



# DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

## Appendix M: Land Use Visual Sourcebook

Prepared for  
Spokane Regional Transportation Council

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# Visualizing Change

In anticipation of implementing bus rapid transit (BRT) service, the DivisionConnects project identified the potential for land use transformation along the Division Street corridor. Research of case studies and best practices confirms BRT can influence changes in land uses, generally increasing opportunities for housing and enticing new development to move up to the street edge. The DivisionConnects project included an exploration of the potential for change along the corridor and identified 12 “nodes” where future development may cluster with new housing, new types of commercial projects, or an entirely new mix of retail, housing, and office uses.

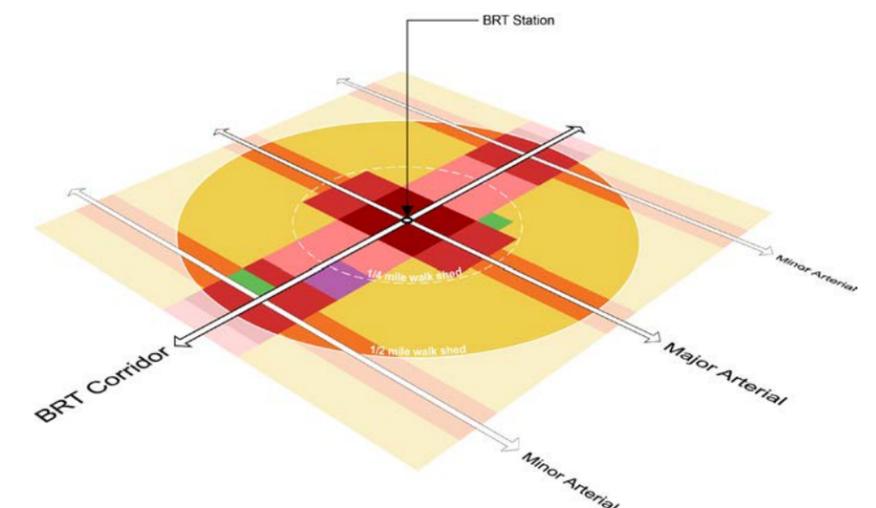
While City of Spokane and Spokane County zoning permits most types of land uses BRT may bring, development standards also permit development types and forms not necessarily supportive of public transportation. Zoning permits higher intensity, taller structures, and mixed uses that support the scale of transformation seen in other communities with BRT service. It also permits large parking lots, deep setbacks, drive-throughs, and large pole signs, elements prioritizing convenient auto access over transit. Existing zoning does not specifically identify the type of development that is desirable within a BRT corridor, which would permit land uses in the Division Street corridor that may be too dispersed to support BRT. Potential regulatory updates could further strengthen the emphasis on street-fronting, mixed-use, transit-supportive development, particularly near station areas.

This visualization sourcebook is intended to identify some of the potential development types, linking them to different contexts along the corridor. Development in proximity to the BRT stations, for instance, is likely to be different than that found between stations or at arterial intersections where no station exists. Anticipating these emerging contexts, the City and County may engage in station area or neighborhood planning to identify which types are most appropriate and then consider if zoning changes are in order.

The typologies described here – and the associated imagery – can advance these conversations, stimulate the imagination, and provide scale to the change the Division corridor may experience.



Land use patterns may evolve in response to BRT, differentiating the urban landscape to take advantage of particular development opportunities. Land nearest the BRT stations may become more intensely developed, whereas areas further away may develop differently, responding to the streetscape, access to BRT, and other factors. The following typologies reflect the potential types of changes based on an area’s proximity to BRT stations, location on a BRT corridor or adjacent roadway, and existing development.





DC-1



DC-4



DC-2



DC-5



DC-3



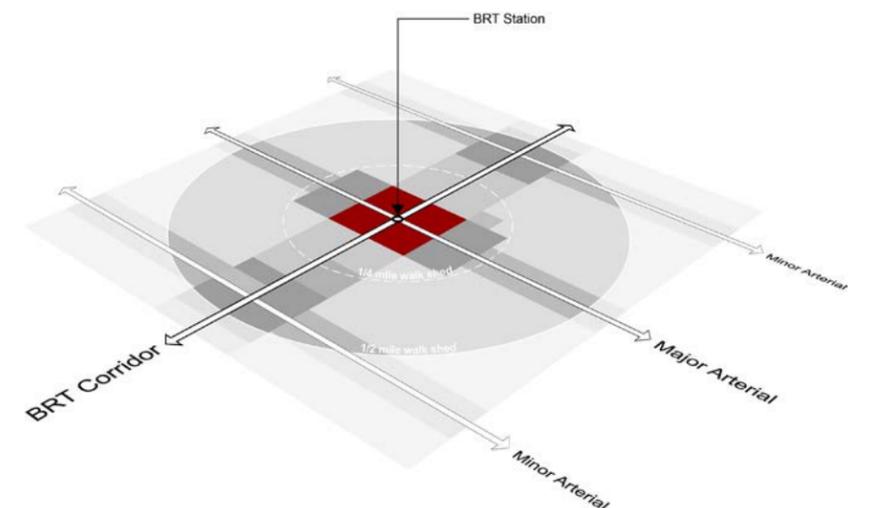
DC-6

# District Center

The **district center** offers opportunities for live, work, and play. It consists primarily of mixed-use development, such as high-density apartments or condominiums with street-oriented retail and services and opportunities for lodging or professional offices. Commercial uses in this district serve both the immediate neighborhood as well as the region and can benefit from the direct connection to regional transit.

There is often a plaza or other open space amenity included here, and the uses focus on safe, direct, and high-quality access to the nearby BRT transit station. Parking can be accommodated into mixed-use structures. Surface parking is discouraged to optimize the use of land adjacent to BRT stations. This type of development will center either on a BRT station or on an intersection of the BRT line with a major arterial, providing easy transit access.

- DC-1** High-density mixed-use development with active street frontage
- DC-2** Emphasis on intersection corners
- DC-3** Public plazas connected to the BRT station
- DC-4** Pedestrian-oriented amenities
- DC-5** Hotels and lodging, with integrated parking structure
- DC-6** Integrating parking with mixed-use development



# District Center



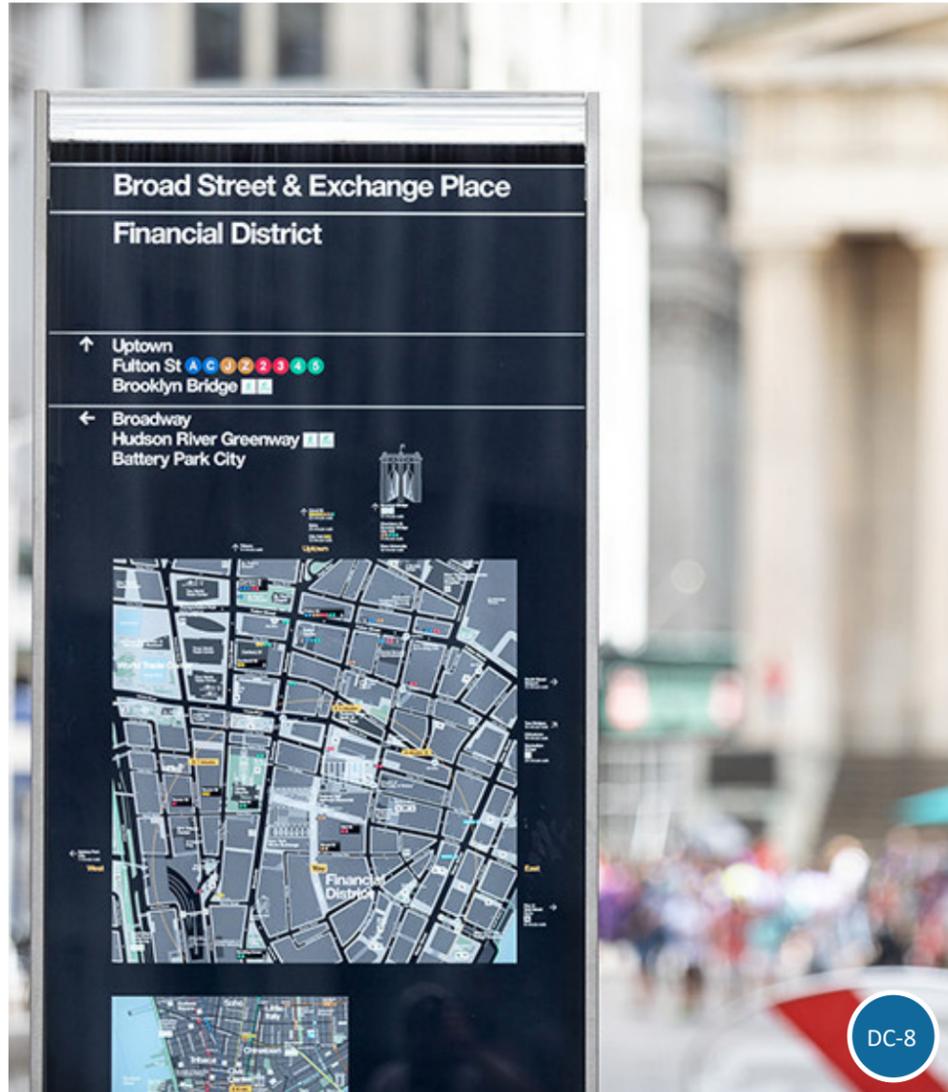
Mixed-use development with retail frontage



High-density mixed-use development



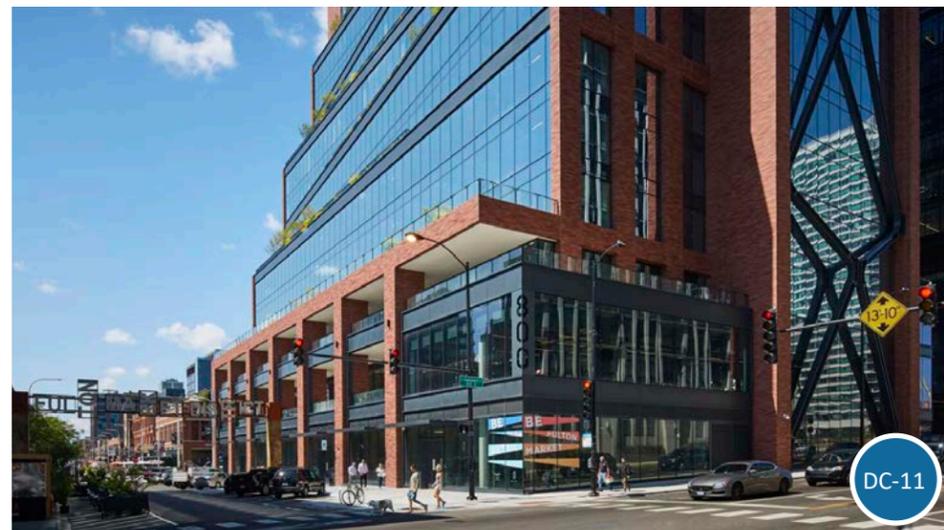
Pedestrian plazas with public seating



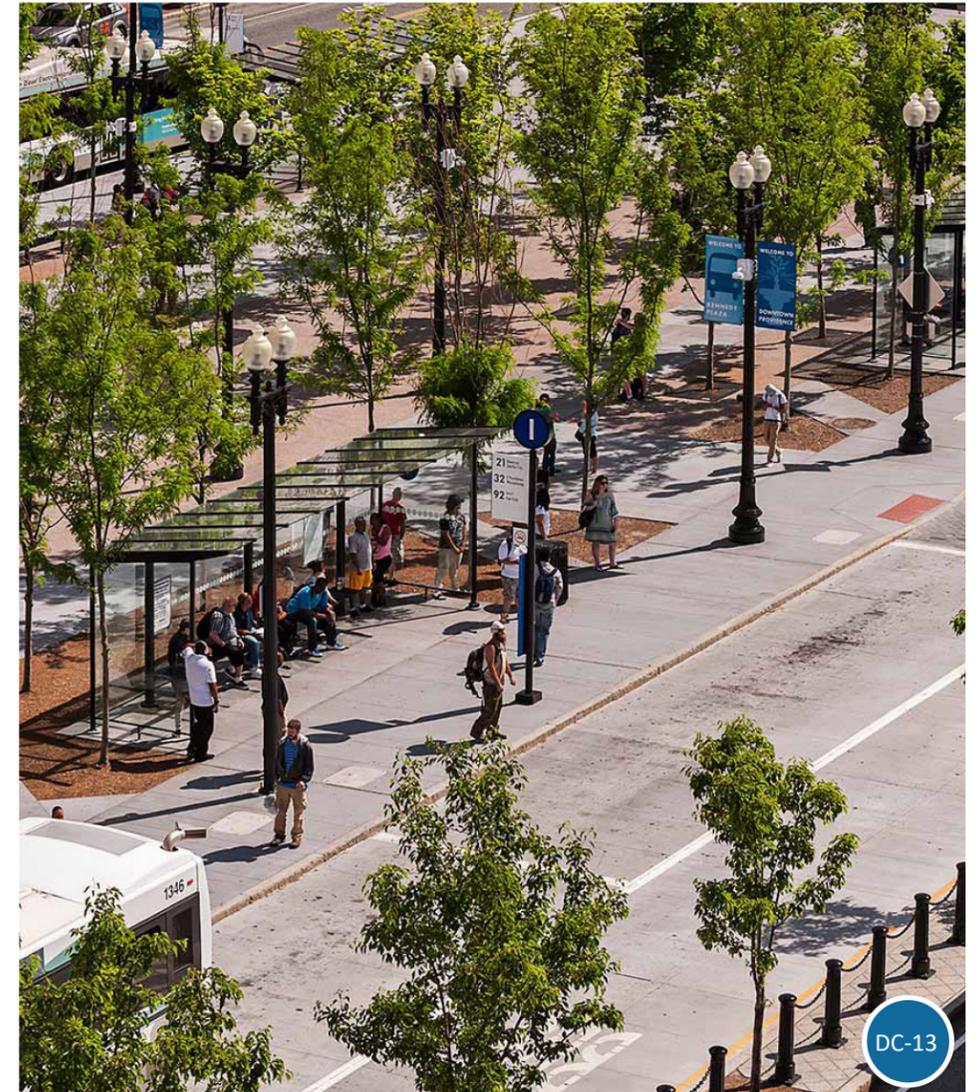
Transit and wayfinding



Parking structures and public art



Commercial and office buildings



Safe connections and shelters for the BRT Stations

# Activity Center

The **activity center** development type is similar to the **district center**, except at a smaller scale. Medium- to high-density mixed-use development with residential or commercial components can be found at the activity center. It will be located at the intersection of the BRT line and an arterial but may not necessarily coincide with the location of a BRT station. It may coincide with an intersecting transit route, non-motorized facility, or other type of transportation corridor, inviting access to the center from places not along the BRT route.



AC-1



AC-4



AC-2



AC-5

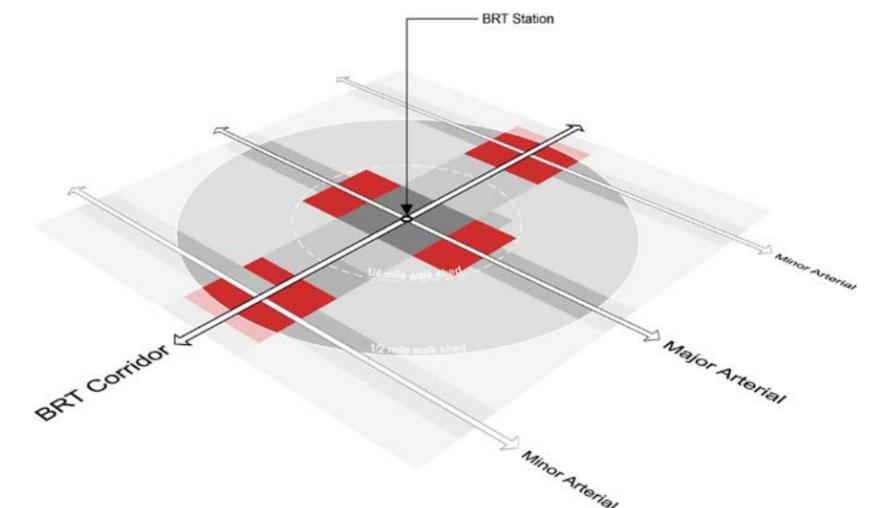


AC-3



AC-6

- AC-1** Medium-density mixed-use development
- AC-2** Mixed-use development and pedestrian plaza
- AC-3** Mixed-use development at “identity” corner
- AC-4** Parking sandwiched between ground-level retail and upper floor residential
- AC-5** Medium-density office buildings
- AC-6** Active street frontage



# Activity Center



*Pedestrian-oriented amenities*

AC-7



*Outdoor dining along sidewalks*

AC-8



*Sheltered indoor-outdoor activity realm*

AC-9



BRT-1



BRT-3



BRT-4



BRT-2

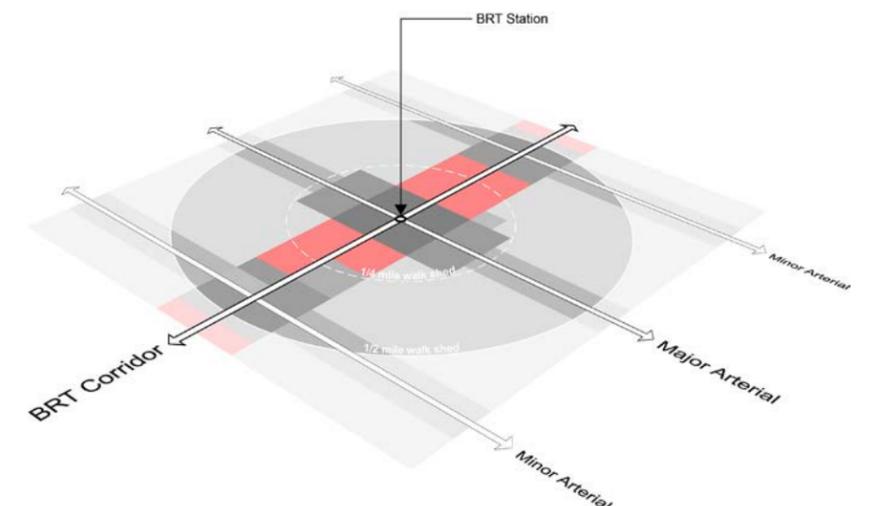


BRT-5

# BRT Corridor

Development in the **BRT corridor** spaces will include high-density apartments or condominiums, with street-oriented retail that is less dependent on proximity to transit stations. These spaces fill in the gaps between **district** and **activity centers**, with a variety of uses ranging between commercial, residential, and mixed-use development. Pedestrian and street-oriented retail and services are encouraged to promote walkability along the corridor. This typology extends up to 600 feet from the BRT corridor and features safe and enjoyable pedestrian and bike connections to nearby transit stations and adjoining neighborhoods.

- BRT-1** High-density residential development
- BRT-2** Mixed-use development with linear emphasis
- BRT-3** Integrated pedestrian amenities and public art
- BRT-4** High-density mixed-use development
- BRT-5** Multimodal transportation options



# BRT Corridor



*Medium-density mixed use*



*Wide, enhanced sidewalks*



*Active street frontage with transparent facades*



*Mixed-use development at the sidewalk edge*



*Pedestrian-oriented amenities*



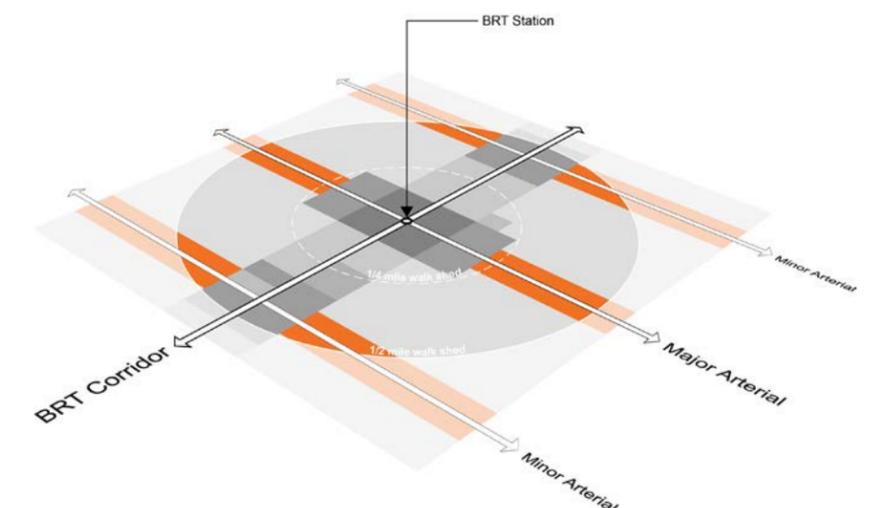
# Arterial Corridor

**Arterial corridor** development types include medium- and high-density apartments, condominiums, or townhouses with higher-intensity development closer to the BRT corridor. Developments may include corner-oriented, neighborhood-serving storefront retail with apartments above. These areas are predominantly residential, with easy access to parks and open spaces and a convenient and safe non-motorized connection to the BRT corridor and transit stations.

**AR-1** Neighborhood-serving corner retail

**AR-2** Transit stations with pedestrian amenities

**AR-3** Convenient, safe non-motorized connections to the BRT corridor



# Arterial Corridor



*Medium-density residential development with frontage on two streets*



*Townhome development*



*Medium-density residential development with limited pedestrian access to street*



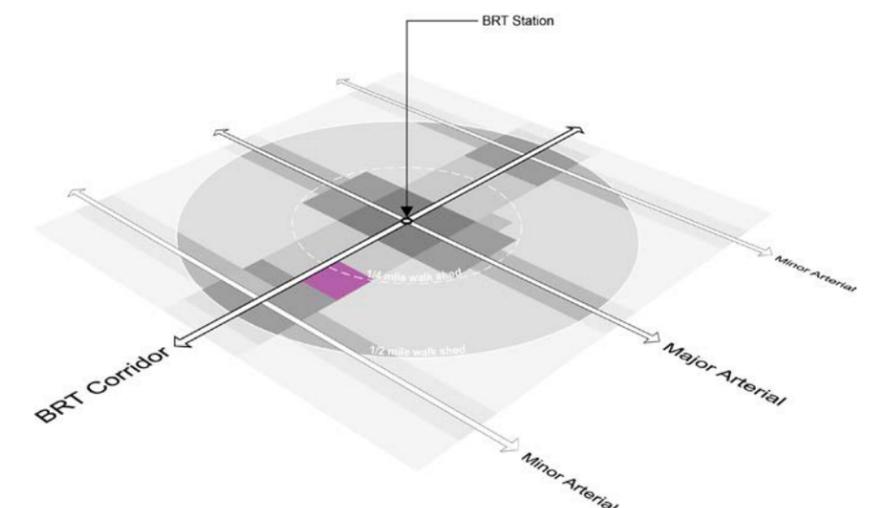
*High-density residential development*

# Large-Format Center

The **large-format centers** constitute a deliberate repurposing of existing large-format power centers or shopping malls into more of a transit-oriented development. They feature multistory, vertical mixed-use buildings in the core of their sites, with street-oriented retail “liner” buildings adjacent to the BRT route to provide a street-edge and maintain the BRT’s urban character. Sites can be organized around plazas or other amenities to add detail and interest to surface parking areas and create a safe, enjoyable pedestrian environment. Parking may also be built into mixed-use structures to optimize land value and proximity to BRT.



- LFC-1** Intimate façade treatments and storefront scale
- LFC-2** Pedestrian-oriented retail buildings
- LFC-3** Parking located behind buildings to facilitate pedestrian activity
- LFC-4** Scaled-back parking area to accommodate new development
- LFC-5** Repurposed big-box format into mixed-use development

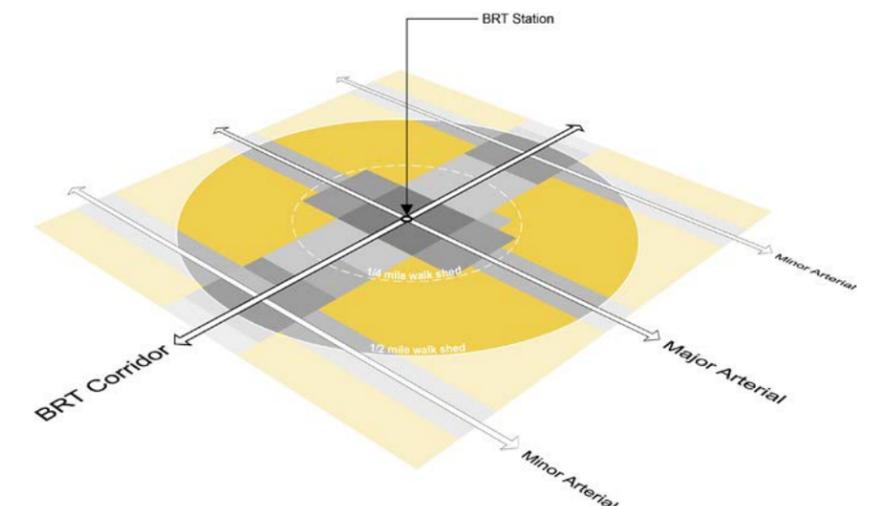


# Transit Oriented Development (TOD) Neighborhood

Residential opportunities near high-capacity transit can provide affordable and convenient housing options to those without a car. Residential districts within one-half mile of the BRT route, or **transit oriented development (TOD) neighborhoods**, can feature a mix of low-scale residential, such as single-family homes, duplexes, triplexes, townhomes, mid-rise apartments, and condominiums. These development types can increase residential density while remaining compatible with a single-family context, placing more households within easy access of the BRT corridor. Emphasis in these neighborhoods is on scale, place, and safety, providing an environment where residents of all ages can easily walk or bike, be near a local park, and enjoy easy access to daily services without relying on a car.



- TOD-1** Urban-density single-family homes and accessory dwelling units
- TOD-2** Detached single-family homes, with parking in rear
- TOD-3** Row homes with parking in rear
- TOD-4** Duplexes, triplexes, and fourplexes at low-rise scale
- TOD-5** Different residential types for visual variety



# Transit Oriented Development (TOD) Neighborhood



*Narrow-format townhomes with architectural detailing*



*Low-rise apartments with pedestrian court*



*Townhomes aligned along pedestrian court*



*Mixed low- and medium-rise residential with enhanced streetscape*



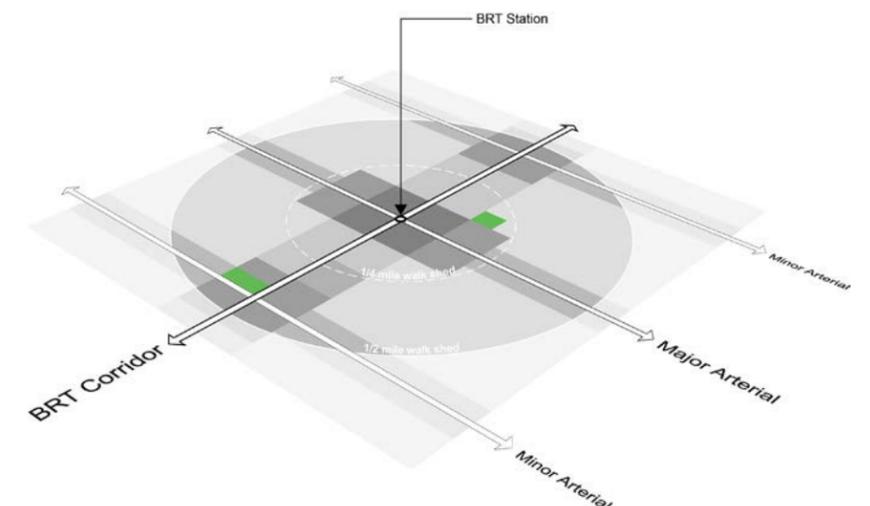
*Low-rise townhomes with parking in rear*

# Urban Park

The **urban park** represents an evolution of the community's open space, providing a recreation asset consistent with the demands of an increasingly non-auto public. Land along the edges of these parks provide opportunities for infill residential development of a scale that can act as a buffer between the urban BRT corridor and the less-urban TOD neighborhoods. Open spaces along a BRT corridor provide residents with a civic destination to gather, exercise, and spend time in nature. These typologies can be in the form of mid-rise apartments, condominiums, or townhomes facing the park. The **urban park** typology recognizes the park's potential to add leisure and activity into the BRT corridor mix, creating environments for new housing and adding public space to complement increased corridor intensity.



- UP-1** Mixed-use development facing the park
- UP-2** High-density residential development facing the park
- UP-3** Low-rise row homes facing the park
- UP-4** Grand urban park set in high-density residential area
- UP-5** Neighborhood-scale park in mixed-use district
- UP-6** Low-rise row homes facing the park on private drive



# Urban Park



*Park-like treatment of non-motorized greenways*



*Pedestrian plaza adjoining medium-density residential*



*High-density residential development and public art*



*High-density residential integrated with public park*



*Row homes facing park and multi-modal trail*



*Neighborhood-scale park in TOD residential district*

# Urban Park



UP-13

*Small-scale commercial facing the park*



UP-15

*Evening activity in an urban park*



UP-17

*Public plaza/garden on parking structure rooftop*



UP-14

*Neighborhood park amenities serving adjoining low-rise residential*



UP-16

*Interactive urban plazas and ground-level dining*



# References

Image Code	Location	Source
DC-1	Talisman, Redmond, WA	Encore Architects
DC-2	Spokane, WA	ALCS Architects
DC-3	Culver Steps, Culver City, CA	SWA Group
DC-4	CITYCENTRE, Houston, TX	OJB; Shannon O'Hara
DC-5	Boise, Idaho	SCJ Alliance
DC-6	Runway at Playa Vista, Playa Vista, CA	PlayaVista.com
DC-7	Assembly Row, Somerville, MA	Jerry Hoffman; Jeff Green
DC-8	Manhattan, NY	Pentagram, Noel Bowler and Chris Doss
DC-9	Blu, Bellevue, WA	Encore Architects
DC-10	Public Parking 6, Santa Monica, CA	Behnisch Architekten
DC-11	800 W Fulton Market, Chicago, IL	Dave Burk
DC-12	Culver Steps, Culver City, CA	SWA Group
DC-13	Kennedy Plaza, Providence, RI	Klopfer Martin Design Group
AC-1	Mission Bay, San Francisco, CA	Bruce Damonte
AC-2	Broadway Building, Seattle, WA	Hunters Capital
AC-3	Mission Bay, San Francisco, CA	Bruce Damonte
AC-4	Burke + Union, Seattle, WA	Encore Architects
AC-5	Hamilton, Ontario	Core Urban Inc.
AC-6	Howard Project, San Francisco, CA	David Baker Architects
AC-7	Templar Flats, Hamilton, Ontario	Core Urban Inc.
AC-8	CITYCENTRE, Houston, TX	OJB; Shannon O'Hara
AC-9	Runway at Playa Vista, Playa Vista	PlayaVista.com
BRT-1	Mission Bay, San Francisco, CA	Bruce Damonte
BRT-2	Duke Condos, Toronto, Ontario	BDP Quadrangle
BRT-3	Blossom Plaza, Los Angeles, CA	AC Martin
BRT-4	Templar Flats, Hamilton, Ontario	Core Urban Inc.
BRT-5	2nd Ave Bikeway, Seattle, WA	Tom Fucoloro
BRT-6	Kirkland, WA	Brett VA
BRT-7	Sprague Union Terrace, Spokane, WA	SCJ Alliance
BRT-8	Southampton Village, Long Island, NY	Daniel Sierra
BRT-9	South Pasadena, CA	SouthPasadena.com
BRT-10	Brooklyn, NY	Mike Lydon
AR-1	SIX10 Merritt, Nashville, TN	Smith Gee Studio
AR-2	Bogtown Flats, Seattle, WA	Encore Architects
AR-3	Zurich, Switzerland	Dahinden Heim Partner Architekten
AR-4	Kennedy Apartments, Spokane, WA	ALCS Architects
AR-5	Filwood Park, Bristol, UK	HTA Design LLP
AR-6	Coeur d'Alene, ID	SCJ Alliance
AR-7	The Lucy, Boise, ID	SCJ Alliance

Image Code	Location	Source
LFC-1	Village at Newtown, Newtown, PA	Brixmor
LFC-2	Tinley Park Plaza, Tinley Park, IL	Google Earth
LFC-3	San Jose, CA	Google Earth
LFC-4	San Jose, CA	Google Earth
LFC-5	San Jose, CA	Google Earth
TOD-1	Spokane, WA	SCJ Alliance
TOD-2	Brooklyn, NY	Christopher Gregory/NY Times
TOD-3	Saratoga Springs, NY	Bonacio Construction
TOD-4	Pittsburgh, PA	US Department of Housing and Urban Development
TOD-5	Kirkpatrick Park Apartments, Nashville, TN	Thomas K. Gatlin
TOD-6	5528 W 10th Pl, Lakewood, CO	ReColorado
TOD-7	Avid Townhomes, Bellevue, WA	Intracorp
TOD-8	Habitat Mueller Row Homes, Austin, TX	Michael Hsu Office of Architecture
TOD-9	Cinema Court, Moab, UT	SCJ Alliance
TOD-10	Coeur d'Alene, ID	SCJ Alliance
UP-1	The Americana at Brand, Glendale, CA	Gary Edstrom
UP-2	Blu, Bellevue, WA	Encore Architects
UP-3	Vaughan, Ontario	Mark Blinch/Reuters
UP-4	Bellevue, WA	Encore Architects
UP-5	CITYCENTRE, Houston, TX	Chris Baldwin, Paper City
UP-6	Regent Park, Wellington, New Zealand	Wellington City Council
UP-7	Beacon Park, Irvine, CA	FivePoint Holdings
UP-8	Mason at Van Dorn, Alexandria, VA	CIM Group
UP-9	Beeler Park neighborhood, Denver, CO	Brookfield Properties
UP-10	Culver Steps, Culver City, CA	SWA Group
UP-11	New Garden Quarter, London, UK	Nick Kane
UP-12	Beeler Park neighborhood, Denver, CO	Brookfield Properties
UP-13	Park Ave, Portland, OR	Google Earth
UP-14	Raymond Park, Cambridge, MA	Google Earth
UP-15	CITYCENTRE, Houston, TX	OJB
UP-16	Fireman's Park, Spokane, WA	SCJ Alliance
UP-17	The Rise, Vancouver, BC	Michael Mortensen

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