

APPENDIX K

BRT Implementation: Policy Review Memorandum

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Section I

Introduction

This document provides an overview of existing policy and programs related to the successful development of Bus Rapid Transit (BRT) systems in Spokane, particularly those pertaining to the Division Street corridor. In addition to the basic review conducted among all identified documents (Section 2), this document provides supplemental detail supporting key advisory findings included in the Case Study Land Use & Economic Development Memorandum (“memo”, “case study memo”) supplied separately. Policy documents reviewed for this section include only those directly associated with or abutting the Division Street corridor, including the most recently adopted versions of:

- The City of Spokane Comprehensive Plan
- The Spokane County Comprehensive Plan
- Neighborhood Plans, including:¹
 - Riverside (Downtown)
 - Logan
 - Emerson-Garfield
 - Nevada Heights

Case Study Lessons

The first section of the case study memo provides numerous recommendations concerning land use and planning activities shown to support BRT development. For purposes of this review, notes from the case study memo have been narrowed to two key “lessons”. Associated policy summaries (“takes”) from the above documents follow each of these items.

1. **Clearly-articulated Goals** – As noted in the memo, goals for BRT development must not only include standard objectives such as ridership counts, cost-effectiveness, and reliability, but should also relate to broader community objectives. Goal types most typically associated with BRT and Transit-Oriented Development (TOD) outcomes include:
 - Economic growth
 - Quality of life
 - Infill/Compact land use patterns
 - Affordable housing
 - Health and safety benefits

Policy Take

- Economic Growth – Strong policy support exists across all adopted plans, including the City of Spokane and Spokane County’s comprehensive plan vision statements, their respective

¹ The Shiloh Hills neighborhood borders northern portions of the Division corridor but does not currently have an adopted plan or other policy document for review.

Economic Development chapters, and multiple implementing goals and policies associated with chapter elements. Areas where BRT goals may most effectively address community needs and desires concern the characteristics of growth sought, i.e., how to manage BRT/TOD patterns to best effect, anticipating and configuring policy to foster things like types of employment growth; maintaining affordable housing stock; managing growth equity, and avoiding “gentrification” issues – with direction on each and other considerations filtered by locale.

- Quality of Life – Though a very broad topic – and again, widely-supported across all plans – the benefits of BRT and TOD development may address quality of life considerations in multiple ways. Configuring BRT goals to tie in with and draw focus on things like walkability; ease of mobility including improved access to services, recreational assets and employment; proximity to social and support networks (associated with higher-density, mixed-use districts), and qualitative improvements including streetscapes and landscaping (“premium” character advised in case study memo), make sense for future policies to embrace.
- Infill/Compact land use patterns – Again, typical BRT/TOD-style outcomes seem very well-suited for this key topic among plans reviewed. The City of Spokane’s well-known “Centers & Corridors” theme provides an ideal point of coordination, as well as the City’s recent efforts to support TOD-style development.
- Affordable Housing – While case study findings show trends toward increased property values and rents, they also show agencies responding in ways that can improve availability of affordable housing. Programs to address this issue – an important consideration among reviewed plans as well as in the current economy – are key, and BRT goals should acknowledge this as an essential measure of success.
- Health and safety benefits – Supported by all plans and closely associated with many of the big-picture goals noted previously, the capacity for BRT and associated TOD environments to promote human health and safety should be articulated and included in goal formation.

A closely allied recommendation from the case study memo suggests BRT goals should also reflect adopted or inferred policies associated with affected agencies and institutions. Research also shows benefit in coordinating BRT goals with such agencies, establishing lasting ties and improving chances for synergistic outcomes. Beyond those already involved in the Division Connects process, a preliminary list of entities to coordinate project goals might include:

- Affected neighborhoods
- The Downtown Spokane Partnership
- The University District
- Gonzaga University
- Whitworth University
- Holy Family and Sacred Heart Hospitals
- Spokane Homebuilders Association

Case study findings also note additional margins for BRT success where systems feature institutional “anchors” along the route. The presence of major hospitals along the study route, coupled with its ties to downtown, the University District (including WSU and EWU), Gonzaga, and Whitworth University make goal coordination – and active participation in relevant future sub-area planning efforts – are essential.

Finally, work to develop more holistic goals for BRT will also be of value as means to evaluate places with highest potential for success, and as metrics to evaluate success as the system grows. Such considerations were also deemed important steps for success in the case study review.

2. **Get plans and programs in-place before capital improvements** – Though perhaps not essential in strong markets, the case study memo suggests having as much planning and incentive programming as possible in place before significant funds are spent on capital improvements. Regarding programs and incentives, case study agencies and memo research suggests consideration of the following types of incentives to enhance BRT outcomes:

- Land assembly
- Tax incentives
- Environmental clean-up
- Zoning requirements

Regarding the first three of these, associated complexities and hurdles suggest these may be best approached following the type of locale-specific investigation typical of subarea planning – identifying both need and viability for such incentives concurrent with and in support of goals specific to planning “nodes” and/or station area locations.

Similarly, adjustments to zoning requirements may be best addressed or informed by further, area-specific plans or research, emphasizing that zoning near transit encourages mixed use, walkable development. As is, the City of Spokane Future Land Use map identifies two “centers” areas within the study area, with supporting land use designations largely in-place. Current zoning identifies much of the study area as General Commercial, with a single area (Rowan and Division) identified for Center and Corridor development (CC2). Despite this, and reflective of the land use map, all reviewed plans provide extensive policy support for BRT, and/or describe land use patterns well-suited for such service. As the current Division Connects scope is expected to provide recommendations for areas most suitable/receptive for TOD transformation, a detailed examination for these areas could take place within a future scope.

Section II: Existing Plans Review

Introduction

As part of Phase II of Division Connects, a review of adopted plans was conducted to advise the project group on adopted goals and policies related to the study area.

Working from an initial list reviewed and subsequently amended by the technical advisory group, 34 documents were reviewed, covering the following agencies and plan types:

City of Spokane

- Comprehensive plans
- Neighborhood plans
- Master plans
- District center plans
- PROS plans
- Park plans
- Subarea plans
- Strategic plans
- Bicycle and Pedestrian Master plans
- Capital facilities plans
- Transit-Oriented Design (TOD) ordinance

Spokane County

- Comprehensive plan
- Countywide Planning Policies
- Parks, Recreation & Open Space (PROS) plan
- Corridor plans
- Regional trails plan

WSDOT

- Active Transportation Plan

SRTC

- Comprehensive Plan

STA

- Comprehensive Plan

University District

- Master plan

Whitworth University

- Campus master plan

Gonzaga University

- Strategic plan

In addition to sample policies and summaries regarding issues concerning the future of the Division Street corridor, all documents were rated in terms of degrees of change promoted for the three following topics:²

Land Use – Goals or policies promoting transformation of existing use patterns.

Transportation Diversity – Goals or policies promoting transit and/or non-motorized forms of travel.

Corridor Design – Goals or policies promoting transformation of key corridors.

Findings

Tallies of all plan ratings (excepting N/A) are provided in the table below, and express:

Land Use – For these topics, plans demonstrated the greatest support for the middle ground (“Evolve”, 15), with six expressing policy support for more drastic change (“Transform”). No plans were characterized as “Maintain.”

Transportation Diversity – For these topics, plans demonstrated a near-even split between the middle ground (“Evolve”) and “Transform” (15, 14 respectively) No plans were characterized as “Maintain.”

² Degrees of change ratings were expressed as “Maintain”, “Evolve”, “Transform” or “N/A” (Not Applicable)

Corridor Design – For these topics, plans demonstrated an even split between “Evolve” and “Transform” (11 each) with just one characterized as “Maintain.”

Land Use				Transportation Diversity				Corridor Design			
Maintain	Evolve	Transform	N/A	Maintain	Evolve	Transform	N/A	Maintain	Evolve	Transform	N/A
0	15	6	13	0	15	14	5	1	11	11	11

Other, more generalized findings from the plans review:

- **Mixed-Use opportunities** – Across the board, including plans prepared for neighborhoods that border it, Division Street is rarely mentioned. Instead, plans tend to focus on other corridors for growth as “identity” mixed-use areas. Division Connects offers an opportunity to improve upon that, helping create the type of environment neighborhoods desire – and may share with bordering neighborhoods – more rapidly than otherwise possible.
- **Walkability** – With little to no exception, plans strongly support increased transportation diversity via improved pedestrian, cycling and transit features. “Walkability” is something Spokane residents want more of. And not just for recreation – for daily needs trips, too.
- **“Centers & Corridors” effect** – Support for land use transformation is generally more muted than for transportation diversity, possibly in deference to the City’s existing Centers/Corridors strategy. It may be that the existing centers/corridors are seen as well-located...even if they’ve been slow to develop.
- **Economic development** – Areas like Hillyard, East and West Central and others with higher poverty rates are desperate to boost their fortunes. A BRT/TOD transformation of Division Street may be of tremendous value in this regard.

Document Review Form



Document / Title	Shaping Spokane – City of Spokane Comprehensive Plan
Agency	City of Spokane
Type	Comprehensive Plan
Published	2017
Scope of coverage	Citywide
Source / URL	https://static.spokanecity.org/documents/shapingspokane/comprehensive-plan/approved-comprehensive-plan-2017-v8.pdf
Summary	<p>The Spokane Comprehensive Plan promotes relatively modest policies for the Division Street Corridor. In general, the plan supports:</p> <ul style="list-style-type: none"> • Increased transportation options, safety, and efficiency • Designation of neighborhood and district centers • General maintenance of existing facilities <p>Identifies employment and district/neighborhood centers of possible relevance to station location. Recent amendment provides direct and strong policy backing for TOD.</p>

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use		X			<p><i>Maintains much of the existing land use along Division, with transformations at designated centers that focus on mixed use.</i></p> <p><i>Designated centers along Division include:</i></p> <ul style="list-style-type: none"> • <i>District Center at Northtown (Wellesley)</i> • <i>Employment Center at Holy Family area (Francis)</i>
Transportation Diversity			X		<p><i>Encourages major improvements in transit, pedestrian, and bike access throughout the city, and especially in Centers & Corridors areas. Supports substantial transformations regarding transportation accessibility and diversity.</i></p>
Corridor Design		X			<p><i>Plan does not call for a major change to the corridor design of Division but does encourage improvements following national design guidelines and best practices.</i></p>

Related Issues

- Designated Centers & Corridors include:
 - NorthTown – Division and Wellesley (suggested District Center, with final determination subject to a subarea planning process described in LU 3.4).
 - Division and Francis – Proposed as “Employment Center”
- Density, transit access, and walkability are important factors to introduce alternative modes of transportation, encourage development fitting for Spokane’s character, and facilitate economic development in Centers & Corridors.

- Improvements to the North Division Line (a High-Performance Transit Corridor)

Example Policies

- LU 3.2: Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.
- LU 3.5: Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.
- LU 4.1: Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.
- LU 4.4: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.
- TR 2: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.
- TR 6: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.
- TR 13: Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

Document Review Form



Document / Title	Pedestrian Master Plan
Agency	City of Spokane
Type	Master Plan
Published	2015
Scope of coverage	Citywide/Regional
Source / URL	https://static.spokanecity.org/documents/projects/pedestrianplan/spokane-final-pedestrian-plan-adopted-2015-11-02.pdf
Summary	The pedestrian master plan analyzes pedestrian safety and access issues throughout the city and provides policies to improve pedestrian networks. The plan includes numerous maps that may inform land use and design considerations along Division Street, as well as a collection of “best practice” measures to improve pedestrian conditions. Offers clear policy support for improvements in DivisionConnects study area.

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use		X			<p><i>The Pedestrian Master Plan aims to create a safe, walkable city. This includes creating vibrant places that invite walking and gathering.</i></p>
Transportation Diversity			X		<p><i>Walking conditions on North Division are challenging with sidewalks directly adjacent to high-speed traffic.</i></p>
Corridor Design			X		<p><i>Division Street is recognized in the plan as a corridor with significant existing issues, including higher pedestrian-involved crash rates at multiple intersections. The plan calls for design improvements to sidewalks and crossings to improve safety along and across Division.</i></p> <p><i>Improved access management and driveway consolidation along Division is also recognized as a necessary improvement.</i></p>

Related Issues

- Street and intersection designs have come to accommodate high motor vehicle speeds and traffic volumes with limited delay. Furthermore, the probability of choosing transit or walking as a primary mode is reduced by missing or deteriorated sidewalks, a lack of high-quality crossings on higher speed and volume streets such as arterial streets, and long trip distances along curvilinear streets.
- Walking conditions are more challenging in other parts of the city, such as portions of North Division, where narrow sidewalks adjacent to high-speed traffic are relatively uncomfortable to walk along and contain barriers for disabled populations where there is inadequate space to navigate around street furniture or utility poles.
- Many recent developments include sidewalks but feature a roadway network design that lacks pedestrian connections as walking routes are much longer than a more traditional street grid network. In addition, these streets also lack destinations nearby, like neighborhood shops, schools and parks. Therefore, walking activity is likely limited to recreational trips or trips to reach transit.
- Many of the Centers and Corridors remain strongly auto oriented with high-speed arterial streets, limited marked crossings, long block lengths, and numerous driveways. Throughout the city, it is common to have more than half-mile stretches between marked crossings on arterial streets.
- Higher (pedestrian) demand areas on the north side of Spokane include the area near Franklin Park Commons, Tombari Center, and Lowe's.

Example Policies

- Provide a connected, equitable and complete pedestrian network within and between centers and corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities.
- Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.
- Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.

Document Review Form



Document / Title	Spokane Bicycle Master Plan
Agency	City of Spokane
Type	Master Plan
Published	2017
Scope of coverage	Citywide/Regional
Source / URL	https://static.spokanecity.org/documents/projects/bicycle-master-plan/2017-bicycle-master-plan.pdf
Summary	The plan creates a vision for enhancing cycling opportunities in Spokane. The plan does not mention the Division Street corridor specifically, but provides high-level analysis, citywide goals, policies, and actions that may apply to Division.

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use		X			<i>The plan encourages land uses that make bicycling more attractive than driving for short trips.</i>
Transportation Diversity		X			<i>The plan aims to increase the level of cycling throughout Spokane, encourages improvements to bicycle routes and facilities, and supports a more diverse transportation network.</i>

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Corridor Design	X				<i>The plan map does not designate Division as a bicycle corridor. In fact, north of North Foothills Road, Division is marked as prohibiting bicycles – the only street marked as such in the plan – maintaining the way it operates today.</i>

Related Issues

- The current bicycle facilities network is disconnected, and signed bicycle routes are sporadic. There are numerous barriers (hills, high traffic volume streets, the Spokane River, etc.) that make cycling difficult and inconvenient. Additionally, end-of-trip facilities such as bicycle parking and lockers are inadequate.

Example Policies

- Continually increase the bicycle mode share for all trips.
- Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the city.
- Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.
- Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.
- Encourage and support land uses that make bicycling more attractive than driving for trips of three miles or less.
- Provide a high degree of separation between people riding bicycles and people driving cars on high traffic streets.
- Consider a variety of methods to reduce speed differential between motorists and bicyclists where separated bicycle facilities are not possible.
- Develop a system of Neighborhood Greenways on low volume and low speed streets, utilizing context appropriate design and traffic calming techniques.
- Right-size roadways or reduce lane widths to accommodate bicycle facilities on streets with excessive capacity.
- Improvements are needed at arterial roadway crossings in the Bikeway Network to provide bicyclists with continuous, safe routes between destinations. To make it possible for bicyclists to travel throughout the city, there needs to be opportunities to cross major streets without disrupting the traffic flow of these important corridors. All future roadway improvement projects should address bicycle crossing needs as a routine part of the design process when feasible.

- Encourage and support the transformation of auto-oriented commercial areas into compact mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activities.

Document Review Form



Document / Title	Decorative Street Lighting Districts
Agency	City of Spokane
Type	Standards Plan
Published	2018
Scope of coverage	Downtown Spokane
Source / URL	
Summary	Map document depicting linear and area locations for five different street light categories in Downtown Spokane. Covers Division/Ruby from river to Sharp Avenue and Division/Browne from river to I-90.

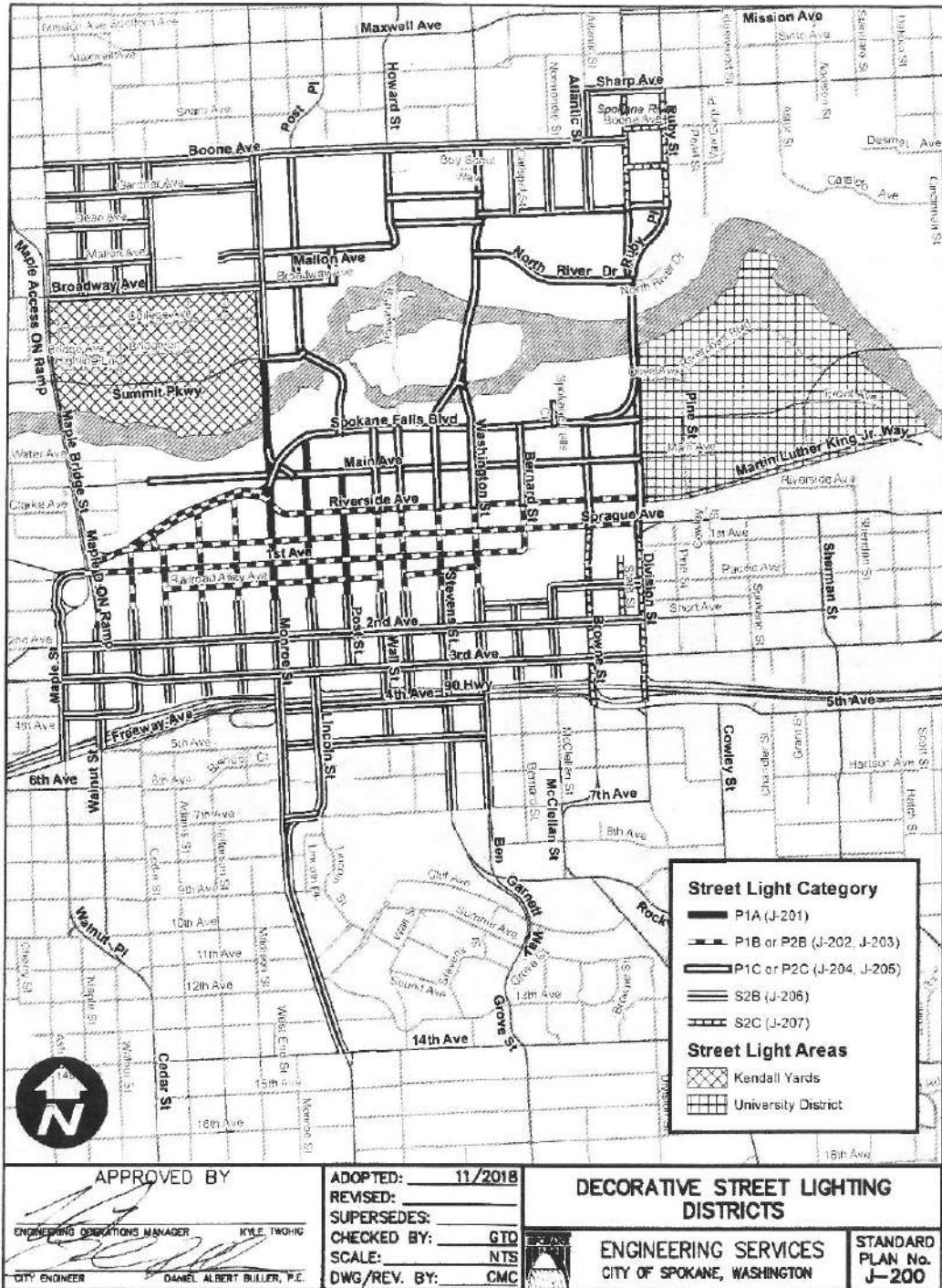
Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>No land use transformation is directed or inferred.</i>
Transportation Diversity	X	<i>No transportation diversity is directed, though lighting specified supports pedestrian and bike-friendly street configurations.</i>
Corridor Design	X	<i>No transportation diversity is directed, though lighting specified supports pedestrian and bike-friendly street configurations.</i>

Related Issues

- Not applicable.

Example Policies

- Not applicable.



Document Review Form



Document / Title	2022-2027 Six-Year Comprehensive Street Program
Agency	City of Spokane
Type	Capital Improvement Program
Published	2020
Scope of coverage	City of Spokane
Source / URL	https://static.spokanecity.org/documents/city/2021-2026-draft-6-year-streets-program.pdf
Summary	GMA-mandated capital facilities (streets) project inventory, coordinated with goals and intent of comprehensive plan. Details selection procedures, funding sources. Multiple project listings supporting STA Central City Line, trails development; features pedestrian and bikeways projects section. Many projects lead to and/or improve study area crossing conditions.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use; projects support comprehensive plan objectives.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity; projects support comprehensive plan objectives.</i>
Corridor Design	X	<i>Does not directly address corridor design; projects support comprehensive plan objectives.</i>

Related Issues

- Expresses key goals from comprehensive plan for projects to address (see below).

- Multiple project listings supporting STA Central City Line.
- Project listings supporting Centennial Trail, Spokane Cultural Trail, Fish Lake Trail, Millwood Trail, South Gorge Trail.
- Project listings supporting integration of NSC.
- Project listings supporting sidewalk improvements.

Example Policies

- Cites several goals from City of Spokane Comprehensive Plan guiding project selection, including:
 - Promote a Sense of Place - Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.
 - Provide Transportation Choices -Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.
 - Enhance Public Health & Safety - Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers particularly the most vulnerable users.

Document Review Form



Document / Title	Housing Action Plan
Agency	City of Spokane
Type	Housing Plan
Published	2021 (Public Review Draft)
Scope of coverage	City of Spokane
Source / URL	https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/spokane-housing-action-plan-city-council-draft-july-2021.pdf
Summary	Provides guidance for City staff, elected officials and decision-makers to encourage the construction of additional affordable and market-rate housing that meets Spokane's current and future housing needs. Led by extensive community outreach and agency partnering, this data-driven document intends to inform future comprehensive plan policy and guide implementation strategies through 2037. Strong correlation with DivisionConnects study area needs, objectives.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Embraces existing Centers & Corridors policy, though works to accelerate progress.</i>
Transportation Diversity	X	<i>Plan makes little mention of transportation diversity, though strongly supports TOD architypes and location of housing near job centers.</i>
Corridor Design	X	<i>Plan seeks to support Centers & Corridors policy, transforming corridors like Division to support "missing middle" and other forms of higher-density housing.</i>

Related Issues

- Entire study area for Division Connects plan situated in Moderate to Highest housing displacement risk zones, based on 2018 Social Vulnerability Index (SVI) data prepared by the Center for Disease Control.
- Key findings from Housing Needs Assessment:
 - Based on OFM projections and Spokane County policy, at least 6,800 housing units are needed by 2037.
 - Findings indicate increased demand for housing for households in the moderate and middle-income options that can mostly be met through single-family housing. In addition, demand has increased for two-bedroom apartments, rentals, and housing for seniors' special needs.
 - Housing prices have outpaced household incomes in the City of Spokane and greater Spokane housing market. Continued low homeowner and low rental vacancy rates are increasing pressure on the housing market and indicate an inadequate supply to satisfy demand, particularly for lower- and moderate-income households.
 - The City's Housing Needs Assessment speculates that projected demographic changes in Spokane may generate greater demand for smaller sized housing as well as housing with living assistance support.
 - Nearly two in five (38,000) households in Spokane are cost burdened by HUD standards, including half of all renters.
 - Housing within the City of Spokane remains relatively affordable compared to the region and other cities.

Example Policies

- References existing City of Spokane Comprehensive Plan goals and policies.
- Characterizes comp plan strategies as directing:
 - "...more intense residential, commercial, and mixed-use development should be focused within designated Centers and Corridors, in alignment with existing and planned infrastructure, services, and amenities. Additionally, housing development is permitted by the development code in all commercial zones, Center and Corridor zones, and Downtown zones, throughout the City."
- Establishes four main priorities, implemented by a variety of programs/strategies:
 - A. Increase housing supply, options, and affordability for all incomes.
 - B. Preserve existing housing affordability and quality to help people thrive where they live.
 - C. Enhance equitable access to housing and homeownership.
 - D. Leverage and grow partnerships to support housing initiatives across the region.
- Supports development of "missing middle" housing (as may develop buffering US-2 corridor areas).
- Prioritizes infrastructure and investment in "Centers & Corridors" areas to increase housing supply.

Document Review Form



Document / Title	Division Street Gateway Project
Agency	City of Spokane
Type	Subarea Plan
Published	2015
Scope of coverage	Division Street Corridor- from I-90 to Boone Avenue
Source / URL	https://static.spokanecity.org/documents/projects/main-avenue-streetscape/division-street-gateway-study.pdf
Summary	This plan provides a detailed look and proposal for the portion of the Division Street corridor between I-90 and Sharp Avenue. This section is seen as an area that makes a big impression on visitors and travelers through Spokane. The plan identifies streetscape and multimodal improvements that make “entrance” statements upon arrival from I-90 and better connect adjacent portions of town. Provides strong support for TOD patterns, template concepts for BRT integration.

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use			X		<i>The plan aims to leverage streetscape improvements to catalyze economic development, including attracting new businesses to Division. The hope is to provide walkable streets where new, sidewalk-oriented businesses want to locate.</i>
Transportation Diversity			X		<i>The plan aims to repurpose street space to enhance safety and comfort for all users, suggesting at times to sacrifice driving space for other modes such as walking, biking, and transit.</i>
Corridor Design			X		<i>This plan proposes a transformational redesign of Division, including a focus on sustainable design, green space, enhanced pedestrian space, and traffic calming. The plan features detailed design recommendations, street section illustrations, and in some cases, preliminary cost estimates.</i>

Related Issues

- Division Street currently divides the Downtown core from the University District, neighborhoods from critical shopping and services, and economic and physical development opportunities from existing community assets.

- In certain sections of the corridor, the number of lanes along Division Street change every few hundred feet. There are several opportunities to reconfigure wide roadways and optimize traffic signals timing to streamline automobile flow and repurpose the excess roadway space to non-vehicular users and streetscape elements.
- Currently, the corridor is heavily used by passenger vehicles, transit and freight who move through the corridor. Streetscape improvements could enhance the destination character of the corridor and better connect existing and future residents and workers to different uses along Division Street and Main Street.
- The corridor is characterized by wide right-of-way dominated by fast moving cars that divides the neighborhoods east and west of the corridor. Narrow sidewalks, and limited opportunities to cross the street contribute to an overall environment unfriendly to pedestrians.
- Though there are continuous sidewalks of varied widths, there are no bike facilities and driveway frequency varies.
- The intersection of Sprague Ave and Division Str has a high collision rate, and peak hour congestion occurs near the I-90 ramps.

Example Policies

- Leverage streetscape improvements to catalyze economic development.
- Develop design concepts that are evaluated based upon initial cost, potential funding mechanisms and ongoing maintenance costs to ensure the City is getting the most return on their investment.
- Create a truly multimodal major arterial that provides a primary gateway to downtown for motorists as well as convenient amenities for public transit and non-vehicular users. Improve automobile access from Division Street to key cross streets. Enhance existing and planned bike facilities along the east-west streets across Division Street to enhance the downtown bicycle network. Ensure all sidewalks are consistently connected all along the corridor with conveniently located cross walks at key locations.
- Repurpose street ROW to enhance safety and comfort for all users. Reallocate any excess or underused roadway space for other purposeful amenities such on-street parking and landscaped elements that provide pedestrians protection from the elements and a desirable buffer from fast moving traffic.
- Explore design concepts that integrate environmentally and financially sustainable best management practices. Integrate environmentally friendly elements such as storm water planter to improve the water quality. Explore flow through planters in bulb-outs to address the high costs of treating stormwater drainage.
- Envision the corridor as a series of interconnected segments. Each segment is distinguished by its streetscape palette focused on celebrating the character of the adjacent areas and neighborhoods, while also maintaining an overall cohesive experience of the corridor.
- (“Sector A”) The following improvements are recommended to Division Street and Ruby Street:
 - Reduce roadway to three travel lanes
 - Introduce on-street parking
 - Integrate stormwater bulb outs in the parking lane
 - Plant a continuous street tree canopy, seating, and pocket parks along the sidewalk
 - Create a sector identity through elements such as unique signage, banners, lighting, pavers, and landscaping
 - Explore continuous buffered bike lanes clearly indicated by a colored border.
- (“Sector B”) The following improvements are recommended to the Division Street bridge:

- Introduce a center to improve vehicular safety of two-way bridge
- Create distinctive sculptural gateway features, lighting, signage and banners
- Explore bike facilities in both directions separated by bollards for increased safety.
- (“Sector C”) The following improvements are recommended to this segment of Division Street:
 - Include a striped door zone along the parking lane for improved car entry and exit by people of all abilities. This striped area could also serve for snow storage during large snowstorms.
 - Provide continuous street trees and seating along the sidewalk. Where the planting area is over existing utilities, the trees can be put in planter boxes that can also serve as seat walls.
 - Improve major street intersections with enhanced crosswalks and accent trees.
 - Include distinctive banners and clear signage.

Document Review Form



Document / Title	Ordinance No. C35841
Agency	City of Spokane
Type	Comprehensive Plan Amendment
Published	2019
Scope of coverage	City of Spokane
Source / URL	https://static.spokanecity.org/documents/officialgazettes/2019/12/official-gazette-2019-12-18.pdf
Summary	Ordinance amending Chapter 3 of City’s comprehensive plan encouraging TOD near future HPT transit stops city wide. Directly relevant and supportive of DivisionConnects objectives. Template for future updates as may be required.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Specifies land use categories near HPT stops.</i>
Transportation Diversity	X	<i>Does not directly encourage transportation diversity but supports transit.</i>
Corridor Design	X	<i>Does not directly influence corridor design, though triggers other design criteria associated with TOD areas.</i>

Related Issues

- Cites GMA, HPT strategic overlay plan, trends for mixed-use development along HPT areas to reduce “...reliance on automobiles for travel, reduce parking needs, and support robust transit ridership.”

Example Policies

- LU 4.6: Transit-Supported Development – Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.”
“...these measures should be developed through a sub-area planning (or similar) process as each high-performance transit line is planned and developed.”

Document Review Form



Document / Title	Transit-Oriented Design (TOD) Study, Phase 1 report
Agency	City of Spokane
Type	Standards Study
Published	2021
Scope of coverage	STA City Line Corridor from Trent/Cincinnati east to SCC
Source / URL	https://static.spokanecity.org/documents/projects/transit-oriented-development-study/tod-technical-committee-presentation-1.pdf
Summary	Preliminary study regarding regulatory changes and infrastructure investments supporting transit-oriented development along STA’s planned City Line (BRT) and HPT line corridors. Implements City’s Centers & Corridors planning strategies. Assesses current conditions along proposed BRT line from Trent/Cincinnati to Spokane Community College. First step in four-phase process leading to future action plan.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Outlines “best-practice” methods promoting TOD patterns including land use.</i>
Transportation Diversity	X	<i>Outlines “best-practice” methods promoting TOD patterns including transportation diversity.</i>
Corridor Design	X	<i>Outlines “best-practice” methods promoting TOD patterns including corridor design and associated transportation networks.</i>

Related Issues

- Notes numerous design issues near proposed BRT station locations.

Example Policies

- Provides numerous best-practice guidelines and illustrations as addressing proposed BRT station locations.

Document Review Form



Document / Title	Roadmap to the Future
Agency	City of Spokane Parks & Recreation
Type	Comprehensive Plan
Published	2010
Scope of coverage	City of Spokane
Source / URL	https://static.spokanecity.org/documents/parksrec/aboutus/planning/spokane-parks-and-recreation-roadmap-to-the-future.pdf
Summary	Parks system comprehensive plan for 3,100-acre parks system, articulating organizational vision, community issues, service and provision strategies, resource allocation and operational actions. Beyond proximate parks, support for trails, greenways and other forms of linear mobility relate to DivisionConnects objectives.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity, though supports cycling and pedestrian route improvements connecting system features.</i>
Corridor Design	X	<i>Does not directly address corridor design.</i>

Related Issues

- Cites need to promote healthy lifestyles; access and connectivity to and between parks and neighborhoods; equitable distribution of park assets.

- Notes relatively poor trails and composite service LOS conditions along Division corridor.

Example Policies

- Describes board powers including “To lay out, establish, and improve boulevards and parkways, and to designate as a boulevard or parkway any existing highway or part thereof.”
- Notes emerging popularity and benefits of cycling as form of transportation; need for improved transportation options for park access.
- Notes and references the 2008 Spokane County Regional Trails Plan, including policy to: “Develop a comprehensive, interconnected system of trails that will serve as vital components of our region’s transportation and recreation network.”
- Notes: “The City developed the Fish Lake Trail in southwest Spokane, owns and maintains the Ben Burr Trail, and participates in the maintenance of the regional Centennial Trail. There are also several loop trails within parks in Spokane.”
- Develops Level of Service (LOS), maps and scores non-motorized trail network according to functionality as recreational amenity, versus simple transportation routes.
- Notes: “Dense urban living near waterfront areas is emerging as a trend across the country.”
- References open space requirements for Planned Unit Development (PUD’s) in City municipal code.

Document Review Form



Document / Title	Riverfront Park Master Plan
Agency	City of Spokane
Type	Park Plan
Published	2014
Scope of coverage	Riverfront Park
Source / URL	https://static.spokanecity.org/documents/parksrec/aboutus/planning/2014-riverfront-park-master-plan.pdf
Summary	20-year plan for downtown’s Riverfront Park. Identifies first, second and third-tier development priorities, provides technical analyses of dozens of project concepts. Seeks to re-shape and activate Riverfront as modern urban park, including support for central plaza, in-park and proximate mixed-use features.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity, though promotes tree-lined pedestrian promenades, designated cycling lanes, public transit access.</i>
Corridor Design	X	<i>Does not directly address corridor design.</i>

Related Issues

- Notes that despite various changes and improvements to the Park since Expo '74, no comprehensive planning had taken place since 1973.

- Notes that “...many park programs and facilities are outdated and falling into disrepair, and the Park presently runs an annual deficit over \$1 million.”
- Notes that “...current events in the Park are not consistent enough for regular transit planning (but with) a planned-for tripling of events, this could change the feasibility of more resources being allocated to transit planning around the Park.”

Example Policies

- Project: Havermale Loop - Proposed running/wheels trail loop around Havermale Island. Trail could be an extension of the Centennial Trail that is proposed to run along on the north end of the island. A looping trail could also provide opportunities for passive viewing, similar to how visitors encircle the running loop at Central Park in New York City or Green Lake Park in Seattle.
- Project: Post Street - Recommends structural improvements to Post Street Bridge including widened sidewalks, improved lighting and landscaping.
- Project: Transit Stop – “...the Washington Street Bridge offers an opportunity to provide pedestrian access into the heart of Riverfront Park (near the Clocktower) with a smaller capital investment and by using existing transit service. Constructing a passenger platform, an ADA accessible elevator and stairs connecting the roadway level with the park level would provide passengers with access just north of the southernmost leg of the Spokane River.”

Document Review Form



Document / Title	Spokane Downtown Plan
Agency	Downtown Spokane Partnership
Type	Subarea Plan
Published	2021 – proposed
Scope of coverage	Downtown Spokane
Source / URL	https://static.spokanecity.org/documents/projects/downtown-plan-update-2020/2021-07-12-city-council-proposed-draft-spokane-downtown-plan.pdf
Summary	The downtown plan offers guidance for the next 10 years for greater Downtown Spokane, specifying strategies improvements that will bring activity back downtown and make it a better place for those who live, work, and play downtown. Envisions significant transformation of areas abutting both sides of Division, ties to University District – providing strong opportunity for coordination with BRT and TOD. Policies related to Central City Line may offer insights to Division BRT treatments.

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use			X		<p><i>Supports development of an “East End” public space near Main Avenue and Division.</i></p> <p><i>Calls for updating Downtown Complete Streets standards to require or provide further incentives to encourage & activate ground floor uses.</i></p> <p><i>Seeks redevelopment of surface lots, such as the few that line Division through Downtown.</i></p>
Transportation Diversity			X		<p><i>Provides few details specific to Division, but major transformations throughout downtown will impact the corridor.</i></p> <p><i>Envisions connected, walkable, bikeable, accessible roads stretching across Division, implying diversified transportation options for the corridor.</i></p>
Corridor Design		X			<p><i>Provides little guidance on corridor design along Division but identifies it as an important “gateway”, recommending wayfinding and other design features at strategic locations such as the railroad underpass.</i></p> <p><i>Calls for significant street improvements in downtown – street trees, parklets, sidewalk activation, etc. – but not specific about plans for Division.</i></p>

Related Issues

- Plan to focus on diversity, equity, and inclusion as means for downtown’s resilience.
- Notes that many streets in Downtown are auto-dominated and oversized for vehicle capacity, seeks opportunities to energize streets by “...expanding space for pedestrians, cyclists, and other forms of micro-mobility.”
- Notes need for entries and connections to Downtown should feel safe, welcoming, and distinct, and merit improvements as city-defining gateways.

Example Policies

- Recommends development of a transportation plan specific to Downtown, considering multiple modes and addressing facility designs, locations, priorities, and funding.
- Recommends improving pedestrian experience and safety at under-crossings beneath rail viaducts and I-90.
- Goal CW2 - Capitalize on the City Line and support the transit network with coordinated investments that improve access to transit.
- Goal LWP3 - Apply zoning changes and other tools to sustain and enhance mixed-use development with active street-level uses.
- Goal LWP4 - Improve transit access, commute options and parking management for Downtown residents and employees.
- Action CW1.12 - Update development standards for Downtown Complete Street Designations to support and sustain active street edges. (Classifies Division/Brown south of the river and Division/Ruby north of the river as “Type 3, City-Regional Connector” Complete Streets archetype.)
- Strategy CW2 supports integration of City Line and transit network, providing improved access to transit.
- Action CW3.3 discourages parking lots along frontage of Type 3 Complete Streets archetype.
- Action PS2.5 supports creation of a public plaza on the east end of downtown, potentially along Browne Street or Division Street.
- Action @01.4 supports creation of a Transportation Management Association (TMA) to support mobility and transit access goals.

Document Review Form



Document / Title	East Central Results of 2009 Neighborhood Planning: Ben Burr Trailheads
Agency	East Central Neighborhood
Type	Neighborhood Plan
Published	2011
Scope of coverage	East Central Neighborhood
Source / URL	
Summary	Prepared as a slide presentation to City Council, this document details development of trailheads for the Ben Burr Trail in Liberty Park and at Hills Court. The neighborhood used its share of planning funds allocated in 2007 for design fees and CDBG funds for construction of these features, envisioned in its 1986 and 2005 neighborhood plans, and in a 2009 action plan.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not address or directly influence land use.</i>
Transportation Diversity	X	<i>Supports recreational and non-recreational forms of non-motorized transportation.</i>
Corridor Design	X	<i>Although these trailheads do not address or directly influence corridor design, the Ben Burr Trail is envisioned to connect portions of East Central, South Perry and Lincoln Heights to the University District.</i>

Related Issues

- No issues are described in this document.

Example Policies

- No policies are expressed in this document.

Document Review Form



Document / Title	Emerson-Garfield Neighborhood Action Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2014
Scope of coverage	Emerson-Garfield Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/emersongarfield/emerson-garfield-final-plan-07-10-14.pdf
Summary	Long-range plan supporting a wide range of goals. Though neighborhood is bordered on east by Division Street, plan focuses on Monroe Street corridor as key feature for improvements, largely ignoring Division. Plan identifies improvements implementing a “Complete Streets” strategy for Monroe, Indiana and Northwest Boulevard; possible correlation of these with DivisionConnects.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Supports “complete streets” features and configurations on major corridors, serving transportation diversity.</i>
Corridor Design	X	<i>(See above) .</i>

Related Issues

- “Pedestrian safety was identified as the neighborhood’s top priority. There are many pedestrian safety concerns such as dangerous crossings, inadequate sidewalks, and accident events in the Emerson-Garfield Neighborhood. Monroe Street, Indiana Avenue, and Northwest Boulevard have been identified as high-volume traffic streets that lack pedestrian friendly elements.”

- “The vitality of existing local businesses is of fundamental concern to the neighborhood. Although the neighborhood currently boasts several healthy and thriving businesses, there are some properties that have remained vacant for several years.”

Example Policies

- “The neighborhood envisions a place where streets are lined with trees and are well lit, they are enriched with art and banners, the business storefronts are cared for, and a clear neighborhood identity is formed.”
- “Another neighborhood priority includes various improvements to the existing transportation infrastructure, especially in terms of pedestrian, bicycle, and public transit facilities.”

Document Review Form



Document / Title	Chief Garry Park Neighborhood Action Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2017
Scope of coverage	Chief Garry Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/chief-garry-park-neighborhood/chief-garry-park-neighborhood-plan-final.pdf
Summary	Comprehensive neighborhood plan anticipating and coordinated with STA Central City Line plans, North Spokane Corridor and Felts Field Revitalization Plan. Document includes multiple illustrations depicting ideal streetscape and design-oriented public realm features.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity, though supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>
Corridor Design	X	<i>Supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>

Related Issues

- “Improving the walking environment throughout the neighborhood will enhance safety and accessibility to the STA Central City Line improvements along Mission Avenue.”

Example Policies

- Goal 1: Support a mixture of neighborhood retail and residential uses within existing neighborhood commercial areas.
 - Action Item - Support the implementation of the proposed Central City Line Strategic overlay zone along Mission, particularly where it intersects with Napa and Greene.
- Goal 2: Support the examination/development of higher density residential and mixed-use commercial in the area surrounding the intersection of Mission Avenue and Greene Street.
- Goal 4: Promote and encourage quality site and building design for new development within the neighborhood.
 - Action Item - Promote and encourage quality site and building design for new development within the neighborhood.
- Goal 4: Continue to monitor neighborhood traffic and pedestrian conflicts and work with traffic engineers to identify appropriate traffic calming solutions.
- Action 1: Neighborhood Retail & Activity Centers - Two neighborhood activity centers have been identified at Mission and Napa and Mission and Greene. In partnership with the City, STA, and property owners, the neighborhood will continue to encourage the improvement of these two neighborhood retail activity centers.

Document Review Form



Document / Title	Greater Hillyard Northeast Planning Alliance Report
Agency	City of Spokane
Type	Neighborhood Plan
Published	2010
Scope of coverage	Greater Hillyard Neighborhood
Source / URL	https://static.spokanecity.org/documents/bcc/boards/northeast-public-development-authority/other-documents/the-yard-redevelopment-master-plan-2017-08-30.pdf https://static.spokanecity.org/documents/projects/greaterhillyard/report-proposals-2009-2010.pdf
Summary	Recommendations supporting visual and functional “identity” for key corridors in Logan Neighborhood, particularly streetscape design elements. Establishes minimums for area, amending City of Spokane street standards as applicable.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity, though supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>
Corridor Design	X	<i>Supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>

Related Issues

- Does not express issues for the plan to address.

Example Policies

- Does not express objectives as verbal policy; develops “policy” as series of diagrams and illustrations for street development.

Document Review Form



Document / Title	The Yard Redevelopment Master Plan
Agency	City of Spokane
Type	Subarea Plan
Published	2017
Scope of coverage	Hillyard Industrial Area (“The Yard”)
Source / URL	https://static.spokanecity.org/documents/bcc/boards/northeast-public-development-authority/other-documents/the-yard-redevelopment-master-plan-2017-08-30.pdf
Summary	Subarea plan initiated by Northeast Public Development Authority (NEPDA) to guide development and public investment for 900-acre site. Intended to align with and implement Spokane comprehensive plan and Greater Hillyard Northeast Planning Alliance Neighborhood Plan (2010), along with other NEPDA studies. Plan targets 1,000,000 square feet of new industrial and commercial space within 20-year window. Case study documentation suggests Yard employment trends and future TOD patterns may be complimentary.

Analysis					Notes
Degrees of Transformation	Maintain	Evolve	Transform	N/A	
Land Use			X		<i>Goals and implementation strategies to spur significant industrial growth/redevelopment.</i>
Transportation Diversity		X			<i>Does not directly address transportation diversity, though references comp plan goals including “Provide a variety of transportation options, including walking, bicycling, taking the bus, carpooling, and driving private automobiles, to ensure that all citizens have viable travel options and can reduce dependency on automobiles.”</i>
Corridor Design		X			<i>Does not directly address corridor design, though references development of comp plan “corridor” location in Hillyard.</i>

Related Issues

- Development faces competition from several other location options in the region including Spokane Valley, West Plains, Airway Heights and North Idaho. These other areas can offer large parcels (greater than 20 acres), infrastructure systems designed for industrial use, and relatively low-cost land.

- Common suspicions regarding environmental contamination, posing significant barrier to investment.
- Currently, many of the streets in The Yard do not meet city design standards. Portions of the water and sewer systems do not meet the demands of industrial users. There is no public stormwater management system.

Example Policies

- Goal: Capture the opportunity provided by the NSC to promote economic revitalization of a historically industrial area.
- Objective: Make rational, cost-effective improvements to public infrastructure.
- Objective: Leverage public investments and incentives with private investment.
- Phasing: Redevelopment of The Yard is expected to be catalyzed by construction of the NSC, but should be expected to occur over years...since large public infrastructure projects can take years to design, fund, and construct, it is critical to identify priority projects and initiate that process now so local infrastructure is in place when the state highway is completed.

Document Review Form



Document / Title	Lincoln Heights Neighborhood District Center Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2016
Scope of coverage	Lincoln Heights Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/lincolnheights/lincoln-heights-district-center-master-plan-2016.pdf
Summary	Recommendations supporting development of pedestrian-friendly neighborhood “district center” including present Lincoln Heights shopping center. Presents detailed streetscape plans for 29 th Avenue and numerous other neighborhood streets. Supports STA’s envisioned High Performance Transit Line along Monroe, Grand Boulevard, 29 th Avenue and Regal streets. Multiple parallels with DivisionConnects study area objectives, conditions.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Addresses transportation diversity through support for crossing and streetscape conditions typical of pedestrian-friendly areas, proposed STA HPT line.</i>
Corridor Design	X	<i>Supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>

Related Issues

- “Currently, very few buildings in the study area address the street, with most being set back from 29th Avenue to accommodate previous off-street surface parking requirements.”
- “Land within the study area is generally built out, but with the City’s CC designations and patterns applied, numerous opportunities for development exist. Such opportunities include infill supplanting surface parking lots or drive-through lanes; redevelopment and replacement of under-performing or older buildings and lots; and intensification of existing uses, including adding stories or creating mixed-use projects that might include residential over commercial development.”

Example Policies

- References numerous existing City of Spokane goals and policies for mixed-use “district centers”.
- Goal 1: Character
 - Reinvestment should respect the district’s existing character, occurring incrementally and at a scale that both encourages diversity in land use and intimacy in street level detail, while also respecting the neighborhood’s ability to absorb higher development intensity.
- Goal 2: Development
 - New residential development should introduce more housing directly into the district center, supporting an increasingly wide range of prosperous, interesting retail shops, employment and professional offices to serve the Lincoln Heights neighborhood and the entire South Hill.
- Goal 3: Transportation
 - The transportation network serving the Lincoln Heights District Center should evolve to become truly multi-modal, serving safely, effectively and conveniently the needs of transit, pedestrians, cyclists, autos, and freight.

Document Review Form



Document / Title	Logan Neighborhood Identity Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2013
Scope of coverage	Logan Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/logan/logan-identity-plan.pdf
Summary	Recommendations supporting visual and functional “identity” for key corridors in Logan Neighborhood, particularly streetscape design elements. Establishes minimums for area, amending City of Spokane street standards as applicable. Likely support for walkable TOD-style elements within study area.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Does not directly address transportation diversity, though supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>
Corridor Design	X	<i>Supports crossing and streetscape conditions typical of pedestrian-friendly areas.</i>

Related Issues

- Does not express issues for the plan to address.

Example Policies

- Expresses all policy as series of diagrams and illustrations for street development.

Document Review Form



Document / Title	Hamilton Corridor Model Form-Based Code
Agency	City of Spokane
Type	Form-Based Code
Published	2013
Scope of coverage	Logan Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/logan/hamilton-corridor-model-form.pdf
Summary	Model code developed for Hamilton Street in Logan Neighborhood, intended to spur and guide growth along City-designated “corridor”, replacing existing development regulations. Form-based elements may provide template for TOD in study area.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Guides form and character of existing land use designations.</i>
Transportation Diversity	X	<i>Works with/envisions transformed streetscape including robust bike, ped and transit infrastructure.</i>
Corridor Design	X	<i>Provides street section model applied to Hamilton Street, including detailed dimensional and feature listing.</i>

Related Issues

- Assumes creation of a public realm along Hamilton, exchanging lanes and speed for an enriched pedestrian environment, storefronts and public spaces fronting directly on the street...”

- Stated need to stimulate development, guided in a manner creating dynamic and attractive urban environment, sensitive to the needs of the neighborhood and consistent with its relationship with Gonzaga University.

Example Policies

- Objective: Increasing the safety and attractiveness of the pedestrian environment, particularly on Hamilton.
- Objective: Stimulating new retail activity on ground-floor storefronts.

Document Review Form



Document / Title	Nevada-Lidgerwood Identity Report
Agency	City of Spokane
Type	Neighborhood Plan
Published	2011
Scope of coverage	Nevada-Lidgerwood Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/nevadalidgerwood/nevada-lidgerwood-neighborhood-identity.pdf
Summary	First of planned set of reports covering range of issues identified in 2009 process. Scholarly effort citing issues and needs for Nevada-Lidgerwood. Names major roads that divide the neighborhood including Division and Nevada streets, the need for greater non-motorized mobility to facilitate sense community, land use shifts favoring neighborhood-scale services. Recommends neighborhood events as primary implementation step, recommends division of neighborhood into two entities be considered. As decries “barrier” characteristics of major corridors, improvements envisioned in DivisionConnects may resonate.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Cites need for additional neighborhood-scale services.</i>
Transportation Diversity	X	<i>Cites need for improved non-motorized facilities, use patterns.</i>
Corridor Design	X	<i>Decries tendency for major corridors to divide neighborhood, does not advocate for specific improvements.</i>

Related Issues

- “Nevada Lidgerwood is the largest neighborhood in Spokane in terms of both geography and population. The size of the neighborhood, both in terms of space and the number of people, creates a significant barrier to neighborhood identity.”
- “The number of arterials (5), collectors (7) and the spatial length (roughly 5 miles) of the Nevada Lidgerwood neighborhood negatively impacts neighborhood identity...Busy streets which cut across the neighborhood create physical barriers between residents and make it more difficult for the neighborhood to identify as a single unit.”
- “Because land use patterns in the neighborhood facilitate dependence on automobiles, higher activity levels do not necessarily influence neighborhood recognition.”
- “In terms of land use...the portion of the neighborhood south of Francis consists of single-family development typical in Spokane prior to the 1960’s...the development and land use patterns north of Francis are strikingly different than patterns south of Francis.”
- “...the large number of commercial chains, rather than locally-owned neighborhood businesses, does little to support the symbolic notions of neighborhood or community.”

Example Policies

- Does not express objectives as policy statements.

Document Review Form



Document / Title	North Hill Neighborhood Action Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2015
Scope of coverage	North Hill Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/north-hill/north-hill-final-draft-plan-2015-06-16.pdf
Summary	Concise plan containing neighborhood vision, goals, objectives and implementing actions. Seeks to improve key existing features including the Garland District and Southern Bluff. Division Street and Ash/Maple couplet forms entire eastern and western boundaries of neighborhood, but plan does not address these corridors. Supports traffic calming and features conducive to BRT/TOD and non-motorized transportation.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Supports traffic calming and features conducive to transit and non-motorized transportation.</i>
Corridor Design	X	<i>Provides photos and diagrams illustrating desired streetscape features, furnishings and landscape treatments.</i>

Related Issues

- Plan notes need for crime reduction through improved lighting in darkened neighborhood areas, along arterials, in parks, and along the southern bluff.
- Notes need to boost upkeep and maintenance of buildings.
- Notes need to improve public safety along the auto-oriented major arterials in the neighborhood, need to address missing sidewalks and “dangerous crossings along Monroe and Wellesley.”
- Notes need for “activity areas”, i.e., public plazas/spaces for community gatherings.

Example Policies

- Goal C-1: C-1: Active Transportation - Improve connections between all parts of North Hill and adjacent neighborhoods with continuous sidewalks, pedestrian crossings, bike lanes, and pathways.
- Objective C-1.2: Improve access to public transit to link North Hill homes, parks, schools, the business district, and Downtown.
- Goal S-2: Traffic Safety - Improve street safety, slowing traffic and reducing conflicts between pedestrians, cyclists, and motorists.
- Goal V-2: Local Economy - Encourage locally owned businesses that provide viable shopping in the neighborhood.
- Action TC-2: Work with the Spokane Transit Authority (STA) to improve neighborhood-wide connectivity and active transportation.

Document Review Form



Document / Title	Shadle Area Neighborhood Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2019
Scope of coverage	Audubon-Downriver & Northwest neighborhoods
Source / URL	https://static.spokanecity.org/documents/projects/northwest-and-audubon-downriver-neighborhood-planning/shadle-area-draft-plan-2019-october.pdf
Summary	Two neighborhood collaboration covering shared Shadle District Center, reflecting residents' desires for walkability, public safety, beautification, economic development, neighborhood connectivity and the preservation of neighborhood character. Multiple parallels with conditions in DivisionConnects study area.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Envisions mix of retail and higher-density residential uses in and near district center.</i>
Transportation Diversity	X	<i>Supports improved pedestrian environment in and near district center, improved transit conditions.</i>
Corridor Design	X	<i>Supports transformation of Wellesley Avenue into more localized, slower-paced and feature rich corridor, including boulevard conditions fronting district center.</i>

Related Issues

- Notes desire for existing shopping center to evolve as a neighborhood “district center” as defined in Spokane comprehensive plan.
- Notes issues with traffic speed and volumes along Wellesley and Alberta streets, creating barrier to neighborhood connectivity with existing center.
- Notes desire for more local businesses.

Example Policies

- Policy 2.2 - Support building design standards that enhance the shopping experience in the district center such as buildings that front the street, provide parking in the back, and have appealing facades.
- Policy 4.1 - Increase the variety of living experiences in and near the district center including affordable housing, senior housing, and multi-family unit options.
- Goal 7 - Allow ease of flow to, from, and within the Shadle area for all modes of transportation.
- Plan proposes street configurations along Wellesley, Alberta and Belt streets.
- Plan supports proposed improvements for enhanced transit service (STA HPT network).

Document Review Form



Document / Title	A Footprint to the Future: West Central Neighborhood Action Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2012
Scope of coverage	West Central Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/westcentral/west-central-action-plan-05-2012.pdf
Summary	Plan begun in 2009, modeled to address City's "Centers & Corridors" designations along Monroe and Maple/Ash, and the development of Kendall Yards area. Identifies numerous "Issue" categories with action steps (typically policy statements) to guide implementation.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Embraces existing City land use policy, particularly "Centers & Corridors" overlay areas.</i>
Transportation Diversity	X	<i>Supports increased access to transit, improved pedestrian infrastructure.</i>
Corridor Design	X	<i>Embraces existing City land use policy, particularly "Centers & Corridors" overlay areas.</i>

Related Issues

- "In order to realize the potential of the neighborhood, West Central seeks to encourage commercial and light-industrial business investment in the neighborhood."

- “Additional opportunities for bike lanes and multi-modal transportation options in and connecting to the neighborhood should be explored to maximize West Central’s proximity to downtown and provide low-income families with a greater ability to function without the cost of an automobile.”
- “In an analysis of City permit data by students from WSU, findings suggest that not enough opportunity is provided for home ownership within existing neighborhoods. The analysis suggests that the City find ways to encourage home ownership and development in ‘in-fill’ neighborhoods such as West Central.”
- “Several intersections along Maple/Ash including, Gardener, Boone, and Maxwell are considered dangerous by West Central residents.”
- “Of particular interest was a desire to see increased maintenance of existing homes and businesses as well as economic investment in homes and businesses which have deteriorated or been abandoned.”
- “The Maple-Ash couplet, however, does experience sufficient traffic volumes to create a moderate barrier to car, foot, and bike travel between the neighborhood subareas which the couplet defines.”

Example Policies

- Land Use Action Step: Encourage the redevelopment of under-utilized light-industrial and heavy commercial areas for mixed use developments consisting of complementary low-rise office and incubator commercial warehouses.
- Transportation Issue 1: Additional opportunities for bike lanes and multi-modal transportation options in and connecting to the neighborhood should be explored to maximize West Central’s proximity to downtown and provide low-income families with a greater ability to function without the cost of an automobile.
- Transportation Action Step: Find ways to promote public transit as a means of travel for all neighborhood users by providing convenient, safe, comfortable, and easily accessible service to riders. Transit should be responsive to anticipated changes in land use and demographic patterns (i.e. Kendall Yards).
- Transportation Action Step: Improve the streetscape character within the arterial rights-of-way. Streetscape character should reflect the function of the arterial and complement the neighborhood.

Document Review Form



Document / Title	Ft. George Wright Drive Station & Corridor Plan
Agency	City of Spokane
Type	Neighborhood Plan
Published	2016
Scope of coverage	West Hills Neighborhood
Source / URL	https://static.spokanecity.org/documents/projects/west-hills-neighborhood/draft-ft-george-wright-drive-station-and-corridor-plan.pdf
Summary	Co-developed by West Hills Neighborhood and STA, envisioning improved transit station and opportunities for a “neighborhood center” as defined in City comprehensive plan. Envisioned corridor transformation and creation of walkable node – coupled with STA involvement and coordination with SFCC present multiple parallels with DivisionConnects.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use, but envisions higher-intensity housing and mixed-use center along Fort George Wright Drive (now Whistalks Way)</i>
Transportation Diversity	X	<i>Supports crossing and streetscape improvements supporting college, transit and pedestrian-friendly district.</i>
Corridor Design	X	<i>Supports transformation of corridor with mixed-use neighborhood center on north and townhomes along southern edge.</i>

Related Issues

- “A May 2014 speed study indicates speeds often range from 37 to 41 miles per hour, despite the posted 35 mph speed limit. Both FGW and Government Way - which frames the western edge of the study area - have horizontal and vertical curvatures resulting in poor sightlines for higher speeds, which decreases motorized and non-motorized public safety.”
- “Infrastructure supporting walking in the study area is, in many ways, lacking.” Notes missing sidewalk sections, lack of sidewalk buffers, infrequent crosswalks, high-speed traffic with sightline issues.
- “Existing facilities in the study area provide poor functionality for bicyclists. FGW - the only means of access to and from the study area - is a four-lane roadway with few accommodations for cyclists.” Notes numerous related proposals in City of Spokane Bicycle Master Plan.
- “Pedestrian access to bus stops along Fort George Wright Drive is generally difficult. As noted earlier, marked crosswalks are either nonexistent or inadequate at stop locations.”

Example Policies

- References SFCC master plan policies including “Prioritization of pedestrian movement over vehicular movement; improved bicycle access, noting the absence of bike lanes on Ft. George Wright Boulevard and few bike racks on campus; and creation of a transit hub, including pull outs or off-street loading.”
- References City of Spokane plan polices including “Development featuring greater intensity than the surrounding neighborhood; Businesses and services primarily catering to neighborhood residents; and features that encourage walking, social interaction, and neighborhood activities (LU 3.2, N 2.1).”
- Plan supports objectives that:
 - Create a more walkable / bicycle-friendly district;
 - Promote increased safety and / or a sense of safety in the area;
 - Convey a sense of being in a unique, vital district;
 - Support smooth traffic flow;
 - Enhance connectivity between uses in the study area;
 - Support transit use and transit user needs;
 - Support the addition of neighborhood-scale commercial uses; and
 - Promote social interaction, helping create a great place to meet friends and neighbors.
- Plan provides street section and plan view diagrams, envisioning a three-lane configuration along Fort George Wright (Whistalks Way) and a small “main street” element along College Way (western edge of SFCC campus).

Document Review Form



Document / Title	Spokane County Comprehensive Plan
Agency	Spokane County
Type	Comprehensive Plan
Published	2012
Scope of coverage	Spokane County
Source / URL	https://cp.spokanecounty.org/data/buildingandplanning/lrp/documents/Comprehensive%20Plan%201012.pdf
Summary	State-mandated comprehensive plan coordinating a wide range of objectives (as policy) for unincorporated areas in Spokane County. Extensive support for transit-oriented development in Mixed-Use and Urban Activity Center areas north of “Y” within study area. These categories include detailed use and design guidelines, but also recommend additional configuration via subarea planning.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Indicates specific future land uses within study area.</i>
Transportation Diversity	X	<i>Supports transportation diversity implemented via incremental improvements and concurrent with development.</i>
Corridor Design	X	<i>Discusses corridor development as part of land use categories, overall “centers” and “corridors” growth patterns.</i>

Related Issues

- Does not directly express issues for the plan to address.

Example Policies

- Supports GMA-mandated “adequate provision of efficient multi-modal transportation systems.”
- Principles: Compact urban forms should be encouraged that create a greater sense of “community,” with pedestrian/bicycle-friendly settlement patterns.
- Principles: Jobs, housing, services and other activities should be within easy walking distance and shorter commute times of each other.
- Principles: Communities should have a center focus that combines commercial, civic, cultural and recreational uses.
- Principles: Streets, pedestrian paths and bike paths should contribute to a system of fully-connected routes.
- Land Use: sizable “Mixed Use” and “Urban Activity Center” category areas indicated along US-395 and US-2 within study area. Designations provide:
 - Mixed-use Area – Mixed-use areas are intended to enhance travel options, encourage development of locally serving commercial uses, medium-density apartments and offices along transportation corridors identified on the Land Use Plan Map. Mixed-use areas discourage low-intensity, auto-dependent uses and focus on a pedestrian orientation with an emphasis on aesthetics and design.
 - Urban Activity Centers - Urban activity centers are planned residential and commercial areas. The boundaries of an urban activity center are generally sized with a one-quarter-mile radius so that the entire center is walkable. Convenient bus and/or light rail service and pedestrian/bicycle paths are important transportation features of urban activity centers. Residential types found in urban activity centers include single-family homes on small lots, duplexes, apartments, and condominiums. Housing densities are generally higher than the community average. Residential populations in urban activity centers will generally range from 2,500 to 5,000 people. Offices, recreational and cultural facilities, shopping, and services are all found in urban activity centers.
- Policy UL.10.1 - Mixed-use neighborhood and community centers that serve local residents and decrease the reliance on automobiles may be identified and designated through neighborhood and subarea planning.
- Policy UL.11.3 - Urban activity centers may be located at or adjacent to high-capacity transit stations and will serve as hubs for less intensely developed neighborhoods.
- Policy UL.11.5 Provide development incentives to encourage the development of urban activity centers (e.g., bonus density and use intensification, fast track reviews, flexible architectural integration of uses, etc.).

Document Review Form



Document / Title	Countywide Planning Policies for Spokane County
Agency	Spokane County
Type	Countywide Planning Policies
Published	2011
Scope of coverage	Spokane County
Source / URL	https://www.spokanecounty.org/DocumentCenter/View/1209/County-Wide-Planning-Policies-PDF?bidId=
Summary	GMA-mandated policy framework to serve as “...written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted...” Intended to guide interaction between cities, towns and county government and ensure consistency between individual jurisdictions’ comprehensive plans. Support for compact growth and mixed-use patterns provide solid support for BRT/TOD development.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Addresses land use as high-level goal and policy statements.</i>
Transportation Diversity	X	<i>Addresses land use as high-level goal and policy statements. Strong support for multi-modal system development.</i>
Corridor Design	X	<i>Does not directly address corridor design.</i>

Related Issues

- Does not express issues for the policies to address.

Example Policies

Transportation Policies

7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high-capacity transportation. These corridors shall:
 - Be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system
 - Be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed-use density and intensities
 - Encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses
10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.
11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:
 - a. Pedestrian scale neighborhoods and activity centers
 - b. Mixed-use development
 - c. Pedestrian friendly and nonmotorized design
17. Each jurisdiction shall address energy consumption/conservation by:
 - a. Designing transportation improvements for alternatives to the single-occupant vehicle
 - b. Locating and adopting design standards for new development to support pedestrian or nonmotorized travel
 - c. Providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy
 - d. Reducing the number of vehicle miles traveled and number of vehicle trips

Document Review Form



Document / Title	Mead-Mt. Spokane Transportation Area Plan
Agency	Spokane County
Type	Transportation & Subarea Plan
Published	2019
Scope of coverage	US Hwy 2 from Mead to Colbert, adjoining neighborhoods
Source / URL	https://www.spokanecounty.org/DocumentCenter/View/27300/MMSTAP-Final-Study-Plan-06292019
Summary	With STA, SRTC and WSDOT as partners, this transportation-focused plan envisions land use character and implementing transportation projects for a nine square-mile area (LAMIRD) around US 2 and SR206 between Mead and Colbert. Driving factors included completion of NSC, regional growth, new sewer lines and pump station in immediate area. Envisioned outcomes seem naturally suited to BRT/TOD development.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>As growth occurs, residents expressed support for development of a walkable, mixed-use "village hub" fronting US-2.</i>
Transportation Diversity	X	<i>Plan anticipates future STA services, supports projects that improve local bike and pedestrian network, improved street connectivity.</i>
Corridor Design	X	<i>Plan supports range of projects that slow traffic, improve crossing conditions and provide alternate routes for local traffic.</i>

Related Issues

- At time of publication, Spokane County was in the process of implementing Phase 1 (of five total planned phases) to bring sewer to area. Sewer service will allow more of the commercial and industrial zoned land to be developed within the study area.
- Plan notes STA's Connect Spokane Plan identifies potential siting of a Park & Ride in Mead, at the south end of the study area.
- Results of market analysis show that the study area may see over 1 million square feet of new development by 2040 (even with no changes to zoning or land use regulation). This includes a combination of single-family and multi-family residential, retail, office and industrial uses.
- With the addition of nearly 1,000 new employees to the area over the next 20 years and given the probability of new multifamily housing, there is also likely to be an increased demand for transit, which is currently not provided to the area but could be accessed from the proposed park-and-ride near Farwell Road and US 395.

Example Policies

- In lieu of specific goal or policy statements, plan provides list of 27 capital improvement projects and studies that:
 - Creates a more-connected local street network, providing alternatives to US 2 for local trips.
 - Allows for more trips to be made by walking and biking, and provide safer crossings of US 2.
 - Provides a more connected local bike network tied to regional bike facilities and that is more accessible to a greater spectrum of users and skill levels.
 - Supports the possibility of future transit service to the area.
 - Reduces turning movement conflicts along US 2, thus increasing safety, while maintaining adequate levels of service for regional traffic.
 - Support an increase in convenient neighborhood access to new development along walkable, low-speed streets, while limiting conflict with regional, pass-through traffic.

Document Review Form



Document / Title	Spokane County Regional Trail Plan
Agency	Spokane County
Type	Trails Plan
Published	2014
Scope of coverage	Spokane County
Source / URL	https://www.spokanecounty.org/DocumentCenter/View/4654/2014-Spokane-County-Regional-Trail-Plan-PDF
Summary	Countywide, long-range plan that identifies existing and future trail connections necessary to complete an integrated network of trails. Includes topical goal, policy and strategy framework, detailed maps of existing trails, planned-for trails. Implements County comprehensive plan and Countywide Planning Policies regarding trail development. Includes Children of the Sun Trail (within NSC ROW), Centennial Trail (crosses southern portion of study area). First/last mile mobility needs for TOD patterns including Division suggest coordination with regional trail network.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use		X <i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Strong proponent of all forms of non-motorized transportation using trail network.</i>
Corridor Design		X <i>Does not directly address corridor design.</i>

Related Issues

- “Demand for trails and trail related activities has grown substantially since 1994 and is projected to continue growing over the next several decades. When considering Spokane County’s adopted population growth and its subsequent effect on the availability of open space and trails, trail demand and need is likely to outpace the supply of trails.”

Example Policies

- Defines trails as “A non-motorized pathway that for the majority of its route, is physically separated from roadways and does not resemble and function primarily as a sidewalk.”
- Goal 1 - Develop a comprehensive, interconnected system of off-street shared-use trails that will serve as a vital component of our region’s transportation and recreation network.
- Policy 1.1 - Provide linkages from the regional trail system to public transit, schools, parks, neighborhoods, employment centers, and open spaces.
- Policy 1.9 - Encourage local jurisdictions to inventory existing sidewalk facilities and to prioritize sidewalk improvements that improve walkability throughout communities.
- Policy 3.3 - Encourage local jurisdictions to adopt street design standards for new development that limit the use of cul-de-sacs and gates and provide for open connected streets throughout the neighborhood and connections to adjacent neighborhoods.
- Strategy 2.E - Continue to support the Washington State Department of Transportation’s plans to finish the Children of the Sun Trail, which will run 10.5 miles between Wandermere and the Ben Burr Trail when completed.

Document Review Form



Document / Title	Strategic Master Plan & South Subarea Action Plan
Agency	University District
Type	Master Plan
Published	2019
Scope of coverage	University District and surrounding context (Gonzaga University, South Subarea and neighboring corridors).
Source / URL	https://static.spokanecity.org/documents/projects/south-university-district-sub-area-planning/university-district-strategic-master-plan-update-2019-summary.pdf
Summary	Updates the 2004 SMP, reflecting on progress and fresh market analyses. Details existing conditions and projected vision elements, including pro-forma analysis for differing development types. Embraces HPT lines, street network improvements and non-motorized mobility as critical to district success. Case study research recommends integrating institutional “anchor” features like the University District into BRT and TOD planning.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Promotes significant transformation in South Subarea, and general infill/intensification elsewhere.</i>
Transportation Diversity	X	<i>Prioritizes transit and non-motorized transportation options accessing and serving U District.</i>
Corridor Design	X	<i>Promotes significant transformation of corridors in and proximate to study area, particularly serving district identity, transit and non-motorized needs.</i>

Related Issues

- Key findings for the strategic plan's development include:
 - Zoning designations in the University District are varied and may require amendment for consistency with a more urban District vision.
 - Stakeholders' vision for the University District requires higher density development.
 - Household incomes in the area are relatively low, with medians by block group below \$40,000 per year. 2018 Census figures generally show between 21 and 30% of area residents live in poverty, with 50% or more classified as cost-burdened.
 - Housing is currently more affordable in the study area.
 - Despite the presence of the Spokane River and Centennial Trail, there is a general lack of public open space within the District.
 - The University District has a large supply of vacant and underutilized land.

Example Policies

- No data expressed as plan policy, but the following statements capture relevant goals/policy direction supported by the plan:
 - The University District will balance its role as a regional employment center with growth in a variety of multifamily housing typologies to house employees, residents, and students locally.
 - The University District will emerge as a model urban center that will embody the leading edge of physical and social urbanism in the City of Spokane.
 - The University District will seamlessly connect with Downtown Spokane and surrounding neighborhoods via "complete streets", transit, bike lanes and paths, and pedestrian walkways and bridges.
 - The urban fabric of the University District will be dense, walkable, mixed-use, well-connected, and green; the District will be river-facing and will facilitate vibrant street-level energy and an activated public realm.
 - The human-scaled and -focused physical, social, and commercial environment of the University District will be deeply supportive of both emerging and legacy small businesses and organizations.

Document Review Form



Document / Title	Connect Spokane
Agency	STA
Type	Comprehensive Plan
Published	2019
Scope of coverage	Citywide/Regional
Source / URL	https://www.spokanetransit.com/files/content/Connect Spokane Update Final 5-22-19.pdf
Summary	STA's comprehensive plan is a guiding policy document outlining the plans and visions for public transit in Spokane over the next 30 years.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>STA aims to work with cities and developers to encourage land use densities and patterns that make transit more efficient.</i>
Transportation Diversity	X	<i>STA envisions an HPT line running the length of Division, with a long-term goal of electric BRT vehicles and center-running, transit only lanes. This transit-friendly route will require improvements for other modes such as walking and cycling.</i>
Corridor Design	X	<i>Center-running, transit only lanes would transform the corridor design of Division.</i>

Related Issues

- Medium estimate projections from the Washington State Office of Financial Management, the 2040 population of Spokane County is expected to grow from 499,072 to 592,969.
- In 2015, the percentage of Spokane County's population aged 65 and over was 15.2 percent, current forecasts show this figure increasing to more than 18 percent by 2030.
- Notes that Areas projected to experience major future residential growth are on the eastern, western, and northern edges of the existing urbanized area, including the Liberty Lake area, the Airway Heights/West Plains area, and the northern portion of the North/South Corridor.

Example Policies

- STA will strive to educate decision-makers and other members of the community regarding the importance of efficient development to successful transit.
- STA shall promote the best practices of land use development, including supporting increased densities and reduced parking requirements on key transportation corridors, by strictly adhering to its adopted Service Design Guidelines.
- Development should be focused along or near existing public transportation corridors or in ways that transit can support due to providing for or achieving adherence within the Fixed-Route Design Principles.
- HPT should integrate and provide connections with other modes and transport services.
- HPT should make desired connections better than competing modes whenever possible.

Document Review Form



Document / Title	Washington State Active Transportation Plan
Agency	Washington State Department of Transportation
Type	Transportation Plan
Published	2021
Scope of coverage	Washington State
Source / URL	https://wsdot.wa.gov/sites/default/files/2009/03/09/Active-Transportation-Plan-2020-and-Beyond-Part1.pdf
Summary	First of two such documents, this update to 2008 Bicycle Transportation and Pedestrian Walkways Plan is focused on all non-motorized/licensed modes of travel, seeking to integrate such needs into overall WSDOT plans and projects. Provides assessment needs; defines state interest; establishes metrics for LOS planning; provides implementation strategies for local and regional agencies. Frames primary objectives as facilitating seamless connectivity to and from motorized system, as well as trips excluding motorized means of travel.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Does not directly address land use.</i>
Transportation Diversity	X	<i>Seeks to develop a statewide transportation network including infrastructure addressing full range of Active Transportation needs.</i>
Corridor Design	X	<i>Does not directly address corridor design.</i>

Related Issues

- Acknowledges significant gaps in Active Transportation infrastructure and need to address them.
- Notes need to reduce the level of “traffic stress” on the network to make it possible for more people to use active transportation safely and comfortably.
- Notes state’s “Target Zero” goal to reduce traffic fatalities and serious injuries to zero by the year 2030 and need to meet mobility and environmental goals associated with mode shift.
- Provides extensive use and user data, crash and fatality figures, safety-related design data, Level of Traffic Stress (LTS) information, potential demand mapping.

Example Policies

- Objectives are not expressed in policy form; plan goals are listed as:
 - Connectivity - Complete comfortable and efficient walking and biking networks so people can reach their destinations and other forms of transportation and have everyday access to physical activity.
 - Safety - Eliminate deaths and serious injuries of people walking and rolling.
 - Opportunity - Eliminate disparities in access to safe, healthy, active transportation connections for people and communities most dependent on walking, bicycling, and transit.
 - Participation - Increase the percentage of everyday short trips made by walking or bicycling.
 - Partnership - Collaborate and coordinate with local, regional, state, tribal, and federal partners to complete and improve the networks across boundaries.

Document Review Form



Document / Title	Gonzaga University Strategic Plan
Agency	Gonzaga University
Type	Strategic Plan
Published	2017 (Amended)
Scope of coverage	Gonzaga University campus
Source / URL	https://issuu.com/gonzaga/docs/strategicplan_updated_2017_final?e=1311295/58323504
Summary	Largely focused on university mission and organizational objectives. Support for local business and University of Washington partnerships suggests corresponding support for implementing transportation and land use shifts. As an institutional “anchor”, case study findings recommend coordination with GU.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Plan does not discuss surrounding land uses.</i>
Transportation Diversity	X	<i>Plan supports increased opportunity for local student employment/internship opportunities, as well as direct partnership with UW medical school – suggesting an evolving local land use mix and support for transit ties to campus.</i>
Corridor Design	X	<i>Plan does not discuss design of corridors.</i>

Related Issues

- Commitment to “Institutional viability”, i.e., fiscal balance.
- Support for developing and maintaining strong civic identity.

Example Policies

- Goal 13: Create additional opportunities for development and expansion of the partnership with the University of Washington.
- Goal 4: 80% of undergraduate students will engage in and reflect upon their internship, cooperative education, social entrepreneurship, or social enterprise during their time at Gonzaga.
- Goal 9: Community engagement and community-based partnerships will increase from 9% to 18% and ensure every student who wants a quality civic engagement learning experience will be offered the opportunity.

Document Review Form



Document / Title	Whitworth University Campus Master Plan
Agency	Whitworth University
Type	Master Plan
Published	2020
Scope of coverage	Whitworth University campus
Source / URL	https://www.whitworth.edu/cms/media/whitworth/documents/administration/facilities-services/campus-master-plan/updated-master-plan.pdf
Summary	Implements university’s Strategic Plan, providing campus layout and growth strategies. Case study reporting suggests benefit in integrating “anchor” institutions like Whitworth in BRT and TOD planning.

Analysis		Notes
Degrees of Transformation	Maintain Evolve Transform N/A	
Land Use	X	<i>Suggests more intense, campus-relative mixed use and retail land use options outside campus.</i>
Transportation Diversity	X	<i>Plan focused on campus-specific routes, notes need for ease of walking/biking to and from campus.</i>
Corridor Design	X	<i>Does not mention corridor design per se; describes successful effort to “calm” Hawthorne and relate same to campus.</i>

Related Issues

- Plan considers potential development outside the campus core, including potential land uses:
 - Retirement housing

- Retail/Mixed-use opportunities
- Habitat study areas
- Recreation space
- Perimeter parking

Example Policies

- Relevant assumptions and planning principles include:
 - Create distinct housing neighborhoods for 60 percent full-time and married students living on campus
 - Consider some transitional living accommodations, married, graduate family housing
 - Continue to develop a pedestrian-oriented campus with perimeter parking
 - Relocate campus drives and parking to expand pedestrian campus
 - Connect Whitworth’s image, identity, and programs to outlying parcels
 - Strengthen community gateways
- In concert with Ahwahnee Principles, Whitworth supports:

“...connectivity between facilities and transportation systems, integration of community facilities within a pedestrian-oriented environment, preservation of natural resources and landscape, conservation of energy resources, diversity of housing and employment opportunities, and active public gathering spaces.”
- Plan seeks to “...address issues of connectivity and integration that are beneficial to both the university and larger region...(and) contributes to the economic vitality of the region, improving the quality of life for both residents and students. As a vital center of education, art and culture, the university is a de-facto public gathering space, integral to the Spokane community.”
- Mentions potential of “...creating a university-specific type of zoning as university operations maintain a mix of residential and commercial type activities.”
- Proposes substantial areas of mixed use and Regional Commercial land use on university-owned properties south and east of campus (abutting Division Street/395 and Hawthorne Road).