Manage public communication and reporting regarding the corridor progress and projects underway.

Performance monitoring and accountability. A performance monitoring framework tracking corridor progress and providing project updates to elected officials and the public would help to assess the effectiveness of projects implementation in the priority nodes and Division Street corridor. The team should develop and maintain a corridor performance dashboard tracking key TOD indicators such as residential units permitted, commercial investments, infrastructure implements, and ridership. The dashboard should be updated at least annually.

EC-2. Local regulation amendments: **Multi-Family Tax Exemption (MFTE) – Targeted Corridor Amendment**

- Amend the City's MFTE program geographically concentrate within the Division Street corridor, aligning the incentive structure with the City's transit-oriented development priorities for the current planning horizon. In its present form, the MFTE program extends tax exemption benefits to qualifying multifamily development on a citywide basis, dispersing the incentive effect across a broad geography without prioritizing areas of strategic investment. By narrowing program eligibility to the Division Street TOD corridor, the City and County can more effectively direct residential density to locations where it will generate the greatest public benefit – namely, those served by high-frequency transit and targeted for infrastructure investment.
- This amendment would recalibrate the MFTE as a place-based tool rather than a broadly available subsidy, concentrating market activity and development interest along the corridor during a period when momentum and policy alignment are critical to achieving TOD outcomes.

EC-3. Public-private partnership (PPP) with key landowners in the corridor (development agreements, MOUs, etc.) to solidify shared planning goals, timelines, funding, infrastructure, design, etc.

- Conduct regular, ongoing outreach with landowners and businesses along the Division Street corridor, prioritizing those who own land in key nodes. Regular conversations with these landowners will highlight opportunities for collaboration on developing catalyst sites. This could be a formal meeting held at a regular cadence (i.e., quarterly) or one-on-one meetings and phone calls. The City and County should clearly communicate planning goals with landowners and find potential points of collaboration and mutual benefit.
- As opportunities arise, the City and County should be prepared to collaborate with landowners and potential developers and to negotiate benefits agreements in exchange for targeted investment. This investment could include site infrastructure, rent subsidies for affordable housing, funding for community spaces, etc.
- The City and County should negotiate development agreements with landowners and developers to ensure that development is aligned with regional goals for the corridor. A memorandum of understanding (MOU) is a typical first step toward a more binding development agreement, which outlines the investment the City is prepared to offer and conditions under which it could be withheld, and the County, if applicable.

EC-4. Catalyst development opportunity. **Identify catalyst sites and target funding, incentives, and early projects** to those sites.

- Catalyst developments are projects in key areas, typically with high visibility, which can "prove" a market for other developers who may view the area as risky or untested. The successful completion of catalyst developments can increase developer and investor interest in an area and open the door to more projects. Because these projects can be riskier for developers and lenders, City investment and incentives help to improve the likelihood that a catalyst project is built.
- The City and County should identify key sites along the Division Street corridor where high-quality TOD would be visible and could be break ground within the next few years. Identification of sites should take into account location (including proximity to the planned BRT stops), current use(s), and landowner interest in redevelopment.
- Once catalyst sites are identified, the City and County should determine whether infrastructure improvements could make the site more attractive for developers and investors. If so, these projects should be prioritized in the capital facilities plan.

EC-5. Land acquisition and development. **Leverage land acquisition for construction** for future use as TOD.

- As the City identifies catalyst sites, there could be opportunities for the City to acquire land for future TOD development. The City should stay apprised of listings along the Division Street Corridor and work with the owners of key sites to better understand their future use plans. The City should also collaborate with transportation agencies that already own land along the corridor. Owning land at key sites would provide the City with more leverage and opportunities for public-private partnerships.

EC-6. Public-Private Partnership: continuous coordination between the key agencies (City, County, and STA) regarding the progress and implementation.

- Achieving the TOD goals on the Division Street requires sustained coordination among the City, County, WSDOT, and STA. Each agency and jurisdiction investments and decision along the corridor are deeply interdependent for the success of the TOD in the corridor. Key areas of ongoing should include alignment between land use and transit investments, joint identification of catalyst development sites, and coordinated infrastructure development timing.
- Some funding opportunities may require multi-agency support and coordination. The partnership structure should enable rapid and coherent responses, reflecting a shared institutional commitment to the transit-oriented development in the corridor. Shared regional commitment will signal to the development community, state and federal government, and the broader public that the Division Street TOD is a regional planning priority, increasing its credibility as a long-term planning initiative.

EC-7. Study the feasibility of establishing a **TIF district.**

- Tax increment financing (TIF) is a relatively new tool in Washington but has been used successfully nationwide to support infrastructure investment in areas where jurisdictions want to catalyze new development. TIF allows cities to reinvest new property tax revenue from a specified district into projects in the same area.
- In Washington, the one percent cap on revenue increases each year can limit the effectiveness of TIF programs. However, some cities and ports are already seeing some success in implementing TIF districts. The City should study the feasibility of establishing a TIF district along Division to determine whether it would raise enough revenue to support the implementation of key infrastructure projects.
- For residential development, the tax abatement of MFTE may conflict with property tax generation under TIF since properties would pay lower or no property taxes during the MFTE abatement period. However, TIF can still be beneficial in county nodes and would also be beneficial for non-residential development throughout the corridor.

EC-8. Utilize federal, state and local programs, and financing tools. Examples include but are not limited to:

- New Markets Tax Credit (NMTC). Most of the nodes or part of the node fall under the NMTC eligibility. The program helps attract private investment to low-income and underserved communities. This program would benefit mixed-use and commercial components of TOD projects.
- Opportunity Zone. Portion of the South Couplet node currently qualifies for the federal capital gains tax deferral incentive. The original Opportunity Zone program sunsets at the end of 2026, but Opportunity Zones 2.0 will begin in January 2027, and states will have an opportunity to designate qualified Census tracts every ten years. In Washington, applications for OZ 2.0 designation will be accepted between April 1 and May 1, 2026. According to the Washington Department of Commerce, several tracts along Division Street in the City of Spokane and Spokane County (near Northgate Node) are Opportunity Zone-eligible. Guidance from the Washington Department of Commerce recommends that cities support and endorse tract nominations through letters of support, investor letters of interest, local government resolutions, and community engagement documentation. Applications will be scored based on community need, investment readiness, and policy alignment.
- TIF, described in detail in the EC-7.
- Low-Income Housing Tax Credit (LIHTC). Private developers can utilize this tool to financing affordable residential units within mixed-income TOD projects.

EC-9. Update the **Division Street Corridor market analysis** every five to ten years.

- Market conditions change, often in very unexpected ways. Changes in rent, material and labor costs, interest rates, national trends, in-migration, jobs, and demographics can all impact investor interest, development feasibility, and infrastructure needs. Updating the market analysis for the corridor on a regular basis (ideally every five to ten years) will help the City understand the changing conditions in the Division Street corridor and implement policies and infrastructure investments that best support continued investment in the corridor.

Figure 222. Looking at the types of buildings, market opportunities, and opportunities for development can help build on the City's economic development plan

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

Transportation and Mobility

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
TR - S1	Add enhanced crossings (with development) at Normandie and Mission	Long-Term	City of Spokane	Developers		South Couplet
TR - S2	Add enhanced crossings (with development) at Normandie and North River	Long-Term	City of Spokane	Developers		South Couplet
TR - S3	Add enhanced crossings (with development) at Atlantic and Cataldo	Long-Term	City of Spokane	Developers		South Couplet
TR - S4	Reduce curb radii; install median refuge islands; install traffic calming on channelized right turn lane; implement leading pedestrian intervals at Division and River	Near-Term	WSDOT			South Couplet
TR - S5	Provide enhanced pedestrian crossings (likely PHB or signal) at Division and Cataldo	Near-Term	WSDOT			South Couplet
TR - S6	Provide enhanced pedestrian crossings (likely PHB or signal) at Division and Desmet	Mid-Term	WSDOT			South Couplet
TR - S7	Install separated bike lanes on Division and PHB to improve crossing for cyclists through offset intersection at Division and Boone » Division Connects, project 21	Long-Term	WSDOT		City of Spokane CIP ($200K)	South Couplet
TR - S8	At Division and Sharp, reduce curb radii on NW and SW corners and reconstruct with directional curb ramps; install median refuge island on west leg; implement leading pedestrian intervals. Re-allocate cross section to accommodate bicycle facilities (buffered or protected).	Near-Term	WSDOT		CMAQ	South Couplet
TR - S9	Install signal or PHB at Division and Sinto	Mid-Term	WSDOT			South Couplet

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	SUPPORTING PARTNERS	FUNDING SOURCE	LOCATION
TR - S10	At Division and Mission, reduce curb radii on NW and SW corners and reconstruct with directional curb ramps; install median refuge island on west leg; implement leading pedestrian intervals. Re-allocate cross section to accommodate protected bike lanes	Near-Term	WSDOT			South Couplet
TR - S11	Provide enhanced pedestrian crossings (likely PHB or signal) at Ruby and Cataldo	Near-Term	WSDOT			South Couplet
TR - S12	Provide enhanced pedestrian crossings (likely PHB or signal) at Ruby and Desmet	Mid-Term	WSDOT			South Couplet
TR - S13	Add bike push buttons to existing PHB; add ramps, crosswalk, and pushbuttons to north side of intersection at Ruby and Boone	Near-Term	WSDOT		City of Spokane CIP ($200K)	South Couplet
TR - S14	At Ruby and Sharp, reduce curb radii on NE and SE corners and reconstruct with directional curb ramps; install median refuge island on east leg; implement leading pedestrian intervals. Re-allocate cross section to accommodate bicycle facilities (buffered or protected)	Near-Term	WSDOT			South Couplet
TR - S15	Install signal or PHB at Ruby and Sinto	Mid-Term	WSDOT			South Couplet
TR - S16	Re-allocate cross section to accommodate protected bike lanes at Ruby and Mission	Mid-Term	WSDOT			South Couplet
TR - S17	Install RRFB or PHB at Pearl and Sharp	Long-Term	City of Spokane			South Couplet
TR - S18	Install RRFB or PHB at Pearl and Mission	Long-Term	City of Spokane			South Couplet
TR - S19	Install signal, extended median through intersection (maintaining bicycle and pedestrian permeability), curb extensions, and northbound/ southbound right out only diverters; install protected bike lanes on Mission » Division Connects, project 22	Mid-Term	City of Spokane			South Couplet
TR - S20	Complete street grid, enhance pedestrian network continuity, provide connection(s) to riverfront path (with development)	Long-Term	Developer	City of Spokane		South Couplet
TR - S21	Complete sidewalk network; install curb extensions and enhanced crosswalks at Cataldo	Near-Term	City of Spokane			South Couplet

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - S22	Complete street grid, enhance pedestrian network continuity, provide connection(s) to riverfront path (with development) at Cataldo and Pearl	Long-Term	Developer	City of Spokane		South Couplet
TR - S23	Install separated bike lanes on Boone (requires lane reallocation) » Division Connects, project 1	Mid-Term	City of Spokane		City of Spokane CIP ($200K)	South Couplet
TR - S24	Install separated bike lanes (from Sharp; ends at Pearl). Add to project: separated bike lanes from Pearl to Lidgerwood, where existing bike lanes pick up » Division Connects, project 2	Near-Term	City of Spokane		CMAQ	South Couplet
TR - S25	Complete street grid, enhance pedestrian network continuity (with development) at Pearl	Long-Term	Developer		City of Spokane	South Couplet
TR - S26	Create a separated bike lane, Division to Cincinnati. Add to project: separated bike lanes from Division to Howard Consider alternate alignments along Augusta or Nora, providing neighborhood greenways and enhanced crossings of major roadways » Division Connects, project 3	Mid-Term	City of Spokane			South Couplet
TR - S27	Install a two-way, raised, separated cycletrack plus separated sidewalk with landscaping. Perform lane reduction at Ruby	Long-Term	WSDOT			South Couplet

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - S28	Perform lane reductions/reallocations to transit, and install wider sidewalks, more landscaping, curb extensions, and on-street parking along Division	Long-Term	WSDOT			South Couplet
TR - R1	Stripe crossings, reduce corner radii, analyze combining EB and WB through/right lanes to accommodate bike lanes (as provided in project R11) at Division and Queen	Near-Term	WSDOT			Rowan
TR - R2	With construction of multi-use path through Franklin Park aligned with Everett, provide bicycle median cut-throughs, green pavement markings, and pushbuttons to accommodate bicycle through traffic at the existing PHB at Division and Everett	Mid-Term	WSDOT			Rowan
TR - R3	Stripe crossings, reduce corner radii, increase crossing times at Division and Rowan	Near-Term	WSDOT			Rowan
TR - R4	With development, provide enhanced crossing (PHB or signal)at Division and Joseph	Long-Term	WSDOT			Rowan
TR - R5	Stripe crossings, reduce corner radii, increase crossing times at Division and Central	Near-Term	WSDOT			Rowan
TR - R6	Install enhanced pedestrian crossing (with development), at Ruby and Central	Long-Term	City of Spokane			Rowan
TR - R7	Install enhanced pedestrian crossing (with development), at Mayfair and Central	Long-Term	City of Spokane			Rowan

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - R8	Install enhanced bike/ped crossing to neighborhood on skewed intersection at Lidgerwood and Queen	Near-Term	City of Spokane			Rowan
TR - R9	Install enhanced bike/ped crossing to neighborhood on skewed intersection at Lidgerwood and Everett	Mid-Term	City of Spokane			Rowan
TR - R10	Install enhanced bike/ped crossing at Lidgerwood and Central	Mid-Term	City of Spokane			Rowan
TR - R11	Stripe buffered bike lanes at Queen	Near-Term	City of Spokane			Rowan
TR - R12	Construct multi-use path through Franklin Park, aligned with crossing of Division at Everett	Mid-Term	City of Spokane			Rowan
TR - R13	Neighborhood greenway » Division Connects, project 7	Mid-Term	City of Spokane			Rowan
TR - R14	Buffered bike lane » Division Connects, project 8	Near-Term	City of Spokane			Rowan
TR - R15	Complete street grid and enhance pedestrian network continuity (with development) at Joseph	Long-Term	Developer	City of Spokane		Rowan
TR - R16	Buffered bike lane » Division Connects, project 9	Near-Term	City of Spokane			Rowan
TR - R17	Infill missing sidewalk segments at Atlantic	Near-Term	City of Spokane			Rowan
TR - R18	Complete street grid and enhance pedestrian network continuity (with development) at Ruby	Long-Term	Developer	City of Spokane		Rowan
TR - R19	Infill missing sidewalk segments at Mayfair	Near-Term	City of Spokane			Rowan
TR - R20	Complete street grid and enhance pedestrian network continuity (with development) at Mayfair	Long-Term	Developer	City of Spokane		Rowan
TR - R21	For Lidgerwood: » Establish continuous bikeway parallel to Division » Create bike facilities (Wellesley to Wedgewood) (Division Connects, project 6). **Add to project:** reduce cut-through traffic with diverters and provide traffic calming treatments to establish a neighborhood greenway. **Or:** consider alternate alignments for parallel bicycle facilities, such as Whitehouse or Addison (both are included in the Bicycle Master Plan and Bicycle Priority Network) » Create Neighborhood Greenway (Colfax, Holland to Hawthorne) (Division Connects, project 20) » Greenway to connect to library, transit and retail destinations (Spokane County TIP project 70) *(planned completion 2030 - Colfax, Holland to Hawthorne)* » Neighborhood greenway, Colfax from Hawthorne to Westview (Spokane County ATP project)	Near-Term	City of Spokane	County	Spokane County TIP ($500K) (Colfax, Holland to Hawthorne)	Rowan

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - R22	Establish continuous bikeway parallel to Division, along Normandie, Whitehouse, Atlantic, Weipert, and Ivanhoe » *Spokane County portion was constructed 2024 as the Greta to Whitworth Bike Route*	Mid-Term	City of Spokane	County		Rowan
TR - F1	Install PHB, stripe crossings, reduce corner radii at Division and Dalke	Mid-Term	WSDOT			Francis/Lyons
TR - F2	Stripe crossings, reduce corner radii, increase crossing times at Division and Francis	Near-Term	WSDOT			Francis/Lyons
TR - F3	Install PHB, stripe crossings, reduce corner radii at Division and Houston	Mid-Term	WSDOT			Francis/Lyons
TR - F4	Stripe crossings, reduce corner radii, increase crossing times at Division and Lyons	Near-Term	WSDOT			Francis/Lyons
TR - F5	Install enhanced pedestrian crossing (with development), at Ruby and Francis	Mid-Term	City of Spokane	Developers		Francis/Lyons
TR - F6	Install enhanced pedestrian crossing (with development), at Ruby and Lyons	Mid-Term	City of Spokane	Developers		Francis/Lyons
TR - F7	Install enhanced pedestrian crossing (with development), at Colton and Francis	Mid-Term	City of Spokane	Developers		Francis/Lyons
TR - F8	Install enhanced pedestrian crossing (with development), at Colton and Lyons	Mid-Term	City of Spokane	Developers		Francis/Lyons
TR - F9	Install PHB and bicycle median cut-through at Lidgerwood and Francis » Division Connects, project 10	Near-Term	City of Spokane			Francis/Lyons
TR - F10	Sidewalk infill (near Lyons). **Add to project:** Extend to infill sidewalk from Francis to Cascade/Lincoln » Division Connects, project 11	Near-Term	WSDOT			Francis/Lyons
TR - F11	Complete street grid and enhance pedestrian network continuity (with development), at Ruby and Dalke	Long-Term	Developer	City of Spokane		Francis/Lyons
TR - F12	Complete street grid and enhance pedestrian network continuity (with development), at Colton and Francis	Long-Term	Developer	City of Spokane		Francis/Lyons
TR - F13	Complete street grid and enhance pedestrian network continuity (with development), at Houston and Division	Long-Term	Developer	City of Spokane		Francis/Lyons
TR - F14	Neighborhood greenway » Spokane County ATP project - Lynwood Elementary Greenway on Rhoades Ave, COS boundary to Wall St » Spokane County ATP project - Rhoades Ave Greenway, Wall St to Normandie	Mid-Term	County			Francis/Lyons
TR - W1	Install signal and curb extensions. **Add to project:** Improve crossing conditions in support of future bike route on Graves » Division Connects, project 30	Near-Term	WSDOT			Whitworth
TR - W2	Install signal or PHB at new roadway connection (with development), at Division and Lola	Long-Term	WSDOT	Developer		Whitworth
TR - W3	Increase crossing times at Division and Hawthorne	Near-Term	WSDOT			Whitworth

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - W4	Install signal or PHB at new roadway connection (with development), at Division and Humboldt	Long-Term	WSDOT	Developer		Whitworth
TR - W5	With installation of Colfax greenway, install enhanced bicycle and pedestrian crossing	Near-Term	County	Developer		Whitworth
TR - W6	Install enhanced pedestrian crossing (with development), at Colfax and Lola	Long-Term	County	Developer		Whitworth
TR - W7	Install curb extensions. **Add to project:** Apply guidance from 11th edition MUTCD: "On a divided highway, the left-hand side RRFB assembly should be installed on the median, if practicable, rather than on the far left side of the highway." » Division Connects, project 20	Mid-Term	County			Whitworth
TR - W8	» Spokane County TIP project 63 - Construct 10 ft. wide shared use path (planned completion 2028) » Spokane County ATP project - Whitworth Dr. Sidewalk or path, Hawthorne Rd to Division St /Falcon Ave /Regina Dr	Near-Term	County		Spokane County TIP ($1.32M)	Whitworth
TR - W9	» Spokane County TIP project 65 - Graves, Bowling & Westview Bike Route: Bike route to connect Greta to Whitworth Bike Route, Wall & Graves Pedestrian Safety projects and connect to Waikiki bike lanes (planned completion 2029) » Spokane County ATP project - Graves Rd neighborhood greenway to connect Greta bike path to Holmberg Park » Spokane County ATP project - Holmberg Park Bike » Route through neighborhood then on to Wall St.	Near-Term	County		Spokane County TIP ($542k)	Whitworth
TR - W10	Complete street grid, enhance pedestrian network continuity via a new E/W connection extending off of existing Lola Lane (with development)	Long-Term	Developer	County		Whitworth
TR - W11	Complete street grid, enhance pedestrian network continuity via a new E/W connection extending off of existing Humboldt Drive (with development)	Long-Term	Developer	County		Whitworth
TR - W12	Infill missing sidewalk segments; establish neighborhood greenway to connect to existing Greta to Whitworth bike route	Near-Term	County			Whitworth
TR - N1	Reduce curb radii, increase crossing times at Pittsburg	Near-Term	County			Northgate

PROJECT NUMBER	TYPE OF PROJECT	TIMELINE	LEAD AGENCY OR PARTNER	POTENTIAL PARTNERS	FUNDING	LOCATION
TR - N2	Complete multi-use paths along both sides of highway; provide connectivity to the Children of the Sun Trail (with development)	Mid-Term	Developer	WSDOT		Northgate
TR - N3	Increase crossing times (future development of medical center); implement traffic calming measures on channelized right turns (with development)	Long-Term	WSDOT	Developer		Northgate
TR - N4	Complete multi-use paths along both sides of highway (with development » Spokane County ATP project - US-2 Path, Nevada St to North Access Road Costco Path	Mid-Term	Developer	WSDOT		Northgate
TR - N5	Provide a grade-separated or signalized crossing of U.S. 2 at Pittsburg	Long-Term	WSDOT	Developer		Northgate

Figure 223. Transportation improvements can help increae safety across the corridor

Shifting from the existing design of motorized vehicle traffic to a focus on human-powered and public transit will transform Division into a corridor that is accessible for business customers. Access by the neighborhoods from both the east and west sides of Division will also encourage the growth of new businesses. Following this change on Division Street, along with the redirection of traffic to the NSC and our current zoning regulations, there should be sufficient time for the anticipated desired development at various nodes along Division Street.

- Consultant Presentation Public Comment