



Spokane Plan Commission Agenda

Regular Meeting
 Wednesday, January 08, 2025
 2:00 PM

Hybrid - Council Briefing Center / Microsoft Teams
 808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Plan Commission on any topic not on the agenda.

Commission Briefing Session:

2:00 – 2:20	<ol style="list-style-type: none"> 1. Approve 12/11/2024 meeting minutes 2. City Council Liaison Report 3. Community Assembly Liaison Report 4. President Report 5. *Election of Officers 6. Secretary Report 7. Transportation Commission Liaison Report 	<p>All CM Kitty Klitzke Mary Winkes Greg Francis Greg Francis Spencer Gardner Ryan Patterson</p>
-------------	--	--

Workshops:

2:20 – 2:35	1. Division TOD Update	Colin Quinn-Hurst
2:35 – 2:50	2. West Central Infrastructure Project Economic Impact Analysis Review	Wende Wilber, Principal, Kittelson & Associates
2:50 – 3:20	3. Comprehensive Plan Periodic Update: Chapter Update Framework and EIS Check-in	Tirrell Black
3:20 – 3:45	4. Comprehensive Plan Periodic Update: Racially Disparate Impacts Analysis in Housing	Maren Murphy

Adjournment: The next regularly scheduled PC meeting will be Wednesday, January 22, 2025.

*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted at plancommission@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mlovmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Second Wednesday - Plan Commission Meeting Information

Wednesday, January 08, 2025

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams

Join on your computer, mobile app or room device

[Click here to join the 2nd Wednesday meeting](#)

Meeting ID: 213 698 980 677

Passcode: BgoP4d

[Download Teams](#) | [Join on the web](#)

Meeting ID:
213 698 980 677

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 116 540 092 1

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887](tel:+13236181887), [215215222#](tel:+1215215222) United States, Los Angeles

Phone Conference ID: 215 215 222#

[Find a local number](#) | [Reset PIN](#)

Passcode:
BgoP4d

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: plancommission@spokanecity.org. Written public comments will be accepted up to one hour prior to the start of the meeting.

The audio proceedings of the Plan Commission meetings will be recorded and are available online.

Plan Commission & Committees

Upcoming Agenda Items (All items are subject to change)

January 22, Plan Commission (90 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
2:00 – 2:20	Meeting Briefing	Plan Commission
2:20 – 3:20	Comprehensive Plan Periodic Update: Climate Planning	Maren Murphy
3:45 – 4:00	Transition to Chambers	

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mlovmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Spokane Plan Commission - Draft Minutes

Wednesday, December 11, 2024

Hybrid Meeting in Council Briefing Center & Microsoft Teams Teleconference

Meeting Minutes: Plan Commission Workshop called to order at 2:00 pm by President Greg Francis.

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

- None

Attendance for Plan Commission Workshop:

- Board Members Present: Greg Francis, Ryan Patterson, Jesse Bank, David Edwards, Amber Lenhart, Carole Shook, Tyler Tamoush, Tim Williams, Jill Yotz
- Board Members Not Present: Saundra Neperud
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Kitty Klitzke (Council Member Liaison)
- Non-Voting Members Not present:
- *Quorum Present:* Yes
- Staff Members Present: Angie McCall, Spencer Gardner, Emily King, Tirrell Black, Tim Fischer, Sarah Sirott, Brandon Whitmarsh, Ryan Thompson, Jackie Churchill, KayCee Downey, Sean Shields

Minutes: Minutes from 11/13/2024 approved unanimously.

Briefing Session:

- **Community Assembly Liaison Report - Mary Winkes**
 - Mary discussed that Tirrell will be coming in February for Comprehensive Plan 101 and everyone is looking forward to it.
- **Transportation Commission Liaison Report - Ryan Patterson**
 - The first official meeting of the Transportation Commission took place
 - A draft Work Plan was proposed by staff
 - There was a presentation on Bicycle Priority Network and 27 by 27, similar to what was presented to Plan Commission
 - Good attendance at the meeting. There were lots of liaisons and community members present and involved.
 - Proposals for updating Spokane Falls Boulevard
 - Mary asked that they may be able to see the Transportation Commission work plan
- **Commission President Report - Greg Francis**
 - President Greg Francis introduced Tyler Tamoush as the newest Plan Commissioner.
- **Secretary Report - Spencer Gardner**
 - Transportation Commission will need to vote to have the Plan Commission recognized as a liaison organization. The letter will be discussed during their meeting next week.
 - The updates to the municipal code were adopted by Council. Those will go into effect 30 days after Council action, so sometime in January. The item went through as recommended by Plan Commission.
 - We had a hearing on demolitions in Centers and Corridors, that was presented to Council during Urban Experience this week, so that has started the Council process.
 - The climate survey went out, kicking off climate-related work related to the Periodic Update.

- Officer elections will be happening in January for the president and vice-president positions.
- Legislature recently made changes to the OPMA. Any time a final decision is made, public comment must be allowed. Those items will be marked on the agenda with an asterisk.
- **Council Liaison Report - Kitty Klitzke**
 - There's a difference in recommendations from Plan Commission and Landmarks Commission regarding demolitions in Centers and Corridors. Landmarks disagreed with amendments made by Plan Commission.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

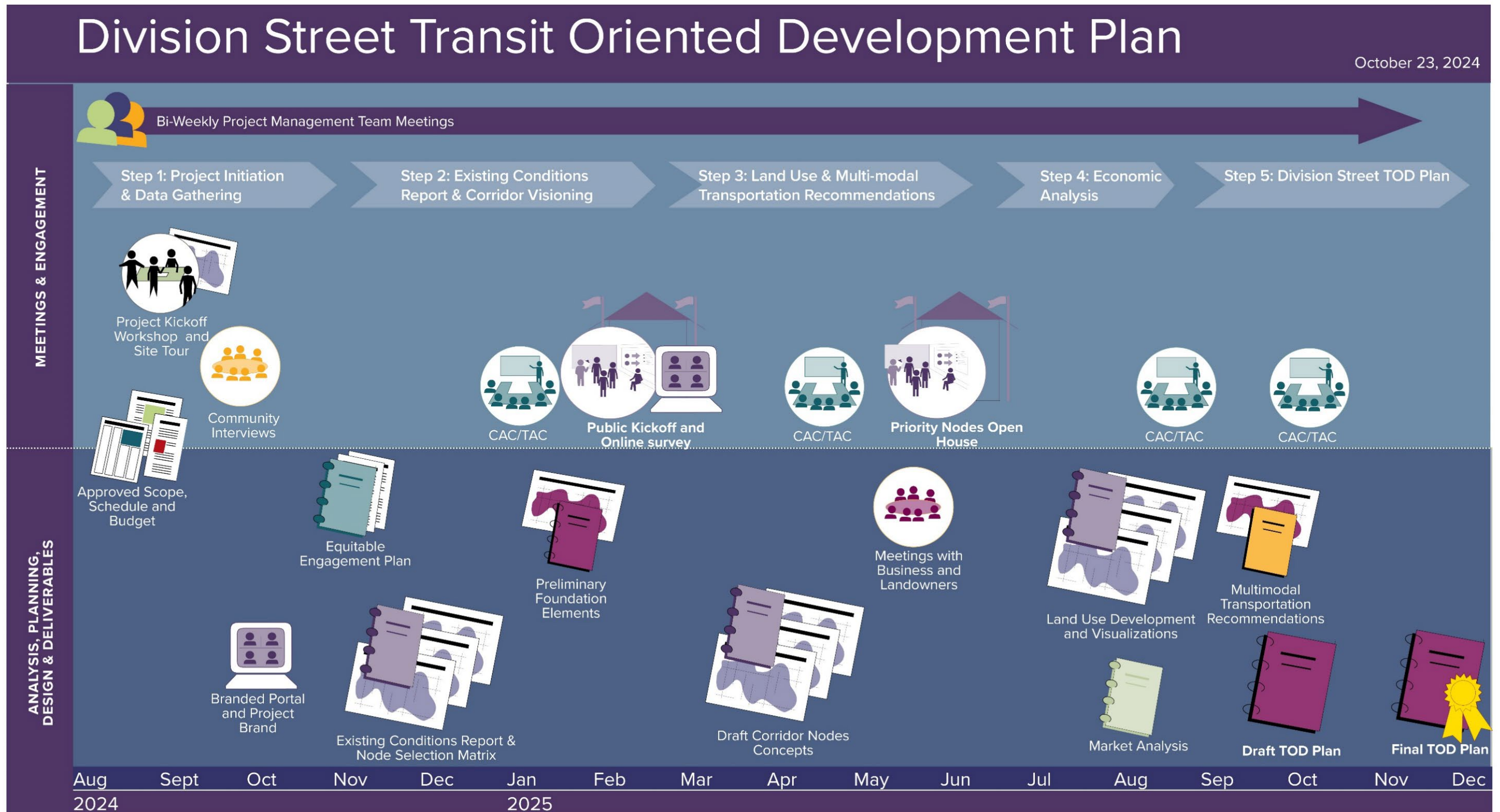
- Periodic Update to the Comprehensive Plan, Discussion of Scoping for Environmental Impact Statement (EIS)
 - Presentation provided by staff member Tirrell Black.
 - Questions asked and answered.
 - Discussion ensued.
- Report on State Building Code Council Items
 - Presentation provided by Todd Beyreuther.
 - Questions asked and answered.
 - Discussion ensued.

Workshop Adjourned at 4:22 PM.

The next regularly scheduled Plan Commission meeting on Wednesday, December 25, 2024 is **cancelled**.

Schedule

The figure below shows the project timeline, highlighting key phases such as community engagement, data collection, analysis, and plan development.





Project Approach

PHASE 1: DIVISION STREET TOD CORRIDOR PLAN

Our approach synchronizes the project's major tasks and deliverables described in the Request for Qualifications (RFQ) and aligns with our experience with similar corridors where bus rapid transit (BRT) is being developed along with pedestrian-focused land use and design strategies. This includes the State Street Corridor in Boise, ID, where we developed the TOD implementation strategy and stop location refinements, and the Onboard Ogden TOD implementation Plan in Ogden, UT, among others, across the country. Both projects were also funded by Federal Transit Administration grants.

Our approach maintains the "steps" identified in the RFQ but modifies tasks under each step. All tasks identified in the RFQ are included in our approach.

Step 1: Project Initiation

1.1: Project Kickoff Workshop and Site Tour

MIG will coordinate with the City to develop a draft agenda for a one-day, in-person project kickoff meeting and site visit. We assume that key departments will be invited to both the kickoff and site tour, which may include participants outside of the team. The kickoff workshop and site tour will consist of the following:

- » **Review the scope and schedule.** MIG, with the City's assistance, will facilitate the project kickoff meeting, covering the draft scope of work, schedule, project procedures, and expectations regarding coordination and reporting, confirming processes to efficiently develop the TOD Plan.

- » **Identify TOD measures of success to identify focus areas/station nodes.** This information will be used to assess each node and prioritize locations for more in-depth study, as well as corridorwide land use and pedestrian-focused design options. Another goal is to identify early on where there is alignment on the project outcomes between the City, County, and STA for potential project solutions.
- » **Tour the corridor.** MIG assumes that City will develop and lead the tour route and coordinate transportation for the tour. As part of the tour, MIG will photo-document the corridor, BRT stop locations, and other information necessary to understand the corridor. If possible, others could be invited to the tour, including community leaders with an interest in the project.
- » **Evening listening session.** MIG will facilitate a listening session in the evening for parties interested in the project. This initial meeting should include members of the community who have an interest in the project and a connection to the Division Street Corridor. The City will identify and invite community members (up to 20 people). The outcome of the meeting is an understanding of community issues, and potential ways to engage corridor residents, businesses, and others that may not be typically part of a public process.

Upon completion of the internal workshop and site tour, MIG will provide a summary of the day and identify the next steps based on the discussion.

1.2: Community Interviews

Prior to developing the equitable engagement plan, MIG will facilitate up to five individual meetings or roundtable interviews to identify key issues and opportunities that should be addressed during the TOD Plan process and determine ways to better partner with and engage hard-to-reach populations. Additional interviews with businesses and developers will be completed during Step 3. The City will contact and organize the meeting attendees, potentially contacting individuals or groups assumed to be part of the Corridor Advisory Committee (see Task 1.4). Focus groups may include City staff to understand current relationships and goals for engagement and if there are any points of agreement/disagreement prior to beginning the TOD Plan.

MIG will provide a summary of input following the conclusion of all meetings and focus groups and incorporate findings into the engagement plan, as applicable. Other information will be incorporated into future tasks.

1.3: Equitable Engagement Plan

MIG will develop an Equitable Engagement Plan using information gathered in Task 1.2 that applies the tools and techniques we have honed through similar projects across the country, incorporating a variety of methods to garner authentic input timed to align with key milestones in the project (see project schedule on page 14). Kittelson, part of the MIG Team, has been working closely with a number of community groups and individuals to address safety in the Division Street Corridor. We will use that knowledge to inform a grass roots engagement process.

Our public engagement plan is built around going where the people are. For example, we propose holding a public kickoff combined with walking tours and community pop-ups in the corridor to identify issues and areas of focus. Having worked in the corridor, we will use our knowledge to identify events and community meetings where we should be present. As part of the engagement plan, we also suggest identifying community-based organizations (CBOs) in the corridor to assist with outreach. These organizations should be paid for their time and would function as important project liaisons with the communities they represent. The CBOs plan will focus on providing opportunities that include:

- » Interactive and multigenerational engagement through multiple platforms;
- » Goals and strategies for outreach, including for communities of color and other community members who may not attend a traditional meeting;
- » In-person and online events, including visual preference surveys for streetscape design, placemaking, and urban design;
- » Small group and key interested parties outreach;
- » Recommendations to attract and retain local community partners as part of the project chartering and advisory group;
- » General schedule and types of events, including staffing needs and social media support;



- » Mailing and outreach recommendations;
- » Metrics, anticipated activities, target audiences, and a schedule for both in-person and online events; and
- » Content translation of written and online materials (promotional posters, flyers, and mailers, etc.) in Spanish (if desired).

Our engagement plan is a dynamic document and is assumed to be updated periodically during the project. We will also use several different online tools, including services such as Maptionnaire, an interactive map-based tool that can be translated in multiple languages. We have applied this tool in multiple corridor projects to elicit location-specific feedback. This tool allows the user to place locator pins anywhere on a map and then answer a series of focused and open ended questions. These responses are georeferenced and will be used as part of the options development.

1.4: Corridor Advisory Committee

While not requested in the Request for Qualifications, we recommend creating a Corridor Advisory Committee (CAC) to guide the process. MIG will facilitate up to four meetings held during major milestones to provide review and input on key tasks. The CAC should include major landowners, community members, residents, and businesses, among others. The role of this group is to provide input to the project team on the design and future programming for the Division Street Corridor, including eventual prioritization of projects and TOD strategies.



1.5: Technical Advisory Committee

As with the CAC, MIG will facilitate a Technical Advisory Committee (TAC) to review project deliverables from a technical standpoint. Many of the recommendations will require input from multiple service providers, and regulatory agencies. As with the CAC, we assume we will meet up to four times during the project.

1.6: Branded Project Portal and Corridor Brand

MIG will develop a project brand that aligns with the DivisionConnects branding. MIG will also develop deliverables templates for use during the project, including presentation, memo, and final products.

Using the approved branding guidelines, MIG will design, launch, host and maintain a project website with a project/corridor tagline and logo that allows users to sign-up for automatic email notifications when new project information is posted on the website, review the latest information, download public documents related to the project, and provide project input. Administration and ownership of the project website following the project can also be continued and/or transferred to the City if needed, or can be hosted by the City. MIG will update the website as new project information becomes available during the project, particularly at major milestones and events and will maintain comment logs throughout the duration of the project.

1.7: BRT Station Node Selection

Much work has already been completed through the DivisionConnects project and the City's TOD Framework Study. MIG will collaborate with the City to identify relevant information, and complete additional analysis as needed, to create a node selection matrix that clearly depicts the key issues, opportunities and constraints for each station along the corridor. This matrix will clearly indicate to the community the reasoning for why these nodes were selected. Information in the matrix could include:

- » Parcel sizes and ownership(s)
- » Existing land use
- » Demographics, including transit-dependent communities, communities of color, and income;
- » Vacant and redevelopable land
- » Location of existing sewer, water, and storm water utilities
- » Projects identified in the current sewer, water, and storm water Master Plans
- » Multimodal connectivity and existing/planned projects, including bicycle facilities, connecting transit routes and stops, and sidewalks/pathways
- » TOD-supportive Comprehensive Plan designations and zoning districts



- » Known development activity and plans
- » Environmental considerations, such as tree canopy and waterways
- » Others

This deliverable will be a matrix designed to clearly articulate the reasons for selecting specific nodes but will also include annotated maps to show the relative merits of each station. The extent of each station map may vary according to the unique physical conditions and context of each station area.

MIG will present the findings of this task to the CAC and TAC to gather input and will revise following those meetings.

Step 1 Deliverables:

- » Site tour
- » Project Measures of Success
- » Listening session and meeting summary
- » Community interviews
- » Draft and final equitable engagement plan
- » Information/data request list
- » Draft and final BRT Station Node Selection Matrix and Maps
- » Project website, logo, and color palette
- » Preparation, attendance, facilitation, and summary for CAC #1 and TAC #1 meetings

Step 2: Corridor Visioning

2.1: Preliminary Foundation Elements by Node

MIG will develop brief Foundation Elements for each node using the information from the advisory groups, community interviews, and background research completed during previous tasks, as well as the DivisionConnects project, which includes the reasoning for why the node was selected. The Foundation Elements will include annotated maps and infographics that will include:

- » Brief vision statement for how the node should evolve over time;
- » Issues statements that identify what should be considered for land use and accessibility;
- » Potential development assumed for the area;
- » Community connections and summary of past discussions about the node; and
- » Questions still to be answered.

These Foundation elements will be developed for each selected priority node (assuming approximately six nodes) and will be used during the engagement process completed in the following tasks, including the public kickoff and as part of the neighborhood pop-up toolkits. They will also be designed to be easily accessible through digital and print media and can be used for outreach to local community groups and other interested parties.

2.2: Division Street Corridor Public Kickoff

MIG will work with the City to organize and facilitate a two-hour public event that introduces the project and gathers input on vision elements, opportunities and constraints and land use considerations to be studied during the technical analysis. The anticipated outcomes of this meeting are to:

- » Introduce community members to the project;
- » Review and revise major vision elements and goals developed earlier in the project for each of the priority station nodes;
- » Identify if other station nodes should be considered;
- » Identify potential opportunities and challenges to create community centered TOD in the corridor; and
- » Discuss potential future land uses, and multimodal connectivity options.

The meeting will consist of educational and interactive events to identify important locations and issues, as well as identifying potential areas where future development and public amenities should be located.

This exercise will also be accessible online through the project website to gather additional input.

Following the in-person and online event, MIG will launch Maptionnaire, a georeferenced online survey with comparable questions as the in-person event, allowing the user to place pins and provide place-based responses.

Following the meeting and online survey, MIG will provide a meeting summary in PowerPoint suitable for project briefings with staff, community groups, and elected officials that identifies key findings and anticipated next steps.

2.3: Neighborhood Pop-Ups/Toolkits

We know that offering multiple options to provide input is essential for inclusive, community-generated plans. MIG will develop an outreach toolkit to assist community partners and City staff to communicate project updates and solicit and collect feedback using similar information as the public event but tailored to be facilitated by a community partner.

The outreach toolkit will include substantive components needed for the City or community partner to conduct pop-up events and other outreach activities. Toolkits will include the following items:

- » Pop-up event display boards and instructions;
- » Game pieces and other materials;
- » Facilitator instructions for managing the pop-up event and directions for how to report back to the project team; and
- » Agenda templates and sign-in sheets.

The CAC is an excellent group to engage in reaching out to community members to take part in activities. We also suggest engaging CBOs by offering stipends and facilitator training for them to manage outreach using the toolkits. MIG will manage the training and provision of toolkits. MIG assumes up to three rounds of toolkits focused on specific milestones of the project.

2.4: Draft Corridor/Nodes Concepts

Using previously collected information and in-person and online input, the MIG Team will develop land use and connectivity concepts for the priority nodes in the corridor. An essential element for this phase in the project is to ensure that the nodes are complementary and connect with strong bicycle and pedestrian infrastructure.

The Corridor and Nodes Vision task will include the following:

- » Draft vision statement for the corridor and priority nodes;
- » Potential placemaking opportunities for each node;
- » Plan view illustrations of each priority node that includes potential block patterns, infill and redevelopment opportunities, and public realm considerations;
- » Conceptual massing diagrams showing building, street, and public realm;
- » Location of existing utility infrastructure, as publicly available;



- » BRT station integration with the station area and node development concept;
- » Layered network of primary and secondary circulation patterns for pedestrians, bicyclists, transit riders, buses, autos, and delivery trucks for the corridor generally and the nodes specifically; and
- » Precedent imagery that shows prototypical buildings for each station node.

TOD concepts will focus on creating a TOD node that maximizes pedestrian interest and access leverages, development potential and provides pedestrian and bicycle access between development and the future BRT station. The precedent imagery will be selected that is consistent with TOD design best practices.

MIG assumes that this task will be collaborative with the City, including in-person and virtual work sessions to refine the concepts and prepare for the next round of public engagement. Following the work sessions, the MIG Team will refine the results to identify potential, gateways, neighborhood connectivity and key linkages, and nodes and segments to the BRT station areas, including developing prototypical 3D street cross-sections to implement pedestrian-oriented changes along the Division Street corridor.

2.5: Concept and Nodes Open House

After completing Task 2.4, MIG will facilitate a public meeting to summarize the draft concepts. MIG will use Mentimeter or keypad polling to identify likes/dislikes, transferring those questions to an online survey that can be taken for those not able to attend.

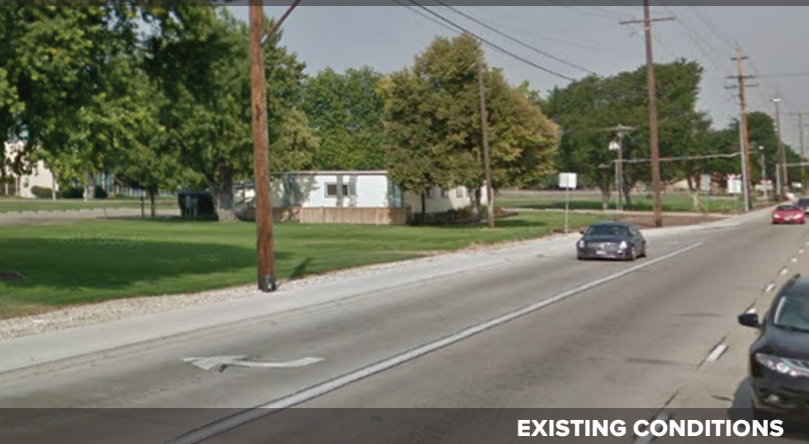
MIG will also update the meeting toolkit with current information and use a similar approach to expanding engagement for Step 2.

2.6: Vision Briefings and Video

Using the information gathered through Step 2, MIG will develop a PowerPoint presentation suitable for briefing elected bodies, regulatory authorities, and community groups. MIG will also create a brief 3-5 minute video explaining the project, key inputs to date, results, and next steps. The video will be branded using the project graphics to maintain consistency with the project design.

Step 2 Deliverables:

- » Internal coordination to prepare for kickoff and project chartering
- » Design of mailer for Community Kickoff
- » Preparation, attendance, facilitation, and summary of public kickoff. MIG will provide design of all materials
- » Preparation, attendance, facilitation, and summary for CAC #2 and TAC #2 meetings.
- » Vision Framework and node concepts
- » Preparation, attendance, facilitation, and summary of Corridor and Nodes Open House. MIG will provide design of all materials.
- » Educational video and briefing materials



Step 3: Economic Analysis

3.1: Meetings with Businesses and Landowners

MIG and Leland Consulting Group will facilitate up to 20 individual stakeholder meetings, focus groups, or roundtable interviews with landowners, developers, housing providers, local businesses, and area neighborhood groups (not included in the community interviews in Task 1.2) to identify the primary drivers for future development in the corridor in general and specifically for the selected priority nodes. MIG and Leland will coordinate with the City to identify potential interviewees but will rely on the City to schedule and provide meeting space for these interviews.

Interviews are expected to take up to an hour each and will be documented with notes from each meeting prepared by the MIG Team and combined into one summary document. MIG assumes the meetings will be held on consecutive days to minimize travel or held virtually.

3.2: Market Analysis

The analysis of Division Street’s economic development potential must be based on solid, factual market information so that the priority nodes, TOD sites, and targeted development strategies are grounded in reality and can be supported by the wide range of implementing partners.

Utilizing existing information, where available, and assembling new research where necessary, Leland will evaluate market conditions to understand demographic, economic, and real estate trends in Spokane to understand the differences and interrelationships of the various neighborhoods along Division Street and to understand its competitive position within the region.

The market analysis and feasibility study will include:

- » **Economic/Market Analysis.** Leland will develop a comprehensive economic analysis of the Division Street corridor to identify areas where transit can support and intensify land use and where land use can in turn increase future ridership. This will support the identification and prioritization of nodes and development of land use forecasts for TOD nodes and the corridor. We will interview real estate professionals and developers to validate findings, further identify planned and proposed projects, and gather market data. The interviews will be a key opportunity to evaluate ideas and begin to generate developer interest in the eventual implementation of the project.
- » **Land Use Recommendations.** For the priority nodes, Leland will build on the market analysis and node concepts to craft economically viable land use programs that support the refined BRT nodes that characterize the type and scale of development that is likely at each identified opportunity area/node.
- » **Development Timing and Implementation Strategies.** For the priority nodes, Leland will identify the likely timing of redevelopment, and recommend public-private partnerships and funding strategies to incentivize the desired development.

This information will be used to refine the Corridor Vision and priority nodes developed in Task 2.4 and vetted with the community in Task 2.5.

Step 3 Deliverables:

- » Preparation of a draft and final market analysis, including land use recommendations and implementation strategies
- » Preparation, attendance, facilitation, and summary for CAC #3 and TAC #3 meetings

Step 4: Land Use Recommendations

4.1: Land use Development and Visualizations

MIG will develop land use and urban design recommendations for the corridor and priority nodes that incorporate feedback to date and technical analysis necessary to support the recommendations. MIG suggests that land use recommendations for the corridor and nodes also be considered as part of the comprehensive planning process, as changes within the corridor could support the City’s need to provide housing at multiple price points, integrate middle housing into the development code (MIG is currently assisting the City with their residential development code), and meet employment targets. While broader changes will likely be required by the City to meet targets, Division Street could be a significant contributor to meeting those goals.

MIG will complete the following:

- » Develop a brief memorandum describing TOD best practices, building from the City’s TOD Framework Plan, to guide the land use recommendations specific to the Division Street Corridor;
- » Complete a code audit of the existing development code related to the corridor to identify where changes are needed to meet the corridor vision and priority nodes. This includes assessing any previous analysis within the corridor and determining the best market and community-based approach for the priority nodes;
- » Prepare “code and urban form concepts” to identify potential code and design options to implement TOD in the corridor. These concepts will show how the conceptual development requirements might be reflected in future development through a regulatory process;
- » Develop street, alley, and pedestrian corridor cross-sections, with a focus on how adjacent development fronts the street, where building, loading and parking access occurs, and locations of shared use spaces;
- » Prepare representative, conceptual site plans (showing building footprints, land use types, parking, unbuildable areas (e.g., slopes, wetlands) interior streets/circulation, etc.) consistent with the market analysis findings. These site plans are assumed to be updated to concepts developed in Task 2.4; and



- » Prepare two 3D visualizations of the proposed future development per node (assuming up to six nodes), completed using Sketchup, photo simulations, or similar style of rendering.

Based on the market analysis, technical review of the development code, and creation of the code concepts, MIG will provide a refined assessment and recommendations for policy changes and other programs and incentives intended to encourage TOD in the corridor.

Step 4 Deliverables:

- » Development code audit
- » Draft code concepts and TOD best practices memorandum
- » Site plans, including up to two 3D visualizations for priority nodes (assume six nodes)
- » Street cross-sections
- » Preparation, attendance, facilitation, and summary for CAC #4 and TAC #4 meetings

Step 5: Multimodal Transportation Recommendations

Kittelson will lead the multimodal transportation task, who approach transportation facility design with a focus on comfort, safety, and ease of users. This is aligned with how MIG considers the broader community benefits with a true layered multimodal system that support pedestrian-oriented development.



Kittelson will identify the following as part of their recommendations:

- » Review existing plans and projects, including those in DivisionConnects to identify potential priorities in the priority nodes and those that should connect to the broader multimodal system;
- » Assess historic and forecasted travel patterns, existing multimodal gaps and opportunities, demographic data with a focus on population/employment within ¼ mile, land use data, and infrastructure data. This data will inform criteria including but not limited to Level of Stress (LTS) for biking and walking, essential destinations, crash risk factors (through our work on the Regional Safety Action Plan, we already have this data), station spacing, and location of transportation disadvantaged populations that should be considered as part of the recommendations. Kittelson supported the development of *NCHRP Research Report 803: Pedestrian and Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook*, which outlines the process and provides a spreadsheet tool for network prioritization. Our team has applied this process to numerous projects across the country, including the Oregon DOT Active Transportation Needs Inventory, where our team led a statewide analysis to understand the highest-need areas for biking and walking on the Oregon DOT network.
- » Identify facilities needed to ensure there are safe and connected facilities comfortable for all ages and all abilities. This includes broader connections outside of the priority nodes to ensure there is a connected network of low-stress walking and biking facilities to facilitate access to transit stations and encourage mode shifts to transit.

Kittelson will collaborate closely with the other team members to identify specific actions and recommendations to support the land use recommendations developed in Step 4 by identifying circulation and mobility for all modes of travel. The outcome of this step is a concrete set of actions that can be implemented when development occurs or phased in over time.

Step 5 Deliverables:

- » Draft and final Multimodal Transportation Recommendations Memorandum
- » Prioritized list of projects, with recommendations for timing of implementation

Step 6: Division Street TOD Plan

6.1: Draft Division Street TOD Plan

MIG will create a concise 40–60-page reader-friendly document that can easily be consulted to move forward with implementation. The Plan will be developed to be web-friendly to provide easy online viewing, including graphics and visualizations. It will focus on short-, medium and long-term, phaseable projects and identify critical path elements. As with other deliverables, the Draft Plan will be highly visual. The Draft Plan will include site plans and implementing actions. Technical documentation will be included as appendices.

MIG will provide the Draft Plan to the City for review. The City will provide one set of non-contradictory comments to MIG to incorporate into the Final Plan. MIG assumes two rounds of comments prior to finalizing the document.

6.2: Final Division Street TOD Plan

MIG will refine the Draft Plan based on the City’s comments. MIG will provide a Final Plan suitable for a website. MIG assumes it will not provide paper copies but will provide a print-ready copy if needed.

Step 6 Deliverables:

- » Draft and final web-friendly and print-ready Division Street TOD Plan that includes visualizations and recommendations for priority nodes along the corridor

West Central Infrastructure Project Economic Impact Analysis

01 Project Background

What is the West Central Infrastructure Project?

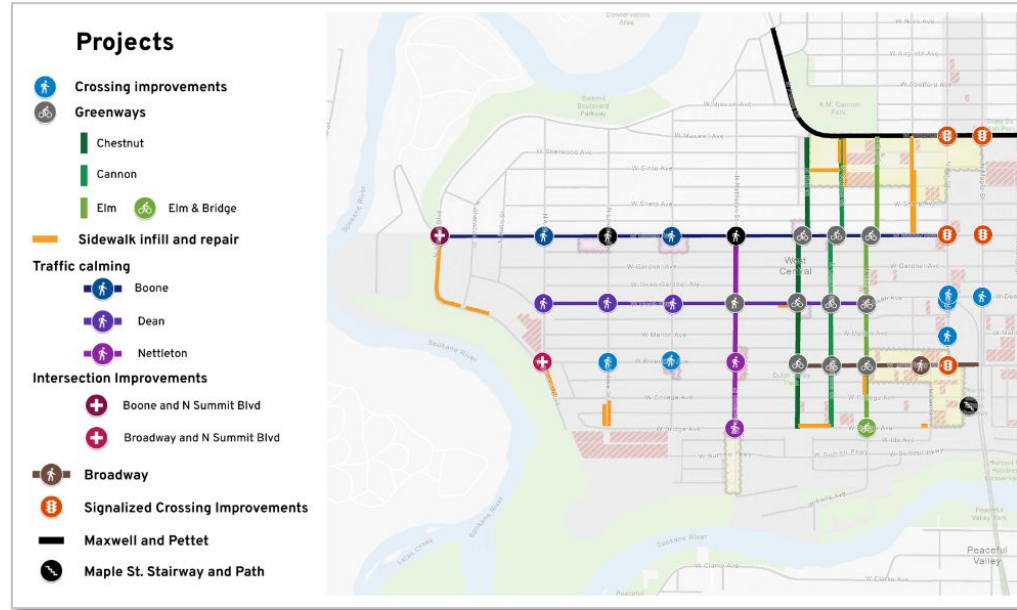
In 2007, the City of Spokane created the West Quadrant Tax Increment Finance (WQTIF) District, to raise funds for public infrastructure and community development projects in the West Central Neighborhood.

Project Goals

- Improve connectivity and safety for people walking, biking, and driving
- Support economic development
- Provide the community with meaningful opportunities to identify and prioritize streetscape, street, safety and public space improvements
- Leverage WQTIF and other funding sources to build improvements

Priority Projects List

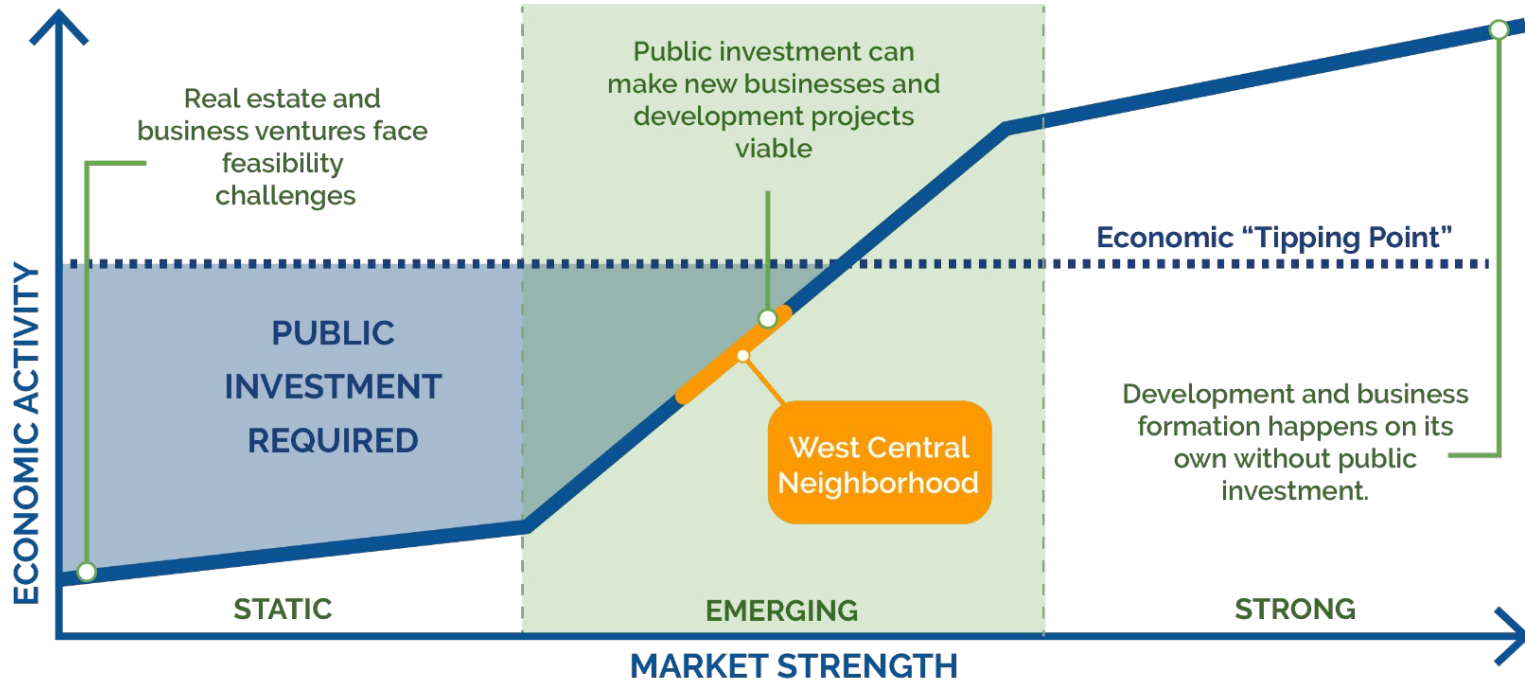
- In the first cycle of community engagement, neighbors prioritized initial ideas to improve street safety in West Central and suggested additional ones based on what they felt was most needed.
- **A list of priority projects for the West Central Neighborhood was developed based on community's input and safety concerns.**



Map with list of priority projects for West Central

West Central Market Position

The West Central Neighborhood is an “emerging” market. This means that public investment of some kind is still needed to attract private investment.

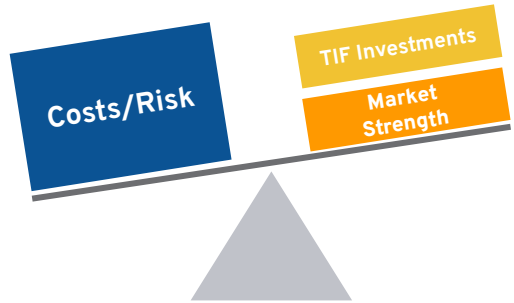


Passing the “Tipping Point”

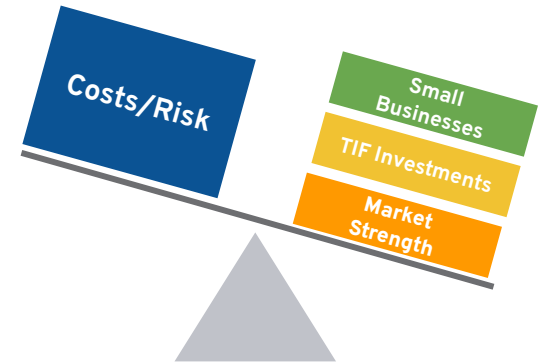
TIF investments in infrastructure alone are not enough to overcome costs and risks for business owners and developers. If they can support small business development within the neighborhood, they can have a much larger impact.



Cost and risks of investment outweigh potential benefits.



Infrastructure investments alone are not enough to pass the “tipping point”.



If infrastructure attracts destination businesses, benefits can outweigh risks.

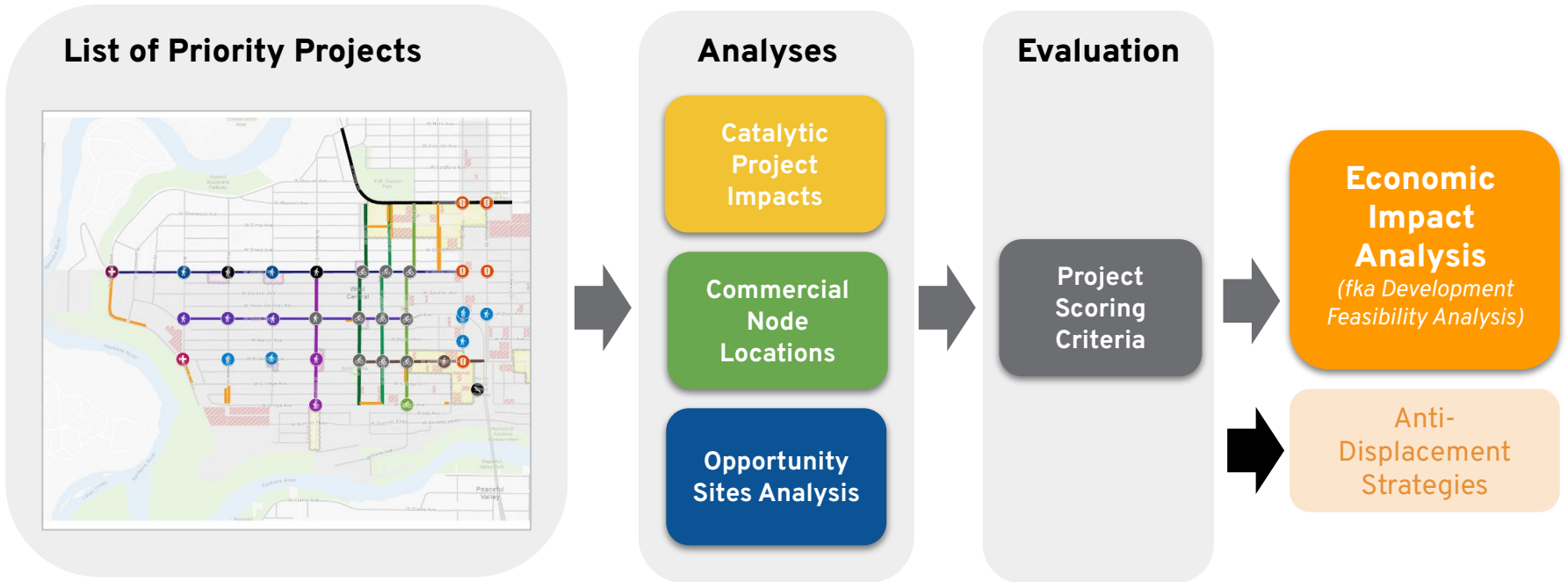
Small Businesses: The Key to Unlocking the Benefits of Infrastructure

Image Source: Millennium NW



Public investments create a virtuous cycle. A new streetscape gives a small business the confidence to invest. The small business' success proves the market for a major development which creates revenue for more public investments.

Economic Impact Analysis - Overview of Process



Research Methodology



02 Catalytic Project Impacts

Economic Benefits of Multimodal Infrastructure

- Implementation of a road diet alone does not have any measurable negative impact on sales tax revenue or property value.¹
- When combined with high quality transit, a 1% increase in bikeability (bike score), yields between a 0.4 - 1.2% increase in property values.²
- Traffic calming measures (like bulb outs, enhanced crossings, and restriping) lead to increases in property values.³

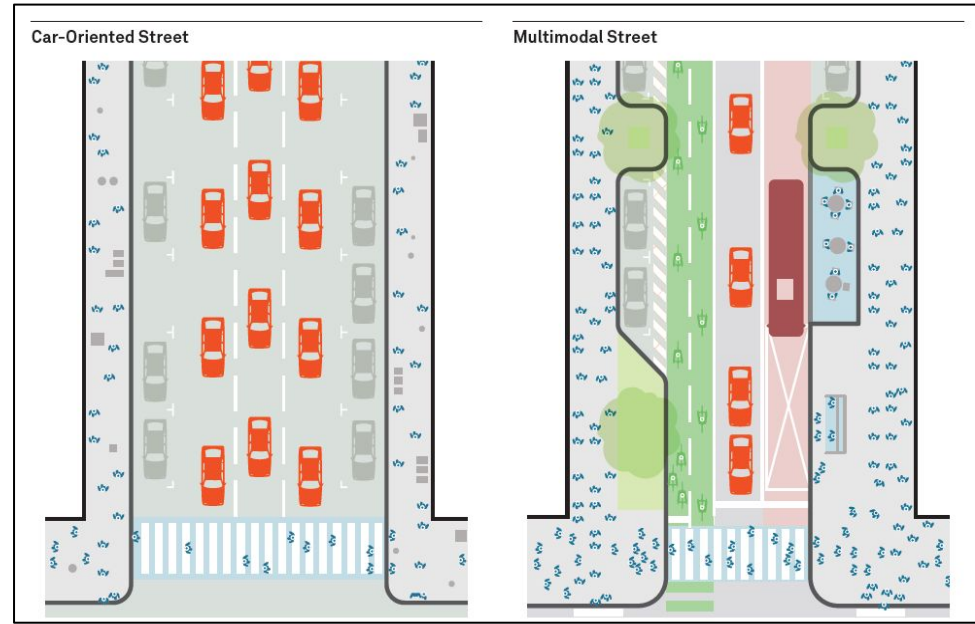
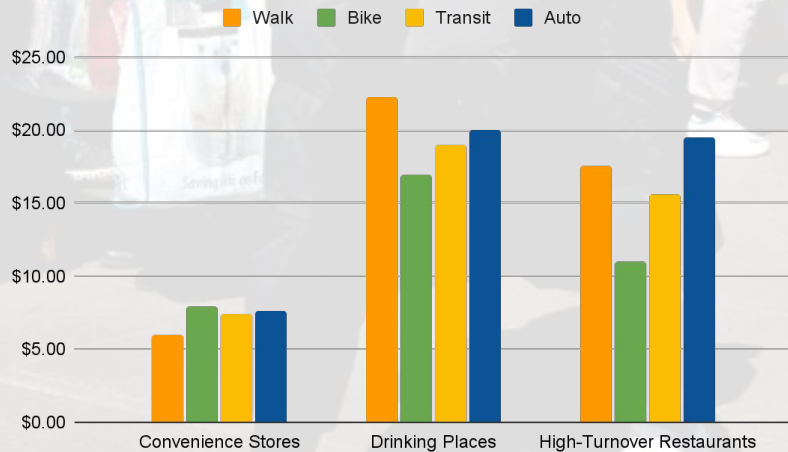


Image Source: York Blvd: The Economics of Road Diet (McCormick, 2013)

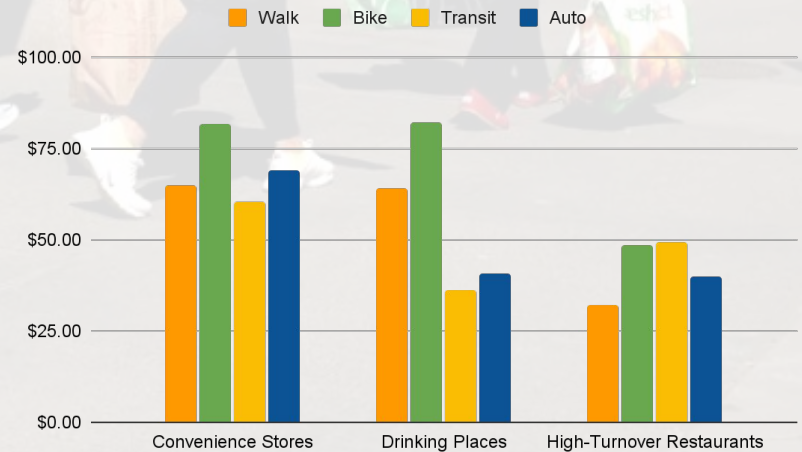
The Business Case for Multimodal Investments

While automobile drivers spend more per trip, bicyclists, transit users and pedestrians **spend more on average at restaurants, bars, and convenience stores per month than those who drive** (Clifton, et al, 2011).

Average Spending per Trip

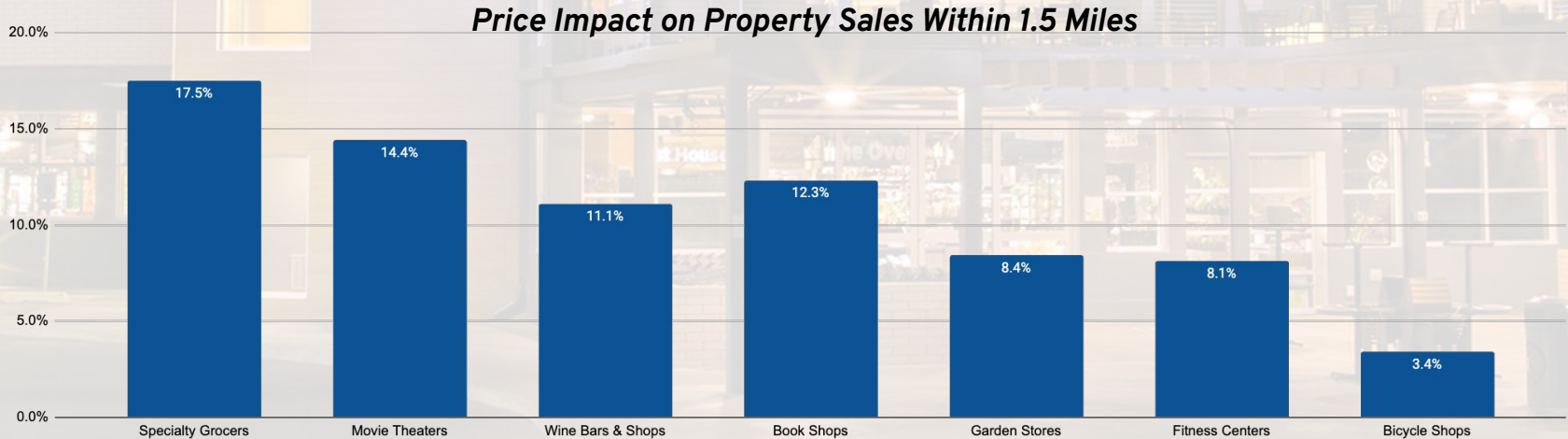


Estimated Spending per Month



Impact of Urban Amenities

Many types of urban amenities have positive price impacts on real estate. Researchers call these amenities “urban living infrastructure”. (Johnson-Gardner, 2007)



03 Development Opportunity Analysis




Developer/Business Owner Interviews:

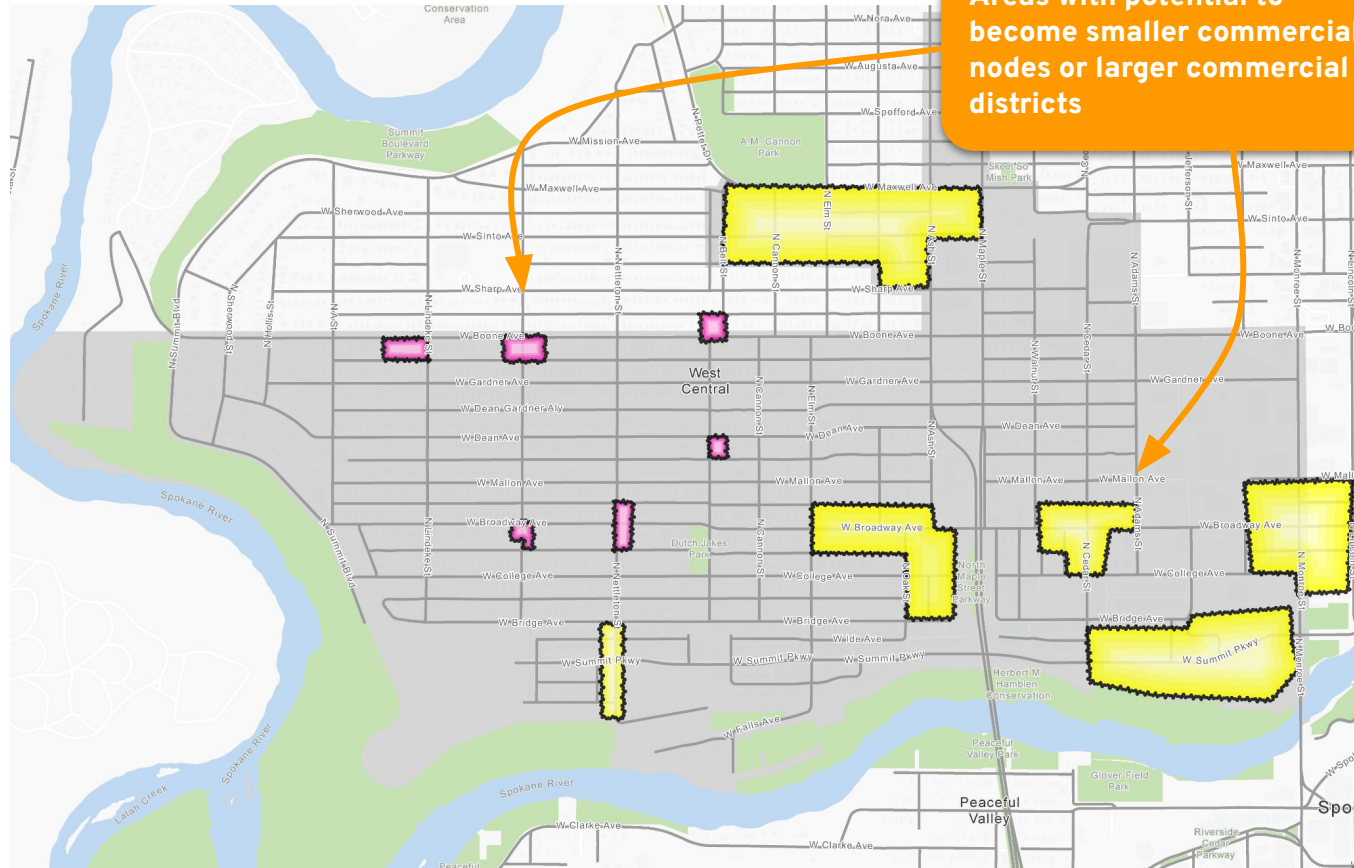
- **Jim Frank,**
Greenstone Homes
- **Antony Chiang,**
Millennium NW
- **Chauncey Jones,**
A Better Way JJJ
- **Nick Czapla,**
LB Stone Properties
- **Bobby Enslow,**
Indaba Coffee

What We Learned:

- Multimodal infrastructure alone will not incentivize big private sector investment.
- High costs (construction and lending) and relatively low rents mean a lot of developers are waiting to see if things change.
- Multimodal infrastructure can signal to existing property owners and would-be commercial tenants that the City is prioritizing the area and it may be worth investing in.
- Less visible, but equally important, are improvements to sewer, water, and stormwater infrastructure.
- West Central has several under-developed “walking districts”.
- The neighborhood could become an eclectic retail district, but needs relatively low-cost commercial space to attract upstart businesses.
- Kendall Yards has provided a proof of concept that has helped other areas of West Central attract investment.
- Residential and commercial displacement is already occurring.





Commercial Nodes

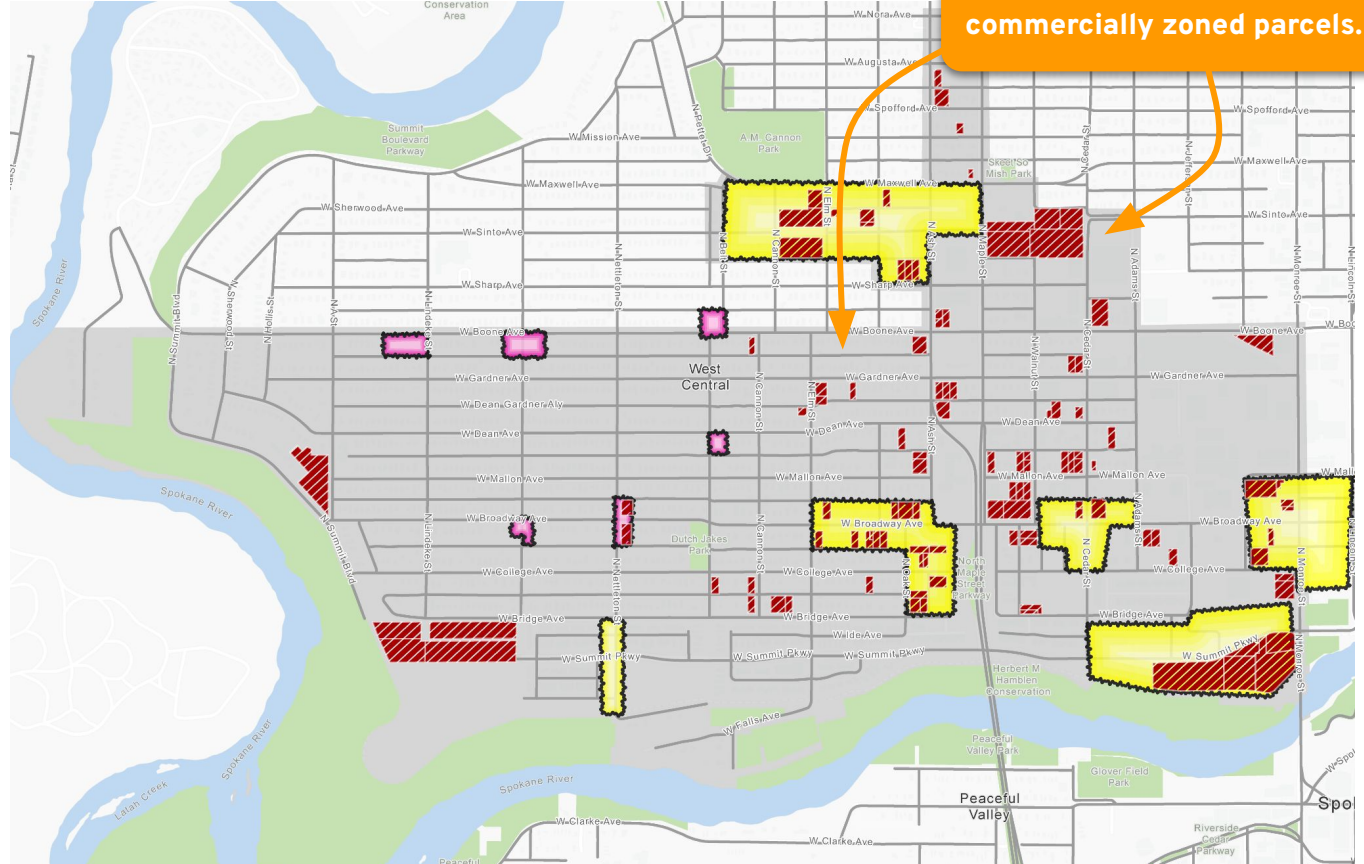
-  Major Commercial Nodes
-  Minor Commercial Nodes
-  West Central Boundary



Areas with potential to become smaller commercial nodes or larger commercial districts

















Opportunity Sites

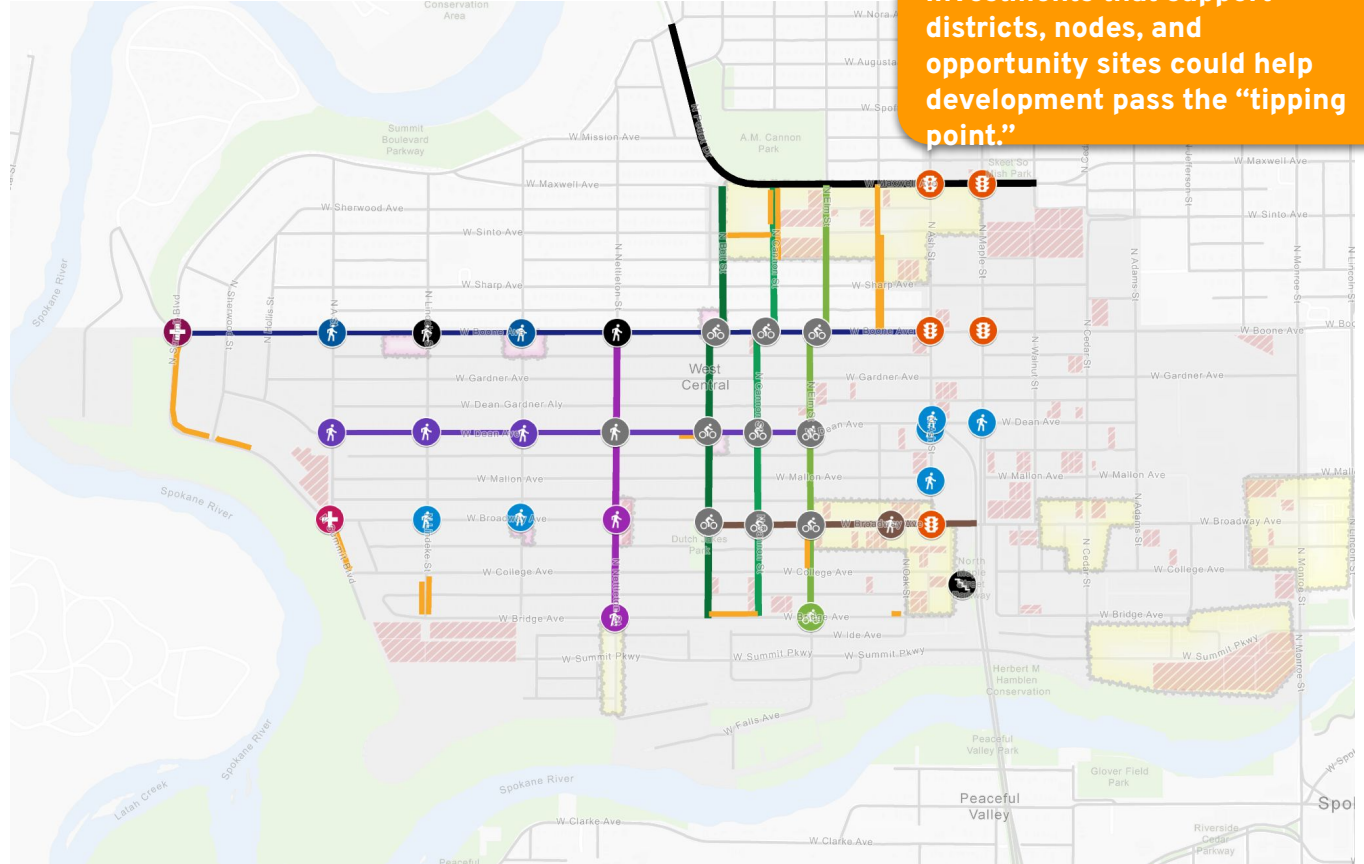
-  Underutilized Parcels
-  Major Commercial Nodes
-  Minor Commercial Nodes
-  West Central Boundary



Vacant or underutilized commercially zoned parcels.

Projects

-  Crossing improvements
-  Greenways
 -  Chestnut
 -  Cannon
 -  Elm
 -  Elm & Bridge
-  Sidewalk infill and repair
- Traffic calming**
 -  Boone
 -  Dean
 -  Nettleton
- Intersection Improvements**
 -  Boone and N Summit Blvd
 -  Broadway and N Summit Blvd
-  **Broadway**
-  **Signalized Crossing Improvements**
-  **Maxwell and Pettet**
-  **Maple St. Stairway and Path**



Investments that support districts, nodes, and opportunity sites could help development pass the “tipping point.”

BRIEFING PAPER
City of Spokane
Plan Commission
Workshop, January 8, 2025



Subject

The City of Spokane’s periodic update to the Comprehensive Plan is required by June 30, 2026. This workshop will focus on the Scoping/Visioning phase of the Environmental Review planned to occur alongside the periodic update to the Comprehensive Plan.

Background

The City of Spokane is commencing a periodic update to the City’s Comprehensive Plan as required by the Growth Management Act (GMA). A “periodic update” is the state’s term for a full review of a Comprehensive Plan to make sure it’s in conformance with any legislative changes to state law. The last periodic update was completed in 2017. Since the last periodic update, state law has added additional considerations especially around Climate Planning and Planning for Housing for all income levels that need to be added to the City’s plan.

Due in 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city. [The current Comprehensive Plan can be found here.](#)

The periodic update will include robust community outreach and engagement around resiliency, housing, economic development, land use, and much more to show and ensure Better Starts Here now and into the future.

At this workshop:

This workshop will be discussion of the SEPA Review process being undertaken along with updates to the Comprehensive Plan. Staff are currently developing alternatives to be explored during the SEPA Environmental Impact Statement (EIS).

This first step in the SEPA process is a visioning process, in EIS terminology this is “Scoping”. Staff and the Plan Commission will discuss SEPA basics, the study area, and EIS metrics.

[PlanSpokane webpage](#)

BRIEFING PAPER
City of Spokane
Plan Commission
January 8, 2025 - Workshop

Comprehensive Plan Update: Racially Disparate Impacts Analysis in Housing

Subject

In 2021, the Washington Legislature changed the way communities are required to plan for housing elements in comprehensive plans under HB 1220. HB 1220 added new requirements to the Growth Management Act to require local jurisdictions to examine racially disparate impacts (RDI), displacement, exclusion and displacement risk in housing policies and regulations and adopt policies to begin to undo the impacts. This is part of the requirements for the City of Spokane's Comprehensive Plan Periodic Update, due in 2026. Planning Services, in coordination with the Mayor's Office, is convening an internal working group to review housing data, understand displacement risk, and provide feedback on priorities and solutions. The RDI will also conduct targeted engagement with community-based organizations and impacted communities on housing inequities.

WA State Department of Commerce provides guidance to address racially disparate impacts and displacement risk for updating the City's housing element to address new requirements:

- Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing.
- Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by policies, plans, and actions.
- Identification of areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments, and establish anti-displacement policies.

Commerce Guidance to Address Racially Disparate Impacts in Housing:

<https://deptofcommerce.box.com/s/11217198jattb87qobtw63pkplzhxege>

Background:

The City of Spokane has made considerable progress on addressing zoning that has had racially disparate or exclusionary effects on housing. The Spokane Housing Action Plan (HAP), adopted in 2021, laid the foundation for the City's zoning reform under the Building Opportunity and Choice for All (BOCA) code changes and Building Opportunity for Housing (BOH) land use changes in 2023 to allow for more housing options throughout Spokane. These efforts facilitated community discussions and data analysis around housing inequality and developed an initial displacement risk assessment. The RDI analysis will update data with current housing equity indicators, update the displacement risk assessment, and evaluate housing and land use policies and regulations in alignment with the Commerce guidance.

Impact:

Under HB 1220, the City is required to address policies, programs, and regulations that may have a racially disparate or exclusionary effect and address patterns of disinvestment. The City must also identify displacement risk and establish policies to prevent displacement or reduce the hardships caused by displacement.

Action:

The Plan Commission will be engaged throughout the process in discussion of analyses and policies, and integration into the comprehensive plan throughout 2025 and 2026.