

DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix A: Existing Conditions Report



1	PROJECT INTRODUCTION.....	03	5	MOBILITY ANALYSIS.....	29
	Project Goals Plan Area Project Schedule Existing Conditions Report Overview			Multimodal Mobility Network Transit Ridership & Non-Motorized Facilities Bike Level of Stress High Crash Locations Street Segments	
2	POLICY FRAMEWORK.....	08	6	INFRASTRUCTURE ANALYSIS.....	46
	TOD Supportive Plan Review Existing Land Use Existing Zoning Key Destinations			CIP Infrastructure Projects	
3	PHYSICAL ANALYSIS.....	15	7	TOD NODE SELECTION MATRIX.....	48
	Development Potential Vacant & Redevelopable Land Parcel Size Major Land Ownership Development Activity Environmental Considerations Impervious Surface			TOD Selection Matrix	
4	ECONOMIC ANALYSIS.....	23	8	ACKNOWLEDGEMENTS.....	51
	Demographics Transit Dependent Communities Employment Housing				
			9	APPENDICES.....	53
				A. Plan and Policy Review Document B. Demographics C. Economic & Market Analysis	



1

Project Introduction

Project Goals

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



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



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



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



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



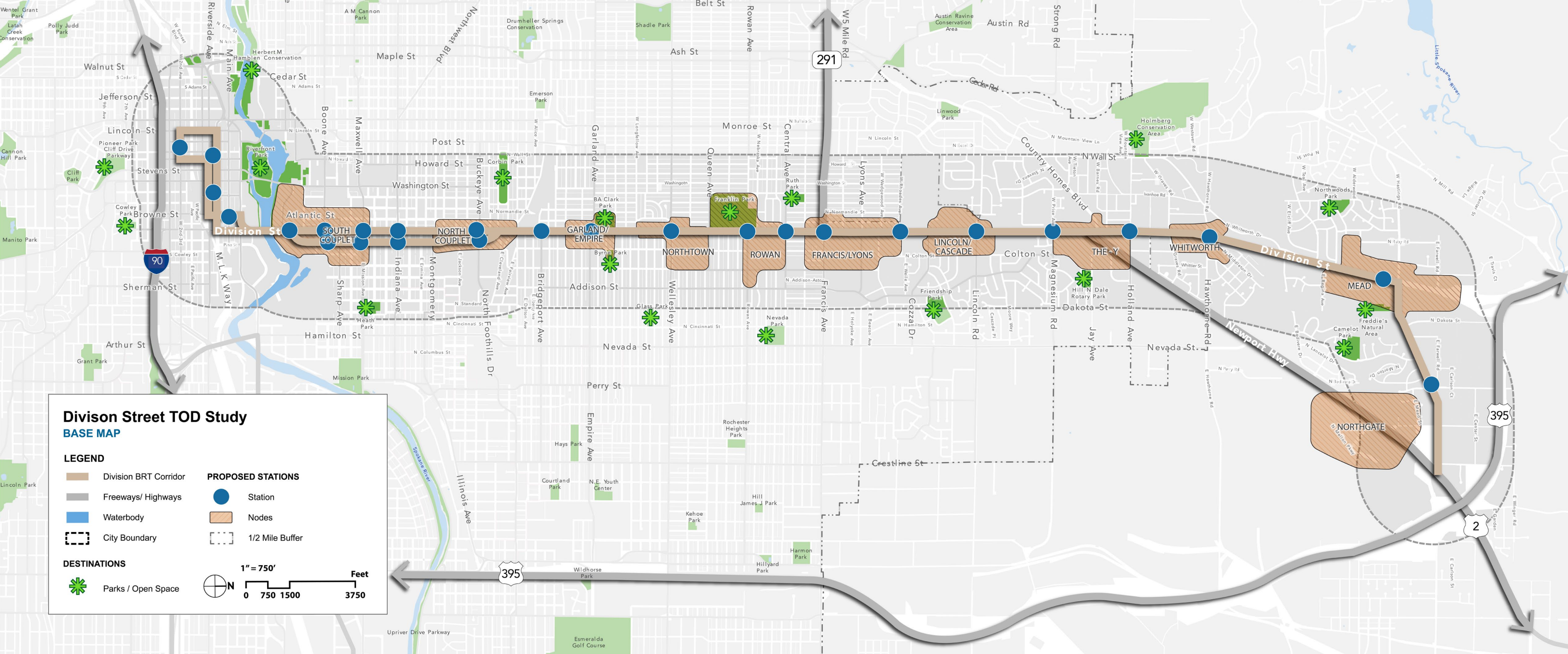
Establish a Development Policy Framework that will guide future development along the Division Street corridor



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



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



Project Area

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

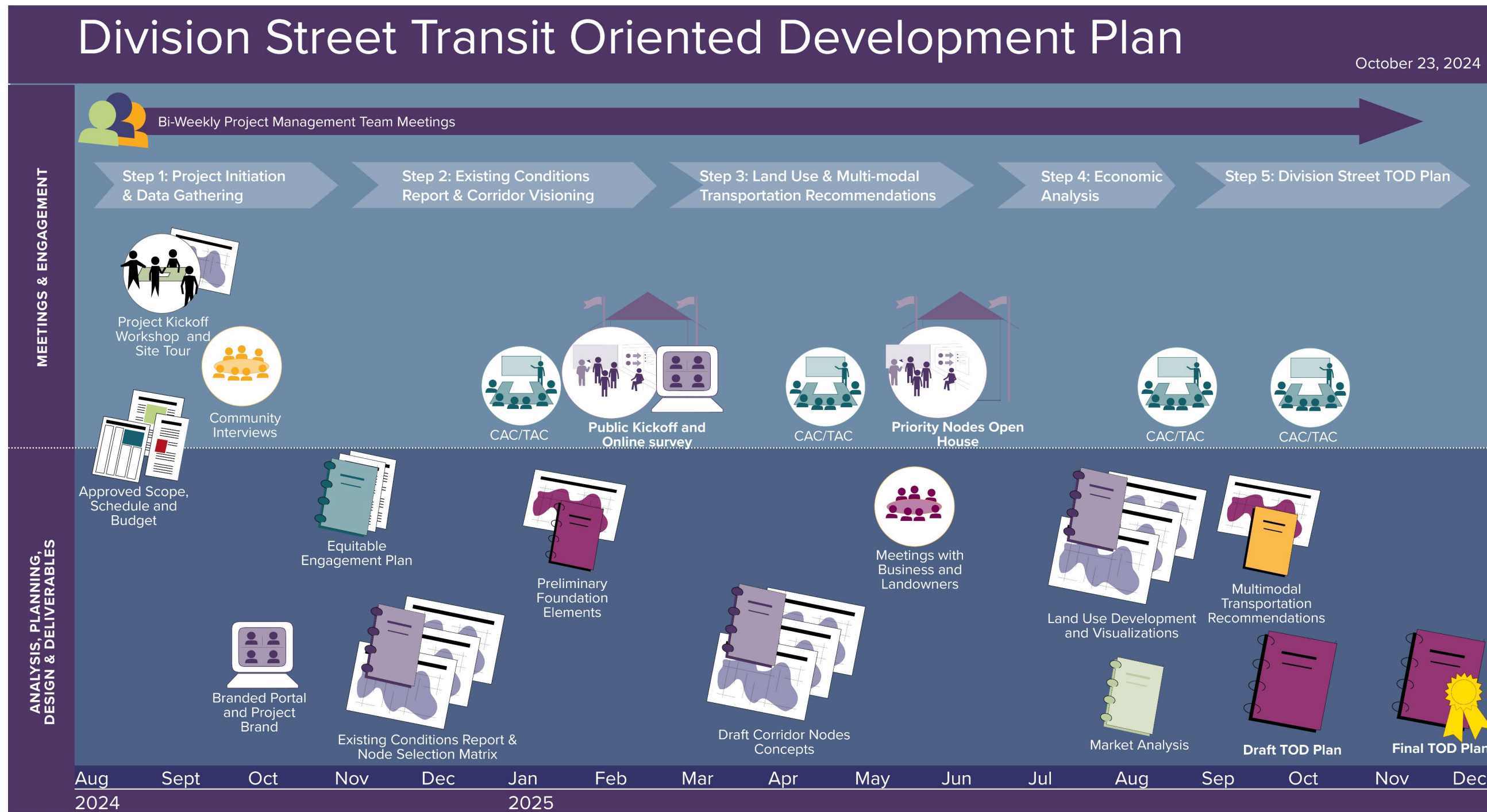
The project area includes **11 nodes** identified in the **DivisionConnects** study, which evaluated land use changes and redevelopment potential along the corridor. Each node was analyzed based on existing development, plans, policies, and market conditions in response to improved bus service.

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

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

Project Schedule

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

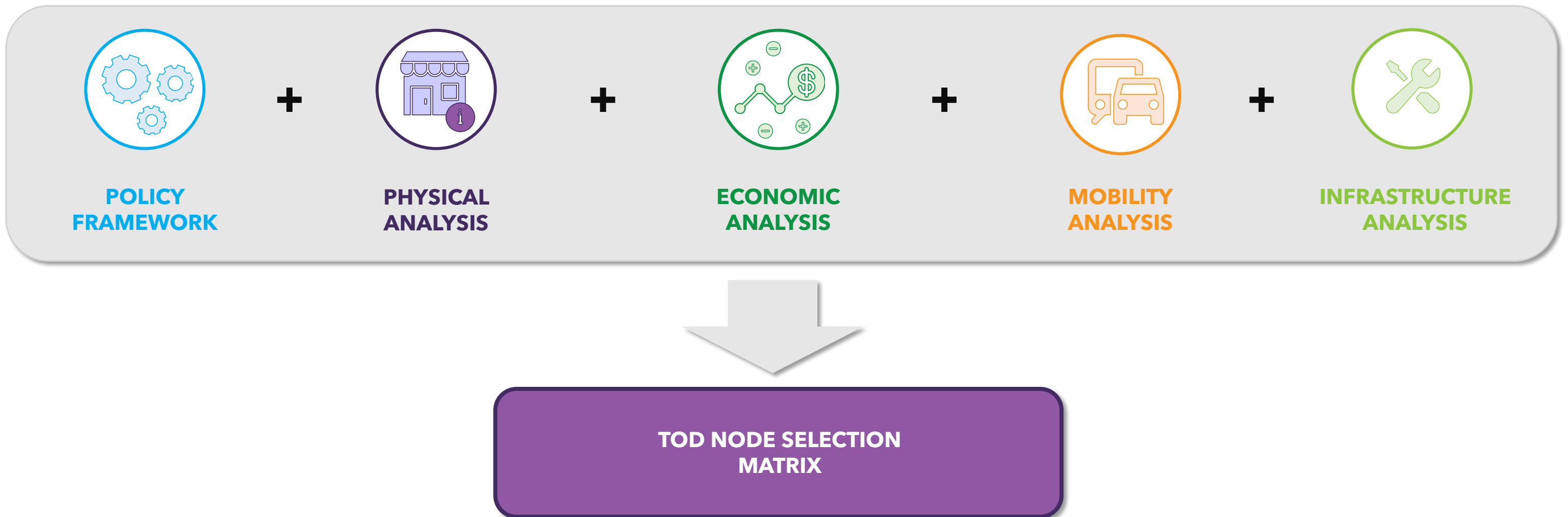


Existing Conditions Report Overview

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

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

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



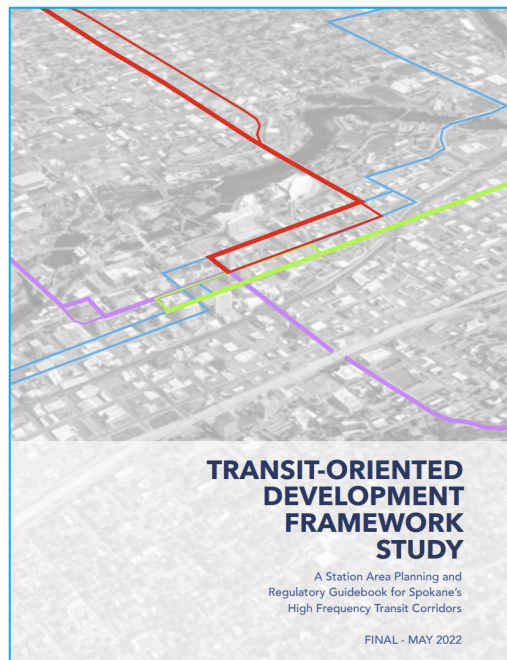


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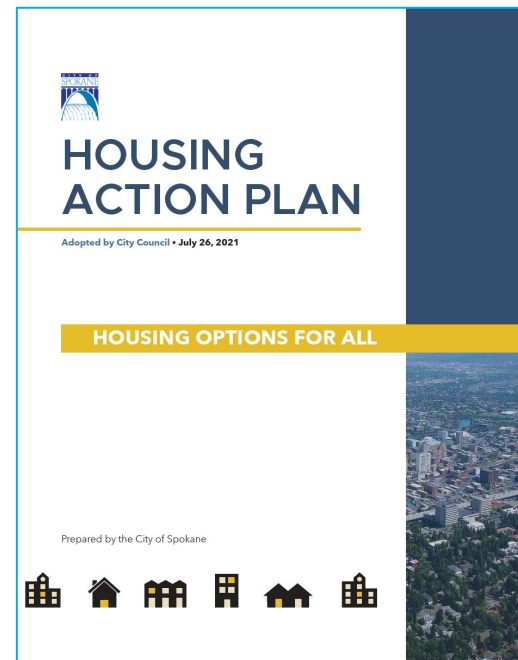
Policy Framework

TOD Supportive Plan Review

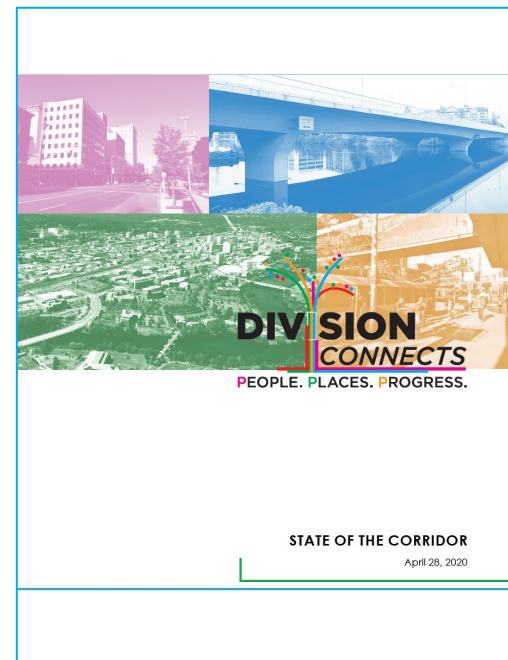
The City of Spokane has **conducted analysis and community engagement** to identify ways to provide **employment, housing,** and **mobility** opportunities for the community. These plans and documents include:



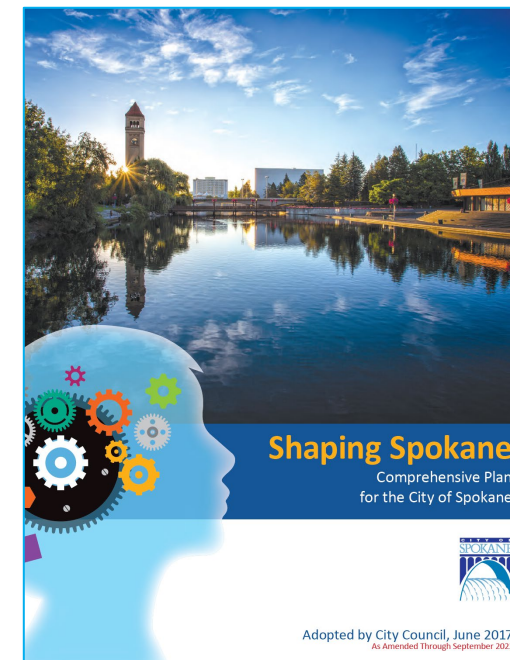
The 2022 Transit-Oriented Development (TOD) Framework Study helped the City plan for more **integrated, walkable, and multi-modal transit development**, focusing on the eastern segment of the City Line BRT route to enhance employment, residential activities, and neighborhood vitality.



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



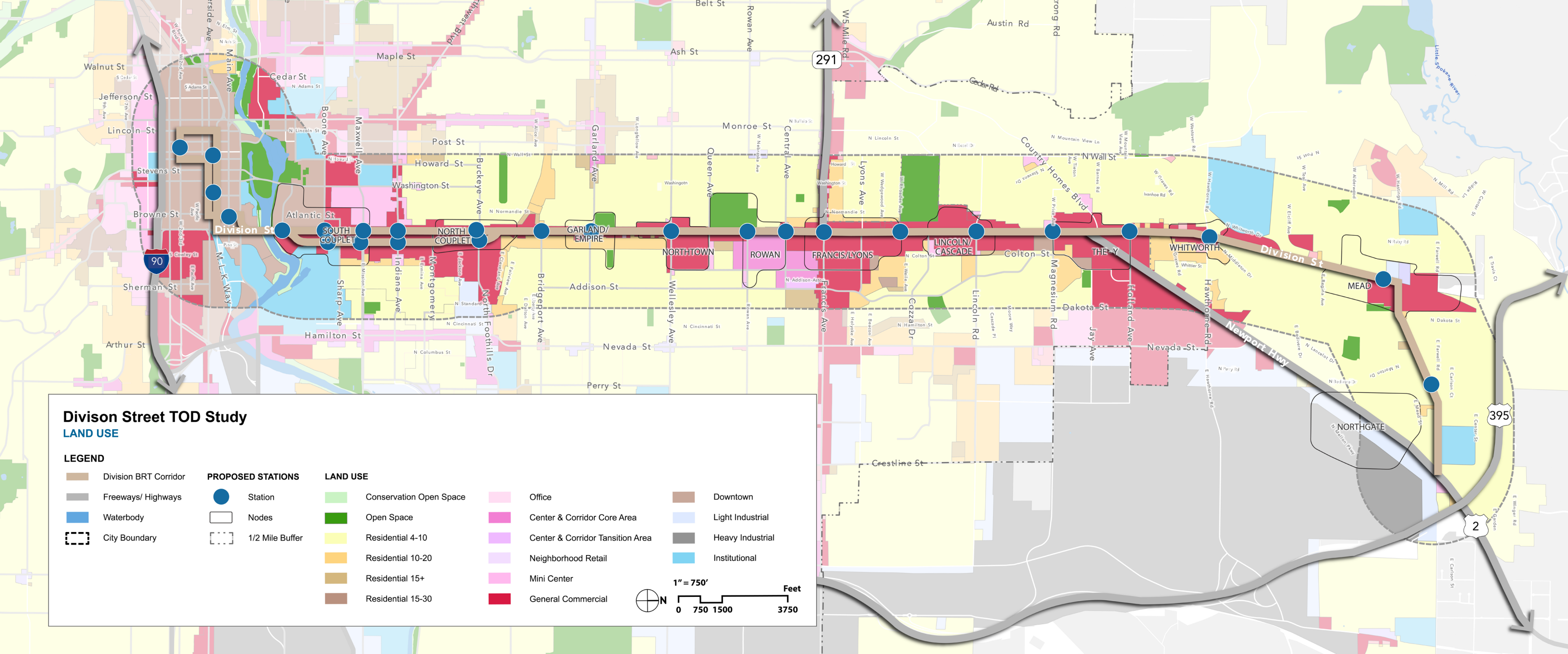
Division Connects was a two-year collaborative study completed in 2022 by the Spokane Regional Transportation Council, Spokane Transit Authority, and local agencies to **assess Division Street's role in the broader North Spokane Corridor project** and to inform future development.



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



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



Existing Land Use



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



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



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



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

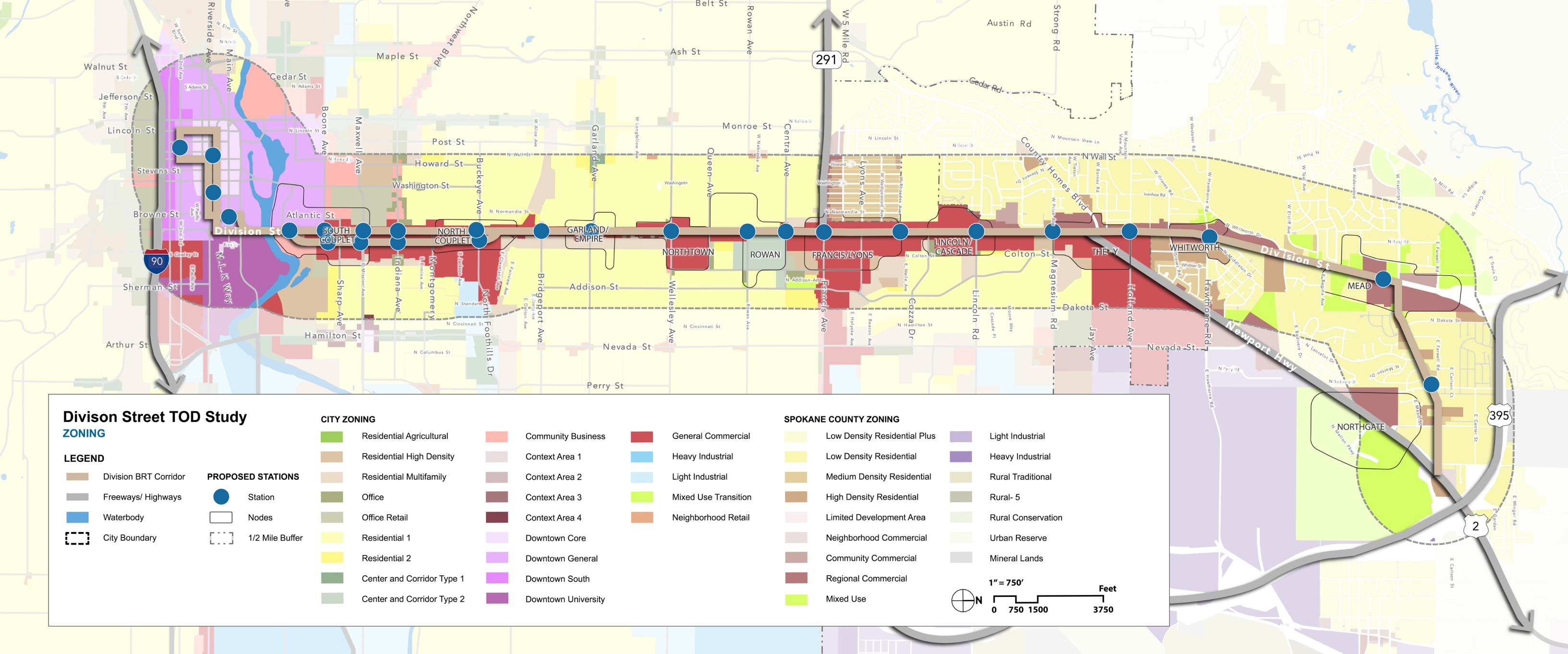


The **Downtown District** is located at the southern end of the corridor, surrounded by **institutional** zones that include Washington State University and Gonzaga University. The northern end also features a concentration of institutional uses, including Whitworth University.

Future Land Use Designations

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

<p>South Couplet Node</p> <ul style="list-style-type: none"> ▪ Residential Plus ▪ Residential Moderate ▪ Residential High ▪ Office ▪ General Commercial ▪ Downtown ▪ Institutional ▪ Open Space 	<p>North Couplet Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Plus ▪ Residential Moderate ▪ Residential High ▪ Office ▪ General Commercial ▪ Institutional ▪ Light Industrial 	<p>Garland/Empire Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Moderate ▪ (Limited) Residential Plus (near Monroe) ▪ (Limited) CC Core (near Monroe) 	<p>Northtown Node</p> <ul style="list-style-type: none"> ▪ General Commercial ▪ Residential Low ▪ Residential Moderate 	<p>Rowan Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Plus ▪ Residential Moderate ▪ General Commercial ▪ CC Core ▪ Mini Center ▪ Institutional ▪ Open Space 	<p>Francis/Lyons Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Plus ▪ Residential Moderate ▪ General Commercial
<p>Lincoln/Cascade Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Plus ▪ Residential Moderate ▪ Residential High ▪ Office ▪ General Commercial ▪ Open Space 	<p>The-Y Node</p> <ul style="list-style-type: none"> ▪ Residential Low ▪ Residential Moderate ▪ Residential High ▪ Office ▪ General Commercial ▪ Open Space (limited) 	<p>Whitworth Node</p> <ul style="list-style-type: none"> ▪ Low Density Residential ▪ Medium Density Residential ▪ High Density Residential ▪ Mixed Use ▪ Regional Commercial 	<p>Mead Node</p> <ul style="list-style-type: none"> ▪ Low Density Residential ▪ Medium Density Residential ▪ High Density Residential ▪ Mixed Use ▪ Urban Activity Center ▪ Regional Commercial 	<p>Northgate Node</p> <ul style="list-style-type: none"> ▪ Low Density Residential ▪ High Density Residential ▪ Mixed Use ▪ Regional Commercial ▪ Light Industrial 	



Existing Zoning Map



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



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



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



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

Zoning

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



Residential

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



Commercial

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



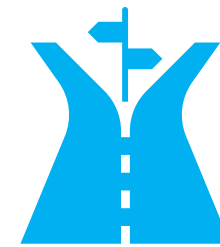
Industrial

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



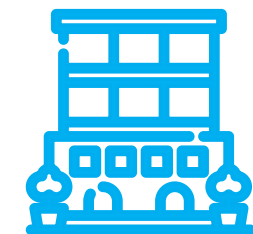
Downtown

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



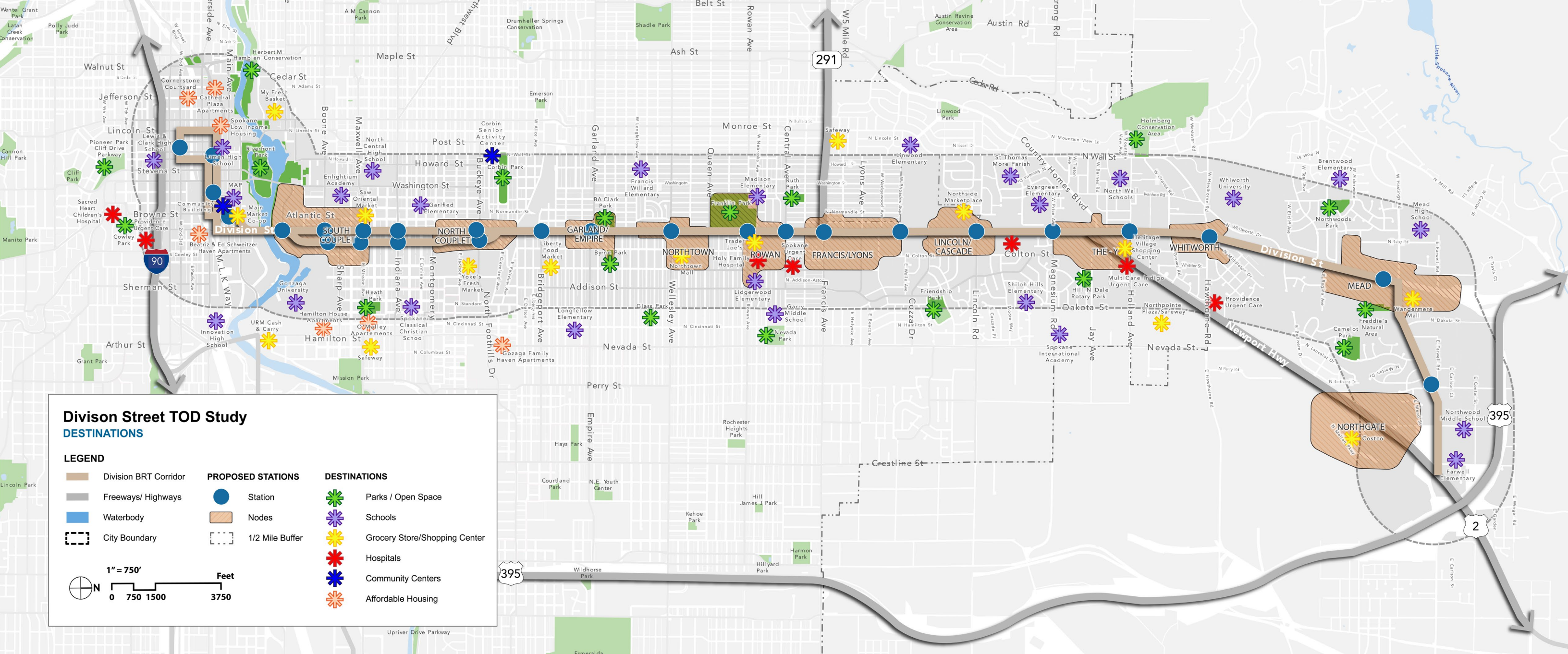
Center and Corridor

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



Mixed Use

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



Key Destinations

The map above highlights key destinations and amenities that are located within 1/2 mile of the Division Street corridor nodes.

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



3

Physical Analysis

Development Potential

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



Vacant & Redevelopable Land



Parcel Size



Major Land Ownership



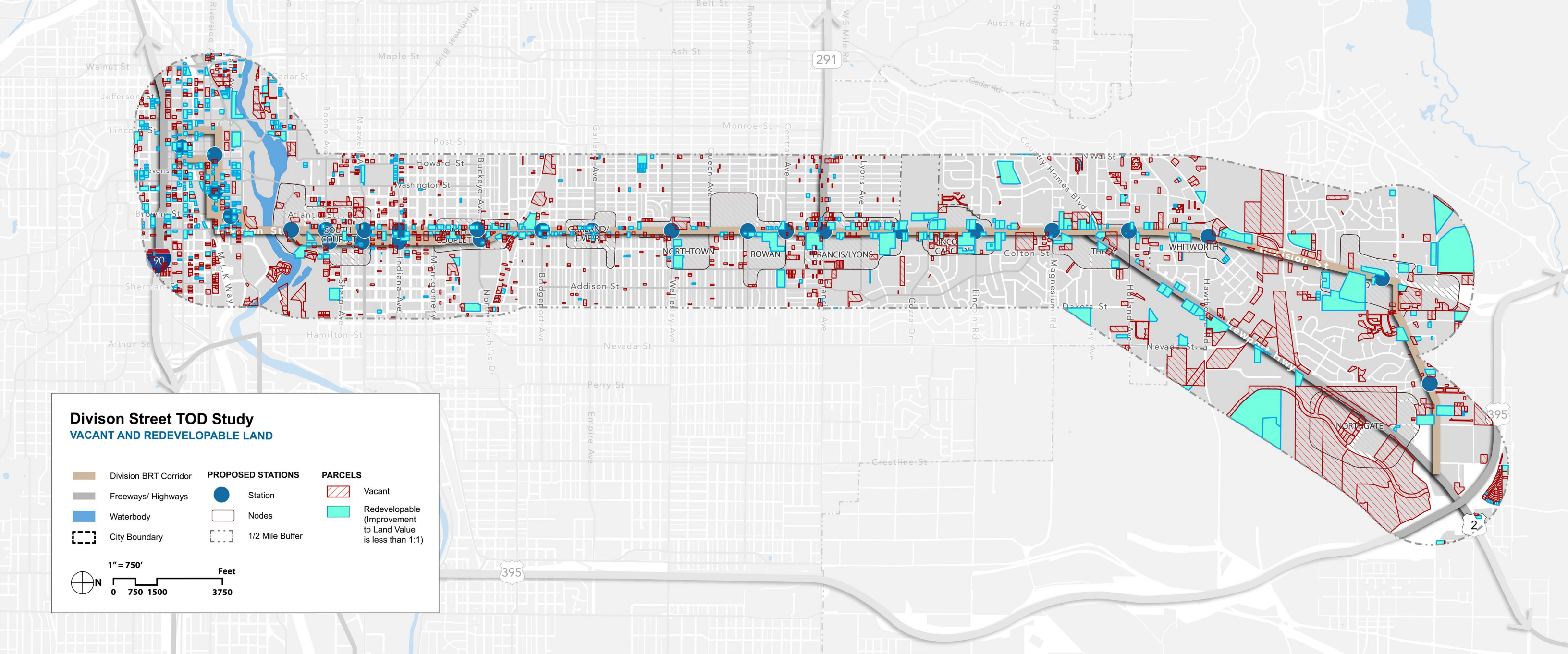
Development Activity



Environmental Considerations

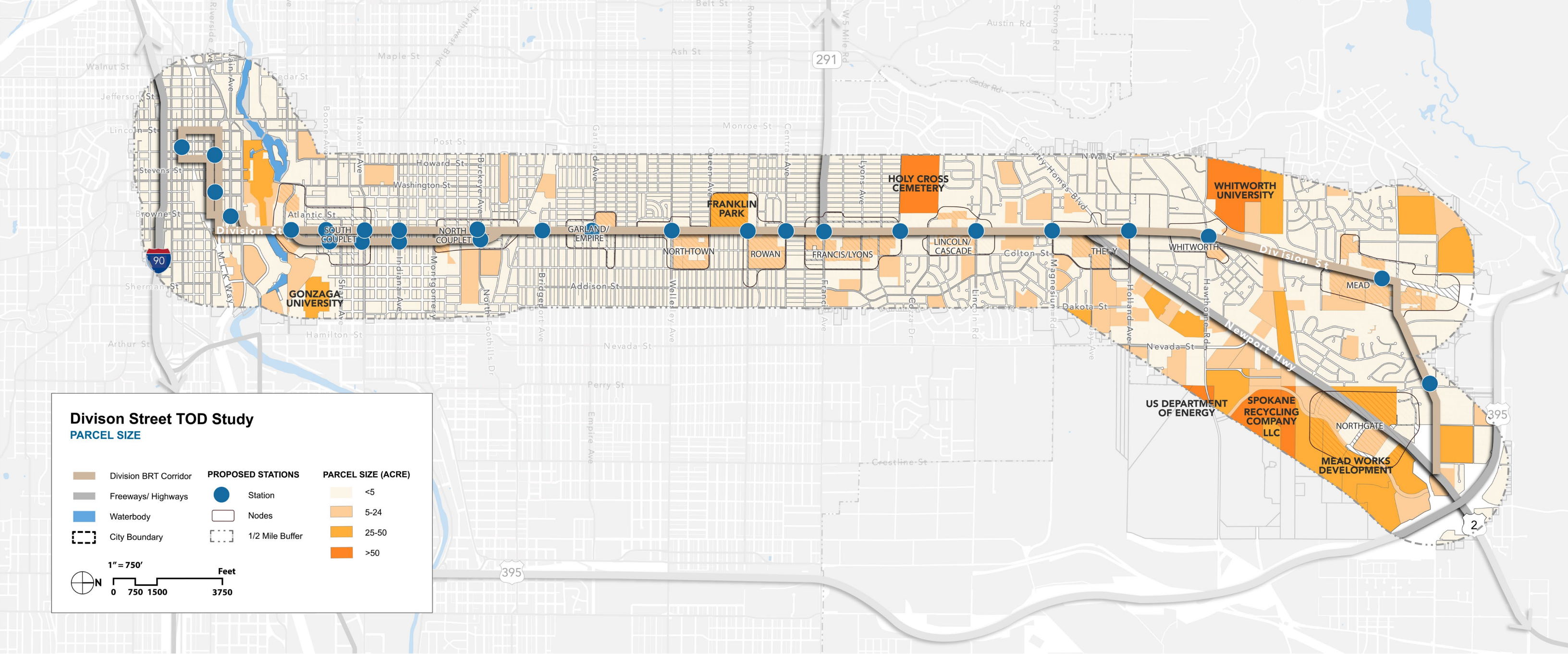


Underutilized Land



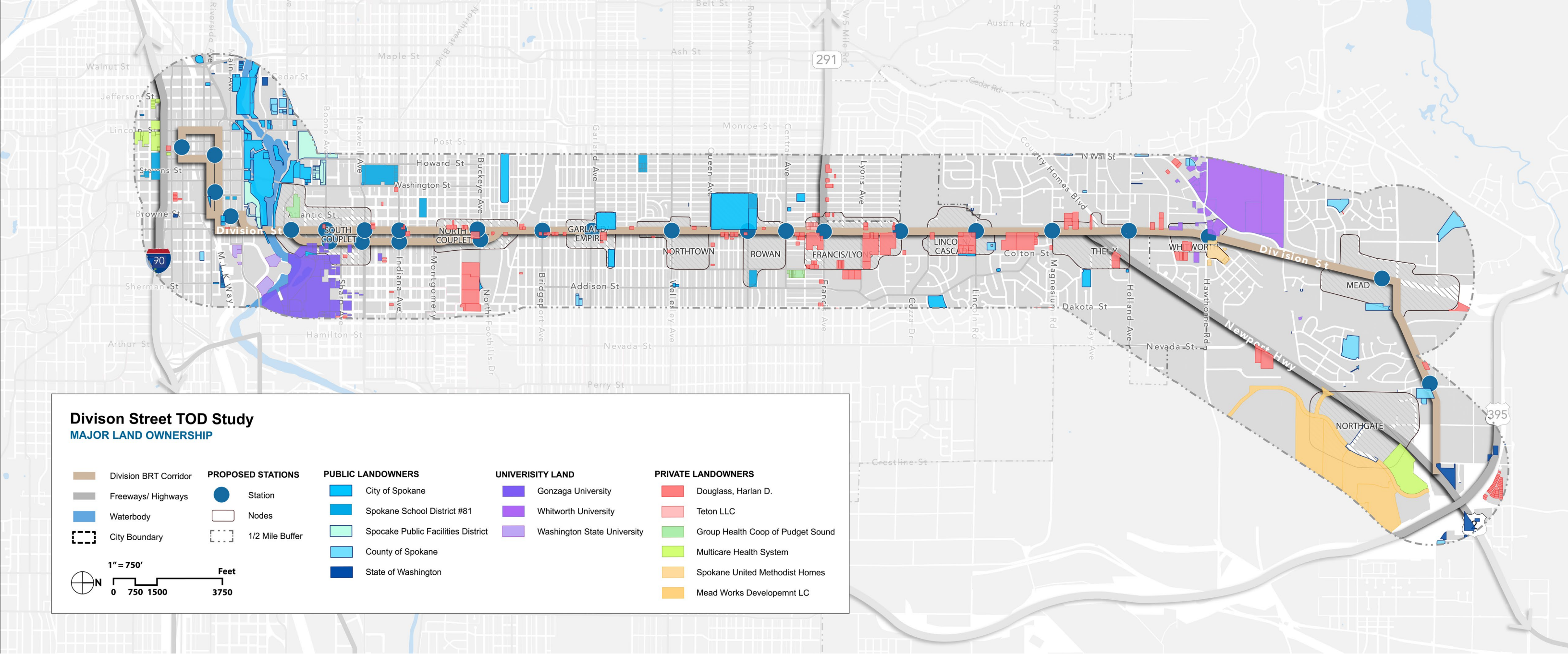
Vacant & Redevelopable Land

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



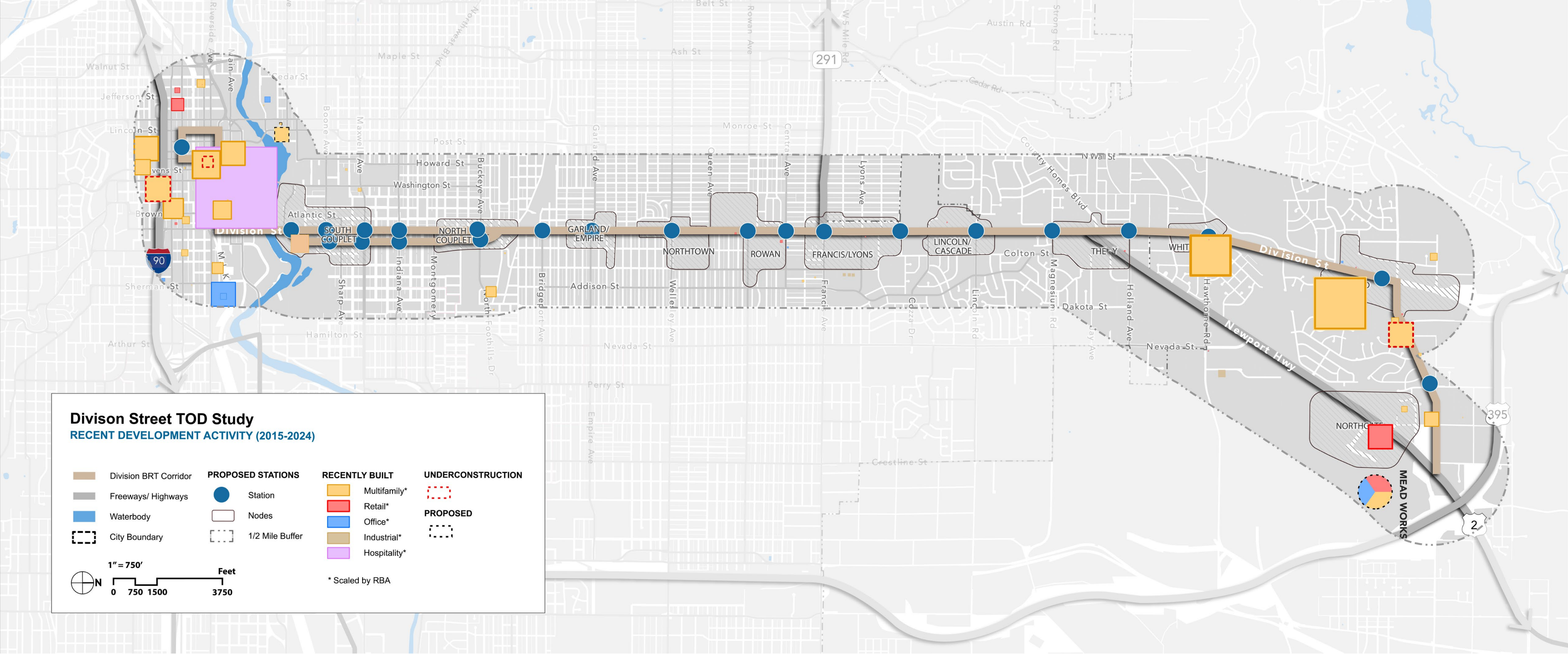
Parcel Size

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



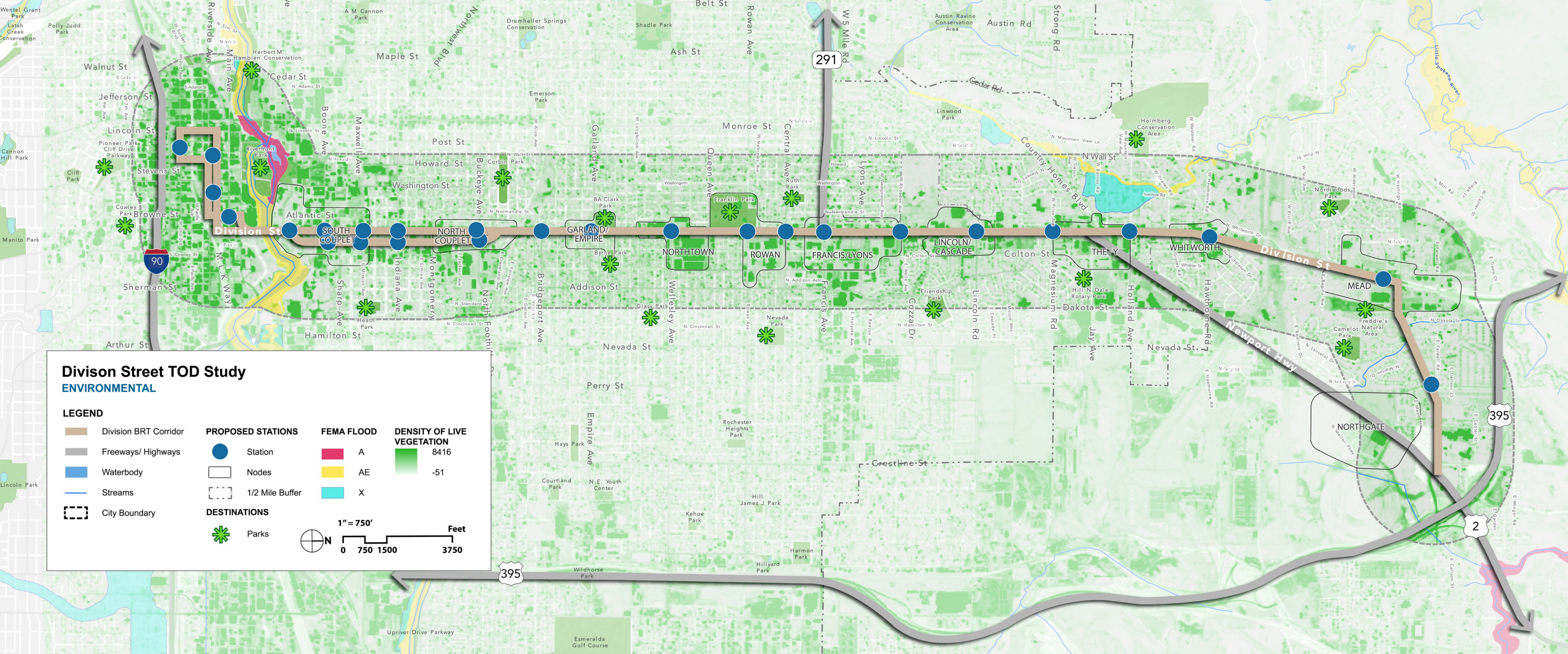
Major Land Ownership

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



Development Activity

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



Environmental Considerations

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



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



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



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



Impervious Surface

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

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

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



4


Economic Analysis

Demographics




POPULATION

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



AGE

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



RACE & ETHNICITY

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




Image Source: MIG


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

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


Demographics


HOUSEHOLD SIZE

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


INCOME

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


EDUCATIONAL ATTAINMENT

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

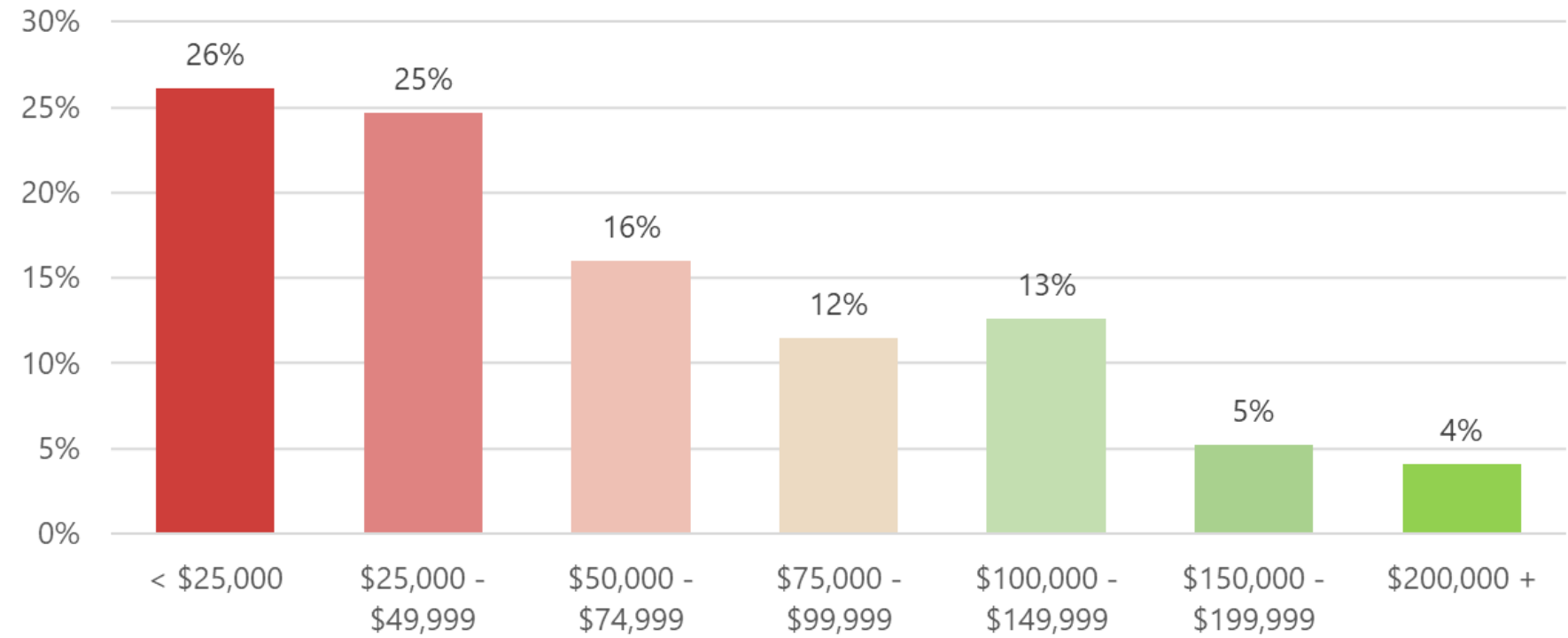
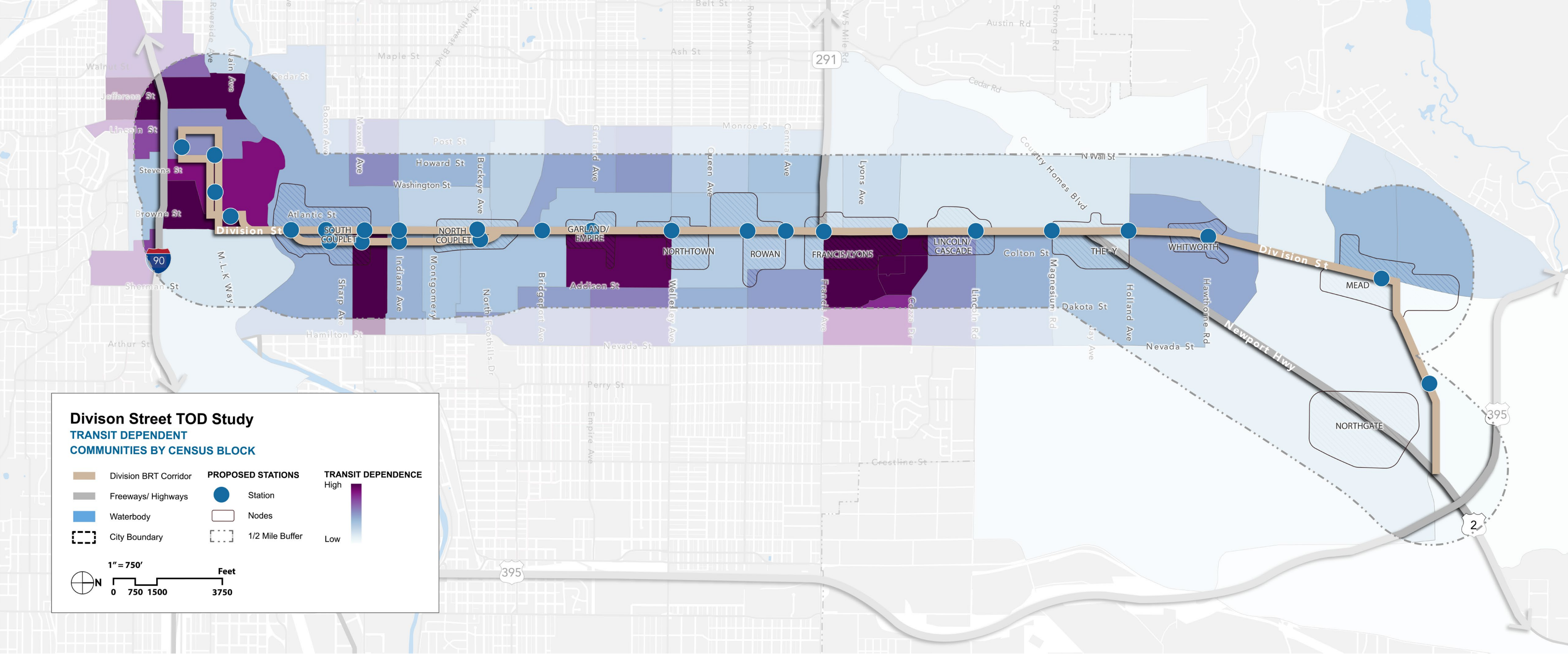


Figure Source: Household Income Distribution in the Division Street Corridor Study Area (2024); Source: US Census via Esri Business Analyst.



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



Transit-Dependent Communities

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

Employment

Key Takeaways:



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



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



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



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



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

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

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

Housing

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

Key Takeaways:



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



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



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



Image Source: Google Street View



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



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



5

Mobility Analysis

Multimodal Mobility Network

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



WALKING

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



BICYCLING

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



TRANSIT

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

Transit Ridership & Non-Motorized Facilities

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



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



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



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



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

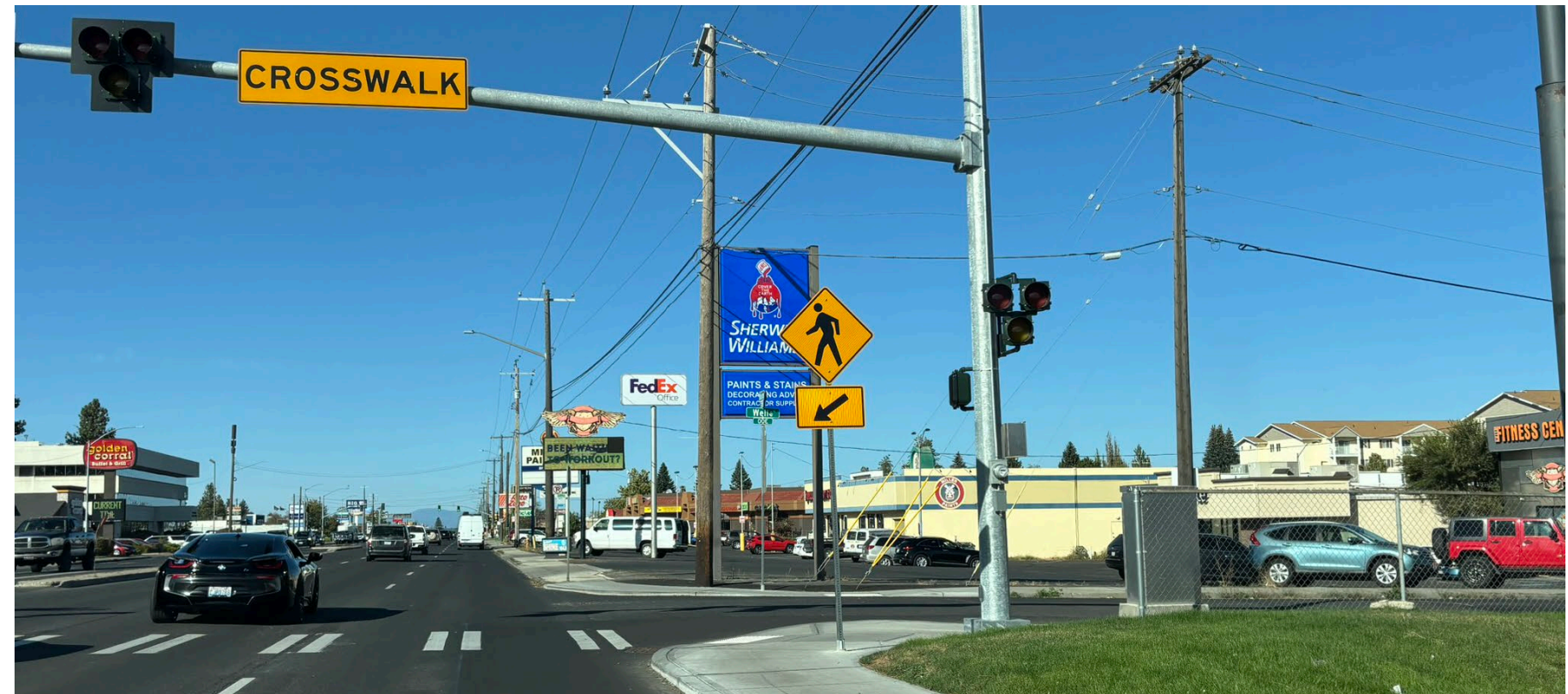
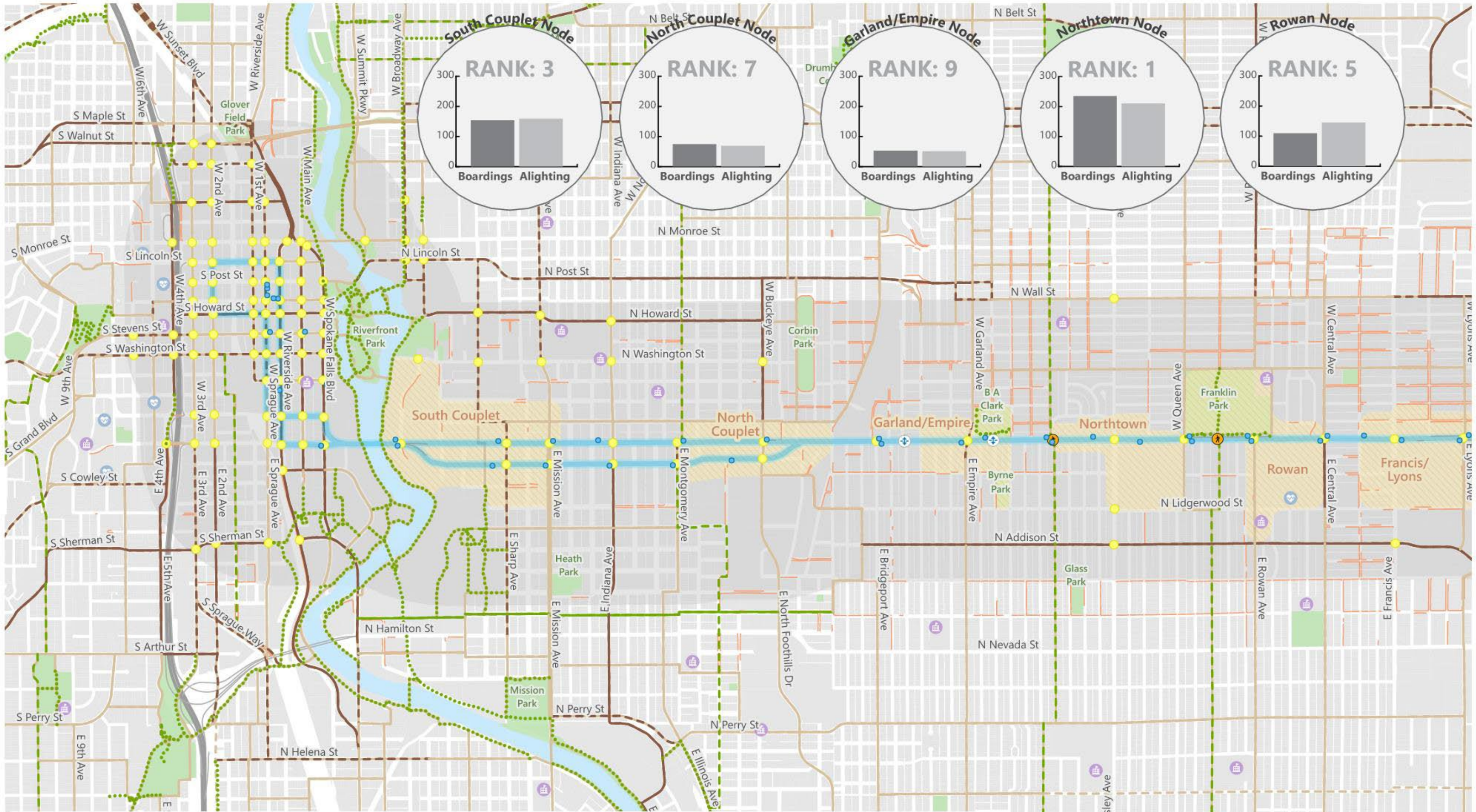


Image Source: MIG



Image Source: MIG



Non-Motorized Facilities

- Mid-Block Crossing
- PHB Crossing
- Missing Sidewalks
- Trail

Existing Bike Facility

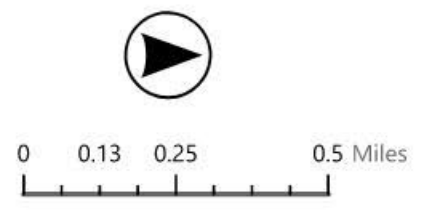
- Bike Lane
- Bike Route
- Neighborhood Greenway

Planned Bike Facility

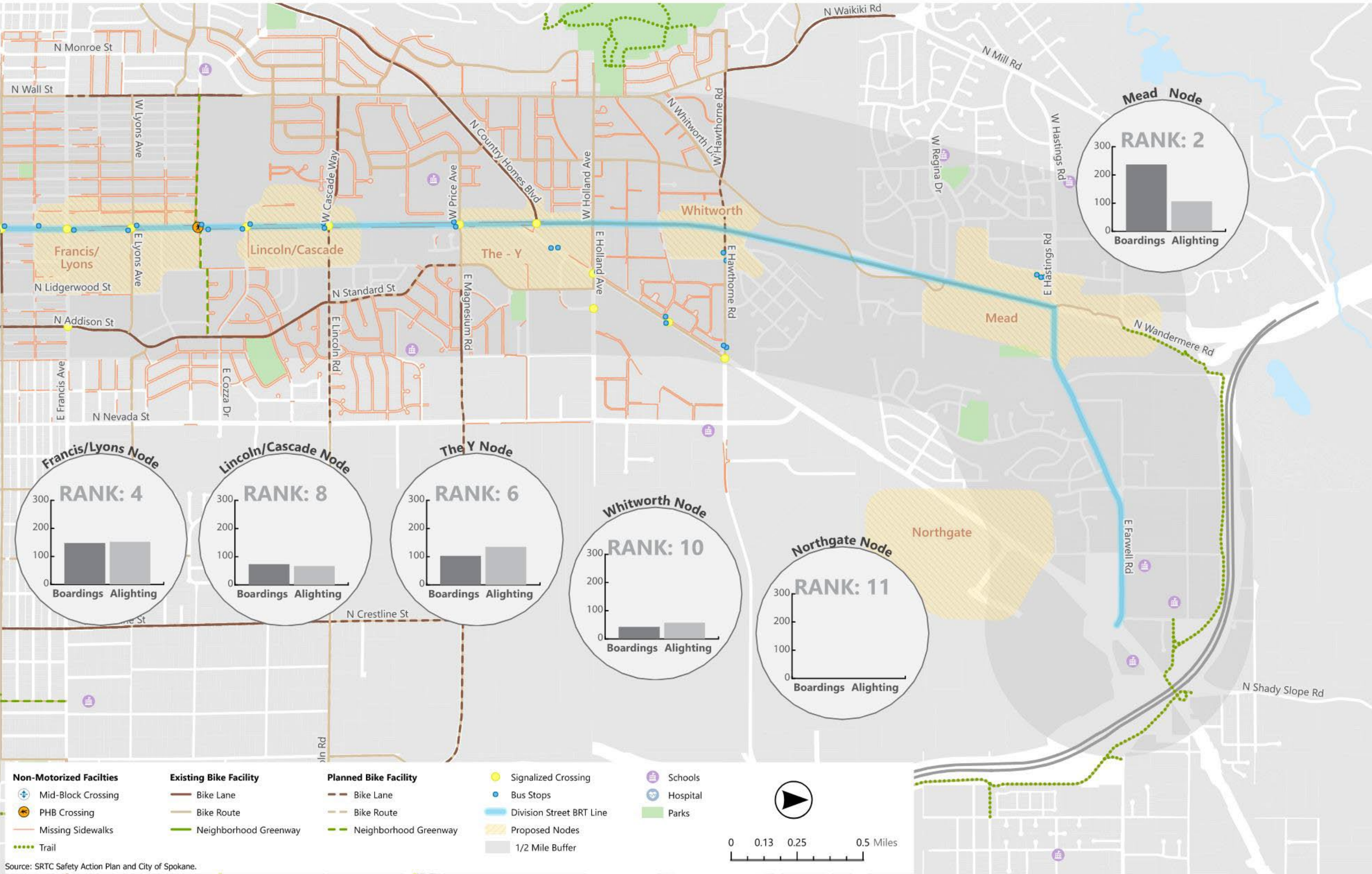
- Bike Lane
- Bike Route
- Neighborhood Greenway

Other Facilities

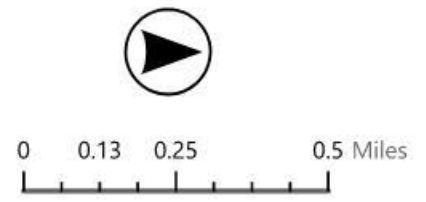
- Signalized Crossing
- Bus Stops
- Division Street BRT Line
- Proposed Nodes
- 1/2 Mile Buffer
- Schools
- Hospital
- Parks



Source: SRTC Safety Action Plan and City of Spokane.



- | | | | | |
|---------------------------------|-------------------------------|------------------------------|----------------------------|-----------------|
| Non-Motorized Facilities | Existing Bike Facility | Planned Bike Facility | Signalized Crossing | Schools |
| Mid-Block Crossing | Bike Lane | Bike Lane | Bus Stops | Hospital |
| PHB Crossing | Bike Route | Bike Route | Division Street BRT Line | Parks |
| Missing Sidewalks | Neighborhood Greenway | Neighborhood Greenway | Proposed Nodes | 1/2 Mile Buffer |
| Trail | | | | |



Source: SRTC Safety Action Plan and City of Spokane.

Bike Level of Stress

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

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



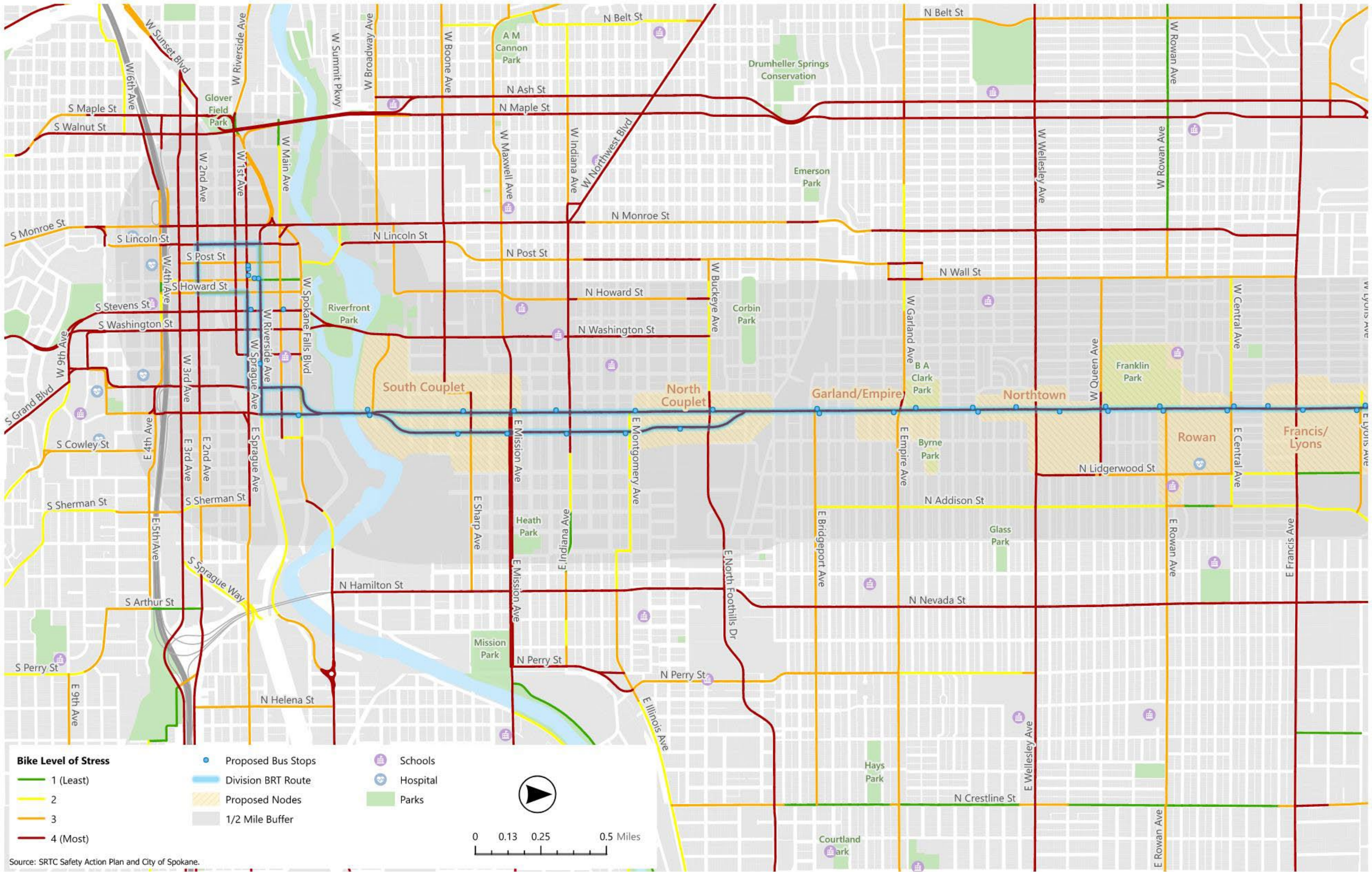
Most of the corridor has a BLOS of 4, while many connecting and surrounding streets have a BLOS of 2 and 3

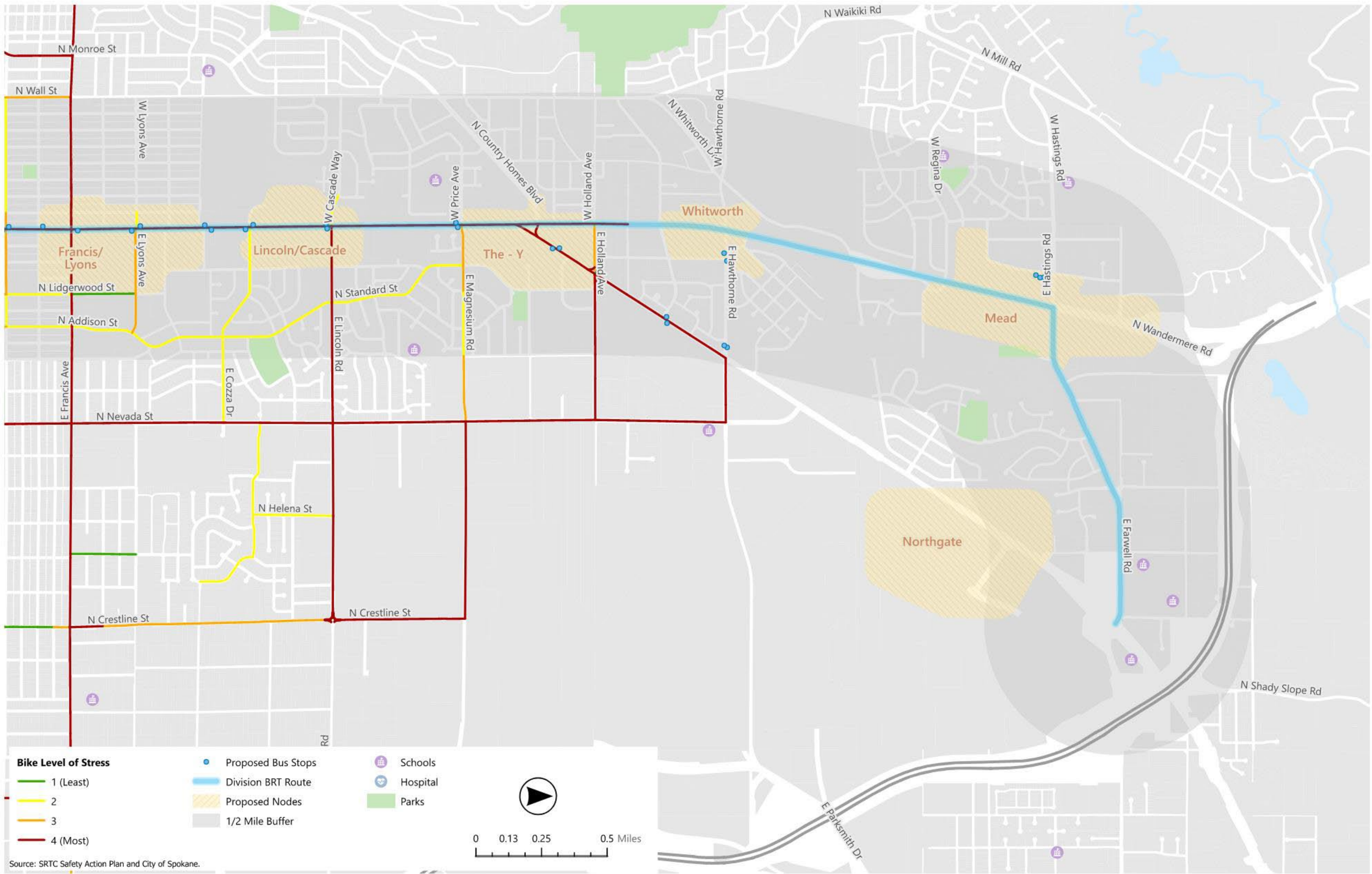


Image Source: MIG



Image Source: MIG





Source: SRTC Safety Action Plan and City of Spokane.

High Crash Locations

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



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



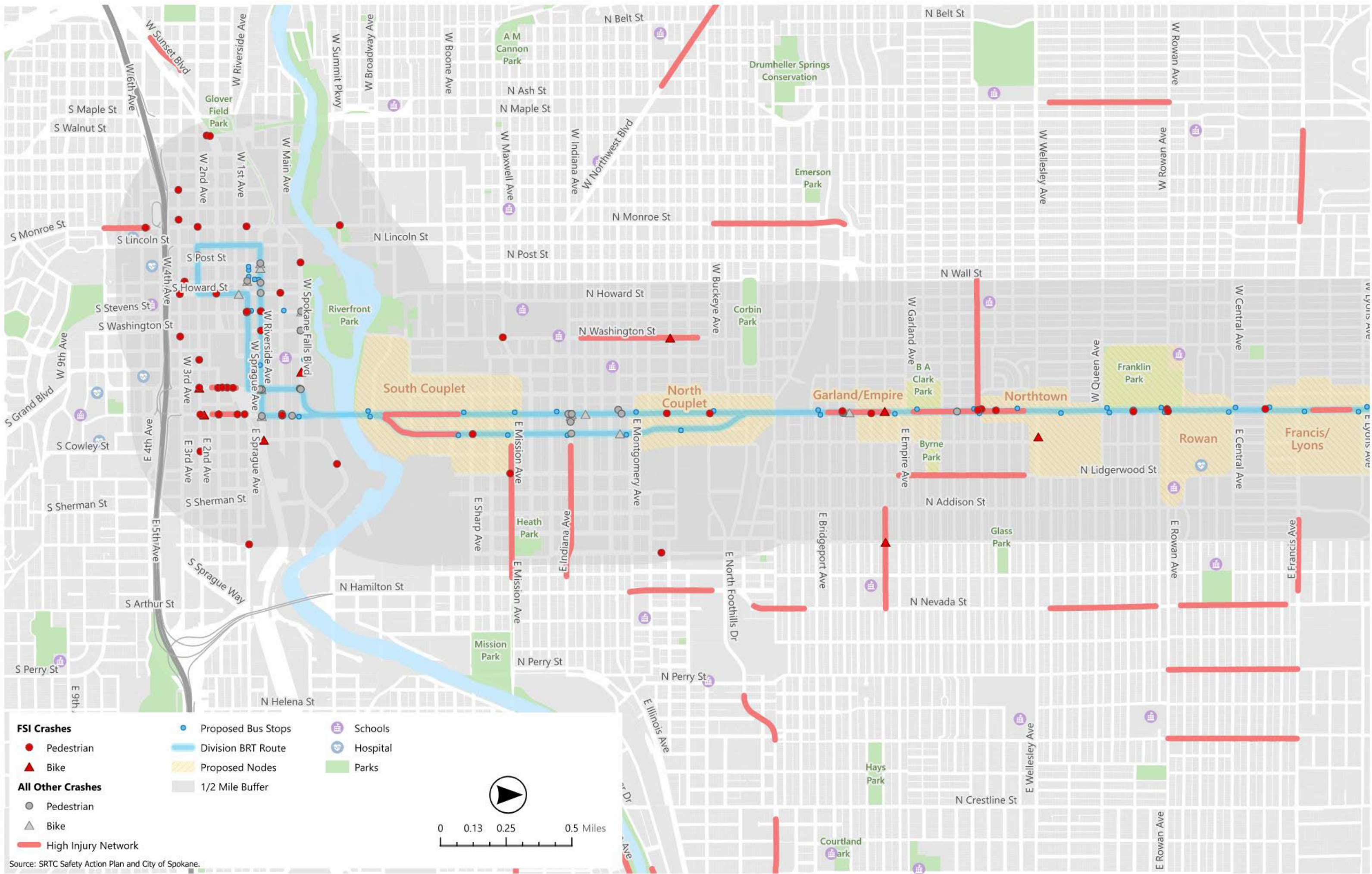
Numerous **non FSI pedestrian and bike crashes** have also occurred along the corridor



Image Source: MIG



Image Source: MIG



FSI Crashes

- Pedestrian
- ▲ Bike

All Other Crashes

- Pedestrian
- ▲ Bike

High Injury Network

-

● Proposed Bus Stops
 — Division BRT Route
 Proposed Nodes
 1/2 Mile Buffer

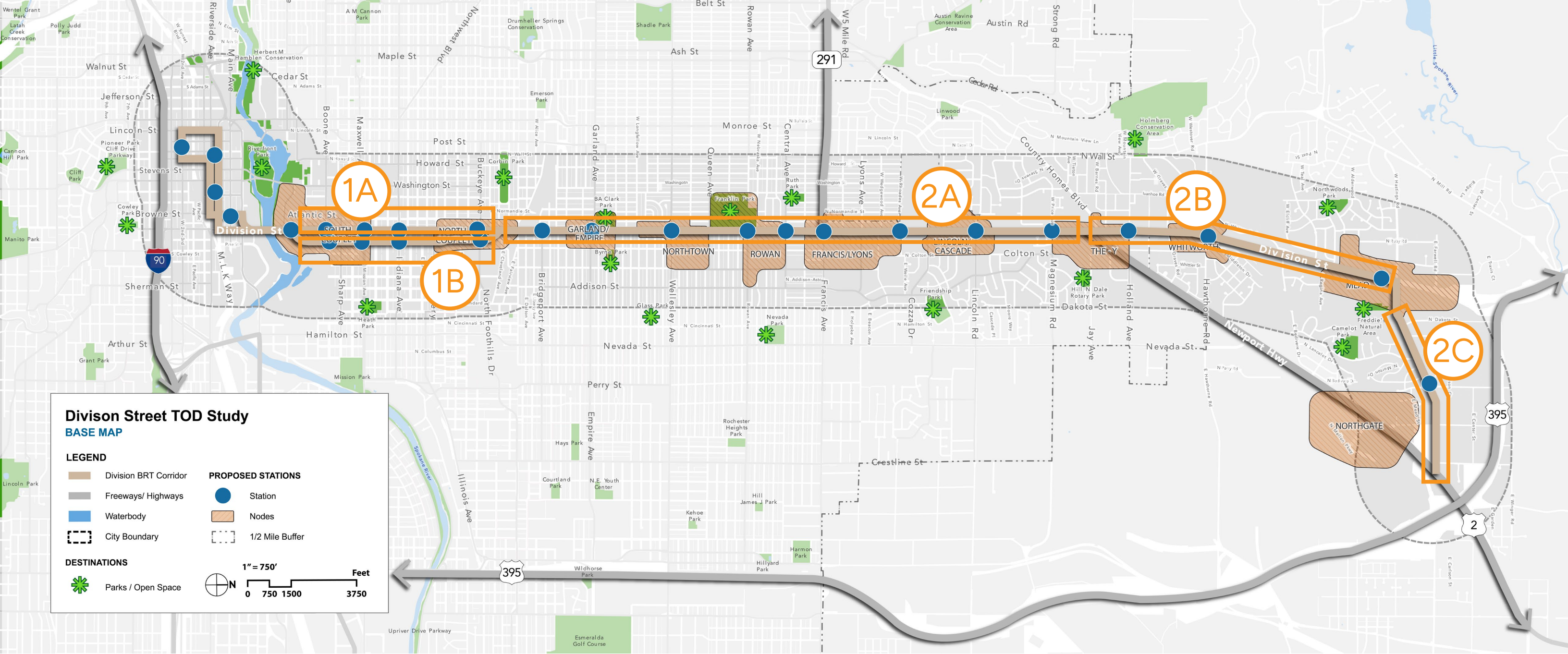
Schools
 Hospital
 Parks

0 0.13 0.25 0.5 Miles

Source: SRTC Safety Action Plan and City of Spokane.



Source: SRTC Safety Action Plan and City of Spokane.



Street Segments- Key Map

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

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

Street Segment 1A

OVERALL CHARACTER

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

STREET CHARACTER

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

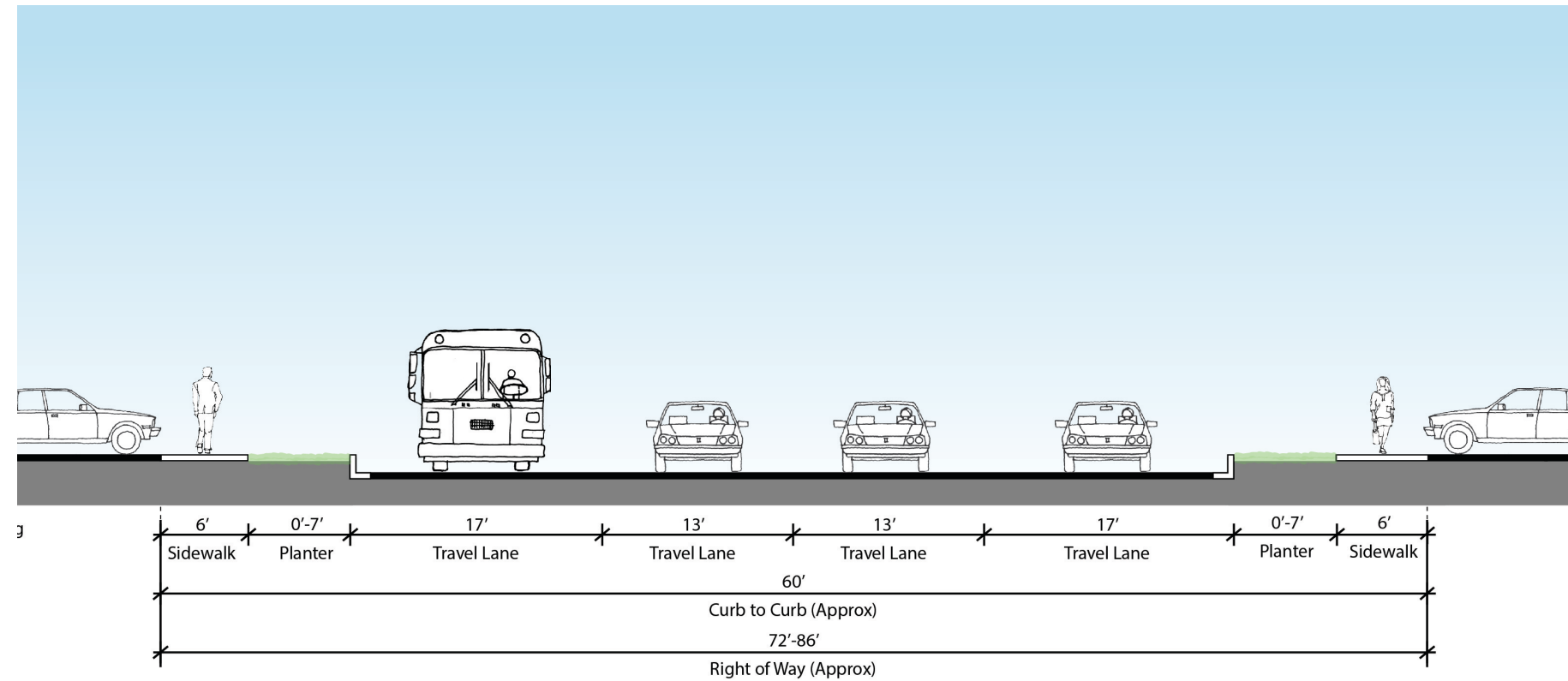
STREET SIZE AND LANES

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

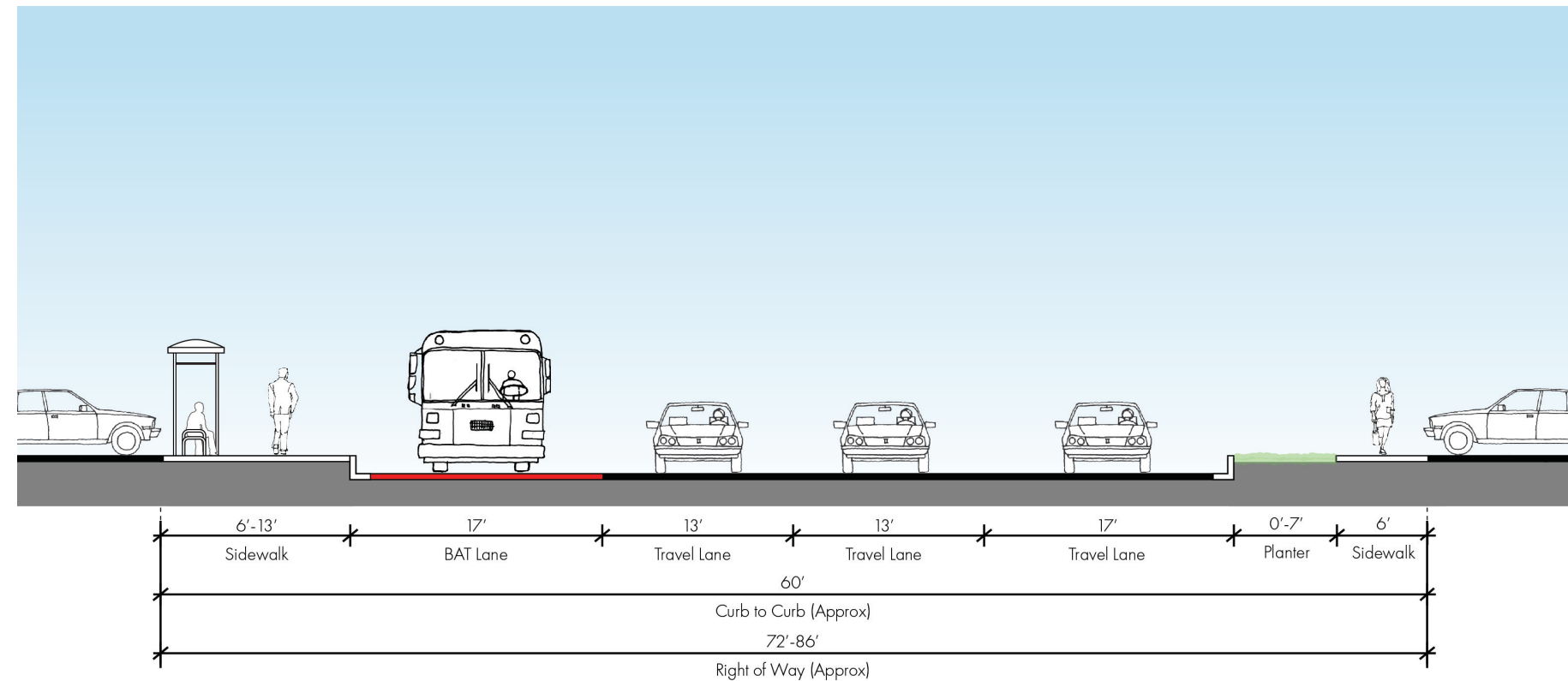
MULTI-MODAL FACILITIES

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

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



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



Street Segment 1B

OVERALL CHARACTER

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

STREET CHARACTER

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

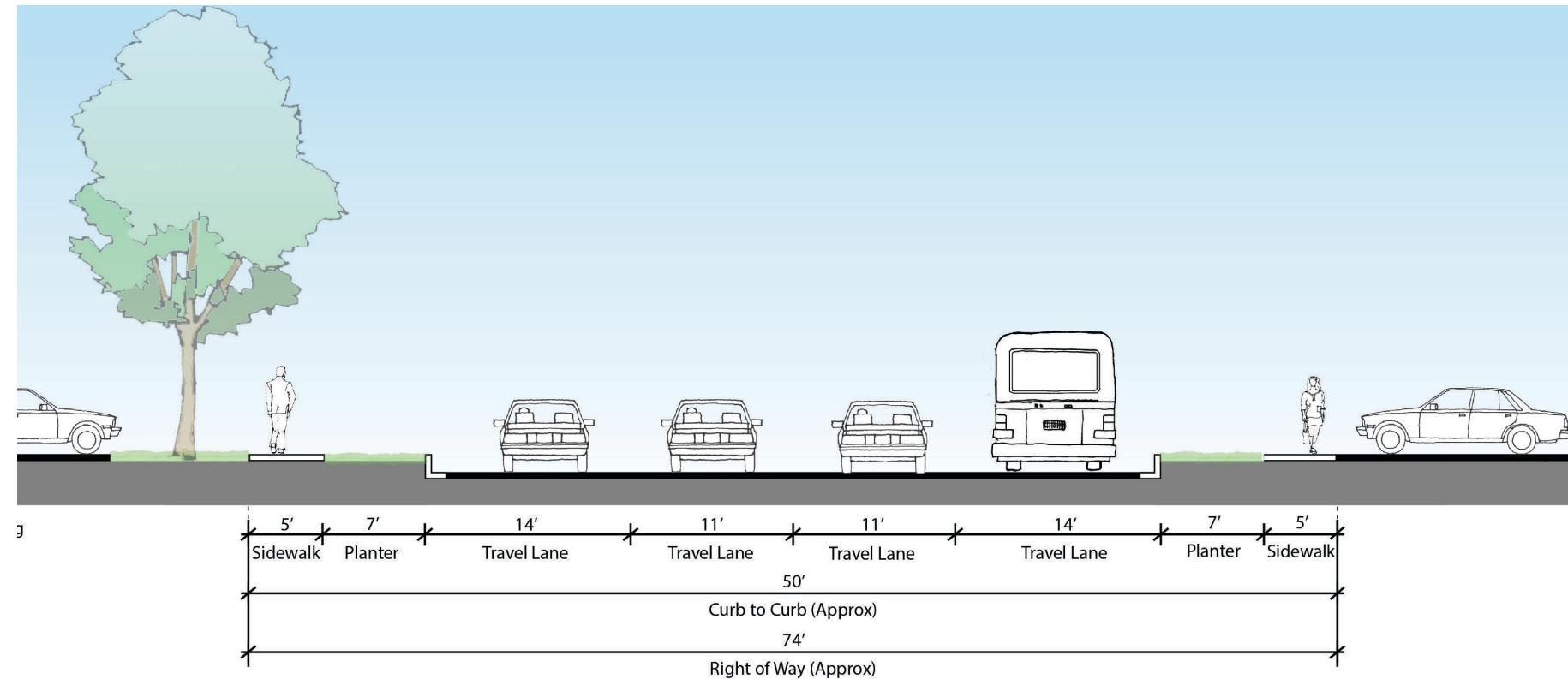
STREET SIZE AND LANES

- 74' ROW with four travel lanes
- One-way with lanes traveling northbound

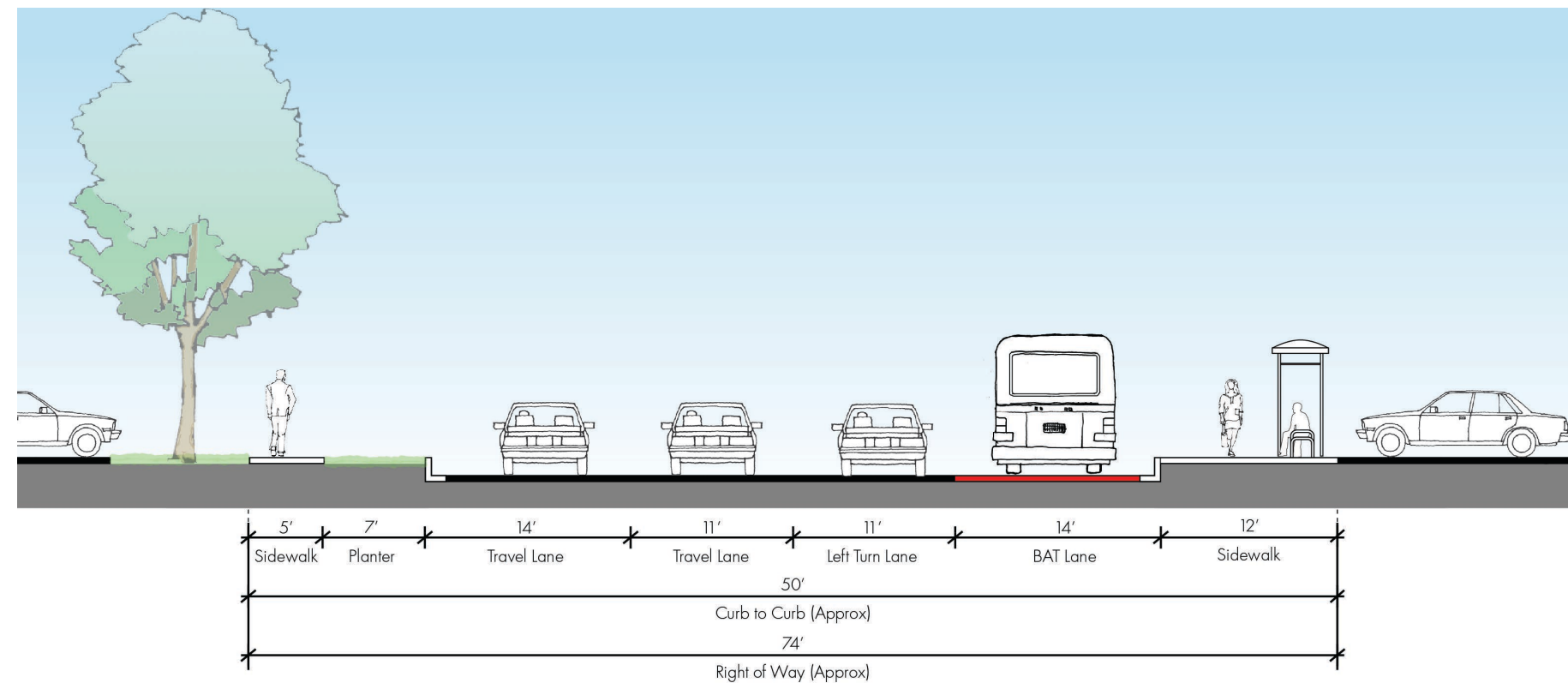
MULTI-MODAL FACILITIES

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

1B. Prototypical Existing Section- Couplet- Looking North



1B. Proposed BRT Section- Couplet- Looking North



Street Segment (2A)

OVERALL CHARACTER

- Mostly commercial uses
- Setbacks consist of mostly surface parking

STREET CHARACTER

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

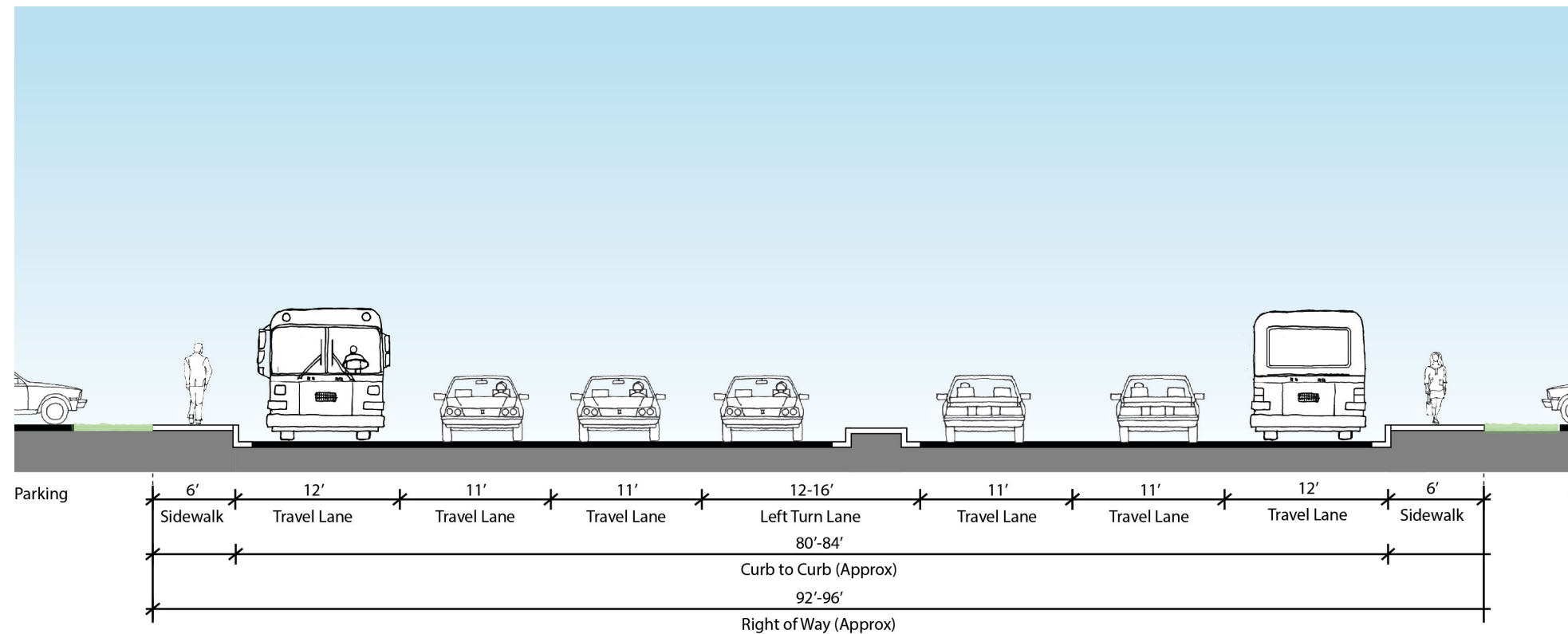
STREET SIZE AND LANES

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

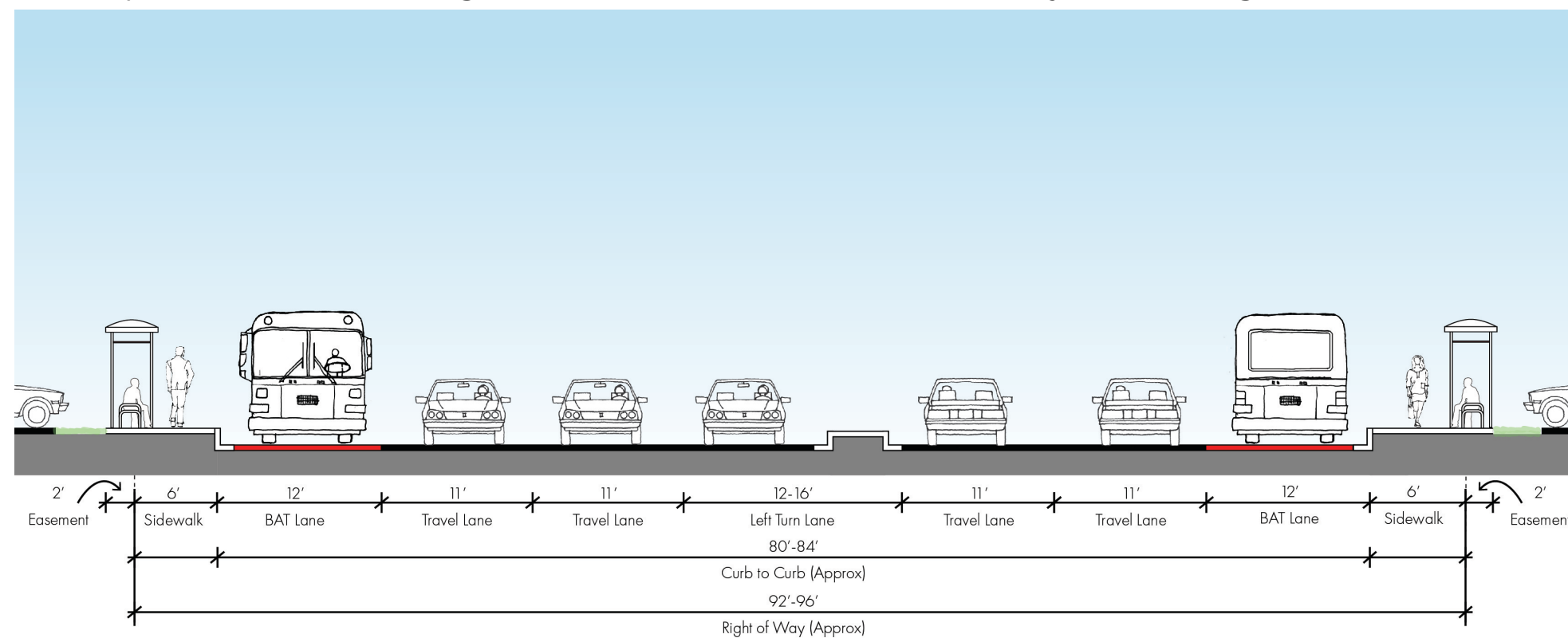
MULTI-MODAL FACILITIES

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

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



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



Street Segment (2B)

OVERALL CHARACTER

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

STREET CHARACTER

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

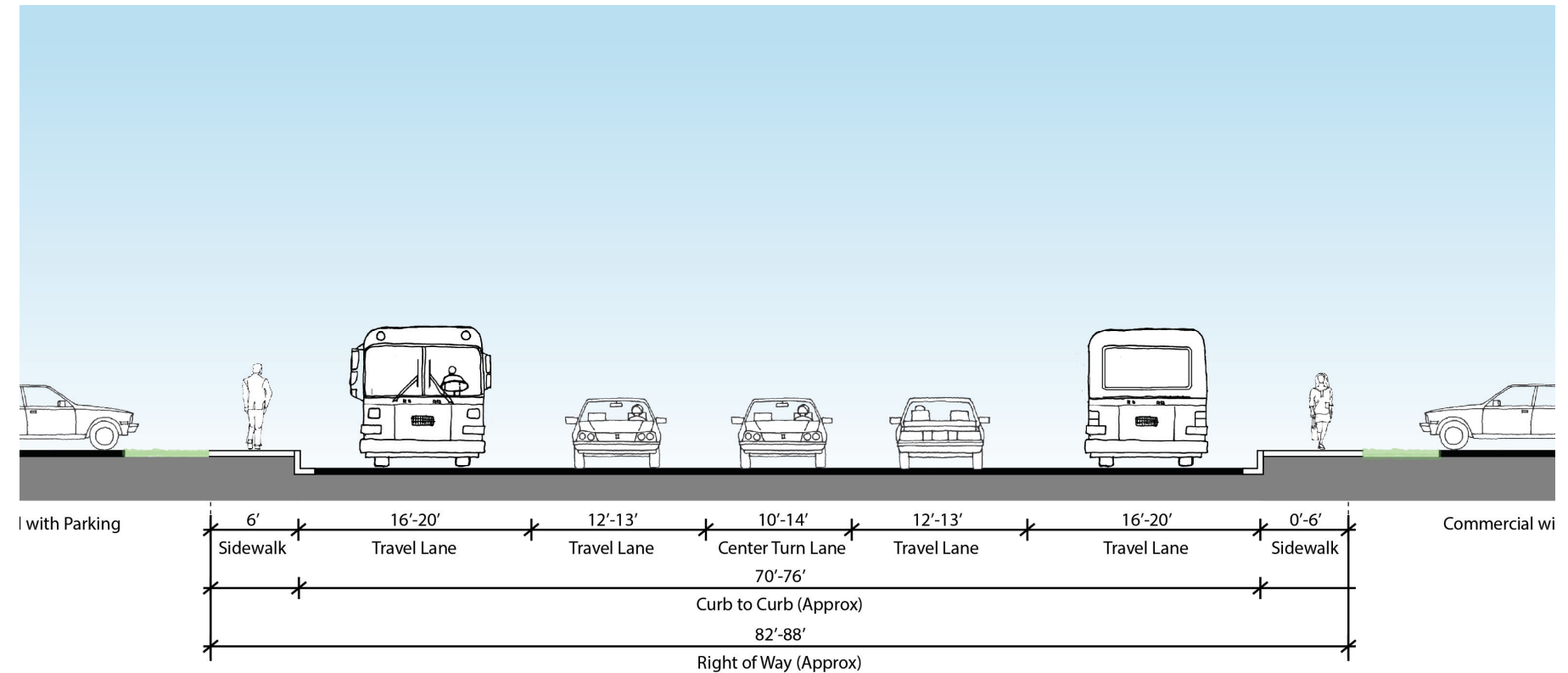
STREET SIZE AND LANES

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

MULTI-MODAL FACILITIES

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

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



Street Segment (2C)

OVERALL CHARACTER

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

STREET CHARACTER

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

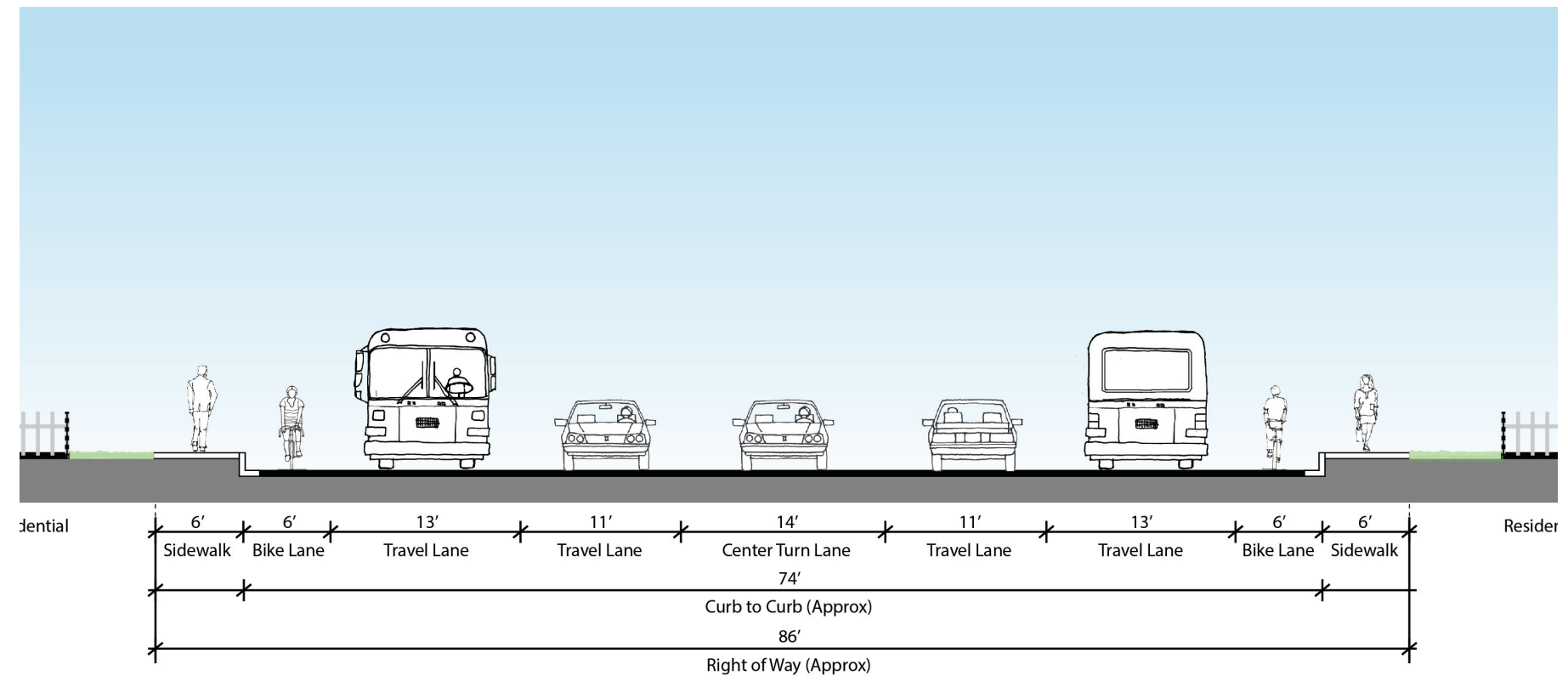
STREET SIZE AND LANES

- 86' ROW with four travel lanes and a center left-turn lane
- Bidirectional with two southbound lanes and two northbound lanes

MULTI-MODAL FACILITIES

- Sidewalks:
 - Existing: 6' wide
 - Proposed BRT: 8' wide minimum at BRT stations
- Bike Lanes: 6' wide Class II Bike Lane
- Transit:
 - Existing: Yes

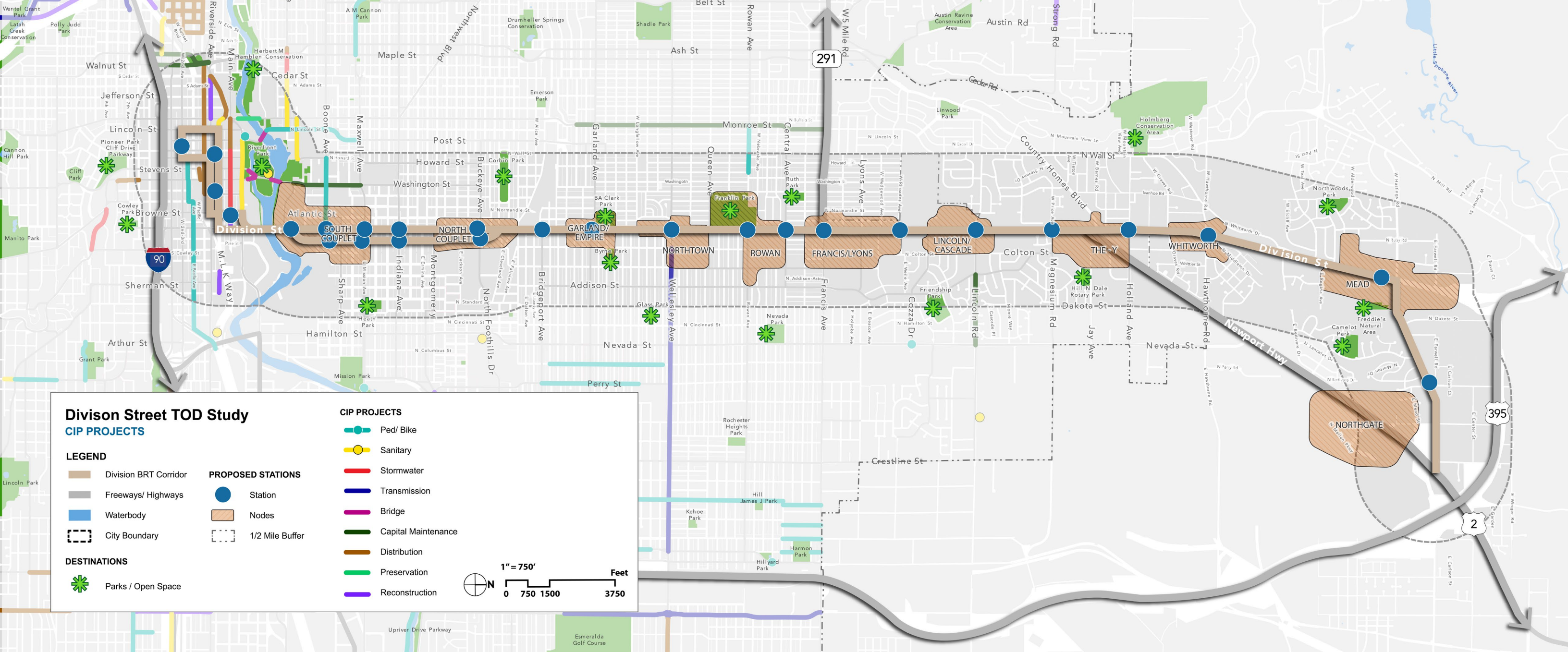
2C. Prototypical Existing Section- Along Hastings Rd- From Division St to Newport Hwy- Looking North





6

Infrastructure Analysis



CIP Infrastructure Projects

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

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



7

TOD Node Selection Matrix

DIVISION STREET TOD- Preliminary Node Selection Criteria											
	High (Value= 1)			Medium (Value= .5)			Low (Value= 0)				
	City of Spokane							Spokane County			
Categories	South Couplet	North Couplet	Garland/ Empire	Northtown	Rowan	Francis/ Lyons	Lincoln/ Cascade	The- Y	Whitworth	Mead	Northgate
DIVISION CONNECTS											
Social Vulnerability Index <i>High Displacement (Low 0.0 - High 1.0)</i>	High (.82)	High (.61)	High (.64)	High (.64)	High (.67)	High (.70)	High (.67)	High (.65)	Moderate (.60)	High (.67)	High (.62)
Transformation Potential <i>Approximate Acres</i>	4 acres	16 acres	14 acres	9 acres	10 acres	23 acres	20 acres	25 acres	8 acres	45 acres	359 acres
Vehicle Miles Traveled (VMT) <i>Impact Level in Improving Air Quality 2019 VMT / 2045 with TOD VMT</i>	Moderate 27.1 / 22.8	High 44.1 / 29.4	Moderate 18.1 / 22.8	Moderate 48.3 / 40.9	Low 26.7 / 25.8	Worse 24.7 / 25.5	Moderate 40.9 / 36.1	Moderate 36.9 / 33.2	Worse 21.5 / 22.5	Moderate 52.4 / 38.9	High 77.5 / 38.8
POLICY FRAMEWORK											
Existing Land Use											
Suitable for TOD <i>Land Use Categories Analyzed for TOD Feasibility (Downtown General, General Commercial, Center & Corridor Type 2, Regional Commercial, Mixed Use)</i>	High	High	Medium	High	Medium	High	High	High	Medium	Medium	Medium
Zoning											
Suitable for TOD <i>Zoning Categories Analyzed for TOD Feasibility (Downtown, Center & Corridor core Area, General Commercial)</i>	High	High	Medium	High	Medium	High	High	High	Medium	Medium	Medium
Key Destinations/ Amenities											
Local Serving Retail	High	High	High	High	High	High	High	High	High	High	High
Major Employers	High	Medium	Medium	High	High	Medium	Medium	High	Medium	High	High
Educational Institutions	High	Medium	Medium	Medium	High	Low	Medium	High	High	Low	High
Health Centers	Low	Low	Low	Low	High	High	High	High	Low	Low	Low
Parks and Open Space	High	Medium	High	Medium	High	Low	Low	Medium	Low	High	Low
PHYSICAL ANALYSIS											
Development Potential											
Vacant & Redevelopable Potential <i>Share of vacant land and land with less than 1:1 improvement to land value ratio</i>	Medium	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium	High	High
Parcel Size <i>Larger parcels present higher potential</i>	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium	High	High
Clustered Land Ownership <i>Public land ownership & contiguous private ownership</i>	Medium	Medium	Medium	Low	High	High	Medium	Medium	High	Low	High
Development Activity <i>New commercial construction in the last 10 years (2015-2024)</i>	High	Low	Low	Low	Low	Low	Low	Low	Medium	High	High
Market Strength <i>Average asking rents for multifamily apartments</i>	High	Medium	Low	Low	Low	High	Medium	Medium	Medium	Medium	Low
Tree Canopy	Medium	Medium	High	Medium	Medium	Medium	Medium	Medium	High	Medium	High
Impervious Surface	Medium	Medium	Medium	High	High	High	High	Medium	Medium	High	Low
ECONOMICS ANALYSIS											
Demographics											
Population Density <i>Higher density indicates higher TOD potential</i>	High	High	High	High	High	High	Medium	Medium	Low	Low	Low
Transit-Dependency <i>Percent share of autoless households, commuting to work by transit, low-income population, population with disabilities, and age groups at risk such as elderly and youth</i>	High	Medium	High	High	Medium	High	Medium	Low	Medium	Low	Low
Employment Density <i>Higher density indicates higher TOD potential</i>	High	Low	Low	Medium	High	Medium	Medium	Medium	Low	Low	Low
Housing Unit Density <i>Higher density indicates higher TOD potential</i>	Low	Low	Medium	Medium	Medium	Medium	High	High	High	High	Medium
ACTIVE TRANSPORTATION MOBILITY											
Built-Out Sidewalk Network	High	High	High	High	High	Low	Low	Low	Low	Low	Low
Existing and Planned Bike Network and Pedestrian Crossing Enhancements	Medium	Medium	Medium	High	High	High	Medium	Low	Medium	Low	Low
Low Level of Stress Bike Network Access	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low
Transit Connectivity	Medium	Medium	Medium	High	High	Medium	Medium	Medium	Medium	Medium	Low
Boardings/ Alighting Ranking	3	3	8	1	5	4	7	6	9	2	10
High Injury Network Intersects Node <i>Opportunity to provide safety enhancements with Node Development</i>	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	No
INFRASTRUCTURE CAPACITY											
Proposed CIP Infrastructure Projects	High	Low	Low	High	Medium	Low	Low	Low	Low	Low	Low
COMMUNITY ENGAGEMENT											
TAC Input	High	Low	Low	High	High	Medium	Low	Medium	Low	High	Medium
CAC Input	High	Low	Low	High	High	Medium	Low	Low	Low	High	Medium
OVERALL RATING											
	20/30	12/30	10.5/30	17.5/30	19/30	16/30	12/30	13/30	10.5/30	13.5/30	10.5/30



8

Acknowledgements

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9

Appendices



Division Street TOD

CITY OF SPOKANE

Existing Conditions: Plan and Policy Review Document

January 2025



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Introduction

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

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

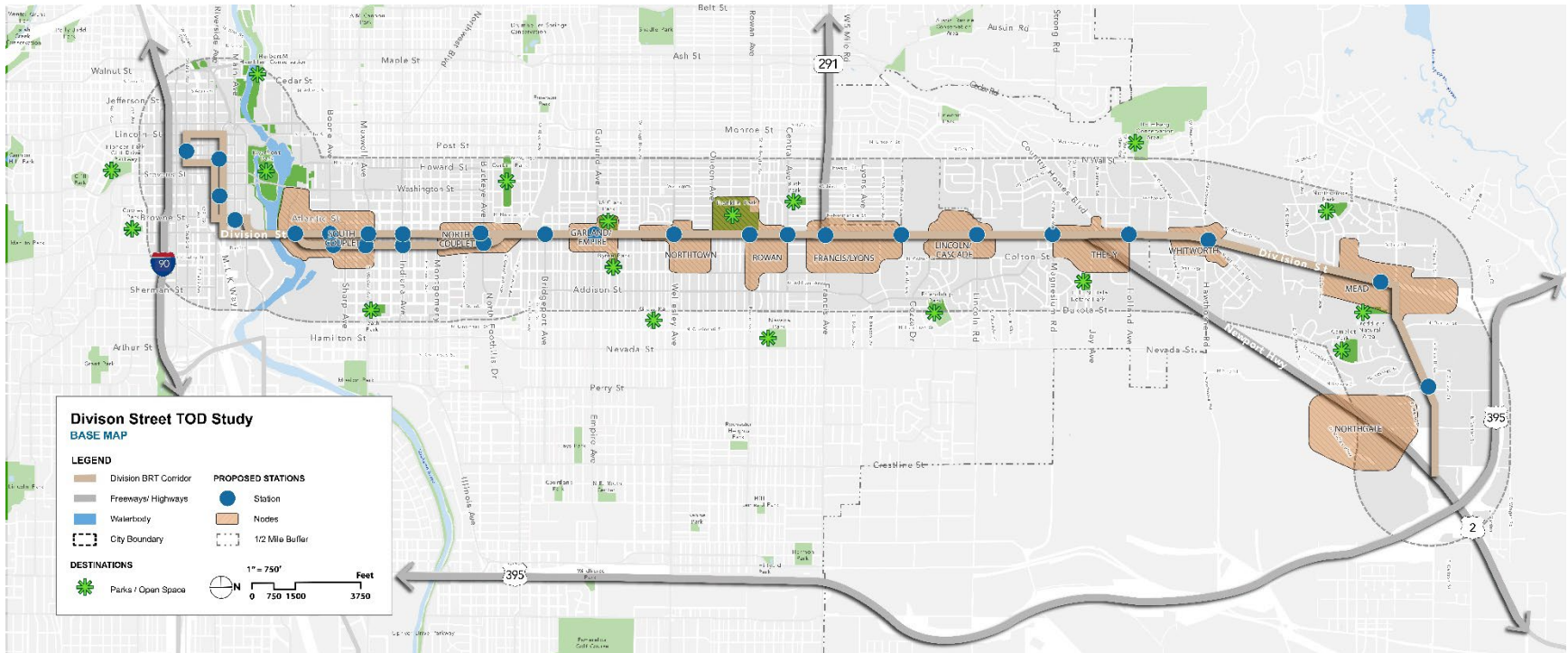
Most of the nodes are located within the Spokane City Limits, and include:

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

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

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

Figure 1. Project Site Area



Plans Review

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

DIVISIONCONNECTS

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

TRANSIT-ORIENTED DEVELOPMENT FRAMEWORK STUDY

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

HOUSING ACTION PLAN

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

COMPREHENSIVE PLANS AND ZONING DOCUMENTS

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

¹ Parametrix. 2022. DivisionConnects Vision and Implementation Strategy Phase 2 Report. Page ES-1.

² Center-Based Planning + Urban Design and Angelo Planning Group. 2022. Transit-Oriented Development Framework Study. Page 2.

³ City of Spokane. 2021. Housing Action Plan: Housing For All. Page 1.

Land Use Framework: Zoning

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

CITY OF SPOKANE

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

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

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

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

UNINCORPORATED SPOKANE COUNTY

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

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

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

Figure 2. Land Use Map

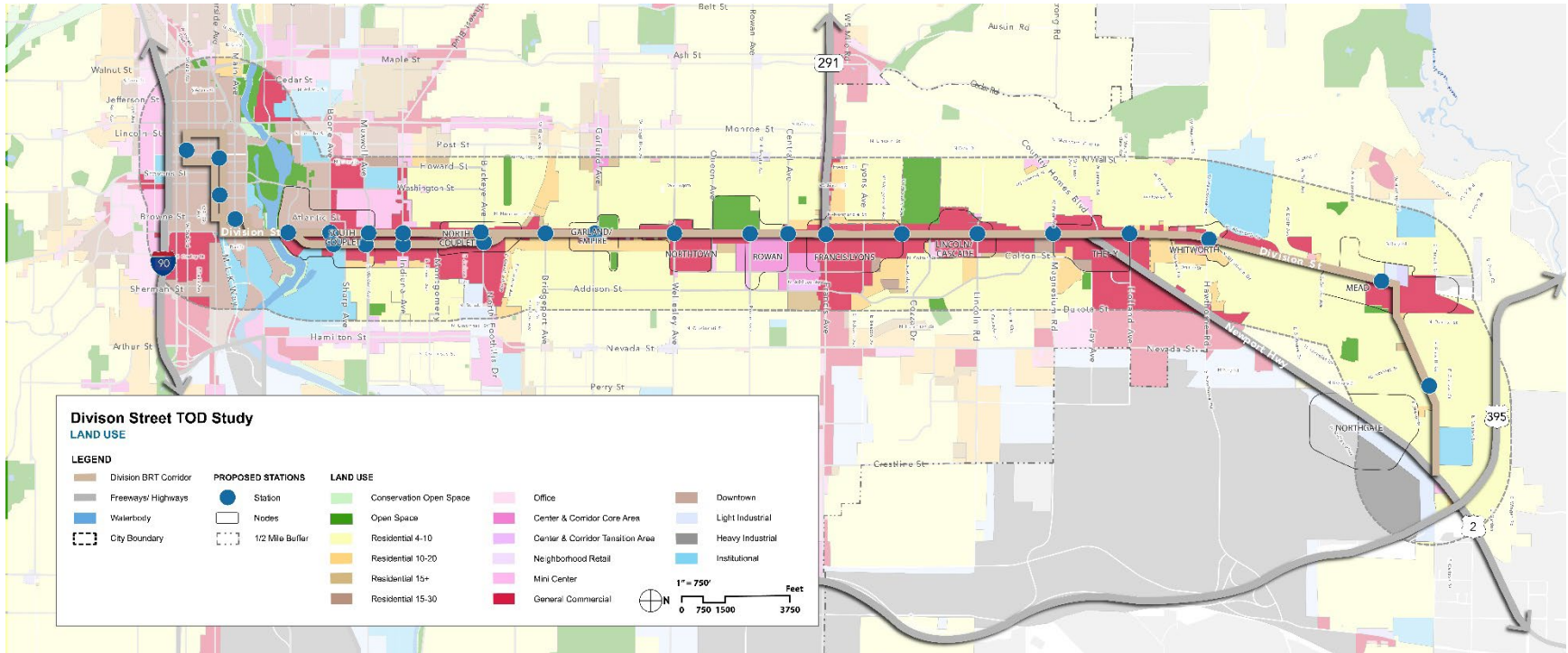


Figure 3. Zoning

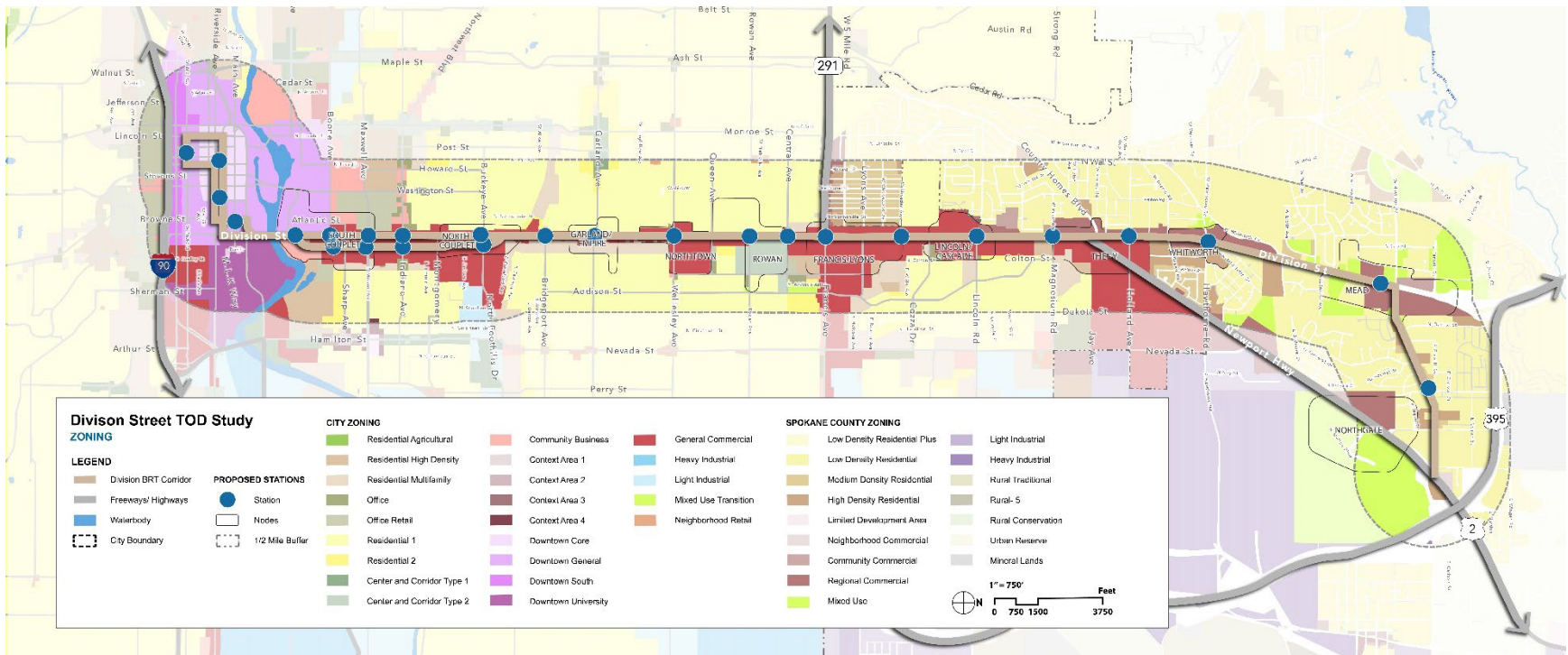


Table 1. Zoning and Development Standards: City of Spokane

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

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

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

Table 2. Zoning and Development Standards: Unincorporated Spokane County

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

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

Division Street TOD | Plan and Policy Review Memo

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

Division Street Corridor Nodes

NODES WITHIN SPOKANE CITY LIMITS

South Couplet Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

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

North Couplet Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

Garland/Empire Node

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

CURRENT LAND USES AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

Northtown Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

- General Commercial
- Residential Low
- Residential Moderate

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

Rowan Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

Francis/Lyons Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

NODES WITH ZONING IN BOTH CITY LIMITS AND THE COUNTY

Lincoln/Cascade Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

The zoning districts that apply to this node include:

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

The Y Node

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

CURRENT LAND USE AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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

KEY DESTINATIONS

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

ZONING DISTRICTS

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

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

NODES WITH ZONING ONLY IN SPOKANE COUNTY

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

Whitworth Node

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

CURRENT LAND USES AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS -CITY AND COUNTY

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

KEY DESTINATIONS

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

ZONING DISTRICTS – ALL SPOKANE COUNTY

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

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

Mead Node

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

CURRENT LAND USES AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS – CITY AND COUNTY

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

KEY DESTINATIONS

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

ZONING DISTRICTS – ALL SPOKANE COUNTY

The zoning districts that apply to this node include:

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

Northgate Node

The segment lies in the northeastern corner of the corridor.

CURRENT LAND USES AND AMENITIES

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

COMPREHENSIVE PLAN LAND USE DESIGNATIONS – CITY AND COUNTY

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

KEY DESTINATIONS

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

ZONING DISTRICTS – ALL SPOKANE COUNTY

The zoning districts that apply to this node include:

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



Division Street TOD

CITY OF SPOKANE

Existing Conditions: Demographics

January 2025



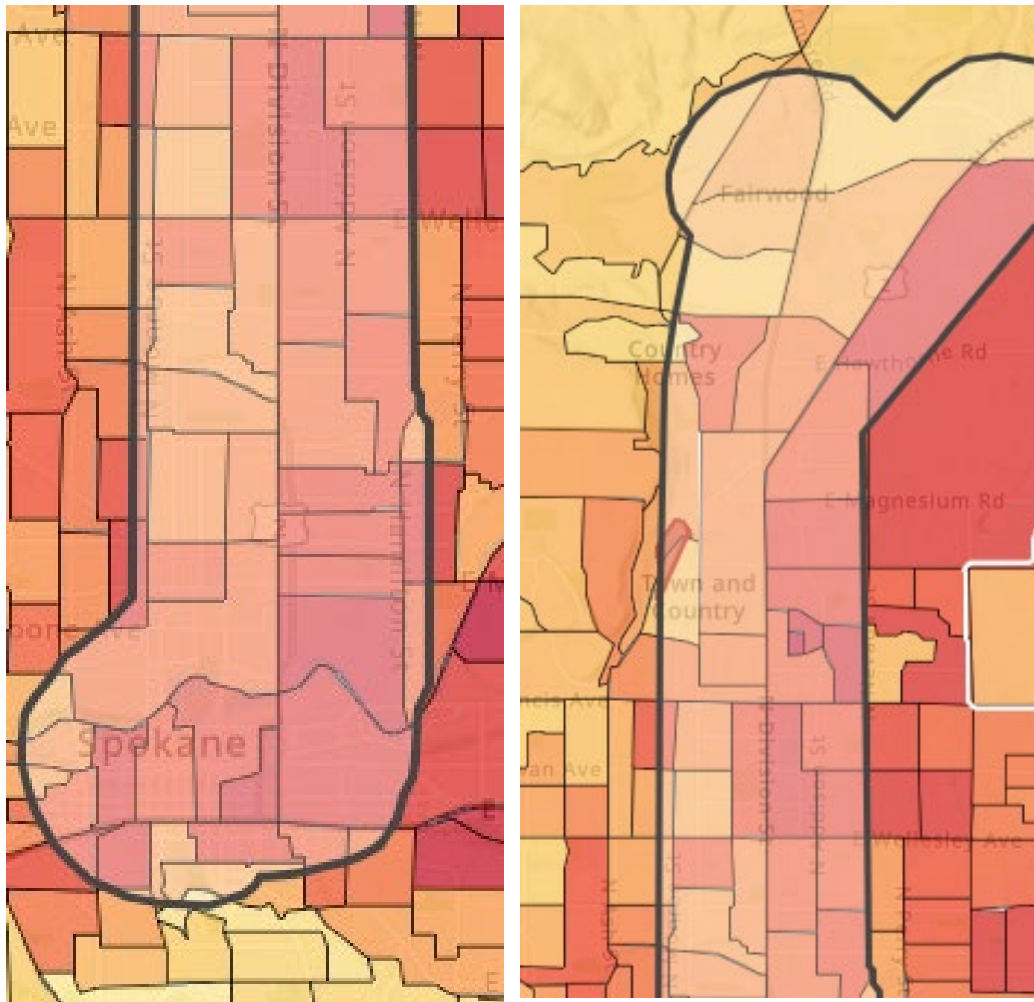
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Community Demographics

DEMOGRAPHICS

Communities of Color

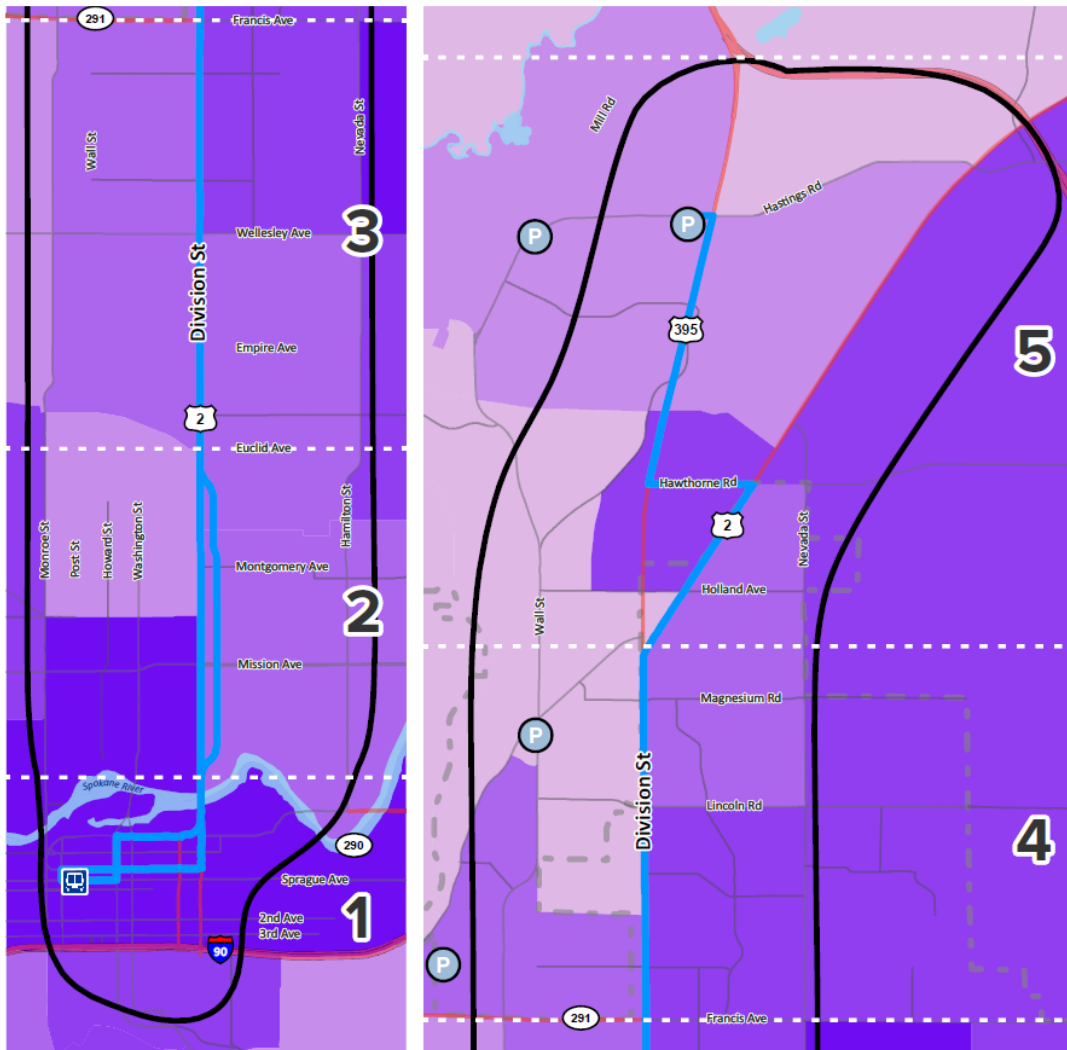
According to Esri-based data, in 2020, the Diversity Index (the level of racial and ethnic diversity of a geographic area), on the east side of Division Street is higher than that on the west side of the corridor. This means that on a scale of zero to 100, where zero would imply that there is no diversity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



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

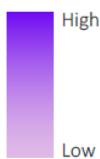
Population with Disability

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



Legend

Percent Population with Disability



Park & Ride



STA Plaza

Division Line- STA Route 25



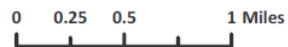
Spokane City Limits



Study Area



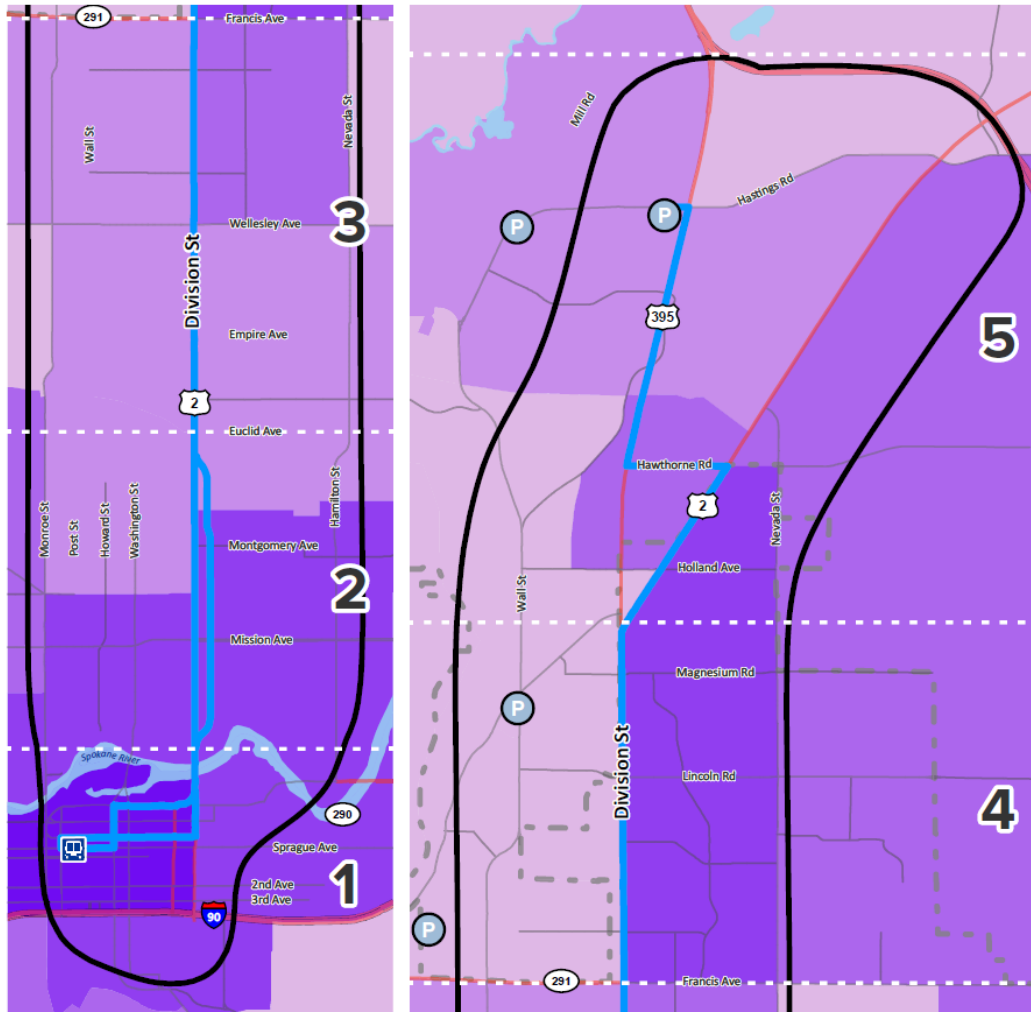
Study Segment Boundaries



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

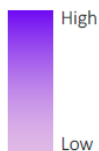
Households with No Vehicle

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

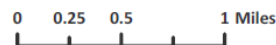
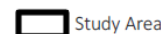
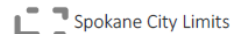


Legend

Percent Population with No Vehicle



Division Line- STA Route 25





Division Street TOD

CITY OF SPOKANE

Existing Conditions: Economic & Market Analysis

November 15, 2024



www.migcom.com

Contents

INTRODUCTION	3
EXECUTIVE SUMMARY	6
CH. 01: DEMOGRAPHICS	8
CH. 02: HOUSING	17
CH. 03: EMPLOYMENT	19
CH. 04: REAL ESTATE MARKET	24
CH. 05: DEVELOPMENT POTENTIAL	37

Introduction

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

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

What is TOD?

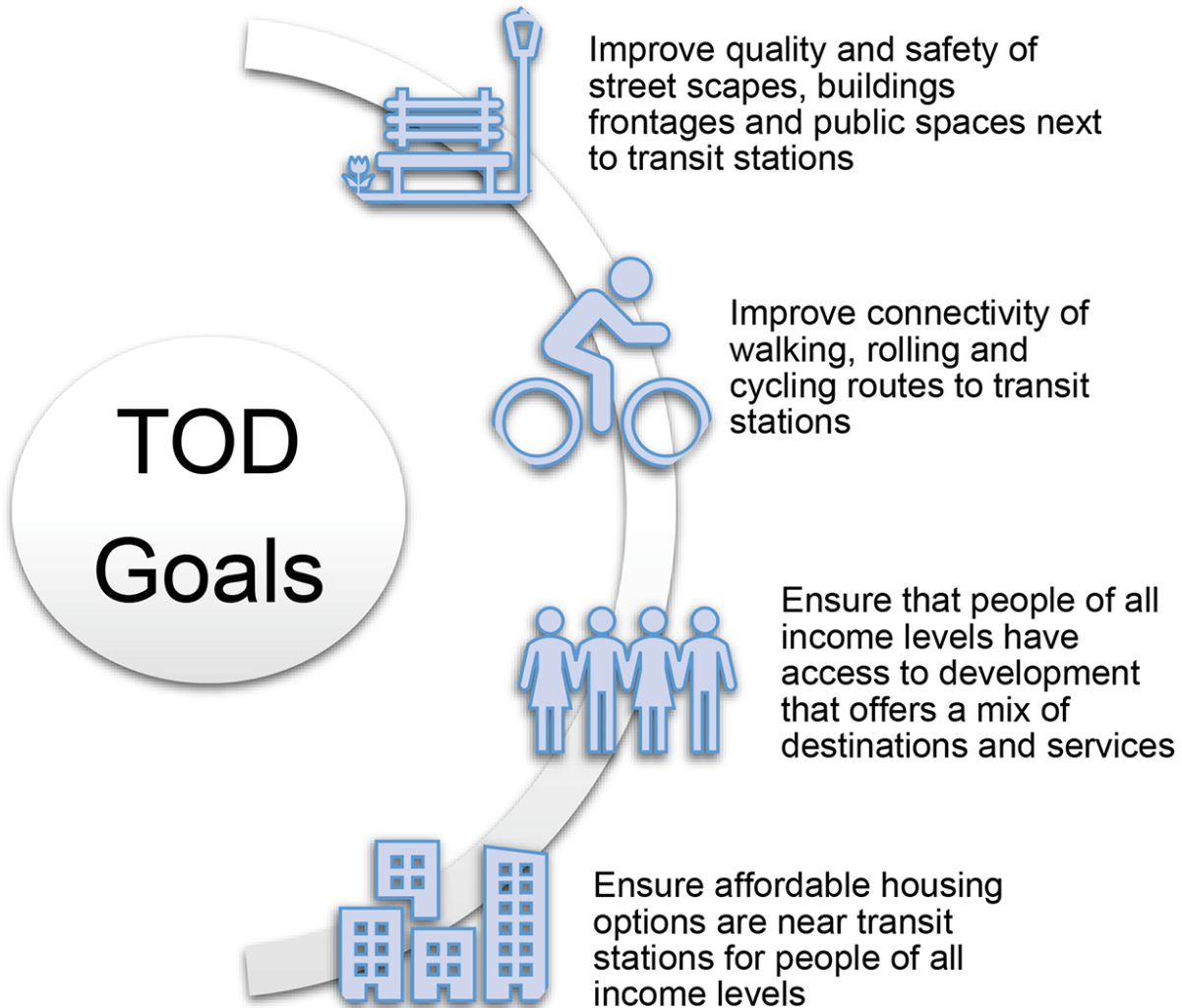
Before analyzing the economic and market potential for TOD, it is important to understand the definition of TOD and what conditions typically contribute to successful transit-oriented development. This will assist in understanding where near-term TOD potential exists in the corridor, or where interventions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

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

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

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

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



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

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

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

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

What contributes to the market potential for TOD?

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

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

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

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

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

Executive Summary

Key Takeaways

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

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

Ch. 01: Demographics

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

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

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

Population

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

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

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

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

Age

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

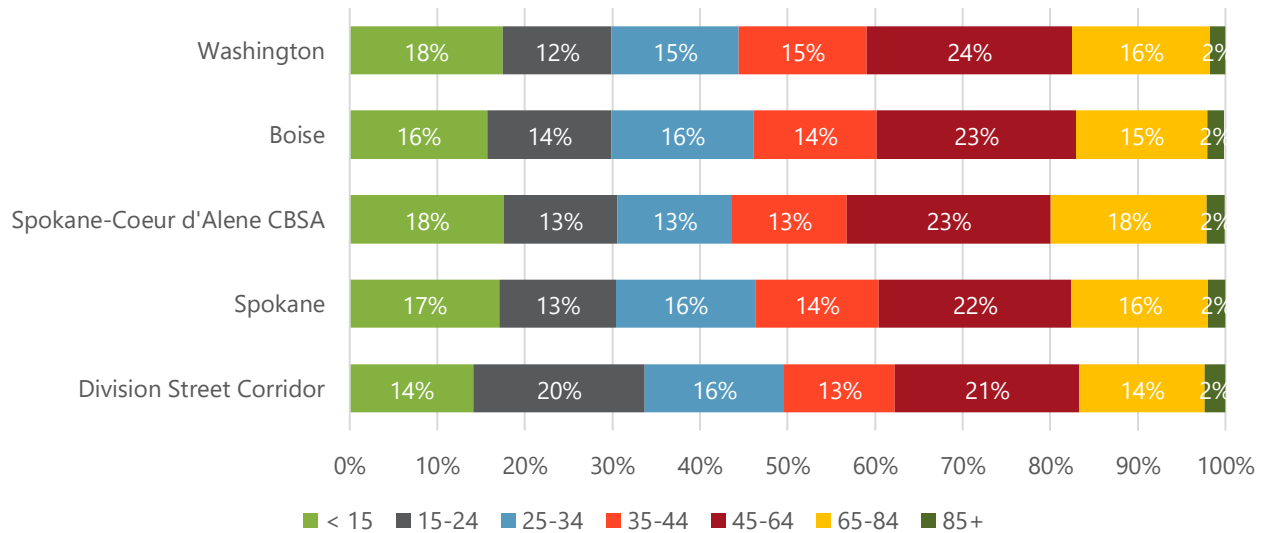


Figure 2: Age Distribution (2024); Source: US Census via Esri Business Analyst

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

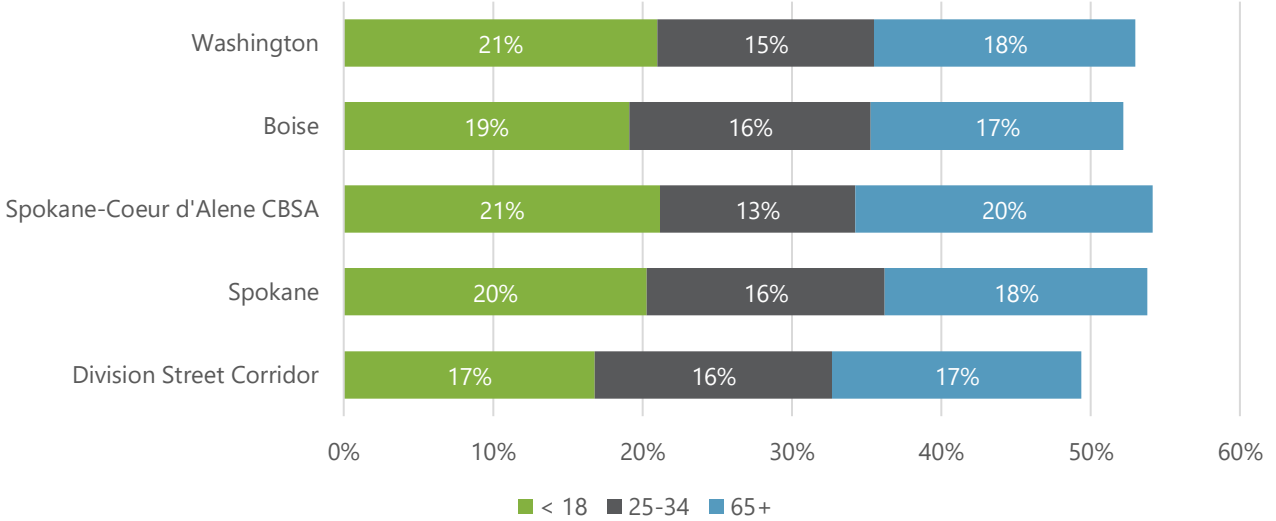


Figure 3: Share of Residents in Key Age Groups (2024); Source: US Census via Esri Business Analyst

Household Size

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

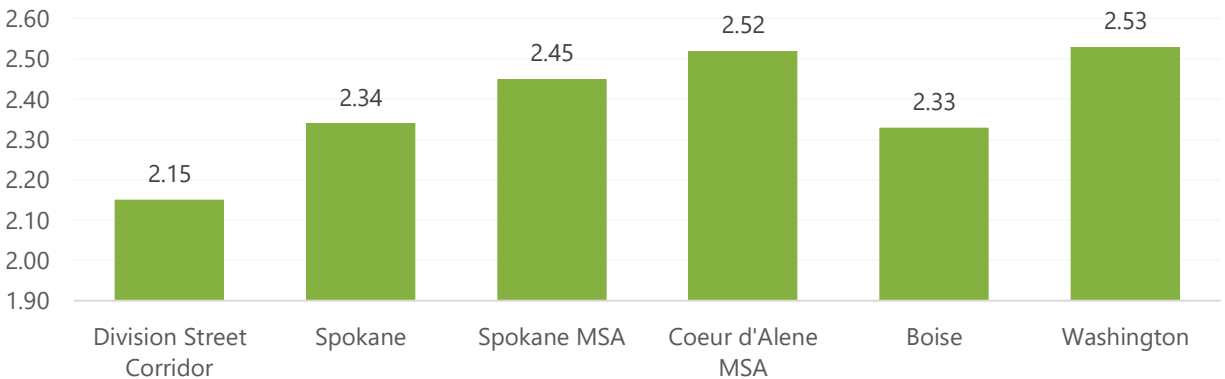


Figure 4: Residents per Household (2024); Source: US Census via Esri Business Analyst

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

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

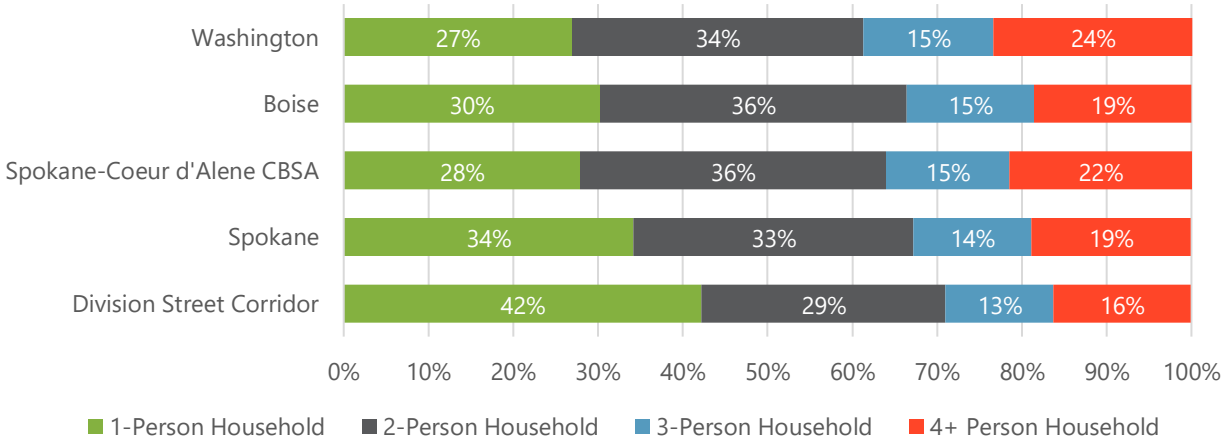


Figure 5: Households by Size (2020); Source: US Census via Esri Business Analyst.

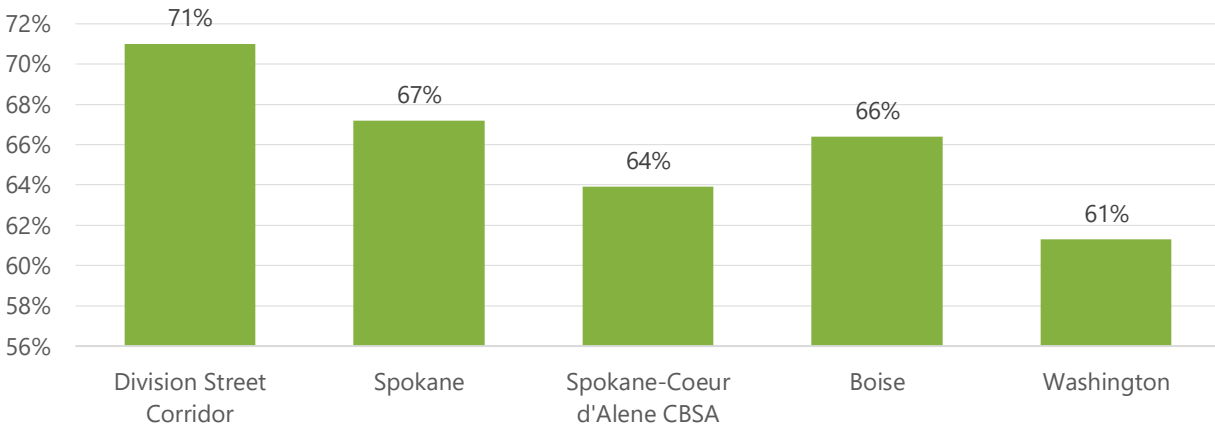


Figure 6: Share of Households with One to Two Residents; Source: US Census via Esri Business Analyst.

Income

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

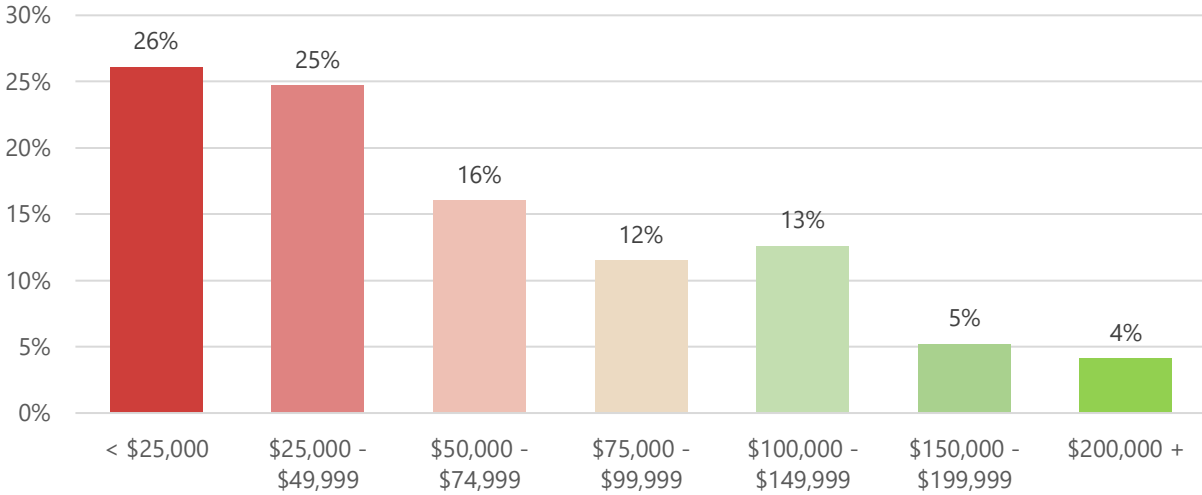


Figure 7. Household Income Distribution in the Division Street Corridor Study Area (2024); Source: US Census via Esri Business Analyst.

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

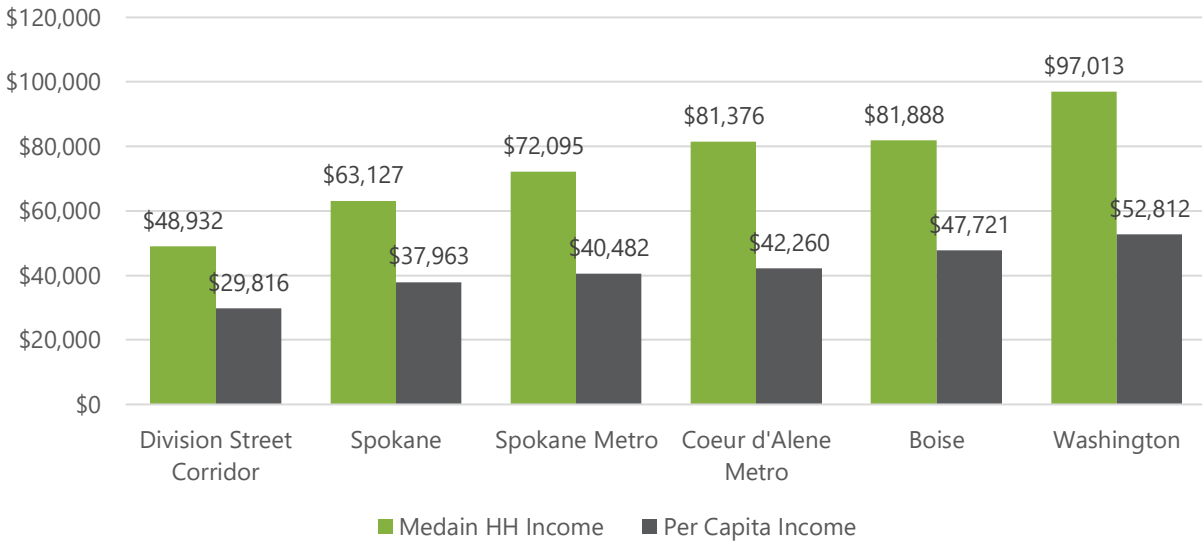
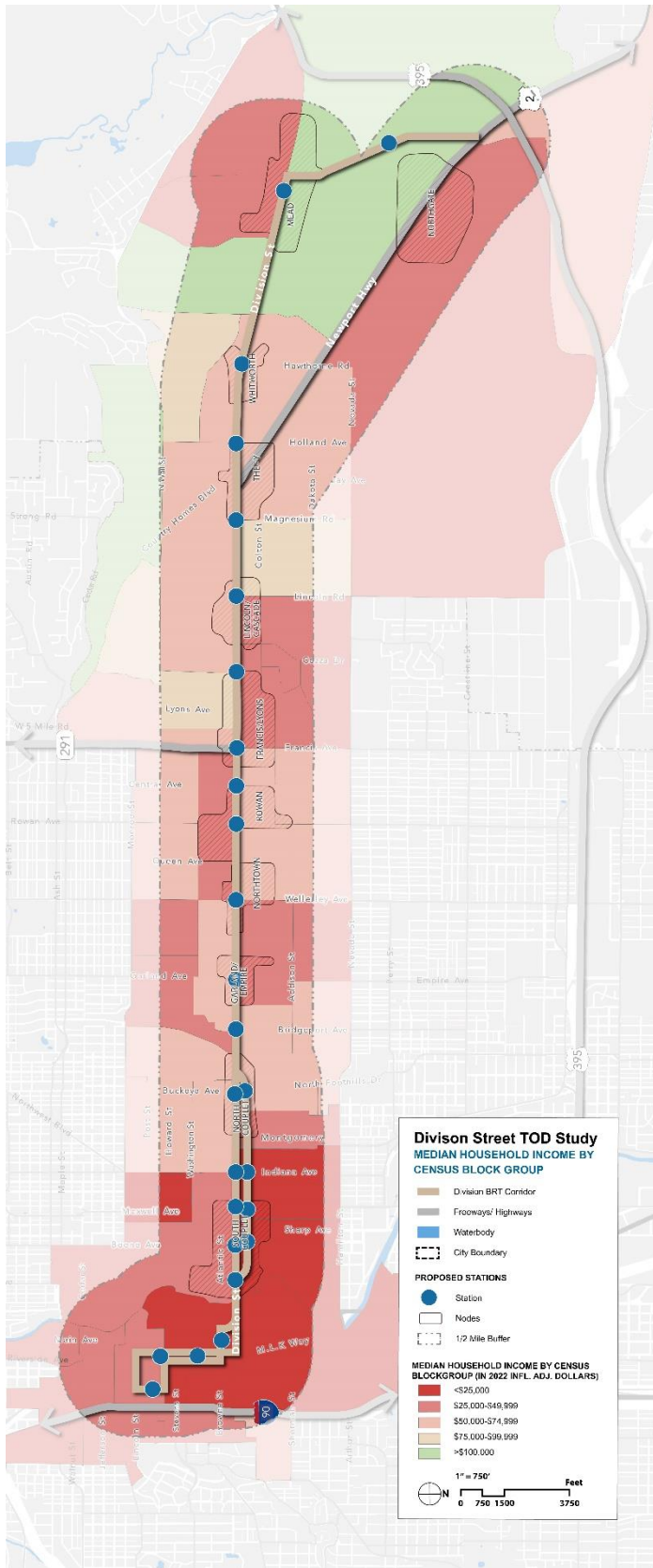


Figure 8. Household and Per Capita Income (2024); Source: US Census via Esri Business Analyst.



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

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

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

Racial and Ethnic Diversity

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

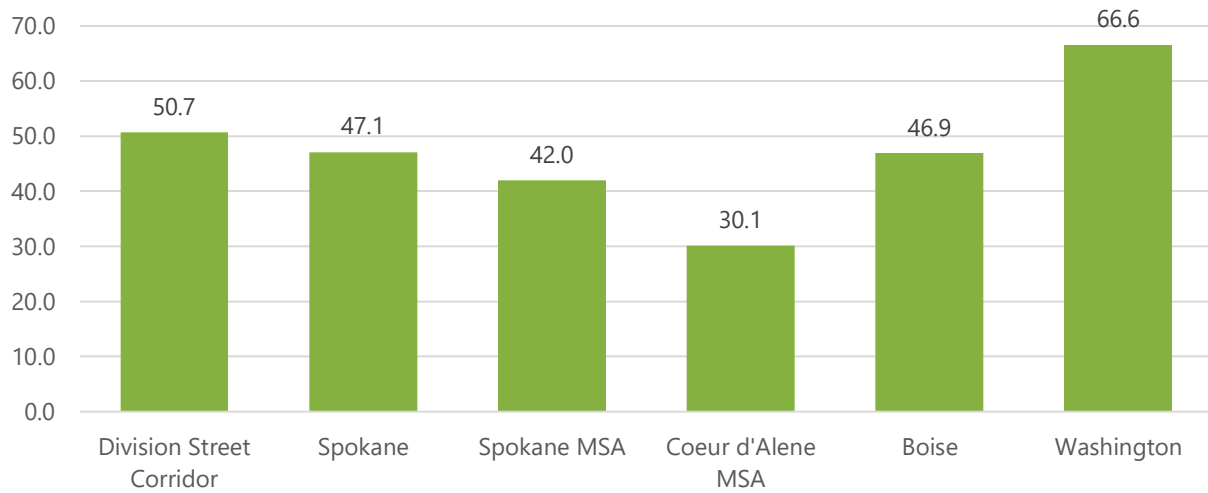


Figure 10. Diversity Index (2024); Source: US Census via Esri Business Analyst.

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

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

Educational Attainment

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

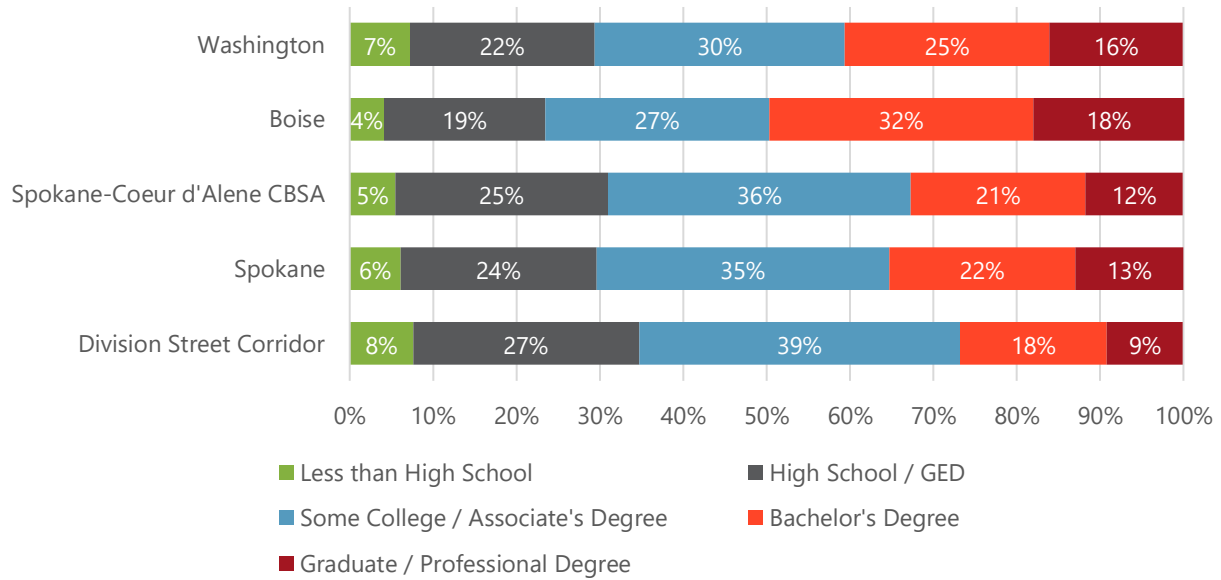
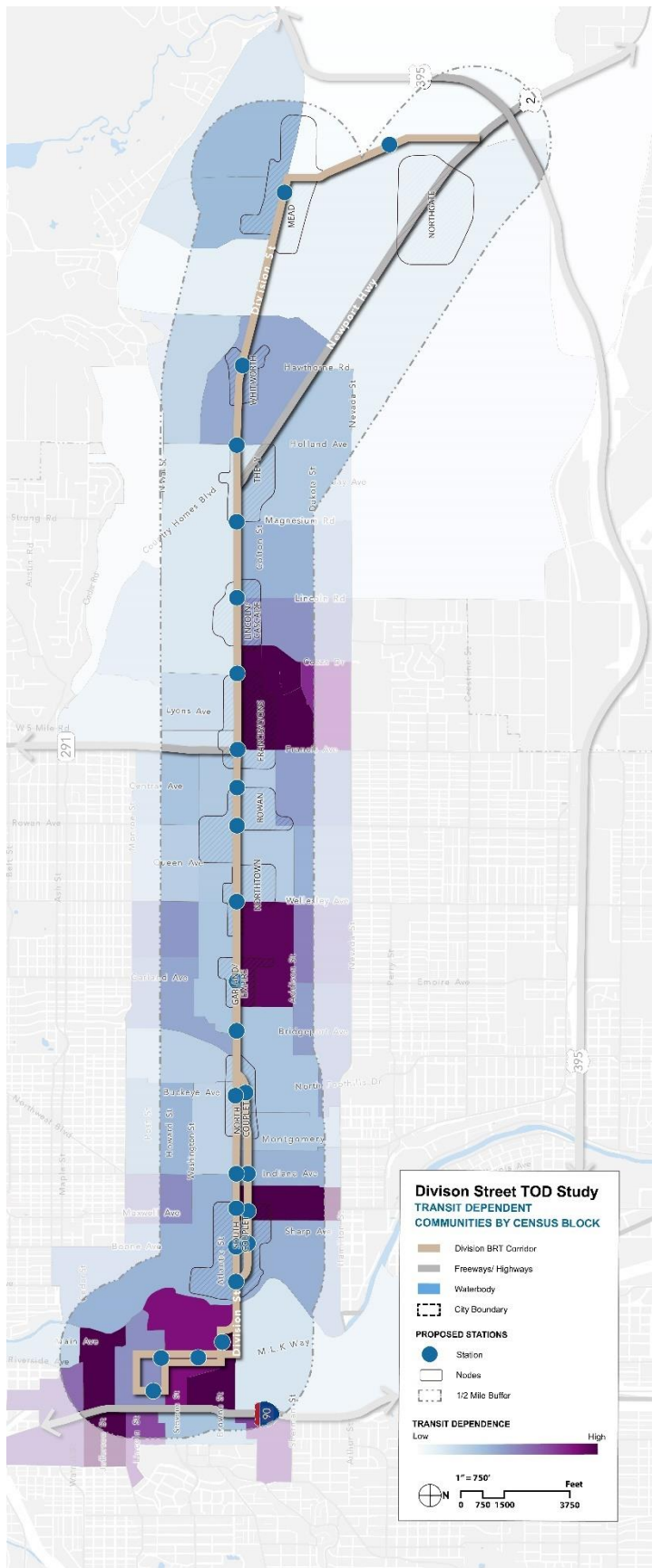


Figure 12. Educational Attainment of Residents over 25 Years Old (2024); Source: US Census via Esri Business Analyst.

Transit-Dependent Communities

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



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

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

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

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

Ch. 02: Housing

Housing Units by Tenure

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

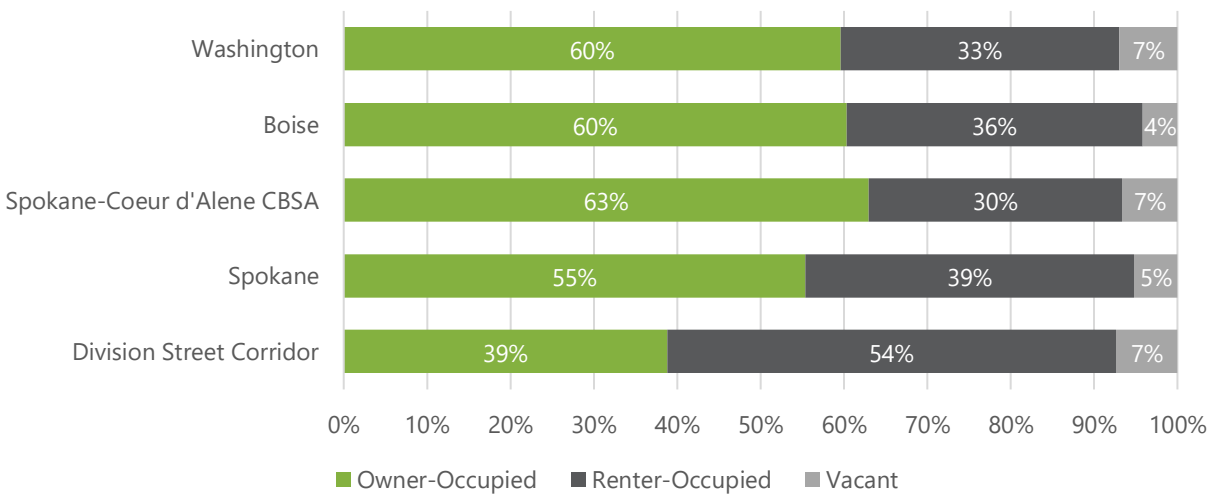


Figure 14: Housing Units by Tenure; Source: US Census via Esri Business Analyst.

Housing Affordability

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

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

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

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

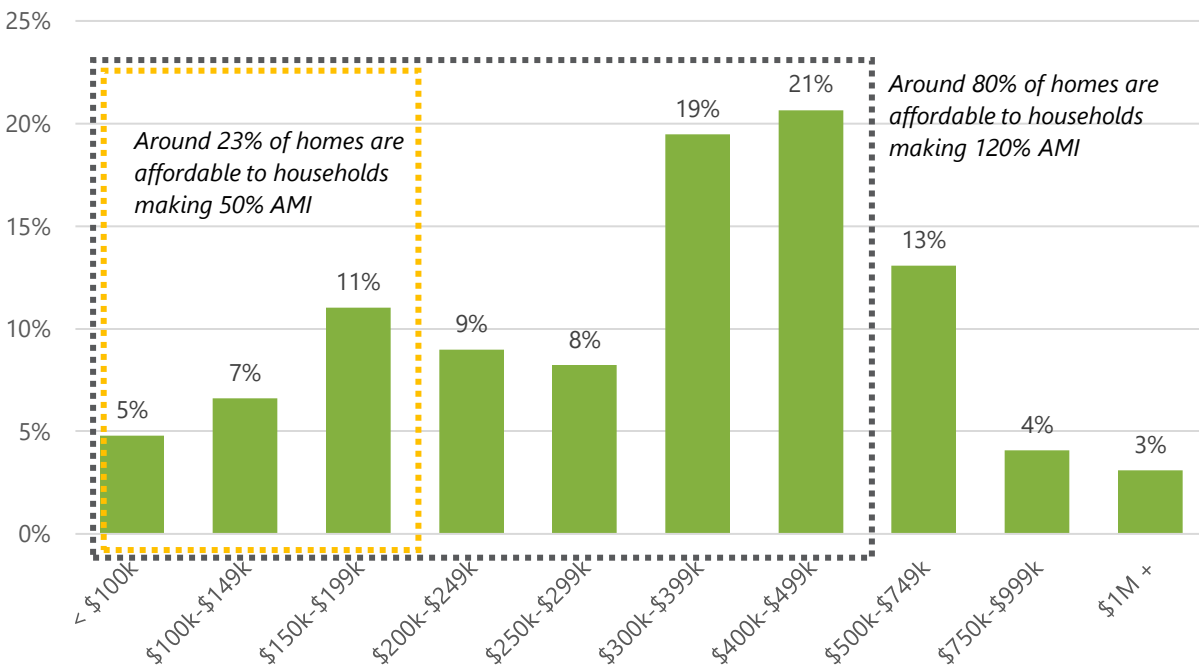


Figure 16. Division Street Corridor Home Value Distribution (2024). Source: US Census via Esri Business Analyst; US Department of Housing and Urban Development (HUD); LCG.

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

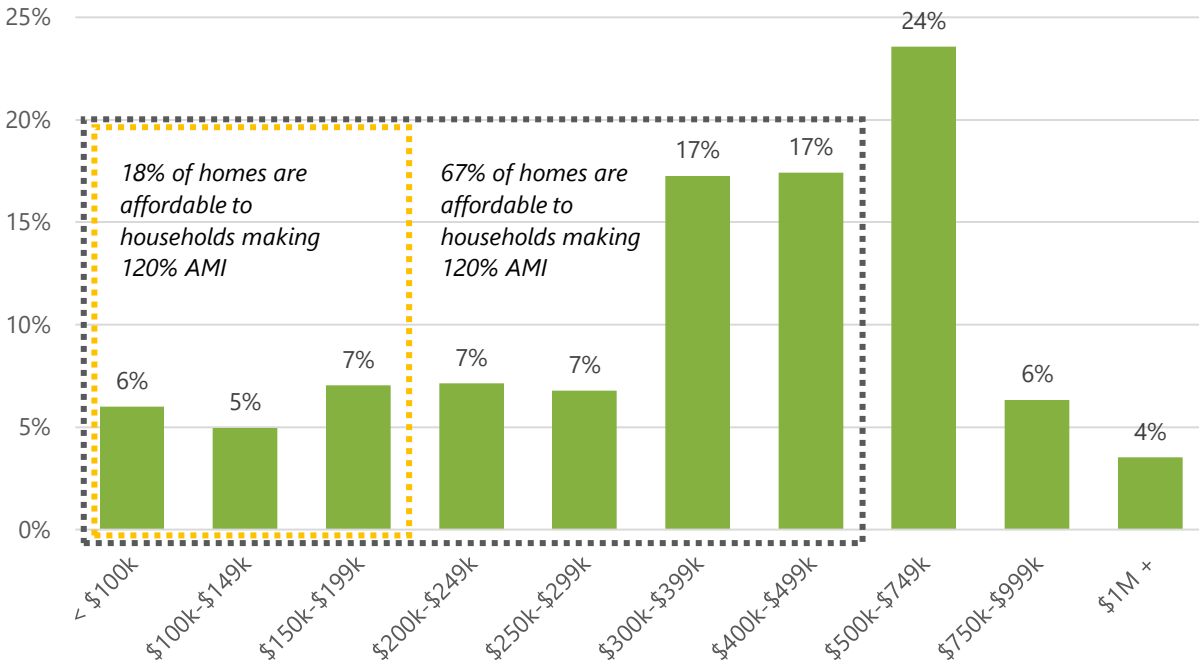


Figure 17. Spokane Home Value Distribution (2024)

Ch. 03: Employment

Jobs

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

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

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

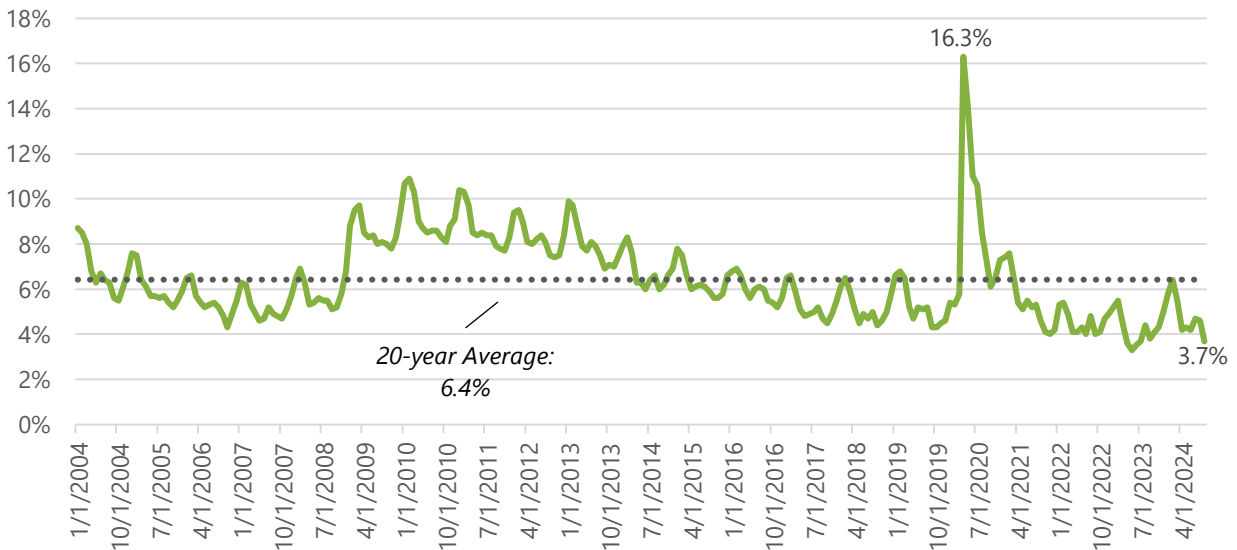


Figure 19. Spokane County Monthly Unemployment Rate, 2004-2024; Source: St. Louis Federal Reserve (FRED).

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

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

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

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

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

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

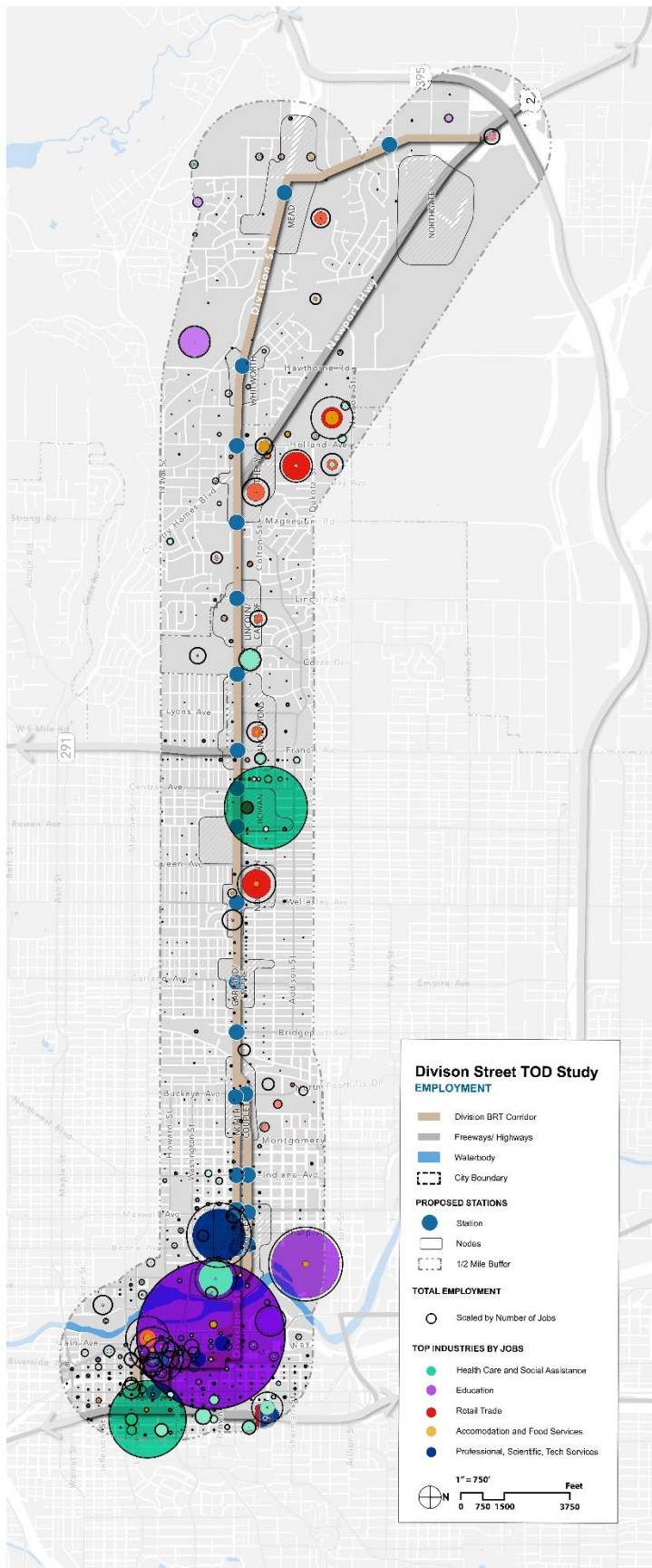
Figure 21. Jobs by Industry in the Study Area and Spokane (2021); Source: US Census via LEHD OntheMap.

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

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

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

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



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

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

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

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

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

Ch. 04: Real Estate Market

Multifamily Housing

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

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

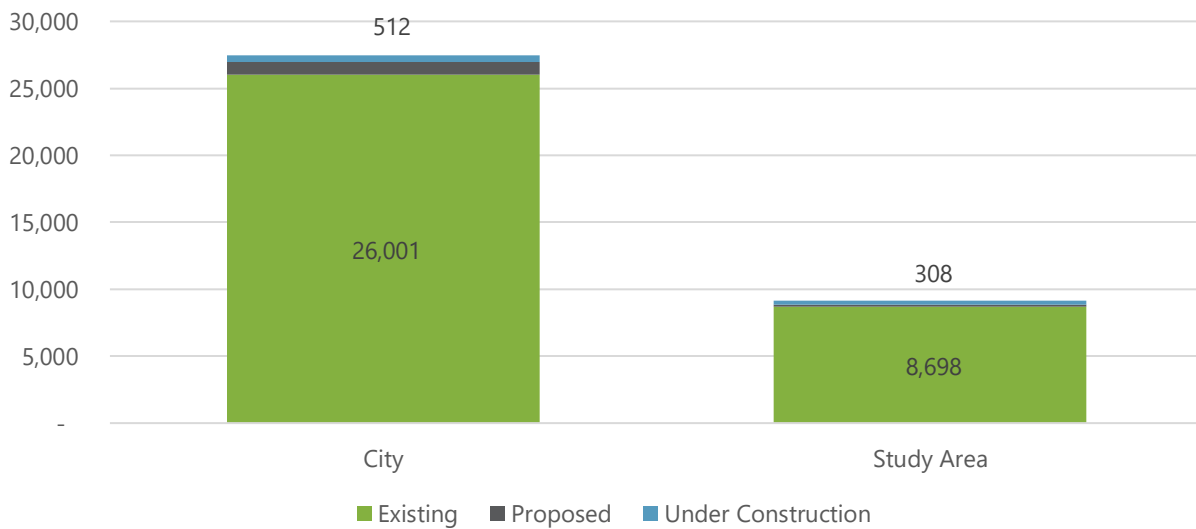


Figure 23. Multifamily Units (Excluding Student Housing) in Spokane and the Study Area; Source: CoStar.

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

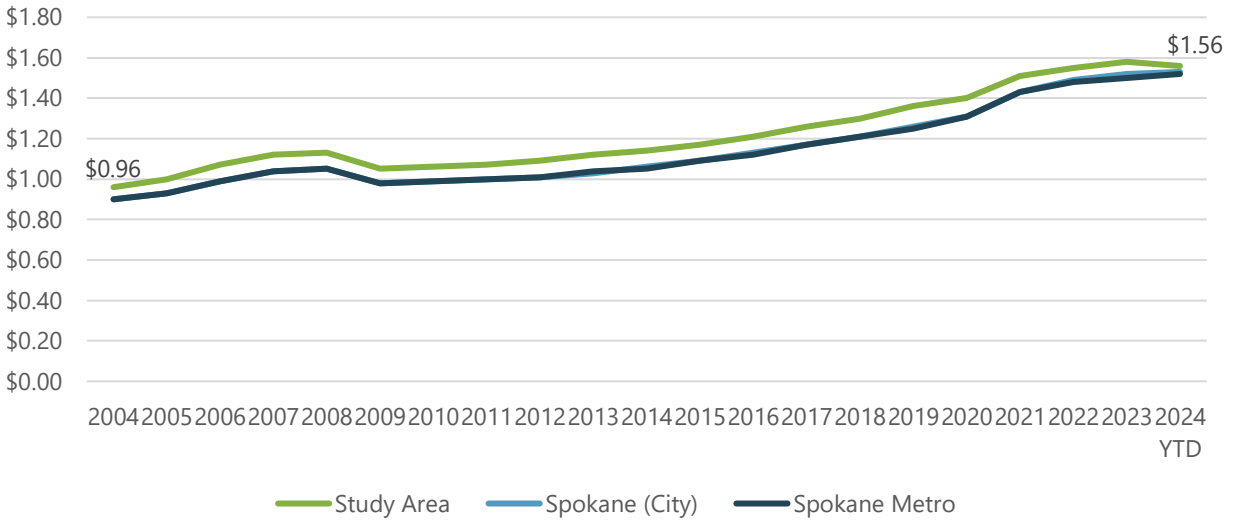


Figure 24. Multifamily Market Asking Rent per Square Foot, 2004-2024; Source: CoStar.

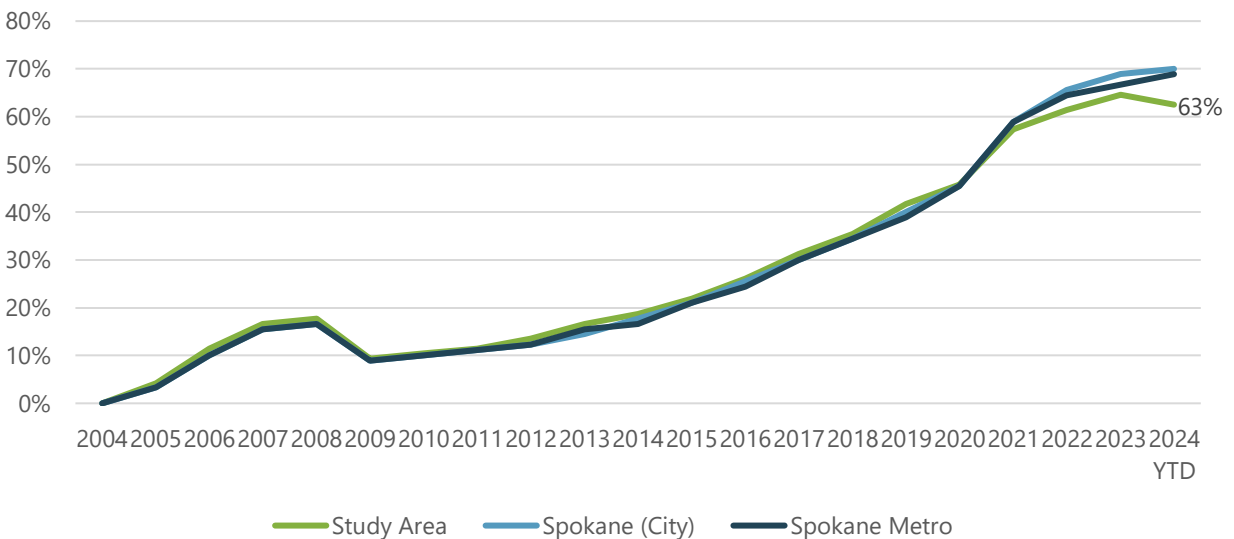


Figure 25. Cumulative Growth of Rent per Square Foot, 2004-2024; Source: CoStar.

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

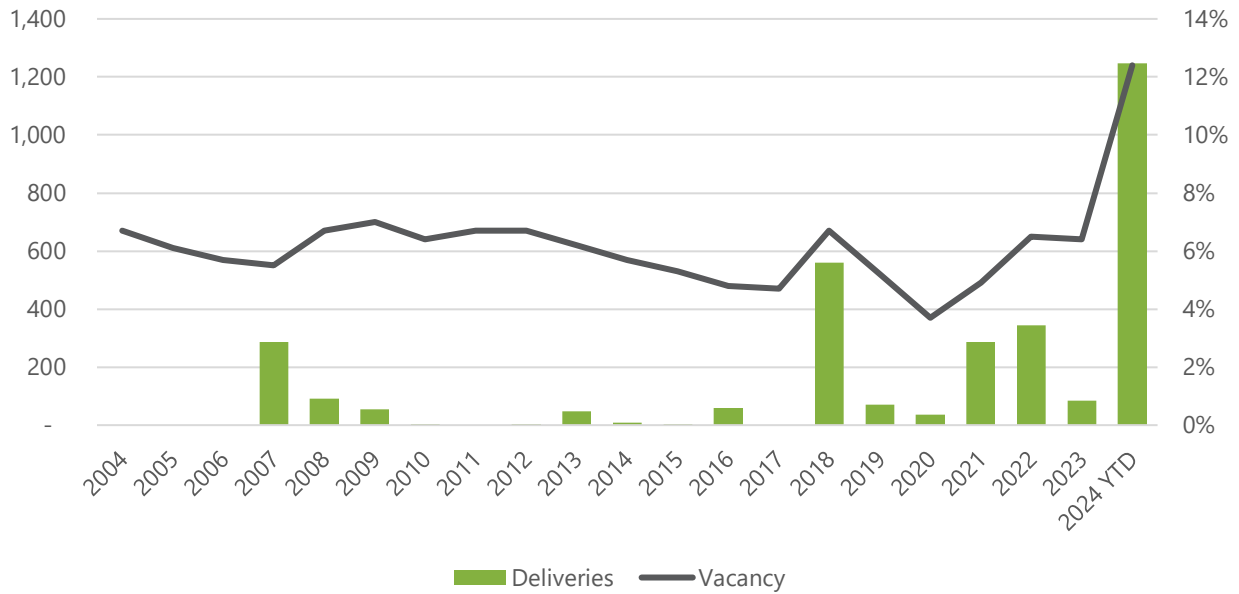


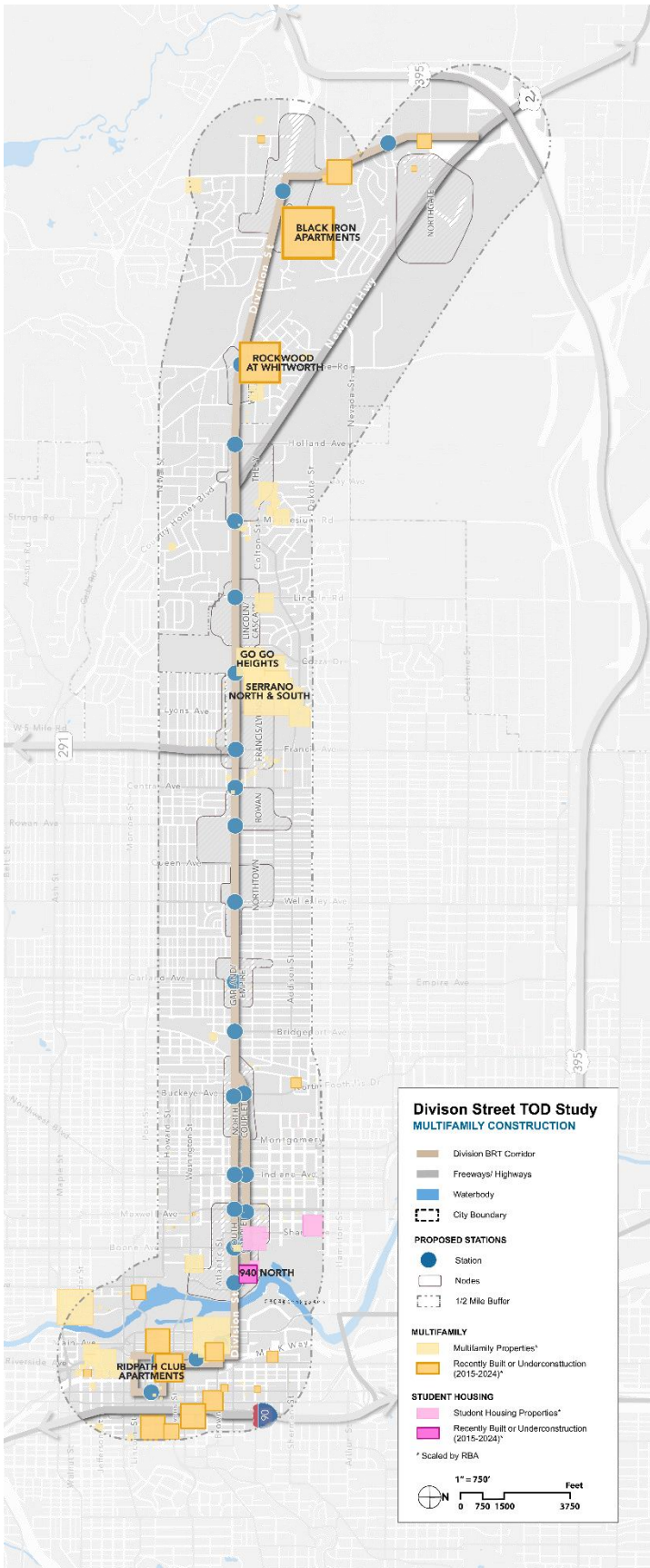
Figure 26. Multifamily Deliveries (Units) and Vacancy Rate, 2004-2024; Source: CoStar.

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

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

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

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



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

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

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

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

Retail

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

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

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

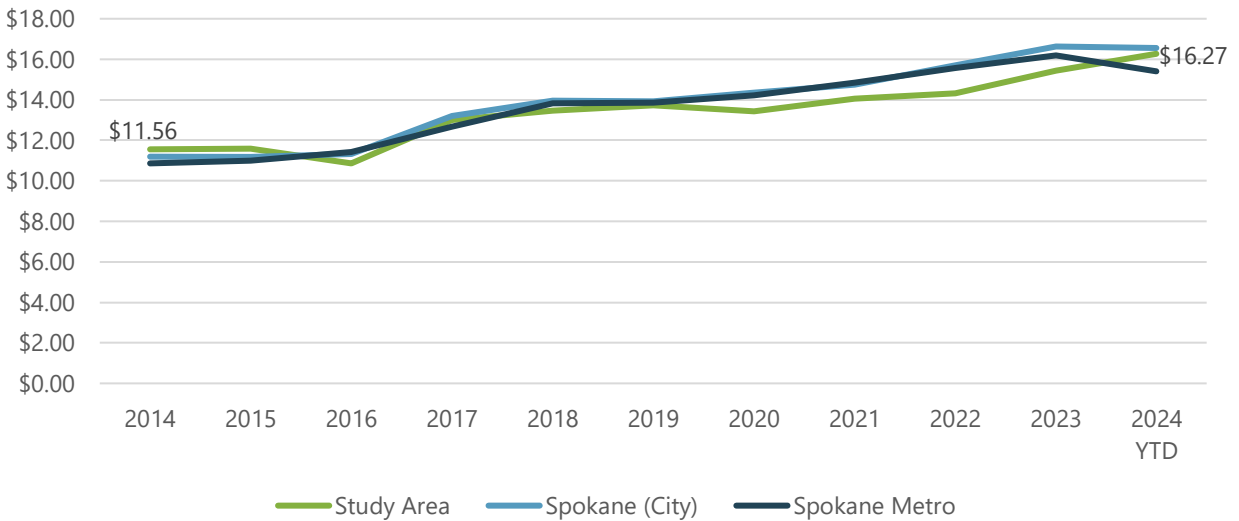


Figure 29. Triple Net Retail Rent per Square Foot per Year (2014-2024); Source: CoStar.

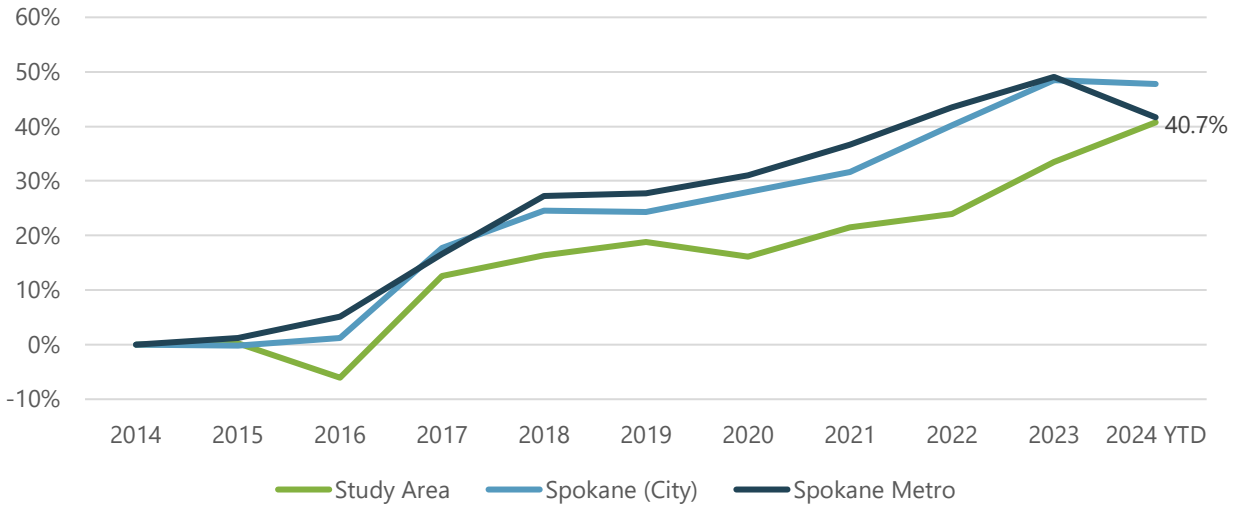


Figure 30. Cumulative Retail Rent Growth (2014-2024); Source: CoStar.

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

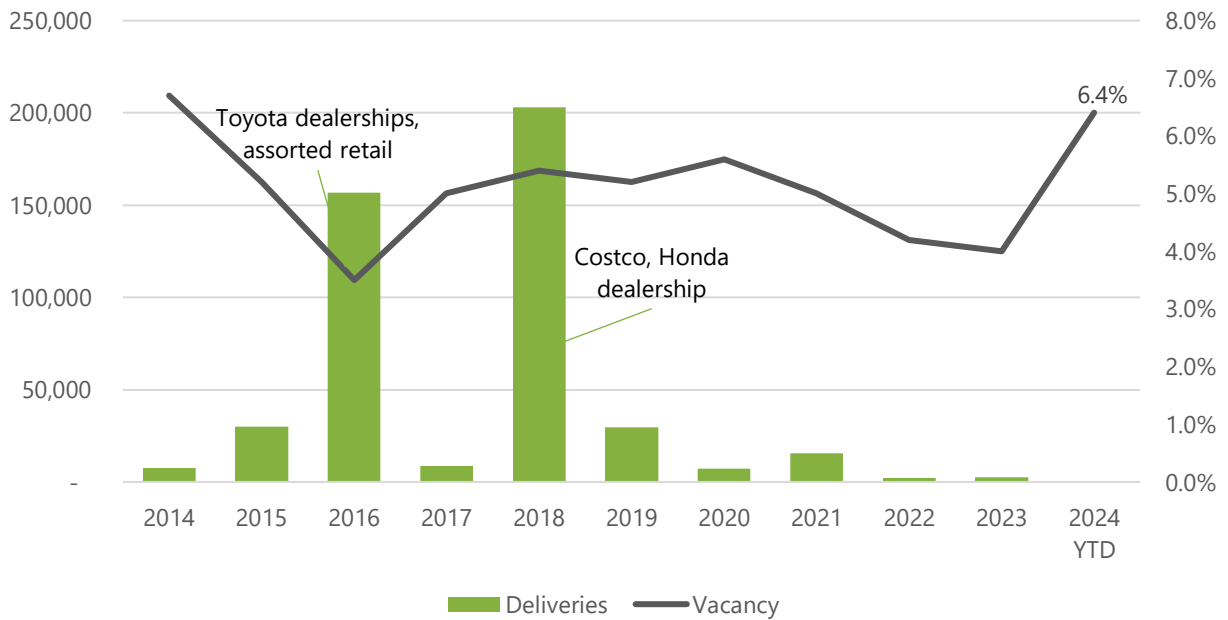


Figure 31. Study Area Retail Deliveries (SF) and Vacancy Rate (2014-2024); Source: CoStar.

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

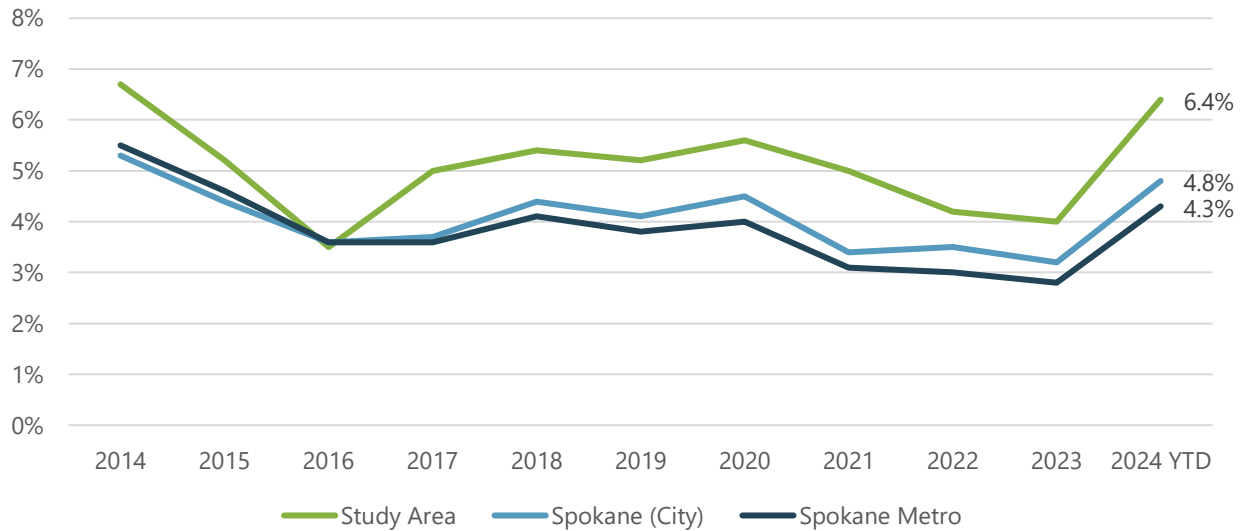
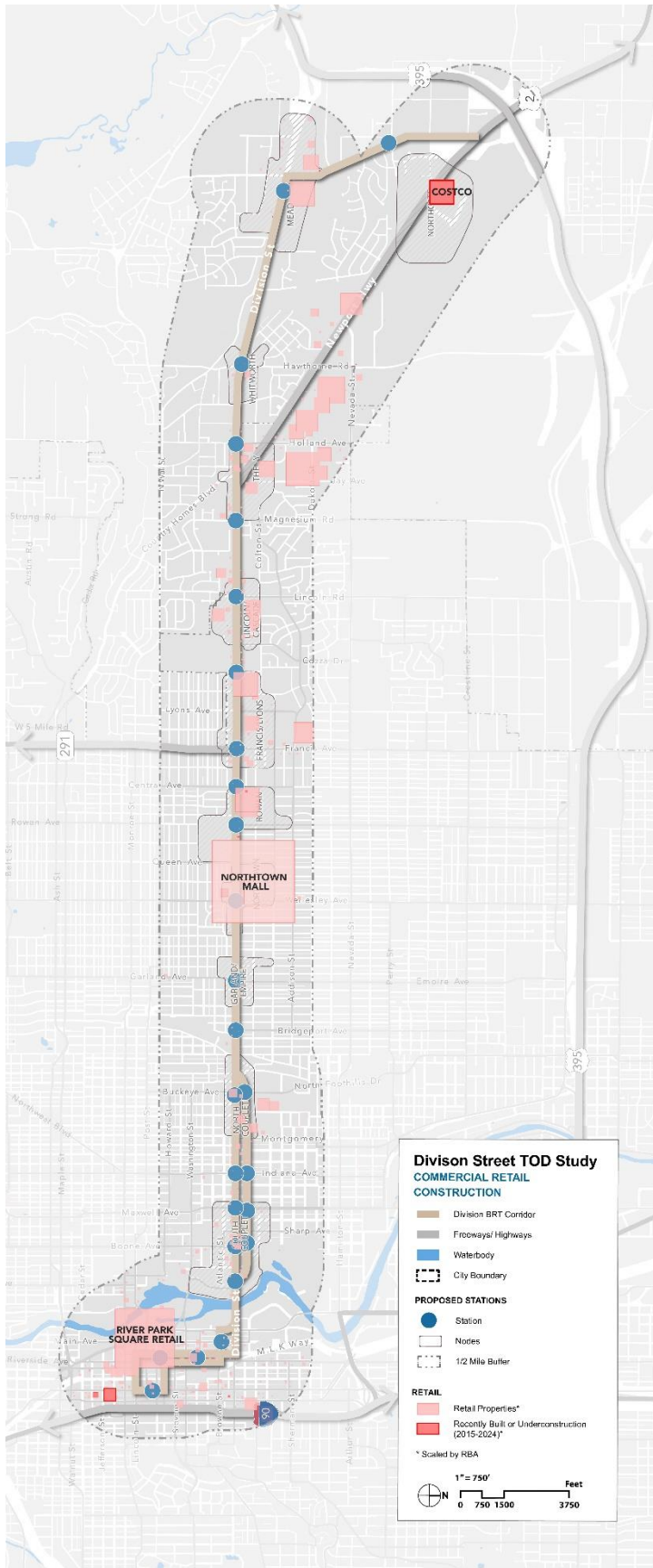


Figure 32. Retail Vacancy Rate (2014-2024); Source: CoStar.

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

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

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



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

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

Figure 34. Retail Construction; Source: CoStar.

Office

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

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

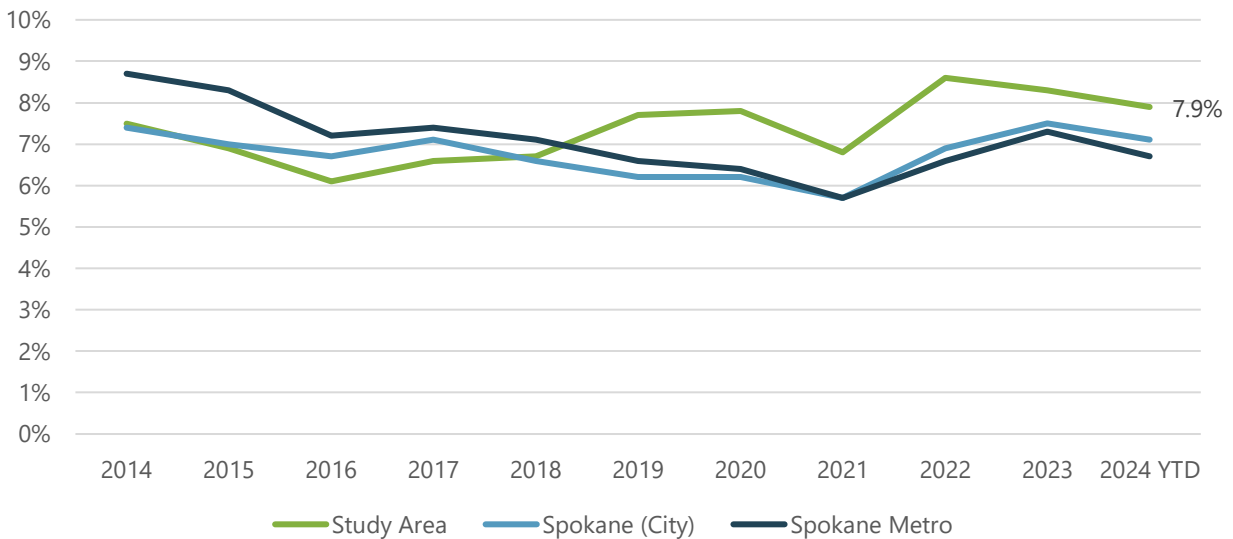


Figure 35. Office Vacancy (2014-2024); Source: CoStar.

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

Division Street TOD | Existing Conditions: Economic & Market Analysis

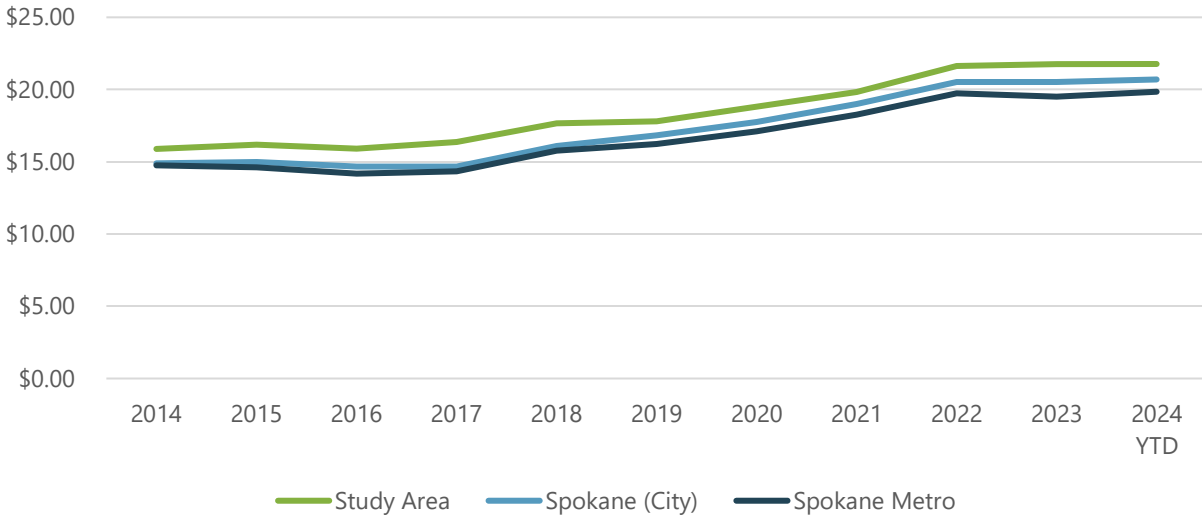


Figure 36. Office Base Rent per Square Foot (2014-2024); Source: CoStar.

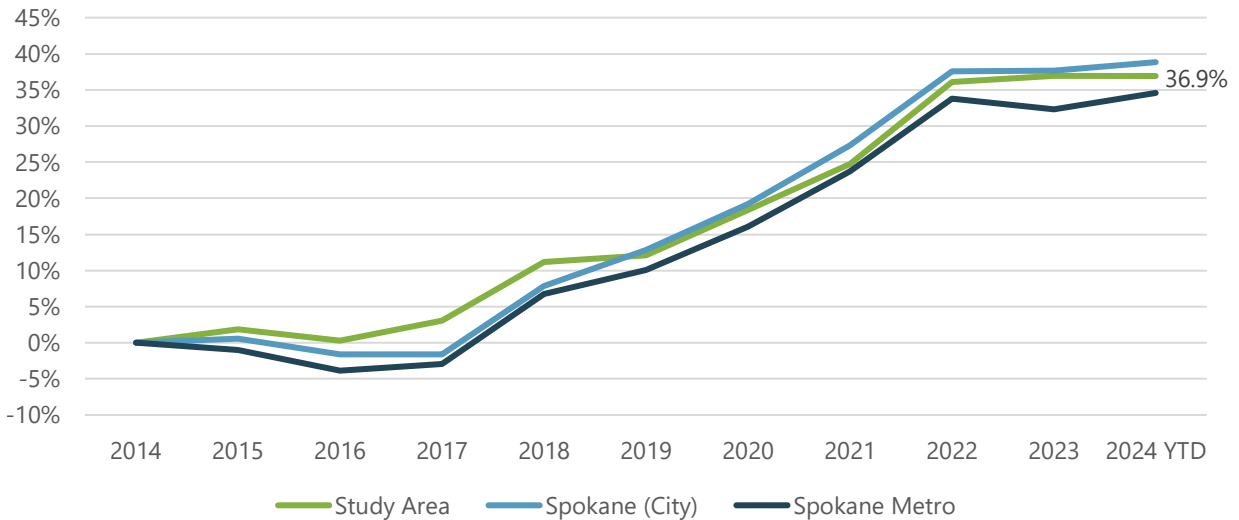


Figure 37. Cumulative Rent Growth for Office Space (2014-2024); Source: CoStar.

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

Division Street TOD | Existing Conditions: Economic & Market Analysis

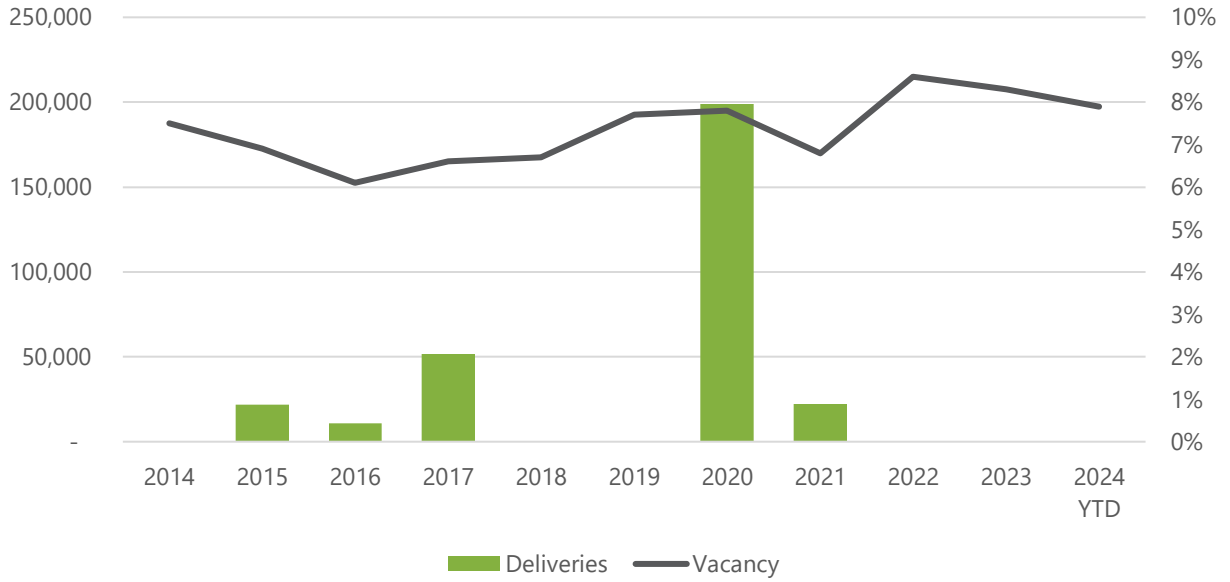


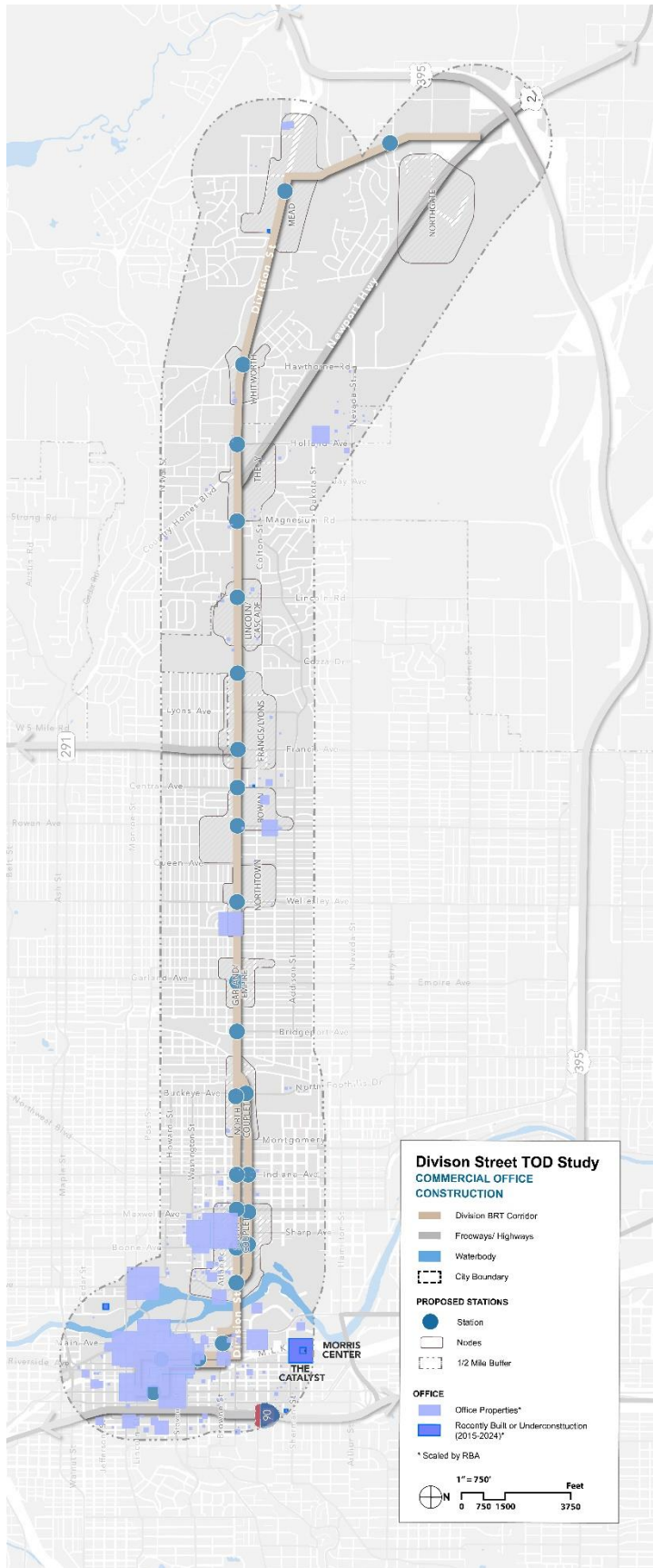
Figure 38. Study Area Deliveries (SF) and Vacancy Rate (2014-2024); Source: CoStar.



Figure 39. The Catalyst Office Building (Built 2020)



Figure 40. Morris Center Office Building (Built 2020)



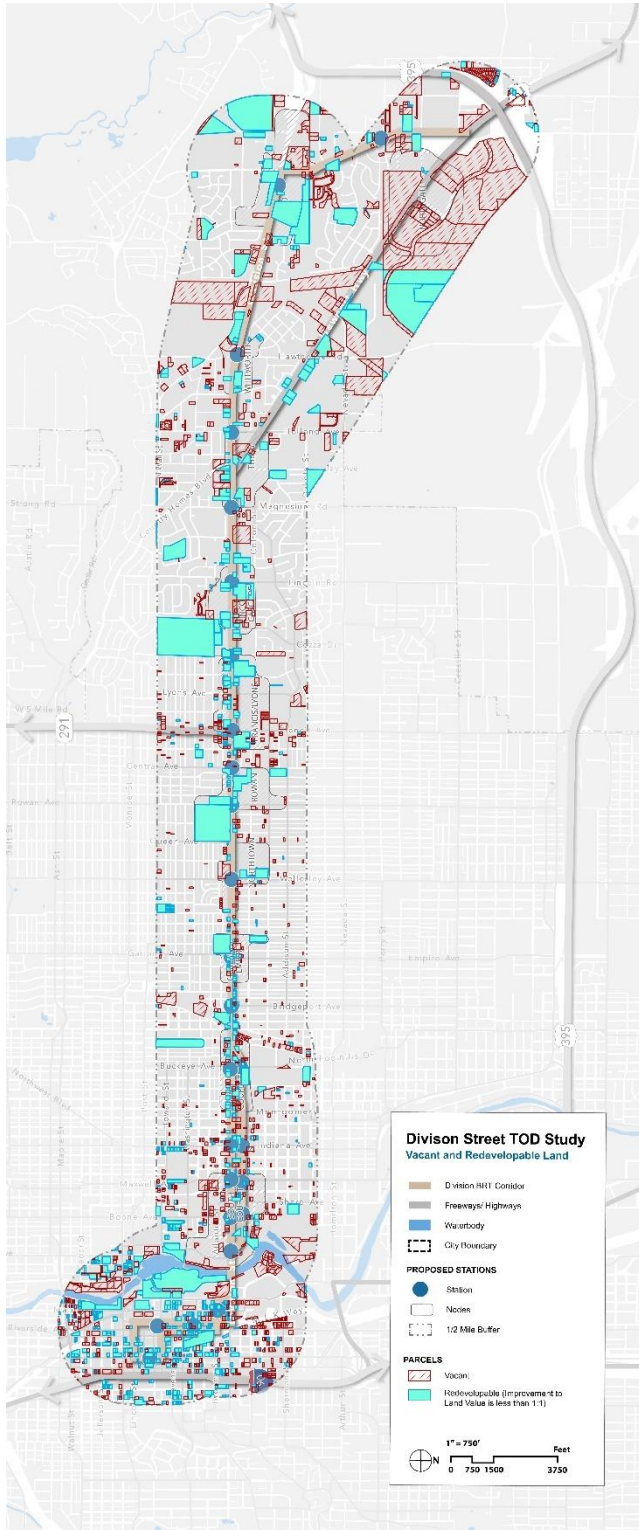
The majority of offices are concentrated in the Downtown and make up most of the built environment there. The Catalyst and Morris Center mentioned above, are the most recent built office buildings.

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

Figure 41. Office Construction; Source: CoStar.

Ch. 05: Development Potential

Vacant and Redevelopable Land



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

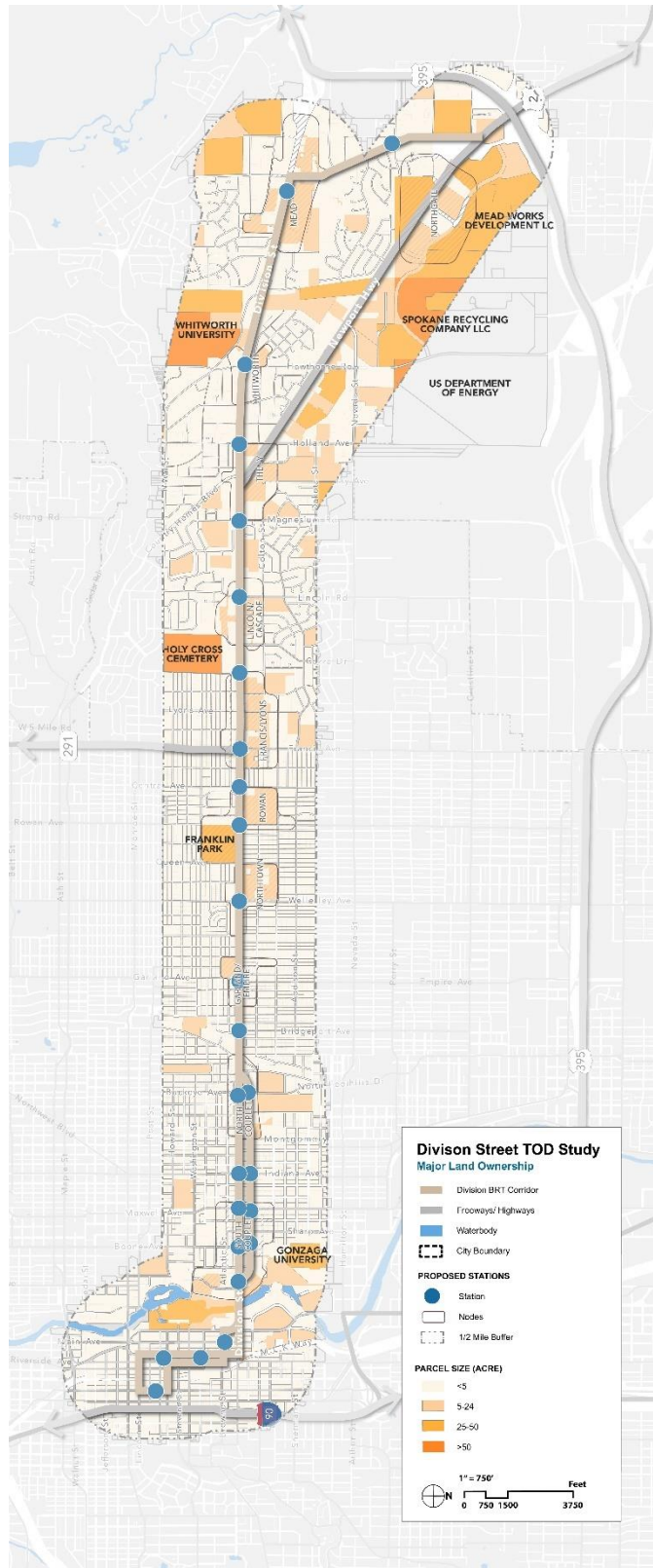
- **Vacant** parcels are defined as parcels that are vacant by the County Assessor use code.
- **Redevelopable** parcels are those that have improvement to land value less than 1:1.

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

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

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

Parcels Size

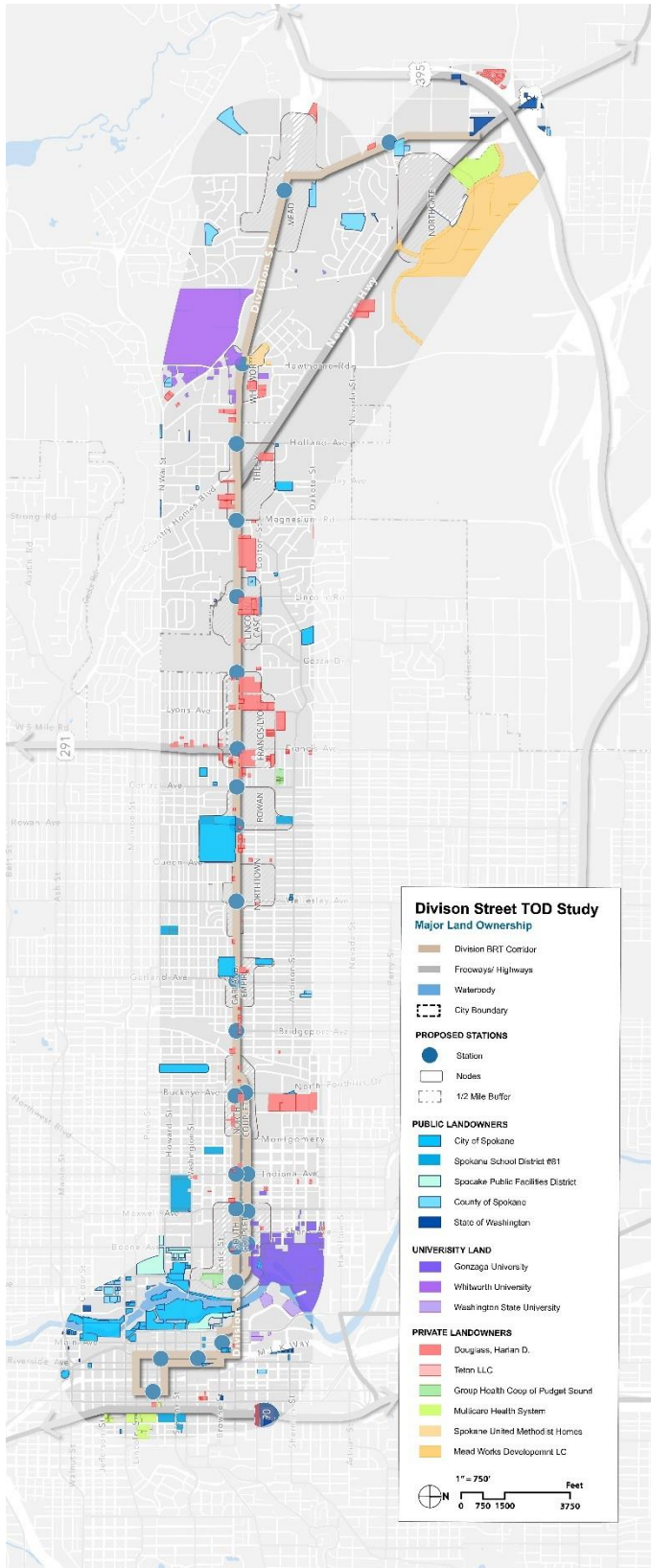


Small parcels, which are less than 5 acres, are the majority of the land in the Division Corridor. The mid-size parcels are scattered on the east and west sides of the Division Street. Parcels that are more than 25 and less than 50 acres are predominantly located in the north edge of the corridor. The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

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

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

Ownership



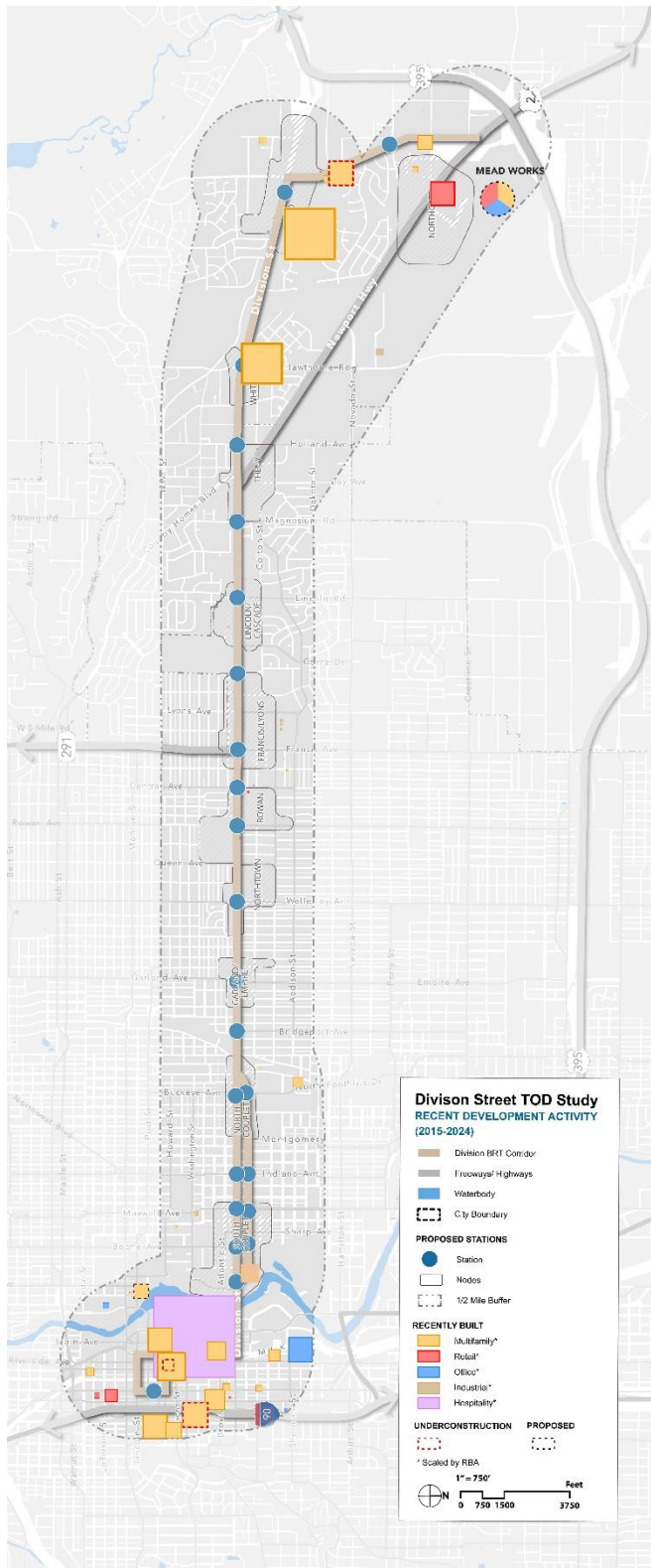
The largest public owner in the corridor is the City of Spokane that owns a little over 180 acres.

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

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

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

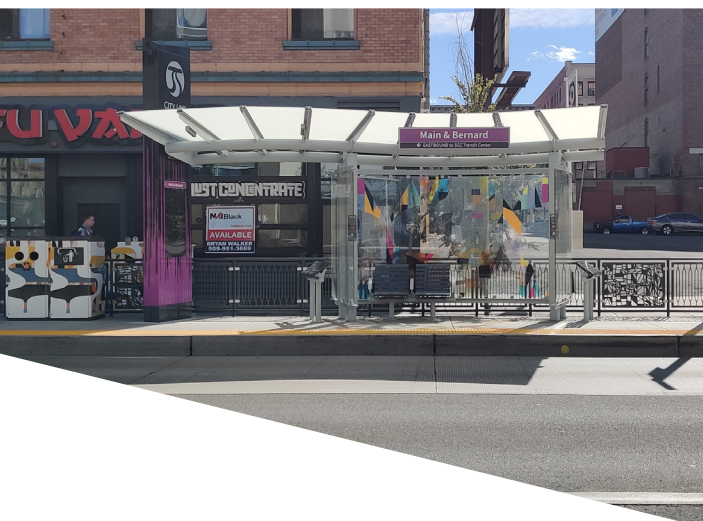
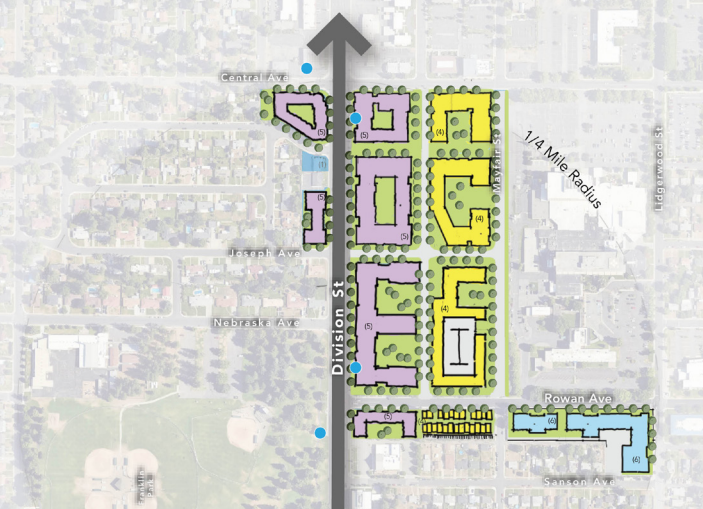
Development Activity



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

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

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



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix B: Economic and Financial Analysis





Division Street TOD

CITY OF SPOKANE

Economic & Financial Analysis

March 4, 2026



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Contents

CH. 01: TRANSIT-ORIENTED DEVELOPMENT.....	3
CH. 02: DIVISION STREET CONTEXT.....	6
CH. 03: NODE CONCEPTS.....	15
CH. 04: FINANCIAL ANALYSIS.....	33
APPENDIX A: STAKEHOLDER ENGAGEMENT SUMMARY.....	48

Ch. 01: Transit-Oriented Development

Introduction

This report builds on the Existing Conditions Economic and Market Analysis delivered in November 2024, which analyzed the entire Division Street corridor to identify priority nodes for land use improvements. It provides a detailed market analysis of these selected nodes, along with recommendations and feasibility assessments for proposed land use concepts. The report is organized into sections covering an introduction to transit-oriented development concepts, an overview of the entire corridor and the location of selected nodes, detailed market and demographic analyses for each node, and financial feasibility assessment of the typologies in proposed land use concepts.

What is Transit-Oriented Development?

Transit-Oriented Development (TOD) is a planning concept that is based on the idea that **development near high-frequency transit lines should include a mix of uses that allow residents, workers, and visitors to reduce car dependence and create vibrant communities**. Clustering dense uses around transit can also improve the efficiency of the transit line. Typically, TOD projects include a mix of housing, retail and services, and office or other employment uses. The Urban Land Institute's *Ten Principles for Successful Development around Transit* (2012) emphasizes the need for high-quality placemaking near transit, creating transit-centered communities rather than one-off development projects.

The local market context shapes the buildout of TOD areas. While a typical TOD development may look like a podium building with apartments over ground floor commercial space, this is an expensive construction type that is not financially feasible in many communities given current material and labor costs. In addition, ground floor commercial space works best in areas that are already retail destinations - too much ground floor commercial space can result in high vacancy rates that impact placemaking goals.



Figure 1. Thornton Place Mixed-Use TOD at Northgate Station in Seattle. Source: CoStar.



Figure 2. Seven-Unit Townhome Building Located 0.4 Miles from Westlake Station in Seattle. Source: CoStar.

Market analysis, which is part of this report, is critical for TOD planning because it identifies current socio-economic conditions and demand for housing, retail, office space, and amenities around proposed transit stations. The insights from this report guide land use recommendations and test financial feasibility of the proposed land use and development. Since TOD spans decades and market conditions inevitably shift, periodic reassessment allows planners to recalibrate development strategies, preventing mismatches between planned development and actual demand.

The City's role in TOD can vary depending on whether there is City-owned land that provides opportunities for a catalyst project. In Spokane, most land around the key Division Street nodes is privately owned. Because of this, **the City has two major roles: placemaking and regulatory reform.** Placemaking is an essential part of TOD - this includes creating a safe pedestrian environment where people feel comfortable walking to the transit station and improving the streetscape with lighting, seating, trees, and other features that encourage residents and visitors to linger. The City can also work with local neighborhood associations, and business and property owners to program spaces near transit. **High-quality placemaking is attractive to developers and businesses because it improves quality of life for residents and encourages human-scale interactions.**



Figure 3. A Farmers' Market in Downtown Kent, Washington. Source: Kent Downtown Partnership.

In addition, **the City should reform its regulations to ensure that the types of development most conducive to TOD can be built in these areas.** In 2025, Washington passed a law (HB 1491) requiring that cities allow buildings with floor area ratios of at least 2.5 near bus rapid transit stops. While most of the zones along Division Street already allow housing and commercial at this density, there are other regulatory considerations that should be addressed, such as incentives for active ground floor space, which require thoughtful design to support economic activity. The node concepts developed as part of this project are intended to inform regulatory changes in the zones located along Division Street.

Ch. 02: Division Street Context

Bus Rapid Transit & Infrastructure Improvements

Division Street BRT is a significant transit project that will improve existing bus service between downtown Spokane, north Spokane, and Spokane County. The project will enhance mobility along the Division Street corridor and increase economic development activity in the area through increased residential and commercial development. The project will deliver high-quality frequent transit extending from Downtown to the Mead area. Currently, the project design is moving forward, and the Spokane Transit Authority is securing funds for the project through the Federal Transit Administration Capital Investment Grant.

Another transportation system improvement in Spokane is the North Spokane Corridor (NSC), a 10.5-mile transportation route designed for multiple modes of travel. Once fully built, it will serve as a north-south, limited-access highway with a speed limit of 60 miles per hour. It will link Interstate 90 near the Thor/Freya interchange in the south to U.S. Route 2 at Farwell Road and U.S. Route 395 at Wandermere in the north. This highway extension is expected to lead to reduced traffic congestion on Division Street by diverting it to Highway 395 parallel to Division. The project is expected to be completed in 2030, in tandem with the completion of the Division Street BRT line.

Market Conditions: Key Takeaways

Key takeaways on market conditions along the Division Street corridor, which includes census block groups within a half-mile radius of the Division Street centerline, based on the initial existing conditions report:

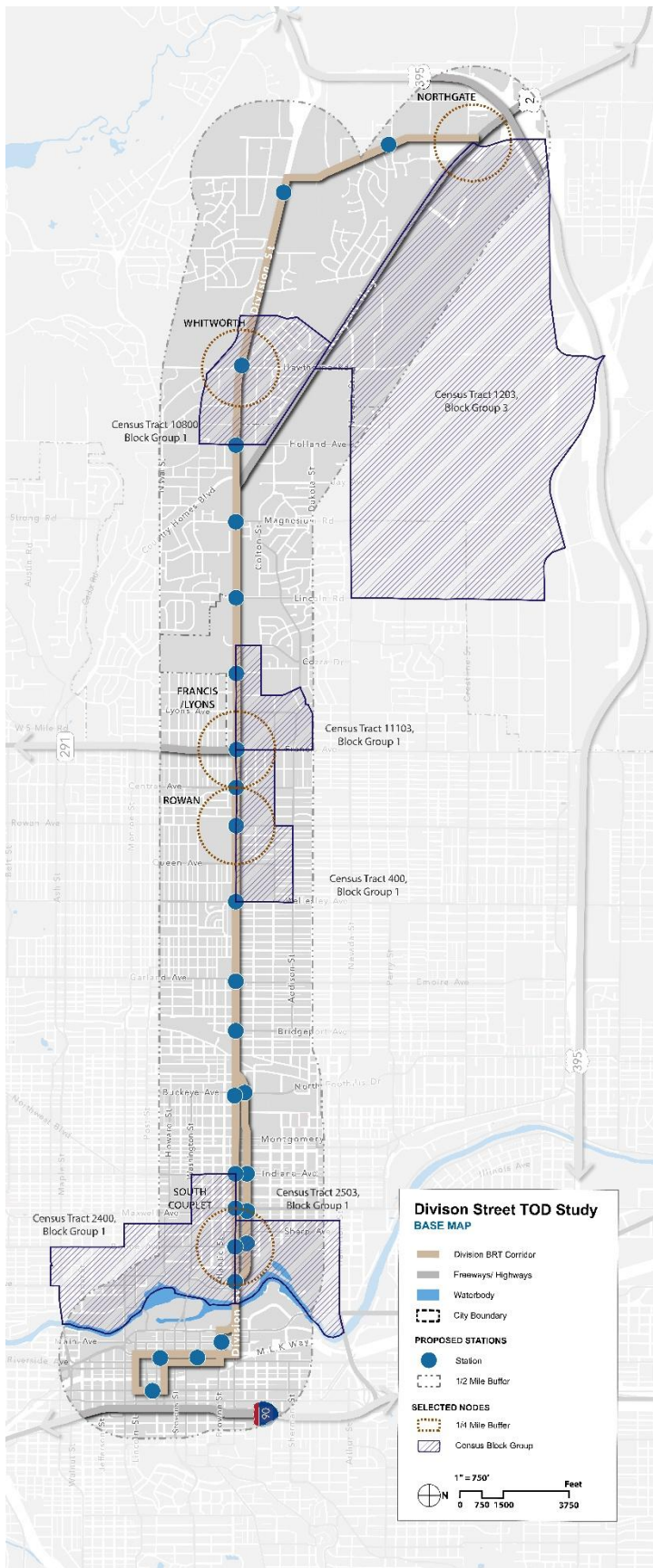
- Current uses along the Division Street corridor are concentrated in the commercial sector (with the largest occupancies in education, finance, professional services, accommodation and food services, retail trade, entertainment, and administration), especially downtown. However, the corridor lacks the residential and population density needed for high-quality TOD.
- Healthcare and education are key employment sectors with strong growth potential.
- The median household income along Division in the corridor is significantly lower than the median citywide and in the Spokane metro area.
- Over one-third of the population along the corridor is between 15 and 34 years old due to the university presence. Younger population groups tend to use transit more often than middle-aged groups.
- The area is more racially diverse than the city overall. Despite the presence of two universities, the corridor rate for educational attainment is lower than the city overall.
- There is a high share of renters (over half of the households) and small households, driven by demographics of nearby universities. These groups tend to prefer living in multifamily housing.
- Housing is more affordable in the corridor, but lower rents challenge the feasibility of vertical and mixed-use development.

- One-third of Spokane’s multifamily units are in the corridor. In addition, around 60 percent of new multifamily units under construction are in the area. Both trends indicate continuing development at a higher density than most of the rest of the city.
- Retail destinations along the corridor are mostly auto-oriented, but newer mixed-use buildings downtown show TOD potential.
- Vacant and redevelopable parcels exist along Division Street, with most of them in the northern part of the corridor.

Six census block groups, which roughly align with each node, were selected to closely analyze the existing demographics and market conditions of each node selected for priority land-use adjustments and redevelopment.

Node	Selected Census Block Group
South Couplet	Census Tract 24.00, Block Group 1, Census Tract 25.03, Block Group 1
Rowan	Census Tract 400.00, Block Group 3
Francis/Lyons	Census Tract 111.03, Block Group 1
Whitworth	Census Tract 108.00, Block Group 1
Northgate	Census Tract 112.03, Block Group 3

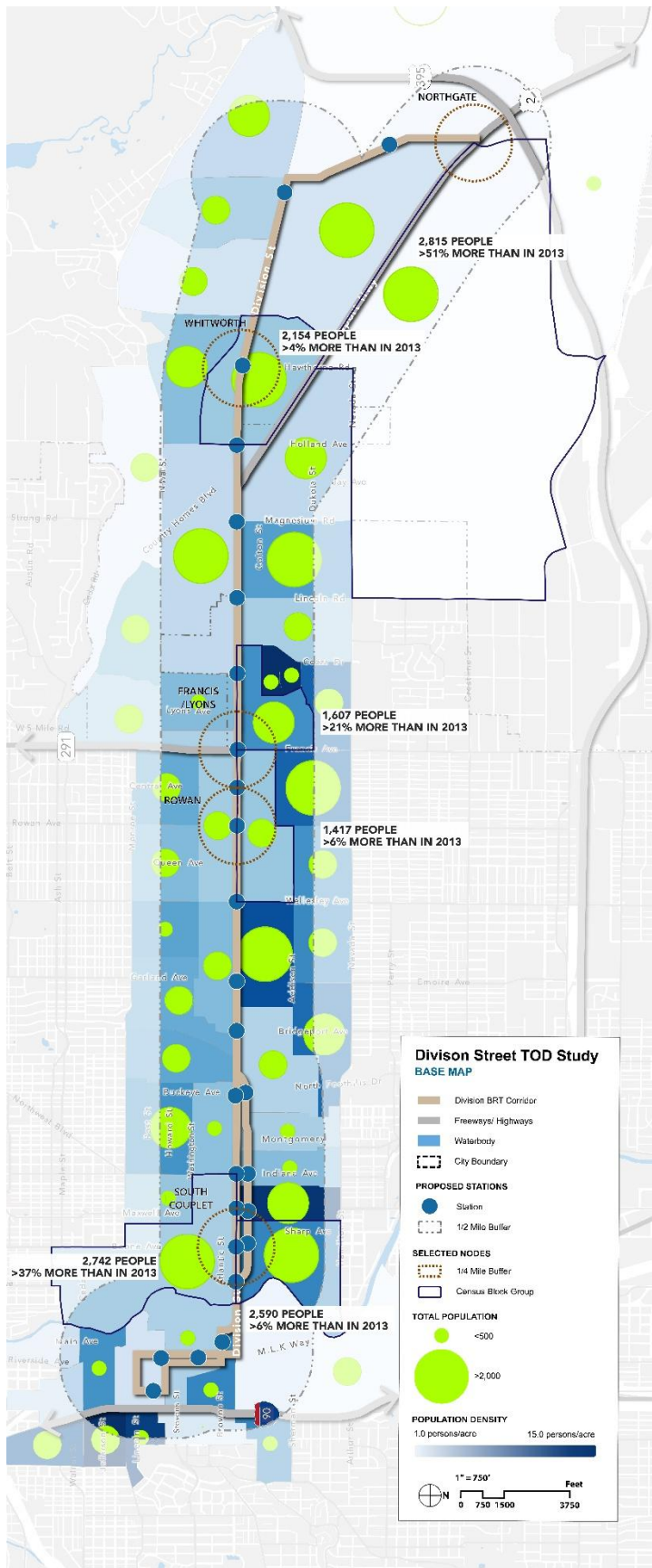
Figure 4 below shows all five selected nodes and Census Block Groups associated with them that were used for the analysis in this report. In this chapter of the report, key characteristics of the selected nodes are analyzed within the Division Street corridor context. Then, in the next chapter, each node is analyzed by demographic, jobs, and development activity metrics.



Node	Selected Census Block Group
South Couplet	Census Tract 24.00, Block Group 1, Census Tract 25.03, Block Group 1
Rowan	Census Tract 400.00, Block Group 3
Francis/Lyons	Census Tract 111.03, Block Group 1
Whitworth	Census Tract 108.00, Block Group 1
Northgate	Census Tract 112.03, Block Group 3

Figure 4. Base Map of Selected Nodes; Source: US Census Tiger Files, Leland

Population density



Population density impacts the viability of TOD, making it more cost-effective when serving concentrated populations. Currently, South Couplet and Francis/Lyons have the highest population density of over 10 persons per acre in associated census block groups. These nodes already have a favorable level of density that can support TOD, provided that population growth and population density increase accordingly. Based on the population growth between 2013 and 2023, **the population in the Francis/Lyons group block has grown by 21 percent.** The neighboring Rowan node block group has experienced more limited population growth over the past decade and, in 2023, had a population density of 7.2 persons per acres. In contrast, the less densely populated **South Couplet west block group (6.4 persons per acre) has seen a 37 percent increase in population,** positioning it as a strong candidate for future growth if residential development occurs.

Evaluating the projected density of future development—such as the Mead Works development in Northgate node—is critical to determining whether these areas can effectively support TOD. The Northgate block group has already seen a 51 percent population increase between 2013 and 2023, which will likely continue to grow further when the mixed-use developments are built.

Figure 5. Population Density; Source: US Census, 2023 ACS 5-year estimates, 2013 ACS 5-year estimates

Household Income

Lower income households tend to use transit systems more often than higher income. A recent study by Portland State University tracking TOD residents in the Portland Metro Area states that residents of affordable housing reported taking more transit trips and fewer car trips compared to those living in market-rate buildings - likely because half of the residents do not own a car at predominantly affordable housing sites¹. These households rely even more on public transit, walking, and biking—highlighting how affordable housing in TOD encourages sustainable transportation choices. The research also says that market-rate residents focus on the amenities and neighborhood quality, such as walkability, provided by TOD. Thus, there are advantages for both affordable and market-rate housing options in a mixed-use development near frequent transit.

The **Francis-Lyons node has a significantly higher share of residents making less than \$45,000** than the other nodes. Over two thirds of households in Francis-Lyons make less than \$30,000 annually. The **Whitworth node has the highest share of households making at least \$75,000 per year**, with nearly one fifth of households making at least \$100,000.

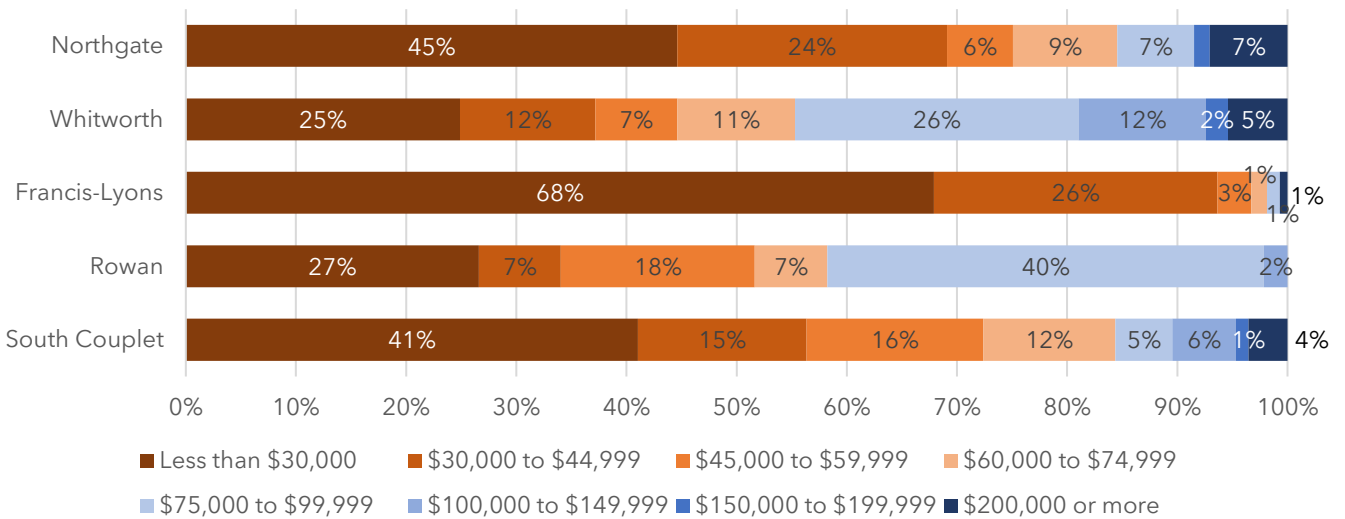


Figure 6. Share of Households by Income by Node; Source: US Census Bureau 2023 Five-Year ACS

Household Type

Household type affects the type of housing that is best suited to serve that market. Students and young professionals may have reduced car dependence and prioritize proximity to jobs and amenities, favoring medium and high residential density and smaller units. Families with

¹ Nathan McNeil, Kyuri Kim, Jennifer Dill, Portland Metro Transit-Oriented Developments (TODs): 2024 Resident Survey Finding, Research Report 2025, <https://trec.pdx.edu/news/psu-research-shows-portland-transit-oriented-developments-reduce-car-trips-especially>

children have unique needs like good schools and other amenities for children; they tend to favor more spacious units, which traditional high-density TODs often lack. Seniors can benefit greatly from accessible TOD but require specific amenities, such as health care and recreational opportunities. Thus, successful TODs require diverse housing types and amenities to attract various groups.

The types of households along Division Street vary by node, with **Rowan and Whitworth predominantly home to nonfamily households** and **Northgate largely made up of family households**. Due to the high share of college students, **78 percent of households in the Whitworth node have a single resident**, the highest of any node. The same is true for over half of households in the South Couplet.

	South Couplet	Rowan	Francis-Lyons	Whitworth	Northgate
Family households:	30%	4%	32%	14%	61%
Married-couple family	21%	0%	21%	6%	41%
Other family:	9%	4%	11%	7%	20%
Male householder, no spouse present	0%	0%	5%	4%	7%
Female householder, no spouse present	9%	4%	6%	3%	13%
Nonfamily households:	70%	96%	68%	86%	39%
Householder living alone	54%	44%	36%	78%	28%
Householder not living alone	16%	53%	32%	9%	11%

Figure 7. Households by Type; Source: US Census Bureau 2023 Five-Year ACS

Development Activity

Most of the selected nodes have not seen intensive development activity in the last 10 years. There is **significant development activity that occurred in Downtown Spokane**, adjacent to the South Couplet node. **Francis/Lyons and Rowan nodes have not seen any new construction or proposed development** in the last decade. There is one retirement community housing project on the east side of Division Street in Whitworth node. Northgate node anticipates a large mixed-use development called Mead Works that would continue the rapid pace of growth in this area of Spokane County.

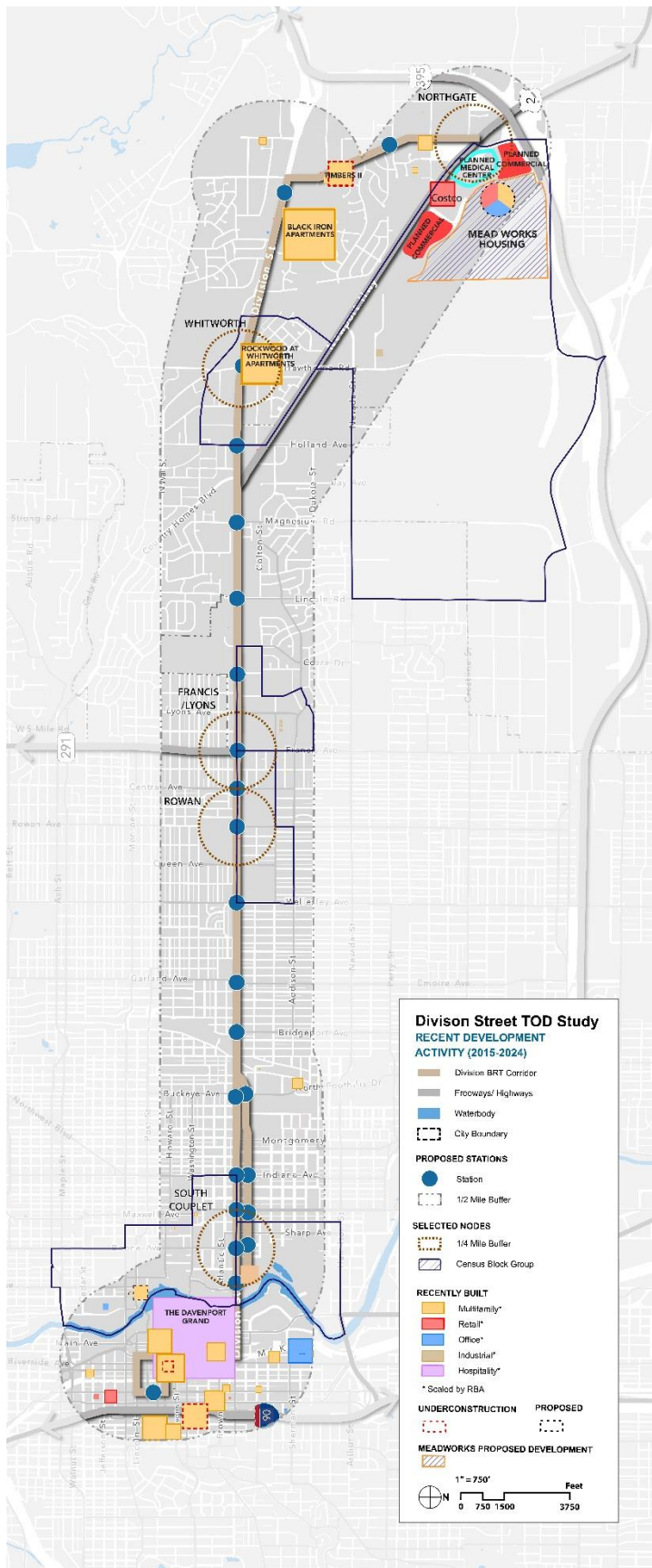


Figure 8. Recent Development Activity 2015-2024; Source: CoStar.

Jobs

There is a high concentration of jobs in downtown Spokane, across the Spokane river from South Couplet node. Downtown Spokane features a diverse economy, combining traditional sectors such as finance, government, and professional services with education and health care. **The education** industry is represented by the Spokane Public Schools District Office (though many jobs registered at the downtown headquarters are likely based in neighborhood schools), by Gonzaga University to the east of the South Couplet node, and by Washington State University and Eastern Washington University on the southern bank of the Spokane River. Rock Pointe Corporate Center has professional, scientific, and tech services jobs adjacent to the west edge of the South Couplet node. Many health care jobs are located just south of downtown along I-90, and they indirectly contribute to the diversity of downtown employment.

Another health care cluster is located between the Francis/Lyons and Rowan nodes with the Providence Holy Family Hospital facility.

Noticeably, retail trade is not the largest industry by number of jobs, despite the presence of the NorthTown Mall, Walmart Supercenter and big-box retail in the Northpointe Plaza at the north edge of the city.

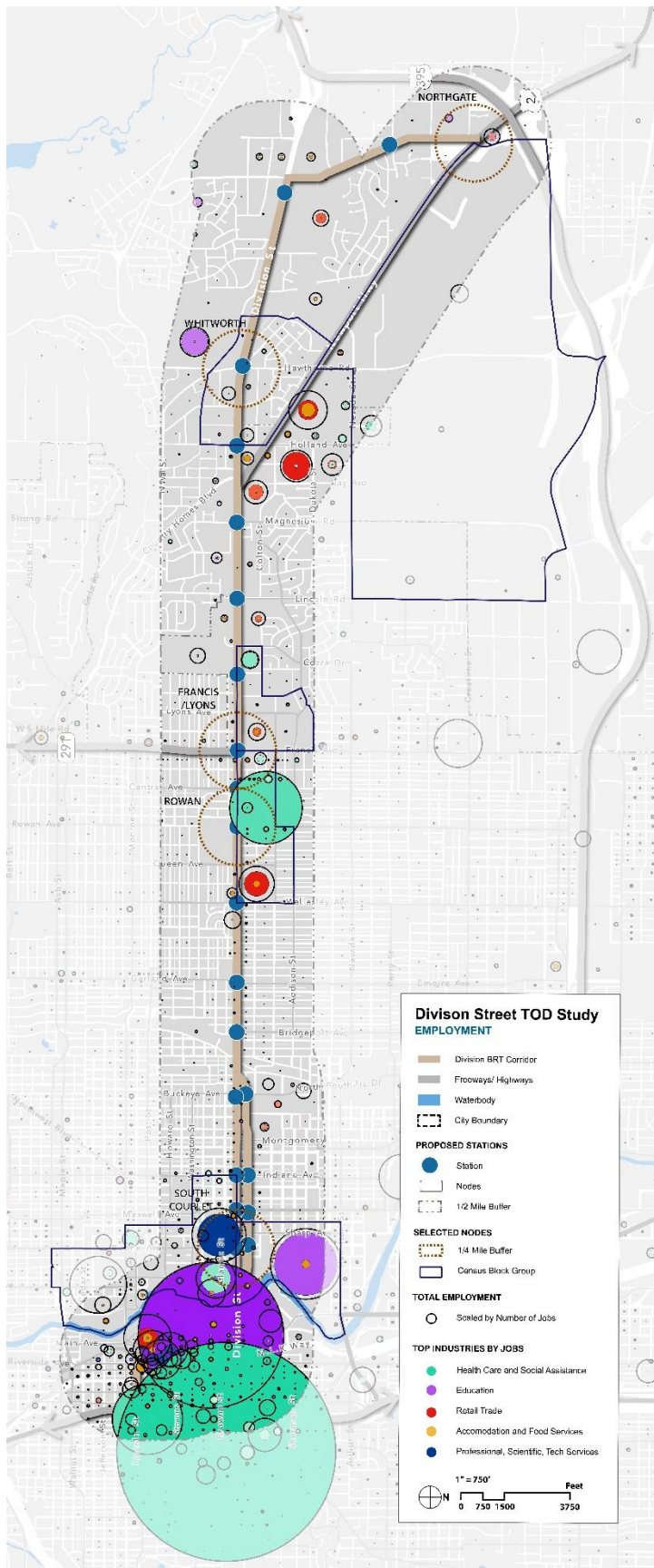


Figure 9. Jobs Locations by Top Industry in the Study Area (2022); Source: US Census via LEHD OnTheMap.

Stakeholder Engagement

In order to understand development conditions in Spokane and along the Division Street corridor as well as potential future development by existing landowners, Leland interviewed key stakeholders including:

- Chuck Murphy, Gonzaga University
- James Gallina, Millennium Northwest
- Jim Frank, Greenstone
- Alex Jackson, Multicare Health System
- Chris Eichorst, Whitworth University
- Ken Brown, Whitworth University
- Susan Scott, Providence

Stakeholders indicated that a **major challenge on Division Street is the lack of pedestrian safety due to the pedestrian-unfriendly street design**. Developers who have built housing in other parts of Spokane such as the University District, Kendall Yards, and the Garland District emphasized that **tenants and homeowners are willing to pay more to live in walkable, mixed-use communities** and **that adding BRT to Division Street is insufficient on its own for making it a more attractive place to live**. In order to achieve the rents and home prices needed to support dense, mixed-use development, significant public realm and pedestrian safety improvements would be needed along Division Street.

Both universities and hospitals are currently facing challenges due to the uncertainty of federal funding as well as demographic changes that are impacting college enrollments nationwide. While Providence, Whitworth, and Gonzaga do not currently have plans for expansion, Multicare is planning to develop a 30-acre plot of land in north Spokane County near Costco within the next few years. This site is likely to include outpatient services such as primary and specialist care, a lab, imaging, a surgery center, and/or a cancer center. They are hoping to time the opening of this campus with the expansion of Highway 395.

A detailed stakeholder engagement summary memo is included as an appendix to this report.

Ch. 03: Node Concepts

This chapter analyzes each node’s specific demographic characteristics, jobs, and development activity that shaped each node's vision statement and guided proposed land use and development frameworks. The node descriptions below are based on the node vision statements as of August 2025.

South Couplet

The vision for the South Couplet is a mixed-use urban node integrating Gonzaga University with Downtown via multimodal transit, bike lanes, and pedestrian-first design. The district functions as a high-availability hub for housing, culture, and commerce, optimized for students, locals, and visitors. The South Couplet acts as a connector service—routing education, arts, and community traffic through safe, inclusive infrastructure.

DEMOGRAPHICS

Between 2013 and 2023, the population in the South Couplet node (represented by Block Group 1 in Census tract 24 and Block Group 1 in Census tract 25.03) increased by 19 percent, from 4,492 to 5,332. However, the population has declined since 2021 when it reached 5,741.

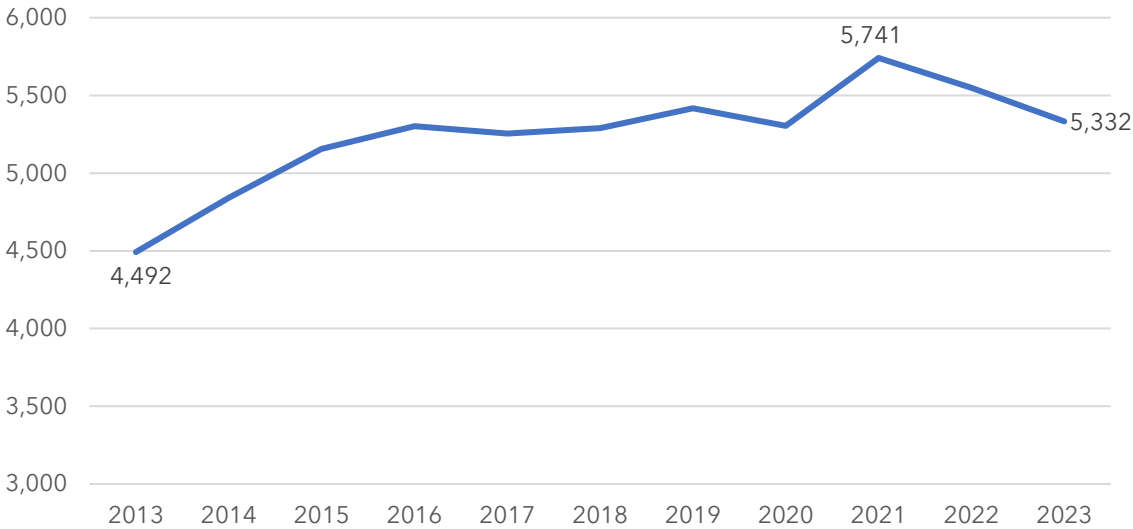


Figure 10. Population in the South Couplet Node, 2013-2023. Source: US Census Bureau Five-Year ACS.

Half of the residents in the South Couplet node are between the ages of 18 and 24 years old, largely due to the presence of Gonzaga University. Just nine percent of residents are seniors 65 years or older.

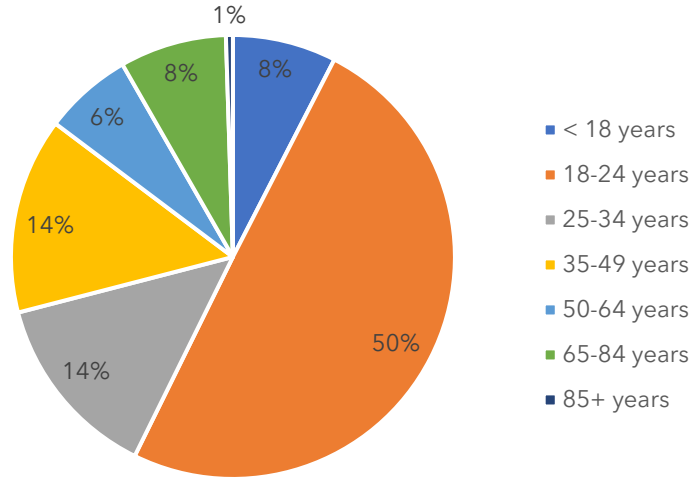


Figure 11. Age Distribution of Residents in the South Couplet Node. Source: US Census Bureau Five-Year ACS (2023).

Among South Couplet residents over 25 years old, educational attainment has increased over the past decade. As of 2023, 36 percent of residents living in this area have a Bachelor’s degree or higher, compared to 18 percent in 2013. Residents in the South Couplet are more likely to have at least a Bachelor’s degree than residents at any of the other nodes in this study, and 15 percent have a graduate or professional degree. Higher educational attainment typically indicates that residents have higher wages and more stable employment.

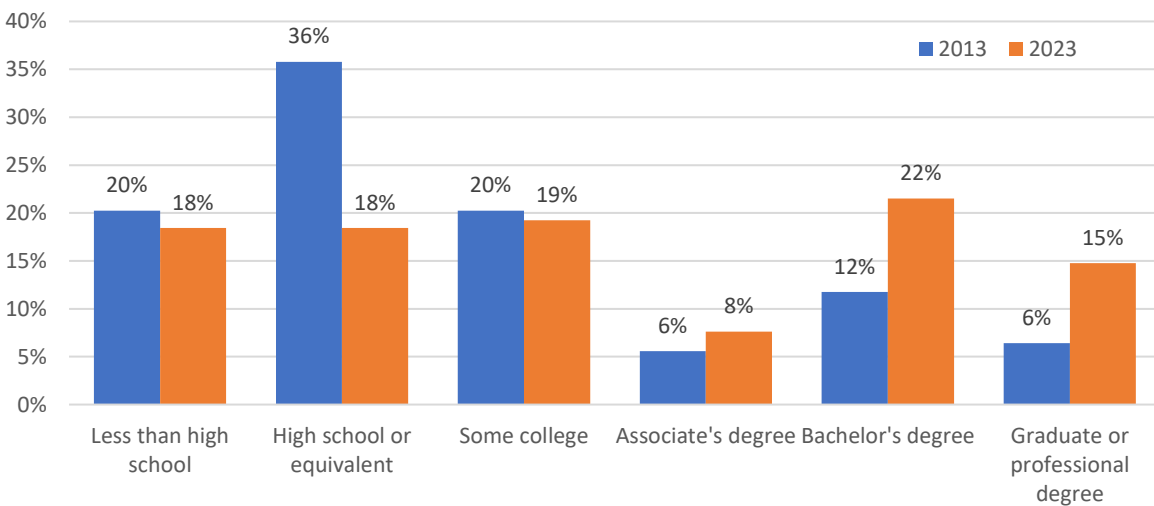


Figure 12. Residents by Educational Attainment in the South Couplet Node (2013-2023). Source: US Census Bureau Five-Year ACS.

DEVELOPMENT ACTIVITY



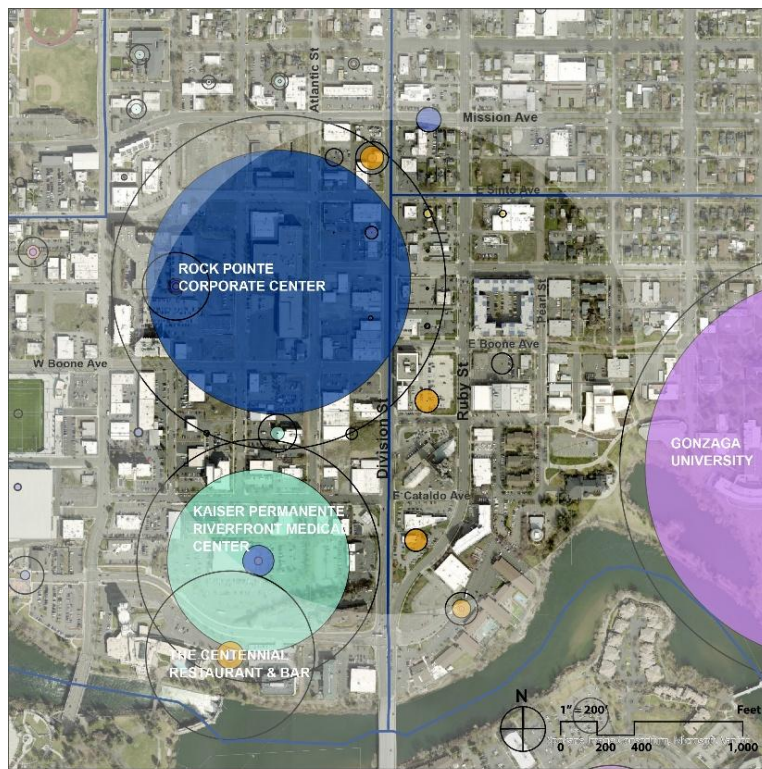
Existing development in the South Couplet node is largely horizontal mixed-use (that is, single-use buildings in proximity to one another rather than mixed within individual buildings). Offices are primarily located on the west side of Division Street, hotels are along the river waterfront, and student housing serving Gonzaga University Students is on the east side of Division. Commercial spaces connect these areas, forming a retail corridor along Division Street. The diversity of uses can be further supported by bringing more housing and mixed-use development to the node.



Figure 13. Development Activity; Source: CoStar.

JOBS AND COMMUTING

The vibrancy of the South Couplet is supported by the diversity and density of jobs within and adjacent to the node. The Rock Pointe Corporate Center is a Class A office complex with over 500,000 square feet of office space. The complex was renovated in 2004. As of Q4 2025, there are 202,891 square feet of available space, representing a 34.8 percent vacancy rate across all buildings². The vacancy rate jumped in 2020 and has not returned to pre-pandemic levels of eight percent².



South Couplet Node

JOBS

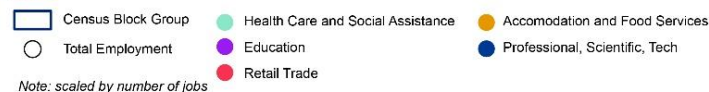


Figure 14. Jobs Locations by Top Industry in the Study Area (2022); Source: US Census via LEHD OnTheMap.

Currently, 64 percent of South Couplet employees commute less than 10 miles, while 18 percent of workers travel over 50 miles—mostly from the west and south. Intensification of mixed-use development that include housing could attract these long-distance commuters.

Figure 15. Distance to Job (2022); Source: US Census via LEHD OnTheMap..

However, the office campus still represents the largest employment cluster of **professional, scientific, and technical services** along the Division corridor, based on Longitudinal Employer-Household Dynamics (LEHD) data of 2022. Almost 40 percent of jobs are in this industry, followed by **health care** and **social assistance** (around 23 percent), and **accommodation** and **food services** (12 percent). **Gonzaga University** is one of the largest educational employers in the city, located just east of the quarter-mile radius of the node boundary. Despite elevated office vacancy rates, the node continues to anchor key industries and remains a critical driver of economic activity along the Division.

Distance to Job	Job Share
Less than 10 miles	64%
10 to 24 miles	15%
25 to 50 miles	3%
Greater than 50 miles	18%

² Source: CoStar

Rowan & Francis/Lyons

Rowan is envisioned as a health-centric urban cluster anchored by Providence Holy Family Hospital and Franklin Park, Division Street’s green core. The neighborhood would integrate new housing, local commerce, and active-living infrastructure with bike/pedestrian routing to healthcare and recreation nodes. It’s a balanced system where wellness, work, and leisure run in parallel across inclusive, well-designed streetscapes.

Francis/Lyons will be a redeveloped urban zone transformed from car-centric sprawl into a walkable, mixed-use community. The district would integrate housing, retail, and public spaces with plazas, parks, and pedestrian-optimized streets. Strong transit connectivity would make it a live node where residential, commerce, and social flows converge.

Francis/Lyons and Rowan nodes are immediately adjacent to each other. While each of them has unique characteristics, it is important to understand them in mutual context.

DEMOGRAPHICS

Between 2013 and 2023, the population in the Rowan node (represented by Block Group 3 in Census tract 4) declined by six percent, while the population in the Francis/Lyons node (represented by Block Group 1 in Census tract 111.03) increased by 27 percent. In total, these two nodes have a population of 3,024 as of 2023.

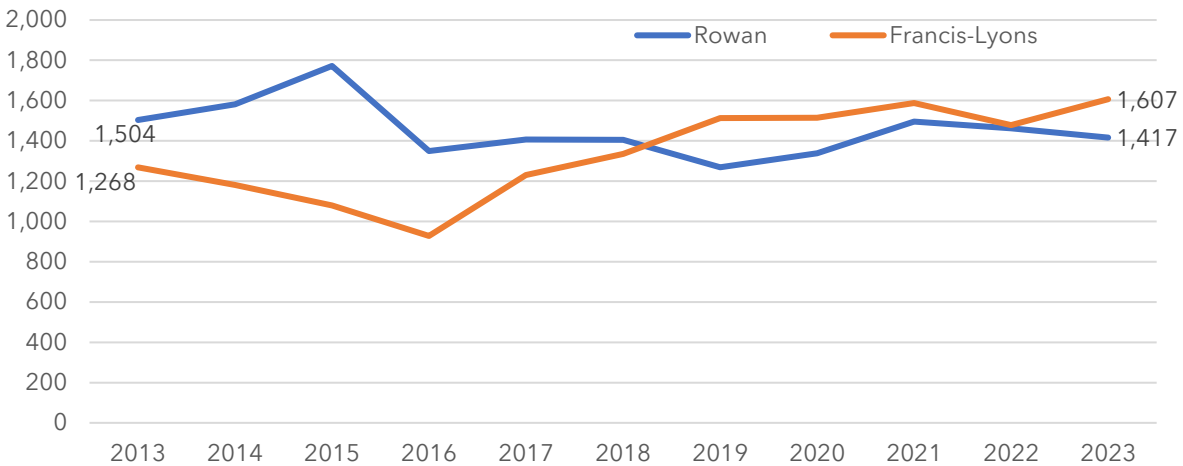


Figure 16. Population in the Rowan and Francis-Lyons Nodes, 2013-2023. Source: US Census Bureau Five-Year ACS.

Residents of the Francis/Lyons node are significantly older than those in the Rowan node. While 36 percent of Francis-Lyons residents are between 65 and 84 years old, 37 percent of Rowan residents are between the ages of 25 and 34. In part, this is due to the high concentration of senior housing just north of the Lowe’s Home Improvement in the Francis/Lyons node. In both nodes, fewer than ten percent of residents are under 18 years old.

Division Street TOD | Economic & Financial Analysis

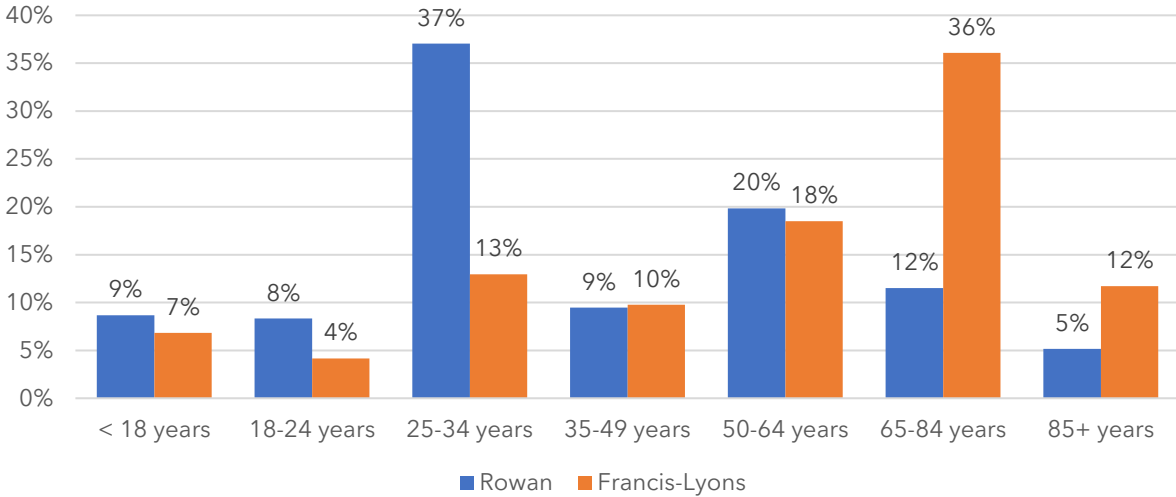


Figure 17. Resident Age Distribution in the Rowan and Francis-Lyons Nodes. Source: US Census Bureau Five-Year ACS (2023).

Educational attainment increased slightly in the Rowan node between 2013 and 2023. Residents over 25 years old in the Rowan node have lower levels of educational attainment than at any of the other nodes in this study area, with just ten percent having a Bachelor’s degree or higher. However, since 2013 the share of residents over 25 with less than a college degree has decreased from 14 percent to eight percent. In the Francis/Lyons node, the share of residents with a Bachelor’s degree or higher decreased from 18 percent in 2013 to nine percent in 2023. Higher educational attainment typically correlates with higher income, which can support higher rents. The high share of residents without a Bachelor’s degree in these nodes indicates that rents and home prices in this area may not, in the near term, support higher-intensity development, which is favorable for TOD.

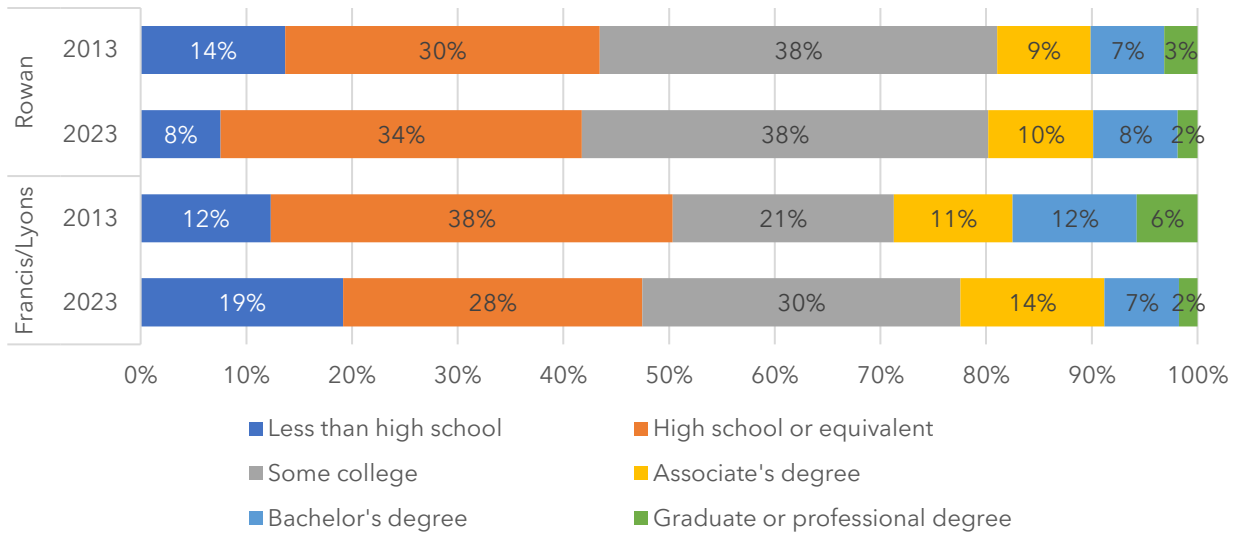
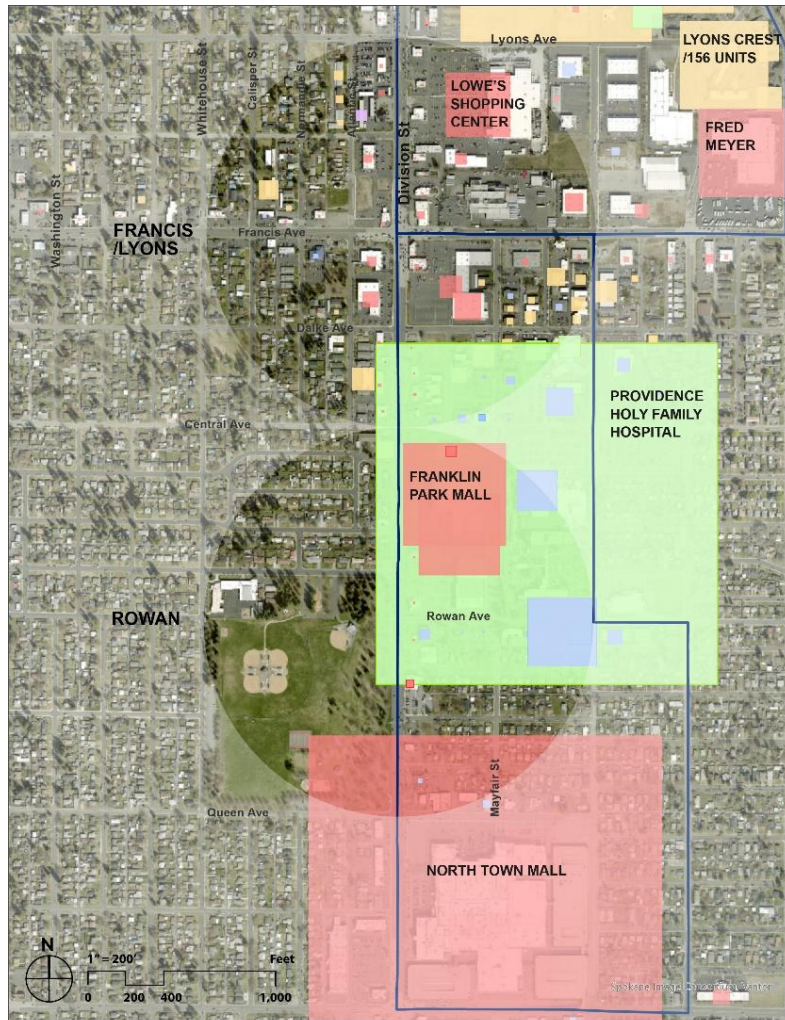


Figure 18. Residents by Educational Attainment in the Rowan and Francis/Lyons Nodes (2013-2023). Source: US Census Bureau Five-Year ACS

DEVELOPMENT ACTIVITY



Rowan and Francis/Lyons nodes are heavily retail-oriented. While the west side of Division Street consists mainly of single-family housing. In contrast, the east side features big-box retail and a large hospital, which adds diversity to the commercial component of the node's existing land use. Some multifamily housing appears to the north from the Francis/Lyons node.

Francis/Lyons & Rowan Nodes DEVELOPMENT ACTIVITY

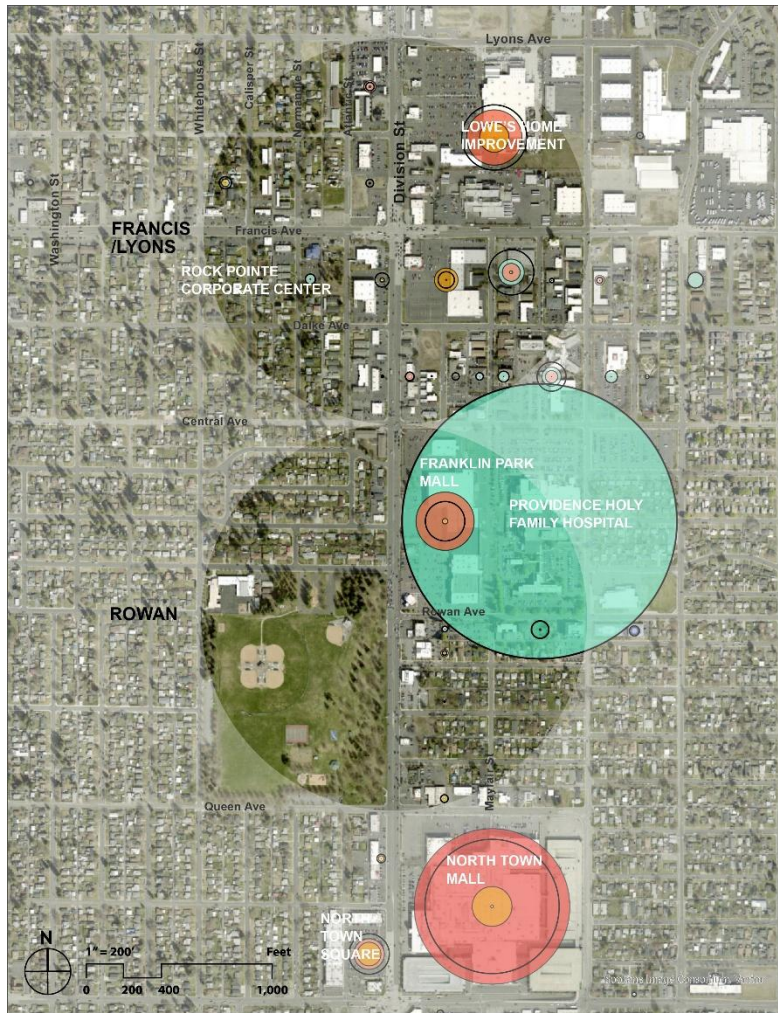


Figure 19. Development Activity; Source: CoStar.

JOBS AND COMMUTING

The health-centric component of the Rowan node concept is supported by the Providence Holy Family Hospital located on the northeastern edge of the Rowan node. In 2022, there were more than 2,000 jobs in the **health care** and **social assistance** sectors, representing 85 percent of jobs in Rowan node. Located just north of Rowan, the Francis/Lyons node shares the advantages of close hospital proximity.

Both nodes have a portion of **retail trade** industry jobs. In 2022, the Francis/Lyons node had 481 jobs (27 percent of total jobs) in retail trade while Rowan had slightly less - 284 employees (10 percent of total jobs).



Francis/Lyons & Rowan Nodes
DEVELOPMENT ACTIVITY

- Census Block Group
 - Health Care and Social Assistance
 - Accommodation and Food Services
 - Total Employment
 - Education
 - Professional, Scientific, Tech
 - Retail Trade
- Note: scaled by number of jobs*

Both major retail malls, Lowe's Home Improvement and Franklin Park Mall, have redevelopment potential in the future due to underutilized, vacant, and redevelopable parcels.

Distance to Job	Job Share	
	Francis /Lyons	Rowan
Less than 10 miles	62%	62%
10 to 24 miles	16%	20%
25 to 50 miles	4%	5%
Greater than 50 miles	18%	13%

Figure 20. Distance to Job (2022);
Source: US Census via LEHD OnTheMap.

In 2022, nearly two-thirds of workers in the Francis/Lyons and Rowan nodes lived within 10 miles of their jobs. Almost one-fifth of Francis/Lyons workers lived more than 50 miles away, while in Rowan, 20 percent lived between 10 and 24 miles. Increasing residential density could provide housing options for these commuter workers.

Figure 21. Jobs Locations by Top Industry in the Study Area (2022);
Source: US Census via LEHD OnTheMap.

Whitworth

The vision for Whitworth node is a university-anchored node where phased development integrates housing, retail, and amenities that welcome both students and long-term residents. Pedestrian and bike-optimized circulation links campus, residences, and local commerce into a walkable grid. It's a live system where education, community, and daily life run seamlessly in parallel.

DEMOGRAPHICS

Between 2013 and 2023, the population in the Whitworth node (represented by Block Group 1 in Census tract 108) increased by four percent, significantly less than in the South Couplet, Francis/Lyons, and Northgate nodes. The population in the Whitworth node as of 2023 was 2,154.

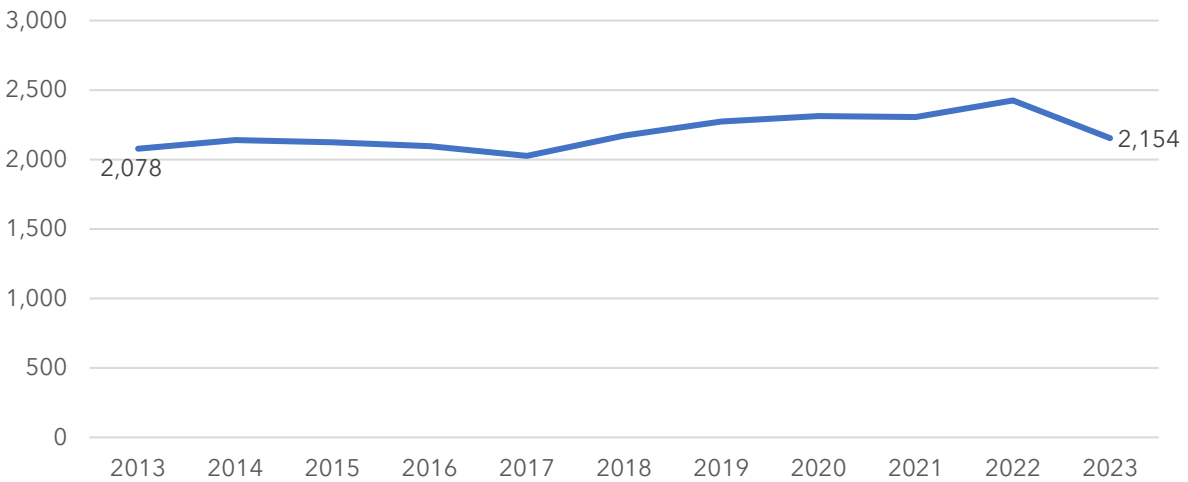


Figure 22. Population in the Whitworth Node (2013-2023). Source: US Census Bureau Five-Year ACS.

Over a quarter of Whitworth node residents are between the ages of 50 and 64 years old, the highest share of any age group. Eleven percent of residents are under the age of 18 while 19 percent are seniors. Due to the presence of Whitworth University, the node has a high share (17 percent) of 18- to 24-year-old residents.

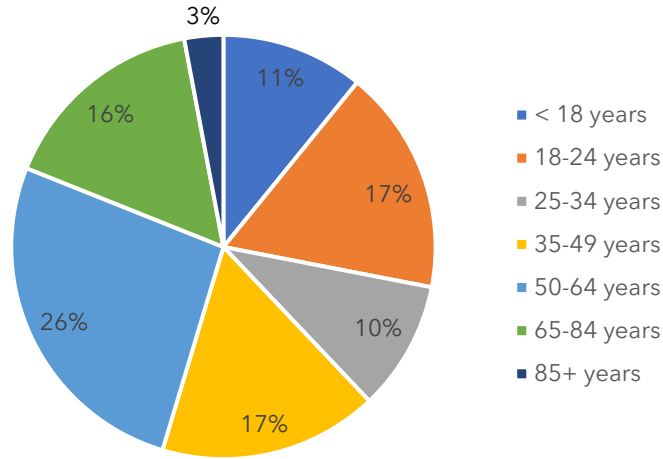


Figure 23. Age Distribution of Whitworth Node Residents (2023). Source: US Census Bureau Five-Year ACS.

In the Whitworth node, the share of residents 25 and older with a Bachelor’s degree or higher decreased between 2013 and 2023. In 2013, 32 percent of residents had a Bachelor’s degree or higher – since then, that share has decreased to 21 percent. However, at the same time the share of residents with less than a high school diploma or equivalent decreased. Around a third of residents 25 and older have completed some college – this may indicate a trend of students at Whitworth University who are slightly older than what is considered the typical college age. As in the Rowan and Francis/Lyons nodes, educational attainment in the Whitworth node may indicate that some existing households may not be able to afford the rents needed to make podium-style construction feasible.

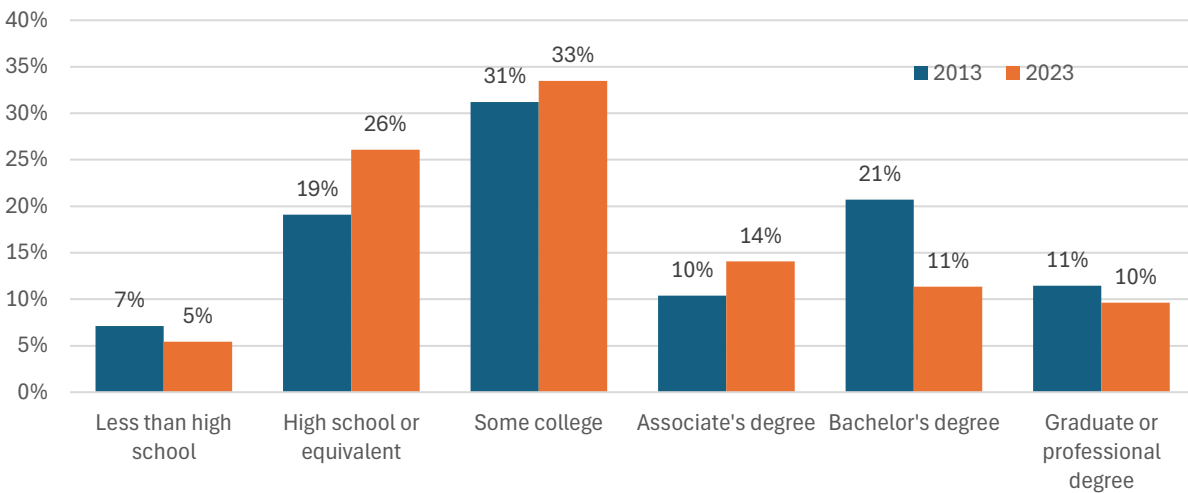


Figure 24. Residents by Educational Attainment in the Whitworth Node (2013-2023). Source: US Census Bureau Five-Year ACS.

DEVELOPMENT ACTIVITY



Whitworth Node DEVELOPMENT ACTIVITY

□ Census Block Group

Note: scaled by RBA square feet

■ Multifamily

■ Student Housing

■ Retail

■ Office

■ Hospitality

Built or renovated in last 10 years (2015-2024):

■ Multifamily

■ Student Housing

■ Retail

■ Office

■ Hospitality

The Whitworth node has the most multifamily housing development compared to the other selected nodes. One of the largest housing developments in this node is Rockwood at Whitworth, a retirement community built in 2021.

Whitworth University plans to redevelop its properties by adding or remodeling Whitworth Hawthorne Hall at the northwest corner of Division Street and Hawthorne Road. The expanded structure would accommodate institutional and administrative needs and may include a one-stop center for students and visitors, classroom spaces, and retail³. The University also plans to add additional student housing on the south side of Hawthorne Road.

Figure 25. Development Activity; Source: CoStar.

³ Whitworth University Campus Master Plane 2022, <https://www.whitworth.edu/cms/administration/facilities-services/campus-master-plan/>

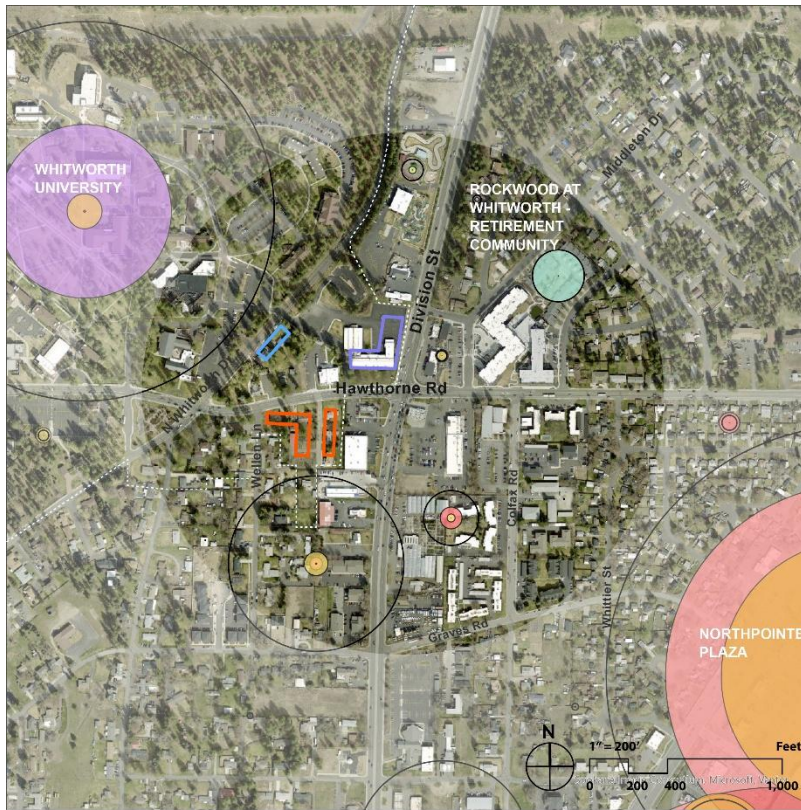
JOBS AND COMMUTING

The largest employer in proximity to Whitworth node is **Whitworth University**. The large retail jobs cluster is Northpointe Plaza located half mile southeast of the node. Many small to medium sized neighborhood commercial spaces hold jobs in accommodation and food services and retail trade and construction.

There are 224 jobs (30 percent) in the construction industry and 150 jobs (20 percent) in health care and social assistance, primarily linked to the Rockwood at Whitworth retirement community. The accommodation and food services sector, together with retail trade, accounts for 133 jobs combined.

Similar to the other nodes, the majority of workers (59 percent) live within 10 miles, 22 percent live between 10 and 24 miles away, and 15 percent live more than 50 miles away.

The same recommendation applies here as for other nodes: expand mixed-use land use. Additionally, creating opportunities for workforce housing would increase housing options for workers in the retail trade and accommodation and food industries.



Whitworth Node

JOBS

- Census Block Group
- Health Care and Social Assistance
- Accommodation and Food Services
- Total Employment
- Education
- Professional, Scientific, Tech
- Retail Trade

Note: scaled by number of jobs

Distance to Job	Job Share
Less than 10 miles	59%
10 to 24 miles	22%
25 to 50 miles	4%
Greater than 50 miles	15%

Figure 26. Distance to Job (2022); Source: US Census via LEHD OnTheMap.

Figure 27. Jobs Locations by Top Industry in the Study Area (2022); Source: US Census via LEHD OnTheMap.

Northgate

The vision for Northgate is an emerging growth hub integrating residential, retail, and a modern medical center with high-standard urban design. Its network of walkable streets, green spaces, and shared amenities would support family-focused, sustainable living. The area is envisioned as a model for smart growth in Spokane County.

DEMOGRAPHICS

The Northgate node (represented by Block Group 3 in Census tract 112.03) is the fastest growing node analyzed in this study, having grown by 102 percent between 2013 and 2023. As of 2023, its population was 2,815.

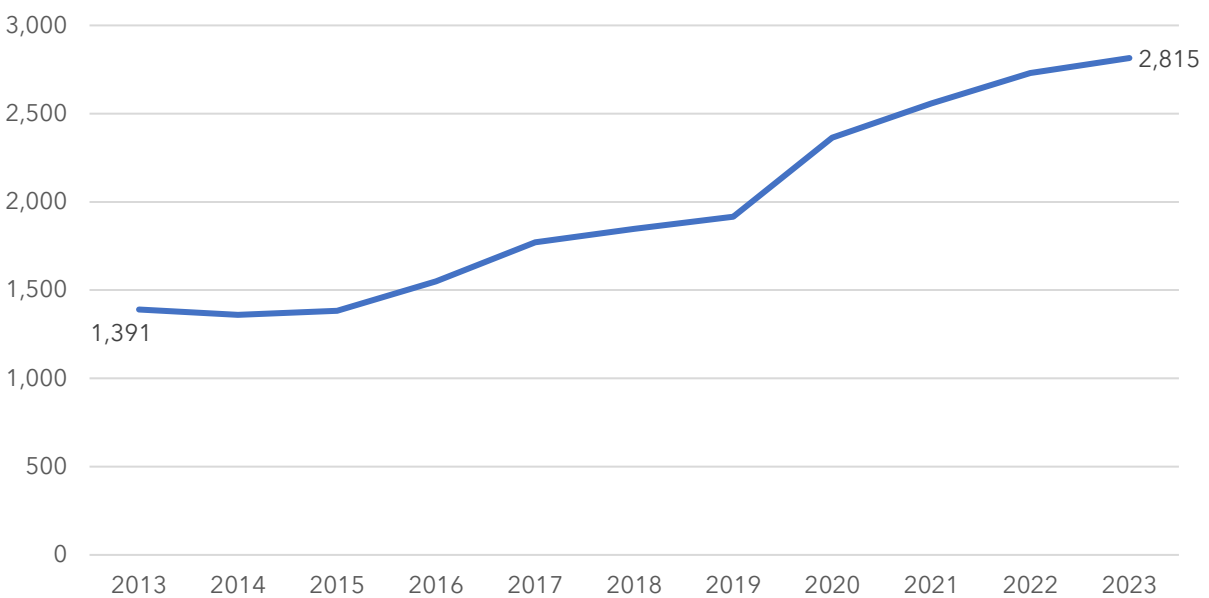


Figure 28. Population in the Northgate Node (2013-2023). Source: US Census Bureau Five-Year ACS.

The Northgate node has the highest share of children of any of the nodes in this analysis, with 36 percent of residents under 18 years of age. Another 10 percent are between 18 and 24 and a quarter are between 25 and 34 years old. This indicates a mix of young families with children and young adults.

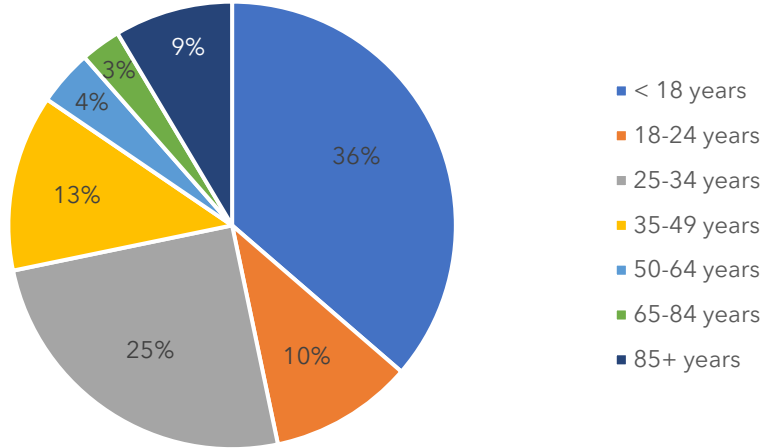


Figure 29. Age Distribution of Residents in the Northgate Node (2023). Source: US Census Bureau Five-Year ACS.

Over one third of residents over 25 years old in the Northgate node have earned at least an Associate’s degree. However, the share of residents with a Bachelor’s degree or higher has decreased since 2013. This indicates that the rapid population growth in this area between 2013 and 2023 includes residents of diverse educational backgrounds. As the medical campus builds out, housing at this node could support health care providers, staff, and patients.

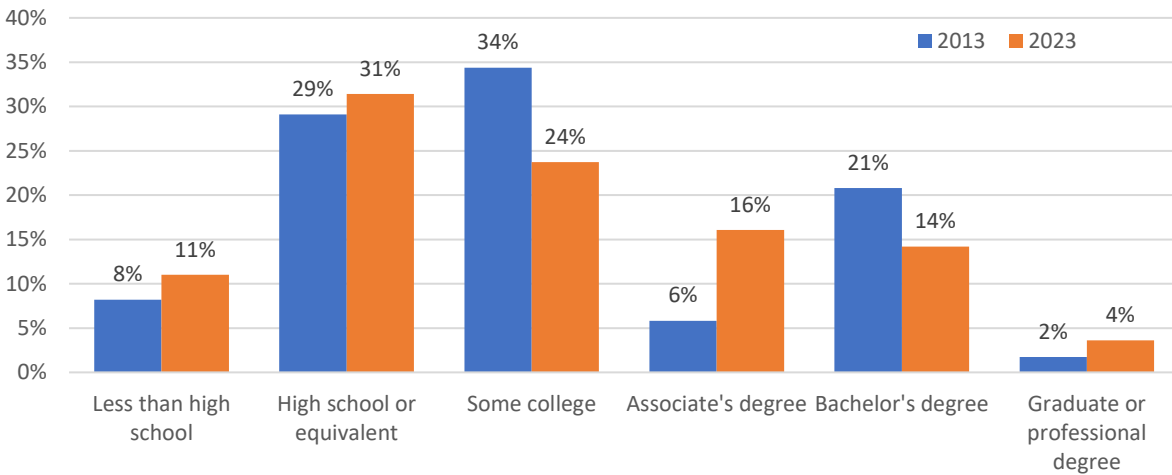
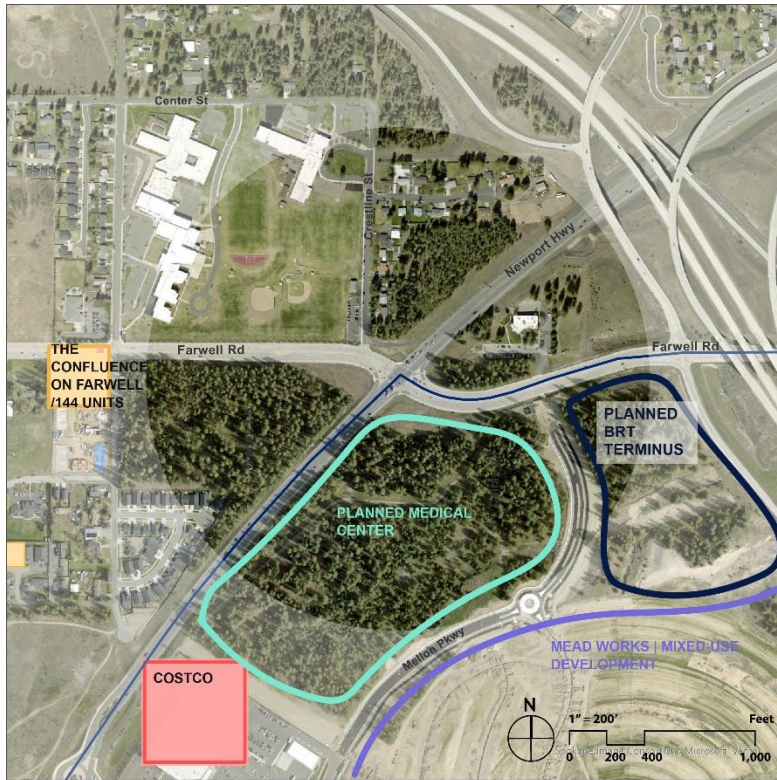


Figure 30. Residents by Educational Attainment in the Northgate Node (2013-2023). Source: US Census Bureau Five-Year ACS.

DEVELOPMENT ACTIVITY



Northgate Node DEVELOPMENT ACTIVITY

□ Census Block Group

Note: scaled by RBA square feet

- Multifamily
- Student Housing
- Retail
- Office
- Hospitality

Built or renovated in last 10 years
(2015-2024):

- Multifamily
- Student Housing
- Retail
- Office
- Hospitality

Northgate **is the least developed node**. The largest commercial development in the area is Costco, which was built in 2018 just southwest of the node. However, this **node has the largest amount of development planned** compared to the other selected nodes. Multi-Care Health System, Inc. purchased 30 acres north of the intersection of Division Street and Hawthorne Road to build a medical center⁴. This center will be adjacent to the over 300-acre Mead Works mixed-use development southeast of Mellon Parkway. The proposed development includes 1,400 single-family homes, multifamily housing and senior living community, office and retail, open space and parks.

In 2025, Spokane Transit Authority (STA) purchased a parcel northeast of the planned medical center to plan it for a terminus to the Division BRT.

Figure 31. Development Activity; Source: CoStar.

⁴ https://www.kxly.com/news/new-retailers-housing-and-medical-facility-planned-to-be-built-in-mead/article_2f757c0e-6fa3-11ee-b9d7-bffc0797630b.html

JOBS AND COMMUTING

In 2022, the major industry at this node was **education** - Northwood Middle School, Farwell Elementary School and Mead School District are the biggest employers. In that year, 474 people were employed in this industry, representing 68 percent of the total jobs in the node.



Northgate Node JOBS

- Census Block Group
- Health Care and Social Assistance
- Accommodation and Food Services
- Education
- Professional, Scientific, Tech
- Retail Trade
- Total Employment

Note: scaled by number of jobs

Distance to Job	Job Share
Less than 10 miles	69%
10 to 24 miles	20%
25 to 50 miles	5%
Greater than 50 miles	6%

Figure 32. Distance to Job (2022); Source: US Census via LEHD OnTheMap.

Unlike other nodes, 69 percent of workers live within a 10-mile radius of this node, which is, on average, seven percentage points higher than in other nodes. The remaining 31 percent commute from further distances. The high percentage of nearby workers could support a “live-work” environment, reducing car dependency. However, providing a mix of housing and employment-related land uses will be important to maintain this balance.

Figure 33. Jobs Locations by Top Industry in the Study Area (2022); Source: US Census via LEHD OnTheMap.

Nodes Market Outlook

Market analysis is a critical component for TOD planning because it identifies current demographic characteristics and demand for housing, retail, office space, and amenities around transit stations. The insights from this report guide vision and land use recommendations for each node, ensuring that development aligns with economic realities and attracts the right mix of uses to sustain ridership and community vitality. This market analysis provides assumptions to test the financial feasibility of the desired uses to identify gaps that inform the implementation strategy.

However, building up TOD requires long-term strategic planning. It often spans several decades, while market conditions will inevitably shift due to economic cycles, demographic changes, or global emerging trends like remote work. Revisiting market analysis periodically allows planners to recalibrate land use plans, development phasing, and investment priorities to reflect these changes. This adaptive approach helps prevent mismatches between planned development and actual demand, safeguarding the success and resilience of TOD initiatives.

Key takeaways with implication for land use specific to each node are provided below:

SOUTH COUPLET

South Couplet is the most populated among selected nodes and has significant diversity in development types. It is an **employment destination that makes it a favorable site for TOD**. There is opportunity to increase residential density through infill housing and mixed-use development on underutilized or vacant lots. **Students and young professionals are the main demographic groups** who live here. These groups **tend to live in smaller units and value walkability and access to amenities** that successful TOD supports. However, these demographics may not support high-tier rents, which are usually present in vertically mixed-use development, due to the lower income levels. **Incremental long-term development** strategies here could focus on leveraging and investing in existing assets—such as the area’s proximity to Downtown, Gonzaga University, major employment centers like The Rock Pointe Corporate Center and Kaiser Permanente Riverfront Medical Center, and entertainment and recreational destinations such as Riverfront Park, Spokane Arena, and The Podium.

ROWAN & FRANCIS/LYONS

Rowan is the least populated node, and its population has fluctuated since 2016, while **Francis/Lyons population has been growing** since that year. Additionally, almost half of the population in **Francis/Lyons are seniors of 65+ years**. In contrast, **Rowan’s population is younger** as its 37 percent are between 25 and 34 years old. This complementary demographic diversity is favorable for TOD as **both groups are more willing to use transit options over driving** if the urban environment supports it. This area presents an **opportunity for the City for public realm improvements**.

Multiple options exist for **infill development and redevelopment on underutilized commercial lots and parking lots** in both nodes east of Division Street. However, most of the land on the west side of Division Street here is development “complete” with majority of land developed as single-family residential, making the redevelopment in these areas in near term highly unlikely. **Accessibility to various amenities that support wellness**, such as Franklin Park, are favorable amenities to TOD in both nodes.

WHITWORTH

Population in Whitworth has not changed significantly since 2013, staying at 2,154 in 2023. While 17 percent of its population are student age, 45 percent are 50 years old or older – most likely influenced by the presence of the recently built senior housing. Similar to Francis/Lyons and Rowan nodes, **combination of older and younger demographic represents an opportunity for TOD** since these groups tend to be more favorable toward transit use. However, similar to the South Couplet node these demographics may not support high-tier rents for high density housing. Therefore, land use recommendation should incorporate a mix of market-rate and affordable housing for different income levels. In addition, the node **has not seen significant commercial development activity** in the last decade and is not considered an employment destination. To attract more development in the area, the **County might need to make necessary infrastructure improvements** and **provide public interventions** through incentive, such as density bonuses or tax-increment financing tools.

NORTHGATE

In 2013, Northgate used to be one of the least populated nodes; however, its population doubled since then and reached 2,815 people in 2023. The node has the **highest concentration of a mix of young families with children and young adults**. Most of the **land is vacant or undeveloped land which ease the process of laying out a master plan** development that supports TOD principles. With the development is already in plans, the **County authorities should collaborate internally and with the private developers to make sure that TOD principles are embedded in these developments’ framework**. This development should support diversity of housing options for future residents as well as workers, such as health care workers and providers. If guided by a long-term vision, the redevelopment of this area could be transformative for the region. However, that may require re-zoning or other actions to incentivize mixed-use development as well as medium- and high-density development that is most likely to support transit use.

Ch. 4: Financial Analysis

Leland conducted a high-level market analysis to understand what types of housing are likely to be feasible at key nodes along Division Street to help the City and County identify the zoning and regulatory changes that may be necessary to support transit-oriented development along the corridor. Feasibility measures whether a developer could realize a profit that would be sufficient to repay lenders and investors and cover their overhead. In other words, answering the question of whether a developer would make enough money on completion and sale to make their investment worthwhile.

This analysis is based on current market conditions, reflecting conversations with developers in Spokane, market data, and best practices. Over time, variables used in this type of analysis, including rents, home prices, capitalization rates, and construction costs, can change. As market conditions shift, the feasibility of the scenarios in this analysis could increase or decrease. The findings of the financial analysis were used by the MIG team to revise the node concepts and provide the City and County with a better understanding of what the market will support.

Key Findings

Leland analyzed three major housing types that align with the City and County's vision for the nodes along Division Street, as shown in the node concept drawings in Chapter 5 of the Admin Review Draft Plan. These include:

- Townhomes (ownership and rental): Two or more dwelling units attached by a common wall at a shared property line.
- Garden and urban garden apartments: Low-rise apartment buildings up to four stories that are typically built using wood-frame construction. While garden apartments do not generally include retail spaces, urban garden apartments can have small ground floor retail. Urban garden apartments typically feature less parking than garden apartments.
- Podium-style mixed-use buildings: Apartment buildings featuring a one- to two-story concrete podium with three to five stories of wood frame apartments above. Typically, the concrete podium includes retail space and/or parking.

For each of these housing types, Leland evaluated a range of potential rent and home prices as well as parking ratios and types (i.e., structured vs. surface parking). Because the new statewide [TOD law's](#)⁵ inclusionary housing requirement applicable to the cities (as described in the adopted version of HB 1491 as the state has not yet provided guidance or undergone official rulemaking), Leland also modeled mixed-income alternatives. However, most of the zones along Division Street within the city already allow floor area ratio (FAR) in line with the TOD law requirements and are likely not subject to inclusionary housing requirements. The

⁵ <https://lawfilesexternal.wa.gov/biennium/2025-26/Pdf/Bills/Session%20Laws/House/1491-S3.SL.pdf?q=20250520081029>

new TOD law only applies to land within City limits, so affordable housing is not required by this law at the Whitworth and Northgate nodes.

Key findings from this analysis include:

- Existing General Commercial (GC) and Centers and Corridors (CC) zoning along the corridor has unlimited FAR – most redevelopable sites **will not be required to meet affordability requirements of new TOD law.** Most of the land along Division Street is zoned GC, though areas just a block or two of the corridor between Euclid and Wellesley are zoned for multifamily and lower-density residential.
- **Podium construction is unlikely to be feasible on Division today.** In the future, this type of construction will most likely be feasible at southern end of the study area near the University District.
- **The lack of walkability, pedestrian safety, and multimodal facilities** are a dis-amenity for this area, resulting in lower rent and home prices than in other Spokane neighborhoods.
- **Ownership townhomes are feasible** throughout the corridor, even with TOD affordability requirements.
- **Commercial vacancy is a challenge** in Spokane. It is difficult to get funding to build new retail, and mixed-use developers view this type of space more as a tenant amenity than an income-generator.
- Although podium-style construction is not feasible on Division Street today, **the City and County should ensure flexibility in development requirements to allow for this type of development in the future.** Maximum building heights of at least 75 feet and allowances for flexible ground floors should be allowed along Division Street. The City should limit requirements for ground floor commercial spaces, building flexibility into regulations and permitting horizontal mixed use development patterns.
- Because of the challenging pedestrian conditions on Division Street, **the City and County should allow for a wider variety of housing types on the perpendicular (east-west) streets along the corridor.** Housing in these areas should include townhomes, middle housing, and garden-style apartments. Allowing some neighborhood commercial in these areas would also increase the attractiveness of key nodes.

Assumptions

AFFORDABILITY

Because of the requirements for inclusionary housing in the new statewide TOD law, we modeled both market rate and mixed-income scenarios. The rents and home prices used are described in the Revenues table below. Market rents are based on the current rent per square foot of comparable, recently built properties in Spokane. Affordable rents are based on data from the US Department of Housing and Urban Development (HUD), which calculates affordability based on percentage of Area Median Income (AMI). Currently, the AMI for a four-person household in Spokane was \$100,800 as of 2025. Affordability scenarios include:

- **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.

DEVELOPMENT SCENARIOS

When a developer builds a specific type of housing, there are several factors that may differ based on the site, cost constraints, market demand, and developer preference. In order to ensure that this analysis was comprehensive, Leland considered multiple scenarios for each housing type. These scenarios include adjustments to assumptions for density, parking, and tenure. [Table 1](#) below explains the different housing scenarios evaluated in the financial analysis. The typology references in the chart (i.e., 1A, 1B, 1C) refer to the node concept drawings.

Table 1. Typology, Tenure, and Parking Scenarios

Housing Type (Typology Reference)	Tenure	Density	Parking Scenarios
Podium (1A, 1B, 1C)	Rental	With structured parking: 230 dwelling units (du)/acre With surface parking: 65 du/acre Without parking: 280 du/acre	Structured (1 space per unit) Surface (1 space per unit) No parking
Townhomes (2)	Rental, Ownership	16 du/acre	Parking assumed as part of the development costs (attached garage)
Urban Garden (3A, 3B, 3C)	Rental	1.5 spaces per unit: 50 du/acre 0.75 spaces per unit: 75 du/acre No parking: 100 du/acre	Surface (1.5 spaces per unit) Surface (0.75 spaces per unit) No parking
Garden (3D)	Rental	1.5 spaces per unit: 25 du/acre 0.75 spaces per unit: 30 du/acre	Surface (1.5 spaces per unit) Surface (0.75 spaces per unit)

REVENUES

Revenue is assumed to be a combination of income from rent or sale of the housing units as well as income from parking and other sources (such as laundry, vending machines, common room rentals, and pet rent). The market rents are based on data from CoStar and conversations with developers, while market townhome prices are based on data from Redfin and Zillow. The affordable and workforce housing rents are based on maximum housing costs from the US Department of Housing and Urban Development (HUD). The assumptions shown for other revenue come from conversations with developers and available market data.

Table 2. Rent and Home Prices

Rent Type	Rent per Square Foot	Apartment Rent / Unit	Townhome Rent / Unit	Townhome Price PSF	Townhome Price / Unit
Low	\$2.10	\$1,575	\$1,755	\$320	\$416,000
High	\$2.50	\$1,875	\$2,145	\$380	\$494,000
Affordable		\$1,134	\$1,572		\$289,203
Workforce		\$1,513	\$2,079		\$453,456

Table 3. Other Revenue

Revenue Source	Assumptions
Parking: Surface	\$40 per stall per month (\$480 per year)
Parking: Structured	\$100 per stall per month (\$1,200 per year)
Other Income	\$60 per unit per month (\$720 per year)

EXPENSES

For this analysis, Leland assumed that operating expenses are likely to be 30 percent of total revenue for rental apartments and 20 percent of total revenue for rental townhomes. Ownership townhomes do not have operating costs that would be paid for by the developer, as the homeowner is responsible for these costs, either directly or through an HOA.

For the nodes within city limits, Leland assumed that the eight-year Multifamily Tax Exemption (MFTE) program would be utilized. Per the City's guidance, the program is expected to save approximately \$966 per \$100,000 of assessed value on the exempted

housing. Leland assumed that the MFTE reduction would be \$1,458 per unit across all property types.

CONSTRUCTION COSTS

The construction costs used in this analysis came from conversations with developers and industry best practices. Hard costs include the cost of “vertical” development - the labor and materials needed to build housing. They vary by typology due to building code regulations and materials needed. Soft costs include permitting fees and the cost of predevelopment work. Typically, soft costs are estimated to be around 30 percent of hard costs. Structured parking is assumed to be above ground, with an average cost of \$30,000 per space.

Table 4. Construction Costs

Metric	Assumptions
Hard Costs per Square Foot	Podium: \$255 Townhomes: \$160 Urban Garden: \$200 Garden: \$180
Soft Costs	30 percent of total hard costs
Sales Tax	9.10% in Spokane, 8.10% in Spokane County
Structured Parking	\$30,000 per space
Surface Parking	\$5,000 per space

FEASIBILITY METRICS

In order to determine if a project is feasible, Leland utilized metrics including the estimated exit capitalization (cap) rate and target return on cost for the developer to estimate a maximum supportable development cost. Cap rates are the ratio between the net operating income of a property (one year of income less expenses). The cap rate used in this analysis was estimated based on recent market sales. Typically for rental housing, the target return on cost is 1.5 percentage points higher than the exit cap rate. The maximum supportable project cost is determined by dividing the net operating income (NOI) by the target return on cost. If the cost of developing housing in a scenario is less than the maximum supportable development cost, that scenario is feasible.

Table 5. Feasibility Metrics

Metric	Assumptions
Exit Cap Rate	5.4%

Target Return on Cost	6.9% for rental housing, 13% for ownership townhomes
Maximum Supportable Development Cost	This is the highest achievable development cost that, given expected revenues and expenses, would provide the target return for the developer. For rental properties, it is determined by dividing the net operating income (NOI) by the target return on cost. For owner properties, it is determined by adding a return of 13 percent on top of the expected revenue from home sales.

Feasibility Analysis Results

Because this is a high-level analysis, the charts in the sections below shows dollar signs rather than specific dollar amounts to indicate the magnitude of the surplus. Black dollar signs indicate that a project is feasible while red indicate that a project is infeasible. Multiple dollar signs are used to indicate greater magnitude. For the charts in this analysis:

- \$: surplus or deficit less than \$20,000
- \$\$: surplus or deficit between \$20,000 and \$50,000
- \$\$\$: surplus or deficit between \$50,000 and \$100,000
- \$\$\$\$: surplus or deficit greater than \$100,000

Townhomes: Ownership & Rental

OWNERSHIP TOWNHOMES

Ownership townhomes are feasible today along Division street. Even accounting for the potential need to include affordable housing under the new TOD law, a townhome development with a density of 16 dwelling units (du) per acre is feasible. Figure 34 below shows the difference between the total maximum supportable development cost and the estimated development cost for ownership townhomes. In all of the scenarios evaluated, the maximum supportable development cost was larger than the estimated development cost, indicating that ownership townhomes are feasible throughout the Division Street Corridor.

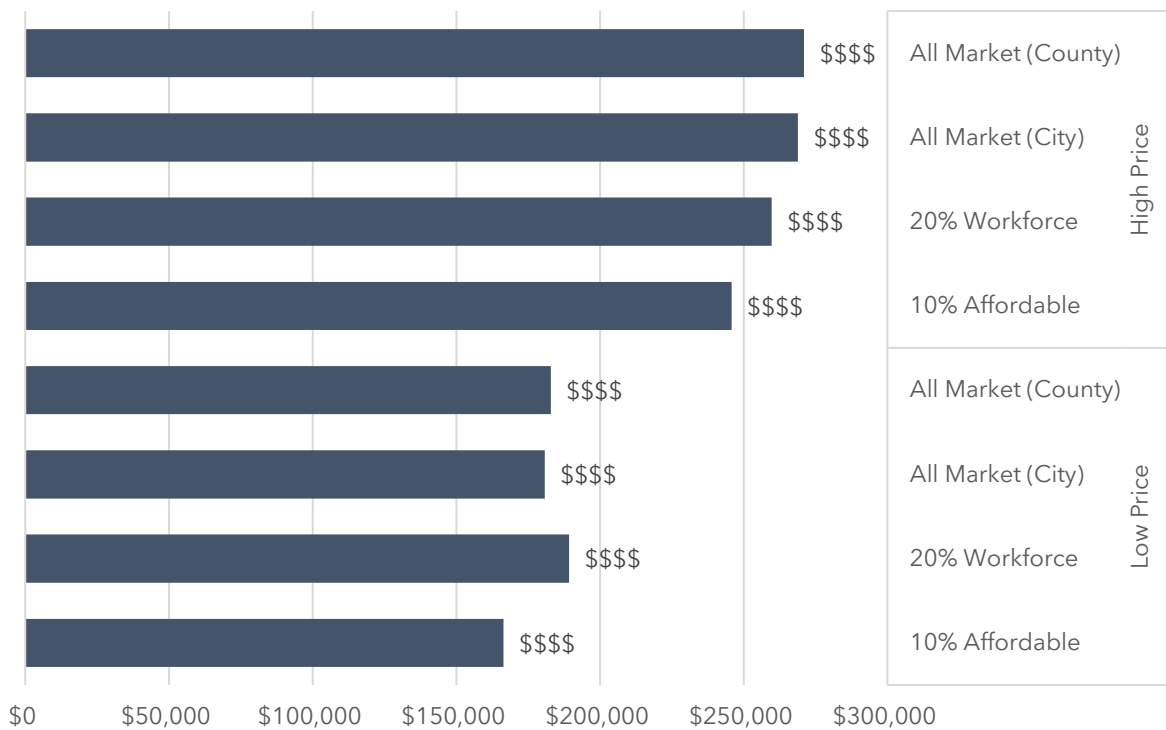


Figure 34: Feasibility Surplus per Unit for Ownership Townhomes

RENTAL TOWNHOMES

Rental townhomes are feasible in the high rent scenarios when MFTE is applied. At the nodes in the County, where the MFTE program does not apply, even the high rent scenario would be challenging. There is a feasibility gap for rental townhomes at the lower rent level used in this analysis. This suggests that rental townhomes are likely to be feasible in the southern portion of the corridor, where rents are typically higher and developers can utilize the MFTE program.

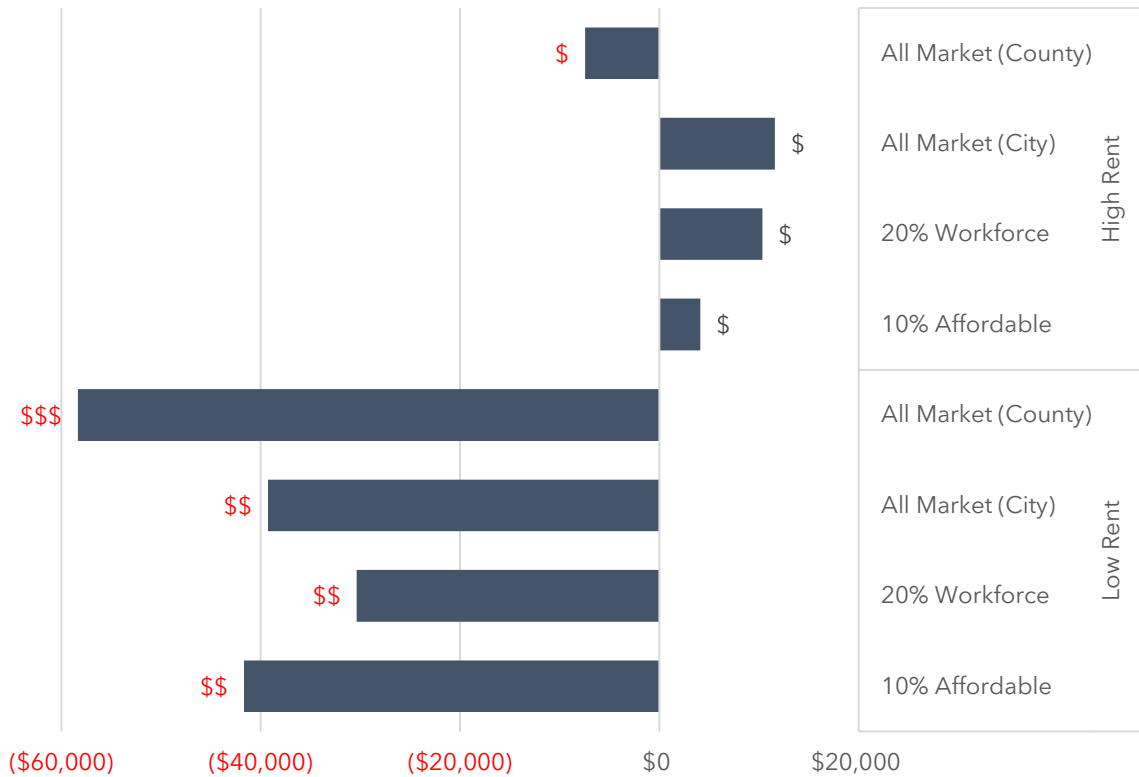


Figure 35: Feasibility Surplus/Gap per Unit for Rental Townhomes

Apartments: Urban Garden & Garden

URBAN GARDEN APARTMENTS

Urban garden apartments typically have more dwelling units per acre and less parking than traditional garden apartments. Although they are wood frame and do not include a concrete podium, some urban garden apartments have small commercial spaces, such as the apartment building shown in Figure 36 below.



Figure 36. The Abernethy Flats, Urban Garden Apartments in Portland, Oregon. *Source: CoStar.*

Market rate urban garden apartments could be feasible for market rate housing in the southern portion of the Division Street corridor in the near term if MFTE is applied. Although Figure 37 below shows a small feasibility gap for market rate apartments in the high-rent scenario, that gap is small enough that it could likely be overcome through value engineering and minor design changes by a developer.

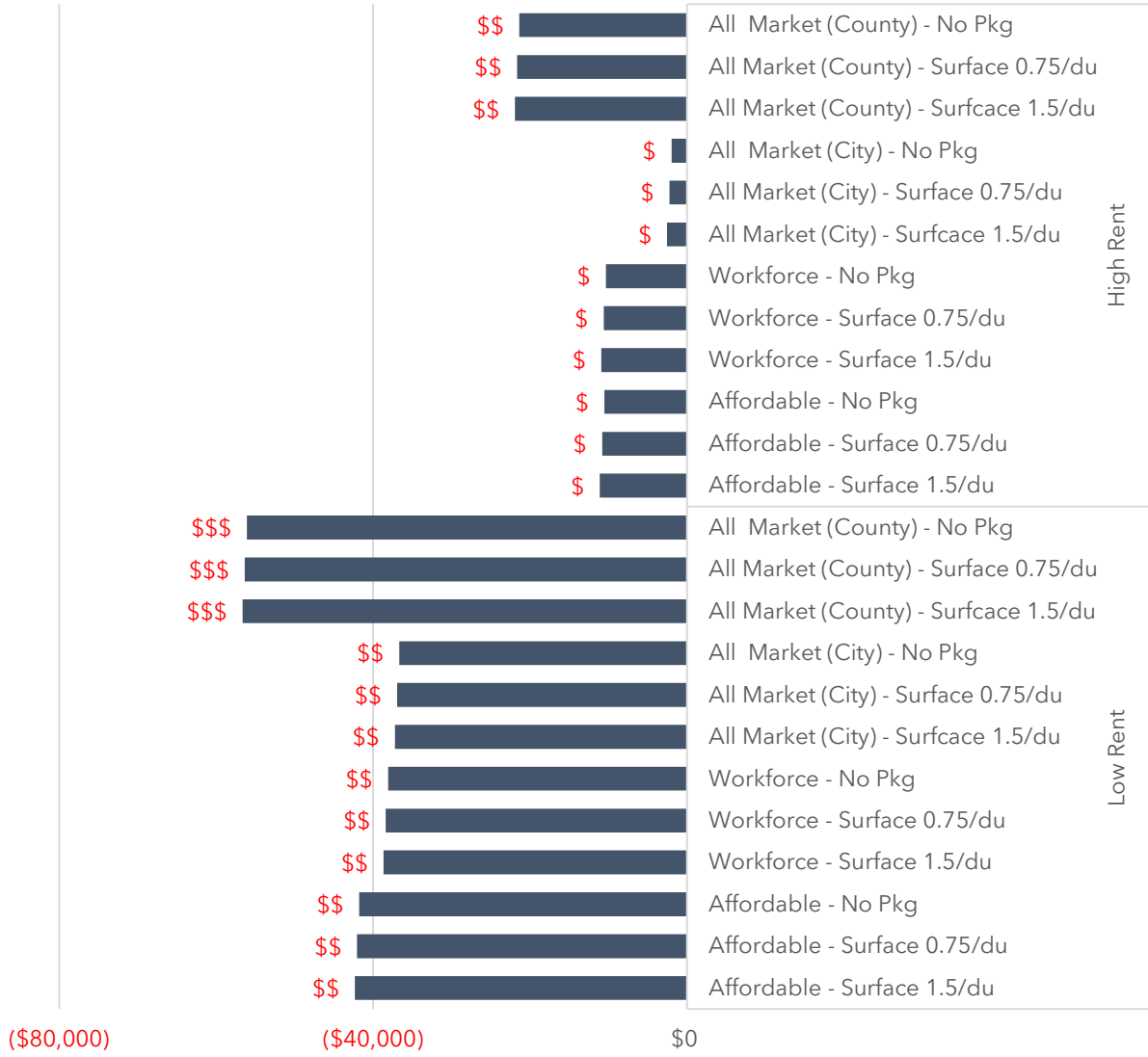


Figure 37: Feasibility Gap per Unit for Urban Garden Apartments

GARDEN APARTMENTS

Traditional garden apartments are typically lower density, generally around 25 to 35 dwelling units per acre, and feature surface parking lots. Like urban garden apartments, they are wood frame without a concrete podium. They are generally three to four stories and less expensive to build than other housing types.



Figure 38: Jake at Indian Trail, Garden Style Apartments in Spokane. *Source: CoStar.*

This type of property is more feasible than urban garden or podium construction, especially in the higher rent scenarios. In the lower rent scenarios, the feasibility gap per unit for garden apartments is very low when MFTE is utilized indicating that this type of housing could be built throughout the corridor in the near term.

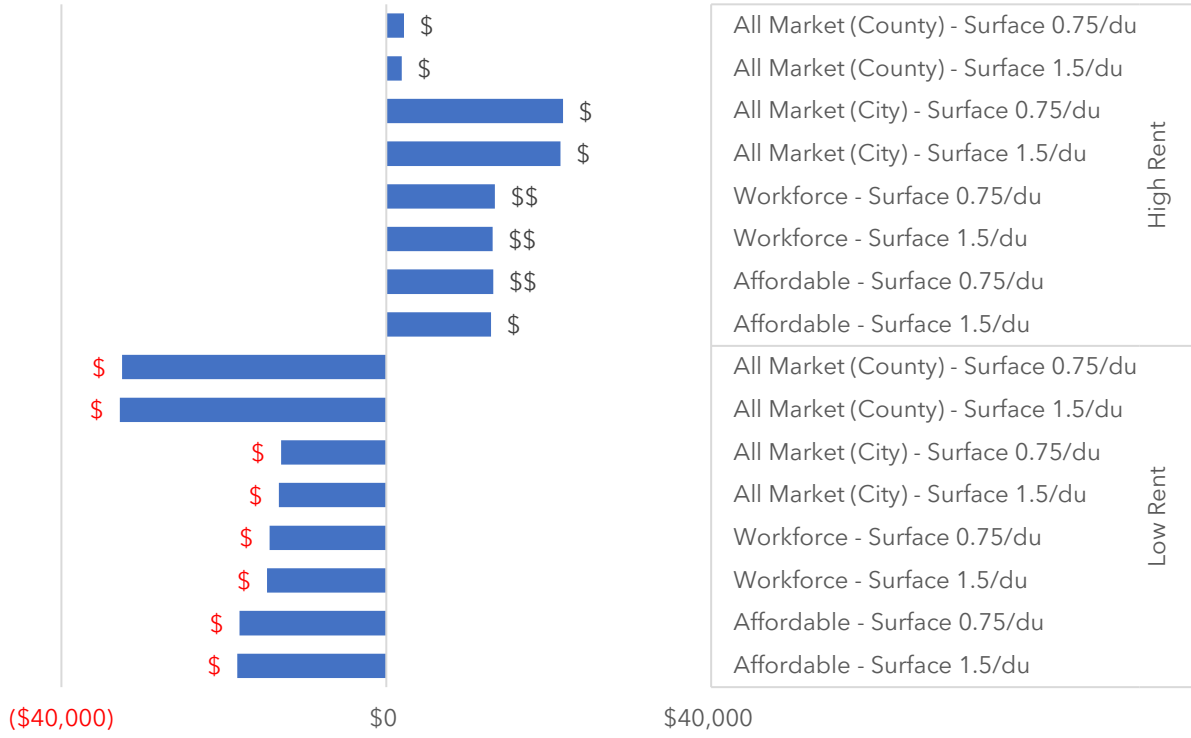


Figure 39: Feasibility Gap/Surplus per Unit for Garden Style Construction

Mixed-Use: Podium Construction

Podium apartment buildings feature a concrete podium (typically to allow for active ground floor uses like commercial space) with three to six stories of wood frame housing on top. While most podium apartments are built with structured parking, there are some examples in Spokane that include surface parking lots. This type of construction is more expensive than garden style, and as a result these buildings tend to be built in areas that command the highest rents such as the University District, Downtown, and Kendall Yards.



Figure 40: The Warren, a Podium-Style Apartment Building in Downtown Spokane. *Source: CoStar.*

Under current market conditions, podium-style construction is unlikely to be feasible along the Division Street corridor, largely due to the lower rents and the lack of walkability in the area. However, as the corridor evolves, podium style construction could be feasible in the future, particularly in the southern part of the corridor.

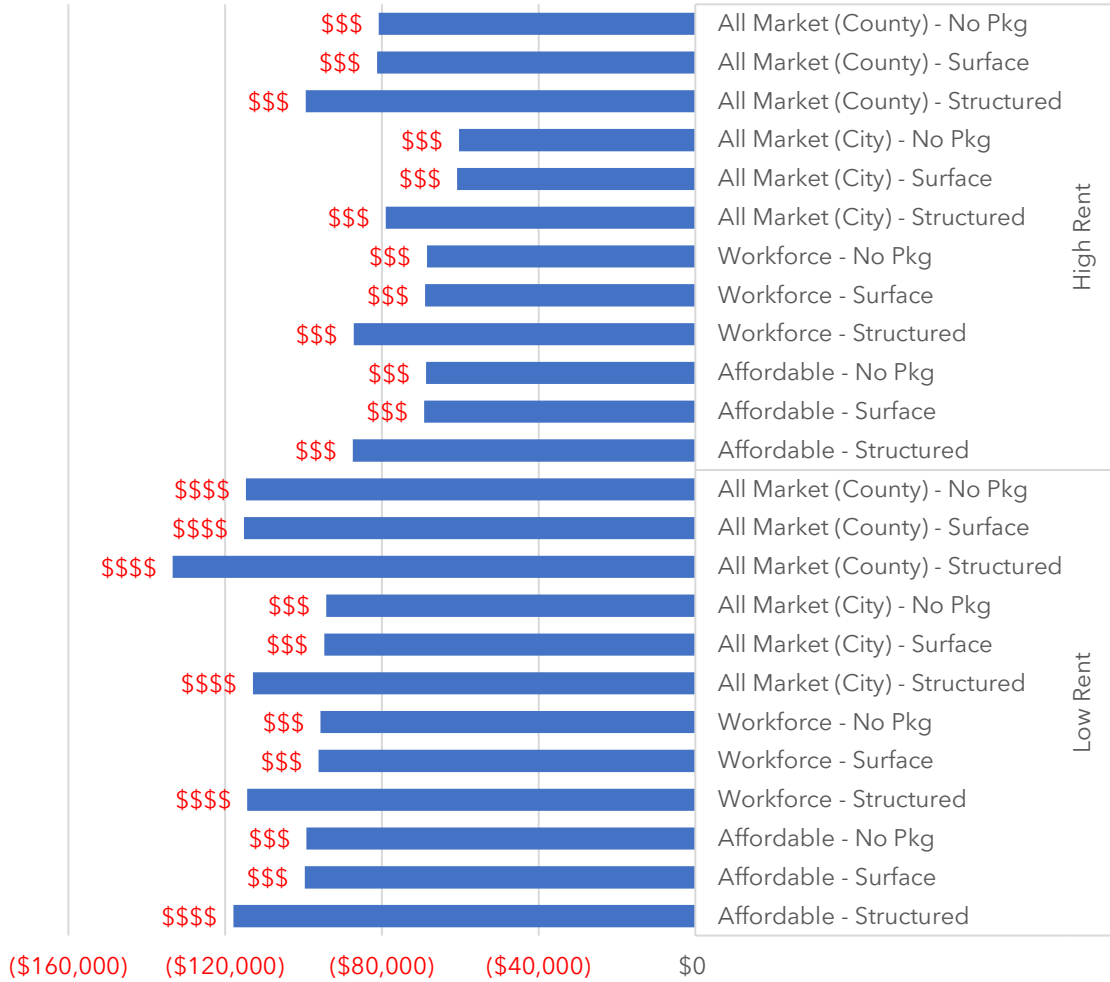


Figure 41: Feasibility Gap per Unit for Podium Style Apartments

Nodes Feasibility Outlook

The feasibility of different types of housing differs in the key nodes evaluated in this report. The conditions at each node will impact the timing and sequence of build out. Generally, **lower-density housing types such as garden apartments and townhomes are likely to be built out first on streets perpendicular and parallel to Division Street.** In **later phases**, we would expect to see **mixed-use podium-style development** directly on Division Street. However, some nodes such as the South Couplet are likely to see higher intensity development in the nearer term. The key takeaways for feasibility at each node are below:

SOUTH COUPLET

The South Couplet node has higher rents than the nodes to the north. Because of this, **it is the node where higher-intensity development is most likely in the near term.** The concept for this node includes some podium-style mixed-use development primarily along Mission Avenue and Division Street as well as garden-style apartments and townhomes in the

neighborhood to the east of Division Street. However, the **current rents in this area are still slightly lower than what would be needed to support podium-style development in the near term.** Implementation of the BRT line and improvements to walkability are needed to enhance the environment on Division Street to support this type of development. **Development of the garden apartments and townhomes is more likely in the earlier phases of development.**

ROWAN & FRANCIS/LYONS

The Phase One concept for the Rowan and Francis/Lyons nodes includes mixed use development along Division Street in key vacant and redevelopable sites. While mixed use development is typically in podium-style buildings, at this node some smaller buildings may be urban garden style. In later phases, additional residential apartments and townhomes are shown off of Division Street in the eastern neighborhoods. **Due to feasibility challenges for podium-style construction, garden and townhome projects are likely to be developed in earlier phases.**

WHITWORTH

As in the other nodes, the Whitworth node concept shows podium-style mixed-use development along Division Street. In addition, there is horizontal mixed use along Division north of Hawthorne Road, with residential development to the rear and commercial directly along Division Street. **This horizontal mixed-use development is more likely here in the near term than podium-style construction.** Notably, Whitworth is the only node concept that shows significant development west of Division Street.

NORTHGATE

The Northgate node concept includes a combination of residential and commercial development. The area adjacent to Costco is currently owned by Multicare, which is planning a new medical campus with outpatient care facilities. However, challenges in the medical industry may delay these plans. **The townhomes and garden-style apartments shown in the node concept are likely feasible here in the near term.**

Appendix A: Stakeholder Engagement Summary

INTRODUCTION

As part of the Division Street Transit-Oriented Development study, led by MIG, Leland Consulting Group interviewed key stakeholders to understand market demand, development costs, and potential challenges and opportunities related to the key nodes. Interviewees include:

- Chris Murphy, Gonzaga University
- James Gallina, Millennium Northwest
- Jim Frank, Greenstone
- Alex Jackson, Multicare Health System
- Chris Eichorst, Whitworth University
- Ken Brown, Whitworth University
- Susan Scott, Providence

ENGAGEMENT SUMMARY

Key takeaways from these interviews are summarized below. As the node concepts are developed further, the information gleaned from these interviews should inform ongoing analysis.

Market Demand

Developers interviewed agree that the lack of walkability along Division Street is likely to impact demand for housing there, regardless of the presence of new bus rapid transit (BRT). New housing in areas like the Garland District, Emerson-Garfield, and Kendall Yards are attracting tenants who are willing to pay a premium for walkability to neighborhood amenities. These neighborhoods typically have a mix of uses and housing types that attract residents with a diverse array of needs, including college students, young professionals, and seniors. Walkable neighborhoods foster community support and social interaction that increase feelings of safety and belonging among residents. At Kendall Yards, some of the housing includes annual bus passes, but these are typically underutilized despite the proximity of transit. Unlike these neighborhoods, Division Street is a multi-lane, high speed road where pedestrian facilities are sparse and unwelcoming. Improved multimodal connectivity along division and within a half-mile radius of key node stations will be crucial to attracting housing development.



Figure 42. Kendall Yards in Spokane. Source: Avenue Stone Real Estate.

At the southern end of the study area, Gonzaga University has 7,000 students and 1,500 employees. While first and second year students typically live on campus, the housing market is a challenge for upper-level students as well as faculty and staff. Because of the location of the campus, there is high bus ridership among students and living along the bus line is likely to be more appealing than living farther from campus due to high housing costs. Off campus housing in convenient locations is so hard to find that some students rent apartments a year in advance, both because of competition from other students and pressure from property managers. Staff and lower-level faculty also struggle to find affordable housing near campus, with many living outside of city limits. Demographic changes are impacting higher education, and the number of students is not expected to increase in the near term.

Employees at Multicare Health Systems working in critical positions like medical assistants and imaging technicians are finding it increasingly difficult to find housing they can afford, especially as gas and food prices are also rising. Recruiting and maintaining these workers will be increasingly challenging without more affordable housing options. While Multicare is trying to reduce its dependence on visiting nurses, there is still a need for temporary housing for them and other professionals like doctors who serve multiple clinics in the region. In addition, Multicare is planning to build a new campus featuring outpatient services on a 30-acre site adjacent to Costco.

It is a priority for Providence to maintain the existing bus stop along Lidgerwood, which many patients use to access the Emergency Room at the hospital. Adding BRT along Division street will increase access for patients and staff. The hospital has grown about five percent annually and is not yet at capacity. However, parking is getting tighter for staff and patients. Providence staff have struggled to find housing they can afford in Spokane, with some employees living in multigenerational households. Multifamily apartments and townhomes would increase housing opportunities for staff, especially if those homes are adjacent to grocery stores, services, and health care facilities. Safety improvements like pedestrian

bridges, better lighting, improved walkways, and roundabouts would make neighborhoods along Division more attractive. However, these improvements could be challenging because Division is controlled by the State.

Whitworth University owns land adjacent to the planned BRT station in the Whitworth node. The former school building they own next to the station is expected to house the new school of nursing within two years. While the building footprint is unlikely to change in the near term, mixed-use development has been discussed on this site in the past. The parking lots are important for faculty, staff, and students, though the University has been trying to encourage students to take transit rather than drive by offering free transit passes.

Whitworth University also owns a handful of houses at the intersection of Hawthorne Road and N Wellen Lane where it recently considered building 120 apartment homes in partnership with a private developer. While this plan has been tabled for now, housing near campus is still a significant need for students, faculty, and staff. Currently, 1,000 out of 1,880 undergraduate students live on campus. The University expects that its total student body of 2,600 will grow to around 3,000 students, with two thirds commuting to campus. The Whitworth staff we interviewed believe that having end-to-end apartment buildings along Division would be a “gauntlet,” and that focusing housing on perpendicular and parallel streets would be a better strategy.



Figure 43. Proposed Apartments on Whitworth-Owned Land at N Wellen and W Hawthorne. Source: Whitworth University Master Plan.

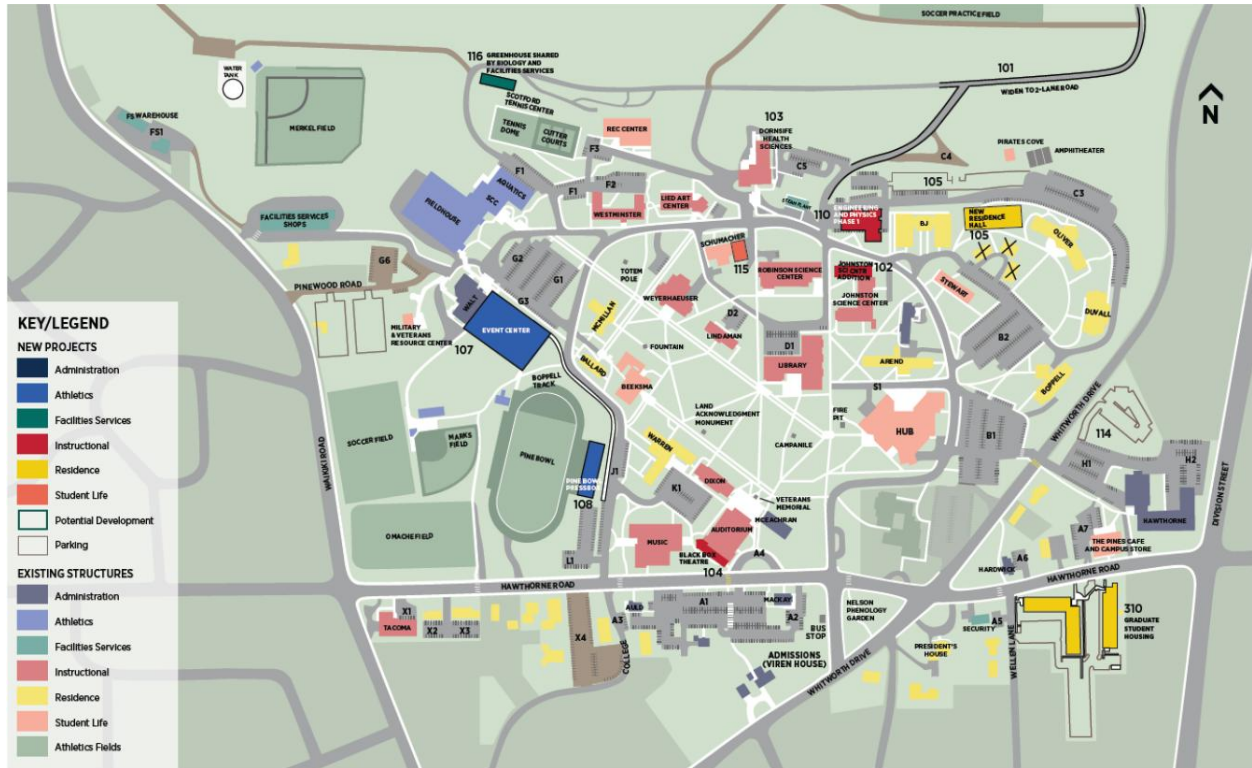


Figure 44. Planned Projects at Whitworth University. Source: Whitworth University master Plan.

There is significant demand for more affordable options for homeownership in Spokane. Because of the challenges associated with condo building in Washington, lower cost ownership housing is typically small-lot single-family, townhomes, and middle housing like duplexes and cottage clusters. Offering a mix of rental and ownership housing is attractive to residents and can encourage people to stay in their communities.

Development Costs

Development feasibility is currently challenging statewide due to high costs and interest rates. However, multifamily and mixed-use development is still feasible in Spokane, particularly in walkable areas where people are willing to pay higher rents. Developer cost estimates for mixed-use buildings with ground floor retail range from \$240 to \$255 per square foot for just hard costs (the costs associated with vertical construction of buildings) to \$400 all-in (land, hard, and soft costs) for a building with structured parking. On its own, structured parking typically costs between \$27,000 and \$30,000 per space. To build podium-style development, developers need to charge at least \$2.50 per square foot per month for apartments. While these rents are achievable in some neighborhoods in Spokane such as the U-District and Kendall Yards, rents along Division Street tend to be lower. Tenanting commercial space can also be a challenge due to the high vacancy rate citywide. While developers will build commercial space as a neighborhood amenity, it can be challenging to acquire financing to build commercial space and rents do not typically cover construction costs. Typically, it is more feasible to rehabilitate and re-tenant neighboring commercial spaces than to build podium-style mixed-use buildings with housing over retail.

Challenges

Pedestrian comfort and safety is a major challenge on Division. Stakeholders emphasized the need for residents to feel comfortable walking to the bus stop or neighborhood retail. However, there has been pushback to street safety improvements by community members and business owners who worry that changes will have negative impacts on their businesses and property values.

Along with pedestrian safety, **relatively low rents** on the Division Street corridor could impact development feasibility, especially at the northern nodes. While lower density housing types like townhomes may be feasible in these areas, vertical mixed-use development is unlikely.

Because Division Street is so auto-oriented, prospective tenants will likely expect a **higher parking ratio** than in more walkable neighborhoods. While developers can build housing with one space per unit in neighborhoods like the Garland District, along Division Street the appropriate ratio is likely closer to one space per bedroom. Although surface parking does not add significant costs to most projects, it does limit the amount of housing that can be built on site.

Under current zoning, **height limits** are a major constraint for podium-style development, which typically requires first floor heights of around 15 feet. To build a five-over-one podium-style building, the height limit cannot be lower than 75 feet.

New affordability requirements associated with the statewide Transportation Oriented Development law could have a significant impact on development in Spokane, particularly in areas like Division Street where market rents are not high enough to subsidize affordable units.

Despite having six lanes dedicated to auto traffic, **Division Street is viewed as a frustrating street to drive on** due to high traffic volumes, the frequency of traffic lights, and limitations on turning. The current commercial character of the street is dominated by big box stores, the mall, used car dealerships, and fast-food restaurants.

Households currently living around the Rowan node have relatively low socioeconomic status. While new apartments and townhomes near the Division BRT would help provide more housing options and reduce car dependency, the City should ensure that these improvements do not result in the displacement of existing residents.

Completion of the new freeway project will help divert trucks and through-traffic away from Division. While this could help with traffic and safety challenges on Division, it **could also negatively impact smaller stores in strip malls** on the street that depend on business from those travelling through the area.

Uncertainty around federal-level cuts to health care programs like Medicare and Medicaid are causing health care providers to delay decisions on expansion and new programs, despite a growing need for services in the community. If federal funding cuts to health care are enacted, the costs associated with caring for uninsured or under-insured patients will shift to the health care providers.

Opportunities

Increasing the supply and variety of housing along the new BRT line on Division Street could help **improve connections between neighborhoods** and **increase housing options for students, faculty, and staff** at Gonzaga University.

Increasing the amount and variety of walkable homes suitable for staff and students at the Whitworth node would **enable those living off-campus to commute by foot or by bike** rather than driving to campus.

Concentrating **housing on parallel and perpendicular streets is likely to be more attractive to students, faculty, and staff** than large apartments along Division Street. Planned crossing improvements will help connect these streets to the Whitworth Campus.

Providing a combination of rental and ownership housing in a variety of typologies would **help residents build wealth while staying in their neighborhoods**. This will likely require planning for a mix of housing types at each node, including townhomes, small lot single family homes, and apartments.

Gonzaga students are likely to be a significant user base for BRT along Division, especially if there are **opportunities to connect students to the public facilities along the north side of the Spokane River**, including the Spokane Arena and the Podium. These venues are just over a half-mile walk from the intersection of Cataldo Avenue and Division Street.

Multicare Health Systems currently owns a 30-acre plot of land in the Northgate node adjacent to Costco where it **plans to build a variety of outpatient services to coincide with the expansion of Highway 395**. This could include primary and specialist care, a lab, imaging, a surgery center, and/or a cancer center. This expansion of healthcare opportunities north of Spokane will likely **increase demand for hotel rooms in this area and generate investment activity within the Northgate node**.

The strip mall at the Rowan node has a lot of vacant spaces, including the large former Burlington Coat Factory store, as well as underutilized surface parking lots. While the Trader Joes in this mall is an important neighborhood amenity, there could be opportunities to **redevelop surface lots and some of the vacant or underperforming stores**.

Connecting health care facilities along Division Street with those in Downtown Spokane south of I-90 would significantly improve patient experience. Providence Sacred Heart Medical Center has specialized cardiac and trauma services that Holy Family hospital does not. Shriners' Children's Hospital is also located in this part of Downtown.



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix C: Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) Meeting Summaries



Division Street TOD

City of Spokane



Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) Meeting #1 Summary

Date: January 7, 2025

Time: 9am- 10am (TAC), 6:00pm- 7:30pm (CAC)

Location: Virtual

1. Introduction and Project Updates

On January 7, 2025, the MIG team led separate virtual meetings with the TAC and CAC. The meetings provided an overview of the project background, schedule, deliverables and goals. As part of the introduction, MIG presented the key considerations and issues identified through the feedback gathered during initial stakeholder meetings and a corridor open house. MIG also presented the draft of the Existing Conditions Analysis and provided a summary of the Emerging Node Selection Matrix, followed by group discussions on priority node selection and foundational vision elements. The meeting concluded with a review of the next steps for the project.

The meeting summary below organizes feedback by key topics and themes, followed by a detailed breakdown of node-specific comments.

2. Meeting Summary

Feedback by Topics

Concurrent Projects in the Division Street Corridor:

- The WSDOT Complete Streets project is underway with preferred alternatives focused on bike, pedestrian, and intersection improvements from The Y to Wandermere segment. Coordination with this project is important for ensuring compatibility with the TOD plan and connectivity potential to the TOD nodes.
- The South Logan TOD development will include 8-10 story buildings, with the goal of increasing transit usage and housing options. This may

be a good comparable project for the Division Street Corridor.

- Discussion on WSDOT's tree policy, with a focus on incorporating trees for separation between pedestrians and vehicles that increases comfort along the corridor.

Equitable Outcomes and Analysis:

- Demographic analysis should be incorporated into the project to ensure equitable outcomes for communities, particularly around The Y node, which may not score well solely from an Environmental Justice (EJ) perspective.
- Focus on vulnerable populations and prioritize neighborhood health and well-being in decision-making.
- Transparency in the process is vital to securing community support.

Housing Affordability:

- There is a misconception that denser housing automatically leads to more affordable housing. Explore alternatives such as small townhomes or homes on smaller lots that could be more affordable than multi-story apartments.
- Homeownership opportunities should be prioritized for the community.

Corridor Development:

- Development approaches should vary by location along the corridor. The southern portion of the corridor should focus on attracting development near existing amenities through redevelopment, while existing developed and vacant land in the northern portion of the corridor might require a different approach.
- Opportunities to acquire properties behind the corridor could support high-quality development in the nodes.

Amenities:

- Community amenities like parks, open spaces, and grocery stores are crucial for development.
- Larger parcels offer the potential for self-amenitization, while underutilized smaller parcels can be redeveloped with community amenities.

Mobility:

- Make Division Street more pedestrian- and bike-friendly, with a preference for parallel bike lanes a block away from the corridor.
- The design of bike facilities should accommodate all types of cyclists.

Node-Specific Feedback:

(Note: not all nodes were discussed during the TAC and CAC meetings)

County Nodes:

Northgate:

- Should be prioritized due to planned future development and growth potential.
- Large tracts of land available for redevelopment.
- Transit services will expand into this area, offering a strong opportunity for TOD even if not directly connected to the node.

Mead:

- Consider elevating as a priority node with a focus on higher-density development.

The Y:

- Due to the high concentration of dealerships and big-box stores, redevelopment is less feasible. However, it could still be a candidate due to traffic congestion and proximity to housing and healthcare facilities.
- Wait for Complete Streets project details before proceeding with redevelopment.
- There is a large healthcare presence in the Y Area, which could expand north to the Northgate node.
- Would this area develop with TOD? Concerns about the operational impacts of BRT and other modes of travel.

Whitworth:

- Analysis should be delayed until more information on the Complete Streets project information is available.

City Nodes:

Rowan:

- Strong potential for a medical-focused node, with large employment centers and medical facilities.

Northtown:

- Opportunity for future redevelopment, especially at the Northtown Mall and nearby apartment areas
- Consider combining with the Rowan node.
- Common ownership and large properties offer opportunities for mixed-use development and amenities.

South Couplet:

- Smaller, fragmented parcels make redevelopment more challenging in this area.

Garland/Empire:

- Underutilized land could provide potential development opportunities.

Francis/Lyons:

- Take advantage of the existing dense apartment development to increase ridership
- Underdeveloped land could be redeveloped for mixed-use and other purposes.

The discussions with the TAC and CAC showed support for creating transit-oriented development. Key themes to focus on moving forward include equitable growth, affordable housing, and integrated community amenities. Successful implementation of the TOD plan will require coordination with ongoing projects like the Complete Streets initiative, a detailed demographic analysis, and thoughtful planning for each individual node.

List of Attendees

TAC Meeting

- Donan Debit - City of Spokane

- Marcia Davis - City of Spokane
- Shauna Harshman - Planning Group, WSDOT
- Jason Lien - Spokane Regional Transportation Council
- Clint Harris -
- Spencer - Planning Director

CAC Meeting

- Erik Lowe - Spokane Reimagine Advocacy Organization
- Christopher Eichhorst - Director at Whitworth University
- Cliff Winger - Shallow Hill Neighborhood
- Lindsey Shaw- Logan Neighborhood
- Jim Frank- Developer, Greenstone Foundation
- Stephen Pohl
- Alex Dilley

PMT (Project Management Team) Members

- Colin Quinn-Hurst - City of Spokane
- Tyler Kimbrell - City of Spokane
- Spencer Gardner - City of Spokane
- Joshua Warick- Spokane County
- Seagen Neiman- Spokane County
- Brian Jennings- Spokane Transit Authority
- Mike Tresidder- Spokane Transit Authority
- Alex Dupey- MIG
- Rishi Dhody- MIG
- Saul Vazquez- MIG
- Wende Wilber- Kittelson
- Daira Pugacheva- Leland

Division Street TOD

City of Spokane



Community Advisory Committee (CAC) Meeting #3 Summary

Date: September 24, 2025

Time: 6:00 pm - 7:30 pm

Location: Virtual

Attendees

CAC Members

- Christina Ramirez - Bicycle Advisory Board Member
- Cliff Winger - Transportation Liaison to Transportation Commission
- Christopher J. Eichorst - Facilities Director with Whitworth University
- Jered Sweeney Demezas - Spokane Reimagined
- Jim Frank - Greenstone Corporation

City of Spokane

- Colin Quinn-Hurst
- Tyler Kimbrell

Spokane County

- Joshua Warick- Spokane County

Spokane Transit Authority

- Mike Tresidder
- Brian Jennings

MIG Team

- Alex Dupey - MIG
- Rishi Dhody - MIG
- Saul Vazquez - MIG
- Chris Zahas - Leland
- Jennifer Schuch - Leland

- Wende Wilbur - Kittleson
- Cameron Bennett - Kittleson

On September 24, 2025, the MIG team led a virtual presentation for the Community Advisory Committee (CAC). The sessions provided an overview of the project's background, including the project schedule, deliverables, and concurrent and past planning efforts such as Division Connects.

Updates were shared key feedback collected during the past CAC/TAC Meetings and top nodes for concept development.

During the presentation, the team presented key takeaways from ongoing economic feasibility analysis and provided recommendations for land use development based on development styles, standards, and multimodal improvements in a phased approach. This was followed by draft node concepts that illustrated land use and multimodal improvements for the following nodes:

- South Couplet
- Rowan
- Francis/Lyons
- Whitworth
- Northgate

During each node concept review a group discussion was held to gather node specific feedback which is summarized below. The meeting concluded with a review of the next steps for the project.

Node Specific Comments

1. South Couplet:

- South Couplet is a great area to begin and increase population density near center city as well as businesses closer to downtown.
- It will be tough sell to add density between Division and Ruby because of the current traffic conditions.

2. Rowan:

- Division will take an immense amount of investment effort to make it

walkable, which is highly unlikely to happen.

- We would be better off focusing on turning streets like Rowan and other east-west streets to create walkable corridors.
- Improve the walkability of arterials through sidewalks and landscaping.
- Market-rate housing on Division Street is a highly unlikely development because of unfriendly walking conditions.
- Townhomes can fill the void, providing a more equitable path to ownership in closer-in locations. Otherwise, employees have a hard time finding homes they can afford.
- Rowan Node is great for fostering doctor and legal offices given the proximity of BRT stops to the courthouse and Sacred Heart Hospital.
- Creating more professional facilities facing Division St would improve the ridership of patients and clients.

3. Francis:

- Small lots on small homes are a housing product that's undervalued currently and make it possible to achieve 15 units/acre.
- The cost of building small houses in code is far less expensive than building apartment buildings.
- Townhomes can fill the void, providing a more equitable path to ownership in closer-in locations. Otherwise, employees have a hard time finding homes they can afford.
- Townhomes with a 2000-2500 sq ft lot need to be more finely integrated with the neighborhood.
- Podium style apartment buildings do not feel like neighborhood type. Neighborhood perception can be achieved by building smaller units on smaller lots.
- Create communities with central garden, walkways, and alleys because it helps keep the cars away and create more pedestrian environment.
- The feasibility of increasing density will increase immensely if you do housing of a smaller scale and finely integrated with the neighborhood.

4. Whitworth:

- Coordinate closely with WSDOT regarding Complete Streets, and coordinate with Spokane County regarding Whitworth Drive

Complete Streets project.

- Whitworth has a new program targeted for the old Whitworth Elementary School at the northwest corner of Hawthorne.
- On southwest corner, Whitworth has a long-range development program, it will be good to discuss with the University.

5. Northgate

- The WSDOT land is more likely to be developed as residential than office - referring to the triangle of land south of Farwell and north of Highway 2.
- A portion of the land is also owned by the School District.

General Comments

- One must consider that the neighborhoods along the Division BRT are among the lowest in income for Spokane City. One must consider that the neighborhoods along the Division BRT are among the lowest in income for Spokane City.
- We need to think about flexibility in terms of development options, and in updated zoning and design standards, and in starting with smaller developments on the edges of the ¼ mile radius.
- Focus on routes parallel to Division. A good example is Summit Parkway paralleling Broadway Avenue in Kendall Yards, or the new parallel arterial that will be created in Meadworks.
- In general, there is a tremendous desire for mixed-use living, like the Garland shopping district, but it just will not happen directly on Division Street. It will need to happen 1, 2 or 3 blocks away for the main activity areas, while providing the residences with access to Division through accessibility improvements.
- The 12 buildings of fourplexes planned at Graves and Westview near Whitworth are a good example of potential development style.

Division Street TOD

City of Spokane



Technical Advisory Committee (TAC) Meeting #3 Summary

Date: September 25, 2025

Time: 1:00 pm - 3:00 pm

Location: Virtual

Attendees

TAC Members

- Jennifer Soto - Spokane Public School District
- Groe Amber - City of Spokane Neighborhood Services
- Debit Donna - Development Services Center
- Harris Clint - City of Spokane Street Department
- Clarke Corey J - Greg - Eastern Division WSDOT
- Shauna Harshman - Eastern Division WSDOT, Planning Director

City of Spokane

- Colin Quinn-Hurst
- Tyler Kimbrell

Spokane County

- Joshua Warick- Spokane County

Spokane Transit Authority

- Mike Tresidder
- Brian Jennings

MIG Team

- Alex Dupey - MIG
- Rishi Dhody - MIG
- Saul Vazquez - MIG
- Chris Zahas - Leland

- Jennifer Schuch - Leland
- Wende Wilbur - Kittleson
- Cameron Bennett - Kittleson

On September 25, 2025, the MIG team led a virtual presentation for the Technical Advisory Committee (TAC). The sessions provided an overview of the project's background, including the project schedule, deliverables, and concurrent and past planning efforts such as Division Connects.

Updates were shared key feedback collected during the past CAC/TAC Meetings and top nodes for concept development.

During the presentation, the team presented key takeaways from ongoing economic feasibility analysis and provided recommendations for land use development based on development styles, standards, and multimodal improvements in a phased approach. This was followed by draft node concepts that illustrated land use and multimodal improvements for the following nodes:

- South Couplet
- Rowan
- Francis/Lyons
- Whitworth
- Northgate

During each node concept review a group discussion was held to gather node specific feedback which is summarized below. The meeting concluded with a review of the next steps for the project.

Node Specific Comments

1. South Couplets:

- Look at Pearl Street in particular as an opportunity site near the University and focus on making the district more permeable.
- Podium is not feasible due to low rents but could become possible near the University District over time.

2. Rowan:

- This area does not get a lot of feedback from the neighborhood

groups because of the lack of a public feedback process.

- Along Division, it is hard to provide sidewalk access since the driveways are wide.
- City is investing in Cozza/Lyons and maintenance projects, as well as some traffic calming projects along Standard.

3. Francis:

- Allow developers to combine site plans and make internal private streets and maintain them.

4. Whitworth:

- WSDOT's work currently focuses heavily on intersections and crossings in the implementation of the Complete Streets requirements.
- Recommend looking at the minimum distance between crosswalks. For example, look at how close a new crosswalk could be to a major intersection.
- Looking specifically at:
 - Addressing turn lane configurations.
 - Speed reduction and traffic calming measures to achieve target speeds.
 - Reducing crossing distances.
 - Changing crossing times at signals, to provide longer signal phases for the pedestrian phase
- WSDOT is doing analysis and testing different ways to create east-west connections safer.

General Comments

- Land use Improvements
 - Allow for a mix of townhomes and garden-style apartments on perpendicular neighborhood streets. Allow for horizontal mixed-use.
 - As far as City code requirements to break up large blocks or building sizes to maintain accessibility corridors as redevelopment occurs, a good example is the city's North River

View Overlay, which requires the maintenance of a view corridor to the County Court House. Master planned development approaches would be the other option.

- We cannot ask for a lot more than we already required in terms of parking strips, sidewalk improvements, and landscaping, such as that required in Center & Corridor zones.
- However, it could be a possibility to reconsider the City's stance on Local Improvement Districts or LIDs. If requirements were increased, many developers may be willing to pay into an LID rather than conduct extensive improvements themselves.
- General commercials do not have strict design standards. These will be changed to Centers and Corridors zoning with more mixed-use zoning.
- Multimodal Improvements
 - Infill sidewalks and improve pedestrian crossings.
 - Private developments and streetscape improvements go hand in hand.
 - Regarding connectivity and breaking up blocks with new streets or corridors, most of the City's multi-family codes are currently geared toward public streets, not private streets.
 - Prioritize on Active Transportation on East-West Streets.
 - Bond projects are coming for School District, and they are looking to do a neighborhood center at Madison Elementary School. This will result in increased traffic and will be a great asset.
 - It will be good to improve walking conditions around Madison School to access the playground.
- Community Engagement
 - Coordinate with the office of Neighborhood Services for future public meetings and outreach to flag any overlap with existing city or community meetings.
 - Publicize new development where standards are great.

Division Street TOD

City of Spokane



Community Advisory Committee (CAC) Meeting #4 Summary

Date: June 3, 2026

Time: 6:00 pm - 7:30 pm

Location: Virtual

ATTENDEES

CAC Members

- Cliff Winger - Transportation Commission Liaison
- Christina Ramirez - Bicycle Advisory Board Member
- Stephen Pohl - NAI Black

City of Spokane

- Colin Quinn-Hurst
- Tyler Kimbrell

Spokane County

- Joshua Warick- Spokane County

Spokane Transit Authority

- Mike Tresidder
- Brian Jennings
- Charles Meyers

MIG Team

- Alex Dupey - MIG
- Rishi Dhody - MIG
- Chris Zahas - Leland
- Daria Pugacheva - Leland
- Wende Wilbur - Kittleson
- Cameron Bennett - Kittleson

SUMMARY

On June 3, 2026, the MIG team facilitated the fourth Community Advisory Committee (CAC) meeting for the Division Street Transit-Oriented Development (TOD) Plan. The meeting focused on reviewing the Public Draft TOD Plan, including the corridor vision, priority node

recommendations, urban design framework, multimodal improvements, and implementation strategy. Discussion centered on implementation priorities, redevelopment opportunities, transportation investments, and approaches for building long-term support for TOD along the Division Street corridor.

Key Outcomes

- CAC members expressed strong support for the TOD vision and overall quality of the planning effort.
- The South Couplet was consistently identified as the strongest near-term opportunity for redevelopment and implementation.
- Participants emphasized balancing TOD goals with Division Street's continued role as a major commercial corridor.
- Members highlighted the importance of improving walkability, bicycle access, and neighborhood connectivity.
- Discussion reinforced the value of proactive implementation strategies that respond to market realities while guiding future growth.

Discussion Summary

- South Couplet
 - Several participants identified the South Couplet as the most logical location for early implementation efforts.
 - The area was viewed as benefiting from proximity to Downtown Spokane, Gonzaga University, and ongoing investment activity.
 - Participants supported public realm improvements and enhanced pedestrian and bicycle connections.
- Market Realities and Development Feasibility
 - Stephen Pohl emphasized that private-sector investment will ultimately drive redevelopment decisions along the corridor.
 - Division Street continues to be viewed as one of Spokane's most desirable commercial locations because of visibility, traffic volumes, and market demand.
 - Implementation strategies requires careful balance between encouraging TOD and maintaining commercial viability while encouraging transit-supportive development over time.
- Corridor-Wide Opportunities
 - Walkability improvements needed corridor-wide, noting half of Spokane's jobs located along Division Street.
 - Participants emphasized that each priority node contributes to the overall TOD vision and should be viewed as part of a coordinated corridor-wide strategy.
 - Northgate and Whitworth were recognized as important growth areas where TOD principles can help shape future development patterns due to lower rents and available vacancies.
 - Members highlighted the importance of planning proactively to avoid future auto-oriented growth.

Next Steps

Comments received from CAC members will be incorporated into the revised Public Draft TOD Plan. The project team will prepare the final plan for Boards and Commissions review and continue coordination with partner agencies, institutions, property owners, and community organizations.

Division Street TOD

City of Spokane



Technical Advisory Committee (CAC) Meeting #4 Summary

Date: June 3, 2026

Time: 9:00 am - 10:30 am

Location: Virtual

ATTENDEES

TAC Members

- Spencer Gardner - Planning Director
- Debit Donna - Development Services Center
- Groe Amber - City of Spokane Neighborhood Services
- Snyder Jon - Director of Transportation and Sustainability
- Greg Figg, WSDOT
- Jason Lien, SRTC
- Amanda Beck - Senior Planner, Economic Development

City of Spokane

- Colin Quinn-Hurst
- Tyler Kimbrell

Spokane County

- Joshua Warick
- Jami Hayes
- Scott Chesney

Spokane Transit Authority

- Mike Tresidder
- Brian Jennings

MIG Team

- Alex Dupey - MIG
- Rishi Dhody - MIG
- Chris Zahas - Leland
- Daria Pugacheva - Leland
- Wende Wilbur - Kittleson
- Cameron Bennett - Kittleson

SUMMARY

On June 3, 2026, the MIG team facilitated the fourth Technical Advisory Committee (TAC) meeting for the Division Street TOD Plan. The meeting reviewed the Public Draft TOD Plan and focused on implementation priorities, transportation investments, development incentives, public-private partnerships, and coordination with ongoing city and county planning initiatives.

Key Outcomes

- TAC members supported the Public Draft TOD Plan and its implementation framework.
- The South Couplet was identified as the most viable location for near-term redevelopment and catalytic investment.
- Whitworth and Northgate were recognized as important county growth areas where TOD principles can be integrated early.
- Participants emphasized aligning TOD implementation with Comprehensive Plan updates, zoning revisions, and transportation investments.
- Members highlighted the need for proactive implementation tools beyond zoning changes.

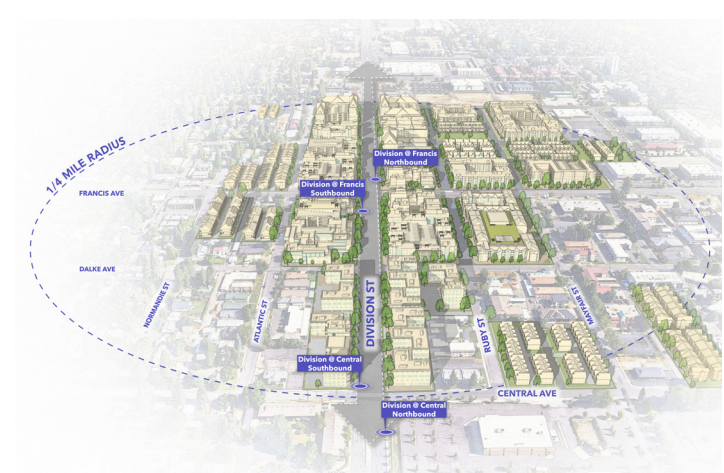
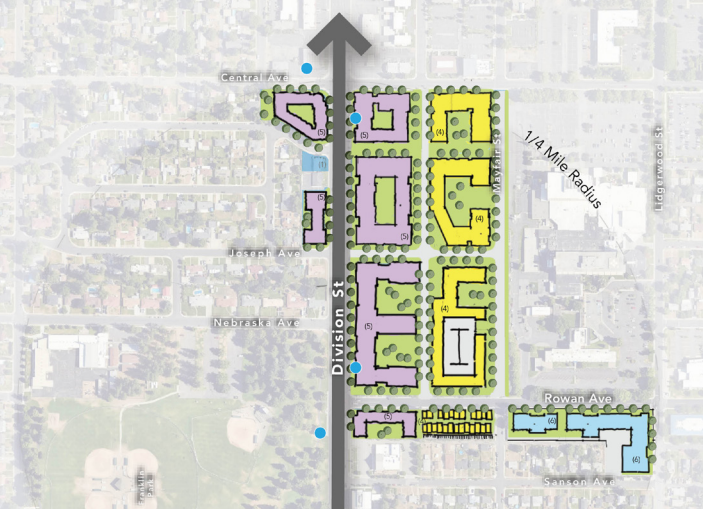
Discussion Summary

- Implementation Priorities
 - Scott Chesney highlighted South Couplet, Whitworth, and Northgate as significant opportunities for redevelopment and long-term growth.
 - Whitworth was viewed as the strongest near-term county implementation opportunity due to planned development activity and transportation investments.
 - Participants emphasized coordinating TOD recommendations with city and county Comprehensive Plan updates.
- Economic Development and Partnerships
 - Colin Quinn-Hurst emphasized the importance of identifying catalytic projects capable of leveraging financing tools such as Tax Increment Financing (TIF).
 - Participants discussed Opportunity Zones, pre-development assistance programs, public-private partnerships, and development agreements as potential implementation tools.
 - Several members recommended establishing a dedicated corridor implementation lead to coordinate funding, partnerships, and redevelopment efforts.
- Transportation and Public Realm
 - Whitworth Drive and related multimodal investments were identified as important early transportation priorities.
 - Jason Lien highlighted opportunities to improve wayfinding, pedestrian crossing visibility, and gateway treatments.

- Greg Figg from WSDOT emphasized continued focus on intersection improvements, pedestrian safety, and Complete Streets implementation.
- Mike Tresidder emphasized the role of BRT stations as focal points for future neighborhood connectivity improvements.

Next Steps

Feedback received from TAC members will be incorporated into the revised Public Draft TOD Plan. The project team will continue coordination with partner agencies as the plan advances to Boards and Commissions review, final adoption, and implementation planning.



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix D: Phase 1 Community Engagement - Kickoff Open House and Listening Session Summary





Spokane Division Street:

A Transit Oriented Development Project

PUBLIC KICK-OFF & STAKEHOLDER MEETINGS SUMMARY

September through October 2024

Project Overview:

The Spokane Division Street Transit-Oriented Development (TOD) project is an initiative that takes advantage of future bus rapid transit (BRT) to revitalize the Division Street corridor. The project will develop a corridor-wide vision with node-specific economic analysis, transit-oriented land use recommendations, connectivity and multimodal infrastructure recommendations, and a development policy framework backed by environmental justice principles. This plan will enable the City and County to guide future development to achieve transit-supportive densities and uses around station nodes.

The project seeks to encourage mixed-use, higher-density development while improving multi-modal transportation options to and through the corridor that integrates BRT, improved/protected bike lanes, and safer sidewalks for walking and rolling, all with the goal of creating a safer, more connected, and accessible place for residents and visitors to enjoy.

Community Engagement Overview:

The project kick-off, held from September 27 to October 1, 2024, brought together local community members, property owners, developers, urban advocates, and local officials to share their insights on the opportunities, challenges, and strategies for advancing transit-oriented development alongside the upcoming Division Street BRT. The Project Team is currently developing a public engagement plan that will provide direction on future activities and events. Information gathered during these initial meetings will inform the community engagement plan. As new information arises and community feedback is gathered, engagement activities may be adjusted to reflect the needs, concerns, and aspirations of the people who live and experience this area.

The community engagement plan will involve meeting with key groups at major milestones of the project. Anticipated participants in future events include:

- **The Community:** The community has and will have more opportunities to engage and provide feedback through community meetings, in-person pop-up events, interviews, and virtual tools like surveys. Your concerns, needs, and ideas will help shape the direction of this project.

- **Local Government and Technical Experts:** This includes the City of Spokane, Spokane County, and the Spokane Transit Authority (STA), who are leading the project. They will provide the overall vision, coordination, and technical expertise needed to ensure successful implementation.
- **Vested Community Stakeholders:** These include major landowners, businesses, developers, local organizations, and community groups. Their input will be key in aligning the project with local economic and community interests.

The project will also include a Technical and Community Advisory committee that will provide review of major documents throughout the project.

Project Kickoff Schedule of Events:

Corridor Tour

The project kicked off with a corridor tour with City, county STA and consultant staff. This included visiting key station areas from 11-2 p.m., including:

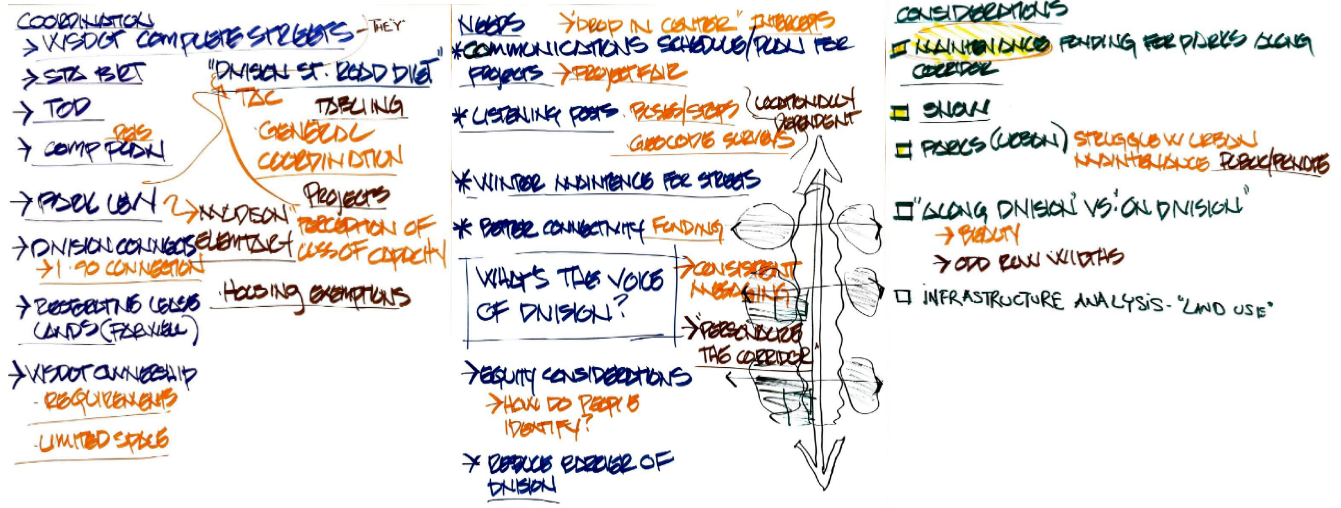
- Northtown Station area
- Rowan Station area
- Lincoln Station area
- Francis Station area
- Whitworth Station area
- Northgate Station area

Project Kickoff Meeting with Agency Staff

Following the corridor tour, the project team met to discuss the scope of work and key issues, including points of coordination, opportunities and challenges. Agency staff were provided with an overview of the project and an opportunity to discuss their initial thoughts and priorities for the project. The meeting identified the following direction for the team to consider:

- **Work with the community:** Locate areas along Division St. to inform the community about the project, as well as opportunities for them to provide feedback. Using geocoded surveys, pop-ups, and other community engagement strategies. Address community concerns and provide informational resources.
- **Optimize general communication and collaboration:** Ensure that the project team are maximizing their outreach efforts, making sure that everyone, including the community, are on the same page.
- **Understand travel patterns:** Incorporate and consider how community members prefer to travel. This includes safety and seasonal considerations and accommodations.

Figure 1: Illustrative notes from the meeting with Agency Staff.



Evening Public Listening Session

The project team met from 5-7 p.m. at Natural Grocers' Community Room, located on the Division Street corridor, where the community were able to drop in to share their initial thoughts on the project. There were approximately 16 attendees.

High-level discussion topics include:

- Improve pedestrian safety and connections.
- Support and investment in local businesses
- Mixed support and opposition to transit oriented development.
- Increase access to amenities, facilities, and housing.

Figure 2: Listening Session Attendees



Summary of Issues and Comments

The project team met individually or in small groups with interested parties, developers, advocacy groups, and a City Councilor. Notes were collected for each meeting.

Figure 3: Community Listening Session Comments



Input gathered the project kick-off meetings (internal and external), and community partner interview are summarized into major topics areas that reflect the main points of discussion.

Major topic areas include:

- I. Growth & Development
- II. Transportation & Mobility
- III. Economic and Demographic Pressures on Development
- IV. Crime & Safety
- V. City's Role in Facilitating Development

Not all interviews covered each topic nor were all interviews in agreement about the future direction of the Division Street corridor.

Growth & Development

- **Building affordable housing:** Residential rents in Spokane are now comparable to much larger cities like Seattle.
- **Creating options for more mixed-use development:** As the population grows and needs evolve, there is increasing interest in integrating residential, commercial, and recreational spaces. However, it's important to consider the type of commercial spaces included, as traditional shopping patterns are shifting. Interviewees identified various nodes along the corridor that may include one or more future BRT station pairs:

1. South Couplet (Around Sharp Ave and Division St.)
 2. North Couplet (Around Buckeye Ave and Division St.)
 3. Garland Empire (Around Garland and Division St.)
 4. Hawthorne Rd. (South-East of Whitworth University)
 5. Francis/Lyons (Francis Ave. and Division St.)
 6. Lincoln/Cascade (Around Lincoln Rd. and Division St.)
 7. Northgate (Around Wellesley Ave. and Division St.)
 8. Mead (Around Hawthorne Rd and Division St.)
- **Enhancing housing and services access through improved design and connectivity:** This could include providing more senior living, affordable housing, supportive housing for individuals with disabilities, veteran housing, workforce housing, intergenerational living, transitional housing, and student housing for Gonzaga University, Whitworth University or Spokane Community College (SCC) students.
 - **Addressing historical injustices:** This is an opportunity to uplift underserved areas by reversing the effects of systemic exclusion. Equitable access to resources means addressing long-standing barriers to transportation, housing, healthcare, education, and green spaces.
 - **Using land efficiently:** Growth will continue to occur in Spokane and surrounding areas. By focusing on more efficient land use and urban design, enhanced public transit, and better-connected neighborhoods, the city can manage congestion and promote a more sustainable and accessible urban environment. Developers also highlighted that Spokane’s current land use and zoning practices are limiting the density needed for more residential and mixed-use growth in the corridor.
 - **Redeveloping sites is more cost-effective solution than renovation:** Developers shared that demolishing and starting fresh often provides more design flexibility and is generally less expensive than converting existing buildings, particularly along the Division Street corridor where many buildings are older, single use commercial structures.
 - **Regulatory hurdles discourage growth:** Developers stated that the City’s permitting process is overly complex and not supportive of development. Many choose to build outside City Limits due to fewer regulatory hurdles and lower cost. They also suggested more incentives from the City to stimulate growth.
 - **Opportunity for multi-family housing:** There is significant opportunity for multifamily and mixed-use development, especially north of Division Street where there is more available land for development. However, assembling large enough parcels for these projects remains a challenge, and current market conditions present obstacles to making these developments viable.

- **Impact of the North-South Freeway:** The future opening of the North-South Freeway may shift traffic and some auto-oriented development away from Division Street. While this may alleviate some congestion, there is a concern that it could also reduce the viability of businesses along Division and potentially lead to the corridor's decline if proactive planning is not undertaken.
- **Northtown Mall as a gateway to the north:** Northtown Mall was identified as a major redevelopment opportunity. Stakeholders see it as a potential northern gateway to the city and a long-term master plan is needed to unlock its potential.

Transportation & Mobility

- **Division Street is not safe for pedestrians or cyclists:** Division Street is unsafe for walkers and cyclists, with many stakeholders advocating for alternative routes parallel to Division. Several of those interviewed also suggested improving sidewalks, adding mid-block crossings, and creating safer pedestrian islands to enhance safety along Division Street.
- **Division Street is ready for BRT:** Not all of those interviewed agreed that BRT should be constructed. Those that did support BRT suggested that it could be an opportunity to reduce congestion while providing better transit service to a highly travelled corridor. Transit on Division is one of the busiest routes in the system.
- **Connectivity to other parts and amenities:** Improve access to existing neighborhoods, trails, and parks with better connectivity along the corridor.
- **Maintain flexibility in parking:** While promoting multimodal transportation options, it is important to provide sustainable and adaptable parking solutions for those who may not have the ability to use transit or other alternatives.
- **Addressing seasonal challenges:** Eastern Washington's harsh winters and cold temperatures can impact service reliability and limit rider accessibility. Consider weather-related factors when planning transportation options to ensure consistent access year-round.
- **Making transit user-friendly:** A key barrier to increasing ridership is a lack of familiarity with how the system works. Ensuring that students and new riders feel comfortable navigating transit early on can encourage lasting positive habits and increase ridership over time.
- **Mixed feelings on road diet and transit lanes:** Reducing lanes on Division Street has made some people worry about increased traffic and congestion. But at the same time, this change could improve how well transit works, make things safer for pedestrians, and help the overall flow of the area.
- **Demand for park and ride options:** Park and Ride facilities would help support future development, alleviate congestion, and improve connectivity.

Economic and Demographic Pressures on Development

- **Current growth and development:** Northern Spokane County is experiencing strong development, especially in housing, business parks, industrial sites, and warehousing, with southern areas near downtown also expanding. However, the central area has seen less activity.
- **Low median income limits retail growth:** Spokane's lower median income has limited the ability to attract both higher-end and everyday retailers and restaurants.
- **Balancing cost to support local businesses and residents:** Ensuring that rent levels remain affordable for both retailers and resident is key to preventing the displacement of Spokane's local businesses and long-time residents as new developments take shape. Some interview participants suggested that implementing clear guidelines and incentives to maintain affordability could help reduce impacts to small businesses that give neighborhoods their character and provide housing stability for residents.
- **Alleviating Rising Retail Rents:** Increased activity and development along Division Street may help ease the pressure on rising retail rents Downtown by expanding available retail space.

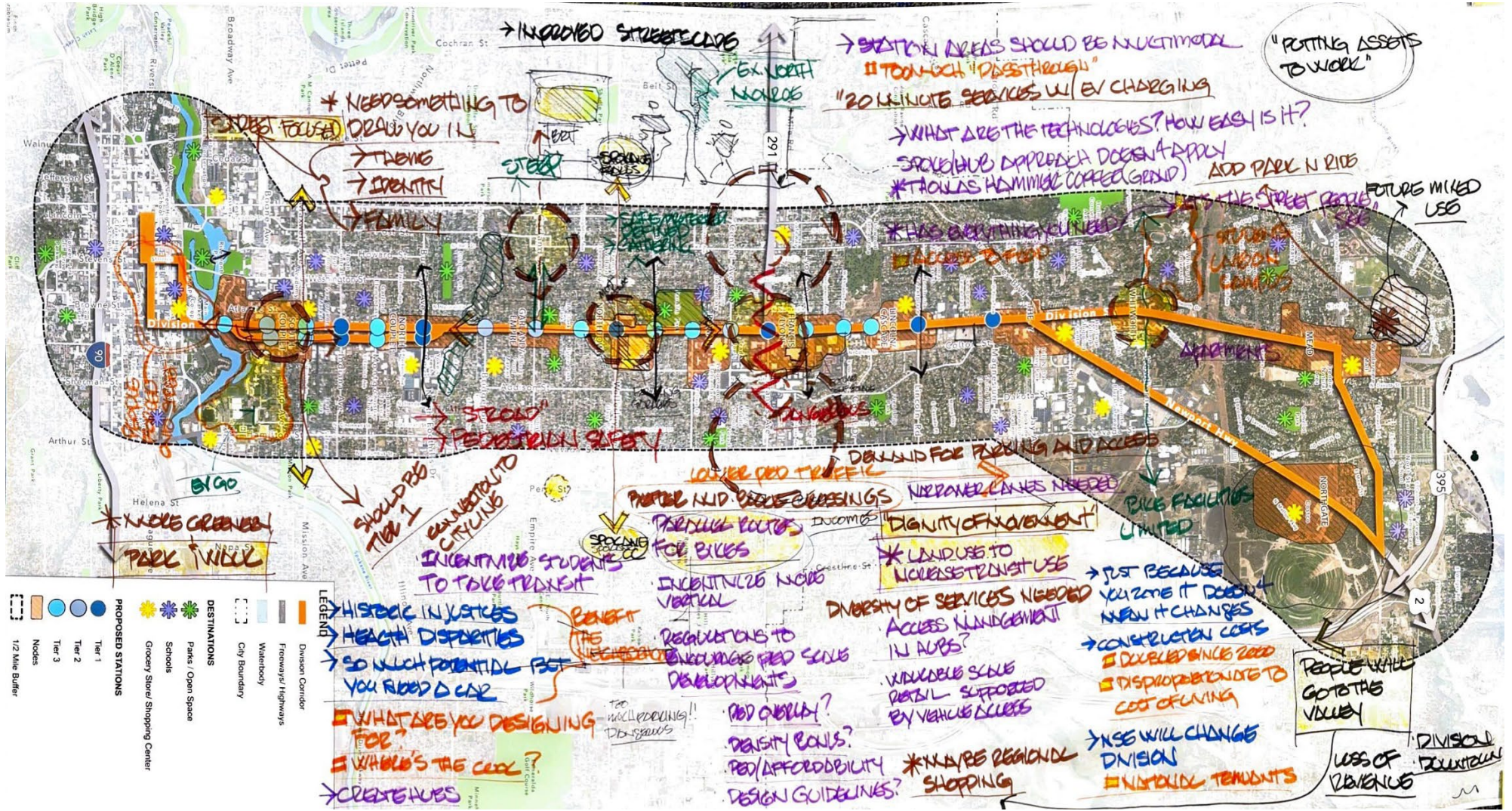
Crime & Safety

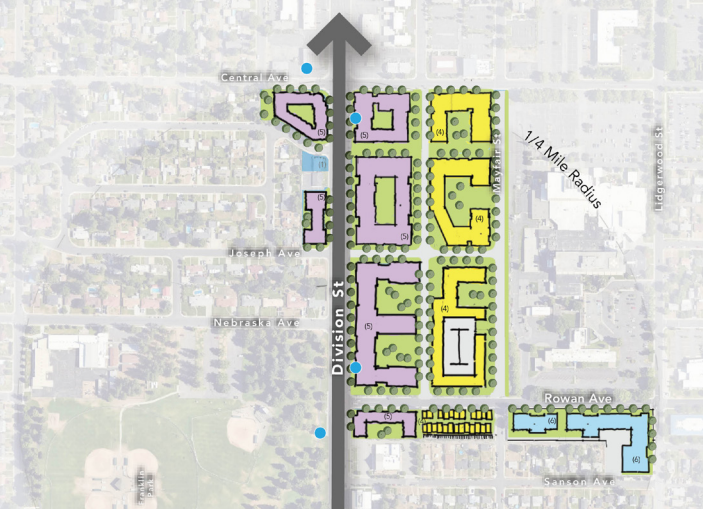
- **Opportunity to improve personal safety on division street:** Several people interviewed said that they feel unsafe on the corridor.
- **Focus on downtown efforts:** Some people interviewed suggested that that focusing investments outside of Downtown could dilute resources and affect its vibrancy. Others stressed that it is important to recognize that the needs of residents outside the Downtown area and the investing in Division Street can help alleviate pressure on Downtown's strained facilities and resources and provide another hub for services and economic activity.

City's Role in Facilitating Development

- **The City needs to offer more support for developers:** The City needs to do more to help developers succeed, whether through streamlined permitting processes, better incentives, or targeted infrastructure improvements. Many feel the current system is not doing enough to address the challenges developers face.
- **Opportunities for public-private partnerships:** There is potential for the City to collaborate more closely with developers on large-scale redevelopment projects like Northtown Mall. Public-private partnerships could help repurpose outdated commercial spaces and create more mixed-use developments that benefit the community.

Figure 4: Recorded comments from community stakeholders throughout the project area.





DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix E: Phase 2 Community Engagement - Visioning Summary



Engagement Events Overview

This engagement summary highlights the key takeaways from all community activities conducted from January through April of 2025. During this period, the engagement efforts included:



COMMUNITY OPEN HOUSE

1



ONLINE QUESTIONNAIRE

1

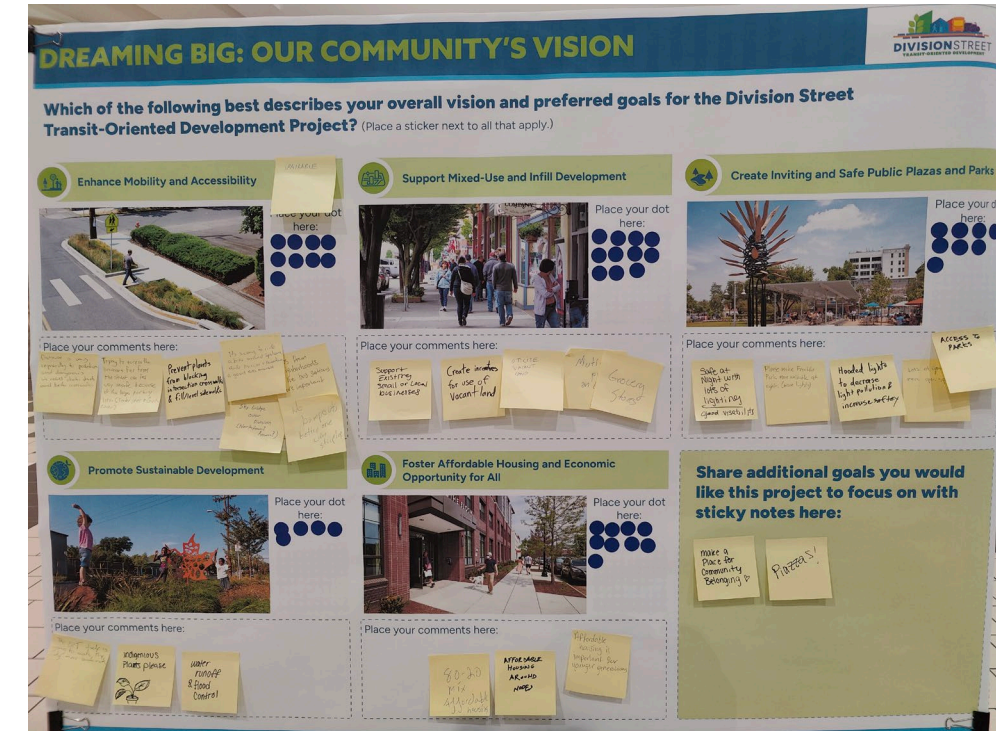


IN-PERSON POP-UP EVENTS

8

Community Open House

Location	Northtown Mall
Date of the Event	02/27/2025
Event Type	In person
Time	6:00 pm – 8:00 pm



Online Questionnaire

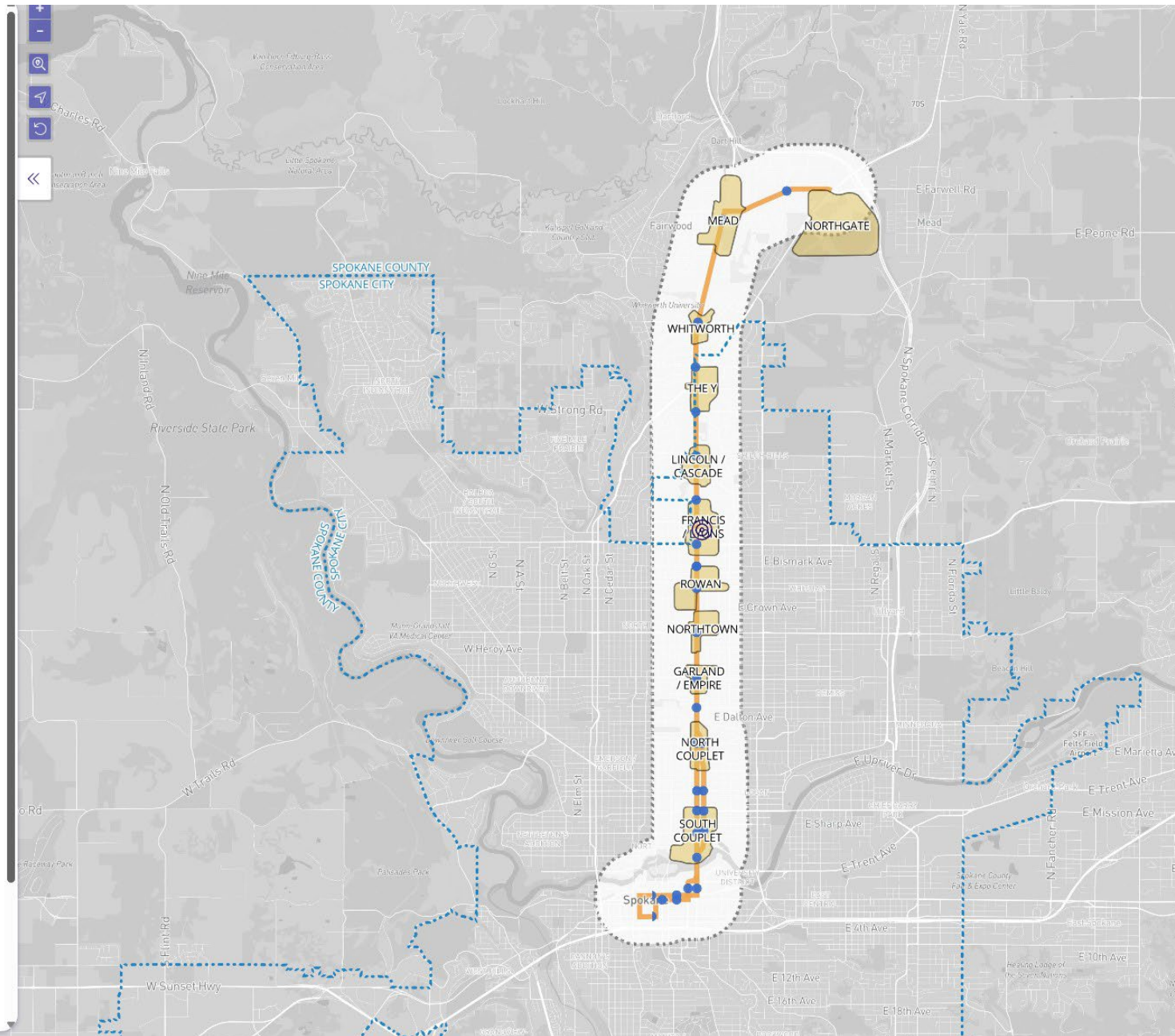
Online Survey Time Period	02/24/2025- 04/10/2025
Event Type	Online

Instructions

This survey has components that are map-based activities, and you will be asked to place pins on a map. To do so, click on the colored pin marker and click (or tap) to place a pin at a specific location. Once you place your pin, this window will automatically reappear.

To zoom in and out use the +/- buttons on the upper left and use your mouse to move around the map. You can also search by address using the magnifying glass. When you are done, move to the next page by clicking the arrow at the bottom of the page. Let's begin!

- Smartphone and Tablet Information ⓘ
- Click here to view a legend of the map symbols. ⓘ
- These initial questions will be used to help the project team understand how well the survey has reached the community and to identify key community destinations. If you live or work out of the area, feel free to zoom out and find your home and place of work.
- Using the pins below, let us know where you live, work, go to school, play, or shop.
- Place this pin near the place you live
 - Live 🏠
- Place this pin near the place you work
 - Work 🏢
- Place this pin near the place you or a family member go to school
 - School 🎓
- Use as many pins as you need to identify the places you play or recreate
 - Play 🌳



Click here to read descriptions of the options below. ⓘ

Which of the following best describes your overall vision and preferred goals for the Division Street Transit-Oriented Development project? (Select all that apply)

- Enhance Mobility and Accessibility
- Support Mixed-Use and Infill Development
- Create Inviting and Safe Public Plazas and Parks



In-Person Pop-up Events

Location	STA Plaza Downtown
Date of the Event	01/28/2025
Time	2:00 pm – 6:00 pm

Location	Natural Grocers
Date of the Event	03/11/2025
Time	9:30 am – 12:30 pm

Location	Rosauer's Grocery Store
Date of the Event	03/14/2025
Time	9:00 am – 1:00 pm

Location	Riverfront Market
Date of the Event	04/09/2025
Time	12:00 pm – 6:00 pm

Location	Lilac City Live!
Date of the Event	04/17/2025
Time	6:00 pm – 9:00 pm

Location	Spokane Bike Swamp
Date of the Event	04/19/2025
Time	8:00 am – 5:00 pm

Door to Door Canvassing with Businesses

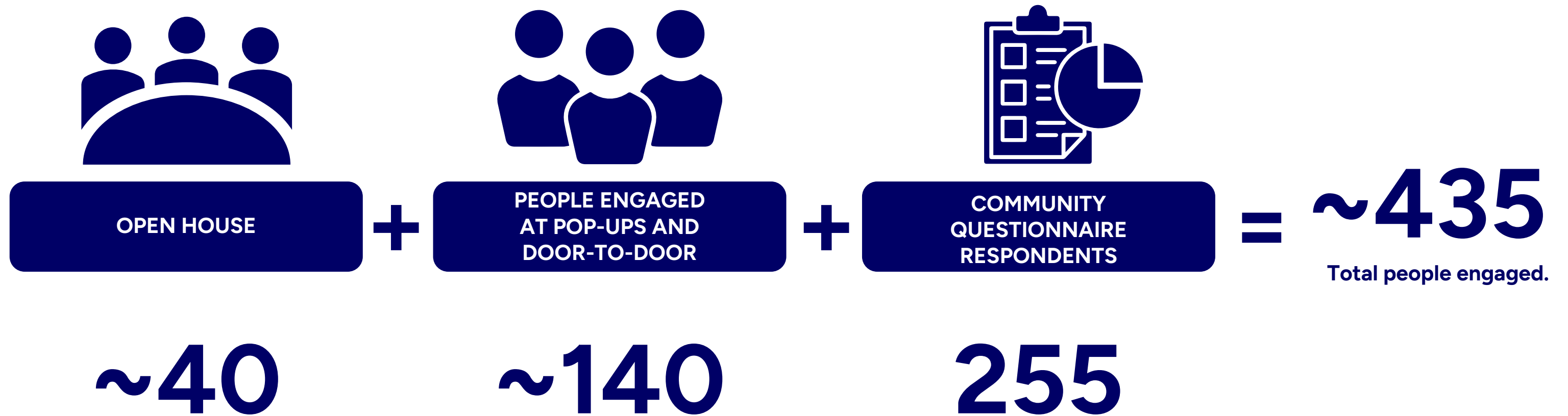
Location	Country Homes Blvd. to Elm Rd.
Date of the Event	03/14/2025
Event Type	Door-to-Door

Location	Gordon Ave. to Wellesley Ave.
Date of the Event	03/28/2025
Event Type	Door-to-Door



Participation Overview

Our engagement efforts reached a wide audience along the corridor and in neighboring communities. In total, we were able to engage with the following numbers:



NOTE:

200 respondents fully completed the community questionnaire and clicked "Submit" at the end of the survey.

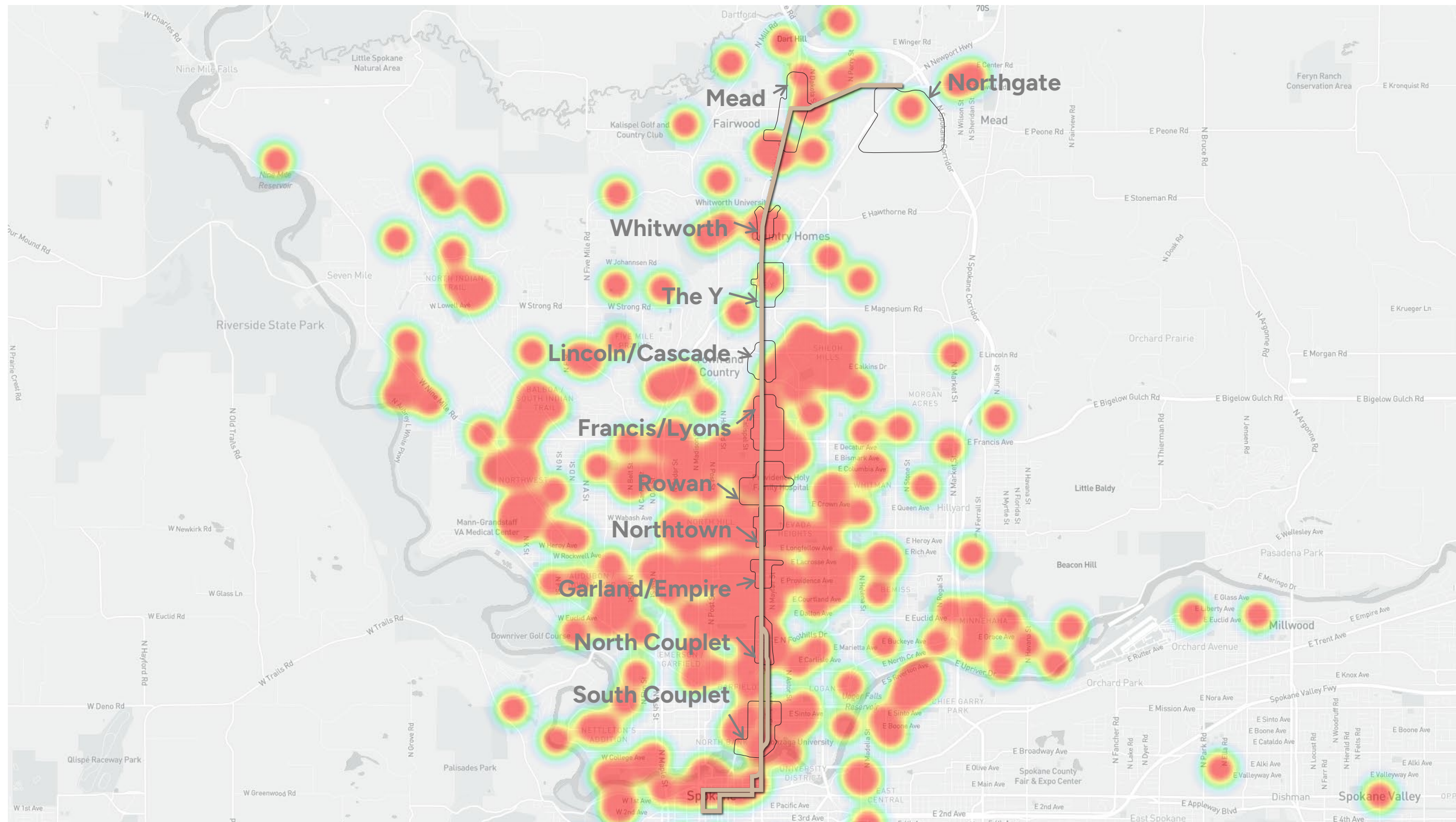
55 respondents answered at least one question in the community questionnaire but did not complete the survey and click "Submit" at the end.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

LIVE



372



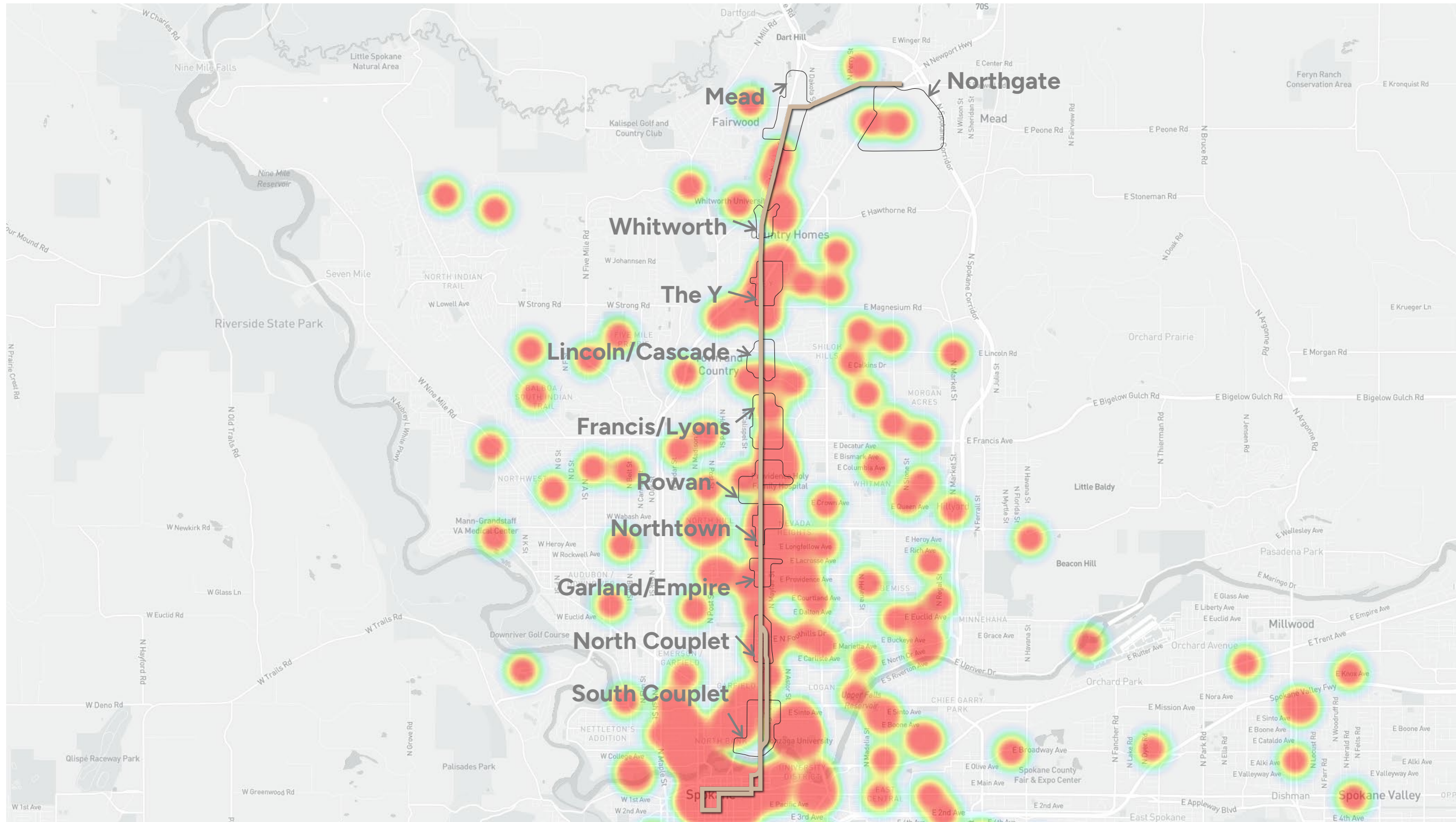
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

WORK



278



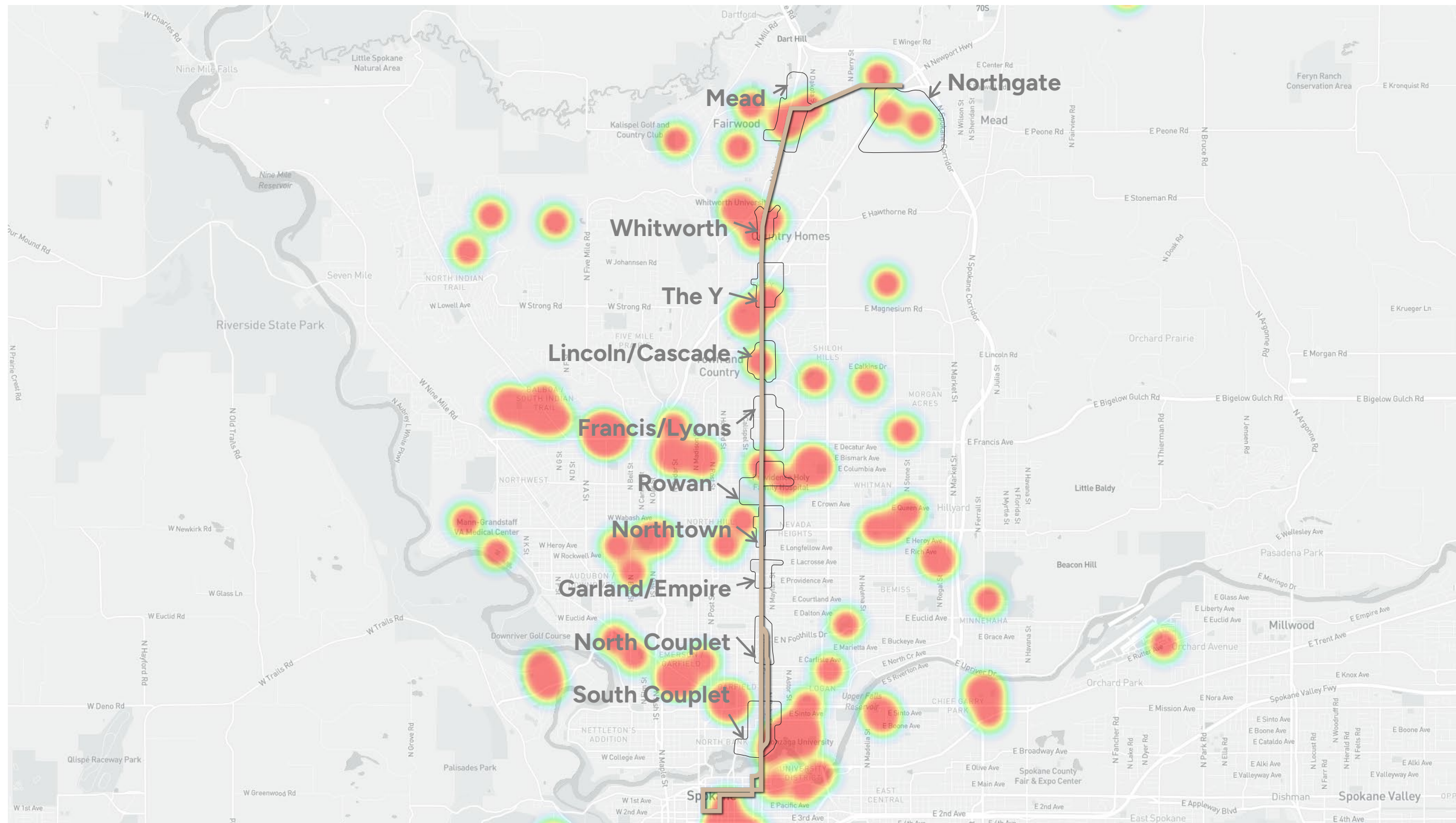
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

SCHOOL



121



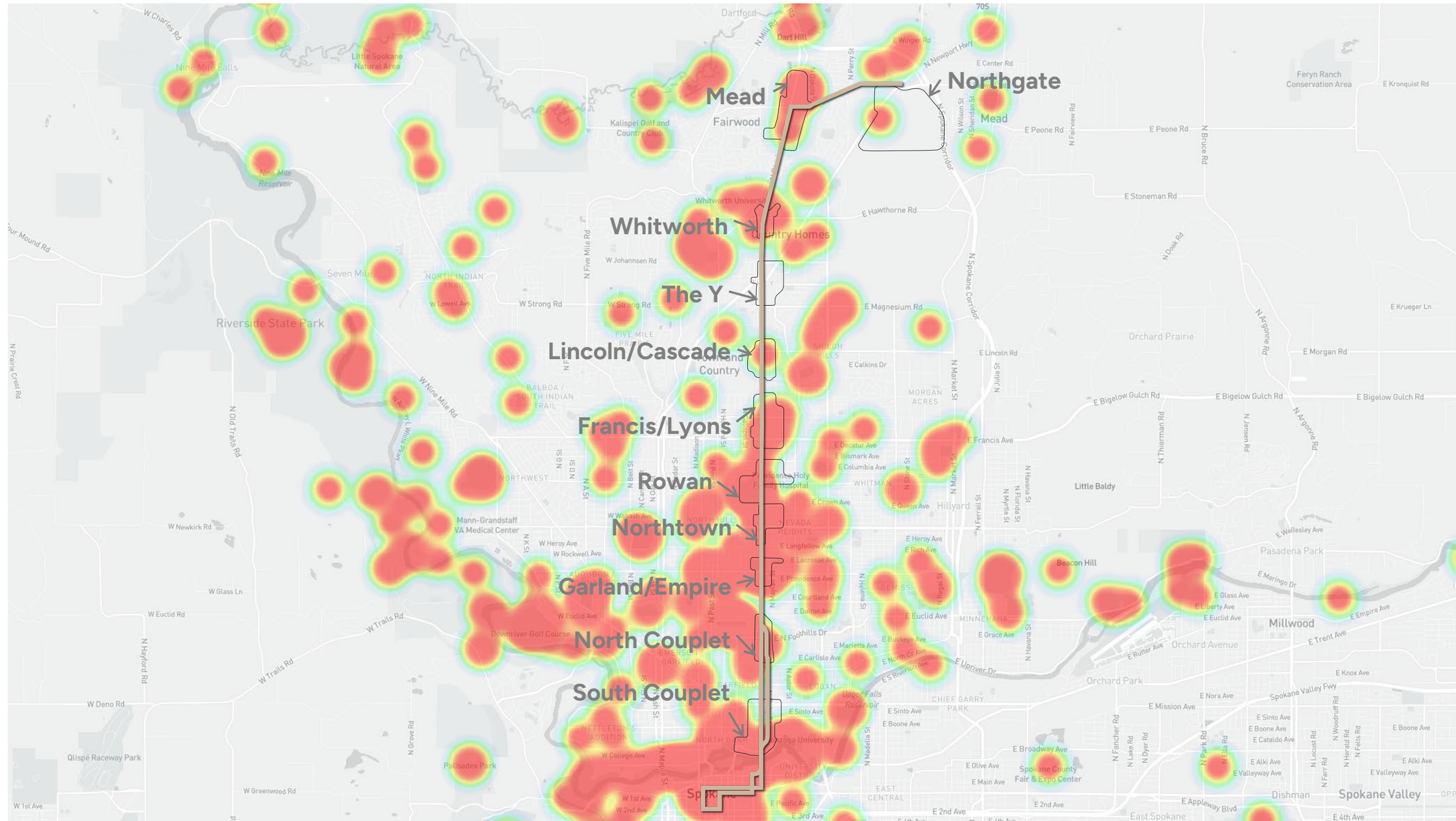
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

PLAY



563



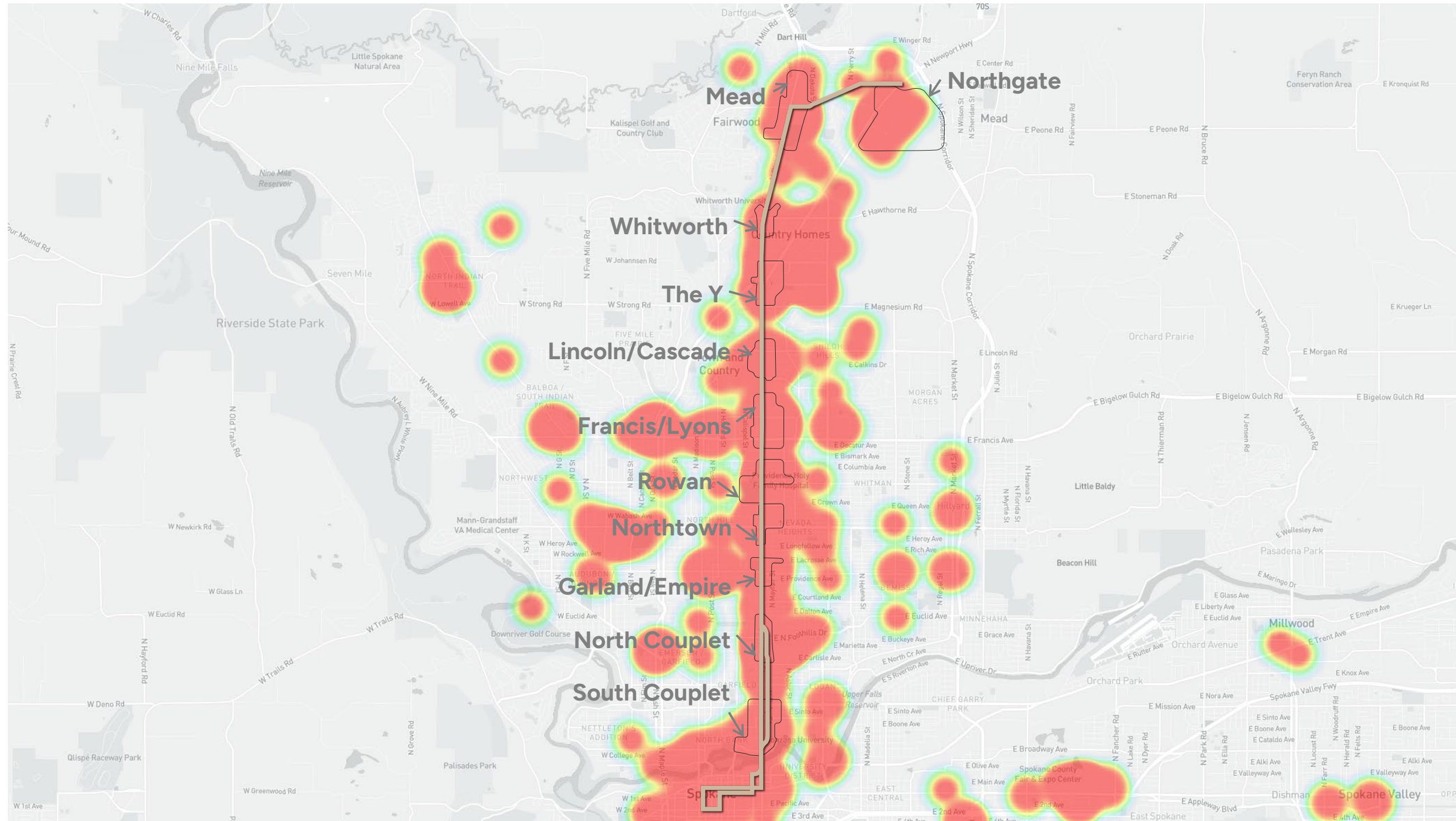
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

SHOP

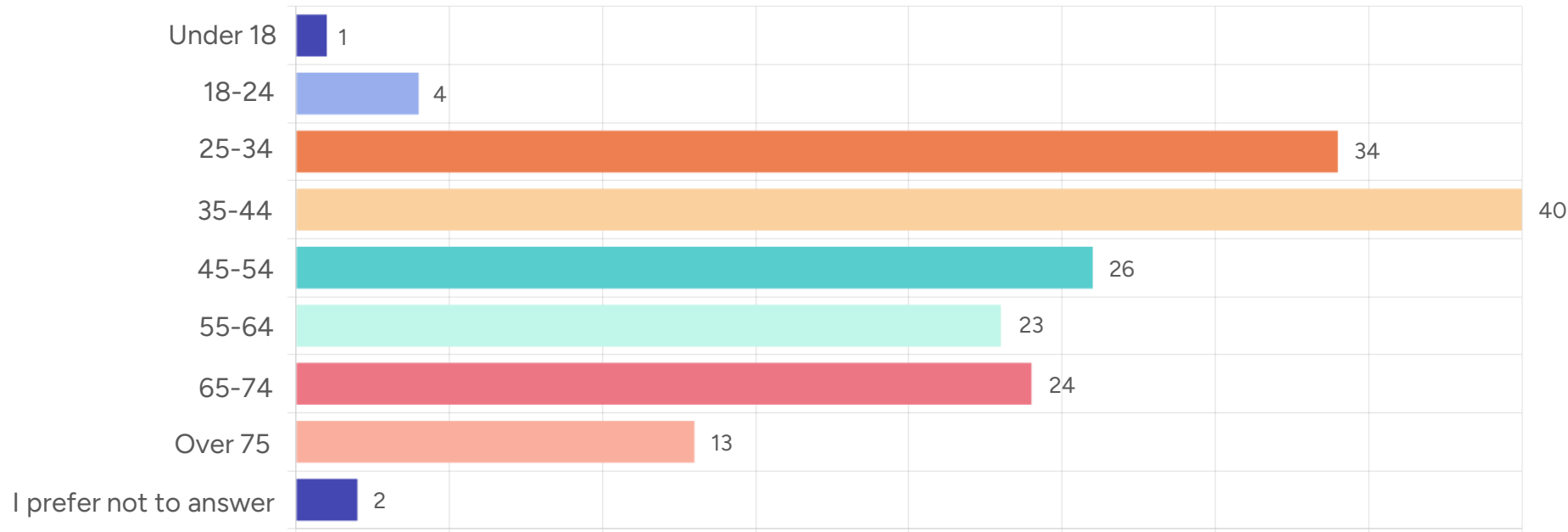


952

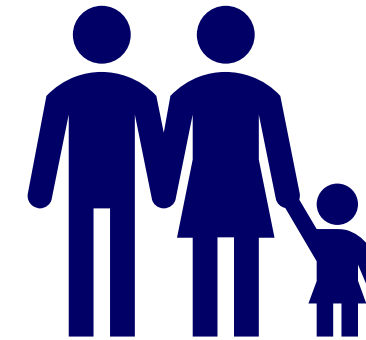


NOTE:
Respondents were able to place more than one pin.

My age is:



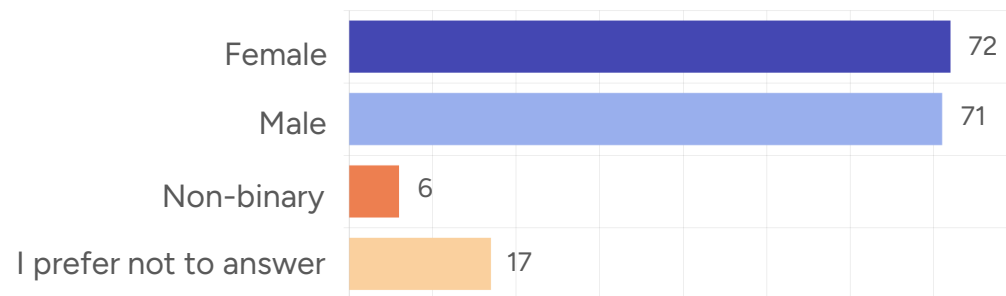
Submitted respondents: 165
Total respondents: 167



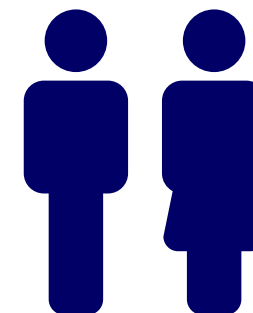
Approximately half of respondents were age

25-44

My gender identity is:



Submitted respondents: 166
Total respondents: 167



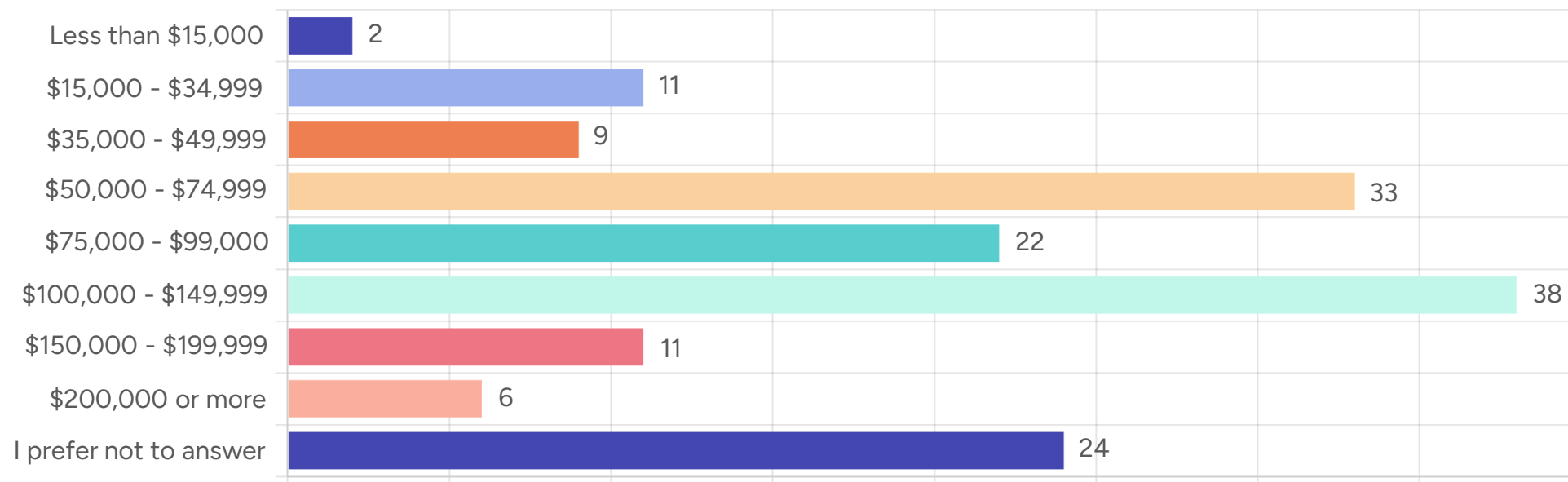
The respondents were fairly evenly split between males and females

NOTE:

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

My yearly household income is:



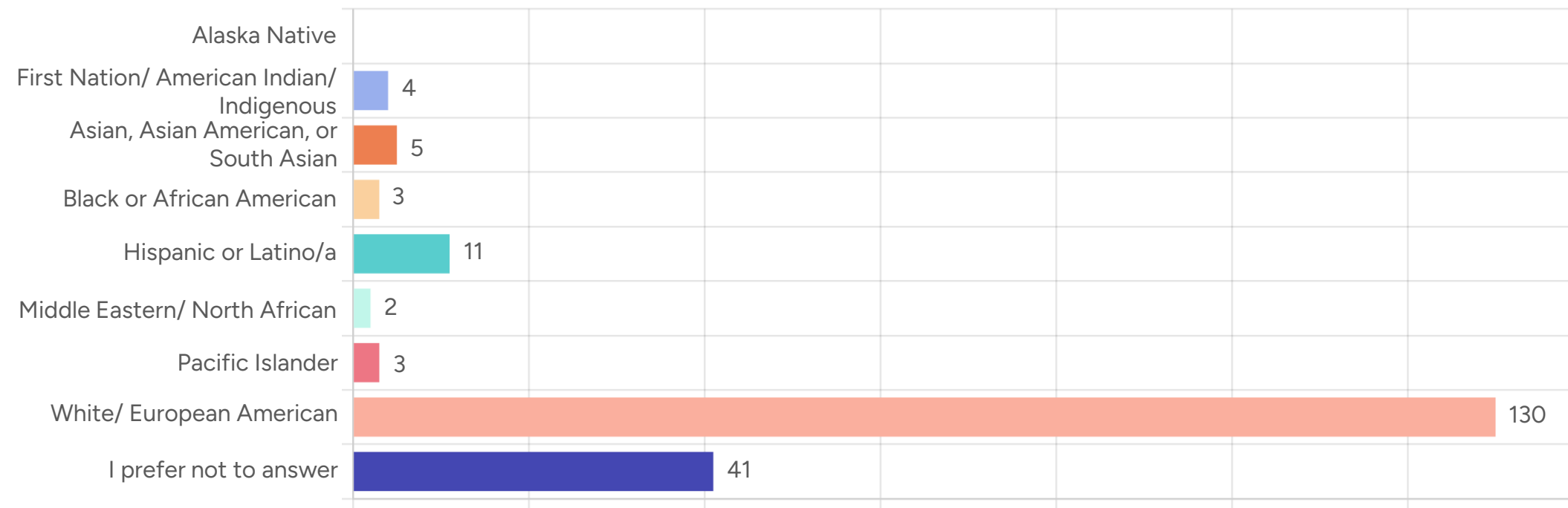
Submitted respondents: 155

Total respondents: 157



Most of the respondents
earn above
\$75K

Which of the following most accurately describes your race and ethnic identities:



Submitted respondents: 182

Total respondents: 184



Majority of respondents
identify as White/
European American

NOTE:

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

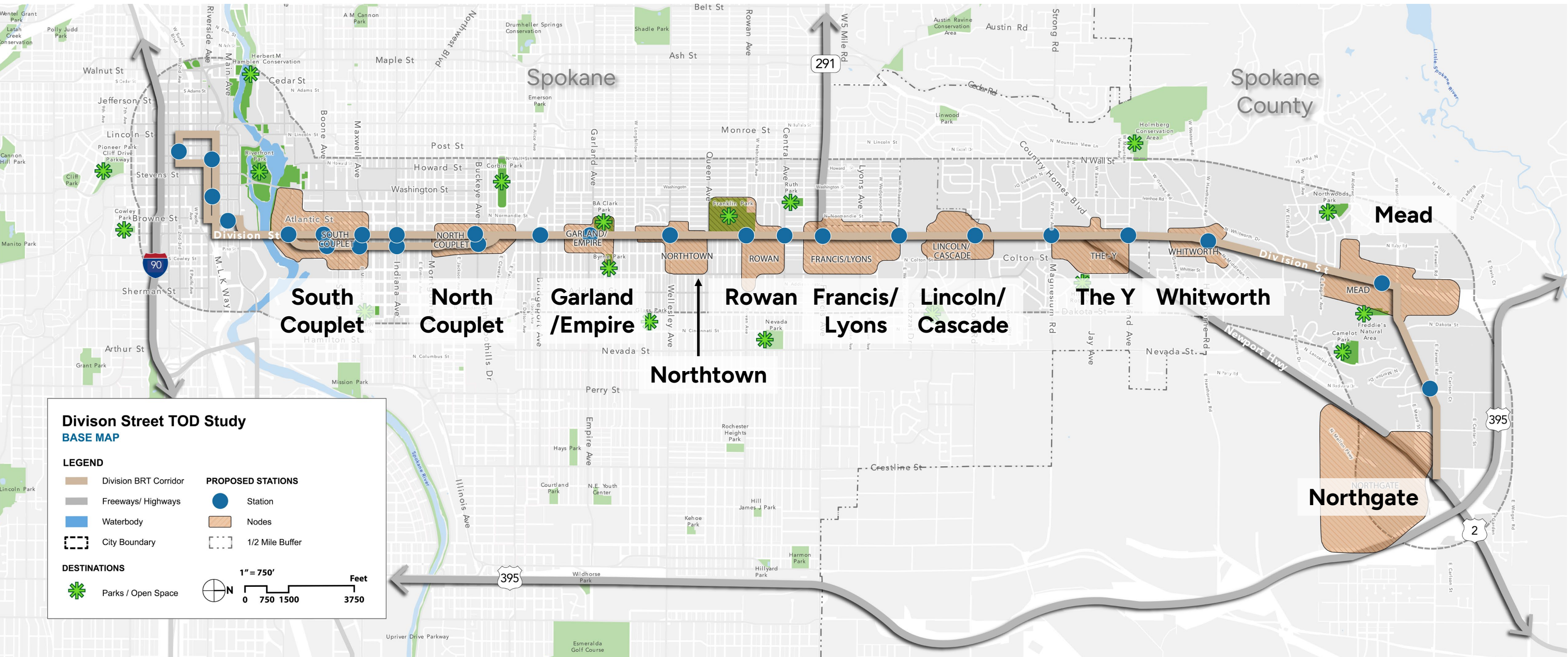
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.



1

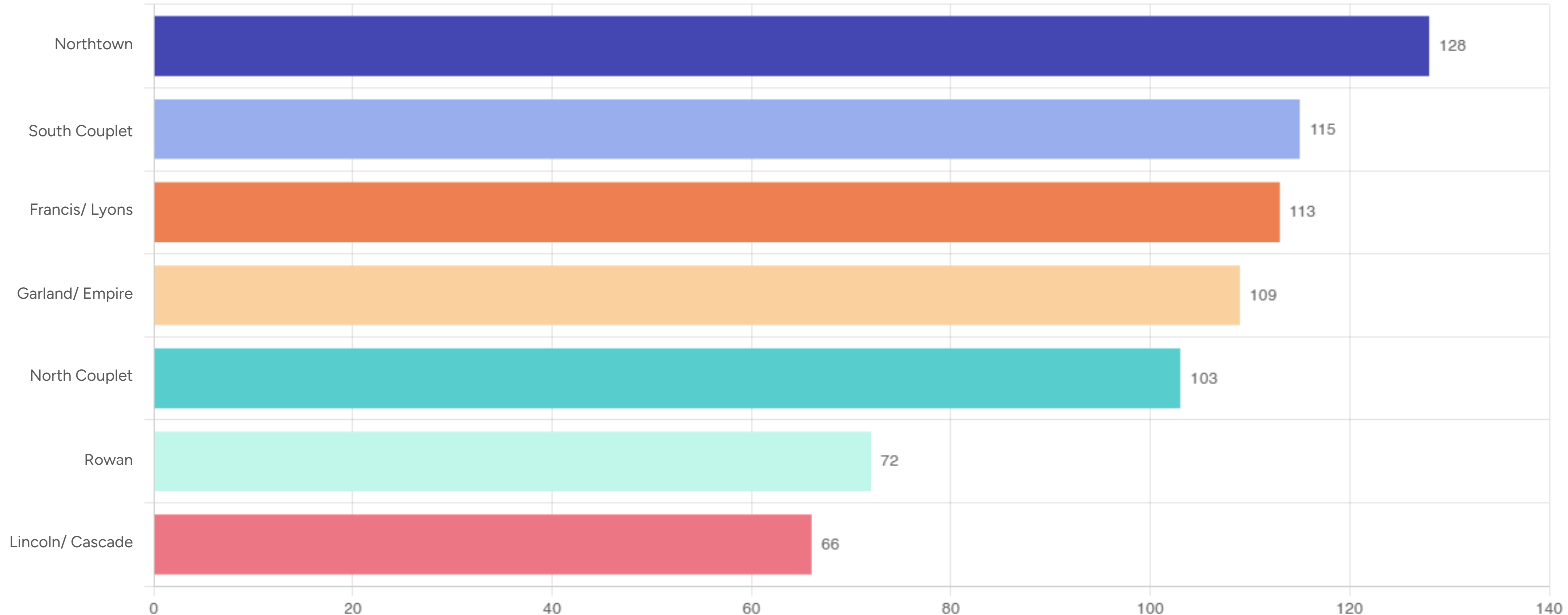
Node Priority Selection

Participants were asked to help identify priority areas or “nodes” along the Division Street corridor. The nodes were grouped based on their location within Spokane City limits or Spokane County.



Nodes within the City of Spokane

Select all the nodes within the City of Spokane limits that you think should be a priority.



Submitted respondents: 163
Total respondents: 214

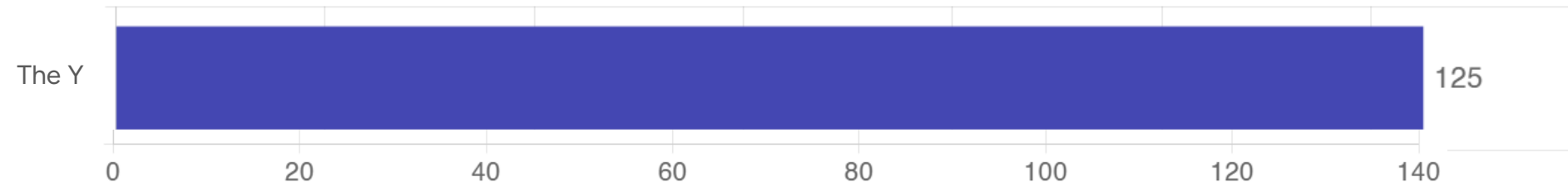
NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who got to the last page of the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Node within the City of Spokane

Help prioritize the node that is located on the boundary between the City of Spokane and Spokane County.



Submitted respondents: 139
Total respondents: 167

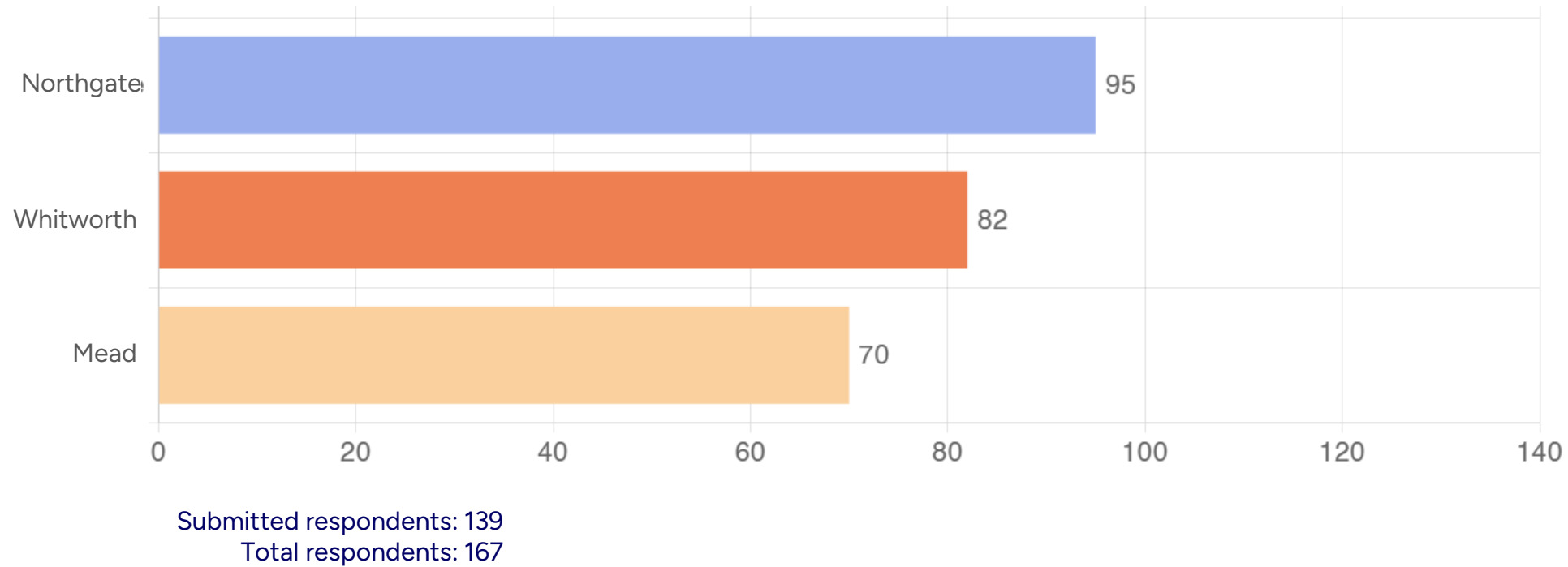
*The Y Node is shown separately because it spans two jurisdictions. The southern portion lies within the Spokane city limits, while the northern portion is located in unincorporated Spokane County.

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Select all the nodes within Spokane County limits that you think should be a priority.



NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.



2

Vision and Goals

Which of the following best describes your overall vision and preferred goals?



Enhance Mobility and Accessibility



Support Mixed-Use Infill Development



Create Inviting and Safe Public Plazas and Parks

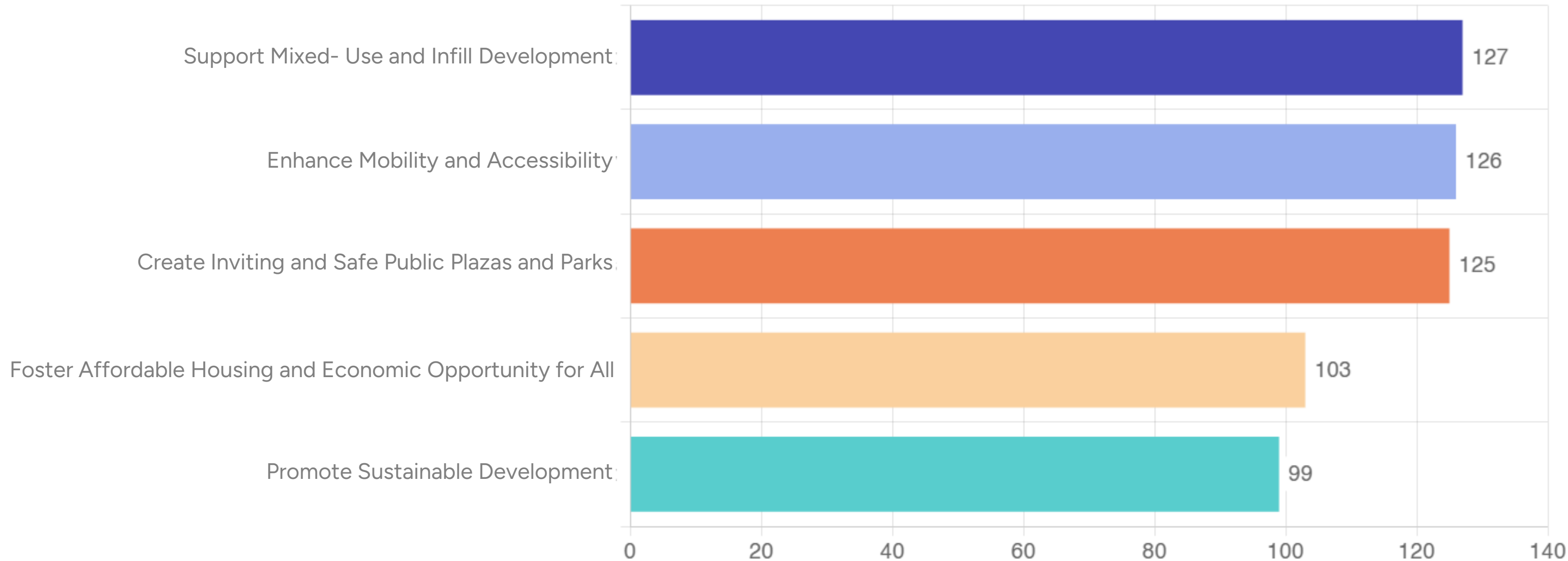


Support Sustainable Development



Foster Affordable Housing and Economic Opportunity for All

Which of the following best describes your overall vision and preferred goals
For the Division Street Transit-Oriented Development project? (Select all that apply)



Submitted respondents: 163
Total respondents: 187

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there other goals that you would like this project to focus on?

- Traffic and Speed Management
- Corridor Beautification
- Community Safety
- Business and Economic Development



3

Land Use

Which of the following types of uses would you like to see more of?



Mixed-Use



Multi-Family



Affordable Housing



Office and Retail (e.g., grocery stores, food and drink restaurants, etc.)

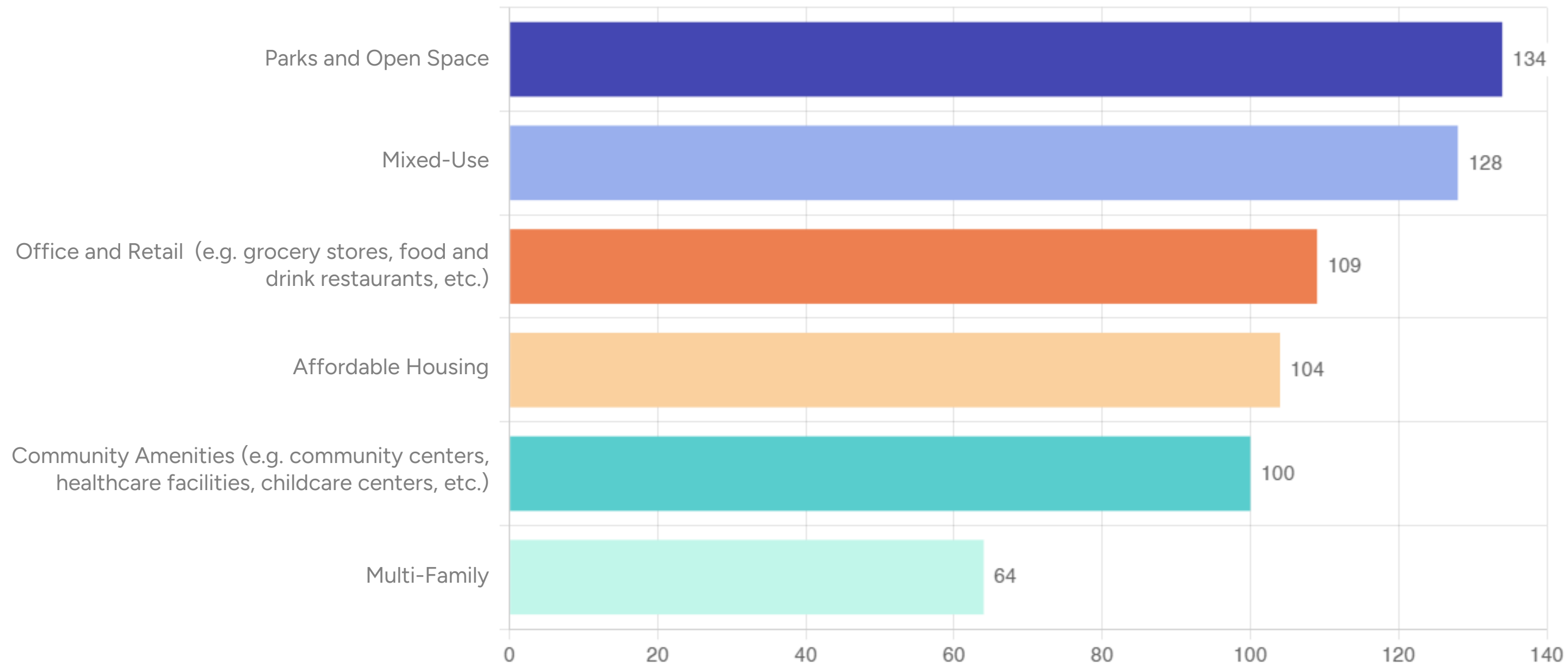


Parks and Open Space



Community Amenities (e.g., community centers, healthcare facilities, childcare centers, etc.)

Which of the following uses would you like to see more of? (Select all that apply)



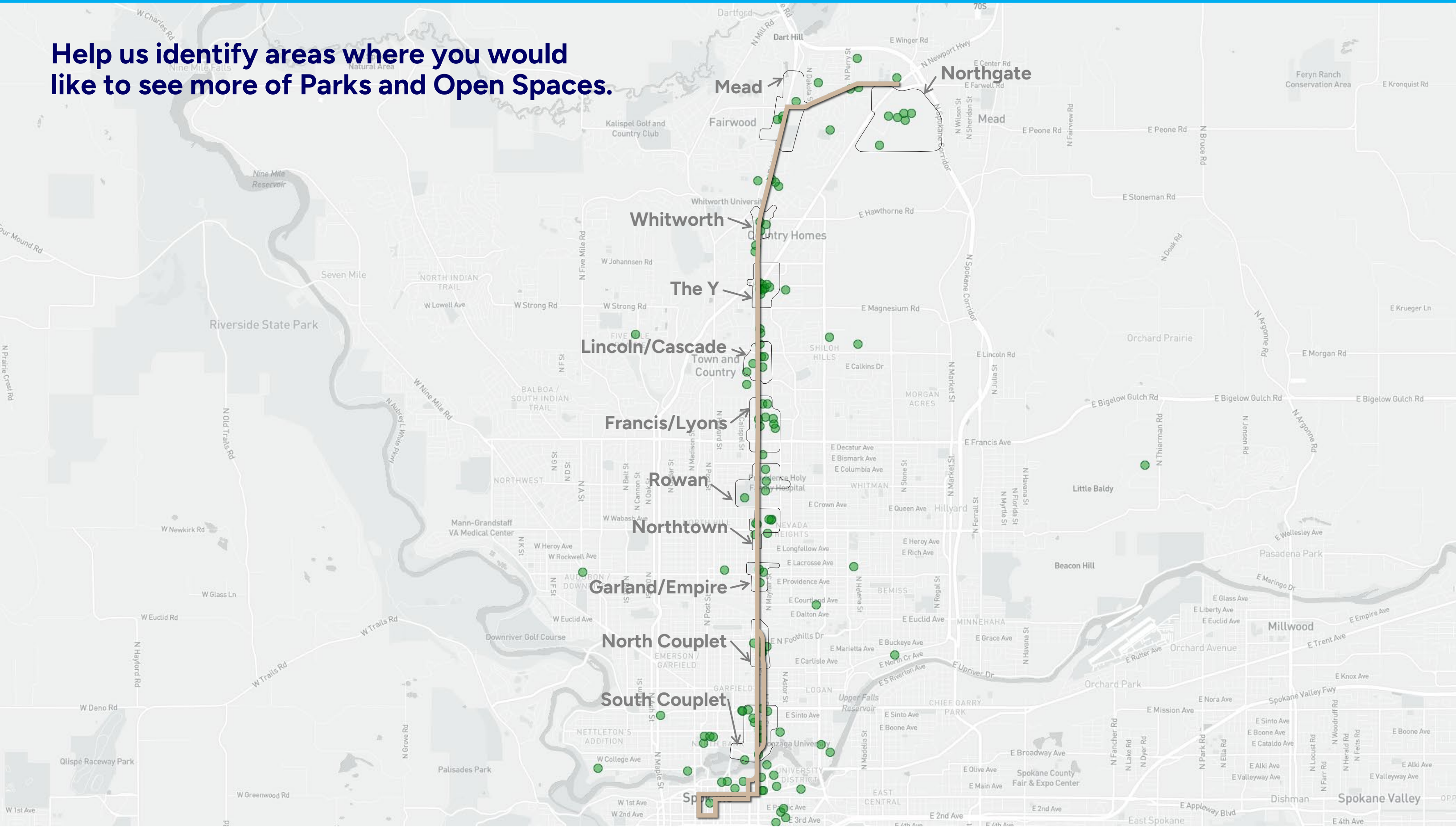
Submitted respondents: 181
Total respondents: 203

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

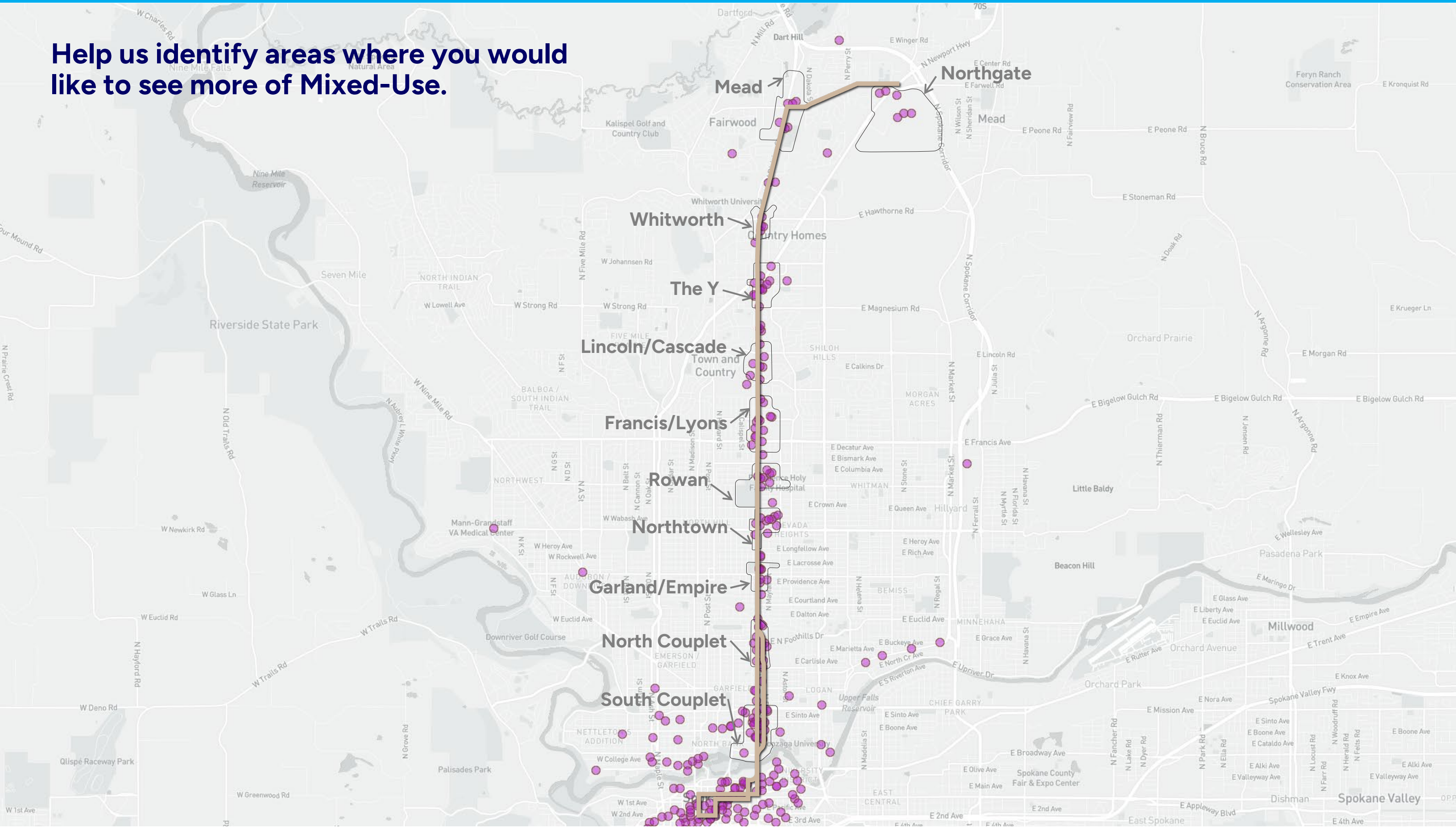
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Help us identify areas where you would like to see more of Parks and Open Spaces.

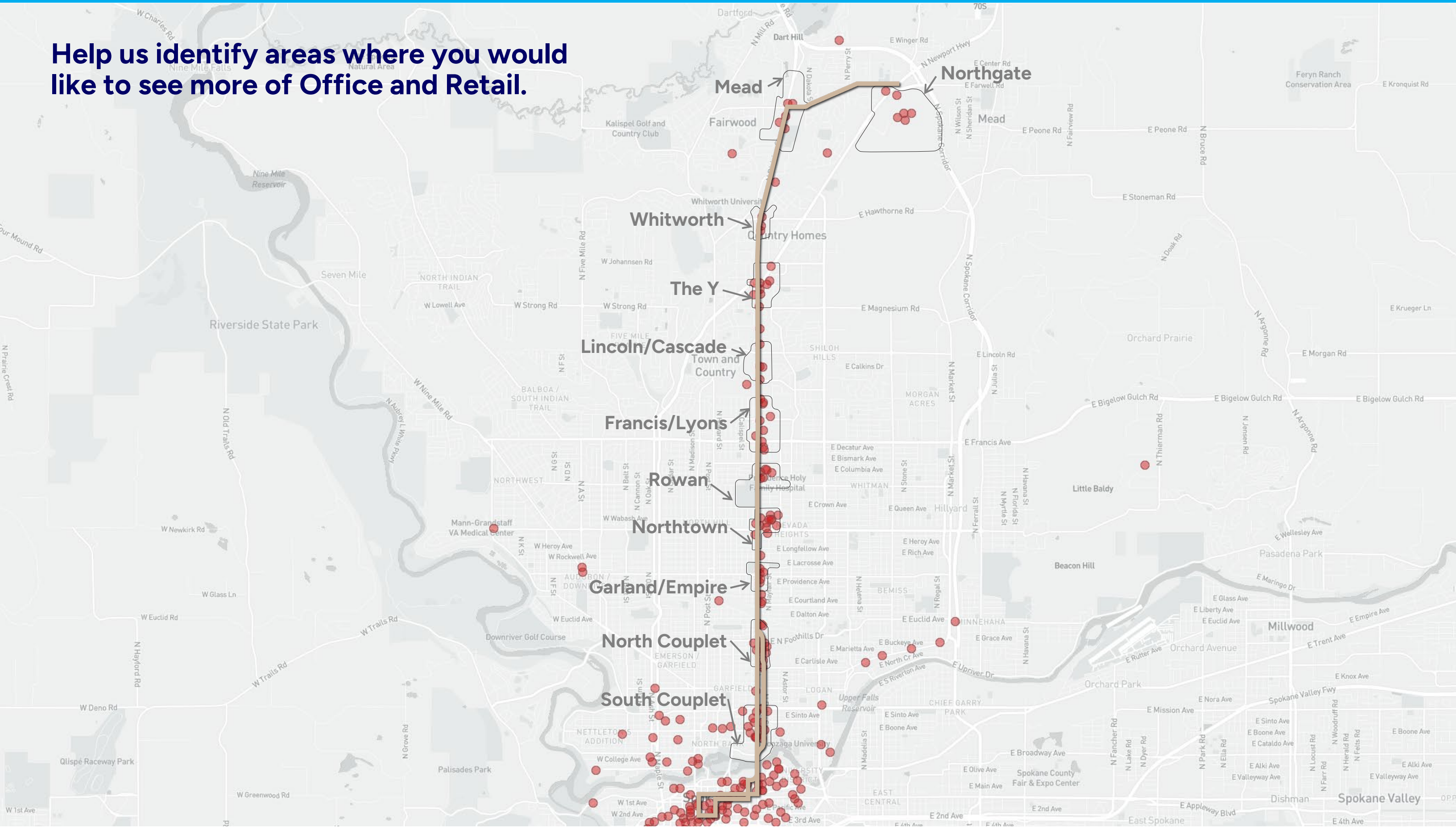


Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Mixed-Use.

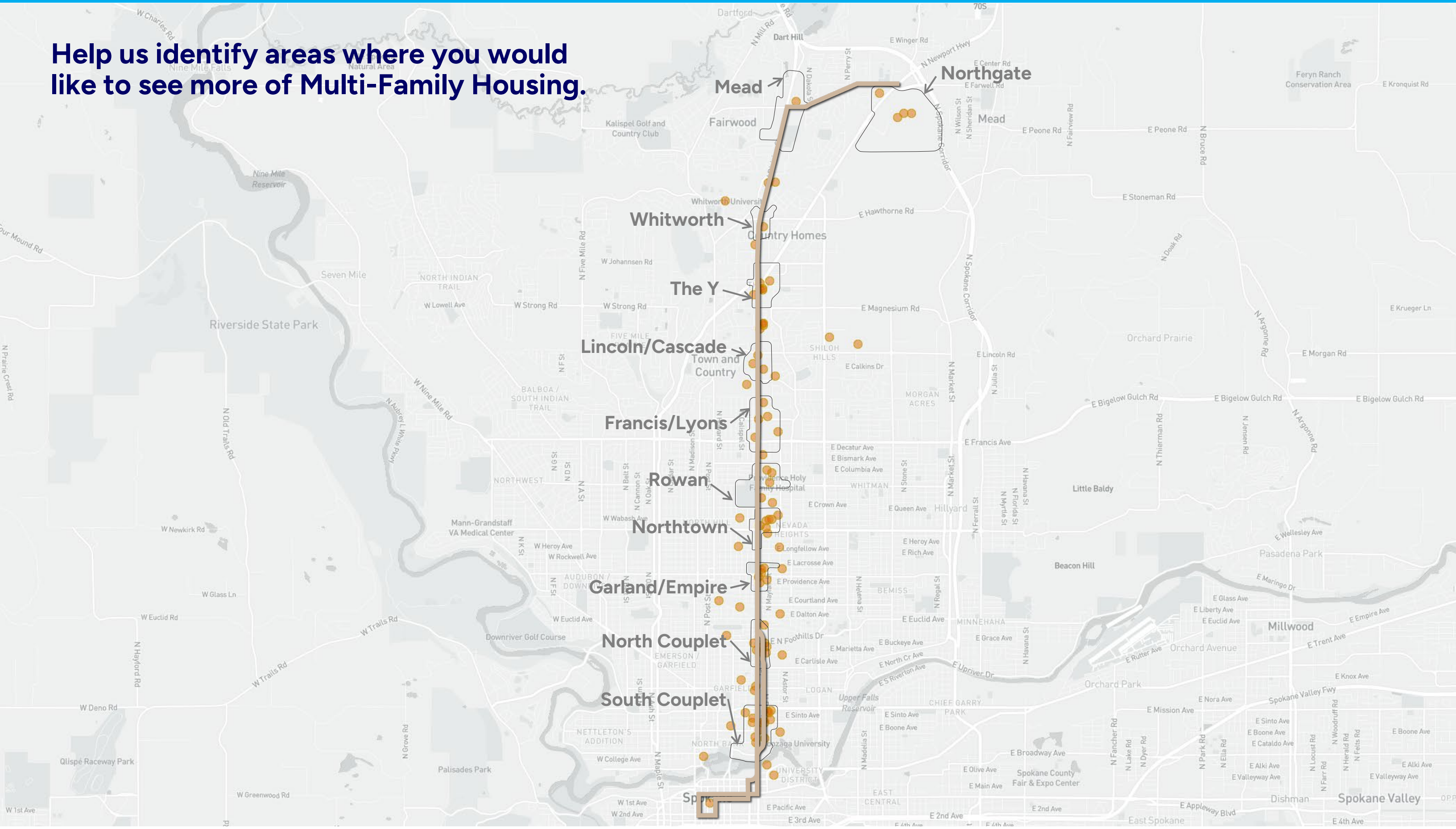


Help us identify areas where you would like to see more of Office and Retail.



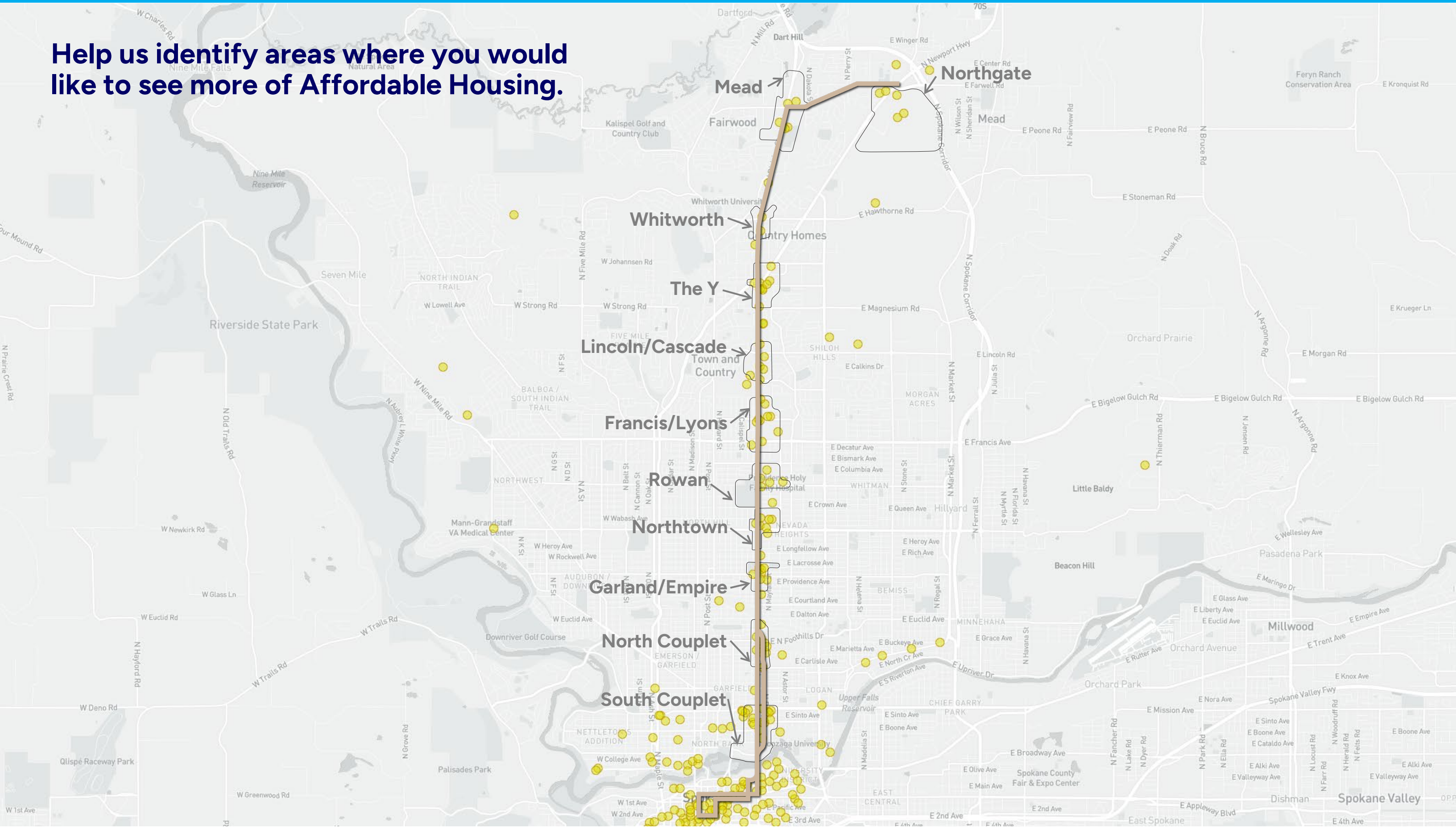
Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Multi-Family Housing.



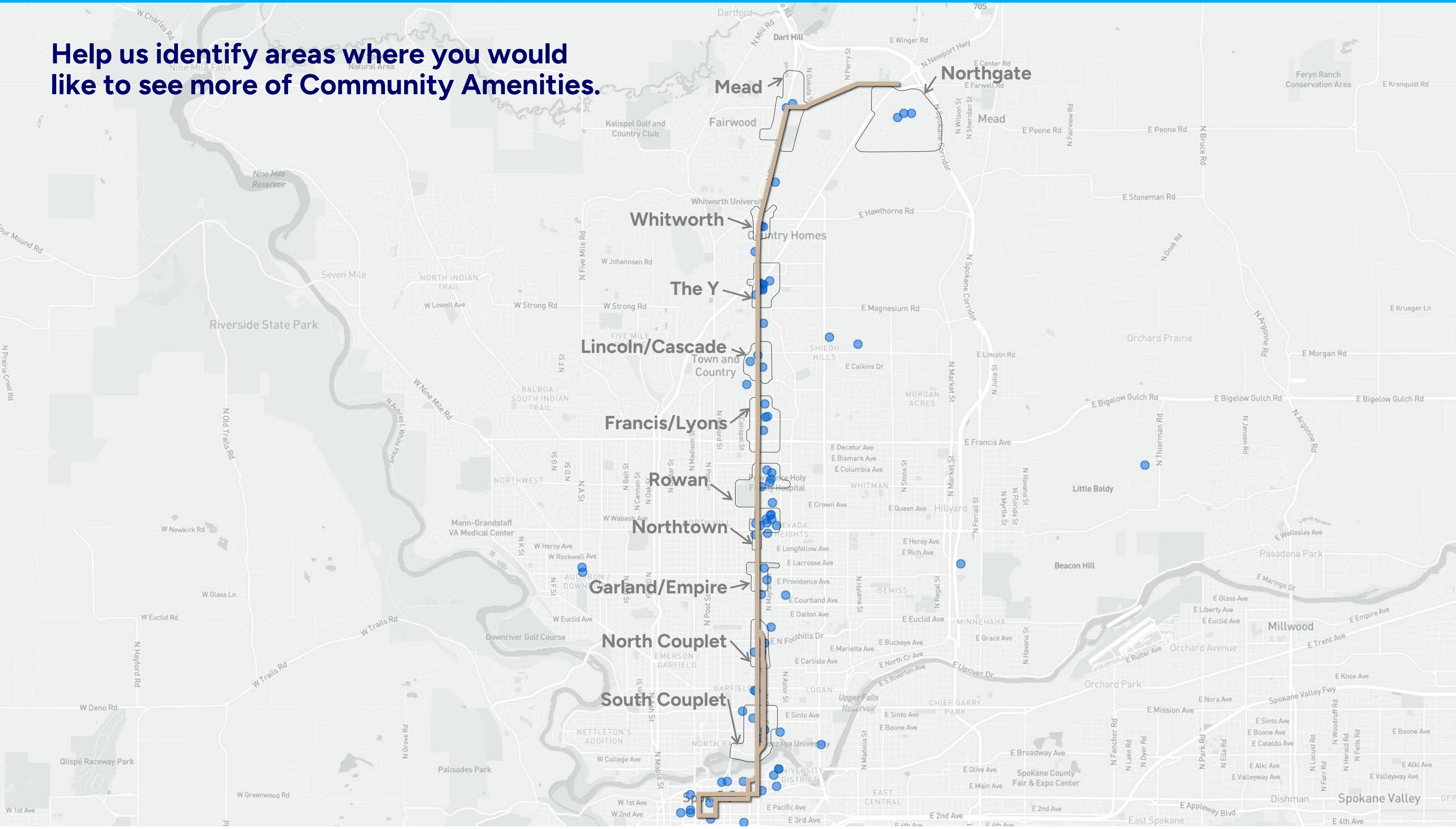
Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Affordable Housing.



Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Community Amenities.



Are there other types of uses that you would like to see along the corridor?

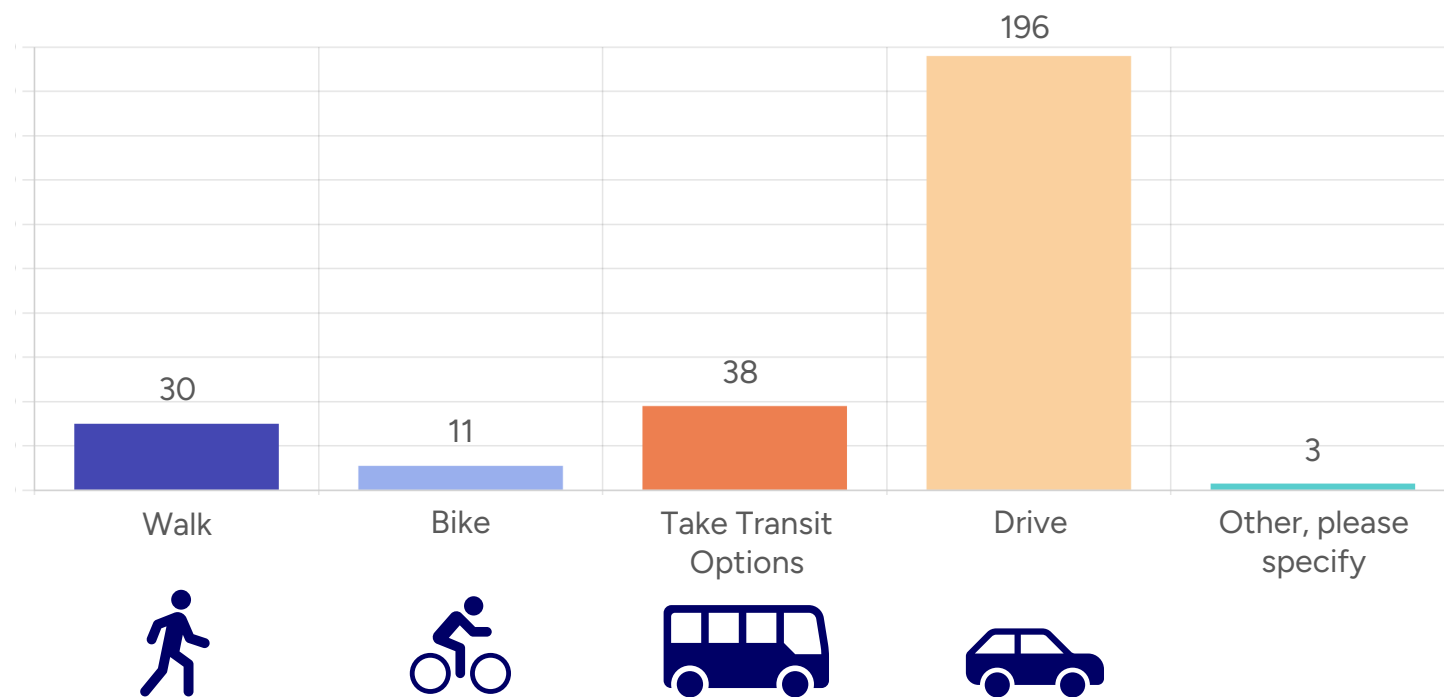
- Entertainment and Social Spaces
- Emergency Shelters for Unhoused People
- Greenway
- Family-Oriented Spaces
- Small Grocery Stores



4

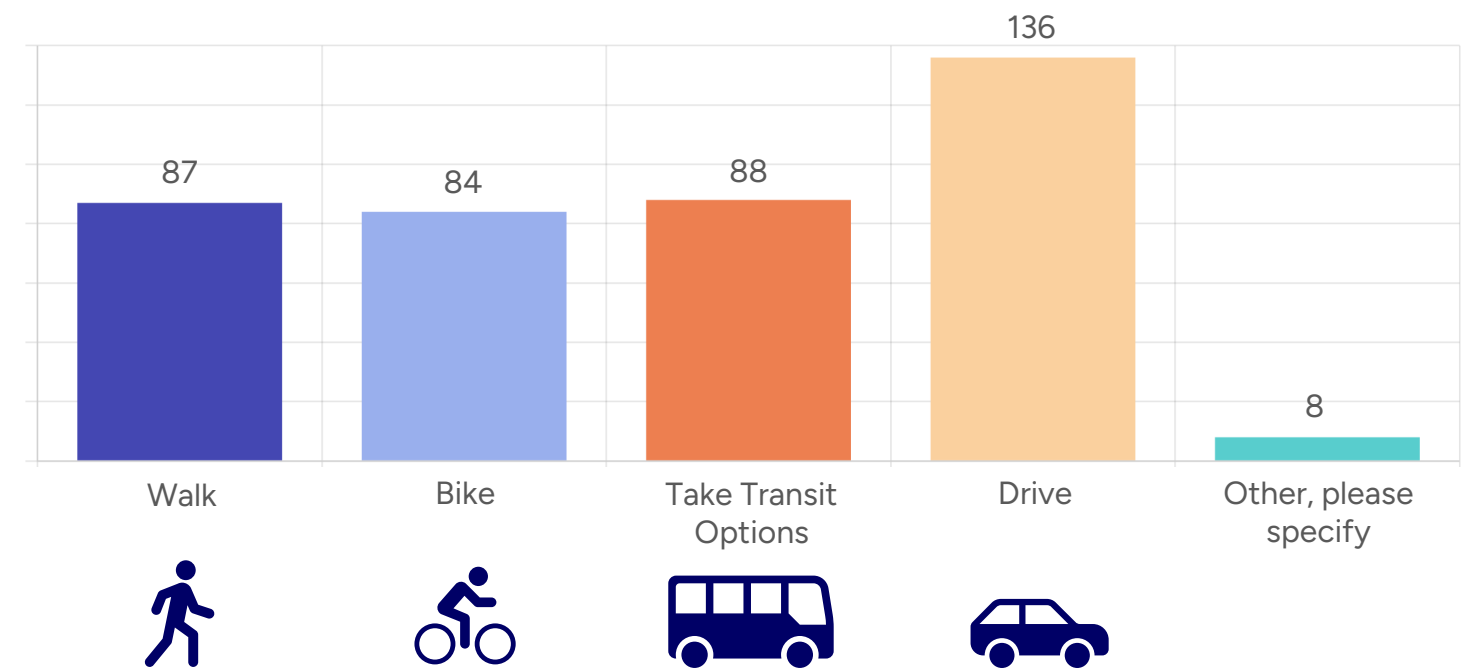
Mobility

How do you usually travel to or along Division Street?



Submitted respondents: 196
Total respondents: 211

How would you like to travel to or along Division Street?



Submitted respondents: 196
Total respondents: 209

NOTE: Respondents were able to select more than one option.

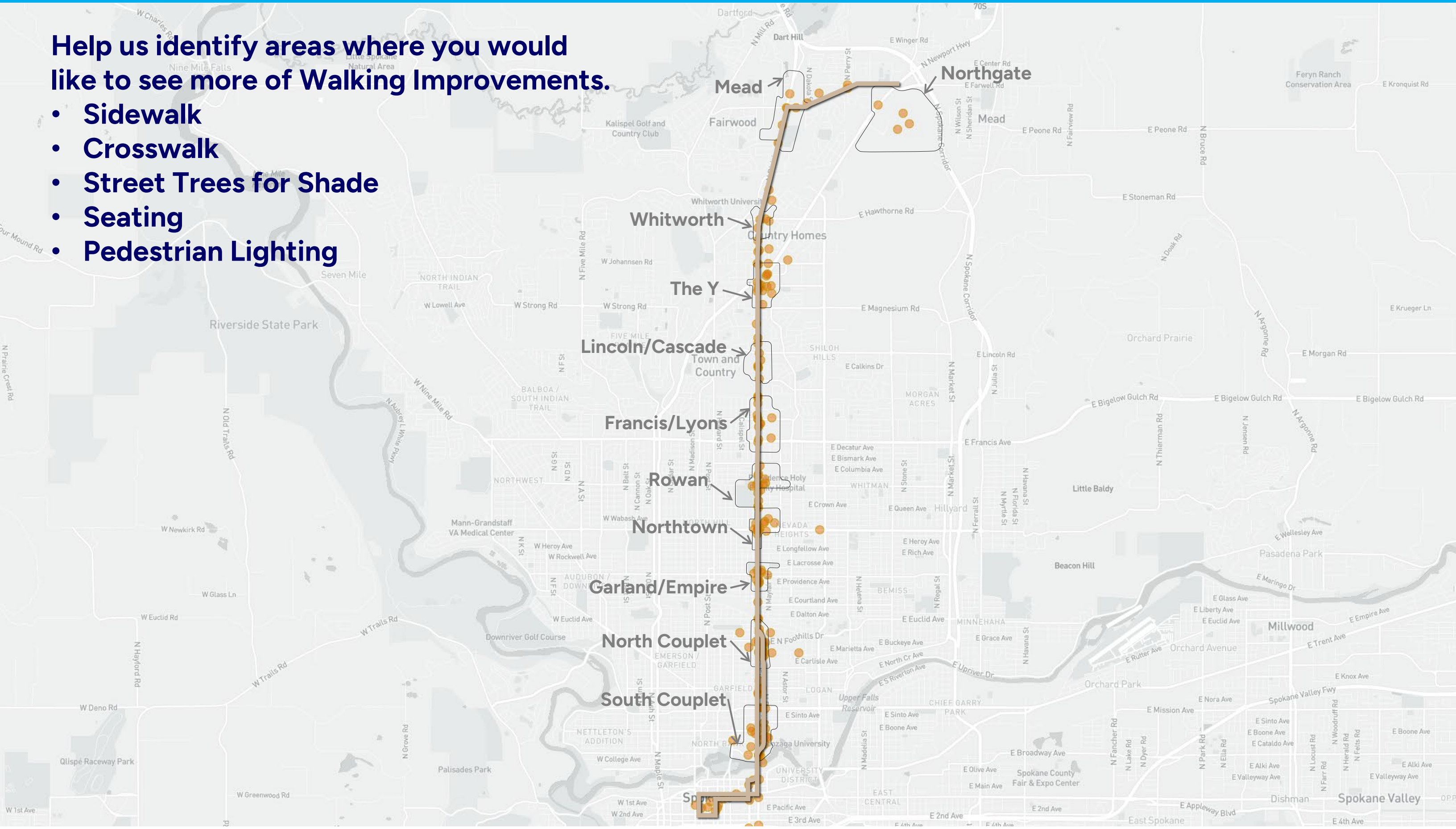
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Mobility Improvements Needed Map

Help us identify areas where you would like to see more of Walking Improvements.

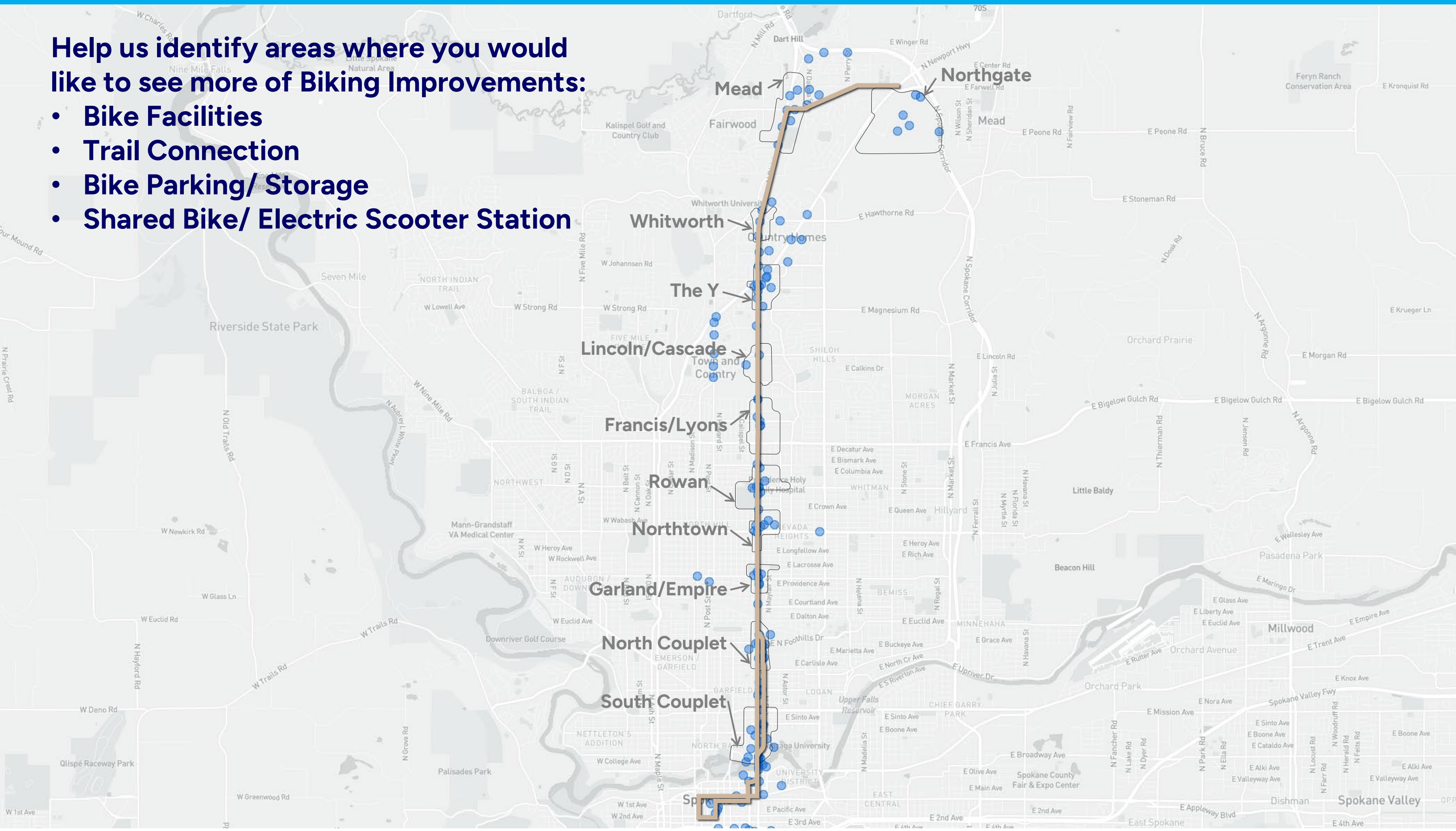
- Sidewalk
- Crosswalk
- Street Trees for Shade
- Seating
- Pedestrian Lighting



Mobility Improvements Needed Map

Help us identify areas where you would like to see more of Biking Improvements:

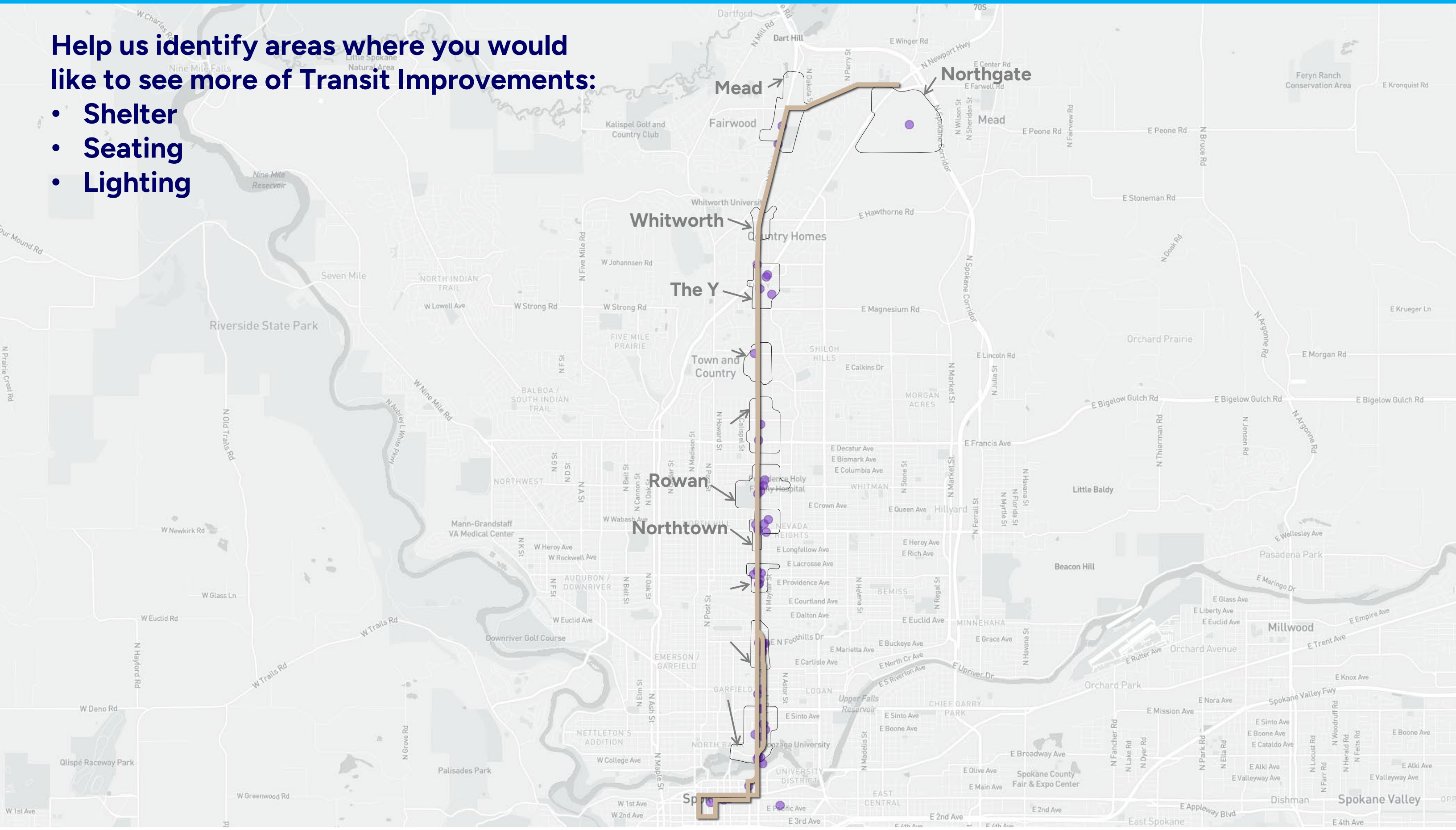
- Bike Facilities
- Trail Connection
- Bike Parking/ Storage
- Shared Bike/ Electric Scooter Station



Mobility Improvements Needed Map

Help us identify areas where you would like to see more of Transit Improvements:

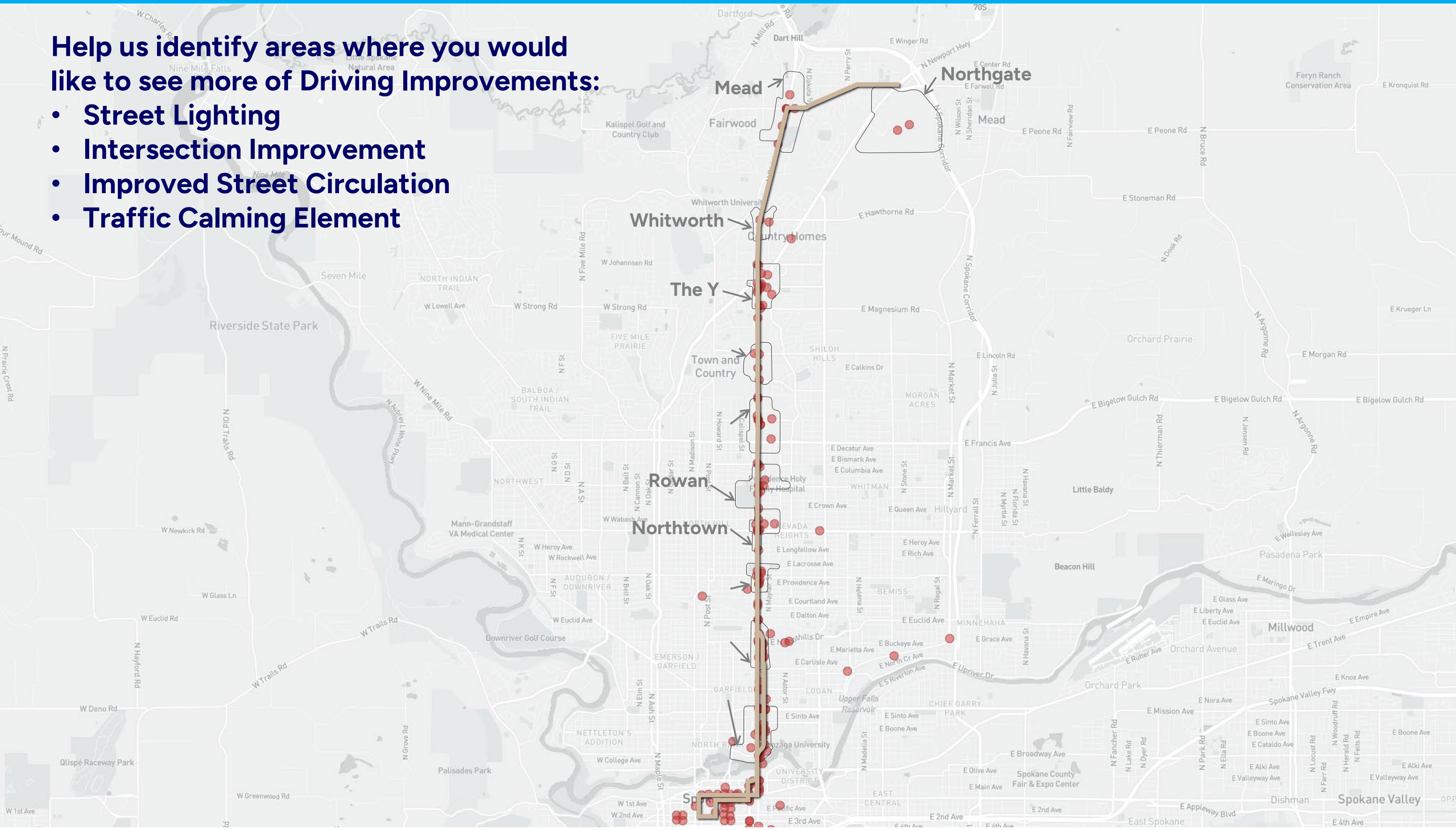
- Shelter
- Seating
- Lighting



Mobility Improvements Needed Map

Help us identify areas where you would like to see more of Driving Improvements:

- Street Lighting
- Intersection Improvement
- Improved Street Circulation
- Traffic Calming Element





5

Mobility: Walking

Which of the following enhancements would improve the experience of traveling along or to Division Street for people who walk or travel with wheelchairs or mobility aids?



Wider and unobstructed sidewalks for people who walk and use wheelchairs or mobility aids.



New and more frequent opportunities to cross the street safely.



Improve existing crosswalks so people can cross the street safely (e.g. ADA ramps, curb extensions, etc.)



Street trees for shade and to help calm down traffic near sidewalks.



Street and pedestrian lighting.



More opportunities for seating and rest areas.

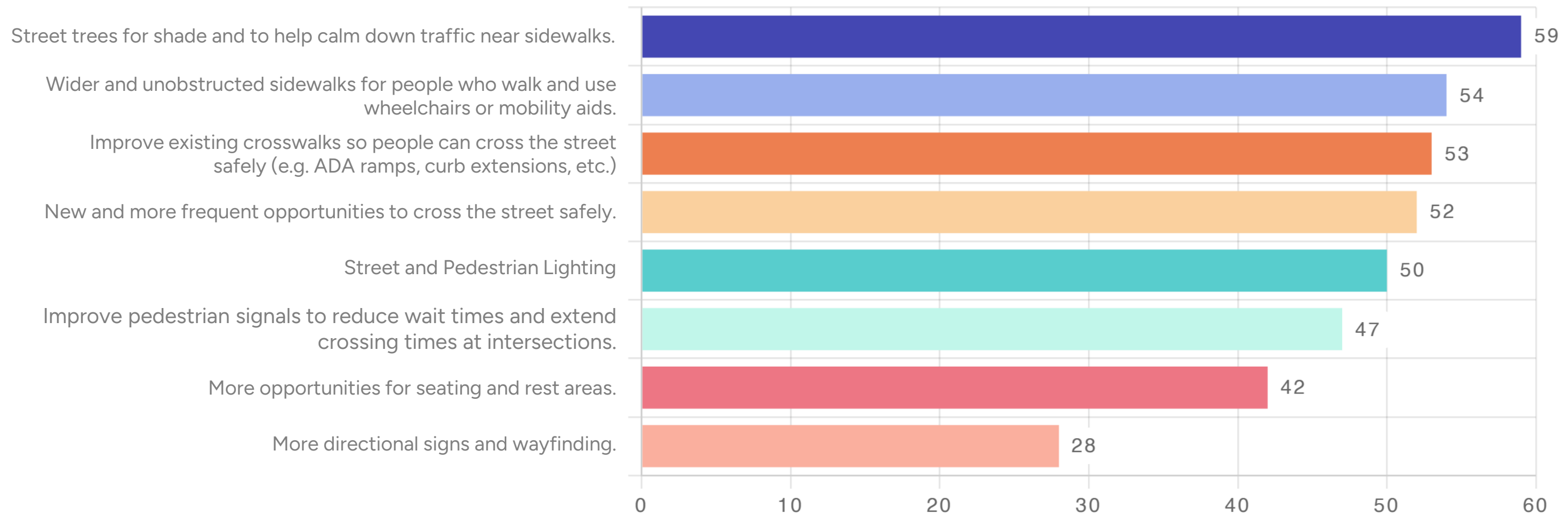


More directional signs and wayfinding.



Improve pedestrian signals to reduce wait times and extend crossing times at intersections.

Which of the following enhancements would improve the experience of traveling along or to Division Street for people who walk or travel with wheelchairs or mobility aids?
(Select all that apply)



Submitted respondents: 68
Total respondents: 71

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve the walkability along or to Division Street?

- Traffic Calming Measures
- Landscaped Buffers
- Increased Security
- Regular Sidewalk Maintenance



6

Mobility: Bike

Which of the following enhancements would improve the experience of traveling along, across, or on routes adjacent to Division Street for people who bike?



Continuous and well-connected bike and trail facilities for people who bike and use other small-wheeled options.



Improved bike connections to local community destinations (schools, shopping centers, parks, etc.).



Separated and dedicated bike facilities that provide separation from motor vehicles.



Buffered bike facilities that provide increased separation from motor vehicles with pavement markings.



Shared-use paths on nearby neighborhood streets, designed for both bicyclists and pedestrians.



Improved visibility and protection for bicyclists at intersections.

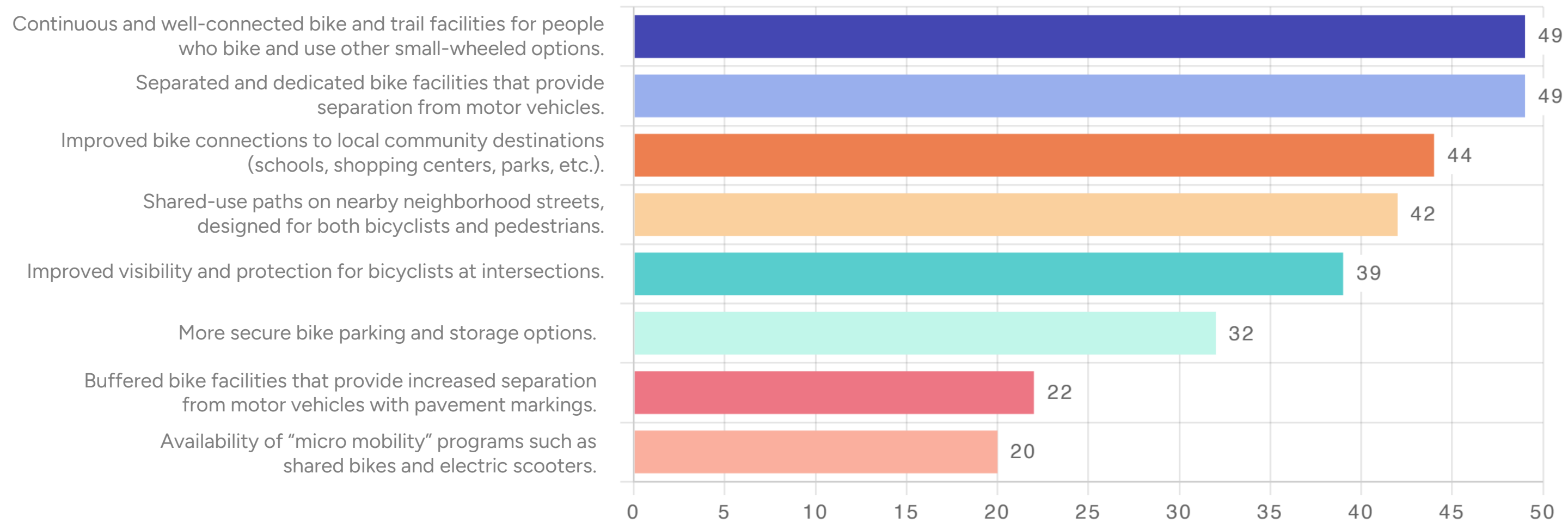


More secure bike parking and storage options.



Availability of "micro mobility" programs such as shared bikes and electric scooters.

Which of the following enhancements would improve the experience of traveling along, across, or on routes adjacent to Division Street for people who bike? (Select all that apply)



Submitted respondents: 60
Total respondents: 63

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve the bikeability along or to Division Street?

- Traffic Safety and Speed Control
- Improved Infrastructure at Intersections
- East- West Improvement Especially at Intersection
- Raised/ Protected Bike Lane



7

Mobility: Transit

Which of the following enhancements would improve the experience of traveling along Division Street for people who ride transit?



Upgrade bus waiting areas with seating, shelters, lighting, and real-time bus arrival updates.



Bus route location improvements.



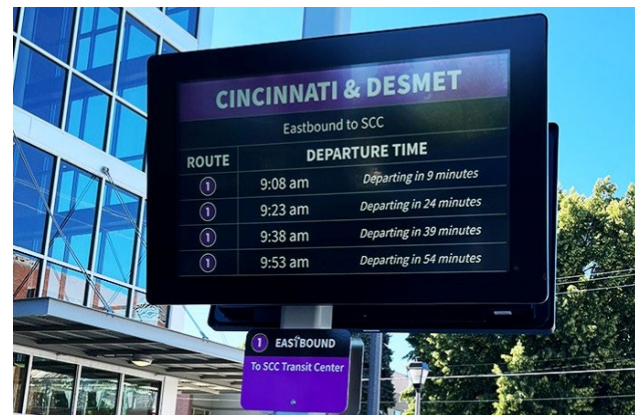
More frequent bus service.



Dedicated bus lanes to improve transit speeds along the corridor.



Improved traffic signal timing to efficiently move buses between stops and reduce delay at intersections.



More wayfinding and passenger information.

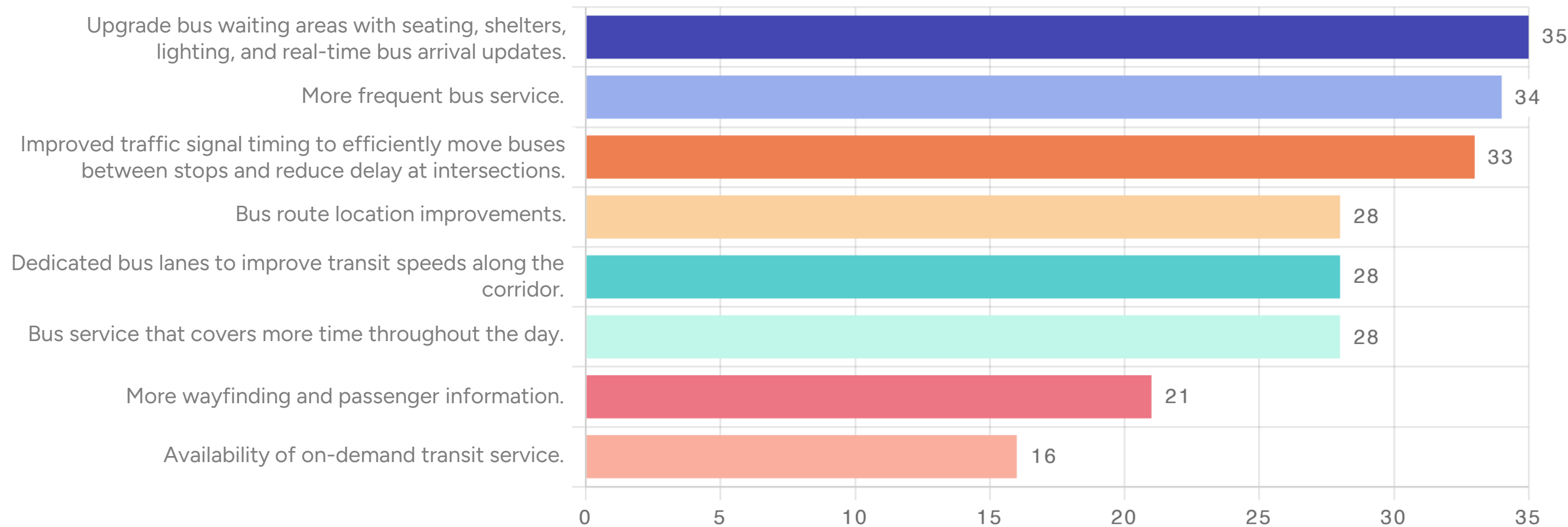


Bus service that covers more times throughout the day.



Availability of on-demand transit services.

Which of the following enhancements would improve the experience of traveling along Division Street for people who ride transit? (Select all that apply)



Submitted respondents: 48
Total respondents: 49

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve transit along Division Street?

- Infrastructure and Road Maintenance
- Improved Access Points Between Businesses
- Free Bike Lockers
- More East-West Routes



8

Mobility: Drive

Which of the following would improve the experience of traveling along Division Street for people who drive?



Improve and synchronize existing traffic signals for improved traffic flow.



Improved street intersections.



Manage traffic speeds for the safety of all road users.



Manage traffic flow with medians to improve traffic flow and reduce crashes.

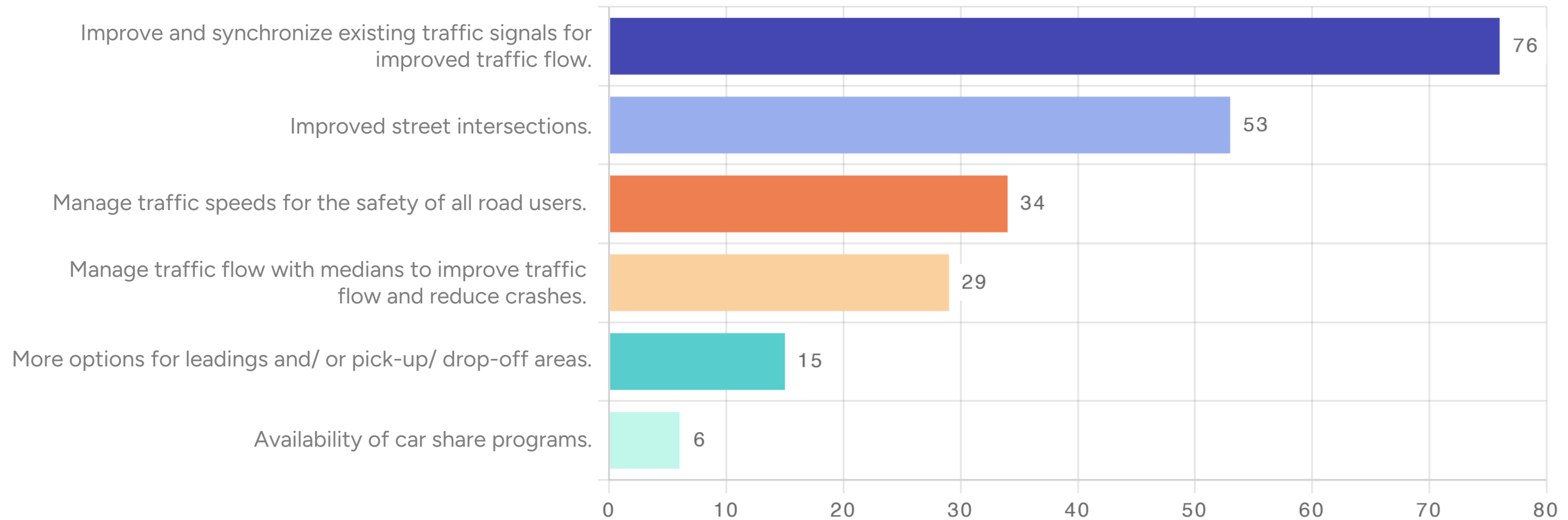


Availability of car share programs.



More options for leadings and/or pick-up/drop-off areas.

Which of the following would improve the experience of traveling along Division Street for people who drive? (Select all that apply)



Submitted respondents: 86
Total respondents: 89

NOTE: Respondents were able to select more than one option.

Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".

Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve driving along Division Street?

- Infrastructure and Road Maintenance
- Improved Access Points Between Businesses
- Enforce Speed Limits to Slow Down Traffic
- Separate Lanes for Buses

Node Priority: Key Areas of Focus	South Couplet	North Couplet	Garland/Empire	Northtown	Rowan	Francis /Lyons	Lincoln /Cascade	The Y	Whitworth	Mead	Northgate
	Nodes within the City of Spokane							Nodes within Spokane County			
Number of Dots Placed	3	2	5	6	6	1		3	1	3	4

Dreaming Big: Our Community's Vision	Enhance Mobility and Accessibility	Support Mixed-Use and Infill Development	Create Inviting and Safe Public Plazas and Parks	Promote Sustainable Development	Foster Affordable Housing and Economic Opportunity for All	Share additional goals
	Number of Dots Placed	9	11	8	5	9

Building Tomorrow: Land Use Opportunities	Mixed Use	Multi-Family	Affordable Housing	Office and Retail	Parks and Open Space	Community Amenities	Are there other types of uses you would like to see along the corridor?
	Number of Dots Placed	10	4	7	7	8	6
Pop Up Event	2	1	1	3	3	3	
Total	12	5	8	10	11	9	

Mobility: Connecting Our Future	How do you usually travel to or along Division Street?				How would you like to travel to or along Division Street?			
	Walking	Biking	Transit	Driving	Walking	Biking	Transit	Driving
Number of Dots Placed								
Pop Up Event	3		3	11	5	7	6	2
Total	3	0	4	13	6	8	7	4

What type of mobility improvements would you like to see, based on the nodes you previously selected?

Pedestrian	Wider and unobstructed sidewalks	Street and pedestrian lighting	New and more frequent Places to cross	More seating and rest areas	Improve existing crosswalks	More signs and wayfinding	Street trees for shade and traffic calming	Improve pedestrian crossing signals
Number of Dots Placed								
Pop Up Event	3	3	1	2	1	1	3	1
Total	3	3	2	2	2	1	5	1

1 noted "all of them"

What type of mobility improvements would you like to see, based on the nodes you previously selected?

Transit	Upgrade bus waiting areas	Improved signal timing to reduce delays	Bus route location improvements	More wayfinding and passenger information	More frequent bus service	Bus service that covers more times during the day	Dedicated bus lanes to improve transit speeds	Availability of on-demand transit services
Number of Dots Placed								
Pop Up Event	2		3	1	5	7	4	1
Total	2	0	3	1	5	7	4	1

What type of mobility improvements would you like to see, based on the nodes you previously selected?

Biking	Well-connected bike and trail facilities	Shared-use paths for both bicyclists and pedestrians	Improved bike connections to local destinations	improved visibility and protection at intersections	Separated and dedicated bike facilities	More secure bike parking and storage options	Buffered bike facilities with pavement markings	"Micro mobility" programs, like shared bikes
Number of Dots Placed	3	1	3	4	5	4	3	
Pop Up Event					2			
Total	3	1	3	4	7	4	3	0

What type of mobility improvements would you like to see, based on the nodes you previously selected?

Driving	Synchronize existing traffic signals to improve flow	Manage traffic flow with medians to reduce	Improved street intersections	Availability of car share programs	Manage traffic speeds for the safety of all road users	Options for leadings and/or pickup/drop-
Number of Dots Placed		4	2	3	3	1
Pop Up Event					3	1
Total	0	4	2	3	6	2

Division Street TOD

City of Spokane



Appendix B: Open-Ended Comments

NODE PRIORITY WITHIN CITY OF SPOKANE
Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.
I think that there should be a balance between areas but also recognize that a lot of people need to drive their own vehicles or prefer to.
Areas closer to downtown should be prioritized. Garland is already experiencing significant growth and the nearby STA stops need lots of help.
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 would help make it more walkable and enjoyable for all residents and tourists!
South couplet: Between redevelopment potential and proximity to downtown and South Logan TOD/City Line, this should be a priority area. Northtown: While it would be nice to see redevelopment/reuse of this area, it may be a wasted effort. Alderwood Mall in Lynwood, WA is a good example of redevelopment of portions of a mall into housing. Rowan, Francis/Lyons, and Lincoln/Cascade: Oversized parking lots are calling for a better use. Rowan's proximity to the hospital, parks, and services make it a great node.
Near Holy Family
Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.
The entire project needs to address the noise from Division, especially during weekend evenings. 7 streets from division I can still hear loud vehicles even though I spent a fortune insulating my house and adding new windows
live on the northside
Improve bicycling that connects to the Spokane River
Leave it alone and don't reduce traffic flow on Division or any other streets. We have more traffic and all the reductions are making commutes longer creating more fuel waste and thus harming the environment.
Places most people in Spokane seem to be
Getting people to downtown and just outside of town would help with events downtown and shopping
Closer to the city core is what most visitors will see, so prioritizing those areas makes sense.

to make it easier for near north people to get downtown
The neighborhoods near existing areas where people use multimodal transit would be best, the ones that were left unchecked feel like a smaller priority.
These seem like high traffic areas for cars and people
None. We have spent a ton of money on new buses and new bus stops and we need to put funds in other places like streets, new parks, and improvements to bring businesses in. But we need to cut back on the money we give STA.
More people use public transportation in town more. Northside people do not want public transportation as they won't use it. Need Parks!
it is good to have access to the transit but also would be nice if the areas of transit were safe for pedestrians and bikers; currently the bus stops are practically on the narrow strip between the busy auto traffic and a wall of the business
always crowded
The roads I use most
Few people use the buses. Every time I get a chance to look there are less than 3 people on them.
Reduce sprawl
These are places I would personally benefit from most
All spots are hot spots for medical shopping groceries etc.
The northern nodes should be prioritized for their population centric nature, and the southern nodes for their commercial nature, the bus, of course, connects the two.
North Couplet is all automotive-centric businesses (beyond a few exceptions), feel more investment targeted to raise North Spokane areas up in general.
Francis/Lyons needs evaluation on scope of business. Folks shopping at Lowe's often would need their vehicles and trucks, not obvious to me if development potential here outweighs focusing on other obvious areas like Northgate and Mead)
There should not be expansion of the buses. Spokane is a driving community and taking away lanes from Division to create a lane for empty buses to use is not helpful to the community as a whole. You can't force people to do something that they do not want to do. Reducing lanes on Division will only cause more congestion.
With priority to the north couplet, these three are frequently used portions that need attention. The north hill especially.
I don't see any location that needs to be a priority.
South Couplet: Close to downtown, so there are already lots of pedestrians in this area. It would be great to make this area easier and safer to navigate as a pedestrian. Northtown: The mall is here, and the mall would be better off if it were a nicer place to be around generally.
Rowan: Already lots of people outside of cars at Franklin Park. It would be great to service them in being able to get around easier and safer to other nearby destinations.

Buses near colleges is best. As most students do not have a car. And near the Northtown mall.
Couplet locations due to proximity to downtown reducing travel times to downtown and the plaza. Rowan because the park there is a valuable asset that as many people as many people as possible should have access to. Francis and northtown because that area needs a change in development to improve unusually horrendous pedestrian amenities, and Northtown because of access to route 33, a future hpt corridor.
Gonzaga University housing and growth of the U. Infilling of vacant and deteriorating structures that need to be replaced.
proximity to home
You should leave division street alone. It is clear from the numerous comments on your Facebook page that most residents of Spokane do not want this change to Division.
Leave Division ALONE
Just areas I think there is a higher need, but it's speculation.
This is a highway that needs to reduce crossing foot traffic, raising crosswalks to cross above traffic is what's needed. We need to make this highway faster for traffic and make actual arterials the focus of this type of activity. We need at least one north/south road in the middle of town that's about vehicle travel. Monroe, Maple/Ash, and Freya can be used to increase TSA needs but vehicle travel in town needs one right of way that's built for vehicle traffic and less encouragement for foot traffic.
Unnecessary project.
Garland is growing and adding lots of housing.
South Couplets proximity to downtown, GU, and recreational activities makes this area a priority to me. I live by Northtown, and feel that the surrounding strip malls and the Northtown Mall could have higher traffic than other areas. I also feel like Garland is going to expand more, which is why I selected that. Francis is a busy street and would be a key connection.
Areas that I frequent
Not needed along Division. Keep it as is.
Major intersection
The south couplet is the closet to downtown Spokane. It makes sense for rail transport, air transport, and quick access to interstate commerce.
Transit is dangerous, we don't use it.
Transit is a waste of resources, scrap the busses and
The south couplet makes the most sense to due its proximity to educational, and recreational facilities. This location is the closet to rail and air transport with quick access to interstate commerce.
These tend to be some of the most used areas currently and likely will remain so.
The South Couplet, with its proximity to stadiums, education centers, and recreation. It's essentially an extension of Downtown Spokane. Its makes sense for any urban redevelopment.

Northtown and Rowan have a lot of job and shopping traffic. Francis and Lyons are densely populated and need better transit and pedestrian infrastructure.
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
I think anything between the Y and downtown should be prioritized. North of there it is more suburban and will probably not get utilized as heavily. Garland to Downtown is especially important.
These are node areas I would benefit from most in improvements due to my current transit patterns and use.
We are in the midst of a housing crisis, the financial and environmental costs of driving a car continue to increase, and our reliance on car-centric infrastructure drives our local governments ever-closer to financial ruin. Dense, walkable, mixed-use areas of cities are repeatedly proven to be the most economically productive in terms of tax revenue generated per land area. Strip malls, drive throughs, and big box stores with massive surface parking lots are on the opposite end of economic productivity, and are ubiquitous along Division.
Yes it's a waste of money just like how that Zipline city put in what a waste. I can honestly say Spokane is worse than Los Angeles and I lived there for 25 years
High population of commuters
The 395 corridor from North to I90 needs to be completed before you screw up our route to work. 395 corridor will decrease my drive time by 20mins and the wear and on Division and on my car with potholes
The light at that intersection needs a turn arrow. Have seen accident there and I have lost count of how many times I have almost been hit from a car trying to turn left.
All nodes are important as they serve as neighborhood retail centers. However, several nodes should receive the highest priority: 1) The South Couplet should definitely be the highest priority as it is near the U-District, Sports Venues, and downtown. Lots of great opportunity for denser housing and diverse uses in dining, retail, lodging, etc. It's also near a lot of transit connections with other STA routes and connections with trails, etc. 2) Rowan and Northtown are also obvious nodes to prioritize due to the level of activity and diverse uses. Lots of surface parking lots for TOD development potential. 3) Lincoln/Cascade and Francis/Lyons represent a lot of potential with the amount of surface parking that could be redeveloped. However, one challenge they have for being desired living places is that they are not really near any existing recreational opportunities; parks should be included in any master plan for these two nodes.
This is a bad project!! Please cancel this ridiculous use of hard earned taxpayer dollars!!
These areas need help

<p>The nodes set out are nonsensical. Spokane needs an elevated train\tram system that runs north south in order to cut down congestion. Couple that with a bus network that circulates east-west through residential "nodes" and you have a mass transit system that is easy to navigate and easy to use.</p>
<p>I believe that access to public transit should be available to everyone regardless of where in the city they live/work. Each of the areas identified so be considered a priority.</p>
<p>I think everyone would benefit from increased access to public transportation</p>
<p>We don't need any more buses or bike lanes on division. It is crowded enough.</p>
<p>I think between Downtown and Francis should be prioritized as the core of Division Street.</p>
<p>Areas that are already commercial</p>
<p>I think busses are mostly empty and there is good reason for that. Spokane would be more public transit friendly when the homeless population lowers or is nearly gone. However there are still students that chose to use public or alternative transit. I think Spokane can (if that really necessary to spend money on) look at the Gonzaga area for redevelopment. Again I don't think public transit will solve anything at all, but to answer this question specifically, the Gonzaga area would benefit more from this. Really if any of these locations are redeveloped and lanes are taken away, it will cause more traffic and chaos for most people that travel on Division</p>
<p>Not many people use transit stations. Spokane drives.</p>
<p>The areas I marked are the spots that I do most of my shopping went I'm on Division. I do very little shopping around the Lincoln/Cascade area.</p>
<p>That's where I live and Shop</p>
<p>Better lighting</p>
<p>The city needs as much mass transit support as possible with safe places to wait.</p>
<p>South Couplet: proximity to university campuses and connection to E Mission</p> <p>Garland/Empire: because I want this neighborhood to develop and thrive, and hopefully good transit could help enable that!</p> <p>Northtown: because I have hopes that Northtown could transition to other types of uses in the future (not just retail) - whether that's coworking spaces, business hub, fulfillment centers, etc - and transit would be key to any of that.</p>
<p>I dont know about the other neighborhoods but a rapid transit from the south end of the city to north town mall would be useful.</p>
<p>only area of concentrated shopping</p>
<p>Both have reasonable foot traffic and popular businesses.</p>
<p>Everywhere along this route should be upzoned</p>
<p>It seems reasonable to focus on the locations near colleges and major parks.</p>
<p>This is the area I believe needs attention. I have lived in my home for 28 years and this is needed</p>

I work with people who need to bus to Geiger Correction Center weekly. Not interested in hangouts by parks or malls, but by housing/apartment buildings.
most likely to use.
Things become less congruent as one goes north..high concentration of bus riders has exploded on the north side
The nodes near downtown are good because more people living closer to downtown is better, and the other nodes are good because they have good w-e connections.
Hubs between east and west and where 2 directions in the far north business area.
The South Couplet and the North Couplet are the nodes with a large number of vacant lots that could be developed with housing. The others have considerably less open ground to be developed close to Division.
The South Couplet area is a priority as a work center, proximity to downtown, Centennial Trail, Riverfront Park. While my home is not here, much of my work, shopping and recreation already is. Biking is my primary mode of travel 9 months of the year and the facilities are great except on division.
Everything between the Y and Northtown feels unimportant in comparison to those two. Garland as well. The big points to me are South + north couplet, Northtown, the Y and Whitworth.
Garland/Empire
None - leave Division alone.
Ones I would most likely use
I believe Whitworth and Mead should be better serviced. to bring more commuters to the City of Spokane
need left turn signal for Lyons
These areas regularly seem congested.
We need as many places to get on & off and make transfers
I know these two areas better than the others .
TRAFFIC ON DIVISION IS INCREASING WITH THE GROWTH OF OUR CITY. WE NEED TO HAVE THE TRAFFIC FLOW BUT NOT WITH RACING. ALSO, AT NIGHT THE RACING UP AND DOWN DIVISION NEEDS TO COME TO A STOP! WE LIVE 3 BLOCKS AWAY AND YOU CAN HEAR IT ALL NIGHT LONG. INCOME FOR THE CITY WITH INCREASE TICKETS BEING GIVEN OUT.
College areas, livability
None
I feel like the mid north side routes would be most useful
These seem to be the most utilized areas of the city.
Just stop a few times a week.
All of these areas should be addressed as traffic overflows from Division into the major NORTH/SOUTH ARTERIALS.
It all needs a face lift.
These are areas I frequent.

The nodes I selected make most sense given the scope of the project.
This is where visitors enter town. It's ugly and full of unhoused people. It needs to be a shining example of our city. Also, it gets backed up pretty badly.
They seem to be popular starting and destination points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
The North and South Couplets are the closest to Gonzaga, and commuting to the university from other parts of the city can be difficult.
high traffic areas. driving at night to a restaurant once I plowed into the meridian trying to get into a turn lane so difficult with oncoming traffic and lights from cars. it was scary and people drive too fast!
Unknow what a node is. Is it off to the side of the steet or do they impede the flow of traffic?
These are the areas of Division Street with constant traffic
All of these are important and should include connections with other routes
The north side of Spokane is already so overwhelmed and they're looking at reducing traffic capacity The last thing we need to do is add more housing with reducing traffic capacity by adding a bus lane and removing the lane of traffic
I rarely go to the south couplet
There is nothing wrong with division besides people driving too fast. But that is every street.
Don't mess with this main thoroughfare. Any thing you do will only make it worse.
Dont use bus.
LEAVE DIVISION ALONE! STOP TAKING AWAY LANES WE ARE A CAR CITY
None of them. QUIT SPENDING MONEY ON SHIT.
There are few businesses out here do being able to get to other areas important
All those spots would be greatly served
Division should NOT run more slowly for any reason.
I believe Spokane needs to prioritize building itself up and not out. For economic and environmental reasons, areas closer to downtown should be prioritized. We should not be sprawling into sensitive lands on the outskirts.
Historic
Near my hiidrv
These nodes seem to have the most potential for development, given the number of empty or abandoned lots. The North Couplet node has quick access to a grocery store, the South Couplet is just a minute from downtown, and the Garland/Empire node has lots of accessible green space. By keeping development clustered, it would also hopefully improve density rather than disperse things too much. I think the Division corridor could use some significant human-scale architecture along its whole length, but let's start at this end and see where it takes us.

<p>I don't think you need to slow traffic on division and just leave it alone. There is enough congestion during the day we don't need the streets to be made smaller.</p>
<p>I left someone checked so the others would be more of a higher priority focus.</p>
<p>Traffic on Division is already terrible. Placing more transit stations will hinder drivers even more.</p>
<p>It will only be effective transit oriented development if all nodes are prioritized. A fragmented system is not a system. Also, the node labeled THEY on the map is not listed in the options. Also, there should be effective infrastructure for pedestrian and bicyclist safety to ensure the transit system accommodates other modes of transit. A park and ride at the north end of town may help to get people out of their cars and encourage utilization of public transit.</p>
<p>These are places I end up a lot</p>
<p>The Garland neighborhood as a destination makes it seem like a good choice. And the proximity to the hospital makes Rowan seem like a good choice.</p>
<p>There are already plenty of buses, bus stops. We do not need to further interrupt/impepe traffic flow .</p>
<p>We want the quickest way to go through the city without stopping. We didn't plan to work so far away from our home. Unfortunate, the City only wants to make our commute harder.</p> <p>Thank the lord we will be retiring soon.</p> <p>This too over the top agenda to force cars out of the City is misguided, because of one huge problem the CITY ignores its citizens and has demonstrated a desire to force people, those who are actual taxpayers who help the city, into accepting the City plans. And the city seems to prioritize the homeless, who make our city worse, and not we, the taxpayers who make the city better.</p>
<p>Those left unmarked may lack a true focus point for a node and may have fewer opportunity sites for TOD developments.</p>
<p>All these areas are congested, lights, cars, buses . The lights s are the worst problem. There is no flow of traffic. Also affects air pollution!</p>

NODE PRIORITY WITHIN SPOKANE COUNTY

Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.

There are some traffic challenges with the Y, namely getting across using that little road behind the Rosours. Poor thing.

Mead: Parking lots and mini storage should be replaced with housing to support the existing commercial with fewer/shorter trips

Northgate: vacant land makes dense transit supportive development easier. With meadworks from greenstone, there will be new housing developed. There are opportunities to buffer between the low scale residential and Newport Highway with dense multiuse development

More is developing there.

Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.

don't understand what nodes do so can't comment

Improve traffic flow.

Most needed area

Getting people

From up north to feed downtown and northtown quickly

Same as above

I don't live up that way so not sure what the needs are

Those areas have the most need for BRT

I think all of these areas could use better access and they're busy areas

NO MORE MONEY ON BUSES

The Y and Whitworth have a lot of college kids that need public transportation

same as above

the y is a big intersection and whitworth generates a lot of college student traffic

Heavy traffic

See above

I don't want extensive building in rural areas. I want downtown to be nurtured

I wouldn't personally benefit very often from transit that far north

Same as top answer

continued growth in the North, busy area

I do not spend enough time in this section of town to offer useful insight.

no opinion

Whitworth has value but outside of the private college, I do not feel it warrants empathize over the Y, Mead, and Northgate. Strong connections in the Y or up N Newport Highway has stronger impact on destinations and shopping, feel there are more alternative options to Withworth anyway if the Y and Mead are well connected.

People who live in the Spokane County Limits area do not use the bus system and this will not change just because you add more stops. Taking away a lane to give to just

buses in this area will cause detrimental actions to the traffic. This is especially going to be an issue on the areas where division is only tow lanes each way currently. People in this area will not use the new freeway to get around for school/shopping/activites etc. You can't force people to ride the buses just because you think it is a good idea. The buses in the area will drive around empty and just waste tax payer money
The Y is a bit chaotic with dangerous foot/stroller/ bike crossings for riders.
I don't see any location that needs to be a priority.
So much of this area is student housing. Students would be eager for this area to be more walkable.
I dont have any skin in the game for this, but more bus routes and a new vision like monroe would revitalize these areas
The Y should not be a priority due to the inherint nature of the large amount of cars making safe, comfortable crossings difficult. Whitworth should have better development because students often do not have a car. Mead area has truly horrendous development patterns and Northgate has the opportunity to be developed to prioritize transit, as opposed to already being developed,
A transit center with abundant parking for POV drivers driving in from north Spokane County to transition onto STA buses to finish their commute. This would decongest city arterials, save gas and promote cleaner air.
proximity to veterinarian
Again, listen to the people of Spokane. Stop this needless waste of money and resources to try to turn Spokane into a 15 minute city. It is not wanted.
I do not believe the bus system is this important. I can see that you have a lot more need for it in the poorer sections of town. Mead and Northgate are not even a thought. Probably because it is outside the city??
High number of individuals going to H Whitworth for school, students rely more on public transportation. Mead seems to be an area that the city could better support further growth and development for the people that live in North Spokane.
My reasoning is the same as above. TSA doesn't run 24 hours, there's no need to increase anything on A HIGHWAY.
Unnecessary project.
I think Mead would be great for commuters who need to get to school, especially if commuting from there to Cheney or the other two universities within Spokane. I think The Y is also a good place to have transit priority because of the business boom over there. I think many people over there may end up using the bus to commute to work.
I can't weigh in on these as I don't typically go to these areas.
Not needed along Division. Keep it as is.
Additional transit and stops needed here, lots of riders who take busses to work or shop
The city of Spokane voted for a rapid transit system not the county. While there are park and ride facilities and bus stops north of Spokane these are used less and not favored by the residents.
I think prioritizing transit is bad utilization of resources.

The rapid bus transit system was requested by voters in the city of Spokane. Spokane county residents are not interested in the system. This should remain within the confines of the Spokane city limits.
The Y area needs to have the pedestrian crossing addressed, and given growth of the area, it is indeed warranted.
The voters of the City Of Spokane voted for the rapid transit bus line not the voters of Spokane County. It does not make sense to expand the line to an area where its less likely to be used.
The y is a nightmare for anyone outside of a car. Do anything you can
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
Any and all focus into the outlying areas of spoke I believe is beneficial to support the ongoing growth and to get ahead of any developments. Additionally, expanding service and making areas more accessable 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.
Lots of people use this area
Finish 395 to I90 so you are not messing with our commute to hospital daily
All four nodes are important: 1) The Y is a no-brainer as it is the intersection of two major highways, and has a pre-existing diversity of services (grocery, hardware, dining, healthcare to too far from it at Northpointe, etc.) 2) Whitworth should be a priority because there is a pre-existing diversity with student population as well as the Rockwood retirement facility, North Spokane Library, etc. 3) Northgate provides a very good opportunity (and blank canvas) to craft the ultimate TOD with the Mead Works development, future MultiCare development, Costco, etc.
This is a bad project!! Please cancel this ridiculous use of hard earned tax payers dollars!!
These areas are growing
As stated above.
Same response as above.
People in these areas currently don't have enough access to transit which causes car dependency and diminishes mental well-being and community health
We don't need any more buses or bikes on division.It is slow enough
The Y and Whitworth would have the best destinations to plan around, and also the most transit-supportive. I don't see Mead as being transit-supportive.
best where it is commercial
I don't see a need to look at these locations, whitworth could have been a potential. But they already have a bus system and the roads there are already well developed for walking/biking. However I will say, if these locations are redeveloped and lanes are taken

away, it will cause more traffic and chaos for most people that live and commute on the north side
I occasionally use shops around the Y and Northgate so those are a higher priority for me.
Common shopping
Why are you steering this survey to what you want to hear?
It's a justice issue for all to be able to safely and affordable access these stores and areas.
Ticked all because reducing as much vehicle traffic on Division would be the best long term strategy, in my opinion - so whichever nodes will be most effective in reducing vehicle journeys would be my preference.
I dont go up there much so dont know
its the northern extremity of access
Very seldom travel to these areas.
Everywhere along this route should be upzoned
It seems reasonable to focus on the locations near colleges, high schools and major parks.
These areas are confusing, very busy, and needs attention
I need people to get to their grocery stores and doctors on a weekly basis by bus. Currently some are having to take taxis.
most likely to use.
Same as above
None, we shouldn't be focusing development that far from the center of the city.
Main businesses here
The only two couplets of these that I am familiar with are the Y and Whitworth. The Y already has a kind of bleak, industrial look to it and would not be spoiled by more building. For aesthetic reasons, I would prefer to see Whitworth retain as much of its campus character as possible, but there has been recent construction of apartment buildings near it.
There are a lot of important businesses and community resources here, but the travel to/from is terrible. Outside of a car it is near impossible. I hate going here but often have to.
Costco would be the only reason to have a connection to Northgate, and Mead is also quite far north. Many Whitworth students, particularly freshman, without cars could use that connection.
None - leave Division alone
Don't apply to me
We need as many places to get on & off and make transfers
The population continues to move north so I think we should focus on the northernmost area in hopes that we will connect with northern commuters
All these are busy areas.
I DO NOT BELIEVE MEAD AREA IS A PROBLEM
College areas, livability

None
These areas are frequently congested.
We need to expand these areas as well for the students and to make it easier and more efficient to get to the Y and mead.
It all needs infrastructure help.
These are areas I requent.
The nodes I selected make most sense given the scope of the project.
Weird intersection
I believe they are the busiest points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
Traffic getting to Whitworth from downtown can mean it takes a long time.
college campus, the Y is also so busy scary to get into correct lane if you don't drive there often.
Is it possible to encourage residents of these Northern Communities to use public transportation and reduce traffic?
All are important and good access is really desirable
We need more roads to accommodate higher volumes of housing if we're going to reduce roads we're going to have to actually reduce housing to allow for the traffic to account for it
I rarely go to Mead
You are trying to fix things that aren't broken. Leave it be. We're not taking the bus.
Dont use bus
STOP WASTING MONEY TO MAKE IT HARDER ON COMMUTERS! JUST STOP!
Thier is a budget short fall QUIT QUIT QUIT
College students at W U need to be able to access . The Y gets busy
need to focus on areas in town not further out. they Y is already destination.
The Y and Whitworth would serve populations that need support and are often undersupported, especially students. Mead has been hostile to transit in the past. Northgate isn't built yet so it's unclear what its needs might be to me.
I think any slowing of Division is a bad idea
Same as above. Encourage people to live with less environmental impact on our surrounding areas.
Affects me
I shop there and it's near my house
The Y is *by far* the least pedestrian-friendly part of the corridor. The message it sends right now is: if you're not in a car, you do not belong there. Given its proximity to an elementary school, a grocery store, and lots of existing shops (even if they're not very walkable), reigning in the Y and redeveloping it for multimodal transportation would be a win for everyone. I also selected the Mead node over Northgate because I think we should be fostering infill where we can, and limiting development sprawl, even if it's on a transit corridor. Putting people a million miles from anything else and adding a bus stop

is not a sound practice. It just makes everyone living there more transit-dependent (whether that's bus or, more likely, car). While I also think the Whitworth node is worth pursuing, Mead has better proximity to amenities.

Speaking of infill, when is anything ever going to be done with that huge tract of land immediately north of the Deaconess North Emergency Center?

This area really needs an upgrade and needs to be more pedestrian friendly.

See my comments above.

North gate is awful. Would just love to see it improved even a little

I believe less money should be spent. Our winters and lack of snow removal on sidewalks and side streets make use of transit very unappealing and inaccessible. This is a waste of taxpayer dollars

There's a lot of housing around there, as well as shopping.

There are already plenty of buses, bus stops. We do not need to further interrupt/impede traffic flow .

You need to coordinate with the county. Is the city committed to the N/S corridor completion or not ?

And what will the city and county and state do to address the problem with I-90 ? Is near capacity now. Got any great ideas to add capacity to I-90 ?

Same reasons as above

See explanation above.

I do not know what Northgate is.

COMMUNITY VISION AND GOALS

Are there other goals that you would like this project to focus on?

Prioritize green space! We need trees on division!

not taking driver safety into consideration

Like to see a mix of retailers similar to Kendal Yards. We bicycle and walk there frequently- every other week.

None of these.

Billboards should be banned in these areas, and signage of businesses should be at ground level. It would clean up the views along Division St tremendously.

Make it easier for the most common person to have an easier more convenient life

Faster transportation and giving public transit a more positive vibe so that people don't think of it as a last resort.

Small starter houses for \$100,000 or less

Need more dog parks and regular parks

More green spaces—more trees, more beauty. Division is such an eyesore. I avoid it as much as possible. It's basically a giant parking lot with a street going through it. Awful.

Focus on supporting private vehicles. It is too cold in the winter for a lot of pedestrian traffic.

Bike lanes & racks as well as walkable destinations

Reducing car dependency and hopefully reducing the level of pedestrian injuries and fatalities.

Get ride of the one way with ruby and division. To many people speeding and hard to cross over to businesses.

This project should be implemented with sensitivity to the probable significant changes to the corridor as the NSC removes traffic from other north/south corridors, and with enough flexibility to respond to changing needs.

Mixed use is the most active at all hours of the day. this offers the best chance of safety and security

Not making bus only lanes and taking lanes away from cars.

Mobility, access and safety are priorities.

Use of autonomous buses to increase throughput and portability. I think they can work like marshrutkas in the soviet countries. I lived there for a while and used the system. It would work great with autonomous buses.

<https://en.wikipedia.org/wiki/Marshrutka>

Edible landscape, male trees create too much pollen with nowhere to go. Why not create shade and provide something edible for the community.

Keep Division moving and not clogged up by the buses. Have turnouts for the buses. Have covered stops. Add more trees & buses along the roads to absorb all the co2, make oxygen, and helps keep the heat down on the surface during the warm months.

Avoiding out pricing existing residents as much as possible

Safer crosswalks

Do not limit transportation by cars on Division. Most of the people who use this street do not live right alongside the street. Your vision for changing it into a corridor for a few at the expense of the many is shortsighted.
Keep traffic moving. Seems like the smart goal. Why add more obstacles?
Yes Spokanes Heritage
Ensuring cross walks are well marked, such as where Olive turns onto Division- as this particular turn is dangerous with the reduction of lanes on Division, and limited eyeline sight due to the bridge.
Vehicle traffic moving faster through town.
Walkable locations are a great idea. I want to not have to drive my car everywhere.
Physical speed control. I think speed cushions by the new crosswalks (like by Longfellow) to control the speed of cars would be great in helping the street feel safe.
Sidewalks need to be installed along Mayfair from Fairview to Wellesley. Many blocks don't have sidewalks. Dangerous for pedestrians.
Not needed along Division. Keep it as is.
Making division more safe for pedestrians
Stop narrowing streets. It is not calming. It creates nothing but tension on congestion. It actually creates danger for emergency services and large vehicles.
Safer crosswalks. Great transit doesn't matter if people can't safely get to stops.
Improve traffic flow
Better bike connectivity around Division. Biking to the grocery would be great but crossing division and riding north on the road is currently impossible.
Safety of mixed traffic. Less pedestrians getting hit by cars
No I don't like the idea of the project unless you finish the 395 corridor that will decrease the congestion on Division
This project should be cancelled!!
It would be lovely to see the entire area shift from car-centric to people-centric. But, I realize that might not be popular and would also take a long time to develop. I think communal spaces and affordable housing are the most important.
Increase walkability and community building
Moving traffic from place to place is what a road is for why don't we use it for that?
Redevelop parking lots along Division to make it vibrant and active. More people over cars.
Pave streets and alleys before doing anything else. It's shameful and ridiculous that Spokane has unpaved and improperly unlit streets and alleys.
Bike lane and safety. Interesting, walkable shopping areas with mixed use. Destinations. Free parking (that's the problem with downtown)
None of these your wasting money on things that to need to be fixed meanwhile there are miles and miles of on paved roads and tons of potholes that should be taking care of first!
Take the fences down.
Walkability

Form part of a network of walkable neighborhoods, so people can fulfill their daily needs without needing to use private cars to go elsewhere.
Safety; homeless and drug users off the public streets so all of us who work, pay taxes and who are healthy can enjoy them.
leave it alone
I would like to see the downtown area as a walking shopping. Cars would park outside this area with maybe a shuttle to a drop off point for shopping.
What I love about this question is that all of the above are possible, given enough density.
HOUSING AFFORDABLE/NEED REGULATIONS
Business-friendly planning. Make it affordable to start a business (less regulations). Less focused on left-wing agendas
Just get us out of the 1970s long ass ugly corridors from hell with no where nice to sit or walk
There should be less offered to automobiles since most people won't be able to afford one much longer... even if used.
None - Leave Division alone. It is a massive thoroughfare and you keep reducing lanes on other roads when the traffic keeps getting worse.
leave Division at the same number of lanes. The North South freeway is not going to siphon off the amount of traffic you think it is.
RAPID TRANSIT GET THE BUSES OFF OF DIVISION!
Affordable condos in the 4-500k range, grocery shopping
Keep the parks
Clean it up!! It's extremely dirty.
Maintaining areas and intersections free of homeless people asking for money and leaving a lot of garbage everywhere.
Smooth traffic flow.
All of this is important
Revitalize the downtown area and make a plan to keep it safe so people can go there and enjoy the area again. Maybe give some tax breaks and bring businesses in to occupy the empty buildings.
I would also love to see the vacant buildings and lots along Division to be utilized by the city. Spokane has so much potential.
Less Affordable housing in Spokane. Send them to airway heights.
Don't forget about the disabled. Parking for handicapped needs to be a priority so they can enjoy the space as well.
Eliminate unhoused hangouts and camping. Move services and shelters elsewhere. Why invest if this is something that taxpayers in Spokane can't even use!
Move the traffic.
people being able to get around the city by public transit with minimal time investment
All of these goals would hurt these neighborhoods You would basically be taking away housing and road access for people who need that to get around making traffic worse I'm not sure why you're thinking about this projects It's like you don't even live in Spokane

Stop wasting my tax dollars!
STOP SPENDING MONEY
Jail the crackhead. Make the inmates clean the streets
Leave it alone
Traffic calming and safety for all.
Improving walkable neighborhoods to increase health of our residents.
tired of all the affordable home words. non of these are affordable
All of these goals are great! I also wonder how the transitions between the corridor and the surrounding areas will work - what good is accessibility if there aren't safe sidewalks on the next block?
Quick travel
Tax the places that close so that owners suffer to leave things shuttered, but I don't want Division slowed down.
Minimize disruption--wait until the future 395 is fully open!
Leaving division street alone and don't slow traffic and do not take away driving lanes. Taking away lanes will only slow traffic.
I would like to see a different street chosen for this project.
My dream is of a largely car-free area. Mixed use, encourages community, safe to walk and bike, attractive for tourists. Kind of like Pearl Street in Boulder.
I don't know if increasing mobility and accessibility includes general pedestrian safety; I think that's a top priority.
Stop impeding traffic flow, reduce traffic congestion, stop putting ridiculously large bike lanes everywhere that no one uses.
None of those represent my wants, I don't want division St narrowed for unused buses
Yes!!Spokane needs work to create an urban, accessible downtown and flow of traffic.
Reduce noise pollution from vehicles with illegal mufflers racing on Division. Slow things down.

LAND USE
Are there other types of uses that you would like to see along the corridor?
None
Small starter houses for \$100,000 or less
Need more parks on the northside!!
Allow single family units areas. Allowing multi-family everywhere leads to overcrowding, traffic and parking issues, just a mess in general. Too many neighbors do not always result in friendly neighborhoods.
Less parking lots
Bike trail, food truck spot for vendors. Maybe even a spot dedicated to events such as and market place.
Facilities that ease the mixing of transport modes at the transport nodes, e.g. bike parking, park 'n ride lots, etc.
Third places and useful community spaces with access for all is important.
Small grocery stores and corner stores are hard to come by but so nice to have near where you live or work. This would fall in the mixed-use category.
Take existing empty buildings to make a place to teach the homeless a useful trade job. Like cleaning up the litter to keep the city cleaner & caring for the plants to keep them green. In exchange for food or etc. they need to become a contributor to make out city better.
Art work such as sculptures and murals that relate to each communities/nodes historical identity.
Large areas for open concert venues
Travel
All of these cost money that we don't have. I hate to see more multi-family congestion. That's not what I want for families to live in here.
Keep it as is. A commercial corridor.
Less ugly strip malls.
I would like the city to stop playing God with development. It's expensive to implement, and creates unaffordability by setting unnatural requirements on private developers.
District 1 has a big population of people in the Rowan and Francis/Lyons area that utilize transit whose safety isn't prioritized by council members bingle and cathcart.
The market should decide
Recreation
Leave it as it is!! Don't spend \$200 million on this needless project? Have you lost your minds?
I doubt very much that the STA has any influence on land use. It's the responsibility of the transit authority to react to it's user base, not to dictate it. If we are basing land use from a transit aspect, things are going not progressing well
Public art and places where payment is not required to exist there

Put around about at the division y so people don't have to go through the neighborhood to get to walmart!!!! The traffic off of magnesium through that residential neighborhood is hundreds of cars per day right through a school zone
I think housing should be a priority, with supportive commercial amenities. I think we should enhance the parks already there and make them regional destinations for the Northside.
Paved and appropriately lit streets and alleys would be nice.
The Division corridor is so barren- it needs everything! It's ugly and I never stop any of those places except restaurants.
No low income housing anywhere and maybe some retail/ residential mixed use but no more low income housing at all!!! And add parking dont take it away!
Beautify it. something like the burke-gilman trail in Seattle for bikers and walkers.
i would like to see less vacant land that is an eye soar
How about free parking downtown for electric vehicles and motorcycles. Will cut down both pollution and parking spaces.
Explicitly not single-family homes. But multifamily should not exclusively be built on the corridor itself -- we should be sheltering our housing from the pollution of the corridor.
Places to sit
It's difficult to say. I'm not sure.
Turn dead malls and commercial lots into MAHA centers
No
Smart retail, not big box stores with giant parking lots
A personal dream of mine is for Spokane to get another, affordable, ice rink.
Business
RECREATION CENTERS THAT ARE OPEN TO ALL CITIZENS OF SPOKANE AT A FREE OR REDUCED FEE NOT LIKE THE GYMS YOU PAY FOR A MEMBERSHIP FEE THAT IS SO HIGH IN COST. WE PAY TAXES. LOOK AT SBOHOMISH COUNTY PARKS/REC CENTERS
Family oriented spaces that are safe and inviting.
The empty buildings and lots filled up as well.
I think a mix of housing with places to walk to like parks, libraries and stores would be nice.
I'd love to see a long boardwalk along the Spokane River (similar to how Osprey's restaurant did, but much longer and connected)
Use should depend on the environment, e.g., pockets of commercial close to but not replacing residential.
We need our roads fixed so we can get to and from work and two and from the store without dying We don't need all this other fancy stuff
It is not broken. Don't "fix" it.
SPEND LESS
Need more places to eat out past whitworth
"More of" in GENERAL is NOT "more of" on Division. A very bad question.
More of all of the above, and a LOT less parking.

A long greenway !! A streetcar system!!

Is it the City's place to decide what people want ? What people will get ? To force your vision on the Citizens ?

Who choose the categories ?

Community services

Cater to people's needs who live in & use the area.

Temporary emergency shelter for unhoused people.

MOBILITY: HOW DO YOU CURRENTLY TRAVEL?

If you selected other, please describe how you currently travel along Division Street.

It would be terrifying to do anything but

N/A

Unfortunately, walking is so insecure and not pleasurable . I do take Transit now a bit more: with schedule to be more frequent but to get to the bus stop: need to make a big loop to cross the street or stand right next to the road at the bus stop risking to be splashed w/dirty water or dust/exhost from the passing cars. I would like to start biking once it is made safe

I prefer to use my bicycle for transport, but Division is not currently a corridor that any sane rider would use.

Transit, walk, drive

I drive currently, but that's because it is not very pedestrian friendly.

I usually avoid division due to poorly managed traffic flow

Stay away from it

This street already has too much traffic! Reducing lanes is pure insanity. The new freeway capacity will be offset by the increased population. Please for the love of humanity don't make it harder to drive in Spokane! I'm an avid biker and I would NEVER bike down Division or Ruby no matter how nice the bike lanes were. Don't you get that?

You cant ride a bike on division its a highway!

Occasionally paddleboard (consider water access below Division street bridge)

Leave Divison alone

Never the bus. Don't fix what isn't broken.

STOP MAKING MORE CONGESTION FOR CARS ENOUGH ALREADY

I walk or take transit only if I cannot drive (eg when my car is at the mechanic)

drive occasionally, but try to avoid, take the #28

MOBILITY: HOW WOULD YOU LIKE TO TRAVEL?

If you selected other, please describe how you would like to travel along Division Street.

We currently walk and bike Kendal Yards because of the mixed retail and park setting. We ride our bikes from top of South hill to Kendal Yards instead of driving. Love to see another corridor similar to this.

N/A

Too much crime to walk on the northside

please make frequent cross walks to be activated on demand (push button with light flashing when pedestrian is crossing)

Scooter

A Monorail system instead of buses from the freeway to wandermere shopping area

Trolley cars

Stop forcing public transportation

Safety of travel is not a conscious factor to how I travel.

People are going to drive their cars no matter what. Don't you get that? Why do you want to make it more difficult to drive?

Train\Tram

It's faster, more convenient, less reliant on anyone, will always be more comfortable

The buses are gross and mostly have smelly homelss people doing frugs!

there needs to be change at Division/Empire turn light on East/West as there is not a designated turn light and this causes delays and anger as people have to wait multiple lights especially when rush times

Its not walkable .. concrete is ugly and holds heat ..dumb plan since we expect nemesis and the throne of God star system to cause more extremes including up to 120° heat..weird everyone is so green but i dont think ive ever seen trees plants or even SHADE/ EXTREME WEATHER mitigation infrastructure ever..but you know keep paying millions for art reliefs on the north south fraud freeway..cuz that makes sense

Look, there are litterally hundreds of shops/restaurants on Division Street. And there are +/-40,000 people that live on either side of Division Street. NONE of those people are going to walk/bike/ride the bus to go shopping or dining. Taking out a full lane for a god dam bus lane is beyond stupid. Even with 'some' traffic reduction from the n-s freeway, Division street will be jammed with cars forever. Taking a lane away will do nothing but make traffic worse. For the love of god, pull your heads out of your asses and drop this stupid effn idea for bus only lanes on division.

A MONORAIL OR RAPID TRANSIT OF SOME KIND

I would use more public transit if STA offered more routes from the South Hill where I live to other parts of the city that doesn't require a transfer at the STA Plaza. Also, more regular routes. I believe they are only ~30 mins apart, and that is terrible for planning for work for example.

Spokane is not a "walking city" it was designed for Cars and Cars are how people move in Spokane. Accept it and move-on. I'm all for creating "walkable neighborhoods" like Kendall Yards, but division street is not "walkable" and is meant for cars.

LIKE 90% OF PEOPLE HERE LEAVE DIVISION ALONE

I would sell my car in a heartbeat if there were consistent, convenient, and safe alternatives.

Streetcar!!

Not a discussion until our city is safe.

WALKING IMPROVEMENTS

Are there additional enhancements that you think would improve the walkability along or to Division Street?

Again, keeping billboards out of the areas and putting signs at ground level would have an immediate impact.

Get rid of the homeless camps, crime and more...

have frequent crossing w/a push button to cross on demand; sidewalk/ bus lane: consider a shade solar roof along the corridor over that lane

Garland, wellseley

Traffic cameras and police actually ticketing! Cars are the issue. Pedestrians are dying. Once you add a camera specifically to the people who run the red when division turns into Browne, the city can make hundreds of thousands of dollars. Enforcement of current law is necessary

More frequent crossings of Division. And more things to do/interact with on the sidewalks (instead of just being sandwiched between the busy road and parking lots).

Have the downtown crossing signals be like the ones in downtown CDA. They tell the pedestrian when they can walk or wait with audio

Mobility needs and safety

I think a leading pedestrian interval would help. At any crosswalk without a car traffic signal, there should be some sort of speed table or bump to slow traffic down. Most sidewalks are also incredibly narrow considering how close they are to the traffic.

No, these suggestions are what we need indeed.

Division is a very loud and fast street - there needs to be a solution to improve the comfort level of a pedestrian walking along Division. Perhaps this is wider sidewalks, as well as vegetation to help buffer out the sound levels.

Lane reduction and ban cars during certain days to encourage more walking/transit/biking

Of the above - more frequent and safer crossing is by far the most important

maybe roundabouts to keep traffic flowing

Traffic calming—there is a lot of speeding, reckless driving, street racing, and flying turns (as well as off-street turns through corner gas stations) that making walking and biking there very dangerous.

Bump outs, lane width reduction and other things that make the street physically narrower and faster to cross.

Consider diagonal crosswalks at Main/Spokane Falls.

Personally I also like bike and ped facilities buffered by parking, if unbuffered is the only alternative.

Less garbage, homeless and drug use.

A safe place to park allowing easy access to the amenities in the area for people with disabilities to be able to get out of their cars and walk around with walkers and canes or use wheelchairs.

Remove unhoused people so it is safe to walk.

reduce the speed limit

Drop speed limits. It's not 1960 anymore when it was rural highway. Too many intersections and accesses for the current speeds.

Cut down on big box stores set acres away from the sidewalk and invest in building more human-scale architecture that brings store fronts and building entrances up to the sidewalk where pedestrians can easily access them.

Separate pedestrians from the street, street trees as buffers etc. Also, narrower streets lead to slower vehicle traffic, which reduces noise pollution and safety concerns for pedestrians. Anything that can be done to reduce the quantity of vehicles on the street would help to reduce exhaust and fumes.

Less traffic. More mixed use businesses on the street (cafes etc). Trees, nice places to be outside. Greenway. Public art.

BIKING IMPROVEMENTS

Are there additional enhancements that you think would improve the bikeability along, across, or on routes adjacent to Division Street?

shade solar roofs for bike lanes

Events, close street for biking once a week!

Traffic cameras. Bikes feel unsafe taking division because drivers are speeding and driving recklessly

Protected bike lanes! Non-motorized neighborhood paths would be amazing too!

Any bike route going further north from downtown would be helpful and connected routes - there are a ton of bike routes that just stop and dont connect

allow bikes on sidewalks

Take away lanes from cars. Build bike lanes at sidewalk level for better separation and include physical barriers.

Keep the Lime bikes/scooters available year round and invest in snow/ice clearing.

Bikes with pedestrians ok but not prefferable, bike lanes without physical barrier from cars, useless, cars drive on them any way.

Any improvement to bike infrastructure on this street is good. As far as I know, no bikes are permitted on this street, and any connecting paths I've seen just haven't been lucrative enough to use.

No, these are what we need.

Scale back street parking, especially along bike corridors and greenways. This winter the bike lane along Addison wasn't plowed because too many residents were parked on the street. It made a typically reliable and safe corridor much more dangerous for nondrivers on the east side.

Dedicate a lane currently used for cars to non motorized transportation

New bike lanes are a complete waste of money so many people say there going to ride more if there were only more bike lanes but then you never see more people riding bikes especially in the winter!

ride one block east or west and stay off the major busy road

Speed traps/cameras, speed displays (like the one on North Side of Maple St Bridge). Pavement marked lanes would only work if real vehicle speeds are dramatically reduced. The speed limit may be 30, but car travel often exceeds 45+.

The bike lanes off the roads they cause more traffic and make it worse and most of the time they're littered with junk debris and abandoned homeless camps and refuse And you can't ride on them anyways

Wide sidewalks for walking or short point to point bike travel. Access to bike lanes on close parallel bike routes/greenways.

If there was a safe path between my home and whitworth I would bike to work- too dangerous now

Bike stations at transit hubs for those who don't need or want to take their bike to their final destination.

Protected bike lane. Greenway.

East-west improvements across Division Street, especially at intersections.

TRANSIT IMPROVEMENTS

Are there additional enhancements that you think would improve riding the bus along Division Street?

Do all bus routes HAVE to go to the STA plaza? Some circulating routes, concentrically around downtown, may be useful to some.

Get rid of the lithium batteries! They are dangerous! If they crash, you can NOT put the fire out!

Get rid of all buses all together, they are waste of tax payer money and are generally always empty

change it to a monorail system

Special mobility needs

A center lane or lanes on division that is dedicated to transit walking and biking/ perhaps bring back commuter/light rail

I think it should be remembered that more stations doesn't mean better. The fewer stations there are, the faster and more reliable the route can be. So don't have too many stations.

Consider off hour on-demand service. Winter/adverse weather improvements to bus shelters and stops. Consider radiant heating at shelters.

more connections with east-west routes

Allow law enforcement to make our city safe.

Adding in express routes with limited stops

Free bike lockers at bus stops and/or park and rides

DRIVING IMPROVEMENTS

Are there additional enhancements that you think would improve driving along Division Street?

Do not reduce traffic flow on Division

There should be NO bus stops near or at intersections. They clog up traffic.

Need more roundabouts to slow the drag racing on Farwell/Hastings and Division

Get rid of buses all together and increase lanes for driving

add more trees

Shrink it (and all arterial roads) down to just one lane each direction between intersections. The extra travel lanes do nothing for capacity as intersections restrict flow anyways, and less merging conflicts would make everyone safer.

Car capacity is good but improve road safety conditions and car share programs are needed to help those who do not own a car have as many safe options as possible.

Time the lights so you don't have to go 40 up and down division to make it to the next light.

Make Olive to Division turn safer to ensure pedestrians are seen.

Raise the speed limit so travel on the highway is quicker. I don't see driving on the question below but that is my answer.

Make it a set speed for the whole length. About 40mph. 30 is too low.

Please do not make it more difficult to drive on Division and Ruby! Reducing lanes is not the answer!! People are going to drive their cars no matter what and nothing you do will ever change that.

Lane reduction

Put around about at the division. Y so people can get to Walmart without going through a residential neighborhood.

None of they above you keep screwing things up that already are working for your 15 mon city green deal agenda!!!

There are so many potholes it has done damage to my vehicle. I have the potholes memorized at this point. Some of the manhole covers as essentially potholes as well.

Either more cops or tickets as Division is not safe, to many people are running red lights and putting others in danger.

Fewer but more efficient transitions between Division, side streets and retail. You could take out more than half the curb cuts and enforce better access between adjacent businesses and from side streets.

Leave Division alone - need more lanes not less.

Repair of damaged road surfaces, and restructuring of older traffic signals on North division. Particularly around the Y and just south of the Y.

Separate lane for busses

round about

NEVER MAKE A DEDICATED BUS OR CARPOOL LANE. DO NOT ADD BUMP OUTS TO DIVISION.

reduce number of lanes and (eventually) direct most through traffic to new 395 (north-south freeway corridor) to make Division more of a city street than a state highway.

Send the buses down some other street, and/or have full pullouts.

Finishing the freeway is going to make for huge improvements to Division Street. In the meantime, leave well enough alone!

The more we can do to make alternate modes of transportation more convenient/desirable, the better the driving experience will be. The less people contributing to congestion in single-occupancy-vehicles, the better experience it will be for those who continue to drive.

Support law enforcement to make our city safe.

More travel lanes, not less, stop wasting road space with the ridiculously oversized bike lanes that no one uses. Stop putting island, roundabouts and gardens on the roadways. These things only further complicate congestion.

The median blocking turns isn't intuitive and I think a "Michigan-left" system would be safer. A lot of people U turn at lights

Make Divison a faster route for cars and trucks to get thru the City to I-90 and points east and west.

GENERAL COMMENTS

Do you have additional ideas or comments you would like to share?

Trees please!

When do we start?

Please do not reduce traffic flow on Division or any other streets. The people do not want this.

Stop building apartments that cost as much as mortgage to rent! WE need condos so people can have ownership!!! There is NO affordable housing in Spokane anymore! What happened to \$500 a month rent?????!!!

please make it greener!

Development cannot happen unless you enforce the law now. Traffic cameras will be great to help Spokane's economy and increase pedestrian and bike access. If we build outside of the downtown corridor we are increasing car dependency.

This is great, but please don't forget about peripheral access. I could potentially use this if it were easier for me to get closer to Division from home.

Clean up the homeless and make public safety a priority. I want to take my Family out again, more frequently and feel like the city cares about our safety.

Calm traffic on division, reduce lanes to 3 max. add sidewalk and bike lanes, STA stops, loading/unloading zones, pedestrian refuge areas

Thank you for all the work planning and improving our city!

Thank you for making Spokane more walkable!

Plant fruit trees downtown and in parks so when they ripe, anyone can eat them.

Hopefully, we will get these improvements for pedestrians and transit users to make the city more easily walkable and car-free!

Yes but In private settings

I would love to see the downtown area cleaned up so I don't feel unsafe walking around my neighborhood.

We need this highway to be more like a highway.

I think being able to do this faster, without waiting for NSC to finish would help. I understand why that may be the case, but I worry about this getting delayed just like the freeway has been. I just really want more ways to control the speed. Speeding cameras, radar, bumps, tables, anything!

This is an exciting project! Thank you!

Keep it as is. It needs to be a commercial zoned corridor. No apartments. Sync up the signals to keep traffic moving.

No

You all very much know this, but for any of this to move forward, we need to first address our city's homeless problem.

Keep up the great work!

If you don't lose your federal funding because of Trump and DOGE. Finish the 395 corridor before you mess with the commute route of the rest of us that don't live in that

<p>general vicinity, but have no choice but to take division to get to work and taking public transportation is not an option for my commute.</p>
<p>Please cancel this project immediately and use these funds to make I 90 into 3 lanes each way between Barker and the State Line, that's a road that needs improvement. Division does not!</p>
<p>Light rail in the center of division with a protected bike "highway" would be a massive improvement</p>
<p>Put it round about at the north division wise so people can get to walmart without driving through the residential neighborhood and the school zone</p>
<p>The Division Corridor is NOT the place to try to add bike lanes.</p>
<p>Sto pwasting money on stupid crap that nobody will use fill the potholes and pave all the roads!!!</p>
<p>most busses are near empty and clog up the main arterials</p>
<p>Why is Division not more regulated as people speed and run red lights</p>
<p>Quit acting like regressive bought out retards</p>
<p>To make active and public transportation less dangerous and more pleasant, it is indispensable to start by controlling the irresponsible, reckless and outright scofflaw driving that is a major factor on Division.</p>
<p>Trent is another street in desperate need of attention, perhaps a weave lane.</p>
<p>Leave Divison alone - the citizen don't like all the lane reductions you are making.</p>
<p>Eventually connected Northgate to Market Street</p>
<p>Just keep it CLEAN. There is too much trash downtown.</p>
<p>Please address the homeless, drug use, garbage and unsafe conditions city wide.</p>
<p>It is a Highway, so traffic has to be maintained until other options are available.</p>
<p>Whatever you decide to do. Place make it beautiful and bring in new money and businesses. It's been fair too long.</p>
<p>Please do something about the unhoused population. They make driving unsafe and walking or biking so scary. Move their services!! I want to use downtown but do not feel safe. Why invest if we can't use our investment.</p>
<p>Improve traffic flow on Division. Do NOT reduce lanes. Green medians and beautification welcomed.</p>
<p>Please do not narrow Division Street. We already have to drive from the Spokane Valley along I90 and then head North on Division Street. We will not have the North South freeway for many years. We will stop supporting the businesses on Division if it's faster to drive to Post Falls or Coeur d'Alene.</p>
<p>I oppose anything that slows or impedes traffic on North Division Street. Don't make it worse than it is.</p>
<p>Make bus travel more affordable, preferably free! The percentage of revenues from fares is so small, maybe we could do without it and benefit if other ways from increased ridership.</p>
<p>Spokane needs to stop trying to be a big city and work with the systems and infrastructure it has in place</p>

Leave it be.
NO MORE ROAD DIETS!!!
START LISTENING TO THE PEOPLE INSTEAD OF ASKING FOR OUR INPUT AND THEN DOING WHAT YOU WANT ANYWAY.
Quit, spending, money
Actually listen to citizens!
Completion of the corridor connector needs to happen too!
stop road diet
Get the homeless away from Division
Division should stay fast for through-flow. I supported the Monroe "skinny street," but nothing that narrows Division or slows it.
Thank you for considering infrastructure to keep us cyclists safe. Bikes and buses get along well. You all rock.
Do not take away driving lanes on division for walking.
The fewer cars, the better this will be.
Businesses are moving. Our city will not progress until we focus on law and order.
Make this ASAP
NA
Would love more use of the back door payment option instead of the door closing when passengers get off
Thank you for all your hard work! Spokane is a lovely place to live because of the good work people like you do
Keep momentum moving for project. Emphasize how traffic will be reduced due to NSC.

Division Street TOD

City of Spokane

Appendix A: Open House and Pop-Up Results



Node Priority: Key Areas of Focus	What nodes could be considered priorities?										
	Nodes within the City of Spokane						Nodes within Spokane County				
	South Couplet	North Couplet	Garland/Empire	Northtown	Rowan	Francis /Lyons	Lincoln/ Cascade	The Y	Whitworth	Mead	Northgate
Event	Number of Dots Placed										
Workshop	3	2	5	6	6	1		3	1	3	4
Pop-Up Events	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	5	6	6	1	0	3	1	3	4

Dreaming Big: Our Community's Vision	Which best describes your vision and preferred goals for the Project?					
	Enhance Mobility and Accessibility	Support Mixed-Use and Infill Development	Create Inviting and Safe Public Plazas and Parks	Promote Sustainable Development	Foster Affordable Housing and Economic Opportunity for All	Share additional goals
Event	Number of Dots Placed					
Workshop	9	11	8	5	9	0
Pop-Up Events	0	0	0	0	0	0
Total	9	11	8	5	9	0

Building Tomorrow: Land Use Opportunity	Which types of land uses would you like to see more of?						
	Mixed-Use	Multi-Family	Affordable Housing	Office and Retail	Parks and Open Space	Community Amenities	Other
Event	Number of Dots Placed						
Workshop	10	4	7	7	8	6	0
Pop-Up Events	2	1	1	3	3	3	0
Total	12	5	8	10	11	9	0

Mobility: Connecting Our Future	How do you navigate along Division?							
	How do you usually travel?				How would you like to travel?			
	Walking	Biking	Transit	Driving	Walking	Biking	Transit	Driving
Event	Number of Dots Placed							
Workshop	3	0	3	11	5	7	6	2
Pop-Up Events	0	1	2	5	1	2	3	3
Total	3	1	5	16	6	9	9	5

Mobility: Connecting Our Future	What type of mobility improvements would you like to see, based on the nodes you previously selected?							
	Pedestrian Improvements							
	Wide and Unobstructed Sidewalks	Street and Pedestrian Lighting	New and More Frequent Crosswalks	More Seating and Rest Areas	Improve Existing Crosswalks	More Signs and Wayfinding	Street Trees for Shade and Traffic Calming	Improve Crossing Signals
Event	Number of Dots Placed							
Workshop	3	3	1	2	1	1	3	1
Pop-Up Events	3	2	3	2	4	0	7	3
Total	6	5	4	4	5	1	10	4

Mobility: Connecting Our Future	What type of mobility improvements would you like to see, based on the nodes you previously selected?							
	Transit Improvements							
	Upgrade Bus Waiting Areas	Improved Signal Timing to Reduce Delays	Bus Route Location Improvements	More Wayfinding and Passenger Info	More Frequent Bus Service	Bus Service that Covers More Times of Day	Dedicated Bus Lanes to Improve Traffic Speeds	On-Demand Transit Services
Event	Number of Dots Placed							
Workshop	2	0	3	1	5	7	4	1
Pop-Up Events	0	3	2	0	0	1	1	0
Total	2	3	5	1	5	8	5	1

Mobility: Connecting Our Future	What type of mobility improvements would you like to see, based on the nodes you previously selected?							
	Biking Improvements							
	Well-Connected Bike and Trail Facilities	Shared-use Paths for Bicyclists and Pedestrians	Improved Bbike Connections to Local Destinations	Improved Visibility and Protection at Intersections	Separated and Dedicated Bike Facilities	More Secure Bike Parking and Storage Options	Buffered Bike Facilities with Pavement Markings	"Micro mobility" Programs
Event	Number of Dots Placed							
Workshop	3	1	3	4	5	4	3	0
Pop-Up Events	1	1	2	1	7	2	1	0
Total	4	2	5	5	12	6	4	0

Mobility: Connecting Our Future	What type of mobility improvements would you like to see, based on the nodes you previously selected?					
	Driving Improvements					
	Synchronize Existing Traffic Signals	Manage Traffic Flow with Medians to Reduce Crashes	Improved Street Intersections	Availability of Car Share Programs	Manage Traffic Speeds for Safety of All Road Users	Options for Leadings and/or Pickup/Drop-off Areas
Event	Number of Dots Placed					
Workshop	0	4	2	3	3	1
Pop-Up Events	6	1	2	0	7	2
Total	6	5	4	3	10	3

Division Street TOD

City of Spokane



Appendix B: Open-Ended Comments

NODE PRIORITY WITHIN CITY OF SPOKANE
Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.
I think that there should be a balance between areas but also recognize that a lot of people need to drive their own vehicles or prefer to.
Areas closer to downtown should be prioritized. Garland is already experiencing significant growth and the nearby STA stops need lots of help.
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 would help make it more walkable and enjoyable for all residents and tourists!
South couplet: Between redevelopment potential and proximity to downtown and South Logan TOD/City Line, this should be a priority area. Northtown: While it would be nice to see redevelopment/reuse of this area, it may be a wasted effort. Alderwood Mall in Lynwood, WA is a good example of redevelopment of portions of a mall into housing. Rowan, Francis/Lyons, and Lincoln/Cascade: Oversized parking lots are calling for a better use. Rowan's proximity to the hospital, parks, and services make it a great node.
Near Holy Family
Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.
The entire project needs to address the noise from Division, especially during weekend evenings. 7 streets from division I can still hear loud vehicles even though I spent a fortune insulating my house and adding new windows
live on the northside
Improve bicycling that connects to the Spokane River
Leave it alone and don't reduce traffic flow on Division or any other streets. We have more traffic and all the reductions are making commutes longer creating more fuel waste and thus harming the environment.
Places most people in Spokane seem to be
Getting people to downtown and just outside of town would help with events downtown and shopping
Closer to the city core is what most visitors will see, so prioritizing those areas makes sense.

to make it easier for near north people to get downtown
The neighborhoods near existing areas where people use multimodal transit would be best, the ones that were left unchecked feel like a smaller priority.
These seem like high traffic areas for cars and people
None. We have spent a ton of money on new buses and new bus stops and we need to put funds in other places like streets, new parks, and improvements to bring businesses in. But we need to cut back on the money we give STA.
More people use public transportation in town more. Northside people do not want public transportation as they won't use it. Need Parks!
it is good to have access to the transit but also would be nice if the areas of transit were safe for pedestrians and bikers; currently the bus stops are practically on the narrow strip between the busy auto traffic and a wall of the business
always crowded
The roads I use most
Few people use the buses. Every time I get a chance to look there are less than 3 people on them.
Reduce sprawl
These are places I would personally benefit from most
All spots are hot spots for medical shopping groceries etc.
The northern nodes should be prioritized for their population centric nature, and the southern nodes for their commercial nature, the bus, of course, connects the two.
North Couplet is all automotive-centric businesses (beyond a few exceptions), feel more investment targeted to raise North Spokane areas up in general.
Francis/Lyons needs evaluation on scope of business. Folks shopping at Lowe's often would need their vehicles and trucks, not obvious to me if development potential here outweighs focusing on other obvious areas like Northgate and Mead)
There should not be expansion of the buses. Spokane is a driving community and taking away lanes from Division to create a lane for empty buses to use is not helpful to the community as a whole. You can't force people to do something that they do not want to do. Reducing lanes on Division will only cause more congestion.
With priority to the north couplet, these three are frequently used portions that need attention. The north hill especially.
I don't see any location that needs to be a priority.
South Couplet: Close to downtown, so there are already lots of pedestrians in this area. It would be great to make this area easier and safer to navigate as a pedestrian. Northtown: The mall is here, and the mall would be better off if it were a nicer place to be around generally.
Rowan: Already lots of people outside of cars at Franklin Park. It would be great to service them in being able to get around easier and safer to other nearby destinations.

Buses near colleges is best. As most students do not have a car. And near the Northtown mall.
Couplet locations due to proximity to downtown reducing travel times to downtown and the plaza. Rowan because the park there is a valuable asset that as many people as many people as possible should have access to. Francis and northtown because that area needs a change in development to improve unusually horrendous pedestrian amenities, and Northtown because of access to route 33, a future hpt corridor.
Gonzaga University housing and growth of the U. Infilling of vacant and deteriorating structures that need to be replaced.
proximity to home
You should leave division street alone. It is clear from the numerous comments on your Facebook page that most residents of Spokane do not want this change to Division.
Leave Division ALONE
Just areas I think there is a higher need, but it's speculation.
This is a highway that needs to reduce crossing foot traffic, raising crosswalks to cross above traffic is what's needed. We need to make this highway faster for traffic and make actual arterials the focus of this type of activity. We need at least one north/south road in the middle of town that's about vehicle travel. Monroe, Maple/Ash, and Freya can be used to increase TSA needs but vehicle travel in town needs one right of way that's built for vehicle traffic and less encouragement for foot traffic.
Unnecessary project.
Garland is growing and adding lots of housing.
South Couplets proximity to downtown, GU, and recreational activities makes this area a priority to me. I live by Northtown, and feel that the surrounding strip malls and the Northtown Mall could have higher traffic than other areas. I also feel like Garland is going to expand more, which is why I selected that. Francis is a busy street and would be a key connection.
Areas that I frequent
Not needed along Division. Keep it as is.
Major intersection
The south couplet is the closet to downtown Spokane. It makes sense for rail transport, air transport, and quick access to interstate commerce.
Transit is dangerous, we don't use it.
Transit is a waste of resources, scrap the busses and
The south couplet makes the most sense to due its proximity to educational, and recreational facilities. This location is the closet to rail and air transport with quick access to interstate commerce.
These tend to be some of the most used areas currently and likely will remain so.
The South Couplet, with its proximity to stadiums, education centers, and recreation. It's essentially an extension of Downtown Spokane. Its makes sense for any urban redevelopment.

Northtown and Rowan have a lot of job and shopping traffic. Francis and Lyons are densely populated and need better transit and pedestrian infrastructure.
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
I think anything between the Y and downtown should be prioritized. North of there it is more suburban and will probably not get utilized as heavily. Garland to Downtown is especially important.
These are node areas I would benefit from most in improvements due to my current transit patterns and use.
We are in the midst of a housing crisis, the financial and environmental costs of driving a car continue to increase, and our reliance on car-centric infrastructure drives our local governments ever-closer to financial ruin. Dense, walkable, mixed-use areas of cities are repeatedly proven to be the most economically productive in terms of tax revenue generated per land area. Strip malls, drive throughs, and big box stores with massive surface parking lots are on the opposite end of economic productivity, and are ubiquitous along Division.
Yes it's a waste of money just like how that Zipline city put in what a waste. I can honestly say Spokane is worse than Los Angeles and I lived there for 25 years
High population of commuters
The 395 corridor from North to I90 needs to be completed before you screw up our route to work. 395 corridor will decrease my drive time by 20mins and the wear and on Division and on my car with potholes
The light at that intersection needs a turn arrow. Have seen accident there and I have lost count of how many times I have almost been hit from a car trying to turn left.
All nodes are important as they serve as neighborhood retail centers. However, several nodes should receive the highest priority: 1) The South Couplet should definitely be the highest priority as it is near the U-District, Sports Venues, and downtown. Lots of great opportunity for denser housing and diverse uses in dining, retail, lodging, etc. It's also near a lot of transit connections with other STA routes and connections with trails, etc. 2) Rowan and Northtown are also obvious nodes to prioritize due to the level of activity and diverse uses. Lots of surface parking lots for TOD development potential. 3) Lincoln/Cascade and Francis/Lyons represent a lot of potential with the amount of surface parking that could be redeveloped. However, one challenge they have for being desired living places is that they are not really near any existing recreational opportunities; parks should be included in any master plan for these two nodes.
This is a bad project!! Please cancel this ridiculous use of hard earned taxpayer dollars!!
These areas need help

The nodes set out are nonsensical. Spokane needs an elevated train\tram system that runs north south in order to cut down congestion. Couple that with a bus network that circulates east-west through residential "nodes" and you have a mass transit system that is easy to navigate and easy to use.
I believe that access to public transit should be available to everyone regardless of where in the city they live/work. Each of the areas identified so be considered a priority.
I think everyone would benefit from increased access to public transportation
We don't need any more buses or bike lanes on division. It is crowded enough.
I think between Downtown and Francis should be prioritized as the core of Division Street.
Areas that are already commercial
I think busses are mostly empty and there is good reason for that. Spokane would be more public transit friendly when the homeless population lowers or is nearly gone. However there are still students that chose to use public or alternative transit. I think Spokane can (if that really necessary to spend money on) look at the Gonzaga area for redevelopment. Again I don't think public transit will solve anything at all, but to answer this question specifically, the Gonzaga area would benefit more from this. Really if any of these locations are redeveloped and lanes are taken away, it will cause more traffic and chaos for most people that travel on Division
Not many people use transit stations. Spokane drives.
The areas I marked are the spots that I do most of my shopping went I'm on Division. I do very little shopping around the Lincoln/Cascade area.
That's where I live and Shop
Better lighting
The city needs as much mass transit support as possible with safe places to wait.
South Couplet: proximity to university campuses and connection to E Mission Garland/Empire: because I want this neighborhood to develop and thrive, and hopefully good transit could help enable that! Northtown: because I have hopes that Northtown could transition to other types of uses in the future (not just retail) - whether that's coworking spaces, business hub, fulfillment centers, etc - and transit would be key to any of that.
I dont know about the other neighborhoods but a rapid transit from the south end of the city to north town mall would be useful.
only area of concentrated shopping
Both have reasonable foot traffic and popular businesses.
Everywhere along this route should be upzoned
It seems reasonable to focus on the locations near colleges and major parks.
This is the area I believe needs attention. I have lived in my home for 28 years and this is needed

I work with people who need to bus to Geiger Correction Center weekly. Not interested in hangouts by parks or malls, but by housing/apartment buildings.
most likely to use.
Things become less congruent as one goes north..high concentration of bus riders has exploded on the north side
The nodes near downtown are good because more people living closer to downtown is better, and the other nodes are good because they have good w-e connections.
Hubs between east and west and where 2 directions in the far north business area.
The South Couplet and the North Couplet are the nodes with a large number of vacant lots that could be developed with housing. The others have considerably less open ground to be developed close to Division.
The South Couplet area is a priority as a work center, proximity to downtown, Centennial Trail, Riverfront Park. While my home is not here, much of my work, shopping and recreation already is. Biking is my primary mode of travel 9 months of the year and the facilities are great except on division.
Everything between the Y and Northtown feels unimportant in comparison to those two. Garland as well. The big points to me are South + north couplet, Northtown, the Y and Whitworth.
Garland/Empire
None - leave Division alone.
Ones I would most likely use
I believe Whitworth and Mead should be better serviced. to bring more commuters to the City of Spokane
need left turn signal for Lyons
These areas regularly seem congested.
We need as many places to get on & off and make transfers
I know these two areas better than the others .
TRAFFIC ON DIVISION IS INCREASING WITH THE GROWTH OF OUR CITY. WE NEED TO HAVE THE TRAFFIC FLOW BUT NOT WITH RACING. ALSO, AT NIGHT THE RACING UP AND DOWN DIVISION NEEDS TO COME TO A STOP! WE LIVE 3 BLOCKS AWAY AND YOU CAN HEAR IT ALL NIGHT LONG. INCOME FOR THE CITY WITH INCREASE TICKETS BEING GIVEN OUT.
College areas, livability
None
I feel like the mid north side routes would be most useful
These seem to be the most utilized areas of the city.
Just stop a few times a week.
All of these areas should be addressed as traffic overflows from Division into the major NORTH/SOUTH ARTERIALS.
It all needs a face lift.
These are areas I frequent.

The nodes I selected make most sense given the scope of the project.
This is where visitors enter town. It's ugly and full of unhoused people. It needs to be a shining example of our city. Also, it gets backed up pretty badly.
They seem to be popular starting and destination points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
The North and South Couplets are the closest to Gonzaga, and commuting to the university from other parts of the city can be difficult.
high traffic areas. driving at night to a restaurant once I plowed into the meridian trying to get into a turn lane so difficult with oncoming traffic and lights from cars. it was scary and people drive too fast!
Unknow what a node is. Is it off to the side of the steet or do they impede the flow of traffic?
These are the areas of Division Street with constant traffic
All of these are important and should include connections with other routes
The north side of Spokane is already so overwhelmed and they're looking at reducing traffic capacity The last thing we need to do is add more housing with reducing traffic capacity by adding a bus lane and removing the lane of traffic
I rarely go to the south couplet
There is nothing wrong with division besides people driving too fast. But that is every street.
Don't mess with this main thoroughfare. Any thing you do will only make it worse.
Dont use bus.
LEAVE DIVISION ALONE! STOP TAKING AWAY LANES WE ARE A CAR CITY
None of them. QUIT SPENDING MONEY ON SHIT.
There are few businesses out here do being able to get to other areas important
All those spots would be greatly served
Division should NOT run more slowly for any reason.
I believe Spokane needs to prioritize building itself up and not out. For economic and environmental reasons, areas closer to downtown should be prioritized. We should not be sprawling into sensitive lands on the outskirts.
Historic
Near my hiidrv
These nodes seem to have the most potential for development, given the number of empty or abandoned lots. The North Couplet node has quick access to a grocery store, the South Couplet is just a minute from downtown, and the Garland/Empire node has lots of accessible green space. By keeping development clustered, it would also hopefully improve density rather than disperse things too much. I think the Division corridor could use some significant human-scale architecture along its whole length, but let's start at this end and see where it takes us.

<p>I don't think you need to slow traffic on division and just leave it alone. There is enough congestion during the day we don't need the streets to be made smaller.</p>
<p>I left someone checked so the others would be more of a higher priority focus.</p>
<p>Traffic on Division is already terrible. Placing more transit stations will hinder drivers even more.</p>
<p>It will only be effective transit oriented development if all nodes are prioritized. A fragmented system is not a system. Also, the node labeled THEY on the map is not listed in the options. Also, there should be effective infrastructure for pedestrian and bicyclist safety to ensure the transit system accommodates other modes of transit. A park and ride at the north end of town may help to get people out of their cars and encourage utilization of public transit.</p>
<p>These are places I end up a lot</p>
<p>The Garland neighborhood as a destination makes it seem like a good choice. And the proximity to the hospital makes Rowan seem like a good choice.</p>
<p>There are already plenty of buses, bus stops. We do not need to further interrupt/impepe traffic flow .</p>
<p>We want the quickest way to go through the city without stopping. We didn't plan to work so far away from our home. Unfortunate, the City only wants to make our commute harder.</p> <p>Thank the lord we will be retiring soon.</p> <p>This too over the top agenda to force cars out of the City is misguided, because of one huge problem the CITY ignores its citizens and has demonstrated a desire to force people, those who are actual taxpayers who help the city, into accepting the City plans. And the city seems to prioritize the homeless, who make our city worse, and not we, the taxpayers who make the city better.</p>
<p>Those left unmarked may lack a true focus point for a node and may have fewer opportunity sites for TOD developments.</p>
<p>All these areas are congested, lights, cars, buses . The lights s are the worst problem. There is no flow of traffic. Also affects air pollution!</p>

NODE PRIORITY WITHIN SPOKANE COUNTY

Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.

There are some traffic challenges with the Y, namely getting across using that little road behind the Rosours. Poor thing.

Mead: Parking lots and mini storage should be replaced with housing to support the existing commercial with fewer/shorter trips
Northgate: vacant land makes dense transit supportive development easier. With meadworks from greenstone, there will be new housing developed. There are opportunities to buffer between the low scale residential and Newport Highway with dense multiuse development

More is developing there.

Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.

don't understand what nodes do so can't comment

Improve traffic flow.

Most needed area

Getting people
From up north to feed downtown and northtown quickly

Same as above

I don't live up that way so not sure what the needs are

Those areas have the most need for BRT

I think all of these areas could use better access and they're busy areas

NO MORE MONEY ON BUSES

The Y and Whitworth have a lot of college kids that need public transportation

same as above

the y is a big intersection and whitworth generates a lot of college student traffic

Heavy traffic

See above

I don't want extensive building in rural areas. I want downtown to be nurtured

I wouldn't personally benefit very often from transit that far north

Same as top answer

continued growth in the North, busy area

I do not spend enough time in this section of town to offer useful insight.

no opinion

Whitworth has value but outside of the private college, I do not feel it warrants empathize over the Y, Mead, and Northgate. Strong connections in the Y or up N Newport Highway has stronger impact on destinations and shopping, feel there are more alternative options to Withworth anyway if the Y and Mead are well connected.

People who live in the Spokane County Limits area do not use the bus system and this will not change just because you add more stops. Taking away a lane to give to just

buses in this area will cause detrimental actions to the traffic. This is especially going to be an issue on the areas where division is only tow lanes each way currently. People in this area will not use the new freeway to get around for school/shopping/activites etc. You can't force people to ride the buses just because you think it is a good idea. The buses in the area will drive around empty and just waste tax payer money
The Y is a bit chaotic with dangerous foot/stroller/ bike crossings for riders.
I don't see any location that needs to be a priority.
So much of this area is student housing. Students would be eager for this area to be more walkable.
I dont have any skin in the game for this, but more bus routes and a new vision like monroe would revitalize these areas
The Y should not be a priority due to the inherint nature of the large amount of cars making safe, comfortable crossings difficult. Whitworth should have better development because students often do not have a car. Mead area has truly horrendous development patterns and Northgate has the opportunity to be developed to prioritize transit, as opposed to already being developed,
A transit center with abundant parking for POV drivers driving in from north Spokane County to transition onto STA buses to finish their commute. This would decongest city arterials, save gas and promote cleaner air.
proximity to veterinarian
Again, listen to the people of Spokane. Stop this needless waste of money and resources to try to turn Spokane into a 15 minute city. It is not wanted.
I do not believe the bus system is this important. I can see that you have a lot more need for it in the poorer sections of town. Mead and Northgate are not even a thought. Probably because it is outside the city??
High number of individuals going to H Whitworth for school, students rely more on public transportation. Mead seems to be an area that the city could better support further growth and development for the people that live in North Spokane.
My reasoning is the same as above. TSA doesn't run 24 hours, there's no need to increase anything on A HIGHWAY.
Unnecessary project.
I think Mead would be great for commuters who need to get to school, especially if commuting from there to Cheney or the other two universities within Spokane. I think The Y is also a good place to have transit priority because of the business boom over there. I think many people over there may end up using the bus to commute to work.
I can't weigh in on these as I don't typically go to these areas.
Not needed along Division. Keep it as is.
Additional transit and stops needed here, lots of riders who take busses to work or shop
The city of Spokane voted for a rapid transit system not the county. While there are park and ride facilities and bus stops north of Spokane these are used less and not favored by the residents.
I think prioritizing transit is bad utilization of resources.

The rapid bus transit system was requested by voters in the city of Spokane. Spokane county residents are not interested in the system. This should remain within the confines of the Spokane city limits.
The Y area needs to have the pedestrian crossing addressed, and given growth of the area, it is indeed warranted.
The voters of the City Of Spokane voted for the rapid transit bus line not the voters of Spokane County. It does not make sense to expand the line to an area where its less likely to be used.
The y is a nightmare for anyone outside of a car. Do anything you can
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
Any and all focus into the outlying areas of spoke I believe is beneficial to support the ongoing growth and to get ahead of any developments. Additionally, expanding service and making areas more accessable 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.
Lots of people use this area
Finish 395 to I90 so you are not messing with our commute to hospital daily
All four nodes are important: 1) The Y is a no-brainer as it is the intersection of two major highways, and has a pre-existing diversity of services (grocery, hardware, dining, healthcare to too far from it at Northpointe, etc.) 2) Whitworth should be a priority because there is a pre-existing diversity with student population as well as the Rockwood retirement facility, North Spokane Library, etc. 3) Northgate provides a very good opportunity (and blank canvas) to craft the ultimate TOD with the Mead Works development, future MultiCare development, Costco, etc.
This is a bad project!! Please cancel this ridiculous use of hard earned tax payers dollars!!
These areas are growing
As stated above.
Same response as above.
People in these areas currently don't have enough access to transit which causes car dependency and diminishes mental well-being and community health
We don't need any more buses or bikes on division.It is slow enough
The Y and Whitworth would have the best destinations to plan around, and also the most transit-supportive. I don't see Mead as being transit-supportive.
best where it is commercial
I don't see a need to look at these locations, whitworth could have been a potential. But they already have a bus system and the roads there are already well developed for walking/biking. However I will say, if these locations are redeveloped and lanes are taken

away, it will cause more traffic and chaos for most people that live and commute on the north side
I occasionally use shops around the Y and Northgate so those are a higher priority for me.
Common shopping
Why are you steering this survey to what you want to hear?
It's a justice issue for all to be able to safely and affordable access these stores and areas.
Ticked all because reducing as much vehicle traffic on Division would be the best long term strategy, in my opinion - so whichever nodes will be most effective in reducing vehicle journeys would be my preference.
I dont go up there much so dont know
its the northern extremity of access
Very seldom travel to these areas.
Everywhere along this route should be upzoned
It seems reasonable to focus on the locations near colleges, high schools and major parks.
These areas are confusing, very busy, and needs attention
I need people to get to their grocery stores and doctors on a weekly basis by bus. Currently some are having to take taxis.
most likely to use.
Same as above
None, we shouldn't be focusing development that far from the center of the city.
Main businesses here
The only two couplets of these that I am familiar with are the Y and Whitworth. The Y already has a kind of bleak, industrial look to it and would not be spoiled by more building. For aesthetic reasons, I would prefer to see Whitworth retain as much of its campus character as possible, but there has been recent construction of apartment buildings near it.
There are a lot of important businesses and community resources here, but the travel to/from is terrible. Outside of a car it is near impossible. I hate going here but often have to.
Costco would be the only reason to have a connection to Northgate, and Mead is also quite far north. Many Whitworth students, particularly freshman, without cars could use that connection.
None - leave Division alone
Don't apply to me
We need as many places to get on & off and make transfers
The population continues to move north so I think we should focus on the northernmost area in hopes that we will connect with northern commuters
All these are busy areas.
I DO NOT BELIEVE MEAD AREA IS A PROBLEM
College areas, livability

None
These areas are frequently congested.
We need to expand these areas as well for the students and to make it easier and more efficient to get to the Y and mead.
It all needs infrastructure help.
These are areas I requent.
The nodes I selected make most sense given the scope of the project.
Weird intersection
I believe they are the busiest points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
Traffic getting to Whitworth from downtown can mean it takes a long time.
college campus, the Y is also so busy scary to get into correct lane if you don't drive there often.
Is it possible to encourage residents of these Northern Communities to use public transportation and reduce traffic?
All are important and good access is really desirable
We need more roads to accommodate higher volumes of housing if we're going to reduce roads we're going to have to actually reduce housing to allow for the traffic to account for it
I rarely go to Mead
You are trying to fix things that aren't broken. Leave it be. We're not taking the bus.
Dont use bus
STOP WASTING MONEY TO MAKE IT HARDER ON COMMUTERS! JUST STOP!
Thier is a budget short fall QUIT QUIT QUIT
College students at W U need to be able to access . The Y gets busy
need to focus on areas in town not further out. they Y is already destination.
The Y and Whitworth would serve populations that need support and are often undersupported, especially students. Mead has been hostile to transit in the past. Northgate isn't built yet so it's unclear what its needs might be to me.
I think any slowing of Division is a bad idea
Same as above. Encourage people to live with less environmental impact on our surrounding areas.
Affects me
I shop there and it's near my house
The Y is *by far* the least pedestrian-friendly part of the corridor. The message it sends right now is: if you're not in a car, you do not belong there. Given its proximity to an elementary school, a grocery store, and lots of existing shops (even if they're not very walkable), reigning in the Y and redeveloping it for multimodal transportation would be a win for everyone. I also selected the Mead node over Northgate because I think we should be fostering infill where we can, and limiting development sprawl, even if it's on a transit corridor. Putting people a million miles from anything else and adding a bus stop

is not a sound practice. It just makes everyone living there more transit-dependent (whether that's bus or, more likely, car). While I also think the Whitworth node is worth pursuing, Mead has better proximity to amenities.

Speaking of infill, when is anything ever going to be done with that huge tract of land immediately north of the Deaconess North Emergency Center?

This area really needs an upgrade and needs to be more pedestrian friendly.

See my comments above.

North gate is awful. Would just love to see it improved even a little

I believe less money should be spent. Our winters and lack of snow removal on sidewalks and side streets make use of transit very unappealing and inaccessible. This is a waste of taxpayer dollars

There's a lot of housing around there, as well as shopping.

There are already plenty of buses, bus stops. We do not need to further interrupt/impede traffic flow .

You need to coordinate with the county. Is the city committed to the N/S corridor completion or not ?

And what will the city and county and state do to address the problem with I-90 ? Is near capacity now. Got any great ideas to add capacity to I-90 ?

Same reasons as above

See explanation above.

I do not know what Northgate is.

COMMUNITY VISION AND GOALS

Are there other goals that you would like this project to focus on?

Prioritize green space! We need trees on division!

not taking driver safety into consideration

Like to see a mix of retailers similar to Kendal Yards. We bicycle and walk there frequently- every other week.

None of these.

Billboards should be banned in these areas, and signage of businesses should be at ground level. It would clean up the views along Division St tremendously.

Make it easier for the most common person to have an easier more convenient life

Faster transportation and giving public transit a more positive vibe so that people don't think of it as a last resort.

Small starter houses for \$100,000 or less

Need more dog parks and regular parks

More green spaces—more trees, more beauty. Division is such an eyesore. I avoid it as much as possible. It's basically a giant parking lot with a street going through it. Awful.

Focus on supporting private vehicles. It is too cold in the winter for a lot of pedestrian traffic.

Bike lanes & racks as well as walkable destinations

Reducing car dependency and hopefully reducing the level of pedestrian injuries and fatalities.

Get ride of the one way with ruby and division. To many people speeding and hard to cross over to businesses.

This project should be implemented with sensitivity to the probable significant changes to the corridor as the NSC removes traffic from other north/south corridors, and with enough flexibility to respond to changing needs.

Mixed use is the most active at all hours of the day. this offers the best chance of safety and security

Not making bus only lanes and taking lanes away from cars.

Mobility, access and safety are priorities.

Use of autonomous buses to increase throughput and portability. I think they can work like marshrutkas in the soviet countries. I lived there for a while and used the system. It would work great with autonomous buses.

<https://en.wikipedia.org/wiki/Marshrutka>

Edible landscape, male trees create too much pollen with nowhere to go. Why not create shade and provide something edible for the community.

Keep Division moving and not clogged up by the buses. Have turnouts for the buses. Have covered stops. Add more trees & buses along the roads to absorb all the co2, make oxygen, and helps keep the heat down on the surface during the warm months.

Avoiding out pricing existing residents as much as possible

Safer crosswalks

Do not limit transportation by cars on Division. Most of the people who use this street do not live right alongside the street. Your vision for changing it into a corridor for a few at the expense of the many is shortsighted.
Keep traffic moving. Seems like the smart goal. Why add more obstacles?
Yes Spokanes Heritage
Ensuring cross walks are well marked, such as where Olive turns onto Division- as this particular turn is dangerous with the reduction of lanes on Division, and limited eyeline sight due to the bridge.
Vehicle traffic moving faster through town.
Walkable locations are a great idea. I want to not have to drive my car everywhere.
Physical speed control. I think speed cushions by the new crosswalks (like by Longfellow) to control the speed of cars would be great in helping the street feel safe.
Sidewalks need to be installed along Mayfair from Fairview to Wellesley. Many blocks don't have sidewalks. Dangerous for pedestrians.
Not needed along Division. Keep it as is.
Making division more safe for pedestrians
Stop narrowing streets. It is not calming. It creates nothing but tension on congestion. It actually creates danger for emergency services and large vehicles.
Safer crosswalks. Great transit doesn't matter if people can't safely get to stops.
Improve traffic flow
Better bike connectivity around Division. Biking to the grocery would be great but crossing division and riding north on the road is currently impossible.
Safety of mixed traffic. Less pedestrians getting hit by cars
No I don't like the idea of the project unless you finish the 395 corridor that will decrease the congestion on Division
This project should be cancelled!!
It would be lovely to see the entire area shift from car-centric to people-centric. But, I realize that might not be popular and would also take a long time to develop. I think communal spaces and affordable housing are the most important.
Increase walkability and community building
Moving traffic from place to place is what a road is for why don't we use it for that?
Redevelop parking lots along Division to make it vibrant and active. More people over cars.
Pave streets and alleys before doing anything else. It's shameful and ridiculous that Spokane has unpaved and improperly unlit streets and alleys.
Bike lane and safety. Interesting, walkable shopping areas with mixed use. Destinations. Free parking (that's the problem with downtown)
None of these your wasting money on things that to need to be fixed meanwhile there are miles and miles of on paved roads and tons of potholes that should be taking care of first!
Take the fences down.
Walkability

Form part of a network of walkable neighborhoods, so people can fulfill their daily needs without needing to use private cars to go elsewhere.
Safety; homeless and drug users off the public streets so all of us who work, pay taxes and who are healthy can enjoy them.
leave it alone
I would like to see the downtown area as a walking shopping. Cars would park outside this area with maybe a shuttle to a drop off point for shopping.
What I love about this question is that all of the above are possible, given enough density.
HOUSING AFFORDABLE/NEED REGULATIONS
Business-friendly planning. Make it affordable to start a business (less regulations). Less focused on left-wing agendas
Just get us out of the 1970s long ass ugly corridors from hell with no where nice to sit or walk
There should be less offered to automobiles since most people won't be able to afford one much longer... even if used.
None - Leave Division alone. It is a massive thoroughfare and you keep reducing lanes on other roads when the traffic keeps getting worse.
leave Division at the same number of lanes. The North South freeway is not going to siphon off the amount of traffic you think it is.
RAPID TRANSIT GET THE BUSES OFF OF DIVISION!
Affordable condos in the 4-500k range, grocery shopping
Keep the parks
Clean it up!! It's extremely dirty.
Maintaining areas and intersections free of homeless people asking for money and leaving a lot of garbage everywhere.
Smooth traffic flow.
All of this is important
Revitalize the downtown area and make a plan to keep it safe so people can go there and enjoy the area again. Maybe give some tax breaks and bring businesses in to occupy the empty buildings.
I would also love to see the vacant buildings and lots along Division to be utilized by the city. Spokane has so much potential.
Less Affordable housing in Spokane. Send them to airway heights.
Don't forget about the disabled. Parking for handicapped needs to be a priority so they can enjoy the space as well.
Eliminate unhoused hangouts and camping. Move services and shelters elsewhere. Why invest if this is something that taxpayers in Spokane can't even use!
Move the traffic.
people being able to get around the city by public transit with minimal time investment
All of these goals would hurt these neighborhoods You would basically be taking away housing and road access for people who need that to get around making traffic worse I'm not sure why you're thinking about this projects It's like you don't even live in Spokane

Stop wasting my tax dollars!
STOP SPENDING MONEY
Jail the crackhead. Make the inmates clean the streets
Leave it alone
Traffic calming and safety for all.
Improving walkable neighborhoods to increase health of our residents.
tired of all the affordable home words. non of these are affordable
All of these goals are great! I also wonder how the transitions between the corridor and the surrounding areas will work - what good is accessibility if there aren't safe sidewalks on the next block?
Quick travel
Tax the places that close so that owners suffer to leave things shuttered, but I don't want Division slowed down.
Minimize disruption--wait until the future 395 is fully open!
Leaving division street alone and don't slow traffic and do not take away driving lanes. Taking away lanes will only slow traffic.
I would like to see a different street chosen for this project.
My dream is of a largely car-free area. Mixed use, encourages community, safe to walk and bike, attractive for tourists. Kind of like Pearl Street in Boulder.
I don't know if increasing mobility and accessibility includes general pedestrian safety; I think that's a top priority.
Stop impeding traffic flow, reduce traffic congestion, stop putting ridiculously large bike lanes everywhere that no one uses.
None of those represent my wants, I don't want division St narrowed for unused buses
Yes!!Spokane needs work to create an urban, accessible downtown and flow of traffic.
Reduce noise pollution from vehicles with illegal mufflers racing on Division. Slow things down.
Walkable
Division is way unfriendly to pedestrians and dangerous. We need shorter streets and better crosswalks
Trying to access the businesses far from the street can feel very unsafe because of the large parking lots. (Trader Joe's & Guitar Center)
Prevent plants from blocking intersection crosswalks & fill/level sidewalks
It's scary to ride a bike around Spokane. Make Division & Downtown a good bike avenue
Sky bridge over Division (Northtown? Rowan?)
Access from neighborhoods to the buy stations are important
No bumpouts, better one color striping
Support existing small or local businesses
Create incentives for use of vacant land
Utilize vacant land
multi-use property on Empire

Grocery stores
Safe at night with lots of lighting, good visability
Please make Franklin Park more walkable at night. (More lights)
Hooded lights to decrease light pollution & increase saftey
Lots of Lighting, more open space
Access to parks
The BRT ? Is going to make the city more sustainable
Indigenious plants please
Water runoff & flood control
80-20 mix affordable housing
Affordable housing around nodes
Affordable housing is important for younger generations
Make a place for community belonging.
Piazzas!

LAND USE
Are there other types of uses that you would like to see along the corridor?
None
Small starter houses for \$100,000 or less
Need more parks on the northside!!
Allow single family units areas. Allowing multi-family everywhere leads to overcrowding, traffic and parking issues, just a mess in general. Too many neighbors do not always result in friendly neighborhoods.
Less parking lots
Bike trail, food truck spot for vendors. Maybe even a spot dedicated to events such as and market place.
Facilities that ease the mixing of transport modes at the transport nodes, e.g. bike parking, park 'n ride lots, etc.
Third places and useful community spaces with access for all is important.
Small grocery stores and corner stores are hard to come by but so nice to have near where you live or work. This would fall in the mixed-use category.
Take existing empty buildings to make a place to teach the homeless a useful trade job. Like cleaning up the litter to keep the city cleaner & caring for the plants to keep them green. In exchange for food or etc. they need to become a contributor to make out city better.
Art work such as sculptures and murals that relate to each communities/nodes historical identity.
Large areas for open concert venues
Travel
All of these cost money that we don't have. I hate to see more multi-family congestion. That's not what I want for families to live in here.
Keep it as is. A commercial corridor.
Less ugly strip malls.
I would like the city to stop playing God with development. It's expensive to implement, and creates unaffordability by setting unnatural requirements on private developers.
District 1 has a big population of people in the Rowan and Francis/Lyons area that utilize transit whose safety isn't prioritized by council members bingle and cathcart.
The market should decide
Recreation
Leave it as it is!! Don't spend \$200 million on this needless project? Have you lost your minds?
I doubt very much that the STA has any influence on land use. It's the responsibility of the transit authority to react to it's user base, not to dictate it. If we are basing land use from a transit aspect, things are going not progressing well
Public art and places where payment is not required to exist there

Put around about at the division y so people don't have to go through the neighborhood to get to walmart!!!! The traffic off of magnesium through that residential neighborhood is hundreds of cars per day right through a school zone
I think housing should be a priority, with supportive commercial amenities. I think we should enhance the parks already there and make them regional destinations for the Northside.
Paved and appropriately lit streets and alleys would be nice.
The Division corridor is so barren- it needs everything! It's ugly and I never stop any of those places except restaurants.
No low income housing anywhere and maybe some retail/ residential mixed use but no more low income housing at all!!! And add parking dont take it away!
Beautify it. something like the burke-gilman trail in Seattle for bikers and walkers.
i would like to see less vacant land that is an eye soar
How about free parking downtown for electric vehicles and motorcycles. Will cut down both pollution and parking spaces.
Explicitly not single-family homes. But multifamily should not exclusively be built on the corridor itself -- we should be sheltering our housing from the pollution of the corridor.
Places to sit
It's difficult to say. I'm not sure.
Turn dead malls and commercial lots into MAHA centers
No
Smart retail, not big box stores with giant parking lots
A personal dream of mine is for Spokane to get another, affordable, ice rink.
Business
RECREATION CENTERS THAT ARE OPEN TO ALL CITIZENS OF SPOKANE AT A FREE OR REDUCED FEE NOT LIKE THE GYMS YOU PAY FOR A MEMBERSHIP FEE THAT IS SO HIGH IN COST. WE PAY TAXES. LOOK AT SBOHOMISH COUNTY PARKS/REC CENTERS
Family oriented spaces that are safe and inviting.
The empty buildings and lots filled up as well.
I think a mix of housing with places to walk to like parks, libraries and stores would be nice.
I'd love to see a long boardwalk along the Spokane River (similar to how Osprey's restaurant did, but much longer and connected)
Use should depend on the environment, e.g., pockets of commercial close to but not replacing residential.
We need our roads fixed so we can get to and from work and two and from the store without dying We don't need all this other fancy stuff
It is not broken. Don't "fix" it.
SPEND LESS
Need more places to eat out past whitworth
"More of" in GENERAL is NOT "more of" on Division. A very bad question.
More of all of the above, and a LOT less parking.

A long greenway !! A streetcar system!!
Is it the City's place to decide what people want ? What people will get ? To force your vision on the Citizens ?
Who choose the categories ?
Community services
Cater to people's needs who live in & use the area.
Temporary emergency shelter for unhoused people.
1st floor commercial use!
Provide pedestrian friendly areas by mixed-use
Encourage lot vacancies to develop more housing
Retirement-friendly
Plenty of room along-side Division for more mulitfamily housing
Prioritize grocery stores
Prioritize small cafes, grocery stores, both chains and more local options
Small shops & neighborhood corner stores & cafes
This is very important to increase walkability along division
Local support, local business, advertisement & during any nearby construction
East of Division esp. north of Logan neighborhood
Outdoor space that is welcoming to EVERYONE!
Covered open space for rainy days, & studying & families & security
Community centers are important for creating social interactions
Provides a sanctuary for people and children

MOBILITY: HOW DO YOU CURRENTLY TRAVEL?

If you selected other, please describe how you currently travel along Division Street.

It would be terrifying to do anything but

N/A

Unfortunately, walking is so insecure and not pleasurable . I do take Transit now a bit more: with schedule to be more frequent but to get to the bus stop: need to make a big loop to cross the street or stand right next to the road at the bus stop risking to be splashed w/dirty water or dust/exhost from the passing cars. I would like to start biking once it is made safe

I prefer to use my bicycle for transport, but Division is not currently a corridor that any sane rider would use.

Transit, walk, drive

I drive currently, but that's because it is not very pedestrian friendly.

I usually avoid division due to poorly managed traffic flow

Stay away from it

This street already has too much traffic! Reducing lanes is pure insanity. The new freeway capacity will be offset by the increased population. Please for the love of humanity don't make it harder to drive in Spokane! I'm an avid biker and I would NEVER bike down Division or Ruby no matter how nice the bike lanes were. Don't you get that?

You cant ride a bike on division its a highway!

Occasionally paddleboard (consider water access below Division street bridge)

Leave Divison alone

Never the bus. Don't fix what isn't broken.

STOP MAKING MORE CONGESTION FOR CARS ENOUGH ALREADY

I walk or take transit only if I cannot drive (eg when my car is at the mechanic)

drive occasionally, but try to avoid, take the #28

MOBILITY: HOW WOULD YOU LIKE TO TRAVEL?

If you selected other, please describe how you would like to travel along Division Street.

We currently walk and bike Kendal Yards because of the mixed retail and park setting. We ride our bikes from top of South hill to Kendal Yards instead of driving. Love to see another corridor similar to this.

N/A

Too much crime to walk on the northside

please make frequent cross walks to be activated on demand (push button with light flashing when pedestrian is crossing)

Scooter

A Monorail system instead of buses from the freeway to wandermere shopping area

Trolley cars

Stop forcing public transportation

Safety of travel is not a conscious factor to how I travel.

People are going to drive their cars no matter what. Don't you get that? Why do you want to make it more difficult to drive?

Train\Tram

It's faster, more convenient, less reliant on anyone, will always be more comfortable

The buses are gross and mostly have smelly homeless people doing frugs!

there needs to be change at Division/Empire turn light on East/West as there is not a designated turn light and this causes delays and anger as people have to wait multiple lights especially when rush times

Its not walkable .. concrete is ugly and holds heat ..dumb plan since we expect nemesis and the throne of God star system to cause more extremes including up to 120° heat..weird everyone is so green but i dont think ive ever seen trees plants or even SHADE/ EXTREME WEATHER mitigation infrastructure ever..but you know keep paying millions for art reliefs on the north south fraud freeway..cuz that makes sense

Look, there are literally hundreds of shops/restaurants on Division Street. And there are +/-40,000 people that live on either side of Division Street. NONE of those people are going to walk/bike/ride the bus to go shopping or dining. Taking out a full lane for a god dam bus lane is beyond stupid. Even with 'some' traffic reduction from the n-s freeway, Division street will be jammed with cars forever. Taking a lane away will do nothing but make traffic worse. For the love of god, pull your heads out of your asses and drop this stupid effn idea for bus only lanes on division.

A MONORAIL OR RAPID TRANSIT OF SOME KIND

I would use more public transit if STA offered more routes from the South Hill where I live to other parts of the city that doesn't require a transfer at the STA Plaza. Also, more regular routes. I believe they are only ~30 mins apart, and that is terrible for planning for work for example.

Spokane is not a "walking city" it was designed for Cars and Cars are how people move in Spokane. Accept it and move-on. I'm all for creating "walkable neighborhoods" like Kendall Yards, but division street is not "walkable" and is meant for cars.

LIKE 90% OF PEOPLE HERE LEAVE DIVISION ALONE

I would sell my car in a heartbeat if there were consistent, convenient, and safe alternatives.

Streetcar!!

Not a discussion until our city is safe.

WALKING IMPROVEMENTS

Are there additional enhancements that you think would improve the walkability along or to Division Street?

Again, keeping billboards out of the areas and putting signs at ground level would have an immediate impact.

Get rid of the homeless camps, crime and more...

have frequent crossing w/a push button to cross on demand; sidewalk/ bus lane:
consider a shade solar roof along the corridor over that lane

Garland, wellseley

Traffic cameras and police actually ticketing! Cars are the issue. Pedestrians are dying. Once you add a camera specifically to the people who run the red when division turns into Browne, the city can make hundreds of thousands of dollars. Enforcement of current law is necessary

More frequent crossings of Division. And more things to do/interact with on the sidewalks (instead of just being sandwiched between the busy road and parking lots).

Have the downtown crossing signals be like the ones in downtown CDA. They tell the pedestrian when they can walk or wait with audio

Mobility needs and safety

I think a leading pedestrian interval would help. At any crosswalk without a car traffic signal, there should be some sort of speed table or bump to slow traffic down. Most sidewalks are also incredibly narrow considering how close they are to the traffic.

No, these suggestions are what we need indeed.

Division is a very loud and fast street - there needs to be a solution to improve the comfort level of a pedestrian walking along Division. Perhaps this is wider sidewalks, as well as vegetation to help buffer out the sound levels.

Lane reduction and ban cars during certain days to encourage more walking/transit/biking

Of the above - more frequent and safer crossing is by far the most important

maybe roundabouts to keep traffic flowing

Traffic calming—there is a lot of speeding, reckless driving, street racing, and flying turns (as well as off-street turns through corner gas stations) that making walking and biking there very dangerous.

Bump outs, lane width reduction and other things that make the street physically narrower and faster to cross.

Consider diagonal crosswalks at Main/Spokane Falls.

Personally I also like bike and ped facilities buffered by parking, if unbuffered is the only alternative.

Less garbage, homeless and drug use.

A safe place to park allowing easy access to the amenities in the area for people with disabilities to be able to get out of their cars and walk around with walkers and canes or use wheelchairs.

Remove unhoused people so it is safe to walk.

reduce the speed limit
Drop speed limits. It's not 1960 anymore when it was rural highway. Too many intersections and accesses for the current speeds.
Cut down on big box stores set acres away from the sidewalk and invest in building more human-scale architecture that brings store fronts and building entrances up to the sidewalk where pedestrians can easily access them.
Separate pedestrians from the street, street trees as buffers etc. Also, narrower streets lead to slower vehicle traffic, which reduces noise pollution and safety concerns for pedestrians. Anything that can be done to reduce the quantity of vehicles on the street would help to reduce exhaust and fumes.
Less traffic. More mixed use businesses on the street (cafes etc). Trees, nice places to be outside. Greenway. Public art.
Street trees, buffers to make walk feel safer
Walking around Franklin Park & crossing the street to Guitar Center & Trader Joes
Crosswalk at Riplingers, thanks!
No bumb cuts!
Large trees and bushes block vehicles view of the pedestrian and cyclists which is unsafe
Raised crosswalks at major intersections - Garland priority - Central - Whitworth - Northtown
Better than ADA non-draining corners for walking/rolling
More Pedestrian Only Streets
More Crosswalks

BIKING IMPROVEMENTS

Are there additional enhancements that you think would improve the bikeability along, across, or on routes adjacent to Division Street?

shade solar roofs for bike lanes

Events, close street for biking once a week!

Traffic cameras. Bikes feel unsafe taking division because drivers are speeding and driving recklessly

Protected bike lanes! Non-motorized neighborhood paths would be amazing too!

Any bike route going further north from downtown would be helpful and connected routes - there are a ton of bike routes that just stop and dont connect

allow bikes on sidewalks

Take away lanes from cars. Build bike lanes at sidewalk level for better separation and include physical barriers.

Keep the Lime bikes/scooters available year round and invest in snow/ice clearing.

Bikes with pedestrians ok but not prefferable, bike lanes without physical barrier from cars, useless, cars drive on them any way.

Any improvement to bike infrastructure on this street is good. As far as I know, no bikes are permitted on this street, and any connecting paths I've seen just haven't been lucrative enough to use.

No, these are what we need.

Scale back street parking, especially along bike corridors and greenways. This winter the bike lane along Addison wasn't plowed because too many residents were parked on the street. It made a typically reliable and safe corridor much more dangerous for nondrivers on the east side.

Dedicate a lane currently used for cars to non motorized transportation

New bike lanes are a complete waste of money so many people say there going to ride more if there were only more bike lanes but then you never see more people riding bikes especially in the winter!

ride one block east or west and stay off the major busy road

Speed traps/cameras, speed displays (like the one on North Side of Maple St Bridge). Pavement marked lanes would only work if real vehicle speeds are dramatically reduced. The speed limit may be 30, but car travel often exceeds 45+.

The bike lanes off the roads they cause more traffic and make it worse and most of the time they're littered with junk debris and abandoned homeless camps and refuse And you can't ride on them anyways

Wide sidewalks for walking or short point to point bike travel. Access to bike lanes on close parallel bike routes/greenways.

If there was a safe path between my home and whitworth I would bike to work- too dangerous now

Bike stations at transit hubs for those who don't need or want to take their bike to their final destination.

Protected bike lane. Greenway.
East-west improvements across Division Street, especially at intersections.
Shared use path for parks separate lane for roads.
It's important to Connect Northtown with Downtown through bicycle lanes. They should be dedicated lanes.
Connect to Logan TOD
Large trees and bushes block vehicles view of the pedestrian and cyclists which is unsafe
Physically protected or separated bike/micro-mobility paths ALL intersections
Bike arterial system like streets

TRANSIT IMPROVEMENTS

Are there additional enhancements that you think would improve riding the bus along Division Street?

Do all bus routes HAVE to go to the STA plaza? Some circulating routes, concentrically around downtown, may be useful to some.

Get rid of the lithium batteries! They are dangerous! If they crash, you can NOT put the fire out!

Get rid of all buses all together, they are waste of tax payer money and are generally always empty

change it to a monorail system

Special mobility needs

A center lane or lanes on division that is dedicated to transit walking and biking/ perhaps bring back commuter/light rail

I think it should be remembered that more stations doesn't mean better. The fewer stations there are, the faster and more reliable the route can be. So don't have too many stations.

Consider off hour on-demand service. Winter/adverse weather improvements to bus shelters and stops. Consider radiant heating at shelters.

more connections with east-west routes

Allow law enforcement to make our city safe.

Adding in express routes with limited stops

Free bike lockers at bus stops and/or park and rides

Connect to Logan TOD

Nodes need dedicated "pull-in" stops, allow bus traffic for events

Make transportation accessible to those without phones or w/o internet

Syncronize signal for the BRT then it does not need to stop that often

Bus stops, lights, shelter, seating, splash protection

More accessable stops near my neighborhood Bemiss

DRIVING IMPROVEMENTS

Are there additional enhancements that you think would improve driving along Division Street?

Do not reduce traffic flow on Division

There should be NO bus stops near or at intersections. They clog up traffic.

Need more roundabouts to slow the drag racing on Farwell/Hastings and Division

Get rid of buses all together and increase lanes for driving

add more trees

Shrink it (and all arterial roads) down to just one lane each direction between intersections. The extra travel lanes do nothing for capacity as intersections restrict flow anyways, and less merging conflicts would make everyone safer.

Car capacity is good but improve road safety conditions and car share programs are needed to help those who do not own a car have as many safe options as possible.

Time the lights so you don't have to go 40 up and down division to make it to the next light.

Make Olive to Division turn safer to ensure pedestrians are seen.

Raise the speed limit so travel on the highway is quicker. I don't see driving on the question below but that is my answer.

Make it a set speed for the whole length. About 40mph. 30 is too low.

Please do not make it more difficult to drive on Division and Ruby! Reducing lanes is not the answer!! People are going to drive their cars no matter what and nothing you do will ever change that.

Lane reduction

Put around about at the division. Y so people can get to Walmart without going through a residential neighborhood.

None of they above you keep screwing things up that already are working for your 15 mon city green deal agenda!!!

There are so many potholes it has done damage to my vehicle. I have the potholes memorized at this point. Some of the manhole covers as essentially potholes as well.

Either more cops or tickets as Division is not safe, to many people are running red lights and putting others in danger.

Fewer but more efficient transitions between Division, side streets and retail. You could take out more than half the curb cuts and enforce better access between adjacent businesses and from side streets.

Leave Division alone - need more lanes not less.

Repair of damaged road surfaces, and restructuring of older traffic signals on North division. Particularly around the Y and just south of the Y.

Separate lane for busses

round about

NEVER MAKE A DEDICATED BUS OR CARPOOL LANE. DO NOT ADD BUMP OUTS TO DIVISION.

reduce number of lanes and (eventually) direct most through traffic to new 395 (north-south freeway corridor) to make Division more of a city street than a state highway.
Send the buses down some other street, and/or have full pullouts.
Finishing the freeway is going to make for huge improvements to Division Street. In the meantime, leave well enough alone!
The more we can do to make alternate modes of transportation more convenient/desirable, the better the driving experience will be. The less people contributing to congestion in single-occupancy-vehicles, the better experience it will be for those who continue to drive.
Support law enforcement to make our city safe.
More travel lanes, not less, stop wasting road space with the ridiculously oversized bike lanes that no one uses. Stop putting island, roundabouts and gardens on the roadways. These things only further complicate congestion.
The median blocking turns isn't intuitive and I think a "Michigan-left" system would be safer. A lot of people U turn at lights
Make Divison a faster route for cars and trucks to get thru the City to I-90 and points east and west.
Non-car transport should ALWAYS be prioritized
Improve streets
Speed enforcement at night
Narrow lanes, enforcement cameras, lane reductions
Speed humps

GENERAL COMMENTS

Do you have additional ideas or comments you would like to share?

Trees please!

When do we start?

Please do not reduce traffic flow on Division or any other streets. The people do not want this.

Stop building apartments that cost as much as mortgage to rent! WE need condos so people can have ownership!!! There is NO affordable housing in Spokane anymore! What happened to \$500 a month rent?????!!!

please make it greener!

Development cannot happen unless you enforce the law now. Traffic cameras will be great to help Spokane's economy and increase pedestrian and bike access. If we build outside of the downtown corridor we are increasing car dependency.

This is great, but please don't forget about peripheral access. I could potentially use this if it were easier for me to get closer to Division from home.

Clean up the homeless and make public safety a priority. I want to take my Family out again, more frequently and feel like the city cares about our safety.

Calm traffic on division, reduce lanes to 3 max. add sidewalk and bike lanes, STA stops, loading/unloading zones, pedestrian refuge areas

Thank you for all the work planning and improving our city!

Thank you for making Spokane more walkable!

Plant fruit trees downtown and in parks so when they ripe, anyone can eat them.

Hopefully, we will get these improvements for pedestrians and transit users to make the city more easily walkable and car-free!

Yes but In private settings

I would love to see the downtown area cleaned up so I don't feel unsafe walking around my neighborhood.

We need this highway to be more like a highway.

I think being able to do this faster, without waiting for NSC to finish would help. I understand why that may be the case, but I worry about this getting delayed just like the freeway has been. I just really want more ways to control the speed. Speeding cameras, radar, bumps, tables, anything!

This is an exciting project! Thank you!

Keep it as is. It needs to be a commercial zoned corridor. No apartments. Sync up the signals to keep traffic moving.

No

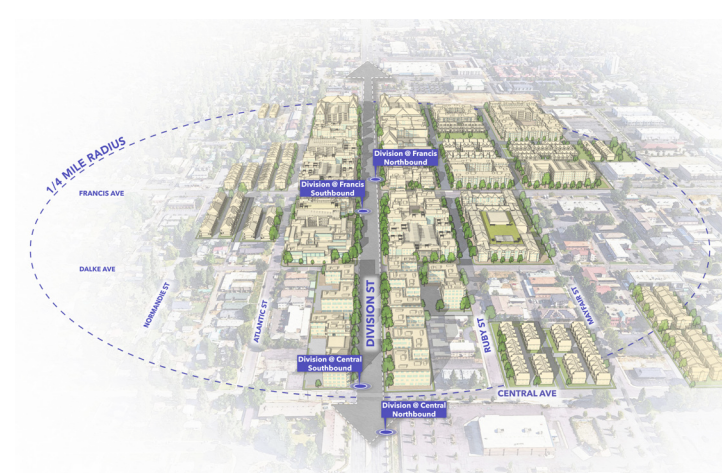
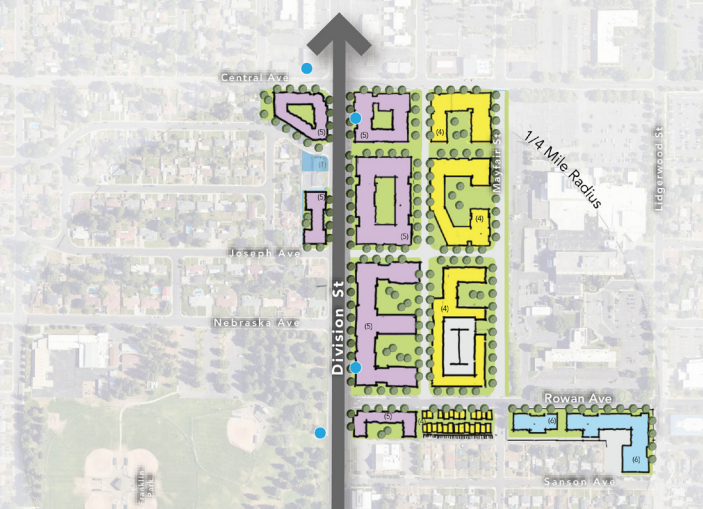
You all very much know this, but for any of this to move forward, we need to first address our city's homeless problem.

Keep up the great work!

If you don't lose your federal funding because of Trump and DOGE. Finish the 395 corridor before you mess with the commute route of the rest of us that don't live in that

<p>general vicinity, but have no choice but to take division to get to work and taking public transportation is not an option for my commute.</p>
<p>Please cancel this project immediately and use these funds to make I 90 into 3 lanes each way between Barker and the State Line, that's a road that needs improvement. Division does not!</p>
<p>Light rail in the center of division with a protected bike "highway" would be a massive improvement</p>
<p>Put it round about at the north division wise so people can get to walmart without driving through the residential neighborhood and the school zone</p>
<p>The Division Corridor is NOT the place to try to add bike lanes.</p>
<p>Sto pwasting money on stupid crap that nobody will use fill the potholes and pave all the roads!!!</p>
<p>most busses are near empty and clog up the main arterials</p>
<p>Why is Division not more regulated as people speed and run red lights</p>
<p>Quit acting like regressive bought out retards</p>
<p>To make active and public transportation less dangerous and more pleasant, it is indispensable to start by controlling the irresponsible, reckless and outright scofflaw driving that is a major factor on Division.</p>
<p>Trent is another street in desperate need of attention, perhaps a weave lane.</p>
<p>Leave Divison alone - the citizen don't like all the lane reductions you are making.</p>
<p>Eventually connected Northgate to Market Street</p>
<p>Just keep it CLEAN. There is too much trash downtown.</p>
<p>Please address the homeless, drug use, garbage and unsafe conditions city wide.</p>
<p>It is a Highway, so traffic has to be maintained until other options are available.</p>
<p>Whatever you decide to do. Place make it beautiful and bring in new money and businesses. It's been fair too long.</p>
<p>Please do something about the unhoused population. They make driving unsafe and walking or biking so scary. Move their services!! I want to use downtown but do not feel safe. Why invest if we can't use our investment.</p>
<p>Improve traffic flow on Division. Do NOT reduce lanes. Green medians and beautification welcomed.</p>
<p>Please do not narrow Division Street. We already have to drive from the Spokane Valley along I90 and then head North on Division Street. We will not have the North South freeway for many years. We will stop supporting the businesses on Division if it's faster to drive to Post Falls or Coeur d'Alene.</p>
<p>I oppose anything that slows or impedes traffic on North Division Street. Don't make it worse than it is.</p>
<p>Make bus travel more affordable, preferably free! The percentage of revenues from fares is so small, maybe we could do without it and benefit if other ways from increased ridership.</p>
<p>Spokane needs to stop trying to be a big city and work with the systems and infrastructure it has in place</p>

Leave it be.
NO MORE ROAD DIETS!!!
START LISTENING TO THE PEOPLE INSTEAD OF ASKING FOR OUR INPUT AND THEN DOING WHAT YOU WANT ANYWAY.
Quit, spending, money
Actually listen to citizens!
Completion of the corridor connector needs to happen too!
stop road diet
Get the homeless away from Division
Division should stay fast for through-flow. I supported the Monroe "skinny street," but nothing that narrows Division or slows it.
Thank you for considering infrastructure to keep us cyclists safe. Bikes and buses get along well. You all rock.
Do not take away driving lanes on division for walking.
The fewer cars, the better this will be.
Businesses are moving. Our city will not progress until we focus on law and order.
Make this ASAP
NA
Would love more use of the back door payment option instead of the door closing when passengers get off
Thank you for all your hard work! Spokane is a lovely place to live because of the good work people like you do
Keep momentum moving for project. Emphasize how traffic will be reduced due to NSC.
Walking should be a priority
Stop wasting money on useless projects
Major routes should not be bottled up with road diets, especially with our increasing population
Consider electric/underground rail, electric trolley buses
Less drive thrus, more spaces suitable for grocery stores
This project is great and I am excited to see how it shapes transportation in Spokane
Rail would be amazing, but BRT is a good substitute
Better sidewalks, more lighted crosswalks, no bikes need turn ins for buses
Station near Frankling Park!
Increase multi-use along Division!



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix F: Phase 3 Community Engagement - Node Concepts Summary



This engagement summary highlights the key takeaways from all community activities conducted from October through December of 2025. During this period, engagement efforts included:



**COMMUNITY OPEN
HOUSE**



**ONLINE
SURVEY**

Community Open House

Location	Wonder Building
Date of the Event	10/22/2025
Event Type	In person
Time	6:00 pm – 8:00 pm

The Division Street Transit-Oriented Development Plan is evaluating ways to create more walkable, mixed-use neighborhoods that are served by transit and where people can live, work, and shop within easy walking distance.

We want to hear from you! Help shape a corridor that meets the needs of today's and tomorrow's community members.



UPCOMING PUBLIC EVENT

Envision Transit-Oriented Development - Review Node Concepts

Date: Wednesday, October 22nd, 2025

Time: 6:00 PM to 8:00 PM

Location: Wonder Building

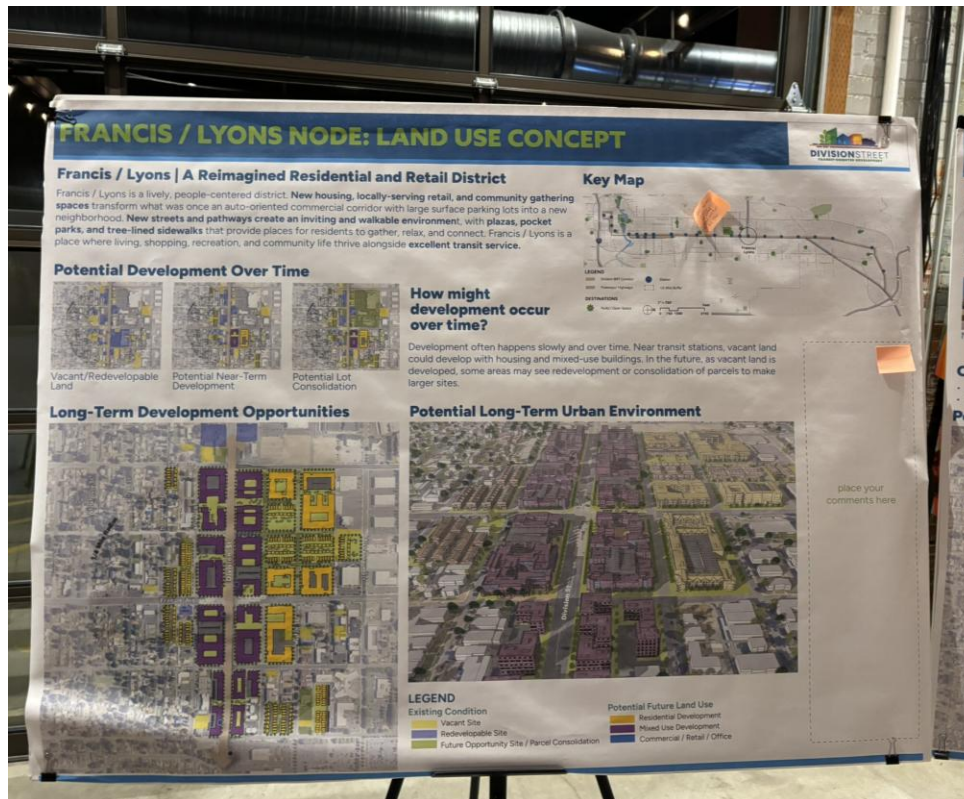
The purpose of the community workshop event is to review the draft bus-rapid transit node concepts that reflect the preferred land-use and multi-modal improvements.

PROJECT CONTACT:

Colin Quinn-Hurst
 cquinnhurst@spokanecity.org
 509.625.6804



Visit the project website by scanning the QR code to sign up for updates, view upcoming events, and read project information.



Online Survey

Online Survey Time Period	10/22/2025- 12/19/2025
Format	Konveio Online Platform

Division Street Transit Oriented Development

This interactive platform allows you to comment on the materials from the open house on October 22nd through December 19th.

You can review background information, a summary of community engagement so far, and provide comments on land use and multimodal concepts for each of five nodes along the Division Street corridor.

Navigate through the documents at the top and bottom of the page, place your comments anywhere on the page by clicking and filling out the form that appears from the right. You are not required to enter your name or email address.

SOUTH COUplet NODE: MULTIMODAL IMPROVEMENTS

Sidewalk Improvements: Sidewalk with landscaping, Crosswalk striping and ramps, Median refuge islands, Enhanced pedestrian crossings.

Bike Improvements: Multi-use path, Buffered bike lane, Separated bike lane or neighborhood greenway, Connection to existing trails.

Intersection Improvements: Pedestrian hybrid beacon (PHB), Rapid rectangular flashing beacon (RRFB), Reduced curb radii, Push button.

Driving Improvements: Install medians, Traffic calming, Curb extensions, Right-in / right-out turns.

Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements | **Long-Term Multimodal Network**

place your comments here

LEGEND

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

Powered by Konveio

COMMUNITY ENGAGEMENT: WHAT WE HEARD

Past Engagement Efforts
Over 400 people participated in 11 different types of events!

- 2 Community Open Houses
- 1 Online Questionnaire
- 8 In-Person Pop-Up Events

~ 451 participants

- 56 Open House Attendees
- 255 Online Questionnaire Respondents
- 140 Participants at Pop-Ups and Door-to-Door

Vision and Goals
Out of 163 participants, 78% of people support mixed-use infill development.

- 78% Mixed-Use Infill Development
- 77% Enhanced Mobility and Accessibility
- 76% Inviting and Safe Plazas and Parks
- 63% Support Sustainable Development
- 61% Affordable Housing and Economic Opportunity

Land Use Improvements
Out of 181 participants, 74% of people would like to see more parks and open spaces.

- 74% Parks and Open Space
- 71% Mixed-Use
- 60% Office and Retail
- 57% Affordable Housing
- 55% Community Amenities
- 35% Multi-Family

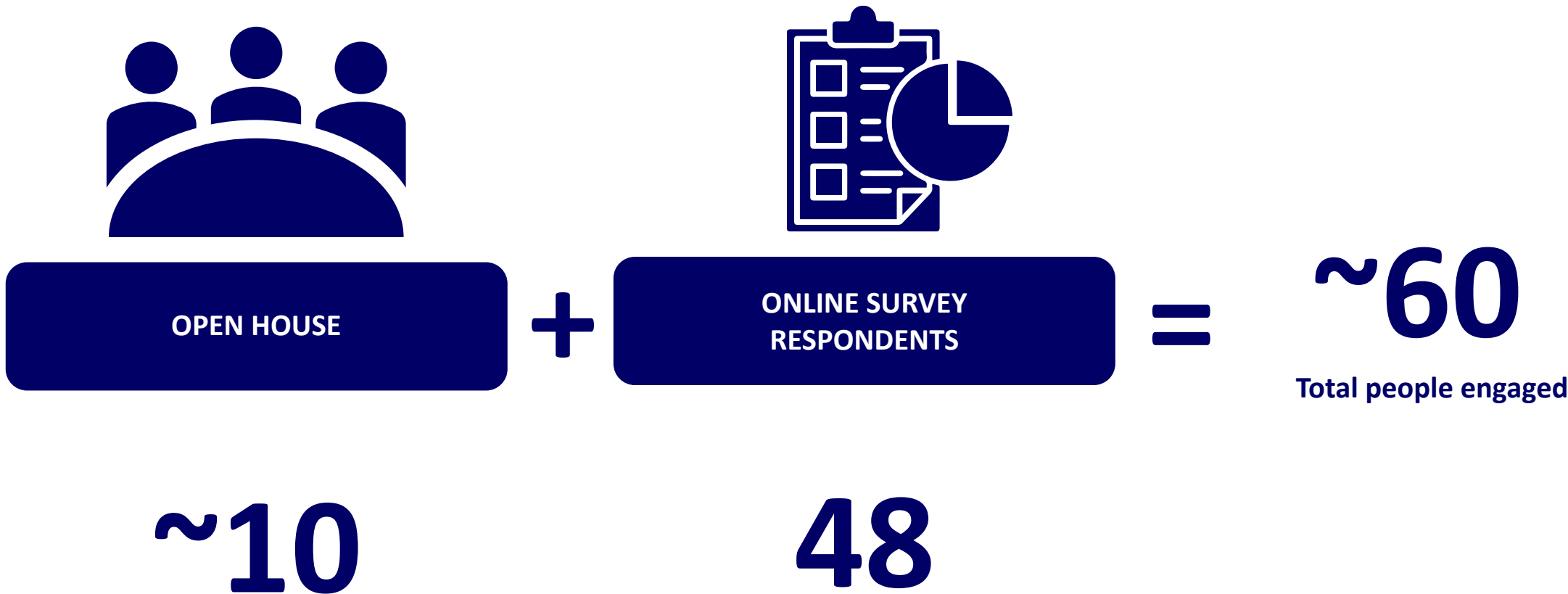
Mode Shift - Desired Mobility Options
Out of 196 respondents, people responded that they would like to walk, bike, and take transit more and drive less in the future!

Mode	How people usually travel today	How people would like to travel in the future
Walk	15%	44%
Bike	5%	43%
Transit	19%	45%
Drive	100%	69%
Other	2%	4%

Mobility Improvements
The images represent the top 2 mobility improvements (by type) that participants would like to see.

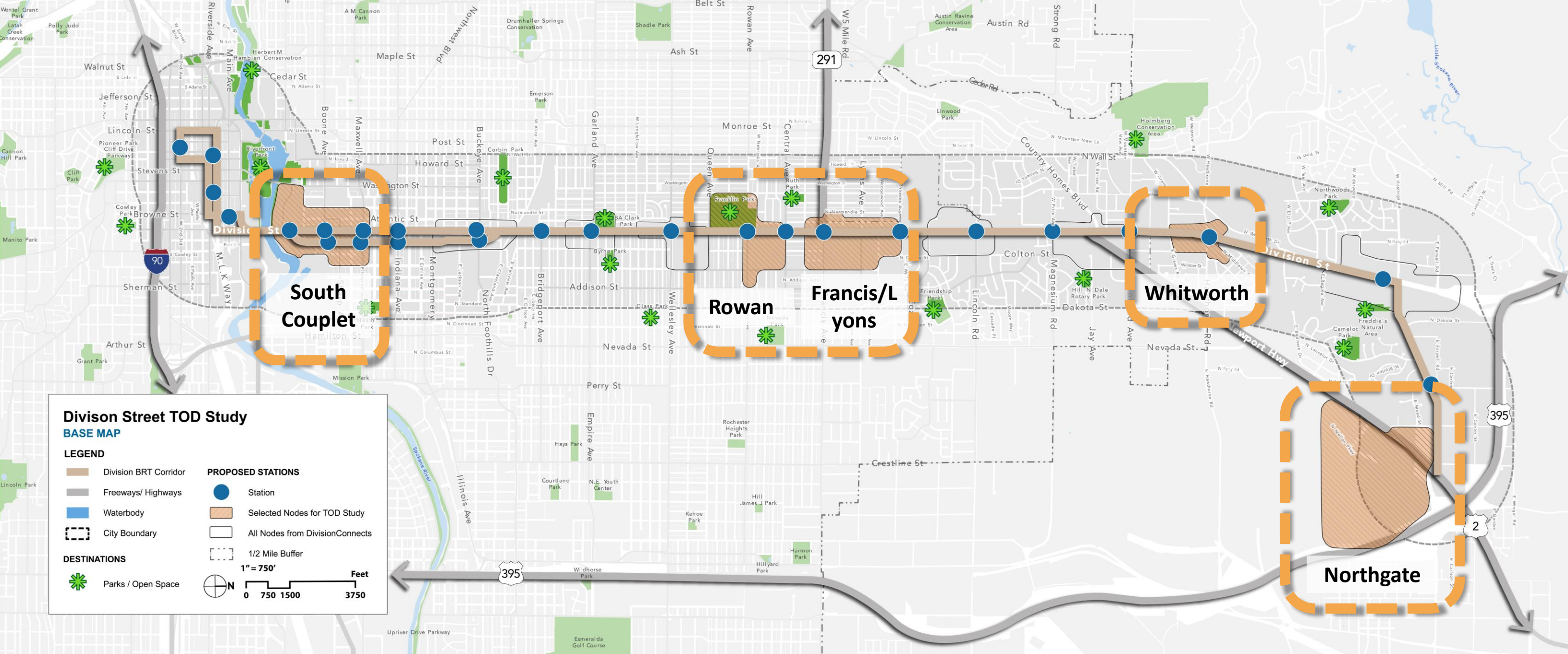
- Walking (68 responses):** 87% Street trees, 79% Wider and unobstructed sidewalks.
- Biking (60 responses):** 82% Continuous and well-connected facilities, 82% Separated and dedicated bike facilities.
- Transit (48 responses):** 73% Upgrade bus waiting areas, 71% More frequent bus service.
- Driving (86 responses):** 88% Improve and synchronize existing signals, 62% Improved street intersections.

Our engagement efforts offered an opportunity for people to participate in both an in-person and virtual event, increasing the reach of the information. In total, we were able to engage with the following numbers:





Open House



Selected Nodes

- Within **City of Spokane**
 - South Couplet
 - Rowan
 - Francis- Lyons*

- Within **Spokane County**
 - Whitworth
 - Northgate*

**NOTE:
There were no comments made specific to the Francis-Lyons or Northgate boards.*

SOUTH COUPLET NODE: LAND USE CONCEPT



South Couplet | A Vibrant University District

South Couplet is where people go to see a game and get a great meal. It is highly walkable, with wide, tree-lined sidewalks, bike lanes, and safe street crossings that connect to frequent, high quality transit. The District is anchored by **Gonzaga University** and its close connection to **Downtown**. It is attractive, interesting, and easily walkable, with housing, arts, cultural spaces, and small businesses that serve students, residents, and visitors. Safe and welcoming streets serve all modes of travel, linking the campus area to nearby amenities, Division Street transit, and Downtown. South Couplet is where **academic life, urban living, culture, and local commerce meet**.

Key Map



Potential Development Over Time



How might development occur over time?

Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

Long-Term Development Opportunities



Potential Long-Term Urban Environment



place your comments here

SOUTH COUPLET NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



Driving Improvements



Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



place your comments here



Comments:

- In support of the cycle-track concept between E Boone Ave and Desmet Ave

ROWAN NODE: LAND USE CONCEPT



Rowan | A Connected Health and Recreation Hub

Rowan blends health, recreation, and neighborhood life that is anchored by Providence Holy Family Hospital and Franklin Park, the green heart of Division Street. New housing development supports local businesses and takes advantage of its proximity to the hospital, the park, trails and open lawns. Safe, well-marked walking and biking routes connect homes to both the park and the hospital, encouraging active lifestyles and easy access to care. With upgraded streetscapes and a mix of uses, Rowan offers a welcoming place where wellness, work, and play come together.

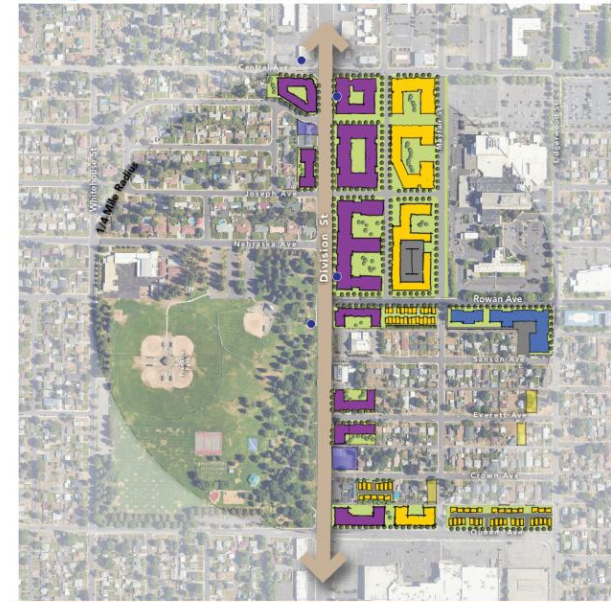
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Long-Term Development Opportunities



Potential Long-Term Urban Environment



LEGEND

Existing Condition	Potential Future Land Use
Vacant Site	Residential Development
Redevelopable Site	Mixed Use Development
Future Opportunity Site / Parcel Consolidation	Commercial / Retail / Office

Key Map



ROWAN NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



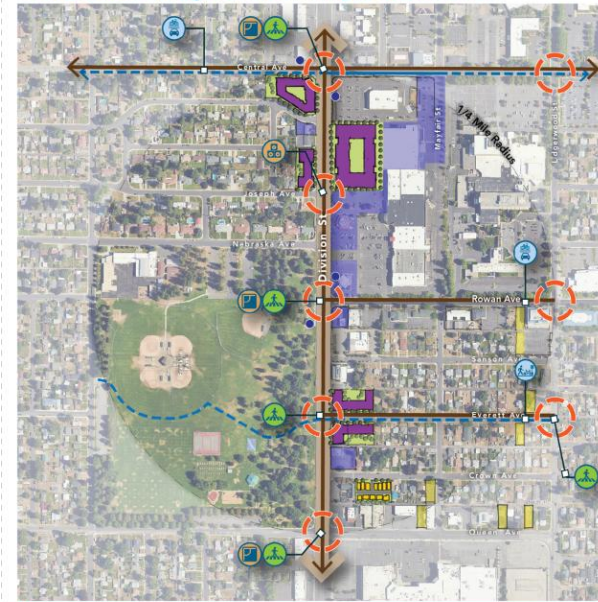
Driving Improvements



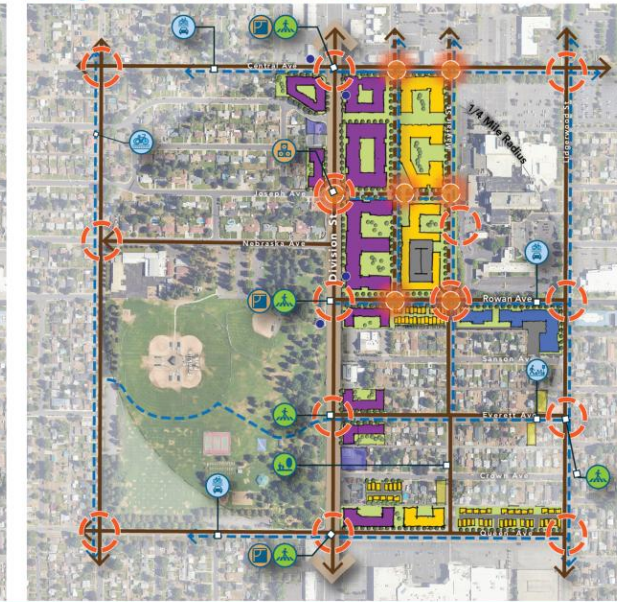
Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



LEGEND

Multimodal Improvements

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

place your comments here

place your comments here

Comments:

- Explore a better bike connection through Franklin Park

WHITWORTH NODE: LAND USE CONCEPT



Whitworth | A Connected Neighborhood

Whitworth is a lively and growing neighborhood shaped by the presence of Whitworth University and nearby residential areas. New development phased over time includes a mix of housing, apartments, and shops and cafes that welcome both students and long-term residents. Streets are safe and inviting for walking and biking, making it easy to get between homes, campus, and local amenities. Whitworth is a walkable, vibrant neighborhood where learning, living, and everyday life come together naturally.

Potential Development Over Time



How might development occur over time?

Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

Long-Term Development Opportunities



Potential Long-Term Urban Environment



LEGEND

Existing Condition	Potential Future Land Use
Vacant Site	Residential Development
Redevelopable Site	Mixed Use Development
Future Opportunity Site / Parcel Consolidation	Commercial / Retail / Office

Key Map



WHITWORTH NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



Driving Improvements



Creating More Accessible Neighborhoods

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Potential Early Action Improvements



Long-Term Multimodal Network



LEGEND

Multimodal Improvements

- Division BRT Stop
- Division BRT Route
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- Improved Bike Facility

place your comments here

place your comments here

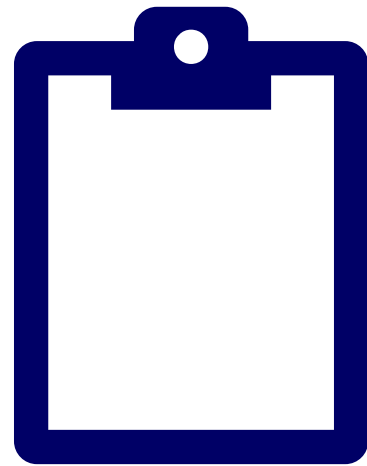
Comments:

- In support of increased building height and density throughout the node
- Integrate courtyards/open space and trees with new development
- Explore opportunities for more north-south bikeways on streets parallel to Division Street
- Create comfortable pedestrian access to BRT stops
- Encourage City/County to facilitate development for owners and investors through financial incentives



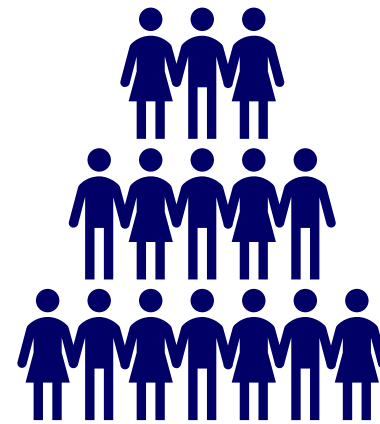
Online Survey

The survey was **active for two months** and focused on the **land use concepts and multimodal improvements** for five priority nodes.



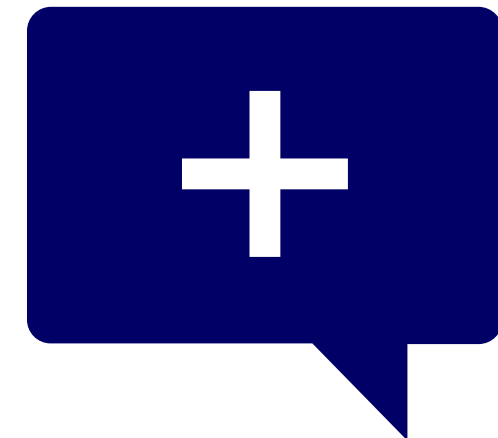
>600

people visited the survey



48

people provided comments



114

comments were contributed

Feedback:

- Evaluate traffic calming measures that best fit to serve the area (e.g., along neighborhood streets)
- Division and Ruby are seen as high-traffic areas, and a reduction in vehicle lanes may have a negative impact
- Curious about how traffic will be managed with BRT occupying one of the travel lanes
- Discourage or on parallel neighborhood streets as safer travel lanes for bicycles
- Not seen as a location Gonzaga students frequent (Nevada Street is more of a draw)

SOUTH COUPLER NODE: LAND USE CONCEPT



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Key Map



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Long-Term Development Opportunities



Potential Long-Term Urban Environment



place your comments here

SOUTH COUPLER NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



Driving Improvements



Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



place your comments here



Feedback:

- Identify ways to integrate or connect bicycle/pedestrian infrastructure to existing trails (i.e., Centennial Trail)
- Improve bus shelters to withstand all weather (e.g., added coverage and protection)
- Include considerations for handicap parking throughout the corridor or drop-off locations
- Consider senior/low-income housing types to support communities that need access to medical facilities
- Explore the option of a bikeway or greenway that goes around Spokane but not through Division
- Ensure development is meaningful and not sitting empty

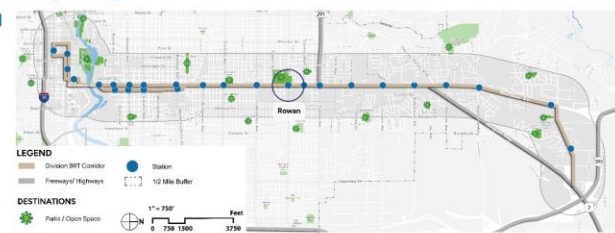
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Rowan | A Connected Health and Recreation Hub

Rowan blends health, recreation, and neighborhood life that is anchored by Providence Holy Family Hospital and Franklin Park, the green heart of Division Street. New housing development supports local businesses and takes advantage of its proximity to the hospital, the park, trails and open lawns. Safe, well-marked walking and biking routes connect homes to both the park and the hospital, encouraging active lifestyles and easy access to care. With upgraded streetscapes and a mix of uses, Rowan offers a welcoming place where wellness, work, and play come together.

Key Map



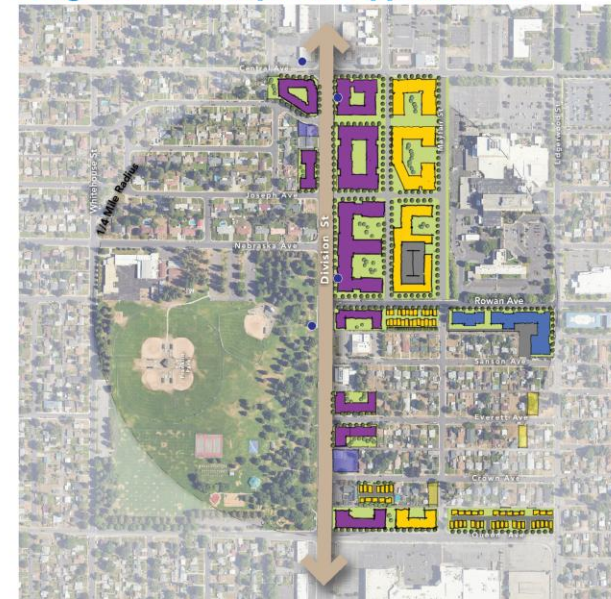
Potential Development Over Time



How might development occur over time?

Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

Long-Term Development Opportunities



Potential Long-Term Urban Environment



place your comments here

ROWAN NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



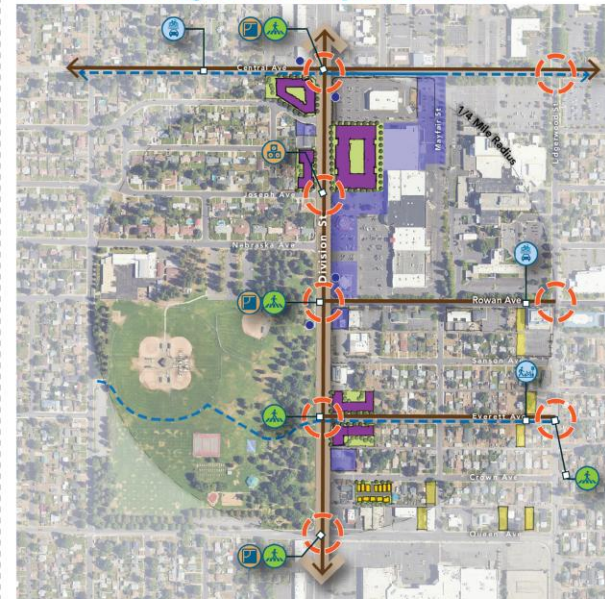
Driving Improvements



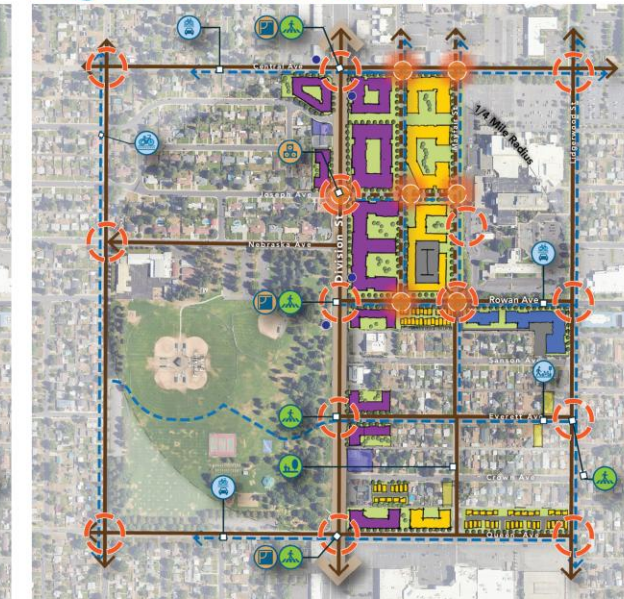
Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



place your comments here



Feedback:

- Increase safe pedestrian infrastructure, detached bike lanes, and transit connections that promote neighborhood connectivity and safe access to services and amenities (for Lilac Plaza/Vintage Apartments and near Holy Family)
- Prime location for multifamily housing development
- Consider maintenance, beautification, and placemaking efforts
- Support for repurposing vacant and underutilized parking lots
- Traffic flow concerns
- Coordinate future efforts with surrounding businesses and stakeholders

FRANCIS / LYONS NODE: LAND USE CONCEPT

Francis / Lyons | A Reimagined Residential and Retail District
Francis / Lyons is a lively, people-centered district. New housing, locally-serving retail, and community gathering spaces transform what was once an auto-oriented commercial corridor with large surface parking lots into a new neighborhood. New streets and pathways create an inviting and walkable environment, with plazas, pocket parks, and tree-lined sidewalks that provide places for residents to gather, relax, and connect. Francis / Lyons is a place where living, shopping, recreation, and community life thrive alongside excellent transit service.



How might development occur over time?
Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

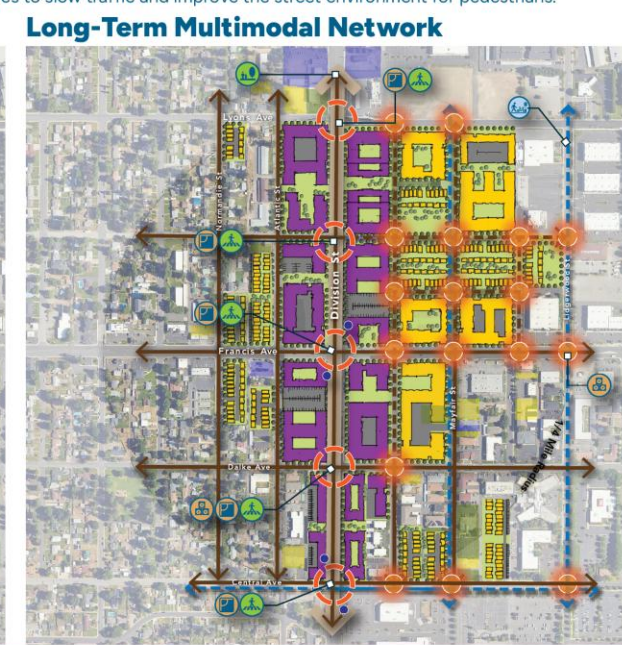
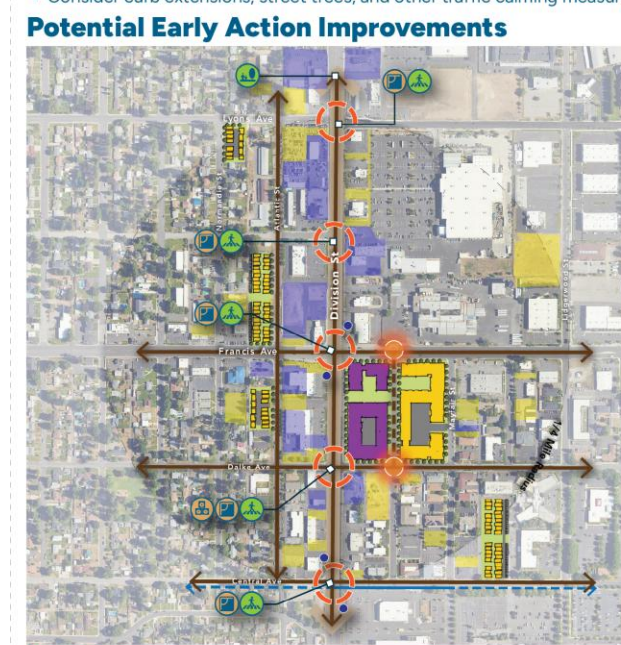


FRANCIS / LYONS NODE: MULTIMODAL IMPROVEMENTS

Sidewalk Improvements	Bike Improvements	Intersection Improvements	Driving Improvements
Sidewalk with landscaping Crosswalk striping and ramps Median refuge islands	Multi-use path Buffered bike lane Separated bike lane or neighborhood greenway	Pedestrian hybrid beacon (PHB) Rapid rectangular flashing beacon (RRFB) Reduced curb radii Push button	Install medians Traffic calming Curb extensions Right-in / right-out turns

Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.



place your comments here

LEGEND
Multimodal Improvements:
 • Division BRT Stop
 • Division BRT Route
 • Existing Street Improvement
 • New Street Improvement
 • Existing Intersection Improvement
 • New Intersection Improvement
 • Existing Bike Facility
 • Improved Bike Facility

place your comments here



Feedback:

- Ensure coordination with university campus
- No additional housing needed west of Division
- Increase safe pedestrian crossings south of Hawthorne
- Include safer, protected bike lanes and facilities along Hawthorne (between US 395 and US 2) while still maintaining traffic flow
- Include considerations for connectivity to nearby commercial areas

WHITWORTH NODE: LAND USE CONCEPT



Whitworth | A Connected Neighborhood

Whitworth is a lively and growing neighborhood shaped by the presence of Whitworth University and nearby residential areas. New development phased over time includes a mix of housing, apartments, and shops and cafes that welcome both students and long-term residents. Streets are safe and inviting for walking and biking, making it easy to get between homes, campus, and local amenities. Whitworth is a walkable, vibrant neighborhood where learning, living, and everyday life come together naturally.

Key Map



Potential Development Over Time



How might development occur over time?

Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

Long-Term Development Opportunities



Potential Long-Term Urban Environment



LEGEND

Existing Condition	Potential Future Land Use
Vacant Site	Residential Development
Redevelopable Site	Mixed Use Development
Future Opportunity Site / Parcel Consolidation	Commercial / Retail / Office

place your comments here

WHITWORTH NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



Driving Improvements



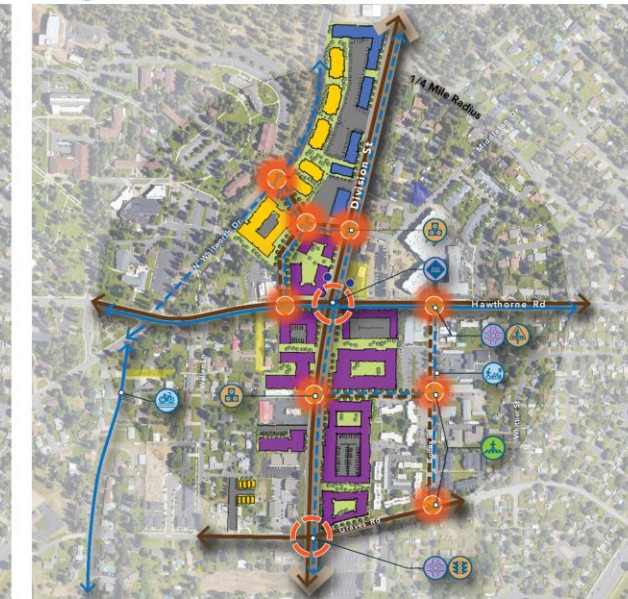
Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



place your comments here

LEGEND

Multimodal Improvements

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

Feedback:

- Support for push button intersection improvements
- Include a regular maintenance plan or collaboration efforts with local/regional departments
- Consider including bike facilities as a part of a broader bike network across the City
- Consider shortening or right-sizing the Northgate Node, as it may extend too far beyond urban services, employment centers, and amenities
- Concerns about traffic flow if nodes are built before the North Spokane Corridor is complete
- Concerns about induced sprawl caused by low transit ridership in this node

NORTHGATE NODE: LAND USE CONCEPT



Northgate | A Growing Gateway Community

Northgate is the **next big thing**. New development is creating a vibrant neighborhood with a mix of housing, retail, and a new medical center. Northgate is creating opportunities to set a high standard for design, connectivity, and sustainability from the start. **New streets and pathways make it easy for residents to get around**, while landscaping, open spaces, and community amenities create a **welcoming, family-oriented environment that is a model for smart growth** in Spokane County.

Key Map



Potential Development Over Time



How might development occur over time?

Development often happens slowly and over time. Near transit stations, vacant land could develop with housing and mixed-use buildings. In the future, as vacant land is developed, some areas may see redevelopment or consolidation of parcels to make larger sites.

Long-Term Development Opportunities



Potential Long-Term Urban Environment



place your comments here

NORTHGATE NODE: MULTIMODAL IMPROVEMENTS



Sidewalk Improvements



Bike Improvements



Intersection Improvements



Driving Improvements



Creating More Accessible Neighborhoods

- Improve intersections to reduce pedestrian stress and make it more comfortable to walk and bike.
- Consider curb extensions, street trees, and other traffic calming measures to slow traffic and improve the street environment for pedestrians.

Potential Early Action Improvements



Long-Term Multimodal Network



place your comments here

LEGEND
Multimodal Improvements
 Division BRT Stop
 Division BRT Route
 Existing Street Improvement
 New Street Improvement
 Existing Intersection Improvement
 New Intersection Improvement
 Existing Bike Facility
 Improved Bike Facility

- Overall support for the **long-term benefits** of a multi-modal network, such as reduced noise and air pollution, increased neighborhood connectivity, more accessible transit, and safer mobility options for all users
- Supportive project design that **incorporates transit-dependent communities** north of the river
- In support of less wear on roadways, allowing for **reallocation of available funds**
- Consider implementing **anti-displacement strategies** to reduce the risk of gentrification along Division Street
- Increase **tree coverage and canopy** to reduce heat and make waiting for transit or walking more comfortable
- Incorporate **zoning changes** that support this type of continued growth and development
- Address **sidewalk and bike lane maintenance concerns** for the winter months (e.g., shovel pathways)
- Add **educational components** related to new mobility improvements
- Enforce **traffic laws**
- Increase **bus service frequency** to reduce the time it takes to travel with transit
- Identify **additional support for businesses** to promote a vibrant commercial corridor and reduce business turnover
- Concerns for how fewer traffic lanes would negatively impact **speed of transit or overall traffic congestion**
- Consider **traffic signal synchronization for BRT** to help with traffic flow
- Concerns about **traffic spillover into neighborhoods** if North Spokane Corridor isn't built alongside the BRT project to shift traffic over accordingly
- Remove the **stoplight at Bridgeport Avenue and Division Street**
- Address other citywide issues, like **houselessness and roadway conditions**, in addition to accessible transit
- Biking is **not a viable option for all residents**, particularly business owners in the area
- **Not all people feel comfortable walking or biking**, even if sidewalks and pedestrian infrastructure are provided
- Extend the bike network to the neighborhoods and promote them as a **better alternative route to Division Street**

Division Street TOD

City of Spokane

Appendix A: Open-Ended Responses



By Node

<p>Prompt: You can review background information, a summary of community engagement so far, and provide comments on land use and multimodal concepts for each of five nodes along the Division Street corridor.</p>
<p>South Couplet Node</p>
<p>All of this is just a pipe dream unless the City is able to solve the drug and homelessness problem downtown. What is the vacancy rate right now downtown? What the chance they homeless will just move north to this wonderful new area? Gonzaga students don't come over to Division they go over to Nevada.</p>
<p>Do not shrink down Division Street lanes of traffic and as alternate streets are already over congested. Do not designate traffic lanes on Division Street for bus travel only as there are far too few lanes for car travel now. Do not place bicycle lanes on Division Street north due to health and safety of those few riders.</p>
<p>All of these are just going to slow down traffic even your busses and what about the idea that the bus lanes are going to be median first and then outside, how will those transitions happen?</p>
<p>If you drive on Division/Ruby and are going the speed limit you are passed regularly. If you add pedestrian and bike crossings all you do is make the drivers frustrated and they want to drive faster. Traffic Calming works in neighborhoods, but not on arterials.</p>
<p>Not on Division...</p>
<p>Definitely not on Division or Ruby. The corridor is already jam packed with vehicles and reduce a lane to accommodate a buffered bike path would further in cause delays to folks that just want to get up or down division or Ruby in their vehicles without additional restrictions. Further, there are already may streets that bikers can use to go north and south in Spokane. I am strongly opposed to this idea. I already do not want to travel downtown as it delays my trips.</p>
<p>Let's see how much we can slow down traffic which is already congested because you have taken two lanes for the busses.</p>
<p>I'm all for enforcing speed limits but curvy streets and speed bumps are just a nuisance. I don't want to see Spokane become an un-drivable city.</p>
<p>Rowan Node</p>
<p>How can we ensure this area integrates well with centennial trail?</p>
<p>You keep suggesting more housing in all these locations, but what if they all want to have cars? Just because they could take a bus doesn't mean they will so you will actually be adding to the problem of cars on Division by suggesting that housing makes sense. Also just because there is a park, doesn't mean it will be used. There is lots of housing around it right now and it is often empty.</p>
<p>I don't think this is an area for bike improvements. This should be an area for affordable/senior/low income housing so residents can take advantage of the medical facilities.</p>

I really appreciate buffered bike lanes and connection to existing trails. Can we also continue to improve bus stop infrastructure (all the images are sunny but let's not forget winter here)
This area needs a lot more handicapped parking spaces and parking lots that can accommodate vans dropping off handicapped patients.
With all these improvements, who is paying for all this. Why are you concern about the Division corridor and condensing people in small spaces? Why not consider creating a beltway around Spokane? If you remove one lane in both directions for buses and bike riders and only have two lanes of travel, you will see more congestion of traffic.
Francis / Lyons Node
I think the road diet is a terrible idea. Please stop slowing the flow of traffic through my town.
There are two retirement communities near here (Lilac Plaza and Vintage Apartments). Residents have told me they want more things to do in the neighborhood in walking distance. They want to have breakfast at a diner, lunch at a restaurant, coffee shop, etc. A senior center or community center in walking distance would help.
I support this. It seems like a good idea -- major improvement.
All I am seeing with each of these developments is you are assuming all the commercial locations are going to become housing. Using the term mixed use is very limiting for what is going to be located in the space. Have all the current businesses been contacted about these plans and are they on board?
Ideally this would be beautiful with the landscaping and whatnot. However, the reality is unless there are plans to upkeep the area, there will be money wasted on it. Like the improvements along Country Homes. Looked great when it was first done, but trashy when not maintained. Another concern is parking. From what I can tell the mixed used buildings each have their own parking garage. Will that be enough? Or is that mostly for the residential occupants? It seems like we're trying to make Division a long stretch of Kendall Yards/Millworks concept. Parking is difficult in both areas. Are there plans to mitigate?
Finish the N/S Freeway before starting any NEW projects! NO BIKE LANES! NO BUS LANES!!!! STOP spending OUR MONEY for YOUR agenda when We the PEOPLE say NOOOOOOOOOO. PLEASE stop squandering our money.
Be very, very careful in how permanent marker (cones) are used for traffic direction, as they are EXTREMELY expensive and the adhesive used NEVER keeps them bonded to the surface more than a season or so.
The grocery store here (Trader Joe's) and Holy Family Hospital two blocks east make this area a prime center for multifamily housing, with good detached bike lane and transit connections in all directions; especially north on Division to Francis and then westward on Francis, as well as south on Division to Queen and then west on Queen.
I really enjoy the plans to put use the empty land taken up by parking lots in the future, especially with residential and mixed use development.
Whitworth Node
This area and the yellow to the left if currently used by the university. How is this supposed to be integrated into the proposed plan without kicking out the school?
I was wondering the same thing?
Your description of the neighborhood is correct on the west side of Division, and there isn't a need for more housing along Division.
Safe pedestrian crossings are needed south of Hawthorne. This is a 1/2 mile "drag strip" with southbound cars accelerating from the light at Hawthorne, as well as those peeling out at high speed from car washes and fast food joints. Anyone trying to cross this road on foot does so at their peril.

This section of Hawthorne between US 395 and US 2 needs widening to accommodate protected bike lanes while maintaining traffic flow. This is a heavily traveled connector with Whitworth University on one end and grocery/retail/health clinics on the other, with the library between: very important to bike riders, transit riders, drivers and pedestrians. As it stands, the westbound bike lane is nonexistent, the eastbound bike lane is dangerous and often blocked, while drivers coming from the east speed up as they jockey for position where two auto lanes shrink to one, all in a place with lots of bus traffic and pedestrians crossing.

Will there be connectivity to nearby commercial areas?

Northgate Node

Just because you are putting a bus line all the way to Northgate, doesn't mean there are developers around who will be interested in building all this housing, and once again most likely all will be using cars, especially since this is so close to the freeway interchanges...

The proposed Northgate node expands growth far north along the Newport Highway corridor, distant from existing urban services and employment centers. Under the Growth Management Act, the county must demonstrate that adequate public facilities including sewer, water, transportation, and transit systems can serve planned densities within the planning period.

ALL of the nodes are going to need to be given top-tier priority for litter and trash clean up each day/week/month. A DSP-like squadron is going to need to be employed to ensure that ALL areas are kept tidy at all times. This going to need to be a combined effort with the City, County, Waste Management, etc. Without maintaining these areas, there will be dramatic bond/tax increase resentment from the citizens of these areas.

This looks like a great project, however, my opinion is that it needs to happen AFTER the North/South Freeway is open. Taking away lanes on a busy street is not a good idea and leads to other traffic jams. Please wait so that there is a good alternative route. Thank you!

Frequent, reliable transit service requires critical mass. Industry standards indicate that bus service requires a minimum of 5,000-7,000 residents within a half-mile (walking distance) of stations to support 15-minute or better frequency without committed transit service operating at the time development begins, the density assumption is speculative and unachievable. The risk is actual "induced sprawl": Higher zoning allows development before transit is funded, but individual projects proceed as car-dependent subdivisions because transit service never materializes. Residents must then rely on private vehicles, defeating the GMA goals of concentrating growth near transit and reducing transportation impacts.

If we're starting from scratch and building new infrastructure, we should be building a bike network in this area as well, restricting cars to the perimeter and division, similar to suburban planning in Houten, Netherlands.

Also, please ensure that wherever the push-button light-enabled crosswalks are placed, that the signaling systems make sense to all parties involved. As of now, the light signaling across Division, for example, blinks red, goes solid red, and then blinks red once more. As a driver I feel as though it should go...start by blinking yellow (requesting for the caution of on-coming traffic), go solid red (while the pedestrian is crossing), and then switch back to blinking yellow (to ensure that drivers are maintaining a cautious-yielding state to ensure the pedestrian has cleared the roadway).

General

Prompt: You can review background information, a summary of community engagement so far, and provide comments anywhere on the page by clicking and filling out the form that appears from the right.

This is a harebrained idea to implement before there is a completed N/S freeway to take some of the traffic. Do not reduce arterials when we can ill afford it. Stop trying to hurt the high number of taxpayers who drive cars.

Why? The city is already so broke from wasteful and capricious spending that seniors are losing their houses to exploding property taxes.
This will only make trafficking and pollution worse, all to benefit the empty busses and 1 bus cycle per hour.
If you want to help, start clearing snow from the sidewalks of major arterials. This will help keep pedestrians out of the street and safe.

Convenient use of math to confuse readers...50,000 cars per day is over 18 million in a year, while a million bus riders in a year is less than 3,000 per day, and is that really only 1,500 because bus riders probably go both ways. When I am driving on Division now I never see a full bus, and often they are nearly empty. Is there really a need or is this just a want that the STA thinks if they build it they will come?

Part of our "needs" are to not have more traffic increase by silly reductions in road capacity! Do not continue Stuckart's follies, please.

As much as I think it would be fantastic to follow through with your vision, I wonder how to make that happen. Division is a major, very important thoroughfare. What would you do with all that traffic? People won't start using the north-south freeway in place of Division. Would I rather see a community oriented, better landscaped, transit friendly key corridor? Absolutely! I can't wait to see the plans!

What we need is roads that are better maintained and less congested by empty STA buses slowing down traffic.

If there are less cars on the road there will be less wear on the roads meaning they can divert funds to places that desperately need it. By making transit more accessible and equitable it gives people more options of transport and thus means there will be less traffic. Bike and bus lanes are also way cheaper to maintain than roads for cars.

I would love to see a BRT service down division. I think even though it could make traffic worse for a bit while adjusting, it'll be very beneficial in the long run for congestion. I'm hoping there will be more plans to further promote transit use and dis-encourage car usage to make that adjustment period easier.

Just because you can't afford a car doesn't mean you have to try and make life harder for those who do. Bus life is not family life.

Just because you can afford a car doesn't mean you have to try and make life harder for those who don't. Car life is not family life.
Owning a car should not be mandatory to get places comfortably

This is not Seattle - we have bad weather far more often than they do. People are not going to bike in gale force winds or deep snow. We often have snow from October to March or even April. The sidewalks are not frequently shoveled, so waiting for the bus can be dangerous or very uncomfortable. I hope that sidewalk clearing is at least factored in to this change.

Thank you for the effort and thoughtful consideration of improving transit accessibility for Spokane. As difficult as it can be to divorce our concept of freedom from cars, in the long run improved transit options will increase quality of life, reduce pollution, and create more cohesive communities!

<p>Thank you for putting good thought into this!</p> <p>If you want great inspiration for what Division could look like, you should have a team visit East Washington Ave in Madison, WI. They have transformed a very similar St to Division and made it lively and beautiful.</p>
<p>Very hard to navigate this "survey." My comment: Division is an eyesore and dangerous and has been for many years. Very difficult to fix since it is also a "highway" through the city. What is needed is ZONING to regulate signage and landscaping and, eventually, traffic calming when the north-south bypass ever gets done (not holding my breath.)</p>
<p>The economy nor the City are encouraging any kind of development right now so this seems backward thinking that since STA has some money and there are grants they can apply for to make driving more difficult on Division that will help developers decide to build "accessible, mixed-use communities." Seems like this is putting the cart before the horse especially since all the 18 wheelers have no place else to go until the north south freeway is completed.</p>
<p>Here is a "corridor-wide vision": North Spokane needs more businesses, more police, a fully built freeway, maintained roads, and one or more dog parks. Residents do not need more electric buses and dense apartment buildings around public transit with nowhere to shop and no jobs. The North Spokane mall is half-empty, and businesses are still fleeing the area due to burdensome regulations. There are empty commercial buildings all over. The area is completely neglected compared to South Hill. No one in North Spokane cares about "environmental justice"; they care about public safety, crushing property taxes, trash everywhere, and open drug use. This plan is a tone-deaf insult to residents and would benefit from being scrapped.</p>
<p>This project is sorely needed but should not be tied to NSC completion. Whether or not the NSC is ever finished, division still needs this transformation.</p>
<p>Probably should have been done first not after you are almost three years into the development.</p>
<p>Curious to know how much money has been wasted on this project after 3 years while existing infrastructure continues to crumble?</p>
<p>Exactly. How many potholes have not been fixed?</p>
<p>I feel Division should be used as its original purpose, to navigate from North to South, South to North. this should mean you can quickly get from one side of Spokane to the other in 15 minutes or less. Somehow though I hit every red light while navigating Division? Why is this? Why do we not sync up the traffic lights to get people from one side to the other quickly. When you hit every light, it backs traffic up, then you get stuck behind a bus and people are putting themselves in danger trying to pass. This whole plan seems to want to make more stops, slow things down, and would not be convenient for anyone in Spokane.</p>
<p>My prior comments of concern over this project for the vast majority of people that currently, and for the foreseeable future, move through Spokane via automobile and especially Division were removed for unknown reason.</p>
<p>I think it is a crazy idea to redesign Division as proposed. It will create gridlock and a nightmare.</p>
<p>I think you should leave Division St. alone. I moved to Spokane because it is an affordable, quaint, American town. I do not want it to become another Seattle where you need a 6-figure income to live here. Let supply and demand govern what happens on Division St. More mass transit is nice but bike lanes on a commercial street? This isn't Holland. American transportation has been automobile-centric since the 1950's. Adding bike lanes won't change that. If shoppers can't drive to a store and find a place to park, they'll shop online and that will be the end of local commerce. Division St. is a main artery for Spokane, figuratively and literally. If you cut it up you will destroy the entire city.</p>

This sounds like ridiculous-speak for making unwarranted decisions. Why is "justice" even a word being used in a transit plan...? What silly thing does this silly phrase even mean? Talk normal, please.

Exactly.

Please stop reducing 4+ lane high traffic roads (i.e., Division, Monroe) to 2 restricted lanes with giant bike lanes, trees, gardens, etc.! I am a business owner/contractor driving all over Spokane on a daily basis to conduct business. These ridiculous restrictions are making travel around Spokane MUCH longer by drastically increasing traffic! If you want to add bike lanes, do so without restriction traffic. Riding a bike to work is absolutely not viable for nearly every business owner in Spokane, besides the fact that riding a bike isn't even an option for nearly half the year. Furthermore, bike riders in traffic absolutely DO NOT adhere to traffic laws (riding in the street and on the sidewalk, moving against traffic in the wrong direction, ignoring traffic signs/lights, no signaling, no lights or other visible aids, etc.). You are not going to stop growth of the city by reducing roadways, you are only exasperating growing traffic issues! Please invest our tax dollars and your responsibility as city leaders/planners in solutions that actually help alleviate congestion as the city continues to grow.

Northbound Ruby & southbound Division (north & south couplets) are congested enough as it is especially during major commuting times. Reducing the # of car lanes in this area is not the "answer". It would only lead to mass congestion. As a business owner, I do not have the ability to use public transportation to go to and from work as my hours and responsibilities vary on a daily basis, plus I live in the county near Wandemere. If you want more "bike lanes" or to make it more walkable - consider that this area is a Major traffic route for those who live in the county, yet work in the city.

This, exactly. =M =F

What you don't understand is that having more lanes does not lead to better traffic flow. I encourage you to look up induced demand in the context of city planning. The only thing that leads to decreased congestion on roads is less cars. The way to get less cars on the road is to supply safe alternatives with the infrastructure to back it up. Look at European cities where you don't need a car to function, the roads are less congested, people are healthier, and businesses thrive.

This is laughable Noah. If 200 cars need to move from point A to point B, 2 lanes will allow it faster than 1 all day every day.

This is not a good comparison. European cities are smaller from a physical size component and much higher population density (more people per square miles of physical space). This makes a lot more sense for public transit than does Spokane, which has ample physical space and is a relatively small population size.

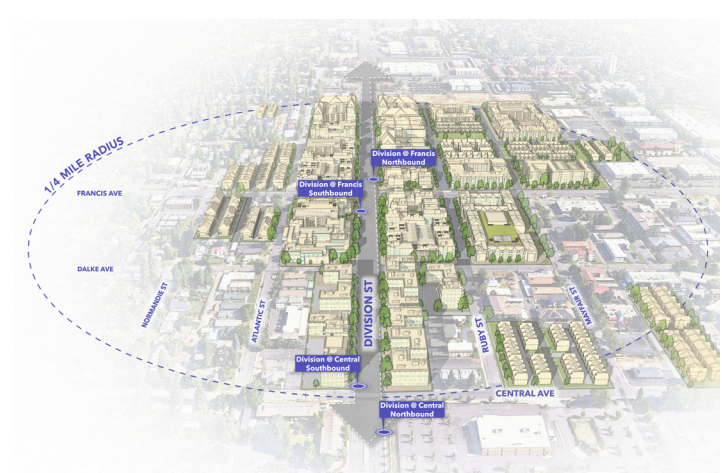
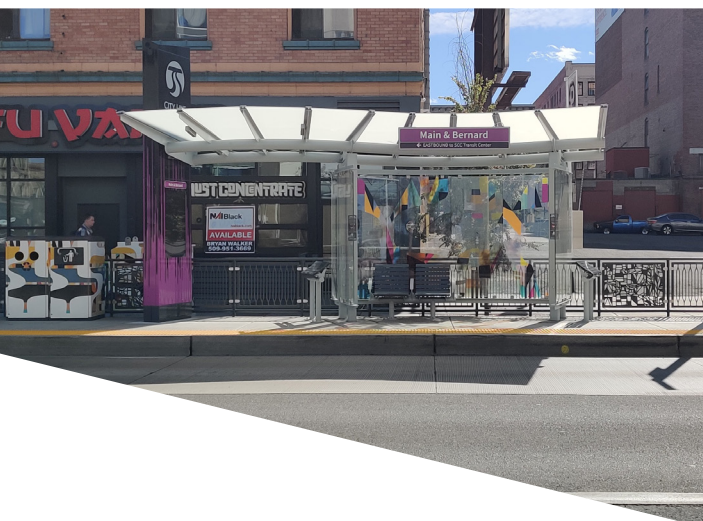
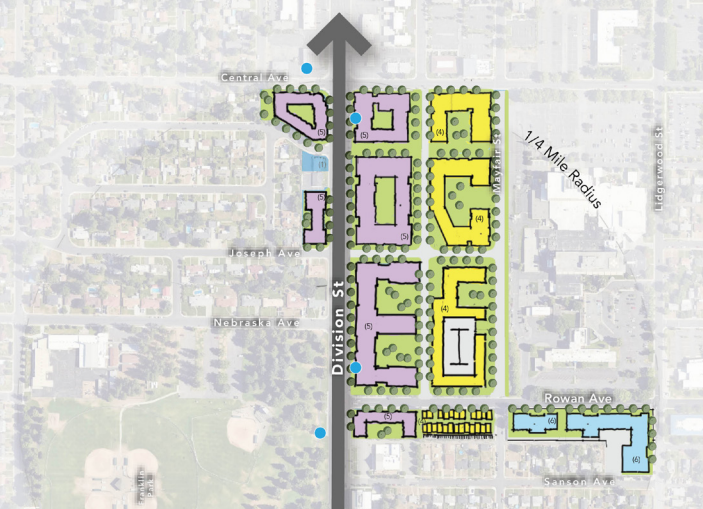
Agree with Victoria. Has anyone asked that question and polled Spokaneites on "If there was a bike lane on Division, how many would SWITCH from driving a car to biking to work at least the majority of the time ALL YEAR LONG?" I bet the city council won't ask that question because the answer would NOT support limiting driving lanes on ANY major driving corridor. People in Spokane drive to work because it is a sprawled out city and was not designed for biking to work (lots of very steep hills too). Quit trying to become something that we are not. Do NOT limit driving lanes or speed limits on major driving corridors in Spokane.

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. People on here are thinking only in terms of what is and not what could be. This plan positions Spokane to be the BEST city in the northwest. 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 that's not even getting into safer streets. I have seen too many memorials on division and

<p>have hope that keeping heavier traffic off this road will lead to a safer, more connected, and more prosperous Spokane.</p>
<p>I'd like to remove the stoplight here so that traffic can flow smoother in the vertical grade. It would reduce carbon emissions by literal tons.</p>
<p>What's written my with it as it is? What are you trying to spend money on something not really needed?</p>
<p>This=F</p>
<p>Spokane has been the red headed stepchild for as long as I can remember. I realize that the West side has a terrible traffic problem, but they are always working on and expanding it. I am retirement age now and they have been talking about our North/South freeway since I was a kid! That project must be completed before any limiting of vehicles on Division. Please spend your time pushing for Federal and State funds to complete this vital project!</p>
<p>Let's get the NS Freeway done! It is so embarrassing of Spokane to be taking as long as it has to complete something that would had only taken a few years to complete on the West side. You're making yourself look bad over here people.</p>
<p>I'm not a fan of the idea, it makes no sense. It took us years to develop Division and at great expense to the taxpayers. How about get our N/S freeway done thats over budget and years overdue. Division works great as it is, easy access to all businesses, buses function well and there is plenty of sidewalk.</p>
<p>Just because there are sidewalks doesn't mean they are actually walk-able. If you have ever walked down division you know exactly what I mean, I've seen too many effigies on the sides of the street to think that road is "safe" this BRT line would revolutionize the way that division functions and give everyone in all these communities easy access to the absolute best parts of Spokane without the hurdles of car ownership.</p>
<p>We are not Seattle or Portland. People will not ride transit when it's easier to drive. You are only making life in Spokane more congested and expensive. If you provide 'free' bus passes your transit system then it becomes a mobile homeless shelter.</p>
<p>I agree with Jerry and second this.</p>
<p>No compass on the map...? Weak. Especially if you aren't going to have it oriented with North being up.</p>
<p>I am so excited for this update! Division is so ugly and unsafe. Don't listen to all the negative comments here people just hate change its going to be great!</p>
<p>I feel like the way people orient in Spokane is very north/south, I found it confusing that this map was oriented this way with south on the left and north on the right.</p>
<p>I agree, I was disoriented until I found your comment. Odd choice of map orientation.</p>
<p>On your map - what is a "proposed station" vs bus stop? Also what does it mean by node? I see you have a proposed station in Mead neighborhood, and a node by the new Costco and subdivision. Please help me understand what that means? Thank you!</p>
<p>Agree! I was recently in San Francisco, Seattle, Portland, and Vancouver, BC and would love to see Spokane reach for their multimodal models before wasting more on 20th century auto-centric infrastructure. Local businesses thrive among multimodal arteries!!!</p>
<p>With a population of almost 240,000 I don't think that 196 respondents is a very true sample. Likely those who like to walk and ride bikes as often as possible are excited about this for themselves, but likely don't assume as the STA seems to think that this project is going to get enough people to give up their cars to make this project worth funding.</p>
<p>Good point. Has a statistically valid demographic sampling been done to poll attitudes and priorities?</p>

<p>It's not safe to walk and bike in North Spokane, even if the weather is mild. There is no point in increasing mobility here if it's unsafe to be mobile due to crime, drugs, and gangs.</p>
<p>How many participants own land along this corridor? Were they asked what changes or incentives would encourage a change in long-standing development patterns? Were they asked what the barriers are to such development?</p>
<p>What a joke of a question. Please ask questions appropriately, not to elicit a desired response. If you asked me would I LIKE to walk to work, my answer is HELL YES. If you asked me would I LIKE to bike to work, sure I'd like that as well. Would I EVER walk or bike to work, HELL NO. I work on the South Hill and live on the northside. It's not feasible or reasonable, even if there was a direct straight rout without any stops only for bikes would that work. Also, did the city council and city development forget we live in the Pacific Northwest where it's not even feasible to ride a bike for at least three months of the year? Please ask that question "If there was a dedicated bike lane on division, would you switch from driving to biking?" How likely would you switch from driving to biking to work/shopping if there was a bike lane on division? 1-10". Come-on people.</p>
<p>I agree that making Spokane more friendly to other transit types would greatly increase quality of life, safety, and reduce noise and air pollution!</p>
<p>Yes, please! I walk and take the bus as my main forms of transportation. The speeds at which today's exceptionally heavy automobiles travel on Division is terrifying.</p>
<p>Mixed use development is a good strategy to combat urban sprawl and thereby reduce reliance on cars. One note would be to ensure mixed use development does not gentrify the neighborhoods along the N/S Division corridor as it has in Kendall Yards and other mixed use areas of Spokane.</p>
<p>I also support the use of trees to keep sidewalks shaded and cool.</p>
<p>Yes, please! The science on this is so clear!! As many trees as possible, to cool us, clam traffic, and clean the air! :)</p>
<p>The idea is that they will be taking from the sidewalks to expand and keep the bus stop facilities covered, etc. so you can't also expand the sidewalk unless you require businesses to move back... and adding crosswalks will only further slow down traffic.</p>
<p>Crosswalks by themselves are dangerous. Crosswalks with a traffic light or blinking yellow light should be honored by motorists. Otherwise it can be difficult to see a pedestrian wanting to cross.</p>
<p>I am a paratransit operator with Transdev (STA contractor), so I know the city very well. The main issues I see in Spokane, especially as it relates to transit and development, is that safety is lacking. The city needs to prosecute and jail criminals so that they are not constantly reoffending all the time. Moreover, transit has a stigma of being transportation for the homeless. It needs to be transportation for professionals and working class. Therefore, bad actors need to be aggressively monitored and kicked off fixed route busses. I also see that there needs to be more connectivity in the Valley, Liberty Lake, and Otis Orchards. That is where the service is lacking, not really along Division. Lastly, the roads need to be aggressively fixed as well. Spokane is 35 years behind in fixing roads. It makes no sense to have the busses drive over broken roads that cause wear and tear.</p>
<p>Businesses - particularly brick and mortar - are leaving Spokane and Washington State. What sort of 'mixed use' is it going to be if there are not business or not enough? There are lot of empty mixed use developments in Spokane already and most are empty. This sort of development must be organic. By all means, change the zoning, but don't interfere.</p>
<p>The majority of Spokane area travel, other than potential local recreational/entertainment activities, is and will be by automobile for many years to come, as the majority of residents do not walk, bike or take transit due in large part to Spokane's climate, existing safety issues, time constraints and distance to</p>

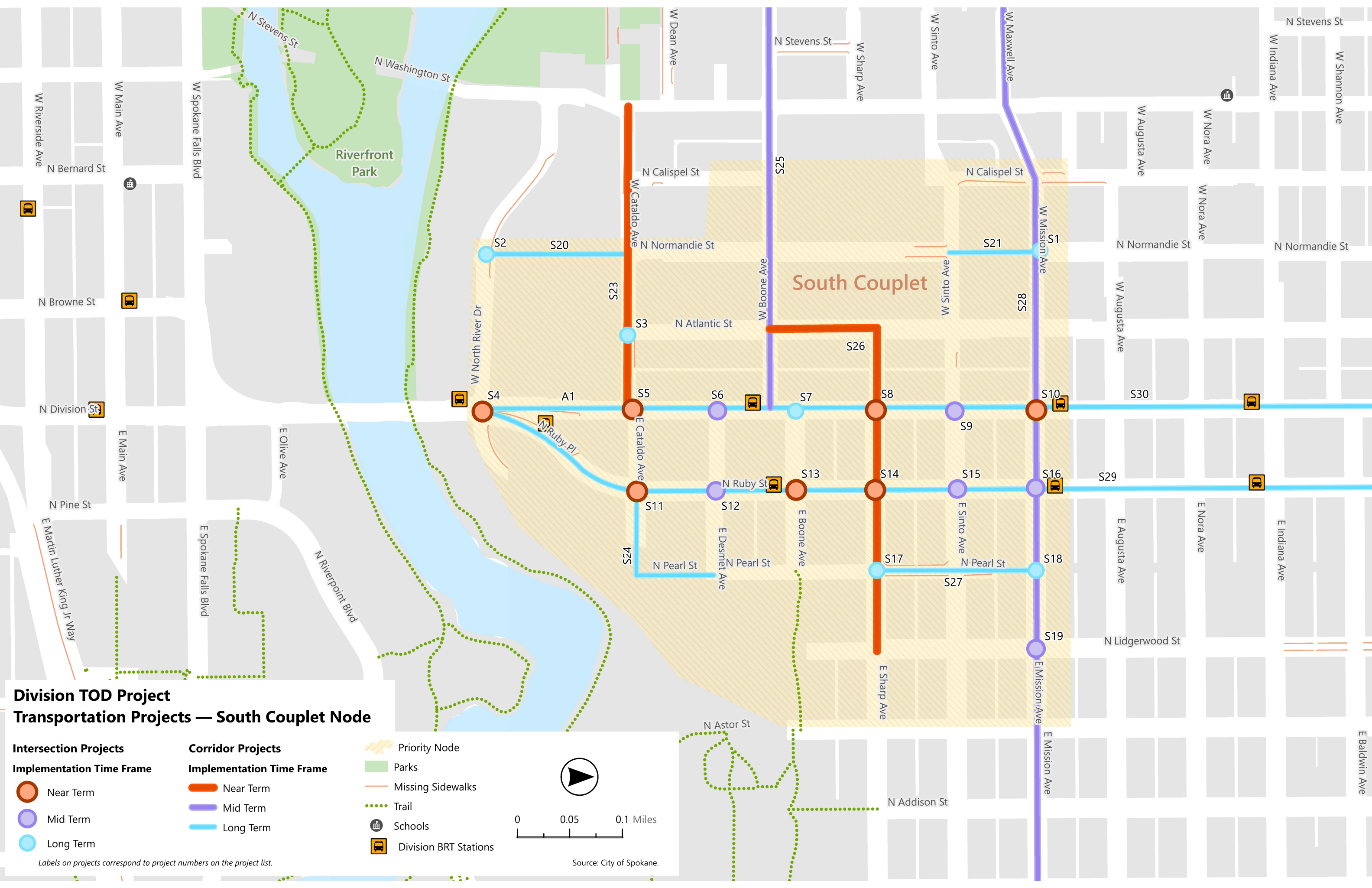
travel to work/shop, etc. Any focus on improving sidewalks/bike travel should be restricted to small neighborhood communities and not near the main automobile thoroughfares where the majority of people living and visiting Spokane travel on, making it not conducive or safe to bike/pedestrian traffic and will result in further traffic issues.
bikes don't belong on Division with 50,000 cars (and trucks and busses too).
I agree 100%! This is inviting more accidents and worse traffic issues. I dont understand the push for bike lanes everywhere, we have ice and snow at least 4 months of the year, why is this a priority over other options that would actually improve traffic??
Agree. There should be a completely separate parallel bike path IF the cyclists are willing to pay for it.
I'm a fan of new urbanism, but we need to be honest. NOBODY is using the existing bicycle lanes. The only time I have ever seen anybody on street bike paths is when the Mayor is promoting it. Wasted dollars on something that will not be used or have any benefit for the vast majority of people.
Are cyclists going to be taxed/licensed or do drivers have to bear the cost for these improvements?
Nothing is safe if you don't pull you head out and start enforcing the laws.
More frequent bus service would greatly improve residents willingness to take buses for regular commuting! It can be difficult to take the bus when it takes 45 minutes to get somewhere that only takes 25 minutes to drive.
None of these number of responses give any value to these percentages. Of roughly ~451 participants, why are there only 48 responses?
The least popular response.
This part is important. So often these projects just end up gentrifying the areas they improve, forcing poor people away from the benefits the projects create. We need to make sure this doesn't happen
Synchronizing lights only work if the traffic can move at the speed limit. Taking a lane away from cars for the busses is only going to make maintaining speed that much harder.



DIVISION STREET TRANSIT-ORIENTED DEVELOPMENT

Appendix G: Transportation and Mobility Projects





Division TOD Project Transportation Projects — South Couplet Node

Intersection Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Corridor Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Priority Node

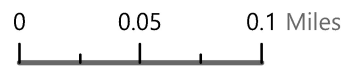
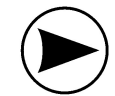
Parks

Missing Sidewalks

Trail

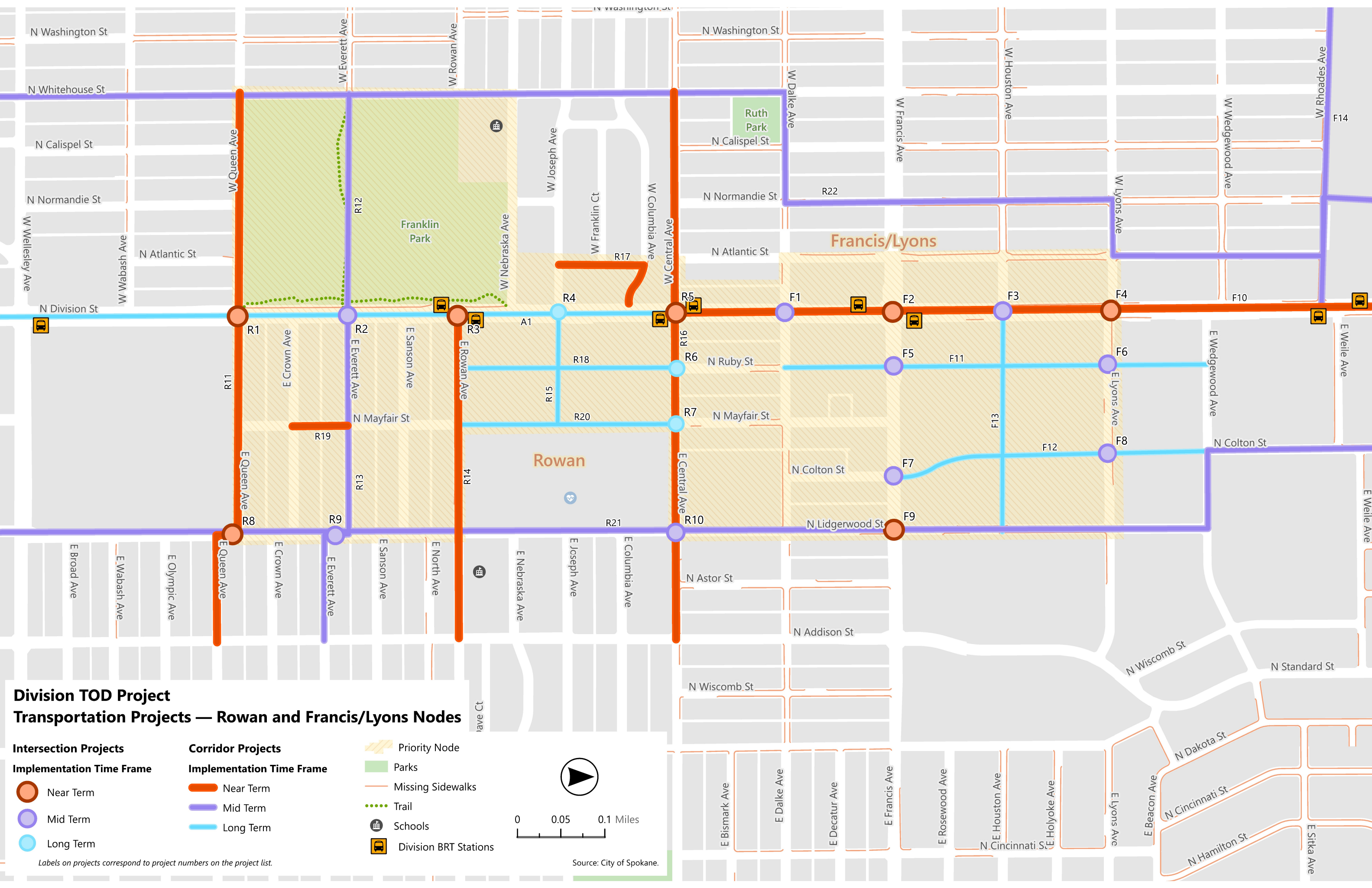
Schools

Division BRT Stations



Source: City of Spokane.

Labels on projects correspond to project numbers on the project list.



Division TOD Project Transportation Projects — Rowan and Francis/Lyons Nodes

Intersection Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Corridor Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Priority Node

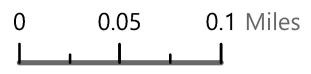
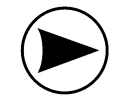
Parks

Missing Sidewalks

⋯ Trail

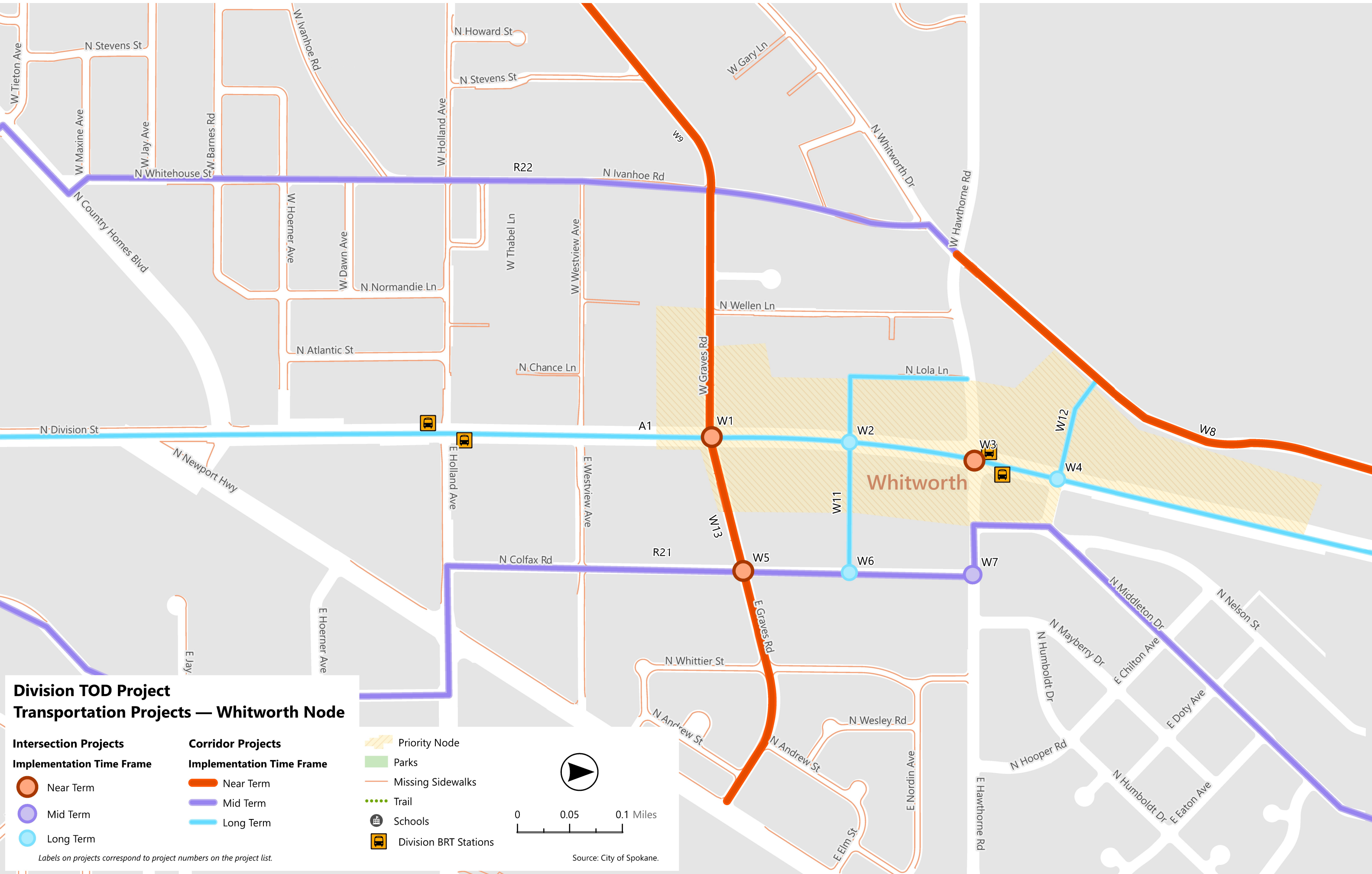
Schools

Division BRT Stations



Source: City of Spokane.

Labels on projects correspond to project numbers on the project list.



Division TOD Project Transportation Projects — Whitworth Node

Intersection Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Corridor Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

Priority Node

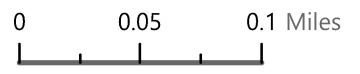
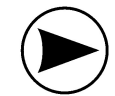
Parks

Missing Sidewalks

●●●● Trail

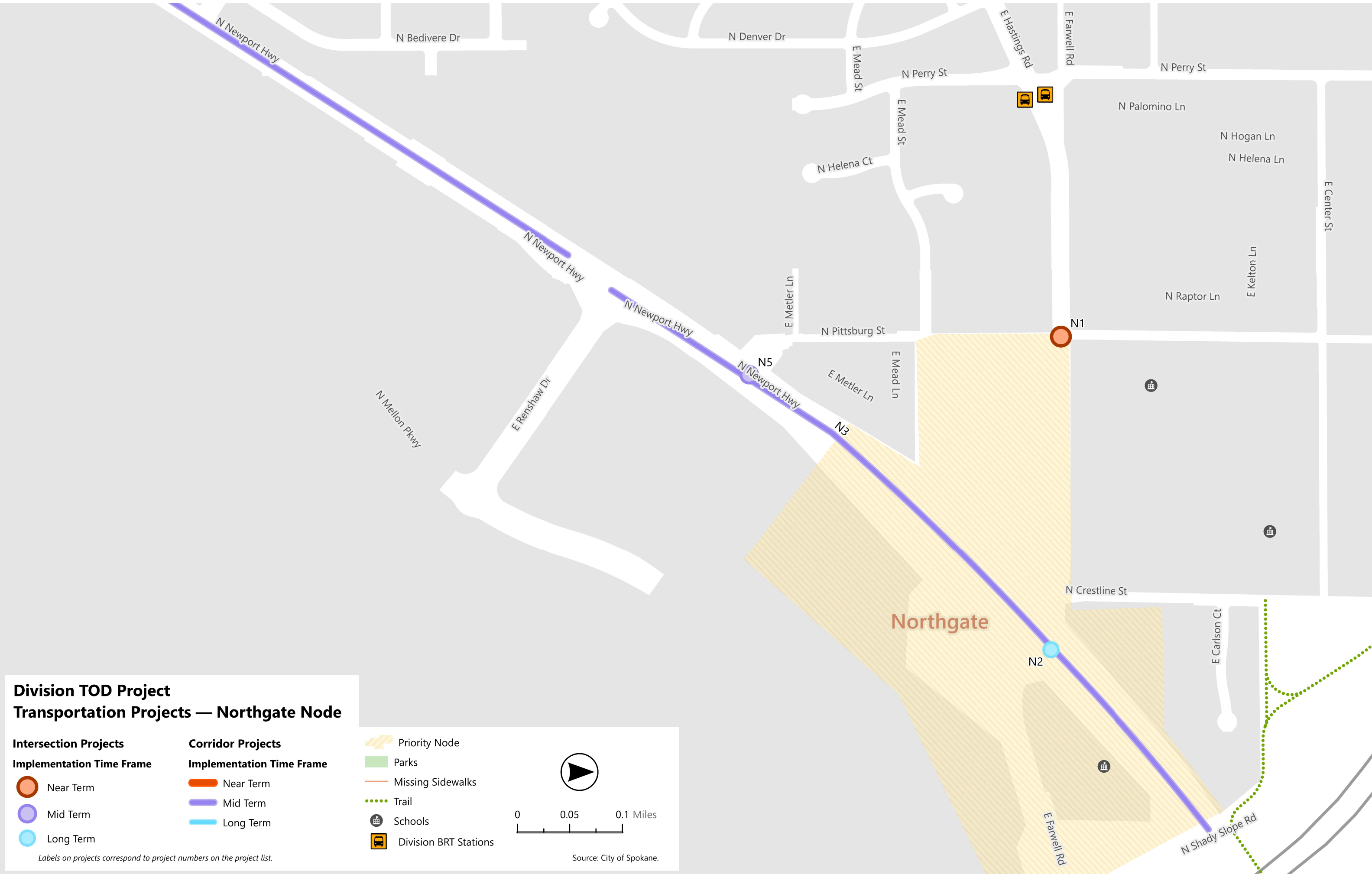
S Schools

BRT Division BRT Stations



Source: City of Spokane.

Labels on projects correspond to project numbers on the project list.



Division TOD Project Transportation Projects — Northgate Node

Intersection Projects

Implementation Time Frame

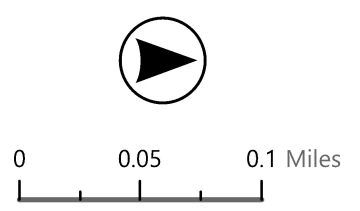
- Near Term
- Mid Term
- Long Term

Corridor Projects

Implementation Time Frame

- Near Term
- Mid Term
- Long Term

- ▨ Priority Node
- Parks
- Missing Sidewalks
- ⋯ Trail
- ⊙ Schools
- ⊞ Division BRT Stations



Source: City of Spokane.

Labels on projects correspond to project numbers on the project list.