**CITY OF SPOKANE**

# NOTICE

## REGARDING CITY COUNCIL MEETINGS

Notice is hereby given that City Council has resumed in-person meetings. City Council's standing committee meetings, Briefing Sessions, Legislative Sessions and study sessions are held in City Council Chambers – Lower Level of City Hall, 808 W. Spokane Falls Blvd.

City Council Members, City staff, presenters and members of the public will still have the option to participate virtually via WebEx during all meetings, with the exception of Executive Sessions which are closed to the public. Call in information for the October 24, 2022, meetings is below. All meetings will continue to be streamed live on Channel 5 and online at https://my.spokanecity.org/citycable5/live and https://www.facebook.com/spokanecitycouncil.

**WebEx call in information for the week of October 24, 2022:**

1:15 p.m. Committee Meeting: 1-408-418-9388; access code: 2491 952 4023; password: 0320

3:30 p.m. Briefing Session: 1-408-418-9388; access code: 2485 018 9050; password: 0320

6:00 p.m. Legislative Session: 1-408-418-9388; access code: 2491 416 0743; password: 0320

Thursday Study Session: 1-408-418-9388; access code: 2480 676 7327; password: 0320

**To participate in public comment (including Open Forum):**

Testimony sign up is open from 5:00-6:00 p.m. on Monday, October 24, 2022. You must sign up by 6:00 p.m. to be called on to testify. Sign up forms will be available outside of Council Chambers for in-person attendees.

Those wishing to give testimony virtually can sign up between 5:00-6:00 p.m. at https://forms.gle/Vd7n381x3seaL1NW6. (If you are unable to access the form by clicking the hyperlink, please copy and paste the link address into your browser window.) Instructions for participation are provided on the form when you sign up.

The Open Forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City and items of interest not relating to the Current or Advance Agendas, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during the open forum shall address their comments to the Council President and shall not use profanity, engage in obscene speech, or make personal comment or verbal insults about any individual.

**CITY COUNCIL MEETINGS**
**RULES – PUBLIC DECORUM**

**Strict adherence to the following rules of decorum by the public will be observed and adhered to during City Council meetings, including open forum, public comment period on legislative items, and Council deliberations:**

1. **No Clapping!**
2. **No Cheering!**
3. **No Booing!**
4. **No public outbursts!**
5. **Three-minute time limit for comments made during open forum and public testimony on legislative items!**

**In addition, please silence your cell phones when entering the Council Chambers!**

Further, keep the following City Council Rules in mind:

**Rule 2.2 OPEN FORUM**

A. At the 6:00 p.m. legislative session, after the conclusion of the legislative agenda, the Council shall hold an open forum unless a majority of Council Members vote otherwise. The open forum will not extend past 9:30 p.m. unless extended by a supermajority of the Council.

B. Members of the public can sign up for open forum in the hour preceding the legislative session via the virtual testimony form linked in the meeting packet or in person outside Council Chambers. The order of the speakers be determined at the discretion of the chair. Each speaker shall be limited to no more than three minutes unless a majority of the Council Members in attendance vote on an alternate time limit.

C. No action, other than a statement of Council Members' intent to address the matter in the future, points of order, or points of information will be taken by Council Members during an open forum.

D. The open forum is a limited public forum and all matters discussed in the open forum shall relate to the affairs of the City. No person shall be permitted to speak in open forum regarding items on that week's current agenda or the next week's advanced agenda, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during open forum shall address their comments to the Council President and shall not use profanity, engage in obscene speech, or make personal comment or verbal insults about any individual.

**Rule 2.7 SERVICE ANIMALS AT CITY COUNCIL MEETINGS**

A. For purposes of these Rules, only dogs that are individually trained to do work or perform tasks for a person with a disability are recognized as service animals. Dogs or other animals whose sole function is to provide comfort or emotional support do not qualify as service animals under these Rules. Service animals are permitted to accompany people with disabilities in City Council meetings, as well as all areas where members of the public are allowed to go.

B. Service animals must, at all times while present in a City Council meeting, be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work or the individual's disability prevents using these devices, in which case, the individual must maintain control of the animal through voice, signal, or other effective controls.

**Rule 2.15 PARTICIPATION OF MEMBERS OF THE PUBLIC IN COUNCIL MEETINGS**

A. Members of the public may address the Council regarding the following items during the Council's legislative session: the consent agenda as a whole, first and final readings of regular and special budget ordinances, emergency ordinances, special consideration items, hearing items, and other items before the City Council requiring Council action, except those that are adjudicatory or solely administrative in nature. This rule shall not limit the public's right to speak on issues that are not part of the current or advanced agendas during open forum.

B. No member of the public may speak without first being recognized for that purpose by the chair. Except for named parties to an adjudicative hearing, a person may be required to sign a sign-up sheet and provide their city of residence as a condition of recognition. Council Members must be recognized by the chair for the purpose of obtaining the floor.

C. Each person speaking in a public Council meeting shall verbally identify themselves by name, city of residence, and, if appropriate, representative capacity.

D. Each speaker shall follow all written and verbal instructions so that verbal remarks are electronically recorded, and documents submitted for the record are identified and marked by the Clerk.

E. In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, no modes of expression not provided by these rules, including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language, or personal insults will be permitted.

F. A speaker asserting a statement of fact may be asked to document and identify the sources of the factual datum being asserted.

G. When addressing the Council, members of the public shall direct all remarks to the Council President, shall refrain from remarks directed personally to any Council Member or any other individual, and shall confine remarks to the matters that are specifically before the Council at that time.

H. Members of City Council staff may participate in public comment, including open forum, providing they are in compliance with the City of Spokane Code of Ethics and they do the following:

1. Announce at the beginning of their testimony that they are there in their personal capacity or their capacity as a member of a relevant board, commission, committee or community group;
2. Protect confidential information, including, but not limited to, confidential financial information and attorney-client communications;
3. Do not use, or be perceived to use, City funds, including giving testimony during paid work time, or City property, including using a City-issued computer or cell phone, in giving testimony.

I. When any person, including members of the public, City staff, and others, are addressing the Council, Council Members shall observe the same decorum and process, as the rules require among the members *inter se*. That is, a Council Member shall not engage the person addressing the Council in colloquy but shall speak only when granted the floor by the Council President. All persons and/or Council Members shall not interrupt one another. The duty of mutual respect set forth in Rule 1.2 and the rules governing debate set forth in *Robert's Rules of Order, newly revised*, shall extend to all speakers before the City Council. The City Council's Director of Policy and Government Relations and/or City Attorney shall, with the assistance of Council staff, assist the Council President to ensure that all individuals desiring to speak shall be identified, appropriately recognized, and provided the opportunity to speak.

**Rule 2.16 PUBLIC TESTIMONY REGARDING LEGISLATIVE AGENDA ITEMS – TIME LIMITS**

A. The City Council shall take public testimony on all matters included on its legislative agenda as described at Rule 2.15(A), with those exceptions stated in Rule 2.16(B). Public testimony shall be limited to the final Council action, except that public testimony shall be allowed at the first reading of ordinances. Public testimony shall be limited to three (3) minutes per speaker unless the time limit is adjusted by a majority vote of the Council. The chair may allow additional time if the speaker is asked to respond to questions from the Council. Public testimony and consideration of an item may be extended to a subsequent meeting by a majority vote of the Council.

B. No public testimony shall be taken on amendments to consent or legislative agenda items, or solely procedural, parliamentary, or administrative matters of the Council.

C. Public testimony will be taken on consent and legislative items that are moved to Council's regular briefing session or study session unless a majority of Council votes otherwise during the meeting in which the items are moved.

D. For legislative or hearing items that may affect an identifiable individual, association, or group, the following procedure may be implemented at the discretion of the Council President:

1. Following an assessment by the chair of factors such as complexity of the issue(s), the apparent number of people indicating a desire to testify, representation by designated spokespersons, etc., the chair shall, in the absence of objection by the majority of the Council present, impose the following procedural time limitations for taking public testimony regarding legislative matters:

a. There shall be up to fifteen (15) minutes for staff, board, or commission presentation of background information, if any.

b. The designated representative of the proponents of the issue shall speak first and may include within their presentation the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. Up to thirty (30) minutes may be granted for the proponent's presentation. If there be more than one designated representative, they shall allocate the allotted time between or among themselves.

c. Following the presentation of the proponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the proponents who wishes to speak on behalf of the proponent's position.

d. The designated representative, if any, of the opponents of the issue shall speak following the

presentation of the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. The designated representative(s) of the opponents shall have the same amount of time which was allotted to the proponents.

e. Following the presentation by the opponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the opponents who wishes to speak on behalf of the opponents' position.

f. Up to ten (10) minutes of rebuttal time may be granted to the designated representative for each side, the proponents speaking first, the opponents speaking second.

2. In the event the party or parties representing one side of an issue has a designated representative and the other side does not, the chair shall publicly ask the unrepresented side if they wish to designate one or more persons to utilize the time allotted for the designated representative. If no such designation is made, each person wishing to speak on behalf of the unrepresented side shall be granted three (3) minutes to present their position, and no additional compensating time shall be allowed due to the fact that the side has no designated representative.

3. In the event there appears to be more than two groups wishing to advocate their distinct positions on a specific issue, the chair may grant the same procedural and time allowances to each group or groups, as stated previously.

4. In the event that the side for which individuals wish to speak is not identified, those wishing to give testimony shall be granted three (3) minutes to present their position after all sides have made their initial presentations and before each side's rebuttal period.

E. The time taken for staff or Council Member questions and responses thereto shall be in addition to the time allotted for any individual or designated representative's testimony.

F. Testimony may also be submitted by mail to City Council Office, Spokane City Hall, 808 W. Spokane Falls Blvd., Spokane, WA, 99201, by email to all Council Members, or via the Contact form on the Council's website.[1]

[1] https://my.spokanecity.org/citycouncil/members/

# THE CITY OF SPOKANE

# ADVANCE COUNCIL AGENDA

## MEETING OF MONDAY, OCTOBER 24, 2022

## MISSION STATEMENT

**TO DELIVER EFFICIENT AND EFFECTIVE SERVICES THAT FACILITATE ECONOMIC OPPORTUNITY AND ENHANCE QUALITY OF LIFE.**

**MAYOR NADINE WOODWARD**
**COUNCIL PRESIDENT BREEAN BEGGS**

**COUNCIL MEMBER JONATHAN BINGLE**
**COUNCIL MEMBER LORI KINNEAR**
**COUNCIL MEMBER BETSY WILKERSON**
**COUNCIL MEMBER MICHAEL CATHCART**
**COUNCIL MEMBER KAREN STRATTON**
**COUNCIL MEMBER ZACK ZAPPONE**

**CITY COUNCIL CHAMBERS**
**CITY HALL**

**808 W. SPOKANE FALLS BLVD.**
**SPOKANE, WA 99201**

# LAND ACKNOWLEDGEMENT

We acknowledge that we are on the unceded land of the Spokane people. And that these lands were once the major trading center for the Spokanes as they shared this place and welcomed other area tribes through their relations, history, trade, and ceremony. We also want to acknowledge that the land holds the spirit of the place, through its knowledge, culture, and all the original peoples Since Time Immemorial.

As we take a moment to consider the impacts of colonization may we also acknowledge the strengths and resiliency of the Spokanes and their relatives. As we work together making decisions that benefit all, may we do so as one heart, one mind, and one spirit.

We are grateful to be on the shared lands of the Spokane people and ask for the support of their ancestors and all relations. We ask that you recognize these injustices that forever changed the lives of the Spokane people and all their relatives.

We agree to work together to stop all acts of continued injustices towards Native Americans and all our relatives. It is time for reconciliation. We must act upon the truths and take actions that will create restorative justice for all people.

Adopted by Spokane City Council on the 22nd day of March, 2021
*via Resolution 2021-0019*

# BRIEFING AND LEGISLATIVE SESSIONS

**The Briefing Session is open to the public, but will be a workshop meeting. Discussion will be limited to Council Members and appropriate Staff and Counsel. Pursuant to Council Rule 2.16.C, public testimony will be taken on consent and legislative items that are moved to Council's regular Briefing Session unless a majority of Council votes otherwise during the meeting in which the items are moved. The Legislative Session is also open to the public and public comment will be taken on Legislative Session items, except those that are adjudicatory or solely administrative in nature. Following the conclusion of the Legislative Agenda, an Open Forum will be held unless a majority of Council Members vote otherwise. Please see additional Open Forum information that appears at the end of the City Council agenda.**

**SPOKANE CITY COUNCIL BRIEFING SESSIONS (BEGINNING AT 3:30 P.M. EACH MONDAY) AND LEGISLATIVE SESSIONS (BEGINNING AT 6:00 P.M. EACH MONDAY) ARE BROADCAST LIVE ON CITY CABLE CHANNEL FIVE AND STREAMED LIVE ON THE CHANNEL FIVE WEBSITE. THE SESSIONS ARE REPLAYED ON CHANNEL FIVE ON THURSDAYS AT 6:00 P.M. AND FRIDAYS AT 10:00 A.M.**

## ADDRESSING THE COUNCIL

- **No member of the public may speak without first being recognized for that purpose by the Chair. Except for named parties to an adjudicative hearing, a person may be required to sign a sign-up sheet and provide their city of residence as a condition of recognition. Council Members must be recognized by the chair for the purpose of obtaining the floor.**
- **Each person speaking in a public Council meeting shall verbally identify themselves by name, city of residency and, if appropriate, representative capacity.**
- **Each speaker shall follow all written and verbal instructions so that verbal remarks are electronically recorded, and documents submitted for the record are identified and marked by the Clerk. (If you are submitting letters or documents to the Council Members, please provide a minimum of ten copies via the City Clerk. The City Clerk is responsible for officially filing and distributing your submittal.)**
- **In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, no modes of expression including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language, or personal insults will be permitted.**
- **A speaker asserting a statement of fact may be asked to document and identify the source of the factual datum being asserted.**
- **When addressing the Council, members of the public shall direct all remarks to the Council President, shall refrain from remarks directed personally to any Council Member or any other individual, and shall continue to the matters that are specifically before the Council at that time.**
- **Members of the City Council staff may participate in public comment, including open forum, providing they are in compliance with the City of Spokane Code of Ethics and they follow the steps outlined in the City Council Rules of Procedure.**

**SPEAKING TIME LIMITS:** **Unless the time limit is adjusted by a majority vote of the Council, each person addressing the Council shall be limited to a three-minute speaking time. The chair may allow additional time if the speaker is asked to respond to questions from the Council. Public testimony and consideration of an item may be extended to a subsequent meeting by a majority vote of the Council. Note: No public testimony shall be taken on amendments to consent or legislative agenda items, or solely procedural, parliamentary, or administrative matters of the Council.**

**CITY COUNCIL AGENDA:** **The City Council Advance and Current Agendas may be obtained prior to Council Meetings by accessing the City website at https://my.spokanecity.org.**

# BRIEFING SESSION

**(3:30 p.m.)**
**(Council Chambers Lower Level of City Hall)**
**(No Public Testimony Taken)**

**ROLL CALL OF COUNCIL**

**INTERVIEWS OF NOMINEES TO BOARDS AND COMMISSIONS**

**COUNCIL OR STAFF REPORTS OF MATTERS OF INTEREST**

**ADVANCE AGENDA REVIEW (Staff or Council Member briefings and discussion)**

**APPROVAL BY MOTION OF THE ADVANCE AGENDA**

**CURRENT AGENDA REVIEW (Presentation of any new background information and discussion of any adjustments)**

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# EXECUTIVE SESSION

**(Closed Session of Council)**
**(Executive Session may be held or reconvened during the 6:00 p.m. Legislative Session)**

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# LEGISLATIVE SESSION

**(6:00 P.M.)**
**(Council Reconvenes in Council Chamber)**

**PLEDGE OF ALLEGIANCE**

**WORDS OF INSPIRATION AND SPECIAL INTRODUCTIONS**

**ROLL CALL OF COUNCIL**

**COUNCIL AND COMMITTEE REPORTS**
**(Committee Reports for City Council Standing Committees and other Boards and Commissions)**

**PROCLAMATIONS AND SALUTATIONS**

**REPORTS FROM NEIGHBORHOOD COUNCILS AND/OR OTHER CITY-SPONSORED COMMUNITY ORGANIZATIONS**

**ANNOUNCEMENTS**
**(Announcements Regarding Adjustments to the City Council Agenda)**

## NO BOARDS AND COMMISSIONS APPOINTMENTS

## ADMINISTRATIVE REPORTS

# CONSENT AGENDA

| REPORTS, CONTRACTS AND CLAIMS | RECOMMENDATION | |
|---|---|---|
| 1. Spokane Airport Board 2023 Budget. (Council Sponsor: Council President Beggs) Rob Schultz | Approve | FIN 2022-0002 |
| 2. Value Blanket Renewal with Specialty Asphalt Products (Spokane) for the purchase of SA Premier Crack Sealant utilizing Washington State Contract #01211—not to exceed $125,000. (Council Sponsor: Council Member Kinnear) Clint Harris | Approve | OPR 2020-0414 |
| 3. Five-year Value Blanket with M&L Supply Co., Inc. (Spokane) for as-needed purchases of backflow prevention assemblies—estimated annual amount $250,000 (incl. tax). (Council Sponsors: Council Members Stratton and Zappone) Tonya Reiss | Approve | OPR 2022-0751 BID 5733-22 |
| 4. Personal Services Agreement with Spokane Arts (Spokane) to manage the Residential Street Mural and Community Crosswalks programs from September 1, 2022 through December 31, 2025, in cooperation with the Street Department and Office of Neighborhood Services—$972,750 (excluding tax). (Council Sponsor: Council Member Zappone) Annie Deasy | Approve | OPR 2022-0752 |
| 5. Multiple Family Housing Property Tax Exemption Conditional Agreements with: | Approve All | |
| a. Findley O. and Susan M. Gillespie for the future construction of approximately 9 units at Parcel Number 35081.2407, commonly known as 2813 N. Dakota Street. (Council Sponsors: Council Members Cathcart and Bingle) | | OPR 2022-0753 |
| b. Macklemore on Sprague LLC for the future construction of approximately 16 units at Parcel Numbers 35212.0406 and 35212.0408, commonly known as 1924 E. Sprague Avenue and 14 S. Napa Street. (Council Sponsors: Council Members Cathcart and Bingle) | | OPR 2022-0754 |

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|---|---|---|---|
| | c. East Magnesium Properties LLC for the future construction of approximately 504 units at Parcel Number 36201.0016, commonly known as 849 E. Magnesium Avenue. (Council Sponsors: Council Members Cathcart and Bingle) | | OPR 2022-0755 |
| | d. Mission One Properties LLC for the future construction of approximately 16 units at Parcel Numbers 35162.0501 to .0505, commonly known as 1608 E. Mission Avenue. (Council Sponsors: Council Members Cathcart and Bingle) | | OPR 2022-0756 |
| | e. A Better Way JJJ, LLC for the future construction of approximately 4 units at Parcel Number 35211.3306, commonly known as 2801 E. 5th Avenue. (Council Sponsors: Council Members Kinnear and Wilkerson) | | OPR 2022-0757 |
| | f. John Milne for the future construction of approximately 10 units at Parcel Number 35331.0352, commonly known as 2814 E. 31st Avenue. (Council Sponsors: Council Members Kinnear and Wilkerson) | | OPR 2022-0758 |
| | g. East Central Community Organization for the future construction of approximately 4 units at Parcel Number 35212.3415, commonly known as 1813 E. 4th Avenue. (Council Sponsors: Council Members Kinnear and Wilkerson) | | OPR 2022-0759 |
| | The Conditional Agreements will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.<br>Teri Stripes | | |
| 6. | Low Bid of Halme Construction, Inc. (Spokane) for Nevada-Joseph Pedestrian Hybrid Beacon and Bemiss Elementary Walk Route Improvements Project—$836,106.00 (incl. tax.) An administrative reserve of 10% of the contract price will be set aside. (Council Sponsor: Council Member Kinnear)<br>Dan Buller | Approve | OPR 2022-0760<br>ENG 2021083<br>ENG 2021085 |
| 7. | Contract with David, Evans & Associates, Inc. (Spokane) for the design of the Maple Street Bridge Deck Rehabilitation—$288,527 plus a 10% administrative reserve. (Council Sponsor: Council Member Kinnear)<br>Dan Buller | Approve | OPR 2022-0761<br>ENG 2021089 |

| | | | |
|---|---|---|---|
| 8. | **Contract with KPFF Consulting Engineers, Inc. (Seattle, WA) for the design of the Washington/Stevens Bridge Deck Rehabilitation—$297,094.76 plus a 10% administrative reserve. (Council Sponsor: Council Member Kinnear)**<br>**Dan Buller** | **Approve** | **OPR 2022-0762**<br>**ENG 2021088** |
| 9. | **Contract Amendment with GHD, Inc. (Seattle, WA) to develop future infrastructure concept designs and costs associated with the City of Spokane continuing to provide the City of Airway Heights with water service—$87,884.72 (plus applicable tax). (Council Sponsor: Council Member Kinnear)**<br>**Marcia Davis** | **Approve** | **OPR 2021-0656**<br>**ENG 2021081** |
| 10. | **Agreement Amendment II with Geocko, Inc. dba LiveStories (now FORWARD) for additional reallocation award of $218,121.99 in ERA 1.0 funds—$218,121.99. (Council Sponsors: Council President Beggs and Council Member Kinnear)**<br>**Devin Biviano** | **Approve** | **OPR 2021-0272** |
| 11. | **Award of additional Eviction Rent Assistance Program (ERAP) 2.0 funds received from the Department of Commerce to the following to prevent evictions by paying rental arrears, current and future rent, and other costs:** | **Approve All** | |
| | **a. Carl Maxey Center—$242,082,** | | **OPR 2022-0449** |
| | **b. Family Promise—$264,089; and** | | **OPR 2022-0450** |
| | **c. LiveStories (now FORWARD)—$1,132.716.**<br>**(Council Sponsors: Council President Beggs and Council Member Kinnear)**<br>**Devin Biviano** | | **OPR 2022-0451** |
| 12. | **Report of the Mayor of pending:** | **Approve & Authorize Payments** | |
| | **a. Claims and payments of previously approved obligations, including those of Parks and Library, through _____, 2022, total $_____, with Parks and Library claims approved by their respective boards. Warrants excluding Parks and Library total $_____.** | | **CPR 2022-0002** |
| | **b. Payroll claims of previously approved obligations through_____, 2022: $_____.** | | **CPR 2022-0003** |
| 13. | **City Council Meeting Minutes: _____, 2022.** | **Approve All** | **CPR 2022-0013** |

**ACTION ON CONSENT AGENDA**

# LEGISLATIVE AGENDA

## SPECIAL BUDGET ORDINANCES

**(Require Five Affirmative, Recorded Roll Call Votes)**

**Ordinances amending Ordinance No. C36161 passed by the City Council December 13, 2021, and entitled, "An Ordinance adopting the Annual Budget of the City of Spokane for 2022, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2022, and providing it shall take effect immediately upon passage," and declaring an emergency and appropriating funds in:**

**ORD C36300** Human Services Grants Fund

1) Increase appropriation/revenue by $1,725,144

A) Of the increased appropriation/revenue, $5,585,230 is provided solely for Subrecipient Contracts, $35,170 for City Salary, $38,730 for City Benefits, and $12,357 for City Indirect Costs in the Community Housing and Human Services Department.

**(This action arises from Department of Commerce Emergency Rental Assistance Program 1.0 funding.) (Council Sponsors: Council President Beggs and Council Member Kinnear)**

**Devin Biviano**

**ORD C36301** Human Services Grants Fund

1) Increase appropriation/revenue by $1,725,144

A) Of the increased appropriation/revenue, $5,585,230 is provided solely for Subrecipient Contracts, $35,170 for City Salary, $38,730 for City Benefits, and $12,357 for City Indirect Costs in the Community Housing and Human Services Department.

**(This action arises from Department of Commerce Emergency Rental Assistance Program 2.0 funding.) (Council Sponsors: Council President Beggs and Council Member Kinnear)**

**Devin Biviano**

## EMERGENCY ORDINANCES

**(Require Five Affirmative, Recorded Roll Call Votes)**

**ORD C36259** **Specifying the process for the conduct of collective bargaining; renaming chapter 03.07; and enacting a new section 03.07.005 of the Spokane Municipal Code; and declaring an emergency. (Deferred from August 22, 2022, Agenda) (Council Sponsors: Council President Beggs and Council Member Kinnear)**

**Council President Beggs**

**ORD C36296** Amending Interim Zoning Ordinance No. C36232 and amending Spokane Municipal Code Sections 17C.400.010 and 17C.400.030 to clarify requirements for airport overlay zones and the siting parking facilities in relation to streets and residential structures; and declaring an emergency. (Council Sponsors: Council Members Kinnear and Stratton)
Spencer Gardner

**ORD C36297** Relating to Fire and Police dispatch service personnel; amending SMC sections 3.10.070 and 3.12.010 and declaring an emergency. (Council Sponsors: Council President Beggs and Council Member Kinnear)
Council President Beggs

# RESOLUTIONS & FINAL READING ORDINANCES

(Require Four Affirmative, Recorded Roll Call Votes)

**RES 2022-0091** Approving the Plan Commission's 2022/2023 Work Program. (Council Sponsors: Council Members Kinnear and Zappone)
Tirrell Black

**RES 2022-0092** Recognizing and accepting the DivisionConnects study ("the study") as a declaration of the City's desired future transportation and land use conditions within the Division Street Corridor from Downtown Spokane north to the Spokane City limits. (Council Sponsors: Council Members Stratton and Zappone)
Spencer Gardner

**RES 2022-0093** Authorizing CityCable 5 to purchase and operate a broadcast quality drone to produce programs and marketing for the City of Spokane. (Council Sponsors: Council Members Wilkerson and Stratton)
John Delay

**ORD C36275** Vacating the alley between Everett Avenue and vacated Sanson Avenue, from the east line of Julia Street to the west line of Myrtle Street. (First Reading held September 19, 2022) (Council Sponsors: Council Members Cathcart and Bingle)
Eldon Brown

# FIRST READING ORDINANCES

**ORD C36298** Adopting a City Council Redistricting Plan. (Council Sponsors: Council President Beggs and Council Member Zappone)
Mike Piccolo

**ORD C36299** Establishing the City of Spokane as a zone free of nuclear armaments; enacting a new chapter 18.09 of the Spokane Municipal Code. (Council Sponsors: Council President Beggs and Council Member Stratton)
Council President Beggs

**FURTHER ACTION DEFERRED**

# NO SPECIAL CONSIDERATIONS

# HEARINGS

| | | RECOMMENDATION | |
|---|---|---|---|
| H1. | Public Hearing before City Council for possible revenue sources for the 2023 Budget. | Hold Hearing/ Council Decision | FIN 2022-0001 |

## Motion to Approve Advance Agenda for October 24, 2022
**(per Council Rule 2.1.2)**

# OPEN FORUM

**At each meeting after the conclusion of the legislative agenda, the Council shall hold an open public comment period until 9:30 p.m., which may be extended by motion. Each speaker is limited to no more than three minutes. In order to participate in Open Forum, you must sign up by 6:00 p.m. A sign-up form will be available on the day of the meeting from 5:00-6:00 p.m. outside of Council Chambers for in-person attendees. Those wishing to comment virtually can sign up between 5:00-6:00 p.m. at https://forms.gle/Vd7n381x3seaL1NW6. (If you are unable to access the form by clicking the hyperlink, please copy and paste the link address into your browser window.) Instructions for virtual participation are provided on the form when you sign up. The Open Forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City and items of interest not relating to the Current or Advance Agendas, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during the open forum shall address their comments to the Council President and shall not use profanity, engage in obscene speech, or make personal comment or verbal insults about any individual.**

## ADJOURNMENT

**The October 24, 2022, Regular Legislative Session of the City Council will be held and is adjourned to November 7, 2022.**

**Note: The regularly scheduled City Council meeting for Monday, October 31, 2022, has been canceled.**

# NOTES

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/12/2022 |
| | | **Clerk's File #** | FIN 2022-0002 |
| | | **Renews #** | |
| **Submitting Dept** | SPOKANE AIRPORT BOARD | **Cross Ref #** | |
| **Contact Name/Phone** | ROB SCHULTZ 455-6448 | **Project #** | |
| **Contact E-Mail** | RSCHULTZ@SPOKANEAIRPORTS.NET | **Bid #** | |
| **Agenda Item Type** | Report Item | **Requisition #** | |
| **Agenda Item Name** | SPOKANE AIRPORT BOARD 2023 BUDGET | | |

**Agenda Wording**

Spokane Airport Board 2023 Budget.

**Summary (Background)**

On October 20, 2022 the Spokane Airport Board will review and approve the 2023 budget for Spokane International Airport, the Airport Business Park and Felts Field (Spokane Airports). The budget does not require any financial support from the City or County; however, approval is necessary to meet conditions of the Joint Inter-Local Agreement. The 2023 operating budget is $50,722,906 and the capital budget is $123,572,999. The total 2023 budget is $174,295,905.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | KRAUTER, LARRY | **Study Session\Other** | Finance 10/17/2022 |
| **Division Director** | | **Council Sponsor** | Council President Beggs |
| **Finance** | BUSTOS, KIM | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | lkrauter@spokaneairports.net | |
| **For the Mayor** | PERKINS, JOHNNIE | rschultz@spokaneairports.net | |
| **Additional Approvals** | | twoodard@spokaneairports.net | |
| **Purchasing** | | rpells@spokaneairports.net | |
| | | | |
| | | | |
| | | | |

# Committee Agenda Sheet
# FINANCE AND ADMINISTRATION COMMITTEE

| | |
|---|---|
| **Submitting Department** | Spokane Airport Board |
| **Contact Name & Phone** | Rob Schultz, 509.481.8093 |
| **Contact Email** | rschultz@spokaneairports.net |
| **Council Sponsor(s)** | Council President Beggs |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: |
| **Agenda Item Name** | 2023 Budget for Spokane Airports |
| **Summary (Background)** | On October 20, 2022 the Spokane Airport Board will review and approve the 2023 budget for Spokane International Airport, the Airport Business Park and Felts Field (Spokane Airports). The budget does not require any financial support from the City or County; however, approval is necessary to meet conditions of the Joint Inter-Local Agreement. The 2023 operating budget is $50,722,906 and the capital budget is $123,572,999. The total 2023 budget is $174,295,905. |
| **Proposed Council Action & Date:** | Approval of 2023 Budget for Spokane Airports<br>October 24, 2022 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ☐ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source: **no funding is requested for this agenda item**

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

| **Operations Impacts** |
| --- |
| What impacts would the proposal have on historically excluded communities?<br><br>n/a |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br><br>n/a |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?<br><br>n/a |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?<br><br>n/a |

# Spokane Airports 2023 Budget

*Spokane International Airport / Airport Business Park/ Felts Field*

# Spokane Airport Board

*Spokane International Airport / Airport Business Park / Felts Field*

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Spokane International Airport
GEG – GENERATING ECONOMIC GROWTH

AIRPORT BUSINESS PARK

Spokane FELTS FIELD

# ***Spokane Airport Board***

*Nancy Vorhees (Chair)*
*Al French (Vice Chair)*
*Jennifer West (Secretary)*
*Breean Beggs*
*Ezra Eckhardt*
*Max Kuney*
*K. Collins Sprague*

*Lawrence J. Krauter, CEO*
*Brian Werst, General Counsel*

# Section II. Introduction

The SPOKANE AIRPORT BOARD (Board), operates Spokane International Airport (SIA or GEG), Felts Field (SFF) and the Airport Business Park (ABP), collectively referred to as the SPOKANE AIRPORTS (Airport), under and pursuant to the Constitution and Laws of the State of Washington, including Ch. 14.08 RCW, RCW 14.08.200 that certain Joint Resolution and Operating Agreement of Spokane County and the City of Spokane dated October 7, 2019.

The agreement intends the expenses of operating Spokane International Airport, Airport Business Park, and Felts Field shall be paid, *to the maximum extent possible*, from the operating revenues of each area (emphasis added).

The Airport does not receive any funds from either the County or City of Spokane, nor does it receive any local tax revenues. Operating funds come from user fees, tenant rents in varying forms along with airline landing fees. Capital funds come from debt financing, federal and state grants and agreements, facility charges through airlines and rental car agencies along with airport funds generated through operations.

As of December 31, 2019, the Airport employed approximately 134 full and part-time employees responsible for providing access to the global air service network by managing, developing, maintaining and promoting the Airport. Given the pandemic's impact on air transportation, staffing levels decreased to approximately 109 full- and part-time employees in 2020, to 106 as of December 31, 2021, and to 99 full- and part-time employees as of October 2022. As the regional economy and air transportation sector recovers from the pandemic, the Airport will increase staff size appropriately. Employees work diligently to provide quality facilities and services along with a high quality customer experience.

The 2023 budget provides funds to accomplish goals while keeping the cost to airlines reasonable in comparison to previous years, funding important capital projects that will improve airport capacity, safety and security, maintaining aging facilities while designing new facilities and improving customer service. Through these initiatives, the budget provides funds for activities that provide economic impact and stimulus by creating jobs in the local area.

**AIRLINE OPERATING AGREEMENT (AOA)**

This 2023 budget is prepared based on the airline agreement with signatory airlines originally dated January 1, 2010. This agreement was extended, mutually by the Airport and the airlines through December 31, 2015. The Airport and airlines extended the agreement again, with minor modifications, for additional years to provide time to continue negotiating a modernized AOA. The agreement, as amended, now expires on December 31, 2022. Management proposed a one-year extension of the agreement with one modification to increase the cash amount retained by the Airport.

The Airport Airline Affairs Committee (AAAC) convened on October 4, 2022 to discuss the 2023 rates and charges. The AAAC is comprised of Airport staff members along with representatives of the Signatory and Non-Signatory Airlines and the major Cargo Carriers. The Airline members of the AAAC currently do not have any veto rights on the Airport's budget, however they do provide input for consideration.

The amended continuing agreement, on which the 2023 Budgets is based, utilizes a residual rate setting method. This approach is common, but not universal, among US airport operators. A pure residual rate setting method effectively applies all operating revenues and expenses into the models that set rates charged to airlines.

During discussions and consultations, it was agreed to continue to allow the Airport to apply a portion of operating net revenue, rather than all net operating revenue, effectively allowing the Airport to retain a larger amount of generated revenue to fund capital projects beneficial to passengers, the Airport and the air carriers.

2022 saw a continued recovery in passenger activity and aircraft operations from 2020 levels as the region, nation and world recovers from the COVID-19 pandemic. Passenger activity is anticipated to increase approximately 17% over 2021 activity. 2023 activity is forecasted to continue recovery towards 2019 levels. In developing the 2023 budget, the goal is to stabilize and position the Airport for a continued recovery while continuing as an attractive location for adding new airline service and maintaining current destinations.

## THE BUDGET PROCESS

The budget process begins each year around July as the staff reviews the expenditures of the first six months of the current fiscal year. A budget packet was distributed including a budget calendar and general directions for each department's budget submittal. The Airport utilizes a budget process in which each expenditure line item is evaluated on its own merit each year. Specific department budgets are then developed to identify resources necessary to meet the daily functions of operating the airports and implementing the necessary airport improvement projects.

The Airport Finance Department continues to work with a third party consultant to develop the Airport's Rates and Charges structure and collaborate with staff on departmental allocations in preparation for modernizing the AOA.

Departments submitted their budgets which were rolled into the Rates and Charges Model (see Section V) to calculate the upcoming year's Terminal Rental Rates and Landing Fees. Each department's initiatives are reviewed before the proposed draft is completed and submitted for review and comment by the Board.

The Capital Improvement Program is also refined to examine its effect on rates and charges. Future period major capital projects are added to the modeling as most of these projects and expenditures affect budget periods beyond the current period under examination.

## FINANCIAL SUMMARY

The table below summarizes the 2023 Consolidated Spokane Airport Board Budget. Subsequent sections and exhibits throughout this document will focus on the individual details of the summary shown.

| 2023 | Operating | Capital | Total |
|---|---|---|---|
| GEG | $47,736,563 | $118,450,499 | $166,187,062 |
| ABP | 1,299,432 | 1,187,000 | 2,486,432 |
| Felts Field | 1,686,911 | 3,935,500 | 5,622,411 |
| 2023 Consolidated | $50,722,906 | $123,572,999 | $174,295,905 |
| % Change vs 2022 | 17.6% | 63.6% | 46.9% |

| 2022 | Operating | Capital | Total |
|---|---|---|---|
| GEG | $40,339,938 | $71,612,000 | $111,951,938 |
| ABP | 1,075,795 | 430,000 | 1,505,795 |
| Felts Field | 1,709,949 | 3,512,000 | 5,221,949 |
| 2022 Consolidated | $43,125,682 | $75,554,000 | $118,679,682 |

**The Total Spokane Airport Board 2023 budget** presented for approval is $173,963,860 representing a 46.9% increase from the 2022 Budget. This change is due to a 17.6% increase in the Operating Budget and a 63.6% increase in the Capital Budget. The increase in the Operating Budget is related to continued recovery of passenger activity, and therefore expenses, and inflationary impacts to wages, materials and supplies. The increase in the Capital Budget is due, in part, to anticipated construction activity for Concourse C Terminal Renovation and Expansion (TREX) project.

**Consolidated Operating Revenues** are forecast to increase by 22.3% from the 2022 budget to $50.7 million. SIA operating revenues are forecast to increase by 23.4% from the 2022 budget, due to the increase in passenger activity which affects revenues from airline landing fees, concession and rental car activity. Included in the 2023 revenue increase is a 3.8% increase in the rental rates for terminal tenants and a 3.7% increase in the 2023 landing fee rate.

The **Parking / Ground Transportation** cost center recorded revenue declines due to the decrease in passenger activity in 2020 and 2021. 2022 parking revenue is forecasted to be near 2019 levels and is expected to exceed the 2022 budget by 12.6%. The 2023 parking revenue budget is expected to increase by 20.7% compared to the 2022 forecast. There are no changes proposed to the parking rate structure in 2023 or to the commercial vehicle trip fee.

**Consolidated Operating Expenses**, including depreciation and debt service, are projected to increase 17.8% to $50.8 million. Operating expenses, not including depreciation and debt service, are projected to increase 29.4% over the 2022 budget to $38.4 million. This

increase corresponds to increasing activity levels at the Airport as the region, nation and world recover from the global pandemic. The budget model is forecasting passenger activity to increase 2.3% over projected 2022 levels.

The 2023 Capital Improvements Program budget represents a 63.6% increase from the 2022 Capital Program budget. The total planned capital expenditures in 2023 are $123.6 million.

Sources of funds for capital improvements are largely dependent on the Federal Grant process through the Airport Improvement Program (AIP), other funds obtained through the Department of Transportation (DOT), and the Passenger Facility Charge (PFC) Application process. Anticipated 2023 capital improvements projects are, or will be, funded for the upcoming year through AIP Grant applications, a DOT BUILD grant, Bipartisan Infrastructure Law (BIL) grants, pre-collected PFCs, Customer Facility Charges (CFCs) and debt issuance on approved projects. The Airport also uses funds from general operations to the extent expenditures do not reduce the reserve amount below a minimum targeted level.

Anticipated 2023 capital improvements projects at SIA include construction of roadway improvements, expansion of the Concourse C parking lot, Concourse C TREX construction, West terminal ramp and taxilane improvements, east cargo ramp expansion, aviation fuel facility improvements, elevator and escalator modernization and Ground Transportation Center Phase 3 improvements. Airport Business Park capital projects are anticipated to include roadway improvements and building rehabilitation. Felts Field anticipated projects include a new aircraft tie-down parking apron, rehabilitation and expansion of the terminal building, gateway streetscape improvements and the restoration of the historic Mamer Clock Tower. As noted above, these projects are, or will be, funded by AIP, BIL, DOT and state grants, PFCs, CFCs, Airport general funds and a debt issuance. The DOT and AIP grants contain a matching provision from the Airport's cash. Replacement of aging equipment and vehicles is planned in 2023 and will be funded with current year operating funds or those funds designated in prior years for projects that will be carried over to 2023.

# Section III. Airline Activity Forecast

**PASSENGER TRAFFIC**

During the past decade, enplanement and total passenger increases were recorded each year from 2013 through the highest all-time activity level in 2019. Due to the global COVID-19 pandemic, and state-level stay-at-home orders, passenger enplanements decreased 52.4% in 2020. In 2021, enplanements were up 70.8% compared to 2020 and estimated 2022 enplanements are forecasted to increase 16.9% over 2021 levels. Given concerns regarding the potential for a recession in 2023, a conservative approach has been taken regarding the passenger activity forecast for budgeting purposes, which assumes that 2023 enplaned passengers will remain below 2019 levels by approximately 3.0%.

The following table shows actual passenger activity by airline for 2019 through 2021 with estimates for 2022 and 2023, which are incorporated into the 2023 budget. The table also shows the current breakdown of passengers traveling out of the two terminals.

**Traffic Activity**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| Enplaned Passengers | | | | | |
| Alaska | 706 | 334 | 544 | 643 | 658 |
| Allegiant (non-sig) | 0 | - | 18 | 38 | 39 |
| Delta | 501 | 202 | 385 | 500 | 511 |
| Frontier (non-sig) | 35 | 15 | 19 | 13 | 14 |
| Southwest | 464 | 235 | 384 | 457 | 468 |
| American | 123 | 89 | 149 | 96 | 98 |
| United | 191 | 85 | 142 | 162 | 165 |
| Others | 3 | 1 | 1 | 10 | 10 |
| Total | 2,023 | 962 | 1,643 | 1,920 | 1,964 |
| | | | | | |
| Enplaned Passengers | 2,023 | 962 | 1,643 | 1,920 | 1,964 |
| % Change YoY | 1.2% | -52.4% | 70.8% | 16.9% | 2.3% |
| % Change to 2019 | | -52.4% | -18.8% | -5.1% | -3.0% |
| | | | | | |
| By Terminal | | | | | |
| Terminal C | 828 | 424 | 693 | 739 | 756 |
| Terminal A&B | 1,195 | 539 | 950 | 1,181 | 1,208 |
| Total | 2,023 | 962 | 1,643 | 1,920 | 1,964 |

## AIRCRAFT LANDED WEIGHT FORECAST

The Airport collects landing fees from air carriers based on an aircraft's Maximum Gross Landed Weight (MGLW). The costs of operating the airfield are recovered through the Landing Fee Rate multiplied by the MGLW of each aircraft. The accuracy of the landed weight forecast of each air and cargo carrier has an impact on the Landing Fee Rate. Section IV, which discusses Cost Centers, Allocations, Rate Making and CPE, examines the methodology of rate making under a Residual Airline Agreement in place with the airlines. Typically, the higher the landed weight forecast, the lower the budgeted unit cost rate for the upcoming year.

The following table shows actual passenger and cargo landed weight for 2019 through 2021 along with forecasts for 2022 and 2023, which has been incorporated into the 2023 budget. 2023 landed weight is forecasted to be above 2019 levels by 1.5% due to an increase in cargo operations.

**Traffic Activity**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| Landed Weight (per 1,000 lbs.) | | | | | |
| Passenger Airlines | | | | | |
| Alaska | 741 | 532 | 698 | 728 | 724 |
| Allegiant (non-sig) | 1 | - | 26 | 39 | 41 |
| Delta | 554 | 407 | 543 | 561 | 582 |
| Frontier (non-sig) | 33 | 21 | 24 | 14 | 14 |
| Southwest | 513 | 392 | 422 | 462 | 459 |
| American | 142 | 129 | 186 | 104 | 171 |
| United | 247 | 140 | 180 | 181 | 171 |
| Others | 7 | 2 | 3 | 4 | 11 |
| Subtotal - Passenger | 2,239 | 1,623 | 2,084 | 2,093 | 2,173 |
| Cargo | | | | | |
| Signatory | 429 | 414 | 456 | 465 | 475 |
| Non-signatory | 66 | 130 | 93 | 123 | 126 |
| Subtotal - Cargo | 495 | 544 | 550 | 589 | 600 |
| Total | 2,733 | 2,168 | 2,633 | 2,682 | 2,774 |
| % Change YoY | 1.0% | -20.7% | 21.5% | 1.9% | 3.4% |
| % Change to 2019 | | -20.7% | -3.7% | -1.9% | 1.5% |

# Section IV. Cost Centers, Allocations, Rate Making and CPE

## COST CENTERS

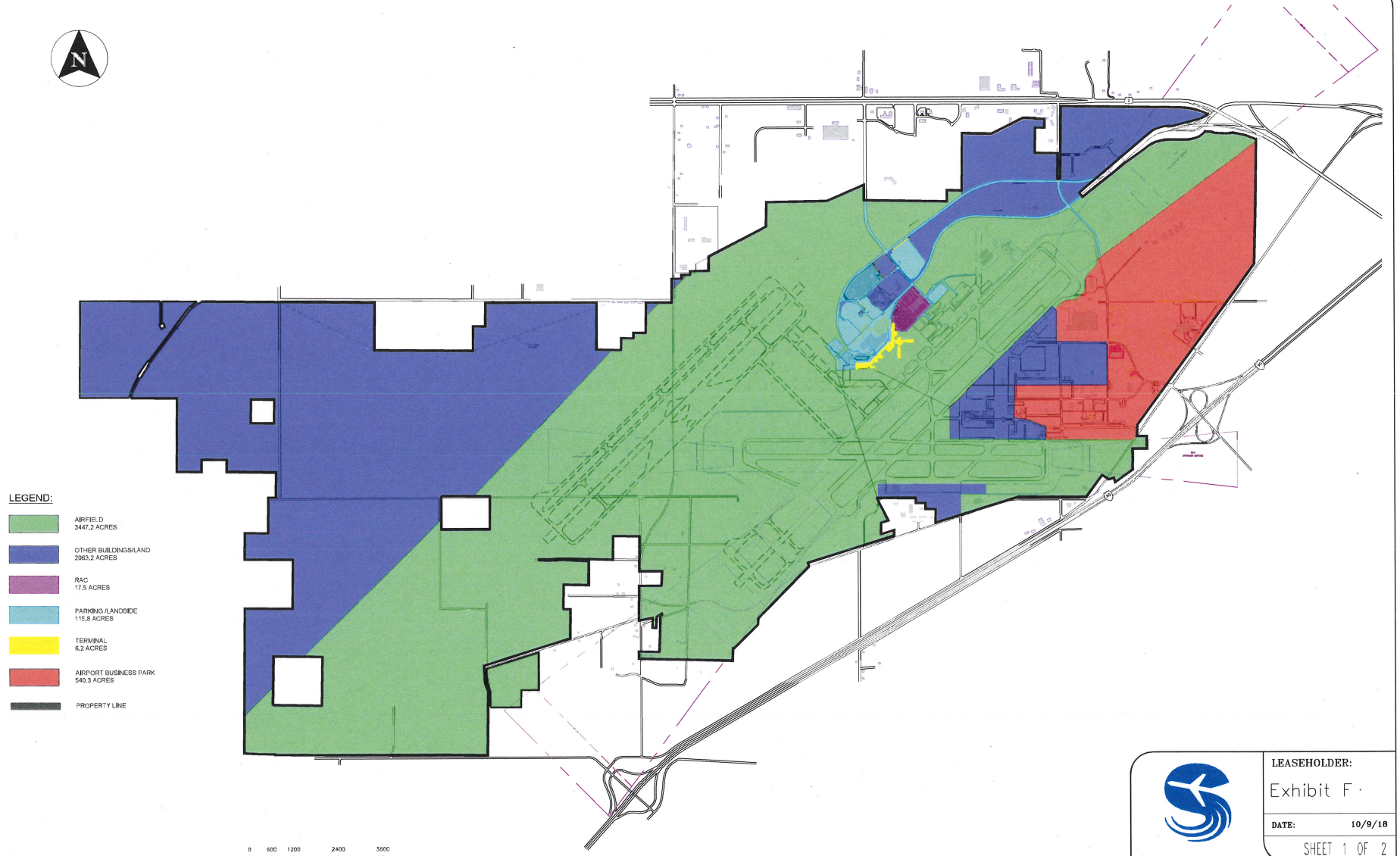
The Airport is currently organized with seven direct cost centers with a goal to continue to refine the cost centers and allocations to them each year to provide better forecasts for rate making. The direct cost centers are Airfield (including Operations and the Fuel Facility), GEG Terminal, Parking and Ground Transportation, Other Buildings and Grounds, Rental Car Facilities, the ABP and Felts Field. There are five indirect cost centers in Planning and Engineering, Airport Rescue and Fire Fighting (ARFF), Information Technology, Police / Dispatch, and Airport Administration.

## ALLOCATIONS

To develop rates, the expenses from four of the indirect costs centers, excluding administration, are allocated to the direct costs centers based on an analysis of the staff hours dedicated to a center along with the budgeted costs within each indirect cost center. After those indirect costs are allocated to the direct cost centers, administration is allocated based on the total actual direct and indirect costs for each direct cost center. The allocation percentages for 2023 are shown below. These allocation rates are reviewed annually and potentially revised at the end of each review period to reflect actual operations and maintenance for all of the facilities.

**M&O Expense Allocation Percentages**
**Spokane Airport Board**

| | Airfield | Fuel | Terminal | Parking | OB&G | QTA | ABP | Felts |
|---|---|---|---|---|---|---|---|---|
| **Indirect Allocations** | | | | | | | | |
| Airfield Maintenance | 65.0% | 0.0% | 0.0% | 20.0% | 10.0% | 0% | 0.0% | 5.0% |
| Terminal Maintenance | 0.0% | 0.0% | 80.0% | 20.0% | 0.0% | 0% | 0.0% | 0.0% |
| Operations | 90.0% | 0.0% | 2.5% | 2.5% | 0.0% | 0% | 0.0% | 5.0% |
| Fuel | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 0.0% | 0.0% |
| Engineering | 40.0% | 1.0% | 40.0% | 10.0% | 1.0% | 0% | 1.0% | 7.0% |
| IT | 25.0% | 0.0% | 25.0% | 25.0% | 18.0% | 0% | 2.0% | 5.0% |
| ARFF/Fire | 73.3% | 3.2% | 15.9% | 0.9% | 4.6% | 0% | 2.1% | 0.0% |
| Police | 1.0% | 0.0% | 80.0% | 15.0% | 1.5% | 0% | 2.5% | 0.0% |
| Communications | 1.0% | 0.0% | 80.0% | 15.0% | 1.5% | 0% | 2.5% | 0.0% |
| Administration | 29.8% | 2.2% | 31.5% | 25.8% | 3.5% | 0% | 3.9% | 3.3% |
| Airport Business Park | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 100.0% | 0.0% |
| Felts Field | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 0.0% | 100.0% |




LEASEHOLDER:

Exhibit F

DATE: 10/9/18

SHEET 1 OF 2

9000 West Airport Dr., Ste. 204
Spokane, WA 99224

LEASEHOLDER:

Exhibit F

DATE: 10/9/18

SHEET 2 OF 2

9000 West Airport Dr., Ste. 204
Spokane, WA 99224

## RATE MAKING

The Airport operates under an existing AOA with a residual ratemaking methodology where generally, with some exceptions, all revenues are shared with the signatory air carriers. Under the current AOA there is no specified methodology for each rate making calculation, however, there are federal guidelines for establishing rates. Currently the signatory airlines participate, in a consultation role only, in the budget and rate setting process and agreed to modifications to the rate making methodology outlined in the Introduction section under the Airline Operating Agreement (AOA).

### Terminal Rental Rate Calculation

The existing AOA does not prescribe a methodology for calculating terminal building rentals, fees, and charges. However, exhibits provided annually to the air carriers with updated rates prescribes the fees and charges and the relative weighting of such charges. The Airport uses a cost center residual methodology to calculate a cost recovery terminal building rental rate.

The Terminal Building Cost includes allocable M&O Expenses, debt service (net of allocable PFC or CFC revenues), any debt service coverage, depreciation charges (net of bond-funded projects, grants, and PFC revenues), and M&O Reserve deposit requirements. The resulting Terminal Building Cost is reduced by Terminal Concession Revenues, Non-airline Terminal Rentals, a percentage of the estimated surplus revenue generated from the Parking/Landside cost center (with the remainder flowing into the airport residual landing fee rate), Other Terminal Payments, and Loading Bridge Fees to yield the Net Terminal Building Requirement.

The Net Terminal Building Requirement is divided by Rented Space weighted by the weight classifications to derive the Terminal Building Rental Rate per square foot per year. The 2023 terminal rental rate for Class 1 space (generally public areas) is $63.02 per square foot per annum (sfpa), an increase of 3.8% from $60.70 sfpa in 2022. The calculation of the Terminal Rental Rate is displayed in Section V.

### Landing Fee Calculation

The methodology for calculating the landing fee rate is based on an airport residual approach where the total cost of SIA is credited with airline terminals rentals, other airline fees and charges, non-signatory airline landing fees, and non-airline revenues to yield the landing fee revenue requirement. The landing fee requirement is then divided by signatory airline landed weight forecast to derive the landing fee rate per 1,000 pound unit.

More specifically, the methodology consists of the following steps:

1. The SIA rate base includes M&O Expenses, debt service, debt service coverage, depreciation charges (net of grants and PFC revenues), and the M&O Expense Reserve deposit requirement. The rate base also includes an amount to provide sufficient funding for the Airport's share of funding the CIP.

2. The Airfield Requirement is then reduced by airline revenues other than landing fees and non-airline revenues, and the prior year carry forward surplus (deficit) to yield the Net Landing Fee Requirement.

3. The Net Landing Fee Requirement is divided by forecast Total Landed Weight of passenger and cargo carriers (as weighted for premiums) to derive the Signatory Airline Landing Fee Rate per 1,000-pound unit.

The 2023 landing fee rate is $2.24 per 1,000 pounds of landed weight, an increase of 3.7% from the 2022 rate of $2.16 / 1,000 pounds. The calculation of the Landing Fee Rate is displayed in Section V.

## COST PER ENPLANEMENT (CPE)

The calculations of the Terminal Rent Rate and the Landing Fee result in charges to the air carriers. Those charges contribute to both Terminal and Airfield Revenue. One measure of the cost to operate at an airport by an airline is the Cost Per Enplanement (CPE) calculation.

The average CPE represents the net cost incurred by the commercial airlines based on their regular operations at the Airport. The table below shows the actual CPE for 2019 through 2021 along with forecasts for 2022 and 2023. The 2022 estimated CPE is $5.79 as compared to a budgeted CPE of $6.19, which was presented in the 2022 Budget. The improvement in the CPE relates to the recovery of passenger activity in 2022 and lower operating expenses than budgeted. The 2023 budgeted CPE is $6.13, which is lower than actual 2019.

**Airline Cost per Enplaned Passenger**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands except rates)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| Passenger Airline Payments | | | | | |
| Passenger Airline Signatory Landing Fees | $ 5,186 | $ 3,106 | $ 4,221 | $ 4,399 | $ 4,722 |
| Terminal Building Rent | 6,751 | 6,916 | 6,504 | 5,987 | 6,549 |
| Loading Bridge Fees | 247 | 260 | 265 | 380 | 384 |
| RON and Airfield Fees | 260 | 112 | 211 | 209 | 217 |
| Subtotal | $ 12,444 | $ 10,394 | $ 11,202 | $ 10,975 | $ 11,871 |
| Nonsignatory Passenger Landing Fees | 112 | 59 | 137 | 141 | 171 |
| Total Airline Revenues | $ 12,556 | $ 10,453 | $ 11,338 | $ 11,116 | $ 12,041 |
| Enplaned Passengers | 2,023 | 962 | 1,643 | 1,920 | 1,964 |
| Airline Cost per Enplaned Passenger | $ 6.21 | $ 10.86 | $ 6.90 | $ 5.79 | $ 6.13 |

# Section V. Terminal Rent Rate and Landing Fee Calculations

The tables below show the actual calculation of the average terminal rent rate and the airfield landing fee as described in Section IV Rate Making.

**Calculation of Terminal Building Rental Rate**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands except rates)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| **TERMINAL BUILDING COST** | | | | | |
| M&O Expenses | $ 9,824 | $ 8,441 | $ 9,093 | $ 10,499 | $ 12,137 |
| M&O Reserve Fund Requirement | 641 | - | - | 79 | 1,289 |
| Debt Service | - | - | - | - | - |
| CARES Act Grants for Debt Service | | | | - | - |
| Debt Service Coverage | - | - | - | - | - |
| Net Depreciation Charges | 2,263 | 2,194 | 2,085 | 1,662 | 1,537 |
| **Terminal Building Cost** | $ 12,729 | $ 10,635 | $ 11,178 | $ 12,240 | $ 14,963 |
| **Less: Terminal Non-Airline Revenues Associated With Rented Space** | | | | | |
| Terminal Concession Revenues | $ (2,223) | $ (1,291) | $ (1,680) | $ (2,462) | $ (2,518) |
| Nonairline Terminal Rentals | (686) | (650) | (633) | (797) | (797) |
| Share of Parking Surplus @ 35% (2022 / 2023) | (1,848) | (892) | (2,962) | (3,422) | (3,912) |
| Other Terminal Payments | (844) | (642) | (1,079) | (1,171) | (1,136) |
| CARES Reimbursment | | (3,551) | - | (32) | - |
| Loading Bridge Fees | (247) | (260) | (265) | (380) | (384) |
| Net Terminal Building Requirement | $ 6,880 | $ 3,349 | $ 4,559 | $ 3,976 | $ 6,216 |
| Weighted Rented Space | 96 | 99 | 99 | 99 | 99 |
| Charged Average Terminal Rental Rate (per sq ft per year) | **$ 61.44** | **$ 64.73** | **$ 59.19** | **$ 60.70** | |
| Calculated Average Terminal Rental Rate (per sq ft per year) | **$ 71.79** | **$ 33.95** | **$ 46.22** | **$ 40.31** | **$ 63.02** |
| Rented Space | 96 | 99 | 99 | 99 | 99 |
| Subtotal | $ 5,889 | $ 6,384 | $ 5,838 | $ 3,976 | $ 6,216 |
| Other Airline Terminal Payments [1] | 333 | 333 | 333 | 333 | 333 |
| Airline Terminal Rentals | $ 6,221 | $ 6,717 | $ 6,170 | $ 4,309 | $ 6,549 |

1. Storage – Outside, Janitorial, Boarding Areas Walkway, Ramp - Equipment Storage, and Glycol Pad.

**Calculation of Landing Fee**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands except rates)**

| | | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|---|
| **Landing Fee Requirements** | | | | | | |
| M&O Expenses | | $ 29,380 | $ 24,931 | $ 24,374 | $ 29,649 | $ 37,129 |
| | | | | | | |
| Net Depreciation | | | | | | |
| Total SIA Depreciation - Existing Assets | | 23,806 | 27,889 | 28,131 | 27,892 | 22,929 |
| Less: Future Capital Outlays | | | | | | |
| Less Grant, PFC and Bond Funded Assets | | (14,120) | (16,821) | (17,708) | (17,584) | (13,631) |
| Net SIA Depreciation - Existing Assets | | 9,686 | 11,067 | 10,423 | 10,308 | 9,298 |
| Future SAB Funded Assets (Net of AIP/PFC) | | - | - | - | - | 1,542 |
| Return on Investment in Land | | 990 | 990 | 990 | 990 | 992 |
| Additional Discretionary Cash Flow (if Extension) | | 1,800 | 1,800 | 1,800 | 1,800 | 2,500 |
| Debt Service | | | | | | |
| Debt Service - Outstanding GARBs | | - | - | - | - | - |
| Debt Service - Future GARBs | | - | - | - | - | - |
| Debt Service - Outstanding Subordinate Lien | | 468 | 468 | 4,089 | - | - |
| Required Debt Service Coverage | | - | - | - | - | - |
| M&O Reserve Fund | | 1,876 | - | - | 216 | 3,841 |
| Subtotal | | $ 44,199 | $ 39,256 | $ 41,676 | $ 42,964 | $ 55,302 |
| Less: | | | | | | |
| Airline Terminal Building Rent | | (6,751) | (6,916) | (6,504) | (5,987) | (6,548) |
| Other Airline Revenues | | (1,333) | (1,107) | (1,347) | (1,482) | (1,750) |
| Total Nonairline Revenues, incl CARES | | (28,179) | (26,495) | (25,379) | (31,875) | (33,998) |
| Subtotal | | $ 7,937 | $ 4,737 | $ 8,447 | $ 3,619 | $ 13,005 |
| **Less Non-Operating Revenues** | | | | | | |
| Interest Income | | $ (661) | $ (642) | $ (501) | $ (600) | $ (600) |
| Air Service Incentive Waivers | | (65) | (46) | (50) | (50) | (50) |
| CARES Act Grants for Debt Service | | | | (4,089) | - | - |
| **TOTAL LANDING FEE REQUIREMENT** | | $ 7,211 | $ 4,049 | $ 3,807 | $ 2,969 | $ 12,355 |
| Plus Unfunded Pension Liability | | | | 861 | | |
| Prior Year Carry Over (Surplus)/Deficit | | (2,167) | (957) | (995) | (1,898) | (4,923) |
| **Net Landing Fee Requirement** | | $ 5,044 | $ 3,093 | $ 3,674 | $ 1,072 | $ 7,432 |
| Landing Fees Paid | | $ 6,524 | $ 4,346 | $ 5,571 | $ 5,995 | |
| | | | | | | |
| Signatory Landed Weight (millions/lbs) | | 2,198 | 1,600 | 2,030 | 2,037 | 2,107 |
| Signatory Cargo Landed Weight (adjusted for premium) | 105% | 450 | 435 | 479 | 489 | 498 |
| Non-Signatory Use Agmt Landed Weight (adjusted) | 115% | 47 | 26 | 62 | 65 | 76 |
| Itinerant Landed Weight (adjusted) | 150% | 99 | 195 | 140 | 185 | 189 |
| Adjusted Total Landed Weight | | 2,794 | 2,257 | 2,711 | 2,775 | 2,870 |
| Change | | 1.2% | -19.2% | 20.1% | 2.4% | 3.4% |
| **Calculated Signatory Airline Landing Fee Rated (per 1000 lbs)** | | **$ 1.81** | **$ 1.37** | **$ 1.36** | **$ 0.39** | **$ 2.24** |
| | | | | | | |
| Charged Signatory Airline Landing Fee Rate | | 2.36 | 2.24 | 2.10 | 2.16 | |
| Charged Signatory Cargo Airline Landing Fee Rate | 105% | 2.48 | 2.35 | 2.21 | 2.27 | 2.35 |
| Non-Signatory Use Agmt Landing Fee Rate | 115% | 2.71 | 2.58 | 2.42 | 2.48 | 2.58 |
| Itinerant Landing Fee Rate | 150% | 3.54 | 3.36 | 3.15 | 3.24 | 3.36 |

# Section VI. Operating Revenues and Expenses

## OPERATING REVENUE

Operating revenue is generated from the Airport's primary business activities and reported through the cost centers outlined earlier (Airfield, Fuel Facility, GEG Terminal, Parking and Ground Transportation, Other Buildings and Grounds, Rental Car Facilities, ABP and Felts Field). Non-Operating revenue is generated from facility charges, interest income and the periodic sale of surplus land.

Highlights:

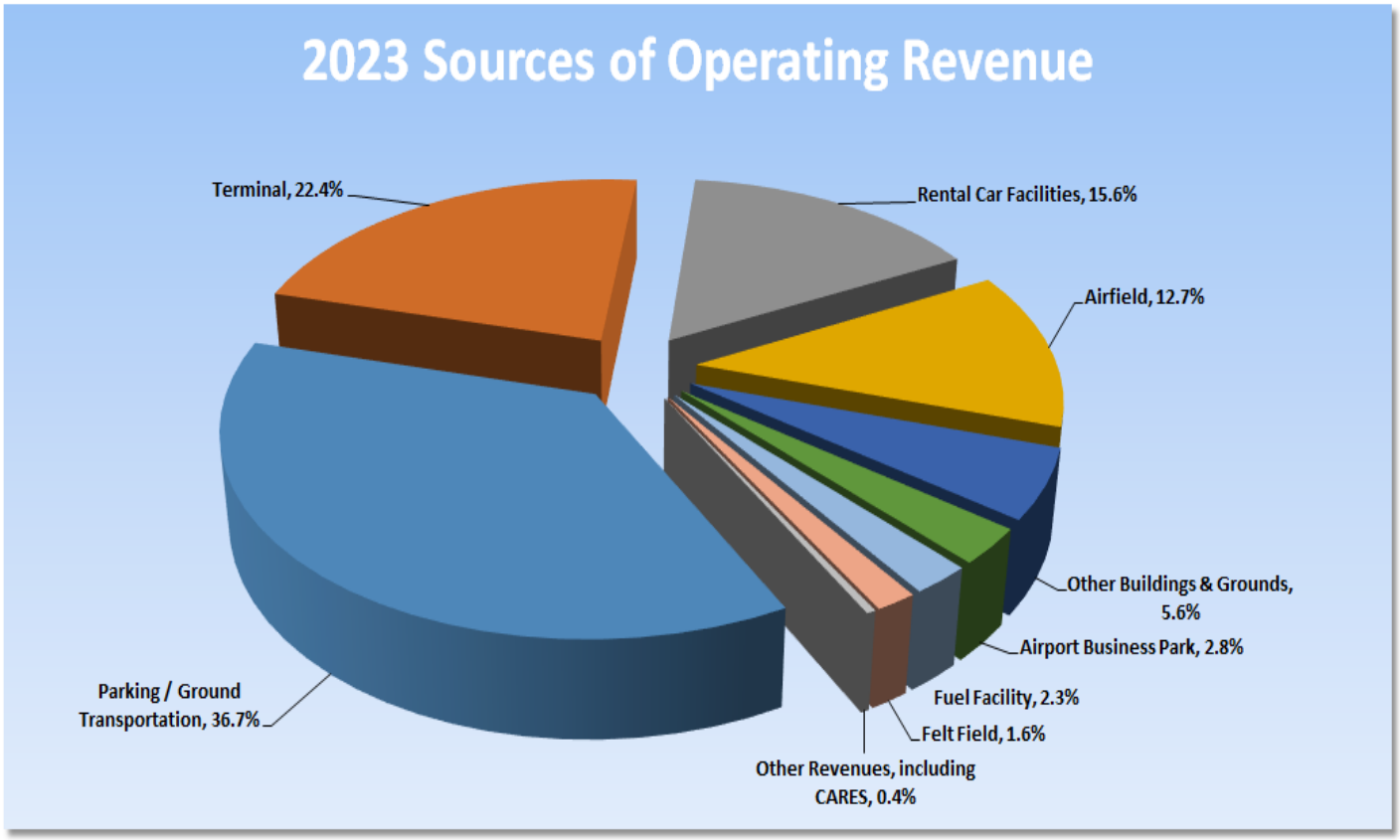
- **Parking and Ground Transportation** revenue is estimated to increase 35.9% compared to 2022. Parking and Ground Transportation comprises 36.7% of SIA's operating revenues.
- **Terminal and Other Commercial Land / Building Rents** are more exposed to the fluctuations in passenger activity, market demand varies for leased space products available in the Business Park and periodic land lease opportunities for aeronautical and non-aeronautical uses. Airline Terminal revenue is 22.4% of SIA's operating revenue.
- **Rental Car Facilities** represents 15.6% of total revenues and is estimated to increase 24.3% over the prior year.

This table and the chart on the next page shows the main revenue sources for 2022 and 2023.

***Sources of Operating Revenue***

*This table shows general categories of revenues as a percentage of total operating revenues*

| Rank | Description | Budgeted 2022 | FY 2022 % of Total Rev | Year End Estimate 2022 | FY 2022 % of Total Rev | Budgeted 2023 | FY 2023 % of Total Rev | $ Change | % Change |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Parking / Ground Transportation | 13,702,000 | 33.0% | 15,425,050 | 32.4% | 18,624,734 | 36.7% | 4,922,734 | 35.9% |
| 2 | Terminal | 9,674,941 | 23.3% | 10,823,960 | 22.7% | 11,369,163 | 22.4% | 1,694,222 | 17.5% |
| 3 | Rental Car Facilities | 6,377,500 | 15.4% | 8,927,224 | 18.7% | 7,925,041 | 15.6% | 1,547,541 | 24.3% |
| 4 | Airfield | 6,548,474 | 15.8% | 6,327,706 | 13.3% | 6,431,544 | 12.7% | (116,930) | -1.8% |
| 5 | Other Buildings & Grounds | 2,083,582 | 5.0% | 2,842,052 | 6.0% | 2,817,766 | 5.6% | 734,184 | 35.2% |
| 6 | Airport Business Park | 1,466,000 | 3.5% | 1,453,000 | 3.0% | 1,435,179 | 2.8% | (30,821) | -2.1% |
| 7 | Fuel Facility | 735,800 | 1.8% | 893,555 | 1.9% | 1,150,000 | 2.3% | 414,200 | 56.3% |
| 8 | Felt Field | 718,751 | 1.7% | 785,122 | 1.6% | 796,600 | 1.6% | 77,849 | 10.8% |
| 9 | Other Revenues, including CARES | 164,300 | 0.4% | 175,870 | 0.4% | 179,300 | 0.4% | 15,000 | 9.1% |
| | Total Operating Revenues | $ 41,471,348 | 100.0% | $ 47,653,540 | 100.0% | $ 50,729,326 | 100.0% | $ 9,257,978 | 22.3% |




## OPERATING EXPENSES

Operating expenses are incurred through normal and customary business operations of the Airport and tracked in the direct and indirect cost centers described previously. Along with the direct cost centers tracking revenue, there are five indirect cost centers in Planning and Engineering, Airport Rescue and Fire Fighting (ARFF), Information Technology, Police and Dispatch along with Airport Administration. The following table and chart breaks down expenses into smaller categories for analysis.

Highlights:

- **Personnel Compensation and Benefits** accounts for 41.0% of total operating expenses. This expense category is budgeted at 11.7% over the prior year and is related to anticipated increases in staffing levels due to the recovery of passenger activity.

- **Ground Maintenance and Snow Control** accounts for 15.6% of total operating expenses in 2023. This expense category is budgeted at 16.6% over the prior year due to an increase in roadways and vehicle parking areas required to be maintained as well as to address deferred maintenance on assets during the COVID-19 pandemic and recovery.

- **Utilities** accounts for 7.2% of total operating expenses in 2023 and represents an increase of 18.2% over the 2022 budget. The increase partially relates to increasing cost of power and increasing power usage in the terminal.

# Operating Expenditures by Rank

*This table shows general categories of expenses as a percentage of total operating expenses*

| Rank | Description | Budgeted 2022 | FY 2022 % of Total Exp | Year End Estimate 2022 | FY 2022 % of Total Exp | Budgeted 2023 | FY 2023 % of Total Exp | '23 vs '22 Budget $ Change | '23 vs '22 Budget % Change |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Personnel (Incl taxes / benefits) | 14,601,075 | 43.5% | 14,365,260 | 46.6% | 16,309,274 | 41.0% | 1,708,199 | 11.7% |
| 2 | Grounds Maintenance / Snow Control | 5,312,800 | 15.8% | 2,888,139 | 9.4% | 6,194,850 | 15.6% | 882,050 | 16.6% |
| 3 | Utilities (Power/Nat. Gas/Water/Sewer) | 2,423,600 | 7.2% | 2,456,718 | 8.0% | 2,865,527 | 7.2% | 441,927 | 18.2% |
| 4 | Facilities, Hangars, Bldgs | 1,808,750 | 5.4% | 1,646,640 | 5.3% | 2,557,676 | 6.4% | 748,926 | 41.4% |
| 5 | Custodial Services & Supplies | 1,747,694 | 5.2% | 1,906,610 | 6.2% | 2,178,500 | 5.5% | 430,806 | 24.6% |
| 6 | Professional Services | 1,209,911 | 3.6% | 1,610,310 | 5.2% | 2,038,964 | 5.1% | 829,053 | 68.5% |
| 7 | Other Supplies | 740,700 | 2.2% | 731,207 | 2.4% | 913,270 | 2.3% | 172,570 | 23.3% |
| 8 | Equipment Maintenance | 721,300 | 2.1% | 644,199 | 2.1% | 869,777 | 2.2% | 148,477 | 20.6% |
| 9 | Insurances | 625,750 | 1.9% | 664,868 | 2.2% | 744,324 | 1.9% | 118,574 | 18.9% |
| 10 | Research / Planning / Engineering | 510,000 | 1.5% | 260,062 | 0.8% | 443,951 | 1.1% | (66,049) | -13.0% |
| | Other Operating Expenses | 3,890,761 | 11.6% | 3,650,529 | 11.8% | 4,674,154 | 11.7% | 783,393 | 20.1% |
| | Total Operating Expenses | $ 33,592,341 | 100.0% | $ 30,824,544 | 100.0% | $ 39,790,269 | 100.0% | $ 6,197,928 | 18.5% |

*Note: Minor reclassifications have been made to prior years to conform with 2023 presentation and some totals or % may not add exactly due to rounding*

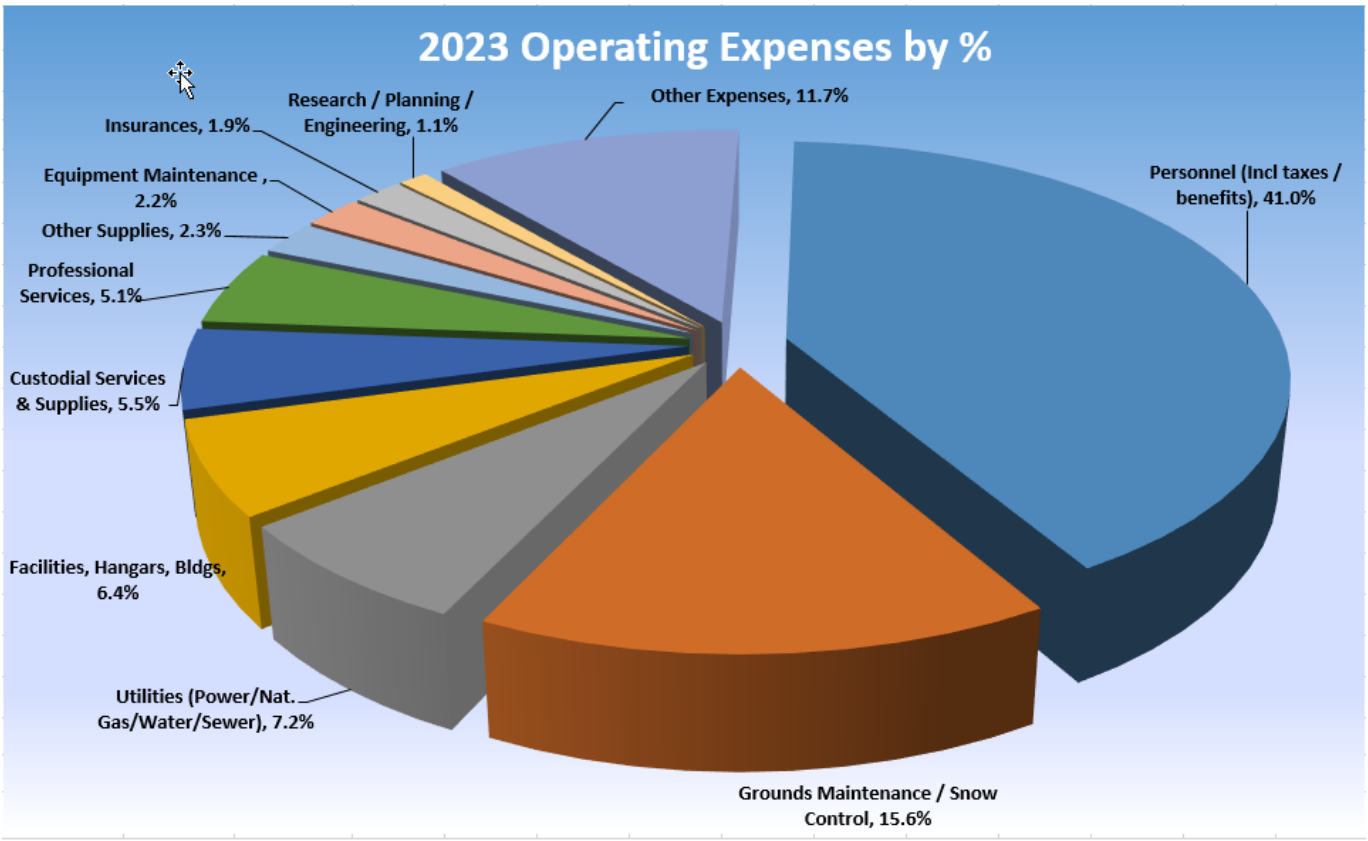



*Chart shows operating expenses in 2023 as a percentage of total operating expenses*

# Section VII. Capital Improvement Program

The Capital Improvement Program (CIP) is developed annually and updated throughout each year. The purpose of the CIP process is to evaluate, prioritize, and coordinate proposed projects for a period of several years. Projects that may require FAA funding in the future are updated through consultation with the FAA annually. Funding for CIP projects typically comes from the FAA, DOT, and the TSA along state grants, PFCs, CFCs, debt issuance and cash generated by operation of the Airport.

The primary goal of the CIP is the development of a detailed capital budget for the current fiscal year and a flexible and rolling plan for capital development for the next several years. By updating and approving the CIP, a strategy and schedule is set for budgeting and constructing facilities at SIA, ABP, and Felts Field. The Airport Board reviews and approves all major CIP projects on an individual basis.

The table below shows a summary of projects by area anticipated for 2023.

**Summary of 2023 Capital Improvement Program**
**Spokane Airports**
**(for the 12 months ending December 31; numbers in thousands)**

| | Budget 2023 | | Budget 2023 |
|---|---|---|---|
| **CIP PROJECT COSTS** | | **SOURCES OF FUNDS** | |
| Spokane International Airport | | Spokane International Airport | |
| Airfield | $ 37,605 | AIP - Entitlement | $ 9,000 |
| Terminal - Other | 8,492 | AIP - Discretionary | 51,000 |
| Terminal - TREX | 48,000 | GARBs | 7,000 |
| Parking / Landside Roadways | 8,825 | PFC-Supported Bonds | 10,312 |
| Hangars & Buildings (Incl RAC) | 8,700 | PFC pay-as-you-go | 5,360 |
| ARFF | 1,065 | CFC | 3,500 |
| IT | 2,075 | SAB | 31,278 |
| Police | 100 | Other | 1,000 |
| Fuel | 3,075 | | |
| Admin | 513 | | |
| **Subtotal - SIA** | **118,450** | **Subtotal - SIA** | **$ 118,450** |
| Felts Field | 3,936 | Felts Field | 3,936 |
| Airport Business Park | 1,187 | Airport Business Park | 1,187 |
| **Total CIP** | **$ 123,573** | **Total CIP** | **$ 123,573** |

**Spokane Airports**
Proposed Capital Improvement Program

| Item No. | Project Description | Airport | Cost Center | FEDERAL FUNDS | | BONDS | | LOCAL FUNDS | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DI | Entitlement | PFC | GARB | PFC | CFC | OTHER | Airport | |
| **2023 (FY January - December 2023)** | | | | | | | | | | | | |
| **Spokane International Airport** | | | | | | | | | | | | |
| 1 | **Landside/Parking Projects:** | | | | | | | | | | | |
| 2 | ***Development Projects*** | | | | | | | | | | | |
| 3 | Realign Spotted Road with Interchange - Environmental Assessment and Design | SIA | Parking | | | | | | | | $75,000 | $75,000 |
| 4 | Flint Road Intersection Improvements - Design and Construction | SIA | Parking | | | | | | | | $1,000,000 | $1,000,000 |
| 5 | Concourse C South Parking Lot Improvements - Design and Construction | SIA | Parking | | | | | | | | $3,500,000 | $3,500,000 |
| 6 | Terminal Crosswalk Improvements - Design and Construction | SIA | Parking | | | | | | | | $750,000 | $750,000 |
| 7 | Mill and Overlay Airport Drive Outbound - Spotted Road to Flint Road - Design and Construction | SIA | Parking | | | | | | | | $1,000,000 | $1,000,000 |
| 8 | Install Electric Vehicle Charging Stations in Garage and Outside Lot | SIA | Parking | | | | | | | | $500,000 | $500,000 |
| 9 | Sanitary Sewer Improvements Project | SIA | Parking | | | | | | | | $1,500,000 | $1,500,000 |
| 10 | Roadway Lighting Upgrades - ESCO | SIA | Parking | | | | | | | | $500,000 | $500,000 |
| 11 | ***Equipment and Other Purchases*** | | | | | | | | | | | |
| 12 | | | | | | | | | | | | |
| 13 | **Airfield Projects:** | | | | | | | | | | | |
| 14 | ***Development Projects*** | | | | | | | | | | | |
| 15 | West Terminal Ramp and Taxilane Improvements - Design and Construction, Phase 1 | SIA | Airfield | | $3,500,000 | | | | | | $350,000 | $3,850,000 |
| 16 | West Terminal Ramp and Taxilane Improvements - Design and Construction, Phase 2 | SIA | Airfield | $17,500,000 | $5,000,000 | | | | | | $2,250,000 | $24,750,000 |
| 17 | Reconstruct Taxiway A - Design | SIA | Airfield | | $500,000 | | | | | | $50,000 | $550,000 |
| 18 | East Air Cargo Ramp Expansion - Design and Construction | SIA | Airfield | | | | | | | | $7,000,000 | $7,000,000 |
| 19 | New Fuel Island Design | SIA | Airfield | | | | | | | | $75,000 | $75,000 |
| 20 | Airfield Sign Replacements | SIA | Airfield | | | | | | | | $125,000 | $125,000 |
| 21 | ***Vehicles, Equipment and Other Purchases*** | | | | | | | | | | | |
| 22 | Toro Grounds Master Mower (Replace) | SIA | Airfield | | | | | | | | $125,000 | $125,000 |
| 23 | Rhino Mower Deck (Replace) | SIA | Airfield | | | | | | | | $35,000 | $35,000 |
| 24 | Portable Variable Message Sign (Replace) | SIA | Airfield | | | | | | | | $15,000 | $15,000 |
| 25 | Fleet Vehicle 988 (Replace 1999 F250) | SIA | Airfield | | | | | | | | $65,000 | $65,000 |
| 26 | Fleet Vehicle 989 (Replace 1999 F250) | SIA | Airfield | | | | | | | | $65,000 | $65,000 |
| 27 | Snow Equipment (Replace 903 Runway Broom with Broom/Plow Unit) | SIA | Airfield | | | | | | | | $950,000 | $950,000 |
| 28 | | | | | | | | | | | | |
| 29 | **Fuel Facility Projects:** | | | | | | | | | | | |
| 30 | Thermal Relief Valve and Sump Improvements - Design and Construction | SIA | Fuel | | | | | | | | $1,500,000 | $1,500,000 |
| 31 | New AST Jet-A Fuel Receipt Tank (500,000 gal) - Design and Construction | SIA | Fuel | | | | | | | | $1,500,000 | $1,500,000 |
| 32 | Ground Fueling Station Controls Upgrade - Design and Construction | SIA | Fuel | | | | | | | | $75,000 | $75,000 |
| 33 | | | | | | | | | | | | |
| 34 | **Aviation Leased Property Projects:** | | | | | | | | | | | |
| 35 | | | | | | | | | | | | |
| 36 | **Non Aviation Leased Property Projects:** | | | | | | | | | | | |
| 37 | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | |
| 39 | **Rental Car Facilities Projects:** | | | | | | | | | | | |
| 40 | GTC Improvements - Design and Construction, Phase 3 | SIA | Hangars & Buildings | | | | | | $3,500,000 | | | $3,500,000 |
| 41 | | | | | | | | | | | | |

**Spokane Airports**
Proposed Capital Improvement Program

| Item No. | Project Description | Airport | Cost Center | FEDERAL FUNDS | | BONDS | | LOCAL FUNDS | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DI | Entitlement | PFC | GARB | PFC | CFC | OTHER | Airport | |
| **2023 (FY January - December 2023)** | | | | | | | | | | | | |
| 42 | **Terminal Projects:** | | | | | | | | | | | |
| 43 | ***Development Projects*** | | | | | | | | | | | |
| 44 | Concourse C TREX - PFC #12 - Construction | SIA | Terminal | $28,000,000 | | $7,000,000 | $8,500,000 | $4,500,000 | | | | $48,000,000 |
| 45 | Concourse C TREX Automated Exit Lane - Design & Construction | SIA | Terminal | | | | $1,812,499 | $860,000 | | | | $2,672,499 |
| 46 | Administrative Office Building - Design & Construction | SIA | Terminal | $3,000,000 | | | | | | | | $3,000,000 |
| 47 | Replace Bag Makeups OHD (14 Doors) | SIA | Terminal | | | | | | | | $180,000 | $180,000 |
| 48 | Replace Chiller 4 - Concourse A - ESCO | SIA | Terminal | | | | | | | | $145,000 | $145,000 |
| 49 | Elevator Modernization - Cars 2, 3 and 4 - ESCO | SIA | Terminal | | | | | | | | $1,200,000 | $1,200,000 |
| 50 | Escalator Modernization - 2 at Main Terminal - ESCO | SIA | Terminal | | | | | | | | $1,100,000 | $1,100,000 |
| 51 | ***Vehicles, Equipment and Other Purchases*** | | | | | | | | | | | |
| 52 | Replace Snow Equipment (Small Tractor) | SIA | Terminal | | | | | | | | $45,000 | $45,000 |
| 53 | Replace Fleet Vehicle 367 (2001 F350) | SIA | Terminal | | | | | | | | $75,000 | $75,000 |
| 54 | Replace Fleet Vehicle 387 (1995 Jetway Box Van) | SIA | Terminal | | | | | | | | $75,000 | $75,000 |
| 55 | | | | | | | | | | | | |
| 56 | **Aircraft Rescue and Fire Fighting (ARFF) Projects:** | | | | | | | | | | | |
| 57 | Replace Fleet Vehicle 501 | SIA | ARFF | | | | | | | | $65,000 | $65,000 |
| 58 | Replace ARFF Vehicle 503 | SIA | ARFF | | | | | | | | $1,000,000 | $1,000,000 |
| 59 | | | | | | | | | | | | |
| 60 | **Information Technology Projects:** | | | | | | | | | | | |
| 61 | Lenel Security Upgrades (Analog Camera Replacements) | SIA | IT | | | | | | | | $600,000 | $600,000 |
| 62 | Security Video Network Upgrades (Network Switch Replacements) | SIA | IT | | | | | | | | $1,000,000 | $1,000,000 |
| 63 | Security Server Replacements (Server Replacements) | SIA | IT | | | | | | | | $125,000 | $125,000 |
| 64 | Admin Server Acquisition (Admin Server Replacements) | SIA | IT | | | | | | | | $50,000 | $50,000 |
| 65 | Meeting Room A/V System Enhancements | SIA | IT | | | | | | | | $300,000 | $300,000 |
| 66 | | | | | | | | | | | | |
| 67 | | | | | | | | | | | | |
| 68 | **Security (Police/Communications):** | | | | | | | | | | | |
| 69 | ***Development Projects*** | | | | | | | | | | | |
| 70 | Relocate Dispatch Center - Design and Construction | SIA | Police | | | | | | | | $100,000 | $100,000 |
| 71 | | | | | | | | | | | | |
| 72 | ***Equipment and Other Purchases*** | | | | | | | | | | | |
| 73 | | | | | | | | | | | | |
| 74 | **Administration:** | | | | | | | | | | | |
| 75 | ***Development Projects*** | | | | | | | | | | | |
| 76 | Replace - Operation Department Building Roof - ESCO | SIA | Admin | | | | | | | | $123,000 | $123,000 |
| 77 | Replace Operation Department Building HVAC - ESCO | SIA | Admin | | | | | | | | $180,000 | $180,000 |
| 78 | ***Vehicles, Equipment and Other Purchases*** | | | | | | | | | | | |
| 79 | Engineering - Acquire New Vehicle | SIA | Admin | | | | | | | | $75,000 | $75,000 |
| 80 | Replace Fleet Vehicle 198 (2014 Tahoe) | SIA | Admin | | | | | | | | $75,000 | $75,000 |
| 81 | New Fleet Vehicle (Touring Van) | SIA | Admin | | | | | | | | $60,000 | $60,000 |
| 82 | | | | | | | | | | | | |
| 83 | **Other:** | | | | | | | | | | | |
| 84 | Rail - Truck Transload Facility (Phase III) | SIA | Hangars & Buildings | $2,500,000 | | | | | | $1,000,000 | $500,000 | $4,000,000 |
| 85 | Land Acquisition | SIA | Hangars & Buildings | | | | | | | | $1,200,000 | $1,200,000 |
| 86 | | | | | | | | | | | | |
| 87 | **Total Spokane International Airport FY 2023** | | | **$51,000,000** | **$9,000,000** | **$7,000,000** | **$10,312,499** | **$5,360,000** | **$3,500,000** | **$1,000,000** | **$31,278,000** | **$118,450,499** |
| 88 | | | | | | | | | | | | |

**Spokane Airports**
Proposed Capital Improvement Program

| Item No. | Project Description | Airport | Cost Center | FEDERAL FUNDS | | BONDS | | LOCAL FUNDS | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DI | Entitlement | PFC | GARB | PFC | CFC | OTHER | Airport | |
| **2023 (FY January - December 2023)** | | | | | | | | | | | | |
| **Spokane International Airport Business Park** | | | | | | | | | | | | |
| 89 | **Non Aviation Leased Property Projects:** | | | | | | | | | | | |
| 90 | Replace BLDG 43 Roof - ESCO | ABP | ABP | | | | | | | | $82,000 | $82,000 |
| 91 | Replace BLDG 43 HVAC - ESCO | ABP | ABP | | | | | | | | $55,000 | $55,000 |
| 92 | Water Tower Site Fencing | ABP | ABP | | | | | | | | $50,000 | $50,000 |
| 93 | **Administrative:** | | | | | | | | | | | |
| 94 | | | | | | | | | | | | |
| 95 | **Other:** | | | | | | | | | | | |
| 96 | Roadway Improvements (Flightline Blvd, Pilot Drive, BP Sidewalks) - Design and Construction | ABP | ABP | | | | | | | | $1,000,000 | $1,000,000 |
| 97 | | | | | | | | | | | | |
| 98 | **Total Spokane International Airport Business Park FY 2023** | | | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$1,187,000** | **$1,187,000** |
| **Felts Field** | | | | | | | | | | | | |
| 99 | **Airfield:** | | | | | | | | | | | |
| 100 | New Tie-Down Apron - Construction | FF | Airfield | | $750,000 | | | | | | | $750,000 |
| 101 | Rehabilitate Runway 4L/22R - Design | FF | Airfield | | $250,000 | | | | | | $25,000 | $275,000 |
| 102 | Northeast Taxilane Development - Environmental Review | FF | Airfield | | $75,000 | | | | | | $7,500 | $82,500 |
| 103 | ***Vehicles, Equipment and Other Purchases*** | | | | | | | | | | | |
| 104 | Replace Equipment (1230 field tractor transmission) | FF | Airfield | | | | | | | | $18,000 | $18,000 |
| 105 | | | | | | | | | | | | |
| 106 | **Aviation Leased Property Projects:** | | | | | | | | | | | |
| 107 | | | | | | | | | | | | |
| 108 | **Fuel Facility:** | | | | | | | | | | | |
| 109 | New AST for AvGas Fuel (12,000 gal) | FF | Hangars & Buildings | | | | | | | | $35,000 | $35,000 |
| 110 | | | | | | | | | | | | |
| 111 | **Terminal:** | | | | | | | | | | | |
| 112 | Renovate and Expand Terminal, including CBP Facility - Preliminary Design | FF | Terminal | | | | | | | | $150,000 | $150,000 |
| 113 | Replace Terminal Boiler, Windows HVAC and Roof | FF | Terminal | | | | | | | | $200,000 | $200,000 |
| 114 | | | | | | | | | | | | |
| 115 | **Other:** | | | | | | | | | | | |
| 116 | Restore Mamer Clock Tower - Construction | FF | Airfield | | | | | | | $50,000 | $50,000 | $100,000 |
| 117 | Construct Child's Playground Area - Design and Construction | FF | Airfield | | | | | | | $400,000 | $400,000 | $800,000 |
| 118 | Gateway Entrance - Preliminary Design and ROW/Easement Study | FF | Airfield | | | | | | | | $25,000 | $25,000 |
| 119 | Gateway Entrance - Design and Construction | FF | Airfield | | | | | | | $500,000 | $500,000 | $1,000,000 |
| 120 | Land Acquisition | FF | Airfield | | | | | | | | $500,000 | $500,000 |
| 121 | | | | | | | | | | | | |
| 122 | **Total Felts Field FY 2023** | | | **$0** | **$1,075,000** | **$0** | **$0** | **$0** | **$0** | **$950,000** | **$1,910,500** | **$3,935,500** |
| 123 | | | | | | | | | | | | |
| 124 | **TOTAL FY 2023** | | | **$51,000,000** | **$10,075,000** | **$7,000,000** | **$10,312,499** | **$5,360,000** | **$3,500,000** | **$1,950,000** | **$34,375,500** | **$123,572,999** |

# Section VIII. Debt Service

As of the end of the 2022 fiscal year, the Airport has no outstanding debt. The debt service calculation for 2019 through 2021, along with forecasts for 2022 and 2023, is shown below. The Airport defeased a 2008 bond and redeemed a 2005 bond in 2017 and defeased four Washington State Community Economic Revitalization Board (CERB) loans in 2021. Since the Airport does not carry any municipal bond debt, it has not been required to obtain a bond rating, however the most recent ratings in 2017 were A+ Standard & Poor's, A+ Fitch, and A-2 Moody's.

Having no outstanding debt positions the Airport well to be able to pursue long-term bond financing to fund the Concourse C TREX construction project and potentially subsequent terminal expansion and renovation projects as well as other projects at Felts Field or in the Airport Business Park or at the new Transload Facility that will be operational in 2023.

**Debt Service by Series and Cost Center**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| **By Series** | | | | | |
| Senior Lien | | | | | |
| 2008 Revenue Bonds | $ - | $ - | $ - | $ - | $ - |
| 2010 Revenue Bonds | - | - | - | - | - |
| Total Existing Debt Service | $ - | $ - | $ - | $ - | $ - |
| Future PFC Debt Service | - | - | - | - | - |
| Less: PFC Revenues Pledged | - | - | - | - | - |
| Future GARB Debt Service | - | - | - | - | - |
| Total Senior Lien Debt Service | $ - | $ - | $ - | $ - | $ - |
| Subordinate Lien | | | | | |
| 2005 CERB Loan | $ 51 | $ 51 | $ 250 | $ - | $ - |
| 2006 CERB Loan | 48 | 48 | 315 | - | - |
| 2008 CERB Loan | 118 | 118 | 1,024 | - | - |
| 2010 CERB Loan | 250 | 250 | 2,500 | - | - |
| Total Subordinate Debt Service | $ 468 | $ 468 | $ 4,089 | $ - | $ - |
| Subordinate Lien - Felts Field | | | | | |
| 2018 City Hangar Loan | - | - | - | - | - |
| Senior Lien | | | | | |
| 2005 Revenue Bonds - ABP | $ - | $ - | $ - | $ - | $ - |
| TOTAL DEBT SERVICE | $ 468 | $ 468 | $ 4,089 | $ - | $ - |

# Section IX. Budget Summaries by Cost Center

- **Spokane Airport Board Consolidated Summary**
- **Spokane International Operations Summary**
- **Business Park Operations Summary**
- **Felts Field Operations Summary**
- **Capital Improvement Program**

# SPOKANE AIRPORT BOARD

2023 BUDGET SUMMARY

| | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Projected | 2023 Budget | % Change '23 vs '22 |
|---|---|---|---|---|---|---|
| **Operations Revenues (with CARES)** | | | | | | |
| Spokane International | $ 42,796,506 | $ 38,764,805 | $ 42,889,578 | $ 45,415,418 | $ 48,484,962 | |
| Airport Business Park | 1,395,220 | 1,599,815 | 1,448,381 | 1,453,000 | 1,435,179 | |
| Felts Field | 772,149 | 866,944 | 808,295 | 785,122 | 796,600 | |
| **Total Operations Revenues** | 44,963,875 | 41,231,564 | 45,146,254 | 47,653,540 | 50,716,741 | 6.4% |
| **Other Sources** | | | | | | |
| Spokane International | 661,122 | 751,506 | 500,658 | 600,000 | 600,000 | |
| Airport Business Park | 15,127 | 16,337 | 11,363 | 13,000 | 16,000 | |
| Felts Field | 9,855 | 120,629 | 8,581 | 64,462 | 10,000 | |
| (To) / From Reserves | (3,474,713) | (2,847,536) | (7,347,204) | (6,651,991) | (619,835) | |
| **Total Other Sources** | (2,788,609) | (1,959,064) | (6,826,602) | (5,974,529) | 6,165 | |
| **Total Operations / Other Sources** | $ 42,175,266 | $ 39,272,500 | $ 38,319,652 | $ 41,679,011 | $ 50,722,906 | 21.7% |
| **Operations Expenses** | | | | | | |
| Spokane International | $ 29,419,101 | $ 26,104,978 | $ 22,292,284 | $ 29,709,187 | $ 38,438,681 | 29.4% |
| Airport Business Park | 614,655 | 568,191 | 543,669 | 362,459 | 703,826 | |
| Felts Field | 596,296 | 547,688 | 456,573 | 752,898 | 647,762 | |
| **Total Operations Expenses** | 30,630,052 | 27,220,857 | 23,292,526 | 30,824,544 | 39,790,269 | 29.1% |
| **Debt Service** | | | | | | |
| Spokane International | 467,519 | 467,519 | 4,089,205 | - | - | |
| Airport Business Park | - | - | - | - | - | |
| Felts Field | - | - | - | - | - | |
| **Total Debt Service** | 467,519 | 467,519 | 4,089,205 | - | - | |
| **Operations & Debt Service** | 31,097,571 | 27,688,376 | 27,381,731 | 30,824,544 | 39,790,269 | 29.1% |
| **Non-Cash Depreciation** | | | | | | |
| Spokane International | 9,649,412 | 9,935,178 | 9,290,428 | 9,091,614 | 9,297,882 | |
| Airport Business Park | 556,887 | 536,935 | 506,783 | 622,255 | 595,606 | |
| Felts Field | 871,395 | 1,112,010 | 1,140,710 | 1,140,598 | 1,039,149 | |
| **Total Non-Cash Depreciation** | 11,077,695 | 11,584,123 | 10,937,921 | 10,854,467 | 10,932,637 | |
| **Total Operations / Other Expenditures** | $ 42,175,266 | $ 39,272,500 | $ 38,319,652 | $ 41,679,011 | $ 50,722,906 | 21.7% |
| **Capital Sources** | | | | | | |
| Spokane International | 30,435,966 | 13,345,017 | 29,266,302 | 71,612,000 | 118,450,499 | |
| Airport Business Park | 838,943 | 17,727 | 118,297 | 430,000 | 1,187,000 | |
| Felts Field | 4,243,194 | 444,535 | 1,237,398 | 3,512,000 | 3,935,500 | |
| | $ 35,518,103 | $ 13,807,279 | $ 30,621,997 | $ 75,554,000 | $ 123,572,999 | 63.6% |
| **Capital Expenditures** | | | | | | |
| Spokane International | 30,435,966 | 13,345,017 | 29,266,302 | 71,612,000 | 118,450,499 | |
| Airport Business Park | 838,943 | 17,727 | 118,297 | 430,000 | 1,187,000 | |
| Felts Field | 4,243,194 | 444,535 | 1,237,398 | 3,512,000 | 3,935,500 | |
| | $ 35,518,103 | $ 13,807,279 | $ 30,621,997 | $ 75,554,000 | $ 123,572,999 | 63.6% |
| **Consolidated Sources** | $ 77,693,369 | $ 53,079,779 | $ 68,941,649 | $ 117,233,011 | $ 174,295,905 | 48.7% |
| **Consolidated Expenditures** | $ 77,693,369 | $ 53,079,779 | $ 68,941,649 | $ 117,233,011 | $ 174,295,905 | 48.7% |

# SPOKANE INTERNATIONAL AIRPORT

2023 OPERATIONS BUDGET SUMMARY

| | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Projected | 2023 Budget | % Change '23 vs '22 |
|---|---|---|---|---|---|---|
| **Operations Revenues (with CARES)** | | | | | | |
| Parking / Ground Transportation | $ 15,353,376 | $ 8,643,334 | $ 11,973,477 | $ 15,425,050 | $ 18,624,734 | 20.7% |
| Airfield | 6,801,313 | 6,701,567 | 5,782,285 | 6,327,706 | 6,419,475 | |
| Fuel Facility | 825,519 | 734,404 | 870,240 | 893,555 | 1,150,000 | |
| Other Buildings & Grounds | 2,537,884 | 2,576,837 | 2,482,758 | 2,842,052 | 2,817,766 | |
| Terminal | 10,744,231 | 11,449,488 | 10,161,326 | 10,823,960 | 11,368,646 | |
| Rental Car Facilities | 6,328,214 | 3,826,865 | 7,226,568 | 8,927,224 | 7,925,041 | |
| Other Revenues | 205,969 | 196,512 | 304,144 | 164,300 | 179,300 | |
| Indirect Cost Centers CARES Funds | - | 4,635,798 | 4,088,780 | 11,570 | - | |
| **Total Operations Revenue** | $ 42,796,506 | $ 38,764,805 | $ 42,889,578 | $ 45,415,418 | $ 48,484,962 | 6.8% |
| **Operations Expenses** | | | | | | |
| Parking / GTC / Landside | 5,556,086 | 4,530,348 | 3,791,286 | 4,261,442 | 6,548,696 | |
| Airfield & Operations | 5,873,452 | 6,014,889 | 4,837,799 | 5,878,098 | 9,183,285 | |
| Fuel Facility | 422,847 | 367,705 | 302,487 | 427,635 | 622,721 | |
| Other Buildings & Grounds | 483,123 | 185,152 | 224,322 | 380,445 | 546,191 | |
| Terminal | 5,666,229 | 4,515,796 | 4,712,568 | 5,593,816 | 6,795,023 | |
| Rental Car Facilities | 389,351 | 419,353 | 266,718 | 558,497 | 469,000 | |
| Other Indirect Centers | | | | | | |
| Engineering | 527,494 | 411,935 | 586,042 | 638,890 | 861,611 | |
| Fire | 2,275,829 | 2,151,699 | 2,200,514 | 2,635,794 | 2,302,235 | |
| Information Technology | 580,111 | 575,267 | 618,762 | 777,577 | 1,042,498 | |
| Police | 1,989,129 | 2,053,036 | 2,102,398 | 2,433,992 | 2,298,816 | |
| Communication | 548,394 | 518,029 | 541,334 | 548,028 | 780,656 | |
| General Administration | 5,107,056 | 4,361,769 | 2,108,054 | 5,574,973 | 6,987,949 | |
| **Sub-Total Operations Expenses** | 29,419,101 | 26,104,978 | 22,292,284 | 29,709,187 | 38,438,681 | 29.4% |
| ***Revenues over Expenses pre Deprec*** | $ 13,377,405 | $ 12,659,827 | $ 20,597,294 | $ 15,706,231 | $ 10,046,281 | |
| ***Gross Depreciation*** | 23,808,566 | 26,756,561 | 26,998,286 | 26,675,282 | 22,928,959 | |
| ***Credit for Funded Assets*** | (14,159,154) | (16,821,383) | (17,707,858) | (17,583,668) | (13,631,077) | |
| ***Net Depreciation*** | 9,649,412 | 9,935,178 | 9,290,428 | 9,091,614 | 9,297,882 | |
| ***Revenues over Expenses incl Deprec*** | $ 3,727,993 | $ 2,724,649 | $ 11,306,866 | $ 6,614,617 | $ 748,399 | |
| **Other Sources Available / (Used)** | | | | | | |
| Interest Income | 661,122 | 751,506 | 500,658 | 600,000 | 600,000 | |
| Debt Interest | (13,338) | (11,844) | (5,935) | - | - | |
| Total Other Sources Available | 647,784 | 739,662 | 494,723 | 600,000 | 600,000 | 0.0% |
| Available for Debt / Projects / Reserves | 4,375,777 | 3,464,311 | 11,801,589 | 7,214,617 | 1,348,399 | -81.3% |
| Total Debt Principal | (451,701) | (454,636) | (4,083,270) | - | - | |
| ***Sources over (Expenses)*** | $ 3,924,076 | $ 3,009,675 | $ 7,718,319 | $ 7,214,617 | $ 1,348,399 | |

# AIRPORT BUSINESS PARK

## 2023 OPERATIONS BUDGET SUMMARY

| Operations Revenues (with CARES) | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Projected | 2023 Budget | % Change '23 vs '22 |
|---|---|---|---|---|---|---|
| Building / Office Leases | $ 1,148,272 | $ 1,163,700 | $ 1,145,099 | $ 1,142,000 | $ 1,116,211 | |
| Land Leases | 239,825 | 299,681 | 303,282 | 311,000 | 317,968 | |
| Miscellaneous | 7,123 | 136,434 | - | - | 1,000 | |
| **Total Operating Revenues** | $1,395,220 | $1,599,815 | $1,448,381 | $1,453,000 | $1,435,179 | -1.2% |
| **Operating Expenses** | | | | | | |
| Buildings | $ 408,304 | $343,528 | $ 285,239 | $ 206,833 | $ 368,611 | |
| Grounds | 70,340 | 70,340 | 160,338 | 59,327 | 129,743 | |
| General Administration | 136,011 | 154,323 | 98,092 | 96,299 | 205,472 | |
| **Total Operating Expenses** | 614,655 | 568,191 | 543,669 | 362,459 | 703,826 | 94.2% |
| **Revenues over Expenses (Pre Deprec)** | $ 780,565 | $ 1,031,624 | $ 904,712 | $ 1,090,541 | $ 731,353 | |
| Depreciation | 556,887 | 536,935 | 506,783 | 622,255 | 595,606 | |
| ***Operating Revenue over (Expense)*** | $ 223,678 | $ 494,689 | $ 397,929 | $ 468,286 | $ 135,747 | |
| **Other Sources Available / Used** | | | | | | |
| Interest Income | 15,127 | 16,337 | 11,363 | 13,000 | 15,000 | |
| Interest Expense | - | - | - | - | - | |
| Other Non-Operating Income (Expense) | - | - | - | - | 1,000 | |
| Total Other Sources Available | 15,127 | 16,337 | 11,363 | 13,000 | 16,000 | |
| Available for Debt / Projects / Reserves | 238,805 | 511,026 | 409,292 | 481,286 | 151,747 | |
| Total Debt Principal | - | - | - | - | - | |
| ***Sources over Expenditures incl Deprec*** | $ 238,805 | $ 511,026 | $ 409,292 | $ 481,286 | $ 151,747 | |

# FELTS FIELD

## 2023 OPERATIONS BUDGET SUMMARY

| Operating Revenues | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Projected | 2023 Budget | % Change '23 vs '22 |
|---|---|---|---|---|---|---|
| Airfield | $ 47,608 | $ 42,796 | $ 55,726 | $ 46,980 | $ 50,300 | |
| Hangars/ Bldgs / Land | 688,152 | 676,760 | 715,685 | 645,616 | 706,700 | |
| Terminal | 26,534 | 26,759 | 28,303 | 28,064 | 29,600 | |
| Miscellaneous | 9,855 | 120,629 | 8,581 | 64,462 | 10,000 | |
| **Total Revenues** | $ 772,149 | $ 866,944 | $ 808,295 | $ 785,122 | $ 796,600 | 1.5% |
| **Operating Expenses** | | | | | | |
| Airfield | $ 129,004 | $ 124,556 | $ 105,087 | $ 182,818 | $ 210,301 | |
| Hangars/ Bldgs / Land | 84,597 | 59,993 | 49,554 | 147,106 | 97,585 | |
| Terminal | 61,147 | 57,247 | 66,576 | 63,295 | 78,624 | |
| General Admin | 321,548 | 305,892 | 235,356 | 359,679 | 261,252 | |
| **Total Expenses** | 596,296 | 547,688 | 456,573 | 752,898 | 647,762 | -14.0% |
| ***Revenue / (Expense) Pre Depreciation*** | $ 175,853 | $ 319,256 | $ 351,722 | $ 32,224 | $ 148,838 | |
| Depreciation | 1,742,876 | 1,983,491 | 2,012,024 | 2,003,708 | 1,813,700 | |
| Credit for Funded Assets | (871,481) | (871,481) | (871,314) | (863,110) | (774,551) | |
| ***Net Depreciation*** | 871,395 | 1,112,010 | 1,140,710 | 1,140,598 | 1,039,149 | |
| ***Revenue / (Expense) incl Depreciation*** | $ (695,542) | $ (792,754) | $ (788,988) | $ (1,108,374) | $ (890,311) | |
| ***Cash Available for Debt Service*** | $ 175,853 | $ 319,256 | $ 351,722 | $ 32,224 | $ 148,838 | |
| Interest and Other Income | 9,855 | 120,629 | 8,581 | 64,462 | 10,000 | |
| Available for Debt / Projects / Reserves | 185,708 | 439,885 | 360,303 | 96,686 | 158,838 | |
| Debt Service | - | - | - | - | - | |
| ***Expenses over Sources*** | $ 185,708 | $ 439,885 | $ 360,303 | $ 96,686 | $ 158,838 | |

# SPOKANE AIRPORT BOARD

## 2023 CAPITAL SUMMARY

| *SPOKANE INTERNATIONAL AIRPORT* | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Estimated | 2023 Budget |
|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | |
| Federal & AIP Grants | - | 5,000,305 | 11,282,598 | - | 60,000,000 |
| Other Federal Grants / Funds | - | - | 1,980,625 | 12,000,000 | |
| Other State / Local Funds | - | 1,260 | 496,260 | - | 1,000,000 |
| Available / Used PFC Collections and Interest | 16,076,555 | 3,618,625 | 6,542,293 | 3,500,000 | 5,360,000 |
| Revenue Bonds / PFC Supported | | | | 45,562,000 | 17,312,499 |
| Available CFC Collections | 152,609 | 2,117,569 | 2,942,790 | - | 3,500,000 |
| Funds From Operations, Unrestricted Cash, CARES | 14,206,802 | 2,607,259 | 6,021,736 | 10,550,000 | 31,278,000 |
| | **30,435,966** | **13,345,017** | **29,266,302** | **71,612,000** | **118,450,499** |
| **EXPENDITURE OF FUNDS** | | | | | |
| Parking / Ground Transportation | 3,742,347 | 18,831 | 438,344 | 3,300,000 | 8,825,000 |
| Landside Roadways | 985,259 | 4,552,564 | 4,765,301 | - | - |
| Airfield / Ops / Fuel | 4,503,841 | 567,626 | 8,502,025 | 6,600,000 | 40,680,000 |
| Other Buildings & Grounds | 2,322,115 | 1,526,074 | 3,314,349 | 11,350,000 | 8,700,000 |
| Terminal | 13,739,848 | 5,136,024 | 7,813,138 | 48,687,000 | 56,492,499 |
| ARFF | 56,079 | 734,982 | - | 60,000 | 1,065,000 |
| I.T. | 3,832,340 | 132,941 | - | 1,475,000 | 2,075,000 |
| Police / Security | 918,876 | - | - | 75,000 | 100,000 |
| Admin | - | 46,255 | 32,906 | 65,000 | 513,000 |
| Transload | - | 613,273 | 4,360,828 | - | |
| Land Acquisitions | 335,261 | 16,447 | 39,411 | - | - |
| **Total Expenditures** | **30,435,966** | **13,345,017** | **29,266,302** | **71,612,000** | **118,450,499** |

| *AIRPORT BUSINESS PARK* | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Estimated | 2023 Budget |
|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | |
| Funds From Operations & Unrestricted Cash | 838,943 | 17,727 | 118,297 | 430,000 | 1,187,000 |
| **Total Sources** | **838,943** | **17,727** | **118,297** | **430,000** | **1,187,000** |
| **EXPENDITURE OF FUNDS** | | | | | |
| Total Capital Projects | 838,943 | 17,727 | 118,297 | 430,000 | 1,187,000 |
| **Total Expenditures** | **838,943** | **17,727** | **118,297** | **430,000** | **1,187,000** |

| *FELTS FIELD* | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Estimated | 2023 Budget |
|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | |
| Federal & AIP Grants | - | 150,275 | 801,821 | 90,000 | 1,075,000 |
| Other Grants | | | | 492,000 | 950,000 |
| Debt or Other Funds | | | | - | - |
| Funds From Operations & Unrestricted Cash | 4,243,194 | 294,260 | 435,577 | 2,930,000 | 1,910,500 |
| **Total Sources** | **4,243,194** | **444,535** | **1,237,398** | **3,512,000** | **3,935,500** |
| **EXPENDITURE OF FUNDS** | | | | | |
| Airfield | 52,226 | 268,046 | 1,207,641 | 690,000 | 1,160,500 |
| Other Buildings / Grounds | 4,096,106 | 176,489 | 29,757 | 600,000 | 1,925,000 |
| Terminal | 15,355 | - | - | 1,572,000 | 350,000 |
| Land Acquistions | 79,507 | - | - | 650,000 | 500,000 |
| **Total Expenditures** | **4,243,194** | **444,535** | **1,237,398** | **3,512,000** | **3,935,500** |

*Note: The expenditures noted above do not necessarily represent specific projects, rather a variety of projects in a category that will be individually vetted by the Airport Board through the Committee process prior to authorization of expending of funds.*

# Section X. Selected 2023 Rates & Charges List

*Space rates shown on a square foot per annum basis*
*Other rate basis are noted*
*(This list is not meant to be all inclusive.)*

Change from 2022

| **Spokane International Airport** | Signatory | Cargo Exempt* | w/ Use Agreement | Itinerant |
|---|---|---|---|---|
| **Class 1 Space** | | | | |
| Airline Ticket Counters | $ 63.02 | | | |
| Airline Ticket Office (ATO) | 63.02 | | | |
| Queuing Areas | 63.02 | | | |
| Instant Travel Machines | 63.02 | | | |
| Concourse Hold Areas | 63.02 | | | |
| Baggage Claim | 63.02 | | | |
| **Class 2 Space** | | | | |
| Baggage Service (BOS) | $ 47.27 | | | |
| Upper Concourse Office | 47.27 | | | |
| Ops Office | 47.27 | | | |
| Communications Office | 47.27 | | | |
| Baggage Make-Up | 47.27 | | | |
| Baggage Delivery | 47.27 | | | |
| Lower Concourse Office | 47.27 | | | |
| Storage Room | 47.27 | | | |
| Maintenance Office | 47.27 | | | |
| Baggage Cabinet | 47.27 | | | |
| Triturator Building | 47.27 | | | |
| | | | | |
| Loading Bridge / mo | $ 2,237.08 | | | |
| Aircraft Parking / mo | $ 500.00 | | | |
| Boarding Walkway | $ 11.25 | | | |
| | | | | |
| Ramp GSE Storage | $ 4.34 | | | |
| Glycol Pad | 4.34 | | | |
| Outside Storage | 0.80 | | | |
| | | | | |
| Landing Fee / 1,000 lbs | $ 2.24 | $ 2.35 | $ 2.58 | $ 3.36 |
| Non Leased Loading Bridge / full turn | 303.00 | | 303.00 | 303.00 |
| {Includes NON Leased Loading Bridge, A/C Parking, Concourse holding area} | | | | |
| Non Leased Baggage System / turn | 122.00 | | 122.00 | 122.00 |
| {Includes both baggage make-up for outbound AND baggage claim for inbound} | | | | |
| Non Leased Ticketing / use | 40.00 | | 40.00 | 40.00 |
| {Includes NON Leased Ticket Counter Only} | | | | |
| Non Leased Aircraft Parking / use | 125.00 | 131.00 | 144.00 | 187.00 |
| {Includes NON Leased Aircraft Parking area away from a Bridge} | | | | |
| Fuel Flowage Fee / Gallon | 0.050 | 0.050 | 0.060 | 0.075 |

***Cargo Exempt:** Cargo Carriers with on-airfield ramp & operation facilities

# Section X. Selected 2023 Rates & Charges List

*Space rates shown on a square foot per annum basis*
*Other rate basis are noted*
*(This list is not meant to be all inclusive.)*
Change from 2022

| Spokane International General Aviation | |
|---|---|
| Non Lease Aircraft Parking / day | |
| Single Engine Aircraft | $ 25.00 |
| Multi Engine / Small Jet | 35.00 |
| Q-400 / EJ / RJ or Greater | 50.00 |

| Use Agreement / month | |
|---|---|
| SIA | $ 90.00 |
| Felts Field | 35.00 |

| Felts Field Rates | |
|---|---|
| Landing Fee / 1000 lbs | $ 2.50 |
| Non Lease Aircraft / day | 25.00 |
| T-Hangar / mo | 305.00 |
| Tie-Down / mo | 30.00 |
| Fuel Flowage / Gallon | 0.065 |

| Mini Warehouse Rates | |
|---|---|
| **amounts due in advance for entire billing term)** | |
| Monthly Only | TBD |
| Includes WA St LH Tax | |

| Miscellaneous Items (not incl. applicable taxes) | |
|---|---|
| Security Badge Only | $ 30.00 |
| Badge Renewal or Fingerprinting | 40.00 |
| New Badge & Fingerprinting | 60.00 |
| 1st Lost Badge | 30.00 |
| 2nd Lost Badge | 40.00 |
| 3rd Lost Badge | 60.00 |
| Telephone Line / mo | 12.00 |
| Fitness Center / mo | 15.00 |
| GTC Conf room / 4 hrs | 25.00 |
| Room Setup (if necessary) | 25.00 |
| Event or Conference Center / day | 175.00 |
| GTC Trip Fee / Trip | 2.00 |

| Force Account Rates | |
|---|---|
| Materials | Cost + 10% |
| Labor / hr. | $ 62.50 |

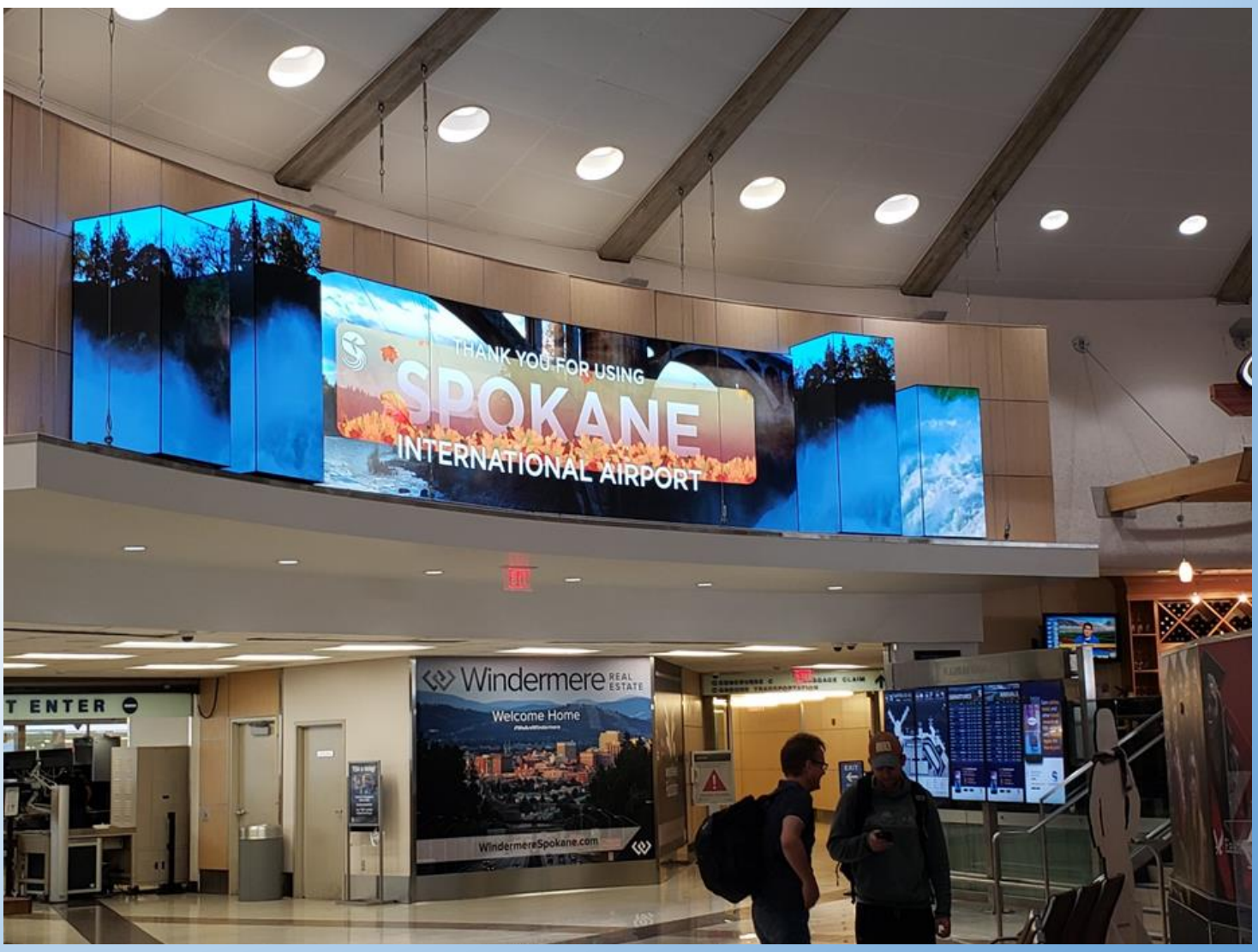
| ALL VEHICLE PARKING LOT RATES INCLUDE WA STATE SALES TAX | | | | | |
|---|---|---|---|---|---|
| **Parking (Sales Tax Included)** | **Covered** | **Outside** | | | |
| Length of Stay | **Garage** | **Surface** | **C-Lot** | **Economy** | **Hourly** |
| 0 - 2 HR | $ 4.00 | $ 4.00 | $ 4.00 | $ 6.00 | $ 2.00 / HR |
| 2 - 3 HRS | 6.00 | 6.00 | 6.00 | | |
| 3 - 4 HRS | 8.00 | 8.00 | 8.00 | | |
| 4 - 5 HRS | 10.00 | | | | |
| 5-24 HRS | 12.00 | | | | |
| **DAILY MAX.** | **$ 12.00** | **$ 8.00** | **$ 8.00** | **$ 6.00** | |

| Miscellaneous Vehicle Parking | |
|---|---|
| Employee Lots / mo | $ 30.00 |
| Employee Surface Lot / mo | 130.00 |
| Employee Garage Parking / mo | 200.00 |
| Passport / Executive / mo | 200.00 |
| Vendor / Contractor Parking / veh / year | 50.00 |
| Transponder Replacement | 50.00 |
| **ALL VEHICLE PARKING INCLUDES WSST** | |

**Notes:** Certain other terminal and leasehold rental rates are set in conjunction with the Airline Operating Agreement (AOA) provisions while others are set by Fair Market Value appraisals. Rental Car and Concession rates are determined through negotiation and Request for Proposal (RFP) processes. Equipment rentals and other rates are available upon request.

# Spokane Airports 2023 Budget

*Spokane International Airport / Airport Business Park/ Felts Field*




***www.spokaneairports.net***

*Approved:*
*Spokane Airport Board, October 20, 2022*

# 2023 BUDGET DISCUSSION
# SPOKANE AIRPORTS

# SPOKANE AIRPORTS:

## Financially self-sufficient
## Funds come only from system users

- Operating Revenues
  - Parking and Ground Transportation fees
  - Concessions (Food/Beverage/Retail/Hotels)
  - Tenant Rents
  - Airline Landing Fees & Rent
  - Rental Cars

- Capital Projects Revenues
  - AIP Grants (Federal Ticket & Fuel Tax; Airport Improvement Trust Fund)
  - Bipartisan Infrastructure Law (BIL) grants
  - DOT & WSDOT grants
  - Passenger Facility Charges (PFC) from traveling passenger tickets
  - Customer Facility Charges (CFC) from rental car transactions
  - Cash generated from Airport operating and non-operating income

- Used ONLY on specific approved projects

Spokane International Airport
GEG – GENERATING ECONOMIC GROWTH

# Budget Process Highlights

- Budget Overview
  - Regulated by DOT Regulations (encourages negotiation)
  - Start with expenses, subtract non-airline revenues, airlines are responsible for balance
- Rate Modeling
  - Based on activity forecasts
    - Passengers
    - Landed weight
  - Calculate 2021 true-up based on actuals
  - Input department information (staffing, O&M expenses & proposed capital)
  - Calculate estimated 2022
  - Enter 2023 data
  - Apply cost center allocations
- Results in rate setting
  - Terminal rent rate
  - Landing fee rate

# 2019 - 2023 Activity (Passengers & Landed Weight)

**Traffic Activity**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| Enplaned Passengers | | | | | |
| Alaska | 706 | 334 | 544 | 643 | 658 |
| Allegiant (non-sig) | 0 | - | 18 | 38 | 39 |
| Delta | 501 | 202 | 385 | 500 | 511 |
| Frontier (non-sig) | 35 | 15 | 19 | 13 | 14 |
| Southwest | 464 | 235 | 384 | 457 | 468 |
| American | 123 | 89 | 149 | 96 | 98 |
| United | 191 | 85 | 142 | 162 | 165 |
| Others | 3 | 1 | 1 | 10 | 10 |
| Total | 2,023 | 962 | 1,643 | 1,920 | 1,964 |
| | | | | | |
| Enplaned Passengers | 2,023 | 962 | 1,643 | 1,920 | 1,964 |
| % Change YoY | 1.2% | -52.4% | 70.8% | 16.9% | 2.3% |
| % Change to 2019 | | -52.4% | -18.8% | -5.1% | -3.0% |
| | | | | | |
| By Terminal | | | | | |
| Terminal C | 828 | 424 | 693 | 739 | 756 |
| Terminal A&B | 1,195 | 539 | 950 | 1,181 | 1,208 |
| Total | 2,023 | 962 | 1,643 | 1,920 | 1,964 |

**Traffic Activity**
**Spokane International Airport**
**(for the 12 months ending December 31; numbers in thousands)**

| | Actual 2019 | Actual 2020 | Actual 2021 | Estimate 2022 | Budget 2023 |
|---|---|---|---|---|---|
| Landed Weight (per 1,000 lbs.) | | | | | |
| Passenger Airlines | | | | | |
| Alaska | 741 | 532 | 698 | 728 | 724 |
| Allegiant (non-sig) | 1 | - | 26 | 39 | 41 |
| Delta | 554 | 407 | 543 | 561 | 582 |
| Frontier (non-sig) | 33 | 21 | 24 | 14 | 14 |
| Southwest | 513 | 392 | 422 | 462 | 459 |
| American | 142 | 129 | 186 | 104 | 171 |
| United | 247 | 140 | 180 | 181 | 171 |
| Others | 7 | 2 | 3 | 4 | 11 |
| Subtotal - Passenger | 2,239 | 1,623 | 2,084 | 2,093 | 2,173 |
| Cargo | | | | | |
| Signatory | 429 | 414 | 456 | 465 | 475 |
| Non-signatory | 66 | 130 | 93 | 123 | 126 |
| Subtotal - Cargo | 495 | 544 | 550 | 589 | 600 |
| | | | | | |
| Total | 2,733 | 2,168 | 2,633 | 2,682 | 2,774 |
| % Change YoY | 1.0% | -20.7% | 21.5% | 1.9% | 3.4% |
| % Change to 2019 | | -20.7% | -3.7% | -1.9% | 1.5% |

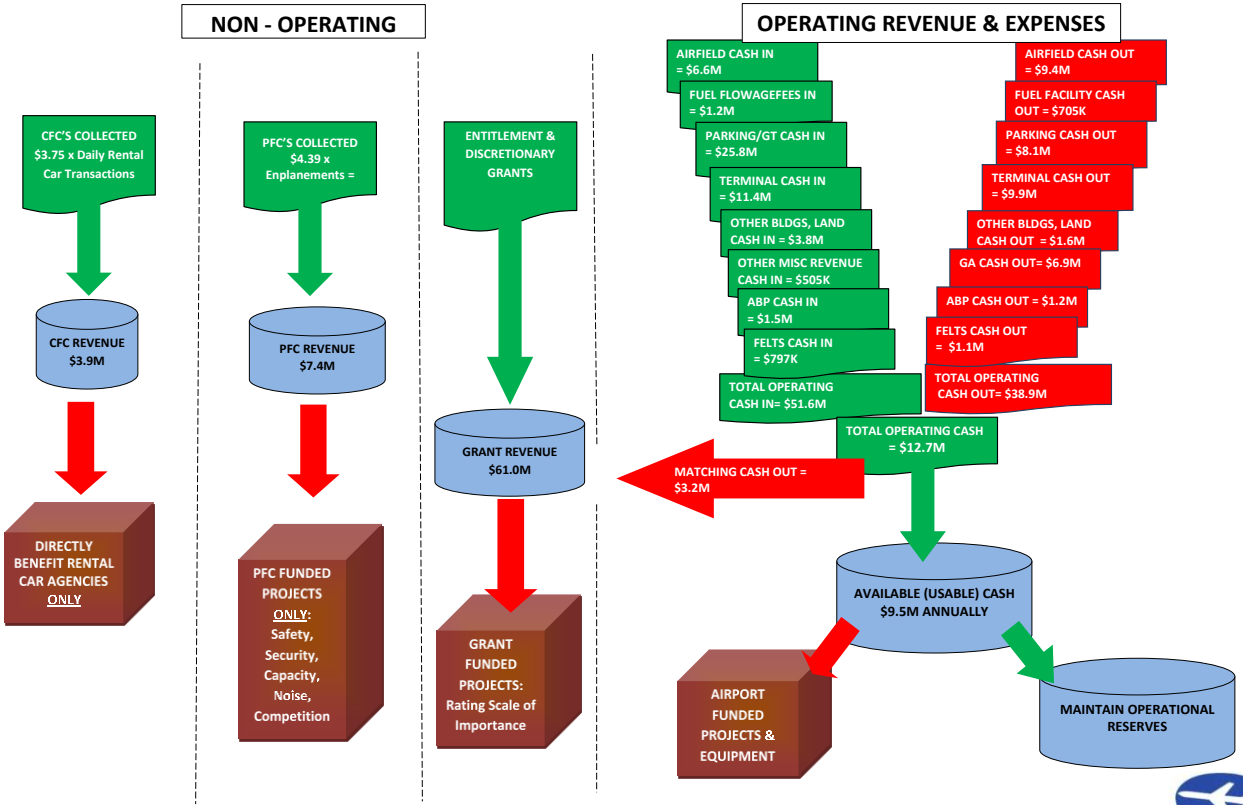
Spokane International Airport
GEG — GENERATING ECONOMIC GROWTH

# Budget Process Highlights

- Airport Airline Affairs Committee (AAAC) Consultation
  - October 4th
    - Current Agreement expires December 31, 2022 – proposed one-year extension
    - Presented 2023 Rates and Charges
- Rate Summary
  - Class 1 Terminal Rent = $63.02 up from $60.70 per square foot per year (+3.8%)
  - Landing Fee = $2.24 up from $2.16 per 1,000# (+3.7%)
- Airport Finance Committee – October 12th
- Airport Board Meeting – October 20th
- Spokane City Council – October 24th
- Board of County Commissioners – October 25th

# Sources and Uses of Cash

(Based on 2023 Budget)






Spokane International Airport
GEG — GENERATING ECONOMIC GROWTH

# 2022 Year End Estimate

- Consolidated operating revenues projected to be 15.1% above budget
- Consolidated operating expenses projected to be 4.2% below budget
- 2022 enplanements are projected to be 5.1% below 2019 actuals
- 2022 landed weights projected at 1.9% below 2019 actuals
- Estimated CPE of $5.79 for 2022; budgeted at $6.19

# 2023 Budget Highlights

- Consolidated operating revenues of $49.5M
  - 15.1% increase from 2022 budgeted revenues
  - 7.5% increase from 2022 projected revenues

- Consolidated operating expenses total of $39.0M
  - 20.7% increase from 2022 budgeted expenses
  - 25.0% increase from 2022 projected expenses

- Sources of funds for Capital Improvement Program total of $123.6M
  - $71.9M combination of AIP & BIL grants, PFC, and CFC funds
  - $17.3M for Concourse C TREX, may include debt financing
  - Up to $34.4M of Airport funds

# 2023 Budget Highlights

- Operating Expenses
  - Funding return of staffing to near pre-pandemic levels due to increase in business activities
  - Increased materials and supplies cost due to inflation and supply chain challenges
  - Higher than average snowfall prediction for this winter season

# 2023 Major Capital Projects by Funding Source

- PFC paygo
  - Concourse C TREX construction
- Debt issuance (PFC supported)
  - Concourse C TREX construction
- CFC
  - GTC Improvements Phase 3 – architectural and engineering design
- Airport
  - Road improvements to Flint Road and Airport Drive, parking lot improvements, east cargo ramp expansion, fuel facility improvements, elevator & escalator modernization, ARFF and airfield snow removal vehicles, IT infrastructure upgrades
- Federal Grants
  - West terminal ramp construction, Concourse C TREX

# 2023 Budget Summary (with comparison to 2022)

## SPOKANE AIRPORT BOARD

2023 BUDGET SUMMARY

| CONSOLIDATED | | 2022 |
|---|---|---|
| Spokane International Airport | $ 166,187,062 | 48.4% |
| Airport Business Park | 2,486,432 | 65.1% |
| Felts Field | 5,622,411 | 7.7% |
| Total | $ 174,295,905 | 46.9% |

| 2022 | OPERATING EXPENSES | | 2022 |
|---|---|---|---|
| 18.3% | Spokane International Airport | $ 47,736,563 | 65.4% |
| 20.8% | Airport Business Park | 1,299,432 | 176.0% |
| -1.3% | Felts Field | 1,686,911 | 12.1% |
| 17.6% | Total | $ 50,722,906 | 63.6% |

| CAPITAL | | |
|---|---|---|
| Spokane International Airport | $ 118,450,499 | |
| Airport Business Park | 1,187,000 | |
| Felts Field | 3,935,500 | |
| Total | $ 123,572,999 | |

Spokane International Airport
GEG — GENERATING ECONOMIC GROWTH

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 9/29/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2020-0414 |
| | | Renews # | |
| Submitting Dept | STREETS | Cross Ref # | |
| Contact Name/Phone | CLINT HARRIS 625-7744 | Project # | |
| Contact E-Mail | CEHARRIS@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Purchase w/o Contract | Requisition # | |
| Agenda Item Name | 1100-STREET DEPARTMENT VALUE BLANKET FOR SA PREMIER CRACK SEALANT | | |

**Agenda Wording**

The Street Department is requesting to renew a Value Blanket contract (VB301254) for the purchase of SA Premier Crack Sealant from Specialty Asphalt at a cost not to exceed $125k.

**Summary (Background)**

Crack sealing work using SA Premier sealant extends the life of city roadways, greatly reducing the impact of freeze/thaw cycles on surface conditions and structural longevity. This blanket's pricing is based upon the pricing found on Washington state contract #01211. Funding for this will be through the Street Dept. Budget.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ 125,000.00 | # 1100-21700-42300-53210-99999 |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | HARRIS, CLINT E. | Study Session\Other | PIES 9/26/22 |
| Division Director | FEIST, MARLENE | Council Sponsor | Kinnear |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | ceharris@spokanecity.org | |
| For the Mayor | PERKINS, JOHNNIE | jklapp@spokanecity.org | |
| Additional Approvals | | jwthomas@spokanecity.org | |
| Purchasing | | tbrazington@spokanecity.org | |
| | | tprince@spokanecity.org | |
| | | jdykes@spokanecity.org | |
| | | erasc@spokanecity.org | |

# Committee Agenda Sheet
# [PIES]

| | |
|---|---|
| **Submitting Department** | Streets |
| **Contact Name & Phone** | Clint Harris – 509-625-7744 |
| **Contact Email** | ceharris@spokanecity.org |
| **Council Sponsor(s)** | Lori Kinnear |
| **Select Agenda Item Type** | X Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | Value Blanket for SA Premier Crack Sealant |
| **Summary (Background)** | *The Street Department is requesting to renew a Value Blanket contract for the purchase of SA Premier Crack Sealant from Specialty Asphalt at a cost not to exceed $125k.*<br><br>• Crack sealing work using SA Premier sealant extends the life of city roadways, greatly reducing the impact of freeze/thaw cycles on surface conditions and structural longevity<br>• This blanket's pricing is based upon the pricing found on state contract #01211<br>• Funding for this will be through the Street Dept. Budget |
| **Proposed Council Action & Date:** | Consent approval for value blanket renewal, PIES 9/26/2022 |

**Fiscal Impact:** $125,000.00
Total Cost: $125,000.00
Approved in current year budget? X Yes ☐ No ☐ N/A

Funding Source ☐ One-time X Recurring
Specify funding source:

Expense Occurrence ☐ One-time X Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?
N/A

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
N/A

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?
N/A

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?
N/A

DATE ISSUED: **June 10, 2021**



**CITY OF SPOKANE**
**PURCHASING**
808 W. SPOKANE FALLS BLVD.
SPOKANE, WA 99201-3316
TELEPHONE (509) 625-6400
FAX (509) 625-6413

Purchase Order Number

**VB-301254-000**

This number must appear on all invoices, papers and shipments

**Vendor:** SPECIAL ASPHALT PRODUCTS
602 E GRETA AVE
SPOKANE WA 99208

**Ship To:** STREET DEPARTMENT-OPS COMPLEX
OPERATIONS COMPLEX
CITY OF SPOKANE
901 N NELSON STREET
SPOKANE WA 99202

| BUYER | BUYER PHONE # | TERMS | F.O.B. | DELIVERY DATE |
|---|---|---|---|---|
| THEA PRINCE | 509-625-6403 | NET 30 DAYS | DESTINATION | -- |

| Quantity | U/M | Part Number/ Description | Unit Price | Total |
|---|---|---|---|---|
| | | SA PREMIER HOT-POUR RUBBERIZED CRACK SEALANT PER WA STATE CONTRACT #01211 AND APPROVED BY CITY COUNCIL ON 5/10/21 (OPR 2020-0414)<br><br>THE DEPARTMENT WILL ORDER PRODUCT ON AN "AS NEEDED" BASIS.<br><br>THIS VB EXPIRES 6/10/22 | | |
| | | **ORDER TO INCLUDE "MATERIAL SAFETY DATA SHEETS" IF REQUIRED** | **Total** | 125,000.00 |

Thea Prince
AUTHORIZED SIGNATURE

**STANDARD TERMS & CONDITIONS**

1. **TAXES:** Unless otherwise indicated, the City agrees to pay all State of Washington sales taxes or use taxes. The City is exempt from federal excise taxes. Business, occupational and personal property taxes are the sole responsibility of the Seller.

2. **CHANGES:**
   A. No alteration in any of the terms, conditions, delivery, price, quantity or specifications of items ordered will be effective without the written consent of the Purchasing Director or above-named buyer.
   B. In no event will the City agree to any disclaimer of warranties.
   C. Any response to the City's order which does not contain the words "counteroffer and not acceptance" prominently will be treated as an acceptance of this purchase order on its terms.

3. **FREIGHT TERMS:**
   A. Unless otherwise specified, all items are to be shipped prepaid F.O.B. Destination.
   B. Packing lists shall be enclosed in every box or package.
   C. Regardless of F.O.B. point, Seller agrees to bear all risk of loss, injury or destruction of items ordered while in transit.

4. **ORDERING POLICY:**
   A. Items shall not be shipped to the City unless a purchase order is received or an authorized purchase order number is given over the phone.
   B. Items received without an authorized purchase order number will be returned to the Seller at the Seller's expense.

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 9/28/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0751 |
| | | Renews # | |
| Submitting Dept | WATER & HYDROELECTRIC SERVICES | Cross Ref # | |
| Contact Name/Phone | TONYA REISS 625-7851 | Project # | |
| Contact E-Mail | TREISS@SPOKANECITY.ORG | Bid # | 5733-22 |
| Agenda Item Type | Purchase w/o Contract | Requisition # | VALUE BLANKET |
| Agenda Item Name | 4100 BACKFLOW PREVENTION ASSEMBLIES | | |

**Agenda Wording**

Five year value blanket with M&L Supply Co. Inc. (Spokane, WA) for as-needed purchases of backflow prevention assemblies. Annual spend estimated at $250,000 including tax; total compensation shall be based on prices accepted and the volume purchased.

**Summary (Background)**

Bid #5733-22 was issued on 9/2/22 via the City's electronic bidding portal to more than 85 contacts. Five bids were received by the closing deadline on 9/19/22. Award is recommended to M&L Supply Co. Inc. (Spokane, WA) as the low responsive, responsible bidder.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ 250,000.00 | # 4100-42440-94340-56595-99999 |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | SEARL, LOREN | Study Session\Other | UE 10/10/22 |
| Division Director | FEIST, MARLENE | Council Sponsor | CM STRATTON & ZAPPONE |
| Finance | ALBIN-MOORE, ANGELA | Distribution List | |
| Legal | PICCOLO, MIKE | sjohnson@spokanecity.org | |
| For the Mayor | PERKINS, JOHNNIE | | |
| Additional Approvals | | | |
| Purchasing | PRINCE, THEA | | |
| | | | |
| | | | |
| | | | |

# Committee Agenda Sheet
# Urban Experience Committee

| | |
|---|---|
| **Submitting Department** | Water & Hydroelectric Services |
| **Contact Name & Phone** | Tonya Reiss – 509.625.7851 |
| **Contact Email** | treiss@spokanecity.org |
| **Council Sponsor(s)** | Councilmembers Stratton & Zappone |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: 10/10/2022 |
| **Agenda Item Name** | Backflow Prevention Assemblies Value Blanket |
| **Summary (Background)** | The Water & Hydroelectric Services department requires these products for maintenance of and new installations to the City's existing water service system. This order allows the department to maintain a source for these products without having to maintain extensive on-site inventory. All items are purchased on an as-needed basis, with no minimum obligation.<br><br>This procurement saves taxpayer dollars by leveraging volume discounts.<br><br>Bid #5733-22 was issued on 9/2/22 via the City's electronic bidding portal to more than 85 contacts. Five bids were received by the closing deadline on 9/19/22. Award is recommended to M&L Supply Co. Inc. (Spokane, WA) as the low responsive, responsible bidder.<br><br>This value blanket will be valid for a five-year term with no renewal options. Annual spend is estimated at $250,000 including sales tax; total compensation shall be based on the unit prices accepted and the volume purchased by the City. |
| **Proposed Council Action & Date:** | Consent Approval, 10/24/2022 |

**Fiscal Impact:**

Total Cost: Estimated $250,000.00 annually; actual expenditure dependent on as-needed usage

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Funding Source ☒ One-time ☐ Recurring

Specify funding source: Water Warehouse budget in accordance with actual usage

Expense Occurrence ☒ One-time ☐ Recurring

Other budget impacts: None

**Operations Impacts**

What impacts would the proposal have on historically excluded communities? None

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? N/A

How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?

Expenses will be processed through the value blanket in the City's FMS system to track usage and support annual volume discount negotiations. Should usage drop off, the City retains the right to cancel the value blanket agreement as appropriate.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This procurement complies with City Purchasing polices and supports responsible expenditure of taxpayer dollars.

**CITY OF SPOKANE - WATER & HYDROELECTRIC SERVICES**
914 E. North Foothills Drive
Spokane, Washington 99207
PHONE: 509.625.7800

# BID TABULATION

| | |
|---|---|
| Bid Number | 5733-22 |
| Description | Backflow Prevention Assemblies - Value Blanket |

| | Consolidated Supply | Core & Main | Keller Supply | M&L Supply Co. | Test Gauge, Inc. |
|---|---|---|---|---|---|
| 3" DCVA, Qty. 8 | $ 10,769.28 | $ 10,769.28 | $ 9,975.744 | $ 9,382.184 | $ 16,056.80 |
| 4" DCVA, Qty. 10 | $ 13,959.90 | $ 13,959.90 | $ 12,931.260 | $ 12,161.850 | $ 22,927.00 |
| 6" DCVA, Qty. 10 | $ 22,932.40 | $ 22,932.40 | $ 21,242.630 | $ 19,978.690 | $ 36,985.90 |
| 8" DCVA, Qty. 5 | $ 17,966.65 | $ 17,966.65 | $ 16,642.790 | $ 15,494.435 | $ 34,876.45 |
| 10" DCVA, Qty. 4 | $ 19,771.20 | $ 19,771.20 | $ 18,314.356 | $ 16,876.680 | $ 38,642.84 |
| 2" DCDA, Qty. 2 | $ 3,261.36 | $ 3,261.38 | $ 3,021.052 | $ 2,841.300 | $ 10,275.32 |
| 4" DCDA, Qty. 15 | $ 29,151.30 | $ 29,151.45 | $ 27,003.315 | $ 25,396.605 | $ 47,313.30 |
| 6" DCDA, Qty. 15 | $ 39,768.15 | $ 39,768.15 | $ 36,837.795 | $ 34,645.935 | $ 75,628.35 |
| 8" DCDA, Qty. 10 | $ 40,761.10 | $ 40,760.20 | $ 37,756.740 | $ 35,151.520 | $ 88,551.70 |

| | | | | | |
|---|---|---|---|---|---|
| 10" DCDA, Qty. 5 | $ 27,276.95 | $ 27,276.95 | $ 25,267.055 | $ 23,283.585 | $ 67,090.60 |
| 4" RP, Qty. 2 | $ 3,525.68 | $ 3,525.74 | $ 3,265.936 | $ 3,071.612 | $ 5,909.76 |
| 6" RP, Qty. 2 | $ 6,048.66 | $ 6,048.66 | $ 5,602.968 | $ 5,269.590 | $ 9,169.02 |
| 8" RP, Qty. 2 | $ 10,905.76 | $ 10,905.76 | $ 10,102.168 | $ 9,405.118 | $ 17,565.80 |
| Subtotal | $ 246,098.39 | $ 246,097.72 | $ 227,963.81 | $ 212,959.10 | $ 470,992.84 |
| Sales Tax (9%) | $ 22,148.86 | $ 22,148.79 | $ 20,516.74 | $ 19,166.32 | $ 42,389.36 |
| **Bid Total** | **$ 268,247.25** | **$ 268,246.51** | **$ 248,480.55** | **$ 232,125.42** | **$ 513,382.20** |

| | | | | | |
|---|---|---|---|---|---|
| Lead Time<br>Business Days ARO | 90 | 30 | 30 | 8 | 49 |
| Product Bid | Watts | Watts | Watts | Watts | Watts |

*PLEASE NOTE THIS TABULATION IS NOT AN INDICATION OF AWARD RECOMMENDATION.*
*CRITERIA, IN ADDITION TO PRICE, ARE EVALUATED TO DETERMINE RESPONSIVE BID MEETING SPECIFICATIONS.*

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 9/14/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0752 |
| | | Renews # | |
| Submitting Dept | NEIGHBORHOOD SERVICES | Cross Ref # | |
| Contact Name/Phone | ANNIE DEASY 6343 | Project # | |
| Contact E-Mail | ADEASY@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | CR23930 |
| Agenda Item Name | 0550- RESIDENTIAL STREET MURAL AND COMMUNITY CROSSWALK PROGRAMS | | |

**Agenda Wording**

Contract with Spokane Arts to Manage Residential Street Mural and Crosswalks programs.

**Summary (Background)**

Spokane Arts will manage the Residential Street Mural and Community Crosswalks programs for the duration of the three-year pilot. Both programs will be administered by Spokane Arts, in cooperation with the Streets Department and Office of Neighborhood Services. This is a 3-year contract that ends December 31, 2025. CR 23930.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ 972,750.00 | # 1380-24100-42300-54201-99999 |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | HALL, JOHN E. | Study Session\Other | PIES 9/26/22 |
| Division Director | HALL, JOHN E. | Council Sponsor | CM Zack Zappone |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | jcerecedes@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | hsweet@spokanecity.org | |
| Additional Approvals | | charris@spokanecity.org | |
| Purchasing | | adeasy@spokanecity.org | |
| | | dnorman@spokanecity.org | |
| | | efinch@spokanecity.org | |
| | | nzollinger@spokanecity.org | |

# Committee Agenda Sheet
# Urban Experience

| | |
|---|---|
| **Submitting Department** | Office of Neighborhood Services |
| **Contact Name & Phone** | Annie Deasy, 625-6343 |
| **Contact Email** | adeasy@spokanecity.org |
| **Council Sponsor(s)** | CM Zack Zappone |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: |
| **Agenda Item Name** | Residential Street Mural and Community Crosswalk Programs |
| **Summary (Background)** | Spokane Arts will manage the Residential Street Mural and Community Crosswalks programs for the duration of the three-year pilot. Both programs will be administered by Spokane Arts, in cooperation with the Streets Department and Office of Neighborhood Services. |
| **Proposed Council Action & Date:** | Approve on September 12, 2022 |

**Fiscal Impact:**
Total Cost: $972,750
Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Funding Source ☐ One-time ☒ Recurring
Specify funding source: Traffic Calming Budget

Expense Occurrence ☐ One-time ☒ Recurring

Other budget impacts: (revenue generating, match requirements, etc.) NA

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The street murals and community crosswalks pilot programs will prioritize neighborhoods that have not historically had community art. In addition the program will be available for every neighborhood and improve livability, safety, and sense of community pride in historically excluded communities.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
While no data collection is currently planned, the Social Equity Mapping Tool utilized by SRTC may be used.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Mobile speed radar units and community survey.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This aligns with neighborhood programming, and neighborhood plans.

City Clerk's No. 2022-0752

# City of Spokane

## PERSONAL SERVICES AGREEMENT

## Title: RESIDENTIAL STREET AND SIDEWALK ART PILOT PROGRAM

This Agreement is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **SPOKANE ARTS,** whose Spokane address is 801 West Riverside Avenue, Suite 100, Spokane, Washington 99201 as ("Company"), individually hereafter referenced as a "party", and together as the "parties".

The parties agree as follows:

**1. PERFORMANCE.**
The Company shall manage the Residential Street Mural and Community Crosswalks programs in accordance with Company's Scope of Work, which is attached as Exhibit B. In the event of a conflict between the Scope of Work and this City Contract, the terms of this contract will control.

**2. TERM OF AGREEMENT.**
The term of this Agreement begins on September 1, 2022, and shall run through December 31, 2025, unless amended by written agreement or terminated earlier under the provisions.

**3. COMPENSATION / PAYMENT.**
Total compensation for Company's services under this Contract shall not exceed **NINE HUNDRED SEVENTY TWO THOUSAND SEVEN HUNDRED FIFTY AND NO/100 DOLLARS ($972,750.00)**, excluding tax, if applicable, unless modified by a written amendment to this Agreement. No more than ten percent (10%) of the compensation amount may be paid upon execution of the contract to provide the Company with funds to cover startup costs. Ten percent may be paid in advance of the beginning of the work. Approximately $672,750.00 will be attributed to the Residential Street Mural Program and $300,000 shall be attributed to the Community Crosswalk Program. This is the maximum amount to be paid under this Agreement for the work described in Section 1 above, and shall not be exceeded without the prior written authorization of the City in the form of an executed amendment to this Agreement.

The Company shall submit its applications for payment to City of Spokane Neighborhood Services, Sixth Floor, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington 99201-3317. **Payment will be made via direct deposit/ACH** within thirty (30) days after receipt of the Company's application except as provided by state law. If the City objects to all or any portion of the invoice, it shall notify the Company and reserves the right to only pay that portion of the invoice not in dispute. In that event, the parties shall immediately make every effort to settle the disputed amount.

**4. TAXES, FEES AND LICENSES.**

A. Company shall pay and maintain in current status, all necessary licenses, fees, assessments, permit charges, etc. necessary to conduct the work included under this Agreement. It is the Company's sole responsibility to monitor and determine changes or

the enactment of any subsequent requirements for said fees, assessments, or changes and to immediately comply.

B. The cost of any permits, licenses, fees, etc. arising as a result of the projects included in this Agreement shall be included in the project budgets.

**5. CITY OF SPOKANE BUSINESS LICENSE.**

Section 8.01.070 of the Spokane Municipal Code states that no person may engage in business with the City without first having obtained a valid annual business registration. The Company shall be responsible for contacting the State of Washington Business License Services at www.dor.wa.gov or 360-705-6741 to obtain a business registration. If the Company does not believe it is required to obtain a business registration, it may contact the City's Taxes and Licenses Division at (509) 625-6070 to request an exemption status determination.

**6. SOCIAL EQUITY REQUIREMENTS / NON-DISCRIMINATION.**

No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Agreement because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation including gender expression or gender identity, national origin, honorably discharged veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities. The Company agrees to comply with, and to require that all subcontractors comply with, federal, state and local nondiscrimination laws, including but not limited to: the Civil Rights Act of 1964, the Rehabilitation Act of 1973, the Age Discrimination in Employment Act, and the American's With Disabilities Act, to the extent those laws are applicable.

**7. INDEMNIFICATION.**

The Company shall defend, indemnify, and hold the City and its officers and employees harmless from all claims, demands, or suits at law or equity asserted by third parties for bodily injury (including death) and/or property damage which arise from the Company's negligence or willful misconduct under this Agreement, including attorneys' fees and litigation costs; provided that nothing herein shall require a Company to indemnify the City against and hold harmless the City from claims, demands or suits based solely upon the negligence of the City, its agents, officers, and employees. If a claim or suit is caused by or results from the concurrent negligence of the Company's agents or employees and the City, its agents, officers and employees, this indemnity provision shall be valid and enforceable to the extent of the negligence of the Company, its agents or employees. The Company specifically assumes liability and agrees to defend, indemnify, and hold the City harmless for actions brought by the Company's own employees against the City and, solely for the purpose of this indemnification and defense, the Company specifically waives any immunity under the Washington State industrial insurance law, or Title 51 RCW. The Company recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation. The indemnity and agreement to defend and hold the City harmless provided for in this section shall survive any termination or expiration of this agreement.

**8. INSURANCE.**

During the period of the Agreement, the Company shall maintain in force at its own expense, each insurance noted below with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW:

A. **Worker's Compensation Insurance** in compliance with RCW 51.12.020, which requires subject employers to provide workers' compensation coverage for all their subject workers and Employer's Liability Insurance in the amount of $1,000,000;

B. **General Liability Insurance** on an occurrence basis, with a combined single limit of not less than $1,000,000 each occurrence for bodily injury and property damage. It shall include contractual liability coverage for the indemnity provided under this Agreement. It shall provide that the City, its officers and employees are additional insureds but only with respect to the Company's services to be provided under this Agreement;

i. Acceptable **supplementary Umbrella insurance** coverage combined with Company's General Liability insurance policy must be a minimum of $1,000,000, in order to meet the insurance coverage limits required in this Agreement; and

C. **Automobile Liability Insurance** with a combined single limit, or the equivalent of not less than $1,000,000 each accident for bodily injury and property damage, including coverage for owned, hired and non-owned vehicles.

There shall be no cancellation, material change, reduction of limits or intent not to renew the insurance coverage(s) without thirty (30) days written notice from the Company or its insurer(s) to the City. As evidence of the insurance coverage(s) required by this Agreement, the Company shall furnish acceptable Certificates of Insurance (COI) to the City at the time it returns this signed Agreement. The certificate shall specify the City of Spokane as "Additional Insured" specifically for Company's services under this Agreement, as well as all of the parties who are additional insureds, and include applicable policy endorsements, the thirty (30) day cancellation clause, and the deduction or retention level. The Company shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

**9. DEBARMENT AND SUSPENSION.**

The Company has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or ineligible from participation in Federal Assistance Programs under Executive Order 12549 and "Debarment and Suspension", codified at 29 CFR part 98.

**10. AUDIT.**

The Company and its sub-contractor shall maintain for a minimum of three (3) years following final payment all records related to its performance of the Agreement. The Company and its sub-contractors shall provide access to authorized City representatives, at reasonable times and in a reasonable manner to inspect and copy any such record. In the event of conflict between this provision and related auditing provisions required under federal law applicable to the Agreement, the federal law shall prevail.

**11. ASSIGNMENT AND SUBCONTRACTING.**

The Company shall not assign or subcontract its obligations under this Agreement without the City's written consent, which may be granted or withheld in the City's sole discretion. Any subcontract made by the Company shall incorporate by reference this Agreement, except as otherwise provided. The Company shall ensure that all subcontractors comply with the obligations and requirements of the subcontract. The City's consent to any assignment or subcontract does not release the Company from liability or any obligation within this Agreement, whether before or after City consent, assignment or subcontract.

**12. TERMINATION.**

Either party may terminate this Agreement, with or without cause, by ten (10) days written notice to the other party. In the event of such termination, the City shall pay the Company for all work previously authorized and performed prior to the termination date.

**13. STANDARD OF PERFORMANCE.**

The standard of performance applicable to Company's services will be the degree of skill and diligence normally employed by professional Company performing the same or similar services at the time the services under this Agreement are performed.

**14. OWNERSHIP AND USE OF RECORDS AND DOCUMENTS.**

Original documents, drawings, designs, reports, or any other records developed or created under this Agreement shall belong to and become the property of the City. All records submitted by the City to the Company shall be safeguarded by the Company. The Company shall make such data, documents and files available to the City upon the City's request. If the City's use of the Company's records or data is not related to this project, it shall be without liability or legal exposure to the Company.

Under Washington State Law (reference RCW Chapter 42.56, the *Public Records Act* [PRA]) all materials received or created by the City of Spokane, including this contract and attachments, are ***public records*** and are available to the public for viewing via the City Clerk's Records (online) or a valid Public Records Request (PRR).

Notwithstanding anything to the contrary, City will maintain the confidentiality of Company's materials and information only to the extent that is legally allowed in the State of Washington. City is bound by the State Public Records Act, RCW Ch. 42.56. That law presumptively makes all records in the possession of the City public records which are freely available upon request by anyone. In the event that City gets a valid public records request for Company's materials or information and the City determines there are exemptions only the Company can assert, City will endeavor to give Company notice. Company will be required to go to Court to get an injunction preventing the release of the requested records. In the event that Company does not get a timely injunction preventing the release of the records, the City will comply with the Public Records Act and release the records.

**15. ANTI KICK-BACK.**

No officer or employee of the City of Spokane, having the power or duty to perform an official act or action related to this Agreement shall have or acquire any interest in the Agreement, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in this Agreement.

**16. MISCELLANEOUS PROVISIONS.**

A. **Amendments/Modifications**: This Agreement may be modified by the City in writing when necessary, and no modification or Amendment of this Agreement shall be effective unless signed by an authorized representative of each of the parties hereto.

B. The Company, at no expense to the City, shall comply with all laws of the United States and Washington, the Charter and ordinances of the City of Spokane; and rules, regulations, orders and directives of their administrative agencies and officers. Without limiting the generality of this paragraph, the Company shall comply with the requirements of this Section.

C. This Agreement shall be construed and interpreted under the laws of Washington. The venue of any action brought shall be in a court of competent jurisdiction, located in Spokane County, Washington.

D. **Captions**: The titles of sections or subsections are for convenience only and do not define or limit the contents.

E. **Severability**: If any term or provision is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall not be

affected, and each term and provision shall be valid and enforceable to the fullest extent permitted by law.

F. **Waiver**: No covenant, term or condition or the breach shall be deemed waived, except by written consent of the party against whom the waiver is claimed, and any waiver of the breach of any covenant, term or condition shall not be deemed a waiver of any preceding or succeeding breach of the same or any other covenant, term of condition. Neither the acceptance by the City of any performance by the Company after the time the same shall have become due nor payment to the Company for any portion of the Work shall constitute a waiver by the City of the breach or default of any covenant, term or condition unless otherwise expressly agreed to by the City in writing.

G. **Entire Agreement**: This document along with any exhibits and all attachments, and subsequently issued addenda, comprises the entire agreement between the City and the Company. If conflict occurs between Agreement documents and applicable laws, codes, ordinances or regulations, the most stringent or legally binding requirement shall govern and be considered a part of this Agreement to afford the City the maximum benefits.

H. **No personal liability**: No officer, agent or authorized employee of the City shall be personally responsible for any liability arising under this Agreement, whether expressed or implied, nor for any statement or representation made or in any connection with this Agreement.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Agreement by having legally-binding representatives affix their signatures below.

| **SPOKANE ARTS** | **CITY OF SPOKANE** |
|---|---|
| By_____ | By_____ |
| Signature Date | Signature Date |
| _____ | _____ |
| Type or Print Name | Type or Print Name |
| _____ | _____ |
| Title | Title |
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

**Attachments that are part of this Agreement**:
Exhibit A – Certificate Regarding Debarment
Exhibit B – Statement of Work

# EXHIBIT A

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:

   a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
   b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
   c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
   d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.

2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.

3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

   Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

   1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

   2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.

4. I understand that a false statement of this certification may be grounds for termination of the contract.

| | |
|---|---|
| _____<br>Name of Subrecipient / Contractor / Consultant (Type or Print) | _____<br>Program Title (Type or Print) |
| _____<br>Name of Certifying Official (Type or Print)<br>_____<br>Title of Certifying Official (Type or Print) | _____<br>Signature<br>_____<br>Date (Type or Print) |

Scope of Work:

Spokane Arts will manage the Residential Street Mural and Community Crosswalks programs for the duration of the three-year pilot. Both programs will be administered by Spokane Arts, in cooperation with the Streets Department and Office of Neighborhood Services.

Spokane Arts will:

- Create an application process or portal where neighborhoods can request a Residential Street Mural and/or Community Crosswalk, and submit proposed locations for consideration
- Work with the Streets Department to evaluate feasibility of proposed Street Mural and/or Community Crosswalk locations
- Respond to neighborhood requests by connecting them with qualified street mural artists, so that the neighborhood has agency in choosing which artist to work with.
- Facilitate an iterative design process between the neighborhood's preferred artist and neighborhood representatives, including the artist presenting 1-3 design concepts to the neighborhood council for consideration.
- Facilitate review of each proposed Street Mural or Community Crosswalk design by the Spokane Arts Commission, per SMC.
- Ensure selected and approved designs do not contain advertising, commercial logos, words, or shapes that mimic any existing traffic control devices
- Submit relevant permit applications to the City of Spokane, such as obtaining special event permit and obstruction permit for each installation
- Contract with a third-party vendor to manage traffic control during each installation, including submitting a traffic control plan to the city and assuming liability for onsite safety during installation
- Prior to each installation, provide notification of the obstruction or street closure to all commercial and residential tenants and property owners within a 300-foot radius of the proposed location. Work with adjacent residents, businesses, etc. to make a clear pedestrian/ADA-accessible path during the entirety of the street art installation. Request signage for vehicle detour as necessary.
- Manage installation at each site, including coordinating the scheduling, the artist(s), procuring and delivering materials, ensuring appropriate signage is posted during installation, and post-installation site cleanup.
- Manage contracting and payment with each artist selected to install a Street Mural or Community Crosswalk
- Work with Office of Neighborhood Services and Street Department to develop evaluation framework of the three-year pilot program

City of Spokane responsibilities:

- Office of Neighborhood Services will work with Spokane Arts to promote the open application/request period for Street Murals and Community Crosswalks to all neighborhoods
- Office of Neighborhood Services will direct community members with detailed questions about the program to Spokane Arts' designated staff representative for this pilot program.
- Office of Neighborhood Services will review special event permits and notify Spokane Arts if/when installation is approved. This will include determining if the proposed site/sites are scheduled to undergo any road work, maintenance, construction, access to underground utilities, etc. that would impact the feasibility or long-term benefit of installing a Street Mural or Community Crosswalk at that location.
- Office of Neighborhood Services will be the designated City department for this contract, and will review invoices submitted by Spokane Arts under the terms of this agreement.
- Streets Department will work with Spokane Arts to determine approved materials for the pilot program such as allowed paint types, anti-skid additives, and/or thermoplastic materials.
- Streets Department and/or Spokane Arts will inspect each Street Mural and/or Crosswalk upon completion to ensure the work has been completed satisfactorily and within the program guidelines.

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/6/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0753 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TERI STRIPES X6597 | Project # | |
| Contact E-Mail | TSTRIPES@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | |
| Agenda Item Name | MFTE CONDITIONAL AGREEMENT - OLDIVAI MODULAR TOWNHOMES - | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with Findley O. and Susan M. Gillespie for the future construction of approximately 9 units, at Parcel Number(s) 35081.2407, commonly known as 2813 N Dakota St.

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | PALMQUIST, TAMI | Study Session\Other | UE 10/10/2022 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Cathcart & Bingle |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | tstripes@spokanecity.org | |
| Purchasing | | mpiccolo@spokanecity.org | |
| | | susan@oldivai.com | |
| | | rbenzie@spokanecity.org | |
| | | jchurchill@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
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| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

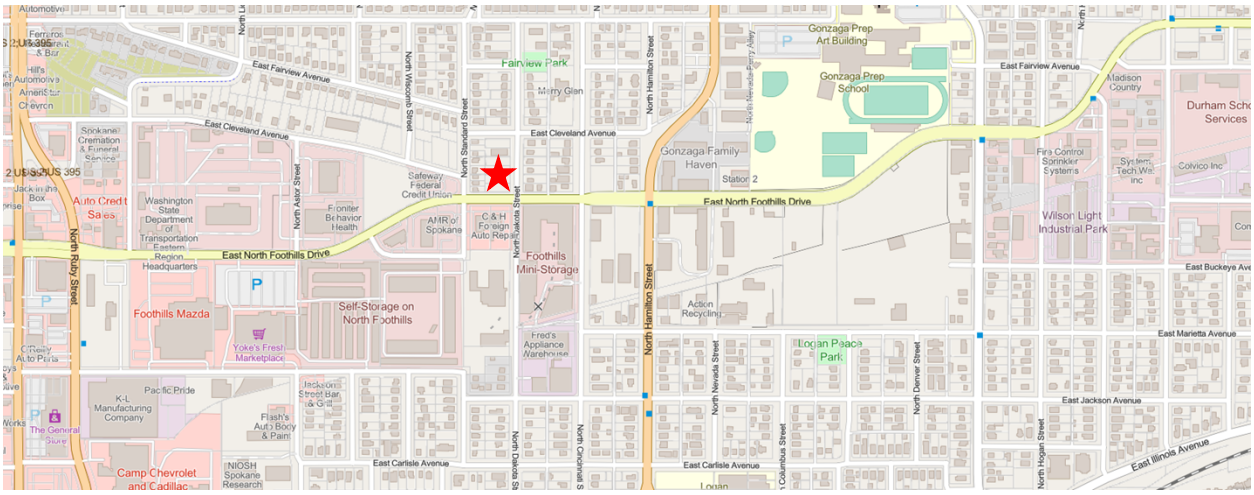
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

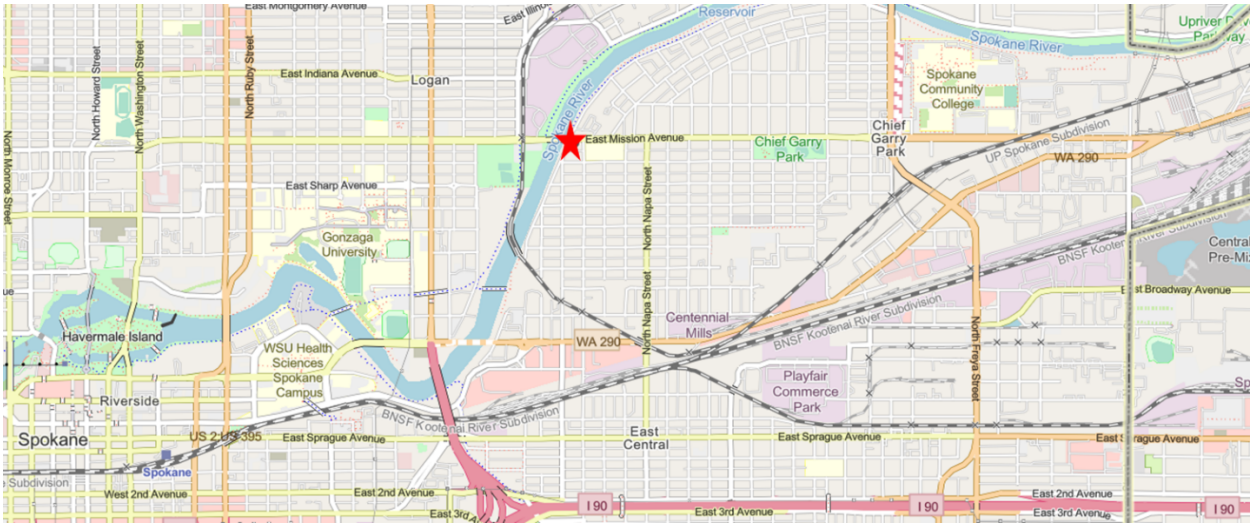
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

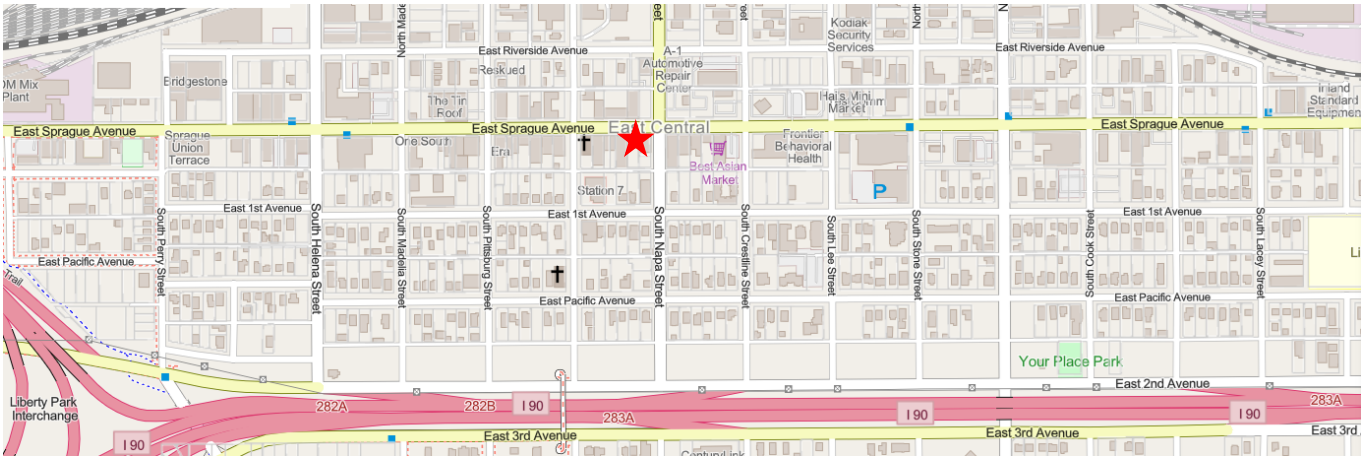
## Site & Location: Dakota – Oldivai Modular Townhomes



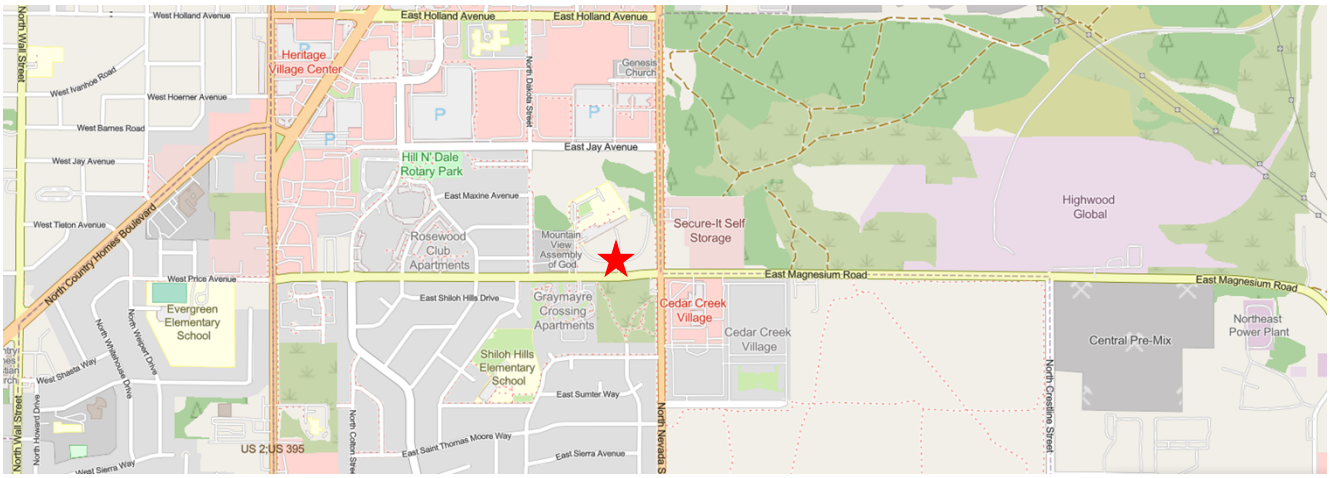
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

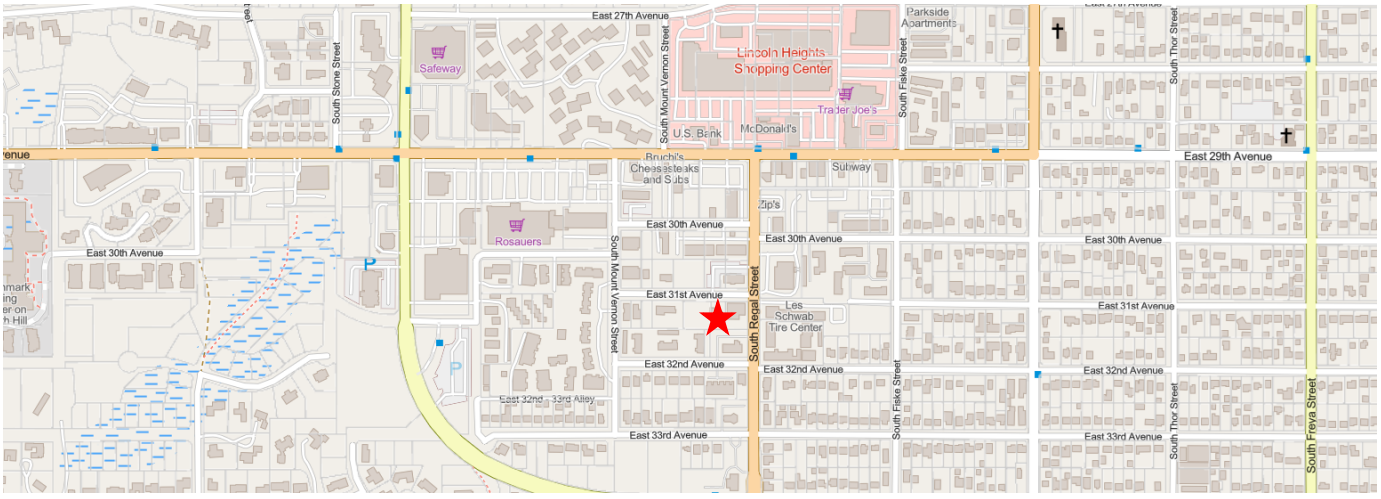


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as “City”, and Findlay O. and Susan M. Gillespie, as “Owner/Taxpayer” whose business address is 38008 SE 37th St, Snoqualmie, WA 98065.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

08-25-43: LOTS 3 AND 4, BLOCK 48, WOLVERTON & CONLAN'S ADDITION; TOGETHER WITH THE 25 FT WIDE STRIP OF LAND LYING EAST OF AND ADJACENT TO SAID LOTS 3 & 4.

Assessor’s Parcel Number(s) 35081.2407, commonly known as 2813 N Dakota St.

WHEREAS, this property is located in the Spokane Targeted Investment Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Eight year exemption - No income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 9 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing

of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least twenty-five percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

By:_____
Mayor, Nadine Woodward

By_____
Its:_____

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

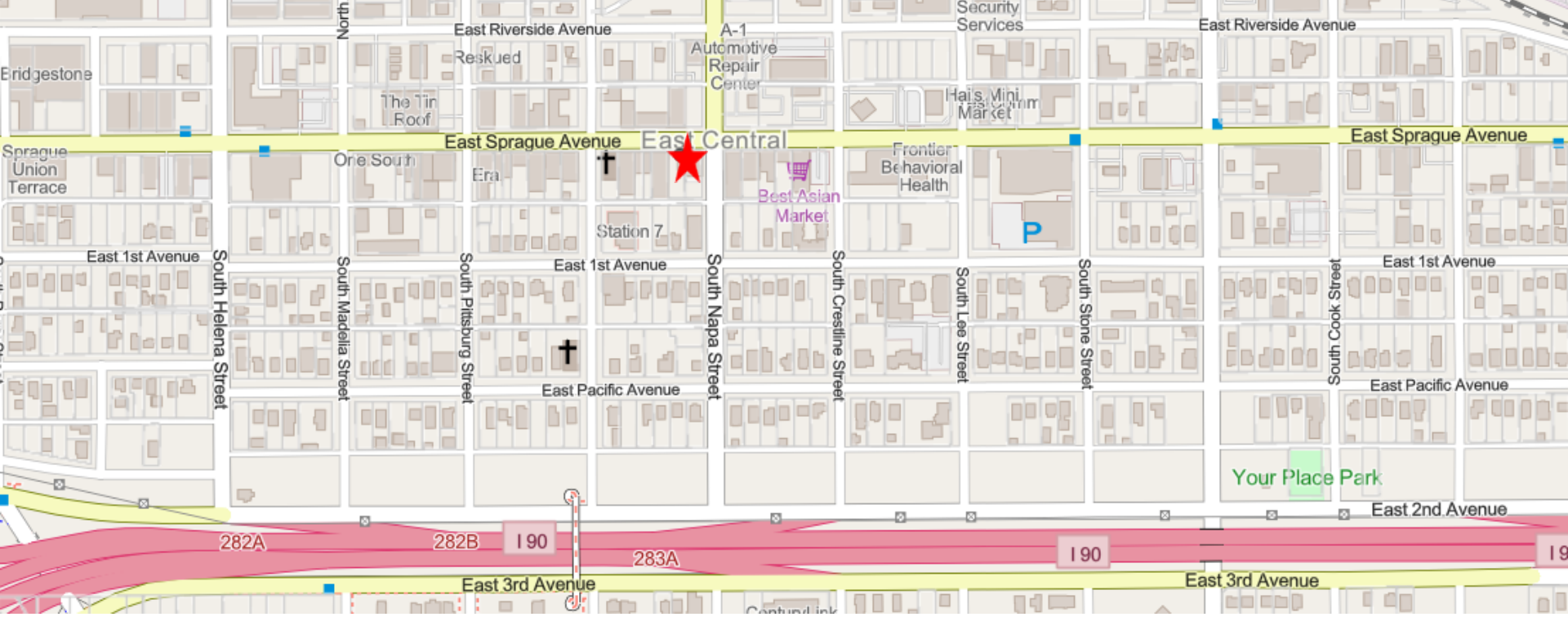
# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location




# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

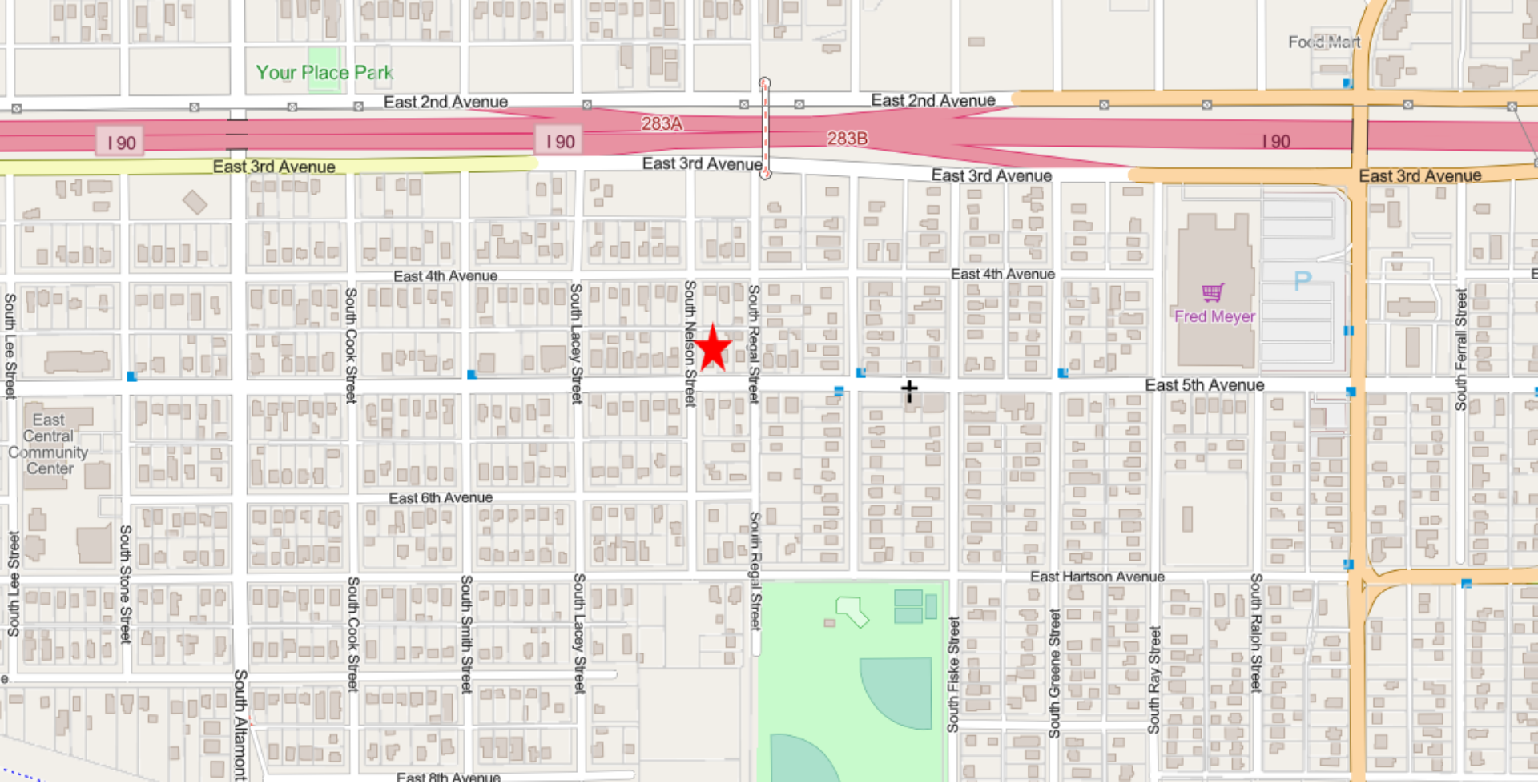
- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

Macklemore Building location

# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location




# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

7/31/20, 10:01:14 AM

35211.3306

# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

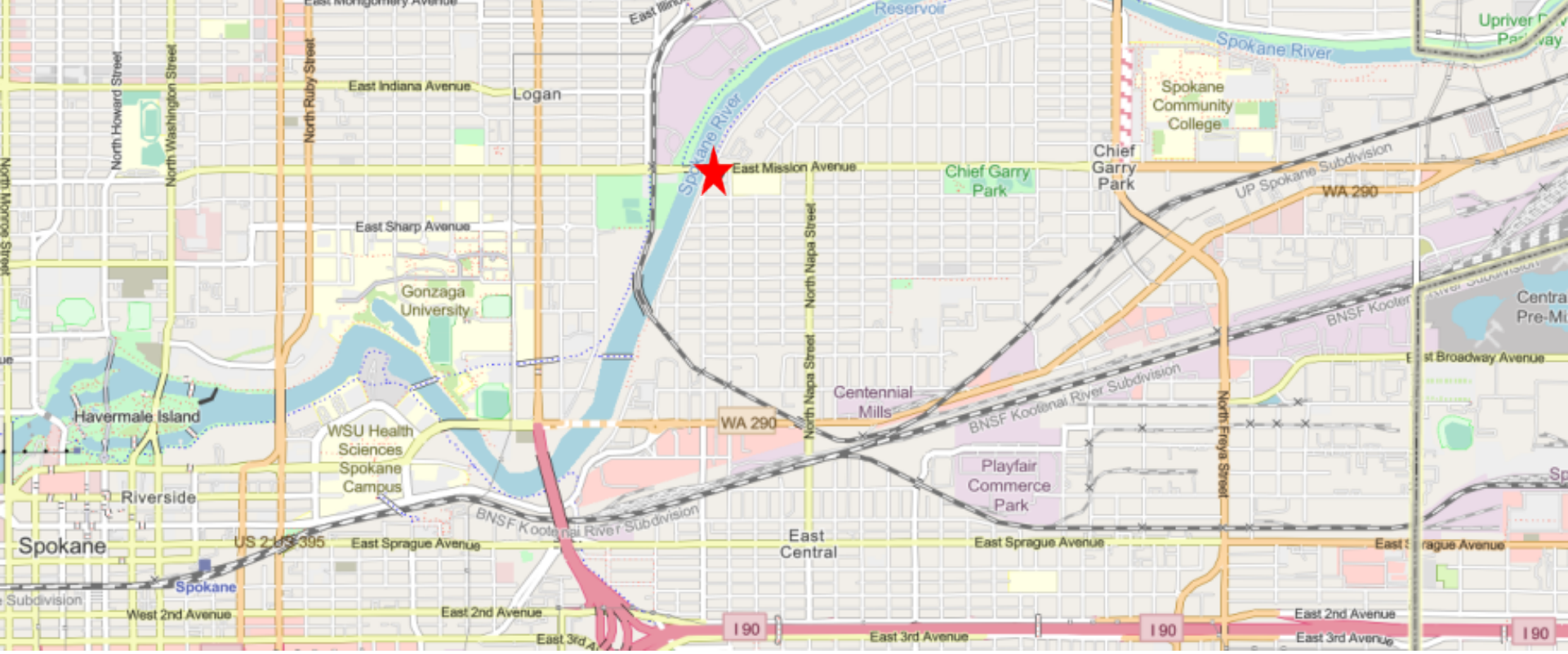
6/23/21, 8:59:00 AM 35331.0352

# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/6/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0754 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TERI STRIPES X6597 | Project # | |
| Contact E-Mail | TSTRIPES@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | |
| Agenda Item Name | MFTE CONDITIONAL AGREEMENT - MACKLEMORE BUILDING | | |

## Agenda Wording

Multiple Family Housing Property Tax Exemption Conditional Agreement with Macklemore on Sprague LLC for the future construction of approximately 16 units, at Parcel Number(s) 35212.0406 and 35212.0408, commonly known as 1924 E Sprague and 14 S Napa.

## Summary (Background)

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | PALMQUIST, TAMI | Study Session\Other | UE 10/10/2022 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Cathcart & Bingle |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | mpiccolo@spokanecity.org | |
| Purchasing | | tstripes@spokanecity.org | |
| | | bprealty@gmail.com | |
| | | rbenzie@spokanecity.org | |
| | | jchurchill@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
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| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

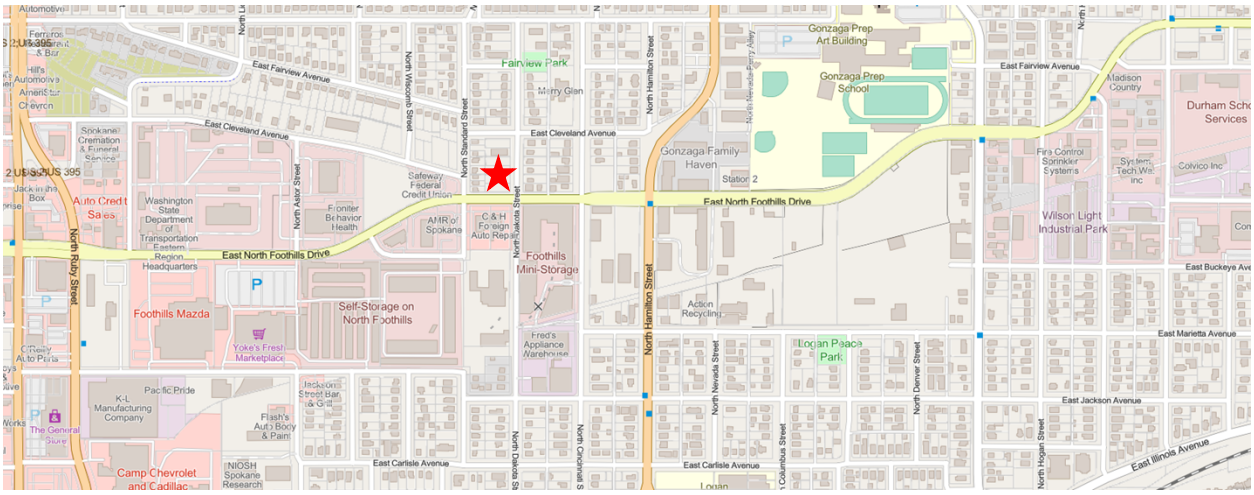
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

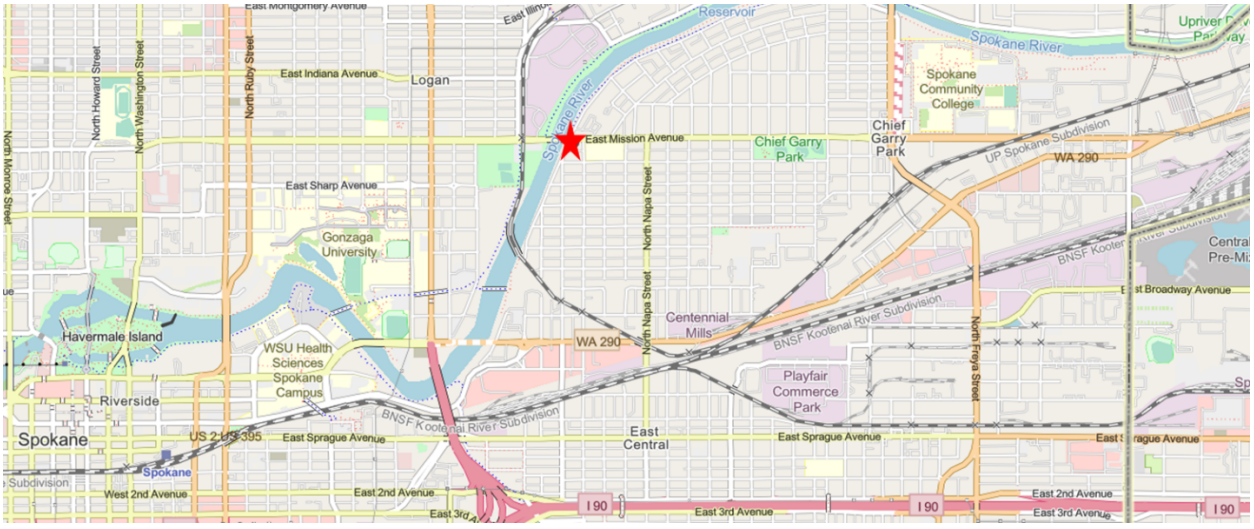
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

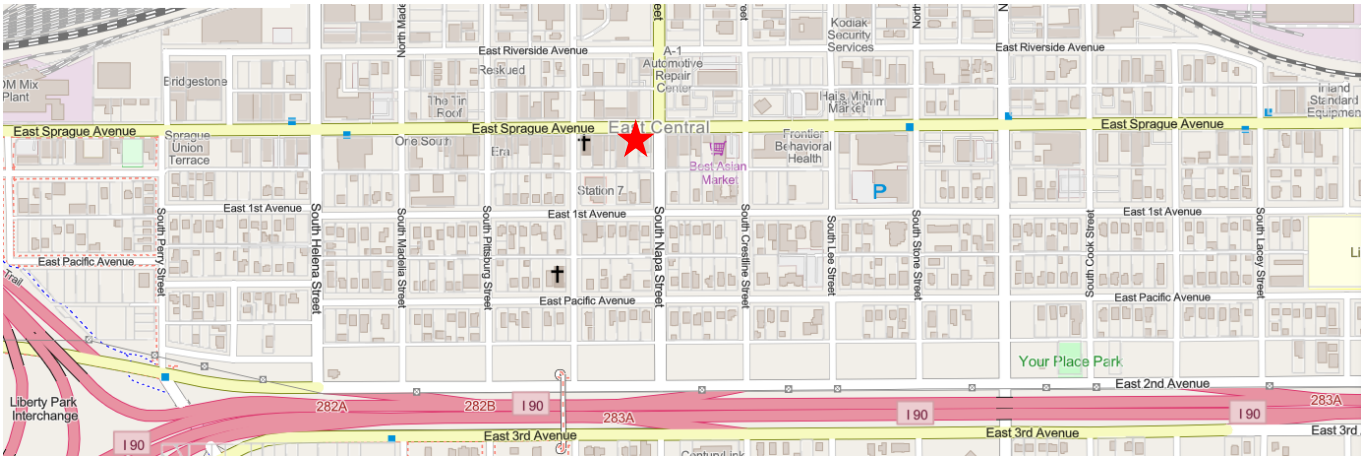
## Site & Location: Dakota – Oldivai Modular Townhomes



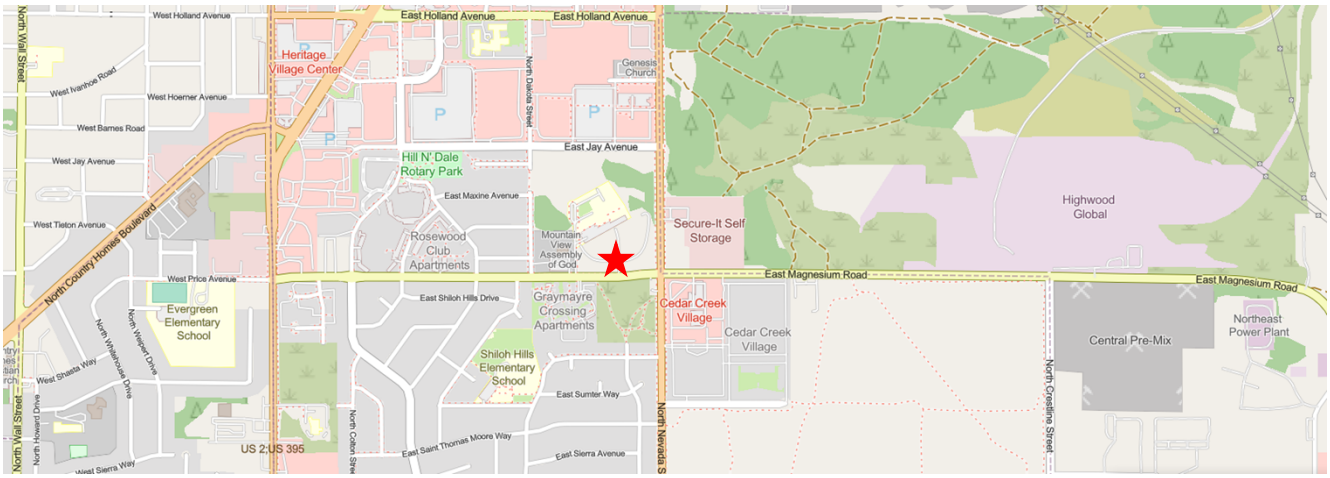
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

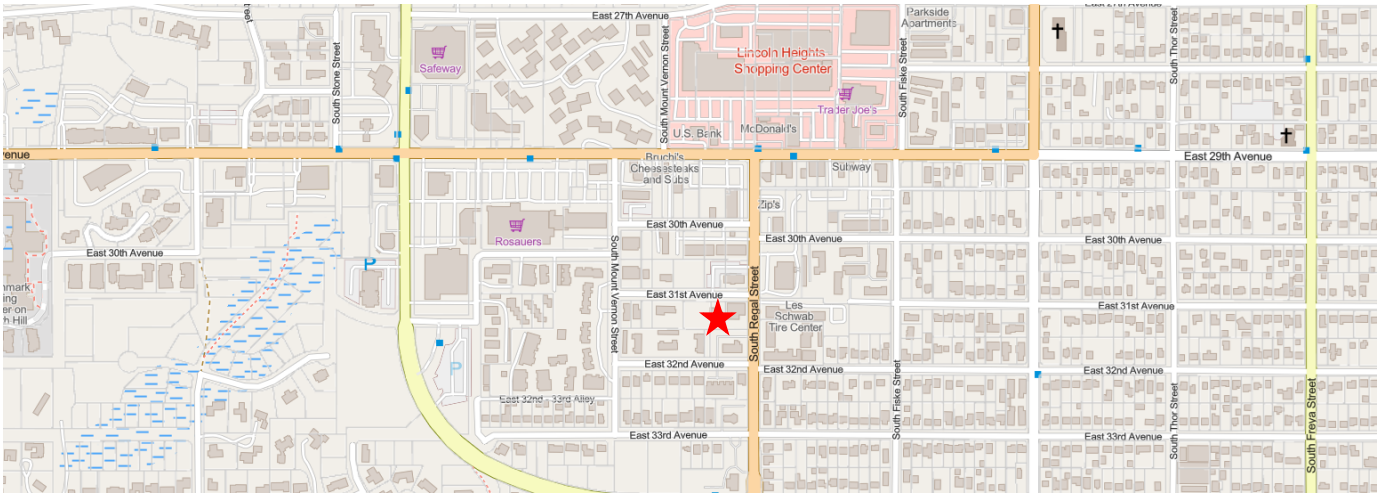


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION AGREEMENT

THIS AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as “City”, and Macklemore on Sprague LLC, as “Owner/Taxpayer” whose business address is 3225 W Providence Ave.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

WADSWORTH&MCDONALDS L5 B4
&
WADSWORTH&MCDONALDS S52FT L6 B4

Assessor’s Parcel Number(s) 35212.0406 & 35212.0408, commonly known as 1924 E Sprague Ave & 14 S Napa St.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Certificate of Acceptance of Tax Exemption subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate.

4. The Owner/Taxpayer intends to construct on the site, approximately 16 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City's Business & Development Services Department the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Agreement and on the Owner/Taxpayer's filing of the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, within 30 days following the first anniversary of the County's filing of the Final Certificate of Tax Exemption and each year thereafter for a period of twelve years, to file a declaration with the City's Business and Development Services Department, verified upon oath and indicating the following:

(a) a statement of occupancy and vacancy of the multiple family units during the previous year;

(b) a certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15; and

(c) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units are to be used and occupied for multifamily residential use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the Spokane County Assessor's Office and removed from eligibility for the tax exemption. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer commits to renting or selling at least twenty percent of the multiple family housing

units as affordable housing units to low and moderate-income households in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8).

11. If the Owner/Taxpayer converts to another use any of the multiple family residential housing units constructed under this Agreement, or if applicable, if the owner/taxpayer intends to discontinue compliance with the affordable housing requirements as described in SMC 8.15.090 or any other condition to exemption, the Owner/Taxpayer shall notify the Spokane County Assessor and the City's Business and Development Services Department within 60 days of such change in use.

12. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

13. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

14. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.

15. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

16. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.

17. The parties agree that this Agreement, the Final Certificate of Acceptance of Tax Exemption and the construction of the multiple family residential housing units referenced above shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is

signed by the parties. The parties may agree to amend this Agreement and the Final Certificate of Acceptance of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW as set forth in ESSSB 5287 adopted by the Washington State Legislature during the 2021 Regular Session effective July 25, 2021.

18. The Owner/Taxpayer acknowledges that RCW 84.14.020 (6) authorizes an extension of the exemption period for an additional twelve-years beyond the exemption period authorized in the Final Certificate of Tax Exemption conditioned upon compliance with the Owner renting or selling at least twenty percent of the multiple family housing units as affordable housing units for low-income households as set forth in RCW 84.14.020 (6) and providing the rental relocation assistance requirements and notice provisions set forth in RCW 84.14.020 (7) and (8). It is the Owner/Taxpayer's responsibility to make a timely request the extension as set forth in RCW 84.14.020 (6). The City shall not be responsible if the Owner/Taxpayer fails to make a timely request for the extension.

19. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

20. This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022.

| | |
|---|---|
| CITY OFSPOKANE | Macklemore on Sprague LLC |
| By:_____ | By_____ |
| Mayor, Nadine Woodward | Its:_____ |
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

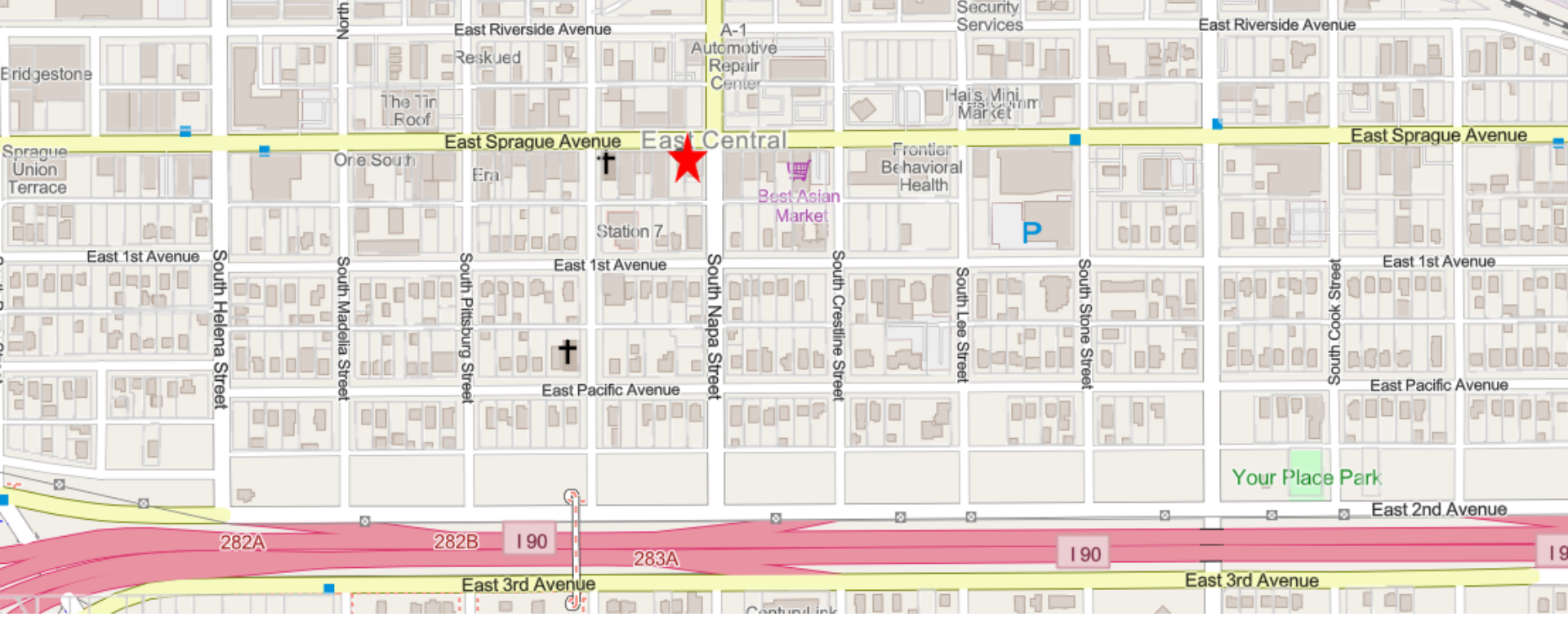
# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location




# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

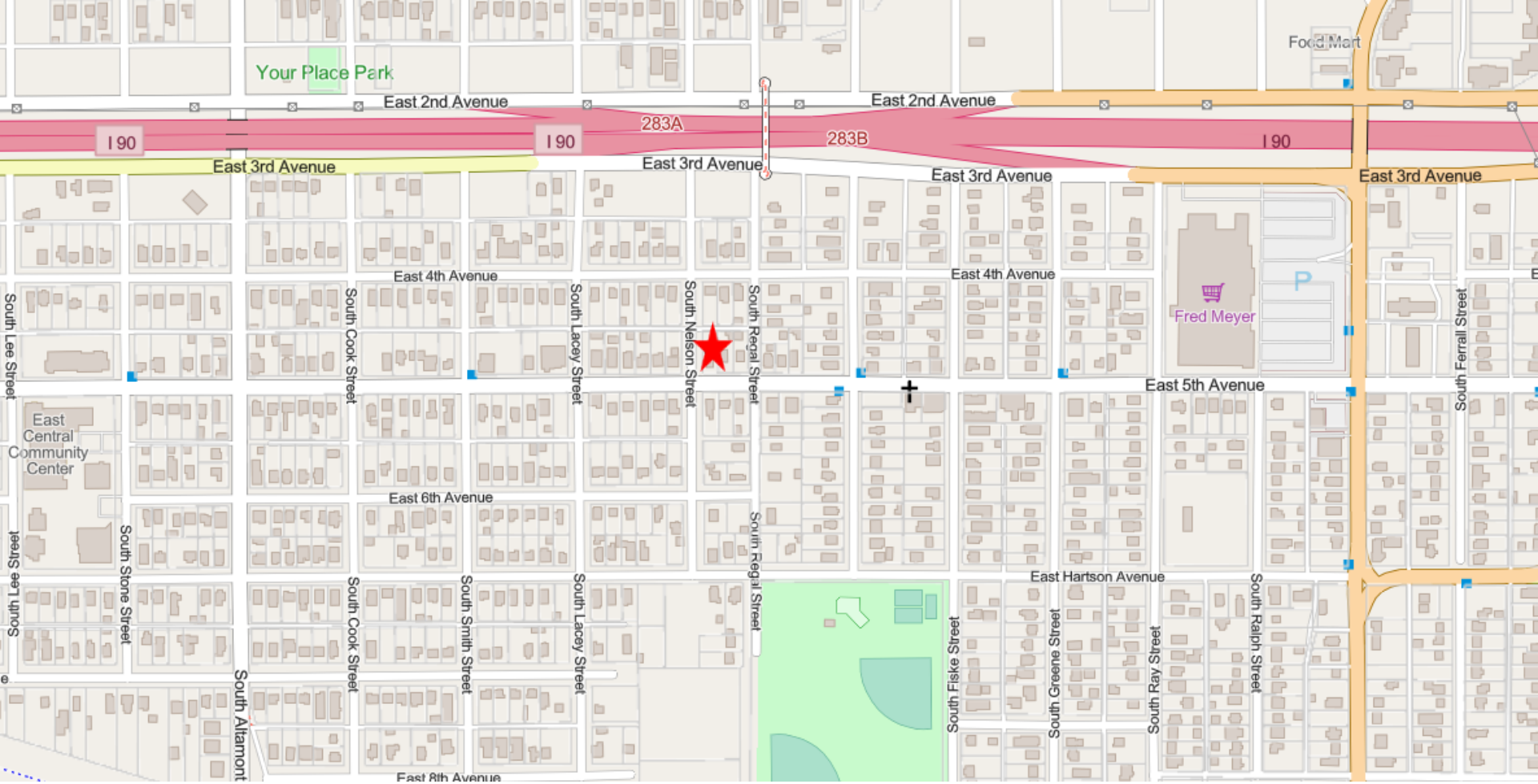
- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

Macklemore Building location

# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location




# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

7/31/20, 10:01:14 AM

35211.3306

# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

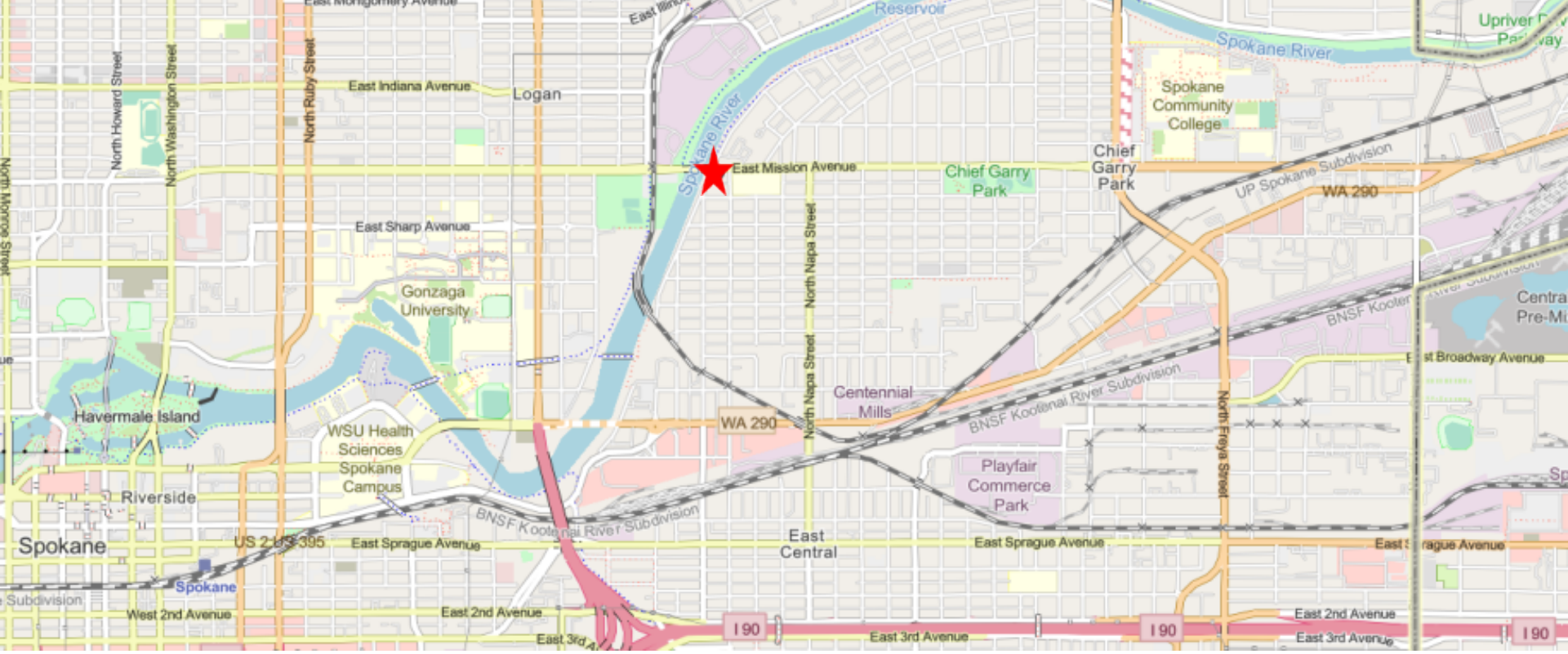
6/23/21, 8:59:00 AM 35331.0352

# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/6/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0755 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TERI STRIPES X6597 | Project # | |
| Contact E-Mail | TSTRIPES@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | |
| Agenda Item Name | MFTE CONDITIONAL AGREEMENT - MAGNESIUM VILLAGE | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with East Magnesium Properties LLC for the future construction of approximately 504 units, at Parcel Number(s) 36201.0016, commonly known as 849 East Magnesium.

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | PALMQUIST, TAMI | Study Session\Other | UE 10/10/2022 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Cathcart & Bingle |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | mpiccolo@spokanecity.org | |
| Purchasing | | tstripes@spokanecity.org | |
| | | tom@gemstarcompanies.com | |
| | | rbenzie@spokanecity.org | |
| | | jchurchill@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |
| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

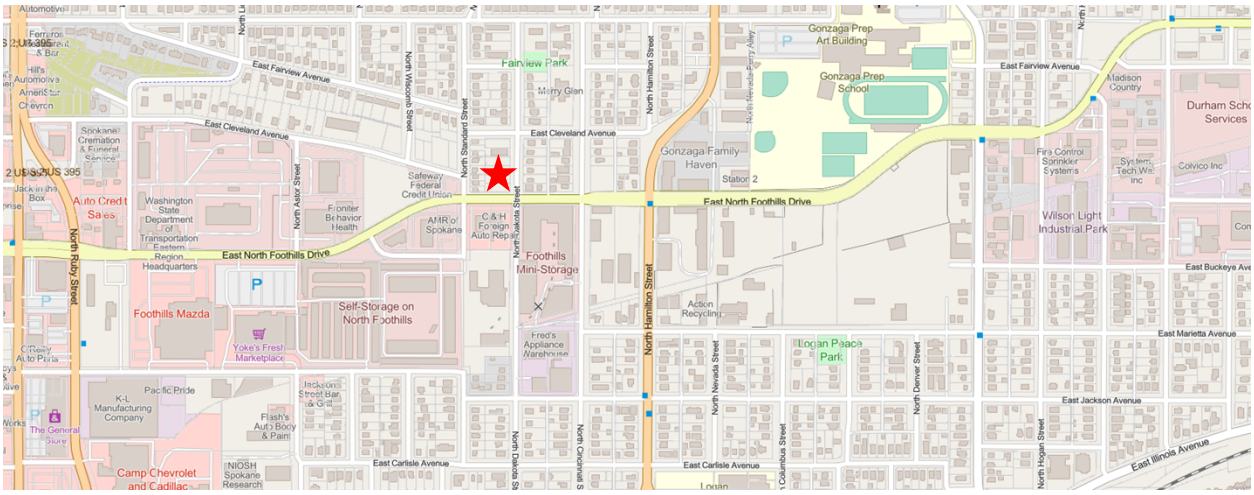
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

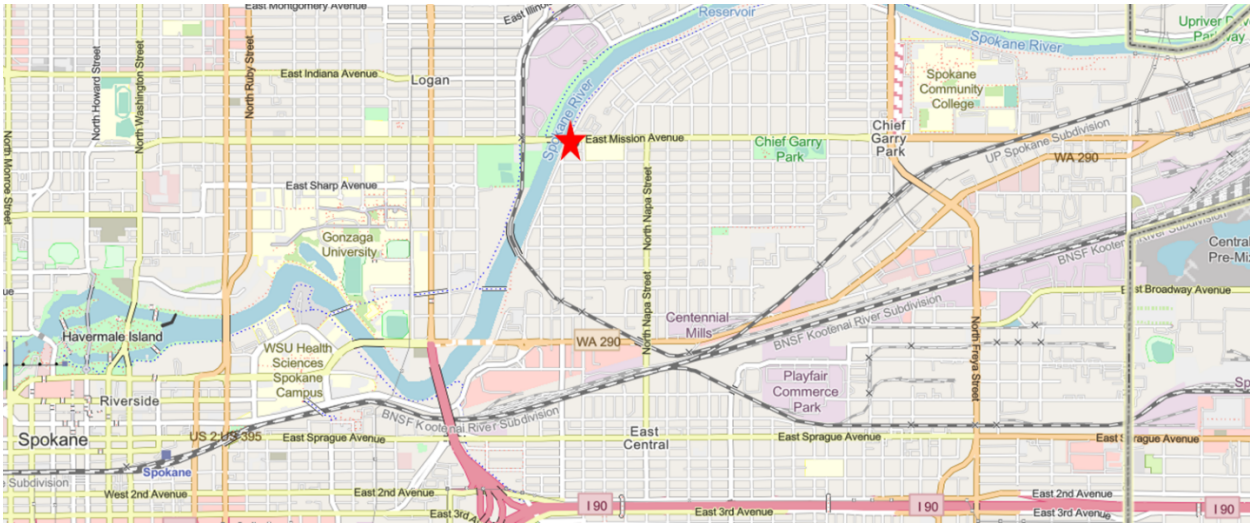
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

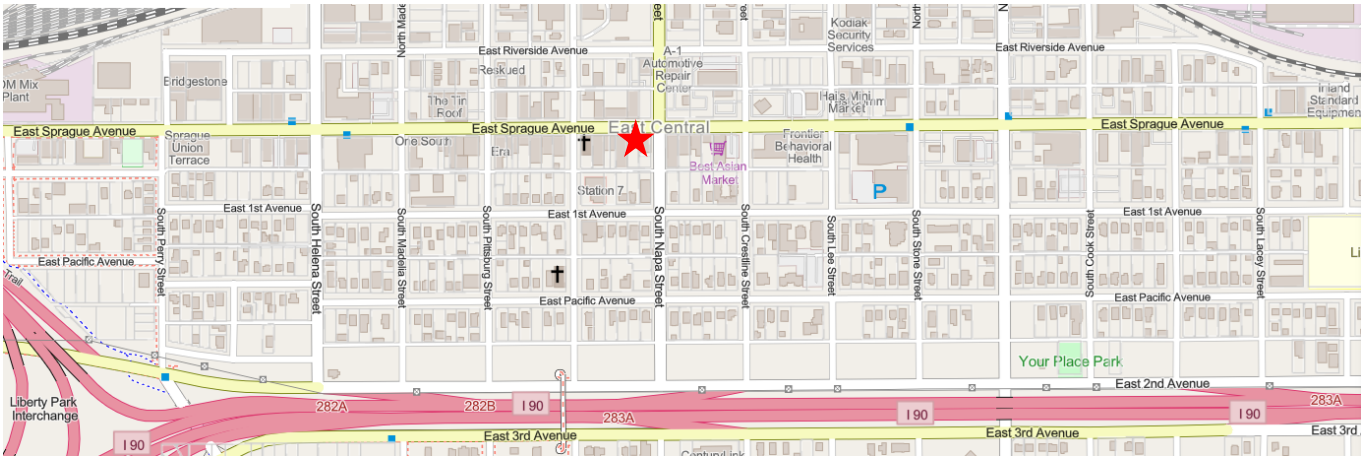
## Site & Location: Dakota – Oldivai Modular Townhomes



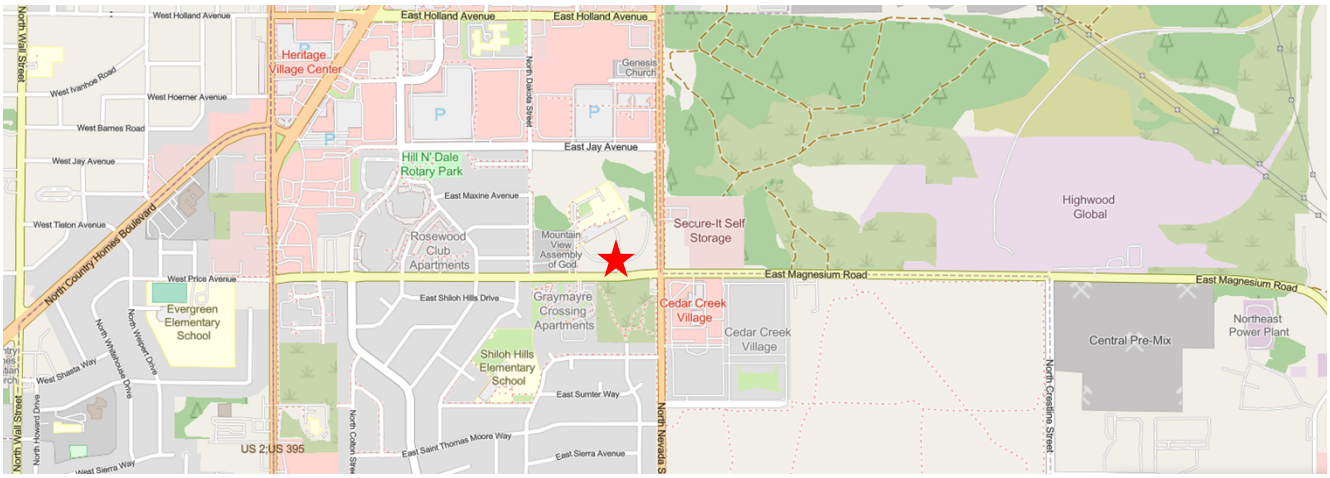
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

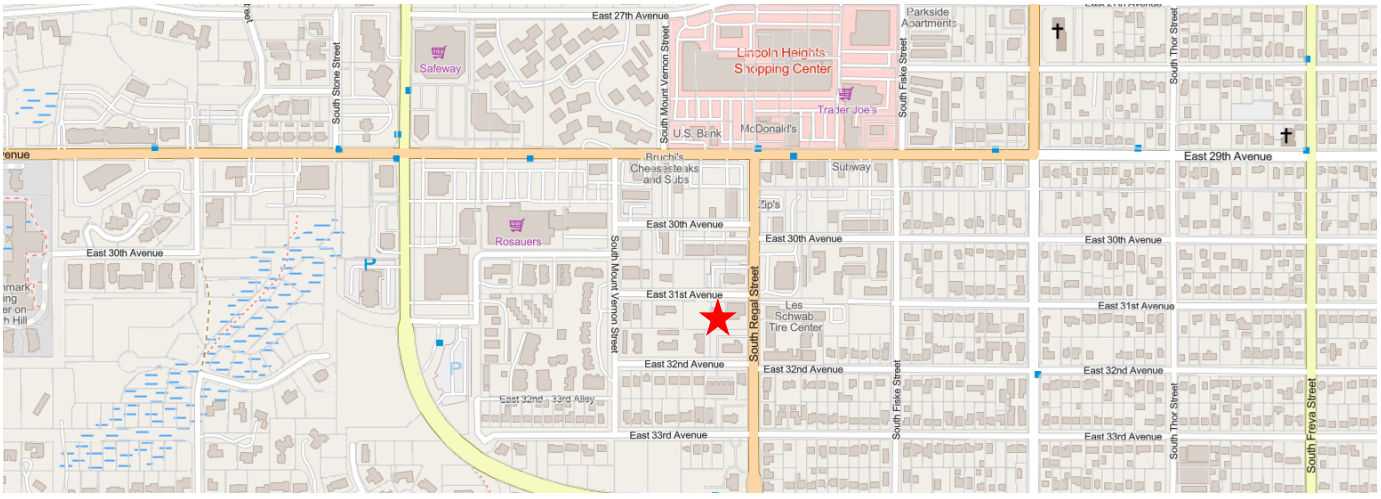


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as “City”, and East Magnesium Properties, LLC, as “Owner/Taxpayer” whose business address is 1620 N Mamer Rd C-400, Spokane Valley, WA 99216.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

20-26-43 PTN SOUTHWEST QUARTER NORTHEAST QUARTER DAF; BEGINNING AT A POINT ON THE SOUTH LINE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, SAID POINT BEING SOUTHEAST CORNER OF THE WEST 420FT OF THESOUTH 518.6FT OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, THENCE N01°35'36"W ALONG THE EAST LINE OF SAID E420FT OF THE SOUTH 518.6FT, 30FT TO A POINT ON THE NORTH RIGHT OF WAY LINE OFMAGNESIUM AVE, THENCE CONTINUING N01°35';36"W ALONG SAID EAST LINE 488.62FT TO THE NORTHEAST CORNER OF SAID WEST 420FT OF SOUTH 518.16FT SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, THENCE S88°54'48"WALONG NORTH LINE OF SAID WEST 420FT OF THE SOUTH 518.6FT, 40.03FT TO THE TURE POINT OF BEGINNING; THENCE LEAVING SAID NORTH, N01°35'36"E PARALLEL WITH THE WEST LINE OFHTE NORTHEAST QUARTER 231.007FT,THENCE N60°10'22E 301.17FT TO A POINT OF CURVE TO THE RIGHT, SAID CURVE HAVNG A RADIUS 200FT AND A DELTA ANGLE OF 90°00'08", THENCE CONTINUING ALONG SAID CURVE 314.17FT TO A POINT OF TANGENCY, THENCES29°49'30"E 327.04FT,THENCE S60°08'28"W, 622.48FT, TO A

POINT 480FT FROM THE WEST LINE OF SAID SOUTHWEST OF NORTHEAST QUARTER, WHEN MEASURED AR RIGHT ANGLES, THENCE S01°35'36"E PARALLEL WITH AND 60FTFROM THE EAST LINE OF SAID WEST 420FT OF SAID SOUTH 518.6FT OF THE SOUTHQWEST QUARTER OF THE NORTHWEST QUARTER, 277.83FT TO A POINT ON THE NOTRTH RIGHT OF WAY MAGNESIUM AVE; THENCE FOLLOWING SAIDNORTH RIGHT OF WAY, N88°54'48"E 385.05FT TO A POINT CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 1402.50FT AND A DELTA ANGLE 08°12'00"; THENCE ALONG SAID CURVE 200.72FT TO A POINT OF TANGENCY;THENCE N80°42'48"E 75FT TO A POINT OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 1462.50FT AND A DELTA ANGLE OF 05°01'45", THENCE FOLLOWING SAID CURVE 128.37FT TO A POINT WHERE THE NORTHRIGHT OF WAY OF MAGNESIUMAVE INTERSECT THE WEST RIGHT OF WAY OF NAVADA ST, THENCE LEAVINGSAID NORTH RIGHT OF WAY OF MAGNESIUM AVE, N01°32'45W ALONG THE WEST RIGHT OF WAY LINE OF SAID NEVADA ST,1253.15FT, TH THE NORTH LINE OF SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 20, THENCE SOUTH 89°04'34"W ALONG SAID NORTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER,1218.44FT TO A POINT 50FT FROM THE WEST LINE OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHEAST CORNER OF THAT CERTAIN RIGHT OF WAY PER AFN 8805190137, THENCE RUNNING SOUTH01°35'36"E ALONG THE EAST LINE OF SAID RIGHT OF WAY 30FT TO THE SOUTHEAST CORNER OF SAID RIGHT OF WAY, THENCE FOLLOWING THE SOUTH LINE, S89°04'34"W AND PARALLEL WITH AND 30FT SOUTH OF THE NORTH LINEOF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER 20FT TO A POINT ON THE EAST RIGHT OF WAY LINE DAKOTA ST; THENCE S01°35'36"E 775.81FT TO A POINT ON THE NORTH LINE OF SAID WEST 420FT OF THE SOUTH518.6FT OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER; THENCE N88°54'48"E ALONG SAID NORTH LINE 349.99FT TO THE POINT OG BEGINNING.

Assessor's Parcel Number(s) 36201.0016, commonly known as 849 E Magnesium Rd.

WHEREAS, this property is located in the Spokane Targeted Investment Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Twelve year Affordable Housing - with income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a

complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 504 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy

and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least thirty percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not

responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

By:_____
Mayor, Nadine Woodward

By_____
Its:_____

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

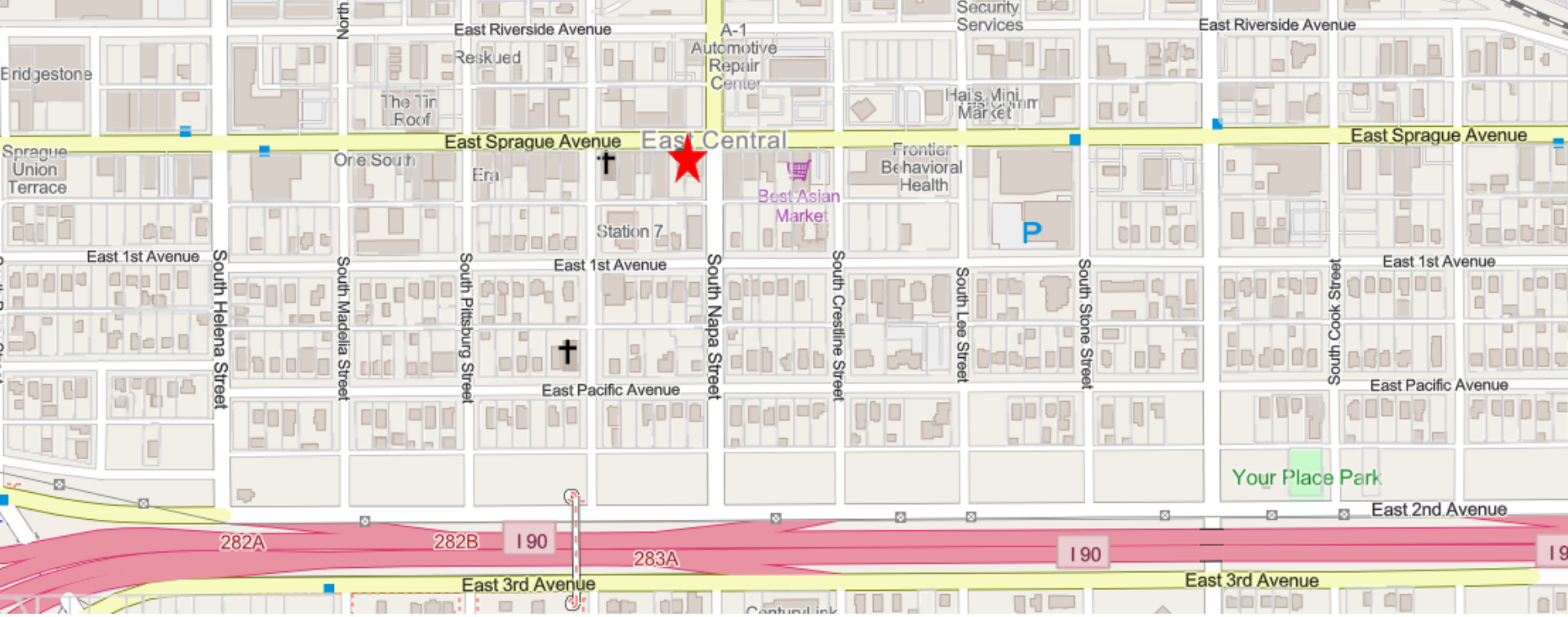
# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location




# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

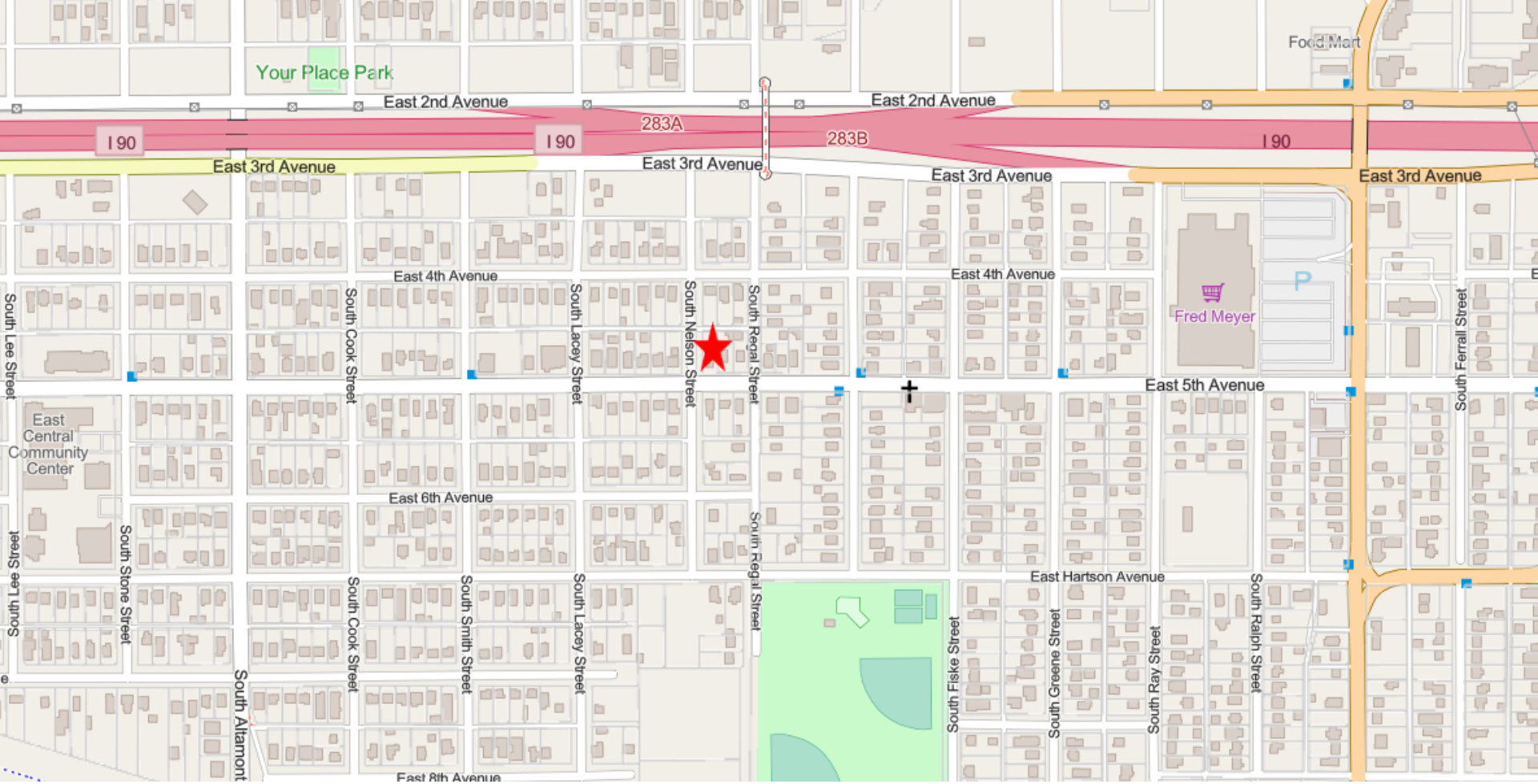
- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

Macklemore Building location

# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location




# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

7/31/20, 10:01:14 AM

35211.3306

# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

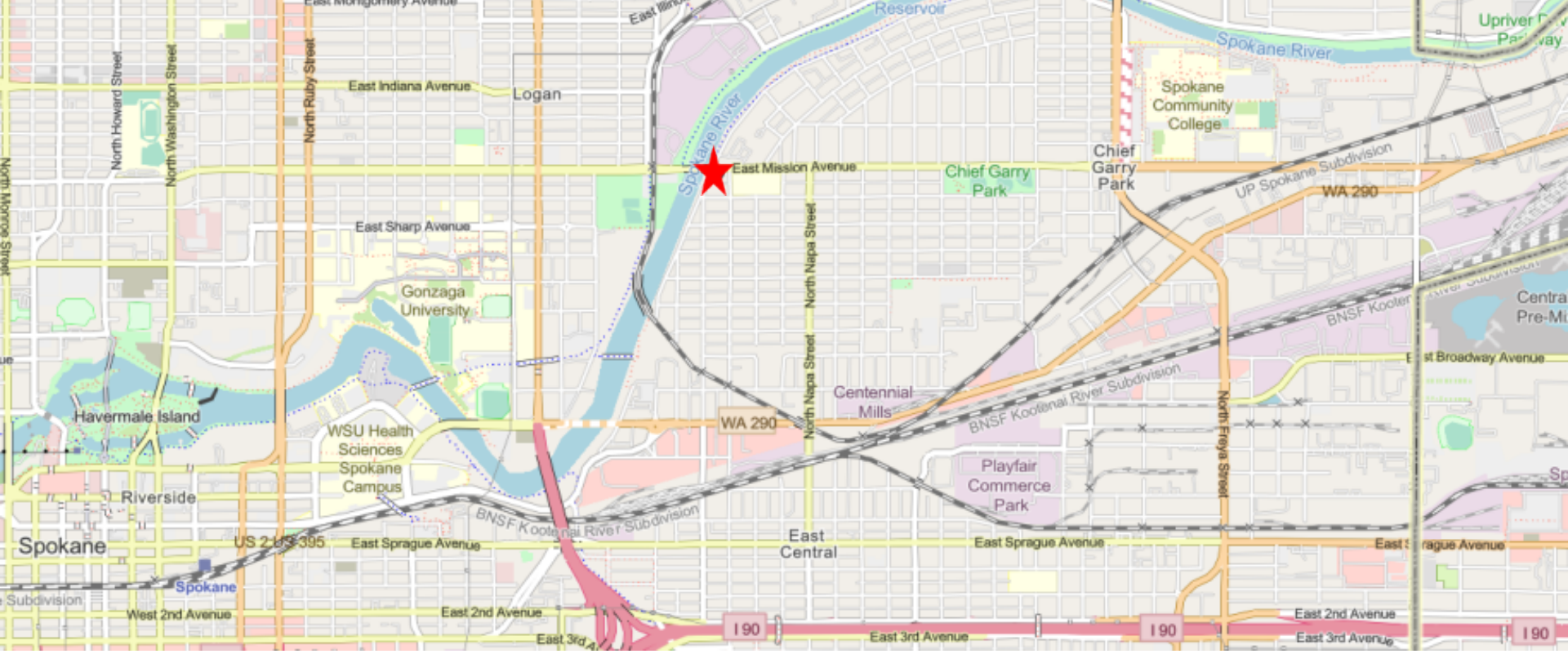
6/23/21, 8:59:00 AM 35331.0352

# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/6/2022 |
| | | **Clerk's File #** | OPR 2022-0756 |
| | | **Renews #** | |
| **Submitting Dept** | PLANNING & ECONOMIC | **Cross Ref #** | |
| **Contact Name/Phone** | TERI STRIPES X6597 | **Project #** | |
| **Contact E-Mail** | TSTRIPES@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | Contract Item | **Requisition #** | |
| **Agenda Item Name** | MFTE CONDITIONAL AGREEMENT - MISSION AVE APARTMENTS | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with Mission One Properties LLC for the future construction of approximately 16 units, at Parcel Number(s) 35162.0501 to .0505, commonly known as 1608 E Mission Ave.

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Neutral | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | PALMQUIST, TAMI | **Study Session\Other** | UE 10/10/2022 |
| **Division Director** | MACDONALD, STEVEN | **Council Sponsor** | CMs Cathcart & Bingle |
| **Finance** | ORLOB, KIMBERLY | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| **For the Mayor** | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| **Additional Approvals** | | mpiccolo@spokanecity.org | |
| **Purchasing** | | tstripes@spokanecity.org | |
| | | changt15@gmail.com | |
| | | rbenzie@spokanecity.or | |
| | | jchurchill@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

This Conditional Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction

### Summary (Background)

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

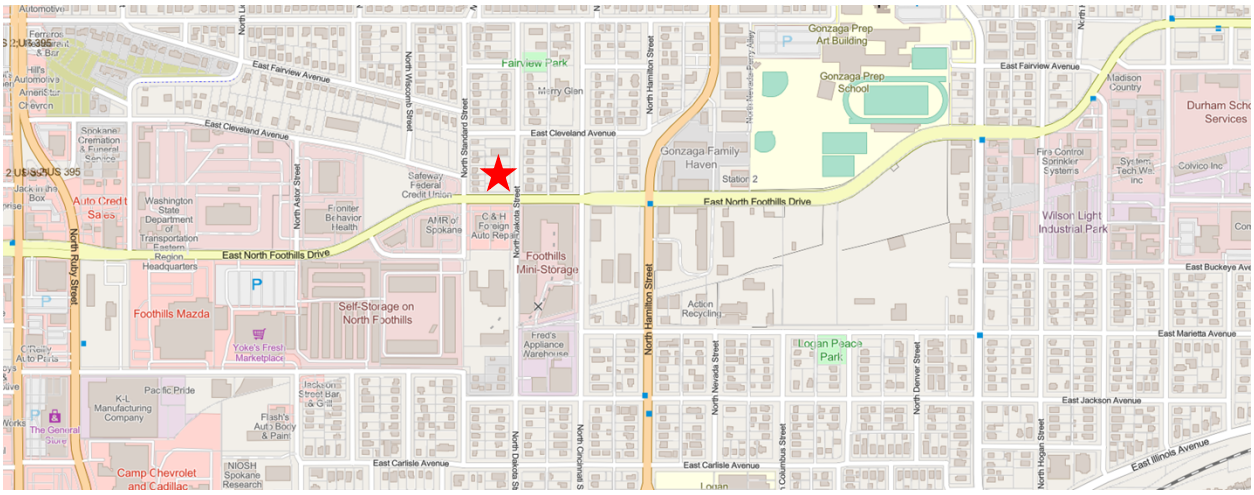
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

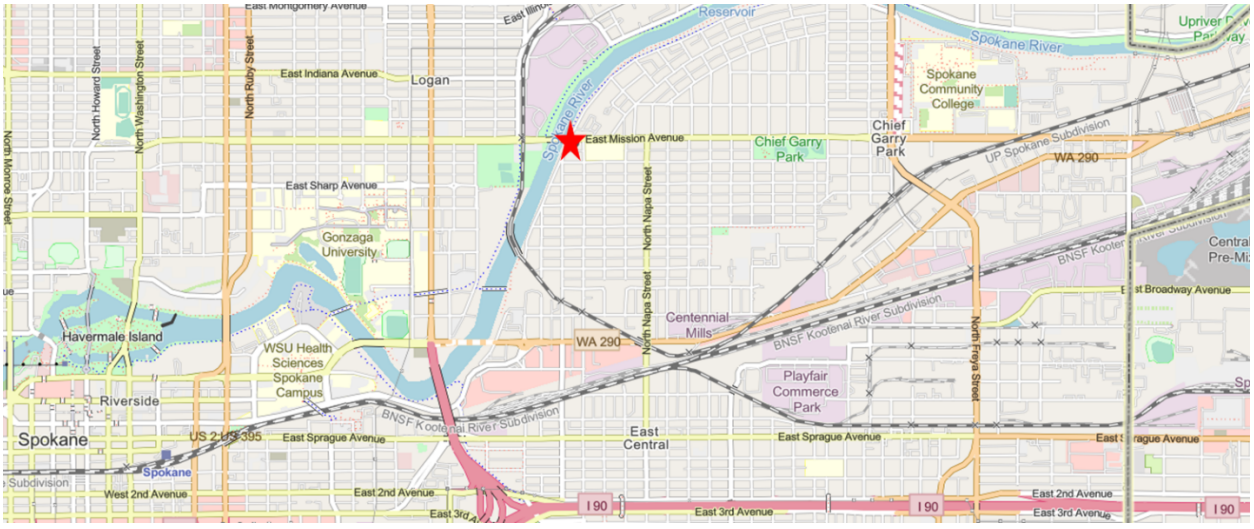
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

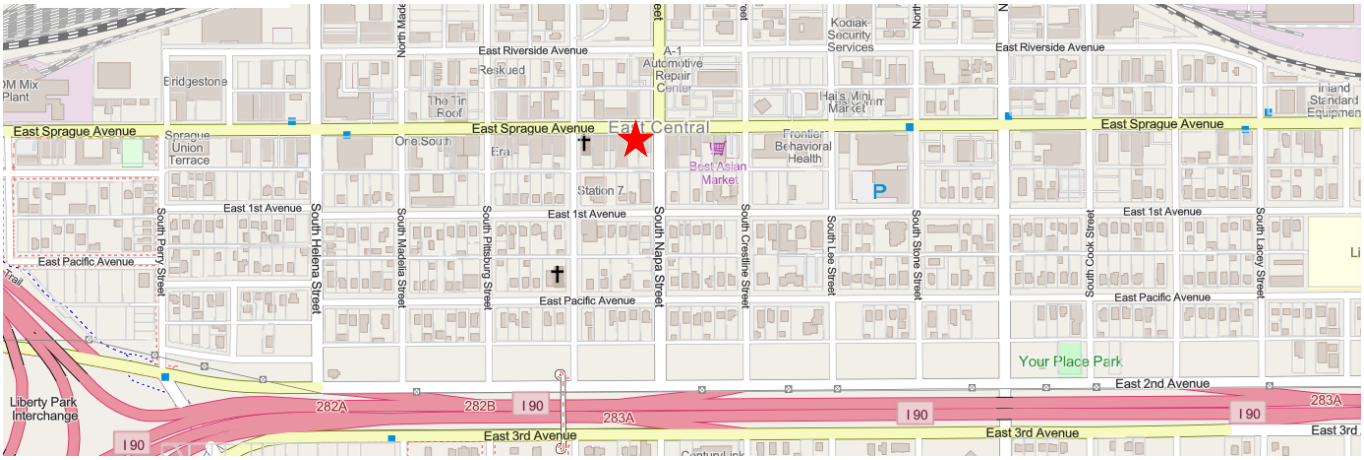
## Site & Location: Dakota – Oldivai Modular Townhomes



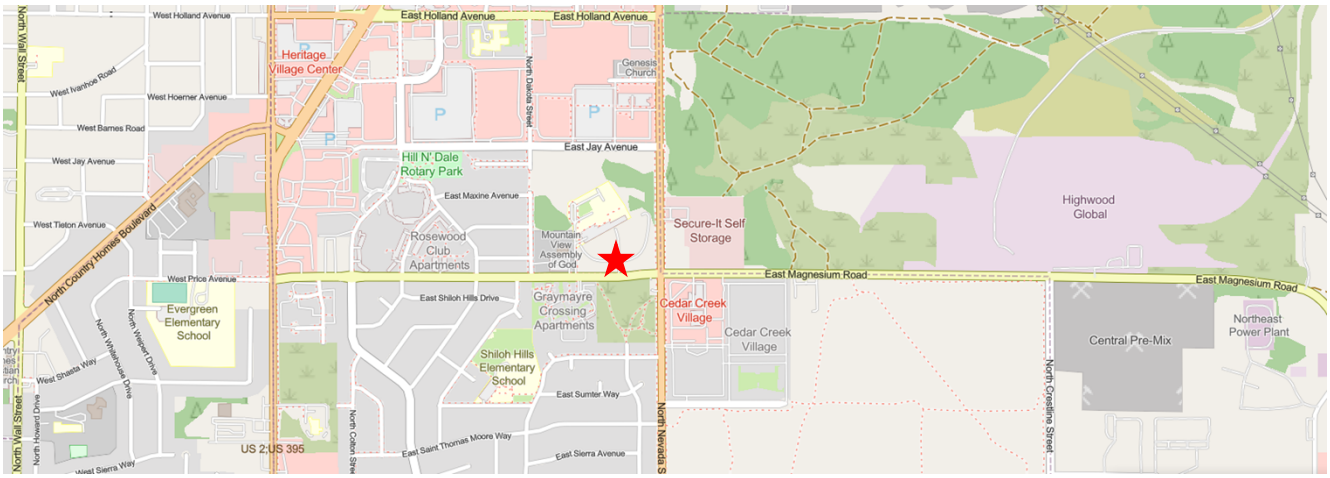
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

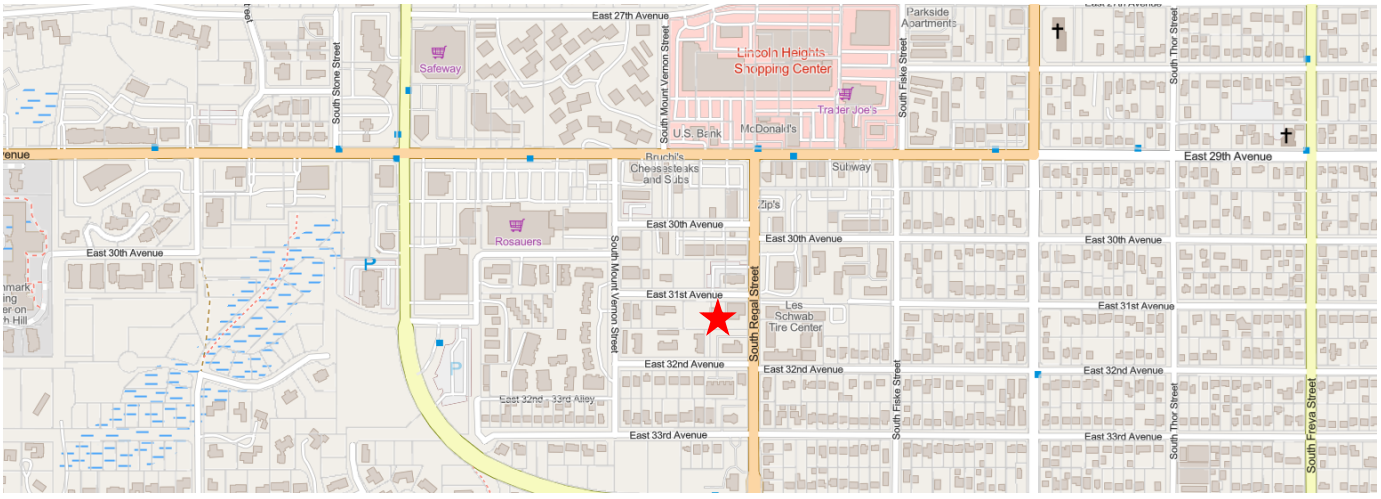


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as "City", and Mission One Properties LLC, as "Owner/Taxpayer" whose business address is 7683 SE 27th St #297 Mercer Island, WA 98040.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

SUB OF SEC 16 L1-2-3-4&9-10-11 B29, SUB OF SEC 16 L5 B29, SUB OF SEC 16 L6 B29, SUB OF SEC 16 L7 B29, and SUB OF SEC 16 L8 B29

Assessor's Parcel Number(s) 35162.0501 to .0505, commonly known as 1608 E Mission Ave.

WHEREAS, this property is located in the Spokane Targeted Investment Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Twelve year Affordable Housing - with income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 27 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and

moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least thirty percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

By:_____ By_____

Mayor, Nadine Woodward Its:_____

| | |
|---|---|
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

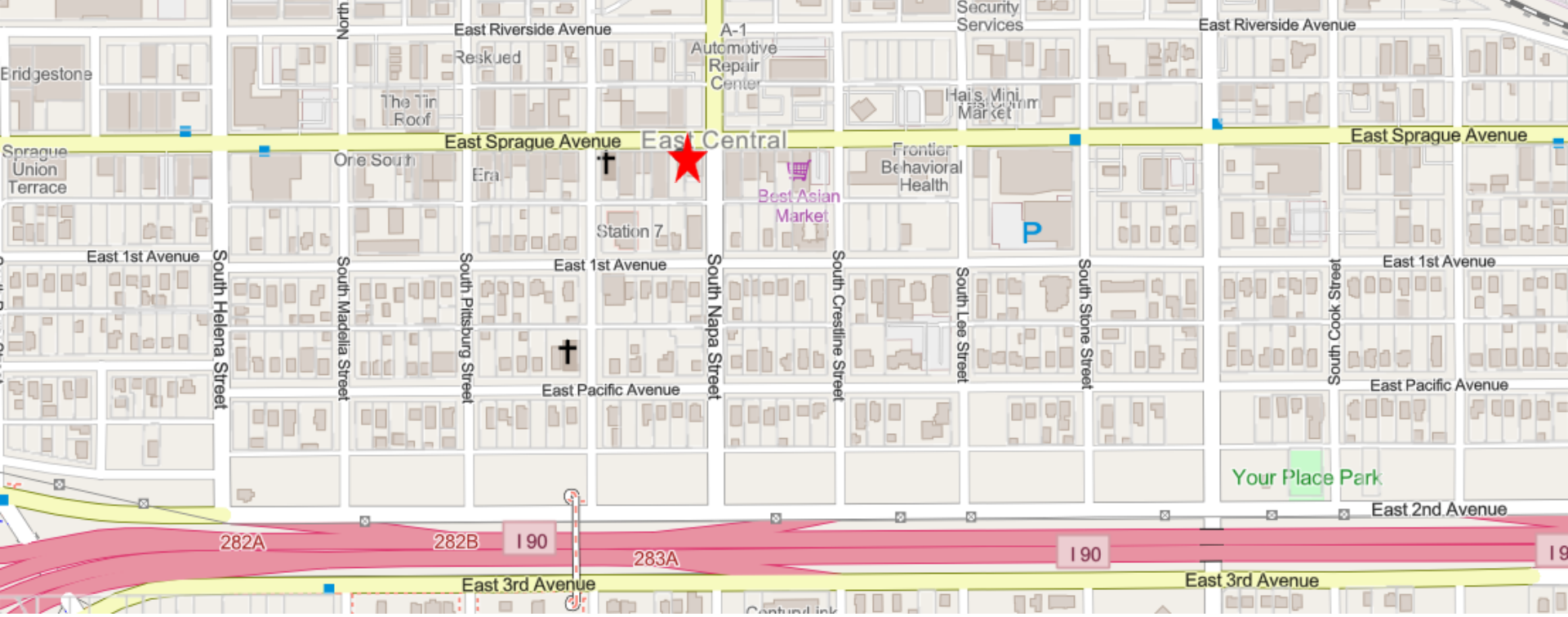
# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location




# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

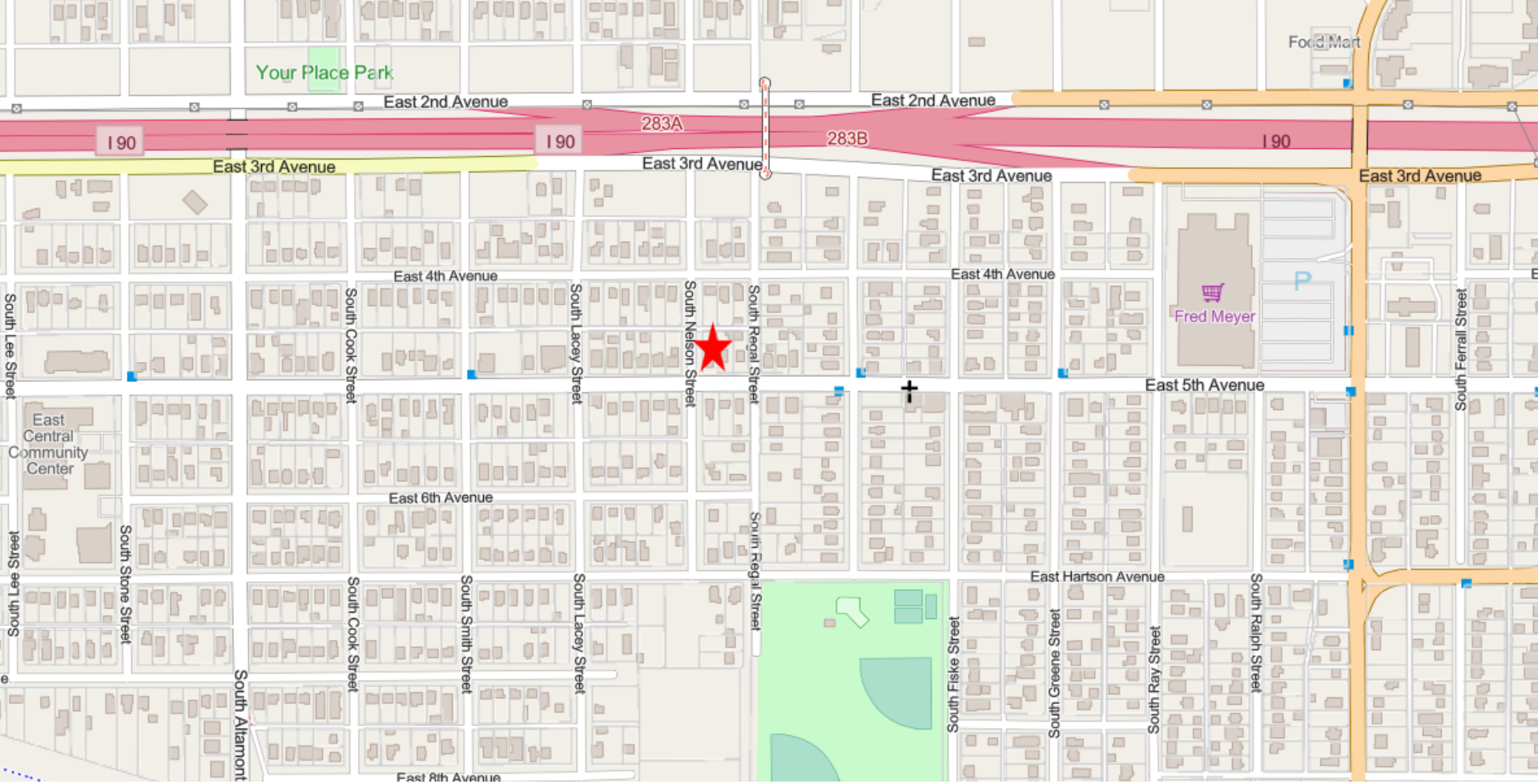
- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

Macklemore Building location

# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location




# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

7/31/20, 10:01:14 AM

35211.3306

# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

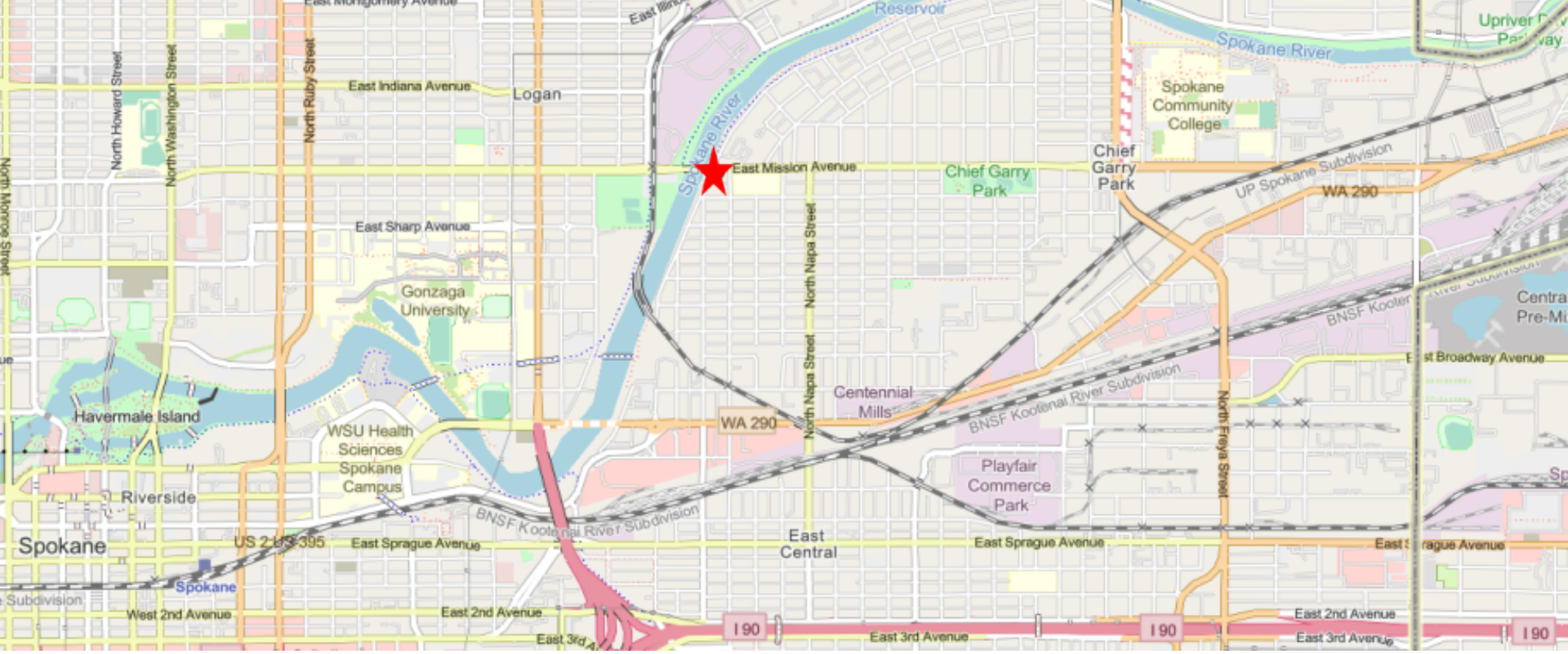
6/23/21, 8:59:00 AM 35331.0352

# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/7/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0757 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TERI STRIPES 6597 | Project # | |
| Contact E-Mail | TSTRIPES@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | |
| Agenda Item Name | MFTE CONDITIONAL AGREEMENT - 2801 5TH | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with A Better Way JJJ, LLC for the future construction of approximately 4 units, at Parcel Number(s) 35211.3306, commonly known as 2801 E 5th. This Conditional Agreement will

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | PALMQUIST, TAMI | Study Session\Other | UE 10/10/2022 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Kinnear and |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | mpiccolo@spokanecity.org | |
| Purchasing | | APPLICANT: A Better Way JJJ LLC, Chauncey Jones | |
| | | abetterway509@gmail.com | |
| | | rbenzie@spokanecity.org | |
| | | jchurchill@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

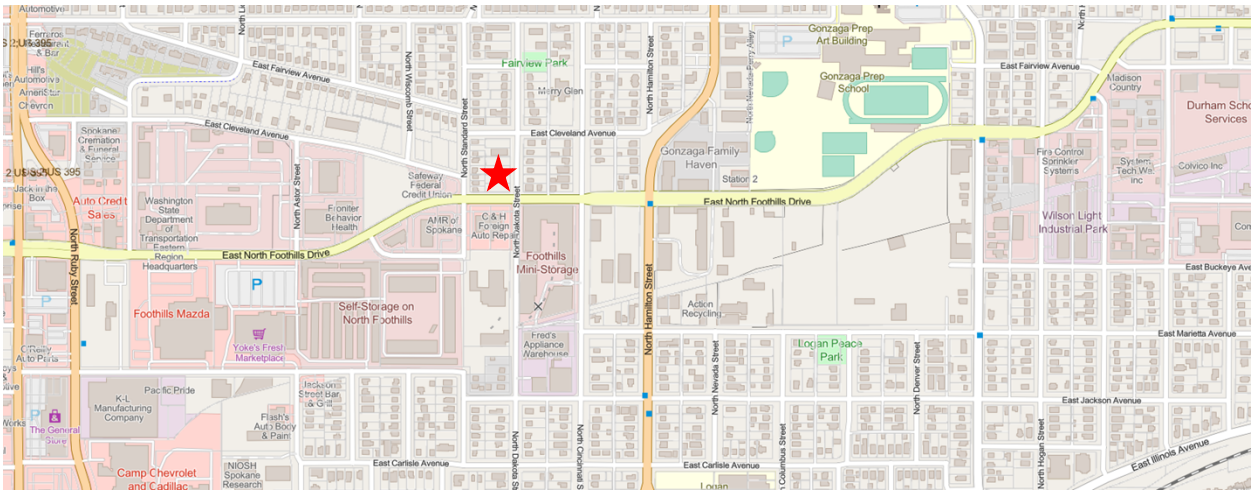
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

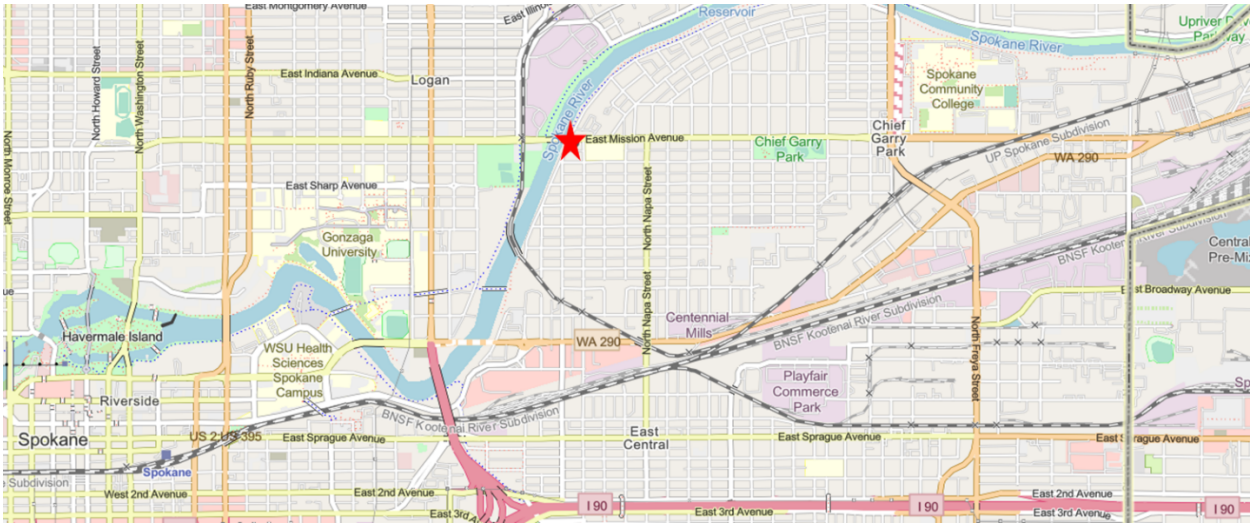
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

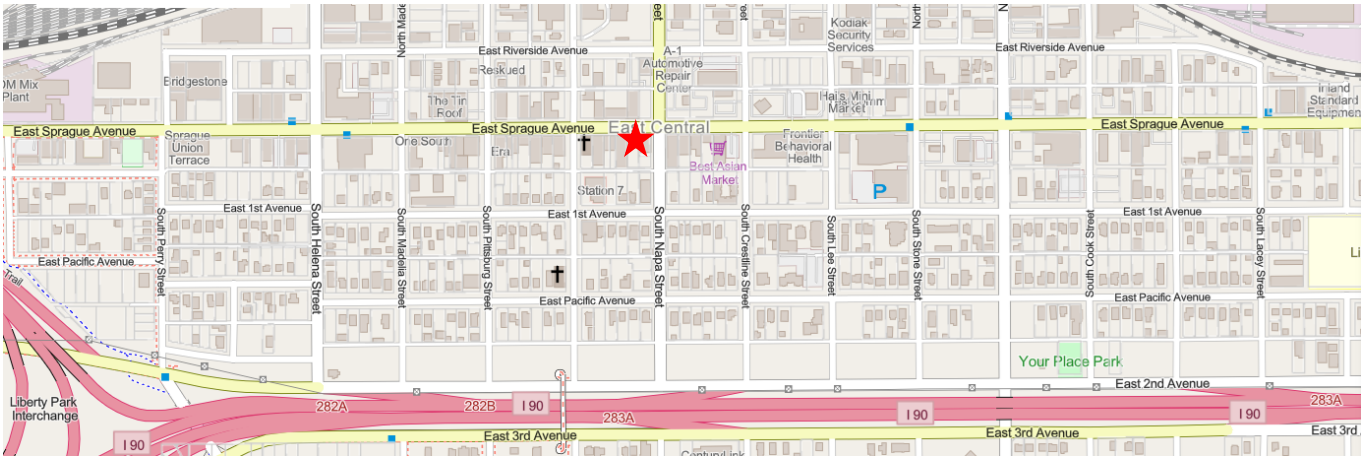
## Site & Location: Dakota – Oldivai Modular Townhomes



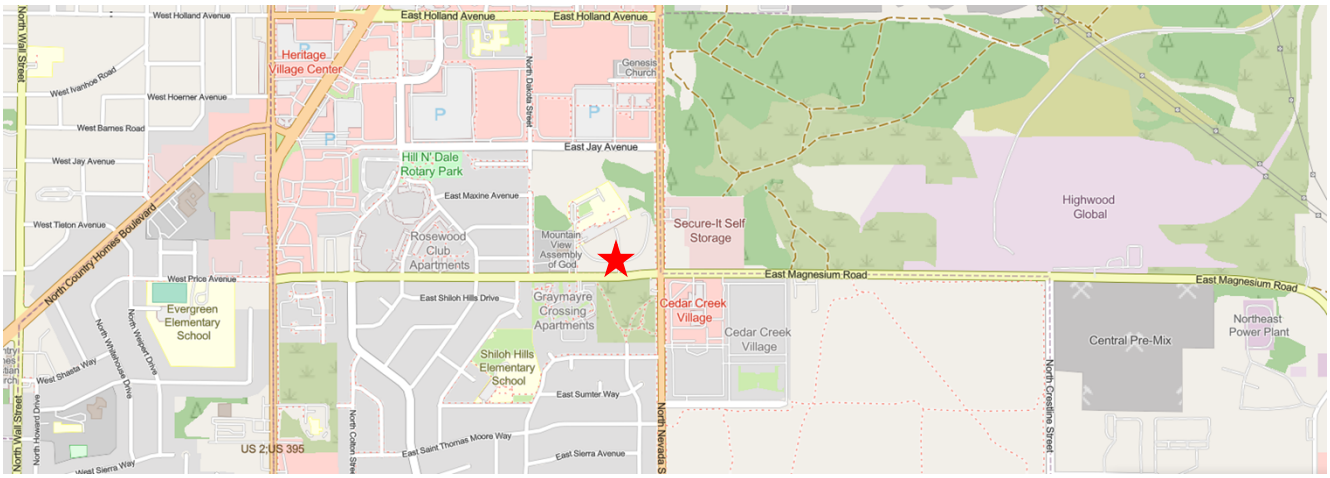
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

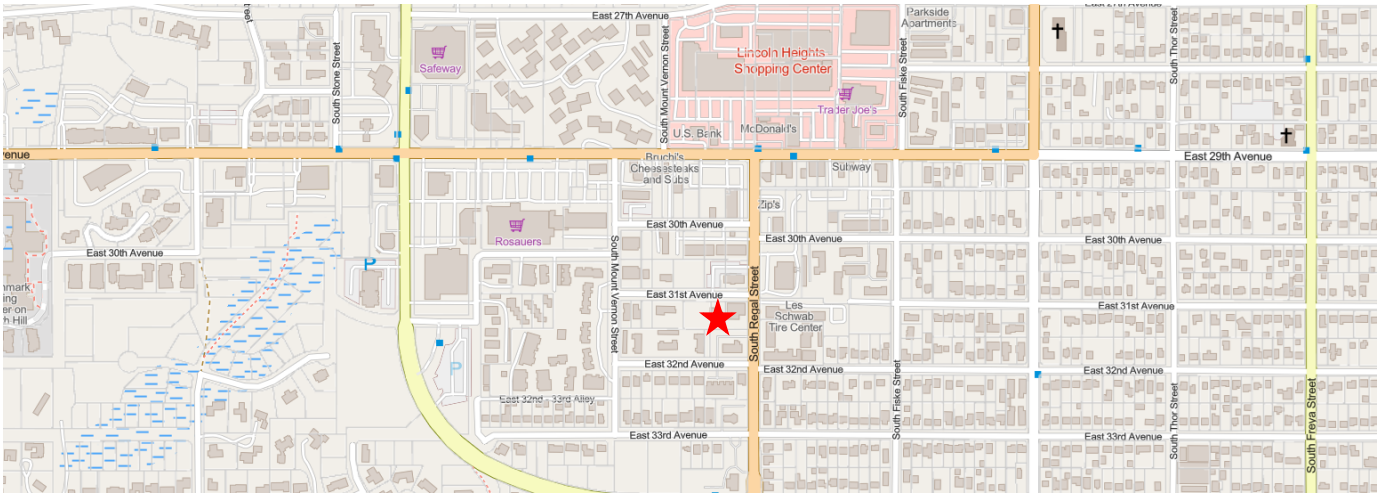


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as “City”, and A Better Way JJJ, LLC, as “Owner/Taxpayer” whose business address is 3003 E Nora Ave, Spokane, WA 99207.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

UNION PARK L6 B15

Assessor’s Parcel Number(s) 35211.3306, commonly known as 2801 E 5th Ave.

WHEREAS, this property is located in the Spokane Targeted Investment Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Twelve year Affordable Housing - with income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 4 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and

moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least twenty-five percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

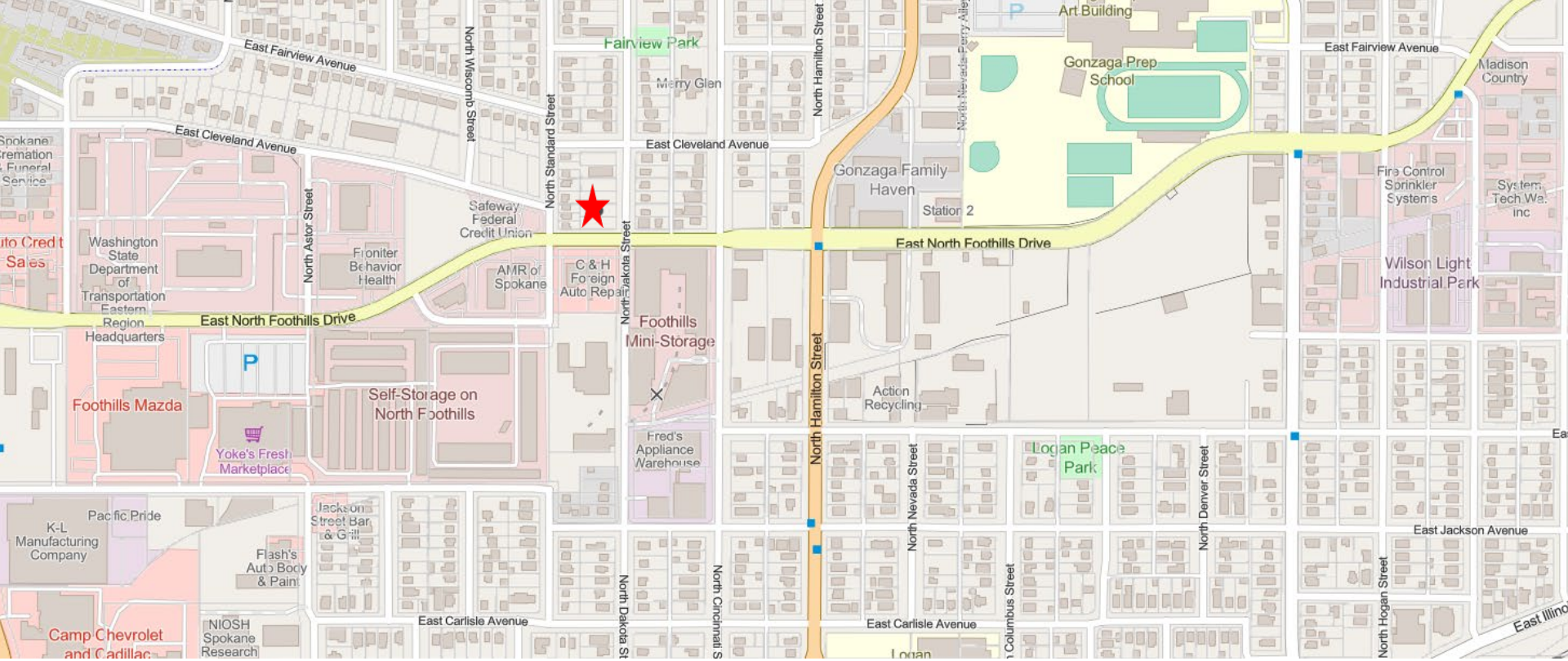
By:_____ By_____

Mayor, Nadine Woodward Its:_____

| | |
|---|---|
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

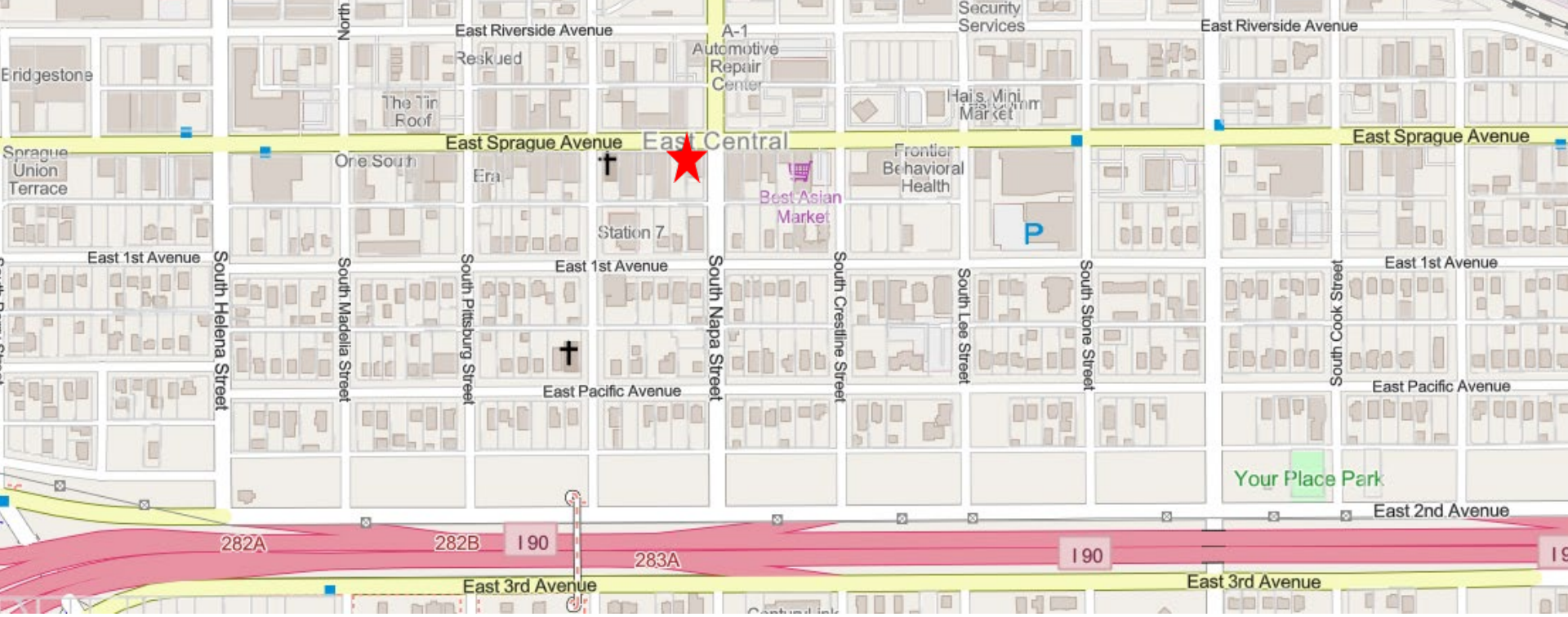
A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.




# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location

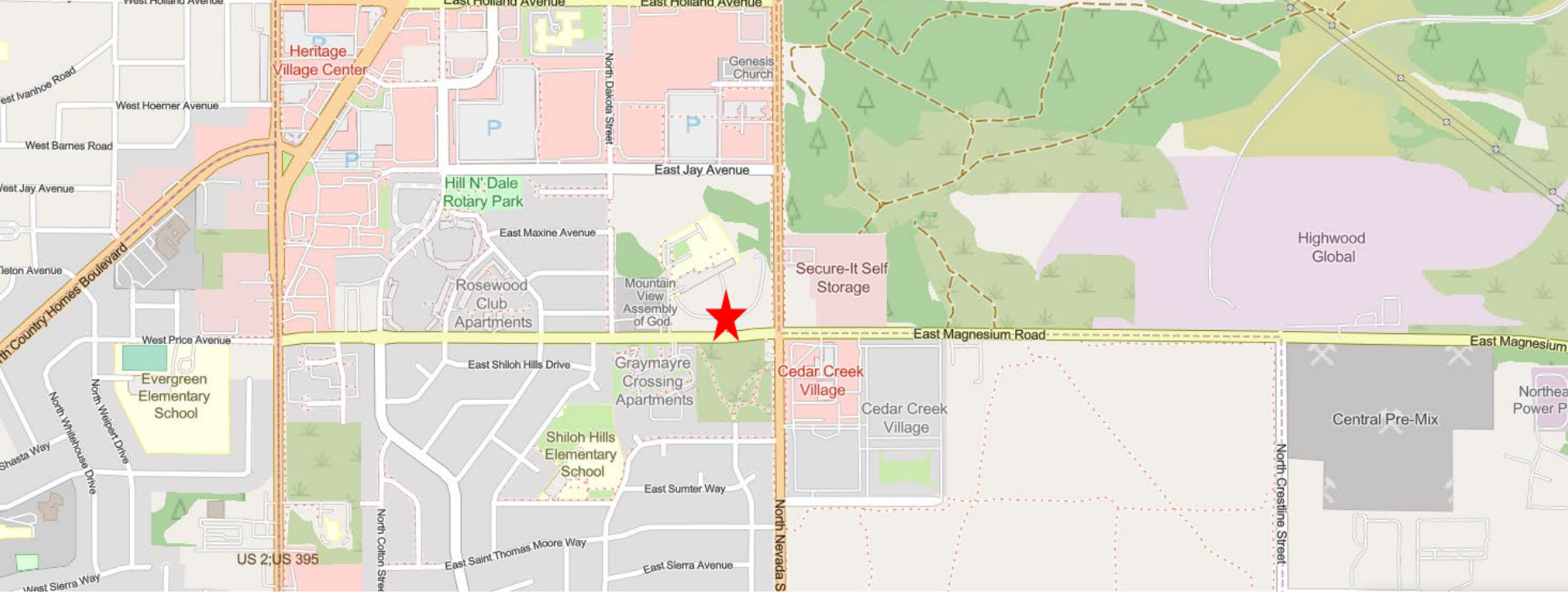



# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

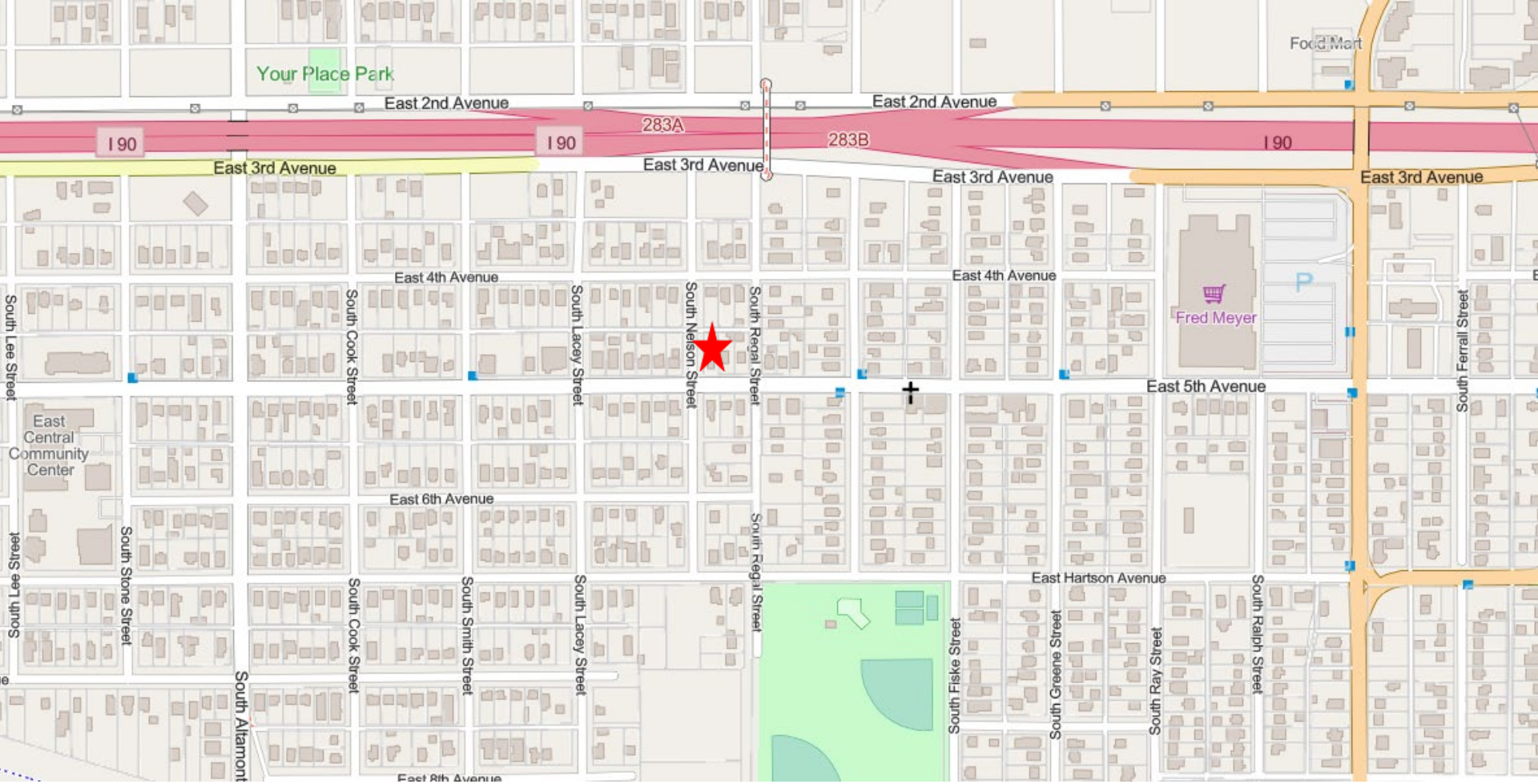
Macklemore Building location




# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location

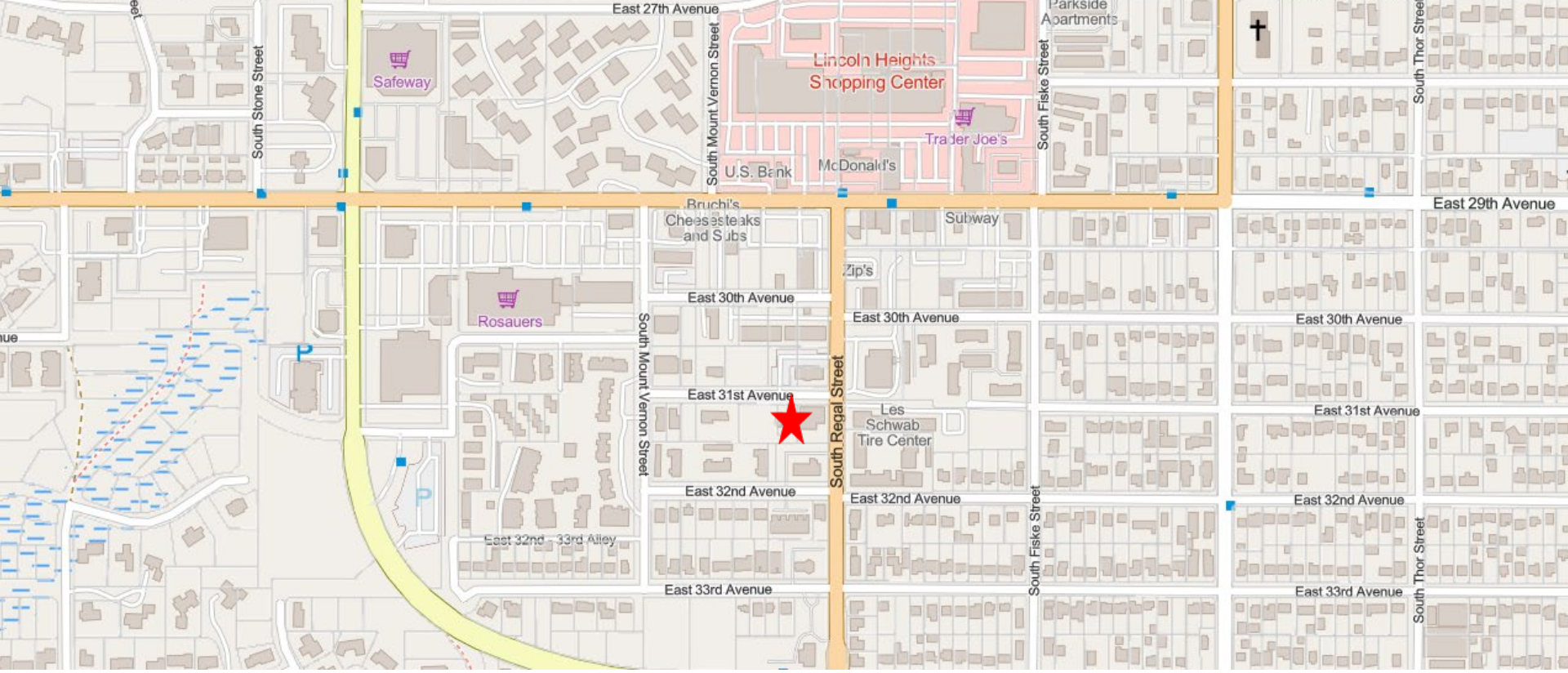



# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

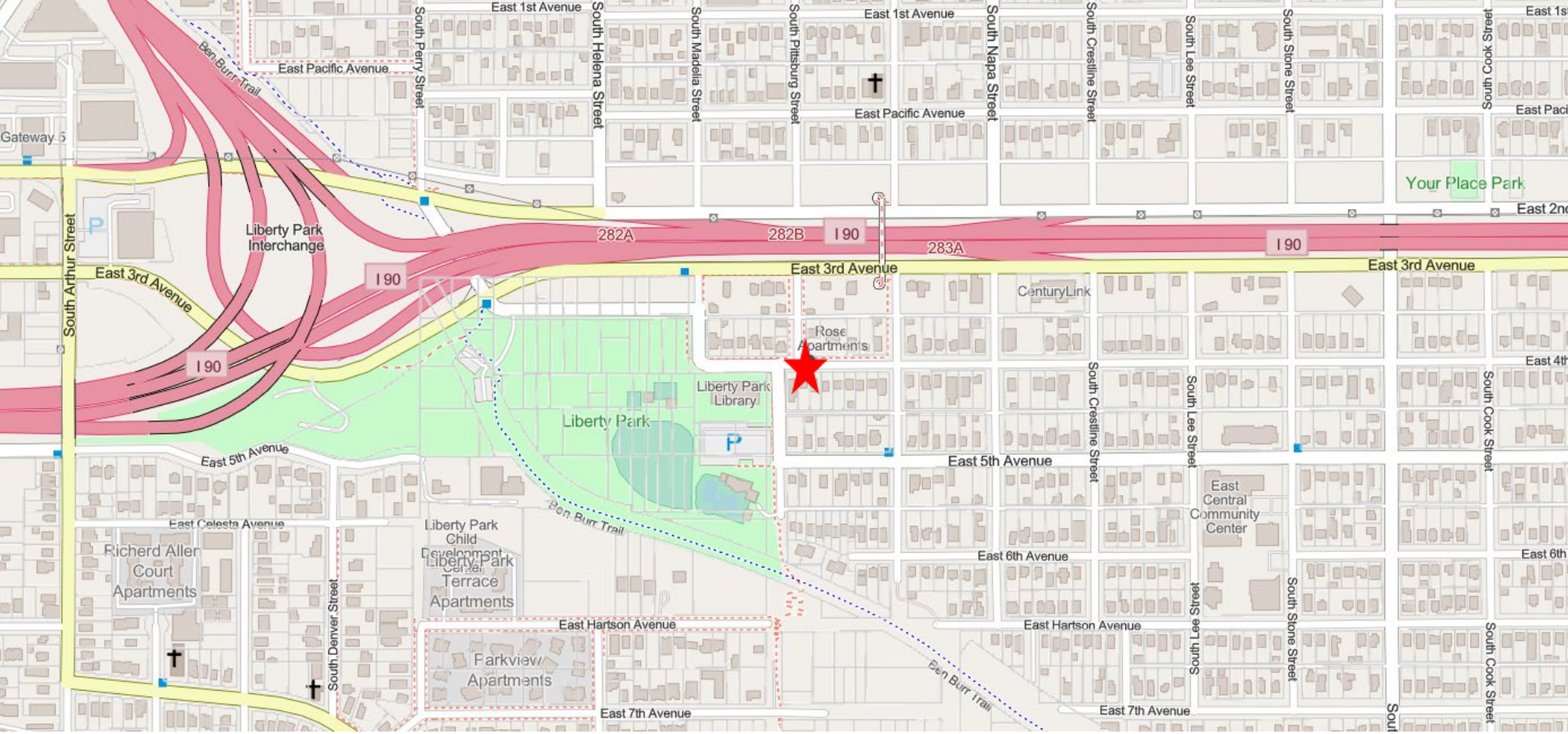



# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

6/23/21, 8:59:00 AM 35331.0352

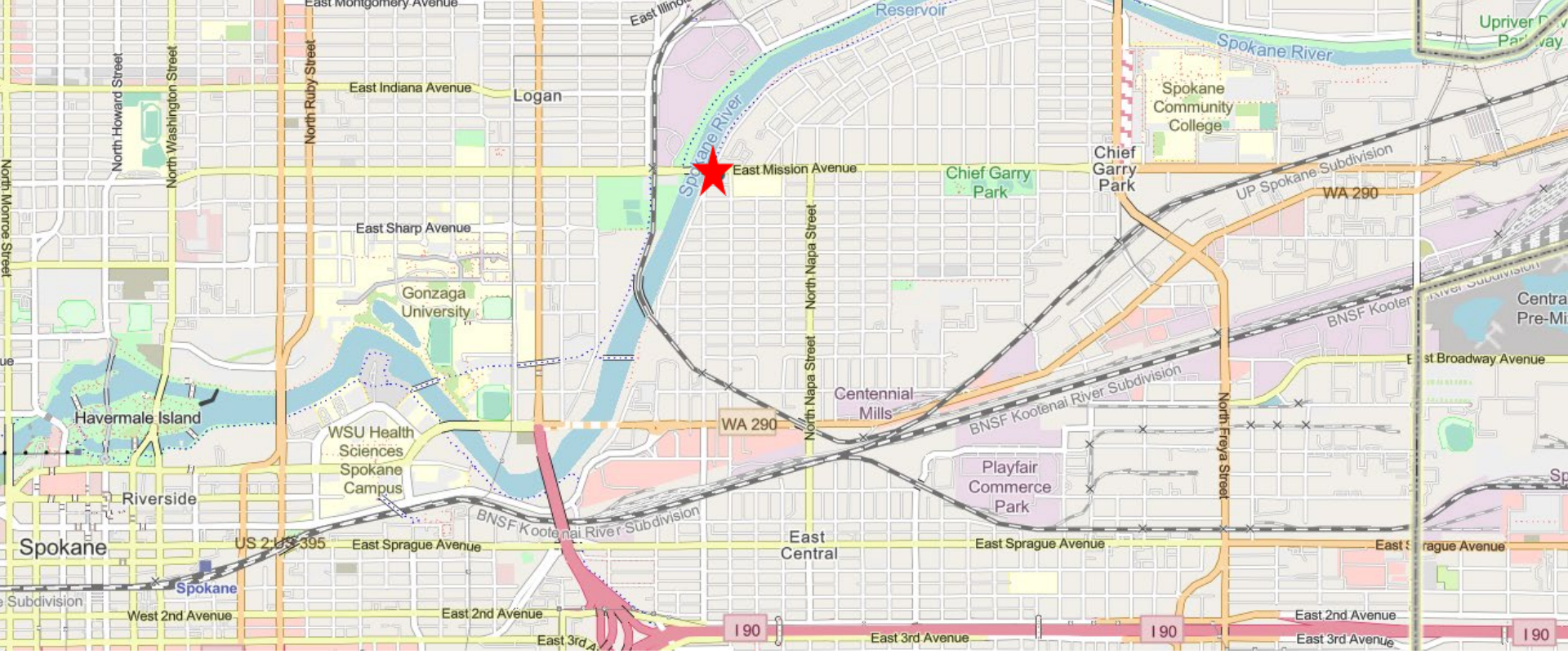



# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/7/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0758 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TERI STRIPES 6597 | Project # | |
| Contact E-Mail | TSTRIPES@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | |
| Agenda Item Name | MFTE CONDITIONAL AGREEMENT - OLDIVAI MODULAR TOWNHOMES - E. | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with John Milne for the future construction of approximately 10 units, at Parcel Number(s) 35331.0352, commonly known as 2814 E. 31st Ave. This Conditional Agreement will

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | PALMQUIST, TAMI | Study Session\Other | UE 10/10/22 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Kinnear and |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | mpiccolo@spokanecity.org | |
| Purchasing | | tstripes@spokanecity.org | |
| | | APPLICANTS: John Milne john@oldivai.com and | |
| | | Susan M. Gillespie susan@oldivai.com | |
| | | jchurchill@spokanecity.org, | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

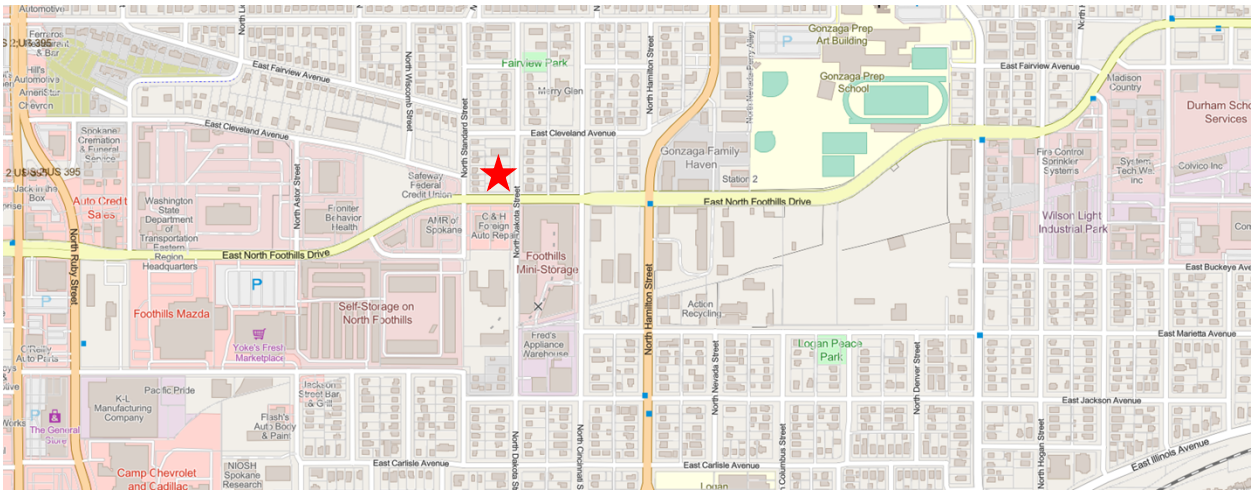
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

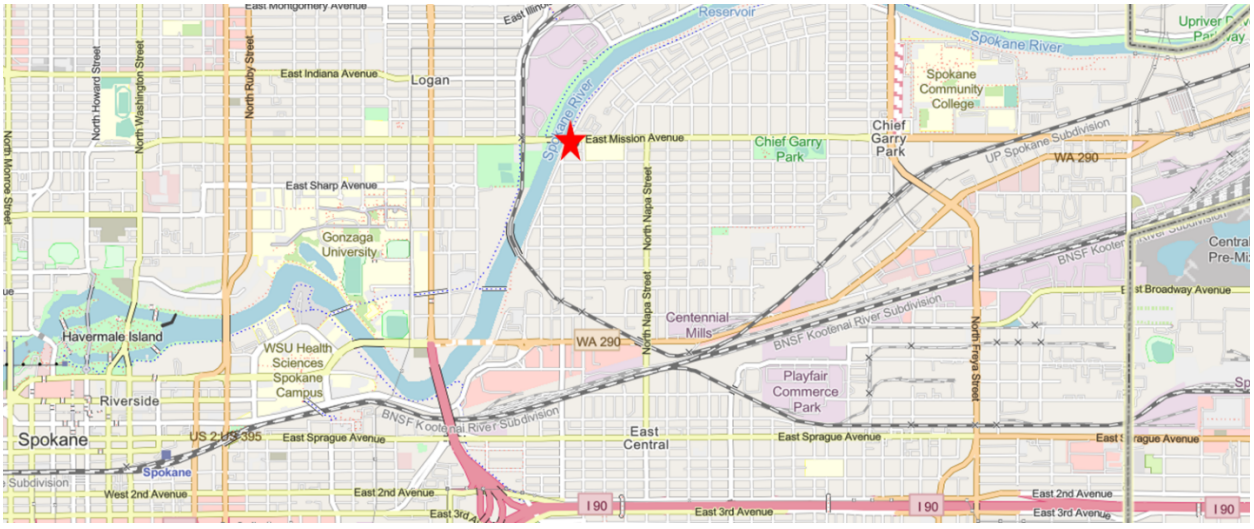
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

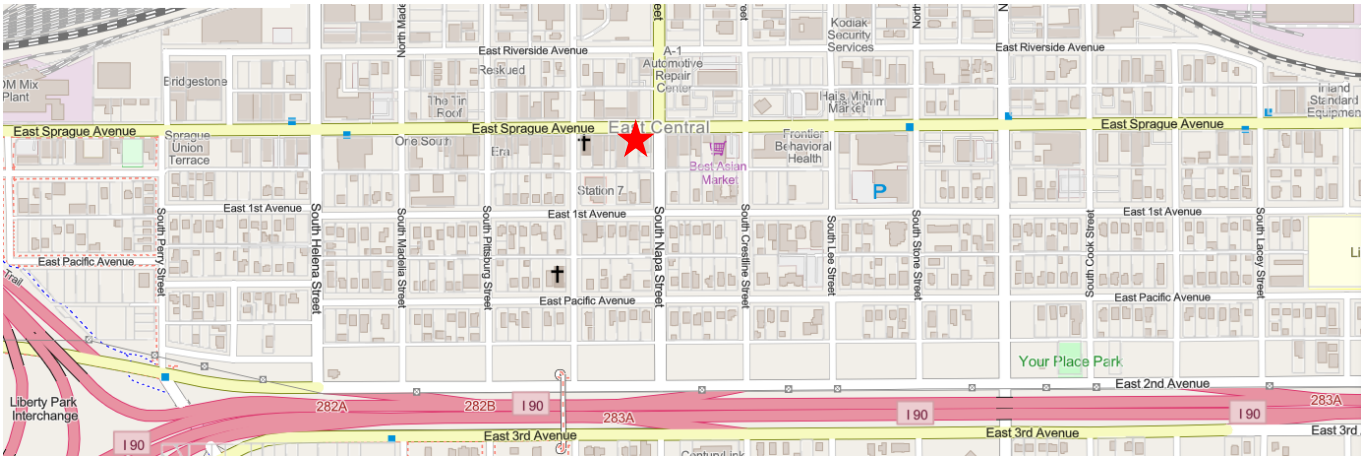
## Site & Location: Dakota – Oldivai Modular Townhomes



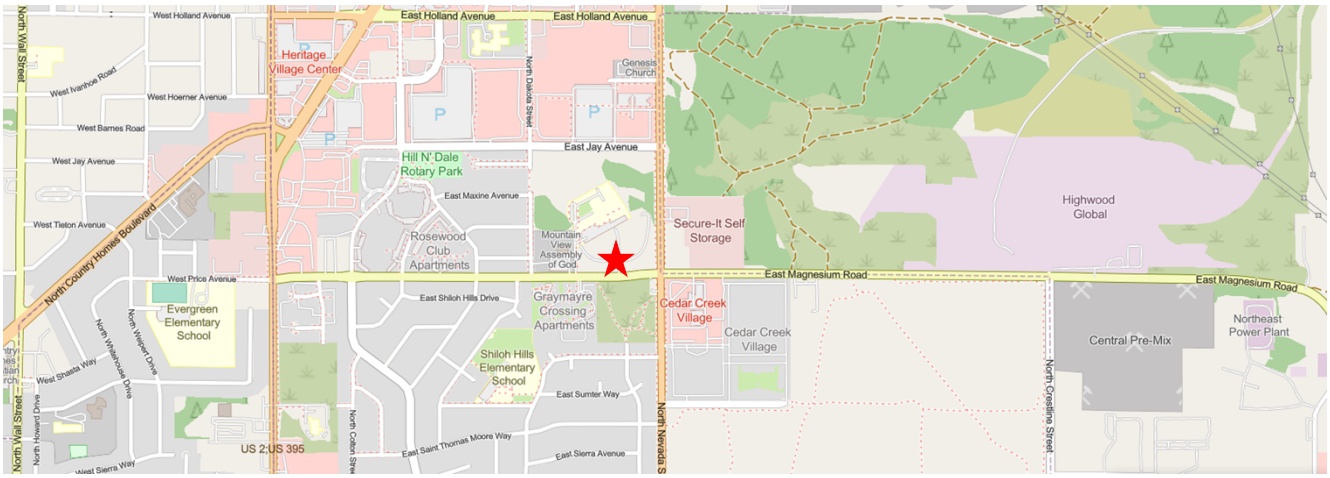
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

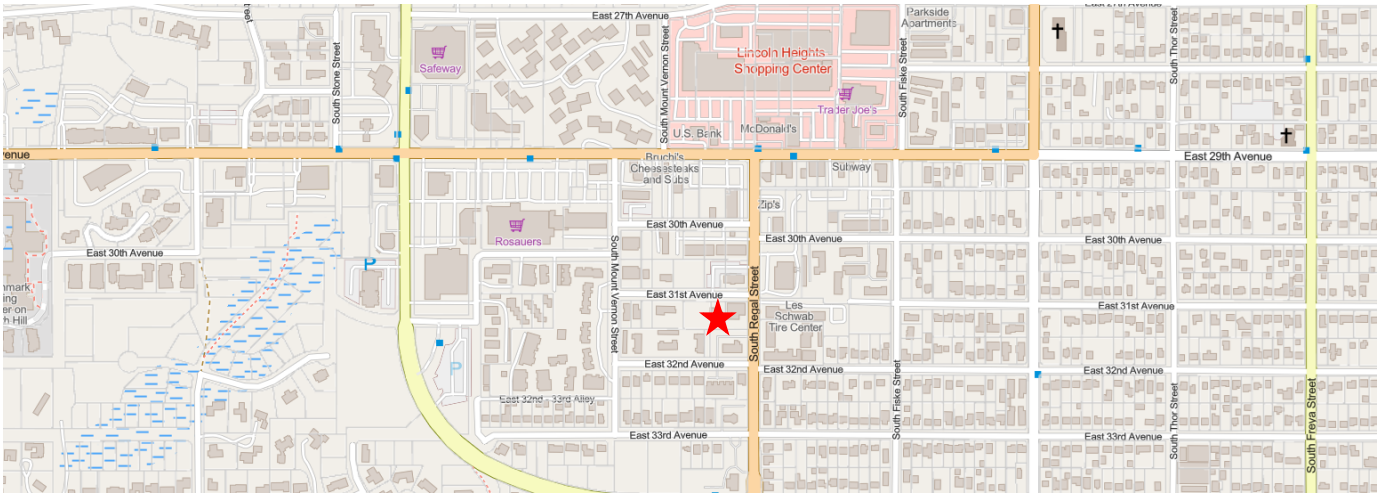


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as "City", and John Milne, as "Owner/Taxpayer" whose business address is 1430 2nd Ave #3207, Seattle, WA 99101.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

> LOT 3, BLOCK 3 SPRING PARK ADDITION TOGETHER WITH THE EAST 21FT LYING NORTH OF THE SOUTH 28FT OF LOT 4, BLOCK 3 OF SD SPRING PARK ADDITION. ALSO TOGETHER WITH THE SOUTH 28FT OF THE EAST 4FT OF LOT 4,BLOCK 3 OF SD SPRING PARK ADDITION. (PARCEL B, Z19-057BLA, AFN 6782854)

Assessor's Parcel Number(s) 35331.0352, commonly known as 2814 E 31st Ave.

WHEREAS, this property is located in the Affordable Housing Emphasis Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Twelve year Affordable Housing - with income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 10 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing

of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least twenty-five percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

By:_____
Mayor, Nadine Woodward

By_____
Its:_____

Attest:

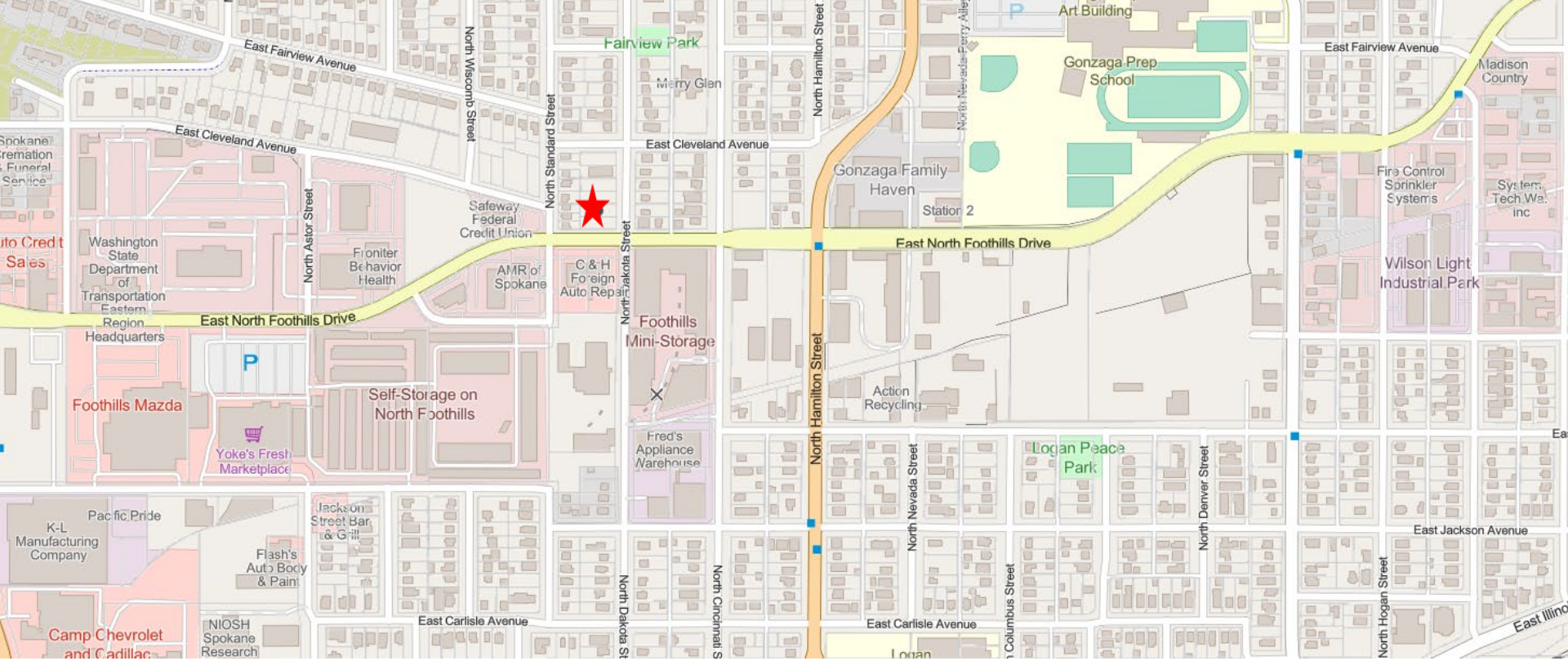
_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

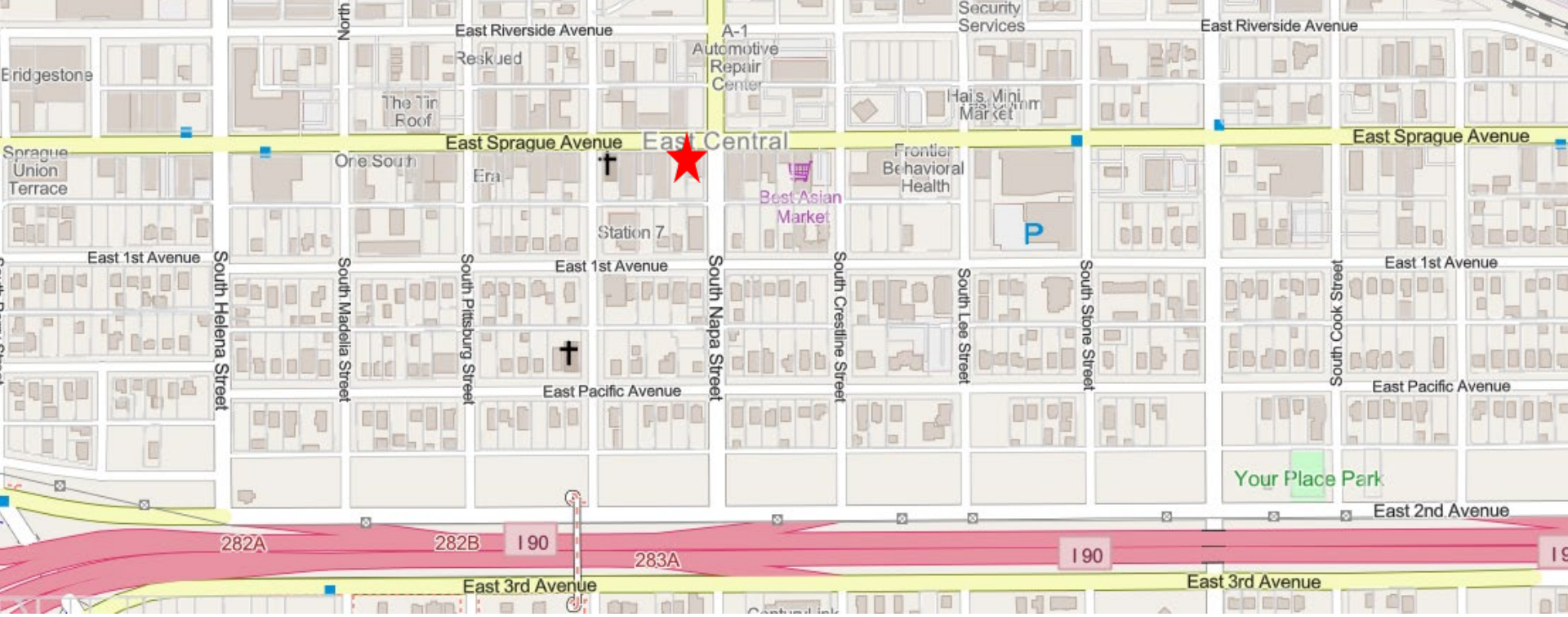
A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.




# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location

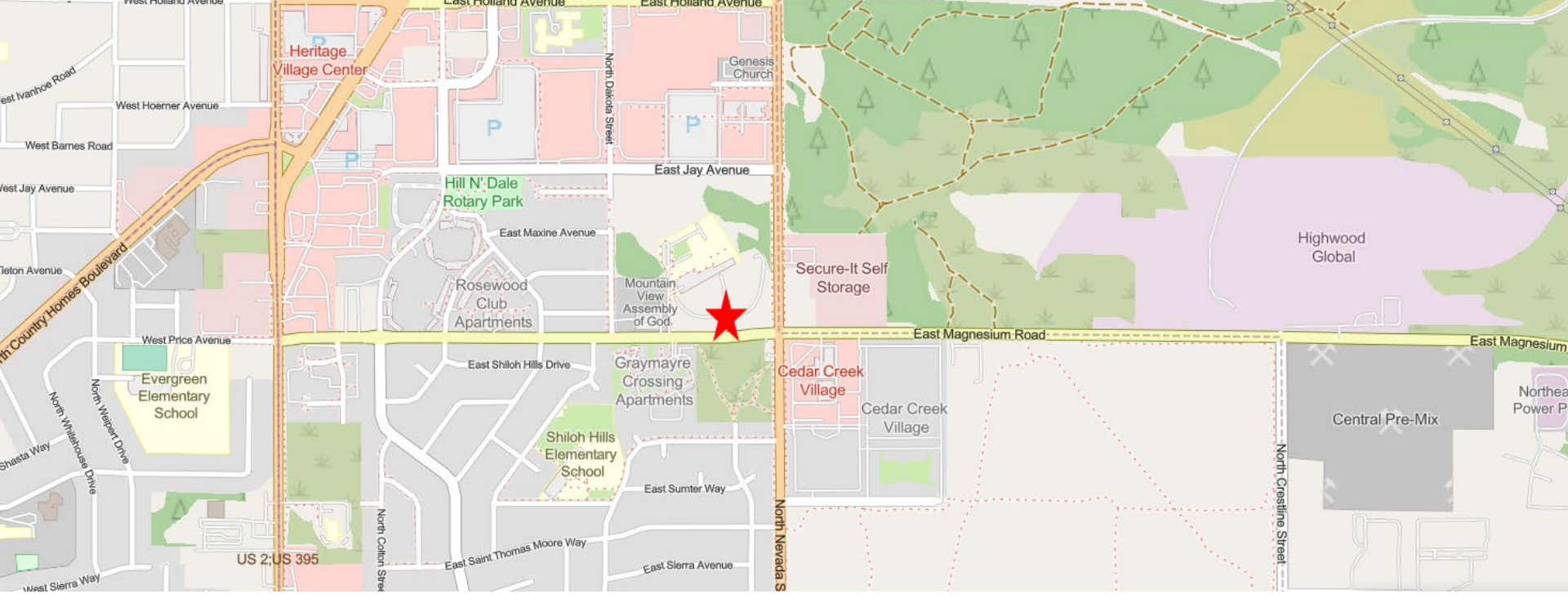



# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

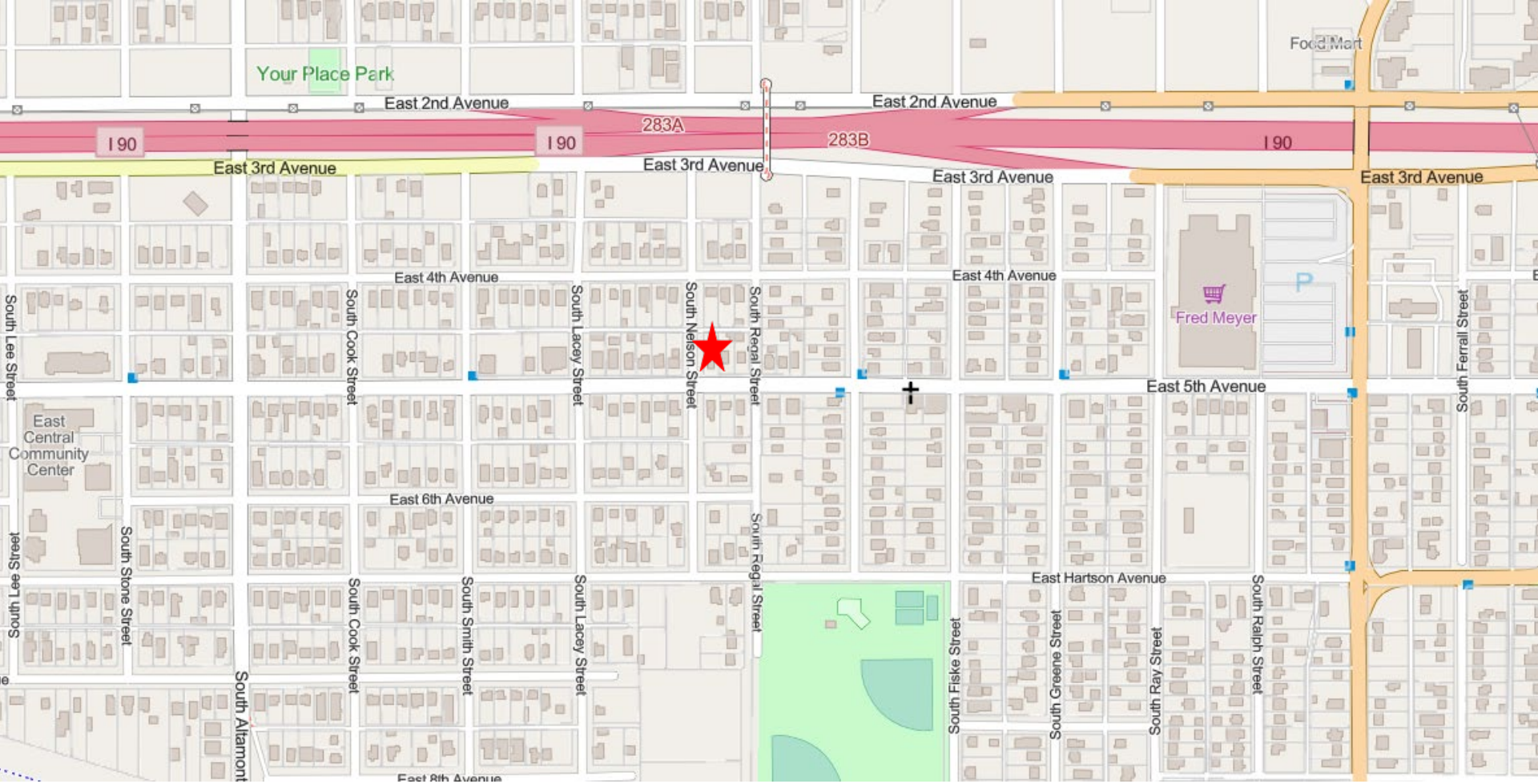
Macklemore Building location




# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location

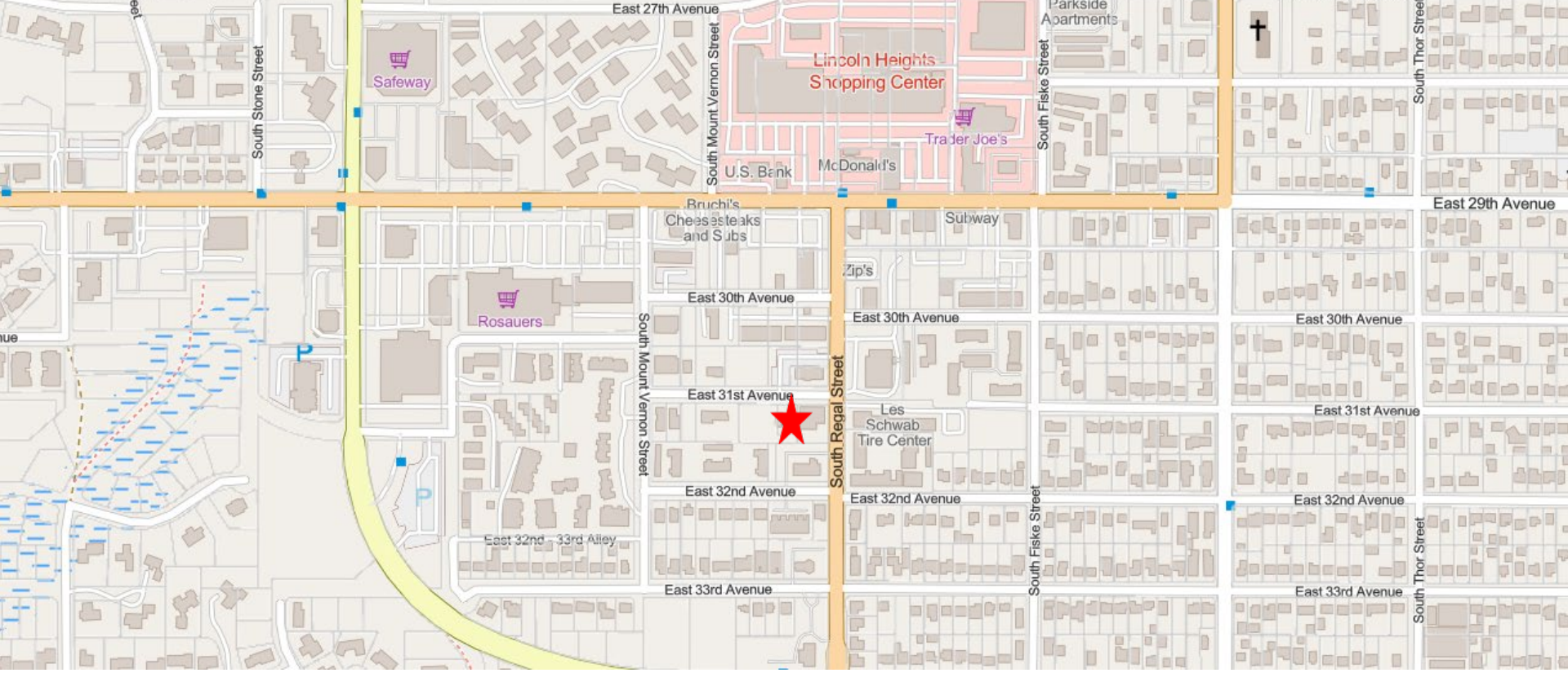



# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

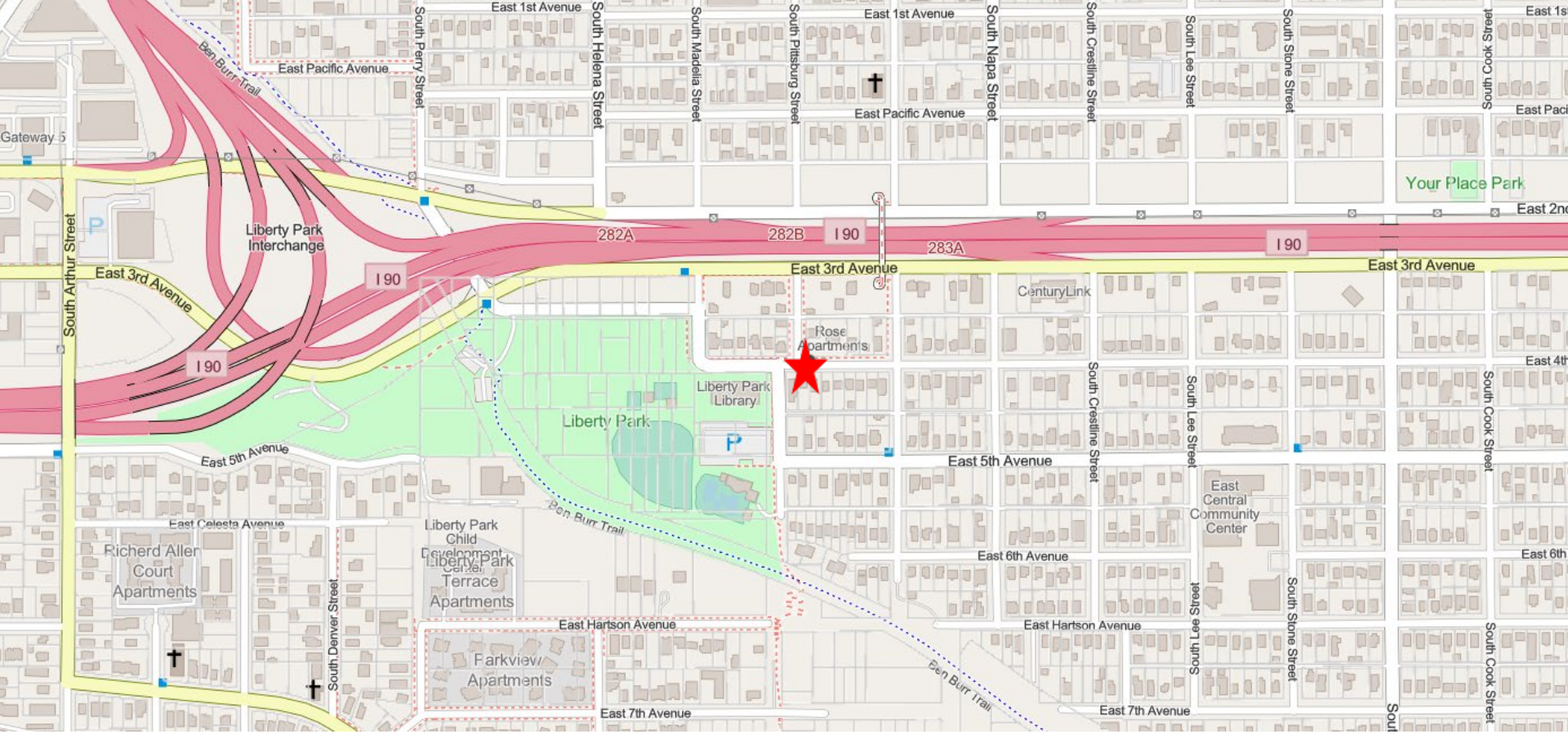



# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

6/23/21, 8:59:00 AM 35331.0352

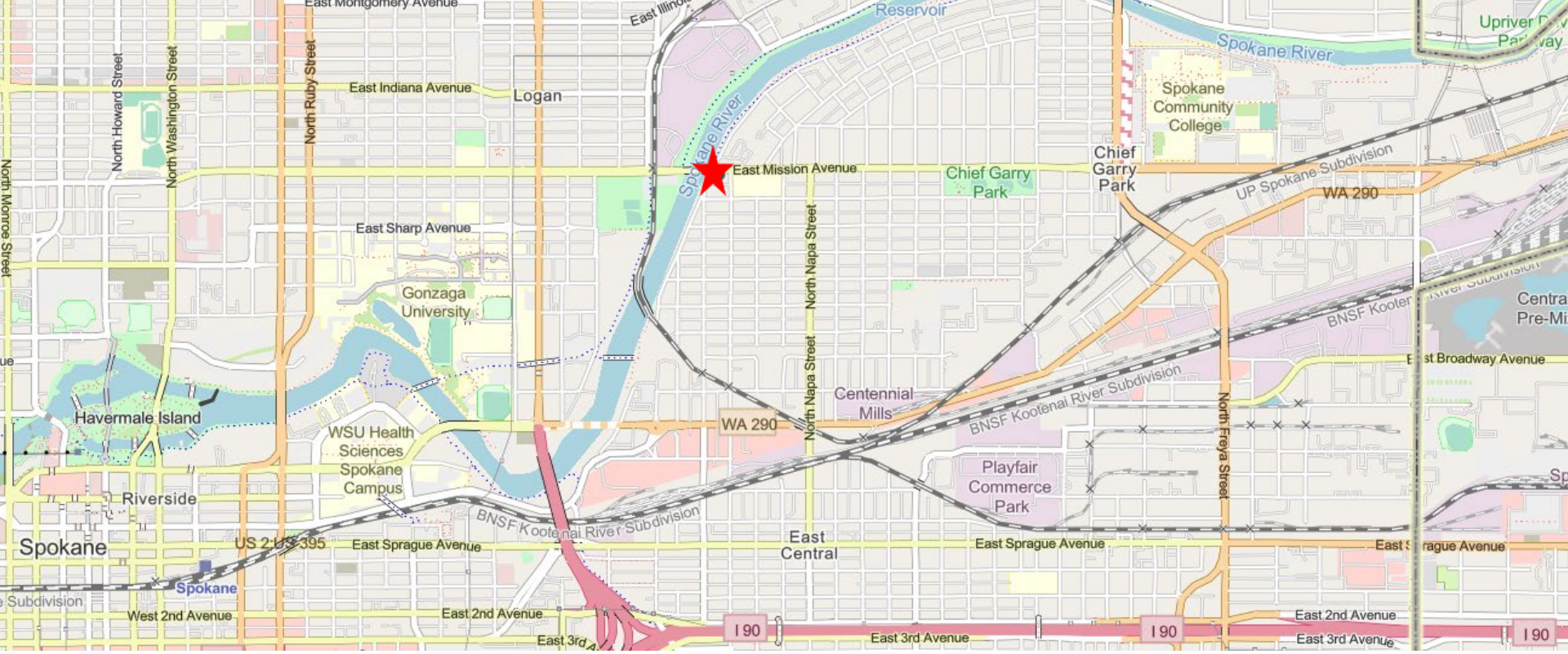



# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/7/2022 |
| | | **Clerk's File #** | OPR 2022-0759 |
| | | **Renews #** | |
| **Submitting Dept** | PLANNING & ECONOMIC | **Cross Ref #** | |
| **Contact Name/Phone** | TERI STRIPES 6597 | **Project #** | |
| **Contact E-Mail** | TSTRIPES@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | Contract Item | **Requisition #** | |
| **Agenda Item Name** | MFTE CONDITIONAL AGREEMENT - ROSE FOURPLEX | | |

**Agenda Wording**

Multiple Family Housing Property Tax Exemption Conditional Agreement with East Central Community Organization for the future construction of approximately 4 units, at Parcel Number(s) 35212.3415, commonly known as 1813 E 4th Ave. This Conditional

**Summary (Background)**

Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility. Staff has determined that the Conditional application meets the Project Eligibility defined in SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in .

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Neutral | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | PALMQUIST, TAMI | **Study Session\Other** | UE 10/10/22 |
| **Division Director** | MACDONALD, STEVEN | **Council Sponsor** | CMs Kinnear and |
| **Finance** | ORLOB, KIMBERLY | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| **For the Mayor** | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| **Additional Approvals** | | mpiccolo@spokanecity.org | |
| **Purchasing** | | tstripes@spokanecity.org | |
| | | APPLICANT: Chauncey Jones | |
| | | jchurchill@spokanecity.org | |
| | | rbenzie@spokanecity.org | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

Agreement will ultimately result in the issuance of a final certificate of tax exemption to be filed with the Spokane County Assessor's Office post construction.

### Summary (Background)

SMC 08.15.040 and is located in a previously adopted Residential Target Areas identified in SMC 08.15.030.

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |

# Committee Agenda Sheet
# Urban Experience – October 2022

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Teri Stripes, ext 6597 |
| **Contact Email** | Tstripes@spokanecity.org |
| **Council Sponsor(s)** | District CMs Cathcart & Bingle, Kinnear & Wilkerson, Stratton & Zapone |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | **Seven (7) Multi-Family Tax Exemption (MFTE) Conditional Agreement(s)** |
| **Summary (Background)** | Chapter 84.14 RCW authorizes the City to create a multiple family housing property tax exemption program and to certify qualified property owners for that property tax exemption. SMC 08.15 Multiple-family Housing Property Tax Exemption outlines the City of Spokane MFTE Program and project eligibility.<br><br>Staff has determined that all seven of the Conditional **applications** meet the Project Eligibility defined in SMC 08.15.040 and are located in a previously adopted Residential Target Areas identified in SMC 08.15.030.<br><br>Once the projects are constructed Magnesium, 2801 E. 5th, E. 31st Oldivai Modular Townhomes, Rose Fourplex and Mission Ave. intend to finalize as **12-yr exemptions -- meeting the income and rent restrictions**.<br><br>These Conditional Agreements authorize the appropriate city official to enter into the Multiple Family Housing Property Tax Exemption Conditional Agreements, which will ultimately result in the issuance of a final certificate of tax exemptions to be filed with the Spokane County Assessor's Office post construction. |
| **Proposed Council Action & Date:** | **Seeking approval of the seven (7) MFTE Conditional Agreement(s) for:**<br><br>**District 1 CM Sponsors: Cathcart & Bingle**<br>**Dakota – Oldivai Modular Townhomes** at the Oct 24, 2022, City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**<br>  ○ Property is zoned RMF and RHD and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$1.7M**<br>  ○ Located in the **Logan** neighborhood.<br><br>**Mission Ave. Apartments** at the Oct 24, 2022 City Council Meeting.<br>• **Project Details:** The applicant applied for a Conditional MFTE Agreement for **27-units at 1608 E Mission Ave.**<br>  ○ Property is zoned RMF and the proposed use is allowed.<br>  ○ Estimated Construction Costs of all phases: **$4.5M** |

- Located in the **Chief Garry Park** neighborhood.

**Macklemore Building** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **16-units at 1924 E. Sprague and 14 S Napa**
  - Property is zoned GC-150 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$2M**
  - Located in the **East Central** neighborhood.

**Magnesium Village** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$38,411,360**
  - Located in the **Shiloh Hills** neighborhood.

**District 2 CM Sponsors: Kinnear and Wilkerson**
**2801 E 5th Ave – Triplex with Internal ADU** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**
  - Located in the **East Central** neighborhood.

**E. 31st – Oldivai Modular Apartments** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

**Rose Fourplex** at the Oct 24, 2022 City Council Meeting.

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **one buildings of 4-units at 1813 E. 4th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$500,000**
  - Located in the **East Central** neighborhood.

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

**SMC 08.15 Multi- Family Housing Property Tax Exemption**

A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

**RCW 84.14.100**

**Report—Filing—Department of commerce audit or review—Guidance to cities and counties. *(Expires January 1, 2058.)***

(1) Thirty days after the anniversary of the date of the certificate of tax exemption and each year for the tax exemption period, the owner of the rehabilitated or newly constructed property, or the qualified nonprofit or local government that will assure permanent affordable homeownership for at least 25 percent of the units for properties receiving an exemption under RCW **84.14.021**, must file with a designated authorized representative of the city or county an annual report indicating the following:

(a) A statement of occupancy and vacancy of the rehabilitated or newly constructed property during the twelve months ending with the anniversary date;

(b) A certification by the owner that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in RCW **84.14.020** since the date of the certificate approved by the city or county;

(c) A description of changes or improvements constructed after issuance of the certificate of tax exemption; and

(d) Any additional information requested by the city or county in regards to the units receiving a tax exemption.

(2) **All cities or counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, must report annually by April 1st of each year, beginning in 2007, to the department of commerce. A city or county must be in compliance with the**

**reporting requirements of this section to offer certificates of tax exemption for multiunit housing authorized in this chapter. The report must include the following information:**

**(a) The number of tax exemption certificates granted;**

**(b) The total number and type of units produced or to be produced;**

**(c) The number, size, and type of units produced or to be produced meeting affordable housing requirements;**

**(d) The actual development cost of each unit produced;**

**(e) The total monthly rent or total sale amount of each unit produced;**

**(f) The annual household income and household size for each of the affordable units receiving a tax exemption and a summary of these figures for the city or county; and**

**(g) The value of the tax exemption for each project receiving a tax exemption and the total value of tax exemptions granted.**

(3)(a) The department of commerce must adopt and implement a program to effectively audit or review that the owner or operator of each property for which a certificate of tax exemption has been issued, except for those properties receiving an exemption that are owned or operated by a nonprofit or for those properties receiving an exemption from a city or county that operates an independent audit or review program, is offering the number of units at rents as committed to in the approved application for an exemption and that the tenants are being properly screened to be qualified for an income-restricted unit. The audit or review program must be adopted in consultation with local governments and other stakeholders and may be based on auditing a percentage of income-restricted units or properties annually. A private owner or operator of a property for which a certificate of tax exemption has been issued under this chapter, must be audited at least once every five years.

(b) If the review or audit required under (a) of this subsection for a given property finds that the owner or operator is not offering the number of units at rents as committed to in the approved application or is not properly screening tenants for income-restricted units, the department of commerce must notify the city or county and the city or county must impose and collect a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitment from the amount of rents collected by the owner or operator for the income-restricted units, with consideration of the severity of the noncompliance. If a subsequent review or audit required under (a) of this subsection for a given property finds continued substantial noncompliance with the program requirements, the exemption certificate must be canceled pursuant to RCW **84.14.110**.

(c) The department of commerce may impose and collect a fee, not to exceed the costs of the audit or review, from the owner or operator of any property subject to an audit or review required under (a) of this subsection.

(4) The department of commerce must provide guidance to cities and counties, which issue certificates of tax exemption for multiunit housing that conform to the requirements of this chapter, on best practices in managing and reporting for the exemption programs authorized under this chapter, including guidance for cities and counties to collect and report demographic information for tenants of units receiving a tax exemption under this chapter.

(5) This section expires January 1, 2058.

[**2021 c 187 § 5**; **2012 c 194 § 9**; **2007 c 430 § 10**; **1995 c 375 § 13**.]

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Title 08 Taxation and Revenue

Chapter 08.15 Multiple-family Housing Property Tax Exemption

Section 08.15.100 **Annual Certification and Affordability Certification**

Within thirty days of the anniversary of the date the final certificate of tax exemption was recorded at the County and each year thereafter, for the tax exemption period, the property owner shall file a certification with the director, verified upon oath or affirmation, which shall contain such information as the director may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multi-family units during the previous year.
2. A certification that the property has not changed use and, if applicable, that the property has been in compliance with the affordable housing requirements as described in SMC 8.15.090 since the date of filing of the final certificate of tax exemption, and continues to be in compliance with the contract with the City and the requirements of this chapter; and
3. If the property owner rents the affordable multi-family housing units, the property owner shall file with the City a report indicating the household income of each initial tenant qualifying as low and moderate-income in order to comply with the twenty percent requirement of SMC 8.15.090(A)(2)(b) and RCW 84.14.020(1)(ii)(B).
    a. The reports shall be on a form provided by the City and shall be signed by the tenants.
    b. Information on the incomes of occupants of affordable units shall be included with the application for the final certificate of tax exemption, and shall continue to be included with the annual report for each property during the exemption period.
4. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.

B. Failure to submit the annual declaration may result in cancellation of the tax exemption.

Date Passed: Monday, August 21, 2017

Effective Date: Saturday, October 7, 2017

ORD C35524 Section 8

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

**Comprehensive Plan Land Use Policies:**

LU 1.4 Higher Density Residential Uses
LU 3.5 Mix of Uses in Centers
LU 4.2 Land Uses That Support Travel Options and Active Transportation
LU 4.6 Transit-Supported Development

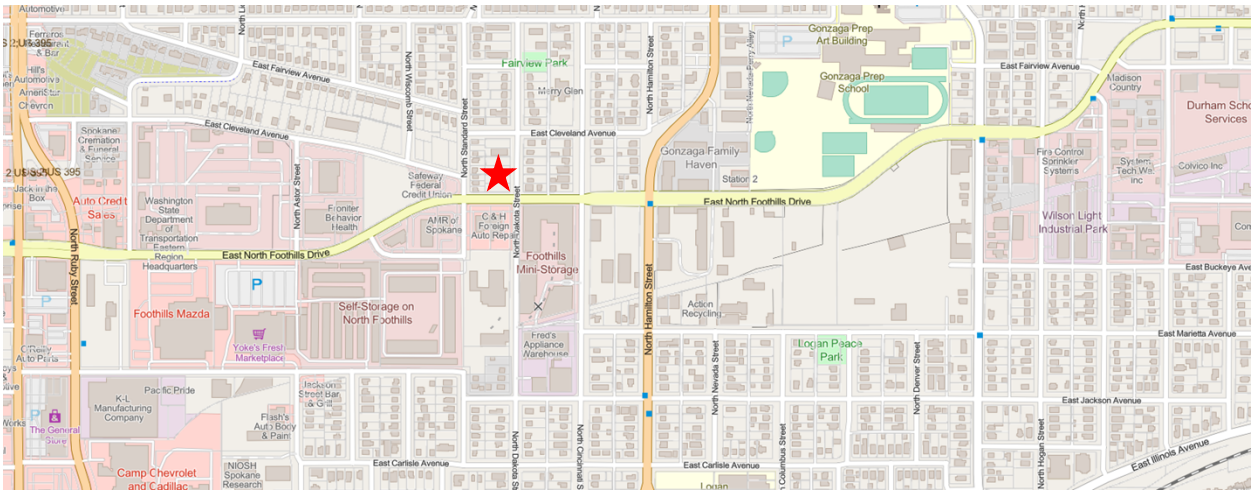
**Comprehensive Plan Housing Policies**:

H 1.9 Mixed-Income Housing
H 1.4 Use of Existing Infrastructure
H 1.10 Lower-Income Housing Development Incentives
H 1.11 Access to Transportation
H 1.18 Distribution of Housing Options

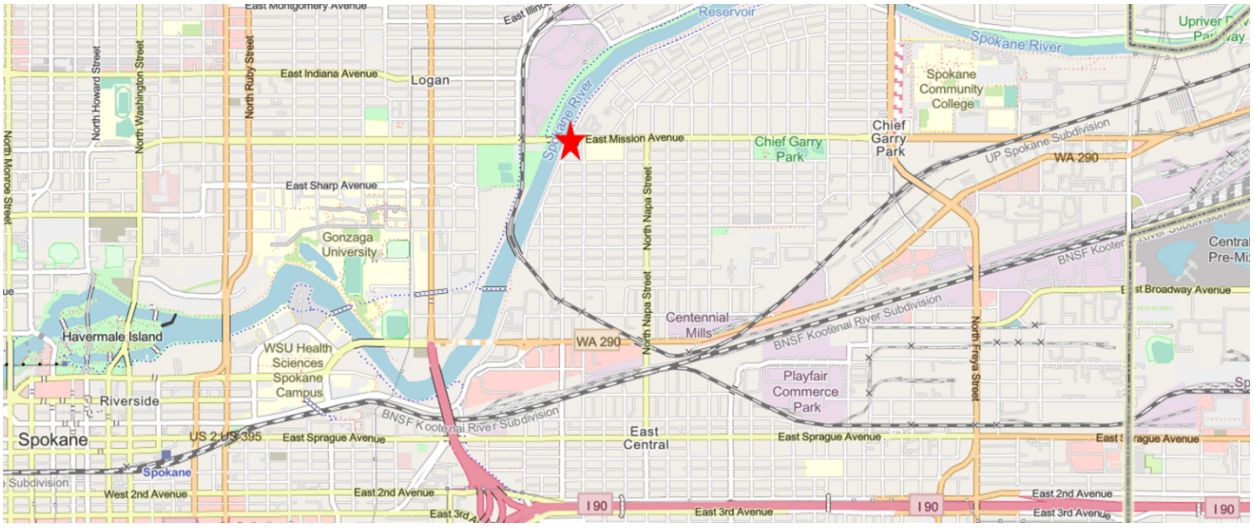
**Comprehensive Plan Economic Development Policies:**

ED 2.4 Mixed-Use
ED 7.4 Tax Incentives for Land Improvement

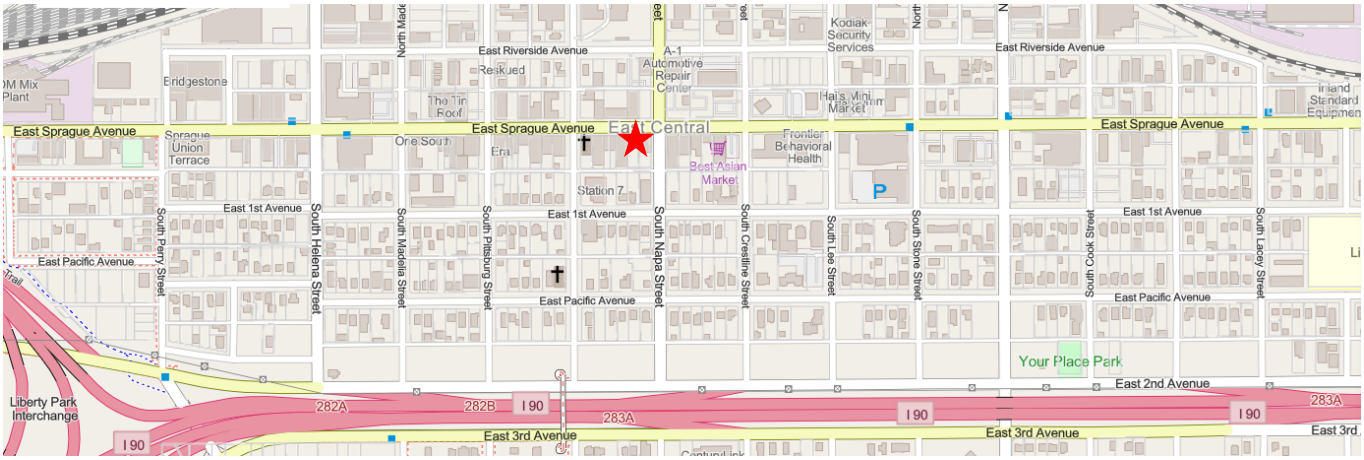
## Site & Location: Dakota – Oldivai Modular Townhomes



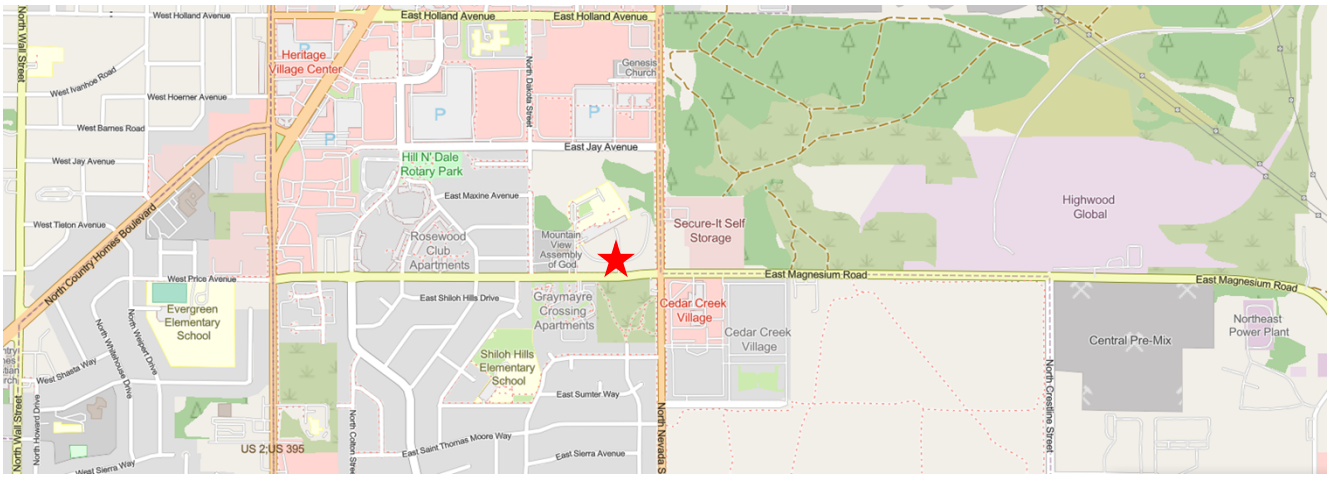
**Site & Location: Mission Ave. Apartments**



**Site & Location: Macklemore Building**

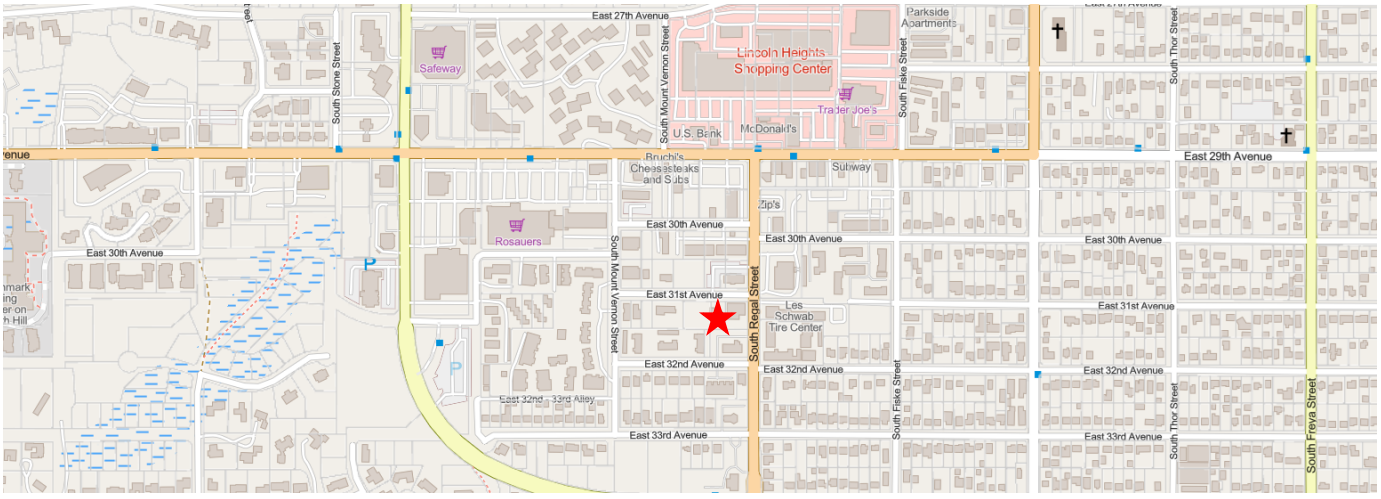


## Site & Location: Magnesium Village



**Site & Location: 2801 E 5th Ave Triplex and Internal ADU**

**Site & Location: E. 31st – Oldivai Modular Apartments**



**Site & Location: Rose Fourplex**

MULTIPLE FAMILY HOUSING PROPERTY
TAX EXEMPTION CONDITIONAL AGREEMENT

THIS CONDITIONAL AGREEMENT is between the City of Spokane, a Washington State municipal corporation, as “City”, and East Central Community Organization, as “Owner/Taxpayer” whose business address is PO Box 40095 Spokane, WA 99220.

W I T N E S S E T H:

WHEREAS, the City has, pursuant to the authority granted to it by Chapter 84.14 RCW, designated various residential targeted areas for the provision of a limited property tax exemption for new and rehabilitated multiple family residential housing; and

WHEREAS, the City has, through Chapter 8.15 SMC, enacted a program whereby property owner/taxpayers may qualify for a Final Certificate of Tax Exemption which certifies to the Spokane County Assessor that the Owner/Taxpayer is eligible to receive the multiple family housing property tax exemption; and

WHEREAS, the Owner/Taxpayer is interested in receiving the multiple family property tax exemption for new multiple family residential housing units in a residential targeted area; and

WHEREAS, the Owner/Taxpayer has submitted to the City a complete conditional application form for no fewer than a total of four new multiple family permanent residential housing units to be constructed on property legally described as:

IDES 2ND L6 B6

Assessor’s Parcel Number(s) 35212.3415, commonly known as 1813 E 4th Ave.

WHEREAS, this property is located in the Spokane Targeted Investment Area and is eligible to seek a Final Certificate of Tax Exemption post construction under the Twelve year Affordable Housing - with income and rent restrictions as defined in SMC 08.15.090.

WHEREAS, the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption; -- NOW, THEREFORE,

The City and the Owner/Taxpayer do mutually agree as follows:

1. The City agrees to issue the Owner/Taxpayer a Conditional Agreement subsequent to the City Council's approval of this agreement.

2. The project must comply with all applicable zoning requirements, land use requirements, design review recommendations and all building, fire, and housing code requirements contained in the Spokane Municipal Code at the time a complete application for a building permit is received. However, if the proposal includes rehabilitation or demolition in preparation for new construction, the residential portion of the building shall fail to comply with one or more standards of applicable building or housing codes, and the rehabilitation improvements shall achieve compliance with the applicable building and construction codes.

3. If the property proposed to be rehabilitated is not vacant, the Owner/Taxpayer shall provide each existing tenant with housing of comparable size, quality and price and a reasonable opportunity to relocate. At the time of an application for a Conditional Agreement, the applicant provided a letter attesting and documenting how the existing tenant(s) were/will be provided comparable housing and opportunities to relocate.

(a). The existing residential tenant(s) are to be provided housing of a comparable size and quality at a rent level meeting the Washington State definition of affordable to their income level. Specifically, RCW 84.14.010 defines "affordable housing" as residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. The duration of this requirement will be the length of the tenant's current lease plus one year.

4. The Owner/Taxpayer intends to construct on the site, approximately 4 new multiple family residential housing units substantially as described in their application filed with and approved by the City. In no event shall such construction provide fewer than a total of four multiple family permanent residential housing units.

5. The Owner/Taxpayer agrees to complete construction of the agreed-upon improvements within three years from the date the City issues this Conditional Agreement or within any extension granted by the City.

6. The Owner/Taxpayer agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file an application for a Final Certificate of Tax Exemption with the City's Planning and Economic Development Department, which will require the following:

(a) a statement of the actual development cost of each multiple family housing unit, and the total expenditures made in the rehabilitation or construction of the entire property;

(b) a description of the completed work and a statement that the rehabilitation improvements or new construction of the Owner/Taxpayer's property qualifies the property for the exemption;

(c) a statement that the project meets the affordable housing requirements, if applicable; and

(d) a statement that the work was completed within the required three-year period or any authorized extension of the issuance of the conditional certificate of tax exemption.

7. The City agrees, conditioned on the Owner/Taxpayer's successful completion of the improvements in accordance with the terms of this Conditional Agreement and on the Owner/Taxpayer's filing of application for the Final Certificate of Exemption with the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Spokane County Assessor indicating that the Owner/Taxpayer is qualified for the limited tax exemption under Chapter 84.14 RCW.

8. The Owner/Taxpayer agrees, that once a Final Certificate of Tax Exemption is issued, to comply with all Annual Reporting requirements set forth in SMC 8.15.100 and contained in the annual report form provided by the City. Thirteen (13) months following the first year of the exemption beginning and every year thereafter, the Owner/Taxpayer will complete and file the appropriate Annual Report required by the terms of their Final Certificate of Tax Exemption with the City's Planning and Economic Development Department. The Annual Report is a declaration verifying upon oath and indicating the following:

(a) a statement of occupancy, use of the property/unit, income and rents for qualifying 12-year and 20-year and vacancy of the multi-family units during the previous year;

(b) a certification that the property has not changed to a commercial use or been used as a transient (short-term rental) basis and, if applicable, that the property has been in compliance with the affordable housing income and rent requirements as described in SMC 8.15.090 since the date of the filing of the Final Certificate of Tax Exemption, and continues to be in compliance with this Agreement and the requirements of SMC Chapter 8.15;

(c) for affordable multi-family housing units, information providing the household income, rent and utility cost, of each qualifying as low and

moderate-income, which shall be reported on a form provided by the City and signed by the tenants; and

(d) a description of any improvements or changes to the property made after the filing of the final certificate or last declaration.

9. The parties acknowledge that the units, including any owner-occupied units are to be used and occupied for multifamily permanent residential occupancy and use. The parties further acknowledge that the certificate of occupancy issued by the City is for multifamily residential units. The Owner/Taxpayer acknowledges and agrees that the units shall be used primarily for multi-family housing for permanent residential occupancy as defined in SMC 8.15.020 and RCW 84.14.010 and any business activities shall only be incidental and ancillary to the residential occupancy. Any units that are converted from multi-family housing for permanent residential occupancy shall be reported to the City of Spokane's Planning and Economic Development Department and the Spokane County Assessor's Office and removed from eligibility for the tax exemption within 60 days. If the removal of the ineligible unit or units causes the number of units to drop below the number of units required for tax exemption eligibility, the remaining units shall be removed from eligibility pursuant to state law.

10. To qualify for the twelve-year tax exemption, the Owner/Taxpayer will be required to rent or sell at least twenty-five percent of the multiple family housing units as affordable housing units to low and moderate-income households and will ensure that the units within the 12-yr program are dispersed throughout the building and distributed proportionally among the buildings; not be clustered in certain sections of the building or stacked; comparable to market-rate units in terms of unit size and leasing terms; and are comparable to market-rate units in terms of functionality and building amenities and access in addition to the other requirements set forth in the Agreement. The Owner/Taxpayer is further required to comply with the rental relocation assistance requirements set forth in RCW 84.14.020 (7) and (8) and in SMC 8.15.090 (D).

11. The Owner/Taxpayer will have the right to assign its rights under this Agreement. The Owner/Taxpayer agrees to notify the City promptly of any transfer of Owner/Taxpayer's ownership interest in the Site or in the improvements made to the Site under this Agreement.

12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Owner/Taxpayer, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement or of SMC Chapter 8.15.

13. No modifications of this Conditional Agreement shall be made unless mutually agreed upon by the parties in writing.

14. The Owner/Taxpayer acknowledges its awareness of the potential tax liability involved if and when the property ceases to be eligible for the incentive provided pursuant to this agreement. Such liability may include additional real property tax, penalties and interest imposed pursuant to RCW 84.14.110. The Owner/Taxpayer further acknowledges its awareness and understanding of the process implemented by the Spokane County Assessor's Office for the appraisal and assessment of property taxes. The Owner/Taxpayer agrees that the City is not responsible for the property value assessment imposed by Spokane County at any time during the exemption period.

15. In the event that any term or clause of this Conditional Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement, which can be given effect without the conflicting term or clause, and to this end, the terms of this Conditional Agreement are declared to be severable.

16. The parties agree that this Conditional Agreement, requires the applicant to file an application for the Final Certificate of Tax Exemption post the construction of the multiple family residential housing units referenced above and that the Final Certificate of Tax Exemption shall be subject to the applicable provisions of Chapter 84.14 RCW and Chapter 8.15 SMC that exist at the time this agreement is signed by the parties. The parties may agree to amend this Conditional Agreement requirements as set forth when the applicant applies for the Final Certificate of Tax Exemption based upon applicable amendments and additions to Chapter 84.14 RCW or Chapter 8.15 SMC if the requirements change between the issuance of the Conditional Agreement and the Application for Final Tax Exemption has been submitted.

17. Nothing in this Agreement shall permit or be interpreted to permit either party to violate any provision of Chapter 84.14 RCW or Chapter 8.15 SMC

18 This Agreement is subject to approval by the City Council.

DATED this _____ day of _____, 2022

CITY OF SPOKANE

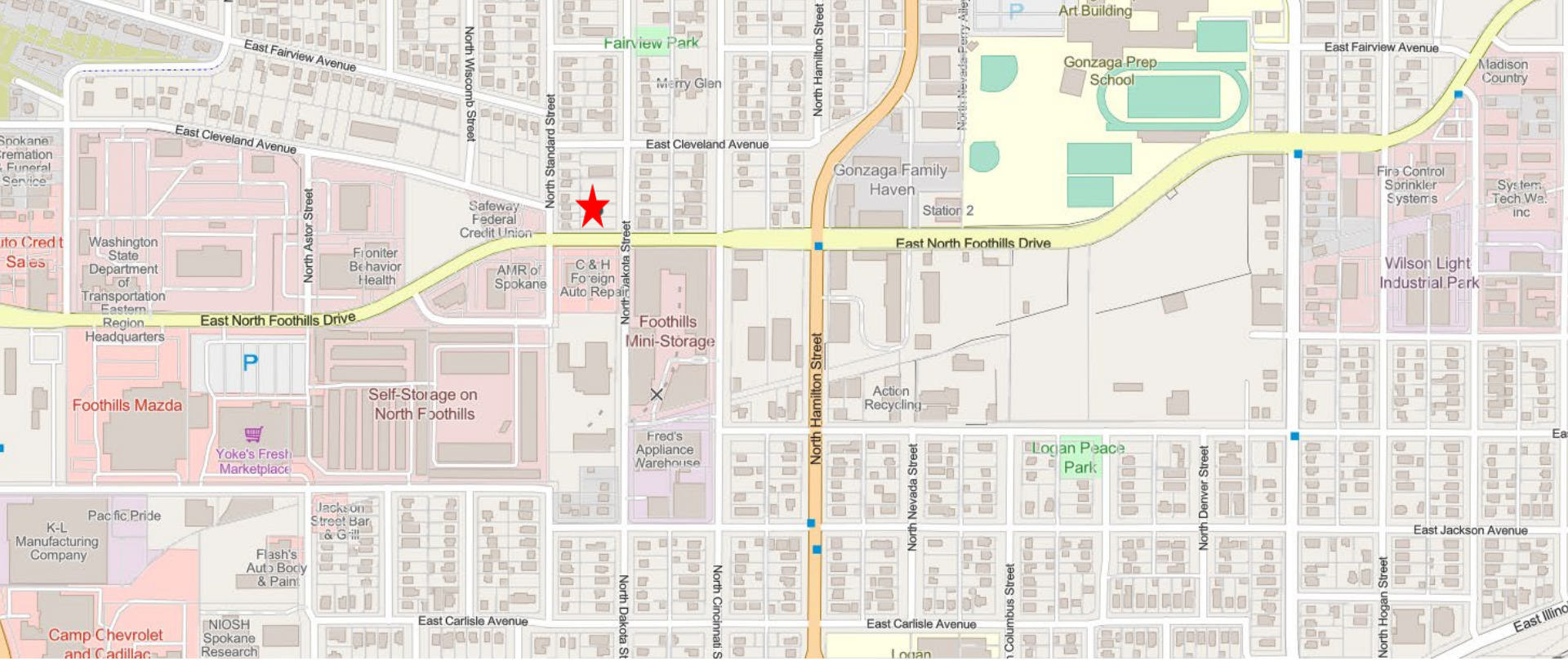
By:_____ By_____

Mayor, Nadine Woodward Its:_____

| | |
|---|---|
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

# SMC 08.15 Multi-Family Housing Property Tax Exemption (MFTE)

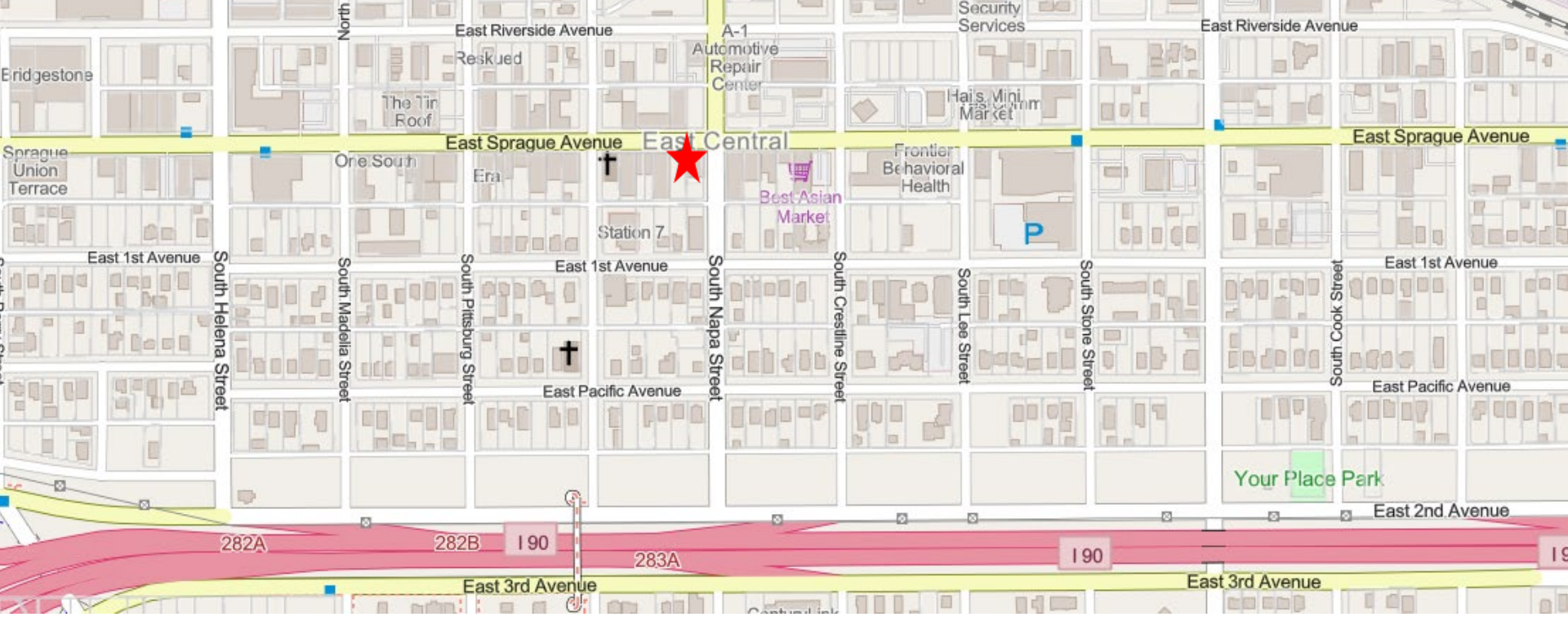
A. The purposes of this chapter are to:
   1. encourage more multi-family housing opportunities, including affordable housing opportunities, within the City;
   2. stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;
   3. increase the supply of mixed-income multifamily housing opportunities within the City;
   4. accomplish the planning goals required under the Growth Management Act, chapter 36.70A RCW, as implemented from time to time by the City's current and future comprehensive plans;
   5. promote community development, neighborhood revitalization, and availability of affordable housing;
   6. preserve and protect buildings, objects, sites and neighborhoods with historic, cultural, architectural, engineering or geographic significance located within the City; and
   7. encourage additional housing in areas that are consistent with planning for public transit systems.




# Dakota St. – Oldivai Modular Townhomes

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **9-units at 2813 N Dakota St.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.7M**
  - Located in the **Logan** neighborhood.

# Dakota – Oldivai Modular Apartments Location

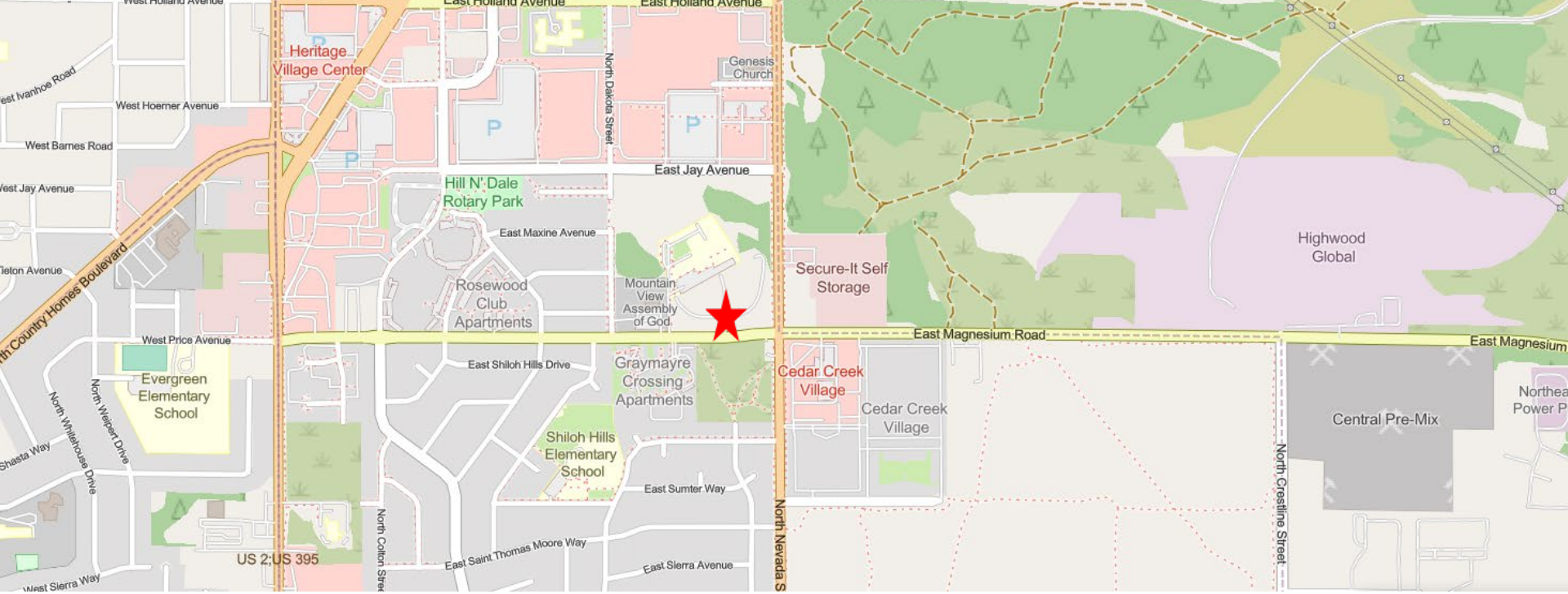



# Macklemore Building

**Project Details:** The applicant applied for a Conditional MFTE Agreement for **16 units at 1924 E Sprague and 14 S Napa**

- Property is zoned GC-150 and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$2M**
- Located in the **East Central** neighborhood.

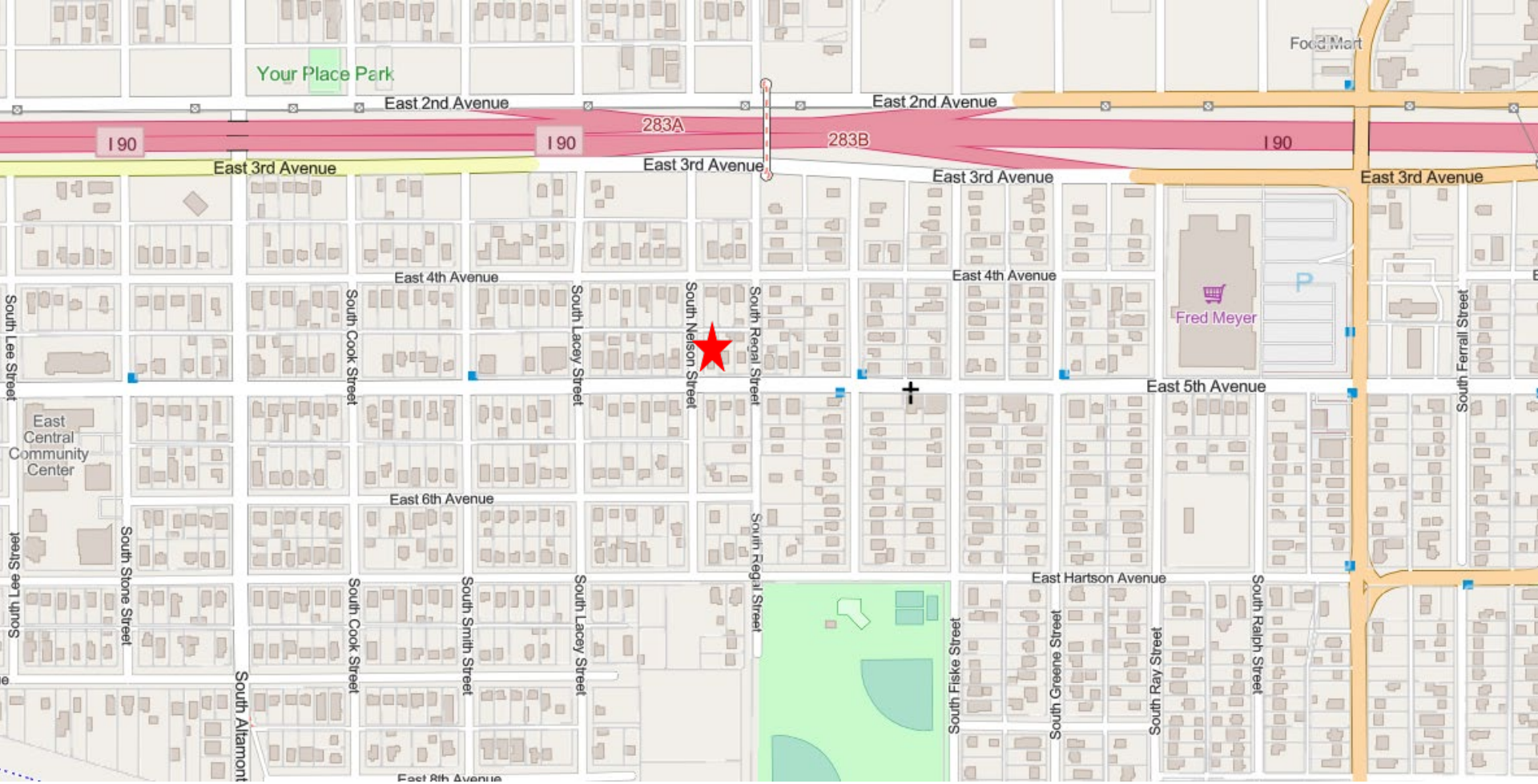
Macklemore Building location




# Magnesium Village

- **Project Details:** The applicant applied for a 12-yr Conditional MFTE Agreement for **504-units at 849 East Magnesium Road**
  - Property is zoned O-35 and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **Per CoS ICC Valuations**
  - Located in the **Shiloh Hills** neighborhood.

# Magnesium Village Location

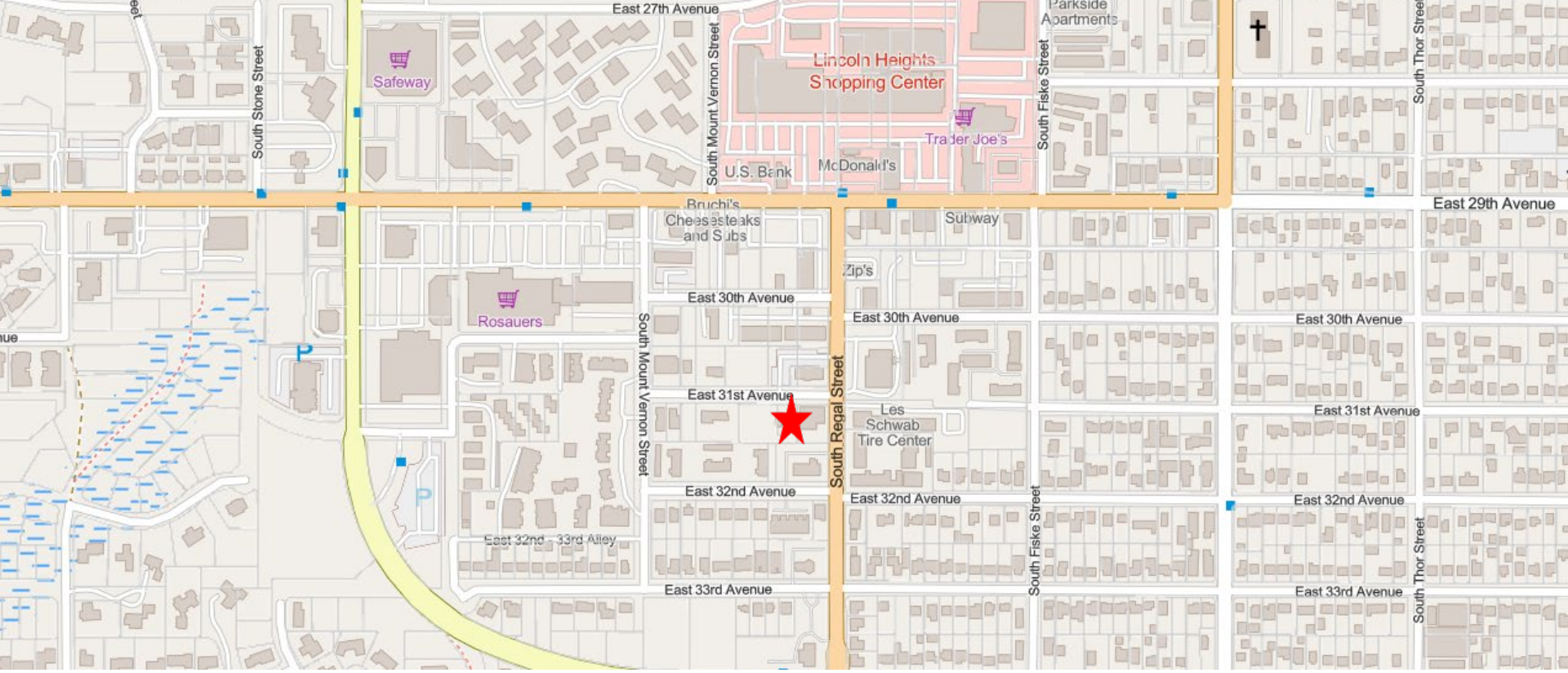



# 2801 E. 5th Ave. – Triplex with Internal ADU

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **4-units at 2801 E 5th Ave.**
  - Property is zoned RTF and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$400,000**

Located in the **East Central** neighborhood.

# 2801 E 5th Ave Triplex with ADU Location

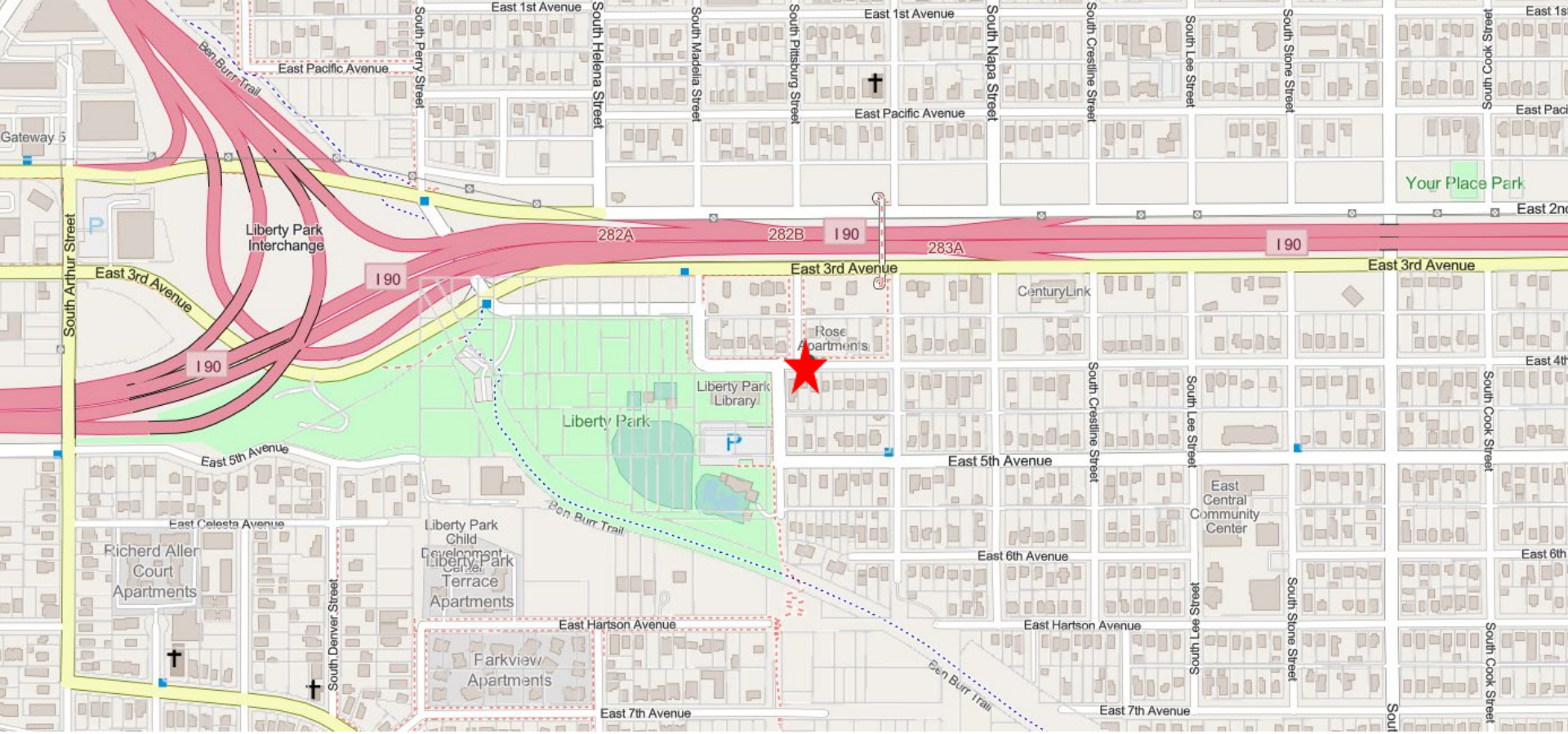



# E. 31st – Oldivai Modular Apartments

- **Project Details:** The applicant applied for a Conditional MFTE Agreement for **10-units at 2814 E 31st Ave.**
  - Property is zoned RMF and RHD and the proposed use is allowed.
  - Estimated Construction Costs of all phases: **$1.45M**
  - Located in the **Lincoln Heights** neighborhood.

E. 31st – Oldivai Modular Apartments location

6/23/21, 8:59:00 AM 35331.0352

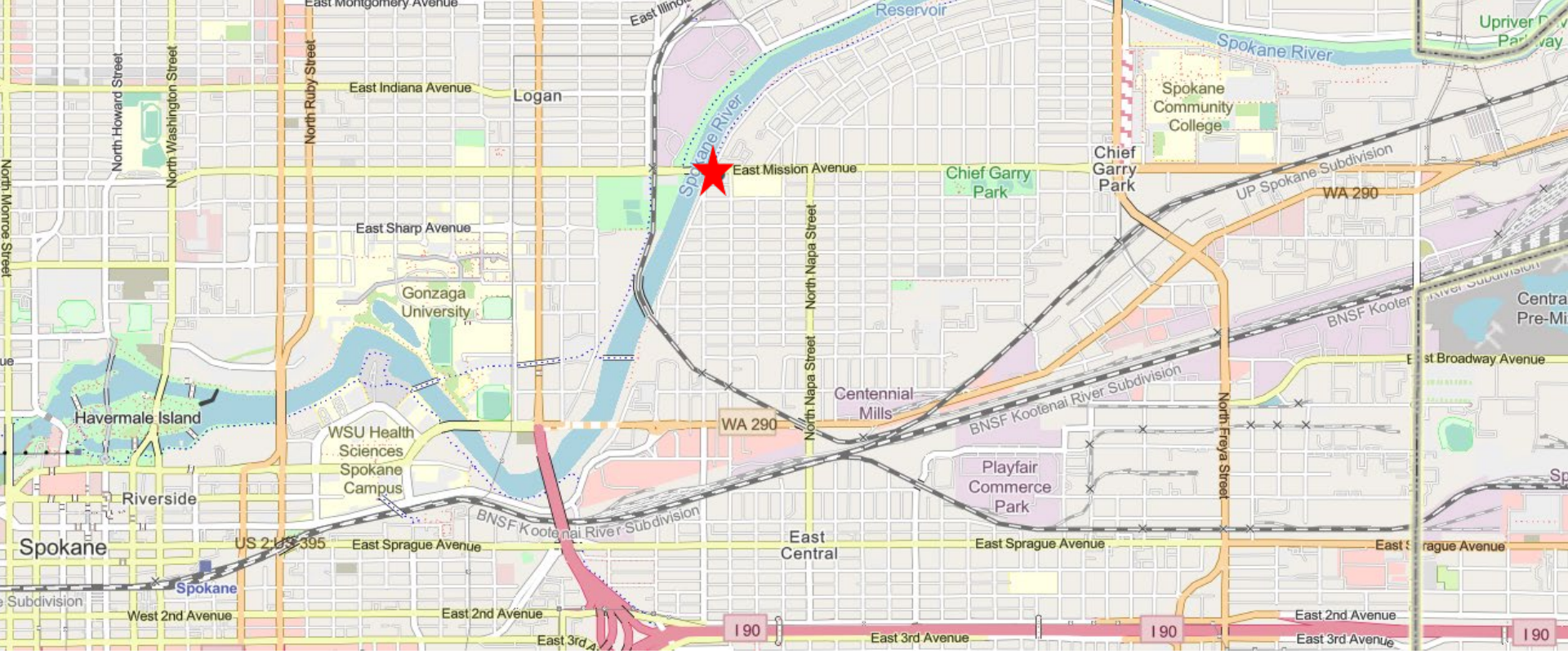



# Rose Fourplex

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

# Rose Fourplex location




# Mission Ave. Apartments

**Project Details:** The applicant applied for a 12 year Conditional MFTE Agreement for **4 units at 1813 E. 4th Ave.**

- Property is zoned RTF and the proposed use is allowed.
- Estimated Construction Costs of all phases: **$500,000**
- Located in the **East Central** neighborhood.

Mission Ave. Apartments location

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/4/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0760 |
| | | Renews # | |
| Submitting Dept | ENGINEERING SERVICES | Cross Ref # | |
| Contact Name/Phone | DAN BULLER 509-625-6391 | Project # | 2021083 & 2021085 |
| Contact E-Mail | DBULLER@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | 2023 BUDGET |
| Agenda Item Name | 0370 - LOW BID AWARD - NEVADA/BEMISS (2021083) - HALME | | |

**Agenda Wording**

Low Bid of Halme Construction, Inc. (Spokane, WA) for Nevada-Joseph Pedestrian Hybrid Beacon and Bemiss Elementary Walk Route Improvements in the amount of $836,106.00 including tax. An administrative reserve of 10% of the contract will be set aside.

**Summary (Background)**

On October 3, 2022 bids were opened for the above project. The low bid was from Halme Construction, Inc., in the amount of $836,106.00, which is $272,225.00 or 24.56% under the Engineer's Estimate of $1,108,331.00; 5 other bids were received as follows: Corridor Contractors: $854,854.00, Cameron-Reilly LLC: $883,475.00, WM Winkler Company: $971,513.82, DW Excavating Inc: $998,000.00 and National Native American Construction (NNAC) Inc: $1,135,783.00. Bemiss/Nevada Heights Neighborhood Councils.

Lease? NO Grant related? NO Public Works? YES

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ 678,073.32 | # 3200 95165 95300 56501 86043 |
| Expense | $ 241,643.28 | # 3200 95165 95300 56501 86044 |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BULLER, DAN | Study Session\Other | PIES 8/22/2022 |
| Division Director | FEIST, MARLENE | Council Sponsor | Kinnear |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | HARRINGTON, MARGARET | eraea@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | publicworksaccounting@spokanecity.org | |
| Additional Approvals | | kgoodman@spokanecity.org | |
| Purchasing | | htrautman@spokanecity.org | |
| | | ddaniels@spokanecity.org | |
| | | Jason Halme - jasonh@halmeconstruction.com | |
| | | | |

# Committee Agenda Sheet
## PIES

| | |
|---|---|
| **Submitting Department** | Public Works, Engineering |
| **Contact Name & Phone** | Dan Buller 625-6391 |
| **Contact Email** | dbuller@spokanecity.org |
| **Council Sponsor(s)** | Lori Kinnear |
| **Select Agenda Item Type** | X Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | 2023 Pedestrian Focused Projects |
| **Summary (Background)** | • Through its Integrated Capital Management Dept, the City has secured state and federal grant funds for six pedestrian-focused projects. These grant funds are sufficient to pay the large majority of the costs for each project. The projects are generally described as follows.<br>• Division St. Crossings – install pedestrian signals at three locations on Division St. – see the attached exhibit.<br>• Liberty-Bemiss – install a pedestrian signal at Crestline/Courtland & sidewalk on Liberty between Crestline & Altamont, all near Bemiss Elementary and Andrew Rypien field – see the attached exhibit.<br>• Nevada-Joseph – install a pedestrian signal at Nevada/Joseph near Nevada Park and Garry Middle School – see the attached exhibit.<br>• Greene-Carlisle – install a pedestrian signal at Greene/Carlisle at what is expected to become a key crossing location following construction of the north-south freeway – see the attached exhibit.<br>• Driscoll-Alberta-Cochran – install sidewalk in the vicinity of Finch Elementary and pedestrian signal near Audubon Park – see the attached exhibit.<br>• Garland Pathway – install 10' shared use path connecting Shaw Middle School, Hillyard Library, NE Community Center, NewTech Skill Center, and the future Children of the Sun trail – see the attached exhibit.<br>• The above projects will be advertised for bids between Sep and Jan, with construction on all of them being in 2023. |
| **Proposed Council Action & Date:** | Background information for committee review |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? X Yes ☐ No N/A

Funding Source X One-time ☐ Recurring
Specify funding source: Varies by the project. Costs incurred under the proposed contracts will be paid as part of each public works project for which the consultant is used.

Expense Occurrence X One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

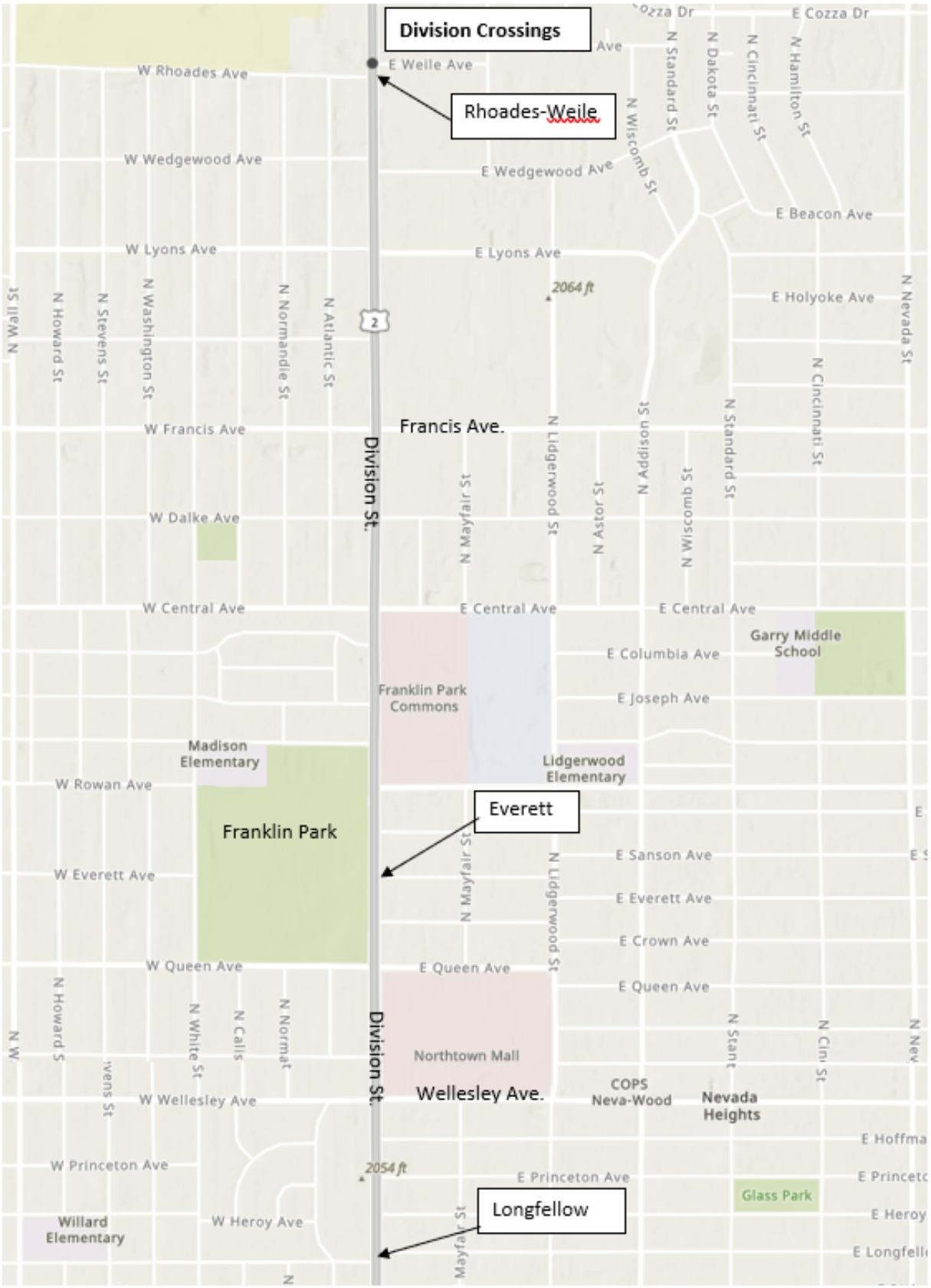
N/A – This contract supports multiple public works projects and should not impact racial, gender identity, national origin, income level, disability, sexual orientation or other existing disparity factors.

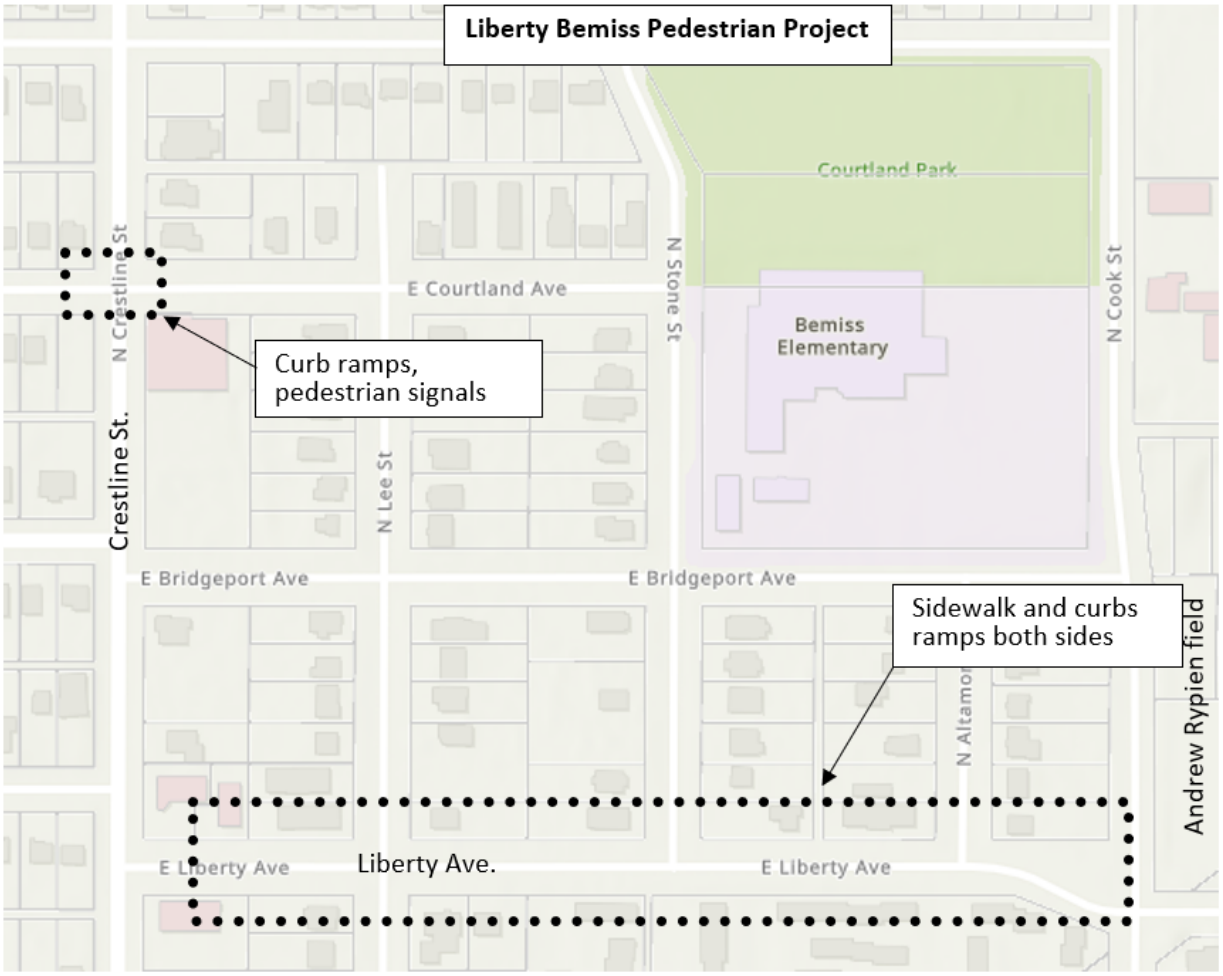
How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

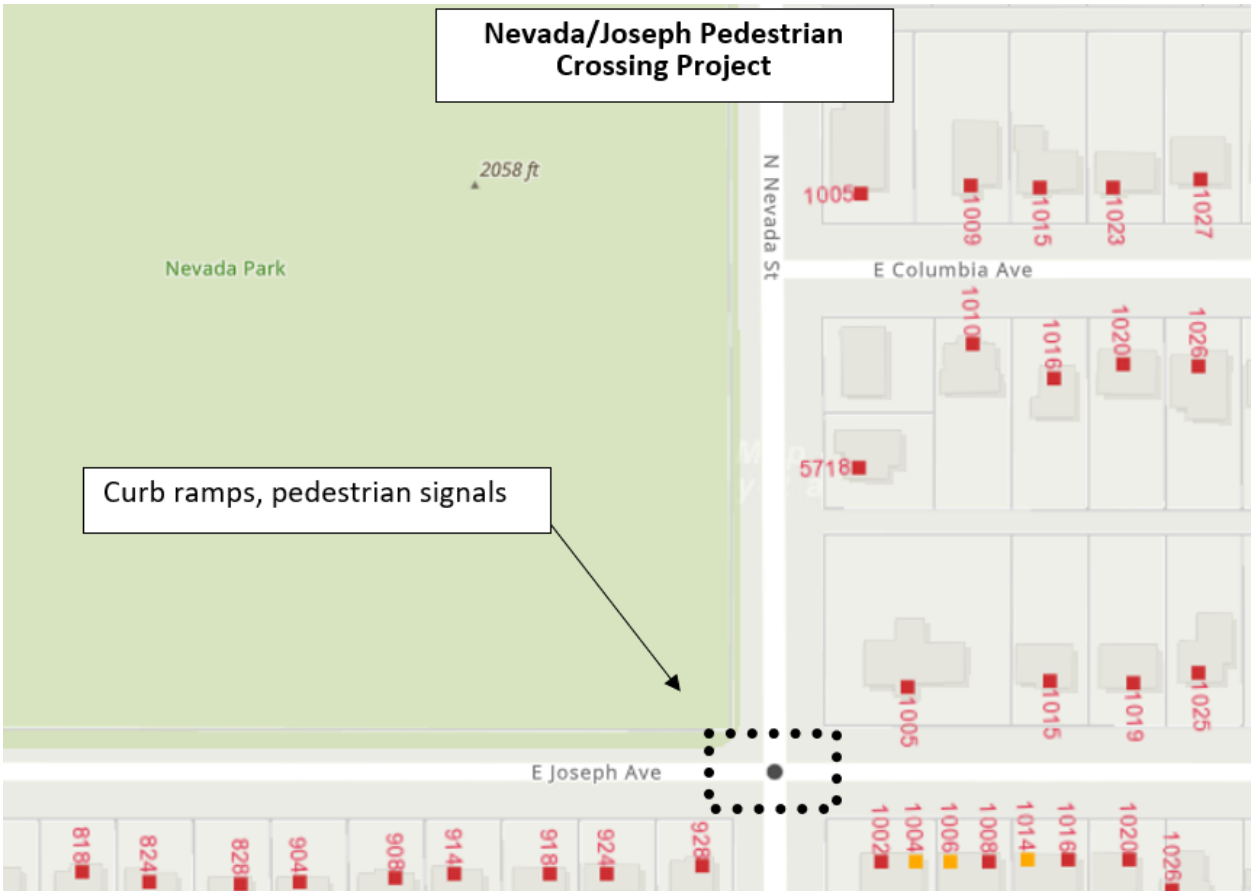
Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.

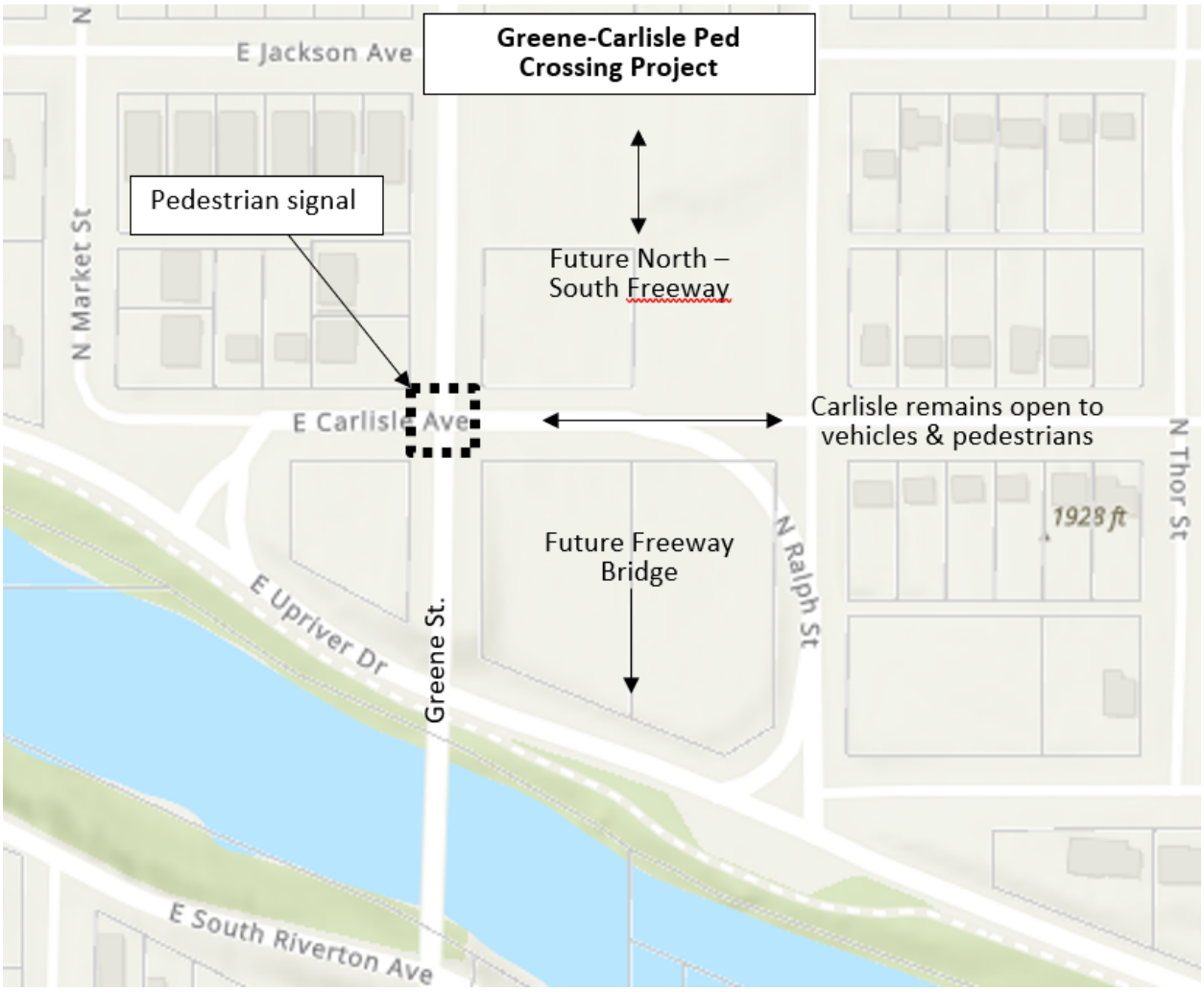
Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The projects is consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street improvement activities.

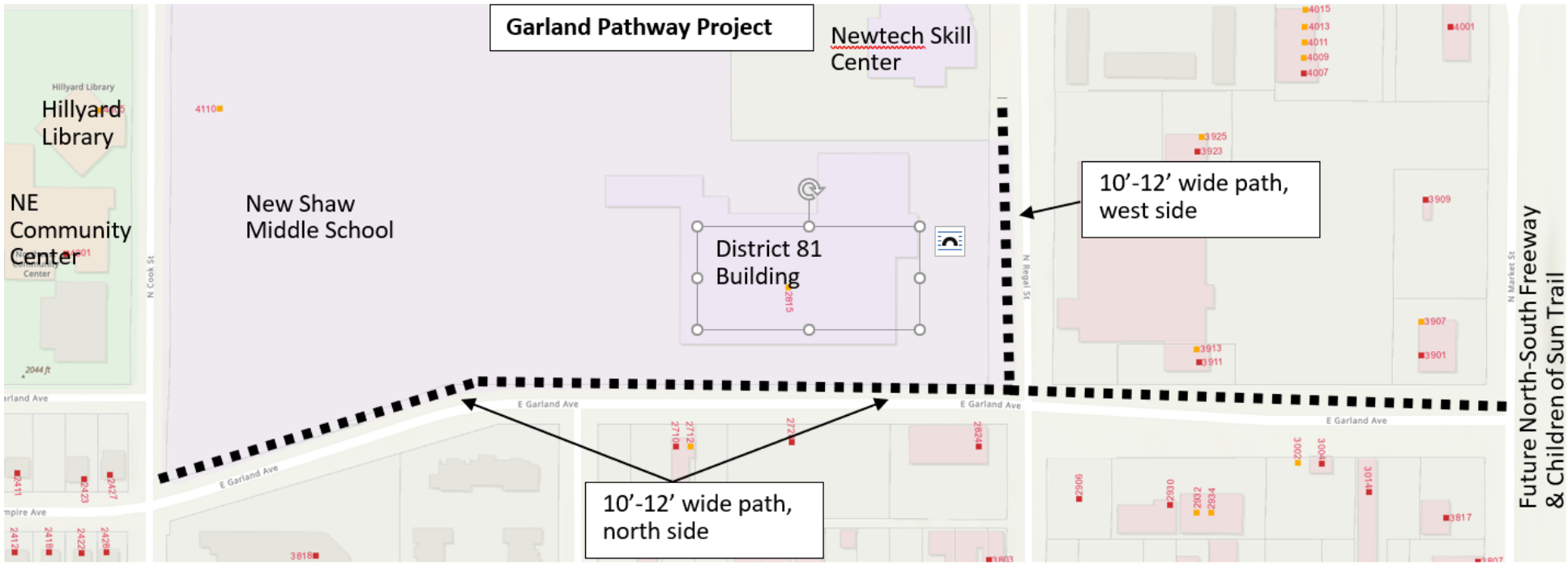

Division Crossings
Rhoades-Weile
Everett
Longfellow
Francis Ave.
Wellesley Ave.
Division St.
Division St.
E Weile Ave
W Rhoades Ave
W Wedgewood Ave
E Wedgewood Ave
W Lyons Ave
E Lyons Ave
2064 ft
W Francis Ave
W Dalke Ave
W Central Ave
E Central Ave
E Central Ave
E Columbia Ave
E Joseph Ave
Garry Middle School
Franklin Park Commons
Madison Elementary
Lidgerwood Elementary
W Rowan Ave
Franklin Park
W Everett Ave
E Sanson Ave
E Everett Ave
E Crown Ave
W Queen Ave
E Queen Ave
E Queen Ave
Northtown Mall
W Wellesley Ave
COPS Neva-Wood
Nevada Heights
W Princeton Ave
2054 ft
E Princeton Ave
Glass Park
Willard Elementary
W Heroy Ave
E Holyoke Ave
E Beacon Ave
E Cozza Dr
N Standard St
N Dakota St
N Cincinnati St
N Hamilton St
N Wisconsin St
N Howard St
N Stevens St
N Washington St
N Normandie St
N Atlantic St
N Mayfair St
N Lidgerwood St
N Astor St
N Addison St
N Wiscomb St
N Standard St
N Cincinnati St
N Nevada St
2
E Beacon Ave


Liberty Bemiss Pedestrian Project
Courtland Park
N Crestline St
E Courtland Ave
N Stone St
N Cook St
Bemiss Elementary
Curb ramps, pedestrian signals
Crestline St.
N Lee St
E Bridgeport Ave
E Bridgeport Ave
Sidewalk and curbs ramps both sides
N Altamont
Andrew Rypien field
E Liberty Ave
Liberty Ave.
E Liberty Ave


Nevada/Joseph Pedestrian Crossing Project
2058 ft
N Nevada St
1005
1009
1015
1023
1027
Nevada Park
E Columbia Ave
1010
1016
1020
1026
5718
Curb ramps, pedestrian signals
1005
1015
1019
1025
E Joseph Ave
818
824
828
904
908
914
918
924
928
1002
1004
1006
1008
1014
1016
1020
1026


Greene-Carlisle Ped Crossing Project
E Jackson Ave
Pedestrian signal
N Market St
Future North – South Freeway
E Carlisle Ave
Carlisle remains open to vehicles & pedestrians
N Thor St
1928 ft
Future Freeway Bridge
N Ralph St
E Upriver Dr
Greene St.
E South Riverton Ave

Driscoll-Alberta-
Cochran Project
W Garland Ave
Audubon/Downriver
Finch
Elementary
W Providence Ave
W Kiernan Ave
N Alberta St
N Hemlock St
W Northwest Blvd
Audubon Park
Sidewalk infill
W Cora Ave
N Lindeke St
W Alice Ave
N Cochran St
W Dalton Ave
Bike lane addition
Ped crossing signal
W Euclid Ave
W Fairview Ave
W Cleveland Ave
W Grace Ave
W Riverview Dr
N T J Meenach Dr
Downriver Park
Conservation
N Pettet Dr


Garland Pathway Project
Newtech Skill Center
Hillyard Library
NE Community Center
New Shaw Middle School
District 81 Building
10’-12’ wide path, west side
10’-12’ wide path, north side
E Garland Ave
N Cook St
N Regal St
N Market St
Future North-South Freeway & Children of Sun Trail

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

**Project Number** 2021083/2021085

**Project Description** Bemiss Elementary and Nevada-Joseph **Original Date** 10/4/2022 9:00:00 AM

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | HALME CONSTRUCTION INC (Submitted) | | CORRIDOR CONTRACTORS (Submitted) | | CAMERON-REILLY LLC (Submitted) | | WM WINKLER COMPANY (Submitted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| | **Tax Classification** | | | | | | | | | | | |
| | Sales tax shall be included in unit prices | | | | | | | | | | | |
| 1 | APPRENTICE UTILIZATION | 1 LS | 14,000.00 | 14,000.00 | 6,000.00 | $6,000.00 | 10,000.00 | $10,000.00 | 1,500.00 | $1,500.00 | 47,505.27 | $47,505.27 |
| 2 | ADA FEATURES SURVEYING | 1 LS | 13,500.00 | 13,500.00 | 3,000.00 | $3,000.00 | 2,500.00 | $2,500.00 | 2,500.00 | $2,500.00 | 2,000.00 | $2,000.00 |
| 3 | REIMBURSEMENT OF THIRD PARTY DAMAGE | 1 EST | 1.00 | 1.00 | 1.00 | $1.00 | 1.00 | $1.00 | 1.00 | $1.00 | 1.00 | $1.00 |
| 4 | SPCC PLAN | 1 LS | 2,700.00 | 2,700.00 | 600.00 | $600.00 | 750.00 | $750.00 | 500.00 | $500.00 | 504.93 | $504.93 |
| 5 | POTHOLING | 12 EA | 850.00 | 10,200.00 | 292.00 | $3,504.00 | 400.00 | $4,800.00 | 750.00 | $9,000.00 | 389.79 | $4,677.48 |
| 6 | PUBLIC LIAISON REPRESENTATIVE | 1 LS | 15,000.00 | 15,000.00 | 8,000.00 | $8,000.00 | 7,000.00 | $7,000.00 | 7,500.00 | $7,500.00 | 6,319.95 | $6,319.95 |
| 7 | MOBILIZATION | 1 LS | 101,000.00 | 101,000.00 | 83,000.00 | $83,000.00 | 60,354.00 | $60,354.00 | 80,101.00 | $80,101.00 | 78,962.53 | $78,962.53 |
| 8 | PROJECT TEMPORARY TRAFFIC CONTROL | 1 LS | 31,000.00 | 31,000.00 | 32,000.00 | $32,000.00 | 44,000.00 | $44,000.00 | 52,500.00 | $52,500.00 | 104,777.00 | $104,777.00 |
| 9 | TYPE III BARRICADE | 8 EA | 120.00 | 960.00 | 117.00 | $936.00 | 100.00 | $800.00 | 250.00 | $2,000.00 | 137.43 | $1,099.44 |
| 10 | SEQUENTIAL ARROW SIGNS | 300 HR | 8.00 | 2,400.00 | 6.50 | $1,950.00 | 8.00 | $2,400.00 | 3.00 | $900.00 | 18.72 | $5,616.00 |
| 11 | PORTABLE CHANGEABLE MESSAGE SIGN | 170 HR | 8.00 | 1,360.00 | 7.00 | $1,190.00 | 12.00 | $2,040.00 | 6.00 | $1,020.00 | 13.63 | $2,317.10 |
| 12 | CLEARING AND GRUBBING | 1 LS | 15,000.00 | 15,000.00 | 14,000.00 | $14,000.00 | 51,000.00 | $51,000.00 | 50,000.00 | $50,000.00 | 36,910.11 | $36,910.11 |
| 13 | TREE ROOT TREATMENT | 20 EA | 1,500.00 | 30,000.00 | 875.00 | $17,500.00 | 850.00 | $17,000.00 | 750.00 | $15,000.00 | 809.99 | $16,199.80 |
| 14 | TREE PROTECTION ZONE | 19 EA | 1,000.00 | 19,000.00 | 321.00 | $6,099.00 | 325.00 | $6,175.00 | 275.00 | $5,225.00 | 297.00 | $5,643.00 |
| 15 | REMOVE TREE, CLASS I | 3 EA | 2,000.00 | 6,000.00 | 967.00 | $2,901.00 | 500.00 | $1,500.00 | 450.00 | $1,350.00 | 485.99 | $1,457.97 |
| 16 | REMOVE TREE, CLASS II | 1 EA | 3,000.00 | 3,000.00 | 1,900.00 | $1,900.00 | 1,500.00 | $1,500.00 | 1,250.00 | $1,250.00 | 1,349.99 | $1,349.99 |
| 17 | TREE PRUNING | 19 EA | 500.00 | 9,500.00 | 321.00 | $6,099.00 | 350.00 | $6,650.00 | 275.00 | $5,225.00 | 297.00 | $5,643.00 |
| 18 | REMOVAL OF STRUCTURE AND OBSTRUCTION | 1 LS | 11,000.00 | 11,000.00 | 5,000.00 | $5,000.00 | 2,500.00 | $2,500.00 | 3,500.00 | $3,500.00 | 4,971.23 | $4,971.23 |
| 19 | REMOVE EXISTING CURB | 1055 LF | 16.00 | 16,880.00 | 9.00 | $9,495.00 | 20.00 | $21,100.00 | 10.00 | $10,550.00 | 12.45 | $13,134.75 |
| 20 | REMOVE EXISTING CURB AND GUTTER | 145 LF | 18.00 | 2,610.00 | 10.00 | $1,450.00 | 20.00 | $2,900.00 | 15.00 | $2,175.00 | 13.57 | $1,967.65 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | DW EXCAVATING INC (Submitted) | | NATIONAL NATIVE AMERICAN CONSTRUCTION INC (Submitted) | |
|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| | **Tax Classification** | | | | | | | |
| | Sales tax shall be included in unit prices | | | | | | | |
| 1 | APPRENTICE UTILIZATION | 1 LS | 14,000.00 | 14,000.00 | 10,000.00 | $10,000.00 | 23,189.00 | $23,189.00 |
| 2 | ADA FEATURES SURVEYING | 1 LS | 13,500.00 | 13,500.00 | 3,000.00 | $3,000.00 | 5,000.00 | $5,000.00 |
| 3 | REIMBURSEMENT OF THIRD PARTY DAMAGE | 1 EST | 1.00 | 1.00 | 1.00 | $1.00 | 1.00 | $1.00 |
| 4 | SPCC PLAN | 1 LS | 2,700.00 | 2,700.00 | 50.00 | $50.00 | 903.00 | $903.00 |
| 5 | POTHOLING | 12 EA | 850.00 | 10,200.00 | 500.00 | $6,000.00 | 680.00 | $8,160.00 |
| 6 | PUBLIC LIAISON REPRESENTATIVE | 1 LS | 15,000.00 | 15,000.00 | 2,300.00 | $2,300.00 | 20,984.00 | $20,984.00 |
| 7 | MOBILIZATION | 1 LS | 101,000.00 | 101,000.00 | 112,000.00 | $112,000.00 | 78,546.00 | $78,546.00 |
| 8 | PROJECT TEMPORARY TRAFFIC CONTROL | 1 LS | 31,000.00 | 31,000.00 | 78,000.00 | $78,000.00 | 32,561.00 | $32,561.00 |
| 9 | TYPE III BARRICADE | 8 EA | 120.00 | 960.00 | 115.00 | $920.00 | 325.00 | $2,600.00 |
| 10 | SEQUENTIAL ARROW SIGNS | 300 HR | 8.00 | 2,400.00 | 6.00 | $1,800.00 | 3.00 | $900.00 |
| 11 | PORTABLE CHANGEABLE MESSAGE SIGN | 170 HR | 8.00 | 1,360.00 | 7.00 | $1,190.00 | 4.00 | $680.00 |
| 12 | CLEARING AND GRUBBING | 1 LS | 15,000.00 | 15,000.00 | 66,500.00 | $66,500.00 | 11,150.00 | $11,150.00 |
| 13 | TREE ROOT TREATMENT | 20 EA | 1,500.00 | 30,000.00 | 860.00 | $17,200.00 | 877.00 | $17,540.00 |
| 14 | TREE PROTECTION ZONE | 19 EA | 1,000.00 | 19,000.00 | 250.00 | $4,750.00 | 322.00 | $6,118.00 |
| 15 | REMOVE TREE, CLASS I | 3 EA | 2,000.00 | 6,000.00 | 520.00 | $1,560.00 | 526.00 | $1,578.00 |
| 16 | REMOVE TREE, CLASS II | 1 EA | 3,000.00 | 3,000.00 | 1,440.00 | $1,440.00 | 1,461.00 | $1,461.00 |
| 17 | TREE PRUNING | 19 EA | 500.00 | 9,500.00 | 250.00 | $4,750.00 | 322.00 | $6,118.00 |
| 18 | REMOVAL OF STRUCTURE AND OBSTRUCTION | 1 LS | 11,000.00 | 11,000.00 | 1,000.00 | $1,000.00 | 21,171.00 | $21,171.00 |
| 19 | REMOVE EXISTING CURB | 1055 LF | 16.00 | 16,880.00 | 4.80 | $5,064.00 | 9.00 | $9,495.00 |
| 20 | REMOVE EXISTING CURB AND GUTTER | 145 LF | 18.00 | 2,610.00 | 5.00 | $725.00 | 19.00 | $2,755.00 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | HALME CONSTRUCTION INC (Submitted) | | CORRIDOR CONTRACTORS (Submitted) | | CAMERON-REILLY LLC (Submitted) | | WM WINKLER COMPANY (Submitted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 21 | REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY | 448 SY | 15.00 | 6,720.00 | 10.00 | $4,480.00 | 30.00 | $13,440.00 | 25.50 | $11,424.00 | 37.56 | $16,826.88 |
| 22 | REMOVE MANHOLE, CATCH BASIN, OR DRYWELL | 3 EA | 1,100.00 | 3,300.00 | 1,000.00 | $3,000.00 | 1,300.00 | $3,900.00 | 1,000.00 | $3,000.00 | 1,327.34 | $3,982.02 |
| 23 | SAWCUTTING CURB | 62 EA | 75.00 | 4,650.00 | 29.00 | $1,798.00 | 75.00 | $4,650.00 | 20.00 | $1,240.00 | 37.80 | $2,343.60 |
| 24 | SAWCUTTING RIGID PAVEMENT | 970 LFI | 3.00 | 2,910.00 | 1.00 | $970.00 | 1.00 | $970.00 | 1.25 | $1,212.50 | 1.35 | $1,309.50 |
| 25 | SAWCUTTING FLEXIBLE PAVEMENT | 5950 LFI | 4.00 | 23,800.00 | 0.50 | $2,975.00 | 1.00 | $5,950.00 | 1.25 | $7,437.50 | 0.36 | $2,142.00 |
| 26 | CSTC FOR SIDEWALK AND DRIVEWAYS | 134 CY | 160.00 | 21,440.00 | 158.00 | $21,172.00 | 140.00 | $18,760.00 | 150.00 | $20,100.00 | 153.88 | $20,619.92 |
| 27 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. LIGHT TRAFFIC, 4 INCH THICK | 500 SY | 80.00 | 40,000.00 | 70.00 | $35,000.00 | 66.00 | $33,000.00 | 50.00 | $25,000.00 | 120.67 | $60,335.00 |
| 28 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. HEAVY TRAFFIC, 6 INCH THICK | 34 SY | 120.00 | 4,080.00 | 239.00 | $8,126.00 | 250.00 | $8,500.00 | 150.00 | $5,100.00 | 224.50 | $7,633.00 |
| 29 | PAVEMENT REPAIR EXCAVATION INCL. HAUL | 534 SY | 80.00 | 42,720.00 | 40.00 | $21,360.00 | 44.00 | $23,496.00 | 30.00 | $16,020.00 | 27.88 | $14,887.92 |
| 30 | CATCH BASIN TYPE 3 | 3 EA | 5,000.00 | 15,000.00 | 3,527.00 | $10,581.00 | 4,000.00 | $12,000.00 | 4,000.00 | $12,000.00 | 2,922.26 | $8,766.78 |
| 31 | DRYWELL TYPE 1 | 1 EA | 4,500.00 | 4,500.00 | 4,100.00 | $4,100.00 | 4,000.00 | $4,000.00 | 5,500.00 | $5,500.00 | 6,753.45 | $6,753.45 |
| 32 | MH OR DW FRAME AND COVER (STANDARD) | 1 EA | 1,200.00 | 1,200.00 | 500.00 | $500.00 | 1,350.00 | $1,350.00 | 1,000.00 | $1,000.00 | 1,128.34 | $1,128.34 |
| 33 | FRAME AND GRATE FOR CB OR GRATE INLET | 7 EA | 1,500.00 | 10,500.00 | 550.00 | $3,850.00 | 1,200.00 | $8,400.00 | 2,000.00 | $14,000.00 | 1,240.53 | $8,683.71 |
| 34 | TRENCH SAFETY SYSTEM | 1 LS | 4,000.00 | 4,000.00 | 5,000.00 | $5,000.00 | 750.00 | $750.00 | 500.00 | $500.00 | 189.30 | $189.30 |
| 35 | CATCH BASIN SEWER PIPE 8 IN. DIA. | 55 LF | 160.00 | 8,800.00 | 160.00 | $8,800.00 | 100.00 | $5,500.00 | 100.00 | $5,500.00 | 133.77 | $7,357.35 |
| 36 | CLEANING EXISTING DRAINAGE STRUCTURE | 17 EA | 500.00 | 8,500.00 | 400.00 | $6,800.00 | 350.00 | $5,950.00 | 700.00 | $11,900.00 | 225.00 | $3,825.00 |
| 37 | ESC LEAD | 1 LS | 2,000.00 | 2,000.00 | 1,100.00 | $1,100.00 | 1,500.00 | $1,500.00 | 2,500.00 | $2,500.00 | 1,256.42 | $1,256.42 |
| 38 | INLET PROTECTION | 17 EA | 255.00 | 4,335.00 | 60.00 | $1,020.00 | 100.00 | $1,700.00 | 200.00 | $3,400.00 | 293.65 | $4,992.05 |
| 39 | STREET CLEANING | 40 HR | 250.00 | 10,000.00 | 250.00 | $10,000.00 | 300.00 | $12,000.00 | 150.00 | $6,000.00 | 206.46 | $8,258.40 |
| 40 | HYDROSEEDING | 150 SY | 3.50 | 525.00 | 3.50 | $525.00 | 5.00 | $750.00 | 2.50 | $375.00 | 7.70 | $1,155.00 |
| 41 | SOD INSTALLATION | 414 SY | 50.00 | 20,700.00 | 26.00 | $10,764.00 | 27.00 | $11,178.00 | 20.00 | $8,280.00 | 10.51 | $4,351.14 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | DW EXCAVATING INC (Submitted) | | NATIONAL NATIVE AMERICAN CONSTRUCTION INC (Submitted) | |
|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 21 | REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY | 448 SY | 15.00 | 6,720.00 | 18.00 | $8,064.00 | 28.00 | $12,544.00 |
| 22 | REMOVE MANHOLE, CATCH BASIN, OR DRYWELL | 3 EA | 1,100.00 | 3,300.00 | 900.00 | $2,700.00 | 1,972.00 | $5,916.00 |
| 23 | SAWCUTTING CURB | 62 EA | 75.00 | 4,650.00 | 30.00 | $1,860.00 | 31.00 | $1,922.00 |
| 24 | SAWCUTTING RIGID PAVEMENT | 970 LFI | 3.00 | 2,910.00 | 1.00 | $970.00 | 5.00 | $4,850.00 |
| 25 | SAWCUTTING FLEXIBLE PAVEMENT | 5950 LFI | 4.00 | 23,800.00 | 0.40 | $2,380.00 | 2.00 | $11,900.00 |
| 26 | CSTC FOR SIDEWALK AND DRIVEWAYS | 134 CY | 160.00 | 21,440.00 | 205.00 | $27,470.00 | 788.00 | $105,592.00 |
| 27 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. LIGHT TRAFFIC, 4 INCH THICK | 500 SY | 80.00 | 40,000.00 | 62.00 | $31,000.00 | 87.00 | $43,500.00 |
| 28 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. HEAVY TRAFFIC, 6 INCH THICK | 34 SY | 120.00 | 4,080.00 | 120.00 | $4,080.00 | 297.00 | $10,098.00 |
| 29 | PAVEMENT REPAIR EXCAVATION INCL. HAUL | 534 SY | 80.00 | 42,720.00 | 61.00 | $32,574.00 | 51.00 | $27,234.00 |
| 30 | CATCH BASIN TYPE 3 | 3 EA | 5,000.00 | 15,000.00 | 4,300.00 | $12,900.00 | 6,059.00 | $18,177.00 |
| 31 | DRYWELL TYPE 1 | 1 EA | 4,500.00 | 4,500.00 | 8,000.00 | $8,000.00 | 6,542.00 | $6,542.00 |
| 32 | MH OR DW FRAME AND COVER (STANDARD) | 1 EA | 1,200.00 | 1,200.00 | 1,500.00 | $1,500.00 | 850.00 | $850.00 |
| 33 | FRAME AND GRATE FOR CB OR GRATE INLET | 7 EA | 1,500.00 | 10,500.00 | 1,500.00 | $10,500.00 | 784.00 | $5,488.00 |
| 34 | TRENCH SAFETY SYSTEM | 1 LS | 4,000.00 | 4,000.00 | 100.00 | $100.00 | 1,640.00 | $1,640.00 |
| 35 | CATCH BASIN SEWER PIPE 8 IN. DIA. | 55 LF | 160.00 | 8,800.00 | 122.00 | $6,710.00 | 192.00 | $10,560.00 |
| 36 | CLEANING EXISTING DRAINAGE STRUCTURE | 17 EA | 500.00 | 8,500.00 | 350.00 | $5,950.00 | 821.00 | $13,957.00 |
| 37 | ESC LEAD | 1 LS | 2,000.00 | 2,000.00 | 1,000.00 | $1,000.00 | 6,451.00 | $6,451.00 |
| 38 | INLET PROTECTION | 17 EA | 255.00 | 4,335.00 | 120.00 | $2,040.00 | 243.00 | $4,131.00 |
| 39 | STREET CLEANING | 40 HR | 250.00 | 10,000.00 | 235.00 | $9,400.00 | 256.00 | $10,240.00 |
| 40 | HYDROSEEDING | 150 SY | 3.50 | 525.00 | 4.00 | $600.00 | 36.00 | $5,400.00 |
| 41 | SOD INSTALLATION | 414 SY | 50.00 | 20,700.00 | 26.00 | $10,764.00 | 29.00 | $12,006.00 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | HALME CONSTRUCTION INC (Submitted) | | CORRIDOR CONTRACTORS (Submitted) | | CAMERON-REILLY LLC (Submitted) | | WM WINKLER COMPANY (Submitted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 42 | REMOVE AND REPLACE EXISTING SPRINKLER HEADS AND LINES | 1 LS | 18,500.00 | 18,500.00 | 10,500.00 | $10,500.00 | 10,000.00 | $10,000.00 | 10,000.00 | $10,000.00 | 4,086.14 | $4,086.14 |
| 43 | CEMENT CONCRETE CURB | 760 LF | 60.00 | 45,600.00 | 46.50 | $35,340.00 | 44.00 | $33,440.00 | 40.00 | $30,400.00 | 49.87 | $37,901.20 |
| 44 | CEMENT CONCRETE CURB AND GUTTER | 553 LF | 70.00 | 38,710.00 | 59.00 | $32,627.00 | 55.00 | $30,415.00 | 45.00 | $24,885.00 | 65.03 | $35,961.59 |
| 45 | CEMENT CONCRETE DRIVEWAY | 390 SY | 125.00 | 48,750.00 | 86.00 | $33,540.00 | 82.00 | $31,980.00 | 90.00 | $35,100.00 | 118.00 | $46,020.00 |
| 46 | CEMENT CONCRETE DRIVEWAY TRANSITION | 30 SY | 250.00 | 7,500.00 | 100.00 | $3,000.00 | 100.00 | $3,000.00 | 100.00 | $3,000.00 | 126.90 | $3,807.00 |
| 47 | MODIFY FENCING | 1 LS | 20,000.00 | 20,000.00 | 1,500.00 | $1,500.00 | 2,500.00 | $2,500.00 | 2,500.00 | $2,500.00 | 16,627.55 | $16,627.55 |
| 48 | CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS | 1 LS | 2,500.00 | 2,500.00 | 6,400.00 | $6,400.00 | 6,200.00 | $6,200.00 | 6,500.00 | $6,500.00 | 5,939.94 | $5,939.94 |
| 49 | REFERENCE AND REESTABLISH SURVEY MONUMENT | 5 EA | 500.00 | 2,500.00 | 700.00 | $3,500.00 | 750.00 | $3,750.00 | 700.00 | $3,500.00 | 647.99 | $3,239.95 |
| 50 | CEMENT CONCRETE SIDEWALK | 1405 SY | 94.00 | 132,070.00 | 86.00 | $120,830.00 | 80.00 | $112,400.00 | 62.00 | $87,110.00 | 71.41 | $100,331.05 |
| 51 | RAMP DETECTABLE WARNING | 144 SF | 40.00 | 5,760.00 | 46.00 | $6,624.00 | 40.00 | $5,760.00 | 30.00 | $4,320.00 | 26.00 | $3,744.00 |
| 52 | PEDESTRIAN HYBRID BEACON SYSTEM | 1 LS | 110,000.00 | 110,000.00 | 95,500.00 | $95,500.00 | 80,000.00 | $80,000.00 | 115,000.00 | $115,000.00 | 78,407.18 | $78,407.18 |
| 53 | COMMUNICATION CONDUIT SYSTEM | 1 LS | 31,000.00 | 31,000.00 | 14,000.00 | $14,000.00 | 13,800.00 | $13,800.00 | 20,000.00 | $20,000.00 | 13,553.86 | $13,553.86 |
| 54 | COMMUNICATION CABLES AND INTERFACES | 1 LS | 6,000.00 | 6,000.00 | 12,000.00 | $12,000.00 | 6,600.00 | $6,600.00 | 10,000.00 | $10,000.00 | 6,425.93 | $6,425.93 |
| 55 | VIDEO & DATA TRANSMISSION AND DISTRIBUTION SYSTEM | 1 LS | 5,000.00 | 5,000.00 | 6,000.00 | $6,000.00 | 6,000.00 | $6,000.00 | 8,000.00 | $8,000.00 | 5,756.34 | $5,756.34 |
| 56 | RECTANGULAR RAPID FLASHING BEACON SYSTEM | 1 LS | 42,000.00 | 42,000.00 | 44,000.00 | $44,000.00 | 39,000.00 | $39,000.00 | 55,000.00 | $55,000.00 | 36,719.62 | $36,719.62 |
| 57 | DIRECTIONAL BORING | 135 LF | 130.00 | 17,550.00 | 112.00 | $15,120.00 | 145.00 | $19,575.00 | 150.00 | $20,250.00 | 149.04 | $20,120.40 |
| 58 | SIGNING, PERMANENT - CONTRACTOR MANUFACTURED SIGNS | 1 LS | 16,000.00 | 16,000.00 | 18,800.00 | $18,800.00 | 17,750.00 | $17,750.00 | 25,000.00 | $25,000.00 | 17,425.62 | $17,425.62 |
| 59 | REMOVAL OF EXISTING PAVEMENT MARKINGS | 17 SF | 20.00 | 340.00 | 41.00 | $697.00 | 50.00 | $850.00 | 50.00 | $850.00 | 38.05 | $646.85 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | DW EXCAVATING INC (Submitted) | | NATIONAL NATIVE AMERICAN CONSTRUCTION INC (Submitted) | |
|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 42 | REMOVE AND REPLACE EXISTING SPRINKLER HEADS AND LINES | 1 LS | 18,500.00 | 18,500.00 | 11,000.00 | $11,000.00 | 4,330.00 | $4,330.00 |
| 43 | CEMENT CONCRETE CURB | 760 LF | 60.00 | 45,600.00 | 48.00 | $36,480.00 | 74.00 | $56,240.00 |
| 44 | CEMENT CONCRETE CURB AND GUTTER | 553 LF | 70.00 | 38,710.00 | 57.00 | $31,521.00 | 53.00 | $29,309.00 |
| 45 | CEMENT CONCRETE DRIVEWAY | 390 SY | 125.00 | 48,750.00 | 127.00 | $49,530.00 | 106.00 | $41,340.00 |
| 46 | CEMENT CONCRETE DRIVEWAY TRANSITION | 30 SY | 250.00 | 7,500.00 | 127.00 | $3,810.00 | 106.00 | $3,180.00 |
| 47 | MODIFY FENCING | 1 LS | 20,000.00 | 20,000.00 | 6,000.00 | $6,000.00 | 23,476.00 | $23,476.00 |
| 48 | CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS | 1 LS | 2,500.00 | 2,500.00 | 6,107.00 | $6,107.00 | 3,618.00 | $3,618.00 |
| 49 | REFERENCE AND REESTABLISH SURVEY MONUMENT | 5 EA | 500.00 | 2,500.00 | 700.00 | $3,500.00 | 2,171.00 | $10,855.00 |
| 50 | CEMENT CONCRETE SIDEWALK | 1405 SY | 94.00 | 132,070.00 | 104.00 | $146,120.00 | 83.00 | $116,615.00 |
| 51 | RAMP DETECTABLE WARNING | 144 SF | 40.00 | 5,760.00 | 35.00 | $5,040.00 | 38.00 | $5,472.00 |
| 52 | PEDESTRIAN HYBRID BEACON SYSTEM | 1 LS | 110,000.00 | 110,000.00 | 83,500.00 | $83,500.00 | 119,852.00 | $119,852.00 |
| 53 | COMMUNICATION CONDUIT SYSTEM | 1 LS | 31,000.00 | 31,000.00 | 14,500.00 | $14,500.00 | 17,800.00 | $17,800.00 |
| 54 | COMMUNICATION CABLES AND INTERFACES | 1 LS | 6,000.00 | 6,000.00 | 6,850.00 | $6,850.00 | 15,484.00 | $15,484.00 |
| 55 | VIDEO & DATA TRANSMISSION AND DISTRIBUTION SYSTEM | 1 LS | 5,000.00 | 5,000.00 | 6,100.00 | $6,100.00 | 7,800.00 | $7,800.00 |
| 56 | RECTANGULAR RAPID FLASHING BEACON SYSTEM | 1 LS | 42,000.00 | 42,000.00 | 39,000.00 | $39,000.00 | 55,136.00 | $55,136.00 |
| 57 | DIRECTIONAL BORING | 135 LF | 130.00 | 17,550.00 | 158.00 | $21,330.00 | 135.00 | $18,225.00 |
| 58 | SIGNING, PERMANENT - CONTRACTOR MANUFACTURED SIGNS | 1 LS | 16,000.00 | 16,000.00 | 18,500.00 | $18,500.00 | 23,350.00 | $23,350.00 |
| 59 | REMOVAL OF EXISTING PAVEMENT MARKINGS | 17 SF | 20.00 | 340.00 | 40.00 | $680.00 | 51.00 | $867.00 |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | HALME CONSTRUCTION INC (Submitted) | | CORRIDOR CONTRACTORS (Submitted) | | CAMERON-REILLY LLC (Submitted) | | WM WINKLER COMPANY (Submitted) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 60 | PAVEMENT MARKING - DURABLE HEAT APPLIED | 132 SF | 15.00 | 1,980.00 | 15.00 | $1,980.00 | 15.00 | $1,980.00 | 15.00 | $1,980.00 | 13.88 | $1,832.16 |
| 61 | TEMPORARY PAVEMENT MARKING | 1 LS | 500.00 | 500.00 | 1,962.00 | $1,962.00 | 1,500.00 | $1,500.00 | 2,000.00 | $2,000.00 | 1,818.70 | $1,818.70 |
| 62 | TOPSOIL TYPE A, 2 INCH THICK | 564 SY | 20.00 | 11,280.00 | 10.00 | $5,640.00 | 10.00 | $5,640.00 | 8.50 | $4,794.00 | 5.84 | $3,293.76 |
| **Bid Total** | | | | **$1,108,331.00** | | **$836,106.00** | | **$854,854.00** | | **$883,475.00** | | **$971,513.82** |

### SCHEDULE SUMMARY

| | Sched 1 | Sched 2 | Sched 3 | Sched 4 | Sched 5 | Sched 6 | Total |
|---|---|---|---|---|---|---|---|
| ENGINEER'S ESTIMATE | 1,108,331.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,108,331.00 |
| HALME CONSTRUCTION INC (Submitted) | 836,106.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 836,106.00 |
| CORRIDOR CONTRACTORS (Submitted) | 854,854.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 854,854.00 |
| CAMERON-REILLY LLC (Submitted) | 883,475.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 883,475.00 |
| WM WINKLER COMPANY (Submitted) | 971,513.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 971,513.82 |
| DW EXCAVATING INC (Submitted) | 998,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 998,000.00 |
| NATIONAL NATIVE AMERICAN CONSTRUCTION INC (Submitted) | 1,135,783.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,135,783.00 |

**Low Bid Contractor:** HALME CONSTRUCTION INC

| | Contractor's Bid | Engineer's Estimate | % Variance | |
|---|---|---|---|---|
| Schedule 01 | 836,106.00 | 1,108,331.00 | 24.56 | % Under Estimate |
| Schedule 03 | 0.00 | 0.00 | | % Under Estimate |
| Bid Totals | 836,106.00 | 1,108,331.00 | 24.56 | % Under Estimate |

# City Of Spokane
## Engineering Services Department
## ***Bid Tabulation***

| Project Number: 2021083/2021085 | | | Engineer's Estimate | | DW EXCAVATING INC (Submitted) | | NATIONAL NATIVE AMERICAN CONSTRUCTION INC (Submitted) | |
|---|---|---|---|---|---|---|---|---|
| Item No | Bid Item Description | Est Qty | Unit Price | Amount | Unit Price | Amount | Unit Price | Amount |
| 60 | PAVEMENT MARKING - DURABLE HEAT APPLIED | 132 SF | 15.00 | 1,980.00 | 15.00 | $1,980.00 | 29.00 | $3,828.00 |
| 61 | TEMPORARY PAVEMENT MARKING | 1 LS | 500.00 | 500.00 | 2,000.00 | $2,000.00 | 2,894.00 | $2,894.00 |
| 62 | TOPSOIL TYPE A, 2 INCH THICK | 564 SY | 20.00 | 11,280.00 | 10.00 | $5,640.00 | 11.00 | $6,204.00 |
| **Bid Total** | | | | **$1,108,331.00** | | **$998,000.00** | | **$1,135,783.00** |

City Clerk's No. 2022-0760
Engineering No. 2021083

# City of Spokane

## PUBLIC WORKS CONTRACT

## Title: NEVADA-JOSEPH PEDESTRIAN HYBRID BEACON & BEMISS ELEMENTARY WALK ROUTE IMPROVEMENTS

This Contract is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **HALME CONSTRUCTION, INC.**, whose address is 8727 West Highway 2, #100, Spokane, Washington 99208 as ("Contractor"), individually hereafter referenced as a "party", and together as the "parties".

The parties agree as follows:

1. PERFORMANCE. The Contractor will do all work, furnish all labor, materials, tools, construction equipment, transportation, supplies, supervision, organization and other items of work and costs necessary for the proper execution and completion of the work described in the Special Provisions entitled **NEVADA-JOSEPH PEDESTRIAN HYBRID BEACON & BEMISS ELEMENTARY WALK ROUTE IMPROVEMENTS.**

2. CONTRACT DOCUMENTS. The contract documents are this Contract, the Contractor's completed bid proposal form, the Washington State Department of Transportation's Standard Specifications for Road, Bridge and Municipal Construction 2022, City of Spokane Special Provisions, contract provisions, contract plans, , standard plans, addenda, various certifications and affidavits, supplemental agreements, change orders and subsurface boring logs (if any). These contract documents are on file in the Engineering Services Department and are incorporated into this Contract by reference as if they were set forth at length. In the event of a conflict, or to resolve an ambiguity or dispute, the order of precedence defined in the City of Spokane Special Provisions section 1-04.2 shall apply.

3. TIME OF PERFORMANCE. The time of performance of the Contract shall be in accordance with the contract documents.

4. LIQUIDATED DAMAGES. Liquidated damages shall be in accordance with the contract documents.

5. TERMINATION. Either party may terminate this Contract in accordance with the contract documents.

6. COMPENSATION. This is a unit price contract, and upon full and complete performance by the Contractor, the City will pay only the amount set forth in Schedule A-1 for the actual quantities furnished for each bid item.

7. TAXES. Bid items in Schedule A-1 will include sales tax.

8. PAYMENT. The Contractor will send its applications for payment to the Engineering Services Department, 998 E North Foothills Drive Spokane, WA 99207-2735. All invoices should include the City Clerk's File No. "OPR XXXX-XXXX" and an approved L & I Intent to Pay Prevailing Wage number. The final invoice should include an approved Affidavit of Wages Paid number. Payment will not be made without this documentation included on the invoice. **Payment will be made via direct deposit/ACH** within thirty (30) days after receipt of the Company's application except as provided by state law. Five percent (5%) of the Contract price may be retained by the City, in accord with RCW 60.28 for a minimum of forty five (45) days after final acceptance, as a trust fund for the protection and payment of: the claims of any person arising under the Contract; and the State with respect to taxes imposed pursuant to Titles 50, 51 and 82 RCW which may be due from the Contractor.

9. INDEMNIFICATION. The Contractor shall defend, indemnify, and hold the City and its officers and employees harmless from all claims, demands, or suits at law or equity asserted by third parties for bodily injury (including death) and/or property damage which arise from the Contractor's negligence or willful misconduct under this Agreement, including attorneys' fees and litigation costs; provided that nothing herein shall require a Contractor to indemnify the City against and hold harmless the City from claims, demands or suits based solely upon the negligence of the City, its agents, officers, and employees. If a claim or suit is caused by or results from the concurrent negligence of the Contractor's agents or employees and the City, its agents, officers and employees, this indemnity provision shall be valid and enforceable to the extent of the negligence of the Contractor, its agents or employees. The Contractor specifically assumes liability and agrees to defend, indemnify, and hold the City harmless for actions brought by the Contractor's own employees against the City and, solely for the purpose of this indemnification and defense, the Contractor specifically waives any immunity under the Washington State industrial insurance law, or Title 51 RCW. The Contractor recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was the subject of mutual negotiation. The indemnity and agreement to defend and hold the City harmless provided for in this section shall survive any termination or expiration of this agreement.

10. BONDS. The Contractor may not commence work until it obtains all insurance, permits and bonds required by the contract documents and applicable law. This includes the execution of a performance bond and a payment bond on the forms attached, each equal to one hundred percent (100%) of the contract price, and written by a corporate surety company licensed to do business in Washington State.

11. INSURANCE. The Contractor represents that it and its employees, agents and subcontractors, in connection with the Contract, are protected against the risk of loss by the insurance coverages required in the contract documents. The policies shall be issued by companies that meet with the approval of the City Risk Manager. The policies shall not be canceled without at least minimum required written notice to the City as Additional Insured.

12. CONTRACTOR'S WARRANTY. The Contractor's warranty for all work, labor and materials shall be in accordance with the contract documents.

13. WAGES. The Contractor and all subcontractors will submit a "Statement of Intent to Pay Prevailing Wages" certified by the industrial statistician of the Department of Labor and Industries, prior to any payments. The "Statement of Intent to Pay Prevailing Wages" shall include: (1) the

Contractor's registration number; and (2) the prevailing wages under RCW 39.12.020 and the number of workers in each classification. Each voucher claim submitted by the Contractor for payment on a project estimate shall state that the prevailing wages have been paid in accordance with the "Statement(s) of Intent to Pay Prevailing Wages" on file with the City. Prior to the payment of funds held under RCW 60.28, the Contractor and subcontractors must submit an "Affidavit of Wages Paid" certified by the industrial statistician.

14. STATEMENT OF INTENT TO PAY PREVAILING WAGES TO BE POSTED. The Contractor and each subcontractor required to pay the prevailing rate of wages shall post in a location readily visible at the job site: (1) a copy of a "Statement of Intent to Pay Prevailing Wages" approved by the industrial statistician of the State Department of Labor and Industries; and (2) the address and telephone number of the industrial statistician of the Department of Labor and Industries where a complaint or inquiry concerning prevailing wages may be made.

15. PUBLIC WORKS REQUIREMENTS. The Contractor and each subcontractor are required to fulfill the Department of Labor and Industries Public Works and Prevailing Wage Training Requirement under RCW 39.04.350. The contractor must verify responsibility criteria for each first tier subcontractor, and a subcontractor of any tier that hires other subcontractors must verify the responsibility criteria listed in RCW 39.04.350(1) for each of its subcontractors. Verification shall include that each subcontractor, at the time of subcontract execution, meets the responsibility criteria. This verification requirement, as well as responsibility criteria, must be included in every public works contract and subcontract of every tier.

16. SUBCONTRACTOR RESPONSIBILITY.

A. The Contractor shall include the language of this section in each of its first tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. Upon request of the City, the Contractor shall promptly provide documentation to the City demonstrating that the subcontractor meets the subcontractor responsibility criteria below. The requirements of this section apply to all subcontractors regardless of tier.

B. At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria:

1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;

2. Have a current Washington Unified Business Identifier (UBI) number;

3. If applicable, have:

    a. Have Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;

    b. A Washington Employment Security Department number, as required in Title 50 RCW;

    c. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;

d. An electrical contractor license, if required by Chapter 19.28 RCW;
e. An elevator contractor license, if required by Chapter 70.87 RCW.

4. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).

C. On Public Works construction projects, as defined in RCW 39.04.010, with an estimated cost of six hundred thousand dollars ($600,000) or more, at least fifteen (15) percent of the labor hours on each project shall be performed by apprentices enrolled in a State-approved apprenticeship program; and for each contract in the project fifteen (15) percent of the labor hours for each craft that has an available state-approved apprenticeship program for Spokane County and utilizes more than one hundred sixty (160) hours in each contract shall be performed by apprentices enrolled in a state-approved apprenticeship program.

1. Subcontracting Requirements. The utilization percentages for apprenticeship labor for Public Works construction contracts shall also apply to all subcontracts of one hundred thousand dollars ($100,000) or more within those contracts, and at least fifteen percent (15%) of the labor hours for each such subcontract shall be performed by apprentices in a state-approved apprenticeship program. For each craft that has an available apprenticeship program for Spokane county and performs more than one hundred sixty (160) hours on each project, fifteen (15) percent of the labor hours shall be performed by apprentices enrolled in a State-approved apprenticeship program

2. Each subcontractor which this chapter applies is required to execute a form, provided by the city, acknowledging that the requirements of Article X 07.06 SMC are applicable to the labor hours for the project.

17. NONDISCRIMINATION. No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Contract because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation including gender expression or gender identity, national origin, honorably discharged veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities. The Contractor agrees to comply with, and to require that all subcontractors comply with, Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act, as applicable to the Contractor.

18. EXECUTIVE ORDER 11246.

A. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The Contractor will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include but not be limited to the following: employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

C. The Contractor will send each labor union, or representative of workers with which it has a collective bargaining contract or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the Contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. The Contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

E. The Contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

F. In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract or with any of such rules, regulations or orders, this Contract may be canceled, terminated or suspended in whole or in part, and the Contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. The Contractor will include the provisions of paragraphs A through G in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: PROVIDED, HOWEVER, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as the result of such direction, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

19. DEBARMENT AND SUSPENSION. The Contractor has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or ineligible from participation in Federal Assistance Programs under Executive Order 12549 and “Debarment and Suspension”, codified at 29 CFR part 98.

20. ASSIGNMENTS. The Contractor may not assign, transfer or sublet any part of the work under this Contract, or assign any monies due, without the written approval of the City, except as may be required by law. In the event of assignment of accounts or monies due under this Contract, the Contractor specifically agrees to give immediate written notice to the City Administrator, no later than five (5) business days after the assignment.

21. ANTI-KICKBACK. No officer or employee of the City of Spokane, having the power or duty to perform an official act or action related to this Contract shall have or acquire any interest in the Contract, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in the Contract. Contractor will comply with the Copeland “Anti-Kickback” Act (40 USC 3145), as supplemented by Department of Labor

Regulations (29 CFR Part 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”).

22. COMPLIANCE WITH LAWS. Each party shall comply with all applicable federal, state, and local laws and regulations that are incorporated herein by reference.

23. DISPUTES. This Contract shall be performed under the laws of the State of Washington. Any litigation to enforce this Contract or any of its provisions shall be brought in Spokane County, Washington.

24. SEVERABILITY. In the event any provision of this Contract should become invalid, the rest of the Contract shall remain in full force and effect.

25. AUDIT / RECORDS. The Contractor and its subcontractors shall maintain for a mi6imum of three (3) years following final payment all records related to its performance of the Contract. The Contractor and its subcontractors shall provide access to authorized City representatives, at reasonable times and in a reasonable manner to inspect and copy any such record. In the event of conflict between this provision and related auditing provisions required under federal law applicable to the Contract, the federal law shall prevail.

26. BUSINESS REGISTRATION REQUIREMENT. Section 8.01.070 of the Spokane Municipal Code states that no person may engage in business with the City without first having obtained a valid annual business registration. The Contractor shall be responsible for contacting the State of Washington Business License Services at www.dor.wa.gov or 360-705-6741 to obtain a business registration. If the Contractor does not believe it is required to obtain a business registration, it may contact the City’s Taxes and Licenses Division at (509) 625-6070 to request an exemption status determination.

27. CONSTRUAL. The Contractor acknowledges receipt of a copy of the contract documents and agrees to comply with them. The silence or omission in the contract documents concerning any detail required for the proper execution and completion of the work means that only the best general practice is to prevail and that only material and workmanship of the best quality are to be used. This Contract shall be construed neither in favor of nor against either party.

28. MODIFICATIONS. The City may modify this Contract and order changes in the work whenever necessary or advisable. The Contractor will accept modifications when ordered in writing by the Director of Engineering Services, and the Contract time and compensation will be adjusted accordingly.

29. INTEGRATION. This Contract, including any and all exhibits and schedules referred to herein or therein set forth the entire Agreement and understanding between the parties pertaining to the subject matter and merges all prior agreements, negotiations and discussions between them on the same subject matter.

30. FORCE MAJEURE. Neither party shall be liable to the other for any failure or delay in performing its obligations hereunder, or for any loss or damage resulting therefrom, due to: (1) acts of God or public enemy, acts of government, riots, terrorism, fires, floods, strikes, lock outs, epidemics, act or failure to act by the other party, or unusually severe weather affecting City, Contractor or its subcontractors, or (2) causes beyond their reasonable control and which are not foreseeable (each a “Force Majeure Event”). In the event of any such Force Majeure Event, the date of delivery or performance shall be extended for a period equal to the time lost by reason of

the delay.

31. CLEAN AIR ACT.
Contractor must comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 USC 7401-7671q) and the Federal Water Pollution Control Act as amended (33 USC 1251-1387). Violations will be reported.

32. USE OF PROJECT MANAGEMENT SOFTWARE. The Contractor shall transmit all submittal documentation for proposed project materials by uploading it to the City's web based construction management software. A City representative will be available to assist in learning this process.

| **HALME CONSTRUCTION, INC.** | **CITY OF SPOKANE** |
|---|---|
| By_____ | By_____ |
| Signature Date | Signature Date |
| _____ | _____ |
| Type or Print Name | Type or Print Name |
| _____ | _____ |
| Title | Title |
| Attest: | Approved as to form: |
| _____ | _____ |
| City Clerk | Assistant City Attorney |

**Attachments that are part of this Contract**:

Payment Bond
Performance Bond
Certification Regarding Debarment
Schedule A-1

22-184

## PAYMENT BOND

We, **HALME CONSTRUCTION, INC.**, as principal, and _____, as surety, are held and firmly bound to the City of Spokane, Washington, in the sum of **EIGHT HUNDRED THIRTY-SIX THOUSAND ONE HUNDRED SIX AND NO/100 DOLLARS ($836,106.00)** for the payment of which, we bind ourselves and our legal representatives and successors, jointly and severally by this document.

The principal has entered into a contract with the City of Spokane, Washington, to do all work and furnish all materials for the **NEVADA-JOSEPH PEDESTRIAN HYBRID BEACON & BEMISS ELEMENTARY WALK ROUTE IMPROVEMENTS.** If the principal shall:

A. pay all laborers, mechanics, subcontractors, material suppliers and all person(s) who shall supply such person or subcontractors; and pay all taxes and contributions, increases and penalties as authorized by law; and

B. comply with all applicable federal, state and local laws and regulations;

then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the contract or this bond, shall be conclusive against the principal and the surety, as to the amount of damages, and their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED on _____.

**HALME CONSTRUCTION, INC.,**

AS PRINCIPAL

By: _____
Title: _____

_____,
AS SURETY

A valid POWER OF ATTORNEY for the Surety's agent must accompany this bond.

By: _____
Its Attorney in Fact

STATE OF WASHINGTON )
) ss.
County of _____)

I certify that I know or have satisfactory evidence that_____ _____signed this document; on oath stated that he/she was authorized to sign the document and acknowledged it as the agent or representative of the named surety company which is authorized to do business in the State of Washington, for the uses and purposes therein mentioned.

DATED: _____ _____

Signature of Notary Public

My appointment expires _____

## PERFORMANCE BOND

We, **HALME CONSTRUCTION, INC.,** as principal, and _____, as Surety, are held and firmly bound to the City of Spokane, Washington, in the sum of **EIGHT HUNDRED THIRTY-SIX THOUSAND ONE HUNDRED SIX AND NO/100 DOLLARS ($836,106.00)** for the payment of which, we bind ourselves and our legal representatives and successors, jointly and severally by this document.

The principal has entered into a Contract with the City of Spokane, Washington, to do all the work and furnish all materials for the **NEVADA-JOSEPH PEDESTRIAN HYBRID BEACON & BEMISS ELEMENTARY WALK ROUTE IMPROVEMENTS.** If the principal shall:

A. promptly and faithfully perform the Contract, and any contractual guaranty and indemnify and hold harmless the City from all loss, damage or claim which may result from any act or omission of the principal, its agents, employees, or subcontractors; and

B. comply with all applicable federal, state and local laws and regulations;

then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation. Any judgment obtained against the City, which relates to or is covered by the Contract or this bond, shall be conclusive against the principal and the Surety, not only as to the amount of damages, but also as to their liability, if reasonable notice of the suit has been given.

SIGNED AND SEALED on _____

**HALME CONSTRUCTION, INC.,**

AS PRINCIPAL

By: _____
Title: _____

_____,
AS SURETY

A valid POWER OF ATTORNEY
for the Surety's agent must
accompany this bond.

By: _____
Its Attorney in Fact

STATE OF WASHINGTON )
) ss.
County of _____ )

I certify that I know or have satisfactory evidence that _____ _____ signed this document; on oath stated that he/she was authorized to sign the document and acknowledged it as the agent or representative of the named Surety Company which is authorized to do business in the State of Washington, for the uses and purposes mentioned in this document.

DATED on _____.

_____
Signature of Notary

My appointment expires _____

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:

   a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
   b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
   c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
   d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.

2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.

3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

   Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

   1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

   2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.

4. I understand that a false statement of this certification may be grounds for termination of the contract.

| | |
|---|---|
| Name of Subrecipient / Contractor / Consultant (Type or Print) | Program Title (Type or Print) |
| Name of Certifying Official (Type or Print)<br>Title of Certifying Official (Type or Print) | Signature<br>Date (Type or Print) |

## SCHEDULE A-1

***Tax Classification: Sales tax shall be included in unit prices***

| ITEM NO. | ITEM DESCRIPTION | ESTIMATED QUANTITIES | | UNIT PRICE | | TOTAL |
|---|---|---|---|---|---|---|
| 1 | APPRENTICE UTILIZATION | 1.00 LS | $ | 6,000.00 | $ | 6,000.00 |
| 2 | ADA FEATURES SURVEYING | 1.00 LS | $ | 3,000.00 | $ | 3,000.00 |
| 3 | REIMBURSEMENT OF THIRD PARTY DAMAGE | 1.00 EST | $ | 1.00 | $ | 1.00 |
| 4 | SPCC PLAN | 1.00 LS | $ | 600.00 | $ | 600.00 |
| 5 | POTHOLING | 12.00 EA | $ | 292.00 | $ | 3,504.00 |
| 6 | PUBLIC LIAISON REPRESENTATIVE | 1.00 LS | $ | 8,000.00 | $ | 8,000.00 |
| 7 | MOBILIZATION | 1.00 LS | $ | 83,000.00 | $ | 83,000.00 |
| 8 | PROJECT TEMPORARY TRAFFIC CONTROL | 1.00 LS | $ | 32,000.00 | $ | 32,000.00 |
| 9 | TYPE III BARRICADE | 8.00 EA | $ | 117.00 | $ | 936.00 |
| 10 | SEQUENTIAL ARROW SIGNS | 300.00 HR | $ | 6.50 | $ | 1,950.00 |
| 11 | PORTABLE CHANGEABLE MESSAGE SIGN | 170.00 HR | $ | 7.00 | $ | 1,190.00 |
| 12 | CLEARING AND GRUBBING | 1.00 LS | $ | 14,000.00 | $ | 14,000.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 13 | TREE ROOT TREATMENT | 20.00 EA | $ | 875.00 | $ | 17,500.00 |
| 14 | TREE PROTECTION ZONE | 19.00 EA | $ | 321.00 | $ | 6,099.00 |
| 15 | REMOVE TREE, CLASS I | 3.00 EA | $ | 967.00 | $ | 2,901.00 |
| 16 | REMOVE TREE, CLASS II | 1.00 EA | $ | 1,900.00 | $ | 1,900.00 |
| 17 | TREE PRUNING | 19.00 EA | $ | 321.00 | $ | 6,099.00 |
| 18 | REMOVAL OF STRUCTURE AND OBSTRUCTION | 1.00 LS | $ | 5,000.00 | $ | 5,000.00 |
| 19 | REMOVE EXISTING CURB | 1,055.00 LF | $ | 9.00 | $ | 9,495.00 |
| 20 | REMOVE EXISTING CURB AND GUTTER | 145.00 LF | $ | 10.00 | $ | 1,450.00 |
| 21 | REMOVE CEMENT CONCRETE SIDEWALK AND DRIVEWAY | 448.00 SY | $ | 10.00 | $ | 4,480.00 |
| 22 | REMOVE MANHOLE, CATCH BASIN, OR DRYWELL | 3.00 EA | $ | 1,000.00 | $ | 3,000.00 |
| 23 | SAWCUTTING CURB | 62.00 EA | $ | 29.00 | $ | 1,798.00 |
| 24 | SAWCUTTING RIGID PAVEMENT | 970.00 LFI | $ | 1.00 | $ | 970.00 |
| 25 | SAWCUTTING FLEXIBLE PAVEMENT | 5,950.00 LFI | $ | 0.50 | $ | 2,975.00 |
| 26 | CSTC FOR SIDEWALK AND DRIVEWAYS | 134.00 CY | $ | 158.00 | $ | 21,172.00 |
| 27 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. LIGHT TRAFFIC, 4 INCH THICK | 500.00 SY | $ | 70.00 | $ | 35,000.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 28 | HMA FOR PAVEMENT REPAIR CL. 1/2 IN. HEAVY TRAFFIC, 6 INCH THICK | 34.00 SY | $ | 239.00 | $ | 8,126.00 |
| 29 | PAVEMENT REPAIR EXCAVATION INCL. HAUL | 534.00 SY | $ | 40.00 | $ | 21,360.00 |
| 30 | CATCH BASIN TYPE 3 | 3.00 EA | $ | 3,527.00 | $ | 10,581.00 |
| 31 | DRYWELL TYPE 1 | 1.00 EA | $ | 4,100.00 | $ | 4,100.00 |
| 32 | MH OR DW FRAME AND COVER (STANDARD) | 1.00 EA | $ | 500.00 | $ | 500.00 |
| 33 | FRAME AND GRATE FOR CB OR GRATE INLET | 7.00 EA | $ | 550.00 | $ | 3,850.00 |
| 34 | TRENCH SAFETY SYSTEM | 1.00 LS | $ | 5,000.00 | $ | 5,000.00 |
| 35 | CATCH BASIN SEWER PIPE 8 IN. DIA. | 55.00 LF | $ | 160.00 | $ | 8,800.00 |
| 36 | CLEANING EXISTING DRAINAGE STRUCTURE | 17.00 EA | $ | 400.00 | $ | 6,800.00 |
| 37 | ESC LEAD | 1.00 LS | $ | 1,100.00 | $ | 1,100.00 |
| 38 | INLET PROTECTION | 17.00 EA | $ | 60.00 | $ | 1,020.00 |
| 39 | STREET CLEANING | 40.00 HR | $ | 250.00 | $ | 10,000.00 |
| 40 | HYDROSEEDING | 150.00 SY | $ | 3.50 | $ | 525.00 |
| 41 | SOD INSTALLATION | 414.00 SY | $ | 26.00 | $ | 10,764.00 |
| 42 | REMOVE AND REPLACE EXISTING SPRINKLER HEADS AND LINES | 1.00 LS | $ | 10,500.00 | $ | 10,500.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 43 | CEMENT CONCRETE CURB | 760.00 LF | $ | 46.50 | $ | 35,340.00 |
| 44 | CEMENT CONCRETE CURB AND GUTTER | 553.00 LF | $ | 59.00 | $ | 32,627.00 |
| 45 | CEMENT CONCRETE DRIVEWAY | 390.00 SY | $ | 86.00 | $ | 33,540.00 |
| 46 | CEMENT CONCRETE DRIVEWAY TRANSITION | 30.00 SY | $ | 100.00 | $ | 3,000.00 |
| 47 | MODIFY FENCING | 1.00 LS | $ | 1,500.00 | $ | 1,500.00 |
| 48 | CLASSIFICATION AND PROTECTION OF SURVEY MONUMENTS | 1.00 LS | $ | 6,400.00 | $ | 6,400.00 |
| 49 | REFERENCE AND REESTABLISH SURVEY MONUMENT | 5.00 EA | $ | 700.00 | $ | 3,500.00 |
| 50 | CEMENT CONCRETE SIDEWALK | 1,405.00 SY | $ | 86.00 | $ | 120,830.00 |
| 51 | RAMP DETECTABLE WARNING | 144.00 SF | $ | 46.00 | $ | 6,624.00 |
| 52 | PEDESTRIAN HYBRID BEACON SYSTEM | 1.00 LS | $ | 95,500.00 | $ | 95,500.00 |
| 53 | COMMUNICATION CONDUIT SYSTEM | 1.00 LS | $ | 14,000.00 | $ | 14,000.00 |
| 54 | COMMUNICATION CABLES AND INTERFACES | 1.00 LS | $ | 12,000.00 | $ | 12,000.00 |
| 55 | VIDEO & DATA TRANSMISSION AND DISTRIBUTION SYSTEM | 1.00 LS | $ | 6,000.00 | $ | 6,000.00 |
| 56 | RECTANGULAR RAPID FLASHING BEACON SYSTEM | 1.00 LS | $ | 44,000.00 | $ | 44,000.00 |
| 57 | DIRECTIONAL BORING | 135.00 LF | $ | 112.00 | $ | 15,120.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 58 | SIGNING, PERMANENT - CONTRACTOR MANUFACTURED SIGNS | 1.00 LS | $ | 18,800.00 | $ | 18,800.00 |
| 59 | REMOVAL OF EXISTING PAVEMENT MARKINGS | 17.00 SF | $ | 41.00 | $ | 697.00 |
| 60 | PAVEMENT MARKING - DURABLE HEAT APPLIED | 132.00 SF | $ | 15.00 | $ | 1,980.00 |
| 61 | TEMPORARY PAVEMENT MARKING | 1.00 LS | $ | 1,962.00 | $ | 1,962.00 |
| 62 | TOPSOIL TYPE A, 2 INCH THICK | 564.00 SY | $ | 10.00 | $ | 5,640.00 |
| | | | | ***Schedule A-1 Subtotal*** | $ | 836,106.00 |

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/10/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0761 |
| | | Renews # | |
| Submitting Dept | ENGINEERING SERVICES | Cross Ref # | |
| Contact Name/Phone | DAN BULLER 625-6391 | Project # | 2021089 |
| Contact E-Mail | DBULLER@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | CR 24043 |
| Agenda Item Name | 0370 - MAPLE ST BRIDGE DECK REHAB DESIGN (2021089) - DAVID EVANS & ASSOC | | |

**Agenda Wording**

Contract for the design of Maple Street Bridge Deck Rehabilitation with David, Evans & Associates, Inc. for $288,527.00 plus 10% administrative reserve. David, Evans & Associates was chosen via RFQu process.

**Summary (Background)**

The City has obtained a federal grant which will cover most of the deck replacement cost. It is anticipated that the project will be bid in January of early February of 2023 for summer 2023 construction.

Lease? NO Grant related? YES Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ $288,527.00 | # 3200 95164 95100 56501 86108 |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BULLER, DAN | Study Session\Other | 5/23/22 |
| Division Director | FEIST, MARLENE | Council Sponsor | Kinnear |
| Finance | MURRAY, MICHELLE | Distribution List | |
| Legal | BEATTIE, LAUREN | eraea@spokanecity.org | |
| For the Mayor | PERKINS, JOHNNIE | publicworksaccounting@spokanecity.org | |
| Additional Approvals | | jake.menard@deainc.com | |
| Purchasing | PRINCE, THEA | | |
| ACCOUNTING - GRANTS | MURRAY, MICHELLE | ddaniels@spokanecity.org | |
| | | dbuller@spokanecity.org | |
| | | mmserbousek@spokanecity.org | |

# Committee Agenda Sheet

## PIES

| | |
|---|---|
| **Submitting Department** | Public Works, Engineering |
| **Contact Name & Phone** | Mark Serbousek 625-6154 |
| **Contact Email** | mmserbousek@spokanecity.org |
| **Council Sponsor(s)** | Breen Beggs, Lori Kinnear |
| **Select Agenda Item Type** | X Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | Maple St. Bridge Deck Rehabilitation Consultant Design |
| **Summary (Background)** | • The City of Spokane has gone through the RFQ process to select a bridge design firm to prepare the bid documents for the deck rehabilitation project on the Maple Street Bridge.<br>• The firm which has been chosen to perform this work is David Evens and Associates (DEA) Consulting Engineers. The city is still in the process of negotiating the fee and contract for this work.<br>• The concrete deck on the main spans of the bridge is severely rutted. Pop-outs in the deck have begun to expose small areas of rebar, the drivability of the deck is severely reduced, and the ruts expose the joint headers, creating de-facto speed bumps down the length of the bridge. This increases impact loading on the bridge and is damaging the joints, causing concern for long-term bridge degradation.<br>• This project would include full deck survey of the traffic lanes for surface deficiencies followed by a thin polyester concrete deck overlay. The new surface will also protect and preserve the existing concrete deck and reduce impact loading to this fracture-critical bridge.<br>• We plan to bid this project in January or early February of 2023 for a possible summer 2023 construction.<br>• This project is paid with federal grant funds. |

| | |
|---|---|
| | |
| **Proposed Council Action & Date:** | Following Consultant Contract negotiations, we will bring the contract to council for approval. |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? X Yes ☐ No ☐ N/A

Funding Source X One-time ☐ Recurring
Specify funding source:

Expense Occurrence X One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A – This is a public works project to address the deck rehabilitation of the Maple St. Bridge and should not impact racial, gender identity, national origin, income level, disability, sexual orientation, or other existing disparity factors.

How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?

Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This project is consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street maintenance activities.

# *Local Agency A&E Professional Services*
# *Negotiated Hourly Rate Consultant Agreement*

Agreement Number:

| | |
|---|---|
| Firm/Organization Legal Name (do not use dba's):<br>DAVID EVANS & ASSOCIATES Inc. | |
| Address<br>908 N. Howard, Spokane, WA 99201 | Federal Aid Number<br>BHM 3881(012) |
| UBI Number<br>600 227 609 | Federal TIN<br>93-0661195 |
| Execution Date | Completion Date<br>12/31/2024 |
| 1099 Form Required<br>☐ Yes ☒ No | Federal Participation<br>☒ Yes ☐ No |
| Project Title<br>Maple St. Bridge Deck Rehabilitation Design | |
| Description of Work<br>This project would include full deck survey of the traffic lanes for surface deficiencies and the biddable documents for a thin deck grind/overlay following current State, Federal and City standards. These documents will be based on any deck repair needed, grinding the deck down to reduce the rut depth, then place a 3/4-inch polyester overlay over the deck to provide a safe/level driving surface. The new surface will also protect and preserve the deck and reduce impact loading to this fracture-critical bridge. | |
| ☒ Yes ☐ No DBE Participation<br>☐ Yes ☒ No MBE Participation<br>☐ Yes ☒ No WBE Participation<br>☐ Yes ☒ No SBE Participation | Maximum Amount Payable: 288,527.00 |

## Index of Exhibits


Exhibit A Scope of Work
Exhibit B DBE Participation
Exhibit C Preparation and Delivery of Electronic Engineering and Other Data
Exhibit D Prime Consultant Cost Computations
Exhibit E Sub-consultant Cost Computations
Exhibit F Title VI Assurances
Exhibit G Certification Documents
Exhibit H Liability Insurance Increase
Exhibit I Alleged Consultant Design Error Procedures
Exhibit J Consultant Claim Procedures

THIS AGREEMENT, made and entered into as shown in the "Execution Date" box on page one (1) of this AGREEMENT, between the City of Spokane, hereinafter called the "AGENCY," and the "Firm / Organization Name" referenced on page one (1) of this AGREEMENT, hereinafter called the "CONSULTANT."

WHEREAS, the AGENCY desires to accomplish the work referenced in "Description of Work" on page one (1) of this AGREEMENT and hereafter called the "SERVICES;" and does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary SERVICES; and

WHEREAS, the CONSULTANT represents that they comply with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish consulting services to the AGENCY.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

## I. General Description of Work

The work under this AGREEMENT shall consist of the above-described SERVICES as herein defined, and necessary to accomplish the completed work for this project. The CONSULTANT shall furnish all services, labor, and related equipment and, if applicable, sub-consultants and subcontractors necessary to conduct and complete the SERVICES as designated elsewhere in this AGREEMENT.

## II. General Scope of Work

The Scope of Work and projected level of effort required for these SERVICES is described in Exhibit "A" attached hereto and by this reference made a part of this AGREEMENT. The General Scope of Work was developed utilizing performance based contracting methodologies.

## III. General Requirements

All aspects of coordination of the work of this AGREEMENT with outside agencies, groups, or individuals shall receive advance approval by the AGENCY. Necessary contacts and meetings with agencies, groups, and/or individuals shall be coordinated through the AGENCY. The CONSULTANT shall attend coordination, progress, and presentation meetings with the AGENCY and/or such State, Federal, Community, City, or County officials, groups or individuals as may be requested by the AGENCY. The AGENCY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation. The minimum required hours or days' notice shall be agreed to between the AGENCY and the CONSULTANT and shown in Exhibit "A."

The CONSULTANT shall prepare a monthly progress report, in a form approved by the AGENCY, which will outline in written and graphical form the various phases and the order of performance of the SERVICES in sufficient detail so that the progress of the SERVICES can easily be evaluated.

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations, and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

Participation for Disadvantaged Business Enterprises (DBE) or Small Business Enterprises (SBE), if required, per 49 CFR Part 26, shall be shown on the heading of this AGREEMENT. If DBE firms are utilized at the commencement of this AGREEMENT, the amounts authorized to each firm and their certification number will be shown on Exhibit "B" attached hereto and by this reference made part of this AGREEMENT. If the Prime CONSULTANT is, a DBE certified firm they must comply with the Commercial Useful Function (CUF) regulation outlined in the AGENCY's "DBE Program Participation Plan" and perform a minimum of 30% of the total amount of this AGREEMENT. It is recommended, but not required, that non-DBE Prime CONSULTANTS perform a minimum of 30% of the total amount of this AGREEMENT.

In the absence of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

The CONSULTANT, on a monthly basis, shall enter the amounts paid to all firms (including Prime) involved with this AGREEMENT into the wsdot.diversitycompliance.com program. Payment information shall identify any DBE Participation.

All Reports, PS&E materials, and other data furnished to the CONSULTANT by the AGENCY shall be returned. All electronic files, prepared by the CONSULTANT, must meet the requirements as outlined in Exhibit "C – Preparation and Delivery of Electronic Engineering and other Data."

All designs, drawings, specifications, documents, and other work products, including all electronic files, prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for these SERVICES, and are the property of the AGENCY. Reuse by the AGENCY or by others, acting through or on behalf of the AGENCY of any such instruments of service, not occurring, as a part of this SERVICE, shall be without liability or legal exposure to the CONSULTANT.

Any and all notices or requests required under this AGREEMENT shall be made in writing and sent to the other party by (i) certified mail, return receipt requested, or (ii) by email or facsimile, to the address set forth below:

If to AGENCY:
Name: Mark Serbousek
Agency: City of Spokane
Address: 808 W. Spokane Falls Blvd
City: Spokane State: WA Zip: 99201
Email: mmserbousek@spokanecity.org
Phone: (509) 625-6154
Facsimile:

If to CONSULTANT:
Name: Jake Menard
Agency: David Evans & Associates Inc
Address: 908 N. Howard, Suite 300
City: Spokane State: WA Zip: 99201
Email: jake.menard@deainc.com
Phone: (509) 252-5886
Facsimile:

## IV. Time for Beginning and Completion

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the AGENCY. All work under this AGREEMENT shall conform to the criteria agreed upon detailed in the AGREEMENT documents. These SERVICES must be completed by the date shown in the heading of this AGREEMENT titled "Completion Date."

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the AGENCY in the event of a delay attributable to the AGENCY, or because of unavoidable delays caused by an act of GOD, governmental actions, or other conditions beyond the control of the CONSULTANT. A prior supplemental AGREEMENT issued by the AGENCY is required to extend the established completion time.

## V. Payment Provisions

The CONSULTANT shall be paid by the AGENCY for completed SERVICES rendered under this AGREEMENT as provided hereinafter. Such payment shall be full compensation for SERVICES performed or SERVICES rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete SERVICES. The CONSULTANT shall conform to all applicable portions of 48 CFR Part 31 (www.ecfr.gov).

A. Hourly Rates: Hourly rates are comprised of the following elements - Direct (Raw) Labor, Indirect Cost Rate, and Fee (Profit). The CONSULTANT shall be paid by the AGENCY for work done, based upon the negotiated hourly rates shown in Exhibits "D" and "E" attached hereto and by reference made part of this AGREEMENT. These negotiated hourly rates will be accepted based on a review of the CONSULTANT's direct labor rates and indirect cost rate computations and agreed upon fee. The accepted negotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. The initially accepted negotiated rates shall be applicable from the approval date, as memorialized in a final written acknowledgment, to 180 days following the CONSULTANT's fiscal year end (FYE) date.

   The direct (raw) labor rates and classifications, as shown on Exhibits "D" and "E" shall be subject to renegotiations for each subsequent twelve (12) month period (180 days following FYE date to 180 days following FYE date) upon written request of the CONSULTANT or the AGENCY. The written request must be made to the other party within ninety (90) days following the CONSULTANT's FYE date. If no such written request is made, the current direct (raw) labor rates and classifications as shown on Exhibits "D" and "E" will remain in effect for the twelve (12) month period.

   Conversely, if a timely request is made in the manner set forth above, the parties will commence negotiations to determine the new direct (raw) labor rates and classifications that will be applicable for the twelve (12 month period. Any agreed to renegotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. If requested, the CONSULTANT shall provide current payroll register and classifications to aid in negotiations. If the parties cannot reach an agreement on the direct (raw) labor rates and classifications, the AGENCY shall perform an audit of the CONSULTANT's books and records to determine the CONSULTANT's actual costs. The audit findings will establish the direct (raw) labor rates and classifications that will applicable for the twelve (12) month period.

   The fee as identified in Exhibits "D" and "E" shall represent a value to be applied throughout the life of the AGREEMENT.

   The CONSULTANT shall submit annually to the AGENCY an updated indirect cost rate within 180 days of the close of its fiscal year. An approved updated indirect cost rate shall be included in the current fiscal year rate under this AGREEMENT, even if/when other components of the hourly rate are not renegotiated. These rates will be applicable for the twelve (12) month period. At the AGENCY's option, a provisional and/or conditional indirect cost rate may be negotiated. This provisional or conditional indirect rate shall remain in effect until the updated indirect cost rate is completed and approved. Indirect cost rate costs incurred during the provisional or conditional period will not be adjusted. The CONSULTANT may request an extension of the last approved indirect cost rate for the twelve (12) month period. These requests for provisional indirect cost rate and/or extension will be considered on a case-by-case basis, and if granted, will be memorialized in a final written acknowledgment.

   The CONSULTANT shall maintain and have accessible support data for verification of the components of the hourly rates, i.e., direct (raw) labor, indirect cost rate, and fee (profit) percentage. The CONSULTANT shall bill each employee's actual classification, and actual salary plus indirect cost rate plus fee.

A. Direct Non-Salary Costs: Direct Non-Salary Costs will be reimbursed at the actual cost to the CONSULTANT. These charges may include, but are not limited to, the following items: travel, printing, long distance telephone, supplies, computer charges, and fees of sub-consultants. Air or train travel will be reimbursed only to lowest price available, unless otherwise approved by the AGENCY. The CONSULTANT shall comply with the rules and regulations regarding travel costs (excluding air, train, and rental car costs) in accordance with the WSDOT's Accounting Manual M 13-82, Chapter 10 – Travel Rules and Procedures, and all revisions thereto. Air, train, and rental card costs shall be reimbursed in accordance with 48 Code of Federal Regulations (CFR) Part 31.205-46 "Travel Costs." The billing for Direct Non-salary Costs shall include an itemized listing of the charges directly identifiable with these SERVICES. The CONSULTANT shall maintain the original supporting documents in their office. Copies of the original supporting documents shall be supplied to the STATE upon request. All above charges must be necessary for the SERVICES provided under this AGREEMENT.

B. Maximum Amount Payable: The Maximum Amount Payable by the AGENCY to the CONSULTANT under this AGREEMENT shall not exceed the amount shown in the heading of this AGREEMENT on page one (1.) The Maximum Amount Payable does not include payment for extra work as stipulated in section XIII, "Extra Work." No minimum amount payable is guaranteed under this AGREEMENT.

C. Monthly Progress Payments: Progress payments may be claimed on a monthly basis for all costs authorized in A and B above. Detailed statements shall support the monthly billings for hours expended at the rates established in Exhibit "D," including names and classifications of all employees, and billings for all direct non-salary expenses. To provide a means of verifying the billed salary costs for the CONSULTANT's employees, the AGENCY may conduct employee interviews. These interviews may consist of recording the names, titles, salary rates, and present duties of those employees performing work on the SERVICES at the time of the interview.

D. Final Payment: Final Payment of any balance due the CONSULTANT of the gross amount earned will be made promptly upon its verification by the AGENCY after the completion of the SERVICES under this AGREEMENT, contingent upon receipt of all PS&E, plans, maps, notes, reports, electronic data, and other related documents, which are required to be furnished under this AGREEMENT. Acceptance of such Final Payment by the CONSULTANT shall constitute a release of all claims for payment, which the CONSULTANT may have against the AGENCY unless such claims are specifically reserved in writing and transmitted to the AGENCY by the CONSULTANT prior to its acceptance. Said Final Payment shall not, however, be a bar to any claims that the AGENCY may have against the CONSULTANT or to any remedies the AGENCY may pursue with respect to such claims.

The payment of any billing will not constitute agreement as to the appropriateness of any item and at the time of final audit all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the CONSULTANT, the CONSULTANT will refund such overpayment to the AGENCY within thirty (30) calendar days of notice of the overpayment. Such refund shall not constitute a waiver by the CONSULTANT for any claims relating to the validity of a finding by the AGENCY of overpayment. Per WSDOT's "Audit Guide for Consultants," Chapter 23 "Resolution Procedures," the CONSULTANT has twenty (20) working days after receipt of the final Post Audit to begin the appeal process to the AGENCY for audit findings

E. Inspection of Cost Records: The CONSULTANT and their sub-consultants shall keep available for inspection by representatives of the AGENCY and the United States, for a period of six (6) years after receipt of final payment, the cost records and accounts pertaining to this AGREEMENT and all items related to or bearing upon these records with the following exception: if any litigation, claim or audit arising out of, in connection with, or related to this AGREEMENT is initiated before the expiration of the six (6) year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed. An interim or post audit may be performed on this AGREEMENT. The audit, if any, will be performed by the State Auditor, WSDOT's Internal Audit Office and /or at the request of the AGENCY's Project Manager.

## VI. Sub-Contracting

The AGENCY permits subcontracts for those items of SERVICES as shown in Exhibit "A" attached hereto and by this reference made part of this AGREEMENT.

The CONSULTANT shall not subcontract for the performance of any SERVICE under this AGREEMENT without prior written permission of the AGENCY. No permission for subcontracting shall create, between the AGENCY and sub-consultant, any contract or any other relationship.

Compensation for this sub-consultant SERVICES shall be based on the cost factors shown on Exhibit "E" attached hereto and by this reference made part of this AGREEMENT.

The SERVICES of the sub-consultant shall not exceed its maximum amount payable identified in each sub consultant cost estimate unless a prior written approval has been issued by the AGENCY.

All reimbursable direct labor, indirect cost rate, direct non-salary costs and fee costs for the sub-consultant shall be negotiated and substantiated in accordance with section V "Payment Provisions" herein and shall be memorialized in a final written acknowledgment between the parties

All subcontracts shall contain all applicable provisions of this AGREEMENT, and the CONSULTANT shall require each sub-consultant or subcontractor, of any tier, to abide by the terms and conditions of this AGREEMENT. With respect to sub-consultant payment, the CONSULTANT shall comply with all applicable sections of the STATE's Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT, sub-recipient, or sub-consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this AGREEMENT. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the recipient deems appropriate.

## VII. Employment and Organizational Conflict of Interest

The CONSULTANT warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warrant, the AGENCY shall have the right to annul this AGREEMENT without liability or, in its discretion, to deduct from this AGREEMENT price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

Any and all employees of the CONSULTANT or other persons while engaged in the performance of any work or services required of the CONSULTANT under this AGREEMENT, shall be considered employees of the CONSULTANT only and not of the AGENCY, and any and all claims that may arise under any Workmen's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the CONSULTANT's employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the CONSULTANT.

The CONSULTANT shall not engage, on a full- or part-time basis, or other basis, during the period of this AGREEMENT, any professional or technical personnel who are, or have been, at any time during the period of this AGREEMENT, in the employ of the United States Department of Transportation or the AGENCY, except regularly retired employees, without written consent of the public employer of such person if he/she will be working on this AGREEMENT for the CONSULTANT.

## VIII. Nondiscrimination

During the performance of this AGREEMENT, the CONSULTANT, for itself, its assignees, sub-consultants, subcontractors and successors in interest, agrees to comply with the following laws and regulations:

- Title VI of the Civil Rights Act of 1964

  (42 U.S.C. Chapter 21 Subchapter V § 2000d through 2000d-4a)
- Federal-aid Highway Act of 1973 (23 U.S.C. Chapter 3 § 324)
- Rehabilitation Act of 1973

  (29 U.S.C. Chapter 16 Subchapter V § 794)
- Age Discrimination Act of 1975 (42 U.S.C. Chapter 76 § 6101 *et. seq.*)
- Civil Rights Restoration Act of 1987 (Public Law 100-259)
- American with Disabilities Act of 1990 (42 U.S.C. Chapter 126 § 12101 *et. seq.*)
- 23 CFR Part 200
- 49 CFR Part 21
- 49 CFR Part 26
- RCW 49.60.180

In relation to Title VI of the Civil Rights Act of 1964, the CONSULTANT is bound by the provisions of Exhibit "F" attached hereto and by this reference made part of this AGREEMENT, and shall include the attached Exhibit "F" in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

## IX. Termination of Agreement

The right is reserved by the AGENCY to terminate this AGREEMENT at any time with or without cause upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the AGENCY, other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for actual hours charged at the time of termination of this AGREEMENT, plus any direct non-salary costs incurred up to the time of termination of this AGREEMENT.

No payment shall be made for any SERVICES completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth in paragraph two (2) of this section, then no final payment shall be due and the CONSULTANT shall immediately reimburse the AGENCY for any excess paid.

If the services of the CONSULTANT are terminated by the AGENCY for default on the part of the CONSULTANT, the above formula for payment shall not apply.

In the event of a termination for default, the amount to be paid to the CONSULTANT shall be determined by the AGENCY with consideration given to the actual costs incurred by the CONSULTANT in performing SERVICES to the date of termination, the amount of SERVICES originally required which was satisfactorily completed to date of termination, whether that SERVICE is in a form or a type which is usable to the AGENCY at the time of termination, the cost to the AGENCY of employing another firm to complete the SERVICES required and the time which may be required to do so, and other factors which affect the value to the AGENCY of the SERVICES performed at the time of termination. Under no circumstances shall payment made under this subsection exceed the amount, which would have been made using the formula set forth in paragraph two (2) of this section.

If it is determined for any reason, that the CONSULTANT was not in default or that the CONSULTANT's failure to perform is without the CONSULTANT's or its employee's fault or negligence, the termination shall be deemed to be a termination for the convenience of the AGENCY. In such an event, the CONSULTANT would be reimbursed for actual costs in accordance with the termination for other than default clauses listed previously.

The CONSULTANT shall, within 15 days, notify the AGENCY in writing, in the event of the death of any member, partner, or officer of the CONSULTANT or the death or change of any of the CONSULTANT's supervisory and/or other key personnel assigned to the project or disaffiliation of any principally involved CONSULTANT employee.

The CONSULTANT shall also notify the AGENCY, in writing, in the event of the sale or transfer of 50% or more of the beneficial ownership of the CONSULTANT within 15 days of such sale or transfer occurring. The CONSULTANT shall continue to be obligated to complete the SERVICES under the terms of this AGREEMENT unless the AGENCY chooses to terminate this AGREEMENT for convenience or chooses to renegotiate any term(s) of this AGREEMENT. If termination for convenience occurs, final payment will be made to the CONSULTANT as set forth in the second and third paragraphs of this section.

Payment for any part of the SERVICES by the AGENCY shall not constitute a waiver by the AGENCY of any remedies of any type it may have against the CONSULTANT for any breach of this AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform SERVICES required of it by the AGENCY.

Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

## X. Changes of Work

The CONSULTANT shall make such changes and revisions in the completed work of this AGREEMENT as necessary to correct errors appearing therein, without additional compensation thereof. Should the AGENCY find it desirable for its own purposes to have previously satisfactorily completed SERVICES or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the AGENCY. This work shall be considered as Extra Work and will be paid for as herein provided under section XIII "Extra Work."

## XI. Disputes

Any disputed issue not resolved pursuant to the terms of this AGREEMENT shall be submitted in writing within 10 days to the Director of Public Works or AGENCY Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided however, that if an action is brought challenging the Director of Public Works or AGENCY Engineer's decision, that decision shall be subject to judicial review. If the parties to this AGREEMENT mutually agree, disputes concerning alleged design errors will be conducted under the procedures found in Exhibit "J". In the event that either party deem it necessary to institute legal action or proceeding to enforce any right or obligation under this AGREEMENT, this action shall be initiated in the Superior Court of the State of Washington, situated in the county in which the AGENCY is located. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties have the right of appeal from such decisions of the Superior Court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, situated in the county in which the AGENCY is located.

## XII. Legal Relations

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

The CONSULTANT shall defend, indemnify, and hold the State of Washington (STATE) and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the negligence of, or the breach of any obligation under this AGREEMENT by, the CONSULTANT or the CONSULTANT's agents, employees, sub consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable; provided that nothing herein shall require a CONSULTANT

to defend or indemnify the STATE and the AGENCY and their officers and employees against and hold harmless the STATE and the AGENCY and their officers and employees from claims, demands or suits based solely upon the negligence of, or breach of any obligation under this AGREEMENT by the STATE and the AGENCY, their agents, officers, employees, sub-consultants, subcontractors or vendors, of any tie , or any other persons for whom the STATE and /or the AGENCY may be legally liable; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT is legally liable, and (b) the STATE and/or AGENCY, their agents, officers, employees, sub-consultants, subcontractors and or vendors, of any tier, or any other persons for whom the STATE and/or AGENCY may be legally liable, the defense and indemnity obligation shall be valid and enforceable only to the extent of the CONSULTANT's negligence or the negligence of the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable. This provision shall be included in any AGREEMENT between CONSULTANT and any sub-consultant, subcontractor and vendor, of any tier.

The CONSULTANT shall also defend, indemnify, and hold the STATE and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable, in performance of the Work under this AGREEMENT or arising out of any use in connection with the AGREEMENT of methods, processes, designs, information or other items furnished or communicated to STATE and/or the AGENCY, their agents, officers and employees pursuant to the AGREEMENT; provided that this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from STATE and/or AGENCY's, their agents', officers and employees' failure to comply with specific written instructions regarding use provided to STATE and/or AGENCY, their agents, officers and employees by the CONSULTANT, its agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable.

The CONSULTANT's relation to the AGENCY shall be at all times as an independent contractor.

Notwithstanding any determination by the Executive Ethics Board or other tribunal, the AGENCY may, in its sole discretion, by written notice to the CONSULTANT terminate this AGREEMENT if it is found after due notice and examination by the AGENCY that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the CONSULTANT in the procurement of, or performance under, this AGREEMENT.

The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT's own employees or its agents against the STATE and/or the AGENCY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW. The Parties have mutually negotiated this waiver.

Unless otherwise specified in this AGREEMENT, the AGENCY shall be responsible for administration of construction contracts, if any, on the project. Subject to the processing of a new sole source, or an acceptable supplemental AGREEMENT, the CONSULTANT shall provide On-Call assistance to the AGENCY during contract administration. By providing such assistance, the CONSULTANT shall assume no responsibility for proper construction techniques, job site safety, or any construction contractor's failure to perform its work in accordance with the contract documents.

The CONSULTANT shall obtain and keep in force during the terms of this AGREEMENT, or as otherwise required, the following insurance with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW.

Insurance Coverage

A. Worker's compensation and employer's liability insurance as required by the STATE.

B. Commercial general liability insurance written under ISO Form CG 00 01 12 04 or its equivalent with minimum limits of one million dollars ($1,000,000.00) per occurrence and two million dollars ($2,000,000.00) in the aggregate for each policy period.

C. Business auto liability insurance written under ISO Form CG 00 01 10 01 or equivalent providing coverage for any "Auto" (Symbol 1) used in an amount not less than a one million dollar ($1,000,000.00) combined single limit for each occurrence.

Excepting the Worker's Compensation Insurance and any Professional Liability Insurance, the STATE and AGENCY, their officers, employees, and agents will be named on all policies of CONSULTANT and any sub-consultant and/or subcontractor as an additional insured (the "AIs"), with no restrictions or limitations concerning products and completed operations coverage. This coverage shall be primary coverage and non-contributory and any coverage maintained by the AIs shall be excess over, and shall not contribute with, the additional insured coverage required hereunder. The CONSULTANT's and the sub-consultant's and/or subcontractor's insurer shall waive any and all rights of subrogation against the AIs. The CONSULTANT shall furnish the AGENCY with verification of insurance and endorsements required by this AGREEMENT. The AGENCY reserves the right to require complete, certified copies of all required insurance policies at any time.

All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. The CONSULTANT shall submit a verification of insurance as outlined above within fourteen (14) days of the execution of this AGREEMENT to:

Name: Mark Serbousek

Agency: City of Spokane

Address: 808 W. Spokane Falls Blvd

City: Spokane State: WA Zip: 99201

Email: mmserbousek@spokanecity.org

Phone: (509) 625-6154

Facsimile:

No cancellation of the foregoing policies shall be effective without thirty (30) days prior notice to the AGENCY.

The CONSULTANT's professional liability to the AGENCY, including that which may arise in reference to section IX "Termination of Agreement" of this AGREEMENT, shall be limited to the accumulative amount of the authorized AGREEMENT or one million dollars ($1,000,000.00), whichever is greater, unless the limit of liability is increased by the AGENCY pursuant to Exhibit H. In no case shall the CONSULTANT's professional liability to third parties be limited in any way.

The parties enter into this AGREEMENT for the sole benefit of the parties, and to the exclusion of any third party, and no third party beneficiary is intended or created by the execution of this AGREEMENT.

The AGENCY will pay no progress payments under section V "Payment Provisions" until the CONSULTANT has fully complied with this section. This remedy is not exclusive; and the AGENCY may take such other action as is available to it under other provisions of this AGREEMENT, or otherwise in law.

## XIII. Extra Work

A. The AGENCY may at any time, by written order, make changes within the general scope of this AGREEMENT in the SERVICES to be performed.

B. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the SERVICES under this AGREEMENT, whether or not changed by the order, or otherwise affects any other terms and conditions of this AGREEMENT, the AGENCY shall make an equitable adjustment in the: (1) maximum amount payable; (2) delivery or completion schedule, or both; and (3) other affected terms and shall modify this AGREEMENT accordingly.

C. The CONSULTANT must submit any "request for equitable adjustment," hereafter referred to as "CLAIM," under this clause within thirty (30) days from the date of receipt of the written order. However, if the AGENCY decides that the facts justify it, the AGENCY may receive and act upon a CLAIM submitted before final payment of this AGREEMENT.

D. Failure to agree to any adjustment shall be a dispute under the section XI "Disputes" clause. However, nothing in this clause shall excuse the CONSULTANT from proceeding with the AGREEMENT as changed.

E. Notwithstanding the terms and conditions of paragraphs (A.) and (B.) above, the maximum amount payable for this AGREEMENT, shall not be increased or considered to be increased except by specific written supplement to this AGREEMENT.

## XIV. Endorsement of Plans

If applicable, the CONSULTANT shall place their endorsement on all plans, estimates, or any other engineering data furnished by them.

## XV. Federal Review

The Federal Highway Administration shall have the right to participate in the review or examination of the SERVICES in progress.

## XVI. Certification of the Consultant and the Agency

Attached hereto as Exhibit "G-1(a and b)" are the Certifications of the CONSULTANT and the AGENCY, Exhibit "G-2" Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions, Exhibit "G-3" Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying and Exhibit "G-4" Certificate of Current Cost or Pricing Data. Exhibit "G-3" is required only in AGREEMENTS over one hundred thousand dollars ($100,000.00) and Exhibit "G-4" is required only in AGREEMENTS over five hundred thousand dollars ($500,000.00.) These Exhibits must be executed by the CONSULTANT, and submitted with the master AGREEMENT, and returned to the AGENCY at the address listed in section III "General Requirements" prior to its performance of any SERVICES under this AGREEMENT.

## XVII. Complete Agreement

This document and referenced attachments contain all covenants, stipulations, and provisions agreed upon by the parties. No agent, or representative of either party has authority to make, and the parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein. No changes, amendments, or modifications of the terms hereof shall be valid unless reduced to writing and signed by the parties as a supplement to this AGREEMENT.

## XVIII. Execution and Acceptance

This AGREEMENT may be simultaneously executed in several counterparts, each of which shall be deemed to be an original having identical legal effect. The CONSULTANT does hereby ratify and adopt all statements, representations, warranties, covenants, and AGREEMENT's contained in the proposal, and the supporting material submitted by the CONSULTANT, and does hereby accept this AGREEMENT and agrees to all of the terms and conditions thereof.

## XIX. Protection of Confidential Information

The CONSULTANT acknowledges that some of the material and information that may come into its possession or knowledge in connection with this AGREEMENT or its performance may consist of information that is exempt from disclosure to the public or other unauthorized persons under either chapter 42.56 RCW or other local, state, or federal statutes ("State's Confidential Information"). The "State's Confidential Information" includes, but is not limited to, names, addresses, Social Security numbers, e-mail addresses, telephone numbers, financial profiles credit card information, driver's license numbers, medical data, law enforcement records (or any other information identifiable to an individual), STATE and AGENCY source code or object code, STATE and AGENCY security data, non-public Specifications, STATE and AGENCY non-publicly available data, proprietary software, STATE and AGENCY security data, or information which may jeopardize any part of the project that relates to any of these types of information. The CONSULTANT agrees to hold the State's Confidential Information in strictest confidence and not to make use of the State's Confidential Information for any purpose other than the performance of this AGREEMENT, to release it only to authorized employees, sub-consultants or subcontractors requiring such information for the purposes of carrying out this AGREEMENT, and not to release, divulge, publish, transfer, sell, disclose, or otherwise make it known to any other party without the AGENCY's express written consent or as provided by law. The CONSULTANT agrees to release such information or material only to employees, sub-consultants or subcontractors who have signed a nondisclosure AGREEMENT, the terms of which have been previously approved by the AGENCY. The CONSULTANT agrees to implement physical, electronic, and managerial safeguards to prevent unauthorized access to the State's Confidential Information.

Immediately upon expiration or termination of this AGREEMENT, the CONSULTANT shall, at the AGENCY's option: (i) certify to the AGENCY that the CONSULTANT has destroyed all of the State's Confidential Information; or (ii) returned all of the State's Confidential Information to the AGENCY; or (iii) take whatever other steps the AGENCY requires of the CONSULTANT to protect the State's Confidential Information.

As required under Executive Order 00-03, the CONSULTANT shall maintain a log documenting the following: the State's Confidential Information received in the performance of this AGREEMENT; the purpose(s) for which the State's Confidential Information was received; who received, maintained, and used the State's Confidential Information; and the final disposition of the State's Confidential Information. The CONSULTANT's records shall be subject to inspection, review, or audit upon reasonable notice from the AGENCY.

The AGENCY reserves the right to monitor, audit, or investigate the use of the State's Confidential Information collected, used, or acquired by the CONSULTANT through this AGREEMENT. The monitoring, auditing, or investigating may include, but is not limited to, salting databases.

Violation of this section by the CONSULTANT or its sub-consultants or subcontractors may result in termination of this AGREEMENT and demand for return of all State's Confidential Information, monetary damages, or penalties

It is understood and acknowledged that the CONSULTANT may provide the AGENCY with information, which is proprietary and/or confidential during the term of this AGREEMENT. The parties agree to maintain the confidentiality of such information during the term of this AGREEMENT and afterwards. All materials containing such proprietary and/or confidential information shall be clearly identified and marked as "Confidential" and shall be returned to the disclosing party at the conclusion of the SERVICES under this AGREEMENT.

The CONSULTANT shall provide the AGENCY with a list of all information and materials it considers confidential and/or proprietary in nature: (a) at the commencement of the term of this AGREEMENT, or (b) as soon as such confidential or proprietary material is developed. "Proprietary and/or confidential information" is not meant to include any information which, at the time of its disclosure: (i) is already known to the other party; (ii) is rightfully disclosed to one of the parties by a third party that is not acting as an agent or representative for the other party; (iii) is independently developed by or for the other party; (iv) is publicly known; or (v) is generally utilized by unaffiliated third parties engaged in the same business or businesses as the CONSULTANT.

The parties also acknowledge that the AGENCY is subject to Washington State and federal public disclosure laws. As such, the AGENCY shall maintain the confidentiality of all such information marked proprietary and or confidential or otherwise exempt, unless such disclosure is required under applicable state or federal law. If a public disclosure request is made to view materials identified as "Proprietary and/or confidential information" or otherwise exempt information, the AGENCY will notify the CONSULTANT of the request and of the date that such records will be released to the requester unless the CONSULTANT obtains a court order from a court of competent jurisdiction enjoining that disclosure. If the CONSULTANT fails to obtain the court order enjoining disclosure, the AGENCY will release the requested information on the date specified.

The CONSULTANT agrees to notify the sub-consultant of any AGENCY communication regarding disclosure that may include a sub-consultant's proprietary and/or confidential information. The CONSULTANT notification to the sub-consultant will include the date that such records will be released by the AGENCY to the requester and state that unless the sub-consultant obtains a court order from a court of competent jurisdiction enjoining that disclosure the AGENCY will release the requested information. If the CONSULTANT and/or sub-consultant fail to obtain a court order or other judicial relief enjoining the AGENCY by the release date, the CONSULTANT shall waive and release and shall hold harmless and indemnify the AGENCY from all claims of actual or alleged damages, liabilities, or costs associated with the AGENCY's said disclosure of sub-consultants' information.

## XX. Records Maintenance

During the progress of the Work and SERVICES provided hereunder and for a period of not less than six (6) years from the date of final payment to the CONSULTANT, the CONSULTANT shall keep, retain, and maintain all "documents" pertaining to the SERVICES provided pursuant to this AGREEMENT. Copies of all "documents" pertaining to the SERVICES provided hereunder shall be made available for review at the CONSULTANT's place of business during normal working hours. If any litigation, claim, or audit is commenced, the CONSULTANT shall cooperate with AGENCY and assist in the production of all such documents. "Documents" shall be retained until all litigation, claims or audit findings have been resolved even though such litigation, claim, or audit continues past the six (6) year retention period.

For purposes of this AGREEMENT, "documents" means every writing or record of every type and description, including electronically stored information ("ESI"), that is in the possession, control, or custody of the CONSULTANT, including, without limitation, any and all correspondences, contracts, AGREEMENTs, appraisals, plans, designs, data, surveys, maps, spreadsheets, memoranda, stenographic or handwritten notes, reports, records, telegrams, schedules, diaries, notebooks, logbooks, invoices, accounting records, work sheets, charts, notes, drafts, scribblings, recordings, visual displays, photographs, minutes of meetings, tabulations, computations, summaries, inventories, and writings regarding conferences, conversations or telephone conversations, and any and all other taped, recorded, written, printed or typed matters of any kind or description; every copy of the foregoing whether or not the original is in the possession, custody, or control of the CONSULTANT, and every copy of any of the foregoing, whether or not such copy is a copy identical to an original, or whether or not such copy contains any commentary or notation whatsoever that does not appear on the original.

For purposes of this AGREEMENT, "ESI" means any and all computer data or electronic recorded media of any kind, including "Native Files", that are stored in any medium from which it can be retrieved and examined, either directly or after translation into a reasonably useable form. ESI may include information and/or documentation stored in various software programs such as Email, Outlook, Word, Excel, Access, Publisher, PowerPoint, Adobe Acrobat, SQL databases, or any other software or electronic communication programs or databases that the CONSULTANT may use in the performance of its operations. ESI may be located on network servers, backup tapes, smart phones, thumb drives, CDs, DVDs, floppy disks, work computers, cell phones, laptops, or any other electronic device that CONSULTANT uses in the performance of its Work or SERVICES hereunder, including any personal devices used by the CONSULTANT or any sub-consultant at home.

"Native files" are a subset of ESI and refer to the electronic format of the application in which such ESI is normally created, viewed, and /or modified

The CONSULTANT shall include this section XX "Records Maintenance" in every subcontract it enters into in relation to this AGREEMENT and bind the sub-consultant to its terms, unless expressly agreed to otherwise in writing by the AGENCY prior to the execution of such subcontract.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year shown in the "Execution Date" box on page one (1) of this AGREEMENT.

| | |
|---|---|
| Signature | Date |
| Signature | Date |

*Any modification, change, or reformation of this AGREEMENT shall require approval as to form by the Office of the Attorney General.*

# *Exhibit A*
# *Scope of Work*

Project No.

"See Attached"

# *Exhibit B*
# *DBE Participation Plan*

In the absents of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

"WSDOT DBE Goal is 16%"; Civtech Inc. will be used to meet the DBE commitment with an amount of $51,161 (17.7%) of the total project.

"See Attached WSDOT Letter"

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 15, 2022

Ms. Marlene Feist
Director, Public Works and Utilities
City of Spokane
808 West Spokane Falls Blvd., 2nd Floor
Spokane, Washington 99201

**City of Spokane**
**Citywide Bridge Deck Repair**
**Fed Aid: # To Be Determined**
**DBE Goal**

Dear Ms. Feist:

The WSDOT Disadvantaged Business Enterprise (DBE) and Training program, approved by FHWA, requires the evaluation of each local agency project to determine the feasibility of including goals (See chapter 26 of the Local Agency Guidelines (LAG) manual).

This office applied the criteria and established a **Sixteen percent mandatory** DBE goal for consultants on this project. This evaluation of the DBE goal will remain in effect for 180 days from the date of this letter. If the consultant advertisement date exceeds the 180 days or the cost estimate changes more than twenty percent, the reevaluation of the DBE goal is required.

Please note that failure to receive concurrence to award from Local Programs in accordance with the LAG manual may result in loss of federal participation.

If you have any questions, you can contact me at 360.705.7383, or by email at hojohn@wsdot.wa.gov.

Sincerely,

John Ho, P.E.
Project Development Engineer
Local Programs

JBH:tc:ml
cc: Brett Johnson, Eastern Region Assistant Local Programs Engineer

# *Exhibit C*
# *Preparation and Delivery of Electronic Engineering and Other Data*

In this Exhibit the agency, as applicable, is to provide a description of the format and standards the consultant is to use in preparing electronic files for transmission to the agency. The format and standards to be provided may include, but are not limited to, the following:

I. Surveying, Roadway Design & Plans Preparation Section

A. Survey Data

Meet Cities current survey datum if needed.

B. Roadway Design Files

Meet current roadway dimensions and profiles.

C. Computer Aided Drafting Files

Meet City current standards.

D. Specify the Agency's Right to Review Product with the Consultant

E. Specify the Electronic Deliverables to Be Provided to the Agency

"pdf" Format

F. Specify What Agency Furnished Services and Information Is to Be Provided

Any roadway or Bridge drawings which are available. These drawings will be in a "pdf" format.

II. Any Other Electronic Files to Be Provided

III. Methods to Electronically Exchange Data

Email of "ftp" site

A. Agency Software Suite

B. Electronic Messaging System

C. File Transfers Format

"See Attached"

# *Exhibit E*
# *Sub-consultant Cost Computations*

If no sub-consultant participation listed at this time. The CONSULTANT shall not sub-contract for the performance of any work under this AGREEMENT without prior written permission of the AGENCY. Refer to section VI "Sub-Contracting" of this AGREEMENT.

"See Attached"

**APPENDIX A**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, ***(Federal Highway Administration)***, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. ***[Include Washington State Department of Transportation specific program requirements.]***

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. ***[Include Washington State Department of Transportation specific program requirements.]***

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the ***(Federal Highway Administration)*** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the ***(Federal Highway Administration)***, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the ***(Federal Highway Administration)*** may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the ***(Federal Highway Administration)*** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

**Pertinent Non-Discrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

| | |
|---|---|
| Exhibit G-1(a) | Certification of Consultant |
| Exhibit G-1(b) | Certification of _____ |
| Exhibit G-2 | Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions |
| Exhibit G-3 | Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying |
| Exhibit G-4 | Certificate of Current Cost or Pricing Data |

## Exhibit G-1(a) Certification of Consultant

I hereby certify that I am the and duly authorized representative of the firm of

David Evans & Associates Inc.

whose address is

2100 S. Parkway, Suite 100, Portland, OR. 97201

and that neither the above firm nor I have

a) Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above CONSULTANT) to solicit or secure this AGREEMENT;

b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this AGREEMENT; or

c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above CONSULTANT) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out this AGREEMENT; except as hereby expressly stated (if any);

I acknowledge that this certificate is to be furnished to the City of Spokane and the Federal Highway Administration, U.S. Department of Transportation in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

David Evans & Associates Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-1(b) Certification of David Evans & Associates Inc.

I hereby certify that I am the:

☒ Project Manager

☐ Other

of the Maple St, Bridge Deck Rehab Design, and _____

or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this AGREEMENT to:

a) Employ or retain, or agree to employ to retain, any firm or person; o

b) Pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as hereby expressly stated (if any):

I acknowledge that this certificate is to be furnished to the City of Spokane

and the Federal Highway Administration, U.S. Department of Transportation, in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

Signature _____ Date _____

## Exhibit G-2 Certification Regarding Debarment Suspension and Other Responsibility Matters - Primary Covered Transactions

I. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

B. Have not within a three (3) year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State anti-trust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

C. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; an

D. Have not within a three (3) year period preceding this application / proposal had one or more public transactions (Federal, State and local) terminated for cause or default.

II. Where the prospective primary participant is unable to certify to any of the statements in this certification such prospective participant shall attach an explanation to this proposal.

David Evans & Associates Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-3 Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative AGREEMENT, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative AGREEMENT.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative AGREEMENT, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the require certification shall be subject to a civil penalty of not less than $10,000.00, and not more than $100,000.00 for each such failure.

   The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier sub-contracts, which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

David Evans & Associates Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-4 Certification of Current Cost or Pricing Data

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in section of the Federal Acquisition Regulation (FAR) and required under FAR subsection 15.403-4) submitted, either actually or by specific identification in writing, to the Contracting Officer or to the Contracting Officer's representative in support of Maple St. Bridge Deck Rehabilitation Design* are accurate, complete, and current as of _____**.

This certification includes the cost or pricing data supporting any advance AGREEMENT's and forward pricing rate AGREEMENT's between the offer or and the Government that are part of the proposal.

Firm: David Evans & Associates Inc.

_____ _____

Signature Title

Date of Execution _____***:

*Identify the proposal, quotation, request for pricing adjustment, or other submission involved, giving the appropriate identifying number (e.g. project title.)
**Insert the day, month, and year, when price negotiations were concluded and price AGREEMENT was reached.
***Insert the day, month, and year, of signing, which should be as close as practicable to the date when the price negotiations were concluded and the contract price was agreed to.

# *Exhibit H*
# *Liability Insurance Increase*

**To Be Used Only If Insurance Requirements Are Increased**

The professional liability limit of the CONSULTANT to the AGENCY identified in Section XII, Legal Relations and Insurance of this Agreement is amended to $ _____ .

The CONSULTANT shall provide Professional Liability insurance with minimum per occurrence limits in the amount of $ _____.

Such insurance coverage shall be evidenced by one of the following methods:

- Certificate of Insurance
- Self-insurance through an irrevocable Letter of Credit from a qualified financial institution

Self-insurance through documentation of a separate fund established exclusively for the payment of professional liability claims, including claim amounts already reserved against the fund, safeguards established for payment from the fund, a copy of the latest annual financial statements, and disclosure of the investment portfolio for those funds.

Should the minimum Professional Liability insurance limit required by the AGENCY as specified above exceed $1 million per occurrence or the value of the contract, whichever is greater, then justification shall be submitted to the Federal Highway Administration (FHWA) for approval to increase the minimum insurance limit.

If FHWA approval is obtained, the AGENCY may, at its own cost, reimburse the CONSULTANT for the additional professional liability insurance required.

Notes: Cost of added insurance requirements: $ _____.

- Include all costs, fee increase, premiums.
- This cost shall not be billed against an FHWA funded project.
- For final contracts, include this exhibit

# *Exhibit I*
# *Alleged Consultant Design Error Procedures*

The purpose of this exhibit is to establish a procedure to determine if a consultant has alleged design error is of a nature that exceeds the accepted standard of care. In addition, it will establish a uniform method for the resolution and/or cost recovery procedures in those instances where the agency believes it has suffered some material damage due to the alleged error by the consultant.

**Step 1 Potential Consultant Design Error(s) is Identified by Agency's Project Manager**

At the first indication of potential consultant design error(s), the first step in the process is for the Agency's project manager to notify the Director of Public Works or Agency Engineer regarding the potential design error(s). For federally funded projects, the Region Local Programs Engineer should be informed and involved in these procedures. (Note: The Director of Public Works or Agency Engineer may appoint an agency staff person other than the project manager, who has not been as directly involved in the project, to be responsible for the remaining steps in these procedures.)

**Step 2 Project Manager Documents the Alleged Consultant Design Error(s)**

After discussion of the alleged design error(s) and the magnitude of the alleged error(s), and with the Director of Public Works or Agency Engineer's concurrence, the project manager obtains more detailed documentation than is normally required on the project. Examples include all decisions and descriptions of work, photographs, records of labor, materials, and equipment.

**Step 3 Contact the Consultant Regarding the Alleged Design Error(s)**

If it is determined that there is a need to proceed further, the next step in the process is for the project manager to contact the consultant regarding the alleged design error(s) and the magnitude of the alleged error(s). The project manager and other appropriate agency staff should represent the agency and the consultant should be represented by their project manager and any personnel (including sub-consultants) deemed appropriate for the alleged design error(s) issue.

**Step 4 Attempt to Resolve Alleged Design Error with Consultant**

After the meeting(s) with the consultant have been completed regarding the consultant's alleged design error(s), there are three possible scenarios:

- It is determined via mutual agreement that there is not a consultant design error(s). If this is the case, then the process will not proceed beyond this point.
- It is determined via mutual agreement that a consultant design error(s) occurred. If this is the case, then the Director of Public Works or Agency Engineer, or their representatives, negotiate a settlement with the consultant. The settlement would be paid to the agency or the amount would be reduced from the consultant's agreement with the agency for the services on the project in which the design error took place. The agency is to provide LP, through the Region Local Programs Engineer, a summary of the settlement for review and to make adjustments, if any, as to how the settlement affects federal reimbursements. No further action is required.
- There is not a mutual agreement regarding the alleged consultant design error(s). The consultant may request that the alleged design error(s) issue be forwarded to the Director of Public Works or Agency Engineer for review. If the Director of Public Works or Agency Engineer, after review with their legal counsel, is not able to reach mutual agreement with the consultant, proceed to Step 5.

**Step 5 Forward Documents to Local Programs**

For federally funded projects, all available information, including costs, should be forwarded through the Region Local Programs Engineer to LP for their review and consultation with the FHWA. LP will meet with representatives of the agency and the consultant to review the alleged design error(s), and attempt to find a resolution to the issue. If necessary, LP will request assistance from the Attorney General's Office for legal interpretation. LP will also identify how the alleged error(s) affects eligibility of project costs for federal reimbursement.

- If mutual agreement is reached, the agency and consultant adjust the scope of work and costs to reflect the agreed upon resolution. LP, in consultation with FHWA, will identify the amount of federal participation in the agreed upon resolution of the issue.
- If mutual agreement is not reached, the agency and consultant may seek settlement by arbitration or by litigation.

# *Exhibit J*
# Consultant Claim Procedures

The purpose of this exhibit is to describe a procedure regarding claim(s) on a consultant agreement. The following procedures should only be utilized on consultant claims greater than $1,000. If the consultant's claim(s) total a $1,000 or less, it would not be cost effective to proceed through the outlined steps. It is suggested that the Director of Public Works or Agency Engineer negotiate a fair and reasonable price for the consultant's claim(s) that total $1,000 or less.

This exhibit will outline the procedures to be followed by the consultant and the agency to consider a potential claim by the consultant.

**Step 1 Consultant Files a Claim with the Agency Project Manager**

If the consultant determines that they were requested to perform additional services that were outside of the agreement's scope of work, they may be entitled to a claim. The first step that must be completed is the request for consideration of the claim to the Agency's project manager.

The consultant's claim must outline the following:

- Summation of hours by classification for each firm that is included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Timeframe of the additional work that was outside of the project scope;
- Summary of direct labor dollars, overhead costs, profit and reimbursable costs associated with the additional work; and
- Explanation as to why the consultant believes the additional work was outside of the agreement scope of work.

**Step 2 Review by Agency Personnel Regarding the Consultant's Claim for Additional Compensation**

After the consultant has completed step 1, the next step in the process is to forward the request to the Agency's project manager. The project manager will review the consultant's claim and will met with the Director of Public Works or Agency Engineer to determine if the Agency agrees with the claim. If the FHWA is participating in the project's funding, forward a copy of the consultant's claim and the Agency's recommendation for federal participation in the claim to the WSDOT Local Programs through the Region Local Programs Engineer. If the claim is not eligible for federal participation, payment will need to be from agency funds.

If the Agency project manager, Director of Public Works or Agency Engineer, WSDOT Local Programs (if applicable), and FHWA (if applicable) agree with the consultant's claim, send a request memo, including backup documentation to the consultant to either supplement the agreement, or create a new agreement for the claim. After the request has been approved, the Agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit. No further action in needed regarding the claim procedures.

If the Agency does not agree with the consultant's claim, proceed to step 3 of the procedures.

**Step 3 Preparation of Support Documentation Regarding Consultant's Claim(s)**

If the Agency does not agree with the consultant's claim, the project manager shall prepare a summary for the Director of Public Works or Agency Engineer that included the following:

- Copy of information supplied by the consultant regarding the claim;
- Agency's summation of hours by classification for each firm that should be included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Agency's summary of direct labor dollars, overhead costs, profit and reimbursable costs associate with the additional work;
- Explanation regarding those areas in which the Agency does/does not agree with the consultant's claim(s);
- Explanation to describe what has been instituted to preclude future consultant claim(s); and
- Recommendations to resolve the claim.

**Step 4 Director of Public Works or Agency Engineer Reviews Consultant Claim and Agency Documentation**

The Director of Public Works or Agency Engineer shall review and administratively approve or disapprove the claim, or portions thereof, which may include getting Agency Council or Commission approval (as appropriate to agency dispute resolution procedures). If the project involves federal participation, obtain concurrence from WSDOT Local Programs and FHWA regarding final settlement of the claim. If the claim is not eligible for federal participation, payment will need to be from agency funds.

**Step 5 Informing Consultant of Decision Regarding the Claim**

The Director of Public Works or Agency Engineer shall notify (in writing) the consultant of their final decision regarding the consultant's claim(s). Include the final dollar amount of the accepted claim(s) and rationale utilized for the decision.

**Step 6 Preparation of Supplement or New Agreement for the Consultant's Claim(s)**

The agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit

# City of Spokane, WA

# Maple Street Bridge Rehabilitation Design Project

# City Project #2021089

## Design Engineering

## Scope of Services

**Prepared by:**

**David Evans and Associates, Inc.**

**908 North Howard Street, Suite 300**

**Spokane, WA 99201**

## July 18, 2022

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# I. INTRODUCTION

David Evans and Associates, Inc. (DEA) and associated subconsultants will provide design engineering and associated services required to plan and design the rehabilitation of the Maple Street Bridge under the direction of the City of Spokane (CITY).

Originally constructed in 1958, the Maple Street Bridge is a 14-span fracture-critical steel plate-girder structure that crosses over the Spokane River connecting downtown Spokane with West Central Spokane and surrounding neighborhoods. The original bridge deck, barriers, and expansion devices were replaced in the early 1990's and NBI data shows the deck is in satisfactory condition (NBI=6) with deck rutting in wheel lines and damaged concrete joint headers. Additionally, the bridge load rating factors for legal loads are close to 1.0, requiring careful attention when selecting the deck overlay type to avoid load restrictions on the bridge. The bridge superstructure also needs repair and painting, but this work is not included in the project.

The City successfully applied for National Highway Performance Program (NHPP) rehabilitation funds through the Washington State Department of Transportation (WSDOT) Local Bridge Program. The project total funds awarded are $4,457,000. Because federal funds are being used, design will conform to WSDOT requirements, including environmental compliance with NEPA.

Bid document package delivery is expected no later than February 2023.

**THE CITY IDENTIFIED THE REQUIRED PROJECT DELIVERABLES AS PART OF THE REQUEST FOR PROPOSAL (RFP):**

- Submittal and completion of all required permits including environmental, cultural, and access.
- Structural engineering.
- Submittal of preliminary staging and detour plan. Maple Street is classified as a Principal Arterial with an ADT of approximately 71,000. The staging of work and detour of traffic during construction is a concern for the City.
- Identification and coordination of impacted public and private utilities.
- Submittal of 30% Conceptual design with two weeks minimum allowed for City review.
- Submittal of 90% Design including Plans, Specifications and construction estimate with a minimum of two weeks allowed for City review. Plan set shall include but is not limited the following:
    - Cover, index, general notes
    - Temporary erosion and sediment control plans
    - Traffic control and staging plans
    - Construction plans with corresponding detail sheets
    - Signing and striping plans
    - Applicable standard plans
- Preparation, submittal, and finalization of stormwater management/collection/treatment report.
- Attend and supply visual graphics for up to 1 public outreach meeting. The CITY anticipates one meeting during design and one meeting upon award of the construction

contract by Council in which DEA will participate. A second meeting is anticipated to be held (without DEA participation) with the selected contractor to kick off construction.

- Preparation for submittal of all federal grant application requirements pertaining to the project.
- Preparation for submittal of final PS&E for WSDOT review.
- Submittal of Final 100% Design and Specifications with a minimum of one week allowed for City review.
- Preparation of final bid documents. (City will bid the project with DEA support).
- Provide the City with two (2) full size (22" x 34") sets of Plans, eight (8) reduced size (11" x 17") sets of plans, and 10 sets of the Project Provisions for construction.

## KEY PROJECT ASSUMPTIONS

The following key project assumptions apply to this Scope of Work:

- The weight and details of the 1993 Maple Street bridge deck replacement are critical to develop the appropriate deck treatment and protection system. The CITY will provide these drawings.
- The CITY will provide the 2015 Maple Street Bridge Load Rating Calculations.
- The bridge load rating is current and reflects the as-built condition of the bridge.
- The bridge deck protection system will include the appropriate scarification depth such that there is not net dead weight added to the bridge.
- Load rating analysis is not included in this scope of services.
- A structures assessment will be conducted to determine if rehabilitation is a cost-effective long-term (20+years) solution to improve structure integrity and eliminate load restrictions.
- Traffic on Maple Street will remain open for the duration of construction. Traffic control plans will be based on maintaining one-lane in each direction of travel.
- Construction engineering services is not included with this agreement.
- Utility Coordination is not included with this agreement.
- Bridge expansion joints do not require replacement. However, the expansion joints will be evaluated in the In-Depth Inspection and added to this scope of services through a supplemental agreement if replacement is deemed necessary based on the findings of the inspection.
- Design services during construction is not included with this agreement but will be included in a separate agreement.

## THIS SCOPE OF SERVICES USES THE FOLLOWING REFERENCES FOR PROJECT TEAM MEMBERS:

- **CITY** = City of Spokane - Project Sponsor and owner of facilities and review authority of all deliverables excluding those noted under WSDOT below.

- **WSDOT** = Washington State Department of Transportation – Review authority for NEPA, right of way package, right of way certification, PS&E approval, and ad and award approval only. (Major Project Stakeholder).
- **CONSULTANT** or **DEA** = David Evans and Associates, Inc. (Prime Consultant on the project)
- **CIVTECH** = CivTech, Inc. (Traffic engineering subconsultant to DEA)
- **BDI** = Bridge Diagnostics Inc. (Vendor providing testing, scanning, and non-destructive evaluation of the bridge condition)
- **TraffiCorp** = TraffiCorp, Inc. (Vendor providing traffic control for bridge deck scanning and inspection)

# II. DESIGN CRITERIA

As part of the design effort on this project, design criteria will be developed and approved by the CITY based on WSDOT standards for local agency projects.

The CITY will designate the basic premises and criteria for the design. Reports and plans will be developed in accordance with the latest edition and amendments (as of the date of signing of this Agreement) of the following documents. Changes in any design standards or requirements after work has begun may result in Extra Work.

**WSDOT PUBLICATIONS:**

- Standard Specifications for Road, Bridge, and Municipal Construction
- Standard Plans for Road, Bridge, and Municipal Construction
- Local Agency Guidelines (LAG) Manual
- Design Manual
- Right of Way Manual
- Traffic Manual
- Bridge Design Manual LRFD
- Geotechnical Design Manual
- Temporary Erosion and Sediment Control Manual

**AMERICAN ASSOCIATION OF STATE AND HIGHWAY TRANSPORTATION OFFICIALS (AASHTO) PUBLICATIONS:**

- AASHTO's "A Policy on Geometric Design of Highways and Streets"
- AASHTO Roadside Design Guide
- AASHTO Load Resistance Factor Design (LRFD) Bridge Design Specifications

**U.S. DEPARTMENT OF TRANSPORTATION PUBLICATIONS:**

- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)

**OTHER:**

- Washington State Regulations, Accessibility Design for All (ADA)
- Standard drawings prepared by the CITY and furnished to the CONSULTANT will be used as a guide in all cases where they fit design conditions.
- APWA General Special Provisions

# III. DESIGN SOFTWARE

Project deliverables will be developed utilizing the following software packages and associated versions:

- AutoCAD C3D 2018 will be utilized as the project's design platform.
- MS Excel will be utilized for spreadsheets.
- MS Word will be utilized for word processing.
- MS Project will be utilized for scheduling.
- MS Power Point will be utilized for presentations.
- Plan sets, specifications, estimates, memorandums, and other documents will be submitted in an electronic file format (PDF, typically).
- AutoTurn will be utilized to evaluate vehicle turning movements.
- ESRI ArcGIS products will be used for the processing and presentation of geospatial information.

# Detailed Task Description

# TASK 1 PROJECT ADMINISTRATION

## 1.1 Project Management

Project management will be on-going during the course of the project. The project manager will maintain communication with the CITY and WSDOT as well as with the Design Team. The project manager will monitor the project's scope, schedule, and budget, will coordinate and communicate with the project's subconsultants, and other similar project management tasks.

***Assumptions***

1. The tasks in this section assume that the design of the project will be active from July 2022 through March 2023, or a total of 8 months. Bidding is anticipated March 2023.
2. For purposes of this scope, it is assumed that project management will require 6 hours per month.

## 1.2 Project Setup

DEA will set up project files including internal budget tracking spreadsheets, preparing the project's financial files, and the project's electronic and hard copy technical filing system.

## 1.3 Subconsultant Coordination

DEA will prepare subconsultant agreements for BDI and CIVTECH. This will include developing the draft of the subconsultant agreement, having management from each firm review the agreement, then issuing and executing the final agreements.

## 1.4 Quality Management Plan

DEA will develop a project specific Quality Management (QM) Plan to identify quality assurance process for all project deliverables. The QM Plan will identify the Quality Management Team,

procedures that will be used for quality assurance and quality control, the schedule of quality management tasks, and quality control protocol that will be followed. The QM Plan will be submitted to the CITY for review and comment.

***Deliverables***

1. Quality Management Plan

### 1.5 Project Schedule

DEA will prepare a schedule in Microsoft Project for the project through PS&E delivery. The project team will use the schedule, which will be updated monthly with actual milestone achievements, to check the budget, staffing levels, and where the deliverable schedule might be affected. These tools will be used to adjust staff assignments so that schedule and fee commitments are met. Project team meetings will enforce the schedule and hold team members accountable for progress on their components of the project. Schedule updates will be submitted monthly to the CITY as part of the invoice package.

***Deliverables***

1. Project Schedule through PS&E
2. Monthly Project Schedule updates (8 months)

### 1.6 Monthly Progress Reports and Invoices

The CONSULTANT Team will provide monthly progress reports and invoices in accordance with the CITY's standard procedures. Each progress report and invoice package will include the CONSULTANT Team's invoice showing all labor and direct expenses included for the period, the monthly progress report, and full documentation of labor hours and direct expenses charged for the period for DEA and each subconsultant. A total of 8 progress report and invoice packages (July 2022 through April 2023) will be submitted as part of this contract.

***Assumptions***

1. Progress Report and Invoice packages will be prepared monthly for 8 months.

***Deliverables***

1. Monthly Progress Report and Invoice Packages
2. Monthly Project Schedule update

## TASK 2 COORDINATION AND MEETINGS

The CONSULTANT will provide frequent communication throughout the project to facilitate project decisions supported by the CITY. Regular meetings will be scheduled to monitor the progress of the project, to coordinate with team members, and to maintain accountability between all members of the team including the CONSULTANT, subconsultants, the CITY, and WSDOT.

### 2.1 Kickoff Meeting

DEA staff will attend one (1) kickoff meeting as scheduled by the CITY, to be held at the CITY's office, followed by a field visit. The objectives of the meeting are to provide the CONSULTANT team with a clear understanding of project goals and objectives, project schedule, work products, and roles for project participants. The CONSULTANT will prepare a meeting record and distribute

to attendees within one week of the meeting. For estimating purposes, two DEA staff will attend this meeting.

### 2.2 CITY Coordination

Coordinate with CITY staff for project data, design issues, and project updates. DEA project manager will provide bi-weekly (every other week) check-in phone and/or video conferences with CITY.

### 2.3 Consultant Team Coordination and Meetings

DEA will hold internal CONSULTANT Team coordination video conferences to plan the work, relay information gathered during the CITY meetings, and discuss project status. It is anticipated that three (3) DEA personnel plus subconsultants will participate. CITY staff will be invited to participate in these bi-weekly meetings (every other week), which will be held during weeks when City Coordination meetings are not held, so that the CITY is up-to-date on a weekly basis.

### 2.4 CITY Council Meetings

DEA will prepare graphics to be used by CITY staff to develop a council packet insert or presentation for one (1) City Council meeting. One DEA staff will attend one (1) meeting to provide technical support.

***Assumptions***

1. DEA will attend one (1) council meeting.
2. CITY will prepare the council packet insert and/or presentation materials for one (1) meeting.

***Deliverables***

1. Graphics

### 2.5 WSDOT Coordination Meetings

Throughout the project DEA will coordinate with the CITY and WSDOT via conference call to discuss schedule, anticipated deliverables requiring review, and review status. These meetings will be held as necessary to discuss key project elements requiring WSDOT input, including environmental evaluation and bridge design.

***Assumptions***

1. For budgeting purposes, three (3) meetings are anticipated, each lasting 1.5 hours + 0.5 hours for preparation and minutes.
2. Appropriate DEA staff will attend each meeting based on the topic of discussion. It is anticipated that two (2) staff members will attend each meeting.

***Deliverables***

1. Meeting Agenda and Meeting Minutes

## TASK 3 ENVIRONMENTAL DOCUMENTATION

The CITY will be responsible environmental documentation and permits in compliance with local, state, and federal regulations. CONSULTANT will provide assistance to the CITY by preparing the NPDES Construction Stormwater General Permit only.

### 3.1 NPDES Construction Stormwater General Permit

The CONSULTANT will prepare the NOI form, the public notice, and supporting documentation for submittal to Ecology, including plan sheets and associated notes and text. CONSULTANT will submit the NOI with public notice to Ecology 60 to 90 days prior to the expected construction start date. The CITY will publish the public notice twice in a local newspaper, seven (7) days apart, consistent with the NPDES permit requirements. The CITY will transfer the Stormwater Construction General Permit to the Contractor when construction begins.

***Assumptions:***

1. If the NOI submittal date falls outside of the CONSULTANT contract time a supplemental will be required to complete this work.

## TASK 4 PUBLIC INVOLVEMENT

### 4.1 Public Meetings

#### 4.1.1. Meeting Exhibit Preparation

DEA will prepare flyers and one (1) exhibits for each meeting, for a total of two (2) flyers and four (4) exhibits. Exhibits will be provided to the CITY in pdf format for use in advertising. One (1) set of large-format exhibits (approximately 30” x40”) will be printed and mounted for use during the meetings.

***Assumptions***

1. The CITY will be responsible for all advertising, invitations, mailers, community outreach, and securing the venue.
2. Meeting exhibits consist of one (1) flyer and two (2) exhibits for each meeting.
3. DEA’s involvement will be limited to preparing graphics.
4. DEA staff will not attend any public meetings.

***Deliverables***

1. Meeting flyer, two (2) total.
2. Meeting exhibits, four (4) total.

## TASK 5 DESIGN APPROVAL

DEA will prepare the Design Approval Memorandum in accordance with Chapter 43 of the LAG Manual. The following items will be included in the Memorandum:

- Traffic Data
- Pavement Design Criteria
- NEPA
- Cost Estimate

***Assumptions***

1. Design Approval will be approved by the CITY.

***Deliverables***

1. Final Project Development Approval Memorandum

# TASK 6 BRIDGE DESIGN

A bridge Condition Assessment Summary will be prepared to provide the CITY with the information necessary to make an informed decision regarding rehabilitation of the structure. This Scope of Work assumes that a either a polyester concrete or modified concrete overlay will be the selected alternative, and that two lanes will be closed throughout construction.

***Assumptions***

1. Final design of the structures on the Project will be in accordance with the AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 9th Edition, 2020.
2. Existing utilities will not conflict with rehabilitation of the bridge and will not require special details or design to avoid utility conflicts.
3. Any utilities on the bridge will not be impacted by the work.
4. No work to the existing bridge parapets is needed.
5. Ramp bridge work will be limited to application HMWM for deck sealing.

## 6.1 Non-Destructive Evaluation and Report (BDI and TraffiCorp)

BDI will conduct a non-destructive evaluation of the existing bridge deck using the following method:

Mobile Acoustic Sounding (SounDAR) – to estimate deck repair quantities.

An NDE Report will be developed to document the findings of the SounDAR test results.

***Assumptions***

1. NDE Testing will require one overnight.
2. Traffic control will be performed by TraffiCorp.

***Deliverables***

- Draft and Final NDE Report.

## 6.2 In-Depth Bridge Inspection Inspection

An in-depth bridge inspection will be performed by DEA.

***Assumptions***

1. Deck soffits will be accessed using the trolley…
2. Inspection will occur at night and will occur simultaneously with the NDE testing.

### 6.2.1. Field Inspection

Two inspectors will perform a field inspection of the general bridge deck condition to confirm the information in the inspection reports. The following elements will be inspected:

- Bridge deck top surface and soffit
- Strip seal expansion joints
- Deck inlets

Elements excluded from the inspection include:

- Bridge superstructure including girders, paint, and bearings
- Bridge substructure
- Bridge drainage system below deck

### 6.2.2. Draft Condition Assessment Summary Report

The Condition Assessment Summary will be prepared by DEA. The draft report will be submitted to the CITY and WSDOT for review. The report will include the following sections:

1. Cover, Title Sheet, and Index
2. Introduction
3. Project Description
4. Bridge History
5. Structure Inspection and Condition Summary
6. Non-Destructive Evaluation Summary
7. Rehabilitation Recommendations
8. Life-Cycle-Cost Analysis
9. Preliminary Quantities and Cost Estimates
10. Environmental & Utilities
11. Construction Schedule
12. Concept Drawings

***Assumptions***

- Cost Estimates in the Condition Assessment Summary will be based on assumed quantities for the deck and historical data to develop preliminary pay item-based cost estimates.
- Concept Drawings include One (1) Plan and Elevation and One (1) Typical Section plan sheet for the preferred alternative for a total of two (2) plans sheets.

***Deliverables***

- Draft Condition Assessment Report.

### 6.2.3. Final Condition Assessment Report

The Final Condition Assessment Report will address review comments received on the Draft Condition Assessment Report from the CITY and WSDOT and will include the same sections listed in the task above. The final report will be submitted to the CITY and WSDOT for review and approval.

***Deliverables***

- Final Condition Assessment Report.

### 6.2.4. Quality Assurance Review of the Condition Assessment Reports

DEA will coordinate with senior staff to review draft reports at both stages. Review comments will be incorporated in the reports that are submitted to the CITY and WSDOT.

## 6.3 Bridge Design (30%)

DEA will perform the preliminary design of the recommended treatment and protection strategies. DEA will complete the Preliminary Plan, Preliminary Plan Checklist, and Preliminary Cost Estimate. The package will be submitted with the following nearly complete or already accomplished:

- Cost Estimate with 25% contingency

### 6.3.1. Draft Bridge Preliminary Plan Submittal Package

DEA will prepare and submit the Draft Preliminary Plan Submittal Package including the following anticipated sheets:

| Bridge Preliminary Plan Sheet Count | |
|---|---|
| **Sheet Title** | **No. of Sheets** |
| Cover Sheet | 1 |
| Traffic Control Plans | 2 |
| Bridge General Layout | 1 |
| General Notes and Geometric Data | 1 |
| Typical Section | 1 |
| **Total Anticipated Sheets** | **6** |

### 6.3.2. Bridge Cost Estimate (30%)

The bridge cost estimate at the 30% Design Level will be taken preliminary quantities based on the initial deck treatment and protection recommendations.

### 6.3.3. Final Bridge Preliminary Plan Submittal Package

DEA will address review comments received on the Draft Bridge Preliminary Plan Submittal Package and resubmit the package for review and approval.

### 6.3.4. Quality Control Review of Bridge Preliminary Plan Submittal Packages

This task includes the Quality Control review that will take place prior to submitting both the Draft and Final Bridge Preliminary Plan Submittal Packages.

***Assumptions***

- A two (2) week review process is anticipated for both the Draft and Final Bridge Preliminary Plan Submittals.
- The CITY will review and approve the Bridge Preliminary Plan.

***Deliverables***

- Draft Bridge Preliminary Plan (.pdf format)
- Draft Preliminary Bridge Cost Estimate
- Final Bridge Preliminary Plan (.pdf format)
- Final Preliminary Bridge Cost Estimate
- Preliminary List of Project Special Provisions

## 6.4 Bridge Design (90%)

### 6.4.1. Bridge Plan Preparation (90%)

DEA will address all comments from the 60% Design Submittal, incorporate findings from the WSDOT-AGC Structures Committee Feedback as appropriate, and advance the design to the 90% design level. The cost estimate will be completed after final design is complete and all special provisions will be completed at this design stage. The anticipated sheets for this submittal include:

| Bridge Pre-contract Review (90%) Sheet Count | |
|---|---|
| **Sheet Title** | **No. of Sheets** |
| General Information | 1 |
| General Layout | 2 |
| General Notes | 2 |
| Summary of Quantities | 1 |
| Construction Sequence | 1 |
| Concrete Deck Repair Details | 2 |
| Bridge Expansion Device Removal Details | 0 |
| Bridge Expansion Device Replacement Details | 0 |
| Bridge Spall Repair Details | 1 |
| Bridge Deck Drain Details | 1 |
| Concrete Overlay Details | 1 |
| | 0 |
| **Total Anticipated Sheets** | **12** |

### 6.4.2. Bridge Cost Estimate (90%) (DEA)

A project cost estimate will be prepared for structures items based on the proposed design at the 90% level.

### 6.4.3. Bridge Special Provisions (90%)

Review comments from the 30% design review will be incorporated in the 90% set of structures special provisions. The WSDOT's PS&E Word Program will be checked for updates and a new run list will be prepared. Blank fields will be populated and special provisions specific will be written for special project items.

***Deliverables***

- Pre-contract Review (90%) Plans (.pdf format)
- 90% Specifications
- 90% Bridge Cost Estimate
- Comment Resolutions Forms

#### 6.4.4. Structures Quality Control/Quality Assurance (QC/QA) Documentation (90%)

As a part of this Package, DEA will submit copies of the structural discipline QA/QC documentation prepared as part of the design process. DEA's Bridge Engineering Group, which will be responsible for overseeing structural design, has well established and documented QA/QC procedures that include routine drawing and design checks and reviews. DEA will submit copies of checked design calculations as appropriate for the level of design completed, and other similar documentation to demonstrate that the procedures of the QC Plan were followed. Design Calculations will be checked using a line-by-line check approach. DEA will not submit items of lesser importance such as intermediate back checks, redlines, etc.

***Deliverables***

- Copy of Original Designer's Calculations and Checker's verification of Designer's Calculation.

### 6.5 Bridge Design (100%) (DEA)

DEA will address 90% submittal comments and advance the design to 100% completion. The Plans and Specifications will be signed and sealed by a Professional Engineer Registered in the State of Washington.

***Deliverables***

- Signed/Sealed Ad-Ready Bridge Plans
- Ad-Ready Specifications
- Ad-Ready Cost Estimate
- Signed/Sealed Bridge Calculation Package
- Comment Resolution Forms

### 6.6 Load Rating Review (DEA)

DEA will evaluate the existing load rating to determine what assumptions were used for the rating for proof of concept of the deck rehabilitation. DEA will not perform a load rating. However, if there are any items identified in the review or development of the design that would trigger a load rating update, they will be communicated to the City to address separately from this project.

***Assumptions***

- Load rating is not included in this scope.

***Deliverables***

- Load rating review and summary of findings if load rating update is recommended.

## TASK 7 ROADWAY DESIGN

### 7.1 Roadway Design (30%)

#### 7.1.1. Plan Preparation (30%)

It is anticipated a short segment of roadway (< 100') replacement will be required at both ends of the bridge. Roadway concept plans (30%) will be developed in concert with the draft preliminary bridge plans to document the proposed improvements for the preferred alternative. Plans will be

developed in accordance with WSDOT requirements and following CITY standards. Concept plans will include the following sheets:

| Roadway Design (30%) Sheet Count | |
|---|---|
| **Sheet Title** | **No. of Sheets** |
| Cover/Index/Vicinity Map | 1 |
| Roadway Sections | 1 |
| Existing Utilities Plan | 1 |
| Paving Plan and Profiles | 1 |
| Traffic Control Plan* | 2 |
| **Total Anticipated Sheets** | **6** |

(*) Indicates plan sheet prepared by CivTech

***Assumptions***

1. Plans will be prepared at 1" =20' scale for a 22" x 34" sheet and will be plotted to pdf at half size (11" x 17").

***Deliverables***

1. 30% Design Roadway plan set.

### 7.1.2. Cost Estimate (30%)

A project cost estimate will be prepared based on the proposed design at the 30% level. An appropriate contingency will be used to account for additional items that may be added as the project develops through preliminary and final design.

***Deliverables***

1. 30% cost estimate.

### 7.1.3. QC Review of 30% Design Submittal

Prior to submittal, a detailed review of the 30% Design Review Package will be completed in accordance with the project Quality Control Plan. QC Review comments will be addressed prior to submittal to the CITY.

### 7.1.4. Roadway Design (30%) Review Meeting

The 30% plans and estimate will be submitted to the CITY for review. The CITY will have up to two weeks for review and comment. DEA will compile review comments into a comment response form prior to the review meeting and will provide preliminary responses as well as questions to discuss during the meeting.

The 30% design review meeting will be held at the CITY offices.

***Assumptions***

1. Up to two (2) DEA staff will participate in the design review meeting.

***Deliverables***

1. Comment response form.

### 7.1.5. Field Review of 30% Roadway Design

Following the 30% design review meeting, DEA staff will complete a project walkthrough with the 30% Roadway Design plan set to verify field conditions. Discrepancies and items of special concern will be noted on a field review set for incorporation and consideration in subsequent design.

## 7.2 Roadway Design (90%)

### 7.2.1. Plan Preparation (90%)

DEA will incorporate 30% review comments and further develop the project design. This task includes preparing 90% plans, special provisions, and estimate. The 90% plans will include the following sheets:

| Roadway Design (90%) Sheet Count | |
|---|---|
| **Sheet Title** | **No. of Sheets** |
| Cover / Index / Vicinity Map | 1 |
| Summary of Quantities | 1 |
| Roadway Sections | 1 |
| Site Preparation and Utility Plan | 2 |
| TESC Plans | 3 |
| Paving Plan and Profiles | 2 |
| Pavement Marking Plans* | 3 |
| Traffic Control Plan and Details* | 6 |
| **Total Anticipated Sheets** | **19** |

(*) Indicates plan sheet prepared by CivTech

***Assumptions***

1. Plans will be prepared at 1” =20’ scale for a 22” x 34” sheet and will be plotted to pdf at half size (11” x 17”).

***Deliverables***

1. 90% Design Roadway plan set.

### 7.2.2. Cost Estimate (90%)

A project cost estimate will be prepared based on the proposed design at the 90% level.

***Deliverables***

1. 90% cost estimate.

### 7.2.3. Special Provisions (90%)

Review comments from the 30% design review will be incorporated in the 90% set of special provisions. The WSDOT’s PS&E Word Program will be checked for updates and a new run list will be prepared. Blank fields will be populated and special provisions specific will be written for special project items.

***Deliverables***

1. Special Provisions – MS Word format.

### 7.2.4. TESC Narrative

DEA will prepare a TESC narrative that provides specific information about site conditions, analyzes risks, outlines management strategies, and contingency plans in conformance with the requirements set forth in the WSDOT TESC Manual.

### 7.2.5. Contract Time Determination

DEA will determine the contract construction time in accordance with CITY and WSDOT standards. A Microsoft Project construction schedule will be included in this task and be submitted with the 90% Design Review package.

***Assumptions***

1. The electronic construction schedule will be subject to change based on information provided by the successful bidder. The schedule is provided for planning purposes only.

### 7.2.6. QC Review of 90% Design Submittal

Prior to submittal, a detailed review of the 90% Design Review Package will be completed in accordance with the project Quality Control Plan. QC Review comments will be addressed prior to submittal to the CITY.

### 7.2.7. Roadway Design (90%) Review Meeting

The 90% plans, special provisions, estimate and contract time determination will be submitted to the CITY for review. The CITY will have up to four (4) weeks for review and comment. DEA will compile review comments into a comment response form prior to the review meeting and will provide preliminary responses as well as questions to discuss during the meeting.

The 90% design review meeting will be held at the CITY offices.

***Assumptions***

1. Two (2) DEA staff will participate in the design review meeting.

***Deliverables***

Comment response form.

## 7.3 Roadway Design (100%)

### 7.3.1. Plan Preparation (100%)

DEA will incorporate 90% review comments and further develop the project design. This task includes preparing 100% plans, special provisions, and estimate. 100% plans will include the following sheets:

| (100%) Sheet Count | |
|---|---|
| **Sheet Title** | **No. of Sheets** |
| Cover / Index / Vicinity Map | 1 |
| Summary of Quantities | 1 |
| Roadway Sections | 1 |

| | |
|---|---|
| Site Preparation and Utility Plan | 1 |
| TESC Plan | 1 |
| Paving Plan and Profiles | 1 |
| Pavement Marking Plans* | 1 |
| Bridge Layout | 2 |
| General Notes | 2 |
| Construction Sequence | 1 |
| Bridge Typical Section | 1 |
| Concrete Deck Repair Details | 2 |
| Bridge Spall Repair Details | 1 |
| Bridge Deck Drain Details | 1 |
| Concrete Overlay Details | 1 |
| Traffic Control Plan and Details* | 4 |
| **Total Anticipated Sheets** | **22** |

(*) Indicates plan sheet prepared by CivTech

***Assumptions***

1. Plans will be prepared at 1” =20’ scale for a 22” x 34” sheet and will be plotted to pdf at half size (11” x 17”).

***Deliverables***

1. 100% Design Roadway plan set.

### 7.3.2. Cost Estimate (100%)

A project cost estimate will be prepared based on the proposed design at the 100% level.

***Deliverables***

1. 100% cost estimate.

### 7.3.3. Special Provisions (100%)

Review comments from the 90% design review will be incorporated in the 100% set of special provisions. The WSDOT’s PS&E Word Program will be checked for updates and a new run list will be prepared. Blank fields will be populated and special provisions specific will be written for special project items.

***Deliverables***

1. Special Provisions – MS Word format.

### 7.3.4. QC Review of 100% Design Submittal

Prior to submittal, a detailed review of the 100% Design Review Package will be completed in accordance with the project Quality Control Plan. QC Review comments will be addressed prior to submittal to the CITY.

### 7.3.5. Roadway Design (100%) Review Meeting

The 100% plans, special provisions, estimate and contract time determination will be submitted to the CITY for review. The CITY will have up to one (1) week for review and comment. DEA will compile review comments into a comment response form prior to the review meeting and will provide preliminary responses as well as questions to discuss during the meeting.

The 100% design review meeting will be held at the CITY offices.

***Assumptions***

2. Three (3) DEA staff will participate in the design review meeting.

***Deliverables***

1. Comment response form.

## 7.4 Prepare Ad-Ready PS&E Package

DEA revise the 100% Design plans, special provisions, cost estimate, and associated materials to address review comments.

### 7.4.1. Ad-Ready Plans

100% Design Review comments by the City and WSDOT will be addressed by DEA.

### 7.4.2. Ad-Ready Specifications and Proposal

Referring to the latest WSDOT Standards, Specifications, and current Supplemental Specifications, DEA will revise the Special Provisions and other elements of the project's Proposal including cost estimate. Final revisions will be made to the project's construction cost estimate to reflect comments obtained during 100% Design Review.

### 7.4.3. Construction Time Determination CPD

Final revisions will be made to the project's Construction Time Determination CPD to reflect comments obtained during 100% Design Review.

### 7.4.4. QC Review of Ad-Ready Design Submittal

Prior to submittal, a detailed review of the Ad-Ready Design Review Package will be completed in accordance with the project Quality Control Plan. QC Review comments will be addressed prior to submittal to the CITY.

### 7.4.5. Submit Ad-Ready PS&E Package

DEA will assemble the above described 100% Plans, Specifications, Estimate, and Construction Time Determination CPD estimate components. The Ad-Ready PS&E Package will be submitted to the CITY and WSDOT for review. CITY and WSDOT will review the submittal concurrently. The Ad-Ready PS&E documents will be reviewed and approved and then issued for bid advertisement.

***Assumptions***

1. Required revisions, received by e-mail or phone, from the CITY and WSDOT prior to the PS&E Submittal will be incorporated.

***Deliverables***

1. Cost Estimate (signed/stamped) - PDF
2. CPM Schedule for Construction Duration - PDF
3. Specifications and Special Provisions - MS Word
4. Signed and sealed project plans for the CITY – two (2) full size (22” x 34”) sets of Plans, 8 reduced size (11” x 17”) sets of plans, and 10 sets of the Project Provisions for construction.
5. Signed and sealed project plans for the CITY – PDF, 11x17
6. Electronic deliverables will be provided to the CITY.

## TASK 8 BID ASSISTANCE

DEA will be available to answer questions and to assist the CITY during the advertising and bidding process. This task assumes that up to 40 hours will be required for bidding assistance.

***Deliverables***

1. 100% PS&E package (hard copy and electronic)
2. Resident Engineer File Package (hard copy and electronic versions)

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***End of Scope of Services***

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/10/2022 |
|---|---|---|---|
| | | Clerk's File # | OPR 2022-0762 |
| | | Renews # | |
| Submitting Dept | ENGINEERING SERVICES | Cross Ref # | |
| Contact Name/Phone | DAN BULLER 625-6391 | Project # | 2021088 |
| Contact E-Mail | DBULLER@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Contract Item | Requisition # | CR 24042 |
| Agenda Item Name | 0370 - WASHINGTON/STEVENS BRIDGE DECK REHABILITATION (2021088) - KPFF | | |

**Agenda Wording**

Contract for the design of Washington/Stevens Bridge Deck Rehabilitation with KPFF Consulting Engineers, Inc. for $297,094.76 plus 10% administrative reserve. KPFF was chosen via RFQu process.

**Summary (Background)**

The City has obtained a federal grant which will cover most of the deck replacement cost. It is anticipated that the project will be bid in January of early February of 2023 for summer 2023 construction.

Lease? NO Grant related? YES Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Expense | $ 297,094.76 | # 3200 95164 95100 56501 86109 |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BULLER, DAN | Study Session\Other | 5/23/22 |
| Division Director | FEIST, MARLENE | Council Sponsor | Kinnear |
| Finance | MURRAY, MICHELLE | Distribution List | |
| Legal | BEATTIE, LAUREN | eraea@spokanecity.org | |
| For the Mayor | PERKINS, JOHNNIE | publicworksaccounting@spokanecity.org | |
| Additional Approvals | | greg.hess@kpff.com | |
| Purchasing | PRINCE, THEA | | |
| ACCOUNTING - GRANTS | MURRAY, MICHELLE | ddaniels@spokanecity.org | |
| | | dbuller@spokanecity.org | |
| | | mmserbousek@spokanecity.org | |

# Committee Agenda Sheet

## PIES

| | |
|---|---|
| **Submitting Department** | Public Works, Engineering |
| **Contact Name & Phone** | Mark Serbousek 625-6154 |
| **Contact Email** | mmserbousek@spokanecity.org |
| **Council Sponsor(s)** | Breean Beggs, Lori Kinnear |
| **Select Agenda Item Type** | X Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | Washington-Stevens Bridge Deck Rehabilitation Consultant Design |
| **Summary (Background)** | • The City of Spokane has gone through the RFQ process to select a bridge design firm to prepare the bid documents for the deck rehabilitation project on the Washington St. - North Channel bridge, the Stevens St. – South Channel bridge, and the Washington St. – South Channel bridge.<br>• The firm which has been chosen to perform this work is Kpff Consulting Engineers. The city is still in the process of negotiating the consultant fee and contract for this work.<br>• The asphalt surfacing on all three bridges is failing, exposing the membrane to traffic damage, allowing water to leak through onto the top of the box girder. This is of particular concern on the Stevens and Washington-South bridges because the box girders cannot be fully inspected due to the ballast fill.<br>• The bridge expansion joints are extremely susceptible to damage from snowplows and normal traffic. These joints require an excessive amount of maintenance work just to keep them in place. Repairs to the joints are required at least once, and sometimes two or three times, per year.<br>• This project would include full deck survey of the traffic lanes for surface deficiencies and the evaluation of the expansion joints for re-placement. Also included will be removal of the existing asphalt/membrane surface and repairing all deteriorated areas of the top slab of the box girders as needed. Removed asphalt/membrane will be replaced with a new durable concrete overlay system and repair and replacement of the existing expansion joint system with a new recessed system that requires very little maintenance other than surface cleaning.<br>• We plan to bid this project in January or early February of 2023 for summer 2023 construction.<br>• This project is paid with federal grant funds. |

| | |
|---|---|
| | |
| **Proposed Council Action & Date:** | Following Consultant Contract negotiations, we will bring the contract to council for approval. |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? X Yes ☐ No ☐ N/A

Funding Source X One-time ☐ Recurring
Specify funding source:

Expense Occurrence X One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A – This is a public works project to address the deck rehabilitation of the Washington/Stevens Bridges and should not impact racial, gender identity, national origin, income level, disability, sexual orientation, or other existing disparity factors.

How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?

Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This project is consistent with our adopted six year programs as well as the annual budget and strategic initiative to advance street maintenance activities.

# *Local Agency A&E Professional Services Negotiated Hourly Rate Consultant Agreement*

Agreement Number:

| | |
|---|---|
| Firm/Organization Legal Name (do not use dba's):<br>KPFF Consulting Engineers | |
| Address<br>1601 Fifth Ave. Suite 1600, Seattle, WA 98101 | Federal Aid Number<br>BHM 9932(074) |
| UBI Number<br>578-063-612 | Federal TIN<br>91-0755897 |
| Execution Date | Completion Date<br>12/31/2024 |
| 1099 Form Required<br>☐ Yes ☒ No | Federal Participation<br>☒ Yes ☐ No |
| Project Title<br>Washington-Stevens Bridge Deck Rehabilitation Design | |
| Description of Work<br>This project will include full deck survey of the traffic lanes for surface deficiencies and the evaluation of the expansion joints for re-placement. A biddable set documents will be produced for the deck rehabilitation project, which follow current State, Federal and City standards. These documents assume the following improvements will be made (which are subject to change during the design process): 1) removal of the existing asphalt/membrane surface and repair or all deteriorated areas of the top slab of the box girders as needed,<br>2) replacement of the existing overlay system with a new durable concrete overlay system and 3) repair and replacement of the existing expansion joint system with a new recessed system. | |
| ☒ Yes ☐ No DBE Participation<br>☐ Yes ☒ No MBE Participation<br>☐ Yes ☒ No WBE Participation<br>☐ Yes ☒ No SBE Participation | Maximum Amount Payable: 297,094.76 |

## Index of Exhibits


Exhibit A Scope of Work
Exhibit B DBE Participation
Exhibit C Preparation and Delivery of Electronic Engineering and Other Data
Exhibit D Prime Consultant Cost Computations
Exhibit E Sub-consultant Cost Computations
Exhibit F Title VI Assurances
Exhibit G Certification Documents
Exhibit H Liability Insurance Increase
Exhibit I Alleged Consultant Design Error Procedures
Exhibit J Consultant Claim Procedures

THIS AGREEMENT, made and entered into as shown in the "Execution Date" box on page one (1) of this AGREEMENT, between the City of Spokane, hereinafter called the "AGENCY," and the "Firm / Organization Name" referenced on page one (1) of this AGREEMENT, hereinafter called the "CONSULTANT."

WHEREAS, the AGENCY desires to accomplish the work referenced in "Description of Work" on page one (1) of this AGREEMENT and hereafter called the "SERVICES;" and does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary SERVICES; and

WHEREAS, the CONSULTANT represents that they comply with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish consulting services to the AGENCY.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

## I. General Description of Work

The work under this AGREEMENT shall consist of the above-described SERVICES as herein defined, and necessary to accomplish the completed work for this project. The CONSULTANT shall furnish all services, labor, and related equipment and, if applicable, sub-consultants and subcontractors necessary to conduct and complete the SERVICES as designated elsewhere in this AGREEMENT.

## II. General Scope of Work

The Scope of Work and projected level of effort required for these SERVICES is described in Exhibit "A" attached hereto and by this reference made a part of this AGREEMENT. The General Scope of Work was developed utilizing performance based contracting methodologies.

## III. General Requirements

All aspects of coordination of the work of this AGREEMENT with outside agencies, groups, or individuals shall receive advance approval by the AGENCY. Necessary contacts and meetings with agencies, groups, and/or individuals shall be coordinated through the AGENCY. The CONSULTANT shall attend coordination, progress, and presentation meetings with the AGENCY and/or such State, Federal, Community, City, or County officials, groups or individuals as may be requested by the AGENCY. The AGENCY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation. The minimum required hours or days' notice shall be agreed to between the AGENCY and the CONSULTANT and shown in Exhibit "A."

The CONSULTANT shall prepare a monthly progress report, in a form approved by the AGENCY, which will outline in written and graphical form the various phases and the order of performance of the SERVICES in sufficient detail so that the progress of the SERVICES can easily be evaluated.

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations, and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

Participation for Disadvantaged Business Enterprises (DBE) or Small Business Enterprises (SBE), if required, per 49 CFR Part 26, shall be shown on the heading of this AGREEMENT. If DBE firms are utilized at the commencement of this AGREEMENT, the amounts authorized to each firm and their certification number will be shown on Exhibit "B" attached hereto and by this reference made part of this AGREEMENT. If the Prime CONSULTANT is, a DBE certified firm they must comply with the Commercial Useful Function (CUF) regulation outlined in the AGENCY's "DBE Program Participation Plan" and perform a minimum of 30% of the total amount of this AGREEMENT. It is recommended, but not required, that non-DBE Prime CONSULTANTS perform a minimum of 30% of the total amount of this AGREEMENT.

In the absence of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

The CONSULTANT, on a monthly basis, shall enter the amounts paid to all firms (including Prime) involved with this AGREEMENT into the wsdot.diversitycompliance.com program. Payment information shall identify any DBE Participation.

All Reports, PS&E materials, and other data furnished to the CONSULTANT by the AGENCY shall be returned. All electronic files, prepared by the CONSULTANT, must meet the requirements as outlined in Exhibit "C – Preparation and Delivery of Electronic Engineering and other Data."

All designs, drawings, specifications, documents, and other work products, including all electronic files, prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for these SERVICES, and are the property of the AGENCY. Reuse by the AGENCY or by others, acting through or on behalf of the AGENCY of any such instruments of service, not occurring, as a part of this SERVICE, shall be without liability or legal exposure to the CONSULTANT.

Any and all notices or requests required under this AGREEMENT shall be made in writing and sent to the other party by (i) certified mail, return receipt requested, or (ii) by email or facsimile, to the address set forth below:

If to AGENCY:
Name: Mark Serbousek
Agency: City of Spokane
Address: 808 W. Spokane Falls Blvd.
City: Spokane State: WA Zip: 99201
Email: mmserbousek@spokanecity.org
Phone: (509) 625-6154
Facsimile:

If to CONSULTANT:
Name: Greg Hess
Agency: Kpff Consulting Engineers
Address: 1601 Fifth Ave, Suite 1600
City: Seattle State: WA Zip: 98101
Email: Greg.Hess@kpff.com
Phone: (206) 622-5822
Facsimile:

## IV. Time for Beginning and Completion

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the AGENCY. All work under this AGREEMENT shall conform to the criteria agreed upon detailed in the AGREEMENT documents. These SERVICES must be completed by the date shown in the heading of this AGREEMENT titled "Completion Date."

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the AGENCY in the event of a delay attributable to the AGENCY, or because of unavoidable delays caused by an act of GOD, governmental actions, or other conditions beyond the control of the CONSULTANT. A prior supplemental AGREEMENT issued by the AGENCY is required to extend the established completion time.

## V. Payment Provisions

The CONSULTANT shall be paid by the AGENCY for completed SERVICES rendered under this AGREEMENT as provided hereinafter. Such payment shall be full compensation for SERVICES performed or SERVICES rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete SERVICES. The CONSULTANT shall conform to all applicable portions of 48 CFR Part 31 (www.ecfr.gov).

A. Hourly Rates: Hourly rates are comprised of the following elements - Direct (Raw) Labor, Indirect Cost Rate, and Fee (Profit). The CONSULTANT shall be paid by the AGENCY for work done, based upon the negotiated hourly rates shown in Exhibits "D" and "E" attached hereto and by reference made part of this AGREEMENT. These negotiated hourly rates will be accepted based on a review of the CONSULTANT's direct labor rates and indirect cost rate computations and agreed upon fee. The accepted negotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. The initially accepted negotiated rates shall be applicable from the approval date, as memorialized in a final written acknowledgment, to 180 days following the CONSULTANT's fiscal year end (FYE) date.

   The direct (raw) labor rates and classifications, as shown on Exhibits "D" and "E" shall be subject to renegotiations for each subsequent twelve (12) month period (180 days following FYE date to 180 days following FYE date) upon written request of the CONSULTANT or the AGENCY. The written request must be made to the other party within ninety (90) days following the CONSULTANT's FYE date. If no such written request is made, the current direct (raw) labor rates and classifications as shown on Exhibits "D" and "E" will remain in effect for the twelve (12) month period.

   Conversely, if a timely request is made in the manner set forth above, the parties will commence negotiations to determine the new direct (raw) labor rates and classifications that will be applicable for the twelve (12 month period. Any agreed to renegotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. If requested, the CONSULTANT shall provide current payroll register and classifications to aid in negotiations. If the parties cannot reach an agreement on the direct (raw) labor rates and classifications, the AGENCY shall perform an audit of the CONSULTANT's books and records to determine the CONSULTANT's actual costs. The audit findings will establish the direct (raw) labor rates and classifications that will applicable for the twelve (12) month period.

   The fee as identified in Exhibits "D" and "E" shall represent a value to be applied throughout the life of the AGREEMENT.

   The CONSULTANT shall submit annually to the AGENCY an updated indirect cost rate within 180 days of the close of its fiscal year. An approved updated indirect cost rate shall be included in the current fiscal year rate under this AGREEMENT, even if/when other components of the hourly rate are not renegotiated. These rates will be applicable for the twelve (12) month period. At the AGENCY's option, a provisional and/or conditional indirect cost rate may be negotiated. This provisional or conditional indirect rate shall remain in effect until the updated indirect cost rate is completed and approved. Indirect cost rate costs incurred during the provisional or conditional period will not be adjusted. The CONSULTANT may request an extension of the last approved indirect cost rate for the twelve (12) month period. These requests for provisional indirect cost rate and/or extension will be considered on a case-by-case basis, and if granted, will be memorialized in a final written acknowledgment.

   The CONSULTANT shall maintain and have accessible support data for verification of the components of the hourly rates, i.e., direct (raw) labor, indirect cost rate, and fee (profit) percentage. The CONSULTANT shall bill each employee's actual classification, and actual salary plus indirect cost rate plus fee.

A. Direct Non-Salary Costs: Direct Non-Salary Costs will be reimbursed at the actual cost to the CONSULTANT. These charges may include, but are not limited to, the following items: travel, printing, long distance telephone, supplies, computer charges, and fees of sub-consultants. Air or train travel will be reimbursed only to lowest price available, unless otherwise approved by the AGENCY. The CONSULTANT shall comply with the rules and regulations regarding travel costs (excluding air, train, and rental car costs) in accordance with the WSDOT's Accounting Manual M 13-82, Chapter 10 – Travel Rules and Procedures, and all revisions thereto. Air, train, and rental card costs shall be reimbursed in accordance with 48 Code of Federal Regulations (CFR) Part 31.205-46 "Travel Costs." The billing for Direct Non-salary Costs shall include an itemized listing of the charges directly identifiable with these SERVICES. The CONSULTANT shall maintain the original supporting documents in their office. Copies of the original supporting documents shall be supplied to the STATE upon request. All above charges must be necessary for the SERVICES provided under this AGREEMENT.

B. Maximum Amount Payable: The Maximum Amount Payable by the AGENCY to the CONSULTANT under this AGREEMENT shall not exceed the amount shown in the heading of this AGREEMENT on page one (1.) The Maximum Amount Payable does not include payment for extra work as stipulated in section XIII, "Extra Work." No minimum amount payable is guaranteed under this AGREEMENT.

C. Monthly Progress Payments: Progress payments may be claimed on a monthly basis for all costs authorized in A and B above. Detailed statements shall support the monthly billings for hours expended at the rates established in Exhibit "D," including names and classifications of all employees, and billings for all direct non-salary expenses. To provide a means of verifying the billed salary costs for the CONSULTANT's employees, the AGENCY may conduct employee interviews. These interviews may consist of recording the names, titles, salary rates, and present duties of those employees performing work on the SERVICES at the time of the interview.

D. Final Payment: Final Payment of any balance due the CONSULTANT of the gross amount earned will be made promptly upon its verification by the AGENCY after the completion of the SERVICES under this AGREEMENT, contingent upon receipt of all PS&E, plans, maps, notes, reports, electronic data, and other related documents, which are required to be furnished under this AGREEMENT. Acceptance of such Final Payment by the CONSULTANT shall constitute a release of all claims for payment, which the CONSULTANT may have against the AGENCY unless such claims are specifically reserved in writing and transmitted to the AGENCY by the CONSULTANT prior to its acceptance. Said Final Payment shall not, however, be a bar to any claims that the AGENCY may have against the CONSULTANT or to any remedies the AGENCY may pursue with respect to such claims.

The payment of any billing will not constitute agreement as to the appropriateness of any item and at the time of final audit all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the CONSULTANT, the CONSULTANT will refund such overpayment to the AGENCY within thirty (30) calendar days of notice of the overpayment. Such refund shall not constitute a waiver by the CONSULTANT for any claims relating to the validity of a finding by the AGENCY of overpayment. Per WSDOT's "Audit Guide for Consultants," Chapter 23 "Resolution Procedures," the CONSULTANT has twenty (20) working days after receipt of the final Post Audit to begin the appeal process to the AGENCY for audit findings

E. Inspection of Cost Records: The CONSULTANT and their sub-consultants shall keep available for inspection by representatives of the AGENCY and the United States, for a period of six (6) years after receipt of final payment, the cost records and accounts pertaining to this AGREEMENT and all items related to or bearing upon these records with the following exception: if any litigation, claim or audit arising out of, in connection with, or related to this AGREEMENT is initiated before the expiration of the six (6) year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed. An interim or post audit may be performed on this AGREEMENT. The audit, if any, will be performed by the State Auditor, WSDOT's Internal Audit Office and /or at the request of the AGENCY's Project Manager.

## VI. Sub-Contracting

The AGENCY permits subcontracts for those items of SERVICES as shown in Exhibit "A" attached hereto and by this reference made part of this AGREEMENT.

The CONSULTANT shall not subcontract for the performance of any SERVICE under this AGREEMENT without prior written permission of the AGENCY. No permission for subcontracting shall create, between the AGENCY and sub-consultant, any contract or any other relationship.

Compensation for this sub-consultant SERVICES shall be based on the cost factors shown on Exhibit "E" attached hereto and by this reference made part of this AGREEMENT.

The SERVICES of the sub-consultant shall not exceed its maximum amount payable identified in each sub consultant cost estimate unless a prior written approval has been issued by the AGENCY.

All reimbursable direct labor, indirect cost rate, direct non-salary costs and fee costs for the sub-consultant shall be negotiated and substantiated in accordance with section V "Payment Provisions" herein and shall be memorialized in a final written acknowledgment between the parties

All subcontracts shall contain all applicable provisions of this AGREEMENT, and the CONSULTANT shall require each sub-consultant or subcontractor, of any tier, to abide by the terms and conditions of this AGREEMENT. With respect to sub-consultant payment, the CONSULTANT shall comply with all applicable sections of the STATE's Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT, sub-recipient, or sub-consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this AGREEMENT. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the recipient deems appropriate.

## VII. Employment and Organizational Conflict of Interest

The CONSULTANT warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warrant, the AGENCY shall have the right to annul this AGREEMENT without liability or, in its discretion, to deduct from this AGREEMENT price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

Any and all employees of the CONSULTANT or other persons while engaged in the performance of any work or services required of the CONSULTANT under this AGREEMENT, shall be considered employees of the CONSULTANT only and not of the AGENCY, and any and all claims that may arise under any Workmen's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the CONSULTANT's employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the CONSULTANT.

The CONSULTANT shall not engage, on a full- or part-time basis, or other basis, during the period of this AGREEMENT, any professional or technical personnel who are, or have been, at any time during the period of this AGREEMENT, in the employ of the United States Department of Transportation or the AGENCY, except regularly retired employees, without written consent of the public employer of such person if he/she will be working on this AGREEMENT for the CONSULTANT.

## VIII. Nondiscrimination

During the performance of this AGREEMENT, the CONSULTANT, for itself, its assignees, sub-consultants, subcontractors and successors in interest, agrees to comply with the following laws and regulations:

- Title VI of the Civil Rights Act of 1964

  (42 U.S.C. Chapter 21 Subchapter V § 2000d through 2000d-4a)
- Federal-aid Highway Act of 1973 (23 U.S.C. Chapter 3 § 324)
- Rehabilitation Act of 1973

  (29 U.S.C. Chapter 16 Subchapter V § 794)
- Age Discrimination Act of 1975 (42 U.S.C. Chapter 76 § 6101 *et. seq.*)
- Civil Rights Restoration Act of 1987 (Public Law 100-259)
- American with Disabilities Act of 1990 (42 U.S.C. Chapter 126 § 12101 *et. seq.*)
- 23 CFR Part 200
- 49 CFR Part 21
- 49 CFR Part 26
- RCW 49.60.180

In relation to Title VI of the Civil Rights Act of 1964, the CONSULTANT is bound by the provisions of Exhibit "F" attached hereto and by this reference made part of this AGREEMENT, and shall include the attached Exhibit "F" in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

## IX. Termination of Agreement

The right is reserved by the AGENCY to terminate this AGREEMENT at any time with or without cause upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the AGENCY, other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for actual hours charged at the time of termination of this AGREEMENT, plus any direct non-salary costs incurred up to the time of termination of this AGREEMENT.

No payment shall be made for any SERVICES completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth in paragraph two (2) of this section, then no final payment shall be due and the CONSULTANT shall immediately reimburse the AGENCY for any excess paid.

If the services of the CONSULTANT are terminated by the AGENCY for default on the part of the CONSULTANT, the above formula for payment shall not apply.

In the event of a termination for default, the amount to be paid to the CONSULTANT shall be determined by the AGENCY with consideration given to the actual costs incurred by the CONSULTANT in performing SERVICES to the date of termination, the amount of SERVICES originally required which was satisfactorily completed to date of termination, whether that SERVICE is in a form or a type which is usable to the AGENCY at the time of termination, the cost to the AGENCY of employing another firm to complete the SERVICES required and the time which may be required to do so, and other factors which affect the value to the AGENCY of the SERVICES performed at the time of termination. Under no circumstances shall payment made under this subsection exceed the amount, which would have been made using the formula set forth in paragraph two (2) of this section.

If it is determined for any reason, that the CONSULTANT was not in default or that the CONSULTANT's failure to perform is without the CONSULTANT's or its employee's fault or negligence, the termination shall be deemed to be a termination for the convenience of the AGENCY. In such an event, the CONSULTANT would be reimbursed for actual costs in accordance with the termination for other than default clauses listed previously.

The CONSULTANT shall, within 15 days, notify the AGENCY in writing, in the event of the death of any member, partner, or officer of the CONSULTANT or the death or change of any of the CONSULTANT's supervisory and/or other key personnel assigned to the project or disaffiliation of any principally involved CONSULTANT employee.

The CONSULTANT shall also notify the AGENCY, in writing, in the event of the sale or transfer of 50% or more of the beneficial ownership of the CONSULTANT within 15 days of such sale or transfer occurring. The CONSULTANT shall continue to be obligated to complete the SERVICES under the terms of this AGREEMENT unless the AGENCY chooses to terminate this AGREEMENT for convenience or chooses to renegotiate any term(s) of this AGREEMENT. If termination for convenience occurs, final payment will be made to the CONSULTANT as set forth in the second and third paragraphs of this section.

Payment for any part of the SERVICES by the AGENCY shall not constitute a waiver by the AGENCY of any remedies of any type it may have against the CONSULTANT for any breach of this AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform SERVICES required of it by the AGENCY.

Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

## X. Changes of Work

The CONSULTANT shall make such changes and revisions in the completed work of this AGREEMENT as necessary to correct errors appearing therein, without additional compensation thereof. Should the AGENCY find it desirable for its own purposes to have previously satisfactorily completed SERVICES or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the AGENCY. This work shall be considered as Extra Work and will be paid for as herein provided under section XIII "Extra Work."

## XI. Disputes

Any disputed issue not resolved pursuant to the terms of this AGREEMENT shall be submitted in writing within 10 days to the Director of Public Works or AGENCY Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided however, that if an action is brought challenging the Director of Public Works or AGENCY Engineer's decision, that decision shall be subject to judicial review. If the parties to this AGREEMENT mutually agree, disputes concerning alleged design errors will be conducted under the procedures found in Exhibit "J". In the event that either party deem it necessary to institute legal action or proceeding to enforce any right or obligation under this AGREEMENT, this action shall be initiated in the Superior Court of the State of Washington, situated in the county in which the AGENCY is located. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties have the right of appeal from such decisions of the Superior Court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, situated in the county in which the AGENCY is located.

## XII. Legal Relations

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

The CONSULTANT shall defend, indemnify, and hold the State of Washington (STATE) and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the negligence of, or the breach of any obligation under this AGREEMENT by, the CONSULTANT or the CONSULTANT's agents, employees, sub consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable; provided that nothing herein shall require a CONSULTANT

to defend or indemnify the STATE and the AGENCY and their officers and employees against and hold harmless the STATE and the AGENCY and their officers and employees from claims, demands or suits based solely upon the negligence of, or breach of any obligation under this AGREEMENT by the STATE and the AGENCY, their agents, officers, employees, sub-consultants, subcontractors or vendors, of any tie , or any other persons for whom the STATE and /or the AGENCY may be legally liable; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT is legally liable, and (b) the STATE and/or AGENCY, their agents, officers, employees, sub-consultants, subcontractors and or vendors, of any tier, or any other persons for whom the STATE and/or AGENCY may be legally liable, the defense and indemnity obligation shall be valid and enforceable only to the extent of the CONSULTANT's negligence or the negligence of the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable. This provision shall be included in any AGREEMENT between CONSULTANT and any sub-consultant, subcontractor and vendor, of any tier.

The CONSULTANT shall also defend, indemnify, and hold the STATE and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable, in performance of the Work under this AGREEMENT or arising out of any use in connection with the AGREEMENT of methods, processes, designs, information or other items furnished or communicated to STATE and/or the AGENCY, their agents, officers and employees pursuant to the AGREEMENT; provided that this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from STATE and/or AGENCY's, their agents', officers and employees' failure to comply with specific written instructions regarding use provided to STATE and/or AGENCY, their agents, officers and employees by the CONSULTANT, its agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable.

The CONSULTANT's relation to the AGENCY shall be at all times as an independent contractor.

Notwithstanding any determination by the Executive Ethics Board or other tribunal, the AGENCY may, in its sole discretion, by written notice to the CONSULTANT terminate this AGREEMENT if it is found after due notice and examination by the AGENCY that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the CONSULTANT in the procurement of, or performance under, this AGREEMENT.

The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT's own employees or its agents against the STATE and/or the AGENCY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW. The Parties have mutually negotiated this waiver.

Unless otherwise specified in this AGREEMENT, the AGENCY shall be responsible for administration of construction contracts, if any, on the project. Subject to the processing of a new sole source, or an acceptable supplemental AGREEMENT, the CONSULTANT shall provide On-Call assistance to the AGENCY during contract administration. By providing such assistance, the CONSULTANT shall assume no responsibility for proper construction techniques, job site safety, or any construction contractor's failure to perform its work in accordance with the contract documents.

The CONSULTANT shall obtain and keep in force during the terms of this AGREEMENT, or as otherwise required, the following insurance with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW.

Insurance Coverage

A. Worker's compensation and employer's liability insurance as required by the STATE.

B. Commercial general liability insurance written under ISO Form CG 00 01 12 04 or its equivalent with minimum limits of one million dollars ($1,000,000.00) per occurrence and two million dollars ($2,000,000.00) in the aggregate for each policy period.

C. Business auto liability insurance written under ISO Form CG 00 01 10 01 or equivalent providing coverage for any "Auto" (Symbol 1) used in an amount not less than a one million dollar ($1,000,000.00) combined single limit for each occurrence.

Excepting the Worker's Compensation Insurance and any Professional Liability Insurance, the STATE and AGENCY, their officers, employees, and agents will be named on all policies of CONSULTANT and any sub-consultant and/or subcontractor as an additional insured (the "AIs"), with no restrictions or limitations concerning products and completed operations coverage. This coverage shall be primary coverage and non-contributory and any coverage maintained by the AIs shall be excess over, and shall not contribute with, the additional insured coverage required hereunder. The CONSULTANT's and the sub-consultant's and/or subcontractor's insurer shall waive any and all rights of subrogation against the AIs. The CONSULTANT shall furnish the AGENCY with verification of insurance and endorsements required by this AGREEMENT. The AGENCY reserves the right to require complete, certified copies of all required insurance policies at any time.

All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. The CONSULTANT shall submit a verification of insurance as outlined above within fourteen (14) days of the execution of this AGREEMENT to:

Name: Mark Serbousek

Agency: City of Spokane

Address: 808 W. Spokane Falls Blvd

City: Spokane State: WA Zip: 99201

Email: mmserbousek@spokanecity.org

Phone: (509) 625-6154

Facsimile:

No cancellation of the foregoing policies shall be effective without thirty (30) days prior notice to the AGENCY.

The CONSULTANT's professional liability to the AGENCY, including that which may arise in reference to section IX "Termination of Agreement" of this AGREEMENT, shall be limited to the accumulative amount of the authorized AGREEMENT or one million dollars ($1,000,000.00), whichever is greater, unless the limit of liability is increased by the AGENCY pursuant to Exhibit H. In no case shall the CONSULTANT's professional liability to third parties be limited in any way.

The parties enter into this AGREEMENT for the sole benefit of the parties, and to the exclusion of any third party, and no third party beneficiary is intended or created by the execution of this AGREEMENT.

The AGENCY will pay no progress payments under section V "Payment Provisions" until the CONSULTANT has fully complied with this section. This remedy is not exclusive; and the AGENCY may take such other action as is available to it under other provisions of this AGREEMENT, or otherwise in law.

## XIII. Extra Work

A. The AGENCY may at any time, by written order, make changes within the general scope of this AGREEMENT in the SERVICES to be performed.

B. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the SERVICES under this AGREEMENT, whether or not changed by the order, or otherwise affects any other terms and conditions of this AGREEMENT, the AGENCY shall make an equitable adjustment in the: (1) maximum amount payable; (2) delivery or completion schedule, or both; and (3) other affected terms and shall modify this AGREEMENT accordingly.

C. The CONSULTANT must submit any "request for equitable adjustment," hereafter referred to as "CLAIM," under this clause within thirty (30) days from the date of receipt of the written order. However, if the AGENCY decides that the facts justify it, the AGENCY may receive and act upon a CLAIM submitted before final payment of this AGREEMENT.

D. Failure to agree to any adjustment shall be a dispute under the section XI "Disputes" clause. However, nothing in this clause shall excuse the CONSULTANT from proceeding with the AGREEMENT as changed.

E. Notwithstanding the terms and conditions of paragraphs (A.) and (B.) above, the maximum amount payable for this AGREEMENT, shall not be increased or considered to be increased except by specific written supplement to this AGREEMENT.

## XIV. Endorsement of Plans

If applicable, the CONSULTANT shall place their endorsement on all plans, estimates, or any other engineering data furnished by them.

## XV. Federal Review

The Federal Highway Administration shall have the right to participate in the review or examination of the SERVICES in progress.

## XVI. Certification of the Consultant and the Agency

Attached hereto as Exhibit "G-1(a and b)" are the Certifications of the CONSULTANT and the AGENCY, Exhibit "G-2" Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions, Exhibit "G-3" Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying and Exhibit "G-4" Certificate of Current Cost or Pricing Data. Exhibit "G-3" is required only in AGREEMENTS over one hundred thousand dollars ($100,000.00) and Exhibit "G-4" is required only in AGREEMENTS over five hundred thousand dollars ($500,000.00.) These Exhibits must be executed by the CONSULTANT, and submitted with the master AGREEMENT, and returned to the AGENCY at the address listed in section III "General Requirements" prior to its performance of any SERVICES under this AGREEMENT.

## XVII. Complete Agreement

This document and referenced attachments contain all covenants, stipulations, and provisions agreed upon by the parties. No agent, or representative of either party has authority to make, and the parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein. No changes, amendments, or modifications of the terms hereof shall be valid unless reduced to writing and signed by the parties as a supplement to this AGREEMENT.

## XVIII. Execution and Acceptance

This AGREEMENT may be simultaneously executed in several counterparts, each of which shall be deemed to be an original having identical legal effect. The CONSULTANT does hereby ratify and adopt all statements, representations, warranties, covenants, and AGREEMENT's contained in the proposal, and the supporting material submitted by the CONSULTANT, and does hereby accept this AGREEMENT and agrees to all of the terms and conditions thereof.

## XIX. Protection of Confidential Information

The CONSULTANT acknowledges that some of the material and information that may come into its possession or knowledge in connection with this AGREEMENT or its performance may consist of information that is exempt from disclosure to the public or other unauthorized persons under either chapter 42.56 RCW or other local, state, or federal statutes ("State's Confidential Information"). The "State's Confidential Information" includes, but is not limited to, names, addresses, Social Security numbers, e-mail addresses, telephone numbers, financial profiles credit card information, driver's license numbers, medical data, law enforcement records (or any other information identifiable to an individual), STATE and AGENCY source code or object code, STATE and AGENCY security data, non-public Specifications, STATE and AGENCY non-publicly available data, proprietary software, STATE and AGENCY security data, or information which may jeopardize any part of the project that relates to any of these types of information. The CONSULTANT agrees to hold the State's Confidential Information in strictest confidence and not to make use of the State's Confidential Information for any purpose other than the performance of this AGREEMENT, to release it only to authorized employees, sub-consultants or subcontractors requiring such information for the purposes of carrying out this AGREEMENT, and not to release, divulge, publish, transfer, sell, disclose, or otherwise make it known to any other party without the AGENCY's express written consent or as provided by law. The CONSULTANT agrees to release such information or material only to employees, sub-consultants or subcontractors who have signed a nondisclosure AGREEMENT, the terms of which have been previously approved by the AGENCY. The CONSULTANT agrees to implement physical, electronic, and managerial safeguards to prevent unauthorized access to the State's Confidential Information.

Immediately upon expiration or termination of this AGREEMENT, the CONSULTANT shall, at the AGENCY's option: (i) certify to the AGENCY that the CONSULTANT has destroyed all of the State's Confidential Information; or (ii) returned all of the State's Confidential Information to the AGENCY; or (iii) take whatever other steps the AGENCY requires of the CONSULTANT to protect the State's Confidential Information.

As required under Executive Order 00-03, the CONSULTANT shall maintain a log documenting the following: the State's Confidential Information received in the performance of this AGREEMENT; the purpose(s) for which the State's Confidential Information was received; who received, maintained, and used the State's Confidential Information; and the final disposition of the State's Confidential Information. The CONSULTANT's records shall be subject to inspection, review, or audit upon reasonable notice from the AGENCY.

The AGENCY reserves the right to monitor, audit, or investigate the use of the State's Confidential Information collected, used, or acquired by the CONSULTANT through this AGREEMENT. The monitoring, auditing, or investigating may include, but is not limited to, salting databases.

Violation of this section by the CONSULTANT or its sub-consultants or subcontractors may result in termination of this AGREEMENT and demand for return of all State's Confidential Information, monetary damages, or penalties

It is understood and acknowledged that the CONSULTANT may provide the AGENCY with information, which is proprietary and/or confidential during the term of this AGREEMENT. The parties agree to maintain the confidentiality of such information during the term of this AGREEMENT and afterwards. All materials containing such proprietary and/or confidential information shall be clearly identified and marked as "Confidential" and shall be returned to the disclosing party at the conclusion of the SERVICES under this AGREEMENT.

The CONSULTANT shall provide the AGENCY with a list of all information and materials it considers confidential and/or proprietary in nature: (a) at the commencement of the term of this AGREEMENT, or (b) as soon as such confidential or proprietary material is developed. "Proprietary and/or confidential information" is not meant to include any information which, at the time of its disclosure: (i) is already known to the other party; (ii) is rightfully disclosed to one of the parties by a third party that is not acting as an agent or representative for the other party; (iii) is independently developed by or for the other party; (iv) is publicly known; or (v) is generally utilized by unaffiliated third parties engaged in the same business or businesses as the CONSULTANT.

The parties also acknowledge that the AGENCY is subject to Washington State and federal public disclosure laws. As such, the AGENCY shall maintain the confidentiality of all such information marked proprietary and or confidential or otherwise exempt, unless such disclosure is required under applicable state or federal law. If a public disclosure request is made to view materials identified as "Proprietary and/or confidential information" or otherwise exempt information, the AGENCY will notify the CONSULTANT of the request and of the date that such records will be released to the requester unless the CONSULTANT obtains a court order from a court of competent jurisdiction enjoining that disclosure. If the CONSULTANT fails to obtain the court order enjoining disclosure, the AGENCY will release the requested information on the date specified.

The CONSULTANT agrees to notify the sub-consultant of any AGENCY communication regarding disclosure that may include a sub-consultant's proprietary and/or confidential information. The CONSULTANT notification to the sub-consultant will include the date that such records will be released by the AGENCY to the requester and state that unless the sub-consultant obtains a court order from a court of competent jurisdiction enjoining that disclosure the AGENCY will release the requested information. If the CONSULTANT and/or sub-consultant fail to obtain a court order or other judicial relief enjoining the AGENCY by the release date, the CONSULTANT shall waive and release and shall hold harmless and indemnify the AGENCY from all claims of actual or alleged damages, liabilities, or costs associated with the AGENCY's said disclosure of sub-consultants' information.

## XX. Records Maintenance

During the progress of the Work and SERVICES provided hereunder and for a period of not less than six (6) years from the date of final payment to the CONSULTANT, the CONSULTANT shall keep, retain, and maintain all "documents" pertaining to the SERVICES provided pursuant to this AGREEMENT. Copies of all "documents" pertaining to the SERVICES provided hereunder shall be made available for review at the CONSULTANT's place of business during normal working hours. If any litigation, claim, or audit is commenced, the CONSULTANT shall cooperate with AGENCY and assist in the production of all such documents. "Documents" shall be retained until all litigation, claims or audit findings have been resolved even though such litigation, claim, or audit continues past the six (6) year retention period.

For purposes of this AGREEMENT, "documents" means every writing or record of every type and description, including electronically stored information ("ESI"), that is in the possession, control, or custody of the CONSULTANT, including, without limitation, any and all correspondences, contracts, AGREEMENTs, appraisals, plans, designs, data, surveys, maps, spreadsheets, memoranda, stenographic or handwritten notes, reports, records, telegrams, schedules, diaries, notebooks, logbooks, invoices, accounting records, work sheets, charts, notes, drafts, scribblings, recordings, visual displays, photographs, minutes of meetings, tabulations, computations, summaries, inventories, and writings regarding conferences, conversations or telephone conversations, and any and all other taped, recorded, written, printed or typed matters of any kind or description; every copy of the foregoing whether or not the original is in the possession, custody, or control of the CONSULTANT, and every copy of any of the foregoing, whether or not such copy is a copy identical to an original, or whether or not such copy contains any commentary or notation whatsoever that does not appear on the original.

For purposes of this AGREEMENT, "ESI" means any and all computer data or electronic recorded media of any kind, including "Native Files", that are stored in any medium from which it can be retrieved and examined, either directly or after translation into a reasonably useable form. ESI may include information and/or documentation stored in various software programs such as Email, Outlook, Word, Excel, Access, Publisher, PowerPoint, Adobe Acrobat, SQL databases, or any other software or electronic communication programs or databases that the CONSULTANT may use in the performance of its operations. ESI may be located on network servers, backup tapes, smart phones, thumb drives, CDs, DVDs, floppy disks, work computers, cell phones, laptops, or any other electronic device that CONSULTANT uses in the performance of its Work or SERVICES hereunder, including any personal devices used by the CONSULTANT or any sub-consultant at home.

"Native files" are a subset of ESI and refer to the electronic format of the application in which such ESI is normally created, viewed, and /or modified

The CONSULTANT shall include this section XX "Records Maintenance" in every subcontract it enters into in relation to this AGREEMENT and bind the sub-consultant to its terms, unless expressly agreed to otherwise in writing by the AGENCY prior to the execution of such subcontract.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year shown in the "Execution Date" box on page one (1) of this AGREEMENT.

| | |
|---|---|
| Signature | Date |
| Signature | Date |

*Any modification, change, or reformation of this AGREEMENT shall require approval as to form by the Office of the Attorney General.*

Project No.

"See Attached"

# *Exhibit B*
# *DBE Participation Plan*

In the absents of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

"WSDOT DBE Goal is 16%"; Civtech Inc. will be used to meet the DBE commitment with an amount of $56,337 (19%) of the total project.

"See Attached WSDOT Letter"

# *Exhibit C*
# *Preparation and Delivery of Electronic Engineering and Other Data*

In this Exhibit the agency, as applicable, is to provide a description of the format and standards the consultant is to use in preparing electronic files for transmission to the agency. The format and standards to be provided may include, but are not limited to, the following:

I. Surveying, Roadway Design & Plans Preparation Section

A. Survey Data

Meet city's current survey datum if needed

B. Roadway Design Files

Meet current roadway dimensions and profile

C. Computer Aided Drafting Files

Meet City Standards

D. Specify the Agency's Right to Review Product with the Consultant

E. Specify the Electronic Deliverables to Be Provided to the Agency

"pdf" Format

F. Specify What Agency Furnished Services and Information Is to Be Provided

Any roadway and bridge drawings which are available. These drawings will be in a pdf format.

II. Any Other Electronic Files to Be Provided

III. Methods to Electronically Exchange Data

Email or ftp site.

A. Agency Software Suite

B. Electronic Messaging System

C. File Transfers Format

"See Attached"

# *Exhibit E*
# *Sub-consultant Cost Computations*

If no sub-consultant participation listed at this time. The CONSULTANT shall not sub-contract for the performance of any work under this AGREEMENT without prior written permission of the AGENCY. Refer to section VI "Sub-Contracting" of this AGREEMENT.

"See Attached"

**APPENDIX A**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, ***(Federal Highway Administration)***, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. ***[Include Washington State Department of Transportation specific program requirements.]***

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. ***[Include Washington State Department of Transportation specific program requirements.]***

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the ***(Federal Highway Administration)*** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the ***(Federal Highway Administration)***, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the ***(Federal Highway Administration)*** may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the ***(Federal Highway Administration)*** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

**Pertinent Non-Discrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

| | |
|---|---|
| Exhibit G-1(a) | Certification of Consultant |
| Exhibit G-1(b) | Certification of _____ |
| Exhibit G-2 | Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions |
| Exhibit G-3 | Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying |
| Exhibit G-4 | Certificate of Current Cost or Pricing Data |

## Exhibit G-1(a) Certification of Consultant

I hereby certify that I am the and duly authorized representative of the firm of

Kpff Consulting Engineers

whose address is

1601 Fifth Ave. Suite 1600, Seattle, WA 98101

and that neither the above firm nor I have

a) Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above CONSULTANT) to solicit or secure this AGREEMENT;

b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this AGREEMENT; or

c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above CONSULTANT) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out this AGREEMENT; except as hereby expressly stated (if any);

I acknowledge that this certificate is to be furnished to the City of Spokane

and the Federal Highway Administration, U.S. Department of Transportation in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

Kpff Consulting Engineers

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-1(b) Certification of Kpff Consulting Engineers

I hereby certify that I am the:

☒ Project Manager

☐ Other

of the Washington-Stevens Br. Deck Rehab Design, and _____

or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this AGREEMENT to:

a) Employ or retain, or agree to employ to retain, any firm or person; o

b) Pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as hereby expressly stated (if any):

I acknowledge that this certificate is to be furnished to the City of Spokane

and the Federal Highway Administration, U.S. Department of Transportation, in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

Signature _____ Date _____

## Exhibit G-2 Certification Regarding Debarment Suspension and Other Responsibility Matters - Primary Covered Transactions

I. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

B. Have not within a three (3) year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State anti-trust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

C. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; an

D. Have not within a three (3) year period preceding this application / proposal had one or more public transactions (Federal, State and local) terminated for cause or default.

II. Where the prospective primary participant is unable to certify to any of the statements in this certification such prospective participant shall attach an explanation to this proposal.

Kpff Consulting Engineers

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-3 Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative AGREEMENT, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative AGREEMENT.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative AGREEMENT, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the require certification shall be subject to a civil penalty of not less than $10,000.00, and not more than $100,000.00 for each such failure.

   The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier sub-contracts, which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

Kpff Consulting Engineers

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

## Exhibit G-4 Certification of Current Cost or Pricing Data

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in section of the Federal Acquisition Regulation (FAR) and required under FAR subsection 15.403-4) submitted, either actually or by specific identification in writing, to the Contracting Officer or to the Contracting Officer's representative in support of Washington-Stevens Br. Deck Rehabilitation Design* are accurate, complete, and current as of _____**.

This certification includes the cost or pricing data supporting any advance AGREEMENT's and forward pricing rate AGREEMENT's between the offer or and the Government that are part of the proposal.

Firm: Kpff Consulting Engineers

_____ _____

Signature Title

Date of Execution _____***:

*Identify the proposal, quotation, request for pricing adjustment, or other submission involved, giving the appropriate identifying number (e.g. project title.)
**Insert the day, month, and year, when price negotiations were concluded and price AGREEMENT was reached.
***Insert the day, month, and year, of signing, which should be as close as practicable to the date when the price negotiations were concluded and the contract price was agreed to.

# *Exhibit H*
# *Liability Insurance Increase*

**To Be Used Only If Insurance Requirements Are Increased**

The professional liability limit of the CONSULTANT to the AGENCY identified in Section XII, Legal Relations and Insurance of this Agreement is amended to $ _____ .

The CONSULTANT shall provide Professional Liability insurance with minimum per occurrence limits in the amount of $ _____.

Such insurance coverage shall be evidenced by one of the following methods:

- Certificate of Insurance
- Self-insurance through an irrevocable Letter of Credit from a qualified financial institution

Self-insurance through documentation of a separate fund established exclusively for the payment of professional liability claims, including claim amounts already reserved against the fund, safeguards established for payment from the fund, a copy of the latest annual financial statements, and disclosure of the investment portfolio for those funds.

Should the minimum Professional Liability insurance limit required by the AGENCY as specified above exceed $1 million per occurrence or the value of the contract, whichever is greater, then justification shall be submitted to the Federal Highway Administration (FHWA) for approval to increase the minimum insurance limit.

If FHWA approval is obtained, the AGENCY may, at its own cost, reimburse the CONSULTANT for the additional professional liability insurance required.

Notes: Cost of added insurance requirements: $ _____.

- Include all costs, fee increase, premiums.
- This cost shall not be billed against an FHWA funded project.
- For final contracts, include this exhibit

# *Exhibit I*
# *Alleged Consultant Design Error Procedures*

The purpose of this exhibit is to establish a procedure to determine if a consultant has alleged design error is of a nature that exceeds the accepted standard of care. In addition, it will establish a uniform method for the resolution and/or cost recovery procedures in those instances where the agency believes it has suffered some material damage due to the alleged error by the consultant.

**Step 1 Potential Consultant Design Error(s) is Identified by Agency's Project Manager**

At the first indication of potential consultant design error(s), the first step in the process is for the Agency's project manager to notify the Director of Public Works or Agency Engineer regarding the potential design error(s). For federally funded projects, the Region Local Programs Engineer should be informed and involved in these procedures. (Note: The Director of Public Works or Agency Engineer may appoint an agency staff person other than the project manager, who has not been as directly involved in the project, to be responsible for the remaining steps in these procedures.)

**Step 2 Project Manager Documents the Alleged Consultant Design Error(s)**

After discussion of the alleged design error(s) and the magnitude of the alleged error(s), and with the Director of Public Works or Agency Engineer's concurrence, the project manager obtains more detailed documentation than is normally required on the project. Examples include all decisions and descriptions of work, photographs, records of labor, materials, and equipment.

**Step 3 Contact the Consultant Regarding the Alleged Design Error(s)**

If it is determined that there is a need to proceed further, the next step in the process is for the project manager to contact the consultant regarding the alleged design error(s) and the magnitude of the alleged error(s). The project manager and other appropriate agency staff should represent the agency and the consultant should be represented by their project manager and any personnel (including sub-consultants) deemed appropriate for the alleged design error(s) issue.

**Step 4 Attempt to Resolve Alleged Design Error with Consultant**

After the meeting(s) with the consultant have been completed regarding the consultant's alleged design error(s), there are three possible scenarios:

- It is determined via mutual agreement that there is not a consultant design error(s). If this is the case, then the process will not proceed beyond this point.
- It is determined via mutual agreement that a consultant design error(s) occurred. If this is the case, then the Director of Public Works or Agency Engineer, or their representatives, negotiate a settlement with the consultant. The settlement would be paid to the agency or the amount would be reduced from the consultant's agreement with the agency for the services on the project in which the design error took place. The agency is to provide LP, through the Region Local Programs Engineer, a summary of the settlement for review and to make adjustments, if any, as to how the settlement affects federal reimbursements. No further action is required.
- There is not a mutual agreement regarding the alleged consultant design error(s). The consultant may request that the alleged design error(s) issue be forwarded to the Director of Public Works or Agency Engineer for review. If the Director of Public Works or Agency Engineer, after review with their legal counsel, is not able to reach mutual agreement with the consultant, proceed to Step 5.

**Step 5 Forward Documents to Local Programs**

For federally funded projects, all available information, including costs, should be forwarded through the Region Local Programs Engineer to LP for their review and consultation with the FHWA. LP will meet with representatives of the agency and the consultant to review the alleged design error(s), and attempt to find a resolution to the issue. If necessary, LP will request assistance from the Attorney General's Office for legal interpretation. LP will also identify how the alleged error(s) affects eligibility of project costs for federal reimbursement.

- If mutual agreement is reached, the agency and consultant adjust the scope of work and costs to reflect the agreed upon resolution. LP, in consultation with FHWA, will identify the amount of federal participation in the agreed upon resolution of the issue.
- If mutual agreement is not reached, the agency and consultant may seek settlement by arbitration or by litigation.

# *Exhibit J*
# Consultant Claim Procedures

The purpose of this exhibit is to describe a procedure regarding claim(s) on a consultant agreement. The following procedures should only be utilized on consultant claims greater than $1,000. If the consultant's claim(s) total a $1,000 or less, it would not be cost effective to proceed through the outlined steps. It is suggested that the Director of Public Works or Agency Engineer negotiate a fair and reasonable price for the consultant's claim(s) that total $1,000 or less.

This exhibit will outline the procedures to be followed by the consultant and the agency to consider a potential claim by the consultant.

**Step 1 Consultant Files a Claim with the Agency Project Manager**

If the consultant determines that they were requested to perform additional services that were outside of the agreement's scope of work, they may be entitled to a claim. The first step that must be completed is the request for consideration of the claim to the Agency's project manager.

The consultant's claim must outline the following:

- Summation of hours by classification for each firm that is included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Timeframe of the additional work that was outside of the project scope;
- Summary of direct labor dollars, overhead costs, profit and reimbursable costs associated with the additional work; and
- Explanation as to why the consultant believes the additional work was outside of the agreement scope of work.

**Step 2 Review by Agency Personnel Regarding the Consultant's Claim for Additional Compensation**

After the consultant has completed step 1, the next step in the process is to forward the request to the Agency's project manager. The project manager will review the consultant's claim and will met with the Director of Public Works or Agency Engineer to determine if the Agency agrees with the claim. If the FHWA is participating in the project's funding, forward a copy of the consultant's claim and the Agency's recommendation for federal participation in the claim to the WSDOT Local Programs through the Region Local Programs Engineer. If the claim is not eligible for federal participation, payment will need to be from agency funds.

If the Agency project manager, Director of Public Works or Agency Engineer, WSDOT Local Programs (if applicable), and FHWA (if applicable) agree with the consultant's claim, send a request memo, including backup documentation to the consultant to either supplement the agreement, or create a new agreement for the claim. After the request has been approved, the Agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit. No further action in needed regarding the claim procedures.

If the Agency does not agree with the consultant's claim, proceed to step 3 of the procedures.

**Step 3 Preparation of Support Documentation Regarding Consultant's Claim(s)**

If the Agency does not agree with the consultant's claim, the project manager shall prepare a summary for the Director of Public Works or Agency Engineer that included the following:

- Copy of information supplied by the consultant regarding the claim;
- Agency's summation of hours by classification for each firm that should be included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Agency's summary of direct labor dollars, overhead costs, profit and reimbursable costs associate with the additional work;
- Explanation regarding those areas in which the Agency does/does not agree with the consultant's claim(s);
- Explanation to describe what has been instituted to preclude future consultant claim(s); and
- Recommendations to resolve the claim.

**Step 4 Director of Public Works or Agency Engineer Reviews Consultant Claim and Agency Documentation**

The Director of Public Works or Agency Engineer shall review and administratively approve or disapprove the claim, or portions thereof, which may include getting Agency Council or Commission approval (as appropriate to agency dispute resolution procedures). If the project involves federal participation, obtain concurrence from WSDOT Local Programs and FHWA regarding final settlement of the claim. If the claim is not eligible for federal participation, payment will need to be from agency funds.

**Step 5 Informing Consultant of Decision Regarding the Claim**

The Director of Public Works or Agency Engineer shall notify (in writing) the consultant of their final decision regarding the consultant's claim(s). Include the final dollar amount of the accepted claim(s) and rationale utilized for the decision.

**Step 6 Preparation of Supplement or New Agreement for the Consultant's Claim(s)**

The agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit

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# [7/18/22]
# Exhibit A-1
# Scope of Work

## Washington and Stevens Bridge Rehab

### PROJECT DESCRIPTION

The primary purpose of this project is to rehabilitate the driving surface of three bridges: Washington St. South Channel, Washington St. North Channel, and the Stevens St. Bridge. All three bridges are post-tensioned cast-in-place concrete box girders. The existing bridge deck surface is in poor shape and the existing expansion joints are maintenance issues due to repeated damage from snow plows and daily traffic. The project will include installation of a new bridge overlay, replacement of the bridge expansion joints, and an overlay of Washington Street between the North Channel and South Channel bridges.

Project work includes all field-inspection, material testing, and design work required to prepare the complete PS&E documents for required modifications to the structure. Project management, structural engineering, material testing, civil engineering, and maintenance of traffic will be completed by the design team. The City of Spokane will be the main point of contact with WSDOT and assist with providing project data as needed to complete permitting and design.

### *ANTICIPATED SCHEDULE*

| | |
|---|---|
| NTP | September 1, 2022 |
| Design Memo | November 15, 2022 |
| 60% PS&E | January 15, 2022 |
| 100% PS&E | March 1, 2023 |
| Ad PS&E | April 2023 |
| Construction | Summer 2023 |

### *PROJECT TEAM*

The project team includes:

| | |
|---|---|
| Owner | City of Spokane (City) |
| Prime Consultant | KPFF Consulting Engineers (KPFF) |
| Subconsultant—Civil Engineering | CivTech Inc. (DBE) |

***DELIVERABLES LIST***

- Draft and Final Design Memo
- Draft and Final Load Ratings
- 60% PSE (Plans, Specs and Estimate w/Quantities)
- 100% PSE (Plans, Specs and Estimate w/Quantities)
- AD PSE (Plans, Specs and Estimate w/Quantities)
- Format of deliverables: electronic pdf
- Scope and fee for construction phase services

***ANTCIPATED DRAWING LIST***

1. Title Sheet with Vicinity Map
2. General Notes
3. Plan and Elevation (up to 3 sheets)
4. Typical Section (3 sheets)
5. Construction Staging (3 sheets)
6. Overlay Details (6 sheets)
7. Expansion Joint Replacement Details (6 sheets)
8. Miscellaneous Details
9. Civil Sheets (13 sheets, see Civil Section for details)

***GLOBAL PROJECT ASSUMPTIONS***

1. Direct correspondence and coordination with WSDOT (Local Programs) will be the responsibility of the City.
2. KPFF will prepare Plans, Engineers Estimate, and Special Provisions Division 1 through 9. Any other documents necessary for bidding project to be provided by City. City to advertise.
3. Permitting by City.
4. No survey performed during design phase.
5. No improvements off of the bridge or outside of existing roadway footprint. No in-water work and no work below OHW.
6. Construction support services are not included in this scope and will be provided near the end of the design phase.

***SCOPE OF WORK***

***TASK NO. 1.0 – PROJECT MANAGEMENT***

KPFF will coordinate with the City and manage the design team engineering activities necessary for completion of the work. This work will include:

- Prepare and update project schedule with major milestones.
- Coordinate with the City as required to perform the work.
- Attend meetings with client. Take and distribute meeting minutes via email.
- Coordinate with and lead the design team.

- Prepare contract, progress reports, and invoices. Aggregate sub invoices and progress reports into a single invoice/report submitted to the City.
- Perform mandatory monthly WSDOT DBE reporting.

Assumptions
- 1 kick-off meeting and up to 10 online/phone call meetings with client.

Deliverables
- Schedule
- Monthly progress reports and invoices
- Meeting minutes typed into an email
- Monthly DBE reporting

## *TASK NO. 2.0 – STRUCTURAL ENGINEERING (KPFF)*

Structural Engineering design services shall include all work tasks necessary to complete investigations, research, analyses, calculations, design, and other miscellaneous work that may be required for preparation of 60% and 100% PS&E documents.

### Task 2.1 – Inspection

KPFF will perform a field inspection of the bridge. Elements to be inspected include: deck, expansion joints, railings, and sidewalk. Inside of box girders is excluded. GPR will be used to determine depth of existing rebar. Concrete cores will be taken from the deck (assume 8-10). Cores will be tested for chlorides. Cores will be drilled partial depth and then patched on site during the inspection. Rebar will be scanned prior to coring. KPFF will coordinate with coring and chloride testing subcontractors and self-perform core patching work.

### Task 2.2 – Structural Analysis

KPFF will perform analysis to determine the suitability of the bridges to handle a new overlay. Analysis will include evaluation of the deck to account for reduced thickness after scarification and as required to support construction equipment and staged construction to install overlay. KPFF will perform the analysis in accordance with the WSDOT Bridge Design Manual (BDM). Analysis will be performed with the following software: BRIDG, SAP2000, and/or Excel.

### Task 2.3 – Design Memo

KPFF will prepare a design memo to summarize findings of inspection, discuss options, and provide recommendations for rehab. The main element of the rehab is the deck overlay. Both a polyester modified concrete overlay and a standard modified concrete overlay will be evaluated. Evaluation criteria will look at pros and cons of each type and include cost, constructability, and structural analysis of added weight. Results of the inspection will include chloride testing of cores, rebar depth (limited to accessible areas) field photos, and replacement recommendation for expansion joint. Expansion joints include the transverse joints and the longitudinal joint between Stevens and Washington bridges. Design memo will include preliminary cost estimate.

**Task 2.4 – Plans, specifications and estimate (PS&E)**
KPFF will prepare plans, specifications, and estimate. KPFF will submit 60% and 100% PS&E review documents to the City. It is assumed that the 100% will be reviewed by WSDOT for funding obligation compliance. Any comments by WSDOT will be addressed in the AD submittal.

Assumptions

- Inspection anticipated to take 3-days. Coring and patching will occur at the same time as inspection. It is anticipated that all cores and GPR will be taken in one lane of each bridge. One single lane closure for each bridge will be required to perform the work.
- Inside of box girders will not be inspected.
- Design will be developed assuming that construction will need to be phased to maintain traffic throughout construction.
- KPFF to provide all submittals to the City. City to coordinate with WSDOT.
- KPFF will prepare Plans, Engineers Estimate, and Special Provisions Division 1 through 9. Any other documents necessary for bidding project to be provided by City. City to advertise.
- City comments to be provided in excel sheet or on pdf of deliverable. City will aggregate all internal comments into one single document before providing comments. City review comments will be provided within 2 weeks after submittal by KPFF to City.
- WSDOT review comments to be provided within 4 weeks after submittal by City to WSDOT.

Deliverables

- Draft and Final Design Memo (includes inspection and structural analysis findings, rehab recommendations, and cost estimate)
- 60% PS&E
- 100% PS&E
- AD PS&E

***TASK NO. 3.0 – STRUCTURAL ENGINEERING SUPPORT***

**Task 3.1 – Structural Support**
Chudgar Engineering will provide structural engineering support on an as-needed basis.

## *TASK NO. 4.0 – CIVIL ENGINEERING (CIVTECH—SUBCONSULTANT)*

### Task 4.1 – Project Management and Administration

The purpose of this task is to describe the necessary services to perform and control the various elements of the Project design so that this scope of work is delivered.

### Task 4.1.1 – Project Management and Invoicing

Activities include the following:

- An experienced roadway lead will be provided to oversee, schedule, and manage the civil work.
- Electronic copies of deliverables defined in the scope of work will be transmitted to the City. A record of deliverable documents transmitted to the City shall be kept.
- A Quality Assurance / Quality Control Plan for the design of the Project will be prepared.
- Monthly invoices and detailed progress report shall be provided.
- Project documentation, records, and prepare electronic files to be retained and transmitted to the Client will be assembled.

Assumptions

- Public meetings are not expected for the Project design.
- The Project contract duration will be determined based on the outcomes of the bridge evaluation. For purposes of this scope, the total project duration is anticipated to be five (5) months, beginning June 20, 2022 and ending November 30, 2022.

Deliverables

- Monthly invoice and progress report.
- Quality Assurance / Quality Control Plan.

### Task 4.1.2 – Project Team Coordination Meetings

Activities include the following:

- The consultant shall attend one (1) initial design kick-off meeting lasting for one (1) hour. The consultant's roadway or traffic lead will attend.
- The consultant shall organize, prepare for, and attend monthly one (1) hour meetings virtually with the Client providing updates on the project work. It is assumed that three (3) one (1) hour meetings will be held and attended by the consultant's roadway or traffic lead.
- The consultant shall coordinate on roadway and traffic design elements. The coordination is assumed to take two (2) hours per month for five (5) months duration.

Assumptions

- The initial kick-off meeting and monthly update meetings will be held virtually.
- Coordination will occur via phone, email, or virtual meetings.

Deliverables

- Weekly emails and phone calls.
- Virtual meetings.
- Monthly work updates electronically.

**Task 4.2 – Traffic and Roadway Design**

The purpose of this task is to describe the necessary services to perform the traffic and roadway design portion of the Project.

**Task 4.2.1 – Data Collection**

Existing data pertinent to the design of the Project that is available from the City, franchise utilities, and other sources will be collected. The data may include ROW information, topographic surveys, existing utility locations, and previous reports and documents pertaining to the project.

Assumptions

- The City will provide available survey and utility information in AutoCAD or PDF format.
- No new survey information will be collected as part of this Project.
- The consultant will receive utility locate information prior to initiating design.
- The City will provide necessary as-built information for the roadways.
- One (1) site visit to confirm existing conditions will be performed by the roadway or traffic lead.

Deliverables

- Data will be included in the final design plans.

**Task 4.2.2 – Survey and Base Mapping**

The City will provide any survey and base mapping information needed for preparation of the design plans. No new survey or base mapping is anticipated.

Assumptions

- The City will provide available survey and utility information in AutoCAD or PDF format.

Deliverables

- Data will be included in the final design plans.

**Task 4.2.3 – 60% Design**

The following activities will be needed to prepare the 60% design plans for the Project.

**Task 4.2.3.1 – Roadway Plan and Typical Sections**
The consultant will prepare plan and typical section drawings showing the horizontal alignment and cross-section for the roadway approaches to the three bridges as well as along Washington Street between the North and South Channels. Preliminary plan and typical section sheets will be produced for Project.

**Task 4.2.3.2 – Roadway Pavement Marking**
The consultant will prepare pavement marking plans for the Project. The plans will show dimensions for lanes, pavement marking symbols, and tapers to meet the requirements of the MUTCD and City standards.

**Task 4.2.3.3 – Maintenance of Traffic and Construction Phasing**
The consultant will prepare maintenance of traffic and phasing design plans for the Project. The maintenance of traffic plans will show dimensions for lanes, temporary pavement markings or delineation as needed, tapers, sign types, and locations to meet the requirements of the MUTCD and City Standards. Any detour routes needed will be identified with advanced signing per the MUTCD. The phasing plans will show the conceptual construction phasing defining the work zone and area open to live traffic.

**Task 4.2.3.4 – Specifications and Engineers' Estimate**
The City will provide the consultant with the current version of the City's Special Provisions. The City's administrative sections of the contract documents including advertisement for bids, information for bidders, and bid package information will be provided to the consultant in Word format. The consultant will provide the Client with pertinent modifications to incorporate for the roadway and traffic design components.

The consultant will prepare and provide the City with a 60% engineer's estimate based on the design needs and will include a contingency.

<u>Assumptions</u>

- Design plans will be prepared based on aerial or survey information provided by the City.
- Design plans will not be reviewed by outside agencies, such as WSDOT, including the traffic control plans.
- ADA design is not included as part of this Project.
- Drainage design is not included as part of this Project.
- The City will provide the consultant with the most current version of the City's Special Provisions in Word format.
- WSDOT APWA GSPs may be utilized for this project.
- The City will review the 60% design package and provide one set of compiled comments to the consultant for incorporation into the City 60% submittal.
- The City will review the 60% plan submittal. The City will provide the consultant with one (1) compiled set of comments to address and incorporate into the 100% submittal package.

- One (1) comment-response meeting will be held to discuss the 60% comments. The comment-response meeting will be held virtually and attended by the consultant roadway or traffic lead.
- Temporary erosion and sedimentation control (TESC) notes will be included on the plan sheets. No separate TESC plan will be prepared for the Project.
- Plan Sheets
  - Roadway – each sheet has plan view, cross-section, construction notes, legend, quantities, at 40 scale.
    - 1 Sheet for Stevens Bridge
    - 1 Sheet for Washington South Bridge
    - 1 Sheet for Washington tunnel
    - 1 Sheet for Washington North Bridge
  - Striping - each sheet in plan view, construction notes, legend, quantities, at 40 scale.
    - 1 Sheet for Stevens Bridge
    - 1 Sheet for Washington South Bridge
    - 1 Sheet for Washington tunnel
    - 1 Sheet for Washington North Bridge
  - MOT
    - Assumed keeping all roadways open – single lane closures, only 1 lane closed at a time:
      - 2 phases for each direction, 1 sheet each = 4 plan sheets
      - 1 Sheet for notes, quantities, phase descriptions
    - If full closure with detours:
      - 2 Sheets closure devices (1 at each end)
      - 1 Sheet for vehicle detour
      - 1 Sheet for pedestrian detour
      - 1 Sheet for notes, quantities, description

Deliverables

- Plan sheets identified in the above assumptions in PDF format.
- Engineer's estimate in PDF format.
- Specifications in PDF or Word format.

**Task 4.2.4 – 100% Design**

The consultant will use the 60% design plans and progress to the 100% design and plans for submittal to the City for review. The consultant will incorporate 60% design review comments from the City while advancing the 100% design. The consultant will update the 60% Engineer's Estimate and Specifications to a 100% level including adding anticipated bid items and costs, and removing any 60% design contingencies.

***TASK NO. 5.0 – BID SUPPORT***

**Task 5.1 – Bid Support**

KPFF will provide bid support services.

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/7/2022 |
| | | **Clerk's File #** | OPR 2021-0656 |
| | | **Renews #** | |
| **Submitting Dept** | INTEGRATED CAPITAL MANAGEMENT | **Cross Ref #** | |
| **Contact Name/Phone** | MARCIA DAVIS 625-6398 | **Project #** | 2021081 |
| **Contact E-Mail** | MDAVIS@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | Contract Item | **Requisition #** | CR 24047 |
| **Agenda Item Name** | 4250 - GHD AMENDMENT - LINK STRATEGY FOR WATER INFRASTRUCTURE | | |

**Agenda Wording**

Amendment to the agreement with GHD, Inc. to develop future infrastructure concept designs and costs associated with the City of Spokane (COS) continuing to provide the City of Airway Heights (CAH) with water service.

**Summary (Background)**

This contract amendment will develop concept designs and cost estimates of supplying water to CAH through 2040. the amended agreement amount of $87,884.72 is funded by CAH. The original scope with GHD for the 20 year plan of the COS Water System did not include long-term water service supply to CAH. Ongoing CAH well contamination issues has left COS as the sole water provide to CAH. CAH has requested COS provide an estimate for capital costs for infrastructure to supply long-term water service.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Neutral | **$** $87,884.72 | **#** 4250-42300-94340-56501-15769 |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | DAVIS, MARCIA | **Study Session\Other** | UE 10/10/22 |
| **Division Director** | FEIST, MARLENE | **Council Sponsor** | Kinnear |
| **Finance** | ALBIN-MOORE, ANGELA | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | jennifer.price@ghd.com | |
| **For the Mayor** | PERKINS, JOHNNIE | eraea@spokanecity.org | |
| **Additional Approvals** | | mdavis@spokanecity.org | |
| **Purchasing** | | nsulya@spokanecity.org | |
| | | publicworksaccounting@spokanecity.org | |
| | | | |
| | | | |

# Committee Agenda Sheet
## Urban Experience

| | |
|---|---|
| **Submitting Department** | Integrated Capital Management Department-Public Works Division |
| **Contact Name & Phone** | Marcia Davis 625-6398 |
| **Contact Email** | mdavis@spokanecity.org |
| **Council Sponsor(s)** | Lori Kinnear |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | Contract Amendment for Link Utilities Strategy for Water |
| **Summary (Background)** | The City entered into a contract with GHD, Inc. for Link Utilities Strategy for Spokane Water System in September 2021. The goal of this study is to develop a sustainable, resilient, and affordable plan to meet water demands for the next 20 years.<br><br>The scope of this contract amendment is to develop concept designs and cost estimates to supply water to the City of Airway Heights through 2040. The current agreement with Airway Heights is being extended for 3 years. One of the requirements in the agreement is that a 20 year capital plan will be funded by Airway Heights to determine proportional cost if the City supplies water into the future. |
| **Proposed Council Action & Date:** | Approve amended scope and fee for contract |

**Fiscal Impact:**
Total Cost: $87,884.72
Approved in current year budget? ☐ Yes ☐ No ■ N/A

Funding Source ■ One-time ☐ Recurring
Specify funding source: City of Airway Heights

Expense Occurrence ■ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Public Works services and projects are designed to serve all citizens and businesses. We strive to offer a consistent level of service to all, to distribute public investment throughout the community, and to respond to gaps in services identified in various City plans. We recognize the need to maintain affordability and predictability for utility customers. And we are committed to delivering work that is both financially and environmentally responsible. This item supports the operations of Public Works.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A – This is a public works project to address drinking water capacity and should not impact racial, gender identity, national origin, income level, disability, sexual orientation, or other existing disparity factors.

| |
|---|
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?<br><br>Public Works follows the City's established procurement and public works bidding regulations and policies to bring items forward, and then uses contract management best practices to ensure desired outcomes and regulatory compliance. |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?<br><br>This project is consistent with our adopted six-year programs as well as the annual budget and strategic initiative to advance street maintenance activities.<br><br>It also supports priority action WR 6.1 in our Sustainability Action Plan (2021). |

City Clerk's No. 2021-0656
Engineering Services Project 2021081

# City of Spokane

## CONTRACT AMENDMENT

Title: **LINK STRATEGY FOR WATER**

This Contract Amendment is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **GHD INC.,** whose address is 9725 Third Avenue, NW, Seattle, Washington 98115 as ("Consultant"), individually hereafter referenced as a "party", and together as the "parties".

*WHEREAS, the parties entered into a Contract wherein the Consultant agreed to perform a Development of a Link Strategy for the City's Water; and*

*WHEREAS, additional work has been requested, thus, the original Contract needs to be formally Amended by this written document; and*

*NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:*

**1. CONTRACT DOCUMENTS.**
The Contract, dated October 13, 2021, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

**2. EFFECTIVE DATE.**
This Contract Amendment shall become effective on October 24, 2022.

**3. AMENDMENT.**
The original Agreement is hereby amended to allow Task 6 – City of Airway Heights Water Infrastructure Analysis in accordance with the attached Scope of Work and Fee Schedule.

**4. COMPENSATION.**
The City shall pay an additional amount not to exceed **EIGHTY-SEVEN THOUSAND EIGHT HUNDRED EIGHTY-FOUR AND 72/100 DOLLARS ($87,884.72)**, and applicable sales tax, for everything furnished and done under this Contract Amendment. This is the maximum amount to be paid under this Amendment, and shall not be exceeded without the prior written authorization of the City, memorialized with the same formality as the original Contract and this document.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Amendment by having legally-binding representatives affix their signatures below.

**GHD INC.**

By_____
Signature Date

_____
Type or Print Name

_____
Title

**CITY OF SPOKANE**

By_____
Signature Date

_____
Type or Print Name

_____
Title

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

**Attachments that are part of this Agreement**:
Consultant's Task 6 Scope of Work and Fee Schedule

22-183

**February 22, 2022**

# City of Spokane Link Utilities for Water Strategy Scope of Work Addendum (Task 6)

# Description of Work:

GHD, Inc. (Contractor) will provide planning and engineering support to the City of Spokane (COS) for the development of Link Utilities for Water Strategy. This project's goal is to develop a plan for their Water System that will meet the demands for the next 20 years and to create a sustainable, resilient, and affordable future that is endorsed by key stakeholders. This will be done by creating resiliency within the water system while balancing levels of service; existing and future planning and development needs; anticipating growth, regulatory changes, foreseen and unforeseen risks (including climatic impacts); addressing aging infrastructure and maintenance requirements, as well as meeting community expectations and maintaining affordability of water services. The project will be delivered through the following six core tasks:

- Task 1: Project Management
- Task 2: Communications and Engagement
- Task 3: Multi-Objective Criteria Analysis
- Task 4: Link Strategy for Water Development
- Task 5: Coordination with Other Efforts and Other As-Needed Services
- **Task 6: City of Airway Heights Water Infrastructure Analysis**

This addendum to the scope of work focuses on Task 6.

# Addendum to Scope of Work

## Task 6: City of Airway Heights Water Infrastructure Analysis

Task 6 consists of developing concept designs and cost estimates for the City of Spokane (COS) to provide water to the City of Airway Heights (CAH) as described in this scope of work. To accomplish this task, the Contractor will perform the following work.

The COS needs to understand the capital cost to provide the CAH water service for current and future needs. The COS has two interties with the CAH, which were initially developed to provide supplemental water service to CAH's well supply system. When per-and polyfluoroalkyl substances (PFAs) contamination was discovered in the CAH wells, the COS became the sole water provider to CAH as most of the wells are contaminated and no longer available for use. CAH does use uncontaminated well water for supply during the summer to augment COS supplied water. The COS has planned capital facilities to serve growth in their service area but did not plan on providing CAH long-term water service. CAH has requested that the COS provide an estimate for the cost to develop infrastructure to supply long-term water service through 2040.

To develop these cost estimates:

- Up to three (3) Infrastructure scenarios will be identified and reviewed with the COS
- A preferred scenario will be selected using decision science or the MODA developed for the Link Utility for Water Strategy.

– The preferred scenario will be modelled using the COS's existing InfoWater model, which will be updated under a separate contractor to include project future flows.
– Cost estimates for infrastructure improvements will be developed following Association for the Advancement of Cost Engineering (AACE) Level 5 cost estimate guideline classifications. Specifically, the contractor will:
    - Model future demands and requested flow rates from CAH, using the COS's calibrated InfoWater model, to determine what capital facilities are needed. Model analysis will include extended period simulations using the existing model for a >48-hour simulation duration.
    - Propose a phased implementation plan for the capital infrastructure identified from the model results, with phasing in 5-year increments (2025, 2030, 2035, and 2040).
    - Prepare a concept level capital cost estimate based upon Association for the Advancement of Cost Engineering (AACE) Level 5 cost estimate classification for each phase. The proportional cost attributed to CAH and/or the COS also will be provided by phase.

The results of this analysis will be summarized in a short technical memorandum (TM). The TM will provide an overview of the analysis, assumptions, and results including the infrastructure needed (i.e., plan view figures showing the locations of proposed infrastructure) to provide long-term water service to CAH and the capital cost associated with this service. One Draft and one Final TM will be developed and submitted in electronic format. One set of consolidated comments will be incorporated into the final TM. To complete this work up to four (4) project management meetings will be held to gather information, review infrastructure scenarios, select a preferred alternative, review model results, and provide an overview of the proposed infrastructure, cost, and summary TM.

**Assumptions:**

– The two interties between CAH and the COS will continue to be used for water supply. The interties are in the Spokane International Airport (SIA) Pressure Zone and the West Plains Pressure Zone.
– Up to three (3) infrastructure scenarios will be identified and reviewed with the COS. Only one (1) preferred scenario will be selected and modelled.
– CAH's service area will include proposed future Urban Growth Areas (i.e., staged growth patterns into these areas), which will be provided to the Contractor.
– CAH will provide demand rates both the max day and peak hour demand rates in gpm through 2040 in 5-year increments. Additional considerations (without analysis) should be noted for years beyond 2040, should be based on the UGA areas, and other known development plans that could impact demand.
– Future flows for CAH are based on current land use and development, which will be provided to Contractor by the COS based upon those developed as part of the Ongoing Future Flows Project (e.g., from HDR's 2022 Future Flows Memorandum).
– No changes to the water model will be made by the Contractor as part of this effort beyond the addition of the proposed infrastructure and adjustment to flow rates for each 5-year planning period from the Future Flow's memorandum.
– COS will provide future water demands for the InfoWater model through 2040. Future demands will be allocated for the planning period (i.e., through 2040). Future demands will be allocated into the model under the Future Flows Project, a separate contract, and the resulting model will be provided to the Contractor.
– Diurnal information for the CAH system will be provided to the Contractor within the model for analysis, including diurnal analysis for each of the desired 5-year increments of the plan.
– Capital facilities will be designed to meet the Washington State Department of Health Water System Design Manual (June 2019 current version).
– The Contractor will review the proposed capital improvements costs and suggest a method to proportionally distribute cost between CAH and the COS based on best engineering judgement. The

Contractor will review and discuss the recommended cost distribution with COS and CAH to reach consensus on the distribution of costs.

- AACE Class 5 concept level cost estimates will be prepared (+100% / - 50%) for capital infrastructure. Estimates will not include evaluation of funding from outside sources. Inflation rates for the planning horizon will be provided by the COS.
- In providing opinions of construction cost, the Contractor has no control over cost or price of labor and materials; unknown or latent conditions of existing equipment or structures that may affect operation or maintenance costs; competitive bidding procedures and market conditions; time or quality of performance by operating personnel or third parties; and other economic and operational factors that may materially affect the ultimate project cost or schedule. Therefore, the Contractor makes no warranty that actual project costs, financial aspects, economic feasibility, or schedules will not vary from our analyses, projections, and/or estimates.
- Project management cost are assumed to cover three months of activity. This project will have a separate invoice that the Contractor will provide status reports and invoices on a monthly (total of three [3]) and submit a task completion package consisting of native and where possible PDF file formats.
- Up to four (4) project management meetings are included as part of this task. An agenda and meeting summary will be developed for each of the 4 project management meetings.

## Deliverables:

Deliverables included as part of Task 6 include:

- One draft and one final TM provided in native file format and PDF file format.
- Revised InfoWater model files with proposed infrastructure improvements.

## GHD - PROJECT FEE ESTIMATING SHEET

**Project Name:** Spokane Link Utilities: Task 6 Addendum
**Client:** City of Spokane
**Prepared by:** Anne Lynch
**Date:** August 19, 2022
**Job Number:** 11224400

| Task / Item | LABOR CATEGORY > | Anne Lynch Senior Technical Director 2 PM | Jennifer Price Senior Technical Director 1 PD | Tonya Redfield Senior Technical Director 3 Asst PM | Casey Raines Senior Technical Director 3 QA/QC | Admin. | Total Staff Hours | Other Direct Fees | TOTAL GHD | Santtu Winter PM | Tori Berry Technical Lead | Josh Finley Project Engineer | Brad Phelps QC | Shad Roundy QC | Ben Kampf Cost | Total Sub Hours | Total Sub Staff | Sub Markup (4%) | TOTAL Sub | TOTAL FEE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HOURLY RATE > | $ 315.00 | $ 340.00 | $ 263.00 | $ 263.00 | $ 90.00 | | | | $211.16 | $188.46 | $136.30 | $301.29 | $234.90 | $235.39 | | | | | |
| **Phase Task 6 - City of Airway Heights Water Infrastructure Concept Design** | | | | | | | | | | | | | | | | | | | | |
| Review Materials/Model | | | | | | | 0 | $0 | **$0.00** | | 16 | | 4 | | | 20 | $4,220.52 | $168.82 | **$4,389.34** | **$4,389.34** |
| Conduct Baseline Simulation and Identify Infrastructure Needs | | | | | | | 0 | $0 | **$0.00** | | 16 | | 4 | | | 20 | $4,220.52 | $168.82 | **$4,389.34** | **$4,389.34** |
| Develop Infrastructure Options | | 2 | 1 | | 2 | | 5 | $33 | **$1,528.50** | | 24 | | 8 | 8 | | 40 | $8,812.56 | $352.50 | **$9,165.06** | **$10,693.56** |
| Screen/Review Infrastructure Options with the City | | 6 | | 4 | | | 10 | $65 | **$3,007.00** | 4 | 8 | 40 | 4 | | | 56 | $9,009.48 | $360.38 | **$9,369.86** | **$12,376.86** |
| Model Infrastructure Options | | | | | | | 0 | $0 | **$0.00** | | 40 | | 8 | 4 | | 52 | $10,888.32 | $435.53 | **$11,323.85** | **$11,323.85** |
| Review Modeling Results with the City | | 1 | | | 8 | | 9 | $59 | **$2,477.50** | 4 | 8 | | 4 | | | 16 | $3,557.48 | $142.30 | **$3,699.78** | **$6,177.28** |
| Prepare Cost Estimates for Infrastructure Improvements | | 1 | | | | | 1 | $7 | **$321.50** | | 8 | | 4 | | 40 | 52 | $12,128.44 | $485.14 | **$12,613.58** | **$12,935.08** |
| Prepare Technical Memorandum | | 4 | 1 | | 2 | | 7 | $46 | **$2,171.50** | 4 | 24 | 20 | 4 | | | 52 | $9,298.84 | $371.95 | **$9,670.79** | **$11,842.29** |
| Project Management | | 4 | 2 | 4 | | 4 | 14 | $91 | **$3,443.00** | 32 | 2 | 16 | 2 | | | 52 | $9,917.42 | $396.70 | **$10,314.12** | **$13,757.12** |
| | **Hours:** | **18.0** | **4.0** | **8.0** | **12.0** | **4.0** | 46 | | | 44 | 146 | 76 | 42 | 12 | 40 | 360 | | | | |
| **PROJECT TOTALS** | **Cost:** | **$5,670.00** | **$1,360.00** | **$2,104.00** | **$3,156.00** | **$360.00** | | $299 | **$12,949** | $9,291.04 | $27,515.16 | $10,358.80 | $12,654.18 | $2,818.80 | $9,415.60 | | $72,053.58 | $2,882.14 | **$74,935.72** | **$87,884.72** |

# Agenda Sheet for City Council Meeting of*

10/24/2022

Briefing date: 10/17/2022

Status: **ADDITIONAL APPROVALS**

| | | | |
|---|---|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 | | |
| Clerk's File # | OPR 2021-0272 | | |
| Renews # | | | |
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | Cross Ref # | |
| **Contact Name & Phone*:** | DEVIN BIVIANO 6577 | Project # | |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | Bid # | |
| Add'l Docs Attached? ☑ | Contract Item | Requisition # | |

**Agenda Item Name:** Begin with Dept #

1680 - CONTRACT AMENDMENT: ERA1 REALLOCATION, LIVEST(

**Agenda Wording*:** ( 98 character max) ☐ Additional attached?

CHHS is requesting permission to award the additional reallocation award of $218,121.99 in ERA 1.0 funds to geocko, inc. dba LiveStories (now FORWARD).

**Summary (Background)*:** ( 50 character max.) ☐ Additional attached?

In October 2021 Treasury announced it would begin accepting requests from Grantees for reallocated funds; in May 2022 they announced a second round of reallocation availability. The ERA1 statute required reallocated funds would only be available to Grantees that had obligated at least 65% of their ERA1 allocations. Funds are intended to prevent evictions by paying rental arrears, current due rent, future rent, and utilities and home energy costs.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 218,121.99 | # | 1760-95596-51040-54201- 99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

| **Approvals** | | **Council Notifications** (Date) ☐ None | |
|---|---|---|---|
| Dept Head | | Study Session / Other | PIES 10/24 |
| Division Director | | Council Sponsor | CP Beggs, CM Kinnear |
| Finance | | **Distribution List** (Emails preferred) ☐ Additional? | |
| Legal | | jcerecedes@spokanecity.org | |
| For the Mayor | | efinch@spokanecity.org | |
| **Additional Approvals** | | chhsaccounting@spokanecity.org | |
| Purchasing | | chhsgrants@spokanecity.org | |
| ACCOUNTING - GRAI | | dbiviano@spokanecity.org | |
| Select Dept 2 | | kclifton@spokanecity.org | |
| Select Dept 3 | | | |

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | Neighborhood, Housing, and Human Services Division – Community, Housing, and Human Services Department |
| **Contact Name & Phone** | Devin Biviano, x6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: 5 minutes |
| **Agenda Item Name** | Treasury Emergency Rental Assistance 1.0 Reallocation Subgrant Recommendation |
| **Summary (Background)** | The Treasury ERA is part of The U.S. Department of Treasury's response to the COVID-19 disaster, making available $25 billion in funds.<br><br>In October 2021 Treasury announced it would begin accepting requests from Grantees for reallocated funds; in May 2022 they announced a second round of reallocation availability.<br><br>The ERA1 statute required reallocated funds would only be available to Grantees that had obligated at least 65% of their ERA1 allocations. Funds are intended to prevent evictions by paying rental arrears, current due rent, future rent, and utilities and home energy costs. |
| **Proposed Council Action & Date:** | CHHS is requesting permission to award the additional reallocation award of $218,121.99 in ERA 1.0 funds to geocko, inc. dba LiveStories (now FORWARD).<br>The grant has a retroactive start date of March 1, 2021 and an end date of September 20, 2022; however, the deadline to obligate reallocated funds is December 29, 2022. |

**Fiscal Impact:**
Total Cost: N/A
Approved in current year budget? ☐ Yes ☒ No ☐ N/A
Funding Source ☒ One-time ☐ Recurring
Specify funding source: U.S. Department of Treasury
Expense Occurrence ☒ One-time ☐ Recurring
Other budget impacts: (revenue generating, match requirements, etc.) N/A

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Households must meet the three federally required initial screening criteria:

- Income at or below 80% of Area Median Income (AMI).
- Experiencing a financial hardship directly or indirectly due to the COVID-19 outbreak that threatens the household's ability to pay the costs of the rental property when due.
- At risk of experiencing homelessness or housing instability.

The following households must be prioritized:

- Income at or below 50% AMI.
- Households with one or more individuals who are unemployed and have been unemployed for 90 days before application date.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Data is collected monthly by partners on forms provided by Treasury. Monthly and Quarterly reporting will continue to be required on the additional reallocation award dollars.

The percentage of head of households provided rent assistance must at least equal the proportion to the population living in poverty in the county for each of the following groups:

- People of Color (includes Black or African American, American Indian and Alaska Native, Native Hawaiian or other Pacific Islander, Hispanic/Latinx, Asian, Other/Multi-Racial)
- Black or African American
- American Indian and Alaska Native
- Hispanic/Latinx

Additional performance targets include:

- Ten percent of households served must be young adults age 18-25.
- Ten percent of financial assistance must be utility assistance.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The City of Spokane had obligated nearly 100% of its ERA1 award at the time of the second reallocation announcement, and subsequently applied for additional ERA1 funds in May 2022. CHHS was notified on 07/18/22 that the City of Spokane was awarded an additional $218,121.99 in ERA1 funds, for rapid distribution to emergency rental assistance applicants by FORWARD (formerly LiveStories) as with the first two rounds of ERA funding.

Treasury is continuing to allow for 10% of the award for administrative fees. The City of Spokane will not be withholding any of the funds for City of Spokane admin costs.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

2020-2025 Strategic Plan to End Homelessness; Greater Spokane Comprehensive Emergency Management Plan

City Clerk's No. 2021-0272

**City of Spokane**

**AGREEMENT AMENDMENT II**

Title: Emergency Rental Assistance Program (ERA1)

This Agreement Amendment is made and entered into by and between the **City of Spokane** as ("City"), a Washington municipal corporation, and Geocko Inc, d.b.a FORWARD (fka LiveStories) , whose address is 1904 3rd Avenue, Suite 100, Seattle, Washington 98101 as ("GRANTEE").

*WHEREAS, the parties entered into an Agreement wherein the GRANTEE agreed to administer for the City the ERA1; and*

*WHEREAS, the City, has received additional funds through the U.S. Department of the Treasury ("Treasury"); and*

*WHEREAS, the parties desire to increase funding and modify the corresponding Project budget and to supplant the original Agreement billing form Attachment referenced as part of the original Agreement documents; and*

*-- NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:*

**1. CONTRACT DOCUMENTS.**
The original Agreement, dated June 1st, 2021, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

**2. EFFECTIVE DATE.**
This Agreement Amendment shall become effective on October 25th, 2022.

**3. AMENDMENT.**
SECTION NO. 3 – BUDGET. The total amount City shall pay GRANTEE is increased by **TWO HUNDRED EIGHTEEN THOUSAND ONE HUNDRED AND TWENTY-ONE DOLLARS and NINETY-NINE CENTS ($218,121.99)** for everything furnished and done under this Amendment which equates to a new total Agreement amount not to exceed **FOUR MILLION FOUR HUNDRED NINETY-THREE THOUSAND SEVEN HUNDRED AND FIFTY-FOUR DOLLARS and TWENTY-FIVE CENTS ($4,493,754.25)** for everything furnished and done under the original Agreement and this Amendment. This is the maximum amount to be paid under this Amendment and original Agreement and shall not be exceeded without the prior written authorization of the City, memorialized with the same formality as the original Agreement and this Amendment document. The original Agreement BUDGET chart is modified as follows (this budget chart entirely replaces the budget chart portrayed in ATTATCHMENT B {page 26} of the original Agreement):

| **Category** | **Amount** |
|---|---|
| Operations | $4,180,393.22 |
| Administration | $313,361.03 |
| | |
| | |
| TOTAL | $4,493,754.25 |

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Agreement Amendment by having legally-binding representatives affix their signatures below.

**Geocko, Inc, d.b.a. FORWARD**
**(Formerly LiveStories)**

By_____
Signature Date

_____
Type or Print Name

_____
Title

Attest:

_____
City Clerk

**CITY OF SPOKANE**

By_____
Signature Date

_____
Type or Print Name

_____
Title

Approved as to form:

_____
Assistant City Attorney

15050
203071.99

# Agenda Sheet for City Council Meeting of*

10/24/2022

Briefing date: 10/17/2022

Status: **EXECUTIVE REVIEW**

| | |
|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 |
| Clerk's File # | OPR 2022-0449 |
| Renews # | |
| Cross Ref # | |
| Project # | |
| Bid # | |
| Requisition # | |

| | | |
|---|---|---|
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | |
| **Contact Name & Phone*:** | DEVIN BIVIANO | 6577 |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | |
| Add'l Docs Attached? ☐ | Contract Item | |

**Agenda Item Name:** Begin with Dept #

1680 - CONTRACT AMENDMENT: ERAP 2.0 ADDITIONAL FUNDIN

**Agenda Wording*:** ( 108 character max) ☐ Additional attached?

CHHS is requesting permission to award $242,082 of additional ERAP 2.0 funds received from the Department of Commerce to Carl Maxey Center.

**Summary (Background)*:** ( 36 character max.) ☐ Additional attached?

The Department of Commerce Eviction Rent Assistance Program (ERAP) 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144. The City will use the funding to continue to prevent evictions by paying rental arrears, current and future rent, and other costs.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 242,082.00 | # | 1540-95592-65410-54201-99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

**Approvals**

| | |
|---|---|
| Dept Head | CERECEDES, JENNIFER |
| Division Director | CERECEDES, JENNIFER |
| Finance | MURRAY, MICHELLE |
| Legal | PICCOLO, MIKE |
| For the Mayor | |

**Additional Approvals**

| | |
|---|---|
| Purchasing | |
| ACCOUNTING - GRAI | MURRAY, MICHELLE |
| Select Dept 2 | |
| Select Dept 3 | |

**Council Notifications** (Date) ☐ None

| | |
|---|---|
| Study Session / Other | PIES 10/24 |
| Council Sponsor | CP Beggs, CM Kinnear |

**Distribution List** (Emails preferred) ☐ Additional?

jcerecedes@spokanecity.org
efinch@spokanecity.org
dbiviano@spokanecity.org
kclifton@spokanecity.org
chhsgrants@spokanecity.org
chhsaccounting@spokanecity.org

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | CHHS |
| **Contact Name & Phone** | Devin Biviano, 509-625-6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | ERAP 2.0 Contract Amendments for Additional Funding |
| **Summary (Background)** | This request is to accept the recommendations of the CHHS Board/RFP Committee regarding the distribution of additional Rental Assistance funds granted by Commerce for the Eviction Rent Assistance Program 2.0 (ERAP 2.0) to community partner agencies. ERAP 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144; after City Admin costs of $86,257, $1,638,887 will be distributed to the three community partners below.<br><br>The additional amounts to be distributed to each of the three partners, as confirmed by the CHHS Board based on the recommendation of the RFP Committee following their review of applications are:<br><br>- LiveStories: $1,132,716<br>- Carl Maxey Center: $242,082<br>- Family Promise of Spokane: $264,089<br>- = $1,638,887 additional distributed to partner agencies processing ERAP 2.0 applications in the City of Spokane |
| **Proposed Council Action & Date:** | Please approve the CHHS Board's distribution of ERAP 2.0 funds to partner agencies for disbursal to applicants – October 24th, 2022 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ■ No ☐ N/A

Funding Source ■ One-time ☐ Recurring
Specify funding source: Department of Treasury via Department of Commerce

Expense Occurrence ■ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The ERAP 2.0 money requires that the funds are distributed equitably based on population demographics. Partner agencies include 'by and for' organizations that prioritize BIPOC and underrepresented applicants.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Providers will submit monthly reports, which are processed and communicated to the Department of Commerce and Department of the Treasury as required; data is also posted on the City's Rental Assistance webpage for public viewing.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Review of financial data and program outcomes will be used to improve the ongoing effectiveness and efficiency of the program.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This proposal aligns with the 5-year strategy to end homelessness.

# Agenda Sheet for City Council Meeting of*

10/24/2022

Briefing date: 10/17/2022

Status: **EXECUTIVE REVIEW**

| | |
|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 |
| Clerk's File # | OPR 2022-0450 |
| Renews # | |
| Cross Ref # | |
| Project # | |
| Bid # | |
| Requisition # | |

| | | |
|---|---|---|
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | |
| **Contact Name & Phone*:** | DEVIN BIVIANO | 6577 |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | |
| Add'l Docs Attached? ☐ | Contract Item | |

**Agenda Item Name:** Begin with Dept #

1680 - CONTRACT AMENDMENT: ERAP 2.0 ADDITIONAL FUNDIN

**Agenda Wording*:** ( 102 character max) ☐ Additional attached?

CHHS is requesting permission to award $264,089 of additional ERAP 2.0 funds received from the Department of Commerce to Family Promise of Spokane.

**Summary (Background)*:** ( 36 character max.) ☐ Additional attached?

The Department of Commerce Eviction Rent Assistance Program (ERAP) 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144. The City will use the funding to continue to prevent evictions by paying rental arrears, current and future rent, and other costs.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 264,089.00 | # | 1540-95592-65410-54201-99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

**Approvals**

| | |
|---|---|
| Dept Head | CERECEDES, JENNIFER |
| Division Director | CERECEDES, JENNIFER |
| Finance | MURRAY, MICHELLE |
| Legal | PICCOLO, MIKE |
| For the Mayor | |

**Additional Approvals**

| | |
|---|---|
| Purchasing | |
| ACCOUNTING - GRAI | MURRAY, MICHELLE |
| Select Dept 2 | |
| Select Dept 3 | |

**Council Notifications** (Date) ☐ None

| | |
|---|---|
| Study Session / Other | PIES 10/24 |
| Council Sponsor | CP Beggs, CM Kinnear |

**Distribution List** (Emails preferred) ☐ Additional?

jcerecedes@spokanecity.org
efinch@spokanecity.org
dbiviano@spokanecity.org
kclifton@spokanecity.org
chhsgrants@spokanecity.org
chhsaccounting@spokanecity.org

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | CHHS |
| **Contact Name & Phone** | Devin Biviano, 509-625-6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | ERAP 2.0 Contract Amendments for Additional Funding |
| **Summary (Background)** | This request is to accept the recommendations of the CHHS Board/RFP Committee regarding the distribution of additional Rental Assistance funds granted by Commerce for the Eviction Rent Assistance Program 2.0 (ERAP 2.0) to community partner agencies. ERAP 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144; after City Admin costs of $86,257, $1,638,887 will be distributed to the three community partners below.<br><br>The additional amounts to be distributed to each of the three partners, as confirmed by the CHHS Board based on the recommendation of the RFP Committee following their review of applications are:<br><br>- LiveStories: $1,132,716<br>- Carl Maxey Center: $242,082<br>- Family Promise of Spokane: $264,089<br>- = $1,638,887 additional distributed to partner agencies processing ERAP 2.0 applications in the City of Spokane |
| **Proposed Council Action & Date:** | Please approve the CHHS Board's distribution of ERAP 2.0 funds to partner agencies for disbursal to applicants – October 24th, 2022 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ■ No ☐ N/A

Funding Source ■ One-time ☐ Recurring
Specify funding source: Department of Treasury via Department of Commerce

Expense Occurrence ■ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The ERAP 2.0 money requires that the funds are distributed equitably based on population demographics. Partner agencies include 'by and for' organizations that prioritize BIPOC and underrepresented applicants.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Providers will submit monthly reports, which are processed and communicated to the Department of Commerce and Department of the Treasury as required; data is also posted on the City's Rental Assistance webpage for public viewing.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Review of financial data and program outcomes will be used to improve the ongoing effectiveness and efficiency of the program.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This proposal aligns with the 5-year strategy to end homelessness.

# Agenda Sheet for City Council Meeting of*

10/24/2022

Briefing date: 10/17/2022

Status: **EXECUTIVE REVIEW**

| | |
|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 |
| Clerk's File # | OPR 2022-0451 |
| Renews # | |
| Cross Ref # | |
| Project # | |
| Bid # | |
| Requisition # | |

| | | |
|---|---|---|
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | |
| **Contact Name & Phone*:** | DEVIN BIVIANO | 6577 |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | |
| Add'l Docs Attached? ☐ | Contract Item | |

**Agenda Item Name:** Begin with Dept #

1680 - CONTRACT AMENDMENT: ERAP 2.0 ADDITIONAL FUNDIN

**Agenda Wording*:** ( 98 character max) ☐ Additional attached?

CHHS is requesting permission to award $1,132,716 of additional ERAP 2.0 funds received from the Department of Commerce to LiveStories (now FORWARD).

**Summary (Background)*:** ( 36 character max.) ☐ Additional attached?

The Department of Commerce Eviction Rent Assistance Program (ERAP) 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144. The City will use the funding to continue to prevent evictions by paying rental arrears, current and future rent, and other costs.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 1,132,716 | # | 1540-95592-65410-54201-99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

**Approvals**

| | |
|---|---|
| Dept Head | CERECEDES, JENNIFER |
| Division Director | CERECEDES, JENNIFER |
| Finance | MURRAY, MICHELLE |
| Legal | PICCOLO, MIKE |
| For the Mayor | |

**Additional Approvals**

| | |
|---|---|
| Purchasing | |
| ACCOUNTING - GRAI | MURRAY, MICHELLE |
| Select Dept 2 | |
| Select Dept 3 | |

**Council Notifications** (Date) ☐ None

| | |
|---|---|
| Study Session / Other | 10/24 PIES |
| Council Sponsor | CP Beggs, CM Kinnear |

**Distribution List** (Emails preferred) ☐ Additional?

jcerecedes@spokanecity.org
efinch@spokanecity.org
dbiviano@spokanecity.org
kclifton@spokanecity.org
chhsgrants@spokanecity.org
chhsaccounting@spokanecity.org

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | CHHS |
| **Contact Name & Phone** | Devin Biviano, 509-625-6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | ERAP 2.0 Contract Amendments for Additional Funding |
| **Summary (Background)** | This request is to accept the recommendations of the CHHS Board/RFP Committee regarding the distribution of additional Rental Assistance funds granted by Commerce for the Eviction Rent Assistance Program 2.0 (ERAP 2.0) to community partner agencies. ERAP 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144; after City Admin costs of $86,257, $1,638,887 will be distributed to the three community partners below.<br><br>The additional amounts to be distributed to each of the three partners, as confirmed by the CHHS Board based on the recommendation of the RFP Committee following their review of applications are:<br><br>- LiveStories: $1,132,716<br>- Carl Maxey Center: $242,082<br>- Family Promise of Spokane: $264,089<br>- = $1,638,887 additional distributed to partner agencies processing ERAP 2.0 applications in the City of Spokane |
| **Proposed Council Action & Date:** | Please approve the CHHS Board's distribution of ERAP 2.0 funds to partner agencies for disbursal to applicants – October 24th, 2022 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ■ No ☐ N/A

Funding Source ■ One-time ☐ Recurring
Specify funding source: Department of Treasury via Department of Commerce

Expense Occurrence ■ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The ERAP 2.0 money requires that the funds are distributed equitably based on population demographics. Partner agencies include 'by and for' organizations that prioritize BIPOC and underrepresented applicants.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Providers will submit monthly reports, which are processed and communicated to the Department of Commerce and Department of the Treasury as required; data is also posted on the City's Rental Assistance webpage for public viewing.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Review of financial data and program outcomes will be used to improve the ongoing effectiveness and efficiency of the program.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This proposal aligns with the 5-year strategy to end homelessness.

CITY OF SPOKANE

**Agenda Sheet for City Council Meeting of*** 10/24/2022

~~Briefing date:~~ 10/17/2022

Status: **SUBMITTER EDITING**

| | |
|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 |
| Clerk's File # | ORD C36300 |
| Renews # | |
| Cross Ref # | |
| Project # | |
| Bid # | |
| Requisition # | |

| | | |
|---|---|---|
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | |
| **Contact Name & Phone*:** | DEVIN BIVIANO | 6577 |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | |
| Add'l Docs Attached? ☑ | Special Budget Ordinance | |

**Agenda Item Name:** Begin with Dept #

1680 - SBO TREASURY EMERGENCY RENTAL ASSISTANCE 1.0 F

**Agenda Wording*:** ( 10 character max) ☐ Additional attached?

Increase appropriation/revenue by $1,725,144; of the increased appropriation/revenue, $5,585,230 is provided solely for Subrecipient Contracts, $35,170 for City Salary, $38,730 for City Benefits, and $12,357 for City Indirect Costs in CHHS.

**Summary (Background)*:** ( 50 character max.) ☐ Additional attached?

In October 2021 Treasury announced it would begin accepting requests from Grantees for reallocated funds; in May 2022 they announced a second round of reallocation availability. The ERA1 statute required reallocated funds would only be available to Grantees that had obligated at least 65% of their ERA1 allocations. Funds are intended to prevent evictions by paying rental arrears, current due rent, future rent, and utilities and home energy costs.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 1,725,144.00 | # | 1540-95592-65410-54201-99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

**Approvals**

| | |
|---|---|
| Dept Head | |
| Division Director | |
| Finance | |
| Legal | |
| For the Mayor | |

**Additional Approvals**

| | |
|---|---|
| Purchasing | |
| MANAGEMENT & BUI | |
| ACCOUNTING - GRAI | MURRAY, MICHELLE |
| Select Dept 3 | |

**Council Notifications** (Date) ☐ None

| | |
|---|---|
| Study Session / Other | PIES 10/24 |
| Council Sponsor | CP Beggs, CM Kinnear |

**Distribution List** (Emails preferred) ☐ Additional?

jcerecedes@spokanecity.org
efinch@spokanecity.org
dbiviano@spokanecity.org
kclifton@spokanecity.org
chhsgrants@spokanecity.org
chhsaccounting@spokanecity.org

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | Neighborhood, Housing, and Human Services Division – Community, Housing, and Human Services Department |
| **Contact Name & Phone** | Devin Biviano, x6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: 5 minutes |
| **Agenda Item Name** | Treasury Emergency Rental Assistance 1.0 Reallocation Subgrant Recommendation |
| **Summary (Background)** | The Treasury ERA is part of The U.S. Department of Treasury's response to the COVID-19 disaster, making available $25 billion in funds.<br><br>In October 2021 Treasury announced it would begin accepting requests from Grantees for reallocated funds; in May 2022 they announced a second round of reallocation availability.<br><br>The ERA1 statute required reallocated funds would only be available to Grantees that had obligated at least 65% of their ERA1 allocations. Funds are intended to prevent evictions by paying rental arrears, current due rent, future rent, and utilities and home energy costs. |
| **Proposed Council Action & Date:** | CHHS is requesting permission to award the additional reallocation award of $218,121.99 in ERA 1.0 funds to geocko, inc. dba LiveStories (now FORWARD).<br>The grant has a retroactive start date of March 1, 2021 and an end date of September 20, 2022; however, the deadline to obligate reallocated funds is December 29, 2022. |

**Fiscal Impact:**
Total Cost: N/A
Approved in current year budget? ☐ Yes ☒ No ☐ N/A
Funding Source ☒ One-time ☐ Recurring
Specify funding source: U.S. Department of Treasury
Expense Occurrence ☒ One-time ☐ Recurring
Other budget impacts: (revenue generating, match requirements, etc.) N/A

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Households must meet the three federally required initial screening criteria:

- Income at or below 80% of Area Median Income (AMI).
- Experiencing a financial hardship directly or indirectly due to the COVID-19 outbreak that threatens the household's ability to pay the costs of the rental property when due.
- At risk of experiencing homelessness or housing instability.

The following households must be prioritized:

- Income at or below 50% AMI.
- Households with one or more individuals who are unemployed and have been unemployed for 90 days before application date.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Data is collected monthly by partners on forms provided by Treasury. Monthly and Quarterly reporting will continue to be required on the additional reallocation award dollars.

The percentage of head of households provided rent assistance must at least equal the proportion to the population living in poverty in the county for each of the following groups:

- People of Color (includes Black or African American, American Indian and Alaska Native, Native Hawaiian or other Pacific Islander, Hispanic/Latinx, Asian, Other/Multi-Racial)
- Black or African American
- American Indian and Alaska Native
- Hispanic/Latinx

Additional performance targets include:

- Ten percent of households served must be young adults age 18-25.
- Ten percent of financial assistance must be utility assistance.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The City of Spokane had obligated nearly 100% of its ERA1 award at the time of the second reallocation announcement, and subsequently applied for additional ERA1 funds in May 2022. CHHS was notified on 07/18/22 that the City of Spokane was awarded an additional $218,121.99 in ERA1 funds, for rapid distribution to emergency rental assistance applicants by FORWARD (formerly LiveStories) as with the first two rounds of ERA funding.

Treasury is continuing to allow for 10% of the award for administrative fees. The City of Spokane will not be withholding any of the funds for City of Spokane admin costs.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

2020-2025 Strategic Plan to End Homelessness; Greater Spokane Comprehensive Emergency Management Plan

ORDINANCE NO. C36300

An ordinance amending Ordinance No. C-36161, passed by the City Council December 13, 2021, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2022, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2022, and providing it shall take effect immediately upon passage," and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2022 budget Ordinance No. C-36161, as above entitled, and which passed the City Council December 13, 2021, it is necessary to make changes in the appropriations of the *Human Services Grants Fund (1540)*, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the *Human Services Grants Fund (1540)*, and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase *appropriation*/*revenue* by *$1,725,144*

A) Of the increased appropriation/revenue, *$5,585,230* is provided solely for *Subrecipient Contracts, $35,170 for City Salary, $38,730 for City Benefits, and $12,357 for City Indirect Costs in the Community Housing and Human Services Department.*

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from *Department of Commerce Emergency Rental Assistance Program funding*, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council _____

_____
Council President

Attest:_____
City Clerk

Approved as to form:_____
Assistant City Attorney

_____ _____
Mayor Date

_____
Effective Date

CITY OF SPOKANE

## Agenda Sheet for City Council Meeting of*

10/24/2022

~~Briefing date:~~ 10/17/2022

Status: **SUBMITTER EDITING**

| | |
|---|---|
| Date Rec'd (Clerk use only) | 10/12/2022 |
| Clerk's File # | ORD C36301 |
| Renews # | |
| Cross Ref # | |
| Project # | |
| Bid # | |
| Requisition # | |

| | | |
|---|---|---|
| **Submitting Dept*:** | HOUSING & HUMAN SERVICES | |
| **Contact Name & Phone*:** | DEVIN BIVIANO | 6577 |
| **Contact E-Mail*** | DBIVIANO@SPOKANECITY.ORG | |
| Add'l Docs Attached? ☐ | Special Budget Ordinance | |

**Agenda Item Name:** Begin with Dept #

1680 - SBO AMENDMENT FOR ERAP 2.0 FUNDS

**Agenda Wording*:** ( 24 character max) ☐ Additional attached?

Request for Human Services Grants Fund (1540), and the budget annexed thereto with reference to the Fund, the following changes be made: Increase appropriation/revenue by $1,725,144 to accommodate additional ERAP 2.0 funding.

**Summary (Background)*:** ( 102 character max.) ☐ Additional attached?

The Department of Commerce Eviction Rent Assistance Program (ERAP) 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. The City was awarded an additional $1,725,144. In order to do so, changes need to be made to the relevant SBO.

Lease? Yes ○ No ◉ Grant related? Yes ◉ No ○ Public Works? Yes ○ No ◉

**Fiscal Impact** **Budget Account** ☐ Additional attached?

| | | | | |
|---|---|---|---|---|
| Expense | $ | 1,725,144.00 | # | 1540-95592-65410-54201-99999 |
| Select | $ | | # | |
| Select | $ | | # | |
| Select | $ | | # | |

| **Approvals** | | **Council Notifications** (Date) ☐ None | |
|---|---|---|---|
| Dept Head | | Study Session / Other | PIES 10/24 |
| Division Director | | Council Sponsor | CP Beggs, CM Kinnear |
| Finance | | **Distribution List** (Emails preferred) ☐ Additional? | |
| Legal | | jcerecedes@spokanecity.org | |
| For the Mayor | | efinch@spokanecity.org | |
| **Additional Approvals** | | dbiviano@spokanecity.org | |
| Purchasing | | kclifton@spokanecity.org | |
| MANAGEMENT & BUI | | chhsgrants@spokanecity.org | |
| ACCOUNTING - GRAI | MURRAY, MICHELLE | chhsaccounting@spokanecity.org | |
| Select Dept 3 | | | |

Save Cancel View Related Documents

# Committee Agenda Sheet
# Public Infrastructure, Environment, and Sustainability (PIES) Committee

| | |
|---|---|
| **Submitting Department** | CHHS |
| **Contact Name & Phone** | Devin Biviano, 509-625-6577 |
| **Contact Email** | dbiviano@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear |
| **Select Agenda Item Type** | ■ Consent ☐ Discussion Time Requested: _____ |
| **Agenda Item Name** | SBO - Eviction Rent Assistance Program 2.0 |
| **Summary (Background)** | Request for Human Services Grants Fund (1540), and the budget annexed thereto with reference to the Fund, the following changes be made: Increase appropriation/revenue by $1,725,144 to accommodate additional ERAP 2.0 funding.<br><br>The City of Spokane has been awarded and additional $1.725 million in ERAP 2.0 funds. Separate agenda items have been submitted by COVID Program Manager Devin Biviano requesting council approval to accept and distribute the additional funds to the City's rental assistance provider partners. This SBO will allow the City to create budget capacity in order to accept and utilize those funds.<br><br>The Department of Commerce Eviction Rent Assistance Program (ERAP) 2.0 is a continuation of Washington State's response to the COVID-19 disaster. $5,879,189 was originally allocated to the City of Spokane from the ARPA/Coronavirus State Fiscal Recovery Fund, active between October 2021-June 2023. |
| **Proposed Council Action & Date:** | CHHS is requesting the approval of the attached SBO related to the acceptance of the ERAP 2.0 Grant. This SBO creates budget capacity in order to utilize those funds.<br><br>October 24, 2022 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ■ No ☐ N/A

Funding Source ■ One-time ☐ Recurring
Specify funding source: Department of Treasury via Department of Commerce

Expense Occurrence ■ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The ERAP 2.0 money requires that the funds are distributed equitably based on population demographics. Partner agencies include 'by and for' organizations that prioritize BIPOC and underrepresented applicants.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Providers will submit monthly reports, which are processed and communicated to the Department of Commerce and Department of the Treasury as required; data is also posted on the City's Rental Assistance webpage for public viewing.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Review of financial data and program outcomes will be used to improve the ongoing effectiveness and efficiency of the program.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This proposal aligns with the 5-year strategy to end homelessness.

ORDINANCE NO. C36301

An ordinance amending Ordinance No. C-36207, passed by the City Council May 9, 2022, which itself amended Ordinance No. C-36161, passed by the City Council December 13, 2021, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2022, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2022, and providing it shall take effect immediately upon passage," and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2022 budget Ordinance No. C-36161, as above entitled, and which passed the City Council December 13, 2021, and the amendment budget Ordinance C-36207, which passed the City Council May 9,2022, it is necessary to make changes in the appropriations of the *Human Services Grants Fund (1540)*, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the *Human Services Grants Fund (1540)*, and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase *appropriation*/*revenue* by *$1,725,144*

A) Of the increased appropriation/revenue, *$1,638,887* is provided solely for *Subrecipient Contracts, $35,170 for City Salary, $38,730 for City Benefits, and $12,357 for City Indirect Costs in the Community Housing and Human Services Department.*

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from *Department of Commerce Emergency Rental Assistance Program funding*, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council _____

_____
Council President

Attest:_____
City Clerk

Approved as to form:_____
Assistant City Attorney

_____ _____
Mayor Date

_____
Effective Date

| Agenda Sheet for City Council Meeting of: 08/22/2022 | | Date Rec'd | 8/4/2022 |
|---|---|---|---|
| | | Clerk's File # | ORD C36259 |
| | | Renews # | |
| Submitting Dept | CITY COUNCIL | Cross Ref # | |
| Contact Name/Phone | BREEAN BEGGS X6254 | Project # | |
| Contact E-Mail | BBEGGS@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Emergency Ordinance | Requisition # | |
| Agenda Item Name | 0320 - COLLECTIVE BARGAINING IMPROVEMENT ORDINANCE | | |

**Agenda Wording**

Specifying the process for the conduct of collective bargaining; renaming chapter 03.07; and enacting a new section 03.07.005 of the Spokane Municipal Code; and declaring an emergency.

**Summary (Background)**

Since Council has the final approval of CBAs, this ordinance ensures that no oral or written agreements are offered to bargaining representatives prior to Council's awareness of the terms and ability to share feedback with the negotiating team. It also requires that Council and OPOC host a public hearing and take testimony regarding civilian oversight needs in any future CBA at least 30 days before the City begins collective bargaining negotiations with the Police Guild.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | ALLERS, HANNAHLEE | Study Session\Other | 8/4 Study Session |
| Division Director | | Council Sponsor | CP Beggs; CM Kinnear |
| Finance | | Distribution List | |
| Legal | | bbeggs@spokanecity.org | |
| For the Mayor | | lkinnear@spokanecity.org | |
| Additional Approvals | | | |
| Purchasing | | | |
| | | | |
| | | | |
| | | | |

# Committee Agenda Sheet
## Study Session

| | |
|---|---|
| **Submitting Department** | City Council |
| **Contact Name & Phone** | CP Beggs – x6254 |
| **Contact Email** | bbeggs@spokanecity.org |
| **Council Sponsor(s)** | CP Beggs & CM Kinnear |
| **Select Agenda Item Type** | ☐ Consent ☒ Discussion Time Requested: 5 |
| **Agenda Item Name** | Collective Bargaining Improvement Ordinance |
| **Summary (Background)** | This ordinance would enact a new section 03.07.005 of the Spokane Municipal Code regarding collective bargaining. Since Council has the final approval of CBAs, the goal of this ordinance is the ensure that no oral or written agreements are being offered to bargaining representatives prior to Council's awareness of the terms and ability to share with the negotiating team any feedback that would impact support of a tentative agreement. It would not constrict the terms of any tentative agreement offered by the negotiating team; it would just ensure that the team could accurately convey the potential support by the decisionmakers. The ordinance also requires that the City Council and OPOC host a joint public hearing and take public testimony regarding any civilian oversight needs in any future CBA at least 30 days before the City begins collective bargaining negotiations with the Spokane Police Guild.<br><br>This ordinance is written as an emergency ordinance and will be effective immediately upon passage. |
| **Proposed Council Action & Date:** | Intended for filing for the August 15, 2022, City Council meeting |

**Fiscal Impact:** N/A
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ☐ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Typically, the public has not been included in collective bargaining processes. This ordinance adds a public hearing to the beginning of the process related to Spokane Police Guild bargaining.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

| |
|---|
| N/A |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?<br><br>N/A |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?<br><br>This ordinance aligns City of Spokane Charter Sections 25, 26 and 37, as well as with current processes for collective bargaining agreements, but it adds check ins with Council prior to reaching tentative agreements with bargaining units. |

# ORDINANCE NO. C-36259

An ordinance specifying the process for the conduct of collective bargaining; renaming chapter 03.07; and enacting a new section 03.07.005 of the Spokane Municipal Code; and declaring an emergency.

**WHEREAS,** Section 37 of the Spokane City Charter provides: "Subject to the general laws of the State of Washington, the city council shall by ordinance regulate the manner in which the City contracts for public works, personal services, and the acquisition and disposition of property"; and

**WHEREAS,** Sections 25 and 26 of the Spokane City Charter give to the City Council the authority to determine "the rights, powers, and duties" of the various departments as well as the authority to determine salaries of City employees; and

**WHEREAS,** collective bargaining agreements determine not only matters of the scope of employment of public employees, but also often contain significant budgetary obligations for the City, often over the course of up to five years; and

**WHEREAS,** in the past the City's negotiating team has committed to tentative agreements without first securing any feedback from the City Council that it would consider approval of the components of such an agreement and thus potentially creating misunderstandings and labor unrest between the parties to such agreements; and

**WHEREAS,** the City Council wishes to avoid mistakes and misunderstandings between the City's negotiating team and the decisionmakers for collective bargaining agreements by enacting this ordinance, which sets forth basic minimum process requirements for the negotiations and approval of collective bargaining agreements.

**WHEREAS,** the City Council determines that because this ordinance concerns the process for collective bargaining agreements critical to public safety and infrastructure, this ordinance is needed for the immediate preservation of the public peace and safety, and for the immediate support of City government and its existing public institutions, and that because of such need, this ordinance shall be effective immediately, under Section 19 of the City Charter, upon the affirmative vote of one more than a majority of the City Council.

**NOW THEREFORE**, the City of Spokane does ordain:

**Section 1.** That chapter 03.07 of the Spokane Municipal Code is renamed "Personnel Regulations."

**Section 2.** That there is enacted a new section 03.07.005 of the Spokane Municipal Code to read as follows:

**Section 03.07.005 Collective Bargaining**

A. No proposed labor agreement shall be offered to the bargaining unit by the City or formally accepted by the City as a tentative agreement, unless it has been first presented to the City Council in executive session for Council feedback.
B. All labor agreements negotiated pursuant to chapter 41.56 RCW shall be subject to approval by vote of a majority of the City Council in an open public meeting.
C. No binding oral or written agreements shall be entered into with the bargaining representative(s) of employees of the City relative to substantive changes in City policy toward wages, hours, or working conditions without such agreement(s) being first presented in executive session to the City Council for feedback, and approved by the vote of a majority of the City Council in an open public meeting.
D. All elected public officials and appointed City officers assigned the responsibility of proposing, reviewing, or determining labor relations policies shall maintain strict confidentiality of executive session proceedings and any other privileged or confidential matters during the period of negotiations.
E. Public Hearing on Police Contracts.
    1. The City Council and the Office of Police Ombudsman Commission ("OPOC") shall jointly host a public hearing and take public testimony on the effectiveness of the City's police accountability system and should be held at least 30 days before the City begins collective bargaining agreement negotiations with the Spokane Police Guild ("Guild") or the Spokane Police Lieutenants and Captains Association ("L&C") or any successor labor organization(s).
    2. The City of Spokane will consider in good faith whether and how to carry forward the interests expressed at the public hearing. Those suggested changes that are legally required to be bargained with the Guild or L&C or their successor labor organizations will be considered by the City, in good faith, for inclusion in negotiations but the views expressed in the public hearing will not dictate the City's position during bargaining.

**Section 3.** That the City Council declares that an urgency and emergency exists such that this ordinance is needed for the immediate preservation of the public peace, health, or safety, and/or for the immediate support of City government and its existing public institutions, and that because of such need, this ordinance shall be effective immediately, under Section 19 of the City Charter, upon the affirmative vote of one more than a majority of the City Council.

**PASSED** by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
Assistant City Attorney

_____
Date

_____
Effective Date

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/7/2022 |
|---|---|---|---|
| | | Clerk's File # | ORD C36296 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | SPENCER X6097 | Project # | |
| Contact E-Mail | SGARDNER@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Emergency Ordinance | Requisition # | |
| Agenda Item Name | 0650 - MINOR AMENDMENTS TO SMC 17C.400, INTERIM HOUSING | | |

**Agenda Wording**

AN ORDINANCE amending Interim Zoning Ordinance No. C36232 and amending Spokane Municipal Code Sections 17C.400.010 and 17C.400.030 to clarify requirements for airport overlay zones and the siting of parking facilities in relation to...

**Summary (Background)**

Clarifies parking design standards and airport use/density standards as they apply to the interim zoning ordinance, codified as Spokane Municipal Code Chapter 17C.400

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BLACK, TIRRELL | Study Session\Other | UE 10/10/2022 |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Kinnear & Stratton |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | PICCOLO, MIKE | smacdonald@spokanecity.org | |
| For the Mayor | ORMSBY, MICHAEL | sgardner@spokanecity.org | |
| Additional Approvals | | tblack@spokanecity.org | |
| Purchasing | | tpalmquist@spokanecity.org | |
| | | rbenzie@spokanecity.org | |
| | | jchurchill@spokanecity.org | |
| | | | |

## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

streets and residential structures; and declaring an emergency.

### Summary (Background)

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

### Distribution List

| | |
|---|---|
| | |
| | |
| | |

# Committee Agenda Sheet
## Urban Experience

| | |
|---|---|
| **Submitting Department** | Planning and Economic Development |
| **Contact Name & Phone** | Spencer Gardner |
| **Contact Email** | sgardner@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear, CM Stratton |
| **Select Agenda Item Type** | ☐ Consent ☒ Discussion Time Requested: 5 minutes |
| **Agenda Item Name** | Building Opportunities and Choices for All interim ordinance minor amendment |
| **Summary (Background)** | The Building Opportunity and Choices for All interim zoning ordinance was adopted to implement policies recommended by the Housing Action Plan on an interim basis and buy time for the City to work on long-term changes to the code. The code was prepared and implemented rapidly in order to immediately address the housing emergency declared by the Mayor in June 2021.<br><br>The code includes design standards to ensure that development approved under the new rules protects the residential qualities of the neighborhoods they are in.<br><br>This proposal is for an amendment to the code that clarifies the treatment of parking facilities on properties that can be developed under the interim rules. The adopted standards for parking in 17C.400.030H state the intent of the code as "To integrate parking facilities with the building and surrounding residential character." One specific standard requires that "Parking structures, garages, and carports shall not be located between the principal structure and streets." This requirement does not adequately address surface parking lots. The suggested amendment would add the term "parking areas" to these requirements to ensure that a parking lot cannot be placed between a home and the street. |

| | |
|---|---|
| **Proposed Council Action & Date:** | Adoption of ordinance<br>October 24, 2022 |

**Fiscal Impact:**

Total Cost:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Funding Source ☒ One-time ☐ Recurring

Specify funding source:

Expense Occurrence ☒ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The proposal ensures that new development is compatible with surrounding residential properties, which is likely to protect historically excluded communities from having new development degrade the quality of their neighborhood.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

N/A

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The proposal implements recommendations from the Housing Action Plan and furthers the goals of the Comprehensive Plan to protect the quality of residential neighborhods.

# ORDINANCE NO. C36296

AN ORDINANCE amending Interim Zoning Ordinance No. C36232 and amending Spokane Municipal Code Sections 17C.400.010 and 17C.400.030 to clarify requirements for airport overlay zones and the siting parking facilities in relation to streets and residential structures; and declaring an emergency.

WHEREAS, on July 18, 2022 the City Council adopted ordinance C36232, an interim zoning ordinance, to implement actions specified in RCW 36.70A.600(1), and to increase its residential building capacity; and

WHEREAS, policy LU 1.15 of the Comprehensive Plan seeks to protect the operation of Spokane's airports by not allowing for increases in residential density; and

WHEREAS, the purpose of section 17C.400.030H is "To integrate parking facilities with the building and surrounding residential character"; and

WHEREAS, the City Council finds that Ordinance No. C36232 will improve compatibility of new housing with the City's residential neighborhoods and is consistent with the City's Comprehensive Plan which envisions a variety of housing types in the City's residential neighborhoods; and

WHEREAS, section 17C.400.030H.2(e) does not expressly prohibit placement of a parking lot between a residential structure and a public street; and

WHEREAS, the placement of parking areas between the structure and the public street can have a undesirable impacts on the character of nearby residential properties; and

WHEREAS, pursuant to WAC 197-11-880, the adoption of this emergency ordinance is exempt from the requirements of a threshold determination under the State Environmental Policy Act ("SEPA"); and

WHEREAS, the City Council finds that this ordinance is necessary for the protection of the public peace, health, or safety and for the immediate support of City government and its existing public institutions.

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. SMC 17C.400.010 is amended as follows:

**Section 17C.400.010 Pilot Low-Intensity Residential Development Standards**

A. Purpose.

Low-intensity residential buildings, including single-family residential buildings, duplexes, multi-family residential structures of three or four units,

and attached houses, are all compatible building types within a neighborhood. The standards of this section allow for greater variety of housing and increased capacity for new housing.

B. Definitions

1. Low-intensity residential buildings include the following building types:

   a. Detached single-family residential buildings;

   b. Duplexes;

   c. Multi-family residential structures of three or four units; and

   d. Attached houses.

2. Major transit stop means:

   a. A stop on a high-capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;

   b. A stop on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or

   c. A stop for a bus or other transit mode providing actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays.

C. Applicability.

1. In the event of a conflict, the provisions of this chapter supersede the standards and requirements of other sections of Title 17 SMC for residential zones RSF, RTF, RMF, and RHD, except that this chapter shall not supersede the provisions of Chapter 17C.180 SMC (Airfield Overlay Zones). Where this chapter does not provide a standard, the standards of applicable sections in Title 17 SMC shall govern, including but not limited to:

   a. Engineering standards as described in Title 17H SMC.

   b. Environmental standards as described in Title 17E SMC.

   c. Off-street parking requirements as described in chapter 17C.230 SMC.

   d. Standards and regulations for an accessory dwelling unit per lot as described in chapter 17C.300 SMC.

   e. All other lot development standards given in Table 17C.110-3 unless provided in Table 17C.400-1 or other provisions of this section.

   f. Airfield overlay zones as set forth in Chapter 17C.180 SMC and chapter 17C.182 SMC.

2. Developments approved under this chapter shall comply with all standards and regulations found herein. Developments may opt to adhere to all of the standards and requirements of the permanent sections of Title 17 SMC, in lieu of this section.

3. Notwithstanding other provisions of Title 17 SMC, a detached single-family residential building, a duplex, or an attached house shall be permitted on all lots in the RSF, RTF, RMF, and RHD zones.

4. Notwithstanding other provisions of Title 17 SMC multi-family residential structures of three or four units shall be permitted on all lots in the RSF, RTF, RMF, and RHD zones.

5. Notwithstanding maximum density standards in Table 17C.110-3, lots that conform to the applicable development standards of this section shall be considered to meet the maximum density requirements.

D. Lot Dimensions.

TABLE 17C.400-1
DEVELOPMENT STANDARDS

| **MINIMUM LOT DIMENSIONS<br>LOTS TO BE DEVELOPED WITH:** | | | | | |
|---|---|---|---|---|---|
| | RA | RSF & RSF-C | RTF | RMF | RHD |
| Attached Houses as defined in 17A.020.010 SMC | | | | | |
| Minimum lot area | N/A | 1,280 sq. ft. | 1,280 sq. ft. | None | None |
| Minimum lot width with alley parking and no street curb cut [2] | N/A | 16 ft. | 16 ft. | None | None |
| Minimum lot width | N/A | 36 ft. | 36 ft. | None | None |
| Minimum lot depth | N/A | 80 ft. | 50 ft. | None | None |
| Minimum front lot line | N/A | Same as lot width | Same as lot width | None | None |

| | | | | | |
|---|---|---|---|---|---|
| Detached single-family residential buildings, duplexes, multi-family residential structures of three or four units | | | | | |
| Minimum lot area | N/A | 4,350 sq. ft. | 1,800 sq. ft. | 1,800 sq. ft. | None |
| Minimum lot width | N/A | 40 ft. | 36 ft. | 25 ft. | 25 ft. |
| Minimum lot depth | N/A | 80 ft. | 40 ft. | 25 ft. | 25 ft. |
| Minimum front lot line | N/A | 40 ft. | 30 ft. | 25 ft. | 25 ft. |
| **PRIMARY STRUCTURE** | | | | | |
| Attached Houses as defined in SMC 17A.020.010 | | | | | |
| | RA | RSF & RSF-C | RTF | RMF | RHD |
| Maximum Building Coverage | N/A | -- | -- | -- | -- |
| Maximum Roof Height [1] | N/A | 40 ft. | 40 ft. | 40 ft. | 40 ft. |
| Maximum Wall Height On Interior Lot of Development | N/A | 35 ft. | 35 ft. | -- | -- |
| Maximum Wall Height | N/A | 30 ft. | 30 ft. | -- | -- |
| Floor Area Ratio (FAR) | N/A | -- | -- | -- | -- |
| Detached single-family residential buildings, duplexes, multi-family residential structures of three or four units | | | | | |
| Maximum Building Coverage | N/A | 60% | 60% | -- | -- |
| Maximum Roof Height [1] | N/A | 40 ft. | 40 ft. | 40 ft. | 40 ft. |
| Maximum Wall Height | N/A | 30 ft. | 30 ft. | -- | -- |
| Floor Area Ratio (FAR) | N/A | -- | -- | -- | -- |
| Notes:<br>-- No requirement<br>[1] Base zone height may be modified according to SMC 17C.110.215, Height. | | | | | |

[2] A private shared driveway providing access to the rear of a grouping of attached houses also meets the requirement for alley parking.

E. Additional Standards.

1. Porches, exterior balconies, or other similar areas not enclosed by walls may project up to six feet into the front setback.

2. Setback Averaging.

   Setback averaging outlined in SMC 17C.110.220(D) shall not be greater than fifteen feet for developments approved under this section.

3. The following projections above the roof height maximum are allowed:

   a. Parapets and rooftop railings may extend four feet above the height limit.

   b. Walls or fences located between individual rooftop decks may extend six feet above the height limit if the wall or fence is set back at least four feet from the edges of the roof.

   c. Stairway enclosures that provide rooftop access and cumulatively cover no more than ten percent of the roof area may extend up to ten feet above the height limit, provided that the enclosures are setback at least fifteen feet from all roof edges on the street facing facades.

3. Subdivision of land:

   a. Subdivisions approved under this section shall meet the lot dimensions listed in Table 17C.400-1.

   b. Notwithstanding exemptions provided for within the Spokane Regional Stormwater Manual (SRSM), subdivision of land approved under this section must meet the SRSM, as adopted by reference in SMC 17D.060.030.

   c. Proposed building footprints must be shown on the preliminary plat.

4. Attached Housing.

   a. There is no limit to the number of consecutive attached houses.

   b. On interior lots, the side lot line setback for the side containing the common wall is reduced to zero.

   c. On corner lots, the street side lot line setback must comply with the setback noted in Table 17C.110-3.

d. There is no Floor Area Ratio (FAR) maximum for attached houses.

F. Design Standards.

Developments approved under this section must meet the design standards in 17C.400.030 SMC.

Section 2. SMC 17C.400.030 is amended as follows:

**Section 17C.400.030 Pilot Low-Intensity Residential Design Standards**

Development approved under this chapter must address the following design standards, administered pursuant to SMC 17C.110.015, Design Standards Administration:

A. Landscaping.

1. Purpose.

The standards for landscaped areas are intended to enhance the overall appearance of residential developments. Landscaping improves the residential character of the area, breaks up large expanses of paved areas and structures, provides privacy for residents, and provides separation from streets. Landscaped areas also reduce stormwater run-off by providing a pervious surface.

2. Landscaping Implementation.

a. Fifty percent of the area between the front lot line and the front building line must be planted with living ground cover. A patio or porch may be included in the calculation of ground cover area. (R)

b. Landscaping is encouraged to follow the Spokanescape guidelines for design, soil and compost, drip irrigation, planting & mulch, raised beds, maintenance, and plant list. (P)

c. Use of landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged. (P)

B. Front Yards.

1. Purpose.

To provide separation between buildings and the public pedestrian realm where the front yard functions as usable outdoor space and provides a clear, welcoming and safe entry for pedestrians from the sidewalk into the building.

2. Front Yards Implementation.

a. Attached houses, duplexes, and low-intensity residential buildings of three or four units shall incorporate a residential front yard between the primary structure and the back of sidewalk. (R)

C. Outdoor Areas.

1. Purpose.

To create usable areas through the use of engaging outdoor spaces for the enjoyment and health of the residents.

2. Outdoor Areas Implementation.

a. Each development shall provide a minimum of forty-eight square feet of outdoor area for each living unit within the building. (R)

b. The outdoor area may be configured as either:

i. A private outdoor area, such as a balcony or patio directly accessible from the unit; or

ii. A common outdoor area accessible by all units in the building. (R)

c. Common outdoor areas shall be easily accessible and visible to residents. (R)

d. Common outdoor areas should provide at least three of the following amenities to accommodate a variety of ages and activities. Amenities may include, but are not limited to: (P)

i. Site furnishings (benches, tables, bike racks, etc.);

ii. Picnic areas;

iii. Patios, plazas or courtyards;

iv. Shaded tot lots;

v. Rooftop gardens; planter boxes, or garden plots; or

vi. Open lawn.

e. Outdoor spaces should not be located adjacent to dumpster enclosures, loading/service areas or other incompatible uses. (C)

D. Entrances.

1. Purpose.

To ensure that entrances are easily identifiable, clearly visible, and accessible from streets and sidewalks to encourage pedestrian activity and enliven the street.

2. Entrances Implementation.

a. Each unit fronting a street must have its address and main entrance oriented toward a street frontage. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)

b. Each unit must have a covered, main entry-related porch, or stoop area. (P)

E. Windows.

1. Purpose.

To maintain a lively and active street face.

2. Windows Implementation.

a. Windows shall be provided in façades facing streets, comprising at least fifteen percent of the façade area. (R)

b. Decorative window features are encouraged, such as: (P)

i. Arched or transom windows.

ii. Mullions.

iii. Awnings or bracketed overhands.

iv. Flower boxes.

v. Shutters.

vi. Decorative window trim, pop-outs, or recesses.

F. Building Articulation.

1. Purpose.

To ensure that buildings along any public or private street display the greatest amount of visual interest and reinforce the residential scale and character of the streetscape and neighborhood.

2. Building Articulation Implementation.

a. Buildings must be modulated along the street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)

b. Moderate the scale of the building to create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)

c. Horizontal facades longer than thirty feet should be articulated into smaller units, reminiscent of the residential scale of the neighborhood. At least four of the following methods should be used: (P)

i. Varied building heights.

ii. Use of different materials.

iii. Windows.

iv. Different colors.

v. Offsets.

vi. Projecting roofs (minimum of twelve inches).

vii. Recesses.

viii. Bay windows.

ix. Varied roof forms or orientation.

d. Reduce the potential impact of new attached housing, duplexes, or low-scale residential buildings of three or four units on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)

G. Screening.

1. Purpose.

The screening standards address specific unsightly features, which detract from the appearance of residential areas.

2. Screening Implementation.

a. Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front façade of the building. (R)

b. Garbage and Recycling Areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. (R)

c. Screening shall comply with the clear view triangle requirements defined in SMC 17C.110.230(G).

d. Screening must comply with at least one of the following criteria: (R)

i. L1 Visual Screen meeting SMC 17C.200.030(A).

ii. A six-foot high solid masonry wall or sight-obscuring fence five-feet inside the property line with an L2 see-through buffer meeting SMC 17C.200.030(B), between the fence and the property line.

e. Storage areas are not allowed within fifteen feet of a street lot line. (R)

f. Mechanical Equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any

adjoining residential uses by walls, fences or vegetation tall enough to screen the equipment. Mechanical equipment on roofs must be screened from the ground level of any adjoining R-zoned lands. (R)

H. Parking Facilities.

1. Purpose.

To integrate parking facilities with the building and surrounding residential character.

2. Parking Facilities Implementation.

a. The length of the garage wall facing the street may be up to fifty percent of the length of the street-facing building façade. (R)

b. Street-facing garage walls must be set back at least two feet from the primary street-facing building façade. (R)

c. Carports and detached garages shall incorporate roofs of a design similar to the principal structure on the site. (R)

d. Where off-street parking for attached units or duplexes is provided, only one curb cut and sidewalk crossing for each two dwellings may be permitted, to promote pedestrian-oriented environments along streets, reduce impervious surfaces, and preserve on-street parking and street tree opportunities. (R)

e. Parking structures, parking areas other than driveways, garages, and carports shall not be located between the principal structure and streets. (P)

Section 3. This ordinance, passed by a majority plus one of the whole membership of the City Council as a public emergency ordinance necessary for the protection of the public peace, health, or safety and for the immediate support of City government and its existing public institutions, shall be effective immediately upon its passage.

**ADOPTED BY THE CITY COUNCIL ON** _____

_____
Council President

Attest: Approved as to form:

| | |
|---|---|
| _____ | _____ |
| City Clerk | Assistant City Attorney |
| _____ | _____ |
| Mayor | Date |
| | _____ |
| | Effective Date |

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/12/2022 |
|---|---|---|---|
| | | Clerk's File # | ORD C36297 |
| | | Renews # | |
| Submitting Dept | CITY COUNCIL | Cross Ref # | |
| Contact Name/Phone | BREEAN BEGGS X6254 | Project # | |
| Contact E-Mail | BBEGGS@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Emergency Ordinance | Requisition # | |
| Agenda Item Name | 0320 - FIRE AND POLICE DISPATCH EMERGENCY ORDINANCE | | |

**Agenda Wording**

Relating to Fire and Police dispatch service personnel; amending SMC sections 3.10.070 and 3.12.010 and declaring an emergency.

**Summary (Background)**

The City of Spokane has negotiated to contract for services with Spokane Regional Emergency Communications. The dispatch center operated by Spokane Fire Department has suffered from understaffing and an inability to recruit new hires. The City has determined to cease Fire Dispatch. SMC sections 3.10.070 and 3.12.010 dictate that only City employees may receive, and dispatch emergency calls for Fire and Police. This ordinance allows for processing of dispatch calls by outside agencies.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | ALLERS, HANNAHLEE | Study Session\Other | 10/24 PIES |
| Division Director | | Council Sponsor | CP Beggs; CM Kinnear |
| Finance | | Distribution List | |
| Legal | | | |
| For the Mayor | | | |
| Additional Approvals | | | |
| Purchasing | | | |
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# ORDINANCE NO. C-36297

An ordinance relating to Fire and Police dispatch service personnel; amending SMC sections 3.10.070 and 3.12.010 and declaring an emergency.

**WHEREAS**, the City of Spokane may contract with Spokane Regional Emergency Communication ("SREC") for partial or full emergency dispatch services; and

**WHEREAS**, currently there are two provisions in the Spokane Municipal Code, one relevant to fire and one relevant to police, that require only City employees dispatch fire and police personnel; and

**WHEREAS**, the partial or full consolidation with SREC would result in non-City employees dispatching Spokane emergency personnel contrary to the existing provisions in the municipal code; and

**WHEREAS**, amending these provisions removes the impediment to fire and police dispatch services being provided by SREC staff.

**NOW THEREFORE**, the City of Spokane does ordain:

**Section 1.** That section 03.10.070 of the Spokane Municipal Code is amended to read as follows:

**Section 03.10.070 Spokane Police Radio Dispatch**

A. The City of Spokane recognizes individuals providing dispatch services to the Spokane Police Department as first responders who are responsible for interrogating, triaging, and providing instruction during emergencies and identifying and directing resources to an incident location to prevent loss of life and property and ensure public safety. Individuals providing dispatch services to the Spokane Police Department conduct research and provide callbacks on non-emergency calls so officers in the field can focus on responding to emergency and high priority calls.

B. Any individual providing dispatch services to Spokane Police Department employees shall, at a minimum, complete, obtain, and maintain ACCESS II certification provided by the Washington State Patrol within twelve (12) months of being hired to provide to dispatch services.

C. At a minimum, any organization using non-City of Spokane employees must have at least two governing board members appointed by the City of Spokane- one appointed by the Mayor and one appointed by the City Council. In addition, the organization must provide upon request audio recordings of all calls and dispatch transmissions to City of Spokane as long as requests are made within thirty days of the date of the original recording. In addition, the organization must provide monthly performance statistics regarding time to pick up original call, transfer to dispatch and dispatch of units.

((~~C. Dispatch services to Spokane Police Department officers and civilian employees shall only be performed by employees of the City of Spokane except in circumstances specified in mutual aid or automatic aid agreements, interlocal agreements or in instances when Spokane Police Department officers or civilian employees are traveling or operating outside the city limits.~~))

**Section 2.** That section 03.12.010 of the Spokane Municipal Code is amended to read as follows:

**Section 03.12.010 Fire Dispatchers**

A. The City of Spokane recognizes individuals providing dispatch services to the Spokane Fire Department as first responders who are responsible for interrogating, triaging, and providing instruction during medical emergencies and identifying and directing an emergency response unit to an incident location to prevent loss of life and property, ensure public safety, and respond to medical emergencies.

B. At a minimum, any organization using non-City of Spokane employees must have at least two governing board members appointed by the City of Spokane - one appointed by the Mayor and one appointed by the City Council. In addition, the organization must provide upon request audio recordings of all calls and dispatch transmissions to City of Spokane as long as requests are made within thirty days of the date of the original recording. In addition, the organization must provide monthly performance statistics regarding time to pick up original call, transfer to dispatch and dispatch of units.

((~~B. Dispatch services to Spokane Fire Department firefighters and civilian employees shall only be performed by employees of the City of Spokane except in circumstances specified in mutual aid or automatic aid agreements, interlocal agreements or in instances when Spokane Fire Department firefighters or civilian employees are traveling or operating outside the city limits.~~))

**Section 3.** Emergency Clause. The City Council declares that an urgency and emergency exists such that this ordinance is needed for the immediate preservation of the public peace, health, or safety, and/or for the immediate support of City government

and its existing public institutions, and that because of such need, this ordinance shall be effective immediately under Section 19 of the City Charter, upon the affirmative vote of one more than a majority of the City Council.

**PASSED** by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
Assistant City Attorney

_____
Date

_____
Effective Date

# Committee Agenda Sheet
# Finance and Administration Committee

| | |
|---|---|
| **Submitting Department** | City Legal |
| **Contact Name & Phone** | Lauren Beattie 509.625.6239 |
| **Contact Email** | lbeattie@spokanecity.org |
| **Council Sponsor(s)** | Council President Beggs & Council Member Kinnear |
| **Select Agenda Item Type** | ☐ Consent ☒ Discussion Time Requested: 10 |
| **Agenda Item Name** | SMC 3.10.070 and SMC 3.12.010 Revision |
| **Summary (Background)** | The City of Spokane has negotiated to contract for services with Spokane Regional Emergency Communications. The dispatch center operated by Spokane Fire Department has suffered from understaffing and an inability to recruit new hires. The City of Spokane has determined to cease Fire Dispatch. SMC subsections 3.10.070 and 3.12.010 dictate that only City of Spokane employees may receive, and dispatch emergency calls for Fire and Police. The City of Spokane seeks to revise the listed ordinance to allow processing of dispatch calls by outside agencies. |
| **Proposed Council Action & Date:** | Filed for Council Consideration on 10/24 |

**Fiscal Impact:**
N/A

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?
N/A

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?
N/A

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?
N/A

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?
N/A

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 9/28/2022 |
|---|---|---|---|
| | | Clerk's File # | RES 2022-0091 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | TIRRELL BLACK 6185 | Project # | |
| Contact E-Mail | TBLACK@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Resolutions | Requisition # | |
| Agenda Item Name | PLAN COMMISSION WORK PROGRAM 2022/2023 | | |

**Agenda Wording**

Pursuant to SMC 4.12.080, "In conjunction with the development of a schedule for City consideration of planning and policy issues, the city council will by resolution adopt an annual schedule which will assign certain policy and planning issues for

**Summary (Background)**

Regular adoption of the Plan Commission Work Program

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BLACK, TIRRELL | Study Session\Other | September 8, 2022 Study |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Kinnear and |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | RICHMAN, JAMES | tblack@spokanecity.org | |
| For the Mayor | PERKINS, JOHNNIE | jrichman@spokanecity.org | |
| Additional Approvals | | tkimbrell@spokanecity.org | |
| Purchasing | | jchurchill@spokanecity.org | |
| | | rbenzie@spokanecity.org | |
| | | | |
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## Continuation of Wording, Summary, Budget, and Distribution

**Agenda Wording**

for commission consideration."

**Summary (Background)**

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

**Distribution List**

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| Attachment A 2022-23 Plan Commission Work Program Priorities | | | |
|---|---|---|---|
| **Project Name** | **Start/Status** | **Plan Commission Review** | **Project Completion** |
| Housing Action Plan Implementation (WA Commerce Grant) | Q4-2021 | Q1-2022 | Q2-2023 |
| Phase 2 - Housing Code Amendments; SEPA exemptions, Short Term Rentals | Q1-2022 | TBD | TBD |
| Building Opportunities in Housing (follow-up work to Building Opportunities and Choices for All) | | | |
| Comprehensive Plan housing updates | Q3-2022 | Q1-2023 | Q2-2023 |
| Development code updates, including:<br>Housing variety, following Comprehensive Plan process<br>Cottage housing/ Tiny lot development<br>Home occupations<br>PUD | Q4-2022 | Q2-2023 | Q2-2023 |
| Comprehensive Plan bicycle route map updates and prioritization | TBD | TBD | TBD |
| Bike parking ordinance revamp | Q3-2022 | Q4-2022 | Q4-2022 |
| Subarea planning | | | |
| East Central | Q3-2022 | TBD | TBD |
| West Central | Q3-2022 | TBD | TBD |
| Hillyard | Q3-2022 | TBD | TBD |
| Neighborhood-oriented commercial uses | | | |
| Home-based occupation update | TBD | TBD | TBD |
| Expand legacy business rules to allow for expansion | TBD | TBD | TBD |
| Neighborhood mixed use | TBD | TBD | TBD |
| Transportation Impact Fee updates | In Progress | Q1-2023 | Q1-2023 |
| 6-Year Capital Program Update: Projects related to Latah moratorium | Q4-2022 | Q1-2023 | Q1-2023 |
| South Logan Transit Oriented Development Plan (WA Commerce Grant) | Q4-2021 | TBD | Q2-2023 |
| Regional Planning / County Wide Planning Policies Update | Q1-2022 | TBD | TBD |
| Division Corridor T.O.D. Study (incl. North Town) | In Progress | TBD | TBD |
| Transit Oriented Development Centers and Corridors Code Update - Monroe Street Focus | Q4-2022 | Q3-2023 | Q4-2023 |
| 20 Year - Water Capital Facilities Element Update | In Progress | TBD | TBD |
| 20 Year - Sewer Capital Facilities Element Update | TBD | TBD | TBD |
| **2022-23 Mandated / Annual Projects** | | | |
| 6-Year Transportation Program Update - Consistency Review | In Progress | Q3-2022 | Q3-2022 |
| 6-Year City-Wide Capital Program Update - Consistency Review | In Progress | Q3-2022 | Q3-2022 |
| 2022 Annual Comp Plan Amendments | Q4-2021 | Q2/Q3 - 2022 | Q4-2022 |

| | | | |
|---|---|---|---|
| 2023 Annual Comp Plan Amendments | Suspended | Suspended | Suspended |

Notes:

Remaining Neighborhood Plans - Minnehaha, Shiloh Hills, Balboa / S. Indian Trail, Latah/Hangman

Remaining Centers & Corridors specific plans (11 Remaining)

- Neighborhood (2): Lincoln and Nevada, Grand Boulevard / 12th to 14th
- District (6): Five Mile, North Town, Shadle - (Neighborhood Plan), 57th & Regal
- Employment (2): North Nevada, Maxwell and Elm
- Corridor (1): Monroe - south 1/2

Spokane County Urban Growth Area Mandatory Review - 2025

WA State Periodic Comprehensive Plan Update - June, 2026

Next WA State Shoreline Program Update - June, 2030

**RESOLUTION NO. 2022-0091**

A resolution approving the Plan Commission's 2022/2023 Work Program.

**WHEREAS,** pursuant to SMC 4.12.080, the City Council adopts by resolution an annual work program, which assigns certain policy and planning issues for consideration by the Plan Commission; and

**WHEREAS,** SMC 4.12.080 requires that the Plan Commission shall, when requested by City Council resolution, solicit information and comment from the public about planning goals and policies or plans for the City, and report to the City Council its recommendations and a summary and analysis of the comments received from the public; and

**WHEREAS,** the City Council and the Plan Commission met on 11 November 2021 to review and discuss the proposed Plan Commission 2022/2023 Work Program; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby adopts the Plan Commission's 2022/2023 Work Program as set forth in Attachment A and approves of the work program for assigned policy and planning issues for consideration by the Plan Commission for 2022/2023.

**BE IT ALSO RESOLVED** that the City Council recognizes that work assignments can change throughout the year and, therefore, calls upon the Chairperson of the Plan Commission, the Planning Director and the City Council liaison to the Plan Commission to coordinate the implementation of the work program.

**BE IT FURTHER RESOLVED** that the Council and the Plan Commission commit to review the 2022/2023 Work Program periodically to determine if further revisions to the Work Program are necessary.

Passed by the City Council this ____ day of _____, 2022.

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

# Committee Agenda Sheet
# Urban Experience

| | |
|---|---|
| **Submitting Department** | Planning Services |
| **Contact Name & Phone** | Spencer Gardner X6097 |
| **Contact Email** | sgardner@spokanecity.org |
| **Council Sponsor(s)** | CM Kinnear CM Zappone |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: |
| **Agenda Item Name** | Plan Commission Work Program 2022/2023 |
| **Summary (Background)** | SMC Section 04.12.080 requires that the city council will by resolution adopt an annual schedule which will assign certain policy and planning issues for commission consideration. |
| **Proposed Council Action & Date:** | |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ☒ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

N/A

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The work program outlines anticipated plan commission review and project completion dates.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Adoption of the Plan Commission's work program is a requirement of SMC Section 04.12.080

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 9/28/2022 |
|---|---|---|---|
| | | Clerk's File # | RES 2022-0092 |
| | | Renews # | |
| Submitting Dept | PLANNING & ECONOMIC | Cross Ref # | |
| Contact Name/Phone | SPENCER 6097 | Project # | |
| Contact E-Mail | SGARDNER@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | Resolutions | Requisition # | |
| Agenda Item Name | 0650 - RESOLUTION FOR DIVISIONCONNECTS VISION AND IMPLEMENTATION | | |

**Agenda Wording**

A resolution recognizing the DivisionConnects Vision and Implementation Phase 2 Report as a declaration of the City's desired future transportation and land use conditions along the Division Street corridor from downtown to the City boundary

**Summary (Background)**

The results of the collaborative two-year DivisionConnects transportation and land use study led by Spokane Regional Transportation Council and Spokane Transit Authority in partnership with the City, Spokane County, and WSDOT. Phase 1 selected the future Division Street roadway cross-sections for the development of STA's future bus rapid transit line.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | BLACK, TIRRELL | Study Session\Other | Finance 5/17/21; UE |
| Division Director | MACDONALD, STEVEN | Council Sponsor | CMs Stratton & Zappone |
| Finance | ORLOB, KIMBERLY | Distribution List | |
| Legal | RICHMAN, JAMES | | |
| For the Mayor | PERKINS, JOHNNIE | | |
| Additional Approvals | | | |
| Purchasing | | | |
| | | | |
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## Continuation of Wording, Summary, Budget, and Distribution

### Agenda Wording

north of the intersection at Newport Highway.

### Summary (Background)

Phase 2 outlines opportunities for the City and County to evaluate and implement land use changes and active transportation capital investments that support transit-oriented development, and the future BRT line.

| Fiscal Impact | | Budget Account |
|---|---|---|
| Select | $ | # |
| Select | $ | # |

| Distribution List | |
|---|---|
| kemiller@spokanecity.org | |
| | |
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**RESOLUTION NO. 2022-0092**

A RESOLUTION RECOGNIZING AND ACCEPTING THE DIVISIONCONNECTS STUDY ("THE STUDY") AS A DECLARATION OF THE CITY'S DESIRED FUTURE TRANSPORTATION AND LAND USE CONDITIONS WITHIN THE DIVISION STREET CORRIDOR FROM DOWNTOWN SPOKANE AND NORTH TO THE SPOKANE CITY LIMITS.

WHEREAS, the Spokane Regional Transportation Council (SRTC) jointly managed a transportation study with Spokane Transit Authority (STA) of the Division Street corridor to identify a preferred alternative for bus rapid transit (BRT) and supportive active transportation and land use recommendations; and

WHEREAS, the study, known as DivisionConnects, was funded through STA, SRTC, and WSDOT contributions; and

WHEREAS, City of Spokane and Spokane County contributed staff time throughout the two-year planning process; and

WHEREAS, the study was conducted in two phases: Phase 1 identified a locally preferred alternative for BRT and Phase 2 identified bicycle and pedestrian projects and land use opportunities in the Division Street corridor; and

WHEREAS, the SRTC Board of Directors adopted Phase 1 of the study (Division Street Corridor Development Plan) on June 10, 2021 and Phase 2 of the study (DivisionConnects Vision and Implementation Strategy) on September 8, 2022; and

WHEREAS, Division Bus Rapid Transit is a regionally significant project identified in the region's Metropolitan Transportation Plan, Horizon 2045; and

WHEREAS, the study was conducted with input from STA, WSDOT, City of Spokane, and Spokane County staff, the study Steering Committee, public outreach activities, and updates to Spokane City Council and Plan Commission; and

WHEREAS, City Council recognition and acceptance of the study provides support for the corridor recommendations documented in the study's final reports and provides direction for development of city capital facilities planning documents and land use planning; and

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE SPOKANE CITY COUNCIL THAT:

1. The City Council of Spokane recognizes the DivisionConnects Vision and Implementation Phase 2 Report as a guiding document for the desired future transportation and land use conditions along the Division Street corridor.
2. The City Council recognizes the recommended transportation projects and supports incorporation of the projects into the City's capital facilities planning documents pursuant to required processes.
3. The City Council recognizes the recommended transit-oriented development land use changes in support of the bus rapid transit service along the Division Street corridor as a foundation for future development and redevelopment of the corridor, and as a guide for future updates to the City's Comprehensive Plan.

ADOPTED by the City Council this ____ day of _____ 2022.

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

# Committee Agenda Sheet
# Urban Experience Committee

| | |
|---|---|
| **Submitting Department** | Community and Economic Development – Planning Services |
| **Contact Name & Phone** | Amanda Beck, 509-625-6414, Colin Quinn-Hurst, 509-625-6804 |
| **Contact Email** | abeck@spokanecity.org, cquinnhurst@spokanecity.org |
| **Council Sponsor(s)** | CM Zappone, CM Stratton |
| **Select Agenda Item Type** | ☒ Consent ☐ Discussion Time Requested: 10 minutes |
| **Agenda Item Name** | DivisionConnects Phase 2 Resolution |
| **Summary (Background)** | Spokane Regional Transportation Council (SRTC) collaborated with Spokane Transit Authority (STA), the City, Spokane County, and WSDOT on a transportation and land use study of the Division Street corridor known as DivisionConnects.<br><br>• Phase 1 of the study identified a Locally Preferred Alternative (LPA) for Bus Rapid Transit on the Division Street corridor. The Phase 1 LPA was briefed to the Spokane City Council Finance Committee on May 17, 2021.<br>• Phase 2 of the study evaluated options for land use changes and accessibility improvements that would align with this investment in premium, high-frequency transit service. Outcomes of this phase were briefed at the City Council Urban Experience Committee on June 13, 2022.<br>• The SRTC Board approved the final DivisionConnects Vision and Implementation Strategy – Phase 2 Report and associated documents on September 8, 2022, resolution attached.<br>• The recommendations of Phase 2 will inform future work under a Transit-Oriented Development grant awarded to STA, Spokane County and the City through the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning. |
| **Proposed Council Action & Date:** | Council Recognition by Resolution, October 24 |

**Fiscal Impact:**
Total Cost:
Approved in current year budget? ☐ Yes ☐ No ☒ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

- The recommendations of DivisionConnects Phase 2 would improve access to transit for adjacent residents in historically underserved neighborhoods. Through multi-modal facilities and public right-of-way improvements, the proposals of this project would connect the adjacent sidewalk, bikeway and pathway networks, and provide arterial crossings and improvements along the Division Street corridor. These gaps in walk and bike facilities previously created barriers separating residents from parks, amenities and services. The land use considerations evaluated by this study lay the groundwork for shifting policy toward supporting a range of housing and commercial investments that would be more immediately accessible and available to nearby residents.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

- Phase 2 of the DivisionConnects study collected baseline data that identified existing demographics and land-use characteristics within the neighborhoods bordering the Division Street corridor between Downtown Spokane and the northern reaches of Division in Spokane County, focusing on measures of Social Vulnerability as provided by the Centers for Disease Control. Phase 2 of the study also identified gaps in accessible infrastructure, services and land uses, and sought direct feedback from neighborhood residents on resulting proposals through social mapping exercises, surveys and community meetings.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

- This project assessed baseline corridor conditions including transportation patterns, land use patterns, and demographic conditions. The project included multiple rounds of public engagement consisting of questionnaires, surveys, and online mapping activities, as well as public meetings and presentations. A Steering Committee made up of elected and non-elected City, County, and agency representatives from the project area provided regular guidance and feedback throughout the study. The feedback obtained through these efforts, as well as the results of robust transportation modeling to measure anticipated traffic impacts on the corridor and adjacent neighborhoods, guided the selection of proposed solutions and policy recommendations.
- Subsequent planning efforts, transportation investments and policy changes will be measured using these methods to assess changes against baseline conditions. Future planning and infrastructure projects will continue seeking public input using these methods to assess changes that are proposed, developed and carried out.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The proposal is aligned with many City policies embedded within the City's Comprehensive Plan:

Chapter 3, Land Use:

- LU 2: Public Realm Enhancement
- LU 3: Efficient Land Use
- LU 4: Transportation
    - LU 4.6: Transit-Supported Development

Chapter 4, Transportation:

- TR 2: Transportation Supporting Land Use
- TR 5: Active Transportation
- TR 6: Commercial Center Access
- TR 7: Neighborhood Access
- TR 9: Promote Economic Opportunity

Chapter 7, Economic Development:

- ED 2: Land Available for Economic Activities
- ED 3: Strong, Diverse, and Sustainable Economy

This project is also aligned with previous studies and plans conducted by the Spokane Transit Authority and City of Spokane to assess the potential for high-performance transit and supportive land use and infrastructure investments. These studies include Connect Spokane: A Comprehensive Plan for Public Transportation, the Central City Line Strategic Overlay Plan (2016), Economic and Land Use Impacts of the Central City Line (2014), and supportive planning efforts including the Logan Neighborhood Subarea Plan.

**RESOLUTION NO. 2022-____**

A RESOLUTION RECOGNIZING AND ACCEPTING THE DIVISIONCONNECTS STUDY ("THE STUDY") AS A DECLARATION OF THE CITY'S DESIRED FUTURE TRANSPORTATION AND LAND USE CONDITIONS WITHIN THE DIVISION STREET CORRIDOR FROM DOWNTOWN SPOKANE AND NORTH TO THE SPOKANE CITY LIMITS.

WHEREAS, the Spokane Regional Transportation Council (SRTC) jointly managed a transportation study with Spokane Transit Authority (STA) of the Division Street corridor to identify a preferred alternative for bus rapid transit (BRT) and supportive active transportation and land use recommendations; and

WHEREAS, the study, known as DivisionConnects, was funded through STA, SRTC, and WSDOT contributions; and

WHEREAS, City of Spokane and Spokane County contributed staff time throughout the two-year planning process; and

WHEREAS, the study was conducted in two phases: Phase 1 identified a locally preferred alternative for BRT and Phase 2 identified bicycle and pedestrian projects and land use opportunities in the Division Street corridor; and

WHEREAS, the SRTC Board of Directors adopted Phase 1 of the study (Division Street Corridor Development Plan) on June 10, 2021 and Phase 2 of the study (DivisionConnects Vision and Implementation Strategy) on September 8, 2022; and

WHEREAS, Division Bus Rapid Transit is a regionally significant project identified in the region's Metropolitan Transportation Plan, Horizon 2045; and

WHEREAS, the study was conducted with input from STA, WSDOT, City of Spokane, and Spokane County staff, the study Steering Committee, public outreach activities, and updates to Spokane City Council and Plan Commission; and

WHEREAS, City Council recognition and acceptance of the study provides support for the corridor recommendations documented in the study's final reports and provides direction for development of city capital facilities planning documents and land use planning; and

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE SPOKANE CITY COUNCIL THAT:

1. The City Council of Spokane recognizes the DivisionConnects Vision and Implementation Phase 2 Report as a guiding document for the desired future transportation and land use conditions along the Division Street corridor.
2. The City Council recognizes the recommended transportation projects and supports incorporation of the projects into the City's capital facilities planning documents pursuant to required processes.
3. The City Council recognizes the recommended transit-oriented development land use changes in support of the bus rapid transit service along the Division Street corridor as a foundation for future development and redevelopment of the corridor, and as a guide for future updates to the City's Comprehensive Plan.

ADOPTED by the City Council this ____ day of _____ 2022.

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-14

**APPROVING THE**
**DIVISIONCONNECTS VISION AND IMPLEMENTATION STRATEGY – PHASE 2 REPORT**

WHEREAS, the Spokane Regional Transportation Council's Board of Directors (SRTC Board) is the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and as the also the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC jointly managed a study of the Division Street corridor with Spokane Transit Authority, known as DivisionConnects, that analyzed all modes of transportation and land use; and

WHEREAS, WSDOT, STA, and SRTC contributed financially to the study; and

WHEREAS, the SRTC Board approved the Division Street Corridor Development Plan from Phase 1 of the study on June 10, 2021, which documents the analysis and selection of a locally preferred alternative for bus rapid transit along Division Street; and

WHEREAS, Division Bus Rapid Transit is a regionally significant project identified in the Metropolitan Transportation Plan, Horizon 2045; and

WHEREAS, the Phase 2 report, known as the DivisionConnects Vision and Implementation Strategy, was completed in July 2022 and contains active transportation project recommendations, information on land use, and travel demand modeling in support of future investment in bus rapid transit; and

WHEREAS, the DivisonConnects study was conducted with input from STA, WSDOT, City of Spokane, and Spokane County staff, the study Steering Committee, public outreach activities, and regular updates to the SRTC Board; and

WHEREAS, approval of the DivisionConnects Vision and Implementation Strategy provides support for the corridor recommendations documented in the report and provides direction for development of future Capital Improvement Programs and land use planning by local jurisdictions.

NOW THEREFORE, BE IT RESOLVED BY THE Board of Directors of the Spokane Regional Transportation Council of Washington that:

1. The DivisionConnects Vision & Implementation Strategy – Phase 2 Report is hereby adopted.

PASSED and APPROVED this 8th day of September 2022 by the SRTC Board of Directors of the Spokane Regional Transportation Council of Washington.

Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, Clerk of the Board

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-14

**APPROVING THE**
**DIVISIONCONNECTS VISION AND IMPLEMENTATION STRATEGY – PHASE 2 REPORT**

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Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, Clerk of the Board

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

# DivisionConnects Vision and Implementation Strategy

## Phase 2 Report

Prepared for

**Spokane Regional Transportation Council**

July 2022


Prepared by

**Parametrix**
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# CITATION

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O. Travel Demand Model Land Use Assumptions

# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| BAT | business access and transit |
| BRT | bus rapid transit |
| City | City of Spokane |
| County | Spokane County |
| EmX | Emerald Express |
| HPT | high performance transit |
| LOS | level of service |
| LPA | locally preferred alternative |
| NSC | North Spokane Corridor |
| SRTC | Spokane Regional Transportation Council |
| STA | Spokane Transit Authority |
| Study | Division Street Corridor Study, also called DivisionConnects |
| Study area | Division Street Corridor study area |
| TOD | transit-oriented development |
| TSP | transit signal priority |
| US 2 | US Highway 2 |
| US 395 | US Highway 395 |
| VHD | vehicle hours of delay |
| VHT | vehicle hours of travel |
| VMT | vehicle miles traveled |
| WSDOT | Washington State Department of Transportation |

# Why DivisionConnects?

DivisionConnects was a collaborative 2-year transportation and land use study led by Spokane Regional Transportation Council (SRTC) and Spokane Transit Authority (STA) in partnership with the City of Spokane, Spokane County, and Washington State Department of Transportation (WSDOT). The study was focused on opportunities and challenges provided to Division Street that come with the planned completion of the North Spokane Corridor (NSC), which will offer a more desirable highway route for the through-traffic that uses Division Street today, and implementation of bus rapid transit (BRT) along Division by STA (see Figure ES-1). With these significant system investments, it is essential to plan for the future and understand potential options for all modes of transportation. DivisionConnects began the first of many community conversations about what the future may look like for the Division Street corridor.

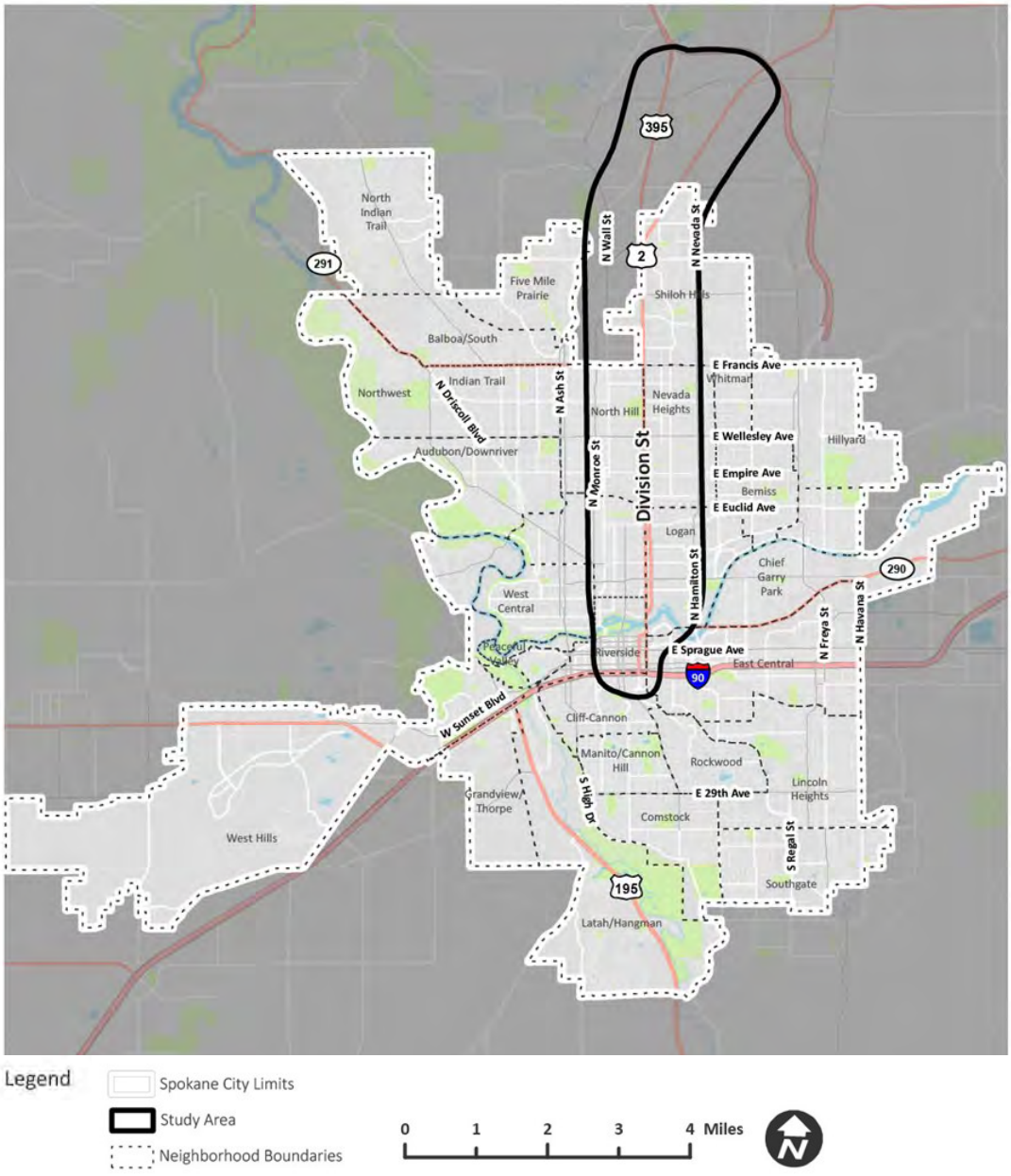



**Figure ES-1. DivisionConnects Study Corridor**

# Current State of the Corridor

Today, the corridor serves local and regional traffic including freight, has the second highest ridership bus route in the system, and provides access from downtown to growing communities on the northern edge of the City of Spokane (City) and into unincorporated Spokane County (County). Within Washington, Division Street is a segment of the state highway system (U.S. Highway 2) that connects the western and eastern regions of the state. The study segment, shown in Figure ES-1, is also concurrent with U.S. Highway 395, which continues north to the Canadian border and south to California. The Division corridor is developed with a diverse mix of land uses, from a dense, urban pattern in the south to more auto-oriented retail in the northern end. The corridor provides access to several neighborhoods on both sides of the roadway, all of which have their own unique character. Although sidewalks are present along much of the corridor, the traffic speeds and volumes often contribute to an uncomfortable environment for people walking and people using scooters and similar devices. Bicycles are prohibited in much of the corridor, and the lack of dedicated bicycle facilities discourages cycling in other parts of the corridor.

# A Comprehensive Vision for Improved Mobility

Connect Spokane, STA's vision and policy framework for evolution of the transit network, identifies Division Street as a future high performance transit (HPT) corridor, with specific assumptions for this corridor, including rubber-tired electric-powered vehicles. The first phase of DivisionConnects evaluated options for development of BRT service on Division Street. The conclusion of this effort in Spring 2021, summarized in the DivisionConnects Corridor Development Plan, was the selection of the future roadway cross-sections planned for the corridor, shown in Figure ES-2.

Phase 2 of the DivisionConnects study began in Summer 2021 and examined the opportunities to expand the anticipated benefits resulting from the BRT capital and service investments identified during Phase 1. This effort included evaluation of potential active transportation capital investments that would provide access to the Division corridor as well as areas along the corridor where land use changes might occur to create transit-oriented development (TOD).

# What's Next?

This DivisionConnects Vision and Implementation Strategy describes the evaluation processes and findings associated with the land use and active transportation analysis undertaken during DivisionConnects Phase 2. It is meant to serve as a resource for the City of Spokane and Spokane County when evaluating future land use changes that might support the planned BRT service on Division Street. It can also be used by the City, County, STA and WSDOT to incorporate potential transit-supportive active transportation investments in their capital planning efforts, including design efforts for the BRT improvements. Finally, the findings could inform future efforts to secure grant funding for land use or transportation investments.

**Mainline**
looking north

**Couplet: Division**
looking north

**Couplet: Ruby**
looking north

**Figure ES-2. Locally Preferred Alternative for Division BRT**

# 1. INTRODUCTION

## 1.1 Project Purpose and Description

The Division Street Corridor Study (Study), undertaken from December 2019 to May 2022, evaluated the future of transportation along this important corridor in Spokane. The Study, known as DivisionConnects, was undertaken in two phases. Phase 1 focused on examining opportunities and identifying a preferred concept for rubber-tired high performance transit (HPT)[1] in the corridor as identified in the Spokane Transit Authority (STA) Transit Development Plan as bus rapid transit (BRT). Additionally, options for all modes of travel in the corridor were examined, and the project team engaged with the community to take their feedback regarding potential changes to the corridor. Comments received during this phase emphasized additional landscaping and interest in more walkable destinations as desired improvements along the corridor. Phase 2 built on the findings from Phase 1, examining potential land uses and active transportation investments that can support the future BRT service. This phase included evaluation of potential opportunities for transit-oriented development (TOD) along the corridor and the identification of active transportation capital projects that can provide access to the future BRT service, using the locally preferred alternative (LPA) as the foundation for analysis. Community engagement, including online crowd-sourced mapping, neighborhood and agency presentations, online questionnaires and steering committee involvement, was undertaken during Phase 2 to solicit public feedback about potential land use changes and active transportation investments.

> ***Transit-Oriented Development:***[2] *Transit-oriented development, or TOD, includes a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.*
>
> *Successful TOD depends on access and density around the transit station. Convenient access to transit fosters development, while density encourages people to use the transit system. Focusing growth around transit stations capitalizes on public investments in transit and provides many benefits, including:*
>
> - *increased ridership and associated revenue gains for transit systems*
> - *incorporation of public and private sector engagement and investment*
> - *revitalization of neighborhoods*
> - *a larger supply of affordable housing*
> - *economic returns to surrounding landowners and businesses*
> - *congestion relief and associated environmental benefits*
> - *improved safety for pedestrians and cyclists through non-motorized infrastructure*

[1] Connect Spokane, STA's comprehensive plan for public transportation, defines high performance transit as "a network of corridors providing all-day, two-way, reliable, and frequent service which offers competitive speeds to the private automobile and features improved amenities for passengers. The HPT Network defines a system of corridors for heightened and longterm operating and capital investments."

[2] https://www.transit.dot.gov/TOD

The Study was a coordinated effort between the Spokane Regional Transportation Council (SRTC), STA, the City of Spokane (City), Spokane County (County), and the Washington State Department of Transportation (WSDOT). STA, SRTC, and WSDOT provided funding for the project.

Today, the corridor serves local and regional traffic, has the second highest ridership bus route in the system, and provides access along a diverse mix of land uses, from urban downtown Spokane to auto-oriented retail and growing communities on the northern edge of Spokane. With the North Spokane Corridor (NSC) highway project scheduled for completion by 2029, agency partners, businesses, residents, and the broader community anticipate changes to travel patterns on Division Street and are looking to evaluate the future of the corridor. The capital investments that usually accompany the implementation of BRT service generally provide for increased bus travel speeds and greater service reliability. These improvements, paired with added service frequency, have consistently shown to contribute to increases in ridership in transit systems of all sizes. The financial investments that support BRT service also add a greater sense of permanence, as they send a message that the agency is investing in an area and that "bus service is here to stay," similar to how rail service might be viewed.

The direct BRT-related capital improvements can be leveraged to provide even greater ridership gains, expanded mobility options for traditionally transit dependent populations, and more convenient opportunities to use transit rather than single-occupancy vehicles. One way to do so is through the installation of infrastructure for people walking and rolling that provides additional and safer nonmotorized travel routes to access transit service. Increases to the housing, employment, and commercial densities along or near a BRT corridor often provide similar benefits because bus riders are able to access a higher number of goods and services using transit and/or live close to high-quality service.

Phase 2 of the DivisionConnects study examined the opportunities to expand the anticipated benefits resulting from BRT capital and service investments by evaluating potential active transportation capital investments that would provide access to the Division corridor as well as areas along the corridor where land use changes might occur in a TOD pattern.

> ***Active Transportation:***[3] *Active transportation is the use of a human-scale and often human-powered means of travel to get from one place to another; it includes walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, and using micromobility devices such as electric-assisted e-bikes and e-foot scooters.*

This report summarizes the analysis, findings, and recommendations generated during Phase 2 of the Study. The DivisionConnects Corridor Development Plan, completed in May 2021, summarizes the efforts undertaken during Phase 1. It describes the evaluation process undertaken to identify the Locally Preferred Alternative (LPA) for development of future BRT service on Division Street and describes future steps required to realize the vision contained therein. It also contains an expanded description of the project background and existing conditions that contributed to the analysis for Phase 2. Additional details about existing conditions can be found in the State of the Corridor Report.

[3] Washington State Active Transportation Plan: 2020 and Beyond. Washington State Department of Transportation, 2021. https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf

## 1.2 Purpose of This Report

This DivisionConnects Vision and Implementation Strategy – Phase 2 Report describes the evaluation processes and findings associated with the land use and active transportation analysis undertaken during DivisionConnects Phase 2. It is meant to serve as a resource for the City of Spokane and Spokane County when evaluating future land use changes that might support the planned BRT service on Division Street. It can also be used by the City, County, STA and WSDOT to incorporate potential transit supportive active transportation investments in their capital planning efforts, including design efforts for the BRT improvements. Finally, the findings could inform future efforts to secure grant funding for land use or transportation investments. Figure 1-1 shows planned partner agency efforts that will build on the findings from DivisionConnects.

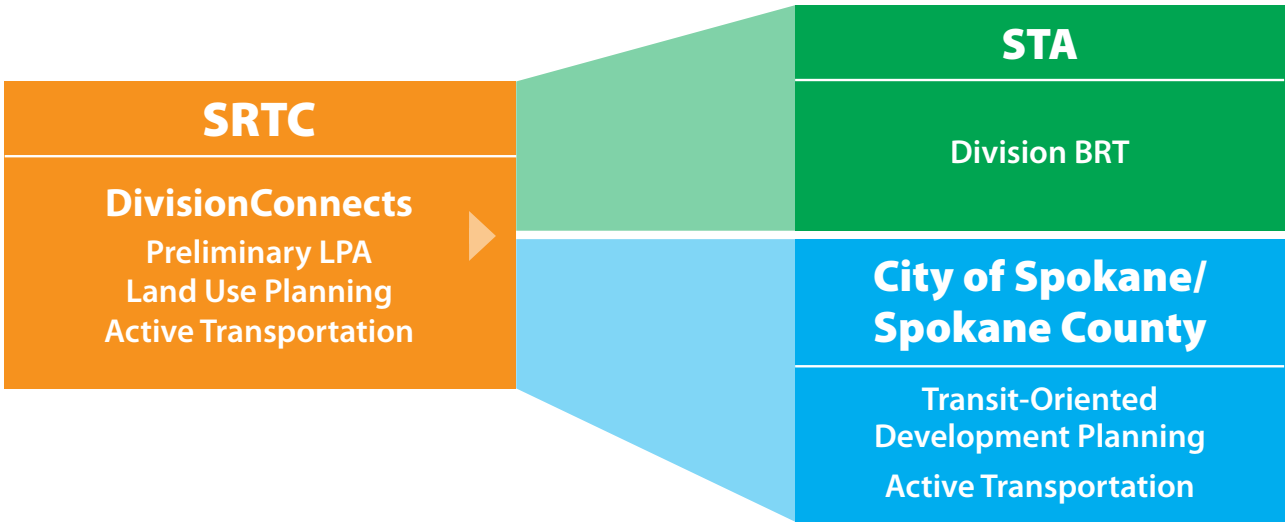



**Figure 1-1. Future Agency Projects**

# 2. PROJECT BACKGROUND

## 2.1 Study Corridor

The Division Street Corridor Study area (Study area) is located along Division Street/U.S. Highway 2 (US 2). It begins in north Spokane County at U.S. Highway 395 (US 395), continues south into the City of Spokane through the intersection of Division Street and Newport Highway (commonly referred to as the "Y"), and terminates in downtown Spokane. The study area roughly follows the current bus Route 25 alignment from the Hastings Park and Ride to the STA Plaza. The highway is a National Highway of Significance and a State Highway of Significance. It is a WSDOT-designated T-2 freight corridor (4 million to 10 million tons moved annually) from Interstate 90 to the Y and a T-3 freight corridor (300,000 to 4 million tons moved annually) north of the Y.

The study area, shown in Figure 2-1, includes the area within 0.75 mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west. In the southern section of the study area, Division Street and Ruby Street are parallel, one-way streets forming a couplet from River Drive to Cleveland Avenue. The study area was defined to be purposely broad to understand the function, role, and interactions of adjacent streets, highways, land uses, and community character.

## 2.2 The North Spokane Corridor

The DivisionConnects study was initiated, in part, to address the anticipated changes to traffic on Division Street upon completion of the NSC. Located approximately 2.3 miles east of Division Street and scheduled for completion in 2029, the NSC will be a new WSDOT limited-access highway running approximately parallel to Division Street. Once completed, it will become the primary north-south route between north Spokane and Interstate 90. The study's technical analysis and travel demand modeling assumed future completion of the NSC.

## 2.3 Division BRT Locally Preferred Alternative

Upon completion of all public engagement efforts during Phase 1 of the study, a draft recommendation was formulated for an LPA for BRT in the Division Street corridor. It reflected the cross-sections shown in Figure 2-2 and includes the elements described in Table 2-1.

The draft LPA was presented to the STA Planning and Development Committee on March 3, 2021, and was subject to a public hearing before the STA Board of Directors on March 18, 2021. No members of the public testified at the public hearing; however, it was noted by project staff that public input received to date had been generally supportive of the project, and the draft LPA reflected the elements that were noted as favorable by the public. The STA Planning and Development Committee recommended adoption of the draft LPA as the final LPA by resolution on March 5, 2021, and was subsequently adopted by the STA Board of Directors on April 15, 2021.

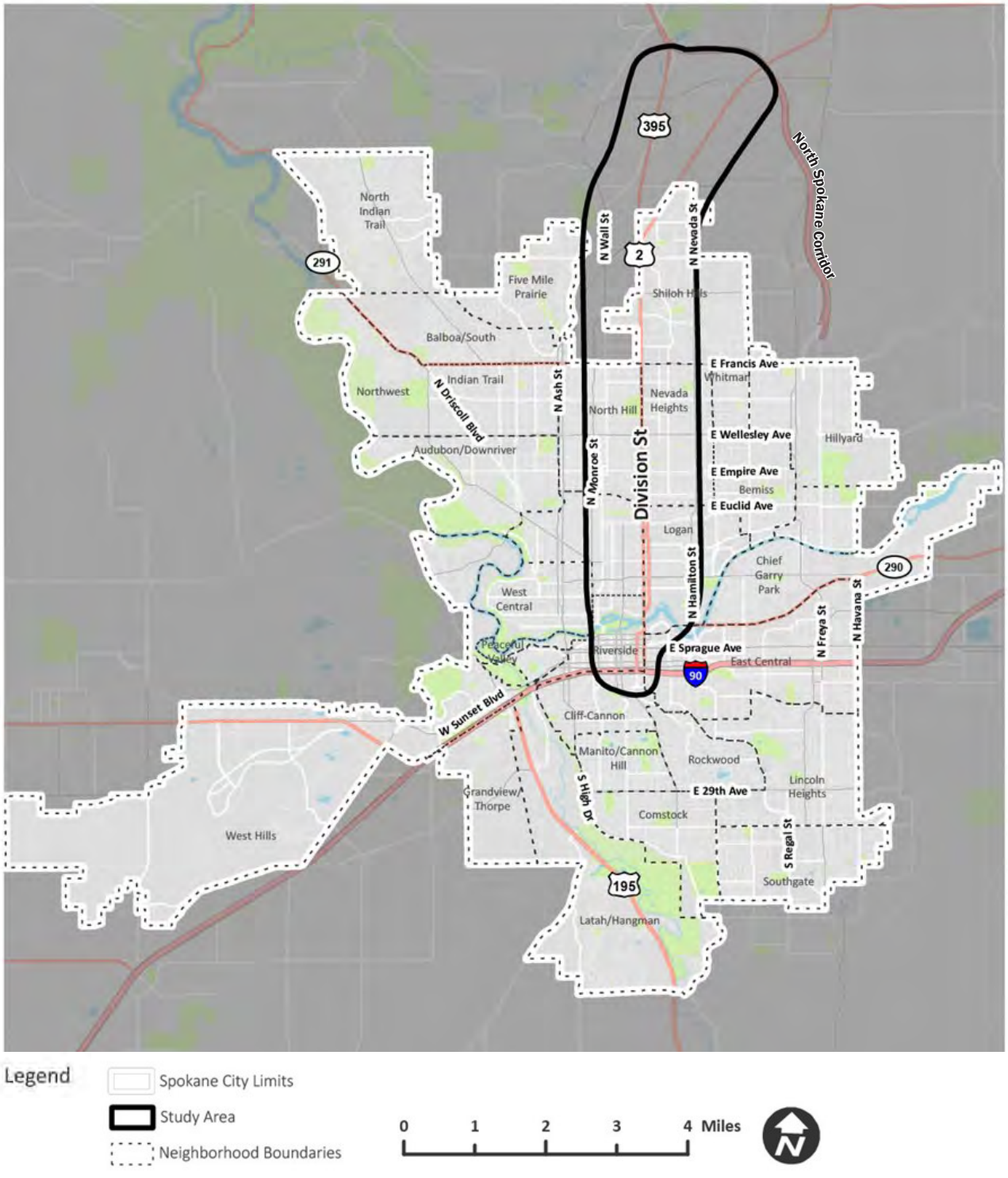



**Figure 2-1. Division Street Corridor Study Area**

**Mainline**
looking north

**Couplet: Division**
looking north

**Couplet: Ruby**
looking north

**Figure 2-2. Locally Preferred Alternative for Division BRT**

**Table 2-1. Locally Preferred Alternative for the Division Street Corridor**

| ELEMENT | DESCRIPTION |
|---|---|
| **Mode** | Fixed guideway BRT using zero-emission 60' buses[a] |
| **Service Level** | Weekdays: 10-minute frequency or better<br>Nights and Weekends: 15-minute frequency during most hours of the span |
| **Northern Termini** | Short-term: Current Route 25 to Hastings Park and Ride<br>Long-term: New transit center at Farwell and US2 |
| **Southern Termini** | Spokane Central Business District near the STA Plaza |
| **Alignment** | Downtown: To be refined in Preliminary Engineering<br>Couplet: Right-side along Ruby Street and Division Street<br>Mainline: Right-side along Division Street<br>North of "Y:" Short- and long-term phased approach |
| **Station Locations** | Major intersections and destinations. All stations will meet ADA accessibility requirements |
| **System Operations** | Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms |
| **Lane Configuration** | Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y" |
| **Other Multimodal Treatments** | Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor |

[a] As defined, the LPA is expected to qualify as a "fixed guideway BRT" under current federal law and FTA policy guidance. The current definition of fixed guideway BRT includes the following elements according to the Final Interim Policy Guidance for the FTA Capital Investment Grant Program, dated June 2016:

1. Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
2. The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather, and provide information on schedules and routes.
3. The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway, and either queue-jump lanes or active signal priority in non-separated guideway.
4. The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day.
5. The provider must apply a separate and consistent brand identity to stations and vehicles.

## 2.4 Existing Conditions

### 2.4.1 Transit Service

STA provides frequent bus service in the study area with Route 25 Division (Route 25). Service is provided from 5:00 a.m. to midnight on weekdays and Saturdays and from 7:30 a.m. to 8:30 p.m. on Sundays.

Route 25 begins at the Hastings Park and Ride in the north and terminates in downtown Spokane at the STA Plaza in the south. This route is just over 9 miles long and intersects with several other bus routes along its length, including all frequent routes in STA's network. Key transfer locations to other bus services are located at:

- The Hastings Park and Ride (Routes 124/662)
- Hawthorne Road/Newport Highway (Route 28)
- Francis Avenue (Route 27)
- Wellesley Avenue (Route 33)
- Indiana Avenue (Route 27)
- Mission Avenue (Route 39)
- Spokane Falls Boulevard (Routes 26, 28, and 29)
- Downtown Spokane/The Plaza (multiple)

### 2.4.2 Active Transportation

This environment on Division Street is influenced by sidewalks directly adjacent to high traffic volumes, wide road widths, and high speeds creating a difficult environment for pedestrians to navigate. Generally, most of Division Street has sidewalks present. Sidewalks are present on at least one side of most other streets in the study area. The sidewalk network in the study area is largely complete within the City of Spokane, with more network gaps in unincorporated Spokane County. A majority of the corridor north of the Spokane River is characterized by frequent driveways and long distances between marked crosswalks, creating an uncomfortable environment for people walking. This environment on Division Street is influenced by high traffic volumes, high speeds, and the proximity of curbside sidewalks to traffic. Downtown Spokane is walkable, with wide sidewalks.

Bicycle lanes are not present on Division Street in any part of the study corridor. From the couplet to the Y, this portion of the state highway is closed to bicycles by WSDOT. People on bicycles must currently walk them on the Division Street sidewalks to access corridor destinations, experiencing the same sidewalk challenges discussed above. Parallel streets, such as Howard, Wall, and Addison, have bicycle lanes or shared roadway designations that provide north-south connections for people on bicycles in the Study area, though most of these are 0.33 to 0.5 mile away from Division Street. There are no bicycle facilities on the Division Street bridge crossing the Spokane River, and riders must use off-street bridges to the east or west or ride on the sidewalk of the bridge. Downtown Spokane has some dedicated cycling facilities.

There are several designated shared roadways in the corridor as well, including Empire Avenue, North Foothills Drive, and Mission Avenue, which provide east-west connections for people on bicycles. However, these roadways exhibit high traffic volumes and speeds and are not comfortable as a shared facility for people of all ages and abilities. Additionally, the lack of dedicated facilities on Division Street presents a challenge for east-west travel, as it can be a difficult street for people on bicycles to cross. North-south cycling routes parallel to Division Street are generally complete but are multiple blocks away, limiting comfortable and direct access to businesses, transit, and residences along the corridor. Figure 2-3 displays existing bicycle facilities along the Division Corridor.

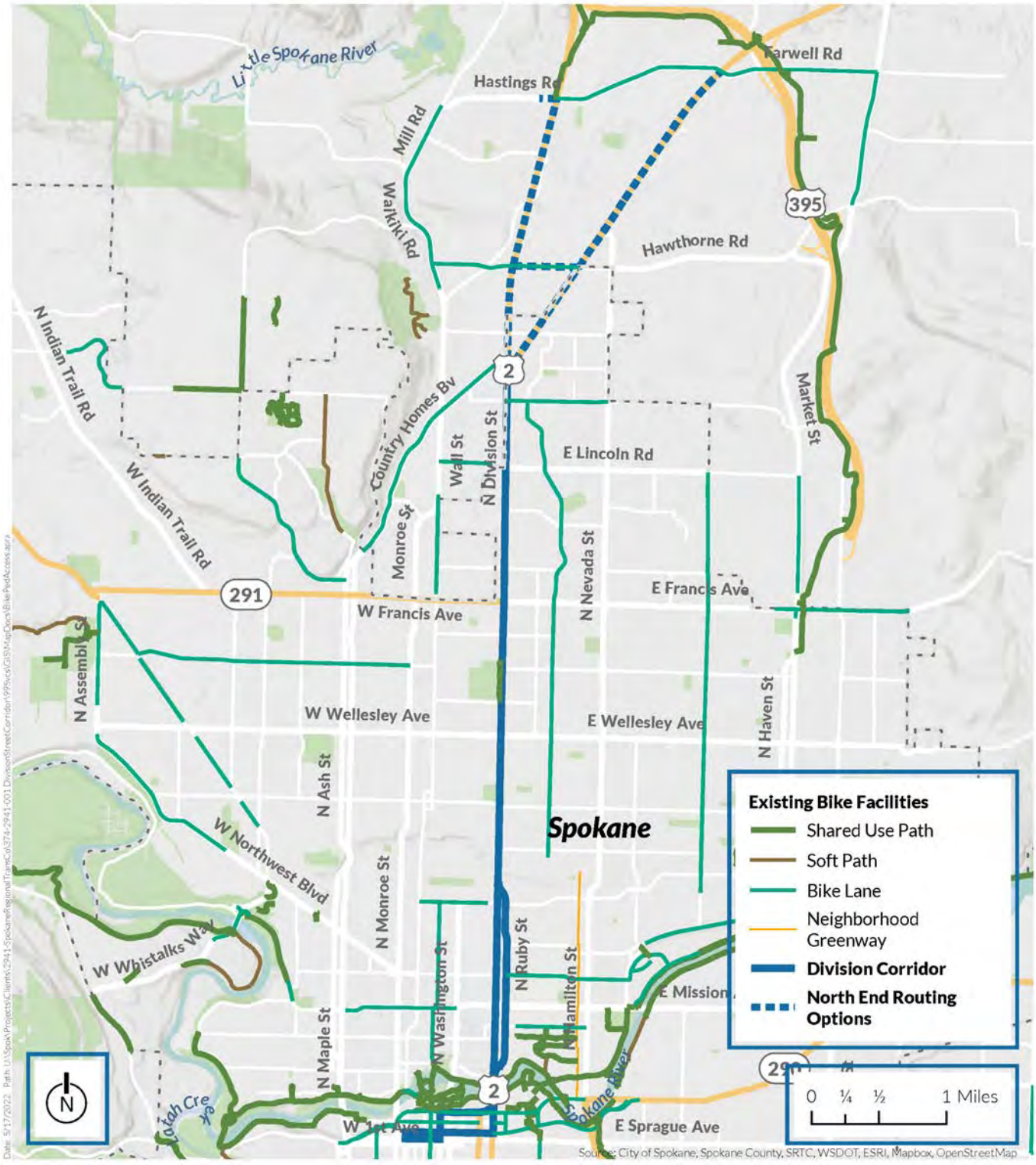



**Figure 2-3. Existing Bicycle Facilities Along the Division Corridor**

## 2.4.3 Safety

As with many principal arterials, crashes along the Division corridor frequently occur at intersections. Rear-end crashes, which tend to happen at intersections, comprised 38 percent of total crash types along the Division corridor[6] from 2017 to 2021. Crashes associated with vehicles entering at an angle, which can be from a driveway or intersection, are also frequent. With high speeds and volumes, these patterns are typical for a large urban principal arterial.

Between 2017 and 2021, there were more than 2,000 crashes recorded, of which 46 involved severe injuries or fatalities. Of those 46 crashes involving severe injuries or fatalities, 22 involved a person walking and 3 involved a person riding a bicycle. While crashes involving people walking and biking comprised only 6 percent of all crashes along the Division corridor, they made up over 54 percent of fatal and serious injury crashes. Figure 2-5 displays crash severity breakdowns for all crashes, crashes involving people walking, and crashes involving people riding bicycles.

The number of crashes per year remained relatively consistent over the period of 2017 to 2021, with the total number of crashes peaking in 2019 (461 crashes) and fatal and serious injury crashes peaking in 2021 (15 crashes).

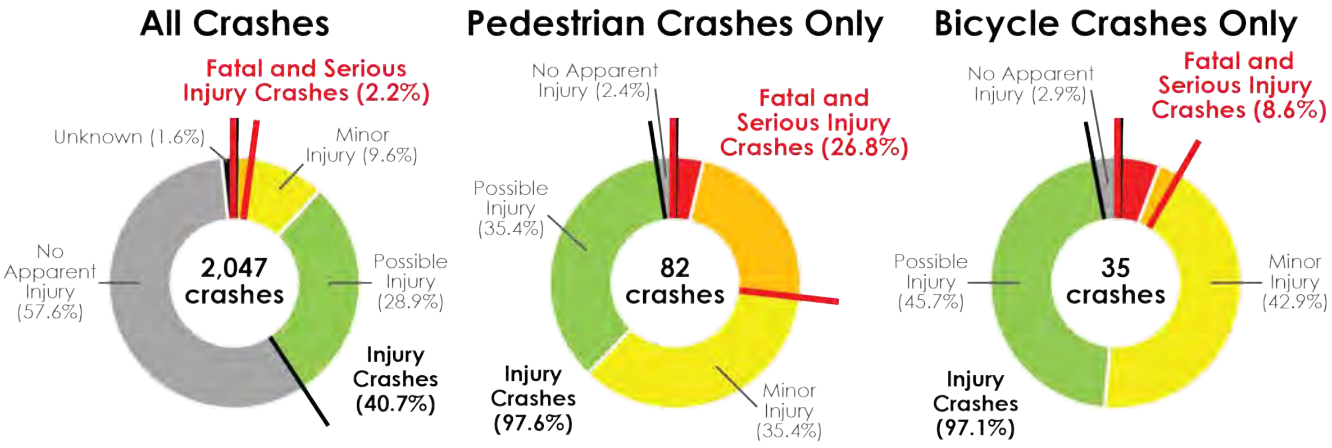



**Figure 2-4. Division Street Crash Severity (2017–2021)**

[6] For safety analysis purposes, the Division corridor includes N Division St (between the Spokane River and E Hastings Rd), N Newport Hwy (between N Division St and E Farwell Rd), E Hawthorne Rd (between N Division St and N Newport Hwy), and E Hastings Rd (between N Mayfair Rd and N Division St).

## 2.4.4 Land Use

Land uses in the Study area exhibit an urban to suburban to near-rural gradient from the southern end of the corridor in downtown Spokane north to the intersection with US 395 in unincorporated Spokane County. In general, the southern end of the study area is urban and characterized by a mix of land uses in downtown Spokane. North of the Spokane River, development transitions to more auto-oriented commercial uses. North of Indiana Avenue, Division Street is consistently lined with retail and commercial uses, with small lot single-family homes to the east and west of the corridor. North of Euclid Avenue, land use is characterized by more suburban development, including single-family residential, pockets of multifamily housing, big-box commercial, strip malls, and offices. There are two city parks abutting the west side of Division Street between Garland and Empire Avenues and Francis Avenue: B.A. Clark Park and the larger Franklin Park. Areas further north are characterized by strip malls and big-box retail, many large parking lots, frequent driveway accesses along arterials, and low-density land uses. Figure 2-5 summarizes existing land uses along the corridor.

**Figure 2-5. Division Corridor Existing Land Uses**

# 3. PUBLIC AND STAKEHOLDER ENGAGEMENT

Public engagement was undertaken with a variety of groups during various stages of the project. The process to solicit feedback was deliberately structured to ensure a broad cross-section of input from stakeholders of all types. Public involvement for the study pivoted to exclusive use of virtual strategies as social distancing was mandated for most of 2020 and 2021 because of the COVID-19 pandemic.

## 3.1 Advisory Committees

### 3.1.1 Steering Committee

A Steering Committee, composed of elected officials and leadership representing the project sponsors, was established at the beginning of the DivisionConnects study. The role of committee members was to identify areas of concern and provide insight and feedback as the study progressed. They were also responsible for providing recommendations on milestone decisions associated with the project and reporting back to their respective constituencies, including the STA and SRTC Boards. Membership on the committee included:

- Commissioner Al French – Spokane County
- Councilmember Kate Burke – City of Spokane (term ended prior to completion of the Study)
- Councilmember Candace Mumm – City of Spokane (term ended prior to completion of the Study)
- Councilmember Karen Stratton – City of Spokane (committee participation began in March 2022)
- Councilmember Tim Hattenburg – City of Spokane Valley
- E. Susan Meyer – CEO, STA
- Mike Gribner – Regional Administrator, WSDOT Eastern Region

### 3.1.2 Agency Team

An Agency Team was established to provide technical guidance to the SRTC and STA project managers and consultant team. Team members were tasked with providing feedback on study deliverables and public outreach strategies and helping to coordinate on the study process and schedule. The Agency Team was composed of technical staff from the project partners. The team as a whole typically met on the first Thursday of each month during the study process. A subset of agency team members participated in weekly check-in meetings throughout Phase 2 of the study. Representatives of the Agency Team included:

- Char Kay – WSDOT Eastern Region Planning and Strategic Community Partnerships Director
- Greg Figg – WSDOT Eastern Region Development Services Manager
- Bonnie Gow – WSDOT Eastern Region Senior Transportation Planning Specialist (retired prior to completion of the study)
- Louis Meuler – City of Spokane, Interim Director, Planning Services (left the City of Spokane February 2022)
- Spencer Gardner – City of Spokane, Director, Planning Services (joined the City of Spokane March 2022)
- Tirrell Black – City of Spokane, Principal Planner
- Kara Mowery-Frashefski – City of Spokane, Assistant Planner (left the City of Spokane May 2022)
- Amanda Beck, City of Spokane, Assistant Planner II
- Tyler Kimbrell, City of Spokane, Associate Planner
- Inga Note – City of Spokane Integrated Capital Management, Senior Traffic Planning Engineer
- Colin Quinn-Hurst – City of Spokane, Assistant Planner
- Kevin Picanco – City of Spokane Integrated Capital Management, Senior Engineer
- Shauna Harshman – City Council Manager of Neighborhood Connectivity Initiatives
- Barry Greene – Spokane County Public Works, Transportation/Development Services Engineer
- Jami Hayes – Spokane County Public Works, Senior Project Manager

## 3.2 Outreach and Engagement Activities

### 3.2.1 Project Website

At the study's onset, a website was established to be the primary portal for distributing online information about the project. Hosted by SRTC, the DivisionConnects.org website provided information, such as the purpose of the project, opportunities for public involvement, and links to online engagement activities. It included a link to the schedule, completed project documents, contact information for the project manager, and names of the study partners.

### 3.2.2 Land Use Questionnaire (Web Map Based)

The project team solicited public input regarding the land use analysis (see Chapter 5) via an interactive web map and survey. The web map described the project background and purpose and solicited public feedback associated with potential changes to land uses along the corridor. Participants were presented with 11 nodes and asked where they would most like to see land use changes over time. They were also asked to select the type of land use changes they would like to see, how they use the corridor, and where they live by zip code. Opened on October 26, 2021, the web map and survey closed on December 24, 2021, with 237 total respondents.

Key takeaways in response to direct survey questions included the following:

- Of the 11 nodes, Northtown, Foothills, Empire/Garland, and Ruby-North Bank were identified as the areas where survey participants most want to see land use changes.
- A more walkable/pedestrian friendly environment and more trees and landscaping were the most preferred types of corridor changes.
- Participants identified that they most used Division Street as a route to get other places, a location where they shop or dine out, or frequent services.
- About 20 percent of the respondents indicated they live in the study corridor.

In addition to the direct questions, participants were provided the opportunity to submit open-ended comments and express their opinions about the potential for land use changes in the study area. Feedback ranged across a variety of topics and concerns, including the following:

- The importance of making the area safe and friendly for all ages and abilities
- Awareness of the potential impacts of gentrification, as the area is currently affordable, provides access to services, and serves as a transition space between commercial and residential
- A desire for additional affordable housing and more mixed uses along the corridor
- A desire for no change and retention of existing neighborhoods as they are
- Recognition that TOD can present benefits for residents of new developments as well as existing residents who can patronize new services, contributing to an improvement to quality of life
- Concerns about changes to land uses and transportation infrastructure that will increase congestion
- Establishing mixed uses in the nodes is important, as this can contribute to affordability, environmental sustainability, and a greater sense of place
- Interest in increased landscaping, trees, art, street décor, and active public spaces
- A desire for more vibrancy and a greater sense of personal safety along the corridor, including when using transit
- Consideration of weather and climate when examining transportation infrastructure changes

- Removal or redevelopment of parking lots or a desire for no additional parking along the corridor
- Concerns about the viability of efficient transit use based on the City's layout

The feedback from the survey was used by the project team to refine the node boundaries and inform development of the land use node information sheets (See Section 5.3). The complete survey results are provided in Appendix A.

### 3.2.3 Active Transportation Questionnaire (Social Pinpoint)

Social Pinpoint, a web-based community engagement tool, was used by the project team to solicit input from community members regarding potential improvements for people walking and rolling in the study area. The site was active from November 24 through December 31, 2021. As with the land use survey, the website provided a description of the project background and purpose. It identified a set of potential active transportation projects for consideration and asked participants to identify their highest priority locations for improvements. Participants were also able to drop a "pin" on a map location and provide a comment associated with that pin. Approximately 50 people provided feedback, both in response to the projects identified as well as other suggestions. Comments received emphasized the importance of safety for all users, particularly people walking or on bicycles. Of the 35 projects presented to participants, the top 10 preferred improvements were focused on bicycle facilities and roadway crossings. These results are shown in Figure 3-1.

The project team used the feedback provided by participants to inform selection of the active transportation projects that were advanced for conceptual design (See Section 4.5).

Appendix B provides a summary of the responses received through the Active Transportation Social Pinpoint site.

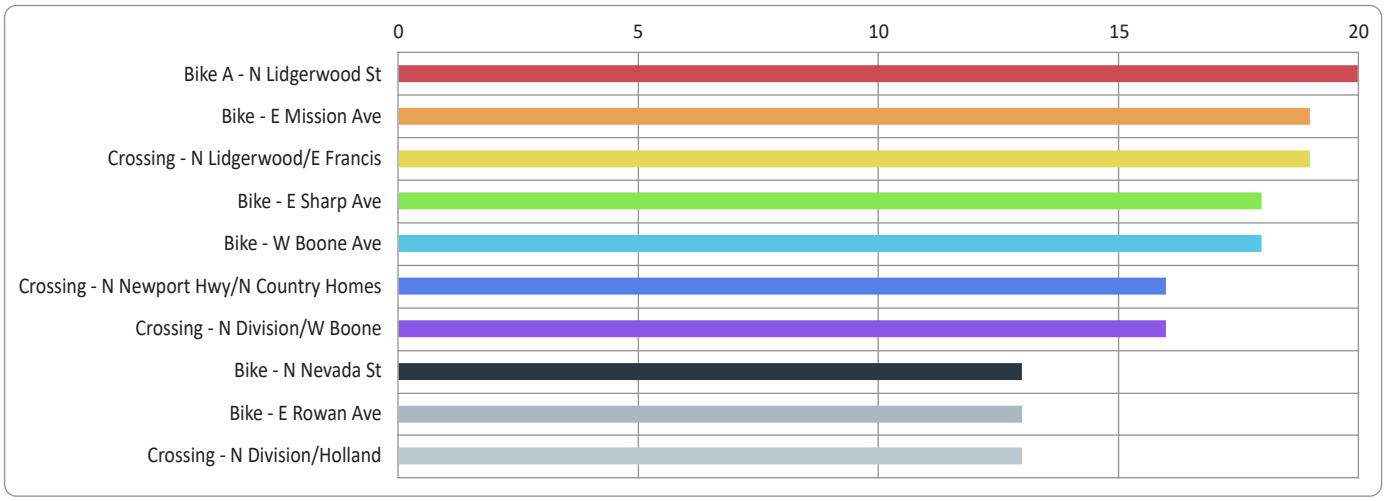



**Figure 3-1. Ten Most Preferred Active Transportation Improvements**

### 3.2.4 Additional Community Outreach

SRTC provided information about DivisionConnects Phase 2 at several community events including:

- The Spokane Bike Swap, June 2021 and April 2022
- Unity in the Community, August 2021
- Felts Field Neighbor Day, September 2021

Spokane Neighborhood Council outreach occurred a few times during Phase 2 via email and in-person updates. Information was distributed to the Community Assembly (monthly meeting of all the City of Spokane Neighborhood Councils) in November 2021.

Finally, the DivisionConnects questionnaire information was posted at STA bus stops along Division in December 2021.

## 3.3 Agency Presentations

### 3.3.1 City of Spokane Plan Commission

On January 12, 2022, SRTC staff provided a project update to the City of Spokane Plan Commission. The presentation described the study structure and steering committee composition and provided an overview of the project background and Phase 1 outcomes, including the LPA for Division BRT. It focused on the land use planning, transportation planning, and public engagement efforts that form the core of the Phase 2 work for the study.

### 3.3.2 City of Spokane Bicycle Advisory Board

On December 21, 2021, SRTC staff provided an update on the DivisionConnects study to the City of Spokane Bicycle Advisory Board (BAB). The presentation included an overview of the Phase 1 efforts, including identification of the LPA for Division BRT. Both the land use and active transportation surveys were underway at the time of the presentation. Staff described the feedback being solicited as well as the processes for participation. The BAB was provided with links to public engagement opportunities and additional Study information and a schedule for the project's completion. Staff revisited the BAB at their March 15, 2022 meeting and provided an update on active transportation project recommendations identified through the study process.

### 3.3.3 SRTC Board and Committees

Throughout the study process, updates were provided to the SRTC Board, Transportation Technical Committee, and Transportation Advisory Committee every few months.

## 3.4 Development Community and Property Owner Interviews

As part of the outreach and engagement effort, the project team solicited feedback from several persons who own, manage, and/or develop property along the corridor. Fifteen individuals were contacted and four responded and participated in one-on-one interviews. Participants were selected for interviews based on their participation during Phase 1 as well as through recommendations from Steering Committee members and other stakeholders.

At each interview, members of the project team presented an overview of the DivisionConnects study purpose, background, process, and preferred alternative for BRT. Participants were asked for their thoughts and perspectives associated with the benefits or drawbacks of providing BRT service on Division, the potential for BRT to influence future development, and the other factors that could contribute to creation of more TOD along the corridor. Key takeaways from these interviews included:

- The plan to develop BRT improvements was well received and is expected to have a positive impact on properties and development potential
- BAT lanes are perceived as a good option for traffic flow but access to businesses is a concern
- There are currently limited options for riders to access transit and better active transportation options are needed
- Bus service is seen as a benefit along the corridor but is not likely to be a driver that influences development decisions
- Retail uses along the corridor are expected to change over time in response to market forces, such as online shopping
- Some non-retail uses are likely to be developed along the corridor
- There is interest in seeing additional mixed-use development and higher density residential along Division or in the nearby vicinity
- Changes at Northtown Mall will be an influencing factor in that area

A complete summary of the developer community interviews is included in Appendix C.

## 3.5 Partner Agency Workshops

Three partner agency workshops were held to solicit detailed feedback associated with the land use and active transportation analyses. The first workshop, held on August 12, 2021, was dedicated to identifying the nodes that would be the focus of the land use analysis. Attendees discussed the size and location of nodes, their expected potential for change, and the degrees to which they might change based on existing uses, adopted policies and visions, and known development plans. Notes from this workshop can be found in Appendix D.

A second land use workshop was held on January 6, 2022, building on the direction provided the previous August. The primary objectives for this workshop were to identify nodes for which a more detailed analysis would be prepared and to discuss the assumptions that would be incorporated into the associated travel demand modeling and forecast that would help illustrate the impacts of the potential land use changes. At this workshop, attendees reviewed the public feedback submitted via the questionnaire and discussed unique considerations for each node. They agreed it would be most helpful to have a less detailed analysis for each identified node, rather than a deep evaluation of a subset of them, as this would illustrate the varying potential for change in different areas of the corridor.

The final workshop was held on February 3, 2022. Focused on active transportation, attendees were tasked with determining the active transportation projects for which the project team would prepare conceptual designs and cost estimates. The discussion began with a review of the public comments received from the Social Pinpoint questionnaire, including acknowledgement that a limited number of people provided feedback. Attendees reviewed the projects presented to the public as well as recommendations from the public and modifications to identified projects. Notes from this workshop can be found in Appendix E.

# 4. ACTIVE TRANSPORTATION PROJECTS

Phase 2 of the DivisionConnects study included an identification of All Ages and Abilities active transportation capital projects that can provide access to the future BRT service, using the Phase 1 LPA as the foundation for analysis. The LPA includes a protected bike facility on the Ruby side of the Division couplet. Phase 2 evaluated parallel and connecting routes for an active transportation network that is mostly off Division Street. Upon completion of the Study, the active transportation recommendations contained in this section will serve as a reference for the City of Spokane and Spokane County when evaluating future changes that might support the planned BRT service on Division Street as well as general mobility for active transportation modes. They can also be used by the City or County to incorporate potential transit supportive active transportation investments in their capital planning efforts. As part of their design efforts for the BRT improvements, STA will evaluate incorporation of active transportation projects into their suite of corridor investments.

## 4.1 Project Identification Methodology

Potential active transportation projects supporting the implementation of BRT on the Division corridor were first identified through an analysis of gaps in the existing walking and rolling network in the vicinity of the corridor (see Figure 4-1). Facilities comprising the existing walking and rolling network included sidewalks, shared-use paths, bicycle lanes, and neighborhood greenways, excluding roadways with shared-lane markings. The identification of active transportation projects included a further review of partner agency-funded and planned bicycle and pedestrian projects within the vicinity of the Division corridor. State, regional, county, and local plans reviewed included the following:

- State planning documents
  - WSDOT Active Transportation Plan 2020 and Beyond
- Regional planning documents
  - SRTC Horizon 2040 (2018)
  - STA Connect Spokane (2019)
  - STA Moving Forward (2020)
- County planning documents
  - Spokane County Regional Trails Plan (2014)
- City planning documents
  - Shaping Spokane (City of Spokane Comprehensive Plan) (2017)
  - City of Spokane Bicycle Master Plan (2017)
  - City of Spokane Pedestrian Master Plan (2015)
  - City of Spokane Six-Year Capital Improvement Plan (2021)
- Subarea planning documents
  - Mead-Mt. Spokane Transportation Area Plan (2019)
  - Spokane Downtown Plan (2021)
  - Emerson-Garfield Neighborhood Action Plan (2014)
  - Nevada Lidgerwood Neighborhood Plan (2012)
  - North Hill Neighborhood Action Plan (2015)

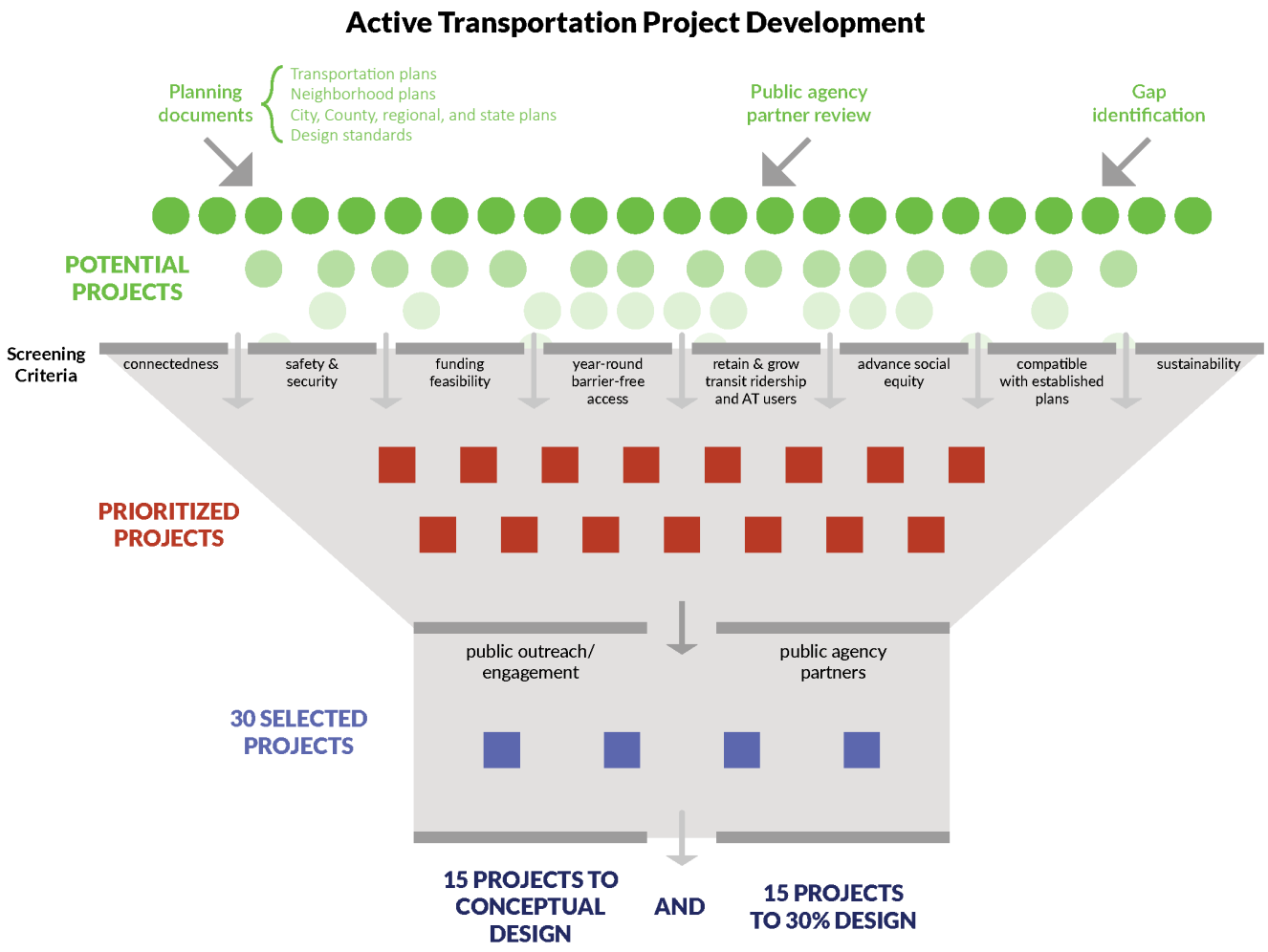



**Figure 4-1. Active Transportation Project Development Process**

To assist in identifying active transportation projects, the project team worked with the Agency Team to assign two potential nonmotorized routes intended to parallel the Division corridor to the east and west, as shown in Figure 4-2. These parallel nonmotorized route options, the Division BRT route and stations as included in the LPA, and the existing, planned, and funded walking and rolling networks acted as a framework upon which the potential active transportation projects were developed.

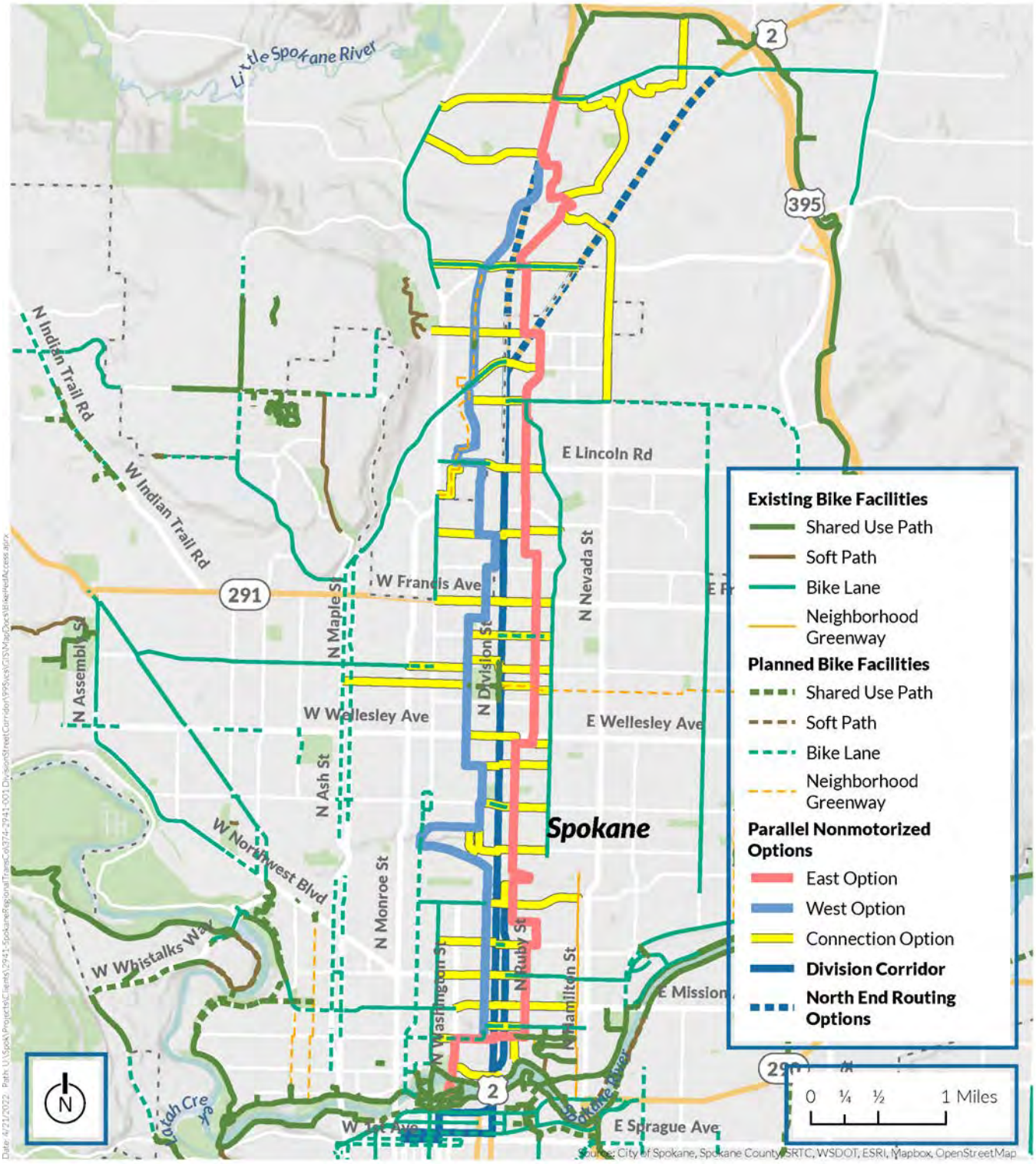



**Figure 4-2. Nonmotorized Routes Parallel to the Division Corridor**

***All Ages and Abilities***:[4] *All Ages and Abilities bicycle facilities are:*

- ***Safe***
  - *More people will bicycle when they have safe places to ride*
  - *Better bicycle facilities are directly correlated with increased safety for people walking and driving as well*
- ***Comfortable***
  - *Bikeways that provide comfortable, low-stress bicycling conditions can achieve widespread growth in mode share*
  - *Among adults in the U.S., only 6 to 10 percent of people generally feel comfortable riding in mixed traffic or painted bike lanes*
  - *Nearly two-thirds of the adult population may be interested in riding more often if given better places to ride*
  - *Bikeways that eliminate stress will attract traditionally underrepresented bicyclists, including women, children, and seniors*
- ***Equitable***
  - *High-quality bikeways expand opportunities to ride and encourage safe riding*
  - *Poor or inadequate infrastructure—which has disproportionately impacted low-income communities and communities of color—forces people bicycling to choose between feeling safe and following the rules of the road*
  - *Where street design provides safe places to ride and manages motor vehicle driver behavior, unsafe bicycling decisions decrease, making ordinary riding safer and legal and reaching more riders*

*For all roadways and bike facilities, two of the biggest causes of stress are vehicular traffic speed and volume. These factors are inversely related to comfort and safety; even small increases in either factor can quickly increase stress and potentially increase injury risk.*

- ***Speed***
  - *High motor vehicle speeds and speeding introduce significant risk to all road users, narrowing driver sight cones, increasing stopping distance, and increasing injury severity and likelihood of fatality when crashes occur (see Figure 2-4)*
  - *Most people are not comfortable riding a bicycle immediately next to motor vehicles driving at speeds over 25 mph*
  - *Conventional bicycle lanes are almost always inadequate to provide an All Ages and Abilities facility in such conditions*
- ***Volume***
  - *When vehicular volumes and speeds are low, most people feel comfortable bicycling in the shared roadway as they are able to maintain steady paths and riding speeds with limited pressure to move over for passing motor vehicles*
  - *As motor vehicle volume increases past 1,000 to 2,000 vehicles per day, most people will only feel comfortable if vehicle speeds are kept below 20 miles per hour*

*Creating a network of high-comfort bicycle facilities that meet the All Ages and Abilities criteria requires leveraging the full suite of design, operational, and network strategies to transform streets. Refer to Appendix F for a list of All Ages and Abilities strategies.*

[4] Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities. National Association of City Transportation Officials, 2017. https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

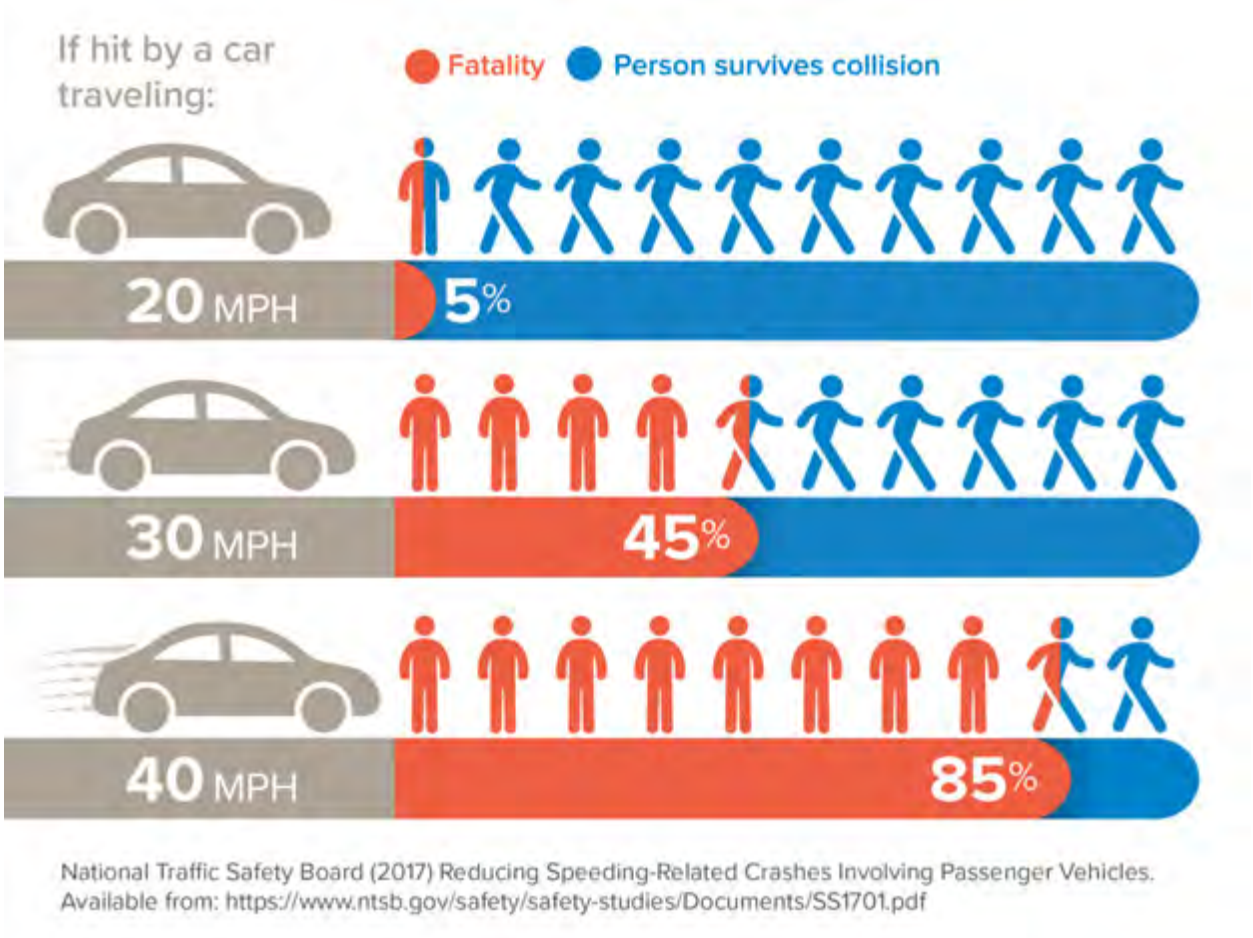



**Figure 4-3. Vehicle Speed and Risk of Serious Injury for People Walking and Rolling**[5]

[5] Vision Zero San Francisco Two-Year Action Strategy: Eliminating traffic deaths by 2024. Vision Zero San Francisco, 2015. https://viewer.joomag.com/vision-zero-san-francisco/0685197001423594455?short

Gaps in the existing walking and rolling network were placed into three categories using the following assignment criteria:

- Bicycle network gaps
  - Parallel nonmotorized route options along roadways where no bicycle facilities currently exist (excluding shared lane markings)
  - Roadway connections between parallel nonmotorized options, proposed stations included in the LPA, and existing, planned, and funded bicycle facilities

- Pedestrian network gaps
  - Parallel nonmotorized route options along roadways where no sidewalks currently exist
  - Roadway connections between parallel nonmotorized options, proposed stations included in the LPA, and existing, planned, and funded nonmotorized facilities (within 0.5 mile of the Division corridor) where no sidewalks currently exist
  - Roadways intersecting the Division corridor (within one block) where no sidewalks currently exist
  - Sidewalk gaps along the Division corridor LPA

- Roadway crossing gaps
  - Crossings along the Division corridor LPA where conditions could be improved for people walking and rolling
  - Potential locations of new crossings along the Division corridor LPA
  - Crossings along parallel nonmotorized route options where conditions could be improved
  - Crossings along roadway connections between parallel nonmotorized options, proposed stations, and existing, planned, and funded nonmotorized facilities where conditions could be improved
  - Potential locations of new crossings along parallel nonmotorized route options where conditions could be improved
  - Potential locations of new crossings along roadway connections between parallel nonmotorized options, proposed stations, and existing, planned, and funded nonmotorized facilities where conditions could be improved

The analysis of gaps in the walking and rolling network along the Division corridor resulted in the identification of 105 bicycle network gaps, 134 pedestrian network gaps, and 78 roadway crossing gaps. This list of gaps was then reviewed, edited, and confirmed by the Agency Team, culminating in the initial selection of 289 potential projects to be moved forward into further screening and prioritization. A full list of projects can be found in Appendix G.

## 4.2 Project Selection Criteria

The project team worked with the Agency Team to determine a set of selection criteria that would be used to screen and prioritize the list of projects resulting from the initial analysis of gaps in the Division corridor walking and rolling network. Overall, the selection criteria would focus on eight policy factors and associated outcomes:

- Connectedness
  - Outcome: Implement connected, designated active transportation networks and overcome major physical barriers to active travel
- Safety and Security
  - Outcome: Improve safety and security for active transportation users
- Sustainability
  - Outcome: Integrate economically and environmentally sustainable design practices
- Year-Round Barrier-Free Accessibility
  - Outcome: Expand active transportation access for all users throughout the year
- Retain Existing and Grow New Transit Ridership and Active Transportation Users
  - Outcome: Improve the active transportation environment for existing transit riders and to entice new riders
- Advance Social Equity
  - Outcome: Improve transportation access for riders who experience disproportionate burden in our mobility system and minimize negative impacts to underserved communities
- Compatibility with Established Plans
  - Outcome: Align with existing development and future land use and transportation visions
- Funding Feasibility
  - Outcome: Potential to leverage funding partnerships

Discussions with the Agency Team determined that the Safety and Security criterion was of high importance and would receive additional weighting in the screening process. Active transportation project screening criteria, evaluation measures, scoring methodologies, and data sources are shown in Table 4-1.

**Table 4-1. Active Transportation Project Screening Criteria**

| Policy Factor | Outcome | Evaluation Measure | Scoring Methodology | Data Sources, Methods, References |
|---|---|---|---|---|
| **1. Connectedness** | Implement connected, designated active transportation networks and overcome major physical barriers to active travel | 1.A. Intersects with other routes, trails, and active transportation facilities, including either north-south or east-west corridors | **Yes:** Project connects two existing walking and/or rolling facilities with a new connection or by upgrading an existing substandard facility<br>**No:** Project does not connect two existing walking and/or rolling facilities | Data Sources:<br>Local and regional existing active transportation facilities |
| | | 1.B. Is located near and connected with transit stops | **High:** Connects directly with a transit stop<br>**Medium:** Project is within 0.25 mile walkshed/1.5 mile bikeshed<br>**Low:** Project is within 0.25–0.5 mile walkshed/1.5–3 mile bikeshed | Data Sources:<br>Local and regional existing active transportation facilities<br>LPA identified stops |
| **2. Safety and Security** | Improve safety and security for active transportation users | 2.A. Provides lower levels of Bicycle Level of Traffic Stress and/or Pedestrian Level of Stress[7] | **High:** Project improves an intersection or street segment with a history of a high number of crashes involving people walking and rolling resulting in serious injuries or fatalities and/or addresses a known or community-identified safety issue.<br>**Medium:** Project improves an intersection or street segment with a history of a moderate number of crashes involving people walking and rolling resulting in serious injuries or fatalities and/or addresses a known or community-identified safety issue.<br>**Low:** Project improves an intersection or street segment with a history of a low number of crashes involving people walking and rolling resulting in serious injuries or fatalities and/or addresses a known or community-identified safety issue.<br>Scoring spectrum based on quantity and severity of crashes addressed by improvement compared to other candidate projects | Data Sources:<br>Local collision data or WSDOT Crash Data Portal<br>Local road safety plans |
| | | 2.B. Project is located in a Pedestrian Priority Zone[8] | **Yes:** Project is located in a Pedestrian Priority Zone<br>**No:** Project is not located in a Pedestrian Priority Zone | Data Sources:<br>Roadway characteristics |

[7] Bicycle Level of Traffic Stress and Pedestrian Level of Service are ratings given to a road segment or crossing that indicates the level of stress a cyclist or user will experience while using that facility, based on characteristics such as level of separation, traffic volumes, and traffic speeds.

[8] As defined in the City of Spokane Pedestrian Master Plan and methodology applied to Spokane County.

**Table 4-1. Active Transportation Project Screening Criteria (continued)**

| Policy Factor | Outcome | Evaluation Measure | Scoring Methodology | Data Sources, Methods, References |
|---|---|---|---|---|
| **3. Sustainability** | Integrate economically and environmentally sustainable design practices | 3.A.[9] Has potential to improve environmental conditions through features such as reduced impervious surfaces or enhanced stormwater treatment | **High/Medium/Low:** Project has high/moderate/minimal or no potential to improve environmental conditions | Data Sources:<br>Critical areas maps<br>Project definition<br>City of Spokane Design Standards<br>Spokane County Road Standards<br>Site visits |
| | | 3.B. Provides a connection to existing or planned TOD | **High/Medium/Low:** Project has high/moderate/low potential to connect to TOD | Data Sources:<br>Adopted long-range land use plans (Comprehensive Plans, neighborhood plans)<br>Known development projects |
| | | 3.C. Is expected to provide an economic return on the infrastructure investment, such as increased commercial activity | **High/Medium/Low:** Project has high/moderate/low potential to provide economic return based on connections to an identified node(s) | Data Sources:<br>Nodes identified through land use analysis |
| **4. Year-Round Barrier-Free Accessibility** | Expand active transportation access for all users throughout the year | 4.A. Avoids locations with steep grades | **High:** Project is located on a grade ranging from 0 to 5 percent<br>**Medium:** Project is located on a grade ranging from 5 to 8 percent<br>**Low:** Project is located on a grade that exceeds 8 percent | Data Sources:<br>GIS topographic maps |
| | | 4.B. Addresses a substantial travel barrier, such as missing connection to transit, reducing distance between signalized crossings, sidewalk gaps, bicycle network gap, extending or improving the street grid, or reducing required travel distances | **High:** Addresses substantial barrier that allows for a new access opportunity<br>**Medium:** Addresses a travel barrier that hinders access<br>**Low:** Does not address substantial travel barrier | Data Sources:<br>Local and regional existing active transportation facilities |
| **5. Retain Existing and Grow New Transit Ridership and Active Transportation Users** | Improve the active transportation environment for existing transit riders and to entice new riders | 5.A. Connects stations and residential or employment centers and/or trip-generating land uses (schools, commercial centers, or major institutions) | **High:** Project connects to at least 10 businesses AND at least one business with over 100 employees<br>**Medium:** Project connects to at least 10 businesses OR at least one business with over 100 employees<br>**Low:** Project connects to fewer than 10 businesses AND no businesses with over 100 employees | Data Sources:<br>U.S. Census data, local land use plans, or destinations<br>Tax assessors' data |
| | | 5.B. Provides a new access opportunity to the station | **High:** Project provides new access opportunity for multiple modes<br>**Medium:** Project provides new access opportunity for one mode<br>**Low:** Project does not provide new access opportunity | Data Sources:<br>Local and regional existing active transportation facilities |

[9] Measure 3.A. was not used in the active transportation project evaluation because the projects are not yet defined at the level required by the methodology.

**Table 4-1. Active Transportation Project Screening Criteria (continued)**

| Policy Factor | Outcome | Evaluation Measure | Scoring Methodology | Data Sources, Methods, References |
|---|---|---|---|---|
| **6. Advance Social Equity** | Improve transportation access for riders who experience disproportionate burden in our mobility system and minimize negative impacts to underserved communities | 6.A. Improves access to residential locations and destinations serving populations who are historically underrepresented and underserved | **High/Medium/Low:** Project provides direct/some/limited or no access to social services or residential location(s) that serve underrepresented/ underserved people.<br>Scoring spectrum based on quantity and directness of connections to destinations that serve historically underrepresented/underserved people compared to other candidate access improvements in the station area. | Data Sources:<br>U.S. Census data, local land use plans, or destinations<br>SRTC Social Equity Mapping tool<br>Destination types include:<br>- Grocery stores<br>- Senior housing<br>- Public schools<br>- Low-income housing (e.g., Spokane Housing Authority properties)<br>- Community centers and libraries<br>- Social service providers/government offices (e.g., food bank, DSHS office, DOL, WorkSource)<br>- Destinations that serve people with disabilities<br>- Spiritual centers and faith communities |
| **7. Compatibility with Established Plans** | Align with existing development and future land use and transportation visions | 7.A. Is consistent with existing zoning, plans, and policies including character or development plans of the station area | **High:** Project is compatible with plans/policies and development; has high potential to connect to TOD<br>**Medium:** Project is compatible with either plans/policies or development<br>**Low:** Project is incompatible with plans/policies and development | Data Sources:<br>Existing zoning code<br>Adopted long-range plans (Comprehensive Plans, neighborhood plans, transportation plans) |
| **8. Funding Feasibility** | Potential to leverage funding partnerships | 8.A. Can be jointly funded by project partners | **High/Medium/Low:** Project has strong/moderate/low or no potential for funding partnerships/partnering with local jurisdiction, government agencies, and/or private partners | Data Sources:<br>Current agency CIPs |

## 4.3 Project Selection

The initial list of 289 active transportation projects was evaluated with the eight screening criteria, using 14 corresponding evaluation measures. Each project received a score of 1 to 3 based on its performance for each evaluation measure, allowing for a prioritized ranking in each category of bicycle projects, pedestrian projects, and crossing projects. Aggregated scores for each project ranged from 15 to 38, with projects receiving a score of 33 or greater being placed in a "prioritized projects" category and selected to move forward for further refinement (35 total projects). Figure 4-4 displays prioritized active transportation projects, while detailed project screening results can be found in Appendix H.

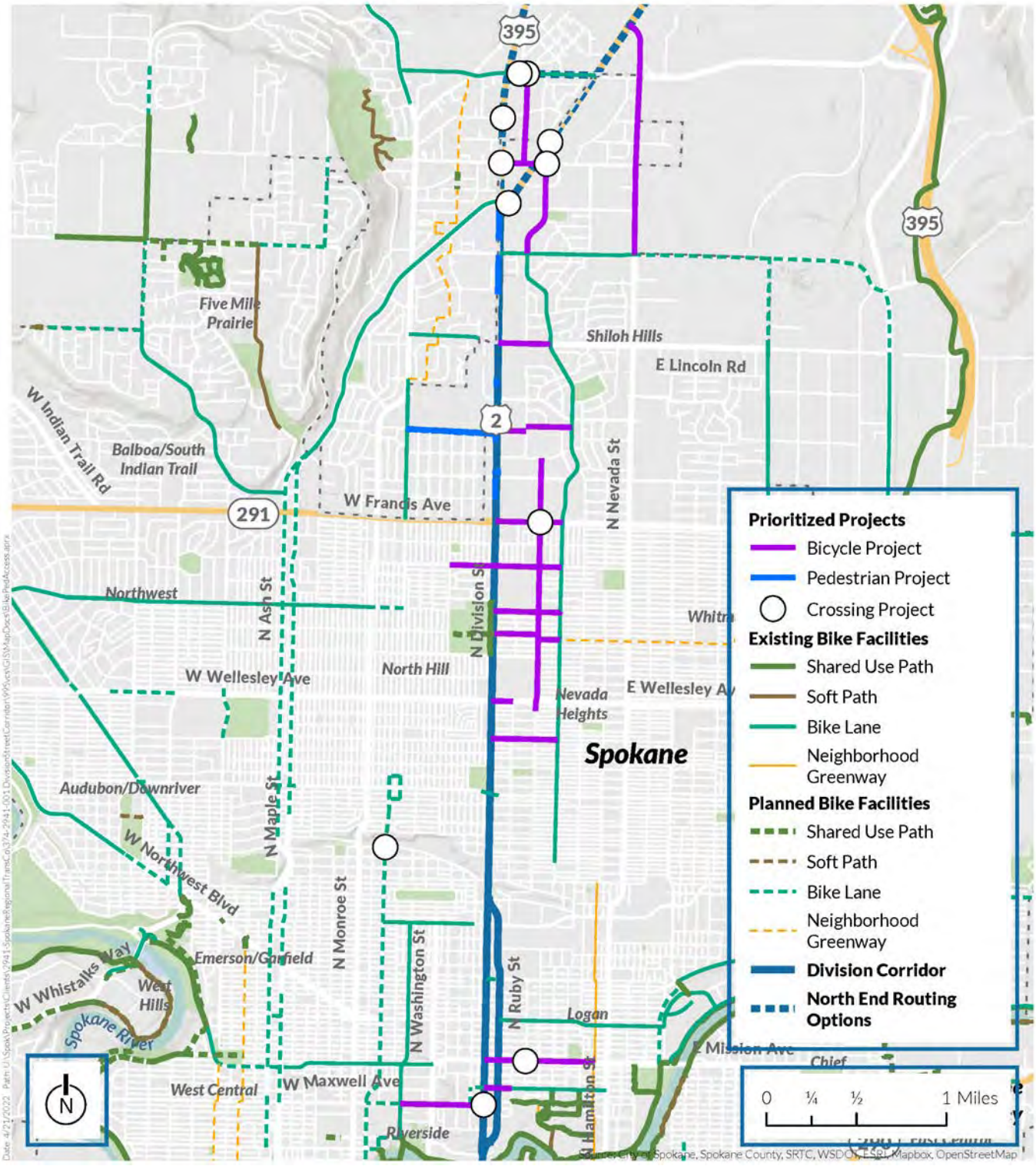



**Figure 4-4. Prioritized Active Transportation Projects**

## 4.4 Project Refinement

Prioritized active transportation projects were brought before members of the community in the form of a web map and embedded questionnaire. The questionnaire focused on an identification of community members' highest priority locations for improvements, as well as on general input about walking and rolling conditions and experiences in the Division corridor. See Section 3.2.3 for a description of the active transportation questionnaire and Appendix B for a summary of community responses.

Review of community input from the questionnaire by the Agency Team resulted in four projects being removed from the list, due either to upcoming studies and investments that will evaluate them separately or due to limited feasibility for implementation in the project timeframe. Another four projects were added and prioritized based on proximity to high densities of walking and biking destinations and based on potential for integration with transit investments. Several individual projects included in the prioritized list were merged in order to achieve a group of 30 projects to move forward into the conceptual design process. These projects are shown in Figure 4-5.

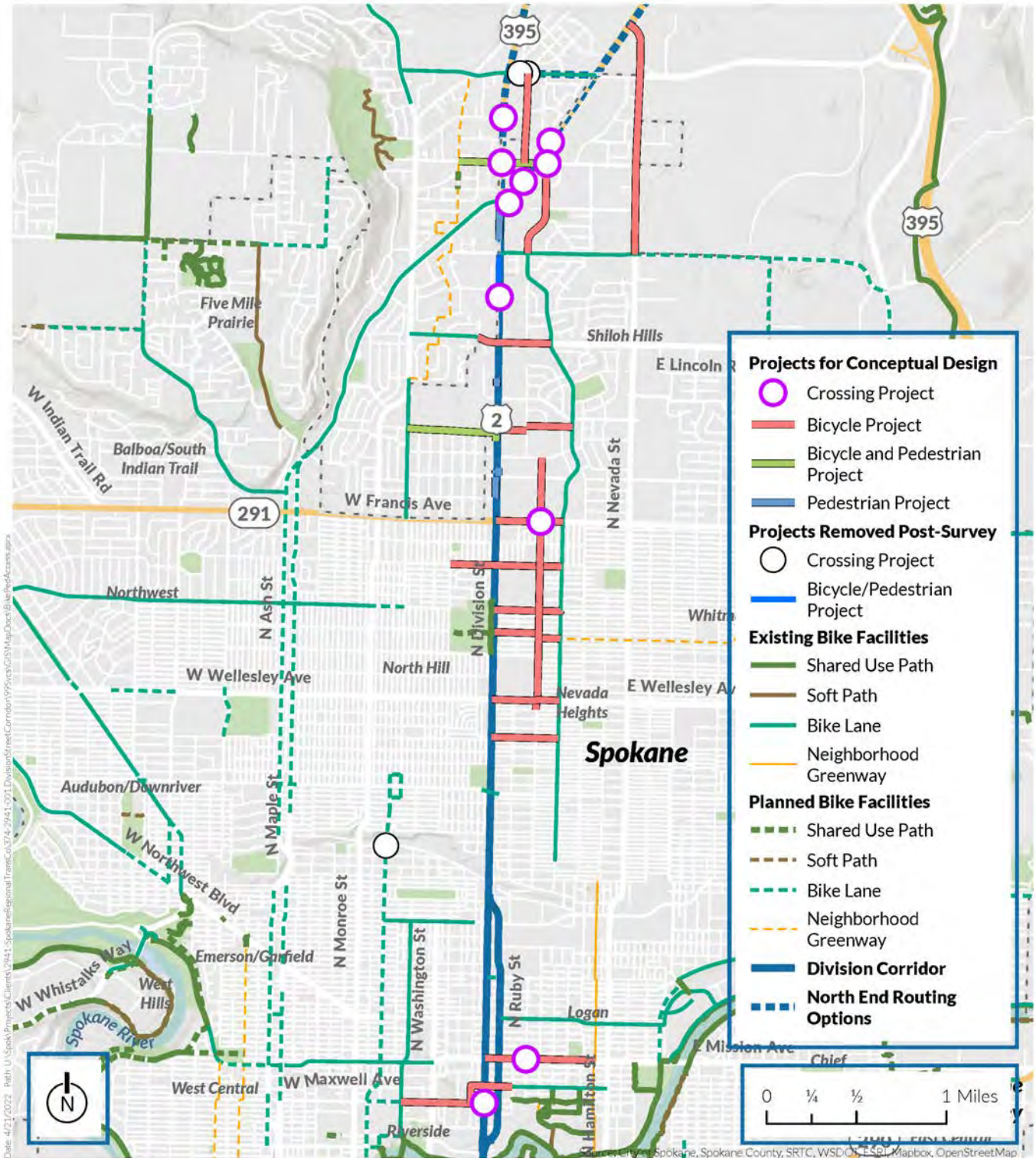



**Figure 4-5. Active Transportation Projects for Conceptual Design**

## 4.5 Conceptual Design

Among the 30 active transportation projects identified for conceptual design, 15 contained bicycle improvements, 3 had pedestrian improvements, 2 had both bicycle and pedestrian improvements, and 10 included roadway crossing improvements for people walking and rolling. All 30 projects received a conceptual-level design, while 15 projects were moved into 30 percent design. These 15 projects were identified through a determination of design feasibility by the project team and Agency Team.

Detailed results of the conceptual design process for the 30 projects were compiled in the form of project summary sheets. These active transportation project summaries, including project descriptions, diagrams, estimated costs, implementation considerations, and 30 percent design plan sets (where applicable), can be found in Appendix I.

# 5. LAND USE PLANNING

The land use analysis undertaken during Phase 2 of the Study comprised three primary tasks:

1. BRT Case Studies Review – This effort was focused on evaluation of the impacts, both positive and negative, of BRT investments along corridors comparable to Division Street in other jurisdictions across the country.
2. Planning Efforts Review – The project team analyzed adopted agency plans and highlighted existing policy direction that encourage or allow for transit supportive densities and uses along the corridor.
3. Land Use Node Analysis – In partnership with the City of Spokane and Spokane County, activity nodes were identified along the corridor and their potential for redevelopment with transit-oriented uses assessed.

## 5.1 BRT Case Studies Review

This BRT studies review evaluated the land use and economic development activities and impacts related to or resulting from implementation of the following BRT services:

- M.L. King, Jr. East Busway provided by the Port Authority of Allegheny County in Pittsburgh, Pennsylvania
- The Vine provided by C-TRAN in Vancouver, Washington
- Emerald Express (EmX) provided by the Lane Transit District in Eugene, Oregon
- HealthLine provided by the Greater Cleveland Regional Transit Authority in Cleveland, Ohio

The subject systems were selected based on their comparability to the City of Spokane and the Division corridor. However, the systems also reflect different characteristics ranging in their degree of branding, passenger amenities, service levels, and operating environments (e.g., center-running dedicated right-of-way, mixed with general purpose traffic, former rail corridor).

The evaluation included interviews with system staff as well as a literature review. It focused on three key questions, resulting in the following findings:

1. **What activities have occurred in the land use context that support successful implementation of BRT?**

   The evaluated systems relied upon thoughtful and comprehensive planning activities in advance of BRT implementation. This included not only transit infrastructure and operational planning, but also extensive land use planning. Common “lessons learned” included:

   - At the outset of system development, clearly articulate the goals the system is intended to accomplish, such as desired and direct benefits as well as broader community goals.
   - Establish plans and transit-supportive programs before or in conjunction with capital improvements, as this aids in accomplishing community goals.
   - Work closely with all affected agencies (transit, city, county, state, regional) and private institutions or businesses to realize a common vision.
   - Carefully consider elements of BRT service that can be effective in stimulating land use and economic development.
   - Conduct focused station area planning, implement regulatory changes, and prioritize infrastructure investments to leverage public dollars in the most effective manner possible.

- Use available financing tools, seek out public/private partnerships, and actively encourage private investment.

**2. What are the land use or socioeconomic impacts experienced with implementation of BRT?**

With the implementation of BRT, the evaluated systems realized intended and unintended shifts in land use patterns, including:

- Increased residential property values in many communities, and increased values over time as the system matures.
- Transit corridors saw a one-third increase in their share of new office space, and there was evidence of an office rent premium for locations within 0.5 mile of a BRT corridor.
- BRT station areas gained employment at a faster pace than outside these areas, even attracting job growth away from non-station areas.
- A shift to certain employment sectors was observed within 0.5 mile of BRT corridors, with an increase in jobs related to information, real estate, management, administration, education, health care, lodging/food, and other similar sectors. A drop was seen in sectors such as manufacturing, construction, warehousing, transportation, and others.
- BRT stations are also associated with the largest positive shift in upper wage jobs during the economic recovery, while the share of lower wage jobs within 0.5 mile of BRT station areas fell in comparison with the remainder of the metropolitan area. For example, between 2013 and 2018, the East Busway in Pittsburgh saw a 23 percent increase in median income in station areas
- BRT systems can also be effective in leveraging investments in TODs, particularly compared to the higher cost investment of fixed rail transit.

**3. What kind of strategies have agencies employed to address negative side effects on land use associated with BRT?**

Strategies to address the potential or anticipated negative land use changes associated with BRT development include the following:

- Proactive programs and policy updates that anticipate and address their desired land use and economic development outcomes. Active monitoring of development and periodic reporting of results provide early warning of potential negative impacts to allow for a more measured response.
- Addressing issues related to the adverse effects of gentrification that can come with public infrastructure and catalyst TOD development, such as the reduction of affordable housing near TOD stations and effects on business rentals.
- Closely cooperating between land use and transportation planning and development, particularly with focused station area planning on an ongoing basis. Development demand and activity should be monitored, and station area infrastructure investments should be prioritized in areas where the greatest benefits can be realized, where they are the most financially feasible, and where they have solid local support.

Other general findings included:

- The most important factor affecting successful implementation of BRT-related TOD is the level of government support in the form of robust TOD investment, public policy, and transit supportive zoning near transit.
- Another important factor leading to successful implementation of TOD along BRT corridors is the strength of the real estate market. Emerging markets simply require higher levels of government support to overcome market barriers. In emerging real estate markets, the effect of transit and infrastructure investment on economic development is the most apparent. Strong markets will develop no matter what; weak markets require greater assistance.
- A "sense of permanence" in BRT investment contributes to successful TODs, and it is important to prioritize features that impact the speed and reliability of service. However, while the quality of transit service is important, it is not as important as public policy and development (market) potential.
- The presence of institutions, such as hospitals or universities, along corridors can contribute to success.

Appendix J provides the complete BRT Case Studies: Land Use & Economic Development Memorandum.

## 5.2 Policy and Planning Efforts Review

The policy and planning efforts review provided an overview of 34 adopted City, County, regional, state, and special district (focused around Gonzaga and Whitworth Universities) plans and policy documents. Building on the findings in the BRT case studies review, lessons associated with the importance of clearly articulated goals and early implementation of land use policies and programs established the framework for the planning efforts review.

Policy documents reviewed included:

- Comprehensive plans and countywide planning policies
- Neighborhood, subarea, strategic, and master plans
- Transportation plans, including modal plans
- Park and recreation plans, including trail plans
- Capital facility plans

In addition to noting specific policies and programs, each document was rated in terms of degrees of change ranging from the most drastic ("Transform") to the least ("Maintain") for three topics:

- Goals or policies promoting transformation of existing land use patterns – 15 plans demonstrated the greatest support for the middle ground ("evolve"), with 6 expressing policy support for more drastic change ("Transform"). No plans were characterized as "Maintain."
- Goals or policies promoting transportation diversity through an emphasis on transit and/or nonmotorized forms of travel – Plans demonstrated a near-even split between "Evolve" and "Transform." No plans were characterized as "Maintain."
- Goals or policies promoting corridor design or transformation of key corridors – Similarly, plans were evenly split between "Evolve" and "Transform," with one characterized as "Maintain."

Additional topics assessed during the plan review included opportunities for mixed use, support for walkability, and potential for economic development.

The complete summary is provided in Appendix K - BRT Implementation: Policy Review Memorandum.

## 5.3 Land Use Node Analysis

### 5.3.1 Purpose

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 north of the Spokane River and their potential for change analyzed based on existing development, adopted plans and policies, and market factors. The nodes range in size from approximately 30 acres to almost 400 acres.

Figure 5-1 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. Existing Division corridor transit stops were evaluated to determine potential future station locations based on fourteen criteria, including the 2022 STA network, existing stop spacing, demographics, land use, employment, and corridor destination elements. Stops with 2022 connecting bus routes were noted as transfer locations and proposed as Tier 1 station locations, regardless of analysis score. The analysis was used to designate Tier 2 and Tier 3 stations, with higher scores indicating priority. Stations designated as Tier 2 received higher analysis scores than those designated as Tier 3.

Appendix L includes 12 two-page information sheets, one for each node identified during the DivisionConnects study. They provide information about each of the nodes and their potential for transformation, describing each node's existing land use context, non-motorist accessibility, and zoning.

The 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 provide support for these potential changes. The 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.

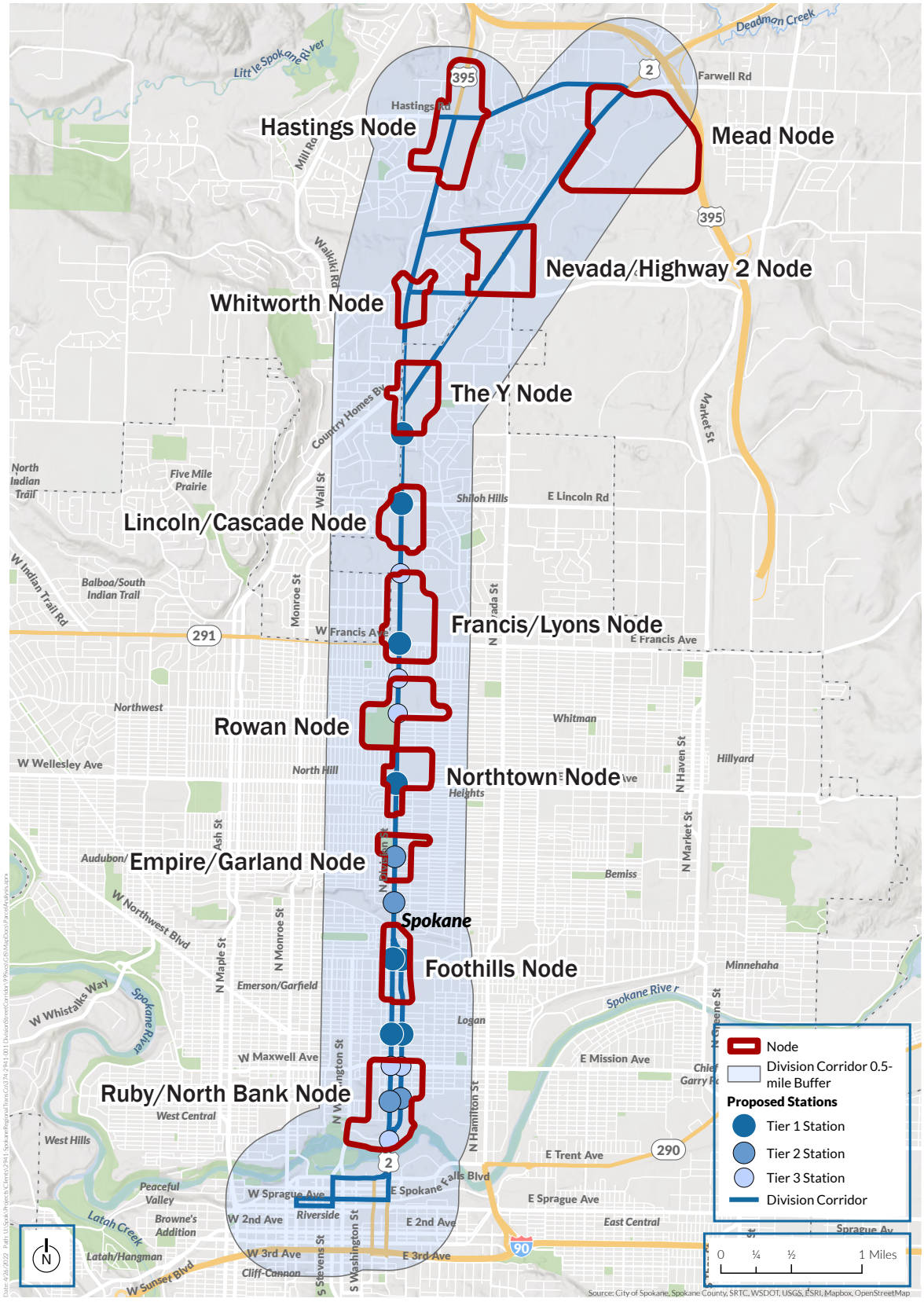



**Figure 5-1. Land Use Nodes**

### 5.3.2 Existing Land Uses and Potential for Change

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. This has 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 and the information sheets describe how some of the mixed-use potential may be achieved. Future regulatory updates can further strengthen incentives and standards for encouraging this type of transit-supportive redevelopment.

The Appendix L 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 the attributes that set 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 primarily focus on each node's potential for future transformation that would support the BRT through land use changes, as well as walking and cycling improvements. 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 TOD future.

To support the corridor's transformation, DivisionConnects included an analysis to identify parcels that may be ripe for development opportunities in the near term. Figure 5-2 through Figure 5-4 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 parcels which are underutilized.

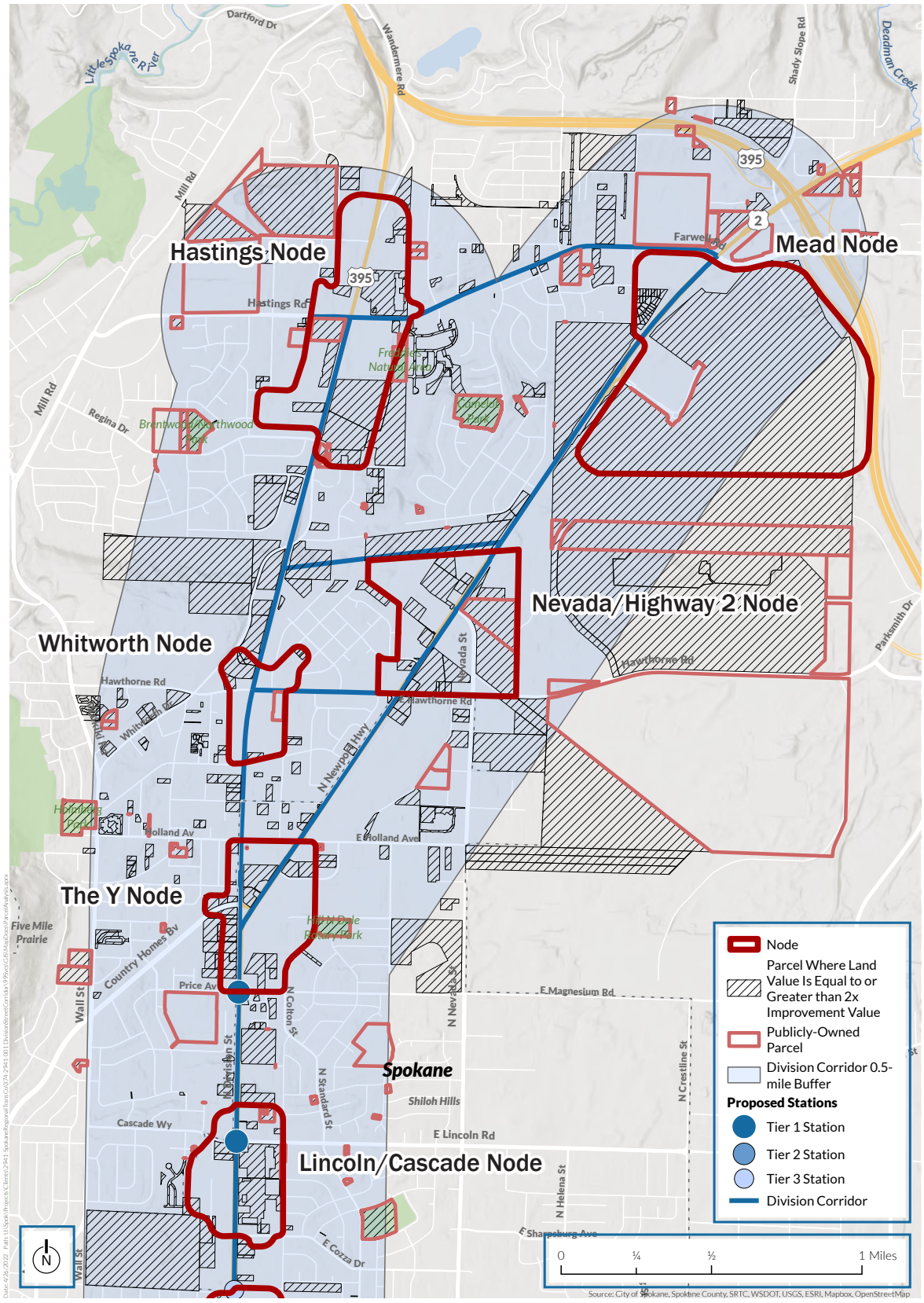



**Figure 5-2. Parcels with a Land/Improvement Value Ratio of at least 2:1 – North Area**

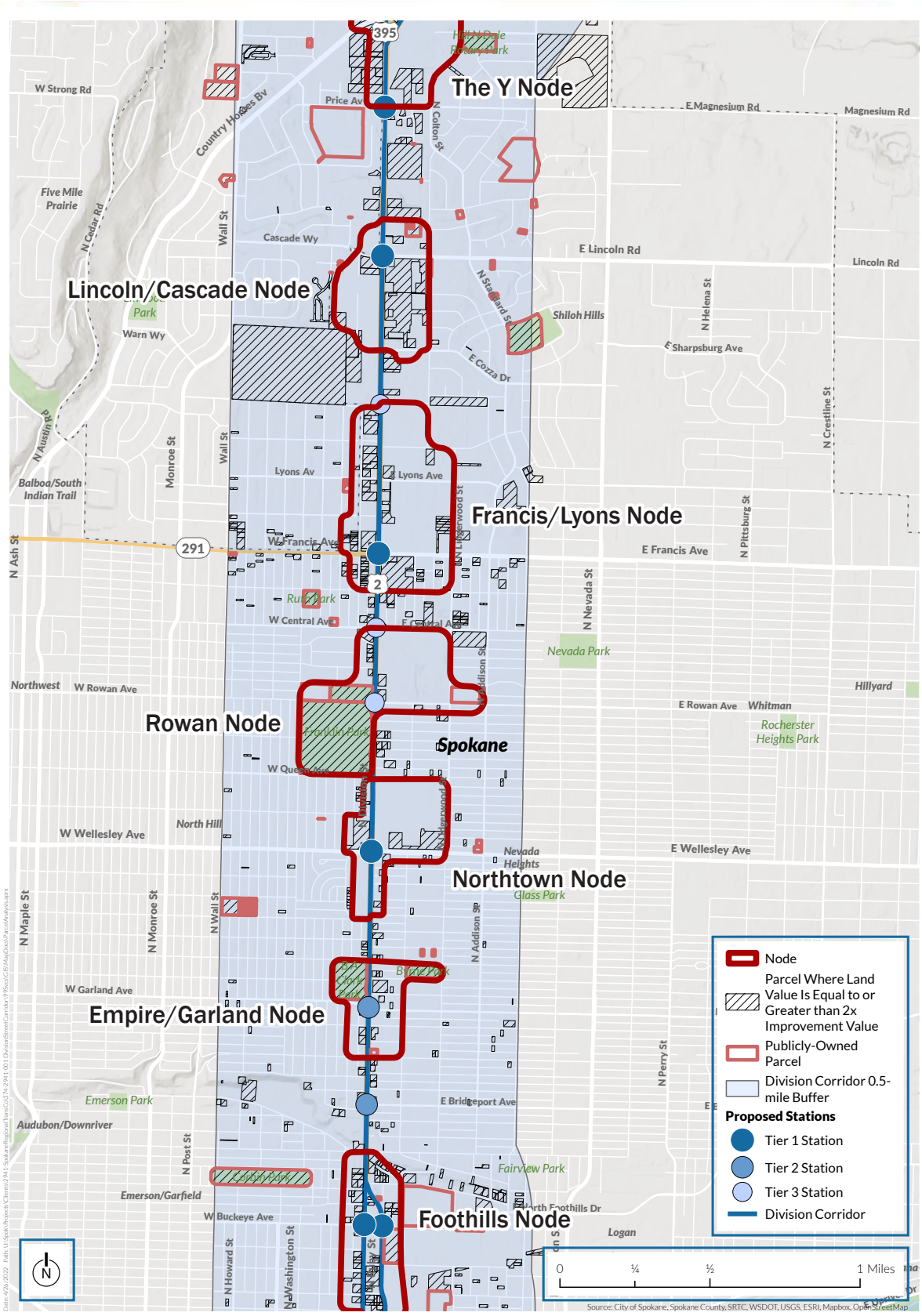



**Figure 5-3. Parcels with a Land/Improvement Value Ratio of at least 2:1 – Middle Area**

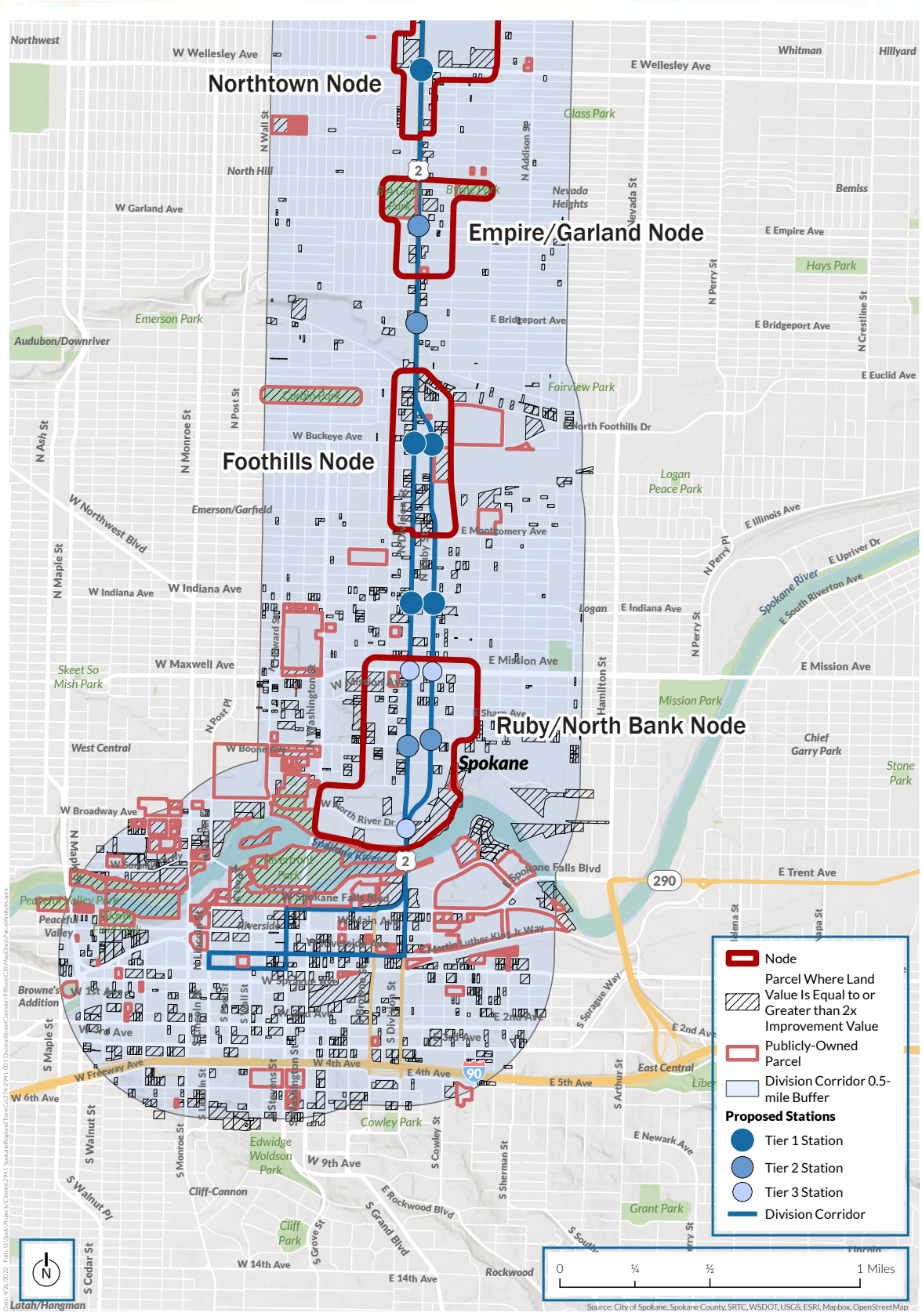



**Figure 5-4. Parcels with a Land/Improvement Value Ratio of at least 2:1 – South Area**

### 5.3.3 Vulnerability Index

Included as part of the planning efforts review, the City of Spokane's Housing Action Plan has several policies and strategies focused on increasing housing supply, which shares a nexus with TOD. The City of Spokane Housing Action Plan includes an assessment of housing displacement risk based on four factors included in the vulnerability index: socioeconomic status; household composition and disability; minority status and language; and housing type and transportation.[10] 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.[11] Case studies reviewed as part of DivisionConnects indicate property values along BRT corridors do rise along with renewed development interest in more intense and more mixed uses near transit stops. This can have the impact of elevating residential and commercial rents, sometimes 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.

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

[11] https://www.epa.gov/environmentaljustice

### 5.3.4 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. However, 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.

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 multi-family residential, facilitating a blending and interconnection between the more intense corridor-oriented commercial zones and the residential uses nearby.

The City and County can consider revisiting their zoning to achieve a mixed-use Division Street BRT corridor, optimizing and encouraging transit-oriented development opportunities. Station-area, neighborhood, or subarea planning will enable both jurisdictions and the local community to reassess policy and regulations, crafting an appropriate and community-supported response to the opportunity BRT presents. Policies and design standards that incentivize or require active street frontages, a mix of uses, and higher densities near station areas could aid in this transformation.

### 5.3.5 Vehicle Miles Traveled (VMT) and Greenhouse Gas

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 the traditional approach to managing congestion by expanding roadway capacity has limited success, as additional capacity does not address the need for a mix of land uses to reduce vehicle miles traveled. 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 correlates to reduced greenhouse gas emissions, a companion benefit to a more compact, more diverse TOD form.

## 5.4 Land Use Visual Sourcebook

A land use visual sourcebook was prepared as a companion to the information sheets. This visualization sourcebook identifies potential development types, linking them to different contexts along the corridor. For example, development in immediate proximity to the BRT stations 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. Appendix M contains the Land Use Visual Sourcebook.

## 5.5 Potential Traffic Impacts Resulting from Redevelopment

To understand the potential traffic impacts associated with the changes envisioned for the land use nodes, the project team performed travel demand modeling. This effort used the current SRTC Travel Model as the primary tool for modeling. It forecast and compared traffic volumes and transit ridership on Division Street and adjacent throughways in the Division Street Corridor Study project area for five scenarios with the characteristics summarized in Table 5-1:

**Table 5-1. Travel Demand Modeling Scenarios**

| Scenario Name | Land Use | Road Network | Public Transportation Network |
|---|---|---|---|
| **2019 Existing** | • Current | • Current network of roads | • Current public transportation network, including Route 25 on Division Street, using current routes and schedules |
| **2045 No Build** | • Planned land uses in 2045, as described in the Metropolitan Transportation Plan | • Planned network of roads in 2045, as described in the Metropolitan Transportation Plan | • Planned 2045 transit network, as described in the Metropolitan Transportation Plan, with Route 25 on Division Street using the current routing and schedule |
| **2045 Build-Low** | • Planned land uses in 2045, as described in the Metropolitan Transportation Plan | • Planned network of roads in 2045, as described in the Metropolitan Transportation Plan<br>• Improvements on Division Street to support BRT service – conversion of one general-purpose lane to a BAT lane<br>• Improvements of access to BRT stations by adding active transportation facilities | • Planned 2045 transit network, as described in the Metropolitan Transportation Plan<br>• Route 25 BRT service levels[1] on Division Street<br>• Route 25 current routes |
| **2045 Build-Half TOD** | • Planned land uses in 2045, as described in the Metropolitan Transportation Plan<br>• 7 centers, or "nodes," that are fully developed with TOD | • Planned network of roads in 2045, as described in the Metropolitan Transportation Plan<br>• Improvements on Division Street to support BRT service – conversion of one general-purpose lane to a BAT lane<br>• Improvements of access to BRT stations by adding active transportation facilities | • Planned 2045 transit network, as described in the Metropolitan Transportation Plan<br>• Route 25 BRT service levels[1] on Division Street<br>• Route 25 current routes |
| **2045 Build-Full TOD** | • Planned land uses in 2045, as described in the Metropolitan Transportation Plan<br>• 12 nodes that are fully developed with TOD | • Planned network of roads in 2045, as described in the Metropolitan Transportation Plan<br>• Improvements on Division Street to support BRT service – conversion of one general-purpose lane to a BAT lane<br>• Improvements of access to BRT stations by adding active transportation facilities | • Planned 2045 transit network, as described in the Metropolitan Transportation Plan<br>• Route 25 BRT service levels[1] on Division Street<br>• Route 25 current routes |

Tables 5-2 and 5-3 summarize the assumed existing and forecast residential dwelling units and employment for each node, respectively.

[1] BRT service levels mean buses arrive every 7.5 minutes during the morning and evening periods, every 10 minutes midday, every 15 minutes in the evening, and every 30 minutes during the early morning and late evening.

## Table 5-2. Existing and Forecast Residential Dwelling Units by Land Use Node

| Node | 2019 Existing | | 2045 No Build 2045 Build-Low | | 2045 Build-Half TOD | | 2045 Build-Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | Single Family | Multi-Family | Single Family | Multi-Family | Single Family | Multi-Family | Single Family | Multi-Family |
| Node 1 - North Bank* | 18 | 146 | 18 | 599 | 21 | 725 | 21 | 725 |
| Node 2 - Foothills* | 31 | 0 | 31 | 0 | 31 | 166 | 31 | 166 |
| Node 3 - Empire/Garland* | 132 | 19 | 134 | 19 | 134 | 137 | 134 | 137 |
| Node 4 - Northtown | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 212 |
| Node 5 - Rowan* | 41 | 27 | 43 | 29 | 43 | 45 | 43 | 45 |
| Node 6 - Francis/Lyons | 42 | 358 | 45 | 369 | 44 | 364 | 45 | 594 |
| Node 7 - Lincoln* | 9 | 0 | 9 | 0 | 9 | 168 | 9 | 168 |
| Node 8 - The Y | 0 | 187 | 18 | 192 | 17 | 184 | 0 | 354 |
| Node 9 - Whitworth | 0 | 237 | 0 | 240 | 0 | 285 | 0 | 285 |
| Node 10 - Mead* | 0 | 0 | 0 | 0 | 141 | 350 | 141 | 350 |
| Node 11 - Hastings* | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 358 |
| Node 12 - Nevada Junction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| **Total** | **273** | **973** | **298** | **1,446** | **440** | **2,424** | **468** | **3,872** |

*Included in Half TOD scenario

## Table 5-3. Existing and Forecast Employment by Land Use Node

| Node | 2019 Existing | | 2045 No Build 2045 Build-Low | | 2045 Build-Half TOD | | 2045 Build-Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | Retail | Non-Retail | Retail | Non-Retail | Retail | Non-Retail | Retail | Non-Retail |
| Node 1 - North Bank* | 741 | 2,983 | 741 | 3,215 | 881 | 3,996 | 881 | 3,996 |
| Node 2 - Foothills* | 439 | 15 | 592 | 16 | 621 | 110 | 621 | 110 |
| Node 3 - Empire/Garland* | 65 | 95 | 82 | 176 | 101 | 148 | 101 | 148 |
| Node 4 - Northtown | 1,673 | 290 | 1,736 | 398 | 1,812 | 362 | 1,764 | 440 |
| Node 5 - Rowan* | 318 | 2,015 | 318 | 2,561 | 334 | 2,631 | 334 | 2,631 |
| Node 6 - Francis/Lyons | 599 | 118 | 623 | 190 | 652 | 209 | 1,110 | 209 |
| Node 7 - Lincoln* | 515 | 295 | 585 | 512 | 944 | 539 | 944 | 539 |
| Node 8 - The Y | 1,087 | 470 | 1,163 | 512 | 1,253 | 496 | 1,146 | 594 |
| Node 9 - Whitworth | 166 | 152 | 200 | 200 | 201 | 252 | 201 | 252 |
| Node 10 - Mead* | 413 | 0 | 504 | 0 | 559 | 12 | 559 | 12 |
| Node 11 - Hastings* | 738 | 541 | 912 | 810 | 1,119 | 783 | 1,044 | 852 |
| Node 12 - Nevada Junction | 448 | 310 | 292 | 351 | 303 | 257 | 494 | 699 |
| **Total** | **7,201** | **7,284** | **7,749** | **8,940** | **8,780** | **9,796** | **9,199** | **10,482** |

*Included in Half TOD scenario

Data from the travel demand model informed a number of performance metrics including:

- Regional travel statistics
- Mode split
- Transit ridership
- Travel time and speed
- Screenline comparison
- Land use node travel statistics

## 5.5.1 Regional and Study Area Impacts

On a regional level, average weekday VMT, vehicle hours traveled (VHT), and vehicle hours of delay (VHD) are all forecast to increase over existing conditions. In the 2045 No Build scenario, VMT and VHT are both forecast to increase 24 percent and VHD is forecast to increase 7 percent. The 2045 Build scenarios do not result in a measurable change to average daily VMT, VHT, or VHD on a regional level.

Within the study area, average daily VMT, VHT, and VHD are forecast to increase by 6 to 7 percent over existing conditions for the 2045 No Build scenario. However, when the two 2045 Build scenarios are compared to the 2045 No Build scenario, VMT, VHT, and VHD all decrease between 2 to 8 percent. Table 5-4 summarizes forecast changes across the five scenarios.

**Table 5-4. Regional Travel Statistics Comparison (Average Weekday)**

| Description | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Spokane Region** | | | | | |
| **VMT** | 9,780,270 | 12,137,552 | 12,133,273 | 12,180,356 | 12,154,826 |
| **VHT** | 265,877 | 330,912 | 331,048 | 332,817 | 331,816 |
| **VHD** | 65,581 | 70,268 | 69,945 | 69,980 | 70,018 |
| **Change in VMT** | | 24% | 0% | 0% | 0% |
| **Change in VHT** | | 24% | 0% | 1% | 0% |
| **Change in VHD** | | 7% | 0% | 0% | 0% |
| **Study Area**[1] | | | | | |
| **VMT** | 1,030,563 | 1,096,453 | 1,032,125 | 1,057,710 | 1,044,988 |
| **VHT** | 35,822 | 38,006 | 36,045 | 37,082 | 36,557 |
| **VHD** | 6,151 | 6,565 | 6,063 | 6,095 | 6,102 |
| **Change in VMT** | | 6% | -6% | -4% | -5% |
| **Change in VHT** | | 6% | -5% | -2% | -4% |
| **Change in VHD** | | 7% | -8% | -7% | -7% |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build-LOW and 2045 Build-TOD scenarios are compared with the 2045 No Build.

[1] The study area statistical area includes the area within ¾ mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west.

Other notable findings regarding forecast changes in the study area include:

- The reduction of vehicular capacity through the conversion of one general purpose lane to a BAT lane, coupled with enhancements to transit service, contributes to reductions to average daily VMT, VHT, and VHD within the study area.
- The 2045 Build-Low and Build-TOD scenarios all present similar congestion levels across the region as the 2045 No Build scenario, with minor additional congestion on parallel arterials west of Division Street. The 2045 Low and TOD show a slight increase in congestion on Division Street north of Lincoln Road. A potential reason for additional congestion on parallel arterials is directly related to the reduction in roadway capacity on Division Street, resulting in a redistribution of traffic onto parallel arterials.
- Transit mode split (the percentage of travelers using transit) is approximately 3 percent for each future year scenario, which is similar to the 2019 existing scenario. The non-motorized mode split remains constant through all scenarios except in the 2019 Existing scenario. This outcome generally indicates that the travel demand model is not the best tool to be used to analyze non-motorized travel.
- The 2045 No Build scenario, which reflects baseline transit service in the 2019 model, observes an increase in ridership of approximately 24 percent compared to 2019 existing conditions. The 2045 Build-Low and Build-TOD scenarios observe an increase in ridership of between 32 percent and 33 percent compared to the 2045 No Build scenario. Among the 2045 scenarios, the 2045 Build-TOD scenario has the greatest increase in ridership.
- The 2045 No Build average travel times for northbound AM, PM Peak Hour, and southbound AM Peak Hour are less than existing whereas southbound PM Peak Hour are greater than existing. The 2045 Build-Low and Build-TOD scenarios have a slightly longer travel time (less than one minute) than the No Build scenario. This result is supported by the background 2045 conditions including the NSC as a major north-south parallel arterial to Division Street.
- The 2045 No Build average travel speeds for the corridor are equal to or slightly greater than the 2019 existing speeds. Both 2045 Build-Low and 2045 Build-TOD travel speeds are very slightly less (less than 1 mile per hour) than the No Build travel speed, with the 2045 Build-TOD scenario operating at the slowest speeds overall. This equates to less than one additional minute of travel time if driving the corridor end-to-end.

### 5.5.2 Node Impacts

A screenline comparison measures the combined vehicular and person travel which crosses an identified point or line along the corridor. Four east-west screenlines, shown in Figure 5-5, were developed for this project to calculate total north-south regional travel.

The screenline analysis performed for this study helps to illustrate how people using the corridor might change their travel mode with the implementation of BRT service and increased land use densities. As summarized in Table 5-5, average daily vehicle trips in the 2045 Build scenarios are reduced by an average of 21 to 23 percent whereas the average daily person trips in these scenarios are only reduced by 15 to 17 percent. This comparison indicates that, under these scenarios, trips served on Division Street would shift away from vehicles and toward transit and active transportation modes.

At the node level, VMT was evaluated several ways:

- Daily VMT: Drive alone and shared ride automobile trips, multiplied by their trip length.
- Daily VMT per Service Population: This metric is calculated as the Daily VMT divided by the population within the zones. It shows how the average length of trips changes based on the changes in land use.
- Daily Home-Based VMT: Drive alone and shared ride automobile trips which begin or end at a home (meaning the trip starts at a home and ends at another location, such as a grocery store, or the trip begins somewhere other than a home and the home is the destination for that trip).
- Daily Home-Based VMT per Capita: This metric is calculated as the Daily Home-Based VMT divided by the population within the zones. It shows how trips with ends at a home are changing length based on the changes in land use.
- Daily Non-Home-Based VMT: Drive alone and shared ride automobile trips which do not begin or end at a home, multiplied by their trip length.
- Daily Non-Home-Based VMT per Employee: This metric is calculated as the Daily Non-Home-Based VMT divided by the employment within the zones. It shows how trips with no trip ends at a home are changing length based on the changes in land use.

## Table 5-5. Average Daily Screenline Comparison (Person Trips)

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Average Daily Vehicle Traffic (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 46,299 | 42,229 | 34,344 | 35,741 | 35,180 |
| **Between Wellesley Avenue and Garland Avenue** | 41,822 | 38,064 | 29,989 | 30,754 | 30,970 |
| **Between Lincoln Road and Francis Avenue** | 44,007 | 41,691 | 33,388 | 32,798 | 32,936 |
| **South of Hawthorne Road** | 24,095 | 23,665 | 23,075 | 23,345 | 24,045 |
| **Overall** | 156,223 | 145,649 | 120,796 | 122,638 | 123,131 |
| **Between Indiana Avenue and Maxwell Avenue** | | -9% | -26% | -23% | -24% |
| **Between Wellesley Avenue and Garland Avenue** | | -9% | -28% | -26% | -26% |
| **Between Lincoln Road and Francis Avenue** | | -5% | -24% | -25% | -25% |
| **South of Hawthorne Road** | | -2% | -4% | -3% | 0% |
| **Overall** | 151,957 | -7% | -23% | -21% | -21% |
| **Daily Motorized Person Trips (Drive Alone, Shared Ride, Truck, Transit) (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 56,968 | 51,438 | 41,898 | 43,476 | 42,778 |
| **Between Wellesley Avenue and Garland Avenue** | 51,827 | 46,349 | 36,792 | 37,619 | 37,874 |
| **Between Lincoln Road and Francis Avenue** | 55,611 | 52,112 | 41,806 | 40,936 | 41,182 |
| **South of Hawthorne Road** | 31,291 | 30,518 | 29,580 | 29,927 | 30,706 |
| **Overall** | 195,697 | 180,416 | 150,076 | | 152,539 |
| **Between Indiana Avenue and Maxwell Avenue** | | -10% | -19% | -15% | -17% |
| **Between Wellesley Avenue and Garland Avenue** | | -11% | -21% | -19% | -18% |
| **Between Lincoln Road and Francis Avenue** | | -6% | -20% | -21% | -21% |
| **South of Hawthorne Road** | | -2% | -3% | -2% | 1% |
| **Overall** | | -8% | -17% | -16% | -15% |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

Table 5-6 summarizes how VMT changes in each node based on the various land use assumptions. Notable findings associated with the node analysis include:

- Daily VMT for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario. This is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- Daily VMT per service population for 2019 is similar to the 2045 No Build and Build scenarios resulting in lower VMT per service population. The combined average of VMT per Service Population is lower in the 2045 Build-Half TOD and 2045 Build-Full TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios by 3.5 to 5.1 miles (10 to 14.8 percent). The most likely reason for the lower VMT per service population in the 2045 TOD scenarios is the density of housing and employment in the 2045 TOD scenarios.
- Daily Home-Based VMT for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily home-based VMT. The reason for the greatest daily home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- Daily Home-Based VMT per capita for the 2019 Existing scenario is higher than all Build scenarios, with the 2045 Build-Low scenario resulting in the lowest VMT per population. The likely reason for the reduction in home-based VMT per capita is that increasing housing and employment densities has the potential to decrease home-based vehicular trip length. It is also likely that the decrease in home-based vehicular trip length is associated with the mode shift away from automobile trips to transit and active transportation trips.
- Daily Non-Home Based-VMT for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily non-home-based VMT. The likely reason for the greatest daily non-home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- Daily Non-Home-Based VMT per employee in the 2019 Existing scenario is lower than the 2045 Build scenarios, with the 2045 Build scenarios slightly lower on average than the 2045 No Build scenario. The likely reason for the lower non-home-based VMT per employee in the 2045 TOD scenarios when compared with the 2045 No Build scenario is due to density of housing and employment.

## Table 5-6. Average Daily Land Use Node Vehicle Miles Traveled

| Metric | Land Use Node | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-LOW | Build-Half TOD | Build-Full TOD |
| **Daily VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 146,589 | 160,452 | 158,116 | 179,925 | 181,147 |
| | Node 2 - Foothills* | 23,173 | 30,419 | 30,011 | 33,953 | 34,657 |
| | Node 3 - Empire/Garland* | 9,133 | 11,913 | 11,826 | 13,618 | 14,431 |
| | Node 4 - Northtown | 89,579 | 108,581 | 107,254 | 102,756 | 104,539 |
| | Node 5 - Rowan* | 66,315 | 81,995 | 81,283 | 79,395 | 81,803 |
| | Node 6 - Francis/Lyons | 42,161 | 46,214 | 46,035 | 47,096 | 72,711 |
| | Node 7 - Lincoln* | 41,301 | 65,014 | 64,836 | 70,564 | 74,561 |
| | Node 8 - The Y | 73,217 | 81,049 | 80,444 | 89,166 | 84,455 |
| | Node 9 - Whitworth* | 18,489 | 22,220 | 22,158 | 24,618 | 24,858 |
| | Node 10 - Mead* | 32,018 | 41,933 | 41,820 | 57,112 | 65,517 |
| | Node 11 - Hastings | 67,124 | 85,568 | 85,223 | 98,691 | 109,173 |
| | Node 12 - Nevada Junction | 36,763 | 28,352 | 28,264 | 26,414 | 62,834 |
| | **Combined Average** | **645,860** | **763,710** | **757,270** | **823,309** | **910,687** |
| **Daily VMT per Service Population (Drive Alone + Shared Ride) (Population + Employment)** | Node 1 - Ruby North Bank* | 27.1 | 23.9 | 23.5 | 22.7 | 22.8 |
| | Node 2 - Foothills* | 44.1 | 44.7 | 44.1 | 28.8 | 29.4 |
| | Node 3 - Empire/Garland* | 18.0 | 19.6 | 19.5 | 15.7 | 16.6 |
| | Node 4 - Northtown | 48.3 | 53.8 | 53.1 | 49.8 | 40.9 |
| | Node 5 - Rowan* | 26.7 | 27.0 | 26.7 | 25.1 | 25.8 |
| | Node 6 - Francis/Lyons | 24.7 | 25.2 | 25.1 | 25.2 | 25.5 |
| | Node 7 - Lincoln* | 40.9 | 50.1 | 50.0 | 34.2 | 36.1 |
| | Node 8 - The Y | 36.9 | 37.6 | 37.3 | 40.3 | 33.2 |
| | Node 9 - Whitworth* | 21.5 | 23.4 | 23.4 | 22.3 | 22.5 |
| | Node 10 - Mead* | 77.5 | 83.2 | 83.0 | 33.8 | 38.8 |
| | Node 11 - Hastings | 52.4 | 49.7 | 49.5 | 51.9 | 38.9 |
| | Node 12 - Nevada Junction | 48.5 | 44.1 | 44.0 | 47.3 | 27.5 |
| | **Combined Average** | **34.4** | **34.4** | **34.2** | **30.9** | **29.3** |
| **Daily Home-Based VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 19,530 | 25,143 | 24,755 | 27,049 | 26,972 |
| | Node 2 - Foothills* | 432 | 418 | 415 | 2,818 | 2,866 |
| | Node 3 - Empire/Garland* | 2,308 | 2,286 | 2,272 | 3,986 | 4,044 |
| | Node 4 - Northtown | 0 | 0 | 0 | 0 | 1,078 |
| | Node 5 - Rowan* | 910 | 962 | 954 | 1,234 | 1,216 |
| | Node 6 - Francis/Lyons | 7,112 | 7,255 | 7,188 | 7,895 | 10,279 |
| | Node 7 - Lincoln* | 3,625 | 3,637 | 3,625 | 6,197 | 6,153 |
| | Node 8 - The Y | 2,872 | 3,342 | 3,304 | 3,183 | 5,746 |
| | Node 9 - Whitworth* | 4,116 | 4,455 | 4,432 | 5,187 | 5,218 |
| | Node 10 - Mead* | 0 | 0 | 0 | 13,013 | 12,844 |
| | Node 11 - Hastings | 0 | 0 | 0 | 0 | 12,073 |
| | Node 12 - Nevada Junction | 0 | 0 | 0 | 0 | 9,986 |
| | **Combined Average** | **40,904** | **47,499** | **46,945** | **70,563** | **98,475** |

*Included in Half TOD scenario

**Table 5-6. Average Daily Land Use Node Vehicle Miles Traveled (continued)**

| Metric | Land Use Node | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-LOW | Build-Half TOD | Build-Full TOD |
| **Daily Home-Based VMT per Capita (Drive Alone + Shared Ride) (Population)** | Node 1 - Ruby North Bank* | 11.6 | 9.1 | 9.0 | 8.9 | 8.8 |
| | Node 2 - Foothills* | 6.1 | 5.9 | 5.8 | 6.3 | 6.4 |
| | Node 3 - Empire/Garland* | 6.7 | 6.5 | 6.5 | 6.4 | 6.5 |
| | Node 4 - Northtown | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | Node 5 - Rowan* | 5.9 | 5.9 | 5.9 | 6.1 | 6.0 |
| | Node 6 - Francis/Lyons | 7.2 | 7.1 | 7.0 | 7.8 | 6.7 |
| | Node 7 - Lincoln* | 18.1 | 18.2 | 18.1 | 10.6 | 10.6 |
| | Node 8 - The Y | 6.7 | 7.0 | 6.9 | 6.9 | 7.1 |
| | Node 9 - Whitworth* | 7.6 | 8.1 | 8.1 | 8.0 | 8.0 |
| | Node 10 - Mead* | 0.0 | 0.0 | 0.0 | 11.6 | 11.5 |
| | Node 11 - Hastings | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 |
| | Node 12 - Nevada Junction | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| | **Combined Average** | **9.3** | **8.5** | **8.4** | **8.7** | **8.6** |
| **Daily Non-Home-Based Vehicle VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 36,188 | 39,540 | 39,260 | 46,364 | 46,337 |
| | Node 2 - Foothills* | 12,156 | 16,408 | 16,320 | 17,636 | 18,106 |
| | Node 3 - Empire/Garland* | 2,834 | 3,737 | 3,721 | 4,332 | 4,486 |
| | Node 4 - Northtown | 45,402 | 54,866 | 54,388 | 53,465 | 52,997 |
| | Node 5 - Rowan* | 17,560 | 21,208 | 21,029 | 21,759 | 21,599 |
| | Node 6 - Francis/Lyons | 17,324 | 19,289 | 19,222 | 19,746 | 31,695 |
| | Node 7 - Lincoln* | 16,833 | 23,485 | 23,413 | 31,118 | 31,068 |
| | Node 8 - The Y | 29,113 | 33,393 | 33,041 | 34,312 | 33,198 |
| | Node 9 - Whitworth* | 5,650 | 7,337 | 7,304 | 7,450 | 7,784 |
| | Node 10 - Mead* | 15,550 | 21,671 | 21,583 | 26,518 | 26,561 |
| | Node 11 - Hastings | 30,678 | 38,910 | 38,701 | 44,349 | 44,185 |
| | Node 12 - Nevada Junction | 14,294 | 11,356 | 11,283 | 10,872 | 20,207 |
| | **Combined Average** | **243,581** | **291,200** | **289,262** | **317,922** | **338,222** |
| **Daily Non-Home-Based Vehicle VMT per Employee (Drive Alone + Shared Ride) (Employement)** | Node 1 - Ruby North Bank* | 9.7 | 10.0 | 9.9 | 9.5 | 9.5 |
| | Node 2 - Foothills* | 26.7 | 26.9 | 26.8 | 24.1 | 24.8 |
| | Node 3 - Empire/Garland* | 17.7 | 14.4 | 14.4 | 17.4 | 18.0 |
| | Node 4 - Northtown | 24.5 | 27.2 | 26.9 | 25.9 | 25.6 |
| | Node 5 - Rowan* | 7.5 | 7.4 | 7.3 | 7.3 | 7.3 |
| | Node 6 - Francis/Lyons | 24.2 | 23.7 | 23.6 | 22.9 | 24.0 |
| | Node 7 - Lincoln* | 20.8 | 21.4 | 21.3 | 21.0 | 20.9 |
| | Node 8 - The Y | 18.7 | 19.9 | 19.7 | 19.6 | 19.1 |
| | Node 9 - Whitworth* | 17.8 | 18.3 | 18.2 | 16.4 | 17.2 |
| | Node 10 - Mead* | 37.7 | 43.0 | 42.8 | 46.4 | 46.5 |
| | Node 11 - Hastings | 24.0 | 22.6 | 22.5 | 23.3 | 23.3 |
| | Node 12 - Nevada Junction | 18.9 | 17.7 | 17.5 | 19.4 | 16.9 |
| | **Combined Average** | **16.9** | **17.6** | **17.4** | **17.2** | **17.3** |

*Included in Half TOD scenario

Appendix N includes a detailed description of the travel demand modeling process. It describes the methods and land use assumptions used for developing the travel model forecasts, detailed performance metric information, forecast analysis for each of the performance metrics, and an analysis of each of the Phase 2 2045 land use scenarios compared to the No Build condition. Appendix O describes the land use assumptions for each node.

# 6. NEXT STEPS

With the completion of the DivisionConnects study, the information contained in this report highlighting the potential for TOD will serve as a reference for the City of Spokane and Spokane County when evaluating future land use changes that might support the planned BRT service on Division Street. The City or the County might undertake further planning for transit-supportive regulatory changes as part of a comprehensive plan amendment, subarea planning effort, and development code revisions.

The recommendations may also be used by the City, County, or WSDOT to incorporate potential transit supportive active transportation investments in their capital planning efforts. As part of their design efforts for the BRT improvements, STA will evaluate incorporation of active transportation projects into their suite of corridor investments. They will be reviewed by the City, County, and WSDOT as part of the collaborative effort to approve all investments that will be constructed with the Division BRT project.

Finally, the findings could be used by the City or County to secure grant funding for land use studies. They might also be similarly used by all partner agencies to secure grant funding for transportation investments.

# 9. APPENDICES

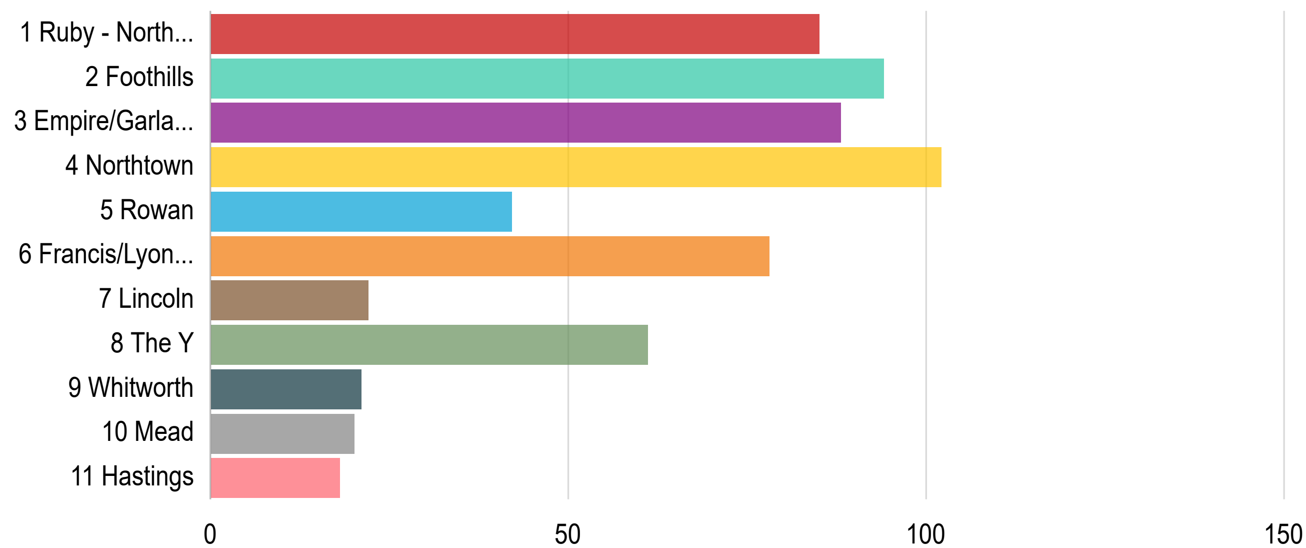
A. Land Use Survey Results
B. Active Transportation Social Pinpoint Site Responses
C. Development Community and Property Owner Interviews
D. Land Use Workshop #1 Notes
E. Active Transportation Workshop Notes
F. All Ages and Abilities Active Transportation Strategies
G. Initially Identified Active Transportation Projects
H. Active Transportation Projects Screening Results
I. Active Transportation Project Summaries
J. BRT Case Studies: Land Use & Economic Development Memorandum
K. BRT Implementation: Policy Review Memorandum
L. Land Use Node Information Sheets
M. Land Use Visual Sourcebook
N. Phase 2 Land Use Modeling Results and Analysis
O. Travel Demand Model Land Use Assumptions

# APPENDIX A

Land Use Survey Results

# Questionnaire - DivisionConnects Land Use

## 1) Of the activity nodes shown on the map, where would you like to see land use chang…

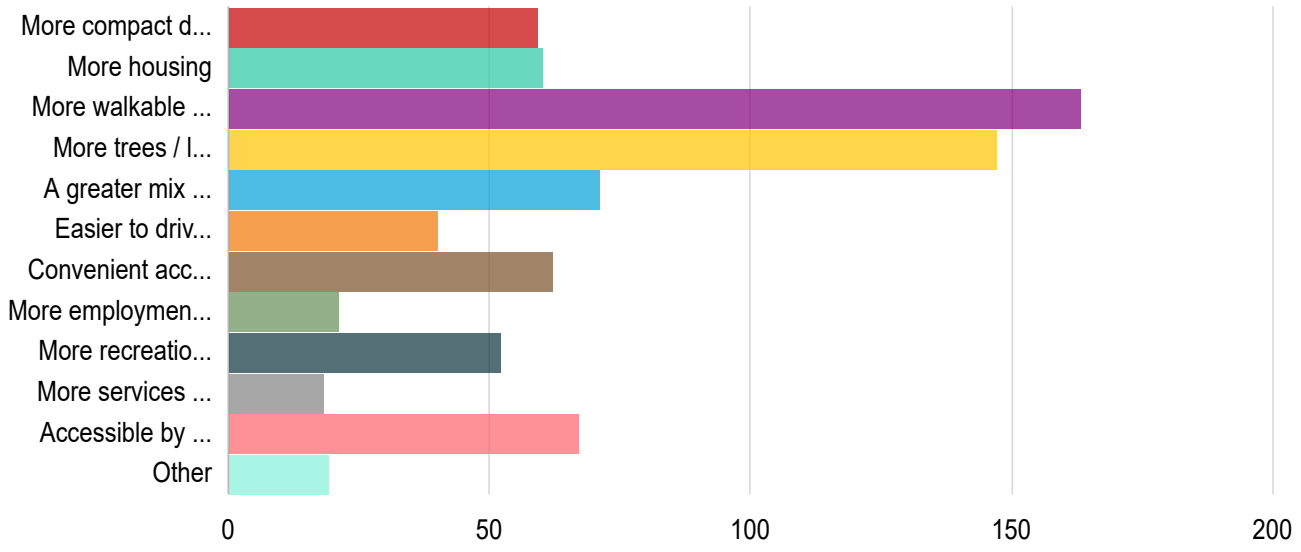



Answered: 225 Skipped: 12

## 2) Other Activity Nodes?

Answered: 50 Skipped: 187

## 3) What type of land use change are you imagining at your priority activity node…

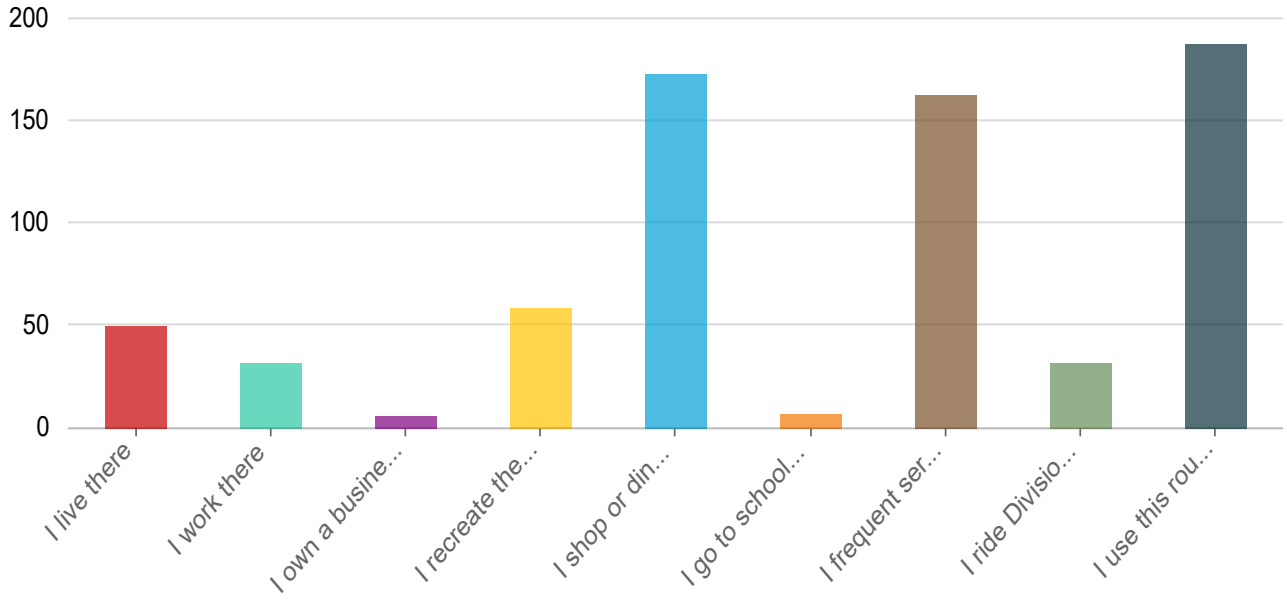



Answered: 233 Skipped: 4

## 4) Anything else you'd like to tell us?

Answered: 102 Skipped: 135

## 5) How do you use the Division Street corridor?

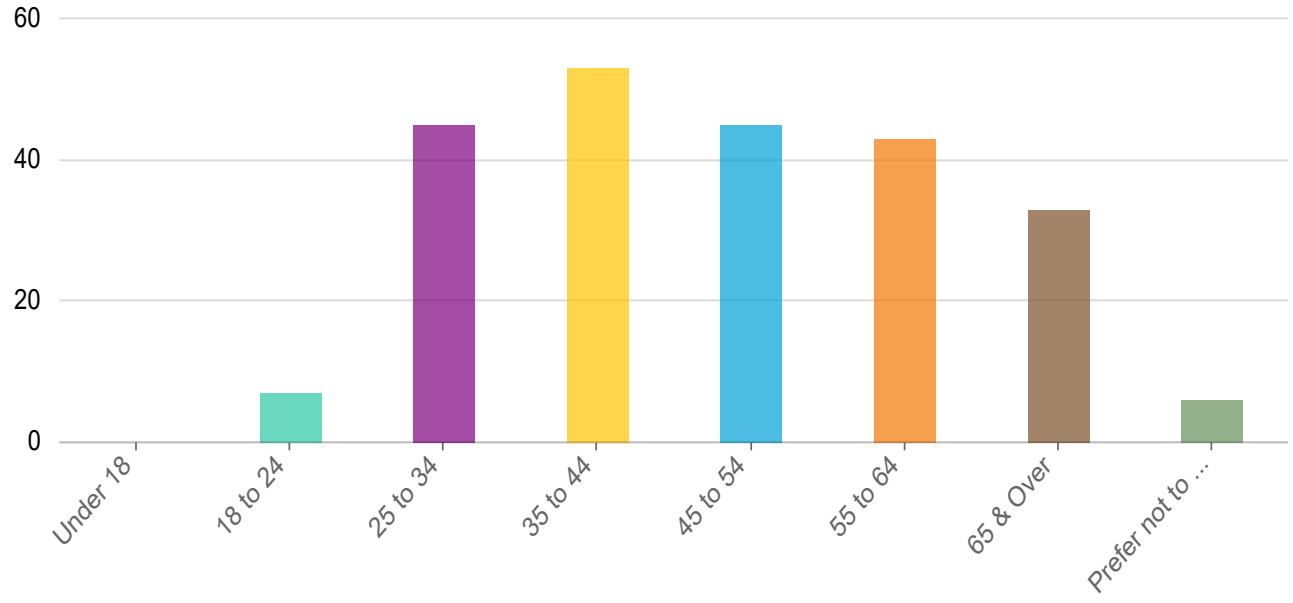



Answered: 235 Skipped: 2

**6) What is your residential zip code?**

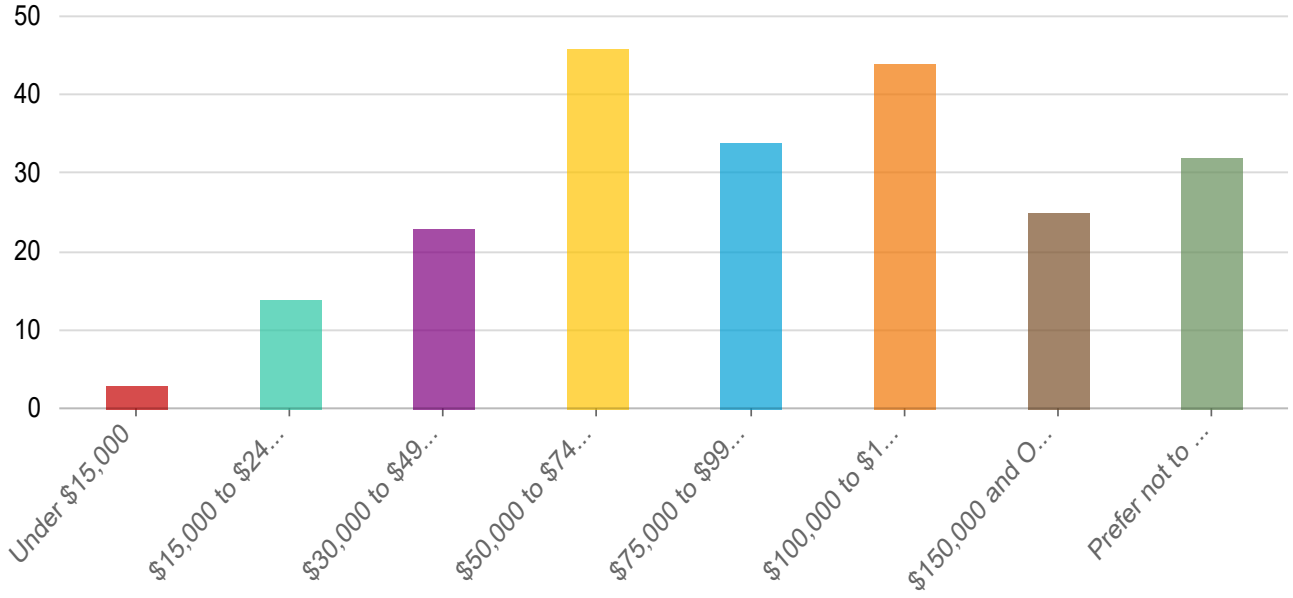
Answered: 233 Skipped: 4

**7) Please tell us your age:**



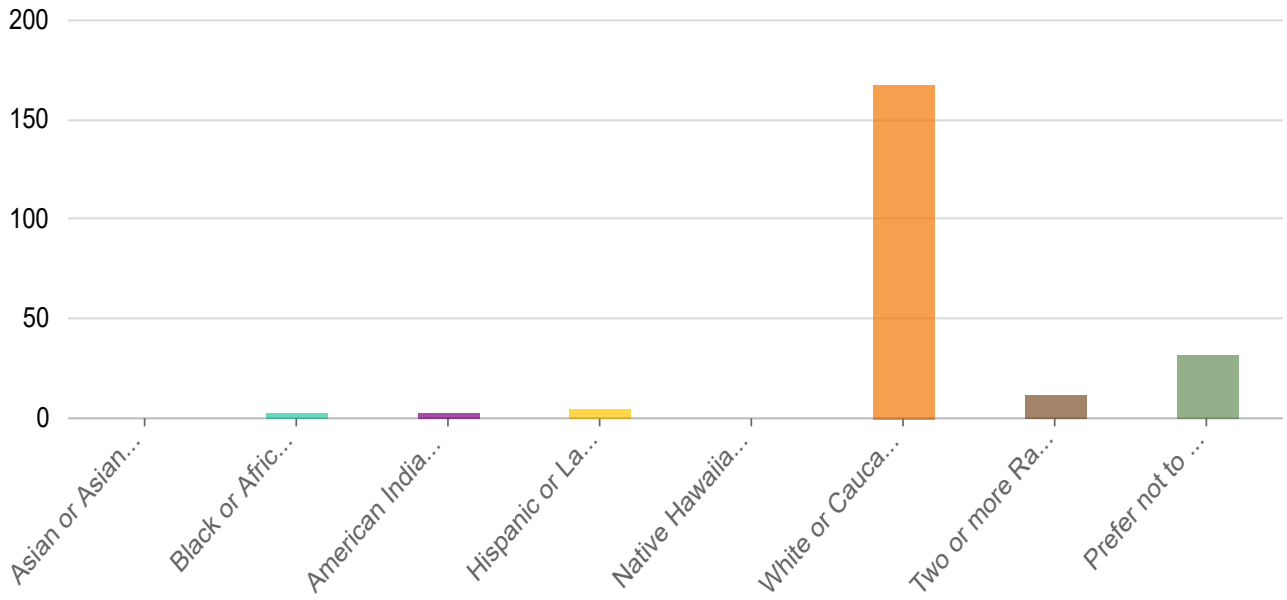

Answered: 232 Skipped: 5

**8) Please tell us your annual household income:**




Answered: 221 Skipped: 16

**9) Please share your race or ethnicity:**




Answered: 223 Skipped: 14

| ObjectID | GlobalID | CreationDate | Creator | EditDate | 1) Of the activity nodes shown on the map, where would you like to see land use change over time? | 2) Other Activity Nodes? | 4) Anything else you'd like to tell us? | 5) How do you use the Division Street corridor? | 6) What is your residential zip code? | 7) Please tell us your age: | 8) Please tell us your annual household income: | 9) Please share your race or ethnicity: | 3) What type of land use change are you imagining at your priority activity node locations? | Other - 3) What type of land use change are you imagining at your priority activity node locations? | x | y |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | c2d7f6de-f719-47c8-874d-85a55f37f89e | 10/26/2021 17:46 | | 10/26/2021 17:46 | 1_Ruby_North_Bank,3_Empire_Garland,4_Northtown | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 2 | 42e28560-2f19-4961-8784-c2b45deaea8a | 10/26/2021 22:39 | | 10/26/2021 22:39 | 8_The_Y | 2922 W. Euclid | United States | | 99205 | 55_to_64 | | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to | | 0 | 0 |
| 3 | 0795696d-12dc-4780-8afb-4f7debd72d9b | 10/26/2021 22:40 | | 10/26/2021 22:40 | 2_Foothills,4_Northtown,5_Rowan | | | I_work_there,I_shop_or_dine_out_there,I_frequent_services_there | 99203 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 4 | dd3a4913-8c5a-4270-8bb9-8815e83541a2 | 10/26/2021 23:49 | | 10/26/2021 23:49 | 1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons | | | I_use_this_route_to_get_to_othe | 99208 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 5 | aefc420c-4103-4b63-8f9d-fe00adb6b406 | 10/26/2021 23:54 | | 10/26/2021 23:54 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | 808 W. Spokane Falls Blvd | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99004 | 55_to_64 | | | More_housing,More_trees_landscaping,More_employment_opportunity | | 0 | 0 |
| 6 | bb016fb4-b2aa-40dd-8401-857b4c6e6e95 | 10/27/2021 1:23 | | 10/27/2021 1:23 | 2_Foothills,5_Rowan,6_Francis_Lyons | | | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99201 | 35_to_44 | _100_000_to_149_999 | American_Indian_or_Alaska_Nativ | More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 7 | f2ea536a-2f07-44f2-8364-da504f24d0fe | 10/27/2021 2:00 | | 10/27/2021 2:00 | 1_Ruby_North_Bank,2_Foothills,10_Mead | | Make it safe and friendly for all ages and abilities. | I_use_this_route_to_get_to_othe | 99163 | 45_to_54 | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter,other | Open space, water/fountain features. | 0 | 0 |
| 8 | c63254d5-4e71-4086-8012-807a6fd2879a | 10/27/2021 2:28 | | 10/27/2021 2:28 | 2_Foothills,3_Empire_Garland,5_Rowan | | | I_work_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99203 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 9 | 2e1fb396-d007-42a1-8e36-0f164707bd92 | 10/27/2021 4:49 | | 10/27/2021 4:49 | 4_Northtown,6_Francis_Lyons,11_Hastings | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99217 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 10 | bb2e1466-b526-45ac-87b4-ab40fd98fecd | 10/27/2021 6:05 | | 10/27/2021 6:05 | | | | I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 25_to_34 | Prefer_not_to_answer | Prefer_not_to_answer | Easier_to_drive_to | | 0 | 0 |
| 11 | 7aa08162-ac7b-484a-8df2-ec568c6ff9bb | 10/27/2021 15:42 | | 10/27/2021 15:42 | 2_Foothills,4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 12 | 8bb4566b-ab7e-4936-8276-8da5e8367562 | 10/27/2021 17:18 | | 10/27/2021 17:18 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | | I_shop_or_dine_out_there,I_frequent_services_there | 99201 | 18_to_24 | _15_000_to_24_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 13 | 2477467d-0414-4d34-8e24-497cd44e629c | 10/27/2021 18:17 | | 10/27/2021 18:17 | 2_Foothills,3_Empire_Garland | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly | | 0 | 0 |
| 14 | 00a0293a-c322-4830-8b03-bc51935a1d76 | 10/27/2021 18:59 | | 10/27/2021 18:59 | 1_Ruby_North_Bank,9_Whitworth,11_Hastings | The Wandermere area in general. | | I_live_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 18_to_24 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 15 | 268f0f22-35ad-49a9-8878-7ad30cfca9ea | 10/28/2021 1:38 | | 10/28/2021 1:38 | 3_Empire_Garland,4_Northtown,6_Francis_Lyons | | | I_work_there,I_shop_or_dine_out_there,I_frequent_services_there | 99208 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 16 | a22413f2-3e13-432d-8e7a-8064d98de893 | 10/28/2021 2:16 | | 10/28/2021 2:16 | 3_Empire_Garland,4_Northtown,5_Rowan | around Indiana -- there is a business cluster at this location & there is some undeveloped/underdeveloped land, at this location. It's also a E/W route to schools * jobs-- higher ed to elementary. | Division is a corridor. Most of us who live on the east & west of Division are there because it's affordable and provides access to services. Please recognize us as you develop division. the careful transition between the businesses on division & the residential areas is important. | I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | | | | More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 17 | 92c6ea44-801e-4268-87b9-3d6a892c355d | 10/28/2021 15:09 | | 10/28/2021 15:09 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | Bridgeport and Division | United States | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly | | 0 | 0 |
| 18 | fe9d7875-01b0-4b61-8456-d5560fb738b4 | 10/28/2021 15:46 | | 10/28/2021 15:46 | 6_Francis_Lyons,8_The_Y,9_Whitworth | | Plan for less traffic, some businesses on this current hwy 2/395 are not going to remain in business | I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 65_&_Over | | Hispanic_or_Latino | More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 19 | 8701e017-c823-4553-82c1-974177e0e56a | 10/28/2021 19:55 | | 10/28/2021 19:55 | 1_Ruby_North_Bank,10_Mead,11_Hastings | | #1 problem in Spokane is housing. The reason Centers and Corridors doesn't work is Zoning. R-1 must be eliminated to support increases in density. We need MORE residential over commercial, not just commercial, to help smaller businesses thrive. | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99203 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 20 | c03c9f39-9fd3-44f0-8cb7-e50c1676c44f | 10/28/2021 20:46 | | 10/28/2021 20:46 | 2_Foothills,6_Francis_Lyons,8_The_Y | | | I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_employment_opportunity,More_recreation_entertainment | | 0 | 0 |
| 21 | 157c2676-5206-4d05-81df-ace1aacdbeb8 | 10/28/2021 21:12 | | 10/28/2021 21:12 | 6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there | 99207 | 65_&_Over | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,A_greater_mix_of_land_use_types,Easier_to_drive_to,More_services_medical_social_ | | 0 | 0 |
| 22 | 7508ea1f-7245-4d1a-83cf-e50946d6796e | 10/28/2021 21:17 | | 10/28/2021 21:17 | 2_Foothills,8_The_Y | | | I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99201 | 55_to_64 | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 23 | b1387af8-a6ad-4609-8139-9fcd46619e23 | 10/28/2021 21:21 | | 10/28/2021 21:21 | | | It appears from this survey that dramatic changes along Division are a foregone conclusion. Most people who use the Division corridor are using it because it is the most convenient and quick route. I believe the majority of Spokane citizens and Division corridor users would agree that any change that makes traffic worse is less desirable than NO CHANGE. Your survey does not allow people to voice this position. Where is the "no change" option for these nodes? The presumption of change gives disproportionate weight to people and entities with special interests and agendas that may harm the population at large. | I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _100_000_to_149_999 | Prefer_not_to_answer | Easier_to_drive_to | | 0 | 0 |
| 24 | afa04fa3-6ff0-435a-80cf-5e5674e7e5b1 | 10/28/2021 21:23 | | 10/28/2021 21:23 | | | Give bike happy fuckers an inch, and they will take a mile. Road diets work well on a dead end road (le sprague west of Monroe only needs one lane); but not on a major through fare like division. Don't remove any vehicle traffic lanes to appease those fuckers. Remove one lane, and soon enough they'll bitch and whine to have another lane removed and then Division will just become a two lane road. Bikers and peds have side streets to use already. Division should be primarily for autos. | I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99005 | Prefer_not_to_answer | Prefer_not_to_answer | Prefer_not_to_answer | More_trees_landscaping,other | | 0 | 0 |
| 25 | 7f1954a3-b2cd-4445-8d88-8e35b20fd2fd | 10/28/2021 23:23 | | 10/28/2021 23:23 | | None. A lane reduction (road diet) on Division is a bad idea. | | I_live_there,I_work_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there | 99205 | 65_&_Over | _100_000_to_149_999 | Prefer_not_to_answer | More_housing | | 0 | 0 |
| 26 | ac6bbc52-88ff-4b63-8c5c-d9b1fae19d1c | 10/28/2021 23:53 | | 10/28/2021 23:53 | 2_Foothills,3_Empire_Garland,4_Northtown | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 45_to_54 | _100_000_to_149_999 | American_Indian_or_Alaska_Nativ | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 27 | d91fd73b-6f59-4ebc-840c-3bc4eb3ebda0 | 10/29/2021 3:10 | | 10/29/2021 3:10 | 1_Ruby_North_Bank,4_Northtown,5_Rowan | Northpointe Plaza has a ton of empty parking area. The former Shopko site is definitely an opportunity. | I think transit-oriented development, which will bring in housing, density/compactness, convenient access to BRT, food/grocery, services, employment, etc. in these nodes will be beneficial for the entire community. It's obviously great for people who live in TODs, but it's also great for the community surrounding the TOD since they'll have closer access to things like food, entertainment, medical, recreation, etc. Currently, Spokane's land use development is centralized (e.g. to see a doctor you go to the South Hill, to buy groceries you have to drive 3 miles, etc.) TOD and its associated development will disperse that centrality into neighborhoods (e.g. a true "neighborhood grocery store", a short walk to the restaurant, a quick bus ride to the doctor, etc.) which will save everybody time, save everybody gas expenses, and up the quality of life for everyone in the area. | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99208 | 25_to_34 | _75_000_to_99_999 | | More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types | | 0 | 0 |
| 28 | 268a734b-6517-4253-80fd-6426a8f60b3a | 10/29/2021 5:18 | | 10/29/2021 5:18 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | The entire area between the river and North Foothills could use improvement and redevelopment. One of the things people like most about Spokane is how you can reach anywhere in Spokane in 15-20 mins. Focusing on areas closer to downtown, particularly in this stretch, would see the greatest benefit and increased interest if developed properly. | I think the Division corridor would benefit from more businesses being promoted along there. | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99224 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 29 | 23e23f86-2813-4829-86b1-2a5a2827ce4d | 10/29/2021 5:48 | | 10/29/2021 5:48 | 3_Empire_Garland,4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99224 | 35_to_44 | _50_000_to_74_999 | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 30 | 284b6c70-15ef-424e-8b76-6f8e69175472 | 10/29/2021 6:45 | | 10/29/2021 6:45 | 1_Ruby_North_Bank,4_Northtown,5_Rowan | There are numerous empty lots along the west side of Division between Mission and Buckeye. | I also want more housing. | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_ | | 0 | 0 |
| 31 | 57a0d8ce-abdc-4f47-85fe-3c2ff71df0f5 | 10/29/2021 7:59 | | 10/29/2021 7:59 | 3_Empire_Garland,5_Rowan,9_Whitworth | | | I_use_this_route_to_get_to_othe | 99207 | 25_to_34 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 32 | aff92280-da6a-42d9-8929-4544a4474fb6 | 10/29/2021 14:55 | | 10/29/2021 14:55 | 4_Northtown,8_The_Y,10_Mead | | Having a Mead node is very important to me because it's the closest possible location to where I live and there is still a lot of untapped potential there for more than just Big Box/Costco development. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99021 | 45_to_54 | _50_000_to_74_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 33 | 2be96e68-ff30-446a-87b1-10c6e9fbc142 | 10/29/2021 15:55 | | 10/29/2021 15:55 | 2_Foothills,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 34 | 6ca5831f-0efa-42f7-827d-8a5b6936152c | 10/29/2021 16:58 | | 10/29/2021 16:58 | 3_Empire_Garland,7_Lincoln,8_The_Y | | Focus on neighborhood development and improving the condition for people who live in the area. Do not focus on regional freight; they can use the new north south freeway or use rail | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 25_to_34 | _30_000_to_49_999 | Prefer_not_to_answer | More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 35 | 6c4d3607-44d9-4be4-8943-e1125860d131 | 10/29/2021 20:41 | | 10/29/2021 20:41 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | Mixed use/dense areas will support transportation investments | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99212 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 36 | db31e384-31d4-40ba-89d7-359f477e49fd | 10/29/2021 22:23 | | 10/29/2021 22:23 | 3_Empire_Garland,6_Francis_Lyons,10_Mead | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | other | General economic development - more sustainable businesses | 0 | 0 |
| 37 | 70bbf612-418b-483d-87fa-10b269e8f497 | 10/30/2021 0:49 | | 10/30/2021 0:49 | 2_Foothills,3_Empire_Garland,11_Hastings | | These would be good areas to have bus friendly/walkable neighborhoods. Maybe Tiny House with common areas or apartments focused on areas for younger people to raise families with a green living focus. | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _30_000_to_49_999 | White_or_Caucasian | More_housing,A_greater_mix_of_land_use_types | | 0 | 0 |
| 38 | 685f52a2-e278-4e0c-824c-38307ba57e17 | 10/30/2021 22:09 | | 10/30/2021 22:09 | 3_Empire_Garland,4_Northtown,9_Whitworth | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 39 | 00062214-1bf1-402e-8871-80b6040841 4d | 11/2/2021 4:03 | | 11/2/2021 4:03 | 2_Foothills,4_Northtown,6_Francis_Lyons | Hwy 2 between the Y and Mead. There's the whole Target shopping center that could be densified and redeveloped and the North YMCA that could be the heart of a new hub. | Get true mixed uses going in the nodes: residential, retail, office/professional. Slow down/reduce the traffic to make non-auto modes comfortable and activate the areas all day. Expand the areas of higher density a few more blocks to either side of the Division Corridor to encourage missing middle housing types (duplex/triplex, townhomes/condos, small apartment complexes). Exapnding those zones to also include small scale neighborhood retail and businesses would help as well. It looks like the preferred alternative does not incorporate any kind of bike or wheeled transport facilities. So where will those be located? Expanding the density zone a few blocks either side of Division would allow for bike boulevards or similar just a block off Division. | I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 40 | b77e6645-f44c-4808-8386-e0e1bb7498f9 | 11/2/2021 16:50 | | 11/2/2021 16:50 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 55_to_64 | Prefer_not_to_answer | White_or_Caucasian | More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 41 | 6585a0c0-ec24-4331-8ce7-ca2af8b3e910 | 11/2/2021 17:57 | | 11/2/2021 17:57 | 3_Empire_Garland,4_Northtown,9_Whitworth | | I want to see zoning changes to create truly mixed infill development for mixed configuration housing that's affordable, sustainable and easily accessible to public transportation, childcare, work and small business shopping/entertainment/arts hubss | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 42 | 13d5d7d0-6410-4037-8826-5cbbd751ba61 | 11/2/2021 20:47 | | 11/2/2021 20:47 | 4_Northtown,6_Francis_Lyons,8_The_Y | | More trees, more density, less sprawl, good connecting buses to the nodes | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 43 | f605406c-52fc-41b3-8164-74cbbcc7f65e | 11/2/2021 23:05 | | 11/2/2021 23:05 | | | We need to stop this nonsense of the current idea of using our neighborhoods as nothing more then Infill. We are a neighborhood, that is what we wanted when we bought our homes. Now with the current mayor and her sycophant out of town real estate brokers. Seeing a lot of money pushing three homes into one 50x150 foot lot. Where the only parking is on a public street. You will do nothing but produce future slums. Or sticking apartment house in these neighborhoods, same outcome. These are our homes. Why do I not hear this same attention and rhetoric about the south hill. Division is a nightmare now because we do not have any police presence giving tickets. We pay our taxes and you want to spend it on providing more opportunities for the already wealthy business owners. Don't forget who actually votes. . | I_live_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | Prefer_not_to_answer | Prefer_not_to_answer | Prefer_not_to_answer | More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment | | 0 | 0 |
| 44 | d5bcc242-8829-43c5-8147-f319016cd4b0 | 11/3/2021 22:03 | | 11/3/2021 22:03 | 1_Ruby_North_Bank,2_Foothills,6_Francis_Lyons | | Zoning within the corridor should eliminate parking minimums, ban billboards, prohibit street-facing parking lots, prohibit new drive-thrus and big-box stores, encourage a mix of uses, and empower small-scale developers. Plant street trees along the entire corridor and ensure accessible sidewalks and safe crossings along the entire route. Center median plantings wherever possible. Pedestrian scale lighting. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 45 | 2b9079bb-6bf3-491d-8b5c-727bf093a4a5 | 11/8/2021 17:04 | | 11/8/2021 17:04 | 1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99204 | 18_to_24 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 46 | ace77e86-c8cb-47c7-84f2-8bc1e834a748 | 11/9/2021 3:55 | | 11/9/2021 3:55 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | It always seemed as though the land between foothills and the river would be better suited for buildings with ground floor commercial and housing on the upper floors instead of houses facing side streets and vacant land/ car dealerships/ gas stations. This area is close enough to the university district for an easy bus ride to new business development, but a bit of an uncomfortable walk from campus. A lot of the buildings in this area are run down or abandoned and is heavily covered in impervious surface. As a GU student I could see this area really growing in popularity with students with easily accessible transit. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99021 | 25_to_34 | Prefer_not_to_answer | White_or_Caucasian | More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types | | 0 | 0 |
| 47 | 2f108492-d6f6-4f7f-8baa-631228dfa7a0 | 11/9/2021 7:11 | | 11/9/2021 7:11 | 2_Foothills | | | I_live_there,I_go_to_school_there,I_use_this_route_to_get_to_othe | 9958 | 18_to_24 | _15_000_to_24_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 48 | 95f074f6-2472-40a8-83ca-c784fb7c2b59 | 11/9/2021 19:59 | | 11/9/2021 19:59 | 1_Ruby_North_Bank,2_Foothills,9_Whitworth | | | I_own_a_business_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 45_to_54 | | White_or_Caucasian | A_greater_mix_of_land_use_types,More_employment_opportunity,More_services_medical_social_ | | 0 | 0 |
| 49 | 74906b1a-2a73-4608-8d45-acc73b186c58 | 11/11/2021 18:59 | | 11/11/2021 18:59 | 2_Foothills,4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99218 | 35_to_44 | | | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 50 | 356932c0-8c76-4d48-8515-1e9859cfb041 | 11/11/2021 20:54 | | 11/11/2021 20:54 | 2_Foothills,6_Francis_Lyons,9_Whitworth | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99202 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types | | 0 | 0 |
| 51 | 9c92b62e-fac2-4cba-8408-c224d834d2ad | 11/12/2021 1:14 | | 11/12/2021 1:14 | 10_Mead | | | I_use_this_route_to_get_to_othe | 99021 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 52 | d5854407-f690-4767-8533-02e245cf7474 | 11/12/2021 16:06 | | 11/12/2021 16:06 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | All of these areas could be more green and have more services and amenities like a grocery store too. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |

| ObjectID | GlobalID | CreationDate | Creator | EditDate | 1) Of the activity nodes shown on the map, where would you like to see land use change over time? | 2) Other Activity Nodes? | 4) Anything else you'd like to tell us? | 5) How do you use the Division Street corridor? | 6) What is your residential zip code? | 7) Please tell us your age: | 8) Please tell us your annual household income: | 9) Please share your race or ethnicity: | 3) What type of land use change are you imagining at your priority activity node locations? | Other - 3) What type of land use change are you imagining at your priority activity node locations? | x | y |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 53 | 33a707ad-ac9d-4141-802d-1054118aabe1 | 11/12/2021 17:18 | | 11/12/2021 17:18 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | 1315 E Nina | United States | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99202 | 35_to_44 | _30_000_to_49_999 | Hispanic_or_Latino | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 54 | 17cb1276-3ff4-4fe6-8c2d-2a647212c152 | 11/12/2021 17:21 | | 11/12/2021 17:21 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_go_to_school_there,I_frequent_services_there,I_ride_Division_bus_#25 | 99037 | 25_to_34 | Under_15_000 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 55 | 186dcfd5-2db9-4aed-88ff-ed5a54ae3bc3 | 11/12/2021 17:32 | | 11/12/2021 17:32 | 3_Empire_Garland,4_Northtown,7_Lincoln | | Put a left turn light at Garland/Empire and Division. Make sure it's easy to see traffic coming when a person is trying to get on Division from a side street (ie trying to turn north from Longfellow and trying to see through Burger King's trees). | I_live_there,I_frequent_services_there | 99207 | 65_&_Over | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly | | 0 | 0 |
| 56 | c77db97c-d505-4a37-8071-0fc40d592a50 | 11/12/2021 18:14 | | 11/12/2021 18:14 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | Protected bike lanes | I_shop_or_dine_out_there,I_frequent_services_there | 99203 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 57 | 0e189dda-f8cb-46ed-8684-e3ac977a6d99 | 11/12/2021 18:44 | | 11/12/2021 18:44 | 3_Empire_Garland,8_The_Y,9_Whitworth | | | I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _50_000_to_74_999 | | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 58 | a2b7600c-df65-46cd-8396-12260a6e2c16 | 11/12/2021 19:24 | | 11/12/2021 19:24 | 1_Ruby_North_Bank,3_Empire_Garland,9_Whitworth | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99203 | 55_to_64 | _30_000_to_49_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,Accessible_by_bike_or_scooter,other | Public Art | 0 | 0 |
| 59 | 84285342-ce68-4746-8676-29967368ec98 | 11/12/2021 19:41 | | 11/12/2021 19:41 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 45_to_54 | Prefer_not_to_answer | Two_or_more_Races | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment | | 0 | 0 |
| 60 | 636d95a7-94f5-4bca-8f53-64f1246842 7f | 11/12/2021 19:56 | | 11/12/2021 19:56 | 4_Northtown,7_Lincoln,8_The_Y | | | I_recreate_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | Easier_to_drive_to,More_recreation_entertainment | | 0 | 0 |
| 61 | b7401cf1-c0e3-4f32-81ae-bbac23294a84 | 11/12/2021 20:02 | | 11/12/2021 20:02 | 1_Ruby_North_Bank,8_The_Y,9_Whitworth | | The Division Corridor feels so worn out. It would be nice if it were vibrant and inspiring: mixed uses, buildings with shops and restaurants on the main floor and affordable loft living above, safe to walk around in the evening, small parks, clean, free secure wifi, BRT - that Division would become a want-to-go-to place instead of a have-to. | I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99218 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 62 | 9a2d8437-0808-4f8c-8c57-12e21b7e8e2b | 11/12/2021 20:11 | | 11/12/2021 20:11 | 1_Ruby_North_Bank,4_Northtown,9_Whitworth | | | I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | Easier_to_drive_to,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 63 | b738044c-9696-422e-82ae-cf061c8da251 | 11/12/2021 20:22 | | 11/12/2021 20:22 | 2_Foothills,3_Empire_Garland,4_Northtown | Between the freeway and Ruby | The speed limit of 30 miles an hour is 1900 model T speed. If access from residence side streets (either right turns only or forced to use arterials to get on Division) and pedestrians could find over or under passes for safe crossing the limit could be raised to 40 or 45 mph which would lower congestion | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99202 | 65_&_Over | Prefer_not_to_answer | Prefer_not_to_answer | Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,other | Better traffic movement through better light timing and higher speed allowed, adding over/under pedestrian crossings and limited access from so many side streets | 0 | 0 |
| 64 | 116545b9-ab62-4aee-86d7-0ff946f76956 | 11/12/2021 20:58 | | 11/12/2021 20:58 | 4_Northtown,5_Rowan,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99224 | 45_to_54 | _75_000_to_99_999 | Two_or_more_Races | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity | | 0 | 0 |
| 65 | ff8cbadd-eb03-46d9-8070-06e91ed5f52b | 11/12/2021 20:59 | | 11/12/2021 20:59 | 2_Foothills,8_The_Y,9_Whitworth | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_housing,Convenient_access_to_a_bus_rapi,More_employment_opportunity,More_services_medical_social_ | | 0 | 0 |
| 66 | 6b253e8d-c937-4300-841a-f19b49ae8aa5 | 11/12/2021 21:05 | | 11/12/2021 21:05 | 6_Francis_Lyons,7_Lincoln,8_The_Y | | | I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity | | 0 | 0 |
| 67 | 1061d050-2917-409a-88be-4ac318e14cd2 | 11/12/2021 21:32 | | 11/12/2021 21:32 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 68 | 1f87544b-313b-463f-87c8-df292785fc07 | 11/12/2021 21:44 | | 11/12/2021 21:44 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | | | I_use_this_route_to_get_to_othe | 99203 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 69 | 68f05afe-d566-49f9-89d2-3208f5fe4132 | 11/12/2021 21:50 | | 11/12/2021 21:50 | 3_Empire_Garland,8_The_Y,10_Mead | | | I_shop_or_dine_out_there,I_frequent_services_there | 99206 | 35_to_44 | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_services_medical_social_,Accessible_by_bike_or_scooter | | 0 | 0 |
| 70 | f077b60b-ea20-4bcf-8aaf-f327d1f3203a | 11/12/2021 23:03 | | 11/12/2021 23:03 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | | I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 71 | be9a5290-5cef-4025-83cb-8e277f28094e | 11/12/2021 23:13 | | 11/12/2021 23:13 | 4_Northtown,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 65_&_Over | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 72 | 98ddabd9-f73b-4e63-8aae-8c4abb220a0d | 11/12/2021 23:18 | | 11/12/2021 23:18 | 9_Whitworth,10_Mead,11_Hastings | | It would be a mistake to remove a traffic lane on Division for a dedicated bus lane. Division cannot handle all of the automotive traffic now. Removing a lane will cause congestion and increase the risk of accidents. The answer to Spokane's traffic problems is not to continually reduce traffic lanes to add two-way turn lanes and/or bike lanes. We have 4 months (or more) of the year with snow and ice, this needs to be kept in mind when making these changes. Instead of allowing more room for vehicles to spread out, you're packing more vehicles in less space. | I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment | | 0 | 0 |
| 73 | 19744ba6-a6a1-4f76-812d-589f4625f4be | 11/13/2021 2:05 | | 11/13/2021 2:05 | 7_Lincoln,9_Whitworth | | I work less than two miles away (on Magnesium) from where I live near Whitworth. I do not feel safe biking to work. I wish I could bike to work. | I_live_there,I_work_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,Accessible_by_bike_or_scooter | | 0 | 0 |
| 74 | d706f8b4-796f-41e6-8786-e1d3d0590bdd | 11/13/2021 3:25 | | 11/13/2021 3:25 | 4_Northtown,6_Francis_Lyons,7_Lincoln | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity,More_services_medical_social_ | | 0 | 0 |
| 75 | fe183054-769a-4031-81fa-2e3411885c9b | 11/13/2021 15:54 | | 11/13/2021 15:54 | 2_Foothills,4_Northtown,6_Francis_Lyons | | | I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 25_to_34 | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 76 | 1a108c87-6974-4f60-881b-245dde60dc3e | 11/13/2021 22:24 | | 11/13/2021 22:24 | 4_Northtown,6_Francis_Lyons,8_The_Y | NE corner of Hwy 2 and Hawthorne | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 25_to_34 | Prefer_not_to_answer | White_or_Caucasian | More_compact_development_patter,More_housing,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 77 | dfd60273-4153-4209-8999-094326530658 | 11/13/2021 23:46 | | 11/13/2021 23:46 | 2_Foothills,3_Empire_Garland,4_Northtown | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there | 99223 | 25_to_34 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 78 | bd898b82-0ff9-4c32-8201-b548eb59b1c8 | 11/15/2021 15:32 | | 11/15/2021 15:32 | 11_Hastings | | | I_use_this_route_to_get_to_othe | 99181 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | Easier_to_drive_to | | 0 | 0 |
| 79 | cf4714cd-a00f-4f9e-83de-797961bc2c24 | 11/15/2021 16:14 | | 11/15/2021 16:14 | 4_Northtown,8_The_Y | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99212 | 65_&_Over | _100_000_to_149_999 | Two_or_more_Races | More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 80 | c294fb6f-d265-4ea4-8ed8-cafc08443369 | 11/15/2021 17:22 | | 11/15/2021 17:22 | 2_Foothills,5_Rowan,8_The_Y | | | I_frequent_services_there | 99201 | 45_to_54 | Prefer_not_to_answer | White_or_Caucasian | More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 81 | d842ce69-a266-4c73-877c-efbaa252054e | 11/15/2021 18:59 | | 11/15/2021 18:59 | 1_Ruby_North_Bank,3_Empire_Garland,7_Lincoln | | | I_recreate_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 82 | 8fbeba4b-3f33-49e6-8d42-87bb443e7e2c | 11/15/2021 19:34 | | 11/15/2021 19:34 | 4_Northtown,10_Mead,11_Hastings | | Nodes are wonderful, but Division is a mess. How can we give up a whole lane for transit only, if you do that, why not a train or trolley again? And how does this help bikers and walkers. And where are the pedestrian bridges? Crosswalks up north are non existent. Some have no lights. Feels like you are putting the cart before the horse. I know transit is important to the city and the Mayor, however so is safely walking and crossing streets. Finish the corridor project so we can really see what our road use will look like. | I_live_there,I_work_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99218- backs right up to good ol' Division | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter,other | Pedestrian lit up paths and bridges. Would help the flow. | 0 | 0 |
| 83 | 458191cf-3841-43cf-8e6e-50070db26097 | 11/15/2021 20:43 | | 11/15/2021 20:43 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | | I_work_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | Prefer_not_to_answer | Prefer_not_to_answer | More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity,other | Cleaner | 0 | 0 |
| 84 | f06e09d7-a02e-4c95-8e07-fa9cfe212c80 | 11/15/2021 20:50 | | 11/15/2021 20:50 | 8_The_Y | | | I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | Prefer_not_to_answer | White_or_Caucasian | Easier_to_drive_to | | 0 | 0 |
| 85 | cb082dfc-9170-413c-8136-8ef66c82fbb9 | 11/15/2021 21:14 | | 11/15/2021 21:14 | 1_Ruby_North_Bank,3_Empire_Garland,4_Northtown | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there | 99204 | 25_to_34 | _50_000_to_74_999 | Two_or_more_Races | More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 86 | daaf6ee6-bf72-401b-8a5e-511fcf3ba734 | 11/15/2021 21:19 | | 11/15/2021 21:19 | 8_The_Y,10_Mead,11_Hastings | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99006 | 35_to_44 | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 87 | a3db2e3f-18e1-4fd7-8aa2-84c3128bfda1 | 11/15/2021 22:01 | | 11/15/2021 22:01 | 6_Francis_Lyons,7_Lincoln | | | I_shop_or_dine_out_there,I_frequent_services_there | 99208 | 45_to_54 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 88 | 017b0692-daa0-4c01-82d9-31120ab851d | 11/16/2021 14:00 | | 11/16/2021 14:00 | 4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99217 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | Easier_to_drive_to | | 0 | 0 |
| 89 | fb75fa54-7f75-4565-8c2b-68f057ababa9 | 11/16/2021 15:50 | | 11/16/2021 15:50 | 2_Foothills | | leave it alone . the flow is terrible due to north south debacle. study it after completion of north south instead of using lame studies to do what you please | I_frequent_services_there | 99208 | 55_to_64 | _100_000_to_149_999 | | | | 0 | 0 |
| 90 | dd8c1229-f663-4e49-8550-3bd97e4bb4c8 | 11/17/2021 0:04 | | 11/17/2021 0:04 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 91 | d23be5a0-d949-4120-86da-07ee0e6c7566 | 11/17/2021 2:42 | | 11/17/2021 2:42 | | Indiana-Mission | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 65_&_Over | _50_000_to_74_999 | Prefer_not_to_answer | | | 0 | 0 |
| 92 | 55990273-4dee-40fe-85ca-92fb17996c7f | 11/17/2021 4:08 | | 11/17/2021 4:08 | 6_Francis_Lyons,7_Lincoln,8_The_Y | | | I_shop_or_dine_out_there,I_frequent_services_there | 99205 | 65_&_Over | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 93 | fdbf7b97-dee7-4c69-8e6d-981c189793d3 | 11/17/2021 4:14 | | 11/17/2021 4:14 | 1_Ruby_North_Bank,3_Empire_Garland,4_Northtown | | | I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99224 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 94 | 34c57426-cf6a-4dbe-8825-e96702a7850b | 11/17/2021 4:16 | | 11/17/2021 4:16 | 5_Rowan,6_Francis_Lyons,7_Lincoln | 174 S Coeur d'Alene St, Unit H-304 | When I drive up or down Division, all I see are lanes of cars and more vehicles. It's all business with lots of parking lots and very little natural green space. It's not easy on the eyes or on the feet. | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 65_&_Over | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,other | Make it more like a friendly community with ordinary neighborhood amenities for the people in the houses/apt. (coffee shops, grocery store, other small shops for quick in and out.) | 0 | 0 |
| 95 | 71b7b6c7-ee36-4aa1-8b26-8549454e4b20 | 11/17/2021 4:18 | | 11/17/2021 4:18 | 2_Foothills,8_The_Y,10_Mead | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99217 | 35_to_44 | _30_000_to_49_999 | Black_or_African_American | More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment | | 0 | 0 |
| 96 | 69c6b245-d6b6-4b3a-896c-48ccc82fad8f | 11/17/2021 4:19 | | 11/17/2021 4:19 | 1_Ruby_North_Bank,4_Northtown,5_Rowan | 618 E 18th Ave | There is abundant opportunity for affordable housing coupled with public transit access. These two items are essential for Spokane to grow and provide basic services to current and new residents. | I_use_this_route_to_get_to_othe | 99203 | 65_&_Over | _75_000_to_99_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,other | Decluttert This corridor is an immediate turn-off due to the presence of competing signs, street facing parking lots and abandoned buildings. It is unwelcoming and unpleasant to traverse by vehicle or on foot or (god-forbid-you -would-try) bike. | 0 | 0 |
| 97 | 6a5a8da8-9b01-46eb-8cf2-0f6d52aff8a07 | 11/17/2021 4:23 | | 11/17/2021 4:23 | 10_Mead | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99021 | 35_to_44 | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | r | 0 | 0 |
| 98 | 67a1dc0a-bd0e-4ba4-824f-7a9192268617a | 11/17/2021 4:34 | | 11/17/2021 4:34 | 2_Foothills,3_Empire_Garland | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 99 | 67c00c3e-7bad-406f-83ab-47d84c9fb8c0 | 11/17/2021 5:15 | | 11/17/2021 5:15 | 4_Northtown,5_Rowan,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to | | 0 | 0 |
| 100 | 5d6d9188-6fc4-4d17-8f38-9d137244c409 | 11/17/2021 5:44 | | 11/17/2021 5:44 | 1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons | | Pedestrian an bike lane options please! | I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,other | Bike lanes | 0 | 0 |
| 101 | c3fa458f-db86-4d1f-893e-2ea23cd1f55c | 11/17/2021 10:06 | | 11/17/2021 10:06 | | | I do not like this plan or dedicated bus lanes taken from traffic lanes. This will be very bad for retail businesses along the Division Street corridor. | I_shop_or_dine_out_there | 99217 | 65_&_Over | Prefer_not_to_answer | Prefer_not_to_answer | | | 0 | 0 |
| 102 | ca649f45-2d92-4db6-88f8-cfdebf320734 | 11/17/2021 13:28 | | 11/17/2021 13:28 | 4_Northtown,10_Mead | | | I_live_there,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 103 | e57a840e-7f49-4227-81ca-317721a7c8fe | 11/17/2021 14:09 | | 11/17/2021 14:09 | 1_Ruby_North_Bank,3_Empire_Garland,7_Lincoln | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | _50_000_to_74_999 | Two_or_more_Races | More_trees_landscaping | | 0 | 0 |
| 104 | 21bed205-b74e-417a-82a9-7948448f0f82 | 11/17/2021 14:20 | | 11/17/2021 14:20 | 1_Ruby_North_Bank,3_Empire_Garland,5_Rowan | | | I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 105 | 5c85ca43-7839-4ef1-8c31-8db133b9816f | 11/17/2021 14:20 | | 11/17/2021 14:20 | 4_Northtown,6_Francis_Lyons,8_The_Y | none for me | At this point, Division is not pretty. Northtown is out-dated. I like the idea of more land-use types and walkability, but it seems like Division will always need to be a functional traffic funnel for a lot of local traffic. Maybe it's fated to be mostly commercial. At least the roads could be reconfigured with a dedicated bus and turn lane. | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 106 | fa11690b-9955-4ebd-81ed-bf5be3e39ff6 | 11/17/2021 14:39 | | 11/17/2021 14:39 | 2_Foothills,4_Northtown,7_Lincoln | | Please consider the design of the nodes and how they can create a feel of entering a neighborhood center. | I_frequent_services_there | 99201 | 45_to_54 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 107 | bdda3309-edee-40a4-8717-668644bfcec1 | 11/17/2021 14:43 | | 11/17/2021 14:43 | 1_Ruby_North_Bank,5_Rowan,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 108 | 83cbe87c-55f0-42f9-80e6-0fb2baa214f3 | 11/17/2021 14:52 | | 11/17/2021 14:52 | 3_Empire_Garland,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99004 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 109 | daefaf51-cf97-4381-8358-24e253aa8f61 | 11/17/2021 14:52 | | 11/17/2021 14:52 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99005 | 25_to_34 | _50_000_to_74_999 | Prefer_not_to_answer | More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 110 | e69dfdf1-0ae0-4407-8e08-ec7b90a20478 | 11/17/2021 15:41 | | 11/17/2021 15:41 | 2_Foothills,3_Empire_Garland,8_The_Y | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 111 | 33c6069f-074d-41f9-8f8f-09165e76afcd | 11/17/2021 15:55 | | 11/17/2021 15:55 | | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99005 | 45_to_54 | _75_000_to_99_999 | | More_pedestrian_friendly,Easier_to_drive_to,More_recreation_entertainment | | 0 | 0 |
| 112 | f6c30269-480d-417a-8b03-d22b77eb3529 | 11/17/2021 16:05 | | 11/17/2021 16:05 | 5_Rowan,8_The_Y,9_Whitworth | | | I_shop_or_dine_out_there | 99205 | 45_to_54 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |

| ObjectID | GlobalID | CreationDate | Creator | EditDate | 1) Of the activity nodes shown on the map, where would you like to see land use change over time? | 2) Other Activity Nodes? | 4) Anything else you'd like to tell us? | 5) How do you use the Division Street corridor? | 6) What is your residential zip code? | 7) Please tell us your age: | 8) Please tell us your annual household income: | 9) Please share your race or ethnicity: | 3) What type of land use change are you imagining at your priority activity node locations? | Other - 3) What type of land use change are you imagining at your priority activity node locations? | x | y |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 113 | 9b0767ef-b753-4a80-80c8-6f191a12f01b | 11/17/2021 17:24 | | 11/17/2021 17:24 | 7_Lincoln,8_The_Y,11_Hastings | | | I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99207 | 35_to_44 | _30_000_to_49_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 114 | b1834053-c9ca-4ba4-8d44-e54a02acce2c | 11/17/2021 18:38 | | 11/17/2021 18:38 | 1_Ruby_North_Bank,2_Foothills,6_Francis_Lyons | | Please don't forget prior information gathered that Spokanites still prefer to travel by car in the city and most people own cars. Please do not take away lanes or make traffic worse on Division. | I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 25_to_34 | | | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 115 | c13de53f-7357-4491-8c8b-8ce6a0add45a | 11/17/2021 20:51 | | 11/17/2021 20:51 | 4_Northtown,5_Rowan,7_Lincoln | Empty buildings like the old Lowe's site is a huge eyesore and going to waste | | I_use_this_route_to_get_to_othe | 99021 | 45_to_54 | _30_000_to_49_999 | American_Indian_or_Alaska_Nativ | More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment | | 0 | 0 |
| 116 | ef572f49-e6c7-4f52-8c51-e06a4648e769 | 11/17/2021 21:15 | | 11/17/2021 21:15 | 1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | Prefer_not_to_answer | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 117 | 187b7fc4-067f-45ba-83db-e623c2fe1a74 | 11/18/2021 4:18 | | 11/18/2021 4:18 | 5_Rowan,6_Francis_Lyons,10_Mead | | | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | _30_000_to_49_999 | Prefer_not_to_answer | More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,More_employment_opportunity | | 0 | 0 |
| 118 | 74fc03b3-1f20-4fa6-86c7-72ba33850c34 | 11/18/2021 6:43 | | 11/18/2021 6:43 | | 1427 E. Overbluff Rd | Do not remove any more lanes for car/truck traffic. Spokane and Spokane county have more residents(thus more cars/trucks), and more traffic. Yet we continue to see lanes being taken away and streets being narrowed in the city & county. I have seen no evidence of by adding more sidewalk width, bump outs, bike lanes, etc. has led to more pedestrian(bicycle & foot) traffic, and I am a walker/bike rider. The theory of "build it and they will come", has not come to fruition in Spokane. I do believe it is partially due to having the colder/wetter seasons for a few months a year. | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99203 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | | | 0 | 0 |
| 119 | 87263ff0-a955-442b-8cfd-3ce59e573ad7 | 11/18/2021 17:16 | | 11/18/2021 17:16 | 2_Foothills,4_Northtown,8_The_Y | between foothills and northtown seems run down with many empty buildings seems like an opportunity | | I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_recreation_entertainment | | 0 | 0 |
| 120 | 124ddbf7-7111-4dab-8254-fed0091c2cc3 | 11/19/2021 0:07 | | 11/19/2021 0:07 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | Remove concrete islands on Foothills/Buckeye at Division an landscape with low water trees, shrubs and perennials. | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 121 | 20da2ec4-8782-43c0-8372-18a8015dfeeb | 11/19/2021 4:38 | | 11/19/2021 4:38 | 3_Empire_Garland,4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99223 | 55_to_64 | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 122 | 0d717814-c1d6-4cf9-8b1a-21e37da0fa27 | 11/19/2021 8:41 | | 11/19/2021 8:41 | 1_Ruby_North_Bank,10_Mead,11_Hastings | All of Division | Cafe's, smaller local owned businesses | I_use_this_route_to_get_to_othe | 99201 | 65_&_Over | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 123 | c2d3f2e3-bec1-4753-89ce-7c5d71a99779 | 11/19/2021 20:38 | | 11/19/2021 20:38 | 3_Empire_Garland,6_Francis_Lyons,8_The_Y | | | I_live_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 65_&_Over | _75_000_to_99_999 | White_or_Caucasian | More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 124 | 64dec257-54e9-4967-8be3-a717eccb6007 | 11/19/2021 22:48 | | 11/19/2021 22:48 | 2_Foothills,4_Northtown,6_Francis_Lyons | | Thank you for doing so many surveys! | I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99217 | 25_to_34 | Prefer_not_to_answer | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_recreation_entertainment | | 0 | 0 |
| 125 | 66182e44-ba18-440e-85c5-668c83cf71a6 | 11/20/2021 4:54 | | 11/20/2021 4:54 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 126 | a1b4643c-8d76-4b02-8941-46ab38b76f99 | 11/20/2021 15:21 | | 11/20/2021 15:21 | 2_Foothills,4_Northtown,6_Francis_Lyons | | Add and Improve mid block crossings | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99202 | 25_to_34 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 127 | 4a1e7393-2b07-41f9-81a7-ff01cea8ca08 | 11/20/2021 19:13 | | 11/20/2021 19:13 | 3_Empire_Garland,4_Northtown,6_Francis_Lyons | Division and Bridgeport. It is often the only place close to many low income neighbors. | | I_recreate_there | 99207 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 128 | 12fab7b1-7e43-462f-8858-3946af155094 | 11/21/2021 1:59 | | 11/21/2021 1:59 | 2_Foothills,4_Northtown,6_Francis_Lyons | | Please be more thoughtful as you add landscaping. I drive by the landscaping that the city put in on Ruby and Indiana and it's a weed patch now. The same is true for areas of Country Homes. Please make thoughtful choices that will be low maintenance and still lovely. | I_live_there,I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99218 | 45_to_54 | _100_000_to_149_999 | Prefer_not_to_answer | More_employment_opportunity,other | More businesses. The empty storefronts in those areas are not welcome. | 0 | 0 |
| 129 | 6e96a5b6-b5f3-4624-83bb-73917a5d67b8 | 11/21/2021 5:56 | | 11/21/2021 5:56 | 1_Ruby_North_Bank,6_Francis_Lyons,8_The_Y | 2929 S. Howard St. | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99203 | 65_&_Over | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 130 | 5d0111f8-274f-4db3-8fec-03cbc3610af7 | 11/22/2021 5:36 | | 11/22/2021 5:36 | 1_Ruby_North_Bank,2_Foothills | | Permit tne building of 5-10 story apartment-condo complexes between Ruby and Division as well as on the parcels fronting on Ruby or Division | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | _50_000_to_74_999 | White_or_Caucasian | More_housing | | 0 | 0 |
| 131 | 670c8ded-b695-4a18-8114-2de19c827e16 | 11/22/2021 18:47 | | 11/22/2021 18:47 | 1_Ruby_North_Bank,3_Empire_Garland,4_Northtown | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 132 | 6730bf63-4650-45f5-8ad2-38570880e688 | 11/23/2021 4:37 | | 11/23/2021 4:37 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99212 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types | | 0 | 0 |
| 133 | efa1c1f8-a995-4fee-82f5-a5e9c841c3a6 | 11/23/2021 7:51 | | 11/23/2021 7:51 | 4_Northtown,6_Francis_Lyons,8_The_Y | 42 E WALTON AVE | United States | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | | | | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 134 | 163468d5-90e1-458c-87b9-4a62a195bf0d | 11/23/2021 16:17 | | 11/23/2021 16:17 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 135 | 2f415346-4e39-416e-865e-86cde3119d46 | 11/23/2021 16:56 | | 11/23/2021 16:56 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | 3427 N Stone St | United States | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 136 | d0d1e0db-1aa0-46bb-8d64-b04e0c5931f7 | 11/24/2021 0:27 | | 11/24/2021 0:27 | 2_Foothills | | The Division/Foothills area is occupied by empty parking lots, WA State property, and derelict buildings. Improve the infrastructure, create tax abatement and incentives, acquire state properties, and promote the development of housing, and retail in this area. | | 99212 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_services_medical_social_ | | 0 | 0 |
| 137 | 8b954140-1377-4023-879e-dafe3590e382 | 11/24/2021 16:51 | | 11/24/2021 16:51 | 4_Northtown,5_Rowan,8_The_Y | | | I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there | 99205 | 25_to_34 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 138 | a6aea8e5-94d1-4a76-8d9c-2adf16b4f9bf | 11/24/2021 19:27 | | 11/24/2021 19:27 | 3_Empire_Garland,4_Northtown,5_Rowan | | Please stop taking away driveable lanes from roads and pushing everyone to mass transit. Everything is too spread out to expect everyone to take mass transit. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99207 | 55_to_64 | _75_000_to_99_999 | Two_or_more_Races | More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment | | 0 | 0 |
| 139 | 69437592-0b88-446a-86fa-5c28f5777710 | 11/24/2021 21:12 | | 11/24/2021 21:12 | 2_Foothills,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99208 | 65_&_Over | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 140 | f91ed333-38a5-49b4-8f25-71bd3c659a37 | 11/29/2021 17:08 | | 11/29/2021 17:08 | | | | I_own_a_business_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | | Prefer_not_to_answer | Prefer_not_to_answer | Prefer_not_to_answer | More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 141 | db06ed27-b333-4daf-84e9-d3b973db30e8 | 11/29/2021 17:18 | | 11/29/2021 17:18 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_live_there,I_frequent_services_there,I_ride_Division_bus_#25 | 99205 | 65_&_Over | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 142 | 715cc91f-4961-4f0b-8a01-caeea6dd8e44 | 11/29/2021 17:18 | | 11/29/2021 17:18 | 11_Hastings | None | Spokane needs to update its public transit. Im suggesting a light rail that runs the length of division, and sprague. Connection to GEG. Seattle and Portland both have these services and attract many riders. | I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _100_000_to_149_999 | Prefer_not_to_answer | More_trees_landscaping,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 143 | eee6be61-a7f8-4901-840c-69ba3c329a1f | 11/29/2021 17:53 | | 11/29/2021 17:53 | 1_Ruby_North_Bank,5_Rowan,10_Mead | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _30_000_to_49_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 144 | befcd6ca-37dd-4b2c-801d-84127778c781 | 11/29/2021 18:08 | | 11/29/2021 18:08 | 4_Northtown,5_Rowan,6_Francis_Lyons | | | I_live_there,I_recreate_there,I_shop_or_dine_out_there | 99207 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to | | 0 | 0 |
| 145 | 552b7b55-653a-4737-80a3-6fc134488103 | 11/29/2021 18:11 | | 11/29/2021 18:11 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_live_there,I_work_there,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _100_000_to_149_999 | Two_or_more_Races | More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 146 | 16aaee0a-214d-4b6f-8a94-8b9ac41e043f | 11/29/2021 18:16 | | 11/29/2021 18:16 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | These are the closest to my work or home. I would like to see better surveillance or secure areas for our commuters, community or visitors via the the bus system.<br>If traffic is expected to shunt off Division Street then the logical thing is to calm the flow of traffic and add landscaping. Make several well placed points of easier pedestrian crossing. Don't ruin the existing neighborhoods by encroaching into them. Simplify Division with a calmer, simpler, quieter and prettier street. We don't have any need to continue with so many lanes of travel. | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99206 | 45_to_54 | _50_000_to_74_999 | Hispanic_or_Latino | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 147 | 39a1ce37-2ca4-4c50-8d27-e3d0d0c8a202 | 11/29/2021 19:23 | | 11/29/2021 19:23 | 3_Empire_Garland,6_Francis_Lyons,8_The_Y | | | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 148 | ccdec2c8-f170-4ffc-8f0c-5da5cc64c7a4 | 11/29/2021 20:59 | | 11/29/2021 20:59 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | N/A | | I_shop_or_dine_out_there,I_frequent_services_there | 99224 | 35_to_44 | _30_000_to_49_999 | Two_or_more_Races | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_recreation_entertainment | | 0 | 0 |
| 149 | 1f4ddce4-0b0d-45f5-8c9f-06316f2e4cd1 | 11/29/2021 21:03 | | 11/29/2021 21:03 | 1_Ruby_North_Bank,2_Foothills | | | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99207 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | Easier_to_drive_to | | 0 | 0 |
| 150 | e57f15b8-5264-43e6-831e-a5d3fa307ab1 | 11/30/2021 3:02 | | 11/30/2021 3:02 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99202 | 25_to_34 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 151 | 2aaa687d-f0aa-4936-8436-1c8229510e87 | 11/30/2021 5:28 | | 11/30/2021 5:28 | 3_Empire_Garland | Mission/gonzaga | I want protected bike lanes so badly! It's scary out there | I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99202 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 152 | f69b99fa-68cf-420d-858b-4c19e45d84cd | 11/30/2021 5:36 | | 11/30/2021 5:36 | 3_Empire_Garland,4_Northtown,5_Rowan | | It would be wonderful to be able to travel more safely on bike around the city this might help people reduce use of cars for smaller trips if they feel safe | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99202 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 153 | b4f943da-c9cf-4ca5-802e-2d3a4b14dcc5 | 11/30/2021 16:42 | | 11/30/2021 16:42 | 1_Ruby_North_Bank,3_Empire_Garland,5_Rowan | | I bike for transportation, so my choices were based on Division access to quiet streets. | I_recreate_there | 99223 | 65_&_Over | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 154 | acf0d128-5ff0-4caf-8c96-ef169ac41d7b | 11/30/2021 19:00 | | 11/30/2021 19:00 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99202 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter,other | Small grassy areas, with benches | 0 | 0 |
| 155 | 98bd5e78-7916-4155-80a9-4ac27cd3e70a | 11/30/2021 19:52 | | 11/30/2021 19:52 | 8_The_Y,9_Whitworth,11_Hastings | N/A | N/A | I_live_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99218 | 25_to_34 | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 156 | b0643ff4-ed5f-4212-819e-c9f99a1d2dad | 11/30/2021 21:57 | | 11/30/2021 21:57 | 2_Foothills,3_Empire_Garland,4_Northtown | | I think we should be prepared for Northtown Mall to change/evolve over the next several years. For example, Northgate Mall in the north end of Seattle was recently demolished, making way for housing and other development. | I_use_this_route_to_get_to_othe | 99223 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_housing,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 157 | 5f7dde82-23b5-44ed-834b-e5b1f16425ff | 12/1/2021 0:51 | | 12/1/2021 0:51 | 2_Foothills,4_Northtown,6_Francis_Lyons | | | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe<br>I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 158 | 0ec1e01c-56e0-4935-87e3-727f9ef171a9 | 12/1/2021 1:03 | | 12/1/2021 1:03 | 1_Ruby_North_Bank,2_Foothills,11_Hastings | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 159 | c53bf9e3-e9b3-4cac-8180-a95af5c3e13b | 12/1/2021 3:18 | | 12/1/2021 3:18 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | 2509 W Summit Blvd | United States | I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99201 | 55_to_64 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 160 | d0505798-547a-41a9-8085-711c7570a8be | 12/1/2021 3:24 | | 12/1/2021 3:24 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | All seems impractical. There is no housing on Division. Access to Division from East and west need improvement. Access to the corridor fromWest Spokane to go north or south is not spoken too | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 65_&_Over | _150_000_and_Over | Prefer_not_to_answer | Easier_to_drive_to,More_services_medical_social_ | | 0 | 0 |
| 161 | d2c4d330-b46d-4e78-888f-d51a6f95ee0d | 12/1/2021 3:39 | | 12/1/2021 3:39 | 2_Foothills,3_Empire_Garland,4_Northtown | | | I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe<br>I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _30_000_to_49_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 162 | 30a67e05-2c99-4e91-8afe-e74df241f4c8 | 12/1/2021 4:09 | | 12/1/2021 4:09 | 3_Empire_Garland,4_Northtown,5_Rowan | 2217 W BROAD AVE | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | Prefer_not_to_answer | White_or_Caucasian | More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 163 | df32b6d3-b0d4-4d4e-82d0-095af83ed514 | 12/1/2021 4:31 | | 12/1/2021 4:31 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99203 | 35_to_44 | | | More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity | | 0 | 0 |
| 164 | 1a51439a-62c1-4173-8a52-e6a56d75804b | 12/1/2021 4:42 | | 12/1/2021 4:42 | 1_Ruby_North_Bank,3_Empire_Garland,4_Northtown | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 165 | bf7624 1b-0f9d-45a0-8521-d9cb0bdddea2 | 12/1/2021 5:01 | | 12/1/2021 5:01 | 1_Ruby_North_Bank,2_Foothills,9_Whitworth | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99223 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to | | 0 | 0 |
| 166 | d03e8216-8f67-4665-80fa-f17f0ab2b2ca | 12/1/2021 5:14 | | 12/1/2021 5:14 | 1_Ruby_North_Bank,2_Foothills,4_Northtown | | Northtown Mall is an eyesore and a dying facility. Also, the area between downtown and Gonzaga must be more inviting and filled with more pedestrian-friendly, student-friendly businesses. Gonzaga's success in recruitment is crucial to our region.<br>Between division and Perry are old industrial zones which is now morphing into residential and education. One. Of the few groceries (yokes) near division screams for more housing that's amenable to walking/biking/buses to get to the grocery store. | I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99203 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_recreation_entertainment | | 0 | 0 |
| 167 | 66670c7e-c631-42e1-8faa-dee18bd2e77e | 12/1/2021 5:21 | | 12/1/2021 5:21 | 2_Foothills | | | I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | _100_000_to_149_999 | | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 168 | 67c3f79c-2cc1-497d-8b25-d23419 7d8924 | 12/1/2021 6:57 | | 12/1/2021 6:57 | 1_Ruby_North_Bank,4_Northtown,5_Rowan | | | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | | | | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 169 | aa3bc2be-4224-4201-893c-3054f1bdc20d | 12/1/2021 7:27 | | 12/1/2021 7:27 | 2_Foothills,6_Francis_Lyons,7_Lincoln | Newport highway movie theater/ Hawthorne | We all know we need more housing but let's make it nice, and safe for everyone to walk around since there are also businesses in the areas. If parking spaces will decrease, the transit better be safe and quick to entice me to take it instead of driving myself (and kids). | I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe | 99207 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 170 | c0e7eeff-437d-4777-8cba-977e4e675663 | 12/1/2021 8:00 | | 12/1/2021 8:00 | 3_Empire_Garland,5_Rowan,6_Francis_Lyons | Look at the vacant buildings with large parking lots along division and ruby even if they aren't in a node | More public art, attractive and a variety of landscaping, outdoor seating, places to walk, add gyms, indoor pools, libraries, museums and housing to single story shopping areas | I_shop_or_dine_out_there,I_frequent_services_there | 99205 | 65_&_Over | _15_000_to_24_999 | White_or_Caucasian | More_trees_landscaping,A_greater_mix_of_land_use_types,other | Skip the traditional land use categories and let investors and owners build to design standards with a variety of housing, retail, services, education, exercise for pedestrians, bike, bus and vehicle passengers | 0 | 0 |

| ObjectID | GlobalID | CreationDate | Creator | EditDate | 1) Of the activity nodes shown on the map, where would you like to see land use change over time? | 2) Other Activity Nodes? | 4) Anything else you'd like to tell us? | 5) How do you use the Division Street corridor? | 6) What is your residential zip code? | 7) Please tell us your age: | 8) Please tell us your annual household income: | 9) Please share your race or ethnicity: | 3) What type of land use change are you imagining at your priority activity node locations? | Other - 3) What type of land use change are you imagining at your priority activity node locations? | x | y |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171 | 78ad670a-2e4c-427f-899c-23beaf553e11 | 12/1/2021 11:07 | | 12/1/2021 11:07 | 1_Ruby_North_Bank_2_Foothills_8_The_Y | | These are backed closely by long term residential neighborhoods. I would like to see things that enhance local neighborhood use and not just for people driving through or exclusively for the advantage of business development. All along the years that has been sacrificed for profit. I've lived in a neighborhood off division for 50 years and it has become too dangerous to be a pedestrian to local businesses. | I_work_there;I_shop_or_dine_out_there;I_go_to_school_there;I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _30_000_to_49_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 172 | 622faa5a-4448-4d0f-8c21-509a00c944bd | 12/1/2021 13:00 | | 12/1/2021 13:00 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | | | I_live_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 55_to_64 | _30_000_to_49_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 173 | e00dc81c-ac66-41ba-83f8-e75f28a112ce | 12/1/2021 13:58 | | 12/1/2021 13:58 | 1_Ruby_North_Bank_2_Foothills,3_Empire_Garland | | | I_work_there | 99203 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 174 | 6f4146b2-87d4-43d0-8705-e23f11b42ec2 | 12/1/2021 14:40 | | 12/1/2021 14:40 | 2_Foothills,4_Northtown,5_Rowan | 217 S Lawson St | United States | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99001 | 45_to_54 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 175 | c89b7f51-70ed-4385-8a08-b1ae751c63e7 | 12/1/2021 15:25 | | 12/1/2021 15:25 | 1_Ruby_North_Bank_2_Foothills,3_Empire_Garland | | | I_live_there;I_shop_or_dine_out_there;I_frequent_services_there;I_ride_Division_bus_#25;I_use_this_route_to_get_to_othe | 99205 | | | | More_trees_landscaping,Accessible_by_bike_or_scooter,other | Remove concrete on Foothills/Buckeye streets where they meet Division and Ruby, respectively. Put xeriscape landscaping including trees. | 0 | 0 |
| 176 | bebc032e-d8a7-467b-8714-e1e26f893040 | 12/1/2021 16:41 | | 12/1/2021 16:41 | 1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons | | I think the most important thing is to plan the area around people rather than vehicles. Planning around vehicles is not sustainable and is too subject to change leaving huge economics built around the transportation plan to die out. Also, realistically we can't continue urban sprawl and dependence on vehicles if we looking toward the future. We can be leaders in this, or eventually just be forced into it. Let's lead! | I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99203 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 177 | 9dcf6e50-d95a-401e-8a56-d43d43ac0f81 | 12/1/2021 16:49 | | 12/1/2021 16:49 | 1_Ruby_North_Bank_2_Foothills,3_Empire_Garland | | connecting out of downtown and making division from main to across the river more pedestrian and bike friendly would enormously change the perception of the area and seems like would built from there. I walk all over town but I have never wanted to walk on division because it is absolutely not built for that | I_shop_or_dine_out_there | 99201 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 178 | 59133a75-21ec-49dd-8e4d-b96d364653b3 | 12/1/2021 17:31 | | 12/1/2021 17:31 | 3_Empire_Garland,4_Northtown,9_Whitworth | The node at the Y is probably too far away from Target, Best Buy, etc. if someone can't walk very far. | Light rail has so many advantages over rapid transit busses! It's really disappointing that Spokane is sticking with busses instead of building interconnecting light rail. Landscaping needs to be drought resistant and include native plants - not a bunch of lawn/grass. | I_work_there | 99203 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 179 | 8caf28b7-0606-494f-89ce-642049d64a27 | 12/1/2021 20:35 | | 12/1/2021 20:35 | 3_Empire_Garland,6_Francis_Lyons,8_The_Y | | | I_work_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99201 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 180 | 70ac0c23-c194-4163-8037-00e2af988f5c | 12/1/2021 23:27 | | 12/1/2021 23:27 | 3_Empire_Garland,6_Francis_Lyons,7_Lincoln | 12128 N Division St., PMB 171 | The corner of Division & Lyons is problematic: Lyons is offset, so that cars crossing Division too often have near collisions. Also, the corner of Division & Magnesium is very busy and dangerous. | I_live_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | Prefer_not_to_answer | White_or_Caucasian | More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 181 | be235e21-25d7-4ef1-83c2-9370a4896d45 | 12/2/2021 0:16 | | 12/2/2021 0:16 | 1_Ruby_North_Bank_2_Foothills,8_The_Y | 2622 N Napa Street | More access for bike lanes and treed areas always enhance large concrete roads/areas. | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99207 | 65_&_Over | _15_000_to_24_999 | Hispanic_or_Latino | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_ | | 0 | 0 |
| 182 | cc33f0cd-7d8c-40d1-8662-6f30efa61e21 | 12/2/2021 12:55 | | 12/2/2021 12:55 | 3_Empire_Garland,4_Northtown,5_Rowan | | | I_shop_or_dine_out_there;I_frequent_services_there | 99203 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to | | 0 | 0 |
| 183 | 30213373-4ed3-4bde-8d3d-23874e51017b | 12/3/2021 2:51 | | 12/3/2021 2:51 | 1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons | | integrated economies of mixed housing configurations (single & multi family/du-quad plex/town & patio homes) blended with commercial, childcare, restaurant etc. for easy pedestrian & non-motorized conveyances | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types | | 0 | 0 |
| 184 | 3ea85c60-8041-4344-83d1-f9f0355f9809 | 12/3/2021 19:31 | | 12/3/2021 19:31 | 3_Empire_Garland,4_Northtown,6_Francis_Lyons | | Safe pedestrian crossing | I_shop_or_dine_out_there;I_frequent_services_there | 99208 | 65_&_Over | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_ | | 0 | 0 |
| 185 | 19fe952f-62e1-4271-8681-4f7b4b5007de | 12/3/2021 20:18 | | 12/3/2021 20:18 | | | I don't think it's a wise move to put in a dedicated bus lane unless there was a big-city bus route (every 5 minutes, etc.) which would justify removing an entire lane of traffic. DO NOT CONSIDER THIS until after the North-South freeway has been fully operational and you could reassess how much reduced traffic Division actually has. I was on the Monroe Street project board and I speak from some experience. That section of Monroe was nothing close to the traffic Division has. Don't even think about it (yet)! | I_live_there;I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | Under_15_000 | Two_or_more_Races | Easier_to_drive_to | | 0 | 0 |
| 186 | 2430c5cf-1a01-4768-89f2-6e8f6319a401 | 12/4/2021 21:22 | | 12/4/2021 21:22 | 4_Northtown,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99224 | 65_&_Over | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to | | 0 | 0 |
| 187 | 4434818D-6793-4d66-801d-a7f034610af7 | 12/5/2021 6:00 | | 12/5/2021 6:00 | 4_Northtown,10_Mead,11_Hastings | | Lack of landscaping is appalling | I_work_there;I_ride_Division_bus_#25 | 99202 | 65_&_Over | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 188 | 8a153f5f-2b51-4a02-8ca4-e81b3a2b517b | 12/5/2021 14:55 | | 12/5/2021 14:55 | 2_Foothills,3_Empire_Garland,6_Francis_Lyons | | | I_use_this_route_to_get_to_othe | 99217 | 55_to_64 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 189 | 769f899f-0b37-4f64-81c4-2f01c418ac63 | 12/6/2021 1:09 | | 12/6/2021 1:09 | 2_Foothills,3_Empire_Garland,5_Rowan | | | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 190 | eb10c563-c015-4d4f-87b4-02f2e09ce3f9 | 12/6/2021 1:25 | | 12/6/2021 1:25 | 1_Ruby_North_Bank_2_Foothills,6_Francis_Lyons | | I would like to see less surface parking and more land use for recreation/housing along division. I also would like to see more street decor, decorative planting. | I_recreate_there;I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | _30_000_to_49_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 191 | 2861bce4-f15c-47a4-8807-0724d4cf59d2 | 12/6/2021 2:07 | | 12/6/2021 2:07 | 1_Ruby_North_Bank_2_Foothills,4_Northtown | | | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there | 99201 | 45_to_54 | _150_000_and_Over | Black_or_African_America n | More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types | | 0 | 0 |
| 192 | bee16941-ee99-4a4d-8d01-a76c85d3844a | 12/6/2021 2:14 | | 12/6/2021 2:14 | 4_Northtown,6_Francis_Lyons,8_The_Y | | | I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 65_&_Over | _75_000_to_99_999 | White_or_Caucasian | A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 193 | 7c009411-f8b1-489c-8099-7f33050a834f | 12/6/2021 2:59 | | 12/6/2021 2:59 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | | | I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99207 | 35_to_44 | _100_000_to_149_999 | Two_or_more_Races | More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 194 | 492c25e1-6b93-42b5-8b5a-5f7ac6b6e2ec | 12/6/2021 3:10 | | 12/6/2021 3:10 | 2_Foothills,4_Northtown,6_Francis_Lyons | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | _150_000_and_Over | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 195 | ec8243ba-731a-482b-8e2c-57c35a1b8aae | 12/6/2021 3:40 | | 12/6/2021 3:40 | 4_Northtown,6_Francis_Lyons,8_The_Y | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99133 | 25_to_34 | Prefer_not_to_answer | Prefer_not_to_answer | More_compact_development_patter,Easier_to_drive_to,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 196 | 6aa9e903-171b-46c8-8e16-10c3ab131c43 | 12/6/2021 3:46 | | 12/6/2021 3:46 | 3_Empire_Garland,6_Francis_Lyons,7_Lincoln | | Space between street and sidewalk would be great... between homeless who almost fall in the street. Its a diverse group of people that use the north town to lincoln area and im not talking about race. Kids, teens, shoppers, homeless. Lincoln on division feels dangerous altogether.. something with the intersection to make it feel more safe for drivers and pedestrians..... Maybe more grass and tree area as well. The area by holy family hospital, there could be a lot done seeing that there are so many medical services provided in the area. A park? I know franklin is close but maybe something smaller that all the employees and consumers can enjoy. | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 45_to_54 | Prefer_not_to_answer | Prefer_not_to_answer | More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment | | 0 | 0 |
| 197 | efc4ff4c-3ce0-4644-8f43-5a99abcf97bc | 12/6/2021 5:33 | | 12/6/2021 5:33 | 4_Northtown,6_Francis_Lyons,7_Lincoln | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to | | 0 | 0 |
| 198 | 6a5d8d43-851a-4b05-89c2-cbcd8e0cc005 | 12/6/2021 14:11 | | 12/6/2021 14:11 | 9_Whitworth,10_Mead,11_Hastings | No | Increase speed limit | I_live_there;I_recreate_there;I_use_this_route_to_get_to_othe | 99208 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 199 | 1e2fc076-36f9-4fe6-8620-7d5ddd4730db | 12/6/2021 15:24 | | 12/6/2021 15:24 | 1_Ruby_North_Bank_2_Foothills,4_Northtown | | | I_use_this_route_to_get_to_othe | 99201 | 18_to_24 | _30_000_to_49_999 | White_or_Caucasian | More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 200 | 17463256-6658-4340-818c-671eea6940a6 | 12/6/2021 16:48 | | 12/6/2021 16:48 | 2_Foothills,3_Empire_Garland,10_Mead | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99021 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 201 | a34c59e4-a25c-4dc1-8360-ca2460c865a3 | 12/6/2021 23:42 | | 12/6/2021 23:42 | 2_Foothills,3_Empire_Garland,8_The_Y | | The Foothills area should support more business and townhouses with bike paths, Garland has cute little business and should expand that with more walking and townhouses and a park, The Y is a high visual space and it has car lots not a good use, maybe more doctor offices and more townhouses. | I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99208 | 45_to_54 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,More_recreation_entertainment | | 0 | 0 |
| 202 | 72e3427b-070a-4d41-8ff1-d9340833bfc1 | 12/7/2021 1:08 | | 12/7/2021 1:08 | 2_Foothills,4_Northtown,8_The_Y | | Spokane road development needs to focus on getting people where they need to do quickly and efficiently vs. Making it "pretty" | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _50_000_to_74_999 | Prefer_not_to_answer | Easier_to_drive_to,other | Stop making roads smaller and adding congestion!! | 0 | 0 |
| 203 | 74973a43-bd7a-4c72-82c6-3463af08bcf5 | 12/8/2021 19:47 | | 12/8/2021 19:47 | 4_Northtown,7_Lincoln | | | I_use_this_route_to_get_to_othe | 99202 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 204 | c744e8e8-4ae1-4149-8452-e05368cde10c | 12/8/2021 20:18 | | 12/8/2021 20:18 | 1_Ruby_North_Bank,2_Foothills,3_Empire_Garland | | | I_live_there;I_work_there;I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 205 | b51f84fb-320a-49b2-884b-01324ea33495 | 12/8/2021 20:30 | | 12/8/2021 20:30 | 3_Empire_Garland,6_Francis_Lyons,8_The_Y | | | I_live_there;I_shop_or_dine_out_there;I_frequent_services_there | 99205 | 25_to_34 | _75_000_to_99_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 206 | 9850a74e-8409-4de3-8617-ecd41bf411d3 | 12/8/2021 21:06 | | 12/8/2021 21:06 | 3_Empire_Garland | 39 E Glass Ave | United States | I_live_there;I_frequent_services_there | 99207 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 207 | 3da3068b-416a-4a49-860f-7095e77ebf20 | 12/8/2021 21:25 | | 12/8/2021 21:25 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | Garland needs a transit line that feeds it's commercial area using east/west travel. | Everything but more car access. You know, things that people need. Not cars. | I_live_there;I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_ride_Division_bus_#25;I_use_this_route_to_get_to_othe | 99205 | Prefer_not_to_answer | Prefer_not_to_answer | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,Accessible_by_bike_or_scooter | | 0 | 0 |
| 208 | 02a587d9-45d1-4ce8-8f9b-5cbcd70746da | 12/8/2021 21:42 | | 12/8/2021 21:42 | 4_Northtown,5_Rowan,6_Francis_Lyons | | Bus rapid transit is not future-oriented. It still relies on and contributes to street traffic. You need to think of something else, like an elevated light rail line. As for driving, need to develop better patterns for accessing the sprawling strip malls. More structured turns at arrow lights, for example. | I_recreate_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _75_000_to_99_999 | Black_or_African_America n | More_compact_development_patter,More_pedestrian_friendly,Easier_to_drive_to,other | access to a NON-BUS rapid transit system | 0 | 0 |
| 209 | f7263462-4573-4a5b-8f1a-e39a696a06a6 | 12/8/2021 22:18 | | 12/8/2021 22:18 | 2_Foothills,3_Empire_Garland,4_Northtown | 3501 W. Kiernan Ave | United States | I_recreate_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 210 | 679224b8-9d15-427a-8a14-4d8b47acc639 | 12/8/2021 23:44 | | 12/8/2021 23:44 | 4_Northtown,5_Rowan,6_Francis_Lyons | None noted | More pedestrian/auto friendly is a HUGE priority. I've only crossed Division south of the Y once by bike (because i believe its unsafe so I avoid it as much as possible), and was nearly hit by a car who ran a red. Plus pedestrian/bike friendly areas are often much more aesthetically pleasing. | I_shop_or_dine_out_there;I_use_this_route_to_get_to_othe | 99208 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 211 | 1ce70fc7-05a0-4590-84ba-807b3de7ea39 | 12/9/2021 0:21 | | 12/9/2021 0:21 | 1_Ruby_North_Bank_3_Empire_Garland,8_The_Y | | | I_recreate_there;I_frequent_services_there | 992206 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 212 | 1de449be-2ea9-4a71-81bf-8f656fbaf381 | 12/9/2021 0:28 | | 12/9/2021 0:28 | 3_Empire_Garland,6_Francis_Lyons,7_Lincoln | 210 W. 32nd Ave | United States | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there | 99203 | 45_to_54 | _100_000_to_149_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_services_medical_social_ | | 0 | 0 |
| 213 | 2748f588-c772-4722-883e-5163df815b0e | 12/9/2021 0:41 | | 12/9/2021 0:41 | 2_Foothills,5_Rowan,10_Mead | we need to cut greenhouse gases and that way is by using things that do not use motors or by using a system to cut pollutions , Spokane is not friendly for traveling on bikes and walking and we need to do more things to make it more friendlier. | i would like to see more park and ride services , where people can park their cars and use the bus services in the mead area , we need find ways to also speed up bus services around the city and this would be a good option and good time to do so. | I_ride_Division_bus_#25;I_use_this_route_to_get_to_othe | 99207 | 55_to_64 | _15_000_to_24_999 | White_or_Caucasian | More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |
| 214 | a638507f-a326-429c-8dd3-c1a7c888d01f | 12/9/2021 2:41 | | 12/9/2021 2:41 | 2_Foothills,3_Empire_Garland,7_Lincoln | | | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_ride_Division_bus_#25 | 99223 | 25_to_34 | _30_000_to_49_999 | Prefer_not_to_answer | More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 215 | e5819b39-b061-42b0-8b0d-335dfe64e76a | 12/9/2021 3:05 | | 12/9/2021 3:05 | 4_Northtown,6_Francis_Lyons,8_The_Y | | | I_work_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99207 | 18_to_24 | Under_15_000 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 216 | f2258bb9-1ad4-4fdc-8201-6035fa6e1225 | 12/9/2021 5:17 | | 12/9/2021 5:17 | 1_Ruby_North_Bank_3_Empire_Garland,5_Rowan | | Pedestrian/biker infrastructure should not be on Division--already congested, too loud to be aware of your surroundings, uncomfortable to be so close to traffic. Side streets like Cincinnati (for Hamilton) are so much better for biking and walking | I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99201 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_compact_development_patter,More_housing,More_pedestrian_friendly,Accessible_by_bike_or_scooter | | 0 | 0 |
| 217 | d8641909-24e8-49bd-8f39-df992ec17512 | 12/9/2021 7:34 | | 12/9/2021 7:34 | 1_Ruby_North_Bank,7_Lincoln,9_Whitworth | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99203 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment | | 0 | 0 |
| 218 | c79a6747-66c4-4029-80e5-1c57e66b7319 | 12/9/2021 13:51 | | 12/9/2021 13:51 | 1_Ruby_North_Bank_3_Empire_Garland,4_Northtown | | | I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99205 | 25_to_34 | _50_000_to_74_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 219 | 996cda4a-47f1-4066-87a5-b3b2daa84735 | 12/9/2021 15:30 | | 12/9/2021 15:30 | 1_Ruby_North_Bank_2_Foothills,8_The_Y | 2103 Spring Canyon Rd East, PO Box 86, PO Box 86 | United States | I_shop_or_dine_out_there;I_frequent_services_there | 99133 | Prefer_not_to_answer | _75_000_to_99_999 | Prefer_not_to_answer | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 220 | 67fb01e3-f754-44c5-8ad4-b7ec294d9c90 | 12/9/2021 16:41 | | 12/9/2021 16:41 | 4_Northtown,5_Rowan,6_Francis_Lyons | | Preferred to be able to live in a mixed-used building with minimal setback along the corridor. Secondary preference is to be able to access mixed-used buildings with minimal setback via BRT. Walking through parking lots is neither as enjoyable or safe as I would like. These sections of Division are bordered by empty parking lots and retail spaces – there are cool small businesses tucked in here and there amongst the empty shops but it's hard to notice them. Can we redevelop this area to be mixed-use development, including more housing units, space for nonprofit/public services, and awesome smaller businesses? Using the sidewalks and crossings is dangerous and unpleasant - please upgrade crossings to make pedestrians more visible to drives and increase frequency of crosswalks along Division. Planting more trees and providing more shelter for pedestrians will help make the corridor more attractive, pleasant, and safer. This neighborhood is so unattractive and unenjoyable – how can we incorporate public art and good design to encourage people to stop, to patronize the retail and services in the area, to provide great public spaces for people to enjoy, and to attract new businesses? | I_shop_or_dine_out_there;I_frequent_services_there | 99201 | 25_to_34 | _75_000_to_99_999 | White_or_Caucasian | More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 221 | dce3f467-f882-4f59-8432-8ce04b8451ce | 12/10/2021 18:31 | | 12/10/2021 18:31 | 5_Rowan,6_Francis_Lyons,8_The_Y | | | I_live_there;I_work_there;I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _30_000_to_49_999 | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types | | 0 | 0 |
| 222 | 628e9b39-a503-40bf-815e-5996fa4797e7 | 12/15/2021 3:22 | | 12/15/2021 3:22 | 4_Northtown,5_Rowan | | Franklin Park footpath added along Queen St similar to one along Whitehouse St. | I_live_there;I_recreate_there;I_use_this_route_to_get_to_othe | 99205 | 65_&_Over | _50_000_to_74_999 | White_or_Caucasian | More_pedestrian_friendly,Accessible_by_bike_or_scooter | | 0 | 0 |
| 223 | 714de3ac-e9b5-4cec-8ec8-686cdc7ca336 | 12/15/2021 3:39 | | 12/15/2021 3:39 | 3_Empire_Garland,5_Rowan,6_Francis_Lyons | | | I_live_there;I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there;I_ride_Division_bus_#25;I_use_this_route_to_get_to_othe | 99207 | 45_to_54 | _50_000_to_74_999 | Two_or_more_Races | More_pedestrian_friendly,More_employment_opportunity,More_recreation_entertainment,Accessible_by_bike_or_scooter | | 0 | 0 |
| 224 | 9443cfe3-9462-4567-8535-bf6a409482c3 | 12/15/2021 5:00 | | 12/15/2021 5:00 | 9_Whitworth,10_Mead,11_Hastings | | Most people drive so reducing traffic. I do not see many people walking. | I_shop_or_dine_out_there;I_frequent_services_there | 99207 | 55_to_64 | _50_000_to_74_999 | White_or_Caucasian | More_trees_landscaping,Easier_to_drive_to | | 0 | 0 |
| 225 | 284e9b81-f5e0-4f3e-854c-d7f1168859bc | 12/15/2021 14:30 | | 12/15/2021 14:30 | 3_Empire_Garland,5_Rowan,6_Francis_Lyons | Park activity nodes on Division eg Clark and Franklin | The Division Corridor needs more "destinations" that include work, reconsecration, shopping. multifamily dwellings, etc. | I_live_there;I_recreate_there;I_shop_or_dine_out_there;I_frequent_services_there | 99208 | 65_&_Over | | Hispanic_or_Latino | More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 226 | 62b86f07-bef3-4eaa-8a3e-9f9c902f022c | 12/16/2021 0:23 | | 12/16/2021 0:23 | 11_Hastings | | I would like to see some form of protected bike lanes, more/better sidewalks, and a faster bus route from Hastings to Downtown | I_live_there;I_shop_or_dine_out_there;I_frequent_services_there;I_ride_Division_bus_#25;I_use_this_route_to_get_to_othe | 99218 | 18_to_24 | _30_000_to_49_999 | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter | | 0 | 0 |

| ObjectID | GlobalID | CreationDate | Creator | EditDate | 1) Of the activity nodes shown on the map, where would you like to see land use change over time? | 2) Other Activity Nodes? | 4) Anything else you'd like to tell us? | 5) How do you use the Division Street corridor? | 6) What is your residential zip code? | 7) Please tell us your age: | 8) Please tell us your annual household income: | 9) Please share your race or ethnicity: | 3) What type of land use change are you imagining at your priority activity node locations? | Other - 3) What type of land use change are you imagining at your priority activity node locations? | x | y |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 | 021ab657-7f55-4b4f-8c2d-1e22237ca460 | 12/16/2021 1:48 | | 12/16/2021 1:48 | 1_Ruby_North_Bank,3_Empire_Garland,5_Rowan | | | I_shop_or_dine_out_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99201 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter | | 0 | 0 |
| 228 | 5734dfd1-0b52-48fb-8d6b-0c56517 5d72f | 12/17/2021 23:34 | | 12/17/2021 23:34 | 2_Foothills,3_Empire_Garland,5_Rowan | | We need protected bike lanes like they have in Europe | I_shop_or_dine_out_there,I_frequent_services_there | 99208 | 55_to_64 | _150_000_and_Over | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping | | 0 | 0 |
| 229 | 2b6b85ec-11a0-4b17-82f7-22de9fda18a2 | 12/18/2021 23:38 | | 12/18/2021 23:38 | | | Please! Don't give more money to buses. No more bike lanes. | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99208 | 35_to_44 | _75_000_to_99_999 | White_or_Caucasian | Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_ | | 0 | 0 |
| 230 | 4f6b6478-3a1f-4b22-844a-a682d5c90bb7 | 12/19/2021 7:32 | | 12/19/2021 7:32 | 4_Northtown | | Stop wasting our tax dollars. | I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 90208 | 35_to_44 | _50_000_to_74_999 | White_or_Caucasian | other | None, stop wasting our tax dollars | 0 | 0 |
| 231 | a3b9ad02-4487-4ce3-8fdc-9ed48d9310b6 | 12/20/2021 0:34 | | 12/20/2021 0:34 | 4_Northtown,5_Rowan,6_Francis_Lyons | North south dedicated biking lanes!!! | We need more options for alternative transportation like biking that is safe and dedicated. Not intermittent and not weaving in and out of traffic flow- especially with new developments that have planters. | I_work_there | 99223 | 45_to_54 | _75_000_to_99_999 | Prefer_not_to_answer | More_pedestrian_friendly,Accessible_by_bike_or_scooter,other | Seriously a dedicated bike lane. Where someone is NOT forced out into traffic for parking areas or the new planters. The bike lane weaving in and out of traffic is terrifying. MANY, many close calls | 0 | 0 |
| 232 | 58c89136-6ff2-4e51-8c99-1fd7bb3b0e10 | 12/21/2021 0:16 | | 12/21/2021 0:16 | 1_Ruby_North_Bank,4_Northtown,8_The_Y | 428 W Mansfield | United States | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe | 99205 | 35_to_44 | Prefer_not_to_answer | White_or_Caucasian | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 233 | 70717619-4922-4e8d-8bad-05734ac357c2 | 12/22/2021 4:06 | | 12/22/2021 4:06 | 2_Foothills,5_Rowan,8_The_Y | | | I_work_there,I_recreate_there | 99223 | 35_to_44 | _75_000_to_99_999 | Two_or_more_Races | More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 234 | 576c64e2-0210-4a81-8175-fbe8afc82419 | 12/24/2021 4:23 | | 12/24/2021 4:23 | 1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons | | | I_ride_Division_bus_#25 | 99201 | 45_to_54 | _15_000_to_24_999 | White_or_Caucasian | More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi | | 0 | 0 |
| 235 | 8731f885-eb85-4797-8628-233b0e84bca7 | 12/25/2021 6:53 | | 12/25/2021 6:53 | 1_Ruby_North_Bank,2_Foothills,8_The_Y | | I'd like to feel like the city is designed for people rather than cars. I get frustrated being the only one walking or biking in a sea of vehicles or a gigantic parking lot. | I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe | 99218 | 25_to_34 | _150_000_and_Over | White_or_Caucasian | More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter | | 0 | 0 |
| 236 | 5c0fd45f-5e98-45dd-860d-34e982a3f954 | 12/25/2021 7:19 | | 12/25/2021 7:19 | 2_Foothills,8_The_Y,11_Hastings | | | I_frequent_services_there,I_use_this_route_to_get_to_othe | 99218 | 55_to_64 | _100_000_to_149_999 | White_or_Caucasian | More_pedestrian_friendly,Accessible_by_bike_or_scooter | | 0 | 0 |
| 237 | 68d458ff-db78-43e0-8332-cfe1fcc1e4c9 | 1/3/2022 18:49 | | 1/3/2022 18:49 | 4_Northtown | Speaking for commercial property owners of the Northtown Office Building, 4407 N Division. It is our belief that the North/South corrido will NOT relieve traffic congestion from Division allowing for the elimination of a vehicle traffic lane. It may relieve some semi truck traffic but commuters will continue to use it. | No changes | I_own_a_business_there | 99201 | 55_to_64 | | Prefer_not_to_answer | other | None of the above | 0 | 0 |

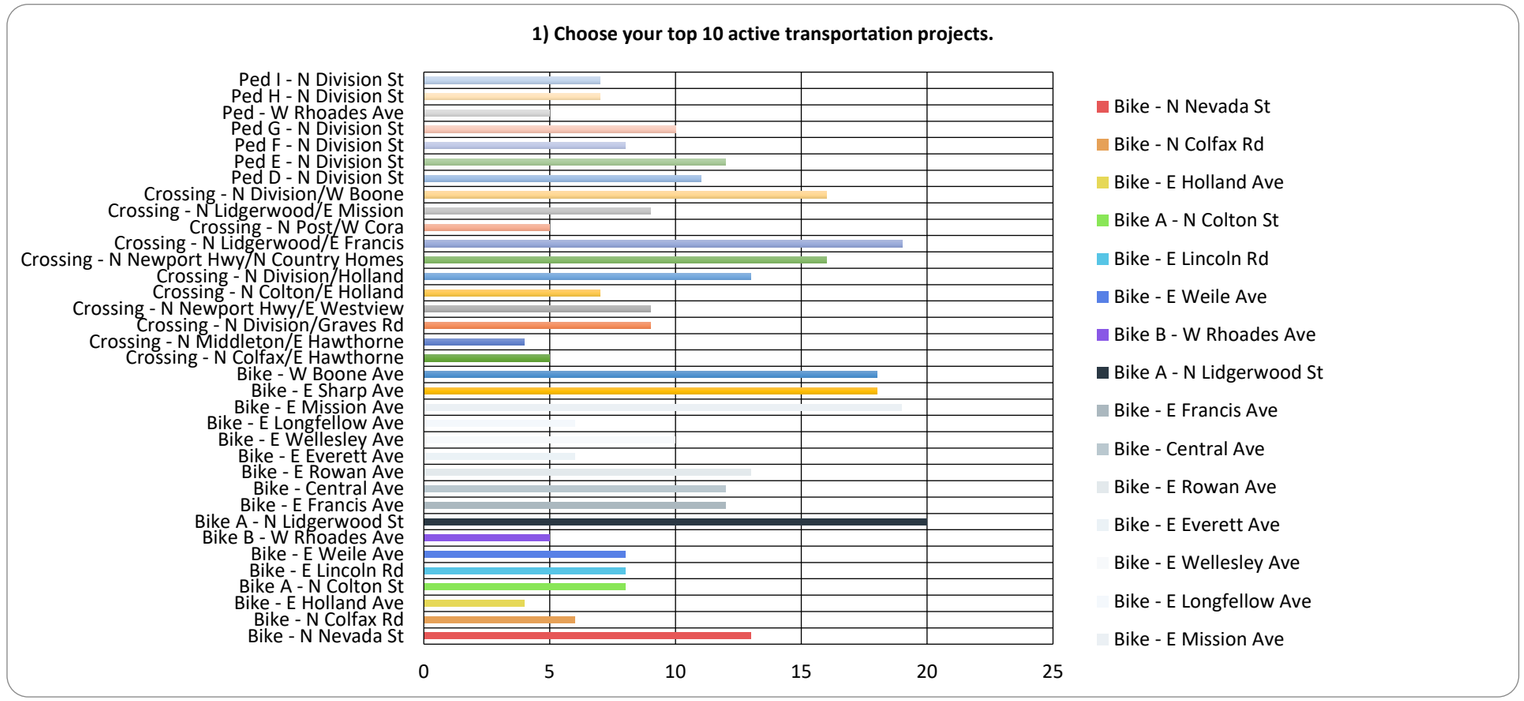
# APPENDIX B

Active Transportation Social Pinpoint Site Responses

**AT Questionnaire - DivisionConnects Phase 2**

1) Choose your top 10 active transportation projects.

| Choice | Responses | |
|---|---|---|
| Bike - N Nevada St | 13 | 27.08% |
| Bike - N Colfax Rd | 6 | 12.50% |
| Bike - E Holland Ave | 4 | 8.33% |
| Bike A - N Colton St | 8 | 16.67% |
| Bike - E Lincoln Rd | 8 | 16.67% |
| Bike - E Weile Ave | 8 | 16.67% |
| Bike B - W Rhoades Ave | 5 | 10.42% |
| Bike A - N Lidgerwood St | 20 | 41.67% |
| Bike - E Francis Ave | 12 | 25.00% |
| Bike - Central Ave | 12 | 25.00% |
| Bike - E Rowan Ave | 13 | 27.08% |
| Bike - E Everett Ave | 6 | 12.50% |
| Bike - E Wellesley Ave | 10 | 20.83% |
| Bike - E Longfellow Ave | 6 | 12.50% |
| Bike - E Mission Ave | 19 | 39.58% |
| Bike - E Sharp Ave | 18 | 37.50% |
| Bike - W Boone Ave | 18 | 37.50% |
| Crossing - N Colfax/E Hawthorne | 5 | 10.42% |
| Crossing - N Middleton/E Hawthorne | 4 | 8.33% |
| Crossing - N Division/Graves Rd | 9 | 18.75% |
| Crossing - N Newport Hwy/E Westview | 9 | 18.75% |
| Crossing - N Colton/E Holland | 7 | 14.58% |
| Crossing - N Division/Holland | 13 | 27.08% |
| Crossing - N Newport Hwy/N Country Homes | 16 | 33.33% |
| Crossing - N Lidgerwood/E Francis | 19 | 39.58% |
| Crossing - N Post/W Cora | 5 | 10.42% |
| Crossing - N Lidgerwood/E Mission | 9 | 18.75% |
| Crossing - N Division/W Boone | 16 | 33.33% |
| Ped D - N Division St | 11 | 22.92% |
| Ped E - N Division St | 12 | 25.00% |
| Ped F - N Division St | 8 | 16.67% |
| Ped G - N Division St | 10 | 20.83% |
| Ped - W Rhoades Ave | 5 | 10.42% |
| Ped H - N Division St | 7 | 14.58% |
| Ped I - N Division St | 7 | 14.58% |
| **Answered** | **48** | |
| **Skipped** | **4** | |



**AT Questionnaire - DivisionConnects Phase 2**

2) Are there active transportation projects in the study area not captured by the priority list in Question 1? (optional)

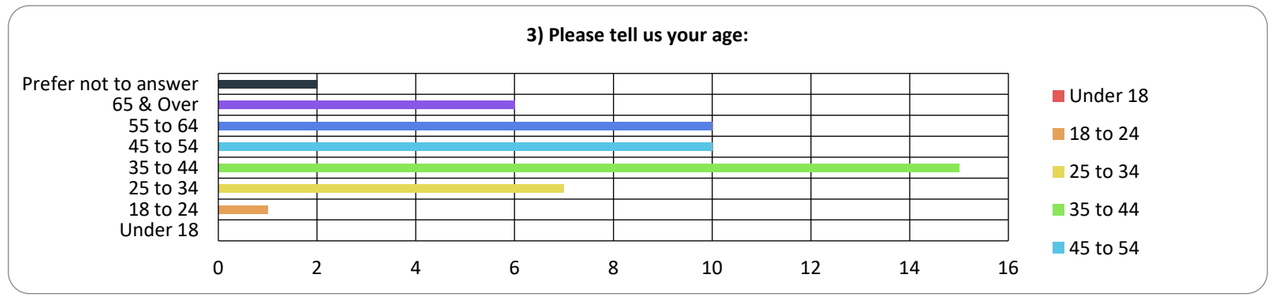
| Project 1 | Project 2 | Project 3 | Project 4 | Project 5 |
|---|---|---|---|---|
| Montgomery - Division to Monroe... Road is too narrow to accomodate lots of bike traffic AND have curb parking for residents. Most homes on Montgomery do not have garages in alleys, and/or alleys are unpaved. | install stop signs at cross streets such as Wall & Montgomery and Lincoln & Montgomery | Have more yellow flasher lights on Monroe and also Post to facilitate safe PED crossings between NW Blvd and W Alice | | |
| need many more ped crossings of Division esp near Northtown and south to Bridgeport | need bike options east of Division going N-S south of Wellesley | | | |
| A bike lane that picks up where it stops at Monroe and Wall | | | | |
| Potholes | Repaving bad roads | | | |
| It is great that Spokane is trying to identify areas where it is "safe" to ride, but having a line on the road does not prevent drivers from running over cyclists. Enforcing current laws and making mandatory jail time for motorists sounds better to me. | Providing better prosecuting attorneys and better judges is the best way to protect cyclists. Stop wasting money on projects that are ultimately going to fail because motorists see cyclists as a nuisance. | | | |
| None. Y'all done enough damage | | | | |
| Monroe Street Bridge. People need realistic ways to cross the river by bicycle, ON THE ROAD | | | | |
| I would like to see bike infrastructure on non-principal arterial streets. It would be nice to see a pathway around town that isn't on a super busy street. As such, I like the Francis concept. | | | | |
| Bike Riverside Ave | Bike 29th Ave | Bike E Broadway | Bike N Wall St | Bike 17th Ave |
| Bike - Division St Bridge & Browne/Division Couplet | Crossing - Cataldo/Washington, Cataldo/Division, and Cataldo/Ruby | Crossing - Euclid/Division | Bike - North Foothills Dr | Crossing - Division/Knox & Ruby/Ermina |
| Spokane City Central Line, Main Street and Division | Bike/Pedestrian Improvements, Sprague/Riverside and Division | | | |
| N Whitworth Drive-Ivanhoe-Whitehouse | Cascade way to W Rhoades | | | |
| E. Everett Ave to continue to Franklin Park - Makes the neighborhoods more connected to the park | | | | |
| Crossing Mission ave /centennial trail | More west to East bike paths north side. Fairly good north south flow with new additions | | | |
| Bike - N Madison St | | | | |
| Greenways running parallel to Division. Since there are none I stay far away from this area on my bike and don't know any names of streets that might be suitable. | | | | |
| Bike N Atlantic | Bike W Gordon | Bike N Normandie | Bike N Whitehouse | |
| Bike - E. Northfoothills Dr to Division/Ruby/Buckeye | Bike N. Nevada and Hamilton from Mission to Hawthorne | | | |

| | |
|---|---|
| **Answered** | **18** |
| **Skipped** | **34** |

**AT Questionnaire - DivisionConnects Phase 2**

3) Please tell us your age:

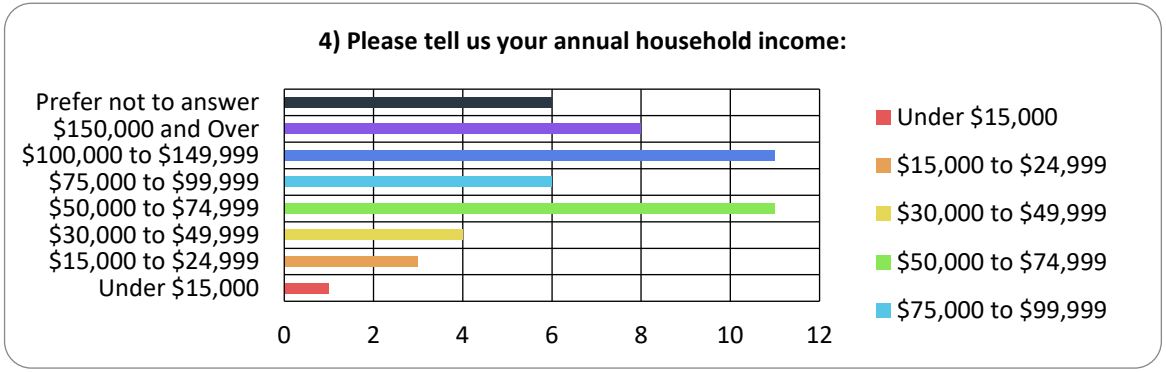
| Choice | Responses | |
|---|---|---|
| Under 18 | 0 | 0.00% |
| 18 to 24 | 1 | 1.96% |
| 25 to 34 | 7 | 13.73% |
| 35 to 44 | 15 | 29.41% |
| 45 to 54 | 10 | 19.61% |
| 55 to 64 | 10 | 19.61% |
| 65 & Over | 6 | 11.76% |
| Prefer not to answer | 2 | 3.92% |
| **Answered** | **51** | |
| **Skipped** | **1** | |



**AT Questionnaire - DivisionConnects Phase 2**

4) Please tell us your annual household income:

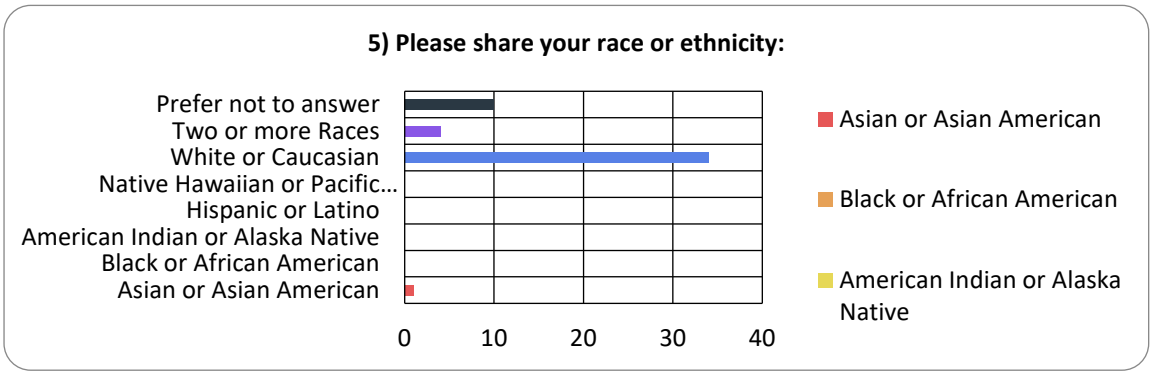
| Choice | Responses | |
|---|---|---|
| Under $15,000 | 1 | 2.00% |
| $15,000 to $24,999 | 3 | 6.00% |
| $30,000 to $49,999 | 4 | 8.00% |
| $50,000 to $74,999 | 11 | 22.00% |
| $75,000 to $99,999 | 6 | 12.00% |
| $100,000 to $149,999 | 11 | 22.00% |
| $150,000 and Over | 8 | 16.00% |
| Prefer not to answer | 6 | 12.00% |
| **Answered** | **50** | |
| **Skipped** | **2** | |



**AT Questionnaire - DivisionConnects Phase 2**

5) Please share your race or ethnicity:

| Choice | Responses | |
|---|---|---|
| Asian or Asian American | 1 | 2.04% |
| Black or African American | 0 | 0.00% |
| American Indian or Alaska Native | 0 | 0.00% |
| Hispanic or Latino | 0 | 0.00% |
| Native Hawaiian or Pacific Islander | 0 | 0.00% |
| White or Caucasian | 34 | 69.39% |
| Two or more Races | 4 | 8.16% |
| Prefer not to answer | 10 | 20.41% |
| **Answered** | **49** | |
| **Skipped** | **3** | |



**AT Questionnaire - DivisionConnects Phase 2**

What is your residential zip code?

| Response |
| --- |
| 99205 |
| 99205 |
| 99004 |
| 99205 |
| 99205 |
| 99207 |
| 99205 |
| 99218 |
| 99208 |
| 99203 |
| 99203 |
| 99005 |
| 99223 |
| 99201 |
| 99204 |
| 99208 |
| 99201 |
| 99205 |
| 99202 |
| 99223 |
| 99205 |
| 99218 |
| 99021 |
| 99204 |
| 99207 |
| 99207 |
| 99203 |
| 99208 |
| 99203 |
| 99208 |
| 99208 |
| 99208 |
| 99201 |
| 99217 |
| 99223 |
| 99208 |
| 99212 |
| 99205 |
| 99202 |
| 99218 |
| 99205 |
| 99204 |
| 99218 |
| 99205 |
| 99208 |
| 99207 |
| 99205 |
| 99201 |
| 99203 |
| 99021 |
| 99208 |

| | |
| --- | --- |
| **Answered** | **51** |
| **Skipped** | **1** |

| Created on | Type | Marker Number | Map Layers | GeoSurvey Step | Comment | Up Votes | Down Votes | Email | Postcode | Custom | Firstname | Lastname | Reply | Reviewed | Reviewed at | Moderated | Project | Receipt | Latitude | Longitude | Photo URL | IP Address | Visit IP | Referrer | Referring Domain | Landing Page | Browser | Device Type | Country | Region | City | View on map | Route | study area |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022-01-12 22:12:34 UTC | Make a Comment | 35 | Study Area | | Please consider a bi-directional bikeway along Browne Avenue between 4th Avenue and Sharp Avenue. Walk and bike conflicts are numerous along this corridor. Instead of discouraging walk and bike use of Boone Avenue please consider improving active transportation and allow safe and direct access between Providence hospital and GU. | 0 | 0 | jgraf@centerbasedplan.com | 97214 | | Jason | Graf | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 28CDCF | | 47.660169 | -117.410636 | | 174.127.221.96 | 174.127.221.96 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Oregon | Portland | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/270470 | NONE | Study Area |
| 2021-12-17 21:15:44 UTC | Make a Comment | 19 | | | For years, there's been signs not allowing bicycles on Division. Too many drivers disregarding speed limits. Too dangerous for bikes!! There are other, safer routes for bikes!!! | 1 | 0 | calvinrm@comcast.net | 99208 | | Calvin | Meredith | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 060A0B | | 47.717833 | -117.388334 | | 67.185.129.152 | 67.185.129.152 | https://www.khq.com/ | www.khq.com | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Facebook | Tablet | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266259 | NONE | |
| 2021-12-18 06:02:59 UTC | Make a Comment | 23 | | | As a scooter designer, maybe maker. We need to know that pedestrians have the right of way at all times. We can respectfully share the sidewalks,and paths. Fines should be issued to bikes who ride in a dangerous fashion around pedestrians. The culture could be safer, and inclusive. | 0 | 0 | vivadog@hotmail.com | 99223 | | David | Snyder | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | C95AE6 | | 47.607407 | -117.364283 | https://s3-us-west-2.amazonaws.com/mysocialpinpoint/uploads/photo/image/1618/14358/5w5aim.jpg | 174.246.82.194 | 174.246.82.194 | https://www.khq.com/ | www.khq.com | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Samsung Browser | Tablet | United States | Washington | Seattle | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266347 | NONE | |
| 2021-12-18 01:33:56 UTC | Make a Comment | 22 | Study Area | | Need safe pedestrian crossing on division at every light. It's scary to cross now. Maybe overpasses. | 4 | 0 | lilycosmic@yahoo.com | 99207 | | Beverly | Burbank | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 225483 | | 47.701213 | -117.403593 | | 107.77.205.202 | 107.77.205.202 | https://www.khq.com/ | www.khq.com | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | Seattle | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266325 | NONE | Study Area |
| 2021-12-18 00:38:31 UTC | Make a Comment | 21 | Study Area | | Would love to see a more pleasant experience walking across the river. Noise barriers from cars and better connections on each side | 2 | 0 | baumantn@gmail.com | 99223 | | Chris | Bauman | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | CE97CA | | 47.661601 | -117.410932 | | 73.254.41.214 | 73.254.41.214 | https://t.co/8S6KlaZRwY | t.co | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266323 | NONE | Study Area |
| 2021-12-17 21:24:11 UTC | Make a Comment | 20 | Study Area | | The date I'm typing this comment is December 17th,2021. The roads around Spokane were a huge ice skating rink last night and this morning. Cars couldn't even make it up Division. Yet you are proposing bike lanes? How utterly ridiculous is that. Do you not realize what the winters are like here? Good grief! | 2 | 6 | golfergirl77@comcast.net | | | C. | H. | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 3F9319 | | 47.715768 | -117.421188 | | 67.171.62.165 | 67.171.62.165 | https://t.co/ | t.co | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Firefox | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266260 | NONE | Study Area |
| 2021-12-10 16:08:40 UTC | Make a Comment | 18 | Study Area | | The physical distance between the curbs on the couplet section of Division is excessive. The resulting wide lanes contribute to high vehicle speeds and wider/longer pedestrian crossings. Install new curbing narrowing the lanes on Division to 12'. The reclaimed space between the existing curbs and the new curbs could be green space or hardscaped. Outcome is a friendly pedestrian space with more separation from vehicles along Division and shorter crossings of Division. | 1 | 1 | fruccim@wsdot.wa.gov | 99217 | | Mike | Frucci | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 3EFA5F | | 47.673927 | -117.410846 | | 198.238.213.148 | 198.238.213.148 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Washington | Shelton | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/264230 | NONE | Study Area |
| 2021-12-22 05:44:20 UTC | Make a Comment | 26 | | | Connecting Children of the Sun trail back into the center of town would make it a useful veloway instead of an isolated path for out-and-backs. | 1 | 0 | danielstull@utexas.edu | 99208 | | Daniel | Stull | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 359BD3 | | 47.710368 | -117.36468 | | 67.185.134.232 | 67.185.134.232 | https://t.co/ | t.co | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266998 | NONE | |
| 2021-12-22 16:47:34 UTC | Make a Comment | 28 | Study Area | | Pedestrians don't always use crosswalks in this area. Improve existing crossings and add barriers to limit access to the road? | 0 | 0 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 35A8DA | | 47.655504 | -117.411232 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267035 | NONE | Study Area |
| 2021-12-22 16:49:03 UTC | Make a Comment | 29 | Study Area | | This would be a great location to add an EV charging station for travelers. | 0 | 0 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 91CA1F | | 47.654752 | -117.410955 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267036 | NONE | Study Area |
| 2021-12-19 01:25:44 UTC | Make a Comment | 24 | Study Area | | The intersections of Browne/Pacific and Division/Pacific seem the most treacherous crosswalk for pedestrians, and they are frequently used. Division at least has lit flashing sign at crosswalk location. But there have been close calls with crossing and I, driving in the middle lane, have had my view completely occluded by a taller vehicle of flashing sign or pedestrian. Recommend a flashing light stretching across the street, elevated walkway, or removal of crosswalk if possible. | 3 | 0 | lavilla91@gmail.com | 99202 | | Logan | V | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 94EC86 | | 47.655554 | -117.413391 | https://s3-us-west-2.amazonaws.com/mysocialpinpoint/uploads/photo/image/1618/14360/Unsafe_Crosswalk.JPG | 98.247.214.31 | 98.247.214.31 | https://t.co/ | t.co | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266448 | NONE | Study Area |
| 2021-12-22 16:53:56 UTC | Make a Comment | 31 | Study Area | | Great place to add EV charging station. | 0 | 1 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 3CF61C | | 47.677355 | -117.410213 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267038 | NONE | Study Area |
| 2021-12-22 16:44:55 UTC | Make a Comment | 27 | Study Area | | Increase signage to help people get into the appropriate lanes earlier to get on EB I-90, WB I-90, and through. | 0 | 0 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 91217A | | 47.65527 | -117.413324 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267034 | NONE | Study Area |
| 2021-12-22 16:56:18 UTC | Make a Comment | 32 | Study Area | | Look at improving intersection visibility. | 0 | 0 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 17BBF1 | | 47.686143 | -117.411336 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267039 | NONE | Study Area |
| 2021-12-22 16:52:09 UTC | Make a Comment | 30 | Study Area | | Add trees to beautify and cool the city, and absorb CO2 from ICE vehicle exhaust. | 0 | 0 | josettegates@gmail.com | 99224 | | josette | gates | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 4F6D05 | | 47.664923 | -117.410952 | | 67.185.88.107 | 67.185.88.107 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267037 | NONE | Study Area |
| 2021-11-24 00:56:37 UTC | Make a Comment | 1 | Study Area | | Support for this as a key crossing point for Lidgerwood and for access to Francis Avenue | 2 | 0 | cquinnhurst@spokanecity.org | 99204 | | Colin | Quinn-Hurst | FALSE | TRUE | 2021-11-24 15:59:22 UTC | FALSE | DivisionConnects Phase 2 Active Transportation | 1669BF | | 47.715074 | -117.405868 | | 73.11.135.101 | 73.11.135.101 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/259833 | NONE | Study Area |
| 2021-12-23 15:57:39 UTC | Make a Comment | 33 | Study Area | | There is an existing bicycle lane however, it is constantly unusable due to excess road debris that is not swept up (rocks, tree limbs, garbage, etc). It would be nice to have a clean path maintained as well as done of the other paths. Celine could also use this assistance. I commute to downtown for work and often use these two routes. Thank you | 0 | 0 | hambonesplace@gmail.com | 99218 | | John | Bowers | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 49711A | | 47.771033 | -117.38802 | | 107.127.21.24 | 107.127.21.24 | https://www.khq.com/ | www.khq.com | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome Mobile | Mobile | United States | California | Whittier | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267256 | NONE | Study Area |
| 2021-12-23 16:23:11 UTC | Make a Comment | 34 | Study Area | | My previous comment should have said *like some. And the other area is *Crestline. | 0 | 0 | hambonesplace@gmail.com | 99218 | | John | Bowers | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | B4C138 | | 47.771894 | -117.391045 | | 107.127.21.24 | 107.127.21.24 | https://www.khq.com/ | www.khq.com | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome Mobile | Mobile | United States | California | Whittier | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267258 | NONE | Study Area |
| 2021-12-02 18:03:39 UTC | Make a Comment | 2 | Study Area | | I'm not seeing anything on the Division St. corridor in downtown. The corridor is still a major barrier for pedestrians in downtown cutting the U District from downtown. We really need to look at how to make crossing division downtown safer and easier. | 5 | 1 | dave.andersen4@gmail.com | 99223 | | Dave | Andersen | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 8007D6 | | 47.657216 | -117.41234 | | 147.55.149.249 | 147.55.149.249 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261633 | NONE | Study Area |
| 2021-12-02 18:07:07 UTC | Make a Comment | 3 | Study Area | | One thing you've done right is to think of the corridor more broadly. You won't ever be able to adequately accommodate pedestrians, bicycles, transit and high speed arterial traffic on the same facility. That's a fool's game. It's really best to use parallell streets like Atlantic or Lidgerwood as bicycle corridors and build those out as low speed facilities. This is also much cheaper. Then focus all your efforts on creating safe arterial crossings. | 5 | 0 | dave.andersen4@gmail.com | 99223 | | Dave | Andersen | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 55AB9B | | 47.680715 | -117.410548 | | 147.55.149.249 | 147.55.149.249 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261635 | NONE | Study Area |
| 2021-12-02 18:09:14 UTC | Make a Comment | 4 | Study Area | | If you are going to make a greenway strategy work for active transportation, you need to think about how to safely get bicycle users and pedestrians across the arterials where the greenway intersections the east-west arterial. That's actually more important than what you do on the greenway itself. These improvements need to be considered as part of the corridor plan because they are critical to accommodating bike and ped traffic in the corrdidor as a whole. | 5 | 0 | dave.andersen4@gmail.com | 99223 | | Dave | Andersen | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | D4CE61 | | 47.671201 | -117.412262 | | 147.55.149.249 | 147.55.149.249 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261637 | NONE | Study Area |
| 2021-12-04 04:06:20 UTC | Make a Comment | 6 | Study Area | | Please note that St. Thomas More is spelled with one o; the spelling in the street name is incorrect. | 0 | 0 | lindalouise701184951@yahoo.com | 99205 | | Linda | Carroll | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 341306 | | 47.730823 | -117.405159 | | 172.58.44.24 | 172.58.44.75 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262118 | NONE | Study Area |
| 2021-12-04 04:01:10 UTC | Make a Comment | 5 | Study Area | | There is currently no north-south street here—does the plan include a proposal to put one in? | 0 | 0 | lindalouise701184951@yahoo.com | 99205 | | Linda | Carroll | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 1507A5 | | 47.688663 | -117.415674 | | 172.58.44.142 | 172.58.44.75 | | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262116 | NONE | Study Area |
| 2021-12-04 06:13:35 UTC | Make a Comment | 11 | Study Area | | I like the proposed bike path along North Foothills. The area around Gonzaga Prep is going to become very active with the new Yasuhara Middle School and the Gonzaga Family Haven housing project. A bike path along North Foothills would offer great connectivity to BRT on Division Street, as well as grocery stores such as Yoke's. It also provides to the area from the neighborhood around Corbin Park. | 1 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 7526CE | | 47.683336 | -117.399817 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262125 | NONE | Study Area |
| 2021-12-04 06:20:16 UTC | Make a Comment | 12 | Study Area | | Running a bike path through the cemetery is a little odd. Holy Cross Cemetery owns the entire stretch of land between Division and Wall St. It's possible that this part of the land is slated for future expansion of the cemetery, meaning there would eventually (albeit a number of years/decades before that becomes reality) be burial grounds on either side of the bike path here. Can the proposed bike path run behind the retail just to the east (Golden Corral, etc.)? | 0 | 1 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 97070D | | 47.724603 | -117.415223 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262126 | NONE | Study Area |
| 2021-12-04 05:54:25 UTC | Make a Comment | 8 | Study Area | | A crossing between Lincoln and Cozza would be beneficial to link the commercial development on both sides of Division at this location. It is 1/3 of a mile between Lincoln and Cozza - quite far to walk/backtrack just to get to a crosswalk. | 1 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 7D4F6E | | 47.727087 | -117.411103 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262121 | NONE | Study Area |
| 2021-12-04 06:08:47 UTC | Make a Comment | 10 | Study Area | | I understand running a potential bike route up Mayfair, but it feels rather circuitous. Can an additional bike path be run up the Division St. Hill here? It would continue the proposed bikeway from Ruby Ave. and connect with a proposed crossing at Euclid. After that, the route can go back to Mayfair. | 2 | 1 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | C9DD01 | | 47.684781 | -117.410545 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262124 | NONE | Study Area |
| 2021-12-04 05:51:56 UTC | Make a Comment | 7 | Study Area | | A pedestrian crossing between Lincoln and Magnesium would be beneficial as there is commercial development on both sides of the road. This is a 1/2 mile long stretch of Division that does not have any crossings. | 1 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | AA6EC0 | | 47.73294 | -117.411253 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262120 | NONE | Study Area |
| 2021-12-04 06:06:04 UTC | Make a Comment | 9 | Study Area | | A crossing at Euclid/Division would be very logical as it is literally at the intersection of four neighborhoods (Emerson/Garfield, Logal, Nevada Heights, and North Hill). Due to the topography of the hill, and the geometry of the northern end of the Division/Ruby couplet, Euclid Avenue is pretty much the only road that crosses Division along the nearly 2/3 mile long stretch of road between North Foothills and Gordon Ave. | 2 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 5D2C24 | | 47.686114 | -117.411114 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262123 | NONE | Study Area |
| 2021-12-04 06:33:56 UTC | Make a Comment | 14 | Study Area | | Ruby & Cataldo is a blind corner, with cars accelerating after pulling out of the North River Drive intersection. I assume that is why there is a posted no-pedestrian crossing sign here. However, this is a very logical location for a crossing, connecting Gonzaga's campus, the 940 North apartments, etc. to places like Wendy's, Chipotle, the Spokane Arena, Podium, new soccer stadium, Riverfront Park North Bank area, etc. Add a traffic signal, to slow traffic if possible, to get a crosswalk here | 1 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 6DE9A2 | | 47.666089 | -117.40944 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262132 | NONE | Study Area |
| 2021-12-04 06:45:53 UTC | Make a Comment | 17 | Study Area | | Bike path along Cozza, effectively extending the proposed bike project along Weile, to connect up with Nevada. Onward connectivity could be provided on Sharpsburg Ave into the Bluegrass neighborhood, the Cedar Springs Estates apartments, Prairie Hills Apartments, duplex developments in the area, etc. | 0 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 7FDFD7 | | 47.723462 | -117.399151 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262138 | NONE | Study Area |
| 2021-12-04 06:27:42 UTC | Make a Comment | 13 | Study Area | | An official crossing at Division/Knox would be good due to the staggered roadways (i.e. there are no straight intersections that form an intuitive unmarked crosswalk). Garfield Elementary is also nearby. | 1 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | E3EB53 | | 47.676739 | -117.411157 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262128 | NONE | Study Area |
| 2021-12-04 06:37:10 UTC | Make a Comment | 15 | Study Area | | Crossing at Washington/Cataldo will provide great connectivity from areas to the east (i.e. Gonzaga area) to the developing area to the west (The Podium, new Soccer Stadium, Riverfront Park North Bank, etc.). Crossing Washington is tricky here due to the staggered intersections and cars speeding up the hill. | 0 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 530C7A | | 47.666177 | -117.417165 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262134 | NONE | Study Area |
| 2021-12-04 06:38:11 UTC | Make a Comment | 16 | Study Area | | Completing the missing sidewalks here along North River Drive near Washington Street would be good for connecting Division & Division BRT with the area around the North Bank, Spokane Arena, The Podium, new soccer stadium, etc. | 4 | 0 | jasonwong.architecture@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 1AB5B5 | | 47.664977 | -117.416264 | | 73.34.117.172 | 73.34.117.172 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Microsoft Edge | Desktop | United States | Colorado | Denver | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262135 | NONE | Study Area |
| 2022-01-16 09:09:19 UTC | Make a Comment | 36 | Study Area | | Making sure Whitworth has a good pedestrian link with wherever the nearest stop will be is important for getting students to use the line. | 1 | 0 | calebflagel@gmail.com | | | | | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 418A51 | | 47.750821 | -117.411798 | | 174.31.249.63 | 174.31.249.63 | https://www.srtc.org/ | www.srtc.org | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Chrome | Desktop | United States | Washington | Spokane | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/271221 | NONE | Study Area |
| 2021-12-20 21:15:58 UTC | Make a Comment | 25 | Study Area | | Connecting a Division bike network with the Children of the Sun path in Wandermere and connecting it again down from the Children of the Sun southern terminus would create a great loop where bikers could access much more of the city or bypass it to get north or south. | 3 | 0 | danielstull@gmail.com | 99208 | | Daniel | Stull | FALSE | FALSE | | FALSE | DivisionConnects Phase 2 Active Transportation | 3C6826 | | 47.771176 | -117.403679 | | 174.204.70.65 | 174.204.70.65 | https://t.co/ | t.co | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2 | Mobile Safari | Mobile | United States | Washington | Seattle | https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266731 | NONE | Study Area |

# APPENDIX C

Development Community and Property Owner Interviews

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

# Memorandum

To: DivisionConnects Steering Committee & Agency Team
From: Dana Rivera, Parametrix
RE: Summary of Completed Interviews
Date: 02/14/2022

## Memo Purpose

This memo is a summary of the completed interviews and feedback from key property developers and stakeholders on the future implementation of bus rapid transit (BRT) and supporting infrastructure and its impact on land use and development in the Division Street corridor.

## Interview Method Overview

15 key property developers and stakeholders were sent meeting invites via email, as well as contacted by phone. A total of four interviews were held via video conference with SRTC, STA, Spokane County, City of Spokane, and Parametrix staff. At each meeting, members of the DivisionConnects study team presented an overview of the DivisionConnects study's purpose, background, process, and preferred alternative for BRT.

## Division BRT Improvements Summary

Overall, the BRT improvements were well received by those interviewed. Many participants saw the improvements as having a positive impact on the properties and development potential along the Division Street corridor and the surrounding neighborhoods. It was widely assumed that the businesses along Division Street were reliant on bus service. One respondent mentioned that the intersection of Division and Wellesley will be a future hot spot and will require a stop there. At Division and Wellesley, however, there was a consensus that pedestrian safety and accessibility were issues.

The opportunities that the BRT will bring to the corridor have widespread support. The business access and transit (BAT) lanes are a good option for improving traffic flow along Division. Those interviewed had no objections to buses as long as they did not obstruct vehicle travel.

Those interviewed saw the benefits of the BRT and agreed that it can be successful without impeding development. It was pointed out that existing access to transit as a pedestrian, cyclist, or park-and-ride user is extremely limited. Participants felt that there are no facilities to attract riders to the service. It was recognized that improved transit service can improve access to opportunities for people who rely on bus transportation.

## Development Changes in The Next Ten Years

Although the BRT is a selling point for businesses, it is assumed among participants that retail along the corridor will change in the future. Non-retail services, according to some, will be added to the corridor in the future. Being on the bus line was mentioned as a benefit, though it may not influence the development decision.

Participants expressed concern about zoning and permitting along the corridor. A common theme was the desire for more mixed-use residential, as well as the possibility of high-density residential zoning. Many participants want more bike access, as well as better facilities and bike racks, which could lead to an increase in bike ridership. It was also mentioned that pedestrian and bike connections across and through the corridor would be beneficial.

Respondents want more entertainment options and alternative uses for the Northtown Mall area. Autonomous vehicles may influence transportation in the future. Even with the BRT, Division Street will remain a commuter street for drivers. It was mentioned that residential development is a possibility but not desired right off Division Street, perhaps a block in from Division would be more appropriate. It was mentioned that land cost along Division is high for residential. It was also suggested that parking requirements be reduced or eliminated, as they increase development costs and incentivize driving.

## Concerns

The outside lane option raises some concerns. The interior lane option may be preferred by businesses because it provides greater accessibility. There is also a concern that retail along Division will dry up with regional driving trips moving to the North Spokane Corridor, causing traffic to divert north to new retail development planned for the area. It was stated that the NSC highway will not benefit Division in terms of retail. Ridership using transit for non-retail purposes was raised as a source of concern. If people believe that too many buses will slow traffic, they will avoid Division. This would influence retail along the corridor.

One interviewee was concerned that the buses would be a detriment to Spokane's reputation as a car-centric city. There was also concern expressed about funds being spent on perceived diminishing returns, and the buses' noise level was questioned. One interviewee noted that buses are associated with a lower-income demographic.

# DivisionConnects Summary of Completed Interviews

**Division BRT improvements**

- Overall, the developers think that the Division BRT improvements are an overall benefit for properties and development potential along Division and the adjacent neighborhoods.
- Businesses depend on bus activity.
- Division and Wellesley are going to be a future hot spot and need a stop at that location.
- The overall perception that pedestrian safety and accessibility is a concern at Division and Wellesley.
- The idea of BAT lanes is a good option for traffic flow along Division, no problems with buses as long as it doesn't impede vehicular travel.
- How much money should be spent on diminishing returns? Are the buses going to be noisy?
- Buses might be a negative. Spokane is perceived as a car-centric town.
- Buses are associated with a lower income/demographic.
- BRT can be successful without impacting development.
- Right now, the ability to access transit, as a pedestrian, cyclist, or park-and-ride user is very limited, as the facilities are not present to get riders to the service.
- Enhanced transit service can improve access to opportunities for people who depend on transit

**Development changes in the next ten years**

- The common perception that there will be changes in retail along the corridor.
- Being on the bus line is an advantage, although it might not influence the decision to develop.
- BRT is a selling point for businesses.
- Zoning, permitting, and land values along the corridor are a concern, more so than whether bus service is there or not.
- Foresee non-retail services (office, medical) coming to the corridor in the future.
- More residential is desired with mixed-use and the opportunity for high-density residential zoning.
- Would like to see more biking access and improved facilities and bike racks, which may drive bike ridership.
- Additional pedestrian and bike connections across and through the corridor.
- Would like to see more entertainment venues and alternative uses for the Northtown Mall area.
- Autonomous vehicles may become a component of travel in the future.
- Division Street will always have traffic – it will always be a commuter street.
- Residential may take place but not desired right off Division Street, maybe a block in from Division, adjacency to Division is seen as a barrier. Land cost on Division is high for residential.

- Minimize/eliminate requirements for parking, as this adds to development costs and incentivizes driving.

**Concerns**

- There is a concern about the outside lane option. The interior lane option might be preferred because it provides more accessibility for businesses. (Clarified that center-running was not the locally preferred alternative).
- Concern that retail will dry up along Division and traffic will just go north to new retail development slated to take place. (Traffic will leave Division for the NSC and Kaiser development will be a draw)
- Retail along Division will change. The highway will not help Division in a retail way.
- A concern for ridership using transit for non-retail purposes.
- Too many buses will detract people from Division if they believe buses will slow traffic. This would subsequently impact retail along the corridor.

## DivisionConnects Summary of Outreach Efforts

Documentation of efforts to reach developers who didn't respond/participate

**Comments from Emails Sent**

Interviews for the week of December 20-24, 2021

- Emails sent to all contacts December 17, 2021
- Interviews scheduled for Chud Wendle (Hutton Settlement) and Daryl Rheingans (Northtown Mall).

Interviews for the week of January 10-14, 2022

- Emails sent to all contacts January 6, 2022
- Interviews scheduled for Dave Black (NAI Black) and Matthew Collins (Uptic Studios)

**Phone calls placed to non-responders from initial emails**

Interviews for the week of January 24-28, 2022

Riverside Apartments
Designer: GGLO Architects
Point of Contact: Mitch Yockey – Myockey@GGLO.com – (206) 261-5285 (cell)
Left Message 1/24 10a

Millennium Apartments
Designer: Bernardo Wills Architects
Point of Contact: Mike Stanicar – mstanicar@bwarch.com – (509) 838-4511
Left Message 1/24 10a

Spokane Public Facilities District
Point of Contact: Stephanie Curran – scurran@spokanepfd.org – (509) 279-7000
Left Message 1/24 10a

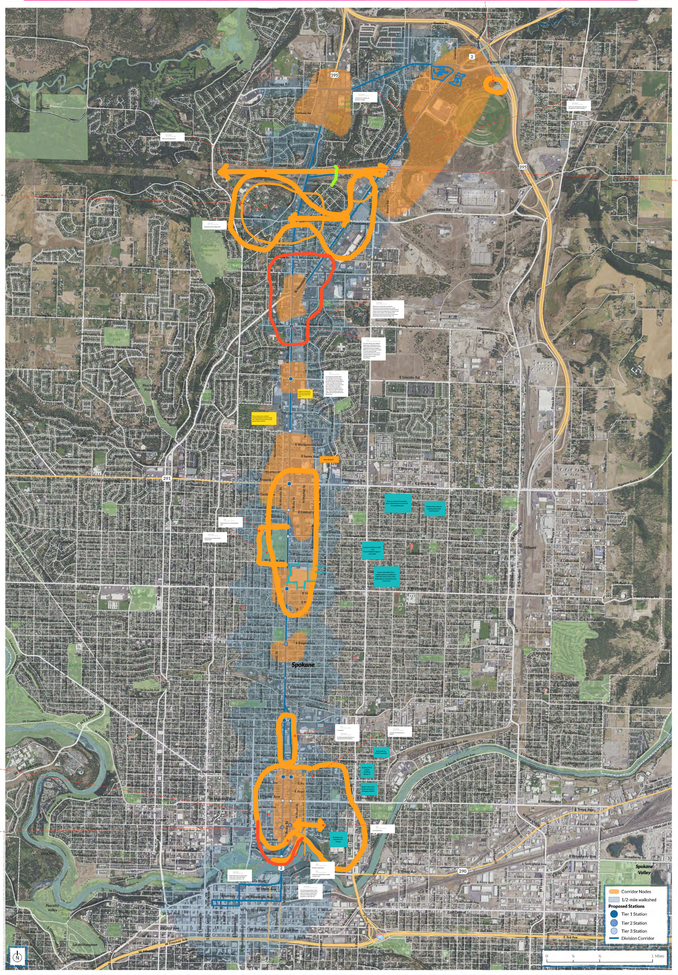
Jordan Tampien, 4 Degrees Real Estate Jordan@4degrees.com – (509) 499-2231
Left Message 1/24 10a

Barry Baker, Baker Construction & Development bbaker@bakerconstruct.com – (509) 535-3668

# APPENDIX D

Land Use Workshop #1 Notes

## DIVISION CORRIDOR




Division Connects

SRTC

## ECONOMICS WORKSHOP AGENDA

DIVISION CONNECTS
PEOPLE · PLACE · PROGRESS

**August 12, 2021 – Economics and Land Use Transformation**
**9:30am -11:00am - Video-conference**

Facilitator: Darby Watson (Parametrix)
Invitees: Jason Lien (SRTC), Karl Otterstrom (STA), Mike Tresidder (STA), Hamid Hajjafari (STA), Tirrel Black (City of Spokane), Shauna Harshman (City of Spokane), Louis Meuler (City of Spokane), Kara Mowery-Frashefski (City of Spokane), Inga Note (City of Spokane), Kevin Picanso (City of Spokane), Colin Quinn-Hurst (City of Spokane), Barry Greene (Spokane County), Jami Hayes (Spokane County), Tammy Jones (Spokane County), Tom Vandervert (Spokane County), Greg Figg (WSDOT), Bonnie Gow (WSDOT), Char Kay (WSDOT), Alicia McIntire, (Parametrix), Bill Gimes (SCJ), Rick Hastings (SCJ)

Level, poignant comment here

### Objectives (Jason) – 5 minutes
- Define/refine the purpose and intent for today's conversation on land use transformation

### Intro (Darby) – 10 minutes
- Project status and findings to date
- Setting the stage for today's discussion
- How workshop results will influence work to come

### Workshop Introduction (Bill) – 5 minutes
- Overall objectives
- Review Tuesday's worksheet
- Logistics (format, break-out groups, reporting)

### Potential for change (Bill) – 15 minutes
- Corridor context areas (CA-1 through CA-5)
- Degrees of change (Maintain, Enhance, Transform)
- Early thoughts on potential changes for nodes
- Early thoughts on case studies
- Lessons from CityLine (Mike)

### Workshop (All – in breakouts) – 40 minutes
- Pick your nodes (location, scale, transformation for at least three)
- Issues and barriers

### Group reports (All)– 15 minutes
- Thoughts on character and type
- Buttons and levers (facilitation opportunity, catalyst actions)

### Next Steps (Jason)
- Land use and transportation policy analysis
- BRT case studies
- Scenario development and testing
- Public/stakeholder engagement

## ECONOMICS WORKSHOP *Preparation*

DIVISION CONNECTS
PEOPLE · PLACE · PROGRESS

### Economics + Land Use Transformation Workshop

**August 12, 2021 – 9:30 am - 11:00 am**
Videoconference

This Thursday's workshop is intended to get our group's imaginations flowing, generating high-level perspectives on how the North Division corridor may transform given the advent of BRT and the shifts in traffic and travel characteristics once the NSC is in place.

Here's a quick assignment to get you familiar with the topics we'll cover in our Thursday conversation.

### THE MAP

The attached map introduces our thoughts on areas most likely to transform, becoming key "nodes" along the corridor. These projections reflect several considerations, including expected Tier One or Tier Two station status, the presence of arterial intersections, existing land uses and perceived probability for fresh investment. We hope you'll take some time to get familiar with these places and their contexts, understanding or guessing at the forces likely to act on them as the corridor changes. Ideally, take a drive along the corridor, making notes that'll influence the likelihood and character of development – things like apparent underutilization, awkward parcelization, market demand, recency of significant investment, adjacent land uses and relationships to other employment or institutional spaces.

Though our focus on Thursday will be on the nodes we've drafted, we're hopeful you'll give thought to all areas along the corridor, and even areas that may develop outside our study are that may in turn impact how Division evolves.

All of your thoughts will find a home in our workshop. Please make LOTS of notes!

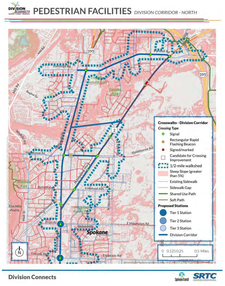
### CONCEPTBOARD

Since this workshop will be virtual, we'll be facilitating conversations about these nodes using ConceptBoard, an online tool we'll use to reference and add everyone's notes to the various areas most likely to transform. It's a pretty intuitive tool, and Thursday's facilitation crew will help with any questions as we wade in.

Questions? Give us a call and we'll help. Otherwise, thanks in advance, and we'll see you **Thursday at 9:30 AM!**

# Reference Maps

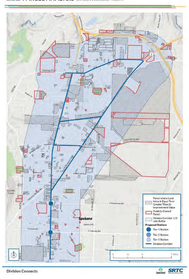
## PEDESTRIAN FACILITIES DIVISION CORRIDOR - NORTH




Division Connects

SRTC

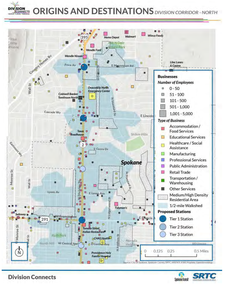
## PARCEL ANALYSIS DIVISION CORRIDOR - NORTH




Division Connects

SRTC

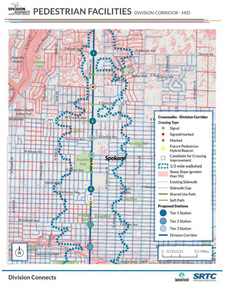
## ORIGINS AND DESTINATIONS DIVISION CORRIDOR - NORTH




Division Connects

SRTC

## PEDESTRIAN FACILITIES DIVISION CORRIDOR - MID




Division Connects

SRTC

## PARCEL ANALYSIS DIVISION CORRIDOR - MID

Division Connects

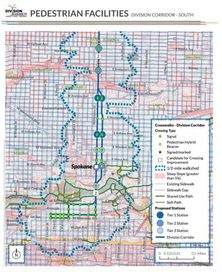
SRTC

## ORIGINS AND DESTINATIONS DIVISION CORRIDOR - MID

Division Connects

SRTC

## PEDESTRIAN FACILITIES DIVISION CORRIDOR - SOUTH




Division Connects

SRTC

## PARCEL ANALYSIS DIVISION CORRIDOR - SOUTH

Division Connects

SRTC

## ORIGINS AND DESTINATIONS DIVISION CORRIDOR - SOUTH

Division Connects

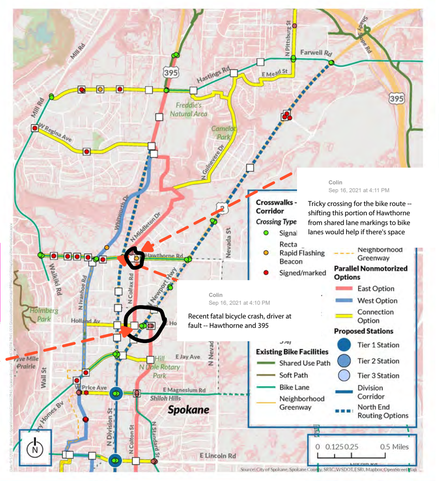
SRTC

# APPENDIX E

Active Transportation Workshop Notes

# BICYCLE FACILITIES AND POTENTIAL PROJECTS

## BICYCLE FACILITIES *DIVISION CORRIDOR - NORTH*




Division Connects

Any connection ideas to link the YMCA to any of the surrounding neighboods and planned neighborhoods?

Safer connections to Holmberg Park

Colin
Sep 16, 2021 at 4:07 PM (edited)
This could be a key intersection improvement — alot of ped/bike activity and destinations, and this is where the red route crosses over Highway 2 — Holland is very busy, but there seems to be alot of space in the ROW. A bike shop located there right next to a new bus shelter at the northwest corner — great spot for a short protected bike lane connection across the Newport Hwy

Colin
Sep 16, 2021 at 4:11 PM
Tricky crossing for the bike route — shifting this portion of Hawthorne from shared lane markings to bike lanes would help if there's space

Colin
Sep 16, 2021 at 4:10 PM
Recent fatal bicycle crash, driver at fault — Hawthorne and 395

Colin
Sep 10, 2021 at 4:13 PM
Opportunity to leverage planned/funded HAWK signal — unique route bordering cemetery property to the west of Division

From Economics Workshop: Connectivity to Children of the Sun Trail at the northend needed, along 395 north

From Economics Workshop: Multi-use trail opportunity along utility corridor

From Economics Workshop: Potential nonmotorized connection between Elcliff and Addleton

From Economics Workshop: Whitworth is mostly built out, likely the improvements that will happen here, would recommend instead of the node around Hawthorne having a node around Magnesium to Holland. That portion of the corridor is very dangerous for pedestrians and improvement/focus there would dramatically improve bike-ped safety.

From Economics Workshop: The island sitting in the middle of Magnesium at Standard not only drives traffic, off of arterials into the neighborhood, but cars making illegal turns to avoid it have created an unsafe pedestrian/bike environment in this area. This has significant effects on pedestrians reaching the bus stop at Price/Division

From Economics Workshop: This intersection (Division & Price/Magnesium) already suffers from visibility and access issues. The sidewalk is narrow and often blocked, the grade change between Division and adjacent properties can be significant (see by the Dutch Bros), and vehicles now often ignore/nearly hit pedestrians as they speed up to climb the hill into town. These shortfalls need to be addressed if any improvements are planned here.

## BICYCLE FACILITIES *DIVISION CORRIDOR - MID*

Division Connects

Colin
Sep 16, 2021 at 4:18 PM
Would be interested in public feedback on the relative importance/value of Rowan Ave bike route vs. Everett Ave greenway. Parks is open to a new shared-use path through Franklin Park to extend the planned Everett Greenway. Planned/funded HAWK signal will be installed at Everett. We are considering a future Comp Plan amendment to extend Everett Greenway west to NW Blvd.

Colin
Sep 16, 2021 at 4:20 PM
Opportunity to leverage planned/funded HAWK signal — neighborhood supports Longfellow Greenway improvements — good cross-city East-West bike pod connection

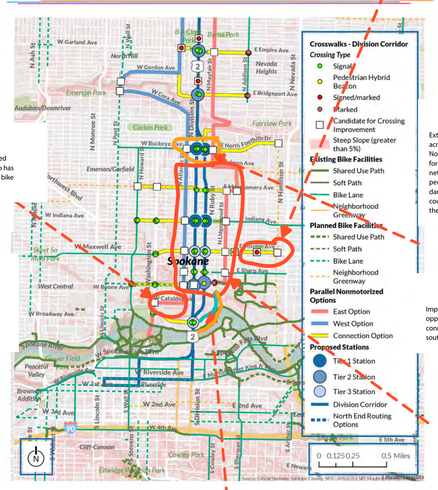
Colin
Sep 16, 2021 at 4:23 PM (edited)
Potential opportunity for shared-use path connection to get up the bluff.

Colin
Sep 16, 2021 at 4:26 PM
The Bridgeport Connection Option could really open up the ped-bike network, as people tend to traverse the bluff using Mayfair/Lidgerwood, and Bridgeport could bring people back to the Division destinations and bus stops, and allow them to get to the neighborhoods to the west. Currently you are kind of stuck east of Division if you commit to using the Mayfair/Lidgerwood route up the bluff

Colin
Sep 16, 2021 at 4:15 PM
Good opportunity to connect Wall and Standard bike lanes, and create crossing opportunities for parallel red/blue bike routes. WSDOT approving agency, route may be affected when NSC opens

Colin
Sep 16, 2021 at 4:35 PM
Recommend bumping this red route up to Boone as Cataldo has been vacated and protected bike lanes are planned on Boone

## BICYCLE FACILITIES *DIVISION CORRIDOR - SOUTH*




Division Connects

Colin
Sep 16, 2021 at 4:37 PM
There is some potential here for continuing the yellow connection option to the east, but would require partnering with Gonzaga and apartment buildings. Could bump down to the Centennial Trail and then extend up through campus to connect with Liidgerwood

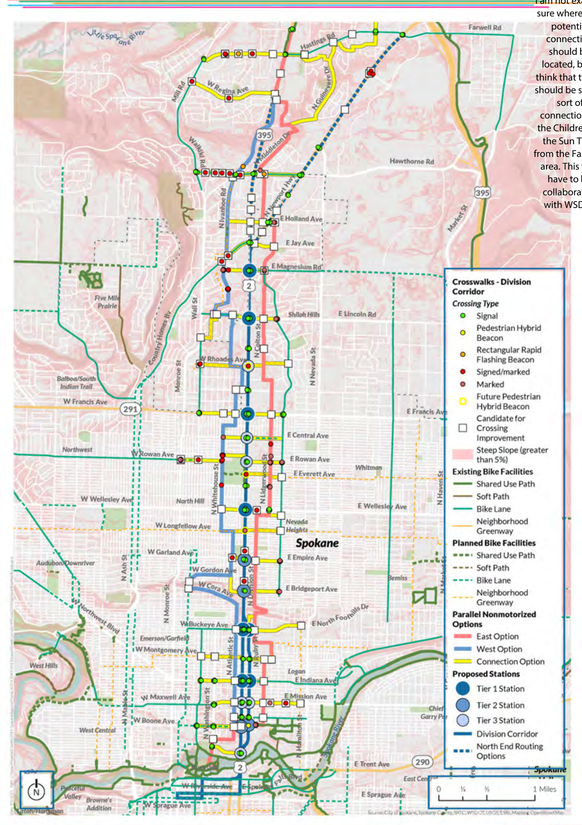
Colin
Sep 16, 2021 at 4:30 PM
This could match up with recommendations from the City Line TOD study to install a two-way protected bike lane on the south side of Mission going east

Colin
Sep 16, 2021 at 4:30 PM
Extending the Buckeye bike route across Division/Ruby and along North Foothills would be massive for connecting the walk/bike network — currently Buckeye drops people off in the middle of a dangerous environment at the couplet that never picks back up on the other side.

Jason Lien
Sep 3, 2021 at 5:44 PM
Important connection here, explore opportunities for more direct connection to river/downtown at southern end of Ruby bike facility.

Colin
Sep 16, 2021 at 4:32 PM (edited)
Recommend adding symbology for protected bike lanes on the Division and Ruby couplet that was part of the LPA cross-section — and discuss whether the recommendation is to provide both the protected bike lanes and the parallel routes along the couplet. I think it would be worth keeping all options on the table with the parallel routes and the protected facilities on Division and Ruby

## BICYCLE FACILITIES *DIVISION CORRIDOR*



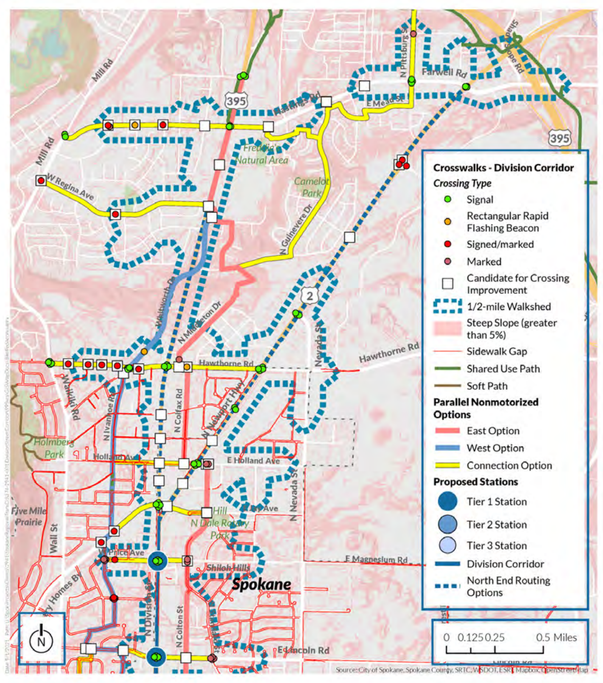

Division Connects

I am not exactly sure where the potential connection should be located, but I think that there should be some sort of connection to the Children of the Sun Trail from the Farwell area. This will have to be collaborated with WSDOT

As discussed with Colin. A connection from the COS bicycle facilities at Holland that connects to the planned Greta/Whitworth bike route could be an option.

# PEDESTRIAN FACILITIES AND POTENTIAL PROJECTS

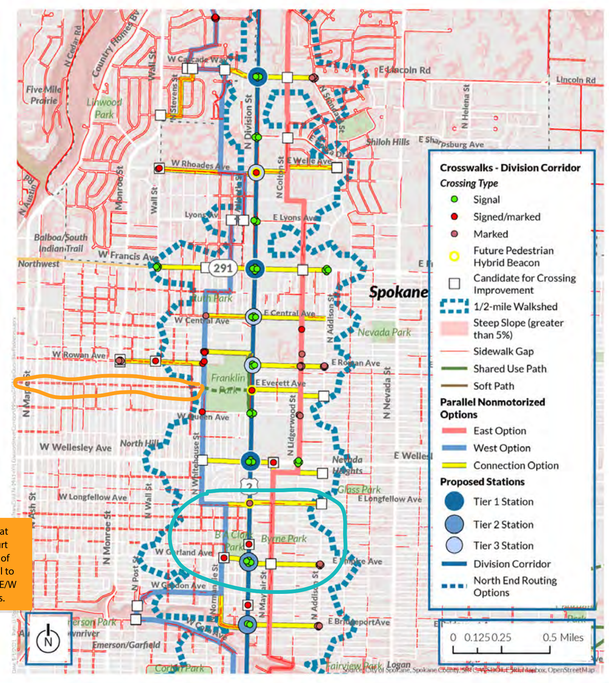
## PEDESTRIAN FACILITIES *DIVISION CORRIDOR - NORTH*




Division Connects

Jay Ave would be a good spot for consideration given the grocery stores and other retail, park, and proximity to medium density residential. The drive aisle from Newport is confusing though, so would need to address separating cars from bike/peds.

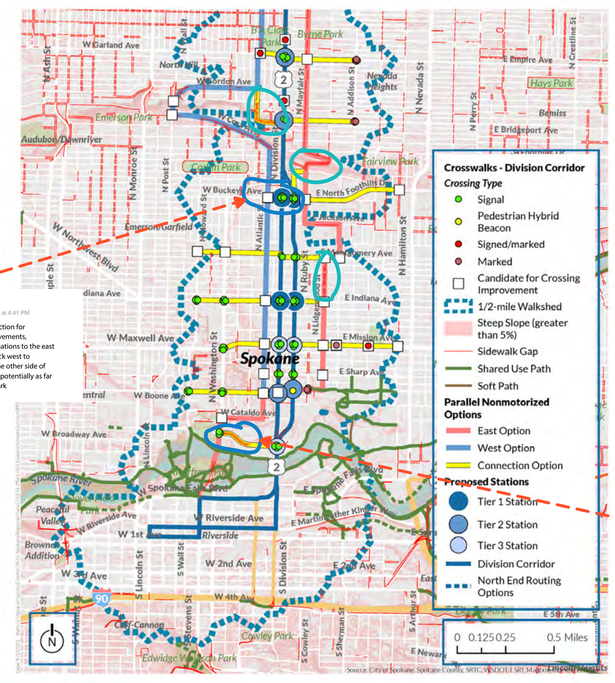
## PEDESTRIAN FACILITIES *DIVISION CORRIDOR - MID*




Division Connects

Some focus in that area wouldn't hurt given the extent of gaps and potential to connect into both E/W parallel corridors.

## PEDESTRIAN FACILITIES *DIVISION CORRIDOR - SOUTH*




Division Connects

Colin
Sep 16, 2021 at 4:41 PM
Important intersection for pedestrian improvements, connecting destinations to the east on N. Foothills back west to destinations on the other side of the couplet, even potentially as far away as Corbin Park

From Economics Workshop: Many pedestrians along Boone corridor near Gonzaga

From Economics Workshop: Nonmotorized flows along Lidgerwood between Indiana and River

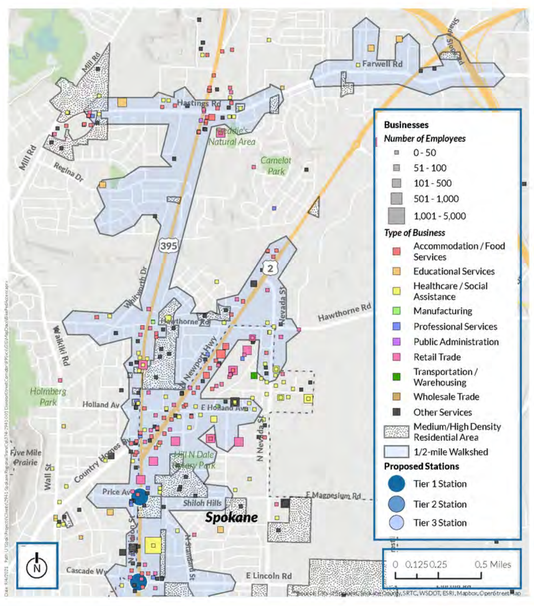
From Economics Workshop: East-west access to corridor from housing & Gonzaga mostly coming from the east (in couplet area).

From Economics Workshop: High potential for multimodal connections in corridor vicinity between Cataldo and River

Colin
Sep 16, 2021 at 4:44 PM
This sidewalk gap was just fixed, with a new sidewalk installed last year. This has highlighted N. River Driver as an important pedestrian connection, and drawn focus to all the gaps when it reaches the couplet. Finding a way to extend the yellow connection option east through the couplet intersection would be really helpful, maybe using the Centennial Trail to get over and under the corridor, but then creating a high-quality connection back north on the other side through the apartments and up

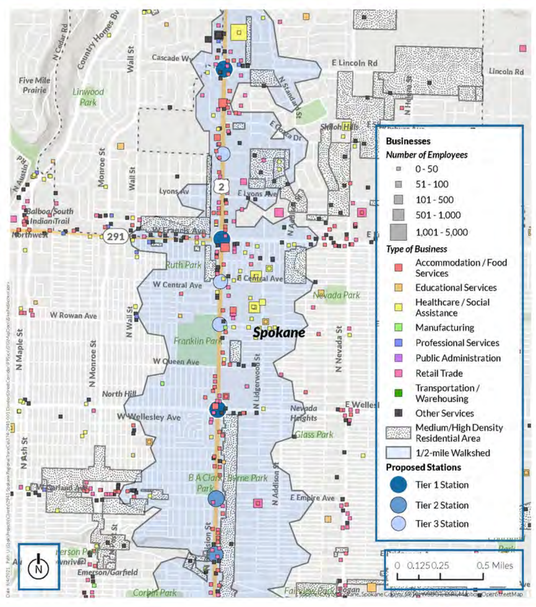
# ORIGINS AND DESTINATIONS

## ORIGINS AND DESTINATIONS *DIVISION CORRIDOR - NORTH*



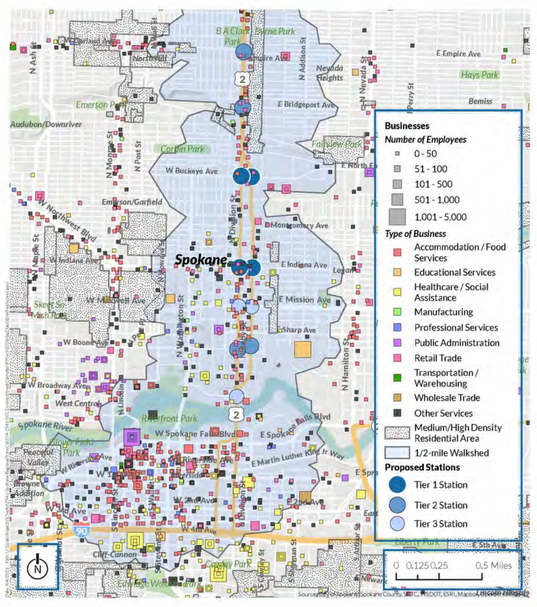

Division Connects

## ORIGINS AND DESTINATIONS *DIVISION CORRIDOR - MID*



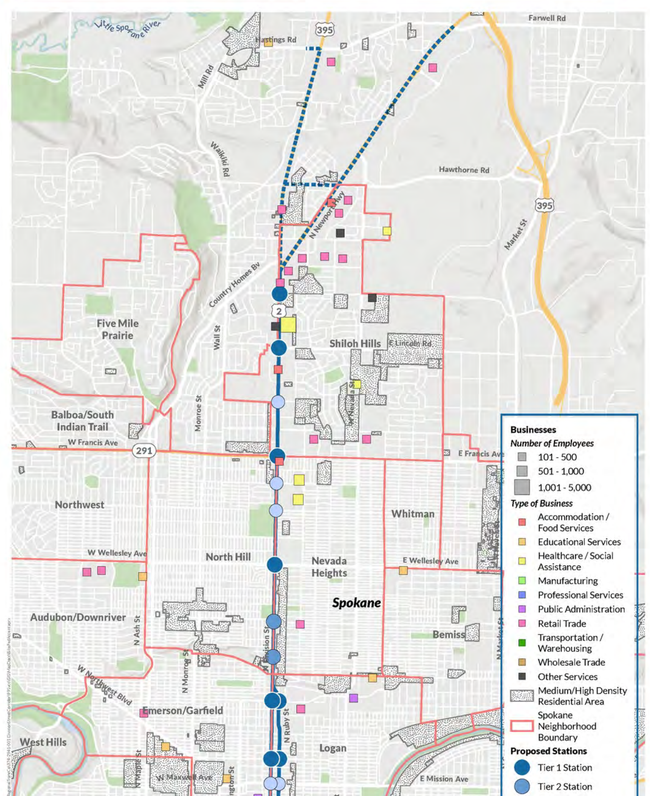

Division Connects

## ORIGINS AND DESTINATIONS *DIVISION CORRIDOR - SOUTH*




Division Connects

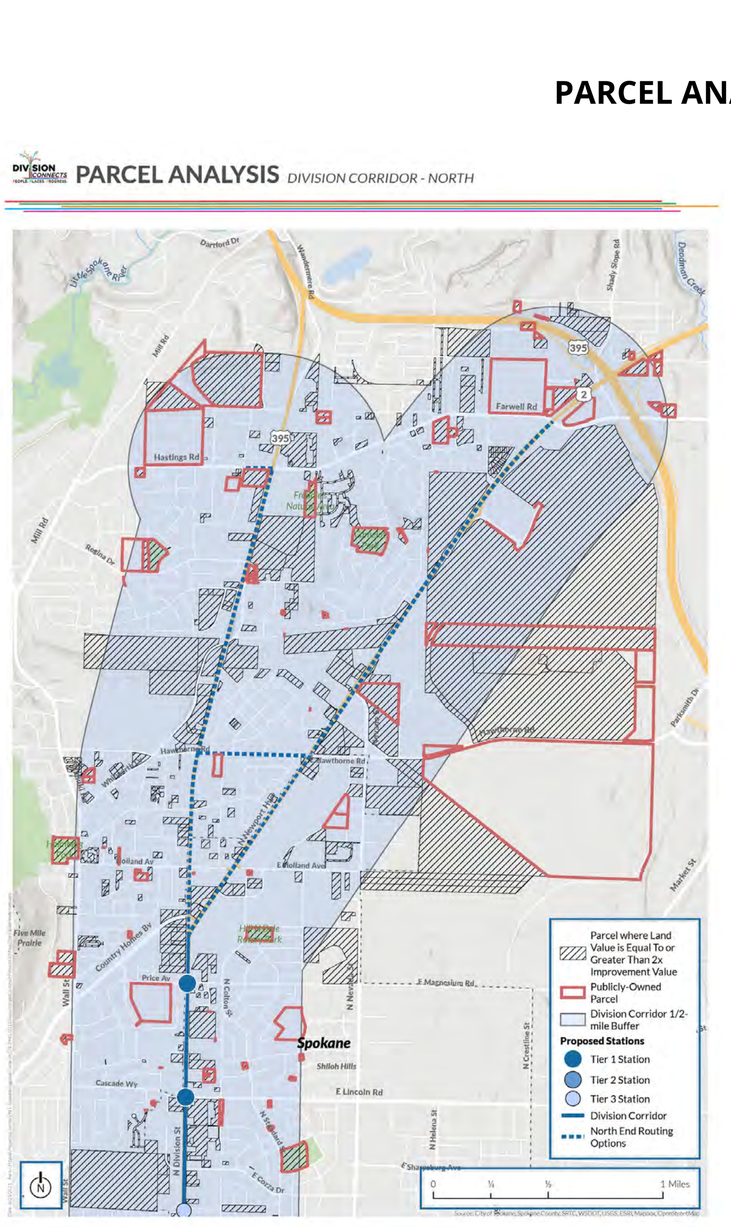
## ORIGINS, DESTINATIONS, AND NEIGHBORHOODS




Division Connects

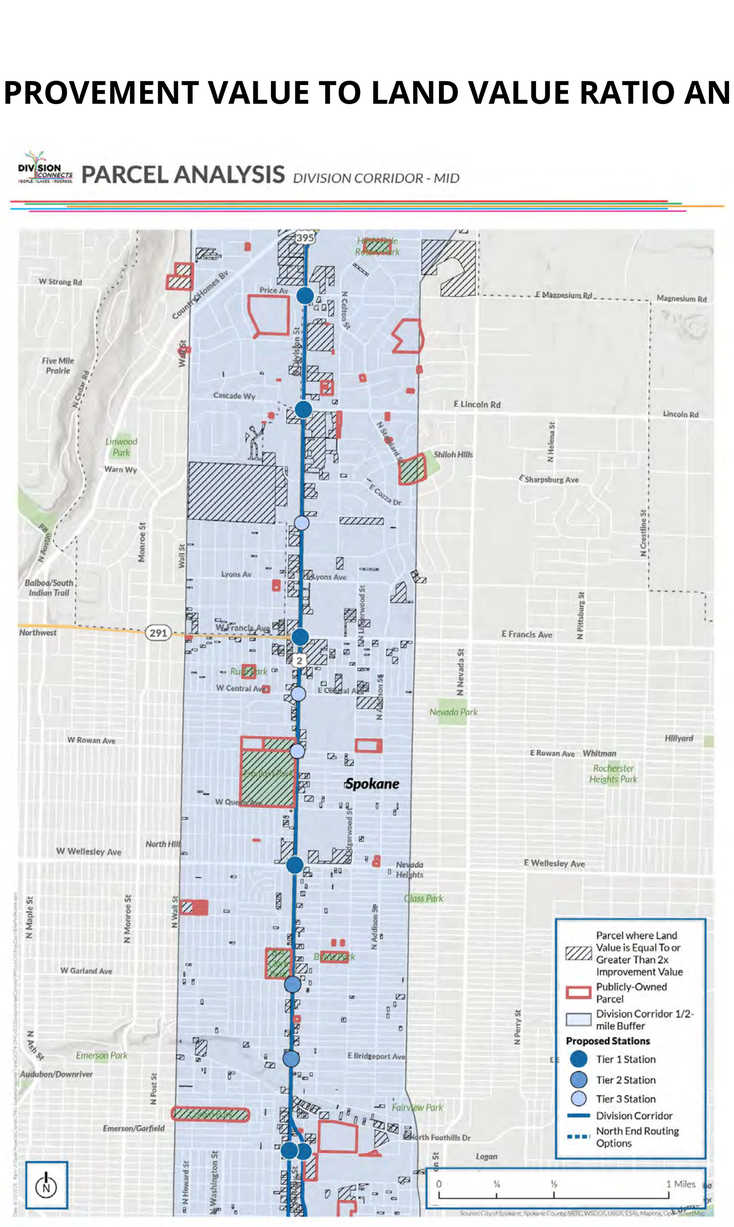
# PARCEL ANALYSIS - IMPROVEMENT VALUE TO LAND VALUE RATIO AND PUBLIC OWNERSHIP

## PARCEL ANALYSIS *DIVISION CORRIDOR - NORTH*



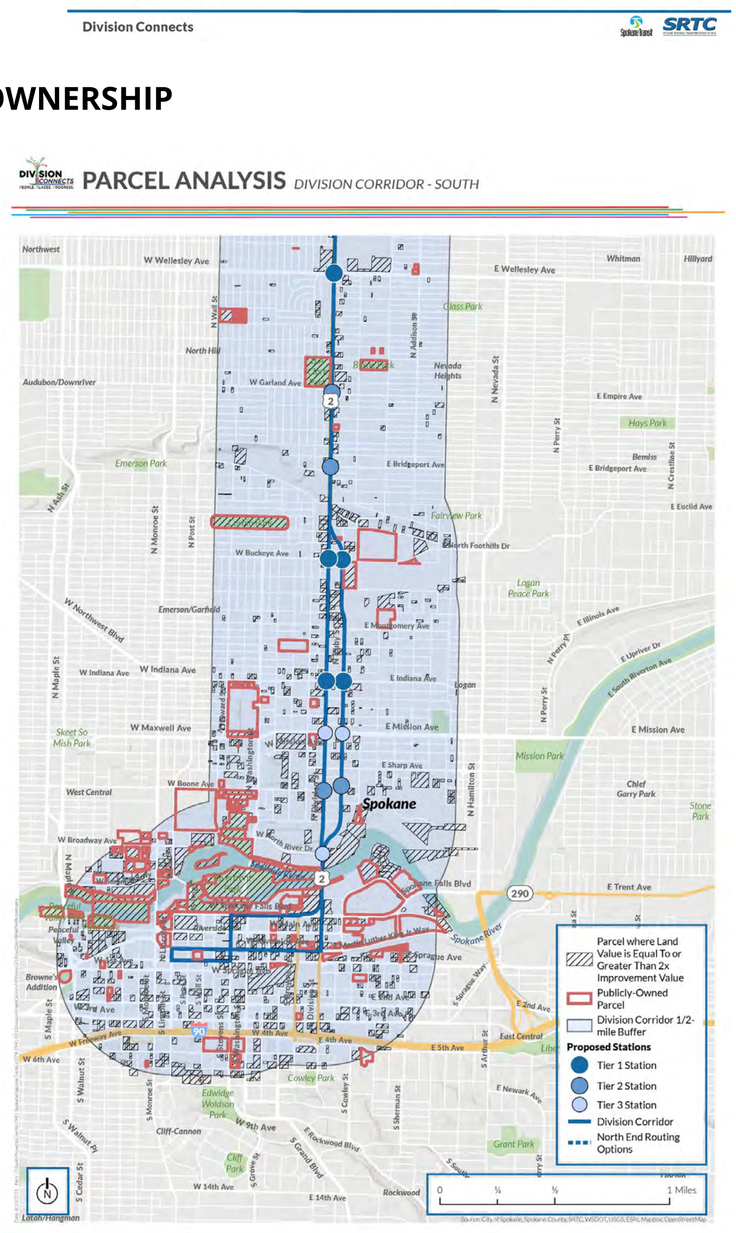

Division Connects

## PARCEL ANALYSIS *DIVISION CORRIDOR - MID*




Division Connects

## PARCEL ANALYSIS *DIVISION CORRIDOR - SOUTH*




Division Connects

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

# Appendix F

## *All Ages and Abilities Active Transportation Strategies*

Prepared for
**Spokane Regional Transportation Council**
**Spokane Transit Authority**

May 2022

Prepared by
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## All Ages and Abilities

The purpose of this document is to provide guidance to the City for future selection of bicycle and pedestrian facilities that ensures all infrastructure improvements are designed to accommodate users of all ages and abilities (AAA). Rather than a “one size fits all” treatment, AAA facilities prioritize safe, comfortable, and equitable transportation options for those walking, biking, or rolling to major destinations. Design recommendations should be based on individual roadway characteristics, such as speed and vehicle volume, and reduce stress for bicyclists and pedestrians as they navigate the roadway.

Creating all ages and abilities (AAA) facilities for active transportation users requires leveraging facility selection, operational strategies, and network prioritization to develop an active transportation network that can be safely and comfortably accessed by people of all ages and abilities. Facilities and strategies throughout the following sections are consistent with national best practices and guidance.

## Bicycle Facility Types

*Source: NACTO*

### *Low-Speed and Low-Volume Shared Streets*

Low-speed shared streets are roadways that place bicycle and vehicles in the same place at the same time. Peak-hour volume and off-peak speeds should be considered to determine that bicyclists can comfortably operate with minimal, if any, interactions with vehicles. Speeds along shared streets should be no greater than 10 mph and traffic calming measures, such as curb extensions, chicanes, or traffic circles, should be in place.

### *Bicycle Boulevards/ Neighborhood Greenways*

Bicycle boulevards and neighborhood greenways are shared streets designed to prioritize non-motorized travel. Design treatments include pavement markings, wayfinding, and traffic calming measures. Roadways with these facilities have very low traffic volumes and a speed limit of 20 mph. Pedestrian safety is prioritized at all major and minor intersections.

# ALL AGES AND ABILITIES TRANSPORTATION

*Source: NACTO*

## *Conventional Bicycle Lanes*

Conventional bicycle lanes reserve s space exclusive for bicycle travel adjacent to vehicular travel lanes. The facility is delineated by pavement markings and signs and does not have a buffer or physical barrier to separate bicyclists from the motor vehicle travel lane.

*Source: NACTO*

## *Buffered Bicycle Lanes*

Buffered bicycle lanes are those with a designated buffer space that provides greater distance between bicyclists and motor vehicles. Buffers are delineated by pavement markings and signs. Buffered bicycle lane provide space for bicyclists to pass one another without encroaching into the travel lane.

*Source:NACTO*

### *Separated Bicycle Lanes*

Separated bicycle lanes are buffered from the travel lane using flexible delineators, curbing, parking, or plantings. A combination of horizontal and vertical separation appeals to a wider range of users who may not feel comfortable riding in the roadway. Separated bicycle lanes can be one-way or two-way.

## Pedestrian Facility Types

*Source: NACTO*

### *Sidewalks*

Sidewalks are paved portions of streets between the curb and adjacent property line that are intended for use by pedestrians. Sidewalks provide people with places to walk or roll separately from motor vehicles.

# ALL AGES AND ABILITIES TRANSPORTATION

*Source: NACTO*

## *Sidewalk with Buffer*

Sidewalks that include a buffer zone between pedestrians and a motor vehicle travel lane provide a more comfortable and safer experience for pedestrians. Buffers can include street trees, a landing strip, curb extension, or street furniture.

*Source: NACTO*

## *Shared Use Paths*

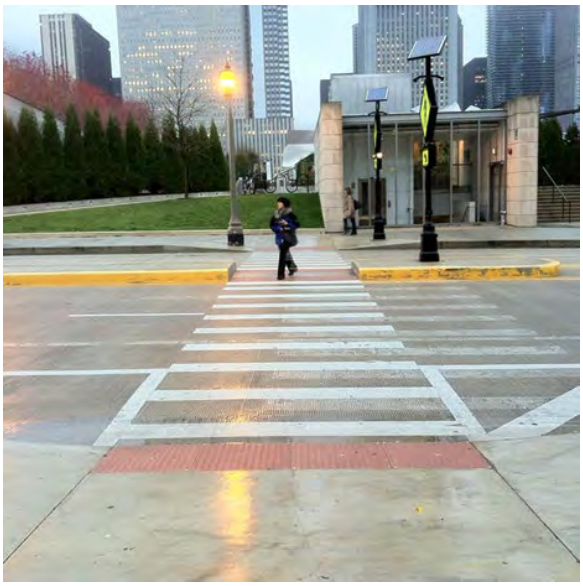
Shared use paths are used by pedestrians and bicyclists for recreational and transportation services. Typically separated from the roadway by a buffer, shared use paths are dedicated to active transportation users in two directions. Bicyclists should be separated from pedestrians where significant volumes of either mode is present.

# ALL AGES AND ABILITIES TRANSPORTATION

*Source: NACTO*

## *Marked Crosswalks*

Marked crosswalks are pavement delineations that indicate preferred locations for people walking or rolling to safely cross a roadway. Marked crosswalks can be at intersections or mid-block crossings.



*Source: NACTO*

## *Curb Ramps*

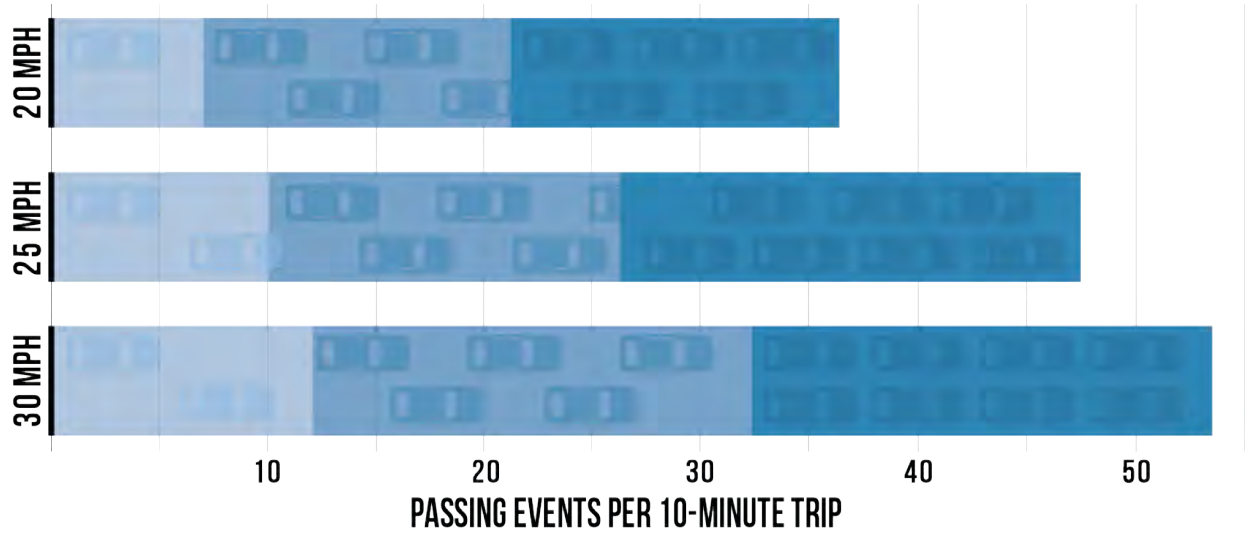
Curb ramps provide an accessible transition between the sidewalk and roadway for people walking and rolling. Curb ramps should be provided where there is a change in grade and oriented in the direction of travel for pedestrians.

## Operation

Operational strategies can improve conditions for people walking and rolling by reducing the level of traffic stress on a street for non-motorized users. Without necessarily changing the street's cross-section or the types of vehicles allowed, streets can be more predictable, efficient, and safe for bicyclists and pedestrians. Examples of operational strategies include:

- Vehicular speed reduction;
- Signalization and conflict management; and
- Curb management.

Reducing motor vehicle speeds to 20-25 mph is a core operational strategy for meeting All Ages and Abilities criteria. Operational changes are generally the easiest type of change to implement.




*Source: NACTO*

## Network

Network strategies can allow the street to be transformed into a comfortable environment for people walking and rolling without requiring dedicated space. Network strategies for vehicles include motor vehicle traffic diversion, changes in travel direction, disallowing specific types of curbside access, and making other changes to the role of a street in the motor vehicle network. Bicycle boulevards and shared streets often rely on network changes to create the low-speed, low-volume conditions required to meet All Ages and Abilities criteria.

*Source: NACTO*

## References

*Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities. National Association of City Transportation Officials, 2017.*

*Making Connections: Actions to Improve Walking, Bicycling, and Rolling in Tennessee. Tennessee Department of Transportation, 2021.*

*Urban Bikeway Design Guide. National Association of City Transportation Officials, 2014.*

*Urban Street Design Guide. National Association of City Transportation Officials, 2013.*

*Washington State Active Transportation Plan: 2020 and Beyond. Washington State Department of Transportation, 2021.*

# APPENDIX G

Initially Identified Active Transportation Projects

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | |
| 1 | E Bedivere Dr | To west | N Guinevere Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 19 | No | No | No | N/A | N/A |
| 2 | E Boone Ave | N Division St | N Pearl St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 3 | E Bridgeport Ave | N Division St | N Addison St | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 4 | E Brierwood Ln | to north | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 5 | E Central Ave | N Division St | N Addison St | 1 | 3 | 6 | 3 | N/A | 1 | 3 | 3 | 1 | 3 | 2 | 3 | 3 | 2 | 34 | Yes | No | No | 9 | 30% |
| 6 | E Chantel Dr | N Guinevere Dr | E Mead Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 20 | No | No | No | N/A | N/A |
| 7 | E Cleveland Ave | N Ruby St | N Mayfair St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 8 | E Elcliff Rd | N Astor Rd | New road/facility | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 18 | No | No | No | N/A | N/A |
| 9 | E Empire Ave | N Division St | N Addison St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 10 | E Everett Ave | N Division St | N Addison St | 3 | 2 | 9 | 3 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 3 | 34 | Yes | No | No | 7 | Concept |
| 11 | E Fairview Ave | E Euclid Ave | N Lidgerwood St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 12 | E Francis Ave | N Division St | N Addison St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 2 | 3 | 3 | 1 | 34 | Yes | No | No | 10 | 30% |
| 13 | E Hastings Rd | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 14 | E Hoffman Ave | N Mayfair St | N Addison St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 15 | E Holland Ave | N Division St | N Colton St | 1 | 3 | 9 | 3 | N/A | 1 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 33 | Yes | No | No | 19 | 30% |
| 16 | E Indiana Ave | N Division St | N Ruby St | 1 | 3 | 6 | 3 | N/A | 3 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 17 | E Jackson Ave | New road/facility | N Astor St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 18 | E Jay Ave | To west | N Colton St | 1 | 2 | 3 | 1 | N/A | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 19 | E Lincoln Rd | N Division St | N Standard St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 33 | Yes | No | No | 15 | 30% |
| 20 | E Longfellow Ave | N Division St | N Addison St | 1 | 2 | 9 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 3 | 33 | Yes | No | No | 4 | 30% |
| 21 | E Mead Dr | E Chantel Dr | N Perry St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 22 | E Mead St | N Perry St | N Pittsburg St | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 23 | E Metler Ln | N Nevada Ct | N Guinevere Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 24 | E Metler Ln | North Dakota Ln | E Brierwood Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 25 | E Mission Ave | N Division St | N Cincinnati St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 1 | 35 | Yes | No | No | 3 | Concept |
| 26 | E Montgomery Ave | N Division St | N Astor St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 27 | No | No | No | N/A | N/A |
| 27 | E North Foothills Dr | N Division St | N Cincinnati St | 1 | 3 | 9 | 1 | N/A | 3 | 3 | 3 | 1 | 3 | 2 | 2 | 2 | 1 | 34 | No | No | No | N/A | N/A |
| 28 | E Regina Ave | N Atlantic St | N Astor Rd | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 1 | 2 | 1 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 29 | E Rowan Ave | N Division St | N Addison St | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 38 | Yes | No | No | 8 | 30% |
| 30 | E Wedgewood Ave | N Colton St | N Lidgerwood St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 31 | E Weile Ave | N Division St | N Standard St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 37 | Yes | No | No | 13 | 30% |
| 32 | E Wellesley Ave | N Division St | N Mayfair St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 1 | 35 | Yes | No | No | 5 | 30% |
| 33 | N Astor Rd | E Regina Ave | E Elcliff Rd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 34 | N Astor St | E Jackson Ave | E Montgomery Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 22 | No | No | No | N/A | N/A |
| 35 | N Atlantic St | W Cora Ave | W Cataldo Ave | 1 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 1 | 3 | 2 | 2 | 32 | No | No | No | N/A | N/A |
| 36 | N Atlantic St | W Rhoades Ave | W Lyons Ave | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 37 | N Calispel St | W Cascade Way | W Heidi Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 38 | N Colfax Rd | E Hawthorne Rd | E Holland Ave | 1 | 3 | 6 | 3 | N/A | 3 | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 1 | 35 | Yes | No | No | 20 | Concept |
| 39 | N Colton St | E Holland Ave | E Magnesium Rd | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 1 | 2 | 3 | 1 | 34 | Yes | No | No | 17 | Concept |
| 40 | N Colton St | N Colton Pl | E Lincoln Rd | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 1 | 3 | 1 | 2 | 2 | 1 | 26 | No | No | No | N/A | N/A |
| 41 | N Colton St | N Wiscomb Dr | E Wedgewood Ave | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 2 | 28 | No | No | No | N/A | N/A |
| 42 | N Country Homes Blvd | N Division St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 43 | N Division St | E Hastings Rd | E Regina Ave | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 44 | N Guinevere Dr | E Chantel Dr | E Bedivere Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 45 | N Ivanhoe Rd | N Whitworth Dr | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 3 | 21 | No | No | No | N/A | N/A |
| 46 | N Lidgerwood St | E Montgomery Ave | E Boone Ave shared use path | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 33 | No | No | No | N/A | N/A |
| 47 | N Lidgerwood St | E Wedgewood Ave | E Hoffman Ave | 1 | 2 | 6 | 3 | N/A | 3 | 3 | 3 | 1 | 3 | 1 | 3 | 3 | 1 | 33 | Yes | No | No | 6 | 30% |
| 48 | N Mayfair St | E Fairview Ave | E North Foothills Dr | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 3 | 2 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 49 | N Mayfair St | E Wellesley Ave | E Euclid Ave | 1 | 2 | 9 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 50 | N Middleton Dr | N College Place Dr | E Hawthorne Rd | 1 | 3 | 3 | 1 | N/A | 3 | 3 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 51 | N Nevada Ct | to north | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 52 | N Normandie St | W Longfellow Ave | W Gray Ct | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 53 | N Normandie St | W Lyons Ave | W Dalke Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 3 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 54 | N Perry St | E Mead St | E Mead Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 55 | N Pittsburg St | E Garden Ave | E Mead St | 3 | 2 | 3 | 1 | N/A | 3 | 3 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 56 | N Post St | W Gordon Ave | W Cora Ave | 1 | 2 | 9 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 31 | No | No | No | N/A | N/A |
| 57 | N Ruby St | E Cleveland Ave | E North Foothills Dr | 1 | 3 | 9 | 1 | N/A | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 58 | N Standard St | E Hastings Rd | North Dakota Ln | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 59 | N Stevens St | W Brita Ave | W Greta Ave | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 23 | No | No | No | N/A | N/A |
| 60 | N Washington Dr | W Cascade Way | W Brita Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 20 | No | No | No | N/A | N/A |
| 61 | N Washington St | W Cataldo Ave | Havermale Island | 3 | 2 | 6 | 3 | N/A | 3 | 3 | 1 | 3 | 2 | 1 | 3 | 3 | 1 | 34 | No | No | No | N/A | N/A |
| 62 | N Washington St | W Sierra Way | W Cascade Way | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 18 | No | No | No | N/A | N/A |
| 63 | N Weipert Dr | N Country Homes Blvd | W Sierra Way | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 64 | N Whitehouse St | W Dalke Ave | W Longfellow Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 65 | N Whitehouse St | W Ivanhoe Rd | N Country Homes Blvd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 2 | 21 | No | No | No | N/A | N/A |
| 66 | N Whitworth Dr | E Regina Ave | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 67 | New road/facility | E Brierwood Ln | N Nevada Ct | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 20 | No | No | No | N/A | N/A |
| 68 | New road/facility | E Elcliff Rd | E Bedivere Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 19 | No | No | No | N/A | N/A |
| 69 | New road/facility | E Elcliff Rd | N College Place Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 70 | New road/facility | E Lincoln Rd | N Wiscomb Dr | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 27 | No | No | No | N/A | N/A |
| 71 | New road/facility | E North Foothills Dr | E Jackson Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 72 | New road/facility | N Calispel St | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 22 | Yes | No | No | 12 | 30% |
| 73 | New road/facility | N Newport Hwy | E Jay Ave | 1 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 74 | New road/facility | W Heidi Ln | W Rhoades Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 75 | North Dakota Ln | N Standard St | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 76 | W Boone Ave | N Howard St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 34 | Yes | No | No | 1 | Concept |
| 77 | W Brita Ave | N Stevens St | N Washington Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 20 | No | No | No | N/A | N/A |
| 78 | W Buckeye Ave | N Atlantic St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 79 | W Cascade Way | N Normandie St | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 28 | No | No | No | 15 | 30% |
| 80 | W Cataldo Ave | N Washington St | N Atlantic St | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | |
| 81 | W Central Ave | N Whitehouse St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 34 | Yes | No | No | 9 | 30% |
| 82 | W Cora Ave | N Post St | N Atlantic St | 1 | 2 | 9 | 3 | N/A | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 83 | W Dalke Ave | N Whitehouse St | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 84 | W Francis Ave | N Wall St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 2 | 1 | 3 | 2 | 2 | 3 | 1 | 32 | No | No | No | N/A | N/A |
| 85 | W Garland Ave | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 2 | 28 | No | No | No | N/A | N/A |
| 86 | W Gordon Ave | N Post St | N Normandie St | 1 | 2 | 3 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 87 | W Gray Ct | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 88 | W Greta Ave | N Wall St | N Stevens St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 18 | No | No | No | N/A | N/A |
| 89 | W Hastings Rd | N Mill Rd | N Normandie St | 1 | 2 | 9 | 1 | N/A | 2 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 90 | W Holland Ave | N Ivanhoe Rd | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 31 | No | Yes | No | 19 | 30% |
| 91 | W Indiana Ave | N Howard St | N Division St | 1 | 3 | 9 | 1 | N/A | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 92 | W Longfellow Ave | N Whitehouse St | N Division St | 1 | 2 | 9 | 1 | N/A | 1 | 3 | 3 | 1 | 2 | 1 | 2 | 1 | 3 | 30 | No | No | No | N/A | N/A |
| 93 | W Lyons Ave | N Normandie St | N Atlantic St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 94 | W Maxwell Ave | N Washington St | N Calispel St | 1 | 2 | 9 | 3 | N/A | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 95 | W Mission Ave | N Calispel St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 96 | W Montgomery Ave | N Howard St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 21 | No | No | No | N/A | N/A |
| 97 | W Nebraska Ave | N Whitehouse St | N Division St | 1 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 98 | W North River Dr | N Washington St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 1 | 3 | 2 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 99 | W Price Rd | W Weipert Dr | N Division St | 1 | 3 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 100 | W Regina Ave | N Mill Rd | N Atlantic St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 17 | No | No | No | N/A | N/A |
| 101 | W Rhoades Ave | N Normandie St | N Division St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 2 | 3 | 1 | 2 | 2 | 3 | 2 | 36 | Yes | No | No | 12 | 30% |
| 102 | W Rhoades Ave | N Wall St | N Calispel St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 24 | Yes | No | No | 12 | 30% |
| 103 | W Rowan Ave | N Monroe St | N Whitehouse St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 21 | No | No | No | N/A | N/A |
| 104 | W Sierra Way | N Washington St | N Weipert Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 18 | No | No | No | N/A | N/A |
| 105 | W Wellesley Ave | N Whitehouse St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 106 | N Nevada St | N Newport Hwy | E Magnesium Rd | 1 | 3 | 9 | 3 | N/A | 3 | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 1 | 36 | Yes | No | No | 18 | Concept |
| 107 | W Holland Ave | to west | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 108 | W Everett Ave | N Ash St | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 109 | New road/facility | W Glass Ave | W Cora Ave | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 110 | N Washington St | W Boone Ave | W Cataldo Ave | 1 | 2 | 6 | 3 | N/A | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 111 | New road/facility | E North River Dr | to south | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 112 | N Pearl St | E Boone Ave | to south | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 113 | New road/facility | N Pearl St | to south | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 114 | New road/facility | to west | N Newport Hwy | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 2 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 115 | N Calispel St | W Gordon Ave | W Glass Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 116 | E Sharp Ave | N Division St | N Pearl St | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 34 | Yes | No | No | 2 | 30% |
| 117 | W Sharp Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 1 | 3 | 30 | No | Yes | No | 2 | 30% |
| | N Atlantic St | W Sharp Ave | W Boone Ave | | | | | | | | | | | | | | | | N/A | Yes | No | 2 | 30% |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | | |
| 1 | E Bedivere Dr | To west | N Guinevere Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 18 | No | No | No | N/A | N/A |
| 2 | E Birch Rd | N Andrew St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 3 | 29 | No | No | No | N/A | N/A |
| 3 | E Brierwood Ln | To north | E Metler Ln | 1 | 1 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 4 | E Chantel Dr | N Guinevere Dr | E Mead Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 19 | No | No | No | N/A | N/A |
| 5 | E Elm Rd | N Andrew St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 30 | No | No | No | N/A | N/A |
| 6 | E Graves Rd | N Andrew St | N Newport Hwy | 1 | 3 | 6 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 7 | E Jay Ave | To west | N Colton St | 1 | 1 | 3 | 1 | N/A | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 8 | E Mead Dr | E Chantel Dr | N Perry St | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 9 | E Mead St | N Perry St | N Pittsburg St | 1 | 1 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 10 | E Metler Ln | N Nevada Ct | N Guinevere Dr | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 11 | E Metler Ln | North Dakota Ln | E Brierwood Ln | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 12 | E Regina Ave | N Division St | N Astor Rd | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 13 | E Westview Ave | N Division St | N Newport Hwy | 3 | 3 | 3 | 3 | N/A | 2 | 1 | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 14 | E Winchester Ave | E Bedivere Dr | N Newport Hwy | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 15 | N Andrew St | E Hawthorne Rd | E Nordin Ave | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 3 | 28 | No | No | No | N/A | N/A |
| 16 | N Astor Rd | E Regina Ave | E Elcliff Rd | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 17 | N Atlantic St | W Rhoades Ave | W Lyons Ave | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 18 | N Calispel St | W Cascade Way | W Heidi Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 19 | N Colfax Rd | E Graves Rd | E Holland Ave | 3 | 2 | 3 | 3 | N/A | 2 | 1 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 20 | N Colton St | E Greta Ave | E Cozza Dr | 3 | 1 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 21 | N Colton St | E Magnesium Rd | N Colton Pl | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 22 | N Colton St | N Colton Pl | N General Lee Way | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 23 | N Division St | E Farwell Rd | E Hastings Rd | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 24 | N Division St | E Wedgewood Ave | Lyons Ave | 3 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 34 | Yes | No | No | 11 | Concept |
| 25 | N Division St | N Country Homes Blvd | N Newport Hwy | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 38 | Yes | No | No | 16 | Concept |
| 26 | N Guinevere Dr | E Percival Ave | E Bedivere Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 27 | N Hooper Rd | N Humboldt Dr | E Hawthorne Rd | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 28 | N Ivanhoe Rd | N Whitworth Dr | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 29 | N Lidgerwood St | E Lyons Ave | E Dalke Ave | 3 | 2 | 3 | 3 | N/A | 3 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 30 | N Lidgerwood St | E Montgomery Ave | E Indiana Ave | 3 | 2 | 6 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 31 | N Mayfair Rd | E Donna Ct | E Hastings Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 32 | N Mayfair St | E Fairview Ave | E Cleveland Ave | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 33 | N Middleton Dr | N College Place Dr | E Chilton Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 34 | N Newport Hwy | E Eaton Ave | E Hawthorne Rd | 3 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 35 | N Newport Hwy | E Farwell Rd | N Nevada St | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 32 | No | No | No | N/A | N/A |
| 36 | N Normandie St | W Glass Ave | W Gray Ct | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 21 | No | No | No | N/A | N/A |
| 37 | N Normandie St | W Lyons Ave | W Dalke Ave | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 2 | 2 | 2 | 1 | 3 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 38 | N Normandie St | W Walton Ave | W Garland Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 25 | No | No | No | N/A | N/A |
| 39 | N Pittsburg St | E Farwell Rd | E Mead St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 40 | N Pittsburg St | E Garden Ave | E Center Rd | 3 | 1 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 41 | N Stevens St | W Brita Ave | W Greta Ave | 1 | 1 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 42 | N Washington Dr | W Sierra Way | W Brita Ave | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 43 | N Weipert Dr | N Country Homes Blvd | W Sierra Way | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 44 | N Whitehouse St | N Ivanhoe Rd | W Jay Ave | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 18 | No | No | No | N/A | N/A |
| 45 | N Whittier St | E Hawthorne Rd | E Nordin Ave | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 46 | N Whitworth Dr | E Regina Ave | W Hawthorne Rd | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 47 | W Brita Ave | N Stevens St | N Washington Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 17 | No | No | No | N/A | N/A |
| 48 | W Cascade Way | N Washington Dr | N Normandie St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 19 | No | No | No | N/A | N/A |
| 49 | W Cora Ave | N Normandie St | N Atlantic St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 21 | No | No | No | N/A | N/A |
| 50 | W Dalke Ave | N Whitehouse St | N Normandie St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 51 | W Gordon Ave | N Post St | N Howard St | 3 | 1 | 3 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 26 | No | No | No | N/A | N/A |
| 52 | W Graves Rd | N Wellen Ln | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 3 | 1 | 3 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 53 | W Gray Ct | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 1 | 1 | 3 | 2 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 54 | W Greta Ave | N Wall St | N Stevens St | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 55 | W Hoerner Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | 20 | No | No | No | N/A | N/A |
| 56 | W Holland Ave | N Ivanhoe Rd | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 57 | W Lacrosse Ave | N Atlantic St | N Division St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 26 | No | No | No | N/A | N/A |
| 58 | W Price Rd | N Weipert Dr | N Alcan St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | No | No | No | N/A | N/A |
| 59 | W Rhoades Ave | N Wall St | N Division St | 3 | 3 | 9 | 3 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 37 | Yes | No | No | 12 | 30% |
| 60 | W Rockwell Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 61 | W Rowan Ave | N Howard St | N Stevens St | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 62 | W Sierra Way | N Washington Dr | N Weipert Dr | 1 | 1 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 63 | W Wedgewood Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 64 | W Westview Ave | N Chance St | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 65 | E Rowan Ave | N Mayfair St | N Lidgerwood St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 3 | 2 | 3 | 30 | No | No | No | N/A | N/A |
| 66 | N Country Homes Blvd | N Division St | N Newport Hwy | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 67 | N Division St | Cataldo Ave | North River Dr | 3 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 1 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 68 | N Division St | E Humboldt Ave | Hawthorne Rd | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 2 | 1 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 69 | N Division St | E Regina Ave | E Humboldt Ave | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 2 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 70 | N Division St | N Newport Hwy | W Cozza Dr | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 1 | 2 | 3 | 3 | 38 | Yes | No | No | 14/16 | Concept |
| 71 | N Division St | W Cleveland Ave | W Buckeye Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 72 | N Division St | W Hoerner Ave | N Country Homes Blvd | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 3 | 3 | 33 | Yes | No | No | 16 | Concept |
| 73 | N Division St | W Houston Ave | E Francis Ave | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 74 | N Division St | W Lyons Ave | W Houston Ave | 3 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 34 | Yes | No | No | 11 | Concept |
| 75 | N Division St | W Rhoades Ave | W Wedgewood Ave | 3 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 3 | 37 | Yes | No | No | 12 | 30% |
| 76 | N Nevada St | N Newport Hwy | E Transmission Rd | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 77 | N Newport Hwy | E Birch Rd | E Westview Ave | 3 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 3 | 31 | No | No | No | N/A | N/A |
| 78 | N Newport Hwy | E Holland Ave | E Hoerner St | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 32 | No | No | No | N/A | N/A |

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | | |
| 79 | N Newport Hwy | N Country Homes Blvd | N Division St | 3 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 80 | N Newport Hwy | N Nevada St | E Eaton Ave | 3 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 81 | N Ruby St | E Cataldo Ave | North River Dr | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 3 | 30 | No | No | No | N/A | N/A |
| 82 | E North River Dr | N Division St | to east | 1 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 27 | No | No | No | N/A | N/A |
| 83 | N Pearl St | E Boone Ave | E Desmet Ave | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 29 | No | No | No | N/A | N/A |
| 84 | N Nevada St | E Transmission Rd | E Hawthorne Rd | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 2 | 1 | 3 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 85 | W Holland Ave | N Wall St | N Ivanhoe Rd | 1 | 1 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 86 | W Everett Ave | N Wall St | N Whitehouse St | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

| Screening ID | Street 1 | Street 2 | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 8A | | | | | | |
| 1 | E Cozza Dr | N Colton St | 3 | 2 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 2 | E Empire Ave | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 3 | E Francis Ave | N Lidgerwood St | 3 | 2 | 3 | 3 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 3 | 33 | Yes | No | No | 23 | 30% |
| 4 | E Hastings Rd | N Mayfair Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 32 | No | No | No | N/A | N/A |
| 5 | E Hastings Rd | N Standard Dr | 3 | 2 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 6 | E Hawthorne Rd | N Colfax Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 36 | Yes | No | Yes | N/A | N/A |
| 7 | E Hawthorne Rd | N Middleton Dr | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 34 | Yes | No | Yes | N/A | N/A |
| 8 | E Holland Ave | N Colfax Rd | 1 | 2 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 3 | 1 | 3 | 29 | No | No | No | N/A | N/A |
| 9 | E Holland Ave | N Colton St | 3 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 37 | Yes | No | No | 28 | Concept |
| 10 | E Indiana Ave | N Lidgerwood St | 3 | 2 | 6 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 28 | No | No | No | N/A | N/A |
| 11 | E Lincoln Rd | N Colton St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 12 | E Magnesium Rd | N Colton St | 3 | 2 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 29 | No | No | No | N/A | N/A |
| 13 | E Mission Ave | N Astor St | 3 | 2 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 28 | No | No | No | N/A | N/A |
| 14 | E Mission Ave | N Cincinnati St | 3 | 2 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 3 | 3 | 28 | No | No | No | N/A | N/A |
| 15 | E Mission Ave | N Lidgerwood St | 3 | 2 | 9 | 3 | N/A | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 3 | 36 | Yes | No | No | 22 | Concept |
| 16 | E Mission Ave | N Standard St | 3 | 2 | 9 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 17 | E Montgomery Ave | N Astor St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 18 | E Montgomery Ave | N Lidgerwood St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 19 | E North Foothills Blvd | N Cincinnati St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 23 | No | No | No | N/A | N/A |
| 20 | E North Foothills Blvd | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 21 | E Sharp Ave | N Lidgerwood St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 3 | 30 | No | No | No | N/A | N/A |
| 22 | E Wellesley Ave | N Mayfair St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 23 | Hastings Rd | N Normandie St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 24 | No | No | No | N/A | N/A |
| 24 | N Addison St | E Everett Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 25 | N Addison St | E Hoffman Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 26 | N Addison St | E Longfellow Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 27 | N Colton St | E Jay Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 28 | N Country Homes Blvd | N Weipert Dr/W Tieton Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 29 | N Country Homes Blvd | N Whitehouse St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 3 | 2 | 25 | No | No | No | N/A | N/A |
| 30 | N Division St | Boone Ave | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 3 | 34 | Yes | No | No | 21 | 30% |
| 31 | N Division St | E Regina Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 32 | N Division St | E Walton Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 33 | N Division St | Fred Meyer SC | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 34 | N Division St | Glass Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 35 | N Division St | Graves Rd | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 33 | Yes | No | No | 30 | Concept |
| 36 | N Division St | Heritage Village SC | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 37 | N Division St | Holland Ave | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 1 | 34 | Yes | No | No | 27 | 30% |
| 38 | N Division St | Westview Ave | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 39 | N Howard St | W Montgomery Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 23 | No | No | No | N/A | N/A |
| 40 | N Mill Rd | W Regina Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 41 | N Monroe St | W Rowan Ave | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 42 | N Newport Hwy | E Hoerner Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 28 | No | Yes | No | 26 | 30% |
| 43 | N Newport Hwy | E Westview Ave | 3 | 3 | 6 | 3 | N/A | 2 | 1 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 36 | Yes | No | No | 29 | Concept |
| 44 | N Newport Hwy | E Winchester Ave | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 2 | 1 | 25 | No | No | No | N/A | N/A |
| 45 | N Newport Hwy | N Access Rd | 1 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 46 | N Newport Hwy | N Country Homes Blvd | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 35 | Yes | No | No | 25 | Concept |
| 47 | N Post St | W Cora Ave | 3 | 2 | 9 | 3 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 33 | Yes | No | Yes | N/A | N/A |
| 48 | N Post St | W Gordon Ave | 1 | 2 | 3 | 3 | N/A | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 24 | No | No | No | N/A | N/A |
| 49 | N Standard St | E Weile Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 25 | No | No | No | N/A | N/A |
| 50 | N Wall St | W Greta Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 51 | N Wall St | W Rhoades Ave/W Weile Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 26 | No | No | No | N/A | N/A |
| 52 | N Wall St | W Rowan Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 23 | No | No | No | N/A | N/A |
| 53 | N Washington St | W Montgomery Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 54 | N Whitworth Dr | E Regina Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 55 | N Whitworth Dr | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 22 | No | No | No | N/A | N/A |
| 56 | W Boone Ave | N Atlantic St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 30 | No | No | No | N/A | N/A |
| 57 | W Buckeye Ave | N Atlantic St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 25 | No | No | No | N/A | N/A |
| 58 | W Cascade Way | N Calispel St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 2 | 22 | No | No | No | N/A | N/A |
| 59 | W Cascade Way | N Washington Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 18 | No | No | No | N/A | N/A |
| 60 | W Cascade Way | N Washington St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 19 | No | No | No | N/A | N/A |
| 61 | W Francis Ave | N Normandie St | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 62 | W Francis Ave | N Whitehouse St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 63 | W Garland Ave | N Normandie St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 25 | No | No | No | N/A | N/A |
| 64 | W Hastings Rd | N Washington St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 22 | No | No | No | N/A | N/A |
| 65 | W Hastings Rd | W Bellwood Dr | 3 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 66 | W Hawthorne Rd | N College Rd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 21 | No | No | No | N/A | N/A |
| 67 | W Hawthorne Rd | N Ivanhoe Rd | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 24 | No | No | No | N/A | N/A |
| 68 | W Hawthorne Rd | N Wellen Ln | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 2 | 2 | 22 | No | No | No | N/A | N/A |
| 69 | W Hawthorne Rd | Whitworth University E | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | 19 | No | No | No | N/A | N/A |
| 70 | W Hawthorne Rd | Whitworth University W | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 20 | No | No | No | N/A | N/A |
| 71 | W Indiana Ave | N Atlantic St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 2 | 1 | 2 | 1 | 1 | 24 | No | No | No | N/A | N/A |
| 72 | W Lyons Ave | N Atlantic St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 73 | W Lyons Ave | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 74 | W Mission Ave | N Atlantic St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 3 | 28 | No | No | No | N/A | N/A |
| 75 | W Regina Ave | Brentwood ES | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 76 | W Sharp Ave | N Atlantic St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |

| Screening ID | Street 1 | Street 2 | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 8A | | | | | | |
| 77 | W Wellesley Ave | N Whitehouse St | 3 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 78 | N Wall St | W Holland Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 79 | N Wall St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 80 | N Monroe St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 81 | N Maple St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 82 | N Ash St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 83 | N Newport Hwy | E Holland Ave | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 84 | N Division St | E Magnesium Rd/Price Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 85 | W Holland Ave | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 86 | E Bridgeport Ave | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| | N Division St | Stonewall Ave | | | | | | | | | | | | | | | | N/A | Yes | No | 24 | Concept |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

# APPENDIX H

Active Transportation Projects Screening Results

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | |
| 1 | E Bedivere Dr | To west | N Guinevere Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 19 | No | No | No | N/A | N/A |
| 2 | E Boone Ave | N Division St | N Pearl St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 3 | E Bridgeport Ave | N Division St | N Addison St | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 4 | E Brierwood Ln | to north | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 5 | E Central Ave | N Division St | N Addison St | 1 | 3 | 6 | 3 | N/A | 1 | 3 | 3 | 1 | 3 | 2 | 3 | 3 | 2 | 34 | Yes | No | No | 9 | 30% |
| 6 | E Chantel Dr | N Guinevere Dr | E Mead Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 20 | No | No | No | N/A | N/A |
| 7 | E Cleveland Ave | N Ruby St | N Mayfair St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 8 | E Elcliff Rd | N Astor Rd | New road/facility | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 18 | No | No | No | N/A | N/A |
| 9 | E Empire Ave | N Division St | N Addison St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 10 | E Everett Ave | N Division St | N Addison St | 3 | 2 | 9 | 3 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 3 | 34 | Yes | No | No | 7 | Concept |
| 11 | E Fairview Ave | E Euclid Ave | N Lidgerwood St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 12 | E Francis Ave | N Division St | N Addison St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 2 | 3 | 3 | 1 | 34 | Yes | No | No | 10 | 30% |
| 13 | E Hastings Rd | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 14 | E Hoffman Ave | N Mayfair St | N Addison St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 15 | E Holland Ave | N Division St | N Colton St | 1 | 3 | 9 | 3 | N/A | 1 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 33 | Yes | No | No | 19 | 30% |
| 16 | E Indiana Ave | N Division St | N Ruby St | 1 | 3 | 6 | 3 | N/A | 3 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 17 | E Jackson Ave | New road/facility | N Astor St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 18 | E Jay Ave | To west | N Colton St | 1 | 2 | 3 | 1 | N/A | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 19 | E Lincoln Rd | N Division St | N Standard St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 33 | Yes | No | No | 15 | 30% |
| 20 | E Longfellow Ave | N Division St | N Addison St | 1 | 2 | 9 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 3 | 33 | Yes | No | No | 4 | 30% |
| 21 | E Mead Dr | E Chantel Dr | N Perry St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 22 | E Mead St | N Perry St | N Pittsburg St | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 23 | E Metler Ln | N Nevada Ct | N Guinevere Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 24 | E Metler Ln | North Dakota Ln | E Brierwood Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 25 | E Mission Ave | N Division St | N Cincinnati St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 1 | 35 | Yes | No | No | 3 | Concept |
| 26 | E Montgomery Ave | N Division St | N Astor St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 27 | No | No | No | N/A | N/A |
| 27 | E North Foothills Dr | N Division St | N Cincinnati St | 1 | 3 | 9 | 1 | N/A | 3 | 3 | 3 | 1 | 3 | 2 | 2 | 2 | 1 | 34 | No | No | No | N/A | N/A |
| 28 | E Regina Ave | N Atlantic St | N Astor Rd | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 1 | 2 | 1 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 29 | E Rowan Ave | N Division St | N Addison St | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 38 | Yes | No | No | 8 | 30% |
| 30 | E Wedgewood Ave | N Colton St | N Lidgerwood St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 31 | E Weile Ave | N Division St | N Standard St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 37 | Yes | No | No | 13 | 30% |
| 32 | E Wellesley Ave | N Division St | N Mayfair St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 1 | 35 | Yes | No | No | 5 | 30% |
| 33 | N Astor Rd | E Regina Ave | E Elcliff Rd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 34 | N Astor St | E Jackson Ave | E Montgomery Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 22 | No | No | No | N/A | N/A |
| 35 | N Atlantic St | W Cora Ave | W Cataldo Ave | 1 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 1 | 3 | 2 | 2 | 32 | No | No | No | N/A | N/A |
| 36 | N Atlantic St | W Rhoades Ave | W Lyons Ave | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 37 | N Calispel St | W Cascade Way | W Heidi Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 38 | N Colfax Rd | E Hawthorne Rd | E Holland Ave | 1 | 3 | 6 | 3 | N/A | 3 | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 1 | 35 | Yes | No | No | 20 | Concept |
| 39 | N Colton St | E Holland Ave | E Magnesium Rd | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 3 | 1 | 2 | 3 | 1 | 34 | Yes | No | No | 17 | Concept |
| 40 | N Colton St | N Colton Pl | E Lincoln Rd | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 1 | 3 | 1 | 2 | 2 | 1 | 26 | No | No | No | N/A | N/A |
| 41 | N Colton St | N Wiscomb Dr | E Wedgewood Ave | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 2 | 28 | No | No | No | N/A | N/A |
| 42 | N Country Homes Blvd | N Division St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 43 | N Division St | E Hastings Rd | E Regina Ave | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 44 | N Guinevere Dr | E Chantel Dr | E Bedivere Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 45 | N Ivanhoe Rd | N Whitworth Dr | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 3 | 21 | No | No | No | N/A | N/A |
| 46 | N Lidgerwood St | E Montgomery Ave | E Boone Ave shared use path | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 33 | No | No | No | N/A | N/A |
| 47 | N Lidgerwood St | E Wedgewood Ave | E Hoffman Ave | 1 | 2 | 6 | 3 | N/A | 3 | 3 | 3 | 1 | 3 | 1 | 3 | 3 | 1 | 33 | Yes | No | No | 6 | 30% |
| 48 | N Mayfair St | E Fairview Ave | E North Foothills Dr | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 3 | 2 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 49 | N Mayfair St | E Wellesley Ave | E Euclid Ave | 1 | 2 | 9 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 50 | N Middleton Dr | N College Place Dr | E Hawthorne Rd | 1 | 3 | 3 | 1 | N/A | 3 | 3 | 2 | 2 | 3 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 51 | N Nevada Ct | to north | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 52 | N Normandie St | W Longfellow Ave | W Gray Ct | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 53 | N Normandie St | W Lyons Ave | W Dalke Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 3 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 54 | N Perry St | E Mead St | E Mead Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 55 | N Pittsburg St | E Garden Ave | E Mead St | 3 | 2 | 3 | 1 | N/A | 3 | 3 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 56 | N Post St | W Gordon Ave | W Cora Ave | 1 | 2 | 9 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 31 | No | No | No | N/A | N/A |
| 57 | N Ruby St | E Cleveland Ave | E North Foothills Dr | 1 | 3 | 9 | 1 | N/A | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 58 | N Standard St | E Hastings Rd | North Dakota Ln | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 59 | N Stevens St | W Brita Ave | W Greta Ave | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 23 | No | No | No | N/A | N/A |
| 60 | N Washington Dr | W Cascade Way | W Brita Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 20 | No | No | No | N/A | N/A |
| 61 | N Washington St | W Cataldo Ave | Havermale Island | 3 | 2 | 6 | 3 | N/A | 3 | 3 | 1 | 3 | 2 | 1 | 3 | 3 | 1 | 34 | No | No | No | N/A | N/A |
| 62 | N Washington St | W Sierra Way | W Cascade Way | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 18 | No | No | No | N/A | N/A |
| 63 | N Weipert Dr | N Country Homes Blvd | W Sierra Way | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 64 | N Whitehouse St | W Dalke Ave | W Longfellow Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 65 | N Whitehouse St | W Ivanhoe Rd | N Country Homes Blvd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 2 | 21 | No | No | No | N/A | N/A |
| 66 | N Whitworth Dr | E Regina Ave | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 67 | New road/facility | E Brierwood Ln | N Nevada Ct | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1 | 20 | No | No | No | N/A | N/A |
| 68 | New road/facility | E Elcliff Rd | E Bedivere Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 19 | No | No | No | N/A | N/A |
| 69 | New road/facility | E Elcliff Rd | N College Place Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 70 | New road/facility | E Lincoln Rd | N Wiscomb Dr | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 27 | No | No | No | N/A | N/A |
| 71 | New road/facility | E North Foothills Dr | E Jackson Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 72 | New road/facility | N Calispel St | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 22 | Yes | No | No | 12 | 30% |
| 73 | New road/facility | N Newport Hwy | E Jay Ave | 1 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 74 | New road/facility | W Heidi Ln | W Rhoades Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 75 | North Dakota Ln | N Standard St | E Metler Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 76 | W Boone Ave | N Howard St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 34 | Yes | No | No | 1 | Concept |
| 77 | W Brita Ave | N Stevens St | N Washington Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 20 | No | No | No | N/A | N/A |
| 78 | W Buckeye Ave | N Atlantic St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 79 | W Cascade Way | N Normandie St | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 28 | No | No | No | 15 | 30% |
| 80 | W Cataldo Ave | N Washington St | N Atlantic St | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | |
| 81 | W Central Ave | N Whitehouse St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 34 | Yes | No | No | 9 | 30% |
| 82 | W Cora Ave | N Post St | N Atlantic St | 1 | 2 | 9 | 3 | N/A | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 83 | W Dalke Ave | N Whitehouse St | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 84 | W Francis Ave | N Wall St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 2 | 1 | 3 | 2 | 2 | 3 | 1 | 32 | No | No | No | N/A | N/A |
| 85 | W Garland Ave | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 2 | 28 | No | No | No | N/A | N/A |
| 86 | W Gordon Ave | N Post St | N Normandie St | 1 | 2 | 3 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 87 | W Gray Ct | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 88 | W Greta Ave | N Wall St | N Stevens St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 18 | No | No | No | N/A | N/A |
| 89 | W Hastings Rd | N Mill Rd | N Normandie St | 1 | 2 | 9 | 1 | N/A | 2 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 90 | W Holland Ave | N Ivanhoe Rd | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 31 | No | Yes | No | 19 | 30% |
| 91 | W Indiana Ave | N Howard St | N Division St | 1 | 3 | 9 | 1 | N/A | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 92 | W Longfellow Ave | N Whitehouse St | N Division St | 1 | 2 | 9 | 1 | N/A | 1 | 3 | 3 | 1 | 2 | 1 | 2 | 1 | 3 | 30 | No | No | No | N/A | N/A |
| 93 | W Lyons Ave | N Normandie St | N Atlantic St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 94 | W Maxwell Ave | N Washington St | N Calispel St | 1 | 2 | 9 | 3 | N/A | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 95 | W Mission Ave | N Calispel St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 96 | W Montgomery Ave | N Howard St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 21 | No | No | No | N/A | N/A |
| 97 | W Nebraska Ave | N Whitehouse St | N Division St | 1 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 98 | W North River Dr | N Washington St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 1 | 3 | 2 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 99 | W Price Rd | W Weipert Dr | N Division St | 1 | 3 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 100 | W Regina Ave | N Mill Rd | N Atlantic St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 17 | No | No | No | N/A | N/A |
| 101 | W Rhoades Ave | N Normandie St | N Division St | 1 | 3 | 9 | 3 | N/A | 2 | 3 | 2 | 3 | 1 | 2 | 2 | 3 | 2 | 36 | Yes | No | No | 12 | 30% |
| 102 | W Rhoades Ave | N Wall St | N Calispel St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 24 | Yes | No | No | 12 | 30% |
| 103 | W Rowan Ave | N Monroe St | N Whitehouse St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 21 | No | No | No | N/A | N/A |
| 104 | W Sierra Way | N Washington St | N Weipert Dr | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 18 | No | No | No | N/A | N/A |
| 105 | W Wellesley Ave | N Whitehouse St | N Division St | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | 1 | 29 | No | No | No | N/A | N/A |
| 106 | N Nevada St | N Newport Hwy | E Magnesium Rd | 1 | 3 | 9 | 3 | N/A | 3 | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 1 | 36 | Yes | No | No | 18 | Concept |
| 107 | W Holland Ave | to west | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 108 | W Everett Ave | N Ash St | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 109 | New road/facility | W Glass Ave | W Cora Ave | 1 | 2 | 3 | 1 | N/A | 3 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 110 | N Washington St | W Boone Ave | W Cataldo Ave | 1 | 2 | 6 | 3 | N/A | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 111 | New road/facility | E North River Dr | to south | 1 | 3 | 6 | 3 | N/A | 2 | 3 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 28 | No | No | No | N/A | N/A |
| 112 | N Pearl St | E Boone Ave | to south | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 113 | New road/facility | N Pearl St | to south | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 114 | New road/facility | to west | N Newport Hwy | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 2 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 115 | N Calispel St | W Gordon Ave | W Glass Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 116 | E Sharp Ave | N Division St | N Pearl St | 1 | 2 | 9 | 3 | N/A | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 34 | Yes | No | No | 2 | 30% |
| 117 | W Sharp Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 1 | 3 | 30 | No | Yes | No | 2 | 30% |
| | N Atlantic St | W Sharp Ave | W Boone Ave | | | | | | | | | | | | | | | | N/A | Yes | No | 2 | 30% |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | | |
| 1 | E Bedivere Dr | To west | N Guinevere Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 18 | No | No | No | N/A | N/A |
| 2 | E Birch Rd | N Andrew St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 3 | 29 | No | No | No | N/A | N/A |
| 3 | E Brierwood Ln | To north | E Metler Ln | 1 | 1 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 4 | E Chantel Dr | N Guinevere Dr | E Mead Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 19 | No | No | No | N/A | N/A |
| 5 | E Elm Rd | N Andrew St | N Newport Hwy | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 30 | No | No | No | N/A | N/A |
| 6 | E Graves Rd | N Andrew St | N Newport Hwy | 1 | 3 | 6 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 7 | E Jay Ave | To west | N Colton St | 1 | 1 | 3 | 1 | N/A | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 8 | E Mead Dr | E Chantel Dr | N Perry St | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 9 | E Mead St | N Perry St | N Pittsburg St | 1 | 1 | 3 | 1 | N/A | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 10 | E Metler Ln | N Nevada Ct | N Guinevere Dr | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 11 | E Metler Ln | North Dakota Ln | E Brierwood Ln | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 12 | E Regina Ave | N Division St | N Astor Rd | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 13 | E Westview Ave | N Division St | N Newport Hwy | 3 | 3 | 3 | 3 | N/A | 2 | 1 | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 14 | E Winchester Ave | E Bedivere Dr | N Newport Hwy | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 15 | N Andrew St | E Hawthorne Rd | E Nordin Ave | 1 | 3 | 3 | 3 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 3 | 28 | No | No | No | N/A | N/A |
| 16 | N Astor Rd | E Regina Ave | E Elcliff Rd | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 17 | N Atlantic St | W Rhoades Ave | W Lyons Ave | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 18 | N Calispel St | W Cascade Way | W Heidi Ln | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 19 | N Colfax Rd | E Graves Rd | E Holland Ave | 3 | 2 | 3 | 3 | N/A | 2 | 1 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 20 | N Colton St | E Greta Ave | E Cozza Dr | 3 | 1 | 3 | 1 | N/A | 2 | 3 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 21 | N Colton St | E Magnesium Rd | N Colton Pl | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 21 | No | No | No | N/A | N/A |
| 22 | N Colton St | N Colton Pl | N General Lee Way | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 23 | N Division St | E Farwell Rd | E Hastings Rd | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 24 | N Division St | E Wedgewood Ave | Lyons Ave | 3 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 34 | Yes | No | No | 11 | Concept |
| 25 | N Division St | N Country Homes Blvd | N Newport Hwy | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 38 | Yes | No | No | 16 | Concept |
| 26 | N Guinevere Dr | E Percival Ave | E Bedivere Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 27 | N Hooper Rd | N Humboldt Dr | E Hawthorne Rd | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 28 | N Ivanhoe Rd | N Whitworth Dr | N Whitehouse St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 29 | N Lidgerwood St | E Lyons Ave | E Dalke Ave | 3 | 2 | 3 | 3 | N/A | 3 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 30 | N Lidgerwood St | E Montgomery Ave | E Indiana Ave | 3 | 2 | 6 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 31 | N Mayfair Rd | E Donna Ct | E Hastings Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 32 | N Mayfair St | E Fairview Ave | E Cleveland Ave | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 33 | N Middleton Dr | N College Place Dr | E Chilton Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 34 | N Newport Hwy | E Eaton Ave | E Hawthorne Rd | 3 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 35 | N Newport Hwy | E Farwell Rd | N Nevada St | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 32 | No | No | No | N/A | N/A |
| 36 | N Normandie St | W Glass Ave | W Gray Ct | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 21 | No | No | No | N/A | N/A |
| 37 | N Normandie St | W Lyons Ave | W Dalke Ave | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 2 | 2 | 2 | 1 | 3 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 38 | N Normandie St | W Walton Ave | W Garland Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 25 | No | No | No | N/A | N/A |
| 39 | N Pittsburg St | E Farwell Rd | E Mead St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 40 | N Pittsburg St | E Garden Ave | E Center Rd | 3 | 1 | 3 | 1 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 41 | N Stevens St | W Brita Ave | W Greta Ave | 1 | 1 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 42 | N Washington Dr | W Sierra Way | W Brita Ave | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 43 | N Weipert Dr | N Country Homes Blvd | W Sierra Way | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 44 | N Whitehouse St | N Ivanhoe Rd | W Jay Ave | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 18 | No | No | No | N/A | N/A |
| 45 | N Whittier St | E Hawthorne Rd | E Nordin Ave | 1 | 3 | 3 | 1 | N/A | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 46 | N Whitworth Dr | E Regina Ave | W Hawthorne Rd | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 47 | W Brita Ave | N Stevens St | N Washington Dr | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 17 | No | No | No | N/A | N/A |
| 48 | W Cascade Way | N Washington Dr | N Normandie St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 19 | No | No | No | N/A | N/A |
| 49 | W Cora Ave | N Normandie St | N Atlantic St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 21 | No | No | No | N/A | N/A |
| 50 | W Dalke Ave | N Whitehouse St | N Normandie St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 22 | No | No | No | N/A | N/A |
| 51 | W Gordon Ave | N Post St | N Howard St | 3 | 1 | 3 | 3 | N/A | 1 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 26 | No | No | No | N/A | N/A |
| 52 | W Graves Rd | N Wellen Ln | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 3 | 1 | 3 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 53 | W Gray Ct | N Normandie St | N Division St | 1 | 3 | 6 | 1 | N/A | 2 | 1 | 1 | 3 | 2 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 54 | W Greta Ave | N Wall St | N Stevens St | 1 | 1 | 3 | 1 | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | No | No | No | N/A | N/A |
| 55 | W Hoerner Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | 20 | No | No | No | N/A | N/A |
| 56 | W Holland Ave | N Ivanhoe Rd | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 57 | W Lacrosse Ave | N Atlantic St | N Division St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 26 | No | No | No | N/A | N/A |
| 58 | W Price Rd | N Weipert Dr | N Alcan St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | No | No | No | N/A | N/A |
| 59 | W Rhoades Ave | N Wall St | N Division St | 3 | 3 | 9 | 3 | N/A | 2 | 3 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | 37 | Yes | No | No | 12 | 30% |
| 60 | W Rockwell Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 61 | W Rowan Ave | N Howard St | N Stevens St | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 62 | W Sierra Way | N Washington Dr | N Weipert Dr | 1 | 1 | 3 | 1 | N/A | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 16 | No | No | No | N/A | N/A |
| 63 | W Wedgewood Ave | N Atlantic St | N Division St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 64 | W Westview Ave | N Chance St | N Division St | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 1 | 3 | 1 | 2 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| 65 | E Rowan Ave | N Mayfair St | N Lidgerwood St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 3 | 2 | 3 | 30 | No | No | No | N/A | N/A |
| 66 | N Country Homes Blvd | N Division St | N Newport Hwy | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 67 | N Division St | Cataldo Ave | North River Dr | 3 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 1 | 3 | 3 | 32 | No | No | No | N/A | N/A |
| 68 | N Division St | E Humboldt Ave | Hawthorne Rd | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 2 | 1 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 69 | N Division St | E Regina Ave | E Humboldt Ave | 3 | 3 | 3 | 1 | N/A | 3 | 3 | 2 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 70 | N Division St | N Newport Hwy | W Cozza Dr | 3 | 3 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 1 | 2 | 3 | 3 | 38 | Yes | No | No | 14/16 | Concept |
| 71 | N Division St | W Cleveland Ave | W Buckeye Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 27 | No | No | No | N/A | N/A |
| 72 | N Division St | W Hoerner Ave | N Country Homes Blvd | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 3 | 3 | 33 | Yes | No | No | 16 | Concept |
| 73 | N Division St | W Houston Ave | E Francis Ave | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 74 | N Division St | W Lyons Ave | W Houston Ave | 3 | 2 | 6 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 34 | Yes | No | No | 11 | Concept |
| 75 | N Division St | W Rhoades Ave | W Wedgewood Ave | 3 | 3 | 9 | 3 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 3 | 37 | Yes | No | No | 12 | 30% |
| 76 | N Nevada St | N Newport Hwy | E Transmission Rd | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 25 | No | No | No | N/A | N/A |
| 77 | N Newport Hwy | E Birch Rd | E Westview Ave | 3 | 3 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 3 | 31 | No | No | No | N/A | N/A |
| 78 | N Newport Hwy | E Holland Ave | E Hoerner St | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 32 | No | No | No | N/A | N/A |

| Screening ID | Street | From | To | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 3A | | | | | | | |
| 79 | N Newport Hwy | N Country Homes Blvd | N Division St | 3 | 3 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 31 | No | No | No | N/A | N/A |
| 80 | N Newport Hwy | N Nevada St | E Eaton Ave | 3 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 81 | N Ruby St | E Cataldo Ave | North River Dr | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 3 | 30 | No | No | No | N/A | N/A |
| 82 | E North River Dr | N Division St | to east | 1 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 3 | 27 | No | No | No | N/A | N/A |
| 83 | N Pearl St | E Boone Ave | E Desmet Ave | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 29 | No | No | No | N/A | N/A |
| 84 | N Nevada St | E Transmission Rd | E Hawthorne Rd | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 2 | 1 | 3 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 85 | W Holland Ave | N Wall St | N Ivanhoe Rd | 1 | 1 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 86 | W Everett Ave | N Wall St | N Whitehouse St | 3 | 1 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

| Screening ID | Street 1 | Street 2 | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 8A | | | | | | |
| 1 | E Cozza Dr | N Colton St | 3 | 2 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 2 | E Empire Ave | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 3 | E Francis Ave | N Lidgerwood St | 3 | 2 | 3 | 3 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 3 | 33 | Yes | No | No | 23 | 30% |
| 4 | E Hastings Rd | N Mayfair Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 32 | No | No | No | N/A | N/A |
| 5 | E Hastings Rd | N Standard Dr | 3 | 2 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 6 | E Hawthorne Rd | N Colfax Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 36 | Yes | No | Yes | N/A | N/A |
| 7 | E Hawthorne Rd | N Middleton Dr | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 34 | Yes | No | Yes | N/A | N/A |
| 8 | E Holland Ave | N Colfax Rd | 1 | 2 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 3 | 1 | 3 | 29 | No | No | No | N/A | N/A |
| 9 | E Holland Ave | N Colton St | 3 | 2 | 9 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 1 | 3 | 37 | Yes | No | No | 28 | Concept |
| 10 | E Indiana Ave | N Lidgerwood St | 3 | 2 | 6 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 28 | No | No | No | N/A | N/A |
| 11 | E Lincoln Rd | N Colton St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 30 | No | No | No | N/A | N/A |
| 12 | E Magnesium Rd | N Colton St | 3 | 2 | 6 | 1 | N/A | 1 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 29 | No | No | No | N/A | N/A |
| 13 | E Mission Ave | N Astor St | 3 | 2 | 3 | 3 | N/A | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 28 | No | No | No | N/A | N/A |
| 14 | E Mission Ave | N Cincinnati St | 3 | 2 | 3 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 3 | 3 | 28 | No | No | No | N/A | N/A |
| 15 | E Mission Ave | N Lidgerwood St | 3 | 2 | 9 | 3 | N/A | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 3 | 3 | 36 | Yes | No | No | 22 | Concept |
| 16 | E Mission Ave | N Standard St | 3 | 2 | 9 | 3 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 17 | E Montgomery Ave | N Astor St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 18 | E Montgomery Ave | N Lidgerwood St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 19 | E North Foothills Blvd | N Cincinnati St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 23 | No | No | No | N/A | N/A |
| 20 | E North Foothills Blvd | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 21 | E Sharp Ave | N Lidgerwood St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 3 | 30 | No | No | No | N/A | N/A |
| 22 | E Wellesley Ave | N Mayfair St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 23 | Hastings Rd | N Normandie St | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 24 | No | No | No | N/A | N/A |
| 24 | N Addison St | E Everett Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 25 | N Addison St | E Hoffman Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 26 | N Addison St | E Longfellow Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 27 | N Colton St | E Jay Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 28 | N Country Homes Blvd | N Weipert Dr/W Tieton Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 29 | N Country Homes Blvd | N Whitehouse St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 3 | 2 | 25 | No | No | No | N/A | N/A |
| 30 | N Division St | Boone Ave | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 3 | 34 | Yes | No | No | 21 | 30% |
| 31 | N Division St | E Regina Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 32 | N Division St | E Walton Ave | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 33 | N Division St | Fred Meyer SC | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 1 | 2 | 1 | 3 | 1 | 27 | No | No | No | N/A | N/A |
| 34 | N Division St | Glass Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 35 | N Division St | Graves Rd | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 33 | Yes | No | No | 30 | Concept |
| 36 | N Division St | Heritage Village SC | 1 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 37 | N Division St | Holland Ave | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 1 | 34 | Yes | No | No | 27 | 30% |
| 38 | N Division St | Westview Ave | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 39 | N Howard St | W Montgomery Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 23 | No | No | No | N/A | N/A |
| 40 | N Mill Rd | W Regina Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 18 | No | No | No | N/A | N/A |
| 41 | N Monroe St | W Rowan Ave | 1 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 23 | No | No | No | N/A | N/A |
| 42 | N Newport Hwy | E Hoerner Ave | 3 | 3 | 3 | 1 | N/A | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 28 | No | Yes | No | 26 | 30% |
| 43 | N Newport Hwy | E Westview Ave | 3 | 3 | 6 | 3 | N/A | 2 | 1 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 36 | Yes | No | No | 29 | Concept |
| 44 | N Newport Hwy | E Winchester Ave | 1 | 3 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 2 | 2 | 2 | 1 | 25 | No | No | No | N/A | N/A |
| 45 | N Newport Hwy | N Access Rd | 1 | 3 | 3 | 1 | N/A | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 28 | No | No | No | N/A | N/A |
| 46 | N Newport Hwy | N Country Homes Blvd | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 35 | Yes | No | No | 25 | Concept |
| 47 | N Post St | W Cora Ave | 3 | 2 | 9 | 3 | N/A | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 33 | Yes | No | Yes | N/A | N/A |
| 48 | N Post St | W Gordon Ave | 1 | 2 | 3 | 3 | N/A | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 24 | No | No | No | N/A | N/A |
| 49 | N Standard St | E Weile Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 25 | No | No | No | N/A | N/A |
| 50 | N Wall St | W Greta Ave | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 51 | N Wall St | W Rhoades Ave/W Weile Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 2 | 26 | No | No | No | N/A | N/A |
| 52 | N Wall St | W Rowan Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 23 | No | No | No | N/A | N/A |
| 53 | N Washington St | W Montgomery Ave | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 22 | No | No | No | N/A | N/A |
| 54 | N Whitworth Dr | E Regina Ave | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | 22 | No | No | No | N/A | N/A |
| 55 | N Whitworth Dr | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 22 | No | No | No | N/A | N/A |
| 56 | W Boone Ave | N Atlantic St | 3 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 30 | No | No | No | N/A | N/A |
| 57 | W Buckeye Ave | N Atlantic St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 25 | No | No | No | N/A | N/A |
| 58 | W Cascade Way | N Calispel St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 2 | 3 | 2 | 22 | No | No | No | N/A | N/A |
| 59 | W Cascade Way | N Washington Dr | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 18 | No | No | No | N/A | N/A |
| 60 | W Cascade Way | N Washington St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 19 | No | No | No | N/A | N/A |
| 61 | W Francis Ave | N Normandie St | 3 | 2 | 3 | 1 | N/A | 1 | 3 | 3 | 3 | 2 | 1 | 3 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 62 | W Francis Ave | N Whitehouse St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 63 | W Garland Ave | N Normandie St | 3 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 25 | No | No | No | N/A | N/A |
| 64 | W Hastings Rd | N Washington St | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 22 | No | No | No | N/A | N/A |
| 65 | W Hastings Rd | W Bellwood Dr | 3 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 2 | 1 | 2 | 3 | 1 | 29 | No | No | No | N/A | N/A |
| 66 | W Hawthorne Rd | N College Rd | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 21 | No | No | No | N/A | N/A |
| 67 | W Hawthorne Rd | N Ivanhoe Rd | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 24 | No | No | No | N/A | N/A |
| 68 | W Hawthorne Rd | N Wellen Ln | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 2 | 2 | 22 | No | No | No | N/A | N/A |
| 69 | W Hawthorne Rd | Whitworth University E | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | 19 | No | No | No | N/A | N/A |
| 70 | W Hawthorne Rd | Whitworth University W | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 20 | No | No | No | N/A | N/A |
| 71 | W Indiana Ave | N Atlantic St | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 2 | 2 | 1 | 2 | 1 | 1 | 24 | No | No | No | N/A | N/A |
| 72 | W Lyons Ave | N Atlantic St | 1 | 2 | 6 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 26 | No | No | No | N/A | N/A |
| 73 | W Lyons Ave | N Normandie St | 1 | 2 | 3 | 1 | N/A | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 23 | No | No | No | N/A | N/A |
| 74 | W Mission Ave | N Atlantic St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 3 | 28 | No | No | No | N/A | N/A |
| 75 | W Regina Ave | Brentwood ES | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 76 | W Sharp Ave | N Atlantic St | 3 | 2 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 3 | 1 | 2 | 1 | 3 | 31 | No | No | No | N/A | N/A |

| Screening ID | Street 1 | Street 2 | Connectedness | | Safety and Security | | Sustainability | | | Barrier-Free Access | | Retain and Grow Ridership | | Advance Social Equity | Plan Compatibility | Funding Feasibility | Total Score | Included in Survey | Added Post Survey | Removed Post Survey | Design ID | Design Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B | 3A* | 3B | 3C | 4A | 4B | 5A | 5B | 6A | 7A | 8A | | | | | | |
| 77 | W Wellesley Ave | N Whitehouse St | 3 | 2 | 6 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 26 | No | No | No | N/A | N/A |
| 78 | N Wall St | W Holland Ave | 3 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 23 | No | No | No | N/A | N/A |
| 79 | N Wall St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 19 | No | No | No | N/A | N/A |
| 80 | N Monroe St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 20 | No | No | No | N/A | N/A |
| 81 | N Maple St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 82 | N Ash St | W Everett Ave | 1 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 83 | N Newport Hwy | E Holland Ave | 3 | 3 | 3 | 3 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 3 | 1 | 3 | 32 | No | No | No | N/A | N/A |
| 84 | N Division St | E Magnesium Rd/Price Rd | 3 | 3 | 6 | 1 | N/A | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 3 | 1 | 31 | No | No | No | N/A | N/A |
| 85 | W Holland Ave | N Ivanhoe Rd | 1 | 2 | 3 | 1 | N/A | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 21 | No | No | No | N/A | N/A |
| 86 | E Bridgeport Ave | N Mayfair St | 3 | 2 | 3 | 1 | N/A | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 24 | No | No | No | N/A | N/A |
| | N Division St | Stonewall Ave | | | | | | | | | | | | | | | | N/A | Yes | No | 24 | Concept |

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

# Appendix I: Active Transportation

*Project Recommendations*

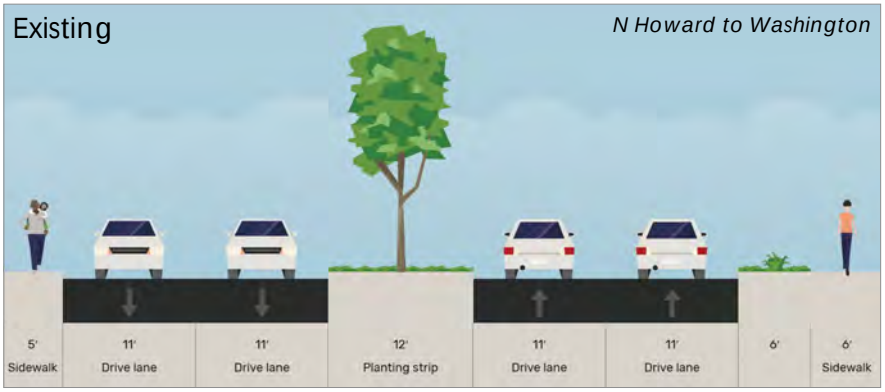
Prepared for
**Spokane Regional Transportation Council**
**Spokane Transit Authority**

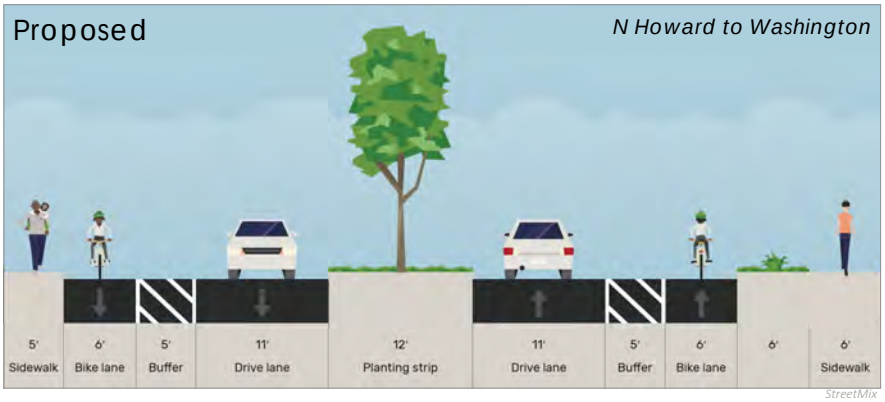
May 2022

Prepared by
**Parametrix**
835 North Post, Suite 201
Spokane, WA 99201
T. 509.328.3371 F. 1.855.542.6353
www.parametrix.com

# Project 1: W Boone Avenue

W Boone Avenue is an east-west minor arterial roadway that parallels the Spokane River, providing access to medium-density commercial uses, including the Spokane Veteran Memorial Arena. The low existing AADT of 8,100 is in line with guidance from the FHWA, the recommends a lane reduction to improve safety for all roadway users while having minimal impact on traffic. The existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction from N Howard Street and N Division Street. This project will provide an all ages and abilities connection from Division to the existing bike lanes along Howard that connect to downtown Spokane.




StreetMix

## EXISTING CONDITIONS

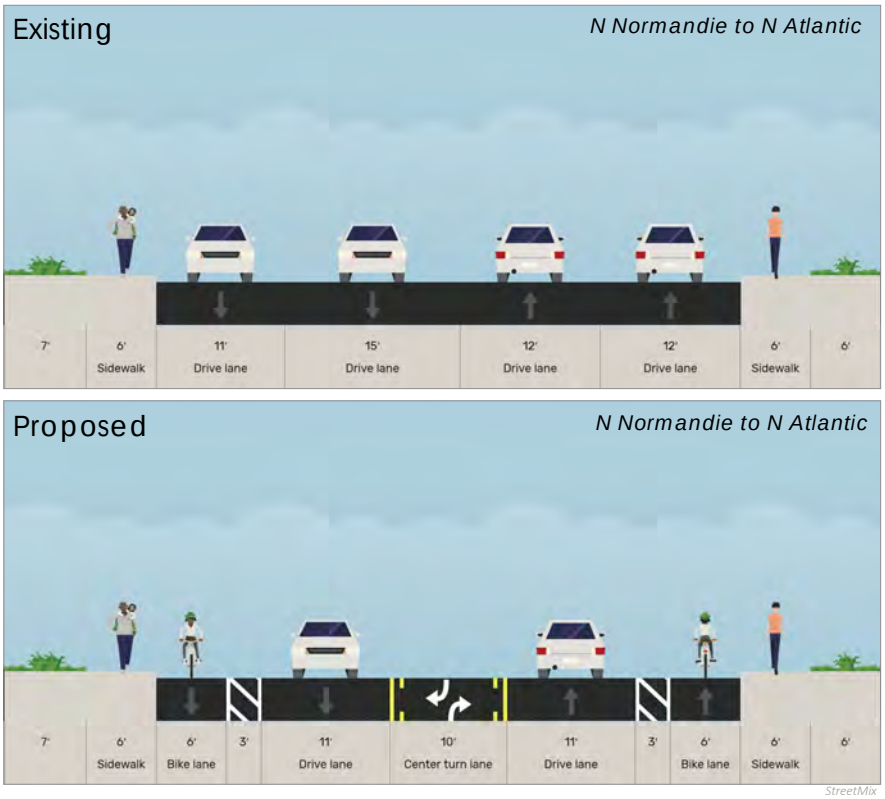
- Four-lane roadway with alternating landscaped medians and two-way center left turn lanes
- Existing sidewalks on both sides of the roadway
- AADT of 8,100 (2019) along segment
- Two crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Extent: Howard Street to Division Street (2,460')
- No change to the existing curb alignment
- Existing driveway access to remain
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

Conceptual Design

# RECOMMENDATIONS




## PROJECT COSTS

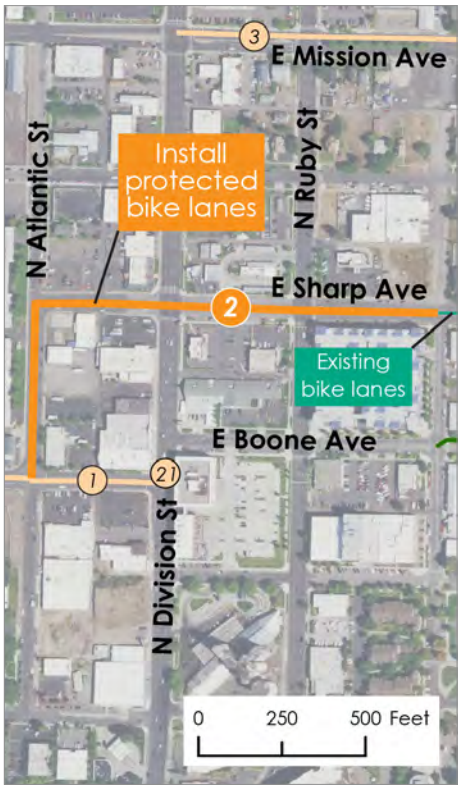
- Cost estimate = $865,540- $1,842,776
- Cost estimate assumptions are included in the summary table on page 93
- Improvements are recommended for implementation prior to construction for the Division Bus Rapid Transit (BRT)

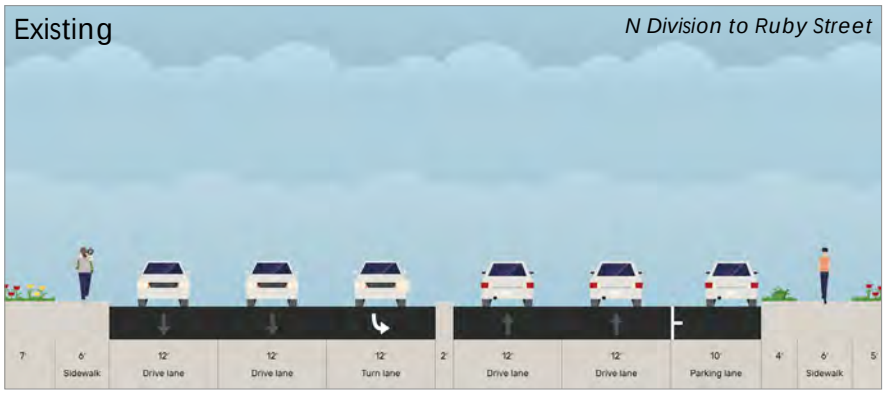
## NEXT STEPS

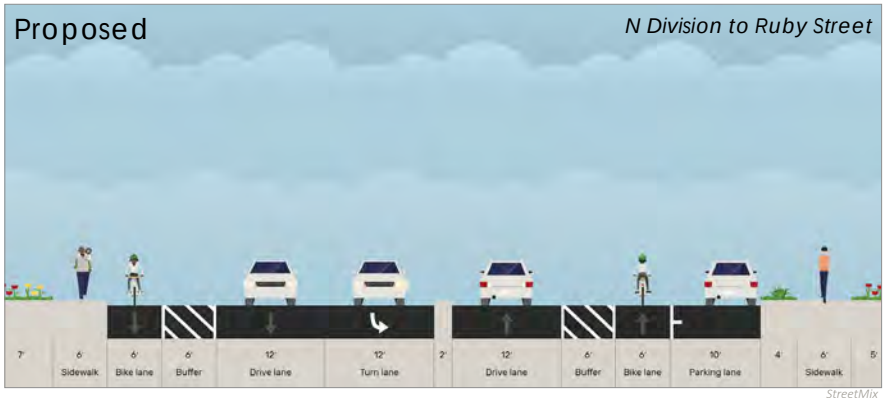
- Design coordination with adjacent projects (2,21)
- Community engagement
- Concept will require further analysis between Washington and Monroe based on proposed school sports stadium to assess future traffic impacts
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# Project 2: Sharp Avenue/N Atlantic Street

N Atlantic Street and Sharpe Avenue are minor arterial roadways that primarily serve low-density commercial areas west of Division, reaching multi-family apartments on the east side of Division. The existing low AADT of 6,400 may make this corridor an ideal candidate for a lane reduction per guidance from the FHWA. The existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction  from Boone  to Pearl Street.




StreetMix

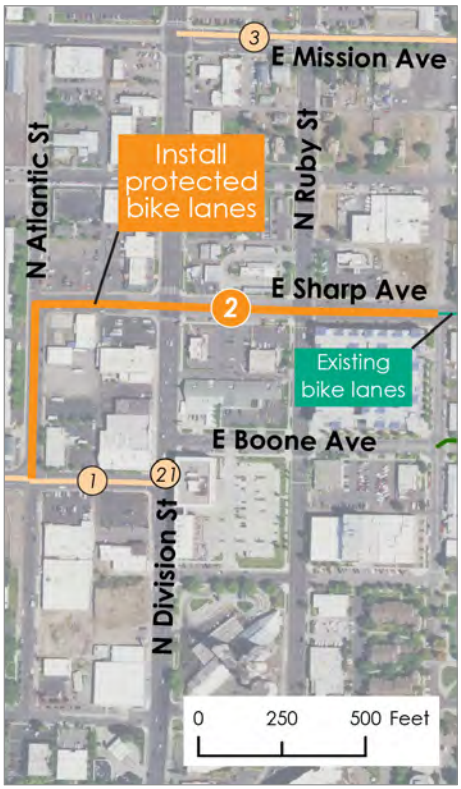
## EXISTING CONDITIONS

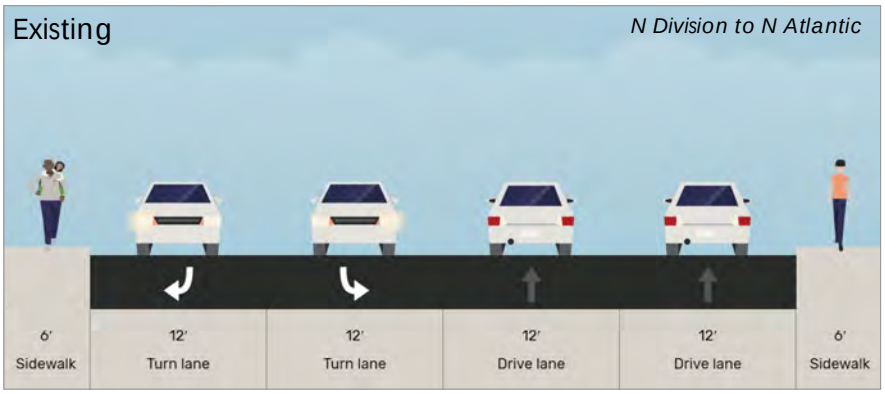
- Four-lane roadway divided by a concrete median
- Existing sidewalks on both sides of the highway
- AADT of 6,400 (2019) along the segment
- Five crashes involving a non-motorist within the past five years, including three pedestrian crashes and two bicyclist crashes. One pedestrian crash resulted in serious injuries
- Jurisdiction: City of Spokane

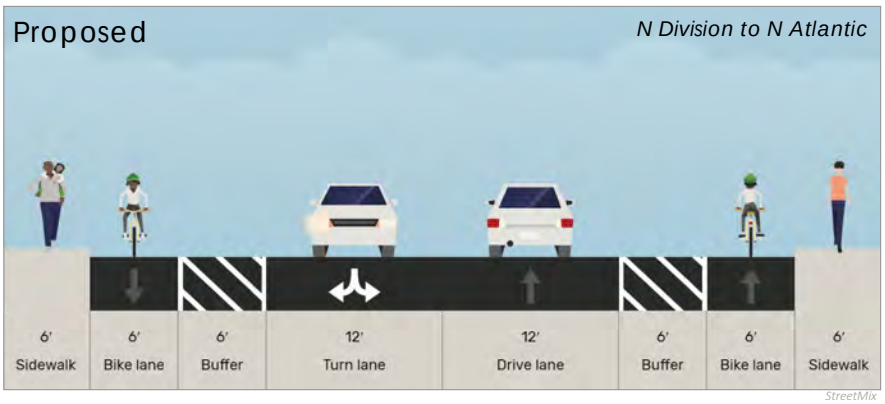
## PROJECT FEATURES

- Extent: Boone Avenue to Pearl Street (1,730')
- No change to existing curb alignment
- Removal of some on-street parking
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

# RECOMMENDATIONS



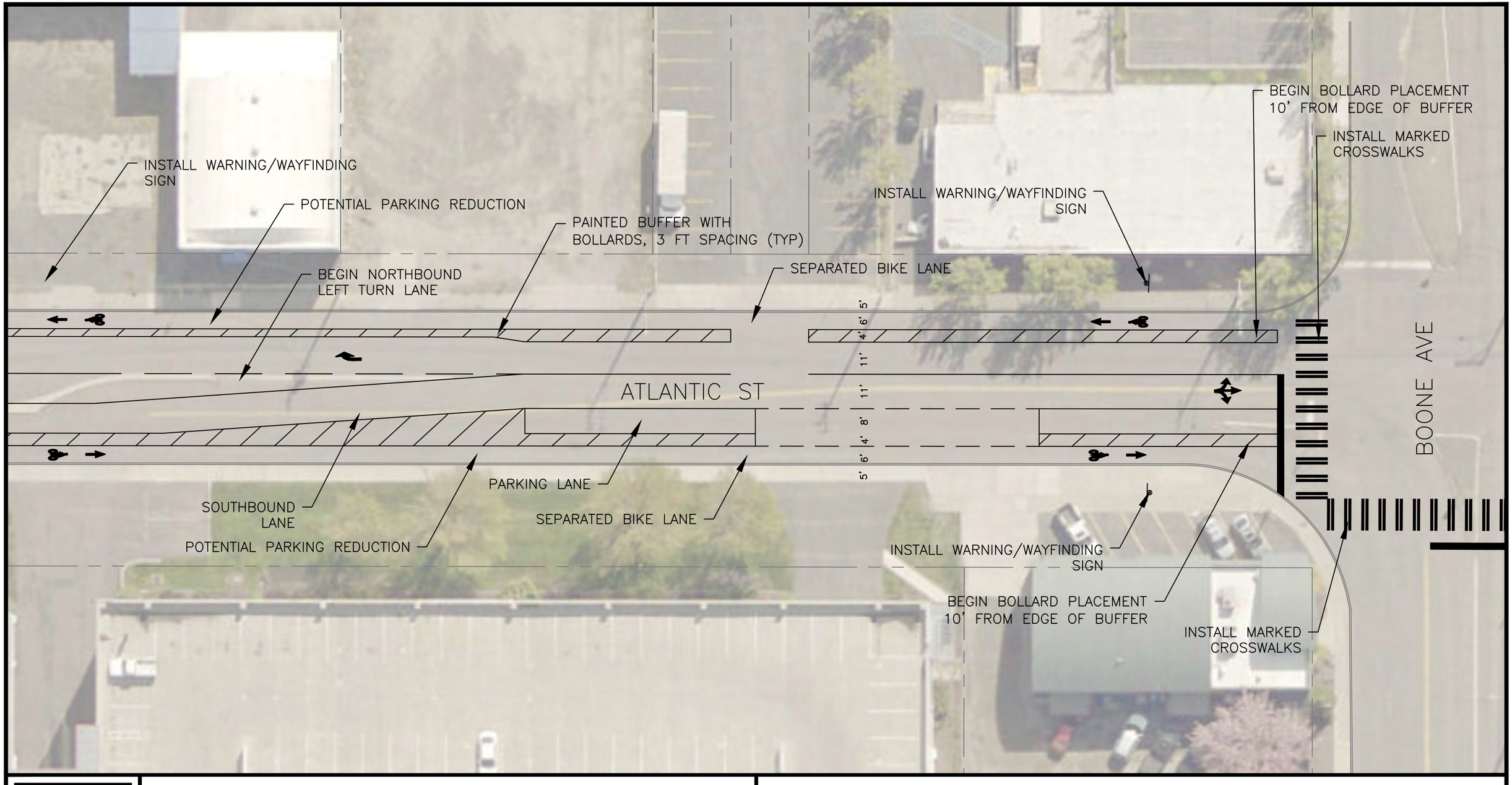

StreetMix

## PROJECT COSTS

- Cost estimate = $972,114- $1,336,114
- Cost estimate assumptions are included in the summary table on page 93
- Improvements are recommended for implementation prior to or in conjunction with construction for the Division BRT

## NEXT STEPS

- Design coordination with adjacent project (1)
- Community engagement
- Coordination with WSDOT for crossing of Division and Ruby
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Conduct a detailed traffic study and intersection/ turning movement analysis per FHWA guidance for lane reallocations




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

0 30

1 INCH = 30 FT.

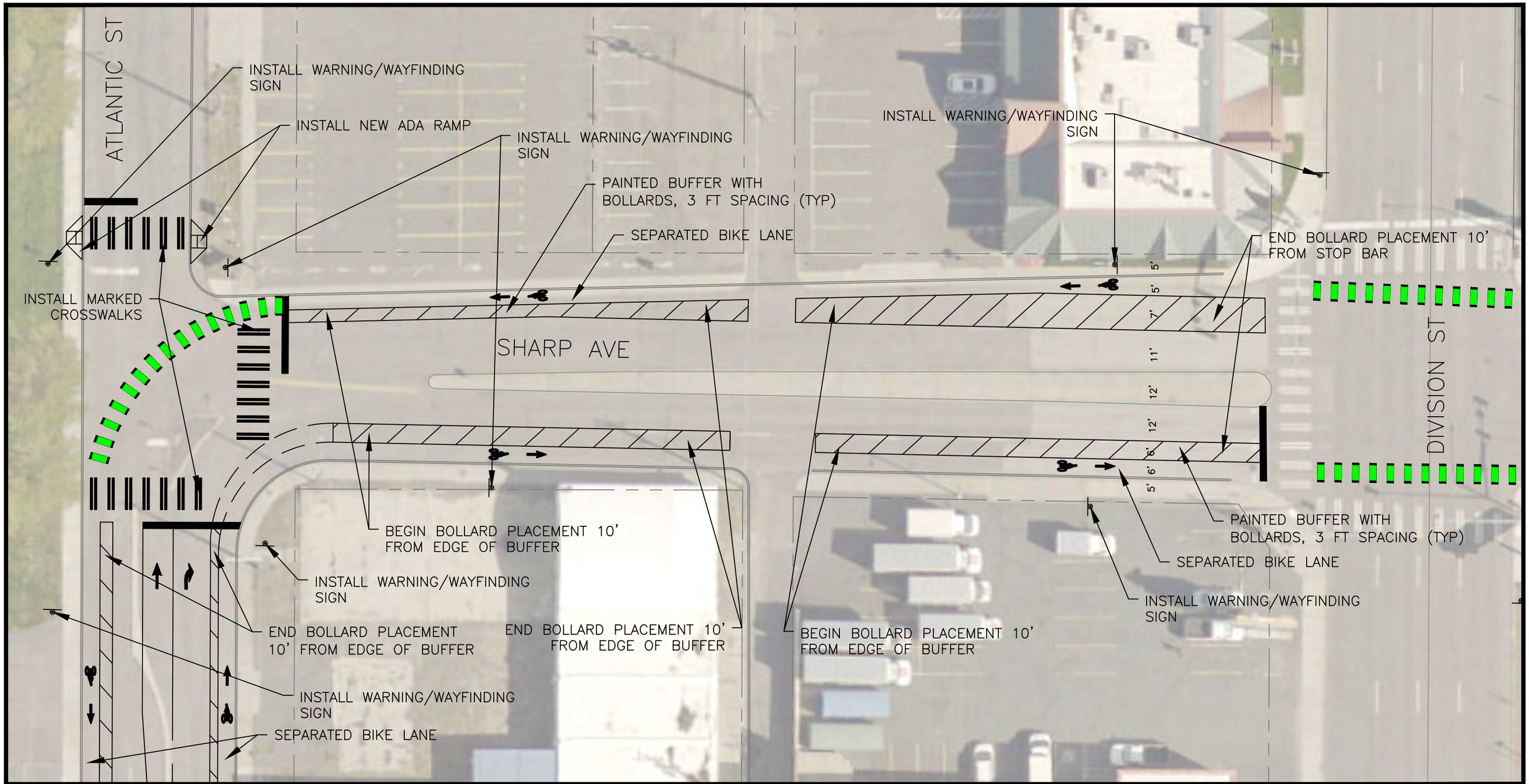
SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

# 2 SHARP AVE/ N ATLANTIC ST

## ATLANTIC ST TO PEARL ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 4




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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1 INCH = 30 FT.

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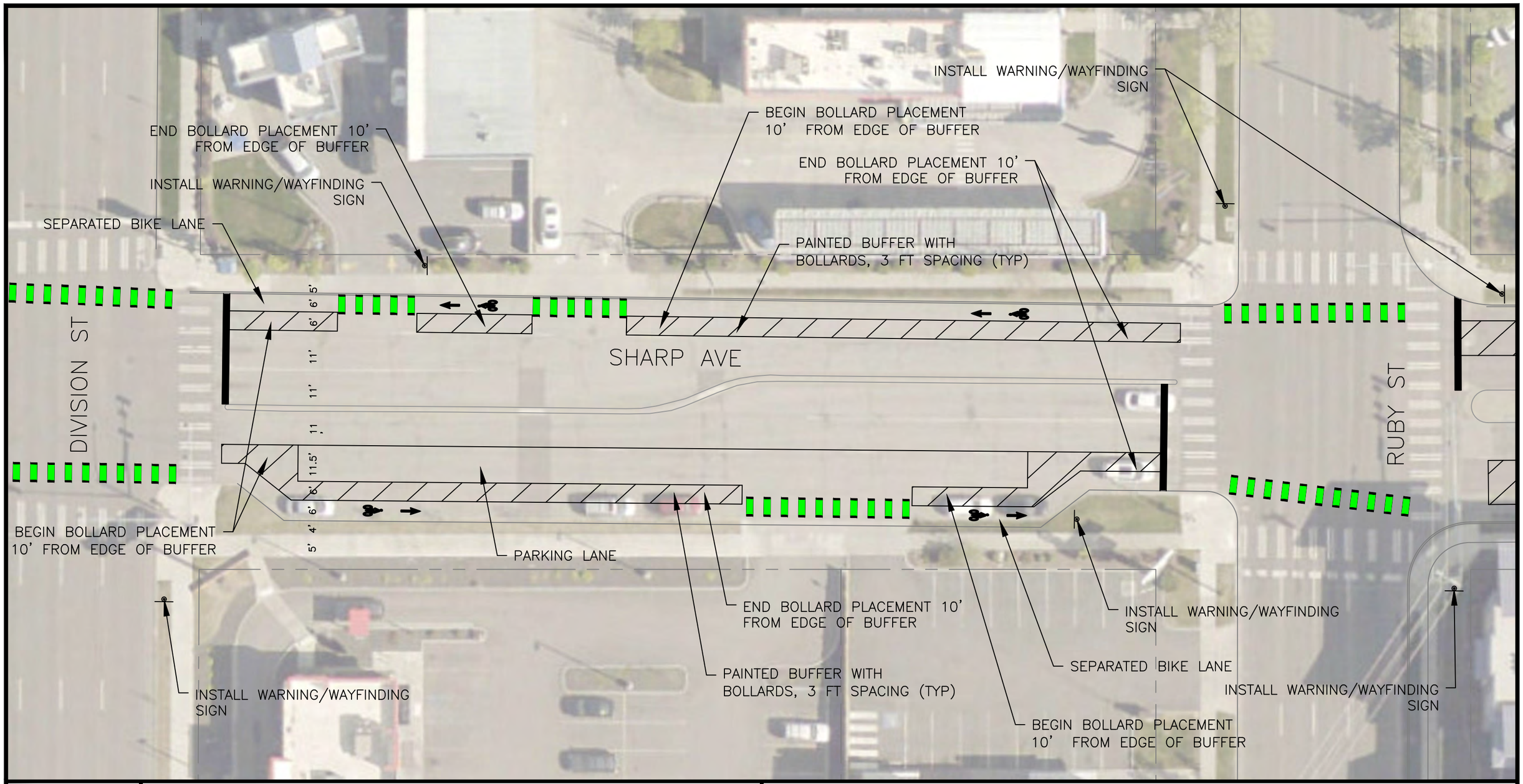
# 2 SHARP AVE/ N ATLANTIC ST

## ATLANTIC ST TO PEARL ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 4




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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1 INCH = 30 FT.

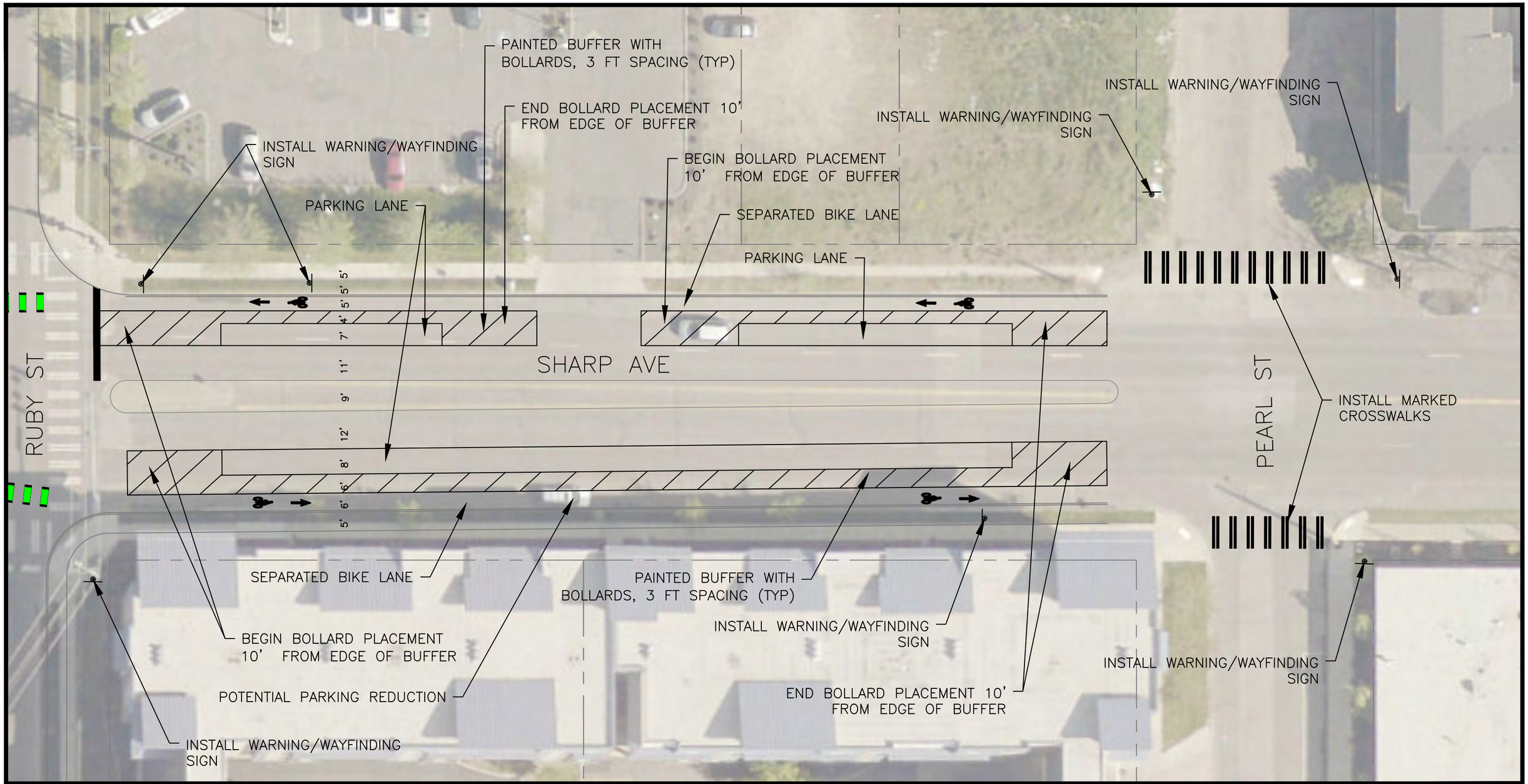
SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

# 2 SHARP AVE/ N ATLANTIC ST

## ATLANTIC ST TO PEARL ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 4




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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1 INCH = 30 FT.

SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

# 2 SHARP AVE/ N ATLANTIC ST

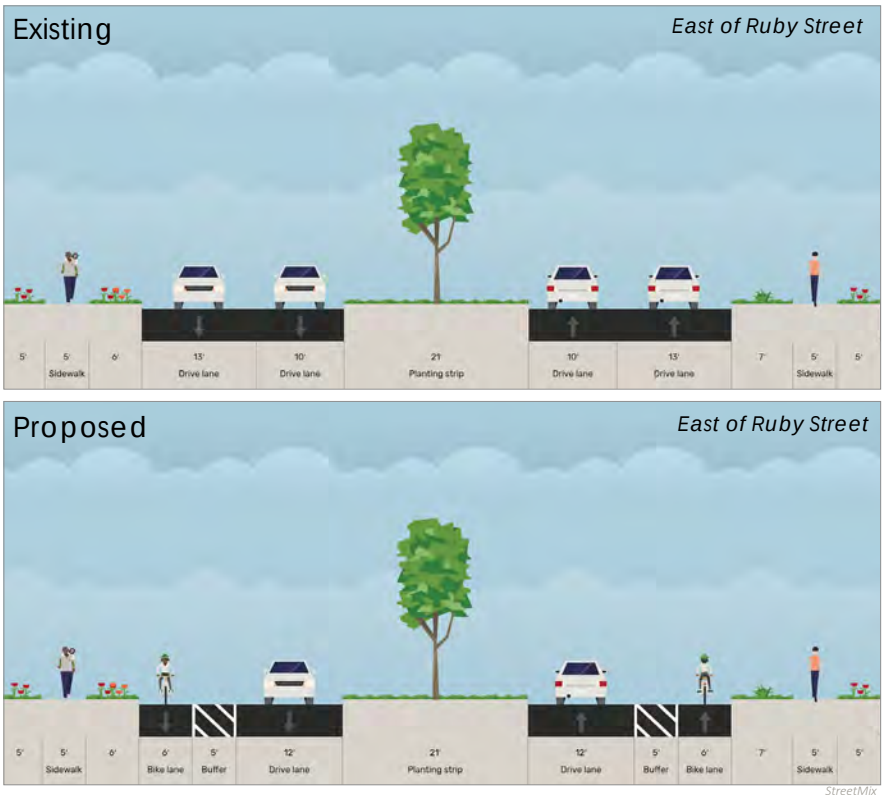
## ATLANTIC ST TO PEARL ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 4

# Project 3: E Mission Avenue

E Mission Avenue is an east-west principal arterial roadway that connects the Division corridor with residential areas to the east. The existing AADT of 17,900 may make this corridor a candidate for a lane reduction per guidance from the FHWA. Existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction. This project will provide an all ages and abilities connection between the proposed two-way separated bike lane along N Ruby Street and the existing neighborhood greenway along Cincinnati. This project will also connect the Division/Ruby BRT corridor with the City Line BRT along Mission and Cincinnati.




## EXISTING CONDITIONS

- Four lane roadway with landscaped median
- Existing sidewalks on either side of the roadway
- AADT of 17,900 along the segment (2019)
- Seven crashes involving a non-motorist within the past five years, including four pedestrian and three bicycle crashes
- Jurisdiction: City of Spokane

## PROJECT COSTS

- $1,649,492- $2,994,359
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

## PROJECT FEATURES

- Extent: Division Street to Cincinnati Street (3,230')
- No change to existing curb alignment
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

## NEXT STEPS

- Design coordination with adjacent projects (22) and City Line project at Mission/Cincinnati
- Community engagement
- Coordination with WSDOT for crossing of Division/Ruby
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Conduct a detailed traffic study and intersection/ turning movement analysis per FHWA guidance for lane reallocations

Conceptual Design

# Project 4: E Longfellow Avenue

E Longfellow Avenue is a local street that connects N Division Street with residential areas to the east. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and existing bike lanes along N Addison Street.

## EXISTING CONDITIONS

- Two-lane roadway (30' curb-to-curb) with on-street parking
- Existing 5' sidewalks with gaps along both sides
- AADT not available for this segment
- Four crashes that involved a non-motorist, including two pedestrian and two bicycle crashes. Three of these crashes resulted in serious injuries
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Extent: Division Street to Addison Street (1,960')
- No change to existing curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of a neighborhood greenway

## PROJECT COSTS

- Cost estimate = $247,056- $520,056
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

## NEXT STEPS

- Community engagement
- Coordination with WSDOT for crossing of Division
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

DIVISION ST

INSTALL WARNING/WAYFINDING SIGN

INSTALL NO PARKING SIGN AND STREET MARKING

INSTALL MARKED CROSSWALK

INSTALL PEDESTRIAN HYBRID BEACON

LONGFELLOW AVE

NEIGHBORHOOD GREENWAY

INSTALL WARNING/WAYFINDING SIGN

INSTALL WARNING/WAYFINDING SIGN

INSTALL MARKED CROSSWALK

POTENTIAL PARKING REDUCTION

INSTALL BICYCLE RAMP

LONGFELLOW AVE

INSTALL NEW ADA RAMP

INSTALL WARNING/WAYFINDING SIGN

INSTALL NEW ADA RAMP

CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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1 INCH = 30 FT.

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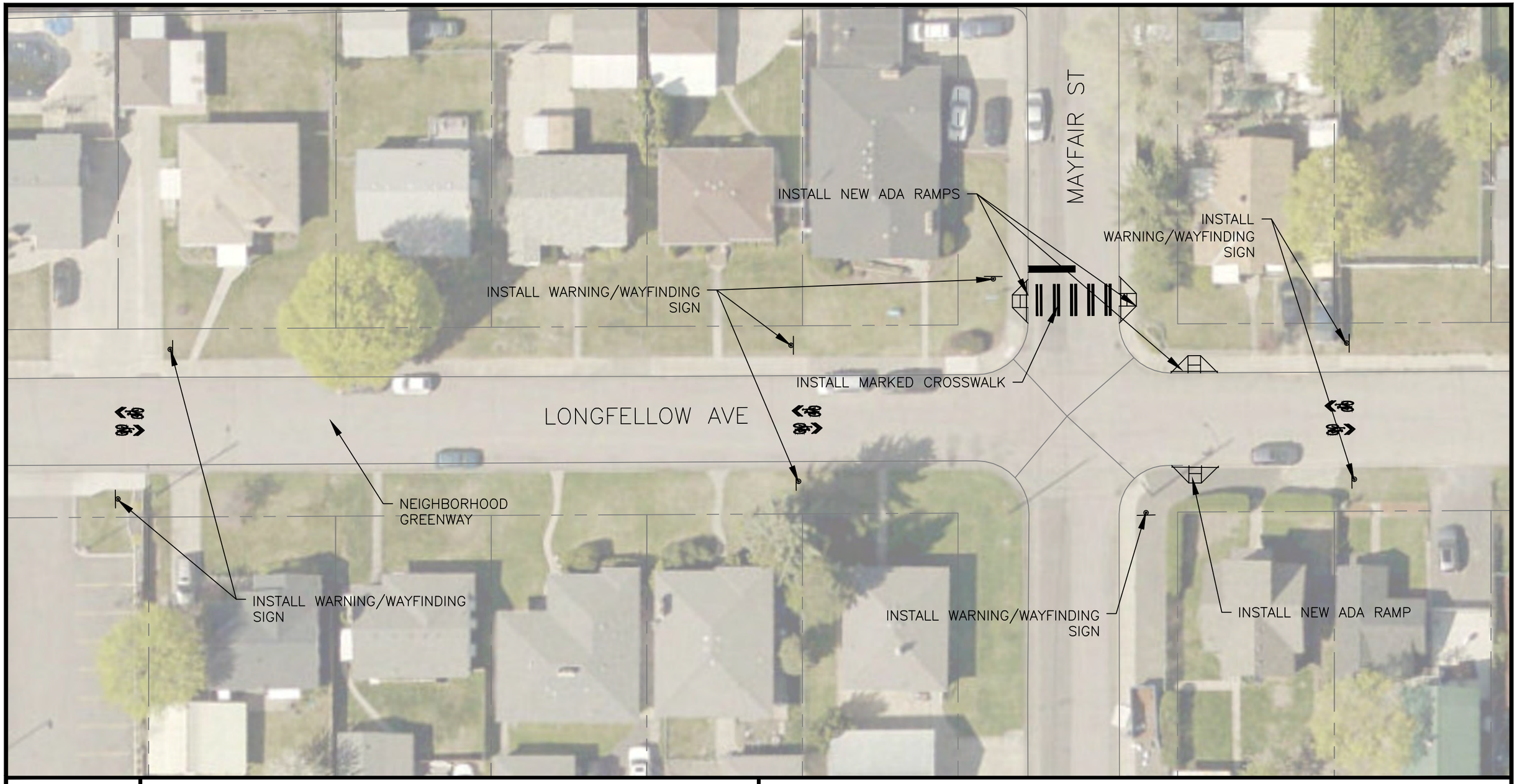
# 4 LONGFELLOW AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 5




CITY OF SPOKANE

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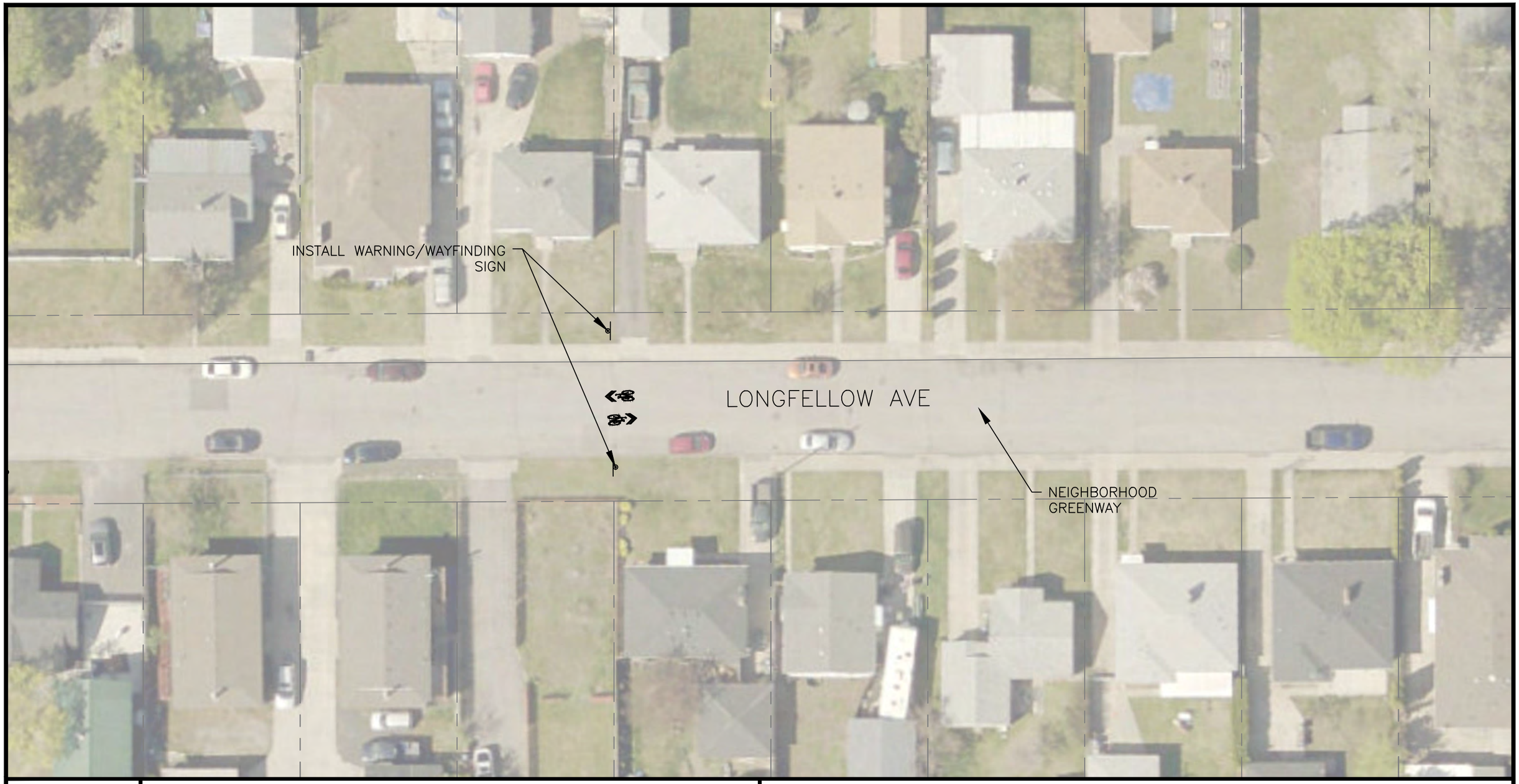
# 4 LONGFELLOW AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 5




CITY OF SPOKANE

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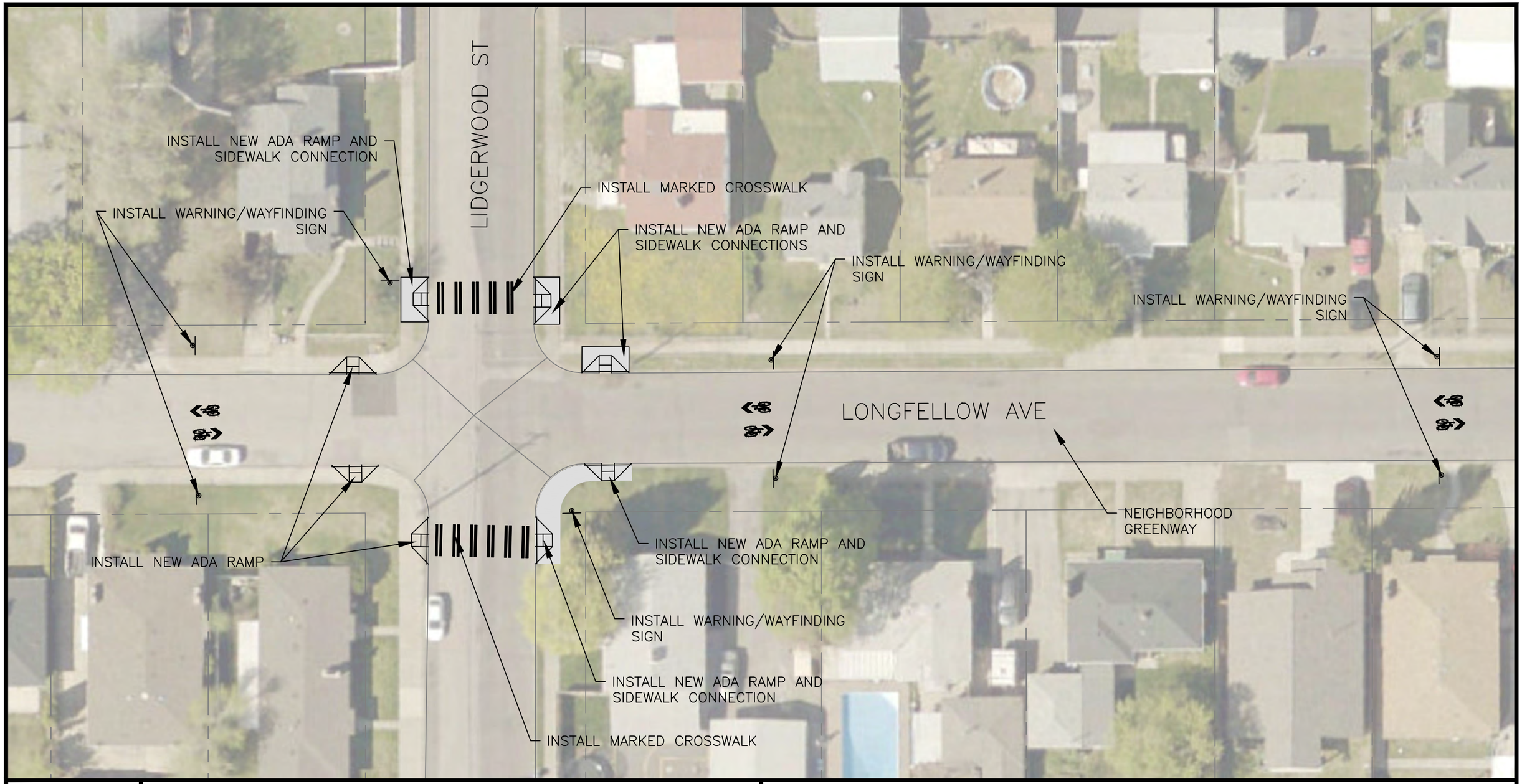
# 4 LONGFELLOW AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 5

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 4 LONGFELLOW AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 5

CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 4 LONGFELLOW AVE

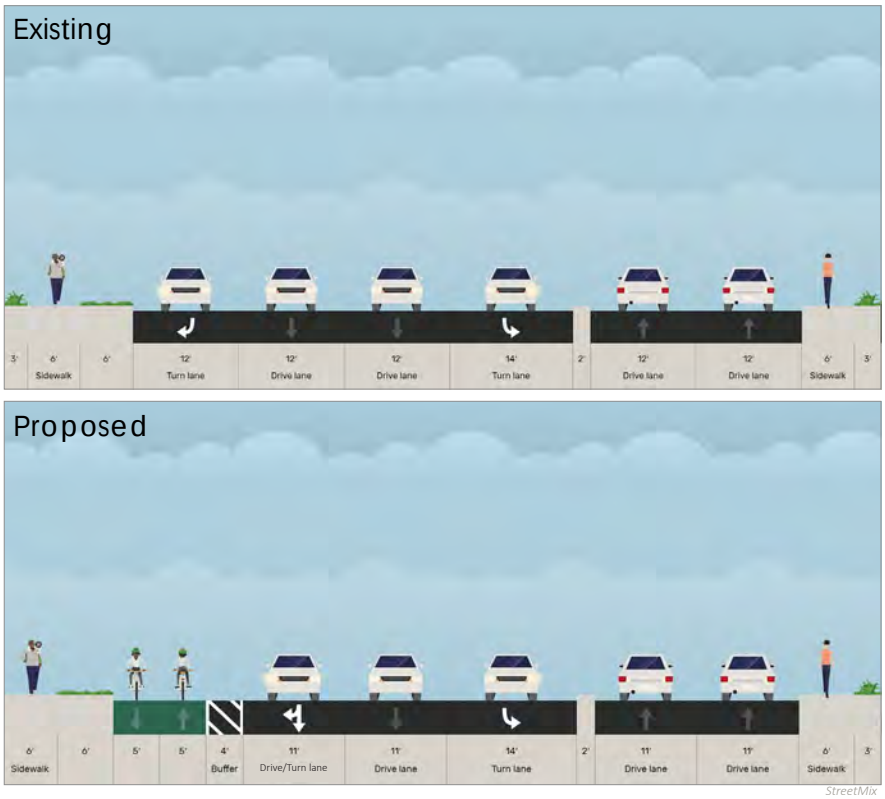
## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 5

# Project 5: E Wellesley Avenue

E Wellesley Avenue is an east-west principal arterial that provides a connection from N Division Street to the NorthTown Mall and residential areas to the west of the roadway. The existing AADT of 14,600 may make this corridor a candidate for a lane reduction per guidance from the FHWA. A parking garage access ramp in the ROW of Wellesley limits the options for reconfiguring the eastbound lanes. The westbound lanes will be reconfigured to accommodate a two-way separated bike lane along the north curb. This project will provide an all ages and abilities connection between existing bike lanes on Addison and the Division corridor.




## EXISTING CONDITIONS

- Four-lane roadway with a WB left turn lane
- Ramp to NorthTown parking garage replaces the median on the east side of the segment
- Existing sidewalks on both sides of the roadway
- AADT of 14,600 (2019) along segment
- Eight crashes involving a non-motorist within the past five years, including two pedestrian crashes and six bicyclist crashes
- Jurisdiction: City of Spokane

## PROJECT COSTS

- Cost estimate = $510,796- $510,796
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

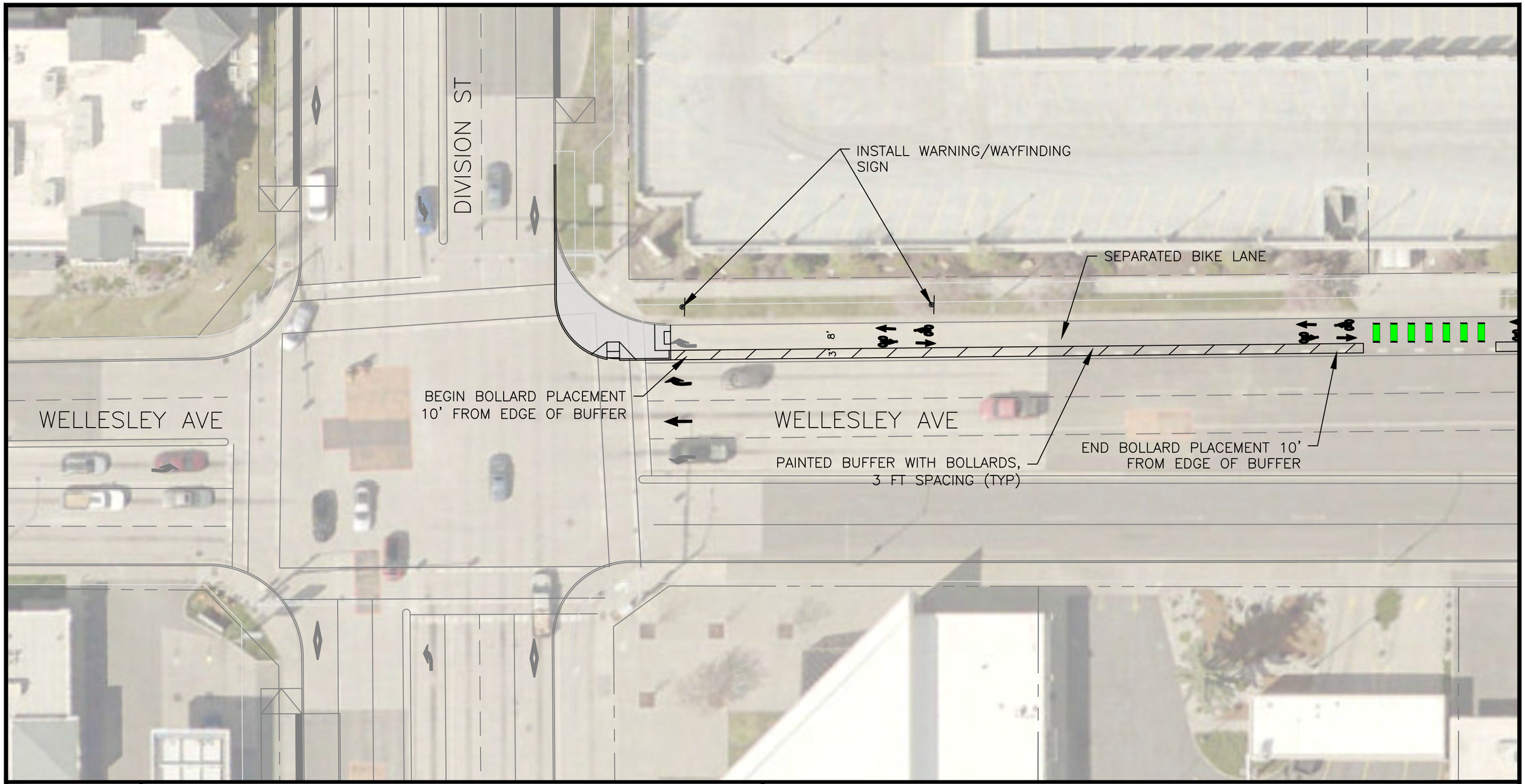
## PROJECT FEATURES

- Extent: Division Street to Lidgerwood Street (1,300)
- Lane reduction from four to two lanes
- Two-way separated bike lanes on north side of street

## NEXT STEPS

- Community engagement
- Traffic study to confirm lane reduction
- Coordination with WSDOT for crossing of Division Street
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

30% Design




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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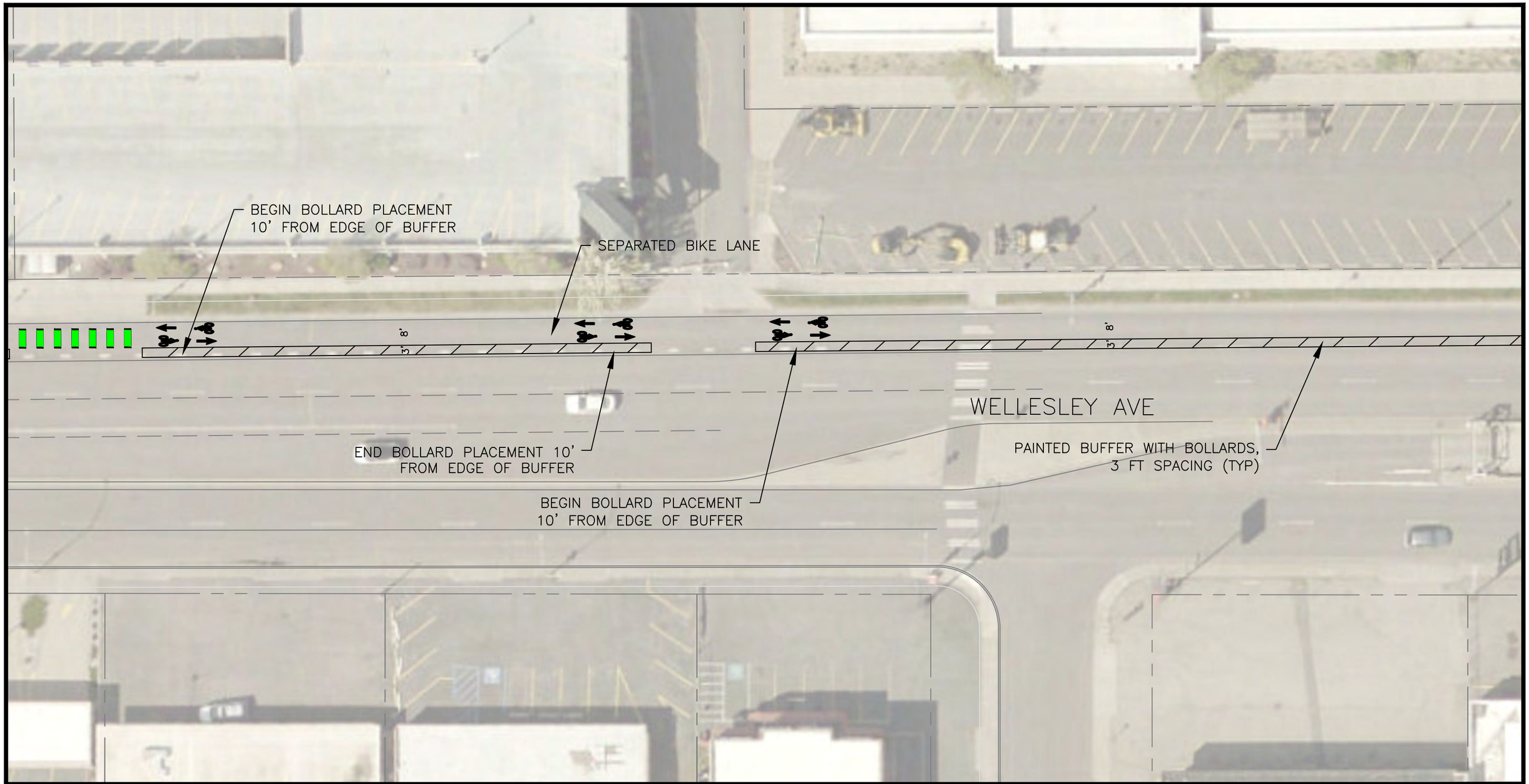
# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 8




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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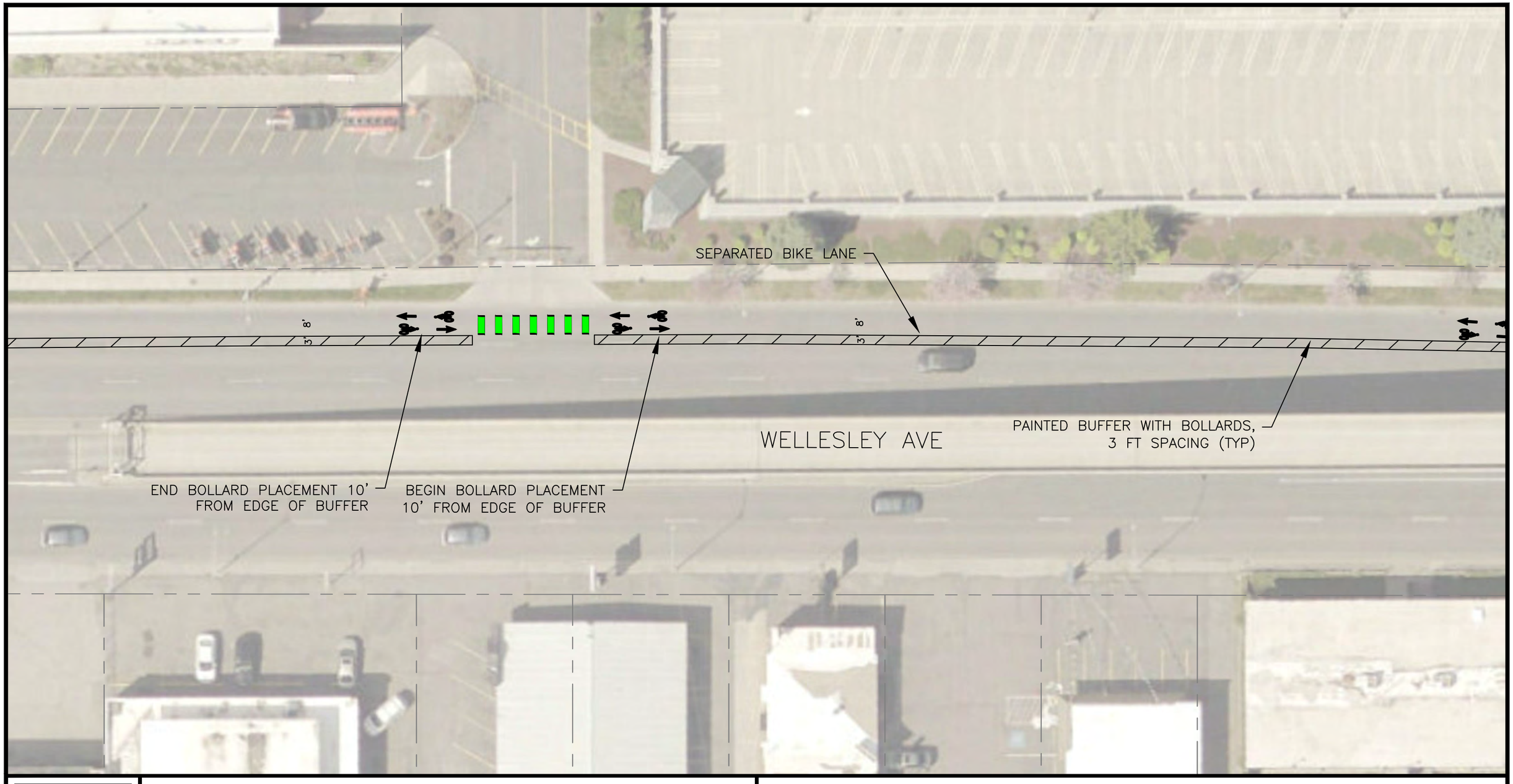
# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 8




CITY OF SPOKANE

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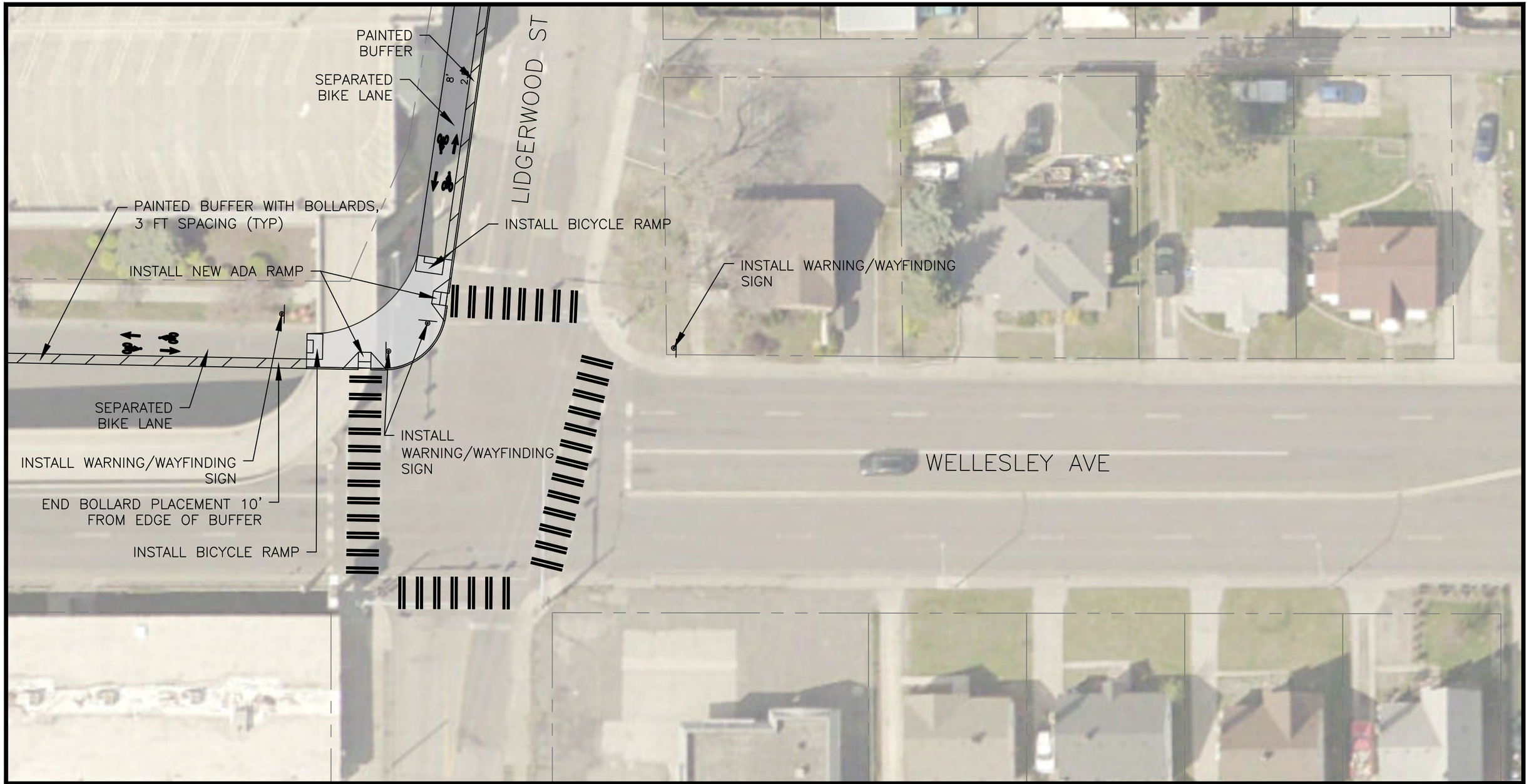
# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 8

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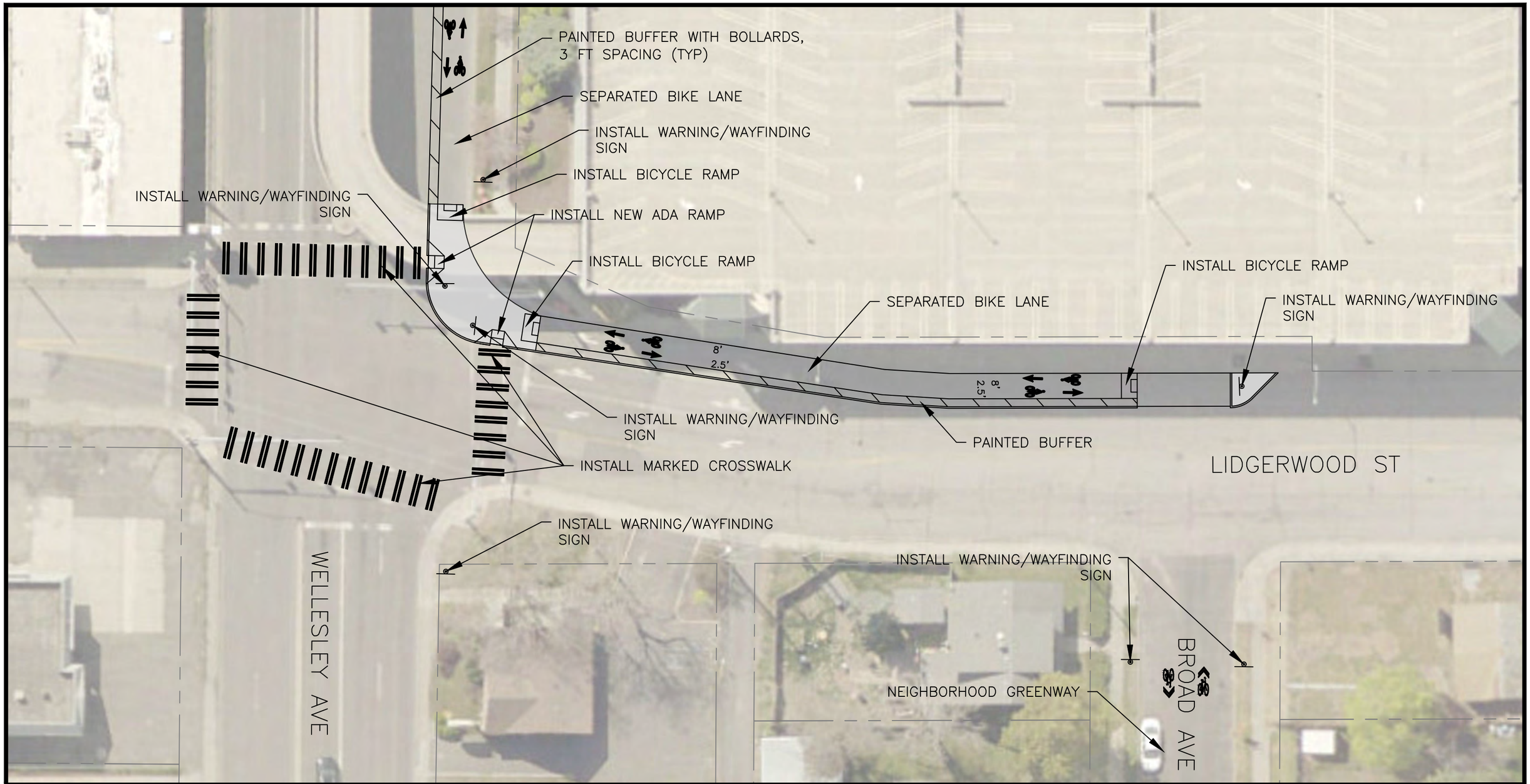
# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 8

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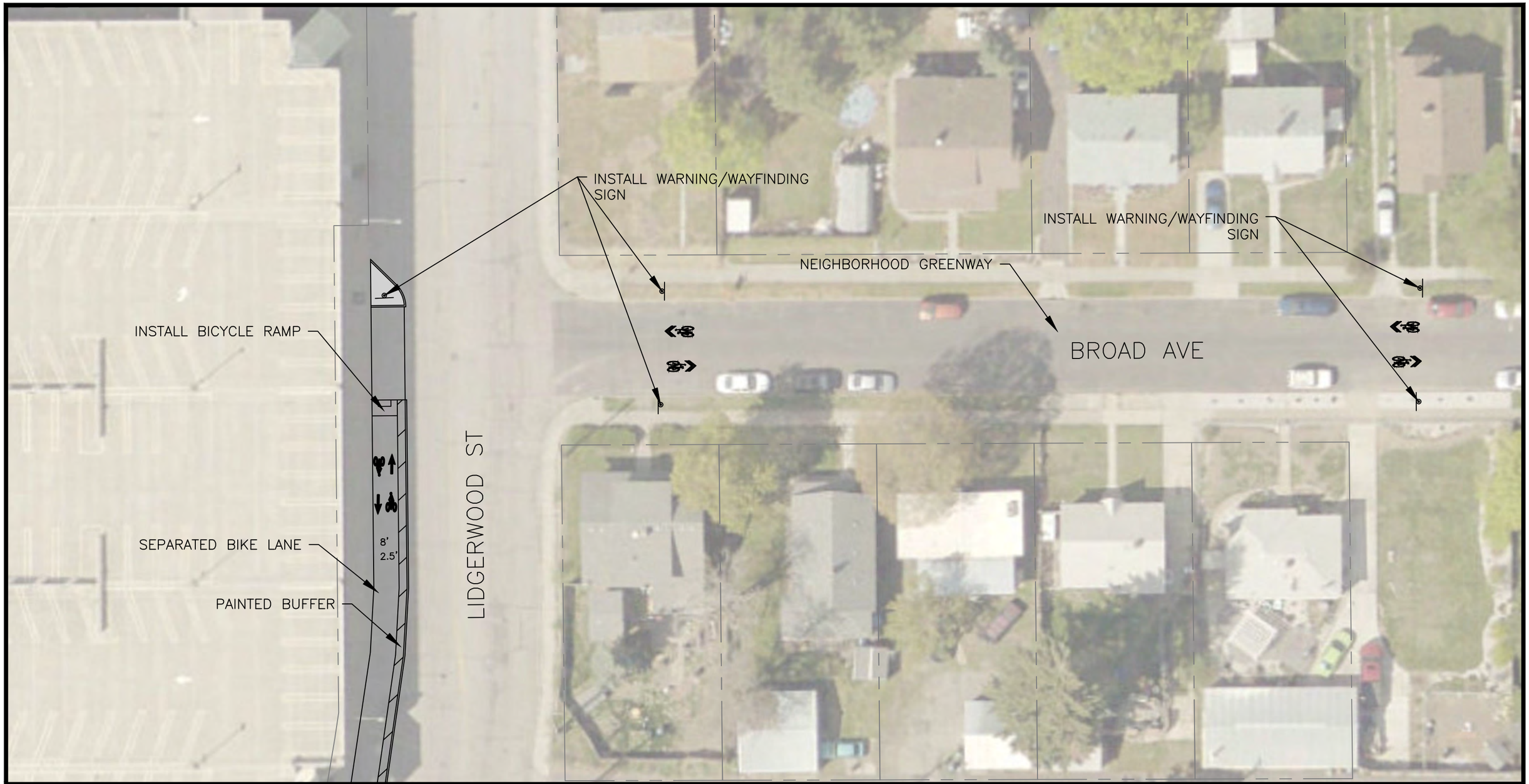
# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 8

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# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 8

CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 8

CITY OF SPOKANE

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# 5 WELLESLEY AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 8 OF 8

# Project 6: N Lidgerwood St

N Lidgerwood Street is a north-south major collector parallel to N Division Street, connecting various land uses and several major destinations, including NorthTown Mall, Franklin Medical Center, Lidgerwood Elementary, and Providence Holy Family Hospital. Residential connections along the roadway range from single family neighborhoods to large multi-family apartments. To develop bicycle recommendations that accommodate users of all ages and abilities (AAA), three facilities—painted bike lanes, separated bike lanes, and 2-way cycle tracts—were analyzed based on existing conditions along N Lidgerwood Street from Hoffman Avenue to Wedgewood Avenue (7,420'). The high-level feasibility of each concept is detailed below.

## EXISTING CONDITIONS

- Two- to four-lane road with a 60' ROW
- Existing sidewalks on both side of the roadway
- Three crashes involving a non-motorist within the past five years, including two pedestrian crashes and one bicyclist crash
- Jurisdiction: City of Spokane

## CONCEPT COMPARISON

**Painted Bike Lanes**
- Does not meet AAA criteria
- Scope of project: pavement resurfacing, re-striping, signs, conflict markings, intersection treatments
- Cost: low (if coordinated with resurfacing project)

**Separated Bike Lanes**
- Meets AAA criteria
- Scope of project: work on both sides of street (relocation of curbs/utilities/stormwater); conflict markings, intersection treatments, signs
- Cost: high

**2-Way Separated Bike Lanes**
- Meets AAA criteria
- Scope of project: work focused on one side of street: (relocation of curbs/utilities/stormwater); conflict markings, intersection treatments, signs
- Cost: moderate to high

## NEXT STEPS

**Summary**
- Not possible to create an AAA facility without significant costs

**Recommendations**
- Evaluate alternate parallel routes for AAA facility
- Evaluate traffic impacts after completion of NSC and consider changing classification of Lidgerwood (convert to local street)
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

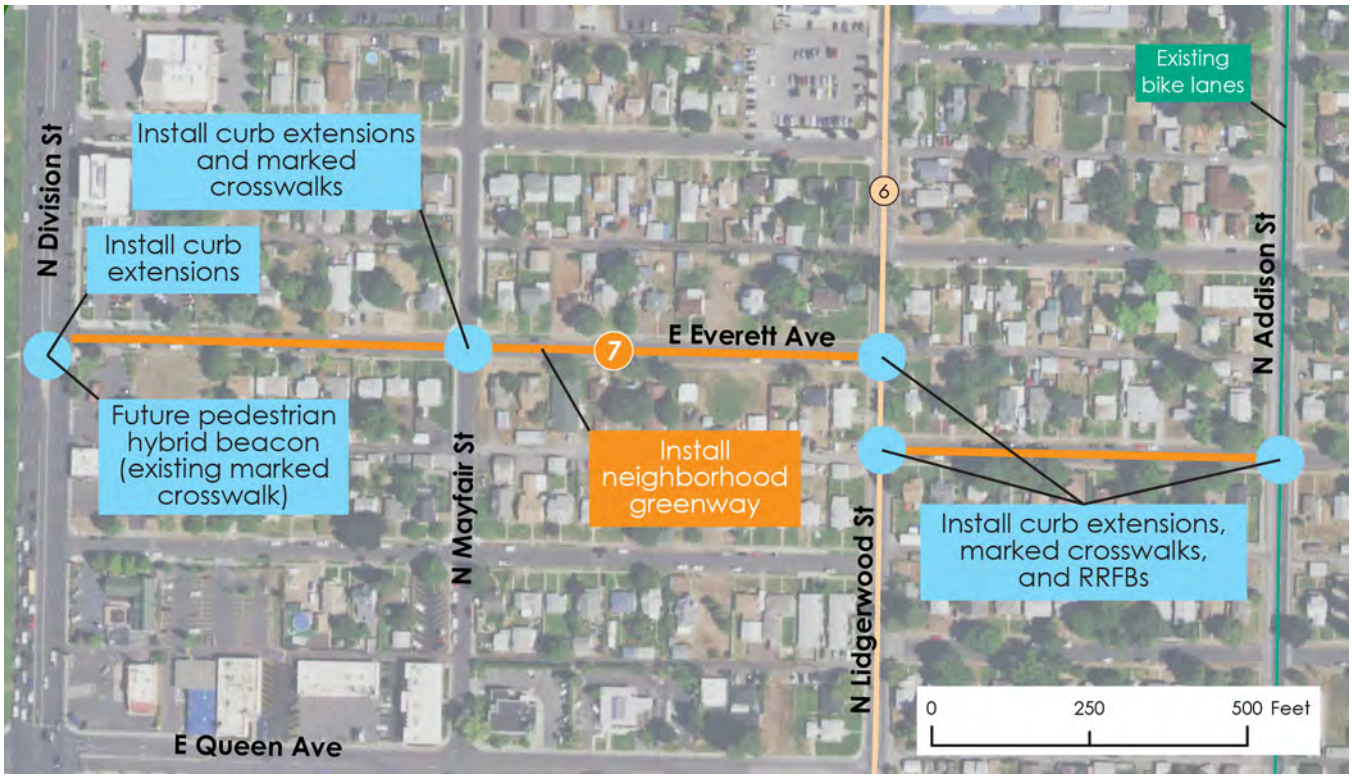
**Preliminary Observations of Alternate Routes**

*N Addison Street*
- Minor arterial/major collector; AADT: 6,600 to 7,400; 5 recorded crashes involving pedestrian/bicycle
- Major destinations: school, community services
- Current bike lanes do not meet AAA criteria, however reallocation of parking may allow for buffered bike lanes

*Whitehouse Street*
- Local street; low volume; no recorded crash history involving pedestrian/bicycle
- Major destinations: school, parks
- May be appropriate for neighborhood greenway

# Project 7: E Everett Avenue

E Everett Avenue is an east-west local road that provides access to low-density residential areas east of N Division Street. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison Street.




## EXISTING CONDITIONS

- Two-lane roadway with on-street parking
- Existing buffered sidewalks along either side of the roadway
- AADT unavailable for this roadway
- One crash involving a non-motorist within the past five years: a bicyclist crash resulting in serious injuries
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Extent: Division Street to Addison Street (1,920')
- No change to existing curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of neighborhood greenway

## PROJECT COSTS

- Cost estimate = $229,840- $624,884
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

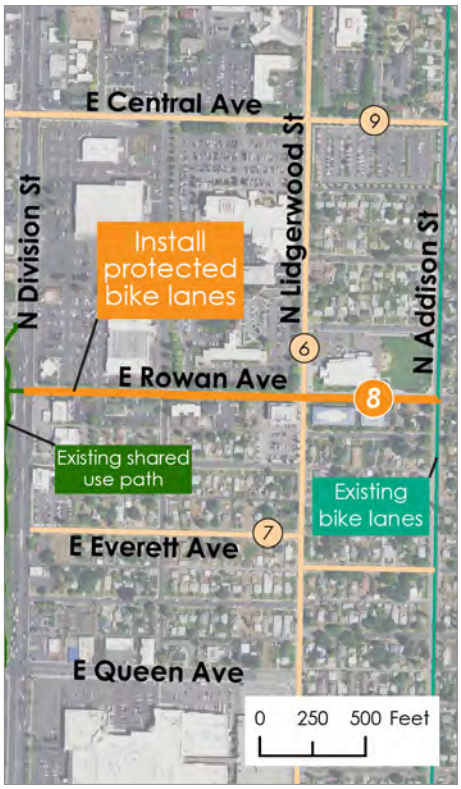
## NEXT STEPS

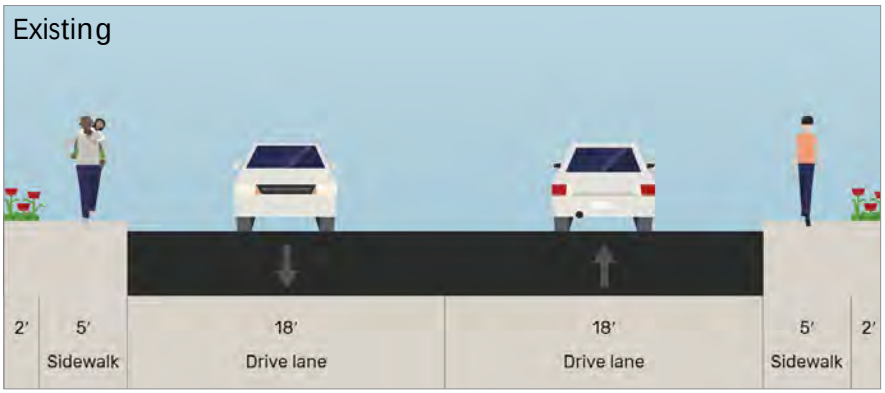
- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

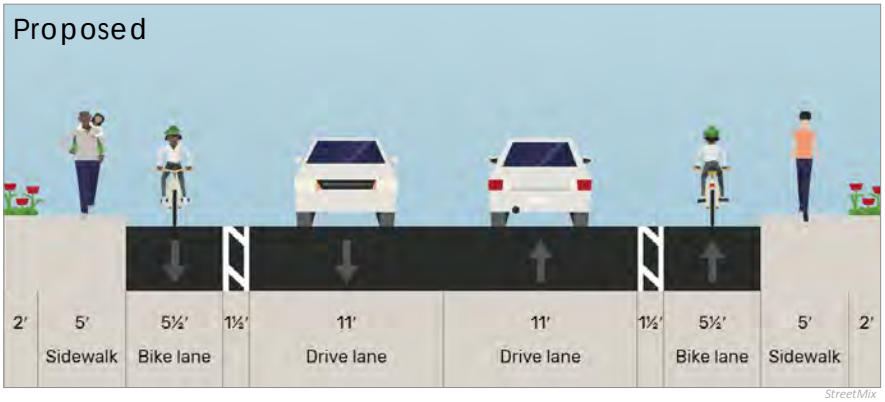
*Conceptual* Design

# Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Lidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.




StreetMix

## EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

## PROJECT FEATURES

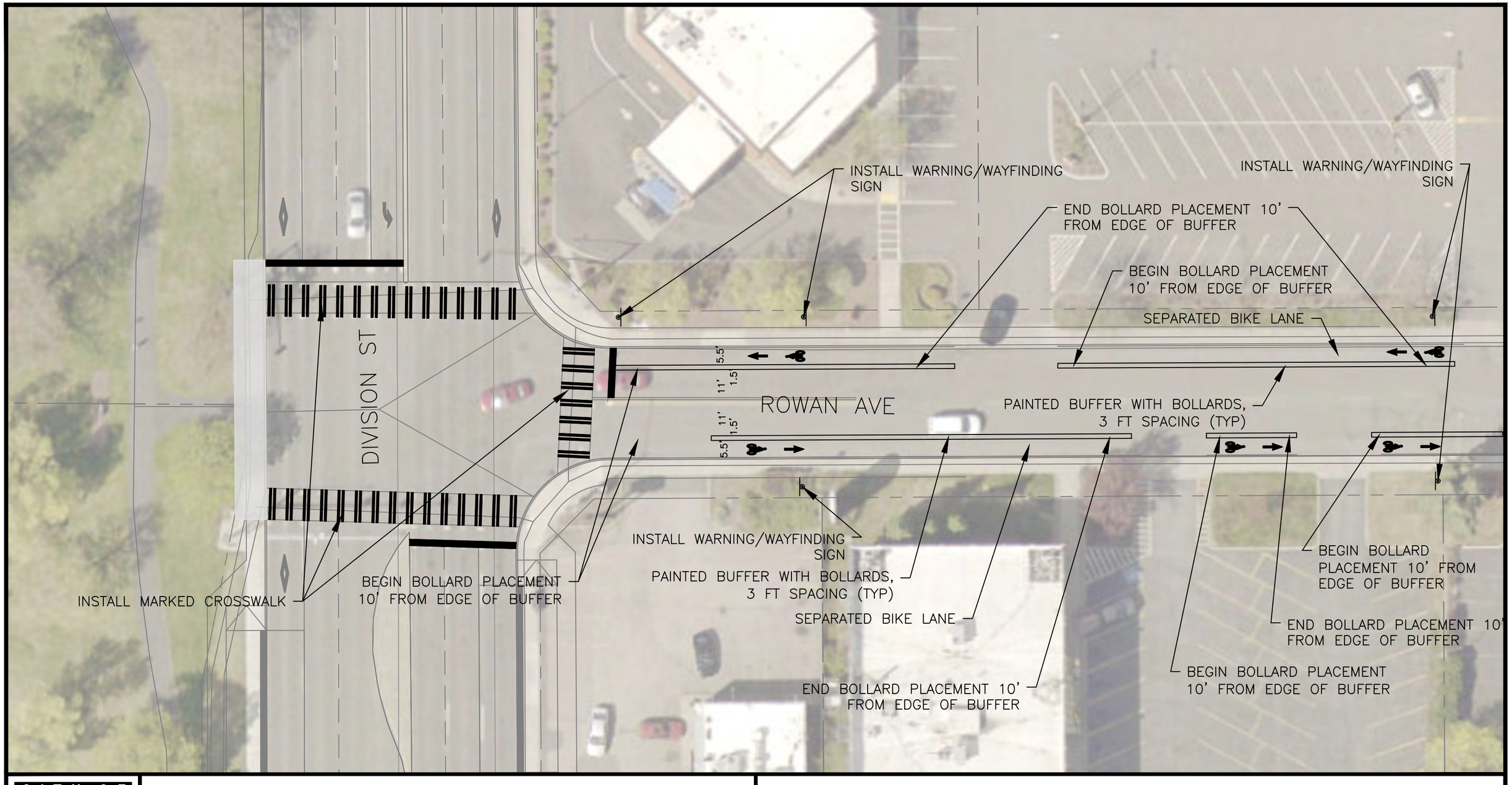
- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

## PROJECT COSTS

- Cost estimate = $620,269- $952,419
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

## NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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1 INCH = 30 FT.

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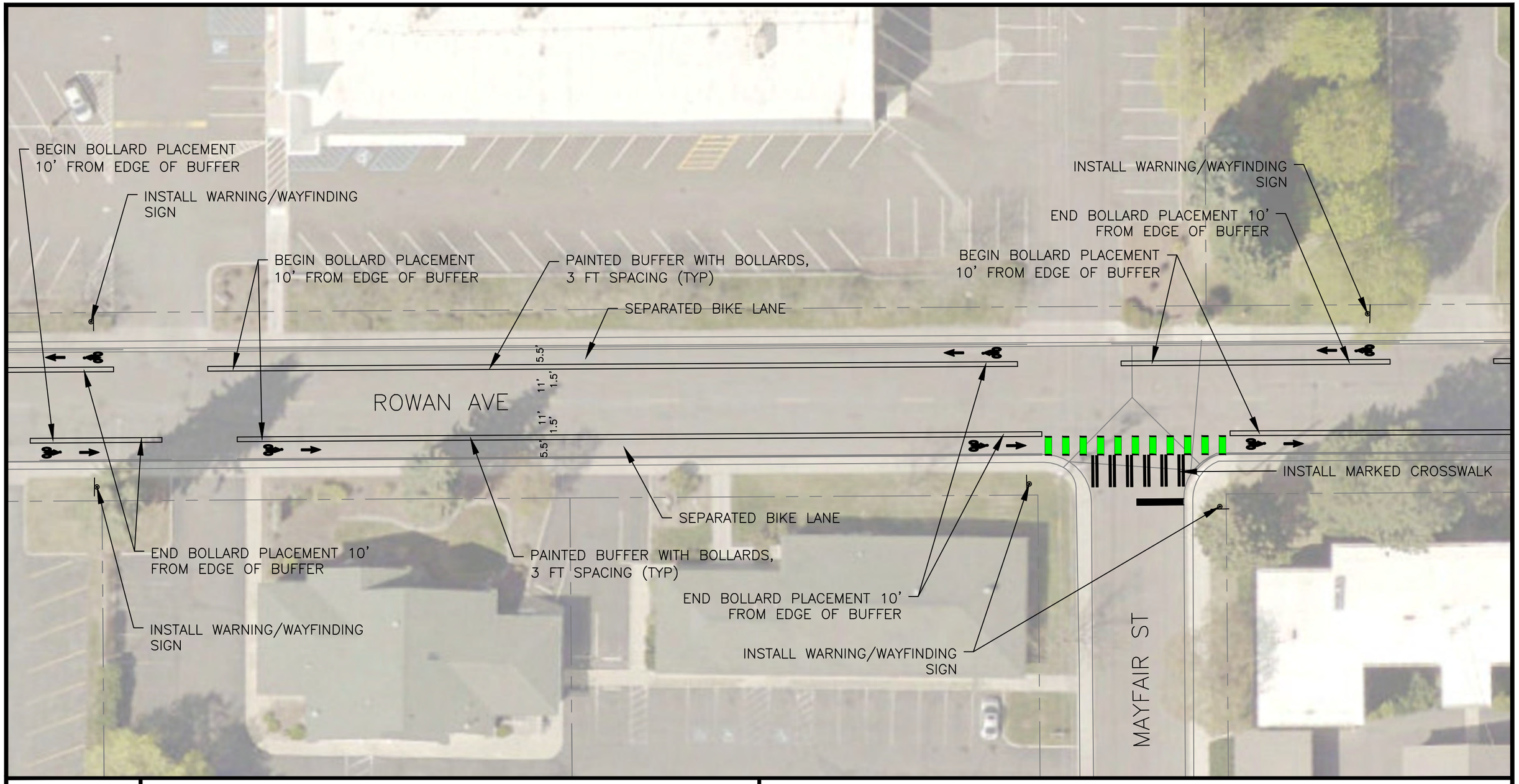
# 8 ROWAN AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 5

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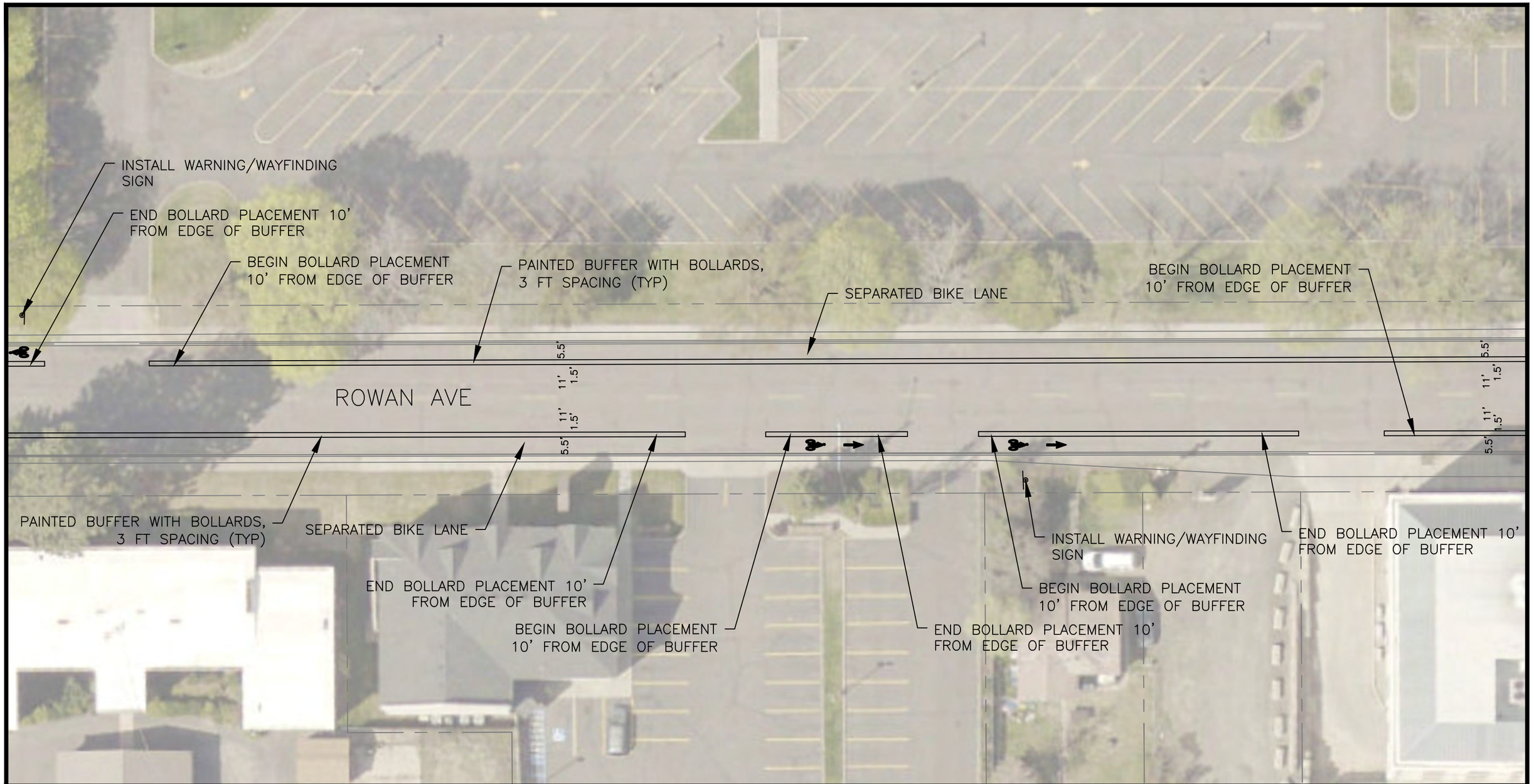
# 8 ROWAN AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 5




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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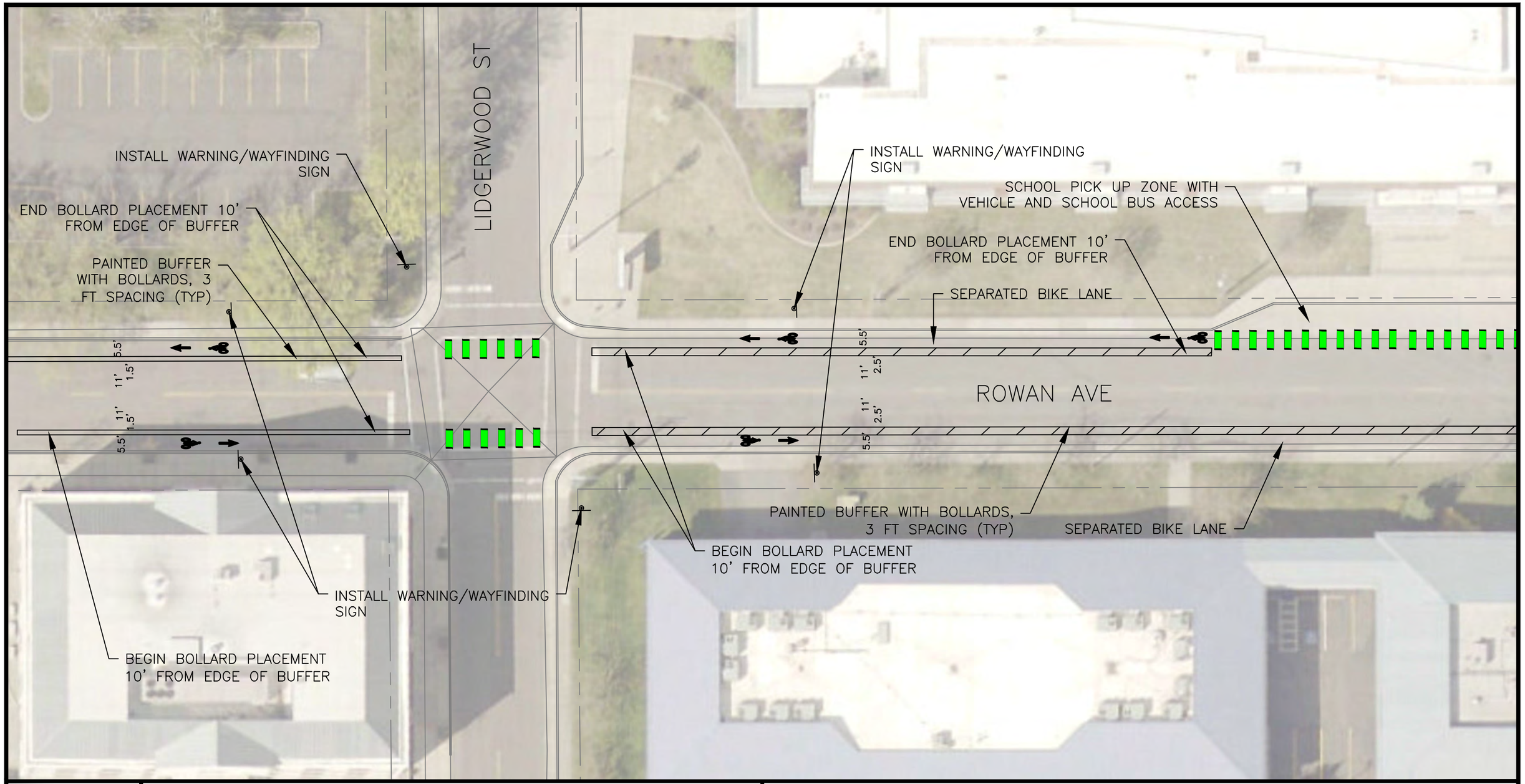
# 8 ROWAN AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 5




CITY OF SPOKANE

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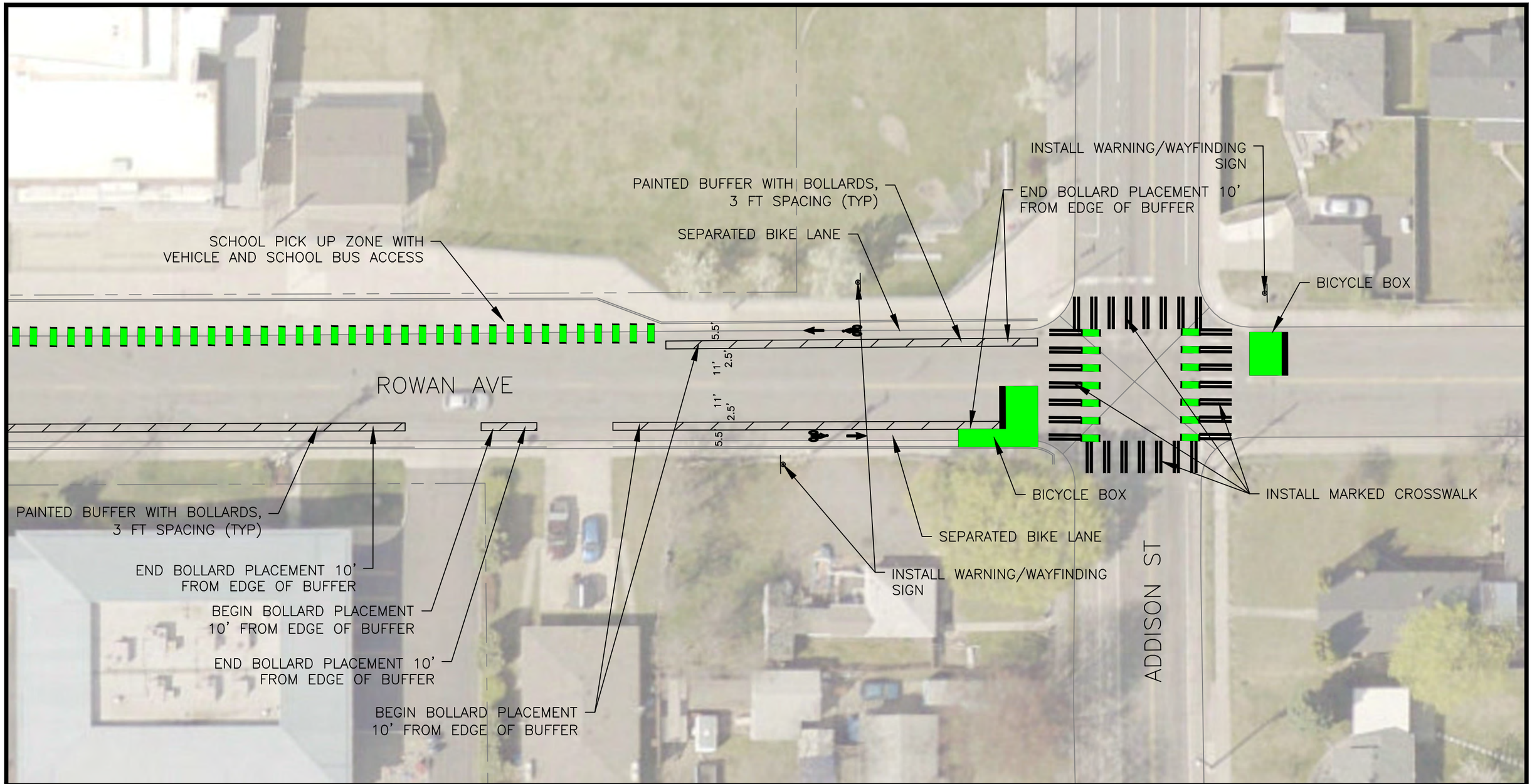
# 8 ROWAN AVE

## DIVISION ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 5

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# 8 ROWAN AVE

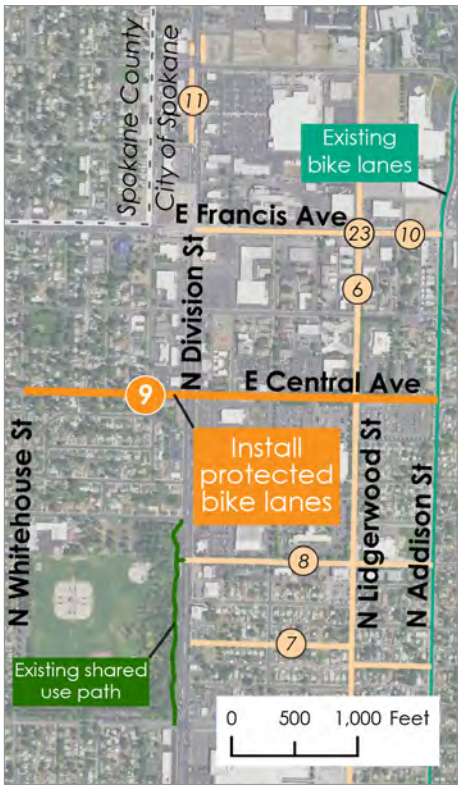
## DIVISION ST TO ADDISON ST

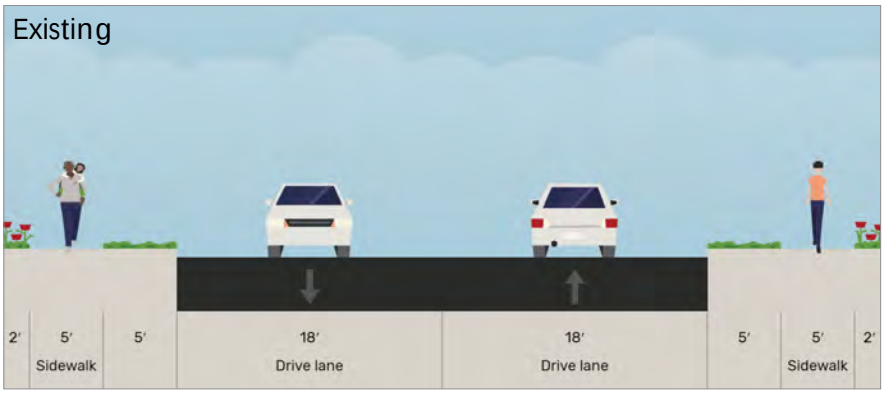
## DIVISION STREET ACTIVE TRANSPORTATION

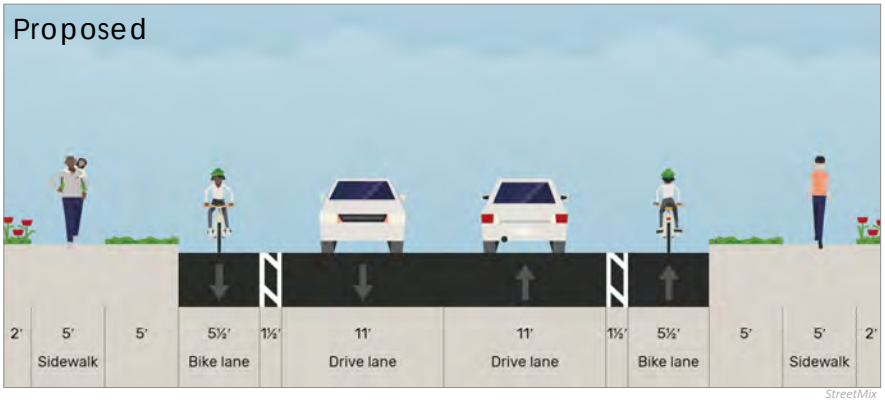
SHEET 5 OF 5

# Project 9: Central Avenue

Central Avenue is an east-west minor collector just south of Spokane city limits. East of Division Street, Central Avenue connects to low- and high-density residential area. West of Division Street, the roadway connects to office spaces and Providence Holy Family Hospital, including the access to the hospital ER entrance. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the existing bike lanes on N Addison Street to the west end of the project corridor.




StreetMix

## EXISTING CONDITIONS

- Two-lane roadway with limited on-street parking
- Existing sidewalks on both sides of the roadway
- AADT of 6,200 (2019) east of Division Street
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crashes
- Jurisdiction: City of Spokane

## PROJECT FEATURES

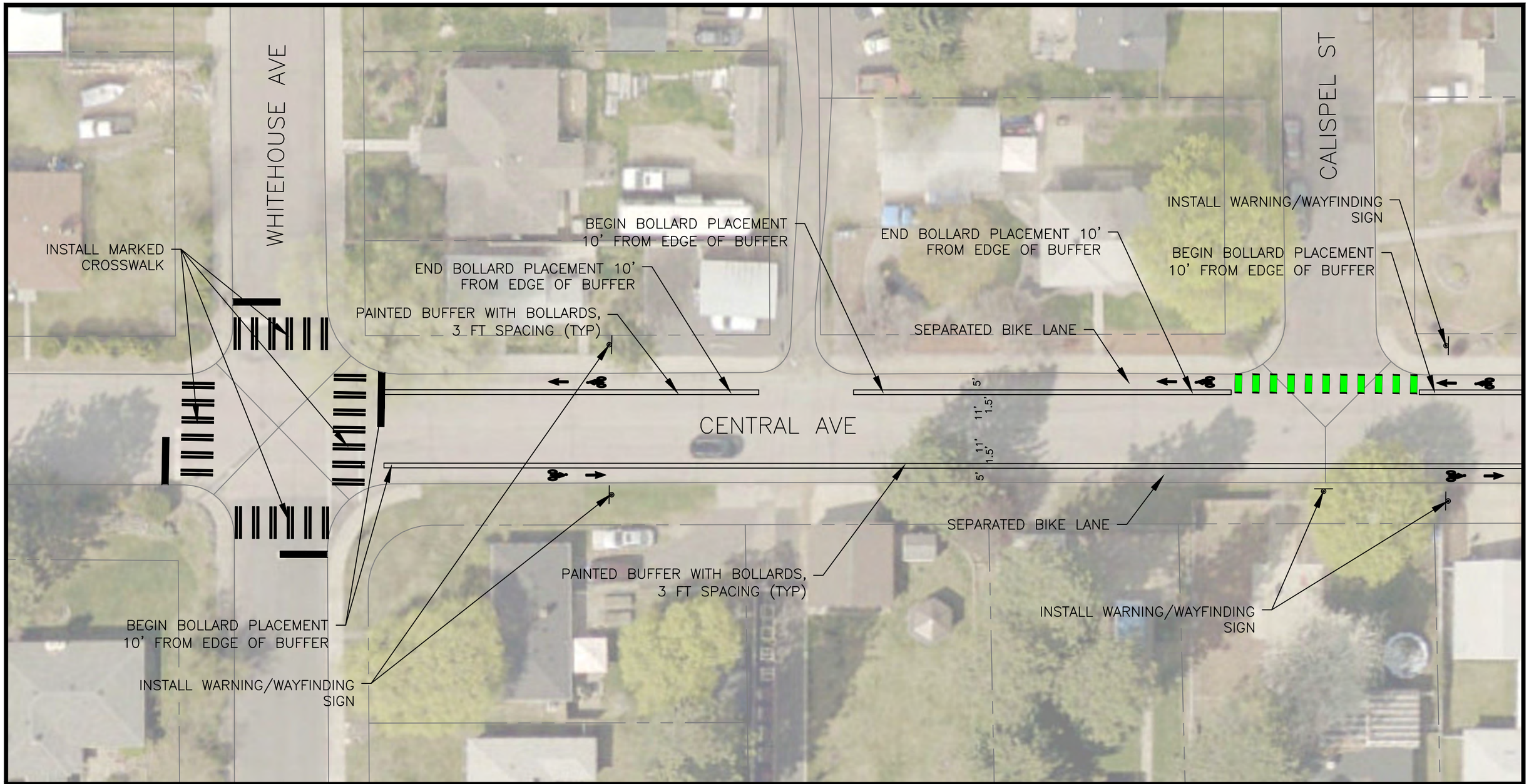
- Extent: Whitehouse Street to Addison Street (3,290')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

## PROJECT COSTS

- Cost estimate = $622,583- $1,195,883
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended separately from the Division BRT construction

## NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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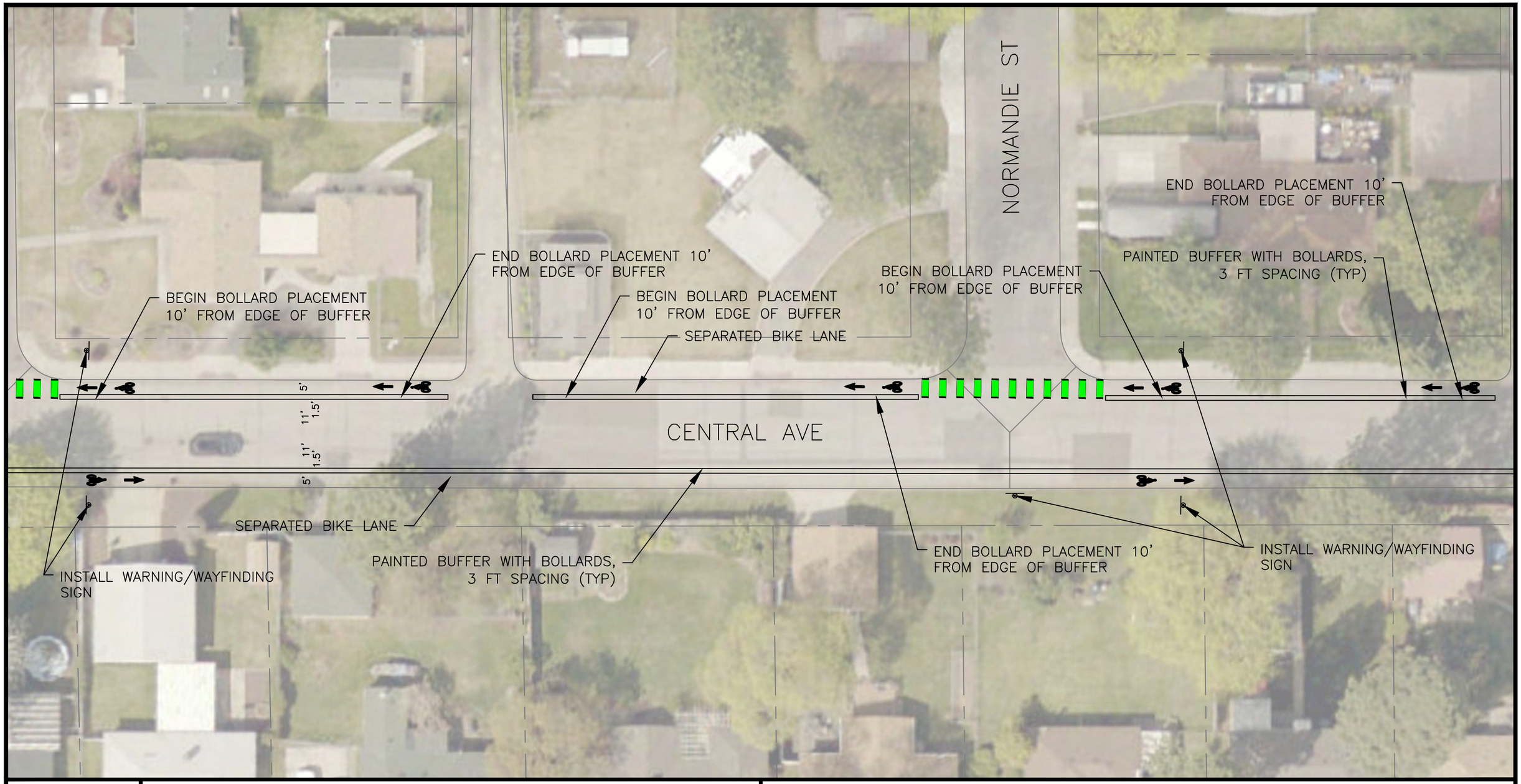
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 8




CITY OF SPOKANE

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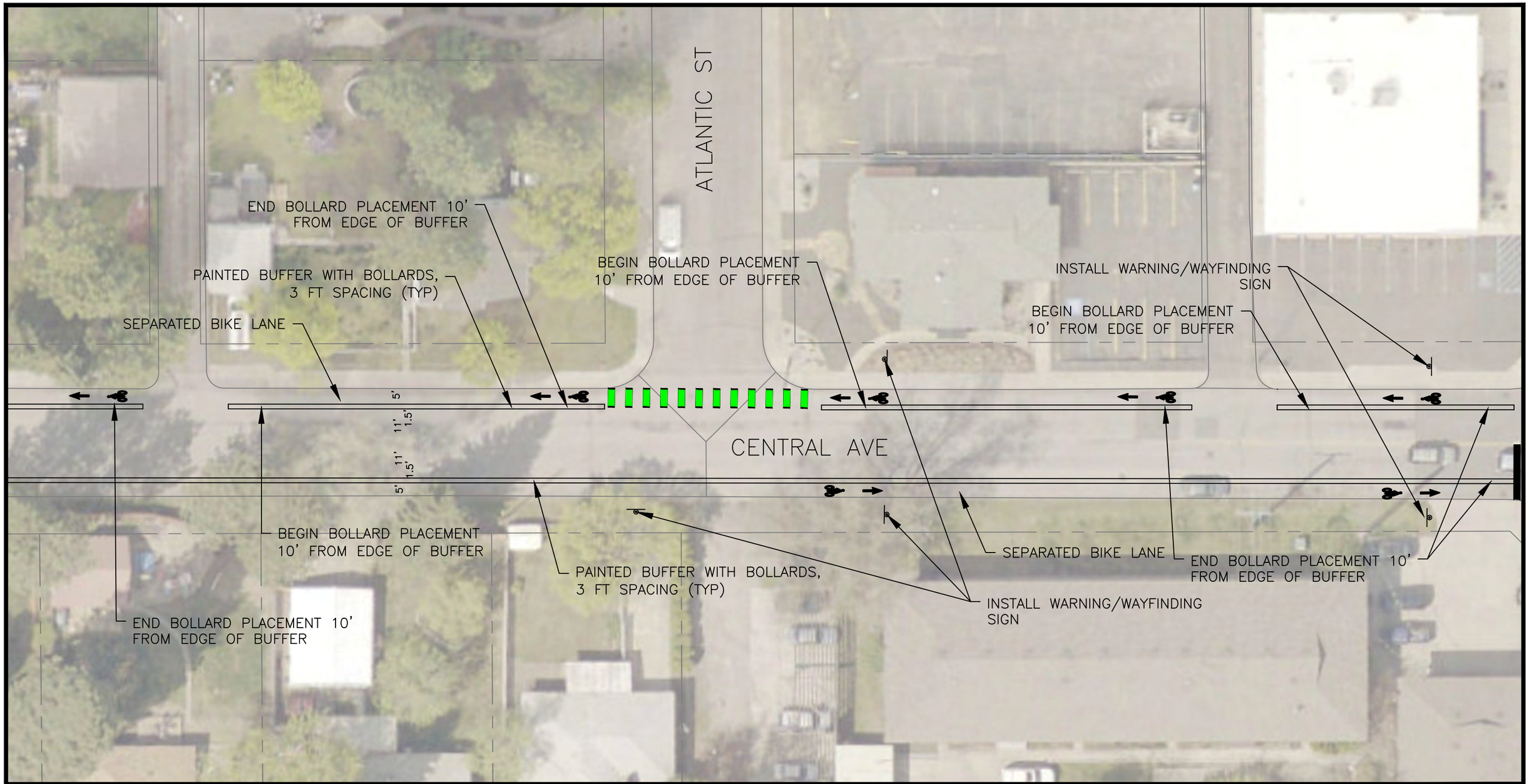
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 8

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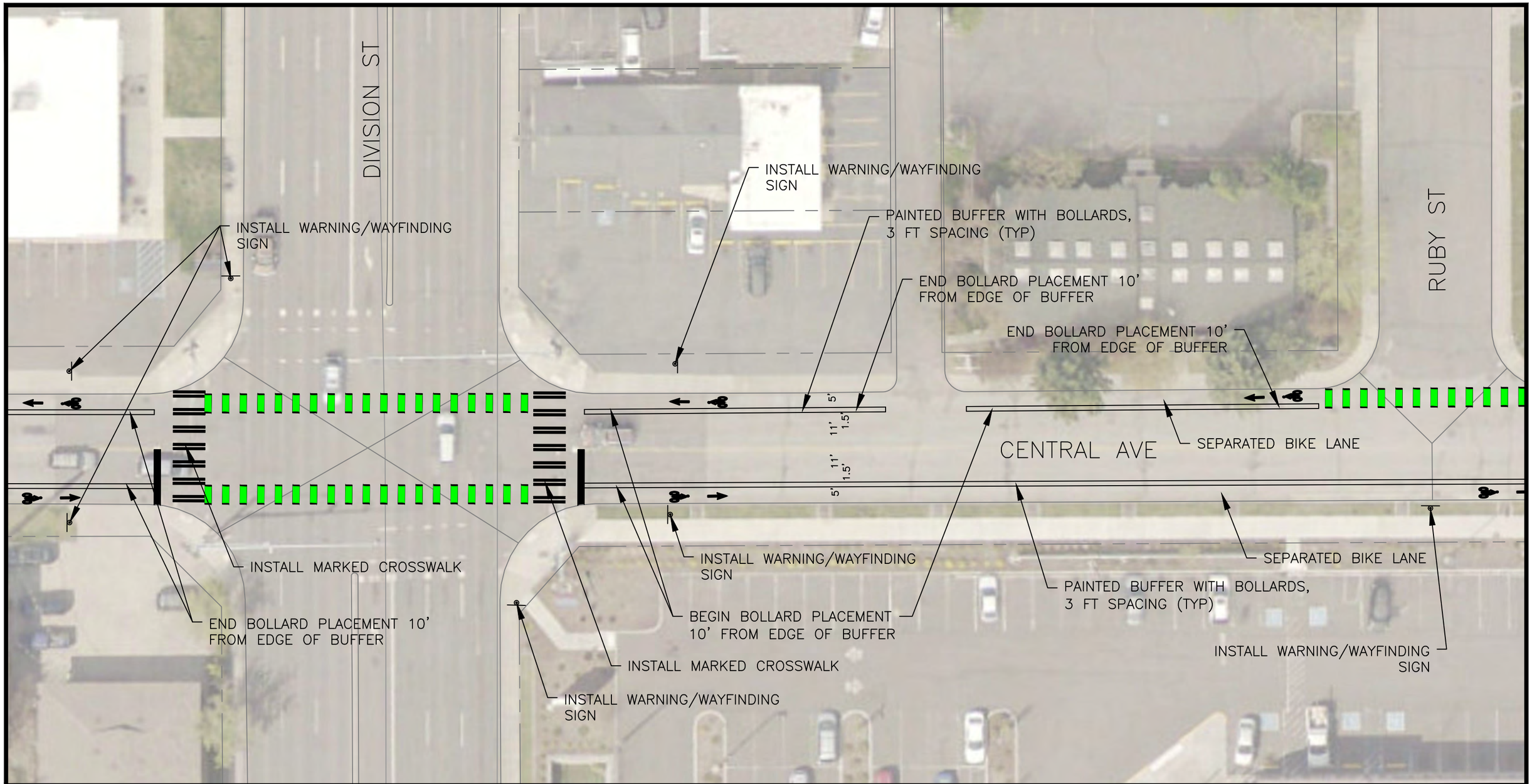
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 8

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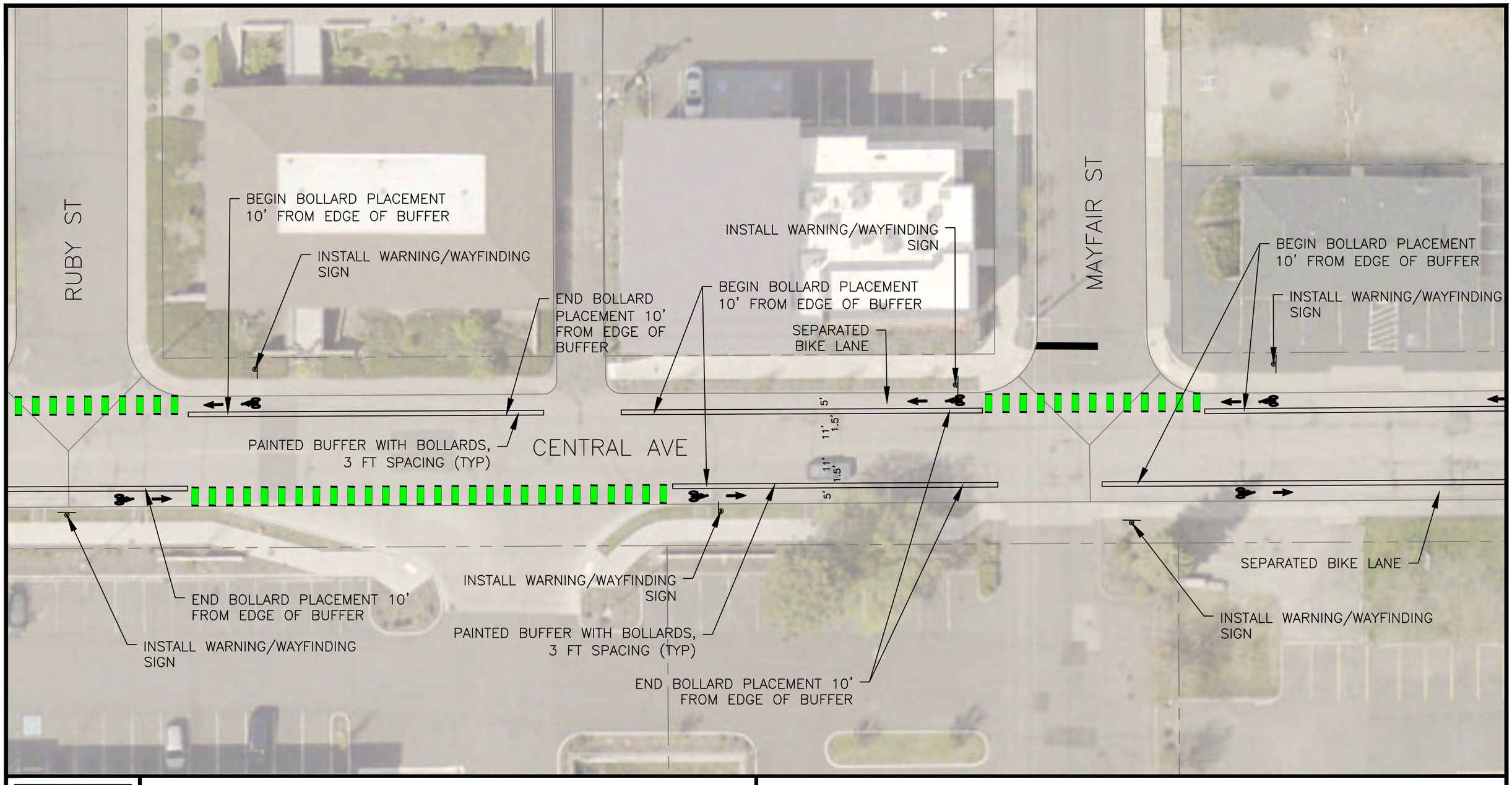
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 8

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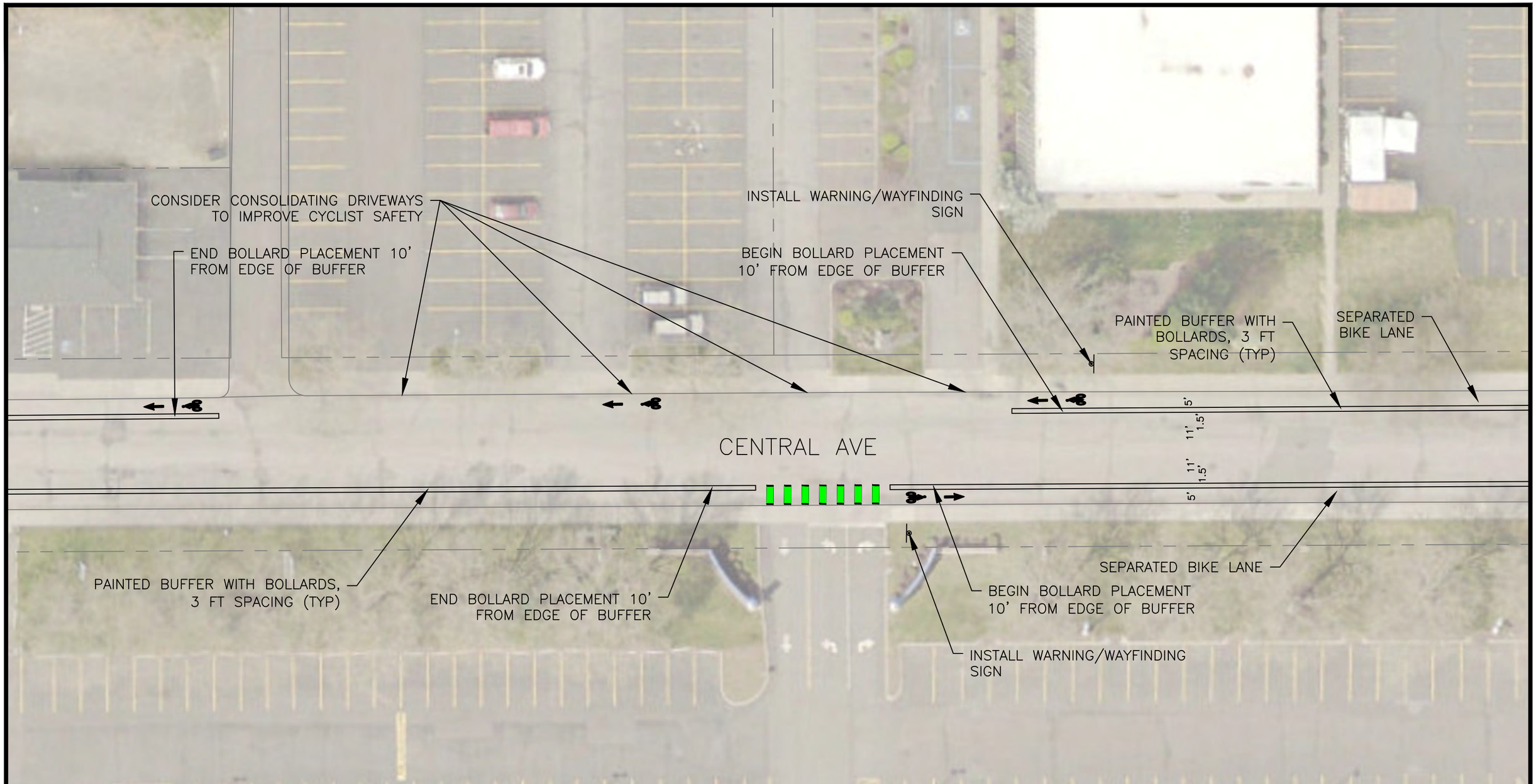
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 8

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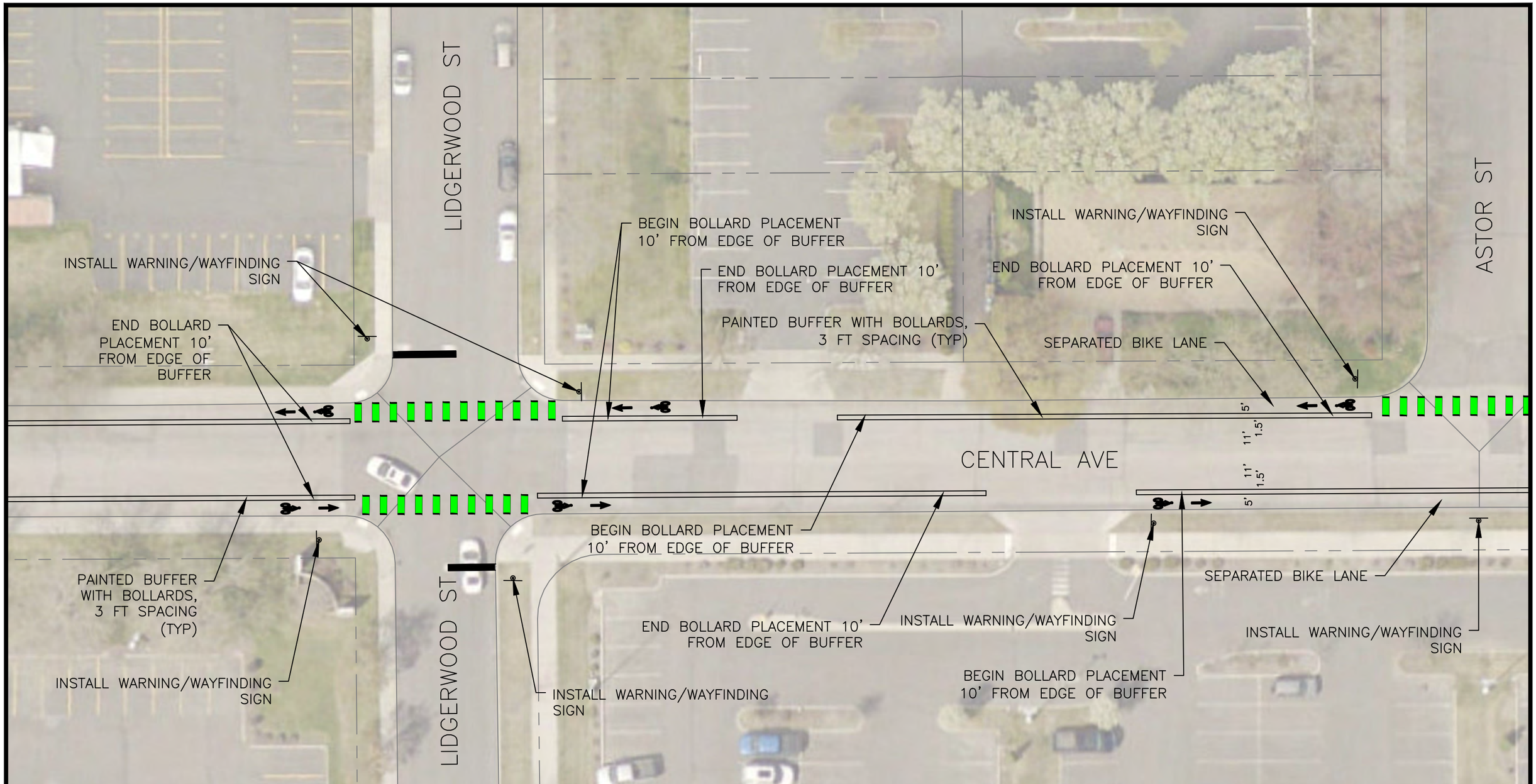
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 8

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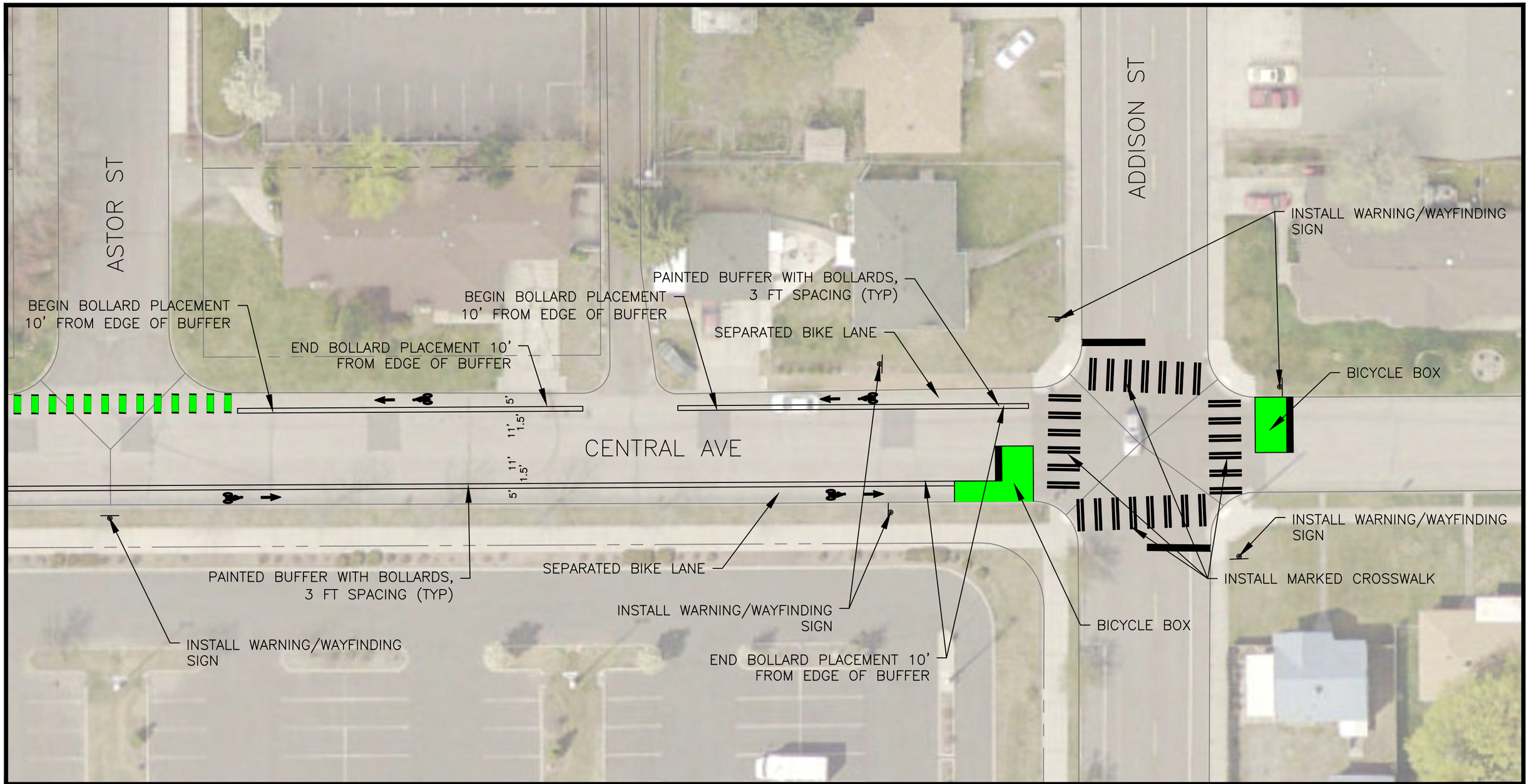
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 8

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# 9 CENTRAL AVE

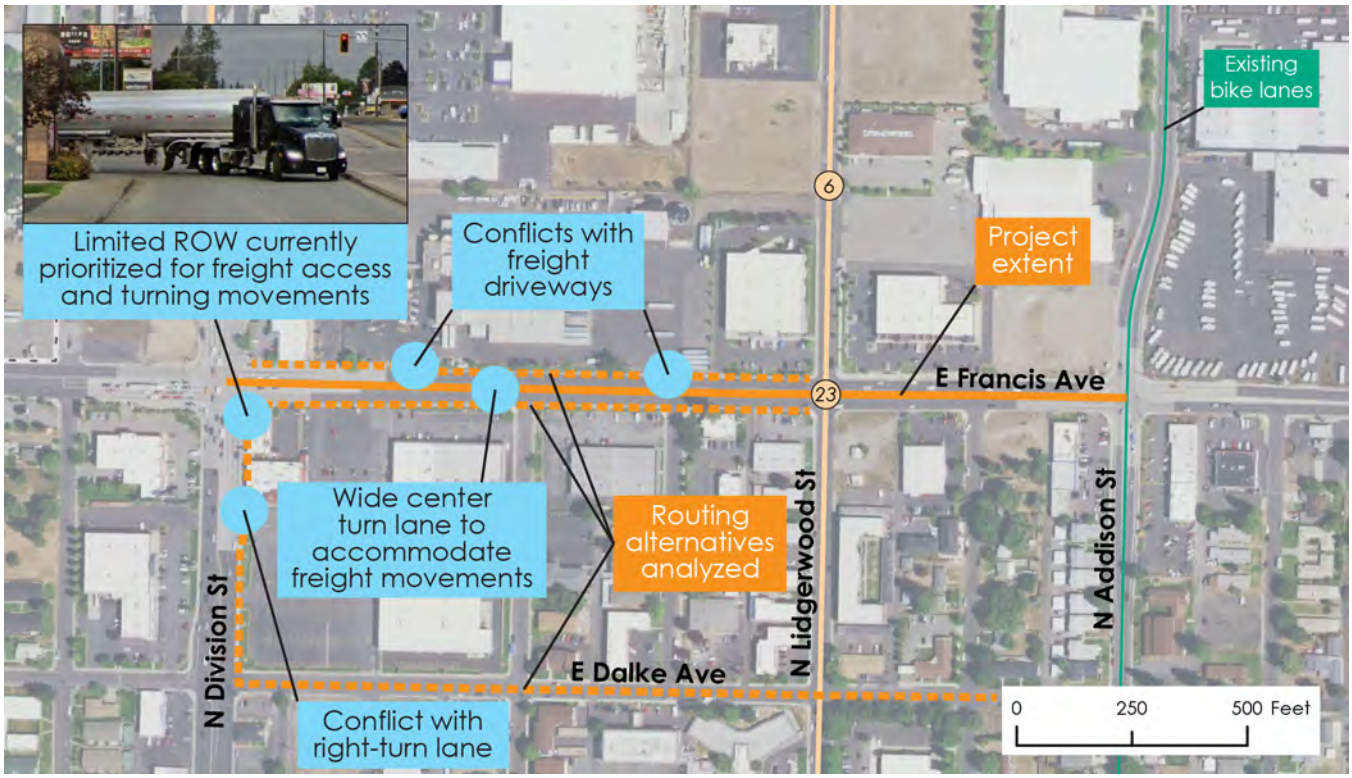
## WHITEHOUSE ST TO ADDISON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 8 OF 8

# Project 10: E Francis Avenue

E Francis Avenue is an east-west principal arterial that primarily serves low-density industrial and commercial uses east of N Division Street. The roadway is divided by a concrete median.




## EXISTING CONDITIONS

- Four-lane roadway with two-way center turn lane
- Existing sidewalks on either side of the roadway
- AADT of 22,600 (2019)
- Four crashes involving a pedestrian within the past five years
- Jurisdiction: City of Spokane

## PROJECT FEATURES

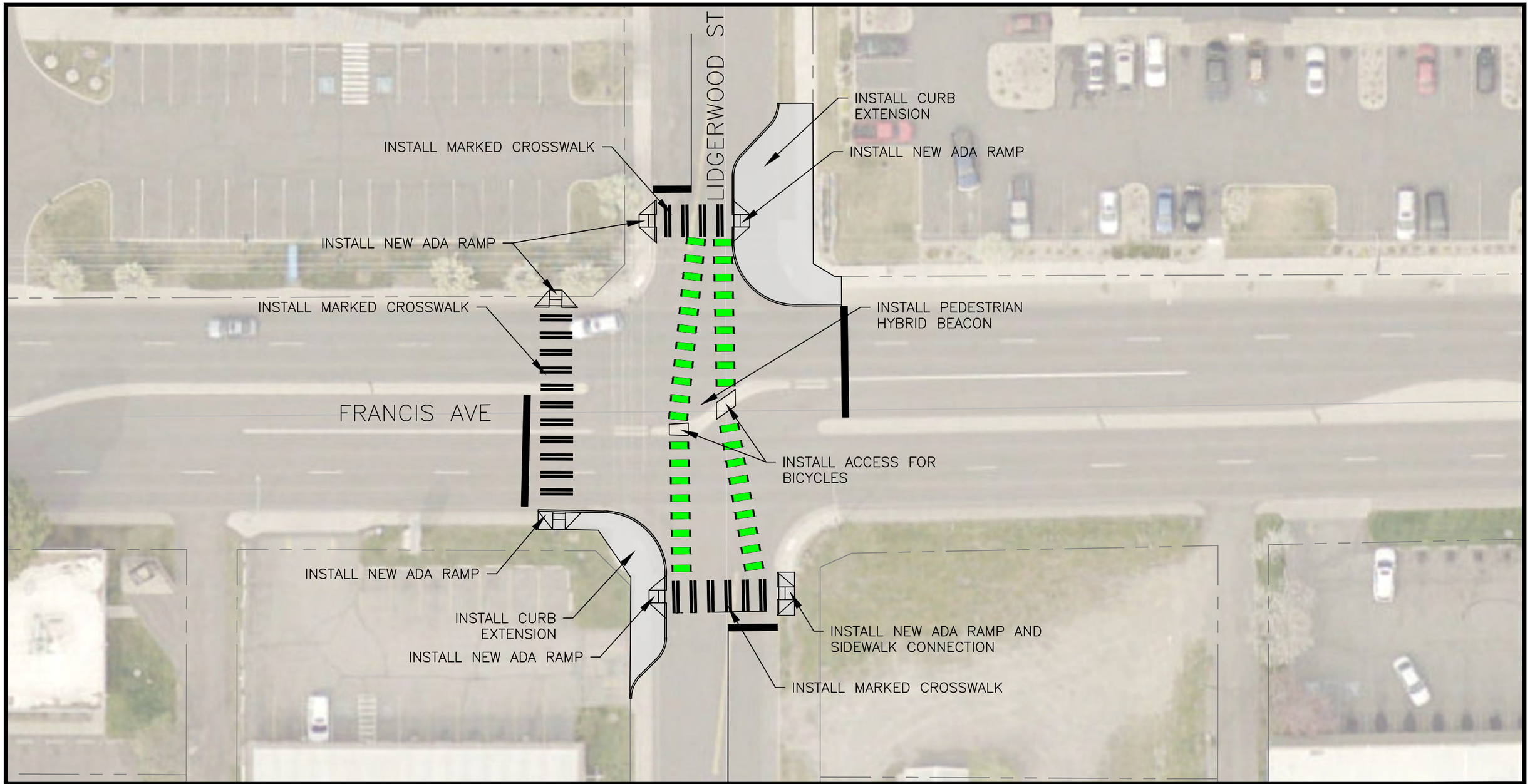
- Extent: Division to Addison Street (1,950')

## PROJECT COSTS

- NA

## NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

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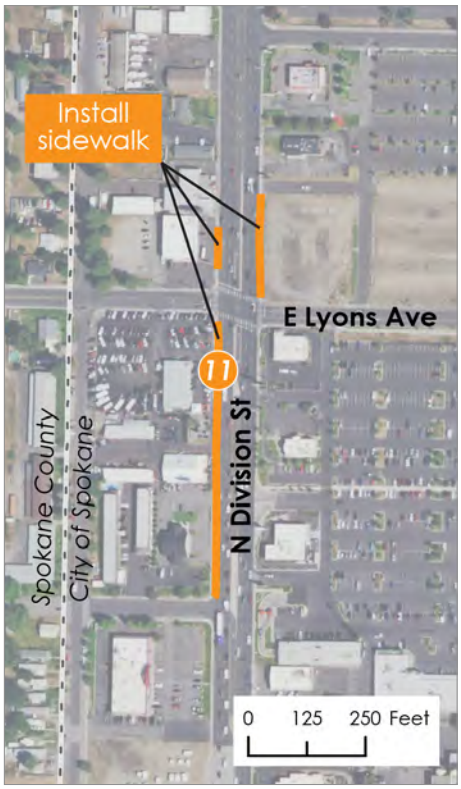
# 10 FRANCIS AVE/LIDGERWOOD ST

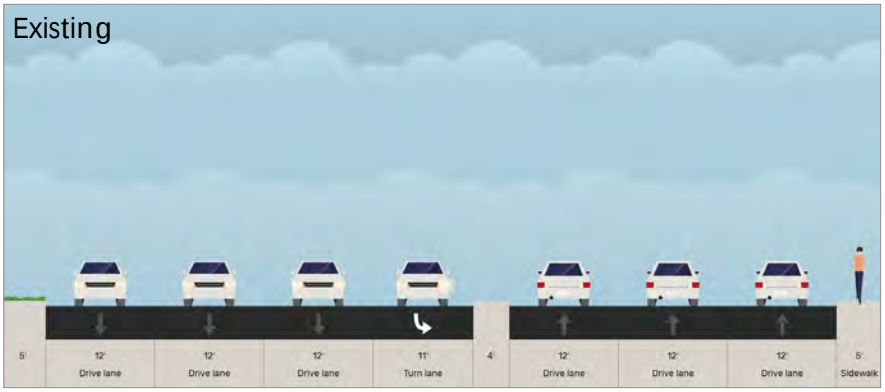
## INTERSECTION OF FRANCIS AND LIDGERWOOD ST
## DIVISION STREET ACTIVE TRANSPORTATION

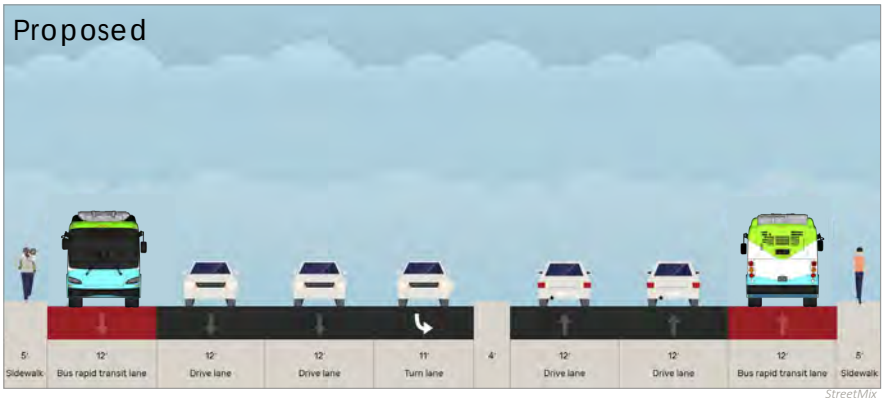
SHEET 1 OF 1

# Project 11: Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for the segment of N Division Street from Houston Avenue to Wedgewood Avenue. A continuous sidewalk is present along the eastern side of Division Street, with existing infrastructure gaps throughout the sidewalk on the west side of the road.




StreetMix

## EXISTING CONDITIONS

- Four-lane roadway with concrete median
- Sidewalks present on both sides of the roadway with infrastructure gaps
- AADT of 2,300 (2019) along the segment
- Three crashes involving a pedestrian within the past five years
- Jurisdiction: WSDOT

## PROJECT FEATURES

- Extent: Houston Avenue to Wedgewood Avenue (900')
- Addition of sidewalks to fill infrastructure gaps

## PROJECT COSTS

- Cost estimate = $240,211- $299,144
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

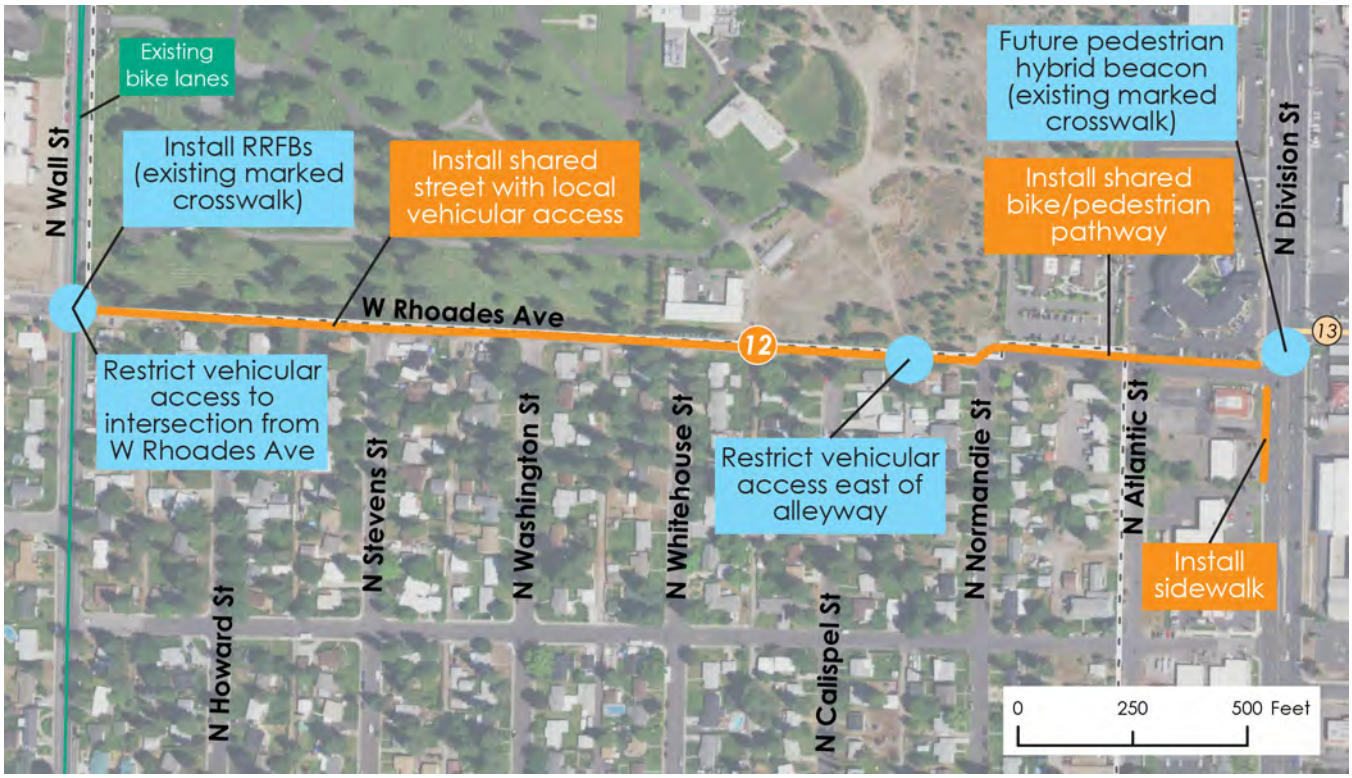
## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 12: W Rhoades Avenue

W Rhoades Avenue is an east-west local roadway that connects to residential areas west of N Division Street. The local access and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes along N Wall Street. Linwood Elementary School is at the west end of this project, which makes this project a good candidate for Safe Routes to School funding.




## EXISTING CONDITIONS

- Two-lane gravel road
- One crash involving a pedestrian within the past five years that resulted in serious injuries
- Jurisdiction: City of Spokane and Spokane County

## PROJECT COSTS

- Cost estimate = $1,113,697- $1,168,297
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

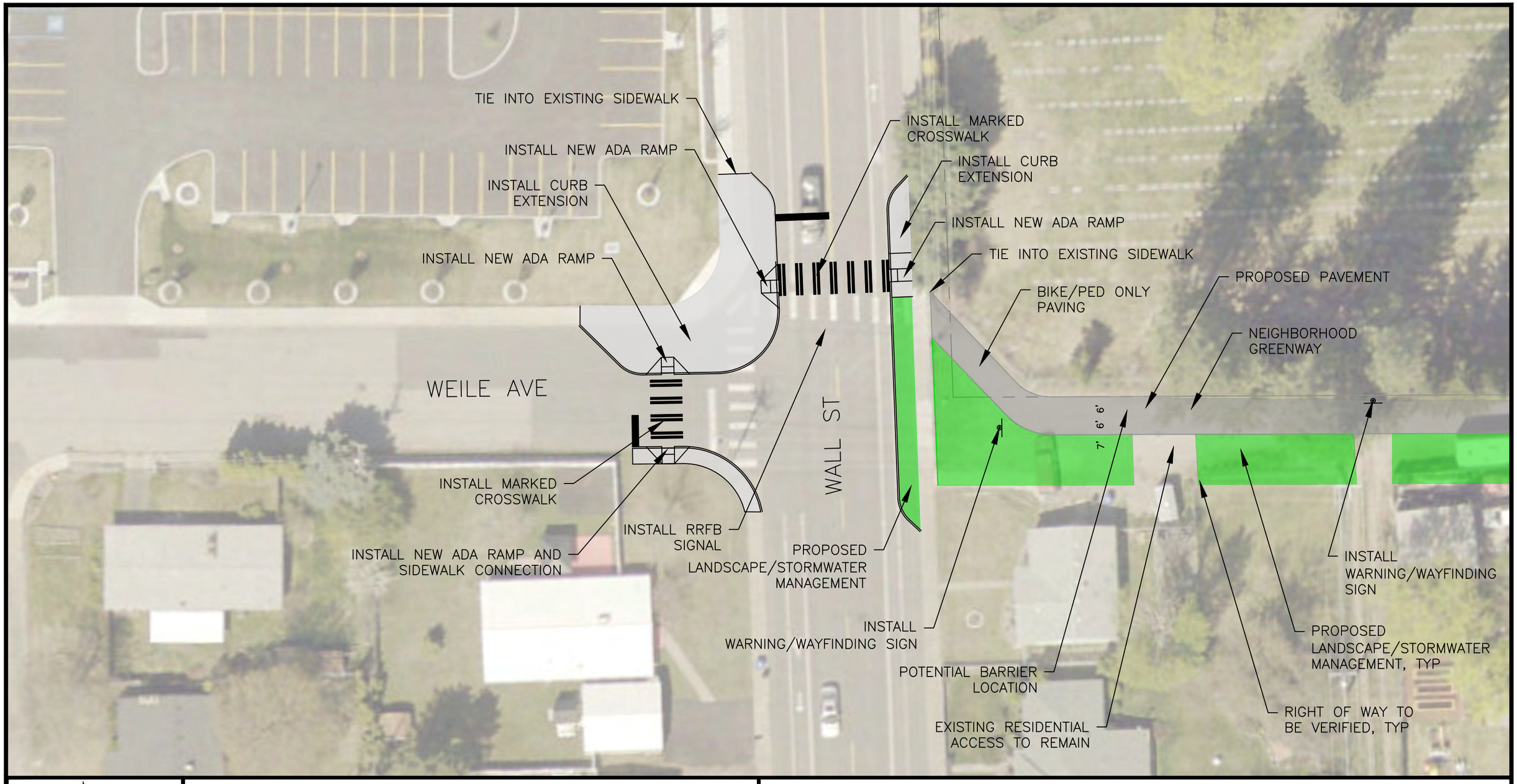
## PROJECT FEATURES

- Extent: Wall Street to Division Street (2,860)
- Planned crossing upgrade at Division
- Improved crossing of Wall Street
- Rectangular rapid-flashing beacons (RRFB)
- Wall to Normandie: neighborhood greenway
- Normandie to Division: shared-use path

## NEXT STEPS

- Design coordination with adjacent projects (13)
- Community engagement
- Coordination with design of Division Street crossing in development
- Further study of stormwater impacts needed
- Potential Safe Routes to School funding opportunities
- Further study of concept to evaluate impacts on traffic operations and improved safety for all users

30% Design




Spokane County
WASHINGTON

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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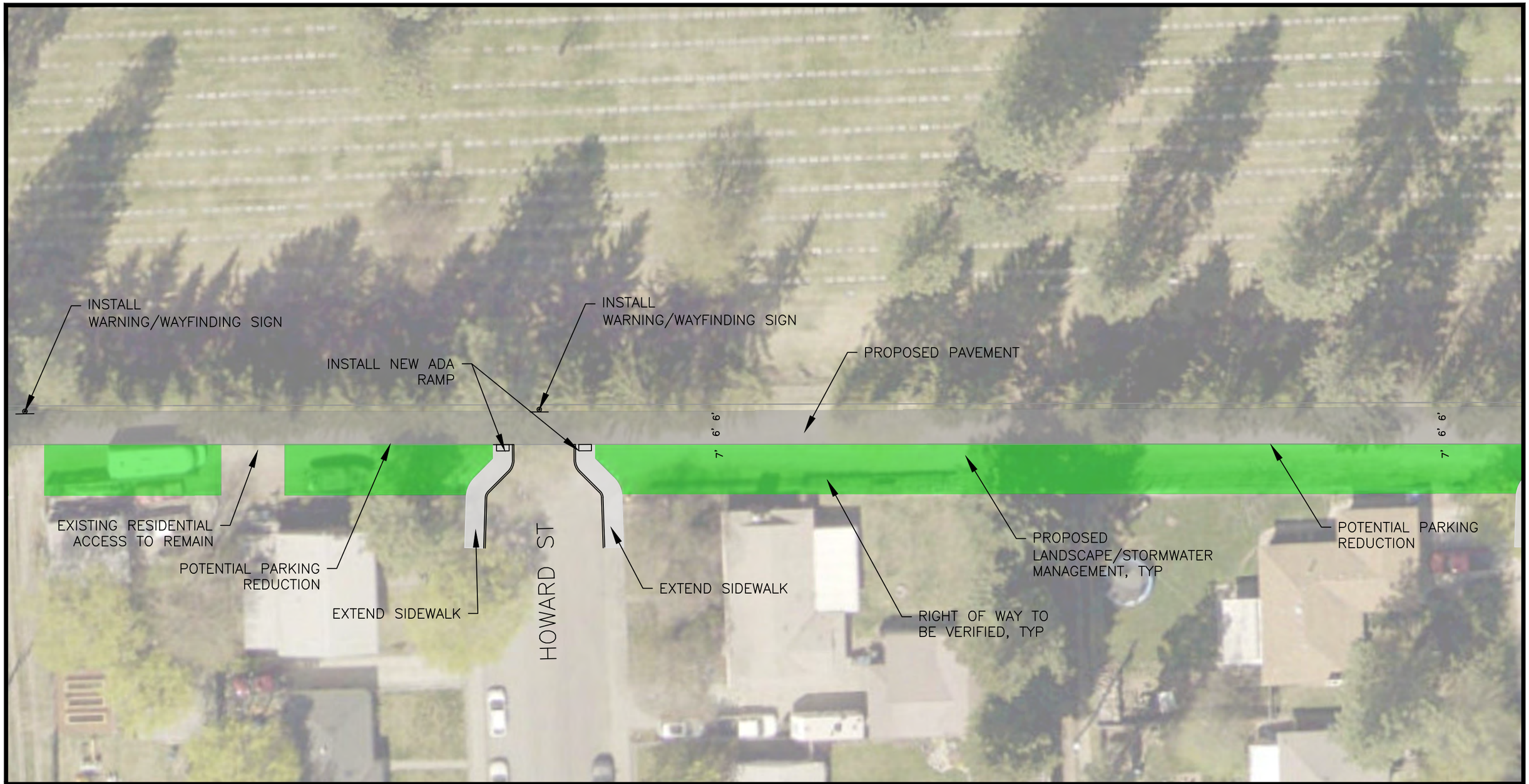
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 8

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

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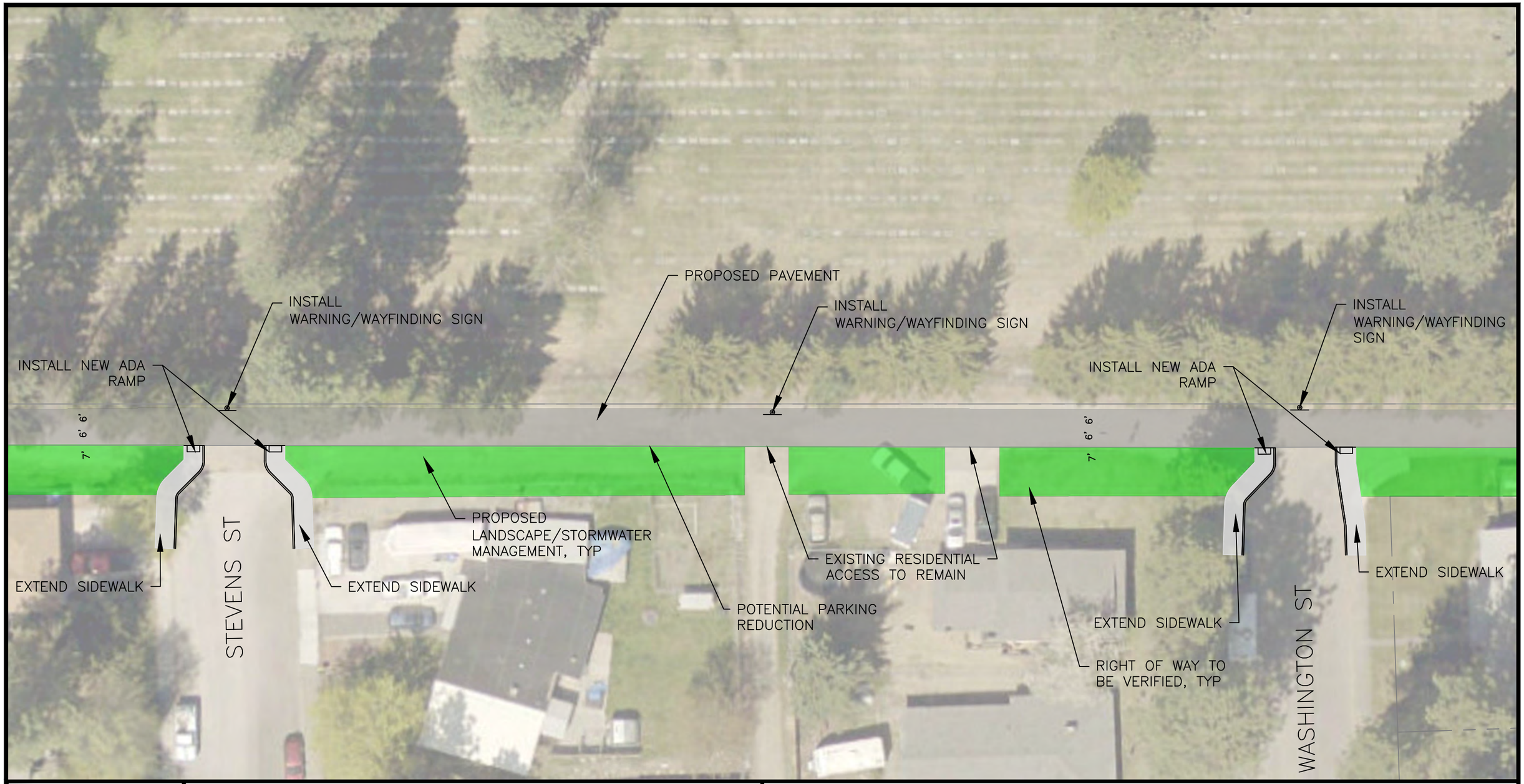
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 8




Spokane County
WASHINGTON

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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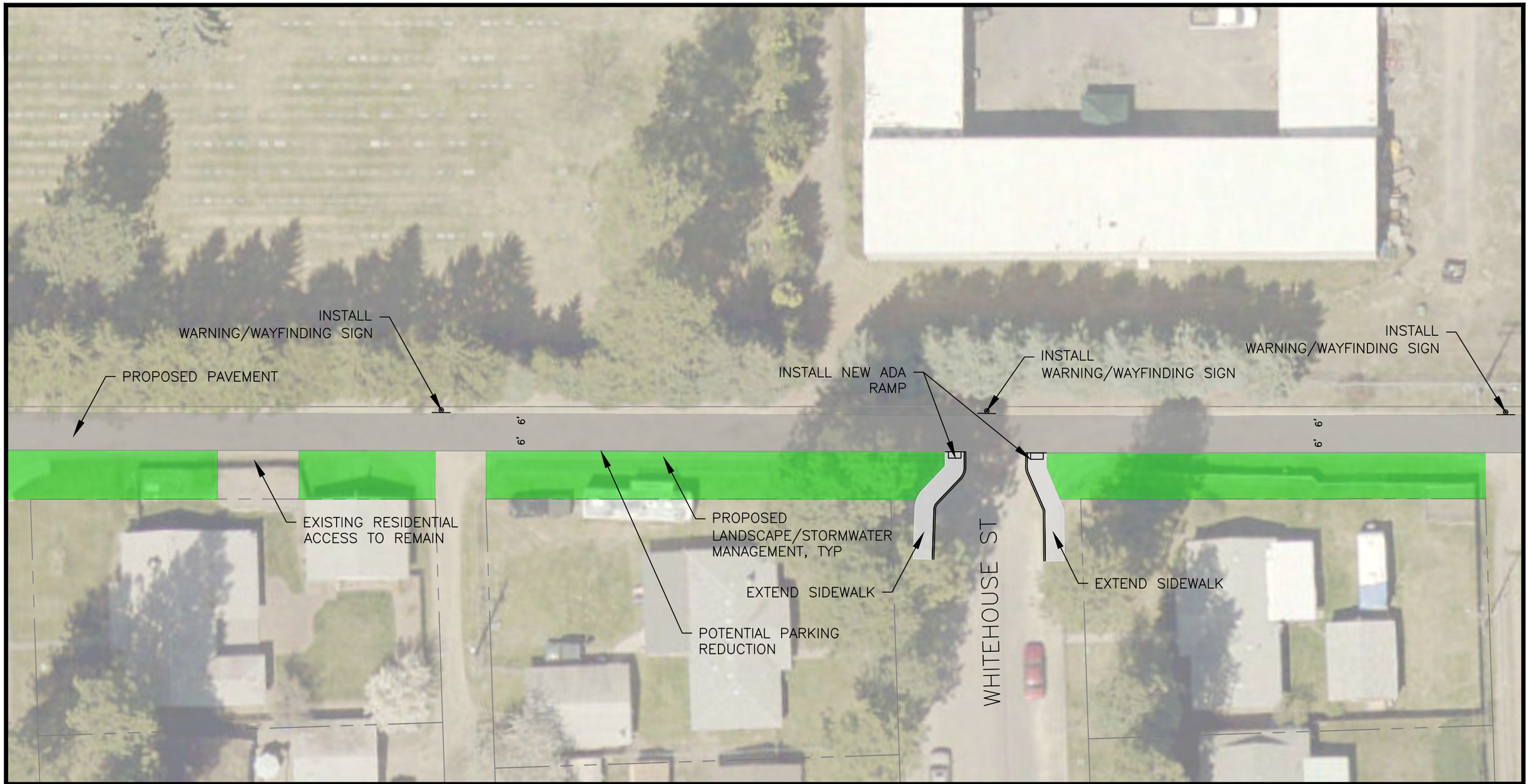
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 8




Spokane County
WASHINGTON

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 8

Spokane County
WASHINGTON

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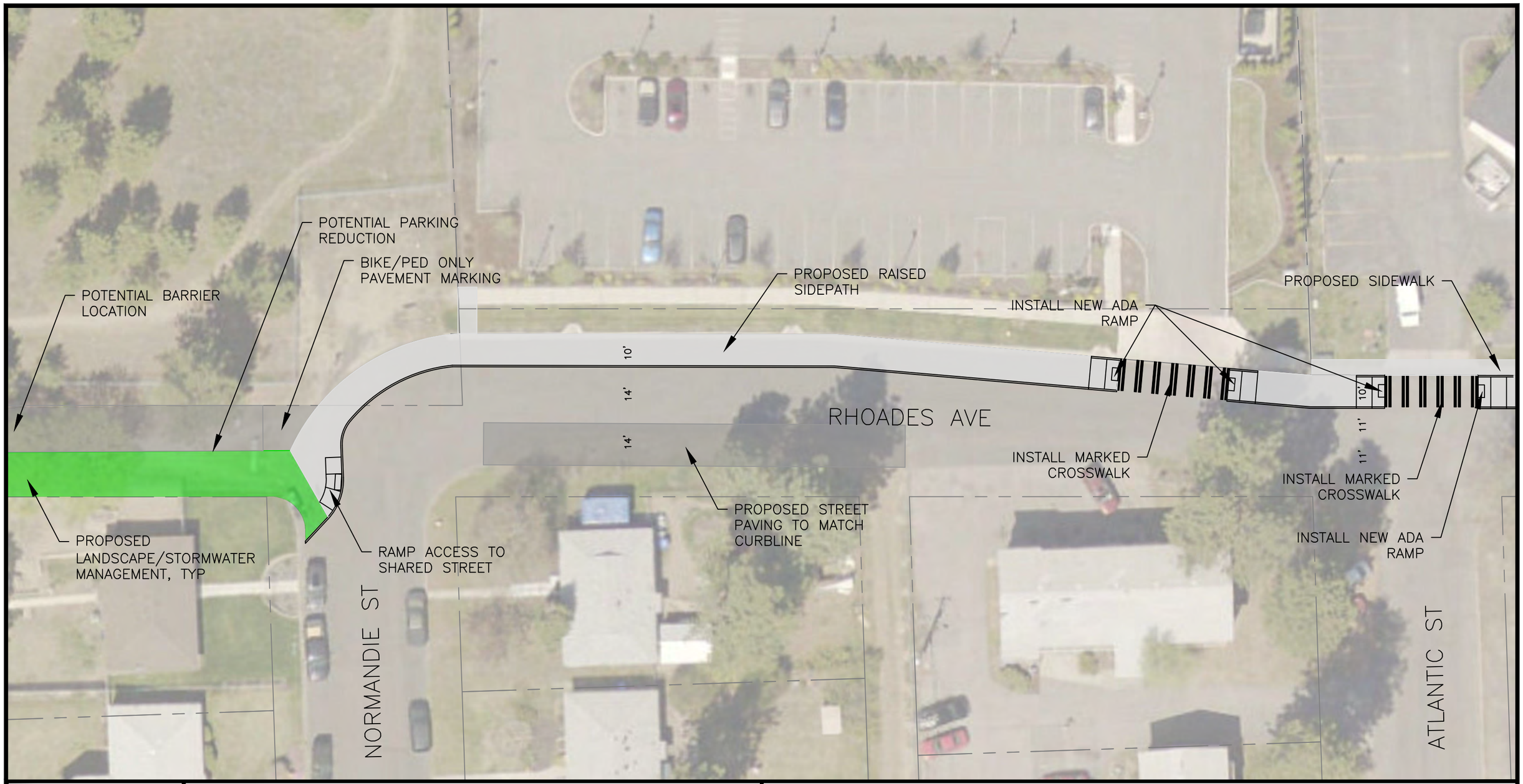
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 8




Spokane County
WASHINGTON

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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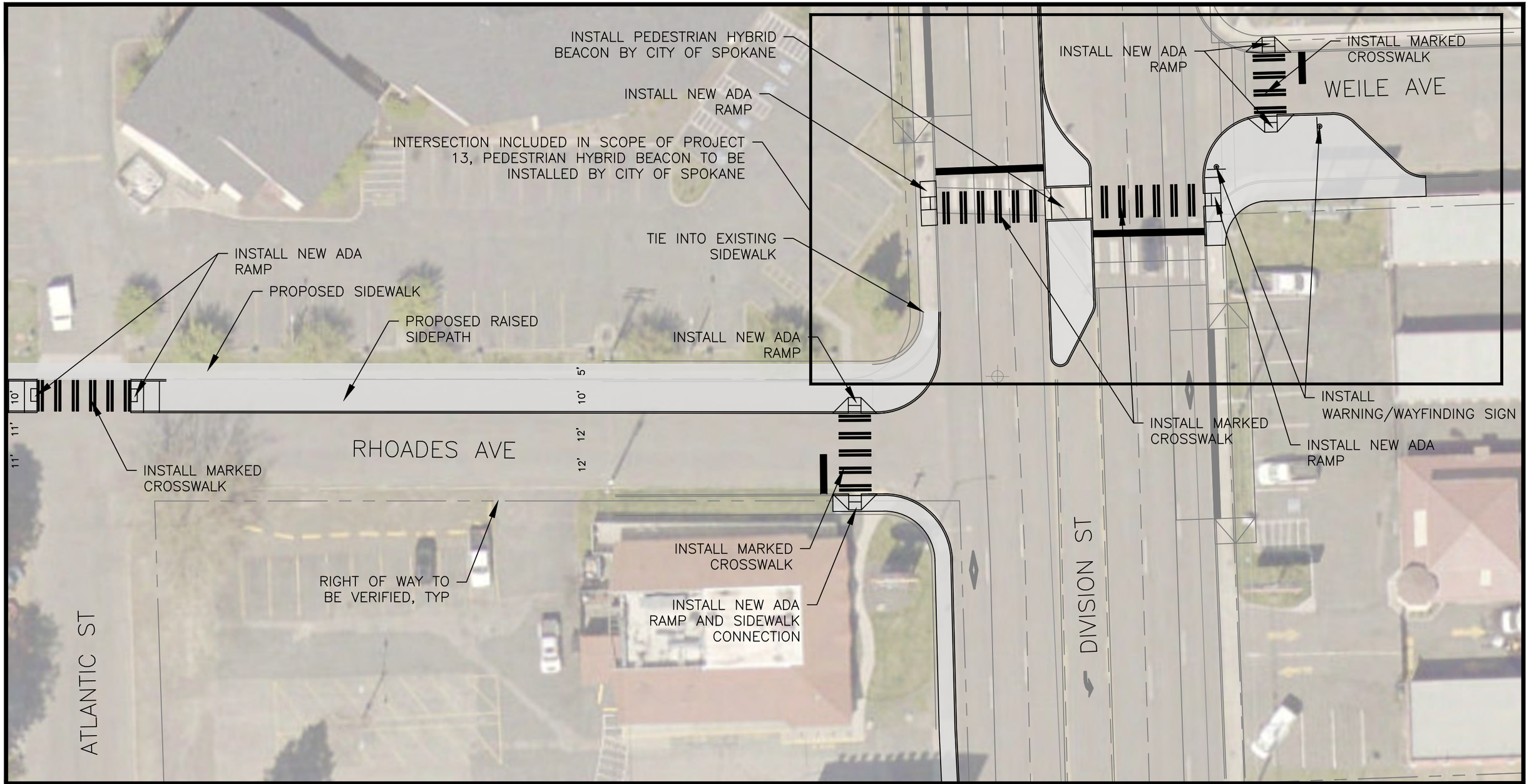
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 8

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

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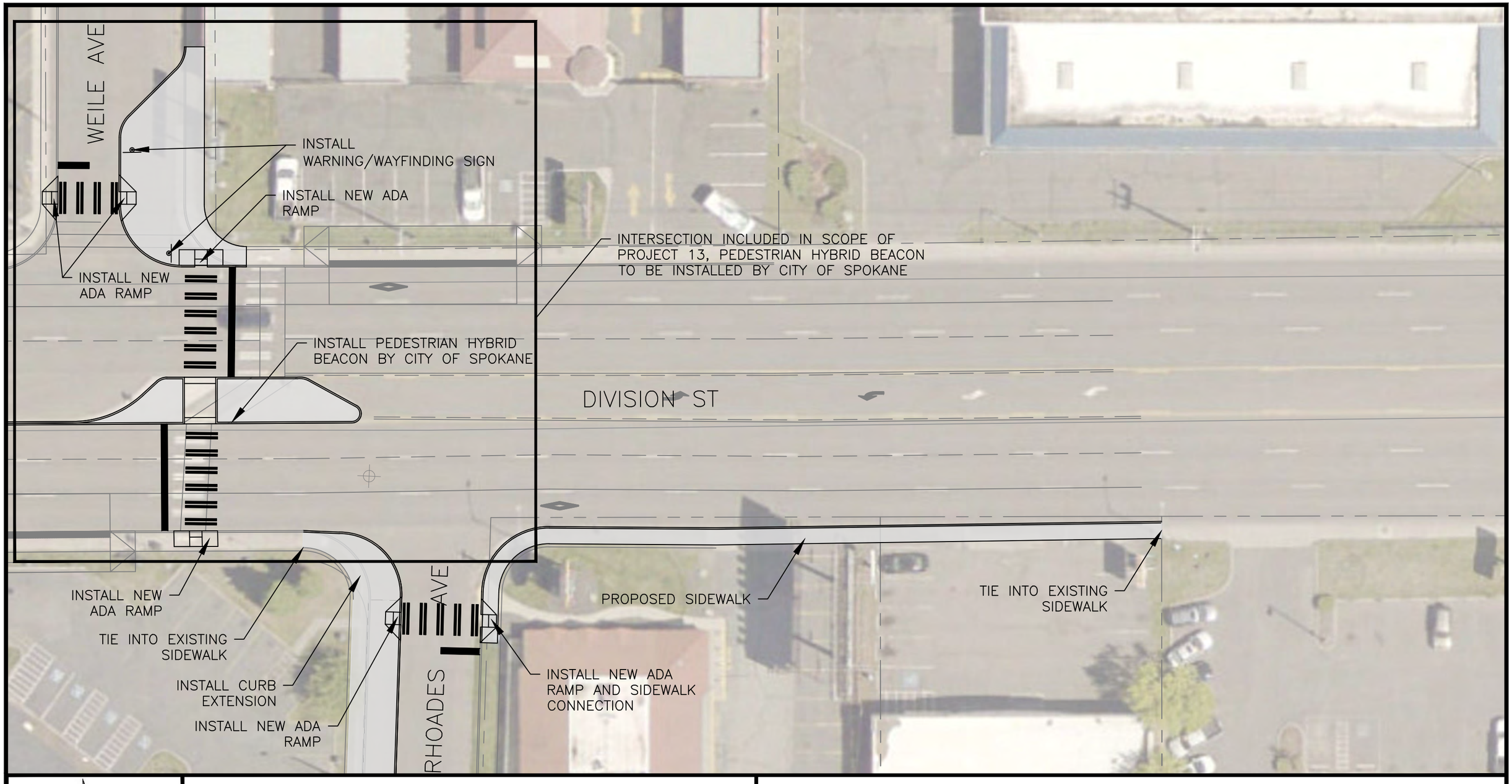
# 12 RHOADES AVE

## WALL ST TO DIVISION ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 8

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

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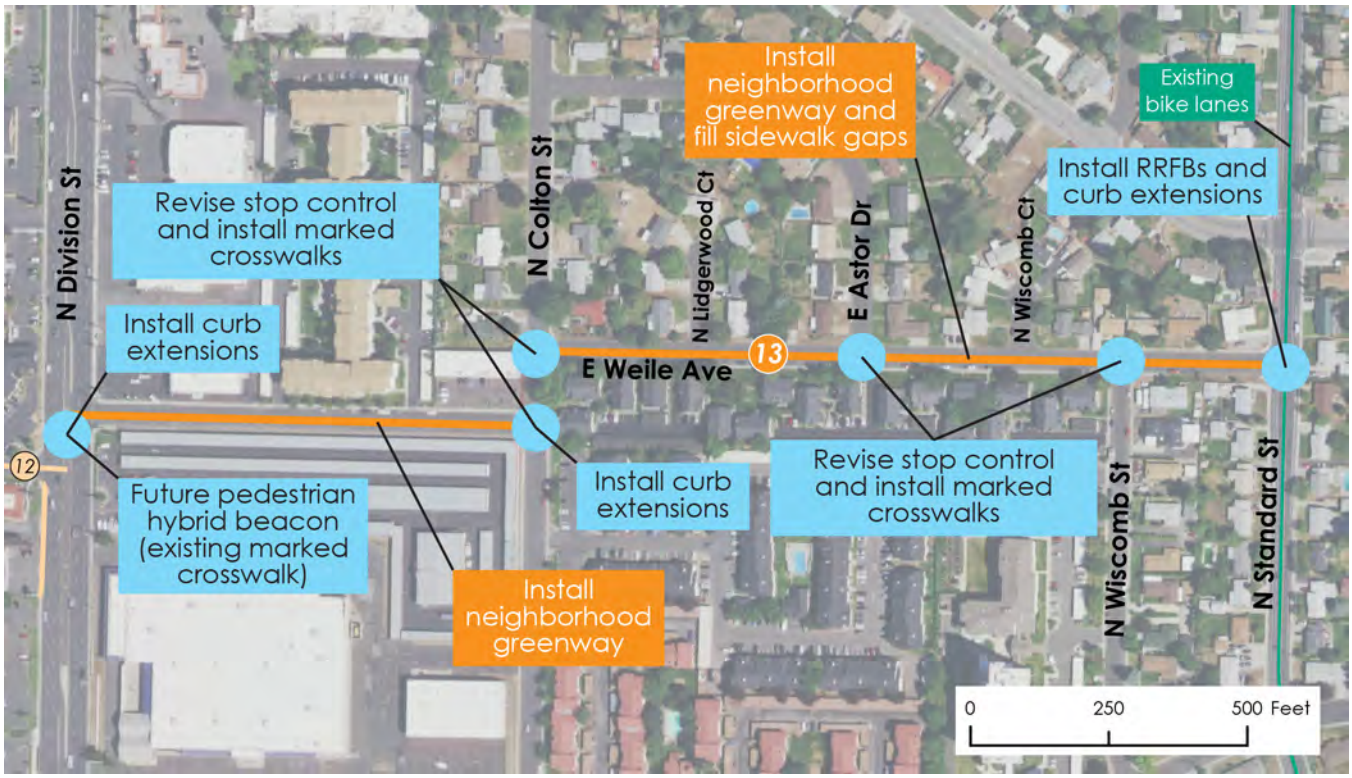
# 12 RHOADES AVE
## WALL ST TO DIVISION ST
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 8 OF 8

# Project 13: E Weile Avenue

E Weile Avenue is an east-west local roadway that connects high density residential areas to Division Street. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between a crossing of Division in development and the existing bike lanes along Standard Street.




## EXISTING CONDITIONS

- Two-lane roadway
- AADT unavailable for this roadway
- Four crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injury
- Jurisdiction: City of Spokane

## PROJECT FEATURES

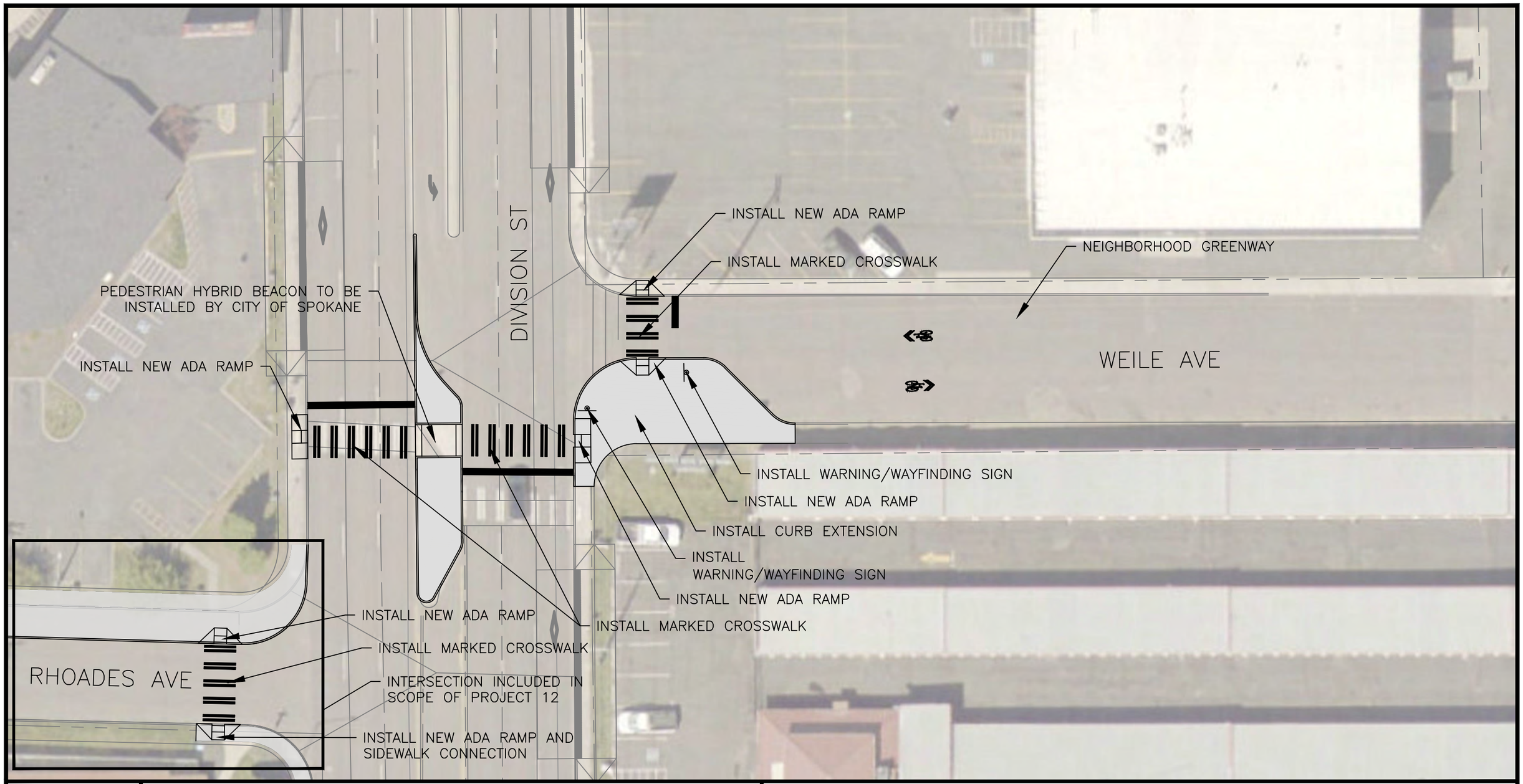
- Extent: Division Street to Standard Street (2,200')
- No change to curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of neighborhood greenway

## PROJECT COSTS

- Cost estimate = $660,439- $1,067,339
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Design coordination with adjacent projects (12)
- Community engagement
- Coordination with design of Division crossing in development
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

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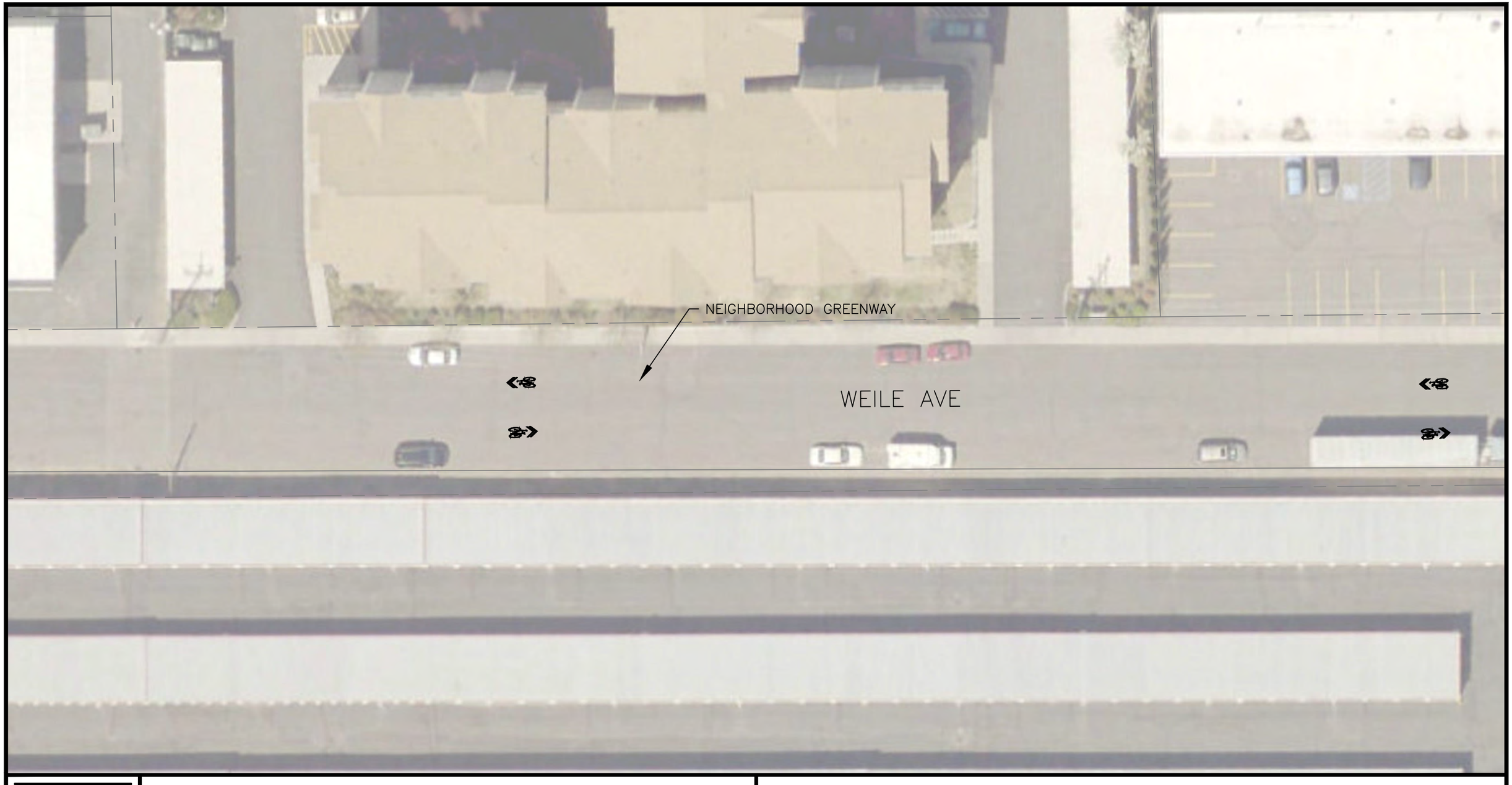
# 13 WIELE AVE

## DIVISION ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 6

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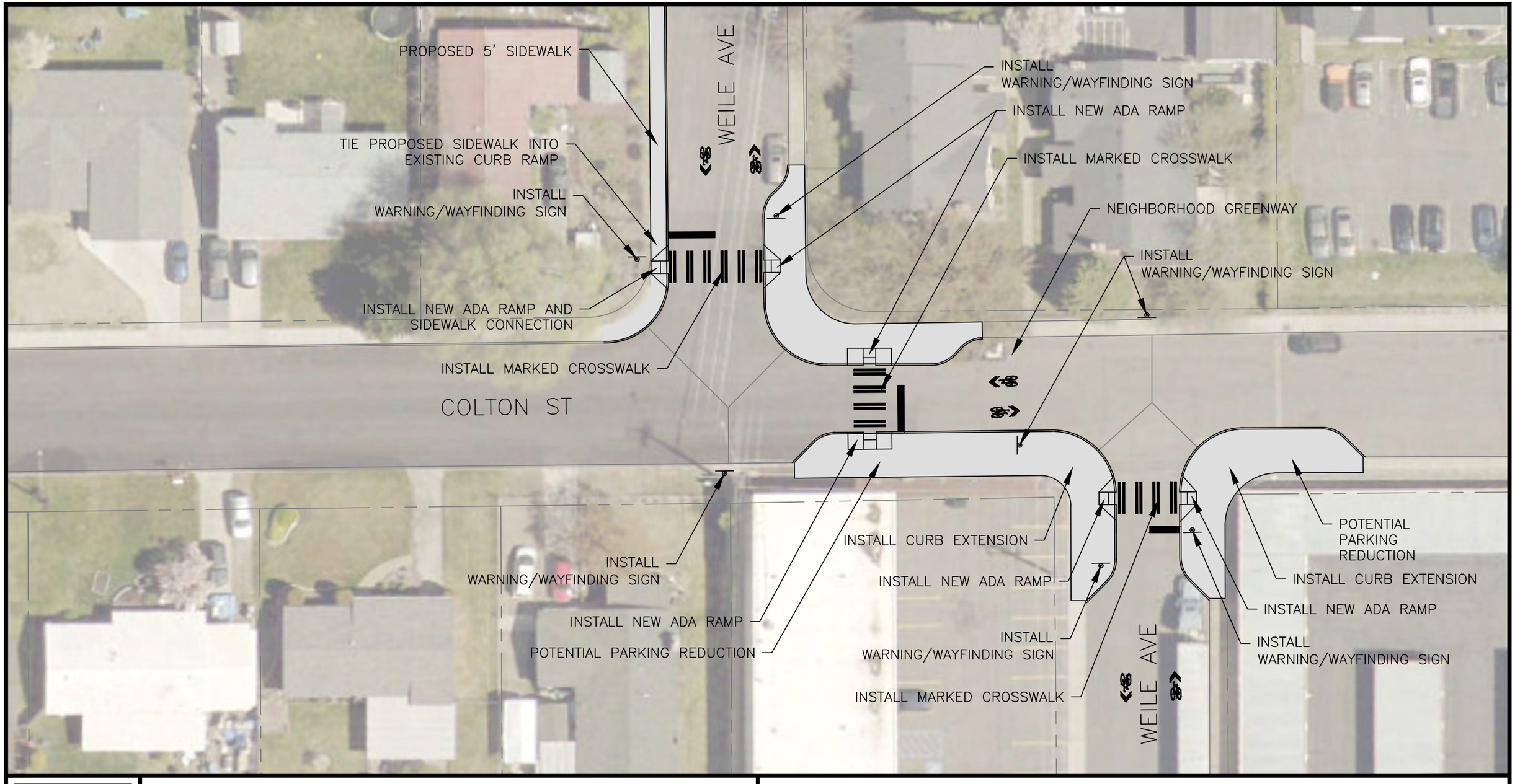
# 13 WIELE AVE

## DIVISION ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 6

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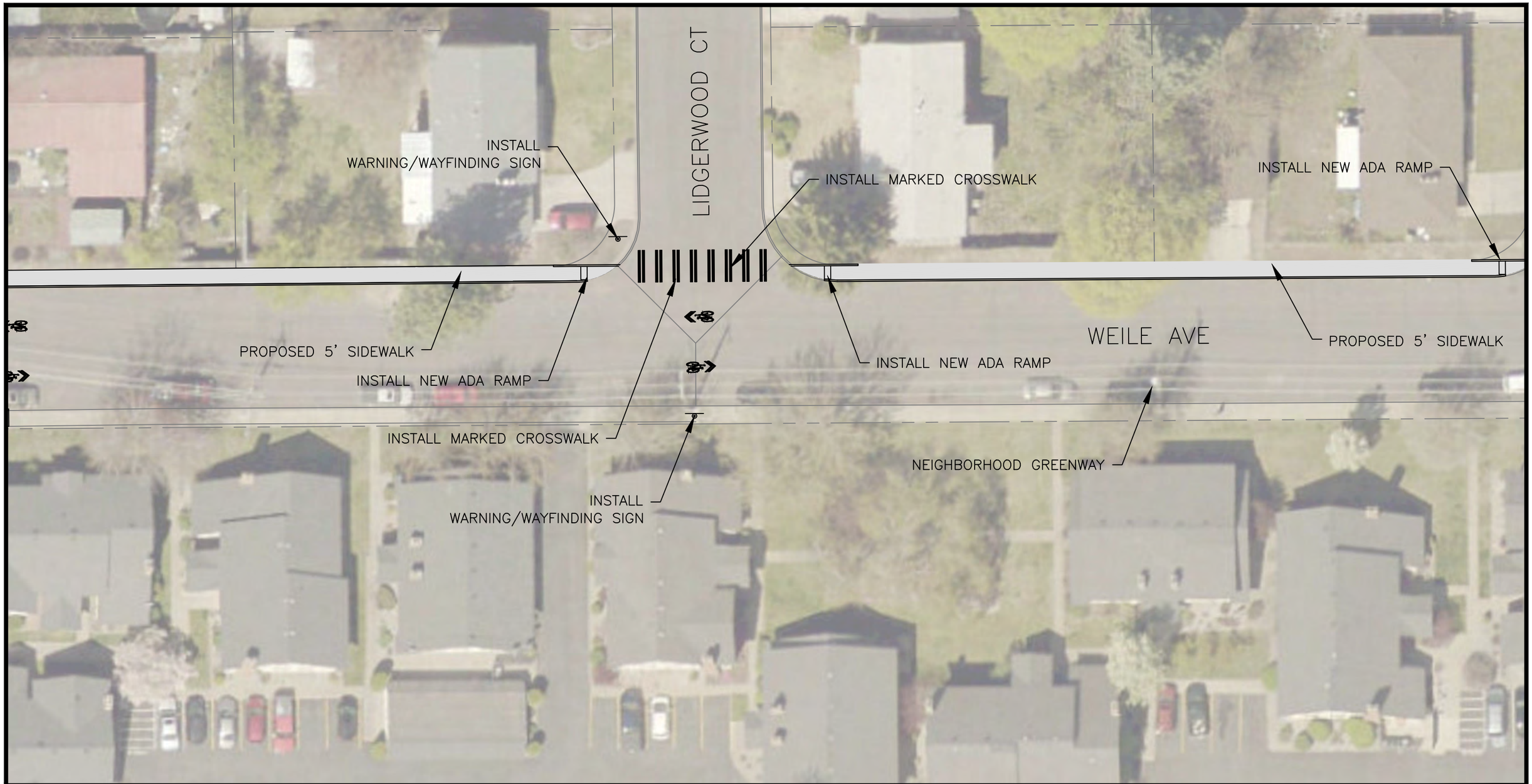
# 13 WIELE AVE

## DIVISION ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 6

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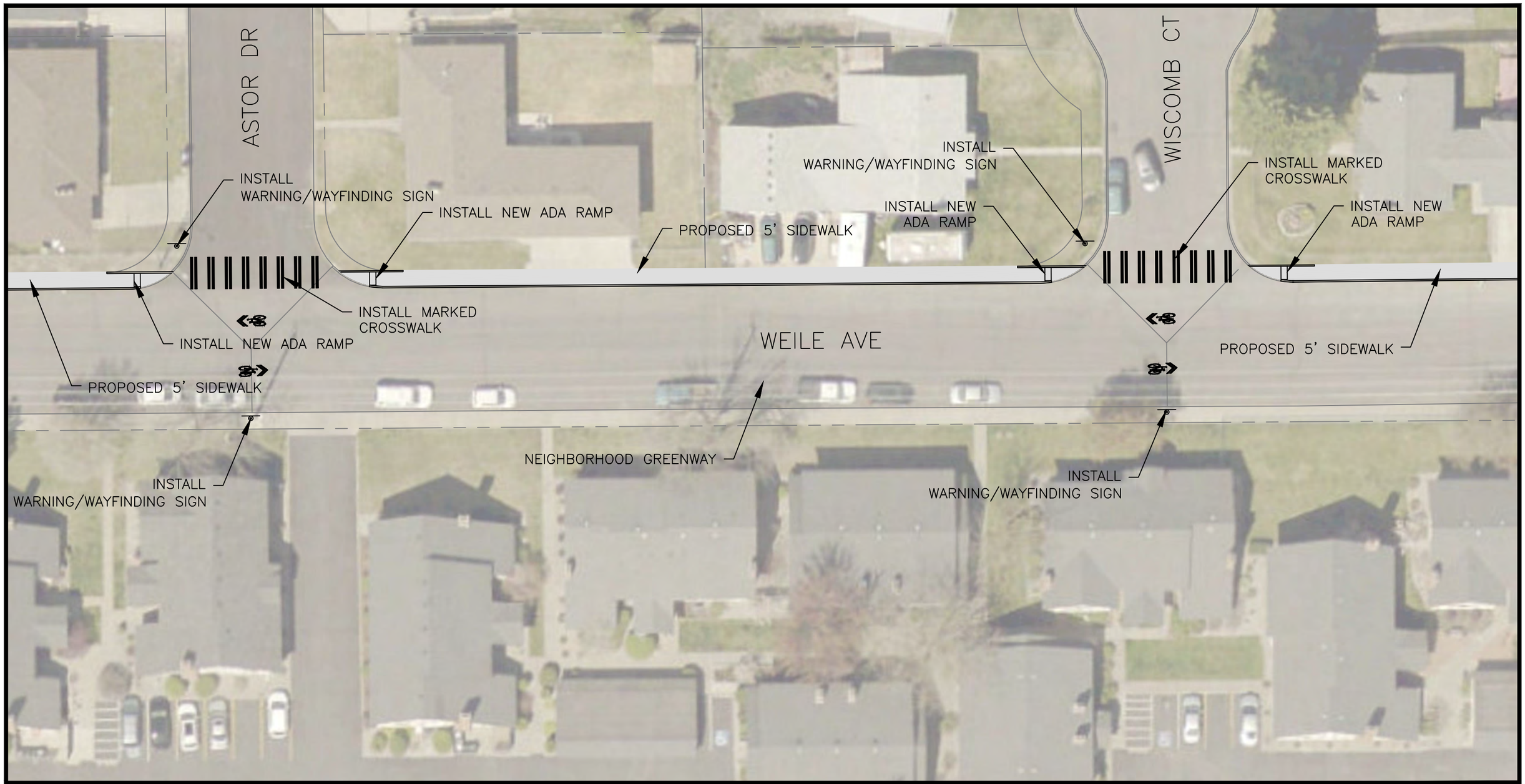
# 13 WIELE AVE

## DIVISION ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 6

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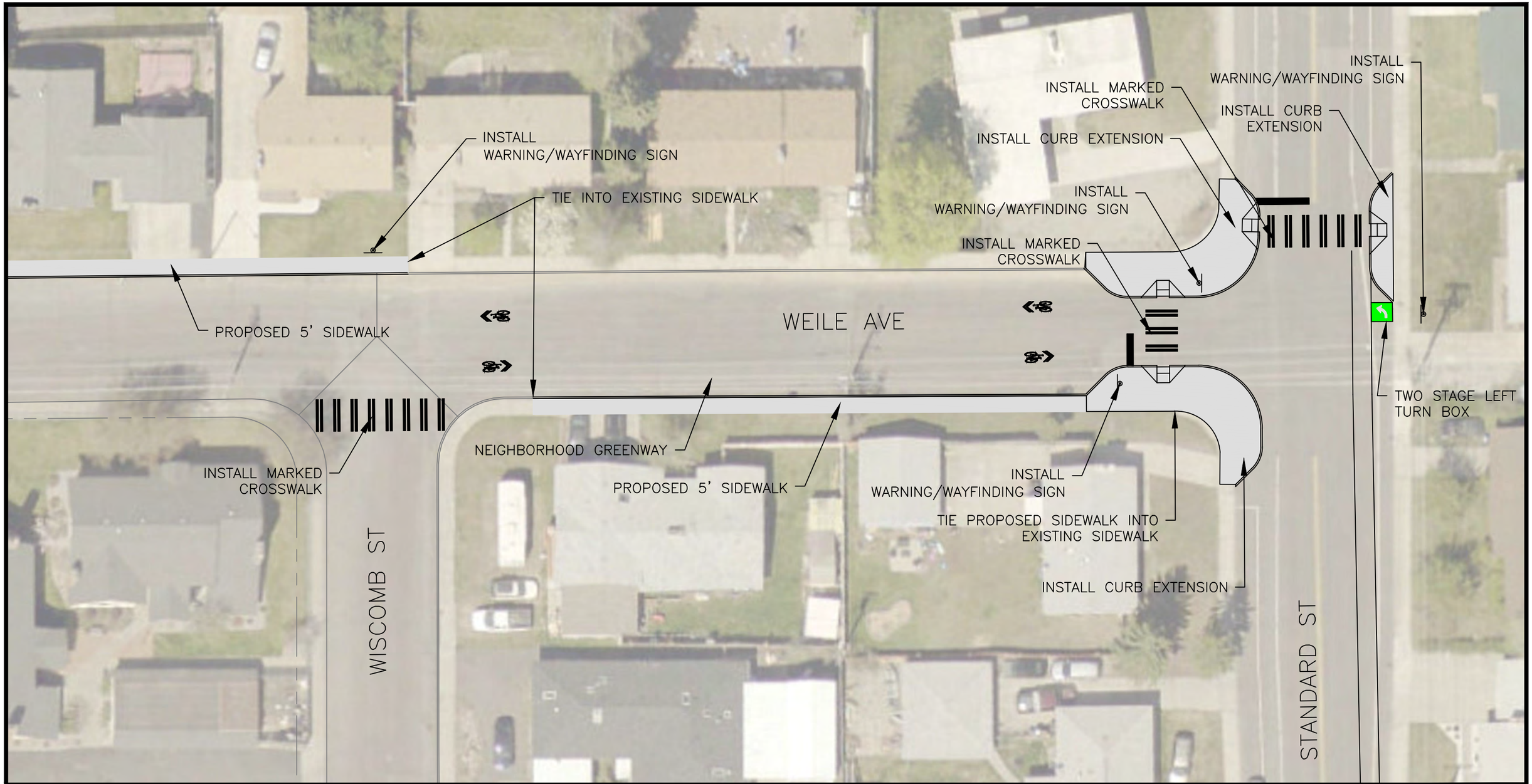
# 13 WIELE AVE

## DIVISION ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 6

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# 13 WIELE AVE

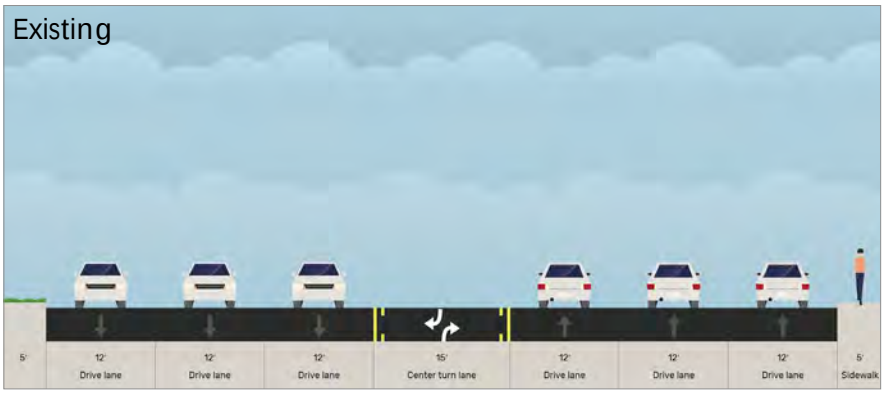
## DIVISION ST TO STANDARD ST

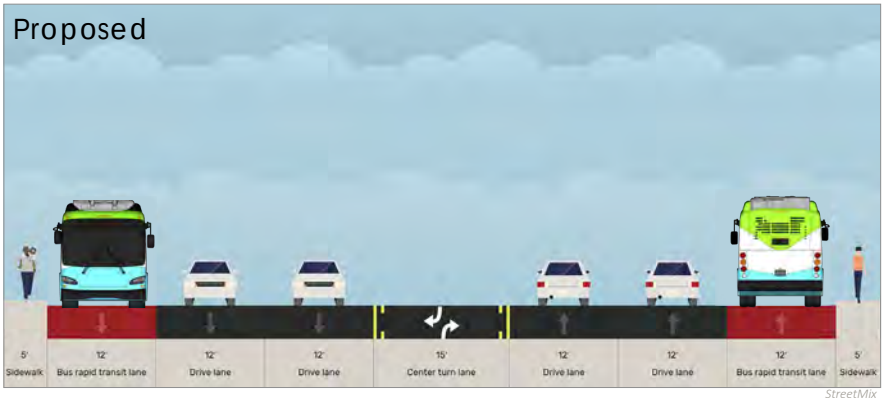
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 6

# Project 14: Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for sidewalk gaps along the segment of N Division Street from Cozza Drive to Lincoln Road. A continuous sidewalk is present along the eastern side of Division Street, with existing infrastructure gaps throughout the sidewalk on the west side of the road.




StreetMix

## EXISTING CONDITIONS

- Two-lane road with median
- Existing sidewalks on both sides of the roadway with gaps
- AADT of 34,200 (2019) along the segment
- No reported crashes involving a non-motorist within the past five years
- Jurisdiction: WSDOT

## PROJECT FEATURES

- Extent: Cozza Dr to Lincoln Road to Cascade Way (220')
- Additional sidewalks to fill gaps

## PROJECT COSTS

- Cost estimate = $152,606- $182,072
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased along with the Division BRT construction

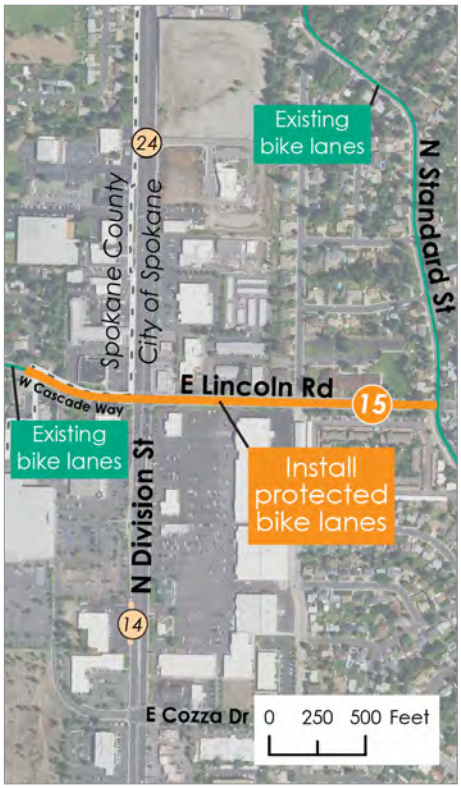
## NEXT STEPS

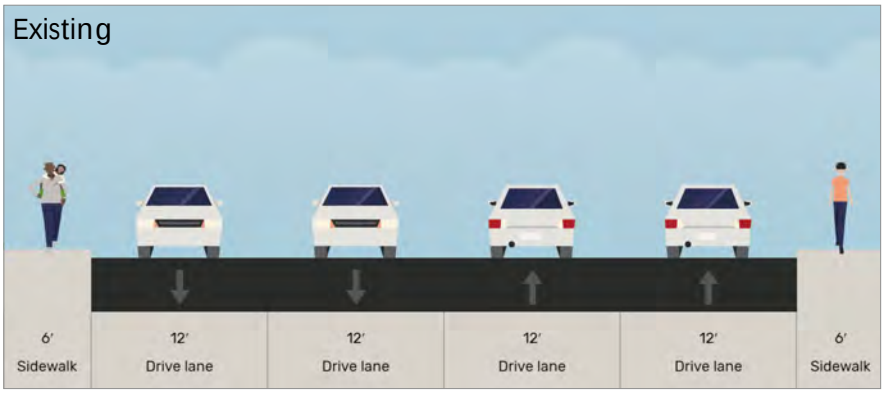
- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

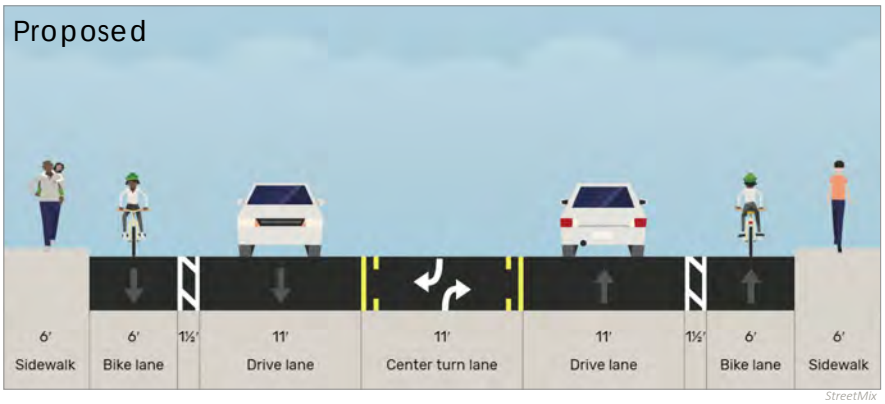
*Conceptual* Design

# Project 15: W Cascade Way/E Lincoln Road

W Cascade Road/E Lincoln Road is an east-west principal arterial from N Standard Street to Spokane's city boundary. The road primarily serves light commercial uses. The existing AADT of 7,500 makes this project an ideal candidate for a lane reduction following guidance from the FHWA, which will improve safety for all roadway users. Existing roadway lanes can be reallocated to accommodate buffered bike lanes in each direction from Normandie Street to Standard Street. At the east end of the project corridor, the proposed bike lanes will transition into existing bike lanes on Cascade Way. The east end will be coordinated with current resurfacing project by the city.




StreetMix

## EXISTING CONDITIONS

- Four-lane roadway
- Existing sidewalks on both sides of the roadway
- AADT of 7,500 (2019) along the segment
- One crash within the past five years involved a bicyclist
- Jurisdiction: City of Spokane and Spokane County

## PROJECT FEATURES

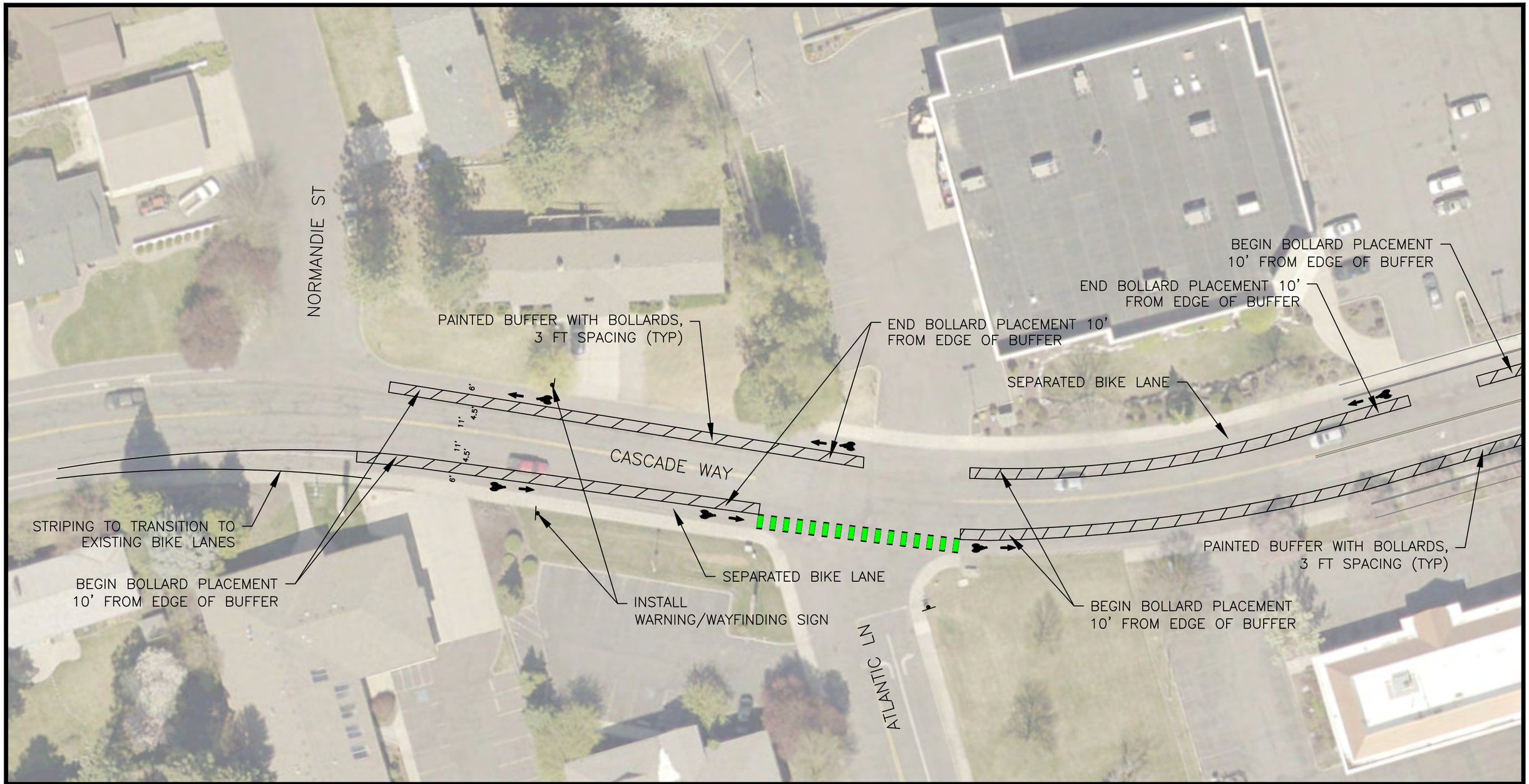
- Extent: Normandie Street to Standard Street (2,170')
- Lane reduction from four to three lanes
- Buffered bike lanes in each direction
- Intersection upgrades: marked crosswalks, push button for non-motorists, bike specific signal

## PROJECT COSTS

- Cost estimate = $580,840- $1,081,340
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT regarding intersection with Division Street
- Further study of intersection impacts
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

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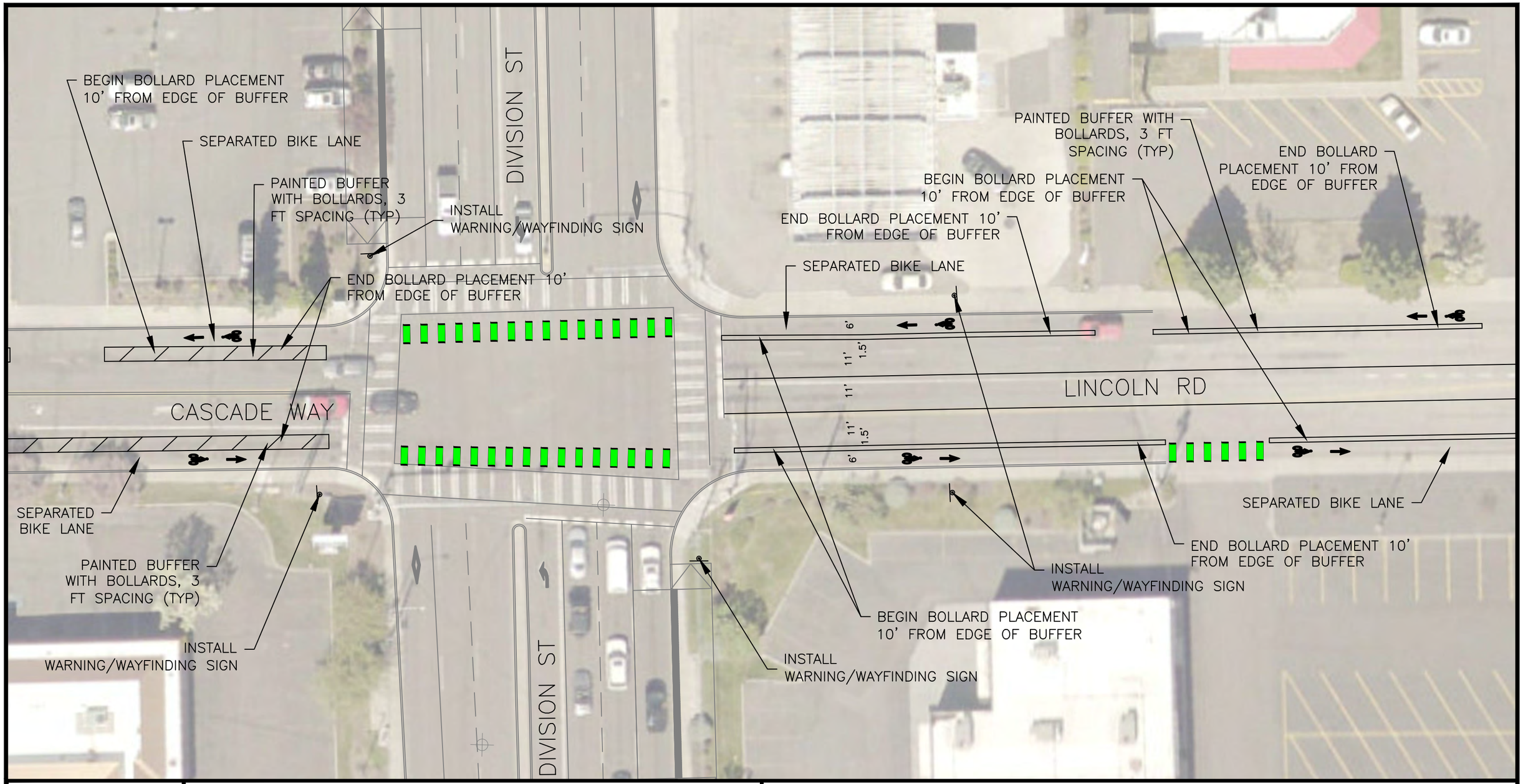
# 15 CASCADE WAY/LINCOLN RD

## NORMANDIE ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 5

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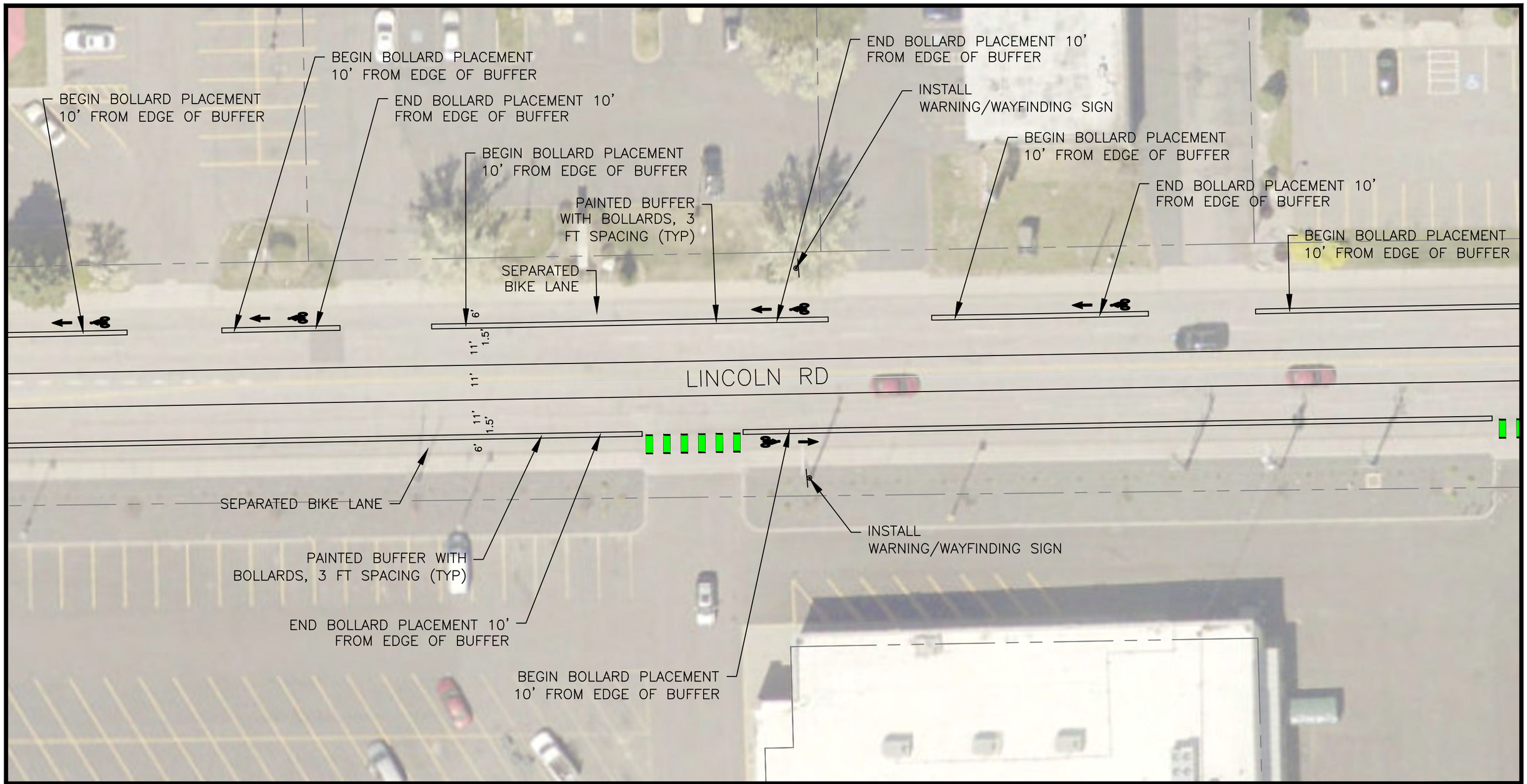
# 15 CASCADE WAY/LINCOLN RD

## NORMANDIE ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 5

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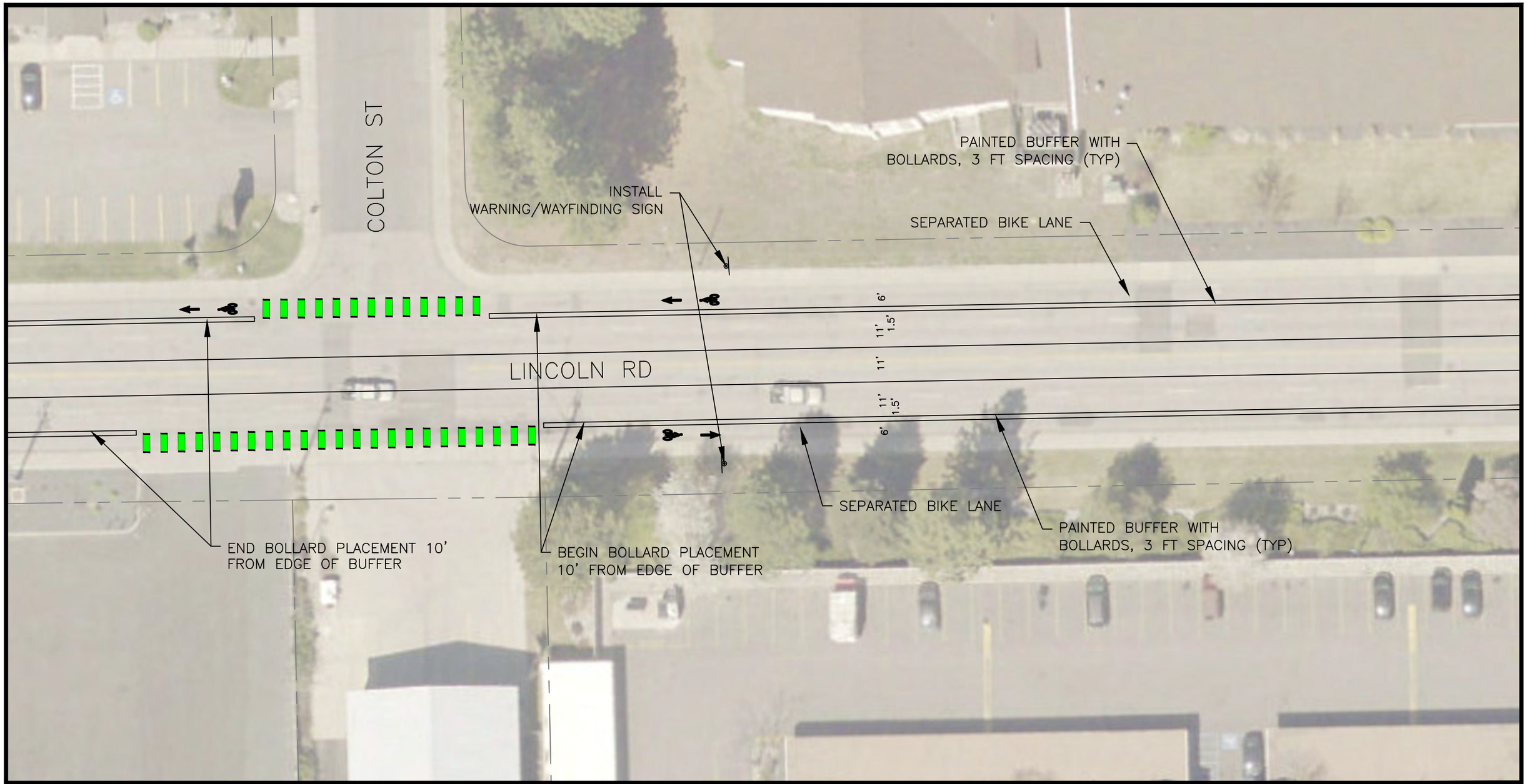
# 15 CASCADE WAY/LINCOLN RD

## NORMANDIE ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 5

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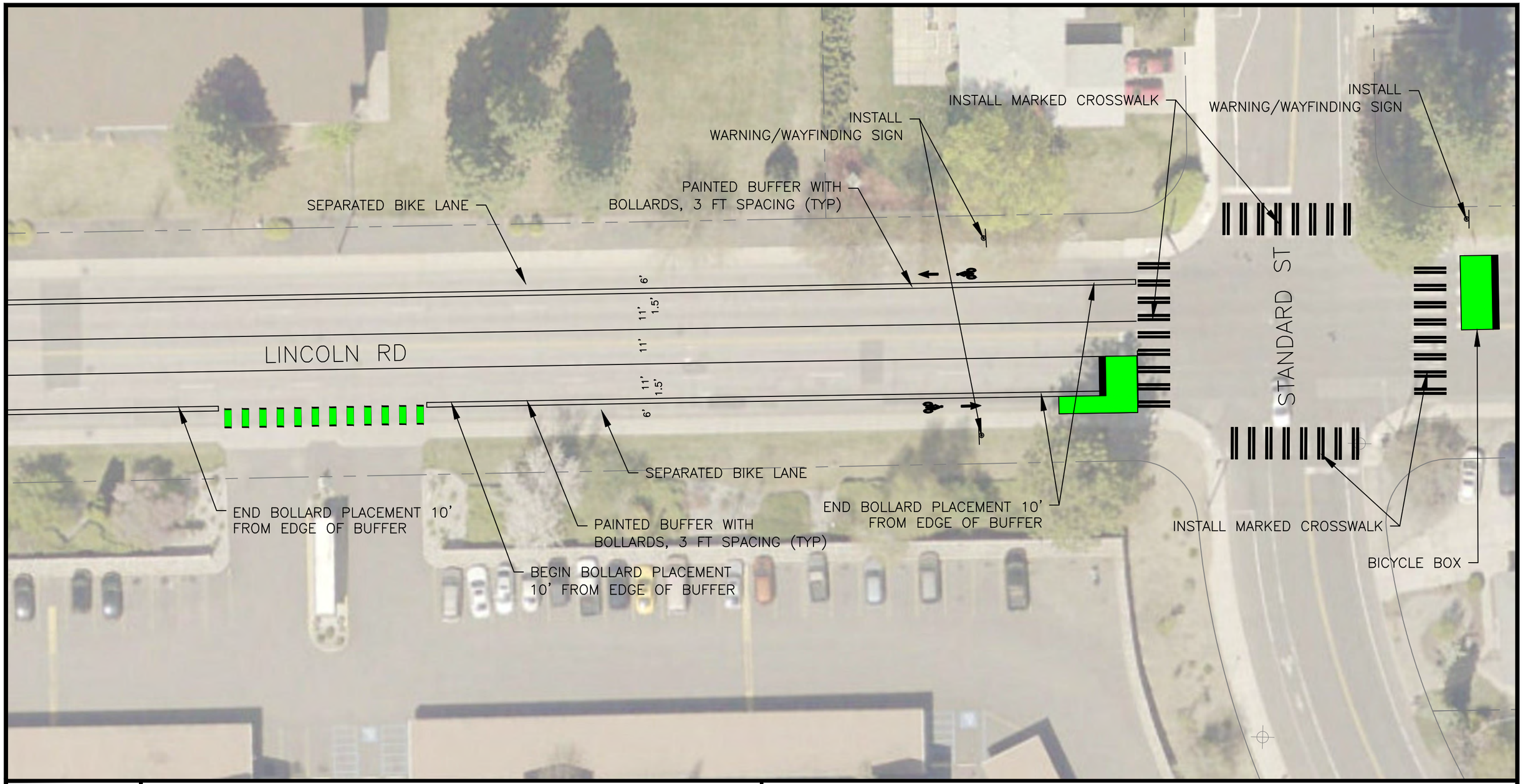
# 15 CASCADE WAY/LINCOLN RD

## NORMANDIE ST TO STANDARD ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 5

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# 15 CASCADE WAY/LINCOLN RD

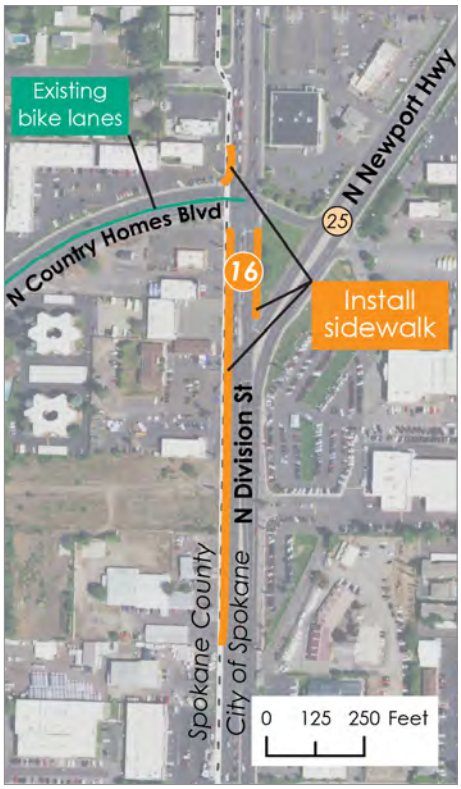
## NORMANDIE ST TO STANDARD ST

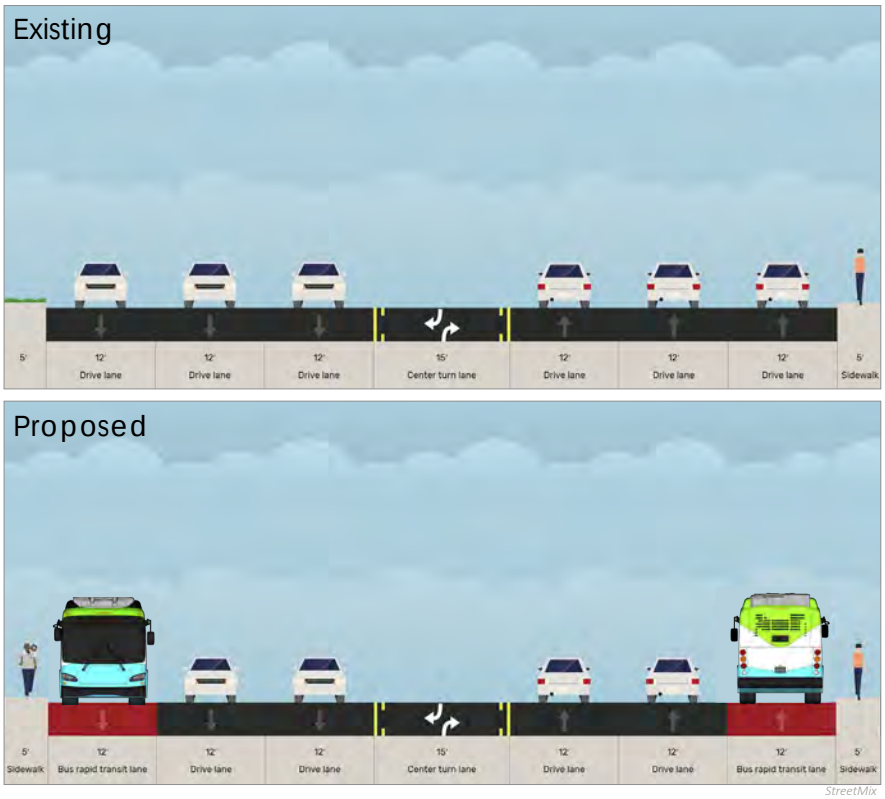
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 5

# Project 16: N Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for sidewalk gaps along the segment of N Division Street from Price Road to Magnesium Road, where sidewalk gaps are present.




## EXISTING CONDITIONS

- Six-lane highway
- Existing sidewalks with gaps along both sides of roadway
- AADT of 37,000 (2019) along the segment
- One crash within the past five years involved a pedestrian
- Jurisdiction: WSDOT

## PROJECT FEATURES

- Extent: Price Road/Magnesium Road to Hoerner Avenue (1,400')
- Additional sidewalks to fill gaps

## PROJECT COSTS

- Cost estimate = $457,817- $546,217
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

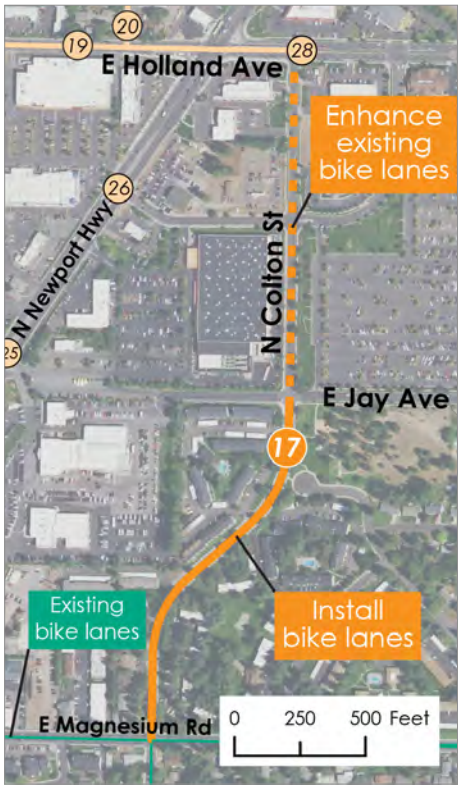
## NEXT STEPS

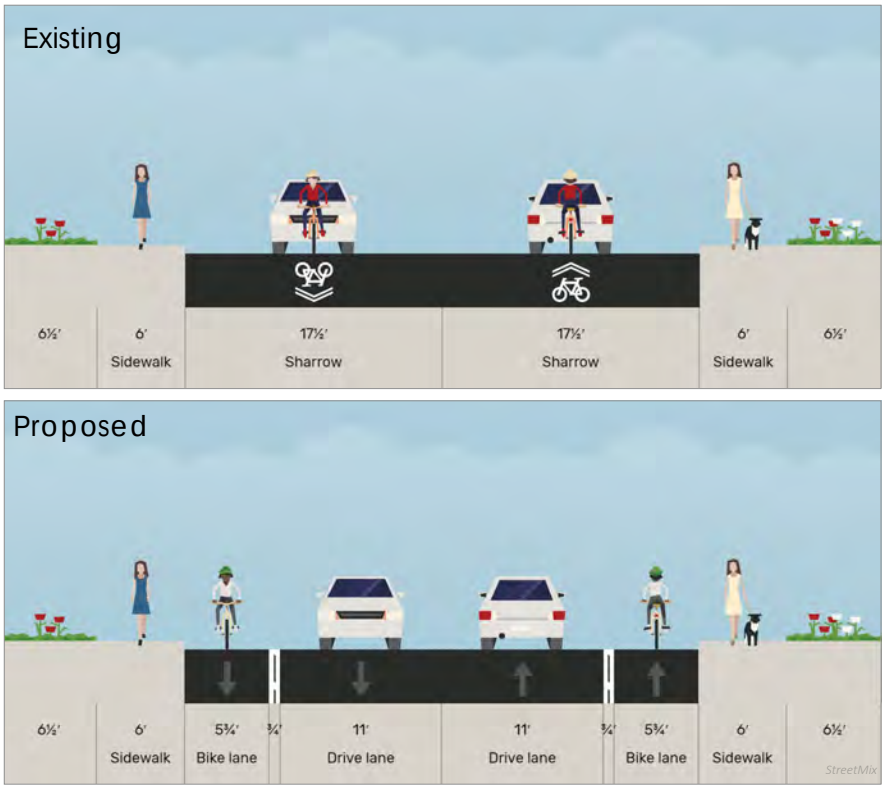
- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 17: N Colton Street

N Colton Street is a north-south minor collector roadway, connecting to high-density residential areas and parks. The low AADT along the project corridor suggest standard painted bike lanes area appropriate. The existing bike lanes on the north segment between Holland and Jay will be extended from Jay to Magnesium. Enhancements to the bike lanes along the corridor include conflict markings, intersection approaches, and intersection safety improvements. This project will require reallocating roadway space currently used for intermittent parking along the south segment. This project will provide an all ages and abilities connection from the proposed bike lanes on Holland to the south end of the project corridor.




## EXISTING CONDITIONS

- Two-lane roadway with on-street parking
- Existing sidewalks on both sides of the roadway
- Existing bike lanes north of Jay Avenue
- Exiting on-street parking
- AADT of 2,100 (2019) along the north segment and 4,900 (2019) along the south segment
- One crash involving a non-motorist within the past five years, resulting in a pedestrian fatality
- Jurisdiction: City of Spokane

## PROJECT COSTS

- Cost estimate = $309,920- $1,433,224
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

## PROJECT FEATURES

- Extent: Magnesium Road to Holland Avenue (2,280')
- No change to existing curb alignment
- Reallocation of wide shared lanes and addition of bike lanes along south segment
- Removal of on-street parking
- Conflict markings at driveways
- Colton Avenue/Jay Street intersection improvements: curb extensions, marked crosswalk, bike markings through intersection
- Bike friendly catch basin grates

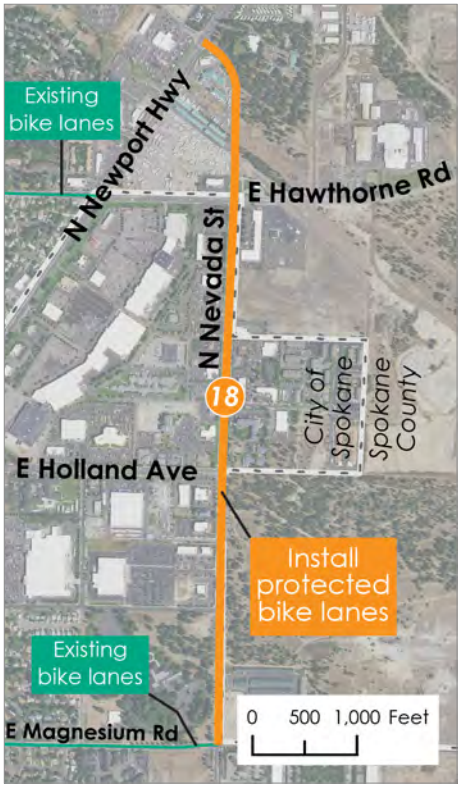
## NEXT STEPS

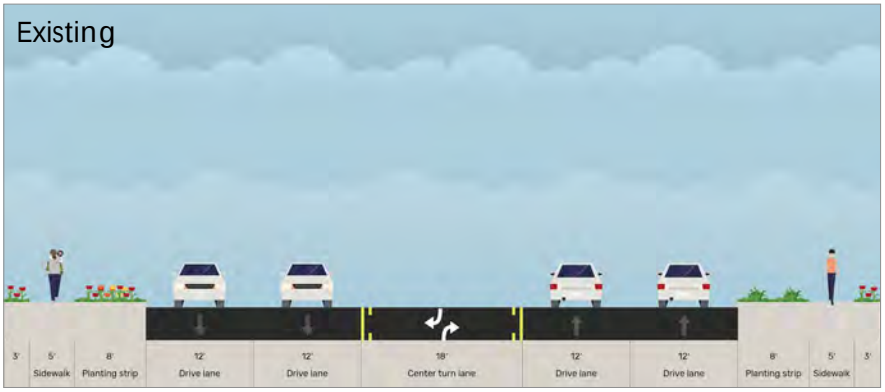
- Design coordination with adjacent projects (19, 28)
- Community engagement
- Parking utilization study
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

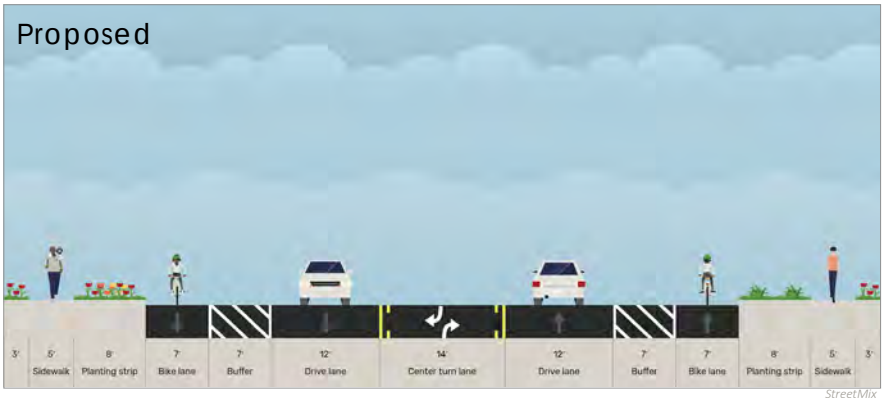
Conceptual Design

# Project 18: N Nevada Street

N Nevada is a north-south principal arterial that crosses the Spokane City boundary in the north into Spokane County. Nevada primarily serves light commercial and office uses with significant future development potential remaining along the corridor. Regional traffic modeling conducted during an earlier phase of the project suggest traffic demand on Nevada will experience moderate growth given the alternatives of the BRT on Division and the completion of the NSC. This suggests the corridor could be a good candidate for a lane reduction from 5 lanes to 3 lanes, which will improve safety for all roadway users. Existing roadway lanes will be reallocated to include one-way separated bike lanes in each direction. Connectivity to existing bike lanes on Newport Highway will benefit the future Mead Works development to the north, providing an all ages and abilities connection for users.




StreetMix

## EXISTING CONDITIONS

- Four-lane roadway
- Footpath along sections of the segment
- AADT of 18,100 (2019) north of Holland Avenue and 27,100 south of Holland Avenue
- Four crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash that resulted in serious injuries
- Jurisdiction: City of Spokane and Spokane County

## PROJECT COSTS

- Cost estimate = $695,136- $1,828,840
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

## PROJECT FEATURES

- Extent: Magnesium Road to Newport Highway (6,870')
- Lane reduction from five to three lanes
- One-way separated bike lanes on each side of street

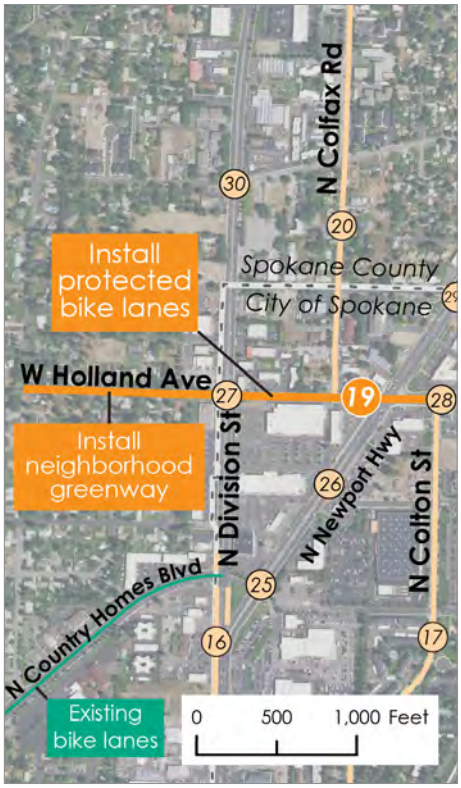
## NEXT STEPS

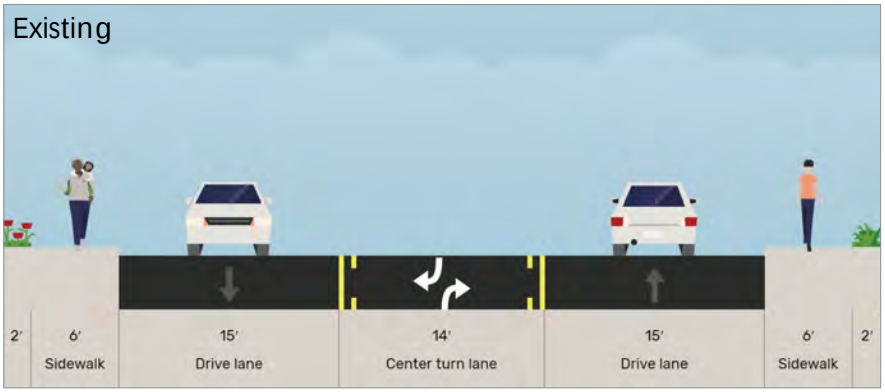
- Design coordination with adjacent projects (19, 28)
- Community engagement
- Confirm future travel demand projections
- Conduct a detailed traffic study and intersection/ turning movement analysis per FHWA guidance for lane reallocations
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

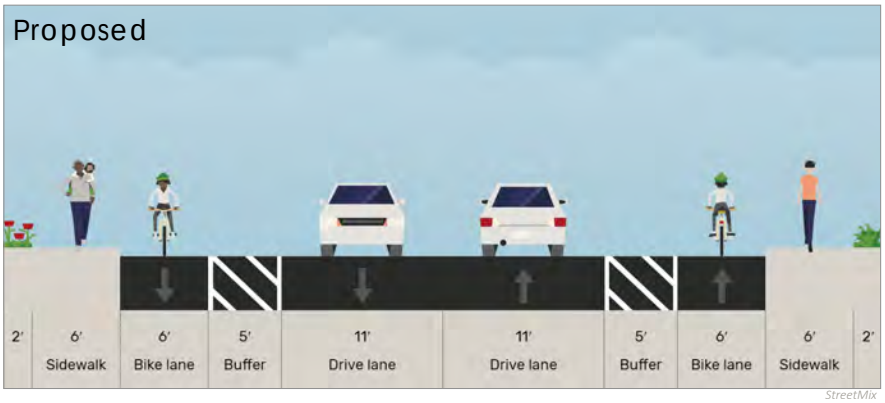
Conceptual Design

# Project 19: Holland Avenue

Holland Avenue is an east-west major collector that is split between the City of Spokane and Spokane County. The west end of the project corridor connects a residential area to the Division Corridor. The low traffic volumes and residential character of this segment an ideal candidate for a neighborhood greenway. The east end of the project corridor connects the Division Corridor to major commercial hubs. The existing AADT of 1,400 makes this segment a candidate for a lane reduction following guidance from the FHWA. The existing roadway will be reallocated to accommodate separated bike lanes east of Division. This project will provide an all ages and abilities connection between the bike lanes on Colton to the west end of the project corridor.




StreetMix

## EXISTING CONDITIONS

- Four-lane roadway with two-way left turn lane
- Sidewalks on either side of the roadway with gaps
- AADT of 1,400 (2022) west of Division Street and 8,200 (2021) east of Division Street
- Two crashes involving a pedestrians within the past five years, one of which resulted in a fatality
- Jurisdiction: City of Spokane and Spokane County

## PROJECT COSTS

- Cost estimate = $1,142,232- $1,583,582
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## PROJECT FEATURES

- Extent: Ivanhoe Street to Colton Street (2,590')

*West of Division*:

- Lane reduction and separated bike lanes

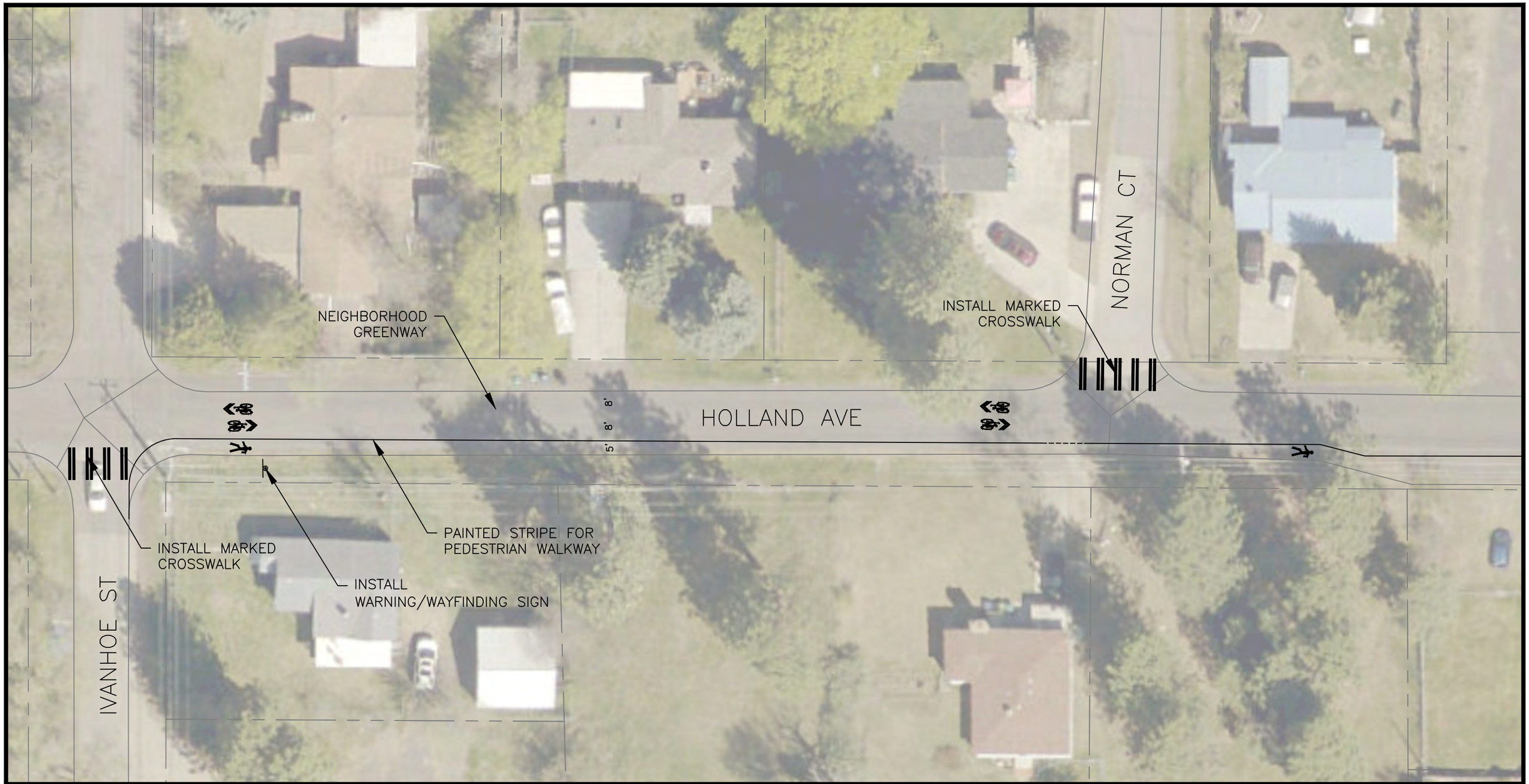
*East of Division:*

- Neighborhood Greenway
- No change to existing curb alignment

## NEXT STEPS

- Design coordination with adjacent projects (17, 20, 27, 28)
- Coordination with WSDOT regarding crossings of Division and Newport Highway
- Community engagement
- Further study of concept to evaluate impacts on traffic operations and improved safety for all users

30% Design

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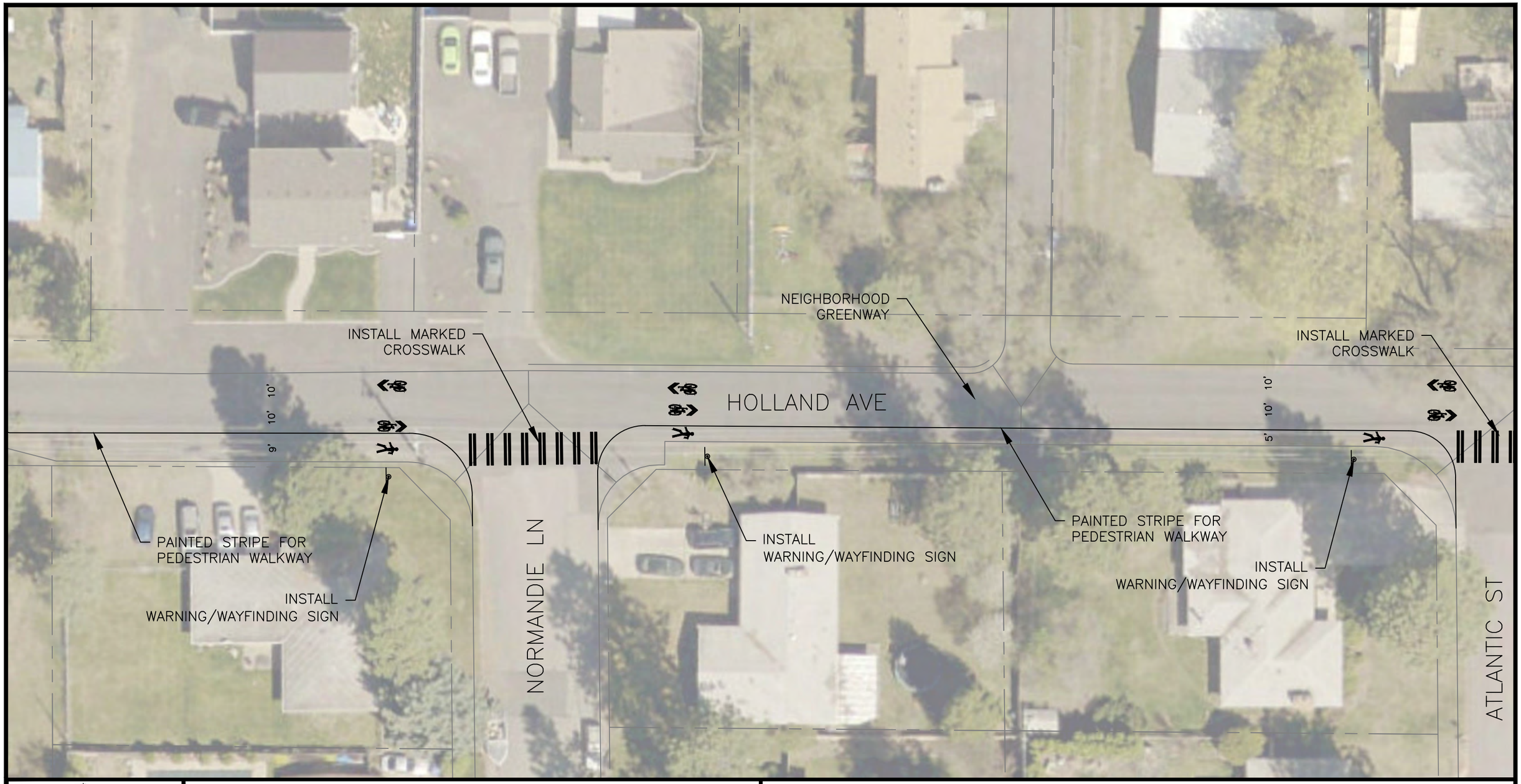
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 7

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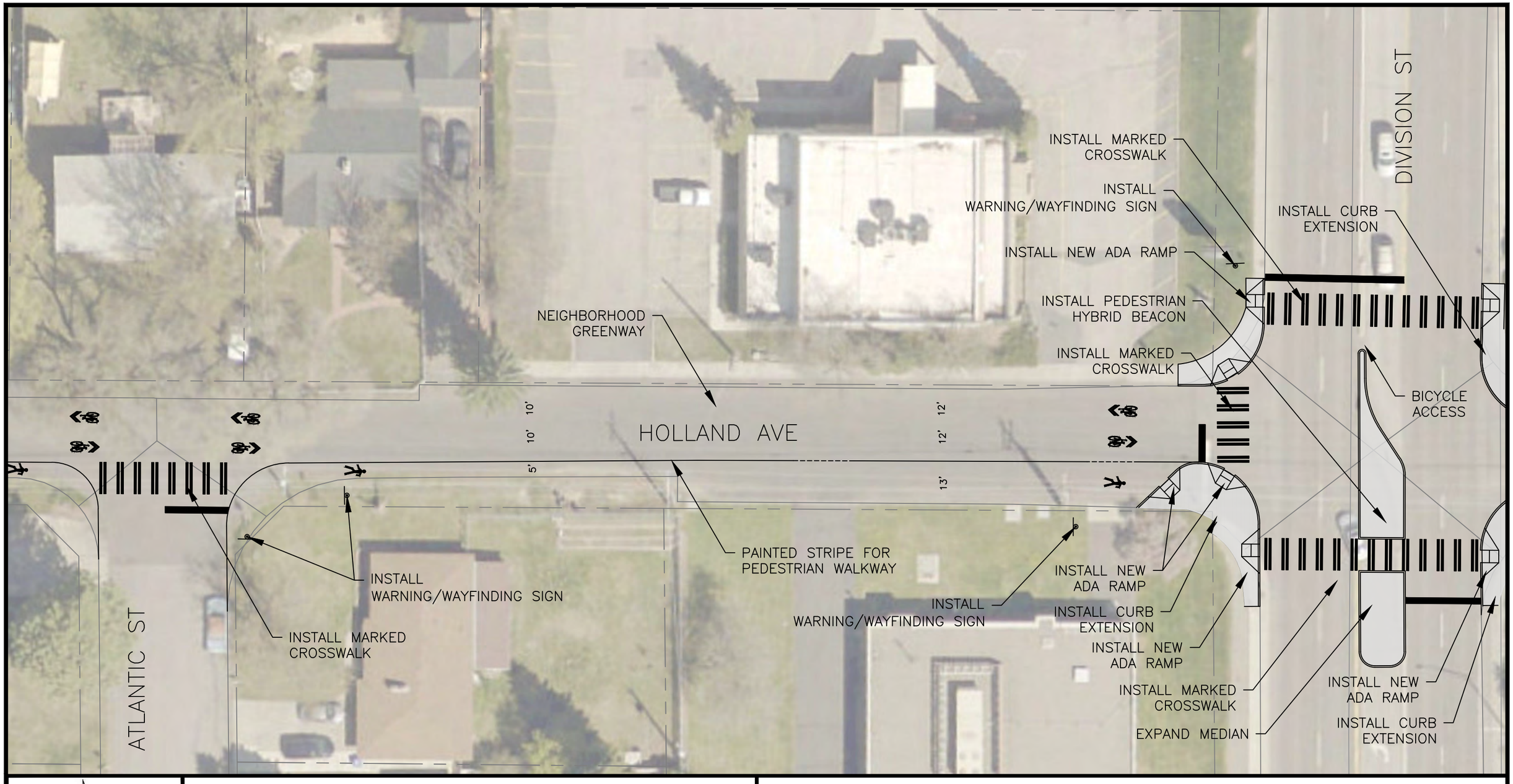
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 7

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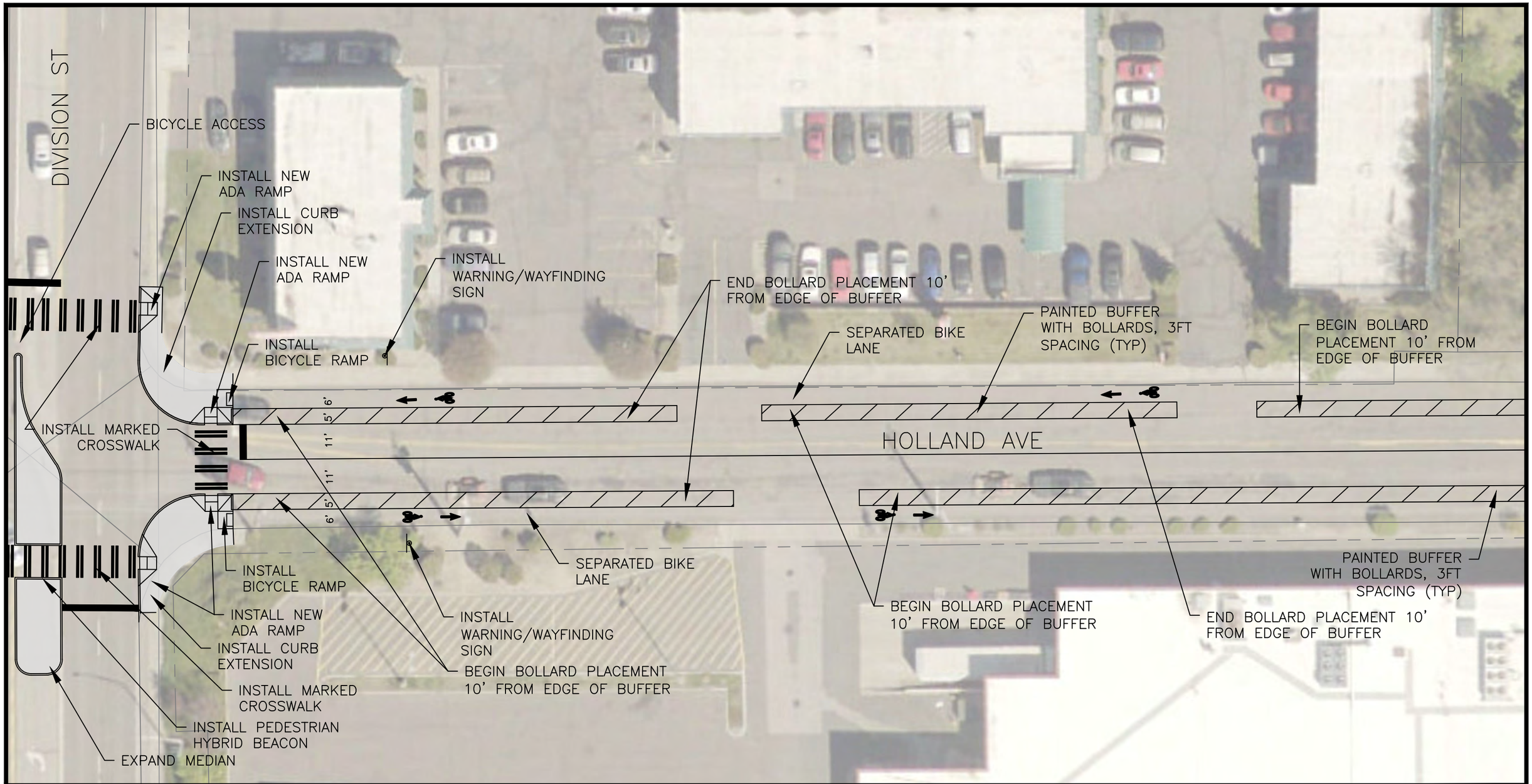
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 7

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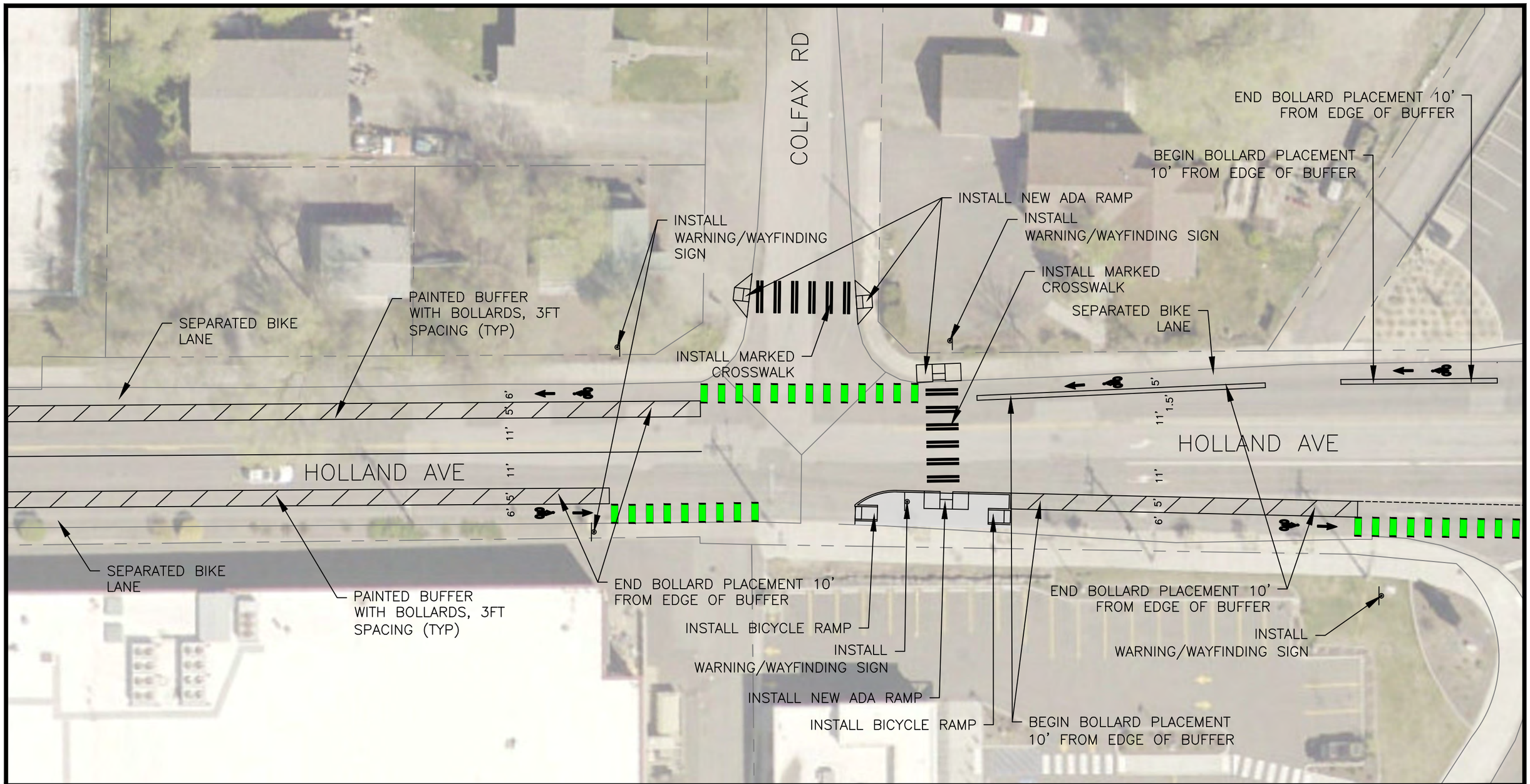
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 7

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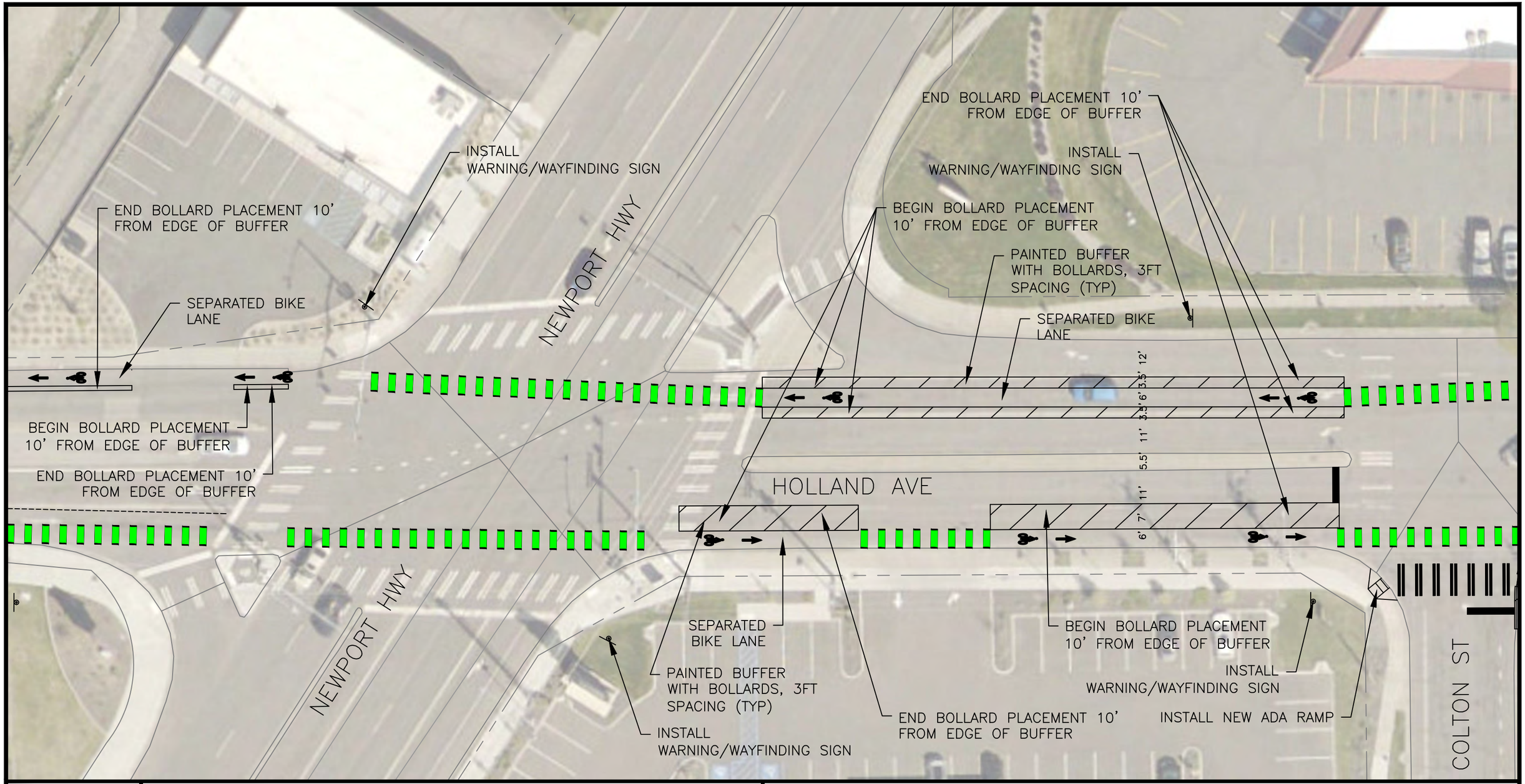
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 7

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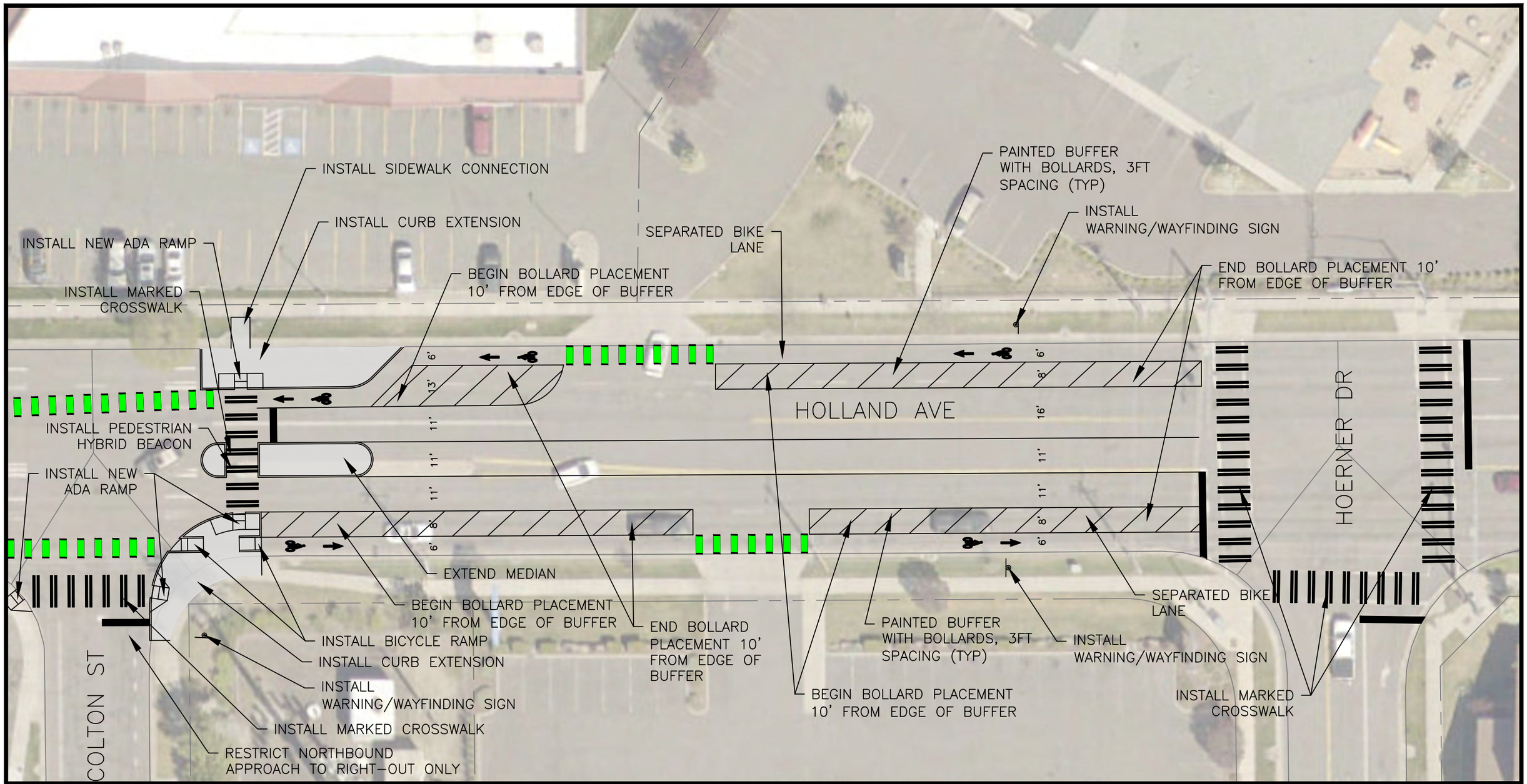
# 19 HOLLAND AVE

## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 7

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# 19 HOLLAND AVE

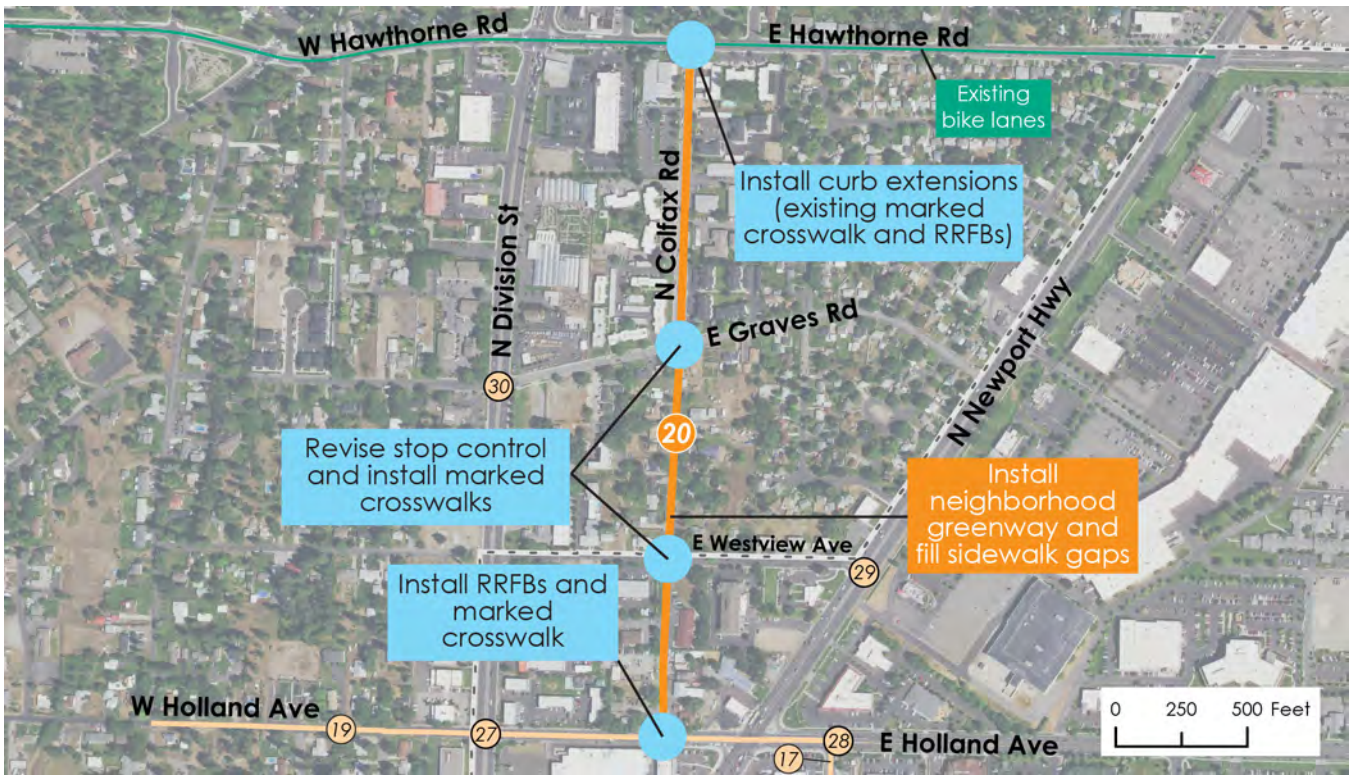
## IVANHOE ST TO COLTON ST

## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 7

# Project 20: N Colfax Road

N Colfax Road is a north-south local roadway that connects a low-density residential area in the south to higher density apartment complexes in the northern half of the segment. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. The project will also fill sidewalk gaps along the segment. This project will provide an all ages and abilities connection between existing bike lanes along Hawthorne and proposed bike lanes along Holland. A supermarket is located at the south end of the project corridor, and proposed improvements to Holland will provide safe crossings of Division and Newport Highway.




## EXISTING CONDITIONS

- Two-lane road
- No existing sidewalks
- AADT of 1,400 (2021) along the segment
- Two crashes involving a pedestrians within the past five years
- Jurisdiction: City of Spokane and Spokane County

## PROJECT FEATURES

- Extent: Holland Avenue to Hawthorne Road (2,640')
- No change to curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of a neighborhood greenway

## PROJECT COSTS

- Cost estimate = $442,595- $972,406
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

## NEXT STEPS

- Design coordination with adjacent projects (19)
- Community engagement
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 21: N Division Street/Boone Avenue

N Division Street (US 2) is principal arterial at the intersection with Boone Avenue, a minor arterial west of Division Street. East of N Division Street, Boone Avenue is a local roadway that connects to Gonzaga University. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon between W Boone Avenue and E Boone Avenue. Improvements will include marked crosswalks, curb extensions, dedicated separated bike lanes along the west side of Division, and restricted access from E Boone Avenue to N Division Street.

## EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five year
- AADT of 21,700 (2020) along N Division Street
- Jurisdiction: City of Spokane requiring WSDOT coordination

## PROJECT FEATURES

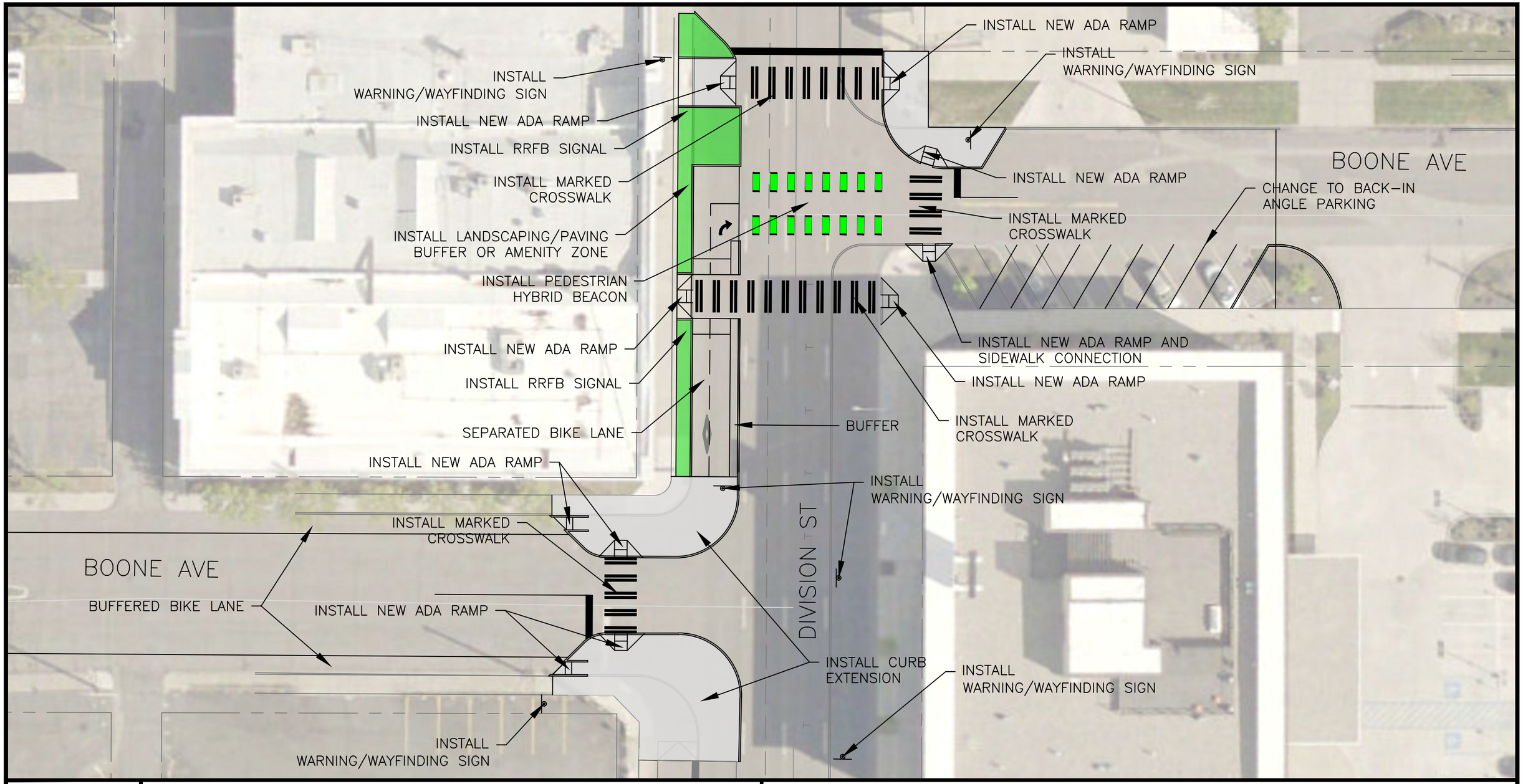
- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Potential on-street parking impacts

## PROJECT COSTS

- Cost estimate = $492,661- $492,661
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased along with the Division BRT

## NEXT STEPS

- Design coordination with adjacent projects (1)
- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations, on-street parking, and improved safety for all roadway users

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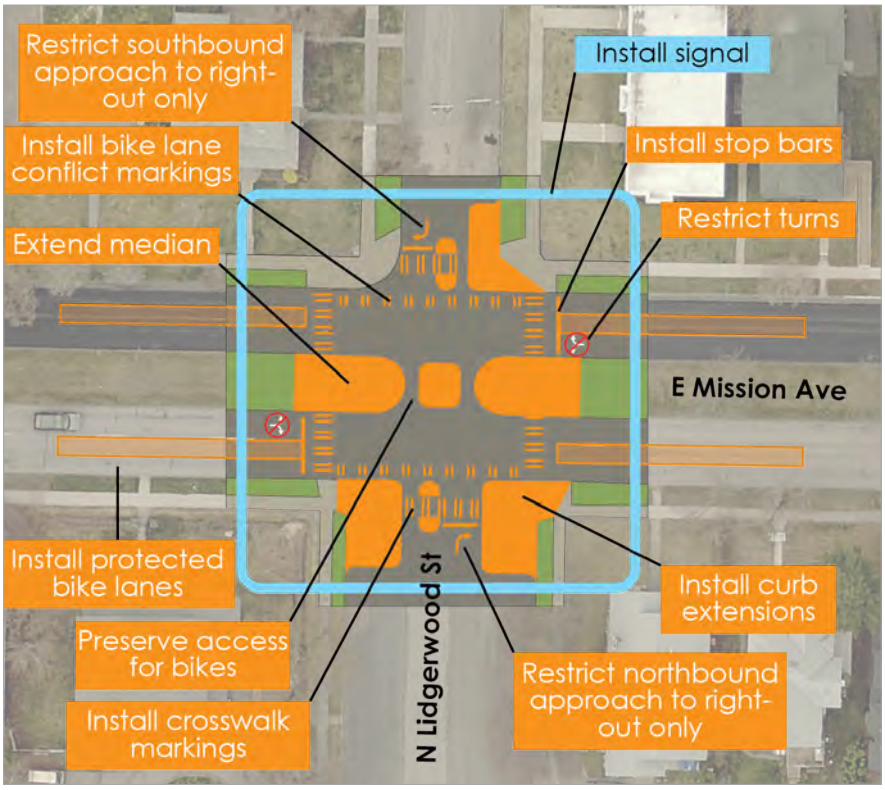
# 21 DIVISION ST/BOONE AVE

## INTERSECTION OF DIVISION ST AND BOONE AVE
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1

# Project 22: E Mission Ave/N Lidgerwood St

E Mission Avenue is a principal arterial at the intersection with N Lidgerwood Street, a local roadway. Proposed improvements align with Project 3, providing non-motorists with safe facilities to cross E Mission Avenue with a full signal. Improvements will include marked crosswalks, curb and median extensions, and turn restrictions.




## EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years, resulting in serious injuries
- AADT of 17,900 (2019) along E Mission Avenue
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Marked crosswalks
- Signage
- Curb ramps
- Potential on-street parking impacts

## PROJECT COSTS

- Cost estimate = $606,190- $769,063
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Design coordination with adjacent projects (3)
- Community engagement
- Coordination with WSDOT
- Neighborhood traffic analysis to determine impacts of restricted access
- Further study of concept to evaluate impacts on traffic operations, on-street parking, and improved safety for all roadway users

*Conceptual* Design

# Project 23: E Francis Ave/N Lidgerwood St

E Francis Avenue is a principal arterial at the intersection with N Lidgerwood Street, a major collector. Proposed improvements provide non-motorists with safe facilities to cross E Francis Avenue with a pedestrian hybrid beacon. Improvements will include marked crosswalks, curb extensions, and access through the existing median for bikes.

## EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 22,600 (2019) along Lidgerwood Street
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

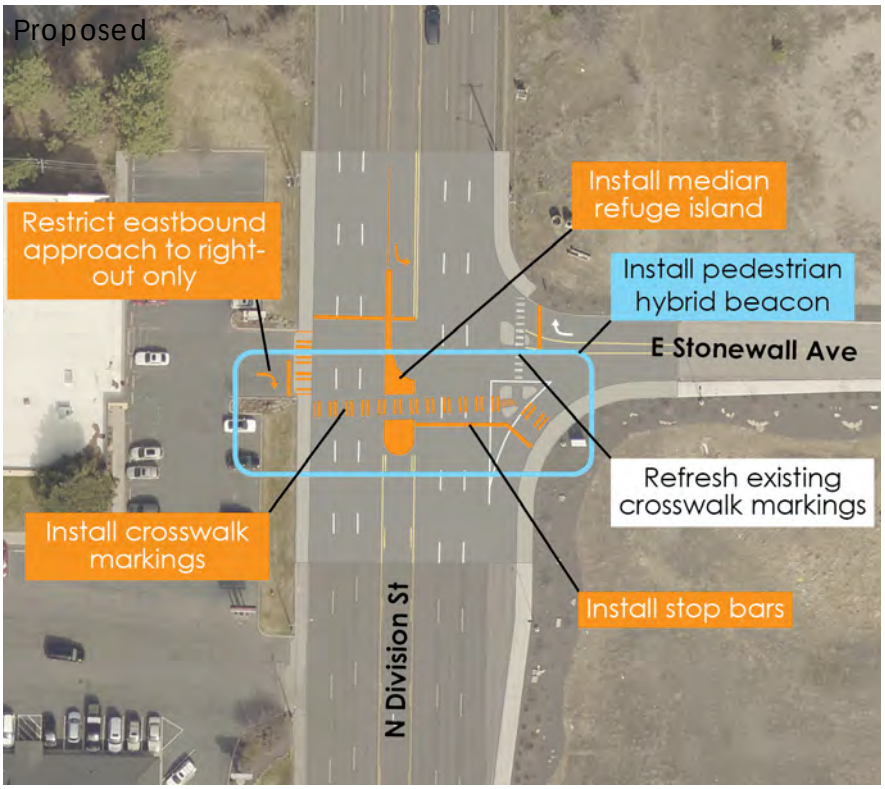
- Cost estimate = $323,492- $323,492
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Further analysis of pedestrian hybrid beacon compatibility with nearby signals

# Project 24: N Division St/Stonewall Avenue

N Division Street is a principal arterial at the intersection with Stonewall Avenue, a private roadway. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon, south of a sidewalk gap along the west side of Division. Improvements will include marked crosswalks, a median refuge island, and turn restrictions for the eastbound approach.




## EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 35,000 (2020) along Division Street
- Jurisdiction: Spokane County and City of Spokane requiring WSDOT coordination

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

- Cost estimate = $254,332- $296,218
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

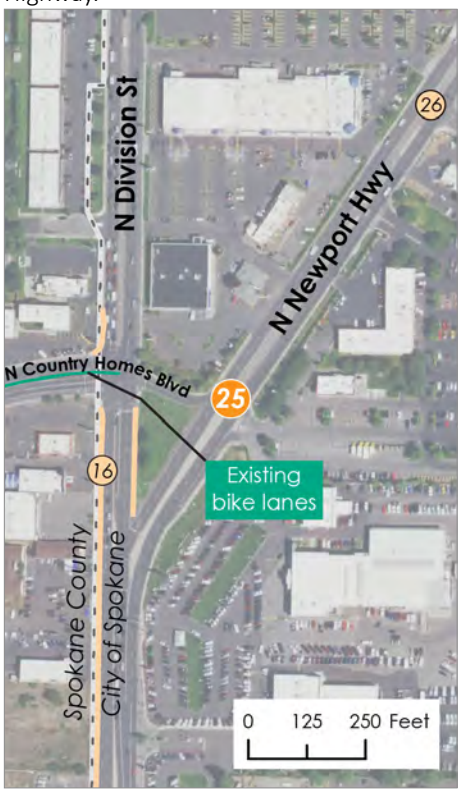
## NEXT STEPS

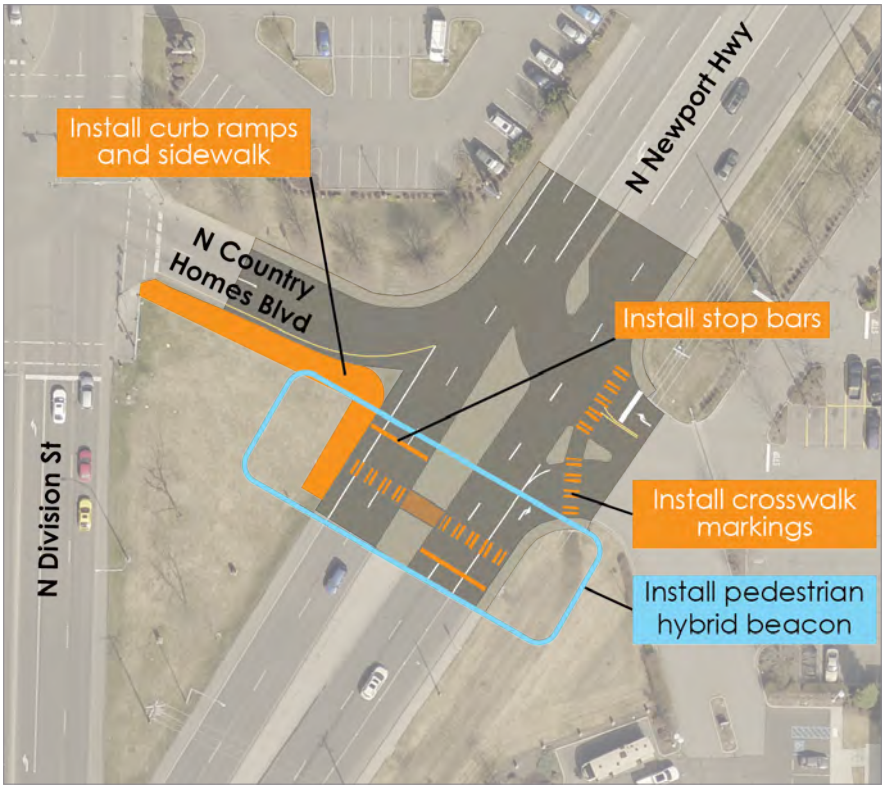
- Community engagement
- Coordination with WSDOT
- Further evaluation to determine if there is opportunity for expanded sidewalk on west side of Division

Conceptual Design

# Project 25: N Newport Hwy/N Country Homes Boulevard

N Newport Highway is a principal arterial at the intersection with N Country Homes Boulevard, a principal arterial. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks and completion of sidewalk gaps between N Division Street and N Newport Highway.




## EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 21,000 (2020) along Newport Highway north of N Country Homes Boulevard and 15,700 south of N Country Homes Boulevard
- Jurisdiction: City of Spokane requiring WSDOT coordination

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

- Cost estimate = $369,498- $440,850
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 26: N Newport Hwy/E Hoerner Avenue

N Newport Highway is a principal arterial at the intersection with E Hoerner Avenue, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median extension, and turn restrictions for the westbound approach.

## EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 21,000 (2019) along Newport Highway
- Jurisdiction: Spokane County requiring WSDOT coordination

## PROJECT FEATURES

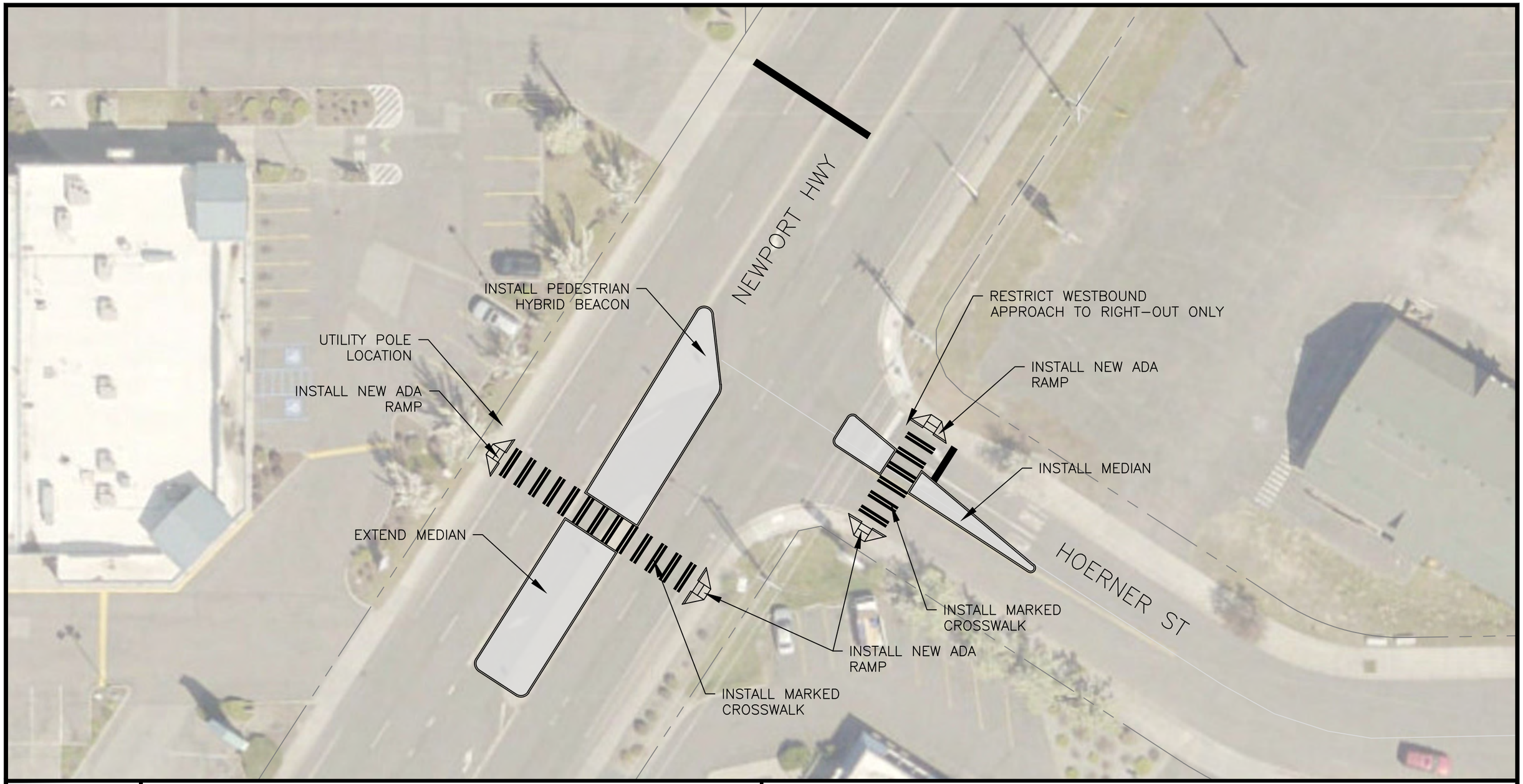
- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

- Cost estimate = $336,356- $336,356
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 26 NEWPORT HWY/ HOERNER AVE

## INTERSECTION OF NEWPORT HWY AND HOERNER AVE
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1

# Project 27: N Division Street/Holland Avenue

N Division Street is a principal arterial at the intersection with Holland Avenue, a major collector. Proposed improvements align with Project 19 and provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median expansion, and curb extensions.

## EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 25,000 (2019) along Division Street and 8,200 along Holland Avenue
- Jurisdiction: Spokane County and the city of Spokane requiring WSDOT coordination

## PROJECT FEATURES

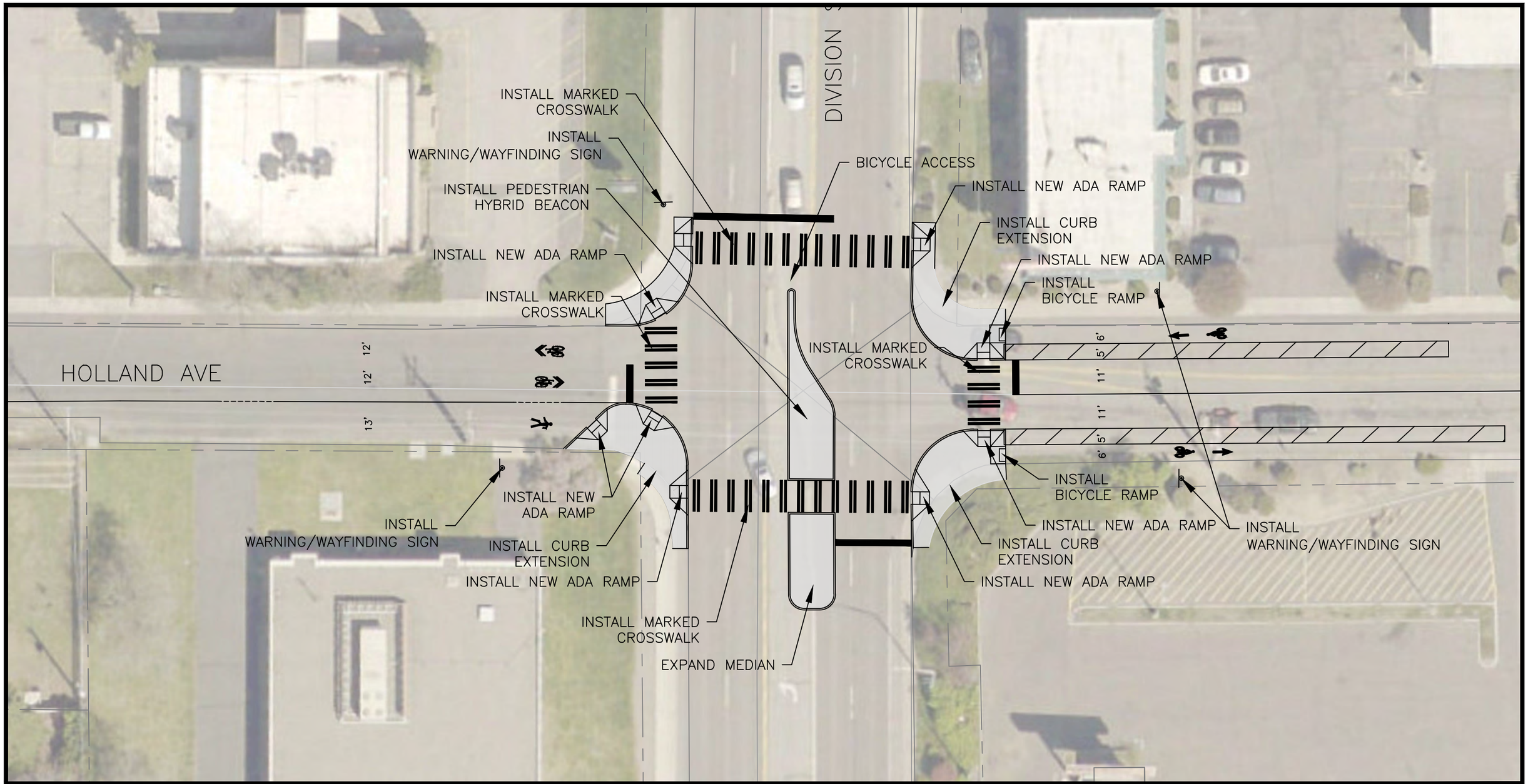
- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Restricted turning movements

## PROJECT COSTS

- Cost estimate = $301,951- $301,951
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users




CITY OF SPOKANE

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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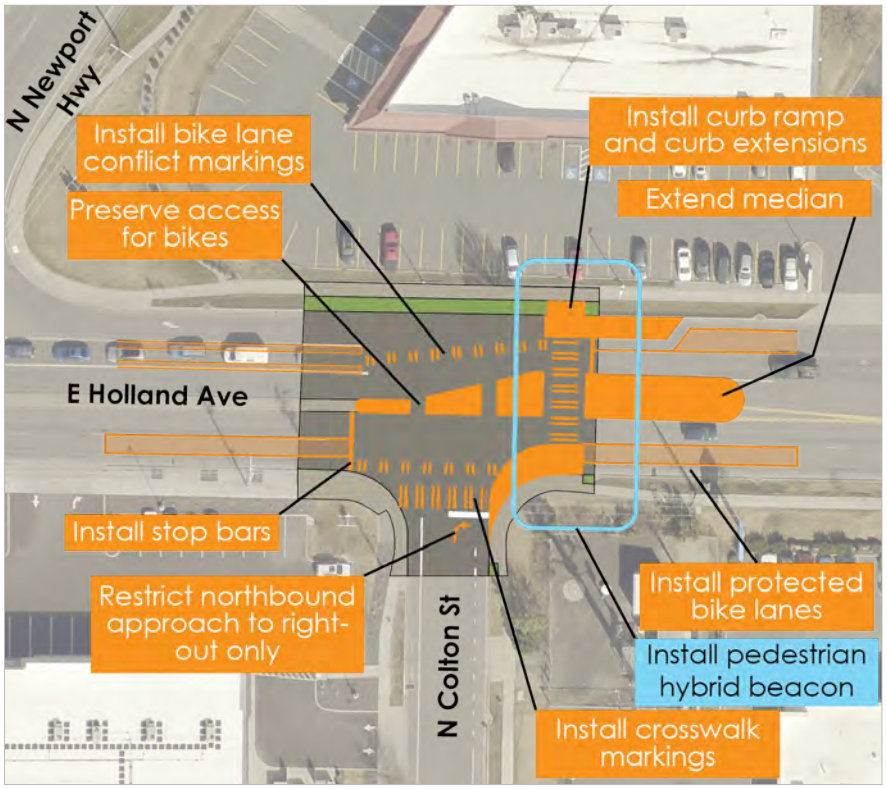
# 27 DIVISION ST/HOLLAND AVE

## INTERSECTION OF DIVISION ST AND HOLLAND AVE
## DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1

# Project 28: E Holland Avenue / N Colton Street

E Holland Avenue is a major collector at the intersection with N Colton Street, a local roadway. Proposed improvements align with Projects 17 and 19 and provide non-motorists with safe facilities to cross E Holland Avenue with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median expansion, curb extensions, and turn restrictions.




## EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years, resulting in a fatality
- AADT of 10,200 (2019) along Holland Avenue
- Jurisdiction: City of Spokane

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Restricted turning movements

## PROJECT COSTS

- Cost estimate = $330,291- $432,670
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

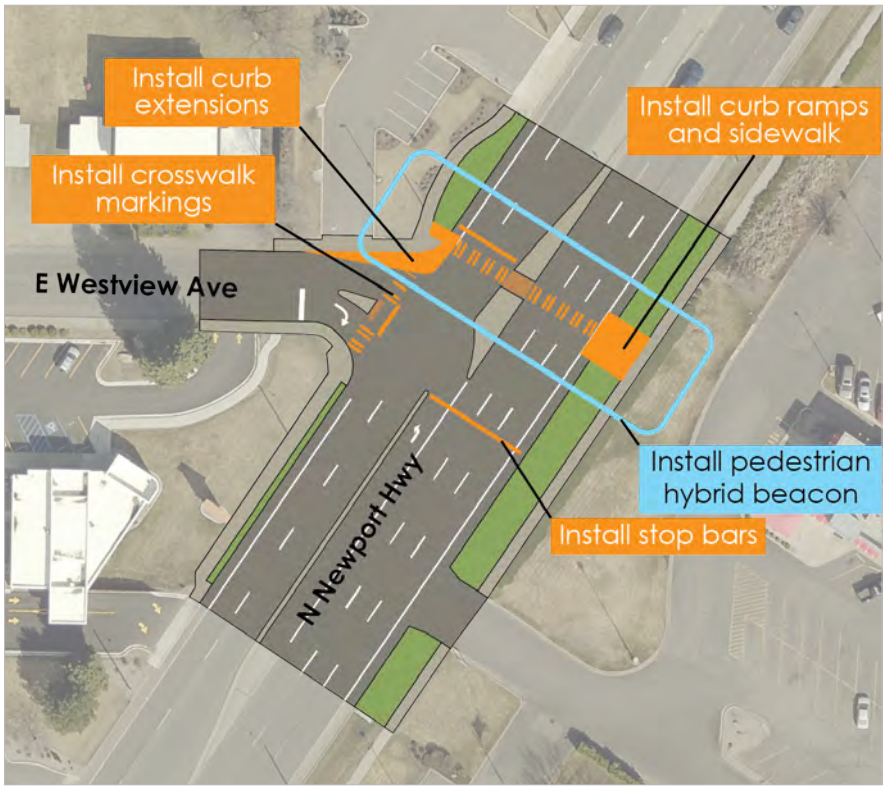
## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 29: N Newport Hwy/E Westview Ave

N Newport Highway is a principal arterial at the intersection with E Westview Avenue, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, crosswalk markings, and filling sidewalk gaps.




## EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 22,000 (2020) along Newport Highway
- Jurisdiction: Spokane County requiring WSDOT coordination

## PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

- Cost estimate = $341,938- $413,290
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

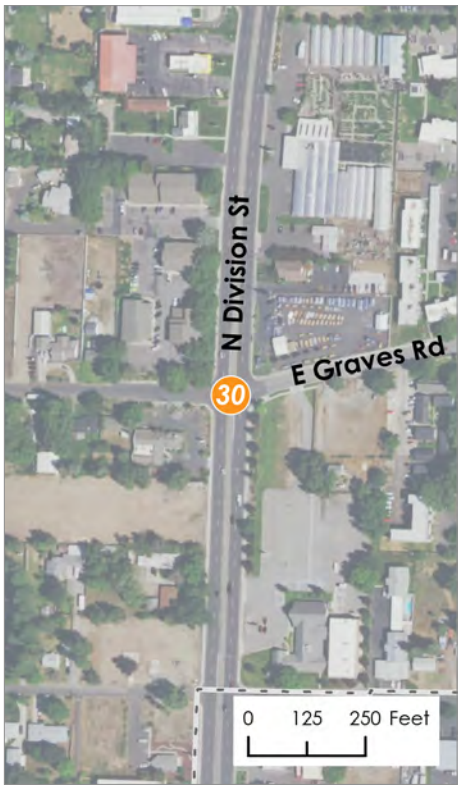
## NEXT STEPS

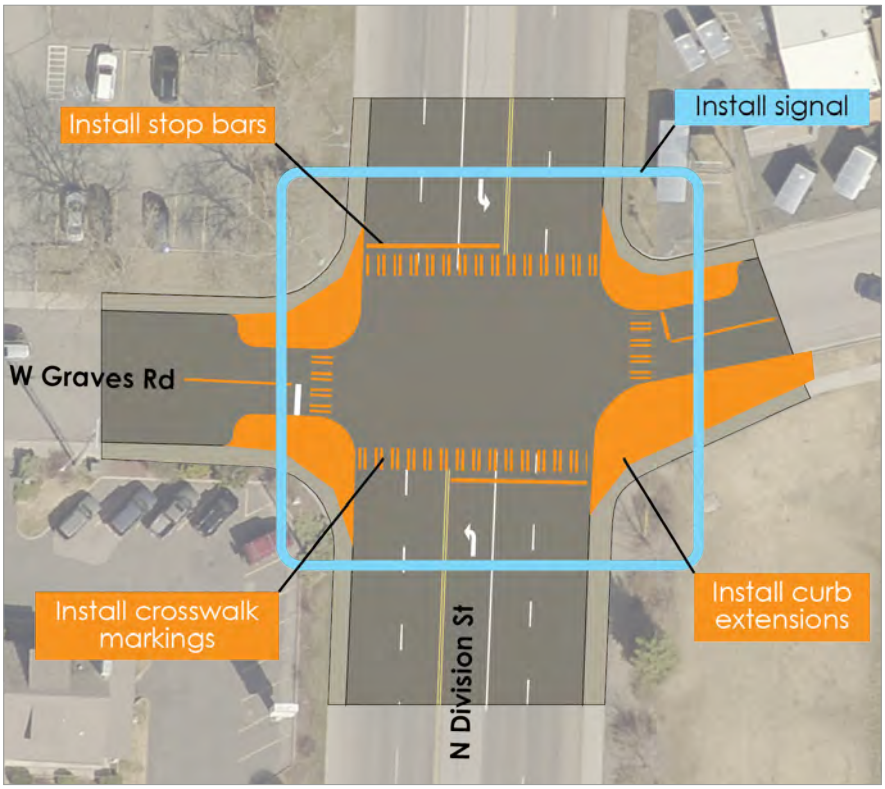
- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# Project 30: N Division Street/Graves Road

N Division Street is a principal arterial at the intersection with Graves Road, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a full signal. Improvements include marked crosswalks and curb extensions.




## EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 22,000 (2020) along Division Street
- Jurisdiction: Spokane County requiring WSDOT coordination

## PROJECT FEATURES

- Curb extensions
- Install signal
- Marked crosswalks
- Signage
- Curb ramps

## PROJECT COSTS

- Cost estimate = $481,832- $523,718
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

## NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Conceptual Design

# COST ESTIMATES

### *Improvement Cost Summary for Selected Projects*

| Project | Construction Costs (Low) | Construction Costs (High) | Level of Design | Overlapping Projects |
|---|---|---|---|---|
| 1. W Boone Ave- Bike | $865,540 | $1,842,776 | 10% Conceptual Design | Project 21 |
| 2. Sharp Ave/N Atlantic St- Bike | $972,114 | $1,336,114 | 30% Engineering Design | Project 22 |
| 3.E Mission Ave- Bike | $1,649,492 | $2,994,359 | 10% Conceptual Design | |
| 4. E Longfellow Ave- Bike | $247,056 | $520,056 | 30% Engineering Design | |
| 5. E Wellesley Ave- Bike | $510,796 | $510,796 | 30% Engineering Design | |
| *6. N Lidgerwood St - Bike* | | | | |
| 7. E Everette Ave- Bike | $229,840 | $624,884 | 10% Conceptual Design | |
| 8. E Rowan Ave- Bike | $620,269 | $952,419 | 30% Engineering Design | |
| 9. Central Ave- Bike | $622,583 | $1,195,883 | 30% Engineering Design | |
| *10. E Francis Ave - Bike* | | | | |
| 11.N Division St (1)- Ped | $240,211 | $299,144 | 10% Conceptual Design | |
| 12. W Rhoades Ave- Bike/Ped | $1,113,697 | $1,168,297 | 30% Engineering Design | |
| 13. E Weile Ave- Bike | $660,439 | $1,067,339 | 30% Engineering Design | |
| 14. N Division (2)- Ped | $152,606 | $ 182,072 | 10% Conceptual Design | |
| 15. W Cascade Way/E Lincoln Rd- Bike | $580,840 | $1,081,340 | 30% Engineering Design | |
| 16. N Division (3)- Ped | $457,817 | $546,217 | 10% Conceptual Design | |
| 17. N Colton St- Bike | $309,920 | $1,433,224 | 10% Conceptual Design | |
| 18. N Nevada St- Bike | $695,136 | $1,828,840 | 10% Conceptual Design | |
| 19. Holland Ave- Bike/Ped | $1,142,232 | $1,583,582 | 30% Engineering Design | Projects 27, 28 |
| 20. N Colfax Rd | $442,595 | $972,406 | 10% Conceptual Design | |
| 21. N Division St/Boone Ave- Crossing | $492,661 | $492,661 | 30% Engineering Design | Project 2 |
| 22. E Mission Ave/N Lidgerwood St | $606,190 | $769,063 | 10% Conceptual Design | Project 3 |
| 23. E Francis Ave/N Lidgerwood St- Crossing | $323,492 | $323,492 | 30% Engineering Design | |
| 24. N Division St/Stonewall Ave- Crossing | $254,332 | $296,218 | 10% Conceptual Design | |
| 25. N Newport Hwy/N Country Homes Blvd- Crossing | $369,498 | $440,850 | 10% Conceptual Design | |
| 26. N Newport Hwy/E Hoerner Ave- Crossing | $336,356 | $336,356 | 30% Engineering Design | |
| 27. N Division St/Holland Ave- Crossing | $301,951 | $301,951 | 30% Engineering Design | Project 19 |
| 28. E Holland Ave/N Colton St- Crossing | $330,291 | $432,670 | 10% Conceptual Design | Project 19 |
| 29. N Newport Hwy/E Westview Ave- Crossing | $341,938 | $413,290 | 10% Conceptual Design | |
| 30. N Division St/Graves Rd – Crossing | $481,832 | $523,718 | 10% Conceptual Design | |

Cost Estimate Assumptions:

- Does not include professional services (design, traffic analysis, geotechnical, etc.)
- Does not include agency coordination
- Does not include public engagement
- Does not include additional ROW
- Includes an allowance for utilities, but further investigation is needed
- Does not include stormwater

# DivisionConnects Active Transportation Projects Funding Strategies

## RAISE DISCRETIONARY GRANTS

Rebuild America Infrastructure with Sustainability and Equity (RAISE) is an annual competitive grant program enabled by the American Recovery and Reinvestment Act of 2009. RAISE grants were previously known as BUILD and TIGER grants.

- Website Link: https://www.transportation.gov/RAISEgrants
- 2022 Notice of Funding Opportunity: https://www.transportation.gov/RAISEgrants/raise-nofo

**NOFO Released:** January 28, 2022

**Application Deadline:** **April 14, 2022** (submitted through grants.gov by 5:00 pm EST) through Grants.gov (registration takes 2-4 weeks)

**Grant Award:**

- $1.5 billion available *($500,000 more than previously*); 50/50 for urban/rural
- Maximum grant award of $25 million; no more than $225 million can be awarded to a single state
- All projects (including planning) have a minimum grant award: Urban – $5 million; Rural – $1 million
- Up to $75 million available for planning projects; at least $15 million will be awarded to projects located in or to directly benefit areas of persistent poverty
- Not more than 50% of funds may be awarded to rural projects; not more than 50% of funds can be awarded to urban projects (using 2010 census designation)

**Application Limit:** each eligible applicant may submit no more than three applications

**Match:** 80% max federal share for urban areas. The Secretary may increase this to above 80% for projects located in rural areas, a **historically disadvantaged community**, and in areas of persistent poverty. Previously incurred costs do NOT count towards the matching requirement

**Eligible projects:**

- Capital Projects:
- Road or bridge projects
    - Public transportation projects
    - Passenger and freight rail transportation projects
    - Port infrastructure investments (including inland ports)
    - Surface transportation component of airport projects
    - Intermodal projects
    - Projects to replace or rehabilitate a culvert or prevent stormwater runoff to improve aquatic species habitat
    - Projects located on tribal land and for which responsibility is vested in the Federal Government

- Planning Projects (pre-construction activities – planning, design, environmental analysis, community engagement). Development of master plan, comprehensive plans, and integrated land use and transportation plans are eligible, and are freight and risk assessments/planning for response to an emergency or major disaster.

**Statutory Deadline:** All necessary activities will be complete to allow RAISE funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2026 for FY 2021 funds); funds must be expended by September 30, 2031.

**Grant Awards:** Awards will be made by August 12, 2022, with notifications posted to the RAISE Grant website.

## INFRA GRANTS PROGRAM

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

- INFRA Funds are awarded through three programs under MPDG (Mega, INFRA, Rural)
- INFRA Website Link: https://www.transportation.gov/grants/infra-grants-program
- MPDG Announcement: https://www.transportation.gov/grants/mpdg-announcement
- MPDG Notice of Funding Opportunity: https://www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity

**NOFO Released:** March 22, 2022

**Application Deadline:** May 23, 2022

**Grant Award (2022):**

- $2.85 billion available (total)
- $1 billion for Mega (National Infrastructure Project Assistance)
- $1.55 billion for INFRA (Nationally Significant Multimodal Freight and Highways Projects)
- $300 million for Rural (Rural Surface Transportation Grant)
- $150 million from prior year INFRA authorizations may also be awarded under this solicitation.

**General guidance:** applicants may apply for one, two, or all three funding opportunities with a single application. Applicants are encouraged to apply for multiple programs. Applicants will be considered across all three programs unless they opt out.

**Goals:**

- Projects should have a significant national or regional impact or improve and expand the surface transportation infrastructure in rural areas.
- Improve safety, economic strength and global competitiveness, equity, climate and sustainability, environmental justice.
- Seeks to fund projects that target at least 40% of resources and benefits towards low-income, disadvantaged, underserved, or overburdened communities.
- Projects MUST consider climate change and environmental justice to receive funding, as well as equity and barriers to opportunity, including automobile dependence.

**Project categories:** highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects

**Fund Obligation:** Funds need to be obligated by September 30, 2025; no expenditure deadline for construction (however, the sooner you can go to construction, the more competitive the project)

## Mega:

### Project Size:

- Will award 50% of available funds to projects greater than $500 million, and 50% to projects between $100 million and $500 million.
- Previously incurred costs, as long as they are eligible toward this grant, may be used for meeting the minimum project size. They cannot, however, seek reimbursement from Mega funds.

**Match:** Mega grants may be used for up to 60% of future eligible project costs. Other federal assistance may be used for an 80% total federal share. Previously incurred costs do NOT count towards the matching requirement.

### Eligible Projects:

- Highway/bridge projects on the National Multimodal Freight Network (NMFN)
- Highway/bridge projects on the National Highway Freight Network (NHFN)
- Highway/bridge projects on the National Highway System (NHS)
- Freight intermodal or rail projects with public benefit
- Railway highway grade separation or elimination
- Intercity passenger rail
- Public transportation projects eligible under Chapter 53 of title 49

### Eligible Activities:

- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, data collection and analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

**Project Requirements:** Must meet all five requirements below:

1. The project is likely to generate national or regional economic, mobility, or safety benefits.
2. The project is in significant need of Federal funding.
3. The project will be cost-effective.
4. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and to cover cost increases.
5. The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.

**Other Considerations:** Additional consideration (not a requirement) will be made for a project that benefits an Area of Persistent Poverty or a Historically Disadvantaged Community.

## INFRA:

### Project Size:

- Large projects – min. of $100 million or 50% of the larger participating State's FY 2021 apportionment for projects located in more than one State.
- Small projects – anything that does not meet the large project requirement ($5 million minimum)
- Previously incurred costs, as long as they are eligible toward this grant, may be used for meeting the minimum project size. They cannot, however, seek reimbursement from INFRA funds.

Project Size/Funding Apportionments:
- At least 15% of INFRA funds will be awarded to small projects, no more than 85% of funds for large projects.
- At least 25% of funds for large projects will be used for projects located in rural areas.
- At least 30% of funds for small projects will be used for projects located in rural areas.

INFRA Leverage Pilot Program: $150 million for each fiscal year will be set aside for the INFRA Leverage Pilot. This program will fund projects with a federal share of less than 50%.
- At least 10% of funds will be awarded to small projects.
- At least 25% funds will be awarded to rural projects.

Match: INFRA grants may be used for up to 60% of future eligible project costs. Other federal assistance may be used for up to 81.42% total federal share in Washington State. Previously incurred costs do NOT count towards the matching requirement.

Eligible Projects:
- Highway/bridge projects on the NHFN
- Highway/bridge projects on the NHS
- Freight intermodal, freight rail, or freight projects; intermodal facilities
- Highway-railway grade crossing or separation
- Wildlife crossing
- Surface transportation project within/connected to an international border crossing
- Marine highway corridor project connected to the NHFN likely to reduce mobile emissions
- Highway/bridge projects on the NMFN

Eligible Activities:
- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

Large Project Requirements: Must meet all seven requirements below:
1. The project will generate national or regional economic, mobility, or safety benefits.
2. The project will be cost-effective.
3. The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. § 150 (safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delivery dates).
4. The project is based on the results of preliminary engineering (must show proof of study/design).
5. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases.

6. The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor.
7. The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

**Small Project Requirements:** USDOT will consider cost-effectiveness, the effect of the proposed project on mobility in the state and region, and the effect of the proposed project on safety on freight corridors with significant hazards (e.g., high winds, heavy snowfall, flooding, rockslides, wildfires, steep grades, wildlife crossings).

## Rural:

**Project Size/Funding:**

- 90% of Rural grants must be at least $25 million; up to 10% may be less than $25 million.
- ALL funding will be awarded to projects defined as rural.
- 15% of funds shall be reserved for projects in states that have rural roadway fatalities as a result of lane departures that are greater than the U.S. average of rural roadway fatalities.

**Match:** Rural grants may be used for up to 80% of future eligible project costs. Other federal assistance may be used for up to 100% of project costs.

**Eligible Projects:**

- Highway, bridge, or tunnel projects eligible under the NHPP
- Highway, bridge, or tunnel projects eligible under the STBG
- Highway, bridge, or tunnel projects eligible under Tribal transportation Program
- Highway freight projects eligible under the NHFP
- Highway safety improvement projects
- Projects on publicly-owned highways or bridges that support rural economies
- Projects to develop, establish, or maintain mobility management, TDM, or on-demand mobility services

**Eligible Activities:**

- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

**Project Requirements:** Must meet all five requirements below:

1. Will generate regional economic, mobility, or safety benefits.
2. The project will be cost-effective.
3. The project will contribute to the accomplishment of 1 or more of the national goals under 23 USC 150.
4. The project is based on the results of preliminary engineering.
5. The project is reasonably expected to begin construction no later than 18 months after obligation of funds.

## SAFE STREETS FOR ALL

The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year (FY) 2022 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

- Safe Streets and Roads for All Website: https://www.transportation.gov/SS4A
- Notice of Funding Opportunity: https://www.grants.gov/web/grants/view-opportunity.html?oppId=340385

**NOFO Released:** May 16, 2022

**Application Deadline:** September 15, 2022 (submitted through grants.gov by 5:00 p.m. EST)

**Deadline for Application Questions:** August 15, 2022; SS4A@dot.gov

**Funding Availability:** $1 billion

- No previously incurred expenses can be reimbursed
- All funds must be expended within 5 years after the grant agreement is executed and DOT obligates funds
- Not more than 15% of funds available may be warded to eligible applicants in a single state
- 40% of all funds will be dedicated to those developing an Action Plan or supplemental activity

**Eligible Applicants:** MPO; political subdivision of a state or territory (local entity); Tribal government; multi-jurisdictional group of entities comprised of any of the previously mentioned types.

**Grant Award:** Expects to award hundreds of Action Plan Grants; up to 100 Implementation Grants

- Action Plan Grants – min. $200,000 for all applicants; max. $1 million for local/tribes, max. $500,000 for MPO or multijurisdictional group within the same region
- Implementation Plan Grants – min. $5 million for local; min. $3 million for tribes/rural areas; max. $30 million; MPO min. = $5 million, max. = $50 million

**Match:** 80% max federal share. Local match must be at least 20%, from non-federal sources. In-kind or cash contributions are allowable as a component of the local match.

**Submission Requirements:** The narrative should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of 1 inch on all sides, and include page numbers.

**Eligible Grant Projects:**

- Action Plan Grants
    - Funds development of an Action Plan – holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality; primary deliverable = publicly available Action Plan (pg 4 outlines Plan requirements)
    - May also fund supplemental Action Plan activities, such as second round of analysis, expanded data collection, testing action plan concepts, feasibilities studies, follow-up stakeholder engagement, lightning management plan, targeted equity assessment, etc.
    - *Will be evaluated based on safety impact, equity, and other safety considerations*
- Implementation Grants
    - Funds projects and strategies identified in an Action Plan
    - Must have an Action Plan complete (self-certification worksheet located in NOFO Section C) to determine Plan eligibility
    - See NOFO pg 16 for list of ineligible project types

- All projects and strategies must affirmatively improve equity outcomes
- *Will be evaluated based on project's ability to save lives, reduce roadway fatalities and serious injuries, incorporate equity, engagement, consider climate change and economic competitiveness*

### Grant Priorities

- Select innovative technologies and strategies to:
  - Promote safety
  - Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
  - Ensure equitable investment in the safety needs of underserved communities
  - Incorporate evidence-based projects and strategies
  - Align with USDOT's mission and priorities (climate, equity, job creation, economic strength, etc.)
- Encourages:
  - Adoption of Complete Street policies
  - Use of Safe System Approach
  - Proactively addresses equity*;* targets at least 40% of benefits towards low income and underserved communities
  - Get to net-zero emissions by 2050
  - Targets zero roadway fatalities

### Application Requirements (more detail in the following tables):

- Action Plan Grants
  - Forms: SF-424, SF-424A, SF-424B, SF-LLL
  - Key information table
  - Narrative (300 words maximum)
  - Self-certification eligibility worksheet (if applying for Action Plan supplemental activities)
  - Map
  - Budget
  - *Strongly encouraged to follow the structure provided in the NOFO*

- Implementation Grants
  - Forms: SF-424, SF-424C, SF-424D, SF-LLL
  - Key information table
  - Narrative (10 pages maximum, excluding cover and TOC)
    - Key information, the Self-Certification Eligibility Worksheet, and Budget sections do not count towards the 10-page limit.
    - Appendices may include documents supporting assertions or conclusions made in the 10-page narrative and also do not count towards the 10-page limit. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials.
    - Use information from established Action Plan to demonstrate comprehensive, evidence-based approach to improving safety
  - Self-certification eligibility worksheet
  - Budget
  - *Strongly encouraged to follow the structure provided in the NOFO*

## BOND MEASURE

### Local bond measures for active transportation projects

### Sustainable Transportation at the Ballot Box:
https://sci.uoregon.edu/sites/sci1.uoregon.edu/files/sci_sustainable_transportation_ballot_initiative_policy_paper.pdf

- Sustainable Cities Initiative
- University of Oregon
- 2015 – 2017

### Success at the Ballot Box: Winning Bicycle-Pedestrian Ballot Measures:
https://www.bikeleague.org/sites/default/files/ballot_web_1.pdf

- Advocacy Advance, Alliance for Biking & Walking, The League of American Bicyclists
- *This report highlights winning ballot measure campaigns across the country. Use this guide to learn how to build a successful bike/ped ballot measure campaign in your community.*

### Local Ballot Measure Database: https://mrsc.org/Elections.aspx

Municipal Research and Services Center of Washington (MRSC)

MRSC's Local Ballot Measure Database tracks how city, county, and special purpose district ballot measures have fared in Washington State since November 2011, including the jurisdiction, date, statutory authority, voter approval percentage, and summary of each measure.

### 2020 Seattle Transit Measure (STM): https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/proposition-1

Seattle Transportation Benefit District

In 2010, Seattle City Council passed Ordinance 123397, creating the Seattle Transportation Benefit District (STBD) in the City of Seattle.

*STBD is administered and governed as part of the City's regular business. Washington State code allows cities to create transportation benefit districts for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements. This tool is available because inflation has eroded the local share of gas tax and past ballot initiatives have eliminated other traditional sources of funding.*

The STBD includes Proposition 1, also referred to as the 2020 Seattle Transit Measure (STM). The STM includes a 0.15% sales tax, the equivalent of 15 cents on a $100 purchase.

The sales tax, approved by voters in November 2020, generates roughly $39 million annually over six years to fund transit service, capital projects, and transit access programs like our Transportation Access Program.

### The Levy to Move Seattle: https://www.seattle.gov/transportation/about-us/funding/levy-to-move-seattle

- 2022 Levy Delivery Plan: https://www.seattle.gov/documents/Departments/SDOT/About/DocumentLibrary/Levy/2022_LevyDeliveryPlan.pdf

**About:** On March 2, 2015, Mayor Ed Murray introduced Move Seattle, his ten-year transportation vision that will help Seattle meet current demands while working toward future needs as the city continues to grow. Move Seattle integrates the city's long-range plans for improving biking, transit, walking, and freight access. It is

organized around five core values, which are the pillars of Mayor Murray's vision for Seattle: a safe, interconnected, vibrant, affordable, and innovative city. Lastly, it lays out a set of prioritized projects based on these values, understanding that the city will need to identify additional funding sources to turn the Move Seattle vision into a reality.

**Funding:** The Transportation Levy to Move Seattle will be paid for through a property tax that will cost the median Seattle homeowner about $275 per year. The expiring Bridging the Gap levy that this replaces cost the median Seattle homeowner about $130 per year. In addition to the $930 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage nearly $564 million in additional transportation funding dollars.

## SCHOOL RADAR FUNDS

### City of Seattle Automated Enforcement Program – School Zone Speed Cameras:

**About:** Every year more than 4,000 collisions are caused by speeding in our city and photo enforcement of the school zone speed limit is just one approach to addressing this problem on Seattle streets. Driving at or below 20 MPH gives people driving and children walking more time to see each other and react. The goal is to improve safety for everyone.

In December 2012, the City of Seattle began using fixed cameras to enforce the 20 MPH school zone speed limit at four elementary schools. The program expanded in September 2014 to an additional five schools and in September 2015 to five more schools for a total of 14 schools with speed photo enforcement. After a hiatus of several years, during the 2021/2022 and 2022/2023 school years, an additional 5 schools received or will receive school zone speed photo enforcement. There will be 19 schools with speed photo enforcement.

The speed cameras only operate when the school zone flashing beacons are in operation. The flashing beacon schedule is set by the Seattle Department of Transportation based on when students will be arriving and leaving school grounds. Since program inception, the average number of traffic violations per camera per day has decreased by 64 percent and average speeds have decreased by 4 percent.

Use of revenues generated from school zone fixed automated camera fines or civil penalties:

- https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT5REFITA_SUBTITLE_IIIFU_CH5.81SCZOFIAUCARE

Funding in an amount equal to the revenue generated annually by school zone fixed automated camera fines and civil penalties will be spent for school traffic and pedestrian safety and directly related infrastructure projects; pedestrian, bicyclist, and driver education campaigns; and installation, administrative, enforcement, operations and maintenance costs associated with the school zone fixed automated cameras.

### Examples of Local Traffic Safety Camera Programs

- **Bellevue** Municipal Code Ch. 11.49 – Red lights and school zones
- **Federal Way** Municipal Code Sec. 8.05.090 – Red lights and school zones
- **Issaquah** Municipal Code Ch. 10.42 – Red lights and school zones
- **Lake Forest Park** Municipal Code Ch. 10.06 – Red lights and school zones
- **Lakewood** Municipal Code Sec. 10.04.040 – Red lights, railroad crossings, and school zones
- **Lynnwood** Municipal Code Ch. 11.18 – Red lights, railroad crossings, and school zones
- **Moses Lake** Municipal Code Ch. 10.48 – Red lights, railroad crossings, and school zones

- **Pierce County** Code Ch. 10.42 – Red lights only
- **Seattle** Municipal Code Ch. 11.50.570 – Red lights, railroad crossings, and school zones
- **Spokane** Municipal Code Ch. 16A.64 – Red lights and school zones. Includes sunset date; city has been using 5-year reauthorizations.
- **Tukwila** Ordinance No. 2612 (2019) – School zones only; includes analysis of proposed intersections, implementation timeline, FAQs, and information materials distributed to school district staff, students, and parents
- **Wenatchee** Municipal Code Ch. 8.06 – Red lights and school zones

## Websites/Annual Reports

- **Fife** Safety Camera Enforcement – Includes reasons for installation, annual reports, FAQs, and information on how revenues will be spent
- **Issaquah** Camera/Photo Enforcement – Annual report and information on how to respond to a citation
- **Lake Forest Park** Photo Enforcement Program – FAQs and annual reports
- **Kent** Photo Enforcement Program
- **Moses Lake** Redflex Camera Tickets – Includes FAQs and annual report
- **Renton** Photo Enforcement FAQs
- **Seattle:**
  - Red Light Cameras
  - School Zone Speed Cameras
  - Seattle SRTS presentation by Brian Dougherty (SDOT)
  - Seattle SRTS program (traffic camera funded)
- **Spokane** Photo-Red & Photo-Speed Traffic Safety Programs – Includes FAQs, annual reports, and videos
- **Wenatchee** Automated Traffic Safety Program – FAQs and annual report

## Resources

- **U.S. Federal Highway Administration:** Signalized Intersection Safety – Includes data and information regarding red-light running and cameras
- **Insurance Institute for Highway Safety:** Red Light Running – Information about red light cameras, including how to maintain public support
- **National Conference of State Legislatures:** Automated Enforcement Overview – Information about traffic safety trends and state legislation
- **Texas Transportation Institute:** Speed Cameras: An Effectiveness and a Policy Review, by David K. Willis (2006) – Concludes that speeding enhances crash risk and severity and that speed cameras reduce both speeding and crash severity. Implementation issues, however, are highly problematic, and a poorly implemented automated speed enforcement program can easily undermine public support.

# APPENDIX J

BRT Case Studies: Land Use & Economic Development Memorandum

# BRT Case Studies:

## Land Use & Economic Development Memorandum

December 3, 2021
Prepared for: DivisionConnects Study
Prepared by: SCJ Alliance

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## Introduction

This Technical Memorandum presents a summary of key findings and lessons learned from various Bus Rapid Transit (BRT) systems in the United States related to potential land use/economic development impacts and actions that can inform and potentially support future BRT implementation on Division Street. This summary focuses on the results from interviews with system staff[1] and from extensive literature review. Key questions that framed the discussion presented in this memo included:

1. What activities have occurred in the land use context that support successful implementation of BRT?
2. What are the land use or socio-economic impacts experienced with implementation of BRT?
3. What kind of strategies have agencies employed to address negative side effects on land use associated with BRT?

The material presented in this memo is based on interviews that were conducted with three transit systems as well as literature review for additional services. Different BRT systems have different characteristics ranging from high end treatments such as EmX in Eugene Oregon to branded but less extensive treatments such as The Vine operated by C-TRAN in Vancouver Washington to unbranded systems that operate in rights-of-way that are largely separated from adjacent land uses such as the East Busway in Pittsburgh Pennsylvania. Specifically:

- Eugene has extensive exclusive median rights-of-way utilizing a former rail corridor, signal priority at intersections – particularly where there is no segregated right-of-way, real-time information and vibrant public art at stations, very frequent headways [2] (approximately ten minutes throughout much of the day), an off-board fare collection system, and buses that are clearly identifiable for BRT service.
- C-TRAN has a branded service that operates within street travel lanes but has elevated platforms and off-board fare collection to minimize station dwell time. C-TRAN also has real-time information at stations.
- The East Busway in Pittsburgh operates in a former rail corridor and interacts with surrounding land uses only at stations. The service is not branded or treated differently than any other bus transit route.

Following is a summary of information related to the three questions above. Subsequent sections of this memo provide more detailed summaries of research findings and information obtained through direct interviews with transit agency staff.

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[1] Phone interviews were conducted with staff from C-TRAN, City of Vancouver, WA, Lane Transit District, and the Port Authority of Allegheny County in September and October 2021. Each interviewee expressed a willingness to answer further questions as the Spokane BRT project evolves.

[2] Headway is the distance between vehicles in a transit system measured in time or space. The minimum headway is the shortest such distance or time achievable by a system without a reduction in the speed of vehicles. Ref: Wikipedia

## Key Land Use & Community Planning Activities

All of the systems noted in this memo, as well as many others in the United States, have relied upon thoughtful and comprehensive advanced planning activities for successful implementation. This includes not only transit infrastructure and operational planning, but also extensive land use and community development planning. Key "lessons learned" include:

- At the outset of system development, clearly articulate the goals the system is intended to accomplish. This should include not only benefits like improved ridership and more cost-effective and reliable service, but also broader community goals related to issues such as Transit Oriented Development (TOD), economic stimulus, quality of life, affordable housing, public health and safety benefits, and others that are important to the local community.
- Get plans and transit-supportive programs in place before or in conjunction with capital improvements. Without these plans and programs, success in meeting community goals may be compromised. Transit supportive programs can include zoning changes and design review for development to encourage walkable communities, reduced parking maximums, or parking incentives.
- Work closely with all affected agencies (transit, city, county, state, regional) and private institutions or businesses to realize a common vision.
- Carefully consider elements of BRT service that can be effective in stimulating land use and economic development, including a sense of permanence through capital infrastructure investment, fast and reliable service, and branding that makes BRT stand out as a premium service.
- Conduct focused station area planning and prioritized infrastructure investment to leverage public dollars in the most effective manner possible. Focus transit-supportive development in corridors and within station areas that have the greatest potential for increasing ridership and meeting broader goals. Consider first/last mile improvements to enhance access for nonmotorized modes and micro-mobility.
- Use available financing tools, seek out public/private partnerships, and actively encourage private investment through incentives such as tax benefits, land assembly, environmental clean-up, proactive outreach to developers, and corridor marketing.

## Land Use/Socio-Economic Impacts

All the systems discussed in this memo and many others in the United States have seen both intended and unintended shifts in land use patterns with the implementation of BRT. Some of the key effects include:

- BRT development has been shown to increase residential property values in many communities, and values increase over time as the system matures. Examples include:
    - All other factors being equal, the average total sales price for a single-family home in Eugene in 2005 increased by an average of $823 for every 100-meter decrease in distance to a BRT station. The average sales price increased by $1,056 in 2010 for the same measure of proximity, and by $1,128 in 2016. Initial service began in 2007, so the data represents a before and after condition. The second BRT route opened in 2011, and the third in 2017.
    - Based on a 2009 study, a single-family residential property 1,000 feet away from a station along Pittsburgh's East Busway is valued approximately $9,745 less than a property 100 or fewer feet away, all else being equal. Average median home values in East Busway stations areas increased by 27 percent between 2013 and 2018, while average median rents increased by 19 percent. At

the first major TOD development in the corridor (East Liberty Station), housing values went up 42 percent and rents went up 26 percent. Initial service in the East Busway began in 1983.

- A study of 12 metropolitan areas with BRT service indicated that transit corridors saw a one-third increase in their share of new office space. Additionally, there was evidence of an office rent premium for locations within 0.5 miles of a BRT corridor.
- BRT stations gained employment at a faster pace than outside these areas, even attracting job growth away from non-station areas. For example, during the Great Recession (2004 to 2010), the Eugene metropolitan area lost more than 5,000 jobs but areas within 0.25 miles of BRT stations gained nearly 3,000 jobs.
- A shift to certain employment sectors was observed within 0.5 miles of BRT corridors with an increase in jobs related to information, real estate, management, administration, education, health care, lodging/food, and other similar sectors. A drop was seen in sectors such as manufacturing, construction, warehousing, transportation, and others.
- BRT stations are also associated with the largest positive shift in upper wage jobs during the economic recovery, while the share of lower wage jobs within 0.5 miles of BRT station areas fell in comparison with the remainder of the metropolitan area. Between 2013 and 2018, the East Busway in Pittsburgh saw a 23 percent increase in median income in station areas.
- BRT systems can also be effective in leveraging investments in TODs, particularly in comparison to more expensive rail investments. For example, Portland's Light Rail Transit (LRT) Blue line has spurred a lot of development including affordable housing and mixed-use development but the transit project cost 34 times more to build than Cleveland's HealthLine BRT.[3] As of 2013, Cleveland saw a return of $114.54 in TOD for every dollar invested in BRT, while Portland saw a return of only $3.74 for investment in LRT. While there is disagreement about this finding related to the comparability of the two systems, the data indicates that there is a positive relationship between providing high quality BRT and significant TOD investments.

## Strategies Employed to Address Negative Impacts

Actions taken to address land use consequences also relate to potential or anticipated negative impacts that could be associated with BRT development. Key takeaways include:

- Successful programs are proactive in anticipating and addressing their desired land use and economic development outcomes. Monitoring of development and periodic reporting of results are important in that they provide early warning of potential negative impacts to allow for a more measured response. Negative impacts could include failure to meet ridership goals, adverse effects on adjacent land use and/or businesses, and lack of consistency between market economics and the planned design parameters for station areas and their surrounding land uses.
- Many communities are beginning to address issues related to the adverse effects of "gentrification" that can come with public infrastructure and catalyst TOD development. Maintenance of affordable housing near TOD stations is a key priority and a wide variety of strategies have been implemented or are under study/consideration, including such things as tax and developer incentives. Negative impacts could also include effects of gentrification on businesses and rentals where no strategies have been implemented to reduce or minimize these effects.

[3] Value of redevelopment attributable to transit in comparison to the cost of the system. From "More Development for Your Transit Dollar: An Analysis of 21 North American Transit Corridors", Institute for Transportation and Development Policy, Hook, Lotshaw and Weinstock, November 2013.

- Close cooperation between land use and transportation planning and development is important, particularly with focused station area planning on an ongoing basis. Development demand and activity should be monitored. Prioritize station area infrastructure investments in areas where the greatest benefits can be realized, that are the most financially feasible, and have solid local support.

## Key Findings Related to Successful TOD

Based on results from individual interviews and literature search, several key takeaways were identified. These included:

- The most important factor affecting successful implementation of BRT-related TOD is the level of government support. Case study examples note government support in the form of robust TOD investment and public policy, including things like assembling land, public finance, and other financial incentives. Among the most important steps is making sure zoning near transit encourages mixed use and walkable development. Parking limitations are also seen as useful.
- Another important factor leading to successful implementation of BRT TODs is the strength of the real estate market. Emerging markets simply require higher levels of government support to overcome market barriers. In emerging real estate markets, the effect of transit and infrastructure investment on economic development is the most apparent. Strong markets will develop no matter what, weak markets require greater assistance.
- A "sense of permanence" in BRT investment is important in successful TODs, and it is important to prioritize features that impact the speed and reliability of service. However, while the quality of transit service is important, it is not as important as public policy and development (market) potential.
- Lastly (and not applicable in all instances), institutional presence such as hospitals or universities along corridors can contribute to success. Success of TODs along BRT lines in Cleveland, Eugene, and Kansas City have been attributed in a Government Accountability Office study to the presence of institutional anchors. [4]

[4] "Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development", US Government Accountability Office, Report to the Committee on Banking, Housing and Urban Affairs, US Senate, July 2012.

# Research & Interview Notes

The following sections present interview and research notes associated with BRT services provided by the Port Authority of Allegheny County (Pittsburgh), C-TRAN in Vancouver, Lane Transit District in Eugene, and the HealthLine in Cleveland Ohio. Other, more general research notes are also included.

The three main questions asked during interviews were:

1. What activities have occurred in the land use context associated with implementation of successful BRT?
2. What are some of the land use impacts experienced with implementation of BRT?
3. What kind of strategies have agencies employed to address negative side effects on land use associated with BRT?

## Land Use Activities Associated with Implementation of Successful BRT Service

***Port Authority of Allegheny County (PAAC), Pittsburgh PA***

ML King East Busway is a key component of the Pittsburgh BRT system. Service was initiated in 1983 along a separated 6.8-mile corridor adjacent to a former rail line. A total of six stations were provided. In 2003, the system was expanded to a total of 9.1 miles with an additional four stations for an average station spacing of slightly less than one mile. The service operates seven days per week with headways typically less than ten minutes on weekdays and typically 15 to 20 minutes on weekends. Travel time savings between suburban Wilkinsburg and downtown Pittsburgh was estimated at about 38 minutes per trip as service was re-routed from local streets to the segregated facility.

- There has been very extensive development of an ongoing TOD Communities program to support BRT and LRT services with a focus on station areas. Goals of this program are to:
    - Increase transit ridership and improve the rider experience.
    - Provide economic stimulus including creating employment centers and mixed income/mixed use communities.
    - Improve quality of life.
    - Support development of affordable housing.
    - Support improvements to public health and wellness by encouraging more walking and biking.
- PAAC has published a “TOD Zoning Best Practices” manual which offers guidance for working with local agencies on zoning changes to support TOD development, including specifics on improving community equity through affordable housing. [5]
- PAAC has worked with the City of Pittsburg to identify transit overlays with added zoning to support higher densities and reduced parking.
- PAAC has developed a program to address First- and Last-Mile travel needs to support access to the BRT system, primarily through bike and micro-mobility improvements. The program is based on equity and potential benefits with a focus on improving safe connectivity to stations in areas likely to experience the greatest benefits from these improvements. Implementation of this program is just beginning.
- There is a funding program authorized by the State of Pennsylvania (TRID, or Transit Revitalization Investment Districts) that is just now being accessed to provide a funding stream for improvements to the East Liberty station and station access by transit, cyclists, and pedestrians. PAAC has prioritized its

[5] https://www.portauthority.org/contentassets/d1e84d83d7d9471dbd5c11daddd25e56/todguidelines.pdf

station areas for study to identify specific improvements that should be made. There are three studies currently underway.

- The City of Pittsburgh is an active participant in the study process, with staff developing more inclusionary overlays for station area zoning that focus on support for transit and affordability in development including a percentage goal for affordable housing. Executive summaries of some of these efforts are available on the Port Authority website. [6]

***C-TRAN, Vancouver WA***

Opening in 2017, the Fourth Plain Boulevard corridor is the first BRT system in Vancouver. The corridor is six miles long with 34 stations located an average of 900-feet apart. Weekday service is typically offered on ten minute headways, while weekend service about every 15 minutes. Service is generally provided within mixed traffic but elevated platforms and off-board fare payment help to improve system efficiency and travel time. C-TRAN reports that the route saves approximately five minutes of travel time over the former local bus service.

- There was a subarea plan for the Fourth Plain corridor done in 2008 or 2009, which resulted in some up-zoning and a transit overlay. Some on-site parking requirements were eliminated, and for other sites, parking has been directed to the rear of buildings. Development standards were put in place that encourage TODs such as zero setbacks, street-facing building orientation, and other form-based considerations. Much of the corridor was zoned for multi-family uses prior to BRT implementation.
- In 2015, the corridor was re-evaluated and a more wholistic action plan was developed. It included identification of opportunities for public/private partnerships and affordable housing. The Fourth Plain Corridor Action Plan included a time-limited multi-family tax exemption.

***EmX, Lane Transit District (LTD), Eugene OR***

The first of three BRT routes in the Eugene urban area was the Emerald Express or EmX service which began in 2007 and operates between the cities of Eugene and Springfield. The initial route was four miles long with ten stations spaced at 0.5-mile intervals. Weekday service headways are 10 to 15 minutes, with 15 to 30 minute headways on weekends. 60 percent of service is operated within a separate right-of-way, with transit priority treatments when service is operated in mixed traffic. Research conducted for EmX shortly after service initiation indicated that only about one minute of travel time savings was realized in comparison with prior local bus service, but that finding was qualified due to the short length of the corridor.

- The development of BRT in Eugene was built upon decades of coordinated planning in the Eugene/Springfield area that addressed how to achieve the goals of sustainable land use served by a cost-effective, multimodal transportation system.
- Initial work began with identification of major transportation corridors that could benefit from enhanced transit service. Areas along these corridors where increased land use densities could be achieved were identified, including opportunities for mixed use/pedestrian friendly development.
- In the mid to late 1990's, LTD started looking at BRT as an improved way of serving the major corridors in Eugene and Springfield. By 2000, three implementation principles were identified to guide BRT corridor system development, addressing the following considerations:
    - Corridors should show potential for increasing transit ridership.
    - The system should be financially viable.
    - Selected corridors must be approved by the affected municipality.

[6] https://www.portauthority.org/inside-Port-Authority/projects-and-programs/transit-oriented-communities/station-improvement-program/

***HealthLine, Cleveland OH***

The HealthLine BRT system on Euclid Avenue in Cleveland began operations in 2008. Depending on location, service operates within a median-aligned, dedicated right-of-way or in mixed traffic and includes elevated platforms and off-board fare collection to reduce station dwell time. 4.5 miles of the system operates in both directions within dedicated right-of-way, while an additional 2.3 miles operates in mixed traffic. The total BRT corridor is 6.8 miles long and has 36 stations located an average of 1,000 feet apart. This represents a two-thirds reduction from the 108 stops that existed prior to service redesign. Service is operated seven days per week, 24 hours per day. During both weekdays and weekends service is provided on 15 minute headways throughout most of the day, dropping to 30 minute headways during the late night hours (June 2021 service schedule). It is estimated that travel times for the entire corridor improved by about twelve minutes with the addition of BRT in comparison to local bus service. Ridership increased significantly with the service redesign from about 9,000 passengers per day in 2008 to an estimated 16,000 riders in 2013[7], with a 48 percent increase in year one[8].

- Ongoing planning to establish a high-quality transportation link between downtown and University Circle began in the 1970's during an era of rapid economic decline. Study of BRT began in 1995 in the Euclid Avenue corridor – formerly a very active commercial corridor. Planning included transit services as well as updated electrical, communications, water and sewer infrastructure, and improved sidewalks, bike lanes, and public art. "Beyond 2005: A Vision for Midtown Cleveland" was adopted in 2005, calling for higher-density residential and mixed-use development with a pedestrian focus, and emphasizing health facility services. The plan also proposed zoning changes to provide more focused control to achieve the corridor vision.
- Government support for HealthLine included:
    - New zoning that laid out a set of requirements for new development, subject to design review by a board composed of architects and urban designers, providing the city more flexibility on how to apply regulations. Regulations included three-story height minimums, zero street setbacks, 80 percent lot width fill requirements, ground floor retail, and halving of parking minimums with a lid on parking maximums.
    - A 2007 plan that emphasized creation of a development corridor along Euclid Avenue and supported a transit-oriented Midtown.
    - A 2009 economic development plan whose main recommendation was to market Midtown as a "Health-Tech Corridor". This leveraged proximity of various health-related institutions in the corridor and allowed the BRT line to be branded HealthLine.
    - Active pursuit of State and Federal competitive funding as well as funding from local institutions. Funds were used for BRT system development and for economic development activities including property acquisition, infrastructure upgrades, and build-out of speculative facilities. Cleveland was designated as a Federal Entitlement City, which allowed for low-interest loans and various tax credits. Foundations contributed some funding, but were also used as funding intermediaries.

## Key Land Use Impacts Associated with BRT Development

***Port Authority of Allegheny County (PAAC), Pittsburgh PA***

- A 2009 study showed an increase in property values along the East Busway corridor related to BRT proximity. Notably, single-family residential properties at greater distances (i.e., 1,000 feet away) from a

[7] https://nacto.org/case-study/euclid-avenue-brt-cleveland-oh/
[8] http://www.riderta.com/healthline/about

station were valued approximately $9,745 less than properties less than 100 feet away, all else being equal.

- A five-year evaluation of a TOD Communities program published in July 2021 was prepared based on readily available socio-economic and demographic data from station areas within a 0.5-mile walkshed. Data compared conditions in 2013 with conditions in 2018. Key findings from this analysis include:
    - Station area improvements for TOD communities have been prioritized based on existing factors (such as job and population density, walkshed size, and available infrastructure), development momentum, and development potential. There is an existing TOD at the East Liberty Station (station enhancements were completed in 2015) and a developing TOD at the Negley Station. Other stations are in the planning and design process.
    - Key findings for the East Busway BRT facility include:
        - Station areas along the East Busway generally had a notable increase in population and racial mix (primarily Asian and Hispanic) with an overall 30 percent increase in minority population.
        - Demographics in most station areas are shifting to a younger age group.
        - A 23 percent increase in median income in station areas along the East Busway.
        - No major increase in the number of housing units for the East Busway as a whole, but certain station areas saw increases.
        - 2018 economic study showed that housing near high-capacity transit had higher property values than property elsewhere. Housing near East and West Busways was 6-20 percent more valuable than property not near transit.
        - Average median home values in East Busway station areas increased by 27 percent between 2013 and 2018, while average median rent increased by 19 percent. The East Liberty Station (one which has experienced substantial planning and development as a TOD community) experienced an increase of 42 percent in housing value and a 26 percent increase in rent. Different stations saw widely differing changes that might indicate the influence of factors beyond accessibility to transit.
        - The most dramatic shift in employment for all high-capacity transit corridors in Pittsburgh occurred along the East Busway, with a clear shift away from manufacturing sectors to tech-based sectors and hospitality. Different stations along the East Busway saw widely divergent changes in employment with some station areas seeing significant increase (55 percent in Negley) coupled with significant increases in wages. Other stations saw a drop in employment and wages (59 percent drop in Homewood).

***C-TRAN, Vancouver WA***

- C-TRAN has noted a lot of development along Fourth Plain that is attributable to BRT, most of which involved affordable housing. Six or seven housing projects have occurred in the corridor since it opened in 2017 for a total of between 500 and 600 units. Most of this development is right on the corridor, all but one is within a 0.25-mile walking distance from Fourth Plain. All units were developed as affordable, excepting one market-rate development near the east end of the corridor.

- Concern has been expressed in the community about "gentrification", so actions taken to encourage affordability needed to align with the corridor vision to ensure an equitable distribution of housing and avoid displacements.
- Zillow housing prices show a 13-14 percent increase per year since 2017.
- BRT is seen as an important tool for the city to redevelop and infill lands in the Fourth Plain corridor. Consideration is being given to re-developable parcels, examining existing versus potential value, and how this might encourage teardowns or more affordable development. Parking incentives tied to BRT is seen as key. It is generally believed that development would be less dense/intense without BRT.
- A joint City of Vancouver and Housing Authority project for 106 units has been undertaken on a roughly one-acre site with 10,000 square feet of commercial space, a 10,000-square foot plaza, and a total of 98 parking spaces.
- A key goal of planning along the BRT corridor is to create an equitable development framework by putting things in place that allow people and businesses to stay in place. In addition to incentives to encourage development of affordable housing, efforts focused on the business community have included targeting small businesses and providing technical assistance to help them take advantage of opportunities. The Fourth Plain corridor includes largely neighborhood businesses with few large employers. It was noted that commercial development in the corridor is roughly 90 percent local and 50 percent minority owned.

***EmX, Lane Transit District, Eugene OR***

- The first EmX corridor opened in 2007 and ran from downtown Springfield along Franklin Boulevard to downtown Eugene, passing the University of Oregon along the way. This is LTD's highest route for boardings. In the first year of BRT service, LTD noted a 50 percent increase in ridership. This corridor also has the densest residential and commercial development in the region.
- The Eugene metro area is relatively small, with a population of approximately 300,000. The city has seen an explosion of off-campus housing development (privately financed) which did not exist before the 2007 start of BRT next to the university. Now there are four or five high-rise residential towers, with another under construction.

***HealthLine, Cleveland OH***

- Downtown/University Circle Development – Most of the new development occurring in the HealthLine corridor has occurred in Downtown and University Circle. The City's primary goal was to increase residential development in Downtown. There have also been seven major new hotels and residential conversions. Other notes regarding Downtown/University Circle:
    - Case Western University and University Circle, Inc. have spearheaded a $100 million redevelopment of a retail district along Euclid Avenue into an arts and retail district.
    - Approximately $2 billion in construction and renovation projects have occurred with $96 million for residential and commercial development with the remainder going to university buildings and cultural institutions.
    - Additionally, there was a $350 million renovation of the Cleveland Museum of Art and the construction of the Museum of Contemporary Art for $27.5 million.
- MidTown – this area has struggled in comparison to downtown and University Circle. City's Department of Economic Development has had a stronger hand in efforts to develop this area than in other areas. Notes regarding MidTown:

- Activities included land assembly, site clearing, environmental clean-up, and marketing to potential investors.
- Private foundation money was used for some of the planning efforts, totaling approximately $14.77 million.
- The City built a new police station in the area.

- MidTown Tech Park – Opened in 2011. It was the first private redevelopment in MidTown after the opening of the HealthLine. Notes regarding MidTown Tech Park:
  - Due to concerns about demand for retail and ability to fill three-story buildings, several variances were obtained that resulted in less-than-ideal development from a TOD perspective. The Great Recession also complicated conventional financing.
  - After the Tech Park opened, the developer subsequently invested in a second and third development in MidTown, with each project becoming increasingly urban in character.

## Strategies Employed to Help Offset Adverse Land Use Impacts & Achieve Community Goals

***Port Authority of Allegheny County (PAAC), Pittsburgh PA***

To achieve community goals related to land use and economic development, PAAC is following a set of specific recommendations outlined in a five-year report on TOD progress. These actions include:

- Using the state's TRID law (similar to tax increment financing) to provide added funding for station area catalyst development, and working with local and private partners on long-term funding strategies.
- Making infrastructure investments that emphasize transit, bikes, and pedestrians – particularly implementing first- and last-mile projects to improve access to BRT. Priorities for investment have been identified in low income, minority neighborhoods and where improvements best improve safety and connect neighborhoods, destinations, and transit.
- Adopting inclusionary housing policy for development on PAAC land, mandating a percentage of affordable housing, and exploring which PAAC properties might be the best candidates for affordable housing development.
- Encouraging employment-based TODs by seeking new opportunities to add office and commercial space near stations using incentives that encourage non-residential development, and support equity in procurement and job creation benefitting low-income and minority neighborhoods.
- Implementing the PAAC Sustainability Plan to help the environment and further transit use. A focus has been identified on improving tree cover and landscaping, particularly in low-income and minority neighborhoods, and by designing and building green infrastructure including building certification and green stormwater management. Transportation-related sustainability actions include encouraging zoning incentives that support Transportation Demand Management (TDM) as part of major developments (like transit passes or bike memberships), and improved access and equity in shared micro-mobility transportation with priority investments chosen to serve low-income and minority communities.

***C-TRAN, Vancouver WA***

- The Fourth Plain BRT corridor is zoned for multi-family uses. There was a subarea plan for the corridor done in 2008 or 2009 which resulted in some up-zoning and a transit overlay. Some on-site parking requirements were eliminated, and for other sites, parking was directed to the rear of buildings.

Development standards were put in place that encourage TODs such as zero setbacks, street-facing building orientation, and other form-based guidelines.

- The amount of Legally Binding Affordability-Restricted (LBAR) housing within vicinity of the BRT line is high relative to typical communities, which helps Vancouver stand out among granting agencies.
- The City has put in place:
    - Transit-supportive corridor policies including those found in regional, county, and district plans. Portions of the corridor are proposed for mixed use.
    - Transit-supportive residential zoning near stations also allows for commercial activity.
    - There is a transit overlay zone in downtown, and an incentive-based program exists that allows for a reduction in Transportation Impact Fees (TIFs) in exchange for design and mobility improvements. A multi-family tax exemption is provided in the city center and along the Fourth Plain corridor, which is expected to be extended to the Mill Plain corridor – the community's next BRT project which will shortly go to construction.
    - Vancouver has an affordable housing fund which (as of November 2019) has awarded $10 million to 19 projects to create or preserve 610 units of affordable housing. Impact fee waivers may be approved for up to 80 percent of park impact fees when affordable housing is provided. A waiver of school impact fees may also be provided.
- Perception of the permanence of the BRT investment is noted as important in areas with high redevelopment needs. Such investment has triggered a market response, but seems to occur at a slower pace than with an LRT investment. On the plus side, the slower pace of investment provides for a more gradual community economic and land use response.

***EmX, Lane Transit District, Eugene OR***

- System development has been focused along corridors with the greatest potential for densification to provide more potential transit riders.
- Available rights-of-way outside of public streets are used whenever available, and transit signal priority is provided where separate rights-of-way are not available. The EmX system is considered as having a "high end" BRT infrastructure treatment in terms of the percent of the system that runs in its own right-of-way versus in shared street right-of-way. The segregated right-of-way made use of a large median on Franklin Boulevard, so service is relatively unencumbered by traffic (with the exception of the Glenwood area on the east side of Eugene). Business Access and Transit (BAT) lanes have been developed in other locations within each block, typically built with only small increases in right-of-way (three to five feet) with transit priority at intersections. Some access control through driveway closures was also implemented.
- Close cooperation between land use and transportation agencies is seen as key.
- Clearly articulate the goals of the program, as well as key metrics used to measure success. Eugene's EmX focuses on corridors with a potential for increasing transit ridership (other systems also assumed that was an underlying goal of BRT), financial feasibility, and local support including approval by the affected jurisdictions before implementation.
- Be responsive to political/neighborhood pressures, seeking solutions that are broadly acceptable.
- Branding BRT service as a differentiator is important (Pittsburgh noted that their service is not branded but they are working towards making it special and readily identifiable as a community asset).

***HealthLine, Cleveland OH***

- Level of government support for TOD is seen as the most important indicator of success for leveraging TOD from a transit investment – both in terms of transit-supportive policy/zoning and funding.
- Strong institutional anchors can play a pivotal role in leveraging TOD.
- Despite strong government support, weaker market conditions can still hinder TOD investment. Nearly $36 million of public financing went into MidTown's first development. However, the development was far from ideal from a TOD perspective, as it was only two stories, had no ground floor retail and had a significant amount of surface parking.

## Other Notes

Factors that Affect the Success of BRT Systems: [9]

- The most important factor affecting successful implementation of a BRT-related TOD is the level of government support (Hook, et.al, 2013). These activities include:
    - Rezoning
    - Creating a comprehensive plan with a specific focus on the BRT corridor
    - Proactive outreach to developers
    - Environmental clean-up
    - Land assembly
    - Extensive marketing of the corridor
    - Range of financial incentives

  Similar findings were observed in other studies including a 2012 Government Accounting Office (GAO) report on BRT and economic development prepared for the United States Senate Banking, Housing and Urban Affairs Committee, i.e., "Bus Rapid Transit and Development: Policies and Practices that Affect Development Around Transit" (Thole and Samus, 2009), and "BRT TOD: Leveraging Transit-Oriented Development with Bus Rapid Transit Investments" (Cervero and Dai, 2014).
- Another important factor leading to successful implementation of BRT TODs is the strength of the real estate market. Strong markets will develop regardless of BRT investments. Emerging markets will require a higher level of government support to overcome any market barriers.
- A sense of permanence in the BRT investment is as least as important as the provision of features that impact the speed and reliability of service.
- An institutional presence along BRT corridors, such as hospitals or universities, can be a contributor to success. The 2012 GAO study attributes success of TODs along BRT lines in Cleveland, Eugene, and Kansas City to the presence of institutional anchors.

[9] "BRTOD – State of the Practice in the United States", Andrew Degerstrom, Metro Transit, September 2018.

# APPENDIX K

BRT Implementation: Policy Review Memorandum

# BRT Implementation:
## Policy Review Memorandum

DIVISION CONNECTS
PEOPLE. PLACES. PROGRESS.

## Section I

### Introduction

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

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

### Case Study Lessons

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

1. **Clearly-articulated Goals** – As noted in the memo, goals for BRT development must not only include standard objectives such as ridership counts, cost-effectiveness, and reliability, but should also relate to broader community objectives. Goal types most typically associated with BRT and Transit-Oriented Development (TOD) outcomes include:

    - Economic growth
    - Quality of life
    - Infill/Compact land use patterns
    - Affordable housing
    - Health and safety benefits

    **Policy Take**

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

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

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

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

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

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

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

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

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

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

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

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

# Section II: Existing Plans Review

## Introduction

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

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

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

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

**WSDOT**
- Active Transportation Plan

**SRTC**
- Comprehensive Plan

**STA**
- Comprehensive Plan

**University District**
- Master plan

**Whitworth University**
- Campus master plan

**Gonzaga University**
- Strategic plan

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

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

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

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

## Findings

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

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

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

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

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

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

Other, more generalized findings from the plans review:

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

# Document Review Form

| | |
|---|---|
| **Document / Title** | Shaping Spokane – City of Spokane Comprehensive Plan |
| Agency | City of Spokane |
| Type | Comprehensive Plan |
| Published | 2017 |
| Scope of coverage | Citywide |
| Source / URL | https://static.spokanecity.org/documents/shapingspokane/comprehensive-plan/approved-comprehensive-plan-2017-v8.pdf |
| **Summary** | The Spokane Comprehensive Plan promotes relatively modest policies for the Division Street Corridor. In general, the plan supports:<br>• Increased transportation options, safety, and efficiency<br>• Designation of neighborhood and district centers<br>• General maintenance of existing facilities<br>Identifies employment and district/neighborhood centers of possible relevance to station location. Recent amendment provides direct and strong policy backing for TOD. |

| **Analysis** | | **Notes** |
|---|---|---|
| Degrees of Transformation | Maintain Evolve Transform N/A | |
| Land Use | X | *Maintains much of the existing land use along Division, with transformations at designated centers that focus on mixed use.*<br>*Designated centers along Division include:*<br>• *District Center at Northtown (Wellesley)*<br>• *Employment Center at Holy Family area (Francis)* |
| Transportation Diversity | X | *Encourages major improvements in transit, pedestrian, and bike access throughout the city, and especially in Centers & Corridors areas. Supports substantial transformations regarding transportation accessibility and diversity.* |
| Corridor Design | X | *Plan does not call for a major change to the corridor design of Division but does encourage improvements following national design guidelines and best practices.* |

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

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

## Related Issues

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

## Example Policies

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

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

# Document Review Form

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

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

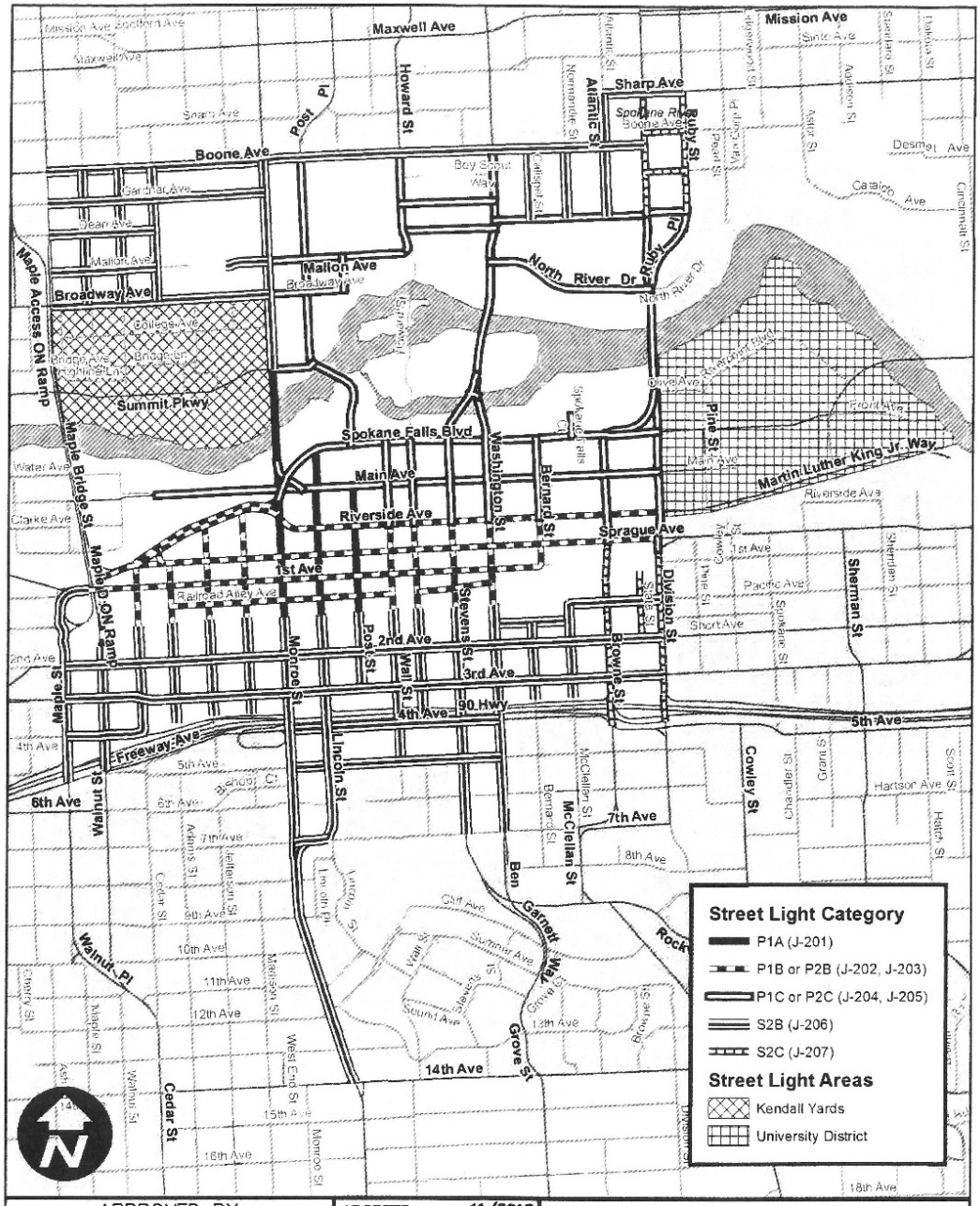
## Related Issues

- Not applicable.

## Example Policies

- Not applicable.

Back to Section J - TOC




| | | |
|---|---|---|
| APPROVED BY<br>ENGINEERING OPERATIONS MANAGER KYLE TWOHIG<br>CITY ENGINEER DANIEL ALBERT BULLER, P.E. | ADOPTED: 11/2018<br>REVISED:<br>SUPERSEDES:<br>CHECKED BY: GTO<br>SCALE: NTS<br>DWG/REV. BY: CMC | DECORATIVE STREET LIGHTING DISTRICTS<br>ENGINEERING SERVICES<br>CITY OF SPOKANE, WASHINGTON<br>STANDARD PLAN No. J–200 |

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

- Notes numerous design issues near proposed BRT station locations.

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

- No issues are described in this document.

## Example Policies

- No policies are expressed in this document.

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

- Does not express issues for the plan to address.

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

- Does not express issues for the plan to address.

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

- Does not express objectives as policy statements.

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

- Does not express issues for the policies to address.

## Example Policies

Transportation Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

| **Document / Title** | Connect Spokane |
|---|---|
| Agency | STA |
| Type | Comprehensive Plan |
| Published | 2019 |
| Scope of coverage | Citywide/Regional |
| Source / URL | https://www.spokanetransit.com/files/content/Connect_Spokane_Update_Final_5-22-19.pdf |
| **Summary** | STA's comprehensive plan is a guiding policy document outlining the plans and visions for public transit in Spokane over the next 30 years. |

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

## Example Policies

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

# Document Review Form

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

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

## Related Issues

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

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

## Example Policies

- Relevant assumptions and planning principles include:
    - Create distinct housing neighborhoods for 60 percent full-time and married students living on campus
    - Consider some transitional living accommodations, married, graduate family housing
    - Continue to develop a pedestrian-oriented campus with perimeter parking
    - Relocate campus drives and parking to expand pedestrian campus
    - Connect Whitworth's image, identity, and programs to outlying parcels
    - Strengthen community gateways
- In concert with Ahwahnee Principles, Whitworth supports:
  "…connectivity between facilities and transportation systems, integration of community facilities within a pedestrian-oriented environment, preservation of natural resources and landscape, conservation of energy resources, diversity of housing and employment opportunities, and active public gathering spaces."
- Plan seeks to "…address issues of connectivity and integration that are beneficial to both the university and larger region…(and) contributes to the economic vitality of the region, improving the quality of life for both residents and students. As a vital center of education, art and culture, the university is a de-facto public gathering space, integral to the Spokane community."
- Mentions potential of "…creating a university-specific type of zoning as university operations maintain a mix of residential and commercial type activities."
- Proposes substantial areas of mixed use and Regional Commercial land use on university-owned properties south and east of campus (abutting Division Street/395 and Hawthorne Road).

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

# Appendix L: Land Use Node Information Sheets

Prepared for

**Spokane Regional Transportation Council**

July 2022


Prepared by

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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.

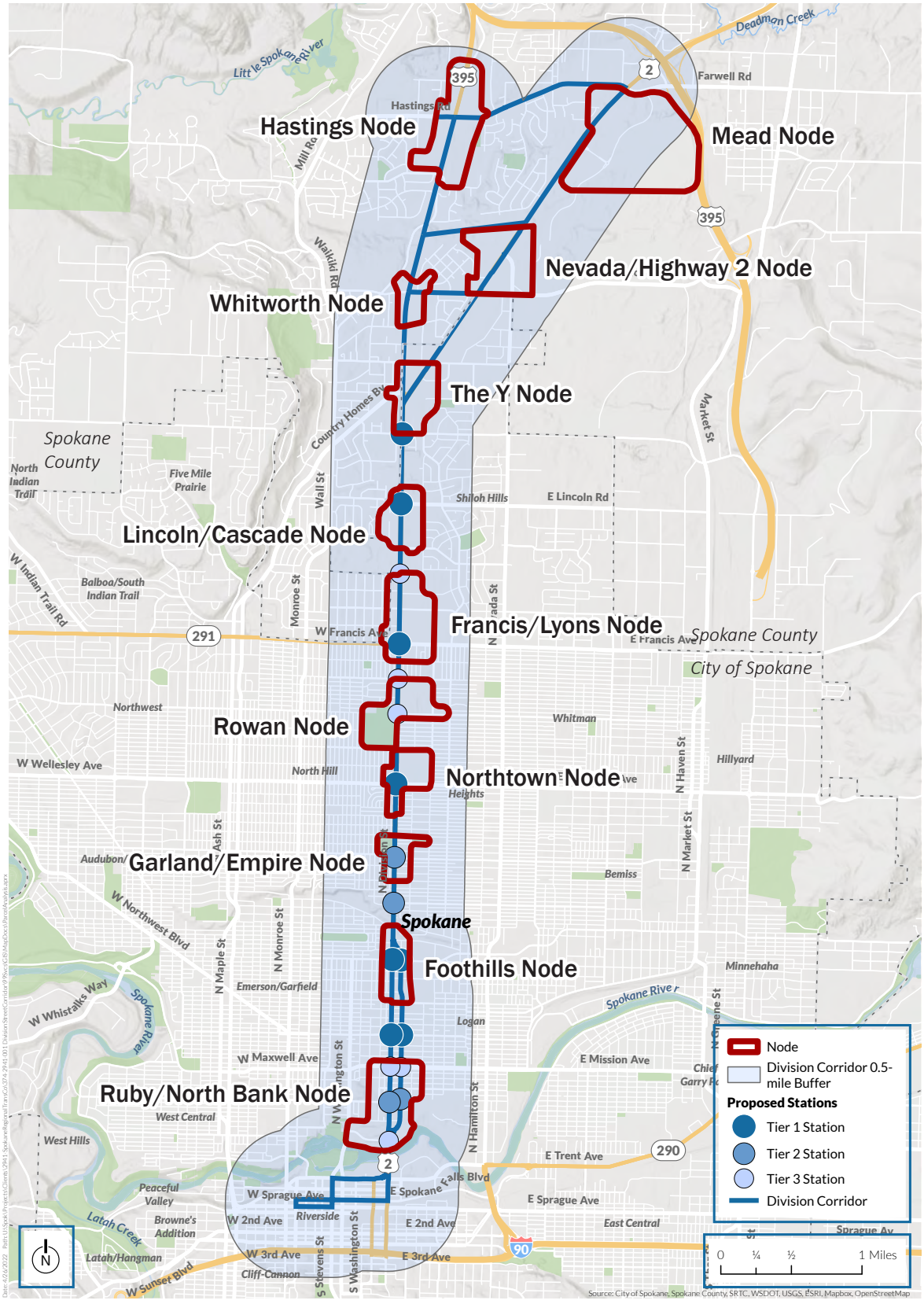



**Figure 1. Division Street Nodes**

# 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.*

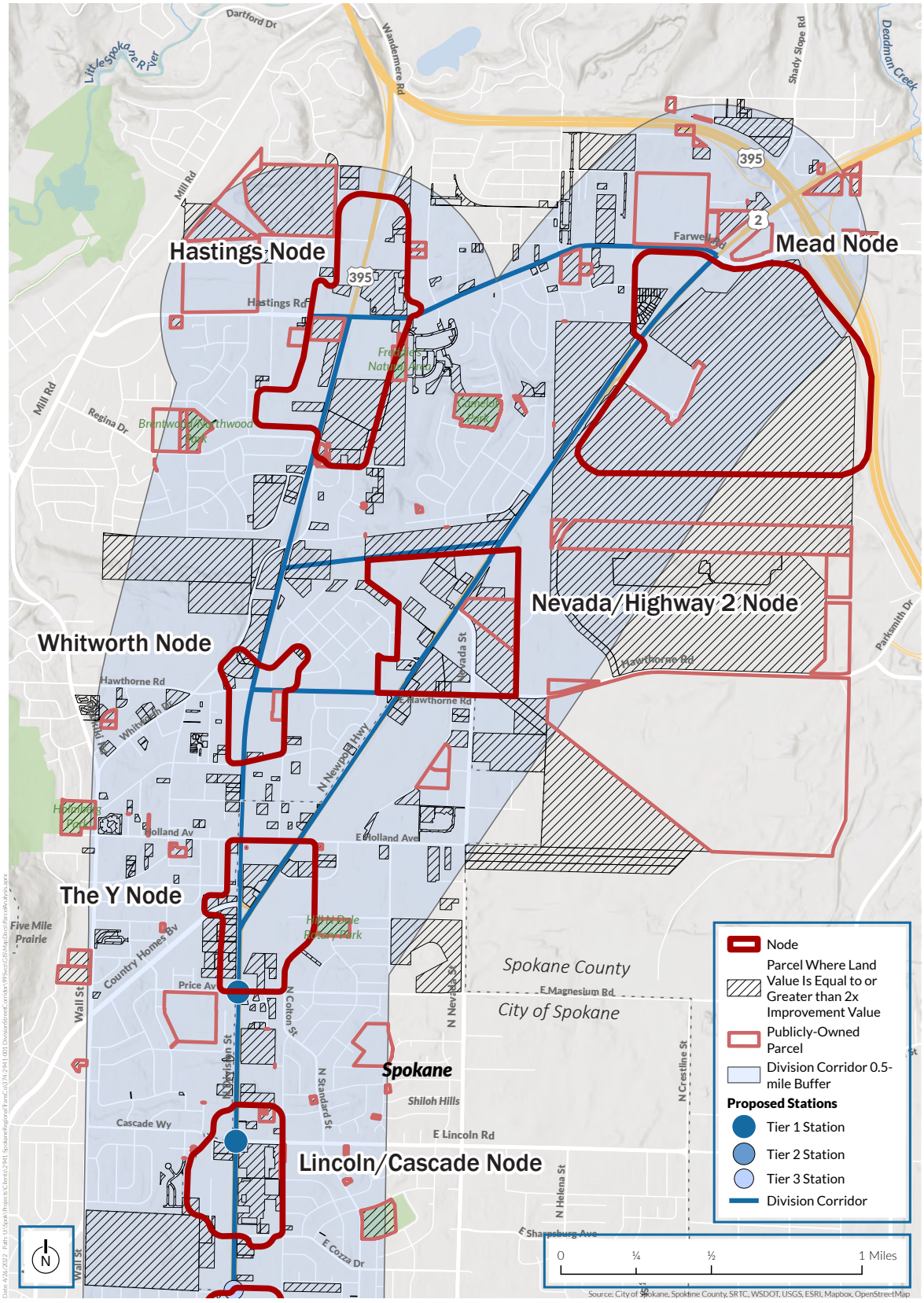



**Figure 2. Parcels with a Land/Improvement Value Ratio of at least 2:1 – North Area**

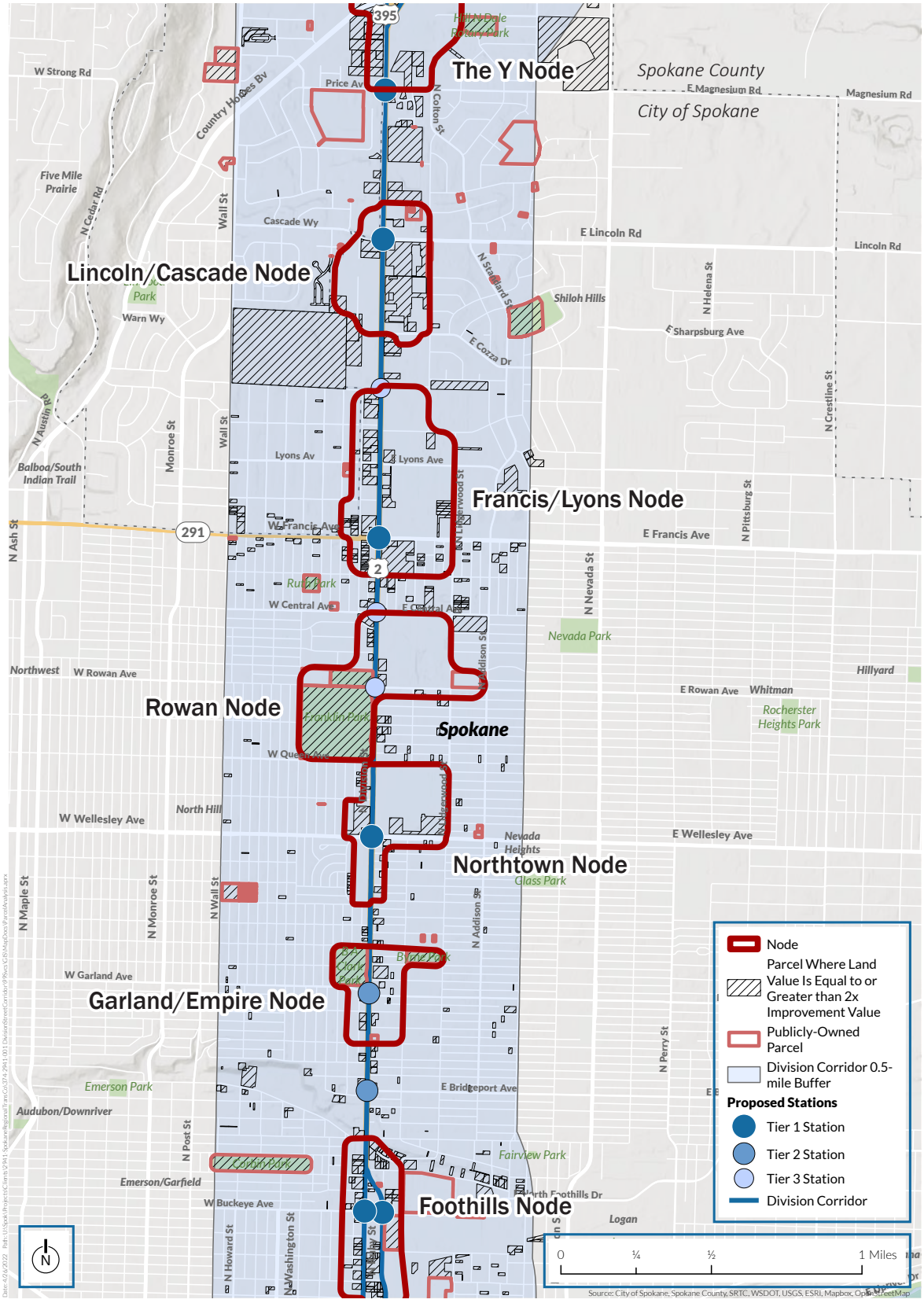



**Figure 3. Parcels with a Land/Improvement Value Ratio of at least 2:1 –Middle Area**

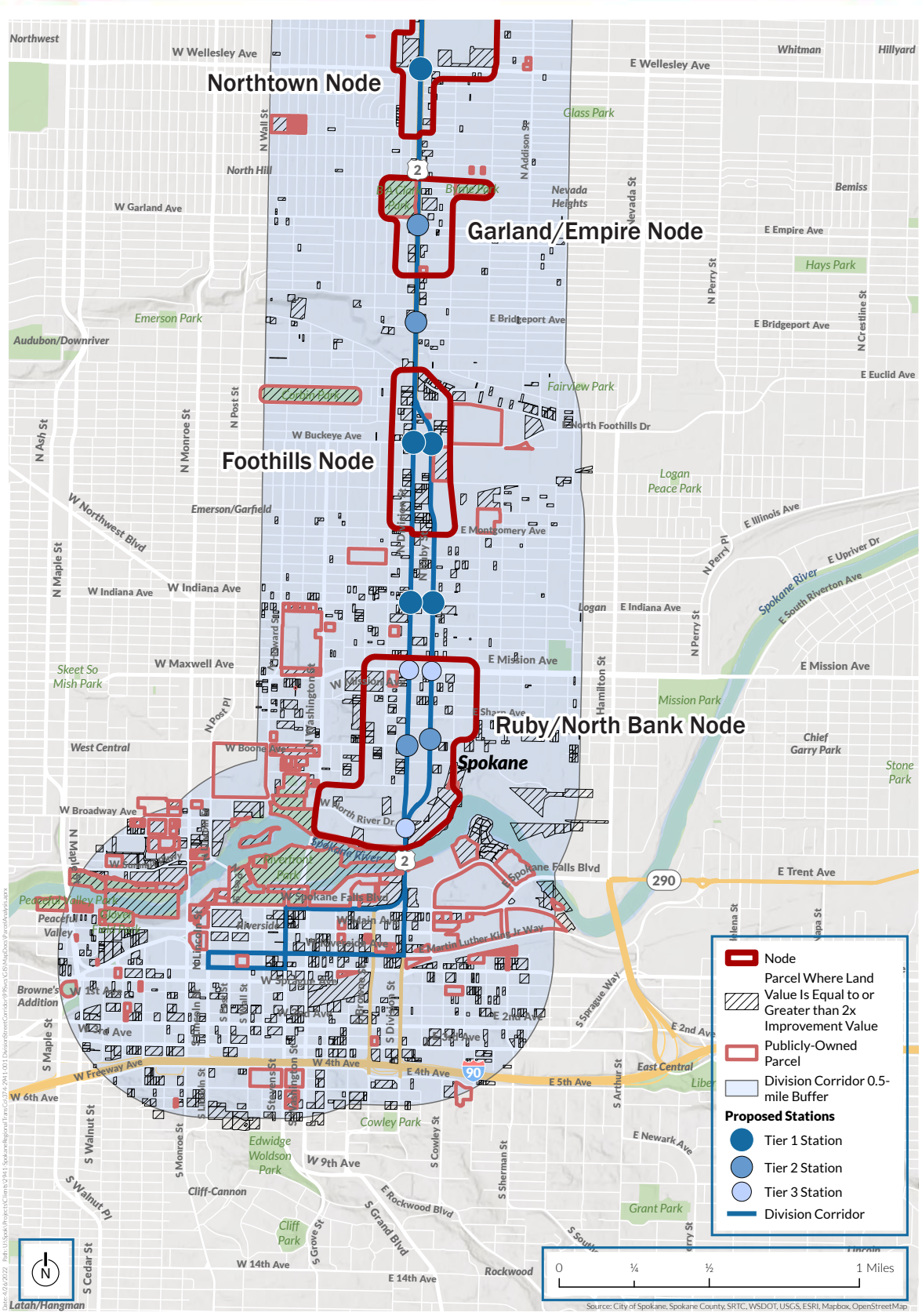



**Figure 4. Parcels with a Land/Improvement Value Ratio of at least 2:1 – South Area**

# 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.

**Place**

*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.*

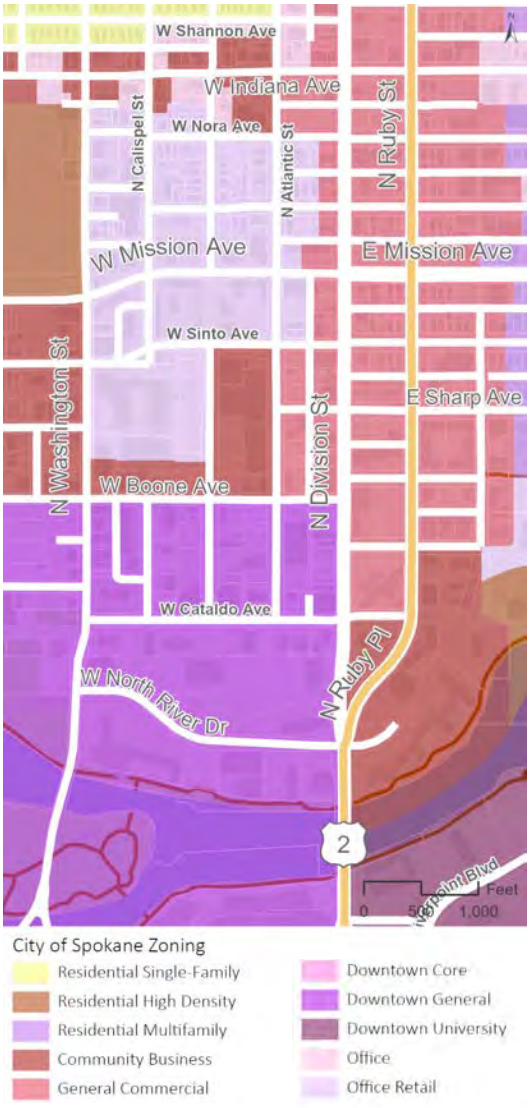
*Legacy structures offer unique reuse and development opportunities.*

# Plans

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 |

# Potential

## 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)

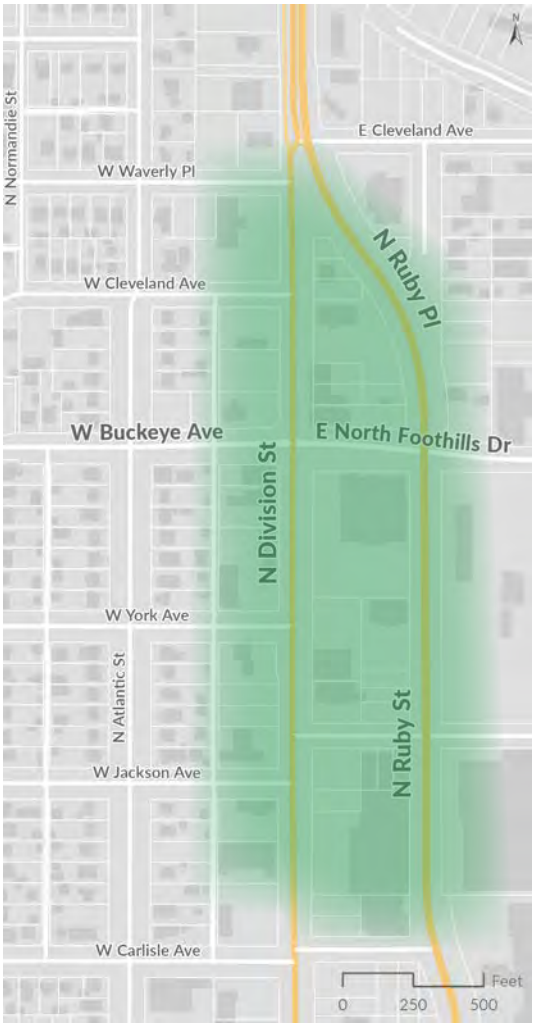
| | |
|---|---|
| Retail | 26 acres |
| Professional Office | 7 acres |
| Hospitality | 1 acre |
| Multifamily Residential | 1 acre |
| Single-Family Residential | 6 acres |
| Vacant | 7 acres |
| Right-of-Way Estimate | 15 acres |
| ***Total*** | 63 acres |

### 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.

**Place**

*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.*

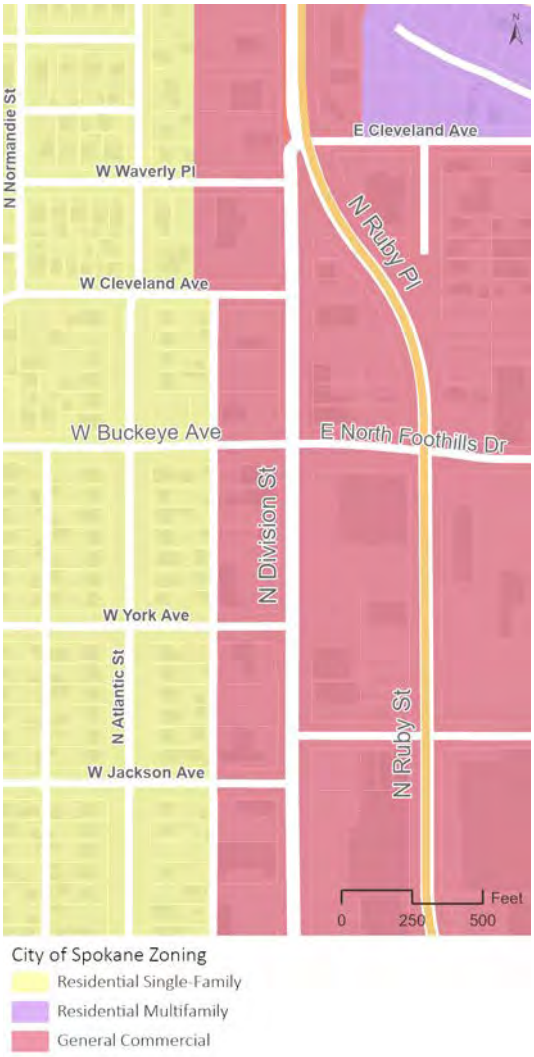
Plans

Potential

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.*

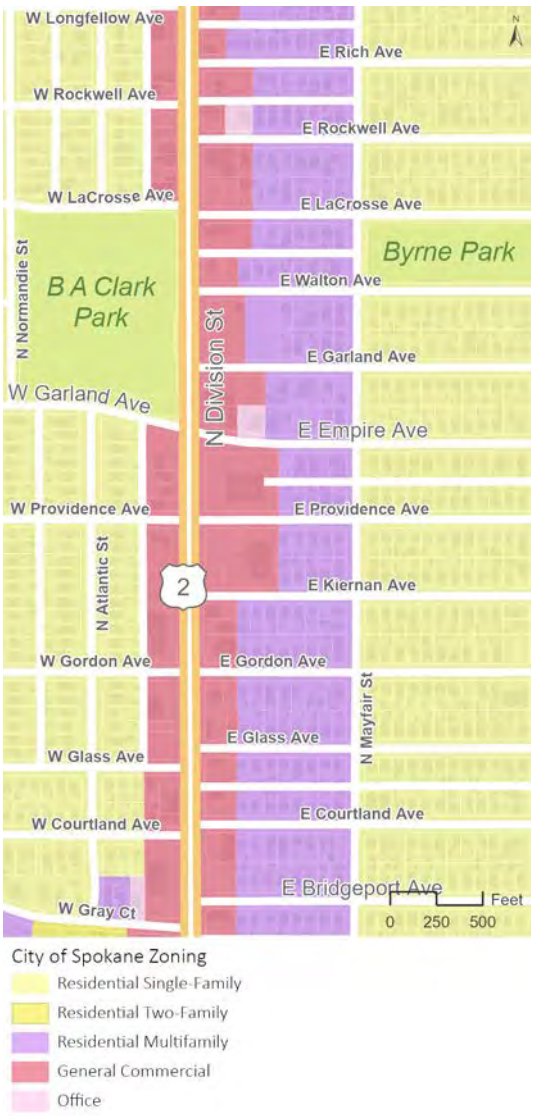
*Large pole signs speak to the importance of auto access for restaurants and retail here.*

Plans

Potential

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.*

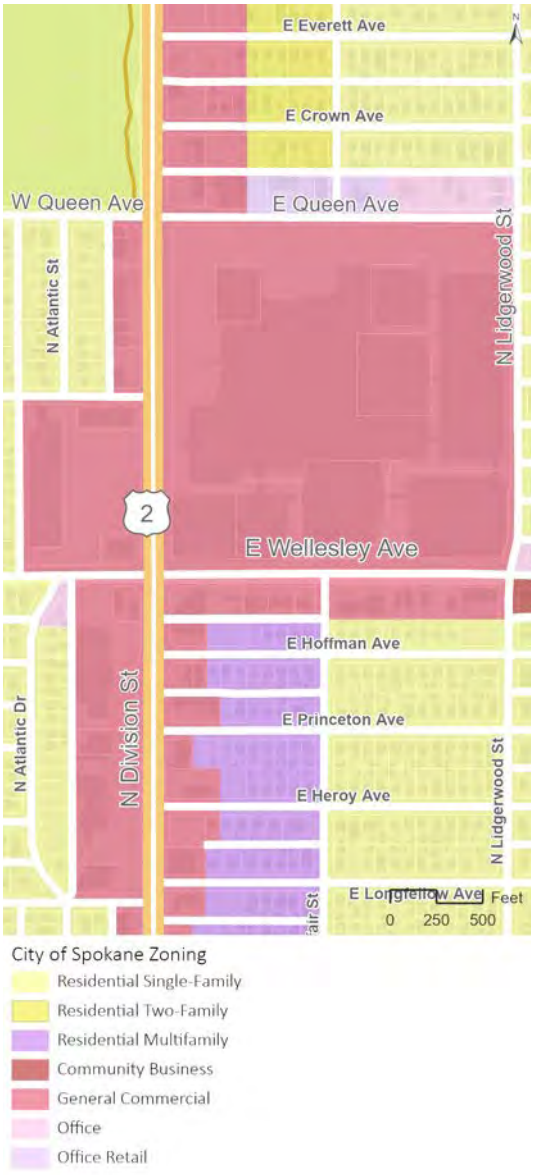
Plans

Potential

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.

**NORTHTOWN** *(0.64)*

**LOW RISK** *(0.0)* — **HIGH RISK** *(1.0)*

## 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.*

***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.*

# 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.

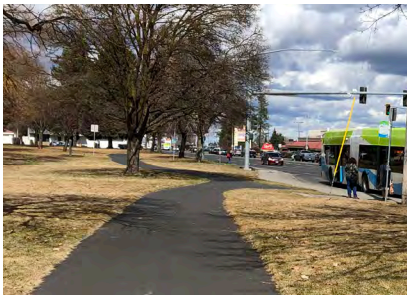
There are no existing bicycle facilities within the Rowan node.

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.*

Plans

Potential

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.*

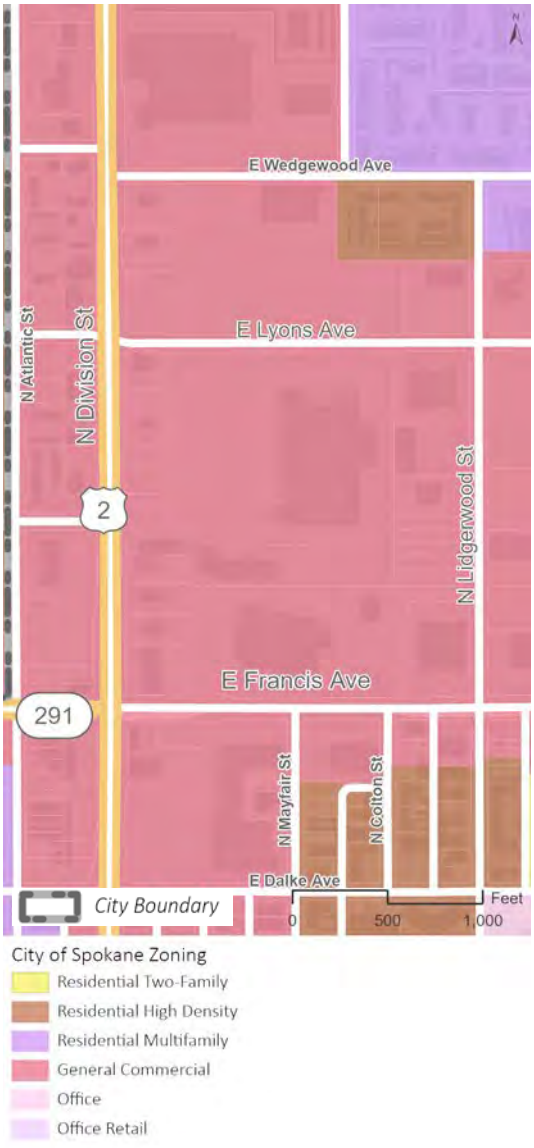
Plans

Potential

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)*

**LOW RISK** *(0.0)* — **HIGH RISK** *(1.0)*

## 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.*

Plans

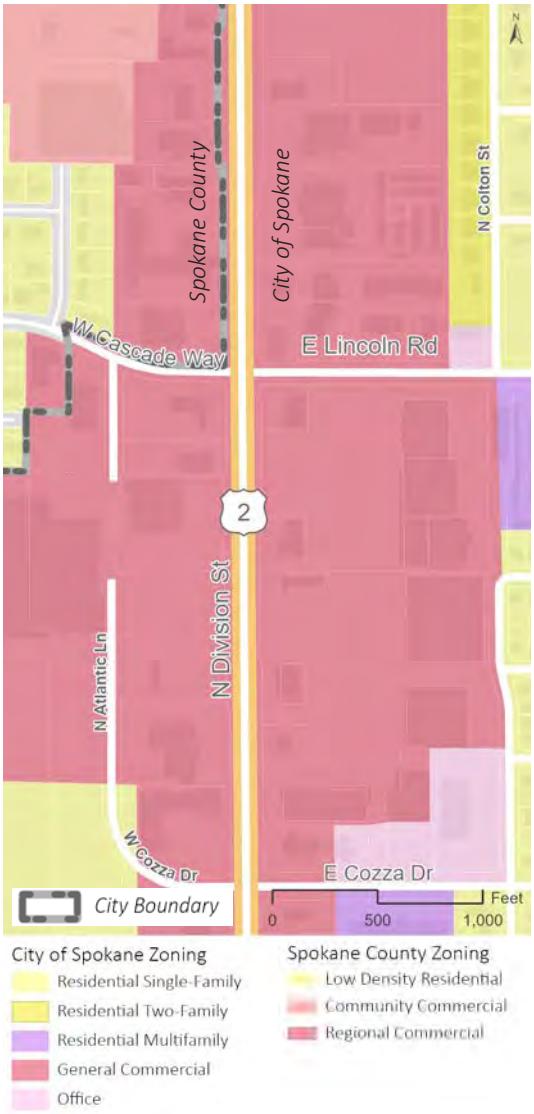
Potential

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.*

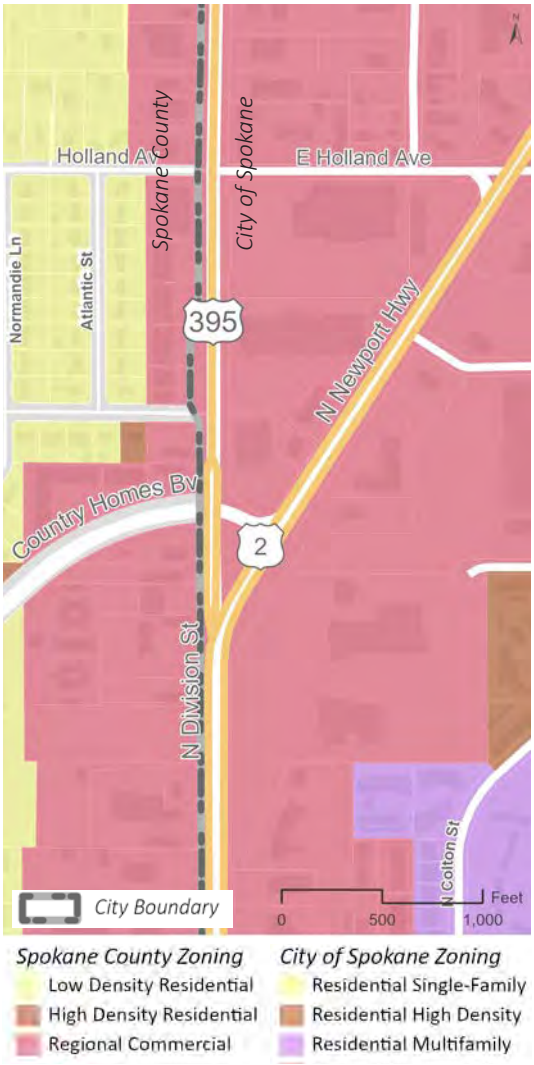
Plans

Potential

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-through 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.*

Plans

Potential

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.

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.

### 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

### 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.*

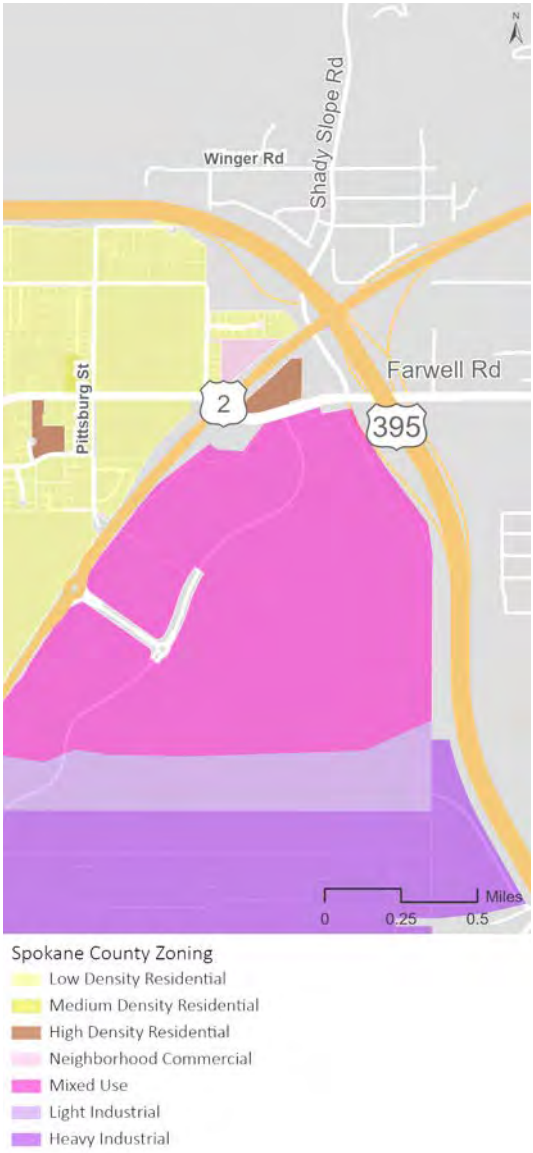
Plans

Potential

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 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.*

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# 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)

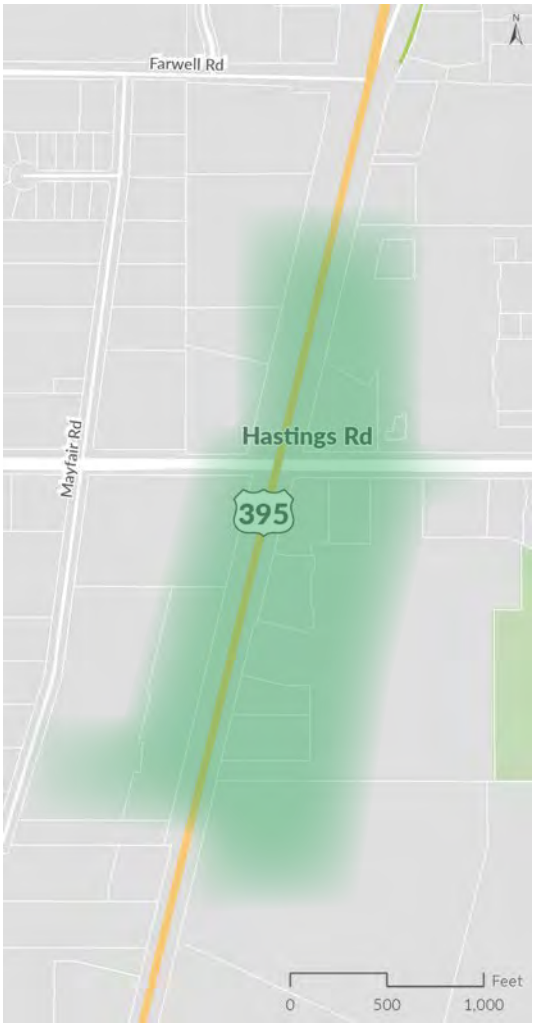
| | |
|---|---|
| Retail | 54 acres |
| Professional Office | 17 acres |
| Hospitality | 8 acres |
| Multifamily Residential | 5 acres |
| Single-Family Residential | 5 acres |
| Public/Recreational/Open Space | 30 acres |
| Vacant | 36 acres |
| Right-of-Way Estimate | 18 acres |
| ***Total*** | 173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

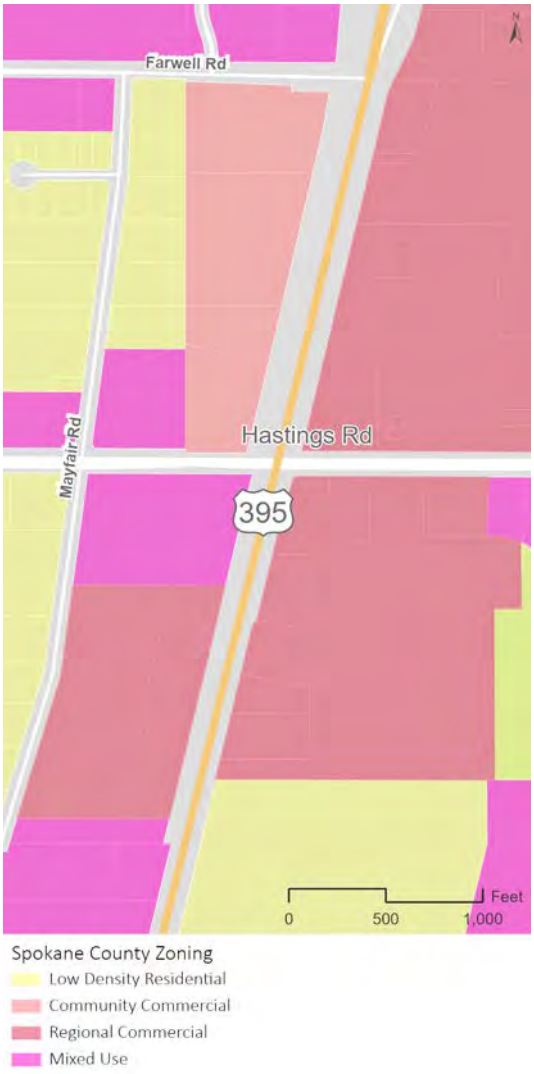
*A wide highway and broad setbacks isolate development projects from their neighbors across Highway 395*

Potential Plans

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.

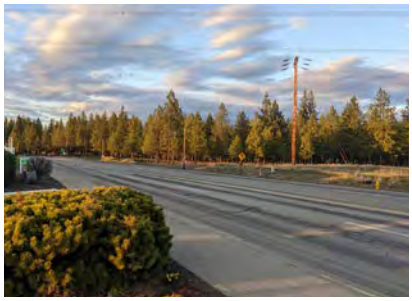
Within the node, there are six bus stops along Hawthorne Road.

**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.*

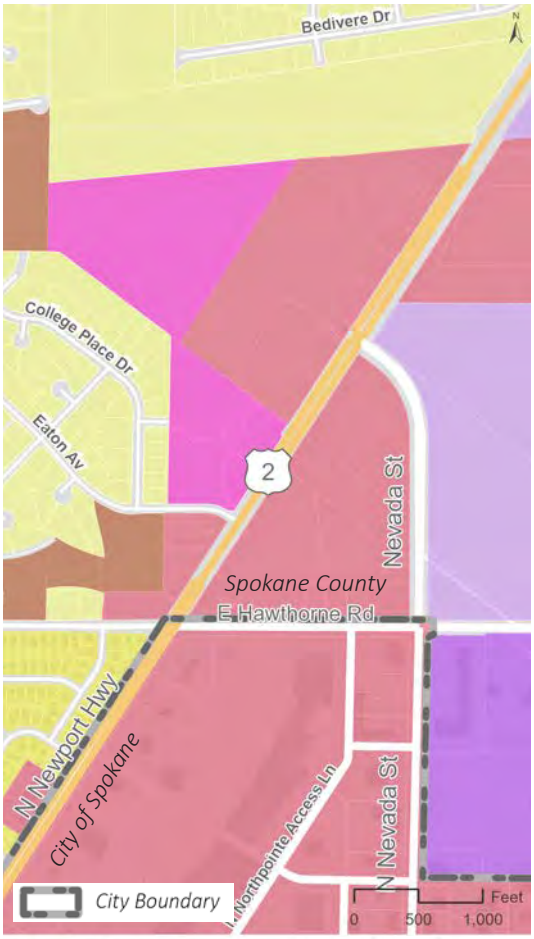
Plans

Potential

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.*

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

# Appendix M: Land Use Visual Sourcebook

Prepared for

**Spokane Regional Transportation Council**

July 2022

Prepared by

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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.

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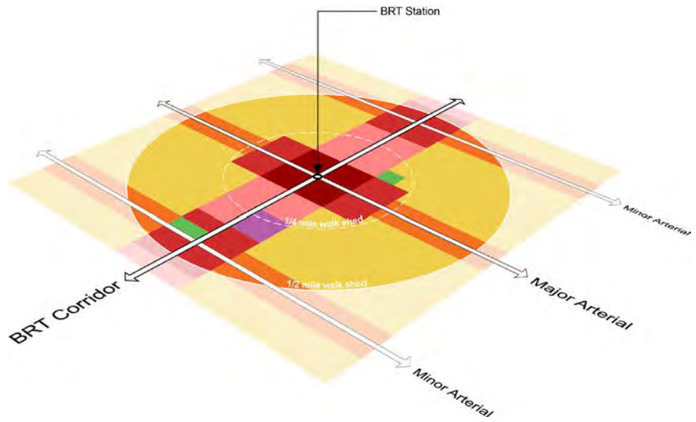
PEOPLE. PLACES. PROGRESS.

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.



# 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

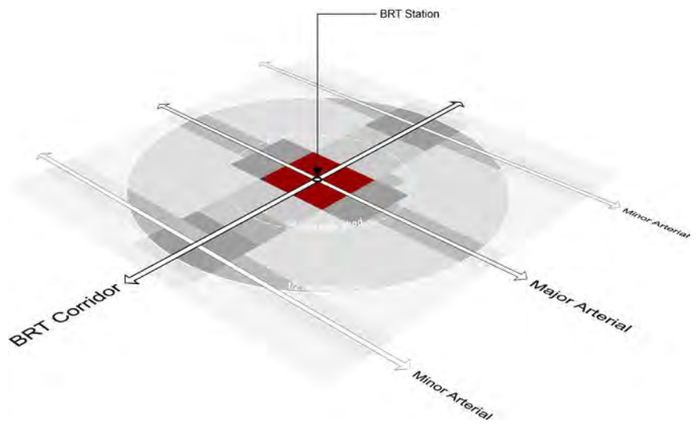
**DC-2** Emphasis on intersection corners

**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

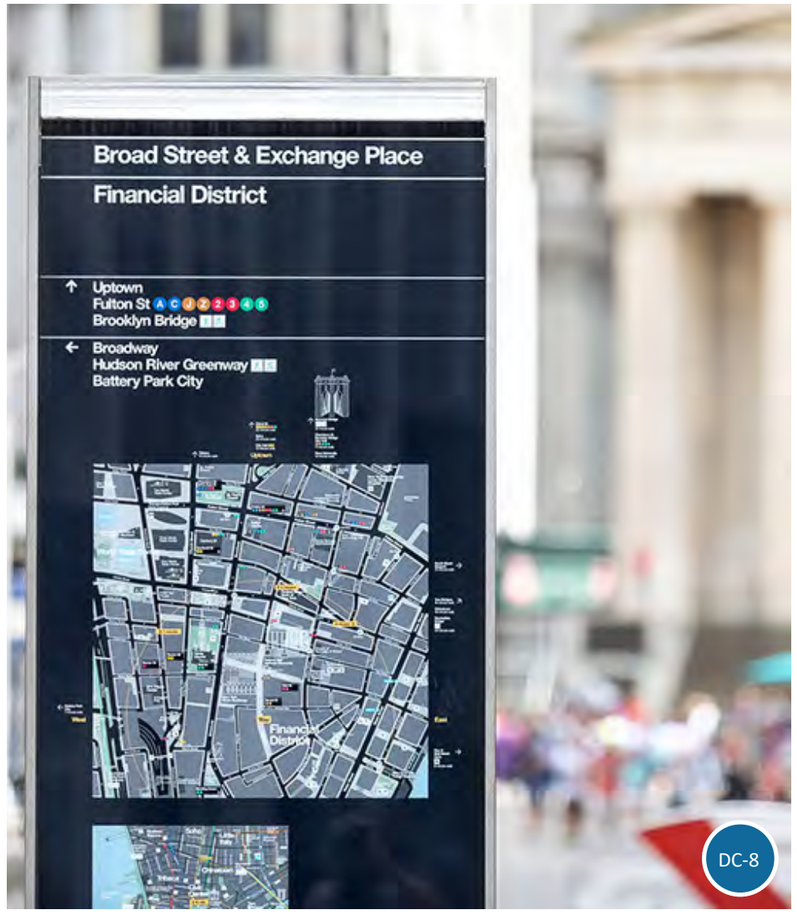


# District Center

*Mixed-use development with retail frontage*

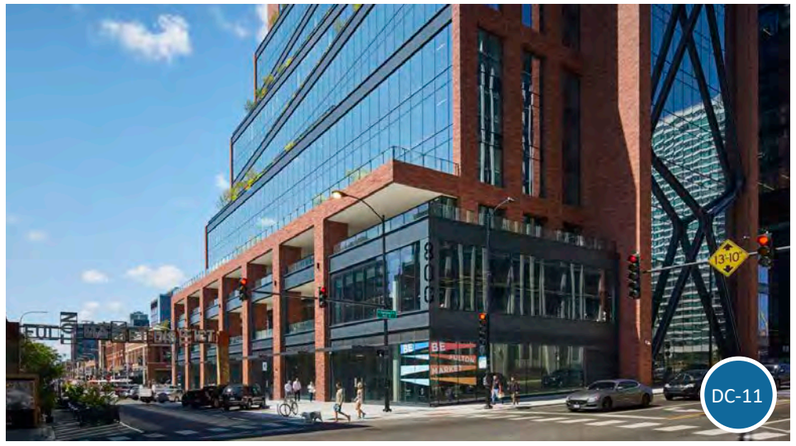
*High-density mixed-use development*

*Pedestrian plazas with public seating*

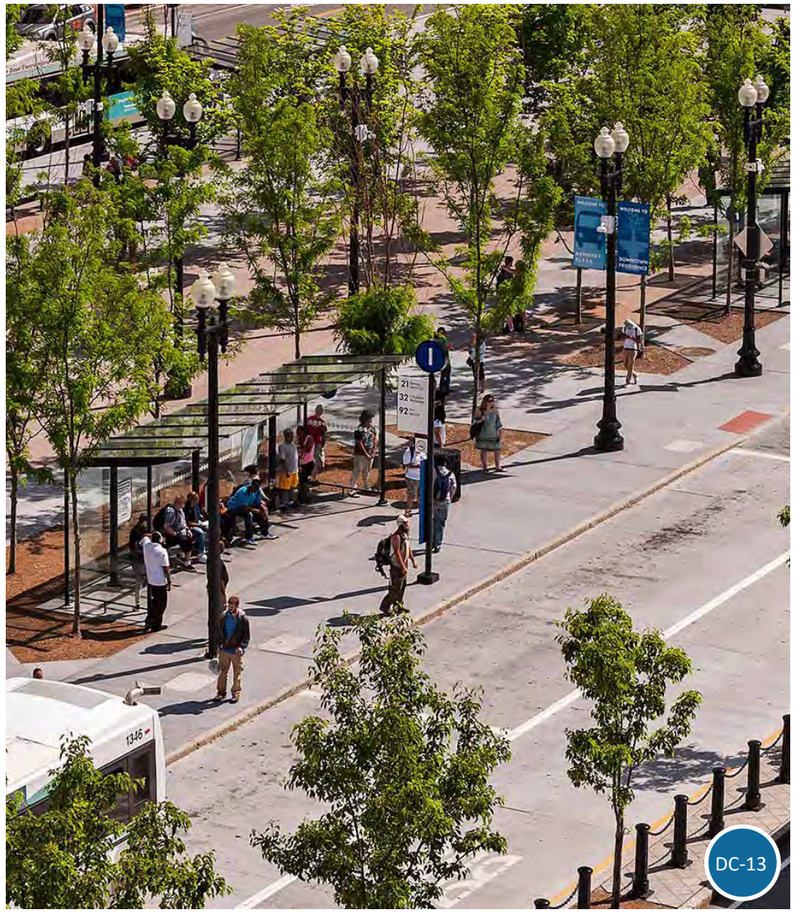



*Transit and wayfinding*

*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** Medium-density mixed-use development

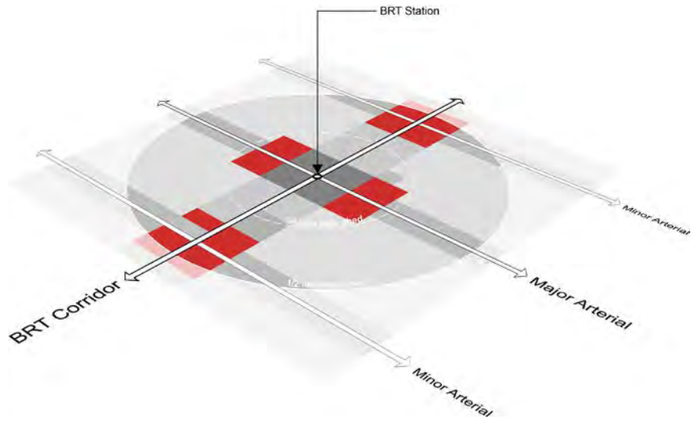
**AC-2** Mixed-use development and pedestrian plaza

**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*

*Outdoor dining along sidewalks*

*Sheltered indoor-outdoor activity realm*

# 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.

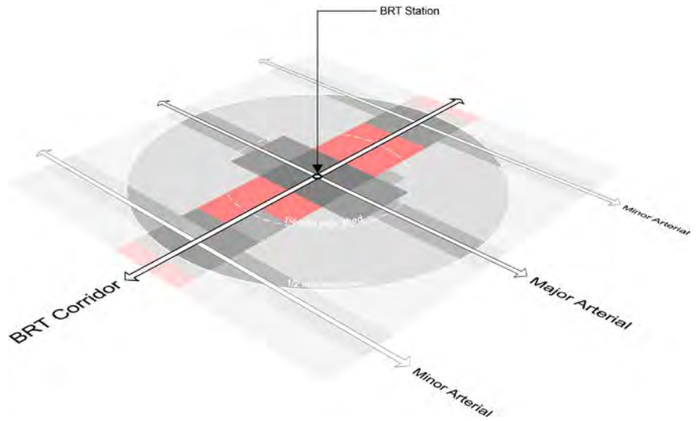
**BRT-1** High-density residential development

**BRT-2** Mixed-use development with linear emphasis

**BRT-3** Integrated pedestrian amenities and public art

**BRT-4** High-density mixed-use development

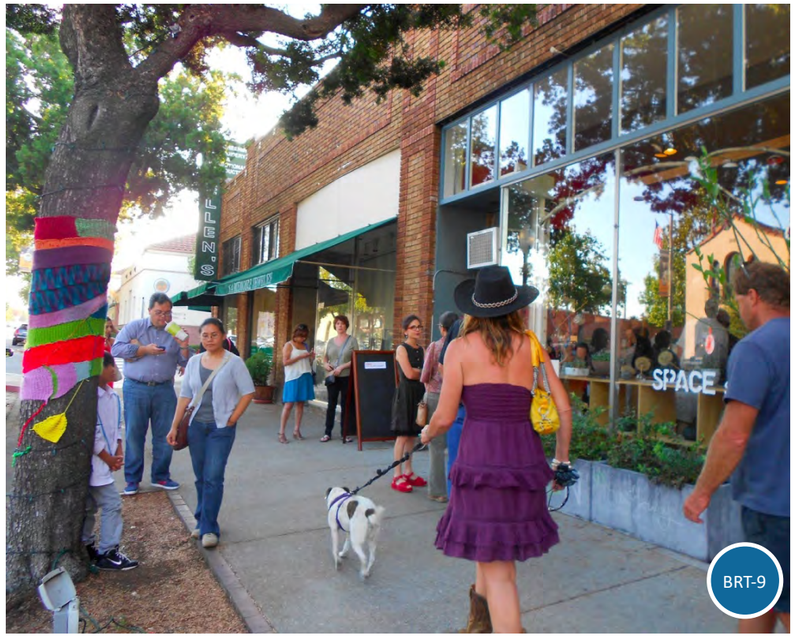
**BRT-5** Multimodal transportation options



# BRT Corridor

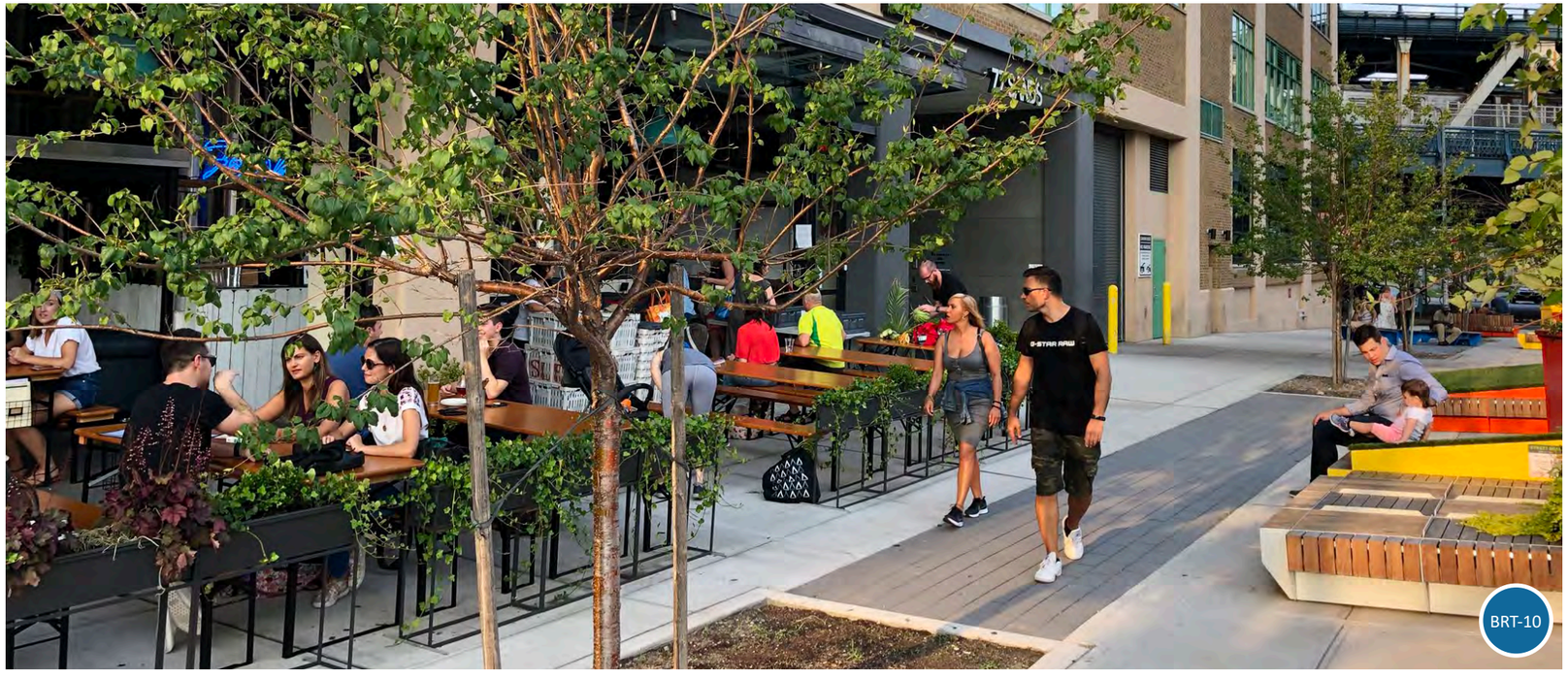
*Medium-density mixed use*

*Wide, enhanced sidewalks*




*Active street frontage with transparent facades*

*Mixed-use development at the sidewalk edge*




*Pedestrian-oriented amenities*

AR-1

AR-2

AR-3

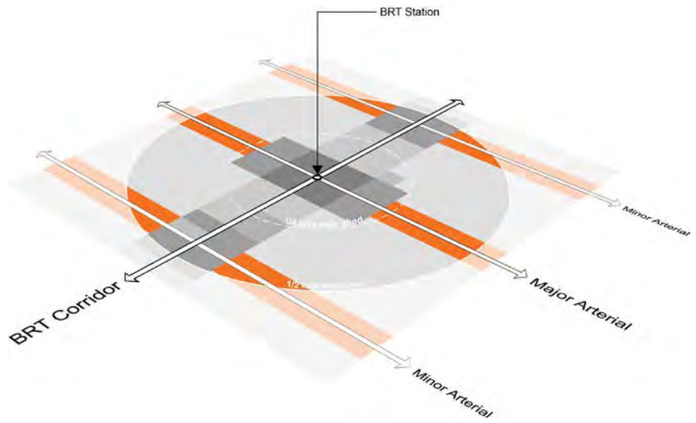
# Arterial Corridor

***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.

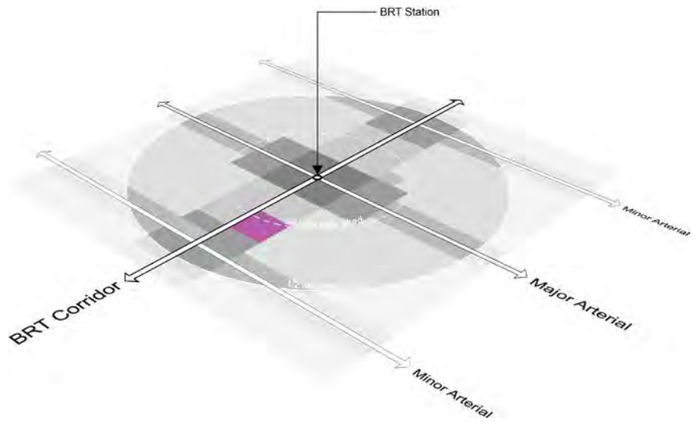
**LFC-1** Intimate façade treatments and storefront scale

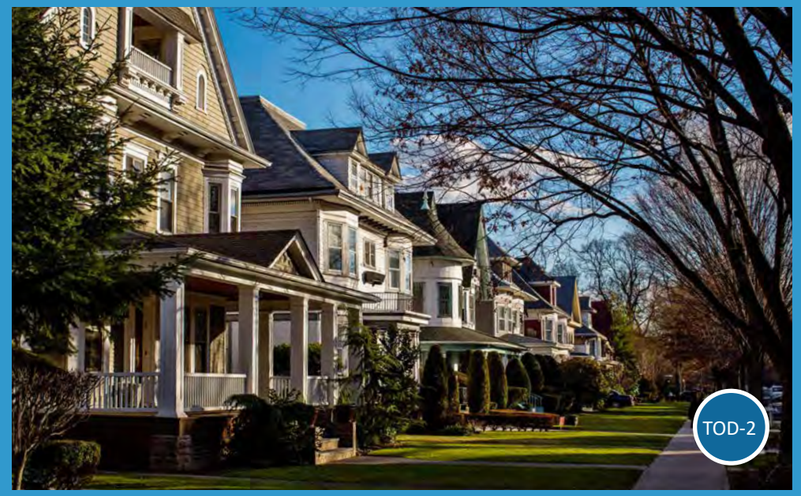
**LFC-2** Pedestrian-oriented retail buildings

**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

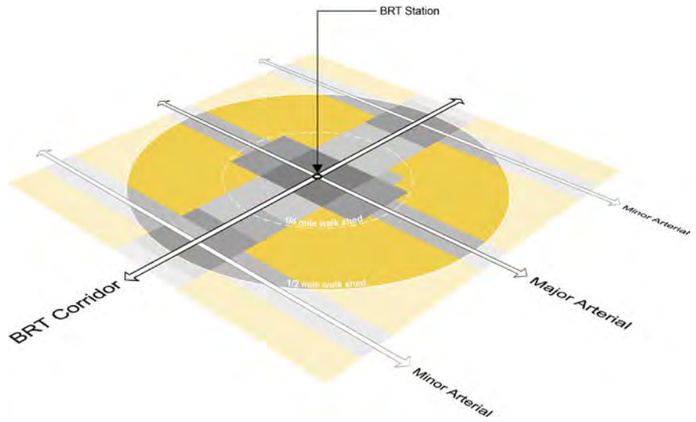




# Transit Oriented Development (TOD) Neighborhood

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

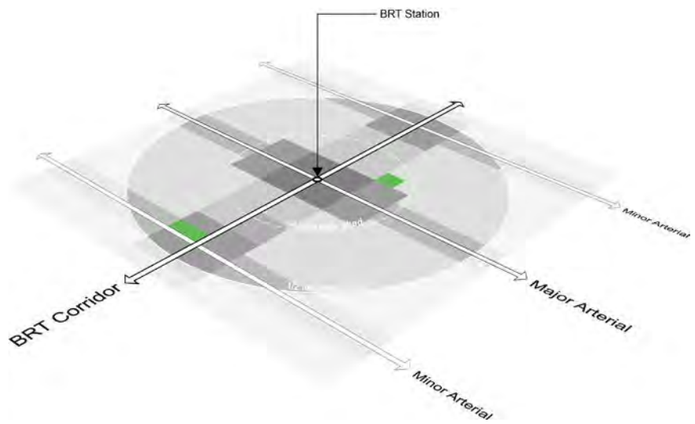
**UP-2** High-density residential development facing the park

**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

*Small-scale commercial facing the park*

*Evening activity in an urban park*

*Public plaza/garden on parking structure rooftop*

*Neighborhood park amenities serving adjoining low-rise residential*

*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 | Southhampton 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 |

*All images provided by SCJ Alliance*

# APPENDIX N

Phase 2 Land Use Modeling Results and Analysis

# TECHNICAL MEMORANDUM

| | | | |
|---|---|---|---|
| To: | Darby Watson, Alicia McIntire<br>Parametrix | From: | Jennifer Emerson-Martin, Iteris, Inc. |
| Date: | July 20, 2022 | | |
| RE: | Phase 2 – Land Use Modeling Results and Analysis | | |

The purpose of this memorandum is to document the travel demand modeling process used to support the analysis for *Phase 2* of the Division Street Corridor Study. This memorandum documents the following:

- Methods and land use assumptions used for developing the travel model forecasts
- Detailed performance metric information
- Forecast analysis for each of the performance metrics
- A comparative analysis of each of the Phase 2 2045 land use scenarios compared to the 2045 No Build condition

To ensure that the Division Street Corridor Study represents the most accurate regional background information and produces the most realistic forecasts, the project team coordinated with local agencies as follows:

- **Spokane Regional Transportation Council (SRTC):** The project team obtained the current Metropolitan Transportation Plan (MTP) 2019 and 2045 travel model files and met multiple times during the scenarios development process to discuss assumptions, model methodologies, and performance metrics analysis.
    - *As a note, the previous phase of the project used the SRTC 2015 and 2040 travel model files.*
- **Washington State Department of Transportation (WSDOT):** The project team obtained network geometry and configuration for North Spokane Corridor (NSC), including adjacent ramps and local facilities, and met during the scenarios development process to discuss assumptions, model methodologies, and performance metrics analysis.

# 1 INTRODUCTION

The primary tool used in the analysis was the current SRTC Travel Model (for years 2019 and 2045). The SRTC model was used to forecast traffic volumes and transit ridership on Division Street and adjacent arterials within the Division Street Corridor Study area. These travel model forecasts were used as inputs during the scenario analysis for Phase 2 of the study. The study area includes the area within ¾ mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west as illustrated in **Figure 1**.

Five scenarios were developed and analyzed for the corridor. The five scenarios are:

1. **2019 Existing**
    a. Existing year land use
    b. Existing year roadway network
    c. Existing regional transit network, with existing Route 25 on Division Street
2. **2045 No Build**
    a. Future planned SRTC 2045 MTP land use
    b. Future planned SRTC 2045 MTP roadway network
    c. Future year regional transit networks, with existing Route 25 on Division Street (coded as 2019 Existing configuration and headways)

3. **2045 Build-Low**
    a. Future planned SRTC 2045 MTP land use
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y". Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops.
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.
4. **2045 Build-Half TOD**
    a. Future year 2045 modified land use, including 7 nodes that are fully developed with TOD land uses described in *Section 2* of this technical memorandum
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y" . Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops.
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.
5. **2045 Build-Full TOD**
    a. Future year 2045 modified land use, including 12 nodes that are fully developed with TOD land uses described in *Section 2* of this technical memorandum
    b. Future planned SRTC 2045 MTP roadway network, with BAT lanes and one reduced lane on Division between the Spokane River and the "Y". . Additionally, the walk and bike classifications were added to the Division Street corridor roadway network to enhance the active transportation network component of the Build scenario, ensuring walk and bike access to BRT and local transit stops..
    c. Future year regional transit networks, with Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The alignment for the BRT Route 25 was coded consistent with the existing year Route 25 alignment.

Throughout the report, the following scenario sets are compared:

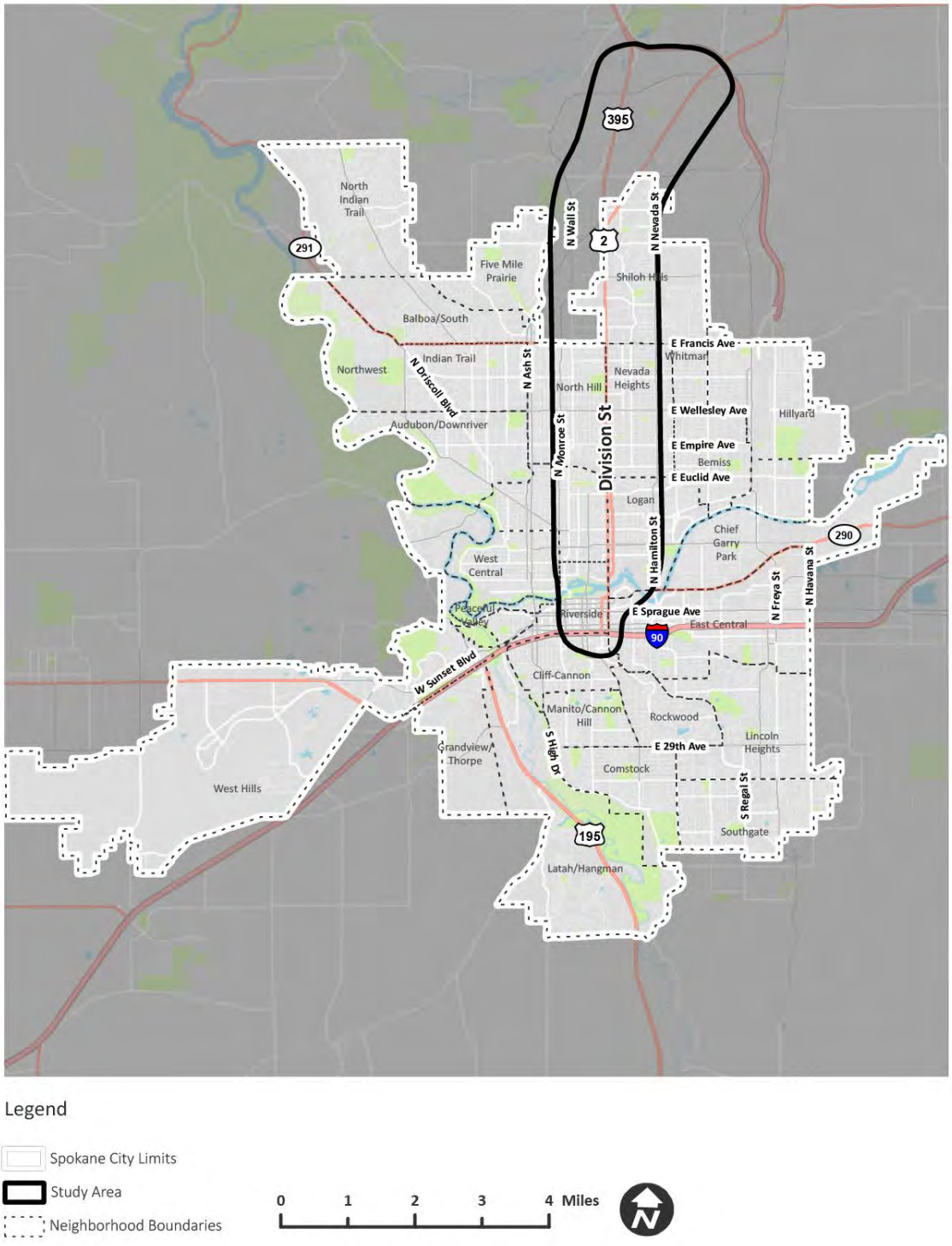
- **"The 2045 Scenarios"** refers to all four future year scenarios, including the 2045 No Build, 2045 Build-Low, 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios
- **"The 2045 Build Scenarios"** refers to all three Build scenarios, including the 2045 Build-Low, 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios
- **"The 2045 TOD scenarios"** refers to the two TOD scenarios, including the 2045 Build-Half TOD, and 2045 Build-Full TOD scenarios

In several sections of this technical memorandum, the performance measures summarize statistics by corridor segment. There are five (5) segments that the project corridor was broken into for analysis:

1. **Segment 1:** Riverside Avenue/Division Street from the Transit Plaza to the Spokane River
2. **Segment 2:** Division Street/Ruby Street from the Spokane River to Euclid Avenue
3. **Segment 3:** Division Street from Euclid Avenue to Francis Avenue
4. **Segment 4:** Division Street from Francis Avenue to Newport Highway (the "Y")
5. **Segment 5:** Division Street and Newport Highway from the "Y" to Hastings Road

As a note for this technical memorandum, for a majority of analyses an explanation of "why" is described. These analyses are determined based on professional judgement in combination with travel model outputs. While these analyses are logical, the travel model is merely one tool out of many to be used to come to a definitive conclusion for decision making.

**Figure 1: Study Area**



The headways for the Division bus rapid transit (BRT) Build scenario were developed during Phase 1 of the project and are assumed as typical weekday service. The 2045 Build scenario service plan is consistent with the service plan of the future STA City Line BRT (currently under construction), with a 19-hour service span from 5:00 AM to 12:00 PM.

Build scenario frequencies by time of day are:

- 5:00 AM to 6:00 AM (Early AM): 30 Minute Headways
- 6:00 AM to 8:30 AM (AM Peak): 7.5 Minute Headways
- 8:30 AM to 5:30 PM (Mid-Day): 10 Minute Headways
- 5:30 PM to 8:00 PM (PM Peak): 7.5 Minute Headways
- 8:00 PM to 11:00 PM (Evening): 15 Minute Headways
- 11:00 PM to 12:00 AM (Late PM): 30 Minute Headways

# 2 DIVISION CORRIDOR ZONES AND LAND USE

To better analyze the land use scenarios, and their impact on transportation, the model Transportation Analysis Zones (TAZ) were split into smaller zones along the Division Street Corridor. The primary boundaries for the revised TAZs are directly related to the 12 land use nodes analyzed during Phase 2 of the project. These nodes represent areas in which the potential for transit-oriented development (TOD) was analyzed. Splitting the TAZs by the node boundaries resulted in 128 new TAZs. During the zone split process, employment and housing units were split manually by referencing to satellite image background. Other land use inputs were either calculated by the proportions of the housing units multiplied by the percentage of the newly split zones acres from the original zone acres or used the original zone data.

Land use nodes in which the potential for TOD was analyzed for the 2045 scenarios were provided by SCJ Alliance, a subconsultant to the DivisionConnects study. The 2045 No Build and 2045 Build-Low scenarios have identical land use to the 2045 SRTC MTP model scenario. The 2045 Build-Half TOD and 2045 Build-Full TOD land use scenarios represent a modification of residential units and employment numbers. For a full set of details on the land use nodes forecasts which were incorporated into the SRTC model for this modeling effort, please refer to the DivisionConnects Vision and Implementation Strategy Phase 2 Report.

**Figure 2** illustrates the model TAZs and the 12 fully developed land use nodes that were used to split the zones:

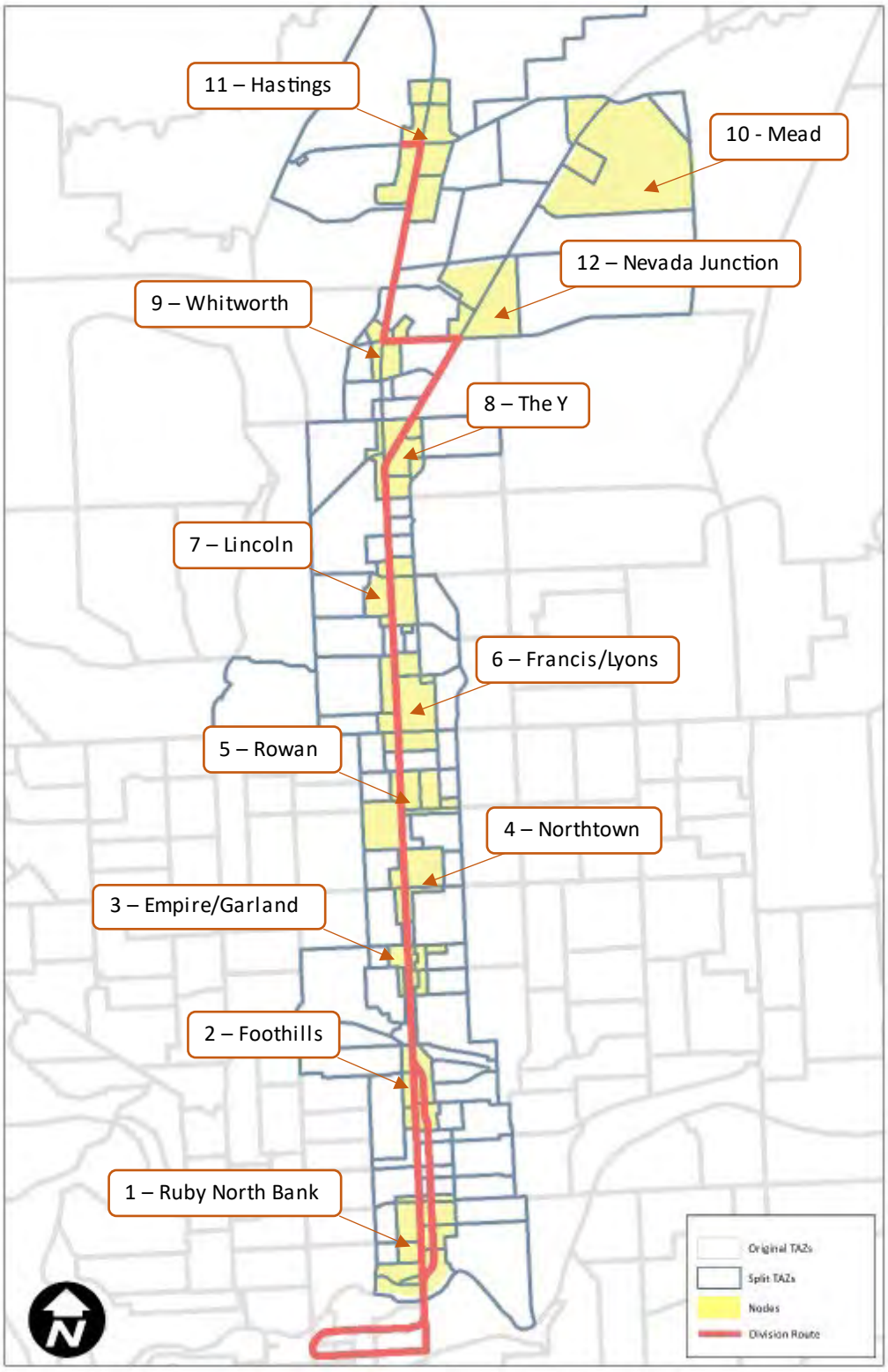
- Node 1 - Ruby North Bank
- Node 2 - Foothills
- Node 3 - Empire/Garland
- Node 4 - Northtown
- Node 5 - Rowan
- Node 6 - Francis/Lyons
- Node 7 - Lincoln
- Node 8 - The Y
- Node 9 - Whitworth
- Node 10 - Mead
- Node 11 - Hastings
- Node 12 - Nevada Junction

The nodes forecast to be fully developed for the 2045 Build-Half TOD scenario include the following:

- Node 1 - Ruby North Bank
- Node 2 - Foothills
- Node 3 - Empire/Garland
- Node 5 – Rowan
- Node 7 - Lincoln
- Node 9 - Whitworth
- Node 10 - Mead

**Table 1** summarizes the single-family and multi-family units for the scenarios for each node. **Table 2** summarizes the retail and non-retail employment for the scenarios for each node. Detailed land use node figures are included in **Attachment A**.

**Figure 2: Division Corridor Split Zones and Nodes**



## Table 1 – Residential Dwelling Units by Land Use Node

| Node | 2019 Existing | | 2045 No Build 2045 Build-Low | | 2045 Build-Half TOD | | 2045 Build-Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | Single-Family | Multi-Family | Single-Family | Multi-Family | Single-Family | Multi-Family | Single-Family | Multi-Family |
| Node 1 - Ruby North Bank* | 18 | 146 | 18 | 599 | 21 | 725 | 21 | 725 |
| Node 2 - Foothills* | 31 | 0 | 31 | 0 | 31 | 166 | 31 | 166 |
| Node 3 - Empire/Garland* | 132 | 19 | 134 | 19 | 134 | 137 | 134 | 137 |
| Node 4 – Northtown | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 212 |
| Node 5 - Rowan* | 41 | 27 | 43 | 29 | 43 | 45 | 43 | 45 |
| Node 6 - Francis/Lyons | 42 | 358 | 45 | 369 | 44 | 364 | 45 | 594 |
| Node 7 - Lincoln* | 9 | 0 | 9 | 0 | 9 | 168 | 9 | 168 |
| Node 8 - The Y | 0 | 187 | 18 | 192 | 17 | 184 | 0 | 354 |
| Node 9 - Whitworth* | 0 | 237 | 0 | 240 | 0 | 285 | 0 | 285 |
| Node 10 - Mead* | 0 | 0 | 0 | 0 | 141 | 350 | 141 | 350 |
| Node 11 - Hastings | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 358 |
| Node 12 - Nevada Junction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| Total | 273 | 973 | 298 | 1,446 | 440 | 2,424 | 468 | 3,872 |

*Included in Half TOD scenario

## Table 2 – Total Employment by Land Use Node

| Node | 2019 Existing | | 2045 No Build 2045 Build-Low | | 2045 Build-Half TOD | | 2045 Build-Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | Retail | Non-Retail | Retail | Non-Retail | Retail | Non-Retail | Retail | Non-Retail |
| Node 1 - Ruby North Bank* | 741 | 2,983 | 741 | 3,215 | 881 | 3,996 | 881 | 3,996 |
| Node 2 - Foothills* | 439 | 15 | 592 | 16 | 621 | 110 | 621 | 110 |
| Node 3 - Empire/Garland* | 65 | 95 | 82 | 176 | 101 | 148 | 101 | 148 |
| Node 4 – Northtown | 1,673 | 290 | 1,736 | 398 | 1,812 | 362 | 1,764 | 440 |
| Node 5 - Rowan* | 318 | 2,015 | 318 | 2,561 | 334 | 2,631 | 334 | 2,631 |
| Node 6 - Francis/Lyons | 599 | 118 | 623 | 190 | 652 | 209 | 1,110 | 209 |
| Node 7 - Lincoln* | 515 | 295 | 585 | 512 | 944 | 539 | 944 | 539 |
| Node 8 - The Y | 1,087 | 470 | 1,163 | 512 | 1,253 | 496 | 1,146 | 594 |
| Node 9 - Whitworth* | 166 | 152 | 200 | 200 | 201 | 252 | 201 | 252 |
| Node 10 - Mead* | 413 | 0 | 504 | 0 | 559 | 12 | 559 | 12 |
| Node 11 - Hastings | 738 | 541 | 912 | 810 | 1,119 | 783 | 1,044 | 852 |
| Node 12 - Nevada Junction | 448 | 310 | 292 | 351 | 303 | 257 | 494 | 699 |
| Total | 7,201 | 7,284 | 7,749 | 8,940 | 8,780 | 9,796 | 9,199 | 10,482 |

*Included in Half TOD scenario

# 3 PERFORMANCE METRICS

Readily available performance metrics from the travel demand model were used to complete the scenarios analysis. Performance metrics were supported by information from the SRTC model, primarily related to transit speeds, ridership, and passenger delay. **Table 3** summarizes metrics used in the analysis and available data sources.

**Table 3 – Division Corridor Transit Data Analysis Metrics**

| Metric | Description | Data Source(s) |
|---|---|---|
| **Regional Travel Statistics** | Average vehicle miles, vehicle hours, vehicle hours of delay, and overall average speed for the greater Spokane region as well as the study area<br><br>Regional travel statistics also include an analysis of future year flow-bundles and locations of congestion within the region. | All data used in this analysis was obtained as direct output from the travel demand model |
| **Mode Split** | Comparison of drive alone person trips, shared-ride person trips, transit person trips, and non-motorized person trips in the Spokane region, including a comparison of the overall transit and non-motorized mode split | All data used in this analysis was obtained as direct output from the travel demand model |
| **Transit Ridership** | A comparison of total regional transit ridership compared with Route 25 ridership | Existing ridership was obtained from STA Trapeze system/Automatic Passenger Counter (APC) data<br><br>The change in ridership between future year scenarios was calculated from the travel demand model outputs and applied directly to the raw ridership data |
| **Travel Time and Speed** | Average inbound and outbound vehicular travel time and speeds on Division Street between the Plaza (assumed southern terminus) and the Hastings Park and Ride (assumed northern terminus)<br><br>Travel time and speed were summarized by AM and PM peak periods and separated by direction of travel (inbound and outbound) | Existing travel time was obtained from WSDOT using Bluetooth reader information<br><br>The change in travel times between scenarios was calculated from the travel demand model outputs and applied directly to the raw WSDOT travel time data |
| **Screenline Comparison** | A north-south travel comparison for four east-west screenlines drawn at different locations along the study corridor<br><br>Vehicle travel for the AM peak period, PM peak period, and total average day were compiled<br><br>Vehicle diversion between parallel north-south facilities was compared | All data used in this analysis was obtained as direct output from the travel demand model |
| **Land Use Node Travel Statistics** | Average vehicle miles or travel by various metrics, including daily vehicular VMT per service population (population plus employment), daily home-based vehicular VMT per capita (population), daily non-home based vehicular VMT per employee. | All data used in this analysis was obtained as direct output from the travel demand model |
| **Note: All analysis assumes a data sample from typical, pre-COVID operating conditions and ridership during the school year (e.g. October 2019)** | | |

## 3.1 Regional Travel Statistics

Regional travel statistics are general measures used to compare vehicular travel in a large geography. For this analysis, two study areas were analyzed to calculate average weekday Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT), and Vehicle Hours of Delay (VHD). **Table 4** summarizes the regional and study area travel statistics for the 2019 existing and all four 2045 scenarios. As detailed in **Table 4**, the scenarios result in the following analysis within the study area:

- Within the Spokane Region, an increase in VMT is observed between the 2019 Existing scenario and the 2045 No Build scenario of approximately 24 percent. Additionally, the effect of build alternatives is less than a quarter of a percent increase compared to the 2045 No Build scenario.
- Within the study area, there is an increase in VMT is observed between the 2019 Existing scenario and the 2045 No Build scenario of approximately 6 percent, which is significantly lower than the 24 percent growth for the region as a whole. Additionally, there is a decrease in VMT of approximately 4 to 6 percent between the 2045 No Build and the 2045 Build scenarios.
    - The reason for the smaller increase in total VMT between the 2019 Existing scenario and the 2045 No Build scenario in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VMT within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel
- Within the study area, there is an increase in VHT between the 2019 Existing scenario and the 2045 No Build scenario of approximately 6 percent, which is significantly lower than the 24 percent growth for the region as a whole. Additionally, there is a decrease in VHT of approximately 2 to 5 percent between the 2045 No Build and the 2045 Build scenarios. The effect of build alternatives on the Spokane Region VHT is an increase of less than a half of one percent compared to No Build.
    - Generally, a reduction in VMT results in a similar reduction in VHT
    - The reason for the smaller increase in total VHT between the 2019 Existing and the 2045 No Build scenarios in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VHT within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel
- Within the study area, there is an increase in VHD between 2019 and 2045 No Build of approximately 7 percent, which is the same as the percentage growth in delay for the region as a whole. Additionally, there is a decrease in VHD within the study area of approximately 7 to 8 percent between the 2045 No Build and the 2045 Build scenarios. The effect of build alternatives on the Spokane Region VHD is a reduction of less than half of one percent compared to No Build.
    - Generally, a reduction in VMT and VHT results in a greater reduction in VHD, as there is less delay incurred during vehicular travel with less traffic
    - The reason for the smaller increase in total VHD between the 2019 Existing and the 2045 No Build scenarios in the study area when compared to the region is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC
    - The decrease in VHD within the study area between the 2045 No Build and the 2045 Build scenarios is likely due to several factors, including the reduction in available capacity on Division Street due to the reduction of one lane, as well as the mode shift from vehicle travel to transit and non-motorized travel

**Table 4 – Regional Travel Statistics Comparison (Average Weekday)**

| Description | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Spokane Region** | | | | | |
| **VMT** | 9,780,270 | 12,137,552 | 12,133,273 | 12,180,356 | 12,154,826 |
| **VHT** | 265,877 | 330,912 | 331,048 | 332,817 | 331,816 |
| **VHD** | 65,581 | 70,268 | 69,945 | 69,980 | 70,018 |
| **Change in VMT** | | 24% | 0% | 0% | 0% |
| **Change in VHT** | | 24% | 0% | 1% | 0% |
| **Change VHD** | | 7% | 0% | 0% | 0% |
| **Study Area[1]** | | | | | |
| **VMT** | 1,030,563 | 1,096,453 | 1,032,125 | 1,057,710 | 1,044,988 |
| **VHT** | 35,822 | 38,006 | 36,045 | 37,082 | 36,557 |
| **VHD** | 6,151 | 6,565 | 6,063 | 6,095 | 6,102 |
| **Change in VMT** | | 6% | -6% | -4% | -5% |
| **Change in VHT** | | 6% | -5% | -2% | -4% |
| **Change VHD** | | 7% | -8% | -7% | -7% |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.
[1]The study area statistical area includes the area within ¾ mile of either side of Division Street, which encompasses Hamilton Street to the east and Monroe Street to the west as illustrated in **Figure 1**.

To understand the difference in regional travel for the 2045 Build scenarios, difference plots were made to illustrate regional changes in vehicular travel. **Figure 3** illustrates a side-by-side comparison of the reduction in average daily traffic from the 2045 No Build scenario with each of the 2045 Build scenarios. The wider sections of red show where there is a reduction in 2045 Build scenarios when compared with the 2045 No Build scenario, meaning that the 2045 No Build scenario has more traffic volume than the 2045 Build scenarios. In general, all of the 2045 Build scenarios show a reduction in vehicular traffic throughout the corridor, with a greater reduction in vehicle trips north of Francis Avenue. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B1 - B3). The reduction in vehicular traffic throughout the corridor is related to a number of factors, primarily a shift to transit and non-motorized travel, meaning that the reduction in vehicular travel does not mean there is a reduction in person travel, which will be detailed in Section 3.7.

Figure 3: 2045 Build Scenarios Average Daily Traffic Flow Difference Plots (Versus 2045 No Build)

## 2045 Build-Low

## 2045 Build-Half TOD

## 2045 Build-Full TOD

## 3.2 Flow Bundle Analysis (2045 No Build Scenario)

A flow bundle analysis was completed for the 2045 No Build scenario to illustrate general trip distribution throughout the region. The flow bundles illustrate the origins and destinations of trips through a specific location on the network. Flow bundles were developed for the segments north of downtown, including the following segments:

- **Segment 2:** Division Street/Ruby Street from the Spokane River to Euclid Avenue
  - Flow bundle analysis located on Division Street and Ruby Street north of Mission Avenue
- **Segment 3:** Division Street from Euclid Avenue to Francis Avenue
  - Flow bundle analysis located on Division Street north of Empire Avenue/Garland Avenue
- **Segment 4:** Division Street from Francis Avenue to Newport Highway (the "Y")
  - Flow bundle analysis located on Division Street south of Lincoln Road
- **Segment 5:** Division Street and Newport Highway from the "Y" to Hastings Road
  - Flow bundle analysis located on Division Street north of Hawthorne Road

The flow bundle analysis for the AM and PM peak periods are illustrated in **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7**. Additionally, **Figure 8** illustrates the flow bundle analysis for any vehicles which travel through the entire corridor between the Spokane River and Hastings Road. **Figure 9** illustrates the flow bundle analysis for vehicles which travel on the NSC south of Francis Avenue. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B4 - B15).

As illustrated in the flow bundle figures:

- For each of the segment locations, both the AM and PM peak periods show little traffic coming from/going eastbound on I-90, because within the model it is more efficient in 2045 to utilize the future NSC for this movement.
- *Segment 2: Division Street and Ruby Street north of Mission Avenue*
  - Illustrated in **Figure 4**
  - Vehicular traffic in this segment comes from/goes to the north and south and west on I-90
  - Additional vehicles come from/go west on Francis Avenue, Wellesley Avenue, and Northwest Boulevard
- *Segment 3: Division Street north of Empire Avenue/Garland Avenue*
  - Illustrated in **Figure 5**
  - Vehicular traffic in this segment comes from/goes to the north and south, including west on I-90
  - Additional vehicles come from/go to the west on Francis Avenue and Wellesley Avenue
- *Segment 4: Division Street south of Lincoln Road*
  - Illustrated in **Figure 6**
  - Vehicular traffic in this segment comes from/goes to the north and south, as does a small amount of traffic west on I-90
  - The majority of vehicles appear to come from/go to areas north of Francis Avenue, with some distribution around the Spokane River
- *Segment 5: Division Street north of Hawthorne Road*
  - Illustrated in **Figure 7**
  - Vehicular traffic in this segment comes from/go to the north and south
  - The majority of vehicles appear to come from/go to areas north of Francis Avenue, as well as to the west along Country Homes Boulevard and to the east along Nevada Street
- *Full Corridor Travel (Division Street/Ruby Street between Spokane River and Hastings Road)*
  - Illustrated in **Figure 8**
  - While there is vehicular traffic which completes the full length of trip along Division Street, it is still a minimal number of vehicles when compared with select location trips as illustrated in Segment 2, Segment 3, Segment 4, and Segment 5 travel patterns

- *NSC Travel*
    - Illustrated in **Figure 9**
    - A significant amount of traffic from north Spokane (north of Francis Avenue) utilizes the NSC for travel to/from east and west of Spokane via I-90
    - Additional traffic to/from downtown Spokane via 2nd Avenue utilizes the NSC for travel through the region.

**Figure 4: 2045 No Build AM/PM Peak Period Flow Bundle - North of Mission Avenue – Segment 2**

**Figure 5: 2045 No Build AM/PM Peak Period Flow Bundle - North of Empire Avenue/Garland Avenue – Segment 3**

AM Peak Period

PM Peak Period

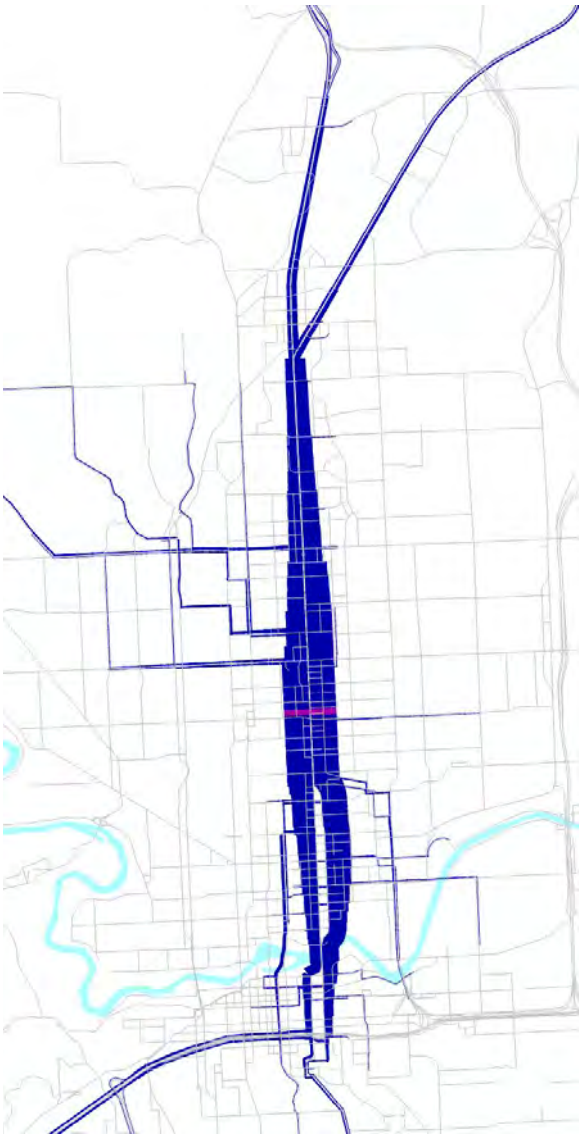


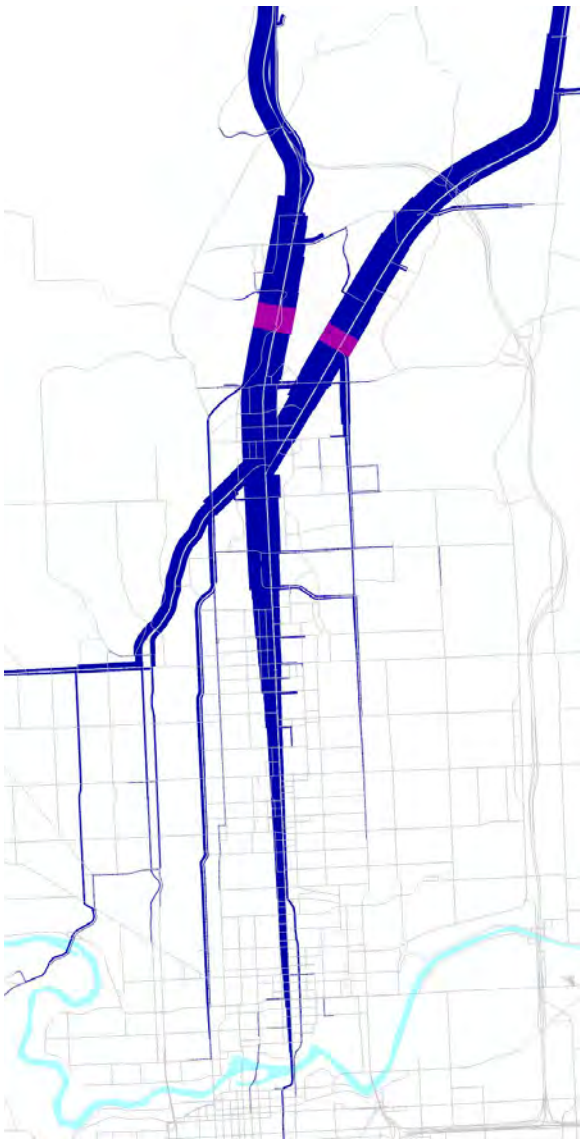
Figure 6: 2045 No Build AM/PM Peak Period Flow Bundle - South of Lincoln Road – Segment 4

AM Peak Period

PM Peak Period

Figure 7: 2045 No Build AM/PM Peak Period Flow - North of Hawthorne Road – Segment 5

AM Peak Period



PM Peak Period

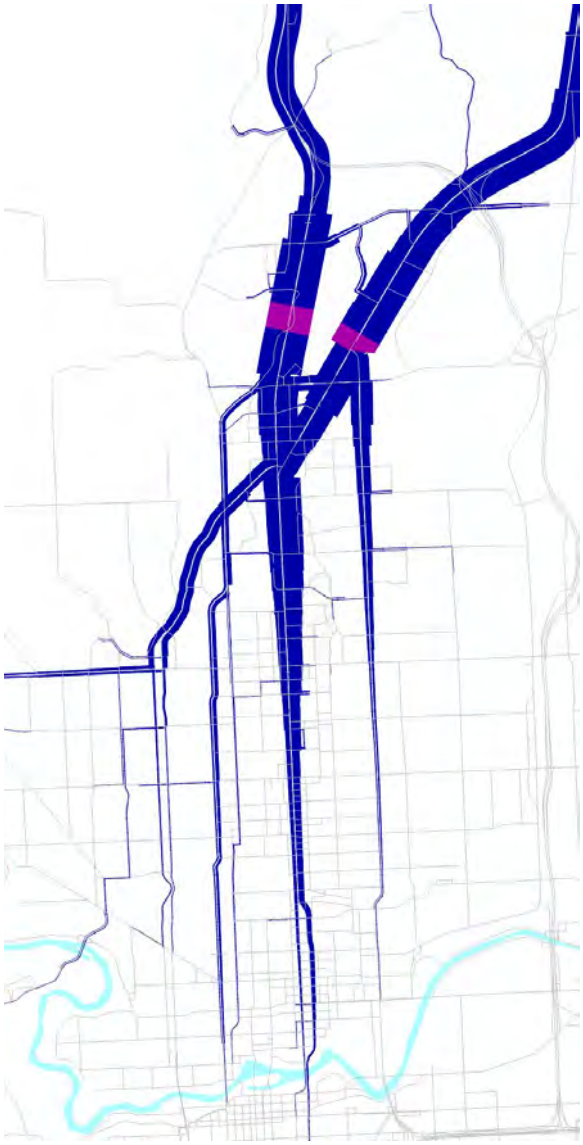


**Figure 8: 2045 No Build AM/PM Peak Period Flow Bundle - Full Corridor Travel (Spokane River to Hastings Road)**

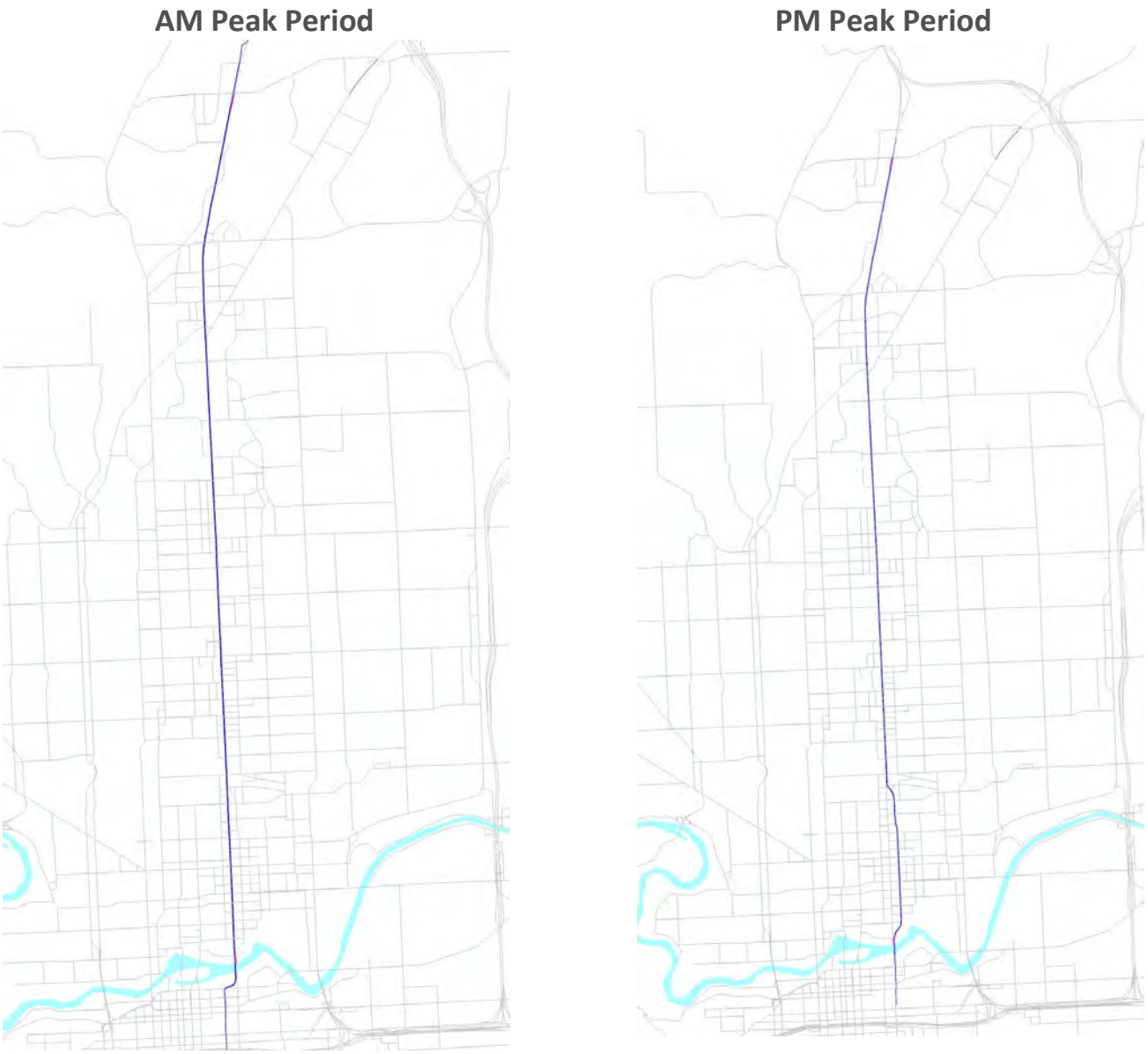
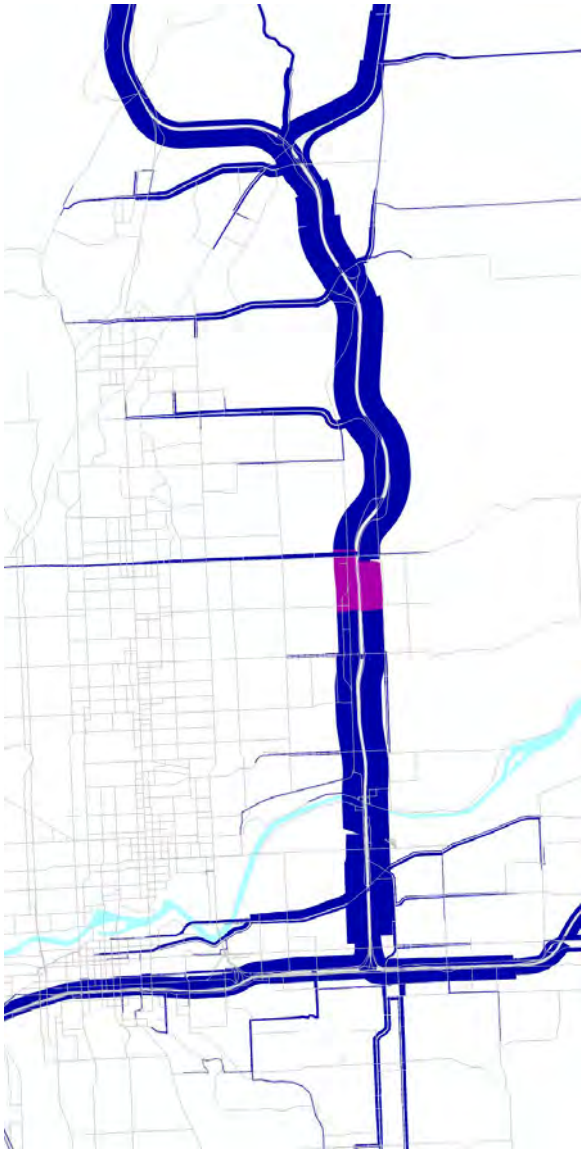


Figure 9: 2045 No Build AM/PM Peak Period Flow Bundle - NSC (South of Francis Avenue)

AM Peak Period



PM Peak Period

## 3.3 Regional Travel Congestion

Regional vehicle congestion was calculated to illustrate the overall impact of each scenario on the roadways and travel patterns. Volume to Capacity (V/C) ratios on roadway segments were used as a relative measure of Level of Service (LOS) to identify the roadways that are forecast to perform poorly. **Figure 10** illustrates the regional comparison of PM peak period congestion for all future year scenarios. More detailed figures for each of the difference plots are included in **Attachment B** (Figures B16 - B19).

In all scenarios, including the 2045 No Build, roadway congestion includes:

- A bottleneck on the Maple Street Bridge north of the Spokane River
- Country Homes Boulevard is slightly congested west of Wall Street
- Minor congestion on parallel arterials around the Spokane River

In the 2045 Build scenarios, the following comparison is observed:

- The 2045 Build scenarios present similar congestion levels across the region as the 2045 No Build scenario, with minor additional congestion on parallel arterials west of Division Street.
    - A potential reason for additional congestion on parallel arterials is directly related to the reduction in roadway capacity on Division Street, resulting in a redistribution of traffic onto parallel arterials.
- The 2045 Build scenarios show a slight increase in congestion on Division Street north of Lincoln Road.
    - A potential reason for the additional increase in congestion on Division Street north of Lincoln Road is directly related to the reduction in roadway capacity on Division Street, resulting in an increase in the calculated V/C ratio along the corridor.

Figure 10: 2045 PM Peak Period Congestion Comparison

## 3.4 Regional Mode Split

Mode split is the percentage of travelers using a particular mode (e.g. single-occupant vehicle, high-occupant vehicle, transit, or non-motorized). In this study, the transit and non-motorized mode split percentages are an important component in evaluating the sustainability of the transportation system. **Table 5** summarizes the daily transit and non-motorized mode splits for the 2019 and the four 2045 scenarios. The travel statistics identified in this table are for the entire region, not just for the Division Street study area, therefore the differences between the scenarios are relatively small. As summarized in **Table 5:**

- Drive alone and shared-ride vehicular trips encompass most of the trips in the region.
- The 2045 Build scenarios increase the total number of daily transit trips by between 1,000 and 1,700 trips compared to the 2045 No Build scenario.
  - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. The details on increased ridership, within the region and on Route 25 are detailed in Section 3.5
- The 2045 Build scenarios increase the total number of daily non-motorized trips by between 400 and 2,500 trips compared to the 2045 No Build scenario.
  - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25. Additionally, the enhancements to the active transportation network component of the Build scenario add to the increase in non-motorized trips.
- Transit mode split appears to be approximately 3 percent for each future year alternative, similar to the 2019 Existing scenario, and the non-motorized mode split appears to remain constant through all alternatives except in the 2019 Existing scenario.
  - These outcomes generally indicate that the travel demand model is not the best tool to be used to analyze non-motorized travel. This conclusion is based on several factors, but primarily because the travel demand model was not built or validated at a local level for non-motorized trips. To use the SRTC model effectively for TOD studies, the SRTC model could be enhanced by validating non-motorized trip assignments and completing sensitivity testing on modeled non-motorized forecasts.

**Table 5 – Average Daily Regional Travel Mode Split**

| Description | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Drive Alone Person Trips** | 1,335,710 | 1,628,580 | 1,627,830 | 1,641,620 | 1,637,860 |
| **Shared Ride Person Trips** | 735,120 | 901,060 | 900,550 | 905,730 | 904,400 |
| **Transit Person Trips** | 71,620 | 88,180 | 90,900 | 90,830 | 90,200 |
| **Non-Motorized Person Trips** | 225,170 | 257,440 | 257,800 | 261,010 | 259,900 |
| **Transit Mode Split** | 3.0% | 3.1% | 3.2% | 3.1% | 3.1% |
| **Non-Motorized Mode Split** | 9.5% | 9.0% | 9.0% | 9.0% | 9.0% |

## 3.5 Transit Ridership

Transit ridership for the average weekday conditions was obtained from the travel demand model and compared to available Swiftly data. The transit ridership by direction for Route 25 (the existing year Division Street transit route) and Division BRT (the future year build scenario transit route) as summarized in **Table 6** indicate:

- The 2045 No Build scenario, which reflects baseline transit service in the 2019 model, observes an increase in ridership of approximately 24 percent compared to the 2019 Existing scenario.
  - The primary growth in transit ridership between the 2019 Existing scenario and the 2045 No Build scenario is directly related to the regional growth in the transit system outside of Route 25
- The 2045 Build scenarios observe an increase in ridership of between 29 percent and 32 percent

compared to the 2045 No Build scenario.
    - The primary reason for this is the revision of Route 25 coded as a BRT route with shorter headways than 2019 Existing Route 25.
- Both the 2045 Build-Low and 2045 Build-Half TOD scenarios perform similarly with respect to total growth in ridership, with the 2045 Build-Full TOD seeing the lowest increase in ridership among the 2045 Build scenarios
    - The primary reason for this is that the built system is serving the needs of the corridor and region with the increased headways, and the difference in the average daily ridership between the 2045 Build scenarios is only 150 boardings
    - One potential reason for the lower increase ridership in the 2045 Build-Full TOD scenario could be related to the significant increase in both housing and employment along the corridor in all 12 nodes, which could potentially reduce transit ridership because attractions and destinations are more readily available within walking and biking distances.
- In the 2045 Build scenarios, the increase in regional ridership is greater than the increase in Route 25 ridership.
    - The most likely reason for this comparison is that the improvements made to Route 25 increase ridership on regional routes connecting to Route 25, likely on east-west routes.
- The vehicle trip equivalency for the 2045 Build scenarios, expressed as a ratio of boardings/auto occupancy, represent the equivalent of half a lane of peak hour traffic compared to the 2045 No Build scenario and an increase of almost a full lane of peak hour traffic compared to the 2019 Existing scenario
    - This is an important measure, because this represents the estimated number of vehicles removed from the roadway due to transit ridership. Meaning, if the BRT is built, regardless of the land use associated with it, there is a large number of vehicle trips (600+ daily trips) removed from local arterials.

**Table 6 – Average Daily Transit Ridership (Boardings) and Park and Ride Parking Space Capacity**

| Measurement/Segment | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Total System** | | | | | |
| Regional | 46,431 | 58,167 | 58,167 | 60,932 | 73,490 |
| **Total Route 25** | | | | | |
| Average Daily Ridership | 3,779 | 4,676 | 6,171 | 6,233 | 6,055 |
| Growth (Compared to Existing) | - | 24% | - | - | |
| Growth (Compared to the 2045 No Build scenario) | - | - | 32% | 33% | 29% |
| Vehicle Trip Equivalency (Calculated as Boardings/Auto Occupancy)) | 1,612 | 1,995 | 2,632 | 2,659 | 2,583 |
| Assumed Lane Equivalence (Calculated as Vehicle Trip Equivalency per hour per lane capacity*) | 1.3 | 1.7 | 2.2 | 2.2 | 2.2 |
| Route 25 Percent of System Ridership | 8% | 8% | 11% | 10% | 8% |
| **Park and Ride** | | | | | |
| Park and Ride Location | Hastings | Hastings | Hastings | Hastings | Hastings |
| Park and Ride Parking Space Capacity | 135 | 135 | 135 | 135 | 135 |

*Note: A peak hour lane of traffic is assumed to accommodate 1,200 vehicles per hour.

## 3.6 Travel Time and Speed

Travel times and speeds for the Division Street corridor were obtained from the travel demand model on a segment-by-segment basis, and then summed for the entire corridor. The travel times and speeds are summarized by direction and by analysis segment in **Table 7** (travel times) and **Table 8** (speeds). Findings include:

- The 2045 No Build scenario average travel times for the corridor are similar to the 2019 Existing scenario travel times. In the 2045 No Build, the northbound AM and PM Peak Hour and southbound AM Peak Hour travel times are lower than 2019 Existing scenario, and the southbound PM Peak Hour travel times are marginally higher than 2019 Existing scenario.
- The 2045 No Build scenario average travel speeds for the corridor are equal to or slightly greater than the 2019 Existing scenario speeds. The 2045 No Build scenario southbound PM peak hour average travel speeds are identical to the 2019 Existing scenario, and the 2045 No Build scenario northbound AM, PM peak hour and southbound AM peak hour average travel speeds are slightly higher than the 2019 Existing scenario.
- The 2045 Build scenarios travel speeds are slightly less than the 2045 No Build scenario travel speed, with the 2045 TOD scenarios operating at the lowest speeds overall
    - The likely reason for this decrease in travel speeds in the 2045 Build scenarios compared to the 2045 No Build scenario is directly related to the decreased capacity in the 2045 Build scenarios
    - Another potential reason for the lower speeds in the 2045 TOD scenarios is likely related to the increase in household and employment development within the land use nodes, thus increasing travel and vehicular activity along the corridor

As summarized in **Table 7** and **Table 8**, there are several general conclusions which can be made related to travel times and speeds:

- The travel times and speeds remain relatively unchanged between the 2045 scenarios in comparison with the 2019 Existing scenario.
    - This conclusion is supported by the background 2045 conditions including the NSC as a major north-south parallel arterial to Division Street, as discussed in Section 3.7.
- Another general conclusion that can be made is that the speeds in the AM peak hour are typically faster than the PM peak hour for all segments and scenarios in both the northbound and southbound directions.
    - The most logical explanation for this general conclusion is the greater amount of traffic in the PM peak hour when compared with the AM peak hour, thus lowering speeds and increasing travel times in the PM peak hour when compared with the AM peak hour.

## Table 7 – Average AM and PM Peak Hour Travel Time (Minutes) by Segment

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **AM Peak Hour** | | | | | |
| **Northbound** | | | | | |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 |
| **2. Division Street, Spokane River to Euclid Avenue** | 6.6 | 6.3 | 6.4 | 6.4 | 6.4 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 6.1 | 6.1 | 6.1 | 6.2 | 6.2 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 3.9 | 3.9 | 3.9 | 4.0 | 4.0 |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 6.7 | 6.7 | 6.7 | 6.7 | 6.7 |
| **Total Corridor** | **26.9** | **26.7** | **26.8** | **26.9** | **26.9** |
| **Southbound** | | | | | |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 7.1 | 6.8 | 6.7 | 6.7 | 6.7 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 4.1 | 4.0 | 4.1 | 4.1 | 4.1 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 5.0 | 4.6 | 4.7 | 4.7 | 4.7 |
| **2. Division Street, Spokane River to Euclid Avenue** | 4.1 | 3.7 | 3.8 | 3.9 | 3.9 |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 3.7 | 3.9 | 3.9 | 3.9 | 3.9 |
| **Total Corridor** | **23.7** | **22.9** | **23.0** | **23.1** | **23.1** |
| **PM Peak Hour** | | | | | |
| **Northbound** | | | | | |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 4.4 | 4.5 | 4.5 | 4.4 | 4.4 |
| **2. Division Street, Spokane River to Euclid Avenue** | 6.3 | 6.0 | 6.0 | 6.0 | 6.0 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 7.3 | 7.1 | 7.1 | 7.2 | 7.1 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 5.0 | 4.9 | 5.0 | 5.0 | 5.0 |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 8.5 | 8.4 | 8.3 | 8.3 | 8.3 |
| **Total Corridor** | **31.4** | **30.8** | **30.9** | **30.9** | **30.9** |
| **Southbound** | | | | | |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 5.2 | 5.2 | 5.3 | 5.3 | 5.3 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 6.2 | 6.1 | 6.2 | 6.2 | 6.2 |
| **2. Division Street, Spokane River to Euclid Avenue** | 4.7 | 4.5 | 4.5 | 4.5 | 4.5 |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 4.1 | 4.4 | 4.4 | 4.4 | 4.4 |
| **Total Corridor** | **29.1** | **29.2** | **29.2** | **29.3** | **29.3** |

## Table 8 – Average AM and PM Peak Hour Speed by Segment

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **AM Peak Hour** | | | | | |
| **Northbound** | | | | | |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 18.9 | 18.5 | 18.7 | 18.7 | 18.7 |
| **2. Division Street, Spokane River to Euclid Avenue** | 15.3 | 15.8 | 15.8 | 15.8 | 15.8 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 19.6 | 19.7 | 19.6 | 19.5 | 19.4 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 27.5 | 27.4 | 27.2 | 26.8 | 26.9 |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 27.5 | 27.5 | 27.5 | 27.5 | 27.5 |
| **Total Corridor** | **21.5** | **21.7** | **21.6** | **21.5** | **21.5** |
| **Southbound** | | | | | |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 26.0 | 26.9 | 27.3 | 27.5 | 27.4 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 25.9 | 26.7 | 25.9 | 26.1 | 25.9 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 24.1 | 25.9 | 25.6 | 25.3 | 25.3 |
| **2. Division Street, Spokane River to Euclid Avenue** | 24.8 | 26.9 | 26.3 | 25.9 | 25.9 |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 18.8 | 17.8 | 17.7 | 17.8 | 17.8 |
| **Total Corridor** | **24.5** | **25.3** | **25.2** | **25.1** | **25.1** |

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **PM Peak Hour** | | | | | |
| **Northbound** | | | | | |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 15.8 | 15.6 | 15.6 | 15.7 | 15.7 |
| **2. Division Street, Spokane River to Euclid Avenue** | 16.0 | 16.9 | 16.8 | 16.6 | 16.7 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 16.5 | 16.8 | 16.8 | 16.8 | 16.8 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 21.6 | 21.7 | 21.3 | 21.3 | 21.4 |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 21.6 | 21.8 | 22.1 | 22.1 | 22.2 |
| **Total Corridor** | **18.5** | **18.8** | **18.8** | **18.7** | **18.7** |
| **Southbound** | | | | | |
| **5. Newport Highway, "Y" to North Spokane Corridor** | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 |
| **4. Division Street, Francis Avenue to Newport Highway ("Y")** | 20.5 | 20.4 | 20.3 | 20.2 | 20.2 |
| **3. Division Street, Euclid Avenue to Francis Avenue** | 19.4 | 19.6 | 19.5 | 19.4 | 19.4 |
| **2. Division Street, Spokane River to Euclid Avenue** | 21.6 | 22.4 | 22.3 | 22.2 | 22.3 |
| **1. Riverside Avenue/Division Street, Transit Plaza to Spokane River** | 16.7 | 15.7 | 15.8 | 15.8 | 15.8 |
| **Total Corridor** | **19.9** | **19.9** | **19.8** | **19.8** | **19.8** |

## 3.7 Screenline Comparison

A screenline comparison measures the combined vehicular and person travel which crosses the screenline. Four east-west screenlines were developed for this project to calculate total north-south regional travel. The four screenlines analyzed are illustrated in **Figure 11**. Average daily north-south vehicular travel at the four project screenlines is summarized in **Table 9**. Additional detailed screenline supporting data is provided in **Attachment C** (Table C1).

As detailed in **Table 9**:

- Total Screenlines with NSC
  - In the 2045 No Build scenario, the overall north-south vehicular travel in the region grows by an average of 35 percent compared to the 2019 Existing scenario
  - The 2045 Build scenarios show a roughly one percent reduction compared to the 2045 No Build scenario.
    - This reduction is directly related to shared-ride and mode shift to transit
- Total Screenlines without NSC *(meaning excluding the NSC from the total summary of volumes)*
  - In the 2045 No Build scenario, the overall north-south vehicular travel on the combined parallel arterials declines by a combined 10 percent compared to the 2019 Existing scenario. Some sections experience reduced average daily north-south vehicular travel by up to 15 percent (between Wellesley Avenue and Garland Avenue).
    - This reduction is directly related to the change in trip distribution of north-south vehicular travel from local arterials (including Division Street) to the NSC in the 2045 Future scenarios
  - When comparing the 2045 Build scenarios to the 2045 No Build scenario, the overall north-south vehicular travel in the region for all scenarios is forecast to lead to a further one to three percent reduction in trips.
    - This can be attributed to mode shift to transit as well as vehicular trip pattern shift onto a parallel arterial with available capacity
- Total Screenlines without NSC and without parallel arterials *(meaning Division Street/Ruby Street only)*
  - In the 2045 No Build scenario, the overall average daily north-south traffic on Division Street/Ruby Street is 7 percent lower than in the 2019 Existing scenario
    - The primary reason for this decrease is likely due to the shift of traffic from north-south arterials (including Division Street) onto the NSC

- In the 2045 Build scenarios Division Street/Ruby Street traffic is reduced by an average of 15-17 percent compared to the 2045 No Build scenario, with the greatest reduction of 21 percent occurring on the screenline between Wellesley Avenue and Garland Avenue in the 2045 TOD scenarios and in the screenline between Lincoln Road and Francis Avenue in the 2045 Build-Low scenario
    - The primary reason for this decrease is likely due to the reduction of one lane of capacity, as well as the mode shift from vehicle travel to transit and non-motorized travel.

**Figure 11: Screenline Locations**

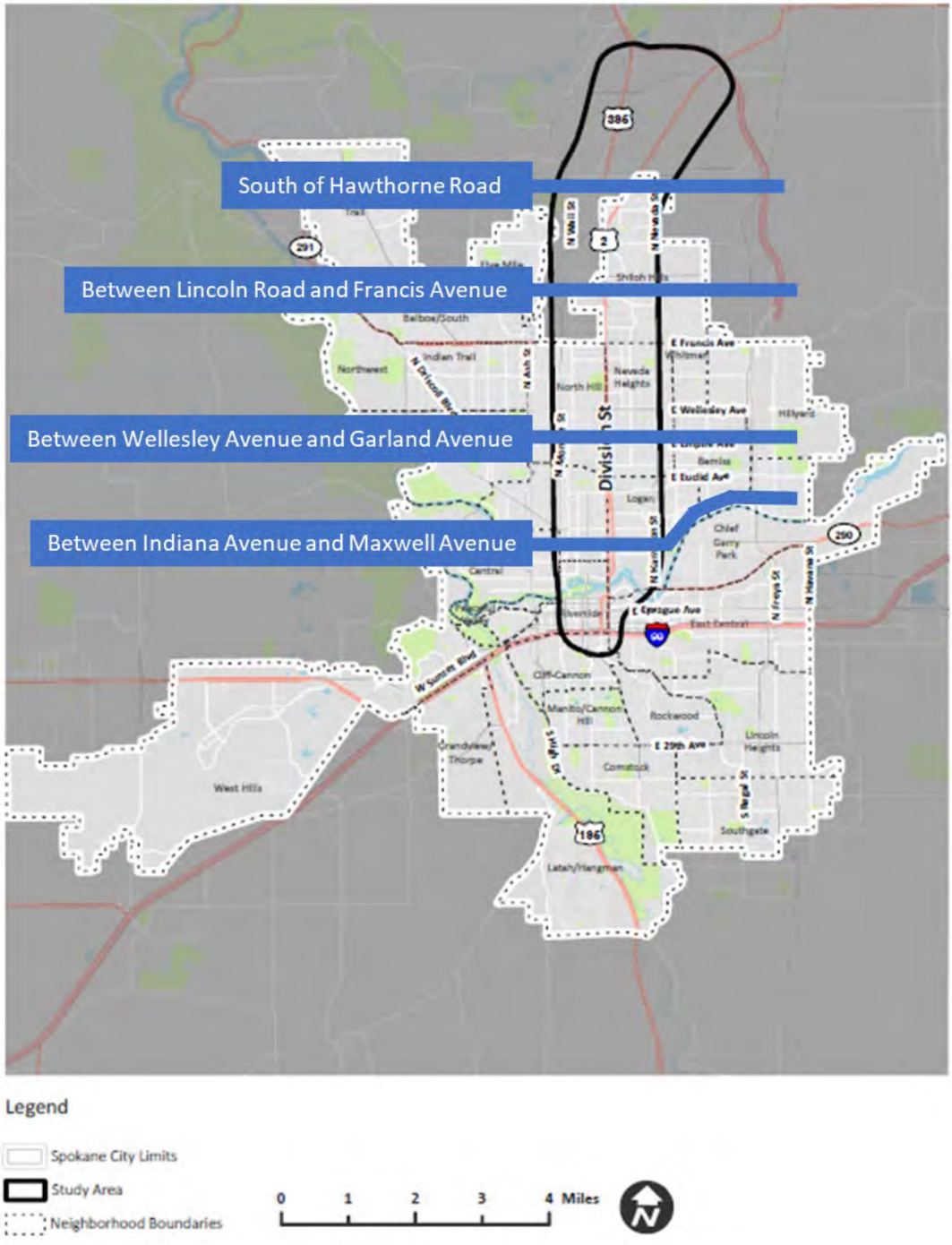


**Table 9 – Average Daily Screenline Comparison (Vehicular Travel)**

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Total Screenline Average Daily Vehicular Travel Including NSC** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 101,402 | 140,709 | 140,511 | 142,108 | 141,187 |
| **Between Wellesley Avenue and Garland Avenue** | 123,317 | 164,553 | 162,342 | 165,148 | 162,922 |
| **Between Lincoln Road and Francis Avenue** | 151,828 | 212,422 | 209,031 | 212,309 | 210,753 |
| **South of Hawthorne Road** | 202,338 | 263,750 | 260,486 | 263,948 | 261,845 |
| **Overall** | **578,885** | **781,434** | **772,370** | **783,513** | **776,707** |
| **Between Indiana Avenue and Maxwell Avenue** | | 39% | 0% | 1% | 0% |
| **Between Wellesley Avenue and Garland Avenue** | | 33% | -1% | 0% | -1% |
| **Between Lincoln Road and Francis Avenue** | | 40% | -2% | 0% | -1% |
| **South of Hawthorne Road** | | 30% | -1% | 0% | -1% |
| **Overall** | | **35%** | **-1%** | **0%** | **-1%** |
| **Total Screenline Average Daily Vehicular Travel Without NSC** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 88,984 | 83,021 | 81,848 | 83,143 | 82,453 |
| **Between Wellesley Avenue and Garland Avenue** | 110,899 | 106,865 | 103,679 | 106,183 | 104,188 |
| **Between Lincoln Road and Francis Avenue** | 151,828 | 128,565 | 124,435 | 127,400 | 125,959 |
| **South of Hawthorne Road** | 202,338 | 179,893 | 175,890 | 179,039 | 177,051 |
| **Overall** | **554,049** | **498,344** | **485,852** | **495,765** | **489,651** |
| **Between Indiana Avenue and Maxwell Avenue** | | -7% | -1% | 0% | -1% |
| **Between Wellesley Avenue and Garland Avenue** | | -4% | -3% | -1% | -3% |
| **Between Lincoln Road and Francis Avenue** | | -15% | -3% | -1% | -2% |
| **South of Hawthorne Road** | | -11% | -2% | 0% | -2% |
| **Overall** | | **-10%** | **-3%** | **-1%** | **-2%** |
| **Total Screenline Average Daily Vehicular Travel Division Street/Ruby Street Only** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 24,072 | 23,666 | 23,047 | 23,310 | 24,098 |
| **Between Wellesley Avenue and Garland Avenue** | 44,052 | 41,709 | 33,342 | 32,815 | 32,950 |
| **Between Lincoln Road and Francis Avenue** | 41,695 | 38,087 | 29,993 | 30,758 | 30,915 |
| **South of Hawthorne Road** | 46,305 | 42,226 | 34,270 | 35,726 | 35,226 |
| **Overall** | **156,124** | **145,688** | **120,652** | **122,609** | **123,189** |
| **Between Indiana Avenue and Maxwell Avenue** | | -2% | -3% | -2% | 2% |
| **Between Wellesley Avenue and Garland Avenue** | | -5% | -20% | -21% | -21% |
| **Between Lincoln Road and Francis Avenue** | | -9% | -21% | -19% | -19% |
| **South of Hawthorne Road** | | -9% | -19% | -15% | -17% |
| **Overall** | | **-7%** | **-17%** | **-16%** | **-15%** |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

While comparing the 2045 Build scenarios to the 2045 No Build scenario, a diversion of vehicular trips from Division Street to parallel arterials was observed. The diversion occurred because 1) when capacity is reduced on Division Street, some trips destined for locations not along Division Street modify their trip to a facility which has available capacity for additional trips and 2) the increase in transit services on Division Street attract person trips out of vehicles and onto buses further reducing the Division Street vehicular volume. Additionally, when comparing the 2045 No Build scenario with the 2019 Existing scenario, the development of the NSC changes the distribution of regional north-south vehicular travel. The total forecast volume on the NSC is expected to exceed the growth in north-south vehicle trips in the study corridor, thus reducing north-south volumes on parallel arterials throughout Spokane, including Division Street, to below the 2019 Existing scenario.

**Table 10** details daily traffic flows on all north-south arterials crossing each of the east-west screenlines. Existing volumes that are greater than the future year volumes are shown in bold. Of the major north-south arterials crossing the screenlines, Division Street, Ruby Street, Hamilton Street, Perry Street, Nevada Street, Crestline Street, Market Street, and Greene Street tend to have lower volumes in the future year scenarios.

**Table 10 – Average Daily Arterial Diversion Comparison (Vehicular Travel)**

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **South of Hawthorne Road Average Daily Vehicular Travel** | | | | | |
| **Wall** | 12,462 | 11,880 | 12,234 | 12,543 | 11,953 |
| **Division** | 31,630 | 30,262 | 29,106 | 29,440 | 28,609 |
| **Newport** | 24,072 | 23,666 | 23,047 | 23,310 | 24,098 |
| **Nevada** | 13,908 | 14,444 | 14,634 | 15,057 | 15,040 |
| **Market** | 6,912 | 2,769 | 2,827 | 2,793 | 2,753 |
| **NSC** | 12,418 | 57,688 | 58,663 | 58,965 | 58,734 |
| ***Total Screenline Traffic*** | 101,402 | 140,709 | 140,511 | 142,108 | 141,187 |
| ***Total Screenline Traffic Growth (%)*** | | 39% | 0% | 1% | 0% |
| ***Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)*** | 88,984 | 83,021 | 81,848 | 83,143 | 82,453 |
| ***Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)*** | | -7% | -1% | 0% | -1% |
| ***Total Screenline Change in Arterial Traffic*** | | -5,963 | -1,173 | 122 | -568 |
| **Between Lincoln Road and Francis Avenue Average Daily Vehicular Travel** | | | | | |
| **Country Homes** | 20,842 | 20,702 | 21,183 | 21,569 | 21,253 |
| **Wall** | 13,296 | 13,412 | 15,532 | 16,606 | 15,971 |
| **Division** | 44,052 | 41,709 | 33,342 | 32,815 | 32,950 |
| **Standard** | 1,646 | 1,748 | 2,377 | 2,583 | 2,540 |
| **Nevada** | 11,961 | 10,679 | 12,462 | 13,055 | 12,623 |
| **Crestline** | 9,222 | 6,628 | 6,644 | 6,849 | 6,551 |
| **Market** | 9,231 | 6,455 | 6,535 | 6,878 | 6,643 |
| **Freya** | 649 | 5,532 | 5,604 | 5,828 | 5,657 |
| **NSC** | 12,418 | 57,688 | 58,663 | 58,965 | 58,734 |
| ***Total Screenline Traffic*** | 123,317 | 164,553 | 162,342 | 165,148 | 162,922 |
| ***Total Screenline Traffic Growth (%)*** | | 33% | -1% | 0% | -1% |
| ***Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)*** | 32,709 | 31,042 | 33,622 | 35,193 | 34,014 |
| ***Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)*** | | -5% | 8% | 13% | 10% |
| ***Total Screenline Change in Arterial Traffic*** | | -1,667 | 2,580 | 4,151 | 2,972 |
| **Between Wellesley Avenue and Garland Avenue Average Daily Vehicular Travel** | | | | | |
| **Maple** | 10,925 | 10,366 | 10,670 | 10,804 | 10,738 |
| **Ash** | 10,559 | 10,177 | 10,530 | 10,683 | 10,586 |
| **Monroe** | 16,585 | 17,837 | 18,519 | 18,805 | 18,524 |
| **Wall** | 7,069 | 6,082 | 6,654 | 7,195 | 7,024 |
| **Division** | 41,695 | 38,087 | 29,993 | 30,758 | 30,915 |
| **Addison** | 4,814 | 5,136 | 5,662 | 5,887 | 5,764 |
| **Nevada** | 16,758 | 13,673 | 14,620 | 14,969 | 14,625 |
| **Perry** | 6,356 | 5,185 | 5,368 | 5,480 | 5,397 |
| **Crestline** | 8,715 | 5,954 | 6,044 | 6,156 | 6,061 |
| **Market** | 24,813 | 16,068 | 16,375 | 16,663 | 16,325 |
| **NSC** | 0 | 83,857 | 84,596 | 84,909 | 84,794 |
| ***Total Screenline Traffic*** | 148,289 | 212,422 | 209,031 | 212,309 | 210,753 |

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| *Total Screenline Traffic Growth (%)* | | 43% | -2% | 0% | -1% |
| *Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)* | 61,456 | 46,016 | 48,069 | 49,155 | 48,172 |
| *Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)* | | -25% | 4% | 7% | 5% |
| *Total Screenline Change in Arterial Traffic* | | -15,440 | 2,053 | 3,139 | 2,156 |
| **Between Indiana Avenue and Maxwell Avenue Average Daily Vehicular Travel** | | | | | |
| **Maple** | 16,227 | 16,506 | 16,824 | 16,939 | 16,799 |
| **Ash** | 16,969 | 16,999 | 17,313 | 17,374 | 17,277 |
| **Monroe** | 19,327 | 17,985 | 18,629 | 18,601 | 18,460 |
| **Post** | 13,134 | 12,392 | 12,650 | 12,926 | 12,847 |
| **Howard** | 2,594 | 2,832 | 2,939 | 2,946 | 2,933 |
| **Washington** | 13,654 | 12,711 | 13,573 | 14,050 | 13,744 |
| **Division** | 23,115 | 22,206 | 17,796 | 18,495 | 18,261 |
| **Ruby** | 23,190 | 20,020 | 16,474 | 17,231 | 16,965 |
| **Hamilton** | 25,913 | 21,506 | 22,254 | 22,525 | 22,276 |
| **Perry** | 14,071 | 11,797 | 12,370 | 12,642 | 12,469 |
| **Greene** | 29,846 | 24,939 | 25,068 | 25,310 | 25,020 |
| **NSC** | 0 | 83,857 | 84,596 | 84,909 | 84,794 |
| *Total Screenline Traffic* | 198,040 | 263,750 | 260,486 | 263,948 | 261,845 |
| *Total Screenline Traffic Growth (%)* | | 33% | -1% | 0% | -1% |
| *Total Screenline Arterial Traffic (Arterials Only – Excluding the NSC)* | 116,135 | 100,468 | 93,962 | 96,203 | 94,991 |
| *Total Screenline Arterial Traffic Growth (%) (Arterials Only - Excluding the NSC)* | | -13% | -6% | -4% | -5% |
| *Total Screenline Change in Arterial Traffic* | | -15,667 | -6,506 | -4,265 | -5,477 |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

To get an understanding of the mode shift of person trips across these Screenlines, **Table 11** summarizes average daily north-south motorized person travel at the four project Screenlines. As a note, the model does not assign non-motorized trips, thus walk and bike trips are not summarized in this analysis. Additional detailed screenline supporting data is provided in **Attachment C** (Table C2).

As detailed in **Table 11**:

- Average daily vehicle trips in the 2045 Build scenarios reduces on all Screenlines by an average of 21 to 23%, where average daily person trips in the 2045 Build scenarios reduce on all Screenlines by an average of 15 to 17%.
    - The lower reduction in person trips when compared with the vehicle trips indicates that the trips served on Division Street are shifting away from vehicles and into transit and non-motorized modes of travel

**Table 11 – Average Daily Screenline Comparison (Person Trips)**

| Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|
| | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Average Daily Vehicle Traffic (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 46,299 | 42,229 | 34,344 | 35,741 | 35,180 |
| **Between Wellesley Avenue and Garland Avenue** | 41,822 | 38,064 | 29,989 | 30,754 | 30,970 |
| **Between Lincoln Road and Francis Avenue** | 44,007 | 41,691 | 33,388 | 32,798 | 32,936 |
| **South of Hawthorne Road** | 24,095 | 23,665 | 23,075 | 23,345 | 24,045 |
| **Overall** | **156,223** | **145,649** | **120,796** | **122,638** | **123,131** |
| **Between Indiana Avenue and Maxwell Avenue** | | -9% | -26% | -23% | -24% |
| **Between Wellesley Avenue and Garland Avenue** | | -9% | -28% | -26% | -26% |
| **Between Lincoln Road and Francis Avenue** | | -5% | -24% | -25% | -25% |
| **South of Hawthorne Road** | | -2% | -4% | -3% | 0% |
| **Overall** | | -7% | -23% | -21% | -21% |
| **Daily Motorized Person Trips (Drive Alone, Shared Ride, Truck, Transit) (Division Street/Ruby Street Only) - (Excluding Parallel Arterials) - (Excluding NSC)** | | | | | |
| **Between Indiana Avenue and Maxwell Avenue** | 56,968 | 51,438 | 41,898 | 43,476 | 42,778 |
| **Between Wellesley Avenue and Garland Avenue** | 51,827 | 46,349 | 36,792 | 37,619 | 37,874 |
| **Between Lincoln Road and Francis Avenue** | 55,611 | 52,112 | 41,806 | 40,936 | 41,182 |
| **South of Hawthorne Road** | 31,291 | 30,518 | 29,580 | 29,927 | 30,706 |
| **Overall** | **195,697** | **180,416** | **150,076** | **151,957** | **152,539** |
| **Between Indiana Avenue and Maxwell Avenue** | | -10% | -19% | -15% | -17% |
| **Between Wellesley Avenue and Garland Avenue** | | -11% | -21% | -19% | -18% |
| **Between Lincoln Road and Francis Avenue** | | -6% | -20% | -21% | -21% |
| **South of Hawthorne Road** | | -2% | -3% | -2% | 1% |
| **Overall** | | **-8%** | **-17%** | **-16%** | **-15%** |

Note: The 2045 No Build scenario is compared to the 2019 Existing scenario, and the 2045 Build scenarios are compared with the 2045 No Build.

## 3.8 Land Use Node Vehicular Travel Analysis

Vehicular travel statistics for each node are summarized to understand the impact that land use has on vehicular travel. The primary land use node travel statistic for review is calculated as vehicle miles of travel by varying metrics. As a note, the SRTC travel demand model assumes that hotel resident trips are calculated as home trips, and thus hotel room trips are included in all home-based trip calculations. All of the land use node vehicular travel statistics are calculated based on the trips beginning or ending within the land use nodes, as follows:

- **Daily VMT:** A summary of drive alone and shared ride automobile trips, multiplied by their trip length
- **Daily VMT per Service Population:** A summary of daily VMT, divided by the zonal service population
    - The service population calculation includes home residents, hotel visitors, and employees
        - Home residents are estimated using the 2016 to 2020 household size of 2.28 for the City of Spokane, as obtained from www.census.gov.
        - Hotel visitors are estimated using the assumption of 2.28 visitors per occupied room, with a hotel occupancy of 60 percent, resulting in an average population of 1.37 visitors per available hotel room
    - This metric allows you to see if the average length of trips is changing based on the changes in land use.
- **Daily Home-Based VMT:** A summary of drive alone and shared ride automobile trips which begin or end at a home (meaning the trip starts at a home and ends at another location, such as a grocery store, or the trip begins somewhere other than a home and the home is the destination for that trip),
- **Daily Home-Based VMT per Capita:** A summary of daily home-based VMT, divided by the zonal population.
    - The per capita calculation includes home residents and hotel visitors.

    - This metric allows you to see if the trips with ends at a home are changing length based on the changes in land use.
- **Daily Non-Home-Based VMT:** A summary of drive alone and shared ride automobile trips which do not begin or end at a home, multiplied by their trip length
- **Daily Non-Home-Based VMT per Employee:** A summary of daily non-home-based VMT, divided by the zonal employment.
    - For this metric, there are no trips that begin or end at a home
    - This metric allows you to see if the trips with no trip ends at a home are changing length based on the changes in land use.

**Table 12** summarizes the daily VMT values for each of the nodes, as well as an overall combined scenario average. A complete land use node performance summary is included in **Attachment B**. As detailed in **Table 12**:

- **Daily VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily VMT
    - The reason for the greatest daily VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily VMT per service population** (household population + hotel population + employment) for 2019 is similar to the 2045 No Build and Build scenarios resulting in lower VMT per service population.
    - The combined average of VMT per Service Population is lower in the 2045 Build-Half TOD and 2045 Build-Full TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios by 3.5 to 5.1 miles
    - The most likely reason for the lower VMT per service population in the 2045 TOD scenarios is the density of housing and employment in the 2045 TOD scenarios.
- **Daily Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily home-based VMT
    - The reason for the greatest daily home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily Home-Based VMT per capita** for the 2019 Existing scenario is higher than all Build scenarios, with the 2045 Build-Low scenario resulting in the lowest VMT per population.
    - In the 2045 Build scenarios, Node 7 (Lincoln) observes a great reduction in the length of home-based VMT trips when compared with the 2019 Existing, 2045 No Build, and 2045 Build-Low scenarios
    - The likely reason for the reduction in home-based VMT per capita is that increasing housing and employment densities has potential to decrease home-based vehicular trip length. As a note, it is likely that the decrease in home-based vehicular trip length is associated with the mode shift away from automobile trips to transit and non-motorized trips.
- **Daily Non-Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily non-home-based VMT
    - The likely reason for the greatest daily non-home-based VMT occurring in the 2045 TOD scenarios is directly related to the increase in housing and employment densities along the corridor, thus increasing trips in all modes, including vehicular trips.
- **Daily Non-Home-Based VMT per employee** the 2019 Existing scenario is lower than the 2045 Build scenarios, with the 2045 Build scenarios slightly lower on average than the 2045 No Build scenario
    - The combined average of Non-Home-VMT per employee is lower in the 2045 TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios by 0.2 to 0.4 miles
    - The likely reason for the lower non-home-based VMT per employee in the 2045 TOD scenarios when compared with the 2045 No Build scenario is due to density of housing and employment.

## Table 12 – Average Daily Land Use Node Vehicle Miles Traveled

| Metric | Land Use Node | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Daily VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 146,589 | 160,452 | 158,116 | 179,925 | 181,147 |
| | Node 2 - Foothills* | 23,173 | 30,419 | 30,011 | 33,953 | 34,657 |
| | Node 3 - Empire/Garland* | 9,133 | 11,913 | 11,826 | 13,618 | 14,431 |
| | Node 4 – Northtown | 89,579 | 108,581 | 107,254 | 102,756 | 104,539 |
| | Node 5 - Rowan* | 66,315 | 81,995 | 81,283 | 79,395 | 81,803 |
| | Node 6 - Francis/Lyons | 42,161 | 46,214 | 46,035 | 47,096 | 72,711 |
| | Node 7 - Lincoln* | 41,301 | 65,014 | 64,836 | 70,564 | 74,561 |
| | Node 8 - The Y | 73,217 | 81,049 | 80,444 | 89,166 | 84,455 |
| | Node 9 - Whitworth* | 18,489 | 22,220 | 22,158 | 24,618 | 24,858 |
| | Node 10 - Mead* | 32,018 | 41,933 | 41,820 | 57,112 | 65,517 |
| | Node 11 - Hastings | 67,124 | 85,568 | 85,223 | 98,691 | 109,173 |
| | Node 12 - Nevada Junction | 36,763 | 28,352 | 28,264 | 26,414 | 62,834 |
| | **Combined Average** | **645,860** | **763,710** | **757,270** | **823,309** | **910,687** |
| **Daily VMT per Service Population (Drive Alone + Shared Ride) (Population + Employment)** | Node 1 - Ruby North Bank* | 27.1 | 23.9 | 23.5 | 22.7 | 22.8 |
| | Node 2 - Foothills* | 44.1 | 44.7 | 44.1 | 28.8 | 29.4 |
| | Node 3 - Empire/Garland* | 18.0 | 19.6 | 19.5 | 15.7 | 16.6 |
| | Node 4 – Northtown | 48.3 | 53.8 | 53.1 | 49.8 | 40.9 |
| | Node 5 - Rowan* | 26.7 | 27.0 | 26.7 | 25.1 | 25.8 |
| | Node 6 - Francis/Lyons | 24.7 | 25.2 | 25.1 | 25.2 | 25.5 |
| | Node 7 - Lincoln* | 40.9 | 50.1 | 50.0 | 34.2 | 36.1 |
| | Node 8 - The Y | 36.9 | 37.6 | 37.3 | 40.3 | 33.2 |
| | Node 9 - Whitworth* | 21.5 | 23.4 | 23.4 | 22.3 | 22.5 |
| | Node 10 - Mead* | 77.5 | 83.2 | 83.0 | 33.8 | 38.8 |
| | Node 11 - Hastings | 52.4 | 49.7 | 49.5 | 51.9 | 38.9 |
| | Node 12 - Nevada Junction | 48.5 | 44.1 | 44.0 | 47.3 | 27.5 |
| | **Combined Average** | **34.4** | **34.4** | **34.2** | **30.9** | **29.3** |
| **Daily Home-Based VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 19,530 | 25,143 | 24,755 | 27,049 | 26,972 |
| | Node 2 - Foothills* | 432 | 418 | 415 | 2,818 | 2,866 |
| | Node 3 - Empire/Garland* | 2,308 | 2,286 | 2,272 | 3,986 | 4,044 |
| | Node 4 – Northtown | 0 | 0 | 0 | 0 | 1,078 |
| | Node 5 - Rowan* | 910 | 962 | 954 | 1,234 | 1,216 |
| | Node 6 - Francis/Lyons | 7,112 | 7,255 | 7,188 | 7,895 | 10,279 |
| | Node 7 - Lincoln* | 3,625 | 3,637 | 3,625 | 6,197 | 6,153 |
| | Node 8 - The Y | 2,872 | 3,342 | 3,304 | 3,183 | 5,746 |
| | Node 9 - Whitworth* | 4,116 | 4,455 | 4,432 | 5,187 | 5,218 |
| | Node 10 - Mead* | 0 | 0 | 0 | 13,013 | 12,844 |
| | Node 11 - Hastings | 0 | 0 | 0 | 0 | 12,073 |
| | Node 12 - Nevada Junction | 0 | 0 | 0 | 0 | 9,986 |
| | **Combined Average** | **40,904** | **47,499** | **46,945** | **70,563** | **98,475** |
| **Daily Home-Based VMT per Capita (Drive Alone + Shared Ride) (Population)** | Node 1 - Ruby North Bank* | 11.6 | 9.1 | 9.0 | 8.9 | 8.8 |
| | Node 2 - Foothills* | 6.1 | 5.9 | 5.8 | 6.3 | 6.4 |
| | Node 3 - Empire/Garland* | 6.7 | 6.5 | 6.5 | 6.4 | 6.5 |
| | Node 4 – Northtown | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | Node 5 - Rowan* | 5.9 | 5.9 | 5.9 | 6.1 | 6.0 |
| | Node 6 - Francis/Lyons | 7.2 | 7.1 | 7.0 | 7.8 | 6.7 |
| | Node 7 - Lincoln* | 18.1 | 18.2 | 18.1 | 10.6 | 10.6 |
| | Node 8 - The Y | 6.7 | 7.0 | 6.9 | 6.9 | 7.1 |
| | Node 9 - Whitworth* | 7.6 | 8.1 | 8.1 | 8.0 | 8.0 |
| | Node 10 - Mead* | 0.0 | 0.0 | 0.0 | 11.6 | 11.5 |
| | Node 11 - Hastings | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 |
| | Node 12 - Nevada Junction | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| | **Combined Average** | **9.3** | **8.5** | **8.4** | **8.7** | **8.6** |

| Metric | Land Use Node | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Daily Non-Home-Based Vehicle VMT (Drive Alone + Shared Ride)** | Node 1 - Ruby North Bank* | 36,188 | 39,540 | 39,260 | 46,364 | 46,337 |
| | Node 2 - Foothills* | 12,156 | 16,408 | 16,320 | 17,636 | 18,106 |
| | Node 3 - Empire/Garland* | 2,834 | 3,737 | 3,721 | 4,332 | 4,486 |
| | Node 4 – Northtown | 45,402 | 54,866 | 54,388 | 53,465 | 52,997 |
| | Node 5 - Rowan* | 17,560 | 21,208 | 21,029 | 21,759 | 21,599 |
| | Node 6 - Francis/Lyons | 17,324 | 19,289 | 19,222 | 19,746 | 31,695 |
| | Node 7 - Lincoln* | 16,833 | 23,485 | 23,413 | 31,118 | 31,068 |
| | Node 8 - The Y | 29,113 | 33,393 | 33,041 | 34,312 | 33,198 |
| | Node 9 - Whitworth* | 5,650 | 7,337 | 7,304 | 7,450 | 7,784 |
| | Node 10 - Mead* | 15,550 | 21,671 | 21,583 | 26,518 | 26,561 |
| | Node 11 - Hastings | 30,678 | 38,910 | 38,701 | 44,349 | 44,185 |
| | Node 12 - Nevada Junction | 14,294 | 11,356 | 11,283 | 10,872 | 20,207 |
| | **Combined Average** | **243,581** | **291,200** | **289,262** | **317,922** | **338,222** |
| **Daily Non-Home-Based Vehicle VMT per Employee (Drive Alone + Shared Ride) (Employement)** | Node 1 - Ruby North Bank* | 9.7 | 10.0 | 9.9 | 9.5 | 9.5 |
| | Node 2 - Foothills* | 26.7 | 26.9 | 26.8 | 24.1 | 24.8 |
| | Node 3 - Empire/Garland* | 17.7 | 14.4 | 14.4 | 17.4 | 18.0 |
| | Node 4 – Northtown | 24.5 | 27.2 | 26.9 | 25.9 | 25.6 |
| | Node 5 - Rowan* | 7.5 | 7.4 | 7.3 | 7.3 | 7.3 |
| | Node 6 - Francis/Lyons | 24.2 | 23.7 | 23.6 | 22.9 | 24.0 |
| | Node 7 - Lincoln* | 20.8 | 21.4 | 21.3 | 21.0 | 20.9 |
| | Node 8 - The Y | 18.7 | 19.9 | 19.7 | 19.6 | 19.1 |
| | Node 9 - Whitworth* | 17.8 | 18.3 | 18.2 | 16.4 | 17.2 |
| | Node 10 - Mead* | 37.7 | 43.0 | 42.8 | 46.4 | 46.5 |
| | Node 11 - Hastings | 24.0 | 22.6 | 22.5 | 23.3 | 23.3 |
| | Node 12 - Nevada Junction | 18.9 | 17.7 | 17.5 | 19.4 | 16.9 |
| | **Combined Average** | **16.9** | **17.6** | **17.4** | **17.2** | **17.3** |

*Included in Half TOD scenario

An associated metric of shared ride auto occupancy was calculated along with the land use nodes. **Table 13** summarizes the daily shared-ride auto occupancy values for each of the nodes. A complete land use node performance summary is included in **Attachment B**. As detailed in **Table 13**:

- Daily Shared Ride auto occupancy for the 2019 Existing scenario is slightly higher than all Build scenarios, and relatively consistent between all Build scenarios.
  - This result is likely due to the shared ride auto trips in the future being converted to transit or non-motorized trips within the system

**Table 13 – Average Daily Shared Ride Auto Occupancy by Node**

| Metric | Land Use Node | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| **Shared Ride Auto Occupancy** | Node 1 - Ruby North Bank | 2.31 | 2.30 | 2.31 | 2.30 | 2.30 |
| | Node 2 - Foothills | 2.49 | 2.50 | 2.50 | 2.42 | 2.42 |
| | Node 3 - Empire/Garland | 2.26 | 2.30 | 2.30 | 2.25 | 2.28 |
| | Node 4 - Northtown | 2.46 | 2.46 | 2.46 | 2.46 | 2.45 |
| | Node 5 - Rowan | 2.29 | 2.27 | 2.27 | 2.25 | 2.27 |
| | Node 6 - Francis/Lyons | 2.38 | 2.38 | 2.38 | 2.39 | 2.39 |
| | Node 7 - Lincoln | 2.42 | 2.38 | 2.37 | 2.39 | 2.41 |
| | Node 8 - The Y | 2.41 | 2.42 | 2.41 | 2.39 | 2.39 |
| | Node 9 - Whitworth | 2.31 | 2.34 | 2.31 | 2.29 | 2.29 |
| | Node 10 - Mead | 2.45 | 2.46 | 2.46 | 2.29 | 2.35 |
| | Node 11 - Hastings | 2.40 | 2.39 | 2.39 | 2.41 | 2.37 |
| | Node 12 - Nevada Junction | 2.42 | 2.41 | 2.41 | 2.43 | 2.33 |
| | **Combined Average** | **2.37** | **2.36** | **2.36** | **2.34** | **2.35** |

# 4 CONCLUSION

This technical memorandum details scenario comparisons using the SRTC model as the primary tool for analysis. In Section 3 of this memorandum, detailed performance metrics were primarily related to regional travel performance, mode shares, transit ridership, travel times and speeds, regional north-south travel comparisons, and location-based travel analysis. Notable analysis includes:

**Regional Travel Statistics**

- When comparing the 2045 No Build scenario to the 2019 Existing scenario, there is an increase of VMT, VHT, and VHD in the Spokane Region and project study area.
- When comparing the 2045 Build scenarios with the 2045 No Build scenario, there is relatively no change in regional statistics, yet the study area results in a decrease of VMT, VHT, and VHD for all build scenarios between 2 and 8 percent.

**Flow Bundle Analysis**

- For each of the segment locations, both the AM and PM peak periods show little traffic coming from/going eastbound on I-90, because within the model it is more efficient in 2045 to utilize the future NSC for this movement.
- *Full Corridor Travel (Division Street/Ruby Street between Spokane River and Hastings Road)*: While there is vehicular traffic which completes the full length of trip along Division Street, it is still a minimal number of vehicles when compared with select location trips
- *NSC Travel:* A significant amount of traffic from north Spokane (north of Francis Avenue) utilizes the NSC for travel to/from east and west of Spokane via I-90. Additional traffic to/from downtown Spokane via 2nd Avenue utilizes the NSC for travel through the region.

**Regional Travel Congestion**

- The 2045 Build scenarios present similar congestion levels across the region as the 2045 No Build scenario, with minor additional congestion on parallel arterials west of Division Street.
- The 2045 Build scenarios show a slight increase in congestion on Division Street north of Lincoln Road.

**Regional Mode Split**

- Drive alone and shared-ride vehicular trips encompass most of the trips in the region.
- The 2045 Build scenarios increase the total number of daily transit trips compared to the 2045 No Build scenario.
- The 2045 Build scenarios increase the total number of daily non-motorized trips compared to the 2045 No Build scenario.

**Transit Ridership**

- The 2045 No Build scenario, which reflects baseline transit service in the 2019 model, observes an increase in ridership of approximately 24 percent compared to the 2019 Existing scenario.
- The 2045 Build scenarios observe an increase in ridership of between 29 percent and 32 percent compared to the 2045 No Build scenario.
- Both the 2045 Build-Low and 2045 Build-Half TOD scenarios perform similarly with respect to total growth in ridership, with the 2045 Build-Full TOD seeing the lowest increase in ridership among the 2045 Build scenarios

**Travel Time and Speed**

- The 2045 No Build scenario average travel times for the corridor are similar to the 2019 Existing scenario travel times, and the 2045 No Build scenario average travel speeds for the corridor are equal to or slightly greater than the 2019 Existing scenario speeds.
- The 2045 Build scenarios travel speeds are slightly less than the 2045 No Build scenario travel speed, with

the 2045 TOD scenarios operating at the lowest speeds overall

- The travel times and speeds remain relatively unchanged between the 2045 scenarios in comparison with the 2019 Existing scenario.
- Another general conclusion that can be made is that the speeds in the AM peak hour are typically faster than the PM peak hour for all segments and scenarios in both the northbound and southbound directions.

**Screenline Comparison**

- *Total Screenlines with NSC:* In the 2045 No Build scenario, the overall north-south travel in the region grows by an average of 35 percent compared to the 2019 Existing scenario, and the 2045 Build scenarios show a roughly one percent reduction compared to the 2045 No Build scenario.
- *Total Screenlines without NSC (meaning excluding the NSC from the total summary of volumes):* In the 2045 No Build scenario, the overall north-south travel on the combined parallel arterials declines by a combined 10 percent compared to the 2019 Existing scenario. When comparing the 2045 Build scenarios to the 2045 No Build scenario, the overall north-south travel in the region for all scenarios is forecast to lead to a further reduction in trips.
- *Total Screenlines without NSC and without parallel arterials (meaning Division Street/Ruby Street only):* In the 2045 No Build scenario, the overall average daily north-south traffic on Division Street/Ruby Street is 7 percent lower than in the 2019 Existing scenario. In the 2045 Build scenarios Division Street/Ruby Street traffic is reduced by an average of 15-17 percent compared to the 2045 No Build scenario.
- Average daily vehicle trips in the 2045 Build scenarios reduces on all screenlines by an average of 21 to 23%, where average daily person trips in the 2045 Build scenarios reduce on all screenlines by an average of 15 to 17%, leading to the conclusion that there is a mode shift away from vehicles and into transit and non-motorized modes along the Division Street corridor.

**Land Use Node Travel Analysis**

- **Daily VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily VMT.
- **Daily VMT per service population** (household population + hotel population + employment) for 2019 is similar to the 2045 No Build and Build scenarios resulting in lower VMT per service population. The combined average of VMT per Service Population is lower in the 2045 Build-Half TOD and 2045 Build-Full TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios
- **Daily Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily home-based VMT
- **Daily Home-Based VMT per capita** for the 2019 Existing scenario is higher than all Build scenarios, with the 2045 Build-Low scenario resulting in the lowest VMT per population.
- **Daily Non-Home-Based VMT** for each of the nodes increases greatly in the 2045 scenarios compared to the 2019 Existing scenario, and is the greatest in the 2045 TOD scenarios, with the 2045 Build-Full TOD scenario experiencing the greatest amount of daily non-home-based VMT
- **Daily Non-Home-Based VMT per employee** the 2019 Existing scenario is lower than the 2045 Build scenarios, with the 2045 Build scenarios lower on average than the 2045 No Build scenario. The combined average of Non-Home-VMT per employee is lower in the 2045 TOD scenarios than in the 2045 No Build and 2045 Build-Low scenarios.
- Daily Shared Ride auto occupancy for the 2019 Existing scenario is slightly higher than all Build scenarios, and relatively consistent between all 2045 Build scenarios.

# ATTACHMENT A – LAND USE NODE FIGURES

# ATTACHMENT B – SUPPORT FIGURES

**Figure B1: No Build versus Low Average Daily Traffic Flows (No Build Minus Low)**

**Figure B2: No Build versus Half-TOD Average Daily Traffic Flows (No Build Minus Half-TOD)**

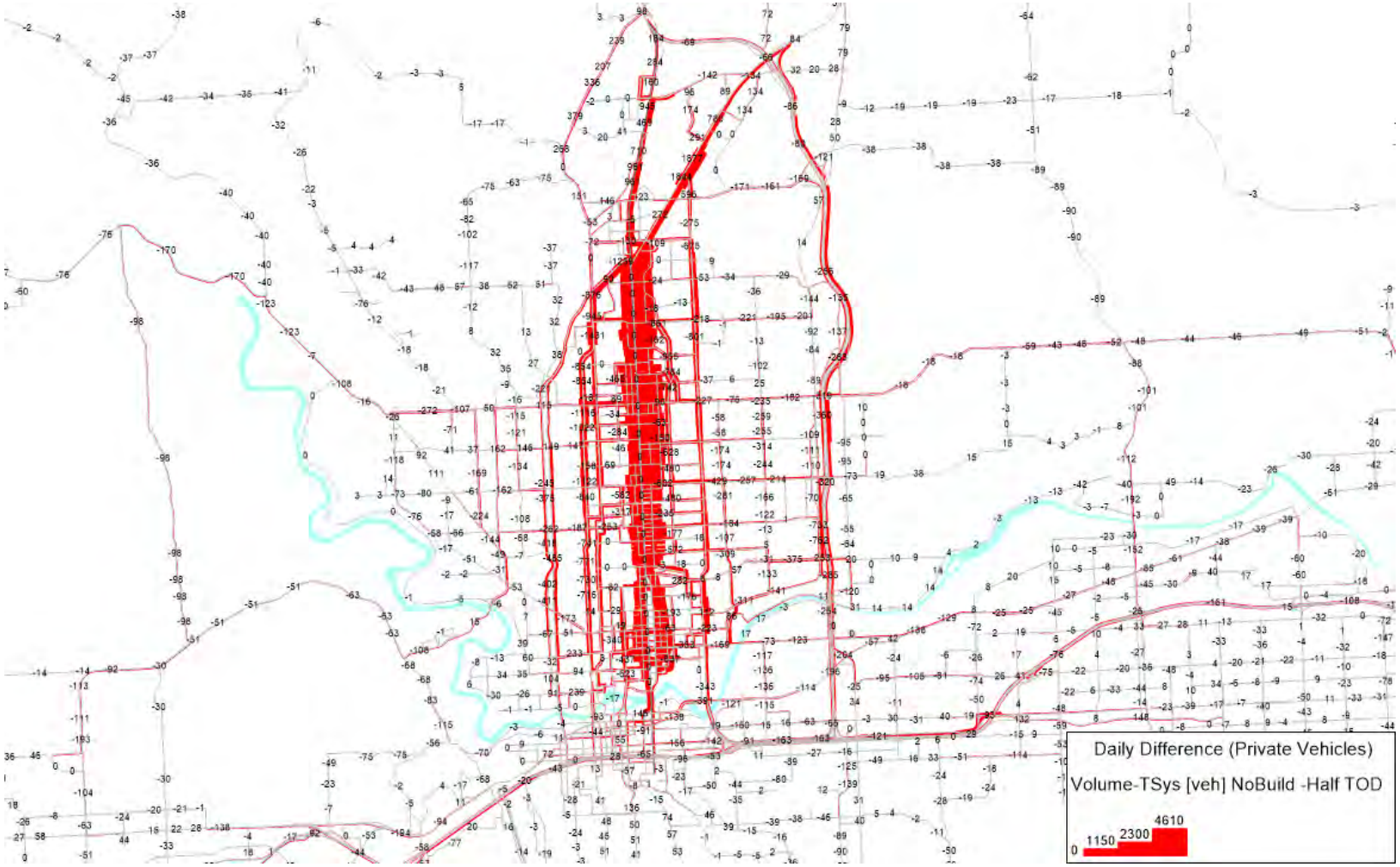


**Figure B3: No Build versus Full TOD Average Daily Traffic Flows (No Build Minus Full TOD)**

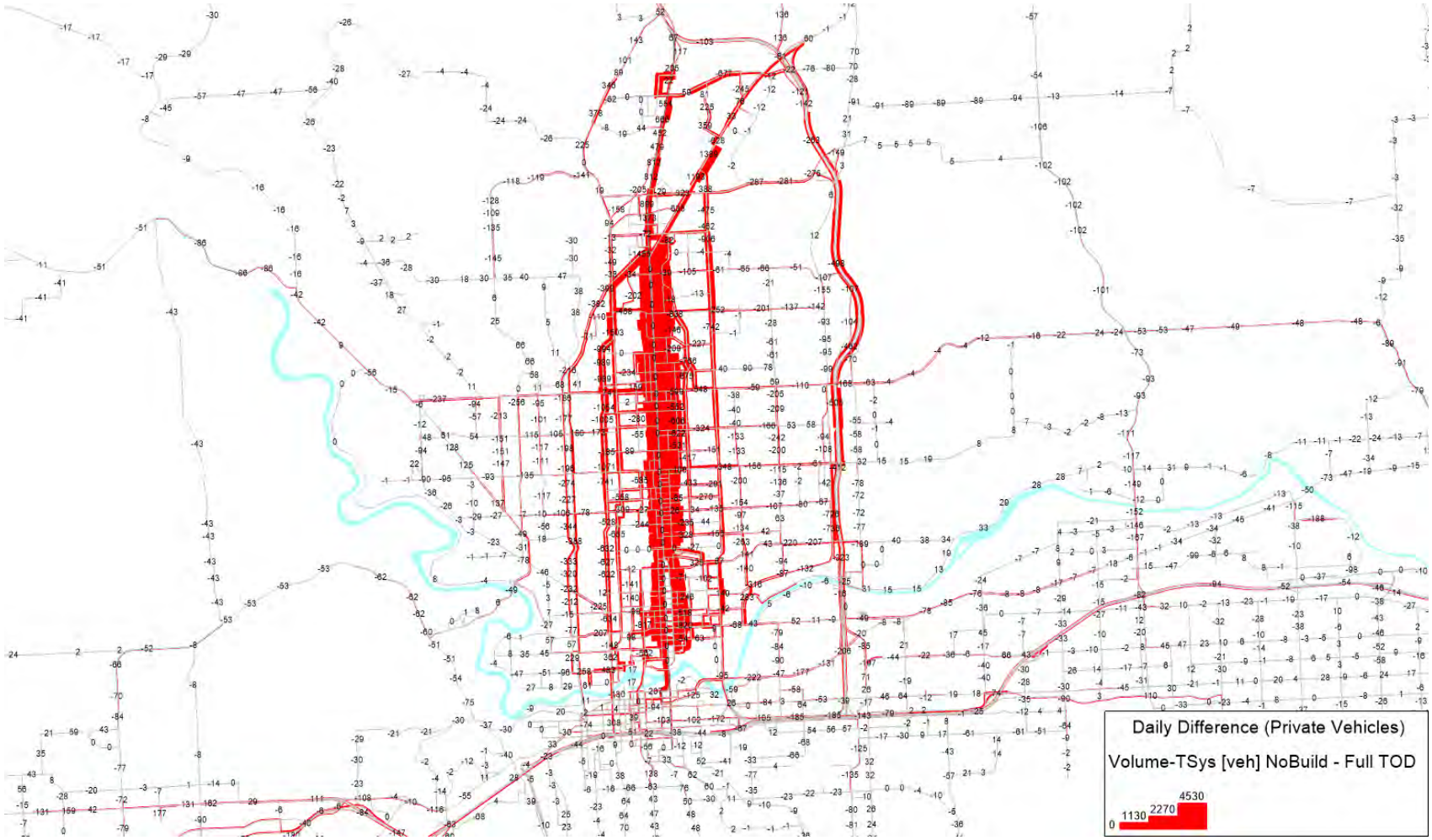


**Figure B4: No Build AM Peak Period Flow Bundle for Segment 2 (North of Mission Avenue)**

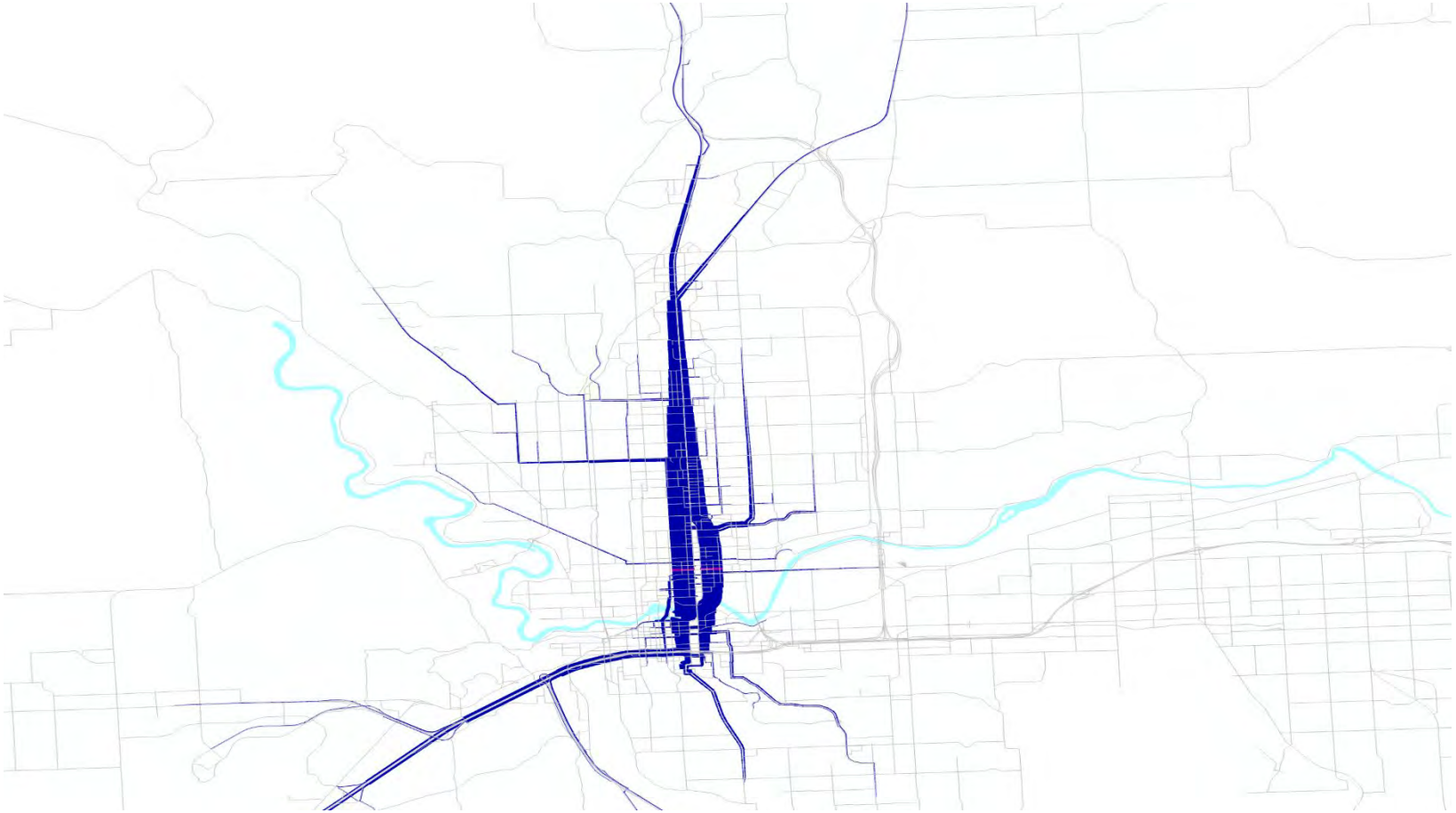


**Figure B5: No Build PM Peak Period Flow Bundle for Segment 2 (North of Mission Avenue)**

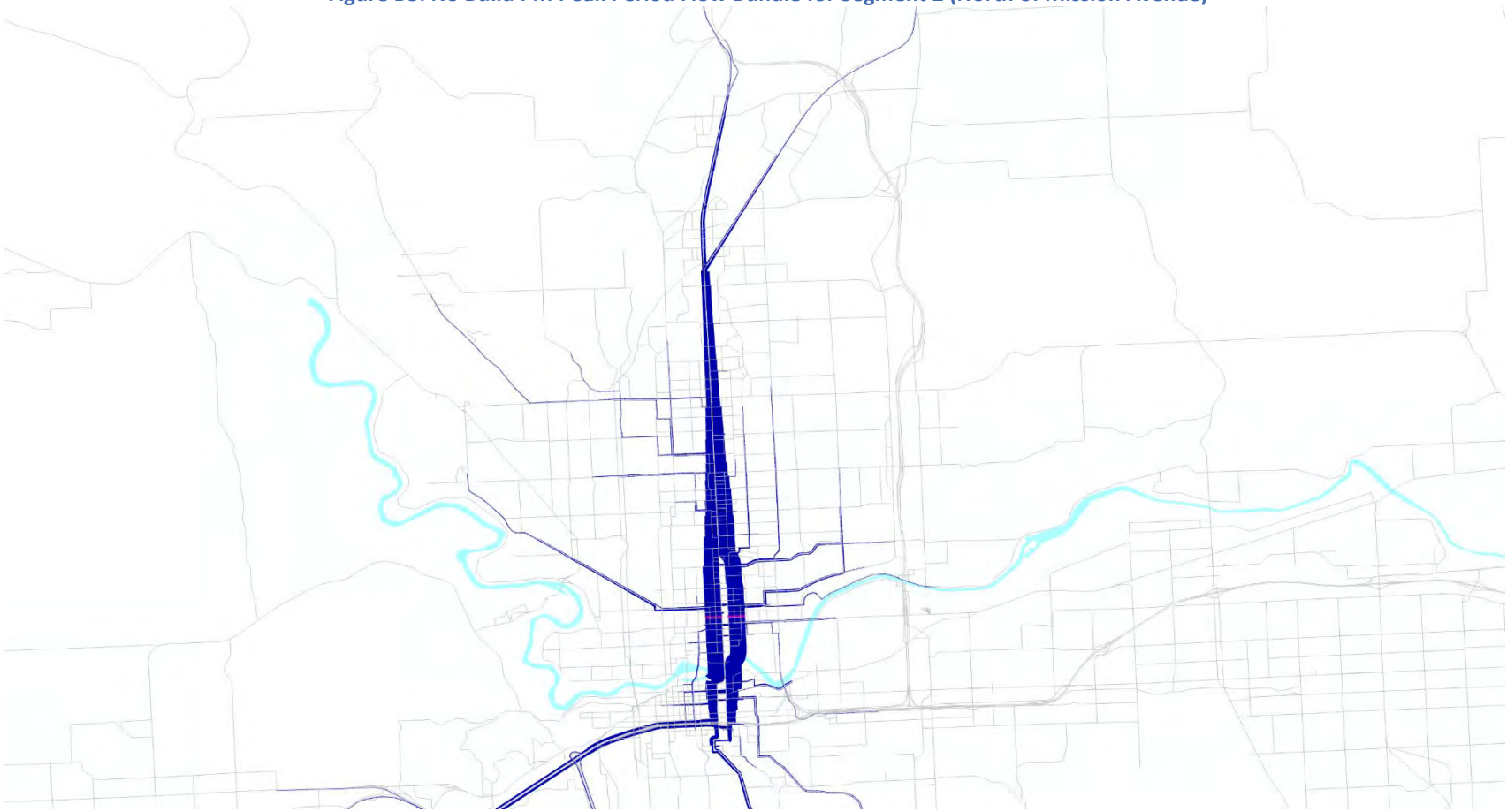


**Figure B6: No Build AM Peak Period Flow Bundle for Segment 3 (North of Empire Avenue/Garland Avenue)**

**Figure B7: No Build PM Peak Period Flow Bundle for Segment 3 (North of Empire Avenue/Garland Avenue)**

**Figure B8: No Build AM Peak Period Flow Bundle for Segment 4 (South of Lincoln Road)**

**Figure B9: No Build PM Peak Period Flow Bundle for Segment 4 (South of Lincoln Road)**

**Figure B10: No Build AM Peak Period Flow Bundle for Segment 5 (North of Hawthorne Road)**

**Figure B11: No Build PM Peak Period Flow Bundle for Segment 5 (North of Hawthorne Road)**

**Figure B12: No Build AM Peak Period Flow Bundle for Full Corridor Travel (Spokane River to Hastings Road)**

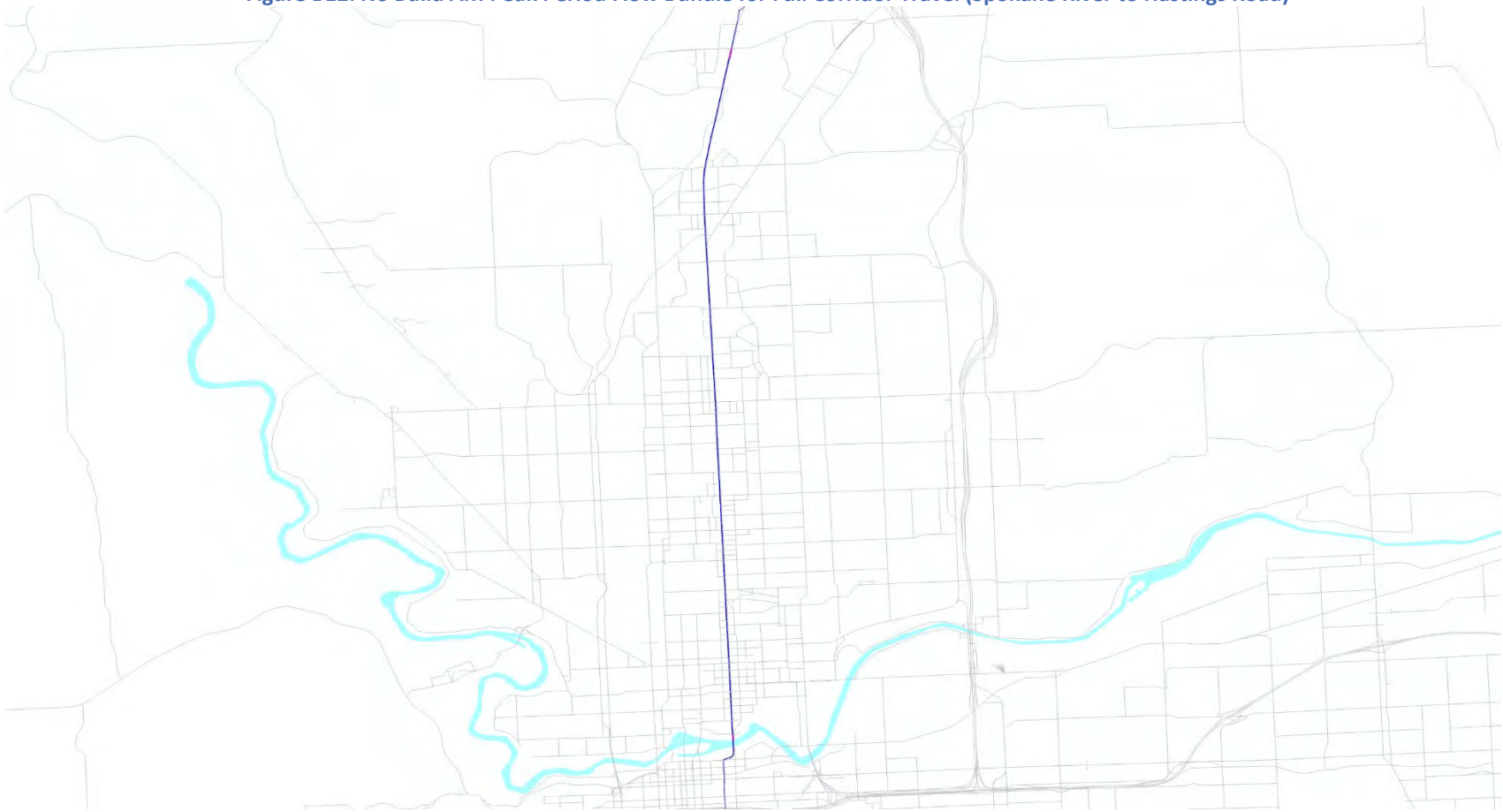


**Figure B13: No Build PM Peak Period Flow Bundle for Full Corridor Travel (Spokane River to Hastings Road)**

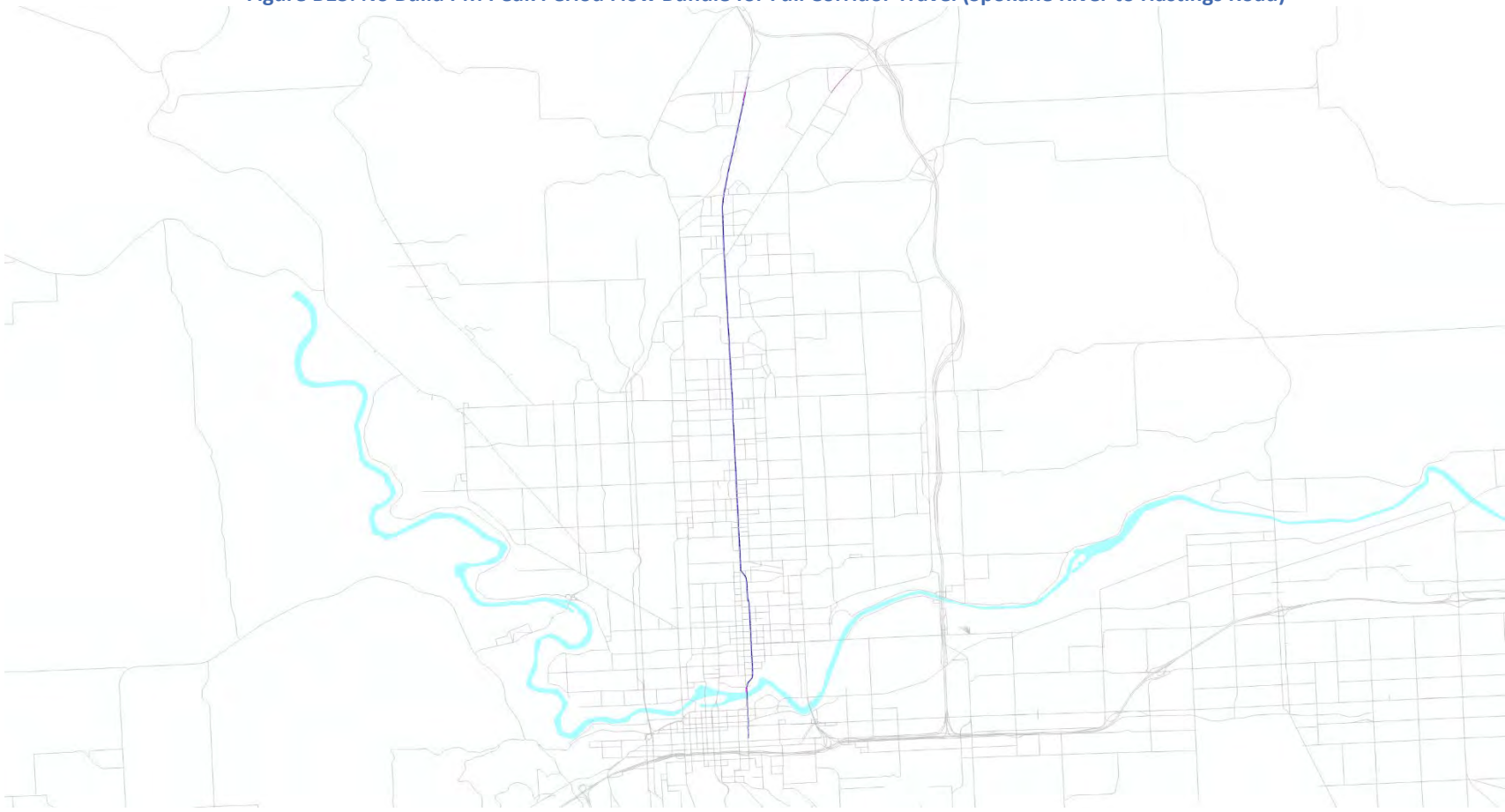


**Figure B14: No Build AM Peak Period Flow Bundle for NSC Travel (South of Francis Avenue)**

**Figure B15: No Build PM Peak Period Flow Bundle for NSC Travel (South of Francis Avenue)**

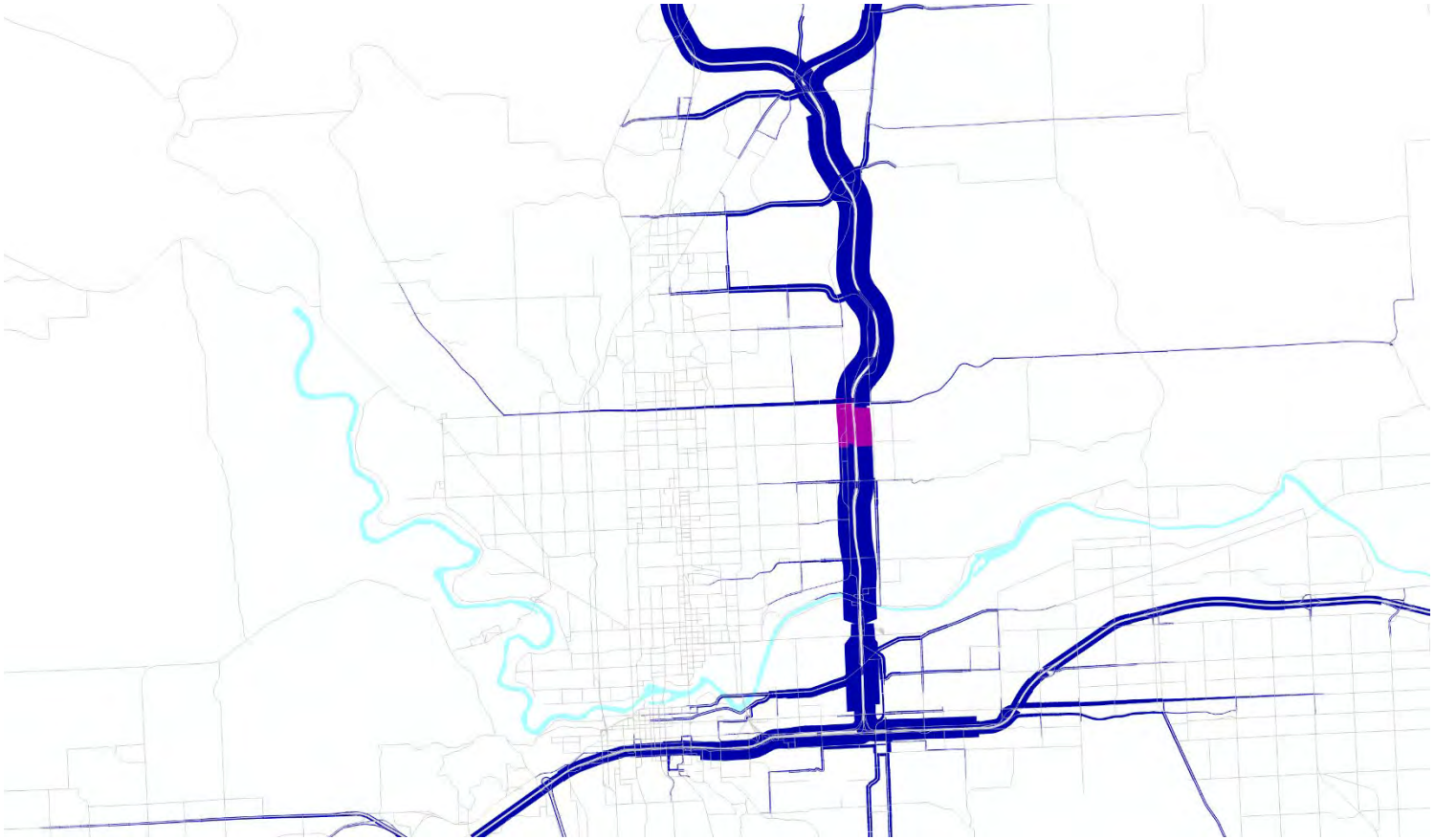


**Figure B16: 2045 PM Peak Period Congestion – No Build Scenario**

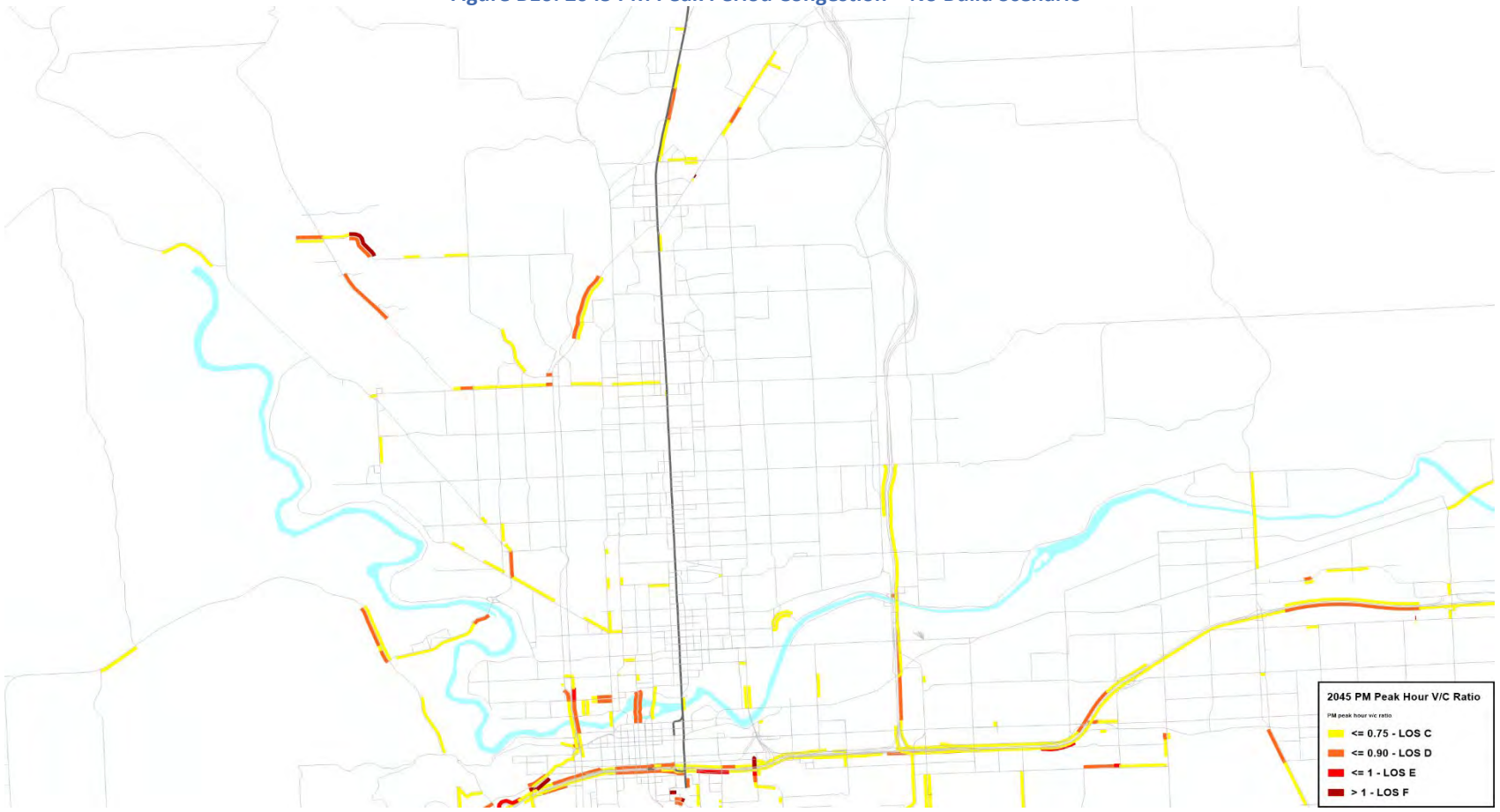


**Figure B17: 2045 PM Peak Period Congestion –Low Scenario**

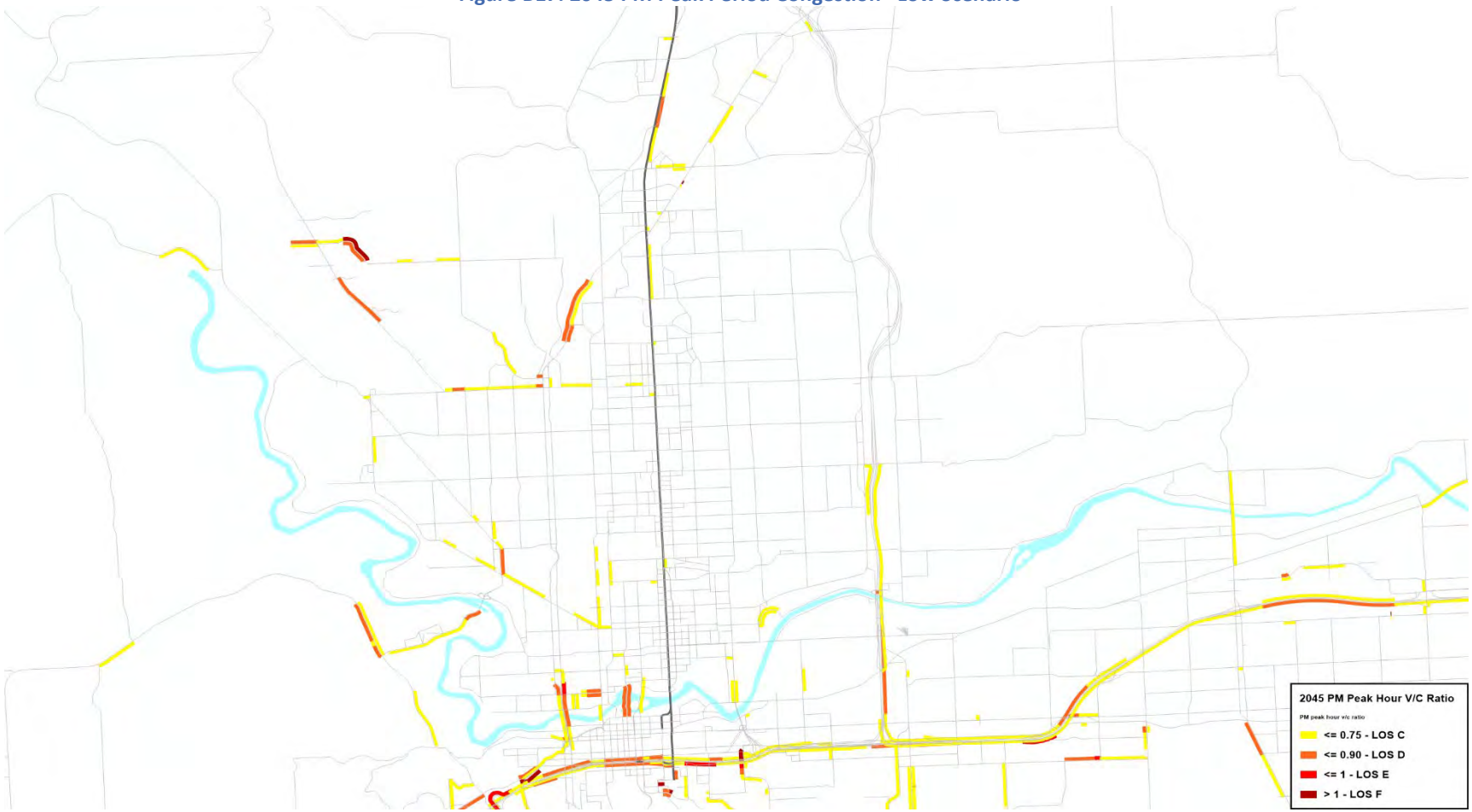


**Figure B18: 2045 PM Peak Period Congestion – Half TOD Scenario**

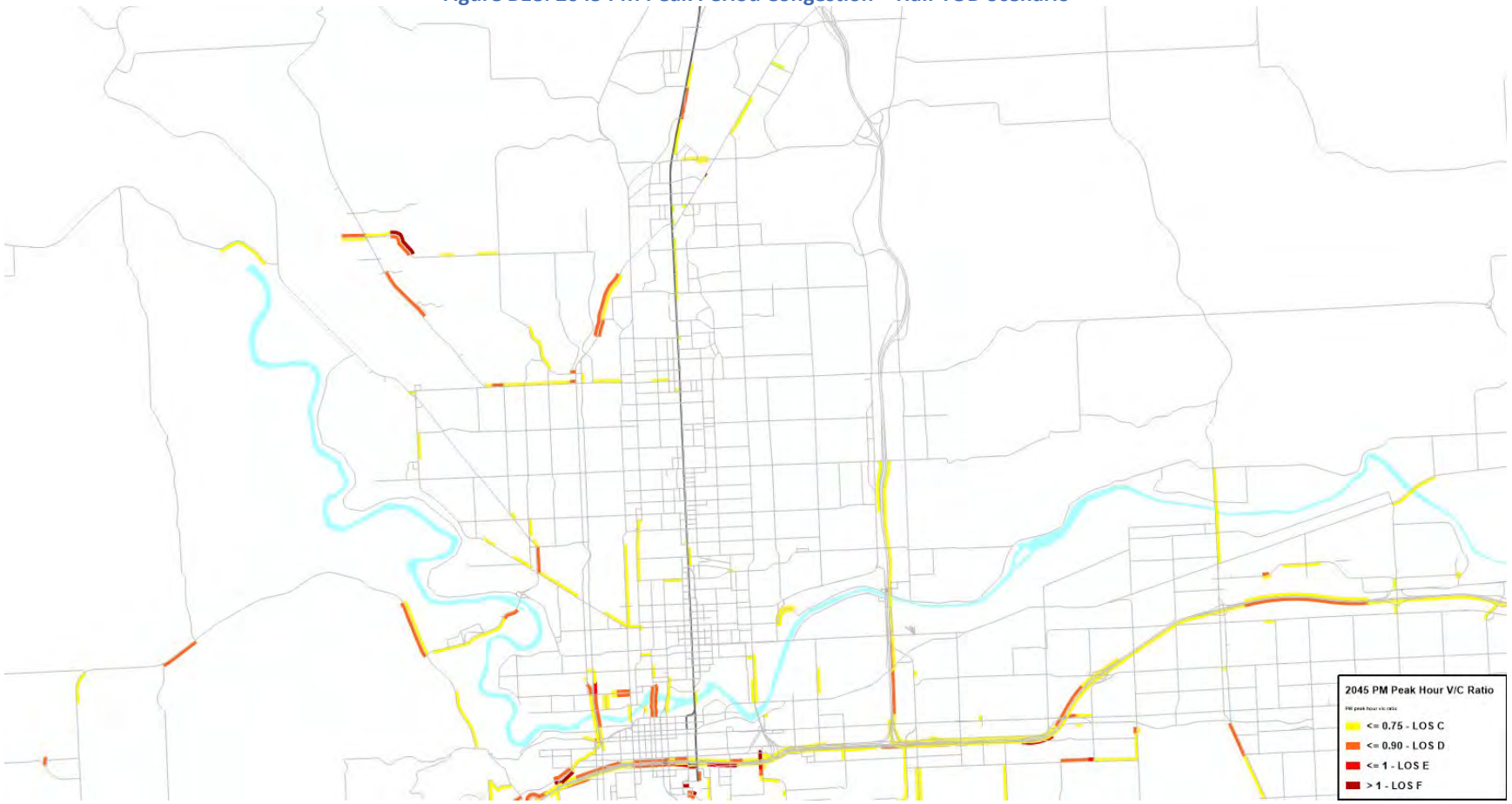


Figure B19: 2045 PM Peak Period Congestion – Full TOD Scenario

# ATTACHMENT C –DETAILED SCREENLINE DATA

**Table C1 – Detailed Average Daily Screenline Comparison**

| Description | Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| TOTAL Screenline (With NSC) | | | | | | |
| Daily ADT | South of Hawthorne Road | 101,402 | 140,709 | 140,511 | 142,108 | 141,187 |
| | Between Lincoln Road and Francis Avenue | 123,317 | 164,553 | 162,342 | 165,148 | 162,922 |
| | Between Wellesley Avenue and Garland Avenue | 151,828 | 212,422 | 209,031 | 212,309 | 210,753 |
| | Between Indiana Avenue and Maxwell Avenue | 202,338 | 263,750 | 260,486 | 263,948 | 261,845 |
| | Overall | 578,885 | 781,434 | 772,370 | 783,513 | 776,707 |
| AM Peak Period ADT | South of Hawthorne Road | 19,473 | 26,915 | 26,950 | 27,102 | 27,095 |
| | Between Lincoln Road and Francis Avenue | 23,428 | 31,106 | 30,821 | 31,189 | 30,955 |
| | Between Wellesley Avenue and Garland Avenue | 30,134 | 41,386 | 40,759 | 41,359 | 41,150 |
| | Between Indiana Avenue and Maxwell Avenue | 39,996 | 51,491 | 50,842 | 51,677 | 51,442 |
| | Overall | 113,031 | 150,898 | 149,372 | 151,327 | 150,642 |
| PM Peak Period ADT | South of Hawthorne Road | 26,669 | 36,309 | 36,468 | 36,923 | 36,667 |
| | Between Lincoln Road and Francis Avenue | 32,546 | 43,341 | 42,828 | 43,613 | 42,998 |
| | Between Wellesley Avenue and Garland Avenue | 39,662 | 55,219 | 54,323 | 55,154 | 54,784 |
| | Between Indiana Avenue and Maxwell Avenue | 52,050 | 66,906 | 65,939 | 66,748 | 66,200 |
| | Overall | 150,927 | 201,775 | 199,558 | 202,438 | 200,649 |
| Daily ADT Difference % | South of Hawthorne Road | | 39% | 0% | 1% | 0% |
| | Between Lincoln Road and Francis Avenue | | 33% | -1% | 0% | -1% |
| | Between Wellesley Avenue and Garland Avenue | | 40% | -2% | 0% | -1% |
| | Between Indiana Avenue and Maxwell Avenue | | 30% | -1% | 0% | -1% |
| | Overall | | 35% | -1% | 0% | -1% |
| AM Peak Period ADT Difference % | South of Hawthorne Road | | 38% | 0% | 1% | 1% |
| | Between Lincoln Road and Francis Avenue | | 33% | -1% | 0% | 0% |
| | Between Wellesley Avenue and Garland Avenue | | 37% | -2% | 0% | -1% |
| | Between Indiana Avenue and Maxwell Avenue | | 29% | -1% | 0% | 0% |
| | Overall | | 34% | -1% | 0% | 0% |
| PM Peak Period ADT Difference % | South of Hawthorne Road | | 36% | 0% | 2% | 1% |
| | Between Lincoln Road and Francis Avenue | | 33% | -1% | 1% | -1% |
| | Between Wellesley Avenue and Garland Avenue | | 39% | -2% | 0% | -1% |
| | Between Indiana Avenue and Maxwell Avenue | | 29% | -1% | 0% | -1% |
| | Overall | | 34% | -1% | 0% | -1% |
| TOTAL Screenline (Without NSC) | | | | | | |

| Description | Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| Daily ADT | South of Hawthorne Road | 88,984 | 83,021 | 81,848 | 83,143 | 82,453 |
| | Between Lincoln Road and Francis Avenue | 110,899 | 106,865 | 103,679 | 106,183 | 104,188 |
| | Between Wellesley Avenue and Garland Avenue | 151,828 | 128,565 | 124,435 | 127,400 | 125,959 |
| | Between Indiana Avenue and Maxwell Avenue | 202,338 | 179,893 | 175,890 | 179,039 | 177,051 |
| | Overall | 554,049 | 498,344 | 485,852 | 495,765 | 489,651 |
| AM Peak Period ADT | South of Hawthorne Road | 16,947 | 14,934 | 14,737 | 14,881 | 14,876 |
| | Between Lincoln Road and Francis Avenue | 20,902 | 19,125 | 18,608 | 18,968 | 18,736 |
| | Between Wellesley Avenue and Garland Avenue | 30,134 | 24,704 | 23,864 | 24,373 | 24,186 |
| | Between Indiana Avenue and Maxwell Avenue | 39,996 | 34,809 | 33,947 | 34,691 | 34,478 |
| | Overall | 107,979 | 93,572 | 91,156 | 92,913 | 92,276 |
| PM Peak Period | South of Hawthorne Road | 23,457 | 21,714 | 21,458 | 21,782 | 21,634 |
| | Between Lincoln Road and Francis Avenue | 29,334 | 28,746 | 27,818 | 28,472 | 27,965 |
| | Between Wellesley Avenue and Garland Avenue | 39,662 | 33,987 | 32,906 | 33,636 | 33,338 |
| | Between Indiana Avenue and Maxwell Avenue | 52,050 | 45,674 | 44,522 | 45,230 | 44,754 |
| | Overall | 144,503 | 130,121 | 126,704 | 129,120 | 127,691 |
| Daily ADT Difference % | South of Hawthorne Road | | -7% | -1% | 0% | -1% |
| | Between Lincoln Road and Francis Avenue | | -4% | -3% | -1% | -3% |
| | Between Wellesley Avenue and Garland Avenue | | -15% | -3% | -1% | -2% |
| | Between Indiana Avenue and Maxwell Avenue | | -11% | -2% | 0% | -2% |
| | Overall | | -10% | -3% | -1% | -2% |
| AM Peak Period ADT Difference % | South of Hawthorne Road | | -12% | -1% | 0% | 0% |
| | Between Lincoln Road and Francis Avenue | | -9% | -3% | -1% | -2% |
| | Between Wellesley Avenue and Garland Avenue | | -18% | -3% | -1% | -2% |
| | Between Indiana Avenue and Maxwell Avenue | | -13% | -2% | 0% | -1% |
| | Overall | | -13% | -3% | -1% | -1% |
| PM Peak Period ADT Difference % | South of Hawthorne Road | | -7% | -1% | 0% | 0% |
| | Between Lincoln Road and Francis Avenue | | -2% | -3% | -1% | -3% |
| | Between Wellesley Avenue and Garland Avenue | | -14% | -3% | -1% | -2% |
| | Between Indiana Avenue and Maxwell Avenue | | -12% | -3% | -1% | -2% |
| | Overall | | -10% | -3% | -1% | -2% |

| Description | Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | Existing | No Build | Build-Low | Build-Half TOD | Build-Full TOD |
| TOTAL Screenline (Division Street/Ruby Street Only) | | | | | | |
| Daily ADT | South of Hawthorne Road | 24,072 | 23,666 | 23,047 | 23,310 | 24,098 |
| | Between Lincoln Road and Francis Avenue | 44,052 | 41,709 | 33,342 | 32,815 | 32,950 |
| | Between Wellesley Avenue and Garland Avenue | 41,695 | 38,087 | 29,993 | 30,758 | 30,915 |
| | Between Indiana Avenue and Maxwell Avenue | 46,305 | 42,226 | 34,270 | 35,726 | 35,226 |
| | Overall | 156,124 | 145,688 | 120,652 | 122,609 | 123,189 |
| AM Peak Period ADT | South of Hawthorne Road | 4,609 | 4,433 | 4,307 | 4,357 | 4,523 |
| | Between Lincoln Road and Francis Avenue | 8,763 | 7,995 | 6,280 | 6,158 | 6,184 |
| | Between Wellesley Avenue and Garland Avenue | 8,625 | 7,741 | 5,991 | 6,092 | 6,124 |
| | Between Indiana Avenue and Maxwell Avenue | 9,809 | 8,767 | 7,120 | 7,311 | 7,277 |
| | Overall | 31,806 | 28,936 | 23,698 | 23,918 | 24,108 |
| PM Peak Period | South of Hawthorne Road | 5,888 | 5,865 | 5,634 | 5,664 | 5,740 |
| | Between Lincoln Road and Francis Avenue | 9,530 | 9,241 | 7,216 | 6,977 | 6,991 |
| | Between Wellesley Avenue and Garland Avenue | 8,997 | 8,597 | 6,448 | 6,569 | 6,651 |
| | Between Indiana Avenue and Maxwell Avenue | 10,911 | 9,625 | 7,417 | 7,695 | 7,536 |
| | Overall | 35,326 | 33,328 | 26,715 | 26,905 | 26,918 |
| Daily ADT Difference % | South of Hawthorne Road | | -2% | -3% | -2% | 2% |
| | Between Lincoln Road and Francis Avenue | | -5% | -20% | -21% | -21% |
| | Between Wellesley Avenue and Garland Avenue | | -9% | -21% | -19% | -19% |
| | Between Indiana Avenue and Maxwell Avenue | | -9% | -19% | -15% | -17% |
| | Overall | | -7% | -17% | -16% | -15% |
| AM Peak Period ADT Difference % | South of Hawthorne Road | | -4% | -3% | -2% | 2% |
| | Between Lincoln Road and Francis Avenue | | -9% | -21% | -23% | -23% |
| | Between Wellesley Avenue and Garland Avenue | | -10% | -23% | -21% | -21% |
| | Between Indiana Avenue and Maxwell Avenue | | -11% | -19% | -17% | -17% |
| | Overall | | -9% | -18% | -17% | -17% |
| PM Peak Period ADT Difference % | South of Hawthorne Road | | 0% | -4% | -3% | -2% |
| | Between Lincoln Road and Francis Avenue | | -3% | -22% | -24% | -24% |
| | Between Wellesley Avenue and Garland Avenue | | -4% | -25% | -24% | -23% |
| | Between Indiana Avenue and Maxwell Avenue | | -12% | -23% | -20% | -22% |
| | Overall | | -6% | -20% | -19% | -19% |

## Table C2 – Detailed Average Daily Screenline Comparison – Person Trips by Auto Mode

| Description | Measure | 2019 | 2045 | | | |
|---|---|---|---|---|---|---|
| | | 2019 | Existing | No Build | Build-Low | Build-Half TOD |
| **Daily ADT - LOV** | Between Indiana Avenue and Maxwell Avenue | 32,577 | 30,376 | 24,792 | 26,014 | 25,658 |
| | Between Wellesley Avenue and Garland Avenue | 29,109 | 27,080 | 21,429 | 22,175 | 22,352 |
| | Between Lincoln Road and Francis Avenue | 31,015 | 29,957 | 24,155 | 23,781 | 23,921 |
| | South of Hawthorne Road | 16,268 | 16,422 | 16,055 | 16,274 | 16,744 |
| | **Overall** | 108,969 | 103,835 | 86,431 | 88,244 | 88,675 |
| **Daily ADT - HOV** | Between Indiana Avenue and Maxwell Avenue | 7,590 | 6,487 | 5,269 | 5,406 | 5,304 |
| | Between Wellesley Avenue and Garland Avenue | 7,309 | 6,030 | 4,724 | 4,765 | 4,799 |
| | Between Lincoln Road and Francis Avenue | 8,227 | 7,347 | 5,854 | 5,647 | 5,726 |
| | South of Hawthorne Road | 5,359 | 4,979 | 4,846 | 4,901 | 4,962 |
| | **Overall** | 28,485 | 24,843 | 20,693 | 20,719 | 20,791 |
| **Daily ADT - TRK** | Between Indiana Avenue and Maxwell Avenue | 6,121 | 5,358 | 4,277 | 4,311 | 4,209 |
| | Between Wellesley Avenue and Garland Avenue | 5,398 | 4,947 | 3,830 | 3,808 | 3,811 |
| | Between Lincoln Road and Francis Avenue | 4,756 | 4,378 | 3,374 | 3,362 | 3,283 |
| | South of Hawthorne Road | 2,460 | 2,256 | 2,165 | 2,163 | 2,329 |
| | **Overall** | 18,735 | 16,939 | 13,646 | 13,644 | 13,632 |
| **% Auto that is LOV** | Between Indiana Avenue and Maxwell Avenue | 81% | 82% | 82% | 83% | 83% |
| | Between Wellesley Avenue and Garland Avenue | 80% | 82% | 82% | 82% | 82% |
| | Between Lincoln Road and Francis Avenue | 79% | 80% | 80% | 81% | 81% |
| | South of Hawthorne Road | 75% | 77% | 77% | 77% | 77% |
| | **Overall** | 79% | 81% | 81% | 81% | 81% |
| **% Auto that is HOV** | Between Indiana Avenue and Maxwell Avenue | 19% | 18% | 18% | 17% | 17% |
| | Between Wellesley Avenue and Garland Avenue | 20% | 18% | 18% | 18% | 18% |
| | Between Lincoln Road and Francis Avenue | 21% | 20% | 20% | 19% | 19% |
| | South of Hawthorne Road | 25% | 23% | 23% | 23% | 23% |
| | **Overall** | 21% | 19% | 19% | 19% | 19% |
| **% Truck** | Between Indiana Avenue and Maxwell Avenue | 13% | 13% | 12% | 12% | 12% |
| | Between Wellesley Avenue and Garland Avenue | 13% | 13% | 13% | 12% | 12% |
| | Between Lincoln Road and Francis Avenue | 11% | 11% | 10% | 10% | 10% |
| | South of Hawthorne Road | 10% | 10% | 9% | 9% | 10% |
| | **Overall** | 12% | 12% | 11% | 11% | 11% |

# ATTACHMENT D – DETAILED LAND USE NODE ANALYSIS

### Table D1 – Detailed Land Use Node Performance Comparison

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 1 - Ruby North Bank | Population (2.28 per Household, 1.37 per Hotel Room) | 1,685 | 2,760 | 2,760 | 3,054 | 3,054 |
| | Dwelling Units (Single Family + Multi-Family) | 164 | 617 | 617 | 746 | 746 |
| | Hotel Rooms | 957 | 988 | 988 | 988 | 988 |
| | Employment | 3,726 | 3,956 | 3,956 | 4,878 | 4,878 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 36,431 | 40,103 | 39,667 | 44,572 | 44,940 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 146,589 | 160,452 | 158,116 | 179,925 | 181,147 |
| | Average Vehicle Trip Length | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| | Daily Home-Based Person Trips (Drive Alone) | 6,900 | 8,793 | 8,686 | 9,167 | 9,159 |
| | Daily Home-Based Person Trips (Shared Ride) | 3,013 | 3,694 | 3,650 | 3,872 | 3,863 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 9,913 | 12,487 | 12,336 | 13,040 | 13,022 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 15,785 | 20,662 | 20,350 | 22,146 | 22,084 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 8,651 | 10,312 | 10,178 | 11,258 | 11,242 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 19,530 | 25,143 | 24,755 | 27,049 | 26,972 |
| | Daily Home-Based Person Trip Length | 2.5 | 2.5 | 2.5 | 2.6 | 2.6 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 9,642 | 10,259 | 10,233 | 11,993 | 11,993 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 5,508 | 5,900 | 5,880 | 6,902 | 6,903 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 15,150 | 16,159 | 16,113 | 18,895 | 18,896 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 26,264 | 28,666 | 28,486 | 33,588 | 33,565 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 22,922 | 25,021 | 24,893 | 29,333 | 29,372 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 36,188 | 39,540 | 39,260 | 46,364 | 46,337 |
| | Daily Non-Home-Based Person Trip Length | 2.1 | 2.2 | 2.1 | 2.2 | 2.2 |
| | DA Person Trips | 30,534 | 33,617 | 33,266 | 37,447 | 37,746 |
| | SR Person Trips | 13,621 | 14,923 | 14,788 | 16,359 | 16,546 |
| | SR Auto Occupancy | 2.31 | 2.30 | 2.31 | 2.30 | 2.30 |
| | Daily VMT per Service Population | 27.09 | 23.89 | 23.54 | 22.68 | 22.84 |
| | Daily Home-Based VMT/Capita | 11.6 | 9.1 | 9.0 | 8.9 | 8.8 |
| | Daily Non-Home-Based VMT/Employee | 9.7 | 10.0 | 9.9 | 9.5 | 9.5 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 2 - Foothills | Population (2.28 per Household, 1.37 per Hotel Room) | 71 | 71 | 71 | 449 | 449 |
| | Dwelling Units (Single Family + Multi-Family) | 31 | 31 | 31 | 197 | 197 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 455 | 610 | 610 | 731 | 731 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 6,785 | 9,013 | 8,950 | 10,166 | 10,267 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 23,173 | 30,419 | 30,011 | 33,953 | 34,657 |
| | Average Vehicle Trip Length | 3.4 | 3.4 | 3.4 | 3.3 | 3.4 |
| | Daily Home-Based Person Trips (Drive Alone) | 126 | 124 | 123 | 828 | 829 |
| | Daily Home-Based Person Trips (Shared Ride) | 46 | 45 | 45 | 307 | 310 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 172 | 169 | 168 | 1,135 | 1,139 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 373 | 364 | 361 | 2,430 | 2,467 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 146 | 136 | 135 | 937 | 968 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 432 | 418 | 415 | 2,818 | 2,866 |
| | Daily Home-Based Person Trip Length | 3.0 | 3.0 | 2.9 | 3.0 | 3.0 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 3,124 | 4,186 | 4,175 | 4,564 | 4,565 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 1,807 | 2,427 | 2,419 | 2,630 | 2,649 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 4,931 | 6,613 | 6,594 | 7,194 | 7,214 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 9,071 | 12,258 | 12,182 | 13,058 | 13,402 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 7,680 | 10,383 | 10,334 | 11,062 | 11,383 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 12,156 | 16,408 | 16,320 | 17,636 | 18,106 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 5,534 | 7,352 | 7,301 | 8,358 | 8,435 |
| | SR Person Trips | 3,114 | 4,156 | 4,118 | 4,367 | 4,435 |
| | SR Auto Occupancy | 2.49 | 2.50 | 2.50 | 2.42 | 2.42 |
| | Daily VMT per Service Population | 44.06 | 44.67 | 44.07 | 28.77 | 29.37 |
| | Daily Home-Based VMT/Capita | 6.1 | 5.9 | 5.8 | 6.3 | 6.4 |
| | Daily Non-Home-Based VMT/Employee | 26.7 | 26.9 | 26.8 | 24.1 | 24.8 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 3 - Empire/Garland | Population (2.28 per Household, 1.37 per Hotel Room) | 347 | 349 | 349 | 618 | 618 |
| | Dwelling Units (Single Family + Multi-Family) | 152 | 153 | 153 | 271 | 271 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 160 | 259 | 259 | 249 | 249 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 2,481 | 3,134 | 3,132 | 3,807 | 4,049 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 9,133 | 11,913 | 11,826 | 13,618 | 14,431 |
| | Average Vehicle Trip Length | 3.7 | 3.8 | 3.8 | 3.6 | 3.6 |
| | Daily Home-Based Person Trips (Drive Alone) | 610 | 624 | 624 | 1,095 | 1,096 |
| | Daily Home-Based Person Trips (Shared Ride) | 233 | 235 | 234 | 411 | 414 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 843 | 859 | 858 | 1,505 | 1,510 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 1,951 | 1,958 | 1,946 | 3,402 | 3,452 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 808 | 756 | 749 | 1,314 | 1,352 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 2,308 | 2,286 | 2,272 | 3,986 | 4,044 |
| | Daily Home-Based Person Trip Length | 3.3 | 3.2 | 3.1 | 3.1 | 3.2 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 683 | 903 | 903 | 1,074 | 1,083 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 400 | 528 | 527 | 623 | 633 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 1,082 | 1,431 | 1,430 | 1,697 | 1,716 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 2,050 | 2,731 | 2,716 | 3,148 | 3,270 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 1,775 | 2,318 | 2,308 | 2,667 | 2,779 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 2,834 | 3,737 | 3,721 | 4,332 | 4,486 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 2,060 | 2,613 | 2,612 | 3,180 | 3,374 |
| | SR Person Trips | 952 | 1,201 | 1,197 | 1,413 | 1,542 |
| | SR Auto Occupancy | 2.26 | 2.30 | 2.30 | 2.25 | 2.28 |
| | Daily VMT per Service Population | 18.01 | 19.59 | 19.45 | 15.71 | 16.65 |
| | Daily Home-Based VMT/Capita | 6.7 | 6.5 | 6.5 | 6.4 | 6.5 |
| | Daily Non-Home-Based VMT/Employee | 17.7 | 14.4 | 14.4 | 17.4 | 18.0 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 4 - Northtown | Population (2.28 per Household, 1.37 per Hotel Room) | 0 | 0 | 0 | 0 | 492 |
| | Dwelling Units (Single Family + Multi-Family) | 0 | 0 | 0 | 0 | 216 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 1,855 | 2,020 | 2,020 | 2,062 | 2,067 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 25,362 | 26,668 | 26,653 | 26,328 | 26,451 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 89,579 | 108,581 | 107,254 | 102,756 | 104,539 |
| | Average Vehicle Trip Length | 3.5 | 4.1 | 4.0 | 3.9 | 4.0 |
| | Daily Home-Based Person Trips (Drive Alone) | 0 | 0 | 0 | 0 | 290 |
| | Daily Home-Based Person Trips (Shared Ride) | 0 | 0 | 0 | 0 | 109 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 399 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 0 | 0 | 0 | 0 | 932 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 0 | 0 | 0 | 0 | 357 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 1,078 |
| | Daily Home-Based Person Trip Length | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 11,625 | 12,023 | 12,019 | 11,949 | 11,715 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 6,749 | 7,341 | 7,320 | 7,250 | 7,133 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 18,374 | 19,364 | 19,339 | 19,199 | 18,848 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 33,302 | 39,461 | 39,112 | 38,476 | 38,038 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 29,792 | 37,864 | 37,544 | 36,813 | 36,612 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 45,402 | 54,866 | 54,388 | 53,465 | 52,997 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 20,672 | 21,526 | 21,533 | 21,293 | 21,406 |
| | SR Person Trips | 11,548 | 12,638 | 12,584 | 12,366 | 12,349 |
| | SR Auto Occupancy | 2.46 | 2.46 | 2.46 | 2.46 | 2.45 |
| | Daily VMT per Service Population | 48.29 | 53.75 | 53.10 | 49.83 | 40.85 |
| | Daily Home-Based VMT/Capita | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | Daily Non-Home-Based VMT/Employee | 24.5 | 27.2 | 26.9 | 25.9 | 25.6 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 5 - Rowan | Population (2.28 per Household, 1.37 per Hotel Room) | 153 | 162 | 162 | 201 | 201 |
| | Dwelling Units (Single Family + Multi-Family) | 67 | 71 | 71 | 88 | 88 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 2,334 | 2,879 | 2,879 | 2,964 | 2,965 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 16,432 | 19,002 | 18,986 | 19,019 | 19,838 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 66,315 | 81,995 | 81,283 | 79,395 | 81,803 |
| | Average Vehicle Trip Length | 4.0 | 4.3 | 4.3 | 4.2 | 4.1 |
| | Daily Home-Based Person Trips (Drive Alone) | 250 | 265 | 264 | 335 | 334 |
| | Daily Home-Based Person Trips (Shared Ride) | 93 | 98 | 98 | 125 | 123 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 342 | 363 | 362 | 459 | 458 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 781 | 829 | 822 | 1,058 | 1,046 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 294 | 304 | 301 | 396 | 386 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 910 | 962 | 954 | 1,234 | 1,216 |
| | Daily Home-Based Person Trip Length | 3.1 | 3.1 | 3.1 | 3.2 | 3.1 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 4,709 | 5,351 | 5,347 | 5,583 | 5,581 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 2,679 | 3,096 | 3,088 | 3,212 | 3,208 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 7,387 | 8,447 | 8,435 | 8,795 | 8,789 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 12,774 | 15,342 | 15,201 | 15,696 | 15,606 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 10,951 | 13,340 | 13,252 | 13,611 | 13,591 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 17,560 | 21,208 | 21,029 | 21,759 | 21,599 |
| | Daily Non-Home-Based Person Trip Length | 2.1 | 2.2 | 2.2 | 2.2 | 2.1 |
| | DA Person Trips | 13,759 | 15,890 | 15,884 | 16,011 | 16,670 |
| | SR Person Trips | 6,115 | 7,076 | 7,052 | 6,754 | 7,183 |
| | SR Auto Occupancy | 2.29 | 2.27 | 2.27 | 2.25 | 2.27 |
| | Daily VMT per Service Population | 26.66 | 26.96 | 26.73 | 25.09 | 25.84 |
| | Daily Home-Based VMT/Capita | 5.9 | 5.9 | 5.9 | 6.1 | 6.0 |
| | Daily Non-Home-Based VMT/Employee | 7.5 | 7.4 | 7.3 | 7.3 | 7.3 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 6 - Francis/Lyons | Population (2.28 per Household, 1.37 per Hotel Room) | 992 | 1,022 | 1,022 | 1,008 | 1,535 |
| | Dwelling Units (Single Family + Multi-Family) | 401 | 414 | 414 | 408 | 639 |
| | Hotel Rooms | 57 | 57 | 57 | 57 | 57 |
| | Employment | 717 | 815 | 815 | 861 | 1,319 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 12,405 | 13,084 | 13,126 | 13,844 | 21,597 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 42,161 | 46,214 | 46,035 | 47,096 | 72,711 |
| | Average Vehicle Trip Length | 3.4 | 3.5 | 3.5 | 3.4 | 3.4 |
| | Daily Home-Based Person Trips (Drive Alone) | 1,953 | 2,002 | 1,996 | 2,165 | 2,844 |
| | Daily Home-Based Person Trips (Shared Ride) | 756 | 769 | 766 | 852 | 1,068 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 2,709 | 2,771 | 2,763 | 3,017 | 3,912 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 6,092 | 6,236 | 6,178 | 6,783 | 8,878 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 2,423 | 2,428 | 2,403 | 2,660 | 3,350 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 7,112 | 7,255 | 7,188 | 7,895 | 10,279 |
| | Daily Home-Based Person Trip Length | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 4,584 | 4,821 | 4,826 | 5,040 | 8,288 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 2,625 | 2,811 | 2,810 | 2,922 | 4,776 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 7,209 | 7,632 | 7,637 | 7,961 | 13,064 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 12,708 | 14,046 | 13,980 | 14,401 | 23,068 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 10,965 | 12,496 | 12,471 | 12,779 | 20,630 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 17,324 | 19,289 | 19,222 | 19,746 | 31,695 |
| | Daily Non-Home-Based Person Trip Length | 2.1 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 10,203 | 10,756 | 10,791 | 11,358 | 17,695 |
| | SR Person Trips | 5,229 | 5,548 | 5,553 | 5,943 | 9,329 |
| | SR Auto Occupancy | 2.38 | 2.38 | 2.38 | 2.39 | 2.39 |
| | Daily VMT per Service Population | 24.67 | 25.16 | 25.06 | 25.20 | 25.48 |
| | Daily Home-Based VMT/Capita | 7.2 | 7.1 | 7.0 | 7.8 | 6.7 |
| | Daily Non-Home-Based VMT/Employee | 24.2 | 23.7 | 23.6 | 22.9 | 24.0 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 7 - Lincoln | Population (2.28 per Household, 1.37 per Hotel Room) | 200 | 200 | 200 | 583 | 583 |
| | Dwelling Units (Single Family + Multi-Family) | 9 | 9 | 9 | 177 | 177 |
| | Hotel Rooms | 131 | 131 | 131 | 131 | 131 |
| | Employment | 809 | 1,097 | 1,097 | 1,483 | 1,483 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 10,437 | 15,228 | 15,238 | 17,891 | 18,876 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 41,301 | 65,014 | 64,836 | 70,564 | 74,561 |
| | Average Vehicle Trip Length | 4.0 | 4.3 | 4.3 | 3.9 | 4.0 |
| | Daily Home-Based Person Trips (Drive Alone) | 921 | 929 | 927 | 1,565 | 1,564 |
| | Daily Home-Based Person Trips (Shared Ride) | 427 | 429 | 428 | 667 | 664 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 1,348 | 1,357 | 1,355 | 2,232 | 2,228 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 2,987 | 2,991 | 2,979 | 5,210 | 5,180 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 1,544 | 1,535 | 1,534 | 2,360 | 2,342 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 3,625 | 3,637 | 3,625 | 6,197 | 6,153 |
| | Daily Home-Based Person Trip Length | 3.4 | 3.3 | 3.3 | 3.4 | 3.4 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 3,990 | 5,330 | 5,328 | 7,291 | 7,289 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 2,365 | 3,201 | 3,198 | 4,340 | 4,341 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 6,354 | 8,532 | 8,526 | 11,630 | 11,630 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 12,270 | 16,913 | 16,843 | 22,460 | 22,434 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 11,048 | 15,612 | 15,602 | 20,690 | 20,781 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 16,833 | 23,485 | 23,413 | 31,118 | 31,068 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 8,494 | 12,494 | 12,506 | 14,604 | 15,377 |
| | SR Person Trips | 4,704 | 6,495 | 6,488 | 7,854 | 8,423 |
| | SR Auto Occupancy | 2.42 | 2.38 | 2.37 | 2.39 | 2.41 |
| | Daily VMT per Service Population | 40.93 | 50.13 | 49.99 | 34.16 | 36.09 |
| | Daily Home-Based VMT/Capita | 18.1 | 18.2 | 18.1 | 10.6 | 10.6 |
| | Daily Non-Home-Based VMT/Employee | 20.8 | 21.4 | 21.3 | 21.0 | 20.9 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 8 - The Y | Population (2.28 per Household, 1.37 per Hotel Room) | 426 | 479 | 479 | 461 | 807 |
| | Dwelling Units (Single Family + Multi-Family) | 187 | 210 | 210 | 202 | 354 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 1,558 | 1,676 | 1,676 | 1,750 | 1,740 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 19,054 | 20,384 | 20,276 | 23,080 | 21,490 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 73,217 | 81,049 | 80,444 | 89,166 | 84,455 |
| | Average Vehicle Trip Length | 3.8 | 4.0 | 4.0 | 3.9 | 3.9 |
| | Daily Home-Based Person Trips (Drive Alone) | 703 | 792 | 789 | 759 | 1,371 |
| | Daily Home-Based Person Trips (Shared Ride) | 268 | 303 | 301 | 290 | 526 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 971 | 1,095 | 1,090 | 1,049 | 1,897 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 2,486 | 2,894 | 2,859 | 2,752 | 4,960 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 933 | 1,083 | 1,072 | 1,032 | 1,881 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 2,872 | 3,342 | 3,304 | 3,183 | 5,746 |
| | Daily Home-Based Person Trip Length | 3.5 | 3.6 | 3.6 | 3.6 | 3.6 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 8,095 | 8,632 | 8,609 | 9,222 | 8,699 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 4,593 | 5,010 | 4,986 | 5,290 | 5,026 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 12,688 | 13,642 | 13,595 | 14,512 | 13,726 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 21,251 | 24,080 | 23,778 | 24,688 | 23,861 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 18,983 | 22,522 | 22,333 | 23,012 | 22,353 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 29,113 | 33,393 | 33,041 | 34,312 | 33,198 |
| | Daily Non-Home-Based Person Trip Length | 2.1 | 2.2 | 2.2 | 2.1 | 2.2 |
| | DA Person Trips | 15,541 | 16,571 | 16,475 | 18,803 | 17,507 |
| | SR Person Trips | 8,485 | 9,222 | 9,166 | 10,227 | 9,535 |
| | SR Auto Occupancy | 2.41 | 2.42 | 2.41 | 2.39 | 2.39 |
| | Daily VMT per Service Population | 36.90 | 37.61 | 37.33 | 40.33 | 33.16 |
| | Daily Home-Based VMT/Capita | 6.7 | 7.0 | 6.9 | 6.9 | 7.1 |
| | Daily Non-Home-Based VMT/Employee | 18.7 | 19.9 | 19.7 | 19.6 | 19.1 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 9 - Whitworth | Population (2.28 per Household, 1.37 per Hotel Room) | 540 | 547 | 547 | 650 | 650 |
| | Dwelling Units (Single Family + Multi-Family) | 237 | 240 | 240 | 285 | 285 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 318 | 401 | 401 | 453 | 453 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 4,612 | 5,226 | 5,246 | 5,863 | 5,890 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 18,489 | 22,220 | 22,158 | 24,618 | 24,858 |
| | Average Vehicle Trip Length | 4.0 | 4.3 | 4.2 | 4.2 | 4.2 |
| | Daily Home-Based Person Trips (Drive Alone) | 945 | 950 | 949 | 1,124 | 1,126 |
| | Daily Home-Based Person Trips (Shared Ride) | 359 | 367 | 368 | 432 | 436 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 1,304 | 1,316 | 1,317 | 1,556 | 1,561 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 3,541 | 3,818 | 3,790 | 4,434 | 4,453 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 1,331 | 1,487 | 1,482 | 1,727 | 1,753 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 4,116 | 4,455 | 4,432 | 5,187 | 5,218 |
| | Daily Home-Based Person Trip Length | 3.7 | 4.0 | 4.0 | 4.0 | 4.0 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 1,432 | 1,697 | 1,699 | 1,801 | 1,806 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 831 | 1,016 | 1,014 | 1,062 | 1,078 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 2,263 | 2,713 | 2,713 | 2,863 | 2,884 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 4,058 | 5,182 | 5,136 | 5,239 | 5,467 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 3,682 | 5,033 | 5,004 | 5,064 | 5,311 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 5,650 | 7,337 | 7,304 | 7,450 | 7,784 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 3,741 | 4,238 | 4,244 | 4,761 | 4,781 |
| | SR Person Trips | 2,015 | 2,309 | 2,313 | 2,524 | 2,542 |
| | SR Auto Occupancy | 2.31 | 2.34 | 2.31 | 2.29 | 2.29 |
| | Daily VMT per Service Population | 21.55 | 23.44 | 23.37 | 22.32 | 22.54 |
| | Daily Home-Based VMT/Capita | 7.6 | 8.1 | 8.1 | 8.0 | 8.0 |
| | Daily Non-Home-Based VMT/Employee | 17.8 | 18.3 | 18.2 | 16.4 | 17.2 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 10 - Mead | Population (2.28 per Household, 1.37 per Hotel Room) | 0 | 0 | 0 | 1,119 | 1,119 |
| | Dwelling Units (Single Family + Multi-Family) | 0 | 0 | 0 | 491 | 491 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 413 | 504 | 504 | 571 | 571 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 6,060 | 7,315 | 7,315 | 9,972 | 11,315 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 32,018 | 41,933 | 41,820 | 57,112 | 65,517 |
| | Average Vehicle Trip Length | 5.3 | 5.7 | 5.7 | 5.7 | 5.8 |
| | Daily Home-Based Person Trips (Drive Alone) | 0 | 0 | 0 | 1,844 | 1,843 |
| | Daily Home-Based Person Trips (Shared Ride) | 0 | 0 | 0 | 833 | 827 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 0 | 0 | 0 | 2,677 | 2,670 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 0 | 0 | 0 | 10,684 | 10,594 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 0 | 0 | 0 | 5,340 | 5,281 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 0 | 0 | 0 | 13,013 | 12,844 |
| | Daily Home-Based Person Trip Length | 0.0 | 0.0 | 0.0 | 6.0 | 5.9 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 2,799 | 3,325 | 3,327 | 4,031 | 4,020 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 1,826 | 2,333 | 2,330 | 2,812 | 2,820 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 4,625 | 5,658 | 5,657 | 6,842 | 6,840 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 11,145 | 14,860 | 14,796 | 17,822 | 17,948 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 10,808 | 16,728 | 16,666 | 19,938 | 20,216 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 15,550 | 21,671 | 21,583 | 26,518 | 26,561 |
| | Daily Non-Home-Based Person Trip Length | 2.3 | 2.4 | 2.4 | 2.4 | 2.4 |
| | DA Person Trips | 4,754 | 5,674 | 5,676 | 7,862 | 8,862 |
| | SR Person Trips | 3,204 | 4,030 | 4,026 | 4,838 | 5,758 |
| | SR Auto Occupancy | 2.45 | 2.46 | 2.46 | 2.29 | 2.35 |
| | Daily VMT per Service Population | 77.53 | 83.20 | 82.98 | 33.79 | 38.77 |
| | Daily Home-Based VMT/Capita | 0.0 | 0.0 | 0.0 | 11.6 | 11.5 |
| | Daily Non-Home-Based VMT/Employee | 37.7 | 43.0 | 42.8 | 46.4 | 46.5 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 11 - Hastings | Population (2.28 per Household, 1.37 per Hotel Room) | 0 | 0 | 0 | 0 | 907 |
| | Dwelling Units (Single Family + Multi-Family) | 0 | 0 | 0 | 0 | 398 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 1,280 | 1,723 | 1,723 | 1,901 | 1,896 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 13,397 | 17,117 | 17,110 | 19,957 | 22,093 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 67,124 | 85,568 | 85,223 | 98,691 | 109,173 |
| | Average Vehicle Trip Length | 5.0 | 5.0 | 5.0 | 4.9 | 4.9 |
| | Daily Home-Based Person Trips (Drive Alone) | 0 | 0 | 0 | 0 | 2,073 |
| | Daily Home-Based Person Trips (Shared Ride) | 0 | 0 | 0 | 0 | 915 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 2,988 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 0 | 0 | 0 | 0 | 10,176 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 0 | 0 | 0 | 0 | 4,502 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 12,073 |
| | Daily Home-Based Person Trip Length | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 5,525 | 6,951 | 6,952 | 8,309 | 8,057 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 3,604 | 4,575 | 4,567 | 5,379 | 5,260 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 9,129 | 11,527 | 11,520 | 13,689 | 13,317 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 21,671 | 26,731 | 26,574 | 30,584 | 30,308 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 21,588 | 29,096 | 28,970 | 33,118 | 32,935 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 30,678 | 38,910 | 38,701 | 44,349 | 44,185 |
| | Daily Non-Home-Based Person Trip Length | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| | DA Person Trips | 10,740 | 13,725 | 13,723 | 15,975 | 17,784 |
| | SR Person Trips | 6,369 | 8,105 | 8,093 | 9,582 | 10,226 |
| | SR Auto Occupancy | 2.40 | 2.39 | 2.39 | 2.41 | 2.37 |
| | Daily VMT per Service Population | 52.44 | 49.66 | 49.46 | 51.92 | 38.95 |
| | Daily Home-Based VMT/Capita | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 |
| | Daily Non-Home-Based VMT/Employee | 24.0 | 22.6 | 22.5 | 23.3 | 23.3 |

| Metric | Description | 2019 | 2045 No Build | 2045 Build - Low | 2045 Build - Half TOD | 2045 Build - Full TOD |
|---|---|---|---|---|---|---|
| Node 12 - Nevada Junction | Population (2.28 per Household, 1.37 per Hotel Room) | 0 | 0 | 0 | 0 | 1,090 |
| | Dwelling Units (Single Family + Multi-Family) | 0 | 0 | 0 | 0 | 478 |
| | Hotel Rooms | 0 | 0 | 0 | 0 | 0 |
| | Employment | 758 | 643 | 643 | 559 | 1,193 |
| | Daily Vehicle Trip Ends (Origin + Destination) (Drive Alone + Shared Ride Vehicle Trips) | 8,095 | 5,728 | 5,726 | 5,492 | 13,331 |
| | Daily Vehicle VMT (Drive Alone + Shared Ride Vehicle Trips) | 36,763 | 28,352 | 28,264 | 26,414 | 62,834 |
| | Average Vehicle Trip Length | 4.5 | 4.9 | 4.9 | 4.8 | 4.7 |
| | Daily Home-Based Person Trips (Drive Alone) | 0 | 0 | 0 | 0 | 1,966 |
| | Daily Home-Based Person Trips (Shared Ride) | 0 | 0 | 0 | 0 | 781 |
| | Daily Home-Based Person Trips (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 2,747 |
| | Daily Home-Based Person Miles Traveled (Drive Alone) | 0 | 0 | 0 | 0 | 8,466 |
| | Daily Home-Based Person Miles Traveled (Shared Ride) | 0 | 0 | 0 | 0 | 3,539 |
| | Daily Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 0 | 0 | 0 | 0 | 9,986 |
| | Daily Home-Based Person Trip Length | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| | Daily Non-Home-Based Person Trips (Drive Alone) | 3,425 | 2,334 | 2,335 | 2,325 | 4,339 |
| | Daily Non-Home-Based Person Trips (Shared Ride) | 2,028 | 1,458 | 1,455 | 1,434 | 2,663 |
| | Daily Non-Home-Based Person Trips (Drive Alone + Shared Ride) | 5,453 | 3,792 | 3,790 | 3,758 | 7,002 |
| | Daily Non-Home-Based Person Miles Traveled (Drive Alone) | 10,358 | 7,990 | 7,934 | 7,683 | 14,079 |
| | Daily Non-Home-Based Person Miles Traveled (Shared Ride) | 9,521 | 8,107 | 8,066 | 7,740 | 14,271 |
| | Daily Non-Home-Based Vehicle Miles Traveled (Drive Alone + Shared Ride) | 14,294 | 11,356 | 11,283 | 10,872 | 20,207 |
| | Daily Non-Home-Based Person Trip Length | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 |
| | DA Person Trips | 6,544 | 4,629 | 4,629 | 4,424 | 10,879 |
| | SR Person Trips | 3,752 | 2,646 | 2,643 | 2,591 | 5,711 |
| | SR Auto Occupancy | 2.42 | 2.41 | 2.41 | 2.43 | 2.33 |
| | Daily VMT per Service Population | 48.50 | 44.09 | 43.96 | 47.25 | 27.52 |
| | Daily Home-Based VMT/Capita | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| | Daily Non-Home-Based VMT/Employee | 18.9 | 17.7 | 17.5 | 19.4 | 16.9 |

# APPENDIX O

Travel Demand Model Land Use Assumptions

# Travel Demand Model Land Use Assumptions

## DivisionConnects – Employment forecast assumptions, by node

This employment forecast examines the levels of development in the nodes already incorporated in the SRTC model and compares it to what is existing on the ground and what might be expected as BRT comes on line along the corridor. In most cases, the non-residential utilization of the land will be similar to what the model anticipates, however the location of retail or professional offices may shift from one part of the site to another as redevelopment patterns favor building placement closer to the street and BRT stations. There may also be some shifting between site area devoted to retail and site area devoted to non-retail in the various nodes, based on proximity to residential areas, historic patterns of use, anticipated declines in retail activity overall, or other factors which may favor one over the other.

The spaces between the nodes – areas not the primary focus of this modeling exercise - where employment may be gradually replaced replaced by residential ones, reflecting a general pattern where retail, institutional or office land uses will move toward the nodes and easier access to BRT.

The analysis pays particular attention to two things:

1. The shift in share between retail and non-retail employment, estimating the extent to which the balance between the two employment types may vary within each node, and
2. The overall level of development intensity, anticipating the development or redevelopment of sites likely to attract reinvestment between now and 2045. In some cases, the current SRTC model takes this into account, but the TOD opportunity related to BRT may generate a higher level or diversity of development than the model might have otherwise anticipated.

## 1 North Bank

We envision little divergence in the split between retail and non-retail land use in this node from what the SRTC 2045 model forecasts, but we do anticipate increased development intensity overall. The new numbers in the table reflect this, where underutilized land becomes the target for new development. This will likely occur incrementally, reflecting the relatively small parcel sizes in this part of the corridor and the gradual transformative influences of nearby Gonzaga University. TAZ 828 is a new zone, including the Holiday Inn Express

## 2 Foothills

This node will likely retain its heavy retail emphasis, though the character of that retail may shift as the blocks between Ruby and Division redevelop. In addition, there is a large vacant parcel at the southeast corner of Ruby and Foothills (TAZ 780) which may undergo significant change. We anticipate the street frontage will be retail, but the future project may also include a mix of office and residential interior to the site and on upper floors. A key influence on the site's eventual development will be its environmental condition and need for clean up or mitigation. This analysis presumes a 60%/40% split of retail and office on the ground floor, with residential uses above for that particular site.

## 3 Empire/Garland

TAZ 738 sees the greatest change in this node, anticipating redevelopment of land at the northeast corner of Division and Empire. The rest of the land in the node retains a forecast similar to that anticipated in the 2045 model. It is a relatively small node, including two parks.

## 4 Northtown

The level and type of employment for this node as forecast in the 2045 model appears consistent with what might be expected under a future TOD scenario. That forecast anticipates redevelopment of property in TAZ 716 consistent with BRT intensity and diversity and a gradual decline in both retail and non-retail employment in TAZ 116.

## 5 Rowan

Both the intensity and diversity of development anticipated in this node is unchanged from what was forecast in the 2045 model. The space is dominated by Holy Family Hospital, a newly revitalized shopping center, and Franklin Park. The major reinvestment opportunity is within TAZ 772, but the anticipated intensity and mix of employment there matches the SRTC forecast. New development may simply take on a new shape, with retail closer to Division.

## 6 Francis/Lyons

Changes to the SRTC 2045 model reflect anticipated additional retail development in TAZ 242 and TAZ 765, consuming land now vacant and finding new use for the former Lowe's warehouse. While new development will likely occur in TAZ 770, the forecast employment numbers for 2045 are consistent with the type and intensity anticipated under the BRT/TOD scenario.

## 7 Lincoln/Cascade

TAZ 113 will likely experience redevelopment pressure to realign its retail uses to be closer to Division and Lincoln. While the TAZ hosts regionally-significant retail uses, we anticipate the addition of more locally-oriented retail as part of the area's redevelopment. This results in a slight increase overall in the retail category for that particular TAZ. The non-retail employment number in TAZ 516 is also increased to reflect the existing hospitality use and its likelihood to remain. Other TAZ values remain unchanged.

## 8 The Y

We envision little divergence in the split between retail and non-retail land use in this node from what the SRTC 2045 model forecasts, carrying over the same numbers for the TOD 2045 estimates. The largest reinvestment opportunity is in TAZ 730, where vacant land is ready for development. Other increases in intensity will likely be incremental, relying on individual opportunities to redevelop existing properties when market conditions are ripe. Any larger-scale redevelopment will rely on enhancements to the transportation system to alleviate dependence on Division and Newport Highway for motorized and non-motorized travel.

## 9 Whitworth

The 2045 forecast anticipates overall intensification of retail employment in this node, consistent with what might be expected in a TOD future. The numbers for non-retail employment may shift only slightly from the 2045 forecast to reflect existing professional office uses in this node which will likely remain.

## 10 Mead

The proposed master planned development in this node was not factored into the 2045 model's forecast for retail or non-retail employment. Our estimates now do that, anticipating small-scale retail and service uses in TAZ 795 as part of the project's ultimate development.

## 11 Hastings

The major shift in employment forecast in this node is a result of the anticipated redevelopment or reoccupancy of now-vacant retail space in TAZ 492. In addition, the BRT system may generate more interest in new retail along the Division St frontage in this node, provided safe pedestrian crossings of the highway are provided. Our estimates include only an allowance for new tenants in the existing space, but the future may offer something a bit different if the street environment along Division transforms. TAZ 506, now a par-3 golf course, may also redevelop. We have not included an estimate for this TAZ's new employment potential, believing the golf course may remain in its current condition through 2045.

## 12 Nevada Junction

Much of this node is either undeveloped or in the process of being developed, with the new YMCA, a car dealership, and the old Newport Cinemas properties dominating the three TAZ areas. The SRTC 2045 model predicted a drop in the number of retail and non-retail employment uses in TAZ 825, and our estimates predict no such drop will occur. Our estimates for the other two TAZs, however, align with the SRTC 2045 model, anticipating vacant land will develop and that a new retail use will occupy at least a portion of the site now used for RV sales and storage.

| | Low | | 2045 Low | | 2045 Half TOD | | 2045 Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | R | NR | R | NR | R | NR | R | NR |
| North Bank | 741 | 2,983 | 741 | 3,215 | 881 | 3,996 | 881 | 3,996 |
| Foothills | 439 | 15 | 592 | 16 | 621 | 110 | 621 | 110 |
| Empire/Garland | 65 | 95 | 82 | 176 | 101 | 148 | 101 | 148 |
| Northtown | 1,673 | 290 | 1,736 | 398 | 1,812 | 362 | 1,764 | 440 |
| Rowan | 318 | 2,015 | 318 | 2,561 | 334 | 2,630 | 334 | 2,631 |
| Francis/Lyons | 599 | 118 | 623 | 190 | 652 | 209 | 1,110 | 209 |
| Lincoln | 515 | 295 | 585 | 512 | 944 | 539 | 944 | 539 |
| The Y | 1,087 | 470 | 1,163 | 512 | 1,253 | 496 | 1,146 | 594 |
| Whitworth | 166 | 152 | 200 | 200 | 201 | 252 | 201 | 252 |
| Mead | 413 | 0 | 504 | 0 | 559 | 12 | 559 | 12 |
| Hastings | 738 | 541 | 912 | 810 | 1,119 | 783 | 1,044 | 852 |
| Nevada Junction | 448 | 310 | 292 | 351 | 303 | 257 | 494 | 699 |
| Total | 7,201 | 7,284 | 7,749 | 8,940 | 8,780 | 9,795 | 9,199 | 10,482 |

| | Low | | 2045 Low | | 2045 Half TOD | | 2045 Full TOD | |
|---|---|---|---|---|---|---|---|---|
| | SF | MF | SF | MF | SF | MF | SF | MF |
| North Bank | 18 | 146 | 18 | 599 | 21 | 725 | 21 | 725 |
| Foothills | 31 | 0 | 31 | 0 | 31 | 166 | 31 | 166 |
| Empire/Garland | 132 | 19 | 134 | 19 | 134 | 137 | 134 | 137 |
| Northtown | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 212 |
| Rowan | 41 | 27 | 43 | 29 | 43 | 45 | 43 | 45 |
| Francis/Lyons | 42 | 358 | 45 | 369 | 44 | 364 | 45 | 594 |
| Lincoln | 9 | 0 | 9 | 0 | 9 | 168 | 9 | 168 |
| The Y | 0 | 187 | 18 | 192 | 17 | 184 | 0 | 354 |
| Whitworth | 0 | 237 | 0 | 240 | 0 | 285 | 0 | 285 |
| Mead | 0 | 0 | 0 | 0 | 141 | 350 | 141 | 350 |
| Hastings | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 358 |
| Nevada Junction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| Total | 273 | 973 | 298 | 1,446 | 440 | 2,424 | 468 | 3,872 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | 5 | 468 | 4 | 343 | 260 | 1249 | 260 | 1224 |
| 2 | | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |
| 3 | | 1 | 64 | 1 | 51 | 13 | 1274 | 13 | 1274 |
| 4 | | 6 | 324 | 6 | 324 | 30 | 685 | 30 | 685 |
| 5 | | 0 | 14 | 0 | 14 | 242 | 1258 | 242 | 1258 |
| 6 | | 0 | 0 | 0 | 0 | 937 | 2526 | 937 | 2526 |
| 7 | | 0 | 68 | 0 | 68 | 396 | 496 | 396 | 496 |
| 8 | | 0 | 516 | 0 | 516 | 1207 | 1482 | 1207 | 1482 |
| 9 | | 0 | 348 | 0 | 348 | 314 | 426 | 314 | 426 |
| 10 | | 0 | 22 | 0 | 22 | 138 | 786 | 138 | 786 |
| 11 | | 0 | 0 | 0 | 0 | 245 | 908 | 245 | 908 |
| 12 | | 0 | 252 | 0 | 252 | 494 | 565 | 494 | 565 |
| 13 | | 0 | 121 | 0 | 121 | 203 | 364 | 203 | 364 |
| 14 | | 0 | 62 | 0 | 62 | 257 | 219 | 257 | 219 |
| 15 | | 0 | 132 | 0 | 132 | 563 | 552 | 563 | 552 |
| 16 | | 0 | 138 | 0 | 138 | 103 | 133 | 103 | 133 |
| 17 | | 0 | 110 | 0 | 110 | 203 | 430 | 203 | 430 |
| 18 | | 0 | 108 | 0 | 108 | 85 | 295 | 85 | 295 |
| 19 | | 0 | 388 | 0 | 388 | 342 | 515 | 342 | 515 |
| 20 | | 0 | 82 | 0 | 42 | 0 | -235 | 308 | 939 |
| 21 | | 0 | 0 | 0 | 0 | 0 | 570 | 0 | 570 |
| 22 | | 0 | 98 | 0 | 98 | 562 | 243 | 562 | 243 |
| 26 | | 678 | 0 | 678 | 0 | 8 | 27 | 8 | 27 |
| 27 | | 841 | 0 | 841 | 0 | 14 | 89 | 14 | 89 |
| 28 | | 1247 | 411 | 1247 | 411 | 3 | 96 | 3 | 96 |
| 29 | | 1289 | 380 | 1289 | 380 | 507 | 335 | 507 | 335 |
| 30 | | 655 | 236 | 655 | 236 | 72 | 336 | 72 | 336 |
| 31 | | 578 | 28 | 578 | 28 | 35 | 67 | 35 | 67 |
| 32 | | 892 | 28 | 892 | 28 | 2 | 33 | 2 | 33 |
| 33 | | 793 | 112 | 793 | 112 | 26 | 302 | 26 | 302 |
| 34 | | 896 | 0 | 896 | 0 | 176 | 85 | 176 | 85 |
| 35 | | 847 | 151 | 847 | 151 | 445 | 547 | 445 | 547 |
| 36 | | 358 | 2 | 358 | 2 | 44 | 98 | 44 | 98 |
| 37 | | 543 | 102 | 543 | 102 | 0 | 101 | 0 | 101 |
| 38 | | 277 | 19 | 277 | 19 | 3 | 12 | 3 | 12 |
| 39 | | 494 | 0 | 494 | 0 | 6 | 14 | 6 | 14 |
| 40 | | 199 | 0 | 199 | 0 | 0 | 36 | 0 | 36 |
| 41 | | 189 | 23 | 183 | 23 | 0 | 30 | 0 | 30 |
| 42 | | 304 | 9 | 299 | 9 | 1 | 65 | 1 | 65 |
| 43 | | 356 | 2 | 356 | 2 | 11 | 3 | 11 | 3 |
| 44 | | 297 | 0 | 297 | 0 | 3 | 7 | 3 | 7 |
| 45 | | 332 | 1 | 332 | 1 | 1 | 5 | 1 | 5 |
| 46 | | 413 | 1 | 412 | 1 | 111 | 178 | 111 | 169 |
| 47 | | 176 | 0 | 171 | 0 | 0 | 3 | 0 | 3 |
| 48 | | 190 | 0 | 188 | 0 | 12 | 21 | 12 | 21 |
| 49 | Northtown | 0 | 0 | 0 | 0 | 75 | 36 | 89 | 48 |
| 50 | | 340 | 10 | 340 | 10 | 1 | 12 | 1 | 12 |
| 51 | | 604 | 18 | 604 | 18 | 19 | 13 | 19 | 13 |
| 52 | | 426 | 20 | 426 | 20 | 0 | 51 | 0 | 51 |
| 53 | | 242 | 0 | 242 | 0 | 0 | 3 | 0 | 3 |
| 54 | | 326 | 0 | 326 | 0 | 19 | 2 | 19 | 2 |
| 55 | | 452 | 2 | 446 | 2 | 18 | 41 | 18 | 41 |
| 56 | | 618 | 1 | 605 | 1 | 2 | 18 | 2 | 18 |
| 57 | | 0 | 0 | 0 | 0 | 0 | 2638 | 0 | 2638 |
| 58 | | 244 | 1 | 244 | 1 | 1 | 12 | 1 | 12 |
| 59 | | 268 | 0 | 268 | 0 | 0 | 6 | 0 | 6 |
| 60 | | 519 | 21 | 519 | 21 | 4 | 20 | 4 | 20 |
| 61 | | 357 | 0 | 357 | 0 | 3 | 8 | 3 | 8 |
| 62 | | 441 | 0 | 441 | 0 | 1 | 50 | 1 | 50 |
| 63 | | 198 | 0 | 198 | 0 | 109 | 237 | 109 | 237 |
| 64 | | 246 | 1 | 240 | 1 | 8 | 224 | 8 | 224 |
| 65 | | 403 | 1 | 402 | 1 | 1 | 80 | 1 | 80 |
| 66 | | 45 | 0 | 45 | 0 | 18 | 168 | 18 | 168 |
| 67 | | 451 | 5 | 451 | 5 | 32 | 70 | 32 | 70 |
| 68 | | 187 | 6 | 187 | 6 | 20 | 6 | 20 | 6 |
| 69 | | 336 | 23 | 328 | 22 | 108 | 246 | 108 | 246 |
| 70 | | 295 | 15 | 295 | 15 | 8 | 63 | 8 | 63 |
| 71 | | 336 | 0 | 336 | 0 | 65 | 157 | 65 | 157 |
| 72 | | 215 | 24 | 215 | 24 | 1 | 30 | 1 | 30 |
| 73 | | 332 | 21 | 331 | 21 | 21 | 105 | 21 | 105 |
| 74 | | 8 | 0 | 8 | 0 | 71 | 36 | 58 | 36 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 75 | | 131 | 16 | 129 | 16 | 0 | 0 | 0 | 0 |
| 76 | | 327 | 29 | 327 | 29 | 6 | 94 | 6 | 94 |
| 77 | | 0 | 0 | 0 | 0 | 718 | 375 | 718 | 375 |
| 78 | | 250 | 63 | 250 | 63 | 38 | 170 | 38 | 170 |
| 79 | | 287 | 35 | 284 | 34 | 88 | 29 | 45 | 20 |
| 80 | | 208 | 24 | 206 | 24 | 77 | 27 | 34 | 18 |
| 81 | | 232 | 28 | 232 | 28 | 63 | 47 | 31 | 36 |
| 82 | | 274 | 62 | 274 | 62 | 51 | 259 | 51 | 259 |
| 83 | | 164 | 5 | 164 | 5 | 45 | 179 | 45 | 179 |
| 84 | | 335 | 22 | 334 | 22 | 217 | 106 | 217 | 104 |
| 85 | | 267 | 43 | 266 | 43 | 147 | 41 | 104 | 35 |
| 86 | | 225 | 30 | 221 | 29 | 41 | 168 | 41 | 168 |
| 87 | | 292 | 29 | 292 | 29 | 0 | 57 | 0 | 56 |
| 88 | | 191 | 61 | 190 | 61 | 3 | 26 | 3 | 26 |
| 89 | | 215 | 7 | 215 | 7 | 12 | 154 | 12 | 154 |
| 90 | | 131 | 54 | 128 | 53 | 109 | 117 | 109 | 113 |
| 91 | North Bank | 0 | 0 | 0 | 0 | 54 | 60 | 54 | 60 |
| 92 | | 2 | 155 | 2 | 155 | 6 | 1166 | 6 | 1166 |
| 93 | | 387 | 629 | 387 | 629 | 56 | 235 | 56 | 235 |
| 94 | | 683 | 28 | 683 | 28 | 9 | 126 | 9 | 126 |
| 95 | | 238 | 46 | 237 | 46 | 18 | 218 | 18 | 216 |
| 96 | | 145 | 104 | 144 | 104 | 92 | 314 | 92 | 312 |
| 97 | | 99 | 298 | 96 | 288 | 189 | 443 | 189 | 442 |
| 98 | | 501 | 78 | 501 | 78 | 22 | 32 | 22 | 32 |
| 99 | | 237 | 199 | 237 | 199 | 48 | 179 | 48 | 179 |
| 100 | | 45 | 189 | 45 | 189 | 143 | 3094 | 143 | 3089 |
| 101 | | 258 | 80 | 258 | 80 | 3 | 362 | 3 | 362 |
| 102 | | 478 | 291 | 478 | 291 | 47 | 115 | 47 | 115 |
| 103 | | 111 | 31 | 111 | 31 | 0 | 2 | 0 | 2 |
| 104 | | 95 | 1031 | 95 | 1031 | 194 | 283 | 194 | 283 |
| 105 | | 230 | 40 | 230 | 40 | 0 | 54 | 0 | 54 |
| 106 | | 41 | 712 | 41 | 712 | 28 | 151 | 28 | 151 |
| 107 | | 13 | 213 | 13 | 213 | 298 | 331 | 298 | 331 |
| 108 | | 102 | 13 | 102 | 13 | 56 | 43 | 56 | 43 |
| 109 | | 257 | 436 | 257 | 436 | 256 | 229 | 256 | 229 |
| 110 | The Y | 0 | 35 | 0 | 60 | 156 | 272 | 127 | 282 |
| 111 | Lincoln | 9 | 36 | 9 | 36 | 139 | 58 | 139 | 58 |
| 112 | | 60 | 535 | 60 | 535 | 165 | 499 | 165 | 499 |
| 113 | Lincoln | 0 | 84 | 0 | 84 | 389 | 127 | 389 | 127 |
| 114 | | 150 | 1067 | 145 | 1034 | 0 | 48 | 0 | 29 |
| 115 | | 11 | 0 | 11 | 0 | 454 | 659 | 454 | 634 |
| 116 | Northtown | 0 | 0 | 4 | 140 | 1297 | 11 | 1297 | 11 |
| 117 | | 457 | 7 | 447 | 7 | 30 | 343 | 30 | 322 |
| 118 | | 479 | 1 | 477 | 1 | 60 | 17 | 60 | 17 |
| 119 | | 505 | 42 | 491 | 41 | 7 | 42 | 7 | 42 |
| 120 | | 294 | 0 | 294 | 0 | 8 | 34 | 8 | 34 |
| 121 | | 254 | 90 | 254 | 90 | 24 | 191 | 24 | 191 |
| 122 | | 580 | 7 | 564 | 7 | 52 | 34 | 52 | 28 |
| 123 | | 592 | 4 | 575 | 4 | 18 | 27 | 18 | 27 |
| 124 | | 470 | 53 | 459 | 52 | 3 | 110 | 3 | 110 |
| 125 | | 262 | 24 | 262 | 24 | 2 | 3 | 2 | 3 |
| 126 | | 183 | 122 | 183 | 122 | 45 | 97 | 45 | 97 |
| 127 | | 178 | 170 | 178 | 170 | 42 | 243 | 42 | 243 |
| 128 | | 293 | 83 | 293 | 83 | 31 | 127 | 31 | 127 |
| 129 | | 297 | 0 | 297 | 0 | 145 | 2847 | 145 | 2847 |
| 130 | Empire/Garland | 34 | 19 | 34 | 19 | 0 | 0 | 0 | 0 |
| 131 | | 639 | 19 | 626 | 18 | 19 | 39 | 19 | 39 |
| 132 | | 561 | 7 | 559 | 7 | 23 | 21 | 23 | 21 |
| 133 | | 493 | 9 | 491 | 9 | 16 | 376 | 16 | 376 |
| 134 | | 449 | 124 | 449 | 124 | 65 | 725 | 65 | 725 |
| 135 | | 74 | 84 | 74 | 84 | 149 | 433 | 149 | 433 |
| 136 | | 226 | 3 | 226 | 3 | 4 | 465 | 4 | 465 |
| 137 | | 0 | 0 | 0 | 0 | 185 | 78 | 62 | 61 |
| 138 | | 614 | 42 | 613 | 42 | 99 | 250 | 56 | 240 |
| 139 | | 223 | 65 | 193 | 57 | 82 | 137 | 39 | 127 |
| 140 | | 437 | 0 | 425 | 0 | 6 | 9 | 6 | 9 |
| 141 | | 300 | 88 | 281 | 82 | 65 | 280 | 65 | 280 |
| 142 | | 60 | 19 | 60 | 19 | 143 | 1058 | 67 | 1050 |
| 143 | | 250 | 107 | 250 | 107 | 163 | 305 | 163 | 305 |
| 144 | | 200 | 214 | 200 | 214 | 157 | 932 | 157 | 932 |
| 145 | | 174 | 29 | 174 | 29 | 5 | 97 | 5 | 97 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 146 | | 451 | 3 | 451 | 3 | 16 | 13 | 16 | 13 |
| 147 | | 185 | 65 | 182 | 64 | 9 | 0 | 5 | 0 |
| 148 | | 230 | 54 | 228 | 53 | 31 | 164 | 31 | 161 |
| 149 | | 32 | 715 | 31 | 692 | 27 | 1567 | 27 | 1503 |
| 150 | | 626 | 20 | 626 | 20 | 0 | 14 | 0 | 14 |
| 151 | | 0 | 0 | 0 | 0 | 9 | 29 | 9 | 29 |
| 152 | | 345 | 113 | 339 | 111 | 236 | 33 | 236 | 33 |
| 153 | | 386 | 413 | 386 | 413 | 9 | 34 | 9 | 34 |
| 154 | | 404 | 163 | 404 | 163 | 44 | 110 | 44 | 110 |
| 155 | | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 28 |
| 156 | North Bank | 0 | 539 | 0 | 539 | 197 | 92 | 197 | 92 |
| 157 | | 69 | 462 | 66 | 442 | 203 | 656 | 203 | 653 |
| 158 | | 262 | 198 | 262 | 198 | 5 | 132 | 5 | 132 |
| 159 | | 387 | 165 | 387 | 165 | 1 | 64 | 1 | 64 |
| 160 | | 0 | 191 | 0 | 191 | 136 | 2027 | 136 | 2027 |
| 161 | | 15 | 301 | 15 | 301 | 546 | 1972 | 546 | 1972 |
| 162 | | 54 | 75 | 54 | 75 | 499 | 1751 | 499 | 1751 |
| 163 | | 100 | 91 | 100 | 91 | 301 | 1427 | 301 | 1427 |
| 164 | | 19 | 6 | 19 | 6 | 34 | 878 | 34 | 878 |
| 165 | | 17 | 11 | 17 | 11 | 85 | 710 | 85 | 710 |
| 166 | | 1 | 0 | 1 | 0 | 239 | 1943 | 239 | 1943 |
| 167 | | 0 | 0 | 0 | 0 | 134 | 830 | 134 | 830 |
| 168 | | 100 | 39 | 100 | 39 | 100 | 841 | 100 | 841 |
| 169 | | 173 | 38 | 173 | 38 | 244 | 434 | 244 | 434 |
| 170 | | 42 | 15 | 42 | 15 | 226 | 626 | 226 | 626 |
| 171 | | 95 | 604 | 95 | 604 | 1 | 173 | 1 | 173 |
| 172 | | 69 | 588 | 69 | 588 | 97 | 248 | 97 | 248 |
| 173 | | 0 | 575 | 0 | 575 | 56 | 3662 | 56 | 3662 |
| 174 | | 1 | 214 | 1 | 214 | 91 | 1423 | 91 | 1423 |
| 175 | | 33 | 246 | 33 | 246 | 45 | 478 | 45 | 478 |
| 176 | | 1 | 191 | 1 | 191 | 36 | 818 | 36 | 818 |
| 177 | | 451 | 4 | 451 | 4 | 7 | 64 | 7 | 64 |
| 178 | | 435 | 367 | 435 | 367 | 16 | 38 | 16 | 38 |
| 179 | | 397 | 279 | 397 | 279 | 230 | 107 | 230 | 107 |
| 181 | | 320 | 114 | 320 | 114 | 11 | 42 | 11 | 42 |
| 182 | | 273 | 129 | 273 | 129 | 38 | 293 | 38 | 293 |
| 183 | | 111 | 185 | 111 | 185 | 103 | 270 | 103 | 270 |
| 184 | | 690 | 1018 | 690 | 1018 | 1 | 34 | 1 | 34 |
| 185 | | 353 | 3 | 353 | 3 | 0 | 74 | 0 | 74 |
| 186 | | 542 | 52 | 542 | 52 | 375 | 244 | 375 | 244 |
| 187 | | 465 | 2 | 465 | 2 | 17 | 138 | 17 | 138 |
| 188 | | 667 | 0 | 667 | 0 | 15 | 98 | 15 | 98 |
| 189 | | 330 | 14 | 330 | 14 | 2 | 45 | 2 | 45 |
| 190 | | 0 | 167 | 0 | 167 | 44 | 7035 | 44 | 7035 |
| 191 | | 0 | 0 | 0 | 0 | 0 | 1321 | 0 | 1321 |
| 192 | | 437 | 6 | 437 | 6 | 62 | 119 | 62 | 119 |
| 193 | | 759 | 29 | 759 | 29 | 9 | 43 | 9 | 43 |
| 194 | | 236 | 136 | 236 | 136 | 126 | 335 | 126 | 335 |
| 195 | | 305 | 7 | 305 | 7 | 85 | 45 | 85 | 45 |
| 196 | | 107 | 1 | 107 | 1 | 0 | 0 | 0 | 0 |
| 197 | | 351 | 1 | 351 | 1 | 61 | 109 | 61 | 109 |
| 198 | | 2964 | 52 | 2964 | 52 | 267 | 223 | 267 | 223 |
| 199 | | 85 | 219 | 85 | 219 | 47 | 2038 | 47 | 2038 |
| 200 | | 331 | 353 | 331 | 353 | 33 | 630 | 33 | 630 |
| 201 | | 317 | 309 | 317 | 309 | 52 | 334 | 52 | 334 |
| 202 | | 175 | 32 | 175 | 32 | 6 | 34 | 6 | 34 |
| 203 | | 288 | 60 | 288 | 60 | 0 | 89 | 0 | 89 |
| 204 | | 458 | 94 | 458 | 94 | 293 | 96 | 293 | 96 |
| 205 | | 343 | 37 | 343 | 37 | 1 | 35 | 1 | 35 |
| 206 | | 359 | 17 | 359 | 17 | 6 | 15 | 6 | 15 |
| 207 | | 457 | 12 | 457 | 12 | 84 | 244 | 84 | 244 |
| 208 | | 276 | 12 | 276 | 12 | 2 | 17 | 2 | 17 |
| 209 | | 668 | 63 | 668 | 63 | 17 | 98 | 17 | 98 |
| 210 | | 445 | 16 | 445 | 16 | 63 | 213 | 63 | 213 |
| 211 | | 440 | 0 | 440 | 0 | 7 | 28 | 7 | 28 |
| 212 | | 372 | 32 | 372 | 32 | 48 | 29 | 48 | 29 |
| 213 | | 390 | 61 | 390 | 61 | 4 | 105 | 4 | 105 |
| 214 | | 232 | 0 | 232 | 0 | 37 | 122 | 37 | 122 |
| 215 | | 480 | 56 | 480 | 56 | 177 | 242 | 177 | 242 |
| 216 | | 272 | 531 | 272 | 531 | 55 | 691 | 55 | 691 |
| 217 | | 6 | 293 | 6 | 293 | 447 | 203 | 447 | 203 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 218 | | 455 | 3 | 455 | 3 | 12 | 79 | 12 | 79 |
| 219 | | 587 | 1 | 587 | 1 | 4 | 169 | 4 | 169 |
| 220 | | 417 | 6 | 417 | 6 | 13 | 41 | 13 | 41 |
| 221 | | 548 | 12 | 548 | 12 | 350 | 232 | 350 | 232 |
| 222 | | 559 | 330 | 559 | 330 | 4 | 99 | 4 | 99 |
| 223 | | 391 | 342 | 391 | 342 | 37 | 397 | 37 | 397 |
| 224 | | 143 | 339 | 143 | 339 | 423 | 301 | 423 | 301 |
| 225 | | 592 | 94 | 592 | 94 | 129 | 138 | 129 | 138 |
| 226 | | 526 | 84 | 526 | 84 | 47 | 102 | 47 | 102 |
| 227 | | 306 | 3 | 306 | 3 | 32 | 2 | 32 | 2 |
| 228 | | 374 | 1 | 374 | 1 | 25 | 21 | 25 | 21 |
| 229 | | 311 | 10 | 311 | 10 | 13 | 151 | 13 | 151 |
| 230 | | 350 | 263 | 350 | 263 | 313 | 412 | 313 | 412 |
| 231 | | 589 | 89 | 589 | 89 | 31 | 81 | 31 | 81 |
| 232 | | 659 | 6 | 659 | 6 | 0 | 19 | 0 | 19 |
| 233 | | 228 | 6 | 228 | 6 | 161 | 16 | 161 | 16 |
| 234 | | 324 | 0 | 324 | 0 | 5 | 20 | 5 | 20 |
| 235 | | 137 | 675 | 137 | 675 | 478 | 205 | 478 | 205 |
| 236 | | 420 | 0 | 420 | 0 | 38 | 46 | 38 | 46 |
| 237 | | 276 | 641 | 276 | 641 | 422 | 179 | 422 | 179 |
| 238 | | 1 | 0 | 0 | 0 | 1411 | 1089 | 1152 | 1066 |
| 239 | | 83 | 284 | 81 | 276 | 0 | 78 | 0 | 78 |
| 240 | | 502 | 159 | 502 | 159 | 61 | 117 | 61 | 117 |
| 241 | | 269 | 85 | 269 | 85 | 0 | 221 | 0 | 221 |
| 242 | Francis/Lyons | 0 | 0 | 0 | 64 | 264 | 54 | 512 | 39 |
| 243 | | 240 | 660 | 237 | 652 | 126 | 357 | 126 | 327 |
| 244 | | 997 | 58 | 957 | 56 | 56 | 145 | 56 | 124 |
| 245 | | 0 | 109 | 0 | 108 | 79 | 590 | 79 | 552 |
| 246 | Rowan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | | 84 | 5 | 84 | 5 | 0 | 0 | 0 | 0 |
| 248 | | 3 | 0 | 3 | 0 | 285 | 22 | 192 | 22 |
| 249 | | 220 | 4 | 219 | 4 | 8 | 17 | 8 | 17 |
| 250 | | 268 | 8 | 268 | 8 | 15 | 11 | 15 | 11 |
| 251 | | 69 | 176 | 68 | 173 | 43 | 503 | 43 | 500 |
| 252 | | 38 | 151 | 38 | 150 | 650 | 620 | 650 | 614 |
| 253 | North Bank | 6 | 12 | 6 | 12 | 156 | 87 | 156 | 87 |
| 254 | | 154 | 58 | 154 | 58 | 547 | 803 | 547 | 803 |
| 255 | | 31 | 23 | 31 | 23 | 280 | 1393 | 280 | 1393 |
| 281 | | 360 | 1 | 360 | 1 | 0 | 9 | 0 | 9 |
| 282 | | 513 | 13 | 513 | 13 | 159 | 156 | 159 | 156 |
| 283 | | 242 | 7 | 242 | 7 | 10 | 57 | 10 | 57 |
| 284 | | 252 | 80 | 252 | 80 | 83 | 430 | 83 | 430 |
| 285 | | 13 | 10 | 13 | 10 | 83 | 986 | 83 | 986 |
| 286 | | 1 | 0 | 1 | 0 | 1438 | 642 | 1438 | 642 |
| 287 | | 1 | 2 | 1 | 2 | 270 | 302 | 270 | 302 |
| 288 | | 117 | 12 | 117 | 12 | 436 | 2728 | 436 | 2728 |
| 289 | | 586 | 32 | 586 | 32 | 3 | 85 | 3 | 85 |
| 290 | | 130 | 326 | 130 | 326 | 499 | 1520 | 499 | 1520 |
| 291 | | 34 | 0 | 34 | 0 | 597 | 981 | 597 | 981 |
| 292 | | 247 | 12 | 247 | 12 | 41 | 379 | 41 | 379 |
| 293 | | 475 | 500 | 475 | 500 | 3 | 131 | 3 | 131 |
| 294 | | 207 | 17 | 207 | 17 | 273 | 312 | 273 | 312 |
| 295 | | 251 | 40 | 251 | 40 | 558 | 425 | 558 | 425 |
| 296 | | 348 | 0 | 348 | 0 | 0 | 26 | 0 | 26 |
| 297 | | 292 | 43 | 292 | 43 | 22 | 17 | 22 | 17 |
| 298 | | 203 | 205 | 203 | 205 | 182 | 557 | 182 | 557 |
| 299 | | 59 | 0 | 59 | 0 | 156 | 341 | 156 | 341 |
| 300 | | 356 | 10 | 356 | 10 | 25 | 100 | 25 | 100 |
| 301 | | 159 | 14 | 159 | 14 | 99 | 636 | 99 | 636 |
| 302 | | 143 | 69 | 143 | 69 | 11 | 539 | 11 | 539 |
| 303 | | 221 | 3 | 221 | 3 | 514 | 1364 | 514 | 1364 |
| 304 | | 390 | 1 | 390 | 1 | 1 | 31 | 1 | 31 |
| 305 | | 391 | 2 | 391 | 2 | 4 | 172 | 4 | 172 |
| 306 | | 233 | 221 | 233 | 221 | 93 | 500 | 93 | 500 |
| 307 | | 46 | 4 | 46 | 4 | 365 | 248 | 365 | 248 |
| 308 | | 121 | 2 | 121 | 2 | 150 | 91 | 150 | 91 |
| 309 | | 218 | 92 | 218 | 92 | 145 | 587 | 145 | 587 |
| 310 | | 46 | 244 | 46 | 244 | 128 | 490 | 128 | 490 |
| 311 | | 126 | 141 | 126 | 141 | 92 | 130 | 92 | 130 |
| 312 | | 96 | 74 | 96 | 74 | 306 | 398 | 306 | 398 |
| 313 | | 728 | 102 | 728 | 102 | 34 | 187 | 34 | 187 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 314 | | 474 | 1 | 474 | 1 | 16 | 120 | 16 | 120 |
| 315 | | 300 | 51 | 300 | 51 | 37 | 340 | 37 | 340 |
| 316 | | 0 | 2 | 0 | 2 | 111 | 1715 | 111 | 1715 |
| 317 | | 0 | 0 | 0 | 0 | 331 | 2786 | 331 | 2786 |
| 318 | | 268 | 0 | 268 | 0 | 0 | 1116 | 0 | 1116 |
| 319 | | 487 | 1 | 487 | 1 | 3 | 23 | 3 | 23 |
| 320 | | 39 | 1684 | 39 | 1684 | 604 | 1834 | 604 | 1834 |
| 321 | | 0 | 0 | 0 | 0 | 902 | 1314 | 902 | 1314 |
| 322 | | 0 | 0 | 0 | 0 | 863 | 54 | 863 | 54 |
| 323 | | 0 | 0 | 0 | 0 | 2145 | 35 | 2145 | 35 |
| 324 | | 1 | 0 | 1 | 0 | 235 | 381 | 235 | 381 |
| 325 | | 910 | 3 | 910 | 3 | 35 | 18 | 35 | 18 |
| 326 | | 482 | 65 | 482 | 65 | 72 | 73 | 72 | 73 |
| 327 | | 534 | 0 | 534 | 0 | 26 | 12 | 26 | 12 |
| 328 | | 201 | 0 | 201 | 0 | 71 | 462 | 71 | 462 |
| 329 | | 21 | 310 | 21 | 310 | 10 | 496 | 10 | 496 |
| 330 | | 299 | 845 | 299 | 845 | 4 | 313 | 4 | 313 |
| 331 | | 499 | 208 | 499 | 208 | 171 | 770 | 171 | 770 |
| 332 | | 381 | 13 | 381 | 13 | 207 | 768 | 207 | 768 |
| 333 | | 327 | 552 | 327 | 552 | 982 | 563 | 982 | 563 |
| 334 | | 420 | 21 | 420 | 21 | 669 | 274 | 669 | 274 |
| 335 | | 275 | 166 | 275 | 166 | 289 | 437 | 289 | 437 |
| 336 | | 244 | 34 | 244 | 34 | 396 | 531 | 396 | 531 |
| 337 | | 180 | 405 | 180 | 405 | 464 | 240 | 464 | 240 |
| 338 | | 115 | 137 | 115 | 137 | 651 | 466 | 651 | 466 |
| 339 | | 74 | 62 | 74 | 62 | 60 | 107 | 60 | 107 |
| 340 | | 148 | 60 | 148 | 60 | 151 | 73 | 151 | 73 |
| 341 | | 202 | 76 | 202 | 76 | 0 | 31 | 0 | 31 |
| 342 | | 305 | 366 | 305 | 366 | 3 | 24 | 3 | 24 |
| 343 | | 451 | 31 | 451 | 31 | 14 | 57 | 14 | 57 |
| 344 | | 372 | 1 | 372 | 1 | 7 | 225 | 7 | 225 |
| 345 | | 617 | 12 | 617 | 12 | 0 | 34 | 0 | 34 |
| 346 | | 5 | 2 | 5 | 2 | 245 | 297 | 245 | 297 |
| 347 | | 85 | 245 | 85 | 245 | 729 | 368 | 729 | 368 |
| 348 | | 33 | 276 | 33 | 276 | 166 | 112 | 166 | 112 |
| 349 | | 52 | 101 | 52 | 101 | 323 | 309 | 323 | 309 |
| 350 | | 98 | 29 | 98 | 29 | 1 | 29 | 1 | 29 |
| 351 | | 394 | 55 | 394 | 55 | 4 | 74 | 4 | 74 |
| 352 | | 456 | 440 | 456 | 440 | 7 | 446 | 7 | 446 |
| 353 | | 215 | 31 | 215 | 31 | 110 | 541 | 110 | 541 |
| 354 | | 172 | 45 | 172 | 45 | 1 | 185 | 1 | 185 |
| 355 | | 452 | 5 | 452 | 5 | 14 | 84 | 14 | 84 |
| 356 | | 346 | 5 | 346 | 5 | 6 | 329 | 6 | 329 |
| 357 | | 515 | 40 | 515 | 40 | 49 | 169 | 49 | 169 |
| 358 | | 236 | 6 | 236 | 6 | 7 | 88 | 7 | 88 |
| 359 | | 313 | 10 | 313 | 10 | 1 | 209 | 1 | 209 |
| 360 | | 481 | 0 | 481 | 0 | 0 | 118 | 0 | 118 |
| 361 | | 304 | 109 | 304 | 109 | 14 | 5 | 14 | 5 |
| 362 | | 289 | 110 | 289 | 110 | 33 | 23 | 33 | 23 |
| 363 | | 480 | 4 | 480 | 4 | 9 | 25 | 9 | 25 |
| 364 | | 473 | 15 | 473 | 15 | 17 | 129 | 17 | 129 |
| 365 | | 664 | 16 | 664 | 16 | 10 | 26 | 10 | 26 |
| 366 | | 183 | 448 | 183 | 448 | 614 | 443 | 614 | 443 |
| 367 | | 282 | 86 | 282 | 86 | 539 | 984 | 539 | 984 |
| 368 | | 114 | 504 | 114 | 504 | 234 | 244 | 234 | 244 |
| 369 | | 1090 | 57 | 1090 | 57 | 75 | 367 | 75 | 367 |
| 370 | | 337 | 26 | 337 | 26 | 87 | 182 | 87 | 182 |
| 371 | | 352 | 111 | 352 | 111 | 14 | 406 | 14 | 406 |
| 372 | | 271 | 277 | 271 | 277 | 38 | 348 | 38 | 348 |
| 373 | | 435 | 5 | 435 | 5 | 3 | 55 | 3 | 55 |
| 374 | | 375 | 0 | 375 | 0 | 0 | 177 | 0 | 177 |
| 375 | | 370 | 0 | 370 | 0 | 1 | 74 | 1 | 74 |
| 376 | | 125 | 283 | 125 | 283 | 8 | 252 | 8 | 252 |
| 377 | | 234 | 5 | 234 | 5 | 0 | 36 | 0 | 36 |
| 378 | | 275 | 10 | 275 | 10 | 0 | 23 | 0 | 23 |
| 379 | | 205 | 1 | 205 | 1 | 17 | 12 | 17 | 12 |
| 380 | | 348 | 24 | 348 | 24 | 3 | 105 | 3 | 105 |
| 381 | | 339 | 61 | 339 | 61 | 8 | 11 | 8 | 11 |
| 382 | | 399 | 219 | 399 | 219 | 60 | 100 | 60 | 100 |
| 383 | | 345 | 0 | 345 | 0 | 2 | 44 | 2 | 44 |
| 384 | | 326 | 5 | 326 | 5 | 30 | 28 | 30 | 28 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 385 | | 189 | 0 | 189 | 0 | 1 | 40 | 1 | 40 |
| 386 | | 609 | 88 | 609 | 88 | 38 | 38 | 38 | 38 |
| 387 | | 565 | 23 | 565 | 23 | 0 | 441 | 0 | 441 |
| 388 | | 262 | 795 | 262 | 795 | 236 | 1386 | 236 | 1386 |
| 389 | | 1016 | 728 | 1016 | 728 | 39 | 362 | 39 | 362 |
| 390 | | 701 | 41 | 701 | 41 | 18 | 52 | 18 | 52 |
| 391 | | 265 | 0 | 265 | 0 | 18 | 40 | 18 | 40 |
| 392 | | 388 | 47 | 388 | 47 | 2 | 9 | 2 | 9 |
| 393 | | 324 | 1 | 324 | 1 | 9 | 31 | 9 | 31 |
| 394 | | 392 | 61 | 392 | 61 | 69 | 111 | 69 | 111 |
| 395 | | 162 | 47 | 162 | 47 | 199 | 693 | 199 | 693 |
| 396 | | 155 | 259 | 155 | 259 | 123 | 2181 | 123 | 2181 |
| 397 | | 191 | 218 | 191 | 218 | 4 | 49 | 4 | 49 |
| 436 | | 212 | 39 | 212 | 39 | 20 | 8 | 20 | 8 |
| 437 | | 115 | 14 | 115 | 14 | 33 | 22 | 33 | 22 |
| 438 | | 130 | 2 | 130 | 2 | 232 | 405 | 232 | 405 |
| 439 | | 265 | 30 | 265 | 30 | 115 | 349 | 115 | 349 |
| 442 | | 1764 | 969 | 1764 | 969 | 768 | 952 | 768 | 952 |
| 443 | | 99 | 0 | 99 | 0 | 6 | 13 | 6 | 13 |
| 444 | | 703 | 24 | 703 | 24 | 15 | 36 | 15 | 36 |
| 445 | | 718 | 517 | 718 | 517 | 119 | 248 | 119 | 248 |
| 446 | | 346 | 356 | 346 | 356 | 850 | 5693 | 850 | 5693 |
| 447 | | 77 | 3 | 77 | 3 | 217 | 244 | 217 | 244 |
| 448 | | 1256 | 432 | 1256 | 432 | 165 | 136 | 165 | 136 |
| 449 | | 871 | 302 | 871 | 302 | 6 | 39 | 6 | 39 |
| 450 | | 933 | 15 | 933 | 15 | 54 | 207 | 54 | 207 |
| 459 | | 2492 | 1560 | 2492 | 1560 | 270 | 510 | 270 | 510 |
| 460 | | 41 | 1 | 41 | 1 | 0 | 802 | 0 | 802 |
| 461 | | 0 | 0 | 0 | 0 | 1939 | 213 | 1939 | 213 |
| 462 | | 35 | 1871 | 35 | 1871 | 180 | 862 | 180 | 862 |
| 463 | | 23 | 1 | 23 | 1 | 588 | 85 | 588 | 85 |
| 464 | | 609 | 101 | 609 | 101 | 528 | 1513 | 528 | 1513 |
| 471 | | 675 | 423 | 675 | 423 | 52 | 366 | 52 | 366 |
| 472 | | 316 | 558 | 316 | 558 | 426 | 307 | 426 | 307 |
| 473 | | 160 | 250 | 160 | 250 | 32 | 1703 | 32 | 1703 |
| 474 | | 328 | 929 | 328 | 929 | 14 | 496 | 14 | 496 |
| 475 | | 769 | 914 | 769 | 914 | 703 | 818 | 703 | 818 |
| 476 | | 45 | 735 | 45 | 735 | 13 | 8 | 13 | 8 |
| 477 | | 473 | 211 | 473 | 211 | 23 | 40 | 23 | 40 |
| 483 | | 1249 | 14 | 1249 | 14 | 104 | 358 | 104 | 358 |
| 484 | | 864 | 26 | 864 | 26 | 11 | 98 | 11 | 98 |
| 485 | | 201 | 0 | 201 | 0 | 0 | 8 | 0 | 8 |
| 486 | | 1561 | 94 | 1561 | 94 | 49 | 907 | 49 | 907 |
| 487 | | 307 | 175 | 307 | 175 | 558 | 440 | 558 | 440 |
| 488 | | 665 | 8 | 665 | 8 | 0 | 587 | 0 | 587 |
| 489 | | 1035 | 11 | 1035 | 11 | 52 | 263 | 52 | 263 |
| 490 | | 434 | 0 | 434 | 0 | 1 | 65 | 1 | 65 |
| 491 | | 1227 | 368 | 1227 | 368 | 75 | 76 | 75 | 76 |
| 492 | Hastings | 0 | 0 | 0 | 64 | 103 | 32 | 203 | 33 |
| 493 | | 261 | 20 | 234 | 18 | 7 | 271 | 0 | 269 |
| 494 | | 503 | 0 | 503 | 0 | 13 | 52 | 13 | 52 |
| 495 | | 1086 | 5 | 1086 | 5 | 380 | 238 | 380 | 238 |
| 496 | | 269 | 3 | 269 | 3 | 539 | 372 | 539 | 372 |
| 497 | | 809 | 2 | 809 | 2 | 46 | 455 | 46 | 455 |
| 498 | | 687 | 2 | 687 | 2 | 40 | 363 | 40 | 363 |
| 499 | | 837 | 9 | 837 | 9 | 45 | 163 | 45 | 163 |
| 500 | | 18 | 3 | 18 | 3 | 13 | 2 | 13 | 2 |
| 501 | | 104 | 0 | 104 | 0 | 24 | 9 | 24 | 9 |
| 502 | | 324 | 1 | 324 | 1 | 3 | 210 | 3 | 210 |
| 503 | | 647 | 83 | 647 | 83 | 74 | 43 | 74 | 43 |
| 504 | | 317 | 303 | 317 | 303 | 81 | 93 | 74 | 93 |
| 505 | | 514 | 9 | 506 | 9 | 45 | 12 | 34 | 11 |
| 506 | Hastings | 0 | 0 | 40 | 220 | 0 | 0 | 0 | 12 |
| 507 | | 0 | 0 | 0 | 0 | 0 | 449 | 0 | 449 |
| 508 | | 780 | 21 | 780 | 21 | 46 | 460 | 46 | 460 |
| 509 | | 562 | 81 | 562 | 81 | 27 | 191 | 27 | 191 |
| 510 | | 1167 | 2 | 1167 | 2 | 59 | 149 | 59 | 149 |
| 511 | | 326 | 2 | 316 | 2 | 27 | 49 | 1 | 47 |
| 512 | | 0 | 0 | 0 | 0 | 69 | 37 | 48 | 32 |
| 513 | | 165 | 0 | 158 | 0 | 59 | 18 | 59 | 16 |
| 514 | | 246 | 9 | 239 | 9 | 0 | 116 | 0 | 114 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 515 | | 469 | 0 | 461 | 0 | 3 | 98 | 3 | 98 |
| 516 | Lincoln | 0 | 0 | 0 | 0 | 32 | 48 | 32 | 48 |
| 517 | Lincoln | 0 | 48 | 0 | 48 | 384 | 232 | 384 | 232 |
| 518 | | 0 | 0 | 0 | 0 | 286 | 62 | 286 | 55 |
| 519 | | 340 | 233 | 331 | 226 | 444 | 278 | 444 | 259 |
| 520 | | 344 | 0 | 335 | 0 | 0 | 0 | 0 | 0 |
| 521 | | 13 | 279 | 13 | 279 | 228 | 794 | 228 | 794 |
| 522 | | 291 | 4 | 291 | 4 | 36 | 37 | 36 | 37 |
| 523 | | 481 | 21 | 481 | 21 | 77 | 235 | 77 | 235 |
| 524 | | 259 | 0 | 259 | 0 | 39 | 248 | 39 | 248 |
| 525 | | 210 | 0 | 210 | 0 | 0 | 18 | 0 | 18 |
| 526 | | 224 | 1 | 224 | 1 | 11 | 23 | 11 | 23 |
| 527 | | 520 | 96 | 520 | 96 | 34 | 82 | 34 | 82 |
| 528 | | 244 | 653 | 244 | 653 | 5 | 86 | 5 | 86 |
| 529 | | 611 | 1 | 611 | 1 | 2 | 41 | 2 | 41 |
| 530 | | 799 | 249 | 799 | 249 | 20 | 106 | 20 | 106 |
| 531 | | 411 | 8 | 411 | 8 | 2 | 66 | 2 | 66 |
| 532 | | 411 | 3 | 411 | 3 | 4 | 154 | 4 | 154 |
| 533 | | 676 | 40 | 676 | 40 | 16 | 143 | 16 | 143 |
| 534 | | 100 | 1 | 100 | 1 | 1 | 78 | 1 | 78 |
| 535 | | 1009 | 13 | 1009 | 13 | 65 | 352 | 65 | 352 |
| 536 | | 515 | 3 | 515 | 3 | 10 | 64 | 10 | 64 |
| 537 | | 570 | 15 | 570 | 15 | 28 | 97 | 28 | 97 |
| 538 | | 245 | 0 | 245 | 0 | 36 | 40 | 36 | 40 |
| 539 | | 630 | 0 | 630 | 0 | 26 | 118 | 26 | 118 |
| 540 | | 710 | 4 | 710 | 4 | 1 | 493 | 1 | 493 |
| 541 | | 213 | 13 | 213 | 13 | 28 | 23 | 28 | 23 |
| 542 | | 565 | 0 | 565 | 0 | 52 | 153 | 52 | 153 |
| 543 | | 1141 | 8 | 1141 | 8 | 317 | 601 | 317 | 601 |
| 544 | | 1151 | 6 | 1151 | 6 | 573 | 349 | 573 | 349 |
| 545 | | 222 | 4 | 222 | 4 | 179 | 64 | 179 | 64 |
| 546 | | 403 | 419 | 403 | 419 | 200 | 616 | 200 | 616 |
| 547 | | 347 | 34 | 347 | 34 | 354 | 678 | 354 | 678 |
| 548 | | 221 | 37 | 221 | 37 | 195 | 1057 | 195 | 1057 |
| 549 | | 851 | 519 | 851 | 519 | 427 | 5327 | 427 | 5327 |
| 550 | | 31 | 511 | 31 | 511 | 1510 | 3118 | 1510 | 3118 |
| 551 | | 14 | 1 | 14 | 1 | 1324 | 3985 | 1324 | 3985 |
| 552 | | 36 | 7 | 36 | 7 | 569 | 1296 | 569 | 1296 |
| 553 | | 1593 | 319 | 1593 | 319 | 603 | 1270 | 603 | 1270 |
| 554 | | 151 | 7 | 151 | 7 | 67 | 33 | 67 | 33 |
| 555 | | 1166 | 223 | 1166 | 223 | 279 | 861 | 279 | 861 |
| 556 | | 220 | 16 | 220 | 16 | 597 | 65 | 597 | 65 |
| 557 | | 864 | 5 | 864 | 5 | 205 | 69 | 205 | 69 |
| 558 | | 392 | 173 | 392 | 173 | 363 | 1704 | 363 | 1704 |
| 559 | | 1209 | 10 | 1209 | 10 | 215 | 992 | 215 | 992 |
| 560 | | 642 | 7 | 642 | 7 | 6 | 270 | 6 | 270 |
| 561 | | 546 | 143 | 546 | 143 | 45 | 82 | 45 | 82 |
| 562 | | 343 | 4 | 343 | 4 | 3 | 144 | 3 | 144 |
| 563 | | 38 | 1248 | 38 | 1248 | 737 | 377 | 737 | 377 |
| 564 | | 346 | 175 | 346 | 175 | 7 | 33 | 7 | 33 |
| 565 | | 119 | 87 | 119 | 87 | 2 | 143 | 2 | 143 |
| 566 | | 522 | 68 | 522 | 68 | 28 | 28 | 28 | 28 |
| 567 | | 419 | 14 | 419 | 14 | 4 | 42 | 4 | 42 |
| 568 | | 578 | 122 | 578 | 122 | 642 | 225 | 642 | 225 |
| 569 | | 267 | 27 | 267 | 27 | 2 | 119 | 2 | 119 |
| 570 | | 443 | 9 | 443 | 9 | 7 | 96 | 7 | 96 |
| 571 | | 135 | 0 | 135 | 0 | 0 | 9 | 0 | 9 |
| 572 | | 539 | 39 | 539 | 39 | 19 | 68 | 19 | 68 |
| 573 | | 248 | 540 | 248 | 540 | 78 | 55 | 78 | 55 |
| 574 | | 541 | 6 | 541 | 6 | 17 | 25 | 17 | 25 |
| 575 | | 492 | 1 | 492 | 1 | 8 | 55 | 8 | 55 |
| 576 | | 381 | 15 | 381 | 15 | 3 | 28 | 3 | 28 |
| 577 | | 423 | 0 | 423 | 0 | 60 | 60 | 60 | 60 |
| 578 | | 328 | 0 | 328 | 0 | 79 | 127 | 79 | 127 |
| 579 | | 918 | 8 | 918 | 8 | 16 | 149 | 16 | 149 |
| 580 | | 235 | 0 | 235 | 0 | 0 | 21 | 0 | 21 |
| 581 | | 717 | 0 | 717 | 0 | 7 | 75 | 7 | 75 |
| 582 | | 583 | 13 | 583 | 13 | 41 | 376 | 41 | 376 |
| 583 | | 567 | 16 | 567 | 16 | 80 | 69 | 80 | 69 |
| 584 | | 529 | 12 | 529 | 12 | 25 | 287 | 25 | 287 |
| 585 | | 995 | 16 | 995 | 16 | 86 | 198 | 86 | 198 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 586 | | 434 | 3 | 434 | 3 | 20 | 81 | 20 | 81 |
| 587 | | 412 | 5 | 412 | 5 | 7 | 106 | 7 | 106 |
| 588 | | 472 | 3 | 472 | 3 | 1 | 46 | 1 | 46 |
| 589 | | 567 | 3 | 567 | 3 | 18 | 89 | 18 | 89 |
| 590 | | 555 | 7 | 555 | 7 | 24 | 355 | 24 | 355 |
| 591 | | 820 | 12 | 820 | 12 | 13 | 133 | 13 | 133 |
| 592 | | 788 | 3 | 788 | 3 | 12 | 60 | 12 | 60 |
| 593 | | 1703 | 44 | 1703 | 44 | 17 | 456 | 17 | 456 |
| 594 | | 205 | 88 | 205 | 88 | 65 | 68 | 65 | 68 |
| 595 | Hastings | 0 | 0 | 0 | 0 | 312 | 39 | 217 | 31 |
| 596 | | 79 | 0 | 79 | 0 | 0 | 46 | 0 | 46 |
| 597 | | 564 | 14 | 564 | 14 | 467 | 398 | 467 | 398 |
| 598 | | 215 | 10 | 172 | 8 | 217 | 971 | 213 | 971 |
| 599 | | 80 | 5 | 80 | 5 | 121 | 769 | 121 | 769 |
| 600 | | 147 | 0 | 147 | 0 | 6 | 205 | 6 | 205 |
| 601 | | 119 | 9 | 119 | 9 | 84 | 31 | 84 | 31 |
| 602 | | 299 | 4 | 299 | 4 | 9 | 112 | 9 | 112 |
| 603 | | 13 | 8 | 13 | 8 | 8 | 2616 | 8 | 2616 |
| 604 | | 526 | 134 | 526 | 134 | 22 | 28 | 22 | 28 |
| 605 | | 331 | 243 | 331 | 243 | 148 | 232 | 148 | 232 |
| 606 | | 319 | 0 | 319 | 0 | 18 | 23 | 18 | 23 |
| 607 | | 617 | 7 | 617 | 7 | 0 | 106 | 0 | 106 |
| 700 | | 0 | 64 | 0 | 51 | 64 | 322 | 64 | 322 |
| 701 | North Bank | 0 | 26 | 0 | 26 | 89 | 1479 | 89 | 1479 |
| 702 | North Bank | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 114 |
| 703 | North Bank | 0 | 0 | 0 | 0 | 54 | 1448 | 54 | 1448 |
| 704 | North Bank | 0 | 0 | 0 | 0 | 107 | 180 | 107 | 180 |
| 705 | Northtown | 0 | 0 | 0 | 0 | 75 | 21 | 89 | 25 |
| 706 | | 113 | 0 | 110 | 0 | 0 | 40 | 0 | 40 |
| 707 | Rowan | 43 | 27 | 43 | 27 | 0 | 21 | 0 | 22 |
| 708 | | 14 | 26 | 13 | 25 | 75 | 21 | 75 | 18 |
| 709 | | 53 | 26 | 52 | 25 | 0 | 48 | 0 | 48 |
| 710 | Francis/Lyons | 6 | 26 | 6 | 34 | 75 | 17 | 89 | 21 |
| 711 | Rowan | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 116 |
| 712 | | 54 | 0 | 52 | 0 | 0 | 0 | 0 | 0 |
| 713 | | 407 | 272 | 401 | 268 | 166 | 131 | 135 | 123 |
| 714 | | 130 | 0 | 129 | 0 | 0 | 0 | 0 | 0 |
| 715 | | 109 | 0 | 108 | 0 | 0 | 0 | 0 | 0 |
| 716 | Northtown | 0 | 0 | 0 | 36 | 192 | 217 | 157 | 254 |
| 717 | | 0 | 0 | 0 | 0 | 77 | 42 | 51 | 42 |
| 718 | Empire/Garland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | Empire/Garland | 66 | 0 | 66 | 0 | 0 | 0 | 0 | 0 |
| 720 | Empire/Garland | 0 | 20 | 0 | 20 | 63 | 136 | 63 | 136 |
| 721 | | 0 | 0 | 0 | 0 | 38 | 21 | 25 | 21 |
| 722 | Foothills | 12 | 0 | 12 | 0 | 35 | 45 | 35 | 45 |
| 724 | | 6 | 0 | 6 | 0 | 105 | 246 | 40 | 232 |
| 725 | Foothills | 19 | 0 | 19 | 0 | 41 | 0 | 41 | 0 |
| 726 | Foothills | 0 | 66 | 0 | 66 | 5 | 0 | 5 | 0 |
| 727 | | 27 | 56 | 27 | 55 | 161 | 446 | 161 | 446 |
| 728 | The Y | 17 | 149 | 0 | 180 | 0 | 0 | 0 | 0 |
| 729 | The Y | 0 | 0 | 0 | 0 | 311 | 62 | 287 | 122 |
| 730 | The Y | 0 | 0 | 0 | 24 | 78 | 18 | 72 | 22 |
| 731 | | 0 | 155 | 0 | 153 | 1011 | 388 | 871 | 386 |
| 732 | | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| 733 | | 9 | 0 | 9 | 0 | 95 | 113 | 31 | 107 |
| 734 | | 9 | 177 | 9 | 177 | 0 | 0 | 0 | 0 |
| 735 | | 138 | 173 | 138 | 173 | 0 | 0 | 0 | 0 |
| 736 | Empire/Garland | 0 | 18 | 0 | 18 | 14 | 12 | 14 | 12 |
| 737 | | 135 | 0 | 134 | 0 | 0 | 0 | 0 | 0 |
| 738 | Empire/Garland | 0 | 80 | 0 | 80 | 24 | 0 | 24 | 0 |
| 739 | Empire/Garland | 34 | 0 | 34 | 0 | 0 | 0 | 0 | 0 |
| 740 | Empire/Garland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 741 | | 135 | 0 | 134 | 0 | 0 | 0 | 0 | 0 |
| 742 | | 0 | 0 | 0 | 0 | 162 | 14 | 94 | 14 |
| 743 | Northtown | 0 | 0 | 0 | 36 | 172 | 77 | 132 | 102 |
| 744 | | 339 | 18 | 337 | 18 | 0 | 0 | 0 | 0 |
| 745 | | 410 | 55 | 409 | 55 | 10 | 0 | 3 | 0 |
| 746 | | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 |
| 747 | | 0 | 0 | 0 | 0 | 23 | 12 | 12 | 12 |
| 748 | Foothills | 0 | 0 | 0 | 0 | 101 | 0 | 101 | 0 |
| 749 | Foothills | 0 | 0 | 0 | 0 | 101 | 27 | 101 | 27 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 750 | | 0 | 0 | 0 | 0 | 135 | 97 | 73 | 76 |
| 751 | | 0 | 47 | 0 | 47 | 6 | 0 | 6 | 0 |
| 752 | | 0 | 0 | 0 | 0 | 9 | 39 | 9 | 39 |
| 753 | | 21 | 0 | 20 | 0 | 6 | 124 | 6 | 124 |
| 754 | | 189 | 109 | 184 | 106 | 0 | 14 | 0 | 14 |
| 755 | North Bank | 2 | 38 | 2 | 38 | 5 | 112 | 5 | 112 |
| 756 | | 0 | 0 | 0 | 0 | 95 | 26 | 95 | 26 |
| 757 | | 5 | 24 | 5 | 23 | 11 | 122 | 11 | 121 |
| 758 | | 89 | 177 | 88 | 176 | 0 | 39 | 0 | 39 |
| 759 | North Bank | 0 | 0 | 0 | 0 | 113 | 99 | 113 | 99 |
| 760 | North Bank | 0 | 0 | 0 | 0 | 56 | 102 | 56 | 102 |
| 761 | North Bank | 0 | 86 | 0 | 86 | 28 | 102 | 28 | 102 |
| 762 | | 22 | 0 | 22 | 0 | 164 | 2221 | 164 | 2217 |
| 763 | Francis/Lyons | 0 | 114 | 0 | 120 | 0 | 0 | 0 | 0 |
| 764 | | 26 | 227 | 25 | 220 | 22 | 894 | 18 | 845 |
| 765 | Francis/Lyons | 0 | 0 | 0 | 80 | 0 | 0 | 189 | 0 |
| 766 | | 0 | 0 | 0 | 0 | 132 | 0 | 105 | 0 |
| 767 | | 0 | 0 | 0 | 0 | 0 | 487 | 0 | 462 |
| 768 | | 13 | 228 | 12 | 222 | 22 | 0 | 18 | 0 |
| 769 | | 89 | 566 | 86 | 546 | 0 | 0 | 0 | 0 |
| 770 | Francis/Lyons | 0 | 127 | 0 | 136 | 159 | 52 | 159 | 52 |
| 771 | | 28 | 126 | 27 | 123 | 79 | 540 | 79 | 527 |
| 772 | Rowan | 0 | 0 | 0 | 0 | 329 | 18 | 329 | 18 |
| 773 | Rowan | 0 | 0 | 0 | 0 | 0 | 2211 | 0 | 2211 |
| 774 | | 38 | 0 | 38 | 0 | 0 | 2 | 0 | 2 |
| 775 | | 6 | 0 | 6 | 0 | 82 | 101 | 82 | 94 |
| 776 | | 210 | 5 | 210 | 5 | 0 | 13 | 0 | 13 |
| 777 | Rowan | 0 | 18 | 0 | 18 | 5 | 264 | 5 | 264 |
| 778 | Foothills | 0 | 60 | 0 | 60 | 278 | 3 | 278 | 3 |
| 779 | | 0 | 0 | 0 | 0 | 0 | 501 | 0 | 474 |
| 780 | Foothills | 0 | 40 | 0 | 40 | 60 | 35 | 60 | 35 |
| 781 | | 63 | 35 | 62 | 35 | 13 | 0 | 9 | 0 |
| 782 | North Bank | 13 | 24 | 13 | 24 | 22 | 10 | 22 | 10 |
| 783 | | 89 | 207 | 83 | 195 | 33 | 103 | 33 | 103 |
| 784 | Hastings | 0 | 0 | 0 | 20 | 103 | 0 | 203 | 0 |
| 785 | | 1013 | 14 | 1013 | 14 | 0 | 13 | 0 | 13 |
| 786 | Hastings | 0 | 0 | 0 | 54 | 20 | 88 | 15 | 345 |
| 787 | Hastings | 0 | 0 | 0 | 0 | 269 | 195 | 246 | 226 |
| 788 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 789 | Mead | 29 | 0 | 29 | 0 | 0 | 0 | 0 | 0 |
| 790 | | 286 | 0 | 255 | 0 | 0 | 0 | 0 | 0 |
| 791 | | 143 | 0 | 128 | 0 | 0 | 0 | 0 | 0 |
| 792 | | 135 | 161 | 110 | 130 | 0 | 0 | 0 | 0 |
| 793 | | 143 | 0 | 128 | 0 | 0 | 0 | 0 | 0 |
| 794 | Mead | 0 | 0 | 0 | 0 | 511 | 0 | 511 | 0 |
| 795 | Mead | 112 | 350 | 112 | 350 | 48 | 12 | 48 | 12 |
| 796 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 797 | | 254 | 126 | 45 | 22 | 34 | 2 | 23 | 2 |
| 798 | | 0 | 0 | 0 | 0 | 69 | 65 | 48 | 65 |
| 799 | | 93 | 0 | 92 | 0 | 0 | 0 | 0 | 0 |
| 800 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 801 | | 47 | 26 | 46 | 26 | 34 | 0 | 24 | 0 |
| 802 | | 47 | 26 | 46 | 26 | 0 | 0 | 0 | 0 |
| 803 | Whitworth | 0 | 0 | 0 | 0 | 86 | 151 | 86 | 151 |
| 804 | Whitworth | 0 | 115 | 0 | 115 | 86 | 5 | 86 | 5 |
| 805 | | 94 | 159 | 93 | 157 | 34 | 0 | 24 | 0 |
| 806 | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 807 | Whitworth | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 0 |
| 808 | Whitworth | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 96 |
| 809 | Whitworth | 0 | 170 | 0 | 170 | 0 | 0 | 0 | 0 |
| 810 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 811 | | 187 | 79 | 185 | 78 | 438 | 161 | 6 | 152 |
| 812 | The Y | 0 | 0 | 0 | 36 | 295 | 26 | 272 | 33 |
| 813 | The Y | 0 | 0 | 0 | 0 | 295 | 76 | 272 | 77 |
| 814 | | 0 | 0 | 0 | 0 | 119 | 91 | 113 | 89 |
| 815 | | 272 | 75 | 272 | 75 | 0 | 220 | 0 | 218 |
| 816 | The Y | 0 | 0 | 0 | 54 | 119 | 43 | 116 | 58 |
| 817 | | 163 | 1 | 159 | 1 | 0 | 0 | 0 | 0 |
| 818 | | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 34 |
| 819 | Lincoln | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 74 |
| 820 | Francis/Lyons | 20 | 14 | 20 | 40 | 28 | 42 | 30 | 33 |

| Zone | Node | HalfTOD_SF | HalfTOD_MF | FullTOD_SF | FullTOD_MF | HalfTOD_Retail | HalfTOD_NonRetail | FullTOD_Retail | FullTOD_NonRetail |
|---|---|---|---|---|---|---|---|---|---|
| 821 | Francis/Lyons | 18 | 84 | 19 | 120 | 127 | 44 | 131 | 64 |
| 822 | Hastings | 0 | 0 | 0 | 0 | 312 | 428 | 160 | 205 |
| 823 | | 327 | 592 | 265 | 481 | 69 | 380 | 31 | 377 |
| 824 | | 40 | 27 | 39 | 27 | 83 | 42 | 83 | 42 |
| 825 | Nevada Junction | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 163 |
| 826 | Nevada Junction | 0 | 0 | 0 | 128 | 269 | 142 | 246 | 183 |
| 827 | Nevada Junction | 0 | 0 | 0 | 350 | 34 | 114 | 112 | 353 |
| 828 | North Bank | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 |
| 1001 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1002 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1003 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1004 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1005 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1006 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1007 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1008 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1009 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1010 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1011 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1012 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1013 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1014 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1015 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1016 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1017 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1018 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1019 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10001 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10002 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10003 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10004 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10005 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10006 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10007 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10008 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10009 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10010 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10011 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10012 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10013 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10014 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10015 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10016 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10017 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10018 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10019 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10020 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10021 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10022 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10023 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10024 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10025 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10026 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10027 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10028 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10029 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10030 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10031 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10032 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10033 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10034 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# DivisonConnects - Node Land Use Forecast
## Residential

| Full | Half | | Node | TAZ | Land use | Old SRTC Model 2015 | 2040 (low) | New SRTC Model 2019 | 2045 (low) | Old SRTC Min Growth (2015-2040) | New SRTC Min Growth (2019-2045) | Old vs. New SRTC Growth Difference | % Growth Difference | 2045 (TOD) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | North Bank | 91 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 91 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 156 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 156 | MF | 15 | 150 | 90 | 539 | 135 | 449 | 314 | 233% | 539 |
| | 1 | 1 | North Bank | 253 | SF | 6 | 6 | 5 | 5 | 0 | 0 | 0 | 0% | 6 |
| | 1 | 1 | North Bank | 253 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 12 |
| | 1 | 1 | North Bank | 701 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 701 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 26 |
| | 1 | 1 | North Bank | 702 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 702 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 703 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 703 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 704 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 704 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 759 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 759 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 760 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 760 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 761 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 761 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 86 |
| | 1 | 1 | North Bank | 755 | SF | 2 | 13 | 2 | 2 | 11 | 0 | -11 | -99% | 2 |
| | 1 | 1 | North Bank | 755 | MF | 36 | 38 | 36 | 36 | 2 | 0 | -2 | -93% | 38 |
| | 1 | 1 | North Bank | 782 | SF | 13 | 13 | 11 | 11 | 0 | 0 | 0 | 0% | 13 |
| | 1 | 1 | North Bank | 782 | MF | 18 | 18 | 20 | 24 | 0 | 4 | 4 | 0% | 24 |
| | 1 | 1 | North Bank | 828 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | North Bank | 828 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 722 | SF | 12 | 12 | 12 | 12 | 0 | 0 | 0 | 0% | 12 |
| | 1 | 1 | Foothills | 722 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 725 | SF | 19 | 19 | 13 | 13 | 0 | 0 | 0 | 0% | 19 |
| | 1 | 1 | Foothills | 725 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 726 | SF | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 726 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 66 |
| | 1 | 1 | Foothills | 748 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 748 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 749 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 749 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| | 1 | 1 | Foothills | 778 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 778 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 60 |
| | 1 | 1 | Foothills | 780 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Foothills | 780 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 40 |
| | 1 | 1 | Empire/Garland | 130 | SF | 33 | 34 | 34 | 34 | 1 | 0 | -1 | -60% | 34 |
| | 1 | 1 | Empire/Garland | 130 | MF | 16 | 16 | 19 | 19 | 0 | 0 | 0 | 0% | 19 |
| | 1 | 1 | Empire/Garland | 718 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 718 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 719 | SF | 65 | 65 | 65 | 66 | 0 | 1 | 1 | 0% | 66 |
| | 1 | 1 | Empire/Garland | 719 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 720 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 720 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 20 |
| | 1 | 1 | Empire/Garland | 736 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 736 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 18 |
| | 1 | 1 | Empire/Garland | 738 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 738 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 80 |
| | 1 | 1 | Empire/Garland | 739 | SF | 33 | 34 | 34 | 34 | 1 | 0 | -1 | -60% | 34 |
| | 1 | 1 | Empire/Garland | 739 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 740 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Empire/Garland | 740 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 49 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 49 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 705 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 705 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 716 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 716 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 36 |
| | 1 | | Northtown | 743 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Northtown | 743 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 36 |
| | 1 | | Northtown | 116 | SF | 0 | 4 | 0 | 0 | 4 | 0 | -4 | -100% | 4 |
| | 1 | | Northtown | 116 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 140 |
| | 1 | 1 | Rowan | 246 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 246 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 707 | SF | 42 | 42 | 41 | 43 | 0 | 2 | 2 | 0% | 43 |
| | 1 | 1 | Rowan | 707 | MF | 23 | 23 | 25 | 27 | 0 | 2 | 2 | 0% | 27 |
| | 1 | 1 | Rowan | 711 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 711 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 772 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 772 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 773 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 773 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 777 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Rowan | 777 | MF | 4 | 9 | 1 | 1 | 5 | 0 | -5 | -100% | 18 |
| | 1 | | Francis/Lyons | 242 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Francis/Lyons | 242 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 64 |
| | 1 | | Francis/Lyons | 710 | SF | 6 | 6 | 6 | 6 | 0 | 0 | 0 | 0% | 6 |
| | 1 | | Francis/Lyons | 710 | MF | 23 | 23 | 25 | 27 | 0 | 2 | 2 | 0% | 34 |
| | 1 | | Francis/Lyons | 763 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Francis/Lyons | 763 | MF | 111 | 111 | 111 | 116 | 0 | 5 | 5 | 0% | 120 |
| | 1 | | Francis/Lyons | 765 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Francis/Lyons | 765 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 80 |
| | 1 | | Francis/Lyons | 770 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | Francis/Lyons | 770 | MF | 116 | 120 | 126 | 128 | 4 | 1 | -3 | -65% | 136 |
| | 1 | | Francis/Lyons | 820 | SF | 14 | 15 | 19 | 20 | 1 | 1 | 0 | 0% | 20 |
| | 1 | | Francis/Lyons | 820 | MF | 19 | 19 | 13 | 14 | 0 | 1 | 1 | 0% | 40 |
| | 1 | | Francis/Lyons | 821 | SF | 18 | 18 | 18 | 19 | 0 | 1 | 1 | 0% | 19 |
| | 1 | | Francis/Lyons | 821 | MF | 83 | 86 | 83 | 84 | 3 | 1 | -2 | -67% | 120 |
| | 1 | 1 | Lincoln | 111 | SF | 9 | 9 | 9 | 9 | 0 | 0 | 0 | 0% | 9 |
| | 1 | 1 | Lincoln | 111 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 36 |
| | 1 | 1 | Lincoln | 113 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Lincoln | 113 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 84 |
| | 1 | 1 | Lincoln | 516 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Lincoln | 516 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Lincoln | 517 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Lincoln | 517 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 48 |
| | 1 | 1 | Lincoln | 819 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | 1 | Lincoln | 819 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | The Y | 110 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | The Y | 110 | MF | 34 | 40 | 34 | 35 | 6 | 1 | -5 | -85% | 60 |
| | 1 | | The Y | 728 | SF | 0 | 0 | 0 | 18 | 0 | 18 | 18 | 0% | 0 |
| | 1 | | The Y | 728 | MF | 151 | 180 | 153 | 157 | 29 | 4 | -25 | -86% | 180 |
| | 1 | | The Y | 729 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | The Y | 729 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | The Y | 730 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| | 1 | | The Y | 730 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 24 |

| Full | Half | Node | TAZ | Land use | Old SRTC Model 2015 | 2040 (low) | New SRTC Model 2019 | 2045 (low) | Old SRTC Min Growth (2015-2040) | New SRTC Min Growth (2019-2045) | Old vs. New SRTC Growth Difference | % Growth Difference | 2045 (TOD) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | The Y | 812 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | The Y | 812 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 36 |
| 1 | | The Y | 813 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | The Y | 813 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | The Y | 816 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | The Y | 816 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 54 |
| 1 | 1 | Whitworth | 803 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 803 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 804 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 804 | MF | 74 | 75 | 79 | 80 | 1 | 1 | 0 | -10% | 115 |
| 1 | 1 | Whitworth | 807 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 807 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 808 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 808 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 809 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Whitworth | 809 | MF | 147 | 149 | 158 | 160 | 2 | 2 | 0 | -10% | 170 |
| 1 | 1 | Mead | 789 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 29 |
| 1 | 1 | Mead | 789 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Mead | 794 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Mead | 794 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | 1 | Mead | 795 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 112 |
| 1 | 1 | Mead | 795 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 350 |
| 1 | | Hastings | 492 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 492 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 64 |
| 1 | | Hastings | 506 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 40 |
| 1 | | Hastings | 506 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 220 |
| 1 | | Hastings | 595 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 595 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 784 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 784 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 20 |
| 1 | | Hastings | 786 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 786 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 54 |
| 1 | | Hastings | 787 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 787 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 822 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Hastings | 822 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Nevada Junction | 825 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Nevada Junction | 825 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Nevada Junction | 826 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Nevada Junction | 826 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 128 |
| 1 | | Nevada Junction | 827 | SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 |
| 1 | | Nevada Junction | 827 | MF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 350 |

# DivisonConnects - Node Land Use Forecast

## Employment

| Full | Half | | Node | TAZ | Land use | Old SRTC Model 2015 | 2040 (low) | New SRTC Model 2019 | 2045 (low) | Old SRTC Min Growth (2015-2040) | New SRTC Min Growth (2019-2045) | Old vs. New SRTC Growth Difference | % Growth Difference | 2045 (TOD) | 2045 (TOD revised) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | North Bank | 91 | R | 50 | 54 | 40 | 40 | 4 | 0 | -4 | -100% | 54 | 54 |
| | 1 | 1 | North Bank | 91 | NR | 57 | 60 | 133 | 133 | 3 | 0 | -3 | -100% | 60 | 60 |
| | 1 | 1 | North Bank | 156 | R | 197 | 197 | 191 | 191 | 0 | 0 | 0 | 0% | 197 | 197 |
| | 1 | 1 | North Bank | 156 | NR | 36 | 42 | 45 | 50 | 6 | 6 | -1 | -8% | 42 | 42 |
| | 1 | 1 | North Bank | 253 | R | 142 | 156 | 117 | 117 | 14 | 0 | -14 | -100% | 156 | 156 |
| | 1 | 1 | North Bank | 253 | NR | 5 | 5 | 4 | 54 | 0 | 50 | 50 | 0% | 5 | 54 |
| | 1 | 1 | North Bank | 701 | R | 80 | 89 | 64 | 64 | 9 | 0 | -9 | -100% | 89 | 89 |
| | 1 | 1 | North Bank | 701 | NR | 1260 | 1282 | 1014 | 1014 | 22 | 0 | -22 | -100% | 1282 | 1282 |
| | 1 | 1 | North Bank | 702 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | North Bank | 702 | NR | 112 | 114 | 107 | 107 | 2 | 0 | -2 | -100% | 114 | 114 |
| | 1 | 1 | North Bank | 703 | R | 48 | 53 | 38 | 38 | 5 | 0 | -5 | -100% | 53.25 | 54 |
| | 1 | 1 | North Bank | 703 | NR | 1399 | 1431 | 1288 | 1448 | 32 | 160 | 128 | 400% | 1431.1 | 1448 |
| | 1 | 1 | North Bank | 704 | R | 96 | 107 | 77 | 77 | 11 | 0 | -11 | -100% | 107 | 107 |
| | 1 | 1 | North Bank | 704 | NR | 128 | 130 | 144 | 144 | 2 | 0 | -2 | -100% | 130 | 144 |
| | 1 | 1 | North Bank | 759 | R | 113 | 113 | 109 | 109 | 0 | 0 | 0 | 0% | 113 | 113 |
| | 1 | 1 | North Bank | 759 | NR | 41 | 49 | 48 | 54 | 8 | 6 | -3 | -31% | 49 | 49 |
| | 1 | 1 | North Bank | 760 | R | 56 | 56 | 55 | 55 | 0 | 0 | 0 | 0% | 56 | 56 |
| | 1 | 1 | North Bank | 760 | NR | 40 | 46 | 50 | 56 | 6 | 6 | -1 | -8% | 46 | 46 |
| | 1 | 1 | North Bank | 761 | R | 28 | 28 | 27 | 27 | 0 | 0 | 0 | 0% | 28 | 28 |
| | 1 | 1 | North Bank | 761 | NR | 40 | 46 | 50 | 56 | 6 | 6 | -1 | -8% | 46 | 46 |
| | 1 | 1 | North Bank | 755 | R | 5 | 5 | 6 | 6 | 0 | 0 | 0 | 0% | 5 | 5 |
| | 1 | 1 | North Bank | 755 | NR | 45 | 45 | 67 | 67 | 0 | 0 | 0 | 0% | 45 | 45 |
| | 1 | 1 | North Bank | 782 | R | 20 | 22 | 17 | 17 | 2 | 0 | -2 | -100% | 22 | 22 |
| | 1 | 1 | North Bank | 782 | NR | 10 | 10 | 33 | 33 | 0 | 0 | 0 | 0% | 10 | 10 |
| | 1 | 1 | North Bank | 828 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | North Bank | 828 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 112 |
| | 1 | 1 | Foothills | 722 | R | 0 | 0 | 31 | 46 | 0 | 15 | 15 | 0% | 0 | 0 |
| | 1 | 1 | Foothills | 722 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 35 |
| | 1 | 1 | Foothills | 722 | NR | | | | | | | | | | 45 |
| | 1 | 1 | Foothills | 725 | R | 41 | 41 | 20 | 35 | 0 | 15 | 15 | 0% | 41 | 41 |
| | 1 | 1 | Foothills | 725 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Foothills | 726 | R | 5 | 5 | 20 | 35 | 0 | 15 | 15 | 0% | 5 | 5 |
| | 1 | 1 | Foothills | 726 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Foothills | 748 | R | 83 | 83 | 72 | 101 | 0 | 29 | 29 | 0% | 83 | 101 |
| | 1 | 1 | Foothills | 748 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Foothills | 749 | R | 83 | 83 | 72 | 101 | 0 | 29 | 29 | 0% | 83 | 101 |
| | 1 | 1 | Foothills | 749 | NR | 14 | 14 | 13 | 13 | 0 | 0 | 0 | 0% | 14 | 14 |
| | 1 | 1 | Foothills | 778 | R | 278 | 278 | 191 | 234 | 0 | 43 | 43 | 0% | 278 | 278 |
| | 1 | 1 | Foothills | 778 | NR | 3 | 3 | 2 | 3 | 0 | 1 | 1 | 0% | 3 | 3 |
| | 1 | 1 | Foothills | 780 | R | 49 | 49 | 34 | 42 | 0 | 8 | 8 | 0% | 49 | 60 |
| | 1 | 1 | Foothills | 780 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 35 |
| | 1 | 1 | Empire/Garland | 130 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 130 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 718 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 718 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 719 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 719 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 720 | R | 30 | 30 | 51 | 63 | 0 | 12 | 12 | 0% | 30 | 63 |
| | 1 | 1 | Empire/Garland | 720 | NR | 90 | 90 | 95 | 136 | 0 | 41 | 41 | 0% | 90 | 136 |
| | 1 | 1 | Empire/Garland | 736 | R | 11 | 11 | 10 | 14 | 0 | 4 | 4 | 0% | 11 | 14 |
| | 1 | 1 | Empire/Garland | 736 | NR | 1 | 1 | 0 | 40 | 0 | 40 | 40 | 0% | 1 | 12 |
| | 1 | 1 | Empire/Garland | 738 | R | 4 | 4 | 4 | 6 | 0 | 1 | 1 | 0% | 4 | 24 |
| | 1 | 1 | Empire/Garland | 738 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 739 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 739 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 740 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Empire/Garland | 740 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Northtown | 49 | R | 89 | 89 | 75 | 75 | 0 | 0 | 0 | 0% | 89 | 89 |
| | 1 | | Northtown | 49 | NR | 44 | 44 | 33 | 40 | 0 | 7 | 7 | 0% | 44 | 44 |
| | 1 | | Northtown | 705 | R | 89 | 89 | 75 | 75 | 0 | 0 | 0 | 0% | 89 | 89 |
| | 1 | | Northtown | 705 | NR | 21 | 21 | 18 | 25 | 0 | 7 | 7 | 0% | 21 | 21 |
| | 1 | | Northtown | 716 | R | 76 | 76 | 127 | 157 | 0 | 30 | 30 | 0% | 76 | 157 |
| | 1 | | Northtown | 716 | NR | 153 | 153 | 175 | 221 | 0 | 46 | 46 | 0% | 153 | 221 |
| | 1 | | Northtown | 743 | R | 101 | 101 | 99 | 132 | 0 | 34 | 34 | 0% | 101 | 132 |
| | 1 | | Northtown | 743 | NR | 28 | 28 | 53 | 102 | 0 | 49 | 49 | 0% | 28 | 102 |
| | 1 | | Northtown | 116 | R | 1330 | 1340 | 1297 | 1297 | 10 | 0 | -10 | -100% | 1340 | 1297 |
| | 1 | | Northtown | 116 | NR | 34 | 34 | 11 | 11 | 0 | 0 | 0 | 0% | 34 | 11 |
| | 1 | 1 | Rowan | 246 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Rowan | 246 | NR | 53 | 53 | 52 | 52 | 0 | 0 | 0 | 0% | 53 | 0 |
| | 1 | 1 | Rowan | 707 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Rowan | 707 | NR | 18 | 18 | 12 | 12 | 0 | 0 | 0 | 0% | 18 | 18 |
| | 1 | 1 | Rowan | 711 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Rowan | 711 | NR | 53 | 53 | 45 | 58 | 0 | 13 | 13 | 0% | 53 | 58 |
| | 1 | 1 | Rowan | 772 | R | 329 | 329 | 314 | 314 | 0 | 0 | 0 | 0% | 329 | 329 |
| | 1 | 1 | Rowan | 772 | NR | 8 | 18 | 11 | 11 | 10 | 0 | -10 | -100% | 18 | 18 |
| | 1 | 1 | Rowan | 773 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Rowan | 773 | NR | 2016 | 2211 | 1688 | 2203 | 195 | 515 | 320 | 164% | 2211 | 2211 |
| | 1 | 1 | Rowan | 777 | R | 5 | 5 | 4 | 4 | 0 | 0 | 0 | 0% | 5 | 5 |
| | 1 | 1 | Rowan | 777 | NR | 174 | 264 | 208 | 225 | 90 | 18 | -73 | -81% | 264 | 264 |
| | 1 | | Francis/Lyons | 242 | R | 447 | 480 | 210 | 235 | 33 | 25 | -8 | -25% | 480 | 512 |
| | 1 | | Francis/Lyons | 242 | NR | 39 | 39 | 42 | 67 | 0 | 25 | 25 | 0% | 39 | 39 |
| | 1 | | Francis/Lyons | 710 | R | 89 | 89 | 75 | 75 | 0 | 0 | 0 | 0% | 89 | 89 |
| | 1 | | Francis/Lyons | 710 | NR | 14 | 14 | 14 | 21 | 0 | 7 | 7 | 0% | 14 | 21 |
| | 1 | | Francis/Lyons | 763 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Francis/Lyons | 763 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Francis/Lyons | 765 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 189 |
| | 1 | | Francis/Lyons | 765 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Francis/Lyons | 770 | R | 117 | 122 | 159 | 159 | 5 | 0 | -5 | -100% | 122 | 159 |
| | 1 | | Francis/Lyons | 770 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Francis/Lyons | 820 | R | 29 | 30 | 28 | 28 | 1 | 0 | -1 | -100% | 30 | 30 |
| | 1 | | Francis/Lyons | 820 | NR | 29 | 33 | 42 | 42 | 4 | 0 | -4 | -100% | 33 | 33 |
| | 1 | | Francis/Lyons | 821 | R | 131 | 131 | 127 | 127 | 0 | 0 | 0 | 0% | 131 | 131 |
| | 1 | | Francis/Lyons | 821 | NR | 18 | 19 | 20 | 61 | 1 | 41 | 40 | 4000% | 19 | 61 |
| | 1 | 1 | Lincoln | 111 | R | 60 | 88 | 69 | 139 | 28 | 70 | 42 | 150% | 88 | 139 |
| | 1 | 1 | Lincoln | 111 | NR | 41 | 99 | 36 | 36 | 58 | 0 | -58 | -100% | 99 | 58 |
| | 1 | 1 | Lincoln | 113 | R | 313 | 313 | 375 | 375 | 0 | 0 | 0 | 0% | 313 | 389 |
| | 1 | 1 | Lincoln | 113 | NR | 78 | 78 | 70 | 225 | 0 | 155 | 155 | 0% | 78 | 78 |
| | 1 | 1 | Lincoln | 516 | R | 29 | 32 | 25 | 26 | 3 | 1 | -2 | -80% | 32 | 32 |
| | 1 | 1 | Lincoln | 516 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 48 |
| | 1 | 1 | Lincoln | 517 | R | 340 | 384 | 45 | 45 | 44 | 0 | -44 | -100% | 384 | 384 |
| | 1 | 1 | Lincoln | 517 | NR | 190 | 224 | 127 | 174 | 34 | 47 | 13 | 38% | 224 | 224 |
| | 1 | 1 | Lincoln | 819 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Lincoln | 819 | NR | 74 | 74 | 62 | 77 | 0 | 15 | 15 | 0% | 74 | 74 |
| | 1 | | The Y | 110 | R | 215 | 127 | 134 | 144 | -88 | 10 | 98 | -111% | 127 | 127 |
| | 1 | | The Y | 110 | NR | 92 | 92 | 262 | 282 | 0 | 20 | 20 | 0% | 92 | 282 |
| | 1 | | The Y | 728 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | The Y | 728 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | The Y | 729 | R | 250 | 254 | 267 | 287 | 4 | 20 | 16 | 400% | 254 | 287 |
| | 1 | | The Y | 729 | NR | 60 | 60 | 62 | 62 | 0 | 0 | 0 | 0% | 60 | 60 |
| | 1 | | The Y | 730 | R | 62 | 63 | 67 | 72 | 1 | 5 | 4 | 400% | 63 | 72 |
| | 1 | | The Y | 730 | NR | 21 | 21 | 15 | 22 | 0 | 8 | 8 | 0% | 21 | 22 |
| | 1 | | The Y | 812 | R | 212 | 232 | 253 | 272 | 20 | 19 | -1 | -5% | 232 | 272 |
| | 1 | | The Y | 812 | NR | 25 | 28 | 26 | 27 | 3 | 1 | -3 | -83% | 28 | 27 |
| | 1 | | The Y | 813 | R | 212 | 232 | 253 | 272 | 20 | 19 | -1 | -5% | 232 | 272 |
| | 1 | | The Y | 813 | NR | 47 | 56 | 68 | 77 | 9 | 9 | -1 | -6% | 56 | 77 |
| | 1 | | The Y | 816 | R | 131 | 144 | 113 | 116 | 13 | 3 | -10 | -79% | 144 | 116 |
| | 1 | | The Y | 816 | NR | 30 | 34 | 38 | 43 | 4 | 5 | 1 | 25% | 34 | 43 |
| | 1 | 1 | Whitworth | 803 | R | 53 | 58 | 71 | 86 | 5 | 15 | 10 | 194% | 58 | 86 |
| | 1 | 1 | Whitworth | 803 | NR | 98 | 114 | 104 | 151 | 16 | 48 | 32 | 197% | 114 | 151 |
| | 1 | 1 | Whitworth | 804 | R | 53 | 58 | 71 | 86 | 5 | 15 | 10 | 194% | 58 | 86 |
| | 1 | 1 | Whitworth | 804 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 5 |
| | 1 | 1 | Whitworth | 807 | R | 18 | 19 | 24 | 29 | 1 | 5 | 4 | 390% | 19 | 29 |
| | 1 | 1 | Whitworth | 807 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Whitworth | 808 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Whitworth | 808 | NR | 124 | 124 | 48 | 48 | 0 | 0 | 0 | 0% | 124 | 48 |
| | 1 | 1 | Whitworth | 809 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Whitworth | 809 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Mead | 789 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Mead | 789 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Mead | 794 | R | 57 | 511 | 413 | 504 | 454 | 91 | -363 | -80% | 511 | 511 |
| | 1 | 1 | Mead | 794 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | 1 | Mead | 795 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 48 |
| | 1 | 1 | Mead | 795 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 12 |
| | 1 | | Hastings | 492 | R | 179 | 203 | 93 | 98 | 24 | 5 | -19 | -79% | 203 | 203 |
| | 1 | | Hastings | 492 | NR | 26 | 31 | 30 | 33 | 5 | 3 | -2 | -40% | 31 | 33 |
| | 1 | | Hastings | 506 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Hastings | 506 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 12 |
| | 1 | | Hastings | 595 | R | 147 | 160 | 138 | 217 | 13 | 80 | 67 | 513% | 160 | 217 |
| | 1 | | Hastings | 595 | NR | 28 | 31 | 37 | 42 | 3 | 5 | 2 | 80% | 31 | 31 |
| | 1 | | Hastings | 784 | R | 179 | 203 | 93 | 98 | 24 | 5 | -19 | -79% | 203 | 203 |
| | 1 | | Hastings | 784 | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| | 1 | | Hastings | 786 | R | 11 | 15 | 18 | 19 | 4 | 1 | -3 | -80% | 15 | 15 |
| | 1 | | Hastings | 786 | NR | 275 | 313 | 79 | 98 | 38 | 19 | -19 | -50% | 313 | 313 |
| | 1 | | Hastings | 787 | R | 225 | 246 | 259 | 264 | 21 | 5 | -17 | -79% | 246 | 246 |
| | 1 | | Hastings | 787 | NR | 198 | 226 | 186 | 201 | 28 | 15 | -13 | -47% | 226 | 226 |
| | 1 | | Hastings | 822 | R | 0 | 160 | 138 | 217 | 160 | 80 | -80 | -50% | 160 | 160 |
| | 1 | | Hastings | 822 | NR | 0 | 205 | 209 | 436 | 205 | 227 | 22 | 11% | 205 | 205 |
| | 1 | | Nevada Junction | 825 | R | 123 | 135 | 166 | 0 | 13 | -166 | -179 | -1417% | 135.1 | 136 |

| | | | | | Old SRTC Model | | New SRTC Model | | Old SRTC | New SRTC | Old vs. New SRTC | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Full | Half | Node | TAZ | Land use | 2015 | 2040 (low) | 2019 | 2045 (low) | Min Growth (2015-2040) | Min Growth (2019-2045) | Growth Difference | % Growth Difference | 2045 (TOD) | 2045 (TOD revised) |
| | 1 | Nevada Junction | 825 | NR | 146 | 163 | 143 | 0 | 17 | -143 | -160 | -941% | 163 | 163 |
| | 1 | Nevada Junction | 826 | R | 225 | 246 | 259 | 264 | 21 | 5 | -17 | -79% | 246 | 246 |
| | 1 | Nevada Junction | 826 | NR | 113 | 130 | 139 | 146 | 17 | 7 | -10 | -58% | 130.4 | 146 |
| | 1 | Nevada Junction | 827 | R | 3 | 28 | 23 | 28 | 25 | 5 | -20 | -80% | 28.4 | 112 |
| | 1 | Nevada Junction | 827 | NR | 23 | 376 | 28 | 205 | 353 | 177 | -176 | -50% | 376 | 353 |

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/11/2022 |
| | | **Clerk's File #** | RES 2022-0093 |
| | | **Renews #** | |
| **Submitting Dept** | COMMUNICATIONS & MARKETING | **Cross Ref #** | |
| **Contact Name/Phone** | JOHN DELAY 6355 | **Project #** | |
| **Contact E-Mail** | JDELAY@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | Resolutions | **Requisition #** | |
| **Agenda Item Name** | RESOLUTION AUTHORIZING CITYCABLE 5 TO PURCHASE DRONE | | |

**Agenda Wording**

A Resolution authorizing CityCable 5 to purchase and operate a broadcast quality drone to produce programs and marketing for the City of Spokane.

**Summary (Background)**

Approval of this ordinance to allow for the public hearing process to allow for the purchase of a drone.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | **Budget Account** |
|---|---|
| Select **$** | **#** |
| Select **$** | **#** |
| Select **$** | **#** |
| Select **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | DELAY, JOHN | **Study Session\Other** | 10/10/22 Committee Meeting |
| **Division Director** | FEIST, MARLENE | **Council Sponsor** | Council Members Wilkerson and Stratton |
| **Finance** | BUSTOS, KIM | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | jdeley@spokanecity.org | |
| **For the Mayor** | PERKINS, JOHNNIE | bcoddington@spokanecity.org | |
| **Additional Approvals** | | jbollinger@spokanecity.org | |
| **Purchasing** | | tszambelan@spokanecity.org | |
| | | ywang@spokanecity.org | |
| | | kbustos@spokanecity.org | |
| | | | |

RESOLUTION NO. 2022-0093

A Resolution authorizing CityCable 5 to purchase and operate a broadcast quality drone to produce programs and marketing for the City of Spokane.

**WHEREAS**, UAV'S (Unmanned Aerial Vehicles) are widely used by commercial businesses, municipal governments, professional photographers and hobbyists; and

**WHEREAS**, according to the FAA, there are now almost 900,000 drones registered in the United States; and

**WHEREAS**, all UAV flights within certain boundaries must file a documented flight plan with the FAA: and

**WHEREAS**, section 18.04.010 of the Spokane Municipal Code requires approval of City Council for any use of a drone by the City or any Contractor of the City; and

**WHEREAS**, CityCable5 has set forth protocols for such drone technology as contained in Attachment "A", and

**WHEREAS**, all UAV Commercial Flights must be flown by a certified Drone Pilot; and

**WHEREAS**, CityCable 5 has a Certified Part 107 FAA UAV Pilot: and

**WHEREAS**, drone flights commissioned by the CityCable 5 cannot be utilized for surveillance or tactical purposes: and

**WHEREAS**, videos recorded by a drone in flight can illustrate the scale of Public Works Projects including snow removal and bridge and street repair; and

**WHEREAS**, drones (UAV) can provide the City with video to promote local events at a fraction of the cost of manned aerial photography; and

**WHEREAS**, drones provide a with a perspective of jurisdiction and assets that cannot be obtained on the ground; and

**WHEREAS**, aerial imagery can help market the city, and its attractions, with visitors, tourist and conventioneers; and

**WHEREAS**, any UAV owned and authorized by the city can only be operated by a qualified FAA Part-107 Drone pilot; and

**WHEREAS**, safety is a primary concern when flying a UAV and pilots must avoid mid-air collisions; and

**WHEREAS**, UAV's operated by the City of Spokane must be programed with "sense and avoid" capabilities that, match those of manned aircraft; and

**NOW, THEREFORE, BE IT RESOLVED** that CityCable 5 is authorized to purchase and operate a broadcast quality drone to utilize for recording footage of the City's landscape and structures to produce programming and marketing materials for CityCable 5 consistent with the Operation Protocols as outlined in Attachment "A".

**BE IT FUTHER RESOLVED** that the still or video photography authorized by this Resolution shall be used solely by the City and solely for official purposes.

**PASSED** by the City Council this ___ day of _____, 2022.

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

Attachment “A”

CityCable 5 Drone Operation Protocols

1. Deployment of the UAV will be in 30 minute or less increments depending on the assigned production elements. Deployed from a portable case and varying from temporary locations.

2. The proposed drone will be a DJI Mavic 3 Fly Combo or equivalent

3. It is CityCable5 policy to never infringe upon anyone’s privacy. Use of the drone will be used in public locations.

4. Raw footage that is acquired will be stored on a server maintained by City of Spokane staff.

5. As per FAA requirement, live footage will be monitored by the certified pilot operating the UAV.

6. A digital record of every flight will be maintained at the office of CityCable 5.

7. CityCable5 UAV owned and authorized by the City can and will only be operated by a qualified FAA Part 107 drone pilot and only operated under the scope of FAA rules and regulations pertaining to sUAS operations using the latest LAANC operations mapping.

8. Similar to other video acquired by CityCable 5, footage gathered by the UAV will only be used for “City of Spokane” purposes. Request for footage by other government agencies will need to submit the required consent forms.

9. Retention of the footage will follow WA State public records laws.

10. All footage retained will be labeled and stored in the CityCable 5 video database.

# TRANSMITTAL OF FIRST READING ORDINANCE

DATE: September 23, 2022

Clerk's File No.
ORD C36275

TO: Erik Johnson
Engineering Services

FROM: Terri Pfister, City Clerk

RE: Vacation of the alley between Everett Avenue and vacated Sanson Avenue

---

Attached is a copy of Ordinance C36275 for the vacation of:

the alley between Everett Avenue and vacated Sanson Avenue from Julia Street to Myrtle Street

This ordinance was read for the first time on September 19, 2022, and will be read for the final time when the necessary conditions have been met and this transmittal, signed and dated by the Engineering Services Director, is returned to the City Clerk's Office.

Terri Pfister
Terri Pfister (Sep 26, 2022 15:12 PDT)
City Clerk

Sep 26, 2022
Date

---

Precedent conditions have been met and Ordinance C36275 is hereby returned for Final Reading.

Eldon Brown
Principal Engineer – Developer Services

Dated: Sep 29, 2022

# ORD C36275 - TRANSMITTAL

Final Audit Report 2022-09-29

| | |
|---|---|
| Created: | 2022-09-29 |
| By: | Stephen Williams (swilliams@spokanecity.org) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAWeApO10EygBUH9xwIos-BFiHX6DvVAIg |

## "ORD C36275 - TRANSMITTAL" History

Document created by Stephen Williams (swilliams@spokanecity.org)
2022-09-29 - 4:20:35 PM GMT

Document emailed to Eldon Brown (ebrown@spokanecity.org) for signature
2022-09-29 - 4:21:03 PM GMT

Email viewed by Eldon Brown (ebrown@spokanecity.org)
2022-09-29 - 4:23:23 PM GMT

Document e-signed by Eldon Brown (ebrown@spokanecity.org)
Signature Date: 2022-09-29 - 4:24:10 PM GMT - Time Source: server

Agreement completed.
2022-09-29 - 4:24:10 PM GMT

CITY OF SPOKANE
OFFICE OF THE CITY CLERK
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3342
509.625.6350

September 19, 2022

City Clerk File No.:
ORD C36275

COUNCIL ACTION MEMORANDUM

RE: HEARING ON VACATION OF THE ALLEY BETWEEN EVERETT AVENUE AND VACATED SANSON AVENUE FROM JULIA STREET TO MYRTLE STREET, AS REQUESTED BY CAMTEX, INC. and RELATED FIRST READING ORDINANCE C36275

During its 6:00 p.m. Legislative Session held Monday, September 19, 2022, the Spokane City Council held a hearing on the above-described vacation. Subsequent to a presentation by Eldon Brown of Developer Services and an opportunity for public testimony and Council commentary, with none provided, the following action was taken:

> **Upon 7-0 Roll Call Vote**, the City Council **approved, subject to conditions** (in the Street Vacation Report dated July 26, 2022), the vacation of the alley between Everett Avenue and vacated Sanson Avenue from Julia Street to Myrtle Street.
>
> **Ayes:** Beggs, Bingle (voting by telephone), Cathcart, Kinnear, Stratton, Wilkerson, and Zappone
> **Nays:** None
> **Abstain:** None
> **Absent:** None

In conjunction with the hearing, Ordinance C36275—vacating the alley between Everett Avenue and vacated Sanson Avenue, from the east line of Julia Street to the west line of Myrtle Street—was read for the first time, with further action deferred.

Terri L. Pfister, MMC
Spokane City Clerk

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 09/19/2022 | | **Date Rec'd** | 9/7/2022 |
| | | **Clerk's File #** | ORD C36275 |
| | | **Renews #** | |
| **Submitting Dept** | DSC, CODE ENFORCEMENT & PARKING SERVICES | **Cross Ref #** | RES 2022-0075 |
| **Contact Name/Phone** | ELDON BROWN 6305 | **Project #** | |
| **Contact E-Mail** | EBROWN@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | First Reading Ordinance | **Requisition #** | |
| **Agenda Item Name** | 4700 – STREET VACATION OF THE ALLEY BETWEEN EVERETT AND VACATED SANSON | | |

**Agenda Wording**

Vacation of the alley between Everett Ave and vacated Sanson Ave, from Julia St to Myrtle St as requested by Camtex, Inc.

**Summary (Background)**

At its legislative session held on August 15, 2022, the City Council set a hearing on the above vacation for September 19, 2022. Staff has solicited responses from all concerned parties.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Neutral | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | PALMQUIST, TAMI | **Study Session\Other** | PIES Committee Meeting 07/25/2022 |
| **Division Director** | FLEIGER, NATHAN | **Council Sponsor** | CM Cathcart and Bingle |
| **Finance** | ORLOB, KIMBERLY | **Distribution List** | |
| **Legal** | RICHMAN, JAMES | tpalmquist@spokanecity.org | |
| **For the Mayor** | ORMSBY, MICHAEL | smacdonald@spokanecity.org | |
| **Additional Approvals** | | edjohnson@spokanecity.org | |
| **Purchasing** | | ebrown@spokanecity.org | |
| | | kkuchlenz@spokanecity.org | |
| | | rwaller@spokaneciy.org | |

FIRST READING OF THE ABOVE ORDINANCE HELD ON 9/19/2022
AND FURTHER ACTION WAS DEFERRED
CITY CLERK

City of Spokane
Development Services Center
808 West Spokane Falls Blvd.
Spokane, WA 99201-3343
(509) 625-6300

# ORDINANCE NO. C36275

An ordinance vacating the alley between Everett Avenue and vacated Sanson Avenue, from the east line of Julia Street to the west line of Myrtle Street;

WHEREAS, a petition for the vacation of the alley between Everett Avenue and vacated Sanson Avenue, from the east line of Julia Street to the west line of Myrtle Street has been filed with the City Clerk representing 100% of the abutting property owners, and a hearing has been held on this petition before the City Council as provided by RCW 35.79; and

WHEREAS, the City Council has found that the public use, benefit and welfare will best be served by the vacation of said public way; -- NOW, THEREFORE,

The City of Spokane does ordain:

Section 1. That the alley between Everett Avenue and vacated Sanson Avenue, from the east line of Julia Street to the west line of Myrtle Street, located in the Southeast Quarter of Section 34, Township 26 North, Range 43 East, Willamette Meridian, is hereby vacated. Parcel number not assigned.

Section 2. An easement is reserved and retained over and through the west 130 feet, for the utility services of Avista Utilities..

Passed the City Council _____

_____
Council President

Attest: _____
City Clerk

Approved as to Form:

_____
Assistant City Attorney

_____ Date: _____
Mayor

Effective Date:_____

# CAMTEK

Inc.

3815 E. Everett Avenue
Spokane, WA 99217

(509) 443-2609
(888) 443-2609
Fax (509) 443-2722

www.camtekinc.com

May 20, 2022

City of Spokane
Planning & Development
808 W Spokane Falls Blvd
Spokane WA 99201-3336

Re: Alley Vacation

We are requesting to vacate the alley between Julia St and Myrtle St between Sanson Ave and Everett Ave. The purpose of the vacation is to close off the alley to foot traffic and reduce the incidents of criminal activity.

Owners of the property would split the alley and fence off their portion per the attachment.

The alley is not required for public use or access.

We are unsure of utilities in the alley, but parties would consider a no-build easement if necessary.

Regards,

Lorie Stephenson

Lorie Stephenson
President

RECEIVED

MAY 23 2022

PLANNING & DEVELOPMENT

Date 4/29/2022

I hereby make application for the vacation of Alley behind 3815 E Everett

from Julia St to Myrtle St

The reasons for the vacation are: Eliminate Alley Access due to breakins

Public benefits to be derived from the vacation are: Less unwanted foot traffic through alley

**Property Owner 1**

Parcel Number 36344.0304

Proponent's (Record Owner's) Signature Lorie Stephenson

Print Name Lorie Stephenson

Email lorie@camtekinc.com Phone Number 509-993-4444

Office Use Lot ____ Block ____ Addition ____

**Property Owner 2**

Parcel Number 36344.0305

Proponent's (Record Owner's) Signature Lorie Stephenson

Print Name Lorie Stephenson

Email lorie@camtekinc.com Phone Number 509-993-4444

Office Use Lot ____ Block ____ Addition ____

**Property Owner 3**

Parcel Number 36344.0321

Proponent's (Record Owner's) Signature Lorie Stephenson

Print Name Lorie Stephenson

Email lorie@camtekinc.com Phone Number 509-993-4444

Office Use Lot ____ Block ____ Addition ____

**Property Owner 4**

Parcel Number 36344.0329

Proponent's (Record Owner's) Signature David Weber

Print Name David Weber

Email BillsHeliare@Gmail.com Phone Number 509 489 6160

Office Use Lot ____ Block ____ Addition ____

RECEIVED
MAY 23 2022
PLANNING & DEVELOPMENT

Date 4/29/2022

I hereby make application for the vacation of Alley behind 3815 E Everett

from Julia St to Myrtle St

The reasons for the vacation are: Eliminate Alley Access due to traffic & breakins

Public benefits to be derived from the vacation are: less unwanted foot traffic through alley

**Property Owner 1**

Parcel Number 36344.0320

Proponent's (Record Owner's) Signature

Print Name David Gee

Email Coffeedave1@gmail.com Phone Number 509 993-5202

Office Use Lot ____ Block ____ Addition ____

**Property Owner 2**

Parcel Number 36344.0314

Proponent's (Record Owner's) Signature

Print Name John McIntyre

Email ____ Phone Number ____

Office Use Lot ____ Block ____ Addition ____

**Property Owner 3**

Parcel Number ____

Proponent's (Record Owner's) Signature ____

Print Name ____

Email ____ Phone Number ____

Office Use Lot ____ Block ____ Addition ____

RECEIVED
MAY 23 2022
PLANNING & DEVELOPMENT

**Property Owner 4**

Parcel Number ____

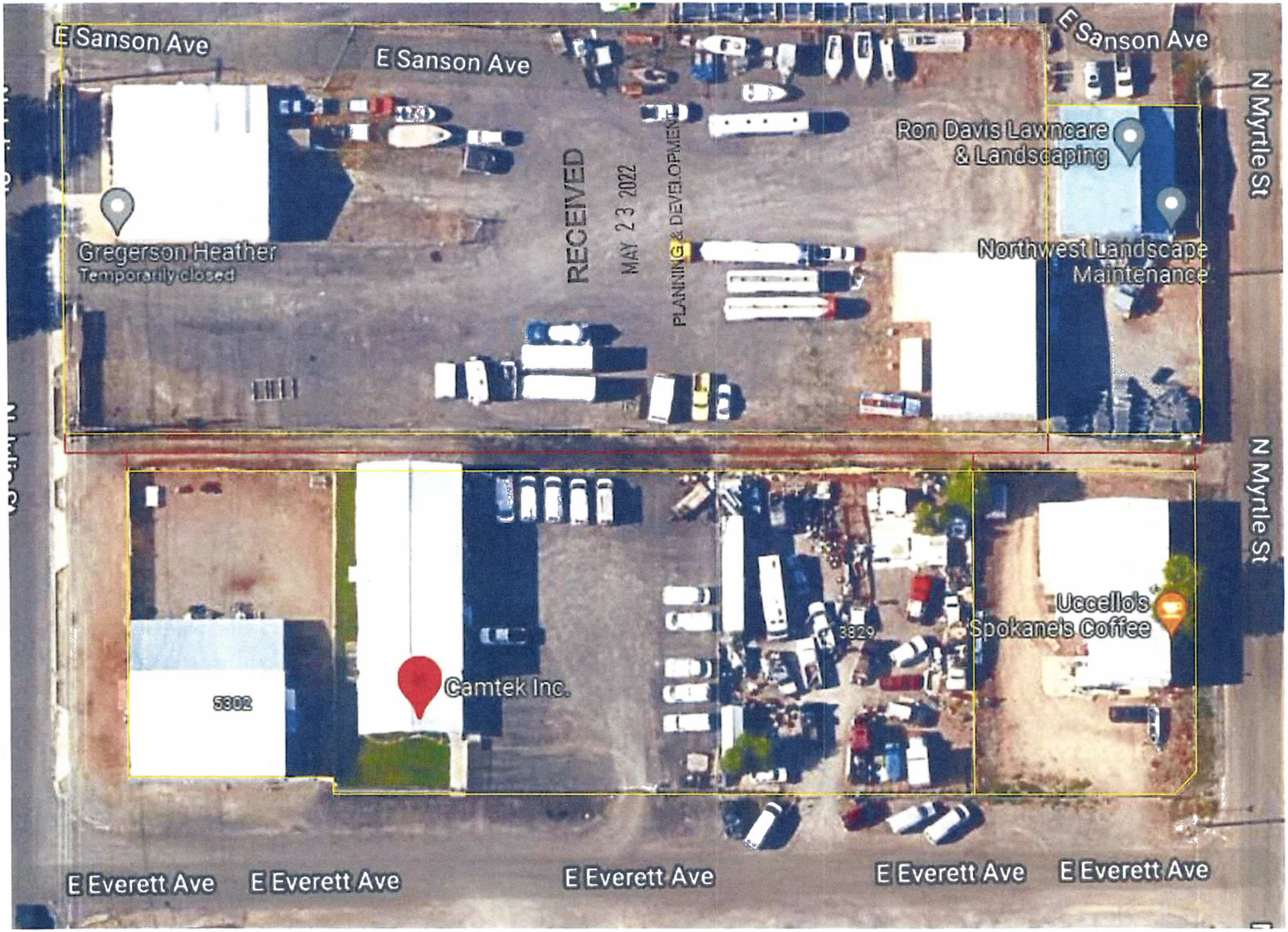
Proponent's (Record Owner's) Signature ____

Print Name ____

Email ____ Phone Number ____

Office Use Lot ____ Block ____ Addition ____

**Return completed application to:**
City of Spokane, Development Services Center, 808 West Spokane Falls Boulevard, Spokane, WA 99201-3343




MOVE THE FENCE TO ELIMINATE THE ALLEY WAY

CITY OF SPOKANE

**Right-of-way Description:**
**Alley between vacated Sanson Ave and Everett Ave, from Julia to Myrtle**

**Legend**

Proposed Vacation

Printed by: edjohnson Print date: 5/24/2022

**CITY OF SPOKANE**
**DEVELOPMENT SERVICES**
808 West Spokane Falls Blvd, Spokane WA 99201-3343
(509) 625-6300 FAX (509) 625-6822

# STREET VACATION REPORT
July 26, 2022

**LOCATION:** Alley between vacated Sanson Ave and Everett Ave, from Julia St to Myrtle St.

**PROPONENT:** Camtek, Inc

**PURPOSE:** Close off foot traffic and reduce criminal activity.

**HEARING:** September 19, 2022

**REPORTS:**

**AVISTA UTILITIES** - Avista will need to reserve 130' of North and South ptn. of vacated strip East of Julia St. ROW for existing OH.

**COMCAST** – Comcast has reviewed the vacation request. We have no objections for the vacation.

**VERIZON** – Verizon/MCI Metro do not have facilities in this area.

**ZAYO** – Zayo has no comment and or objection to this ROW vacation request.

**LUMEN** – Lumen has a pole in the center of the alley and would like to retain utility easement rights. These rights should provide for maintenance, construction, and reconstruction as needed.

**TDS TELECOM** – TDS has no facilities in the location

**INTEGRATED CAPITAL MANAGEMENT** – No concerns

**FIRE DEPARTMENT** – No comments

**NEIGHBORHOOD SERVICES** - No comments

**PARKS DEPARTMENT** - No comments

**PLANNING & DEVELOPMENT – TRAFFIC DESIGN** – No comments

**DEVELOPER SERVICES CURRENT PLANNING** – No concern

**POLICE DEPARTMENT** - No comments

**SOLID WASTE MANAGEMENT** - No comments

**STREET DEPARTMENT** – The Street Department has reviewed the document, and have no comments at this time.

**WASTEWATER MANAGEMENT** - Wastewater Management has no assets in the proposed vacation area. Therefore, provided on site runoff is maintained and treated on site, we have no objection to the vacation.

**WATER DEPARTMENT** - No comments

**BICYCLE ADVISORY BOARD** - No comments

**RECOMMENDATION:** That the petition be granted and a vacating ordinance be prepared subject to the following conditions:

1. An easement as requested by Avista Utilities shall be retained over the west 130' of the vacated alley to protect existing and future utilities.

2. That no compensation for the assessed value of the area herein vacated shall be required by virtue of the previous version of the non-user statute (RCW 36.87.090) which vacated this alley by operation of law many years ago as recommended by City Staff.

Eldon Brown, P.E.
Principal Engineer – Planning & Development

Eldon W. Brown

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/11/2022 |
| | | **Clerk's File #** | ORD C36298 |
| | | **Renews #** | |
| **Submitting Dept** | CITY COUNCIL | **Cross Ref #** | |
| **Contact Name/Phone** | HANNAHLEE ALLERS X6714 | **Project #** | |
| **Contact E-Mail** | HALLERS@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | First Reading Ordinance | **Requisition #** | |
| **Agenda Item Name** | 0320 - REDISTRICTING PLAN | | |

**Agenda Wording**

An ordinance adopting a City Council Redistricting Plan.

**Summary (Background)**

RCW requires that the City go through a redistricting process after the decennial census. 2020 census data was delayed, so the deadline for adopting a new Redistricting Plan is Nov. 15, 2022. Council appointed Jennifer Thomas (District 1), Heather Beebe-Stevens (District 2) and Rick Friedlander (District 3) as voting members of the board. During their Oct. 4, 2022, meeting, the board voted unanimously to recommend this map to Council for adoption.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | | **Budget Account** |
|---|---|---|
| Neutral | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |
| Select | **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | ALLERS, HANNAHLEE | **Study Session\Other** | 10/17 Finance & Administration |
| **Division Director** | | **Council Sponsor** | CP Beggs; CM Zappone |
| **Finance** | | **Distribution List** | |
| **Legal** | | mpiccolo@spokanecity.org | |
| **For the Mayor** | | | |
| **Additional Approvals** | | | |
| **Purchasing** | | | |
| | | | |
| | | | |
| | | | |

**ORDINANCE NO. C36298**

An ordinance adopting a City Council Redistricting Plan.

**WHEREAS,** RCW 29A.76.010 provides in part that the City is responsible to periodically redistrict its election districts based on population data from the most recent federal decennial census; and

**WHEREAS,** pursuant to RCW 29A.76.010 (3) (b), the City has until November 15, 2022, to prepare a plan for redistricting its districts consistent with the criteria set forth in RCW 29A.76.010 (4); and

**WHEREAS,** pursuant to Section 60 of the City Charter, a decennial districting board shall be established during the year of state and federal redistricting to accomplish city council redistricting; and

**WHEREAS,** on March 21, 2022, the City Council confirmed the appointments of Jennifer Thomas (District 1), Heather Beebe-Stevens (District 2) and Rick Friedlander (District 3) to serve on the Decennial Districting Board consistent with the City Charter; and

**WHEREAS,** the Decennial Districting Board held public Town Halls on July 20 and October 4, 2022, to present census data to the public and to receive public testimony regarding potential council redistricting based on the census data and submitted a recommended plan to the City Council on October 4, 2022; and

**WHEREAS,** after public notice, a public meeting was held before the City Council on October 24, 2022, two weeks before the adoption of the districting plan, to take public comment regarding the draft plan.

**NOW, THEREFORE,** the City of Spokane does ordain:

Section 1. That the redistricting plan affixing boundaries between City Council Districts 1, 2 and 3, as submitted by the Decennial Districting Board, is hereby adopted as represented in the attached map.

PASSED BY THE CITY COUNCIL ON _____, 2022.

_____

Council President

Attest:

Approved as to form:

_____

City Clerk

_____

Assistant City Attorney

_____

Mayor

_____

Date

_____

Effective Date

**Redistricting Board**

# Memo

**To:** Spokane City Council Members

**From:** Rick Friedlander, Redistricting Board Chair

**cc:** City Council Staff; City Clerks

**Date:** October 4, 2022

**Re:** Recommended Council District Map

---

The City of Spokane's Redistricting Board voted 3-0 during their October 4, 2022, meeting on a motion made by Jennifer Thomas and seconded by Heather Beebe-Stevens to recommend the attached map ("Map #1 – Minimal Changes with Shared Downtown") to the City Council for approval via ordinance no later than November 15, 2022. The Board understands that the City's Planning Department may make minor changes to this map in order to properly align District boundaries based on feedback from County Auditor's Office (e.g. moving the boundary to the center of a road or the Spokane River).

Rick Friedlander
Chair

# Committee Agenda Sheet
# Finance & Administration

| | |
|---|---|
| **Submitting Department** | City Council |
| **Contact Name & Phone** | Hannahlee Allers – x6714 |
| **Contact Email** | hallers@spokanecity.org |
| **Council Sponsor(s)** | CP Beggs; CM Zappone |
| **Select Agenda Item Type** | ☐ Consent ☒ Discussion Time Requested: 10 |
| **Agenda Item Name** | Ordinance Adopting a City Council Redistricting Plan |
| **Summary (Background)** | RCW requires that the City go through a redistricting process after the decennial census. 2020 census data was delayed, so the deadline for adopting a new Redistricting Plan is Nov. 15, 2022. Council appointed Jennifer Thomas (District 1), Heather Beebe-Stevens (District 2) and Rick Friedlander (District 3) as voting members of the board on March 21, 2022.<br><br>To have as much public participation as possible, Board Members held two Town Hall meetings (July 20 and October 4), issued two separate surveys (ThoughtExchange and Survey Monkey), collected written public comment, attended multiple Community Assembly and Neighborhood Council meetings, and distributed press releases regarding their work.<br><br>The attached ordinance reflects the Board's recommendation to Council. |
| **Proposed Council Action & Date:** | Filed for first reading and hearing on October 24, 2022, and final reading on November 7, 2022. |

**Fiscal Impact:**
Total Cost: N/A
Approved in current year budget? ☐ Yes ☐ No ☒ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source: N/A

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

N/A - the Board was tasked with trying to make the council districts as even in population as possible while keeping aligned with the requirements of RCW 29A.76.010. Data related to racial group or political party was not to be a factor in the board's work, but RCW does call for a specific goal of preserving "existing communities of related and mutual interest."

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

| |
|---|
| N/A – Redistricting occurs every 10 years after federal census data is received by the City. |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?<br><br>N/A – Redistricting occurs every 10 years after federal census data is received by the City. |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?<br><br>RCW 29A.76, City of Spokane Charter Section 60 |

**NOTICE OF PUBLIC HEARING**
**CITY COUNCIL REDISTRICTING PLAN**
**(Proposed Ordinance C36298)**

RCW 29A.76.010 provides in part that the City is responsible to periodically redistrict its election districts based on population data from the most recent federal decennial census.

Notice is hereby given that there will be a public hearing of the Spokane City Council on **Monday, October 24, 6:00 p.m.** This public hearing is for the purpose of considering a City Council Redistricting Plan recommended to the City Council by the Redistricting Board. The public hearing will be continued to a second public hearing to be held on November 7, 2022; at which time the City Council anticipates taking final action to adopt a Redistricting Plan. The City Council reserves the right to continue the hearing as needed to consider any potential amendments to the plan.

Any person may appear at the hearings to submit written or oral comments on the proposed Redistricting Plan or submit written comment in advance of the second and final hearing on the matter to citycouncil2@spokanecity.org.

**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 Spokane City Council Chamber 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.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6237, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mpiccolo@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

| Agenda Sheet for City Council Meeting of: 10/24/2022 | | Date Rec'd | 10/11/2022 |
|---|---|---|---|
| | | Clerk's File # | ORD C36299 |
| | | Renews # | |
| Submitting Dept | CITY COUNCIL | Cross Ref # | |
| Contact Name/Phone | CP BEGGS X6254 | Project # | |
| Contact E-Mail | BBEGGS@SPOKANECITY.ORG | Bid # | |
| Agenda Item Type | First Reading Ordinance | Requisition # | |
| Agenda Item Name | 0320 - NUCLEAR FREE ZONE ORDINANCE | | |

**Agenda Wording**

Establishing the City of Spokane as Zone Free of Nuclear Weapons

**Summary (Background)**

The purpose of this ordinance is to establish a new title of the SMC that declares the City of Spokane as a zone free of nuclear weapons, prohibiting work on nuclear weapons and limiting harmful exposure to high-level nuclear waste within City limits.

Lease? NO Grant related? NO Public Works? NO

| Fiscal Impact | | Budget Account |
|---|---|---|
| Neutral | $ | # |
| Select | $ | # |
| Select | $ | # |
| Select | $ | # |

| Approvals | | Council Notifications | |
|---|---|---|---|
| Dept Head | ALLERS, HANNAHLEE | Study Session\Other | 10/10 Urban Experience |
| Division Director | | Council Sponsor | CP Beggs; CM Stratton |
| Finance | | Distribution List | |
| Legal | | | |
| For the Mayor | | | |
| Additional Approvals | | | |
| Purchasing | | | |
| | | | |
| | | | |
| | | | |

# ORDINANCE NO. C-36299

An ordinance establishing the City of Spokane as a zone free of nuclear armaments; enacting a new chapter 18.09 of the Spokane Municipal Code.

**WHEREAS**, the nuclear arms race has been accelerating for more than three-quarters of a century, draining the world's resources and presenting humanity with the ever-mounting threat of nuclear holocaust; and

**WHEREAS**, there is no adequate method to protect Spokane residents in the event of nuclear war; and

**WHEREAS**, nuclear war threatens to destroy most higher life forms on this planet; and

**WHEREAS**, the use of resources for new nuclear weapons prevents these resources from being used for other human needs, including jobs, housing, education, health care, public transportation and services for youth, the elderly and the disabled; and

**WHEREAS**, the United States already has a sufficient stockpile of nuclear weapons to defend itself and destroy the world several times over; and

**WHEREAS**, the United States, as a leading producer of nuclear weapons, should take the lead in the process of global slowdown of the arms race and the negotiated elimination of the threat of impending holocaust; and

**WHEREAS**, an emphatic expression of the feelings on the part of private residents and local governments can help initiate such steps by the United States and the other nuclear weapons powers; and

**WHEREAS**, Spokane is on record in support of a bilateral nuclear weapons freeze and has expressed its opposition to civil-defense crisis relocation planning for nuclear war; and

**WHEREAS**, Fairchild Air Force Base no longer utilizes nuclear weapons in its mission of protecting our community; and

**WHEREAS**, the failure of governments of nuclear nations to adequately reduce or eliminate the risk of ultimately destructive nuclear attack requires that the people themselves, and their local representatives, take action; and

**WHEREAS**, the production of nuclear energy creates highly radioactive nuclear waste whose transportation by rail or vehicle through the City can create substantial risk to the public safety and welfare of the City.

**NOW THEREFORE**, the City of Spokane does ordain:

**Section 1.** That there is enacted a new chapter 18.09 of the Spokane Municipal Code to read as follows:

**Section 18.09.010 Purpose**

The purpose of this title is to establish the City of Spokane as a zone free of nuclear weapons, prohibiting work on nuclear weapons and limiting harmful exposure to high-level nuclear waste within City limits. Residents and representatives are urged to redirect resources previously used for the production of nuclear weapons towards endeavors which promote and enhance life, including economic development, childcare, housing, schools, health care, emergency services, public transportation, energy conservation, small business support and jobs.

**Section 18.09.020 Definitions**

As used in this chapter, the following terms shall have the meanings indicated:

A. “Component of a nuclear weapon” is any device, radioactive substance or nonradioactive substance designed knowingly and intentionally to contribute to the operation, launch, guidance, delivery, or detonation of a nuclear weapon.

B. “Nuclear weapon” is any device with the sole purpose of the destruction of human life and property by an explosion resulting from the energy released by a fission or fusion reaction involving atomic nuclei.

C. “Nuclear weapons producer” is any person, firm, corporation, limited liability company, institution, facility, parent, or subsidiary thereof, engaged in the production of nuclear weapons or their components.

D. “Production of nuclear weapons” includes the knowing or intentional research, design, development, testing, manufacture, evaluation, maintenance, storage, transportation, or disposal of nuclear weapons or their components.

E. A “product produced by a nuclear weapons producer” is any product which is made wholly or primarily by a nuclear weapons producer, except that products which, prior to their intended purchase by the City, have been previously owned and used by an entity other than the manufacturer or distributor; such products shall not be considered produced by a nuclear weapons producer if, prior to their

purchase by the City, more than 25% of the useful life of such product has been used or consumed, or within one year after it has been put into service by the previous nonmanufacturer owner. The “useful life of a product” shall be defined, where possible, by the applicable rules, regulations or guidelines of the United States Internal Revenue Service.

**Section 18.09.030 Nuclear Facilities Prohibited**

A. The production of nuclear weapons shall not be allowed in the City. No facility, equipment, components, supplies, or substance used to produce nuclear weapons shall be allowed in the City.

B. No person, corporation, university, laboratory, institution, or other entity in the City knowingly and intentionally engaged in the production of nuclear weapons shall commence any such work within the City after adoption of this chapter.

**Section 18.09.040 Investment of City Funds**

The City Council shall consider a socially responsible investment policy, specifically addressing any investments the City may have or may plan to have in industries and institutions which are knowingly and intentionally engaged in the production of nuclear weapons.

**Section 18.09.050 Eligibility for City Contracts**

A. The City and its officials, employees or agents shall not knowingly or intentionally grant any award, contract, or purchase order, directly or indirectly, to any nuclear weapons producer.

B. The City and its officials, employees or agents shall not knowingly or intentionally grant any award, contract or purchase order, directly or indirectly, to purchase or lease products produced by a nuclear weapons producer.

C. The recipient of a City contract, award or purchase order shall certify to the City Clerk by a notarized statement that it is not knowingly or intentionally a nuclear weapons producer.

D. The City shall phase out the use of any products of a nuclear weapons producer which it owns or possesses. Insofar as nonnuclear alternatives are not available, for the purpose of maintaining a product during its normal useful life and for the purpose of purchasing or leasing replacement parts, supplies and services for such products, subsections (A) and (B) of this section shall not apply.

E. The City shall identify a source annually that maintains a list of nuclear weapons producers to guide the City, its officials, employees and agents in the implementation of subsections (A) through (C) of this section. The list shall not

preclude application or enforcement of these provisions to or against any other nuclear weapons producer.

F. Waivers.

1. The provisions of subsections (A) and (B) of this section may be waived by resolution passed by a majority vote of the City Council; provided that:

    i. After a diligent good-faith search, it is determined that a necessary good or service cannot reasonably be obtained from any source other than a nuclear weapons producer;

    ii. A resolution to consider a waiver be on file with the City Clerk under the normal timing as laid out in Council's Rules and shall not be added by a suspension of those Rules.

2. The reasonableness of an alternative source shall be determined upon the consideration of the following factors:

    i. The intent and purpose of this chapter;

    ii. Documented evidence establishing that the necessary good or service is vital to the health or safety of the residents or employees of the City, with the understanding that the absence of such evidence shall diminish the necessity for waiver;

    iii. The recommendations of the Mayor and/or City Administrator;

    iv. The availability of goods or services from a non-nuclear-weapons producer reasonably meeting the specification or requirements of the necessary good or service;

    v. Quantifiable substantial additional costs that would result from the use of a good or service of a non-nuclear-weapons producer; provided, that this factor shall not become the sole consideration.

**Section 18.09.060 Exclusions**

A. Nothing in this chapter shall be construed to prohibit or regulate the research and application of nuclear medicine or the use of fissionable materials for smoke detectors, light-emitting watches and clocks and other applications where the purpose is unrelated to the production of nuclear weapons. Nothing in this chapter shall be interpreted to infringe upon the rights guaranteed by the First Amendment to the United States Constitution nor upon the power of Congress to provide for the common defense.

B. Nothing in this chapter shall be interpreted, construed or applied to prevent the City Council, Mayor or the City Administrator or their designee from acting to remedy, ameliorate or prevent an emergency situation presenting a clear and present danger to the public health, safety and general welfare, as defined in Chapter 2.04 of the Spokane Municipal Code; provided, that should any such emergency situation require the purchase of products or services from or entry into a contract with a nuclear weapons producer then the Mayor or City Administrator shall notify the City Council within three working days of the City's actions.

C. Nothing in this chapter shall be interpreted, construed, or applied to supersede or bypass any procurement regulations, whether those regulations are legislative or administratively promulgated; provided, however, that no procurement regulations pertaining to the granting of any award, contract or purchase order shall alter or abrogate the intent or requirements of this chapter.

**Section 18.09.070 Violations and Penalties**

A. Any violation of this chapter shall be a Class 1 Civil Infraction.

B. Without limitation or election against any other available remedy, the City or any of its residents may apply to a court of competent jurisdiction for an injunction enjoining any violation of this chapter. The court shall award attorney's fees and costs to any party who succeeds in obtaining an injunction hereunder.

**PASSED** by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
Assistant City Attorney

_____
Date

Effective Date

# Committee Agenda Sheet
## Urban Experience

| | |
|---|---|
| **Submitting Department** | City Council |
| **Contact Name & Phone** | Council President Beggs |
| **Contact Email** | bbeggs@spokanecity.org |
| **Council Sponsor(s)** | CP Beggs |
| **Select Agenda Item Type** | ☐ Consent ☒ Discussion Time Requested: 10 |
| **Agenda Item Name** | Ordinance Establishing the City of Spokane as Zone Free of Nuclear Weapons |
| **Summary (Background)** | The purpose of this ordinance is to establish a new title of the SMC that declares the City of Spokane as a zone free of nuclear weapons, prohibiting work on nuclear weapons and limiting harmful exposure to high-level nuclear waste within City limits. |
| **Proposed Council Action & Date:** | Will file after committee |

**Fiscal Impact:**
Total Cost: N/A
Approved in current year budget? ☐ Yes ☐ No ☒ N/A

Funding Source ☐ One-time ☐ Recurring
Specify funding source:

Expense Occurrence ☐ One-time ☐ Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

This ordinance doesn't have particular impacts on historically excluded communities, but it seeks to protect all residents from issues surrounding nuclear waste exposure.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

N/A

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

There is no data-collecting structure built into this ordinance.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Resolution 2018-0070, declaring Spokane a nuclear-free community; Comprehensive Plan Chapter 9

| | | | |
|---|---|---|---|
| **Agenda Sheet for City Council Meeting of:** 10/24/2022 | | **Date Rec'd** | 10/5/2022 |
| | | **Clerk's File #** | FIN 2022-0001 |
| | | **Renews #** | |
| **Submitting Dept** | FINANCE, TREASURY & ADMIN | **Cross Ref #** | |
| **Contact Name/Phone** | JESSICA STRATTON 509-625-6369 | **Project #** | |
| **Contact E-Mail** | JSTRATTON@SPOKANECITY.ORG | **Bid #** | |
| **Agenda Item Type** | Hearings | **Requisition #** | |
| **Agenda Item Name** | 0410 - REVENUE HEARING | | |

**Agenda Wording**

Hearing on possible revenue sources for the 2023 Budget.

**Summary (Background)**

A city such as Spokane that collects a regular property tax levy must hold a public hearing on possible revenue sources for the 2023 current expense budget, including consideration of possible increases in property tax revenues (RCW 84.55.120). This hearing must be held before the meeting at which the City Council considers levy adoption.

Lease? NO Grant related? NO Public Works? NO

| **Fiscal Impact** | **Budget Account** |
|---|---|
| Select **$** | **#** |
| Select **$** | **#** |
| Select **$** | **#** |
| Select **$** | **#** |

| **Approvals** | | **Council Notifications** | |
|---|---|---|---|
| **Dept Head** | MURRAY, MICHELLE | **Study Session\Other** | F&A Committee 10/17/22 |
| **Division Director** | MURRAY, MICHELLE | **Council Sponsor** | CP Beggs; CM Wilkerson |
| **Finance** | MURRAY, MICHELLE | **Distribution List** | |
| **Legal** | PICCOLO, MIKE | | |
| **For the Mayor** | ORMSBY, MICHAEL | | |
| **Additional Approvals** | | | |
| **Purchasing** | | | |
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