



DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

Appendix L: Land Use Node Information Sheets

Prepared for
Spokane Regional Transportation Council

July 2022

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Purpose and Application

DivisionConnects was a collaborative 2-year transportation and land use study led by Spokane Regional Transportation Council and Spokane Transit Authority in partnership with the City of Spokane, Spokane County, and the Washington State Department of Transportation (WSDOT). The study focused on opportunities and challenges that come with the planned completion of the North Spokane Corridor and implementation of bus rapid transit (BRT) along Division by the Spokane Transit Authority. DivisionConnects convened a community conversation about what the future may look like for the Division corridor. With these significant investments in BRT, it is essential to plan for the future and understand potential options for all modes of transportation.

The DivisionConnects study examined the potential for land use changes along the corridor, including identifying areas where redevelopment might occur in response to the implementation of improved bus service. During the study, 12 “nodes” were identified along the corridor, and their potential for change was analyzed based on existing development, adopted plans and policies, and market factors.

There are 12 information sheets in this package, one for each node identified during the DivisionConnects study. They are primarily intended for use by jurisdictional staff, neighborhoods, property owners, business owners, and those in the development community, providing information about each of the nodes and their potential for transformation. They describe each node’s existing land use context, zoning, and potential active transportation facility investments. Figure 1 illustrates how the nodes line up along North Division Street and Highway 2, stretching from the north bank of the Spokane River to Farwell Road.

These information sheets can be used to advance conversations about the nodes and opportunities for land uses oriented to transit and supporting the planned BRT line along Division Street. Upcoming investments in BRT and associated improvements to the travel environment for people walking and biking will support these potential changes. These information sheets can help to stimulate a broad imagining of what the opportunities may produce and how the community can best respond to an exciting future.

Existing Land Uses and Potential for Change

The information sheets describe existing land uses and general characteristics for each node. They speak to the existing transportation network, development character and intensity, and relationships to various amenities and institutions contributing to the nodes’ function and attractiveness. Each node is unique, and the information sheets communicate those attributes, setting one node apart from the next.

Part of the story for each node is the potential for transformation. While the information sheets describe existing land use and City and County zoning at each node, they also describe redevelopment opportunities to make the areas more attractive for walking and cycling. These improvements, along with the increases in development intensity the zoning already permits, can position the nodes to support Division’s BRT system and realize a transit-oriented development (TOD) future.

The Division Street corridor has long been predominantly commercial, with shopping centers, small businesses, professional offices, and big-box retail catering to the driving public. However, case studies of transit systems throughout the country show BRT has the ability to transform land uses along their routes. With the implementation of new BRT service, commercial corridors often begin to introduce housing into the landscape, putting new residents within a convenient walk to new transit stations. New BRT services have the potential to create new housing, increase density, add land use diversity, and influence redevelopment where existing uses are near the end of their life cycle. Both the City and County anticipate this type of transformation as represented in their zoning along the corridor with the following information sheets describing how some of the mixed-use potential may be achieved.

To support the corridor’s transformation, DivisionConnects included an analysis to identify parcels that may be ripe for development opportunities in the near term. Figures 2, 3, and 4 show parcels where the land value is more than twice the value of their built improvements. Development favors parcels with this land value/building value ratio, either for opportunities to build on available land or for complete redevelopment on underutilized parcels.

INTRODUCTION

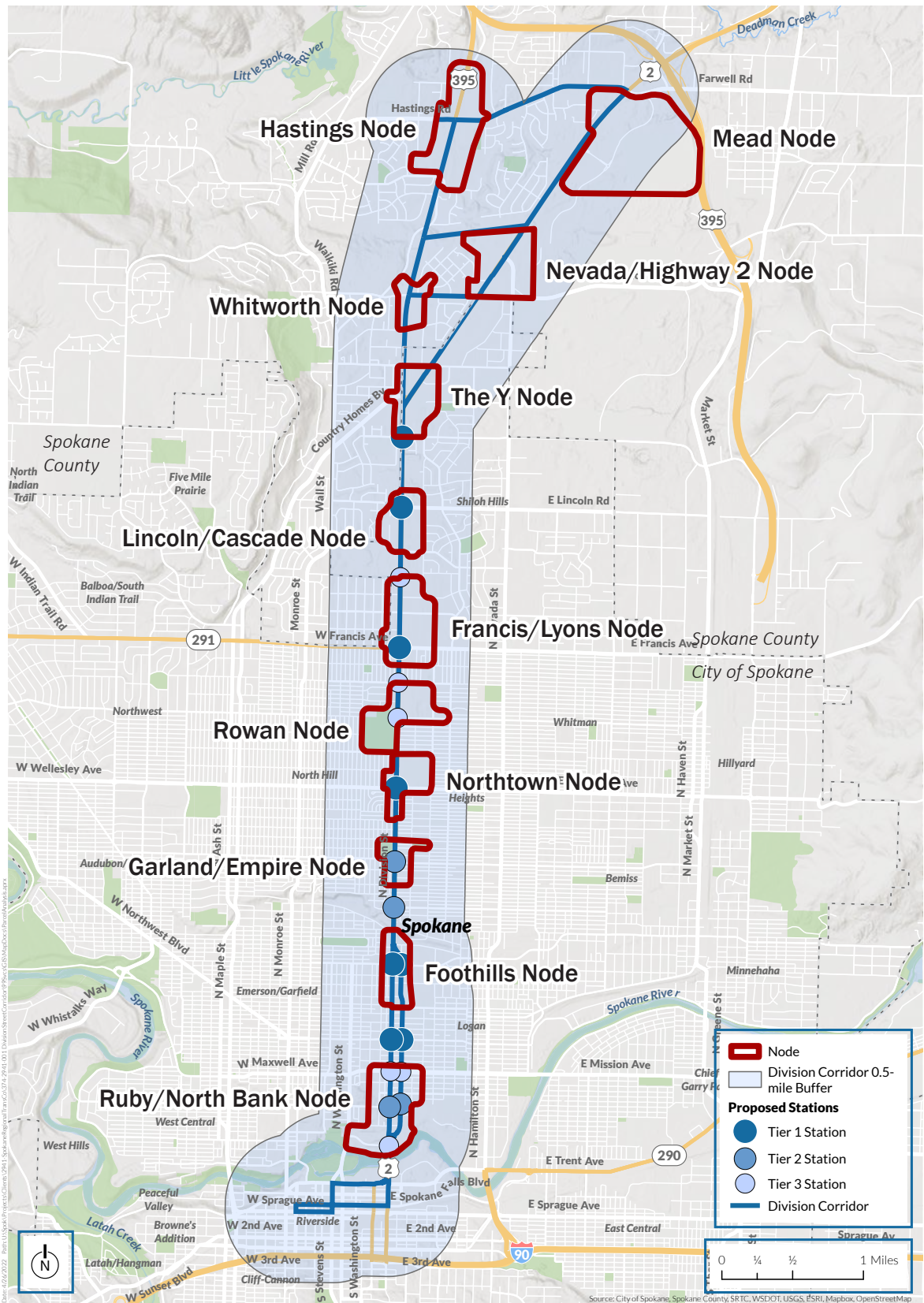


Figure 1. Division Street Nodes

Vulnerability Index

The City of Spokane's *Housing Action Plan* includes an assessment of housing displacement risk based on four factors included in the social vulnerability index: socioeconomic status, household composition and disability, minority status and language, housing type, and transportation.* In addition to displacement risk, these factors are used to assess the environmental justice impacts of projects. Environmental justice is the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Using the following scale, the information sheets identify relative displacement risk for each node, where new investment in developing or redeveloping land may make future rents unaffordable for those now living there.

- Low Displacement Risk: 0-0.3
- Moderate Displacement Risk: 0.3-0.6
- High Displacement Risk 0.6-0.9
- Extreme Displacement Risk: 0.9+

Case studies reviewed as part of DivisionConnects indicate property values rise along BRT corridors, as does interest in developing mixed-use projects near transit stops. This can cause residential and commercial rents to increase, leading to a subsequent increased risk of displacing those households or businesses who were there prior to the advent of BRT.

The City's *Housing Action Plan* prioritizes housing affordability and availability for all Spokane residents at all income levels. As a result, the City may consider strategies anticipating potential displacement risk designed to keep housing along the BRT corridor accessible to those who live there now. The housing economy is similar in the corridor's unincorporated areas, and the County may consider similar strategies as well.

Zoning

The City of Spokane and Spokane County share jurisdiction along the corridor, with the County's portion toward the north. Both jurisdictions generally anticipate continued commercial development along the corridor's length and have assigned zoning designations accordingly. The zoning districts they have assigned also permit a mix of residential uses, providing for an evolution, intensification, and diversification of land uses consistent with typical BRT corridor development. However, it is important to acknowledge that existing general commercial zoning designations also permit non-transit-supportive development patterns, including extensive surface parking, drive-through developments, and other development oriented toward access primarily by single-occupant vehicles. Future consideration should be given to modifying these zoning designations to help ensure transit-supportive development that better aligns with this investment in premium, high-frequency transit.

In some cases, particularly in the corridor's northern reaches, single-family zoning abuts the commercial designations, making an effective transition between the two land use types more challenging. In other places, however, the zoning adjacent to the commercial districts are for mixed uses or multifamily residential, facilitating a blending and interconnection between the more intense corridor-oriented commercial zones and the residential uses nearby.

Changes in both City and County zoning codes can promote a mixed-use Division Street BRT corridor that optimizes and encourages transit-oriented development opportunities. Station-area, neighborhood, or subarea planning will enable both jurisdictions and the local community to reassess policy and regulations, in turn crafting an appropriate and community-supported response to the opportunity BRT presents.

* The vulnerability index is based on countywide data provided by the Centers for Disease Control and Agency for Toxic Substances and Disease Registry.

INTRODUCTION

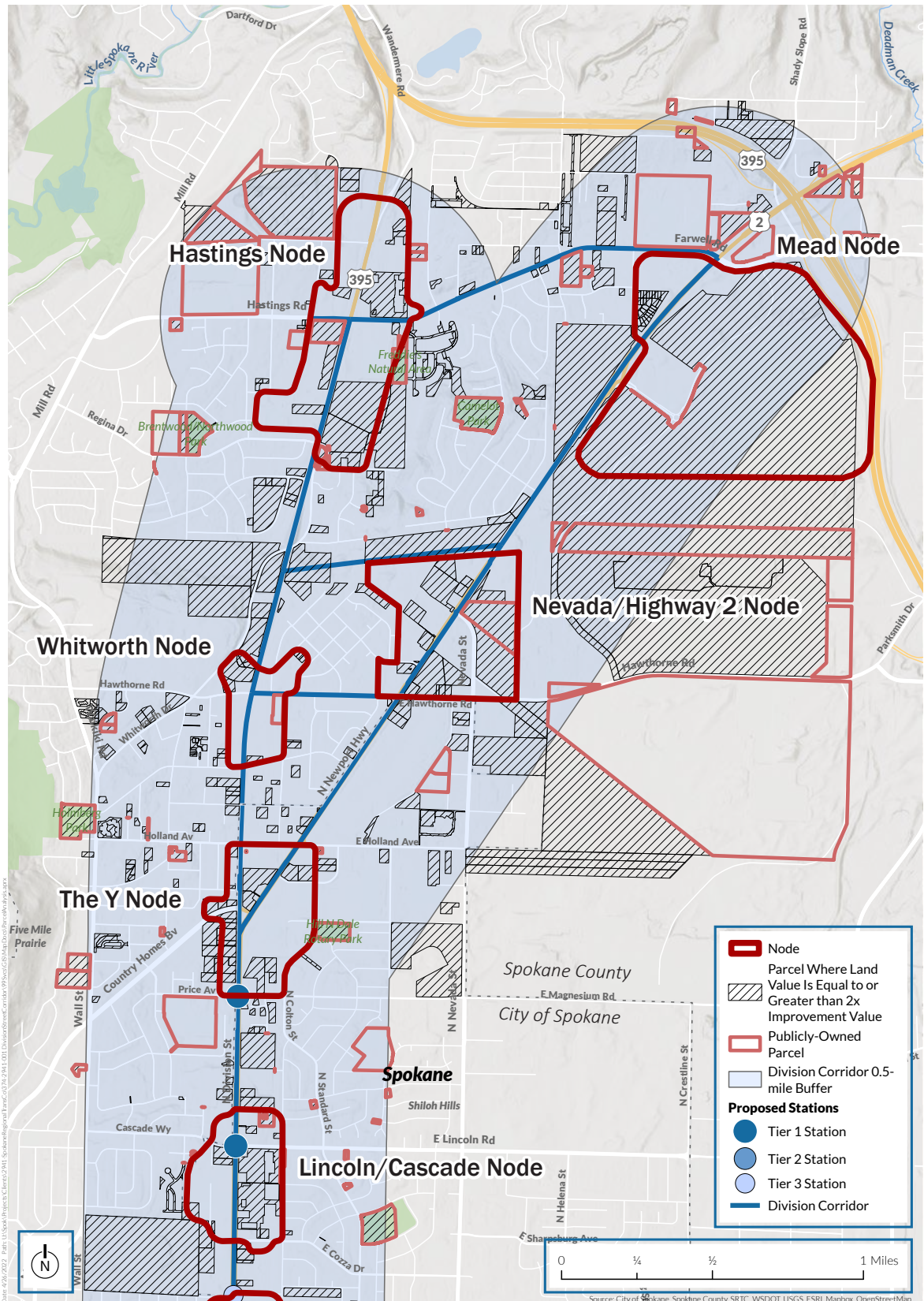


Figure 2. Parcels with a Land/Improvement Value Ratio of at least 2:1 – North Area

INTRODUCTION

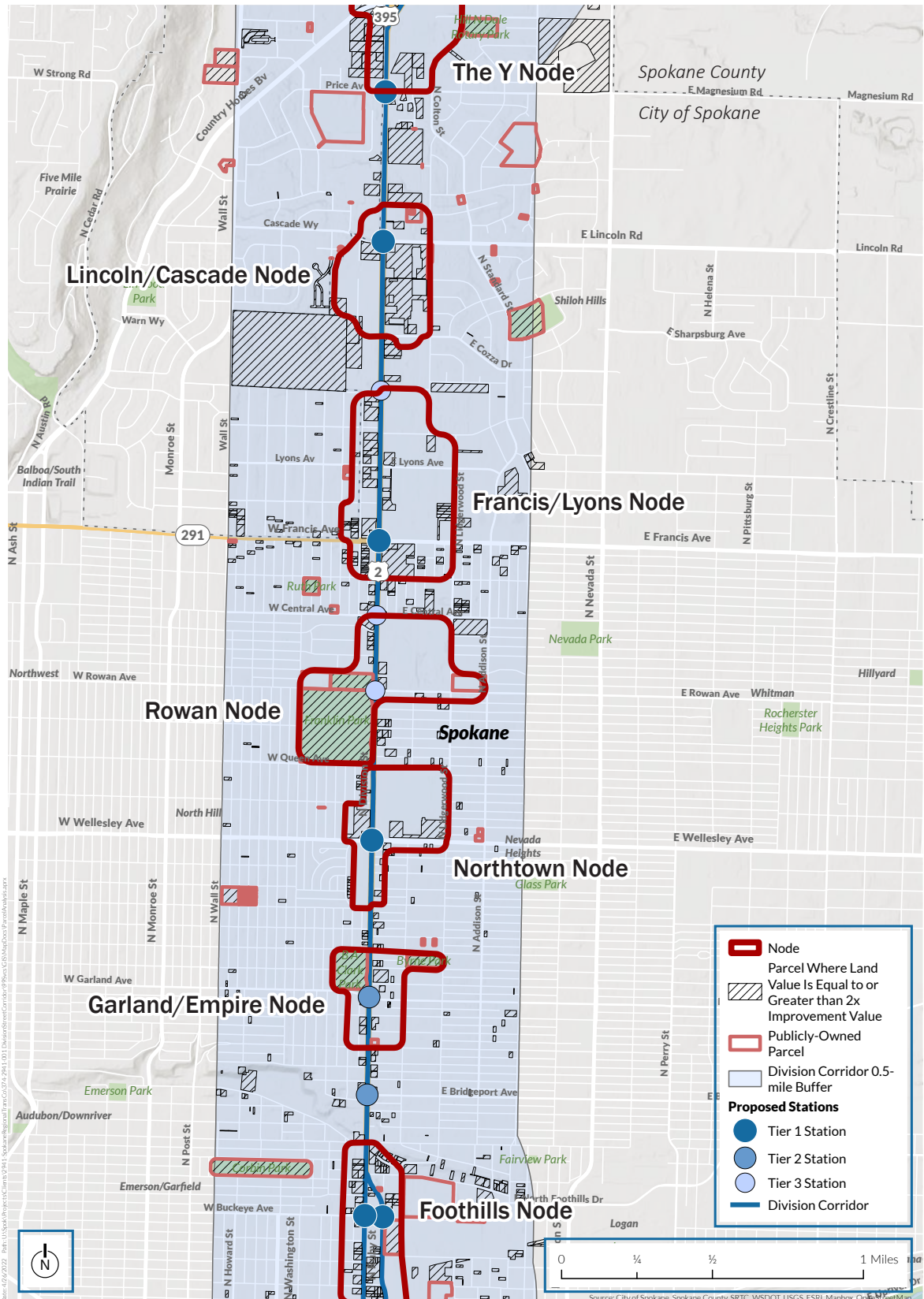


Figure 3. Parcels with a Land/Improvement Value Ratio of at least 2:1 –Middle Area

INTRODUCTION

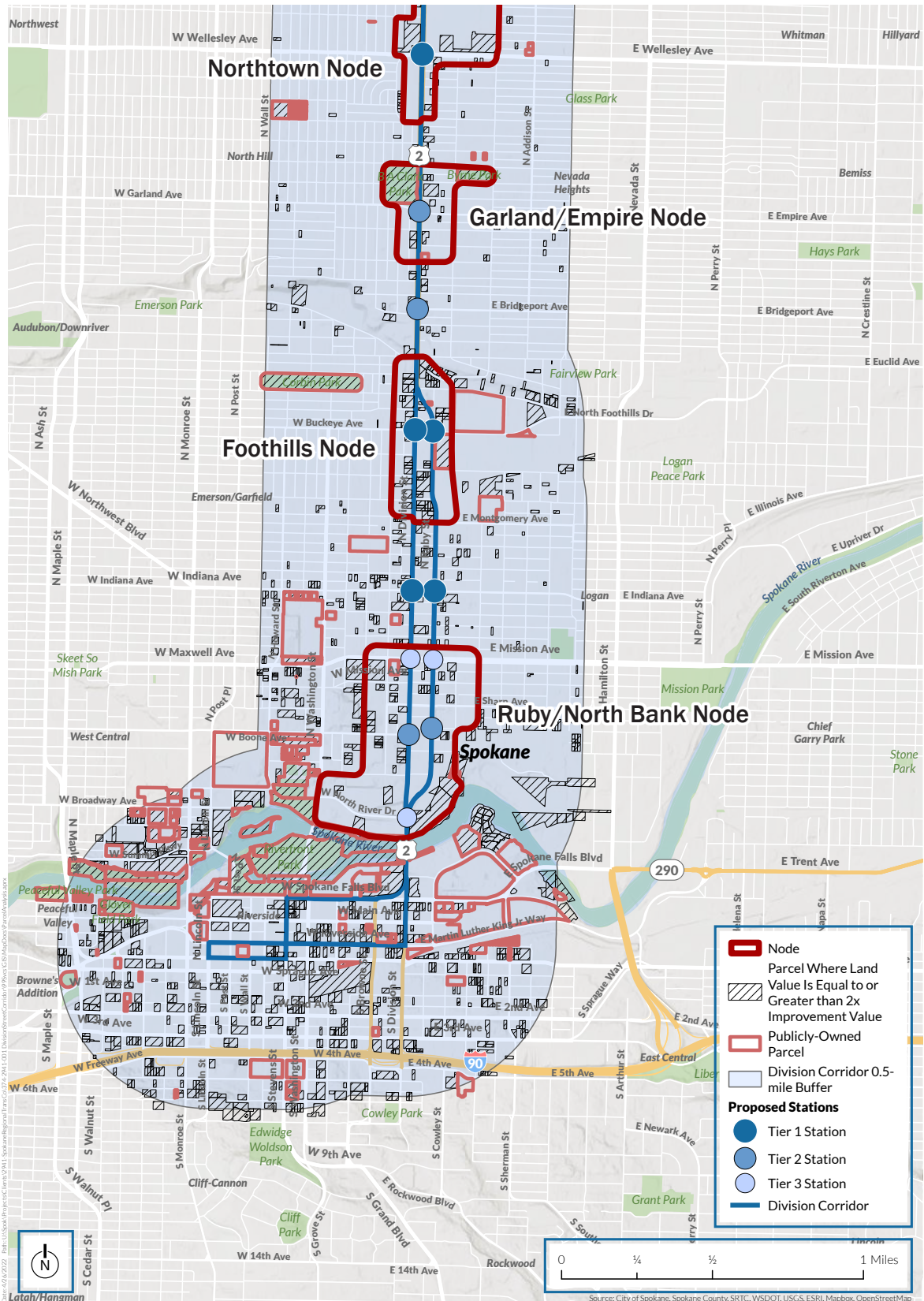


Figure 4. Parcels with a Land/Improvement Value Ratio of at least 2:1 – South Area

Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions

TOD generally results in a built form with more land use diversity, improved pedestrian and bicycle conditions, shorter distances between housing and services, and enhanced transit access. This makes travel on foot, by bike, or by bus more practical and more convenient, reducing an individual's reliance on a car to access daily needs or activities.

Level of service (LOS) assessments traditionally focus on traffic congestion or the degree to which roadway capacity can handle expected traffic flows. In more urban conditions, however, the traditional approaches to managing congestion by expanding roadway capacity are limited. In place of a congestion-based LOS measure, these information sheets use vehicle miles traveled (VMT) to illustrate how a TOD approach at each node may reduce driving. The reduction in VMT due to a compact, more diverse TOD correlates to reduced greenhouse gas emissions. The relative potential for changes to greenhouse gas emissions were distributed across quartiles, with three nodes in each quartile.

Active Transportation

Spokane County and the City of Spokane have actively worked on plans, programs, and projects to enhance accessibility to and conditions of active transportation that do not rely on the private automobile. Spokane County adopted a Regional Trail Plan in 2014 to identify and prioritize trail system improvements, facilitating non-motorized access at a regional scale. The City's Pedestrian Master Plan (2015) and Bicycle Master Plan (2017) inventory existing sidewalk, bikeway, pathway and trail networks and prioritize projects to connect gaps, upgrade popular corridors, and improve pedestrian and cyclist safety. Many of the existing and proposed facilities along the Division corridor align with the vision for a TOD future. The *DivisionConnects Vision and Implementation Strategy – Phase 2 Report* identifies planned and potential active transportation improvements in each of the 12 nodes. The improvements indicate possibilities to link the commercial areas to the adjoining residential neighborhoods, achieving the type and quality of non-motorized connection important in realizing communities with active transportation networks.

North Bank Node

Gonzaga Gateway/Riverfront Park Gateway/Downtown Gateway



This node is sandwiched between Gonzaga University and Riverfront Park, with an interconnected street network and direct access to the Centennial Trail. Spokane River frontage, mostly occupied by hospitality uses, contributes to the district's identity.

Land Uses (Approximate Area)

Retail	19 acres
Professional Office	12 acres
Hospitality	20 acres
Multifamily Residential	9 acres
Single-Family Residential	5 acres
Public/Recreational/Open Space	3 acres
Vacant	22 acres
Right-of-Way Estimate	28 acres
Total	118 acres

Current Destinations

Riverfront Park, Spokane River, North Bank Trail

Institutions

Gonzaga University, Kaiser Permanente



Non-Motorist Accessibility



Sidewalks are present throughout the node, with a shared-use path along Washington Street connecting the North Bank node to downtown Spokane.



Existing bicycle facilities include bike lanes along Boone Avenue, Sharpe Avenue, and Mission Avenue. Public engagement results favored bicycle and pedestrian investments along the Division Street/Ruby Place couplet.



There are 13 bus stops within the North Bank node, most of which are along the Division Street/Ruby Place couplet.



Pedestrians conform to auto-oriented design.



Hospitality uses dominate the riverfront.



Kaiser Permanente operates a clinic in the node.



Holiday Inn Express references Spokane's historic residential character.



New uses in historic buildings are present.



Legacy structures offer unique reuse and development opportunities.

The City of Spokane's *Comprehensive Plan* and zoning suggest commercial development along both Division and Ruby, with a mix of housing types and institutional uses east of the commercial corridor. Land to the west is planned for a mix of office and residential uses, continuing the existing varied land use pattern.

The General Commercial zoning permits a mix of residential and commercial land uses, with a maximum building height of 150 feet, allowing an intensity and variety not uniformly reflected in today's developed context. Relatively small parcel sizes limit the extent to which development of this scale can occur.

In a community survey completed as part of DivisionConnects, respondents favored more walkability and increased landscaping along the Division/Ruby couplet. They envision continued change and the creation of a robust pedestrian environment, spurred by investment in existing and planned bicycle and pedestrian facilities.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane's *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 12 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate to high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
27.1	23.5	22.8

Transformation Potential

Approximately one-quarter, or **4 acres**, of this node is positioned for redevelopment, making it one of the most likely for future transformation. ** Those seemingly best positioned are those larger parcels between Ruby and Division, with long street frontages and direct BRT access. It appears the parcels between Division and Ruby may be the first to experience redevelopment pressure, taking advantage of access to both directions of BRT travel. These are also the largest parcels in this node and where their land values are greater than the values of their buildings. New development here may displace the historic retail uses, creating new mixed-use projects with upstairs residences and a new type of retail street front. Parcels fronting on the west side of Division are generally smaller and may be more challenging to redevelop. On the east side of Ruby, however, at least one large, mostly vacant parcel presents an immediate development opportunity.

Existing sidewalks throughout the node, a robust street network west of Division, and the existing bike lane along Buckeye to the west of Division create a suitable context for integrating development in this node with its surroundings. East of Ruby, new connections to redeveloped parcels could enhance connectivity within existing neighborhoods.



*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Foothills Node

Foothills Business Gateway

This node is positioned between Spokane's North Bluff and Montgomery Avenue. North Foothills Drive is the main east-west arterial, linking this node to Market Street to the east and Post Street to the west. The North Bluff rises in the northern portion of this node, creating a prominent geographic backdrop. This node is the northern terminus of the Division/Ruby couplet, setting up the potential for a dynamic interplay between the transportation system and the development occurring here.

Land Uses (Approximate Area)

Retail	26 acres
Professional Office	7 acres
Hospitality	1 acre
Multifamily Residential	1 acre
Single-Family Residential	6 acres
Vacant	7 acres
Right-of-Way Estimate	15 acres
Total	63 acres

Current Destinations

The General Store, Yokes Fresh Market

Institutions

WSDOT Eastern Region Headquarters, K-L Manufacturing Co.



Non-Motorist Accessibility



Sidewalks are present along streets within the node. Public engagement results favored additional pedestrian investments along the Division Street/Ruby Place couplet.



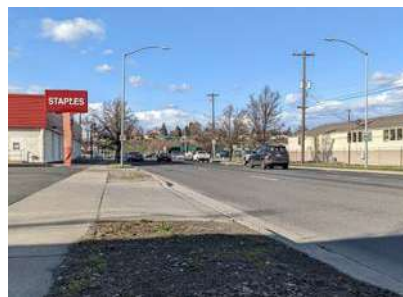
Existing bicycle facilities include shared pavement markings along North Foothills Drive and a bike lane along Buckeye Avenue.



Within the node, there are three bus stops along the Division Street/Ruby Place couplet.



Retail businesses dominate the area.



Large drive approaches and pole signs reinforce the auto's priority here.



Tight quarters between traffic and transit stops decrease pedestrian safety.



Streets and parking lots constitute abundant paved space.



High vehicle volumes limit pedestrian movement.



WSDOT facilities are in this node.

The City of Spokane's *Comprehensive Plan* envisions commercial development aligned tightly along the Division/Ruby corridor, with additional commercial land extending toward the east beyond the limit of this node. The *Comprehensive Plan* designates the node's western edge as single-family residential, consistent with existing development. The node's northeastern section is designated multifamily residential, however, anticipating a future change from today's single-family pattern.

The General Commercial zoning here permits buildings up to 70 feet tall, allowing a full range of retail, service, and residential uses. The Residential Single-Family and Residential Multifamily zones allow dwellings of varying intensities and types.

In a community survey completed as part of DivisionConnects, respondents favored more walkability and increased landscaping along the Division/Ruby couplet. They envision change in this node, with investment in existing and planned bicycle and pedestrian facilities and an enhanced streetscape in the couplet.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane's *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 11 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
44.1	44.1	29.4

Transformation Potential

Approximately one-quarter, or **16 acres**, of this node is positioned for redevelopment, making it one of the most likely for future transformation.** Those seemingly best positioned are the larger parcels between Ruby and Division, with long street frontages and direct BRT access. It appears the parcels between Division and Ruby may be the first to experience redevelopment pressure, taking advantage of access to both directions of BRT travel. These are also the largest parcels in this node and where their land values are greater than the values of their buildings. New development here may displace the historic retail uses, creating new mixed-use projects with upstairs residences and a new type of retail street front. Parcels fronting on the west side of Division are generally smaller and may be more challenging to redevelop. On the east side of Ruby, however, at least one large, mostly vacant parcel presents an immediate development opportunity.

Existing sidewalks throughout the node, as well as the robust street network west of Division Street and existing bike lane where N Foothills Avenue becomes W Buckeye Avenue, create a suitable context for integrating development in this node with its surroundings. East of Ruby, new connections to redeveloped parcels could enhance connectivity within existing neighborhoods.



*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Garland/Empire Node

Garland District Gateway/Clark Park



This node is centered at the intersection of Garland Avenue and Division Street, approximately one-half mile from the Garland District and the landmark Garland Theater. Garland and Empire connect this node to the Garland District and to Hillyard, providing access to this node from Spokane's near-north neighborhoods.

Land Uses (Approximate Area)

Retail	5 acres
Professional Office	1 acre
Multifamily Residential	1 acre
Single-Family Residential	10 acres
Public/Recreational/Open Space	12 acres
Vacant	2 acres
Right-of-Way Estimate	10 acres
Total	41 acres

Current Destinations

Walgreens, Cathay Inn, Clark Playfield, Patrick S. Byrne Park

Institutions

None



Non-Motorist Accessibility



Sidewalks are present along streets within the node that connect to B.A. Clark Park.



There are no existing bicycle facilities within the node. Public engagement favored increased walkability and additional landscaping along Division Street.



Within the node, there are two bus stops along Division Street.

Place



Vacant or underutilized sites provide redevelopment opportunity.



Long-standing restaurants are part of this node's identity.



Vacant lots may provide immediate development opportunity.



Pedestrian safety improvements may improve access to Clark Park.



Garland/Empire forms a midpoint boundary within the node.



Large pole signs speak to the importance of auto access for restaurants and retail here.

The City of Spokane's *Comprehensive Plan* aligns commercial land uses in a narrow band along Division Street, with multifamily designations to the east and single-family designations to the west. The General Commercial zone permits 70-foot-tall buildings with the ability to mix residential and non-residential uses. As a result, vacant properties in this zone invite new, more intense development. The Residential Single-Family and Residential Multifamily zones reflect established uses, but there are opportunities to construct multifamily housing on lots now occupied by single-family residences.

During the DivisionConnects study, community survey respondents envisioned change at this node, with increased walkability and additional landscaping along Division Street.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane's *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 27 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
18.0	19.5	16.6

Transformation Potential

Approximately **14 acres** – mostly located along the Division St frontage – are ready for redevelopment, with easy access and direct orientation to the BRT line.** The Division Street frontage presents immediate redevelopment opportunity, with vacant and underutilized properties on approximately 14 acres. These properties front on the future BRT corridor and are positioned in a highly visible commercial district with direct access to adjoining neighborhoods and parks. In addition, the perpendicular streets of Walton, Garland, Empire, Providence, and Kiernan provide convenient access to the sides of these commercial parcels. This will allow for continuity of a Division Street retail frontage, with parking easily accessed in the rear. The proximity to Clark Park and the Garland District also provide a rich opportunity for mixed-use development.

The node's diverse and robust street network facilitates pedestrian and bicyclist access to the commercial uses, and existing sidewalks and bike lanes ensure the journey is both safe and convenient.



*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Northtown Node

Northtown Mall/Shadle-Hillyard Connection

This node is in the geographic center of Spokane, situated at the intersection of Division Street and Wellesley Avenue. Northtown Mall – a Spokane landmark – and its multilevel parking structure cover a large portion of this node. The mall’s ownership has recently changed, suggesting the potential for a new perspective on the mall’s future. National trends indicate malls like Northtown are revisiting their business models and formats, in some cases radically altering their developed form.*

Land Uses (Approximate Area)

Retail	45 acres
Professional Office	4 acres
Multifamily Residential	1 acre
Single-Family Residential	4 acres
Vacant	6 acres
Right-of-Way Estimate	10 acres
Total	70 acres

Current Destinations

Northtown Mall, Northtown Square, Natural Grocers, Shred Sports

Institutions

None



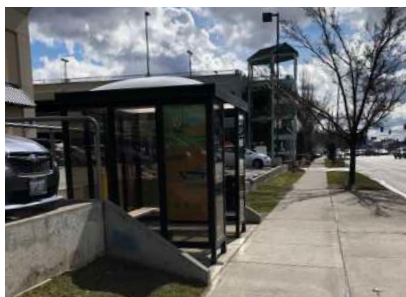
*Examples from Kansas City to Los Angeles to Virginia demonstrate the possibilities for this type of redevelopment.

<https://www.nar.realtor/sites/default/files/documents/2020-case-studies-on-repurposing-vacant-retail-malls-05-08-2020.pdf>

Non-Motorist Accessibility

- Sidewalks are present along both sides of the street throughout the Northtown node.
- There are no existing bicycle facilities within the node. Public engagement favored increased walkability and additional landscaping along Division Street.
- There are nine bus stops within the Northtown node, most of which are along Division Street.

Place



Covered bus shelters offer some protection from the elements.



Pedestrians conform to auto-oriented design.



Retail is the primary use along the Division corridor.



Northtown Village is a relatively recent development and attempts to provide pedestrian continuity with the street.



Transit stop proximity to fast-moving traffic can discourage transit use.



The wide road and high vehicle volumes make walking unpleasant.

The City’s *Comprehensive Plan* designates almost the entirety of this node as commercial, anticipating continued and, potentially, intensifying commercial and mixed-use development here.

General Commercial zoning permits retail, service, and mixed-use residential development in buildings up to 70 feet tall. Since most of the land is already developed, new projects will either occupy land now dedicated to parking lots or redevelop parcels currently used for something else.

During the DivisionConnects study, community survey respondents envisioned change at this node, with increased walkability overall, better non-motorized crossing of Division Street, and additional landscaping along Division Street and Wellesley Avenue. Policy changes can encourage this transformation by incentivizing transit-supportive development patterns and limiting options that focus exclusively on auto-oriented access in the form of large street-fronting surface parking lots and drive-throughs. They also rated this node as their highest hope for overall transformation.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 7 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate to high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
48.3	53.1	40.9

Transformation Potential

While much of the node is fully developed, approximately **9 acres** may be ready for short-term reinvestment.** Planned active transportation projects in this node will enhance access for people on bikes. The City has a planned greenway along Longfellow Boulevard and bicycle improvement recommendations for Wellesley Avenue and Lidgerwood Street are included in the DivisionConnects study, as detailed in the *Alternative Transportation Appendix*. These new facilities will link up with existing bike lanes on Addison Street and Queen Avenue, connecting the node to destinations north and south. In conjunction with the tight grid street network and comprehensive system of sidewalks, these improvements will greatly enhance this node’s attractiveness as a pedestrian- and cyclist-oriented place.

This node’s transformation may originate at the southwest corner of Division Street and Wellesley Avenue, as development nearing the end of its life cycle considers a different format more responsive to the BRT context. Change on the west side of Division Street may also stimulate change on the east side, where smaller commercial parcels may redevelop to take advantage of new BRT access. While there are no plans now known about the mall’s future, a changing context south of Wellesley may influence how the mall responds, potentially repurposing some of its structured parking for uses more aligned with enhanced transit service.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

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Rowan Node

Holy Family Medical District/Franklin Park

This node is adjacent to Northtown, with medical institutions, schools, and various retail and hospitality businesses. It is anchored by the medical district to the east of Division Street and the large Franklin Park on the west side. The Rowan node has a more diverse land use mix than Northtown. A grid street network and smaller parcel sizes contribute to the node's ability to adapt to incremental change, with opportunities to redevelop corner lots and parcels served by alleys without disrupting the existing neighborhood feel. Franklin Park offers an opportunity to connect this node and the Northtown Node, particularly if the walking and bicycling environment is improved.

Land Uses (Approximate Area)

Retail	17 acres
Professional Office	18 acres
Hospitality	3 acres
Multifamily Residential	2 acres
Single-Family Residential	4 acres
Public/Recreational/Open Space	42 acres
Education	6 acres
Vacant	1 acre
Right-of-Way Estimate	16 acres
Total	109 acres

Current Destinations

Guitar Center, Burlington, Bed Bath & Beyond, Trader Joe's, Ross, Rite Aid, Shari's, Thai Bamboo

Institutions

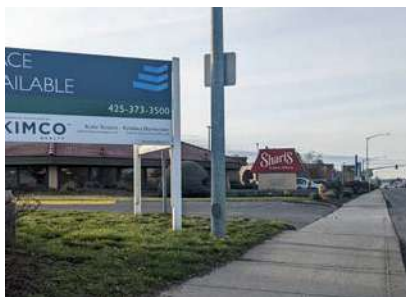
Providence Holy Family Hospital, North Spokane Women's Health, Franklin Park Medical Center, Spokane Urgent Care North, Lidgerwood & Madison Elementary Schools



Non-Motorist Accessibility

- Sidewalks are present throughout the node. Public engagement favored safer crossing facilities along Division Street near Franklin Park and southbound transit stops.
- There are no existing bicycle facilities within the Rowan node.
- There are eight bus stops within the Rowan node, most of which are along Lidgerwood Street just east of the Providence Holy Family Hospital.

Place



Retail space is abundant and available in this node.



Surface parking is plentiful, occupying otherwise developable land.



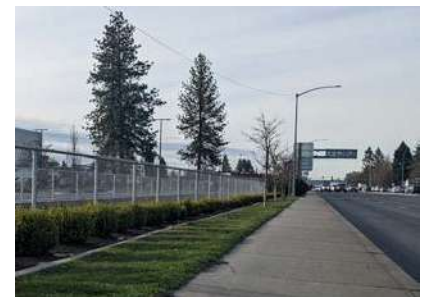
Franklin Park provides a large, attractive open space adjacent to Division.



Transit stops close to vehicle traffic can make the wait unpleasant.



Some of the transit stops offer shelter from the elements.



Sidewalks are immediately adjacent to travel lanes on Division.

This node lies within a designated “center” per the City’s *Comprehensive Plan*. The Centers and Corridors Employment Center (CC2-EC) zoning promotes pedestrian-oriented development and redevelopment by emphasizing a high-quality pedestrian experience through standards related to building placement, ground floor architectural design, and parking lot access and design. Incentives in this zone also allow a higher floor area ratio in exchange for the provision of greater public amenities.

Franklin Park occupies slightly more than half of the land area in this node and Holy Family Hospital occupies just under a quarter. Both the park and hospital complex are envisioned to remain, and their presence may influence the ways in which the rest of the node develops. Residential land fronting Division Street may convert into more intense uses and areas now devoted to parking lots or single-story retail may be incrementally replaced by multistory mixed-use projects.

During the DivisionConnects study, community survey respondents envisioned gradual change here, with increased walkability overall, and safer crossing of Division Street to access Franklin Park and southbound transit stops.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 6 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **low impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
26.7	26.7	25.8

Transformation Potential

Approximately **10 acres** within this node may experience pressure to redevelop or otherwise transform in the short term, focusing on land at the southeast corner of Division Street and Central Avenue and along the west side of Division Street, north of Franklin Park.** As a designated employment center, this node presents opportunities to connect residents closely to where they work and shop. It also incorporates Franklin Park, providing an immediate and accessible recreation opportunity. The City’s *Bicycle Master Plan* identifies new bike facilities along Central Avenue. The DivisionConnects study recommended bicycle improvements along Rowan Avenue and Lidgerwood Street, connecting to existing bike lanes and linking this node directly to the node at Northtown. The street grid, with its comprehensive system of sidewalks, further enhances walkability and makes this node’s retail and employment areas conveniently and safely accessible to the neighborhood’s residents.

Redevelopment may begin along the node’s northern edge, emphasizing a more efficient pattern of land use in what is now a system of parking lots and drive aisles on the east side of Division Street and residential-to-office conversions on the west. Changes in this part of the node may then stimulate construction of street-fronting retail in what is now a parking lot, with direct access to BRT and an unobstructed view of Franklin Park.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.



Francis/Lyons Node

North Spokane Gateway/Primary East-West Gateway

This node is positioned around the intersection of Division and Francis Avenue. Reinvestment opportunities exist here, as either complete redevelopment or infill in areas now devoted to surface parking. This node also contains the vacant former Lowe's Home Improvement store. Though vehicle traffic and retail space define this area, adjacent residential areas provide opportunities for new mixed-use developments featuring a variety of residential, retail, office, and institutional uses along Division.

Land Uses (Approximate Area)

Retail	61 acres
Professional Office	5 acres
Hospitality	5 acres
Multifamily Residential	17 acres
Single-Family Residential	2 acres
Public/Recreational/Open Space	2 acres
Vacant	10 acres
Right-of-Way Estimate	24 acres
Total	126 acres

Current Destinations




Tomato Street, Lowe's Home Improvement Store, Sportsman's Warehouse, Darigold Inc.

Institutions

None



Non-Motorist Accessibility

-  Sidewalks are present along most streets in the node. Public engagement favored improved pedestrian crossing facilities along Division Street and Francis Avenue.
-  There are no existing bicycle facilities within the Francis/Lyons node.
-  Within the node, there are 14 bus stops along Division Street, Francis Avenue, and Lidgerwood Street.

Place



Fast-food restaurants and large-footprint retail occupy much of the space.



Stormwater management requires dedication of site area for treatment swales.



Transit stops are close to high-speed traffic.



Vacant commercial space provides opportunity for reinvestment.



Smaller footprint, auto-oriented commercial uses are also popular here.



Underutilized, large-format retail space – like the former Lowe's store – may be near the end of their lifecycles.

The area of this node northwest of the Francis/Atlantic intersection is located in unincorporated Spokane County. The majority is in the City. The City’s *Comprehensive Plan* calls for general commercial development along both sides of Division Street, encompassing the shallow block on the west side of Division and the larger properties and commercial developments to the east. The City’s plans also designate nearby property on the node’s northeastern, southeastern, and southwestern corners for multifamily residential use. The County’s *Comprehensive Plan* mirrors the City’s with commercial designation along the north side of Francis Avenue and multifamily residential along Atlantic Street. Zoning in both the City and County is consistent with comprehensive plan designations and with existing developed land uses, reflecting a node predominantly commercial in character with multifamily housing on its periphery.

The Darigold Dairy — a Spokane landmark and a land use that will likely remain in place — occupies much of the land to the northeast of the Francis/Division intersection. Other commercial properties along Division, however, appear ready for reinvestment or redevelopment. Large parking areas and vacant buildings provide visible opportunities for something new.

During the DivisionConnects study, community survey respondents acknowledged opportunities for change here, but not to the degree of the Northtown, Foothills, Garland/Empire, or North Bank Nodes. They hoped for improved pedestrian crossing of Division and Francis and an enhanced street environment.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some certainty new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 15 percent of land in this node is currently developed with residential uses.

FRANCIS/LYONS (0.70)



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to increase slightly by 2045, which would have a **worsening impact** on air quality. Because VMT is forecast using a regional travel demand model that assumes increased commercial uses in other areas of the corridor, increases might be attributed to the attraction of additional nearby retail options which can be easily accessed via automobile.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
24.7	25.1	25.5

Transformation Potential

Approximately **23 acres** within this node may be subject to development pressure in the near term, where vacant land or underutilized parcels finds new uses in light of BRT service.** Vacant land at the northeast corner of Division Street and Lyons Avenue may be particularly attractive, with direct BRT access and few barriers to development. The intersection of Division Street and Francis Avenue is the busiest in Spokane, an intersection of state highways and a regional transportation focus point. Development has taken on an auto-dependent form, with expansive parking lots, large-format retail establishments, and tall pole signs. Some of the retail buildings here, however, have lost their primary tenants and have struggled to remain occupied. Vacant buildings and empty parking lots may give way to mixed-use projects once BRT service is in place.

The City’s active transportation planning anticipates this type of transformation and identifies new pedestrian and bicyclist facilities along Weile Avenue, Rhoades Avenue, and Lidgerwood Street. These new facilities will link up to existing bike lanes on Wall Street and Addison Street, connecting this node via non-motorized transportation to the surrounding neighborhoods and beyond.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.



Lincoln/Cascade Node



Five-Mile Gateway

This node is positioned around the intersection of Division Street and Lincoln Road/Cascade Way. It is dominated by larger, mostly under-developed parcels. Although it once contained the North Spokane Costco, new, less-intense commercial uses have taken its place. The area's large parking lots provide opportunity for infill development, particularly if supported by updated policies, incentives, and design standards geared toward this type of redevelopment. With varied residential densities nearby, it appears ready for reinvestment.

Land Uses (Approximate Area)

Retail	26 acres
Professional Office	10 acres
Hospitality	10 acres
Multifamily Residential	2 acres
Single-Family Residential	1 acre
Education	1 acre
Vacant	13 acres
Right-of-Way Estimate	12 acres
Total	75 acres

Current Destinations

Old European Breakfast House, The Onion, Hobby Lobby, Texas Roadhouse, Big 5 Sporting Goods, AtHome, HomeGoods, Grocery Outlet

Institutions

Deaconess Hospital North, Holy Cross Cemetery



Non-Motorist Accessibility



Sidewalks are present within most of the node, with existing gaps along Division Street. Public engagement favored increased safety and aesthetic improvements along Division Street.



There are no existing bicycle facilities within the Lincoln/Cascade node.



Within the node, there are four bus stops along Division Street.

Place



Sidewalks are located adjacent to lanes of fast-moving traffic.



Large-format retail space defines the area's identity.



Surface parking lots consume an abundance of land.



Large signs and bright parking lot lighting are consistent with auto-oriented development.



Retail vacancies provide reinvestment opportunities.



Parking areas offer opportunity for infill development.

All but the northwestern portion of this node is within the City of Spokane, and the City’s *Comprehensive Plan* calls for general commercial development along the Division Street corridor. The City’s plan also identifies areas for professional office and single-family residential development along the node’s eastern periphery, behind the large-parcel commercial properties fronting on Division.

Spokane County’s *Comprehensive Plan* identifies the land at the northwest corner of Division Street and Cascade Way as regional commercial, with a low-density residential neighborhood behind it. Both City and County zoning reflect the traditional auto-dominated form typical for this era of development along state routes.

As with other nodes along the corridor, the zoning permits a mix of land uses that have yet to be fully realized.

While the commercial uses may appear to be struggling, respondents to a survey conducted during the DivisionConnects study envisioned little short-term change. Their priorities centered on increased pedestrian safety and a better-looking Division Street.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 4 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
40.9	50.0	36.1

Transformation Potential

Approximately **20 acres** within this node are likely to experience pressure to redevelop or otherwise transform in the short term.** Even more may become attractive to reinvestment because of the abundance of land dedicated to surface parking and the challenges adapting the large-format retail footprints to second-generation tenants. The potential for the inclusion of housing in the commercial districts, large parcel sizes, oversized surface parking areas, and underused retail structures combine to elevate reinvestment or redevelopment opportunity. While the character of the retail format here may not yet be obsolete, the future may present development options more attractive than the current approach to retrofit old spaces to accommodate new demand. Early redevelopment pressure may first influence changes in the commercial landscape on the east side of Division Street south of Lincoln Road.

Existing bike lanes on Cascade Way and Standard Street serve the neighborhoods east and west of the node. The DivisionConnects study recommended a bicycle improvement along Cascade Way and Lincoln Road, which would connect bicyclist facilities across the node. Though the street grid is not as interconnected as it is in other corridor neighborhoods, there are still sidewalks throughout and opportunities for connection to the node’s likely redevelopment areas.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

The Y Node

Hwy 395 & Hwy 2 Split/North Gateway

This node is at the confluence of the Newport Highway and Division Street, a busy commercial district at Spokane's northern gateway. This node contains a mix of housing types, large- and small-format retail space and office space. The street network is interrupted, making it difficult to walk, bike, and drive within this node and forcing even short trips within this node to rely on Division Street, the Newport Highway, or Magnesium Road, currently a high-risk area for pedestrian crossings.

Land Uses (Approximate Area)

Retail	50 acres
Professional Office	4 acres
Hospitality	1 acre
Multifamily Residential	7 acres
Single-Family Residential	3 acres
Public/Recreational/Open Space	2 acres
Vacant	13 acres
Right-of-Way Estimate	14 acres
Total	94 acres

Current Destinations

Shopping Centers, Restaurants

Institutions

Washington State Department of Licensing Office



Non-Motorist Accessibility



The majority of the node has existing sidewalks, with significant sidewalk gaps along Division Street. Public engagement results favored pedestrian safety improvements at the Y.



Existing bicycle facilities include bike lanes along N Country Homes Boulevard.



Within the Y node, there are two bus stops along Newport Highway.

Place



Highways 395 and 2 split at the "Y."



Traveling north provides views to the mountains in the distance.



The node is home to both large and small businesses, national and local.



Sidewalks are narrow, placing pedestrians close to moving traffic.



Dale Park provides a break from the busy pace of the "Y."



The node's housing can support nearby business, but access is not easy.

This node is almost evenly split between Spokane County and the City of Spokane, with property on the west of Division in unincorporated Spokane County. The County’s *Comprehensive Plan* anticipates regional commercial lining Division Street, with an immediate transition to single-family land use to the west. The City of Spokane’s *Comprehensive Plan* anticipates general commercial development to the east of Division and along the Newport Highway, with medium- and high-density residential in the node’s southeastern corner.

Zoning in both jurisdictions is consistent with the character, type, and scale of what land uses now exist in the node. But the zoning permits more than what is on the ground, offering opportunities for mixed-use development that has not yet occurred. The node’s street network is sparse and disconnected, limiting opportunities for coordinated reinvestment or redevelopment and concentrating access on the node’s principal arterials.

Community respondents to the DivisionConnects questionnaire favored pedestrian safety improvements at the Y. They also believed additional landscaping and increased interconnectedness would improve the node’s appearance and function. Respondents envisioned transformation here, but not as quickly as in other nodes along the corridor.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* references social vulnerability, estimating housing displacement risk based on socioeconomic, status household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 11 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
36.9	37.3	33.2

Transformation Potential

Land here – particularly in the node’s southern areas – may be ready for redevelopment, but parcel configuration and access limitations can make redevelopment challenging. Approximately **25 acres** within this node are positioned for redevelopment.** The relatively large parking lots, abandoned tennis courts, and existing vacant lots and buildings have disproportionately low value when compared to the land surrounding it and can conceivably be developed into new commercial or mixed-use projects. However, some of these parcels are small, making it more challenging to achieve optimal density.

Key investments will need to be made in the transportation network to improve auto and non-motorized connectivity and to increase the quality and safety of the street environment for non-drivers. This is one of the corridor’s busier places, with popular big-box and supermarket uses defining much of its character. Opportunities exist, however, to develop in between the existing retailers, improve access, and realize a more effective blending and compact pattern of uses.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Whitworth Node

Whitworth Gateway/395 North Gateway

This node, located in unincorporated Spokane County, borders the eastern edge of Whitworth University at the intersection of Division Street and Hawthorne Road. With a mix of residential zoning types and mixed-use zoning, the Whitworth node is the commercial center for Whitworth University and the surrounding areas. Though undeveloped land is scarce, there remains opportunity to increase density through more efficient use of existing parcels. Nearby residential areas and the university may contribute to transit ridership and promote reinvestment and redevelopment in new land uses.

Land Uses (Approximate Area)

Retail	15 acres
Professional Office	5 acres
Hospitality	6 acres
Multifamily Residential	5 acres
Single-Family Residential	2 acres
Public/Recreational/Open Space	5 acres
Education	2 acres
Vacant	5 acres
Right-of-Way Estimate	7 acres
Total	52 acres

Current Destinations

Wonderland Family Fun Center, North Division Bicycle, Restaurants

Institutions

Whitworth University, North Spokane Library



Non-Motorist Accessibility



Sidewalks are present throughout the node. Public engagement favored additional pedestrian facilities to serve users near Whitworth University.



Existing bicycle facilities include bike lanes along Hawthorne Road.



Within the node, there are five bus stops near the intersection of Division Street and Hawthorne Road.

Place



Pedestrians must conform to an auto-oriented landscape.



Commercial uses complement Whitworth University and nearby housing.



Drive-thru uses cater to autos and minimize pedestrian access.



New apartments demonstrate appetite for additional housing in the node.



Whitworth University influences retail and housing character.



Narrow sidewalks adjoin high-speed travel lanes.

The Whitworth node is completely within the Spokane County jurisdiction. Spokane County’s *Comprehensive Plan* aligns regional commercial land uses along Division Street, with a mixed-use designation to the west and high-density residential to the east. The zoning reflects this, permitting a wide range of commercial and residential uses in the commercial and mixed-use zones and permitting residential density greater than 25 units per acre in the High Density Residential zone.

The Whitworth University campus limits redevelopment potential in the northwestern portion of the node, but it may impact development patterns in the node’s other areas. Some properties may feel development pressure in the future and explore opportunities built on Whitworth’s influence. Though commercial parcels here are relatively small, the overall scale of the node and its proximity to the campus create a context where small, more intimate redevelopment proposals may make sense.

During the DivisionConnects study, community survey respondents favored more walkability and increased landscaping along Division Street, particularly to accommodate pedestrian movement associated with Whitworth. They also envisioned some land use change here, with gradual transformation over time to enhance the non-motorized environment.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation node presents a **moderate to high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 13 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to increase slightly by 2045, which would have a **worsening impact** on air quality. Because VMT is forecast using a regional travel demand model that assumes increased commercial uses in other areas of the corridor, increases might be attributed to the attraction of additional nearby retail options which can be easily accessed via automobile.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
21.5	23.4	22.5

Transformation Potential

Approximately **8 acres** within this smaller node are likely to experience pressure to redevelop or otherwise transform, mostly through adding intensity where available or redeveloping smaller commercial properties.** Land use change in this node likely will be a story of incremental reinvestment, with projects occurring on individual parcels as opportunities arise. If Whitworth University’s influence in the node grows, new investment may favor projects catering to the student body, with increased emphasis on the pedestrian environment and decreased emphasis on drive-throughs and large parking areas.

The DivisionConnects study recommended non-motorized transportation improvements at the crossing of Division Street and Graves Road, as well as a new bicycle facility along Colfax Road. The street network surrounding the node has a low degree of connectivity, making it difficult to access Division Street from adjoining residential areas. Even though sidewalks exist on many of the streets, the network is sparse, relying on easements and inter-parcel connection for pedestrian and cyclist access to and throughout the node.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.



Mead Node

North Spokane Corridor Connection/Mt. Spokane Gateway



This node, located entirely in unincorporated Spokane County, is positioned just south of the interchange between the Newport Highway and the North Spokane Corridor. Containing large swaths of undeveloped land in both mixed-use, commercial, and residential zoning. The area within this node's boundaries provides multiple opportunities for several different sizes and types of development.

Land Uses (Approximate Area)

Retail	19 acres
Single-Family Residential	7 acres
Vacant	359 acres
Right-of-Way Estimate	38 acres
Total	423 acres

Current Destinations

Costco, Children of the Sun Trail

Institutions

Mead School District



A new development project in this node is under review with Spokane County, likely featuring a mix of retail, office, and a variety of housing types. Just north of the Kaiser Mead aluminum plant, the project has the potential to redefine development patterns here and influence the scope and type of development throughout the node.

Non-Motorist Accessibility

- Sidewalks are limited within the node, with facilities along Farwell Road only. Public engagement favored improved highway crossings and better pedestrian access.
- There are no existing bicycle facilities in the Mead node.
- There are no existing transit facilities in the Mead node.

Place



One business dominates today's retail landscape in this node.



Vacant land provides opportunities for development.



This has long been a rural highway with no pedestrian facilities.



Mead School District buildings lie along the node's edges.



Pedestrians conform to auto-oriented design.



Mt. Spokane is a prominent backdrop here.

The Mead node is completely within the Spokane County jurisdiction. Spokane County’s *Comprehensive Plan* assigns a mixed-use designation to the portion of the node east of Highway 2 and south of Farwell Road. The rest of the node includes a low-density designation to the west of Highway 2 and a high-density designation on a smaller parcel north of Farwell Road. The County’s zoning permits continued residential subdivision adjacent to what is now being developed in the Low Density Residential (LDR) zone and anticipating mixed-use development in the master-planned community surrounding the Costco store.

The Mixed Use (MU) zone permits a wide array of uses, relying on a master plan to show how vertically mixed or horizontally mixed uses may take shape. In this node, the MU designation will also govern development across a large area, likely distributing parks and a range of residential housing types and densities on most of the property, concentrating commercial and mixed uses in a consolidated “town center.”

During the DivisionConnects study, community survey participants may have had difficulty envisioning this scale of transformation, not necessarily indicating expectations for change in this area. They did, however, continue to express hopes for improvements to the pedestrian and bicycling environment, with improved highway crossings and better pedestrian access.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. Because so much land in this node is vacant, the displacement index risk presents as artificially elevated. Approximately 2 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline. This may have a **high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
77.5	83.0	38.8

Transformation Potential

Other than the existing Costco site and a residential subdivision west of the highway, the entirety of this node is expected to transform from its forested and farmed condition to urban development.** Development opportunity at this node is largely on the vacant landscape, where a new, master-planned community will take shape. It has the potential to define a mixed-use development type, conceived to be compatible with the proposed BRT service and to offer a wide array of uses to serve the community’s residents. The project will also have direct access to the Children of the Sun non-motorized trail running generally parallel to the North Spokane Corridor and providing access to points south and to Wandermere to the west.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Hastings Node

Wandermere Center

This node is the northernmost commercial hub on North Division Street, located entirely in unincorporated Spokane County at the intersection of Hastings Road. This node has an array of commercial properties on mostly larger parcels with large street-facing parking areas. The Wandermere Mall is a 1980s-era shopping center, with a large surface parking lot and a vacant building that used to house an Albertsons supermarket. More contemporary commercial shopping areas, like the one at Fred Meyer or along the western edge of Division north of Hastings, have less area devoted to surface parking and may be less likely to experience redevelopment pressure.

Land Uses (Approximate Area)

Retail	54 acres
Professional Office	17 acres
Hospitality	8 acres
Multifamily Residential	5 acres
Single-Family Residential	5 acres
Public/Recreational/Open Space	30 acres
Vacant	36 acres
Right-of-Way Estimate	18 acres
Total	173 acres

Current Destinations

Fred Meyer, Wandermere Mall, Village Centre Cinemas, Pine Acres Par 3 Golf Course

Institutions

Hastings Park and Ride, WSDOT, Washington State Patrol - North Spokane



Non-Motorist Accessibility



Sidewalks are available throughout most of the node. North of the Hastings Road interchange, a multiuse path parallels Division Street along the west side. Public engagement favored increased walkability options for the area.



There are no existing bicycle facilities within the Hastings node.



There is one bus stop within the node at Wandermere Mall. Hastings Park & Ride is located just west of the node.

Place



Stormwater facilities and generous setbacks from Division consume otherwise developable space.



Underutilized parcels provide opportunity for new development.



Undeveloped pad sites hint at more development opportunity.



One-story retail strip development is now the norm in this node.



Areas of vacant land are designated for future mixed uses.



A wide highway and broad setbacks isolate development projects from their neighbors across Highway 395

The Hastings node is completely within the Spokane County jurisdiction. The County’s *Comprehensive Plan* reflects a mix of expectations for this node, some of which are reflected in existing development and some of which are aspirational. Regional commercial areas on the east side of Division Street match current development conditions, but the regional commercial designation and the mixed-use designations elsewhere appear to anticipate new investment not yet in place. These designations generally apply to vacant or underutilized land, where the potential for something else may eventually outweigh the value of what is there now.

Mixed Use (MU) zoning designations do not match current development patterns on some parcels, notably the Washington State Department of Transportation property, which is unlikely to redevelop in the near future. The Pine Acres Par 3 golf course also has a combination of MU and Low Density Residential zoning, providing options for the course’s future redevelopment. The housing surrounding the node is predominantly single-family in nature, with some multifamily east along Hastings Road. Additional higher-intensity housing may develop within the MU districts and in the underutilized Regional Commercial zones, near the existing park and ride, contributing to potential transit ridership.

During the DivisionConnects study, community survey respondents favored more walkability and increased landscaping along Division Street. They also envisioned some change here, but only gradual transformation over time.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a **high displacement risk**, indicating it is likely new development will result in rents difficult for those now living or running businesses in the area to afford. Approximately 6 percent of land in this node is currently developed with residential uses.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **moderate to high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
52.4	49.5	38.9

Transformation Potential

Approximately **45 acres** within this node are likely to experience pressure to redevelop or otherwise transform, much of it now either in the form of oversized parking lots or land uses developed at low intensity.** The suburban type of land uses here may predominate for some time, consistent with the transition of Division Street from more urban in the south to less dense in the north. Future change in this node may first appear if the golf course redevelops, followed by infill opportunities on sites now used for car sales, disused retail buildings, or larger-than-needed parking areas. It is unlikely, however, the Division Street corridor in this node will transform into a pedestrian realm. Existing highway improvements and the recency of commercial development along the corridor essentially cement the streetscape in its current condition. Any change to mixed-use development will likely be focused on what can be accomplished within individual quadrants defined by the intersection of Division Street and Hastings Road.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

Nevada/Highway 2 Node

Nevada Corridor Gateway/Mt. Spokane Gateway

This node is located at the junction of Newport Highway and Nevada Street. It is immediately north of the Northgate shopping center and less than a half-mile east of the Whitworth node. The node is entirely within unincorporated Spokane County, abutting the Spokane city limits at Hawthorne Road. With a mix of commercial, light industrial, and mixed-use zoning and an abundance of vacant land, this node has a variety of development, redevelopment, and reinvestment opportunities.

Land Uses (Approximate Area)

Retail	27 acres
Professional Office	16 acres
Hospitality	26 acres
Multifamily Residential	3 acres
Vacant	38 acres
Right-of-Way Estimate	18 acres
Total	128 acres

Current Destinations

Retro Donuts, Frank's Diner, Sonic Drive-In, ClickIt RV, Kagen Coffee & Crepes, Carpet Barn, Lithia Dealership, Ashley Home Furniture

Institutions

Providence Urgent Care, North Spokane YMCA, U.S. Customs and Border Protection



Non-Motorist Accessibility



Sidewalks are very limited within the node, with only one side provided along the west side of Nevada Street.



There are no existing bicycle facilities within the Nevada/Highway 2 node.



Within the node, there are six bus stops along Hawthorne Road.

Place



Pedestrian facilities are narrow and adjacent to the high-speed roadway.



Much of this node is former industrial land, associated with the Kaiser Mead aluminum plant.



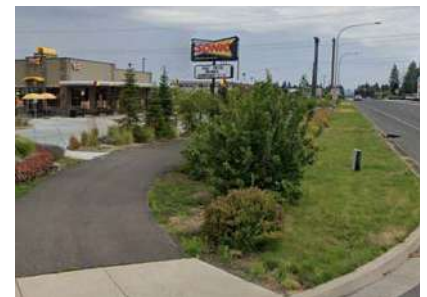
Medical care is available in this node.



Vacant, developable land lies immediately along the highway's edge.



Some pedestrian facilities are separated from the roadway.



The node now is characterized by low-intensity development.

Spokane County’s *Comprehensive Plan* calls for regional commercial land use along the Highway 2 corridor, with mixed use to the west and light industrial to the east. The plan envisions predominantly low-density residential west of the node and light and heavy industrial land uses to the node’s east.

Zoning permits a wide range of housing types in the Regional Commercial (RC) and Mixed Use (MU) zones and a mix of industrial and employment uses in the Light Industrial (LI) and Heavy Industrial (HI) zones. As with the Hastings node, zoning here permits development that differs from existing land use conditions. The MU zone applies to the YMCA and to the vacant land surrounding it, offering development opportunity to construct housing or other related uses to contribute to the YMCA’s activity and the success of nearby businesses. The RC zone permits development of far greater intensity than RV storage and sales.

Light Industrial zoning is compatible with the nearby Kaiser Aluminum site and may provide opportunities for employment-oriented development to complement the retail and housing uses permitted elsewhere in the node. Because it was added to the analysis late in the study, this node was not included in the survey completed as part of the DivisionConnects process, and respondents had no opportunity to choose the type of transformation they envisioned here.

Social Vulnerability Index

City of Spokane 2021

The City of Spokane’s *Housing Action Plan* includes an assessment of housing displacement risk based on four factors: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation. This node presents a high displacement risk, indicating there is some likelihood new development will result in rents difficult for those now living or running businesses in the area to afford. The node’s abundance of vacant land may overemphasize the displacement risk since there are now very few residents here. Approximately 2 percent of land in this node is currently developed with residential uses. This node presents a **high displacement risk**, which may be artificially elevated due to vacant land.



VMT Comparison

With additional housing density and improved multimodal connectivity in this node, average daily vehicle miles traveled (VMT) per person* are forecast to decline as residents walk, cycle, and take transit for their transportation needs. This may have a **high impact** in improving air quality outcomes.

2019 Daily VMT per Person*	2045 Daily VMT per Person* without TOD	2045 Daily VMT per Person* with TOD
48.5	44.0	27.5

Transformation Potential

Approximately **55 acres** within this node are likely to experience pressure to redevelop or otherwise transform.** The site is similar in many ways to the Hastings and Mead nodes, with opportunities for the same degree of both incremental and transformative change. Unlike those nodes, however, this node already has a strong institutional presence in the YMCA, relative proximity to Whitworth University, and vacant spaces available for immediate development. These nearby uses may add to the node’s attractiveness as a residential or mixed-use center, providing those who live here with convenient access to recreation, education, and cultural events. Vacant land north of Hawthorne Road may be the first to experience development pressure, taking advantage of the YMCA’s proximity and DivisionConnects’ proposed bicycle improvement along Nevada Street. This area may also benefit from the power line corridor along the node’s northern edge, potentially offering an open space connection to points west.

The street network in the neighborhoods to the west is not well connected and not fully served by sidewalks, making access to the node from the west now rely mostly on Hawthorne Road. Within the node and to the east, the street network is largely undefined. Future development designs may be able to propose a transportation network consistent with BRT access and enhance non-motorized access to the node from adjoining areas.

*Per service population. See Section 5.5 in the DivisionConnects Vision and Implementation Strategy Phase 2 Report for additional details.

**Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform.

