CITY OF SPOKANE

REGARDING CITY COUNCIL MEETINGS

City Council's standing committee meetings, Agenda Review Sessions, and Legislative 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 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 27, 2025, meetings is below. All meetings will 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 27, 2025:

3:30 p.m. Agenda Review Session: 1-408-418-9388; access code: 248 314 58728; password: 0320

6:00 p.m. Legislative Session: 1-408-418-9388; access code: 249 141 47877; password: 0320

To participate in public comment (including Open Forum):

Testimony sign-up is open beginning at 5:00 p.m. on Friday, October 24, 2025, and ending at 6:00 p.m. on Monday, October 27, 2025, via the online testimony sign-up form link which can be accessed by clicking https://my.spokanecity.org/citycouncil/meetings/signup/ or in person outside council chambers beginning at 8:00 a.m. on October 27, 2025. You must sign up by 6:00 p.m. to be called on to testify. (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 not relate to the final, updated draft, or draft agendas, pending hearing items, or initiatives or referenda in a pending election. "Affairs of the city" shall include (i) matters within the legislative, fiscal or regulatory purview of the city, (ii) any ordinance, resolution or other official act adopted by the city council, (iii) any rule adopted by the city, (iv) the delivery of city services and operation of city departments, (v) any act of members of the city council, the mayor or members of the administration, or (vi) any other matter deemed by the council president to fall withing the affairs of the city, which determination may be overridden by majority vote of the council members present. Individuals speaking during the open forum shall address their comments to the council president and shall maintain decorum as laid out in Rule 2.15 (Participation by Members of the Public in Council Meetings).

THE CITY OF SPOKANE

UPDATED DRAFT COUNCIL AGENDA

MEETING OF MONDAY, OCTOBER 27, 2025

MISSION STATEMENT

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

MAYOR LISA BROWN
COUNCIL PRESIDENT BETSY WILKERSON
COUNCIL MEMBER JONATHAN BINGLE
COUNCIL MEMBER MICHAEL CATHCART
COUNCIL MEMBER PAUL DILLON
COUNCIL MEMBER KITTY KLITZKE
COUNCIL MEMBER SHELBY LAMBDIN
COUNCIL MEMBER ZACK ZAPPONE

CITY COUNCIL CHAMBERS
CITY HALL
808 W. SPOKANE FALLS BLVD.
SPOKANE, WA 99201

City of Spokane Guest Wireless access for Council Chambers:

Username: **COS Guest**
Password: **K8vCr44y**

Please note the space in username.
Both username and password are case sensitive.

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

AGENDA REVIEW AND LEGISLATIVE SESSIONS

Council meetings consist of two parts: The Agenda Review Session (starting at 3:30 P.M.) and the Legislative Session (starting at 6:00 P.M.). The Agenda Review Session is open to the public, but participation is limited to Council Members and appropriate staff. The Legislative Session also is open to the public, and public comment is taken on legislative items (except those that are adjudicatory or solely administrative in nature). Following the conclusion of the Legislative portion of the meeting, an Open Forum is 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 AGENDA REVIEW 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

- **Public participation in Council meetings is governed by Council Rules 2.15 and 2.16. A complete copy of the council rules can be found here: City Council Rules.**
- **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 name and city of residence as a condition of recognition.**
- **Persons speaking at the podium shall verbally identify themselves by name, city of residency and, if appropriate, representative capacity.**
- **Speakers may be provided additional written or verbal instructions to ensure that verbal remarks are electronically recorded. Documents submitted for the record are identified and marked by the Clerk. (If you are submitting paper copies of 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.)**
- **To ensure that evidence and expressions of opinion are included in the record, and to ensure that decorum befitting a deliberative process is maintained, no modes of expression including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language, or personal insults are permitted. To prevent disruption of council meetings and visual obstruction of proceedings, members of the audience shall remain seated during council meetings.**
- **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, and shall confine their remarks to the matters that are specifically before the Council at that time or, if speaking during Open Forum, shall confine their remarks to affairs of the city.**
- **City staff may testify at Council meetings, including open forum, providing the testimony is in compliance with the City of Spokane Code of Ethics and the staff follow the steps outlined in the City Council Rules of Procedure.**

SPEAKING TIME LIMITS: **Each person addressing the Council is limited to two minutes of speaking time, except during hearings and items under final consideration by the Council, for which three minutes will be allowed. 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 agendas may be obtained prior to Council Meetings by accessing the City's website at https://my.spokanecity.org/citycouncil/documents/.**

AGENDA REVIEW 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

DRAFT AGENDAS REVIEW (Staff or Council Member briefings and discussion)

APPROVAL BY MOTION OF THE DRAFT AGENDA

CONSIDERATION OF ANY REQUESTS FOR DEFERRAL OF ITEMS ON THE FINAL AGENDA

EXECUTIVE SESSION

(Closed Session of Council)
(Executive Session may be held or reconvened during the 3:30 p.m. Agenda Review Session or the 6:00 p.m. Legislative Session)

LEGISLATIVE SESSION

(Council Reconvenes in Council Chamber)

LAND ACKNOWLEDGEMENT

PLEDGE OF ALLEGIANCE

POETRY AT THE PODIUM, WORDS OF INSPIRATION, AND SPECIAL INTRODUCTIONS

ROLL CALL OF COUNCIL

PROCLAMATIONS AND SALUTATIONS

REPORTS FROM COMMUNITY ORGANIZATIONS

ANNOUNCEMENTS
(Announcements regarding Changes to the City Council Agenda)

NO BOARDS AND COMMISSIONS APPOINTMENTS

CONSENT AGENDA

The consent agenda consists of purchases and contracts for supplies and services provided to the city, as well as other agreements that arise (such as settlement or union agreements), and weekly claims and payments of previously approved obligations and biweekly payroll claims against the city. Any agreement over $50,000 must be approved by the city council. Typically, the funding to pay for these agreements has already been approved by the city council through the annual budget ordinance, or through a separate special budget ordinance. If the contract requires a new allocation of funds, that fact usually will be indicated in the summary of the contract in the consent agenda.

Unless a council member requests that an item be considered separately, the council approves the consent agenda as a whole in a single vote. Note: The consent agenda is no longer read in full by the city clerk. The public is welcome to testify on matters listed in the consent agenda, but individual testimony is limited to three minutes for the entire consent agenda.

REPORTS, CONTRACTS AND CLAIMS	RECOMMENDATION	
1. Purchase from Safeware, Inc. (Lanham, MD) of two long-range acoustical devices (LRADs) to enhance public safety communication, emergency response, and lawful notification capabilities—$88,045.13 (incl. tax). (Council Sponsors: Council President Wilkerson and Council Member Zappone) Steve Wohl	Approve	OPR 2025-0710
2. Grant Agreement with Spokane County to accept funding from the Washington Association of Sheriffs and Police Chiefs (WASPC) for continued participation in the Registered Sex Offender Address and Residency Verification Program from July 1, 2025, through June 30, 2026—$60,000 Revenue. (Council Sponsors: Council President Wilkerson and Council Member Zappone) Matt Cowles	Approve	OPR 2025-0711
3. Acceptance of Washington Auto Theft Prevention Authority (WATPA) Grant for .5 of an FTE detective position to focus on auto theft enforcement and prevention in the City of Spokane from July 1, 2025, through June 30, 2027—$181,922 Revenue. (Council	Approve	OPR 2025-0712

Sponsors: Council President Wilkerson and Council Member Zappone)
Dave Singley

4. Report of the Mayor of pending: — Approve & Authorize Payments

   a. Claims and payments of previously approved obligations, including those of Parks and Library, through _____, 2025, total $_____, with Parks and Library claims approved by their respective boards. Warrants excluding Parks and Library total $_____. — CPR 2025-0002

   b. Payroll claims of previously approved obligations through _____, 2025: $_____. — CPR 2025-0003

5. Minutes: — Approve All

   a. City Council Meeting Minutes: _____, 2025. — CPR 2025-0013

   b. City Council Standing Committee Meeting Minutes: _____, 2025.

LEGISLATIVE AGENDA

SPECIAL BUDGET ORDINANCES

(Require Five Affirmative, Recorded Roll Call Votes)

ORD C36771 Amending Ordinance No. C36626, entitled in part, "An ordinance adopting a Biennial Budget for the City of Spokane", and amending it to record cost reimbursement from Spokane Regional Emergency Communications (SREC), and declaring an emergency. (Council Sponsors: Council President Wilkerson and Council Member Zappone)
Tom Williams

Council Member Dillon requests motion on behalf of City Administration to consider the following proposed amendment:

Dillon Proposed Amendment:

- Request motion to amend Special Budget Ordinance C36771 with an updated revised version filed October 9, 2025, and included in agenda packet under Special Budget Ordinance C36771.

EMERGENCY ORDINANCES

(Require Five Affirmative, Recorded Roll Call Votes)

Council Sponsor requests motion to suspend Council Rules and add the following item (ORD C36774):

ORD C36774 **Relating to City Council employees, amending Sections 02.005.010, 02.005.030 and 02.005.100 of the Spokane Municipal Code, and repealing Sections 02.005.050 through 02.005.090 of the Spokane Municipal Code, and declaring an emergency. (Council Sponsors: Council President Wilkerson and Council Member Dillon)**
Chris Wright

Council Member Dillon requests motion to suspend Council Rules and consider the following amendment. (NOTE: Absent suspension of Council Rules, adoption of the amendment will result in automatic deferral to the November 3, 2025, Agenda.)

Dillon Proposed Amendment:

- **Request motion to amend Emergency Ordinance C36774 with proposed updates filed October 16, 2025, and included in agenda packet under Emergency Ordinance C36774.**

Council Member Cathcart requests motion to suspend Council Rules and consider the following amendment. (NOTE: Absent suspension of Council Rules, adoption of the amendment will result in automatic deferral to the November 3, 2025, Agenda.)

Cathcart Proposed Amendment:

- **Request motion to amend Emergency Ordinance C36774 with proposed updates filed October 17, 2025, and included in agenda packet under Emergency Ordinance C36774.**

RESOLUTIONS & FINAL READING ORDINANCES

(Require Four Affirmative, Recorded Roll Call Votes)

RES 2025-0071 **Approving the purchase of safe speeds signage for neighbors through the Safe Streets for All Fund. (Council Sponsors: Council Members Zappone and Klitzke)**
Jackson Deese
(As amended during September 29, 2025, 3:30 p.m. Agenda Review Session) (Deferred from October 6, 2025, Agenda, during October 6, 2025, 3:30 p.m. Agenda Review Session)

RES 2025-0090 **Setting the Assessment Roll Hearing before City Council for December 1, 2025, for the Downtown Parking and Business Improvement Area (Business Improvement District – BID) and providing**

notice of the 2026 assessments to business and property owners. (Council Sponsors: Council Members Dillon and Bingle)
Amanda Beck

RES 2025-0091 Setting the Assessment Roll Hearing before City Council for December 1, 2025, for the East Sprague Parking and Business Improvement Area (Business Improvement District – BID) and providing notice of the 2026 assessments to business and property owners. (Council Sponsors: Council Members Dillon and Bingle)
Amanda Beck

ORD C36752 Concerning adoption of public rules by the City of Spokane and creating new Chapters 3.14, 10.21, 12.14, 15.07, and 18.12 of the Spokane Municipal Code, amending sections of Titles 1, 3, 4, 8, 10, 12, 13 and 16A of the Spokane Municipal Code, and adding new section 03.07.350 to the Spokane Municipal Code. (Council Sponsors: Council President Wilkerson and Council Member Cathcart)
Chris Wright
(First Reading deferred as amended from October 6, 2025, Agenda, to October 20, 2025, Agenda, during October 6, 2025, 3:30 p.m. Agenda Review Session, thereby deferring Final Reading to this agenda.)

ORD C36765 Relating to City of Spokane employee retirement provisions, and amending Sections 03.05.210 and 03.05.260 of the Spokane Municipal Code. (Council Sponsors: Council President Wilkerson and Council Member Bingle)
Christine Shisler

ORD C36766 Relating to solid waste SMC sections 13.02.0568, 13.02.0560 and adopting new section 13.02.564 to chapter 13.02; of the Spokane Municipal Code; and setting an effective date. (Council Sponsors: Council President Wilkerson and Council Member Klitzke)
Chris Averyt

FIRST READING ORDINANCES

ORD C36770 (To be considered under Hearings Item H1.)

Council Sponsor requests motion on behalf of City Planning to suspend Council Rules and add the following item (ORD C36784):

ORD C36784 Adopting the Hillyard Subarea Plan, the coordinated framework and community vision for guiding future growth, economic development, and investment in the Hillyard area; and amending the City of Spokane Comprehensive Plan. (Council Sponsors: Council Members Bingle and Cathcart)
Tim Thompson

FURTHER ACTION DEFERRED

NO SPECIAL CONSIDERATIONS

HEARINGS

		RECOMMENDATION	
H1.	a. Hearing on vacation of the alley between Central Avenue and Columbia Avenue, from the east line of Freya Street to the west line of Sycamore Street, as requested by owners having an interest in real estate abutting the right-of-way.	Hold Hrg/ Close Hrg/ Approve Subject to Conditions	
	b. First Reading Ordinance C36770 vacating the alley between Central Avenue and Columbia Avenue, from the east line of Freya Street to the west line of Sycamore Street. (Council Sponsors: Council Members Bingle and Dillon) Eldon Brown	Further Action Deferred	ORD C36770
H2.	Hearing on possible revenue sources for the 2026 Budget. (Council Sponsors: Council President Wilkerson and Council Member Dillon) Jessica Stratton	Hold Hrg./ Close Hrg.	FIN 2025-0001

OPEN FORUM

At the conclusion of legislative business, the Council may recess briefly and then convene an open public comment period for up to twenty (20) speakers, unless a majority of council members vote otherwise. If more than twenty (20) people sign up for open forum, the individuals assigned to the twenty (20) spaces available will be chosen at random, with preference given to individuals who have not spoken at open forum during the calendar month. Each speaker is limited to no more than two (2) minutes. In order to participate in Open Forum, you must sign up beginning at 5:00 p.m. on the Friday immediately preceding the legislative session and ending at 6:00 p.m. on the date of the meeting via the virtual testimony form linked in the meeting packet (https://my.spokanecity.org/citycouncil/documents/) or in person outside council chambers beginning at 8:00 a.m. on the day of the legislative session. The virtual sign-up form can also be found here: https://my.spokanecity.org/citycouncil/meetings/signup/. (If you are unable to access the form by clicking the hyperlink, please copy and paste the link address into your browser window.) Speakers must sign themselves in using a name. 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 other than items appearing on the final or draft agendas, pending hearing items, and 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 27, 2025, Regular Legislative Session of the City Council is adjourned to November 3, 2025.

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 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 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@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.

NOTES

Agenda Sheet for City Council:

Committee: Public Safety **Date:** 10/06/2025

Committee Agenda type: Consent

Council Meeting Date: 10/27/2025

Date Rec'd	9/25/2025
Clerk's File #	OPR 2025-0710
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	POLICE
Contact Name/Phone	STEVE WOHL 4056
Contact E-Mail	SJWOHL@SPOKANEPOLICE.ORG
Agenda Item Type	Purchase w/o Contract
Council Sponsor(s)	ZZAPPONE BWILKERSON
Sponsoring at Administrators Request	NO
Lease? NO	**Grant Related?** NO **Public Works?** NO
Agenda Item Name	LONG-RANGE ACOUSTICAL DEVICES (LRAD) PURCHASE

Agenda Wording

Long-Range Acoustical Devices (LRAD) purchase without contract

Summary (Background)

Spokane Police Department seeks approval to purchase two Long-Range Acoustical Devices (LRADs) to enhance public safety communication, emergency response, and lawful notification capabilities.

What impacts would the proposal have on historically excluded communities?

It would allow de-escalation messaging to travel across large areas to give warnings and try and gain voluntary compliance. These communities participate in marches and rallies, and this would bring them more safety and security by having that advanced notice before any crowd dispersal measures took place.

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?

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

There is national data on the ability of this communication public address system to broadcast warnings over long distances. This can be utilized for several things to include emergency evacuations, civil unrest dispersal, child missing broadcasts, etc.

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 will put us in compliance with the legal requirements to have appropriate notifications given to citizens in areas for them to disperse prior to chemical agents being utilized.

Council Subcommittee Review

Fiscal Impact

Approved in Current Year Budget?	YES
Total Cost	$ 88,045.13
Current Year Cost	$ 88,045.13
Subsequent Year(s) Cost	$

Narrative

SPD would like to purchase 2-LRAD devices for use by the TAC and SWAT Units during events where it is crucial to the public that they are able to hear the commands being given during times of Civil Unrest, or other emergency situations.

Amount		Budget Account
Expense	$ 88,045.13	# 5902-79115-94210-56401-99999
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#

Funding Source	One-Time
Funding Source Type	Reserves

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	One-Time

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

Approvals		Additional Approvals	
Dept Head	HALL, KEVIN	PS EXEC REVIEW	YATES, MAGGIE
Division Director	HALL, KEVIN	PURCHASING &	NECHANICKY, JASON
Accounting Manager	BAIRD, CHRISTI		
Legal	HARRINGTON,		
For the Mayor	PICCOLO, MIKE		

Distribution List	
	SPDFinance@spokanecity.org

QUOTATION

Safeware, Inc.
4403 Forbes Blvd.
Lanham, MD 20706-432
USA
301-683-1234
www.safewareinc.com

Order Number	
10236939	
Order Date	Page
08/01/2025 17:53:32	1 of 3

Quote Expires On: 08/11/2025

Contract No: OMNIA PoP Contract #159469

Bill To: **Customer ID:** 127637

Spokane Police Department
1100 W Mallon Ave.
Spokane, WA 99260

(509) 625-4100

Ship To:

Spokane Police Department
1100 W Mallon Ave.
Spokane, WA 99260

Requested By: Kyle Yrigollen

PO Number	*Taker*	*Email*
LRAD	Deann Campbell	dcampbell@safewareinc.com
Freight Terms	***Phone***	***Fax***
Freight Paid		
Sales Representative		
Mick Ormiston		

Quantities					*Item ID* / *Item Description*	*Pricing UOM* / *Unit Size*	*Unit Price*	*Extended Price*
Ordered	*Allocated*	*Remaining*	*UOM* / *Unit Size*	*Disp.*				
1.00	0.00	1.00	EA		LRAD 450XL-BLK	EA	29,841.00	29,841.00
			1.0		LRAD System, 450XL, Black	1.0		

w/Hard Case, MP3 Controller & Ptt mic, hearing protection, manual, 12 FT DC power cable, and 20 FT audio control cable, Black

Item Note: 1 Assembly, Head Unit, Integrated Electronics, LRAD-450XL, Black, SS
1 Pan-Tilt Head, Manual, LRAD-450XL, Natural
1 Control Unit, Remote Electronics, Universal, Black, SS
1 Bracket, Support, Control Unit, Remote, Black
1 Microphone, Recording, Noise Cancelling Element, SS
1 Cable Assembly, Remote Control, 20FT, SS
1 Cable Assembly, Remote Control, STRT/90 DEG, 16 Inch, SS
1 Cable Assembly, DC Input, 4X14GA, 12FT, Fused, SS
1 Cable Assembly, USB 2.0, Download, MP3, D38999, 48 Inches
1 Cable Assembly, CD Player, D38999 to 3.5MM Phone, SS
10 Ear Plug, Foam, w/o Cord, NRR 33db

QUOTATION

Safeware, Inc.
4403 Forbes Blvd.
Lanham, MD 20706-432
USA
301-683-1234
www.safewareinc.com

Order Number	
10236939	
Order Date	Page
08/01/2025 17:53:32	2 of 3

Quote Expires On: 08/11/2025

Contract No: OMNIA PoP Contract #159469

Quantities					Item ID / Item Description	Pricing UOM / Unit Size	Unit Price	Extended Price
Ordered	Allocated	Remaining	UOM / Unit Size	Disp.				
					1 Hard Case, Resusable, LRAD-300X 1 Manual, Printed, LRAD-450XL			
1.00	0.00	1.00	EA		LRAD 450XL-BLK	EA	29,841.00	29,841.00
				1.0	LRAD System, 450XL, Black	1.0		
					w/Hard Case, MP3 Controller & Ptt mic, hearing protection, manual, 12 FT DC power cable, and 20 FT audio control cable, Black			
					Ordered As: 450XL-BLK			
					Item Note: 1 Assembly, Head Unit, Integrated Electronics, LRAD-450XL, Black, SS 1 Pan-Tilt Head, Manual, LRAD-450XL, Natural 1 Control Unit, Remote Electronics, Universal, Black, SS 1 Bracket, Support, Control Unit, Remote, Black 1 Microphone, Recording, Noise Cancelling Element, SS 1 Cable Assembly, Remote Control, 20FT, SS 1 Cable Assembly, Remote Control, STRT/90 DEG, 16 Inch, SS 1 Cable Assembly, DC Input, 4X14GA, 12FT, Fused, SS 1 Cable Assembly, USB 2.0, Download, MP3, D38999, 48 Inches 1 Cable Assembly, CD Player, D38999 to 3.5MM Phone, SS 10 Ear Plug, Foam, w/o Cord, NRR 33db 1 Hard Case, Resusable, LRAD-300X 1 Manual, Printed, LRAD-450XL			
1.00	0.00	1.00	EA		LRAD BCWIRE218	EA	4,947.05	4,947.05
				1.0	LRAD LENCO Bearcat Cables, 450XL/500X	1.0		
					Ordered As: BCWIRE218			
1.00	0.00	1.00	EA		LRAD 450XL-MNT-MAG	EA	3,365.00	3,365.00
				1.0	LRAD Magnetic Mount, 300X/450XL	1.0		
					Ordered As: 450XL-MNT-MAG			
1.00	0.00	1.00	EA		LRAD 450XL-MNT-VAC	EA	4,211.00	4,211.00
				1.0	LRAD Vacuum Mount, 450XL	1.0		
					Ordered As: 450XL-MNT-VAC			
1.00	0.00	1.00	EA		LRAD 24V-PACK	EA	6,764.32	6,764.32

QUOTATION

Safeware, Inc.
4403 Forbes Blvd.
Lanham, MD 20706-432
USA
301-683-1234
www.safewareinc.com

Order Number	
10236939	
Order Date	Page
08/01/2025 17:53:32	3 of 3

Quote Expires On: 08/11/2025

Contract No: OMNIA PoP Contract #159469

Quantities					Item ID / Item Description	Pricing UOM / Unit Size	Unit Price	Extended Price
Ordered	Allocated	Remaining	UOM / Unit Size	Disp.				
			1.0		LRAD Rechargeable 24VDC Power Pack	1.0		
					Ordered As: 24V-PACK			
1.00	0.00	1.00	EA		LEN BCLTM	EA	1,731.92	1,731.92
			1.0		LRAD T-Lock mount	1.0		

******Ask me about the leasing and financing options that Safeware offers!******

Sales Representative **:** mormiston@safewareinc.com

Total Lines: 7

SUB-TOTAL:	80,701.29
TAX:	7,343.84
AMOUNT DUE:	**88,045.13**
	U.S. Dollars

Agenda Sheet for City Council:

Committee: Public Safety **Date:** 10/06/2025

Committee Agenda type: Consent

Council Meeting Date: 10/27/2025

Date Rec'd	9/22/2025		
Clerk's File #	OPR 2025-0711		
Cross Ref #			
Project #			
Submitting Dept	POLICE	**Bid #**	
Contact Name/Phone	MATT COWLES 4115	**Requisition #**	
Contact E-Mail	MCOWLES@SPOKANEPOLICE.ORG		
Agenda Item Type	Contract Item		
Council Sponsor(s)	ZZAPPONE BWILKERSON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** YES	**Public Works?** NO	
Agenda Item Name	ACCEPT REGISTERED SEX OFFENDER (RSO) GRANT FY25-26		

Agenda Wording

Acceptance of Registered Sex Offender Grant FY25-26

Summary (Background)

Grant agreement between City of Spokane and Spokane County to accept funding from the Washington Association of Sheriffs and Police Chiefs (WASPC) for the continued participation in the Registered Sex Offender Address and Residency Verification Program. A total of $60,000 is being awarded to be used $57,000 for salary/benefits and $3,000 for travel/training. Grant period is 7/1/2025 through 6/30/2026.

What impacts would the proposal have on 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?

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

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?

Council Subcommittee Review

Fiscal Impact

Approved in Current Year Budget?	NO
Total Cost	$ 60,000
Current Year Cost	$ 60,000
Subsequent Year(s) Cost	$

Narrative

Funds to be used $57,000 for salary/benefits and $3,000 for travel/training.

Amount		Budget Account
Revenue	$ 60,000.00	# 1620-91841-99999-33469-99999
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#

Funding Source	One-Time
Funding Source Type	Grant

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	One-Time

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

Approvals		Additional Approvals	
Dept Head	HALL, KEVIN	PS EXEC REVIEW	YATES, MAGGIE
Division Director	HALL, KEVIN	ACCOUNTING -	BROWN, SKYLER
Accounting Manager	BAIRD, CHRISTI		
Legal	HARRINGTON,		
For the Mayor	PICCOLO, MIKE		

Distribution List	
Elise Vandenberghe	SPDFinance@spokanecity.org

AGREEMENT BETWEEN SPOKANE COUNTY AND CITY OF SPOKANE POLICE DEPARTMENT IN CONJUNCTION WITH THE REGISTERED SEX OFFENDER ADDRESS AND RESIDENCY VERIFICATION PROGRAM FY25/26 GRANT

1. Grantee City of Spokane Spokane Police Department Public Safety Building 1100 W. Mallon Spokane, WA 99201	**2.Contract Amount** $60,000	**3. Tax ID#** 91-6001280 **4. DUNS#/UEI** 115528189/PDNCLY8MYJN3
5. Grantee Representative Kevin Schmitt, Public Safety Accounting Manager City of Spokane Public Safety Building 1100 W. Mallon Ave Spokane, WA 99201 (509) 625-6387 kschmitt@spokanecity.org	**6. County's Representative** Elise Vandenberghe, Grants and Contracts Administrator Spokane County Sheriff's Office Public Safety Building 1100 W. Mallon Ave Spokane, WA 99260 (509) 477-2701 evandenberghe@spokanesheriff.org	

7. Contract #	**8. Original Grant ID#** RSO 2025-26 Spokane	**9. Start Date** 07/01/25	**10. End Date** 06/30/26
11. Funding Authority: Washington Association of Sheriffs and Police Chiefs			
12. Federal Funds (as applicable) N/A	**13. CFDA #** N/A	**14. Federal Agency:** N/A	

15. Contractor Selection Process: **(check all that apply or qualify)** ☐ **Sole Source** ☐ **A/E Services** ☐ **Competitive Bidding** ☒ **Pre-approved by Funder**	**16. Contractor Type: (check all that apply)** ☐ **Private Organization/Individual** ☒ **Public Organization/Jurisdiction** ☐ **VENDOR** ☒ **SUBRECIPIENT** ☐ **Non-Profit** ☐ **For-Profit**

17. Grant Purpose: To verify the address and residency of all registered sex offenders and kidnapping offenders under RCW 9A.44.130.

18. COUNTY and the CITY, as identified above, acknowledge and accept the terms of this AGREEMENT and attachments and have executed this AGREEMENT the date below to start as of the date and year referenced above. The rights and obligations of both parties to this AGREEMENT are governed by this AGREEMENT and the following other documents incorporated by reference: (1) General Terms and Conditions, (2) Attachment "A" Scope of Work, and (3) Attachment "B" Budget.

FOR THE GRANTEE:	**FOR COUNTY:**
_____ Signature Date	_____ Signature Date
_____ Name	_____ Name
_____ Title	_____ Title

(FACE SHEET)

1. SERVICES

1.1. The CITY shall provide those services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by reference.

2. COMPENSATION

2.1. The COUNTY shall reimburse the CITY an amount not to exceed the amount set forth in Attachment "B" Budget, attached hereto and incorporated herein by reference for the performance of all things necessary for or incidental to the performance of Scope of Work as set forth in Attachment "A". The CITY's reimbursement for services set forth in Attachment "A" shall be in accordance with the terms and conditions set forth in the Budget attached hereto as Attachment "B" and incorporated herein by reference. Invoices must be submitted with appropriate supporting documentation, including time and labor certifications, timesheets, copies of receipts, etc., as directed by the COUNTY's representative designated hereinafter. Requests for reimbursement by the CITY shall be made quarterly and are due on or before the following: October 10, 2025 (for the preceding July 1 – September 30 period); January 10, 2026 (for the preceding July 1-December 30 period), April 10, 2026 (for the preceding January 1-March 31 period), and July 10, 2026 (for the preceding April 1-June 30 period), The July to December's reimbursement **request must be received no later than January 10th** to be allowable under this AGREEMENT. **Failure to do so may result in the County's refusal to pay the request for reimbursement based upon a finding of unsatisfactory compliance of the contractual terms.**

2.2. In conjunction with each reimbursement request, the CITY shall certify that services to be performed under this Agreement do not duplicate any services to be charged against any other grant, subgrant, or other funding source. A reimbursement voucher is provided and is required for requests for payment.

2.3. Requests for reimbursement shall be submitted to:

Contessa Tucker
Budget Coordinator
Spokane County Sheriff's Office
1100 West Mallon Avenue
Spokane, WA 99260-0300
ctucker@spokanecounty.org

2.4. Payment shall be considered timely if made by COUNTY within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the CITY. No payments in advance of or in anticipation of goods or services to be provided under this Agreement shall be made by COUNTY.

3. TERM

3.1. The term of this Agreement shall commence as of the date on the Face Sheet and shall terminate on the date on the Face Sheet.

4. RELATIONSHIP OF THE PARTIES

4.1. The Parties intend that an independent contractor relationship will be created by this Agreement. The COUNTY is interested only in the results that can be achieved and the conduct and control set forth in Section No. 1 and described in Attachment "A" will be solely with the CITY. No agent, employee, servant or otherwise of the CITY shall be deemed to be an employee, agent, servant, or otherwise of the COUNTY for any purpose, and the employees of the CITY are not entitled to any of the benefits that the COUNTY provides for COUNTY employees. The CITY will be solely and entirely responsible for its acts and the acts of its agents, employees, servants, and subcontractors or otherwise, during the performance of this Agreement.

5. VENUE STIPULATION

5.1. This Agreement has and shall be construed as having been made and delivered in the State of Washington and the laws of the State of Washington shall be applicable to its construction and enforcement. Any action at law, suit in equity or judicial proceeding for the enforcement of this Agreement or any provision hereto shall be instituted only in courts of competent jurisdiction within Spokane County, Washington.

6. COMPLIANCE WITH LAWS

6.1. The Parties specifically agree to observe all federal, state and local laws, ordinances and regulations and policies to the extent that they may have any bearing on meeting their respective obligations under the terms of this Agreement, including, but not limited to the following:

6.1.1. Audits – 2 CFR Part 200;

6.1.2. Labor and Safety Standards – Convict Labor 18 U.S.C. 751, 752, 4081, 4082; Drug-Free Workplace Act of 1988, 41 USC 701 et seq.; Federal Fair Labor Standards Act 29 U.S.C. 201 et seq.; Work Hours and Safety Act of 1962 40 U.S.C. 327-330 and Department of Labor Regulations, 29 CFR Part 5;

6.1.3. Laws Against Discrimination – Age Discrimination Act of 1975, Public Law 94-135, 42 U.S.C. 6101-07, 45 CFR Part 90 Nondiscrimination in Federally Assisted Programs; Americans with Disabilities Act of 1990, Public Law 101-336; Equal Employment Opportunity, Executive Order 11246, as amended by Executive Order 11375 and supplemented in U.S. Department of Labor Regulations, 41 CFR Chapter 60; Executive Order

11246, as amended by EO 11375, 11478, 12086 and 12102; Employment under Federal Contracts, Rehabilitation Act of 1973, Section 503, 29 U.S.C. 793; Nondiscrimination under Federal Grants, Rehabilitation Act of 1973, Section 504, 29 U.S.C. 794; Minority Business Enterprises, Executive Order 11625, 15 U.S.C. 631; Minority Business Enterprise Development, Executive Order 12432, 48 CFR 32551; Nondiscrimination and Equal Opportunity, 24 CFR 5.105(a); Nondiscrimination in benefits, Title VI of the Civil Rights Act of 1964, Public Law 88-352, 42 U.S.C. 2002d et seq, 24 CFR Part 1; Nondiscrimination in employment, Title VII of the Civil Rights Act of 1964, Public Law 88-352; Nondiscrimination in Federally Assisted Construction Contracts, Executive Order 11246, 42 U.S.C. 2000e, as amended by Executive Order 11375, 41 CFR Chapter 60; Section 3, Housing and Urban Development Act of 1968, 12 U.S.C. 1701u (See 24 CFR 570.607(b));

6.1.4. Office of Management and Budget Circulars – 2 CFR Parts 200, 215, 220, 225, and 230;

6.1.5. Other – Anti-Kickback Act, 18 U.S.C. 874; 40 U.S.C. 276b, 276c; 41 U.S.C. 51-54; Governmental Guidance for New Restrictions on Lobbying: Interim Final Guidance, Federal Register 1, Vol. 54, No. 243\Wednesday, December 20, 1989; Hatch Political Activity Act, 5 U.S.C. 1501-8; Lobbying and Disclosure, 42 U.S.C. 3537a and 3545 and 31 U.S.C. 1352 (Byrd Anti-Lobbying Amendment); Non-Supplantation, 28 CFR Sec. 90, 18; Section 8 Housing Assistance Payments Program; and

6.1.6. Privacy – Privacy Act of 1974, 5 U.S.C. 552a.

6.2. **Washington State Laws and Regulations:**

6.2.1. Affirmative action, RCW 41.06.020 (11);

6.2.2. Boards of directors or officers of non-profit corporations – Liability – Limitations, RCW 4.24.264;

6.2.3. Disclosure-campaign finances-lobbying, Chapter 42.17 RCW;

6.2.4. Discrimination-human rights commission, Chapter 49.60 RCW;

6.2.5. Ethics in public service, Chapter 42.52 RCW;

6.2.6. Office of minority and women's business enterprises, Chapter 39.19 RCW and Chapter 326-02 WAC;

6.2.7. Open public meetings act, Chapter 42.30 RCW;

6.2.8. Public records act, Chapter 42.56 RCW; and

6.2.9. State budgeting, accounting, and reporting system, Chapter 43.88 RCW.

7. NON-DISCRIMINATION

7.1. The Parties hereto specifically agree that no person shall, on the grounds of race, creed, color, sex, sexual orientation, national origin, marital status, age or the

presence of any sensory, mental, or physical disability or Vietnam era or disabled veterans status be excluded from full employment rights and participation in, or be denied the benefits of, or be otherwise subject to, discrimination in conjunction with any services which the CITY will receive payment under the provisions of this Agreement.

8. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, PUBLIC LAW 101-336

8.1. The CITY must comply with the ADA, which provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

9. NEW CIVIL RIGHTS PROVISION

9.1. The CITY shall comply with the Violence Against Women Reauthorization Act of 2013 provision that prohibits recipients from excluding, denying benefits to, or discriminating against any person on the basis of actual or perceived race, color, religion, national origin, sex, gender identity, sexual orientation, or disability in any program or activity funded in whole or in part by this Agreement.

10. SERVICES TO LIMITED-ENGLISH-PROFICIENT (LEP) PERSONS

10.1. To ensure compliance with Title VI and the Safe Streets Act, recipients are required to take reasonable steps to ensure that LEP persons have meaningful access to their programs. Meaningful access may entail providing language assistance services, including interpretation and translation services, where necessary. Recipients are encouraged to consider the need for language services for LEP persons served or encountered both in developing their programs and budgets and in conducting their programs and activities. Reasonable costs associated with providing meaningful access for LEP individuals are considered allowable program costs. Additional assistance regarding LEP obligations and information may be found at www.lep.gov.

11. NONCOMPLIANCE WITH NONDISCRIMINATION LAWS

11.1. During the performance of this AGREEMENT, the CITY shall comply with all federal, state, and local nondiscrimination laws, regulations and policies. In the event of the CITY's noncompliance or refusal to comply with any nondiscrimination law, regulation or policy, this Agreement may be rescinded, canceled or terminated in whole or in part, and the CITY may be declared ineligible for further agreements with the COUNTY. The CITY shall, however, be given a reasonable time in which to cure this noncompliance. Any dispute may be resolved in accordance with the dispute resolution provision of this Agreement.

12. PAY EQUITY

12.1. The CITY agrees to ensure that "similarly employed" individuals in its workforce are compensated as equals, consistent with the following:

12.1.1. Employees are "similarly employed" if the individuals work for the same employer, the performance of the job requires comparable skill, effort and responsibility and the jobs are performed under similar working conditions. Job titles alone are not determinative of whether employees are similarly employed;

12.1.2. The CITY may allow differentials in compensation for its workers if the differentials are based in good faith and on any of the following:

12.1.2.1. A seniority system; a merit system; a system that measures earning by quantity or quality of production; a bona fide job-related factor or factors, or a bona fide regional difference in compensation levels.

12.1.2.2. A bona fide job-related factor or factors may include, but not be limited to, education, training, or experience that is consistent with business necessity, not based on or derived from a gender-based differential and accounts for the entire differential.

12.1.2.3. A bona fide regional difference in compensation level must be consistent with business necessity, not based on or derived from a gender-based differential and account for the entire differential.

12.2. This AGREEMENT may be terminated if the COUNTY determines that the CITY is not in compliance with this provision.

13. TERMINATION FOR CAUSE/SUSPENSION

13.1. In the event COUNTY determines that the CITY failed to comply with any term or condition of this Agreement, COUNTY may terminate the Agreement in whole or in part upon written notice to the CITY. Such termination shall be deemed "Termination for Cause." Termination shall take effect on the date specified in the notice.

13.2. In the alternative, COUNTY, upon written notice may allow the CITY a specific period of time in which to correct the non-compliance. During the corrective-action time period, COUNTY may suspend further payment to the CITY in whole or in part or may restrict the CITY's right to perform duties under this Agreement. Failure by the CITY to take timely corrective action shall allow COUNTY to terminate the Agreement upon written notice to the CITY.

13.3. "Termination for Cause" shall be deemed a "Termination for Convenience" when COUNTY determines that the CITY did not fail to comply with the terms of the Agreement or when COUNTY determines the failure was not caused by the CITY's actions or negligence.

13.4. In the event of termination or suspension, the CITY shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original Agreement and the replacement or cover agreement and all administrative costs directly related to the replacement agreement, e.g. cost of the competitive bidding, mailing, advertising and staff time.

14. TERMINATION FOR CONVENIENCE

14.1. Except as otherwise provided in this Agreement, COUNTY may, by ten (10) business days written notice, beginning on the second day after the mailing, terminate this Agreement, in whole or in part. If this Agreement is so terminated, the COUNTY shall be liable only for payment required under the terms of this Agreement for services rendered prior to the effective date of termination.

15. TERMINATION PROCEDURES

15.1. After receipt of a Notice of Termination, except as otherwise directed by COUNTY, the CITY shall:

15.1.1. Stop work under the Agreement on the date, and to the extent specified, in the notice;

15.1.2. Place no further orders for materials, services, or facilities related to the Agreement;

15.1.3. Assign to COUNTY all of the rights, title, and interest of the CITY under the orders and subcontracts so terminated, in which case COUNTY has the right, at its discretion, to settle or pay any or all claims arising out of the termination of such orders and subcontracts. Any attempt by the CITY to settle such claims must have the prior written approval of COUNTY; and

15.1.4. Preserve and transfer any materials, Agreement deliverables and/or COUNTY property in the CITY's possession as directed by COUNTY.

15.2. Upon termination of the Agreement, COUNTY shall pay the CITY for any service provided by the CITY under the Agreement prior to the date of termination. COUNTY may withhold any amount due as COUNTY reasonably determines is necessary to protect COUNTY against potential loss or liability resulting from the termination. COUNTY shall pay any withheld amount to the CITY if COUNTY later determines that loss or liability will not occur. The rights and remedies of COUNTY under this Section are in addition to any other rights and remedies provided under this Agreement or otherwise provided under law. Provided, further, in the event that the CITY fails to perform this Agreement in accordance with state laws, federal laws, and/or the provisions of this Agreement, COUNTY reserves the right to recapture funds in an amount to compensate COUNTY for the noncompliance in addition to any other remedies available at law or in equity.

15.3. Repayment by the CITY of funds under this recapture provision shall occur within the time period specified by COUNTY. In the alternative, COUNTY may recapture such funds from payments due under this Agreement.

16. COUNTY REPRESENTATIVE

16.1. The COUNTY hereby appoints, and the CITY hereby accepts the COUNTY's representative, or her designee as identified on the Face Sheet as the COUNTY's liaison for the purpose of administering this Agreement. The CITY hereby appoints, and COUNTY hereby accepts the CITY's representative, or his/her designee as identified on the Face Sheet as the CITY's liaison for the purpose of administering this Agreement.

17. NOTICES

17.1. Except as provided to the contrary herein, all notices or other communications given hereunder shall be deemed given on: (i) the day such notices or other communications are received when sent by personal delivery; or (ii) the third day following the day on which the same have been mailed by first class delivery, postage prepaid addressed to the COUNTY or the CITY at the address set forth on the Face Sheet for such party, or at such other address as either party shall from time-to-time designate by notice in writing to the other Party.

18. HEADINGS

18.1. The Section headings in this Agreement have been inserted solely for the purpose of convenience and ready reference. In no way do they purport to, and shall not be deemed to, define, limit or extend the scope or intent of the Sections to which they appertain.

19. MODIFICATION

19.1. No modification or amendment of this Agreement shall be valid until the same is reduced to writing and executed with the same formalities as this present Agreement.

20. WAIVER

20.1. No officer, employee, agent or otherwise of the COUNTY has the power, right or authority to waive any of the conditions or provisions to this Agreement. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. All remedies afforded in this Agreement or at law, shall be taken and construed as cumulative that is, in addition to every other remedy provided herein or by law. Failure of the COUNTY to enforce at any time any of the provisions of this Agreement, or to require at any time performance by the CITY of any provision hereof, shall in no way be construed to be a waiver of such provisions, nor in any way effect the validity of this Agreement of any part hereof, or the right of the COUNTY to hereafter enforce each and every such provision.

21. INDEMNIFICATION

21.1. To the fullest extent permitted by law, the CITY shall indemnify, defend and hold harmless the COUNTY, and all officials, agents and employees of the COUNTY, from and against all claims for injuries or death arising out of or resulting from the performance of the contract. "Claim" as used in this contract, means any financial loss, claim, suit, action, damage or expense, including but not limited to attorney's fees, attributable for bodily injury, sickness, disease, death or injury to or the destruction of tangible property including loss of use therefrom.

21.2. The CITY's obligation to indemnify, defend and hold harmless includes any claim by the CITY's agents, employees, representatives or any subgrantee/subcontractor or its employees.

21.3. The CITY expressly agrees to indemnify, defend and hold harmless the COUNTY for any claim arising out of or incident to the CITY's or any subgrantee's/subcontractor's performance or failure to perform under this Agreement. The CITY's obligation to indemnify, defend and hold harmless the COUNTY shall not be eliminated or reduced by an actual or alleged concurrent negligence of the COUNTY or its agents, employees and/or officials.

21.4. The COUNTY shall protect, defend, indemnify, and hold harmless the CITY, its officers, officials, employees, and agents while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and/or property). The COUNTY will not be required to indemnify, defend, or save harmless the CITY if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the CITY.

21.5. The COUNTY and CITY agree that its obligations under this section extend to any claim, demand and/or cause of action brought by, or on behalf of, any COUNTY or CITY employees or agents while performing work authorized under this Agreement. For this purpose, the COUNTY and CITY, by mutual negotiation, hereby waives any immunity that would otherwise be available to it against such claims under the Industrial Insurance provisions of chapter 51.12 RCW.

21.6. These indemnifications and waiver shall survive the termination of this Agreement.

21.7. No officer or employee of the CITY or the COUNTY shall be personally liable for any act, or failure to act, in connection with this Agreement, it is understood that in such matters they are acting solely as agents of their respective agencies.

22. ALL WRITINGS CONTAINED HEREIN

22.1. This Agreement contains all the terms and conditions agreed upon by the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto. The

CITY has read and understands all of this Agreement and now states that no representation, promise or condition not expressed in this Agreement has been made to induce the CITY to execute the same.

23. SEVERABILITY

23.1 It is understood and agreed between the Parties that if any parts, terms or provisions of this Agreement are held by the courts to be illegal, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the Parties shall not be affected in regard to the remainder of the Agreement. If it should appear that any part, term or provision of this Agreement is in conflict with any statutory provisions of the State of Washington, then the part, term or provision thereof that may be in conflict shall be deemed inoperative and null and void insofar as it may be in conflict therewith and this Agreement shall be deemed modify to conform to such statutory provision.

24. EXECUTION AND APPROVAL

24.1. The Parties warrant that the officers/individuals executing below have been duly authorized to act for and on behalf of the party for purposes of confirming this Agreement.

25. COUNTERPARTS

25.1. This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original, but such counterparts shall together constitute but one and the same.

26. DISPUTE RESOLUTION

26.1. Any dispute between the Parties which cannot be resolved between the Parties shall be subject to arbitration. Except as provided for to the contrary herein, such dispute shall first be reduced to writing. If the COUNTY and CITY representatives cannot resolve the dispute it will be submitted to arbitration. The provisions of chapter 7.04A RCW shall be applicable to any arbitration proceeding.

26.2. The COUNTY and the CITY shall have the right to designate one person each to act as an arbitrator. The two selected arbitrators shall then jointly select a third arbitrator. The decision of the arbitration panel shall be binding on the Parties and shall be subject to judicial review as provided for in chapter 7.04A RCW.

26.3. The costs of the arbitration panel shall be equally split between the Parties.

27. NO THIRD-PARTY BENEFICIARIES

27.1. Nothing in this Agreement is intended to give, or shall give, whether directly or indirectly, any benefit or right, greater than that enjoyed by the general public, to third persons.

28. SURVIVAL

28.1. Any Sections of this Agreement which, by their sense and context, are intended to survive shall survive the termination of this Agreement.

29. INSURANCE

29.1. The CITY is self-funded for its liability exposures including General Liability and Automobile Liability to the limits of $1.5 million and Workers Compensation to the limits of $1 million. Should a covered loss occur in the fulfillment of this Agreement, the CITY shall provide payment under the terms of its self-funded insurance program.

29.2. All self-insured risk management programs or self-insured/liability pool financial reports must comply with Generally Accepted Accounting Principles (GAAP) and adhere to accounting standards promulgated by: 1) Governmental Accounting Standards Board (GASB), 2) Financial Accounting Standards Board (FASB), and 3) the Washington State Auditor's annual instructions for financial reporting. The COUNTY, its agents and employees need not be named as additional insureds under a self-insured property/liability pool, if the pool is prohibited from naming third parties as additional insureds.

30. AUDIT

30.1. General Requirements. CITY shall procure audit services based on the following guidelines.

30.1.1. The CITY shall maintain its records and accounts so as to facilitate the audit requirement and shall ensure that Subcontractors also maintain auditable records.

30.1.2. The CITY is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its Subcontractors.

30.1.3. The COUNTY reserves the right to recover from the CITY all disallowed costs resulting from the audit.

30.1.4. Responses to any unresolved management findings and disallowed or questioned costs shall be included with the audit report. The CITY must respond to COUNTY requests for information or corrective action concerning audit issues within thirty (30) days of the date of request.

30.2. Federal Funds Requirement – 2 CFR Part 200

30.2.1. The CITY, expending $750,000 or more in a fiscal year in federal funds from all sources, direct and indirect, is required to have an audit conducted in accordance with 2 CFR Part 200. When state funds are also to be paid under this Agreement a Schedule of State Financial Assistance as well as the required schedule of Federal Expenditure must be included. Both schedules include:

30.2.1.1. Grantor agency name

30.2.1.2. Federal agency

30.2.1.3. Federal program income

30.2.1.4. Other identifying contract numbers

30.2.1.5. Catalog of Federal Domestic Assistance (CFDA) number (if applicable)

30.2.1.6. Grantor contract number

30.2.1.7. Total award amount including amendments (total grant award)

30.2.1.8. Current year expenditures

30.2.2. If the CITY is a state or local government entity, the Office of the State Auditor shall conduct the audit. Audits of non-profit organizations are to be conducted by a certified public accountant selected by the CITY in accordance with 2 CFR Part 200.

30.2.3. The CITY shall include the above audit requirements in any subcontracts.

30.2.4. In any case, the CITY's financial records must be available for review by the COUNTY and the Washington State Department of Commerce.

30.3. Documentation Requirements

30.3.1. The CITY must send a copy of the audit report described above no later than sixty (60) days after the completion of the audit to the COUNTY representative identified in Section No. 2 Compensation.

30.3.2. In addition to sending a copy of the audit, when applicable, the CITY must include:

30.3.2.1. Corrective action plan for audit findings within three (3) months of the audit being received by the COUNTY.

30.3.2.2. Copy of the Management Letter.

31. CERTIFICATION REGARDING DEBARMENT, SUSPENSION OR INELIGIBILITY AND VOLUNTARY EXCLUSION – PRIMARY AND LOWER TIER COVERED TRANSACTION

31.1. The CITY, defined as the primary participant and its principal, certifies by signing these General Terms and Conditions that to the best of its knowledge and belief that they:

31.1.1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

31.1.2. Have not within a three (3) year period preceding this Agreement, been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction, violation of Federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;

31.1.3. 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 (A)(2) of this section; and

31.1.4. Have not within a three-year period preceding the signing of this Agreement had one or more public transactions (Federal, state, or local) terminated for cause of default.

31.2. Where the CITY is unable to certify to any of the statements in this Agreement, the CITY shall attach an explanation to this Agreement.

31.3. The CITY agrees by signing this Agreement 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, unless authorized by COUNTY.

31.4. The CITY further agrees by signing this Agreement that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," as follows, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

31.5. **LOWER TIER COVERED TRANSACTIONS**

31.5.1. The lower tier Grantee certifies, by signing this Agreement 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.

31.5.2. Where the lower tier Grantee is unable to certify to any of the statements in this Agreement, such Grantee shall attach an explanation to this Agreement.

31.6. The terms **covered transaction, debarred, suspended, ineligible, lower tier covered transaction, person, primary covered transaction, principal, and voluntarily excluded**, as used in this section, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the COUNTY for assistance in obtaining a copy of these regulations.

32. SUBCONTRACTORS

32.1. The CITY shall seek and whenever appropriate will receive approval from the COUNTY for all subcontracts under this Agreement. All subcontractors employed or used by the CITY to provide the services under the terms of this Agreement agree to comply with all applicable sections of this Agreement. The CITY shall notify the COUNTY's representative of any subcontractor and certify that the subcontractor has been advised of the above provisions and has satisfied the Insurance provisions prior to providing any subcontracting services.

33. ASSIGNMENT

33.1. Neither this Agreement, nor any claim arising under this Agreement, shall be transferred or assigned by the CITY without prior written consent of COUNTY.

34. ATTORNEYS' FEES

34.1. Unless expressly permitted under another provision of the Agreement, in the event of litigation or other action brought to enforce the terms of the Agreement, each party agrees to bear its own attorneys' fees and costs.

35. RECORDS MAINTENANCE

35.1. The CITY shall maintain all books, records, documents, data and other evidence relating to this Agreement and performance of the Services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. The CITY shall retain such records for a period of six years following the date of final payment.

35.2. At no additional cost, the CITY shall make available to the COUNTY, Washington State Auditor, federal and state officials so authorized by law, or their duly authorized representatives at any time during their normal operating hours, all records, books or pertinent information which the COUNTY may be required by law to make part of its auditing procedures, an audit trail, or which may be required for the purpose of funding the services contracted for herein. The CITY shall provide access to its facilities for this purpose.

35.3. If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been finally resolved.

36. LOSS OF FUNDING

36.1. In the event funding from state, federal, or other sources which is the source of funding by the COUNTY for this Agreement is withdrawn, reduced, or limited in any way after the effective date of this Agreement, and prior to normal

completion, COUNTY may terminate the Agreement under the "Termination for Convenience" clause, without the ten-business day notice requirement. In lieu of termination, the Agreement may be amended to reflect the new funding limitations and conditions.

37. CONFIDENTIALITY/SAFEGUARDING OF INFORMATION

37.1. "Confidential Information" as used in this section includes:

37.1.1. All material provided to the CITY by COUNTY that is designated as "confidential" by COUNTY;

37.1.2. All material produced by the CITY that is designated as "confidential" by COUNTY; and

37.1.3. All personal information in the possession of the CITY that may not be disclosed under state or federal law. "Personal information" includes but is not limited to information related to a person's name, health, finances, education, business, use of government services, addresses, telephone numbers, social security number, driver's license number and other identifying numbers, and "Protected Health Information" under the federal Health Insurance Portability and Accountability Act of 1996 (HIPAA).

37.2. The CITY shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The CITY agrees to comply with all confidentiality requirements of 42 U.S.C. section 3789(g) and 28 C.F.R. Part 22, which are applicable to collection, use and revelation of data of information. The CITY shall use Confidential Information solely for the purposes of this Grant and shall not use, share, transfer, sell or disclose any Confidential Information to any third party except with the prior written consent of COUNTY or as may be required by law. The CITY shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale or disclosure of Confidential Information or violation of any state or federal laws related thereto. Upon request, the CITY shall provide COUNTY with its policies and procedures on confidentiality. COUNTY may require changes to such policies and procedures as they apply to this Grant whenever COUNTY reasonably determines that changes are necessary to prevent unauthorized disclosures. The CITY shall make the changes within the time period specified by COUNTY. Upon request, the CITY shall immediately return to COUNTY any Confidential Information that COUNTY reasonably determines has not been adequately protected by the CITY against unauthorized disclosure.

37.3. Unauthorized Use or Disclosure. The CITY shall notify COUNTY within five (5) working days of any unauthorized use or disclosure of any confidential information and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

38. COPYRIGHT PROVISIONS

38.1. Unless otherwise provided, all Materials produced under this Grant shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COUNTY. COUNTY shall be considered the author of such Materials. In the event the Materials are not considered "works for hire" under the U.S. Copyright laws, the CITY hereby irrevocably assigns all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COUNTY effective from the moment of creation of such Materials.

38.2. "Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, register and the ability to transfer these rights.

38.3. For Materials that are delivered under the Grant, but that incorporate pre-existing materials not produced under the Grant, the CITY hereby grants to COUNTY a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The CITY warrants and represents that the CITY has all rights and permissions, including intellectual property rights, moral rights and rights of publicity, necessary to grant such a license to COUNTY.

38.4. The CITY shall exert all reasonable effort to advise COUNTY, at the time of delivery of Materials furnished under this Grant, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Grant. The CITY shall provide COUNTY with prompt written notice of each notice or claim of infringement received by the CITY with respect to any Materials delivered under this Grant. COUNTY shall have the right to modify or remove any restrictive markings placed upon the Materials by the CITY.

39. PROHIBITION AGAINST PAYMENT OF BONUS OR COMMISSION

39.1. The funds provided under this Agreement shall not be used in payment of any bonus or commission for the purpose of obtaining approval of the Grant which is the basis of funding this Agreement or any other approval or concurrence under this Agreement. Provided, however, that reasonable fees for bona fide technical consultant, managerial, or other such services, other than actual solicitation, are not hereby prohibited if otherwise eligible as costs.

40. REPORTING

40.1. The CITY shall provide ongoing reporting to the Spokane County Sheriff's Office in accordance with the established format of the Spokane County Registered Sex Offender Program on the work performed. These reports should be submitted to:

Sgt. Jason Hunt
Program Manager
Spokane County Sheriff's Office
1100 West Mallon Avenue
Spokane, WA 99260-0300
jchunt@spokanesheriff.org

41. POLITICAL ACTIVITIES

41.1. Political activity of CITY employees and officers are limited by the State Campaign Finances and Lobbying provisions of Chapter 42.17A RCW and the Federal Hatch Act, 5 USC 1501-1508. No funds may be used under this Agreement for working for or against ballot measures or for or against the candidacy of any person for public office.

42. PUBLICITY

42.1. The CITY agrees not to publish or use any advertising or publicity materials in which COUNTY's name is mentioned, or language used from which the connection with COUNTY's name may reasonably be inferred or implied, without the prior written consent of COUNTY.

43. TAXES

43.1. All payment accrued on account of payroll taxes, unemployment contributions, the CITY's income or gross receipts, any other taxes, insurance or expenses for the CITY or its staff shall be the sole responsibility of the CITY.

44. LICENSING, ACCREDITATION, AND REGISTRATION

44.1. The CITY shall comply with all applicable local, state, and federal licensing, accreditation and registration requirements or standards necessary for the performance of this Grant.

ATTACHMENT A
SCOPE OF WORK

This is an Agreement to clearly identify the roles and responsibilities of the City of Spokane Police Department (hereinafter referred to as the CITY) as they relate to the Spokane County Registered Sex Offender Address and Residency Verification Program (hereinafter referred to as Spokane County RSO Program). As a grant-funded sub-recipient in accordance with this AGREEMENT and the Spokane County RSO Program, the CITY agrees to the following conditions:

1. The term of this Agreement is the period within which the Spokane County RSO Program responsibilities will be performed. The term commences July 1, 2025, and terminates on June 30, 2026.
2. Funding from this grant must be used for the support of the Spokane County RSO Program to accomplish a public purpose.
3. The requirement of the Spokane County RSO Program is for face-to-face verification of a registered sex offender's address at the place of residency:
   a. For level I offenders, once every twelve (12) months;
   b. For level II offenders, once every six (6) months; and
   c. For level III offenders, once every three (3) months.

   For the purposes of this AGREEMENT, unclassified offenders and kidnapping offenders are considered Level I offenders, unless the local jurisdiction sets a higher classification in the interest of public safety.
4. The CITY shall provide one detective full-time to verify addresses and place of residency of RSOs for the purpose of the Spokane County RSO Program.
5. The CITY is responsible to notify the COUNTY's Representative of any change in personnel. Non-reporting of change in personnel may impact CITY's request for reimbursement. Time and Effort documentation must be submitted with each reimbursement request.
6. The CITY shall maintain statistics and provide ongoing reporting to the Spokane County Sheriff's Office in accordance with the established format of the Spokane County RSO Program on the work program performed.
7. The CITY will work collaboratively with the SCSO in accomplishing the goals and objectives of the Spokane County RSO Program.
8. Funding from the Spokane County RSO Program as set forth in Attachment "B" Budget for "Travel/Training" will be used for the CITY to send at least one staff person to one or more Offender Watch User Group meetings and/or the RSO Coordinator Conference during the term of this Agreement. The CITY may also use funding from the Spokane County RSO Program as set forth in Attachment "B" Budget for "Travel/Training" to send staff to other training events.

9. Proposed training events and estimated costs must be submitted to Spokane County Sheriff's Office Program Manager Sgt. Jason Hunt via email at jchunt@spokanesheriff.org for prior approval to use grant funds for proposed training events.

ATTACHMENT B
BUDGET

Category	Budget Protected Direct Costs
Salary/ Benefits	$57,000
Equipment	$0.00
Contracted Services	$0.00
Goods & Services	$0.00
Administrative Costs	$0.00
Travel/Training	$3,000
Total Program	**$60,000**

Transfer of funds between line-item budget categories must be approved by COUNTY's representative.

Approved expenditures for the performance of Services as set forth in Attachment "A" (Scope of Work) must be itemized into the following categories: salary, benefits, contracted services, equipment, goods and services, travel/training or administrative costs.

In order to be eligible for reimbursement all expenses must be submitted with supporting documentation. **Payroll Expenses must be accompanied by a Time and Effort Certification and a timesheet signed by the employee and supervisor.**

Proposed training events and estimated costs must be submitted to Spokane County Sheriff's Office Program Manager Sgt. Jason Hunt via email at jchunt@spokanesheriff.org for prior approval to use grant funds for proposed training events.

Payment will be on a reimbursement basis only.

Spokane County
INVOICE VOUCHER

Subrecipient Number	Award Number	Award Name
		Spokane County RSO Program FY25-26

AGENCY NAME

City of Spokane
Spokane Police Department

CLAIMANT (Warrant is to be payable to)

(please fill in your department's mailing address)
City of Spokane
Spokane Police Department

INSTRUCTIONS TO CLAIMANT: Submit this form to claim payment for materials, merchandise or services. Show complete detail for each item.

Claimant's Certificate: I hereby certify under penalty of perjury that the items and totals listed herein are proper charges for materials, merchandise or services furnished to Spokane County, and that all goods furnished and/or services rendered have been provided without discrimination because of age, sex, marital status, race, creed, color, national origin, handicap, religion, or Vietnam era or disabled veterans status and all expenses claimed will not be charged to any other grant , subgrant or funding source.

BY _____ (SIGN IN INK)

_____ (TITLE)

_____ (DATE)

FEDERAL I.D. NO. OR SOCIAL SECURITY NO. (For reporting Personal Services Contract Payments to I.R.S.	RECEIVED BY	DATE RECEIVED

DATE	DESCRIPTION	AMOUNT BILLED

Agenda Sheet for City Council:

Committee: Public Safety **Date:** 10/06/2025

Committee Agenda type: Consent

Council Meeting Date: 10/27/2025

Date Rec'd	9/25/2025		
Clerk's File #	OPR 2025-0712		
Cross Ref #			
Project #			
Submitting Dept	POLICE	**Bid #**	
Contact Name/Phone	DAVE SINGLEY 4171	**Requisition #**	
Contact E-Mail	DSINGLEY@SPOKANEPOLICE.ORG		
Agenda Item Type	Contract Item		
Council Sponsor(s)	ZZAPPONE BWILKERSON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** YES	**Public Works?** NO	
Agenda Item Name	WASHINGTON AUTO THEFT PREVENTION AUTHORITY GRANT (WATPA) FY25-		

Agenda Wording

Acceptance of Washington Auto Theft Prevention Authority (WATPA) Grant FY25-27

Summary (Background)

For several years, the Spokane Police Department has participated in and received grant funding for one FTE from the Washington Association of Sheriffs and Police Chiefs to support the Auto Theft Prevention Authority (WATPA) grant program. SPD applied and was awarded grant funding for .5 of an FTE detective position to focus on auto theft enforcement and prevention in the City of Spokane. The grant period runs from July 1, 2025, through June 30, 2027.

What impacts would the proposal have on 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?

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

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?

Council Subcommittee Review

Fiscal Impact

Approved in Current Year Budget?	NO
Total Cost	$ 181,922.00
Current Year Cost	$ 181,922.00
Subsequent Year(s) Cost	$

Narrative

Funds to be used $180,922 for salary/benefits and $1,000 for travel/training.

Amount		Budget Account
Revenue	$ 181,922.00	# 1620-91840-99999-33469-99999
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#

Funding Source	One-Time
Funding Source Type	Grant

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	One-Time

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

Approvals		Additional Approvals	
Dept Head	HALL, KEVIN	PS EXEC REVIEW	YATES, MAGGIE
Division Director	HALL, KEVIN	ACCOUNTING -	BROWN, SKYLER
Accounting Manager	BAIRD, CHRISTI		
Legal	HARRINGTON,		
For the Mayor	PICCOLO, MIKE		

Distribution List

Bryan Jeter - bjeter@waspc.org	SPDFinance@spokanecity.org

OPR 2025-0712

WA Auto Theft Prevention Authority

Preventing and reducing motor vehicle thefts in the State of Washington.

May 28, 2025

Assistant Chief Dave Singley
Spokane
1100 W Mallon Ave.
Spokane, WA 989260

Dear Assistant Chief Dave Singley,

I am pleased to inform you that Washington Auto Theft Prevention Authority (WATPA) Board of Directors has approved the **Spokane** grant application for funding of **.5 FTE Auto Theft Detective**. The award is in the amount of **$181,922.00.** It is the responsibility of the grant recipient to explore and confirm all potential legal ramifications when employing WATPA funded equipment with your local legal advisor. The grant award is effective **July 1, 2025 and expires on June 30, 2027**. This award is a one-time event and does not imply or promise availability of funds for replacement or continuation of funding after June 30, 2027.

Enclosed is an award agreement. This agreement is to be signed and returned to WATPA. No funds will be reimbursed until the signed agreement is received. Expenditures prior to the award effective date or after the grant expiration date are not authorized and will not be reimbursed. All grant awards are subject to Grant Policies and Procedures of the Washington Auto Theft Prevention Authority. Costs will be paid on a reimbursement basis. Your agency will be reimbursed for actual expenses only up to the limit of the award categories. All grantees must sign the attached non-supplanting agreement before reimbursement can begin. Also, please note that reimbursement requests by grant recipients will only be processed upon receipt of current semi-annual reports by the WATPA office. The semi-annual report form is available on the WATPA website, www.WaAutoTheftPreventionAuthority.org

If you have any questions, please contact me at 253.677.8576 or via e-mail at bjeter@waspc.org.

Sincerely,

Bryan Jeter, Executive Director
Washington Auto Theft Prevention Authority

AGREEMENT BETWEEN CLARK COUNTY PROSECUTOR'S OFFICE AND THE WASHINGTON AUTO THEFT PREVENTION AUTHORITY

AUTO THEFT PREVENTION GRANT PROGRAM AWARD AGREEMENT

Award Recipient Name and Address:
Spokane
1100 W Mallon Ave.
Spokane, WA 989260

Contact: **Dave Singley**
Title: **Assistant Chief**
Telephone: 509-362-1089

Award Period:
07/01/25 - 06/30/27

Amount Approved
$181,922.00

Funding Authority:
WASHINGTON AUTO THEFT PREVENTION AUTHORITY

Requests for reimbursement under this agreement are subject to the following Budget:

CATEGORY	AMOUNT
Personnel	129,556.00
Benefits	51,366.00
Overtime	0.00
Consultants	0.00
Travel	1,000.00
Other Expenses	0.00
Public Awareness	0.00
Prosecution	0.00
Equipment	0.00
Total	**$181,922.00**

IN WITNESS WHEREOF, the WATPA and RECIPIENT acknowledge and accept the terms of this AGREEMENT and attachments hereto, and in witness whereof have executed this AGREEMENT as of the date and year last written below. The rights and obligations of both parties to this AGREEMENT are governed by the information on this Award Sheet and other documents incorporated herein by reference: WATPA Auto Theft Prevention Grants Policy & Procedure Guide.

WATPA

RECIPIENT

Name/ Title: Bryan Jeter, WATPA, Executive Director

Date: 5-28-2023

Name/ Title:

Date:

Agenda Sheet for City Council:

Committee: Public Safety **Date:** 10/06/2025

Committee Agenda type: Discussion

Council Meeting Date: 10/27/2025

Date Rec'd	10/1/2025		
Clerk's File #	ORD C36771		
Cross Ref #			
Project #			
Submitting Dept	FIRE	**Bid #**	
Contact Name/Phone	TOM WILLIAMS (509)435-7001	**Requisition #**	
Contact E-Mail	TMWILLIAMS@SPOKANECITY.ORG		
Agenda Item Type	Special Budget Ordinance		
Council Sponsor(s)	ZZAPPONE BWILKERSON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	SPECIAL BUDGET ORDINANCE - SREC COST REIMB & SFD RECRUIT SCHOOL		

Agenda Wording

SFD is requesting adjustments to the budget to account for the $886,039 in unbudgeted revenues received as well as an offsetting increase of $439,459 of which will cover the cost of the 2025-2 SFD Recruit School.

Summary (Background)

Spokane Fire entered into agreements OPR 2025-0458 & OPR 2025-0459 that reimbursed the City for Computer Aided Dispatch related software purchases as well as combined communications building operating costs.

What impacts would the proposal have on 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?

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

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?

Council Subcommittee Review

Fiscal Impact	
Approved in Current Year Budget?	NO
Total Cost	**$** 439,459
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Revenue	**$** 695,616	**#** 1640-35351-99999-34280
Expense	**$** 299,036	**#** 1640-3531-28200-xxxxx
Revenue	**$** 439,459	**#** 1970-xxxxx-99999-3xxxx
Expense	**$** 439,459	**#** 1970-xxxxx-xxxxx-5xxxx
Select	**$**	**#**
Select	**$**	**#**

Funding Source	One-Time
Funding Source Type	Program Revenue

Is this funding source sustainable for future years, months, etc?

No

Expense Occurrence	One-Time

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

Approvals		**Additional Approvals**	
Dept Head	REDING, RYAN	**PS EXEC REVIEW**	YATES, MAGGIE
Division Director	DAHL, LANCE	**MANAGEMENT &**	STRATTON, JESSICA
Accounting Manager	BAIRD, CHRISTI		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

Distribution List

ORDINANCE NO C36771

AMENDING ORDINANCE NO. C36626, ENTITLED IN PART, “AN ORDINANCE ADOPTING A BIENNIAL BUDGET FOR THE CITY OF SPOKANE”, AND AMENDING IT TO RECORD COST REIMBURSEMENT FROM SREC, AND DECLARING AN EMERGENCY.

WHEREAS, subsequent to the adoption of the biennial budget Ordinance No. C36626, as above entitled in part, and which passed the City Council December 9, 2024, it is necessary to make changes in the appropriations of the Communications Building Maintenance & Operations Fund and the Fire/EMS Fund, 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 Council of Spokane does ordain:

Section 1. That in the budget of the Communications Building Maintenance & Operations Fund and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase revenue by $695,616.
A) Of the increased revenue, $695,616 is provided solely for communication services.

2) Increase appropriation by $299,036.
A) Of the increased appropriation, $50,000 is provided solely for operating supplies.
B) Of the increased appropriation, $249,036 is provided solely for an operating transfer out to the Fire/EMS Fund.

Section 2. That in the budget of the Fire/EMS Fund and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase revenue by $439,459.
A) Of the increased revenue, $190,423 is provided solely for communication services.
B) Of the increased revenue, $249,036 is provided solely from an operating transfer in from the Communications Building Maintenance & Operations Fund.

2) Increase appropriation by $439,459.
A) Of the increased appropriation, $139,459 is provided solely for bad debt expense.
B) Of the increased appropriation, $300,000 is provided solely for operating supplies for a second recruit academy.

Section 3. 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 the need to record SREC’s cost reimbursement and establish a budget for the second recruit academy, 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 by the City Council on _____

_____
Council President

Attest:

Approved as to form:

_____
City Clerk

_____
City Attorney

_____
Mayor

_____
Date

_____
Effective Date

ORD C36771 SBO (DILLON AMENDMENT) (10-09-25)v3

PURPOSE OF AMENDMENT: This amendment (a) adjusts the expected revenue increase to the Communications Building Maintenance & Operations Fund from $695,616 to $1,043,129, and makes a corresponding adjustment to an allocation for operating transfer to the Fire/EMS Fund, and (b) increases the allocations from the Fire/EMS Fund for communication services from $190,423 to $335,822, and increases the allocation for operating supplies for a second recruit academy from $300,000 to $611,363. No change is made to the allocation for bad debt expense ($139,459).

ORDINANCE NO C36771

AMENDING ORDINANCE NO. C36626, ENTITLED IN PART, "AN ORDINANCE ADOPTING A BIENNIAL BUDGET FOR THE CITY OF SPOKANE", AND AMENDING IT TO RECORD COST REIMBURSEMENT FROM SREC, AND DECLARING AN EMERGENCY.

WHEREAS, subsequent to the adoption of the biennial budget Ordinance No. C36626, as above entitled in part, and which passed the City Council December 9, 2024, it is necessary to make changes in the appropriations of the Communications Building Maintenance & Operations Fund and the Fire/EMS Fund, 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 Council of Spokane does ordain:

Section 1. That in the budget of the Communications Building Maintenance & Operations Fund and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase revenue by $1,043,129.
A) Of the increased revenue, $1,043,129 is provided solely for communication services.

2) Increase appropriation by $465,000.
A) Of the increased appropriation, $50,000 is provided solely for operating supplies.
B) Of the increased appropriation, $415,000 is provided solely for an operating transfer out to the Fire/EMS Fund.

Section 2. That in the budget of the Fire/EMS Fund and the budget annexed thereto with reference to the Fund, the following changes be made:

1) Increase revenue by $750,822.
A) Of the increased revenue, $335,822 is provided solely for communication services.
B) Of the increased revenue, $415,000 is provided solely from an operating transfer in from the Communications Building Maintenance & Operations Fund.

2) Increase appropriation by $750,822.
A) Of the increased appropriation, $139,459 is provided solely for bad debt expense.
B) Of the increased appropriation, $611,363 is provided solely for operating supplies for a second recruit academy.

Section 3. 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 the need to record SREC's cost reimbursement and establish a budget for the second recruit academy, 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 by the City Council on _____

_____
Council President

Attest:

Approved as to form:

_____
City Clerk

_____
City Attorney

_____
Mayor

_____
Date

_____
Effective Date

Agenda Sheet for City Council: **Committee:** PIES **Date:** 10/20/2025 **Committee Agenda type:** Discussion		**Date Rec'd**	10/15/2025
		Clerk's File #	ORD C36774
		Cross Ref #	
Council Meeting Date: 10/27/2025		**Project #**	
Submitting Dept	CITY COUNCIL	**Bid #**	
Contact Name/Phone	CHRIS WRIGHT 625-6210	**Requisition #**	
Contact E-Mail	CWRIGHT@SPOKANECITY.ORG		
Agenda Item Type	Emergency Ordinance		
Council Sponsor(s)	BWILKERSON PDILLON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	AN ORDINANCE RELATING TO CITY COUNCIL EMPLOYEES		

Agenda Wording

An ordinance relating to City Council employees, amending Sections 02.005.010, 02.005.030 and 02.005.100 of the Spokane Municipal Code, and repealing Sections 02.005.050 through 02.005.090 of the Spokane Municipal Code, and declaring an emergency.

Summary (Background)

The City Council requires independent city employees, reportable only to the City Council, to perform its legislative functions. Historically the Council found it necessary to employ regular, full-time administrative, budget, and policy staff to assist in its legislative functions, and codified some of the positions and specified procedures for hiring, termination and management of council employees. The current council staff structure set forth in Spokane Municipal Code is overly specific and cumbersome. This ordinance revises the current code language regarding hiring and discharge of council employees, vests the council president with authority to make personnel decisions after consultation with council members, and provides for adoption of council rules in the future to address personnel matters. The ordinance repeals SMC 02.005.050 through 02.005.090 relating to specific positions, and eliminates the reference to legislative assistant II positions. This ordinance includes an emergency clause.

What impacts would the proposal have on historically excluded communities?

Not applicable

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?

Not applicable

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

Not applicable

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?

Ensures that council practices for hiring and termination of council employees is consistent with best practices and is fair to employees.

Council Subcommittee Review

Not applicable

Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	

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

Approvals		**Additional Approvals**	
Dept Head	GBYRD		
Division Director	GBYRD		
Accounting Manager	GBYRD		
Legal	PICCOLO, MIKE		
For the Mayor	GBYRD		

Distribution List

ORDINANCE NO C36774

An ordinance relating to City Council employees, amending Sections 02.005.010, 02.005.030 and 02.005.100 of the Spokane Municipal Code, and repealing Sections 02.005.050 through 02.005.090 of the Spokane Municipal Code, and declaring an emergency.

WHEREAS, the City Council requires independent city employees, reportable only to the City Council, to perform its legislative functions; and

WHEREAS, historically the Council found it necessary to employ regular, full-time administrative, budget, and policy staff to assist in its legislative functions; and

WHEREAS, the City Council believes the current council staff structure set forth in Spokane Municipal Code is overly specific and cumbersome; and

WHEREAS, modifications to the municipal code relating to council staffing must be enacted before the council can adopt its mid-year budget changes for 2026; and

WHEREAS, the need to modify the municipal code prior to council's adoption of the budget was not identified until very recently, and was sudden, unexpected, and requires immediate action; and

WHEREAS, the normal course of legislative procedures of the City Council will not result in timely adoption of changes to the municipal code prior to the Council's vote on the budget; and

WHEREAS, the ordinance is necessary for the immediate support of the of City government and its existing public institutions;

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. That Section 02.005.010 of the Spokane Municipal Code is amended to read as follows:

Section 02.005.010 Council President and City Council

A. As provided in the City Charter a City Council President and six City Council Members constitute the City Council, which is the legislative body of the City. The

City Council President and City Council Members have no administrative authority over personnel matters except the Council President and the Council Members:

1. Appoint, evaluate and discharge the Hearing Examiner;

2. appoint, evaluate, and discharge the City Council's full-time, seasonal, project and interim staff, as provided in Section 02.005.030;

((~~3. appoint, evaluate, and discharge the City Council's seasonal, project and interim staff, as provided in Section 02.005.030;~~))

((~~4~~)) 3. approve the appointment by the Mayor of the City Attorney, the City Clerk, and the permanent, acting, or interim administrative head in each department and division; provided:

   a. any person appointed for the position of department head on a permanent basis shall be placed on the city council agenda by the mayor within 30 days of the appointment and considered for approval pursuant to section 24 of the city charter;

   b. persons appointed for the job positions of interim or acting department head shall serve as such for up to 180 days, which period can be extended for up to an additional 180 days by city council resolution;

((~~5~~)) 4. appoint nominees of the Mayor to boards, commissions, and other official City agencies, unless otherwise provided;

((~~6~~)) 5. hire, supervise, evaluate, and discharge their individual legislative assistants.

B. The Council President reviews the preparation of the agenda for City Council meetings, briefings, and study session meetings and presides at meetings of the City Council. The Council President also serves as the Mayor Pro Tem. The Council President shall serve as the primary signatory on all Council budgetary, expenditure, and appropriation matters as related to the Council Office budget; consistent with City procedures and policies.

C. City Council agenda items shall be submitted and processed consistent with the City Council Rules of Procedure and administrative policies and procedures.

D. The City Council shall establish standing and ad hoc committees by rule to assist in the performance of its assigned duties.

E. Any City Council committee with more than three Council Members as committee members shall be considered a committee of the whole City Council. All meetings of such a committee shall be considered a City Council meeting with the appropriate public meeting notice. No legislative action may be taken at any standing or ad hoc committee unless the committee meeting was noticed as a special meeting in compliance with the Washington Open Public Meetings Act (OPMA) and applicable City Council Rules of Procedure.

F. All standing committee meetings shall be open to the public except when the committee adjourns into executive session. Participation in a standing committee meeting shall be limited to standing committee members, appropriate staff, other individuals recognized by the committee, and members of the public who sign up to testify pursuant to council rules. Participation by Council Members, including deliberation and voting, shall be open to all Council Members when the standing committee is meeting as a committee of the whole and as a special Council meeting.

Section 2. That Section 02.005.030 of the Spokane Municipal Code is amended to read as follows:

Section 02.005.030 City Council's Office Staff

A. ((~~The council president and the city council members may, subject to budget appropriation, appoint and remove office staff as necessary to support the performance of their legislative duties. The number and type of regular full-time positions, other than legislative assistants, is determined by a majority of the city council. Responsibilities and accountabilities for all full-time staff other than legislative assistants are determined by a majority of the city council with day-to-day supervision provided by the council president or their designee. All regular full-time employees, other than legislative assistants, hired or discharged after the effective date of this ordinance shall be appointed via resolution by a majority vote of the city council and may only be discharged by a majority plus one vote of the city council.~~)) <u>The city council may create, modify and eliminate council positions as necessary to support the performance of their legislative duties. The number and type of regular positions are determined by a majority of the city council. Job scope of duties, responsibilities and accountabilities for all staff are determined by a majority of the city council. Day-to-day supervision for council staff, other than legislative assistants, is provided by the council president or their designee. The</u>

council president, in consultation with council members, may hire and discharge council staff other than legislative assistants. Effective January 30, 2026, personnel decisions will be made by the council president consistent with applicable council rules.

((~~B. City council central staff shall consist of all full-time staff employed by the city council, except for legislative assistants. The positions described in Sections 02.005.050 through 02.005.090 shall be permanent positions within the council office budget. Subject to budget appropriation, other positions, including council's initiative managers, may be created by the council president to serve the office as needed. The council president shall be responsible to nominate persons to fill the regular central staff positions, and in each instance the selection of central staff shall be confirmed as provided in section 02.005.030.~~))

((~~C~~)). B. The council president maintains the authority as the city council department head to appoint and discharge seasonal or project employees, or to engage outside consultants, as available budget allows.

Section 3. That Section 02.005.050 of the Spokane Municipal Code is repealed.

Section 4. That Section 02.005.060 of the Spokane Municipal Code is repealed.

Section 5. That Section 02.005.070 of the Spokane Municipal Code is repealed.

Section 6. That Section 02.005.080 of the Spokane Municipal Code is repealed.

Section 7. That Section 02.005.090 of the Spokane Municipal Code is repealed.

Section 8. That Section 02.005.100 of the Spokane Municipal Code is amended to read as follows:

Section 02.005.100 Council Legislative Assistants

A. Each council member, including the council president, is authorized to hire a legislative assistant who shall be supervised and may be discharged by the council member at their sole discretion; provided, the council by majority vote may establish minimum qualifications, skills and working hours for legislative assistants.

((~~B. No later than January 1, 2024, there shall be a legislative assistant II position that includes all of the responsibilities of a legislative assistant as well as additional skills and competencies that support the city council office as a whole. Those skills and~~

~~competencies will be determined during the process of creating the job description, which will be led by the council president or their designee.~~))

Section 9. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 10. Clerical Changes. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

Section 11. Emergency Findings. Pursuant to Section 01.01.080 of the Spokane Municipal Code, the City Council adopts the foregoing recitals as its findings, and declares that an urgency and emergency exists such that this ordinance is necessary 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 five members of the City Council.

PASSED by the City Council on _____

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
City Attorney

_____
Date

_____
Effective Date

ORD C36774 (DILLON AMENDMENT)(10-16-25)

PURPOSE OF AMENDMENT: This amendment, if adopted, restores Section 02.005.100.B of the code relating to the legislative assistant II position.

Strike Section 8 of the ordinance and substitute the following in its place:

Section 8. That Section 02.005.100 of the Spokane Municipal Code is amended to read as follows:

Section 02.005.100 Council Legislative Assistants

A. Each council member, including the council president, is authorized to hire a legislative assistant who shall be supervised and may be discharged by the council member at their sole discretion; provided, the council by majority vote may establish minimum qualifications, skills and working hours for legislative assistants.

B. No later than January 1, 2024, there shall be a legislative assistant II position that includes all of the responsibilities of a legislative assistant as well as additional skills and competencies that support the city council office as a whole. Those skills and competencies will be determined during the process of creating the job description, which will be led by the council president or their designee.

ORD C36774 (CATHCART AMENDMENT)(10-17-25)

PURPOSE OF AMENDMENT: This amendment, if adopted, will (1) restore Section 02.005.100.B of the code relating to the legislative assistant II position, and (2) revise the language relating to council oversight of legislative assistant positions.

Strike Section 8 of the ordinance and substitute the following in its place:

Section 8. That Section 02.005.100 of the Spokane Municipal Code is amended to read as follows:

Section 02.005.100 Council Legislative Assistants

A. Each council member, including the council president, is authorized to hire a legislative assistant who shall be supervised and may be discharged by the council member at their sole discretion; provided, that the council, in consultation with the City Attorney and the Human Resources Department, and by majority vote, may establish uniform employment standards as are reasonably necessary to ensure the effective operation of individual council member offices within the legislative body. Notwithstanding the foregoing, each legislative assistant's primary duty is to support, represent, and serve their employing council member's office.

B. No later than January 1, 2024, there shall be a legislative assistant II position that includes all of the responsibilities of a legislative assistant as well as additional skills and competencies that support the city council office as a whole. Those skills and competencies will be determined during the process of creating the job description, which will be led by the council president or their designee.

Agenda Sheet for City Council:

Committee: PIES **Date:** 08/18/2025

Committee Agenda type: Discussion

Council Meeting Date: 09/08/2025

Date Rec'd	8/14/2025
Clerk's File #	RES 2025-0071
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	CITY COUNCIL		
Contact Name/Phone	JACKSON DEESE 625-6718		
Contact E-Mail	JDEESE@SPOKANECITY.ORG		
Agenda Item Type	Resolutions		
Council Sponsor(s)	ZZAPPONE KKLITZKE		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	RESOLUTION APPROVING USE OF SAFE STREETS FUND FOR NEIGHBORHOOD		

Agenda Wording

A resolution approving the purchase of safe speeds signage for neighbors through the Safe Streets for All Fund

Summary (Background)

The Office of Neighborhood Services does regular community outreach with neighborhoods. Signs such as "Neighbors Drive 25" and "Kids and Pets at Play" signs are very popular in the neighborhoods of Spokane to remind drivers and neighbors to drive carefully when on local access streets. Pursuant to SMC Section 07.08.148, revenues from automatic traffic safety cameras are placed in the "Spokane Safe Streets for All Fund," to be used for safe streets measures. The Office of Neighborhood Services has developed new signage and would like approval to use Spokane Safe Streets for All funds to purchase the new signage.

What impacts would the proposal have on historically excluded communities?

Signage will be available to all residents through Office of Neighborhood Services

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?

Not Applicable. Signage is for neighborhood peace of mind.

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

Not applicable, but similar signage language, “Neighbors Drive 25,” were popular.

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?

Promotes and encourages safer driving on residential streets, and the use of funds for this purpose is consistent with the goals of the "Safe Streets for All" provisions in SMC.

Council Subcommittee Review

Not applicable

Fiscal Impact

Approved in Current Year Budget?	N/A
Total Cost	$ 6,000
Current Year Cost	$
Subsequent Year(s) Cost	$ 0

Narrative

Under the $50,000 threshold for Council approval, but ONS would like Council support

Amount		Budget Account
Expense	$ 6,000	# 1380-24100-21700-53201-99999
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#

Funding Source	Recurring
Funding Source Type	Program Revenue

Is this funding source sustainable for future years, months, etc?

Yes

Expense Occurrence	One-Time

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

Approvals		Additional Approvals	
Dept Head			
Division Director			
Accounting Manager	ZOLLINGER, NICHOLAS		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor			

Distribution List

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klouden@spokanecity.org	

RESOLUTION NO. 2025-0071

A resolution approving the purchase of safe speeds signage for neighbors through the Safe Streets for All Fund.

WHEREAS, the Office of Neighborhood Services does regular community outreach with neighborhoods; and

WHEREAS, signs such as “Neighbors Drive 25” and “Kids and Pets at Play” signs are very popular in the neighborhoods of Spokane to remind drivers and neighbors to drive carefully when on local access streets; and

WHEREAS, the Office of Neighborhood Services has developed new signage and would like approval to use Spokane Safe Streets for All funds to purchase the new signage.

THEREFORE BE IT RESOLVED, that the Spokane City Council authorizes the use of no more than $6,000 for the purpose of purchasing signage similar to as provided in Exhibits A, B, and C in partnership with the Office of Neighborhood Services.

ADOPTED by the City Council this ____ day of _____, 2025.

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

Exhibit A

Exhibit B

Exhibit C

SLOW
THE
FLOCK
DOWN
SAVE A LIFE.
FOLLOW
THE
SPEED
LIMIT
VISION
ZERO
city of
CINCINNATI
visionzerocincy.net

Agenda Sheet for City Council:

Committee: Finance & Administration **Date:** 09/22/2025

Committee Agenda type: Discussion

Council Meeting Date: 10/27/2025

Date Rec'd	9/16/2025
Clerk's File #	RES 2025-0090
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	PLANNING & ECONOMIC
Contact Name/Phone	AMANDA BECK X6414
Contact E-Mail	ABECK@SPOKANECITY.ORG
Agenda Item Type	Resolutions
Council Sponsor(s)	PDILLON JBINGLE
Sponsoring at Administrators Request	NO
Lease? NO	**Grant Related?** NO **Public Works?** NO
Agenda Item Name	2026 SPECIAL ASSESSMENT FOR DOWNTOWN PBIA

Agenda Wording

Resolution setting the assessment roll hearing for the Downtown Parking and Business Improvement Area, and providing notice of the 2026 assessments to property owners and businesses.

Summary (Background)

The Downtown parking and business improvement district (PBIA, commonly referred to as the Downtown BID) was established in 1995 to provide a variety of programs and services in the downtown district, including security ambassadors, marketing and promotions, parking and transportation programs, maintenance services, special events, and economic development support. The Downtown Spokane Partnership (DSP) administers and operates these programs through a contract with the City of Spokane. The BID collects an annual assessment from businesses and property owners within the district to provide funding for programs and services. Chapter 04.31 SMC sets forth the annual process for assessing and collecting assessments from ratepayers within the district. The annual process includes the following steps: • City Council sets an assessment roll hearing date by resolution; • City staff and the BID manager prepare the annual assessment roll based on tax assessment information from the Spokane County Assessor's Office and formulas established in Chapter 04.31C SMC; • City staff provide mailed notice to property owners and businesses identified on the assessment roll at least fifteen days prior to the hearing; • The City Council approves an assessment roll at the hearing; • City staff carry out billing and collection of annual assessment payments; • The BID manager carries out the programs and services outlined in their annual management plan in support of the ratepayers.

What impacts would the proposal have on historically excluded communities?

In administering the BID contract, the Downtown Spokane Partnership is tasked with assisting existing and potential businesses that want to be located with the Downtown BID, and this can include women and minority owned businesses that benefit from an entity that manages district-wide marketing and events to attract customers that support local Spokane businesses. Ratepayer Board positions are designated by geography, business, and property type to ensure that a variety of interests are well represented and guide decision making for the BID. This includes utilizing the Security Ambassadors to complete additional vehicle

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?

DSP, the BID contract manager, completes an annual management plan as part of the annual special assessment process, which includes information on how the BID serves rate payers. No specific information is broken down by racial, gender identity, or other metrics at this time. Feedback from ratepayers to the Downtown BID Ratepayer Board is one avenue through which both the City and DSP knows if ratepayers believe they are receiving services commensurate with the collected special assessment.

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

Hosted events, grants to new businesses, and response calls from Clean & Green and the Security Ambassadors teams, which are detailed in the BID management plan, provide data for effectiveness of the Downtown BID. The ability to maintain, or expand, services as funded through the special assessments would be a positive indicator that the BID is self-sufficient and appropriately servicing ratepayers. The BID also works with StartUp Spokane to collect Placer.ai data on foot traffic for events and promotion of the district.

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?

Programs administered by the DSP support several strategies in the recently updated Spokane Downtown Plan, such as energize streets and alleys that are activated for pedestrians (Live by Five, 509 Day, Festa Italiana, etc.) and supporting existing and emerging businesses downtown (Strategy LWP2.3). The Downtown BID aligns with the vision and values of Comprehensive Plan Chapter 7, Economic Development, and policy ED 1.2. This resolution sets the hearing for the ordinance that confirms and approves the special assessment for 2024, thereby ensuring the Downtown BID has the funds to provide ratepayer services established in their contract which supports economic development focused specifically on downtown, a cultural and commercial

Council Subcommittee Review

Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	Recurring
Funding Source Type	Program Revenue

Is this funding source sustainable for future years, months, etc?

The Downtown BID is a self-assessing district, the City collects the assessments on behalf of the BID manager, which oversees implementation of the BID programs and services.

Expense Occurrence	N/A

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

Approvals		**Additional Approvals**	
Dept Head	GARDNER, SPENCER		
Division Director	GARDNER, SPENCER		
Accounting Manager	ZOLLINGER, NICHOLAS		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

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RESOLUTION NO. 2025-0090

A RESOLUTION SETTING THE ASSESSMENT ROLL HEARING FOR THE DOWNTOWN PARKING AND BUSINESS IMPROVEMENT AREA (BUSINESS IMPROVEMENT DISTRICT – BID) AND PROVIDING NOTICE OF THE 2026 ASSESSMENTS TO BUSINESS AND PROPERTY OWNERS.

WHEREAS, pursuant to the laws of Washington State and City Ordinance C32923, as codified and amended in Chapter 04.31 SMC, the City Council intends to hold a hearing on the assessments levied upon businesses and properties within the Downtown Parking and Business Improvement Area (PBIA); and

WHEREAS, through this Resolution, the City Council intends to provide notice that there will be a hearing upon the assessment roll prepared under the above identified ordinance.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE SPOKANE CITY COUNCIL:

1. Notice is hereby given that the assessment rolls for businesses and properties prepared under Ordinance C32923, as codified and amended in Chapter 04.31 SMC, will be on file in the Office of the City Clerk on October 31, 2025, and are open for public inspection.

2. The City Council has fixed December 1, 2025 at 6:00 p.m., or as soon thereafter as practicable in the City Council Chambers of the Municipal Building, W. 808 Spokane Falls Blvd., Spokane, Washington, as the time and place for hearing upon said assessment rolls.

3. The City Council declares its intent to impose special assessment in a manner that measures special benefits from each of the purposes set forth in Ordinance C32923, as codified and amended in Chapter 04.31 SMC. The special assessments will finance the PBIA (BID) budgets and programs approved by the City Council.

4. All persons who may desire to object to the assessment roll shall make their objections in writing and file them with the City Clerk at or prior to the date fixed for the hearing.

   At the time and place fixed, and at such other times as the hearing may be continued to, the City Council will consider the assessment roll as a board of equalization for the purpose of considering objections or comments made thereto, or any part thereof, and may correct, revise, raise, lower, change or modify such

roll, or any part thereof, or set aside such roll and order that such assessment be made de novo, or take such other action as the circumstances may warrant, including confirmation of the assessment rolls.

This is the only hearing held on the assessment roll, and it will be final unless appealed according to Chapter 04.31 SMC.

5. The City's Finance, Treasury and Administration Department is directed to mail, at least fifteen days before the date fixed for hearing, a notice to the businesses and property owners identified in the assessment rolls setting forth the date and time of public hearing, including the amount of special assessment.

6. The City clerk is directed to publish notice of the hearing on the assessment rolls in the Official Gazette for two consecutive weeks, the last publication being fifteen days before the date fixed for public hearing.

ADOPTED by the City Council this _____ day of September, 2025.

_____
City Clerk

Approved as to form:

_____
City Attorney

Agenda Sheet for City Council:

Committee: Finance & Administration **Date:** 09/22/2025

Committee Agenda type: Discussion

Council Meeting Date: 10/27/2025

Date Rec'd	9/16/2025		
Clerk's File #	RES 2025-0091		
Cross Ref #			
Project #			
Submitting Dept	PLANNING & ECONOMIC	**Bid #**	
Contact Name/Phone	AMANDA BECK 6414	**Requisition #**	
Contact E-Mail	ABECK@SPOKANECITY.ORG		
Agenda Item Type	Resolutions		
Council Sponsor(s)	PDILLON JBINGLE		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	2026 SPECIAL ASSESSMENT FOR EAST SPRAGUE PBIA		

Agenda Wording

Resolution setting the assessment roll hearing for the East Sprague Parking and Business Improvement Area, and providing notice of the 2026 assessments to property owners.

Summary (Background)

The East Sprague parking and business improvement district (PBIA, commonly referred to as the ESBID) was established in 2016 to provide a variety of programs and services in the East Sprague/Sprague Union business district, including cleaning and greening, neighborhood beautification, district branding and marketing, and safety services. The East Sprague Business Association (ESBA) administers and operates these programs through a contract with the City of Spokane. The BID collects an annual special assessment from property owners within the district to provide funding for programs and services, as outlined in Chapter 04.31C SMC. Chapter 04.31C SMC sets forth the annual process for assessing and collecting assessments from ratepayers within the district. The annual process includes the following steps: • City Council sets an assessment roll hearing date by resolution; • City staff and the BID manager prepare the annual assessment roll based on tax assessment information from the Spokane County Assessor's Office and formulas established in Chapter 04.31C SMC; • City staff provide mailed notice to property owners identified on the assessment roll at least fifteen days prior to the hearing; • The City Council approves an assessment roll at the hearing; • City staff carry out billing and collection of annual assessment payments; and • The BID manager carries out the programs and services outlined in their annual management plan in support of the ratepayers.

What impacts would the proposal have on historically excluded communities?

In administering the BID contract, ESBA is tasked with assisting existing and potential businesses that want to be located with the East Sprague BID, and this can include women and minority owned businesses that benefit from an entity that can manage district-wide marketing and events to attract customers that support local Spokane businesses.

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?

ESBA, the BID contract manager, completes an annual management plan as part of the annual special assessment process, which includes information on how the BID serves rate payers. No specific information is broken down by racial, gender identity, or other metrics at this time. Feedback from ratepayers to the ESBID Ratepayer Board is one avenue through which both the City and ESBA knows if ratepayers believe they are receiving services commensurate with the collected special assessment.

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

Effectiveness of the proposed changes would be collected annually during the special assessment process, and as analyzed in the annual management plan ESBA completes as the BID contract manager. The ability to maintain, or expand, services as funded through the special assessments would be a positive indicator that the BID is self-sufficient. The BID also works with StartUp Spokane to collect Placer.ai data on foot traffic for events and promotion of the district.

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 creation and continuation of the East Sprague BID achieves a large goal from the 2014 East Sprague Targeted Investment Pilot (TIP) Advisory Board's Implementation Plan, in alignment with the recommendations from the Smart Growth America technical assistance grant report on how to achieve an economically vibrant neighborhood through targeted public and private investments. This resolution sets the hearing for the ordinance that confirms and approves the special assessment for 2025, thereby ensuring the ESBID has the funds to provide ratepayer services established in their contract which supports economic development focused specifically on the East Sprague area, in alignment with the vision and values of

Council Subcommittee Review

Fiscal Impact

Approved in Current Year Budget?	N/A
Total Cost	$
Current Year Cost	$
Subsequent Year(s) Cost	$

Narrative

Amount		Budget Account
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#
Select	$	#

Funding Source	Recurring
Funding Source Type	Program Revenue

Is this funding source sustainable for future years, months, etc?

The East Sprague BID is a self-assessing district, the City collects the assessments on behalf of the BID manager, which oversees implementation of the BID programs and services.

Expense Occurrence	

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

Approvals		Additional Approvals	
Dept Head	GARDNER, SPENCER		
Division Director	GARDNER, SPENCER		
Accounting Manager	ZOLLINGER, NICHOLAS		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

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eking@spokanecity.org	nzollinger@spokanecity.org

RESOLUTION NO. 2025-0091

A RESOLUTION SETTING THE ASSESSMENT ROLL HEARING FOR THE EAST SPRAGUE PARKING AND BUSINESS IMPROVEMENT AREA (BUSINESS IMPROVEMENT DISTRICT – BID) AND PROVIDING NOTICE OF THE 2026 ASSESSMENTS TO PROPERTY OWNERS.

WHEREAS, pursuant to the laws of Washington State and City Ordinance C35377, as codified and amended in Chapter 04.31C SMC, the City Council intends to hold a hearing on the assessments levied upon properties within the East Sprague Parking and Business Improvement Area (PBIA); and

WHEREAS, through this Resolution, the City Council intends to provide notice that there will be a hearing upon the assessment roll prepared under the above identified ordinance.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE SPOKANE CITY COUNCIL:

1. Notice is hereby given that the assessment rolls for properties prepared under Ordinance C35377, as codified and amended in Chapter 04.31C SMC, will be on file in the Office of the City Clerk on October 31, 2025, and are open for public inspection.

2. The City Council has fixed December 1, 2025, at 6:00 p.m., or as soon thereafter as practicable in the City Council Chambers of the Municipal Building, W. 808 Spokane Falls Blvd., Spokane, Washington, as the time and place for hearing upon said assessment rolls.

3. The City Council declares its intent to impose special assessment in a manner that measures special benefits from each of the purposes set forth in Ordinance C35377, as codified and amended in Chapter 04.31C SMC. The special assessments will finance the PBIA (BID) budgets and programs approved by the City Council.

4. All persons who may desire to object to the assessment roll shall make their objections in writing and file them with the City Clerk at or prior to the date fixed for the hearing.

   At the time and place fixed, and at such other times as the hearing may be continued to, the City Council will consider the assessment roll as a board of equalization for the purpose of considering objections or comments made thereto, or any part thereof, and may correct, revise, raise, lower, change or modify such roll, or any part thereof, or set aside such roll and order that such assessment be

made de novo, or take such other action as the circumstances may warrant, including confirmation of the assessment rolls.

This is the only hearing held on the assessment roll, and it will be final unless appealed according to Chapter 04.31C SMC.

5. The City's Finance, Treasury and Administration Department is directed to mail, at least fifteen days before the date fixed for hearing, a notice to the businesses and property owners identified in the assessment rolls setting forth the date and time of public hearing, including the amount of special assessment.

6. The City Clerk is directed to publish notice of the hearing on the assessment rolls in the Official Gazette for two consecutive weeks, the last publication being fifteen days before the date fixed for public hearing.

ADOPTED by the City Council this _____ day of September, 2025.

_____
City Clerk

Approved as to form:

_____
City Attorney

Agenda Sheet for City Council: **Committee:** Finance & Administration **Date:** 08/25/2025 **Committee Agenda type:** Discussion		**Date Rec'd**	8/20/2025
		Clerk's File #	ORD C36752
		Cross Ref #	
Council Meeting Date: 09/22/2025		**Project #**	
Submitting Dept	CITY COUNCIL	**Bid #**	
Contact Name/Phone	CHRIS WRIGHT 625-6210	**Requisition #**	
Contact E-Mail	CWRIGHT@SPOKANECITY.ORG		
Agenda Item Type	First Reading Ordinance		
Council Sponsor(s)	BWILKERSON MCATHCART		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	AN ORDINANCE CONCERNING ADOPTION OF PUBLIC RULES BY THE CITY OF		

Agenda Wording

An ordinance concerning adoption of public rules by the City of Spokane and creating new Chapters 3.14, 10.21, 12.14, 15.07, and 18.12 of the Spokane Municipal Code, amending sections of Titles 1, 3, 4, 8, 10, 12, 13 and 16A of the Spokane Municipal Code, and adding new section 03.07.350 to the Spokane Municipal Code

Summary (Background)

The City's administrative policy for drafting policies and procedures (Admin 0325-18-1) includes provisions for public rules. They are defined as: "[....]any department order, directive or regulation of general applicability, and (1) the violation of which subjects a person to a penalty; or (2) which subject a person to a payment of a fee; or (3) which establish, alter, or revoke any procedure, practice or requirement relating to departmental hearings; or (4) which establish, alter, or revoke any qualifications or standards for the issuance, suspension or revocation of licenses to pursue any commercial activity, trade or profession as may be otherwise defined by the Spokane Municipal Code[.]" The same administrative policy briefly described the adoption process for public rules, and implies that the City Council will approve public rules but does not actually require it. In addition, this policy does not set forth any specific requirements for public comment other than the simple requirement to solicit it and possibly hold a public hearing. There is no general provision in the municipal code authorizing each City department to develop public rules for their operations. Various rule-making authorizations scattered throughout the municipal code. The authorizing language can vary with each provision of the code. The concept of a "public rule" is essentially a creation of administrative policy. The City's website lists eight public rules, most concerning utility rates. A search of the Clerk's records under the phrase "public rule" is more helpful, and produces 65 records and shows 10 associated Council resolutions, most of them related to user fees for water, sewer and GFC charges. However, it is not easy to determine the actual number of rules of general application to the public because not all rules are styled as "public rules." An ordinance relating to rulemaking would standardize the process for public rules, ensure consistent use of the term "public rule," and remove any mystery about which "public" rules actually exist. The premise behind this ordinance is that legislation is the province of the City Council under Section 5 of the City Charter,

and that no regulation applicable to the general public should be adopted without authorization from the City Council and without some form of council oversight. The basic elements of the ordinance are: • Provides to City Departments Authorization to Enact Public Rules of General Applicability. The ordinance refines and codifies the definition of public rules and applies it to each City department. If departments intend a rule to be enforceable against the general public, it must identify it as a public rule and adopt it via the prescribed process. • Establishes Clear Procedures For Public Input Before Public Rules Become Final And Effective. Under this ordinance, proposed public rules first must be published, a notice given to the public, and the proposed rule placed on the City Council agenda in the same fashion as ordinance and resolutions. At the council level the proposed rule is either approved by the council, rejected and returned to the originating department for further revisions, or deferred for later council action. Once approved, the public rule is filed with the City Clerk is to maintain a separate repository of public rules and is directed to establish a system for easy identification and retrieval for the general public. • Retains Administrative Control Of Strictly Internal Procedures And Exempt Independent Officers And Agencies. The draft ordinance does not regulate rulemaking for purely internal matters, such as those rules related to personnel, collective bargaining, municipal court, or hearing examiner issuances. • Includes Provisions For Emergency Rules. The ordinance introduces a procedure allowing emergency rulemaking, whereby emergency rules become effective immediately, but must eventually receive Council review. • Addresses Existing Public Rules. As currently drafted, the ordinance permits any existing public rule approved by council resolution within 90 days prior to the effective date of the ordinance to remain in effect for one year. All other existing public rules adopted or modified prior to the effective date of this ordinance may be enforced for ninety (90) days after the effective date of the ordinance without council review, so long as public notice and council review has been initiated as provided in Section 3.14.030 and is pending during such enforcement period. Any public rule not reviewed by the City Council within ninety (90) days of the effective date of this ordinance, or for which review has not been initiated, shall be null and void, except as to any pending case or controversy under such rule.

What impacts would the proposal have on historically excluded communities?

No impacts specific to historically excluded communities, but like all residents of the city, members of historically excluded communities will benefit from a public rule process that is uniform and transparent.

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?

There is no plan to collect data on the effect of the ordinance.

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

There is no plan to collect data on the effect of the 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?

The proposal aligns with the legislative powers of the City Council under the City Charter, as well as state law with respect to public records.

Council Subcommittee Review

Not applicable

Fiscal Impact

Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Some fiscal impact is assumed while departments review their existing rules and determine whether any rules must be revised and approved by city council consistent with the new provisions for public rules. That impact has not been quantified.

Amount		Budget Account
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select
Is this funding source sustainable for future years, months, etc?	

Expense Occurrence	N/A
Other budget impacts (revenue generating, match requirements, etc.)	

Approvals		**Additional Approvals**	
Dept Head			
Division Director			
Accounting Manager	BUSTOS, KIM		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor			

Distribution List	

ORDINANCE NO. C36752

An ordinance concerning adoption of public rules by the City of Spokane and creating new Chapters 3.14, 10.21, 12.14, 15.07, and 18.12 of the Spokane Municipal Code, amending sections of Titles 1, 3, 4, 7, 8, 10, 12, 13 and 16A of the Spokane Municipal Code, and adding new section 03.07.350 to the Spokane Municipal Code.

WHEREAS, pursuant to Section 25 of the Spokane City Charter, the City Council has the authority to create administrative departments of the City and to define the "rights, powers, and duties of the departments" by ordinance; and

WHEREAS, the operation of the various City departments, and their compliance with various budgeting, financial, procurement, and other requirements set forth in federal, state, and local laws and regulations, depends on the ability of each department to promulgate internal policies and procedures; and

WHEREAS, the operation of the various City departments, and their compliance with various budgeting, financial, procurement, and other requirements set forth in federal, state, and local laws and regulations, also depends on the ability of each department to promulgate rules of general applicability that apply to members of the public; and

WHEREAS, Washington's Public Records Act (RCW 42.56.040) requires that municipalities publish "[s]ubstantive rules of general applicability adopted as authorized by law, and statements of general policy or interpretations of general applicability," and further provides that such policies may not be enforced against the general public unless properly published; and

WHEREAS, the Public Records Act (RCW 42.56.070) further provides each municipality maintain an index for public viewing "statements of policy and interpretations of policy, statute, and the Constitution which have been adopted by the agency;" as well as "[a]dministrative staff manuals and instructions to staff that affect a member of the public;" and

WHEREAS, the process for adopting rules by the City of Spokane is currently set forth in that administrative policy and procedure numbered "Admin 0325-18-1" and titled "Standardized Formats And Uniform Procedures For Adoption And Maintenance of Administrative Policies And Procedures, Departmental Policies and Procedures, Executive Orders, And Public Rules And Regulations" (hereafter "Standardization Policy"); and

WHEREAS, under the Standardization Policy the term "Public Rules and Regulations" is defined as:

" ‘Public Rules and Regulations’ as required by the Spokane Municipal Code, are any department order, directive or regulation of general applicability, and (1) the violation of which subjects a person to a penalty; or (2) which subject a person to a payment of a fee; or (3) which establish, alter, or revoke any procedure, practice or requirement relating to departmental hearings; or (4) which establish, alter, or revoke any qualifications or standards for the issuance, suspension or revocation of licenses to pursue any commercial activity, trade or profession as may be otherwise defined by the Spokane Municipal Code,”

(hereafter the “Public Rule Definition); and

WHEREAS, the Public Rule Definition by its terms is not confined to internal operations of the City, but is applicable to the general public, and includes penal measures that can result in the imposition of a fee or fine, or result in the loss of certain vocational or commercial rights, or otherwise affect the public ability to challenge certain determinations by city officials with respect to certain individuals; and

WHEREAS, only a few City entities, including the Spokane Park Board the Civil Service Commission, are explicitly authorized by the City Charter to promulgate rules; and

WHEREAS, the Spokane Municipal Code does not consistently regulate the promulgation of public rules across City departments and divisions; and

WHEREAS, neither the Standardization Policy, nor the Spokane Municipal Code or the City Charter, require City Council review or approval of public rules; and

WHEREAS, the definition of a public rule set forth in the Standardization Policy omits procedures and practices relating to the confiscation, storage and disposal of personal property belonging to members of the general public; and

WHEREAS, public rules are the functional equivalent of legislation, and because the legislative function of the City is vested exclusively in the City Council and not in the Mayor or the administrative departments of the City, any administrative action meeting the “public rule” definition, whether or not denominated as such, should be adopted only after the requisite public comment process and City Council involvement; and

WHEREAS, public rules should be promulgated only by City departments, divisions or offices expressly authorized by ordinance to promulgate them; and

WHEREAS, consistent with the foregoing, it is the intent of the City Council to establish a uniform and transparent process for adoption of public rules by City departments and to ensure compliance with the Public Records Act with respect to rules that affect the general public;

NOW, THEREFORE, the City of Spokane does hereby ordain as follows:

Section 1. That section 01.05.020 is amended to read as follows:

Section 01.05.020 Administrative Responsibilities

A. Except as provided in this section, this chapter does not alter the responsibilities vested by this code in the several officers and employees for administration and enforcement of its various provisions. Promulgation of any rules or regulations relating to enforcement of this code shall comply with Chapter 03.14 of this code.

B. For purposes of issuing a notice of infraction, the code enforcement officer is:

1. the mayor or the division director, department director or assistant director, described in chapter 3.01A SMC, vested with administrative and enforcement jurisdiction in the particular matter; or
2. an employee or agent to whom enforcement jurisdiction has been specifically conferred, who carries a special police commission conferring authority to issue a notice of infraction for the kind of violation in question; or
3. a regularly commissioned law enforcement officer; or
4. a city prosecutor.

Section 2. That section 03.01A.205 is amended to read as follows:

Section 03.01A.205 Departments – Right, Powers and Duties

A. Except as otherwise provided, the departments and offices of the City shall have all the rights and powers granted and duties imposed by authority of the laws of the state and the charter and ordinances of the City now existing or subsequently adopted, subject to the general supervision and control of the mayor. For purposes of this chapter, “department” means an organizational unit having a minimum of three (3) employees, no more than two of whom may be exempt from civil service.

B. City departments, divisions and offices may promulgate public rules in the form and manner set forth in Chapter 3.14 of the Spokane Municipal Code.

Section 3. That there is adopted a new Section 03.07.350 of the Spokane Municipal Code to read as follows:

Section 03.07.350 Personnel Regulations - Authority to Promulgate Rules

With the approval of the Mayor, City divisions, departments and offices may promulgate administrative policies and procedures consistent with this chapter. Administrative policies and procedures promulgated pursuant to this chapter 03.07 shall not be

deemed public rules under Chapter 3.14 of the Spokane Municipal Code.

Section 4. That there is adopted a new Chapter 3.14 of the Spokane Municipal Code to read as follows:

Chapter 3.14 Public Rule Authority

Section 3.14.010 Department Authority to Promulgate Public Rules
Section 3.14.020 Definitions
Section 3.14.030 Process for Adopting Public Rules; Effect of Council Approval
Section 3.14.040 Access to Public Rules
Section 3.14.050 Exemptions
Section 3.14.060 Emergency Public Rule
Section 3.14.070 Effective Date; Construction with Other Law
Section 3.14.080 Effect on Existing Public Rules

Section 3.14.010 Department Authority to Promulgate Public Rules

A. No division, department or office of the City of Spokane may adopt, modify, repeal or enforce a public rule except as authorized by this Chapter.

B. Every Public Rule shall be denominated as such and adopted pursuant to the requirements of this Chapter.

Section 3.14.020 Definitions

A. "Administrative Policies and Procedures" are used by City departments to inform other departments and staff of policies and procedures for the direction and management of Citywide operations and which are not enforceable against members of the general public.

B. “Contested Case" means any proceeding before a department in which the legal rights, duties, or privileges of specific parties are required by ordinance to be determined after a hearing by the Hearing Examiner or the City Council.

C. "Department" means the City of Spokane or any of its divisions, departments, or offices including, but not limited to, any City board, commission, committee, officer, or department, including the City Council and its committees, when acting in accordance with or pursuant to authorization by ordinance or Charter to make rules, hear appeals, or adjudicate contested cases.

D. "Departmental Policies and Procedures" are informative directives for internal departmental management and operation of City departments. They affect primarily or exclusively single departments, divisions, or offices.

E. "Executive Orders" formalize specific decisions of the Mayor and/or city administrator and, except in cases of civil emergencies, are not enforceable

against members of the general public.

F. “Hearing” means a proceeding before the City Council to consider the adoption, modification, or repeal of any Public Rule.

G. "License" includes those City -issued permits, certificates, approvals, registrations, or forms of permission required before a Person may engage in any activity within the City of Spokane.

H. “Person " means any individual, partnership, corporation, association, or public or private organization of any character.

I. "Public Rule" means any department order, directive, policy or regulation, however denominated and including amendment or repeal of an existing rule, which applies to the general public and which, if violated, subjects a person to a penalty or administrative sanction, including, but not limited to, an order, directive, or regulation which affects:

    1. Procedures, practices or requirements relating to department hearings;
    2. Qualifications, standards, or fees imposed for the issuance, suspension, or revocation of licenses or permits;
    3. Any rule intended to implement any tax, fee or charge;
    4. Mandatory standards which must be met before the distribution or sale of products or materials;
    5. Any qualification, requirement, or process relating to the enjoyment of benefits or privileges conferred by law and administered by a Department; or
    6. Any program affecting the seizure, storage or disposition of personal property not otherwise owned or leased by the City.

J. “Regulation” means any statement of general applicability and intending to have the force of law.

K. The term “Public Rule” does not include the following:

    1. Administrative Policies and Procedures, Departmental Policies and Procedures, or Executive Orders;
    2. Rules, regulations or administrative determinations promulgated under Title 17 of the Spokane Municipal Code unless intended to have general applicability;
    3. Any policy or rule relating to the hiring, firing, or promotion or access to benefits, of any City employee, including any rights conferred by a collective bargaining agreement;
    4. Rules relating to the use of public ways and property when the substance of such rules is indicated to the public by means of signs or signals; and
    5. Any rule or regulation issued by the Hearing Examiner in a Contested Case.

Section 3.14.030 Process for Adopting Public Rules; Effect of Council Approval

A. At least fourteen (14) days prior to the adoption, amendment or repeal of any Public Rule, a department shall comply with the following procedures:

1. Publish notice of the proposed Public Rule in the Gazette. Notice under this subsection shall include a copy of the proposed Public Rule and (a) a reference to the applicable ordinance or statute under which such Public Rule will be applied; (b) an accurate description of the substance of the proposed Public Rule or of the subjects and issues involved; (c) a statement of the time and place of anticipated City Council committee and legislative review of the proposed public rule; (d) the manner in which persons may present testimony to the City Council with respect to the proposed Public Rule; and (e) its proposed effective date.

2. Deliver by electronic means a copy of the proposed Public Rule and the required notice under subsection (A)(1) to the address specified by any person who has made a written or electronic request therefor, which request shall be sent to the City Clerk.

3. The proposed Public Rule, the published notice of the Public Rule, and all supporting material shall be filed with the appropriate standing committee of the City Council. The proposing department shall arrange for submission of the proposed Public Rule to the council committee agenda and the council legislative agenda according to council rules of procedures. Upon placement of the proposed Public Rule on the City Council agenda, the City Council may either approve the proposed Public Rule, or reject the proposed Public Rule and return it to the proposing Department for further modifications. Any City Council action to approve the proposed Public Rule shall be by written resolution.

B. Upon approval by resolution by the City Council and filing of the final rule with the City Clerk as provided in this section, a Public Rule shall be deemed final and enforceable against the general public upon stated effective date.

C. Nothing in this Chapter shall be construed to prevent the City Council from independently approving or nullifying any Public Rule at any time after its effective date. Approval or nullification of an existing Public Rule shall be by written resolution.

Section 3.14.040 Access to Public Rules

It is the intent of the City to provide maximum public access to all Public Rules currently in place or hereafter adopted by the City. The City Clerk, in conjunction with other relevant City departments, shall maintain a system for public review,

searching, printing, downloading and/or copying of any Public Rule adopted by the City.

Section 3.14.050 Exemptions

This Chapter shall not apply to the following:

1. Any rule or regulation adopted by the Spokane Park Board with respect to the use of park land or park property or the enforcement thereof;
2. Any rule or regulation adopted by the Spokane Library Board of Trustees with respect to the operation and management of library facilities, property, programs and all aspects of governed under Chapter 42.17 RCW
3. Any rule or regulation adopted by the Civil Service Commission or enforcement thereof;
4. Any rule or regulation adopted by the Spokane Municipal Court, or enforcement thereof;
5. Executive Orders issued pursuant to Chapter 02.04 of the Spokane Municipal Code (Civil Emergencies);
6. Rules and procedures adopted pursuant to Section 04.32 of the Spokane Municipal Code (Ombuds);
7. Rules adopted by the City Attorney or the Mayor with respect to the operations of city prosecutors or public defenders;
8. Any rules or regulations adopted pursuant to Chapter 12.03 of the Spokane Municipal Code (Airport Regulations);
9. Temporary rate changes implemented pursuant to Section 13.01.0303 of the Spokane Municipal Code so long as any Public Rule is adopted pursuant to this Chapter within ninety (90) days of enforcement;
10. Any rule or regulation intending to ensure compliance with the Shoreline Master Plan adopted pursuant to RCW 90.58 and related regulations;
11. Rules relating to civil forfeitures pursuant to RCW 9A.88.150;
12. Rules of procedure and case management orders promulgated by the Hearing Examiner; and
13. Any rule adopted to ensure compliance with state or federal law and in which the adoption of a Public Rule pursuant to this chapter would conflict with said state or federal law.

Section 3.14.060 Emergency Public Rule

Where a department finds that immediate adoption, amendment, or repeal of a Public Rule is necessary for the urgent preservation of public peace, health, or

safety, or for the immediate support of City government and its existing public institutions, such Public Rule may become effective upon filing of such adoption, amendment, or repeal of the Public Rule with the City Clerk. This filing shall be accompanied by a statement of the facts upon which the findings of an emergency and necessity are based. The adoption, amendment, or repeal of a Public Rule under this section shall be presented to the City Council for emergency interim ratification and placed on the City Council calendar within twenty-one (21) days after filing with the City Clerk. Following the emergency review and interim ratification by the City Council, the proposed Public Rule(s) shall be enforceable pending review through the standard process as outlined in 03.14.030. This emergency section does not relieve any department from compliance with any federal or state law requiring that the adoption, amendment, or repeal be approved by designated persons or bodies before they become effective, nor shall any action be taken under this section which affects any pending case or controversy. Emergency Public Rules which are rejected or remanded by the City Council shall be deemed null and void.

Section 3.14.070 Effective Date; Construction with Other Law

Once approved as provided in this Chapter, any Public Rule shall be binding on all persons and deemed a law of general applicability. No Public Rule may conflict with any provision of federal or state law, with the City Charter or with the Spokane Municipal Code. Whenever possible, the Public Rule shall be construed and applied consistent with applicable law.

Section 3.14.080 Effect on Existing Public Rules

Any Public Rule adopted or modified prior to the effective date of this ordinance, whether or not denominated as such, shall be subject to the adoption process set forth in this Chapter; provided, that any such Public Rule clearly denominated as such and approved by council resolution less than one year prior to the effective date of this ordinance may remain in effect for three (3) years after its stated effective date unless specifically repealed or modified in accordance with this Chapter. Departments may continue to enforce such Public Rules for more than three (3) years after the effective date of this ordinance without City Council review, so long as public notice and City Council review has been initiated as provided in Section 3.14.030 and is pending during such enforcement period. Any existing Public Rule not reviewed by the City Council as provided in this section shall be null and void, except as to any pending case or controversy under such Public Rule.

Section 5. That section 04.01.080 of the Spokane Municipal Code is amended to read as follows:

Section 04.01.080 Rules

Each ((~~agency is to~~)) board or commission may promulgate rules for the conduct of its business which shall promote the policies and objectives of this chapter; provided, any Public Rule shall be adopted only as set forth in in Chapter 3.14 of the Spokane Municipal Code.

Section 6. That section 04.02.020 of the Spokane Municipal Code is amended to read as follows:

Section 04.02.020 Rules and Regulations – General

A. ((~~The mayor promulgates~~)) The City may promulgate rules and regulations for the collection and reporting of all moneys due the City with attendant emphasis on identifying moneys to which the City is entitled, prompt invoicing and reporting among affected departments, and prosecuting delinquencies. The rules and regulations may specify when and how collection is to be affected, negotiation of payments, collection of interest on payments not to exceed the maximum allowed by state law, such other costs as may be incurred by the City due to delinquency, and settlement of claims not to exceed two thousand five hundred dollars in total value before negotiated settlement.

B. ((~~This chapter and the rules and regulations promulgated by the mayor hereunder are to be given the widest dissemination among City departments and employees.~~)) Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 7. That Article I, Section 04.02.040 of the Spokane Municipal Code is amended to read as follows:

Section 04.02.040 Industrial Insurance Claims

Claims for industrial injuries shall be reported and investigated in accordance with administrative rules and regulations promulgated by the mayor. Administrative rules and regulations promulgated pursuant to this section shall not be subject to Chapter 03.14 of the Spokane Municipal Code, unless they apply to persons other than City officers or employees.

Section 8. That Article II, Section 04.02.070 of the Spokane Municipal Code is amended to read as follows:

Section 04.02.070 Rules and Regulations

The ((~~director~~)) City has authority to promulgate rules and regulations, develop administrative procedures and do all things necessary to effectuate the purposes of SMC 4.02.060 through SMC 4.02.220. ((~~Rules and regulations promulgated by the director are on file in the City utilities billings office and available for public inspection during regular business hours.~~)) Any Public Rule shall be adopted pursuant to Chapter 03.14 of the

Spokane Municipal Code.

Section 9. That section 07.06.030 of the Spokane Municipal Code is amended to read as follows:

Section 07.06.030 Guidelines

The Director of Purchasing and Contracts is authorized to establish procedures to serve as guidelines for the implementation of this chapter. Adoption of such procedures need not comply with Chapter 3.14 of this code unless the procedures result in the adoption of a public rule.

Section 10. That section 08.01.250 of the Spokane Municipal Code is amended to read as follows:

Section 08.01.250. Rules and Rulings

A. ((~~The chief financial officer~~)) The City may, from time to time, adopt, publish and enforce rules and regulations not inconsistent with this chapter or with superior law. The purpose of such rules and regulations is to carry out the provisions of this chapter, and it shall be unlawful to fail to comply with any such rule or regulation. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

B. The City, through the ((~~The~~)) chief financial officer, may ((~~also~~)) issue letter rulings from time to time which are applicable only to specific businesses. Such administrative rulings shall be binding on the City and the taxpayer.

Section 11. That Article I, section 08.02.011 of the Spokane Municipal Code is amended to read as follows:

Section 08.02.011 – ((~~Administrative~~)) Public Rules and Regulations

A. ((~~The mayor~~)) The City is authorized to promulgate rules and regulations consistent with this title and respecting the provision of various services by the administrative staff, including the charges and fees for such services, to the extent such services and fees are not specifically provided for in this ((~~code~~)) title. The authority of this section includes specifically but is not limited to the furnishing of maps and other public records and delinquent penalties and interest rates on accounts receivable.

B. ((~~The mayor causes such regulations and schedules of charges to be filed with the city clerk and in appropriate departments in accordance with the City's public records~~

~~system.~~)) Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

C. Consistent with Public Rules promulgated under this title, ((~~The~~)) the mayor or ((~~his~~)) the mayor's designated representative is authorized to waive any fee authorized under this chapter for any person which can demonstrate the following criteria have been met:

1. The person requesting the waiver of fees demonstrates that he is requesting the fee waiver on his own behalf or in a representative capacity for an applicant who meets the criteria set forth in subsection (C)(2) of this section; and

2. The person requesting the waiver of fees demonstrates that he has an annual income that meets the United States department of housing and urban development (HUD) guidelines for eighty percent of median family income level, as established annually for the Spokane metropolitan area.

((~~The mayor is authorized to promulgate rules and regulations for the administration of this program.~~))

Section 12. That Section 08.03.060 of the Spokane Municipal Code is amended to read as follows:

Section 08.03.060 Remittance of Tax

A. The tax collected under SMC 8.03.050 is held in trust until paid to the City. Should a person required to collect the admissions tax fail either to collect or remit the tax, the City shall have a similar claim for the amount of the tax, plus interest and penalties as provided in this chapter, against the proceeds of admissions charges received by such person. If the City determines the proceeds have been distributed or are otherwise unavailable, and/or that required contact information was not timely supplied, the City seeks recovery of all sums owing from any person responsible for collection or remittance.

B. Unless in a particular case the City directs or authorizes a different procedure, each person required to collect the admissions tax must file a tax return accompanied by remittance of the tax due as required by the City. In absence of other arrangements, the full tax and return is due no later than two business days following an event. The City may extend this period in writing up to an additional ten days. ((~~In addition, for administrative convenience, in the case of regularly scheduled events or for other reasons, the City may permit filing of a tax return and remittance bimonthly, by the fifteenth day of the month next following the end of each bimonthly reporting period, but that is subject to revocation and any other conditions the City may require to assure the security of payment. The City's Chief Financial Officer or designee prescribes the form and content of the tax returns.~~))

((~~C. Not by way of limiting the Chief Financial Officer's discretion to regulate the remittance of the tax under this chapter, the Chief Financial Officer or designee is specifically authorized to require verified tax returns, annually or other prescribed intervals.~~)) The City may adopt a Public Rule, consistent with the provisions of Chapter 3.14 of this Code, that provides for specific remittance methods, tax documentation (including verified tax returns), and deposit requirements.

((~~D. Payment or remittance of the tax collected may be made by check, unless payment or remittance is otherwise required by the Chief Financial Officer, but payment by check shall not relieve the person collecting the tax from liability for payment and remittance of the tax to the City unless the check is honored and is in the full and correct amount.~~

~~E. The Chief Financial Officer or designee may, after notice to the person collecting the tax, require the placement of taxes collected in a trust account at an approved local depository bank. The taxes collected shall be held in said trust account until payment to the City. The Chief Financial Officer shall have such authority when said officer deems a trust account is necessary to insure payment of the taxes collected to the City.~~))

Section 13. That Section 08.03.120 of the Spokane Municipal Code is amended to read as follows:

Section 08.03.120 ((~~Rules and Regulations~~)) Rulemaking

The City ((~~Chief Financial Officer or designee~~)) may adopt and promulgate rules to implement and enforce this chapter, which rules shall not be in conflict with this chapter; provided, however, that any Public Rule enacted in accordance with this section shall ((~~not become effective until the close of a two-week public comment period. A copy of such proposed and final rules shall be placed on file for public examination in the City Chief Financial Officer's office and on the City's website~~)) be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 14. That Section 08.04.130 of the Spokane Municipal Code is amended to read as follows:

Section 08.04.130 ((~~Rules and Regulations~~)) Rulemaking

The ((~~chief financial officer~~)) City is authorized to make and promulgate rules and regulations for the administration and enforcement of this chapter. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 15. That Section 08.10.160 of the Spokane Municipal Code is amended to read as follows:

Section 08.10.160 ((~~Finance, Treasury and Administration Director to Make Rules~~)) - Rulemaking

((~~The division director of finance, treasury and administration has the power from time to time to adopt and publish in the Official Gazette of the City of Spokane rules and regulations not inconsistent with this chapter or applicable law for the purpose of carrying out the provisions hereof. Such rules become effective twenty days after the date of publication in the Official Gazette and it shall be thereafter unlawful to violate or fail to comply with any such rule.~~)) The City is authorized to make and promulgate rules and regulations for the administration and enforcement of this chapter. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 16. That there is adopted a new Chapter 10.21 of the Spokane Municipal Code to read as follows:

Title 10 Regulation of Activities

Section 10.21.010 – Rulemaking

Chapter 3.14 of the Spokane Municipal Code shall apply to all rules, regulations and administrative procedures of general applicability that are promulgated, modified, or enforced under this Title.

Section 17. That section 10.63.010 of the Spokane Municipal Code is amended to read as follows:

Section 10.63.010 Purpose

A. The purpose of this chapter is to centralize Property Maintenance and Use Standards into a single chapter, so residents have one location to review to find the various expectations that apply to private property maintenance and use.

B. Under SMC 17F.070.010, every owner and occupant of premises is obligated to maintain the property in a reasonably safe condition and prevent the property from becoming a nuisance.

C. The Code Enforcement Department staff shall utilize the latest edition of the International Code Council's International Property Maintenance Code for reference and guidance in applying private property maintenance standards.

D. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 18. That section 10.63.090 of the Spokane Municipal Code is amended to read as follows:

Section 10.63.090 Foreclosure Registration Program

A. Purpose

It is the purpose and intent of this section to establish a Foreclosure Property Registration Program to protect the community from the deterioration, crime, and decline in value in Spokane's neighborhoods caused by properties in various stages of the foreclosure process, and to identify, regulate, limit, and reduce the number of those properties within the city of Spokane. It is the policy and intent of the City to establish a requirement that the lender or other responsible parties of properties that are in the foreclosure process to register those properties with the City as outlined in this section to protect the neighborhoods from the negative impacts of absentee ownership and lack of adequate maintenance and security for properties in the foreclosure process.

B. Establishment of a Registry

The Code Enforcement and Parking Services Department shall establish and maintain a Foreclosure Property Registry Program.

C. Registration of Foreclosure Properties.

1. Any Lender that holds or services a mortgage on real property located in the city of Spokane shall inspect the property upon mortgage default.

2. The code compliance officer can also initiate the registration process.

3. Any Lender or other Responsible Party of a Foreclosure Property as defined in this section shall register that property with the City of Spokane Code Enforcement and Parking Services Department within ten (10) days of the property becoming a Foreclosure Property within the meaning of this section and initial inspection or of receiving notice from the City of the requirements of this section, and every 12 months thereafter until the property is no longer a Foreclosure Property within the meaning of this section. A separate registration is required for each property.

4. The content of the registration shall include:

    a. Proof of ownership, or financial interest, such as a lien or loan,

    b. The name, address, phone number, and email address for the Owner, Lender, and Responsible Party, and twenty-four hour contact phone number of the Local Agent of the respective entity; and

    c. Documentation which demonstrates the property is foreclosed, pending foreclosure, or subject to foreclosure, trustee's sale, tax assessor's lien sale or other legal proceedings.

5. The Lender, Owner, or Responsible Party shall notify the Code Enforcement and Parking Services Department within ten (10) days of the date of any change in the information contained in the registration.

6. Mortgagees who have existing Foreclosure Properties on the effective date of this ordinance have 30 calendar days from the effective date to register the property with City of Spokane Code Enforcement and Parking Services Department. A separate registration is required for each property.

7. All property registrations are valid for one year from the date of entry of registration as recorded by Code Enforcement and Parking Services Department. Subsequent registrations are due every twelve (12) months thereafter for renewal and must certify required registration data is current and correct.

D. Minimum Property Maintenance Requirements.

While a Foreclosure Property is registered, the Lender or Responsible Party shall be required to:

1. maintain and keep Foreclosure Property free of conditions, including but not limited to:
    a. weeds, dry brush, dead vegetation, trash, junk, debris, building materials and junk vehicles;
    b. accumulation of newspapers, circulars, flyers, notices (except those required by federal, state, or local law), and discarded personal items including, but not limited to, furniture, clothing, or large and small appliances; and
    c. graffiti, tagging, or similar markings by removal or painting over with an exterior grade paint that matches and/or coordinates with the color of the exterior of the structure.
2. securing ponds, pools, and hot tubs, and ensuring that they do not become a public nuisance or danger to the public; and
3. securing the property to prevent access by unauthorized persons, including, but not limited to, the following: the closure and locking of windows, doors (walk-through, sliding, and garage), gates, and any other opening of such size that it may allow a child or any other person to access the interior of the property and or structure(s). Securing also includes boarding as applicable. The preferred material for boarding shall be painted with an exterior grade paint that matches and/or coordinates with the color of the exterior of the structure or is of a material that mimics glazed windows and intact doors.

4. Post the property with no trespassing signs and current emergency contact information for the local agent.
5. take any other action necessary to prevent giving the appearance that the property is abandoned, and
6. monitor the Foreclosure Property monthly or more frequently as necessary to prevent the creation of a nuisance.

E. Monitoring of Foreclosure Property.

1. Upon registration, the City will provide regular monitoring of Foreclosure Properties, including but not limited to periodic site visitation, which will not exceed the City's rights of access, as well as notification to Lender or Responsible Party if the property begins to exhibit characteristics established in RCW 35.80.010. The City's monitoring of Foreclosure Properties does not relieve the Lender or other Responsible Party from monitoring and maintaining the property as required by this section.

2. At least monthly while a Foreclosure Property is registered, the Lender or Responsible Party shall inspect the Foreclosure Property.

F. Waiver for City to Abatement – Trespass of Unauthorized Individuals.

1. As part of the Foreclosure Property registration, the Owner, Lender, Local Agent, Responsible Party, or other person having the legal authority to do so shall waive any objection to the City to enter onto the property for purposes of abating any condition that would constitute an unfit or substandard building as established in RCW 35.80.010 or nuisance condition under SMC Title 10 to issue a trespass order against any unauthorized individual from the Foreclosure Property.

2. The City shall notify the Owner, Lender, Responsible Party, or Local Agent ten (10) days before the City takes abatement action in order to allow the Owner, Lender, Responsible Party, or Local Agent to abate the condition first unless such abatement constitutes an emergency, in which case, the City may abate the emergency immediately.

3. The cost of the abatement of any of the illustrative conditions contained above shall be charged against the Foreclosure Property pursuant to SMC 08.02.067 and shall be lienable pursuant to SMC 17F.070.500 and other applicable sections of the municipal code pursuant to state law.

G. Local Agent.

The Lender or Responsible Party shall provide the City with the name, address, telephone number, email address, and 24-hour contact information of a Local Agent

who has the authority to act to respond to complaints regarding the Foreclosure Property and to remedy any nuisance, substandard, or unfit conditions found on the property.

H. Annual Foreclosure Property Registration Fee.

The Lender or Responsible Party shall pay the annual non-refundable Foreclosure Property registration fee as set forth in SMC 08.02.0675.

I. Policies and Procedures

The Code Enforcement and Parking Services Department shall develop procedures to implement this section that are consistent with and do not conflict with this section, the Spokane Municipal Code, or Washington law. Any Public Rule shall be adopted pursuant to the requirements of Chapter 03.14 of the Spokane Municipal Code.

J. Violation

1. Any person, firm, or entity who fails to a Foreclosure Property pursuant to the requirements of this section shall be subject to a civil infraction. Each day in which a Foreclosure Property, which is subject to this section, is not registered shall constitute a separate violation.
2. Failure to maintain a Foreclosure Property as required by this section is a criminal misdemeanor violation under SMC Title 10 for maintaining a nuisance property in addition to applicable penalties for nuisance conditions in the municipal code or state law.
3. Failure to provide notification of changes in ownership of a Foreclosure Property under this section is a civil infraction.

K. Removal of properties from the registry

1. A property may only be removed from the Foreclosure Property registry upon the Lender's, Owner's, or Responsible Party's written certification that (1) the mortgage or lien on the property has been satisfied or legally discharged, (2) the property is no longer in mortgage default, or (3) the Foreclosure Property has been sold to a non-related party in a bona-fide, arms' length transaction.
2. A Lender's statement that it no longer desires to pursue foreclosure, has filed a dismissal of lis pendens and/or summary of final judgment and/or certificate of title or otherwise, such as deed in lieu of foreclosure shall not be the basis for removal of a Foreclosure Property from the registry under this section.
3. For purposes of this section, a transfer to another entity that is under common ownership with the Lender, as determined in the sole discretion of

the Code Enforcement and Parking Services Department, is not an arms' arm's-length transaction.

L. Transfer of Ownership

1. If the mortgage on a registered Foreclosure Property is transferred, the transferee shall be subject to the requirements of this section and shall, within five (5) days of the transfer of the mortgage, register the property as a new registration in accordance with this section. Any previously unpaid registration fees are the responsibility of the transferee and are due and payable upon the new registration.
2. If the mortgagee sells a Foreclosure Property in an arms'-length transaction to a non-related person or entity, the transferee is subject to the terms of this section and shall register the property as a new registration under this section within five (5) days of the sale. Any previously unpaid registration fees shall be the responsibility of the new owner.

Section 19. That section 10.63.100 of the Spokane Municipal Code is amended to read as follows:

Section 10.63.100 Penalty and Abatement Procedures

A. It is the policy of the City of Spokane to educate and seek voluntary compliance for the code violations of this chapter before issuing civil infractions or escalating penalties.

B. A property owner or occupant may request a Certificate of Correction from the Code Enforcement and Parking Services Department and may request dismissal of the infraction (SMC 01.05.140). Should that correction be accomplished after more than one offense has been issued, the Certificate of Correction will only apply to the most recent infraction.

C. Code Enforcement and Parking Services Department may develop and implement policies, procedures, and programs to abate violations in accordance with existing local and state law: Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 20. That Article IV, Section 12.02.0735 of the Spokane Municipal Code is amended to read as follows:

Section 12.02.0735 Regulations

A. The director promulgates and interprets regulations to implement this article. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

((~~B. Regulations to enforce or implement this chapter are approved by the director and published in the *Official Gazette*. They shall have the force of law thirty days after publication.~~))

Section 21. That Article VI, Section 12.02.1009 of the Spokane Municipal Code is amended to read as follows:

Section 12.02.1009 Integrated Outreach | Encampment Removal and Prevention

Prior to the removal of any encampment:

A. A notice shall be posted prior to a citation issued under SMC 12.02.1007(B) so that the Spokane Homeless Outreach Team or a City-designated service provider may offer navigation and relocation assistance to services including but not limited to an emergency or permanent housing solution, day center, crisis stabilization or crisis relief center, or substance use treatment facility.

B. Notice requirements pursuant to SMC 12.02.1009(A) shall not be required to remove an unauthorized encampment when there is a reasonable belief that such encampment presents an immediate threat and/or an unreasonable risk of harm to life, public health, or safety, or public property which shall include, but is not limited to:

1. physical threats or violence.

2. criminal activity not inherent in the act of unauthorized camping (e.g., drug use or sales, theft, sex trafficking);

3. a condition that significantly increases the likelihood of disease or the spread of disease (e.g., rodents, exposed meat, human waste);

4. a condition that presents a significant risk of bodily injury or death (e.g., discarded needles, vehicular traffic, weapons);

5. any other substantial threat to public health or safety;

6. damage (including potential or foreseeable damage) to the natural environment of environmentally critical areas;

7. significant amounts of trash;

8. any knowing obstruction of access to or use of any portion of public property, or any camping in or upon any public property unless authorized by a local or state emergency declaration or pursuant to a permit as set forth in SMC 12.02.1007 A and B;

9. occupation of an area in which the public is not allowed to be present during the times camping is occurring; or

10. directly adjacent to streets and moving vehicles.

C. The City shall prioritize and expedite the outreach efforts for navigation and relocation assistance to services or removal for any unauthorized encampment within 1000 feet of schools, parks, day care centers or childcare facilities, and emergency shelters.

D. The City shall establish and maintain administrative policy and procedures that integrate housing-focused outreach and behavioral health services with the removal and prevention of encampments on public property while protecting the personal property rights of individuals subject to enforcement under this section. Any policy or procedure relating to the removal of encampments, or any policy or procedure regarding the subsequent disposition of personal property in which the City has no legal interest, shall be denominated a "Public Rule," and shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 22. That section 12.09.150 of the Spokane Municipal Code is amended to read as follows:

Section 12.09.150 Authority of Administering Officer

A. The administering officer interprets and enforces this chapter, resolves conflicts, and determines disputes arising under this chapter or permits or franchises issued in connection therewith. The administering officer has authority to issue general regulatory orders affecting all service providers or other users((~~, as well as~~)) consistent with the Public Rule requirements of Chapter 3.14 of this code. The administering officer has authority to issue specific orders in specific cases or circumstances as deemed necessary and consistent with Chapter 12.09 SMC. ((~~General regulatory orders are published in the *Official Gazette* of the City of Spokane at least twenty days prior to taking effect unless otherwise ordered by the administering officer because of exigent circumstances. In such event, reasonable effort shall be made to notify affected parties. General or specific~~)) Specific orders may be issued on application of an affected service provider or any other user.

B. ((~~Orders~~)) Specific orders and decisions of the administering officer are guided by the purpose of this chapter. Prior to issuance of an order, the administering officer may give such advance notice and opportunity for hearing as deemed proper, or may provide for a hearing upon request to review an order or specific application of a party arising after issuance. The officer may establish a filing fee not to exceed fifty dollars for consideration of any petition for action or determination by a regulated party or other person.

C. ((An)) A specific order may include provision for penalty of not more than five hundred dollars per violation. In case of a continuing violation, each day may be specified to be an additional and separate violation. No penalty for failure to comply with any administrative order may be assessed except after notice and opportunity for hearing

for the affected party. Failure to pay a penalty is a violation of this chapter, and a breach of permit conditions and grounds for permit revocation by the administering officer after notice and opportunity for hearing for the permittee.

Section 23. That there is adopted a new Chapter 12.14 of the Spokane Municipal Code to read as follows:

Title 12 Public Ways and Property

Section 12.14.010 – Rulemaking

Chapter 3.14 of the Spokane Municipal Code shall apply to all rules, regulations and administrative procedures of general applicability that are promulgated, modified, or enforced under this Title.

Section 24. That section 13.01.010 of the Spokane Municipal Code is amended to read as follows:

Section 13.01.010

A. This chapter applies to all chapters of this title unless otherwise specifically indicated or required by the context.

B. Chapter 03.14 of the Spokane Municipal Code shall apply to all rules, regulations and administrative procedures of general applicability that are promulgated, modified, or enforced under this Title unless exempted or expressly provided otherwise in this title.

Section 25. That section 13.01.0302 of the Spokane Municipal Code is amended to read as follows:

Section 13.01.0302 Administrative Authority – Specific Utilities - Rates

A. For items affecting a specific utility, the directors of the affected departments have authority to administer such provisions applicable to their respective utilities.

1. Additionally, the director of public works and utilities administers rates articles as a service provider for the respective water, sewer and solid waste departments.

B. Notwithstanding any other provision, the director may determine questions of applicability or interpretation of rates or regulations, ((~~to adopt or modify the same,~~)) to grant exemptions therefrom, or order specific action, forbearance, correct clerical

errors or oversights, adopt temporary rates, assess specific charges, or impose other additional requirements, all where deemed reasonably necessary in the interest of the public health and safety ((~~and for administrative convenience and efficiency.~~)) and performed in a manner consistent with those Public Rule(s) adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

1. The director may also impose additional charges or fees on matters not fully addressed herein, including assessments for the value of City equipment or property destroyed or damaged by or through customer or other third party fault consistent with those Public Rule(s) adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

C. The director of public works and utilities also functions as the utility billings or water billings examiner unless otherwise directed by the director of public works and utilities.

1. ((~~His~~)) The director's decision relating to utility charges is subject to review by the director of the affected utility or that director's designee.

2. The reviewer shall be a person who did not participate in the determination being reviewed.

D. A director's action is subject to review by the director of public works and utilities.

Section 26. That section 13.01.080 of the Spokane Municipal Code is amended to read as follows:

Section 13.01.080 Regulations

A. The city engineer may promulgate any regulations necessary to implement any portion of the utilities code. He shares this power with other officials where designated.

((~~B. Such regulations, if approved by the city council and published once in the *Official Gazette*, thereafter have the force of law.~~)) Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

((~~C. Amendments or repeals are accomplished in the same way~~.))

Section 27. That there is adopted a new Chapter 15.07 of the Spokane Municipal Code to read as follows:

Title 15 Environmental Stewardship

Section 15.07.010 – Rulemaking

Chapter 03.14 of the Spokane Municipal Code shall apply to all rules, regulations and administrative procedures of general applicability that are promulgated, modified, or enforced under this Title.

Section 28. That section 16A.84.090 of the Spokane Municipal Code is amended to read as follows:

Section 16A.84.090 Play Streets and Block Parties

A. The Director of Transportation and Sustainability, in coordination with any impacted divisions and departments, may establish a play streets and neighborhood block party program to create opportunities for neighbors to temporarily close non-arterial streets to provide car-free safe spaces for neighborhood and community-centered activities, including but not limited to block parties, community gatherings, and places for children to play.

B. A special event permit is required for a play street or block party closure provided that permit and application fees shall be waived for any play street or block party that is free and open to the public, on a non-arterial street, no greater than one block, does not include an intersection, and does not require traffic control personnel.

C. The City shall develop program policies and procedures consistent with this section. Any Public Rule shall be adopted pursuant to Chapter 03.14 of the Spokane Municipal Code.

Section 29. That there is adopted a new Chapter 18.12.010 of the Spokane Municipal Code to read as follows:

Title 18 Human Rights

Section 18.12.010 – Rulemaking

Chapter 3.14 of the Spokane Municipal Code shall apply to all rules, regulations and administrative procedures of general applicability that are promulgated, modified, or enforced under this Title.

Section 30. Severability. If any section, subsection, sentence, clause, phrase, or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 31. Clerical Errors. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's

errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

PASSED by the City Council on _____

_____
Council President

Attest:

_____
City Clerk

_____
Mayor

Approved as to form:

_____
City Attorney

_____
Date

_____
Effective Date

Agenda Sheet for City Council:

Committee: Finance & Administration **Date:** 09/22/2025

Committee Agenda type: Discussion

Council Meeting Date: 10/20/2025

Date Rec'd	9/17/2025		
Clerk's File #	ORD C36765		
Cross Ref #			
Project #			
Submitting Dept	RETIREMENT	**Bid #**	
Contact Name/Phone	CHRISTINE 6833	**Requisition #**	
Contact E-Mail	CSHISLER@SPOKANECITY.ORG		
Agenda Item Type	First Reading Ordinance		
Council Sponsor(s)	JBINGLE BWILKERSON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	SPOKANE EMPLOYEES RETIREMENT SYSTEM (SERS) SMC CODE AMENDMENT		

Agenda Wording

This ordinance revises 03.05.210 and 03.05.260 of the Spokane Municipal Code.

Summary (Background)

The SERS Board voted on October 22, 2022 to remove Options A and B in SMC 03.05.210. The SERS Board voted September 4, 2024 to increase minimum time of retiree rehire as a temporary/seasonal employee from one pay period to six months in SMC 03-05-260 and to codify the Temporary Seasonal MOU that changes the annual hours worked from nine hundred sixty (960) hours to four hundred eighty (480) hours.

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

Council Subcommittee Review

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Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	N/A

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

Approvals		**Additional Approvals**	
Dept Head	SHISLER, CHRISTINE		
Division Director			
Accounting Manager	BUSTOS, KIM		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

Distribution List
cshisler@spokanecity.org

Committee Agenda Sheet
Finance & Administration Committee

Committee Date	September 22, 2025
Submitting Department	Retirement
Contact Name	Christine Shisler
Contact Email & Phone	cshisler@spokanecity.org x6833
Council Sponsor(s)	Jonathan Bingle & Betsy Wilkerson
Select Agenda Item Type	☐ Consent ☒ Discussion Time Requested: 5 minutes
Agenda Item Name	SMC Codes for SERS
Proposed Council Action	☒ Approval to proceed to Legislative Agenda ☐ Information Only
Summary (Background) *use the Fiscal Impact box below for relevant financial information	The SERS Board voted on October 22, 2022 removed Options A and B in SMC 03.05.210. The SERS Board voted September 4, 2024 to increase minimum time of retiree rehire as a temporary/seasonal employee from one pay period to six months in SMC 03-05-260 and to codify the Temporary Seasonal MOU that changes the annual hours worked from nine hundred sixty (960) hours to four hundred eighty (480) hours.

Fiscal Impact

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

Total Cost: Click or tap here to enter text.

Current year cost:

Subsequent year(s) cost:

Narrative: Please provide financial due diligence review, as applicable, such as number and type of positions, grant match requirements, summary type details (personnel, maintenance and supplies, capital, revenue), impact on rates, fees, or future shared revenue

Funding Source ☐ One-time ☐ Recurring ☒ N/A

Specify funding source: Select Funding Source*

Is this funding source sustainable for future years, months, etc? Click or tap here to enter text.

Expense Occurrence ☐ One-time ☐ Recurring ☒ N/A

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

Operations Impacts (If N/A, please give a brief description as to why)

- What impacts would the proposal have on 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?
- How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?
- 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?

Council Subcommittee Review

- Please provide a summary of council subcommittee review. If not reviewed by a council subcommittee, please explain why not.

ORDINANCE NO. C36765

An ordinance relating to City of Spokane employee retirement provisions, and amending Sections 03.05.210 and 03.05.260 of the Spokane Municipal Code.

WHEREAS, the SERS Board voted on October 22, 2022 to remove Options A and B in SMC 03.05.210; and

WHEREAS, the SERS Board voted on September 4, 2024 to increase the minimum time of retiree rehire as a temporary/seasonal employee from one pay period to six months in SMC 03.05.260 and to codify the Temporary Seasonal MOU that changes the annual hours worked from nine hundred sixty (960) hours to four hundred eighty (480).

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That section 03.05.210 of the Spokane Municipal Code is amended to read as follows:

Section 03.05.210 Optional Allowance on Retirement

A member may elect to receive, in lieu of the retirement allowance, as provided for in SMC 3.05.160, SMC 3.05.165, SMC 3.05.166 or SMC 3.05.167, its actuarial equivalent in the form of a lesser retirement allowance, payable in accordance with the terms and conditions of one of the options set forth below. Election of any option must be made by written application filed with the retirement system and does not become effective unless approved by the board.

((~~A. Option A.~~

~~The lesser retirement allowance will be payable to the member throughout the member's life, provided that if the member dies before the member receives in annuity payments referred to in SMC 3.05.160(A)(1), SMC 3.05.165(A)(1), SMC 3.05.166(A)(1) or SMC 3.05.167(A)(1) a total amount equal to the amount of accumulated contributions as it was at the date of retirement, the balance of such accumulated contributions will be paid in one sum to the member's estate or to such person as the member shall nominate by written designation duly executed and filed with the retirement system.~~

~~B. Option B.~~

~~The lesser retirement allowance will be payable to the member throughout the member's life, provided that if the member dies before the member receives in annuity payments referred to in~~ SMC 3.05.160(A)(1), ~~SMC 3.05.165(A)(1),~~ SMC 3.05.166(A)(1) ~~or~~ SMC 3.05.167(A)(1) ~~a total amount equal to the amount of accumulated contributions as it was at the date of retirement, the said annuity payments resulting from accumulated contributions will be continued and paid to~~

~~the member's estate or such person as the member shall nominate by written designation duly executed and filed with the retirement system, until the total amount of annuity payments shall equal the amount of accumulated contributions as it was at the date of retirement.~~))

((~~C~~)) A. Option C.

The member elects a "guaranteed period" of any number of years. If the member dies before the lesser retirement allowance has been paid for the number of years elected as the "guaranteed period," the lesser retirement allowance will be continued to the end of the "guaranteed period," and during such continuation be paid to the member's estate or to such person as the member shall nominate by written designation duly executed and filed with the retirement system. The "guaranteed period" begins at date of retirement.

((~~D~~)) B. Option D.

The lesser retirement allowance will be payable to the member throughout life and, after the death of the member, one-half of the lesser retirement allowance shall be continued throughout the life of, and paid to, the spouse of the member, named at time of retirement, if surviving.

((~~E~~)) C. Option E.

The lesser retirement allowance will be payable to the member throughout life, and after death of the member, it shall be continued throughout the life of, and paid to, the spouse of the member named at time of retirement, if surviving.

Once the form of payment in which the member's benefit has become effective (i.e., in either the retirement allowance as provided for in SMC 3.05.160, SMC 3.05.165, SMC 3.05.166 or SMC 3.05.167or one of the ((~~five~~)) three optional forms of benefit provided for above), the form in which that member's benefit is payable is irrevocable and cannot thereafter be changed at any time or for any reason.

Section 2. That section 03.05.260 of the Spokane Municipal Code is amended to read as follows:

Section 03.05.260 Suspension of Allowance During Employment

The payment of any retirement allowance to a member who has been retired will be suspended during the time the member is for any reason an employee of the City and until qualifying for a benefit pursuant to SMC 3.05.165, SMC 3.05.166 or SMC 3.05.167, provided that payment for vacation or sick leave earned in the City service prior to retirement may be made without suspension of allowance, and, provided further, that this provision does not apply to retirees who:

A. become elected officials of the City and do not elect to join the system; or

B. enter into personal services contracts with the City; or

C. employees who, subsequent to retirement, are rehired pursuant to the following criteria:

   1. The position filled is of a temporary/seasonal nature; and

   2. The position is filled only with the approval of the director of human resources ((~~or the mayor's office~~)) and ((~~their~~)) the bargaining unit; and

   3. Employment is limited to ((~~nine hundred sixty (960)~~)) four hundred eighty (480) hours per ((~~twelve-month period~~)) calendar year; and

   4. There is a minimum of ((~~one pay period~~)) six months between the time an employee retires and is rehired as a temporary/seasonal employee.

Section 3. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 4. Clerical Errors. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

PASSED by the City Council on _____.

_____
Council President

Attest:

_____
City Clerk

Approved as to form:

_____
Assistant City Attorney

_____
Mayor

_____
Date

Effective Date

Agenda Sheet for City Council:

Committee: PIES **Date:** 09/15/2025

Committee Agenda type: Consent

Council Meeting Date: 10/20/2025

Date Rec'd	9/9/2025		
Clerk's File #	ORD C36766		
Cross Ref #			
Project #			
Submitting Dept	SOLID WASTE DISPOSAL	**Bid #**	
Contact Name/Phone	CHRIS AVERYT 625-6540	**Requisition #**	
Contact E-Mail	CAVERYT@SPOKANECITY.ORG		
Agenda Item Type	First Reading Ordinance		
Council Sponsor(s)	KKLITZKE BWILKERSON		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** NO	**Public Works?** NO	
Agenda Item Name	SOLID WASTE DISPOSAL SPECIAL HANDLING RATES ORDINANCE		

Agenda Wording

An ordinance relating to solid waste SMC sections 13.02.0568, 13.02.0560 and adopting new section 13.02.564 to chapter 13.02; of the Spokane Municipal Code; and setting an effective date.

Summary (Background)

SMC 13.02 addresses rates charged for solid waste disposal. The addition of section 13.02.564 establishes rates for additional charges for unusual or nonstandard municipal solid waste that requires preapproval of the waste and an appointment for delivery.

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

Council Subcommittee Review

N/A

Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

N/A

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	N/A

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

Approvals		**Additional Approvals**	
Dept Head	AVERYT, CHRIS		
Division Director	FEIST, MARLENE		
Accounting Manager	KECK, KATHLEEN		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

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ORDINANCE NO. C36766

AN ORDINANCE relating to solid waste SMC sections 13.02.0568, 13.02.0560 and adopting new section 13.02.564 to chapter 13.02; of the Spokane Municipal Code; and setting an effective date.

The City of Spokane does ordain:

Section 1: That SMC section 13.02.0568 is amended to read as follows:

13.02.0568 Estimates Allowed

A. Where scales are temporarily disabled or not in use, commercial vehicles are assessed a full vehicle load fee based upon comparable weights.

1. Private noncommercial citizen vehicles are assessed a fee based upon the City's estimated cubic yards of the load at

2025	2026
$37.76	$40.40

Per cubic yard plus applicable state taxes.

2. In addition, if a vehicle leaves without weighing out, it will be charged the full authorized loaded gross vehicle weight.

((~~B. Special service at a City disposal facility for disposal of unusual or nonstandard municipal solid waste, as determined by the City, or other special labor costs is at the rate of seventy-five dollars, plus applicable state taxes, per hour or fraction, with a twenty-five dollar minimum charge.~~

~~1. The special service fee shall be in addition to the assessed tipping fee based on weight.~~))

((~~C~~)) B. Where a customer loses his/her loop tag at the disposal site, the City's representative at the disposal site scales will estimate the charge for the customer's load and such estimation will bind the customer.

1. The minimum charge will be for a one-ton load, or more if a larger load is estimated.

2. In addition, the customer may be required to pay a five ($5.00) lost card fee. licensed as such by the state department of social and health services; and;

((~~D~~)) C. Use of scales for weighing only:

2025	2026
$23.19	$24.81

Section 2: That SMC section 13.02.0560 is amended to read as follows:

13.02.0560 General Mixed Solid Waste – Tonnage Fee

A. For solid waste delivered to the Waste-to-Energy Facility (WTE), the charge shall be:

	2025	2026
Per ton charge	$141.90	$151.84
Minimum charge per vehicle	$23.19	$24.81

B. For solid waste delivered to the Northside Landfill, the charge shall be:

	2025	2026
Per ton charge	$141.90	$151.84
Minimum charge per vehicle	$23.19	$24.81

C. For solid waste delivered to the Waste to Energy Facility, which the director determines is non-typical or requires special handling, the charge shall be:

	2025	2026
Per ton charge	$141.90	$151.84
Minimum charge per vehicle	$23.19	$24.81

D. For solid waste delivered to any of the above facilities, from nonprofit generator accounts, the applicable per ton charge above listed in subsection A, B or C shall be reduced nu thirty-five percent. The minimum charge per vehicle is:

2025	2026
$23.19	$24.81

1. The generator shall identify itself as a section 501(c)(3) of the Internal Revenue Code approved nonprofit enterprise or provide similar proof of qualification to the department.

2. The waste shall be the product of the nonprofit business activities, which include was reduction or recycling as a mayor component of its operations.

Section 3: That there is adopted a new section 13.02.564 to chapter 13.02 SMC read as follows:

13.02.564 titled "Special Handling Waste Load Charges"

Services at a City disposal facility for disposal of unusual or nonstandard municipal solid waste, requires preapproval of the waste and an appointment. Any special fees associated with this type of disposal, as determined by the City, shall be in addition to the assessed tipping fee, based on weight.

A. For use of a loader or pallet jack for unloading at the Waste-to-Energy Facility (WTE) the charge shall be:

Per minute	$1.25
Minimum charge	$37.50

B. For a missed appointment at the Waste-to-Energy Facility (WTE) the charge shall be $100.00 per occurrence.

C. If late for an appointment at the Waste-to-Energy Facility (WTE) by more than thirty (30) minutes, the charge shall be $150.00 per occurrence.

D. Special handling appointment times are from 8:00 am through 2:30 pm, Monday through Friday. Appointments may be scheduled outside these specified times at the Waste-to-Energy Facility (WTE) and may be contingent upon available manpower or other factors. The charge for an after-hours appointment shall be:

Per minute	$5.50
Minimum charge	$330.00

Section 4: Effective Date. This ordinance shall take effect and be in force on _____, 2025.

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: **Committee:** Urban Experience **Date:** 09/08/2025 **Committee Agenda type:** Discussion **Council Meeting Date:** 10/27/2025		**Date Rec'd**	9/3/2025
		Clerk's File #	ORD C36784
		Cross Ref #	RES 2025-0080
		Project #	
Submitting Dept	PLANNING & ECONOMIC	**Bid #**	
Contact Name/Phone	TIM 509-625-6893	**Requisition #**	
Contact E-Mail	TTHOMPSON@SPOKANECITY.ORG		
Agenda Item Type	First Reading Ordinance		
Council Sponsor(s)	JBINGLE MCATHCART		
Sponsoring at Administrators Request	NO		
Lease? NO	**Grant Related?** YES	**Public Works?** NO	
Agenda Item Name	0650 - HILLYARD SUBAREA PLAN		

Agenda Wording

Hillyard Subarea Plan Ordinance

Summary (Background)

Planning staff has worked in partnership with the Northeast Public Development Authority (NEPDA) and a multidisciplinary consultant team led by Stantec to develop a Subarea Plan for the Hillyard neighborhood. This effort builds upon previous planning studies to create a long-term vision and action framework for equitable revitalization, infill development, housing opportunity, and infrastructure investment in Northeast Spokane. The Hillyard Subarea Plan defines six distinct plan areas, identifies catalyst redevelopment sites, and includes strategies for land use, housing, transportation, utilities, economic development, and public space enhancements. The plan is structured to inform Spokane's Comprehensive Plan, upcoming zoning updates, and public infrastructure investments. The Plan Commission previously held a workshop during their August 13, 2025 meeting to review key recommendations and solicit feedback from Commission members. Staff has since received additional comments from agencies and internal staff which have been incorporated into the draft attached to this agenda item. The latest changes primarily include grammar and spelling corrections, utility and transportation infrastructure refinements, and minor updates to data throughout the plan. The Plan Commission is scheduled to hold a public hearing on September 10, 2025 to recommend the City Council adopt the Plan. The Hillyard neighborhood and its surrounding industrial and residential areas have experienced long-term disinvestment and environmental degradation, including numerous brownfields. The area faces challenges related to infrastructure, housing quality, mobility access, and economic opportunity. Key past plans, such as the 2010 Greater Hillyard Neighborhood Plan and 2017 Yard Master Plan, identified priority needs but lacked a unified, implementation-focused strategy. The current Subarea Plan synthesizes these efforts, assesses the changing context (e.g., North Spokane Corridor impacts), and provides development-ready concepts. The Hillyard Subarea Plan is being coordinated with the City's 2026 Periodic

Comprehensive Plan Update and will directly inform policy and code updates related to land use, transportation, and equity. The proposed Hillyard Subarea Plan outlines a coordinated strategy to promote economic revitalization, housing growth, and improved quality of life in the Hillyard neighborhood. Below is a summary of the main points and recommendations: 1. Vision and Goals • Vision: Hillyard will be a vibrant, inclusive, mixed-use district that honors its historic roots while embracing innovation, job creation, and residential growth. • Core Goals: o Increase local jobs and employment opportunities. o Support housing development across income levels. o Improve public infrastructure, transportation, and amenities. o Promote equitable and inclusive development. o Enhance neighborhood livability and resilience. 2. Land Use and Zoning • Catalyst Sites: Prioritize redevelopment of underutilized or vacant properties, especially near Market Street, Haven Street, and the North Spokane Corridor. • Zoning Updates: o Encourage mixed-use development in key commercial nodes. o Support infill housing and greater residential density where appropriate. o Align zoning with future land use designations to streamline development and reduce barriers. 3. Economic Development • Business Retention and Attraction: o Focus on light industrial, logistics, and maker-space industries. o Leverage proximity to the NSC for logistics-oriented employment growth. • Entrepreneurship and Workforce: o Create incubator space and business support services. o Partner with workforce training providers to align local skills with employer needs. 4. Housing • Diverse Housing Types: Encourage ADUs, townhomes, and missing middle housing. • Affordability and Access: Pursue partnerships for income-restricted housing development and provide support for low-income households. • Preservation: Protect existing housing stock and prevent displacement through proactive programs. 5. Transportation and Infrastructure • Multimodal Improvements: o Enhance Market Street for transit, bikes, and pedestrians. o Improve connectivity across the NSC through new crossings and complete streets. • Infrastructure Investment: Upgrade water, sewer, stormwater, and broadband systems to support future growth. 6. Community Facilities and Public Realm • Parks and Open Space: o Activate and maintain public spaces like Harmon Park. o Explore partnerships for park improvements and programming. • Civic and Cultural Anchors: o Support development of community-serving facilities (e.g., library, health clinic). o Embrace arts and cultural identity through public art and events. 7. Implementation Strategies • Phased Action Plan: The plan includes short-, mid-, and long-term initiatives with priority level assignments. • Partnerships: Coordination with City departments, state agencies (e.g., WSDOT), nonprofits, and private developers. • Funding: Utilize grants, tax increment financing, and other creative funding tools to support infrastructure and catalytic development. 8. Equity and Inclusion • Inclusive Engagement: Ensure ongoing outreach to historically marginalized communities. • Displacement Mitigation: Monitor housing trends and support anti-displacement measures. The Hillyard Subarea Plan represents a pivotal step toward transforming one of Spokane's most historically underserved neighborhoods into a thriving, connected, and inclusive district. By aligning land use, housing, infrastructure, and economic development strategies with community priorities, the plan lays a solid foundation for long-term investment and equitable growth. Its implementation will require coordinated action, sustained commitment, and continued engagement with the residents, businesses, and stakeholders who call Hillyard home.

What impacts would the proposal have on historically excluded communities?

The primary focus of the plan is to create a long-term vision and action framework to spur infill development, infrastructure investment, housing and economic opportunity in the historically excluded community of Hillyard.

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 on the Hillyard Subarea Plan was collected and analyzed using both quantitative and qualitative methods. Baseline demographic and socioeconomic conditions, including income, race/ethnicity, housing tenure, and disability status, were established through Census and City data. This information was supplemented by surveys, including a 2023 survey of residents and students, and targeted outreach to historically underrepresented groups. Analysis disaggregated results by race, ethnicity, income, and other demographic factors where available, highlighting disparities such as higher poverty rates and lower homeownership in the

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

Data on the effectiveness of the Hillyard Subarea Plan was gathered through surveys, demographic and economic analysis, and review of land use, housing, and transportation trends. Community input and feedback from the Plan Commission and City Council provided additional evaluation. This information confirmed that the plan's goals and strategies reflected neighborhood priorities and citywide policy direction.

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 attached ordinance details key Comprehensive Plan policies, previous planning efforts including neighborhood planning, and other applicable City plans that align with this Subarea Plan. A central component of the plan is the integration of existing plans affecting Hillyard.

Council Subcommittee Review

Fiscal Impact

Approved in Current Year Budget?	YES
Total Cost	**$** $~550,000 between all funding sources
Current Year Cost	**$** 70,000 (ARPA)
Subsequent Year(s) Cost	**$**

Narrative

The funds for this project have been expended. The Hillyard Subarea Plan was funded largely through ARPA funds, an EPA Brownfields grant, a Department of Ecology Integrated Planning Grant administered by NEPDA, and direct investment from the NEPDA.

Amount		Budget Account
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	One-Time
Funding Source Type	Grant

Is this funding source sustainable for future years, months, etc?

The funds mentioned previously have been expended. Regarding future funding, a critical component of the Hillyard Subarea Plan is the identification and recommendation for future funding sources to implement the plan.

Expense Occurrence	

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

Approvals		Additional Approvals	
Dept Head	GARDNER, SPENCER	**ACCOUNTING -**	BROWN, SKYLER
Division Director	GARDNER, SPENCER		
Accounting Manager	ZOLLINGER, NICHOLAS		
Legal	PICCOLO, MIKE		
For the Mayor	PICCOLO, MIKE		

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eking@spokanecity.org	rshea@spokanecity.org

ORDINANCE NO. C36784

An ordinance adopting the Hillyard Subarea Plan, the coordinated framework and community vision for guiding future growth, economic development, and investment in the Hillyard area; and amending the City of Spokane Comprehensive Plan.

WHEREAS, City of Spokane Comprehensive Plan Policy LU 7.4 provides the following framework for subarea planning: *"Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively";* and

WHEREAS, the Land Use Chapter of the City of Spokane Comprehensive Plan sets forth Goal LU 3 – Efficient Land Use, to *"Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems";* and

WHEREAS, the Transportation Chapter of the Comprehensive Plan sets forth TR Goal B: Provide Transportation Choices to *"Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices,"* and TR Goal C: Accommodate Access to Daily Needs and Priority Destinations to *"Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life";* and

WHEREAS, the Transportation Chapter of the Comprehensive Plan sets forth TR 8: Moving Freight, to *"identify a freight network that respects the needs of businesses as well as neighborhoods,"* through the designation of truck routes, updates to freight mapping, support for intermodal transfer facilities, and the balancing of freight mobility with neighborhood livability and safety; and

WHEREAS, the Transportation Chapter of the Comprehensive Plan sets forth TR 9: Promote Economic Opportunity, to *"focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas,"* including the use of new transportation technologies, expanded transit service, and implementation of the Bicycle Master Plan; and

WHEREAS, the Transportation Chapter of the Comprehensive Plan sets forth TR 17: Paving Existing Unpaved Streets, to *"identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development"*; and

WHEREAS, the Housing Chapter of the Comprehensive Plan sets forth Goal H 1 – Housing Choice and Diversity to *"Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents";* and

WHEREAS, the Economic Development Chapter of the Comprehensive Plan sets forth Goal ED 3 – Strong, Diverse and Sustainable Economy to *"Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities";* and

WHEREAS, the City of Spokane initiated the Hillyard Subarea planning process to establish a coordinated framework for land use, economic development, transportation, housing, and community investments in the Hillyard area; and

WHEREAS, the Hillyard Subarea Plan was supported by a combination of American Rescue Plan Act (ARPA) funds, an EPA Brownfields Grant, an Integrated Planning Grant from the Washington State Department of Ecology, and a direct investment from the Northeast Public Development Authority (NEPDA); and

WHEREAS, the development of the North Spokane Corridor (NSC) presents opportunities to realign Hillyard-area transportation infrastructure to improve area livability, vibrancy, connectivity, and economic activity; and

WHEREAS, other than the Comprehensive Plan, various elements of plans and programs were incorporated into the document's goals and policies, including The Yard Development Master Plan, the Greater Hillyard North-East Planning Alliance (GHNEPA) Neighborhood Plan, the Bigelow Gulch Corridor Safety and Mobility Project, the City of Spokane Sustainability Action Plan, the City of Spokane Parks and Natural Lands Master Plan, the City of Spokane Housing Action Plan, the Hillyard Infrastructure Assessment and Needs Analysis, the Hillyard Industrial Area Stormwater Management Alternatives, the City of Spokane Broadband Assessment, the City of Spokane Water System Plan, and the City of Spokane Citywide Capital Improvement Program; and

WHEREAS, planning staff and consultants conducted outreach, including community meetings, stakeholder interviews, surveys, open houses, and online engagement, to identify community priorities and values for the Hillyard Subarea; and

WHEREAS, an online survey was completed in December of 2023 to identify priorities, challenges, and opportunities in Hillyard, and received 340 responses, including 29 from Rogers High School students; and

WHEREAS, the Draft Hillyard Subarea Plan was published for public review and comment, presenting goals and policies and implementation strategies; and

WHEREAS, community feedback was received, considered, and incorporated into the development of the long range goals and policies of the Hillyard Subarea Plan; and

WHEREAS, the Hillyard Subarea Plan identifies goals, policies, and implementation actions to promote redevelopment of underutilized properties and industrial lands, support housing choice and affordability in Hillyard, improve connections for walking, biking, and transit, strengthen the Hillyard Historic Business District as a cultural and economic hub, attract new jobs and investment consistent with Spokane's Comprehensive Plan; and

WHEREAS, on July 29, 2025, the Washington State Department of Commerce received notice of the City's intent to adopt the Hillyard Subarea Plan; and

WHEREAS, the Spokane Plan Commission held a duly noticed public hearing, deliberated, and voted to recommend City Council approval of the Hillyard Subarea Plan; and

WHEREAS, the Hillyard Subarea Plan meets the relevant review criteria of SMC 17G.020.030, in particular, this map amendment implements the Hillyard Subarea Plan better than the current map designation; and

WHEREAS, the City is in the process of updating the Spokane Comprehensive Plan as part of the 2026 periodic update required under RCW 36.70A.130, during which additional changes to the land use plan map and zoning designations will be considered; and

WHEREAS, this amendment to the Spokane Comprehensive Plan will be accompanied with zoning changes to be concurrently enacted as part of the ongoing periodic update to the Spokane Comprehensive Plan; and

WHEREAS, on October 27, 2025, the Spokane City Council held a duly noticed public hearing regarding the adoption of the Hillyard Subarea Plan.

NOW, THEREFORE, THE CITY OF SPOKANE DOES ORDAIN:

Section 1. Findings of Fact: The City Council adopts the recitals set forth herein as its findings and conclusions in support of the adoption of this ordinance and further adopts the findings, conclusions, and recommendations from the Plan Commission Findings of Fact, Conclusions, and Recommendations attached to this ordinance for the same purposes.

Section 2. Plan Adoption: That the City adopts the Hillyard Subarea Plan as an amendment to the Spokane Comprehensive Plan and as the community's coordinated framework and vision for future growth and investment in the Hillyard area, consistent with the goals and policies of the Spokane Comprehensive Plan.

Section 3. Land Use Plan Map Amendment: That Map LU 1 of the Comprehensive Plan be amended as provided in Section 3.6.1 and Figure 3.6 of the Hillyard Subarea Plan, and as presented in Attachment A.

Section 4. Severability: If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 5. Clerical Errors: Upon approval by the City Attorney, the City Clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

Passed by the City Council on _____

_____

Council President

Attest:

Approved as to form:

_____ _____

City Clerk

Assistant City Attorney

_____ _____

Mayor

Date

File: Hillyard SubArea Plan

Attachment A: Land Use Plan Map Changes

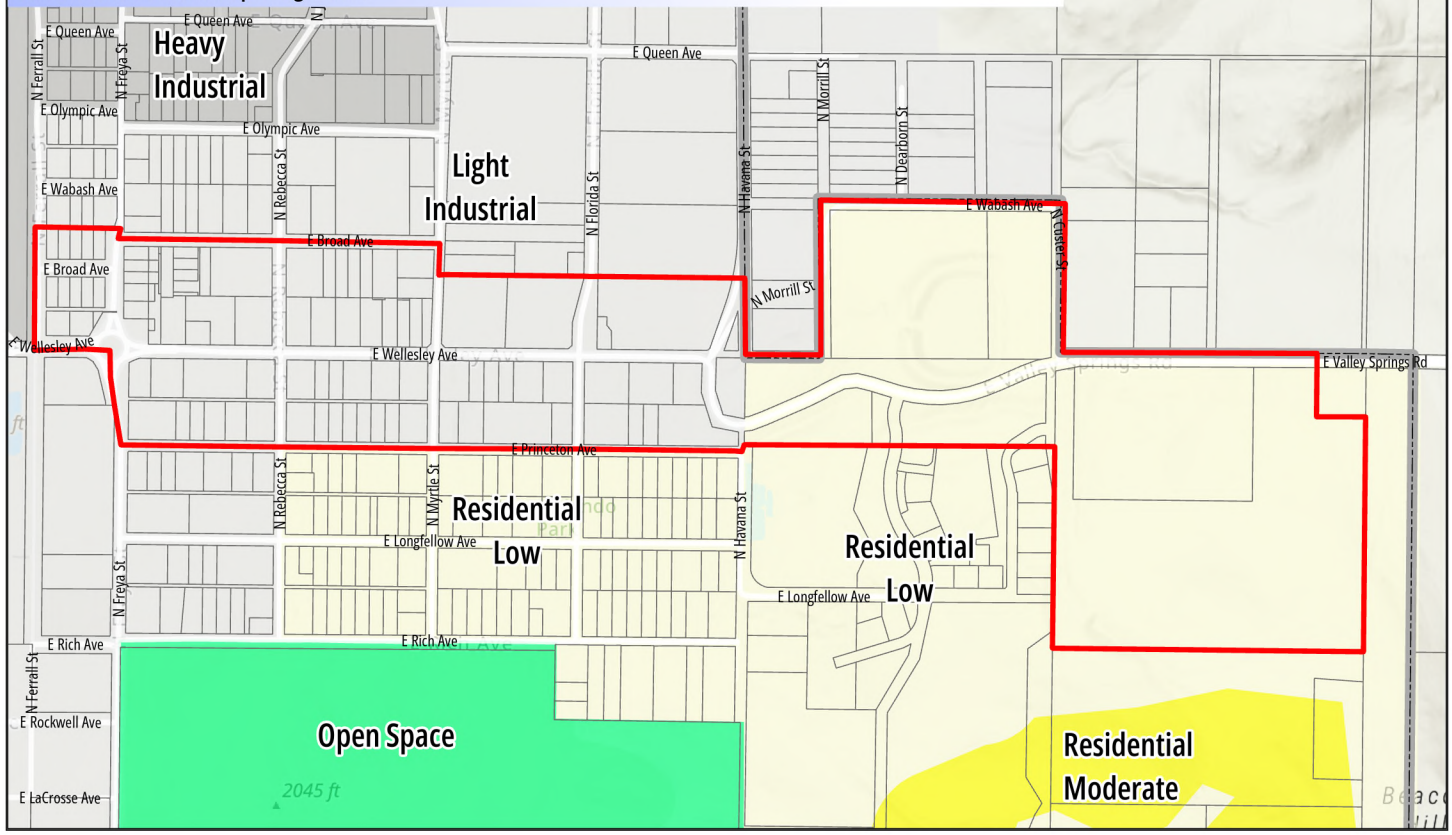
Department of Planning & Economic Development

Draw Date: 10/13/2025

THIS IS NOT A LEGAL DOCUMENT

The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Current Land Use Plan Map Designations



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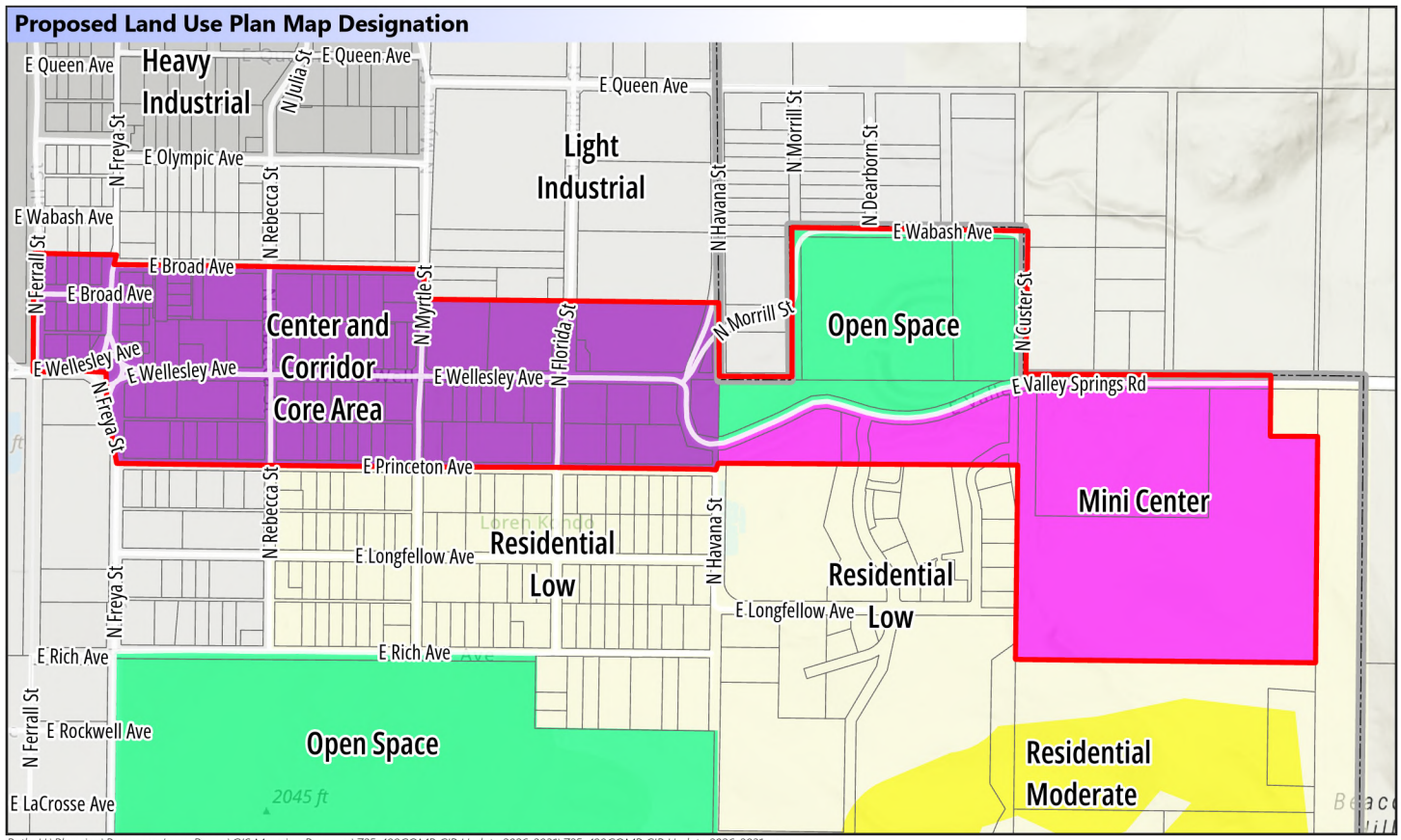
0 0.13 0.25 0.5 Miles

Proposed Land Use Plan Map Designation



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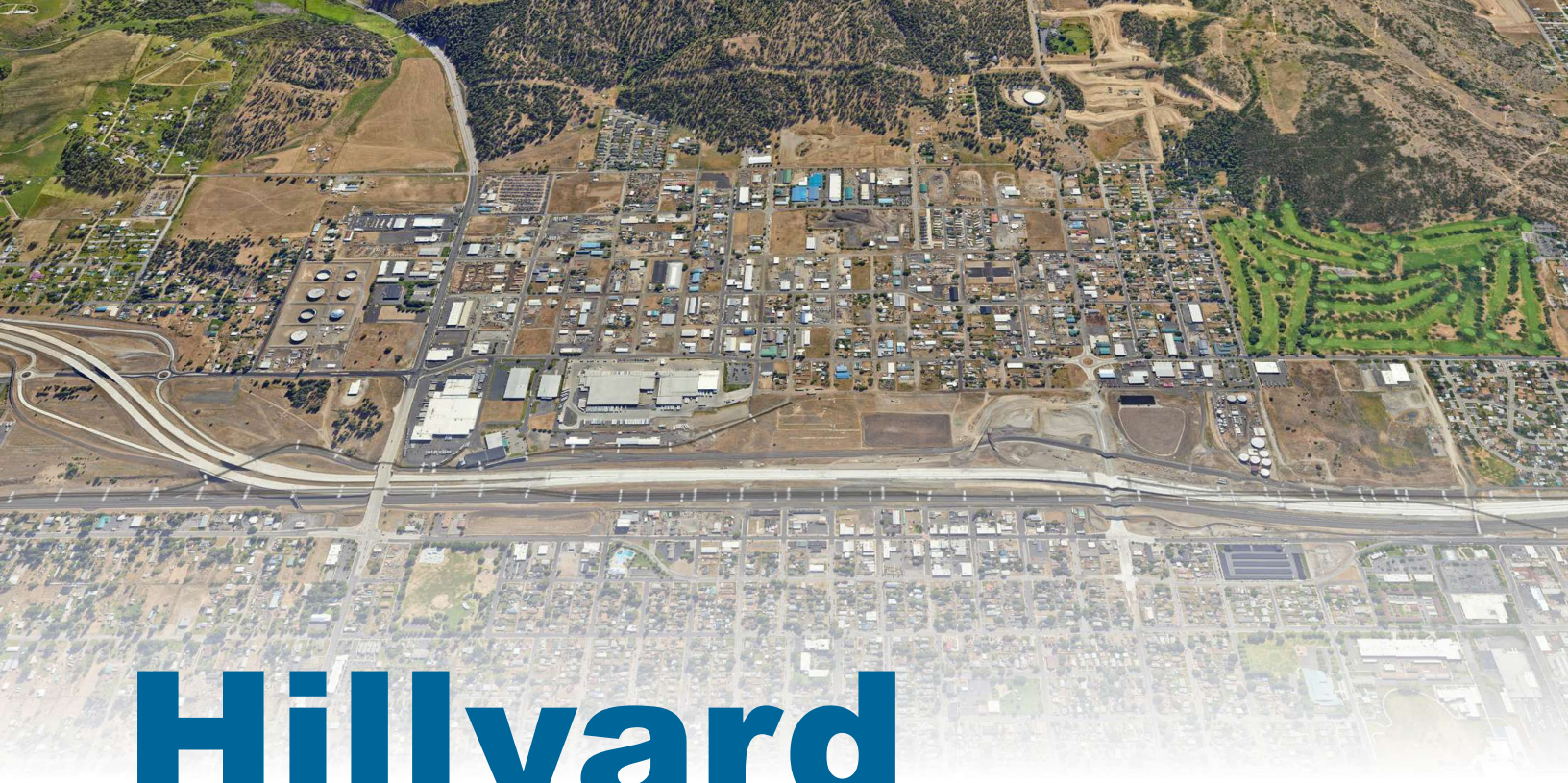
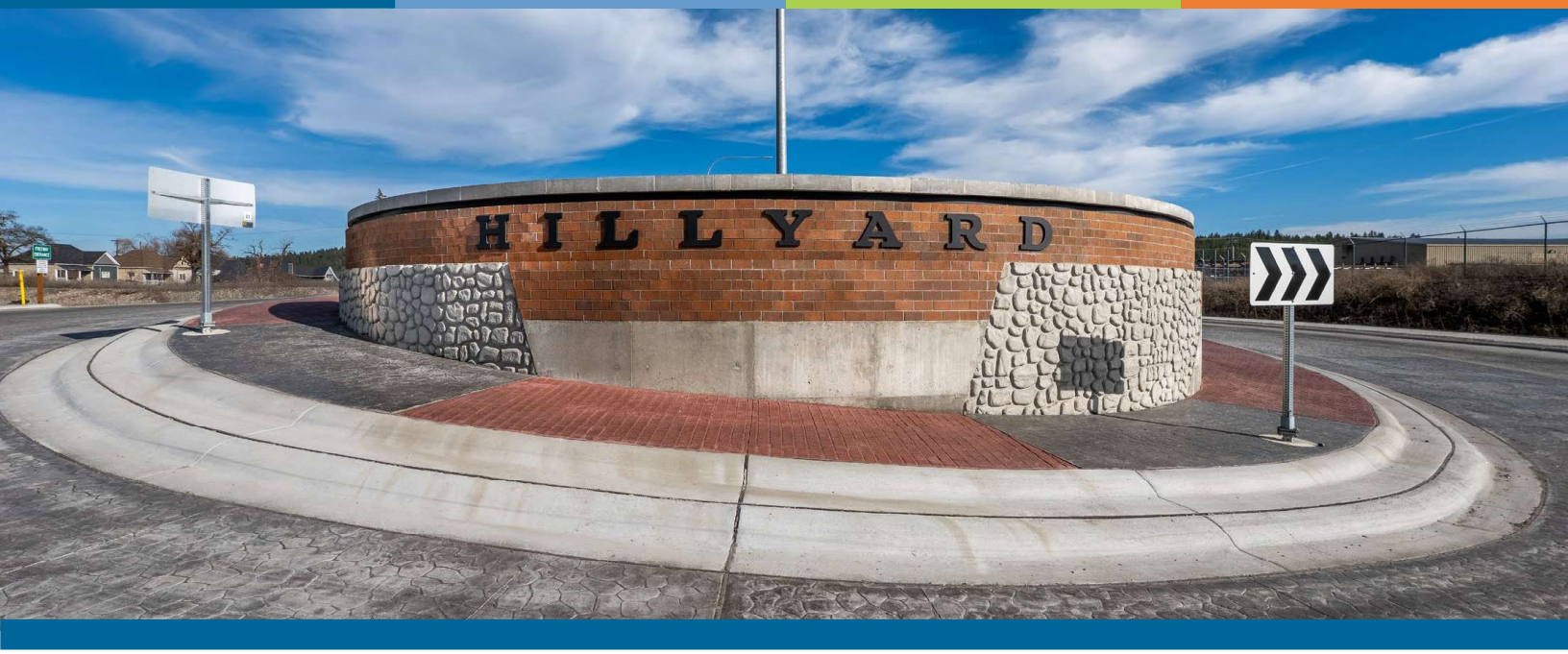


Hillyard

Subarea Plan



AUGUST 2025

CITY OF SPOKANE™

NORTHEAST PDA

Stantec

DRAFT 8-27-25

ACKNOWLEDGMENTS

CITY OF SPOKANE – *City Council*

Betsy Wilkerson, *City Council President*
Breean Beggs, *City Council President (former)*
Jonathan Bingle, *City Council Member, District 1*
Michael Cathcart, *City Council Member, District 1*
Paul Dillon, *City Council Member, District 2*
Shelby Lambdin, *City Council Member, District 2*
Lori Kinnear, *City Council Member, District 2 (former)*
Zack Zappone, *City Council Member, District 3*
Kitty Klitzke, *City Council Member, District 3*
Karen Stratton, *City Council Member, District 3 (former)*

CITY OF SPOKANE – *Plan Commission*

Jesse Bank, *President*
Ryan Patterson, *Vice President*
Greg Francis
Carole Shook
Tim Williams
David Edwards
Amber Lenhart
Jill Yotz
Tyler Tamoush

CITY OF SPOKANE – *Staff*

Tim Thompson, *AICP, Operations Manager, Community and Economic Development*
Teri Stripes, *Principal Planner (former)*
Amanda Beck, *AICP, Planner II*
Ryan Shea, *CFM, Planner II*
Jackie Johnsen, *Planner I*

NORTHEAST PUBLIC DEVELOPMENT AUTHORITY (NEPDA)

Jesse Bank, *Executive Director*

CONSULTANT TEAM

Stantec

Aaron Wisher, *GIS Specialist*
Cyrus Gorman, Project Manager
Emily Huang, *Urban Designer*
Erin Perdu, *Urban Planner*
Mac McCloy, *Environmental Planner*
Matt Lewis, *Civil Engineer*
Rachel Rome, *Planner/Urban Designer*
Ryan Givens, *Planning Lead*
Ryan Whittle, *Civil Engineer*

Fehr & Peers

Nick VanderKwaak, *AICP, Transportation Planner*
Chris Breiland, *Civil Engineer*

Agnew::Beck

Shanna Zuspan
Michelle Humphrey Bowlds

EPS

Daniel Guimond, *Senior Principal*
Christian Carroll, *Associate*

FUNDINGS ACKNOWLEDGMENTS

US EPA

Robert Miller, *Brownfield Project Manager*

Washington State Department of Ecology

Ali Furmall, *LHG, Brownfields Lead*
Lydia S. Lindwall, *Remedial Action Grants Manager*

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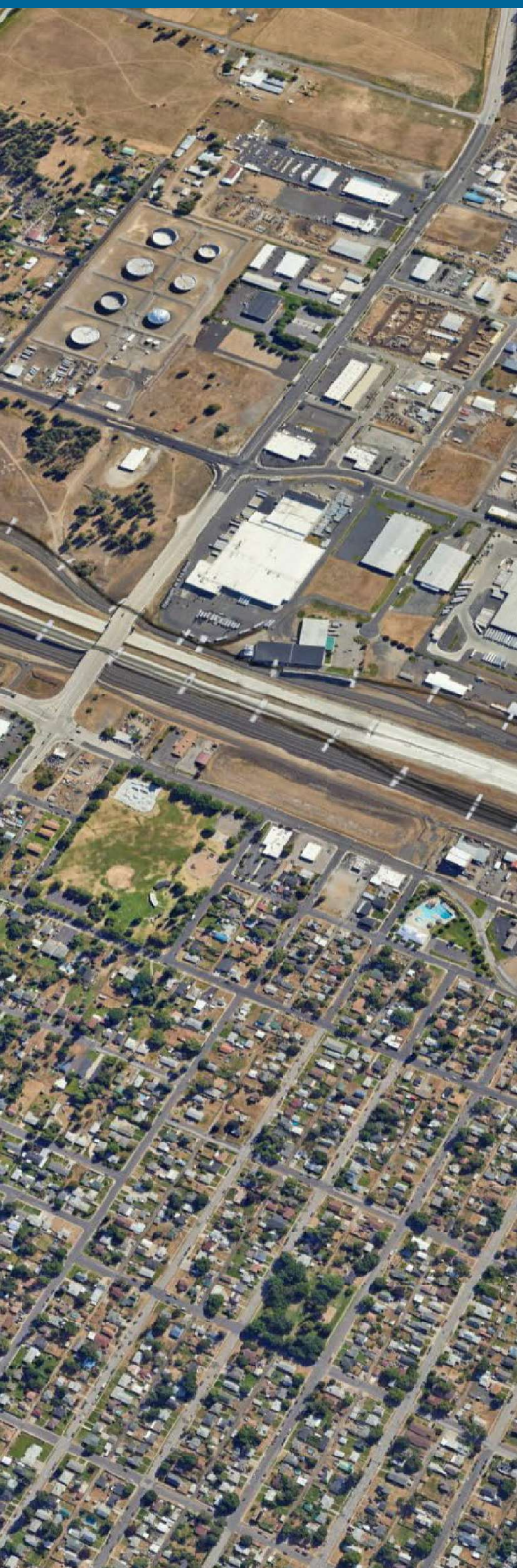
Chapter 1



Introduction

SECTION 1.1
Introduction

The City of Spokane (the "City") and **Northeast Public Development Authority** (NEPDA) have partnered to create a Subarea Plan for the Hillyard neighborhood and the surrounding areas nestled in the northeast corner of the City. The overarching project intent is to define a vision for the Hillyard Subarea supported by a series of actionable strategies. The City/NEPDA want to define the long-range goals and vision for the Focus Area and identify near- and long-term actions/investments that would support area revitalization, economic development, and quality of life enhancements.

For this project, Stantec Consulting Services, Inc. (Stantec) served as the lead consultant that will manage the planning activities, the other consultant partners, and serve as the lead facilitator for the engagement activities (and working alongside City/NEPDA staff representatives). Collectively, the City, NEPDA, Stantec, and the other consultants will constitute the "Project Team".

Section 1.1.1
Project Overview

City of Spokane – Encompassing approximately 60 square miles, the City of Spokane is the second most populated city in Washington, located in the heart of the Inland Northwest. Spokane has a rich history dating back to the mid-19th century. The area was initially inhabited by various Native American Tribes, including the Spokanes meaning "Children of the Sun", from whom the city gets its name.

Today, Spokane is known for its natural amenities, including the Spokane River, the upper and lower falls, and its vibrant Downtown area. With easy access to these natural assets, Spokane offers abundant outdoor recreational opportunities for residents and visitors, including white-water rafting, camping, hiking trails, and lakes. Spokane continues to evolve and grow, while maintaining its unique character and heritage.

***Northeast Public Development Authority* (NEPDA)** – NEPDA is a public entity jointly established by the City of Spokane and Spokane County to carry out land and economic development plans by facilitating public-private partnerships and financing economic development opportunities. As an integral partner in the Subarea Planning process, its mission is to spearhead the redevelopment, development, and construction of projects that

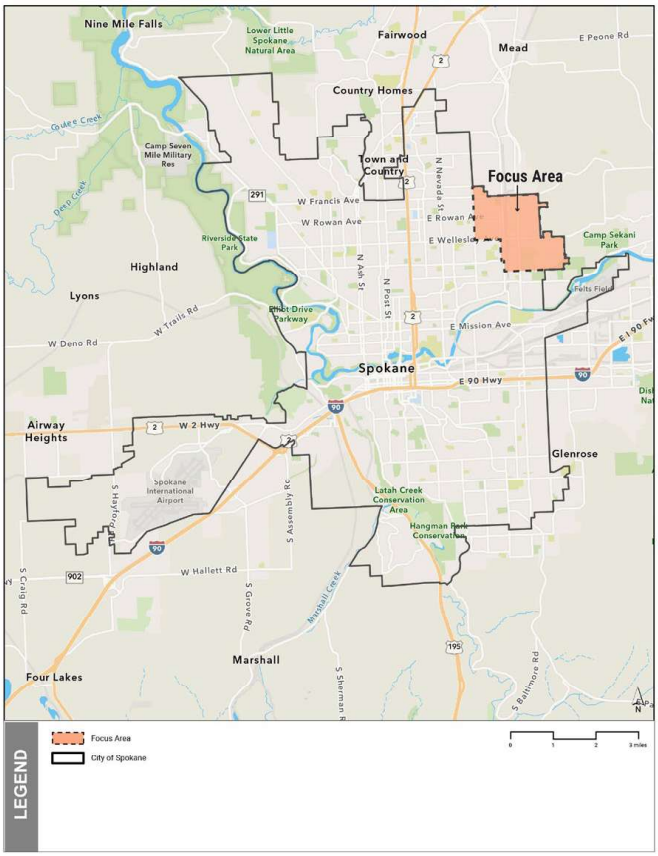


Figure 1.1 – *Hillyard Subarea Plan Local Context Map*

yield substantial community benefits. These initiatives are strategically designed to stimulate economic vitality and foster job growth within the PDA boundary. NEPDA is a community-centered organization currently championing the expansion of a vibrant business incubator and innovation zone, which serves as a bustling hub for commercial, manufacturing, artisan, and entrepreneurial activities.

The City/NEPDA embarked on a Subarea Planning initiative for the Hillyard neighborhood and the surrounding vicinity to the northeast to build upon past planning efforts and technical studies focused on infrastructure, economic development, brownfield reuse/redevelopment, and responding to the unique needs/opportunities associated with this area of the community. A series of unique neighborhoods, legacy industrial areas, and geographies comprise the Focus Area that will be the subject of this Subarea Plan. Notably, the northeast sections of the Focus Area have experienced prolonged infrastructure deficiencies that have stalled economic development and property reuse, and the legacy commercial corridors have been slow to revitalize. The Subarea Plan examines and responds to these challenges.

The Subarea Plan also assesses and leverages future traffic shifts from the new US 395/North Spokane Corridor (the NSC) and its interchange with East Wellesley Avenue. This new limited-access route from I-90 to the northern suburbs is expected to reshape traffic citywide, creating both opportunities and challenges for legacy east side commercial and industrial areas.

Focus Area – The Subarea Plan Focus Area (the "Focus Area" herein) encompasses the parcels and public rights-of-way within the Hillyard neighborhood (including its business district), the east Hillyard industrial area (also referred to as "the Yard"), portions of the east and west residential Hillyard Neighborhood and the western slopes of Beacon Hill. The approximate 1,740-acre Focus Area is generally bounded by Crestline Street to the west, East Wellesley Avenue/Garnet Avenue to the South, South Havana Street/North Fancher Beacon Lane to the east, and East Francis Avenue to the north.

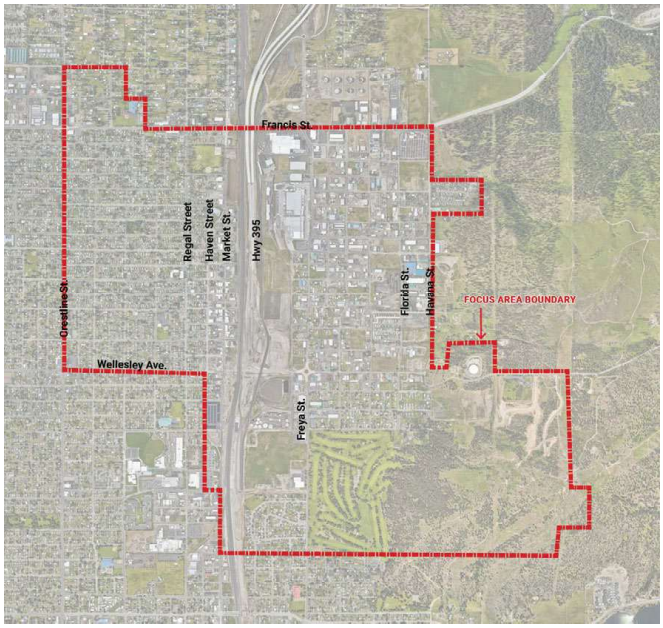


Figure 1.2 – *Hillyard Subarea Plan Focus Area Map*

Census Tracts – Six individual census tracts (CTs) comprise the Focus Area. Only four were used for the demographic and housing summary (in **Appendix B**) as they cover the majority of the Focus Area: CTs 2.01, 2.02, 16, and 144. Small segments of the Focus Area fall within CTs 112.02 and 112.03; since most of the land comprising those tracts are outside the Focus Area the statistics/values may inaccurately reflect the true demographic/housing conditions for the Subarea Plan. As a result, those CTs were omitted from this analysis. **Figure 1.3** depicts the Census tract map as it relates to the Focus Area. As applicable, the findings include a weighted value for the four CTs to achieve a summary of the Focus Area statistics. **Table 1.1** describes the geographic location for the CTs used in this analysis for the Hillyard Subarea Plan.

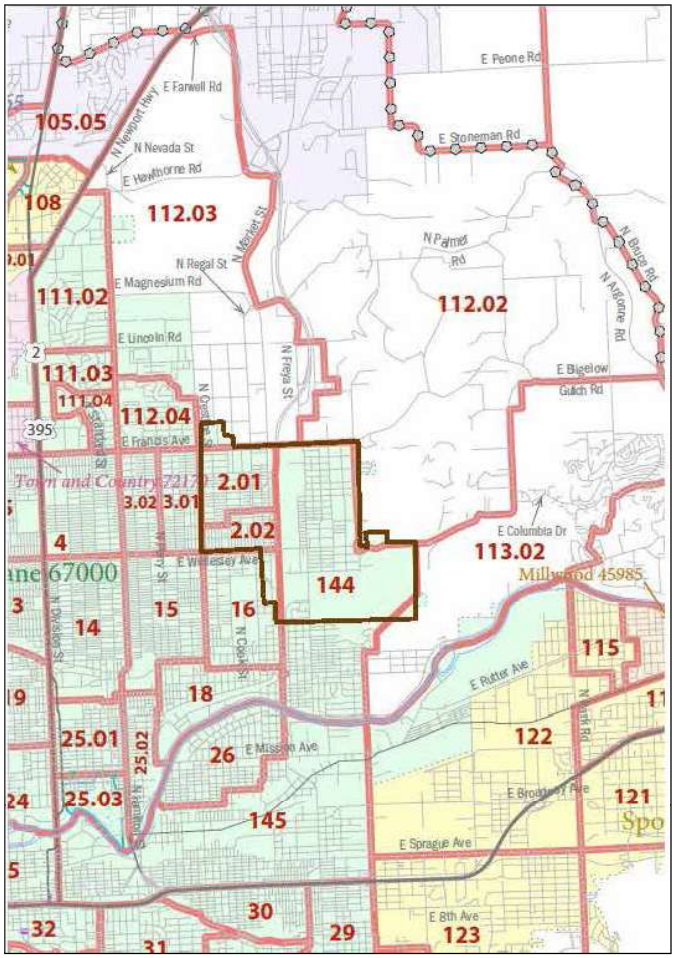


Figure 1.3 *– Census Track Map*

TABLE 1.1 CENSUS TRACTS USED FOR THE FOCUS AREA

Census Tract	Description and Notes	Subarea Plan Character District(s)
2.01	This CT covers the northern portions of the Hillyard Neighborhood and its business district**.**	**District 1**: Hillyard Business District **District 2**: Hillyard Residential
2.02	This CT covers the southern portions of the Hillyard Neighborhood and the central portions of its business district.	**District 1**: Hillyard Business District **District 2**: Hillyard Residential
16	This CT covers the southern portions of the Hillyard Business District and some residential areas; notably, the western portions of this CT are outside of the Focus Area.	**District 1**: Hillyard Business District
144	This CT covers the areas of the Focus Area on the east side of the US 395 highway corridor; notably, the southern portions of this CT are outside the Focus Area.	**District 3**: The Yard **District 4**: E. Wellesley Bus. District **District 5**: Esmeralda **District 6**: Beacon Hill

Subarea Plan Approach – The Subarea Plan divides the Focus Area into six "Plan Areas" to address each area's unique land use and infrastructure needs (see **Figure 1.4** for boundaries and designations). The final plan includes elements on community context, vision, land use, urban design, housing, transportation, utilities, drainage, open space, environment, funding, and implementation.

Key goals include developing revitalization strategies to meet long-term housing needs, fix infrastructure gaps, enhance quality of life, boost economic opportunities, and repurpose brownfields and underused properties. The plan also addresses potential displacement of residents and businesses as improvements occur.

The Six Plan Areas are:

- ***Plan Area 1: Hillyard Business District*** - The Hillyard Business District is located in the heart of the Focus Area, roughly bounded by Regal Street to the west, Hwy 395 and railways to the east, Francis Street to the north, and Garland Street to the south. Market Street is a major north-south corridor running through the center of the locally recognized historic district, which is listed on the National Register. Market Street serves as a vibrant hub of local pubs, antique shops, and entertainment.
- ***Plan Area 2: Hillyard Residential*** - The Hillyard Residential Plan Area is located just west of the Hillyard Business District. This Plan Area extends to Crestline Street to the west, Wellesley Avenue to the south, and Bruce Street to the north. The Hillyard Residential Plan Area primarily consist of single-unit residential homes.
- ***Plan Area 3: The Yard***- The Yard, constituting the majority of the northern portion of the Focus Area, is located east of the Hillyard Business District. It is positioned between Hwy 395 on the west, Francis Street on the north, Havana Street on the east, with its southern boundary stopping just north of Wellesley Avenue. Due to its proximity to the railway tracks, the Yard is currently dominated by light industrial uses.
- ***Plan Area 4: East Wellesley Business District*** - The East Wellesley Business District encompasses the properties along the E. Wellesley Avenue corridor between Hwy 395 and Havana Street.
- ***Plan Area 5: Esmeralda*** - The Esmeralda Plan Area is located south of the Wellsley Business District, between the Beacon Hill Plan area and Hillyard Business District.
- ***Plan Area 6: Beacon Hill***- The Beacon Hill Plan Area primarily consists of undeveloped open space concentrated around the southeast corner of the Focus Area. It includes several trails, the Esmeralda Golf Course and the Water Reservoir. The City has plans to incorporate additional residential and neighborhood commercial uses within the Beacon Hill Plan Area.

These can be simplified as either East or West Hillyard with the north-south progression of the NSC serving as the border. West Hillyard contains the Hillyard Residential and Hillyard Business District plan areas while East Hillyard contains the Yard, E. Wellesley Business District, Esmeralda, and Beacon Hill plan areas.

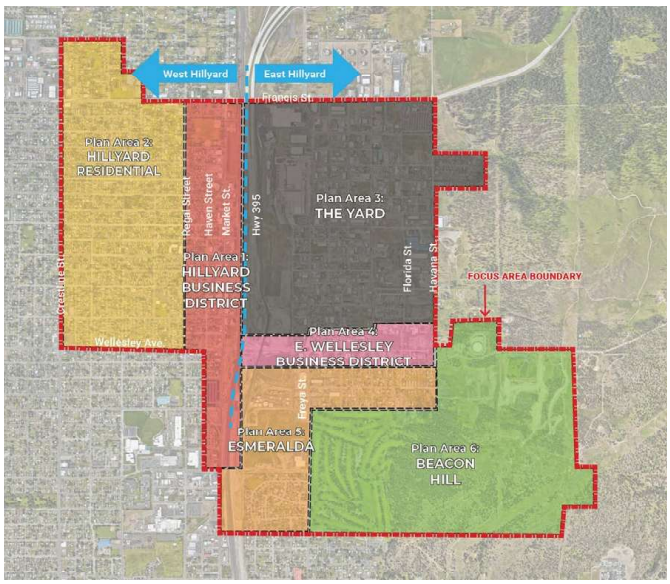


Figure 1.4 – *Hillyard Subarea Plan Areas Map*

SECTION 1.2
Subarea Plan Project Components

The Subarea Plan project included the following key components (i.e., project tasks):

- ***Existing Conditions Analysis*** – A review of the existing conditions focusing on area context/property characteristics, housing, transportation/mobility networks, utility and drainage facilities, market conditions, and the current zoning/regulatory framework.
- ***Past Plans and Technical Studies*** –The Subarea Planning process reviews and build upon past planning documents and technical studies. Notably:
  - **2010 Greater Hillyard North-East Planning Alliance Neighborhood Plan** which focused on area improvements, safety enhancements, business development, educational opportunities, and City coordination.
  - **2017 The Yard Master Plan** which identified transportation, utility, and drainage deficiencies.
  - **2020 Funding Strategies Plan for the Yard** which matched potential state, federal and philanthropic fundings sources to capital projects identified in the 2017 Master Plan.
  - Refer to **Appendix I** Plan References and Resources for a details on the various documents that contributed to the development of this Plan.
- ***Community Engagement*** – The project involves a comprehensive community engagement plan that provides a variety of opportunities for stakeholders to participate in the Subarea Planning process. Engagement activities include community surveys, stakeholder group interviews, community workshops, and a project steering committee.
- ***Property Inventory*** (Opportunity Sites) – The planning process includes an inventory of each parcel in the Focus Area with a priority on legacy industrial, commercial, and multifamily properties to document site conditions and to identify potential brownfields. A strategic goal is to identify sites that are conducive to near- and long-term reuse/redevelopment; these properties will be designated as "opportunity sites" which could be the focus of the community's economic development and developer recruitment efforts.
- ***Catalyst Site/Area Planning*** – The project features detailed conceptual planning for one catalyst redevelopment site and two business districts aimed to take a more in-depth look at potential infill projects, streetscape enhancements, amenities, and other elements that can support area revitalization at strategic nodes (and community gathering spaces) within the larger Focus Area.
- ***Urban Framework Plan/Revitalization Strategies*** – The planning process include the creation of an Urban Framework Plan, a diagram showing potential land uses, redevelopment sites, mobility projects, and community amenities. It also analyzes long-term development potential on key sites by use and scale. The outcome is a set of revitalization strategies focused on mobility, infrastructure, amenities, and policy changes.
- ***Funding Strategies*** – The project will include a list of financing sources and structures the City/NEPDA can employ to leverage future investment, grants, and local monies to fund capital improvement projects.
- ***Project Adoption*** – As a final step in the process, the Project Team will facilitate the Subarea Plan through the local adoption process.

SECTION 1.3
Project Funding Support

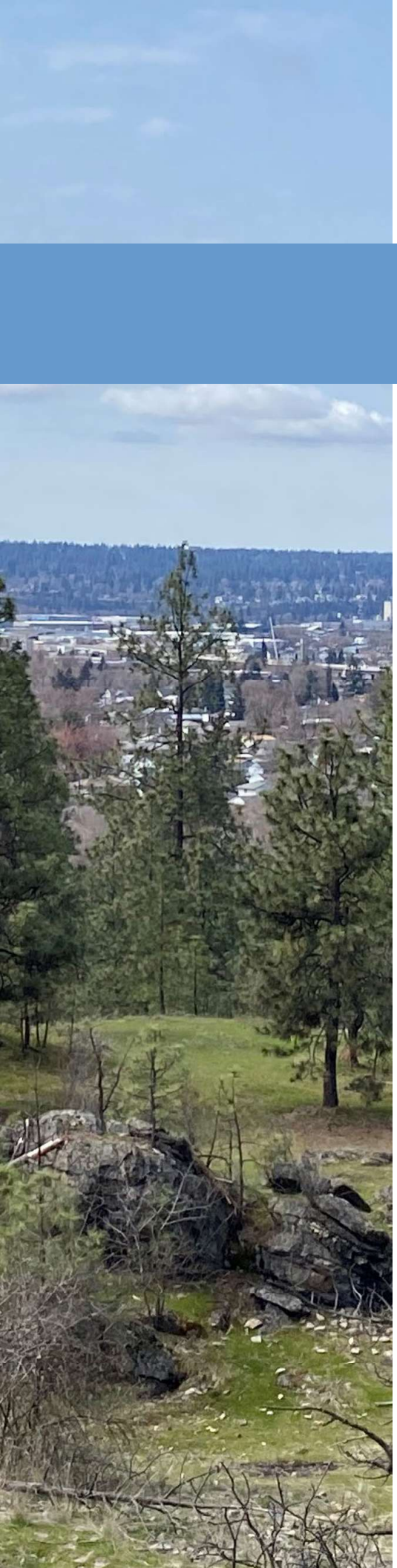
The Subarea Plan is strongly connected to the remediation and reuse of perceived and known contaminated sites within the neighborhood. The Subarea Plan will leverage funding from four sources:

Washington State Department of Ecology (Ecology) Integrated Planning Grant – Ecology awarded to the Northeast Public Development Authority (NEPDA) in 2021. This project centers on the environmental assessment, cleanup planning, feasibility analysis, and redevelopment planning of the property located at 3011 E Wellesley Avenue in Spokane, WA. It also encompasses area-wide planning and community engagement activities focused on the surrounding neighborhood.

The Hillyard Gateway Cleanup and Revitalization Project aims to complete environmental assessments and develop cleanup strategies for a key catalyst site situated at the entrance to the Hillyard Business District—a historically underinvested former industrial area annexed by the City of Spokane in 1924. The district is one of the most diverse in the city and continues to face longstanding challenges, including environmental degradation, elevated crime rates, and persistent poverty.

United States Environmental Protection Agency (EPA) Brownfield Assessment Grant – The US EPA awarded to the City of Spokane (City) a $500,000 Brownfield Assessment Grant in 2022 with a four-year period of performance. Northeast (NE) Spokane is the primary brownfield target area for this grant. It encompasses three contiguous census tracts (2, 16, and 144), including the historic Hillyard Neighborhood. This neighborhood surrounds the former Hillyard railyard, located approximately six miles northeast of downtown Spokane. For nearly 90 years, the railyard served as a major employment hub, supporting over 2,000 jobs and fueling local economic activity. However, since its closure in 1982, the site has remained idle. Four decades later, the area continues to grapple with persistent poverty, elevated crime rates, and legacy environmental contamination. While significant infrastructure investments—such as the $2.2 billion expansion of US 395 through Hillyard—are laying the groundwork for revitalization, key brownfield sites still require environmental assessment to unlock their redevelopment potential.

American Rescue Plan Act (ARPA)– The City of Spokane received over $80 million in federal funding through the American Rescue Plan Act (ARPA) to support pandemic recovery efforts. These funds were allocated across four primary goals: restoring city services and revenues impacted by COVID-19, supporting community organizations and future growth, investing in long-term resiliency, and providing relief to residents and businesses not reached by other aid programs. A Recovery Plan Work Group was established to guide implementation and foster partnerships with city departments, other governments, and nonprofits. As of now, all major funding opportunities have closed, with the final obligation deadline set for December 31, 2024. The City Council has approved multiple ordinances to allocate these funds, emphasizing equity and community input throughout the process, including the Hillyard Subara Plan which was allocated $330,791.91.



Chapter 2

The Vision

SECTION 2.1
The Hillyard Vision

The Project Team collaborated with community stakeholders to shape the vision for the Hillyard Focus Area. **Appendix H** contains a full report on the engagement activities the Project Team undertook during the Subarea Planning Process. The following are the key themes identified during the engagement process:

- ***Local Perceptions*** – Hillyard faces longstanding negative perceptions, but "The Yard" is seen as a major opportunity for industrial and job growth.
- ***Crime and Safety*** – Concerns exist about crime, poor property upkeep, and pedestrian hazards.
- ***Housing*** – There is a strong need for more housing, with concerns about gentrification and industrial-residential land use conflicts.
- ***Infrastructure*** – Inadequate infrastructure east of the NSC hinders industrial development.
- ***Freya Street*** – Needs upgrades to function effectively as a freight corridor.
- ***Florida Street*** – Improvements could unlock redevelopment potential.
- ***E. Wellesley Business District*** – Broad support for creating a new business district to boost revitalization and services.
- ***Haven Street*** – Seen as unattractive and unsafe for pedestrians and cyclists; streetscape improvements requested.
- ***Pedestrian Bridge*** – A new bridge over the NSC is recommended to reconnect East and West Hillyard.
- ***Transit*** – East Hillyard lacks transit access; interim mobility solutions and shelters in West Hillyard are needed.
- ***Action Plan*** – Strong desire for a clear vision and action plan, with frustration over past neglect by the City.

Based on the engagement results, the Project Team identified the following vision and five objectives for this Subarea Plan:

Hillyard's Vision

The Hillyard area has significant potential for additional community-serving amenities, employment, and housing. The vision is to "rediscover Hillyard's historic assets, assets, community, and potential through an actionable plan centered on physical enhancements, supportive infrastructure, and land use planning."

- ***Create Distinctive Places*** – Define six unique plan areas within Hillyard, each with tailored land use, scale, and character. Recommend zoning and financial tools to support these visions.
- ***Enhance Livability*** – Ensure affordable housing to prevent displacement, improve public safety, and expand mobility options for non-drivers.
- ***Achieve Economic Vitality*** – Promote redevelopment that generates quality jobs, essential services, and sustainable tax revenue.
- ***Improve Services*** – Develop commercial hubs, support mixed-use and higher-density housing, and invest in infrastructure to attract private investment.
- ***Identify Implementation Strategies*** – Implement locally driven programs and funding mechanisms to support revitalization goals. The Subarea Plan will complement the City's Comprehensive Plan, dictate updates to the City's zoning regulations, and guide future regulations and long-range plans within the Hillyard area.

SECTION 2.2
Urban Framework Plan Overview

The Urban Framework Plan (UFP) consists of six Plan Areas and their respective planning initiatives that help achieve the community's vision. The Plan Areas are defined geographic locations within the larger Hillyard Focus Area, each containing their own unique challenges and opportunities for growth or revitalization. The Plan Areas are depicted in **Figure 2.1**. Each Plan Area and proposed planning initiatives are detailed starting in Section 2.4. Each recommended initiative in the UFP is detailed in **Appendix G**.

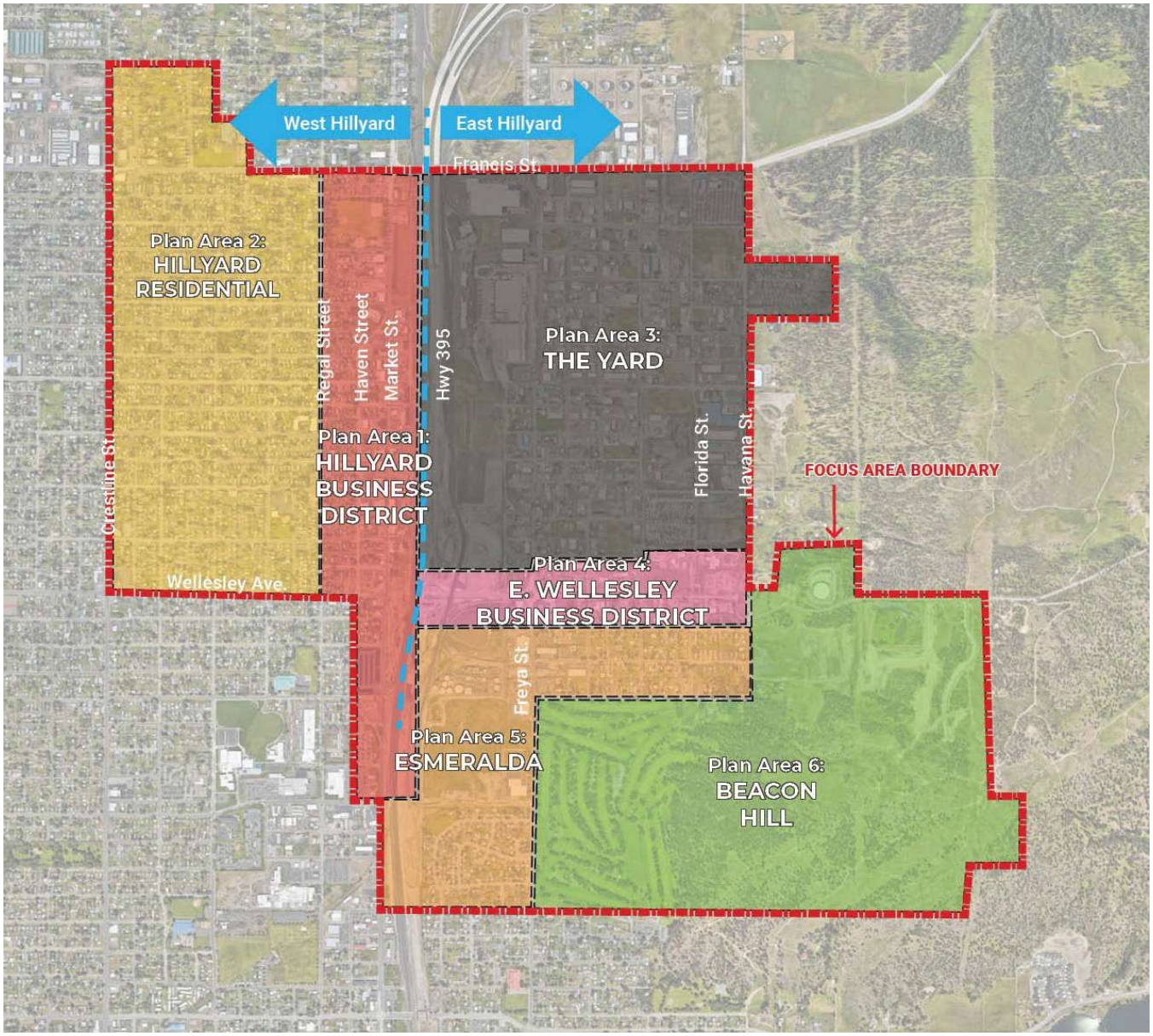


***Figure 2.1** – Hillyard Subarea Plan Areas Map*

SECTION 2.3
Catalyst Sites

Catalyst sites in the UFP guide targeted redevelopment by engaging property owners, developers, and real estate professionals. Zoning regulations will dictate specific project design and land use. Existing structures may be reused or replaced. Catalyst sites within the UFP are designated to help the City and community stakeholders focus their redevelopment efforts by proactively working with property owners, real estate professionals, and developer entities to initiate redevelopment projects. The underlying zoning will drive the resulting development programs in terms of project design and land uses. It is important to note that some catalyst sites have existing structures; in those situations, there is potential to either adaptively reuse those buildings or entirely redevelop the sites. The City can target its developer recruitment and economic development efforts to these sites.

Figure 2.2 and the UFP identifies the catalyst sites in yellow. A table of all designated Catalyst Sites and descriptions can be found in **Appendix G**.

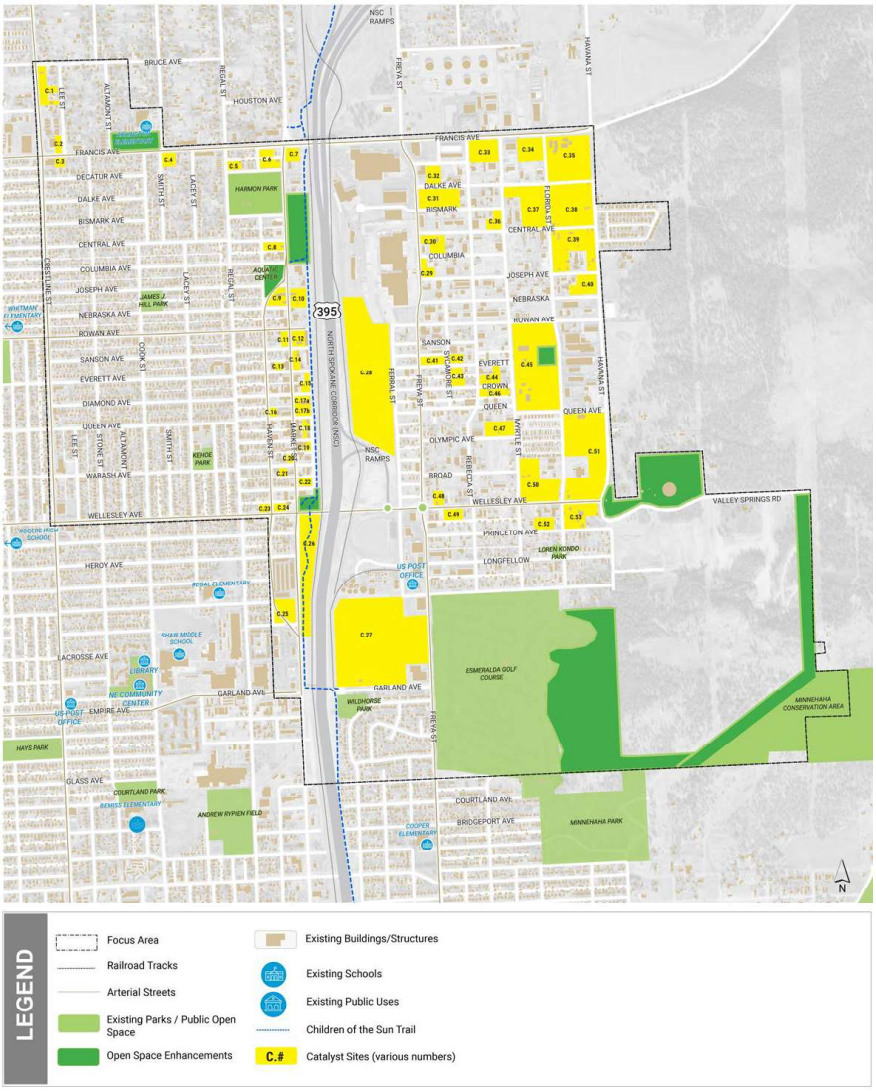


Figure 2.2 – *Hillyard Subarea Plan Catalyst Sites Map*

Catalyst sites within the UFP are designated to help the City and community stakeholders focus their redevelopment efforts by proactively working with property owners, real estate professionals, and developer entities to initiate redevelopment projects.

Section 2.3.1 Plan Area 1
Hillyard Business District

Hillyard Business District is located in the heart of the Focus Area, roughly bounded by Regal Street to the west, Hwy 395 and railways to the east, Francis Street to the north, and Garland Street to the south. Established around the rail in the 1800s, this district features distinct architectural elements and historic structures unique to that era. Today, Market Street in the Hillyard Business District is vibrant with restaurants, antique shops, and boutique stores. The Subarea planning process aims to build upon these assets, preserving significant historic structures while introducing transportation, land use, and open space enhancements to improve accessibility, connectivity, and diversify uses. Notably, two activity centers (Mixed-Use Neighborhood Center and Hillyard Business District) were identified as areas optimal for redevelopment. A potential redevelopment scenario incorporating these enhancements is shown in **Figure 2.3**.

In the long-run, the City should explore the possibility of de-coupling Market and Haven Street to create a significant redevelopment opportunity around the existing Aquatic Center. This initiative could enhance connectivity, improve traffic flow, and provide more space for green space, mixed-use development, and centralized community amenities.

Proposed improvements also include designing Olympic Avenue and Greene Street as 'festival streets'. These streets attract more visitors and provide opportunities to host community events, boosting sales for local businesses. Greene Street and Olympic Avenue were strategically identified for their prime locations, prominent business presence, and proximity to the Children of the Sun Trail. To prioritize the pedestrian experience, festival street components can include unique pavement markings, traffic calming features, string lights, and public art. Chapter 5 discusses the enhancements associated with this designation.

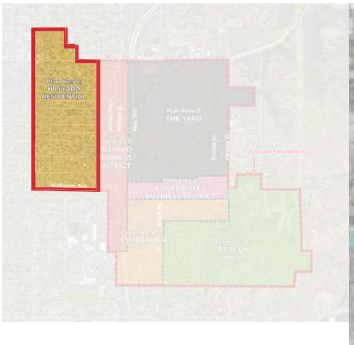
***Figure 2.3** – Hillyard Business District Redevelopment Scenario*

Significant redevelopment opportunity around the existing Aquatic Center could enhance connectivity, improve traffic flow, and provide more space for green space, mixed-use development, and centralized community amenities.

Proposed improvements also include designating Olympic Avenue and Greene Street as 'festival streets.

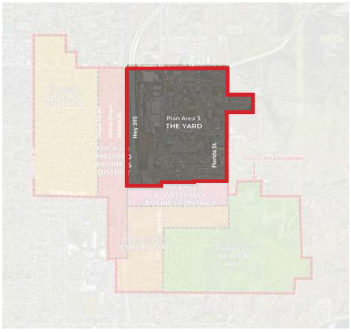
Section 2.3.2 Plan Area 2
Hillyard Residential

The Hillyard Residential Plan Area is located just west of the Hillyard Business District. This Plan Area extends to Crestline Street to the west, Wellesley Avenue to the south, and Bruce Street to the north. Although the Hillyard Residential Plan Area primarily consists of single-family residential homes, there are opportunities to enhance connectivity and introduce more community-oriented uses. Strategic planning initiatives, including designating key nodes along Crestline Street and Queen Avenue as activity centers, school and park enhancements, and mobility improvements, can help improve access and provide more amenities for Hillyard residents, all while preserving the neighborhood's existing character.

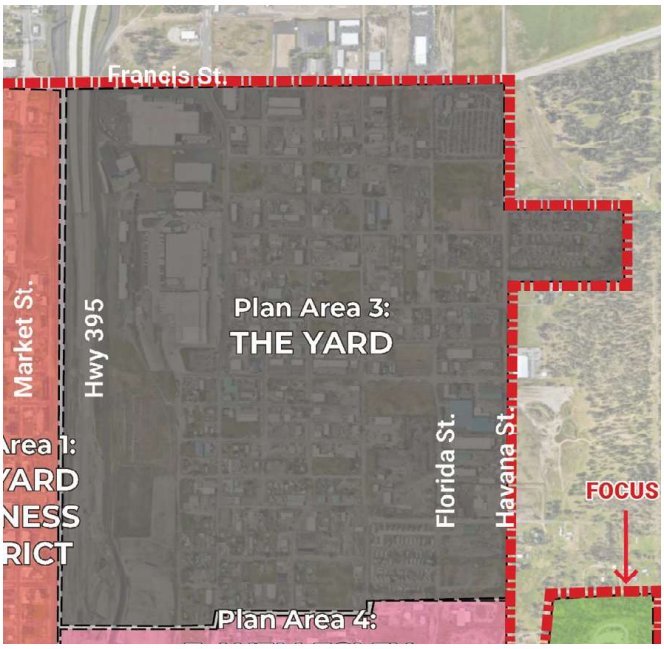


Designate Crestline Street and Queen Avenue as activity centers

Section 2.3.3 Plan Area 3
The Yard



The Yard, constituting the majority of the northern portion of the Focus Area, is located east of the Hillyard Business District. It is positioned between Hwy 395 on the west, Francis Street on the north, Havana Street on the east, with its southern boundary stopping just north of Wellesley Avenue. Due to its proximity to the railway tracks, the Yard is currently dominated by light industrial uses. Significant planning efforts have been undertaken for this Plan Area, most notably the 2017 Yard Redevelopment Master Plan. The Yard is envisioned to evolve into a diverse employment center for the region, supporting industrial and commercial uses as well as workforce housing. To help realize this vision, the Subarea planning process proposes a range of planning initiatives to support future land use and improve connectivity area-wide. See Planning Initiatives

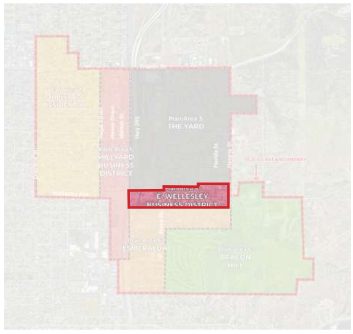


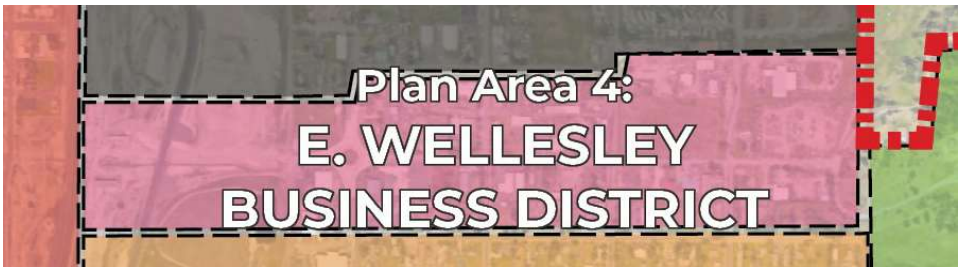
The Yard is envisioned to evolve into a diverse employment center for the region, supporting industrial and commercial uses as well as workforce housing.

Section 2.3.4 Plan Area 4
E. Wellesley Business District

The East Wellesley Business District encompasses the properties along the E. Wellesley Avenue corridor between Hwy 395 and Havana Street. This Plan Area currently features numerous legacy industrial uses that should be transitioned to larger mixed use projects. The large redevelopment sites shown at the east end of the corridor, and the significant public investment in rebuilding Wellesley Ave. will catalyze this change. Notably, the properties along E. Wellesley Avenue present significant opportunities for infill development, which could include mixed-use commercial, office spaces, and flexspace. This will create a transition from lower density residential uses to the south, through higher intensity mixed use along the Wellesley corridor, and then to light industrial uses to the north. A potential redevelopment scenario incorporating these concepts is shown in **Figure 2.4**.

Reestablishing this Plan Area as an Employment Center can offer more flexibility while aligning with the existing land use mix and adjacent properties





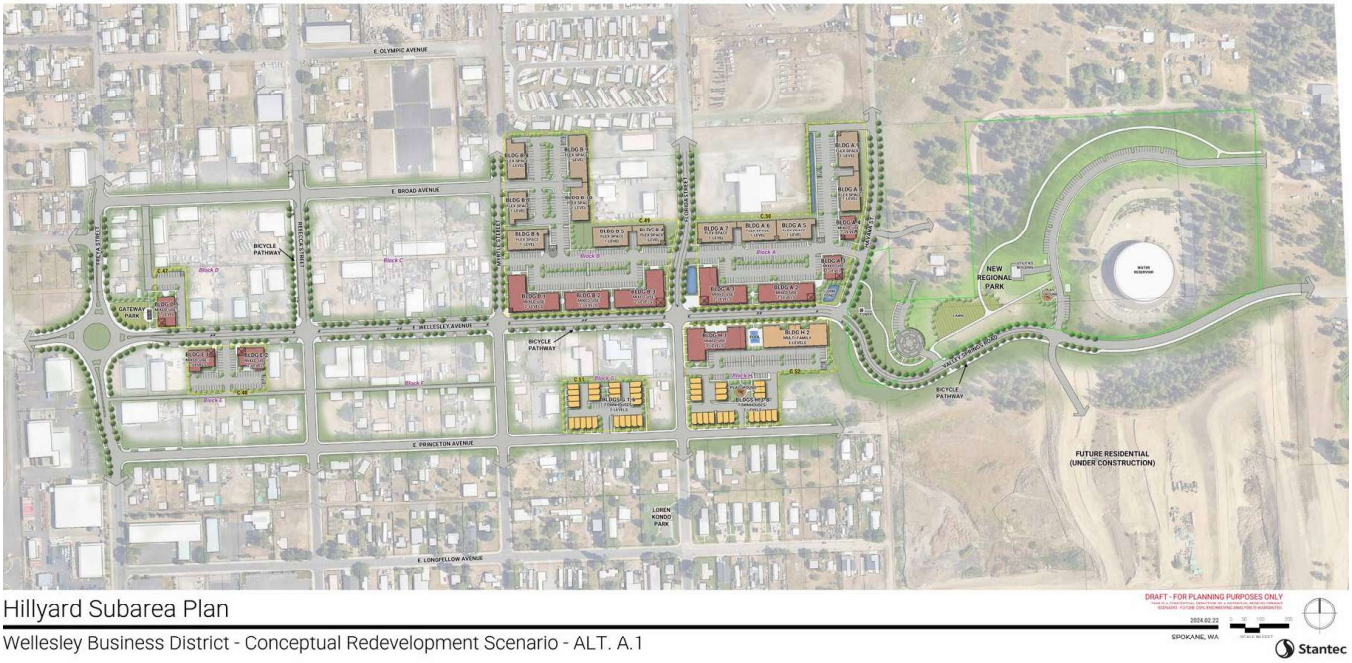
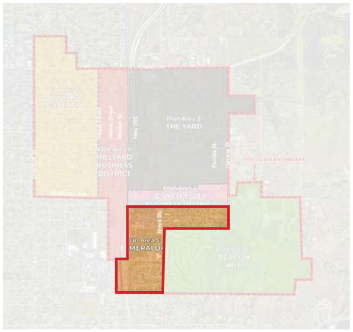
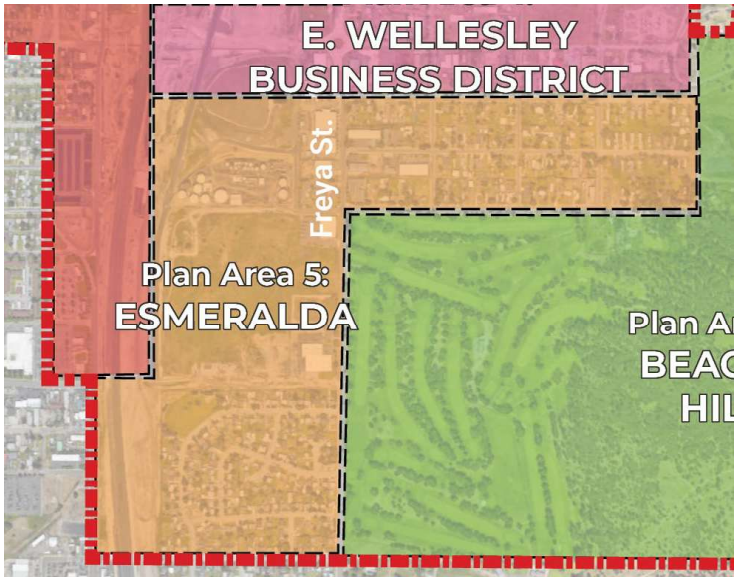


Figure 2.4 – *E. Wellesley District Redevelopment Scenario*

Section 2.3.5 Plan Area 5
Esmeralda

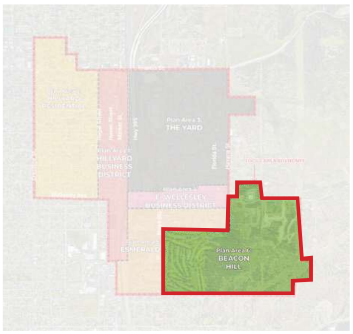


The Esmeralda Plan Area is located south of the Wellesley Business District, nestled between the Beacon Hill and Hillyard Business District Plan Areas. This primarily residential area hugs the Esmeralda Golf Course to the south and east. It mainly comprises single family residential neighborhoods and features several valued community parks, including Loren Kondo Park and Wild Horse Park. The northwest area of Esmeralda also contains a significant (24 acre) redevelopment site that was described in detail in the Yard Master Plan. It is currently undergoing a multi-year redevelopment, with the first phase consisting of a logistics/ light manufacturing use. The Subarea Plan aims to take advantage of the forthcoming connections created by the North Spokane Corridor (NSC). The area will have a focus on job creation, elimination of blight, and site design that provides a smooth transition to nearby residential neighborhoods. Specific planning initiatives to support the Esmeralda Plan Area vision by topic and their associated components are shown in **Appendix G**.



The Subarea planning process aims to preserve the residential character while improving connectivity to surrounding parks and major destinations.

Section 2.3.6 Plan Area 6
Beacon Hill



The Beacon Hill Plan Area primarily consists of undeveloped open space concentrated around the southeast corner of the Focus Area. It includes several trails, the Esmeralda Golf Course and the Water Reservoir. The major catalyst driving change in this area is the planned large-scale redevelopment of approximately 200 acres. The redevelopment will include approximately 2,000 dwelling units along with commercial and amenity spaces. Many planning initiatives aim to highlight this area as a regional recreational attraction, including swimming, natural climbing walls, activities like disc golf, and nearly 50 miles of mountain bike trails. The Subarea Plan recommendations for land use change include commercial uses to support this new neighborhood.

Many planning initiatives aim to improve outdoor recreation opportunities enhancing parks/open space, trails, and connections to these areas.

SECTION 2.4
Planning Initiatives

The planning initiatives pinpoint near- and long-term actions related to land use, transportation, and urban design-related components for each of the Plan Areas, with a goal of enhancing functionality, connectivity, and investment opportunities in the Hillyard neighborhood.

The planning initiatives correlate to the Plan Areas in the UFP and organize recommendations into categories that include (i) Activity Center Designations, (ii) Transportation/Mobility Projects, (iii) Right-of-Way Vacations, (iv) Utility Projects, and (v) Open Space Enhancements. The individual projects/initiatives depicted on the UFP are further detailed in the various elements of this Subarea Plan. The planning initiatives are summarized in the following sub-sections and detailed in **Appendix G**.

- ***Activity Center Designations*** (AC #): Activity centers focus investment in areas with strong community assets and accessibility, aiming to boost economic, social, and civic activity. These centers promote walkable, vibrant districts by clustering commercial, retail, and recreational uses. They can be formally designated in the Comprehensive Plan, with zoning adjustments to allow greater land use flexibility.
  - ***Mixed-use Neighborhood Center*** (AC 1, 2, 3, 5, 6): Located outside Hillyard's core in lower-density neighborhoods, these centers aim to evolve into walkable, mixed-use areas with residential and commercial uses. Key features include pedestrian-friendly amenities and community-serving businesses.
  - ***Hillyard Business District*** (AC.4): Centered on Market and Haven Streets, this core area features restaurants and shops. Redevelopment of catalyst sites here can revitalize underused properties and strengthen existing activity hubs.
  - ***East Wellesley Corridor District*** (AC.7): This light industrial area east of the railroad has potential for a mixed-use node, blending light manufacturing, artisan spaces, housing, and commercial services.

Goal of enhancing functionality, connectivity, and investment opportunities in the Hillyard neighborhood.

Hillyard Business District

East Wellesley Corridor District

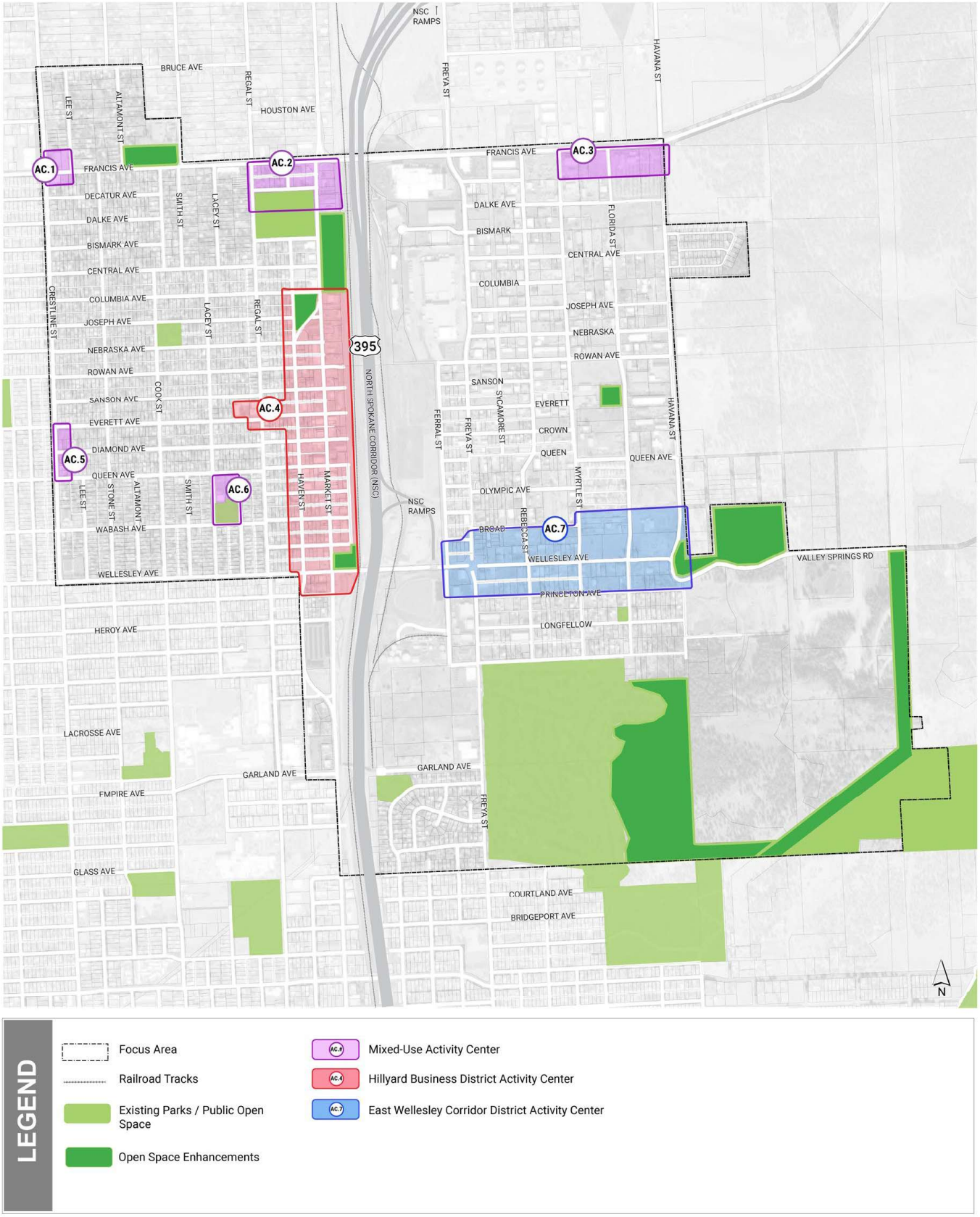


***Figure 2.5** – HIllyard Subarea Plan Activity Centers Map*

- ***Transportation Mobility Projects*** (T.#): Streetscape upgrades—like sidewalks, bike lanes, landscaping, and traffic calming—promote walkability and reduce car dependence. Applying universal design ensures accessibility for all. The City should prioritize improvements along key economic corridors using the Pedestrian Improvement Plan as a guide.
- ***Right-of-Way Vacations*** (V.#): Vacating underused public roads allows adjacent property owners to develop land that was otherwise restricted. North Sycamore Street (between Decatur and Nebraska Avenues) is a prime candidate due to its low use and redevelopment.

Streetscape upgrades—like sidewalks, bike lanes, landscaping, and traffic calming—promote walkability and reduce car dependence.

Pedestrian crossings and bike lanes

Pedestrian friendly businesses

Potential angled parking

Figure 2.6 – *HIllyard Subarea Plan Transportation Map*

- ***Utility Projects*** (U.#): To support redevelopment, new utility connections and infrastructure will be needed to accommodate new and existing residents and future businesses. The Focus Area contains four (4) separate stormwater facilities that would greatly benefit from an upgrade; these are discussed in more detail in Chapter 6.
- ***Park/Open Space Enhancements*** (P.#): Open spaces are often the sites of community events and are major focal points of community cohesion and placemaking. The Focus Area contains several open spaces that could greatly benefit from targeted enhancements. These enhancements are identified in **Figure 2.7**, and outlined in Chapter 7.

The Focus Area contains several open spaces that could greatly benefit from targeted enhancements.

Figure 2.7 – *Hillyard Subarea Plan Park/Open Space Enhancements Map*

Chapter 3

Land Use and Urban Design Element

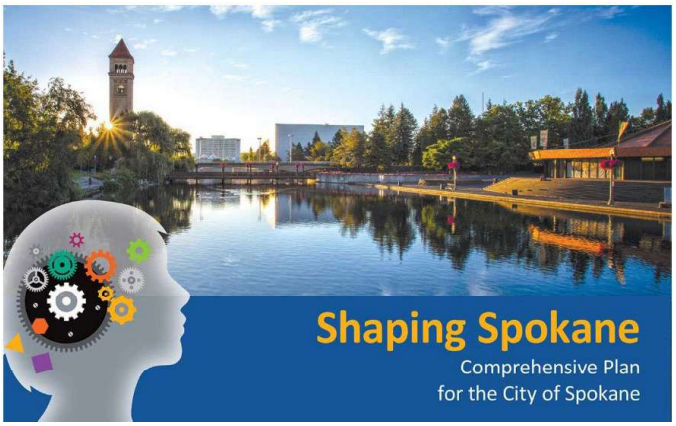
SECTION 3.1
Introduction

The Project Team has performed research to understand the prominent plans that shape the progress of development as well the zoning and development standards that currently dictate development within the Focus Area.

These findings are presented to help determine potential amendments and additions to these plans and standards that are consistent with the Hillyard Community's vision and needs as well as supportive of potential project sites.

SECTION 3.2
Land Use in the Comprehensive Plan and Other Long-Range Planning Documents

A critical component of Subarea Planning is to review and build upon other city-wide policy documents as those past planning efforts serve as a foundation for revitalization planning. Specifically, the City's Comprehensive Plan contains the land use designations and policies for properties within the municipal limits and the Yard Redevelopment Master Plan (YRMP) proposes revitalization ideas and infrastructure improvements for the eastern portions of the Focus Area.



Appendix B Plan References and Resources provides more detail on the City's Comprehensive Plan and the YRMP, respectively.

Section 3.2.1
City of Spokane Comprehensive Plan Land Use Designations

The Land Use chapter of the City's Comprehensive Plan established the City's commitment to land usage and area revitalization through city-wide goals and neighborhood policies. This serves as the supportive policy foundation for Subarea Planning in the Hillyard Focus Area. As part of this chapter, the Land Use map was developed to assign each property within the municipal limits a land use designation that defines how the land may be used, the intended development form, and which implementing zoning district can be assigned (to specific properties). The following thirteen (13) land use designations comprise the Focus Area:

- Center & Corridor Core (CC Core)
- Center & Corridor Transition (CC Transition)
- General Commercial
- Neighborhood Retail
- Neighborhood Mini-Center
- Office
- Residential 15+ (Residential High)
- Residential 15-30 (Residential Moderate)
- Residential 10-20 (Residential Plus)
- Residential 4-10 (Residential Low)
- Open Space
- Heavy Industrial (HI):
- Light Industrial (LI):

Descriptions of each of these land use designations can be found in **Appendix B**. **Figure 3.1** depicts where these land uses fall within the Focus Area.

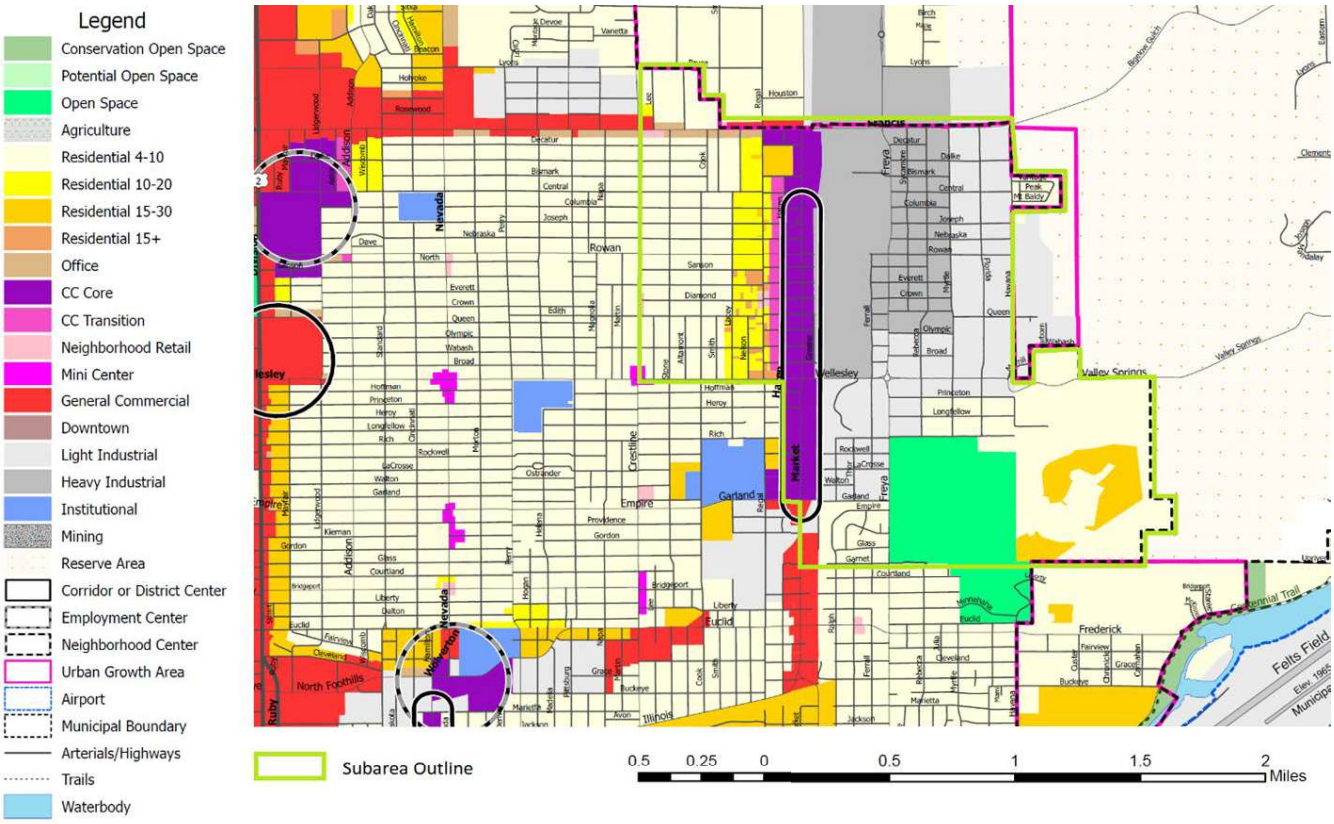


***Figure 3.1** – Current Comprehensive Plan Future Land Use Map*

As of writing this Subarea Plan, the City is undertaking a periodic update to the City's Comprehensive Plan as required by the Growth Management Act. Due in June 2026, the periodic update will identify policies and future regulations to guide the next 20 years Spokane, complying with new state legislation and community vision. The Hillyard Subarea Plan will inform updates to the Comprehensive Plan, including potential amendments to land use designations within the Focus Area.

SECTION 3.3
Current Zoning and Development Standards

The Spokane Municipal Code Title 17 details all requirements related to zoning. This title establishes standards for the design, materials, methods of construction, location and use of buildings and other improvements to land, as well as procedures for the approval, inspection, and enforcement of those standards. The Hillyard Neighborhood Focus Area overlaps eleven (11) zoning districts, and one overlay zone as shown in **Figure 3.2**. West Hillyard is made up primarily of residential zones, with commercial zoning near the Francis Street and Market Street corridors. East Hillyard is primarily zoned industrial, with residential zoning located near the Esmeralda and Beacon Hill areas. **Appendix B** describes each zoning district and overlay zone as well as summarizes the development standards for each.

The Focus Area overlaps eleven (11) zoning districts, and one overlay zone.

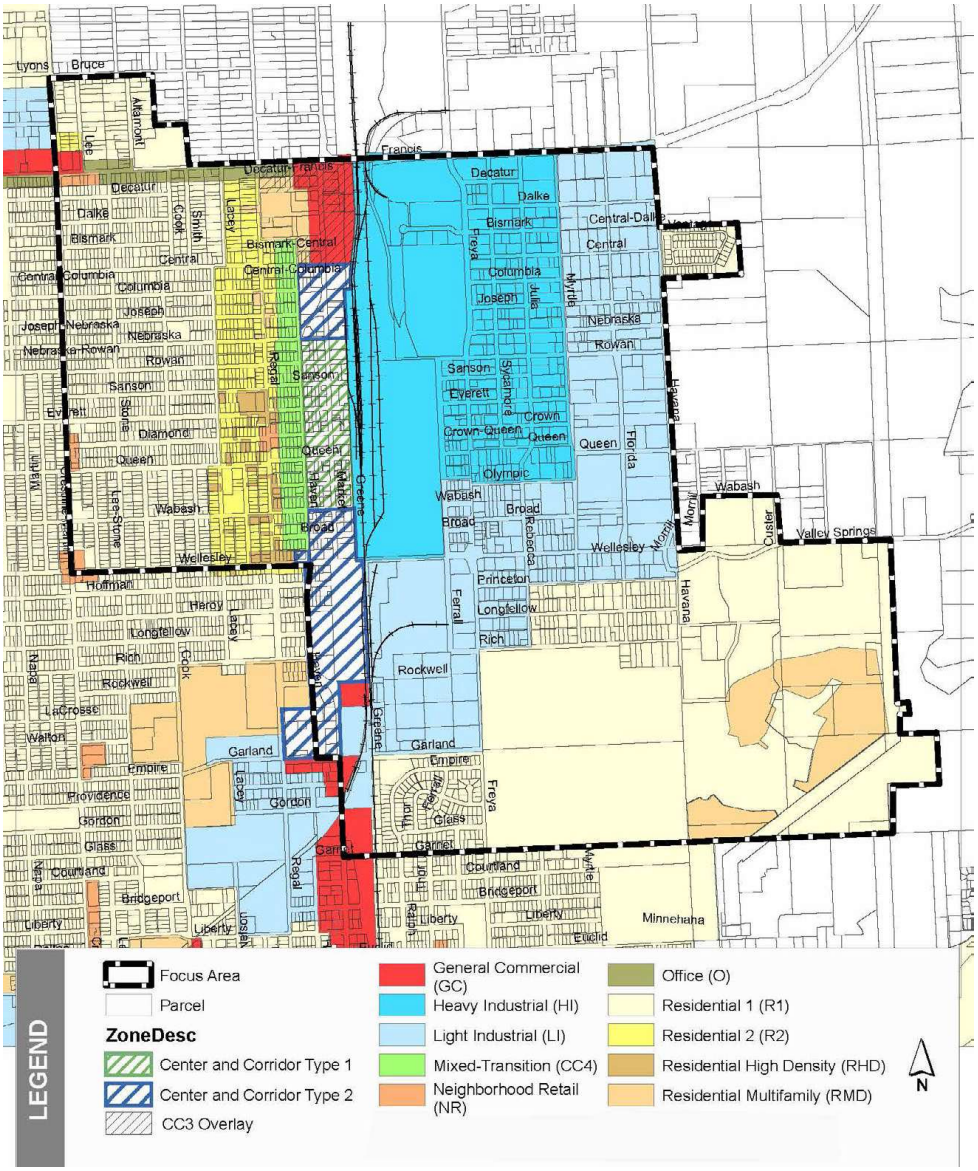


Figure 3.2 – *Hillyard Subarea Current Zoning Map*

SECTION 3.4
Preferred Land Use Alternative

The preferred land use alternative enables the changes represented in the Urban Framerwork Plan (Section 2.2). Section 2.1 identified the vision for the Hillyard area: “rediscover Hillyard’s history, assets, community, and potential through an actionable plan centered on physical enhancements, supportive infrastructure, and land use planning.”

Figure 3.3 depicts new future land use categories for the Hillyard Study Area. The changes from the current Comprehensive Plan include minor changes to the industrial designations within the Yard, an Employment Center designation over much of the Wellesley Planning Area, open space designations over the North Hill reservoir, and a Neighborhood Mini Center south of Valley Spring Road within Beacon Hill.

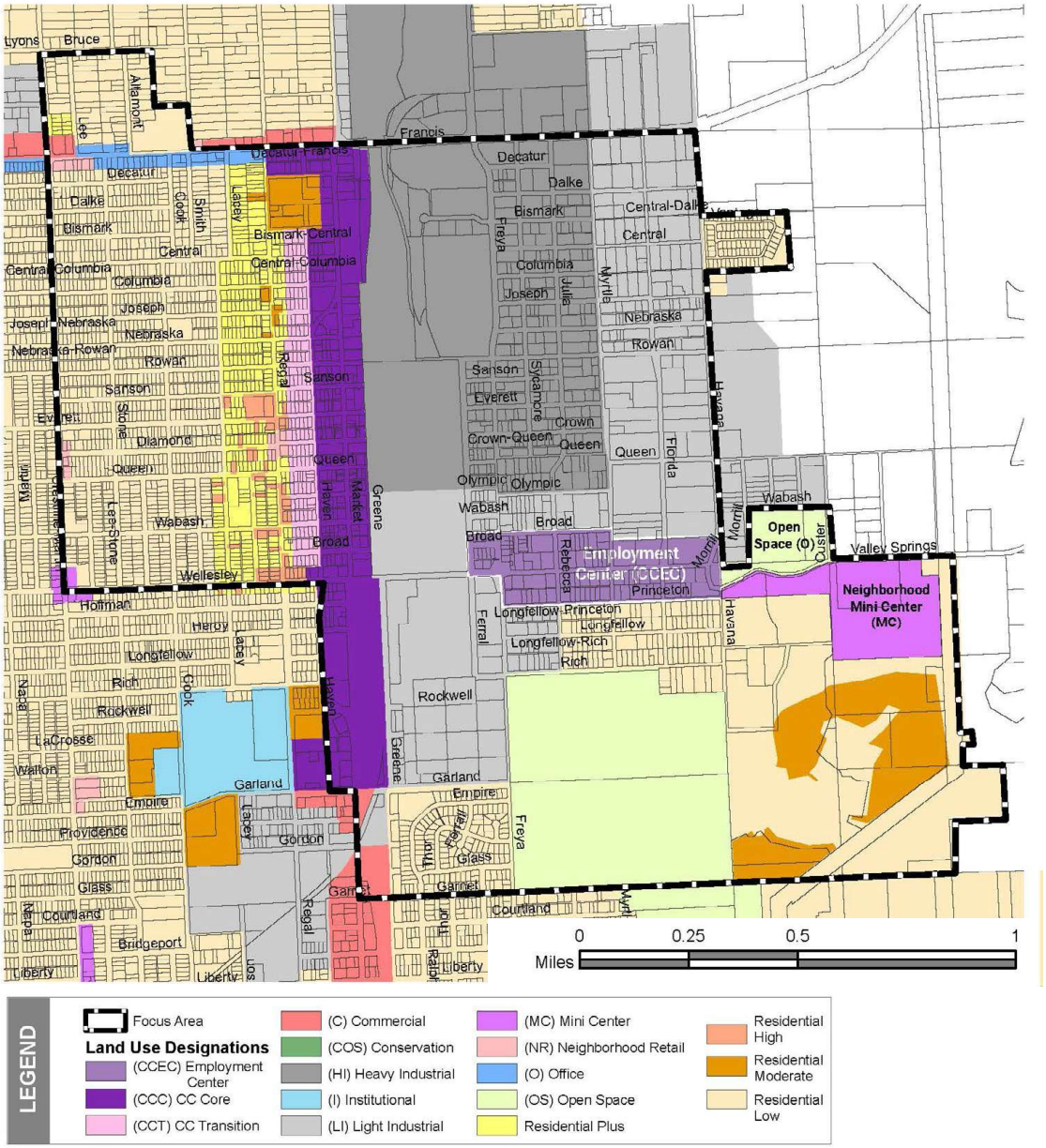


***Figure 3.3** – Hillyard Subarea Preferred Land Use Alternative Map*

SECTION 3.5
Area Need, Prospects, and Potential

Based on the UFP's designated Catalyst Sites, the Project Team generated the redevelopment potential for those properties based on the vision, future land use categories, and site conditions. These redevelopment estimates can help the City/NEPDA and property owners plan for supportive land use/ zoning designations, services/infrastructure, and marketing/incentive programs.

It is important to note that these estimates represent the maximum potential development of the catalyst sites, not the likely amount of development within the planning horizon. The Public Financing Strategy Report in Appendix G provides more detail on assumptions about the pace of buildout of the Catalyst Sites.

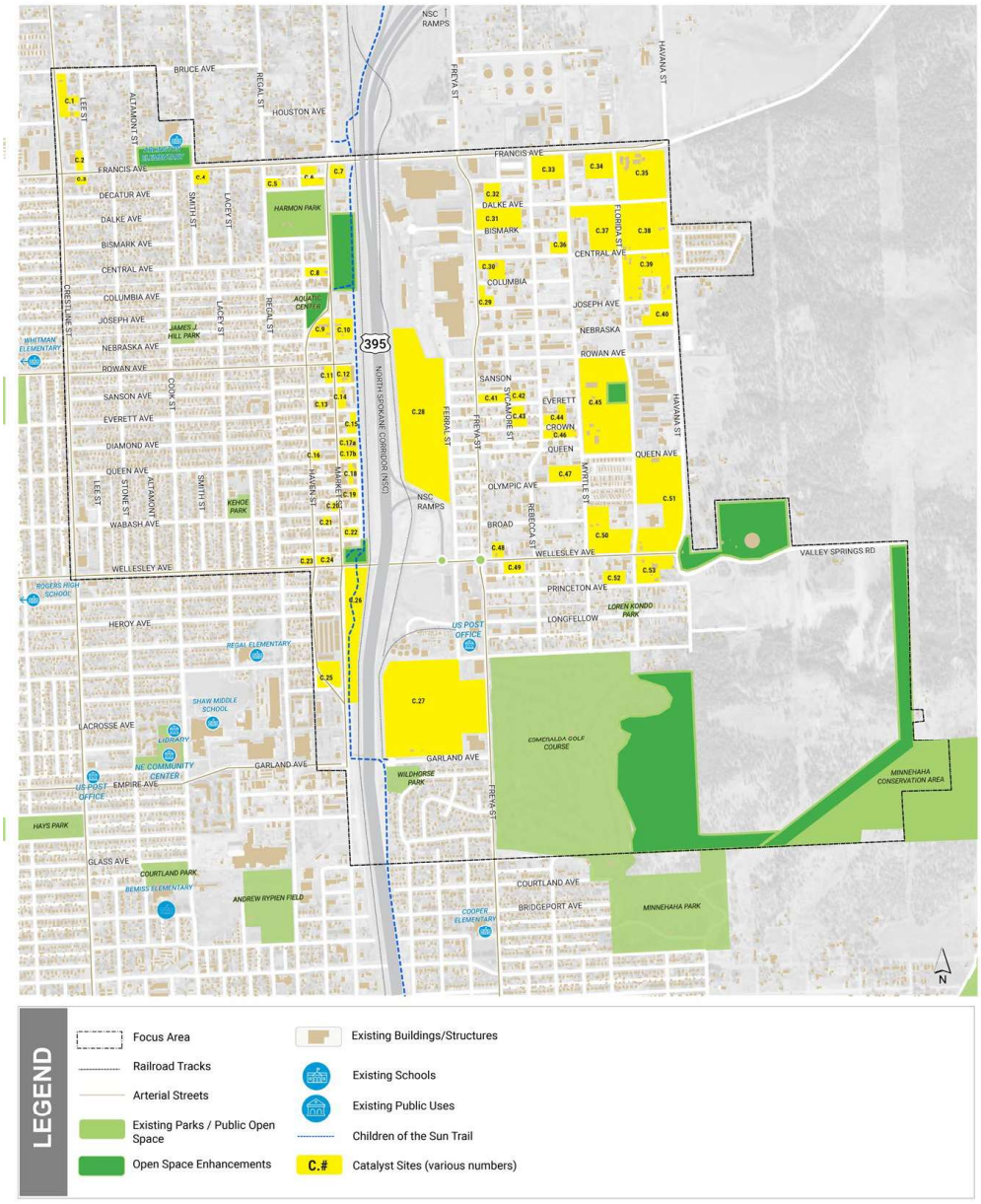


***Figure 3.4** – Hillyard Subarea Plan Catalyst Sites Map*

Section 3.5.1 Redevelopment Potential

To calculate the redevelopment potential of a site, several assumptions had to be made. At the time of this plan, the City is updating the Comprehensive Plan, and reviewing many of the zoning districts that will apply to the Hillyard area. The redevelopment estimates in this Subarea Plan are based on future land use guidance from the current Comprehensive Plan. The following specific assumptions apply:

TABLE 3.1 – REDEVELOPMENT ASSUMPTIONS

		FAR (with amenities) and Density Assumptions						
Future Land Use Category, 2017	Zoning District	Non-Residential	Residential	Combined	Assumed FAR	Maximum Density (Units per acre)	Assumed Density-Low (Units per acre)	Assumed Density-High (Units per acre)
Res Low	R-1					10	6.5	8.5
Res Moderate	RMF					30	19.5	25.5
Res High	RH					30	19.5	25.5
Res +						20	13	17
Office	O	0.8		0.8	0.5			
Center & Corridor Employment Center	CC1-EC	3.0		3.0	2.0	44	28.6	37.4
Center & Corridor Core[1]	CC1	1.0		3.0	2.0			
	CC2	0.8		2.3	1.5			
	GC	2.5		2.5	1.5			
Center & Corridor Transition	CC4[2]	0.5		1.5	1.0	22	14.3	18.7
Commercial	GC	2.5		2.5	1.6			
Heavy Industrial	HI[3]	0.4		0.4	0.3			
Light Industrial	LI[3]	0.4		0.4	0.3			
Neighborhood Mini Center	NMU[4]	1.0		1.0	0.7	30	19.5	25.5
Neighborhood Retail	NR[5]	0.8		0.8	0.5	22	14.3	18.7

1 Use existing parcel zoning

2 In the CC4 zone the FAR for all nonresidential uses may not be greater than the FAR for the residential uses located on the same parcel. Nonresidential uses are limited to a maximum of three thousand square feet per parcel.

3 Code does not list FAR limits: for Subarea Planning purposes, a 40% FAR was applied for all HI and LI zones

4 No residential density listed in NR district. Comp plan describes the Mini-Center district as also including high-density residential (higher than Neighborhood Retail), so assumed same density as RH.

5 No residential density listed in NR district. Comp plan describes the Neighborhood Retail district as also including "higher-density residential", so assumed same density as Res+ here.

Section 3.5.2
Redevelopment Assumptions

Based upon the assumptions in **Table 3.1**, the existing characteristics of the catalyst sites, and the preferred future land use alternative presented in Section 3.4, we estimate the total development potential of the study area as follows:

TABLE 3.2 - CATALYST SITES DEVELOPMENT POTENTIAL

	Acres	Square Feet (SF)	Non Residential (sf)	Residential (sf) Low	Residential (sf) High	Dwelling Units Low	Dwelling Units High
Total Estimates	**187.4**	**8,160,966**	**6,439,708**	**1,701,834**	**2,391,166**	**1,702**	**2,391**

Section 3.5.3
Market and Economic Conditions

A market study of the Focus Area was conducted to inform the area-wide planning process. Key findings listed by topic are outlined below; the full study is found in **Appendix J.**

Population and Employment

- ***Modest Population Growth:*** The Focus Area, currently home to 9,686 residents, is projected to grow by just over 3% in 10 years (0.32% annually), compared to 8% citywide growth in Spokane. The Focus Area has the potential to absorb a higher proportion of the city's population growth through new development projects and infrastructure improvements such as the NSC project.
- ***Housing Demand:*** Up to 434 new housing units will be needed in the next decade, along with substantial renovation of about 414 existing units to keep them market-ready.
- ***High Employment Growth:*** The Focus Area is expected to add over 1,000 jobs in the next 10 years (1.8% annual growth), aligning with broader trends in Spokane County.
- ***Need for Commercial Space:*** Job growth could drive demand for up to 400,000 square feet of commercial and employment space over the next 20 years, including office, industrial, retail, and institutional uses.
- ***Income Disparity:*** Median household income is $41,000 in West Hillyard (28% below city median) and $61,000 in East Hillyard (7% above city median).
- ***Housing Affordability:*** About 26% of households are cost burdened. Renters are especially affected, with 47% spending over 30% of income on housing, highlighting the need for more affordable rental options.

Development Forecasts and Available Land

- ***Land Availability:*** The Focus Area has 622 acres of undeveloped or unoccupied land—more than enough to meet the projected 10-year demand of 108 acres, resulting in a surplus of 514 acres.
- ***Commercial Development***: Land zoned to allow commercial and industrial uses exceeds projected needs, with a 514-acre surplus available for employment-related growth.
- ***Residential Development:*** Over 230 acres are available for residential use, easily covering the forecasted 73-acre demand over the next decade. This includes mixed-use zoned land.
- ***Opportunity Sites:*** The Project Team identified 53 catalyst sites; these are identified in **Appendix G**. Of the catalyst sites, 22 were identified as 'opportunity sites' due to being underutilized. The opportunity sites total 217 acres; which could meet all forecasted commercial demand and 8% of residential demand.

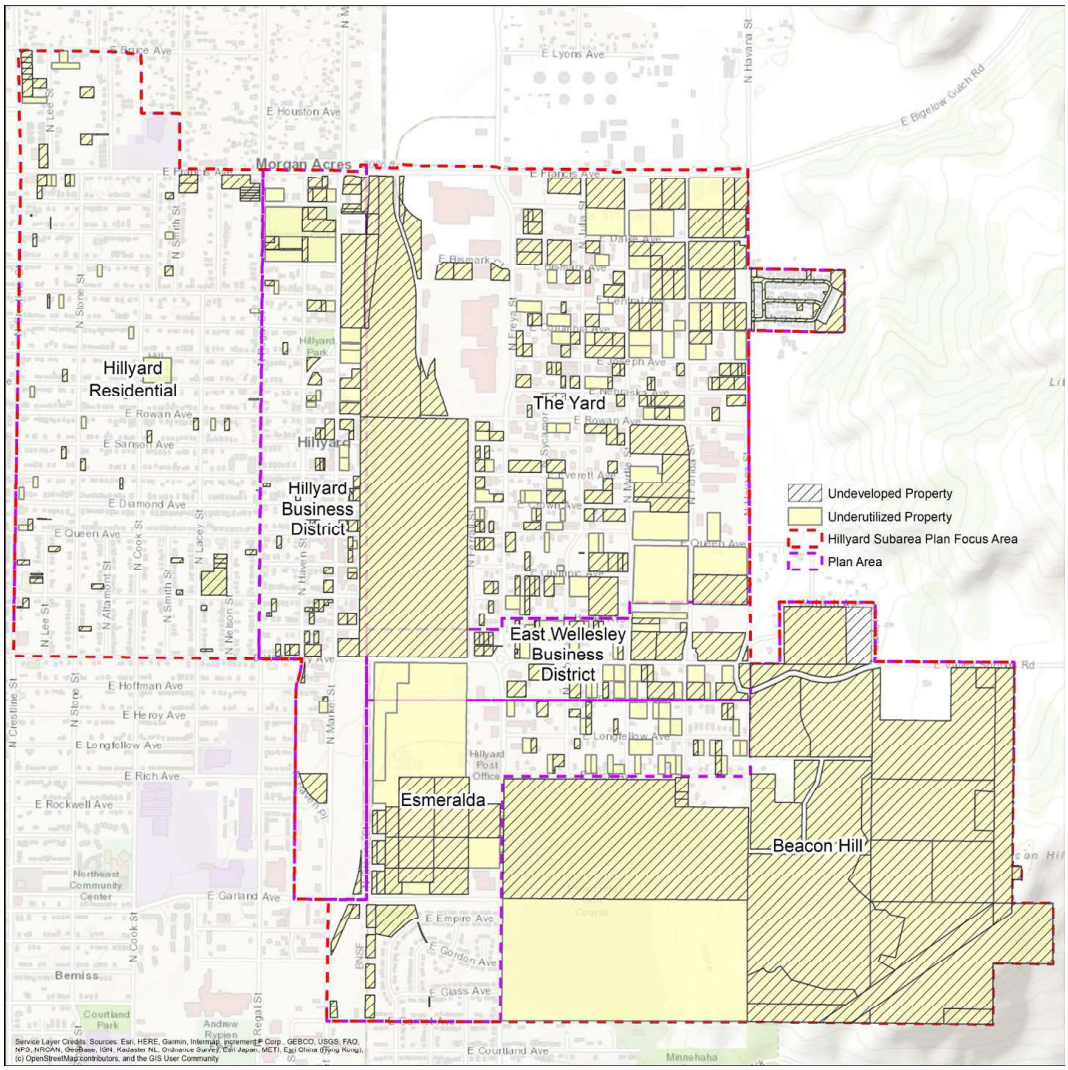


Figure 3.5 – *Hillyard Subarea Undeveloped and Underutilized Properties Map*

SECTION 3.6
Land Use and Urban Design Strategies

In addition to the specific projects recommended within the Urban Framework Plan, this section presents more general land use and urban design strategies to be implemented within the City's regulatory framework.

Section 3.6.1
Supportive Comprehensive Plan Amendments

The preferred land use concept, shown in **Figure 3.6**, depicts some changes that will be required of the Comprehensive Plan's future land use map. Specifically, recommended amendments to the future land use map include:

- Change the area labeled Employment Center (CCEC) from Light Industrial to CCEC.
- Change the area labeled Potential Open Space (O) from Residential Low to O.
- Change the area labeled Neighborhood Mini-Center (MC) from Residential Low to MC.

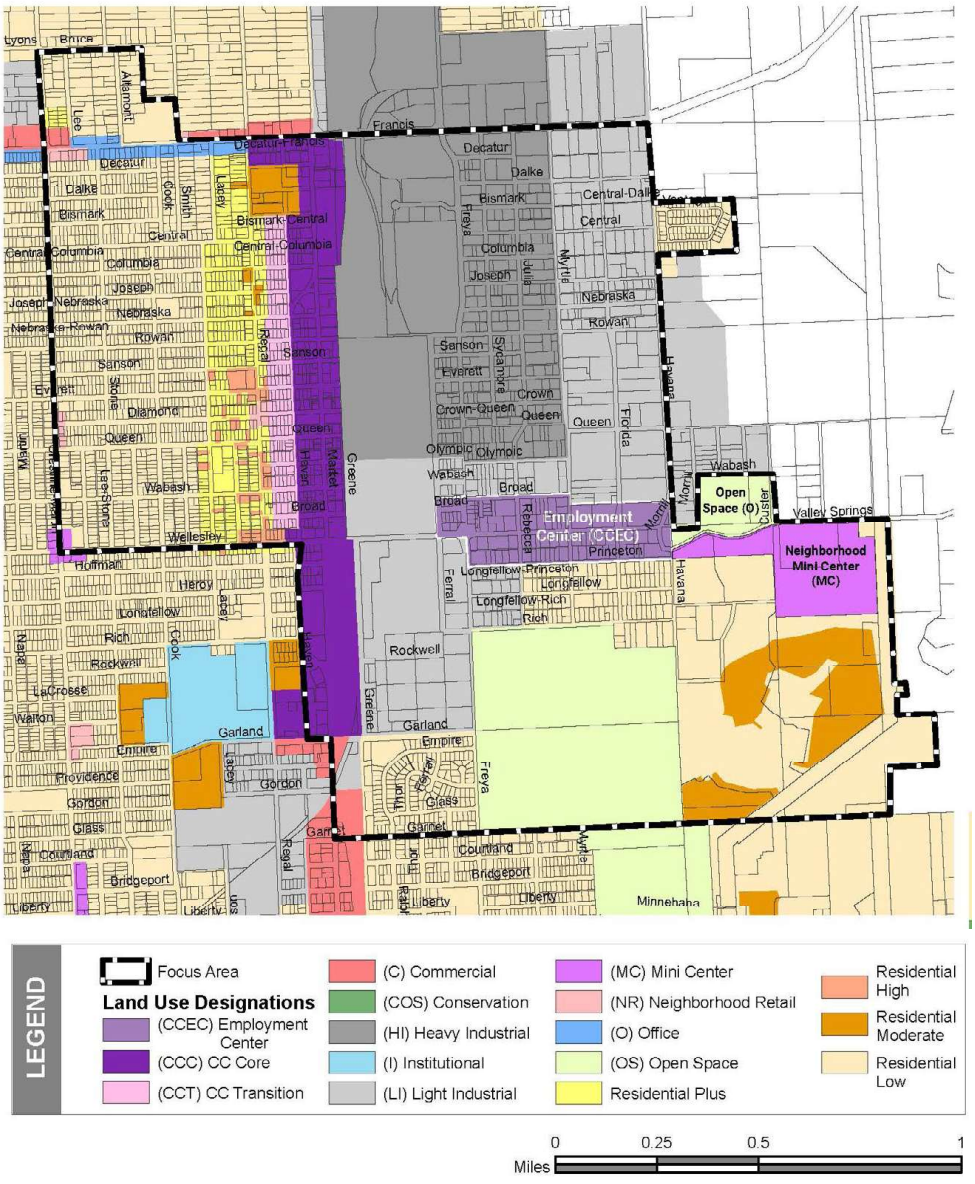


***Figure 3.6** – Hillyard Subarea Preferred Land Use Alternative Map*

Section 3.6.2
Supportive Zoning and Map Amendments

Currently, the City is examining the Corridors and Centers, which is both a land use and zoning approach within the city. This study will provide recommendations to inform both the comprehensive plan and development regulations. Because of this ongoing work, this Plan does not make specific recommendations for zoning changes within the study area.

Key recommendations in the Corridors and Centers study will center around:

- Creation of a new family of mixed-use zones for centers and corridors, including zones that could apply outside of the designated Centers and Corridors in the land use plan.
- Emphasizing maximum building heights and height transitions in each of the mixed-use zones.
- Updates to block frontage standards along pedestrian-oriented streets that include allowable uses, transparency requirements, weather protection areas, prohibition of freestanding signs, and more.
- Reduced block size and enhanced connectivity standards for large lot development.

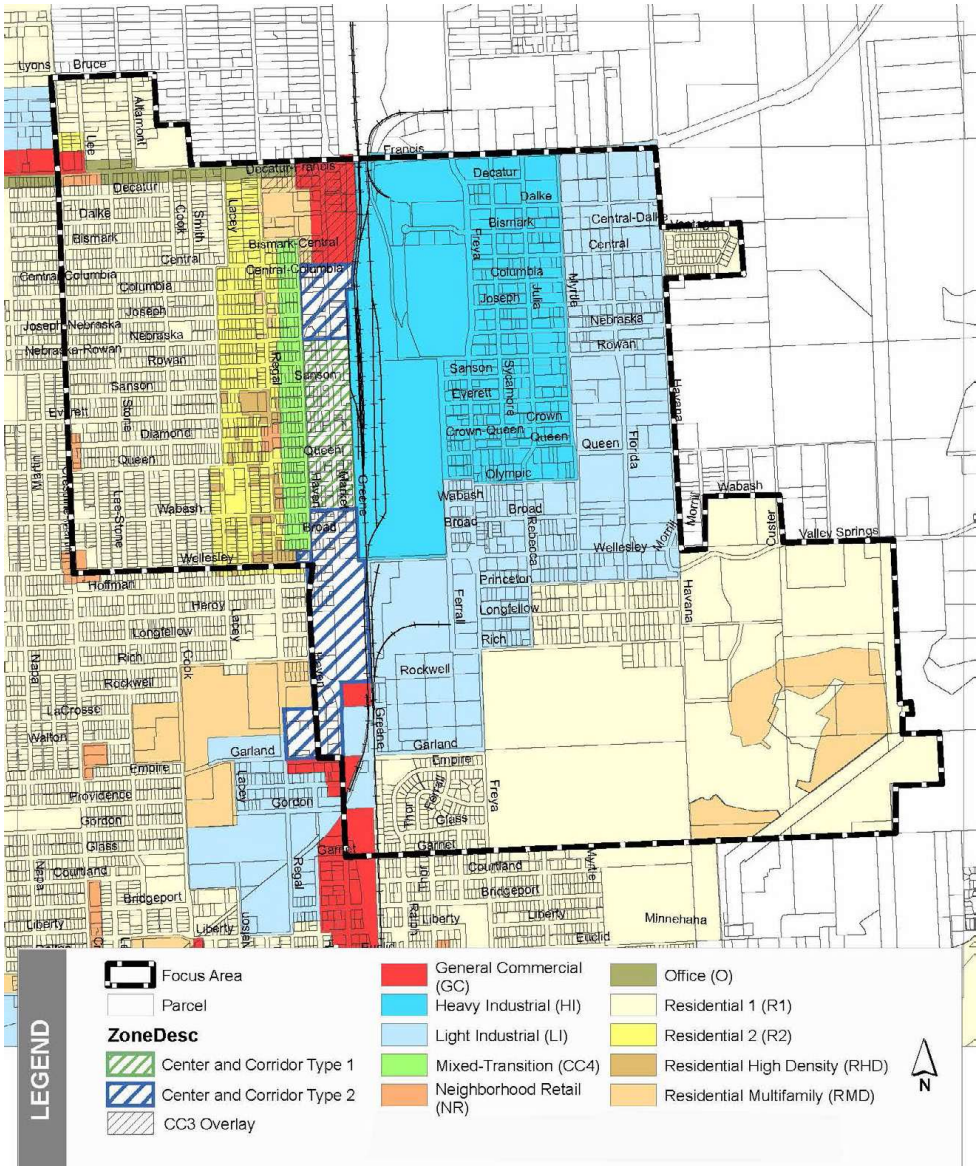


***Figure 37** – Hillyard Subarea Current Zoning Map*

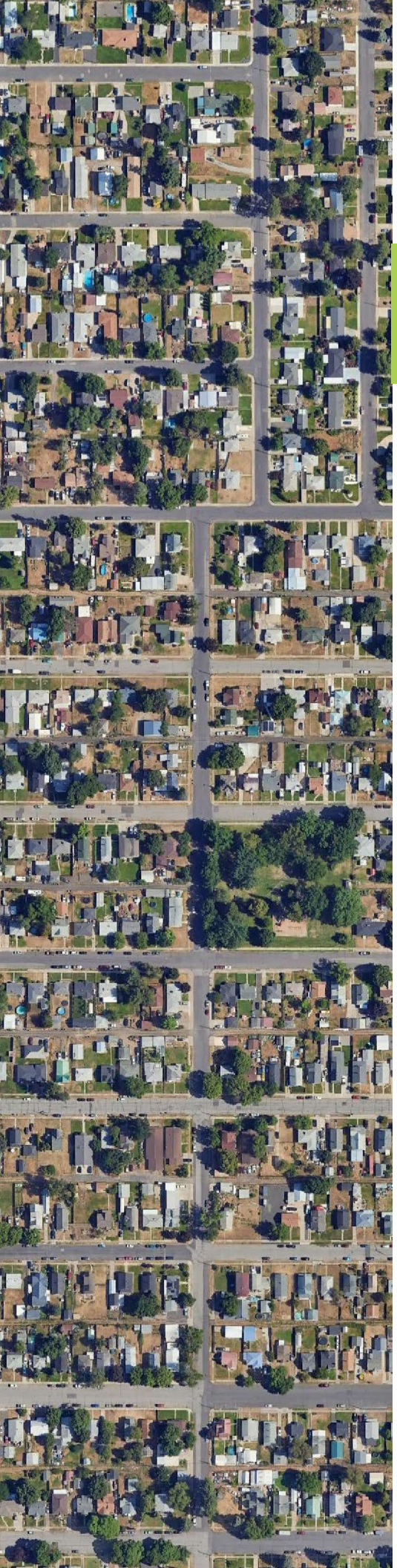
Section 3.6.3
Other Supportive Land Use/Urban Design Strategies

In addition to amendments to the comprehensive plan and zoning ordinance, the following strategies can support the successful redevelopment and revitalization of the Hillyard area:

- Create design standards for the public realm outside of the zoning ordinance. These standards should guide public investments during street projects and may include streetscaping, sidewalks and/or multi-use trails.
  - Street design standards for industrial areas
  - Street design standards that include modifications to implement complete streets principles
- Implement Crime Prevention Through Environmental Design principles to reduce both crime and fear of crime. Applicable principles include:
  - Lighting, landscaping, and clear sight lines to enhance natural surveillance
  - Use of barriers such as fencing or plantings to provide orientation and a pedestrian-friendly environment, discouraging would-be offenders by making non-compliance obvious
  - Use of physical attributes like art, signs, landscaping and more to define areas of “ownership” and care.
  - Increasing physical maintenance and code enforcement in the area, using low-maintenance landscaping materials, removal of trash, and other programs to maintain a clean and orderly environment
  - Ensure access to goods and services by designing pedestrian amenities, public parks, transit, employment and housing areas together.
- Create evaluation criteria for when a right-of-way should be vacated.
- Build on existing, or previously existing, façade improvement programs for existing businesses.
- Consider programs, both enforcement and incentives, to increase property maintenance.
- Consider performance-based zoning standards to ensure that industrial and large employment uses are good neighbors to commercial and residential areas.

- Activity Center Designation: Designate areas within each Plan Area that are prime for redevelopment as activity centers (see **Figure 3.6**).
  - Hillyard Business District - AC.2 and 4.
  - Hillyard Residential - AC.1, 5, 6.
  - The Yard – AC.3.
  - Wellesley Business District – AC.7.
- Specific strategies for the Hillyard Business District Plan Area:
  - ***Mixed-use Development:*** Prioritize a variety of uses by concentrating mixed-use development at activity centers and catalyst sites.
  - ***Zoning:*** Utilize zoning to direct the type, location, and density of development to help realize the Plan Area's vision by aligning current zoning with the future land use plan. Create flexible zoning language that allows for a variety of employment, residential, and commercial uses including mobile vendors.
  - ***Transitional Development:*** Harmonious Development: Create performance standards, including criteria for when they are triggered, that minimize noise, vehicular traffic, and other impacts on adjacent neighborhoods.
  - ***Facade and Site Enhancements:*** Establish a program that incentivizes property owners to improve their site and exterior building facades. This program can include financial grants, historic preservation grants, tax incentives, and design assistance to encourage participation and ensure high-quality improvements.

Figure 3.6 *– HIllyard Subarea Plan Activity Centers Map*



Chapter 4

The Housing Element

SECTION 4.1
Introduction

One important objective of this plan is to enhance livability by providing affordable housing so that as the Hillyard area improves, existing residents are not displaced. The City has done significant work recently to promote the development of more housing. This chapter summarizes those initiatives, provides background on the current state of housing, and recommends strategies for the city and its partners to do even more.

SECTION 4.2
Current Housing Supply and Characteristics

This section provides a snapshot of the housing supply and characteristics specific to the Focus Area, including housing units and tenure, housing types, and unit size. Information in this section is based on readily available census data accessed in July 2023, which may differ slightly from the City's Housing Action Plan adopted in July 2021. A full analysis of housing supply and demand can be found in the Market Study in **Appendix J**.

Section 4.2.1
Housing Units and Tenure

The Focus Area contains 5,304 housing units, with a 97% occupancy rate—58% owner-occupied and 42% renter-occupied. This ownership rate is slightly higher than the City of Spokane but about 5% lower than Spokane County and Washington State.

Most housing in the area is older, with 79% built before 1980 and 21% built since. Homes built before 1978 may contain lead-based paint, which can be managed with proper care. An aging housing stock also requires ongoing maintenance and, in some cases, significant repairs.

Section 4.2.2
Housing Types

The majority (76 percent) of housing types within the Focus Area are single unit, detached homes. Housing with 20 or more units make up the second largest percentage at 7 percent. Three and 4-unit buildings make up 4 percent. Single unit attached homes make up 3 percent of the housing. Finally, the remaining 10 percent of housing types are comprised of 2-unit, 5- to 9-unit, 10- to 19-unit, and manufactured housing, which individually make up less than 3 percent of the housing share (1 percent, 3 percent, 3 percent, 3 percent, respectively).

TABLE 4.1 - HOUSING TYPES, WITHIN FOCUS AREAS CTS Number/Percent of Housing Units by Geographic Area								
Housing Characteristic	WA State	Spokane County	CT 2.01[1]	CT 2.02 [1]	CT 16[2]	CT 144[3]	Focus Area CTs[4]	City of Spokane
Total housing units	3,170,695	221,968	1,345	714	1,432	1,813	5,304	99,933
1 unit, detached	63.00%	65.30%	68.60%	75.60%	62.60%	92.50%	76.09%	63.60%
1 unit, attached	4.10%	3.40%	8.70%	2.80%	1.60%	0.80%	3.29%	2.80%
2 units	2.30%	2.40%	2.30%	1.50%	1.30%	0.00%	1.14%	3.10%
3-4 units	3.60%	3.00%	3.50%	6.00%	10.00%	0.00%	4.40%	4.10%
5-9 units	4.40%	4.20%	2.70%	6.00%	5.00%	0.00%	2.92%	5.30%
10 to 19 units	4.80%	5.80%	0.70%	1.30%	9.40%	0.00%	2.89%	6.20%
20+ units	11.70%	10.30%	12.00%	6.20%	10.20%	0.00%	6.63%	13.30%
Mobile home	5.90%	5.30%	1.50%	0.00%	0.00%	6.70%	2.67%	1.60%
Boat, RV, van, etc.	0.20%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

[1] Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.
[2] Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).
[3] Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).
[4] Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.
Source: US Census / American Community Survey 2021-5-year estimates

Like many communities across the United States, the Focus Area has a lack of 'Missing Middle Housing' – types that fall somewhere in between single-unit homes and mid-rise or higher-unit apartment buildings. With three-fourths of the housing in the Focus Area comprised of single detached units, housing choice is greatly limited in this area. A lack of diversity in housing types can create a mismatch between preference and reality, and it can also lead to – like tenure mix – a lack of diversity in the neighborhood in terms of age, income, and household type.

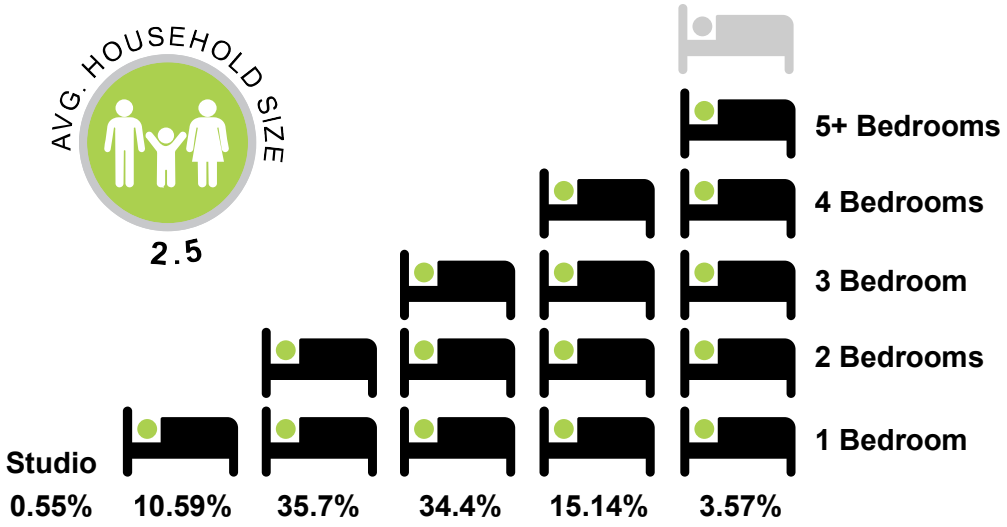
Within the Focus Area, there is extensive opportunity to increase housing type diversity, whether it be through redevelopment, existing housing conversion, or adding units on existing residential lots, for example, by way of accessory dwelling units.

Credit: Google Earth Streetview

Section 4.2.3
Unit Size

The Focus Area has a range of housing unit sizes. Approximately 70 percent are either 2 or 3 bedrooms (35.70 percent and 34.44 percent, respectively). 4-bedroom units are 15.14 percent. One-bedroom units make up 10.59 percent of the housing stock. Finally, 3.57 percent of units have 5 or more bedrooms, and less than 1 percent (0.55 percent) of the units do not have a bedroom(studio units).

The Focus Area has an average household size of 2.5 people, and an average family size of just over 3 people.



As with housing tenure and type, too much of one unit size in terms of number of bedrooms limits choice and impacts the diversity of people found within a neighborhood.

Additionally, neighborhoods with a diverse range of unit sizes will attract diverse households into the neighborhood but also allow them to move and stay within the neighborhood for longer periods of time as the needs and space of households and families change.

With 70 percent of the housing in the Focus Area consisting of 2- and 3-bedroom units, there is opportunity to add housing in this neighborhood on either side of the spectrum – studio and 1-bedroom units, as well as 4+ bedroom units.

Section 4.2.4
Housing Cost and Affordability

For the Focus Area, the median household income ranges from $37,330 to $60,850. Three of the Census Tracts (CTs) are below the City's median household income of $65,016, and all CTs are below both the County and State levels. *(source: 2020 US Census)*

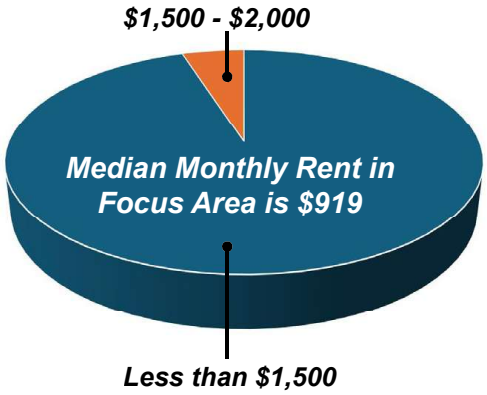
The average household poverty rate for the Focus Area is 18.5 percent. The poverty rates for the Focus Area are higher compared to the City, County, and State.

4.2.4.1. Affordability, Renter-occupied units

Median monthly rent in the Focus Area is $919, which is slightly below the Citywide and County median rent, and much lower than the statewide median rent. Approximately 95 percent of monthly rental rates are less than $1,500, and based on 2021 data, no rental rates are above $2,000.

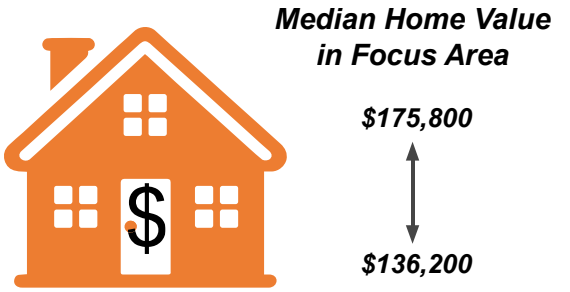
Nearly half of the people living in the Focus Area (47.6 percent) are cost-burdened households, households where gross rent is equal to or over 30 percent of household income. Approximately 34 percent of households spend 35 percent or more of their income on rent.

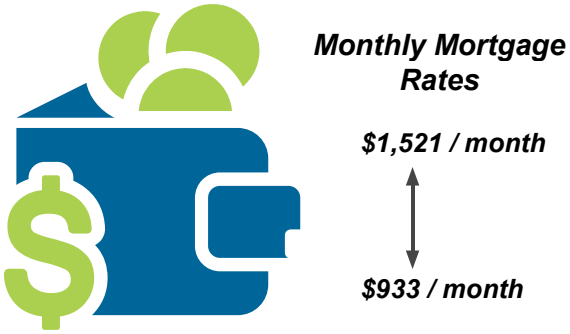
Rental housing units that are more affordable to those at lower income levels are in great need within the Focus Area.



4.2.4.2. Affordability, Owner-occupied units

The median home value in the Focus Area ranges between $136,200 and $175,800, which is lower than the city, county, and statewide home values. Approximately 35 percent of residents have paid off their mortgages. Of those units with a mortgage, 97 percent are paying less than $2,000 monthly. Based on the median household income ranges in Section 7.2.4, and the 30 percent rule, a household should be spending between $933 and $1,521 in monthly mortgage rates. In addition to renters in the Focus Area, there are also homeowners that are housing cost burdened.





SECTION 4.3
Housing Demand

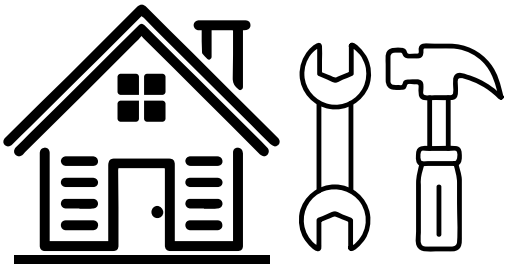
The City's Housing Action Plan included a Housing Needs Assessment, which is summarized below.

Spokane is experiencing steady population and job growth, with an estimated need for at least 6,800 new housing units over the next 20 years. Demographic shifts—particularly among baby boomers and millennials—are increasing demand for smaller homes and assisted living options. However, current housing is dominated by single-family homes and larger multifamily buildings, limiting choices.

The Comprehensive Plan and Housing Action Plan call for expanding "missing middle" housing—such as townhomes, duplexes, and accessory units—especially in lower-density zones, to improve affordability and meet diverse needs. The Housing Action Plan also recommends policy and code changes to support this goal.

In the Hillyard study area, 434 new housing units are needed by 2033, along with rehabilitation of 414 existing units to maintain supply. This represents a 12% increase, with an annual absorption rate of 43 units—significantly higher than the current average of 7 new units per year.

434 New Housing Units needed by 2033



Rehabilitation of 414 existing units to maintain supply

12% increase with absorption rate of 43 units annually

Housing examples that can be built in Hillyard

SECTION 4.4
Current City Housing Polices

This section includes housing-related goals and policies/strategies adopted as part of the City's Comprehensive Plan (2017) and Housing Action Plan (2021). Both citywide documents contain goals and policies or strategies that the City has committed to that must be considered in tandem with this Subarea Plan.

Section 4.4.1
City of Spokane Comprehensive Plan Housing Goals and Policies

The City's Comprehensive Plan details specific goals and policies for ensuring diverse, affordable, and equitable housing selections for its residents. The following is a summary of the housing policies relevant to the Focus Area.

- ***Efficient Growth:*** Focus new housing in areas with existing infrastructure and services.
- ***Equity & Inclusion:*** Encourage socioeconomic integration and mixed-income developments citywide.
- ***Affordable Housing:*** Require affordable units in new developments, support funding sources, and assist in developing low-income housing.
- ***Housing Diversity:*** Expand housing types including townhomes, accessory dwelling units (ADUs), manufactured homes, and single-room occupancy units.
- ***Individuals with additional needs & Senior Housing:*** Support housing for seniors and individuals with special needs, ensuring geographic distribution and accessibility.
- ***Rehabilitation & Preservation:*** Provide support for housing rehabilitation and preservation beyond code requirements.
- ***Connectivity:*** Link housing with transportation, jobs, education, and services to enhance livability and reduce barriers.

More detail on each of these housing policies and their respective goals can be found in **Appendix B**.

Section 4.4.2
City of Spokane Housing Action Plan (HAP) Goals and Strategies

The HAP identifies actions that the City can implement to support increased housing options and create more homes for more people. Below is a summary of the strategies from the HAP:

- ***Expand Housing Supply***
  - Encourage diverse housing types, especially missing middle housing.
  - Increase affordable housing to support mixed-income neighborhoods.
  - Simplify permitting processes.
  - Focus development near transit, centers, and corridors.
  - Update ADU standards for flexibility.
  - Use public/partner-owned land for affordable housing.

- ***Preserve Existing Housing***
  - Strengthen code enforcement for safety and quality.
  - Align resources to maintain affordable housing.
  - Protect and support renters.
  - Monitor short-term rentals to reduce negative impacts.
- ***Promote Equity and Access***
  - Remove barriers to housing for underserved groups.
  - Address racial disparities in housing.
  - Support low-income homeownership stability.
- ***Strengthen Planning and Partnerships***
  - Align growth with the Comprehensive Plan.
  - Collaborate across sectors (health, education, transit) to support housing goals.
  - Improve use of housing data for informed decision-making.

More detail on each of these housing policies and their respective strategies can be found in Section I.6.1 of **Appendix I** Plan References and Resources.

Section 4.4.3
Building Opportunity and Choices for All (BOCA) and Building Opportunity for Housing (BOH)

To support the goals listed in the HAP to increase housing supply, an interim zoning ordinance, BOCA, was proposed to quickly permit and encourage more housing types in response to rising rents and home prices. The BOCA pilot program is a one-year initiative intended to modify residential zoning to facilitate more diverse housing types in Spokane neighborhoods. Throughout the program, Planning Services staff collaborated with stakeholders and community members to develop permanent changes to the zoning code in order to improve housing choices for residents. Interim regulations were in effect between August 2022 and December 18, 2023, and provided the following:

- Duplexes, triplexes and fourplexes city-wide
- Townhomes (“attached homes”) allowed on all residential lots with no cap on number of townhomes, except in the Residential Agriculture (RA) zone
- Modified lot development standards to control building bulk and placement for detached single-family homes, duplexes, townhomes, triplexes and fourplexes to support the construction of middle housing types
- Unit density calculations for all projects approved under the pilot are permitted to round up
- Specific incentives for mixed-use residential construction in the Center and Corridor Zones were also included:
  - Modified building standards for development that are made up of at least 50% residential units to make construction more feasible
  - Reduce vehicle parking requirements for the residential floor areas
  - Floor area ratio and building height increases

While the BOCA initiative provided an immediate response to housing supply, it was only a temporary solution. The Building Opportunity for Housing (BOH) program was intended to address this issue by introducing more permanent amendments and policy changes to the Comprehensive Plan and Municipal Code to enhance housing choice, specifically to promote the development of middle housing and increase opportunities for home ownership. BOH permanently went into effect in Winter 2023, following Comprehensive Plan Amendments (Phase 1) and Municipal Code Amendments (Phase 2). These amendments included:

- Design standards for single-unit detached homes and Middle Housing developments
- No parking required for residential uses within ½ mile of a transit stop
- No lot density maximums for lots less than 2 acres
- Reduced lot size minimums
- Expanded Unit Lot Subdivision process to allow for greater site flexibility
- Implementation of footprint and impervious surface maximums
- Increased building height and reduced front and rear setbacks for some zones

SECTION 4.5
Housing Strategies

In addition to increasing supply, it is a priority to prevent displacement of current residents of the area as improvements and redevelopment happen. There are also further regulatory and incentive-based strategies that can help housing production in the Hillyard area.

Section 4.5.1 Anti-Displacement Strategies

Because the Hillyard area has a supply of naturally occurring affordable housing, and a significant population that is housing-cost burdened, it is important to approach redevelopment and revitalization with an eye toward keeping people in their neighborhoods. According to the Housing Displacement Risk Assessment done by the City in 2021, the Hillyard area has a very high risk of displacement due to socioeconomic status. As shown in **Figure 4.2**, displacement is tied to rising property values as new investment comes to a neighborhood.

***Figure 4.1** – Types of Anti-Displacement Policies (source: South Logan TOD Housing and Anti-Displacement Plan)*

Tools that can help with the anti-displacement priority include:

- Utilize a template development agreement which includes a checklist of priorities specific to Hillyard that would govern development or redevelopment over a certain size threshold.
- Establish a Community Preference policy which allows preference for existing residents in applications for new affordable housing units in the Hillyard neighborhood.
- Create a rental assistance fund to minimize displacement impacts on the most economically vulnerable. The fund would be available to residents needing relocation cost assistance or to cover security deposits or moving expenses.
- Utilize the Spokane Low Income Housing Consortium to acquire land for affordable housing.
- Explore the creation of a Hillyard Business Improvement District (BID), which would have the power to collect revenues and directly support initiatives which mitigate displacement of local businesses.
- Adopt a series of anti-displacement metrics that can be monitored throughout the implementation of this plan. Examples include: preserved housing units affordable to at or below 50% AMI; at-risk (for displacement) individuals served by financial technical assistance programs; or number of long-term designated affordable home ownership opportunities created (down payment assistance, new construction) or preserved (foreclosure assistance, home repair, mortgage assistance).

Section 4.5.2
Regulatory Strategies

The following strategies should also be considered to build on the City's previous work:

- Include flexibility in housing types allowed in the corridors and centers districts, currently being studied.
- Review design standards to minimize standards that increase housing costs but do not produce desired, priority outcomes.
- Reduce or eliminate requirements for ground floor retail in mixed-use developments in the Hillyard area, including in applicable corridor and center zoning districts. Market demand for bricks-and-mortar retail is unpredictable and can present a financial hardship to developers.

Section 4.5.3
Incentive and Other Strategies

The city is currently using all available incentives for housing allowed by Washington state law. These strategies should be targeted to the specific housing needs of current and future Hillyard residents.

- Target financial incentives to the production of studio and one-bedroom units, the type identified as most needed in the Market Study.
- Consider public-private partnerships with employers looking to add new employment opportunities to provide affordable housing to workers in Hillyard.

Chapter 5

The Transportation & Mobility Element

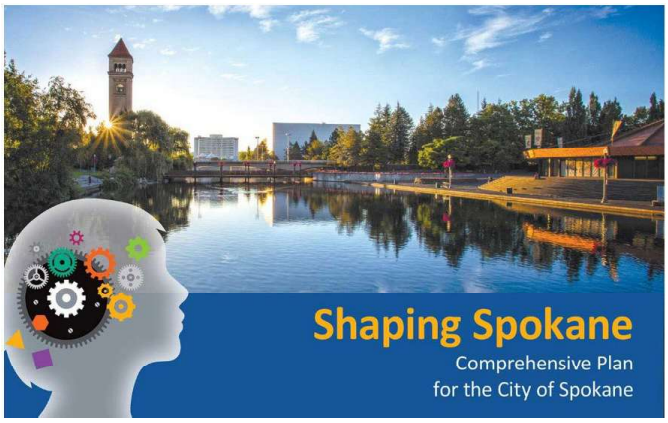
SECTION 5.1
Introduction

The infrastructure that supports our movement within a community plays a pivotal role in shaping the character and vibrancy of that place. A well-designed, connected, accessible, and multimodal transportation system has the power to drive economic growth, enhance social equity, and elevate the overall quality of life for residents. For communities like Hillyard to thrive, there is value in creating a multimodal transportation network that services a variety of users, ranging from motorists to pedestrians. Through the Subarea Planning process, there is opportunity to expand the existing transportation network so that all needs of the community are met, and growth can be accounted for. This chapter illustrates the current transportation network of the Hillyard Focus Area, identifies gaps within it, then describes existing plans and unique strategies to improve aspects of the network.

SECTION 5.2
Guidance on Transportation and Mobility in Existing Plans and Documents

A review of transportation and mobility recommendations from other current plans relevant to the Focus Area was conducted, and a summary of key recommendations is included below.

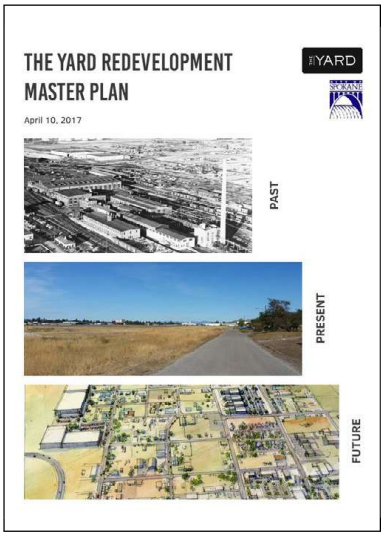
Section 5.2.1
City of Spokane Comprehensive Plan and Policies



The City's 2017 Comprehensive Plan has a variety of applicable transportation-related goals and policies. The most relevant goals speak to providing mobility choices that need the needs of walking, biking, public transportation, private vehicles, and other modal choices. Additionally, the comprehensive plan priorities fiscal responsibility, safety, efficient operations, and innovation within the transportation system. As it is reflected in this Plan, the comprehensive plan guides transportation and land use decisions to be integrated so mobility can provide improved access to jobs, retail, and housing.

Appendix B Plan References and Resources contains descriptions of each transportation-related goal and policy of the Comprehensive Plan.

Section 5.2.2
The Yard Redevelopment Master Plan

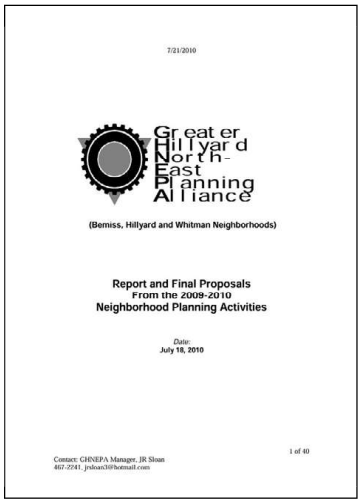


The Yard Redevelopment Master Plan (YRMP) recommended several transportation-related improvement projects for the eastern portions of the Focus Area with a geographical emphasis on the legacy industrial areas of the community. The YRMP recommended a centralized stormwater treatment facility to support future development and ROW acquisition on sections of Rebecca, Julia, and Freya to improve multimodal connections within the study area and it nearby destinations.

The YRMP also recognized that the City's existing design standards for arterials and collectors that feature bicycle lanes, pedestrian paths, and street trees might not be appropriate for the unique zoning make-up of the Yard. They recommended an industrial corridor cross-section be created as a means of providing a thickened pavement section, reducing pedestrian facilities, and oversized lanes especially catering to larger truck traffic. Additionally, the Heavy Freight Users likely require a high level of infrastructure service as they rely on heavy freight transportation with 1000-2000 ADT per facility. The conditions of infrastructure during the study were assessed as unsuitable, particularly on Freya Street.

Appendix B contains descriptions of each priority transportation improvement for the Focus Area that are recommended in the YRMP.

Section 5.2.3
2010 Greater Hillyard Northeast Planning Alliance (GHNEPA) Plan


7/21/2010

Greater Hillyard North-East Planning Alliance

(Bemiss, Hillyard and Whitman Neighborhoods)

Report and Final Proposals
From the 2009-2010
Neighborhood Planning Activities

Date:
July 18, 2010

Contact: GHNEPA Manager, JR Sloan
467-2741, jrsloan30@hotmail.com

1 of 40

Of the 10 strategies developed by this plan, Strategy 6 – Transportation and Infrastructure Improvement intends to develop and maintain a fully coordinated transportation and infrastructure concept that serves identified needs of neighborhood residents, area businesses & industry clusters, and interfaces with the plans of surrounding communities. It identified objectives to realize this strategy that included prioritizing intra-district transportation routes for funding, using a rail spur to secure economic and community development advantages, promoting access through streets and light rail, and supporting an integrated network of paved pedestrian routes.

Appendix B provides a description of the 2010 GHNEPA Plan and lists the strategies and objectives that apply to the Focus Area.

Section 5.2.4
Bigelow Gulch Corridor Safety and Mobility Project

The Bigelow Gulch Corridor Safety and Mobility Project is an effort comprised of various roadway improvements to the Bigelow Gulch Corridor, an 8.2-mile rural road in Spokane County that connects the City of Spokane to the City of Spokane Valley. The project is intended to provide alternate freight routes for the region. This corridor improvement project is expected to generate additional traffic volumes in the Hillyard Focus Area which, in turn, could spur industrial and commercial development in the area.

Appendix B provides greater detail on the Bigelow Gulch Corridor Safety and Mobility Project as well as a visualization of the roadway improvements it proposes.

Bigelow Gulch Corridor Safety and Mobility Project

RAISE FY 2021 GRANT APPLICATION

Applicant: Spokane County, WA

LET'S TALK BIGELOW GULCH:
Commissioner Al French
Email: AFrench@spokanecounty.org | Phone: (509) 477-2265
Web: https://www.spokanecounty.org/4647/Bigelow-Gulch-Corridor-Safety-and-Mobili

Spokane County

PROJECT OVERVIEW

The Bigelow Gulch Corridor is a 8.2 mile rural road in Spokane County that provides a vital connection for regional goods and freight movement. The corridor has a deadly crash history due to congestion, absence of passing lanes, poor sightlines, steep grades, and sharp curves.

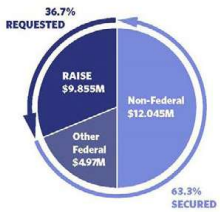
Spokane County has secured $17.015 million to complete the upgrades to this rural corridor and is seeking $9.855 million in RAISE funding to realize the $70.5 million in total benefits to the region.

This funding will allow the County to complete the reconstruction and upgrading of the corridor to four-lane arterial. Intelligent Transportation System (ITS) fiber, cameras, signs and other components will be installed along the corridor, connecting to and supporting the regional ITS systems.

Congestion along a two lane segment

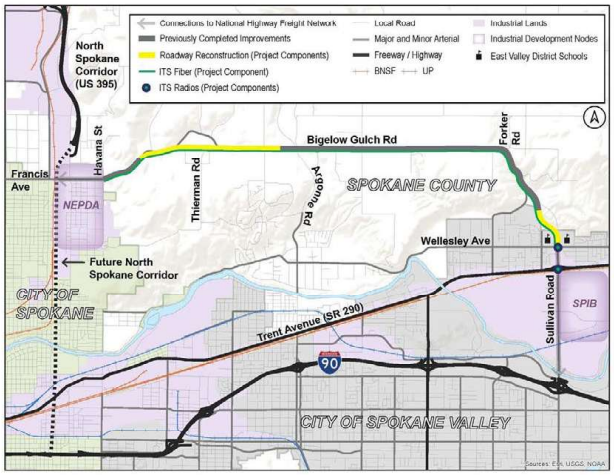
"We currently do not allow our trucks to use Bigelow Gulch Road in the winter time because of the unsafe conditions. Trucks must use Market Street which causes more congestion and takes longer to get to our Spokane Valley and Idaho/Montana locations." - **Paul McPherson, URM Stores**

PROJECT FUNDING



FUNDING PARTNERS

PROJECT SUPPORTERS



KEY PROJECT BENEFITS

Connectivity to Jobs in Rural Communities – Improving regional connectivity to over 1,100 acres of employment centers, with over 500 acres in the Northeast Public Development Authority (west end of the project) and over 600 acres in Spokane Valley's Business and Industrial Park and Northeast Industrial Area (east end of the project).

Freight Mobility and Connectivity: Improving freight mobility between the US395 in Spokane, Washington and US95 in north Idaho and enhancing connectivity of agricultural freight movement in the Inland Northwest.

Safety: Reducing anticipated collisions for the traveling public by 29%. Reducing pedestrian/vehicle conflicts by constructing a pedestrian tunnel connecting the East Valley High and Middle Schools, wide shoulders, and a separated pathway in certain locations.

Travel Time Savings: Improved travel time for movement of goods (agricultural freight and commercial trucking) and travelers (passenger automobiles) by saving 5.4 million person hours of travel time.

Incremental Operations and Maintenance Savings: Reducing the operations and maintenance costs by bringing poor infrastructure to a state of good repair.

Environmental Improvements: Reducing emissions by 30,987 tons.

BENEFIT COST ANALYSIS (BCA)

KEY BCA METRICS	RESULT AT A DISCOUNT RATE
Total Benefits	$70.5M
Total Costs	$25.6M
Benefit-Cost Ratio	2.75

"Bigelow Gulch Road is in urgent need for expansion/improvements to handle the existing and future traffic for reasons of safety, environmental and economic vitality. This road is the main corridor between the Spokane Valley and North Spokane. Our company and employees use Bigelow Gulch/Forker Road daily. Please implement the design changes to widen the road to four lanes and straighten the dangerous curves for the safety of our families, friends, and employees."– MATTHEW EWERS, IEDS LOGISTICS

SECTION 5.3
Current Transportation and Mobility Characteristics

The existing transportation and mobility network is a defining feature of the Hillyard community, as the area is bisected by rail lines and the recently completed North Spokane Connector highway (NSC or US 395); the availability of mobility choices vary greatly on the West and East sides of the Focus Area.

The West portions of the Focus Area (west of the NSC) are well-served with a traditional street grid, multiple transit lines, bicycle routes, sidewalks, and the Children of the Sun regional trail. However, the area needs some infrastructure improvements and service enhancements to better serve its population, enhance quality of life, and support economic development. (e.g., sidewalk gaps, pavement wear). Specifically, the Hillyard Business District is the center of commerce/civic life and intended to be a strong pedestrian environment, yet Haven/Market Streets support heavy traffic volumes, its side streets are wide and exhibit sidewalk wear, and there is a lack of crossing locations. In the residential areas, many of the streets are also wide, presenting potential hazards to cyclists and pedestrians. Enhancements to select corridors would calm traffic speeds, create additional mobility choices, and support infill/ redevelopment projects therein.

Haven Street
– Several participants noted that Haven Street is a heavily travelled corridor with high traffic volumes and vehicle speeds. Participants noted that it is both difficult and uncomfortable for pedestrians (especially children) to cross the street and there is a lack of designated crossings and street trees. Additionally, some of the sidewalk segments along the corridor are in disrepair.
(participants of walking tour, 9/20/23)

Hillyard Business District is the center of commerce/civic life and intended to be a strong pedestrian environment, yet Haven/Market Streets support heavy traffic volumes, its side streets are wide and exhibit sidewalk wear, and there is a lack of crossing locations

The east portions of the Focus Area rely heavily on roadways for travel and lack a wider variety of mobility choices. Currently, East Hillyard (the lands east of the NSC) has undersized arterial roadways (to accommodate freight vehicles), several unimproved rights-of-way, a lack of sidewalks/bicycle lanes, and an absence of transit service. Freya Street and Florida Streets are major corridors serving the legacy industrial area but are not constructed to City standards (which limits infill and redevelopment potential in the Yard). The City has near-term plans to improve E. Wellesley Avenue (between Freya and Havana Streets) with new pavement, sidewalks, drainage swales, and a shared use pathway. Currently, there is no transit service in the East Hillyard vicinity, and the connections to West Hillyard (via Wellesley Avenue and Francis Avenue) are said to be less comfortable for pedestrians and cyclists due to the roadway designs. Notably, golf carts (and similar vehicles) are allowed to utilize streets and sidewalks which creates a unique travel option.

This section discusses the Focus Area's existing transportation and mobility network, including the major streets and their condition, public transit system, bicycle facilities, and sidewalk network, and concludes with a table that identifies all the transportation and mobility-related deficiencies within the Focus Area.

Section 5.3.1
Streets and Roadways

Well-designed and maintained streets are vital to a community's ability to move people, goods, and services. Functional roadways are essential infrastructure elements to support property use and redevelopment activities; parcels remain inactive where there is not adequate public access. For communities to thrive and to effectively provide equitable access, streets and roadways should be designed to accommodate a variety of users including pedestrians, cyclists, motorists, and transit riders. A community's street design has a direct impact on the surrounding land use patterns and development forms – roads designed solely for motor vehicles will result in an auto-centric development pattern.

An established street grid forms the urbanized portions of the Focus Area, whereas the western slopes of Beacon Hill are mostly devoid of roadways (though a developer entity is constructing a new residential subdivision). The subsections herein provide an overview of the existing streets and roadways in and around the Focus Area; this serves as baseline information to plan for additional mobility options, potential capital projects, and future land uses at specific geographic locations within the Focus Area. **Figure 5.1** depicts the current roadway network in and around the Focus Area, including roadway classification and travel speed for each arterial and collector roadway.

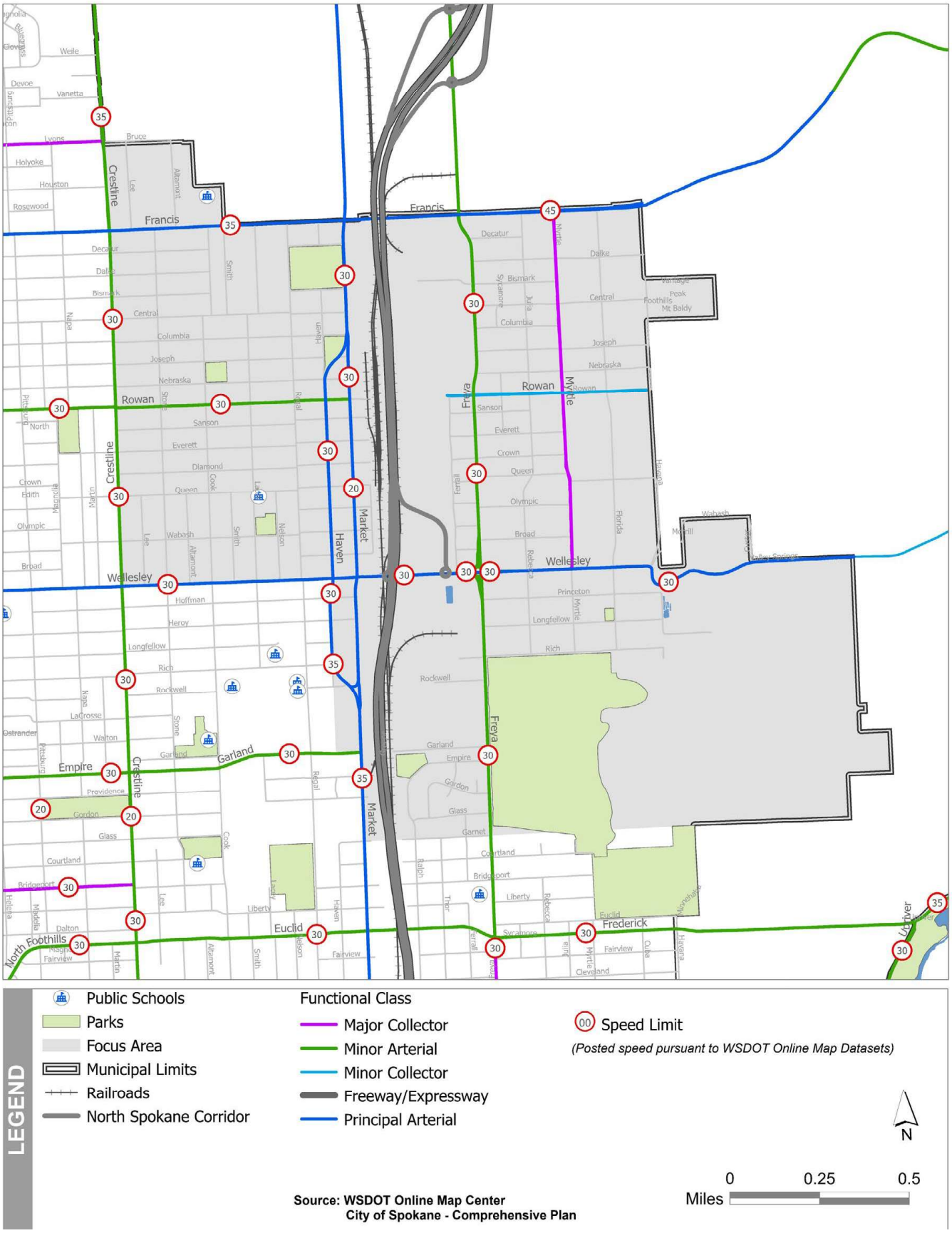


***Figure 5.1** – Current Street/Roadway Map*

5.3.1.1: Major Streets/Roadway Inventory

This subsection summarizes the current primary streets/roadways serving the Focus Area. For each major street/roadway.

The North Spokane Corridor (NSC) - The NSC (Hwy 395) is a recently completed 10.5-mile limited access highway/freeway segment that passing through the central portions of the Hillyard Focus Area. In its completed state, the NSC serves as a freeway between I-90 (to the south) and the communities to the north and is believed to divert much of the heavy freight vehicles (i.e., semi-trucks) off of the city's surface streets. The NSC includes on/off ramps on E. Wellesley Avenue (between Market and Freya Streets), and E. Freya Street (just north of the Focus Area boundaries); roundabouts are provided at each ramp to maintain vehicle movement. The Children of the Sun multi-use trail was constructed as part of the NSC project and alongside the freeway; the trail passes through the Hillyard Business District on the west side of the Focus Area.

Focus Area East-West Primary Roadways – Francis Avenue and Wellesley Avenue are primary aerial roadways that provide east-west connections through the Focus Area and other major destinations in the region. Francis Avenue is a heavily traveled arterial for freight, commuter travelers and transit that passes along the north boundaries of the Focus Area. Sidewalks line both sides of the corridor, but amenities like pedestrian crossings, trees/landscaping, transit shelters, and designated bicycle lanes are limited or non-existent. The City has plans to reconstruct Wellesley Avenue segments between Freya and Havana Street with new travel lanes, sidewalks, and drainage facilities. Currently, the corridor is devoid of trees/landscaping, transit shelters, bicycle lanes, and other streetscaping elements.

West Hillyard Primary Roadways – The primary street corridors in the West Hillyard portions of the Focus Area are built to urban cross section designs with paved travel lanes, curbs, and sidewalks, though some corridors are showing signs of wear and could benefit from capital improvements to enhance mobility options for a wider variety of users. These include Market Street, Haven Street, Crestline Street, East Rowan Avenue, Queen Avenue, Diamond Avenue, and East Garland Avenue.

East Hillyard Primary Roadways – The primary street corridors in the East Hillyard portions of the Focus Area provide local and regional access but many are not built to City standards in terms of lane widths, traffic control, and pedestrian/bicycle elements. These include Freya Street and Florida Street.

Diamond Avenue

5.3.1.2: Unimproved Roads

There are several unimproved roadway segments in the East Hillyard portions of the Focus Area clustered in The Yard Plan Area north of Wellesley Avenue. While public rights-of-way are in place, several segments exist today as gravel or dirt streets. Those unimproved segments remain wet in the winter months and produce dust during the dry summer season. Pursuant to City policies, private development projects are required to include street improvements for the right-of-way segments along their property's frontage; this has resulted in a fragmented local street network in the Yard Plan Area. Today, many segments remain unimproved. **Figure 5.2**. depicts the unimproved roadways in the Focus Area.

Yard Area - Myrtle Street - unpaved roads

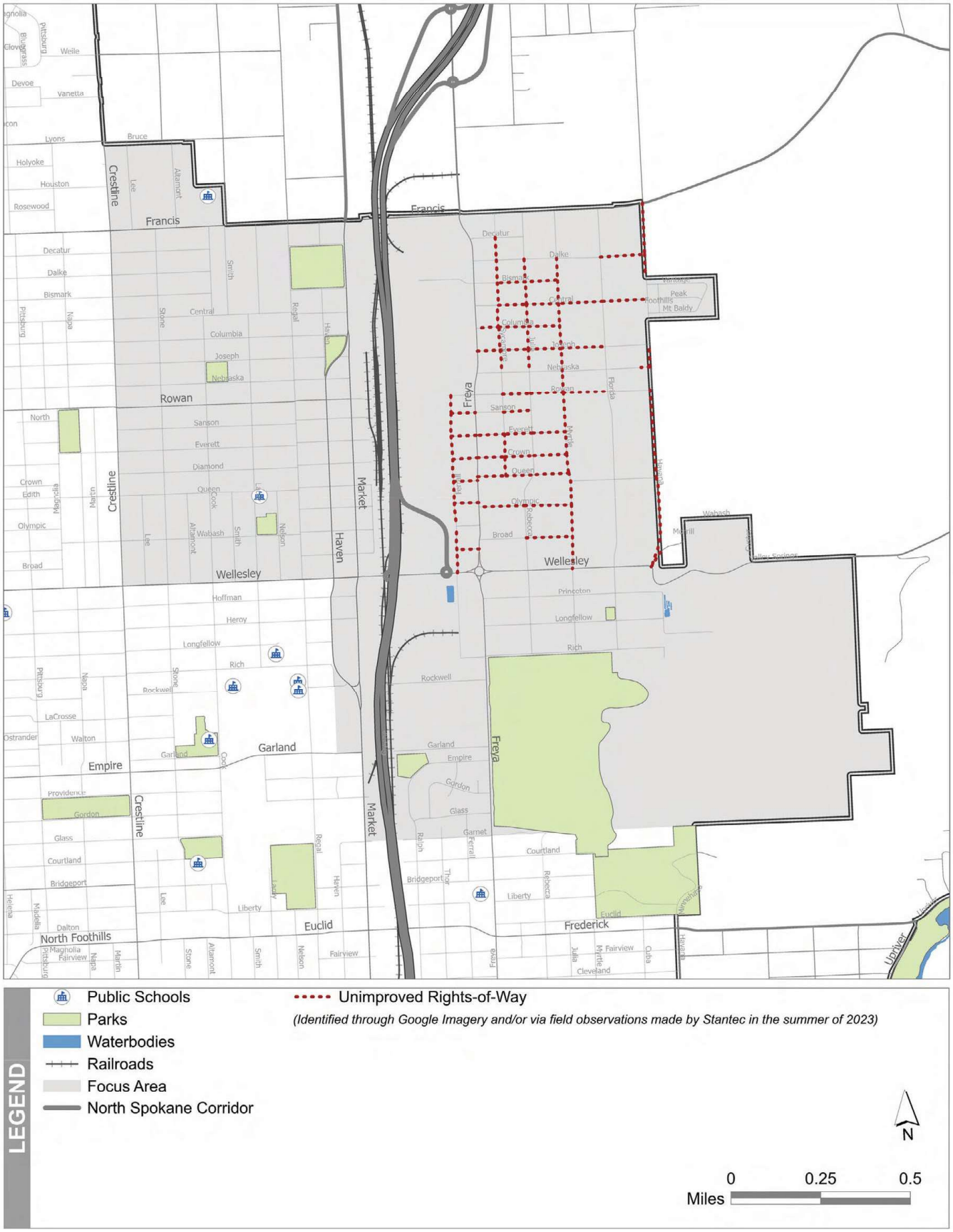


Figure 5.2 – *Unimproved Local Roads*

Section 5.3.2
Public Transit

Public transit provides a vital service for our communities as it lessens the dependence on automobile use, provides individuals with mobility independence, and supports a more compact development form. Where transit is present and ridership rates are high, communities can benefit from increased pedestrian activity, smaller streets, and more land devoted to community-serving uses (in lieu of parking and pavement). Fortunately, the Spokane Transit Authority (STA) operates five fixed bus routes in the Focus Area, whereas transit service is concentrated in West Hillyard. Based on STA's 2026-2031 Transit Development Plan, Route 36 will be extended north on Freya bast Francis to the North Spokane Corridor roundabout. Other planned changes include an upgrade to Route 33 to a high performance transit route on Wellesley and installation of nine new bus stops on the extended Route 36 per STA Bus Stop Design Standards. Four shelters will also be added at high ridership locations.

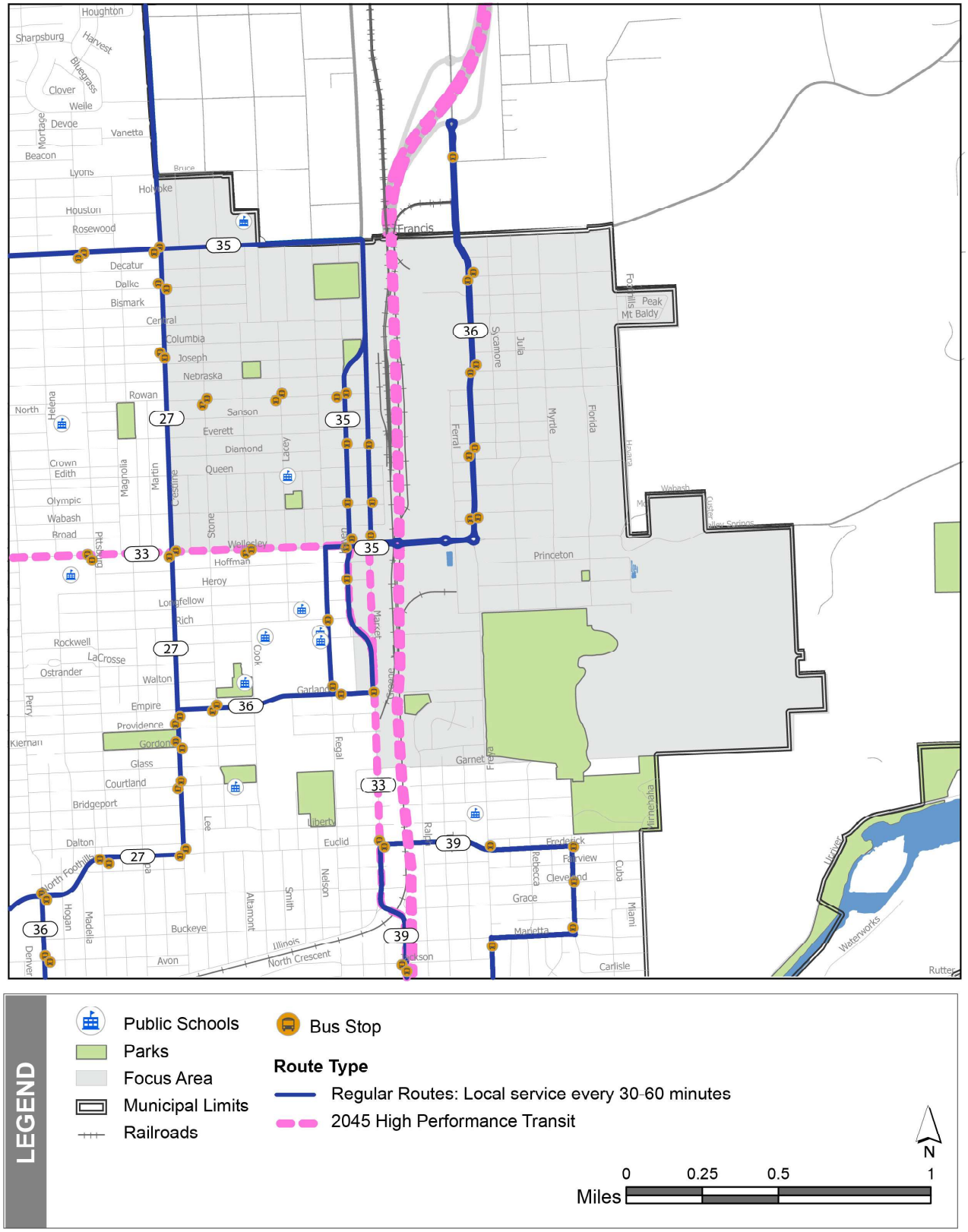


***Figure 5.3** – Public Transit Routes and Stops*

Section 5.3.3
Bicycle Lanes and Multi-use Pathways

Bicycle travel is a legitimate and important transportation mode for communities as it serves as an alternative to motor vehicles, provides mobility options to a wide variety of individuals (e.g., children, seniors), reduces travel costs (compared to a private automobiles), and does not create carbon emissions. To support cyclists and to achieve a more equitable transportation network, communities should provide high quality bicycle infrastructure, so this mode is safe, convenient, and effectively integrated into the urban fabric. This may come in the form of designated bike lanes (separated from motor vehicle traffic), multi-use pathways, cycle tracks, and similar facilities.

Hillyard and the greater vicinity benefit from existing and planned bicycle-related infrastructure, though most of these facilities are within the western portions of the Focus Area (i.e., west of the NSC). **Figure 5.4** depicts the existing and planned bicycle facilities and multiuse paths in and around the Focus Area – this information reflects data contained in the City's bicycle plans. Currently, the Focus Area includes improved/dedicated facilities such as a designated bike lanes and separated shared use paths (for non-motorized modes of transportation), as well as non-dedicated facilities that share roadways with motor vehicles (i.e., bike friendly routes and shared lanes). While non-dedicated facilities exist along many of the local and arterial streets throughout the Focus Area, the area is not well served by improved bicycle facilities, particularly east of the NSC/rail lines.

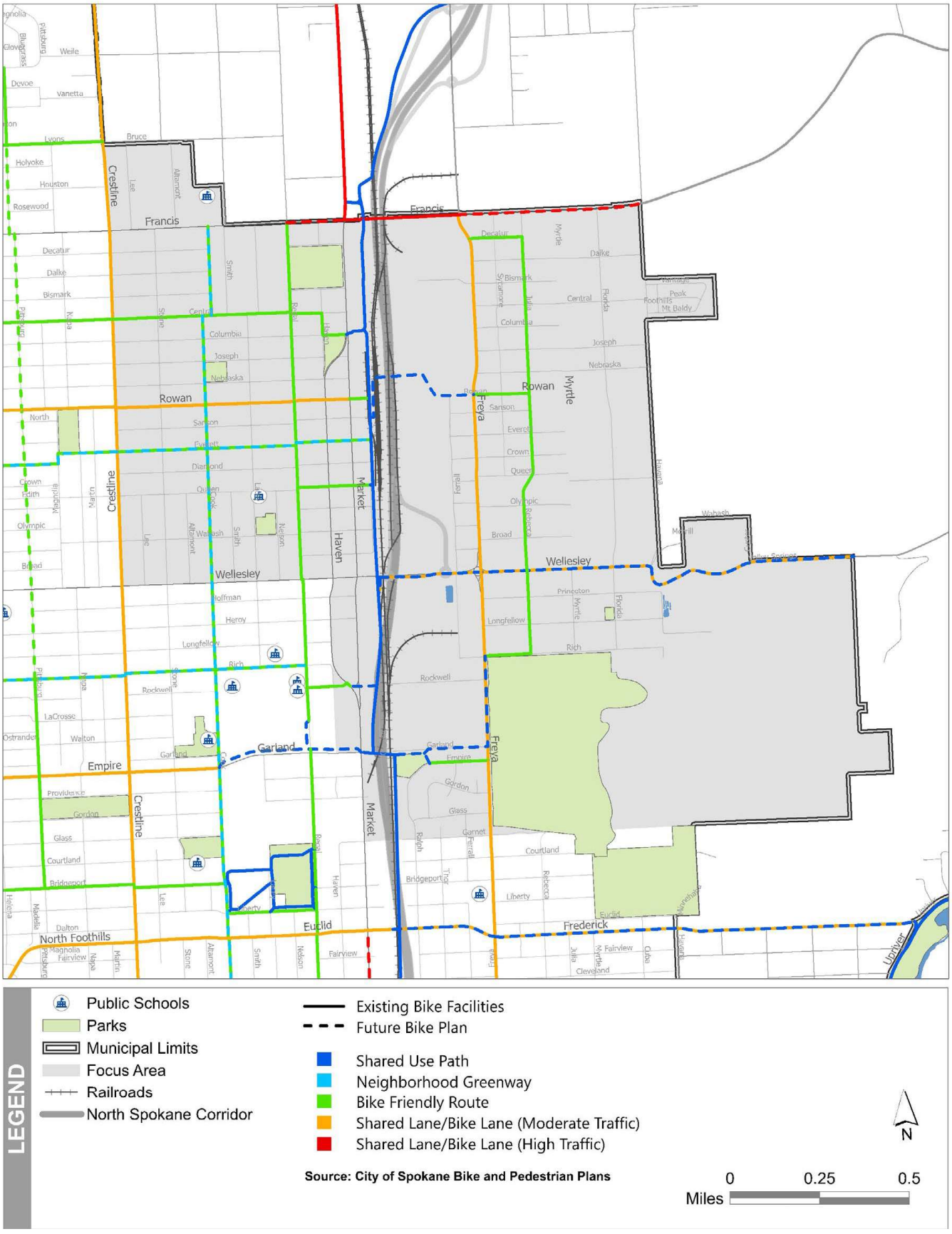


***Figure 5.4** – Existing and Planned Bicycle Facilities and Multiuse Pathways*

Section 5.3.4
Sidewalk Facilities

Pedestrian travel is the most basic of all the travel modes and sidewalks are vital mobility components for people to be independent and to provide access to individual land uses/properties. Most of the community spends at least a portion of their travel on foot, for others, this is their only travel mode (e.g., children, seniors). It's also important to note that some individuals have physical impairments which may limit their ability to walk independently, and they rely on physical aids (e.g., wheelchairs, canes, and/or other individuals). Furthermore, sidewalks help create vital neighborhoods and business district, as patrons can seemly travel between land use and local destinations (without feeling compelled to drive between each venue). A continuous sidewalk network is also vital to transit use as riders rely on sidewalks to reach their destinations after departing from public buses.

The Focus Area has varying levels of sidewalk infrastructure; the western portions have extensive sidewalk cover with a few gaps in the network, whereas the legacy industrial areas (east of the NSC) has a missing or fragmented sidewalk network.

Figure 5.5 depicts the missing sidewalks around the entire Focus Area and demonstrates that the street sections without sidewalks are concentrated in the eastern portions of the Focus Area, especially the Yard Plan Area. Sidewalks are only available on Francis Avenue and extended along select local streets by two blocks. There are a few disconnected sidewalks on the local streets mid-section between Francis Avenue and Wellesley Avenue, specifically along Nebraska Avenue, Rowan Avenue, Sanson Avenue, and Julia Street. The recently completed roundabout at Freya Street and Wellesley Avenue have new sidewalks around its edge, however the sidewalks along these two arterials leading into the roundabout are incomplete. Notably, the residential neighborhoods south of Wellesley Avenue (and east of Freya Street), and north of Garnet Avenue (and west of Freya Street) have a well-connected sidewalk network.

Planned Sidewalks – The Pedestrian Master Plan identifies Pedestrian Priority Zones and Streets to guide the City's future capital investments in sidewalk infrastructure. Priority Zones are identified west of the NSC and there are several "highest" priority zone streets as well. Although much of the east side of the Focus Area is missing sidewalks, the streets are categorized with a low pedestrian demand score and as moderate priority.

Section 5.3.5
Known Transportation and Mobility Deficiencies

As introduced at the beginning of this section, the NSC and the active rail line separate the Focus Area as two distinct geographic areas in terms of transportation infrastructure. West of US 395/NSC, there is a well-developed street network with asphalt surfaces, curbs, concrete sidewalks, several bike-friendly connections, and transit access. In contrast, east of US 395/NSC, many streets are unimproved, lacking curbs, sidewalks, and bicycle infrastructure. Additionally, the eastern portions of the Focus Area are not served by transit and lack a dedicated bike network. **Appendix H** defines these mobility deficiencies in greater detail.

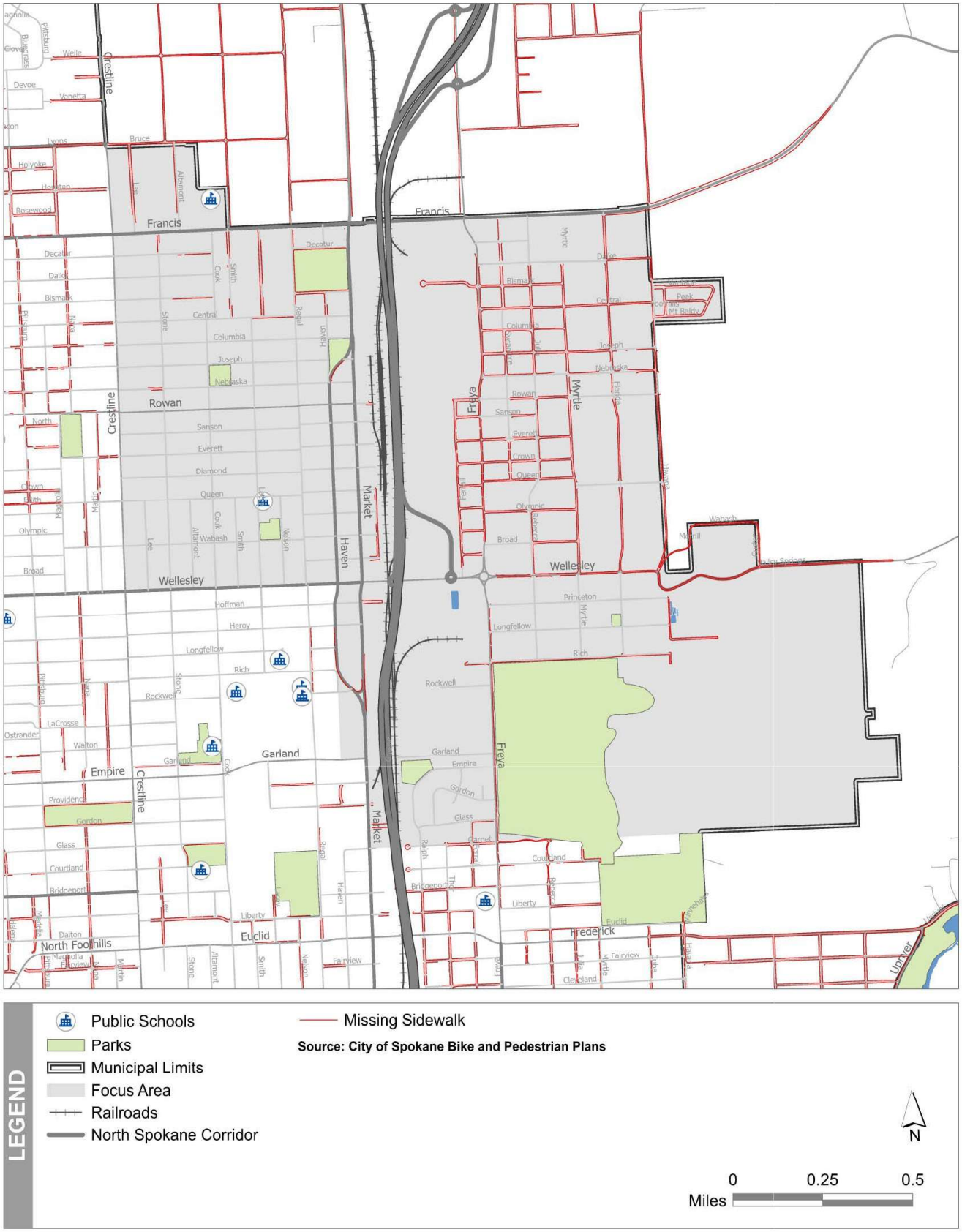


Figure 5.5 – *Overview of Missing Sidewalks in the Focus Area*

SECTION 5.4
Current and Projected Mobility Demand

A successful area-wide redevelopment effort must capture the current demands placed on the area's transportation network and calculate how these demands will change in time from factors such as population growth, new land uses, and the addition of new roadways. In the Hillyard Focus Area, the opening of the NSC, regional growth, changes in land use patterns, and increased mobility options in the City are expected to have a significant impact on how the area's transportation demand will change over time.

The Spokane Regional Transportation Council (SRTC) is the Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Organization (RTPO) for Spokane County, making it the lead agency for transportation planning in the Focus Area. SRTC manages regional travel demands models that were used to develop the future travel demands displayed in this Section.

Section 5.4.1

Current and Projected Traffic Volumes

Based on SRTC models and readily available City datasets, traffic volumes are expected to change substantially over the next twenty years; some corridors are forecasted to decrease in traffic volume while others are expected to increase.

These changes in traffic volumes present revitalization opportunities for the Hillyard Business District since a large portion of the motor vehicle traffic is expected to shift to the NSC; in the future this will improve walkability and accommodate other travel modes within this important activity node within the Focus Area. At the same time, traffic volumes are forecasted to increase substantially in the E Wellesley Avenue corridor (east of Freya), this may improve commercial viability and attract new community-serving uses (as traffic volumes could translate to potential customers passing through the area).

Currently, the highest traffic volumes are present on Market Street (between Garland Avenue and Wellesley Avenue), and along Francis Avenue. To a lesser extent, Wellesley Avenue (west of Haven Street), Crestline Street, and Freya Street also possess sizable traffic volumes.

The SRTC model includes traffic forecasts in the Focus Area through 2045, as shown in **Figure 5.6.** The NSC, among other roadway improvements and demographic changes forecasted by SRTC, results in increased volumes on many of the corridors running through the Focus Area. The most significant changes to traffic volumes will occur along Wellesley Avenue; the most substantial volume increase will occur within the segment between Freya and Havana Streets.

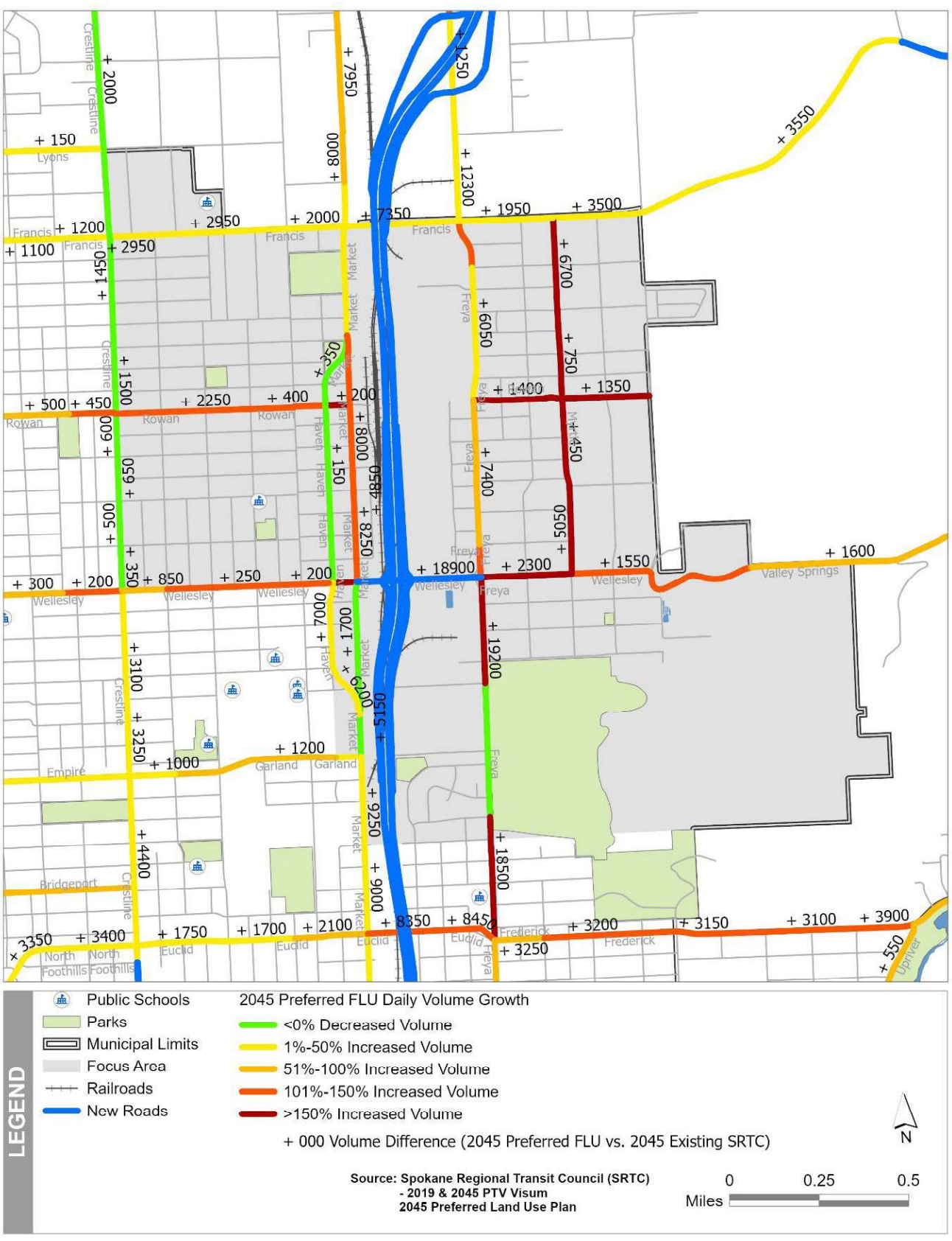


Figure 5.6 – *2045 Preferred FLU Daily Volume Growth in the Focus Area*

5.4.2 Projected Travel Demand Resulting from Hillyard Subarea Plan

The potential development of nearly 6.5 million square feet of new non-residential use and 1.7 million square feet of new residential use in the Hillyard Focus Area, as indicated by the Preferred Land Use Concept proposed in Section 3.4 of this document, are not accounted for in the SRTC projected traffic volume model. To understand how the traffic volumes of a fully built out Focus Area would deviate from those currently projected by the SRTC model, the Project Team conducted an analysis using the land use assumptions described in Section 3.5.2.

It is important to note that the transportation analysis summarized in this section includes the calculation of transportation demand that results at the maximum buildout included in the land use analysis. The exact mix of commercial, retail, and housing could fluctuate, but the travel demand increases forecast the worst case maximum transportation impact. As development occurs, it will be important to revisit the forecasts with updated and more specific land uses to more precisely forecast expected travel demand.

5.4.2.1: Changes in Households and Employees within Each SRTC Zone

Based on the Hillyard Subarea Plan's catalyst site potential and preferred future land use (FLU) alternatives developed by the Project Team, the estimated number of households and employees were calculated for each SRTC Zone contained in the Focus Area. **Table 5.1**.a summarizes the estimated number of employees and households within each SRTC Zone for 2019 and 2045 (base model) and the 2045 preferred FLU scenario model.

TABLE 5.1 – HOUSEHOLD AND EMPLOYEE NUMBER ESTIMATES BY SRTC ZONE FOR 2019, 2045, AND 2045 UNDER THE PROPOSED FLU.

SRTC Zone	Catalyst Sites in Zone	FLU Categories in Zone	Number of Households			Number of Employees		
			2019	2045	2045+FLU	2019	2045	2045+FLU
523	C.1 and C.2	Residential Low	499	502	521	259	312	312
120	C.3	Commercial	280	294	294	42	42	88
121	C.4-C.8, C.10	Neighborhood Retail, Office, CC Core	296	344	392	101	215	433
126	C.9, C.11-C.14	CC Core	304	305	577	62	142	252
127	C.15-C-20	CC Core	324	328	577	185	285	335
128	C.21-C.24	CC Core	375	376	447	77	158	166
135	C.25 and C.26	CC Core	158	158	743	342	582	825
136	C.27	Light Industrial	228	229	229	44	469	3,690
129	C.28-C.53	Heavy Industrial, Light Industrial, CCEC	294	297	695	2,513	2,992	10,239

5.4.2.2: Travel Demand Differences between Base Model and Preferred FLU Model

The household and employee numbers contained in **Table 5.1** were applied to the Focus Area's transportation network to understand how travel demand volumes may differ between the base model and those of the preferred FLU model. As a result, the nearby roads under the preferred FLU model are estimated to have between equal to three times the number of vehicles as under the SRTC base model. **Figure 5.7** compares the 2045 SRTC Model with new scenario results based on preferred FLU.

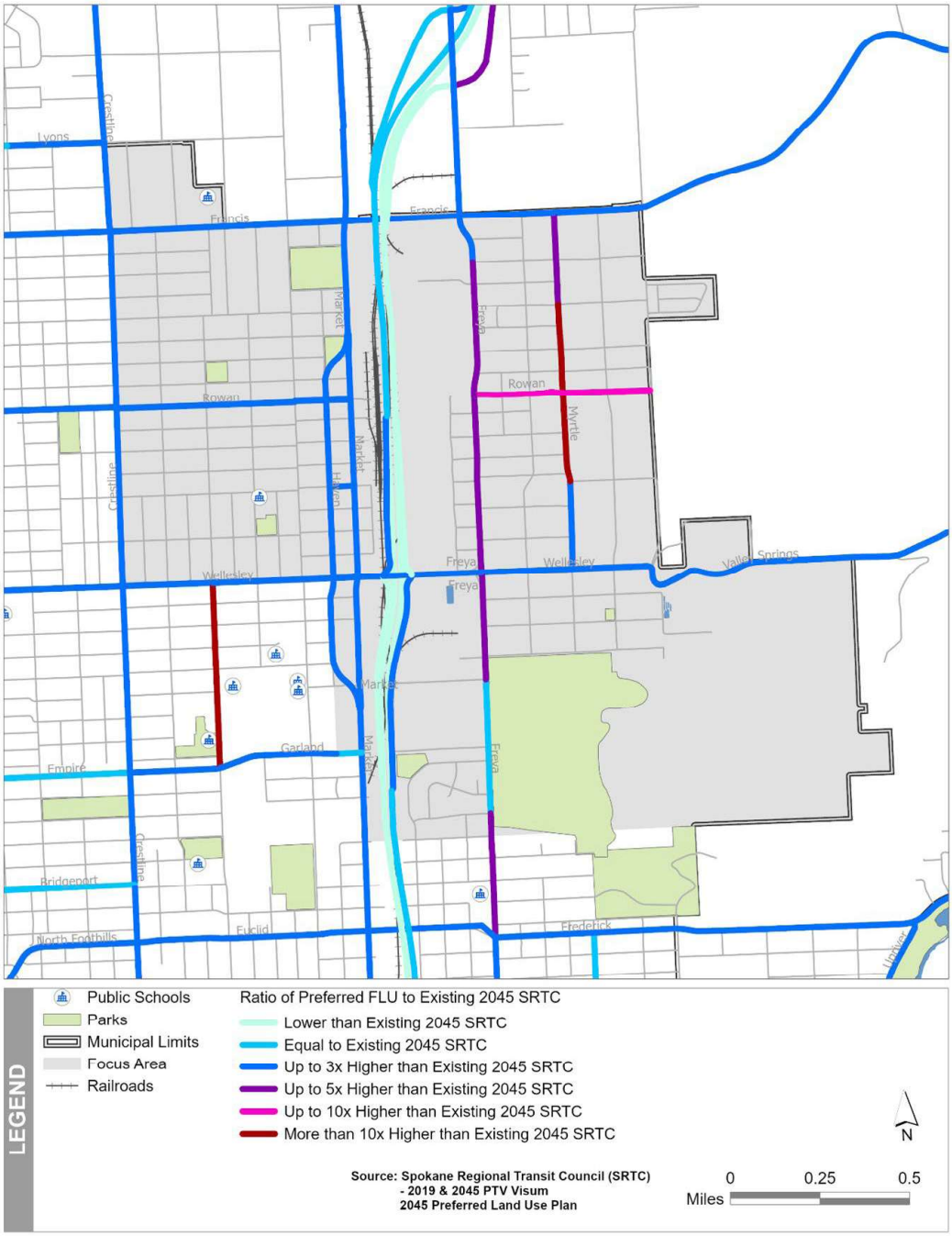


Figure 5.7 – *2045 SRTC vs .Preferred FLU Growth Rate Map*

SECTION 5.5:
Transportation and Mobility Strategies

The maximum potential growth for the Study area has been projected at nearly 6.5 million square feet of new non-residential use (generating an additional 11,777 commercial and industrial employees) and more than 1.7 million square feet of new residential area (resulting in 1,702 new households). While actual growth will almost certainly be less than that, the study area still requires strategic and well-coordinated investments in transportation infrastructure. A major barrier to this new development is the lack of infrastructure that has stagnated investment. Prioritizing freight mobility, multimodal access, and equitable transit solutions will be essential for ensuring that Hillyard can accommodate future growth with an efficient and sustainable transportation network.

Additionally, the City's current system of infrastructure investment prioritization may not direct implementation funds to the study area based solely on its existing criteria. The recommended transportation improvements in the Hillyard subarea are necessary for reasons related to economic development, safety of residents and employees, revitalization of a disinvested neighborhood, and integration of connected multimodal systems. Creating new streets with associated infrastructure, filling sidewalk gaps, vacating underutilized alleys and streets, and other projects necessary for the success of this Plan may not conform to a standard prioritization formula, but other goals will be achieved.

As a start, the City can utilize the following evaluation criteria to prioritize this section's recommendations:

- ***Catalyst for New Development:*** Projects that are essential to catalyze large-scale development should be given higher priority for public funding opportunities.
- ***Impact on the Existing Community:*** Projects that significantly improve the quality of life for existing residents or have a high positive impact on the community should be prioritized.
- ***Funding Availability:*** Projects with identified or secured funding from other sources should be prioritized to ensure effective utilization of funds.
- ***Readiness and Feasibility:*** Projects that are fully designed and ready for implementation can be prioritized as short-term.
- ***Economic and Social Benefits:*** Projects that stimulate local economic growth, create jobs, or attract businesses should be prioritized.
- ***Bicycle Infrastructure Enhancements:*** Projects that improve or expand bicycle infrastructure, such as bike lanes, bike paths, and bike parking facilities, should be prioritized.
- ***Safety Improvements:*** Projects that address critical safety concerns, reduce crashes, or improve pedestrian and bicyclist safety should be prioritized.
- ***Maintenance and Upgrades:*** Projects that involve the maintenance or upgrading of existing infrastructure to extend its lifespan and improve functionality should be prioritized.

These criteria should help ensure a comprehensive and balanced approach to prioritizing transportation projects in the Hillyard Subarea Plan.

Section 5.5.1
Street-Specific Transportation Recommendations

To accommodate the increased transportation needs of the Plan, the following improvements are recommended:

- ***Roadway Infrastructure and Freight Mobility:*** Implement roadway design standards that are conducive to heavy freight vehicles for roads in the east Hillyard area, including wider lanes, thicker pavement, and traffic management strategies that minimize congestion and queuing such as passing lanes to support increased heavy vehicle volumes.
- ***Industrial and Commercial Connectivity:*** To accommodate the projected growth in industrial employment and facilitate efficient freight movement, expand key arterial roads for accessing the Focus Area and connecting to the North Spokane Corridor (NSC) and BNSF rail line.
- ***Multimodal Transportation and Pedestrian Access:*** As more than 1,700 new households are projected in the FLU, providing safe and convenient pedestrian, bicycle, and transit connectivity will decrease reliance solely on automobiles for travel. Recommended improvements include developing new multi-modal corridors east of NCS to connect residential neighborhoods with the rest of the city such as:
    - ***Transit Services for Employment Hubs:*** With significant anticipated employment growth, efficient public transit services will transport workers to industrial and commercial centers. New transit routes should be developed to connect residential areas with major employment hubs, industrial zones, and the downtown core.
    - ***Pedestrian and Bicycle Infrastructure Expansion:*** Continue the trail and bike network expansion and address the current gaps in sidewalks and pedestrian amenities to connect residents to transit stops, employment centers, and parks.
- ***Equity and Accessibility for Growing Populations:*** As new households and employees are added to the area, prioritize transportation improvements that enhance equity and accessibility for underserved Hillyard communities.

A combination of recommendations from previous planning documents, the 2024-2029 Capital Improvement Program (CIP), and new projects recommended based on the modeling analysis (FLU) were formulated and summarized for the Hillyard Subarea in **Table 5.2**.

These recommendations are assigned to major streets in the Hillyard Focus Area and include an estimated planning level project cost.

TABLE 5.2: STREET SPECIFIC TRANSPORTATION RECOMMENDATIONS

Street Name	Street Section	Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Est. Cost
E Wellesley Ave	N Crestline St – Valley Springs Rd	***CIP (5200-400)***: Construction of full-depth pavement with drainage systems, sidewalks, and bike lanes.	Street Reconstruct	Full reconstruction of Wellesley Ave. within the project limits, widening for turn lanes at intersections. Includes new sidewalk, ADA ramps, lighting, drainage improvements and bike facilities.	$2,110,000
N Freya Street	E Francis Ave – E Wellesley Ave	**The Yard:** 44 ft paved width 3 lanes of industrial road **CIP (5200-400)**: Rebuilding and widening the roadway and installation of drainage systems.	Pedestrian & Bikeways	Install sidewalks throughout the corridor on both sides of the road to accommodate pedestrian traffic and ensure accessibility for people with disabilities.	$1,375,000
	E Wellesley Ave – E Garnet Ave		Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$2,380,000
N Market Street	E Francis Ave – E Garland Ave.	N/A	Pedestrian & Bikeways	Improve substandard sidewalks throughout the corridor on both sides of road to accommodate pedestrians. Incorporate pedestrian-friendly infrastructure, including a tree canopy, to improve the overall walkability and aesthetic appeal of the corridor.	$1,610,000
N Haven Street	Nebraska Ave.– E Rockwell Ave	N/A	Street Design	Rebuilding and widening the roadway and installation of drainage. Bike lane and Sidewalk on both sides of the road	$2,100,000
N Myrtle Street	Dalke Ave – E Wellesley Ave	**Comprehensive Plan:** Proposed Major Collector	Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road.	$5,810,000
N Florida Street	E Queen Ave – E Princeton Ave	N/A	Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road, street parking, and bike-friendly route.	$1,730,000
E Rowan Avenue	N Crestline St – N Market St	***Bike and Pedestrian Plan:*** Future Shared-use Path; Ped/Bike Bridge ***The Yard:*** 40 ft paved width 2 lanes of local road	Pedestrian & Bikeways	Install bike lane on both sides of the street	$70,000
	N Ferrall St – N Havana St		Street Design	Rebuilding and widening the roadway and installation of drainage with sidewalk on both sides of the road.	$1,110,000
	N Greene St – N Ferrall St		Pedestrian & Bikeways	Bridge over NSC/railroad tracks to connect both sides of Rowan	$18,960,000

TABLE 5.2: STREET SPECIFIC TRANSPORTATION RECOMMENDATIONS

Street Name	Street Section	Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Est. Cost
N Havana Street	E Francis Ave – E Rich Ave	N/A	Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$6,870,000
E Rich Avenue	N Crestline St – N Haven St	N/A	Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$3,570,000
	N Freya Street – N Havana Street		Pedestrian & Bikeways	Installation of sidewalk north of Esmeralda Golf Course and replant trees along the segment; Install crosswalk to Havana St	$300,000
N Greene Street	E Queen Ave – E Broad Avenue	N/A	Street Design	Rebuild and install sidewalk along the corridor.	$480,000
General: Local Roads in West Hillyard*		N/A	Street Design	Rebuilding and widening the roadway and installation of drainage with sidewalk on one side of the road.	$15,840,000
General: Local Roads in East Hillyard Hillyard*		N/A	Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road, street parking, and bike-friendly route.	$1,340,000
North Hillyard Sidewalk*		N/A	Pedestrian & Bikeways	Installation of infill sidewalk and ADA ramps where needed.	$1,000,000

Notes:
*See Appendix D –Hillyard Transportation Analysis and Recommendations Memorandum for the full list of roads and their section that apply to this recommendation.

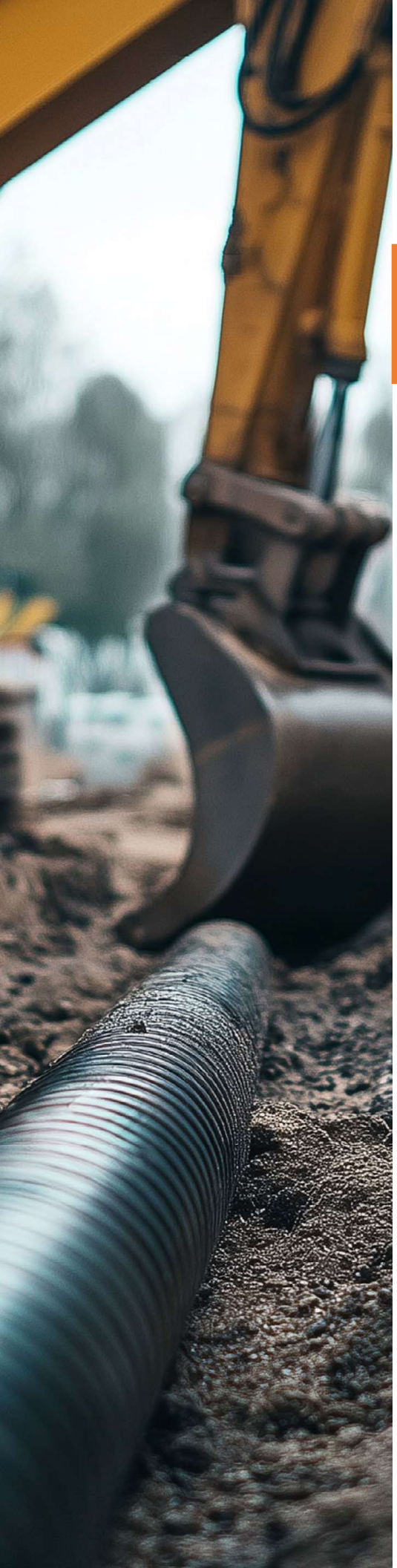
Section 5.5.2
Other Supportive Transportation and Mobility Strategies

Along with the roadway-specific recommendations for transportation improvements, four site-specific recommendations have been developed for improvements to non-vehicular transportation infrastructure not tied to a roadway corridor in the Hillyard Business District:

- ***NSC Open Space/Stormwater Facility:*** Add landscaping, walking path connecting to Harmon Park to the Children of the Sun Trail, and educational signage that informs the public on stormwater management.
- ***Market/Haven Decoupling*** Removing the existing one-way pair and creating two-way traffic on Market and Haven Streets is a signature recommendation of this plan. The goal of this "decoupling" is to slow vehicular traffic, improve the pedestrian environment, and provide opportunities for outdoor seating, parklets, and other activities to activate the street. The concepts below show opportunities for formally incorporating elements such as a park or open space, festival street, mixed use development, and recreation space.
- ***Children of the Sun Trailhead Festival Streets:*** Establish a formal trailhead for the Children of the Sun trail at the Wellesley Avenue intersection, featuring additional seating, public art installations, and rental bikes/scooters for public use. The trailhead would also serve as a welcoming gateway into the Hillyard Festival Streets: Olympic Avenue and Greene Street attract many visitors and provide opportunities to host community events, boosting sales for local businesses. Greene Street and Olympic Avenue were strategically identified for their prime locations, prominent business presence, and proximity to the Children of the Sun Trail. To prioritize the pedestrian experience, festival street components can include unique pavement markings, traffic calming features, string lights, and public art.

Figure 5.8: *Greene Street and Olympic Avenue Festival Street Designations*

Figure 5.9: *N. Market Street and Haven Street De-Coupling Scenario*



Chapter 6

The Utilities Element

SECTION 6.1:
Introduction

This chapter documents existing utility conditions to identify the current level of service and areas requiring utility expansion to facilitate redevelopment. New projects will need to connect to public water and sanitary sewer services which are costly site elements. This will require utility lines to be located in close proximity to development sites for easy connection and sized appropriately to accommodate the current and long term service demands. This chapter discusses the six (6) utility services of potable water, sanitary sewer, stormwater management, broadband, electrical power, and natural gas services. Each of these utility services are given its own section that discuss existing conditions, current and projected utility demand and deficiencies, and utility strategies.

Section 6.1.1
Utilities Element Methodology

Existing Conditions: The Project Team reviewed the following source materials to determine the existing utilities characteristics of the Focus Area:

- 2024-2029 Citywide Capital Improvement Program “CIP”
- City of Spokane Comprehensive Plan “Comp Plan”
- The Yard Redevelopment Master Plan by Maul, Foster, Alongi (2017) “YRMP”
- Hillyard Infrastructure Assessment and Needs Analysis by Maul, Foster, Alongi (2015)
- Hillyard Industrial Area Stormwater Management Alternatives by Maul, Foster, Alongi (2020)
- City of Spokane Broadband Assessment by Petrichor Broadband (2023)
- City of Spokane Water System Plan (2023)
- The Map Spokane On-line GIS Application (accessed various times in 2023 and 2024)
- Comments by City staff resulting from review of Existing Utilities Memo (2024)

Current and Projected Demand and Deficiencies: To gather this information, the Project Team reviewed documents produced by the City (Hillyard Infrastructure Assessment and Needs Analysis), Avista Utilities, and Petrichor Broadband as well as interviewed individuals from these organizations. Furthermore, the Project Team utilized the City’s GIS map to identify deficiencies in drainage-related infrastructure within the Focus Area. These subsections within each utility service summarize the Project Team’s findings for the current and future utility demands and deficiencies for each utility service available in the Focus Area.

Utilities Strategies: Based on the City’s policy framework from Element 5 of the Comprehensive Plan - Capital Facilities and Utilities, the Project Team has considered the City’s ability to serve new land uses and development projects as well as the necessary capital investments when developing recommendations for utility strategies, notably level of service, concurrency, impact fees, intergovernmental coordination, multi-mode uses, and environmental protection.

SECTION 6.2
Guidance on Utilities in Existing Plans and Documents

A variety of existing documents prepared by or for the City detail the current extent and/or intended growth of utility services in the Focus Area. The review of these documents ensures that the content of this plan aligns with the policies, intentions, restrictions, and visions that have already been established for the development of utility services in the Focus Area.

Section 6.2.1
City of Spokane Comprehensive Plan Utility Goals and Policies

The City's Comprehensive Plan contains the Capital Facilities and Utilities Element, an entire chapter dedicated to ensuring the effective and timely design, development, coordination, and management of capital facilities and utilities within the City's Urban Growth Boundary. Rather than providing technical detail pertaining to existing or planned utility lines and system capacity (e.g., line sizes, service deficiencies), this element focuses on how the City intends to provide and evaluate utility service within the municipal limits and the City's Urban Growth Area. It also sets goals to provide capital facilities and utilities as community revitalization and economic development tools, managing levels of service standards to serve both existing and future development, and using funding sources like impact fees as a possible mechanism to fund capital improvements.

Appendix B Plan References and Resources describes each utility goal and its respective policies that apply to the Focus Area.

Section 6.2.2
The Yard Redevelopment Master Plan Utility Recommendations

The Yard Redevelopment Master Plan contains several roadway and utility improvement recommendations for the eastern half of the Focus Area ("East Hillyard" herein) that are summarized in the previous section.

In 2020, a Stormwater Management Alternatives Study was completed as a follow up to the recommendation from the YRMP to develop a regional stormwater management system. This report considered two alternatives: 1) Regional Alternative –a single treatment and containment site serving the entire Yard Plan Area through a network of pipes, and 2) Clustered Alternative – a series of localized or "clustered" facilities serving smaller portions of the Yard independently of one another.

Section 6.2.3
City of Spokane Broadband Assessment

In 2023, the City of Spokane Broadband Assessment report detailed a planning-level analysis of the City's broadband accessibility and strategies to improve service. This document was a crucial component to address (and improve) broadband service in the three Public Development Authorities (PDAs) in the City: Northeast, University District, and West Plains/Airport Area PDAs. These PDAs were ideal focal points for the study as they contain some of the highest concentrations of disadvantaged households in the city. The Northeast PDA (NEPDA) boundary encompasses most of the Focus Area except for the Hillyard Neighborhood plan area.

The City developed Target Investment Areas (see **Figure 6.1**) to incentivize broadband development in historically disinvested areas using available incentives such as Multi-Family Tax Exemption, Historic Preservation and New Market Tax Credits. These Target Investment Areas were determined by the City based on four criteria:

- Community opportunity and support.
- What the City has accomplished or hopes to accomplish in areas of infrastructure and capital investments.
- Available incentives.
- Level of continued resources and staff support needed.

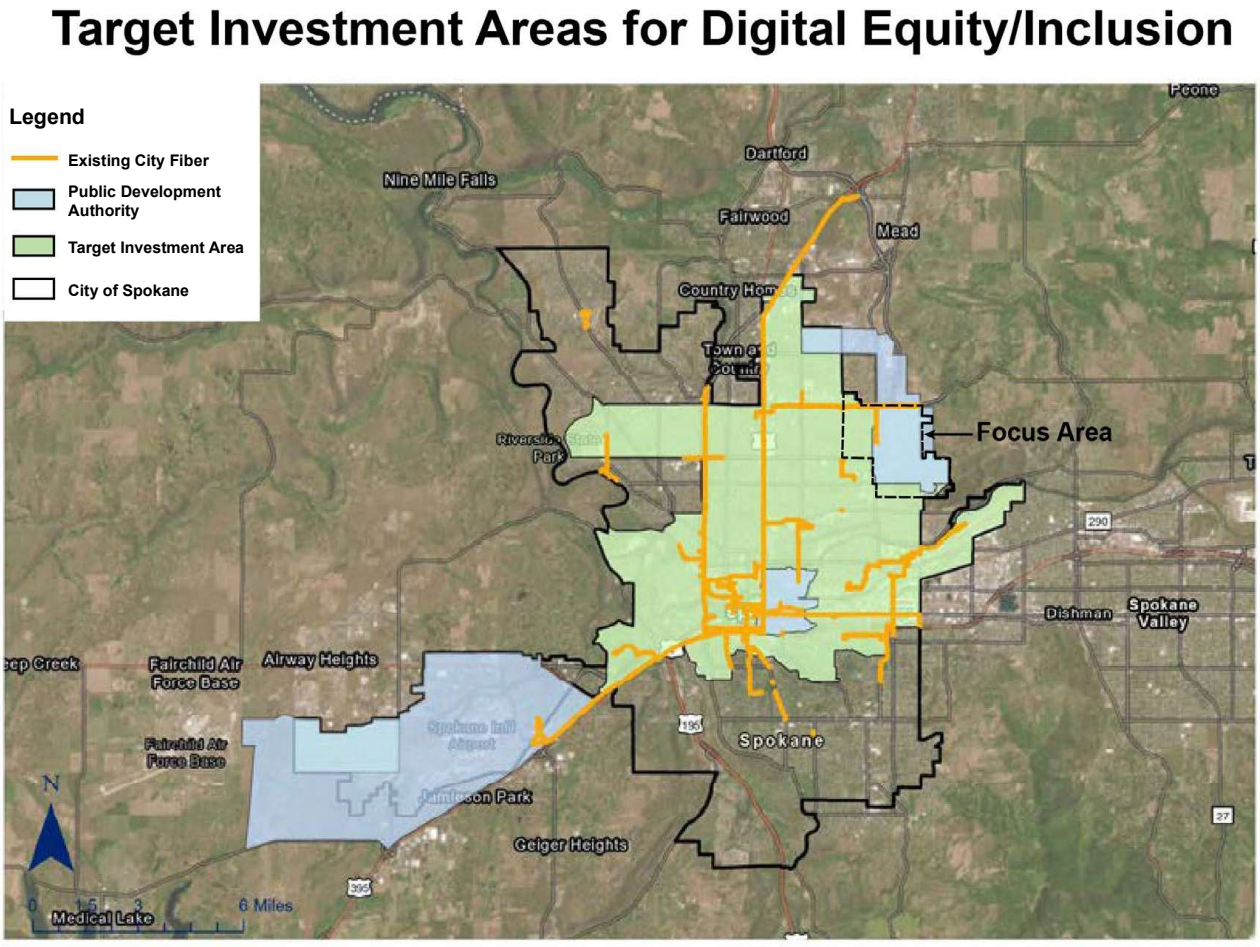


Figure 6.1 *-Target Investment Areas for Digital Equity/Inclusion*

SECTION 6.3:
Potable Water Service

The City of Spokane is the sole water purveyor in the Focus Area and obtains its potable water supply from the Spokane Valley-Rathdrum Prairie Aquifer via multiple source wells. Potable water is conveyed through a system of pumps, reservoirs, and over 1,000 miles of water mains and smaller trunk lines. According to the Capital Facilities Plan (contained within the Comprehensive Plan), the total system pumping capacity is 282 million gallons per day (MGD). The City's water system does not extend north of the Focus Area, and potable water for many of these properties is supplied by Water District 8.

Section 6.3.1
Potable Water Service Existing Conditions

6.3.1.1: West Hillyard

West Hillyard is generally well-served with water infrastructure: most rights-of-way have water mains beneath streets that can connect to adjacent properties. Notably, 30" transmission mains run beneath Central Ave, Wellesley Ave, and Haven St that serve as the primary water sources from which individual distribution lines bring water service to individual properties.

Hillyard Residential Plan Area – A 12" ductile iron (DI) water line distributes water throughout the legacy Hillyard residential neighborhood. Currently, there are no water lines along Stone St. (between Queen Ave. and Francis Ave.) or Lacey St. (between Queen Ave. and Central Ave.) which pass in the north-south direction through the neighborhoods, whereas most properties could connect into water mains located on the side streets. Notably, no water lines are present for the properties north of E Bruce Ave.

Hillyard Business District – The 30" steel transmission line on Haven St. and a 12" water line on Market St. serve as the backbone for the water distribution system in the Hillyard Business District. No water lines are present along Regal St (between Queen Ave and Central Ave).

6.3.1.2: East Hillyard

East Hillyard has several geographic areas that are adequately served with water infrastructure, but other areas (mostly in the Yard Plan Area) lack water mains adjacent to key redevelopment sites.

The Yard Plan Area – The City provides potable water to the Yard Plan Area through a network of pipes within the public Right-Of-Way (ROW). The existing water distribution system provides a reasonable level of service to the Yard Plan Area and the existing transmission mains provide high pressures and flows to most of the area. Currently, there are no water lines along N. Florida St. (between E. Queen Ave. and E. Wellesley Ave., and between N. Drake Ave. and Rowan Ave.), N. Havana St. (between E. Queen Ave. and Joseph Ave.), and Queen Ave. (between N. Myrtle St. and N. Florida St.).

E. Wellesley Business District – Currently, there is no water distribution infrastructure present on the side streets of N. Rebecca St., and N. Myrtle St. (between E. Princeton Ave. and E. Wellesley Ave.); but the majority of lots along these rights-of-way also have frontage with east-west rights-of-way that do contain adequate distribution.

Esmeralda Plan Area – Currently, there is no water distribution infrastructure present on the side streets of Rebecca, Myrtle, and Florida streets (between Rich Ave. and Princeton Ave.), but the majority of lots along these rights-of-way also have frontage with east-west rights-of-way that do contain adequate distribution.

Beacon Hill Plan Area. Beacon Hill is undeveloped and does not have any water infrastructure to support future development. However, a large portion of the western slope is being developed as a residential subdivision, the developer successfully tested a new water booster station in 2023 and subsequently received a permit from the City to install a 57,000-gallon water storage tank. Water utility lines are being installed as part of the initial roadway infrastructure.

6.3.1.3: Planned Water Service Projects

The 2020-2025 CIP identifies several water improvement projects in (and around) the Focus Area; these are listed and summarized in **Table 6.1**. As the community plans for revitalization, it will be important to recognize these utility-related investments and plan for land uses (and urban intensities) that capitalize the expanded utility services they provide.

TABLE 6.1 PLANNED WATER PROJECTS IN THE FOCUS AREA – 2024-2029 CIP

Project	Description
Focus Area	
WAT-2016-94	The Well Evaluation Study determined that the new vertical well field on the Electric Well Station property will meet the objectives of improving the reliable capacity and augmenting yields. This project funds the investigation needed to construct a new well station. Design was anticipated to begin in 2021. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 1.3 Maintenance.
E. Wellesley Business District	
WAT-2015-118 – NSC Wellesley Ave Transmission Main	Existing riveted steel water main constructed in the 1900s to be replaced with 30” ductile iron main along Wellesley Ave from Market St to Freya St. Replacement required as part of the North Spokane Corridor (NSC) project. Project design has been completed and construction was scheduled to begin late 2019. Work will be coordinated with project IPM-2017-111. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 3.2 Coordination of Utility Installations.
WAT-2018-43 – Wellesley Ave Freya St to Havana St Main Replacement	Replacement of existing cast iron mains with 12” DI along Wellesley Ave between Freya St to Havana St Design and construction of this project is coordinated with project 2018091. Work will be completed along with reconstruction of Wellesley Ave, IPM-2018-98. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 1.3 Maintenance.
The Yard	
WAT-2017-26 – Freya St Transmission Main Garland Ave to Francis Ave	Construction of 30” ductile iron transmission main along Freya St between Wellesley Ave and Francis Ave. Existing 30” steel line to be replaced with 30” ductile iron main along Freya St between Garland Ave and Wellesley Ave. Project design to begin in 2024 and construction is anticipated to begin in 2025. Work will be completed along with reconstruction of Freya St, IPM-2017-101. The project meets comprehensive plan goals CFU 1.2 Operational Efficiency, CFU 1.3 Maintenance and CFU 3.2 Coordination of Utility Installations.

Section 6.3.2
Potable Water Service Current and Projected Demand and Deficiencies

The City's Comprehensive Plan sets a Level of Service goal for the potable water system to operate at a pressure of 45 psi but, acknowledging that this threshold cannot be achieved throughout the entire network on all days, also establishes a minimum requirement of 30 psi.

The Capital Facilities Plan (contained within the Comprehensive Plan) states that the highest recorded maximum day demand (MDD) for the City's water system is only 67% of the system's pumping capacity (188 MGD), indicating that overall supply is adequate.

While the City's water system has adequate capacity for growth, deficiencies exist in its infrastructure in the Focus Area, such as end of useful life of mains and insufficient standby storage volume in the North Hill Pressure Zone, as noted by the City's Water System Plan. The following subsections describe the known water system deficiencies for each major geographic division of the focus area (West and East Hillyard). These known water service deficiencies are summarized in **Table 6.2**.

9.3.2.1: West Hillyard

Water infrastructure is in place in most rights-of-way, lessening the financial burden to extend water lines great distances to serve specific redevelopment projects. The old age of some of the conveyance pipes could pose risks to the water system's performance and public safety. Pipes of substandard size (6") could fail to meet level of service standards for specific redevelopment projects, depending on the water demand.

9.3.2.2: East Hillyard

As documented in the Yard Redevelopment Master Plan (2017), portions of the existing potable water service system in the Yard Plan Area do not meet current City standards and are unable to fully serve future industrial use based on user demand. The Water System Plan notes that the Freya St. Transmission Main needs replacement because of old age, and that additional transmission is needed to support growth in the Yard Plan Area.

TABLE 6.2 PLANNED WATER PROJECTS IN THE FOCUS AREA – 2024-2029 CIP		
Topic	**Location**	**Description**
Stagnation issues and gaps	The Yard Plan Area	Poor water circulation due to dead end mains and isolated gaps along several streets including Bismark Ave, Joseph Ave, Central Ave and Sanson Ave.
Low fire flow due to substandard pipe sizes	The Yard Plan Area	Undersized 6” water mains located on Dalke Ave, Columbia Ave, Everett Ave, Princeton Ave, Rich Ave, Myrtle St, Florida St and Havana St
Infrastructure Age	Various locations	With the significant age of some water mains comes the risk of substandard material and/or deterioration, which could negatively impact public safety (water quality), performance (leaks, bursting), and serviceability
Inadequate Transmission	East Hillyard	No transmission main exists through the Yard Area. Existing Freya St Transmission south of Wellesley Ave is approaching the end of its useful life. Replaced in May/June 2025 with NEPDA funding
Insufficient Standby Storage Volume	North Hill Pressure Zone	Water System Plan notes additional reservoir is needed for this pressure zone to achieve the minimum required standby storage volume.

6.3.3: Potable Water Service Strategies

To improve the potable water service for the Focus Area as a whole, additional Standby Storage Volume should be provided to serve the North Hill Pressure Zone (the pressure zone encompassing the Focus Area), which should occur within the next 20 years according to City Staff. Due to differences in infrastructure, West and East Hillyard each have strategies for enhancing potable water service that are unique to them.

6.3.3.1: West Hillyard

As infill development occurs, the City should investigate the age and condition of distribution piping and require replacement if warranted. Typically, an applicant would provide a calculated demand volume associated with the development, then the City would assess the utility infrastructure to determine whether line replacement or other infrastructure upgrades are warranted to adequately serve the development's water demand while maintaining the system-wide level of service. For lots without direct access to a distribution main (for example some lots on Regal St, Haven St, Stone St and Lacey St), the City should require private development to extend public distribution mains these relatively short distances to serve the proposed development.

6.3.3.2: East Hillyard

The City should significantly upgrade both distribution and transmission conveyance infrastructure within the Yard. The Subarea Plan recommends a continuation of transmission main along Freya St. between Wellesley Ave. and Francis Ave., consistent with CIP WAT-2017-26. An additional transmission main should be installed along Rowan St. under the NSC between Freya St. and Haven St. to provide looping of this transmission main; a casing has been installed under the NSC for this exact purpose according to City Staff. Looping of water conveyance increases performance and provides resiliency to the system. Regarding distribution improvements, the City should install a network of larger diameter pipes (12" to 18") along major rights-of-way, such as Francis Ave, Rowan Ave, Wellesley Ave, Julia St, Rebecca St, and Havana St.

Future study should include a hydraulic analysis of the Yard Plan Area's water system that considers the water demand of a fully developed Yard and provides the sizing and exact location of transmission and distribution mains as appropriate. In some places, existing distribution mains may be adequate for continued use.

SECTION 6.4:
Sanitary Water Service

The City of Spokane is responsible for the operation and maintenance of the sanitary water collection system in the Focus Area. The City collects, conveys and treats sanitary water from residential, commercial, and industrial sources, then discharges the treated effluent to the Spokane River, with emphasis placed on protecting the underlying aquifer and sole water source. The most notable components of the City's sanitary water service are the North Interceptor, a large pipe into which most of the City's sanitary sewer pipes feed into, and the Riverside Water Reclamation Facility, the building that treats sanitary water from the North Interceptor before discharging it into the Spokane River.

Section 6.4.1
Sanitary Water Service Existing Conditions

The Focus Area, as a whole, is generally well served by sanitary sewer infrastructure. However, pockets of little to no sanitary sewer infrastructure exist in the Focus Area, notably along the railway in the Yard Plan Area and in a large portion of the Beacon Hill Plan Area.

6.4.1.1: West Hillyard

The West Hillyard sanitary sewer system is generally in good condition and has adequate capacity to handle current and projected flows.

6.4.1.2: East Hillyard

East Hillyard is also connected to the City's centralized sanitary sewer network through a series of pipes that convey wastewater to the Northeast Terrace Lift Station, where it is pumped across the NCS before flowing into the Regal St interceptor in West Hillyard.

The Yard Plan Area – The City's sanitary sewer pipes serving this area range from 8" to 18". The existing sewer pipes can handle current and future wastewater flows in the area based on past studies conducted by the City. An 8" force main is currently being installed parallel to the existing 14" force main to increase the pumping frequency and reduce the buildup of corrosive and, in large quantities, explosive gas (hydrogen sulfide).

E. Wellesley Business District – Multiple 8" pipes connect to 10" and 12" lines along Myrtle St. The wastewater from the district discharges north to the Northeast Terrace Lift Station.

Esmeralda Plan Area – The sewer pipes north of the golf course are routed to the Northeast Terrace Lift Station. Smaller 8" pipes connect to the 10" line in the E. Wellesley Business District Plan Area. The Hill Estates subdivision west of the golf course features 8" pipes that drain south.

Beacon Hill Plan Area – The Beacon Hill Plan Area is mostly undeveloped and has no sewer pipes to accommodate future development. However, a developer entity is currently developing the land for a new residential project and is presently constructing streets and utility lines.

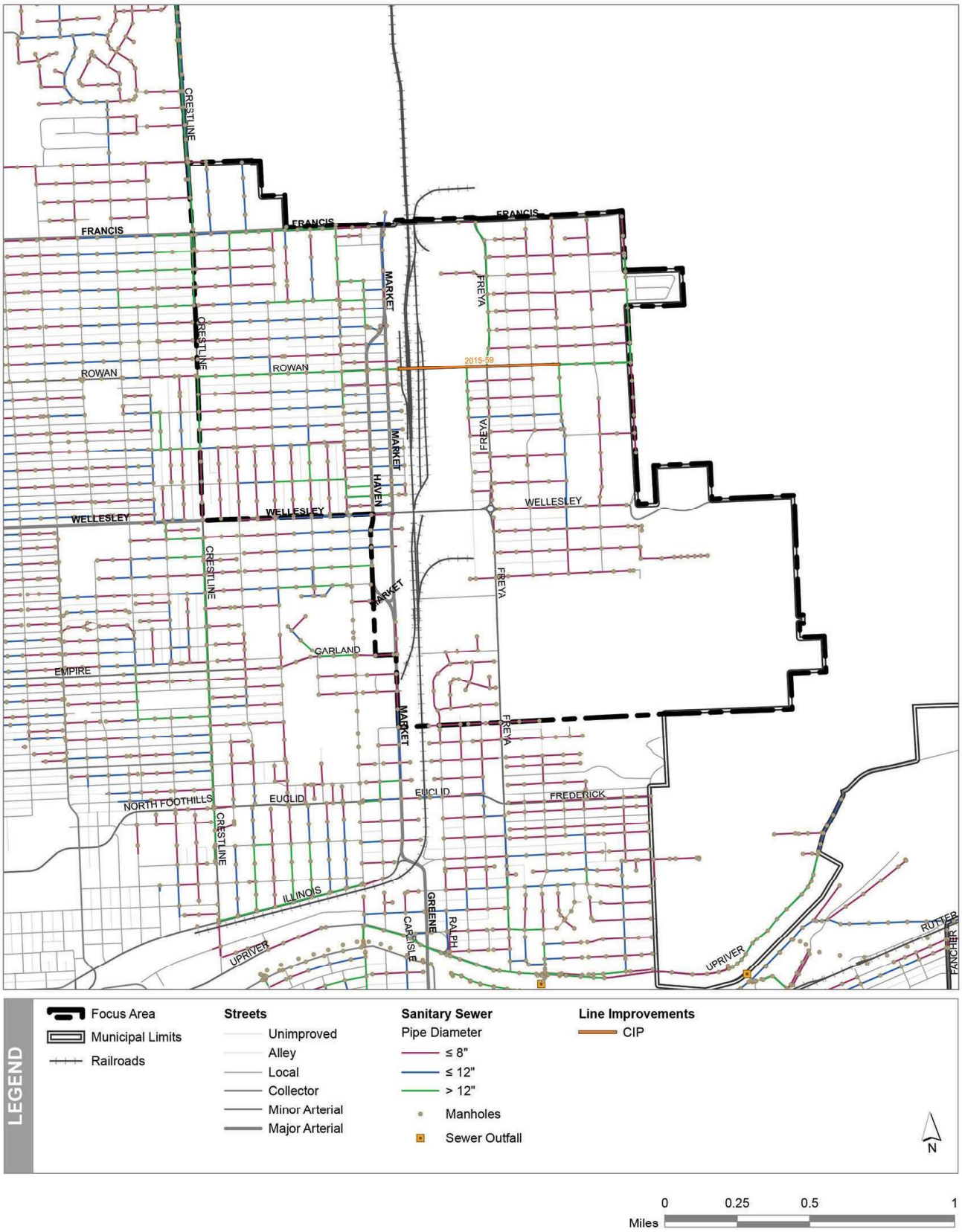


Figure 6.2 - *Planned (now completed) Sanitary Sewer Service Projects Map*

Section 6.4.2
Sanitary Water Service Current and Projected Demand and Deficiencies

The level of service goal for the City's sanitary sewer system, as set by its Comprehensive Plan, is 100 gallons per day per capita (gpdpc). The City uses the Integrated Clean Water Plan, the Sanitary Sewer Management Program, and the Regional Sanitary Sewer Manual to inform improvements and additions to sanitary sewer infrastructure in the Focus Area.

City Staff have indicated that both West and East Hillyard may contain sites with unpermitted connections of stormwater downspouts to the sanitary water conveyance systems. During moderate to heavy rainfall and snowmelt events, these connections can greatly increase the volume of untreated water and exceed the capacity at the treatment plant, resulting in untreated sewage overflowing into the Spokane River.

6.4.2.1: West Hillyard

Based on a review of utility maps and readily available utility information, many of the sanitary sewer service lines date back to World War II or earlier. Sanitary sewer pipes of this age should be closely and consistently monitored for signs of deterioration.

6.4.2.2: East Hillyard

The lift station on N Havana St. and E Dalke Ave. is currently oversized and is anticipated to have sufficient capacity for future growth. The following deficiencies are also present in East Hillyard:

Unserved areas – A 40-acre area near the northwest corner of the Esmeralda Golf Course, north of Garland Ave. and south of Wellesley Ave. is currently unserved by the City's sanitary sewer system. Viable points of connection to serve this area may exist on Rich Ave., Garland Ave., and under the BNSF ROW. In the Esmeralda Plan Area, no sanitary sewer infrastructure currently exists west of Freya St. between Garland Ave. and Rich Ave. The Beacon Hill Plan Area is highly undeveloped and does not have any sanitary sewer infrastructure to support future development.

Pipe Age and Condition – Some of the existing sanitary sewer pipes and manholes in the Focus Area are old, in poor condition, or conflict with other projects. For example, an existing 8" sanitary sewer pipe along Broad Ave. between Ferrall St. and Freya St. in the E. Wellesley Business District conflicts with a proposed WSDOT roundabout at Freya St. and Wellesley Ave. Additionally, an existing 8" sanitary sewer main along Rowan Ave. between Freya St. and Myrtle St. in the Yard Plan Area is undersized.

TABLE 6.3 KNOWN SANITARY SEWER DEFICIENCIES		
Topic	**Location**	**Description**
System condition and capacity	West Hillyard	Generally good, but some segments are aging and may be in poor condition.
Unpermitted stormwater downspout connections	These potentially exist throughout the Focus Area	Combined systems may exist where there are unpermitted downspout connections.
Unserved areas	Esmeralda Plan Area and Beacon Hill Plan Area	Some areas have no sanitary sewer service or infrastructure (though a private development project is under construction in Beacon Hill which will include public utilities).
Sewer Age, Condition and Conflicts	E. Wellesley Business District and Yard Plan Area	Some pipes and manholes are old, in poor condition, and/or conflict with other planned development.

Section 6.4.3
Sanitary Sewer Service Strategies

For the Focus Area as a whole, some sewer line segments, due to their age, may need to be updated to accommodate new (re)development projects. Developers typically provide sewer demands in the design phase, and the City will have the opportunity to evaluate impacts to those sanitary sewer segments; in situations where lines need replacement (or upsizing), those improvements would be provided concurrently with the development. The City should require developers to inspect the sewer main adjacent to their development with a sewer camera to assess the condition of the piping immediately downstream of the intended point of connection, and for the developer to provide replacement if necessary.

Any development within the Focus Area proposing to keep existing buildings should demonstrate that existing downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting roof drains from sanitary sewerage as part of the development. Where combined sewer connections exist (i.e. private storm line connected to public sanitary sewer system), the City should require developers to disconnect the storm from the sanitary sewer main, and to treat stormwater separately, as per the Spokane Regional Stormwater Manual.

6.4.3.1: East Hillyard

The City should conduct a detailed hydraulic analysis specifically on the Yard Plan Area using forecast future demands. The City should adhere to the recommendation from the Spokane County Sewer Standards Manual to use 2,200 gpd per acre to estimate the sewer load resulting from industrial use buildout for the Yard Plan Area.

Any development within the Yard Plan Area seeking to keep existing buildings should demonstrate that either the structures are not connected to a septic or cesspool system, or to provide plans for connection to public conveyance and decommissioning of said septic or cesspool system.

Some conveyance should be relocated to avoid conflicts with proposed development of a WSDOT roundabout on Wellesley Ave.

SECTION 6.5:
Stormwater Management

The City's current stormwater management infrastructure is provided to guard against flooding and protect water quality and natural stormwater systems. The Focus Area is located over the City's soul source of drinking water (the Spokane Valley-Rathdrum Prairie Aquifer) making stormwater management a critical concern to prevent water supply contamination issues associated with runoff from the Focus Area.

Section 6.5.1
Stormwater Management Existing Conditions

The City of Spokane provides stormwater management infrastructure by way of inlets, pipes, bio-infiltration swales[1], underground injection controls (UICs),[2] and outfalls to collect and convey stormwater runoff from the Focus Area.

[1] *Bio-infiltration Swales are stormwater collection sites that employ natural features such as soil and plants to filter the stormwater before it enter groundwater sources.*
[2] *Underground Injection Controls (UICs) are wells or other structures that allow stormwater to percolate into the ground and recharge the aquifer*

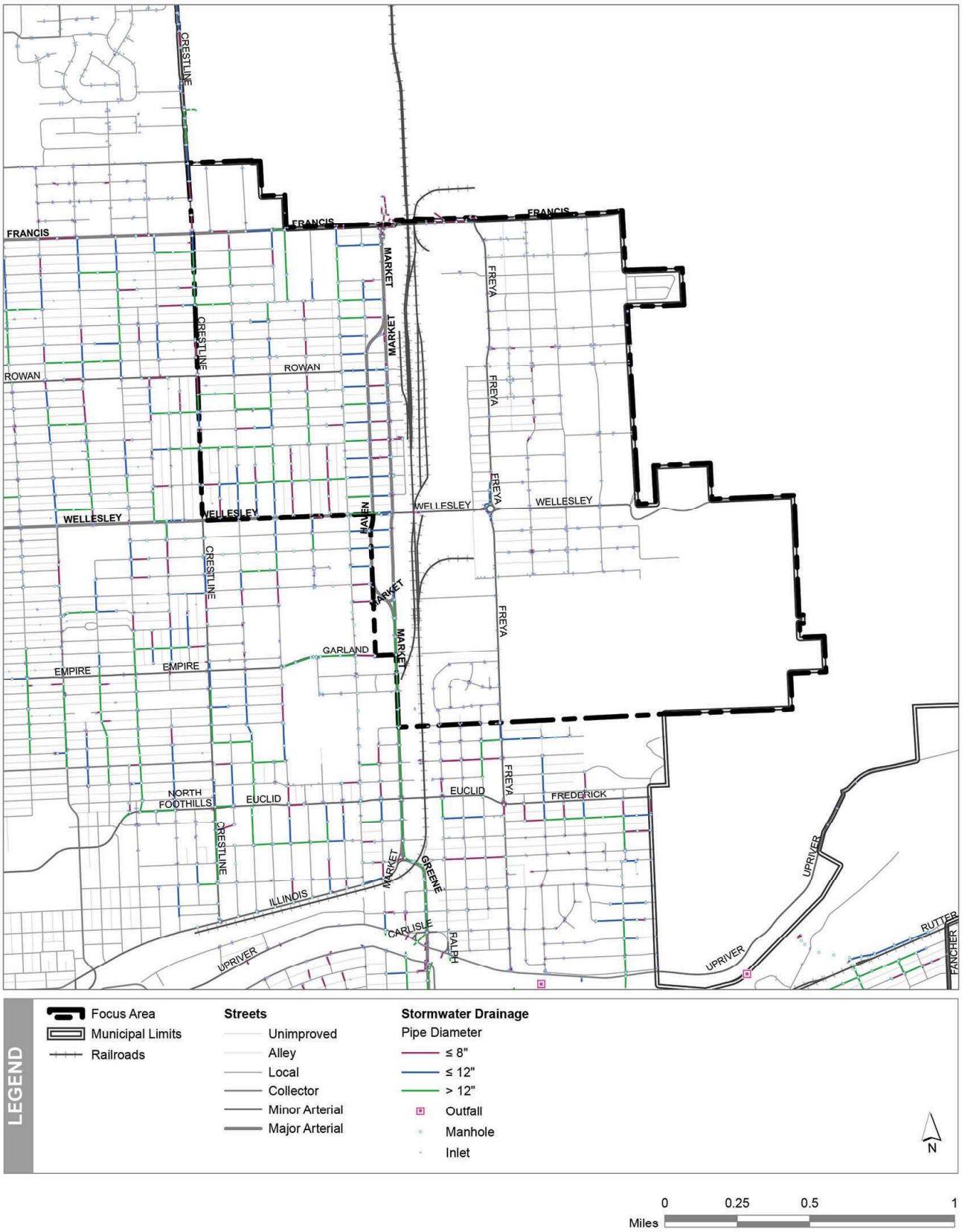


Figure 6.3 - *Existing Conditions – Storm Drainage System*

6.5.1.1: West Hillyard

West Hillyard is served by storm sewers that outfall to the Spokane River via a large diameter interceptor. Some areas in West Hillyard are served with bio-infiltration swales.

Hillyard Residential Plan Area – Runoff from this neighborhood is conveyed to inlets in adjacent streets, where it enters the storm sewers and flows south before discharging into the Spokane River. Large diameter storm lines located on Wabash Ave., Sanson Ave., Nebraska Ave., and Central Ave. convey runoff from the residential area to the storm main in the Hillyard Business District. There are no existing regional stormwater treatment systems in this area.

Hillyard Business District –This District drains to a storm main on Regal St. A large stormwater pond along Market St. north of Columbia Ave. serves as a detention and treatment facility for the runoff from the NSC. A small stormwater pond between Market Pl. and Market St. serves adjacent roadways.

6.5.1.2: East Hillyard

East Hillyard is served primarily by UICs, and some areas possess bio-infiltration swales. Having historically been a site for industrial and railroad activities, East Hillyard contains six (6) notable cleanup sites registered with the State of Washington's Department of Ecology (DOE): the BNSF Railway Black Tank Property, Burlington Northern Yard, SemMaterials LP Spokane, BNSF RR Bunker C Spill Area, Aluminum Recycling Corp, and Sicilia Trucking. The soils on these sites contain petroleum-based pollutants and, therefore, can potentially affect the groundwater. Several other cleanup sites in East Hillyard are documented with the U.S. Department of Energy (DOE) as "Cleanup complete", including a lead-contaminated site at the historic BNSF rail yard.

The Yard Plan Area – Existing development generally drains runoff to inlets in adjacent streets, where it is conveyed to numerous nearby UICs. There are no existing regional stormwater systems for treating stormwater.

E. Wellesley Business District – Most stormwater in this district is treated by UIC with the exception of a bio-infiltration swale adjacent to the new roundabout at the intersection of Freya St. and Wellesley Ave.

Esmeralda Plan Area – Stormwater in this district is solely treated by UIC.

Beacon Hill Plan Area – The Beacon Hill Plan Area currently contains no public stormwater.

Section 6.5.2
Stormwater Management Service Current and Projected Demand and Deficiencies

Level of Service goals for stormwater management, as established by the City's Comprehensive Plan, require development to prevent property from flooding during a 25-yr rainfall event and prevent buildings from being damaged during a 100-yr rainfall event. In considering drainage and stormwater management deficiencies, some portions of the Focus Area experience regular flooding and ponding, especially during heavy rain or snowmelt events. These issues have been attributed to inadequate storm sewer capacity, clogged or damaged UIC devices, poor drainage design, and/or lack of maintenance. To address these issues, the City has identified some of the problem areas and planned drainage improvement projects, such as upgrading or replacing stormwater infrastructure, installing new stormwater facilities, and implementing green infrastructure practices. The City's Integrated Clean Water Plan, the Stormwater Management Program, and the Regional Stormwater Manual have been significant tools for carrying out these projects. **Table 6.4** summarizes the known stormwater management deficiencies of the Focus Area.

6.5.2.1: West Hillyard

The current deficiencies of the stormwater management system in West Hillyard can be categorized into two general concepts: aging and undersized infrastructure and untreated stormwater discharges. The storm sewers and storm mains in West Hillyard are old and may not be able to handle the increased runoff from future growth and redevelopment. Specifically, the storm mainline on Regal St., for example, is only 12" in diameter near Francis Ave. and may not be able to accommodate runoff from redevelopment where an increase in runoff is anticipated. Additionally, the potential existence of combined systems (unpermitted downspouts) can create water quality and ecological health impacts for the river.

6.5.2.2: East Hillyard

East Hillyard experiences similar stormwater management system deficiencies as West Hillyard. East Hillyard lacks regional stormwater management facilities that can detain and treat stormwater runoff, and the area's various drywells are potentially deteriorated and in need of upgrades due to their age. Additionally, The Yard has a long history of industrial use, several known contaminated sites, and the possibility for several unknown and untreated contaminated sites. Considering this fact, untreated stormwater that has travelled through this plan area has an increased risk of carrying harmful pollutants.

TABLE 6.4 KNOWN DRAINAGE DEFICIENCIES IN FOCUS AREA		
Topic	**Location**	**Description**
Lack of regional stormwater systems	The Hillyard Residential and the Yard plan areas.	No adequate detention and treatment for runoff, increasing flood and pollution risk. Vacant lots offer opportunities for creating regional stormwater systems
Aging and undersized infrastructure	Storm sewers and storm mains in the Hillyard Business District, the E. Wellesley Business District, and the Esmeralda Plan Area	Old and small pipes that may not handle increased runoff from future growth and redevelopment. Some pipes need to be upsized or replaced
Stormwater pollution and contamination	The Yard Plan Area	Runoff from potentially contaminated sites in the Yard and could carry pollutants to the river or the aquifer, affecting water quality and ecological health

Section 6.5.3
Stormwater Management Strategies

The City of Spokane requires new projects to address both detention and water quality standards in the management of stormwater on their property in accordance with the Spokane Regional Stormwater Manual. This means that runoff must be cleaned before it is released to storm inlets and discharged or infiltrated; the underlying soils in the Focus Area are generally suitable for disposal by infiltration. Typically, new projects will address stormwater on-site, reducing their usable land area.

6.5.3.1: West Hillyard

Due to their age, some stormwater infrastructure in the ROW may need to be update. Such improvements would be provided by the developer and concurrently with the development. Additionally, the City should require developers to inspect the storm main adjacent to their development with a sewer camera to assess the condition of the piping immediately downstream of the intended point of connection, and for the developer to provide replacement if necessary.

East Hillyard

It is recommended that the City design and implement regionally shared stormwater treatment systems so that infill and redevelopment projects can maximize more of their site. This recommended regional facility approach is described in further detail in the Hillyard Stormwater Alternatives Report by Maul, Foster and Alongi dated 2020 as "Option 2 – Clustered, Scenario 2". Option 1 is discouraged, as it does not allow for piecemeal or phased construction; one large facility must be built and significant initial investment in pipe conveyance must be made before any service is possible, while Option 2 would provide service for dozens of parcels with each individual cluster facility installed, and conveyance could reasonably be expected to be provided by developers. Scenario 1 is discouraged as it neglects roadways. Drywells serving these roadways within the Yard are either aged or missing, and runoff to these wells is untreated. Scenario 2 would allow for decommission of all existing public UICs in the Yard over time, allowing for savings of repairs/replacements that would have otherwise been required of these drywells, and consolidates maintenance and operations costs to relatively few facilities.

If for any reason drywell functionality is to be preserved, then developers should be responsible for assessing the quality and performance of these drywells within fronting ROW, and the development should be responsible for bringing these UICs into compliance if deficiencies are discovered concurrently with development.

Undiscovered or undocumented spills may exist within the Yard Plan Area, therefore the City should require soil sampling on new development projects to test for common pollutants of concern in the area, notably Halogenated and Non-halogenated Organics, Petroleum, Naphthalene, Polycyclic Aromatic Hydrocarbons (PAHs), Chloride, Fluoride, Nitrates, Nitrites, and Lead. If contaminates are discovered, the development shall register the site with Department of Ecology (DOE) as a spill site and take appropriate action to remediate the contaminated soil per DOE requirements. Targeted pollutants may be revised by City staff who are familiar with the aquifer's water quality concerns.

SECTION 6.6
Broadband Service

Broadband service in the Focus Area is composed of networks of buried fiberoptic cables and conduits in buried pipes where fiber cables can be easily pushed through. These fiberoptics cables and the conduits that may precede or accompany them are laid, operated, and maintained by various service providers.

Established in 2022 by the Spokane County Commissioners, the Spokane Regional Broadband Development Authority, or Broadlinc, works with local governments, Tribes, public and private entities, nonprofit organizations, and consumer-owned and investor-owned utilities to enhance broadband infrastructure and access through the development of strategies and plans.

Section 6.6.1
Broadband Service Existing Conditions

According to the 2023 Petrichor broadband assessment, the NEPDA, which encompasses the Focus Area, has a strong existing fiber infrastructure base to build from, equipped with sufficient City- and provider-owned fiber. Additionally, the NEPDA contains a framework of conduits further adding to the area's fiber scalability; see **Figure 6.4** for the location of existing fiber and conduit placement. Internet performance for households in the Focus Area is generally good; according to Spokane County's Equity and Inclusion Methodology Tool, most households have internet speeds above 200Mbps.

6.6.1.1: Planned Broadband Projects

The Broadband Assessment Conducted by Petrichor recommended that the City place conduit within the Wellsley underpass (beneath the NSC) that had been under construction by the City at the time of the report. According to City Staff, this recommendation has been addressed; this addition is denoted in yellow in the **Figure 6.4**.

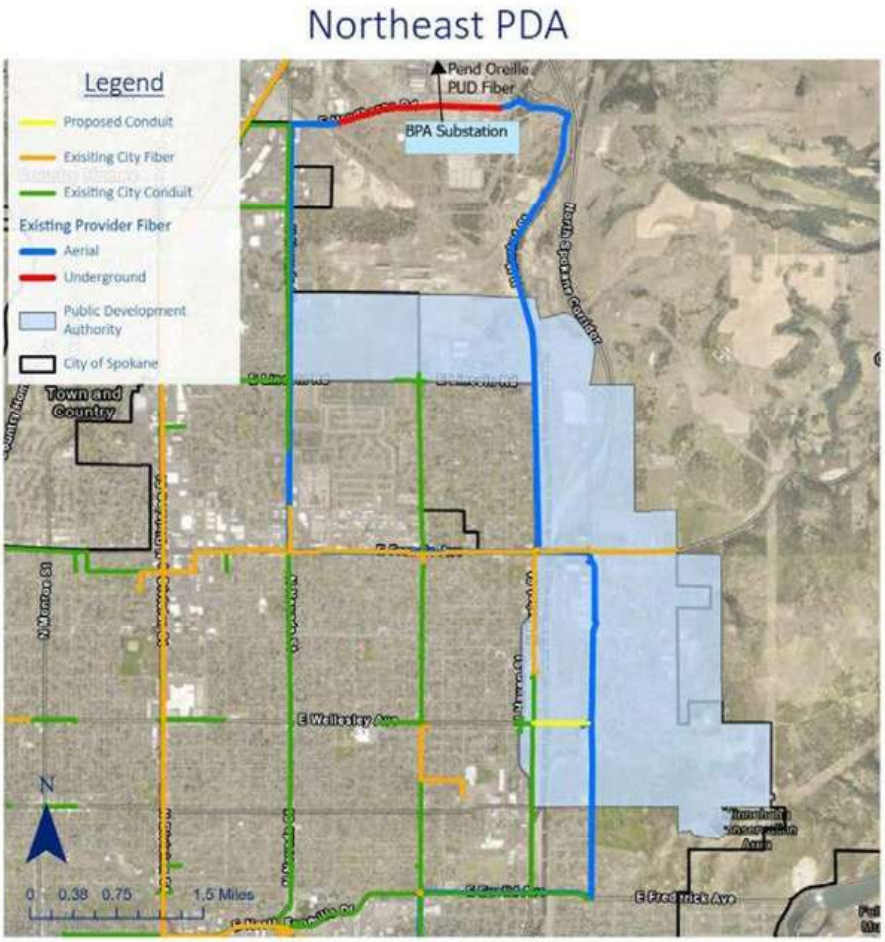


Figure 6.4 - *Fiber Concept for Northeast PDA*

Sectiion 6.6.2
Broadband Service Current and Projected Demand and Deficiencies

According to Spokane County's Equity and Inclusion Methodology Tool, pockets of households with internet speeds below the 200mbps threshold exist along the railway and the intersection of E Wabash Ave. and N Morrill St.

6.6.3: Broadband Service Strategies

In support of Goal CFU 3 – Coordination in the Comprehensive Plan, the City should coordinate with Petrichor Broadband and Broadlinc to track and plan for significant changes in planning, capital improvement projects, or development trends in the Focus Area.

The City of Spokane Broadband Assessment provided three primary recommendations for increasing broadband infrastructure within the NEPDA service area as follows:

1. Work with WSDOT to understand the North Spokane Corridor's applicability as a telecommunications right-of-way (ROW).
2. Place conduit within the Wellsley underpass being constructed by the City. According to City staff, this recommendation has been completed.
3. Place additional conduit in the areas where sewer and electrical infrastructure are being installed for the new Esmeralda Business Park

In addition to the recommendation above, Attachments A and B in the City of Spokane Broadband Assessment discuss infrastructure investment proposals aimed at leveraging funding from the American Rescue Plan Act's (ARPA) Build Back Better Regional Challenge (BBBRC) to improve or reconstruct roadways in the City. Specifically, Impact Region Project 1 in Attachment B is a proposal to reconstruct all nonpaved roads, the majority of which exist in the Focus Area. In the event this project proceeds, the City should utilize this large groundbreaking opportunity to install conduits/fibers along the right of ways of the newly reconstructed roads.

SECTION 6.7
Electrical Power and Natural Gas

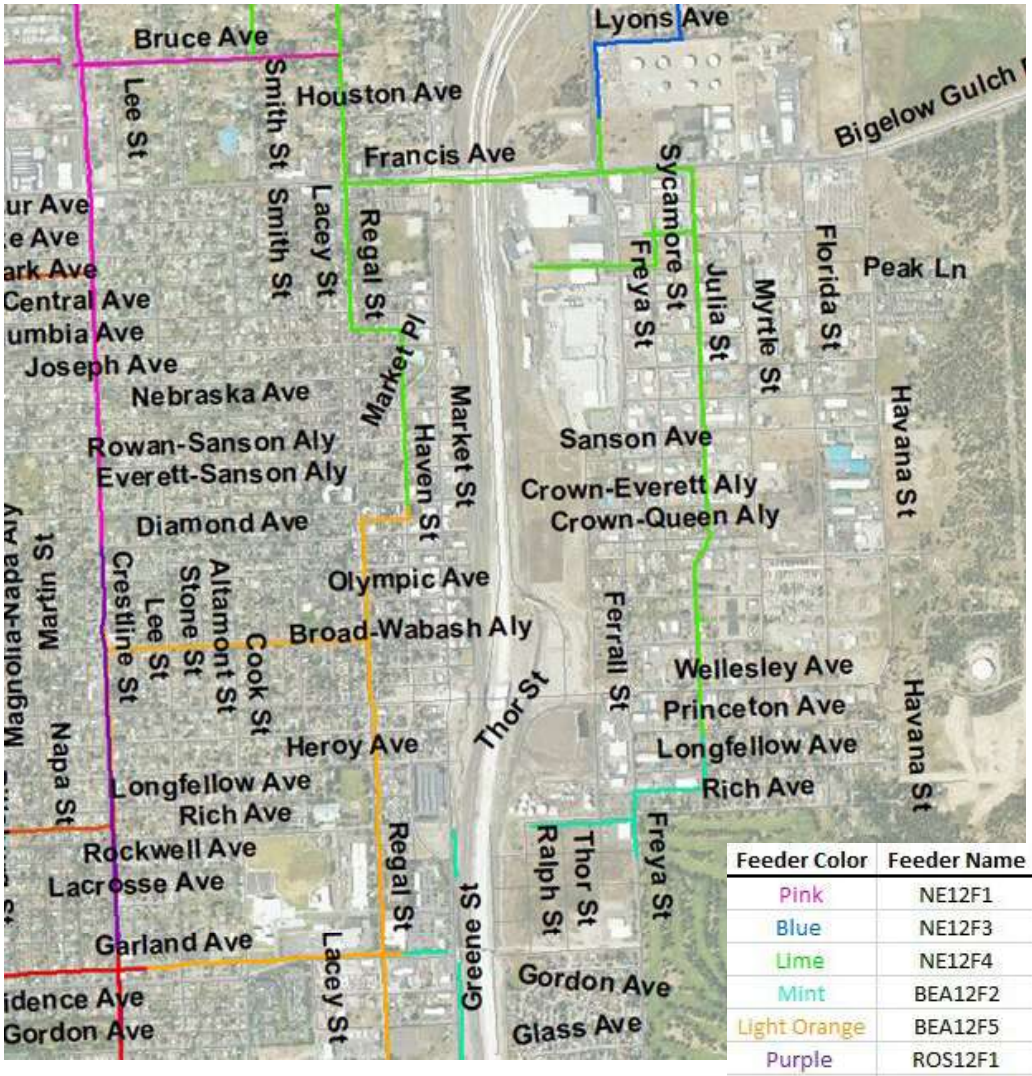
Electrical power and natural gas services in the Focus Area are provided by Avista Utilities, a regional energy service provider. Avista's power generation comes from a blend of mostly renewable energy sources as outlined in **Table 5** and serves portions of Eastern Washington and Northern Idaho.

TABLE 6.5
AVISTA ELECTRICAL POWER SOURCES

Source	Renewable?	Percentage
Hydro	Yes	48%
Wind	Yes	9%
Biomass	Yes	2%
Natural Gas	No	33%
Coal	No	8%

Section 6.7.1
Electrical Power Existing Conditions

Electrical power is provided to the Focus Area by transmission lines from the Northeast Substation which is then further distributed by above- and below-ground feeder and distribution lines to serve residential, commercial and industrial customers. **Figure 6.5** displays the power feeders and their capacities in the Focus Area.



Feeder Color	Feeder Name	Capacity Available Today
Pink	NE12F1	1MW*
Blue	NE12F3	500kVA
Lime	NE12F4	500kVA*
Mint	BEA12F2	none
Light Orange	BEA12F5	none
Purple	ROS12F1	1MW
Red	ROS12F6	500kVA
Dark Orange	L&S12F2	500kVA
		*feeder topography changing 7/24 and will have different capacity

Figure 6.5 - *Existing Electrical Feeders – (provided by Avista)*

6.7.1.1: Planned Electrical Projects

A summary of electrical projects planned by Avista for the Focus Area can be found in **Table 6.6**.

TABLE 6.6
PLANNED ELECTRICAL POWER PROJECTS

Project	Description
Crestline Feeder Line	There are plans to update the feeder line on Crestline Drive with service coming from the west via Bruce/Lions.
Upgrade to Northeast Substation	There are plans to increase the power capacity at the Northeast Substation from 15,000 kVA to 20,000 kVA.
Future Florida/Dalke Substation	Long-range plans to construct a new substation at the intersection of Florida St and Dalke Ave. Transmission lines would follow the foot of Beacon Hill.

Section 6.7.2
Electrical Power Current and Projected Demand and Deficiencies

Avista is responsible for monitoring the current and future electricity demands in the Focus Area then planning infrastructure improvements and additions accordingly. Avista has identified some service issues in the near- and long-term as outlined in **Table 6.7**.

TABLE 6.7
AVISTA ELECTRICAL POWER CONCERNS

Issue	Discussion
Climate Commitment Act	The State of Washington's Climate Commitment Act could significantly limit the use of natural gas in future developments. Avista anticipates that customers who would have otherwise utilized natural gas (i.e. for heating, dryers, etc.) will instead rely more heavily on the power grid, possibly causing a strain on the electrical grid.
Esmeralda Commerce Park	Current plans for a light industrial park along Freya Ave. and Garland Ave. would, at full build-out, significantly strain the power grid.
Electric Vehicle Charging Stations	Recent revisions to the building code in the City of Spokane requires private development to include electric vehicle charging stations. Installation of multiple fast charging stations (Type 3) would strain the power delivery system in the area. Avista is currently studying the impact that recent revisions to the building code will have on grid demand.
Electric Buses	Spokane Transit Authority is expanding service via electric buses, including wireless charging technologies, which could have a significant strain on the power grid.

Section 6.7.3
Natural Gas Existing Conditions

The available natural gas supply capacity was determined for each Plan Area and assigned a designation of "Fair", "Good", "or "Excellent" based on the area's proximity to large gas mains and regulator stations. Provided by Avista, the designations for each Plan Area are shown in **Figure 6.6.** The majority of the Focus Area meets the "Good" or "Excellent" designation; however, the E. Wellesley Business District and the Beacon Hill District are listed at the "Fair" available capacity designation.

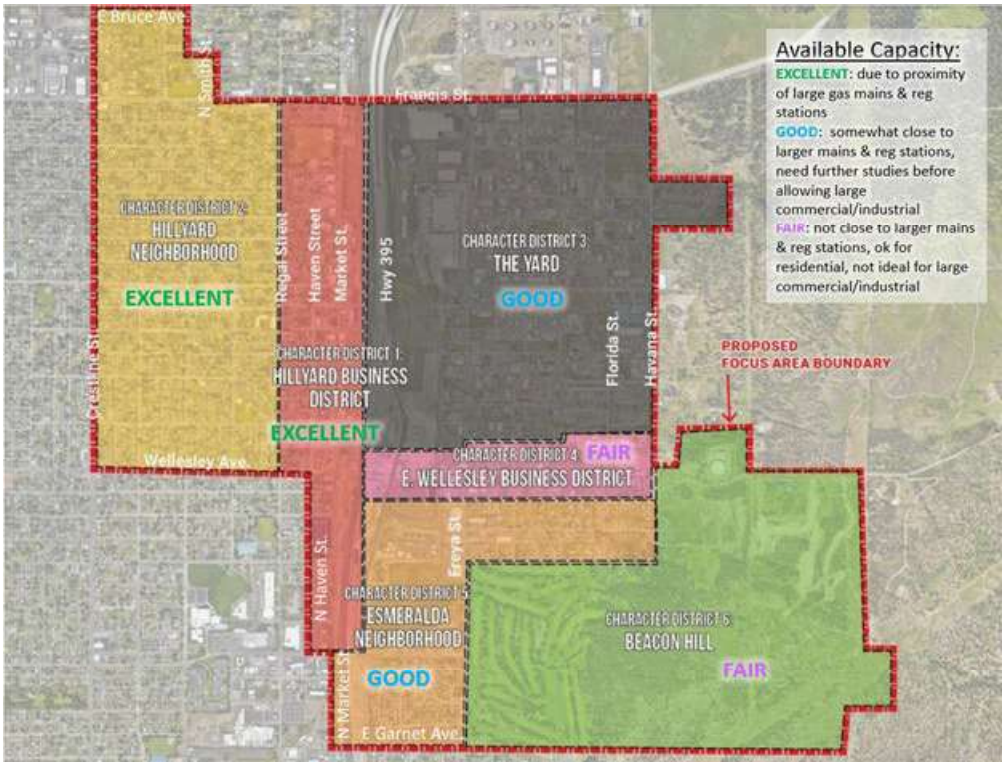


Figure 6.6 - *Existing Electrical Feeders – (provided by Avista)*

Section 6.7.4
Natural Gas Current and Project Utility Demand and Deficiencies

Similar to electrical power service, Avista monitors the status of natural gas demand in the Focus Area and will determine improvements and additions as they prove necessary. Avista currently has no plans for capacity-related enhancements in the Focus Area but anticipates that the State of Washington's Climate Commitment Act will limit natural gas demand in the future.

6.7.4.1: West Hillyard

Gas level of service in West Hillyard is "excellent" as depicted in **Figure 6.6**.

6.7.4.2: East Hillyard

Gas level of service in the E. Wellesley Business District and the Beacon Hill District are "Fair" as depicted in **Figure 6.6**, otherwise the rest of the region is "good".

Section 6.7.5
Electrical Power and Natural Gas Strategies

The City should coordinate with Avista Utilities to track and plan for any significant changes in planning, capital improvement projects, or development trends in the Focus Area.

Notably, the City and Avista Utilities should prioritize the E. Wellesley Business District for natural gas infrastructure improvement, as this district is currently inadequate for commercial development.

Chapter 7

Parks and Open Space

SECTION 7.1 Introduction

This chapter aims to preserve and enhance the area's natural landscapes, parks, and open spaces.

The chapter provides an overview of existing plans that outline long-range goals for parks and open spaces, details the current parks and natural features within Hillyard, and presents strategies to enhance these spaces and increase access to recreational amenities.

SECTION 7.2 Guidance on Parks and Open Space in Existing Plans and Documents

The following plans establish overarching goals and strategies that address parks, open space, and the natural environment in Spokane. These goals and policies play a crucial role in preserving the city's natural assets, enhancing recreational opportunities, and promoting sustainable practices.

Section 7.2.1 City of Spokane Comprehensive Plan Parks and Recreation Goals and Policies

The Comprehensive Plan provides policy directives that seek to sustain and enhance the inventory of parks and open spaces within Spokane's Urban Growth Area (UGA) boundaries. Policies throughout the plan emphasize the need to protect and preserve areas for the public's use that fall under the following criteria:

- Areas that contain wildlife habitat and/or distinct landforms such as rock structures
- Hold culturally significant or aesthetic value
- Serve as a buffer between two conflicting land uses
- Are near or can provide linkages to existing parks and/or open space
- Are located near or on riparian areas, flood plains, or wetlands
- Fall under the designation of a shoreline as outlined in Spokane's Shoreline Master Program, such as areas along the Spokane River and Latah Creek

The plan also encourages the City to establish and annually update a six-year capital improvement program for the implementation of the Parks, Recreation and Open Spaces Plan.

Appendix B Plan References and Resources lists the goals and policies that address parks and recreation in the Focus Area.

Section 7.2.2 Spokane Parks and Natural Lands Master Plan

The Spokane Parks and Natural Lands Master Plan was adopted in 2022, and is intended to guide the development and management of Spokane's parks and natural areas over the next decade. The plan aims to preserve and enhance the city's green spaces to ensure they meet the needs of current and future residents. Through 'Equity Zones', the plan prioritizes project areas for investment based on history of investments, current conditions, and demographics.

Looking within the Focus area, the Hillyard Residential District and the Hillyard Business District were designated as the highest equity priority. Wildhorse Park, near the southeastern border of the Hillyard Business District, is one of two parks within the city that is designated as the highest investment priority. The Yard District has a high concentration of households more than a 10-minute walk from a park, and is classified as an opportunity area for new parks within the plan.

Section 7.2.3
Greater Hillyard-Northeast Planning Alliance / Bemiss, Hillyard and Whitman Neighborhoods

The Greater Hillyard-Northeast Planning Alliance (GHNEPA) is the formal, collaborative planning effort of the Bemiss, Hillyard, and Whitman neighborhoods to produce, track, and assure development goals of these communities. Using public engagement, the GHNEPA established ten strategy areas of community focus. One of these strategies is to improve parks and trails and is broken down into four objectives:

1. ***Gatherings for strengthened sense of community:*** Ensuring the existing parks are adequately equipped to support community events and child safety.
2. ***Increase awareness and attendance of neighborhood events:*** Find ways to leverage existing resources and partnerships to maximize community awareness and participation in public gatherings held at neighborhood parks and school facilities.
3. ***Improve parks and paths and increase their use:*** Outline actions to promote the stewardship of existing parks amongst community members independent from the City and ways to involve the community in planning park development and improvement.
4. ***Use school buildings and grounds for events:*** Identify strategies for working with schools to use their facilities for community events and recreation.

Section 7.2.4
Environmental Policy Plans

Updated in 2021, the Sustainability Action Plan (SAP) outlines strategies for reducing greenhouse gas emissions, conserving water, and promoting sustainable practices across various sectors, including the natural environment. One of the most important outcomes of the SAP is the identification of lack of tree canopy as one of the biggest climate threats in northeast Spokane. The natural environment chapter of the SAP focuses on preserving and enhancing the city's natural resources. Key objectives include:

1. ***Biodiversity Conservation:*** protect and restore habitats to support diverse plant and animal species
2. ***Water Resource Management:*** Implement sustainable water management practices to ensure the health of rivers, lakes, and aquifers
3. ***Urban forestry:*** Expand and maintain the urban tree canopy to improve air qualty and provide shade
4. ***Green Infrastructure:*** Implement systems like rain gardens and green roofs to manage stormwater and reduce urban heat islands
5. ***Community Engagement:*** encourage residents to participate in conservation efforts and environmental stewardship

SECTION 7.3:
Current Parks and Natural Features

Hillyard is home to a variety of parks and natural assets that contribute to the area's unique charm and community character. Hillyard features several well-maintained parks that offer residents and visitors opportunities for recreation and relaxation. The Subarea Plan aims to enhance and expand upon existing parks and open space, leveraging current assets while identifying opportunities for park improvements that align with the city's long-term vision and meet community needs.

Section 7.3.1
Current Parks and Open Space

The Hillyard Subarea contains a total of 5 parks excluding the Esmeralda Golf Course and the Hillyard Aquatic Center. According to the City of Spokane's Parks and Natural Lands Master Plan, these five parks are separated into 2 categories:

1. ***Neighborhood Park:*** Parks that are 4 to 15 acres and serve a neighborhood population by being geographically centered for safe biking and bicycle access.
2. ***Pocket Park:*** Small parks or a specialized facility typically 2 acres or less serving a concentrated or limited population or specific group such as children or seniors.

Table 7.1 below lists each of the five parks within the subarea and their characteristics as identified in the plan.

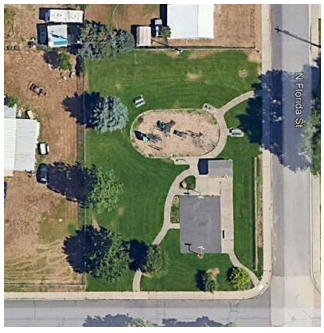
Harmon Park

TABLE 7.1
CURRENT PARK FACILITIES IN FOCUS AREA

Park Name	Classification	Acreage
Harmon Park	Neighborhood Park	10.9
James J. Hill Park	Pocket Park	1.88
Kehoe Park	Pocket Park	1.7
Loren Kondo Park	Pocket Park	0.5
Wildhorse Park	Neighborhood Park	2.72

James J Hill Park

Kehoe Park



Loren Kondo Park

Wildhorse Park

Section 7.3.2
Current Environmental Features and Natural Resources

The following are natural features that are important to consider when planning for the Focus Area.

Wetlands and Streams – There are no wetlands or streams in and around the Focus Area. The nearest body of water is the Spokane River just south of the Focus Area. Wet areas generally will not be a concern as the area changes or as redevelopment occurs.

Rathdrum Aquifer – Most of the Focus Area overlies the Spokane Valley-Rathdrum Prairie Aquifer. This aquifer is the sole source of water for most of Spokane County, as well as neighboring Kootenai County in Idaho. It is a "sole source aquifer" which means it supplies at least 50 percent of the drinking water for its service area where there is no reasonably available alternative source should the aquifer become contaminated. This aquifer is highly susceptible to contamination; best practices include eliminating septic tanks and pre-treating stormwater over the aquifer. The latter is important to consider as potential redevelopment and/or streetscaping occurs.

Erodible Soil – Several large areas with erodible soils exist adjacent to the Focus Area on the east, and overlap slightly into the Focus Area, especially east of the Esmeralda Golf Course. Areas with varied topography (Beacon Hill) which can contribute to soil that is more susceptible to erosion. The hilly topography and erodible soil contribute to less suitable areas for development.

Habitat - Most of the Beacon Hill area is considered part of the local white-tailed deer's wintering ground and migratory route as well as a movement corridor for elk, moose, various raptors throughout remnant ponderosa pine habitat surrounded by urban development. Future development of the Hillyard area may increase wildlife-vehicle collisions."

SECTION 7.4
Implementation Strategies

Specific strategies identified for each Plan Area related to parks and open space:

Hillyard Business District

- ***NSC Open Space/Stormwater Facility:*** Add landscaping, a walking path connecting to Harmon Park to the Children of the Sun Trail, and educational signage that informs the public on stormwater management. This is P.2 on **Figure 7.1**.
- ***Aquatic Center Site:*** Explore possibilities of vacating the ROW to expand and enlarge the existing open space area for additional recreational use. This is P.3 on **Figure 7.1**.
- ***Children of the Sun Trailhead:*** Establish a formal trailhead for the Children of the Sun trail at the Wellesley Avenue intersection, featuring additional seating, public art installations, and rental bikes/ scooters for public use. The trailhead would also serve as a welcoming gateway into the Hillyard area. This is P.4 on **Figure 7.1**.

Hillyard Residential

- ***Arlington Elementary School Site Improvements:*** Enhance the existing playground and open spaces at Arlington Elementary School. This is P.1 on **Figure 7.1**.

The Yard

- ***Public Works Open Space and Stormwater Facility:*** Provide new and additional landscaping; turn the site into a passive gathering area. This is P.5 on **Figure 7.1**.

Beacon Hill

- ***Beacon Hill Reservoir Open Space:*** Convert this site into a new park. This is P.6 on **Figure 7.1**.
- ***Minnehaha Conservation Area and Park Enhancements:*** Improve the existing trails, and add wayfinding signage to enhance the user experience of the park. This is P.7 on **Figure 7.1**.
- ***Additional Access to Beacon Hill Bike Park:*** Consider additional city-sanctioned access points to Beacon Hill bike trail system to augment existing access points to the south and east. Possible locations at east end of Valley Springs Rd. or north side of Esmerelda Golf Course. Include wayfinding elements from Children of the Sun Trail and Hillyard Business District.
- Consult with Washington Department of Fish and Wildlife biologists on mitigation strategies and habitat management to increase the safety of both wildlife and people in new developments.

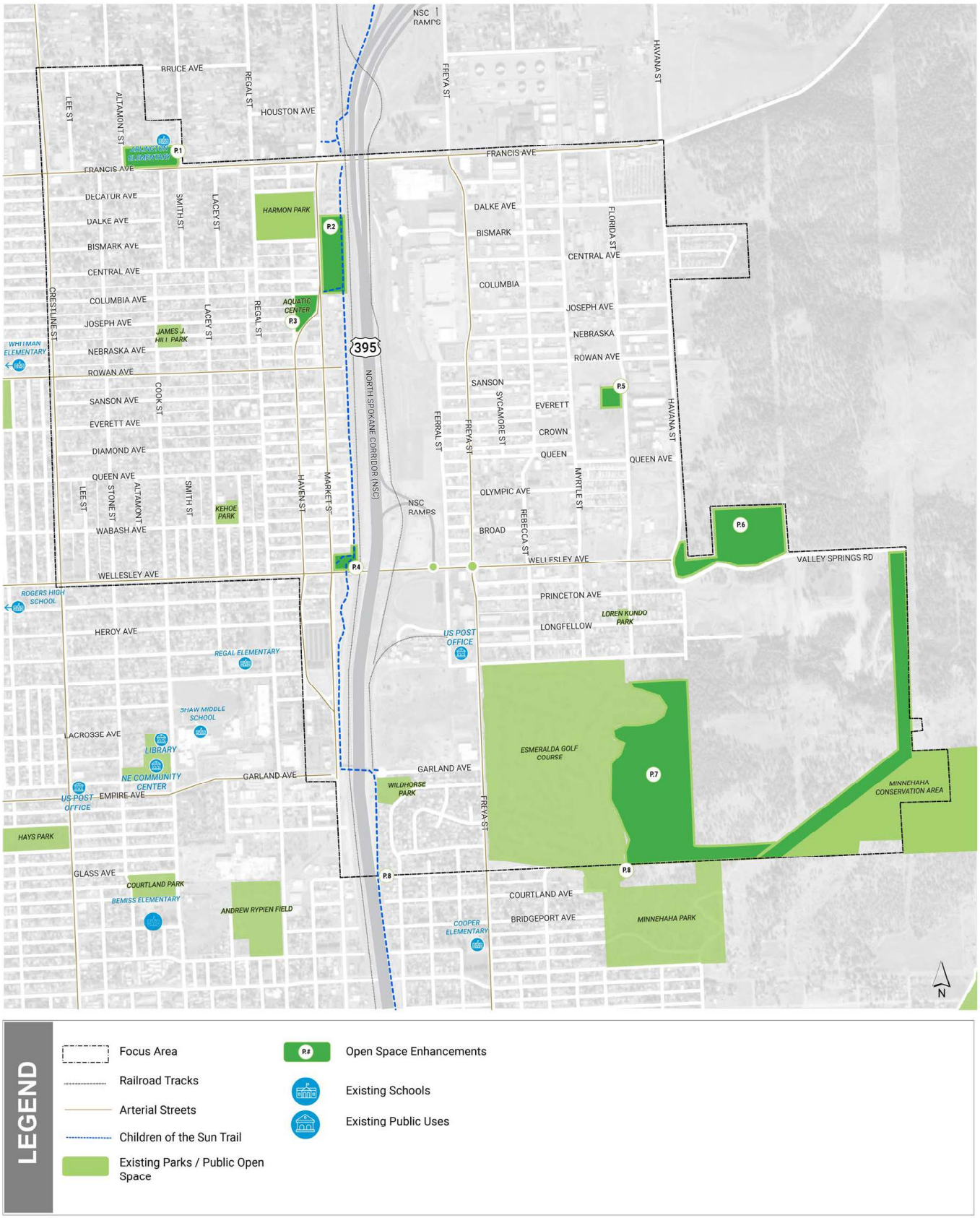
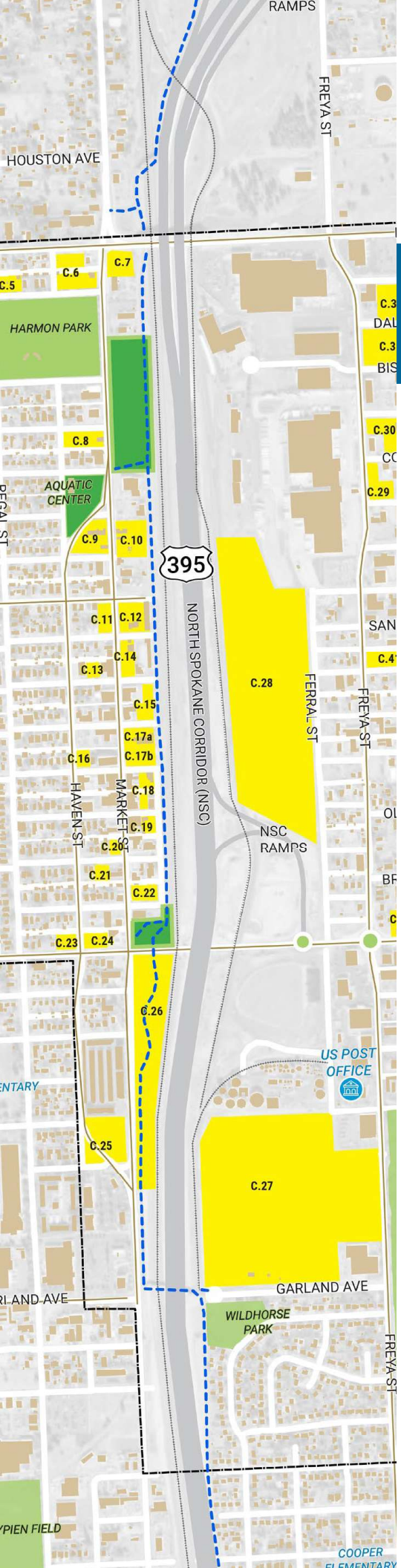


***Figure 7.1** - Open Space Enhancements in Focus Area*



Chapter 8

Costs and Funding

SECTION 8.1
Introduction

The goal of this chapter is to provide a model for funding the catalytic improvements necessary to foster the revitalization and development opportunities envisioned in this Plan.

The Plan identifies 53 catalyst sites with the potential for new development or redevelopment throughout the study area. However, the catalyst sites in West Hillyard are primarily small vacant commercial properties on Market Street and Haven Street. These properties are on completed streets and are largely expected to be able to be developed without major infrastructure investments. Thus, this chapter focuses on the Yard area and the infratructure investments needed for redevelopment of the catalyst sites there.

A major barrier to new development in The Yard is the lack of infrastructure that has stagnated investment in the area, particularly for industrial development. One of goals of the Plan is to determine how infrastructure investments in The Yard can help it capture a greater share of industrial development. This chapter provides a summary of the costs and funding analysis included in the complete Funding Strategies Report in **Appendix K**.

SECTION 8.2
Phase 1 Framework

The Plan has identified 20 catalyst sites within The Yard totaling 95 acres and with up to 852,000 square feet of development capacity. The Plan also identified up to $39.5 million in road and utility infrastructure improvements needed to make these properties "development ready."

The primary funding and financing challenge addressed in this chapter is how to pay for the up-front infrastructure needed for The Yard to be competitive and capture its share of potential industrial development within the region. **Table 8.1** shows these costs in greater detail.

Table 8.1 - *The Yard Total Infrastructure Costs*

Description	Cost
Potable Water Service	
Increased Standby Storage - North Hill Pressure Zone	--
Distribution & Transmission Conveyance Infrastructure	$4,450,000
Distribution & Transmission Extension	$1,850,000
Larger Diameter Network	$5,250,000
Subtotal	**$11,550,000**
Sanitary Sewer Service	
No City Costs Listed	--
Subtotal	**--**
Drainage & Stormwater Management Facilities	
Clustered Regional Facilities (Initial Phase)	$10,960,000
Clustered Regional Facilities (Buildout)	$5,475,000
Subtotal	**$16,435,000**
Broadband Service	
No City Costs Listed	--
Subtotal	**--**
Electrical Power and Natural Gas Services	
No City Costs Listed	--
Subtotal	**--**
Road Improvements	
Freya St - Wellesley Ave to Francis Ave	$1,375,000
Rowan Ave - Sycamore St to Myrtle St	$996,526
Myrtle St - Wellesley Ave to Dalke Ave	$5,652,726
Florida St - Queen Ave to Princeton Ave	$2,118,478
Local Roads - East Side Improvements	$1,100,000
Wellesley Ave - Freya St to Havana St	$226,048
Subtotal	**$11,468,778**
Total City Investment in the Yard Infrastructure	**$39,453,778**

Due to large infrastructure requirements for the Yard totaling $39.5 million, which would be required to develop most of the catalyst sites within the Yard, the Plan narrows the scope of the financial and development analysis to an initial first phase of development that would reduce the amount of upfront infrastructure needed to catalyze initial development. This initial Phase 1 area includes the southern portion of the Yard and all the Wellesley Business District. By shifting the focus area, the known infrastructure costs were reduced from $39.5 million to $14.4 million. **Figure 8.1** depicts the smaller geographic area and catalyst sites.

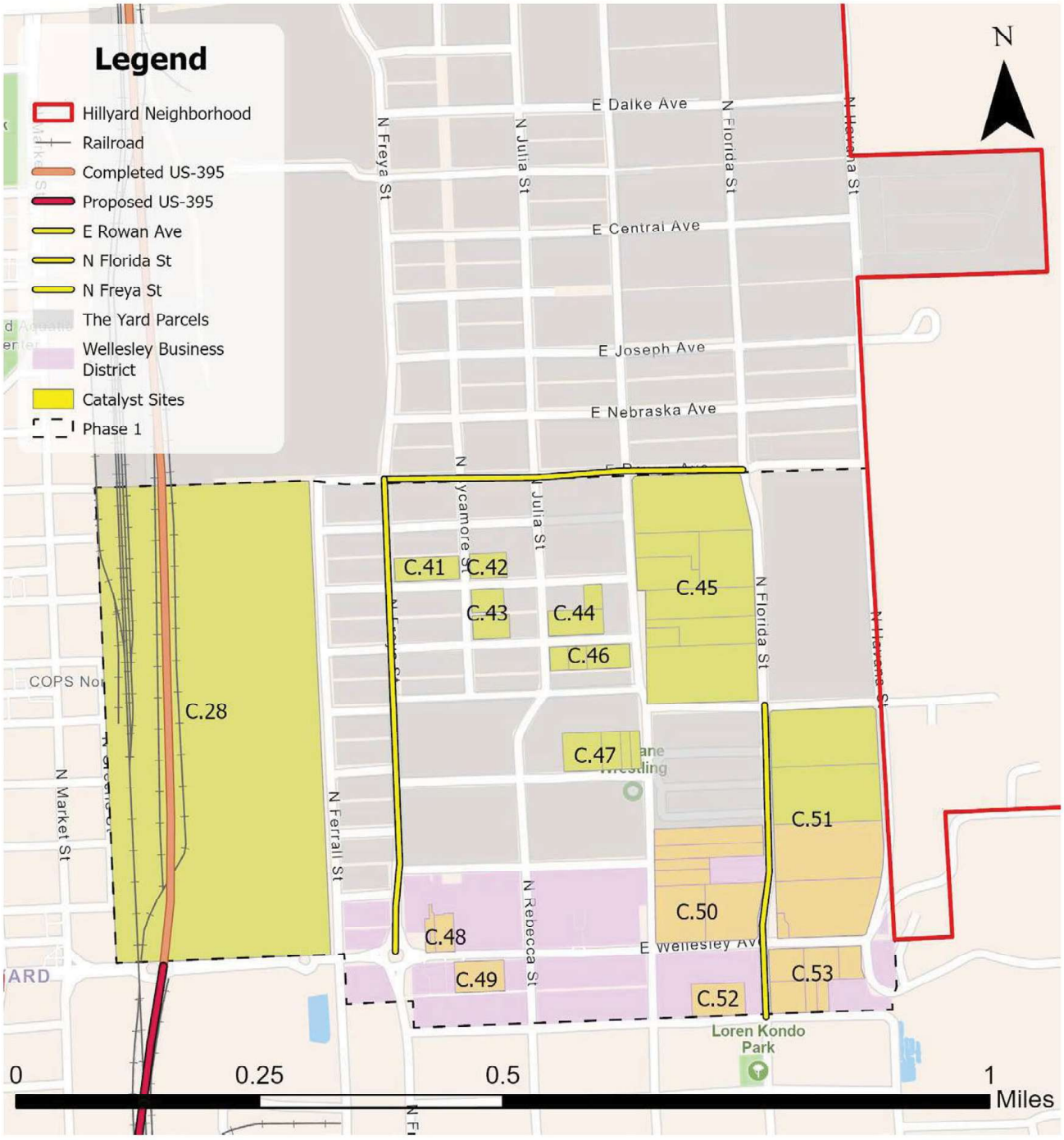


Figure 8.1. ***-*** *Phase 1 Area*

Section 8.2.1
Absorption Projection

The Phase 1 area reduces the upfront infrastructure needed but still includes 14 of the 20 catalyst sites in The Yard including the largest and most marketable parcels.

The medium absorption scenario is used as a basis for creating the projected absorption for the 14 catalyst sites. In addition, EPS discussed each site in detail with stakeholders to determine an estimated timing of development for each site given the infrastructure investments needed in the area. This resulted in a development timeline stretching from 2027 to 2037. Additional assumptions include an FAR of 0.3 for all commercial uses, and a multifamily assumption of 25 dwelling units per acre with 1,000 square foot units, as shown in **Table 8.2**.

Table 8.2 - *Phase 1 Projected Absorption*

Description	Land Use Type	Acres	Site Sq. Ft.	Units	Bldg. Sq. Ft.	Est. Year Built
The Yard						
Site C28	Industrial & Flex	25.3	1,102,068	--	330,620	2035
Site C41	Industrial & Flex	1.0	44,431	--	13,329	2036
Site C42	Industrial & Flex	0.6	27,007	--	8,102	2036
Site C43	Industrial & Flex	1.1	47,480	--	14,244	2037
Site C44	Industrial & Flex	1.2	54,014	--	16,204	2032
Site C45	Industrial & Flex	17.2	750,539	--	225,162	2032
Site C46	Industrial & Flex	1.3	54,886	--	16,466	2034
Site C47	Industrial & Flex	2.0	87,120	--	26,136	2034
Subtotal	--	**50**	**2,167,546**	**--**	**650,264**	**--**
Wellesley Business District						
Site C48	Industrial & Flex	0.8	33,106	--	9,932	2028
Site C49	Office	1.0	44,867	--	13,460	2029
Site C50a	Office	4.0	175,111	--	52,533	2028
Site C50b	Multifamily	6.2	267,894	154	153,750	2028
Site C51a	Industrial & Flex	8.7	378,972	--	113,692	2027
Site C51b	Multifamily	7.9	344,560	198	197,750	2027
Site C52	Industrial & Flex	1.2	50,094	--	15,028	2030
Site C53	Office	3.3	142,006	--	42,602	2027
Subtotal	**--**	**33**	**1,436,609**	**352**	**598,747**	**--**
Total by Class						
Industrial & Flex		60.4	2,629,717	--	788,915	--
Office		8.3	361,984	--	108,595	--
Retail		0.0	0	--	0	--
Multifamily		14.1	612,454	352	351,500	--
Subtotal		**82.7**	**3,604,154**	**352**	**1,249,010**	**--**
Total		**82.7**	**3,604,154**	**352**	**1,249,010**	**--**

Source: Stantec; Economic & Planning Systems

The majority of this development would consist of industrial and flex uses, which accounts for 788,915 square feet of commercial space. The addition of 352 multifamily units will be significant for the neighborhood, especially considering that only 475 multifamily units currently exist.

Section 8.2.2
Capital Projects

Infrastructure costs for The Yard include those for roadway improvements, potable water, and stormwater management. The analysis assumed known costs for the capital projects. For proforma modeling purposes, all projects with an unknown timeframe have been modeled over a three-year period (2027 to 2029). **Table 8.3** identifies the projects, associated costs, and timeframes.

TABLE 8.3
CAPITAL PROJECTS AND COSTS

Project	Cost	Timeframe
Roads		
Freya Street (from Wellesley to Rowan)	$3.7 million	2027 to 2029
Rowan Avenue (from Freya to Florida)	$236,000	Unknown (modeled 2027-2029)
Florida Street (from Queen to Princeton)	$3.2 million	Unknown (modeled 2027-2029)
Potable Water		
Freya Street Water Distribution Infrastructure	$452,000	2027 to 2029
Rowan Avenue Water Distribution Infrastructure	$0	Unknown (modeled 2027-2029)
Florida Street Water Distribution Infrastructure	$370,000	Unknown (modeled 2027-2029)
Stormwater Management		
Regional Stormwater Facility	$6.0 million	Unknown (modeled 2027-2029)

Stormwater is the costliest investment out of all the capital improvements. If completed, this investment would significantly benefit the Yard as many of the sites are small with little room for on-site stormwater detention. With a clustered facility, the need for on-site detention would be diminished, significantly improving the ability to develop smaller parcels within the Yard. Given its cost, it may need to be funded using multiple sources. Additional capital projects are referenced in **Chapters 5 and 6, and Appendices H and I**.

SECTION 8.3
Public Financing Framework

Section 8.3.1
Available Public Financing Tools

The primary funding tool anticipated to be used for funding redevelopment costs within The Yard is tax increment financing (TIF). TIF Districts can be enabled by cities through several different acts and programs including Local Improvement Districts (LIDs), the Community Revitalization Financing (CRF) Act, the Local Infrastructure Financing Tool (LIFT), and Local Revitalization Financing (LRF) Program. The City of Spokane established a TIF District in 2019 for property within the Northeast Public Development Authority (NEPDA).

NEPDA was formed in 2012 as a special revenue district. The City and County established the first TIF district for northeast Spokane in 2019 as a revenue source for NEPDA. The City and County then expanded the TIF boundary in 2023, as shown in **Figure 8.2**. NEPDA TIF revenues are anticipated to be a primary source of revenues for infrastructure investments. NEPDA can issue loans and bonds, and it also has governance over its boundaries as outlined in ordinance and its charter.

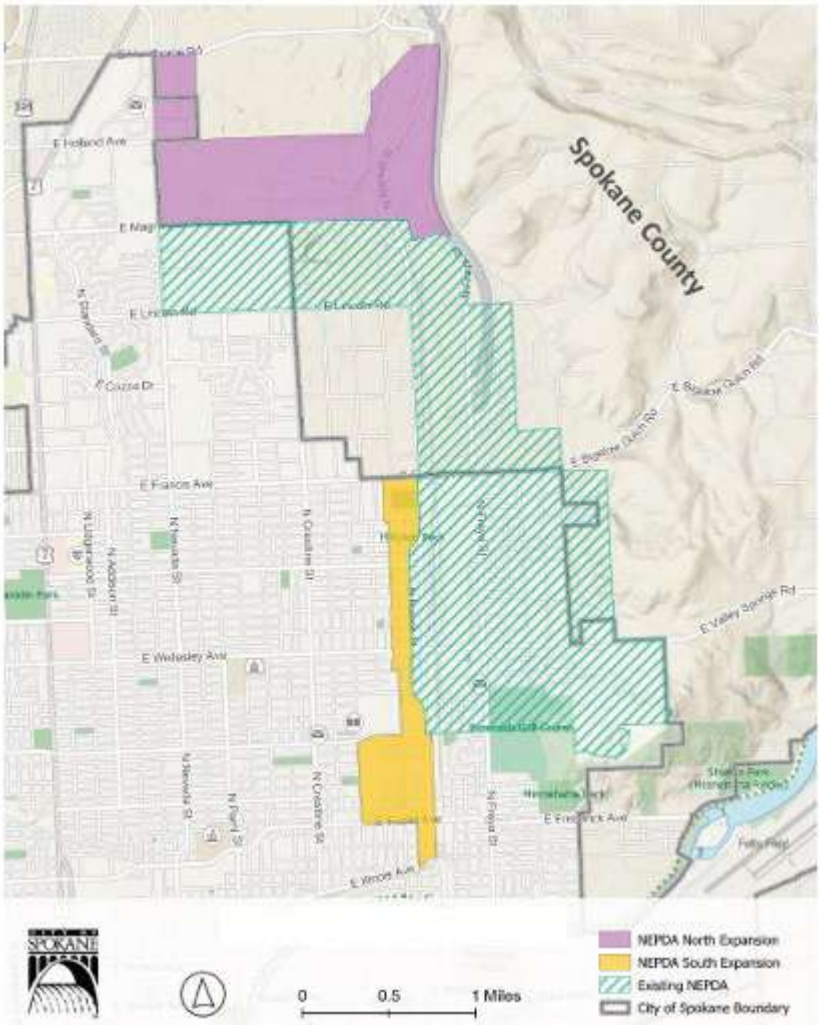


Figure 8.2. ***-*** *Current NEPDA Boundary*

Section 8.3.2
Other Funding and Financing Tools

There are several other financing districts enabled in the State of Washington that could be used to help with redevelopment and infrastructure funding in The Yard. Some of the potential districts including LIFT and LRF utilize TIF as their primary financing tools so are largely redundant to the TIF District established for NEPDA. The other available districts and programs that rely on other revenue streams are summarized below.

8.3.2.1 Local Improvement District (LID)

LIDs are special assessment districts that are formed by a city or county, with the approval of the property owners within the district. LIDs are not self-governing special purpose districts. LIDs are most often formed to assess the cost of site-specific improvements such as local streets or sidewalks. However, in some cases, a developer could establish a LID that would require future property owners to pay their share of local infrastructure improvements.

An additional beneficial function of LIDs is the ability to form a Utility Local Improvement District (ULID), which can be done during initial LID formation or after traditional LID formation (RCW 35.43.042-.043). In addition to the special assessment, ULIDs capture additional revenues from utility revenues within the district (i.e., tap fees, etc.). With a traditional LID, any utility revenues would be pledged to the local entity rather than the LID. This is particularly applicable in The Yard, where most improvements needed are utility improvements.

Over time, the implementation of a site-specific LID and/or ULID would allow the City to invest in targeted areas of the Yard to help bring sites closer to being “development ready.” This could include road and water service improvements for Freya Street between Wellesley Avenue and Rowan Avenue, road improvements for Myrtle Street between Wellesley Avenue and Rowan Avenue, road improvements for Florida Street between Wellesley Avenue and Rowan Avenue, and road and water service improvements for Rowan Avenue between Ferrall Street and Havana Street.

8.3.2.2 Public Utility District (PUD)

A PUD is a special improvement district established for purposes of funding utility improvements, including water, wastewater and storm drainage. Improvements can be funded through general obligation or revenue bonds using property tax or special assessments. A district can be established by a county or by voter petition, which then transfers governance to the PUD.

A PUD may be an appropriate district for distributing a portion of the costs of a regional stormwater facility, especially given its significant cost in relation to other infrastructure projects that are planned in the Yard. In addition, a LID could be formed within the PUD to help fund site-specific costs through special assessment bonds. One challenge of forming a PUD in the Yard would be its requirement to be established through voter petition.

8.3.2.3 Local Infrastructure Financing Tool (LIFT)

The LIFT program was established by the state in 2006 to provide financial support for local infrastructure projects in designated areas called Revenue Development Areas (RDAs). Economic activity within the RDA is expected to generate tax revenue that meets or exceeds the state’s contribution. Cities receive their contribution from the state by imposing a local sales and use tax (LIFT) that is credited against the state sales tax. One benefit of the program is that consumers do not see an increase in sales tax.

The LIFT program could be established in a broadly defined area in-and-around the Yard to help capture additional revenue. While the Yard itself does not generate a lot of revenue

from sales tax, its surrounding retail uses could help provide additional revenue. In addition, any use tax collected by the state during the development of the Yard could also be captured as a one-time revenue source. One challenge of establishing an RDA for the LIFT program would be the expectation that the total sales and use tax revenue generating economic activity within the Yard either meets or exceeds that of the state's contribution.

8.3.3: Grants and Other State Programs

The Spokane area has been successful obtaining a few state and federal grants including two BUILD (Better Utilizing Investments to Leverage Development) grants for road and multimodal improvements near Spokane International Airport. These two grants total $34.1 million and were issued in 2019 ($11.3 million) and 2023 ($22.8 million). Grants are competitive and one-time revenue sources, but they can be an important source of capital funding and can be a way to accelerate the development of needed projects in the CIP. The following grant and state programs should be pursued as qualified projects are identified.

8.3.3.1 BUILD Grant Program

BUILD grants are federal grants issued by the U.S. Department of Transportation (US DOT) for surface transportation infrastructure projects with significant local and/or regional impact. Eligible projects include highway and bridge projects, public transportation projects, railway projects, freight and intermodal projects, multimodal transportation projects, and port infrastructure improvements.

Projects submitted to the US DOT are evaluated based on if the project can improve public safety, promote environmental sustainability, enhance quality of life, promote economic growth, encourage collaboration, replace or rehabilitate aging infrastructure, utilize innovative technology, and support underserved communities. A few projects in the Yard that may be good candidates for a BUILD grant including improvements to major thoroughfares in the area including Wellesley Avenue, Freya Street, and Francis Avenue. Many of the local road projects, such as improvements to Rowan Avenue, would likely be too small in scale to be considered for a BUILD grant.

8.3.3.2 Community Economic Revitalization Board (CERB)

The CERB finances public infrastructure through loans and grants to support private business development. Currently, there are four programs the CERB administers: the Committed Private Partner Program (CPP), the Planning Program (PP), the Prospective Development Program (PD), and the Rural Broadband Program (RB). The PP and RB program only serve rural communities.

Section 8.4 Tax Revenue Forecasts

The Plan created a cash flow model used to estimate annual projected revenue and expenses, taxes, and other revenue sources over time to help support the cost of new capital infrastructure improvements in Phase 1. This section summarizes this work – detail can be found in **Appendix K**.

8.4.1: Pro Forma Cash Flow Model

A pro forma cash flow model was created to analyze Phase 1 revenues and expenses over a 30-year period. The project's financial returns are evaluated on both a levered and unlevered basis to estimate the funding gap. A third scenario evaluates the removal of stormwater costs altogether as they as the most expensive and serve a larger area-wide function.

8.4.1.1 Revenues

The model considers existing and future revenues due to the NEPDA. These include property tax TIF, local sales tax TIF, New Construction Sales Tax (NCST), and NEPDA's existing TIF revenues. Additional sources, such as grants, are considered but have not been included in this version of the model. Future versions of the model could be modified to include additional revenue sources. It

should be noted that all revenue sources currently projected will come through NEPDA, a levered scenario.

Using a 2 percent inflationary factor, both property tax TIF and sales tax TIF are projected out 30 years. It is important to note that this model does not consider any additional increment collected outside of the subject area. Based on this projection, over a 30-year period NEPDA's existing property tax TIF revenues will total $19.48 million and NEPDA's existing sales tax TIF revenues will total $6.21 million. 2024 is used as the base year in this model.

8.4.1.2 Expenses

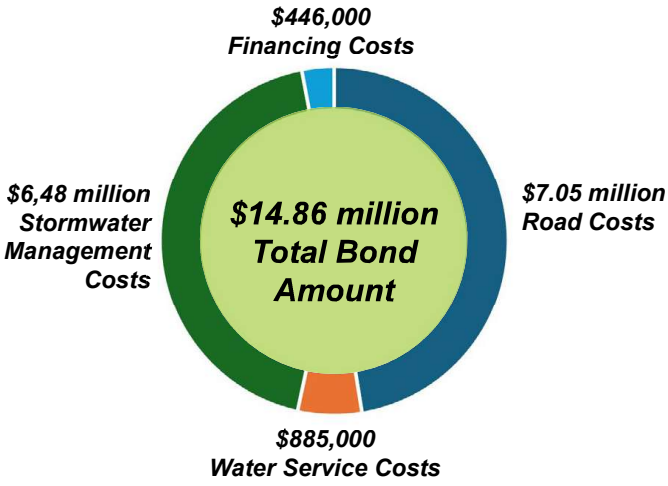
Expenses listed in the model include the three road projects, three water projects, and a new regional facility for stormwater management, as identified earlier in this chapter, and NEPDA's annual operating costs. The costs for each of the road and water projects are inflated 2 percent year-over-year and split in the following manner: 50 percent of total cost in 2027, 25 percent of total cost in 2028, and 25 percent of total cost in 2029.

On top of necessary capital investments in Phase 1, NEPDA would need to continue to account for its day-to-day operations. In 2024, NEPDA's operating costs were $504,575. Over a thirty-year period, this totals $21.4 million. To account for this in the model, this cost is inflated annually at 2 percent. Any significant changes to the operating budget could be accounted for, if necessary.

8.4.1.3 Funding Gap

Leveraged Scenario: In the base unlevered development scenario (not including bond financing), the net operating income (NOI) over a thirty-year period is $3.69 million. This assumes that all current NEPDA revenues, in addition to new revenues, would be contributed to the capital investments in Phase 1. If only accounting for new revenues, the NOI drops to negative $25.45 million. In addition, NOI is significantly impacted in Years 3-5 and would realistically not be funded without the use of bond financing.

Realistic Leveraged Scenario: The most realistic financing scenario would be to issue **TIF revenue bonds** to finance the costs of investing in the necessary capital infrastructure. This would result in all the necessary infrastructure project costs and associated financing costs being paid for up front by a bond. The total bond amount needed to cover these costs would be $14.86 million. This includes $7.05 million in road costs, $885,000 in water service costs, $6.48 million in stormwater management costs, and $446,000 in financing costs. The assumed terms of the bond include a 30-year term with a 7 percent interest rate.



Under this levered scenario, from 2024 to 2054, NEPDA Operating Costs are projected to total $21.38 million. Meanwhile, total revenues are projected to total $39.48 million, resulting in a NOI of $18.1 million. Bond Debt Service Payments would total $35.59 million. This results in an overall Debt Service Coverage Ratio (DSCR) of 0.51, which indicates that not enough revenue would be generated to cover the debt obligations. To achieve a DSCR of 1.25, an additional $26.38 million in funding sources would be needed.

If the stormwater management project, the largest upfront cost at $6.5 million, were to be removed from the model, the Bond Debt Service payments would total $20.05 million, as shown in **Table 8.4**, a significant reduction from $35.59 million. While revenues would still not fully account for the cost of debt (DSCR of 0.90), the funding gap is significantly reduced. To achieve a DSCR of 1.25, an additional $6.96 million in funding sources would be needed.

Description	Total	2024 Year 0	2025 Year 1	2026 Year 2	2027 Year 3	2028 Year 4	2029 Year 5	2030 Year 6
Operating Costs								
NEPDA Operating Costs	-$21,383,617	-$504,575	-$514,667	-$524,960	-$535,459	-$546,168	-$557,092	-$568,234
Total Costs	**-$21,383,617**	**-$504,575**	**-$514,667**	**-$524,960**	**-$535,459**	**-$546,168**	**-$557,092**	**-$568,234**
Revenues								
Northeast Public Development Authority (NEPDA)								
NEPDA Existing Property Tax Increment	$19,479,879	$459,654	$468,847	$478,224	$487,789	$497,544	$507,495	$517,645
NEPDA Existing Sales Tax Increment	$6,210,251	$146,539	$149,470	$152,459	$155,509	$158,619	$161,791	$165,027
NEPDA New Property Tax Increment	$9,006,136	$0	$0	$0	$85,749	$146,463	$153,333	$159,304
NEPDA New Sales Tax Increment	$0	$0	$0	$0	$0	$0	$0	$0
NEPDA New Construction Sales Tax, County	$3,447,677	$0	$0	$0	$617,171	$836,087	$311,454	$39,811
NEPDA New Construction Sales Tax, City	$1,339,424	$0	$0	$0	$239,771	$324,820	$121,000	$15,467
Subtotal	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Grants								
[fill]	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenues	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Leveraged Project Cash Flows								
Net Operating Income (NOI)	$18,099,750	$101,618	$103,650	$105,723	$1,050,529	$1,417,365	$697,982	$329,021
Bond Debt Service Payments	-$20,051,747	$0	-$668,392	-$668,392	-$668,392	-$668,392	-$668,392	-$668,392
Debt Service Coverage Ratio	0.90	--	0.16	0.16	1.57	2.12	1.04	0.49
Net Present Value (NPV) (2025)	**-$714,827**	**$101,618**	**-$527,796**	**-$491,456**	**$311,938**	**$571,388**	**$21,097**	**-$226,137**
DSCR Goal	1.25							
Bond Debt Service Payments	$20,051,747							
Total Funding Needed	**$25,064,683**							
Current NOI	$18,099,750							
Funding Gap	**$6,964,933**							

Source: Economic & Planning Systems

Table 8.4 *- Levered Pro Forma without Stormwater, 2024 to 2054*

SECTION 8.5
Summary

The Phase 1 Financial Model is a work in progress. The scenarios tested demonstrate that a financing plan based on using the existing NEPDA sources of TIF revenues have the potential to cover a substantial portion of the infrastructure needed to develop the catalyst sites in The Yard. Nevertheless, there is still a funding shortage regardless of the scenarios presented. The City and NEPDA will need to identify one or more additional funding sources, and/or evaluate an even smaller initial phase of development that further reduces upfront infrastructure investments. The financial pro forma model developed herein can be used to test other scenarios and/or variations in financing approach. It can also be used to incorporate other revenue sources including any grants that the City may ultimately receive.

Overall, in spite of the strategies applied, the project continues to have a funding gap, though the alternative without stormwater is the closest to being financially feasible. This is indicative of the lack of additional funding sources for capital improvement projects. To fund some of these projects, and in particular to fund the stormwater management system, additional funding from other local, state and federal sources will be necessary.

Chapter 9

Implementation

SECTION 9.1
Introduction

This chapter consolidates all of the goals and actions from previous chapters, organized by category, and prioritizes them for implementation. These are categorized with targeted timelines that are short-term (complete within the next two years), mid-term (complete within two to five years), or long-term (complete in five or more years).

Section 9.1
Implementation Tables

NOTE: Implementation actions from the Urban Framework Plan are located in **Appendix K** and implementation actions that are directly associated with Capital Improvements Planning are located in **Appendix L**.

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Land Use and Urban Design Strategies (Chapter 3)										
L.1*	**Future Land Use**	Hillyard Study Area	Comp Plan	Update Future Land Use Plan to reflect the preferred land use concept in the Subarea Plan	City of Spokane – Community and Economic Development Department	High	Short Term			
L.2*	**Mixed Use**	Hillyard Study Area	Comp Plan	Create a new family of mixed-use zones for centers and corridors, as recommended in the Corridors and Centers study.	City of Spokane – Community and Economic Development Department	High	Short Term On-going			On-going
L.3*	**Walkability Changes**	Hillyard Study Area	Zoning	Consider modifying block size, frontage, and connectivity requirements to achieve a more walkable environment.	City of Spokane – Community and Economic Development Department	High	Short Term			
L.4*	**Design Standards**	Hillyard Study Area	Zoning	Create design standards for the public realm outside of the zoning ordinance to guide public investments during street projects.	City of Spokane – Community and Economic Development Department	High	Mid Term			
L.5*	**CPTED**	Hillyard Study Area	Zoning	Explore implementation of Crime Prevention Through Environmental Design principles.	City of Spokane – Police Department – Neighborhoods, Housing, and Human Services	High	Mid Term			
L.6*	**ROW Vacation**	Hillyard Study Area	Zoning	Create evaluation criteria for when a right-of-way could be vacated and formalize a process for bulk vacations.	City of Spokane – Community and Economic Development Department; – Public Works Department – NEPDA	High	Mid Term On-going			On-going

* High Priority

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Capital Improvements Plan										
L.7	**Facade Improvements**	Hillyard Study Area	Programs	Build on existing, or previously existing, façade improvement programs for existing businesses.	City of Spokane – Community and Economic Development Department; business owners – NEPDA		Mid Term On-going			On-going
L.8	**Code Enforcement**	Hillyard Study Area	Programs	Collaborate with Code Enforcement and others to resolve property maintenance concerns.	City of Spokane – Community and Economic Development Department; business owners		On-going			
L.9	**Facade Improvement Incentives**	Hillyard Business District	Programs	Establish a program that incentivizes property owners to improve their site and exterior building facades.	City of Spokane – Community and Economic Development Department; – NEPDA		Short Term On-going			On-going
L.10	**Activity Centers**	Hillyard Business District	Programs	Designate areas within the Hillyard Business District prime for redevelopment as activity centers	City of Spokane – Community and Economic Development Department; – NEPDA		Short Term			
L.11	**Performance-based Zoning**	Hillyard Study Area	Zoning	Consider performance-based zoning standards including criteria for when they are triggered, to ensure impacts are addressed to maintain quality of life for neighborhood residents.	City of Spokane – Community and Economic Development Department – Engineering Department		Short Term			
L.12	**Mixed-Use Zoning**	Hillyard Business District	Zoning	Implement appropriate zoning that allows for a variety of employment, residential, and commercial uses including mobile vendors within the individual districts.	City of Spokane – Community and Economic Development Department		Short Term			

* High Priority

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Housing Strategies (Chapter 4)										
H.1	**Existing Resident Preference**	Hillyard Study Area	Housing	Consider policies or programs that allow preference for existing residents in applications for new affordable housing units.	City of Spokane – Community and Economic Development Department – Affordable housing partners – Neighborhood, – Housing, and Human Services (NHHS) Department		Short Term			
H.2	**Anti-Displacement**	Hillyard Study Area	Housing	Consider a series of anti-displacement metrics that can be monitored throughout the implementation of this plan.	City of Spokane – Community and Economic Development Department		Short Term			
H.3*	**BID**	Hillyard Business District	Housing	Explore the creation of a Hillyard Business Improvement District (BID), which would have the power to collect revenues and directly support initiatives which mitigate displacement of local businesses.	City of Spokane – Community and Economic Development Department – NEPDA	High	Short Term On-going			On-going
H.4	**Rental Assistance**	Hillyard Study Area	Housing	Create a rental assistance fund to minimize displacement impacts on the most economically vulnerable.	City of Spokane – Community and Economic Development Department; Neighborhoods, Housing, and Human Services		Mid Term			
H.5	**Land Bank**	Hillyard Study Area	Housing	Utilize the Spokane Land Bank to acquire land for affordable housing.	City of Spokane – Community and Economic Development Department; Neighborhoods, Housing, and Human Services		Mid Term			

* High Priority

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Housing Strategies (Chapter 4)										
H.6	**Design standards**	Hillyard Study Area	Housing	Amend design standards to reduce soft costs that can increase construction costs, with a focus on making supporting construction of more housing types.	City of Spokane – Community and Economic Development Department		Mid Term On-going			On-going
H.7	**Ground Floor Retail**	Hillyard Study Area	Housing	Consider reducing or eliminating requirements for ground floor retail in mixed-use developments in the Hillyard area, including in applicable corridor and center zoning districts.	City of Spokane – Community and Economic Development Department		Mid Term			
H.7	**Financial Incentives for Housing**	Hillyard Study Area	Housing	Identify possible financial incentives to the production of studio and one-bedroom units, the type identified as most needed in the Market Study.	City of Spokane – Community and Economic Development Department – NEPDA		Mid Term			
H.8	**Public-private partnerships**	Hillyard Study Area	Housing	Consider public-private partnerships with employers looking to add new employment opportunities to provide affordable housing to workers in Hillyard.	City of Spokane – Community and Economic Development Department – NEPDA		Mid Term			
Transportation and Mobility Strategies (Chapter 5)										
T.1*	**Infrastructure Prioritization**	Hillyard Study Area	Transportation and Mobility	Add criteria reflecting economic development potential, impact on existing community, and areas economic and social benefits to the City's infrastructure prioritization matrix	City of Spokane – Public Works Department	High	Short Term On-going			On-going
T.2*	**Market / Haven Decoupling**	Hillyard Business District	Transportation and Mobility	Take steps to effectuate a decoupling of Market and Haven Streets to create a functioning urban center that places priority on the pedestrian experience.	City of Spokane – Public Works Department	High	Short Term On-going			On-going

* High Priority

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Housing Strategies (Chapter 4)										
T.3*	**Equity and Accessibility**	Hillyard Study Area	Transportation and Mobility	**Equity and Accessibility for Growing Populations**: As new households and employees are added to the area, prioritize transportation improvements that enhance equity and accessibility for underserved Hillyard communities.	City of Spokane – Public Works Department	High	LongTerm			
T.4	**Roadway Infrastructure and Freight Mobility**	Hillyard Study Area	Transportation and Mobility	**Roadway Infrastructure and Freight Mobility**: Implement roadway design standards that are conducive to heavy freight vehicles for roads in the east Hillyard area.	City of Spokane – Public Works Department		Mid Term			
T.5	**Multimodal Transportation and Pedestrian Access**	Hillyard Study Area	Transportation and Mobility	**Multimodal Transportation and Pedestrian Access**: Develop new multi-modal corridors east of NCS to connect residential neighborhoods with the rest of the city such as: • **Transit Services for Employment Hubs**: New transit routes should be developed to connect residential areas with major employment hubs, industrial zones, and the downtown core • **Pedestrian and Bicycle Infrastructure Expansion**: Continue the trail and bike network expansion and address the current gaps in sidewalks and pedestrian amenities to connect residents to transit stops, employment centers, and parks.	City of Spokane – Public Works Department		LongTerm			

* High Priority

TABLE 9.1 IMPLEMENTATION TABLE										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Open Space (Chapter 10)										
O.1	**Aquatic Center Open Space**	The Yard	Open Space	**Aquatic Center Site**: Explore possibilities of vacating the ROW to expand and enlarge the existing open space area for additional recreational use (UFP P.3)	City of Spokane – Public Works Department – Aquatic Center		Mid Term			
O.2	**Children of the Sun Trailhead**	Hillyard Business District	Open Space	**Children of the Sun Trailhead**: Establish a formal trailhead for the Children of the Sun trail at the Wellesley Avenue intersection, featuring additional seating, shade structures, public art installations, and rental bikes/ scooters for public use. The trailhead would also serve as a welcoming gateway into the Hillyard area. (UFP P.4)	City of Spokane – Public Works Department – Parks and Recreation Department		Mid Term			

Appendices

Appendix A - Plan References and Resources

Appendix B – Current Zoning and Development Standards

Appendix C– Demographics & Housing Conditions Report

Appendix D – Property Inventory

Appendix E – Community Engagement Activities

Appendix F – Urban Framework Plan (UFP)

Appendix G – Hillyard Transportation Analysis and Recommendations

Appendix H – Utilities and Drainage Report

Appendix I – Market Study Report

Appendix J – Public Financing Strategy

Appendix K – UFP Planning Initiatives Table

Appendix L – Capital Improvements Table

Appendix A

Plan References and Resources

Appendix A – Plan References and Resources

The following subsections summarize each existing plan and resource that are referred to within the body of the document, their applicable goals/policies/determinations, and lists which sections of the report each are referenced within.

I.1 City of Spokane "Shaping Spokane" Comprehensive Plan

The most recent iteration of the City of Spokane's Comprehensive Plan, "Shaping Spokane," was adopted in 2017 and sets goals and policies that guide decisions and local actions relating to land use/urban design, housing, transportation, economic development, environmental protection, and capital projects. Furthermore, this plan contains the land use designations for properties within the municipal limits.

All development standards, capital investments, and other policy decisions must align with the Comprehensive Plan. The Comprehensive Plan is arranged as a series of Elements that focus on various aspects of the City and its long-range planning. Each element contains some degree of existing conditions analysis followed by goals and policies that guide future city decisions.

I.1.1 Comprehensive Plan Housing Goals and Policies

Table I.1.1.a summarizes the Comprehensive Plan's goals and policies that directly address housing needs; this data was used to inform *Chapter 7: The Housing Element* of this Report.

Table I.1.1.a – Comprehensive Plan Housing Goals/Policies

Goal	Policies
H 1: Housing Choice and Diversity. Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.4: Use of Existing Infrastructure**. Direct new residential development into areas where community and human public services and facilities are available.
	H 1.7: Socioeconomic Integration. Promote socioeconomic integration throughout the city.
	H 1.8: Affordable Housing Requirement. Include a percentage of affordable housing within all new developments that include housing.
	H 1.9: Mixed-Income Housing. Encourage mixed-income developments throughout the city.
	H 1.10: Lower-Income Housing Development Initiatives. Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.
	H 1.11: Access to Transportation. Encourage housing that provides easy access to public transit and other efficient modes of transportation.
	H 1.12: Affordable Housing Funding Sources. Support the development of affordable housing development funding sources.
	H 1.13: Siting of Subsidized Low-Income Housing. Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.
	H 1.16: New Manufactured Housing. Permit manufactured homes on individual lots in all areas where residential uses are allowed.

Table I.1.1.a – Comprehensive Plan Housing Goals/Policies	
Goal	**Policies**
	H 1.17: Partnerships to Increase Housing Opportunities. Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.
	H 1.18: Distribution of Housing Options. Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.
	H 1.19: Senior Housing. Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.
	H 1.20: Accessory Dwelling Units. Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.
	H 1.21: Development of Single-Room Occupancy Housing. Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.
	H 1.22: Special Needs Housing. Encourage the retention, inclusion, and development of special needs and assisted living housing.
	H 1.23: Distribution of Special Needs Housing. Include units that are affordable for low-income special need families in all housing developments.
H 2: Housing Quality. Improve the overall quality of the City of Spokane's housing.	**H 2.1: Housing Rehabilitation**. Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.
	H 2.2: Property Responsibility and Maintenance. Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.
	H 2.3: Housing Preservation. Encourage preservation of viable housing.
	H 2.4: Linking Housing with Other Uses. Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.

I.1.2 Comprehensive Plan Transportation Goals and Policies

Table I.1.2.a summarizes the Comprehensive Plan's relevant transportation-related goals and policies; this data was used to inform *Chapter 8: The Transportation and Mobility Element* of this Report.

Table I.1.2.a – Comprehensive Plan Transportation Goals and Policies	
Goal	**Description/Supportive Actions**
TR Goal A: 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.

Table I.1.2.a – Comprehensive Plan Transportation Goals and Policies	
Goal	**Description/Supportive Actions**
TR Goal B: Provide Transportation Choices	Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.
TR Goal C: Accommodate Access to Daily Needs and Priority Destinations	Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.
TR Goal D: Promote Economic Opportunity	Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.
TR Goal E: Respect Natural and Community Assets	Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.
TR Goal F: Enhance Public Health and 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.
TR Goal G: Maximize Public Benefits and Fiscal Responsibility with Integration	Design and maintain a fiscally efficient, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.
Policy	**Description/Supportive Actions**
TR 1 Transportation Network for All Users	Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons.
TR 2 Transportation Supporting Land Use	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 5 Active Transportation	Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.
TR 6 Commercial Center Access	Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.
TR 7 Neighborhood Access	Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
TR 9 Promote Economic Opportunity	Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.
TR 10 Transportation System Efficiency & Innovation	Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.
TR 11 Transit Operational Efficiency	Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

Table I.1.2.a – Comprehensive Plan Transportation Goals and Policies	
Goal	**Description/Supportive Actions**
TR 12 Prioritize & Integrate Investments	Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.
TR 13 Infrastructure Design	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.
TR 14 Traffic Calming	Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.
TR 15 Activation	Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.
TR 17 Paving Existing Unpaved Streets	Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.
TR 20 Bicycle/Pedestrian Coordination	Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.
TR 21 Safe & Healthy Community Education & Promotion Campaigns	Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.
TR 23 Effective and Enhanced Public Outreach	Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

I.1.3 Comprehensive Plan Utilities Goals and Policies

Table I.1.3.a contains the Comprehensive Plan's utilities goals and their associated policies that are especially pertinent to the Focus Area.

Table I.1.3.a – Comprehensive Plan Utilities Goals and Policies	
Goal/Policy	**Description/Supportive Actions**
CFU 1 Adequate Public Facilities and Services	Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service

Table I.1.3.a – Comprehensive Plan Utilities Goals and Policies	
Goal/Policy	**Description/Supportive Actions**
CFU 1.1 Level of Service	Adopt written level of service standards for each type of public facility or utility service and provide capital improvements to achieve and maintain such standards for existing and future development.
CFU 1.2 Operational Efficiency	Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.
CFU 1.3 Maintenance	Require the maintenance, rehabilitation, and renovation of existing capital facilities
CFU 1.4 Use of Existing Structures	Require the use and adaptive reuse of existing buildings before new community facilities are constructed.
CFU 1.6 Management Plans	Establish and maintain management plans for capital facilities whose level of service standards could be affected by future growth and development.
CFU 1.7 Funding	Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.
CFU 2 Concurrency	Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.
CFU 2.1 Available Public Facilities	Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.
CFU 2.3 Phasing of Services	Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends.
CFU 2.4 Impact Fees	Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.
CFU 3 Coordination	Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.
CFU 3.1 Special Purpose Districts	Enter into agreements with special purpose districts within the adjacent Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.
CFU 3.2 Utility Installations	Facilitate the coordination of public and private utility activities by giving interested utilities timely notification of road projects that would afford them an opportunity for utility installation and maintenance.
CFU 3.3 Utilities Coordination	Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and

Table I.1.3.a – Comprehensive Plan Utilities Goals and Policies	
Goal/Policy	**Description/Supportive Actions**
	regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities.
CFU 3.5 Uniformity of Standards	Collaborate with Spokane County to ensure that the City of Spokane's engineering, land use and related level of service standards are applied throughout the adjacent Urban Growth Area (UGA).
CFU 4 Service Provision	Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.
CFU 4.1 Compact Development	Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.
CFU 4.3 Underground Utilities	Require new utility lines to be installed underground and encourage the conversion of existing overhead distribution lines to underground lines unless it is not physically feasible.
CFU 5: Environmental Concerns	Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.
CFU 5.2 Water Conservation	Encourage public and private efforts to conserve water.
CFU 5.3 Stormwater	Implement a Stormwater Management Plan to reduce impacts from urban runoff.
CFU 5.4 Ground Water	Protect, preserve, and enhance ground water resources through proactive, aggressive measures
CFU 6 Multiple Objectives	Use capital facilities and utilities to support multiple interests and purposes.
CFU 6.1 Community Revitalization	Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in deteriorated areas of the city.
CFU 6.2 Economic Development	Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.
CFU 6.3 Joint Use of Public Sites	Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.

I.1.4 Comprehensive Plan Parks and Recreation Goals and Policies

Chapter 12 – Parks and Recreation of the Comprehensive Plan provides policy directives that seek to sustain and enhance the inventory of parks and open spaces within Spokane's Urban Growth Area (UGA) boundaries.

Policies throughout the plan emphasize the need to protect and preserve areas for the public's use that fall under the following criteria:

- Contain wildlife habitat and/or distinct landforms such as rock structures
- Hold culturally significant or aesthetic value
- Serve as a buffer between two conflicting land uses

- Are near or can provide linkages to existing parks and/or open space
- Are located near or on riparian areas, flood plains, or wetlands
- Fall under the designation of a shoreline as outlined in Spokane's Shoreline Master Program, such as areas along the Spokane River and Latah Creek

The identification of areas that fall under any of these criteria will be further supported through community feedback with an emphasis on the perspective of indigenous residents. To encourage open space preservation on the residential level, one policy encourages the City to work with property owners and developers to preserve open space within and/or between developments. Furthermore, the Comprehensive Plan acknowledges the need to identify and establish corridors that connect parks and open space with each other, amenities, and public transit routes to ensure equal access amongst community members. To fulfill these policy initiatives, Chapter 12 – Parks and Recreation encourages the City to establish and annually update a six-year capital improvement program for the implementation of the *Parks, Recreation and Open Spaces Plan*.

Table I.1.4.a includes all goals and policies within Chapter 12 of the Comprehensive Plan that are relevant to consider in the undertaking of this subarea plan.

Table I.1.4.a – Comprehensive Plan Parks and Recreation Goals and Policies

Goal	Policies
Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.	Amenities Within City Boundaries: Provide open space and park amenities that serve all residents, as determined by the level of service standards.
	Access to Open Space and Park Amenities: Provide for linkages and connectivity of open space and park amenities.
	Parks and Recreation Amenities: Continue to develop parks and recreation amenities that enhance the local economy.
	Park Funding: Consider all potential funding sources to maintain the adopted level of service for parks.
	Cultural and Historic Parks: Encourage the preservation of and showcase the cultural and historic character of the parks and the park system.
Work with other agencies to provide a convenient and pleasant open space related network for pedestrian and bicyclist circulation throughout the City of Spokane.	Trails and Linkages: Provide trails and linkages to parks in accordance with city adopted plans.
	Trail Corridor Development: Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.
Assure an indoor and outdoor recreation program, which provides well rounded recreational opportunities for citizens of all ages and abilities.	Recreation Opportunities: Assure an indoor and outdoor recreation program, which provides well rounded recreational opportunities for citizens of all ages and abilities.
	Private Partnerships: Create public-private partnerships and develop incentives for community-oriented programs that are responsive to needs and foster participant support of all ages and abilities.
	Indoor Recreational Facilities and Programs: Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.
	Outdoor Recreational Facilities: Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.

Table I.1.4.a – Comprehensive Plan Parks and Recreation Goals and Policies	
Goal	**Policies**
Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	Duplication of Recreational Opportunities: Facilitate cooperation and communication among government agencies, nonprofit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.
	Cooperative Planning and Use of Recreational Facilities: Conduct cooperative planning and use of recreational facilities with public and private groups in the community.
	Joint Park and Open Space Planning: Ensure that parks, open space, and trails are planned and funded in coordination with Spokane County prior to allowing urban development within the city's Urban Growth Area (UGA), yet outside city limits.
Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	Quality of Service: Provide high quality service to the community in all parks and recreation programs, services, and facilities.
	Modern Management Practices: Employ state-of-the-art techniques in the park and recreation profession by providing staff training, labor-saving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.
	Standards and Policies: Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.
	Volunteers: Encourage and recruit volunteers to serve on advisory boards for program and facility design, leadership in program offering, and community service labor.
	Public Participation: Ensure that decisions regarding the city's park and open space system encourage the full participation of Spokane's citizenry.

I.1.5 Comprehensive Plan Land Use Designation Description

The Comprehensive Plan describes the thirteen (13) land use designations that fall within the Focus Area as follows:

- **Center & Corridor Core (CC Core):** This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor. This Comprehensive Plan designation
- **Center & Corridor Transition (CC Transition):** These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center & Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site.
- **General Commercial:** The General Commercial designation includes a wide range of commercial uses. Everything from freestanding business sites or grouped businesses (shopping centers) to heavy commercial uses allowing outdoor sales and warehousing are allowed in this designation. Higher density residential use is also allowed. Commercial designated land is usually located at the intersection of or in strips along principal arterial streets. In locations where this designation is near residential areas, zoning categories

should be implemented that limit the range of uses that may have detrimental impacts on the residential area. Existing commercial strips are contained at their current boundaries with no further expansion allowed.

- **Neighborhood Retail:** The Neighborhood Retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside designated centers and corridors. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a center or corridor, existing neighborhood businesses provide nearby residents access to goods and services.

  To encourage the creation of mixed-use environments that attract growth in centers, no new neighborhood retail locations should be designated outside of a Center. Further, business expansion at existing locations should be contained within the boundaries occupied by the existing designation. Business infill within these boundaries is also allowed.

  Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in Neighborhood Retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable side-walk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials. Residential uses should be permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

- **Neighborhood Mini Center:** This designation allows the same uses as Neighborhood Retail. Higher density residential use is encouraged in these areas. The Neighborhood Mini-Center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside Centers and Corridors designated on the Land Use Plan Map. Similar to Neighborhood Retail, the Neighborhood Mini-Center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the surrounding area to support a full neighborhood center. Consequently, the Mini-Center designation limits mixed-use development to the boundaries of the existing Mini-Center designation.

  Mini-Center locations are encouraged to become small, mixed-use centers with residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses.

  This designation allows the same uses as the Neighborhood Retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets. Buildings should be oriented to the street to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.

- **Office:** The Office designation usually indicates freestanding small office sites and larger sites with two or more buildings located along arterial streets or intersections for as a buffer adjacent to residential areas. Higher intensity office areas should be located around downtown Spokane.
- **Residential 15+ (Residential High):** This designation allows higher density residential use at a density of 15 or more units per acre or more.
- **Residential 15-30 (Residential Moderate):** This designation allows higher density residential use at a density of 15 to 30 units per acre.
- **Residential 10-20 (Residential Plus):** This designation allows single-family residences or two-family residences on individual lots or attached (zero-lot line) single-family residences. The allowed density is a minimum of 10 and a maximum of 20 units per acre. Allowed structure types are single-family residences or two-family residences on individual lots or attached (zero-lot line) single-family residences. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.
- **Residential 4-10 (Residential Low):** This designation allows single-family residences, and attached (zero-lot line) single-family residences. The allowed density is a minimum of four units and a maximum of ten units per acre. Allowed structure types are single-family residences, attached (zero-lot line) single-family residences, or two-family residences in appropriate areas. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.
- **Open Space:** This designation includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the Open Space area.
- **Heavy Industrial (HI):** This designation is intended to accommodate heavier industrial uses at locations where there is no interaction with residential uses.
- **Light Industrial (LI):** This designation is intended for those lighter industrial uses, which produce little noise, odor, or smoke. River-oriented residential use is permitted in the Light Industrial designation.

I.2 Spokane Municipal Code Title 17

The Spokane Municipal Code Title 17 establishes standards for the design, materials, methods of construction, location and use of buildings and other improvements to land. Furthermore, this title establishes the procedures for the approval, inspection, and enforcement of those standards. The information displayed in the following subsections was used to inform *Chapter 6: The Land Use and Urban Design Element* of this Report.

I.2.1 Zoning District and Overlay Zone Descriptions

Table I.2.1.a summarize the various zoning districts and overlay zones that occur in the Focus Area as prescribed by Spokane Municipal Code Title 17.

Properties that are within an overlay zone are subject to additional requirements along with those imposed by their zoning district.

Table I.2.1.a – Zoning Districts and Overlay Zones in the Study Area

Zoning District/Overlay Zone	*Description / Purpose*
CC1-DC: Pedestrian Emphasis / Auto Accommodating	The Type 1 Center and Corridor (CC) zone promotes the greatest pedestrian orientation of the CC zones by placing some limitations on auto-oriented activities the allowable size of some uses. ***The DC abbreviations indicates the zone/area is within a designated District Center pursuant to the City's Comprehensive Plan Land Use Map.*
CC2-DC: Pedestrian Enhanced / Auto Accommodating	The Type 2 CC zone promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile. Development incentives allow a higher floor area ratio in exchange for the provision of greater public amenities. ***The DC abbreviations indicates the zone/area is within a designated District Center pursuant to the City's Comprehensive Plan Land Use Map.*
CC4-DC: Mixed Use Transition Zone	The Type 4 CC zone provides a transition of mixed uses (office, small retail and multi-family residential) between the core of the center or corridor and existing or designated residential areas. Residential uses are required to be mixed on the same parcel as proposed office and retail uses. ***The DC abbreviations indicates the zone/area is within a designated District Center pursuant to the City's Comprehensive Plan Land Use Map.*
HI: Heavy Industrial	The heavy industrial (HI) zone is intended primarily for high impact industrial uses while allowing office and limited commercial uses which are harmonious with industrial uses. Commercial uses are limited in size to ensure that they do not dominate the character of the industrial area or adversely affect the intended industrial use of the area.
LI: Light Industrial	The light industrial (LI) zone is intended to provide a wide range of employment opportunities without potential conflicts from interspersed residential uses. A full range of industrial, commercial and office use is allowed. Commercial uses are limited in size to ensure that they do not dominate the character of the industrial area or adversely affect the intended industrial use of the area.
NR: Neighborhood Retail	Businesses that are neighborhood serving and pedestrian-oriented are encouraged in neighborhood retail locations. Drive-through facilities, including gas stations and similar auto-oriented uses are subject to limitations to reduce the impact of these activities on nearby residential uses.
0: Office	The office (O) zone is used on small sites in or near residential areas or between residential and commercial areas. It is intended to be a low intensity office zone that allows for small-scale offices in or adjacent to residential neighborhoods. Development is intended to be of a scale and character similar to nearby residential development to promote compatibility with the surrounding area.
RHD: Residential High Density	The RHD is a high-density residential zone; allowed housing developments are characterized by high amount of building coverage. The major types of new housing development will be attached and detached single-family residential, duplexes, medium and high-rise apartments, and condominiums (often with allowed accessory uses).

Table I.2.1.a – Zoning Districts and Overlay Zones in the Study Area	
Zoning District/Overlay Zone	***Description / Purpose***
RMF: Residential Multifamily	The RMF is a medium-density residential zone; housing is characterized by one to four story structures. The major types of development will include attached and detached single-family residential, condominiums, apartments, duplexes, townhouses and row houses.
RSF: Residential Single-Family	The RSF zone is a low-density single-family residential zone, allowing a minimum of four and a maximum of ten dwelling units per acre. One- and two-story buildings characterize the allowed housing; new development will be attached and detached single-family residences. In appropriate areas, more compact development patterns are permitted.
RTF: Residential Two-Family	The RTF zone is a low-density residential zone which allows a minimum of ten and a maximum of twenty dwelling units per acre; housing is characterized by one and two-story buildings. The major type of new development will be duplexes, townhouses, row houses and attached and detached single-family residences. Cottage-style and pocket residential development are allowed.
Airfield Influence Areas: **ACZ-5 Traffic Pattern**	The purpose of the airfield overlay zones is to protect the Spokane International Airport and Felts Field by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The airfield overlay zones modify the density and land use standards of the underlying zoning districts.

I.2.2 Zoning District and Overlay Zone Development Standards

The zoning districts are categorized into four distinct zoning types: Center & Corridor, Commercial, Residential, and Industrial. Separate tables are provided for each zoning type categorization except for Commercial and Industrial which are combined under one table.

Tables I.2.2.a, I.2.2.b, and I.2.2.c describe the development standards in terms of lot configurations, density, setbacks, and building height (as applicable) for Center and Corridor, Residential, and Commercial and Industrial zoning types, respectively.

It should be noted that only the *district center or corridor* (DC) center type applies to each center and corridor zoning classification within the Focus Area; this specific application is denoted by "-DC" in the corridor zones heading of Table 6.3.2.1.a.

Table I.2.2.a – Center & Corridor Zoning Type Development Standards Summary			
	Corridor Zones		
Standard	***CC1-DC***	***CC2-DC***	***CC4-DC***
Site area minimum	*Unspecified*	*Unspecified*	*Unspecified*
Maximum impervious surface	*Unspecified*	*Unspecified*	*Unspecified*
Structure height maximum	55-ft	55-ft[1]	40-ft[1]
Front yard setback minimum	10-ft	10-ft	10-ft
Side yard setback minimum	*Unspecified*	*Unspecified*	*Unspecified*

Table I.2.2.a – Center & Corridor Zoning Type Development Standards Summary

	Corridor Zones		
Standard	***CC1-DC***	***CC2-DC***	***CC4-DC***
Rear yard setback minimum	*Unspecified*	*Unspecified*	*Unspecified*
Street lot line setback minimum	0-ft	0-ft[2]	0-ft[2]
Setback requirement where adjacent to RSF and RTF Zoned Lots	10-ft	10-ft	10-ft
Setback requirement where adjacent to Commercial and Industrial Zoned Lots	0-ft	0-ft	0-ft
Minimum floor area ratio (FAR)	0.5	0.5	0.5
Maximum FAR	None	None	None

TABLE NOTES

[1] Building height transition requirements apply when adjacent to RSF and RTF zoned lots. See Section 17C.122.100 for more details.

[2] When adjacent to RSF and RTF zoned lots, the street lot line setback minimum is the same as that of the adjacent residential zoning district for the first 60-ft from the zoning boundary except if the zoning boundary is with in the public right-of-way.

Table I.2.2.b – Residential Zoning Type Development Standards Summary

	Residential Zones			
Standard	***RSF***	***RTF***	***RMF***	***RHD***
Multi-Dwelling Structures or Development				
Minimum lot area	None	None	2,900 sq. ft.	2,900 sq. ft.
Minimum lot width	None	None	25 ft	25 ft
Minimum lot depth	None	None	70 ft	70 ft
Minimum front lot line	None	None	25 ft	25 ft
Compact Lot Standards				
Minimum lot area	3,000 sq ft	None	None	None
Minimum lot width	36 ft	None	None	None
Minimum lot depth	80 ft	None	None	None
Minimum front lot line	30 ft	None	None	None
Attached Houses				
Minimum lot area	4,350 sq ft	1,600 sq ft	1,450 sq ft	None
Minimum lot width	40 ft	36 ft. or 16 ft. with alley parking and no street curb cut	Same	Same
Minimum lot depth	80 ft	50 ft	None	None
Minimum front lot line	40 ft	Same as lot width	Same as lot width	Same as lot width
Detached Houses				

Table I.2.2.b – Residential Zoning Type Development Standards Summary				
	Residential Zones			
Standard	***RSF***	***RTF***	***RMF***	***RHD***
Minimum lot area	4,350 sq ft	1,800 sq ft	1,800 sq ft	None
Minimum lot width	40 ft	36 ft	25 ft	25 ft
Minimum lot depth	80 ft	40 ft	25 ft	25 ft
Minimum front lot line	40 ft	30 ft	25 ft	25 ft
Duplexes				
Minimum lot area	None	4,200 sq ft	2,900 sq ft	None
Minimum lot width	None	25 ft	25 ft	25 ft
Minimum lot depth	None	40 ft	40 ft	25 ft
Minimum front lot line	None	25 ft	25 ft	25 ft
ALL STRUCTURES & LOTS				
Maximum roof height	35 ft	35 ft	35 ft	35 ft
Maximum wall height	25 ft	25 ft	None*	None
FAR	0.5*	0.5*	None	None
Front setback	15 ft	15 ft	15 ft	15 ft
Side Lot Line Setback – Lot width more than 40 ft.	5 ft	5 ft	5 ft	5 ft
Side Lot Line Setback – Lot width 40 ft. or less	3 ft	3 ft	3 ft	3 ft
Street Side Lot Line Setback*	5 ft	5 ft	5 ft	5 ft
Rear setback	25 ft	15 ft	10 ft	10 ft
Minimum Required Outdoor Area for attached and detached houses.*	250 sq. ft. 12 ft. x 12 ft.	250 sq. ft. 12 ft. x 12 ft.	200 sq. ft. 10 ft. x 10 ft.	48 sq. ft. 7 ft. x 7 ft.
ACCESSORY STRUCTURES				
Maximum roof height	20 ft	20 ft	35 ft	35 ft
Maximum wall height	15 ft	15 ft	35 ft	35 ft
Maximum coverage*	15%	15%	See primary structure	See primary structure
Maximum Coverage with Detached Accessory Dwelling Unit, Lots less than 5,500 sq. ft.*	20%	20%	See primary structure	See primary structure
Minimum front setback	20 ft	20 ft	20 ft	20 ft
Minimum Side Lot Line Setback – Lot width 40 ft. or wider*	5 ft	5 ft	5 ft	5 ft
Minimum Side Lot Line Setback – Lot width less than 40 ft.*	3 ft	3 ft	3 ft	3 ft

Table I.2.2.b – Residential Zoning Type Development Standards Summary				
	Residential Zones			
Standard	***RSF***	***RTF***	***RMF***	***RHD***
Minimum Street Side Lot Line*	20 ft	20 ft	20 ft	20 ft
Minimum rear setback*	5 ft	5 ft	5 ft	5 ft
Minimum rear setback with alley	0 ft	0 ft	0 ft	0 ft
TABLE NOTES *Additional requirements stipulated in corresponding code section by Zone and subcategory as applicable.				

Table I.2.2.c – Commercial and Industrial Zoning Types Development Standards Summary					
	Commercial & Industrial Zones				
Standard	***LI***	***HI***	***O***	***NR***	***GC***
Maximum FAR*	None	None	0.8	0.8	2.5
Maximum Height*	150 ft*	150 ft*	35 ft	35 ft	70 ft
Maximum Height Abutting R Zoned Lots	35 ft*	35 ft*	-	-	-
Minimum Setback from Street Lot Line*	0 ft	0 ft	0 ft	0 ft	0 ft
Minimum Setback from R-zoned Lots*	10 ft	10 ft	10 ft	10 ft	10 ft
Setback from Lot Line abutting an O, OR, NR, NMU, CB, GC, Downtown, CC or I-zoned Lot*	-	-	0 ft	0 ft	0 ft
Minimum front lot line	-	-	10 ft	10 ft	10 ft
Landscaping required	Yes	Yes	Yes	Yes	Yes
Parking required	Yes	Yes	Yes	Yes	Yes
Minimum density	None	None	None	None	None
Maximum density	None	None	30 units per acre	None	None

I.2.3 Zoning District and Overlay Zone Land Use Allowances

Tables I.2.3.a and I.2.3.b summarize the allowable land uses for the non-residential and residential zones, respectively. For brevity, these tables represent a consolidated list to include only those uses that are generally applicable to the Study Area (See the associated Code for a full list).

In most situations, applicants for a conditional use or special use permit must demonstrate compatibility with other properties/uses in the neighborhood.

Table I.2.3.a – Land Use Allowances (Non-Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed

	City of Spokane Zones – Non-residential								
Land Use / Activity	***CC1***	***CC2***	***CC4***	***LI***	***HI***	***O***	***NR***	***GC***	***ACZ-5***
Residential Categories									
Group Living	P	P	P	L*	N	L/CU	L/CU	L/CU	L
Residential Household Living	P	P	P	L*	L*	P	P	P	L
Commercial Categories									
Commercial Outdoor Recreation	-	-	-	P	P	N	N	P	L
Commercial Parking	P	P	P	P	P	CU*	CU*	P	P
Drive-Through Facility	N	N	N	P	P	L*	L*	P	L
Eating & Drinking Establishments	P*	P*	N[1]	-	-	-	-	-	L
Entertainment, Museum & Cultural	P	P	N	-	-	-	-	-	L
Hotels, Bed & Breakfast	P	P	N	-	-	-	-	-	L
Major Event Entertainment	P	P	N	CU	CU	N	N	P	L
Mini-Storage Facilities	N	P	N	L*	L*	N	N	L*	P
Office	P	P	L*	P	P	P	P	P	L
Parking – Public Lot	P	P	N	-	-	-	-	-	P
Parking – Structured Parking	P	P	P	-	-	-	-	-	P
Retail Sales and Service	P*	P*	L*	L/CU*	L/CU*	N	P	P	L
Vehicles – Sales & Rental and Automotive Parts & Tires	N	P	N	-	-	-	-	-	P
Vehicles – Gasoline sales (less than 6 vehicles)	P	P	P	-	-	-	-	-	-
Vehicles – Vehicle Repair	N	P	N	P	P	N	L*	P	P
Industrial Categories									
High Impact Uses	N	N	N	L*	L*	N	N	N	L/CU
Manufacturing and Production	P*	P*	N	P	P	N	L*	L/CU*	L/CU
Railroad Yards	-	-	-	CU	P	N	N	N	L/CU
Wholesale Sales, Warehouse and Freight Movement	P*	P*	N	P	P	N	N	L/CU*	P
Waste-Related				CU	CU	N	N	N	P
Institutional Categories									
Basic Utilities	P	P	P	P	P	P	P	P	P
Schools, Colleges, and Religious Institutions	P	P	P	P	N	P	P	P	L
Community Service	P	P	P	P	P	P	P	P	L
Daycare	-	-	-	P	CU	P	P	P	L

Table I.2.3.a – Land Use Allowances (Non-Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed

	City of Spokane Zones – Non-residential								
Land Use / Activity	***CC1***	***CC2***	***CC4***	***LI***	***HI***	***O***	***NR***	***GC***	***ACZ-5***
Medical Centers	-	-	-	P	N	P	P	P	L
Parks and Open Areas	P	P	P	P	CU	P	P	P	P
Other Categories									
Aviation and Surface Passenger Terminals	P	P	P	P	P	CU	CU	CU	P
Essential Public Facilities	P	P	P	CU	CU	CU	CU	CU	P
Rail Lines and Utility Corridors	P	P	P	P	P	CU	CU	CU	P

TABLE NOTES

*Additional requirements stipulated in corresponding code section by Zone and subcategory as applicable.
[1] Restaurants that do not sell alcohol are allowed in this zoning district but with special limitations

Table I.2.3.b – Land Use Allowances (Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed

	City of Spokane Zones – Residential			
Land Use / Activity	***RSF***	***RTF***	***RMF***	***RHD***
Residential Categories				
Group Living	L/CU	L/CU	L/CU	L/CU
Residential Household Living	P	P	P	P
Commercial Categories				
Commercial Outdoor Recreation	CU	CU	CU	CU
Commercial Parking	N	N	N	N
Drive-Through Facility	N	N	N	N
Eating & Drinking Establishments	N	N	N	N
Entertainment, Museum & Cultural	-	-	-	-
Hotels, Bed & Breakfast	-	-	-	-
Major Event Entertainment	N	CU	CU	CU
Mini-Storage Facilities	N	N	N	N
Office	N	N	CU*	CU*
Parking – Public Lot				
Parking – Structured Parking	N	N	N	N
Retail Sales and Service	N	N	N	N

Table I.2.3.b – Land Use Allowances (Residential)				
P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed				
	City of Spokane Zones – Residential			
Land Use / Activity	***RSF***	***RTF***	***RMF***	***RHD***
Vehicles – Sales & Rental and Automotive Parts & Tires	N	N	N	N
Vehicles – Gasoline Sales	N	N	N	N
Vehicles - Vehicle Repair	N	N	N	N
Industrial Categories				
High Impact Uses	N	N	N	N
Manufacturing and Production	N	N	N	N
Railroad Yards	N	N	N	N
Waste-Related	N	N	N	N
Wholesale Sales, Warehouse and Freight Movement	N	N	N	N
Institutional Categories				
Basic Utilities	L	L	L	L
Colleges, Schools, and Religious Institutions	L/CU*	L/CU*	P	P
Community Service	L/CU*	C/CU*	P	P
Daycare	L	L	P	P
Medical Centers	CU	CU	CU	CU
Parks and Open Areas	P	P	P	P
Other Categories				
Aviation and Surface Passenger Terminals	N	N	N	N
Essential Public Facilities	CU	CU	CU	CU
Rail Lines and Utility Corridors	CU	CU	CU	CU
TABLE NOTES *Additional requirements stipulated in corresponding code section by Zone and subcategory as applicable.				

I.3 2017 The Yard Redevelopment Master Plan (YRMP)

The YRMP examines area conditions such as transportation, utility, and drainage deficiencies of the legacy industrial areas of Hillyard (i.e., the eastern portions of the Focus Area). The key focus of this plan is to support the area's evolution into a much more robust employment center for the region.

The YRMP was never formally adopted into the larger City policy framework, though many of its findings and recommendations are carried forward into this Subarea Plan.

Figure xx – The Yards Future Vision artist rendering

I.3.1 YRMP Long Range Redevelopment Strategies

The YRMP includes the *Future Vision (*as an artist illustration) depicting how the area could look when it is built out with future employment, commercial, and housing; this evokes the idea that the legacy industrial areas will transition into a much more robust mixed-use employment center. The YRMP focuses on industrial as the main land use with supportive commercial services, and work force housing. The YRMP identified several infrastructure projects to address prolonged service deficiencies and to serve future uses (those infrastructure projects are discussed in the Transportation and Utilities elements of this Subarea Plan).

As notable components, the YRMP designates five catalyst sites that are believed to possess near-term redevelopment potential for meaningful projects that would produce catalytic benefits to the area. These designated sites include the North Yard, the Former Rail Yard, the Ranch, the Wellesley Corridor, and Esmeralda (a new industrial subdivision); the YRMP outlines the potential land use activities for each of these sites.

Redevelopment Strategy – The YRMP paints a clear vision for how the area could evolve and thrive in the future. To implement this vision, the YRMP includes a multifaceted redevelopment strategy arranged into three main categories: (a) Planning and Policy, (b) Public Infrastructure Improvements, and (c) Marketing. The key Planning and Policy recommendations include adopting a Subarea Plan and making zoning/regulatory refinements. The key Public Infrastructure recommendations focus on roadway, utility line, and stormwater management improvements. The key Marketing recommendations focus on business promotion, providing development incentives, and conducting feasibility assessments for the catalyst sites. The YRMP strategy is carried forward (in part) through this Subarea Plan.

I.3.2 Studies Contributing to the 2017 YRMP

The City of Spokane and NEPDA commissioned multiple studies aimed evaluate certain aspects of the legacy industrial areas in the Focus Area. Those studies serve as the foundation for the YRMP (as they identified local need, opportunities, and/or service deficiencies) and are summarized in the Table I.3.2.a.

Table I.3.2.a – Studies Contributing to the YRMP

Study Name	Description
The YARD: Brownfield Redevelopment Opportunity Zone Assessment (Maul Foster Alondi 2014)	▪ Assesses the potential for a Redevelopment Opportunity Zone (ROZ) designation of the Yard ▪ Calculates the economic benefits of, the criteria required for, and the uses (e.g., funding and incentives) of a ROZ designation
The YARD: Market Conditions and Real Estates Opportunity Assessment (Heartland LLC 2014)	▪ Is a planning level assessment that evaluates potential redevelopment strategies for the Yard ▪ Documents existing land uses in the Yard and current industrial areas and industrial lease rates in the region as well as projects the market advantages of the NSC
Hillyard Infrastructure Assessment and Needs Analysis (Maul Foster Alondi 2015)	▪ Reviews the existing transportation, utility and drainage infrastructure in the Yard area ▪ Identifies service deficiencies and defines potential capital projects that would support current and future land uses which are carried forward in the YRMP
The YARD Heavy Freight User Analysis (ECONorthwest 2015)	▪ Analyzes the implications of future heavy freight users in the Yard area to better understand the needs for those businesses and determine the feasibility of potential infrastructure updates. ▪ Concludes that the NSC and improvements to Freya Street would be the optimal means to accommodate heavy freight users.
Stormwater Management Alternatives Study (Maul Foster Alondi 2020)	▪ Is a follow up to the recommendation from the YRMP to develop a regional stormwater management system ▪ Considers two alternative: 1) Regional Alternative –a single treatment and containment site serving the entire Yard Plan Area through a network of pipes, and 2) Clustered Alternative – a series of localized or "clustered" facilities serving smaller portions of the Yard independently of one another.
2020 Funding Strategies Plan for the Yard	▪ Matches potential state, federal and philanthropic fundings sources to capital projects identified in the 2017 Master Plan.

I.3.3 YRMP Recommended Transportation and Utility Improvements

The YRMP recommends several transportation and utility improvement projects for the eastern portions of the Focus Area with a geographical emphasis on the legacy industrial areas of the

community. These two kinds of improvements were grouped together because, from a construction standpoint, they can be done in tandem as utility infrastructure typically follows roadways. Table I.3.3.a. lists the recommended transportation and utility projects; the project number (denoted by the column titled "Proj. #") assigned to each project in Table I.3.3.a corresponds to those presented in Figures I.3.3.1 and I.3.3.2 found after the table.

Table I.3.3.a. Priority Transportation Improvements

Proj. #	Project Name	Description
	Regional Projects	
1	Freya Heavy Maintenance	Street maintenance including asphalt grind and overlay of street surface on Freya St. from Wellesley Ave. to Rowan Ave.
2	Sanitary Sewer Mitigation Project	ROW acquisition, installation of underground utilities, and reconstruction of street to bring Freya St. to industrial street standard.
3	Freya Reconstruction	ROW acquisition, installation of underground utilities, and reconstruction of street to bring Freya St. to industrial street standard.
4	Wellesley Phase I	Extension of the NE Lift Station sewer force main from N. Myrtle St. to a sanitary trunk line at Havana St., including patching and reconstruction of streets as necessary. Coordinated with reconstruction of Wellesley Ave as part of NSC interchange. This project is complete.
5	Wellesley Phase II	Replacement of existing water main at Wellesley Ave., from Rebecca St. to Florida St., acquisition of ROW to construct standard width minor arterial street, and reconstruction of streets as necessary to meet minor arterial street classification.
6	Regional Stormwater Facility	Evaluation of viability of centralized stormwater treatment facility to support future development. If viability is confirmed, project would include ROW acquisition, installation of conveyance utilities, and stormwater treatment facility.
	Local Projects	
7	Florida Phase I	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St.; Will increase service to Wellesley Corridor and Ranch catalyst properties.
8	Florida Phase II (Wellesley to Francis)	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St.; Will increase service to North Yard catalyst property. Pavement overlay from Wellesley to Francis completed in 2023.
9	NSC Utility Corridor	Type/Size/Location study for utility corridor and pedestrian crossing, across the NSC; Will require easement or ROW acquisition and water main connection from Freya to Market St. IN 2020-2021, a water line was installed along Rowan from east of Market to west of Freya and under NSC and BNSF along with the Rowan force main.
10	Rowan Phase I	Installation of water, sewer, stormwater underground utilities, and new road surface; Could include pedestrian improvements on one or both sides of the road.
11	Rowan Phase II	ROW acquisition and installation of potable water main extension to complete loop.
12	Freya Phase II	ROW acquisition, installation of underground utilities, and street reconstruction to bring Freya St. to industrial street classification; Includes replacement of potable water mains.
13	Rebecca / Julia Phase I	ROW acquisition, installation of underground utilities, and reconstruction of street to support multiple transportation modes on Rebecca / Julia from Francis to Columbia Aves.; Includes replacement of potable water line.

Table I.3.3.a. Priority Transportation Improvements		
Proj. #	**Project Name**	**Description**
14	Rebecca / Julia Phase II	ROW acquisition and full reconstruction of street to improve Freya to a multi-modal road classification; In addition, a study of siting and design options for a bus stop on this corridor.
15	Freya Phase III	ROW acquisition, installation of underground utilities, and full reconstruction of street to bring Freya to industrial street classification.
16	Infill Street Improvements	ROW acquisition and construction of local roads along Broad, Queen, Central, Dalke Avenues as well as Myrtle and Havana Streets.

Figure I.3.3.1: Local Projects - Priority Infrastructure Improvements

Figure I.3.3.2 – Regional Project: Priority Infrastructure Improvements

I.4 2010 Greater Hillyard North-East Planning Alliance Neighborhood (GHNEPA) Plan

The 2010 GHNEPA Plan assesses the existing conditions, defines area needs, and captures resident aspirations for the NE Spokane neighborhoods of Bemiss, Hillyard, and Whitman

I.4.1 Applicable Goals/Policies

The Plan provides a list of area improvements, safety enhancements, business development, educational opportunities, and City coordination organized by ten overarching strategies

Table I.4.1.a lists each of the strategies along with the applicable projects/initiatives as it relates to the Hillyard Focus Area.

Table I.4.1.a. GHNEPA Plan – Applicable Strategies and Objectives

Strategy	*Objectives*
Strategy 1: Improving Parks and Trails	**1.1:** Gatherings for strengthened sense of community. **1.3:** Improve parks and paths and increase their use. **1.4:** Use school buildings and grounds for events.
Strategy 2: Improved Housing & Commercial Buildings	**2.1:** Improve maintenance, upkeep, new improvements, and values of residences. **2.2:** Improve maintenance, upkeep, new improvements and to increase values of commercial structures in the GHNEPA area.
Strategy 3: Clean and Green GHNEPA Neighborhoods	**3.1**: Implement cleaning and greening projects and processes that are currently workable and important. **3.2**: Leverage the benefits to the community to achieve broader objectives by teaming with other community efforts to improve the community's appearance and health status.
Strategy 4: Public Safey	**4.2:** Create a crime-free environment. **4.5:** Enhance public health efforts in the area.
Strategy 5: Business and Job Development	**5.1:** Promote, develop, and recruit retail businesses in the GHNEPA area. **5.2:** Promote, develop, and recruit commercial/services businesses in the GHNEPA area. **5.2:** Promote, develop, and recruit industrial/manufacturing in the GHNEPA area, particularly in the East Hillyard industrial zone. **5.4:** Develop general mechanisms and programs that will support all three objectives above.
Strategy 6: Transportation and Infrastructure Improvement	**6.1:** Sidewalks, alleys, and roads – to establish priorities for intra-district transportation routes and funding for improvements when and where identified. **6.2:** Rail spur for industry – to secure the economic and community development advantages of rail service to the GHNEPA neighborhoods for both commercial shipping and personal transit needs. **6.3:** Streetcars/Light rail – to promote general transportation access to the Greater Hillyard area, its destination businesses, and its public services. **6.4:** Intra-city Transportation – to improve transportation and personal access for residents to local destinations and public services. **6.5:** Support an integrated network of paved pedestrian routes. **6.6:** Other aspects of transportation and infrastructure development – using the principles and organizations described above, the GHNEPA community should consider other aspects of neighborhood infrastructure improvement and development as appropriate to its future needs.
Strategy 7: Changing the Image	**7.1:** Give people the opportunity to discuss the image of Hillyard. **7.3:** Develop a skateboard day and competition **7.4:** Create a volksmarch

Table I.4.1.a. GHNEPA Plan – Applicable Strategies and Objectives	
Strategy	***Objectives***
	7.5: Erect signs in new garden areas **7.12:** Bring artwork into the area.
Strategy 8: Expanding Educational Opportunities	**8.1:** Support our students and schools (i.e., form and utilize local partnerships) **8.2:** Develop a community school program for all ages (i.e., use school as "mini community" centers and park/open space amenities) **8.3:** Expand technical and skills education (i.e., manufacturing/industrial training school, promote apprenticeship programs) **8.4:** Work to get a non-partisan school board member from Greater Hillyard.
Strategy 9:Extending Services and Church Involvement	**9.1:** Increase public information, outreach, and access (More use of church/places of worship membership to do community outreach). **9.2:** Expand youth services. **9.3:** Additional senior services. **9.4:** New Types of Services (i.e., community walks, enrichment programs, and day care services). **9.5:** More Church [/Places of Worship] Involvement (i.e., collaboration)
Strategy 10: More Efficient Community Organization	**10.1:** Create a leadership roundtable (i.e., regular meetings amongst the neighborhoods). **10.4:** Develop increased representation at all levels of government and other influential organizations.

I.5 2015 NEPDA Development Strategy and Brownfield Business Plan

The 2015 NEPDA Development Strategy and Brownfield Business Plan addresses land market challenges and coordinates impactful and efficient uses of the employment center in the heavy and light industrial uses based on past plans, regulations, analyses, and conditions assessments.

The plan identifies six (6) factors that influence the Yard's development strategy:

1. Marketing and business recruitment/expansion;
2. Environmental Remediation;
3. Land use planning and entitlements;
4. Infrastructure provision;
5. Development fees, taxation, and incentives;
6. Public services (public safety, code enforcement, etc.)

I.6 Spokane Housing Action Plan (HAP)

The City of Spokane adopted a Housing Action Plan (HAP) in July of 2021, which identifies actions the city can consider which will help increase housing options and create more homes for more people. The HAP's purpose is to consider actions that will promote greater housing diversity, affordability, and access to opportunity for residents of all income levels in Spokane.

I.6.1 HAP Goals and Strategies

All goals and strategies from the HAP informed *Chapter 7: The Housing Element* of this Report and are summarized in Table I.6.1.a.

Table I.6.1.a – Spokane Housing Action Plan Goals and Strategies	
Goal	**Strategy**
A. Increase housing supply, options, and affordability for all incomes.	A1. Explore and expand allowed housing types to encourage missing middle housing throughout Spokane's neighbourhoods.
	A2. Target efforts to increase the development of affordable housing throughout the City to support mixed-income neighborhoods.
	A3. Continue to streamline and simplify changes to the City's permit process, as necessary.
	A4. Leverage infrastructure and investment, including near high-performance transit stops, in Centers and Corridors, the downtown core, and other targeted areas to increase housing supply.
	A5. Revise Accessory Dwelling Unit standards to allow for additional flexibility.
	A6. Leverage public and partner-owned land for affordable housing, including a land bank.
B. Preserve existing housing affordability and quality to help people thrive where they live.	B1. Expand preventative and proactive code enforcement to help maintain safe and quality housing.
	B2. Align and leverage programs, funding, and resources to preserve the quality and livability of existing affordable housing.
	B3. Enhance protections and assistance for renters, particularly the most vulnerable.
	B4. Maintain and improve existing affordable rental housing.
	B5. Study the local short-term rental market to reduce impact on housing affordability, neighborhood identity, and displacement.
C. Enhance equitable access to housing and homeownership.	C1. Reduce barriers and expand access to housing and homeownership for lower income households, first-time homebuyers, people of color, and people with disabilities.
	C2. Address racial inequities and disparities in housing.
	C3. Preserve and stabilize the viability of existing homeownership for low-income homeowners.
D. Leverage and grow partnerships to support housing initiatives across the region.	D1. Support growth management planning which best meet the Comprehensive Plan's goals and policies.
	D2. Leverage partnerships within the health, education, parks, and transportation fields to support housing affordability, access to opportunity and quality of life.
	D3. Grow and expand use of both local and regional housing data and analysis.

I.7 Spokane Parks and Natural Lands Master Plan

The Spokane Parks and Natural Lands Master Plan is intended to guide the development and management of Spokane's parks and natural areas over the next decade. The plan aims to preserve and enhance the city's green spaces to ensure they meet the needs of current and future residents.

To be eligible for grant funding from Washington State's Recreation and Conservation Office (RCO), municipalities must adopt a parks system master plan and update it every 6 years. The Spokane Parks and Natural Lands Master Plan satisfies this RCO requirement and serves as a roadmap for enhancing existing parks, preserving and acquiring additional parkland and open space, and protecting natural bodies of water while promoting aquatic recreation access. As a means to achieve these goals, the Implementation Action Plan described in Chapter 7 outlines a framework for citywide decision making that can be utilized to prioritize and execute projects. The plan utilized technical studies and extensive public engagement to determine the goals, objectives, strategies,

and action items discussed in this plan. By establishing Equity Zones, the plan prioritizes project areas for investment based on history of investments, current conditions, and demographics.

Within the Subarea, the Hillyard Residential District and the Hillyard Business District were designated as the highest equity priority. As shown in Figure I.7.1, the Yard District is designated as a park gap area, indicating it has a high concentration of households more than a 10-minute walk from a park, and is classified as an opportunity area for new parks within the plan. The designations for these three districts within the subarea indicate a high probability of future investment and parkland development. Specifically, Wildhorse Park near the southeastern border of the Hillyard Business District is one of two parks within the City that is designated as the highest investment priority.

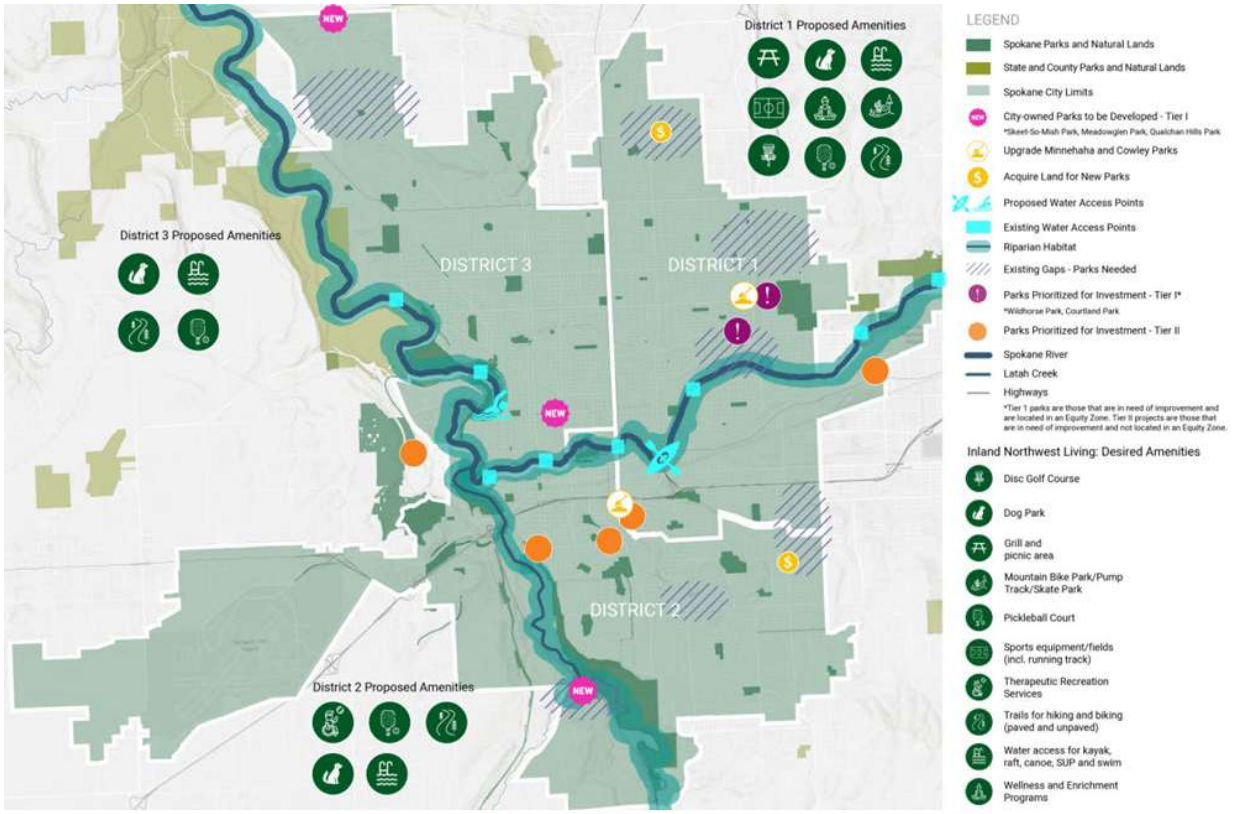


Figure I.7.1 – Parks and Open Space Vison Map

I.8 Bigelow Gulch Corridor Safety and Mobility Project

The Bigelow Gulch Corridor is an 8.2-mile rural road in Spokane County that connects the City of Spokane with the City of Spokane Valley. The corridor provides a vital connection for regional goods and agricultural and commercial freight movement and links key industrial areas, intermodal facilities, and commercial centers on the east side of the City of Spokane to industrial and business hubs in the City of Spokane Valley. At the west end of the corridor, the road connects to the North Spokane Corridor (US 2 and US 395), and at the east end of the corridor, the road intersects with State Route 290 (Trent Avenue) and I-90 via Sullivan Road. The *Bigelow Gulch Corridor Safety and Mobility Project* is an effort comprised of various roadway improvements to the Bigelow Gulch Corridor intended to provide alternate freight routes for the region. These improvements will generate significant benefits for rural communities along the corridor by:

- Improving access to jobs through greater connectivity to growing commercial and industrial employment centers at either end of the corridor;
- Improving travel times and travel time reliability for residents, freight, and commodities (such as agricultural freight regularly traveling through the area);
- Increasing the potential and attractiveness of inland port areas and intermodal facilities located at either end of the corridor;
- Improving safety for all roadway users by eliminating sub-standard roadway curves; and
- Encouraging mode shift for school trips at the east end of the corridor through the implementation of attractive and safe bicycle and pedestrian infrastructure

This corridor improvement project is also expected to generate additional traffic volumes in the Hillyard Focus Area which, in turn, could spur industrial and commercial development in the area. Figure I.8.1 depicts the key aspects of the corridor improvement project; it should be noted that the North Spokane Corridor project now extends further south (to Wellesley Ave.) than is depicted in the figure.

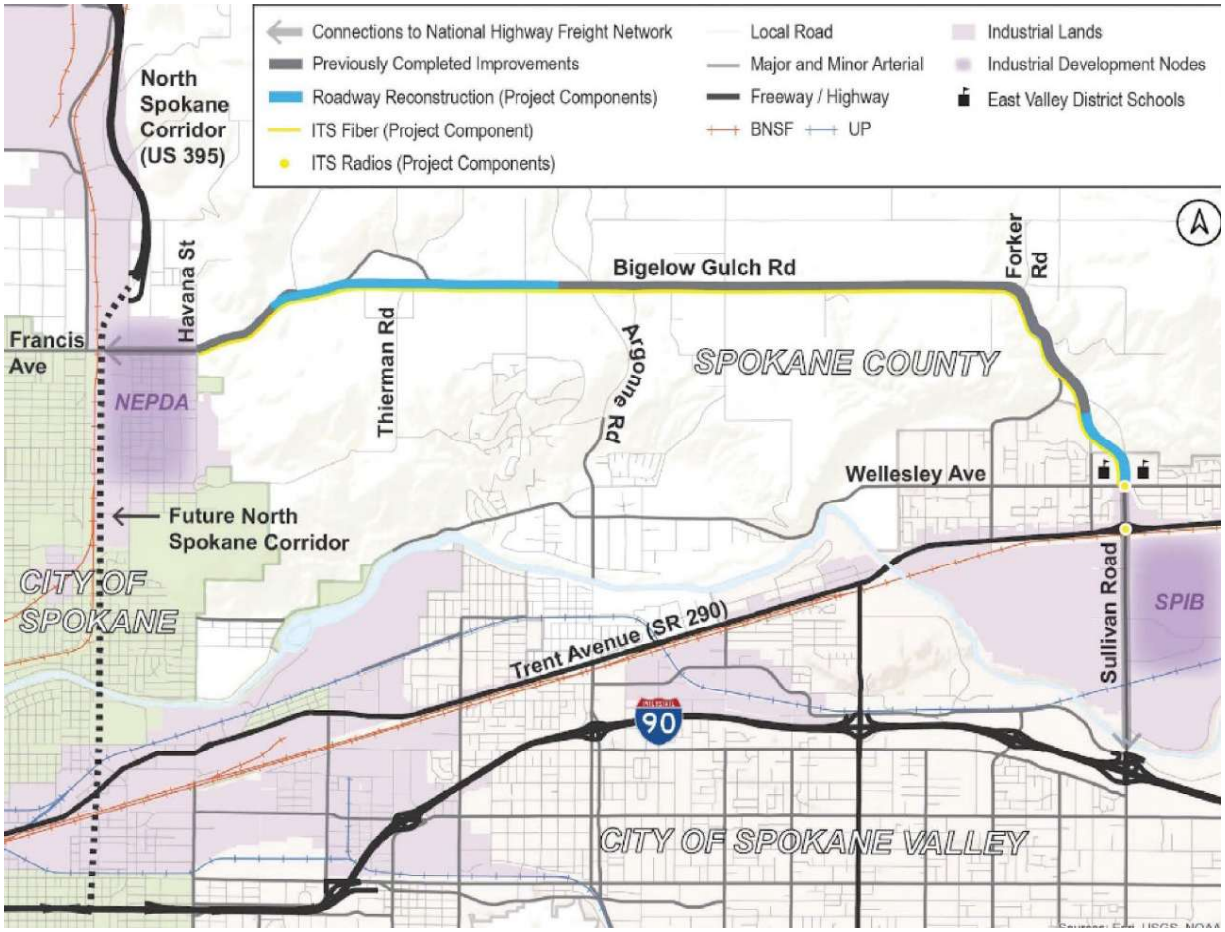


Figure I.8.1 Bigelow Gulch Corridor Safety and Mobility Project Components

Appendix B

Current Zoning and Development Standards

Stantec

Reference: Hillyard Subarea Plan – Existing Land Use and Zoning Standards **updated**

The purpose of this appendix is to summarize the applicable long-range plans, policy documents and development standards as they relate to land use and urban design for the Hillyard neighborhood and the subarea planning process. This serves as baseline information and will be integrated into the final Subarea Plan document for the Hillyard Focus Area (with applicable editing).

This memorandum summarizes the zoning, land use, and other local policies that guide how the properties within the Focus Area can be used, developed, and/or modified. The Project Team can use this information to guide decisions relating to potential revitalization planning strategies and/or future land use designations. Notably, this analysis reviewed the following sources:

- City of Spokane Comprehensive Plan / Official Land Use Map
- The Yards Redevelopment Master Plan
- The Greater Hillyard North-East Planning Alliance (GHNEPA) Neighborhood Plan
- City of Spokane Municipal Code (Title 17 – Zoning) / Official Zoning Map

Project Context - The City of Spokane (the "City") and Northeast Public Development Authority (NEPDA) have entered into a partnership to lead a coordinated effort that will result in a Subarea Plan for the Hillyard neighborhood, and the surrounding areas nestled in the northeast corner of the City. The Subarea Plan Focus Area (the "Focus Area" herein) encompasses the parcels and public rights-of-way within the Hillyard neighborhood (including its business district), the east Hillyard industrial area (also referred to as "the Yard"), legacy residential neighborhoods, and the western slopes of Beacon Hill. The approximate 1,740-acre Focus Area is generally bounded by Crestline Street to the west, East Wellesley Avenue/Garnet Avenue to the South, South Havana Street/North Fancher Beacon Lane to the east, and East Francis Avenue to the north.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

1.0: Long-Range Policy Documents Overview

Through the subarea planning process, it's important to review and build upon other city-wide policy and long-range planning documents as those past efforts serve as a foundation for revitalization planning. This section summarizes the applicable long-range planning documents that apply to land use in the Hillyard Focus Area and the notable components/policies that should be carried forward in the resulting Subarea Plan.

Notably, the City's ***Comprehensive Plan*** details how the community intends to grow and contains the land use designations for properties within the municipal limits. The ***Yard Redevelopment Master Plan*** defines a myriad of revitalization ideas (and infrastructure improvements) for the eastern portions of the Focus Area, and ***the Greater Hillyard North-East Planning Alliance (GHNEPA)*** produced a plan for the Hillyard community (and the surrounding neighborhoods). Each of these documents include long-range planning ideas for the Hillyard Focus Area. The Project Team summarized the applicable land use policies and long-range planning ideas in this section to serve as a foundation for the Hillyard subarea planning process. Other relevant plans (e.g., the Spokane Housing Action Plan, and the City's Parks and Natural Land Master Plan) will presented in the applicable Elements of this Subarea Plan (for brevity, those are not included in this memorandum).

1.1: City of Spokane Comprehensive Plan

Spokane's Comprehensive Plan (formally titled "Shaping Spokane") sets goals and policies that guide decisions and local actions relating to land use/urban design, housing, transportation, economic development, environmental protection, and capital projects. All development standards, capital investments, and other policy decisions must align with the Comprehensive Plan. The Comprehensive Plan is arranged as a series of *Elements* that focus on various aspects of the City and its long-range planning. Each element contains some degree of existing conditions analysis followed by goals and policies that guide future city decisions. For this analysis, the content in this section centers on the *Land Use Element* as it has a direct correlation on how the City will grow in the future.

Land Use Element - Overview

Chapter 3 of the City of Spokane Comprehensive Plan provides the community's long-term vision and policy framework to accommodate growth, support neighborhood vitality, and define how land may be used in specific areas of the City. Notably, the *Land Use Plan Map* designates the future land use for parcels/areas within the municipal limits (see subsection Land Use Designations for more detail).

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Land Use Designations

Pursuant to the *Land Use Map*, 12 land use designations comprise the Hillyard Focus Area; each designation appears as a separate color on the map. The properties along Haven Street and Market Street are designated as a *Corridor* and delineated as a thick black line on the *Land Use Map* – this is in addition to the underlying land use designations. Table 1.1.a lists the land use designations within the Focus Area and the Comprehensive Plan's descriptions thereof (as amended in September 7, 2023) – some of the descriptions are abbreviated. Table 1.1.b further describes each land use designation in terms of typical land use and density assumptions (pursuant to Table LU 2 in Chapter 3 of the Comprehensive Plan). Figure 1.1.1 depicts the Land Use Map and land use designations in and around the Focus Area.

Table 1.1.a – Land Use Designations – Hillyard Focus Area

Land Use Designation	*Description*
Corridor Designation **areas of Haven/Market Streets are delineated with a thick block line. Policy LU 3.2 designates this area as the "Hillyard Business Corridor"*	The Corridor concept focuses growth along transportation corridors, such as a major transit line. It is intended to allow improved transit service to daily activities. Housing and employment densities are increased along the Corridor to support frequent transit service and business. Usually, Corridors are no more than two blocks in depth along either side of the Corridor. Safe, attractive transit stops and pedestrian and bicycle ways are provided. A variety of housing styles— apartments, condominiums, row houses, and houses on smaller lots—are located in close proximity to the Corridor. Important elements include multi-story buildings fronting on wide sidewalks with street trees, attractive landscaping, benches, and frequent transit stops. A full range of services are provided including grocery stores serving several neighborhoods, theaters, restaurants, drycleaners, hardware stores, and specialty shops.
Center and Corridor (CC) Core Area	This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors.
Center and Corridor (CC) Transition Area	These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center & Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors, Center and Corridor Type 4.
Neighborhood Retail	The Neighborhood Retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside designated centers and corridors. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a center or corridor, existing

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.1.a – Land Use Designations – Hillyard Focus Area	
Land Use Designation	***Description***
	neighborhood businesses provide nearby residents access to goods and services. To encourage the creation of mixed-use environments that attract growth in centers, no new neighborhood retail locations should be designated outside of a Center. Further, business expansion at existing locations should be contained within the boundaries occupied by the existing designation. Business infill within these boundaries is also allowed. Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in Neighborhood Retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable side-walk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials. Residential uses should be permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.
Mini Center	This designation allows the same uses as Neighborhood Retail. Higher density residential use is encouraged in these areas. The Neighborhood Mini-Center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside Centers and Corridors designated on the Land Use Plan Map. Similar to Neighborhood Retail, the Neighborhood Mini-Center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the surrounding area to support a full neighborhood center. Consequently, the Mini-Center designation limits mixed-use development to the boundaries of the existing Mini-Center designation. Mini-Center locations are encouraged to become small, mixed-use centers with residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses. This designation allows the same uses as the Neighborhood Retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.1.a – Land Use Designations – Hillyard Focus Area	
Land Use Designation	***Description***
	Buildings should be oriented to the street to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.
Office	The Office designation usually indicates freestanding small office sites and larger sites with two or more buildings located along arterial streets or intersections or as a buffer adjacent to residential areas. Higher intensity office areas should be located around downtown Spokane.
Residential High *(formally Residential 15+)*	The Residential High designation allows for the highest intensity of residential uses, including construction types found in the Moderate Intensity Residential designation but also including taller and more intense apartment complexes. High Intensity Residential areas are intended to focus residential intensity in the near vicinity of downtown and other Centers and Corridors in the city, where sufficient services and employment opportunities exist nearby. A focus on accessibility, walkability, and equitable housing provisions should be provided in this area, including incentives and other bonuses for more affordable/attainable units as these areas are also located near to services and essential facilities like frequent transit.
Residential Moderate *(formally Residential 15-30)*	Residential Moderate areas provide increased intensity of development more appropriate to areas in the vicinity of designated Centers and Corridors and those served by substantial commercial or employment opportunities. The typical type of residential development appropriate to this designation include larger apartment buildings while also including a mix of the lower intensity areas where warranted. Example apartment types include the three-floor walkup and traditional apartment complexes as well as larger townhome and condo complexes. If neighborhood serving uses are included, such as places of worship or community centers, those non-residential uses can be of a higher scale and intensity than those conditionally permitted in Low and Increased Intensity Residential areas. Residential Moderate uses should be generally limited to within moderate walking distance of a Center, Corridor, or major employment/commercial area. Placement of Moderate Residential outside walking distance of these more intense areas is acceptable if sufficient rationale exists to place them further out—such as proximity to high-capacity or frequent transit service (aka Transit Oriented Development).
Residential Plus *(formally Residential 10-20)*	Uses in the Increased Intensity Residential designation are largely similar in type to low intensity residential areas. However, the overall development scale of those uses should be slightly higher, including possible design allowances like increased lot coverage, height, and other similar design requirements. The intent of Increased Intensity Residential areas is to provide a gradual increase in intensity, height, and overall context as the lower intensity areas transition

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.1.a – Land Use Designations – Hillyard Focus Area	
Land Use Designation	***Description***
	into the more intense uses found in Centers and Corridors or significant commercial areas. Residential Plus areas are appropriate whenever predominately lower scale residential is located near or around more intense uses like commercial locations or designated Centers and Corridors. Factors to be considered in designating such areas should include proximity to arterials and collectors, availability of transit, the nearness of more intense development, available capacity in systems and infrastructure, and any other factors that help ensure the proposed land use designation integrates well into the existing built environment. Development allowed in these areas is expected to be larger in form (height, lot coverage, etc.) than those in the Low Intensity Residential areas, while still maintaining a high level of continuity and consistency between the two less intense residential areas.
Residential Low *(formally Residential 4-10)*	The Residential Low land use designation should focus on a range of housing choices built at the general scale and height of detached houses. This includes both detached and attached homes and housing categorized as middle housing (duplex, triplex, etc.). Combinations of these types should also be allowed, such as a duplex with an accessory dwelling unit. Other non-residential uses should be allowed conditionally, provided they integrate into the nature and context of the neighborhood. This would include uses such as schools, places of worship, grocery, small-format retail and medical services, and other resident serving uses. Residential Low areas are appropriate in parts of the city where amenities and services are scaled for a lower level of development intensity.
Heavy Industrial	This designation is intended to accommodate heavier industrial uses at locations where there is no interaction with residential uses.
Light Industrial	This designation is intended for those lighter industrial uses, which produce little noise, odor, or smoke. River-oriented residential use is permitted in the Light Industrial designation.
Open Space	This designation includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the Open Space area.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.1.b – Description of Land Use Designations – Hillyard Focus Area			
		Assumed Density (Units Per Acre)	
Land Use Designation	***Typical Land Use***	***Minimum***	***Maximum***
Center and Corridor (CC) Core Area	Commercial, office and residential uses consistent with type of designated Center and Corridor.	-	-
Center and Corridor (CC) Transition Area	Office, small retail, and multi-family residential uses. Office and retail uses are required to have residential uses on the same site.	-	-
Neighborhood Retail	Neighborhood-Serving Business and residential use. Maximum containment area of two acres.	-	30
Mini Center	*Same uses as Neighborhood Retail.*	-	30
Office	Offices and residential use.	-	-
Residential High	Large apartment, condominium, townhouse developments, potentially on multiple sites with site planning and features.	15	-
Residential Moderate	A mix of more intense middle housing types and moderate-sized apartment, condo, townhome developments.	15	30
Residential Plus	Middle housing types of greater scale or intensity than in lower intensity areas, with potential for mixed-use, neighborhood scale retail and services.	10	20
Residential Low	Attached or detached residences and middle housing types.	4	10
Heavy Industrial	Heavier Industrial uses. No residential uses.	-	-
Light Industrial	Light industrial uses, limited commercial and residential uses.	-	-
Open Space	Major publicly or privately owned open space areas such as golf courses, major parks and open space areas, and cemeteries.	-	-

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

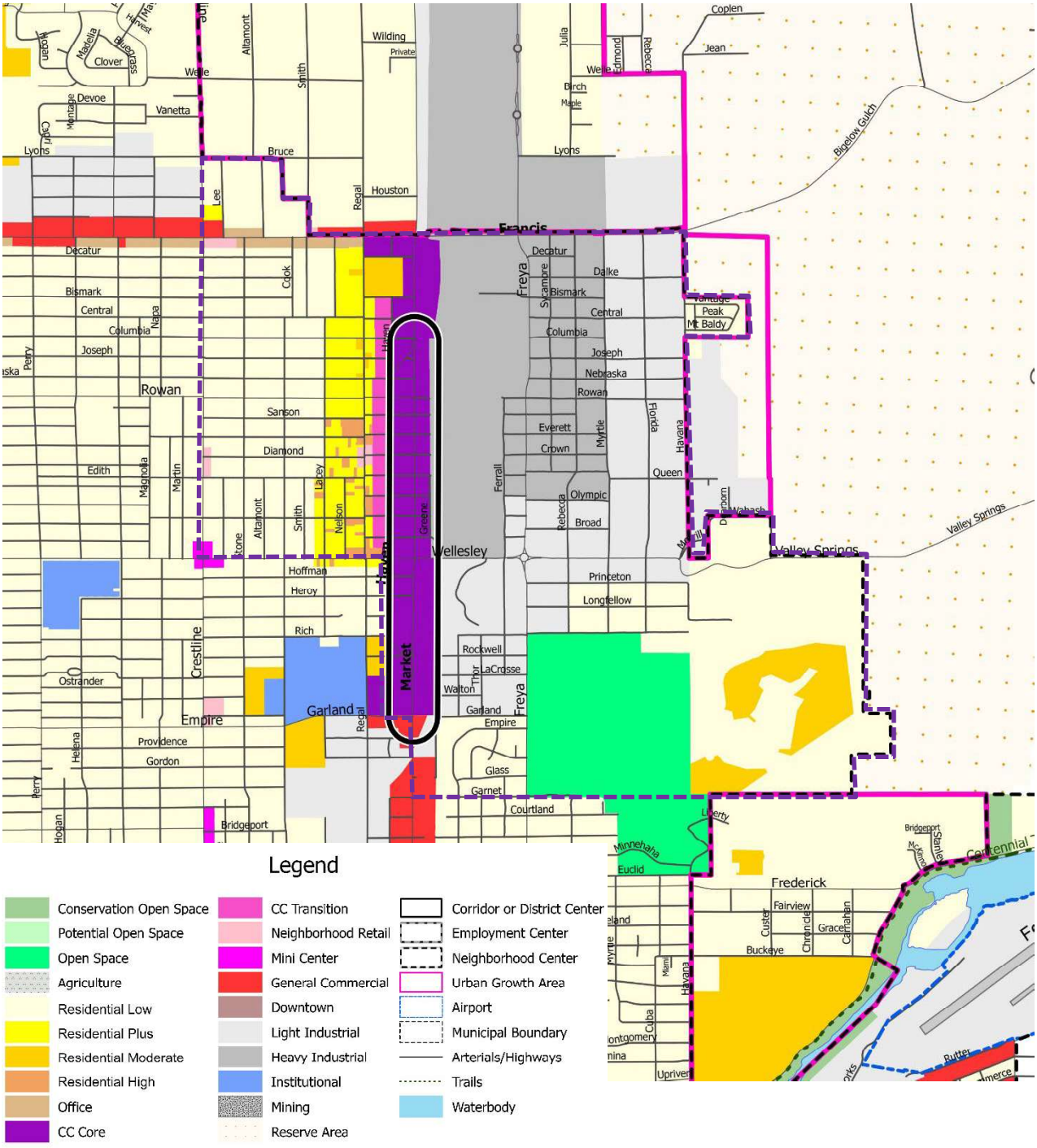


Figure 1.1.1 – Land Use Map

Focus Area depicted as a purple dashed line (Source: City of Spokane – Land Use Map PDF File)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Urban Growth Areas

The Comprehensive Plan *Land Use Map* also designates land within the City's Urban Growth Area. These areas are within unincorporated Spokane County but adjacent to the municipal limits. Pursuant to the Comprehensive Plan policies, new growth should be directed to urban areas (i) to allow for more efficient and predictable provision of adequate public facilities, (ii) to promote orderly transition of governance for urban areas, (iii) to reduce development pressure on rural lands, and (iv) to encourage redevelopment of existing urban areas. As the region grows, it is anticipated that future urban expansion will be focused in designated Urban Growth Areas (vs outlying rural or agricultural regions).

The City's Urban Growth Area is designated for the unincorporated areas that abut the Focus Area north of Francis Avenue and east of Havana Street. Long-term, these areas are expected to urbanize, and the City and Spokane County will plan for future land uses, public utilities, and potential annexation (as appropriate).

Centers and Corridors

As a vital urban design and growth management tool, the Comprehensive Plan designates a series of centers and corridors at strategic locations across the City with the goal to grow those areas as concentrations of businesses, employment, housing, public services and amenities. Much of the region's growth is anticipated to occur within these designated areas. Most notably, designated centers/corridors are intended to be strong pedestrian environments with complementary streetscapes and multimodal transportation options (e.g., sidewalks, transit, bicycle infrastructure).

Center/Corridor Types - A *center* or *corridor* is a significant designation as it represents a defined geographic area within the larger City that is planned for higher densities/intensities, quality amenities, commercial services, and capital investments. The Comprehensive Plan further defines centers/corridors by the following types:

- **Neighborhood Center** – These centers have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Uses such as a day care center, a place of worship, or a school may also be found in the Neighborhood Center. The size of the Neighborhood Center, including the higher density housing surrounding the Center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the Neighborhood Center and may be up to 22 units per acre at the perimeter.
- **District Center** – These centers are similar to Neighborhood Centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the District Center, including the higher density housing surrounding the Center, should be approximately 30 to 50 square blocks. The circulation system is designed so pedestrian access between residential areas and the

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

District Center is provided. Frequent transit service, walkways, and bicycle paths link District Centers and the downtown area.

- **Employment Center** – These centers have the same mix of uses and general character features as Neighborhood and District centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the Center or on land immediately adjacent to the Center. Employment Centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the Employment Center may be up to 44 dwelling units per acre. Surrounding the Center are medium density transition areas of up to 22 dwelling units per acre.
- **Corridors** – Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor. Within a Corridor there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the Corridor. A variety of housing styles, apartments, condominiums, row houses, and houses on smaller lots are allowed. A full range of retail services are also allowed. Corridors provide enhanced connections to other Centers, Corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, landscaping, benches, and frequent transit stops.
- **Regional Center** - Downtown Spokane is the Regional Center and is the primary economic, cultural and social center of the region. It is also a major academic hub with the collaboration of multiple institutions of higher education. Downtown contains the highest density and intensity of land use, and continues to be a targeted area for additional infill housing opportunities and neighborhood amenities to create a more livable experience.

Focus Area Center/Corridor Designation - For the Focus Area, the Haven/Market Street corridors are designated as the "Hillyard Business Corridor" (the area is a designated *Corridor*). There are no center/corridor designations for the portions of the Focus Area east of the North Spokane Connector – long-term the City may choose to evaluate whether to establish a new center/corridor in that area to serve the future populations and employment industries planned for that geographic region.

Designating New Centers/Corridors – As the City grows, there may be opportunity for the community to designate new centers/corridors, especially within the Hillyard Focus Area. The Comprehensive Plan states the intent that new centers/corridors would be subject to the subarea planning process to align with the future vision and to coincide with demographic/population forecasts and market study findings. Notably, the City could consider whether to designate a new

center/corridor along E. Wellesley Avenue (between Freya Street and Havana Street) and within the legacy industrial areas.

Residential Neighborhoods

The Spokane Comprehensive Plan places an emphasis on the neighborhood concept for planning for housing, transportation, services, and amenities. Notably, the Comprehensive Plan aims to plan for neighborhoods at various scales – ranging from lower intensity residential areas to more dense housing enclaves. The *Land Use Map* implements the City's housing goals through a variety of residential and mixed-use land use designations.

Housing Variety - Pursuant to the Comprehensive Plan, the City allows for a broad variety of housing types in its residential neighborhoods; whereas, the Plan does not contain a designation that is solely for single-family houses. Moreover, the *Land Use Map* designates areas for higher intensity housing (e.g., large-scale apartments, mixed-use projects), and low intensity housing (e.g., single-family detached homes, townhouses, cottages, and small-scale apartments). Additionally, many of the mixed-use, and non-residential designation also allow for housing.

Compact Residential Patterns – The Comprehensive Plan specifically aims to achieve a compact residential development pattern in all neighborhoods to allow for a variety of housing choices and at affordable price points. The Comprehensive Plan further supports the compact residential neighborhood concept by promoting the continuation of the urban street grid, limiting block lengths, promoting multi-modal transportation connections (to other land uses), and allowing for "missing middle" housing options (e.g., townhouses, duplexes, small-scale apartments, and cottages).

1.2: The Yard Redevelopment Master Plan (YRMP)

In 2017, the City of Spokane and NEPDA completed the Yard Redevelopment Master Plan (YRMP) to examine area conditions, define long-range revitalization strategies, and to identify supportive infrastructure needs for the legacy industrial areas of Hillyard (i.e., encompassing the eastern portion of the Focus Area). The YRMP represents more of a feasibility study for that area as it was not formally adopted into the larger City policy framework, though many of its findings/recommendations can be carried forward into this Subarea Plan for Hillyard. In short, this past planning effort for the legacy industrial area aims to support the area's evolution into a much more robust employment center for the region.

Supportive/Supplemental Studies – As precursors to the YRMP, the City of Spokane and NEPDA commissioned multiple studies aimed to evaluate certain aspects of the legacy industrial areas in the Focus Area. Those studies serve as the foundation for the YRMP (as they identified local need, opportunities, and/or service deficiencies).

- **The YARD: Brownfield Redevelopment Opportunity Zone Assessment (Maul Foster Alondi 2014) –** This technical evaluation included a memorandum outlining the option for a potential Redevelopment Opportunity Zone (ROZ) designation, its economic benefits, designation criteria, and how a ROZ designation could be used to leverage funding and offer incentives to redevelopment activities.
- **The YARD: Market Conditions and Real Estates Opportunity Assessment (Heartland LLC 2014)** – This planning-level assessment evaluated potential redevelopment strategies for the legacy industrial areas in Hillyard. The memorandum documented the existing land uses, current industrial areas in the region, industrial lease rates, and the market advantages of the North Spokane Connector (NSC) transportation project. The assessment noted strengths and challenges to future development in the Yard Plan Area; the assessment affirmed the area has growth potential.
- **Hillyard Infrastructure Assessment and Needs Analysis (Maul Foster Alondi 2015)** – Under this assessment, a consultant reviewed the existing transportation, utility and drainage infrastructure in the Yard area to identify service deficiencies and define potential capital projects that would support current and future land uses. The assessment resulted in a long list of infrastructure-related recommendations; those findings were carried forward in the YRMP.
- **The YARD Heavy Freight User Analysis (ECONorthwest 2015) –** This study analyzed the implications of future heavy freight users in the Yard area to (a) better understand the needs for those businesses, and (b) determine the feasibility of potential infrastructure updates. The analysis concluded that the NSC and improvements to Freya Street would be the optimal means to accommodate heavy freight users.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Vision and Goals - The vision statement contained within the YRMP reads *"The YARD will be home to an array of commercial and industrial businesses, providing quality employment and economic opportunity to residents in the region, and quality housing for area workers".* This vision is supported by five individual goals that include:

- Create and sustain family-wage jobs;
- Capture the opportunity provided by the NSC [North Spokane Connector] to promote economic revitalization of a historically industrial area;
- Promote development that is economically and environmentally sustainable;
- Improve health and safety of neighborhoods through environmental restoration; AND
- Improve quality of life for residents, employees, and visitors.

The YRMP includes the *Future Vision* illustration depicting how the area could look when it is built out with future employment, commercial, and housing; this evokes the idea that the legacy industrial areas will transition into a much more robust mixed-use employment center. The YRMP focuses on industrial as the primary land use with supportive commercial services and work force housing. Based on the YRMP, supportive infrastructure, a marketing plan, environmental risk management, and financial incentives represent major strategies to support area revitalization and economic development.

Above: Future Vision illustration from the YRMP depicting how the area may look at buildout.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Catalyst Sites - As notable components, the YRMP designates five catalyst sites that are believed to possess near-term redevelopment potential for meaningful projects that would produce catalytic benefits to the area. These designated sites include the North Yard, the Former Rail Yard, the Ranch, the Wellesley Corridor, and Esmeralda (a new industrial subdivision); the YRMP outlines the potential land use activities for each of these sites.

- **North Yard –** This ~80-acre catalyst site/area is envisioned to redevelop as a collection of light industrial businesses to respond to a market demand for relatively small scale, flexible, light industrial space (generally less than 10,000 square feet).
- **Former Rail Yard -** This ~63-acre catalyst site/area is envisioned to transition from a former rail yard into heavy industrial and/or freight-related uses. The concept plan contained in the YRMP depicts two large industrial buildings on this site.
- **The Ranch –** This ~ 10.4-acre (mostly city-owned) property is envisioned to redevelop as light industrial operations including a Builders and Makers Small Business Incubation Center for innovators, creators, and startup entrepreneurs. The site is also planned to contain a regional stormwater facility that would serve drainage needs for the immediately surrounding properties.
- **Wellesley Corridor –** The ~18-acre area is envisioned to develop into a light industrial and retail center. The concept plan contained in the YRMP depicts 11 small-scale buildings oriented along the street frontages with several shared parking facilities.
- **Esmeralda** – Pursuant to the YRMP, this ~25-acre site is envisioned to redevelop as a mixed-use center serving retail, commercial, and/or industrial tenants. The concept plan contained in the YRMP depicts a large anchor building and five separate structures along the street frontages that share a parking facility (whereas the property owner has advanced plans to construct an industrial subdivision on the property).

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

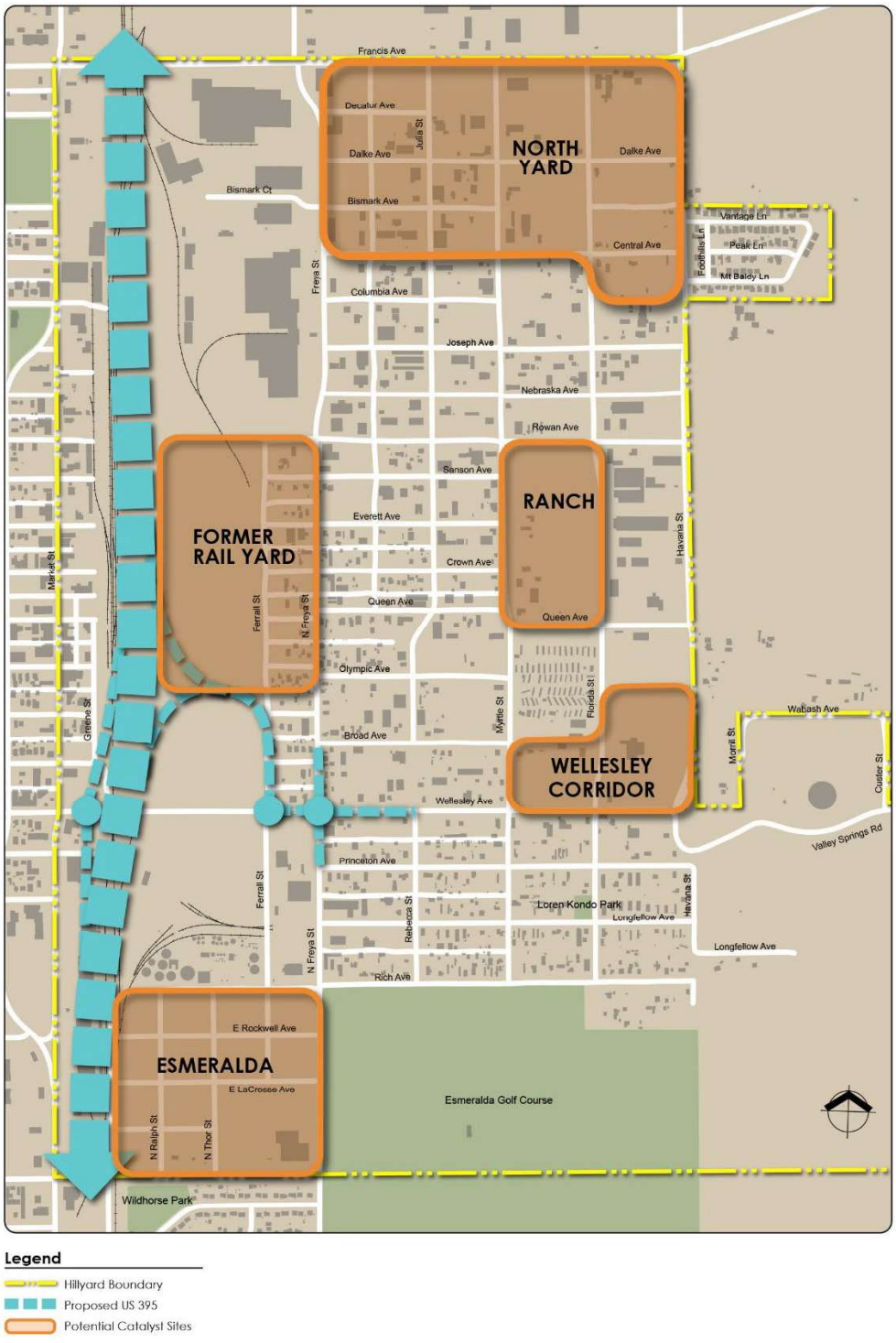


Figure 1.2.1 - Catalyst Sites Map (The Yard Redevelopment Master Plan)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Redevelopment Strategy – The YRMP paints a clear vision for how the area could evolve and thrive in the future. To implement this vision, the YRMP includes a multifaceted redevelopment strategy arranged into six main categories (or recommendations) which will be carried forward into the Hillyard Subarea Plan:

- **Partnerships** – The YRMP recommends that the City/NEPDA continue to build strong private- and public-sector partnerships to address challenges and leverage resources (i.e., no single agency can change area conditions).
- **Phasing** – The YRMP acknowledges that legacy industrial areas (east of the NSC) need a myriad of infrastructure investments and would require multiple years (or decades) to design, fund, and build those components. Thus, the YRMP recommends that the City/NEPDA define an effective phasing strategy for those capital projects.
- **Financial Incentives** – The YRMP acknowledges that the legacy industrial areas (i.e., the Yard Plan Area) competes with other industrial areas and there is opportunity for the City and other agencies to provide additional financial incentives aimed to entice private investment. The YRMP recommends that the City enhance its existing incentive programs to include (i) a Community Revitalization Financing (CRF) District and (ii) a Local Improvement District (LID); both are aimed to fund needed capital improvements.
- **Policy and Programmatic Recommendations** – The YRMP recommends that the City/NEPDA implement a series of programs to support economic development and capacity building. The recommended programs include: (i) Networking and Capacity Building, (ii) Business Recruitment, (iii) an Affordable Housing Policy, (iv) Public Safety, and (v) a Builders and Maker Space.
- **Infrastructure Recommendations** – The YRMP identified a myriad of capital projects that would support area revitalization and new buildings. The recommended infrastructure projects include: (i) performing mobility and utility upgrades for Freya Street, Florida Street, Rowan Street, Rebecca/Julia Street, and Wellesley Avenue (east of Freya) (ii) constructing roadways within unimproved/underimproved rights-of-way, (iii) building a regional stormwater management facility (on a city-owned property), (iv) building a sanitary sewer mitigation project (benefiting the entire area), and (v) performing utility and pedestrian enhancements across the NSC. (also see Table 1.2.a.)
- **Environmental Risk Management** – The YRMP acknowledges that the legacy industrial areas have a large concentration of brownfields and effective environmental risk management is key to protecting human health/natural environment and supporting property reuse. The recommended environmental risk management actions include: (i) structuring real estate deals amongst sellers, purchasers, and end users (to address potential environmental liabilities up front); (ii) defining a cleanup approach for specific properties (that align with the intended end use), (iii) defining the appropriate administrative approach to site cleanup (as a formal process or independent process, as it relates to the Washington

Department of Ecology policies), and (iv) providing funding for environmental studies, assessment, and cleanup.

Priority Infrastructure Projects – The YRMP identifies a list of priority infrastructure improvements that are believed to support area revitalization and to address prolonged infrastructure needs – these priority projects are listed in Table 1.2.a and arranged as either *Regional Projects* or *Local Projects*. It's important to note that some right-of-way corridors include both roadway and utility improvements. The YRMP recommended local projects are depicted in Figure 1.2.2

Table 1.2.a. Priority Infrastructure Improvements – the Yard Redevelopment Master Plan

Project Number	Project Name	Description
Regional Projects		
1	Freya Heavy Maintenance	Street maintenance including asphalt grind and overlay of street surface on Freya St. from Wellesley Ave. to Rowan Ave.
2	Sanitary Sewer Mitigation Project	ROW acquisition, installation of underground utilities, and reconstruction of street to bring Freya St. to industrial street standard.
3	Freya Reconstruction	ROW acquisition, installation of underground utilities, and reconstruction of street to bring Freya St. to industrial street standard.
4	Wellesley Phase I	Extension of the NE Lift Station sewer force main from N. Freya St. to a sanitary trunk line at Haven St., including patching and reconstruction of streets as necessary. Coordinated with reconstruction of Wellesley Ave as part of NSC interchange.
5	Wellesley Phase II	Replacement of existing water main at Wellesley Ave., from Rebecca St. to Florida St., acquisition of ROW to construct standard width minor arterial street, and reconstruction of streets as necessary to meet minor arterial street classification.
6	Regional Stormwater Facility	Evaluation of viability of centralized stormwater treatment facility to support future development. If viability is confirmed, project would include ROW acquisition, installation of conveyance utilities, and stormwater treatment facility.
Local Projects		
7	Florida Phase I	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St.; Will increase service to Wellesley Corridor and Ranch catalyst properties.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.2.a. Priority Infrastructure Improvements – the Yard Redevelopment Master Plan		
Project Number	**Project Name**	**Description**
8	Florida Phase II	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St.; Will increase service to North Yard catalyst property.
9	NSC Utility Corridor	Type/Size/Location study for utility corridor and pedestrian crossing, across the NSC; Will require easement or ROW acquisition and water main connection from Freya to Market St.
10	Rowan Phase I	Installation of water, sewer, stormwater underground utilities, and new road surface; Could include pedestrian improvements on one or both sides of the road.
11	Rowan Phase II	ROW acquisition and installation of potable water main extension to complete loop.
12	Freya Phase II	ROW acquisition, installation of underground utilities, and street reconstruction to bring Freya St. to industrial street classification; Includes replacement of potable water mains.
13	Rebecca / Julia Phase I	ROW acquisition, installation of underground utilities, and reconstruction of street to support multiple transportation modes on Rebecca / Julia from Francis to Columbia Aves.; Includes replacement of potable water line.
14	Rebecca / Julia Phase II	ROW acquisition and full reconstruction of street to improve Freya to a multi-modal road classification; In addition, a study of siting and design options for a bus stop on this corridor.
15	Freya Phase III	ROW acquisition, installation of underground utilities, and full reconstruction of street to bring Freya to industrial street classification.
16	Infill Street Improvements	ROW acquisition and construction of local roads along Broad, Queen, Central, Dalke Avenues as well as Myrtle and Havana Streets.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Figure 1.2.2 - Local Projects: Priority Infrastructure Improvements (The Yard Redevelopment Master Plan)

1.3: Greater Hillyard-Northeast Planning Alliance / Bemiss, Hillyard and Whitman Neighborhoods

Under the City's neighborhood planning fund, the Greater Hillyard-Northeast Planning Alliance (GHNEPA) completed a strategic plan for Hillyard, Bemiss, and Whitman neighborhoods (the "GHNEPA Plan" herein). The process included public meetings and other stakeholder engagement activities to assess existing conditions, understand area needs, and capture resident aspirations for their neighborhood. The process resulted in a series of community enhancement ideas organized into ten strategies (by relative topic); many of those planning ideas can be carried forward into a future Subarea Plan for the Hillyard Focus Area. Notably, the GHNEPA Plan is adopted into the City's Comprehensive Plan as an appendix and is formally recognized in that policy document. The following table lists each of the strategies along with the applicable projects/initiatives as it specifically relates to the Hillyard Focus Area.

Table 1.3.a. GHNEPA Plan – Applicable Strategies and Objectives

Strategy	*Projects/Initiatives (applicable to the Hillyard Focus Area and future planning)*
Strategy 1: Improving Parks and Trails	**1.1:** Gatherings for strengthened sense of community. **1.3:** Improve parks and paths and increase their use. **1.4:** Use school buildings and grounds for events.
Strategy 2: Improved Housing & Commercial Buildings	**2.1:** Improve maintenance, upkeep, new improvements, and values of residences. **2.2:** Improve maintenance, upkeep, new improvements and to increase values of commercial structures in the GHNEPA area.
Strategy 3: Clean and Green GHNEPA Neighborhoods	**3.1**: Implement cleaning and greening projects and processes that are currently workable and important. **3.2**: Leverage the benefits to the community to achieve broader objectives by teaming with other community efforts to improve the community's appearance and health status.
Strategy 4: Public Safey	**4.2:** Create a crime-free environment. **4.5:** Enhance public health efforts in the area.
Strategy 5: Business and Job Development	**5.1:** Promote, develop, and recruit retail businesses in the GHNEPA area. **5.2:** Promote, develop, and recruit commercial/services businesses in the GHNEPA area. **5.2:** Promote, develop, and recruit industrial/manufacturing in the GHNEPA area, particularly in the East Hillyard industrial zone. **5.4:** Develop general mechanisms and programs that will support all three objectives above.
Strategy 6: Transportation and	**6.1:** Sidewalks, alleys, and roads – to establish priorities for intra-district transportation routes and funding for improvements when and where identified.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 1.3.a. GHNEPA Plan – Applicable Strategies and Objectives	
Strategy	***Projects/Initiatives (applicable to the Hillyard Focus Area and future planning)***
Infrastructure Improvement	**6.2:** Rail spur for industry – to secure the economic and community development advantages of rail service to the GHNEPA neighborhoods for both commercial shipping and personal transit needs. **6.3:** Streetcars/Light rail – to promote general transportation access to the Greater Hillyard area, its destination businesses, and its public services. **6.4:** Intra-city Transportation – to improve transportation and personal access for residents to local destinations and public services. **6.5:** Support an integrated network of paved pedestrian routes. **6.6:** Other aspects of transportation and infrastructure development – using the principles and organizations described above, the GHNEPA community should consider other aspects of neighborhood infrastructure improvement and development as appropriate to its future needs.
Strategy 7: Changing the Image	**7.1:** Give people the opportunity to discuss the image of Hillyard. **7.3:** Develop a skateboard day and competition. **7.4:** Create a volksmarch (i.e., community walking event). **7.5:** Erect signs in new garden areas. **7.12:** Bring artwork into the area.
Strategy 8: Expanding Educational Opportunities	**8.1:** Support our students and schools (i.e., form and utilize local partnerships) **8.2:** Develop a community school program for all ages (i.e., use school as "mini community" centers and park/open space amenities) **8.3:** Expand technical and skills education (i.e., manufacturing/industrial training school, promote apprenticeship programs) **8.4:** Work to get a non-partisan school board member from Greater Hillyard.
Strategy 9: Extending Services and Church [/Places of Worship] Involvement	**9.1:** Increase public information, outreach, and access (More use of church/places of worship membership to do community outreach). **9.2:** Expand youth services. **9.3:** Additional senior services. **9.4:** New Types of Services (i.e., community walks, enrichment programs, and day care services). **9.5:** More Church [/Places of Worship] Involvement (i.e., collaboration)
Strategy 10: More Efficient Community Organization	**10.1:** Create a leadership roundtable (i.e., regular meetings amongst the neighborhoods). **10.4:** Develop increased representation at all levels of government and other influential organizations.

2.0: Zoning and Development Standards

As communities plan for growth and revitalization, it is important to assess the current development requirements so that (i) new projects align with local standards, (ii) the City/NEPDA can assess whether zoning/development requirements align with the vision for the Focus Area, and (iii) the City can decide whether to conduct regulatory amendments. New development, adaptive reuse activities, building additions, and land use activities within the Hillyard Focus Area are subject to the City's zoning and development standards. The *Spokane Municipal Code Title 17* (the "code" herein) defines the zoning, land use allowances, and development requirements for projects within the municipal limits (and the Focus Area). This title establishes standards for land use, site improvements, lot size/configuration, and building size/placement, as well as procedures for the approval, inspection, and enforcement of those standards. The following subsections summarize the zoning districts and overlay zones that existing within the Focus Area.

2.1: Zoning Districts

Eleven zoning districts and one overlay zone comprise the Hillyard Focus Area. These zoning districts define how an individual property can be used and (re)developed. Figure 2.1.1. depicts the current zoning districts in and around the Focus Area.

Notably, the City's Comprehensive Plan designates the Hillyard Business District as a *Corridor* and is envisioned to grow into a strong mixed-use, pedestrian-oriented destination. In response, the City designates mixed-use and/or higher-intensity zones for the other lands along the Haven/Market Street corridors – those zones support a myriad of land uses and urban-scaled development types. The legacy industrial areas east of the NSC possess industrial zoning designations aimed to support manufacturing, fabrication, and other employment uses – the current industrial zones do not allow for new residential uses, many of the existing housing units in this area are deemed "nonconforming". Table 2.1.a. summarizes the description/purpose of each zoning district as stated in the code.

Table 2.1.a – Zoning Districts in the Study Area

Zoning District/Overlay Zone	*Description / Purpose*
CC1-DC: Pedestrian Emphasis / Auto Accommodating	The Type 1 Center and Corridor (CC) zone promotes the greatest pedestrian orientation of the CC zones by placing some limitations on auto-oriented activities the allowable size of some uses. **The DC abbreviations indicates the zone/area is within a designated District Center pursuant to the City's Comprehensive Plan Land Use Map.
CC2-DC: Pedestrian Enhanced / Auto Accommodating	The Type 2 CC zone promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile. Development incentives allow a higher floor area ratio in exchange for the provision of greater public amenities.
CC3: Center and Corridor Overlay Zone.	The Type 3 centers and corridors zone is applied in areas that have pre-existing zoning designations that allow different uses and have different

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.1.a – Zoning Districts in the Study Area	
Zoning District/Overlay Zone	***Description / Purpose***
***this overlay zone is designated for the properties on the north end of the Market Street corridor pursuant to the Official Zoning Map*	development standards than those prescribed for the Type 1 and 2 centers and corridors. This overlay zone is intended to allow development within these areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors. Development within Type 3 centers is either allowed to use the existing zoning regulations or may develop according to the standards for Type 1 or Type 2 centers and corridors.
CC4-DC: Mixed Use Transition Zone	The Type 4 CC zone provides a transition of mixed uses (office, small retail and multi-family residential) between the core of the center or corridor and existing or designated residential areas. Residential uses are required to be mixed on the same parcel as proposed office and retail uses. **The DC abbreviations indicates the zone/area is within a designated District Center pursuant to the City's Comprehensive Plan Land Use Map.
HI: Heavy Industrial	The heavy industrial (HI) zone is intended primarily for high impact industrial uses while allowing office and limited commercial uses which are harmonious with industrial uses. Commercial uses are limited in size to ensure that they do not dominate the character of the industrial area or adversely affect the intended industrial use of the area.
LI: Light Industrial	The light industrial (LI) zone is intended to provide a wide range of employment opportunities without potential conflicts from interspersed residential uses. A full range of industrial, commercial and office use is allowed. Commercial uses are limited in size to ensure that they do not dominate the character of the industrial area or adversely affect the intended industrial use of the area.
NR: Neighborhood Retail	Businesses that are neighborhood serving and pedestrian-oriented are encouraged in neighborhood retail locations. Drive-through facilities, including gas stations and similar auto-oriented uses are subject to limitations to reduce the impact of these activities on nearby residential uses.
O: Office	The office (O) zone is used on small sites in or near residential areas or between residential and commercial areas. It is intended to be a low intensity office zone that allows for small-scale offices in or adjacent to residential neighborhoods. Development is intended to be of a scale and character similar to nearby residential development to promote compatibility with the surrounding area.
RHD: Residential High Density	The RHD is a high-density residential zone; allowed housing developments are characterized by high amount of building coverage. The major types of new housing development will be attached and detached single-family residential,

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.1.a – Zoning Districts in the Study Area	
Zoning District/Overlay Zone	***Description / Purpose***
	duplexes, medium and high-rise apartments, and condominiums (often with allowed accessory uses).
RMF: Residential Multifamily	The RMF is a medium-density residential zone; housing is characterized by one to four story structures. The major types of development will include attached and detached single-family residential, condominiums, apartments, duplexes, townhouses, and row houses.
RSF: Residential Single-Family ***the Code refers to this zone as R1 whereas, the Official Zoning Map uses the RSF label*	The RSF zone is a low-density single-family residential zone, allowing a minimum of four and a maximum of ten dwelling units per acre. One- and two-story buildings characterize the allowed housing; new development will be attached and detached single-family residences. In appropriate areas, more compact development patterns are permitted.
RTF: Residential Two-Family ***the Code refers to this zone as R2 whereas, the Official Zoning Map uses the RTF label*	The RTF zone is a low-density residential zone which allows a minimum of ten and a maximum of twenty dwelling units per acre; housing is characterized by one and two-story buildings. The major type of new development will be duplexes, townhouses, row houses and attached and detached single-family residences. Cottage-style and pocket residential development are allowed.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

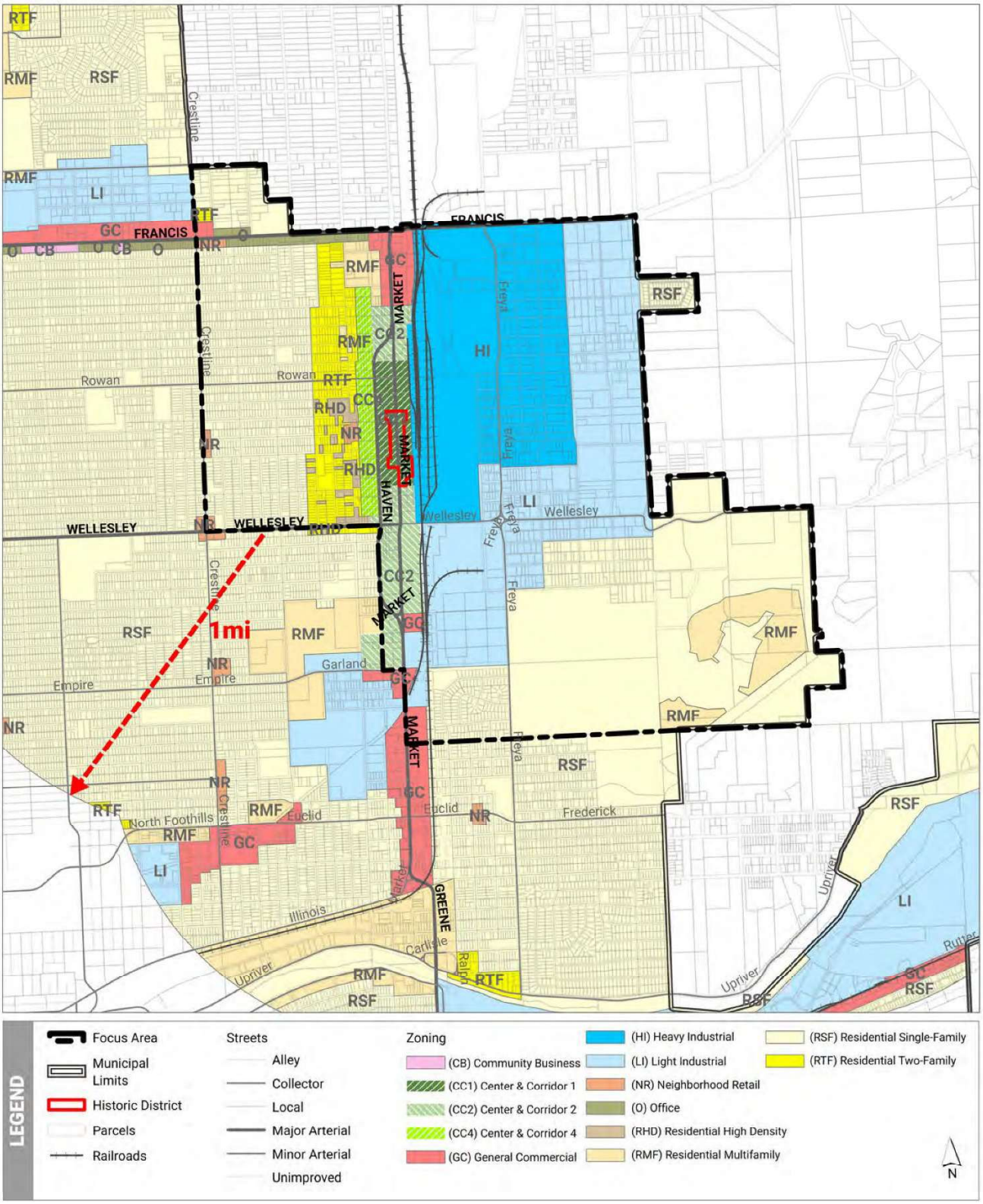


Figure 2.1.1 – Current Zoning Map

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

2.2: Zoning District Development Standards

Each zoning district includes a set of development standards that regulate how the associated property may be developed. The following tables summarize the development standards for each zoning district within the Focus Area. The zoning districts are organized into four distinct zoning types: *Center & Corridor, Commercial, Residential,* and *Industrial*. Separate tables are provided for each zoning type, whereas, *Commercial* and *Industrial* are combined under one table. The tables describe the development standards in terms of lot configurations, density, setbacks, and building height (as applicable).

Table 2.2.a – Center & Corridor Zoning Type Development Standards Summary

	Corridor Zones		
Standard	***CC1-DC***	***CC2-DC***	***CC4-DC***
Lot area (min.)	*Unspecified*	*Unspecified*	*Unspecified*
Structure height (max.)	55-ft	55-ft[1]	40-ft[1]
Setbacks			
Street lot line (min.)	0-ft	0-ft[2]	0-ft[2]
Front lot line (min.)	10-ft	10-ft	10-ft
Adjacent to RSF and RTF Zoned Lots	10-ft	10-ft	10-ft
Adjacent to Commercial and Industrial Zoned Lots	0-ft	0-ft	0-ft
Floor Area Ratio (FAR)[3] Limits (Standard / With Public Amenities[4])			
Nonresidential uses	0.5 / 1.0[4]	0.2 / 0.8[4]	Equal to or less than residential uses
Residential uses	1.0 / 2.0[4]	0.5 / 1.5[4]	1.0 / 1.5[4]
Combined	1.5 / 3.0[4]	0.7 / 2.3[4]	1.0 / 1.5[4]

Notes

1. Building height transition requirements apply when adjacent to RSF and RTF zoned lots. See Section 17C.122.100 for more details.
2. When adjacent to RSF and RTF zoned lots, the street lot line setback minimum is the same as that of the adjacent residential zoning district for the first 60-ft from the zoning boundary except if the zoning boundary is within the public right-of-way.
3. The Code defines Floor Area Ratio (FAR) as: "The amount of floor area in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of two to one means two square feet of floor area for every one square foot of site area."
4. The Code allows for larger Floor Area Ratio allowances in situations where the associated development project include public amenities such as alley enhancements, streetscape features, brick/stone building facades, plazas, and similar features.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.2.b – Residential Zoning Type Development Standards Summary				
	Residential Zones			
Standard	***RSF (R-1)***	***RTF (R-2)***	***RMF***	***RHD***
Lot Dimensions				
Lot area (min)	1,200 sq. ft.	1,200 sq. ft.	1,200 sq. ft.	1,200 sq. ft.
Lot width (min) – with driveway approach	36 ft	36 ft	25 ft	25 ft
Lot width (min) – without driveway approach	15 ft	15 ft	15 ft	15 ft
Lot depth (min)	80 ft	40 ft	N/A	N/A
Front lot line (min)	Same as lot width	Same as lot width	Same as lot width	Same as lot width
Total building lot coverage (min)	65%	80%	100%	100%
Building and Siting Standards – Primary Buildings				
Structure footprint (max) – lot area ≤7,000 sq. ft.	2,450 sq. ft.	2,450 sq. ft.	N/A	N/A
Structure footprint (max) – lot area >7,000 sq. ft.	35%	35%	N/A	N/A
Structure height (max)	40 ft	40 ft	40 ft	40 ft
Front setback (min)	10 ft.	10 ft.	10 ft.	10 ft.
Interior side setback (min) – lot width ≤40 ft	3 ft.	3 ft.	3 ft.	3 ft.
Interior side setback (min) – lot width >40 ft	5 ft.	5 ft.	5 ft.	5 ft.
Street side setback (min)	5 ft.	5 ft.	5 ft.	5 ft.
Read setback (min)	15 ft.	15 ft.	10 ft.	10 ft.
Building and Siting Standards – Accessory Dwelling Units				
Structure footprint (max) – lot area ≤5,500 sq. ft.	1,100 sq. ft.	1,100 sq. ft.	1,100 sq. ft.	1,100 sq. ft.
Structure footprint (max) – lot area >5,500 sq. ft.	15%	15%	15%	15%
Structure height (max)	25 ft.	25 ft.	25 ft.	25 ft.
Side setback (min)	Same as primary	Same as primary	Same as primary	Same as primary
Rear setback (min) – with alley	0 ft.	0 ft.	0 ft.	0 ft.
Rear setback (min) – with no alley	5 ft.	5 ft.	5 ft.	5 ft.
Building and Siting Standards – Other Accessory Structures				

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.2.b – Residential Zoning Type Development Standards Summary

	Residential Zones			
Standard	***RSF (R-1)***	***RTF (R-2)***	***RMF***	***RHD***
Structure footprint (max) – lot area ≤5,500 sq. ft.	20%	20%	Same as primary	Same as primary
Structure footprint (max) – lot area >5,500 sq. ft.	15%	15%	Same as primary	Same as primary
Structure height (max)	20 ft.	20 ft.	35 ft.	35 ft.
Side setback (min)	Same as primary	Same as primary	Same as primary	Same as primary
Rear setback (min) – with alley	0 ft.	0 ft.	0 ft.	0 ft.
Rear setback (min) – with no alley	5 ft.	5 ft.	5 ft.	5 ft.
Siting Standards – Open Space*				
Outdoor area per unit (min)	250 sq. ft.	250 sq. ft.	200 sq. ft.	48 sq. ft.

NOTES
*Table 17C.111.205-2 of the City's Municipal Code outlines the minimum outdoor area that can be substituted for private area.

Table 2.2.c – Commercial and Industrial Zoning Types Development Standards Summary

	Commercial & Industrial Zones				
Standard	***LI***	***HI***	***O***	***NR***	***GC***
Lot area (min.)	None	None	None	None	None
Floor Area Ratio (FAR)[1]	None	None	0.8	0.8	2.5
Structure height (max.)[2]	150 ft	150 ft	35 ft[2]	35 ft[2]	70 ft[2]
Structure height (max.) adjacent to R Zoned Lots	35 ft	35 ft	-	-	-
Setbacks					
Street lot line (min.)	0[3]	0[3]	0 ft	0 ft	0 ft
Front lot line (min.)	N/A	N/A	10 ft	10 ft	10 ft
Adjacent to R-Zoned Lots	10 ft	10 ft	10 ft	10 ft	10 ft
Adjacent to Commercial and Industrial Zoned Lots	N/A	N/A	0 ft	0 ft	0 ft

Notes
1. The Code defines Floor Area Ratio (FAR) as: "The amount of floor area in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of two to one means two square feet of floor area for every one square foot of site area."
2. See Code for height restrictions for sites abutting a residential zone.
3. When abutting a single-family or two-family zone, the minimum structure setback from the street lot line is the same as the residential zoning district for the first sixty feet from the boundary of the residential zoning district

2.3: Design Standards

In addition to the development standards associated with each zoning district, residential projects (e.g., housing) and projects within Center & Corridor zones are subject to design guidelines. Notably, most residential projects (regardless of the parcel's zone) are subject to the *Single-Unit Residential and Middle Housing Design Standards* (pursuant to code Section 17C.111.300), and/or the Multi-Unit Design Standards (pursuant to Section 17C.111.400) – those standards are summarized in Tables 2.3.a. and 2.3.b. For projects in the CC1-DC, CC2-DC, CC4-DC zoning districts and/or developed under the CC3 overlay zone provisions are subject to the *Design Standards and Guidelines for Centers and Corridors* – those design standards are summarized in Table 2.3.c. These tables are intended to summarize the most prominent design standards, see the code for a full list of the design guidelines; for brevity, standards associated with signs or minor site components are omitted.

Many of the design standards are noted with supplemental notations that correspond to the approval process. Specifically, design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline.

- **Requirements** are objective standards that involve no discretion by the reviewer, using language such as "shall," "must," and "will." Requirements must be satisfied by any plan prior to building permit approval. Requirements are listed with an (R) after the standard.
- **Presumptions** are objective standards that involve no discretion by the reviewer but may include some flexibility for how the standards may be met. For example, some Presumptions offer a list or menu of options for meeting the standard. Presumptions must be satisfied by any plan prior to building permit approval. Presumptions are listed with an (P) after the standard.
- **Considerations** are features and concepts that an applicant should consider in preparing a plan. Considerations are only reviewed as part of the design departure process, (as defined in the code). In reviewing a design departure request, the Design Review Board, Urban Design staff, or Planning Director (as applicable) will review an applicant's response to a consideration, which may assist in gaining acceptance for a plan. Outside of a design departure, Considerations are encouraged, but not required or enforceable. Considerations are listed with an (C) after the standard.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.a – Single-Unit Residential and Middle Housing Design Standards	
Design Topic / Element	***Design Standards***
Applicability	▪ Except as specified in this section, all new development of single-unit residential and middle housing must address the following design standards pursuant to the Title 17C in the Code. ▪ When existing single-unit residential or middle housing development is expanded or additional dwelling units are added, only those portions of the development that are new or renovated must meet the standards in this section. ▪ Manufactured Home Parks are not subject to these standards.
Landscaping Implementation	▪ Fifty percent (50%) of the area between the front lot line and the front building line must be planted with living ground cover or landscaped to the L3 standard, as defined in the Code. A patio or porch may be included in the calculation of ground cover area. (R) ▪ The front landscaped area may be counted towards required outdoor areas. ▪ Landscaping is encouraged to follow the *Spokanescape* guidelines for design, soil and compost, drip irrigation, planting & mulch, raised beds, maintenance, and plant list. (C) ▪ Use of landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged. (C)
Outdoor Areas Implementation	▪ Developments shall provide outdoor areas in the quantity required by code – (see Table 2.2.b herein). (R) ▪ The outdoor area may be configured as either: (i) A private outdoor area, such as a balcony or patio directly accessible from the unit; and/or (ii) A common outdoor area accessible by all units in the building. ▪ If a common outdoor area is provided, it shall meet the following: > Connected to each unit by pedestrian paths. (R), > At least 50 percent of units shall have windows or doors that face the common outdoor area. (R) > Common outdoor areas shall 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) ▪ Site furnishings (benches, tables, bike racks when not required for the development type, etc.); (i) Picnic areas; (ii) Patios, plazas or courtyards; (iii) Shaded playgrounds; (iv) Rooftop gardens, planter boxes, or garden plots; or (v) Fenced pet area. ▪ Outdoor spaces shall not be located adjacent to dumpster enclosures, loading/service, areas or other incompatible uses that are known to cause smell or noise nuisances. (P)
Entrances	The following standards apply to all building facades that face a public or private street, except those that are separated from the street by another building. ▪ Each residential structure fronting a public or private street must have at least one address and main entrance facing or within a 45 degree angle of a street frontage. Buildings with multiple units may have shared entries. (R) ▪ Each unit with individual ground-floor entry and all shared entries must have a porch or stoop cover that is at least 3-feet deep. (P)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.a – Single-Unit Residential and Middle Housing Design Standards	
Design Topic / Element	***Design Standards***
	▪ On corner lots, buildings with multiple units must have at least one entrance facing or within a 45 degree angle on each street frontage. (C)
Windows	The following standards apply to all building facades that face a public or private street, except those that are separated from the street by another building. ▪ Windows shall be provided in façades facing public or private streets, comprising at least fifteen percent of the façade area (R). ▪ Window area is considered the entire area within, but not including, the window casing, including any interior window grid. ▪ Windows in pedestrian doors may be counted toward this standard. Windows in garage doors may not be counted toward this standard. ▪ At least one of the following decorative window features must be included on all of the windows on street facing facades: (P) - Arched or transom windows, Mullions, Awnings or bracketed overhangs, Flower boxes, Shutters, Window trim with a minimum width of three inches, Pop-outs or recesses greater than three inches, Bay windows, or Dormers.
Building Articulation	The following standards apply to all building facades that face a public or private street, except those that are separated from the street by another building. The standards apply to facades of attached housing irrespective of underlying lot lines. ▪ 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) ▪ The scale of buildings must be moderated to create a human scale streetscape by including vertical and horizontal delineation as expressed by bays, belt lines, doors, or windows. (P) ▪ Horizontal street-facing facades longer than thirty feet must include at least four of the following design features per façade. At least one of these features must be used every thirty feet (30 ft). (P) - Varied building heights, Use of different materials, Different colors, Offsets, Projecting roofs (minimum of twelve inches), Recesses, Bay windows, Variation in roof materials, color, pitch, or aspect, Balconies, Covered porch or patio, and/or Dormers
Parking – Garage Doors	▪ The combined width of all garage doors facing the street may be up to fifty percent of the length of the street-facing building façade. For attached housing, this standard applies to the combined length of the street-facing façades of all units. For all other lots and structures, the standards apply to the street-facing façade of each individual building. (R) ▪ Street-facing garage walls must be set back at least two feet from the primary street-facing building façade. (R)
Parking – Access	▪ Vehicular access to parking is required from an alley, improved street, or easement. (R) ▪ If the lot abuts a public alley, then vehicle access shall be from the alley unless the applicant requests a waiver of the requirement and the Planning Director. (R)
Parking – Site Location	▪ Parking structures, garages, carports, and parking areas other than driveways shall not be located between the principal structure and streets. (P)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.a – Single-Unit Residential and Middle Housing Design Standards	
Design Topic / Element	***Design Standards***
Pedestrian Connectivity	The following standards apply to all buildings within a development. ▪ Public Right-of-Way Access - At least one walking connection is required between each building and the sidewalk. For each ground-floor unit with a separate entry, separate walking connections are required for each ground-floor unit. Driveways may be used to meet this requirement. (R) ▪ Garbage and Recycling Areas - At least one walking connection is required between each unit and its designated garbage and recycling area. Driveways and parking access aisles may be used to meet this requirement. (R)

Table 2.3.b – Multi-Unit Design Standards	
Design Topic / Element	***Design Standards***
Applicability	▪ These standards apply to multi-unit development in the RMF and RHD zones where permitted unless otherwise noted.
Sidewalks	▪ Sidewalks shall have the minimum dimension of five feet (5 ft), even if part of the width is located on private property. This dimension shall be applied to the clear, unobstructed pathway between the planting zone for street trees and building facades or parking lot screening. (R) ▪ Sidewalks shall be continuous, without gaps between developments. (R) ▪ Unless otherwise required or where larger plaza areas are provided, sidewalk paving materials shall be consistent with the street frontage improvements of adjacent developments. (P) ▪ Sidewalks within the public right-of-way shall be concrete, two-foot grid, standard sidewalk color and float finish. (R)
Pedestrian Connections	▪ A comprehensive system of pedestrian walkways shall link all site entrances, building entries, parking facilities, and common outdoors spaces with the public sidewalk. (P) ▪ Clearly defined pedestrian connections shall be provided between public sidewalks and building entrances when buildings are not located directly adjacent to the sidewalk. (R) ▪ Clearly defined pedestrian connections between public sidewalks and internal pedestrian systems shall occur at intervals of one hundred fifty feet or less (P). ▪ Pedestrian connections shall be reinforced with pedestrian scale lighting, bollard lighting, landscaping, accent lighting, signage or a combination thereof to aid in pedestrian way finding. (P) ▪ The type and nature of all materials used for pedestrian walkways shall be consistent within a development. (P) ▪ Where transit stops occur in the public right-of-way, pedestrian walkways shall provide a clear and direct connection from the main building entrances to the transit stop. (R) ▪ Pedestrian connections shall occur between adjacent developments where feasible. (P)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.b – Multi-Unit Design Standards	
Design Topic / Element	***Design Standards***
	▪ Pedestrian walkways within parking areas may be included as part of the minimum requirements for interior parking lot landscaping, if landscaping is provided on one side. (C) ▪ For parking lots that contain greater than fifteen parking spaces, pedestrian connections through the parking lot shall be clearly defined in a combination of two or more of the following ways (except as walkways cross vehicular travel lanes): (P) - A raised walkway, Special railing, bollards and/or other architectural features to accent the walkway between parking bays, Special paving, such as concrete or unit pavers in an asphalt area, and/or A continuous landscape area, a minimum of three feet wide along at least one side of the walkway. ▪ Pedestrian walkways within parking areas shall have a minimum of five feet in width of clear, unobstructed passage. (R)
Outdoor Areas Implementation	▪ Each multifamily development shall set provide a minimum of forty-eight square feet of outdoor open space area for each living unit in the complex, including those units occupied by the owner or building management personnel. Private outdoor spaces can count towards this outdoor common space provision. (R) ▪ **Ground Level Units** - The outdoor area for ground level units is a type of private outdoor space and must be directly accessible from the unit. The area must be surfaced with lawn, pavers, decking or sport court paving which allows the area to be used for recreational purposes. User amenities, such as tables, benches, trees, planter boxes, garden plots, drinking fountains, spas or pools, may be placed in the outdoor area. It may be covered, such as a covered patio, but it may not be fully enclosed. (R) ▪ **Upper Level Units** - Upper level units are a type of private outdoor space. For upper level units, the required outdoor area may be provided individually, such as by balconies, or combined into a larger area. (R) ▪ Common outdoor spaces shall provide at least three of the following amenities to accommodate a variety of ages and activities. Amenities include: (P) - Site furnishings (benches, tables, bike racks), Picnic areas, Patios, plazas or courtyards, Tot lots, Gardens, Open lawn, Play fields, and/or Sports court ▪ If outdoor spaces are located adjacent to a street right-of-way, landscaping should be used to provide a buffer between outdoor spaces and the street right-of-way. (C)
Landscaping Implementation	▪ Building Setbacks - The required building setbacks must be landscaped to at least the L3 standard as outlined in the Code. Parking, access, maneuvering areas, detached accessory structures and other allowed developments are exempt from this standard.
Articulation and Details Implementation.	▪ Buildings shall include articulation along the facades that face streets. Flat blank walls are not permitted. (R) ▪ Horizontal facades longer than thirty feet shall be articulated into smaller units, reminiscent of the residential scale of the neighborhood. At least four of the following methods should be used: (P) - Varied building heights, Different materials used on first floor, Different window types, Different colors, Offsets, Projecting roofs (minimum of twelve inches), Recesses, Bay windows, Varied roof forms or orientation.
Front Yards and Entrances	▪ Primary building entries shall be clearly identifiable and visible from the street, with well-defined walkways from pedestrian routes to building entries. (R)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.b – Multi-Unit Design Standards	
Design Topic / Element	***Design Standards***
	▪ Four or more of the following elements shall be used to highlight the main entrance to multifamily buildings: (P) - Open space, plaza or courtyard, Special paving, Ornamental gate and/or fence, Seating, Water features, Planter boxes or pots, Functional, accent lighting, Art work near the entry, and/or Porches. ▪ Front yards shall include an entrance sequence between the sidewalk and the building including elements such as trellises, site furnishings, low hedges, landscaped borders and special paving. Landscaping shall screen undesirable elements such as views to adjacent commercial or industrial development, utility boxes, outdoor storage areas and dumpsters. (P) ▪ Pedestrian scale lighting and/or bollards shall be provided to create a safe and defensible walkway to the entry. (R) ▪ Signage identifying building address shall be visible from the street and public pedestrian walkway. (P) ▪ Landscape planting should consider the use of native shrubs and groundcovers. (C) ▪ Accent lighting should be used to highlight special focal points, building/site entrances, public art and special landscape features. (C)
Building Base, Middle and Top Standards	▪ Base - Buildings should have a distinct "base" at the ground level, using articulation and materials such as stone, masonry or decorative concrete. (P) ▪ Top - The "top" of the building should be treated with a distinct outline with elements such as a projecting parapet, cornice or projection. (P)
Windows	▪ Windows shall be provided in facades facing streets, comprising at least fifteen percent of the facade area. (R) ▪ Windows shall have visually prominent trim. (C)
Parking Structures	▪ Carports and detached garages shall incorporate roofs of a design similar to the principal structure on the site. (R) ▪ Ground level parking structures should be screened from view by one or more of the following: (R) - Walls containing architectural details, such as banding, Trees and shrubs, and/or Grillwork incorporating decorative metal artwork or panels. ▪ Parking structures, garages and carports shall not be located between primary use and public streets. (P)

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
Applicability	▪ Except as specified in this section, all projects within the centers and corridor zones (including the CC4 transitional zone) must address these standards and guidelines.
Building along Street (R) *Intent: To ensure that at least some part of the development of a site contributes to the liveliness of sidewalks along the street.*	▪ New development shall not have parking between buildings and the street and at least 30% of the frontage of the site shall consist of building facades. In shopping centers, buildings shall be placed along the sidewalk so that at least 15% of the frontage of the site consists of building façades. ▪ Buildings placed along sidewalks shall have windows and doors facing the street (see "Façade Transparency" and "Prominent Entrances") and shall incorporate other architectural features (see "Ground Level Details" and "Treatment of Blank Walls").
Buildings along Intersecting Corners (R) *Intent: To utilize building placement and massing along intersection corners to create an environment that frames the public realm and creates an urban street edge and contributes to the liveliness of sidewalks.*	▪ Buildings shall hold the street corner, although setbacks that accommodate plazas, seating areas, landscaping, clear view triangles (for traffic safety) and prominent entrances are acceptable. ▪ When there is more than one intersection corner on the site, the building shall be oriented to the corner with the highest category street.
Sidewalk Encroachments *Intent: To ensure that there is a minimum clear, unobstructed walking route along sidewalks.*	▪ Temporary sidewalk encroachments are allowed. Café seating, planters, ramps, stairs, and sandwich board signs which are located on the sidewalk shall be located in such a manner as to leave a pathway at least six feet wide that is free of obstructions.
Lighting *Intent: To ensure that site lighting contributes to the character of the site and does not disturb adjacent development.*	▪ Lighting shall be provided within parking lots and along pedestrian walkways. ▪ Lighting fixtures shall be limited to heights of 24 ft. for parking lots and 16 ft. for pedestrian walkways. ▪ All lighting shall be shielded from producing off-site glare, either through exterior shields or through optical design inside the fixture, so that the direction of light is downward.
Screening and Noise Control of Service Areas *Intent: To reduce the impact of service, loading, and trash storage areas.*	▪ All service, loading, and trash collection areas shall be screened by a combination of decorative walls of either masonry, wood, or vinyl, with planting that meets L2 requirements pursuant to the code. ▪ Loading and service areas should not face or be adjacent to any residential district, unless no other location is possible. ▪ Trash storage areas shall be setback a minimum of 15 feet from street property line.
Curb Cut Limitations *Intent: To provide safe, convenient vehicular access without diminishing pedestrian safety.*	▪ A curb cut for a nonresidential use should not exceed 30 feet for combined entry/exits. Driveway width where the sidewalk crosses the driveway should not exceed 24 feet in width. ▪ The sidewalk pattern shall carry across the driveway. ▪ Adjacent developments should share driveways, to the greatest extent possible.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
	▪ Vehicular access should be designated so that traffic is not directed through an abutting residential zone.
Pedestrian Connections in Parking Lots *Intent: To create a network of safe and attractive linkages for pedestrians.*	▪ Within parking lots containing more than 30 stalls, clearly defined pedestrian connections should be provided: (i) Between all public right-of-way and building entrances, and (ii) Between parking lots and building entrances *Pedestrian connections can be counted toward the amount of required landscaping. ▪ Pedestrian connections shall not be less than 5 feet wide. ▪ Pedestrian connections shall be clearly defined by at least two of the following: 6 inch vertical curb, Textured paving, including across vehicular lanes, and/or A continuous landscape area at a minimum of 3 feet wide on at least one side of the walkway. ▪ When there is a transit stop adjacent to the site, a pedestrian connection between the transit stops and building entrances, especially the prominent entrances, should be provided. ▪ Pedestrian connections should maximize directness of travel between pedestrian origin and destination.
Drive-Through Lanes *Intent: To ensure that the streetscape environment is lively and not overwhelmed by the presence of automobiles.*	▪ Any lanes serving drive-through businesses shall not be located between the building and any adjacent street.
Transition between Commercial and Residential Development *Intent: To ensure compatibility between the more intensive uses in centers and corridors and lower intensity uses of adjacent residential zones by incorporating design elements that soften transitions and protect light and privacy for adjacent residents.*	▪ Code provisions require lower heights for portions of buildings that are close to single family residential zones. In addition, any side of the building visible from the ground level of an adjacent single family residential zone shall be given architectural treatment using three or more of the following: > architectural details mentioned under "Ground Level Details" > pitched roof form > windows > balconies > if building is on the Spokane Register of Historic Places, the Secretary of the Interior's Standards for rehabilitation historic design guidelines shall apply. ▪ Deviation from using three of these architectural treatments must meet the intent of this section and requires a recommendation of approval by the Design Review Board.
Treatment of Blank Walls *Intent: To ensure that buildings do not display blank, unattractive walls to the adjacent street or residential areas.*	▪ Walls or portions of walls where windows are not provided shall have architectural treatment wherever they face adjacent streets or adjacent residential areas (see guidelines for Façade Transparency). ▪ At least four of the following elements shall be incorporated into these walls: *masonry (but not flat concrete block), concrete or masonry plinth at the base of the wall, belt courses of a different texture and color, outward projecting*

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
	cornice, projecting metal canopy, decorative tilework, trellis containing planting, medallions, opaque or translucent glass, artwork, vertical articulation, lighting fixtures, vertical landscape wall or "green wall", display windows, signage as identified in "Pedestrian Oriented Signs", and/or an architectural element not listed above but meets the intent.
Prominent Entrances *Intent: To ensure that main building entrances are easily identifiable, clearly visible, and accessible from streets and sidewalks in order to encourage pedestrian activity and enliven the street.*	▪ The principal entry to a store / building shall be marked by: (a) ornamentation around the door, and (b) at least one of the following: > Recessed entrance (recessed at least 3 ft.) > Protruding entrance (protruding at least 3 ft.) > Canopy (extending at least 5 ft.) > Portico (extending at least 5 ft.) > Overhang (extending at least 5 ft.) ▪ When possible, the entrance should be considered a collection of elements: > Overhead: canopy, porches, building extensions > Transitional: stoops, courtyards, stairways, ramps, portals; pocket gardens, decks > Ground Surface: seating walls, special paving, landscaping, trees, lighting
Façade Transparency *Intent: To provide visual connection between activities inside and outside the building.*	▪ In residential, commercial, or mixed-use, a minimum of 15% of any ground floor façade* that is visible from and fronting on any abutting street shall be comprised of windows with clear, "vision" glass allowing views into the interior. ▪ A minimum of 30% of any ground floor commercial or mixed-use building façade* that is visible from, fronting on, and located within 60 feet of an arterial or pedestrian street shall be comprised of windows with clear, "vision" glass allowing views into the interior. Display windows may be used to meet half of this requirement. ▪ A minimum of 50% of any ground floor commercial or mixed-use building façade* that is visible from and located within 20 feet of an arterial or pedestrian street shall be comprised of windows with clear, "vision" glass allowing views into the interior. Display windows may be used to meet half of this requirement. **façade within 2 ft. and 10 ft. above the level of the adjacent sidewalk, walkway or ground level.*
Materials *Intent: To incorporate quality materials and architectural elements in the building design to support pedestrian oriented development.*	▪ Subject to the façade transparency requirements of these design standards and guidelines, street level exterior facades, up to 10 feet above the level of the adjacent sidewalk, walkway or ground level that face public streets or sidewalks, should be clad in durable materials compatible with an urban context, including materials such as stone, tile, metal, masonry, concrete, manufactured cement products, and/or glass. ▪ Exterior Insulating Finish Systems (EIFS) and lapped siding products generally do not comply with the intent of the City's design standards and

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
	guidelines and are not allowed on ground floor exterior walls that face public streets or sidewalks. ▪ On street frontages, exit corridors, garage openings, loading docks, and all recesses, the design professional should provide a finished appearance to the street with street level exterior finishes fully wrapping into the openings.
Massing *Intent: To reduce the apparent bulk of the buildings by providing a sense of "base" and "top" and provide buildings that frame and define the street and contributes to the quality of the public realm and pedestrian experience.*	▪ Buildings shall have a distinct "base" at the ground level, using articulation and high-quality materials as noted in the Materials section. ▪ The "top" of the building shall be treated with a distinct outline that adds variation through varying heights, steps, or depths. ▪ New structures shall incorporate vertical and horizontal modulations to develop distinctive architectural volumes, break monotonous volumes, and create fine-grain character in scale with adjacent neighborhood character.
Roof Form *Intent: To ensure that roof lines present a distinct profile and appearance for the building and express the neighborhood character.*	Buildings shall incorporate one of the following roof forms: ▪ pitched roofs with a minimum slope of 4:12 and maximum slope of 12:12, especially to highlight major entrances. ▪ outward projecting cornices to create a prominent edge when viewed against the sky. ▪ flat roofs are to be used in reference to surrounding context, reinforce the architectural character of the street, and be modulated to establish human scale interaction. > parapets without vertical or horizontal modulation in any 30 foot span shall have an outward projecting cornice of six inches minimum. > stepped parapets of varying heights (2 feet or 0.1 times the wall height), cornice or other architectural projection articulated through varying heights and depths.
Historical Context Considerations *Intent: To ensure that infill and rehabilitation, when it is adjacent to existing buildings having historic architectural character, is compatible with the historic context within the neighborhood.*	▪ New development should incorporate historic architectural elements that reinforce the established character of a center or corridor but still remain a product of their own times. The following elements constitute potential existing features that could be reflected in new buildings: materials, window proportions, cornice or canopy lines, roof treatment, and/or colors. ▪ When rehabilitating existing historic buildings, property owners are encouraged to follow the Secretary of the Interior's Standards for Rehabilitation*. > if original details and ornamentation are intact, they should be retained and preserved. > if original details are presently covered, they should be exposed or repaired. > if original details are missing, missing parts should be replaced to match the original in appearance. Remaining pieces or old photos should be used as a guide.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
	▪ If a proposed building is not adjacent to other buildings having a desirable architectural character, it may be necessary to look at contextual elements found elsewhere within the area.
Location of Parking Lots *Intent: To maintain a contiguous, active pedestrian street front along designated Pedestrian Streets by locating parking lots behind buildings.*	▪ Parking lots shall not be located between a building and a Pedestrian Street.
Curb Cuts *Intent: To maintain a continuous uninterrupted sidewalk by minimizing driveway access*	▪ Curb cuts within an ownership should be spaced at no less than 125 feet apart along a principal or minor arterial, and no more than 100 feet apart along a collector arterial. ▪ Curb cuts shall not be located along a designated Pedestrian Street. ▪ Access to parking should be from the alley, or from a side street if access from the alley is not possible. Access to parking shall not be from a Pedestrian Street unless no other means of access is possible.
Streetscape Elements *Intent: To create a more pedestrian friendly street through the use of site furnishings along designated Pedestrian Streets.*	▪ Publicly-usable site furnishings such as benches, tables, bike racks and other pedestrian amenities shall be provided at building entrances, plazas, open spaces, and/or other pedestrian areas for all buildings larger than 10,000 sf. ▪ Buildings less than this size are encouraged to include such amenities. Specific types of site furnishings shall be approved by the City.
Street-facing Entrances *Intent: To ensure that building entrances directly reinforce pedestrian activity on the Pedestrian Street sidewalks.*	▪ The primary entrance to the building shall be visible from and fronting on a Pedestrian Street.
Setback – Maximum *Intent: To create a lively, pedestrian friendly sidewalk environment.*	▪ Along Pedestrian Streets, buildings shall be set up to the back of the required sidewalk (see Setbacks section of Land Use Code for Centers and Corridors), except for a setback up to 10 ft. for the purpose of providing a publicly accessible "plaza," "courtyard," or recessed entrance.
Ground Level Details *Intent: To ensure that buildings along any Pedestrian Street display the greatest amount of visual interest and reinforce the character of the streetscape.*	▪ Façades of commercial, residential, and mixed-use buildings that face Pedestrian Streets shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements: kickplates for storefront windows, projecting sills, pedestrian scale signs, canopies, plinths, containers for seasonal planting, tilework, medallions, and/or rolling doors or windows. ▪ If the building is on the Spokane Register of Historic Places, the Secretary of the Interior's Standards for Rehabilitation historic design guidelines shall apply.
Integration with Architecture *Intent: To ensure that signage is part of the overall design of a project and not additive or an afterthought.*	▪ The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.c – Design Standards and Guidelines for Centers and Corridors	
Design Topic & Intent	***Design Standards/Guidelines***
	▪ Signs shall not project above the roof, parapet, or exterior wall.

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

2.4: Zoning District and Overlay Zone Land Use Allowances

The following tables summarize the allowable land uses for each zoning district in the Focus Area; Table 2.4.a lists those for the non-residential zones, and Table 2.4.b lists the those for the residential zones. For brevity, these tables represent a consolidated list to include only those uses that are generally applicable to the Focus Area (See the Code for a full list of land uses). In most situations, applicants for a conditional use permit must demonstrate compatibility with other properties/uses in the neighborhood.

Table 2.4.a – Land Use Allowances (Non-Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed

	City of Spokane Zones – Non-residential							
Land Use / Activity	***CC1***	***CC2***	***CC4***	***LI***	***HI***	***O***	***NR***	***GC***
Residential Categories								
Group Living	P	P	P	L*	N	L/CU	L/CU	L/CU
Residential (broad category)	P	P	P	N	N	N	N	N
Residential Household Living[1]	P	P	P	L*	L*	P	P	P
Commercial Categories								
Commercial Outdoor Recreation	-	-	-	P	P	N	N	P
Commercial Parking	P	P	P	P	P	CU*	CU*	P
Drive-Through Facility	N	N	N	P	P	L*	L*	P
Eating & Drinking Establishments	P*	P*	N[1]	-	-	-	-	-
Entertainment, Museum & Cultural	P	P	N	-	-	-	-	-
Hotels, Bed & Breakfast	P	P	N	-	-	-	-	-
Major Event Entertainment	P	P	N	CU	CU	N	N	P
Mini-Storage Facilities	N	P	N	L*	L*	N	N	L*
Office	P	P	L*	P	P	P	P	P
Parking – Public Lot	P	P	N	-	-	-	-	-
Parking – Structured Parking	P	P	P	-	-	-	-	-
Retail Sales and Service	P*	P*	L*	L/CU*	L/CU*	N	P	P
Vehicles – Sales & Rental and Automotive Parts & Tires	N	P	N	-	-	-	-	-
Vehicles – Gasoline sales (less than 6 vehicles)	P	P	P	-	-	-	-	-
Vehicles – Vehicle Repair	N	P	N	P	P	N	L*	P
Industrial Categories								

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.4.a – Land Use Allowances (Non-Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted; - = Not specifically addressed

	City of Spokane Zones – Non-residential							
Land Use / Activity	***CC1***	***CC2***	***CC4***	***LI***	***HI***	***O***	***NR***	***GC***
High Impact Uses	N	N	N	L*	L*	N	N	N
Manufacturing and Production	P*	P*	N	P	P	N	L*	L/CU*
Railroad Yards	-	-	-	CU	P	N	N	N
Wholesale Sales, Warehouse and Freight Movement	P*	P*	N	P	P	N	N	L/CU*
Waste-Related	-	-	-	CU	CU	N	N	N
Institutional Categories								
Basic Utilities	P	P	P	P	P	P	P	P
Schools, Colleges, and Religious Institutions	P	P	P	P	N	P	P	P
Community Service	P	P	P	P	P	P	P	P
Daycare	-	-	-	P	CU	P	P	P
Medical Centers	-	-	-	P	N	P	P	P
Parks and Open Areas	P	P	P	P	CU	P	P	P
Other Categories								
Aviation and Surface Passenger Terminals	P	P	P	P	P	CU	CU	CU
Essential Public Facilities	P	P	P	CU	CU	CU	CU	CU
Rail Lines and Utility Corridors	P	P	P	P	P	CU	CU	CU

Notes

*Additional requirements stipulated in corresponding code section by Zone and subcategory as applicable.

1. *Residential Household Living* is characterized by the residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month basis, or for a longer period. Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included as Residential Household Living. Single room occupancy housing (SROs) that does not have totally self-contained dwelling units is also included if at least two thirds of the units are rented on a monthly basis.

Table 2.3.b – Land Use Allowances (Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted

	City of Spokane Zones – Residential (R Zones)			
Land Use / Activity	***RSF (R-1)***	***RTF (R-2)***	***RMF***	***RHD***
Residential Categories				

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.b – Land Use Allowances (Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted

	City of Spokane Zones – Residential (R Zones)			
Land Use / Activity	***RSF (R-1)***	***RTF (R-2)***	***RMF***	***RHD***
Housing Types Allowed				
Single-Unit Residential Bldg.	P	P	P	P
Middle Housing[2]	P	P	P	P
Accessory Dwelling Unit	P	P	P	P
Manufactured Home	P	P	P	P
Mobile Home Parks	CU	CU	N	N
Single-Room Occupancy	N	N	P	P
Multi-Unit Residential Bldg.	P	P	P	P
Group Living	L/CU	L/CU	L/CU	L/CU
Residential Household Living[1]	P	P	P	P
Commercial Categories				
Commercial Outdoor Recreation	CU	CU	CU	CU
Commercial Parking	N	N	N	N
Drive-Through Facility	N	N	N	N
Major Event Entertainment	N	CU	CU	CU
Mini-Storage Facilities	N	N	N	N
Office	N	N	CU*	CU*
Retail Sales and Service	N	N	N	N
Vehicles – Quick Servicing	N	N	N	N
Vehicles – Repair	N	N	N	N
Industrial Categories				
High Impact Uses	N	N	N	N
Industrial Services	N	N	N	N
Manufacturing and Production	N	N	N	N
Railroad Yards	N	N	N	N
Waste-Related	N	N	N	N
Wholesale Sales, Warehouse and Freight Movement	N	N	N	N
Institutional Categories				
Basic Utilities	L	L	L	L

Reference: Hillyard Subarea Plan – Existing Conditions/Analysis – Land Use and Zoning

Table 2.3.b – Land Use Allowances (Residential)

P = Permitted Use; CU = Conditional Use review required; L = Allowed, but with Special Limitations; A = Accessory Use; N = Not Permitted

	City of Spokane Zones – Residential (R Zones)			
Land Use / Activity	***RSF (R-1)***	***RTF (R-2)***	***RMF***	***RHD***
Colleges, Schools, and Religious Institutions	L/CU*	L/CU*	P	P
Community Service	L/CU*	C/CU*	P	P
Daycare	L	L	P	P
Medical Centers	CU	CU	CU	CU
Parks and Open Areas	P	P	P	P
Other Categories				
Essential Public Facilities	CU	CU	CU	CU
Rail Lines and Utility Corridors	CU	CU	CU	CU

Notes

*Additional requirements stipulated in corresponding code section by Zone and subcategory as applicable.

1. *Residential Household Living* is characterized by the residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month basis, or for a longer period. Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included as Residential Household Living. Single room occupancy housing (SROs) that does not have totally self-contained dwelling units is also included if at least two thirds of the units are rented on a monthly basis.
2. See SMC 17A.020.130 for definitions of middle housing and multi-unit residential building.

Appendix C

Demographics & Housing Conditions Report

Hillyard Subarea Plan

Demographics & Housing Conditions Report

Version: July 20, 2023

Prepared by:
Stantec
Bellevue, Washington

Prepared for:
The City of Spokane &
Northeast Development Authority (NEPDA)

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The Introduction to the Hillyard Subarea Plan

The Subarea Plan Introduction

This report summarizes the demographic and housing conditions for the Hillyard Subarea Plan; these findings will establish baseline conditions and historical trends that will guide planning recommendations relating to land use, housing, employment/economic opportunities, essential services/infrastructure, and quality of life elements. As the community embarks on long-range planning initiatives benefiting specific geographic areas, it is vital to explore the social economic conditions, household makeup/income, and housing availability so that the process can respond to local need and the individuals that reside in and around the defined Focus Area boundaries. This information will allow the local leaders and community stakeholder to prioritize initiatives and capital investments that benefit the socioeconomic makeup and physical conditions of the place. These findings can specifically guide the City's decisions relating to land use and economic development strategies.

In April 2023, the City of Spokane and the Northeast Public Development Authority (NEPDA) embarked on a subarea planning initiative for the Hillyard neighborhood and the surrounding vicinity to the northeast to build upon past planning efforts and technical studies focused on infrastructure, economic development, housing, brownfield reuse/redevelopment, and responding to the unique needs/opportunities associated with this area of the larger Spokane community. A series of unique neighborhoods, business districts, legacy industrial areas, and natural geographies comprise the Focus Area that are the subject of this Subarea Plan. Notably, the northeast areas of the Focus Area have experienced prolonged infrastructure deficiencies that have stalled economic development and property reuse, and the legacy commercial corridors have been slow to revitalize. The Focus Area has a concentration of vacant/abandoned properties; through thoughtful reuse planning, these sites can be redeveloped for new community serving uses such as employment, commercial services, and/or housing. As an end goal, the Subarea Plan will examine and respond to the area's challenges and opportunities by providing a series of planning-related strategies that are aimed to improve area conditions, support economic development, address infrastructure and service needs, and provide essential housing/commercial services to this area of the City. For the Subarea Plan, the City of Spokane, NEPDA, and its consultant (Stantec) comprise the Project Team.

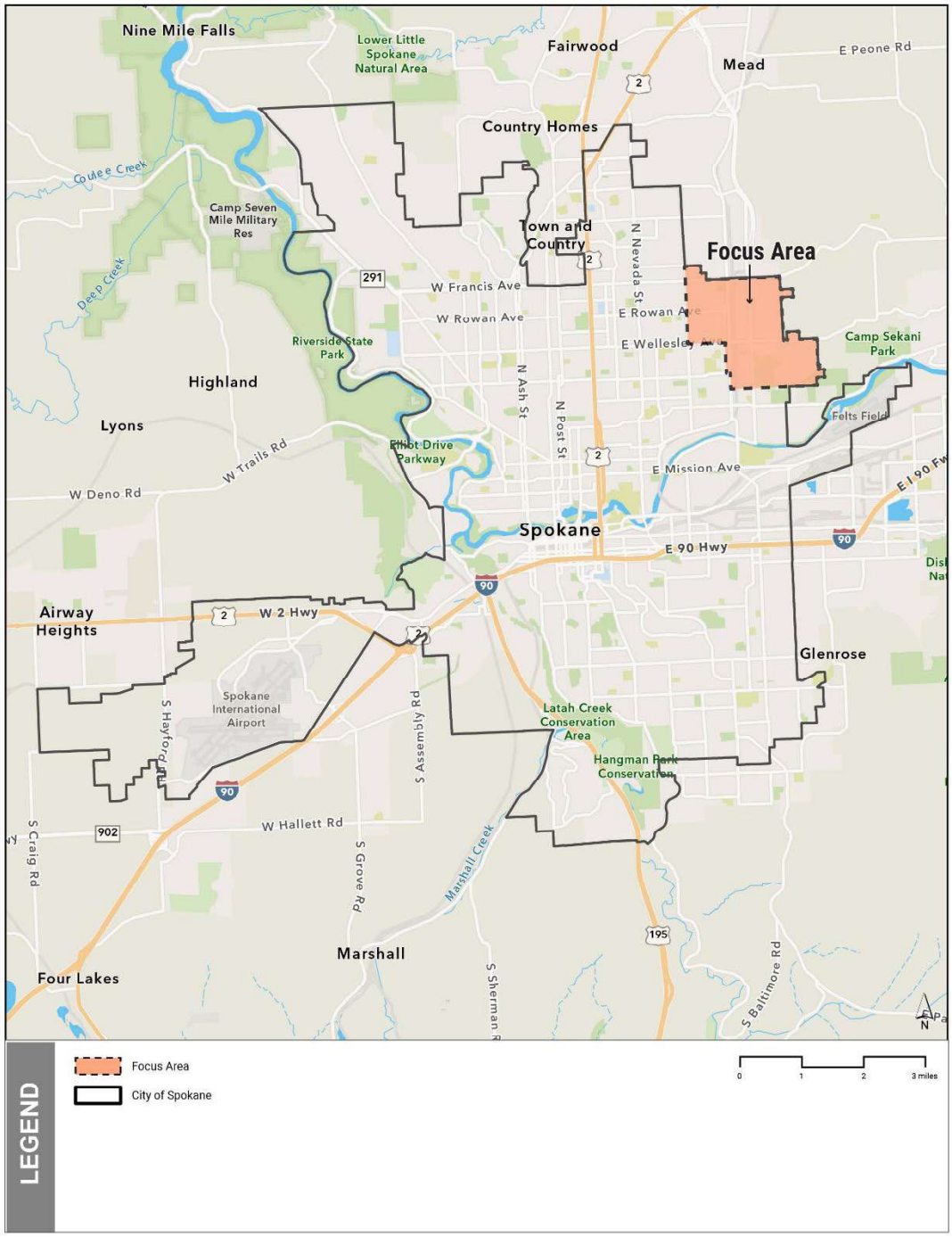

Figure 1.1.1.1 – Hillyard Subarea Plan Local Context Map

Focus Area - The Subarea Plan Focus Area (the "Focus Area" herein) encompasses the parcels and public rights-of-way within the Hillyard neighborhood (including its business district), the east Hillyard industrial area (also referred to as "the Yard"), and the western slopes of Beacon Hill. The approximate 1,740-acre Focus Area is generally bounded by Crestline Street to the west, East Wellesley Avenue/Garnet Avenue to the south, South Havana Street/North Fancher Beacon Lane to the east, and East Francis Avenue to the north.

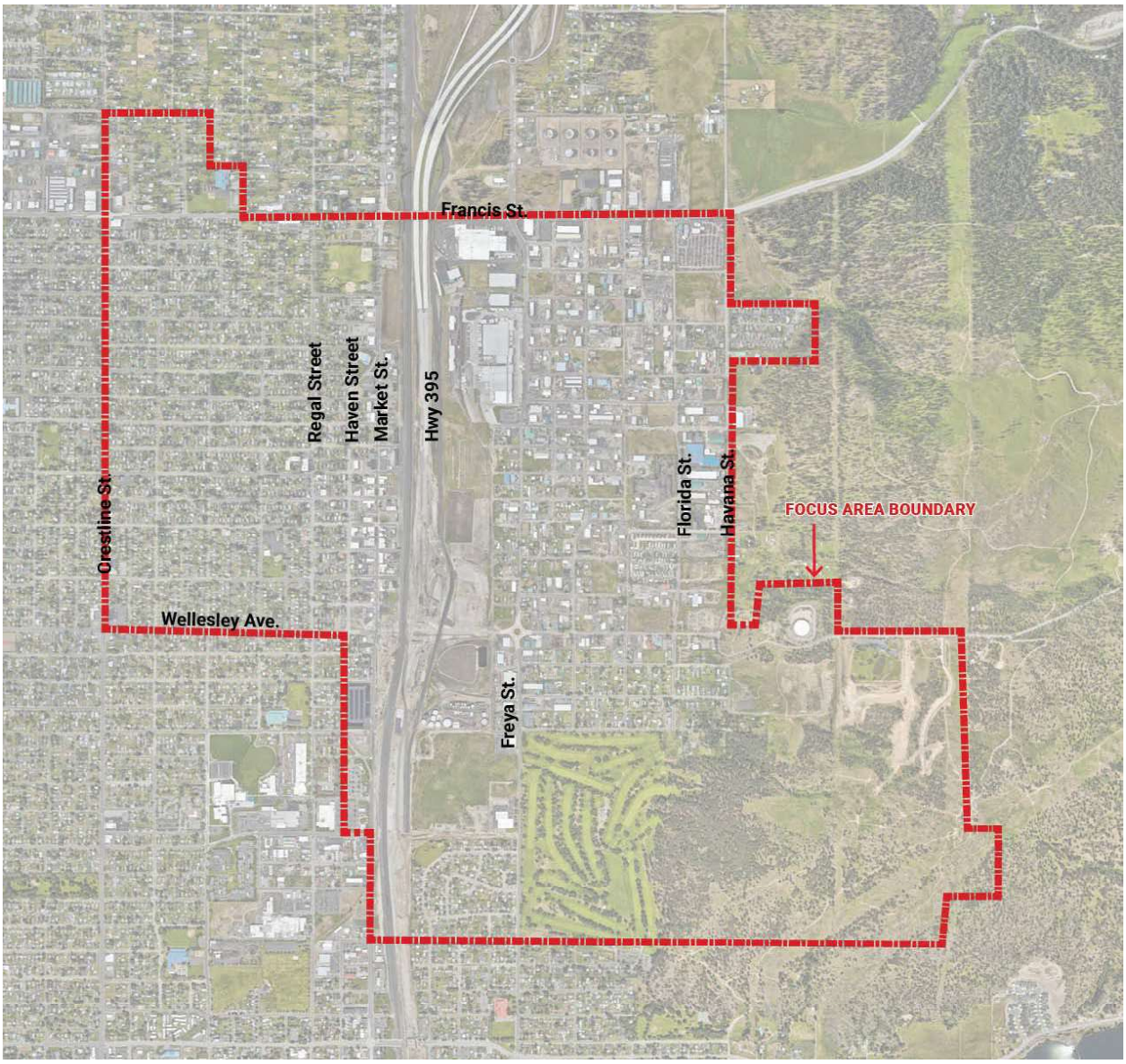

Figure 1.1.1.2– Hillyard Subarea Plan Focus Area Map

Subarea Plan Approach - The Subarea Plan will approach reuse and revitalization planning as a series of six (6) "Character Districts" with the goal to recognize and address the unique land use and infrastructure needs for these geographic areas within the larger Focus Area. (See Figure 1.1.1.3 for the Focus Area boundaries and the planned Character District designations). The Subarea Plan will result in a final document comprising elements related to community context, the community's vision, land use and urban design, housing, transportation and mobility, utilities and drainage, open space and environment, economic development, and an action plan. A notable goal will be to devise a series of revitalizations strategies to address prolonged housing needs, resolve infrastructure deficiencies, improve quality-of-life, increase economic opportunity, and place brownfields and other underutilized properties back into productive use. This project also aims to address the potential displacement of existing residents/businesses as the Focus Area improves over time. The Project Team will generate their planning ideas and revitalization recommendations for the Focus Area based community participant feedback.

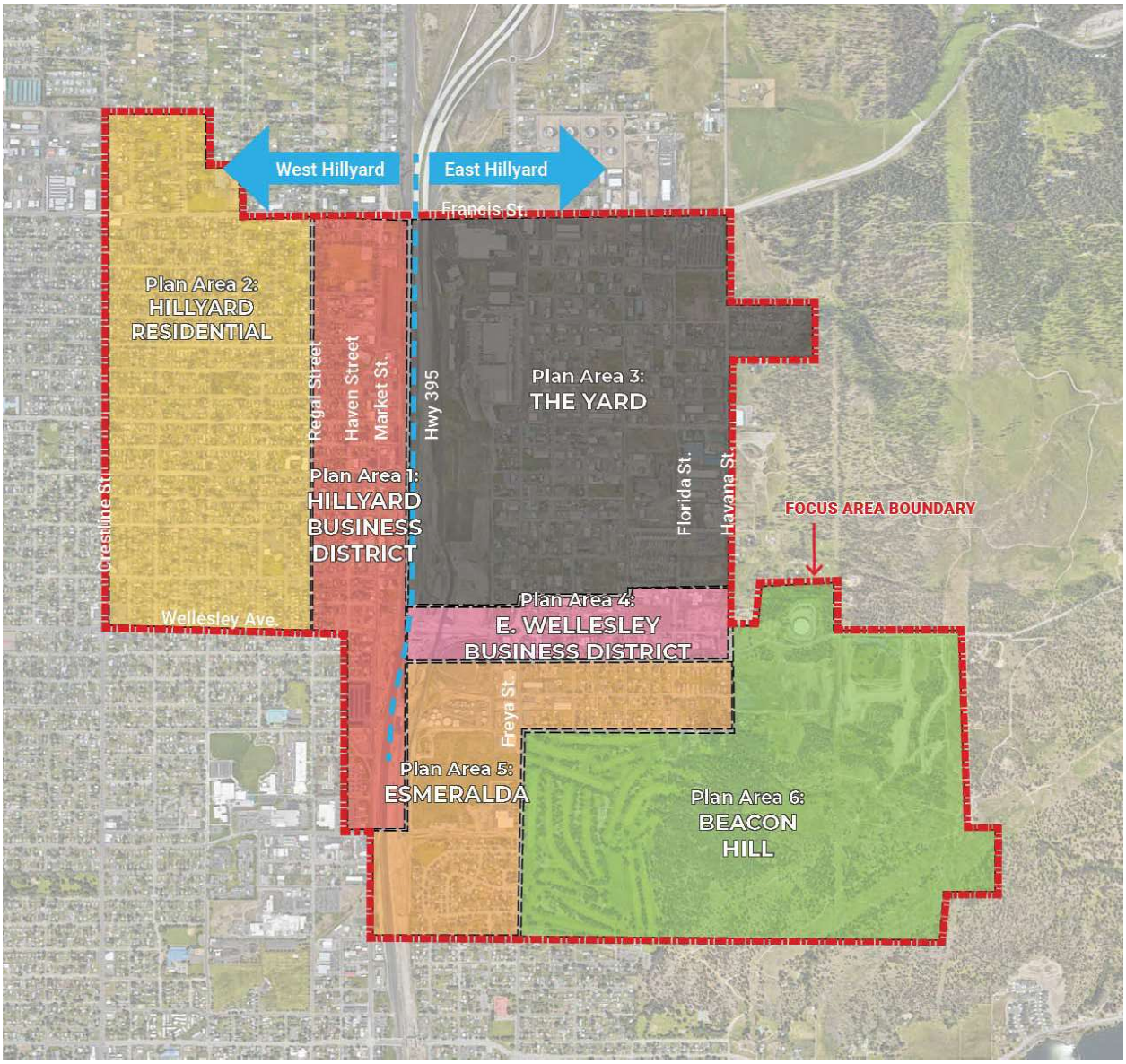

Figure 1.1.1.3 – Hillyard Subarea Plan Character Districts Map

Demographics and Housing Data Analysis Overview

When planning for the Hillyard Subarea Plan Focus Area, it is important to examine and understand the historical population trends, regional population forecasts, local household characteristics, and housing conditions to ensure the resulting planning-related recommendations respond to local needs and those individuals that live in and around the area. There is opportunity for the Focus Area to absorb a portion of the region's population growth by planning for future housing, commercial services, employment opportunities, and supportive infrastructure. A notable strategy (and outcome) for the Subarea Planning process will be to support and incentivize redevelopment projects on designated "opportunity sites" to bring much needed services to the Focus Area.

The City and NEPDA intend to hone their redevelopment efforts on vacant, abandoned, and/or underutilized properties across the Focus Area – those properties may possess the potential to create new community-serving uses for those individuals living/working in the vicinity. In planning for catalytic redevelopment projects, it will be important to identify the local demographic makeup of the community so individual site programming (and land uses) respond to local need, aspirations, and economic attainment for those that live and work in the Focus Area. It will also be important to prioritize projects that fill service and housing gaps in the community. As an initial step in the subarea planning, the Project Team (led by the project consultant, Stantec) collected, analyzed, and summarized the demographic and housing conditions in and around the Focus Area. This section summarizes the data used for this analysis.

Data Sources - As part of this planning process, the Project Team reviewed readily available demographic data so the resulting revitalization strategies for the Hillyard Subarea Plan and the associated community engagement activities respond to both current and projected population trends, current housing supply, household characteristics, and income. The demographics and housing conditions analysis includes information from the following data sources.

- **United States Census Data** – The Project Team reviewed demographics data from the United State Census (American Community Survey 2021 – 5-year Estimate Data). This information focused on race/ethnicity, age, household characteristics, income, educational attainment, and housing.
- **United States Bureau of Labor Statistics** – The Project Team review recent and historical unemployment statistics for the National, State, County, and City-wide geographies.
- **State of Washington Office of Financial Management (OFM)**– The Project Team reviewed State, regional and local population estimates and forecasts. This includes historical, current, and projected population estimates. This information was used to verify other data sources as it relates to Spokane and the larger region.

Census Tracts – Six individual census tracts (CTs) comprise the Focus Area, but only four of them were used for this demographic and housing summary as they cover the majority of the Focus Area: CTs 2.01, 2.02, 16, and 144. Only small segments of the Focus Area fall within CTs 112.02 and 112.03; since most of the land comprising those tracts are outside the Focus Area the statistics/values may inaccurately reflect the true demographic/housing conditions for the Subarea Plan (thus, those CTs were omitted from this analysis). Figure 1.3.1 depicts the Census tract map as it relates to the Focus Area. As applicable, the findings include a weighted value for the four CTs to achieve a summary of the Focus Area statistics. The following describes the geographic location for the CTs used in this analysis for the Hillyard Subarea Plan:

Table 1.3.a. Census Tracts Used for the Focus Area

Census Tract	*Description and Notes*	*Subarea Plan Character District(s)*
2.01	This CT covers the northern portions of the Hillyard Neighborhood and its business district.	District 1: Hillyard Business District District 2: Hillyard Residential
2.02	This CT covers the southern portions of the Hillyard Neighborhood and the central portions of its business district.	District 1: Hillyard Business District District 2: Hillyard Residential
16	This CT covers the southern portions of the Hillyard Business District and some residential areas; notably, the western portions of this CT are outside of the Focus Area.	District 1: Hillyard Business District
144	This CT covers the areas of the Focus Area on the east side of the US 395 highway corridor; notably, the southern portions of this CT are outside the Focus Area.	District 3: The Yard District 4: E. Wellesley Bus. District District 5: Esmeralda District 6: Beacon Hill

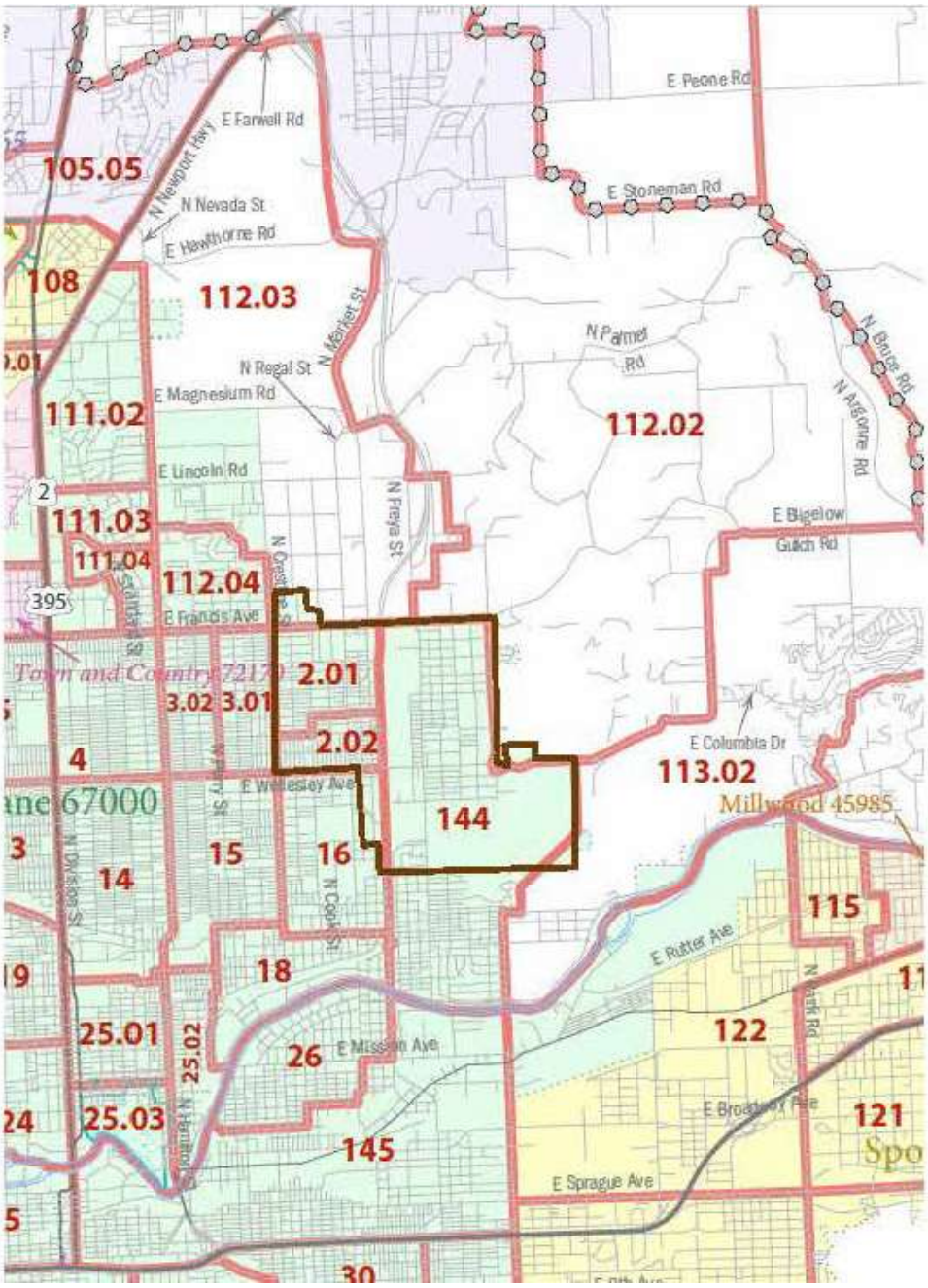

Figure 1.3.1 – Census Tract Map

Demographics / Population

Demographic Overview and Key Findings

Demographics Introduction

As communities embark on long-range planning and special studies for a defined geographic area, it's important to understand the current populations and household characteristics so the resulting plans reflect the needs of those residing in the Focus Area. This chapter provides the statistical assessment results of several key characteristics of the Focus Area's inhabitants. Referred to as demographics, these results can be utilized to reveal larger socioeconomic trends such as population changes, householder characteristics, economic conditions, and disparities that may exist within the Focus Area compared to the City, County and the State of Washington. These considerations make this data extremely important in developing long-range plans for the Focus Area. Furthermore, understanding the population's characteristics will help shape the resulting planning recommendations for the Subarea Plan. These sorts of considerations are what make plans effective and foster strong relationships between community members and their local government.

In this chapter, each demographic indicator of the Focus Area has been benchmarked against those of the City, County, and State to provide the reader with greater context. In the sections herein, each demographic topic begins by outlining the statistical data at the City and regional level and then contrasting the conditions with the Focus Area; this format was chosen to provide a consistent comparison between the regional context and the Hillyard-area.

Key Findings

The Project Team identified the following key findings and considerations as they relate to planning for the Hillyard Focus Area.

Finding #1 – Historical Population Loss: The census tracts (CTs) comprising the Focus Area have shown a 6.11% population loss between 2010 and 2021; notably, the northern portions of the Hillyard residential areas have showed a 12.63% loss during the same period. There is opportunity to reverse this historical trend through thoughtful planning, new housing, amenities, and increased employment opportunities.

Finding #2 – Regional Growth: The City of Spokane has experienced a 9.28% population growth between 2010 and 2021; Spokane County experienced a 15.22% increase during the same time. By 2040, Spokane County is expected to grow to 592,969 (up from 531,477 in 2021). There is

opportunity for the Focus Area to absorb a portion of the projected population growth by improving area conditions and adding much needed housing.

Findings #3 – Minorities and Racial/Ethnic Composition: The Focus Area has a 19.28% minority population which is a higher percentage of residents when compared to the City (16.90%) and the County (14.20%). Notably, there are more individuals that identify as Black and/or Native Hawaiian/Pacific Islander living in Focus Area than the City as whole. Also, Hispanics (or Latinos/Latinas) account for 9.93% of the Focus Area residents compared to 6.8% in the City. There is a need to recognize the area's unique racial/ethnic composition in planning for revitalization and community services.

Findings #4 – Age: The City of Spokane and the County have a younger population when compared to that of the State of Washington as a whole. The 25-34 age bracket represents the larger cohort in both the City and the Focus Area. The City's median age is 36.4 years which is younger than the County (39.9 years) and Washington State (37.9 years). Additionally, 30.85% of the Focus Area households have children compared to 26.9% of the City households. Just over 24% of Focus Area households have a senior occupant compared to 27.7% in the City. There is opportunity to plan for housing, amenities, employment, and commercial services that accommodate the region's population while being inclusive of other age cohorts.

Finding #5 – Educational Attainment: The Spokane region has a higher high school graduation rate (or equivalent) when compared to the State. For individuals 25 year of age or older, 92.15% of those living in the Focus Area have a high school graduate (or higher) compared to 93.10% in the City and 91.90% in the State. Conversely, 14.08% of the Focus Area population (25+ of age) hold a bachelor's degree or higher compared to 32.4% in the City. There is opportunity to provide additional educational and job-training resources in the community to ready individuals for a variety of employment options.

Finding #6 – Household Spoken Languages: Over 13% of those individuals 5 year of age or older living in the Focus Area speak a language other than English at home compared to 3.2% in the City. For the Focus Area, 5.72% of those individuals speaking English "less than very well". There is opportunity to recognize the variety of languages readily spoken in the community and provide signage, resources, and programs in other languages in addition to English.

Finding #7 – Household and Family Sizes: The Focus Area has an average household size of 2.5 individuals per unit compared to 2.32 in the City and 2.46 in the County. Family sizes in the Focus Area range between 2.99 and 3.15 individuals compared to 3 in the City. There is a need and opportunity to plan for new housing that can accommodate larger households.

Finding #8 – Income and Financial Hardship: The median household incomes for the Focus Area range from $39,756 to $60,850 depending on geographic area; lower household incomes occur in the Hillyard residential areas. The median income in the City is $56,977 which is lower than that of the County ($64,079) and the State ($82,400). The Focus Area has an 18.5% household poverty rate which is higher than that of both the City (15.6%) and the County (12.5%); households in the Focus Area also have higher rates of public assistance. There is an immediate local need to provide jobs, resources, and educational programs that improve economic opportunity for Focus Area

households. At the same time, it is important to provide affordable housing and reduced living costs to area residents.

Finding #9 - Unemployment: The Focus Area has maintained a 6.83% 5-year unemployment rate compared to 6.20% in the City and 5.70% in the County (pursuant to the Census). However, March 2023 U.S. Labor Bureau Statistics show a City-wide employment rate of 5.1% and 4.2% in the County; this shows that employment rates are improving since the onset of the COVID-19 pandemic that started in March/April 2020. There is opportunity to plan for employer retention to stabilize jobs in the region.

Finding #10 – Employment Industry: Most of the workers in the Focus Area are employed in educational services, health care, and/or social assistance (19.50%). Over 11% of Focus Area workers are employed in the arts, entertainment, recreation, and accommodation and food services industries; approximately 11.44% work in the retail sector. Notably, the Focus Area has a high rate of workers in "blue collar" jobs. Specifically, 10.55% of are in the construction industry, which is twice the share of those workers in the City. Approximately 7.97% of the workforce in the Focus Area work in manufacturing, which is higher than that of both the City and County. Additionally, 7.93% of the workforce in the Focus Area work in the transportation, warehousing, and utility industries. Based on these findings, there is opportunity to promote more manufacturing, transportation, and warehousing jobs in the Yard as many workers with this industry experience live in the Focus Area. Additionally, there is opportunity to support additional retail, health services, and art-focused enterprises in the legacy Hillyard Business District and the planned E. Wellesley Business District.

Finding #11 – Class of Worker – Most Focus Area workers are employed at a private company (85.68%) when compared to the City (79.90%) except for CT 2.02 (71.90%). The Focus Area has few government employees (10.29%) when compared to the City (14.80%); except for CT 2.02 (18.80%). The Focus Area has a lower percentage of self-employed individuals (4.02%) compared to the City (5.10%); except for CT 2.02 (9.20%). There is opportunity to support additional private employers in the Focus Area to serve the existing population. Also, there may be opportunity to provide programs and resources that support entrepreneurship and small-business start-up through education, financial services, and affordable workspaces.

Population Characteristics

Population Trends and Forecast

Table 2.2.1.a displays the historical population trends/statistics between 2010 and 2021 for the City of Spokane, the County, the State of Washington and the census tracts (CTs) comprising the Focus Area. When reviewing the Census data, Spokane's 2021 population was 225,709. This represents a 9.28% (or 19,168-person) population increase since 2010. In 2021, the State of Washington's population was 7,617,364; this is a 16.10% increase from its 6,561,297 population in 2010. Spokane County's 2021 population was 531,477 individuals; the County grew 15.22% from its 2010 population of 461,262. In general, the City of Spokane has shown a slower growth rate when compared to the County and State. Based on the Washington Office of Financial Management (OFM) population forecasts, the City's population is expected to grow to 236,698 in population by 2037 compared to the County's future population estimate of 583,409 and the Washington State estimate of 8,887,396 (the next state/regional forecast is expected to occur in 2024).

For the four (4) CTs that comprise the majority of the Focus Area, the total estimated population for 2021 was 12,807 individuals. Over the last decade, all four CTs have shown consistent population losses. For the combined CT's, the Focus Area has experienced 6.11% decline in population between 2010 and 2021. Notably, the CTs comprising the legacy Hillyard neighborhood show a 12.63% decline since 2010. CT 16 and CT 144 demonstrate a 2.36% and 2.92% decline, respectively, during this same timeframe. As the community plans for the area's future, there is opportunity to improve quality of life, add jobs/services, and increase housing choices as strategies to attract and retain households. As the State and County populations are forecasted to grow substantially by 2037, there is an opportunity to plan for the Focus Area to absorb a portion of the regional population growth.

Table 2.2.1.a. Historical Population Trends

	Population Statistics by Geographic Area							
Year	*Washington State*	*Spokane County*	*CT 2.01*[1]	*CT 2.02*[1]	*CT 16*[2]	*CT 144*[3]	*Focus Area Combined CTs*[4]	*City of Spokane*
2010	6,561,297	461,262	5,053		3,595	5,029	13,677	206,541
2015	6,985,464	480,832	4,703		3,667	4,718	13,088	210,695
2021	7,617,364	531,477	4,415		3,510	4,882	12,807	225,709
Population Change 2010-2015 (Number)	424,167	19,570	-350		72	-311	-589	4,154
Population Change 2010-2015 (Percent)	6.46%	4.24%	-6.93%		2%	-6.18%	-4.31%	2.01%

Table 2.2.1.a. Historical Population Trends

	Population Statistics by Geographic Area							
Year	*Washington State*	*Spokane County*	*CT 2.01*[1]	*CT 2.02*[1]	*CT 16*[2]	*CT 144*[3]	*Focus Area Combined CTs*[4]	*City of Spokane*
Population Change 2015-2021 (Number)	631,900	50,645	-288		-157	164	-281	15,014
Population Change 2015-2021 (Percent)	6.46%	4.24%	-6.93%		-2.00%	-6.18%	-4.16%	2.01%
Population Change 2010-2021 (Percent)	16.10%	15.22%	-12.63%		-2.36%	-2.92%	-6.11%	9.28%
2037 Population Forecast (OFM)	8,887,396	583,409 (176,780 unincorp-orated)	N/A		N/A	N/A	N/A	236,698

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144

Source: Washington Office of Financial Management (OFM) and the US Census / American Community Survey 2021-5-year estimates

Race and Ethnicity

At nearly 20% on average across its CTs, the Focus Area contains a larger share of minorities than that of the city. Eighty three percent (83.10%) of the City of Spokane residents are white compared to 85.80% in the County and 71.70% in Washington. The City's minority population hovers around 16.90% which is similar to the County (14.20%) but much lower than the State (28.30%); this includes individuals that identify as non-white and/or Hispanic. The City's Hispanic (or Latino/Latina) population is 6.80% which is on par with the County (6.20%) but less than half that of the State (13.20%). Additionally, 7.50% of Spokane residents identify as two or more races as compared to the County (6.80%) and State (8.60%).

Notably, there are larger minority concentrations in CT 16 (21.6%) and CT 144 (20.3%); whereas the CTs comprising the Hillyard residential areas and its business district have a minority population that closely aligns with that of the City (16% in CT 2.01 and 17% in CT 2.02). The following list summarizes the findings by racial and ethnic background (pursuant to the Census categories). Figure XXX shows the percent of population within the Focus Area that are people of color.

- **White:** The CTs comprising the Focus Area show 80.72% percent of the population identify as white; this is slightly less that the City (83.10%). The highest concentration is in the Hillyard residential areas and its business district (84% in CT 2.01 and 83% in CT 2.02).

- **Black or African American:** The CTs comprising the Focus Area show that 2.73% of residents identify as black or African American, which is higher than that of the City (2.40%) and the County (1.8%). These individuals are concentrated in CT 2.01 (5.6%) and CT 16 (4.0%).
- **American Indian and Alaska Native:** The CTs comprising the Focus Area show that 1.38% of residents identify as American Indian and/or Alaska Native; which is on par with the City's demographics (1.40%). There are larger concentrations of these individuals in the central and southern portions of the Hillyard residential areas and business district (2.8% in CT 2.02).
- **Asian:** The CT's comprising the Focus Area show that 1.46% of residents identify as Asian which is lower than that of the City (2.9%) and the County (2.2%). CT 2.01 has the highest proportion of Asian residents (3.1%) when compared to the other tracts.
- **Native Hawaiian or other Pacific Islander:** The CTs comprising the Focus Area show 2.72% of residents identify as Native Hawaiian or another Pacific Islander; this share is significantly higher than that of the City (1%) and the County (0.6%). Notably, CT 2.01 shows no Native Hawaiians/Pacific Islanders residing in that geographic area.
- **Some other race:** The CT's comprising the Focus Area show that 2.51% of the residents identify as some other race (than those listed above); this is significantly higher than the City and County (both at 1.7%).
- **Hispanic (or Latino/Latina):** The Census identifies that the Focus Area has a larger share of its population that identify as Hispanic (9.93%) than the City (6.8%) and the County (6.2%). Larger concentrations of Hispanics live in CT 16 (13.2%) and CT 144 (10.5%).

These findings confirm that the Focus Area has a more diverse racial/ethnic population when compared to the City and County averages. As the community plans for the area's future, it is important to respond to the unique demographic makeup in terms of commercial services, cultural amenities, and even housing to result in a welcoming environment for both current and future households.

Table 2.2.2.a. Race and Ethnicity

		Percent of Population by Geographic Area							
Race/Ethnicity		***WA State***	***Spokane County***	***CT 2.01***[1]	***CT 2.02***[1]	***CT 16***[2]	***CT 144***[3]	***Focus Area Combined CTs***[4]	***City of Spokane***
Two or more races		8.60%	6.80%	4.40%	6.90%	10.50%	10.00%	8.48%	7.50%
One Race	White	71.70%	85.80%	84.00%	83.00%	78.40%	79.70%	80.72%	83.10%
	Black or African American	3.90%	1.80%	5.60%	0.80%	4.00%	0.60%	2.73%	2.40%
	American Indian and Alaska Native	1.20%	1.20%	0.30%	2.80%	1.30%	1.70%	1.38%	1.40%
	Asian	9.00%	2.20%	3.10%	0.00%	0.00%	1.90%	1.46%	2.90%
	Native Hawaiian and Other Pacific Islander	0.70%	0.60%	0.00%	2.50%	3.80%	3.70%	2.72%	1.00%
	Some other race	5.00%	1.70%	2.60%	4.00%	2.00%	2.40%	2.51%	1.70%
Hispanic or Latino/Latina		13.20%	6.20%	6.10%	8.00%	13.20%	10.50%	9.93%	6.80%
Minority Population		28.30%	14.20%	16.00%	17.00%	21.60%	20.30%	19.28%	16.90%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144

Source: US Census / American Community Survey 2021-5-year estimates

Age

Table 2.2.3.a. compares the median age and cohorts amongst state and local averages. Spokane's median population age is 36.4 which is younger than that of the County (37.9) and the State (37.9). The largest age cohort amongst the City, County, and State is 25-34 years; in the City this represents 17.3% of all the age cohorts. The next two largest for all three geographic areas include the 35-44 and 45-54 cohorts.

Spokane's senior community (individuals 65 years or older) represent 15.61% of the total population compared to 16.18% of the County and 15.46% of the State. Spokane has the largest segment of children (individuals under 18 years of age) at 17.50% when compared to both the State (12.40%) and the County (13.80%). Approximately 63.30% of the City's population is within the prime working age (16-65 years of age), compared to 61.70% of the County's and 62.40% of the State's. Another observation is that 37.90% of Spokane's population (age 16+ years) is not in the labor force which is greater than the State (35.30%) but less than Spokane County (38.20%); this suggests that a large portion of residents may be unavailable to fill current and future employment positions or there are simply not enough jobs to fill the local demand (more investigation is warranted to better understand this situation).

For the Focus Area, the largest age cohort is 25-34 years of age in CTs 2.02, 16, and 144; whereas the 45-54 cohort is the largest of CT 2.01 which suggests that the majority of residents in Hillyard are young and middle-aged adults. When applying a weighted percentage value to the CTs comprising the Focus Area, 12.73% of the population are seniors over 65 which is lower than the share of the City (15.61%). When looking closer at each CT, there is a concentration of seniors in the northwest portion of the Hillyard Neighborhood (14.38% in CT 2.01, 10.60% in CT 2.02, 11.88% in CT 16, and 12.93% in CT 144).

Hillyard has a relatively high percentage of children under 18 (24.15%) versus the City (22.1%) and the County (21.1%); this statistic combined with the prevalence of adults in the 25-34 year age range suggests a possible predominance of young families in the Focus Area. The Focus Area has 63.10% of its population within the prime working age (18-65 years of age), which is closely comparable to the City at 63.30%.

As the community plans for its future, it is important to accommodate the existing, future, and aging residents in terms of age and generational needs. Notably, the Focus Area has a larger concentration of young families with children which justifies the need for larger, multi-bedroom dwelling units, schools/higher education services, and public amenities. Furthermore, it is important to recognize and plan for senior populations (and individuals that will age in place over the next few decades). Planning solutions may focus on walkability measures, access improvements, nearby commercial services, and opportunities to provide social and enrichment programs so that older generations are welcomed and thrive in the area.

Table 2.2.3.a. Age Cohorts and Median Age

	Percent of Population by Geographic Area							
Age Groups / Age Statistics	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area Combined CTs[4]***	***City of Spokane***
Under 5 years	5.90%	5.90%	4.70%	9.00%	6.80%	8.30%	7.12%	5.60%
5 to 9 years	6.20%	6.20%	3.10%	9.20%	6.20%	6.50%	5.91%	6.10%
10 to 14 years	6.30%	6.30%	9.20%	4.10%	8.90%	7.20%	7.80%	6.00%
15 to 19 years	6.00%	6.40%	6.70%	9.90%	6.60%	5.30%	6.49%	5.90%
20 to 24 years	6.30%	6.50%	4.30%	9.20%	7.30%	2.50%	4.97%	7.10%
25 to 34 years	15.10%	14.90%	13.60%	18.10%	16.20%	15.70%	15.60%	17.30%
35 to 44 years	13.70%	12.80%	13.80%	3.70%	13.40%	13.20%	12.36%	12.40%
45 to 54 years	12.30%	11.80%	17.90%	12.80%	9.90%	14.00%	13.66%	11.40%
55 to 59 years	6.30%	6.20%	4.30%	5.30%	5.40%	8.30%	6.24%	6.00%
60 to 64 years	6.40%	6.80%	7.90%	8.20%	7.60%	6.10%	7.16%	6.50%
65 to 74 years	9.60%	10.00%	10.90%	5.30%	7.60%	8.80%	8.58%	9.80%
75 to 84 years	4.10%	4.30%	2.8%	4.60%	3.50%	3.20%	3.34%	3.80%
85 years and older	1.70%	1.80%	0.70%	0.70%	0.80%	0.90%	0.80%	2.00%
Under 18 years	22.10%	22.10%	15.80%	27.90%	45.60%	8.30%	24.16%	21.10%
65 years and older	15.46%	16.18%	14.38%	10.60%	11.88%	12.93%	12.73%	15.61%
Adults in Prime Working Age (18 to 65)	62.4%	61.7%	64.7%	66.3%	61.9%	62.10%	**63.12%**	63.3%
Population not in Labor Force (age 16+ years)	35.30%	38.20%	43.40%	40.20%	39.90%	30.10%	37.05%	37.90%
Median Age (years)	37.9	37.9	39.9	28.1	33.9	38.2		36.4

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144

Source: US Census / American Community Survey 2021-5-year estimates

Education Attainment

Table 2.2.4.a. shows and compares the educational attainment rates amongst state and local averages. Spokane has a higher rate of basic education attainment and a lower rate of advanced education attainment when compared to the State but is generally in line with the County across all categories of educational attainment. Specifically, 22.50% of Spokane residents (aged 25+) are high school graduates compared to 23.20% in the County and 21.80% in the State. However, only 32.40% of Spokane residents (aged 25+) have a bachelor's degree or higher compared to 37.30% in the State. Approximately 12.20% of City residents have a graduate or professional degree which is lower than the State (14.20%) but slightly higher than the County (11.30%).

For the Focus Area, educational attainment trends coincide with those of the City – but are much more pronounced; most of the CTs comprising the Focus Area show a higher rate of basic education attainment and a significantly lower rate of advanced education attainment when compared to the City, County, and State. High school graduates in Hillyard comprise a whopping 36.51% of the population over 25, compared to 22.50% of the City. By contrast, only 14.08% of Hillyard residents (aged 25+) have a bachelor's degree or higher compared to 32.40% in the City and 37.30% in the State. Only 5.28% of Focus Area residents have a graduate or professional degree – over half that of the City (12.20%), County (11.30%), and State (14.20%).

When planning for economic development (and enticing new industries), a highly educated and trained workforce are important considerations for potential employers to locate to a given community (or specific neighborhood within the City). The strong presence of high school graduates in the City will support construction, retail, and service-oriented professions but may fail to attract tech-based or medical research companies without additional drivers (such as quality of life considerations, public amenities, and /or incentives). At the same time, it is important to provide educational resources so that residents obtain job skills that will translate into economic prosperity for them and their families. Through the planning process, the community may choose to prioritize public services and enrichment programs that advanced the educational attainment and job skills to improve economic opportunity for area residents. Educational support could be instrumental in attracting jobs and economic development in the community's legacy industrial areas and business districts.

Table 2.2.4.a. Education Attainment for population 25 years and older								
	Percent of Population by Geographic Area							
Highest Educational Attainment (population 25 years or older	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area Combined CTs[4]***	***City of Spokane***
Less than 9th grade	3.50%	1.80%	3.80%	5.00%	5.10%	1.30%	3.26%	2.30%
9th to 12th grade, no diploma	4.60%	4.00%	5.20%	0.20%	9.20%	2.20%	4.58%	4.60%
High school graduate (includes equivalency)	21.80%	23.20%	36.50%	24.10%	42.70%	35.40%	36.51%	22.50%
Some college, no degree	22.70%	26.20%	27.40%	38.00%	25.50%	28.30%	28.26%	25.90%
Associate's degree	10.20%	13.30%	12.90%	16.10%	9.80%	15.20%	13.31%	12.20%
Bachelor's degree	23.10%	20.20%	10.20%	10.10%	5.80%	9.60%	8.81%	20.30%
Graduate or professional degree	14.20%	11.30%	4.10%	6.40%	2.00%	8.00%	5.31%	12.10%
High school graduate or higher (25+)	91.90%	94.20%	91.00%	94.70%	85.70%	96.50%	92.15%	93.10%
Bachelor's degree or higher (25+)	37.30%	31.50%	14.30%	16.50%	7.80%	17.50%	14.08%	32.40%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144

Source: US Census / American Community Survey 2021-5-year estimates

English Speaking Ability

Table 2.2.5.a. shows and compares the levels of English-speaking ability (aged 5 or older) amongst state and local averages. Most Spokane residents speak English-only at home (91.60%) compared to 92.60% in the County and 79.70% in the State. Only 8.40% of Spokane residents speak languages other than English at home compared to 7.40% in the County and 20.30% in the State. For those that speak other languages at home, the Spokane residents are also able to speak/comprehend English quite well; only 3.20% of residents do not speak English well.

For the Focus Area, a larger share of families speak a language other than English at home (13.49%) compared to that of the City and County. There are portions of the Focus Area where individuals speak English "less than very well"; this is particularly prevalent in CT 2.01 (5.9%) and CT 16 (10.5%). A correlating factor for the high prevalence of multilingual families in Hillyard may be the relatively large Hispanic (or Latino/Latina) population at 9.96% compared to the City's Hispanic

population at 6.80% and the County at 6.20%. The larger share of Asian residents compared to that of the City in CT 2.01 may also be a contributor to the English-speaking ability of the Focus Area. (see Section 2.2.2 above for additional detail on race and ethnicity demographics).

As the community plans for the Focus Area, it will be important to be mindful of the various languages spoken amongst area households. There may be opportunities to acknowledge the linguistic abilities/preferences through signage, wayfinding improvements (i.e., additional languages or icon imagery), and enrichment programs so all community members feel welcomed and effectively accommodated.

Table 2.2.5.a. English Ability, population 5 years and over

	Percent of Population by Geographic Area							
English Use / Ability (Population 5 years or older)	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area Combined CTs[4]***	***City of Spokane***
Speaks English Only at Home (age 5 or older)	79.70%	92.60%	87.00%	93.10%	79.70%	89.30%	86.51%	91.60%
Speaks Language other than English at Home (age 5 or older)	20.30%	7.40%	13.00%	6.90%	20.30%	10.70%	13.49%	8.40%
Speaks English Less than Very Well (age 5 or older)	7.60%	2.50%	5.90%	2.60%	10.50%	3.00%	5.72%	3.20%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144

Source: US Census / American Community Survey 2021-5-year estimates

Household Characteristics

Household Characteristics Summary

Table 2.3.1.a summarizes key household characteristics for Spokane compared to the County, State of Washington, and the census tracts comprising the Focus Area. Spokane's average household size is 2.32 individuals which is lower than the County (2.46 individuals) and the State (2.55 individuals) The average family size in Spokane is 3 individuals; this is slightly less than both the County (3.03 individuals) and the State (3.1 individuals); these findings are in keeping with population age demographics suggesting a prevalence of young families in the region (see section 2.2.3 above).

The City has a smaller share of households with children (26.90%) compared to the County (29.40%) and the State (30.40%). Finally, 27.70% of Spokane's households have one or more senior individuals (aged 65 years of age or older), which is fewer than the households rates in the County (29.50%) and in the State (28.40%). These statistics, combined with the average household size figures above, suggest that a typical Spokane residential unit houses a smaller number of occupants as compared to both the County and State. This condition may necessitate a wider variety of housing options to accommodate families in need of housing other than the single family detached 3-4 bedroom unit (see Section 3 below for more information on housing conditions and constraints in Spokane and within the focus area).

For the Focus Area, the average household size is 2.50 individuals per dwelling unit; household sizes are larger in CT 16 (2.52) and CT 144 (2.78). Additionally, 30.85% of the Focus Area households have children which is higher than the City (26.9%) and the County (29.4%); CT's 16 and 144 have high rates of children living in households (at 32.7% and 36.5%, respectively). The average family size of the Focus Area is slightly larger than that of the City and County, CT 16 contains the largest average family size out of the other CTs at 3.15 individuals. Conversely, the Focus Area has a smaller senior segment (24.43%) than the City, County, and State.

As the community plans for its future, there may be need for a variety of housing options to accommodate household makeup. Specifically, the Focus Area has higher household and family sizes; this may warrant larger, multi-bedroom units. This also translates into a need for commercial services, recreational amenities, and educational services.

Table 2.3.1.a. Household Characteristics Summary

	Number/Percent of Population by Geographic Area							
Household Characteristics	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area Combined CTs[4]***	***City of Spokane***
Average household size	2.55	2.46	2.28	2.13	2.52	2.78	2.50	2.32
Average family size	3.1	3.03	2.99	3.12	3.15	3.10		3.00
Households with one or more people under 18 years (Children)	30.40%	29.40%	24.80%	24.00%	32.70%	36.50%	30.85%	26.90%
Households with one or more people 65 years or older (Seniors)	28.40%	29.50%	27.90%	17.50%	25.80%	23.30%	24.43%	27.70%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Household Income / Financial Hardship

Table 2.3.2.a displays the household income and potential financial hardship indicators for State and local geographies. The median household income in Spokane is $56,977 which is lower than both the County ($64,079) and the State median ($82,400). These same income disparities are present when comparing per capita income; for Spokane, per capita incomes hover at $32,001 compared to $34,340 in the County and $43,817 in the State. For those that rent their residences, over 50% of Spokane households are considered cost burdened, meaning 30 percent or more of their income goes to rental payments; this is in line with conditions at the County and State levels.

Financial disparities in the City are further prevalent when examining the rates of poverty and public assistance. Spokane has a 15.60% poverty rate which is higher than that of the County (12.50%) and the State (10.00%). In looking closer, 6.2% of City households receive supplemental social security income, 5.0% receive cash assistance, and 19.8% receive food stamp/SNAP benefits; these are all higher shares than that of both the City and the State.

Lastly, a significant portion of the population in the City and County are not in the labor force (37.90% and 38.20%, respectively) compared to the State (35.30%). This could be attributed to a variety of causes ranging from medical hardship, lack of skills, age, or other unique conditions that

limit an individual from obtaining economic opportunity (which further contributes to financial hardship for those living in Spokane and the greater region).

For the Focus Area, the median household incomes are mostly below that of the City, County, and State; though CT 144 shows a median income of $60,850 which is higher than that of the City. The per capita income for households in the Focus Area is between $21,409 and $26,904; these income levels are significantly less than City, County, and State averages. Interestingly, 47.63% of those that rent in the Focus Area on average are considered cost burdened; however, CT 144's cost burden rates are much lower than the others at 32.2%.

The average household poverty rate for the CTs comprising the Focus Area hover around 18.5%. Notably, higher household poverty rates are concentrated in CT 2.01 (16.4%), CT 2.02 (27.9%), and CT 16 (29.5%). It's also important to note that 24.16% of children residing in the Focus Area are living below the poverty level; this is most prevalent in CT 2.02 (23.10%), CT 16 (26.2%), and CT 144 (25%). Another observation is that households within the Focus Area have much higher rates of public assistance compared to City and County averages: 7.55% of households receive supplemental social security income, 6.28% receive cash assistance, and 31.79% receive food stamp/SNAP benefits.

Through the subarea planning process, it will be important to acknowledge and respond to the income and financial hardship characteristics that exist in both the City and the Focus Area. Planning strategies should focus on affordable housing, displacement safeguards, and commercial services that benefit cash burdened households. Furthermore, strategies should also prioritize educational services and job skills training to improve economic opportunity for residents. Importantly, there is both a need and opportunity to attract new employers to the Focus Area that provide living wage jobs and provide for upward mobility. These actions are believed to improve the financial conditions for those living in the Spokane region.

Table 2.3.2.a. Household Income and Financial Hardship								
	Number/Percent of Population by Geographic Area							
Household Characteristics	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02 [1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Median household income ($)	$82,400	$64,079	$39,756	$37,330	$43,630	$60,850		$56,977
Per capita income	$43,817	$34,340	$23,643	$21,409	$22,188	$26,904		$32,991
Cost Burdened Households (gross rent ≥30% of household income – **Rental Situations Only**)	48.2%	50.0%	49.0%	56.5%	50.0%	32.2%	47.63%	50.3%
Poverty rate	10%	12.50%	16.40%	27.90%	29.50%	9.20%	18.50%	15.60%
Senior Poverty (65+ years)	7.60%	8.40%	15.90%	4.10%	37.40%	5.70%	12.73%	10.60%
Children Poverty (>18 years)	22.10%	22.10%	20.90%	23.10%	26.20%	25.00%	24.16%	21.10%
Households receiving Supplemental Social Security Income	4.60%	5.60%	8.60%	7.70%	8.20%	6.20%	7.55%	6.20%
Households receiving Cash Public Assistance	3.20%	4.30%	8.00%	10.10%	9.50%	1.00%	6.28%	5.00%
Households receiving Food Stamp/SNAP Benefits	11.20%	15.80%	37.70%	38.70%	42.20%	16.50%	31.79%	19.80%
Population not in Labor Force (age 16+ years)	35.30%	38.20%	43.40%	40.20%	39.90%	30.10%	37.05%	37.90%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Employment Characteristics

Unemployment Rates and Trends

Table 2.4.1.a lists the historical unemployment trends and local workforce characteristics for the State and local geographies. As a remarkable finding, the City of Spokane has a higher rate of unemployment than the State, County, and even national averages. The Census 5-year unemployment rates for Spokane hovers around 6.2% compared to 5.7% in Spokane County, 5.1% for the State, and 5.5% nationally.

Based on the U.S. Bureau of Labor Statistics, the City's unemployment rate dropped to 5.1% by March 2023 but remains higher than the County at 5.7% and the State at 5.1%. Of those 16 years or older, 37.9% of Spokane residents are not in the labor force which is slightly higher than the County (38.2%) and Washington State (35.3%). It is also important to note that the COVID-19 pandemic (starting in March/April 2020) resulted in staggering unemployment across the Nation; Spokane was hit particularly hard during this time period with a 17.50% unemployment rate compared to 16% in the State and County, and 14.7% nationally.

For the Focus Area, the 5-year unemployment trends are higher at 6.83% when compared to City, State, and national rates (notably, the Bureau of Labor Statistics does not provide unemployment statistics at the census tract levels). At the same time, 37.05% of the population 16 years of age or older are not within the labor force; this is slightly less than that of the City, County, and State.

For long-range planning and economic development efforts, the resulting strategies should prioritize educational resources, job training skills, and recruiting quality employment in and around the Focus Area (as this will benefit residents in both local and regional geographies). Additionally, there are opportunities to provide community amenities, housing, and commercial services that would be attractive to potential employers and employees; many times, cities and neighborhoods compete with other metropolitan areas for potential employers, thus it is important to create an attractive environment and well-trained workforce.

Table 2.4.1.a. Unemployment Trends					
	Number/Percent of Population by Geographic Area				
Topic	*United States*	*WA State*	*Spokane County*	*Focus Area CTs[4]*	*City of Spokane*
5-year Unemployment Rate (census data)[1]	5.50%	5.10%	5.70%	6.83%	6.20%
1 yr Unemployment Rate[2] (March 2023)	3.50%	4.20%	5.00%	n/a	5.10%
1 yr Unemployment Rate[2] (March 2022)	3.60%	4.20%	5.00%	n/a	5.20%
1 yr Unemployment Rate[2] (January 2023)	3.40%	5.00%	6.10%	n/a	6.20%
1 yr Unemployment Rate[2] (January 2022)	4.00%	4.70%	5.40%	n/a	5.50%
1 yr Unemployment Rate[2,3] (March 2020) COVID-19 onset	6.10%	5.70%	5.90%	n/a	6.10%
1 yr Unemployment Rate[2,3] (April 2020) COVID-19 onset	14.70%	16.00%	16.00%	n/a	17.50%
Population 16 years and over (numbers)	264,087,642	6,120,915	426,291	10,001	182,768
Population 16 years and over (percent of total population)	80.09%	80.35%	80.21%	78.09%	80.98%
Population not in Labor Force (age 16+ years)	36.40%	35.30%	38.20%	37.05%	37.90%

1. Based on US Census / American Community Survey 2021-5-year estimates.

2. Based on U.S. Bureau of Labor Statistics.

3. Unemployment numbers reflecting the onset months of the COVID-19 pandemic.

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates, and the U.S. Bureau of Labor Statistics

Employment Industry

Table 2.4.2.a identifies the employment industries for workers 16 years of age or older while comparing data amongst various geographic areas. Jobs in educational services, and health care and social assistance account for the largest employment industry in the City (27.7%), County (26.9%), and the State (21.5%). Retail trade is the next highest employment industry in the City (11.4%) compared to the County (15%) and the State (11.6%). Employment in the arts, entertainment, and recreation, and accommodation and food services make up 11.3% of the jobs in the City and 17.9% in the County. Professional, scientific, management, administrative, and waste management services jobs account for 11.2% of jobs in the City and 9.9% in the County. The manufacturing industry employs 7% of the City's workforce, which is higher than the County (6%) but generally in line with the State (7.4%)

For the Focus Area, the top employment industries are consistent with those in the City as a whole. At 19.5%, most workers in the Focus Area are employed in educational services, health care, and/or social assistance. Notably, the Focus Area has twice the rate of construction workers (10.55%) when compared to the City. Also, the Focus Area has a higher rate of employees in the manufacturing, wholesale trade, transportation, warehousing, and utility industries when compared to the City. Like the City and County, many Focus Area residents (11.46%) are employed in the arts, entertainment, and accommodations industry. These employment industry trends track with the education attainment statistics for the region; many individuals in the Focus Area has a high school diploma though few have a bachelor's degree or higher. (See subsection 2.2.4 above for those educational findings).

Additional investigation would be necessary to determine whether Focus Area residents are employed primarily within the local vicinity, or if workers are commuting outside the area for their job. Based on the Census 2021 5-year estimates the mean travel time for workers in the Focus Area is roughly 23 minutes, with 78% of those workers commuting via personal vehicle, indicating that most Hillyard residents are likely commuting outside of the neighborhood for work and incur the associated transportation costs. This is an important consideration in retaining a quality workforce in the Hillyard and surrounding neighborhoods.

When planning for the economic development and quality of life enhancements in the Focus Area, it is important to recognize the employment industries where residents make their living. First, there is opportunity to capitalize on current job skills as the City/County/NEPDA implements their industry recruitment activities; many times, industries want to locate where there is a skilled workforce. Second, certain industries want to locate near other complementary enterprises (e.g., the manufacturing, distribution, and warehousing businesses in the Yard). Third, there is opportunity to recruit new employers to the Focus Area (especially the Yard) to reduce the commuting times and associated costs to residents; the savings (both time and money) can be spent in the neighborhoods.

Table 2.4.2.a. Employment Industry								
	Number/Percent of Employed Civilian Population by Geographic Area							
Employment Statistics / Employment Industry	***WA State***	***Spokane County***	**CT 2.01[1]**	***CT 2.02[1]***	**CT 16[2]**	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Civilian employed population 16 years and over	157,510,982	3,701,656	245,504	1,327	552	2,430	5,840	106,041
Agriculture, forestry, fishing and hunting, and mining	2.40%	1.30%	0.00%	0.00%	0.00%	4.20%	1.75%	1.20%
Construction	7.10%	6.80%	5.00%	19.00%	10.50%	11.70%	10.55%	5.20%
Manufacturing	9.40%	7.40%	6.00%	3.80%	10.80%	8.20%	7.97%	7.00%
Wholesale trade	2.60%	3.40%	6.60%	1.10%	7.40%	5.80%	5.96%	2.90%
Retail trade	11.60%	11.40%	15.00%	13.40%	12.30%	8.50%	11.44%	11.40%
Transportation and warehousing, and utilities	5.60%	5.60%	4.40%	15.80%	7.90%	8.10%	7.93%	4.70%
Information	2.20%	1.80%	0.50%	2.20%	0.90%	1.60%	1.22%	1.70%
Finance and insurance, and real estate and rental and leasing	5.30%	7.00%	2.70%	4.70%	12.10%	6.40%	6.89%	7.10%
Professional, scientific, and management, and administrative and waste management services	14.00%	10.10%	9.90%	2.90%	11.00%	7.70%	8.61%	11.20%
Educational services, and health care and social assistance	21.50%	26.90%	22.50%	27.90%	11.50%	21.00%	19.50%	27.70%
Arts, entertainment, and recreation, and accommodation and food services	8.70%	9.40%	17.90%	3.60%	12.00%	9.40%	11.46%	11.30%
Other services, except public administration	4.50%	4.60%	6.90%	5.60%	2.60%	5.50%	5.07%	4.40%

Table 2.4.2.a. Employment Industry								
	Number/Percent of Employed Civilian Population by Geographic Area							
Employment Statistics / Employment Industry	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Public administration	5.00%	4.40%	2.60%	0.00%	1.00%	2.00%	1.69%	4.30%
Mean travel time to work (minutes)	27.70	22.00	27.20	19.70	27.40	17.40		20.50

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Class of Workers (Employer Type)

Table 2.4.3.a highlights the class of workers at the State, County, and local levels. Class of worker describes how an individual is employed; whether through a private employer, government agency, or self-employment. These finding also account for unpaid family workers. The majority of workers in Spokane (79.9%) hold positions with private entities; this is in line with the County (78.9%) and the State of Washington (78.5%). In the City, 14.8% of the working individuals are employed with government agencies compared to 15.5% in the County and 15.6% in the State.

For the Focus Area, 85.68% of the working individuals are employed by a private entity and 10.29% work for a government agency. Notably, 9.20% of the workers in CT 2.02 are self-employed which is near double the rate found in the City average (5.10%).

In planning for economic opportunity and future employment in the Focus Area, it is important to acknowledge that most residents work for a private entity and the southern portions of the legacy Hillyard residential area include a concentration of self-employed individuals. Future economic development strategies should prioritize land, incentives, infrastructure, and other public investments that would entice more private companies to set up in the Focus Area as most residents are experienced to work for those types of enterprises.

Table 2.4.3.a. Class of Worker

	Number/Percent of Employed Civilian Population by Geographic Area							
Employment Statistic / Class of Worker	***WA State***	***Spokane County***	**CT 2.01[1]**	***CT 2.02 [1]***	**CT 16[2]**	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Civilian employed population 16 years and over	157,510,982	3,701,656	245,504	1,327	552	2,430	5,840	106,041
Private wage and salary workers	78.50%	78.90%	90.70%	71.90%	91.50%	82.40%	85.68%	79.90%
Government workers	15.60%	15.50%	8.80%	18.80%	5.00%	12.50%	10.29%	14.80%
Self-employed in own not incorporated business workers	5.70%	5.40%	0.50%	9.20%	3.50%	5.10%	4.02%	5.10%
Unpaid family workers	0.20%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.20%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Housing Conditions

Housing Overview and Key Findings

Housing Introduction

The content display in this chapter provides the results of the statistical analyses of several indicators pertaining to housing within the Focus Area. Summarized below, this data reveals the current availability, quality, price, and type of the housing stock within the Focus Area. To frame the Focus Area's state of housing within a larger context, most of the housing data of the Focus Area discussed herein is benchmarked against that of the City, State, and/or County. When used effectively, these results are an important tool for developing recommendations to improve many facets of an area including accessibility, quality-of-life, and walkability.

Key Findings

The Project Team identified the following key findings and considerations as they relate to housing in the Hillyard Focus Area.

Finding #1 – Housing Occupancy: Housing in the State of Washington and the Spokane Region have high occupancy rates suggesting the community has a tight (or competitive) residential market. Notably, the Focus Area has a 96.75% occupancy rate compared to 94.2% in the City and 94.4 in the County; this suggests a tight housing market for both renters and purchasers. There is an immediate need to plan for housing in the Focus Area and the greater Spokane Region to accommodate both current and future populations.

Finding #2 – Tenure: The Spokane Region has a larger share of owner-occupied units than rental options. In the City, 56.90% of the housing units are owner-occupied compared to 63.60% in the County and State. The west side of the Focus Area has a more even split between owner- and renter-occupied housing units, whereas the areas on the east side of US 395 show 75.4% owner-occupied units. There is both a need and opportunity to provide more rental housing in the eastern regions of the Focus Area to allow for more housing options to serve the area's diverse population (and income levels).

Finding #3 – Housing Age: The City of Spokane has a much older housing stock when compared to the State and County. In the City, 69% of all housing was constructed prior to 1980; 78.63% of the Focus Area units also predate 1980. There may be a need to develop incentives and programs to address deferred maintenance and to perform upgrades to the community's older housing stock.

Finding #4 – Housing Types: In general, the housing supply in the Spokane Region mostly comes in the form of single-family detached housing. In the City, 63.6% of the housing is single-family and 13.3% being large apartment buildings (20+ units in a structure). There is a low supply of "missing middle" housing types such as small apartments, townhouses, and duplexes. Single-family

detached dwellings comprise 76.09% of the housing units in the Focus Area, the rates are higher in the areas east of US 395. There is a need to provide additional housing options in the community to serve the diverse household make-up, income levels, and individual preferences. Small residential buildings could be a vital redevelopment option for the small sites that proliferate the Focus Area.

Finding #5 – Housing Affordability: Based on the Census data, Spokane's median home value is $236,300 which is below the County's ($273,200) and the State's ($397,600). The Focus Area has median home values between $135,200 to $175,800. Spokane's median monthly rental rate is $956 which is lower than the County ($1,007) and the State ($1,439). For those households that rent their residence, 50.3% of those living in the City pay over 30% of their monthly income towards housing. For the western half of the Focus Area, households are similarly cost burdened. These estimates are based on the 2021 Census 5-year estimates and may not fully reflect the region's housing affordability crisis (as inflation and supply chain challenges remain a concern). Notably, the City's median annual household income is $56,977 whereas, household incomes in CTs 2.01 and 2.02 are $39,756 and $37,330, respectively. Pursuant to the City's Housing Action Plan, these households can afford cottage/small-lot single family homes, duplexes, townhouses, and apartments – large-lot houses may be financially unobtainable to most households.

Housing Supply and Characteristics

Housing Units, Occupancy Rates, and Tenure

Table 3.2.1.a summarizes the current housing conditions in terms of supply, occupancy status, and structure age. There are ~99,933 housing units within the City of Spokane, with approximately 94.20% of those units being occupied, which closely matches the occupancy rate of the County (94.40%) but is generally higher than occupancy rates in the State (92.50%). These housing statistics so that Spokane has a 5.80% housing vacancy rate compared to 5.60% in the County and 7.50% in the State – this suggests a potential housing shortage in Spokane region and may lead to rising housing costs and challenge the community's ability to recruit/maintain a workforce to fill local jobs.

In the City, there is a more even split between owner-occupied and rental units (56.90% owner-occupied versus 43.10% renter-occupied), whereas the County units are 63.60% owner-occupied and 36.40% renter-occupied. This data suggests that households that choose/need to rent their residence, may be more likely to find housing within the Spokane city limits versus the unincorporated Spokane County (and its outlying municipalities) due to supply and availability.

Finally, Spokane has an older housing stock when compared to the State and local region. Nearly 70% of the existing housing units were built prior to 1980 compared to 55.20% in the County and 46.10% in the State. Due to their age, Spokane's housing units have a higher probability of containing hazardous building materials (i.e., asbestos and/or lead-based paint, which were later outlawed around 1980). Furthermore, older units have a higher probability of needed repairs (costs and liabilities that are passed on to purchasers or reflected on rental rates).

For the Focus Area, 96.75% of the current housing supply is occupied; this represents a 3.25% vacancy rate and suggests a very tight housing market. The Focus Area has a 58.14% home

ownership rate which is higher than the City's (56.9%) but lower than the County's (63.6%). CTs 2.01 and 2.02 (North and Central Hillyard) share fairly consistent numbers with the City with regard to owner/renter shares, but their housing stock is overwhelmingly dated with more than 85% of units having been built prior to 1980. As a notable observation, CT 16 (encompassing the south end of the Hillyard Business District) sees a reversal of Spokane's owner/renter split, with 53.80% of units being renter-occupied and 46.20% are owner-occupied. Also unique to the Focus Area, most of the housing units (75%) in CT 144 (the area east of US 395) are owner-occupied.

In planning for the Focus Area, the low housing vacancy rate suggests there is a high demand for additional housing; the planning strategies should prioritize new housing projects in and around the Focus Area boundaries. Furthermore, the current housing stock is old; this suggests that a portion of the existing housing may need improvements (or, in some situations, replaced with new residential projects). Additionally, the Focus Area has both homeowners and renters; the resulting housing strategies must recognize and accommodate a variety of living arrangements (e.g., build both for-sale and rental housing).

Table 3.2.1.a. Housing Units and Tenure

	Number/Percent of Housing Units by Geographic Area							
Housing Characteristic	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Total housing units	3,170,695	221,968	1,345	714	1,432	1,813	5,304	99,933
Occupied units	92.50%	94.40%	98.50%	91.50%	97.40%	97.00%	96.75%	94.20%
Owner occupied	63.60%	63.60%	51.50%	50.80%	46.20%	75.40%	58.14%	56.90%
Renter occupied	36.40%	36.40%	48.50%	49.20%	53.80%	24.60%	41.86%	43.10%
Vacant Units	7.50%	5.60%	1.50%	8.50%	2.60%	3.00%	3.25%	5.80%
Housing Age								
Housing Units Built Prior to 1980	46.10%	55.20%	85.10%	86.50%	73.10%	75.10%	78.63%	69.00%
Housing Units Built 1980 or newer	54.00%	45.00%	14.80%	13.50%	27.10%	24.70%	21.33%	31.20%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Housing Types

Table 3.2.2.a summarizes the current housing types at the State and local levels. Nearly 64% of Spokane's residential units are single-family detached houses which is consistent with both the County (65%) and the State (63%). At 13.3%, units within multifamily building (20+ units therein) represent the second largest housing type in the City, which is higher than both the County (10.3%) and the State (11.7%). Spokane also has a variety of small to mid-size multi-family buildings at percentages (or total housing units) that exceed those found in both the County and State. These smaller residential buildings typically include duplexes, townhouses, and small apartment buildings which are generally described as the "missing middle" since many American cities have a housing stock that is mostly single-family houses or large apartment complexes but a low supply of other housing types. Despite having a more diversified housing stock than the County and State, Spokane still has a somewhat limited range of housing options for its residents which could exacerbate the local housing challenges if additional housing types (and at affordable levels) are not introduced to the community.

For the Focus Area, 76.09% of the current housing units are single-family detached houses which exceeds City and County percentages. However, the Focus Area has a higher percentage of attached single-family units (3.29%) and 3-4 unit housing buildings (4.4%) when compared to the City. Most of the small-scale multi-unit structures are located near the Hillyard Business District (which is consistent with legacy mixed-use areas). The Focus Area has a smaller percentage of large-scale apartment buildings (6.63%) when compared to the City and County. Notably, there is limited housing diversity in CT 144 (the areas east of US 395); this geographic area contains 92.5% of its housing stock as single-family houses.

As the community plans for additional housing in the Focus Area, there is opportunity to attract a diverse array of housing projects with an emphasis on multi-unit buildings at varying scales to accommodate individual living preferences and income levels. This would occur as infill development on vacant or underutilized lots or as redevelopment projects that replace antiquated/abandoned buildings. There is also opportunity to introduce multi-family and attached dwellings to the east side of US 395 (where little exist today).

Table 3.2.2.a. Housing Types								
	Number/Percent of Housing Units by Geographic Area							
Housing Characteristic	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Total housing units	3,170,695	221,968	1,345	714	1,432	1,813	5,304	99,933
1 unit, detached	63.00%	65.30%	68.60%	75.60%	62.60%	92.50%	76.09%	63.60%
1 unit, attached	4.10%	3.40%	8.70%	2.80%	1.60%	0.80%	3.29%	2.80%
2 units	2.30%	2.40%	2.30%	1.50%	1.30%	0.00%	1.14%	3.10%
3-4 units	3.60%	3.00%	3.50%	6.00%	10.00%	0.00%	4.40%	4.10%
5-9 units	4.40%	4.20%	2.70%	6.60%	5.00%	0.00%	2.92%	5.30%
10 to 19 units	4.80%	5.80%	0.70%	1.30%	9.40%	0.00%	2.89%	6.20%
20+ units	11.70%	10.30%	12.00%	6.20%	10.20%	0.00%	6.63%	13.30%
Mobile home	5.90%	5.30%	1.50%	0.00%	0.00%	6.70%	2.67%	1.60%
Boat, RV, van, etc.	0.20%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2.

2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area).

3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area).

4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Unit Size

Table 3.2.3.a summarizes the unit sizes by number of bedrooms; this allows the community to assess whether it can accommodate the unique household characteristics of the local population (e.g., small units are needed to accommodate small households and large units for families/multigenerational households). In the City, 58.2% of the current housing units are either 2- or 3-bedrooms (29.90% 28.30%, respectively). This generally accommodates the City's average household size of 2.32 individuals and average family size of 3 individuals (see Section 2.3.1). By contrast, the City's housing stock is 18.5% studio and 1-bedroom units when compared to that of the County at 14%; these units are most conducive for single individuals or couples without children. It's also important to note that 23.3% of total housing units in the City have 4 or more bedrooms which is lower than in the County (29.2%) but slightly higher than in the State (23%). In summary, there is a higher supply of small units in the City and a greater supply of large units in the County.

For the Focus Area, most of the current housing supply comes in the form of 2- and 3-bedroom units. Notably, 35.7% of the units are 2-bedroom and 34.44% are 3-bedroom (or 70.14% combined). Conversely, the Focus Area has a smaller percentage of large units (4+ bedrooms) at 18.7% when compared to the City at 23.3%. It's also important to note that the Focus Area's housing stock contains a smaller share of studio and 1-bedroom units (11.14%) than the that of the

City (18.5%). Most of the small units are concentrated in the area west of US 395 which is consistent with legacy neighborhoods with mixed-use business districts.

As the community plans for future housing, there are opportunities to attract a wider variety of unit sizes to accommodate the various households in the larger Spokane community. The Focus Area needs more small units to accommodate singles, couples without children, and the senior population; small units are specifically lacking on the east side of the Focus Area. At the same time, the Focus Area has larger average household and family sizes when compared to the City and State, thus, it will be vital to provide larger units to accommodate households with multiple occupants. Large units also provide opportunities for roommate situations where multiple individuals can share housing costs and reduce the housing cost burden.

Table 3.2.3.a. Unit Size (Bedrooms)

	Number OR Percent of Total by Geographic Area							
Housing Characteristic	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Total housing units	3,170,695	221,968	1,345	714	1,432	1,813	5,304	99,933
No bedroom	4.00%	2.80%	0.40%	2.10%	0.60%	0.00%	0.55%	3.60%
1 bedroom	11.60%	11.20%	14.90%	18.20%	13.10%	2.40%	10.59%	14.90%
2 bedrooms	24.30%	25.10%	34.40%	39.50%	38.30%	33.10%	35.70%	29.90%
3 bedrooms	37.10%	31.60%	37.40%	27.70%	33.30%	35.80%	34.44%	28.30%
4 bedrooms	18.00%	20.70%	8.90%	12.50%	14.40%	21.40%	15.14%	16.80%
5 or more bedrooms	5.00%	8.50%	3.90%	0.00%	0.30%	7.30%	3.57%	6.50%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2. | 2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area). | 3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area). | 4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Housing Cost and Affordability

This subsection summarizes the current housing costs for the Focus Area with comparison to the City of Spokane, Spokane County, and the State of Washington with further breakdowns based on owner-occupied units and rental units. This information can be used to assess the monthly housing costs burdens for specific segments of the population and guide housing-related strategies for the Hillyard Subarea Plan.

Owner-occupied Housing

Table 3.2.4.a summarizes the home values and monthly mortgage payments for the owner-occupied units (e.g., costs to homeowners) in the State and local geographies. Spokane has a $236,300 median home value which is less than the County ($273,200) and the State ($397,600). Looking closer, 29.7% of City homes are valued between $200,000 and $299,000. Most

homeowners with a mortgage in the City (39.3%)pay between $1,000 to $1,499 in monthly loan payments; most owners in the County pay the same amount. This report acknowledges that these figures are based on the 2021 Census data and may not reflect the most current housing costs (as prices have escalated since 2020 in association with the COVID-19 pandemic due to supply chain and inventory constraints).

For the Focus Area, the median home values range between $136,200 and $175,800 with the lower valued homes located in CT 16. Consistent with the City and County, most homeowners with a mortgage (30.64%) pay between $1,000 to $1,499 in monthly payments; though 53.7% of owners in CT 2.01 pay between $500 to $999 in monthly payments.

As the community plans for future housing, it's important to acknowledge that new residential construction will be costly and the resulting mortgage payments will far exceed what current residents payout each month; this may be a disincentive for existing owners (especially seniors) to trade in their older homes for new units (which would otherwise free up larger units for families and large households).

Table 3.2.4.a. Housing Value/Cost, Owner-occupied units

	Number OR Percent of Total by Geographic Area							
Housing Cost Category	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Median Home value	$397,600	$273,200	$160,500	$173,100	$136,200	$175,800		$236,300
Owner-occupied Unit Value (percent of total)								
Less than $50,000	3.30%	3.20%	2.20%	3.90%	0.00%	6.10%	3.65%	2.50%
$50k to $99,999	2.40%	3.50%	22.10%	6.90%	17.70%	7.00%	12.75%	4.60%
$100k to $149,999	3.50%	7.90%	16.30%	31.90%	43.50%	16.60%	24.04%	12.80%
$150k to $199,999	5.70%	13.40%	35.90%	16.90%	19.90%	36.60%	30.64%	18.60%
$200k to $299,999	16.50%	29.90%	16.70%	33.40%	16.10%	27.70%	23.32%	29.70%
$300k to $499,999	33.70%	29.90%	4.30%	0.00%	2.80%	3.70%	3.23%	23.00%
$500k to $999,999	27.60%	11.00%	2.10%	3.30%	0.00%	2.30%	1.87%	8.00%
$1MIL or more	7.40%	1.20%	0.40%	3.60%	0.00%	0.00%	0.49%	0.80%
Housing units without a mortgage	32.10%	33.70%	40.80%	41.00%	35.10%	31.10%	35.28%	31.30%
Housing units with a mortgage	67.90%	66.30%	59.20%	59.00%	64.90%	68.90%	64.72%	68.70%
Monthly Mortgage Rates (percent of total rental units)								
Less than $500	0.60%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
$500 to $999	5.90%	12.30%	53.70%	41.30%	36.60%	20.90%	33.23%	16.30%
$1,000 to $1,499	17.20%	33.60%	36.90%	44.40%	56.00%	61.30%	53.33%	39.30%
$1,500 to $1,999	23.90%	28.00%	8.70%	8.70%	3.60%	14.60%	10.39%	24.90%

Table 3.2.4.a. Housing Value/Cost, Owner-occupied units

	Number OR Percent of Total by Geographic Area							
Housing Cost Category	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02[1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
$2,000 to $2,499	19.30%	13.30%	0.00%	5.60%	3.80%	1.90%	2.29%	10.30%
$2,500 to $2,999	12.90%	6.80%	0.70%	0.00%	0.00%	0.00%	0.15%	5.10%
$3,000 or more	20.30%	5.60%	0.00%	0.00%	0.00%	1.30%	0.61%	3.50%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2. | 2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area). | 3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area). | 4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Renter-occupied Housing

Table 3.2.4.b summarizes the median rental rates and monthly rental payments for the renter-occupied units (e.g., costs to households who rent their residences) in the State and local geographies. Spokane has a $956 median monthly rental rate which is less than the County ($1,007) and the State ($1,439). Coincidentally, 44.5% of City renters pay between $500 to $999 in monthly rents (which is less than the typical monthly mortgage payments in the City). Notably, 50.3% of households paying rent in the City are considered cost burdened, meaning 30% or more of their total household income goes to housing. This is generally in line with the County (50.0%) and the State (48.2%). These rental payment statistics include all housing types ranging from single-family detached houses to apartment units.

For the Focus Area, the median monthly rental rate is $919; but specific medians range significantly amongst the CT's comprising the Focus Area. Notably, the median monthly rents in CT 16 is $816 but CT 144's median rent is $1,125 (this could represent the differences in housing types and unit sizes as discussed in subsections 3.2.2 and 3.2.3). As a whole, 47.63% of the Focus Area households are considered cost burdened; but looking closer 56.5% of the households in CT 2.02 pay over 30% of their income to rent.

As the community plans for future rental housing options, it's important to acknowledge that new construction will be costly and result in much higher rental rates than those existing today. At the same time, those projects may influence the rental rates of existing housing units. Since many households are presently cost burdened, housing increases will further exacerbate the region's housing affordability challenges and may lead to displacement. Potential strategies include retaining much of the housing stock, providing incentives (and financial support) to rehab existing residences, and constructing a wider variety of housing types in the Focus Area (e.g., single-family detached houses are the prevalent housing type in the community).

Table 3.2.4.b. Gross Rent, Renter-occupied units								
	Number OR Percent of Total by Geographic Area							
Housing Cost Category	***WA State***	***Spokane County***	***CT 2.01[1]***	***CT 2.02 [1]***	***CT 16[2]***	***CT 144[3]***	***Focus Area CTs[4]***	***City of Spokane***
Median Monthly Rental Rate	$1,439	$1,007	$922	$814	$816	$1,125	$919	$956
Monthly Rental Rates (rental rates by percent of total renters)								
Less than $500	5.70%	8.10%	22.70%	20.00%	26.80%	0.00%	19.91%	10.10%
$500 to $999	18.50%	41.30%	36.10%	60.60%	32.90%	42.20%	39.67%	44.50%
$1,000 to $1,499	29.40%	35.30%	31.70%	19.40%	38.90%	44.40%	34.64%	32.70%
$1,500 to $1,999	24.70%	10.80%	9.50%	0.00%	1.50%	13.40%	5.81%	9.50%
$2,000 to $2,499	12.50%	2.30%	0.00%	0.00%	0.00%	0.00%	0.00%	1.50%
$2,500 to $2,999	5.00%	1.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.70%
$3,000 or more	4.30%	1.10%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%
Cost Burdened Households (gross rent ≥ 30% of household income)	48.2%	50.0%	49.0%	56.5%	50.0%	32.2%	47.63%	50.3%
Gross Rent as a Percentage of Household Income								
Less than 15.0%	12.20%	13.20%	10.40%	3.90%	13.30%	27.10%	16.85%	13.70%
15.0 to 19.9%	13.40%	11.50%	12.10%	0.00%	16.20%	5.40%	10.63%	10.40%
20.0 to 24.9%	13.80%	12.30%	6.30%	24.80%	7.70%	35.30%	14.56%	12.20%
25.0 to 29.9%	12.50%	12.90%	22.30%	14.80%	12.80%	0.00%	13.89%	13.30%
30.0 to 34.9%	9.90%	9.90%	17.00%	14.20%	7.50%	20.80%	13.75%	10.10%
35.0% or more	38.30%	40.10%	32.00%	42.30%	42.50%	11.40%	33.87%	40.20%

1. Prior to 2021 census data, CTs 2.01 and 2.02 were combined as CT 2. | 2. Focus Area covers a portion of CT 16 (the western portions are outside the Focus Area). | 3. Focus Area covers a portion of CT 144 (the southern portions are outside the Focus Area). | 4. Statistics reflect a weighted calculation of CTs 2.01, 2.02, 16, and 144.

Source: US Census / American Community Survey 2021-5-year estimates

Appendix D

Property Inventory

Appendix D:
The Property Inventory

The Inventory Purpose

As part of the Hillyard Subarea planning process, the Project Team developed an Opportunity Sites inventory to assess property conditions in the Focus Area and identify sites suitable for infill and redevelopment. These sites—typically vacant or underutilized—could support future employment, housing, commercial, or recreational projects.

The inventory prioritizes near- and long-term redevelopment opportunities, analyzing parcels for current conditions, brownfield status, and redevelopment potential. It serves as a tool for the City, NEPDA, property owners, and stakeholders to strategize around removing barriers to reuse.

Infrastructure limitations—such as unpaved roads, inadequate utilities, and drainage—pose challenges. Many sites may also be brownfields due to past industrial use, aging structures, or poor maintenance, potentially requiring environmental assessments and cleanup.

This inventory also supports outreach to stakeholders and property owners, helping align redevelopment efforts with community goals and ensuring focus on the most viable sites.

Inventory Objectives – The inventory task of the Hillyard/Northeast Spokane Subarea Plan project has three main objectives:

- Identify Existing Property Conditions: Identify the existing property conditions in the Focus Area (e.g., size, utilization, vacancy status, current/past land use, presence on a state/federal environmental database, building age, and readily available from Spokane County).
- Identify Possible Brownfields: Identify which properties are brownfields based on the environmental, historical land use(s), and property condition findings.
- Prioritize Redevelopment of Opportunity Sites: Apply scoring criteria to rate and determine which opportunity sites the City/NEPDA/community should prioritize their redevelopment efforts and public resources.

The Inventory Summary

The Project Team completed an inventory and analysis for all 2,790 parcels/tax lots within the Focus Area. The inventory utilized eleven (11) criteria to filter properties into a list of high priority sites that could be a focus for environmental site assessments and redevelopment planning. The inventory process resulted in the following key findings:

- **Brownfield Sites** – The inventory identified 340 parcels/tax lots that are "likely" or "potential" brownfield sites based on their current/historical land use, presence on a state/federal environmental database, building ages, and/or blighted conditions. Collectively, these sites possess characteristics that necessitate ESA studies or RBM surveys to further determine the specific property/building conditions and potential cleanup activities.
- **Undeveloped Properties** – The inventory identified 804 undeveloped properties (meaning they do not contain a permanent primary structure or substantial site improvement). These sites would be most conducive for urban infill projects and/or community amenities (e.g., parks and civic uses). The City of Spokane/NEPDA can explore ways to entice investment to these sites, provide incentive programs, and create a supportive regulatory framework.
- **Underutilized Properties** – The inventory identified 534 underutilized properties (meaning the land is more valuable than the structures they possess). These properties are not being utilized to their full economic potential and could support additional development and infill projects on vacant areas of the site. The City of Spokane/NEPDA can explore ways to motivate property owners to capitalize on their property's redevelopment potential and define a supportive regulatory framework that would support additional development on those sites.

Section 3.4 lists more detail on the inventory findings (including associated maps and tables). The following section identifies the methodology, data sources, and scoring criteria that Stantec applied to the inventory process. The chapters include associated maps and a list of high-ranking sites that could be the focus of the community's revitalization efforts.

The Catalyst Sites

After examining the property data, applying scoring criteria, and identifying undeveloped/underutilized property, the brownfield inventory resulted in 22 "Opportunity Sites" which can be prioritized for brownfield cleanup grants. Throughout the planning process, the team identified a broader set of 53 "catalyst sites," (which also include opportunity sites) that are most conducive for reuse, (re)development, and/or additional property investment. The recommended "catalyst sites" are displayed in Figure 1 and Table 1.

For the Hillyard Subarea Plan, these properties were prioritized for near-term redevelopment (within 10 years) based on their location, underutilization, and site conditions. Through thoughtful redevelopment (and cleanup), these catalyst sites could be put to productive use with new community-serving projects. It is important to note that each catalyst site has unique reuse/(re)development potential; some are vacant and would support new projects while others may be appropriate for site enhancements, infill development (on undeveloped portions of the lot/parcel), and/or adaptive reuse activities. Notably, some of the catalyst sites are public open space parcels, drainage facilities, and/or active business (that still offer some infill/redevelopment potential). These sites are identified on the project's Urban Framework Plan as presented in Appendix F.

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.1	36284.0633 36284.0634 36284.0901 36284.0902 36284.0903 36284.0632 36284.0604 36284.0606	2.05	- Low-medium density residential
C.2	36284.0628	0.54	- Mixed use commercial, employment, and/or housing (on upper floors)
C.3	36331.0506 36331.0525	0.45	- Mixed-use commercial, employment, and/or housing (on upper floors) - Public parking enhancements
C.4	36331.0235 36331.0234	0.92	- Mixed-use with commercial, employment and/or housing (on upper floors) - Enhance site with new buildings, outdoor gathering areas, and landscaping
C.5	36342.0219	0.62	- Residential
C.6	36342.0309 36342.0304 36342.0308 36342.0307 36342.0306	1.47	- Medium- high density residential
C.7	36342.0401 36342.0402	0.85	- Mixed-use with commercial, employment, and/or housing (on upper floors)
C.8	36342.1310 36342.1311 36342.1312	0.86	- Medium-high density residential
C.9	36342.1917 36342.1916 36342.1907	1.3	- Mixed use with commercial, employment, and/or housing (on upper floors) - Commercial services along Nebraska Avenue and Market Street
C.10	36342.2003 36342.2004	1.54	- Mixed use with commercial, employment, and/or housing (on upper floors) - Commercial services along Market Street - Pedestrian trail connections
C.11	36343.0307	0.5	- Mixed use with commercial, employment, and/or housing (on upper floors

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
			- Commercial services along Market Street
C.12	36343.0206 36343.0202 36343.0203 36343.0205	1.1	- Mixed use with commercial, employment, and/or housing (on upper floors) - Live/work units - Alley access
C.13	36343.0609 36343.0610 36343.0611	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.14	36343.0708 36343.0704	0.62	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.15	36343.1001 36343.1010 36343.1011 36343.1009 36343.1006 36343.1007	0.58	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.16	36343.1408 36343.1409	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.17a	36343.1513	0.67	- Mixed use with commercial, employment, and/or housing (on upper floors) - Pedestrian trail connections
C.17b	36343.1515 36343.1514 36343.1511 36343.1512	0.65	- Park/open space enhancements - Pedestrian trail connections
C.18	36343.1803 36343.1801 36343.1802 36343.1811	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.19	36343.2314 36343.2315	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.20	36343.2214	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.21	36343.2707 36343.2706 36343.2705	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.22	36343.2605 36343.2606	0.58	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.23	36343.2913 36343.2918	0.55	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.24	36343.3007	0.52	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.25	35032.2303	1.62	- Medium-high density residential
C.26	N/A	6.35	- Park/open space enhancements?
C.27	35032.2001 35032.1901 35032.1406 35032.1405 35032.1501 35032.1601 35032.1702 35032.1006 35032.1005 35032.0901 35032.0801 35032.0701 35032.0304 35032.0303 35032.0402 35032.0501 35032.0403	31.85	- Light manufacturing, maker spaces, or commercial
C.28	36343.0005 36342.0112 36342.0004	25.30	- Light manufacturing, maker spaces, or commercial
C.29	36341.1602 36341.1607	0.74	- Light manufacturing, maker spaces, or commercial

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.30	36341.1505 36341.1503 36341.1504	1.23	- Light manufacturing, maker spaces, or commercial -
C.31	36341.0909 36341.0908 36341.0810	3.21	- Light manufacturing, maker spaces, or commercial -
C.32	36341.0402 36341.0401 36341.0408	0.88	- Light manufacturing, maker spaces, or commercial
C.33	36341.0108	2.91	- Light manufacturing, maker spaces, or commercial
C.34	36341.3305 36341.3304	2.77	- Light manufacturing, maker spaces, or commercial
C.35	36341.3408 36341.3404 36341.3403 36341.3401 36341.3402	9.29	- Light manufacturing, maker spaces, or commercial
C.36	36341.1209 36341.1207	1.02	- Light manufacturing, maker spaces, or commercial
C.37	36341.3208 36341.3203 36341.3204 36341.3211 36341.3212 36341.3213	5.83	- Light manufacturing, maker spaces, or commercial - Mixed use with commercial, employment, and/or housing (on upper floors)
C.38	36341.3110 36341.3111 36341.3112 36341.3101 36341.3109 36341.3105	8.62	- Light manufacturing, maker spaces, or commercial - Mixed use with commercial, employment, and/or housing (on upper floors) -
C.39	36341.3013 36341.3009 36341.3008	6.89	- Light manufacturing, maker spaces, or commercial

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
	36341.3007 36341.3006 36341.3016 36341.3017 36341.3002 36341.3005		- Mixed use light manufacturing, flex space, and or employment -
C.40	36341.2504 36341.2503 36341.2502 36341.2501 36341.2515 36341.2516 36341.2522 36341.2523	2.04	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.41	36344.0709	1.02	- Light manufacturing, maker spaces, or commercial -
C.42	36344.0506	0.62	- Light manufacturing, maker spaces, or commercial -
C.43	36344.0907 36344.0904	1.09	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.44	36344.1002 36344.1007	1.24	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment
C.45	36344.0212 36344.0214 36344.0215 36344.0204 36344.0208 36344.0210 36344.0209 36344.0206	17.23	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.46	36344.1103 36344.1102 36344.1101	1.26	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment
C.47	36344.1520 36344.1513 36344.1514 36344.1515	2	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.48	36344.1845 36344.1848 36344.1833	0.76	- Mixed use light manufacturing, flex space, and or employment
C.49	35031.0924	1.03	- Mixed use light manufacturing, flex space, and or employment
C.50	36344.2002 36344.2003 36344.2011 36344.2012 36344.2008 36344.2014	6.15	- Mixed use light manufacturing, flex space, and or employment
C.51	36344.2101 36344.2104 36344.2108 36344.2110 36344.2109	14.08	- Mixed use light manufacturing, flex space, and or employment
C.52	35031.6101	1.15	- Low-medium density residential (townhouses)
C.53	35031.0108 35031.0109 35031.0110 35031.0104 35031.0105 35031.0106	3.26	- Mixed use commercial, employment, and/or housing (on the upper floors) - Multi-family housing - Townhouses

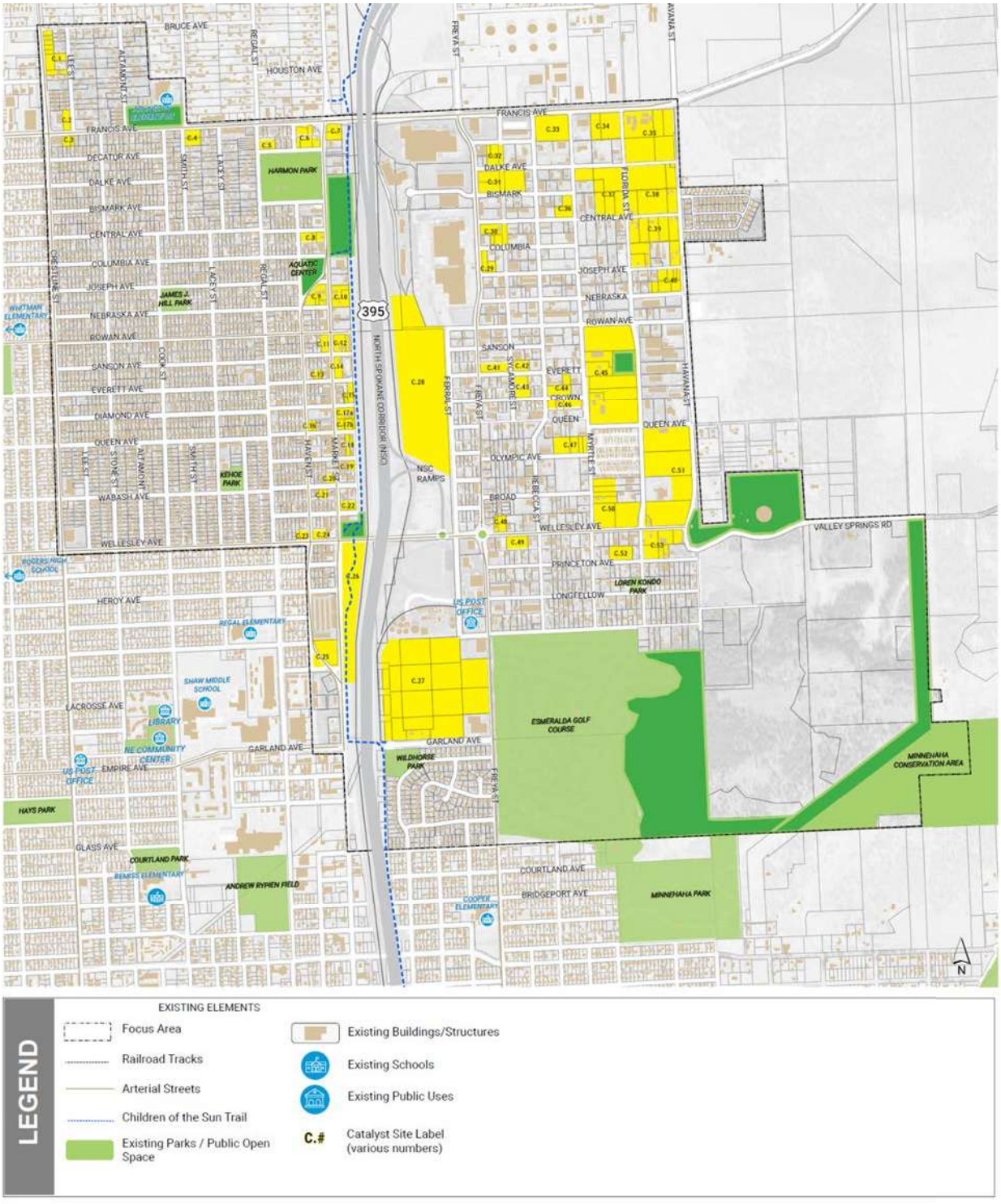

Figure 1 – Hillyard Subarea Plan Catalyst Sites Map

The Methodology and Data Sources

This section outlines the methodology, data sources, and scoring criteria that were applied to the property inventory process

Inventory Data Sources

The Project Team created the inventory using geographic information system (GIS) and tax lot data obtained from the City and Spokane County. Environmental database records and historical documents were ordered from a third-party vendor to ascertain potential environmental impacts from past land uses to each tax lot. The Project Team then conducted "field observations" to supplement the property data; although these observations will be focused on legacy commercial/industrial properties (this will not include single-family houses, duplexes, open spaces, and natural land). The Project Team used these data sources (and findings) to generate an inventory matrix and associated maps to display the property conditions for the Focus Area. The inventory included the following data sources:

Table 2 Inventory Data Sources

Inventory Data Source	*Components*
Data Source A: Tax Lot Information Database Stantec will create a tax lot information database that includes property characteristics from readily available public data sources. This information will be imported into a spreadsheet and base map. Each parcel will be assigned an inventory identification number.	▪ Existing Land Use ▪ Address / property identification number ▪ Owner / business name ▪ Zoning ▪ Size ▪ Structures (and age, if available from the City or Spokane County) ▪ Land and structure values ▪ Improvement to Land Value Ratio (ILVR)[1]
Data Source B: Environmental Databases Stantec will review public environmental database listings to identify tax lots with potential environmental impacts caused by past property use or have associated documentation at the state/federal level. Stantec will also review Sanborn® Fire Insurance maps (already acquired) to identify past land uses associated with parcels not previously captured that are in the AWP focus area.	▪ Washington State Department of Ecology Environmental Databases ▪ Federal EPA Environmental Databases (FRS) ▪ Sanborn® Fire Insurance Maps
Data Source C: Field Observations Stantec will conduct a more in-depth analysis for the tax lots in the focus area to verify the information collected in Data Sources A and B by conducting field observations (visiting the focus area and surveying the property condition(s)) to confirm current land use/occupancy and site conditions. Stantec may incorporate supplemental data sources like aerial/Streetview photography and staff interviews.	▪ Existing Land Use ▪ Occupancy (e.g., vacant, developed, occupied) ▪ Obvious Environmental Conditions (e.g., containers/drums, above ground storage tanks, pavement/soil staining, etc.). ▪ Building/property conditions that suggest deferred maintenance and/or needs for investment (e.g., peeling paint, poor roof, exterior damage/wear).
Notes:	

1 - ILVR is determined/calculated by dividing the assessed value for improvements (e.g., buildings and structures) by the assessed value of the land. Properties with high land values when compared to structure values indicate the property is *underutilized* and could support future development. An ILVR of 0 typically means a tax lot is vacant, and a value <1 indicates that the land is more valuable than the improvements, and therefore is underutilized in terms of development potential).

The Scoring Criteria

The Project Team used the property data to apply a scoring system to identify which opportunity sites the City, NEPDA, and their community partners may choose to prioritize for site assessments, cleanup, reuse, and/or redevelopment. the team ranked all the properties by applying scoring criteria to each lot. The scoring criteria considers site characteristics including property size, ILVR, presence of an environmental database record or historical land use of concern (i.e., retail gas station, automotive repair, dry cleaner), building age (if available from the City / Spokane County), and abandonment. Table 3 lists the criteria, associated score/points (if the conditions are present), and the reasoning for the criterion rating (as it relates to revitalization).

Table 3 Scoring Criteria Matrix

Criterion	*Points*	*Description*	*Reasoning*
A: Site Size ***Method:*** *GIS Analysis*	2.0	3-acres or larger	The criterion assigns scores based on lot size. Sizes one acre or greater have high potential to accommodate significant redevelopment projects, whereas sizes less than 0.25 acres may only accommodate modest redevelopment activity. Notably, 3-acres sites may be highly valuable for industrial development.
	1.0	1.0 acre to 2.99-acres	
	0.5	0.25 acres or greater AND less than 1.0 acre	
	0	Less than 0.25 acres	
B: Underutilization / Improvement to Land Value Ratio (ILVR) ***Method:*** *GIS Analysis*	1.0	ILVR < 0.5	The criterion assigns scores based on the properties' ILVR. A lot having an ILVR less than 0.5 means the property is more valuable than its buildings and suggests the property is underutilized with the potential to support additional development. An ILVR greater than 1.0 suggests the property is well-utilized and therefore a lower priority for redevelopment in the near-term.
	0.5	ILVR > 0.5 **AND** ≤ 1.0	
	0	ILVR >1.0	

C: Environmental Data Base ***Method:*** *GIS Analysis / State & Federal Databases / Sanborn Fire Insurance Maps*	2	Site is on an environmental database listing with a confirmed release	This criterion assigns scores based on whether the lot is on a state or federal environmental database. Lots with these conditions should be prioritized for redevelopment to address the potential environmental liabilities through site cleanup and/or abatement. Additionally, this criterion will consider past/historical land use on properties using Sanborn® Insurance Maps; properties with past industrial or intense commercial operations may be considered brownfields.
	1	Site is on an environmental database listing **AND/OR** identified as a potentially contaminating use based on historical records (e.g., Sanborn® maps)	
	0	Site is NOT on an environmental database listing (no records)	
D. Building Age (pre-1980) ***Method:*** *GIS Analysis ***(only if available via City of Spokane or Spokane County)*	1	Building was constructed prior to 1980	This criterion assigns a score to identify buildings that were constructed prior to 1980 – buildings constructed before this time have a higher potential for containing asbestos and other hazardous building materials.
	0	Building was constructed in 1980 or newer	
E: Vacant / Undeveloped Property ***Method:*** *GIS Analysis / Field Observations*	2	Site does not have a building/structure – the property is undeveloped	This criterion assigns a score to identify lots which are currently undeveloped and do not have a building. There is opportunity to target these properties for redevelopment. An ESA may be needed to proceed with development activities.
	0	Site has a building	
F: Vacant Building/Structure (no active tenant) ***Method:*** *Field Observations*	2	Site does not have a current occupant AND/OR has a vacant building (identified through field observations) that could be adaptively reused	This criterion assigns a score to identify lots that do not have an occupant/tenant AND/OR have a vacant building. Vacant buildings could be actively reused for new uses. Older buildings may suggest the need for studies (ESAs) to ensure the building can be safely reoccupied and/or improved.
	1	Partially occupied	
	0	Site has an active tenant	

G: Poor Property Conditions ***Method:*** *Field Observations*	1	Site or building has debris, broken windows, and/or deteriorating exterior/ roof.	This criterion assigns a score to identify buildings/sites that have various signs of deterioration, wear, and/or deferred maintenance. Sites that are in poor condition should be prioritized for revitalization/ redevelopment.
	0.5	Site or building shows signs of minor deferred maintenance (e.g., peeling paint, overgrown vegetation)	
	0	Site or buildings are in good condition	
H: Designated Opportunity Zones ***Method:*** *GIS Analysis*	1	Site is within a designated Opportunity Zone	This criterion assigns a score to identify sites within a designated Opportunity Zone (OZ); this designation includes tax incentives for private entities to redevelop or reinvest in properties.
	0	Site is not within a designated Opportunity Zone	

The Inventory Findings

The Project Team completed the inventory activities described in the preceding sections. The inventory identifies several brownfields and properties (or "opportunity sites") that could be targeted for near- and long-term revitalization projects.

Parcel Scoring Results

Table 4 lists the scoring criteria and the number of parcels/tax lots that possess the associated site/property characteristics (Note: some parcels meet multiple criteria). The inventory results identified property conditions relating to three important categories as it relates to revitalization: (1) Potential Brownfields, (2) Undeveloped Properties, and (3) Underutilized Properties. These represent opportunity sites that the community could prioritize for near- and long-term redevelopments that would bring much needed community-serving uses.

Table 4 Inventory Scoring Criteria and Number of Associated Parcels

Criterion	*Total Number of parcel/tax lots receiving a score for this criterion*	*Points*	*Number of Parcels/Tax Lots Receiving Points*	*Description*
A: Site Size	1,011	2.0	43	3-acres or larger
		1.0	589	1.0 acre to 2.99-acres
		0.5	379	0.25 acres or greater AND less than 1.0 acre
		0	1,779	Less than 0.25 acres
B: Underutilization / Improvement to Land Value Ratio (ILVR)	534	1.0	461	ILVR < 0.5
		0.5	73	ILVR > 0.5 **AND** ≤ 1.0
		0	2,256	ILVR >1.0

C: Environmental Data Base	317	2	208	Site is on an environmental database listing with a confirmed release
		1	109	Site is on an environmental database listing **AND/OR** identified as a potentially contaminating use based on historical records (e.g., Sanborn® maps)
		0	2,473	Site is NOT on an environmental database listing (no records)
D. Building Age (pre- 1980)	1,858	1	1,858	Building was constructed prior to 1980
		0	932	Building was constructed in 1980 or newer
E: Vacant / Undeveloped Property	402	2	402	Site does not have a building/structure – the property is undeveloped
		0	2,388	Site has a building
F: Vacant Building/Structure (no active tenant)	27	2	11	Site does not have a current occupant AND/OR has a vacant building
		1	16	Partially occupied
		0	2,763	Site has an active tenant
G: Poor Property Conditions	207	1	80	Site or building has debris, broken windows, and/or deteriorating exterior/ roof.
		0.5	127	Site or building shows signs of minor deferred maintenance (e.g., peeling paint, overgrown vegetation)
		0	2,583	Site or buildings are in good condition

H: Designated Opportunity Zones	2,610	1	2,610	Site is within a designated Opportunity Zone
		0	180	Site is not within a designated Opportunity Zone
I: Multiple Adjacent Parcels with Same Owner ***Method:*** *GIS Analysis*	579	1	579	Site consists of more than one parcel
		0	2,228	Site consists of one parcel
J: Initial Brownfield Assessment **Method:** Desktop review / windshield survey	181	Likely Brownfield or higher	181	Subjective rating based on the desktop or windshield survey to account for site observations and professional opinions relating to brownfield conditions and the potential for redevelopment. Total score is not always indicative of a brownfield (i.e., a site may not have an Ecology database listing or a structure that was built before 1980 but may still have blighted conditions that qualify it as a brownfield).
		Likely Not a Brownfield	2,609	
K: Properties For Sale **Method:** *CoStar report and/or windshield survey, field verification*	6	2	6	The parcel was listed for sale
		0	2,784	The parcel was not listed for sale

Inventory Mapping - Figure 2 – *Hillyard Subarea Plan Inventory Overview and Scoring Map* graphically depicts scoring results for the parcels/tax lots within the Focus Area. High scoring sites (i.e., sites scoring 10 or above) (a) have site characteristics that suggest there may be environmental hazards (i.e., brownfields), and/or (b) possess site characteristics that are most conducive for reuse/infill development. The full inventory findings and detailed property information are displayed in Appendix D. The following sections provide more detail on the findings.

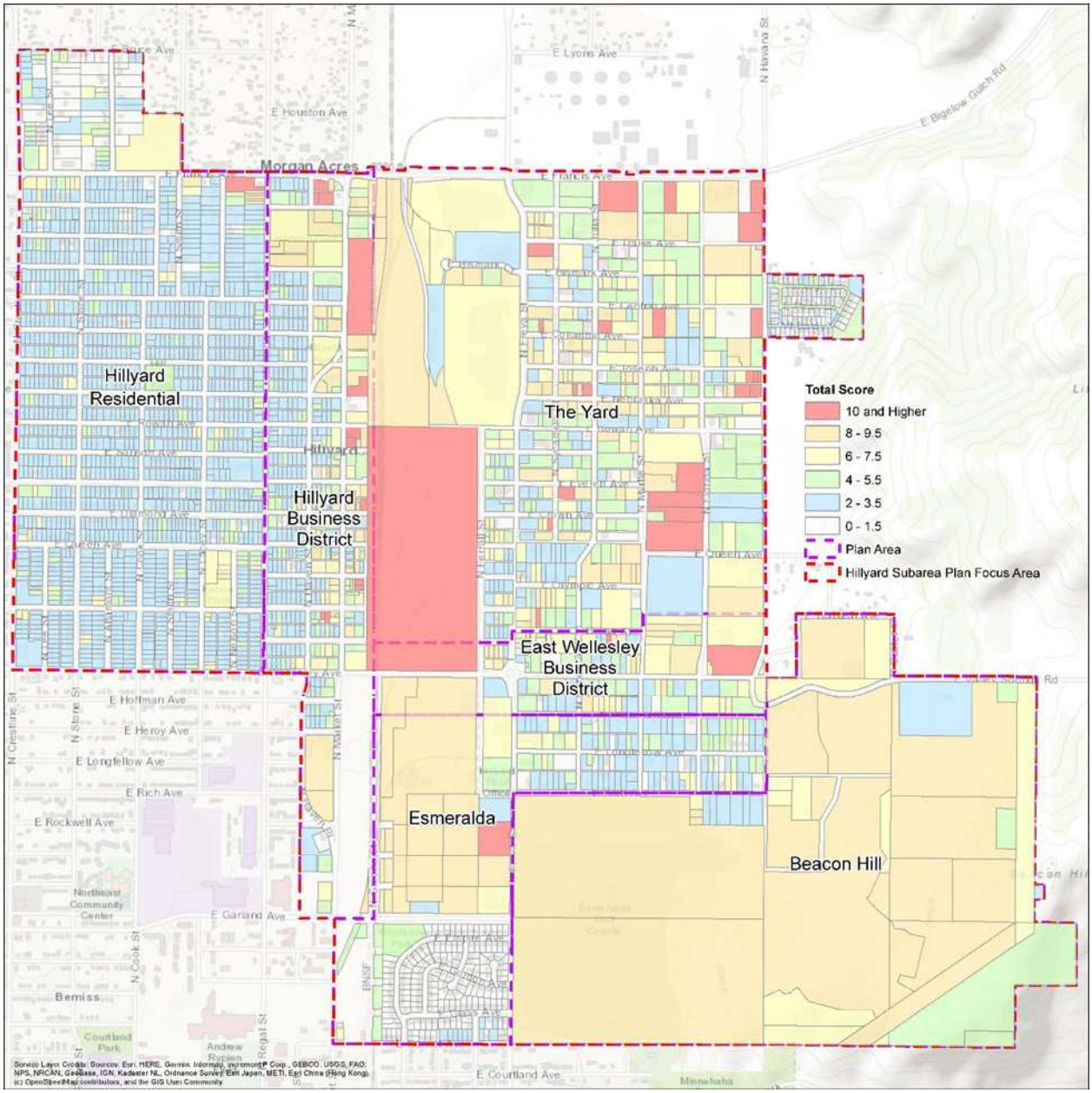

Figure 2 – Hillyard Subarea Plan Inventory Overview and Scoring Map

The Undeveloped and Underutilized Properties

The inventory also identified parcels/lots in the Focus Area that are either undeveloped or underutilized. These findings allow the City/NEPDA and area stakeholders to plan for new community-serving uses (and catalytic projects) on these undeveloped/underutilized sites since they may be most conducive for urban infill and redevelopment projects (when compared to otherwise productive properties in the Focus Area). In an urban context, near-term development projects normally occur on unoccupied or underdeveloped land as opposed to fully developed properties with active tenants (albeit it is acknowledged that there are some exceptions). These properties could be prioritized for new urban infill projects that bring new community-serving uses

– including housing, commercial services, and employment uses. Alternatively, underutilized/undeveloped properties could be prioritized for new public amenities including parks, community gathering spaces, and civic uses. Near-term, there are opportunities to activate these properties with interim uses such as storage yards (for clean industries), construction staging areas (for nearby development projects), passive open spaces, pop-up/mobile vendors, and art installations.

Undeveloped Properties

The inventory identified 402 undeveloped properties. These include parcels/tax lots that do not contain a permanent primary structure or substantial site improvement (e.g., utility feature, public facility, etc.). There is an opportunity to plan for new urban infill projects or public amenities on these properties. Notably, future uses should align with the vision as defined in the Pasco Downtown Plan. Figure 3.5.2.1 depicts undeveloped land as red cross hatch pattern.

Underutilized Properties

The inventory identified 534 underutilized properties. These include parcels/tax lots where the land is more valuable than the structures they possess – this was determined by the parcel's improvement to land ratio (ILVR) scoring in the inventory scoring exercise (Criterion B). The Underutilization classification suggests that the property is underdeveloped and could support additional buildings, services, and/or amenities. There is an opportunity to construct urban infill projects on the vacant portions of these properties and/or plan for adaptive reuse (and expansions) of the current buildings. Notably, infill projects could occur on surface parking lots so that the Focus Area transitions into a walkable, urban environment – replacing surface parking lots with new urban-scaled buildings would be a valuable strategy for revitalization. Figure 3 depicts underutilized parcels in yellow.

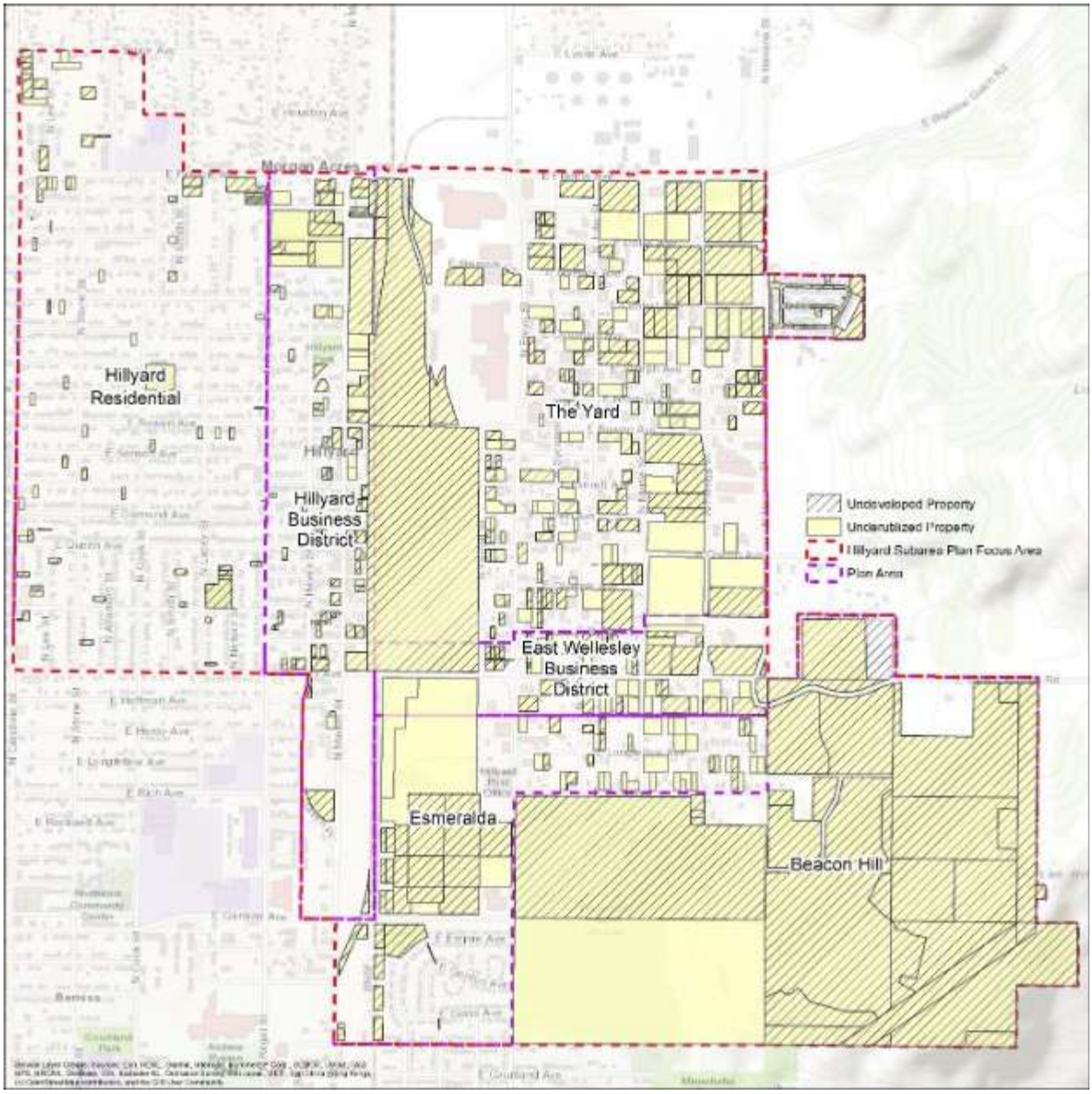

Figure 3 - Undeveloped and Underutilized Properties Map

Appendix E

Community Engagement Activities

Appendix E: Community Engagement Activities

October 26 – December 11, 2023: Community Surveys

Overview

The Project Team the Project Team hosted two on-line surveys aimed to capture local perspectives on area conditions, public need, and aspirations for enhancements. One survey was tailored to the general community while another (though similar) was tailored to the faculty/staff/students at Rogers High School. Both surveys ran concurrently between October 26, 2023, and December 11, 2023; the general community survey generated responses from 311 individuals while the Rogers High School survey generated responses from 29 individuals. The two surveys contained the following topics and were arranged as a series of parts:

- **Part 1: Self-Description** – The surveys contained questions pertaining to residency, age, spoken language, and focus area affiliation.
- **Part 2: Hillyard Business District** – The surveys contained questions to define how often an individual visits the business district, which businesses/places individuals regularly patronize, desired amenities/land use, and perceptions relating to mobility, parking, crime, and appearance.
- **Part 3: Neighborhoods and Housing** – The surveys posed questions related to the reasons for living in the focus area, existing amenities, housing affordability, housing options, housing needs, and property maintenance.
- **Part 4: Industrial/Employment Areas** – The surveys included questions related to community perceptions of the legacy industrial areas (east of the North Spokane Connector / US 395), desired businesses, and perceptions of mobility, crime, and appearance. The questions also asked for participants to recommend priority roadway projects and other desired enhancements.
- **Part 5: Parks, Recreation, and Open Space** – The surveys posed questions focused on learning about the frequency of park use, an assessment of park availability, desired park/open space enhancements, and perceptions of crime and maintenance in area parks.
- **Part 6: Final Thoughts and Recommendations** – The surveys closed with multiple open-ended questions to allow participants to provide other recommendations that would improve quality of life, address local need, and support economic vitality in the Focus Area.

Key Findings

- **Hillyard Business District Enhancements** – Based on the responses from both the surveys, there is a community desire to grow the Hillyard Business District into a much more thriving activity center with additional restaurants, specialty retail, medical care, and professional services. There is also a desire to create more public open space areas, enhance access and mobility, and improve property maintenance conditions. For the Haven/Market Street corridors, the survey responses do not

indicate community consensus on whether to reconfigure and/or enhance those corridors (the surveys revealed diverse opinions on this topic).

- **Residential Neighborhoods** – Based on survey responses, the existing neighborhoods have a variety of housing options but there is a need for additional choices. Two- and three-bedroom units are the most sought-after unit sizes. The respondents indicated that houses, accessory dwelling units, small-scale apartments (4-6 units), duplexes, and townhouses are considered appropriate new housing options for the residential neighborhoods (there is less support for large apartment buildings, mobile homes, and shared housing options). There is also a desire to address deferred maintenance conditions related to private properties, sidewalks, streets, and parks.

- **Industrial/Employment Areas** – Based on survey responses, the legacy industrial areas (east of the North Spokane Connector) are thought to be a functional employment center but needs enhancements. There is a desire to address unimproved streets, provide better pedestrian and bicycle facilities, and add transit service in the industrial/employment areas. There is also a desire to increase the business diversity including adding restaurants and commercials services.

- **Parks and Recreation** – Based on the survey responses, individuals patronize the parks and open spaces within the Focus Area at a variety of frequencies. Beacon Hill, the Children of the Sun Trail, Jim Hill Park, Shipley-Harmon Park, and the Hillyard Aquatic Park are regularly used facilities. Most participants indicated that the existing parks need more enhanced spaces, lighting improvements, and sidewalk maintenance.

- **Crime and Safety** – Based the survey responses, criminal activity represents a community concern; crime is a concern in area parks, within the industrial area, the Hillyard Business District, and the residential neighborhoods. Walking and biking safety (and comfort) is also a concern. In the Hillyard Business District, individuals felt it is generally safe to walk/bike but the area needs improvements. For the industrial/employment area, many felt the area was not necessarily safe and comfortable to walk/bike.

2.1 - Part 1: Area Connection

In the first part of the surveys, the Project Team wanted to understand who participated in the surveys so that City/NEPDA staff can hone in on community needs/aspirations by geographic location, affiliation, and household characteristics. The following summarizes the participant responses from each survey, whereas Table 2.1.a. compares the participant responses for each of the questions under Part 1 (more detail is provided in Attachments A - D).

- **General Community Survey** - Approximately 311 individuals submitted responses. Most respondents were above the age of 34 (80.70%) with the largest age group being between 35 and 44 years of age. Of the respondents, only about 35% live in the Focus Area and about 11% are employed or own a business in the Focus Area; the majority of those that live in the Focus Area (58.8%) have been there for 10 years or more. Most respondents (80.66%) indicated they have two or more individuals living in their household. Most respondents (96.12%) indicated that they only speak English at home, whereas 1.62% indicated they speak Spanish, 0.32% speak Japanese and 3.24% indicated they speak another language (write-in responses listed Russian and German).

- **Rogers High School Survey** - Approximately 29 individuals submitted responses, the large majority of which (84%) were students under the age of 18. Most respondents indicated they have 3-4 individuals living in their household (50%), whereas 45% of respondents indicated that 5 or more

individuals live in their household. For those that live in Focus Area, most respondents (65%) indicated they have lived there for over 10 years. Most respondents (55%) indicated that they (or their guardians) own their home, 35% rent their residence, 5% are in a temporary living arrangement, and 5% indicated they are unhoused. Most respondents (91.96) indicated that they only speak English at home, whereas 4.17% indicated they speak Spanish and 6.25% indicated they speak another language (write-in responses listed Kiribati, Russian, Korean).

Table 2.1.a. Part 1: Area Connection Participant Responses

Question	General Community Responses	Rogers High School Responses
Q.2.1.1 – Personal Affiliation: Which of the following best describes your connection/affiliation with the Hillyard community and/or the larger Focus Area? (select one)	☐ I am a resident living WITHIN the Hillyard Focus Area.: **33.64%** ☐ I am a residential living OUTSIDE the Hillyard Focus Area.: **44.24%** ☐ I am a business owner in the Hillyard Focus Area.: **4.85%** ☐ I am employed WITHIN the Hillyard Focus Area.: **6.67%** ☐ Other (please specify): **10.61%** ▪ Family, Business Owner, Grew up in area	☐ I am a current student at Rogers HS: **84.00%** ☐ I am a faculty member at Rogers HS: **16.00%** ☐ I am neither a student nor a faculty member of Rogers HS: **0.00%**
Questions for Hillyard Residents (participants were prompted to answer the following questions if they indicated that they reside in the Focus Area)		
Q.2.1.1.a – *Since you indicated that you are Hillyard resident, please indicate the number of individuals living in your household. (select one)*	☐ 1 individual: **19.09%** ☐ 2 individuals: **32.73%** ☐ 3-4 individuals: **40.00%** ☐ 5+ individuals: **8.18%**	☐ 1 individual: **0%** ☐ 2 individuals: **5%** ☐ 3-4 individuals: **50%** ☐ 5+ individuals: **45%**
Q.2.1.1.b – *Since you indicated that you are Hillyard resident, please indicate your current living arrangement. (select one)*	☐ I rent my residence.: **18.35%** ☐ I own my residence.: **81.65%** ☐ I am living temporarily in my residence.: **0.00%** ☐ I am currently unhoused.: **0.00%**	☐ I rent my residence.: **35%** ☐ I own my residence.: **55%** ☐ I am living temporarily in my residence.: **5%** ☐ I am currently unhoused.: **5%**
Q.2.1.1.c – *Since you indicated that you are Hillyard resident, please indicate how long you have lived in the Hillyard community. (select one)*	☐ Less than one (1) year.: **4.59%** ☐ 1 to just less than 2 years.: **5.50%** ☐ 2 to just less than 4 years.: **15.60%** ☐ 5 to just less than 10 years.: **16.51%** ☐ 10 years or more.: **57.80%**	☐ Less than one (1) year.: **0%** ☐ 1 to just less than 2 years.: **5%** ☐ 2 to just less than 4 years.: **25%** ☐ 5 to just less than 10 years.: **5%** ☐ 10 years or more.: **65%**

Table 2.1.a. Part 1: Area Connection Participant Responses		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.1.2 – Zip Code: Enter the zip code of your primary residence OR place of employment (if working but not living in the Hillyard Focus Area).	97355 98248 99001 99004 99021 99026 99201-99209 99212 99216-99218 99223 99224 99227 99207	*N/A – question not posed to this audience*
Q.2.1.3 – Age: Please indicate your age group from the list below. (select one)	☐ Under 18 years of age: **0.31%** ☐ 18 - 24 years of age: **3.08%** ☐ 25 - 34 years of age: **15.69%** ☐ 35 - 44 years of age: **24.00%** ☐ 45 - 54 years of age: **17.23%** ☐ 55 – 64 years of age: **18.77%** ☐ 65+ years of age: **20.92%**	☐ Under 18 years of age: **84.00%** ☐ 18 - 24 years of age: **0.00%** ☐ 25 - 34 years of age: **4.00%** ☐ 35 - 44 years of age: **6.00%** ☐ 45 - 54 years of age: **6.00%** ☐ 55 – 64 years of age: **0.00%** ☐ 65+ years of age: **0.00%**
Q.4 – Spoken Language: Other than English, what language do you speak at home? (select all that apply)	☐ I only speak English at home: **96.12%** ☐ Chinese: **0.00%** ☐ Japanese: **0.32%** ☐ Spanish: **1.62%** ☐ Tagalog (Filipino): **0.00%** ☐ Vietnamese: **0.32%** ☐ Other (please specify): **3.24%** ▪ (Russian, German)	☐ I only speak English at home: **91.67%** ☐ Chinese: **0.00%** ☐ Japanese: **0.00%** ☐ Spanish **4.17%** ☐ Tagalog (Filipino): **0.00%** ☐ Vietnamese: **0.00%** ☐ Other (please specify): **6.25%** ▪ (Kiribati, Russian, Korean)

2.2 - Part 2: Hillyard Business District

In Part 2 of the surveys, the Project Team wanted to learn about individual perceptions, desires, and needs for the Hillyard Business District (located along Market Street between Wellesley Avenue and Francis Avenue). The following summarizes the participant responses to Part 2 from each survey, whereas Table 2.2.a. compares the participant responses to each of the questions (more detail is provided in Attachments A-D).

- **General Community Survey** – Most of the respondents indicated they visit the Business District on a weekly basis (35.14%) or monthly (32.77%), with some individuals visiting the district each day (13.85%). Most participants indicated that they regularly visit district restaurants, shops, entertainment venues, and automobile service stations. Over 32% of respondents indicated that they go to the area to visit parks and recreational amenities. Several participants indicated a desire for more entertainment venues, hotels, medical services, professional services, and restaurants to operate in the Business District. Most respondents (53.41%) indicated they would like to leave the Haven/Market roadway configurations in place, whereas others indicated their desire to improve the corridors in terms of aesthetics and access.

Pertaining to crime, over 60% of respondents indicated that "the district generally feels safe, but individuals remain cautious of potential criminal activity"; notably, over 33% or respondent specifically indicated the area does not feel safe. Most respondents (56.51%) indicated that the district feels safe and comfortable to walk but needs improvements. By contrast, most participants (48.2%) indicated that the district does not feel safe/comfortable for bicycle travel; 37.05% indicated the area is generally safe/comfortable for biking but the area needs improvement. The survey revealed diverse perspectives on transit availability; most respondents (38.84%) indicated they are unaware of transit options, 31% indicated a need for improvements, and 24.39% indicated transit is available and convenient. For parking availability in the district, most respondents indicated they feel parking is available while others indicated a need for more capacity. Participants indicated a desire to focus enhancements on improving walkability, area appearance, lighting, new businesses, and landscaping.

- **Rogers High School Survey** – From the Rogers High School respondents, most individuals indicated they visit the Business District on a daily (24.39%) or monthly (29.27%). Like the general community responses, these participants indicated they regularly patronize area shops, restaurants, parks, and entertainment venues; schools and barber shops were indicated as "other". Most respondents indicated a desire to add more entertainment venues, community organizations, parks, and restaurants to the Business District. For the Haven/Market corridors, most respondents (40%) want the community to consider changes to the roadway configurations, whereas 32.5% indicated no opinion on the topic. Pertaining to crime, walking/biking, and transit use, most respondents indicated that improvements are needed, though the area generally feels safe and convenient. Participants indicated desired enhancements focused on historic conservation, bike facilities, youth services, and medical services.

Table 2.2.a. Part 2: Hillyard Business District		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.2.1 – Visitation Frequency: Indicate how frequent you visit (or patronize area businesses) in the Hillyard Business District. (select one)	☐ Daily.: **14.86%** ☐ At least once a week.: **35.14%** ☐ At least once a month.: **32.77%** ☐ At least once annually.: **13.85%** ☐ I do not visit the Hillyard Business District: **3.38%**	☐ Daily.: **24.39%** ☐ At least once a week.: **17.07%** ☐ At least once a month.: **29.27%** ☐ At least once annually.: **14.63%** ☐ I do not visit the Hillyard Business District:**14.63%**
Q.2.2.2 – Place Visitation: Indicate the types of businesses or activities you regularly visit in the Hillyard Business District. (select all that apply)	☐ Automobile service stations.: **16.96%** ☐ Community organizations: **14.53%** ☐ Entertainment venues.: **18.34%** ☐ Medical services: **7.61%** ☐ Other repair shops.: **8.30%** ☐ Parks and recreational venues: **32.72%**	☐ Automobile service stations.: **11.43%** ☐ Community organizations: **8.57%** ☐ Entertainment venues.: **17.14%** ☐ Medical services:**11.43%** ☐ Other repair shops.: **14.29%** ☐ Parks and recreational venues: **34.29%** ☐ Places of worship (e.g., churches, temples, etc.): **11.43%**

Table 2.2.a. Part 2: Hillyard Business District		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ Places of worship (e.g., churches, temples, etc.): **4.84%** ☐ Professional services (e.g., banks, insurance, legal services).: **8.30%** ☐ Restaurants / beverage shops.: **71.97%** ☐ Retail shops (e.g., clothes, furniture, food, etc.).: **62.98%** ☐ Other (please specify): **12.80%** ▪ (Antique Store, Groceries, Barber, Library) ***The percentage under each response indicates the number of participants that chose that element.*	☐ Professional services (e.g., banks, insurance, legal services).: **5.71%** ☐ Restaurants / beverage shops.: **51.43%** ☐ Retail shops (e.g., clothes, furniture, food, etc.).: **48.57%** ☐ Other (please specify): **22.86%** ▪ (School, Route, Gas Station, Mall, Barber) ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.2.3 – Business/Amenity Desires: Indicate which types of businesses or activities are lacking/missing in the Hillyard Business District. (select all that apply)	☐ Automobile service stations.: **4.48%** ☐ Community organizations.: **15.30%** ☐ Entertainment venues.: **48.88%** ☐ Hotels and other overnight accommodations: **42.16%** ☐ Medical services.: **22.39%** ☐ Other repair shops.: **5.22%** ☐ Parks and recreational.: **29.85%** ☐ Professional services (e.g., banks, insurance, legal services).: **37.69%** ☐ Places of worship (e.g., churches, temples, etc.): **4.85%** ☐ Restaurants / beverage shops.: **44.78%** ☐ Retail shops (e.g., clothes, furniture, fresh food, etc.).: **42.16%**	☐ Automobile service stations.: **0.00%** ☐ Community organizations.: **23.68%** ☐ Entertainment venues.: **50.00%** ☐ Hotels and other overnight accommodations: **38.64%** ☐ Medical services.: **10.53%** ☐ Other repair shops.: **7.89%** ☐ Parks and recreational.: **31.58%** ☐ Professional services (e.g., banks, insurance, legal services).: **13.16%** ☐ Places of worship (e.g., churches, temples, etc.): **5.26%** ☐ Restaurants / beverage shops.: **34.21%** ☐ Retail shops (e.g., clothes, furniture, fresh food, etc.).: **18.42%** ☐ Other (please specify): **7.89%** ***The percentage under each response indicates the number of participants that chose that element.*

Table 2.2.a. Part 2: Hillyard Business District		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ Other (please specify): **7.84%** ***The percentage under each response indicates the number of participants that chose that element.*	
Q.2.2.4 – Market/Haven Street Configuration: Indicate your thoughts on the Market Street and Haven Street corridors – presently the corridors function as one-way pairs. (select one)	☐ Leave as is - I like the current Market Street and Haven Street roadway configuration/design.: **52.41%** ☐ Consider Changes - The current Market Street and Haven Street roadway configuration/design needs some improvement.: **19.66%** ☐ Redesign the Corridors – The current Market Street and Haven Street corridors need a redesign as narrower, two-way roadways.: **13.10%** ☐ I do not have an opinion on these corridors.: **14.83%**	☐ Leave as is - I like the current Market Street and Haven Street roadway configuration/design.: **22.50%** ☐ Consider Changes - The current Market Street and Haven Street roadway configuration/design needs some improvement.: **40.00%** ☐ Redesign the Corridors – The current Market Street and Haven Street corridors need a redesign as narrower, two-way roadways.: **5.00%** ☐ I do not have an opinion on these corridors.: **32.50%**
Q.2.2.5 – District Crime Perception: Indicate your personal perception of crime activity in the Hillyard Business District. (select one)	☐ The District feels safe from crime.: **6.14%** ☐ The District generally feels safe but I remain cautious of potential criminal activity.: **60.41%** ☐ The District does NOT feel safe; crime regularly occurs.: **33.45%**	☐ The District feels safe from crime.: **14.63%** ☐ The District generally feels safe but I remain cautious of potential criminal activity.: **68.29%** ☐ The District does NOT feel safe; crime regularly occurs.: **17.07%**
Q.2.2.6 – District Walkability Perception: Indicate your personal perception of walking safety and convenience in the Hillyard Business District. (select one)	☐ The District feels safe and comfortable to walk.: **15.07%** ☐ The District generally feels safe and comfortable to walk but needs improvement.: **56.51%** ☐ The District does NOT feel safe and comfortable to walk.: **28.42%**	☐ The District feels safe and comfortable to walk.: **15.00%** ☐ The District generally feels safe and comfortable to walk but needs improvement.: **75.00%** ☐ The District does NOT feel safe and comfortable to walk.: **10.00%**
Q.2.2.7 – District Biking Perception: Indicate your personal perception of bicycle	☐ The District feels safe and comfortable to bike.: **14.75%**	☐ The District feels safe and comfortable to bike.: **14.63%**

Table 2.2.a. Part 2: Hillyard Business District		
Question	**General Community Responses**	**Rogers High School Responses**
safety and convenience in the Hillyard Business District. (select one)	☐ The District generally feels safe and comfortable to bike but needs improvement.: **37.05%** ☐ The District does NOT feel safe and comfortable to bike.: **48.20%**	☐ The District generally feels safe and comfortable to bike but needs improvement.: **60.98%** ☐ The District does NOT feel safe and comfortable to bike.: **24.39%**
Q.2.2.8 – District Transit Perception: Indicate your personal perception of transit service availability and convenience in the Hillyard Business District. (select one)	☐ The District feels like it has available and convenient transit options.: **24.39%** ☐ The District generally has available and convenient transit options but needs improvement.: **31.01%** ☐ The District does NOT have available and convenient transit options.: **9.76%** ☐ I am unaware of the transit options in the District.: **38.84%**	☐ The District feels like it has available and convenient transit options.: **28.57%** ☐ The District generally has available and convenient transit options but needs improvement.: **52.38%** ☐ The District does NOT have available and convenient transit options.: **0.00%** ☐ I am unaware of the transit options in the District.: **19.05%**
Q.2.2.9 – District Parking Perception: Indicate your personal perception of motor vehicle parking availability and convenience in the Hillyard Business District. (select one)	☐ The District feels like it has available and convenient parking options.: **35.49%** ☐ The District mostly has available and convenient parking but needs improvement.: **49.83%** ☐ The District does NOT have available and convenient parking.: **14.68%**	☐ The District feels like it has available and convenient parking options.: **22.50%** ☐ The District mostly has available and convenient parking but needs improvement.: **62.50%** ☐ The District does NOT have available and convenient parking.: **15.00%**
Q.2.2.10 – Desired Enhancements: Describe specific enhancements that you would like to see in the Hillyard Business District.	☐ Walkability, bike paths ☐ Neighborhood cleanup/ maintenance of surrounding area/ parks ☐ Lighting for safety, general security ☐ Small businesses, retail shops, Farmer's Market, antique stores ☐ Finish the Children of the Sun Trail	☐ Enhance Hillyard; keep original historical charm ☐ More bike lanes and parking ☐ Spaces or businesses for youth; events or entertainment venues ☐ Medical services

Table 2.2.a. Part 2: Hillyard Business District		
Question	**General Community Responses**	**Rogers High School Responses**
	□ Trees, flower baskets and landscaping	

2.3 - Part 3: Focus Area Neighborhoods and Housing

In the third part of the surveys, the Project Team wanted to learn about individual perceptions, desires, and needs for the residential neighborhoods that fall within the Hillyard Focus Area boundaries. The following summarizes the participant responses to Part 3 from each survey, whereas Table 2.3.a. compares the participant responses to each of the questions (more detail is provided in Attachments A-D).

- **General Community Survey** - Over half of respondents indicated that affordable and diversified housing options exist but could be expanded. Over three quarters of respondents indicated that 2- and 3-bedroom housing units are in the highest demand. Houses were indicated to be the most appropriate housing type for the Focus Area followed by townhouses, duplexes, and small apartments (4-6 units). Over 90% of respondents indicated that neighborhood and individual properties are either generally maintained but require improvements or are not well-maintained. When asked which neighborhood elements require better maintenance, individual properties and sidewalks were the most answered followed by trees/landscaping, streets, and parks and public open spaces. Of respondents that live in the Focus Area, price was overwhelmingly indicated as a reason for residency. The four most commonly selected positive amenities in the Hillyard Neighborhood were parks and open space, nearby shopping, schools and education institutions, and community organizations/resources.

- **Rogers High School Responses** - Nearly 72% of respondents indicated that affordable housing options exist but could be expanded; a smaller proportion (46.67%) indicated that diversified housing options exist but could be improved. Just over 93% of respondents indicated that 2- and 3-bedroom housing units are in the highest demand. Houses were indicated to be the most appropriate housing type for the focus area followed by duplexes and small apartments (4-6 units). All respondents indicated that neighborhood and individual properties are either generally maintained but require improvements or are not well-maintained. When asked which neighborhood elements require better maintenance, sidewalks were the most answered followed by trees/landscaping, streets, parks and public open spaces, and, to a lesser degree, individual properties. Of respondents that live in the Focus Area, location and personal relationships were cited as reasons for residency followed by price and neighborhood appearance. The three most selected positive amenities in the Hillyard Neighborhood were parks and open space, nearby shopping, and schools and education institutions.

Table 2.3.a. Part 3: Residential Neighborhoods and Housing		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.3.1 – Reason for Residency: Indicate the primary consideration/condition that made you choose/remain in your residence. (select one)	□ Price: **25.47%** □ Unit Size (e.g., number of bedrooms): **0.75%** □ Location: **6.37%**	□ Price: **14.29%** □ Unit Size (e.g., number of bedrooms): **2.86%** □ Location: **14.29%**

Table 2.3.a. Part 3: Residential Neighborhoods and Housing		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ Safety: **0.75%** ☐ Neighborhood appearance (e.g., character, maintenance): **2.62%** ☐ Neighborhood amenities (e.g., parks, shopping, etc.): **1.12%** ☐ Personal relationships: **7.87%** ☐ I do not live in the Hillyard Focus Area: **43.45%** ☐ Other (please specify): **11.61%** ▪ Affordability, Grew up in Neighborhood	☐ Safety: **0.00%** ☐ Neighborhood appearance (e.g., character, maintenance): **8.57%** ☐ Neighborhood amenities (e.g., parks, shopping, etc.): **0.00%** ☐ Personal relationships: **8.57%** ☐ I do not live in the Hillyard Focus Area: **42.86%** ☐ Other (please specify): **8.57%** ▪ Live with Family
Q.2.3.2. – Neighborhood Amenities: Indicate which of the following are positive amenities present in the Focus Area neighborhoods. (select all that apply)	☐ Child/adult care centers: **21.93%** ☐ Community organizations/resources: **37.72%** ☐ Nearby employment.: **29.82%** ☐ Nearby shopping.: **54.82%** ☐ Parks and open space.: **58.53%** ☐ Places of worship: **24.56%** ☐ Schools and education institutions: **44.30%** ☐ Other (please specify): **12.28%** ▪ Bars and Restaurants, Accessibility, Walkability ***The percentage under each response indicates the number of participants that chose that element.*	☐ Child/adult care centers: **18.18%** ☐ Community organizations/resources: **30.30%** ☐ Nearby employment.: **27.27%** ☐ Nearby shopping.: **54.55%** ☐ Parks and open space.: **42.42%** ☐ Places of worship: **27.27%** ☐ Schools and education institutions: **48.48%** ☐ Other (please specify): **6.06%** ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.3.3. – Housing Affordability: Indicate your perception of housing affordability in the Focus Area neighborhoods. (select one)	☐ There are a variety of affordable housing options.: **27.45%**	☐ There are a variety of affordable housing options.: **3.03%**

Table 2.3.a. Part 3: Residential Neighborhoods and Housing		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ There are some affordable housing options but there could be more.: **50.59%** ☐ There are virtually no affordable housing options.: **21.96%**	☐ There are some affordable housing options but there could be more.: **75.76%** ☐ There are virtually no affordable housing options.: **21.21%**
Q.2.3.4. – Housing Options: Indicate whether you feel there are a variety of housing options to house the area's diverse household characteristics (e.g., larger households, small households, households with seniors). (select one)	☐ There are a variety of housing options in the neighborhood (e.g., a mix of unit sizes and different price points).: **29.37%** ☐ There are some housing options, but the neighborhood needs more.: **52.38%** ☐ There are very few housing options in the neighborhood.: **18.25%**	☐ There are a variety of housing options in the neighborhood (e.g., a mix of unit sizes and different price points).: **26.47%%** ☐ There are some housing options, but the neighborhood needs more.: **61.76%** ☐ There are very few housing options in the neighborhood.: **11.76%**
Q.2.3.5. – Unit Size Needs: Indicate your perception of the housing unit sizes that are in high demand in the Focus Area. (select all that apply)	☐ Studio units.: **19.75%** ☐ 1-bedroom units.: **28.57%** ☐ 2 and 3-bedroom units.: **78.57%** ☐ 4+ bedroom units.: **16.39%** ☐ Other (please specify): **9.66%** ▪ (Affordable SFR, Multi-Use) ***The percentage under each response indicates the number of participants that chose that element.*	☐ Studio units.: **9.68%** ☐ 1-bedroom units.: **16.13%** ☐ 2 and 3-bedroom units.: **83.87%** ☐ 4+ bedroom units.: **29.03%** ☐ Other (please specify): **6.45%** ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.3.6. – Housing Types: Indicate the types of housing that you feel would be appropriate for the Focus Area – either in the established neighborhoods or business districts. (select all that apply)	☐ Accessory dwelling units (e.g., garage apartments, guest cottages that share the same property as a house).: **36.84%** ☐ Apartments (small – 4 to 6 units): **49.80%** ☐ Apartments (large – over 6 units): **27.13%** ☐ Duplexes: **49.80%** ☐ Houses: **61.54%**	☐ Accessory dwelling units (e.g., garage apartments, guest cottages that share the same property as a house).: **12.50%** ☐ Apartments (small – 4 to 6 units): **37.50%** ☐ Apartments (large – over 6 units): **21.88%** ☐ Duplexes: **40.63%** ☐ Houses: **75.00%**

Table 2.3.a. Part 3: Residential Neighborhoods and Housing		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ Manufactured homes: **14.98%** ☐ Shared housing (e.g., residents share a kitchen area but have their own bedroom).: **17.41%** ☐ Townhouses: **43.72%** ☐ Other (please specify): **7.29%** ▪ Revitalize existing housing ***The percentage under each response indicates the number of participants that chose that element.*	☐ Manufactured homes: **9.38%** ☐ Shared housing (e.g., residents share a kitchen area but have their own bedroom).: **9.38%** ☐ Townhouses: **21.88%** ☐ Other (please specify): **0.00%** ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.3.7. – Neighborhood Maintenance: Indicate your perception of maintenance in the Focus Area neighborhoods. (select one)	☐ The neighborhood and individual properties are well-maintained.: **6.87%** ☐ The neighborhood and individual properties are generally maintained but there are needed improvements.: **48.85%** ☐ Either the neighborhood or the individual properties are NOT well-maintained.: **44.27%**	☐ The neighborhood and individual properties are well-maintained.: **6.06%** ☐ The neighborhood and individual properties are generally maintained but there are needed improvements.: **57.58%** ☐ Either the neighborhood or the individual properties are NOT well-maintained.: **36.36%**
Q.2.3.8. – Maintenance Needs: Indicate what neighborhood elements need better routine maintenance. (select all that apply)	☐ Individual properties (private land): **73.83%** ☐ Parks and public open space: **39.84%** ☐ Sidewalks: **62.89%** ☐ Signage/Wayfinding: **24.22%** ☐ Streets (e.g., travel lanes and parking stalls): **46.09%** ☐ Trees/landscaping: **50.78%** ☐ Other (please specify): **9.38%**	☐ Individual properties (private land): **39.39%** ☐ Parks and public open space: **63.64%** ☐ Sidewalks: **72.73%** ☐ Signage/Wayfinding: **3.03%** ☐ Streets (e.g., travel lanes and parking stalls): **54.55%** ☐ Trees/landscaping: **60.61%** ☐ Other (please specify): **6.06%** ***The percentage under each response indicates the number of*

Table 2.3.a. Part 3: Residential Neighborhoods and Housing		
Question	**General Community Responses**	**Rogers High School Responses**
	▪ Paving, General maintenance of sidewalks and housing ***The percentage under each response indicates the number of participants that chose that element.*	*participants that chose that element.*
Q.2.3.9 – Neighborhood Crime Perception: Indicate your personal perception of crime activity in the Focus Area neighborhoods. (select one)	☐ The neighborhood feels safe from crime.: **3.11%** ☐ The neighborhood generally feels safe, but I remain cautious of potential criminal activity.: **58.75%** ☐ The neighborhood does NOT feel safe; crime regularly occurs.: **38.13%**	☐ The neighborhood feels safe from crime.: **12.12%** ☐ The neighborhood generally feels safe, but I remain cautious of potential criminal activity.: **72.73%** ☐ The neighborhood does NOT feel safe; crime regularly occurs.: **15.15%**
Q.2.3.10 – Desired Enhancements: Describe specific enhancements that you would like to see in the Focus Area neighborhoods.	☐ Cleanup and maintenance of parks and neighborhood ☐ Focus on safety issues; lighting, police presence, reduce crime ☐ Crosswalks and more sidewalks; pedestrian and bike-friendly	☐ Housing affordability ☐ Maintenance to streets and sidewalks ☐ Lighting and landscaping

2.4 - Part 4: Focus Area Industrial/Employment Areas

In Part 4 of the surveys, the Project Team wanted to learn of individual perceptions, desires, and needs for the industrial/employment areas that fall within the Hillyard Focus Area boundaries (while focusing on the land on the east side of the North Spokane Corridor/US 395 highway project). The following summarizes the participant responses to Part 4 from each survey, whereas Table 2.4.a. compares the participant responses to each of the questions (more detail is provided in Attachments A-D).

- **General Community Survey** – Most of the community respondents indicated that the legacy industrial areas within the Focus Area are a functioning employment center but need enhancements; 22% indicated that they felt it was not very economically viable. For desired future uses, respondents expressed support for a wider variety of industries plus the addition of commercial services – notably, 63.4% respondents expressed their desire for restaurants. Pertaining to perceptions of crime, most respondents (58.44%) indicated that "the industrial/employment areas feel generally safe, but individuals remain cautious of potential criminal activity"; in contrast, 34.98% felt the area is not safe and crime regularly occurs. For walking and biking, most participants felt the industrial/employment areas do not feel safe/comfortable for those transportation modes; others felt the area was generally safe for

walking/biking yet acknowledged a need for improvements. Most respondents indicated their preference to prioritize capital improvements on Freya Street and Wellesley Avenue over other streets; whereas, Rowen Avenue and Havana Street were also indicated as priorities (to a lessor degree of support). When asked about area opportunities, respondents indicated their top desires as providing better roadways, sidewalks, transit, crime prevention, and business diversity.

- **Rogers High School Survey** – Most of the Rogers High School affiliates (83.33%) indicated they feel the industrial areas are a functioning employment district but needs enhancements. For future land uses, the respondents indicated a preference for a wider variety of businesses and commercial services with restaurants being a top desire. Regarding crime perceptions, 71.88% of respondents indicated that the area feels generally safe but individuals remain cautious of potential criminal activity (this is a higher response compared to the general community survey). Most respondents (> 60%) felt the legacy industrial/employment areas are generally safe/comfortable to walk/bike yet acknowledged a need for improvements. For priority roadway project, improvements to Wellesley Avenue received the most support (34.48%) and Freya Stret received support from 20.69% of participant responses. Better sidewalks, roadways, bicycle facilities, new parks, and crime prevention were the top-rated opportunities indicated from the respondents.

Table 2.4.a. Part 4: Focus Area Industrial/Employment Areas		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.4.1 – Industrial Area Perception: Indicate your personal perception/impression of the industrial/employment areas in the Focus Area. (select one)	☐ The industrial area is a thriving employment district.: **15.00%** ☐ The industrial area is a functioning employment district but needs enhancements.: **62.08%** ☐ The industrial area is not a very viable employment district (substantial enhancements are needed).: **22.92%**	☐ The industrial area is a thriving employment district.: **10.00%** ☐ The industrial area is a functioning: employment district but needs enhancements.: **83.33%** ☐ The industrial area is not a very viable employment district (substantial enhancements are needed).: **6.67%**
Q.2.4.2 – Industrial Area Business Desires: Indicate the types of businesses/industries you feel are <u>appropriate</u> for the industrial/employment areas in the Focus Area. (select all that apply)	☐ Artist studios: **43.40%** ☐ Building supply/material companies: **50.64%** ☐ Construction companies: **48.09%** ☐ Food processing: **38.72%** ☐ Manufacturing: **53.62%** ☐ Plant nurseries: **62.55%** ☐ Professional office: **43.83%** ☐ Technology centers: **42.55%** ☐ Utility service providers: **35.74%**	☐ Artist studios: **34.48%** ☐ Building supply/material companies: **37.93%** ☐ Construction companies: **37.93%** ☐ Food processing: **34.48%** ☐ Manufacturing: **34.48%** ☐ Plant nurseries: **34.48%** ☐ Professional office: **24.14%** ☐ Technology centers: **31.03%** ☐ Utility service providers: **27.59%**

Table 2.4.a. Part 4: Focus Area Industrial/Employment Areas		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ Repair services: **50.21%** ☐ Restaurants (e.g., dining options): **63.40%** ☐ Retail/commercial services: **56.60%** ☐ Warehousing and distribution: **49.36%** ☐ Other (please specify): **5.11%** ▪ Medical, Daycare ***The percentage under each response indicates the number of participants that chose that element.*	☐ Repair services: **41.38%** ☐ Restaurants (e.g., dining options): **51.72%** ☐ Retail/commercial services: **27.59%** ☐ Warehousing and distribution: **31.03%** ☐ Other (please specify): **10.34%** ▪ Retail, Cultural shops ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.4.3 – Crime Perception: Indicate your personal perception of crime activity in the industrial/ employment areas of the Focus Area. (select one)	☐ The industrial/employment areas feel safe from crime.: **6.58%** ☐ The industrial/employment areas generally feel safe but I remain cautious of potential criminal activity.: **58.44%** ☐ The industrial/employment areas do NOT feel safe; crime regularly occurs.: **34.98%**	☐ The industrial/employment areas feel safe from crime.: **12.50%** ☐ The industrial/employment areas generally feel safe but I remain cautious of potential criminal activity.: **71.88%** ☐ The industrial/employment areas do NOT feel safe; crime regularly occurs.: **15.63%**
Q.2.4.4 – Walkability Perception: Indicate your personal perception of walking safety and convenience in the industrial/employment areas of the Focus Area. (select one)	☐ The industrial/employment areas feel safe and comfortable to walk.: **4.10%** ☐ The industrial/employment areas generally feel safe and comfortable to walk but needs improvement.: **40.98%** ☐ The industrial/employment areas feel do NOT feel safe and comfortable to walk.: **54.92%**	☐ The industrial/employment areas feel safe and comfortable to walk.: **19.35%** ☐ The industrial/employment areas generally feel safe and comfortable to walk but needs improvement.: **61.29%** ☐ The industrial/employment areas feel do NOT feel safe and comfortable to walk.: **19.35%**
Q.2.4.5 – Biking Perception: Indicate your personal perception of bicycle safety and convenience in the	☐ The industrial/employment areas feel safe and comfortable to bike.: **6.69%**	☐ The industrial/employment areas feel safe and comfortable to bike.: **20.00%**

Table 2.4.a. Part 4: Focus Area Industrial/Employment Areas		
Question	**General Community Responses**	**Rogers High School Responses**
industrial/employment areas of the Focus Area. (select one)	☐ The industrial/employment areas generally feel safe and comfortable to bike but needs improvement.: **35.15%** ☐ The industrial/employment areas feel do NOT feel safe and comfortable to bike.: **58.16%**	☐ The industrial/employment areas generally feel safe and comfortable to bike but needs improvement.: **60.00%** ☐ The industrial/employment areas feel do NOT feel safe and comfortable to bike.: **20.00%**
Q.2.4.6 –Transit Perception: Indicate your personal perception of transit service availability and convenience in the industrial/employment areas of the Focus Area. (select one)	☐ The industrial/employment areas feel like they have available and convenient transit options.: **8.05%** ☐ The industrial/employment areas generally have available and convenient transit options but need improvement.: **24.15%** ☐ The industrial/employment areas do NOT have available and convenient transit options.: **23.73%** ☐ I am unaware of the transit options in the industrial/employment areas.: **44.07%**	☐ The industrial/employment areas feel like they have available and convenient transit options.: **15.63%** ☐ The industrial/employment areas generally have available and convenient transit options but need improvement.: **37.50%** ☐ The industrial/employment areas do NOT have available and convenient transit options.: **9.38%** ☐ I am unaware of the transit options in the industrial/employment areas.: **37.50%**
Q.2.4.7 – Driving Perception: Indicate your personal perception of driving safety and convenience in the industrial/employment areas of the Focus Area, whereas it is acknowledged that several roadways are unimproved. (select one)	☐ The industrial/employment areas feel safe and convenient to drive.: **20.76%** ☐ The industrial/employment areas generally feel safe and convenient to drive but needs improvement.: **60.59%** ☐ The industrial/employment areas feel do NOT feel safe and convenient to drive.: **18.64%**	☐ The industrial/employment areas feel safe and convenient to drive.: **45.16%** ☐ The industrial/employment areas generally feel safe and convenient to drive but needs improvement.: **51.61%** ☐ The industrial/employment areas feel do NOT feel safe and convenient to drive.: **3.23%**
Q.2.4.8 – Priority Roadway Improvements: Indicate which roadway corridor in the industrial/employment areas the City	☐ Florida Street (north of Wellesley): **6.44%** ☐ Freya Street (north of Wellesley): **33.17%**	☐ Florida Street (north of Wellesley): **6.90%** ☐ Freya Street (north of Wellesley): **20.69%**

Table 2.4.a. Part 4: Focus Area Industrial/Employment Areas		
Question	**General Community Responses**	**Rogers High School Responses**
should prioritize in the near-term for improvements; whereas it is acknowledged that several existing roadways are unimproved. (select one)	☐ Havana Street (north of Wellesley): **8.42%** ☐ Julia/Rebecca Street (north of Wellesley): **3.96%** ☐ Myrtle Street (north of Wellesley): **3.96%** ☐ Rowen Avenue (east of Freya): **8.91%** ☐ Wellesley Avenue (east of Freya): **19.80%** ☐ Other (please specify):**15.35%** ▪ General paving and maintenance to all roads, Dedicated bike lanes	☐ Havana Street (north of Wellesley): **10.43%** ☐ Julia/Rebecca Street (north of Wellesley): **0.00%** ☐ Myrtle Street (north of Wellesley): **0.00%** ☐ Rowen Avenue (east of Freya): **6.90%** ☐ Wellesley Avenue (east of Freya): **34.48%** ☐ Other (please specify): **20.69%** ▪ Euclid to Minnehaha, Freya St, 6th & Park
Q.2.4.9 – Opportunities – Indicate which elements/conditions would improve the economic viability of the industrial/employment areas in the Focus Area. (select all that apply)	☐ Better bicycle facilities: **35.10%** ☐ Better roadways: **60.00%** ☐ Better sidewalks and pedestrian amenities: **63.67%** ☐ Better transit service: **39.18%** ☐ Better utilities: **15.10%** ☐ Business diversity: **46.12%** ☐ Clean industries: **28.57%** ☐ Crime prevention: **67.76%** ☐ District branding (e.g., name, logo): **26.94%** ☐ More flexible development/zoning regulations : **27.76%** ☐ More restrictive development/zoning regulations: **10.61%** ☐ Parks and open space: **42.04%** ☐ Signage and Wayfinding: **24.90%** ☐ Other (please specify): **4.08%**	☐ Better bicycle facilities: **41.94%** ☐ Better roadways: **51.61%** ☐ Better sidewalks and pedestrian amenities: **64.52%** ☐ Better transit service: **19.35%** ☐ Better utilities: **25.81%** ☐ Business diversity: **38.71%** ☐ Clean industries: **38.71%** ☐ Crime prevention: **41.94%** ☐ District branding (e.g., name, logo): **22.58%** ☐ More flexible development/zoning regulations : **19.35%** ☐ More restrictive development/zoning regulations: **6.45%** ☐ Parks and open space: **54.84%** ☐ Signage and Wayfinding: **6.45%** ☐ Other (please specify): **6.45%**

Table 2.4.a. Part 4: Focus Area Industrial/Employment Areas		
Question	**General Community Responses**	**Rogers High School Responses**
	▪ Housing, General maintenance to existing area ***The percentage under each response indicates the number of participants that chose that element.*	▪ Hillyard community pride ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.4.10 – Desired Enhancements: Describe specific enhancements that you would like to see in the industrial/employment areas of the Focus Area.	☐ Crime prevention, focus on safety of the area ☐ Dedicated bike lanes; bike and pedestrian infrastructure ☐ Fix/ improve roads and maintenance of businesses	☐ Pedestrian and bike accessibility to industrial area and bus transit ☐ Grocery stores, business ☐ Job/ employment opportunities

2.5 - Part 5: Focus Area Parks, Recreation, and Open Space

In Part 5 of the surveys, the Project Team wanted to learn about individual perceptions, desires, and needs for parks, recreation, and open space amenities within the Hillyard Focus Area boundaries. The following summarizes the participant responses to Part 5 from each survey, whereas Table 2.5.a. compares the participant responses to each of the questions (more detail is provided in Attachments A-D).

- **General Community Survey** - The majority of respondents indicated they visit parks in the Focus Area monthly or annually with Beacon Hill, the Children of the Sun Trail, Esmeralda Golf Course, Shipley-Harmon Park and Jim Hill Park being the most popular. In considering their perception of green space in the Focus Area, most respondents had a favorable view but felt the area could be improved with more bike trails, walking trails, and natural and conservation areas. Additionally, improved maintenance for lighting was overwhelming indicated by respondents.

- **Rogers High School Responses** - Compared to the general survey responses, students at Rogers High School visit the parks in the Focus Area more frequently with a majority indicating they go at least weekly or monthly with Beacon Hill and Jim Hill Park being the most popular. Respondents had an overall similar perception of green space in the Focus Area as their general survey counterparts except the addition of natural and conservation areas was not as indicated. Similar to the general survey, lighting was the most selected element of parks that needs better maintenance.

Table 2.5.a. Part 5: Parks, Recreation, and Open Space		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.5.1 – Park Visitation Frequency: Indicate how frequent you visit public parks and open spaces within the Hillyard Focus Area boundaries. (select one)	☐ Daily.: **8.54%** ☐ At least once a week.: **17.07%** ☐ At least once a month.: **27.24%**	☐ Daily.: **3.33%** ☐ At least once a week.: **26.67%** ☐ At least once a month.: **30.00%**

Table 2.5.a. Part 5: Parks, Recreation, and Open Space		
Question	**General Community Responses**	**Rogers High School Responses**
	☐ At least once annually.: **25.20%** ☐ I do not visit the public parks in the Focus Area.: **21.95%**	☐ At least once annually.: **26.67%** ☐ I do not visit the public parks in the Focus Area.: **13.33%**
Q.2.5.2 – Park Use: Indicate which of the following public parks and open spaces have you used/visited in the past year. (select all that apply)	☐ Beacon Hill: **44.34%** ☐ Children of the Sun Trail: **36.65%** ☐ Esmeralda Golf Course: **29.41%** ☐ Hillyard Aquatic Center: **20.36%** ☐ Jim Hill Park: **36.65%** ☐ Kehoe Park: **19.46%** ☐ Loren Kondo Park: **5.43%** ☐ Shipley-Harmon Park (and Skate Park): **29.86%** ☐ Wildhorse Park: **13.12%** ☐ Other (please specify): **11.76%** ▪ Minnehaha, Parks in vicinity ***The percentage under each response indicates the number of participants that chose that element.*	☐ Beacon Hill: **48.28%** ☐ Children of the Sun Trail: **24.14%** ☐ Esmeralda Golf Course: **13.79%** ☐ Hillyard Aquatic Center: **24.14%** ☐ Jim Hill Park: **34.48%** ☐ Kehoe Park: **20.69%** ☐ Loren Kondo Park: **6.90%** ☐ Shipley-Harmon Park (and Skate Park): **24.14%** ☐ Wildhorse Park: **6.90%** ☐ Other (please specify): **20.69%** ▪ Hays Park, Andrew Rypien Park ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.5.3 – Park and Open Space Availability: Indicate your perception of available parks and open spaces in the Hillyard Focus Area. (select one)	☐ The Focus Area has a broad array of parks and open space amenities.: **22.71%** ☐ The Focus Area has parks and open spaces but needs more (or enhanced spaces).: **64.19%** ☐ The Focus Area does NOT have enough parks and open space amenities.: **13.10%**	☐ The Focus Area has a broad array of parks and open space amenities.: **21.43%** ☐ The Focus Area has parks and open spaces but needs more (or enhanced spaces).: **57.14%** ☐ The Focus Area does NOT have enough parks and open space amenities.: **21.43%**
Q.2.5.4 – Desired Open Space and Recreational Amenities: Indicate what types of recreational amenities	☐ Bicycle trails/pathways: **58.77%**	☐ Bicycle trails/pathways: **75.86%**

Table 2.5.a. Part 5: Parks, Recreation, and Open Space		
Question	**General Community Responses**	**Rogers High School Responses**
should be added and/or expanded in the Hillyard Focus Area. (select all that apply)	☐ Entertainment venues (e.g., stages, grand stands): **49.12%** ☐ Natural and conservation areas.: **57.46%** ☐ Passive gathering areas (e.g., lawns, shelters): **37.72%** ☐ Playgrounds: **43.42%** ☐ Skate parks: **11.84%** ☐ Sports courts/fields: **35.96%** ☐ Walking trails: **61.84%** ☐ Other (please specify): **7.02%** ▪ Dog park, Address homeless ***The percentage under each response indicates the number of participants that chose that element.*	☐ Entertainment venues (e.g., stages, grand stands): **44.83%** ☐ Natural and conservation areas.: **51.72%** ☐ Passive gathering areas (e.g., lawns, shelters): **20.69%** ☐ Playgrounds: **44.83%** ☐ Skate parks: **37.93%** ☐ Sports courts/fields: **31.03%** ☐ Walking trails: **58.62%** ☐ Other (please specify): **3.45%** ***The percentage under each response indicates the number of participants that chose that element.*
Q.2.5.5 – Maintenance Needs: Indicate what parks and open space element need better routine maintenance in the Focus Area. (select all that apply)	☐ Lighting: **79.11%** ☐ Parking areas: **43.11%** ☐ Playground equipment: **50.67%** ☐ Sidewalks: **50.67%** ☐ Signage: **22.22%** ☐ Sports fields: **27.56%** ☐ Trees/landscaping: **46.22%** ☐ Other (please specify): **12.89%** ▪ Garbage cans, General security needs, Restrooms ***The percentage under each response indicates the number of participants that chose that element.*	☐ Lighting: **73.33%** ☐ Parking areas: **30.00%** ☐ Playground equipment: **43.33%** ☐ Sidewalks: **53.33%** ☐ Signage:**13.33%** ☐ Sports fields: **30.00%** ☐ Trees/landscaping: **63.33%** ☐ Other (please specify): **6.67%** ▪ Garbage, Sewage ***The percentage under each response indicates the number of participants that chose that element.*

Table 2.5.a. Part 5: Parks, Recreation, and Open Space		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.5.6 – Park and Open Space Crime Perception: Indicate your personal perception of crime activity in the Focus Area parks and open space areas. (select one)	☐ The parks and open space areas feel safe from crime.: **5.91%** ☐ The parks and open space areas generally feel safe, but I remain cautious of potential criminal activity.: **56.54%** ☐ The parks and open space areas do NOT feel safe; crime regularly occurs.: **37.55%**	☐ The parks and open space areas feel safe from crime.: **10.34%** ☐ The parks and open space areas generally feel safe, but I remain cautious of potential criminal activity.: **58.62%** ☐ The parks and open space areas do NOT feel safe; crime regularly occurs.: **31.03%**
Q.2.5.7 – Potential Parks and Open Space: Identify any land/property within the Focus Area that you would recommend as a new park or open space area (e.g., describe as street intersections).	☐ Revitalize existing parks ☐ Frey & Wellesley, Havanna and Bowdish, Wellesley & Market, Market & Queen ☐ Beacon hill bike path or park ☐ Hillyard business district	☐ Rochester Heights Park ☐ Market Street ☐ Hillyard ☐ Crestline and Lincoln St
Q.2.5.8 – Desired Enhancements: Describe specific park and open space enhancements that you would like to see in the Focus Area.	☐ Splash pads, water slides ☐ Replace existing playground equipment ☐ Reduce drug use and crime for safety; will allow families with kids to enjoy area ☐ Lighting and security camera / trail cams ☐ Dog park	☐ Rogers HS football field ☐ Art, murals, support local artists in parks ☐ More green space like Kendall yards ☐ Minnehaha; skate park

2.6 - Part 6: Final Thoughts and Recommendations

In the final parts of the surveys, the Project Team wanted to provide additional opportunities for individuals to communicate their recommendations to improve/enhance the land, neighborhoods, businesses, and quality of life within the Hillyard Focus Area boundaries. Table 2.5.a. compares the participant responses too each of the questions (the complete responses are provided in electronic format representing Attachments C and D).

Table 2.6.a: Final Thoughts and Recommendations		
Question	**General Community Responses**	**Rogers High School Responses**
Q.2.6.1 – Priorities: Indicate your top priorities for Hillyard's future – these	☐ Commercial Services: **4** ☐ Community Appearance: **2**	☐ Commercial Services: **7** ☐ Community Appearance: **4**

Table 2.6.a: Final Thoughts and Recommendations		
Question	**General Community Responses**	**Rogers High School Responses**
are items/subjects that the City/NEPDA should strive to address/solve in the near future. (place the items in order of importance to you with 1 being your top priority)	☐ Crime and safety: **1** ☐ Environmental Sustainability: **6** ☐ Housing Affordability: **3** ☐ Housing Options: **5** ☐ Jobs and Employment: **7** ☐ Transportation Options: **8** ☐ Utility Service: **9** ☐ Other (please specify)	☐ Crime and safety: **2** ☐ Environmental Sustainability: **5** ☐ Housing Affordability: **1** ☐ Housing Options: **3** ☐ Jobs and Employment: **6** ☐ Transportation Options: **8** ☐ Utility Service: **9** ☐ Other (please specify)
Q.2.6.2 – One Big Project: Describe one community improvement project/initiative that you would like to see added to Hillyard (including the business district, employment areas, and neighborhoods).	☐ Neighborhood watch/ crime prevention ☐ Sidewalks, bike paths, accessibility to surround areas ☐ Beautification of area through, art, murals or honoring First Nations	☐ Community focused spaces; parks, gardens ☐ Keep historic buildings ☐ Areas to hangout; arcade or restaurants ☐ Improve crime and safety of area
Q.2.8.3 – Other Comments: State any other ideas for Hillyard that would improve quality of life and support revitalization.	☐ Focus on cleaning up area of drugs, crime and graffiti ☐ Keep Hillyard charm and revitalize its beauty	☐ Turf field ☐ Sidewalks for walkability ☐ Street lighting for safety ☐ Cleanup Hillyard

February 2024 : Stakeholder Interview

Based on the interview feedback, the following list key themes the participants identified for the Hillyard Focus Area.

- **Local Perceptions –** Most participants noted that the Hillyard Neighborhood struggles to shed negative perceptions and has carried a stigma for several decades. Conversely, all participants acknowledged that *The Yard* presents astounding opportunity for additional industrial and job-creating businesses.

- **Crime and Safety –** Most participants acknowledged that Hillyard exhibits negative signs relating to crime and safety. This is due to both confirmed/perceived criminal activity, deferred property maintenance, and walking hazards.

- **Housing –** All participants expressed the need for housing (at the both the neighborhood scale and city-wide geographies). Several participants expressed a concern for potential gentrification and resident displacement as the area evolves and rental rates continue to rise. Most participants recommended that the City/NEPDA entice new housing projects to Hillyard and use those projects

as an effective revitalization tool. Participants also expressed compatibility concerns between industrial and residential land uses.

- **Infrastructure –** All participants acknowledged the area east of the NSC has a long history of infrastructure deficiencies relating to under-improved streets and a lack of utility service. All participants felt the lack of adequate infrastructure impedes the community's ability to attract (and retain) manufacturing, distribution, and other job-creating industries.

- **Freya Street –** Most participants expressed the importance of Freya Street to serve as a primary freight corridor. All participants stressed the need to improve that corridor to accommodate freight movement and to provide access to area industries.

- **Florida Street –** Several participants acknowledged the need to improve Florida Street as another important north-south thoroughfare in the legacy industrial areas. Participants noted that several large redevelopment sites are present along Florida Street; roadway improvements would open up development potential.

- **E. Wellesley Avenue Business District –** All participants expressed support (and need) to establish a new Business District along E. Wellesley Avenue (east of Freya Street and leading into Beacon Hill). Participants felt a new Business District will help revitalize The Yard, provide much needed commercial services, create opportunities to introduce housing, and capitalize on the future residential project atop Beacon Hill.

- **Haven Street –** Multiple participants indicated that Haven Street is unattractive and difficult to navigate on bike/foot. Some participants requested the City perform streetscape enhancements to that corridor (to complement improvements to Market Street).

- **Pedestrian Bridge –** Most participants acknowledged the disconnect between West and East Hillyard as the NSC poses a physical barrier and the existing routes along Francis Avenue and E Wellesley Avenue are less comfortable to pedestrians. Several participants recommended that the City (or its government partners) construct a new bridge over the NSC (mid-way between Francis Ave. and Wellesley Ave.).

- **Transit Service / Amenities –** Multiple participants acknowledged the lack of transit service in East Hillyard and that transit access is an important consideration for individuals to obtain employment. At the same time, participants acknowledged that the lack of density in that area may deem new transit service infeasible in the near-term; whereas, participants recommended identifying interim mobility solutions. A few participants expressed the need for transit shelters in West Hillyard (where none existing today).

- **Action Plan –** All participants expressed the need for the City/NEPDA to develop a vision and action plan for Hillyard. Many participants expressed frustration that the City has not prioritized the area in terms of infrastructure and community amenities.

Community Conversations and Local Priorities

Subarea plans are most compelling when they reflect the desires, needs, and aspirations of residents and area stakeholders. The Subarea Plan is intended to guide the long-term maintenance and evolution of the Hillyard neighborhood, whereas the vision, capital projects and strategic actions should align with local values, preferences, and goals from community members.

The Subarea Planning process for Hillyard included collaboration with local stakeholders, business representatives, and residents. The goal was to identify community priorities that reflect local values and individual aspirations for their community. As part of the project commencement, the Project Team defined a formal engagement plan aimed to invite community members, government partners, and City departments to actively participate in the Subarea Planning process. This section describes the main engagement activities; the subsequent sections summarize engagement feedback and main takeaways. Appendix H provides summaries of the community engagement activities that were conducted over the course of the project.

The Engagement Plan Overview

The Project Team implemented a Community Engagement Plan through the duration of the planning process. The Engagement Plan aims to involve local stakeholders at key project milestones so that the resulting Subarea Plan reflects local ideas, opinions, and preferences as they relate to land use, urban design, economic opportunity, and capital investments. Feedback solicited from outreach and engagement events guided planning recommendations and revitalization strategies for the Focus Area and were incorporated into key elements of this Subarea Plan.

Engagement Audiences

The Project Team created and maintained a roster of organizations and other individuals that were engaged through the planning process. The following describes the main groups that were engaged during the Subarea Planning process.

- **Project Team** – This includes designated staff representatives from The City of Spokane, NEPDA, Stantec, and other consultant partners (including Agnew::Beck, EPS, and Fehr & Peers). These individuals/entities served as lead and co- facilitators for the engagement

activities, provided the core research and analysis functions, and drafted the final recommendations for the resulting Subarea Plan.

- **Neighborhood Residents and Representatives** – This includes residents living in and around the Focus Area. This also includes representatives/leaders from neighborhood and community organizations that are focused on specific geographies/neighborhoods within the larger Focus Areas (e.g., The Hillyard Neighborhood).
- **Property Owners** – This includes individuals/companies that own property within the Focus Area boundaries.
- **Business Owners** – This includes individuals/companies with active businesses within the Focus Area boundaries.
- **Real Estate and Developer Advisors** – This includes realtors, land brokers, and development entities that have experience with land sales, leasing, development projects, and the general real estate industries.
- **Transportation Agencies** – This includes State and local transportation agencies focused on roadways, transit, pedestrian, bicycle, and other mobility services/facilities (e.g., City's Integrated Capital Management – ICM, Washington Department of Transportation – WSDOT, Spokane Transit Authority).
- **Utility and Public Service Providers** – This includes government agencies and utility companies focused on potable water, sanitary sewer, drainage/stormwater management, power/electricity, internet/communications, public education, and other public services (e.g., ICM, Avista).
- **Plan Commission** – This includes the City of Spokane Plan Commission membership.

Engagement Activities

The Subarea Planning project included the following engagement activities (the subsequent sections herein provide more detail for each). The Project Team identified participants/target audiences based on the intended topics and information sought for individual engagement activities/events.

Engagement Activity #1: Project Team Collaboration

The Project Team participated in bi-weekly project collaboration meetings aimed to manage the project tasks, review/assess existing conditions and technical data, review/evaluate community engagement feedback, and define potential strategies to improve area conditions while responding to analytical data and stakeholder feedback).

Engagement Activity #2: Steering Committee

The Project Team convened a formal project Steering Committee comprising City/NEPDA staff, agency partners, community representatives, residents, area business/property owners, and individuals from the developer/real estate industries. The Steering Committee provided guidance

and feedback at key project milestones (e.g., visioning, concept plan review, and final recommendations). The first Steering Committee was held September 2023 to identify community needs and opportunities throughout the Focus Area, specifically the Hillyard Business District and the Western Subarea regions.

- **Steering Committee Themes:**

The unique role/character of the Hillyard Business District (when compared to the larger City).

Flexible zoning area with many industries and blue-collar jobs
There is an image/perception problem for the neighborhood, needs placemaking/branding to attract visitors.
Buildings difficult to retrofit and often located on small lots.
Crime is a challenge.

Vision (or ideas) for the Hillyard Business District in terms of land uses, amenities, and identity.

Wellesley and arterials – require flexibility of use and open space to allow for more activities.
Service industry uses and flexible food vendors (e.g., food trucks)
Avoid land use conflicts between industrial area and Beacon Hill
Recognize housing enclaves (in The Yard)
Capitalize on presence of industrial uses and blue-collar jobs.
Need to reactivate building frontages.
Need streetscaping and corridor facility improvements.

Near- and long-term challenges facing the Hillyard Business District (and the surrounding residential areas) and infrastructure and transportation needs for the district to thrive.

Limited land availability; fragmented lots/ parcels are challenging.
Taxes have increased.
Wellesley – get utilities/water/gas/high speed internet (improve utilities infrastructure)
Coordinate Haven/Wellesley. Freya is an important N/ S connector. (Examine efficiencies on key corridors; include multimodal)
The large parcels – owners are less interested in action, many just lease.

Near- and long-term opportunities for the Hillyard Business District.

Lacking mid-sized facilities. ½-1 acre. 6k – 10k.
Need varied housing options.
There may be a need for a new school.

Engagement Activity #3: Community Surveys (on-line)

The Project Team (with Stantec as the lead) hosted two online surveys aimed to capture local perspectives on area conditions, public need, and aspirations for enhancements. One survey was targeted to the general community, and the second survey was tailored to the faculty, staff, and students affiliated with Rogers High School. The surveys were created through SurveyMonkey and ran concurrently between October 26, 2023, and December 11, 2023. The following subsections summarizes the participant feedback and key findings.

Community Survey Key Findings

This section summarizes the participant feedback from the two online surveys related to the Hillyard Focus Area. 311 individuals participated in the community-wide survey, and 29 individuals participated in the Rogers High School Survey. Below lists the key findings, based on survey responses:

- **Hillyard Business District Enhancements** – Based on the responses from both the surveys, there is a community desire to grow the Hillyard Business District into a much more thriving activity center with additional restaurants, specialty retail, medical care, and professional services. There is also a desire to create more public open space areas, enhance access and mobility, and improve property maintenance conditions. For the Haven/Market Street corridors, the survey responses do not indicate community consensus on whether to reconfigure and/or enhance those corridors (the surveys revealed diverse opinions on this topic).

- **Residential Neighborhoods** – Based on survey responses, the existing neighborhoods have a variety of housing options but there is a need for additional choices. Two- and three-bedroom units are the most sought-after unit sizes. The respondents indicated that houses, accessory dwelling units, small-scale apartments (4-6 units), duplexes, and townhouses are considered appropriate new housing options for the residential neighborhoods (there is less support for large apartment buildings, mobile homes, and shared housing options). There is also a desire to address deferred maintenance conditions related to private properties, sidewalks, streets, and parks.

- **Industrial/Employment Areas** – Based on survey responses, the legacy industrial areas (east of the North Spokane Connector) are thought to be a functional employment center but needs enhancements. There is a desire to address unimproved streets, provide better pedestrian and bicycle facilities, and add transit service in the industrial/employment areas. There is also a desire to increase the business diversity including adding restaurants and commercials services.

- **Parks and Recreation** – Based on the survey responses, individuals patronize the parks and open spaces within the Focus Area at a variety of frequencies. Beacon Hill, the Children of the Sun Trail, Jim Hill Park, Shipley-Harmon Park, and the Hillyard Aquatic Park are regularly used facilities. Most participants indicated that the existing parks need more enhanced spaces, lighting improvements, and sidewalk maintenance.

- **Crime and Safety** – Based the survey responses, criminal activity represents a community concern; crime is a concern in area parks, within the industrial area, the Hillyard Business District, and the residential neighborhoods. Walking and biking safety (and comfort) is also a concern. In the Hillyard Business District, individuals felt it is generally safe to walk/bike, but the area needs improvements. For the industrial/employment area, many felt the area was not necessarily safe and comfortable to walk/bike.

Engagement Activity #4: Stakeholder Group Interviews

Stantec conducted five (5) stakeholder interviews between January 24, 2024, and February 9, 2024 to obtain local perspectives and feedback relating to existing conditions/ local perceptions, opportunities/constraints, and desired long-range outcomes for the Focus Area and the Subarea Plan process. These represent Batch 1 of the interview summaries. The Batch 1 interviews included virtual conversations with stakeholders representing Spokane County, the Avista Corporation, the development community, the Hillyard Neighborhood Council, and a retired economic development individual. Based on the interview feedback, the following list key themes the participants identified for the Hillyard Focus Area.

- **Local Perceptions –** Most participants noted that the Hillyard Neighborhood struggles to shed negative perceptions and has carried a stigma for several decades. Conversely, all participants acknowledged that *The Yard* presents astounding opportunity for additional industrial and job-creating businesses.

- **Crime and Safety –** Most participants acknowledged that Hillyard exhibits negative signs relating to crime and safety. This is due to both confirmed/perceived criminal activity, deferred property maintenance, and walking hazards.

- **Housing –** All participants expressed the need for housing (at the both the neighborhood scale and city-wide geographies). Several participants expressed a concern for potential gentrification and resident displacement as the area evolves and rental rates continue to rise. Most participants recommended that the City/NEPDA entice new housing projects to Hillyard and use those projects as an effective revitalization tool. Participants also expressed compatibility concerns between industrial and residential land uses.

- **Infrastructure –** All participants acknowledged the area east of the NSC has a long history of infrastructure deficiencies relating to under-improved streets and a lack of utility service. All participants felt the lack of adequate infrastructure impedes the community's ability to attract (and retain) manufacturing, distribution, and other job-creating industries.

- **Freya Street –** Most participants expressed the importance of Freya Street to serve as a primary freight corridor. All participants stressed the need to improve that corridor to accommodate freight movement and to provide access to area industries.

- **Florida Street –** Several participants acknowledged the need to improve Florida Street as another important north-south thoroughfare in the legacy industrial areas. Participants noted that several large redevelopment sites are present along Florida Street; roadway improvements would open up development potential.

- **E. Wellesley Avenue Business District –** All participants expressed support (and need) to establish a new Business District along E. Wellesley Avenue (east of Freya Street and leading into Beacon Hill). Participants felt a new Business District will help revitalize The Yard, provide much needed commercial services, create opportunities to introduce housing, and capitalize on the future residential project atop Beacon Hill.

- **Haven Street –** Multiple participants indicated that Haven Street is unattractive and difficult to navigate on bike/foot. Some participants requested the City perform streetscape enhancements to that corridor (to complement improvements to Market Street).

- **Pedestrian Bridge –** Most participants acknowledged the disconnect between West and East Hillyard as the NSC poses a physical barrier and the existing routes along Francis Avenue and E Wellesley Avenue are less comfortable to pedestrians. Several participants recommended that the City (or its government partners) construct a new bridge over the NSC (mid-way between Francis Ave. and Wellesley Ave.).

- **Transit Service / Amenities –** Multiple participants acknowledged the lack of transit service in East Hillyard and that transit access is an important consideration for individuals to obtain employment. At the same time, participants acknowledged that the lack of density in that area may deem new transit service infeasible in the near-term; whereas, participants recommended identifying interim mobility solutions. A few participants expressed the need for transit shelters in West Hillyard (where none existing today).

- **Action Plan –** All participants expressed the need for the City/NEPDA to develop a vision and action plan for Hillyard. Many participants expressed frustration that the City has not prioritized the area in terms of infrastructure and community amenities.

Engagement Activity #5: Hillyard Festival

The Project Team hosted an information booth (or "pop-up engagement event") at the Hillyard Festival to inform community members of the Subarea Plan and to solicit feedback relating to local needs, desires, and aspirations for the Focus Area. The booth included a map of the Focus Area, project information flyers, and question cards.

Engagement Activity #6: Community Workshops

The Project Team facilitated two (2) community workshops for the Focus Area aimed to create an interactive venue for residents and other stakeholders to learn about the subarea planning process and provide their feedback relating to desired enhancements, community need, future district character, and potential revitalization strategies. The Project Team also hosted a Discovery Walking Tour of the associated business to identify opportunities, challenges, and key priorities as it relates to community planning/revitalization. The main themes emerging from those activities included protecting the history and culture of Hillyard; adding affordable, Mixed-use development; making roads accessible and safe; and building public spaces. More specifically:

- Shabby "transient" culture is an asset to Hillyard. Its industrial and residential history has created a unique, blue-collar district referred to as the "Outlaw" part of town. At the same time, there's a need to update and build new assets in the neighborhood – particularly a greater mix of housing. The question is how Hillyard should evolve while maintaining [or growing] it's unique character.

- Housing is in-demand. There is a desire for housing of different types – owner/renter occupied, large/small units, large/small buildings. People said small or fragmented lots were available, but that there is a limited stock of medium or large redevelopment sites. Past façade programs were appreciated and considered a further opportunity to improve unique façades and perhaps inspire neighborhood gatherings, and authentic branding.
- Safety was a concern but mostly around traffic. Fast thoroughfares, uneasy crossings, lack of bike/ped/transit facilities were repeatedly said to be challenges. There was hope for facility improvements for waking, rolling, and transit – even suggestion of 'golf cart' accessibility – likely looking for leisurely and comfortable multimodality. There appeared to be both excitement and apprehension for a new Children of the Sun trail providing connections but without a clear plan for maintenance.
- Parks were mentioned as community assets (if in need of maintenance), but commercial areas and corridors were more frequently described as the community center. Stressed was the need for greater gathering space, a public plaza, or *third place* (not work or home) where people feel comfortable to pass or meet. The United Building and adjacent alley were mentioned.

Maintaining affordability in the neighborhood was fundamental to the conversations. The middle-class jobs, housing, and character are loved, and people want to protect it.

Engagement Activity #7: Plan Commission Work Sessions

The Project Team facilitated two (2) work sessions with the City of Spokane's *Plan Commission* aimed to obtain feedback, guidance, and preliminary planning/revitalization ideas for the Focus Area. The Project Team has engaged with the Planning Commission on two occasions: at the beginning of the project (June 2023) and during a walking tour. The commission was informed about project progress at these events, and the Project Team answered commissioner questions.

The Community's Priorities

Themes

The community members who participated in the Subarea Planning process (as described in the previous chapter) provided insightful information related to both personal preferences and aspirations for how the Hillyard neighborhood will grow and evolve into the future. The Project Team used these sentiments to guide the vision and strategies for the Hillyard Focus Area. Based on these engagement activities, the participant feedback can be categorized into the "Community Priorities" for Hillyard. These priorities support the community's desire to create a much more diverse, vibrant destination that serves as another center for civic life.

These priorities also aim to address specific area-wide issues and challenges as they relate to revitalization and neighborhood vitality, ranging from streetscape enhancements to reactivating abandoned properties. When incorporated into the Subarea Planning process, Community Priorities can help improve quality of life conditions, functionality, and aesthetics that will make the Focus Area more appealing for residents, visitors, and business enterprises. In short, "Community

Priorities" can be interpreted as the major themes that the community wants to embody through this Subarea Planning process. The following themes were categorized based on engagement feedback:

- **Local Perceptions –** Most participants noted that the Hillyard Neighborhood struggles to shed negative perceptions and has carried a stigma for several decades. Conversely, all participants acknowledged that *The Yard* presents astounding opportunity for additional industrial and job-creating businesses.

- **Crime and Safety –** Most participants acknowledged that Hillyard exhibits negative signs relating to crime and safety. This is due to both confirmed/perceived criminal activity, deferred property maintenance, and walking hazards.

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- **Action Plan –** All participants expressed the need for the City/NEPDA to develop a vision and action plan for Hillyard. Many participants expressed frustration that the City has not prioritized the area in terms of infrastructure and community amenities.

The Project Objectives

The following project objectives are derived from the community priorities described in the previous section.

Project Objective 1: Create Distinctive Places (Plan Areas) - Distill the project area into six distinct Plan Areas that differ in scale, intensity, land use mix, and character. Recognize that the Hillyard area must accommodate a wide variety of uses, from residential to industrial. Provide guidance for necessary zoning / regulatory chances and financial programs to achieve the desired character.

Project Objective 2: Enhance Livability – Provide affordable housing so that as the Hillyard area improves, existing residents are not displaced. Improve the public realm to increase real and perceived safety. Increase the availability of mobility options for those who cannot or choose not to drive.

Project Objective 3: Achieve Economic Vitality – Foster redevelopment that provides good jobs to surrounding residents, provides necessary goods and services, and tax revenue to sustain these places.

Project Objective 4: Improve Services – Create new commercial areas to provide goods and services to a revitalized Hillyard area. Allow increased housing density and incentivize mixed-use development to ensure that new business development is sustainable. Invest in infrastructure improvements and complete deferred maintenance of roads and utilities. Public investment upfront can provide the impetus for private investment.

Project Objective 5: Provide Programs and Financial Strategies – Provide programs that can be implemented locally

Appendix F

Urban Framework Plan (UFP)

Appendix F: Urban Framework Plan

Urban Framework Plan Overview

The Urban Framework Plan (UFP) consists of six Plan Areas and their respective planning initiatives to help achieve the community's vision. Hillyard's growth and evolution is driven by leveraging existing assets within each Plan Area, investing in infrastructure improvements, and promoting economic development area-wide. The City, NEPDA, and its stakeholder partners in both the public and private sector should prioritize a range of enhancement projects aimed to improving area conditions and economic vitality. The Plan Areas are defined geographic locations within the larger Focus Area, each containing their own unique challenges and opportunities for growth or revitalization. The Plan Areas are depicted in Figure 1. Each Plan Area and proposed planning initiatives are detailed in the following sections.

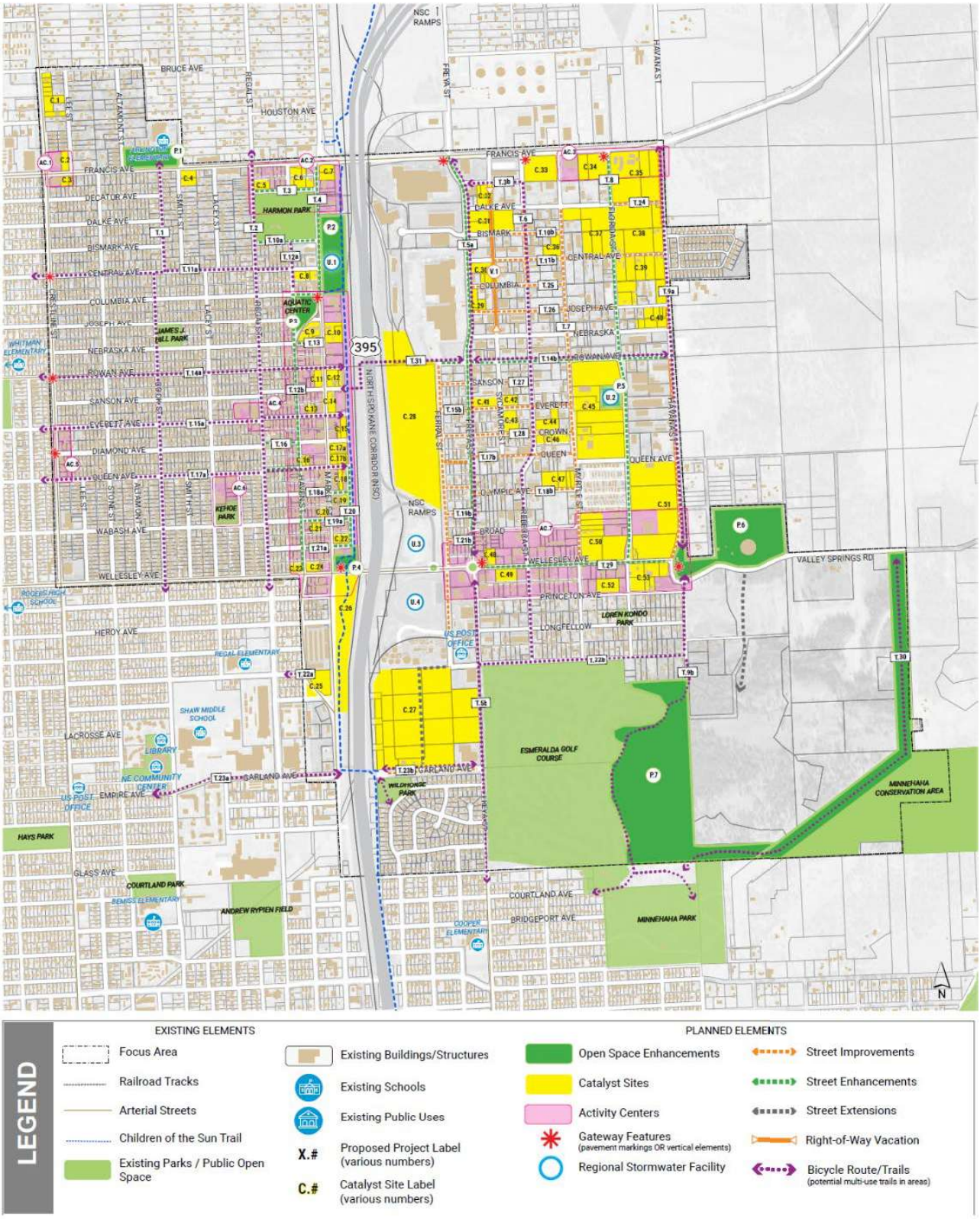

Figure 1- Urban Framework Plan

Catalyst Sites

Catalyst sites within the Urban Framework Plan are designated to help the City and community stakeholders focus their redevelopment efforts by proactively working with property owners, real estate professionals, and developer entities to initiate redevelopment projects. The underlying zoning will drive the resulting development programs in terms of project design and land uses. It is important to note that some catalyst sites have existing structures; in those situations, there is potential to either adaptively reuse those buildings or entirely redevelop the sites. The City can target its developer recruitment and economic development efforts to these sites.

Table 1 lists the designated Catalyst Sites and includes information on their location, size, zoning, development status, and potential land use focus as designated in the Preferred Land Use Concept. Figure 1 in this section and the UFP designates these sites in yellow.

Table 1 – Hillyard Urban Framework Plan Catalyst Sites

Label	*Parcels*	*Acreage*	*Potential Use Focus*
C.1	36284.0633 36284.0634 36284.0901 36284.0902 36284.0903 36284.0632 36284.0604 36284.0606	2.05	- Low-medium density residential
C.2	36284.0628	0.54	- Mixed use commercial, employment, and/or housing (on upper floors)
C.3	36331.0506 36331.0525	0.45	- Mixed-use commercial, employment, and/or housing (on upper floors) - Public parking enhancements
C.4	36331.0235 36331.0234	0.92	- Mixed-use with commercial, employment and/or housing (on upper floors) - Enhance site with new buildings, outdoor gathering areas, and landscaping
C.5	36342.0219	0.62	- Residential
C.6	36342.0309 36342.0304 36342.0308 36342.0307 36342.0306	1.47	- Medium- high density residential
C.7	36342.0401 36342.0402	0.85	- Mixed-use with commercial, employment, and/or housing (on upper floors)

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.8	36342.1310 36342.1311 36342.1312	0.86	- Medium-high density residential
C.9	36342.1917 36342.1916 36342.1907	1.3	- Mixed use with commercial, employment, and/or housing (on upper floors) - Commercial services along Nebraska Avenue and Market Street
C.10	36342.2003 36342.2004	1.54	- Mixed use with commercial, employment, and/or housing (on upper floors) - Commercial services along Market Street - Pedestrian trail connections
C.11	36343.0307	0.5	- Mixed use with commercial, employment, and/or housing (on upper floors - Commercial services along Market Street
C.12	36343.0206 36343.0202 36343.0203 36343.0205	1.1	- Mixed use with commercial, employment, and/or housing (on upper floors) - Live/work units - Alley access
C.13	36343.0609 36343.0610 36343.0611	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.14	36343.0708 36343.0704	0.62	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.15	36343.1001 36343.1010 36343.1011 36343.1009 36343.1006 36343.1007	0.58	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.16	36343.1408 36343.1409	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.17a	36343.1513	0.67	- Mixed use with commercial, employment, and/or housing (on upper floors) - Pedestrian trail connections

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.17b	36343.1515 36343.1514 36343.1511 36343.1512	0.65	- Park/open space enhancements - Pedestrian trail connections
C.18	36343.1803 36343.1801 36343.1802 36343.1811	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.19	36343.2314 36343.2315	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.20	36343.2214	0.29	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.21	36343.2707 36343.2706 36343.2705	0.3	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.22	36343.2605 36343.2606	0.58	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.23	36343.2913 36343.2918	0.55	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.24	36343.3007	0.52	- Mixed use with commercial, employment, and/or housing (on upper floors)
C.25	35032.2303	1.62	- Medium-high density residential
C.26	N/A	6.35	- Park/open space enhancements?
C.27	35032.2001 35032.1901 35032.1406 35032.1405 35032.1501 35032.1601 35032.1702 35032.1006 35032.1005 35032.0901	31.85	- Light manufacturing, maker spaces, or commercial

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
	35032.0801 35032.0701 35032.0304 35032.0303 35032.0402 35032.0501 35032.0403		
C.28	36343.0005 36342.0112 36342.0004	25.30	- Light manufacturing, maker spaces, or commercial
C.29	36341.1602 36341.1607	0.74	- Light manufacturing, maker spaces, or commercial
C.30	36341.1505 36341.1503 36341.1504	1.23	- Light manufacturing, maker spaces, or commercial -
C.31	36341.0909 36341.0908 36341.0810	3.21	- Light manufacturing, maker spaces, or commercial -
C.32	36341.0402 36341.0401 36341.0408	0.88	- Light manufacturing, maker spaces, or commercial
C.33	36341.0108	2.91	- Light manufacturing, maker spaces, or commercial
C.34	36341.3305 36341.3304	2.77	- Light manufacturing, maker spaces, or commercial
C.35	36341.3408 36341.3404 36341.3403 36341.3401 36341.3402	9.29	- Light manufacturing, maker spaces, or commercial
C.36	36341.1209 36341.1207	1.02	- Light manufacturing, maker spaces, or commercial
C.37	36341.3208 36341.3203 36341.3204	5.83	- Light manufacturing, maker spaces, or commercial

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
	36341.3211 36341.3212 36341.3213		- Mixed use with commercial, employment, and/or housing (on upper floors)
C.38	36341.3110 36341.3111 36341.3112 36341.3101 36341.3109 36341.3105	8.62	- Light manufacturing, maker spaces, or commercial - Mixed use with commercial, employment, and/or housing (on upper floors) -
C.39	36341.3013 36341.3009 36341.3008 36341.3007 36341.3006 36341.3016 36341.3017 36341.3002 36341.3005	6.89	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.40	36341.2504 36341.2503 36341.2502 36341.2501 36341.2515 36341.2516 36341.2522 36341.2523	2.04	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.41	36344.0709	1.02	- Light manufacturing, maker spaces, or commercial -
C.42	36344.0506	0.62	- Light manufacturing, maker spaces, or commercial -
C.43	36344.0907 36344.0904	1.09	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
C.44	36344.1002 36344.1007	1.24	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment
C.45	36344.0212 36344.0214 36344.0215 36344.0204 36344.0208 36344.0210 36344.0209 36344.0206	17.23	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment
C.46	36344.1103 36344.1102 36344.1101	1.26	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment
C.47	36344.1520 36344.1513 36344.1514 36344.1515	2	- Light manufacturing, maker spaces, or commercial - Mixed use light manufacturing, flex space, and or employment -
C.48	36344.1845 36344.1848 36344.1833	0.76	- Mixed use light manufacturing, flex space, and or employment
C.49	35031.0924	1.03	- Mixed use light manufacturing, flex space, and or employment
C.50	36344.2002 36344.2003 36344.2011 36344.2012 36344.2008 36344.2014	6.15	- Mixed use light manufacturing, flex space, and or employment
C.51	36344.2101 36344.2104	14.08	- Mixed use light manufacturing, flex space, and or employment

Table 1 – Hillyard Urban Framework Plan Catalyst Sites			
Label	***Parcels***	***Acreage***	***Potential Use Focus***
	36344.2108 36344.2110 36344.2109		
C.52	35031.6101	1.15	- Low-medium density residential (townhouses)
C.53	35031.0108 35031.0109 35031.0110 35031.0104 35031.0105 35031.0106	3.26	- Mixed use commercial, employment, and/or housing (on the upper floors) - Multi-family housing - Townhouses

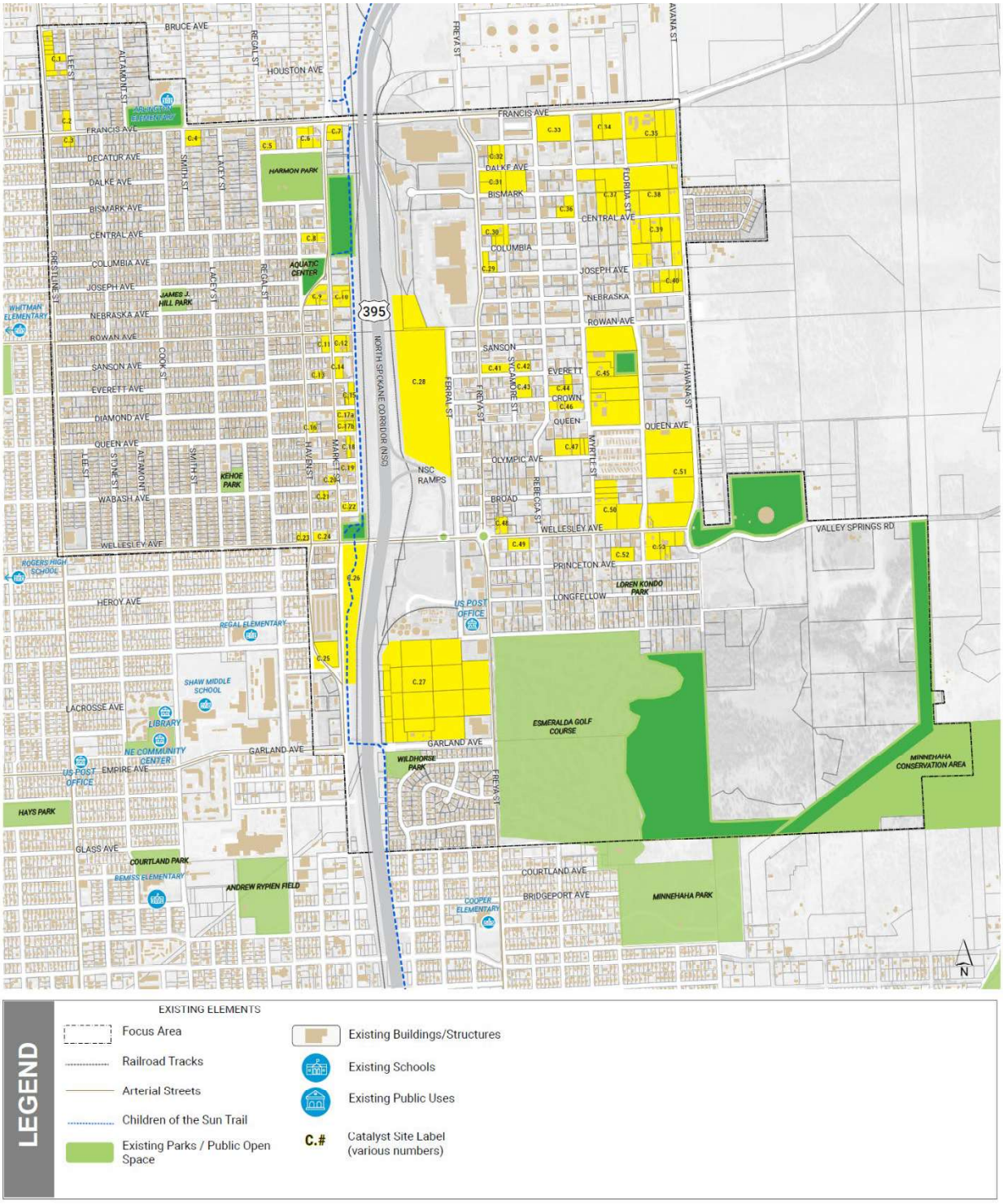

Figure 2 - Catalyst Sites

Planning Initiatives

The planning initiatives pinpoint near- and long-term actions related to land use, transportation, and urban design-related components for each of the Plan Areas, with a goal of enhancing functionality, connectivity, and investment opportunities in the Hillyard neighborhood. These include improvements to access and streetscapes, designating catalyst sites and activity centers, and parks/open space projects. The primary concept of the UFP and its associated planning initiatives is to visually represent the types of projects/actions that would enhance each Plan Area, stimulate activity, and transform the Hillyard neighborhood into a more vibrant destination.

The planning initiatives correlate to the Plan Areas in the UFP and organize enhancement ideas into planning groups that include (i) Activity Center Designations, (ii) Transportation/Mobility Projects, (iii) Right-of-Way Vacations, (iv) Utility Projects, and (v) Open Space Enhancements. The individual projects/initiatives depicted on the UFP are further detailed in the various elements of this subarea plan. The planning initiatives are summarized below.

- **Activity Center Designations (AC #):** Activity center designations are intended to help concentrate investment and redevelopment efforts in areas that have the most regional impact to support and expand economic productivity. Activity centers identified in the subarea planning process are distinguished by their existing community assets and accessibility. These characteristics contribute to their potential to stimulate economic, social, and civic activity. Designating activity centers can help strategically cluster commercial, retail, and recreation in priority areas to create a critical mass of destinations, ultimately establishing a walkable and vibrant district. Activity centers can be formally designated in the city's Comprehensive Plan paired with associated goals/policies to guide future development. The City can also introduce zoning refinements so properties within defined activity centers possess additional land use allowances and flexibility.
    - **Mixed-use Neighborhood Center:** The Subarea Plan designates five areas (Activity Center 1, 2, 3, 5, and 6) throughout the Focus Area as Mixed-Use Neighborhood Center. These areas are generally located outside of the Hillyard "core" in existing lower density residential neighborhoods. With several catalyst sites identified in these activity centers, these areas are well positioned to diversify and intensify uses and evolve into compact, walkable blocks. This can be achieved by providing a blend of residential and commercial uses that are compatible in scale with surrounding uses. Key characteristics of mixed-use neighborhood center include pedestrian-oriented amenities supported by community-serving uses such as coffee shops, grocery stores, and retail establishments.
    - **Hillyard Business District (AC.4):** The Hillyard Business District encompasses the properties along Market Street and Haven Street between Columbia Avenue and Princeton Avenue. Market Street is known as Hillyard's core and is lined with restaurants, antique stores, and boutique shops. This activity center designation

provides an opportunity to strengthen and grow established nodes of activity so future investment can occur in this area. The Subarea planning process also identified several catalyst sites within the Hillyard Business District prime for redevelopment, which can transform brownfields and underutilized properties into productive community assets

- **East Wellesley Corridor District (AC.7)**: The East Wellesley Corridor District consists of the properties east of the railroad along Wellesley Avenue, between Broad and Princeton Avenues. Currently, light industrial operations make up the foundation of this area; there is an opportunity to create a mixed-use node along this corridor to accommodate and allow for a broad variety of uses that build upon and expand on existing facilities. This can include scaled light manufacturing, artisan trades and maker spaces, while introducing additional housing and commercial services.

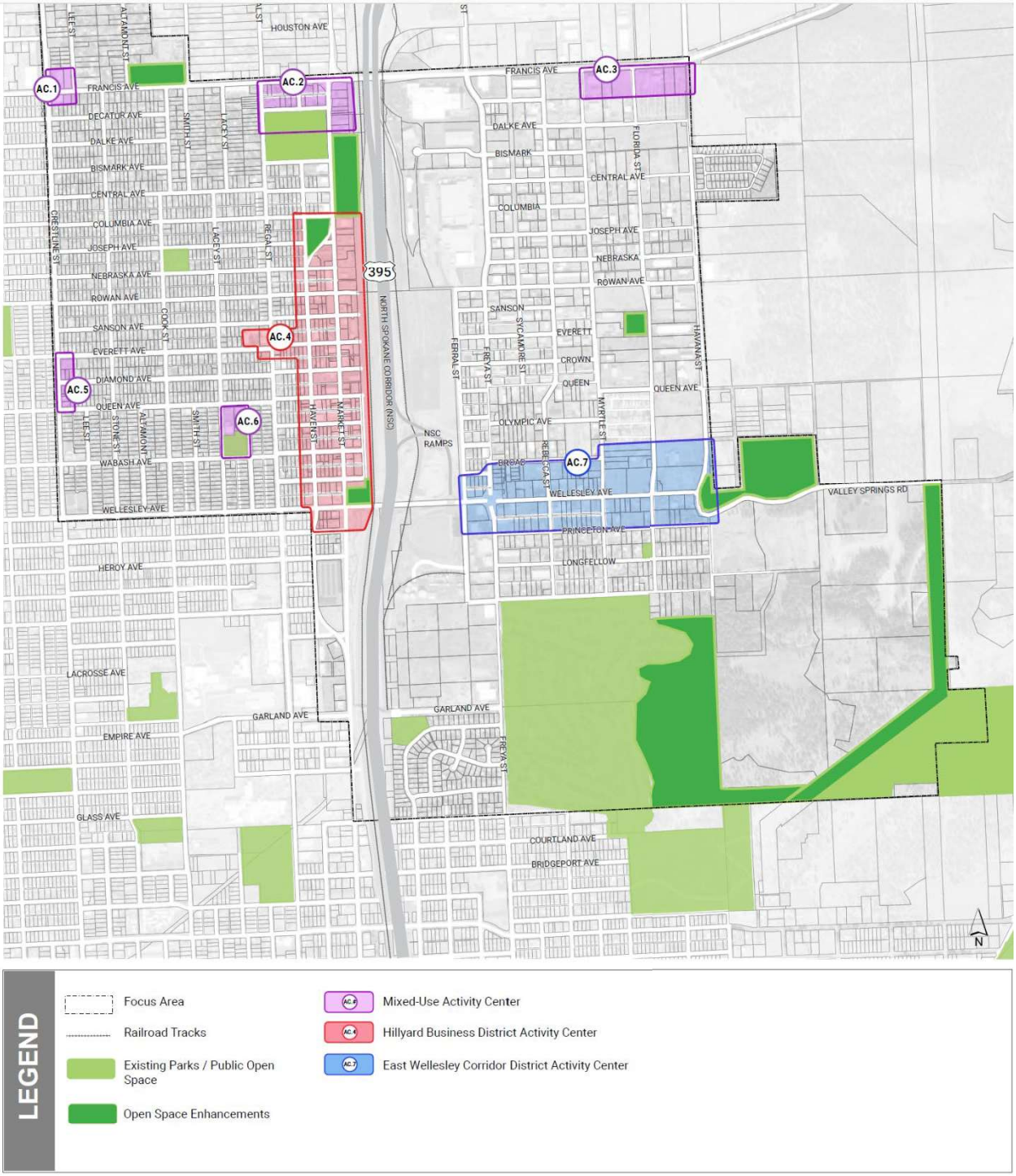

Figure 3 - Activity Centers

- **Transportation Mobility Projects (T.#):** Streetscape improvements such as quality sidewalks, landscaping, street furniture, bicycle facilities and lanes, and traffic calming elements create walkable communities that reduce the dependence on vehicular travel and, thus, the need for parking space. Integrating universal design principles into these improvements will further support access for multiple generations and individuals with limited mobility (e.g., ADA design standards). The City should continue to identify and prioritize streets for these improvements while utilizing the Pedestrian Improvement Plan as a guiding document; streets serving as economic corridors should be prioritized foremost.

- **Right-of-Way Vacations (V.#)**: Right-of-way vacations provides an opportunity for landowners to develop portions of their property that would otherwise be restricted by an existing public right-of-way easement. If a public road is underutilized, a right-of-way vacation can be implemented to promote the development of the vacant corridor. In the context of the Focus Area, the portion of N Sycamore Street between Decatur and Nebraska Avenues is a prime candidate for right-of-way vacation due to its underutilization and potential for redevelopment projects.
    - N Sycamore St. area
- **Utility Projects (U.#):** Utility projects and infrastructure improvements play a critical role in supporting subarea planning to ensure that the area is well equipped for future growth and development. To support redevelopment, new utility connections and infrastructure will be needed to accommodate new and existing residents and future businesses. Furthermore, stormwater capture and management actions can help create green space and support groundwater recharge in an area. The Focus Area contains four (4) separate stormwater facilities that would greatly benefit from an upgrade.

- **Park/Open Space Enhancements (P.#):** Open space, such as parks and playgrounds, provide communities with accessible places to gather, recreate, relax, and exercise. Most importantly, these areas are often the sites of community events and are major focal points of community cohesion and placemaking. Enhancements to open space include improvements to parks and/or public spaces where community members gather or congregate. Quality open space areas are major attractors and foster an environment where individuals want to visit and patronize area businesses. The Focus Area contains several open spaces that could greatly benefit from targeted enhancements.

Figure 4 - Park/Open Space Enhancements

- **Catalyst Sites:** Catalyst sites are designated to help the City and community stakeholders focus their redevelopment efforts by proactively working with property owners, real estate professionals, and developer entities to initiate redevelopment projects. The underlying zoning will drive the resulting development programs in terms of project design and land uses. It is important to note that some catalyst sites have existing structures; in those situations, there is potential to either adaptively reuse those buildings or entirely redevelop the sites. The City can target its developer recruitment and economic development efforts to these sites.

  The sections below list the designated Catalyst Sites in each Plan Area and includes information on their location, size, zoning, development status, and potential land use focus

as designated in the Preferred Land Use Concept. Figure 2 in this section and the UFP designates these sites in yellow.

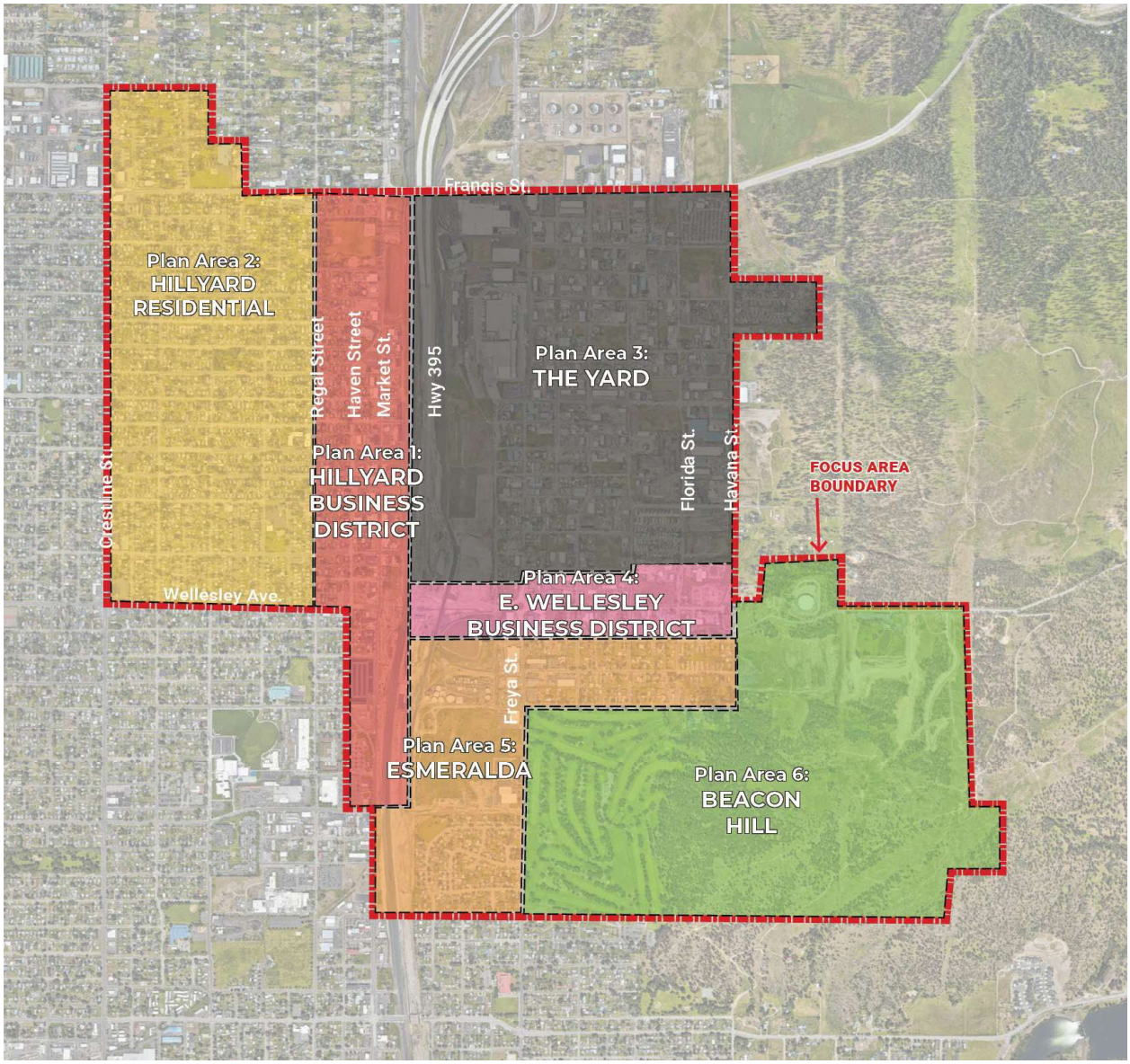

Figure 5 - Hillyard Subarea Plan, Plan Area Map

Plan Area 1: Hillyard Business District Planning Initiatives

Hillyard Business District is located in the heart of the Focus Area, roughly bounded by Regal Street to the west, Hwy 395 and railways to the east, Francis Street to the north, and Garland Street to the south. Established around the rail in the 1800s, this district features distinct architectural elements unique to that era. Today, Market Street in the Hillyard Business District is vibrant with restaurants, antique shops, and boutique stores. The Subarea planning process acknowledges these existing assets and aims to build upon them while introducing transportation, land use, and open space enhancements to improve accessibility, connectivity, and diversify uses. Notably, two activity centers (Mixed-Use Neighborhood Center and Hillyard Business District) were identified as areas optimal for redevelopment. Table 2 outlines these planning initiatives by topic and their associated components. A potential redevelopment scenario incorporating these planning initiatives is shown in Figure 6.

In the long-run, the City can also explore the possibility of de-coupling Market and Haven Street to create a significant redevelopment opportunity around the existing Aquatic Center (Figure 7). This initiative could enhance connectivity, improve traffic flow, and provide more space for green space, mixed-use development, and centralized community amenities.

Proposed improvements also include designating Olympic Avenue and Greene Street as festival streets (Figure 8). These streets attract more visitors and provide opportunities to host community events, boosting sales for local businesses. Greene Street and Olympic Avenue were strategically identified for their prime locations, prominent business presence, and proximity to the Children of the Sun Trail. To prioritize the pedestrian experience, festival street components can include unique pavement markings, traffic calming features, string lights, and public art.

Table 2 Plan Area 1: Hillyard Business District Planning Initiatives List

Label	***Project/Imitative***	***Components***
Activity Centers (A.#)		
AC.2	Activity Center 2	Mixed-use neighborhood center
AC.4	Activity Center 4	Hillyard Business District
AC.6		
Transportation Initiatives (T.#)		
T.2	Regal Street Enhancements	Add bicycle lanes
T.3	Decatur Avenue Enhancements	Add sidewalks and street trees
T.4	Market Street Enhancements	Add street trees
T.10a	Bismark Avenue Enhancements	Full street enhancements
T.11a	Central Avenue Enhancements	Add bicycle lanes
T.12a	Haven Street Enhancements	Add bicycle lanes

Table 2 Plan Area 1: Hillyard Business District Planning Initiatives List		
Label	***Project/Imitative***	***Components***
T.12b	Haven Street Enhancements	Full street enhancements[1]
T.13	Nebraska Avenue Enhancements	Full street enhancements
T.14a	Rowan Avenue Enhancements	Add bicycle lanes
T.15a	Everett Avenue Enhancements	Add bicycle lanes
T.16	Diamond Avenue Enhancements	Full street enhancements
T.17a	Queen Avenue Enhancements	Add bicycle lanes Add street trees
T.18a	Olympic Avenue Enhancements	Full street enhancements
T.19a	Wabash Avenue Enhancements	Full street enhancements
T.20	Greene Street Enhancements	Full street enhancements Reconstruct as "Festival Street"
T.21a	Broad Avenue	Full street enhancements
Utility Projects (U.#)		
U.1	Market Street Regional Stormwater Facility	Enhance stormwater facility on NSC parcel
Open Space Enhancements (P.#)		
P.2	NSC Open Space/Stormwater Facility	Landscaping and passive gathering area
P.3	Aquatic Center Site Enhancements	Enlarge and enhance open space area (from vacated ROW)
P.4	Children of the Sun Trailhead	Enhanced gathering area Add art installations Add rental bikes/scooters

[1] Full street enhancements include design elements geared toward pedestrians within the public realm, for example landscaping, lighting, street furniture, etc.

Figure 6 - Hillyard Business District Redevelopment Scenario

Figure 7 - N. Market Street and Haven Street De-Coupling Scenario

Figure 8 - Greene Street and Olympic Avenue Festival Street Designations

Plan Area 2: Hillyard Residential Planning Initiatives

The Hillyard Residential Plan Area is located just west of the Hillyard Business District. This Plan Area extends to Crestline Street to the west, Wellesley Avenue to the south, and Bruce Street to the north. Although the Hillyard Residential Plan Area primarily consists of single-family residential homes, there are opportunities to enhance connectivity and introduce more community-oriented uses. Strategic planning initiatives, including designating key nodes along Crestline Street and Queen Avenue as activity centers, school and park enhancements, and mobility improvements, can help improve access and provide more amenities for Hillyard residents, all while preserving the

neighborhood's existing character. Table 3 lists these planning initiatives for this Plan Area to further enrich the Hillyard neighborhood.

Table 3 Plan Area 2: Hillyard Residential		
Label	***Project/Imitative***	***Components***
Activity Centers (A.#)		
AC.1	Activity Center 1	Mixed-use neighborhood center
AC.5	Activity Center 5	Mixed-use neighborhood center
AC.6	Activity Center 6	Mixed-use neighborhood center
Transportation Initiatives (T.#)		
T.1	Cook Street Enhancements	Add bicycle lanes
T.11a	Central Avenue Enhancements	Add bicycle lanes
T.14a	Rowan Avenue Enhancements	Add bicycle lanes
T.15a	Everett Avenue Enhancements	Add bicycle lanes
T.17a	Queen Avenue Enhancements	Add bicycle lanes Add street trees
Utility Projects (U.#)		
U.2	Florida Street Regional Stormwater Facility	Add regional stormwater facility
Open Space Enhancements (P.#)		
P.1	Arlington Elementary School Site Enhancements	Playground and open space enhancements

Plan Area 3: The Yard Planning Initiatives

The Yard, constituting the majority of the northern portion of the Focus Area, is located east of the Hillyard Business District. It is positioned between Hwy 395 on the west, Francis Street on the north, Havana Street on the east, with its southern boundary stopping just north of Wellesley Avenue. Due to its proximity to the railway tracks, the Yard is currently dominated by light industrial uses. Significant planning efforts have been undertaken for this Plan Area, most notably the 2017 Yard Redevelopment Master Plan. The Yard is envisioned to evolve into a diverse employment center for the region, supporting industrial and commercial uses as well as workforce housing. To help realize this vision, the Subarea planning process proposes a range of planning initiatives to

support future land use and improve connectivity area-wide. Table 4 outlines these planning initiatives for this legacy industrial area of Hillyard.

Table 4 Plan Area 3: The Yard		
Label	***Project/Initiative***	***Components***
Activity Centers (A.#)		
AC.3	Activity Center 3	Mixed-use neighborhood center
Transportation Initiatives (T.#)		
T.3b	Decatur Avenue	Add bicycle lanes
T.5a	Freya Street Enhancements	Full street enhancements
T.6	Julia Street Enhancements	Add bicycle lanes
T.7	Myrtle Street Enhancements	Full street improvements
T.8	Florida Street Enhancements	Add bicycle lanes
T.9a	N Havana Street Enhancements	Full street improvements
T.10b	Bismark Avenue Enhancements	Full street improvements
T.11b	Central Avenue Enhancements	Full street improvements
T.14b	Rowan Avenue Enhancements	Full street enhancements Add bicycle lanes
T.15b	Everett Avenue Improvements	Full street improvements
T.17b	Queen Avenue Improvements	Full street improvements
T.18b	Olympic Avenue Improvements	Full street improvements
T.19b	Wabash Avenue Improvements	Full street improvement
T.24	Dalke Avenue Improvements	Full street improvements
T.25	Columbia Avenue Improvements	Full street improvements
T.26	Joseph Avenue Improvements	Full street improvements
T.27	Sanson Avenue Improvements	Full street improvements

Table 4 Plan Area 3: The Yard		
Label	***Project/Initiative***	***Components***
T.28	Crown Avenue Improvements	Full street improvements
Open Space Enhancements (P.#)		
P.5	Public Works Open Space and Stormwater Facility	Landscaping and passive gathering area

Plan Area 4: E. Wellesley Business District Planning Initiatives

The East Wellesley Business District encompasses the properties along the E. Wellesley Avenue corridor between Hwy 395 and Havanna Street. This Plan Area features numerous legacy industrial uses that should be recognized, supported, and accommodated through appropriate planning initiatives and land use recommendations. These industrial uses form the core of the Plan Area's identity and provide essential jobs. Reestablishing this Plan Area as an Employment Center can offer more flexibility while aligning with the existing land use mix and adjacent properties. Notably, the properties along E. Wellesley Avenue present significant opportunities for infill development, which could include mixed-use commercial, office spaces, and flexspace. Table 5 outlines planning initiatives to support the E. Wellesley Business District vision by topic and their associated components. A potential redevelopment scenario incorporating these planning initiatives is shown in Figure 9.

Table 5 Plan Area 4: Wellesley Business District		
Label	***Project/Initiative***	***Components***
Activity Centers (A.#)		
AC.7	Activity Center 7	E. Wellesley Business District
Transportation Initiatives (T.#)		
T.5a	Freya Street Enhancements	Full street enhancements
T.5b	Freya Street Enhancements	Add bicycle lanes
T.6	Julia Street Enhancements	Add bicycle lanes
T.7	Myrtle Street Enhancements	Full street improvements
T.8	Florida Street Enhancements	Add bicycle lanes
T.9a	N Havana Street Enhancements	Full street improvements
T.21b	Broad Avenue Improvements	Full street improvements
T.29	Wellesley Avenue Enhancements	Full street enhancements

Table 5 Plan Area 4: Wellesley Business District		
Label	***Project/Initiative***	***Components***
Utility Projects (U.#)		
U.3	Wellesley Avenue Regional Stormwater Facility (North)	Enhance stormwater facility
U.4	Wellesley Avenue Regional Stormwater Facility (South)	Enhance stormwater facility

Figure 9 - E. Wellesley District Redevelopment Scenario

Plan Area 5: Esmeralda Planning Initiatives

The Esmeralda Plan Area is located south of the Wellesley Business District, nestled between the Beacon Hill and Hillyard Business District Plan Areas. This primarily residential area hugs the Esmeralda Golf Course to the south and east. It mainly comprises single family residential neighborhoods and features several valued community parks, including Loren Kondo Park and Wild Horse Park. The Subarea planning process aims to preserve the residential character while improving connectivity to surrounding parks and major destinations, such as the Children of the Sun Trail and the E. Wellesley Business District. These improvements could include street extensions, streetscape enhancements, and bike infrastructure. There are also prime catalyst sites that can be positioned to introduce additional residential and community-oriented uses to the Esmeralda neighborhood. Table 6 outlines planning initiatives to support the Esmeralda Plan Area vision by topic and their associated components.

Table 6 Plan Area 5: Esmeralda Planning Initiatives		
Label	***Project/Initiative***	***Components***
Transportation Initiatives (T.#)		

Table 6 Plan Area 5: Esmeralda Planning Initiatives		
Label	***Project/Initiative***	***Components***
T.5b	Freya Street Enhancements	Add bicycle lanes
T.6	Julia Street Enhancements	Add bicycle lanes
T.9b	Havana Street and Esmeralda Golf Course Trail Enhancements	Full street enhancements
T.22a	Rich Avenue Enhancements	Add bicycle lanes
T.22b	Rich Avenue Enhancements	Add bicycle lanes
T.23a	Garland Avenue Enhancements	Add bicycle lanes
T.23b	Garland Avenue Improvements	Full street improvement Add bicycle lanes

Plan Area 6: Beacon Hill Planning Initiatives

The Beacon Hill Plan Area primarily consists of undeveloped open space concentrated around the southeast corner of the Focus Area. It includes several trails, the Esmeralda Golf Course and the Water Reservoir. The City has plans to incorporate additional residential and neighborhood commercial uses within the Beacon Hill Plan Area. Many planning initiatives aim to improve outdoor recreation opportunities enhancing parks/open space, trails, and connections to these areas, such as the Minnehaha Conservation Area. In addition to the following planning initiatives, the Subarea planning process also recommends incorporating land use recommendations to support a more diverse mix of residential and commercial uses. Table 7 outlines planning initiatives to support the Beacon Hill Plan Area vision by topic and their associated components.

Table 7 Plan Area 2: Esmeralda Planning Initiatives		
Label	***Project/Initiative***	***Components***
Transportation Initiatives (T.#)		
T.9b	Freya Street Enhancements	Add bicycle lanes
T.30	Minnehaha Conservation Trail (Avista Power Easement)	Add multi-use path
Open Space Enhancements (P.#)		
P.6	Beacon Hill Reservoir Open Space	Full park development Add bicycle trails
P.7	Minnehaha Conservation Area and Park Enhancements	Trail enhancements Add wayfinding

Appendix G

Hillyard Transportation Analysis and Recommendations

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Appendix G

Hillyard Transportation Analysis and Recommendations

Overview

To understand future transportation demand based on future population and employment growth in the Hillyard Subarea Plan, an analysis was conducted using the Spokane Regional Transportation Council (SRTC) model using the land use assumptions and population/employment forecasts produced by the project team. The SRTC regional travel demand model is used to inform transportation planning across the Spokane region. This roadway demand analysis, previous evaluation of existing conditions, and incorporation of recommendations from previous Hillyard area plans has resulted in a list of transportation project recommendations in the Hillyard Subarea.

Potential development of nearly 6.5 million square feet of new non-residential use and 1.7 million square feet of new residential area will require strategic infrastructure investment. This generally includes the following improvement themes:

- Freight Mobility & Roadway Infrastructure: Design roads to handle heavier freight traffic and improve key arterials for better regional access.
- Multimodal Connectivity: Enhance pedestrian, bike, and transit infrastructure, connecting new residential areas to employment locations.
- Equity & Accessibility: Focus on providing transportation options for underserved communities in Hillyard.

Regional Travel Demand Model

Spokane Regional Transportation Council (SRTC)[1] is a lead agency for transportation planning for the area covered by Spokane County. SRTC manages a regional travel demand model that uses PTV Visum[2] to provide consistency across transportation studies in the region. The SRTC Visum model incorporates approved land use and network assumptions based on the Transportation Improvement Programs and Comprehensive Plans from all jurisdictions in Spokane County.

SRTC provided the project team with the final, SRTC Board-approved Visum models including:

- 2019 SRTC Final Model – received on 12/20/2021 (SRTC 2019 Base FINAL 120921.ver)
- 2045 SRTC Final Model – received on 12/20/2021 (SRTC 2045 Build FINAL 120921.ver)

Fehr and Peers used these approved models to simulate new travel demand generated with the land uses being considered in the Hillyard Subarea Plan.

[1] SRTC is the Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Organization (RTPO) for Spokane County.

[2] PTV Visum is a transportation planning software that helps users create models to analyze transportation networks and demand. For more information: https://www.ptvgroup.com/en-us/products/ptv-visum

Hilyard Subarea Plan Travel Demand Methodology

Based on the Hilyard Subarea Plan's catalyst site potential and preferred future land use (FLU) alternatives provided by the Stantec project team, Fehr and Peers estimated the number of households and employees in each site (**Table 1**). When ranges of potential development were provided, the higher end of the range was used to forecast the largest potential transportation impact. The following assumptions were used in the conversion process:

- Residential square footage and number of units were provided by the project team and incorporated into the transportation analysis using the higher range of number of housing units.
- Non-residential land uses provided in square footage were converted to number of employees for modeling purposes. This conversion was conducted using recommendations provided by SRTC that were documented in a previous employment density study[3]. For the conversion, one employee was assumed for each:
    - 350 square feet of office area.
    - 700 square feet of commercial area.
    - 500 square feet of industrial area.
- In CC Core, square footage was assumed to be all commercial.
- In CCEC, square footage was assumed to be 25% office and 75% industrial.

The number of households and employees from each parcel were then aggregated based on the SRTC zone (**Figure 1**) in which they are located. The SRTC zones are used in the travel demand model to forecast trip generation and assignment of the vehicle trips to the roadway network.

[3] Snohomish County 2007 Buildable Lands Report Employment Density Study.

Figure 1. SRTC Zone ID

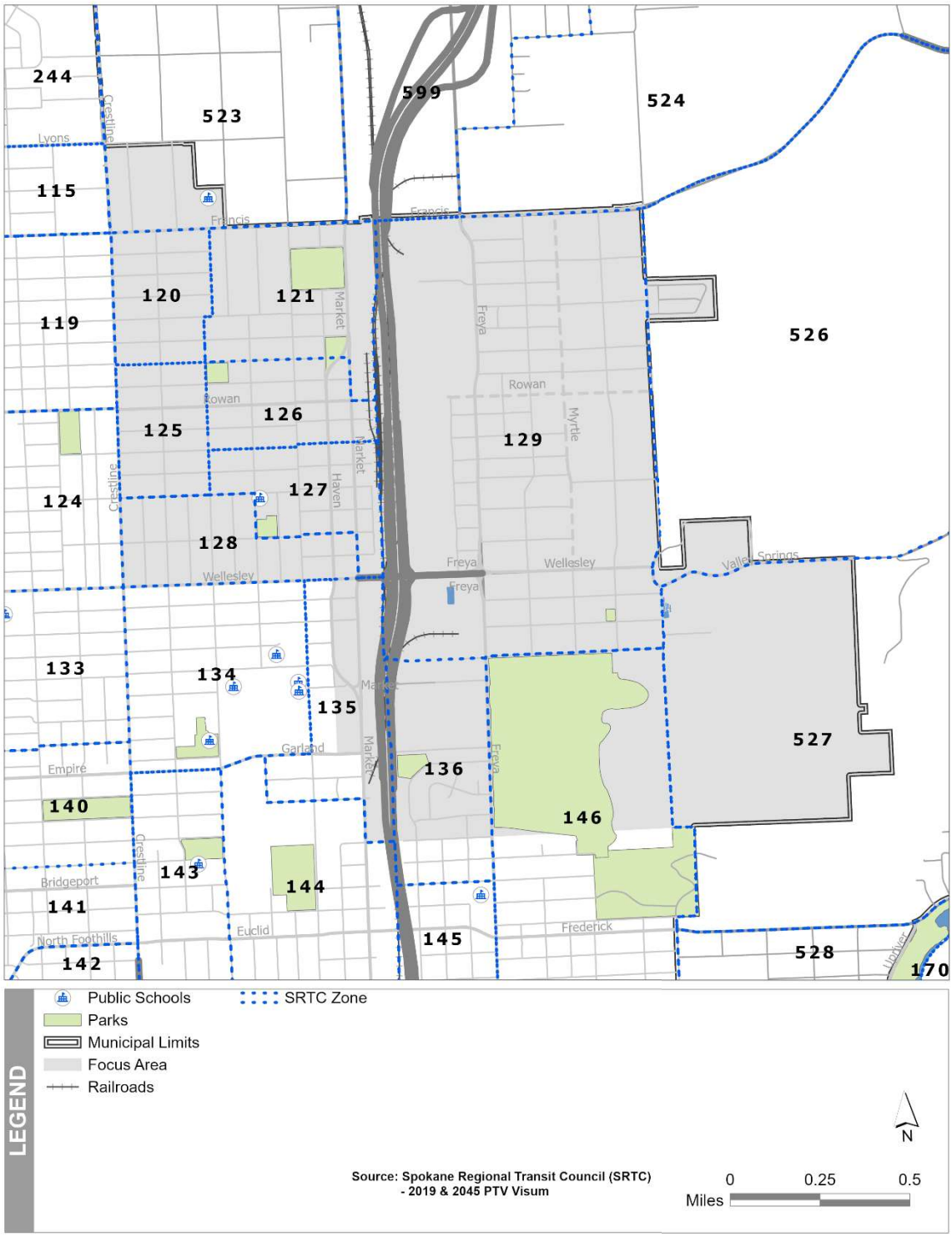

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Table 1. Preferred FLU Estimated Households/Employees and Comparison with Existing 2019 and 2045 SRTC Model

Catalyst Site ID	FLU Category	Residential Area (Square Feet)	Non-Residential (Square Feet)	Estimated Number of Household	Estimated Number of Employee	SRTC Zone ID	2019 Number of Households	2019 Number of Employees	2045 Number of Households	2045 Number of Employees	2045 + FLU Number of Households	2045 + FLU Number of Employees
C.1	Residential Low	17,425		17		523	499	259	502	312	521	312
C.2	Residential Low	4,590		5								
C.3	Commercial		31,853		46	120	280	42	294	42	294	88
C.4	Neighborhood Retail	8,415	20,839	8	30	121	296	101	344	215	392	433
C.5	Office		14,044		40							
C.6	CC Core	15,810		16								
C.7	CC Core		60,167		86							
C.8	CC Core		60,875		87							
C.10	CC Core	47,764	29,447	48	42							
C.9	CC Core	72,201	34,883	72	50	126	304	62	305	142	577	252
C.11	CC Core	85,530	11,326	86	16							
C.12	CC Core	37,026	31,145	37	44							
C.13	CC Core	81,457	8,211	81	12							
C.14	CC Core	21,475	17,555	21	25							
C.15	CC Core	45,912	16,422	46	23	127	324	185	328	285	577	335
C.16	CC Core	42,950	8,494	43	12							
C.17a	CC Core	22,216	18,970	22	27							
C.17b	CC Core	49,615	18,404	50	26							
C.18	CC Core	48,134	8,494	48	12							
C.19	CC Core	22,216	8,211	22	12							
C.20	CC Core	21,475	8,211	21	12							

Catalyst Site ID	FLU Category	Residential Area (Square Feet)	Non-Residential (Square Feet)	Estimated Number of Household	Estimated Number of Employee	SRTC Zone ID	2019 Number of Households	2019 Number of Employees	2045 Number of Households	2045 Number of Employees	2045 + FLU Number of Households	2045 + FLU Number of Employees
C.21	CC Core	22,216	13,138	22	12	128	375	77	376	158	447	166
C.22	CC Core	3,825		4	19							
C.23	CC Core	11,108	9,060	11	-							
	CC Core	13,260		13	13							
C.24	CC Core	38,507	36,695	39	-							
C.25	CC Core	119,964	130,594	120	52	135	158	342	158	582	743	825
C.26	CC Core	426,941	13,241	427	187							
	CC Core	17,425	2,254,502	17	19							
C.27	Light Industrial		286,538		3,221	136	228	44	229	469	229	3,690
C.28	Heavy Industrial		8,381		573	129	294	2,513	297	2,992	695	10,239
C.29	Light Industrial		13,930		17							
C.30	Heavy Industrial		36,355		28							
C.31	Heavy Industrial		9,967		73							
C.32	Heavy Industrial		32,957		20							
C.33	Heavy Industrial		31,372		66							
C.34	Heavy Industrial		105,215		63							
C.35	Light Industrial		11,552		210							
C.36	Light Industrial		66,028		23							
C.37	Heavy Industrial		97,627		132							
C.38	Light Industrial		78,033		195							
C.39	Light Industrial		23,104		156							
C.40	Light Industrial		11,552		46							
C.41	Light Industrial		7,022		23							

Catalyst Site ID	FLU Category	Residential Area (Square Feet)	Non-Residential (Square Feet)	Estimated Number of Household	Estimated Number of Employee	SRTC Zone ID	2019 Number of Households	2019 Number of Employees	2045 Number of Households	2045 Number of Employees	2045 + FLU Number of Households	2045 + FLU Number of Employees
C.42	Heavy Industrial		12,345		14							
C.43	Heavy Industrial		14,044		25							
C.44	Heavy Industrial		195,140		28							
C.45	Heavy Industrial		14,270		390							
C.46	Light Industrial		22,651		29							
C.47	Heavy Industrial		8,607		45							
C.48	Heavy Industrial		60,167		17							
C.49	CCEC	28,424	87,490		193							
C.50	CCEC	38,522	341,467		756							
	CCEC	150,348	522,393		1,157							
C.51	Light Industrial		42,471		85							
	CCEC	140,250	1,195,983		2,648							
C.52	Light Industrial		13,024		26							
C.53	CCEC	43,010	276,911		613							

(129 Continued)

Model Analysis

The 2045 Preferred FLU scenario was modeled and compared with the 2019 and 2045 base models to determine the changes between 2019 and 2045 and the changes between baseline 2045 and the 2045 FLU scenario model. Based on the increased number of households and employees included with the preferred FLU, the model indicates that the most of nearby roads will have between equal to three times the number of vehicles in 2045 compared to the original SRTC 2045 Model, as shown in **Figure 2**. **Table 2** compares the 2045 SRTC Model with new scenario results based on preferred FLU. **Figure 3** shows the existing 2019-2045 SRTC Traffic Volume Growth and **Figure 4** show the existing 2019-SRTC model with the 2045 SRTC model updated with FLU growth scenario.

Table 2: Hillyard Major Streets' 2045 SRTC Model Volumes vs. 2045 FLU Volumes

Street Name	Preferred FLU vs Existing 2045 SRTC Volume Difference	Existing 2019-2045 SRTC Growth Rate	2019-2045 Preferred FLU Growth Rate	2045 Preferred FLU – Existing 2045 SRTC Difference
E Francis Ave	Up to 3x higher	1% to 50% Increase	1% to 50% Increase	+1,950 to +7,350
E Wellesley Ave	Up to 3x higher	51% to 150% Increase	51% to >150% Increase	+200 to +18,900
N Market St	Up to 3x higher	< -50% Decrease to 50% Increase	0% to 150% Increase	+1,700 to +8,250
N Haven St	Up to 3x higher	0% to 50% Increase	0% to 50% Increase	+150 to +7,000
N Crestline St	Up to 3x higher	< -50% Decrease	0%	+350 to +1,500
E Rowan Ave	3x to 10x higher	1% to >150% Increase	101% to >150% Increase	+200 to +2,250
N Freya St	Up to 5x higher	< -50% Decrease to > 150% Increase	0% to >150% Increase	+6,050 to +19,200
N Myrtle St	3x to more than 10x Higher	< -50% Decrease to 50% Increase	>150% Increase	+450 to +6,700

Source: Fehr & Peers.

Figure 2: 2045 SRTC vs. Preferred FLU Growth Rate

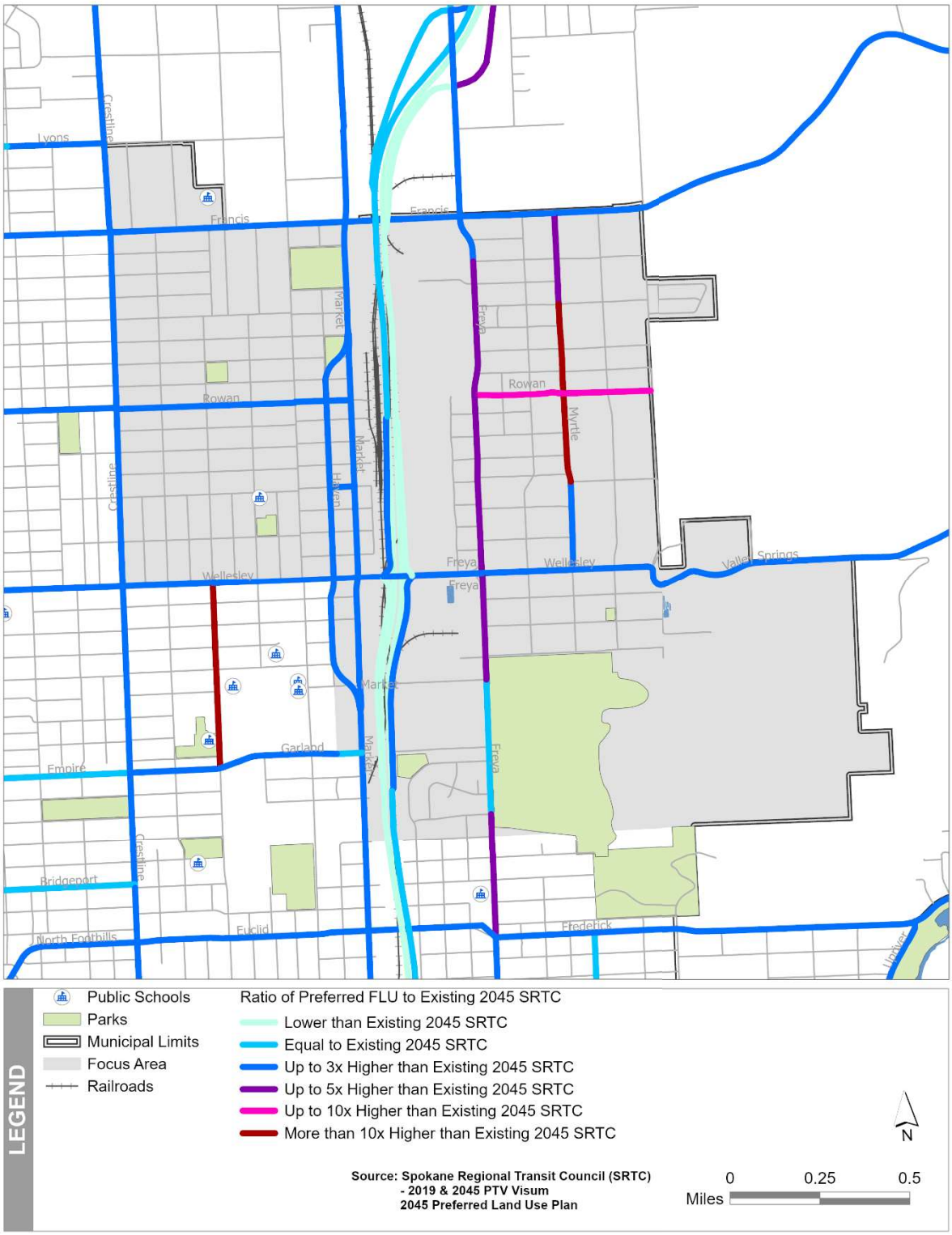


Figure 3: Existing 2019-2045 SRTC Traffic Volume Growth

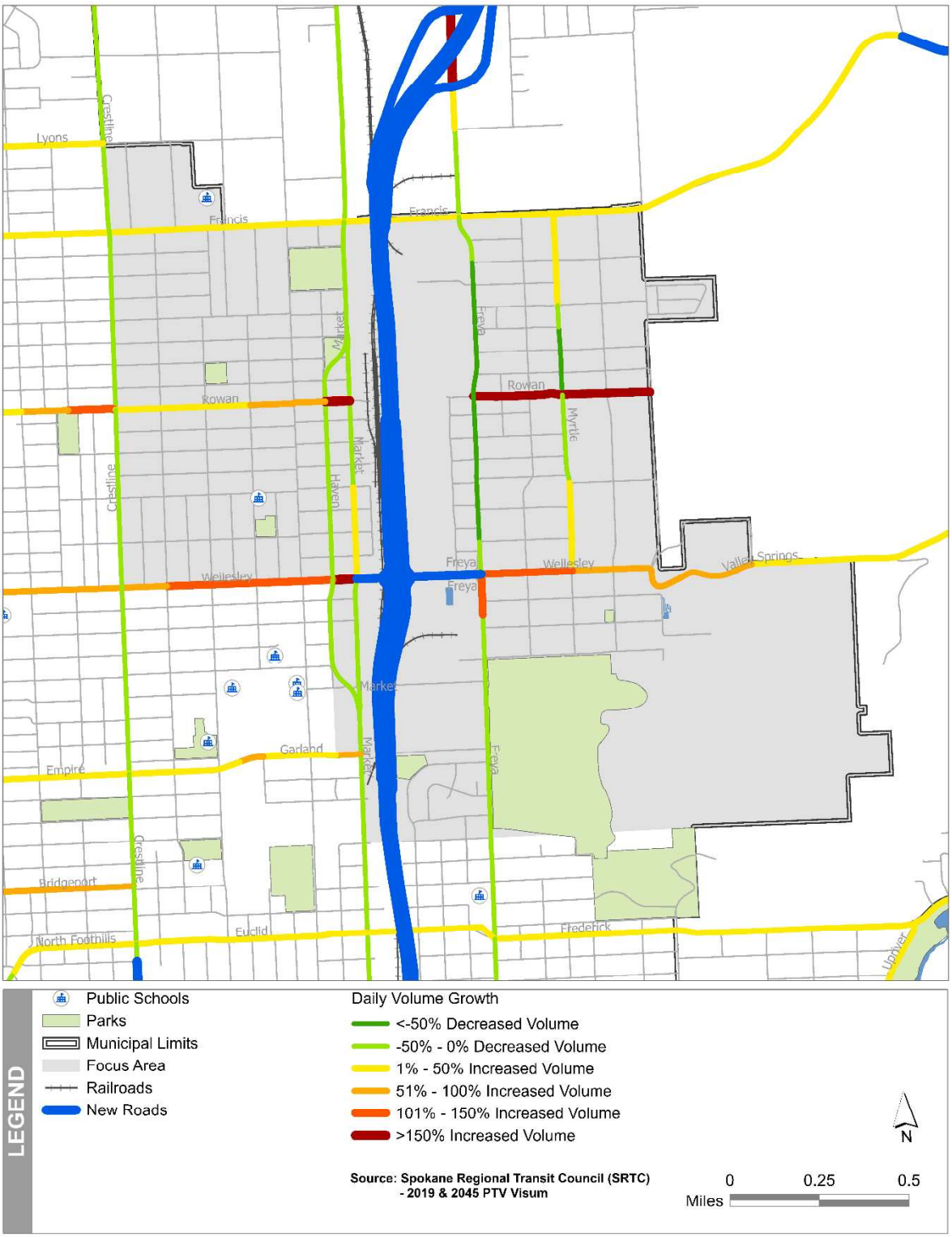
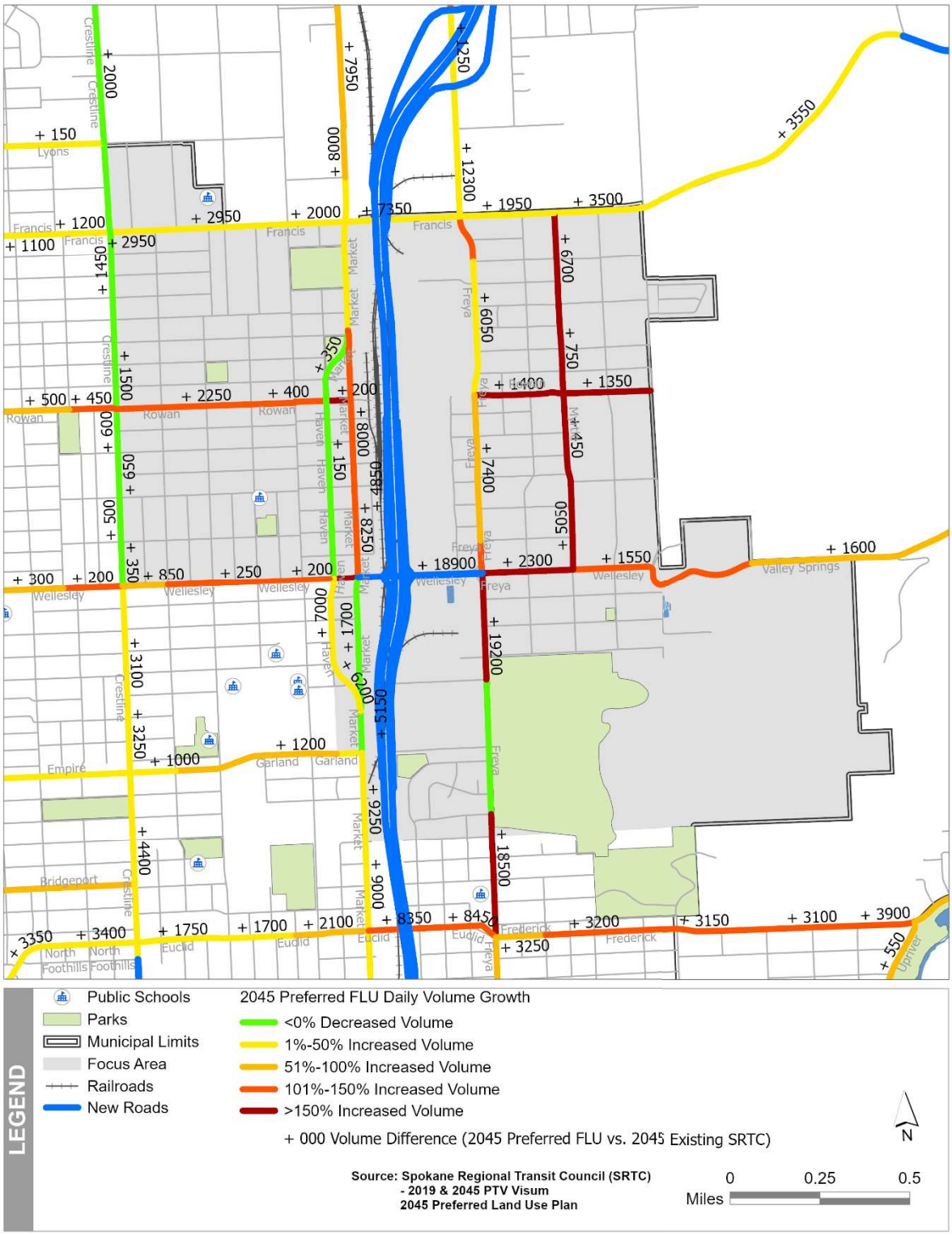


Figure 4: 2019-2045 Preferred FLU Traffic Volume Growth



Recommendations

The anticipated growth of nearly 6.5 million square feet of new non-residential use (11,777 commercial and industrial employees) and more than 1.7 million square feet of new residential area (1,702 new households) in the Hillyard subarea will require strategic and well-coordinated investments in transportation infrastructure. Prioritizing freight mobility, multimodal access, and equitable transit solutions will be essential for ensuring that Hillyard can accommodate future growth with an efficient and sustainable transportation network. To accommodate the increased transportation needs, the following improvements are recommended:

- **Roadway Infrastructure and Freight Mobility:** Design standards for heavy freight vehicles for roads in the east Hillyard area, including wider lanes, thicker pavement, and traffic management strategies that minimize congestion and queuing such as passing lanes to support increased heavy vehicle volumes.
- **Industrial and Commercial Connectivity:** Improve regional access to accommodate the projected growth in industrial employment, including expansion of key arterial roads to accommodate access to Hillyard and enhanced connections to the North Spokane Corridor (NSC) and BNSF rail line for efficient freight movement.
- **Multimodal Transportation and Pedestrian Access:** As more than 1,700 new households are projected in the FLU, providing safe and convenient pedestrian, bicycle, and transit connectivity will decrease reliance solely on automobiles for travel. Recommended improvements include developing new multi-modal corridors east of NCS to connect residential neighborhoods with the rest of the city. This includes:
    - **Transit Services for Employment Hubs**: With significant anticipated employment growth, efficient public transit services will transport workers to industrial and commercial centers. New transit routes should be developed to connect residential areas with major employment hubs, industrial zones, and the downtown core.
    - **Pedestrian and Bicycle Infrastructure Expansion**: Continue the trail and bike network expansion and address the current gaps in sidewalks and pedestrian amenities to connect residents to transit stops, employment centers, and parks.
- **Equity and Accessibility for Growing Populations:** As new households and employees are added to the area, prioritize transportation improvements that enhance equity and accessibility for underserved Hillyard communities.

A combination of recommendations from previous planning documents, the 2024-2029 Capital Improvement Program (CIP), new projects recommended based on the modeling analysis, and following the City of Spokane's transportation goals were formulated and summarized for the Hillyard Subarea in **Table 3**. The City of Spokane's transportation goals include:

A. 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.
B. Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.
C. Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.
D. Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.
E. Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.
F. Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provide for the needs of all travelers, particularly the most vulnerable users.
G. Design and maintain a fiscally efficient, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

The Hillyard Subarea Plan transportation recommendations reflect future transportation needs based on potential growth in employment and residential development analyzed in the modeling analysis from the FLU scenario. This analyzes the full buildout potential, but a smaller level of development would result in lower transportation demand. Future analysis using field collected traffic counts and field studies will verify the appropriateness of proposed expansions, assess traffic before and after some development, and fine-tune infrastructure improvements. This additional analysis will help determine the feasibility and effectiveness of the recommended transportation improvements.

The existing characteristics and recommendations for the major streets within the Hillyard Subarea are provided in **Table 3**. To help identify and integrate previous planning efforts, one column identifies recommendations from previous plans. A consolidation of all previously identified and newly recommended projects by street name and section are also included with an estimated planning level project cost.

Table 3: Hillyard Streets and Recommendations

Street Name	Street Section	Existing Conditions: Road Class.	Number of Lanes	ROW	Road Condition	Sidewalks	Bike Lanes	Street Parking	Transit Routes	Identified Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Estimated Cost
E Wellesley Ave	N Crestline St – N Regal St	Principal Arterial	4	40 ft	Maintained	Attached	No	No	Yes	***CIP (5200-400):*** Construction of full-depth pavement with drainage systems, sidewalks, and bike lanes.	Street Reconstruct.	Full reconstruction of Wellesley Ave. within the project limits, widening for turn lanes at intersections. Includes new sidewalk, ADA ramps, lighting, drainage improvements and bike facilities.	$2,110,000
	N Regal St – N Market St		2		Improved	Attached	No	No	Yes				
	N Market St – N Thor St		2			Attached	No	No	No				
	N Thor St – N Rebecca St		2			**Missing**	No	No	No				
	N Rebecca St – Valley Spring Rd		2		Not Maintained	**Missing**	No	No	No				
N Freya St	E Francis Ave – E Dalke Ave	Minor Arterial	3	48 ft	Maintained	Varies	No	No	No	***The Yard:*** 44 ft paved width 3 lanes of industrial road ***CIP (5200-400):*** Rebuilding and widening the roadway and installation of drainage systems;	Pedestrian & Bikeways	Install sidewalks throughout the corridor on both sides of the road to accommodate pedestrian traffic and ensure accessibility for people with disabilities.	$1,375,000 (cost from CIP for initial phases)
	E Dalke Ave – E Broad Ave		2			**Missing**	No	No	No				
	E Broad Ave – E Wellesley Ave		2			Detached	Yes	No	No				
	E Wellesley Ave – E Garnet Ave		2			**Missing**	No	No	No		Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$2,380,000

Street Name	Street Section	Existing Conditions								Identified Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Estimated Cost
		Road Class.	*Number of Lanes*	*ROW*	*Road Condition*	*Sidewalks*	*Bike Lanes*	*Street Parking*	*Transit Routes*				
N Market St	E Francis Ave – E Columbia Ave	Principal Arterial	4	60 ft	Improved	Attached	No	No	Yes		Pedestrian & Bikeways	Improve substandard sidewalks throughout the corridor on both sides of road to accommodate pedestrians. Incorporate pedestrian-friendly infrastructure, including a tree canopy, to improve the overall walkability and aesthetic appeal of the corridor.	$1,610,000
	E Columbia Ave – Wellesley Ave		2			Attached	No	Yes	Yes				
	E Wellesley Ave – E Rich Ave		3			Varies	No	No	Yes				
	E Rich Ave – N Haven Pl		3			**Missing**	No	No	Yes				
	N Haven Pl – E Garnet Ave		3			Varies	No	No	Yes				
N Haven St	Market Pl – E Rich Ave	Principal Arterial	2	60 ft	Maintained	Detached	No	No	Yes		Street Design	Rebuilding and widening the roadway and installation of drainage. Bike lane and Sidewalk on both sides of the road.	$2,100,000
	E Rich Ave – E Rockwell Ave		2			**Missing**	No	No	Yes				
N Myrtle St	E Francis Ave – E Dalke Ave	Local	2	50 ft	Maintained	Varies	No	No	No	***Comprehensive Plan***: Proposed Major Collector	Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road.	$5,810,000
	E Dalke Ave – E Wellesley Ave		2		Unimproved	**Missing**	No	No	No				
N Florida Street	E Queen Ave – E Princeton Ave	Local	2	60 ft	Maintained	**Missing**	No	No	Yes		Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road, street parking, and bike-friendly route.	$1,730,000

Street Name	Street Section	Existing Conditions								Identified Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Estimated Cost
		Road Class.	*Number of Lanes*	*ROW*	*Road Condition*	*Sidewalks*	*Bike Lanes*	*Street Parking*	*Transit Routes*				
E Rowan Ave	N Crestline St – N Market St	Minor Arterial	2	60 ft	Not Maintained	Detached	No	Yes	No	***Bike and Pedestrian Plan***: Future Shared-use Path; Ped/Bike Bridge ***The Yard:*** 40 ft paved width 2 lanes of local road	Pedestrian & Bikeways	Install bike lane on both sides of the street	$70,000
	N Ferrall St – N Havana St	Local	2		Maintained	**Missing**	No	No	No		Street Design	Rebuilding and widening the roadway and installation of drainage with sidewalk on both sides of the road.	$1,110,000
	N Greene St – N Ferrall St	-	-	-	-	-	-	-	-		Pedestrian & Bikeways	Bridge over NSC/railroad tracks to connect both sides of Rowan	$18,960,000
N Havana Street	E Francis Ave – E Rich Ave	Local	2	48	Not Maintained	**Missing**	No	No	No		Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$6,870,000
E Rich Avenue	N Crestline St – N Haven St	Local	2	60 ft	Maintained	Attached	No	No	No		Street Design	Rebuilding and widening the roadway and installation of drainage improvements. Install bike lanes and sidewalks on both sides of the streets with street trees.	$3,570,000
	N Freya Street – N Havana Street	Local		55 ft	Maintained	**Missing**	No	No	No		Pedestrian & Bikeways	Installation of sidewalk north of Esmeralda Golf Course and replant trees along the segment; Install crosswalk to Havana St	$300,000
N Greene Street	E Queen Ave – E Broad Avenue	Local	2	30 ft	Maintained	**Missing**	No	No	No		Street Design	Rebuild and install sidewalk along the corridor.	$480,000

Local Roads Improvement in East Hillyard Julia St: Dalke Ave - Nebraska St; Sycamore St: Decatur Ave - Nebraska Ave; Bismark Ave: Freya St - Havana St; Central Ave: Freya St - Havana St; Columbia Ave: Freya St - Havana St; Joseph Ave: Freya St - Florida St; Nebraska Ave: Florida St - Havana St; Sanson Ave: Ferrall St - Julia St; Everett Ave: Ferrall St - Myrtle St; Crown Ave: Ferrall St - Myrtle St; Queen Ave: Julia St - Myrtle St; Olympic Ave: Ferrall St - Myrtle St; Wabash Ave: Ferrall St- Freya St; Broad Ave: Ferrall St - Freya St;	Local	2	38 ft	Not Improved	**Missing**	No	No	No		Street Design	Rebuilding and widening the roadway and installation of drainage with sidewalk on one side of the road.	$15,840,000

Street Name	Street Section	Existing Conditions								Identified Projects from Other Planning Documents	Project Type	Recommendations Based on Preferred FLU	Estimated Cost
		Road Class.	*Number of Lanes*	*ROW*	*Road Condition*	*Sidewalks*	*Bike Lanes*	*Street Parking*	*Transit Routes*				
Local Roads Improvement in West Hillyard	Nebraska Ave: Crestline St - Market St; Diamond Ave: Crestline St - Greene St; Queen Ave: Crestline St - Greene St; Olympic Ave: Regal St - Greene St; Wabash Ave: Regal St - Greene St; Broad Ave: Regal St to Greene St;	Local	2	60 ft	Not Improved	Attached/ Detached	No	Yes	Yes		Street Design	Rebuilding and widening the roadway and installation of drainage. Sidewalk on both sides of the road, street parking, and bike-friendly route.	$1,340,000
North Hillyard Sidewalk	N Lacey St: Central Ave – Francis Ave; Central Ave; Regal St; Bismark Ave; Haven St;										Pedestrian & Bikeways	Installation of infill sidewalk and ADA ramps where needed.	$1,000,000
US395/North Spokane Corridor Transit											Transit Service	Capital investment to implement transit service on the US 395/North Spokane Corridor.	$6,100,000

Source: Fehr & Peers.

After initial cost estimates were generated, a request was made by the project team to include cost estimates for portions of the improvements. The following cost adjustments were calculated:

- Freya Street from Wellesley Avenue to Rowan Avenue: $2,610,000
- Rowan Avenue from Freya Street to Florida Street: $2,360,000
- Myrtle Street from Wellesley Avenue to Rowan Avenue: $3,140,000
- Florida Streete from Wellesley Avenue to Rowan Avenue: $3,220,000

To prioritize these improvements for implementation funding decisions, the use of some general prioritization criteria can be used to prioritize the most needed projects. In addition to how well they meet the City's transportation goals, the following potential evaluation criteria could be considered:

- **Catalyst for New Development:** Projects that are essential to catalyze large-scale development should be given higher priority for public funding opportunities.
- **Impact on the Existing Community:** Projects that significantly improve the quality of life for existing residents or have a high positive impact on the community should be prioritized.
- **Funding Availability:** Projects with identified or secured funding from other sources should be prioritized to ensure effective utilization of funds.
- **Readiness and Feasibility:** Projects that are fully designed and ready for implementation can be prioritized as short-term.
- **Economic and Social Benefits:** Projects that stimulate local economic growth, create jobs, or attract businesses should be prioritized.
- **Bicycle Infrastructure Enhancements:** Projects that improve or expand bicycle infrastructure, such as bike lanes, bike paths, and bike parking facilities, should be prioritized.
- **Safety Improvements:** Projects that address critical safety concerns, reduce crashes, or improve pedestrian and bicyclist safety should be prioritized.
- **Maintenance and Upgrades:** Projects that involve the maintenance or upgrading of existing infrastructure to extend its lifespan and improve functionality should be prioritized.

These criteria, in addition to the existing process of measuring transportation projects to how well they meet the City's transportation goals, will help to prioritize which improvements to implement first. These criteria should help ensure a comprehensive and balanced approach to prioritizing transportation projects in the Hillyard Subarea Plan.

Appendix H

Utilities and Drainage Report

Appendix H: Utilities and Drainage Report

Introduction

Project Context – The City of Spokane, WA (herein "City") and Northeast Public Development Authority (NEPDA) have entered a partnership with Stantec and their subconsultants (herein "Project Team") to lead a coordinated planning effort (herein "Subarea Plan") intended to guide development and public investments in the Hillyard neighborhood located in the northeast of the City.

The purpose of this Chapter of the Subarea Plan is to document the existing utility characteristics, discuss merit of past planning documents, assess current and projected utility demands and deficiencies, and propose utility infrastructure revitalization strategies.

Geographic Areas – The Subarea Plan's approximate 1,740-acre geographic area (herein "Focus Area") encompasses the parcels and public rights-of-way generally bounded by Crestline St/Haven St/Market St to the west, Wellesley Ave/Garnet Ave to the south, Havana St/Fancher Beacon Ln to the east and Francis Ave to the north. The Project Team generally delineates the Focus Area into two geographic areas; West Hillyard being the portion of the Focus Area that is west of the North Spokane Corridor (NSC), and East Hillyard is the portion east of the NSC.

The Project Team further delineates the Focus Area into distinct neighborhoods (herein "Plan Areas") to recognize and respond to the unique opportunities/challenges for specific geographic areas within the larger Focus Area. These Plan Areas are the Hillyard Residential Neighborhood, Hillyard Business District, the East Hillyard Industrial Area (herein "the Yard"), E. Wellesley Business District, Esmeralda Neighborhood, and Beacon Hill. Figure 1 depicts the Focus Area and the individual Plan Areas.

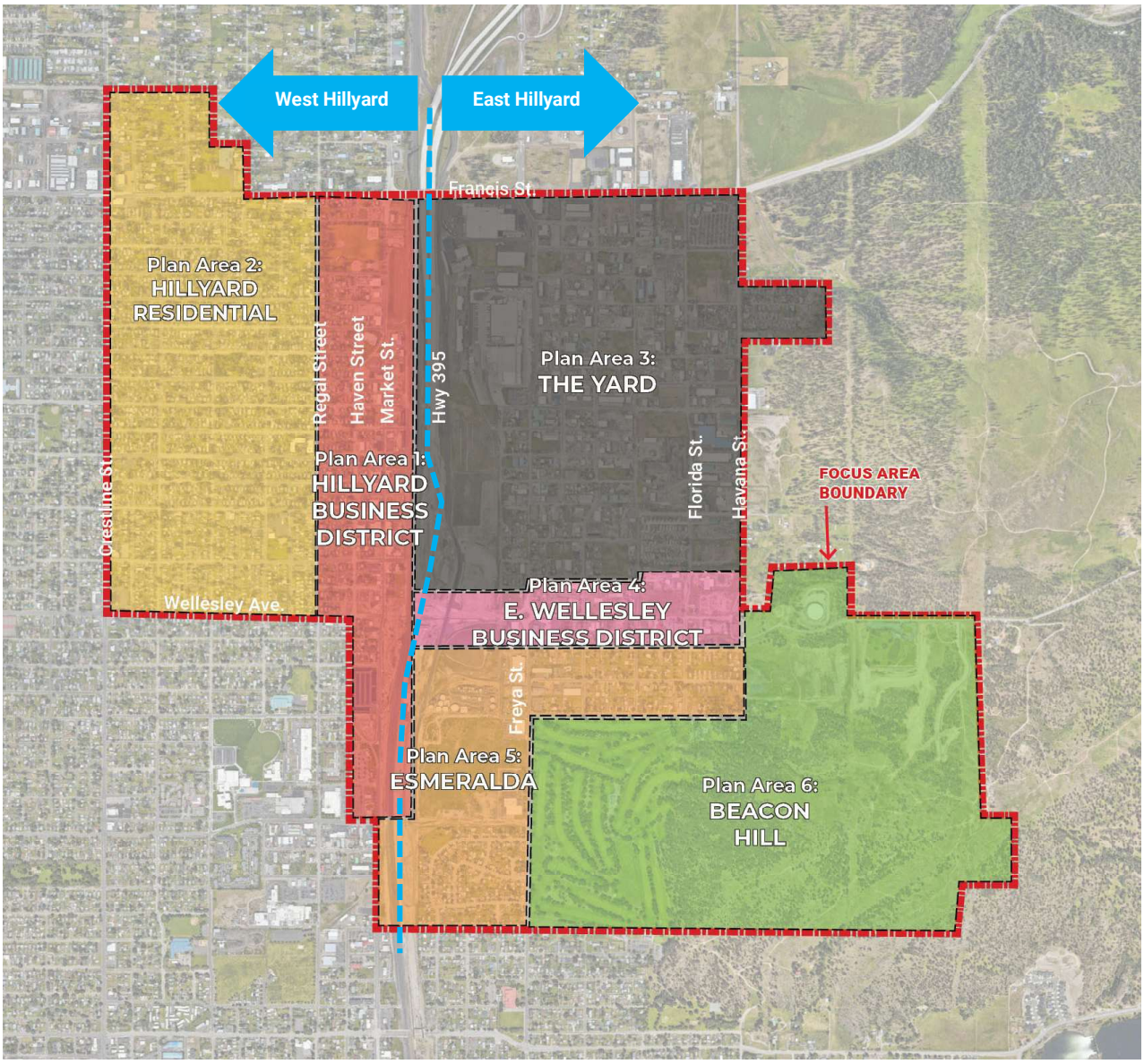


Figure 1 – Focus Area and Plan Areas Map

(Note: the Focus Area is delineated in a Red dashed line)

Long-Range Planning Documents

As an important component to the Subarea Plan, the Project Team reviewed and documented the City's long-range planning documents to serve as foundational elements for the Subarea Plan. The City's ***Comprehensive Plan*** details how the community intends to grow and contains goals and policies that guide how the City will provide public utilities (with specific priority on supporting community revitalization). The ***Yard Redevelopment Master Plan*** defines a myriad of revitalization ideas (and infrastructure improvements) for the eastern portions of the Focus Area.

City of Spokane Comprehensive Plan

Spokane's Comprehensive Plan (formally titled "Shaping Spokane", approved 2017) sets goals and policies that provide a framework to guide local decisions and actions relating to land use/urban design, housing, transportation, economic development, environmental protection, and capital projects. All development standards, capital investments, and other policy decisions must align with the Comprehensive Plan. The Comprehensive Plan is arranged as a series of Elements that focus on various aspects of the City and its long-range planning.

This chapter of the Subarea Plan focuses on the Capital Facilities and Utilities Element as it has a direct correlation on how the City will provide public utilities and how those facilities support community revitalization, economic development, and land development. The Capital Facilities and Utilities Element does not include technical detail pertaining to existing or planned utility lines and system capacity (e.g., line sizes, service deficiencies), but is focused on how the City intends to provide and evaluate utility service within the municipal limits and the City's Urban Growth Area. Appendix A lists the goals and policies from the Capital Facilities and Utilities Element that are applicable to Utility infrastructure in the Subarea Plan.

Utility Service Provisions

The Comprehensive Plan defines a local goal to provide adequate public utilities that are essential to support land development and serve current and future customers. This is supported by a multifaceted policy framework that guides how the City will provide those services.

Levels of Service – The City adopted minimum level of service (LOS) standards for each utility type. The City uses these levels of service as the metric to identify whether a utility service is operating at optimum levels. Substandard utility LOS warrants capital improvement projects or slowing of development until the utility service is improved to meet the LOS for the given demand.

Concurrency – Pursuant to the Comprehensive Plan's policies, the City requires that public facilities and services are in place (and meet the adopted levels of service) concurrent with growth and development; individual development projects must demonstrate that utilities are available to serve those projects (or committed pursuant to the City's Capital Improvement Plans within six-years), or the developer entity may provide the necessary utility upgrades (or line extensions) as part of the associated development project. Thus, the provision of adequate public utilities is an important factor for accommodating (re)development, jobs, and housing.

Impact Fees – The Comprehensive Plan identifies impact fees as a potential funding mechanism to pay for essential public services (and potential system updates) concurrent with (re)development projects. Impact fees are typically assessed to individual (re)development projects

so that those projects pay their proportionate share for utility improvements. While impact fees create a funding source for utility improvements, it also poses additional costs to a developer entity.

Intergovernmental Coordination – The Capital Facilities and Utilities Element calls for coordination amongst City departments, other agencies, utility providers, and surrounding property owners pertaining to utility improvements. The objective is to approach utility improvements as a coordinated effort to identify opportunities where multiple utility service updates could be made simultaneously (e.g., performing underground utility upgrades as part of a roadway project within the same right-of-way). Additionally, there is a goal to achieve uniform land use, construction, and levels of service standards amongst the City of Spokane and Spokane County. The Element includes policies that encourage the joint use of public sites for greater service efficiency and as a cost saving approach (e.g., stormwater facilities could be integrated with recreation and open space areas).

Environmental Protection – The Comprehensive Plan also contains goals/policies aimed to protect the natural environment and the region's water resources. Specifically, stormwater management policies/standards are intended to address drainage and treat stormwater runoff from pollutants/contaminants before water is discharged to rivers or infiltrated into the ground. Typically, individual development projects must detain/treat stormwater runoff on their associated properties; this requires portions of the site to be dedicated for stormwater management and limits development potential on those properties. In other situations, the City may choose to provide stormwater management at a regional scale (allowing for more use of individual property and the City's enhanced control over the region's groundwater quality but at the expense of the City).

Community Revitalization and Economic Development

In several Comprehensive Plan goals and Spolicies, the City intends to use utilities as an important tool to support community revitalization and economic development. Utilities are essential for accommodating existing uses and attracting additional private investment. In doing so, the *Capital Facilities and Utilities Element* calls for strategic utility investments in Centers and Corridors and deteriorating areas of the City. The Element also acknowledges that utility investments will stimulate the tax base by attracting private investment to target areas (i.e., The Yard Plan Area within the Focus Area). The Element calls for impact fee exemptions for development activities that provide broad public purposes (this could pertain to development projects that bring much needed housing and employment uses to the Focus Area; this could be a tool for attracting private investment to the area). This policy framework is an important tool for the City to prioritize utility investments to Hillyard and to pursue the associated funding sources and strategies.

The Yard Redevelopment Master Plan (YRMP)

In 2017, the City of Spokane and NEPDA completed the Yard Redevelopment Master Plan (YRMP) to examine area conditions, define long-range revitalization strategies, and to identify supportive infrastructure needs for the Yard. This past planning effort for the legacy industrial area aims to support the area's evolution into a much more robust employment center for the region by assessing opportunities and challenges. The YRMP represents more of a feasibility study as it was not formally adopted into the larger City policy framework though many of its findings and recommendations can be carried forward into the Subarea Plan.

The City and the Northeast Public Development Authority (NEPDA) have established the following goals for redevelopment of the Yard:

- Create and sustain family-wage jobs.
- Capture the opportunity provided by the NSC to promote economic revitalization of a historically industrial area.
- Promote development that is economically and environmentally sustainable.
- Improve the health and safety of neighborhoods through environmental restoration.
- Improve quality of life for residents, employees, and visitors.

Hillyard Infrastructure Assessment and Needs Analysis (Maul Foster Alongi 2015) – As precursor to the YRMP, a consultant reviewed the existing transportation and utility infrastructure in the Yard area to identify service deficiencies and define potential capital projects that would support current and future land uses. The assessment resulted in a long list of infrastructure-related recommendations; those findings were carried forward in the YRMP.

Stormwater Management Alternatives (Maul Foster Alongi 2020) – This study provides a concept-level analysis and recommendations for stormwater management alternatives in the Yard. The analysis considers two alternatives: 1) a single regional system, and 2) a series of localized or "clustered" regional systems.

Priority Infrastructure Projects – The YRMP identifies a list of priority infrastructure improvements that are believed to support area revitalization and to address prolonged infrastructure needs – these priority projects are listed in Table 1 and arranged as either *Regional Projects* or *Local Projects*. It's important to note that some right-of-way corridors include both roadway and utility improvements – projects noted with an asterisk ("*") specifically include utility components. Projects that have been completed or are nearly complete, as indicated by City Staff, have been omitted from these tables.

Table 1 Priority Infrastructure Improvements – the Yard Redevelopment Master Plan

Project Number	Project Name	Description
Regional Projects		
1	Freya Heavy Maintenance	Street maintenance including asphalt grind and overlay of street surface on Freya St from Wellesley Ave to Rowan Ave
3*	Freya Reconstruction*	ROW acquisition, installation of underground utilities, and reconstruction of street to bring Freya St to industrial street standard.
5*	Wellesley Phase II*	Replacement of existing water main at Wellesley Ave., from Rebecca St to Florida St, acquisition of ROW to construct standard width minor arterial street, and reconstruction of streets as necessary to meet minor arterial street classification.
6*	Regional Stormwater Facility*	Evaluation of viability of centralized stormwater treatment facility to support future development. If viability is confirmed, project

Table 1 Priority Infrastructure Improvements – the Yard Redevelopment Master Plan		
Project Number	**Project Name**	**Description**
		would include ROW acquisition, installation of conveyance utilities, and stormwater treatment facility.
Local Projects		
7*	Florida Phase I*	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St; Will increase service to Wellesley Corridor and Ranch catalyst properties.
8*	Florida Phase II*	ROW acquisition, installation of underground utilities, and widening and reconstruction of half of the street underlain by utilities on Florida St; Will increase service to North Yard catalyst property.
9*	NSC Utility Corridor*	Type/Size/Location study for utility corridor and pedestrian crossing, across the NSC; Will require easement or ROW acquisition and water main connection from Freya to Market St
12*	Freya Phase II*	ROW acquisition, installation of underground utilities, and street reconstruction to bring Freya St (E Garland Ave to Wellesley Ave) to industrial street classification; Includes replacement of potable water mains.
13*	Rebecca / Julia Phase I*	ROW acquisition, installation of underground utilities, and reconstruction of street to support multiple transportation modes on Rebecca St / Julia St from Francis Ave to Columbia Ave.; Includes replacement of potable water line.
14	Rebecca / Julia Phase II	ROW acquisition and full reconstruction of street to improve Freya St to a multi-modal road classification; In addition, a study of siting and design options for a bus stop on this corridor.
15*	Freya Phase III*	ROW acquisition, installation of underground utilities, and full reconstruction of street to bring Freya St to industrial street classification.
16	Infill Street Improvements	ROW acquisition and construction of local roads along Broad, Queen, Central, Dalke Avenues as well as Myrtle and Havana Streets.
Notes: 1. Projects noted with an asterisk ("*") include utility improvements.		

Figure 2– Regional Projects: Priority Infrastructure Improvements (The Yard Redevelopment Master Plan 2017)

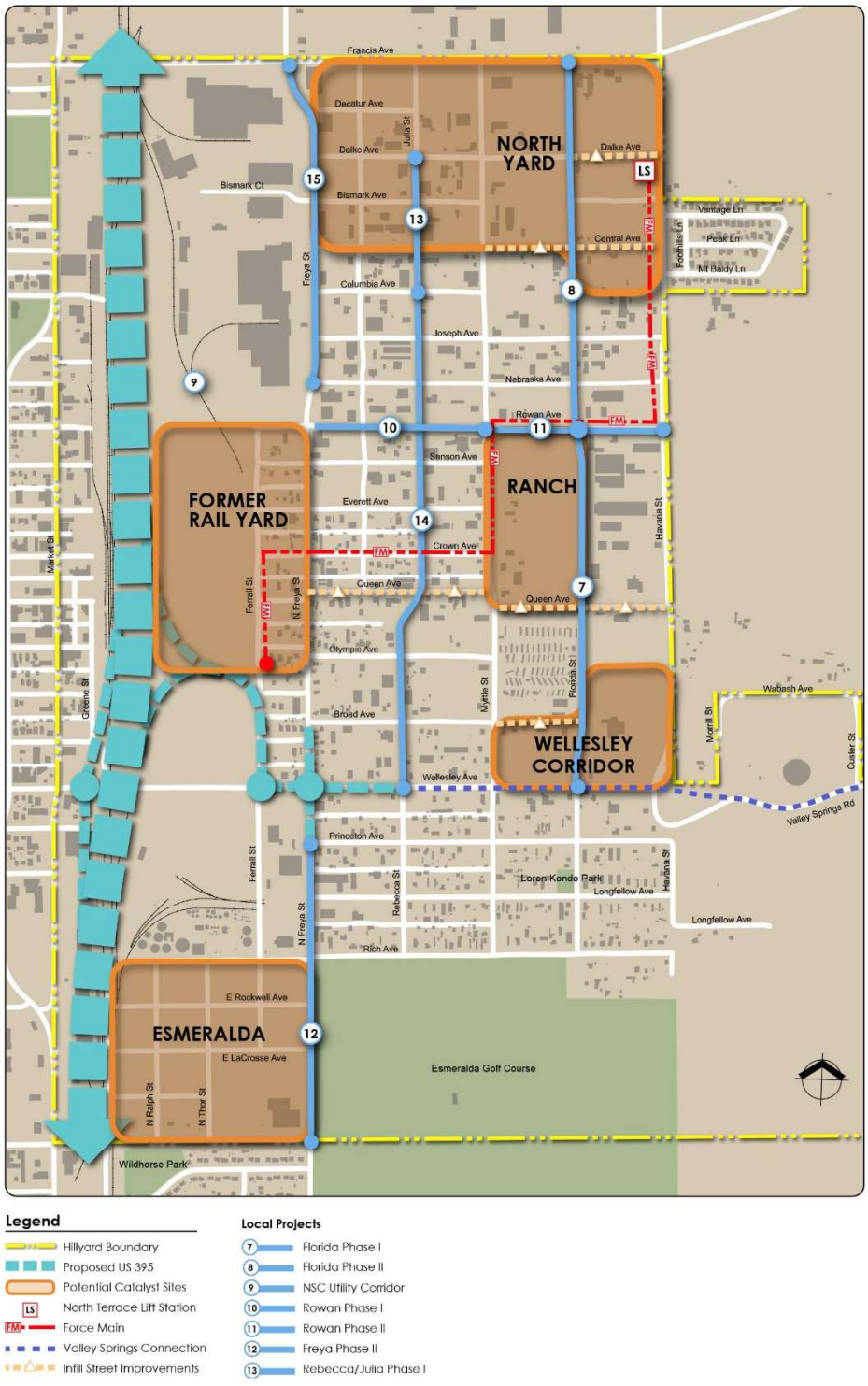


Figure 3 – Local Projects: Priority Infrastructure Improvements (The Yard Redevelopment Master Plan 2017)

Existing Utilities Characteristics

As communities plan for revitalization and aim to attract new community-serving uses through infill, redevelopment, and adaptive reuse projects, it is important to assess the existing utility conditions, including planned near-future utility improvements. This review serves as baseline data for assessing the community's ability to serve current and future land uses, and to identify utility infrastructure strategies that would better position the Focus Area for near- and long-term revitalization. The Project Team did not conduct a detailed system analysis or survey of existing infrastructure. The source materials used in this review include the following:

- 2024-2029 Citywide Capital Improvement Program "CIP"
- City of Spokane Comprehensive Plan "Comp Plan"
- The Yard Redevelopment Master Plan by Maul, Foster, Alongi (2017) "YRMP"
- Hillyard Infrastructure Assessment and Needs Analysis by Maul, Foster, Alongi (2015)
- Hillyard Industrial Area Stormwater Management Alternatives by Maul, Foster, Alongi (2020)
- City of Spokane Broadband Assessment by Petrichor Broadband (2023)
- City of Spokane Water System Plan (2023)
- The Map Spokane On-line GIS Application (accessed various times in 2023 and 2024)
- Comments by City staff resulting from review of Existing Utilities Memo (2024)

Potable Water Service

The City of Spokane is the sole water purveyor in the Focus Area. The City obtains its potable water supply from the Spokane Valley-Rathdrum Prairie Aquifer via multiple source wells. Potable water is conveyed through a system of pumps, reservoirs, and over 1,000 miles of water mains and smaller trunk lines. Some of the potable water conveyance pipes date back to World War II and earlier. The Capital Facilities Plan (contained within the Comprehensive Plan) states that the total system pumping capacity is 282 million gallons per day (MGD). The City's water system does not extend north of the Focus Area, and potable water for many of these properties is supplied by Water District 8.

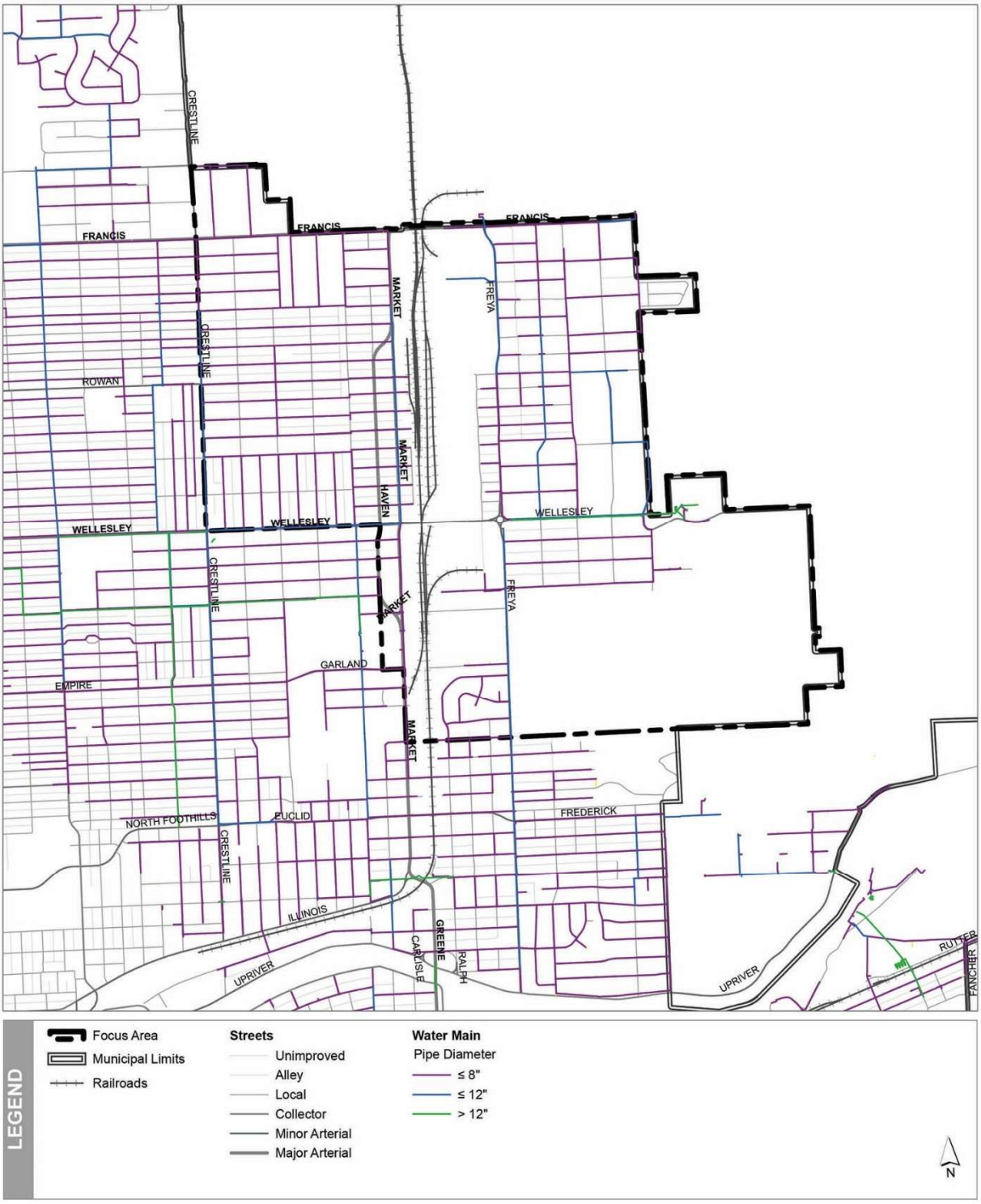


Figure 4– Existing Water Lines in Focus Area

West Hillyard

West Hillyard is generally well-served with water infrastructure. Most rights-of-way have water mains beneath streets where adjacent properties can connect for service. 30" transmission mains run beneath Central Ave, Wellesley Ave, and Haven St; these serve as the primary water sources where individual distribution lines then bring water service to individual properties.

Hillyard Residential Plan Area - A 12" ductile iron (DI) water line distributes water throughout the legacy Hillyard residential neighborhood. 6" cast iron (CI) water lines distribute water east and west and a few 6" CI water lines distribute water north and south. Currently, there are no water lines along Stone St (between Queen Ave and Francis Ave) or Lacey St (between Queen Ave and Central Ave) which pass in the north-south direction through the neighborhoods, whereas most properties could connect into water mains located on the side streets.

Hillyard Business District - The 30" steel transmission line on Haven St and a 12" water line on Market St serve as the backbone for the water distribution system in the Hillyard Business District. The water line on Market St starts off as a 12" DI water line near Wellesley Ave and reduces to 8" DI near Francis Ave. 6" DI water lines distribute water east and west throughout the neighborhood. No water lines are present along Regal St (between Queen Ave and Central Ave).

East Hillyard

East Hillyard has several geographic areas that are adequately served with water infrastructure, but other areas in the Yard lack water mains adjacent to catalyst sites. A 24" to 30" transmission main extends beneath Wellesley Ave and connects to the North Hill reservoir near Beacon Hill. A 30" transmission main runs beneath Freya St (south of Wellesley Ave). Stemming from the transmission mains, local distribution mains extend throughout East Hillyard.

The Yard Plan Area – The City provides potable water to The Yard through a network of pipes varying in size from 4" to 12". A 24" DI transmission main runs from the North Hill reservoir west along Wellesley Ave and transitions to 30" DI at Freya St. The transmission main and a parallel 10" CI line serve as the backbone of the water distribution system within the Yard. Primary distribution mains branch off the parallel water main and they run north-south along Freya St, Rebecca St, Julia St, and Myrtle St. Existing water distribution system provides a reasonable level of service to the Yard and the existing transmission mains provide high pressures and flows to most of the area. Currently, there are no water lines along Florida Street (between Queen Ave and Wellesley Ave, and between Drake Avenue and Rowan Ave), Havana Street (between Queen Ave and Joseph Ave), and Queen Avenue (between Myrtle St and Florida Street).

E. Wellesley Business District – A 10" CI water line serves Wellesley Ave between Freya St and Havana St. Freya St is served by a 12" DI water line between Princeton Ave and Wellesley Ave. Currently, there is no water distribution infrastructure present on the side streets of Rebecca St, Myrtle St, and Florida St (between Princeton Ave and Wellesley Ave), but the majority of lots along these rights-of-way also have frontage with east-west rights-of-way that do contain adequate distribution.

Esmeralda Plan Area – Freya St is served by a 12" DI water line between Garnet Ln and Princeton Ave. Longfellow Ave is served by a 6" DI water line and Rich Ave is served by a 6" CI water line. Both water lines primarily serve residential development. The Hill Estates subdivision located west of the

Esmeralda Golf Course is served by looped 6" DI water lines. Currently, there is no water distribution infrastructure present on the side streets of Rebecca St, Myrtle St, and Florida St (between Rich Ave and Princeton Ave), but the majority of lots along these rights-of-way also have frontage with east-west rights-of-way that do contain adequate distribution.

Beacon Hill Plan Area – There is an 8" DI water line on Longfellow Ave which serves a single-family home and a fire hydrant. Beacon Hill is undeveloped and does not have any water infrastructure. However, a large portion of the western slope is being developed as a residential subdivision, the developer successfully tested a new water booster station in 2023 and subsequently received a permit from the City to install a 57,000-gallon water storage tank. Water utility lines are being installed as part of the initial roadway infrastructure.

Planned Water Projects (CIP)

The 2024-2029 Citywide Capital Improvement Program (CIP) identifies several water improvement projects in and around the Focus Area; these are listed and summarized in Table 2 and arranged by Plan Areas. As the community plans for revitalization, it will be important to recognize these utility-related investments and plan for land uses (and urban intensities) that capitalize on the expanded utility services they will soon provide. Figure 5 depicts the planned water line improvements pursuant to the City's CIP. Projects that have been completed or are nearly complete, as indicated by City Staff, have been omitted from Table 2.

Table 2 Planned Water Projects in the Focus Area – 2024-2029 CIP

Project	Description
Focus Area	
WAT-2016-94	The Well Evaluation Study determined that the new vertical well field on the Electric Well Station property will meet the objectives of improving the reliable capacity and augmenting yields. This project funds the investigation needed to construct a new well station. Design was anticipated to begin in 2021. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 1.3 Maintenance.
E. Wellesley Business District	
WAT-2015-118 – NSC Wellesley Ave Transmission Main	Existing riveted steel water main constructed in the 1900s to be replaced with 30" ductile iron main along Wellesley Ave from Market St to Freya St. Replacement required as part of the North Spokane Corridor (NSC) project. Project design has been completed and construction was scheduled to begin late 2019. Work will be coordinated with project IPM-2017-111. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 3.2 Coordination of Utility Installations.
WAT-2018-43 – Wellesley Ave Freya St to Havana St Main Replacement	Replacement of existing cast iron mains with 12" DI along Wellesley Ave between Freya St to Havana St Design and construction of this project is coordinated with project 2018091. Work will be completed along with reconstruction of Wellesley Ave, IPM-2018-98. Project meets comprehensive plan goals CFU 1.2 Operational Efficiency and CFU 1.3 Maintenance.

Table 2 Planned Water Projects in the Focus Area – 2024-2029 CIP	
Project	**Description**
The Yard	
WAT-2017-26 – Freya St Transmission Main Garland Ave to Francis Ave	Construction of 30" ductile iron transmission main along Freya St between Wellesley Ave and Francis Ave. Existing 30" steel line to be replaced with 30" ductile iron main along Freya St between Garland Ave and Wellesley Ave. Project design to begin in 2024 and construction is anticipated to begin in 2025. Work will be completed along with reconstruction of Freya St, IPM-2017-101. The project meets comprehensive plan goals CFU 1.2 Operational Efficiency, CFU 1.3 Maintenance and CFU 3.2 Coordination of Utility Installations.

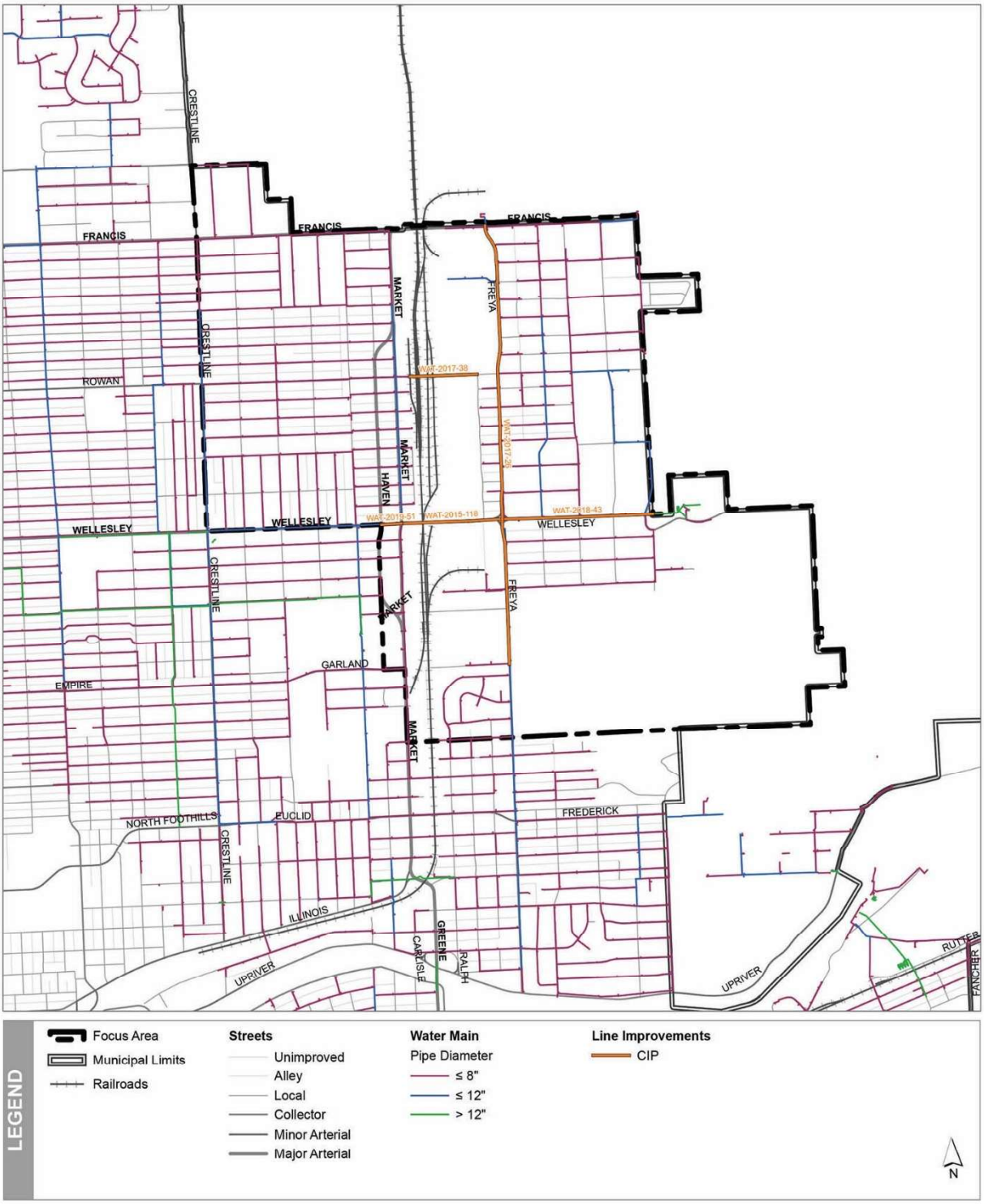


Figure 5 - Planned Water Line Improvements – (Capital Improvement Program 2024-2029)

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Jsgyw$Evie$fyxevirsx$vtigmjmgep}$sgexih${mdmr$li$kiskvetlmg$fsyrhevmiwerhlexevirsx$hmvtqe}ih$livi2$

Sanitary Sewer Service

The City of Spokane is responsible for the operation and maintenance of the wastewater collection system in the Focus Area. The City collects, conveys and treats wastewater from residential, commercial, and industrial sources, then discharges the treated effluent to the Spokane River, with emphasis placed on protecting the underlying aquifer and sole water source.

The following describes the current sanitary sewer infrastructure, including planned sanitary sewer improvement projects (pursuant to other City-policy documents) – this information is presented for the two main geographic areas within the Focus Area (West Hillyard and East Hillyard).

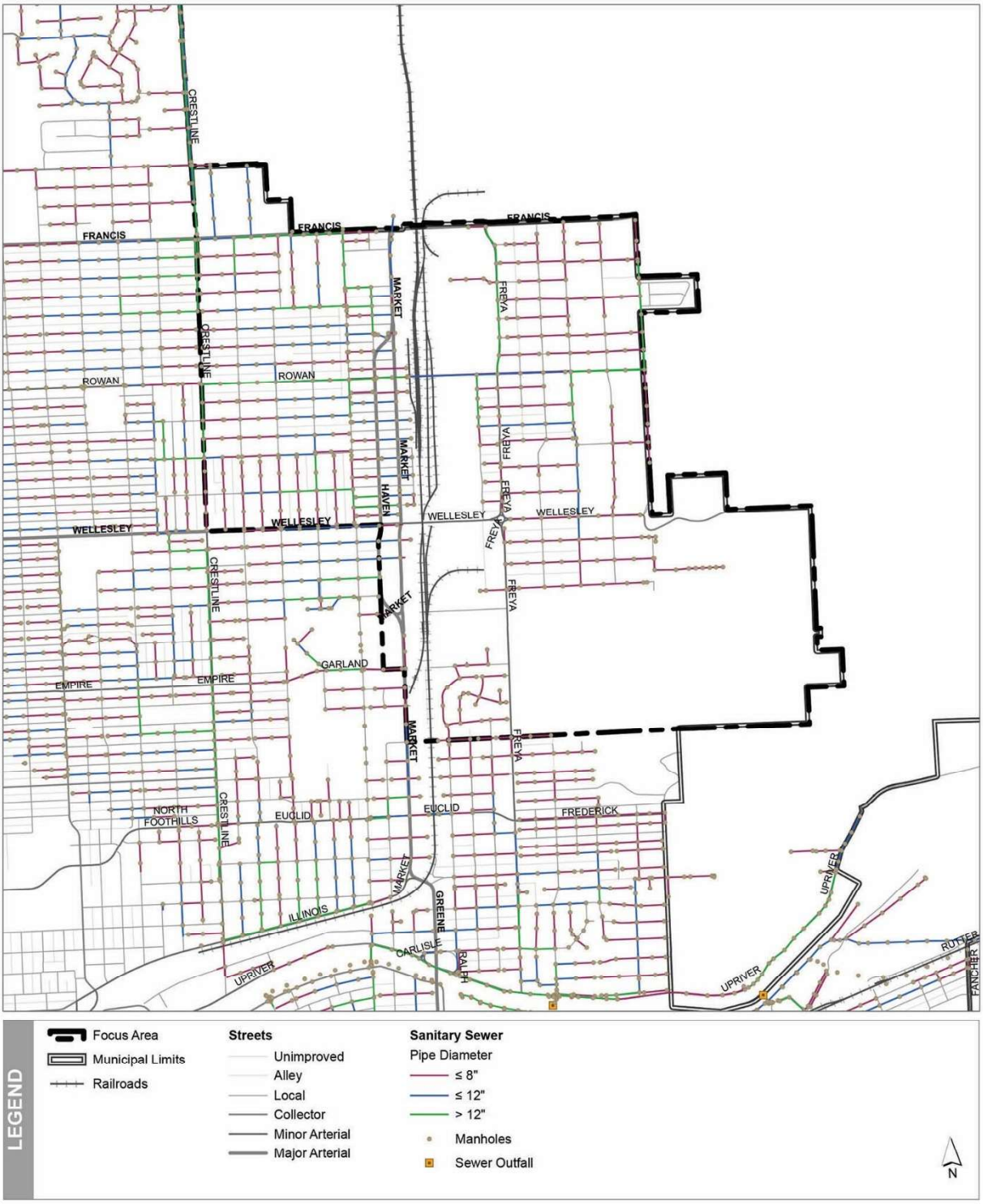

Figure 6– Existing Conditions – Current Sanitary Sewers Lines

West Hillyard

West Hillyard is served by distribution mains ranging from 8" to 15" that pass through both the residential neighborhoods and Business District. The primary transmission main is a 24” to 36” interceptor in Regal St. This interceptor conveys wastewater from West Hillyard to the North Interceptor, which runs parallel to the Spokane River and ultimately to the Riverside Park Water Reclamation Facility. The West Hillyard sanitary sewer system is generally in good condition and has adequate capacity to handle current and projected flows.

East Hillyard

The eastern portions of the Focus Area are also served and connected to the City’s centralized sanitary sewer network. The sanitary sewers convey wastewater to the Northeast Terrace Lift Station, where it is pumped across the NCS where it resumes gravity flow in the Regal St interceptor in West Hillyard. There is a possibility that isolated stormwater downspouts may be connected to the sanitary sewer system.

The Yard Plan Area – The City’s sanitary sewer pipes serving this area range from 8” to 18”. Most of the pipes drain to the Northeast Terrace Lift Station at Dalke Ave and Havana St. From there, a 14” force main pumps the wastewater to West Hillyard. The existing sewer pipes can handle current and future wastewater flows in the area. In past studies, the City used zoning information to calculate the pipe capacity and found that the 15” and 18” pipes are sufficient for future development. An 8-in force main is currently being installed parallel to the existing 14-in force main to increase the pumping frequency and manage HS2.

E. Wellesley Business District – Multiple 8” pipes connect to 10” and 12” lines in Myrtle. The wastewater from the district discharges north to the Northeast Terrace Lift Station.

Esmeralda Plan Area – The sewer pipes north of the golf course are routed to the Northeast Terrace Lift Station. Smaller 8” pipes connect to the 10” line in the E. Wellesley Business District. The Hill Estates subdivision west of the golf course features 8” pipes that drain south.

Beacon Hill Plan Area – The Beacon Hill Plan Area is mostly undeveloped and has no sewer pipes to accommodate future development. However, a developer entity is currently developing the land for a new residential project and is presently constructing streets and utility lines.

Planned Sanitary Sewer Service Projects

City Staff has indicated that sanitary sewer capital projects outlined in the 2024-2029 Citywide Capital Improvement Program (CIP) have all been completed.

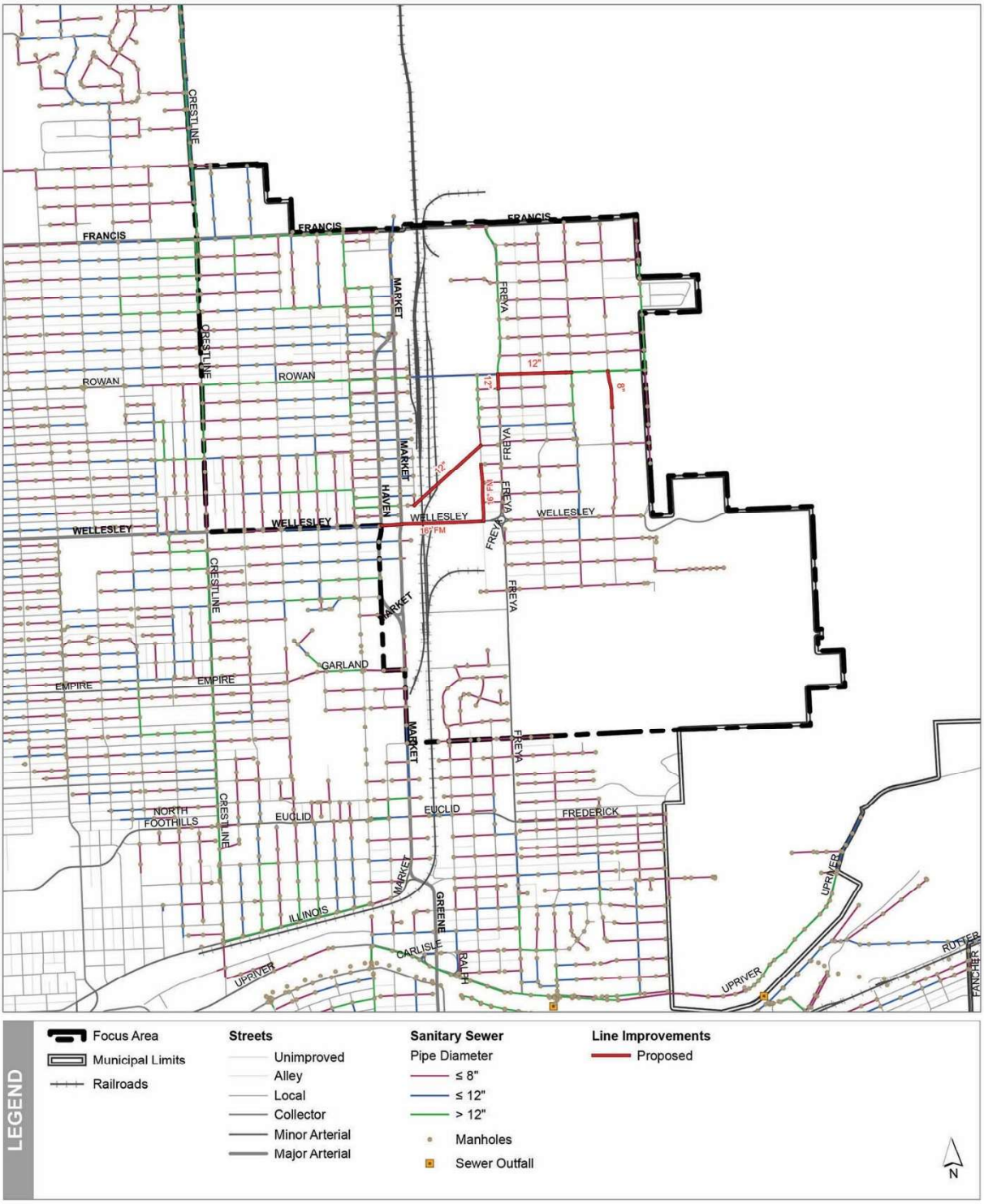

Figure 7 - Proposed Sanitary Sewer Lines Improvements – (The Yard Redevelopment Master Plan)

Drainage and Stormwater Management Facilities

Emphasis on YRMP section The City of Spokane collects and conveys stormwater runoff from the Focus area by way of inlets, pipes, biofiltration basins, underground injection controls (UICs) and outfalls. The current drainage infrastructure is provided to guard against flooding and protect water quality and natural stormwater systems. The Focus Area is located over the Spokane Valley-Rathdrum Prairie Aquifer, which is the region's sole source of drinking water. Therefore, stormwater management is critical in protecting water supply from contamination. The soils in the Focus Area vary in their infiltration capacity, depending on the depth and type of the aquifer sediments, but are generally well-suited for discharge by infiltration.

The following describes the current drainage-related conditions, including planned drainage improvement projects (pursuant to other City-policy documents) – this information is presented for the two main geographic areas within the Focus Area (West Hillyard and East Hillyard). Figure 8 depicts the existing drainage facilities in and around the Focus Area (this figure only includes public infrastructure and not private stormwater management facilities on individual properties).

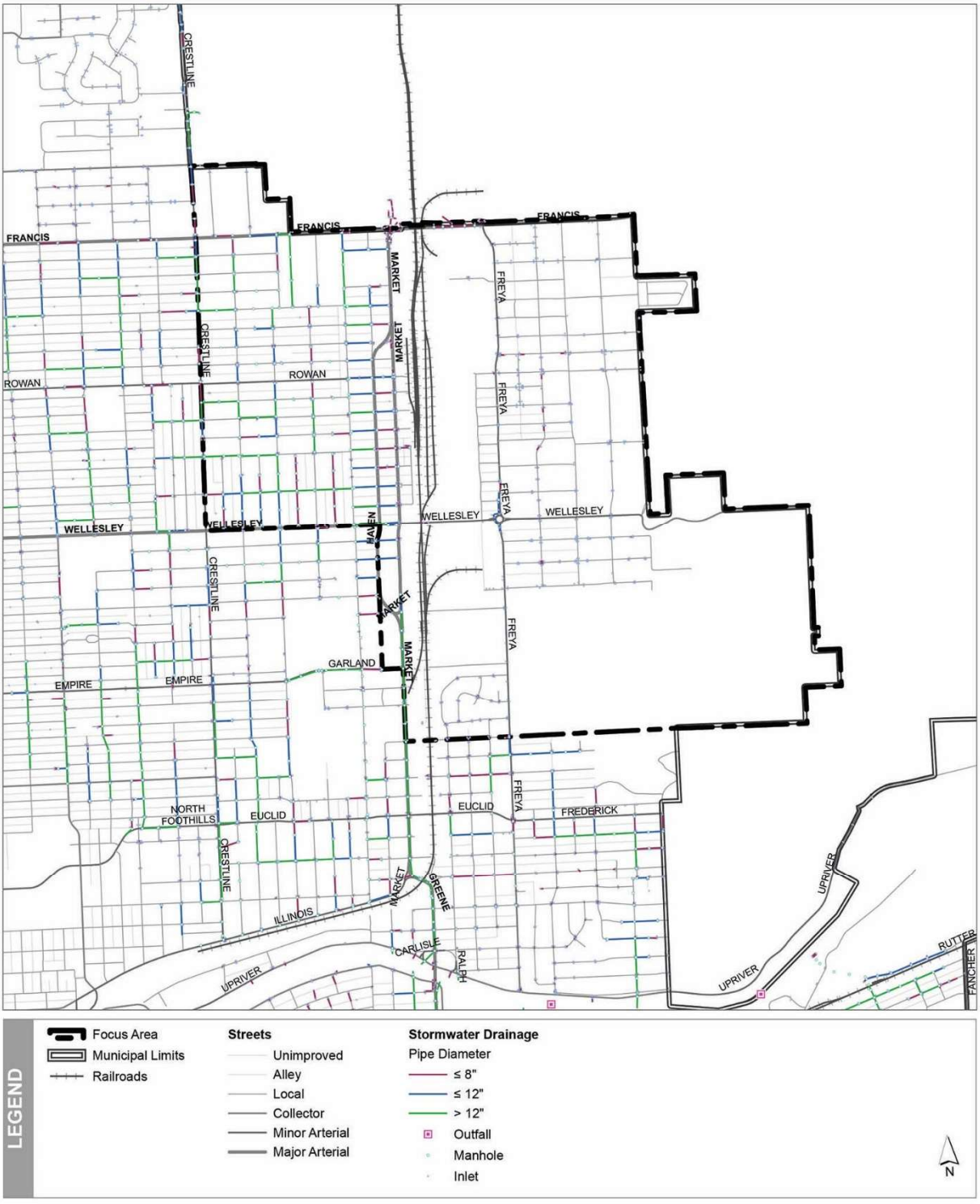

Figure 8 – Existing Conditions – Storm Drainage System

West Hillyard

West Hillyard is located within the Cochran Basin watershed and is served by storm sewers that outfall to the Spokane River via a large diameter (42"-54") interceptor. Some areas in West Hillyard also have biofiltration treatment facilities, which discharge stormwater into the ground after treating the water by trapping sediments, oil, grease, and other pollutants.

Hillyard Residential Plan Area – Runoff from this neighborhood is conveyed to inlets in adjacent streets, where it enters the storm sewers and flows south toward the Spokane River where it ultimately discharges. There are no existing regional stormwater systems in this area. Large diameter storm lines located on Wabash Ave, Sanson Ave, Nebraska Ave, and Central Ave convey runoff from the residential area to the storm main in the Hillyard Business District.

Hillyard Business District –This District drains to a storm main on Regal St, which begins as a 12" line near Francis Ave, becomes 48" near Wellesley Ave and continues to grow south of the Focus Area. The eastern part of the business district is drained by storm lines varying in size from 10" to 15". A large stormwater pond along Market St north of Columbia Ave serves as a detention and treatment facility for the runoff from the NSC.

East Hillyard

East Hillyard is served primarily by UICs. Some areas in the Focus Area also have swale biofiltration treatment facilities, which discharge stormwater into the ground after treating the water by trapping sediments, oil, grease, and other pollutants in a vegetated soil media.

East Hillyard has a long history of industrial and railroad activities. As a result, there are numerous cleanup sites registered with the State of Washington's Department of Ecology (DOE). The active sites are named the BNSF Railway Black Tank Property, Burlington Northern Yard, SemMaterials LP Spokane, BNSF RR Bunker C Spill Area, Aluminum Recycling Corp, and Sicilia Trucking. Pollutants of concern for the active cleanup sites include Halogenated and Non-halogenated Organics, Petroleum, Naphthalene, Polycyclic Aromatic Hydrocarbons (PAHs), Chloride, Fluoride, Nitrates, Nitrites, and Lead. All of these sites impact the soil and are therefore of concern to the groundwater. Several other cleanups are documented with DOE as "Cleanup complete", including a lead soil site at the historic BNSF rail yard.

The Yard Plan Area – The existing development generally drains runoff to inlets in adjacent streets, where it enters the storm sewers and flows to numerous nearby single UICs. There are no existing regional stormwater systems for treating stormwater.

E. Wellesley Business District – Most stormwater in this district is treated by UIC with the exception of a biofiltration basin adjacent to the new roundabout of Freya St and Wellesley Ave.

Esmeralda Plan Area – Stormwater in this district is solely treated by UIC.

Beacon Hill Plan Area – The Beacon Hill Plan Area currently contains no public stormwater infrastructure.

Planned Drainage/Stormwater Management Projects (CIP)

The 2024-2029 Citywide Capital Improvement Program (CIP) identified several drainage improvement projects in and around the Focus Area. As the community plans for new employment, housing, and commercial services, it will be important to recognize these drainage-

related investments. All projects have been completed except PIM-2017-101 – Construction of drainage and streetside bio-filtration facilities along Freya St from Garland Ave to Francis Ave. Design for first phase is in progress.

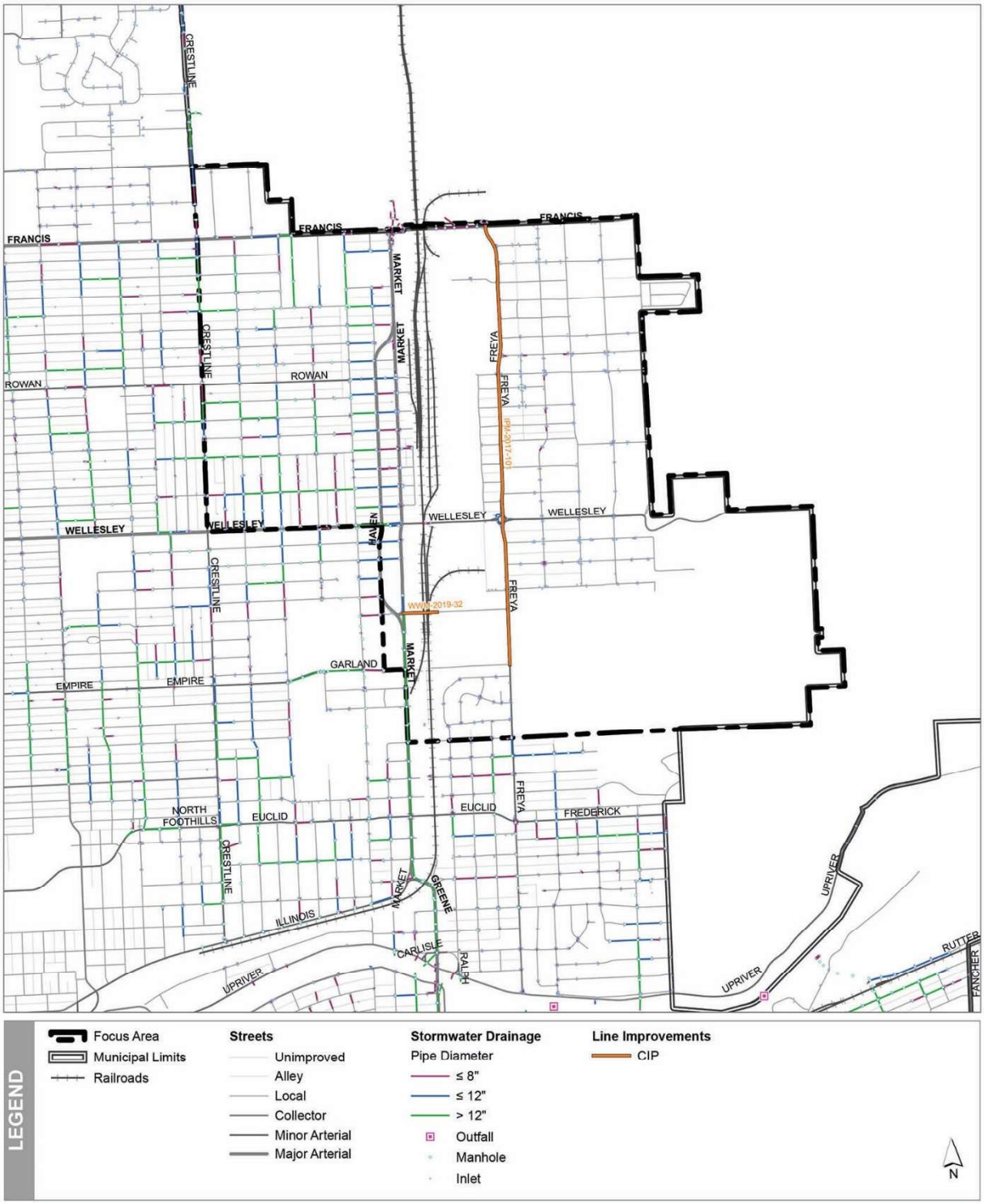

Figure 9– Planned Storm Drainage System – (Capital Improvement Program 2024-2029)

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Broadband

In 2023, Petrichor Broadband produced the *City of Spokane Broadband Assessment* report for the City of Spokane to provide a planning-level analysis of the community's broadband accessibility and strategies to improve service. The *City of Spokane Broadband Assessment* was a crucial component to address (and improve) broadband service in the three Public Development Authorities (PDAs) in the City: *Northeast (NEPDA), University District,* and *West Plains/Airport Area* PDAs (see Figure 10). These service areas were ideal focal points for the study as they contain some of the highest concentrations of disadvantaged households in the City.

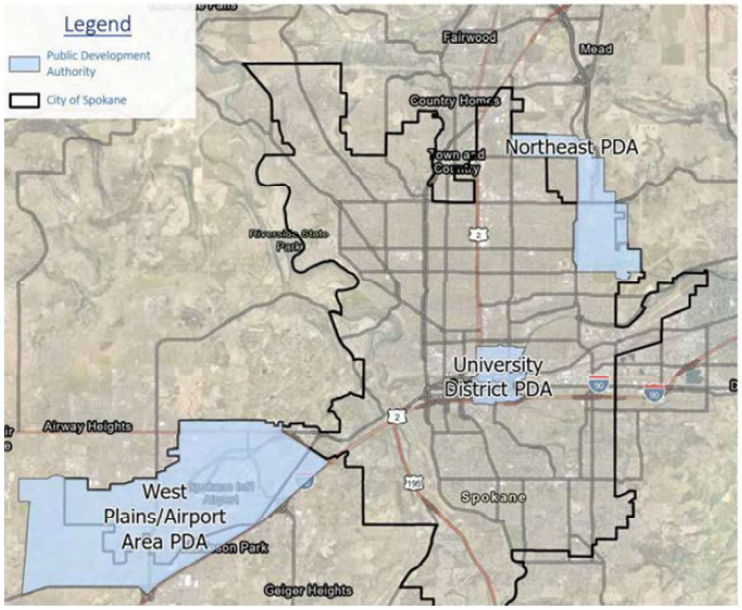


Figure 10 – Public Development Authorities in Spokane – (City of Spokane Broadband Assessment 2023)

The City has developed Target Investment Areas, see Figure 11, based on four criteria:

- Community opportunity and support.
- What the City has accomplished or hopes to accomplish in areas of infrastructure and capital investments.
- Available incentives.
- Level of continued resources and staff support needed.

This approach allows the City to tailor incentives to each type of zone. Available incentives include Multi-Family Tax Exemption, Historic Preservation and New Market Tax Credits.

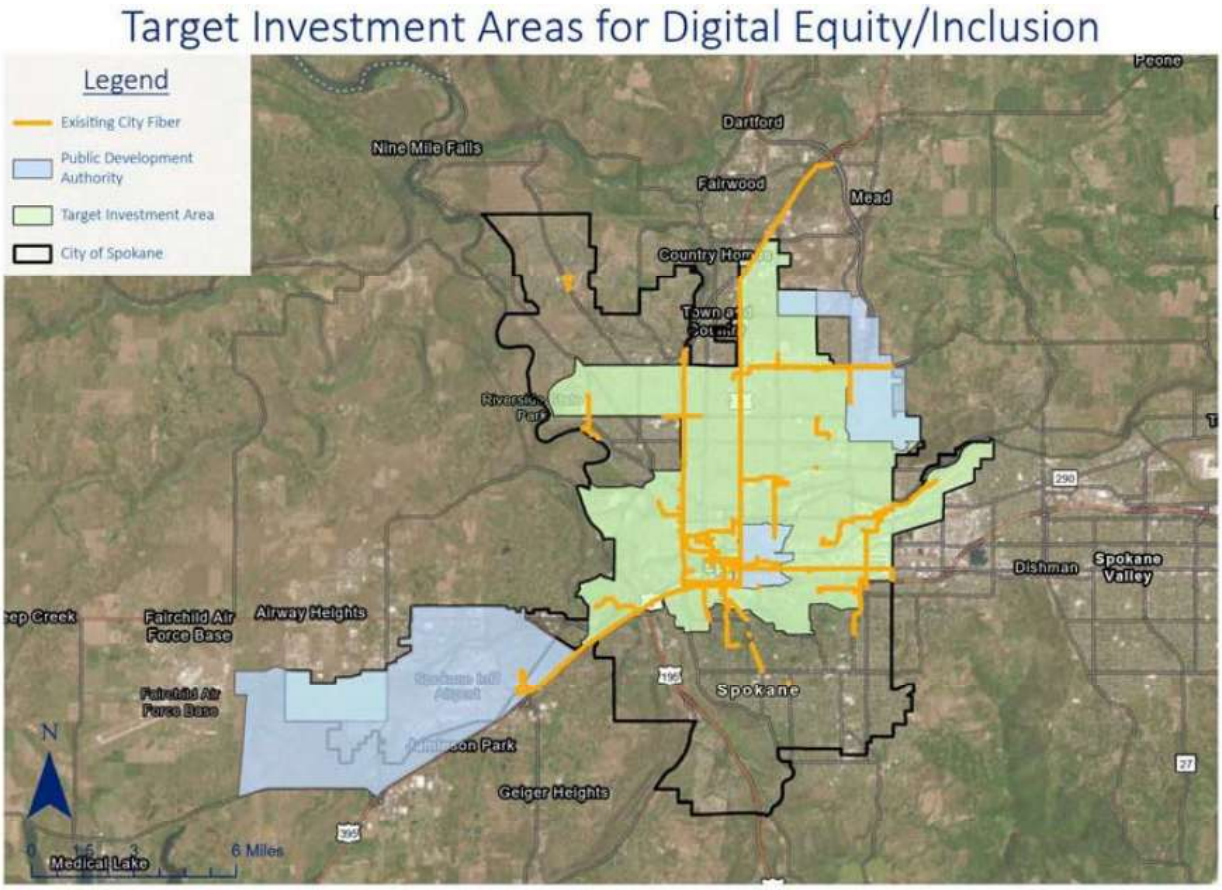


Figure 11 -Target Investment Areas for Digital Equity/Inclusion

Robert Gallardo, PhD a professor at Purdue University, developed the Digital Divide Index (DDI) in 2020 to gauge the digital inclusion for all socioeconomic groups within a geographic area. Data for the City's DDI, see Figure 12, was obtained from the American Community Survey and Ookla speed test crowd sourced data. People who took the Ookla speed tests in the City all reported data speeds under 100/20 Mbps. Lower upload speeds could be the result of old routers and poor performing computers. Oversubscribed and poor performing networks contribute to some of the service discrepancy. People living below the poverty line, people with disabilities and people lacking computer access further increase the digital divide in the region. DDI can be used by community members and broadband providers to analyze and improve broadband adoption and digital equity as communities work to remove the digital divide. The DDI for the Focus Area was in the low category when the Petrichor report was written, but has since been elevated to the moderate range (score of 16.09/100).

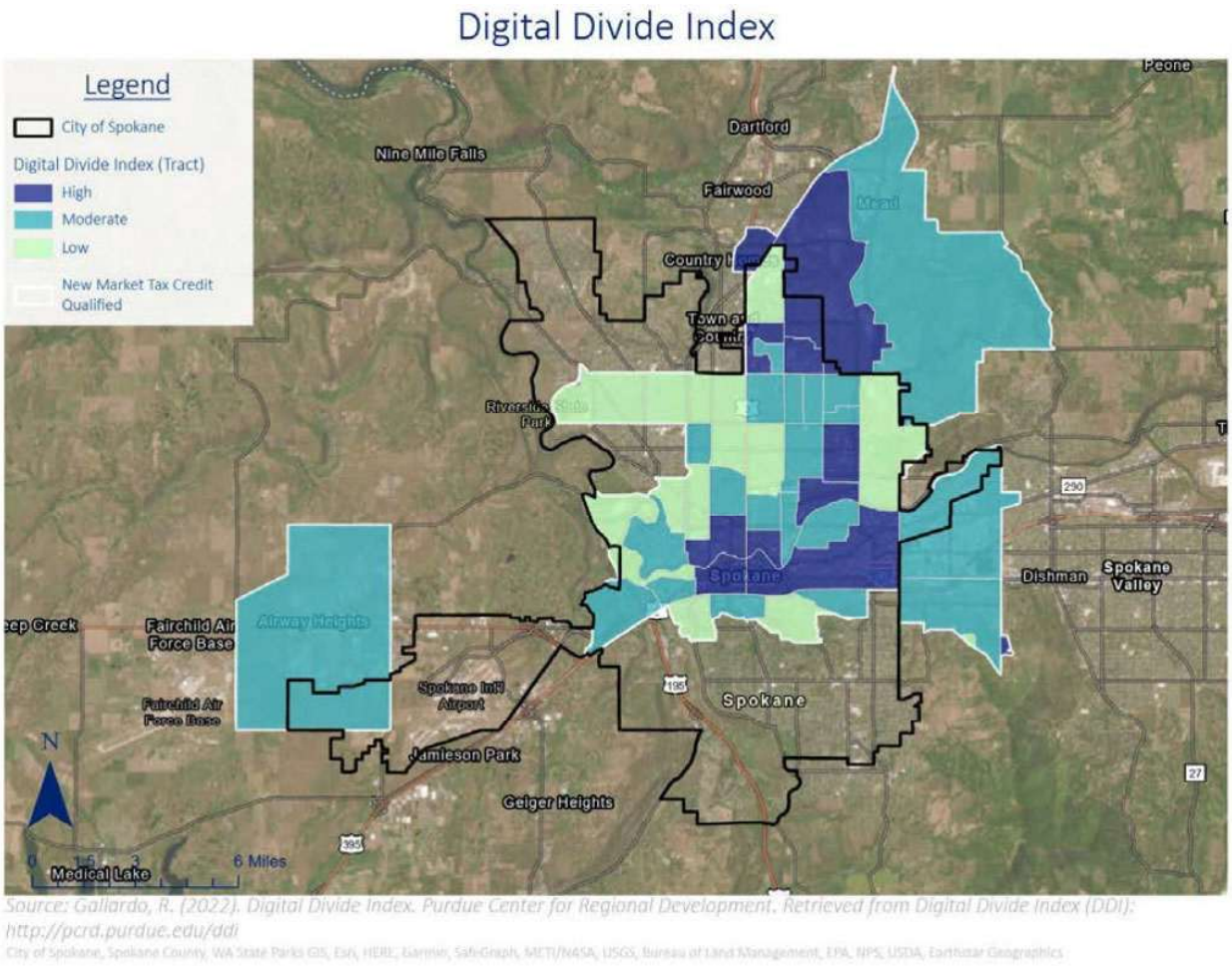


Figure 12 -Digital Divide Index

Figure 13 shows existing private sector and city fiber routes within the Northeast PDA district. NEPDA has good fiber infrastructure from which to build.

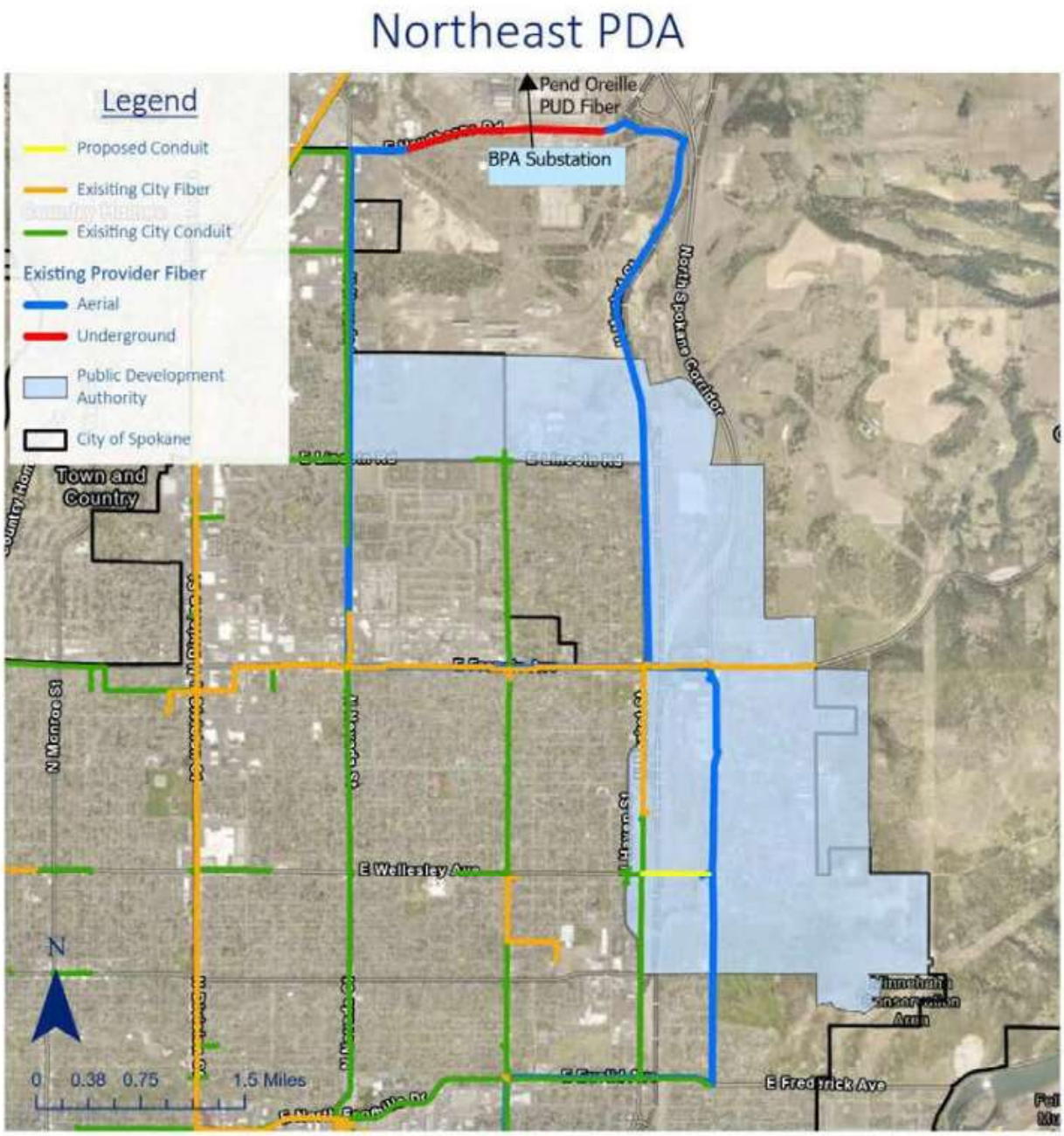
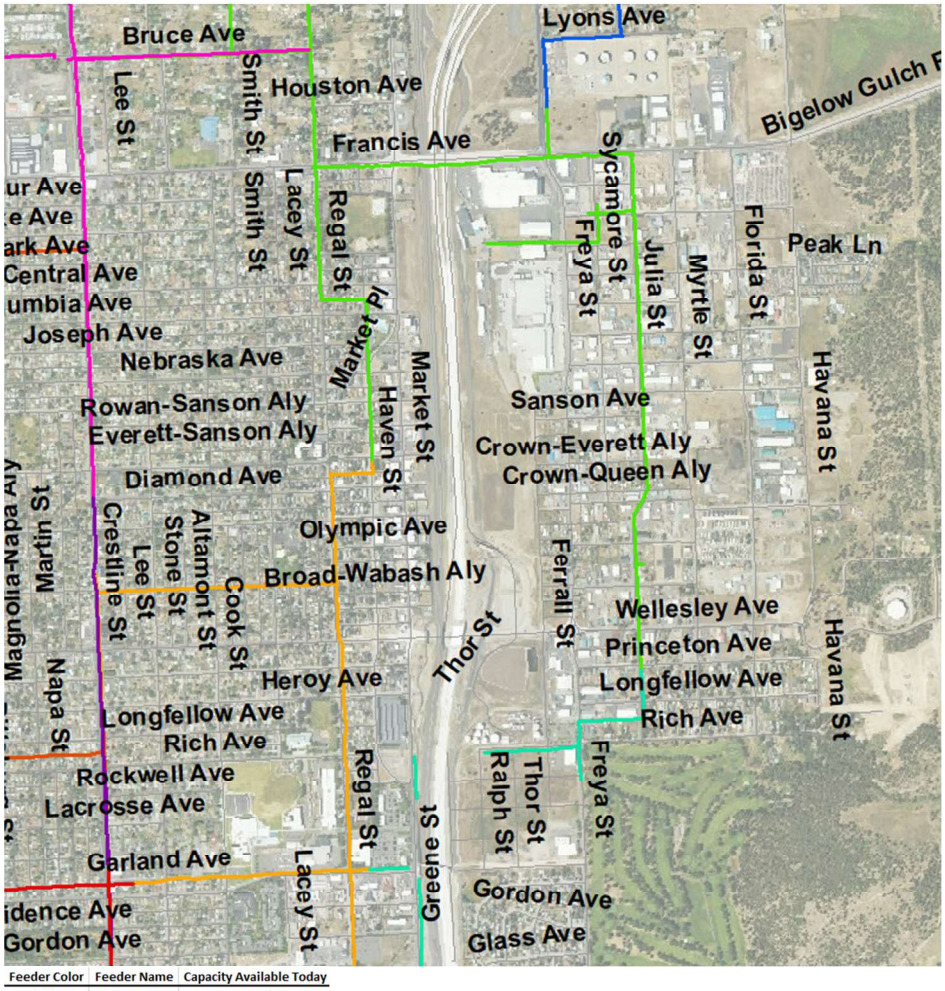


Figure 13 – Existing Fiber Condition

Electrical Power

Electrical power in the Focus Area is provided by Avista Utilities, a regional energy service provider. Avista's power generation comes from a blend of mostly renewable energy sources as outlined in Table 9.3.2 and serves portions of Eastern Washington and Northern Idaho. Power to the Focus Area is provided by transmission lines to the Northeast Substation then by above- and below-ground feeder and distribution lines to serve residential and industrial customers within the Focus Area. See Figure 14 for a map of power feeders and their capacities in the Focus Area.

Table 9.3.2 Avista Electrical Power Sources		
Source	**Renewable?**	**Percentage**
Hydro	Yes	48%
Wind	Yes	9%
Biomass	Yes	2%
Natural Gas	No	33%
Coal	No	8%



Feeder Color	Feeder Name	Capacity Available Today
Pink	NE12F1	1MW*
Blue	NE12F3	500kVA
Lime	NE12F4	500kVA*
Mint	BEA12F2	none
Light Orange	BEA12F5	none
Purple	ROS12F1	1MW
Red	ROS12F6	500kVA
Dark Orange	L&S12F2	500kVA
		*feeder topography changing 7/24 and will have different capacity

Figure 14 – Existing Electrical Feeders – (provided by Avista)

A summary of electrical projects planned by Avista for the Focus Area can be found in Table 3.

Table 3 Planned Electrical Power Projects	
Project	**Description**
Crestline Feeder Line	There are plans to update the feeder line on Crestline Drive with service coming from the west via Bruce/Lions.
Upgrade to Northeast Substation	There are plans to increase the power capacity at the Northeast Substation from 15,000 kVA to 20,000 kVA.
Future Florida/Dalke Substation	Long-range plans to construct a new substation at the intersection of Florida St and Dalke Ave. Transmission lines would follow the foot of Beacon Hill.

Natural Gas

Natural Gas in the Focus Area is provided by Avista Utilities, a regional energy service provider. Avista has provided existing level of service for the independent Plan Areas. Mostly, these are "Good" or "Excellent", but the E. Wellesley Business District and the Beacon Hill District are listed at a "Fair" level of service.

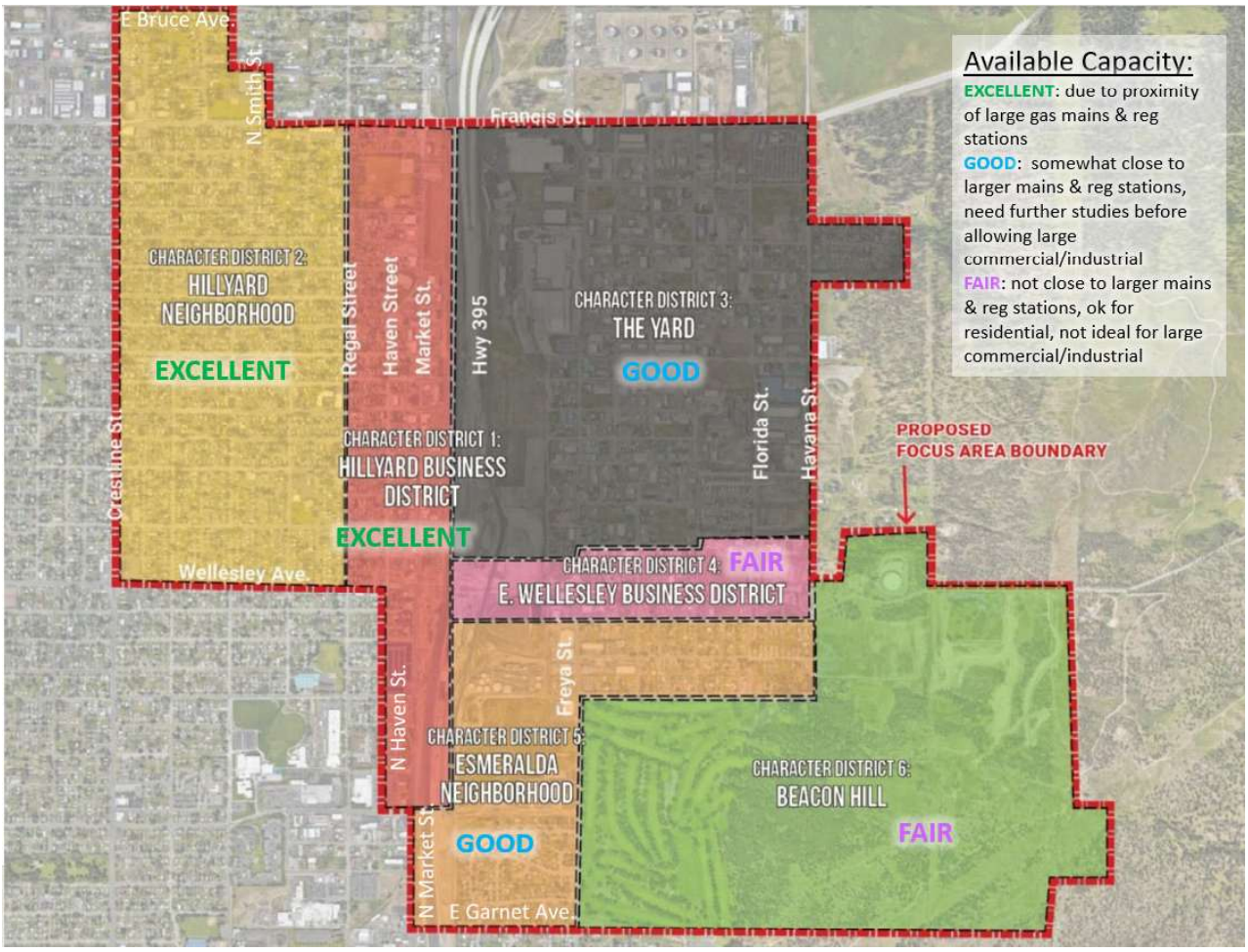


Figure 15 – Existing Gas Level of Service – (provided by Avista)

Current and Projected Utility Demand and Deficiencies

Potable Water Service

The City's Comprehensive Plan sets a Level of Service goal for the water system operating pressure to be 45 psi, but acknowledges that this is not achieved throughout the entire network on all days, and therefore also establishes a minimum requirement of 30 psi.

The Capital Facilities Plan (contained within the Comprehensive Plan) states that the highest recorded maximum day demand (MDD) for the City's water system is 188 MGD, which is 67% of the system's pumping capacity and therefore supply is adequate.

The City's Water System Plan notes some deficiencies in the North Hill Pressure Zone, which contains the Focus Area. These deficiencies include end of useful life of mains and insufficient standby storage volume.

The known water service deficiencies in the Focus Area are listed and summarized in Table 4.

West Hillyard

Water infrastructure is in place in most rights-of-way, lessening the financial burden to extend water line great distances to serve a specific (re)development project. The old age of some of the conveyance pipes could pose risks to the water system's performance and public safety. Pipes of substandard pipe (6 inch) could fail to meet level of service standards for specific (re)development projects, depending on that developments water demand.

East Hillyard

As documented in the Yard Redevelopment Master Plan (2017), portions of the existing potable water service system do not meet current City standards and is unable to fully serve future industrial use based on user demand.

The Water System Plan notes that the Freya St Transmission Main needs replacement because of old age, and that additional transmission is needed to support growth in the Yard.

Table 4 Known Water Deficiencies

Topic	Location	Description
Stagnation issues and gaps	The Yard Plan Area	Poor water circulation due to dead end mains and isolated gaps along several streets including Bismark Ave, Joseph Ave, Central Ave and Sanson Ave.
Low fire flow due to substandard pipe sizes	The Yard Plan Area	Undersized 6" water mains located on Dalke Ave, Columbia Ave, Everett Ave, Princeton Ave, Rich Ave, Myrtle St, Florida St and Havana St

Infrastructure Age	Various locations	With the significant age of some water mains comes the risk of substandard material and/or deterioration, which could negatively impact public safety (water quality), performance (leaks, bursting), and serviceability
Inadequate Transmission	East Hillyard	No transmission main exists through the Yard Area. Existing Freya St Transmission south of Wellesley Ave is approaching the end of its useful life.
Insufficient Standby Storage Volume	North Hill Pressure Zone	Water System Plan notes additional reservoir is needed for this pressure zone to achieve the minimum required standby storage volume.

Sanitary Sewer Service

The City's Comprehensive Plan sets a Level of Service goal for the wastewater system to convey 100 gallons per day per capita (gpdpc).

West Hillyard

Based on a review of utility maps and readily available utility information, many of the sanitary service lines date back to World War II or earlier.

East Hillyard

Past infrastructure studies identified several sanitary sewer deficiencies. City staff has noted the possibility that some sites may have connected stormwater downspouts to sewer conveyance, which could pose environmental risks. The lift station is currently oversized and is anticipated to have sufficient capacity for future growth.

Some of the main sanitary sewer service issues are summarized below:

- **Unserved areas**. A 40-acre area near the northwest corner of the Esmeralda Golf Course, north of Garland Ave and south of Wellesley Ave is currently unserved by the City's sanitary sewer system. There may be viable points of connection to serve this area on Rich Ave, Garland Ave, and under the BNSF ROW. There is also no sanitary infrastructure to the west of Freya St between Garland Ave and Rich Ave in the Esmeralda Plan Area. The Beacon Hill Plan Area is highly undeveloped and does not have any sanitary infrastructure to support future development.
- **Pipe Age and Condition**. Some of the existing sanitary sewer pipes and manholes in the Focus Area are old, in poor condition, or conflict with other projects. For example, an existing 8" sanitary sewer pipe along Broad Ave between Ferrall St and Freya St in the E. Wellesley Business District conflicts with a proposed WSDOT roundabout at Freya St and Wellesley Ave. An existing 8" sanitary sewer main along Rowan Ave between Freya St and Myrtle St in the Yard Plan Area is undersized.

These deficiencies and impacts pose significant challenges and risks for the sanitary sewer system in the Focus Area. The City is working to address these issues and improve the wastewater collection and treatment in the area through various projects and programs, such as the Integrated Clean Water Plan, the Sanitary Sewer Management Program, and the Regional Sanitary Sewer Manual.

Information for existing sanitary infrastructure deficiencies was obtained from Hillyard Infrastructure Assessment and Needs Analysis.

Table 5 Known Sanitary Sewer Deficiencies

Topic	Location	Description
System condition and capacity	West Hillyard	Generally good, but some segments are aging and may be in poor condition.
Unserved areas	Esmeralda Plan Area and Beacon Hill Plan Area	Some areas have no sanitary sewer service or infrastructure (though a private development project is under construction in Beacon Hill which will include public utilities).
Sewer Age, Condition and Conflicts	E. Wellesley Business District and Yard Plan Area	Some pipes and manholes are old, in poor condition, and/or conflict with other planned development.

Drainage and Stormwater Management Facilities

The City of Spokane requires new projects to address stormwater management in accordance with the Spokane Regional Stormwater Manual. Development is also beholden to the Comp Plan's level of service requirements to prevent flooding of property during a 25-yr rainfall event and prevent damage to buildings during a 100-yr rainfall event. Stormwater management must address both detention and water quality standards, meaning that runoff must be treated before it is released to storm inlets and discharged or infiltrated on-site. The soils in the Focus Area vary in their infiltration capacity, depending on the depth and type of the underlying soils, but are generally suitable for disposal by infiltration. Historically, land use patterns forced runoff to streets, where it could mix with pollutants and enter the storm drainage system. Newer projects typically address stormwater on-site, taking up significant portions of developable land area for storm management facilities.

West Hillyard

The stormwater system in Hillyard faces several challenges and deficiencies that affect its performance and efficiency. Some of the main issues are:

Aging and undersized infrastructure. The storm sewers and storm mains in Hillyard are old and may not be able to handle the increased runoff from future growth and redevelopment. The storm main on Regal St, for example, is only 12" in diameter near Francis Ave and may not have enough capacity to convey the runoff from the upstream areas[2]. The storm lines in the eastern part of the Hillyard Business District also vary in size from 10" to 15", which may cause hydraulic inefficiencies and backups.

Stormwater pollution and contamination. As stormwater runoff flows over ground surfaces like roadways and parking lots, it can become contaminated, which is a concern because it can transport pollutants to the Spokane Valley-Rathdrum Prairie Aquifer, the sole source of drinking water for the region, or to the Spokane River, a vital habitat for fish and wildlife. Some of the common pollutants in stormwater runoff include sediments, oil, grease, heavy metals, bacteria, nutrients, pesticides, and trash.

Untreated stormwater discharges. The stormwater system in Hillyard consists of both separate and combined storm sewers. The separate storm sewers discharge stormwater to infiltration facilities, the Spokane River, and Latah Creek at over 100 locations, including many bridges. About 1 billion gallons of untreated stormwater enters the river annually. Combined storm sewers carry stormwater mixed with wastewater to the City's wastewater treatment plant when it rains. However, during moderate to heavy rainfall and snowmelt events, a combination of stormwater and untreated sewage can overflow to the Spokane River due to limited capacity at the treatment plant. These untreated combined sewer overflow discharges can impair the water quality and ecological health of the river.

There are a few known drainage-related service deficiencies that presently exist in the western geographies of the Focus Area based on a review of readily available GIS maps. The known drainage deficiencies in West Hillyard are listed and summarized in Table 6.

Table 6 Known Drainage Deficiencies in West Hillyard

Topic	*Location*	*Description*
Lack of regional stormwater systems	Western portion of the Hillyard Residential Plan Area	No adequate detention and treatment for runoff, increasing flood and pollution risk
Aging and undersized infrastructure	Hillyard storm sewers and storm mains	Old and small pipes that may not handle increased runoff from future growth and redevelopment
Stormwater pollution and contamination	Ground surfaces like roadways and parking lots	Runoff picks up contaminants and carries them to the river or the aquifer, affecting water quality and ecological health
Untreated stormwater discharges	Separate and combined storm sewers	Separate storm sewers discharge untreated stormwater to various locations, while combined storm sewers overflow to the river during heavy rain or snowmelt events

These deficiencies and impacts pose significant challenges and risks for the stormwater system in Hillyard. The City of Spokane is working to address these issues and improve the stormwater management in the area through various projects and programs, such as the Integrated Clean Water Plan, the Stormwater Management Program, and the Regional Stormwater Manual.

East Hillyard

The Focus Area has several drainage deficiencies that affect its stormwater management performance and efficiency. Some of the main issues are:

- **Lack of regional stormwater systems**. The western portion of the Focus Area does not have any regional stormwater systems that can provide adequate detention and treatment for the runoff from the area. This limits the stormwater management capacity and increases the risk of flooding and pollution. However, there are some vacant lots in the area that can pose opportunities for creating regional stormwater systems, such as shared UIC devices or swales, that can serve multiple parcels and reduce the on-site drainage burden for individual projects.
- **Aging and undersized infrastructure**. The storm sewers and storm mains in the Focus Area are old and may not be able to handle the increased runoff from future growth and redevelopment. For example, the storm main on Regal St, which serves the E. Wellesley Business District and the Esmeralda Plan Area, is only 12" in diameter near Francis Ave and may not have enough capacity to convey the runoff from the upstream areas. The storm lines in the eastern part of the Hillyard Business District also vary in size from 10" to 15", which may cause hydraulic inefficiencies and backups.
- **Stormwater pollution and contamination**. As stormwater runoff flows over ground surfaces like roadways and parking lots, it picks up contaminants and can carry the pollutants with it as it makes its way to either the river or the aquifer. Stormwater is a concern because it can transport pollutants to the Spokane Valley-Rathdrum Prairie Aquifer, the sole source of drinking water for the region, or to the Spokane River, a vital habitat for fish and wildlife. Some of the common pollutants in stormwater runoff include sediments, oil, grease, metals, bacteria, nutrients, pesticides, and trash. The Yard has a long history of industrial use, several known contaminated sites, and the possibility for several unknown and untreated contaminated sites.

These deficiencies and impacts pose significant challenges and risks for the stormwater system in the Focus Area. The City of Spokane is working to address these issues and improve the stormwater management in the area through various projects and programs, such as the Integrated Clean Water Plan, the Stormwater Management Program, and the Regional Stormwater Manual.

Table 7 Known Drainage Deficiencies in East Hillyard

Topic	*Location*	*Description*
Lack of regional stormwater systems	Western portion of the Hillyard Residential Plan Area	No adequate detention and treatment for runoff, increasing flood and pollution risk. Vacant lots offer opportunities for creating regional stormwater systems
Aging and undersized infrastructure	Storm sewers and storm mains in the Hillyard Business District, the E. Wellesley Business District, and the Esmeralda Plan Area	Old and small pipes that may not handle increased runoff from future growth and redevelopment. Some pipes need to be upsized or replaced

Stormwater pollution and contamination	Ground surfaces like roadways and parking lots in the Focus Area, contaminated sites	Runoff picks up contaminants and carries them to the river or the aquifer, affecting water quality and ecological health

Broadband

Petrichor has worked with the City's three Public Development Authorities to conduct an analysis of required broadband infrastructure.

Broadband Infrastructure Opportunities within Proposed Road Improvements –

Electrical Power Service

Avista has identified some service issues in the near- and long-term as outlined in Table 8.

Table 8 Avista Electrical Power Concerns

Issue	Discussion
Climate Commitment Act	The State of Washington's Climate Commitment Act could significantly limit the use of natural gas in future developments. Avista anticipates that customers who would have otherwise utilized natural gas (i.e. for heating, dryers, etc.) will instead rely more heavily on the power grid, possibly causing a strain on the electrical grid.
Esmeralda Commerce Park	Current plans for a light industrial park along Freya Ave and Garland Ave would, at full build-out, significantly strain the power grid.
Electric Vehicle Charging Stations	Recent revisions to the building code in the City of Spokane requires private development to include electric vehicle charging stations. Installation of multiple fast charging stations (Type 3) would strain the power delivery system in the area. Avista is currently studying the impact that recent revisions to the building code will have on grid demand.
Electric Buses	Spokane Transit Authority is expanding service via electric buses, including wireless charging technologies, which could have a significant strain on the power grid.

Natural Gas Service

According to Avista staff, the State of Washington's Climate Commitment Act is expected to limit natural gas demand. Avista currently has no plans for capacity-related enhancements in the Focus Area.

West Hillyard

Gas level of service in West Hillyard is "adequate" as depicted in 9.3.12.

East Hillyard

Gas level of service in the E. Wellesley Business District and the Beacon Hill District are "Fair" as depicted in 9.3.12, otherwise the rest of the region is "adequate".

Utility Strategies

This section proposes Capital Improvement Projects and other strategies at a conceptual level that aim to address deficiencies outlined in section 9.4. Proposals from previous studies have been considered and carried forward if merited within the context of the existing utility condition and the Subarea Plan land use, zoning and proposed catalyst sites for targeted (re)development. These proposals are intended for planning use only, not to be used for design and construction unless/until future study provides formal analysis and/or design as necessary. This section also discusses what would be required of future study.

The Project Team has considered the City's ability to serve new land uses/development projects and the necessary capital investments based on the City's policy framework from Comp Plan element 5 - Capital Facilities and Utilities when developing recommendations for utility strategies, notably level of service, concurrency, impact fees, intergovernmental coordination, multi-mode uses, and environmental protection.

Potable Water Service

Additional Standby Storage Volume should be provided to serve the North Hill Pressure Zone. City Staff has indicated that this should occur within the next 20 years.

West Hillyard

As infill development occurs, the City should require some level of investigation into the age and condition of distribution piping and require replacement if warranted. Typically, an applicant would provide anticipated demand for the development, then the City would assess the utility infrastructure to determine whether line replacement or other infrastructure upgrades are warranted to adequately serve the development's water demand and maintain system-wide level of service. For lots without direct access to a distribution main (for example some lots on Regal St, Haven St, Stone St and Lacey St) the City should require that private development extend public distribution mains these relatively short distances to serve the proposed development.

East Hillyard

It is recommended that the City significantly upgrade both distribution and transmission conveyance infrastructure within the Yard. The Subarea Plan recommends a continuation of transmission main in Freya St between Wellesley Ave and Francis Ave, consistent with CIP WAT-2017-26, but including additional transmission main to be installed in Rowan St between Freya St and Haven St under the NSC to providing looping to this new transmission. City staff has indicated that a casing has been installed under the NSC for this exact purpose. Looping of water conveyance increases performance and provides resiliency to the system. Distribution improvements would include a larger diameter network through major rights-of-way, such as Francis Ave, Rowan Ave, Wellesley Ave, Julia St, Rebecca St, and Havanna St. Diameter of the distribution network are anticipated to be 12" to 18". Future study should include a hydraulic analysis of the Yard Area's water system, considering water demand of a fully developed Yard, and provide sizing and exact location of transmission and distribution mains as appropriate. In some places, existing distribution mains may be adequate for continued use.

Sanitary Sewer Service

Due to their age, some sewer line segments may need to be updated to accommodate new (re)development projects. Developers typically provide sewer demands in the design phase, and the City will have the opportunity to evaluate impacts to those sanitary sewer segments; in situations where lines need replacement (or upsizing), those improvements would be provided concurrently with the development. It is also recommended that the City require the developer to inspect the sewer main adjacent to their development with a pipe camera to assess the condition of the piping immediately downstream of the intended point of connection, and for the developer to provide replacement if necessary.

East Hillyard

A region-wide hydraulic analysis of the sanitary sewer system using forecast future demands is recommended to verify the ability of the existing sewer system to serve full build-out of the Focus Area. For this forecast, it is recommended to use the City's standard 100 gpcpd, and assume a future employee count for the Yard of ____.

Any development within the yard proposing to keep existing buildings should demonstrate that they are either not connected to a septic or cesspool system, or to provide plans for connection to public conveyance and decommissioning of said septic or cesspool system. Such development should demonstrate that existing storm downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting roof drains from sanitary sewerage as part of the development.

Some conveyance should be relocated to avoid conflicts with proposed development of a WSDOT roundabout on Wellesley Ave.

Drainage and Stormwater Management Facilities

West Hillyard

Due to their age or size, some storm lines may need to be updated or upsized to accommodate development projects. Such improvements would be provided by the developer and concurrently with the development. It is also recommended that the City require the developer to tv the storm main adjacent to their development to assess the condition of the piping immediately downstream of the intended point of connection, and for the developer to provide replacement if necessary.

Where combined sewer connections exist (i.e. private storm line connected to public sanitary sewer system), the City should require developers to disconnect the storm from the sanitary sewer main, and to treat stormwater separately, as per the Spokane Regional Stormwater Manual.

East Hillyard

It is recommended that the City design and implement regional stormwater treatment systems so infill and redevelopment projects can maximize more of their site. The regional facility approach recommended is described in Hillyard Stormwater Alternatives Report by Maul, Foster and Alongi dated 2020 as "Option 2 – Clustered, Scenario 2". Option 1 is discouraged, as it does not allow for piecemeal or phased construction; one large facility must be built and significant investments in pipe conveyance must be made before any service is possible, while Option 2 would provide service

for dozens of parcels with each individual cluster facility installed, and conveyance could reasonably be expected to be provided by the developer. Scenario 1 is discouraged as it neglects roadways. Drywells serving these roadways within the Yard are either aged or missing. Scenario 2 would allow for decommission of all existing public UICs in the Yard, allowing for savings of repairs/replacements that would have otherwise been required of these drywells, and consolidates maintenance and operations costs.

It is recommended that any development within the Yard should be responsible for assessing the quality and performance of drywells within fronting ROW, and the development should be responsible for bringing these UICs into compliance if deficiencies are discovered.

It is recommended that any development within the yard proposing to keep existing buildings should demonstrate that existing downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting roof drains from sanitary sewerage as part of the development.

It is possible that there are undiscovered or undocumented spills within the yard, therefore it is recommended that the City require soil sampling on new development projects to test for common pollutants of concern in the area, notably Halogenated and Non-halogenated Organics, Petroleum, Naphthalene, Polycyclic Aromatic Hydrocarbons (PAHs), Chloride, Fluoride, Nitrates, Nitrites, and Lead. If contaminates are discovered, the development shall register the site with Department of Ecology (DOE) as a spill site and take appropriate action to remediate the contaminated soil per DOE requirements. This list may be revised by City staff who are familiar with the aquifer's water quality concerns.

Broadband Service

The Project Team recommends that the City keep Petrichor Broadband apprised of any significant changes in planning, capital improvement projects, or development trends in the Focus Area. Communication between the City and franchise utility providers supports the Comp Plan's Goal CFU 3 – Coordination.

Petrichor recommended the City work with the Washington State Department of Transportation to fully understand how the NSC Freeway could be used as a telecommunications ROW. A conduit could be placed along Wellesley Ave in the underpass.

The City of Spokane Broadband Assessment report concluded with three primary recommendations for the NEPDA (including portions of the Focus Area) to increase broadband infrastructure within the service area:

1. Work with WSDOT to understand the North Spokane Corridor's applicability as a telecommunications right of way.
2. Place conduit within the Wellsley Ave underpass being constructed by the City (completed).
3. Place additional conduit in the areas where sewer and electrical infrastructure are being installed for the new Esmeralda Business Park (i.e., a private development proposal that is

planned within the Esmeralda Plan Area west of Freya Street and south of Wellesley Avenue).

In addition to the recommendations above, Attachments A and B in the City of Spokane Broadband Assessment identify other infrastructure investment proposals aimed at leveraging funding from the American Rescue Plan Act's (ARPA) Build Back Better Regional Challenge (BBBRC) to improve or reconstruct roadways in the City. Specifically, Impact Region Project 1 in Attachment B is a proposal to reconstruct all nonpaved roads, the majority of which exist in the Focus Area. These investments are believed to attract new industrial uses and produce more customers (and demand) for broadband service. In the event this project proceeds, the City should utilize this opportunity to install conduits/fibers within the ROWs of the newly reconstructed roads.

Electrical Power and Natural Gas Services

The Project Team recommends that the City keep Avista apprised of any significant changes in planning, capital improvement projects, or development trends in the Focus Area. Communication between the City and franchise utility providers supports the Comp Plan's Goal CFU 3 – Coordination.

In particular, the E. Wellesley Business District should be a priority for natural gas infrastructure improvement, as this district is currently inadequate for commercial development.

Supportive Comprehensive Plan Amendments

Tax incentives? Impact Fee waivers?

Appendix A: Comprehensive Plan Capital Facilities and Utilities Element Applicable Goals/Policies

The following table lists the applicable goals and policies from the *Capital Facilities and Utilities Element* (Chapter 5 of the Spokane Comprehensive Plan) as they relate to Utility Infrastructure in the Subarea Plan. See the City of Spokane Comprehensive Plan for a complete list and additional content.

Comprehensive Plan Goals and Policies	
Goal	**Policies**
CFU 1: Adequate Public Facilities and Services Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	**CFU 1.1 Level of Service -** Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development. **CFU 1.2 Operational Efficiency -** Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities. **CFU 1.3 Maintenance -** Require the maintenance, rehabilitation, and renovation of existing capital facilities. **CFU 1.4 Use of Existing Structures -** Require the use and adaptive reuse of existing buildings before new community facilities are constructed. **CFU 1.7 Funding -** Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development. **CFU 1.8 Intangible Costs and Benefits -** Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.
CFU 2: Concurrency Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	**CFU 2.1 Available Public Facilities -** Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years. **CFU 2.3 Phasing of Services -** Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends. **CFU 2.4 Impact Fees -** Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities. **CFU 2.5 Exemptions from Impact Fees -** Exempt development activities with broad public purposes from growth-related impact fees.

Comprehensive Plan Goals and Policies	
Goal	**Policies**
	CFU 2.6 Funding Shortfalls - Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.
CFU 3: Coordination Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.	**CFU 3.1 Special Purpose Districts -** Enter into agreements with special purpose districts within the adjacent Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities. **CFU 3.2 Utility Installations -** Facilitate the coordination of public and private utility activities by giving interested utilities timely notification of road projects that would afford them an opportunity for utility installation and maintenance. **CFU 3.3 Utilities Coordination -** Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities. **CFU 3.5 Uniformity of Standards -** Collaborate with Spokane County to ensure that the City of Spokane's engineering, land use and related level of service standards are applied throughout the adjacent Urban Growth Area (UGA).
CFU 4: Service Provision Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	**CFU 4.1 Compact Development -** Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services. **CFU 4.3 Underground Utilities -** Require new utility lines to be installed underground and encourage the conversion of existing overhead distribution lines to underground lines unless it is not physically feasible.
CFU 5: Environmental Concerns Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	**CFU 5.2 Water Conservation -** Encourage public and private efforts to conserve water. **CFU 5.3 Stormwater - I**mplement a Stormwater Management Plan to reduce impacts from urban runoff. **CFU 5.4 Ground Water -** Protect, preserve, and enhance ground water resources through proactive, aggressive measures.
CFU 6: Multiple Objectives Use capital facilities and utilities to support multiple interests and purposes.	**CFU 6.1 Community Revitalization -** Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in deteriorated areas of the city. **CFU 6.2 Economic Development -** Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.

Comprehensive Plan Goals and Policies	
Goal	**Policies**
	CFU 6.3 Joint Use of Public Sites - Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.

Appendix I

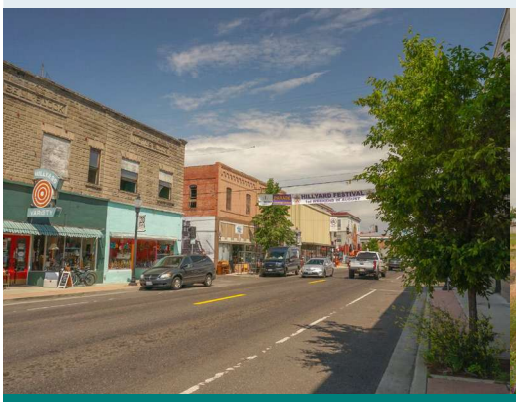
Market Study Report

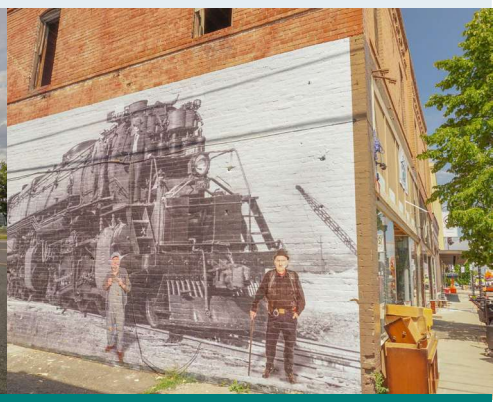
Hillyard Subarea Plan: Market Study

Prepared for the City of Spokane & Northeast Development Authority under contract to Stantec

By Agnew::Beck Consulting

Final Draft- August 2024





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1. Executive Summary

Report Purpose + Methods

The City of Spokane (the "City") and Northeast Public Development Authority (NEPDA) have entered into a partnership to lead a coordinated effort that will result in a Subarea Plan for the Hillyard neighborhood, and the surrounding areas nestled in the northeast corner of the City. The City/NEPDA embarked on this planning initiative to build upon past planning efforts and technical studies focused on infrastructure, economic development, brownfield reuse/redevelopment, and responding to the unique needs/opportunities associated with this area of the community.

The Subarea Plan Focus Area (the "focus area" herein) encompasses the parcels and public rights-of-way within the Hillyard neighborhood (including its business district), the east Hillyard industrial area (also referred to as "the Yard"), portions of the east and west residential Hillyard Neighborhood and the western slopes of Beacon Hill. The approximate 1,740-acre focus area is generally bounded by Crestline Street to the west, East Wellesley Avenue/Garnet Avenue to the South, South Havana Street/North Fancher Beacon Lane to the east, and East Francis Avenue to the north.

As part of this effort, the primary consultant, Stantec hired Agnew::Beck Consulting to conduct a market study of the focus area to inform the area-wide planning process. The purpose of this report is to share the findings related to trends in population, housing, employment and the real estate market. Additionally, Agnew::Beck translated projected population and job growth into demand for residential, commercial and industrial land uses within the focus area. Data to support this effort was sourced from: The City of Spokane, Spokane Regional Transportation Council (SRTC), Washington State Office of Financial Management, Washington State Employment Security Department, the U.S. Census Bureau and the Department of Housing and Urban Development.

Geography

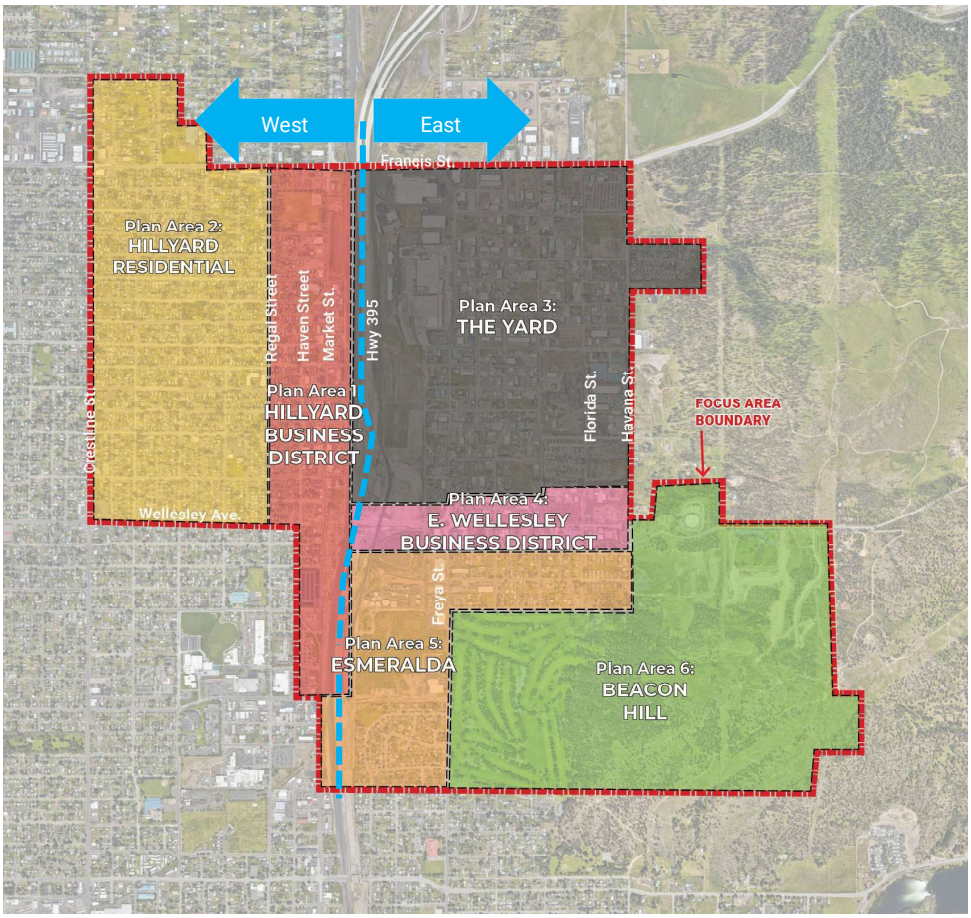
There are several types of geography that are utilized to share out demographic, housing, and economic data in this report.

- **County level-** Spokane County for comparison purposes
- **City level-** City of Spokane for comparison purposes
- **Census Tracts-** Four census tracts (2.01, 2.02, 16 and 144) roughly encompass the focus area. Some of the data for the focus area in this report is a compilation of census tract data.
- **Traffic Analysis Zone (TAZ)-** The Spokane Regional Transportation Council (SRTC), which is the regional transportation planning agency collects and forecasts housing and employment data at smaller geographies to plan for future transportation upgrades. TAZ boundaries that align closely, but not exactly, with the focus area are used to estimate housing and employment trends within the focus area.

Focus Areas

The Subarea Plan will approach reuse and revitalization planning as a series of six "Plan Areas" with the goal of recognizing and addressing the unique land use and infrastructure needs for these geographic areas within the larger focus area. This market analysis will summarize trends in population, housing, employment and the real estate market for the total focus area alongside two summary areas. The West Hillyard summary area encompasses the Hillyard Business District (Plan Area 1) and Hillyard Residential (Plan Area 2). The East Hillyard summary area encompasses The Yard (Plan Area 3), Wellesley Business District (Plan Area 4), Esmeralda (Plan Area 5) and Beacon Hill (Plan Area 6).

Figure 1: Area Wide Planning Focus Areas



Key Findings: Population + Employment

Key population, housing and employment trends are listed below.

- **Modest population growth is expected in the focus area.** With an estimated current population of 9,686 people, the population in the focus area is expected to grow by just over 3 percent over the next 10 years, an average annual growth rate of roughly 0.32 percent. Comparably, the population in the City of Spokane is expected to increase by 8 percent over the next 10 years, adding nearly 47,000

new residents to the City.[1] In recent years, the focus area has experienced a slight decline in population, which coincided with construction and right of way acquisition related to the North Spokane Corridor. Planned residential development and large infrastructure improvements such as the North Spokane Corridor Project are expected to bring more activity to the focus area and reverse recent trends. Through proactive planning and new redevelopment projects, the focus area has the potential to absorb a higher proportion of the City's population growth.

- **There is demand for as many as 434 new housing units in the focus area over the next 10 years**. In addition to new housing units there is also a substantial need for rehab or renovation of existing housing units in the focus area. Roughly 414 of the existing housing units in the focus area are expected to need substantial renovation/rehab over the next 10 years in order to stay on the market.
- **Considerable job growth is expected.** Based employment projections developed for transportation planning and an estimated capture of the city-wide employment growth, it is estimated that just over 1,000 new jobs will be created in the focus area over the next 10-years, this translates to roughly a 1.8 percent average annual increase in the total number of jobs. Job growth in Spokane County is also expected to grow at a rate of around 1.9 percent in the near term before leveling out closer to 1.3 percent annually starting in 2026.
- **Job growth could spur demand for 400,000 square feet of commercial/employment space in the focus area over the next 10 years.** Using industry standards for types of facility spaces and employment densities, it is expected that approximately 400,000 square feet of commercial space will be in demand over the next twenty years; this includes demand of office, industrial/flex, retail, accommodations/food services and institutional space.
- **West Hillyard has slightly smaller household sizes and fewer households with children.** West Hillyard has an average household size of 2.36 individuals per household, while East Hillyard has an average household size of 2.78. Additionally, roughly 37 percent of households in East Hillyard include one or more people under 18 compared to only 28 percent of households in West Hillyard.
- **Household income is lower in West Hillyard.** The median household income in West Hillyard is $41,000, roughly 28 percent below the median income of the City of Spokane. Conversely, the median income in East Hillyard is $61,000, approximately 7 percent above the city median income.
- **Roughly 26 percent of households in the focus area are cost burdened.** Renter occupied households are more than four times as likely to be cost burdened compared to owner occupied households and nearly half (47 percent) of all renter occupied households in the focus area spend more than 30 percent of their total household income on housing. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in and around the focus area.

Note: This analysis relies on the use of existing research data, mainly data obtained through Policy Map and the U.S. Census American Community Survey. Populations within the focus area who may be less inclined to respond to a broad-based survey or are more transient may be under-represented in these data sets. Additional data reported for smaller samples sizes, such as Census Tracts, often have higher Margins of Errors (MOE) associated with them. The goal of this analysis it to look more broadly at population, housing, and employment trends within the Hillyard Focus Area.

[1] Washington State Office of Financial Management, Official Population Projections, December 2022

Figure 2: Population and Employment Characteristics

Population Characteristic	Hillyard Focus Area	West Hillyard (sub area)	East Hillyard (sub area)	Spokane City	Spokane County
Total population (2020)	9,686	6,081	3,605	228,989	539,339
Average annual population growth rate (2010-2020)	0.1%	0.1%	0.1%	1.0%	1.4%
Net population change (2010-2020)	65	41	24	20,073	68,118
Projected average annual population growth rate (2025-2045)	0.32%	0.32%	0.31%	0.74%	0.84%
Household (HH) Size	2.46	2.36	2.78	2.32	2.46
Med. HH Income [1]	$48,594	$41,044	$60,850	$56,977	$64,079
HH with Children % [1]	31.3%	28.2%	36.5%	26.9%	29.4%
HH with Seniors % (Age 65+) [1]	24.4%	25.1%	23.3%	27.7%	29.5%
Unemployment Rate (5-year Average) [1]	6.8%	6.0%	8.2%	6.2%	5.7%
Total Employment (2021)	4,309	1,897	2,412	106,041	245,504
Annual Estimated Job Growth Rate	2.3%	2.4%	1.4%		1.6%
Projected Jobs (2033) [2]	5,535	2,436	3,098		372,051

Source: Hillyard Subarea Plan, Policy Map Export 1/24/24
[1] Sourced from U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021
[2] Spokane projections based on Employment Security Department/DATA2, Spokane long-term alternative 1 occupational employment projections, July 2023.

Figure 3: Housing Characteristics: Focus Area, Census Tract, City, and County

Housing Characteristic	Hillyard Focus Area	West Hillyard (sub area)	East Hillyard (sub area)	Spokane City	Spokane County
Total Housing Units	3,872	2,548	1,324	99,933	221,968
Owner Occupied	63%	55%	77%	57%	64%
Renter Occupied	37%	45%	23%	43%	36%
Vacant Units	181	123	58	3,450	4,306
Residential Vacancies (%)	3.7%			3.0%	1.8%
Average Household Size	2.50	2.36	2.78	2.32	2.46
Overcrowded Households [1]	177	119	58	1,220	2,776
Severely Overcrowded Households [1]	15	15	0	714	1,557
Built Prior to 1950 [1]	32.5%	41.6%	14.9%	34.9%	20.6%

Source Hillyard Subarea Plan, Policy Map Export 1/24/24
[1] Sourced from U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021
Note: More than 1.0 occupant per room. A "room" includes bedrooms, kitchens and living rooms, but not bathrooms, hallways or unfinished basements. More than 1.5 occupants per room. A "room" includes bedrooms, kitchens and living rooms, but not bathrooms, hallways or unfinished basements.

Key Findings: Development Forecast + Available Land

The team developed and compiled population, employment, and housing forecasts to model the demand for residential and commercial land in the Hillyard area. The development forecasts were compared with a comprehensive property inventory for the Hillyard area to determine whether there is adequate available land supply to accommodate projected demand. For purposes of this study, available land includes both undeveloped land, defined as sites that do not have a building/structure, and unoccupied land, defined as sites with existing buildings/structures that do not have an occupant/tenant.

- **Overall, there is sufficient available land in the focus area to accommodate projected demand (surplus of 514 acres).** The focus area has a total of 622 acres of undeveloped and/or unoccupied land, which is adequate to meet the combined commercial and residential demand of 108 acres over the next 10 years.
- **There is adequate available land to accommodate commercial development in the focus area.** When looking at land that currently allows commercial and industrial activities, there will likely be a surplus of 514 acres of available land in the focus area to accommodate future employment growth anticipated over the next 10 years. This includes available land that is currently zoned to allow residential, as well as commercial uses.
- **Adequate available land exists to accommodate residential development in the focus area.** There is just over 230 acres of available land that could accommodate some form of residential development within the focus area. This land supply should adequately meet the forecasted demand for 73 acres of residential development over the next 10 years. Land supply includes available land with a zoning designation that allows for residential, as well as commercial uses.
- **Opportunity sites offer 217 acres of available land supply that could accommodate roughly eight percent of the total residential demand and all of the commercial demand.** Stantec identified 22 opportunity sites within the focus area based on an array of site, ownership, and land use characteristics. The parcels identified also have low Improvement to Land Value Ratios (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are under-utilized from a development perspective.

The findings described above make a strict comparison between acreage that is in demand and acreage that is available as land supply. However, it is important to note the following caveats to these estimates.

- The available land estimates are duplicated between residential and commercial land uses because many of the zoning districts allow both activities. If residential development outpaces commercial development and "uses-up" the majority of available land supply, there would be less commercially zoned land available to meet demand. Similarly, if commercial development quickly absorbs much of the land supply, there will be less land available for residential development. Overall, there is still a surplus of available land when compared to overall demand for land in the focus area.
- Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.
- Not all undeveloped or unoccupied parcels are easily developed. For example, unoccupied parcels with existing structures may limit development potential and/or impose higher development costs to redevelop the property.
- Private owners of unoccupied or undeveloped properties may be unwilling or uninterested in developing their land. There are also a number of planned developments within the study area boundaries that have yet to materialize but could impact land availability going forward.

Figure 4: Land Supply and Demand in Focus Area (Acres): Next 10 Years

Land Use	Total Land	Undeveloped Land	Unoccupied Land	Available Land Supply	Projected Land Demand	Potential Land Shortage or Surplus
	a	*b*	*c*	*d=b+c*	*e*	*f=e-d*
Residential [1]	700.4	229.0	2.2	**231.3**	**72.6**	158.7
Commercial [2]	578.8	230.0	8.2	**238.2**	**27.5**	210.7
Industrial [3]	547.56	227.40	8.15	**235.55**	**7.4**	228.1
Total Unduplicated Acres [4]	**1,387.6**	**613.6**	**8.2**	**621.7**	**107.5**	**514.2**

Source: Stantec Field Observations
[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4
[3] Includes the following zoning designations: LI, HI, GC, CC1 and CC2
[4] Rows add to more than total because there is overlap between residential, commercial, and industrial uses within Spokane Municipal Code uses.

Key Findings: Interview Themes

As part of the market analysis, Agnew::Beck interviewed real estate professionals and businesses as well as other economic development stakeholders to develop an overall understanding of factors influencing growth in the focus area. Interviews also informed the portion of the overall development forecasted for the City of Spokane that the study area can expect to capture over the next ten to twenty years.

Some of the key findings from the conversations with stakeholders are as follows:

The North Spokane Corridor Project. The North Spokane Corridor project, which will connect US 395 to the I-90 and bisect the focus area, has the potential to impact the demand for both commercial and residential land in the focus area. Construction of the North Spokane Corridor will create opportunities for adjacent commercial and industrial development, potentially making this a more desirable area for employers to relocate. The North/South connection also has the potential to reduce commuting times to this area, making it a more desirable place for workforce residential development. Some stakeholders also expressed concerns that the new corridor project would make this area less pedestrian friendly and further divide the focus area into two distinct areas (east and west).

Infrastructure upgrades would support future development. Infrastructure in the focus area is seen by some as limiting the development potential of the focus area. Specifically, street paving and storm water drainage systems were identified as two potential infrastructure improvements that would make this area more attractive for future commercial and industrial development.

Barriers to development. Market forces, such as high interest rates, a high cost to build and lower rents, currently present a challenging environment for both commercial and residential development. In order for projects to be financially feasible in the current market, more upfront equity is required and debt service coverage ratios must be higher in order to take advantage of tax incentives. Some incentives that have the potential to make development more attractive include Designated Opportunity Zones, multi-family housing tax incentives, deferral or waiver of General Facilities Charges (GFC) and flexibility around parking and building height requirements.

Redevelopment and reuse of older, existing properties. There are several underutilized properties that can be redeveloped or adaptively reused for new community-serving purposes. There is a desire to rediscover

and connect to the history of this area through the revitalization of existing buildings. Protecting the focus area's character is important to the community. There is also an acknowledgment that the focus area has a long history of industrial and manufacturing uses, especially near its southern and eastern limits, which may have contributed to contamination in soil and groundwater of some of the available parcels.

Recommendations + Strategies

Hillyard faces a unique set of challenges when it comes to redevelopment. This section presents some high-level strategies to be considered to address some of these challenges and encourage development in the focus area.

Housing

Affordability: The average household income for existing residents of Hillyard poses a hardship for obtaining affordable housing. Nearly half of all renter-occupied households (47 percent) in this area are considered to be cost burdened, spending more than 30 percent of their total household income on housing indicating that there is specifically a need for more affordable rental units in this area. Households making less than $35,000 per year account for over 60 percent of all cost burden households in the Hillyard area, suggesting that targeting monthly housing costs that are under $900/month would help support this underserved portion of the study are population. Depending on households size, many of the cost burden households in the focus area would likely meet the HUD income limits to be considered as low income (80% of AMI) or very low income (50% of AMI) households.

Variety: Currently the focus area lacks a broader array of housing options with detached single family housing units accounting for over 80 percent of all housing units. There are also few units with three or more bedrooms to accommodate larger family households. Additional variety in both housing type (e.g. duplex, triplex, multifamily etc.) and housing size could benefit existing residents and attract new residents to the Hillyard area.

Revitalization Tool: Housing is a vital revitalization tool, especially in the Hillyard Business District and the planned E Wellesley Business District. Housing plays a key role in attracting the workforce to an area and bringing regular foot traffic to support retail and mixed use. Housing can also help mitigate the "post workday ghost town" effect, that can leave predominately commercial areas feeling empty, underutilized and in some cases unwelcoming during non-working hours.

Incentives: The City has several incentives for housing projects that could help close some of the financial feasibility gap. Some incentives specifically targeting housing development include the Multi-Family Tax Exemption (MFTE) which includes an 8-year incentive for market rate housing, a 12-year incentive for if the project includes affordable/rent-restricted units and a 20-year incentive for projects that include permanent owner-occupied affordable housing units. The "Parking 2 People" or Sales and Use Tax incentive encourages redevelopment of vacant or underdeveloped lots (particularly parking lots) and the construction of affordable rate housing. The City also offers a 3-year tax exemption for Detached ADU's which could be a good option for Hillyard since much of the housing stock in this area is detached single family units. A portion of the Hillyard Study Area is also eligible for New Market Tax Credits which is designed to attract private capital to low-income communities by permitting individual and corporate investors to receive tax credits against their federal income tax in exchange for equity investments in CDEs.

Zoning: It is recommended that the City insures that zoning standards, especially the Corridor Zones, allow for standalone multi-family as well as mixed use development. This will allow flexibility for future redevelopment and clear and predictable zoning standards are often attractive to future developers.

Commercial Services

Increase Amenities: Commercial services, like cafés and restaurants, are a sought-after amenity for residents, the local workforce and visitors alike. Nearby commercial services could also reduce transportation costs for resident workforce, making Hillyard a more affordable place to live. Encouraging the development of commercial services in conjunction with housing development will attract more people to the Hillyard Study Area. The Hillyard Business District specifically could benefit from an increase in both the number and diversity of commercial services and shopping options.

Smaller Scale Retail: The retail landscape is changing and shifting towards smaller-scale, experience-based enterprises (e.g., specialty shops, cafés and restaurants). A larger consumer base is required to support larger big box retailers as consumer preferences have continue to evolve and increasing include online sales. Small scale commercial services in the E Wellesley Business District would complement the existing industrial uses in East Hillyard and planned residential development in Beason Hill.

Infrastructure Updates: The North Spokane Corridor project, which will connect US 395 to the I-90 and bisect the focus area, has the potential to create opportunities for adjacent commercial and industrial development in the focus area. Maintaining and updating the infrastructure in the areas surrounding the North Spokane Corridor would make the focus area even more appealing for future commercial development.

Industrial Uses

The Yard: Existing industrial clusters that occupy the northeast quadrant of the focus area, commonly referred to as The Yard, are a defining characteristic of the focus area and are expected to continue to play an important role in the focus area. The North Spokane Corridor will create a competitive advantage for moving goods and services through this area as a direct freight route with its connection into I-90, creating an opportunity to attract more industrial users to this area.

Land Use Flexibility: In addition to the larger industrial users, there is also and opportunity to attract smaller scale manufacturers and fabricators, such as welders, specialty products, 3D printing and machine shops, to the focus area. Relatively affordable land costs paired with land use flexibility to accommodate different types of industrial will make the focus area an attractive option for a variety to industrial users to locate in the focus area.

Infrastructure Improvements: Many of the industrial areas of the focus area in need of some critical infrastructure improvements, such as paving streets and expanding access or upgrading utilities within the area. These improvements are essential for attracting new industrial users to the area.

2. Housing + Employment Forecast

Population

Historical Trends

The focus area experienced modest population growth between 2010 and 2020 with an average annual population increase of 0.1 percent. This followed a period of population decline between 2000 and 2010 that saw an average annual population decline of -0.2 percent. This population decline coincided with construction and right of way acquisition related to the North Spokane Corridor (NSC) which likely resulted in displacement as properties were acquired for the NSC. During this same period, the City of Spokane experienced population growth at an average annual rate of roughly 0.8 percent.

Figure 5: Historic Population Trends

Geography	Net Change 2010 – 2020	Percent Change 2010 – 2020	Average Annual Percent Change
Spokane County	68,118	14.5%	1.4%
Spokane City	20,073	9.6%	1.0%
West Hillyard	41	0.7%	0.1%
East Hillyard	24	0.7%	0.1%
Hillyard Focus Area	65	0.7%	0.1%

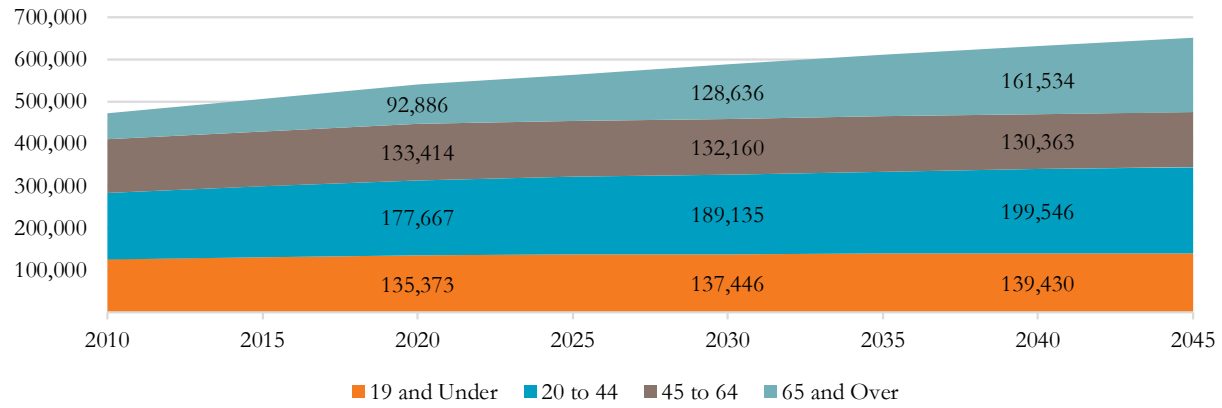
Source: Hillyard Subarea Plan, Policy Map Export 1/24/24

The population in the City of Spokane is expected to continue to show steady growth over the next 20 years with a projected population increase of over 87,000 people (a 16 percent increase) by the year 2045.[2] In addition to the projected overall growth in population, the age composition in Spokane is projected to change as well. Between 2025 and 2040, the population over the age of 65 is forecasted to increase by nearly 50 percent, while the population of younger adults between age 20 and 44 is forecast to only increase by 9 percent during that same time. This is a demographic trend that we are seeing in many communities as the largest age cohort in the United States, the Baby Boomers, continue to age.

The demographics of the focus area generally mirror the city as a whole. The majority of the population identifies as white (78 percent), just over nine percent identify as two or more races, four percent identify as Asian, three percent black or African American, two percent identify as Native Hawaiian or other Pacific Islander or American Indian/Alaska Native. Just over seven percent of the focus area population identifies as Hispanic or Latino, which is also mirror the demographics of the city as a whole.

[2] Washington State Office of Financial Management, Forecasting and Research Department, December 2022

Figure 6: City of Spokane Population Projections by Age



Source: Forecast based on Washington State Office of Financial Management, Population Estimates by Age 2010-2022.

Population Forecast

The population in the City of Spokane is forecasted to grow at an average annual rate of 0.74 percent over the next 20 years. The focus area is expected to capture a portion of this overall growth but is expected to grow at a slightly slower rate. In recent years, the focus area has experienced little not no growth in population, but planned residential development and large infrastructure improvements such as the North Spokane Corridor Project are expected to bring more activity to this area and reverse recent trends. Through proactive planning and new redevelopment projects, the focus area has the potential to absorb a higher proportion of the City's population growth.

This study assumes that the focus area population will grow at an average annual rate of roughly 0.32 percent between 2023 and 2033. This assumed growth rate is based on historical population trends, population forecasts produced by the Office of Financial Management for the City of Spokane and the SRTC Regional Transportation Model TAZ level population estimates. Based on the forecasted growth rates, the focus area population is expected to increase by roughly 315 people by 2033.

Figure 7. Focus Area Population Growth Rate Assumptions

Focus Area	Avg Annual Growth in Focus Area (2010-2020) [1]	Avg Annual Growth for Spokane City (2010-2021) [2]	Forecasted Avg Annual Growth for Spokane City (2025-2045) [3]	Forecasted Avg Annual Growth for Focus area TAZs (2019-2045) [4]	Assumed Growth Rate (2023-2033) [5]
West Hillyard	0.07%	0.84%	0.74%	0.17%	**0.32%**
East Hillyard	0.06%	0.84%	0.74%	0.14%	**0.31%**
Total Focus Area	**0.07%**	**0.84%**	**0.74%**	**0.16%**	**0.32%**

[1] Policy Map Export of Hillyard Subarea Plan
[2] Washington State Office of Financial Management - April 1 Official Population Estimates
[3] Office of Financial Management - Forecasting & Research- December 2022
[4] Based on SRTC Regional Transportation Model 2019-2045- TAZ level Household Forecasts
[5] Calculated as the average of the growth rates shown on this table.

Housing

Policy Map reports just over 3,800 existing housing units in the focus area, with an estimated 2,500 housing units in West Hillyard and 1,300 housing units in East Hillyard based on distribution of housing units reported by the U.S. Census. The majority of the existing housing units in the focus area are occupied (96 percent of total housing units). The majority of the housing units in the focus area (63 percent) are owner occupied. This trend appears to be more pronounced in East Hillyard, where owner occupancy is closer to 77 percent, while in West Hillyard there is a more even split between renter and owner occupancy, with just slightly more renters (55 percent of occupied units).

The average household size in the focus area is 2.5 people per household, which is slightly higher than the city-wide average of 2.3 people per household. Within the focus area, households in East Hillyard are larger on average with nearly 2.8 people per household, compared to an average household size of 2.4 in West Hillyard. The housing units in East Hillyard are also more likely to have more bedrooms, with 65 percent of units having three or more bedrooms in East Hillyard, compared to only 47 percent of housing units in West Hillyard. Overcrowding is not prevalent in the focus area, with just under four percent of the households meeting the Census' definition of overcrowded.[3]

Housing units built before 1950 account for 32 percent of the total occupied housing units in the focus area. In West Hillyard, close to 42 percent of the existing housing stock was built before 1950, suggesting that there might be a greater need for rehab and/or replacement of the existing housing structures in West Hillyard. At least a portion of these aging housing units will likely need to be replaced in the next decade.

The table below shows the nine descriptive housing indicators for the Hillyard Focus Area as well as a breakdown for both West Hillyard and East Hillyard. The third column of the table also displays the housing indicators as a percent of total housing units or occupied housing units for a more direct comparison between the focus area as a whole and the two sub areas.

Figure 8: Focus Area Housing Profile

Indicator	Hillyard Focus Area	Hillyard Focus Area %	West Hillyard	East Hillyard
Total Housing Units	3,872	100%	2,548	1,324
Occupied Units	3,691	95.3%	96.6%	97.0%
Owner Occupied	2,311	62.6%	55.0%	77.2%
Renter Occupied	1,380	37.4%	45.0%	22.8%
Vacant Units	181	4.7%	4.8%	4.3%
Residential Vacancies (%)		3.7%		
Average Household Size	2.50		2.36	2.78
Overcrowded or severely overcrowded Households [1]	192	5.2%	5.3%	4.4%
Built Before 1950		32.5%	41.6%	14.9%

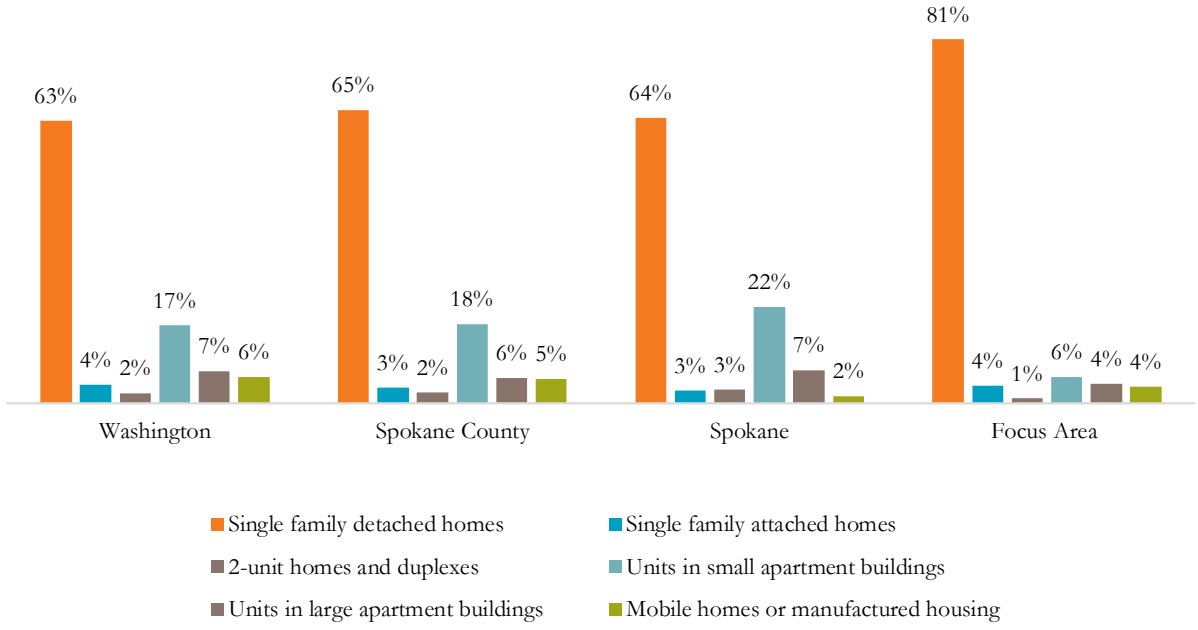
Source: Hillyard Subarea Plan, Policy Map Export 1/24/24
[1]U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

The majority of housing units in the focus area are single family homes (85 percent) followed by multi-family units with three or more units (10 percent). Mobile homes also contribute to the overall housing stock in the

[3] Overcrowded is defined as more than 1.0 occupant per room. A "room" includes bedrooms, kitchens and living rooms, but not bathrooms, hallways or unfinished basements. Severely overcrowded is defined as more than 1.5 occupants per room.

focus area and account for four percent of the total housing units. There is more diversity of housing types in West Hillyard compared to East Hillyard, where single family homes make up 93 percent of the total housing stock.

Figure 9: Housing Units by Unit Type



Source: Source: Hillyard Subarea Plan, Policy Map Export 1/24/24

Housing Forecast

The housing forecast for the focus area is shown in **Error! Reference source not found.**10 and considers the number of new units needed due to population change and overcrowding as well as the number of existing units that will likely need substantial repair due to housing condition. After adjusting for residential construction that took place in the past three years (2020-2023), an estimated 434 new housing units are needed in the focus area to address demand. This represents a 12 percent increase in the number of available housing units and has a ten-year estimated annual absorption of about 43 units per year over 10-years. Based on building permit data, historically an average of seven new housing units are added to the focus area annually.

Figure 10: Focus Area 10-Year Housing Needs Estimate (2023-2033)

Item	Hillyard Focus Area	West Hillyard	East Hillyard	Notes
Current estimate of Housing Units	3,872	2,548	1,324	U.S Census Bureau, American Community Survey 5-Year Estimates (2017-2021)
New Units Needed Due to Population Change	331	210	121	Based on SRTC Regional Transportation Model 2019-2045 TAZ level Household Forecasts, historical growth rates as reported by the American Community Survey and Washington State Office of Financial Management population estimates and projections. See Figure 7 for growth assumptions and Figure 11 for calculations.
New Units Needed Due to Severe Overcrowding	134	93	40	Overcrowding is defined by Census and HUD as homes with more than one occupant per room. Severe overcrowding is defined as more than 1.5 occupants per room. 3.4 percent of occupied housing is overcrowded or severely overcrowded. American Community Survey 5-year Estimates (2017-2021)
Less New Residential Construction in 2020-2023	31	21	10	A total of 31 new housing units have been added to the market since 2019 (6 multi-family units, 12 duplex, 11 single family and 1 ADUs). City of Spokane Building Permit Database.
Total New Units Needed	**434**	**283**	**151**	**Over 10 years**
Percent of total housing stock	12%	11%	12%	Estimated new units needed divided by the estimated existing housing stock.
Forecasted annual absorption *(units per year)*	43	28	15	Calculated over a 10-year period. Between 2020-2023 an average of 7 new units per year were added to the market. City of Spokane Building Permit Database.
Rehab of Existing Units Due to Housing Condition	**414**	**349**	**65**	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: occupied units lacking kitchen and plumbing facilities (1%), all units built before 1950 (33%) and all units that are mobile homes (0%). American Community Survey 5-year Estimates (2017-2021).

One of the main drivers of demand for new housing in the focus area is forecasted population growth. This study assumes that the focus area population will grow at an average annual rate of roughly 0.32 percent between 2023 and 2033. This assumed growth rate is based on historical population trends, population forecasts produced by the Office of Financial Management for the City of Spokane and the SRTC Regional Transportation Model TAZ level estimates. The focus area population is expected to increase by roughly 315 people by 2033 and drive demand for an estimated 331 new housing units. To arrive at the estimated number of housing units needed to accommodate forecasted population growth, the forecasted net population change is divided by the average household size within the study area. A five percent vacancy rate is then added to the estimate to ensure adequate supply and room for mobility within the housing market.

Figure 11. Housing Needed to Accommodate Forecasted Population Growth

Focus Area	Assumed Average Annual Growth Rate	Population 2023	Population 2033	Net Population Change (2023-2033)	Average Household Size	Vacancy Rate to Ensure Adequate Supply	Housing Needed due to Population Growth
West Hillyard	0.32%	6,120	6,320	200	2.4	5%	210
East Hillyard	0.31%	3,628	3,743	115	2.8	5%	121
Total Focus Area	**0.32%**	**9,748**	**10,063**	**315**	**2.5**	**5%**	**331**

In addition to the new units needed to accommodate forecasted population growth, overcrowding of existing housing units in the focus area is taken into consideration as an indicator of pent-up demand in the housing market. For this study, we are using the number of housing units within the focus area that meet the Census definition of "severely overcrowded" or "overcrowded". A total of 134 housing units are needed to alleviate severe overcrowding in the focus area, with most of the overcrowding occurring in West Hillyard.

Figure 12. Housing Needed to Alleviate Overcrowding

Focus Area	Total Occupied Housing Units	% Overcrowded [1]	% Severely Overcrowded [2]	New Units Needed to Alleviate Overcrowding and Severe Overcrowding
West Hillyard	2,350	3.5%	0.4%	**93**
East Hillyard	1,221	3.3%	0.0%	**40**
Total Focus Area	**3,571**	**3.4%**	**0.3%**	**134**

[1] Overcrowding is defined by Census and HUD as homes with more than one occupant per room.

[2] Severe overcrowding is defined as more than 1.5 occupants per room. Rooms are defined as the total number of rooms, not just the bedrooms.

In addition to the forecasted need for new housing units in the focus area, the need for the preservation of existing housing units is also taken into consideration. If existing housing units are not maintained or rehabbed, it is likely that some portion of the existing units will eventually fall off the market and further compound the need for housing in the focus area. To estimate the number of existing housing units that will likely need substantial rehab or replacement over the next 10 years, we calculated and average replacement factor based on housing units without complete kitchen and plumbing facilities, housing stock built prior to 1950 and mobile home units. While there are very few housing units in the focus area that lack kitchen and plumbing facilities or are mobile home units, a large portion (33 percent) of housing units were built over 70 years ago. The aging housing units in the focus area are driving the demand for an estimated 414 existing units that will need substantial rehab or replacement over the next 10 years.

Figure 13. Estimated Need for Rehab/Replacement of Existing Housing Units

Community	Total Housing Units	Housing Stock Without Plumbing + Kitchen Facilities	Housing Stock Built prior to 1950	Housing Stock that are Mobile Home Units	Avg Factor to Indicate Homes to Replace	Need to Replace/Rehab Existing Homes in Poor Condition
West Hillyard	2,459	1%	42%	0%	14%	**349**
East Hillyard	1,277	0%	15%	0%	5%	**65**
Total Focus Area	**3,736**	**1%**	**33%**	**0%**	**11%**	**414**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

Employment

Regional Trends

Spokane County has experienced steady employment growth in recent years and is projected to continue this trend through 2031. Regional economic growth has been supported by a growing population, which grew at an average annual rate of just over 1 percent between 2020 and 2022.

Employment in Spokane County is forecasted to continue to grow by an average rate of 1.9 percent between 2021 and 2026 before tapering to a slightly lower growth rate closer to 1.3 percent annually between 2026 and 2031.[4] In 2021 the top three occupational sectors in Spokane County in terms of employment were office and administrative support, sales, and transportation and material moving respectively. All occupational sectors are expected to grow over the next 10 years, with the highest growth rates forecasted for healthcare support occupations, food preparation and serving related occupations and computer and mathematical occupations.

Figure 14: Spokane County 10-Year Job Projections by Industry

Sector	Spokane County Employment Projections		
	2021 Employment	2031 Employment	Growth Rate
Management Occupations	10,869	12,953	1.92%
Business and Financial Operations Occupations	16,118	18,691	1.60%
Computer and Mathematical Occupations	5,519	7,405	3.42%
Architecture and Engineering Occupations	3,276	3,668	1.20%
Life, Physical, and Social Science Occupations	2,807	3,220	1.47%
Community and Social Service Occupations	9,440	11,237	1.90%
Legal Occupations	2,203	2,395	0.87%
Education, Training, and Library Occupations	15,442	18,610	2.05%
Arts, Design, Entertainment, Sports, and Media Occupations	5,082	6,125	2.05%
Healthcare Practitioners and Technical Occupations	17,074	20,234	1.85%
Healthcare Support Occupations	15,579	19,477	2.50%
Protective Service Occupations	5,466	7,164	3.11%
Food Preparation and Serving Related Occupations	19,488	25,040	2.85%
Building and Grounds Cleaning and Maintenance Occupations	10,755	13,459	2.51%
Personal Care and Service Occupations	6,543	8,601	3.15%
Sales and Related Occupations	27,370	29,553	0.80%
Office and Administrative Support Occupations	32,869	36,503	1.11%
Farming, Fishing, and Forestry Occupations	1,975	2,057	0.42%
Construction and Extraction Occupations	14,851	16,971	1.43%
Installation, Maintenance, and Repair Occupations	9,895	11,180	1.30%
Production Occupations	12,194	13,062	0.71%
Transportation and Material Moving Occupations	21,735	24,620	1.33%
Total, All Occupations	266,550	312,225	1.71%

Source: Employment Security Department/DATA2, Spokane long-term alternative1 occupational employment projections, July 2023

Based on the SRTC Regional Transportation Model TAZ level employment forecasts, the focus area is expected to see an average annual growth rate for employment of 1.7 percent through 2045. To forecast the employment in the focus area, this analysis assumes that Hillyard will capture a portion of the overall employment growth forecasted for the City of Spokane. The capture rate assumptions used for this forecast are based on the travel demand model developed by SRTC for a variety of long-range planning functions and may be refined or confirmed through ongoing key stakeholder interviews. Financial, Insurance and Real

[4] Employment Security Department/DATA2, Spokane long-term alternative1 occupational employment projections, July 2023 (https://esd.wa.gov/labormarketinfo/projections)

Estate Services (FIRES) and industrial, construction, and manufacturing are the two sectors expected to see the biggest growth in terms of employment within the focus area, adding close to 600 new jobs when combined.

Figure 155 shows what future employment in the focus area could look like based on Policy Map employment estimates, TAZ level forecasts developed by SRTC and employment forecasts for the City of Spokane developed by the State of Washington Employment Security Department. These sector specific employment projections are used to identify demand for different types of commercial space within the focus area.

Figure 15: Focus Area 10-Year Job Projections by Industry

Sector	2023 Estimated Jobs	2033 Projected Jobs	Net Change (2023-2033)
Construction	458	471	12
Manufacturing	302	310	8
Utilities	174	195	21
Wholesale Trade	238	252	14
Retail Trade	480	481	1
Transportation and Warehousing	174	195	21
Finance & Insurance	223	253	30
Professional, Scientific, and Technical Services	179	210	30
Management of Companies and Enterprises	0	0	0
Administrative and Support Services	221	242	21
Educational Services	257	386	129
Health Care & Social Assistance	813	1,433	620
Arts, Entertainment, & Recreation	70	79	9
Accommodations & Food Service	431	506	74
Other Services	368	422	54
Public Administration	85	102	17
Total	**4,474**	**5,535**	**1,061**

Source: Hillyard Subarea Plan, Policy Map Export 1/24/24. Growth rates information by Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045 and Employment Security Department/DATA2, Spokane long-term alternative1 occupational employment projections, July 2023

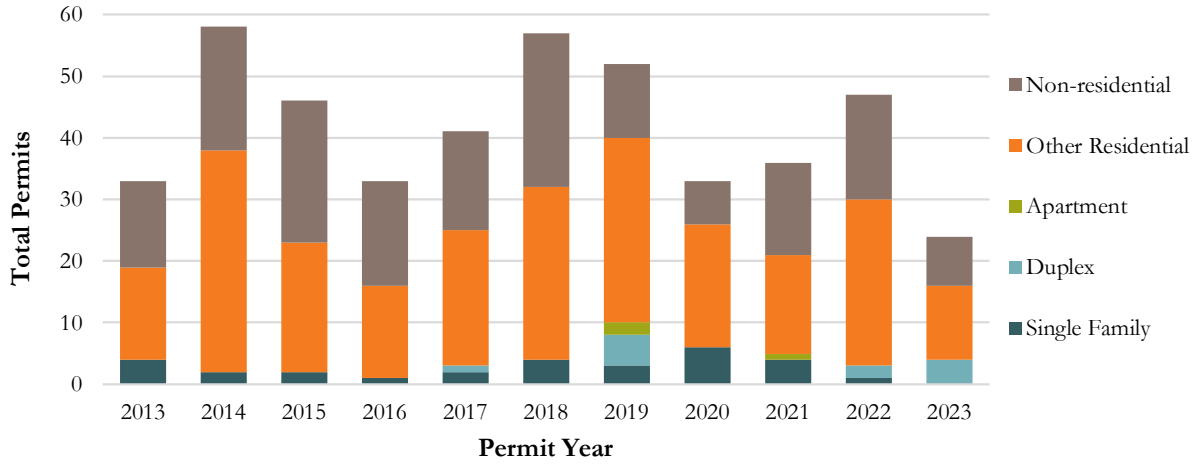
The North Spokane Corridor project, which will connect US 395 to the I-90 and bisect the focus area, has the potential to impact the employment projections in this area. Construction of the North Spokane Corridor will create opportunities for adjacent commercial and industrial development, potentially making this a more desirable area for employers to relocate. This project will include an interchange at Wellesley Avenue that would allow for direct and easy access to the East Wellesley Business District, Hillyard Business District and the Yard plan areas. The North Spokane Corridor creates a competitive advantage for moving goods and services as a direct freight route with its connection into I-90. This could drive additional demand for commercial space in the focus area over the next 10-20 years.

3. Development Trends

Building Trends

Development activities in the focus area have been relatively modest compared to the overall growth that has occurred in the City of Spokane, which saw a 16 percent increase in total construction permits issued over the prior four-year average between 2018 and 2021.[5] Just over half of the building permits issued within the focus area fall under the "other residential" category which primarily is made up of alterations to existing residential structures, including new accessory structures such as garages, carports and sheds, retrofit for solar installations or deck/patio extensions. Non-residential permits account for roughly 38 percent of the total permit activity in the focus area and include permits for new commercial buildings, additions to existing commercial buildings and industrial buildings. Residential permits account for just under 10 percent of the total building permit activity in the study area and most of the residential permits issued in this area are for single family homes and duplexes.

Figure 16. Focus Area Building Permit Activity by Permit Type, 2013-2023

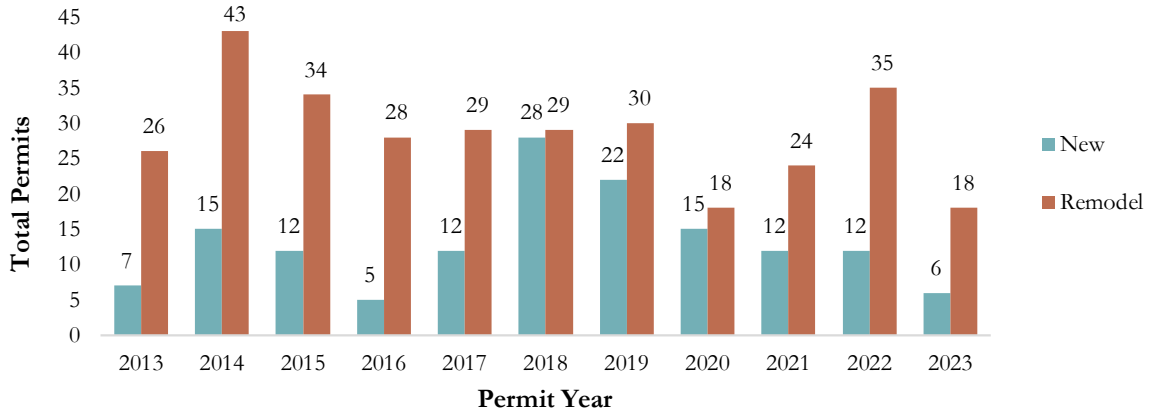


Source: City of Spokane Building Permit Database, August 2023 data export.
Notes: Includes permits for both new construction and renovation. Data for 2023 is incomplete and only includes permits issued prior to August 2023.

Most of the building permit activity that has occurred within the focus area is focused on renovation or additions to existing residential and commercial structures. Just over 30 percent of the building permits issued between 2013 and 2023 were for new construction in the focus area. There was a brief spike in building permits for new construction in 2018 and 2019 but that trend has leveled off in more recent years. West Hillyard saw roughly twice as many building permits for remodels compared to East Hillyard and the distribution of building permits for new construction is almost evenly split between West and East Hillyard.

[5] City of Spokane: Year End Permit Report, December 2022 (https://static.spokanecity.org/documents/business/statistics/2022/2022-building-permit-activity-summary-december-year-end.pdf)

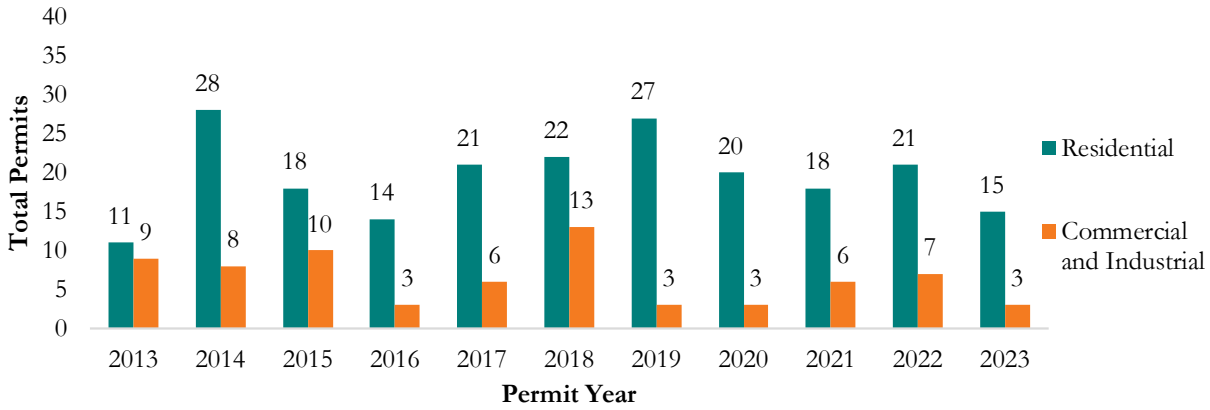
Figure 17. Focus Area Building Permit Activity, New and Remodel, 2013-2023



Source: City of Spokane Building Permit Database, August 2023 data export.
Note: Data for 2023 is incomplete and only includes permits issued prior to August 2023.

The majority of the building permit activities in the focus area have taken place in West Hillyard, accounting for just over 60 percent of the total building permits. The building permits issued in West Hillyard tend to skew more heavily toward residential development, accounting for 75 percent of the total building permits issued in this area. The figure below shows the total number of permits issued each year, for both new construction and renovation of existing structures, broken out by residential and commercial/industrial development.

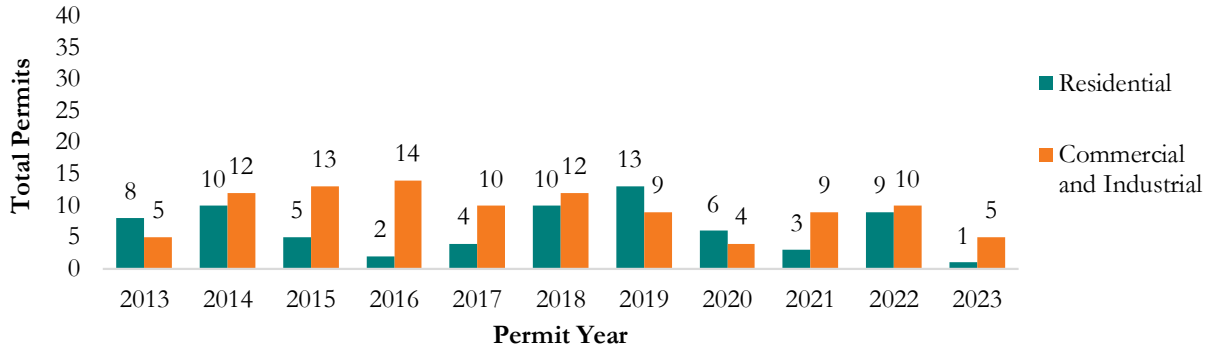
Figure 18. West Hillyard Building Permits, Commercial and Residential, 2013-2023



Source: City of Spokane Building Permit Database, August 2023 data export.
Notes: Includes permits for both new construction and renovation. Data for 2023 is incomplete and only includes permits issued prior to August 2023.

Conversely, building permits issued in East Hillyard tend to skew more heavily toward commercial and industrial development. Just under 60 percent of the building permits issued in East Hillyard were for new construction or renovations/additions to existing commercial and industrial structures. East Hillyard is home to the Yard and Wellesley Business District, two commercial/industrial hubs in the focus area, so it is not surprising that recent building permit activity in this area has been more focused toward commercial/industrial development. In comparison, an average of just under 20 residential building permits have been issued per year in West Hillyard compared to around seven residential building permits per year in East Hillyard.

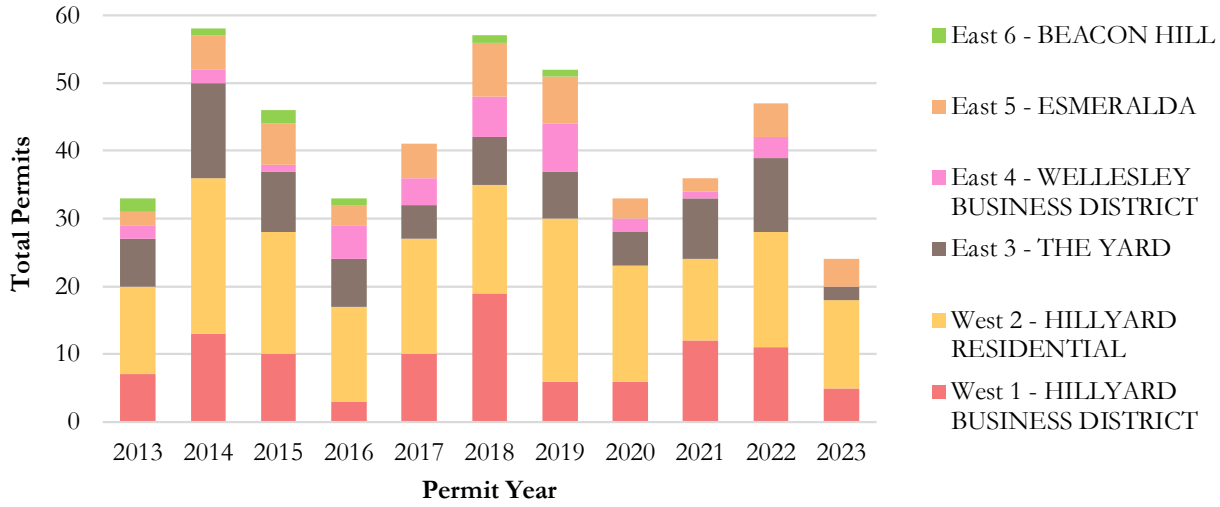
Figure 19. East Hillyard Building Permits, Commercial and Residential, 2013-2023



Source: City of Spokane Building Permit Database, August 2023 data export.
Notes: Includes permits for both new construction and renovation. Data for 2023 is incomplete and only includes permits issued prior to August 2023.

The figure below further breaks down recent building permit activity into the six plan areas within the Hillyard focus area. Roughly 40 percent of all building permits issued between 2013 and 2023 took place in Hillyard Residential (Plan Area 2). Hillyard Business District (Plan Area 1) accounts for about 22 percent of the building permit activity in the focus area and roughly 18 percent of the building permit activity took place in The Yard (Plan Area 3). Beacon Hill (Plan Area 6) had the lowest number of building permits issued during this time period.

Figure 20. Total Building Permit Activity by Plan Area, 2013-2023



Source: City of Spokane Building Permit Database, August 2023 data export.
Notes: Includes permits for both new construction and renovation. Data for 2023 is incomplete and only includes permits issued prior to August 2023.

Figure 21 shows the residential and commercial building permit activity that took place between 2013 and 2023 in each of the six plan areas. The building permit activity in Hillyard Residential (Plan Area 2) skews heavily towards residential development, Hillyard Business District (Plan Area 1) and The Yard (Plan Area 3) skew slightly towards commercial development, and Wellesley Business District (Plan Area 4), Esmeralda

(Plan Area 5) and Beacon Hill (Plan Area 6) saw a mix of both residential and commercial building permit activity.

Figure 21. Residential and Commercial Building Permit Activity by Plan Area, 2013-2023

Source: City of Spokane Building Permit Database, August 2023 data export.
Notes: Includes permits for both new construction and renovation. Data for 2023 is incomplete and only includes permits issued prior to August 2023.

Residential Market

The median gross rent, the midpoint between the highest and lowest rents, was slightly lower in the focus area than the city-wide median gross rent for Spokane. East Hillyard has a notably higher median gross rent than West Hillyard but is also a much smaller sample since most housing units are owner occupied in this part of the focus area. Median housing costs and monthly mortgage payments were also lower in the focus area when compared to the City of Spokane. The median value of the housing units in the focus area at $160,739 is also significantly lower in the focus area compared to the City of Spokane ($236,300). The median housing costs referenced in this report come from the U.S. Census Bureau and represent a five-year average of survey data collected between 2017 and 2021. The lag in the reported housing costs likely underrepresent

the present day cost of housing in this focus area. The impacts of COVID-19 pandemic and tight housing market in Spokane continue to put pressure on the housing market and drive-up housing costs throughout the city.

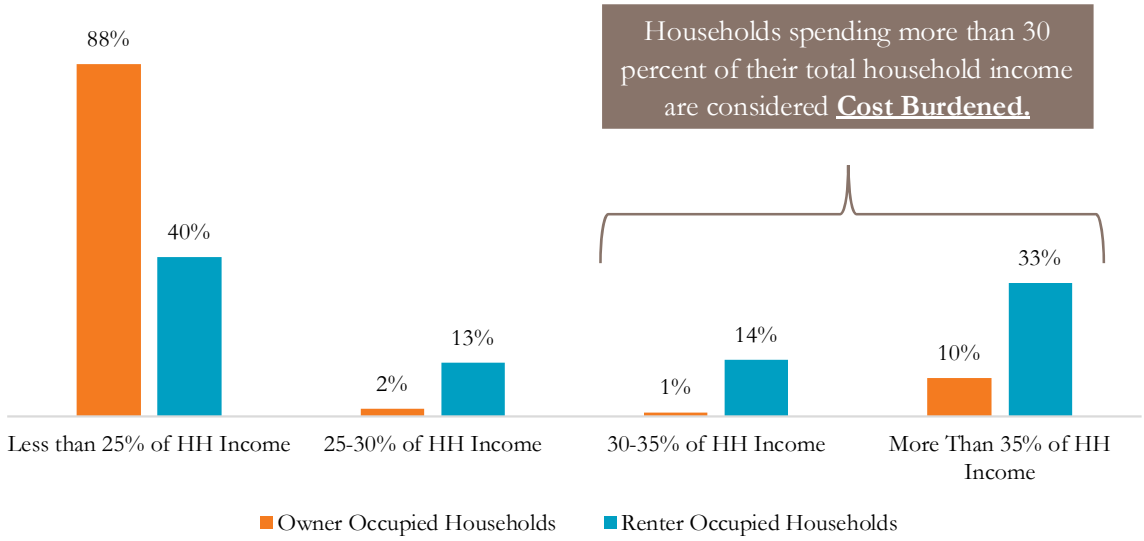
Figure 22: Median Housing Cost

Item	Spokane City	Focus Area	West Hillyard	East Hillyard
Median Gross Rent / month	$956	$949	$857	$1,125
Median Ownership Costs (w/Mortgage) / month	$1,417	$1,111	$1,047	$1,234
Median Ownership Costs (No Mortgage) /month	$504	$471	$463	$486
Median Value	$236,300	$160,739	$152,889	$175,800

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

Households who spend more than 30 percent of their total income on housing costs are considered to be cost burdened. Spending a larger portion of household income on housing limits the amount of income available for other non-discretionary spending, such as food, clothing and transportation. Roughly 26 percent of all households in the focus area are considered cost burdened. Renter occupied households are more than four times as likely to be cost burdened compared to owner occupied households and nearly half (47 percent) of all renter occupied households in the focus area meet the definition of cost burdened. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in and around the focus area.

Figure 23: Monthly Housing Costs as a Percent of Household Income in Focus Area

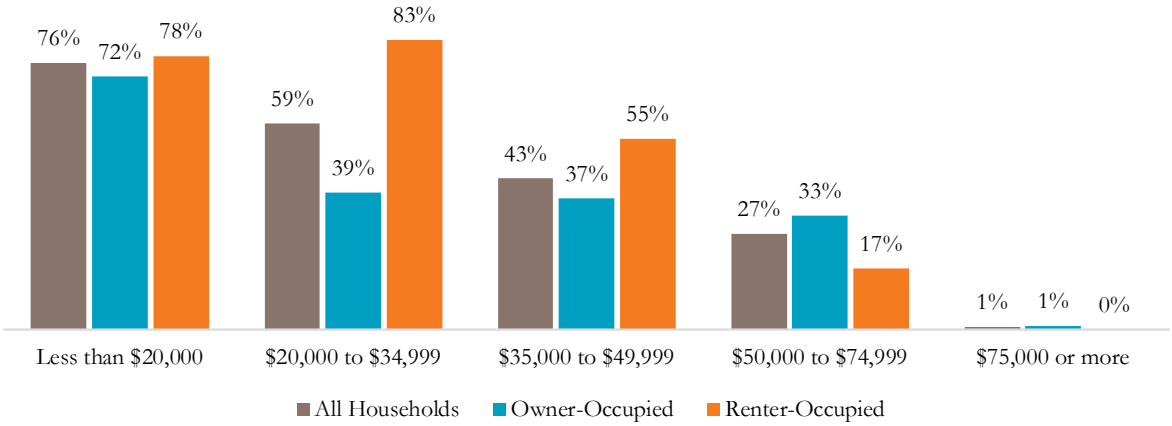


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

Households that make less than $35,000 per year account for 62 percent of the total cost burden households in the focus area. In order to meet the needs of this segment of the population and for these households to no longer be cost burdened, monthly housing costs would need to be under $900/month. Depending on household size, the majority of cost burdened households in the focus area would likely qualify under the low

(80 percent AMI) or very low (50 percent AMI) income limits published by the Department of Housing and Urban Development (HUD).[6]

Figure 24. Cost Burdened Households by Household Income and Tenure in Focus Area

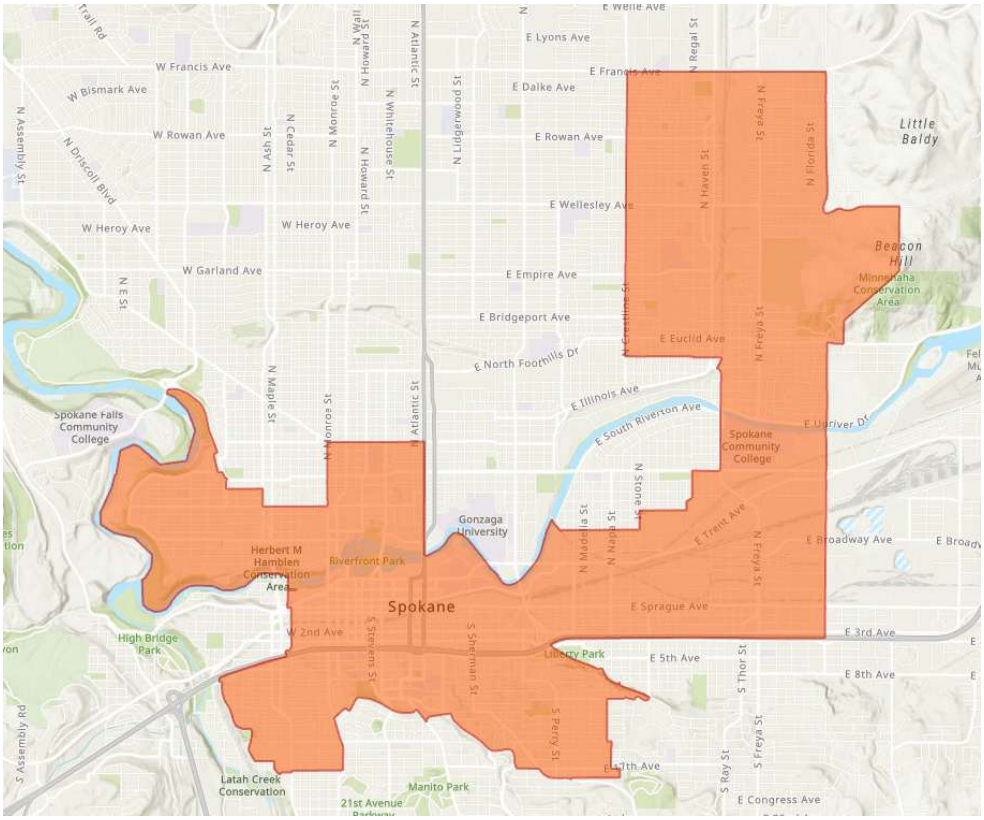


There are a number of planned residential developments in the focus area that have the potential to change the character of the residential market. Specifically, a large planned residential development in Beacon Hill (Plan Area 6) could potentially add 600 new residential units over the next 20-30 years.[7] This planned development would include of mix of single family and multi-family housing units and would be priced for middle class and upper middle-class households. A large portion of Beacon Hill (Plan Area 6) is a Qualified Opportunity Zone which has helped attract development activity and contribute to the financial feasibility of projects in this area.

[6] HUD FY 2024 Income Limits for Spokane, WA HUD Metro FMR Area (https://www.huduser.gov/portal/datasets/il.html)

[7] Based on interview with Pete Rayner on November 14, 2023.

Figure 25. Spokane's Qualified Opportunity Zones



Source: City of Spokane (https://my.spokanecity.org/economicdevelopment/incentives/qualified-opportunity-zones-and-funds/)

Commercial Market

The focus area has a long history of commercial and industrial uses. The North Spokane Corridor project, which will connect US 395 to the I-90 and bisect the focus area, has the potential to spur additional commercial and industrial development in this area by increasing ease of access to regional freight corridors. This increased accessibility and activity in the focus area could also be the impetus for more localized infrastructure improvements, such as street paving and storm water drainage system upgrades, which would make this area even more attractive for future commercial and industrial development. There is also an opportunity in the Hillyard Business District (Plan Area 1) and Wellesley Business District (Plan Area 4) for both new commercial development as well as the redevelopment of existing commercial structures. Mixed use and transitional zoning designations in these areas also provide the opportunity for a mix of commercial and residential development in the Wellesley Business District (Plan Area 4) that could take advantage of residential development that is planned in Beacon Hill (Plan Area 6) and other residential development happening just north of the study area.

Legacy industrial and manufacturing uses, specifically around the southern and eastern limits of the focus area may have contributed to contamination of the soils and groundwater, which could pose as a barrier for future commercial development in these areas. These potential environmental liabilities can complicate property reuse and redevelopment and result in increased project costs and delays in development.

4. Development Forecast

Key Findings

The team estimated population, employment, and housing forecasts to model the demand for residential and commercial land in the focus area. Those development forecasts were then compared with the comprehensive property inventory to determine whether there is an adequate available land supply to accommodate projected demand. For the purpose of this study, available land supply includes both undeveloped land, defined as sites that do not have existing buildings or structures, and unoccupied land, defined as sites with existing buildings or structures but do not have an occupant/tenant.

- **Overall, there is enough available land in the focus area to accommodate projected demand (surplus of 515 acres).** The focus area has a total of 622 acres of undeveloped and/or unoccupied land, which is adequate to meet the combined commercial and residential demand of 108 acres over the next 10 years.
- **There is adequate land supply to accommodate commercial development in the focus area.** When looking at land that currently allows for commercial and industrial activities, there will likely be a surplus of 430 acres of undeveloped or unoccupied land in the focus area to accommodate future employment growth. This includes available land supply that is currently zoned to allow residential, as well as commercial uses.
- **Adequate available land supply exists to accommodate residential development in the focus area.** There is just over 230 acres of undeveloped or unoccupied land that could accommodate some form of residential development within the focus area. This would meet the forecasted need for 73 acres of residential development. This includes available land supply with a zoning designation that allows for residential, as well as commercial uses.
- **Opportunity sites offer 217 acres of available land supply that could accommodate roughly eight percent of the residential demand and all the commercial demand.** In a separate property inventory process, Stantec identified 22 opportunity sites within the focus area based on an array of site, ownership, and land use characteristics. The parcels identified also have low Improvement to Land Value Ratios (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are under-utilized from a development perspective (these are properties where the land is worth more than the structures/improvements they possess).

The findings described above make a strict comparison between acreage that is in demand and acreage that is available as land supply. However, it is important to note the following caveats to these estimates.

- The available land estimates are duplicated between residential and commercial because some of the zoning districts allow both activities. If residential development outpaces commercial development and "uses-up" the majority of the available land supply, there would be less commercially zoned land available to meet demand. Similarly, if commercial development quickly absorbs much of the available land supply, there will be less land available for residential development. Overall, there is still a surplus of available land supply when compared to overall demand for land in the focus area.
- Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.

- Not all available parcels are easily developed. For example, parcels with existing unoccupied buildings or structures may limit development potential and/or impose higher development costs to redevelop. Properties on potential contaminated sites could also face higher development costs.
- Private owners of unoccupied or undeveloped properties may be unwilling or uninterested in developing their land. There are also a number of planned developments within the study area boundaries that have yet to materialize but have the potential to impact land availability going forward.

Methodology

Demographic, employment, and housing trends (summarized in Section 2) were used to forecast expected development for industrial, commercial, and residential needs in the focus area.

Forecasted population change along with existing housing conditions and overcrowding statistics were used to estimate the forecasted need for new residential units within the focus area. The residential housing need was then translated from housing units into total acreage using floor area ratios (FAR) based on unit type and average unit size. Forecasts were further refined by applying an estimated capture rate that was specific to the focus area geography.

Figure 26: Sources Used for Residential Development Forecast

Item	Source
Current Estimate of Housing Units	Policy Map Data Exported (1/24/24). Compilation of secondary data sources specific to the Hillyard Subarea Plan focus area boundaries.
New Units Needed Due to Population Change	Population and demographic estimates and projections were sourced from the Washington State Office of Financial Management Forecasting and Research Department (2020-2050)
New Units Needed Due to Housing Condition	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: housing stock built before1950 occupied units lacking kitchen and plumbing facilities, and all units that are mobile homes. 2021 ACS 5-Year Estimates.
New Units Needed Due to Overcrowding	Overcrowding is defined by Census and HUD as homes with more than one occupant per room. Severe overcrowding is defined as more than 1.5 occupants per room. Rooms are defined as the total number of rooms, not just the bedrooms. 2021 ACS 5-Year Estimates
New Residential Construction (2020-2023)	New residential units are counted as those that result in a new unit (or units) calculated within the focus area. City of Spokane Building Permit Database
Focus Area Capture Rates	Interviews with real estate and local area experts informed capture rate estimates, which were used to refine estimated residential housing need within the focus area boundaries.

Employment characteristics, such as worker and job locations, and published industry specific job forecasts from Spokane Regional Transportation Council (SRTC) informed the estimates for commercial and institutional space needs. Building permit data was compared with changes in population to understand historical trends in construction that are relevant to the focus area. Local real estate experts were also interviewed to better understand the current market for residential and commercial development and how much of the forecasted demand could be captured within the focus area.

Figure 27: Sources Used for Commercial Development Forecast

Item	Source
Labor Force + Employment Trends	Workforce estimates and projections, unemployment rates, occupational data and industry forecasts primarily sourced from the State of Washington Employment Security Department and Spokane Regional Transportation Council
Existing Inventory	An Area Wide Plan (AWP) land analysis conducted by Stantec to estimate the total area withing the AWP boundaries, how that land is zoned and what portion of that land is undeveloped, or unoccupied.
Commercial Space Needed to Accommodate Job Growth	Estimated based on area and industry specific job projections and commercial land use assumptions developed by Economic Planning Systems for a separate report. Demand for commercial space is then translated into acreage using industry specific floor area ratios (FAR).
Focus Area Capture Rates	Interviews with real estate and local area experts will inform capture rate estimates, which will be used to refine estimated commercial need within the focus area boundaries.

Land Supply in the Focus Area

The focus area contains a total of 1,700 acres of land and roughly 20 percent or 622 acres of land is either undeveloped or occupied and considered as available land supply for this study. Available land supply calculations include undeveloped land without structures and unoccupied land that may include existing but unoccupied structures. Roughly one third of the available land supply within the focus area is zoned as Residential Single Family (RSF), which allows for low-density single-family development with a minimum of four and maximum of ten dwelling units per acre.

Roughly 38 percent of the available land supply in the focus area allows for commercial development, 38 percent allows for industrial uses and 37 percent of the available land supply allows for residential uses. These three categories exceed 100 percent because many of the zoning districts in the focus area allow for a combination of commercial, industrial and/or residential development. All zoning designations within the focus area that allow for industrial uses also allow for commercial use and the only zoning districts that exclusively allow for commercial use are Neighborhood Retail (NR) and Office (O) districts. There are four zoning districts present in the focus area that exclusively allow for residential development (RSF, RTF, RMF and RHD).

Figure 28: Land Supply in Focus Area by Zone

Zoning Designations	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Available Land Supply
	a	*b*	*c*	*d=b+c*
Center and Corridor Type 1 (CC1)	21.1	4.8	2.2	7.0
Center and Corridor Type 2 (CC2)	27.5	7.1	0.0	7.1
General Commercial (GC)	9.5	5.8	0.0	5.8
Heavy Industrial (HI)	224.7	106.6	0.6	107.3
Light Industrial (LI)	264.7	103.0	5.3	108.3
Mixed Use Transition (CC4)	20.1	0.6	0.0	0.6
Neighborhood Retail (NR)	3.3	0.4	0.0	0.4
Office (O)	7.9	1.6	0.0	1.6
Residential High Density (RHD)	8.1	0.3	0.0	0.3
Residential Multifamily (RMF)	12.3	7.5	0.0	7.5
Residential Single-Family (RSF)	556.3	205.3	0.0	205.3
Residential Two-Family (RTF)	55.0	3.4	0.0	3.4
Unknown	177.0	167.0	0.0	167.0
Total	**1,387.6**	**613.6**	**8.2**	**621.7**

Source: Stantec Field Observations

In West Hillyard, over 64 percent of the available land supply allows for residential development, just over 52 percent allows for commercial development and 45 percent allows for industrial development. West Hillyard also includes just over 14 acres of available land that is zoned for mixed use (CC1 and CC2) and allows for residential, commercial and some limited industrial uses. Both CC1 and CC2 zoning designations promote redevelopment that is pedestrian oriented while still accommodating some automobile traffic. Incentives offered in these mixed-use zoning designations allow for higher floor area ratios (FARs) in exchange for the provision of greater public amenities as land is developed or redeveloped.[8]

Figure 29. Land Supply in West Hillyard by Zone

Zoning Designations	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Available Land Supply
	a	*b*	*c*	*d=b+c*
Center and Corridor Type 1 (CC1)	21.1	4.8	2.2	7.0
Center and Corridor Type 2 (CC2)	27.5	7.1	0.0	7.1
General Commercial (GC)	6.8	3.1	0.0	3.1
Heavy Industrial (HI)	0.0	0.0	0.0	0.0
Light Industrial (LI)	0.4	0.4	0.0	0.4
Mixed Use Transition (CC4)	20.1	0.6	0.0	0.6
Neighborhood Retail (NR)	3.3	0.4	0.0	0.4
Office (O)	7.9	1.6	0.0	1.6
Residential High Density (RHD)	8.1	0.3	0.0	0.3
Residential Multifamily (RMF)	5.8	0.9	0.0	0.9
Residential Single-Family (RSF)	195.3	5.6	0.0	5.6
Residential Two-Family (RTF)	55.0	3.4	0.0	3.4
Unknown	18.3	8.2	0.0	8.2
Total	**369.6**	**36.5**	**2.2**	**38.7**

Source: Stantec Field Observations

The available land supply in East Hillyard is predominately zoned for industrial uses, both heavy industrial (HI) and light industrial (LI), or low-density residential development (RSF). It also should be noted that the zoning designation of nearly 159 acres of available land in East Hillyard is unknown at this time. Most of the

[8] Spokane Municipal Code Section 17C.122.020 (https://my.spokanecity.org/smc/?Section=17C.122.020)

available land supply allowing for industrial uses exists in the northern part of East Hillyard (The Yard and Wellesley Business District) and available land allowing for residential uses exists in the southern part of East Hillyard (Beacon Hill).

Figure 30. Land Supply in East Hillyard by Zone

Zoning Designations	**Total Land Area**	**Undeveloped Land** (no structures)	**Unoccupied Land** (no tenant on property)	**Available Land Supply**
	a	***b***	***c***	***d=b+c***
Center and Corridor Type 1 (CC1)	0.0	0.0	0.0	0.0
Center and Corridor Type 2 (CC2)	0.0	0.0	0.0	0.0
General Commercial (GC)	2.7	2.7	0.0	2.7
Heavy Industrial (HI)	224.7	106.6	0.6	107.3
Light Industrial (LI)	264.4	102.7	5.3	108.0
Mixed Use Transition (CC4)	0.0	0.0	0.0	0.0
Neighborhood Retail (NR)	0.0	0.0	0.0	0.0
Office (O)	0.0	0.0	0.0	0.0
Residential High Density (RHD)	0.0	0.0	0.0	0.0
Residential Multifamily (RMF)	6.6	6.6	0.0	6.6
Residential Single-Family (RSF)	361.0	199.7	0.0	199.7
Residential Two-Family (RTF)	0.0	0.0	0.0	0.0
Unknown	158.8	158.8	0.0	158.8
Total	**1,018.1**	**577.1**	**5.9**	**583.0**

Source: Stantec Field Observations

Available Land Supply vs. Projected Land Demand

Overall, there will likely be demand for 108 acres of land for residential, commercial and industrial development within the focus area over the next 10 years. This estimate is based on anticipated population and employment growth within and around the focus area. We prepared or used existing employment and population forecasts to estimate land demand for commercial and residential development in the focus area. Next, we applied a capture rate to the demand in Spokane to help estimate how much of the market demand for a particular land use is likely to be absorbed in the focus area.

There is more available land supply (622 acres) within the focus area than the forecasted demand for land (108 acres). Based on Stantec's land use definitions and field observations, this report defines available land supply as undeveloped land with no structures and unoccupied land, which may include existing structures but no tenants on the property. The 622 acres of available land supply includes parcels with zoning districts that allow for residential, commercial and/or industrial development. The redevelopment of parcels that are home to existing structures may be necessary to accommodate forecasted demand. It is likely that the redevelopment of sites with existing structures may impose higher development costs than undeveloped properties. The following section compares the demand for residential, commercial, and industrial land compared to available land supply within the focus area that allows for those uses.

Figure 31: Land Supply and Demand in Focus Area (Acres) Over the Next 10 Years

Land Use	Total Land	Undeveloped Land	Unoccupied Land	Available Land Supply	Projected Land Demand	Potential Land Shortage or Surplus
	a	*b*	*c*	*d=b+c*	*e*	*f=e-d*
Residential [1]	700.4	229.0	2.2	**231.3**	**72.6**	158.7
Commercial [2]	578.8	230.0	8.2	**238.2**	**27.5**	210.7
Allows Industrial [3]	547.56	227.40	8.15	**235.55**	**7.4**	228.1
Total Unduplicated Acres [4]	**1,387.6**	**613.6**	**8.2**	**621.7**	**107.5**	**514.2**

Source: Stantec Field Observations
[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4
[3] Includes the following zoning designations: LI, HI, GC, CC1 and CC2
[4] Rows add to more than total because there is overlap between residential, commercial, and industrial uses within Spokane Municipal Code

In West Hillyard, there is just under 39 acres of available land supply which is less than the forecasted demand of just over 50 acres of combined commercial and residential land in this area. It is likely that some of this demand will be absorbed by East Hillyard, where there is a large surplus of available land. Roughly 25 acres of the available land supply allows for residential uses, 20 acres allow for commercial uses and just over 17 acres allow for industrial uses. It is important to note in West Hillyard mixed use zoning designations such as CC1, CC2 and CC4 account for a significant portion of the overall available land supply, so there may be competing interests for the same parcels that allow for residential, commercial and/or industrial development. This may be most pronounced for future residential development in West Hillyard, where nearly 60 percent, almost 15 acres, of the available residential land supply is currently zoned for mixed use development.

Figure 32. Land Supply and Demand in West Hillyard (Acres) Over the Next 10 Years

Land Use	Total Land	Undeveloped Land	Unoccupied Land	Available Land Supply	Projected Land Demand	Potential Land Shortage or Surplus
	a	*b*	*c*	*d=b+c*	*e*	*f=e-d*
Residential [1]	332.9	22.7	2.2	**24.9**	**31.8**	(6.9)
Commercial [2]	87.1	18.0	2.2	**20.2**	**17.8**	2.5
Industrial [3]	55.8	15.4	2.2	**17.6**	**1**	16.4
Total Unduplicated Acres [4]	**369.6**	**36.5**	**2.2**	**38.7**	**50.8**	(12.1)

Source: Stantec Field Observations
[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4
[3] Includes the following zoning designations: LI, HI, GC, CC1 and CC2
[4] Rows add to more than total because there is overlap between residential, commercial, and industrial uses within Spokane Municipal Code

In East Hillyard, there is 583 acres of available land supply which is just enough to meet the project land demand of about 57 acres in this area. East Hillyard is home to the largest share of the available land supply within the focus area and is also projected to see a higher demand for both residential and industrial land. The majority of the available land supply in East Hillyard is zoned for industrial uses (HI and LI) or low-density residential development (RSF).

Figure 33. Land Supply and Demand in East Hillyard (Acres) Over the Next 10 Years

Land Use	Total Land	Undeveloped Land	Unoccupied Land	Available Land Supply	Projected Land Demand	Potential Land Shortage or Surplus
	a	*b*	*c*	*d=b+c*	*e*	*f=e-d*
Residential [1]	367.5	206.3	0.0	**206.3**	**40.8**	165.6
Commercial [2]	491.8	212.0	5.9	**217.9**	**9.7**	208.2
Industrial [3]	491.8	212.0	5.9	**217.9**	**6.2**	211.8
Total Unduplicated Acres [4]	**1,018.1**	**577.1**	**5.9**	**583.0**	**56.7**	**526.4**

Source: Stantec Field Observations
[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4
[3] Includes the following zoning designations: LI, HI, GC, CC1 and CC2
[4] Rows add to more than total because there is overlap between residential, commercial, and industrial uses within Spokane Municipal Code

Commercial Development Forecast

Based on the SRTC Regional Transportation Model and employment forecast for the City of Spokane (discussed in Chapter 2), employment in the focus area is forecasted to grow at an average annual growth rate of 1.8 percent over the next 10 years. This forecasted growth rate would result in roughly 1,061 new employees within the focus area, but not all of the new employees are expected to require physical space. For example, employment in the construction and manufacturing industries often takes place at a project site or can move between different venues and does not require designated space for each individual employee. Other industries also might be supported partially by a remote workforce that does not require designated commercial space. Based on the industry specific employment forecast, this analysis assumes that approximately 85 percent or 899 of the new employees forecasted for the focus area are expected to require physical space within the focus area. Industry specific land use assumptions are then applied to the forecasted employment within the focus area to estimate the building space needed to accommodate the new employees. The total building space needed (in square feet) is then translated into the total demand for commercial and industrial acreage using an average Floor Area Ratio (FAR) for each industry. The FAR is a measurement of a building's floor area in relation to the size of the lot or parcel that a building is located on. A higher FAR indicates greater building volume relative to the size of the parcel.

Approximately 35 acres of commercial/industrial land will be needed in the focus area over the next 10 years to accommodate the physical land requirements of the projected employment growth. Roughly, 238 acres of the available land supply in the focus area allows for commercial and industrial activities based on a review of the zoning districts, which results in a surplus of 203 acres. It should be noted that the majority of the available land supply in the focus area allows for both commercial and industrial uses, and commercial development will likely be competing for the same land supply as future industrial developments.

Figure 34: 10-Year Commercial/Industrial Land Use Forecast for Focus Area

Land Use	Projected Employees Requiring Space	Space Needs per Employee (SqFt)	Building Space Needed (SqFt)	Floor Area Ratio (FAR)	Space Needed (SqFt)	Land Needed (Acres)
Office	420	250	104,884	0.30	349,613	8
Industrial/Flex Space	65	750	48,534	0.15	323,562	7
Retail	51	350	17,960	0.25	71,840	2
Accommodation/Food Services	71	300	21,173	0.50	42,347	1
Institutional	293	750	219,911	0.30	733,037	17
Total	**899**		**412,463**		**1,520,398**	**35**
Estimated Available Land Supply with Zoning that Allows Commercial, Office, Industrial Users [1]						**238**

Source: Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045; Land Use Industry Assumptions Sourced from Economic & Planning Systems
[1] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4

In West Hillyard there is an estimated demand for roughly 19 acres of land that allows for commercial or industrial uses. Just over 20 acres of available land supply that allows for commercial or industrial uses exists in West Hillyard, but in order to meet demand, it is likely that parcels currently zoned for mixed use development and allow for residential, commercial and/or industrial use will be needed to meet this demand. This suggests that there will be competing interests for a portion of the available land supply in West Hillyard. If residential development were to outpace commercial development in this area, it is possible that there could be a shortage of commercially zoned land supply available to meet forecasted demand in this area.

Figure 35: 10-Year Commercial/Industrial Land Use Forecast for West Hillyard

Land Use	Projected Employees Requiring Space	Space Needs per Employee (SqFt)	Building Space Needed (SqFt)	Floor Area Ratio (FAR)	Space Needed (SqFt)	Land Needed (Acres)
Office	192	250	48,038	0.30	160,128	4
Industrial/Flex Space	11	750	8,123	0.15	54,155	1
Retail	23	350	7,963	0.25	31,852	1
Accommodation/Food Services	42	300	12,704	0.50	25,408	1
Institutional	222	750	166,829	0.30	556,097	13
Total	**491**		**243,658**		**827,640**	**19**
Estimated Available Land Supply with Zoning that Allows Commercial, Office, Industrial Users [1]						**20**

Source: Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045; Land Use Industry Assumptions Sourced from Economic & Planning Systems

[1] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4

In East Hillyard there is an estimated demand for roughly 16 acres of available land supply that allows for commercial or industrial uses. Just under 218 acres of undeveloped and/or unoccupied land allows for commercial or industrial uses exists in East Hillyard, so there is plenty of available land supply in East Hillyard to meet the forecasted demand for commercial land in this area.

Figure 36: 10-Year Commercial/Industrial Land Use Forecast for East Hillyard

Land Use	Projected Employees Requiring Space	Space Needs per Employee (SqFt)	Building Space Needed (SqFt)	Floor Area Ratio (FAR)	Space Needed (SqFt)	Land Needed (Acres)
Office	227	250	56,845	0.30	189,485	4
Industrial/Flex Space	54	750	40,411	0.15	269,407	6
Retail	29	350	9,997	0.25	39,988	1
Accommodation/Food Services	28	300	8,469	0.50	16,939	0
Institutional	71	750	53,082	0.30	176,940	4
Total	**409**		**168,805**		**692,758**	**16**
Estimated Available Land Supply with Zoning that Allows Commercial, Office, Industrial Users [1]						**218**

Source: Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045; Land Use Industry Assumptions Sourced from Economic & Planning Systems

[1] Includes the following zoning designations: GC, NR, O, LI, HI, CC1, CC2 and CC4

Need for commercial land was forecasted using TAZ level employment estimates developed for the SRTC Regional Transportation Model for 2019 and 2045 and industry level growth projections for Spokane County. Industry specific land use assumptions were then applied to employment projections to estimate the space demanded by additional employment in the focus area.

Residential Land Use Forecast

Future housing needs for new housing units in the focus area are forecasted based on estimated population growth and the assumption that additional housing units will be needed to alleviate existing overcrowding. This forecast also assumes that a portion of the existing housing units built before 1950, housing units without complete plumbing and kitchen facilities, and mobile home units will likely need to be replaced or rehabbed in the next twenty years. Recent residential construction was also taken into consideration and used to refine the 10-year housing need estimates. Additionally, estimates developed for the SRTC Regional Transportation Model helped inform the forecasted distribution of residential units by housing type (e.g. single family, duplex or multi-family housing units). The distribution of housing types is used to translate the forecasted number of residential units into an estimated demand for residentially zoned land.

Based on the forecasted population growth in the focus area and estimated housing types for future residential development, approximately 73 acres of land will be needed to develop 434 new housing units in the focus area over the next ten years. This does not include replacement or refurbishment of existing housing units. Roughly 231 acres of available land allows for residential development in the focus area, based on a review of the zoning districts. The available residential land supply in the focus area is able to meet the demand for forecasted residential development.

Market forces are changing the dynamic of residential development in the focus area and the distribution of new residential development is expected to shift from the historical trend of predominately single-family homes more toward duplex and multi-family residential development moving forward. This change in residential development type will be more pronounced in West Hillyard, which is largely built out and has a more limited supply of available residential land, compared to East Hillyard.

Figure 37: 10-Year Housing Forecast in the Focus Area

Unit Type	Current Distribution of Housing by Type [2]	Estimated Distribution of Forecasted Housing Units [3]	Gross Density (units/acre)	Acres Needed	Total Housing Units
Single-family	88%	41%	5.0	51	178
Duplex	1%	15%	8.0	11	64
3-9 Units	6%	21%	20.0	7	92
10+ Units	5%	23%	40.0	4	99
Total	**100%**	**100%**		**73**	**434**
Estimated Available Land Supply with Zoning that Allows Residential within Planning Area [1]				**231**	

[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Based on trends reported through the American Community Survey 5-year Estimates (2017-2021)
[3] Based on Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045 and informed by interviews with local developers and available land inventory.

In West Hillyard there is estimated demand for roughly 32 acres of land that is zoned for residential development. Just under 25 acres of undeveloped and/or unoccupied land that allows for residential uses exists in West Hillyard. About 60 percent or just under 15 acres of the available residential land supply in West Hillyard is zoned for mixed use development (CC1, CC2 and CC4), which means that residential development in this area will likely be competing with commercial development for parcels that are zoned for mixed-use development. Mixed-use zoning designations also allow for more dense residential development (e.g. multi-family housing units) compared to lower density residential zoning districts, such as RSF and RTF which account for roughly 36 percent or about 9 acres of the available residential land supply in West Hillyard. Changing market dynamics as well as the zoning designations of the available residential land supply suggest that multi-family residential development is most likely to occur in this area. This is a shift away from the historical residential development trends in this area that have skewed heavily towards low-density, single-family development. This shift is reflected in the estimated distribution of forecasted housing units in the table below.

Figure 38: 10-Year Housing Forecast in West Hillyard

Unit Type	Current Distribution of Housing by Type [2]	Estimated Distribution of Forecasted Housing Units [3]	Gross Density (units/acre)	Acres Needed	Total Housing Units
Single-family	73%	15%	5.0	12	42
Duplex	2%	20%	8.0	10	57
3-9 Units	11%	30%	20.0	6	85
10+ Units	15%	35%	40.0	4	99
Total	**100%**	**100%**		**32**	**283**
Estimated Available Land Supply with Zoning that Allows Residential within Planning Area [1]				**25**	

[[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Based on trends reported through the American Community Survey 5-year Estimates (2017-2021)
[3] Based on Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045 and informed by interviews with local developers.

In East Hillyard there is estimated demand for roughly 41 acres of land that is zoned for residential development. Just over 206 acres of undeveloped and unoccupied land that allows for residential uses exists

in East Hillyard, so there is plenty of available land supply in East Hillyard to meet the forecasted demand for residential land in this area. Based on key stakeholder interviews, existing zoning designations of the available land supply and the SRTC Regional Transportation Model, the residential development forecasted for East Hillyard is expected to largely be low-density single-family homes. This mirrors recent development trends as well as future development plans in this area.

Figure 39: Housing Forecast in East Hillyard

Unit Type	Current Distribution of Housing by Type [2]	Estimated Distribution of Forecasted Housing Units [3]	Gross Density (units/acre)	Acres Needed	Total Housing Units
Single-family	100%	90%	5.0	39	136
Duplex	0%	5%	8.0	1	8
3-9 Units	0%	5%	20.0	1	8
10+ Units	0%	0%	40.0	0	0
Total	**100%**	**100%**		**41**	**151**
Estimated Available Land Supply with Zoning that Allows Residential within Planning Area [1]				**206**	

[1] Includes the following zoning designations: RSF, RTF, RMF, RHF, CC1, CC2, and CC4
[2] Based on trends reported through the American Community Survey 5-year Estimates (2017-2021)
[3] Based on Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045 and informed by interviews with local developers.

Housing Affordability

In July 2021, the City of Spokane prepared a Housing Action Plan (HAP) to identify actions to help increase housing options that create more homes for more people. The purpose of the HAP was to consider actions that promote greater housing diversity, affordability and access to opportunity for residents at all income levels in Spokane.[9]

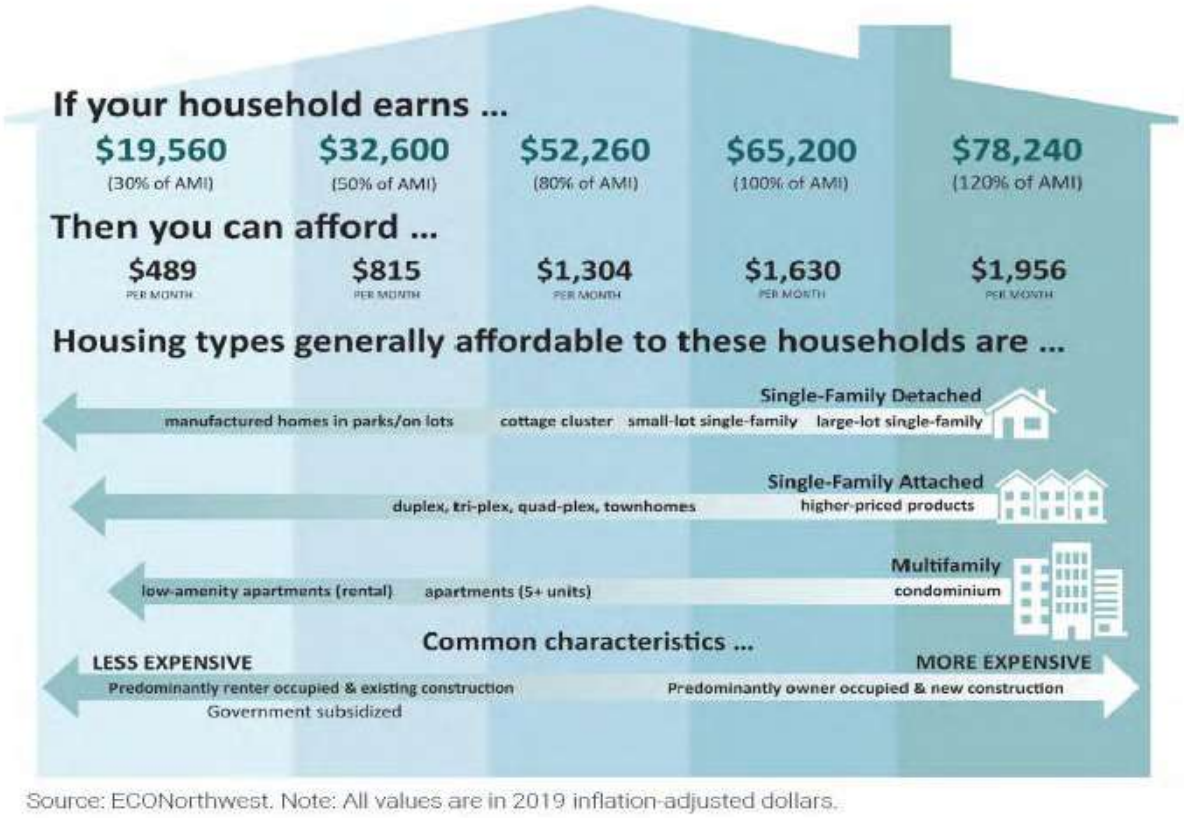
One of the priorities identified through the HAP is to "increase housing supply, options and affordability for all incomes." This priority focuses on strategies that support the construction of affordable and market-rate housing. In the focus area, 26 percent of households meet the definition of cost burdened, spending more than 30 percent of their total income on housing costs. Spending a larger portion of household income on housing limits the amount of income available for other non-discretionary spending, such as food, clothing, and transportation. Renter occupied households in the focus area are more than four times as likely to be cost burdened compared to owner occupied households and nearly half (47 percent) of all renter occupied households in the focus area meet the definition of cost burdened. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in and around the focus area.

The median household income in the focus area is $47,686, which is well below the citywide median household income of $56,977.[10] Based on the income distribution in the focus area, the development of less expensive and predominantly renter focus residential product types, such as duplex, tri-plex and low amenity apartments, could promote greater housing diversity, and housing affordability in this area.

[9] City of Spokane Housing Action Plan, July 2021. Available at: https://my.spokanecity.org/housing/spokane-housing-action-plan/

[10] U.S. Census, ACS 5-Year Estimates (2017-2021): Table S1901 Income in the Past 12 Months (in 2021 inflation adjusted dollars)

Figure 40. Financially Attainable Housing Types

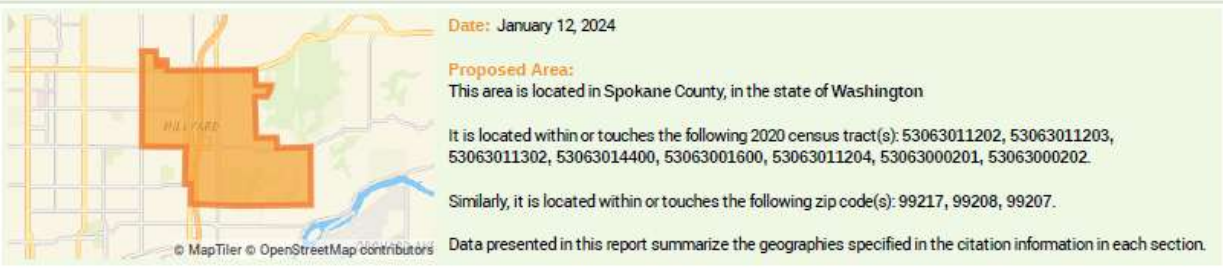


Source: ECONorthwest. Note: All values are in 2019 inflation-adjusted dollars.

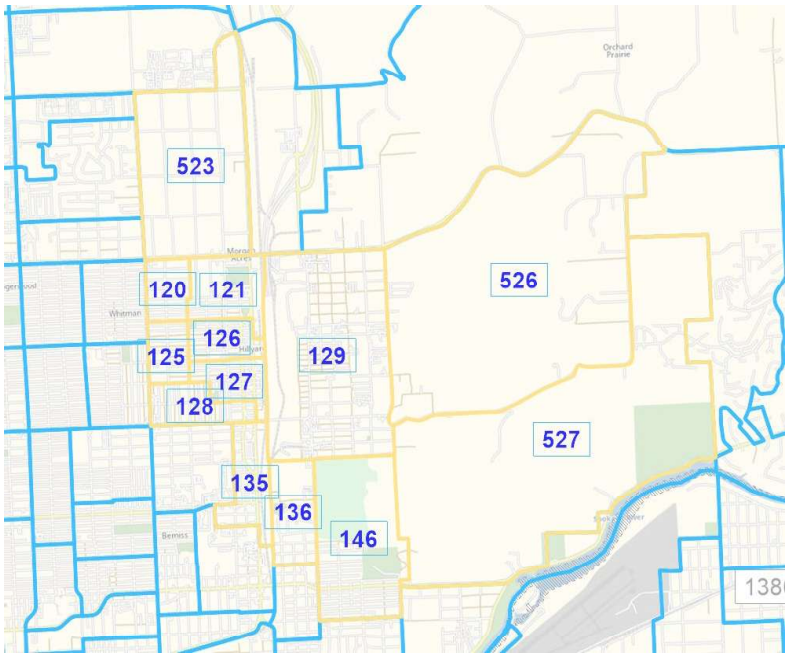
Source: City of Spokane Housing Action Plan, July 2021.

Appendix A: Geographies Used for Analysis

Policy Map Project Specific Data Export

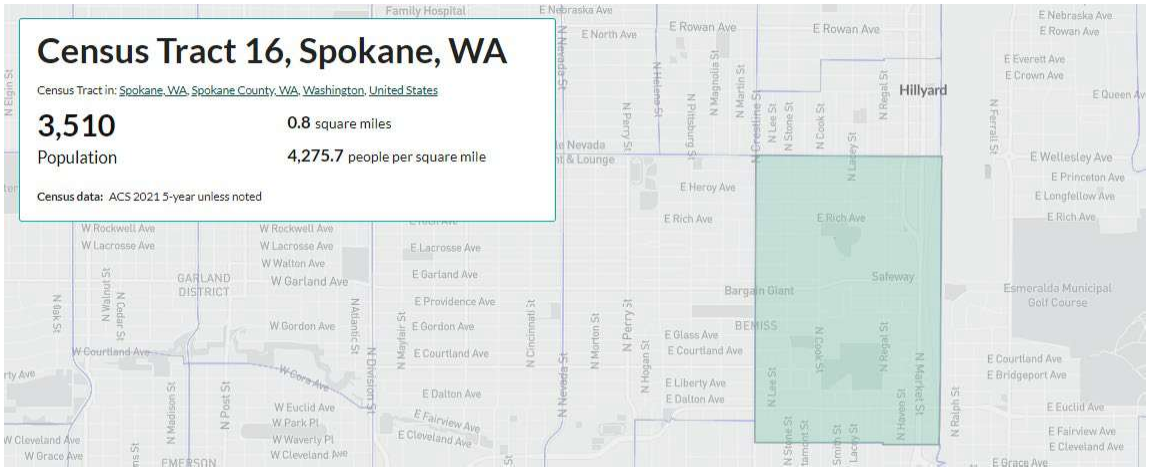


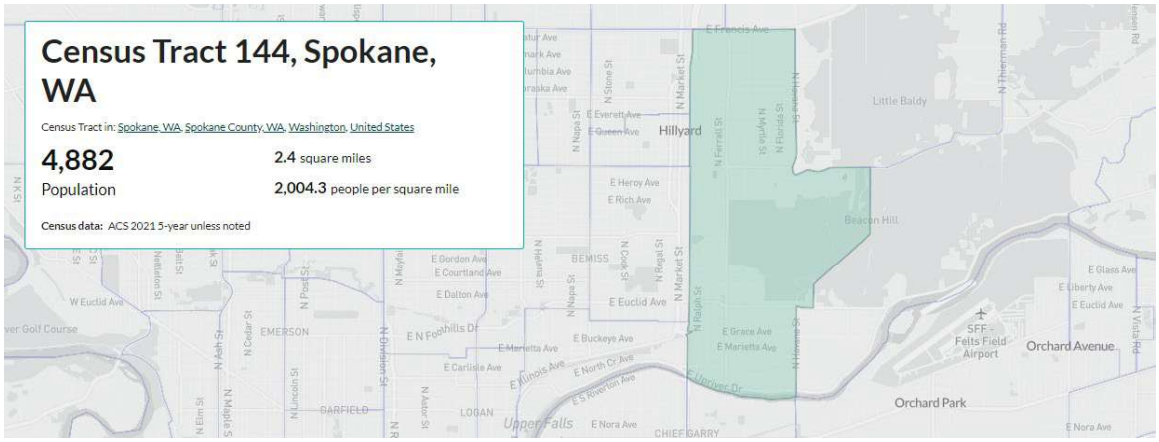
Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045



U.S. Census Bureau, Spokane Census Tracts

Census Tract 2.02, Spokane, WA
Census Tract in: Spokane, WA, Spokane County, WA, Washington, United States
1,396
Population
0.2 square miles
5,765.6 people per square mile
Census data: ACS 2021 5-year unless noted
Hillyard
© Mapbox © OpenStreetMap Improve this


Census Tract 16, Spokane, WA
Census Tract in: Spokane, WA, Spokane County, WA, Washington, United States
3,510
Population
0.8 square miles
4,275.7 people per square mile
Census data: ACS 2021 5-year unless noted
Hillyard
GARLAND DISTRICT
Bargain Giant
Safeway
BEMISS
Esmeralda Municipal Golf Course
EMERSON


Census Tract 144, Spokane, WA
Census Tract in: Spokane, WA, Spokane County, WA, Washington, United States
4,882
Population
2.4 square miles
2,004.3 people per square mile
Census data: ACS 2021 5-year unless noted
Hillyard
Little Baldy
Beacon Hill
BEMISS
EMERSON
SFF - Felts Field Airport
Orchard Avenue
Orchard Park
LOGAN
GARFIELD
Upper Falls

Appendix J

Public Financing Strategy

Economic & Planning Systems, Inc.
The Economics of Land Use

HILLYARD SUBAREA PLAN PUBLIC FINANCING STRATEGY

FINAL DRAFT REPORT

Prepared for:
City of Spokane, Washington

Prepared by:
Economic & Planning Systems, Inc.

May 28, 2025

EPS #233007

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1. Introduction

This report summarizes the analysis and recommendations of Economic & Planning Systems (EPS) regarding funding and financing strategies for the Hillyard/ Northeast Spokane Subarea Plan (Plan). The report was prepared by EPS, as subconsultant to Stantec, under contract to the City of Spokane and the Northeast Public Development Authority (NEPDA).

Background

The Plan aims to foster revitalization and development opportunities for the Wellesley Business district and the East Hillyard industrial area (aka The Yard) in the Hillyard neighborhood. The Plan's 1,740-acre Focus Area is generally bounded by Crestline Street to the west, East Wellesley/Garnet Avenue to the south, South Havana Street to the east, and East Francis Street to the north as shown in **Figure 1**.

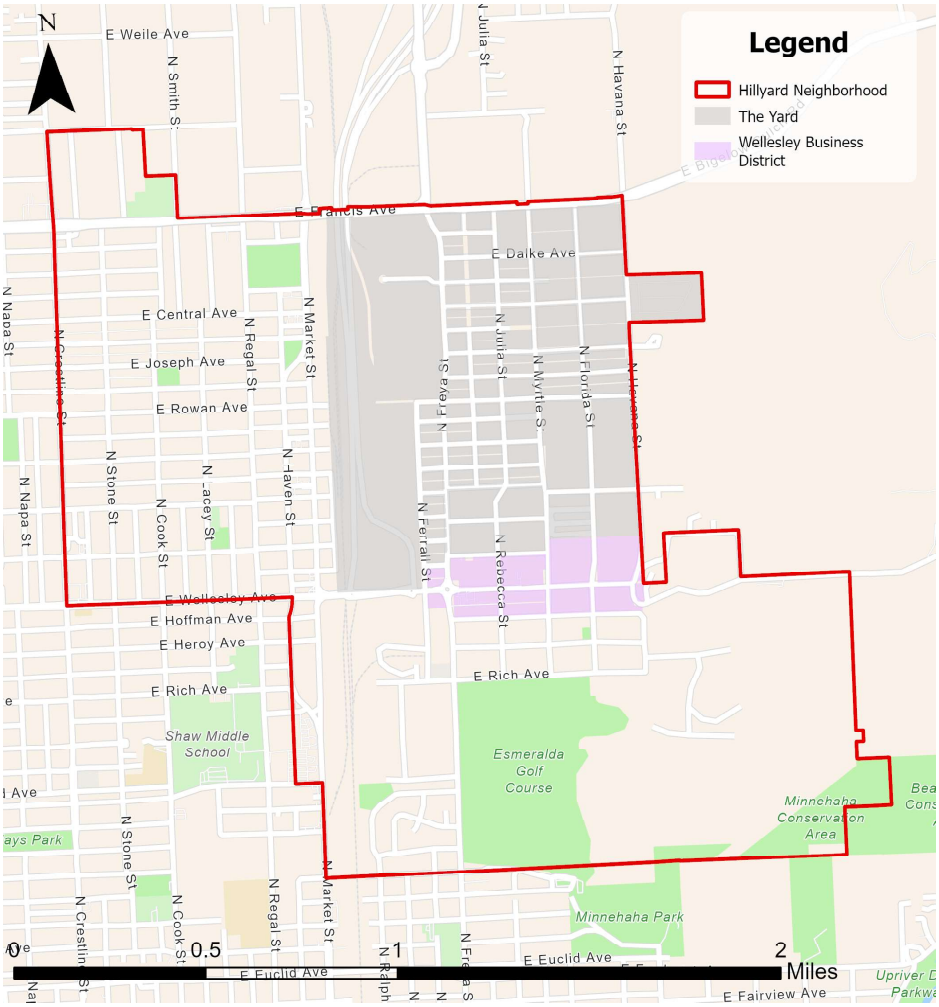


Figure 1. Hillyard Subarea

The Hillyard neighborhood contains a wide range of land uses but is predominately residential, with neighborhood commercial uses to the west of US 395, and predominately industrial to the east. Stantec has identified 53 catalyst sites with the potential for new development or redevelopment throughout the Hillyard Study Area. The catalyst sites in West Hillyard are primarily small vacant commercial parcels on Market Street and Haven Street. These properties are on completed streets and are largely expected to be able to be developed without major infrastructure investments.

A major barrier to new development in The Yard in East Hillyard is the lack of infrastructure that has stagnated investment in the area, particularly for industrial development. One of goals of the Plan is to determine how infrastructure investments in The Yard can help it capture a greater share of industrial development. Stantec has identified 20 catalyst sites within The Yard totaling 95 acres and with up to 852,000 square feet of development capacity. The Stantec Team has also identified up to $39.5 million in road and utility infrastructure improvements needed to make these properties "development ready." as shown in **Table 1.**

Table 1. The Yard Total Infrastructure Costs

Description	Cost
Potable Water Service	
Increased Standby Storage - North Hill Pressure Zone	--
Distribution & Transmission Conveyance Infrastructure	$4,450,000
Distribution & Transmission Extension	$1,850,000
Larger Diameter Network	$5,250,000
Subtotal	**$11,550,000**
Sanitary Sewer Service	
No City Costs Listed	--
Subtotal	**--**
Drainage & Stormwater Management Facilities	
Clustered Regional Facilities (Initial Phase)	$10,960,000
Clustered Regional Facilities (Buildout)	$5,475,000
Subtotal	**$16,435,000**
Broadband Service	
No City Costs Listed	--
Subtotal	**--**
Electrical Power and Natural Gas Services	
No City Costs Listed	--
Subtotal	**--**
Road Improvements	
Freya St - Wellesley Ave to Francis Ave	$1,375,000
Rowan Ave - Sycamore St to Myrtle St	$996,526
Myrtle St - Wellesley Ave to Dalke Ave	$5,652,726
Florida St - Queen Ave to Princeton Ave	$2,118,478
Local Roads - East Side Improvements	$1,100,000
Wellesley Ave - Freya St to Havana St	$226,048
Subtotal	**$11,468,778**
Total City Investment in the Yard Infrastructure	**$39,453,778**

Source: City of Spokane; Stantec; Fehr & Peers; Economic & Planning Systems

The primary funding and financing challenge addressed in this study is how to pay for the up-front infrastructure needed for The Yard to be competitive and capture its share of potential industrial development within the region.

Scope of Work

EPS was tasked with identifying funding sources and financing strategies for the roads, utilities, and other trunk infrastructure needed to make the identified catalyst sites competitive for development. The report is presented in four chapters following this Introduction and Summary of Findings as follows:

- **Market Context** – This chapter provides EPS' estimates of the absorption forecasts by asset class and by phase as inputs to the financial analysis. The estimates of development potential are based on a review of market analysis and development forecasts completed for previous tasks in the overall project and from additional analysis of industrial development trends in the Spokane region.
- **Public Financing Framework** – EPS identifies the available public financing tools that could potentially be used to build and pay for infrastructure and other public improvements including property and sales tax increment financing (TIF) and other development based sources.
- **Development Absorption and Capital Projects** – This chapter summarizes the road and utility costs for providing infrastructure to The Yard. Based on the estimated costs, the absorption projection and capital investment for a smaller Phase 1 area are described.
- **Tax Revenue Forecasts** – This chapter describes the use of a 30-year cash flow model to estimate revenues and expenses based on infrastructure cost and development revenue inputs from previous tasks. Based on identification of a substantial funding gap, EPS then identifies a phased option that reduces upfront capital investment needs commensurate with projected development capture rates.
- **Reconciliation of Sources and Uses** – This section integrates all elements of research and refines the financial model to reconcile the sources and uses of funds.

Summary of Findings

1. ***One of goals of the Subarea Plan is to determine how infrastructure investments in The Yard can improve its marketability for a greater share of the Spokane region's industrial development.***

   The Yard is largely zoned for industrial development; however, most industrial users have not considered the area because of the lack of adequate roads and utilities. Stantec has identified 20 catalyst sites within The Yard totaling 95 acres and with up to 852,000 square feet of development capacity. However, to make the area competitive for new development, the Stantec has also identified the need for up to $39.5 million in road and utility infrastructure improvements.

2. ***A Phase 1 development scenario was developed to identify reduce the amount of upfront infrastructure needed to catalyze initial development.***

   Due to large infrastructure requirements for the Yard totaling $39.5 million, which would be required to develop most of the catalyst sites within the Yard, the scope of the financial and development analysis was narrowed to an initial first phase of development to reduce the amount of upfront infrastructure needed to catalyze initial development. This initial Phase 1 area includes the southern portion of the Yard and all of the Wellesley Business District. By shifting the focus area, the known infrastructure costs were reduced from $39.5 million to $14.4 million.

3. ***A medium growth absorption forecast was used in the financial modeling to estimate industrial development capture in the Phase 1 portion of The Yard.***

   The Phase 1 area reduces the upfront infrastructure needed but still includes 14 of the 20 catalyst sites in The Yard including the largest and most marketable parcels. The medium absorption scenario is used as a basis for creating the projected absorption for the 14 catalyst sites. Projected absorption includes a total of 1.25 million square feet built over a 10-year period including approximately 650,000 square feet of industrial in the Yard and 600,000 square feet of mixed-use development in the Wellesley Business District.

4. ***The primary financing source for financing needed infrastructure in The Yard is tax increment financing as currently enabled for NEPDA.***

   The primary funding tool anticipated to be used for funding redevelopment costs within The Yard is tax increment financing (TIF). The City of Spokane established a TIF District in 2019 for property within NEPDA. NEPDA receives City and County property tax TIF, City sales tax TIF, as well as one-time tax on new construction [New Construction Sales Tax (NCST)] from both the City and County. NEPDA receives 75 percent of the TIF on new development with the remainder retained by the taxing entities. Other taxing districts that can be considered for funding a portion of the needed infrastructure include Local Improvement Districts (LIDs) and Public Utility Districts (PUDs). Other financing districts enabled in the state that could be used to help with redevelopment and infrastructure funding are LIFT (Local Infrastructure Financing Tool), which uses state sales tax funds, and one-time funding for public infrastructure through the CERB (Community Economic Revitalization Board).

5. ***A pro forma model was created to analyze Phase 1 revenues and expenses over a 30-year financing timeframe to determine project feasibility and identify the remaining funding gap.***

   In this model, the project is evaluated on both a levered and unlevered basis to estimate the funding gap. A third scenario explored evaluates the removal of stormwater costs altogether as it is the most expensive and serves a larger area-wide function. Revenues include property and sales tax increment and NCST. Infrastructure expenses totaling $14.4 million included three road projects (Freya Street from Wellesley Avenue to Rowan Avenue, Rowan Avenue from Freya Street to Florida Avenue, and Florida Street from Queen Avenue to Princeton Avenue); three water distribution lines along Freya Street, Rowan Avenue, and Florida Street; and Phase 1 of a clustered regional stormwater facility.

6. ***Infrastructure revenue bonds are recommended as a means to generate sufficient revenues needed to build the Phase 1 needed infrastructure projects. However, a substantial funding gap remains.***

   In a levered scenario over a 30-year period, NEPDA operating costs are projected to total $21.38 million and total revenues are projected to total $39.48 million, resulting in a net operating income (NOI) of $18.1 million. Bond Debt Service Payments would total $35.59 million. This results in an overall Debt Service Coverage Ratio (DSCR) of 0.51, which indicates that not enough revenue would be generated to cover the debt obligations. To achieve a DSCR of 1.25, an additional $26.38 million in funding sources would be needed. If the Phase 1 clustered regional stormwater facility were to be removed, the DSCR increases to 0.90 and the funding gap decreases to $6.96 million to achieve a DSCR of 1.25.

7. ***The financial pro forma model can continue to be used by the City and NEPDA to consider additional funding and financing options.***

   The Phase 1 Financial Model is a work in progress. The scenarios tested demonstrate that a financing plan based on using the existing NEPDA sources of TIF revenues have the potential to cover a substantial portion of the infrastructure needed to develop the catalyst sites in The Yard. Nevertheless, there is still a funding shortage regardless of the scenarios presented. The City and NEPDA will need to identify one or more additional funding sources, and/or evaluate an even smaller initial phase of development that further reduces upfront infrastructure investments. The financial pro forma model can be used to test other scenarios and/or variations in financing approach. It can also be used to incorporate other revenue sources including any grants that the City may ultimately receive.

2. Market Context

This Chapter summarizes market conditions in the Hillyard Subarea and The Yard focus area. This includes a review of market projections completed in earlier phases of the subarea planning process, as well as additional analysis of industrial development trends in the Spokane market from 2000 to 2024. Based on this analysis, EPS developed three alternative absorption forecasts for industrial uses in The Yard.

Agnew Beck Market Study

Agnew Beck (AB), as a subconsultant to Stantec, completed a market study as input to the Subarea Plan land use analysis in February 2024. The market study included forecasts for all land use categories for the larger Hillyard Subarea. EPS evaluated the AB Market Study with a focus on industrial trends and forecasts as most relevant to the funding and financing strategy for The Yard.

Based on the AB market data, overall job growth in Hillyard has been strong when compared to the City of Spokane as a whole. Based on historical trends, AB projected an increase of 1,061 jobs in Hillyard over the 2023-2033 time period, which equates to 2.2 percent average annual growth.

AB converted this job growth to a demand for 48,534 square feet of industrial space and a total of 412,463 square feet of commercial space. EPS determined the development projection for industrial space to be conservative as it is based on historical construction and does not consider the potential of the area if infrastructure investments are made to make the area more "development ready" and competitive for a share of regional growth.

Hillyard has 622 acres of undeveloped or unoccupied land with the capacity to accommodate a greater amount of development than the 108 acres of residential and commercial development forecast over the next 10 years. Much of this is in The Yard, which has 218 acres of land supply available for commercial development (including industrial) and 206 acres of land supply available for residential development. With proper infrastructure investments, much of this land could be developed with industrial and flex uses.

Spokane Industrial Market

EPS conducted additional market analysis focused on industrial and flex uses within the Hillyard Subarea and the Spokane region in order to provide an alternative growth forecast. The Spokane market has seen steady growth since 2010 in industrial and flex space inventory. From 2010 to 2024, the City of Spokane added 4.5 million square feet of industrial and flex space, as shown in **Table 2**.

The Hillyard neighborhood has seen little growth over the same time period, gaining 93,887 square feet of inventory. In spite of the industrial character of the area, it is currently a relatively small component of the industrial market, accounting for less than 1.0 percent of the total inventory.

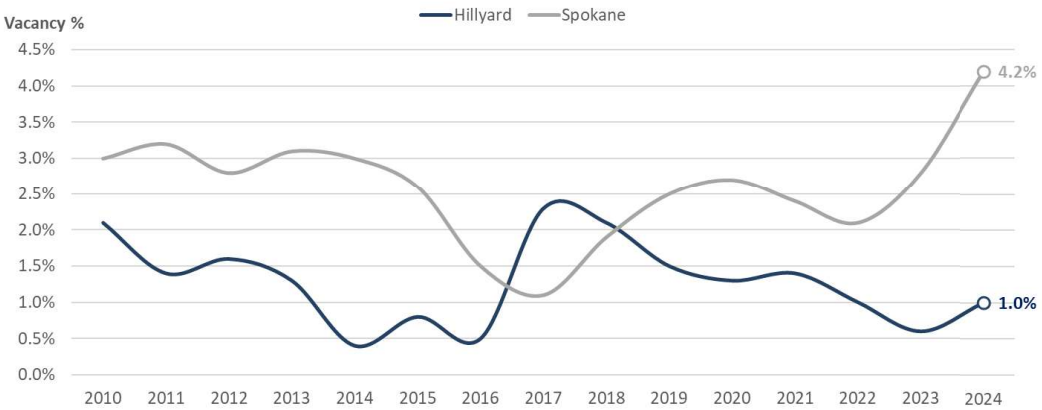
Table 2. Industrial and Flex Inventory, 2010 to 2024 Q2

Description	2010	2015	2019	Q2 2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Inventory (Sq. Ft.)							
Hillyard	1,853,059	1,877,516	1,943,046	1,946,946	93,887	6,706	0.4%
Spokane	33,014,456	34,568,086	35,069,069	37,550,366	4,535,910	323,994	0.9%

Source: CoStar; Economic & Planning Systems

In terms of vacancy rates, the City of Spokane – and more specifically Hillyard – have maintained very low vacancy rates from 2010 to 2024 while adding inventory, which suggests that the market would respond well to additional inventory. While Hillyard itself has not added much inventory, a vacancy rate of 1.0 percent in 2024, as shown in **Figure 2**, suggests that new inventory would likely be supported.

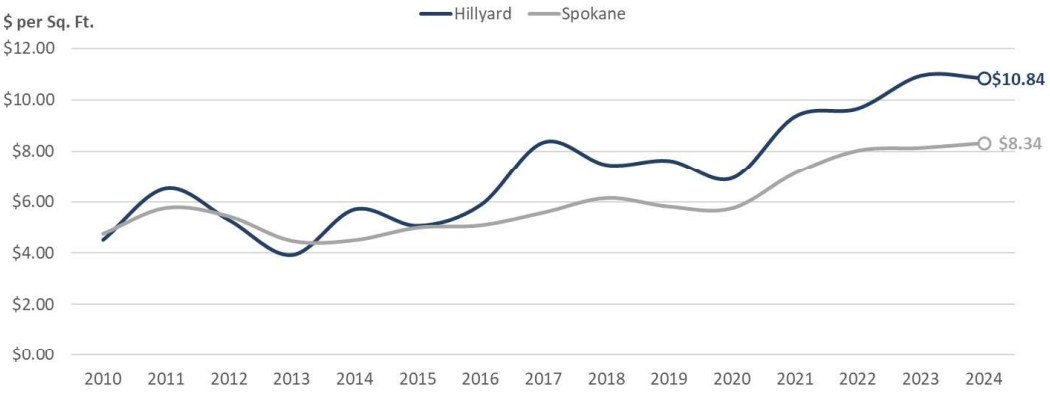
Figure 2. Industrial and Flex Vacancy Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Average rental rates in the Hillyard Subarea increased by $6.34 per square foot from 2010 to 2024, as shown in **Figure 3**. In the city as a whole, the average rental rate increased by only $3.59 per square foot over the same time period, or about half of the Hillyard's growth.

Figure 3. Industrial and Flex Rental Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Comparable Subareas

The Hillyard Subarea, and more specifically "The Yard," is well located to attract future growth of industrial and flex space should it invest in the road and utility improvements needed to make the area competitive with other industrial development locations in the region. As a basis for estimating the level of growth possible. EPS tracked historical growth in other industrial areas in the regional including the Spokane Valley subarea, east of the City of Spokane, the West Plains Subarea, located near the Spokane International Airport, and the East Central Neighborhood, located south of the Hillyard Subarea.

West Plains has seen the most explosive growth, nearly doubling its inventory from nearly 4.4 million square feet in 2010 to over 8.4 million square feet in 2024, as shown in **Table 3**. The other subareas have seen modest growth that is consistent with the City of Spokane as a whole, all of which have experienced average annual growth ranging from 0.9 percent to 1.0 percent per year.

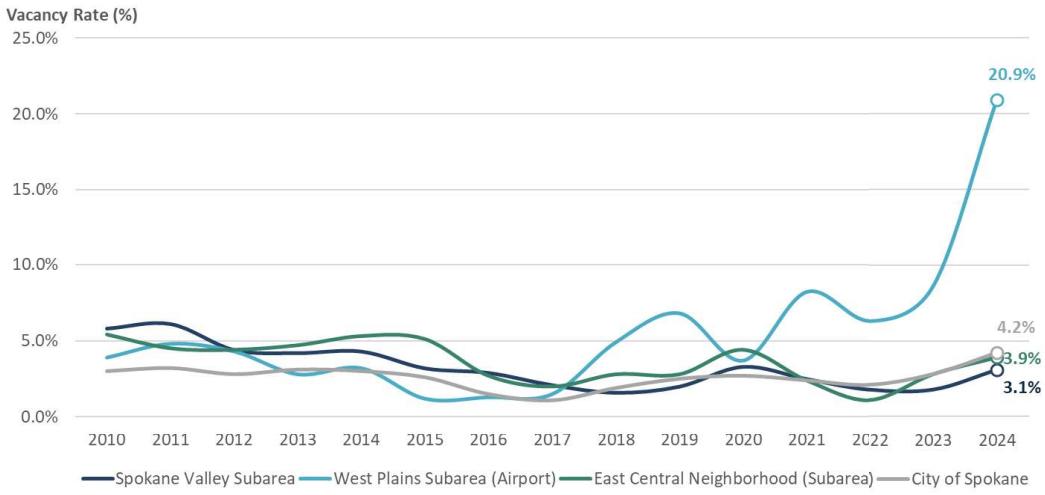
Table 3. Industrial and Flex Subareas Inventory, 2010 to 2024 Q2

Description	2010	2015	2020	Q2 2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Inventory (Sq. Ft.)							
Spokane Valley Subarea	23,418,958	23,566,021	24,546,032	26,946,216	3,527,258	251,947	1.0%
West Plains Subarea (Airport)	4,351,206	5,713,144	6,505,406	8,440,922	4,089,716	292,123	4.8%
East Central Neighborhood (Subarea)	7,631,935	8,021,833	8,544,673	8,608,289	976,354	69,740	0.9%
City of Spokane	33,014,456	34,568,086	35,779,669	37,550,366	4,535,910	323,994	0.9%

Source: CoStar; Economic & Planning Systems

The subarea with the highest vacancy rate in 2024 was West Plains with a vacancy rate of 20.9 percent, as shown in **Figure 4**. This is likely a result of new inventory being completed as over 1.0 million square feet of inventory was added between 2023 and 2024. East Central Neighborhood and Spokane Valley had vacancy rates of 3.9 percent and 3.1 percent, respectively, similar to the overall city total.

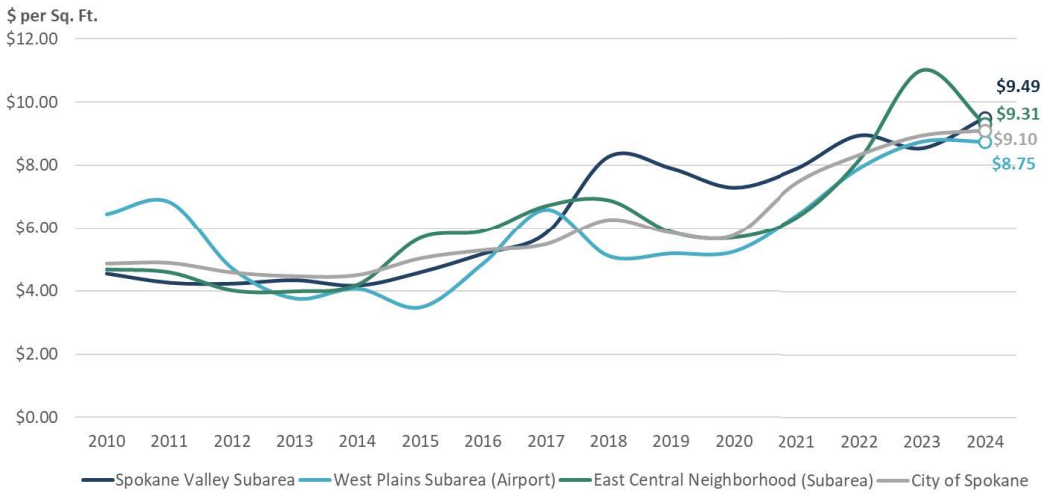
Figure 4. Industrial and Flex Subareas Vacancy Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

The subarea with the highest average rental rate in 2024 was Spokane Valley at $9.49 per square foot, as shown in **Figure 5**. This is closely followed by the East Central Neighborhood at $9.31 per square foot, and West Plains at $8.75 per square foot. The City of Spokane's rental rate in 2024 was $9.10 per square foot.

Figure 5. Industrial and Flex Subareas Rental Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Commercial and Multifamily Space

EPS also tracked growth and development conditions in the office, retail and multifamily housing markets in Hillyard and the Spokane region over the 2010-2024 time period.

Office

The Hillyard Subarea (as tracked by CoStar) shows a modest amount of office space with a current inventory of 133, 500 square feet. The area lost 13,800 square feet since 2010 as shown in **Table 4**. Meanwhile, the City of Spokane gained 367,019 square feet of office inventory to reach nearly 20.2 million square feet as shown.

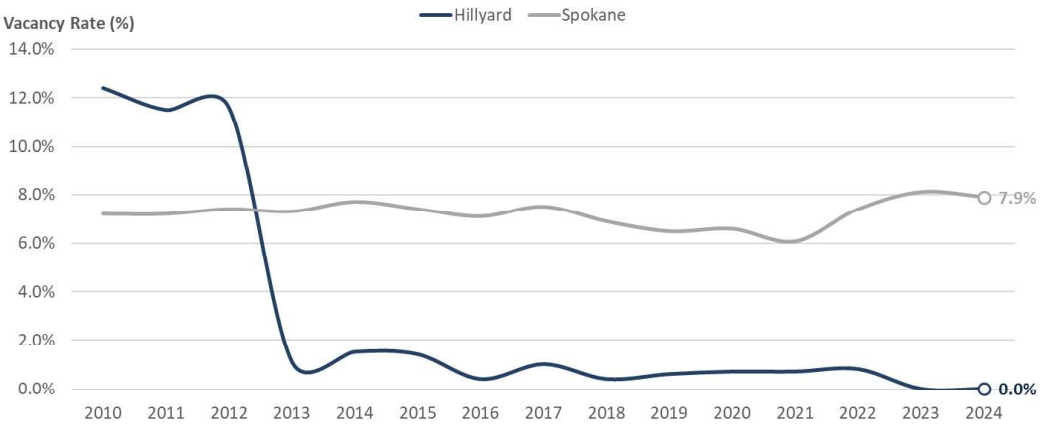
Table 4. Office Inventory, 2010 to 2024 Q2

Description	2010	2015	2019	Q2 2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Inventory (Sq. Ft.)							
Hillyard	147,320	147,320	157,932	133,513	-13,807	-986	-0.7%
Spokane	19,828,575	20,058,454	20,059,907	20,195,594	367,019	26,216	0.1%

Source: CoStar; Economic & Planning Systems

The Hillyard neighborhood shows an office vacancy rate of 0 percent in 2024, as shown in **Figure 6**. This low vacancy rate is likely due to the small amount of space in the CoStar office inventory. There are likely a number of smaller buildings with less than 10,000 square feet not captured in the inventory. The City of Spokane has maintained a relatively constant vacancy rate between 7.0 percent and 7.9 percent from 2010 to 2024, suggesting that the market has not seen a sudden increase in inventory in recent years.

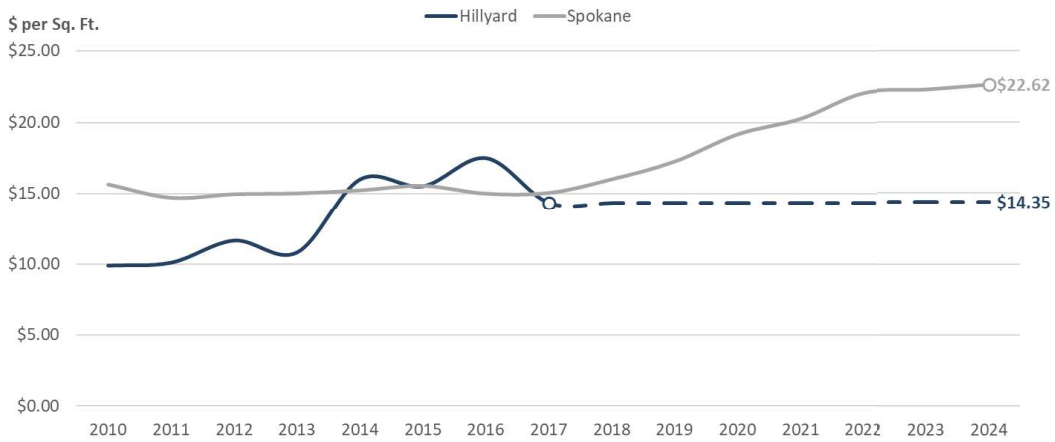
Figure 6. Office Vacancy Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

The rental rate for office space in the Hillyard neighborhood increased from $10.00 per square foot in 2010 to $14.35 per square foot in 2017, as shown in **Figure 7.** Rental rates after 2017 are not available for the Hillyard neighborhood. Meanwhile, the rental rate in the City of Spokane increased from $15.64 in 2010 to $22.62 in 2024.

Figure 7. Office Rental Rate, 2010 to 2024 Q2



Note: No rent data available for Hillyard since 2017.
Source: CoStar; Economic & Planning Systems

Retail

The retail market in both Hillyard and the City of Spokane has not seen much growth in inventory in recent years. From 2010 to 2024, Hillyard only gained 3,300 square feet of retail space and the City of Spokane gained 414,715 square feet of retail space, as shown in **Table 5**.

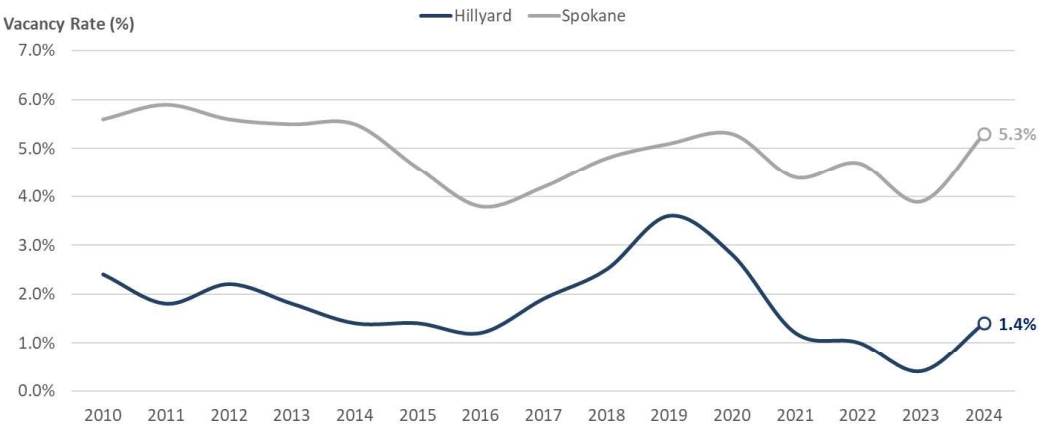
Table 5. Retail Inventory, 2010 to 2024 Q2

Description	2010	2015	2019	Q2 2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Inventory (Sq. Ft.)							
Hillyard	740,691	743,991	743,991	743,991	3,300	236	0.0%
Spokane	27,704,903	27,927,254	27,906,064	28,119,618	414,715	29,623	0.1%

Source: CoStar; Economic & Planning Systems

The retail vacancy rate in 2024 for the Hillyard neighborhood was 1.4 percent, as shown in **Figure 8**. This rate is lower than the City, which had a vacancy rate of 5.3 percent. Overall, the Hillyard neighborhood maintained a lower vacancy rate than the City of Spokane from 2010 to 2024.

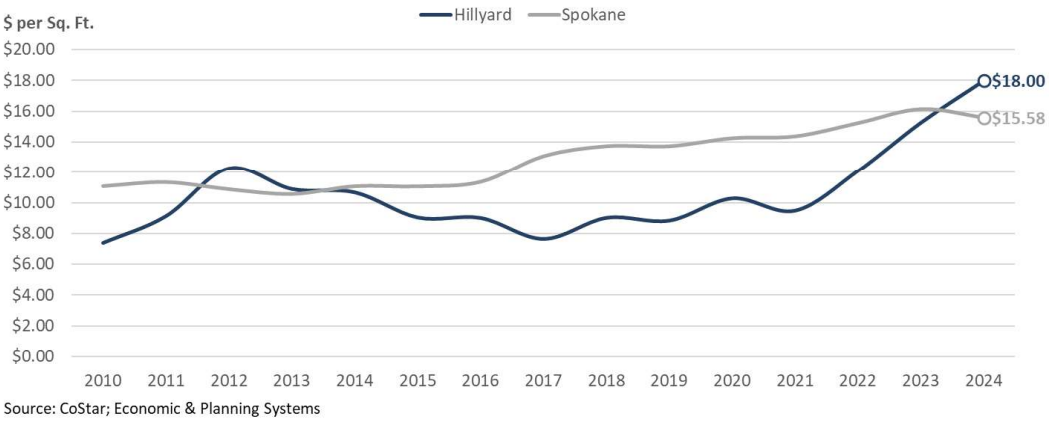
Figure 8. Retail Vacancy Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Both the Hillyard neighborhood and the City of Spokane have similar rental rates, with the Hillyard neighborhood having a rate of $18 per square foot in 2024 and the City of Spokane having a rental rate of $15.58, as shown in **Figure 9**. The Hillyard neighborhood's rental rate surpassed the rate of the City in 2024 for the first time since 2012.

Figure 9. Retail Rental Rate, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Multifamily

The Hillyard neighborhood has a small multifamily presence with only 475 multifamily units, as shown in **Table 6**. The Hillyard neighborhood has not added units since at least 2000. Meanwhile, the City of Spokane saw steady growth in multifamily inventory from 2010 to 2024, adding 7,880 units, or 20.3 percent of the total multifamily units in the City.

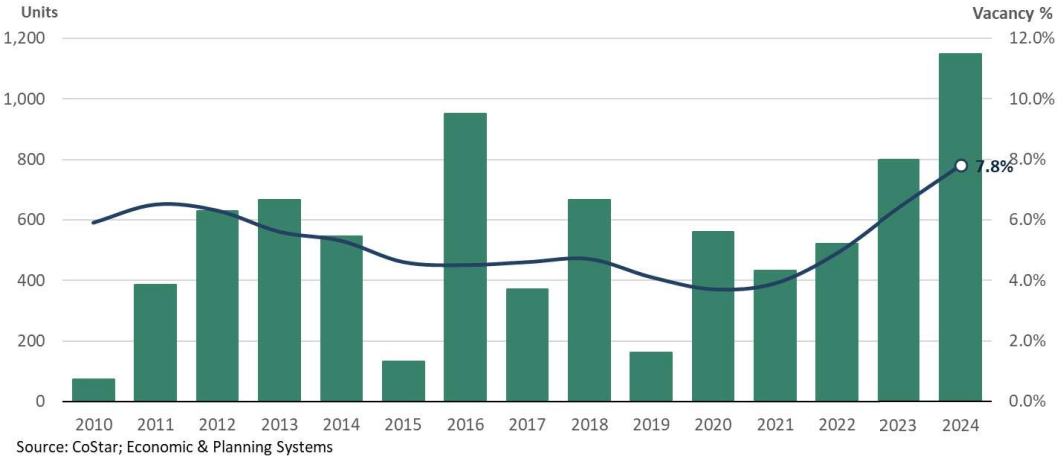
Table 6. Multifamily Inventory, 2010 to 2024 Q2

Description	2010	2015	2019	Q2 2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Inventory (Units)							
Hillyard	475	475	475	475	0	0	0.0%
Spokane	30,990	33,350	35,424	38,870	7,880	563	1.6%

Source: CoStar; Economic & Planning Systems

As Spokane has delivered multifamily units, the vacancy rate has risen from 3.7 percent in 2020 to 7.8 percent in 2024, as shown in **Figure 10**. Much of this can likely be attributed to new units entering the market. From 2020 to 2024, Spokane delivered 3,462 new multifamily units. If Hillyard could capture even just a small share of this development, it would benefit the area and provide the opportunity for increased housing affordability.

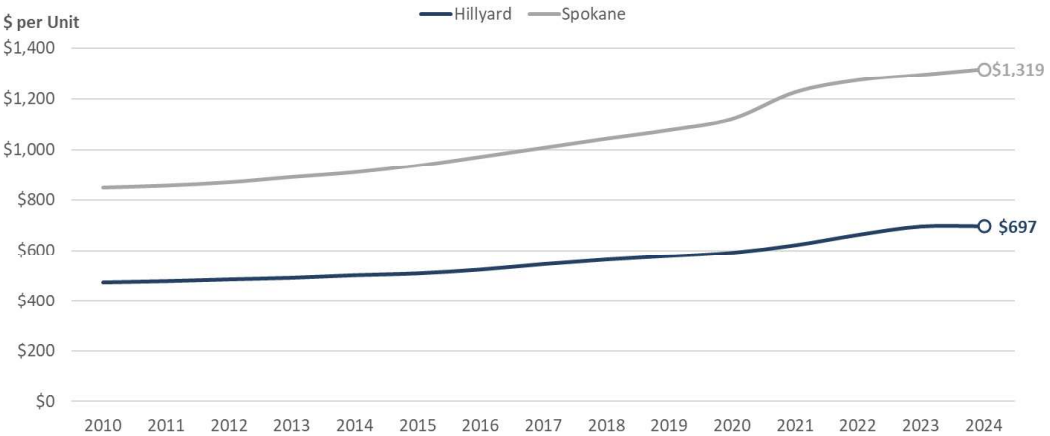
Figure 10. Spokane Multifamily Vacancy Rate and Deliveries, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

The Hillyard neighborhood traditionally has had lower rental rates than the City, and this trend continued from 2010 to 2024. In 2024, the average asking rent per unit in the Hillyard neighborhood was $697 per unit, as shown in **Figure 11**. Meanwhile, the average asking rent per unit in Spokane was $1,319 per unit.

Figure 11. Multifamily Asking Rent per Unit, 2010 to 2024 Q2



Source: CoStar; Economic & Planning Systems

Absorption Scenarios

EPS developed three absorption scenarios based on the market data provided in the previous section including the AB market study, Stantec estimates of development capacity, and additional market work conducted by EPS, three absorption scenarios focused on commercial development over a 30-year period were generated. A 30-year period is used to align with the assumptions for revenue bonds in the financing model. All three scenarios assume that the necessary infrastructure investments would be made to attract development.

The Low Absorption projection is based on the development forecasts in the AB market study, which was modified to apply specifically to The Yard. The Medium Absorption projection is based on historical development capture rates from the larger regional market to estimate a realistic absorption target for the next 30 years. The High Absorption projection is based on the amount of development capacity possible under existing zoning within the identified catalyst sites.

Scenario 1: Low Absorption

In the Low Absorption scenario, annual growth is projected using the market demand projections from the AB market study. Agnew Beck developed a 10-year demand forecast for the area, and EPS extended this demand forecast to 30 years using the same growth factor.

In this scenario, The Yard is estimated to capture a total of 322,200 square feet of commercial space over a 30-year period, or an average of 10,740 square feet annually, as shown in **Table 7**. This includes 170,250 square feet of office space based on a floor area ratio (FAR) of 0.3, 121,500 square feet of industrial/flex space based on a FAR of 0.15, and 30,450 square feet of retail space based on a FAR of 0.25. This totals 34.4 land acres and makes up 36.2 percent of the total available land capacity of the catalyst sites in The Yard.

Table 7. 30-Year Low Absorption Projection

Description	30-Year Absorption			
	Building Sq. Ft.	FAR	Land Acres	Avg. Ann. Sq. Ft.
Land Use Type				
Office	170,250	0.30	13.0	5,675
Industrial/Flex	121,500	0.15	18.6	4,050
Retail	30,450	0.25	2.8	1,015
Total	**322,200**		**34.4**	**10,740**
Total Acres Available			**95.2**	
Percent Used			36.2%	

Source: Agnew Beck; Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045; Economic & Planning Systems

Scenario 2: Medium Absorption

In the Medium Absorption scenario, annual growth was projected based on a realistic capture rate based on historical development in the larger region. For office, this was based on a capture rate of 4 percent of the City's annual growth in office inventory from 2010 to 2024. For industrial and flex space, absorption was based on a 9 percent capture rate of the average absorption of larger subareas that include the City of Spokane, the West Plains subarea (near the Airport), and the Spokane Valley subarea from 2010 to 2024. For retail, absorption was based on a 4 percent capture rate of the City's annual growth in retail inventory from 2010 to 2024.

Under this scenario, The Yard is projected to capture 851,700 square feet of commercial space over a 30-year period, or an average of 28,390 square feet annually, as shown in **Table 8**.

Over a 30-year period, this totals 31,500 square feet of office space, 784,700 square feet of industrial/flex space, and 35,500 square feet of retail space. This totals 95.2 land acres and uses 100 percent of the total available land in the catalyst sites.

Table 8. 30-Year Medium Absorption Projection

Description	30-Year Absorption			
	Building Sq. Ft.	FAR	Land Acres	Avg. Ann. Sq. Ft.
Land Use Type				
Office	31,500	0.30	2.4	1,050
Industrial/Flex	784,700	0.20	90.1	26,157
Retail	35,500	0.30	2.7	1,183
Total	**851,700**		**95.2**	**28,390**
Total Acres Available			**95.2**	
Percent Used			100.0%	

Source: CoStar; Economic & Planning Systems

Scenario 3: High Absorption

In the High Absorption scenario, projections are based on the maximum allowable zoning capacity of the catalyst sites provided in the Urban Framework Plan (UFP). The UFP assumes maximum development of the site, which is based on higher FARs than has historically occurred in Spokane for all three uses listed. Given that all 20 catalyst sites in the Yard are zoned industrial, only industrial uses are estimated in this scenario.

Under this scenario, The Yard is estimated to capture approximately 1.7 million square feet of industrial/flex space over a 30-year period, or an average of 55,292 square feet annually, as shown in **Table 9**. This totals 95.2 land acres and accounts for 100 percent of the total available land as shown in the catalyst sites.

Table 9. 30-Year High Absorption Projection

Description	30-Year Absorption			
	Building Sq. Ft.	FAR	Land Acres	Avg. Ann. Sq. Ft.
Land Use Type				
Office	0	0.40	0.0	0
Industrial/Flex	1,658,765	0.40	95.2	55,292
Retail	0	0.30	0.0	0
Total	**1,658,765**		**95.2**	**55,292**
Total Acres Available			**95.2**	
Percent Used			100.0%	

Source: Spokane Regional Transportation Council (SRTC) Regional Transportation Model 2019-2045; Economic & Planning Systems

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3. Public Financing Framework

This Chapter identifies the most likely funding and financing tools that could be used to help fund road and utility infrastructure and other capital improvements in the Yard needed to make the area development ready.

Available Public Financing Tools

The primary funding tool anticipated to be used for funding redevelopment costs within The Yard is tax increment financing (TIF). TIF Districts can be enabled by cities through several different acts and programs including Local Improvement Districts (LIDs), the Community Revitalization Financing (CRF) Act, the Local Infrastructure Financing Tool (LIFT), and Local Revitalization Financing (LRF) Program. The City of Spokane established a TIF District in 2019 for property within the Northeast Public Development Authority (NEPDA).

NEPDA was formed in 2012. The City and County established the first TIF district for northeast Spokane in 2019 as a revenue source for NEPDA. The City and County then expanded the TIF boundary in 2023, as shown in **Figure 12**. NEPDA TIF revenues are anticipated to be a primary source of revenues for infrastructure investments. NEPDA can issue loans and bonds, and it also has governance over its boundaries as outlined in ordinance and its charter.

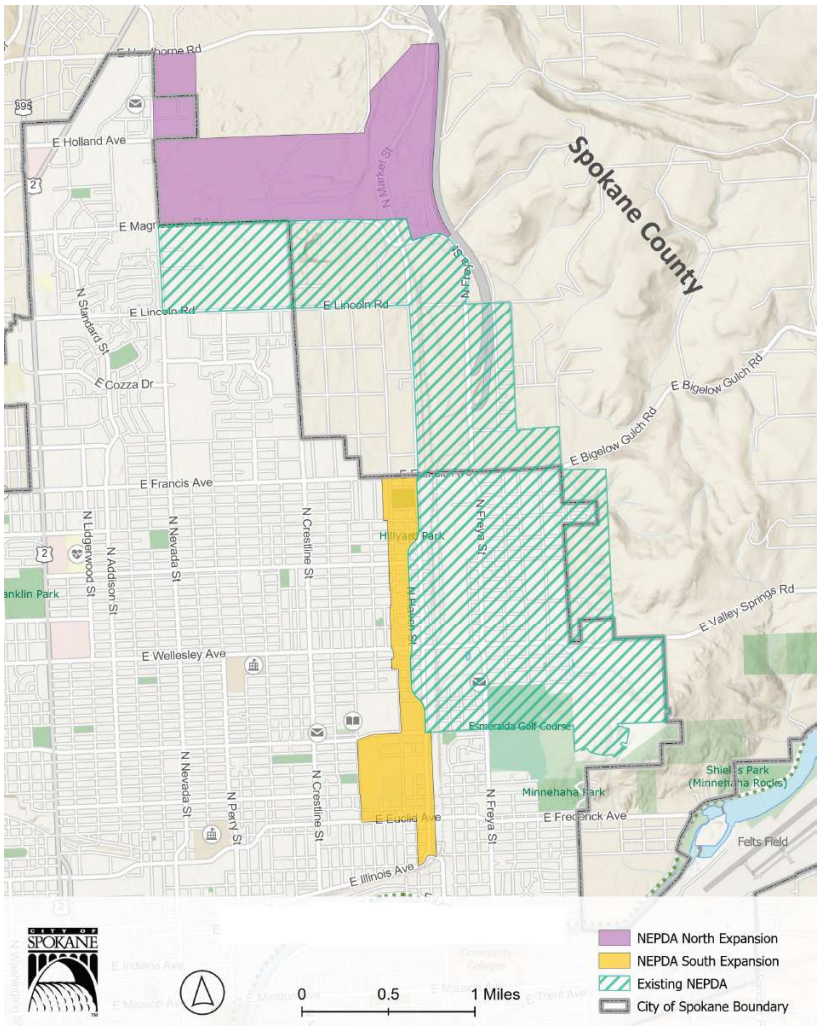

Figure 12.
Current NEPDA Boundary

NEPDA receives TIF from both property and sales tax increment from the City and County, local sales tax increment from the City, and one-time tax on new construction (New Construction Sales Tax NCST). NEPDA receives 75 percent of new increment with the remaining portions retained by each taxing entity. NEPDA administers the TIF district for both property tax and sales tax. For property tax TIF, the only taxing districts that opted into the TIF district were the City and County of Spokane, as shown in **Table 10**. This results in an applied levy of 2.655 mills.

Table 10. Applied Levy, Property Tax TIF

Description	2024 Levy Rate	TIF Yes/No	Applied Levy
County General	0.702	Yes	0.70
County General Cons Futures	0.026	No	0.00
SD081 Spokane B&I	1.579	No	0.00
SD081 Spokane General	2.249	No	0.00
Spokane Bond	0.094	No	0.00
Spokane Bond New	0.209	No	0.00
Spokane EMS	0.495	No	0.00
Spokane General	1.953	Yes	1.95
Spokane General Senior Lift	0.201	No	0.00
State School	1.401	No	0.00
State School Levy	0.751	No	0.00
Total	**9.659**	--	**2.655**

Source: Spokane County; Economic & Planning Systems

Sales Tax TIF follows a similar format as property tax TIF with 75 percent of the net new City of Spokane sales tax available as tax increment available to NEPDA. In Spokane, the sales tax rate is 2.5 percent, meaning that for every ten dollars spent on taxable goods, 25 cents goes to the City of Spokane. (Only the city sales tax rate is included, the County sales tax is not subject to TIF). However, no significant additional retail development is being forecast, so there is zero local sales tax increment included.

New Construction Sales Tax (NCST) is a sales tax collected on the cost of construction and materials for any new development within the NEPDA boundary. For modeling purposes, EPS has estimated this value to be 50 percent of the market value of the new development. NCST is collected by both the City and County with slightly different processes as outlined below.

The City of Spokane collects NCST based on its 2.5 percent sales tax rate. It is then distributed 75 percent to NEPDA, and 25 percent is kept by the City. On the 75 percent received by NEPDA, the City charges a 1.0 percent administrative fee for processing. This remaining amount of one-time NCST revenue is then distributed over six quarters.

Spokane County collects NCST based on its 6.5 percent sales tax rate. On this initial revenue, the state charges a 1.0 percent administrative fee for processing. Then, the revenue gets distributed 75 percent to NEPDA and 25 percent to the County. Of the 75 percent that goes to NEPDA, the County charges a 1.0 percent administrative fee for processing. This remaining amount of one-time NCST revenue is then distributed over six quarters.

Other Funding and Financing Tools

There are several other financing districts enabled in the State of Washington that could be used to help with redevelopment and infrastructure funding in The Yard. Some of the potential districts including LIFT and LRF utilize TIF as their primary financing tools so are largely redundant to the TIF District established for NEPDA. The other available districts and programs that rely on other revenue streams are summarized below.

Local Improvement District (LID)

LIDs are special assessment districts that are formed by a city or county, with the approval of the property owners within the district. LIDs are not self-governing special purpose districts. LIDs are most often formed to assess the cost of site-specific improvements such as local streets or sidewalks. However, in some cases, a developer could establish a LID that would require future property owners to pay their share of local infrastructure improvements.

Once a LID is formed, an assessment roll is established with each property's assessment being equal to the estimated "special benefit" to that property. "Special benefit" is related to the total improvements proposed within the LID. Property owners can opt to pay all their assessment up front, but typically, bonds need to be issued to cover at least a portion of the costs.

An additional beneficial function of LIDs is the ability to form a Utility Local Improvement District (ULID), which can be done during initial LID formation or after traditional LID formation (RCW 35.43.042-.043). In addition to the special assessment, ULIDs capture additional revenues from utility revenues within the district (i.e., tap fees, etc.). With a traditional LID, any utility revenues would be pledged to the local entity rather than the LID. This is particularly applicable in The Yard, where most improvements needed are utility improvements.

The only caveat with ULIDs is that only Revenue Bonds may be issued, and assessments must be deposited in a fund to pay off the revenue bonds (e.g. the revenue bonds are backed by both the special assessment and by utility revenue). Traditional LIDs allow for the issuance of several different forms of debt. With a traditional LID, special assessment bonds, Systematic Investment Plan (SIP) loans, and other forms of interim debt (i.e., Bond Anticipation Notes, Revenue Anticipation Notes) may be issued. This potentially gives traditional LIDs more financial flexibility over ULIDs depending on the type of projects proposed.

Applicability to the Yard

Over time, the implementation of a site-specific LID and/or ULID would allow the City to invest in targeted areas of the Yard to help bring sites closer to being "development ready." This could include road and water service improvements for Freya Street between Wellesley Avenue and Rowan Avenue, road improvements for Myrtle Street between Wellesley Avenue and Rowan Avenue, road improvements for Florida Street between Wellesley Avenue and Rowan Avenue, and road and water service improvements for Rowan Avenue between Ferrall Street and Havana Street.

Public Utility District (PUD)

A PUD is a special improvement district established for purposes of funding utility improvements, including water, wastewater and storm drainage. Improvements can be funded through general obligation or revenue bonds using property tax or special assessments. A district can be established by a county or by voter petition, which then transfers governance to the PUD.

Applicability to the Yard

A PUD may be an appropriate district for distributing a portion of the costs of a regional stormwater facility, especially given its significant cost in relation to other infrastructure projects that are planned in the Yard. In addition, a LID could be formed within the PUD to help fund site-specific costs through special assessment bonds. One challenge of forming a PUD in the Yard would be its requirement to be established through voter petition.

Local Infrastructure Financing Tool (LIFT)

The LIFT program was established by the state in 2006 to provide financial support for local infrastructure projects in designated areas called Revenue Development Areas (RDAs). Economic activity within the RDA is expected to generate tax revenue that meets or exceeds the state's contribution. Cities receive their contribution from the state by imposing a local sales and use tax (LIFT) that is credited against the state sales tax. One benefit of the program is that consumers do not see an increase in sales tax.

Currently, there are several participating communities including Bellingham, Bothell, Everett, Federal Way, Liberty Lake, Mount Vernon, Puyallup, Vancouver, and Yakima. Most cities had not begun infrastructure improvements when a report on the LIFT program was completed in 2013. However, RDAs saw greater economic activity compared to non-RDAs from 2013 to 2018. The LIFT program currently expires in 2044 unless extended by the State of Washington.

Applicability to the Yard

The LIFT program could be established in a broadly defined area in-and-around the Yard to help capture additional revenue. While the Yard itself does not generate a lot of revenue from sales tax, its surrounding retail uses could help provide additional revenue. In addition, any use tax collected by the state during the development of the Yard could also be captured as a one-time revenue source. One challenge of establishing an RDA for the LIFT program would be the expectation that the total sales and use tax revenue generating economic activity within the Yard either meets or exceeds that of the state's contribution.

Grants and Other State Programs

The Spokane area has been successful obtaining a few state and federal grants including two BUILD (Better Utilizing Investments to Leverage Development) grants for road and multimodal improvements near Spokane International Airport. These two grants total $34.1 million and were issued in 2019 ($11.3 million) and 2023 ($22.8 million). Grants are competitive and one-time revenue sources, but they can be an important source of capital funding and can be a way to accelerate the development of needed projects in the CIP. The following grant and state programs should be pursued as qualified projects are identified.

BUILD Grant Program

The BUILD Grant Program, previously known as the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) and TIGER (Transportation Investment Generating Economic Recovery) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021. BUILD grants are federal grants issued by the U.S. Department of Transportation (US DOT) for surface transportation infrastructure projects with significant local and/or regional impact. Eligible projects include highway and bridge projects, public transportation projects, railway projects, freight and intermodal projects, multimodal transportation projects, and port infrastructure improvements.

To apply for a BUILD grant, there are several requirements including the need to submit a Benefit-Cost Analysis (BCA), completed or underway environmental reviews, and the project must be "shovel-ready" (i.e., construction must begin in a reasonable timeframe). The typical award for BUILD grants can range widely depending on the type of project submitted, but generally the grant funding ranges from $5 million to $25 million for projects in urban areas.

Projects submitted to the US DOT are evaluated based on if the project can improve public safety, promote environmental sustainability, enhance quality of life, promote economic growth, encourage collaboration, replace or rehabilitate aging infrastructure, utilize innovative technology, and support underserved communities. A few projects in the Yard that may be good candidates for a RAISE grant include improvements to major thoroughfares in the area including Wellesley Avenue, Freya Street, and Francis Avenue. Many of the local road projects, such as improvements to Rowan Avenue, would likely be too small in scale to be considered for a BUILD grant.

Community Economic Revitalization Board (CERB)

The CERB finances public infrastructure through loans and grants to support private business development. Currently, there are four programs the CERB administers: the Committed Private Partner Program (CPP), the Planning Program (PP), the Prospective Development Program (PD), and the Rural Broadband Program (RB). The PP and RB program only serve rural communities, so neither are discussed in detail.

CPP Program

The CPP Program is intended to provide loans and grants for construction of public infrastructure necessary for private business expansion. The CERB offers loans at a $5 million maximum per project with a 1 percent to 3 percent interest rate and up to 20-year term. Meanwhile, grants are available up to 25 percent of the total amount awarded, which is determined by the underwriting process and debt service coverage ratio (DSCR). Applicants to this program must provide a cash match of 20 percent of the total project cost. The requirements of the program include the following:

- Evidence that a private development or expansion is ready to occur and that the private development is contingent upon the approval of CERB funds.
- The project must either create a significant number of permanent jobs and/or generate significant private capital investment.
- The median hourly wage of the private sector jobs created, after the project is completed, must exceed the current countywide median wage.
- Applicants must also demonstrate the need for CERB assistance and that no other timely source of funding is available.

Planning Program

The Planning Program (PP) provides grant funding for studies that aim to evaluate high-priority economic development projects and rural broadband projects. The CERB gives priority to planning projects that could result in a type of project eligible for CERB construction funds through the CPP program.

Through the PP, CERB offers grants for planning projects up to 80 percent of the total project cost, up to $100,000. At least 20 percent of the total project cost must be cash matched by the applicant. The program has three funding tiers:

- Tier 1 Projects: award up to $50,000 for economic development activities that do not qualify for CERB construction through the CPP program.
- Tier 2 Projects: award up to $75,000 for economic development activities that do qualify for CERB construction through the CPP program.
- Tier 3 Projects: award up to $100,000 for site readiness and economic development activities that do qualify for CERB construction through the CPP program.

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4. Development Absorption and Capital Projects

This Chapter discusses the absorption projection and capital investments for a smaller Phase 1 area within the Hillyard Subarea, which is identified in this chapter.

Phase 1 Framework

Due to large infrastructure requirements for the Yard totaling $39.5 million, which would be required to develop most of the catalyst sites within the Yard, EPS chose to narrow the scope of the financial and development analysis to an initial first phase of development that would reduce the amount of upfront infrastructure needed to catalyze initial development. This initial Phase 1 area includes the southern portion of the Yard and all of the Wellesley Business District. By shifting the focus area, the known infrastructure costs were reduced from $39.5 million to $14.4 million.

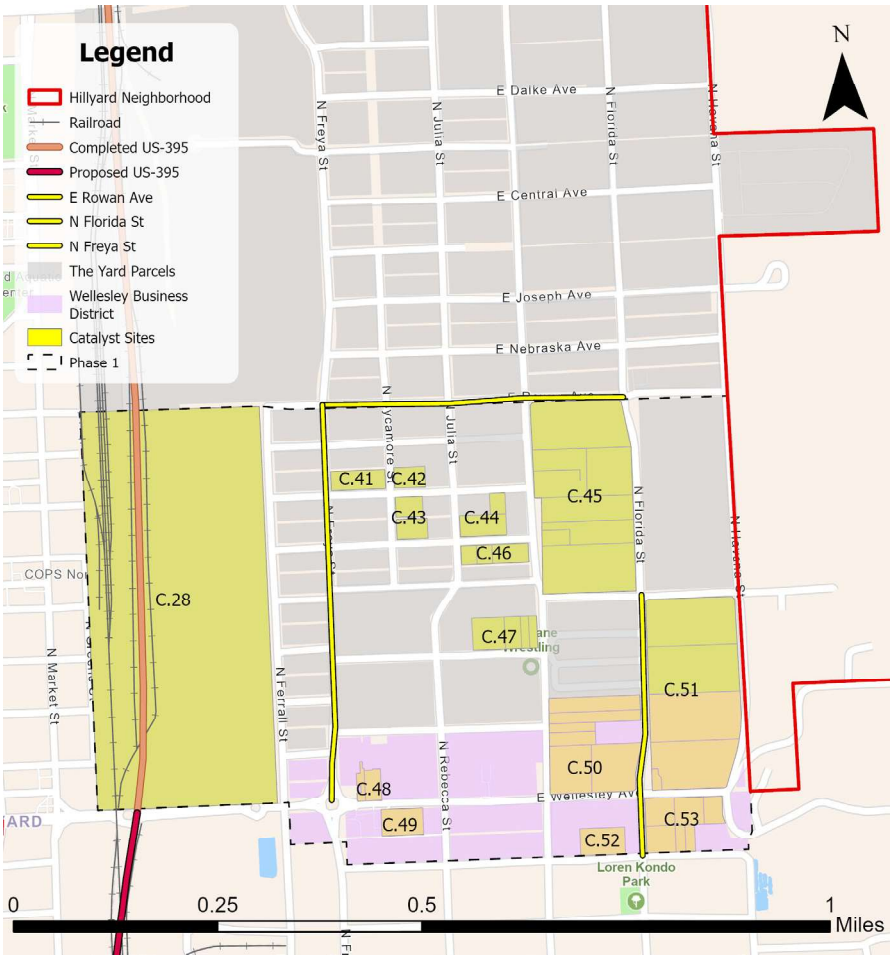

Figure 13. Phase 1 Area

Absorption Projection

The Phase 1 area reduces the upfront infrastructure needed but still includes 14 of the 20 catalyst sites in The Yard including the largest and most marketable parcels.

The medium absorption scenario is used as a basis for creating the projected absorption for the 14 catalyst sites. In addition, EPS discussed each site in detail with stakeholders to determine an estimated timing of development for each site given the infrastructure investments needed in the area. This resulted in a development timeline stretching from 2027 to 2037. Additional assumptions include an FAR of 0.3 for all commercial uses, and a multifamily assumption of 25 dwelling units per acre with 1,000 square foot units, as shown in **Table 11**.

Table 11. Phase 1 Projected Absorption

Description	Land Use Type	Acres	Site Sq. Ft.	Units	Bldg. Sq. Ft.	Est. Year Built
The Yard						
Site C28	Industrial & Flex	25.3	1,102,068	--	330,620	2035
Site C41	Industrial & Flex	1.0	44,431	--	13,329	2036
Site C42	Industrial & Flex	0.6	27,007	--	8,102	2036
Site C43	Industrial & Flex	1.1	47,480	--	14,244	2037
Site C44	Industrial & Flex	1.2	54,014	--	16,204	2032
Site C45	Industrial & Flex	17.2	750,539	--	225,162	2032
Site C46	Industrial & Flex	1.3	54,886	--	16,466	2034
Site C47	Industrial & Flex	2.0	87,120	--	26,136	2034
Subtotal	--	**50**	**2,167,546**	**--**	**650,264**	**--**
Wellesley Business District						
Site C48	Industrial & Flex	0.8	33,106	--	9,932	2028
Site C49	Office	1.0	44,867	--	13,460	2029
Site C50a	Office	4.0	175,111	--	52,533	2028
Site C50b	Multifamily	6.2	267,894	154	153,750	2028
Site C51a	Industrial & Flex	8.7	378,972	--	113,692	2027
Site C51b	Multifamily	7.9	344,560	198	197,750	2027
Site C52	Industrial & Flex	1.2	50,094	--	15,028	2030
Site C53	Office	3.3	142,006	--	42,602	2027
Subtotal	**--**	**33**	**1,436,609**	**352**	**598,747**	**--**
Total by Class						
Industrial & Flex		60.4	2,629,717	--	788,915	--
Office		8.3	361,984	--	108,595	--
Retail		0.0	0	--	0	--
Multifamily		14.1	612,454	352	351,500	--
Subtotal		**82.7**	**3,604,154**	**352**	**1,249,010**	**--**
Total		**82.7**	**3,604,154**	**352**	**1,249,010**	**--**

Source: Stantec; Economic & Planning Systems

The majority of this development would consist of industrial and flex uses, which accounts for 788,915 square feet of commercial space. The addition of 352 multifamily units will be significant for the neighborhood, especially considering that only 475 multifamily units currently exist. In addition, given the context of the neighborhood, this estimate recognizes that while there may be a small amount of retail development, it will likely be minimal in size and is therefore not projected in this absorption scenario.

Capital Projects

Based on the information provided to EPS from Stantec and Fehr & Peers, EPS compiled infrastructure costs associated with The Yard. The costs currently associated with the information listed below are known costs (any unknown costs, such as increased standby storage in the North Hill Pressure Zone, are not included).

Roads

There are several road projects proposed in the Yard. Some of these projects, such as Freya Street, are listed in the Capital Improvement Plan (CIP), while others are not. Projects without a timeframe are not listed in the CIP. For pro forma modeling purposes, all projects with an unknown timeframe have been modeled over a three-year period (2027 to 2029). Road projects in the Yard include the following:

- Freya Street from Wellesley Avenue to Rowan Avenue
  - Cost: $3.7 million
  - Estimated timeframe: 2027 to 2029
- Rowan Avenue from Freya Street to Florida Avenue
  - Cost: $236,000
  - Estimated timeframe: Unknown (modeled 2027 to 2029)
- Florida Street from Queen Avenue to Princeton Avenue
  - Cost: $3.2 million
  - Estimated timeframe: Unknown (modeled 2027 to 2029)

In total, the identified road projects will cost an estimated $6.5 million and will make several of the catalyst sites more accessible and appealing to potential investors.

Potable Water

For pro forma modeling purposes, all projects with an unknown timeframe have been modeled over a three-year period (2027 to 2029). Infrastructure projects, with known costs, to improve potable water service in The Yard include the following:

- Freya Street Water Distribution Infrastructure
  - Cost: $452,000
  - Estimated timeframe: 2027 to 2029 (aligned with roadwork)

- Rowan Avenue Water Distribution Infrastructure
  - Cost: $0 (cost is covered by other sources)
  - Estimated timeframe: Unknown (modeled 2027 to 2029) (should align with roadwork timing)

- Florida Street Water Distribution Infrastructure
  - Cost: $370,000
  - Estimated timeframe: Unknown (modeled 2027 to 2029) (should align with roadwork timing)

In total, the identified potable water projects will cost an estimated $822,000 and will help attract development to the Yard.

Stormwater Management

Stormwater is the costliest investment out of all the capital improvements costing a total of $6.0 million for a Phase 1 construction and completion of a clustered regional stormwater facility to service the catalyst sites identified in this report. For modeling purposes, this cost has been modeled over a three-year period (2027 to 2029).

If completed, this investment would significantly benefit the Yard as many of the sites are small with little room for on-site stormwater detention. With a clustered facility, the need for on-site detention would be diminished, significantly improving the ability to develop smaller parcels within the Yard. Given its cost, it may need to be funded using multiple sources.

Other Capital Improvements

There are several other capital improvements that may be needed or desired, but less crucial to the overall potential of the Yard. This includes additional improvements to potable water service, sanitary sewer service, and additional phases of work for the regional stormwater facility. The costs of these projects are unknown at this time.

Future Improvements

Several future improvements that may be beneficial to the area include:

1. ***Additional Standby Storage Volume for the North Hill Pressure Zone***

   The City of Spokane is planning for this improvement in the long term, regardless of the potential development plan for the Yard. It has yet to be scoped in the CIP and the cost is unknown at this time.

2. ***Future Hydraulic Analysis of the Yard's Water System***

   A study should be conducted to better understand the Yard's water system considering water demand of a fully developed Yard. This would include sizing and exact location of transmission and distribution mains as appropriate.

3. ***Region-wide Hydraulic Analysis for the Sanitary Sewer System***

   It is anticipated that the Yard will have a significant increase in future demand for sanitary sewer service. The deficiencies identified in the system will likely be a per-development improvement requirement.

Improvements fulfilled by Developer

This is not meant to be an exhaustive list as other costs will almost certainly be borne by the developer depending on the site. Costs borne by the developer include the following:

1. ***Water Main Replacement on a per-development basis***

   Depending on the age of the water main, the developer may need to cover the cost of replacing a water main for development of their site.

2. ***Extension of Public Water Mains for Private Development***

   It is suggested that the City requires private development to extend public mains for lots without direct access to a distribution main.

3. ***Sanitary Sewer Line Replacement on a per-development basis***

   Depending on the age of the sanitary sewer line, the developer may need to cover the cost of replacing a sanitary sewer line for development of their site.

4. ***Development retaining existing buildings should demonstrate that existing storm downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting storm from the sewer system.***

5. ***Storm Line Replacement on a per-development basis***

   Depending on the age of the storm line, the developer may need to cover the cost of replacing a storm line for development of their site.

6. ***Stormwater should be disconnected from the sanitary sewer main, if necessary.***

7. ***The quality and performance of drywells within the fronting ROW should be assessed by the developer if frontage improvements are required.***

8. ***Development retaining existing buildings should demonstrate that existing downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting roof drains from sanitary sewage as part of the development.***

9. ***Broadband Costs through Petrichor.***

10. ***Electrical Power and Natural Gas through Avista.***

5. Tax Revenue Forecasts

This Chapter describes a pro forma cash flow model used to estimate annual projected revenues and expenses, taxes, and other revenue sources over time to help support the cost of new capital infrastructure improvements in Phase 1. Revenues, expenses, and the funding gap are discussed. Alternative scenarios that look at removing certain infrastructure improvements, such as stormwater, are also analyzed.

Pro Forma Cash Flow Model

A pro forma cash flow model was created to analyze Phase 1 revenues and expenses over a 30-year period. The project's financial returns are evaluated on both a levered and unlevered basis to estimate the funding gap. A third scenario evaluates the removal of stormwater costs altogether as they as the most expensive and serve a larger area-wide function.

Revenues

Revenues accounted for in the model include property tax TIF, local sales tax TIF, New Construction Sales Tax (NCST), and NEPDA's existing TIF revenues. Additional sources, such as grants, are considered but have not been included in this version of the model. Future versions of the model could be modified to include additional revenue sources. It should be noted that all revenue sources currently projected will come through NEPDA, which is the existing taxing entity in the subject area that will serve as the vehicle for reinvestment.

Property Tax TIF

To estimate the total property value of each catalyst site, sales data from 2019 to 2024 by land use for the City of Spokane was collected. From 2019 to 2024, there were 336 total sales in the City of Spokane for Industrial & Flex uses that had a median sale price of $86.17 per improved square foot, as shown in **Table 12**. For office uses, there were a total of 328 sales with a median sale price of $133.14 per improved square foot. For retail uses, there were a total of 631 sales with a median sale price of $138.20 per improved square foot. For multifamily uses, there were a total of 379 sales with a median sale price of $126.95 per improved square foot.

Table 12. Improved Value per Square Foot Assumption

Description	Improved Value per Square Foot
Land Use Type	
Industrial & Flex	$86.17
Office	$133.14
Retail	$138.20
Multifamily	$126.95

Source: CoStar; Economic & Planning Systems

To estimate the property tax TIF that would be collected from the development of each catalyst site, the estimated improved market value per square foot is multiplied by the estimated square footage of the building, as shown in **Table 13**. This provides the 2024 market value of the catalyst site. The applicable mill levy is then multiplied by the 2024 market value to estimate the total tax increment. This increment is then split between the City and NEPDA, with NEPDA receiving 75 percent of the total increment. The estimated year of construction for each site in the financial model is shown.

Table 13. Projected Property Tax Revenues

Description	Land Use Type	Bldg. Sq. Ft.	Imp. Value per Sq. Ft.	2024 Market Value	Applied Levy	2024 Increment	NEPDA at 75%	Estimated Year Built
Factor		***A***	***B***	***C = A x B***	***D***	***E = C x D ÷ 1000***	***F = E x 0.75***	
The Yard								
Site C28	Industrial & Flex	330,620	$86.17	$28,489,560	2.6554	$75,651	$56,738	2035
Site C41	Industrial & Flex	13,329	$86.17	$1,148,591	2.6554	$3,050	$2,287	2036
Site C42	Industrial & Flex	8,102	$86.17	$698,163	2.6554	$1,854	$1,390	2036
Site C43	Industrial & Flex	14,244	$86.17	$1,227,416	2.6554	$3,259	$2,444	2037
Site C44	Industrial & Flex	16,204	$86.17	$1,396,326	2.6554	$3,708	$2,781	2032
Site C45	Industrial & Flex	225,162	$86.17	$19,402,179	2.6554	$51,521	$38,640	2032
Site C46	Industrial & Flex	16,466	$86.17	$1,418,848	2.6554	$3,768	$2,826	2034
Site C47	Industrial & Flex	26,136	$86.17	$2,252,139	2.6554	$5,980	$4,485	2034
Subtotal	--	**650,264**	--	**$56,033,221**	--	**$148,791**	**$111,593**	--
Wellesley Business District								
Site C48	Industrial & Flex	9,932	$86.17	$855,813	2.6554	$2,273	$1,704	2028
Site C49	Office	13,460	$133.14	$1,792,070	2.6554	$4,759	$3,569	2029
Site C50a	Office	52,533	$133.14	$6,994,292	2.6554	$18,573	$13,929	2028
Site C50b	Multifamily	153,750	$126.95	$19,518,563	2.6554	$51,830	$38,872	2028
Site C51a	Industrial & Flex	113,692	$86.17	$9,796,805	2.6554	$26,014	$19,511	2027
Site C51b	Multifamily	197,750	$126.95	$25,104,363	2.6554	$66,662	$49,997	2027
Site C52	Industrial & Flex	15,028	$86.17	$1,294,980	2.6554	$3,439	$2,579	2030
Site C53	Office	42,602	$133.14	$5,671,988	2.6554	$15,061	$11,296	2027
Subtotal	--	**598,747**	--	**$71,028,872**	--	**$188,610**	**$141,458**	--
Total by Class								
Industrial & Flex	Industrial & Flex	788,915	$86.17	$67,980,819	2.6554	$180,516	$135,387	--
Office	Office	108,595	$133.14	$14,458,349	2.6554	$38,393	$28,795	--
Retail	Retail	0	$138.20	$0	2.6554	$0	$0	--
Multifamily	Multifamily	351,500	$126.95	$44,622,925	2.6554	$118,492	$88,869	--
Subtotal	--	**1,249,010**	--	**$127,062,093**	--	**$337,401**	**$253,051**	--

Source: Economic & Planning Systems

Sales Tax TIF

Given that no catalyst sites in this study are projected to develop as retail sites, there is currently $0 of Sales Tax TIF projected in this model. If Sales Tax TIF were to be projected, it would follow a similar format as the property tax TIF with NEPDA receiving 75 percent of the increment and the City receiving the remaining 25 percent. This would be based on the City sales tax rate of 2.5 percent.

New Construction Sales Tax (NCST)

New Construction Sales Tax (NCST) is a one-time sales tax on construction materials. In Washington, once collected it is distributed over six quarters to the proper taxing jurisdictions. On any development in the NEPDA boundary, NCST for both the City and County can be collected and shared with NEPDA. This is a significant benefit for NEPDA as it can collect one-time revenues on two different one-time fees, especially considering that the County Sales Tax rate is 6.5 percent, and the City sales tax rate is only 2.5 percent.

Using the estimated market values of each catalyst site and applying a construction materials factor of 50 percent, the total taxable value for each catalyst site is calculated, as shown in **Table 14**. From this, the taxable value is multiplied by the City sales tax rate of 2.5 percent to get an initial total value of the NCST. Like the property tax TIF and sales tax TIF, the City retains 25 percent of this revenue. The remaining 75 percent is subject to a 1.0 percent City administrative fee and then distributed to NEPDA.

The NCST from the County is collected in a similar fashion—the one difference being that there are two administrative fees—one from the state of 1 percent and one from the County, which is also 1 percent, as shown in **Table 15.** Given the County's higher sales tax rate of 6.5 percent, NEPDA receives more one-time revenue from County NCST.

Table 14. NCST One-Time Revenues, City

Description	2024 Market Value	Factor	2024 Taxable	City Sales Tax Rate	Initial NCST	Base NEPDA at 75%	City Fee	Actual NEPDA	Est. Year Built
Factor	***A***	***B***	***C = A x B***	***D***	***E = C x D***	***F = E x 0.75***	***G***	***H = F x (1-G)***	
The Yard									
Site C28	$28,489,560	50.0%	$14,244,780	2.5%	$356,119	$267,090	1.0%	$264,419	2035
Site C41	$1,148,591	50.0%	$574,295	2.5%	$14,357	$10,768	1.0%	$10,660	2036
Site C42	$698,163	50.0%	$349,082	2.5%	$8,727	$6,545	1.0%	$6,480	2036
Site C43	$1,227,416	50.0%	$613,708	2.5%	$15,343	$11,507	1.0%	$11,392	2037
Site C44	$1,396,326	50.0%	$698,163	2.5%	$17,454	$13,091	1.0%	$12,960	2032
Site C45	$19,402,179	50.0%	$9,701,089	2.5%	$242,527	$181,895	1.0%	$180,076	2032
Site C46	$1,418,848	50.0%	$709,424	2.5%	$17,736	$13,302	1.0%	$13,169	2034
Site C47	$2,252,139	50.0%	$1,126,070	2.5%	$28,152	$21,114	1.0%	$20,903	2034
Subtotal	**$56,033,221**	--	**$28,016,611**	--	**$700,415**	**$525,311**	--	**$520,058**	--
Wellesley Business District									
Site C48	$855,813	50.0%	$427,906	2.5%	$10,698	$8,023	1.0%	$7,943	2028
Site C49	$1,792,070	50.0%	$896,035	2.5%	$22,401	$16,801	1.0%	$16,633	2029
Site C50a	$6,994,292	50.0%	$3,497,146	2.5%	$87,429	$65,571	1.0%	$64,916	2028
Site C50b	$19,518,563	50.0%	$9,759,281	2.5%	$243,982	$182,987	1.0%	$181,157	2028
Site C51a	$9,796,805	50.0%	$4,898,403	2.5%	$122,460	$91,845	1.0%	$90,927	2027
Site C51b	$25,104,363	50.0%	$12,552,181	2.5%	$313,805	$235,353	1.0%	$233,000	2027
Site C52	$1,294,980	50.0%	$647,490	2.5%	$16,187	$12,140	1.0%	$12,019	2030
Site C53	$5,671,988	50.0%	$2,835,994	2.5%	$70,900	$53,175	1.0%	$52,643	2027
Subtotal	**$71,028,872**	--	**$35,514,436**	--	**$887,861**	**$665,896**	--	**$659,237**	--
Total by Class									
Industrial & Flex	$67,980,819	50.0%	$33,990,410	2.5%	$849,760	$637,320	1.0%	$630,947	--
Office	$14,458,349	50.0%	$7,229,174	2.5%	$180,729	$135,547	1.0%	$134,192	--
Retail	$0	50.0%	$0	2.5%	$0	$0	1.0%	$0	--
Multifamily	$44,622,925	50.0%	$22,311,463	2.5%	$557,787	$418,340	1.0%	$414,157	--
Subtotal	**$127,062,093**	--	**$63,531,047**	--	**$1,588,276**	**$1,191,207**	--	**$1,179,295**	--

Source: Economic & Planning Systems

Table 15. NCST One-Time Revenues, County

Description	2024 Market Value	Factor	2024 Taxable	County Sales Tax Rate	Initial NCST	State Fee	Base NCST	Base NEPDA at 75%	County Fee	Actual NEPDA	Est. Year Built
Factor	***A***	***B***	***C = A x B***	***D***	***E = C x D***	***F***	***G = E x (1-F)***	***H = G x 0.75***	***I***	***J = H x (1-I)***	
The Yard											
Site C28	$28,489,560	50.0%	$14,244,780	6.5%	$925,911	1.0%	$916,652	$687,489	1.0%	$680,614	2035
Site C41	$1,148,591	50.0%	$574,295	6.5%	$37,329	1.0%	$36,956	$27,717	1.0%	$27,440	2036
Site C42	$698,163	50.0%	$349,082	6.5%	$22,690	1.0%	$22,463	$16,848	1.0%	$16,679	2036
Site C43	$1,227,416	50.0%	$613,708	6.5%	$39,891	1.0%	$39,492	$29,619	1.0%	$29,323	2037
Site C44	$1,396,326	50.0%	$698,163	6.5%	$45,381	1.0%	$44,927	$33,695	1.0%	$33,358	2032
Site C45	$19,402,179	50.0%	$9,701,089	6.5%	$630,571	1.0%	$624,265	$468,199	1.0%	$463,517	2032
Site C46	$1,418,848	50.0%	$709,424	6.5%	$46,113	1.0%	$45,651	$34,239	1.0%	$33,896	2034
Site C47	$2,252,139	50.0%	$1,126,070	6.5%	$73,195	1.0%	$72,463	$54,347	1.0%	$53,803	2034
Subtotal	**$56,033,221**	--	**$28,016,611**	--	**$1,821,080**	--	**$1,802,869**	**$1,352,152**	--	**$1,338,630**	--
Wellesley Business District											
Site C48	$855,813	50.0%	$427,906	6.5%	$27,814	1.0%	$27,536	$20,652	1.0%	$20,445	2028
Site C49	$1,792,070	50.0%	$896,035	6.5%	$58,242	1.0%	$57,660	$43,245	1.0%	$42,812	2029
Site C50a	$6,994,292	50.0%	$3,497,146	6.5%	$227,314	1.0%	$225,041	$168,781	1.0%	$167,093	2028
Site C50b	$19,518,563	50.0%	$9,759,281	6.5%	$634,353	1.0%	$628,010	$471,007	1.0%	$466,297	2028
Site C51a	$9,796,805	50.0%	$4,898,403	6.5%	$318,396	1.0%	$315,212	$236,409	1.0%	$234,045	2027
Site C51b	$25,104,363	50.0%	$12,552,181	6.5%	$815,892	1.0%	$807,733	$605,800	1.0%	$599,742	2027
Site C52	$1,294,980	50.0%	$647,490	6.5%	$42,087	1.0%	$41,666	$31,249	1.0%	$30,937	2030
Site C53	$5,671,988	50.0%	$2,835,994	6.5%	$184,340	1.0%	$182,496	$136,872	1.0%	$135,503	2027
Subtotal	**$71,028,872**	--	**$35,514,436**	--	**$2,308,438**	--	**$2,285,354**	**$1,714,015**	--	**$1,696,875**	--
Total by Class											
Industrial & Flex	$67,980,819	50.0%	$33,990,410	6.5%	$2,209,377	1.0%	$2,187,283	$1,640,462	1.0%	$1,624,058	--
Office	$14,458,349	50.0%	$7,229,174	6.5%	$469,896	1.0%	$465,197	$348,898	1.0%	$345,409	--
Retail	$0	50.0%	$0	6.5%	$0	1.0%	$0	$0	1.0%	$0	--
Multifamily	$44,622,925	50.0%	$22,311,463	6.5%	$1,450,245	1.0%	$1,435,743	$1,076,807	1.0%	$1,066,039	--
Subtotal	**$127,062,093**	--	**$63,531,047**	--	**$4,129,518**	--	**$4,088,223**	**$3,066,167**	--	**$3,035,505**	--

Source: Economic & Planning Systems

NEPDA Current TIF Revenues

In addition to new revenue from property tax TIF, sales tax TIF, and NCST, there are existing property tax TIF and sales tax TIF revenues that NEPDA can use, at their discretion, to help fund the capital improvements in the subject area. As noted below **Table 16**, NEPDA has two base years for their TIF districts—2019 and 2023. Since revenues prior to 2024 have been spent, 2024 is used as the base year in this model. Using a 2 percent inflationary factor, both property tax TIF and sales tax TIF are projected out 30 years. It is important to note that this model does not consider any additional increment collected outside of the subject area. Based on this projection, over a 30-year period NEPDA's existing property tax TIF revenues will total $19.48 million and NEPDA's existing sales tax TIF revenues will total $6.21 million.

Table 16. Existing TIF Revenues, NEPDA

Description	Year	Property Tax TIF	Sales Tax TIF
Year 0[1]	**2024**	**$459,654**	**$146,539**
Year 1	2025	$468,847	$149,470
Year 2	2026	$478,224	$152,459
Year 3	2027	$487,789	$155,509
Year 4	2028	$497,544	$158,619
Year 5	2029	$507,495	$161,791
Year 6	2030	$517,645	$165,027
Year 7	2031	$527,998	$168,328
Year 8	2032	$538,558	$171,694
Year 9	2033	$549,329	$175,128
Year 10	2034	$560,316	$178,631
Year 11	2035	$571,522	$182,203
Year 12	2036	$582,952	$185,847
Year 13	2037	$594,611	$189,564
Year 14	2038	$606,504	$193,355
Year 15	2039	$618,634	$197,223
Year 16	2040	$631,006	$201,167
Year 17	2041	$643,627	$205,190
Year 18	2042	$656,499	$209,294
Year 19	2043	$669,629	$213,480
Year 20	2044	$683,022	$217,750
Year 21	2045	$696,682	$222,105
Year 22	2046	$710,616	$226,547
Year 23	2047	$724,828	$231,078
Year 24	2048	$739,325	$235,699
Year 25	2049	$754,111	$240,413
Year 26	2050	$769,193	$245,221
Year 27	2051	$784,577	$250,126
Year 28	2052	$800,269	$255,128
Year 29	2053	$816,274	$260,231
Year 30	2054	$832,600	$265,436
Total	**--**	**$19,479,879**	**$6,210,251**

[1]2024 is shown as the "base year" since revenues prior to such year have been spent. NEPDA has two "base years," the initial district in 2019, and the expansion in 2023.

Source: Economic & Planning Systems

Expenses

Expenses listed in the model include three road projects, three water projects, a new regional facility for stormwater management, and NEPDA's annual operating costs.

Roads

In Phase 1, the three road projects that are determined to be needed are Freya Street from Wellesley Avenue to Rowan Avenue, Rowan Avenue from Freya Street to Florida Avenue, and Florida Street from Queen Avenue to Princeton Avenue.

For modeling purposes, these projects are projected to be completed over a three-year period from 2027 to 2029. However, it is unlikely that these projects will be completed at the same time. The costs for each of these projects are inflated 2 percent year-over-year and split in the following manner: 50 percent of total cost in 2027, 25 percent of total cost in 2028, and 25 percent of total cost in 2029. Below are the associated costs of each project:

- Freya Street, Wellesley Avenue to Rowan Avenue
  - 2024 Cost: $3,080,000
  - Inflated Cost: $3,317,875
- Rowan Avenue, Freya Street to Florida Avenue
  - 2024 Cost: $236,000
  - Inflated Cost: $254,227
- Florida Street, Queen Avenue to Princeton Avenue
  - 2024 Cost: $3,220,000
  - Inflated Cost: $3,468,688

In total, this results in a 2024 cost of $6,536,000 and an inflated cost of $7,040,790 over a three-year period (2027 to 2029).

Water Service

The three water service projects that are projected to be completed in Phase 1 are the construction of distribution mains along Freya Street, Rowan Avenue, and Florida Street.

For modeling purposes, all costs are assumed to be in a three-year period from 2027 to 2029. Again, the cost is distributed across three years as follows: 50 percent in 2027, 25 percent in 2028, and 25 percent in 2029. It is anticipated that this work will be completed at the same time as the road construction projects. Below are the associated costs of each project:

- Freya Street, Distribution Main
  - 2024 Cost: $452,000
  - Inflated Cost: $486,909
- Rowan Avenue, Distribution Main
  - 2024 Cost: $0 (covered by the City)
  - Inflated Cost: $0 (covered by the City)
- Florida Street, Distribution Main
  - 2024 Cost: $370,000
  - Inflated Cost: $398,576

In total, this results in a 2024 cost of $822,000 and an inflated cost of $885,485 over a three-year period (2027 to 2029).

Stormwater Management

In Phase 1, one major stormwater project is planned—a clustered regional facility that would service all the Phase 1 area. Additional phases to the stormwater management plan would be necessary for any additional development following Phase 1. In 2024 dollars, the Phase 1 Clustered Regional facility would cost $6,021,300. Over a three-year period (2027 to 2029), it would cost $6,486,338.

NEPDA Operating Costs

On top of necessary capital investments in Phase 1, NEPDA would need to continue to account for its day-to-day operations. In 2024, NEPDA's operating costs were $504,575. Over a thirty-year period, this totals $21.4 million. To account for this in the model, this cost is inflated annually at 2 percent. Any significant changes to the operating budget could be accounted for, if necessary.

Funding Gap

In the base unlevered development scenario (not including bond financing), the net operating income (NOI) over a thirty-year period is $3.69 million, as shown in **Table 17**. This assumes that all current NEPDA revenues, in addition to new revenues, would be contributed to the capital investments in Phase 1. If only accounting for new revenues, the NOI drops to negative $25.45 million. In addition, NOI is significantly impacted in Years 3-5 and would realistically not be funded without the use of bond financing.

Table 17. Unlevered Pro Forma, 2024 to 2054

Description	Total	2024 *Year 0*	2025 *Year 1*	2026 *Year 2*	2027 *Year 3*	2028 *Year 4*	2029 *Year 5*	2030 *Year 6*
Costs								
NEPDA Operating Costs	-$21,383,617	-$504,575	-$514,667	-$524,960	-$535,459	-$546,168	-$557,092	-$568,234
Roads								
Freya St - Wellesley Ave to Rowan Ave	-$3,317,875	$0	$0	$0	-$1,634,260	-$833,473	-$850,142	$0
Rowan Ave - Freya St to Florida Ave	-$254,227	$0	$0	$0	-$125,223	-$63,863	-$65,141	$0
Florida St - Queen Ave to Princeton Ave	-$3,468,688	$0	$0	$0	-$1,708,545	-$871,358	-$888,785	$0
Subtotal	**-$7,040,790**	**$0**	**$0**	**$0**	**-$3,468,028**	**-$1,768,694**	**-$1,804,068**	**$0**
Water Service								
Freya St - Distribution	-$486,909	$0	$0	$0	-$239,833	-$122,315	-$124,761	$0
Rowan Ave - Distribution	$0	$0	$0	$0	$0	$0	$0	$0
Florida St - Distribution	-$398,576	$0	$0	$0	-$196,323	-$100,125	-$102,127	$0
Subtotal	**-$885,485**	**$0**	**$0**	**$0**	**-$436,156**	**-$222,440**	**-$226,889**	**$0**
Stormwater Management								
Clustered Regional Facility (Phase 1)	-$6,486,338	$0	$0	$0	-$3,194,926	-$1,629,412	-$1,662,000	$0
Subtotal	**-$6,486,338**	**$0**	**$0**	**$0**	**-$3,194,926**	**-$1,629,412**	**-$1,662,000**	**$0**
Total Costs	**-$35,796,230**	**-$504,575**	**-$514,667**	**-$524,960**	**-$7,634,569**	**-$4,166,715**	**-$4,250,049**	**-$568,234**
Revenues								
Northeast Public Development Authority (NEPDA)								
NEPDA Existing Property Tax Increment	$19,479,879	$459,654	$468,847	$478,224	$487,789	$497,544	$507,495	$517,645
NEPDA Existing Sales Tax Increment	$6,210,251	$146,539	$149,470	$152,459	$155,509	$158,619	$161,791	$165,027
NEPDA New Property Tax Increment	$9,006,136	$0	$0	$0	$85,749	$146,463	$153,333	$159,304
NEPDA New Sales Tax Increment	$0	$0	$0	$0	$0	$0	$0	$0
NEPDA New Construction Sales Tax, County	$3,447,677	$0	$0	$0	$617,171	$836,087	$311,454	$39,811
NEPDA New Construction Sales Tax, City	$1,339,424	$0	$0	$0	$239,771	$324,820	$121,000	$15,467
Subtotal	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Grants								
[fill]	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenues	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
New Revenues Only	$10,345,560	$0	$0	$0	$325,520	$471,284	$274,333	$174,771
Net Operating Income (NOI)	**$3,687,137**	**$101,618**	**$103,650**	**$105,723**	**-$6,048,581**	**-$2,203,181**	**-$2,994,975**	**$329,021**
NOI (New Revenues Only)	-$25,450,670	-$504,575	-$514,667	-$524,960	-$7,309,049	-$3,695,431	-$3,975,716	-$393,463
Net Present Value (NPV) (2025)	**-$3,610,841**	**$101,618**	**$96,869**	**$92,343**	**-$4,937,444**	**-$1,680,796**	**-$2,135,376**	**$219,240**
NPV (New Revenues Only)	-$15,853,612	-$504,575	-$480,997	-$458,520	-$5,966,361	-$2,819,227	-$2,834,630	-$262,181

Source: Economic & Planning Systems

Levered Scenario

The most realistic financing scenario would be to issue TIF revenue bonds to finance the costs of investing in the necessary capital infrastructure. This would result in all the necessary infrastructure project costs and associated financing costs being paid for up front by a bond. The total bond amount needed to cover these costs would be $14.86 million, as shown in **Table 18**. This includes $7.05 million in road costs, $885,000 in water service costs, $6.48 million in stormwater management costs, and $446,000 in financing costs. The assumed terms of the bond include a 30-year term with a 7 percent interest rate.

Table 18. Levered Costs

Description	Total	Base Cost	Phase 1A 2024 Year 0	2025 Year 1	2026 Year 2	2027 Year 3	2028 Year 4	2029 Year 5	Phase 1B 2030 Year 6
Infrastructure Costs									
Roads									
Freya St - Wellesley Ave to Rowan Ave	-$3,317,875	-$3,080,000	$0	$0	$0	-$1,634,260	-$833,473	-$850,142	$0
Rowan Ave - Freya St to Florida Ave	-$254,227	-$236,000	$0	$0	$0	-$125,223	-$63,863	-$65,141	$0
Florida St - Queen Ave to Princeton Ave	-$3,468,688	-$3,220,000	$0	$0	$0	-$1,708,545	-$871,358	-$888,785	$0
Subtotal	**-$7,040,790**	**-$6,536,000**	**$0**	**$0**	**$0**	**-$3,468,028**	**-$1,768,694**	**-$1,804,068**	**$0**
Water Service									
Freya St - Distribution	-$486,909	-$452,000	$0	$0	$0	-$239,833	-$122,315	-$124,761	$0
Rowan Ave - Distribution	$0	$0	$0	$0	$0	$0	$0	$0	$0
Florida St - Distribution	-$398,576	-$370,000	$0	$0	$0	-$196,323	-$100,125	-$102,127	$0
Subtotal	**-$885,485**	**-$822,000**	**$0**	**$0**	**$0**	**-$436,156**	**-$222,440**	**-$226,889**	**$0**
Stormwater Management									
Clustered Regional Facility (Phase 1)	-$6,486,338	-$6,021,300	$0	$0	$0	-$3,194,926	-$1,629,412	-$1,662,000	$0
Subtotal	**-$6,486,338**	**-$6,021,300**	**$0**	**$0**	**$0**	**-$3,194,926**	**-$1,629,412**	**-$1,662,000**	**$0**
Total Infrastructure Costs	**-$14,412,613**	**-$13,379,300**	**$0**	**$0**	**$0**	**-$7,099,110**	**-$3,620,546**	**-$3,692,957**	**$0**
Bond Amount Needed	**-$14,858,364**								
Financing Costs									
Title	-$37,146	0.25% of loan amt							
Loan Origination Fees	-$148,584	1.00% of loan amt							
Loan Closing Costs	-$74,292	0.50% of loan amt							
Lender Legal Costs	-$74,292	0.50% of loan amt							
Mortgage Recording Tax	-$37,146	0.25% of loan amt							
Brokerage Fee	-$74,292	0.50% of loan amt							
Other Financing Costs	$0	0.00% of loan amt							
Total Financing Costs	**-$445,751**								

Source: Economic & Planning Systems

From 2024 to 2054, NEPDA Operating Costs are projected to total $21.38 million, as shown in **Table 19**. Meanwhile, total revenues are projected to total $39.48 million, resulting in a NOI of $18.1 million. Bond Debt Service Payments would total $35.59 million. This results in an overall Debt Service Coverage Ratio (DSCR) of 0.51, which indicates that not enough revenue would be generated to cover the debt obligations. To achieve a DSCR of 1.25, an additional $26.38 million in funding sources would be needed.

Table 19. Levered Pro Forma, 2024 to 2054

Description	Total	2024 *Year 0*	2025 *Year 1*	2026 *Year 2*	2027 *Year 3*	2028 *Year 4*	2029 *Year 5*	2030 *Year 6*
Operating Costs								
NEPDA Operating Costs	-$21,383,617	-$504,575	-$514,667	-$524,960	-$535,459	-$546,168	-$557,092	-$568,234
Total Costs	**-$21,383,617**	**-$504,575**	**-$514,667**	**-$524,960**	**-$535,459**	**-$546,168**	**-$557,092**	**-$568,234**
Revenues								
Northeast Public Development Authority (NEPDA)								
NEPDA Existing Property Tax Increment	$19,479,879	$459,654	$468,847	$478,224	$487,789	$497,544	$507,495	$517,645
NEPDA Existing Sales Tax Increment	$6,210,251	$146,539	$149,470	$152,459	$155,509	$158,619	$161,791	$165,027
NEPDA New Property Tax Increment	$9,006,136	$0	$0	$0	$85,749	$146,463	$153,333	$159,304
NEPDA New Sales Tax Increment	$0	$0	$0	$0	$0	$0	$0	$0
NEPDA New Construction Sales Tax, County	$3,447,677	$0	$0	$0	$617,171	$836,087	$311,454	$39,811
NEPDA New Construction Sales Tax, City	$1,339,424	$0	$0	$0	$239,771	$324,820	$121,000	$15,467
Subtotal	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Grants								
[fill]	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenues	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Leveraged Project Cash Flows								
Net Operating Income (NOI)	$18,099,750	$101,618	$103,650	$105,723	$1,050,529	$1,417,365	$697,982	$329,021
Bond Debt Service Payments	-$35,587,105	$0	-$1,186,237	-$1,186,237	-$1,186,237	-$1,186,237	-$1,186,237	-$1,186,237
Debt Service Coverage Ratio (DSCR)	0.51	--	0.09	0.09	0.89	1.19	0.59	0.28
Net Present Value (NPV) (2025)	**-$7,140,790**	**$101,618**	**-$1,011,763**	**-$943,762**	**-$110,778**	**$176,327**	**-$348,119**	**-$571,199**
DSCR Goal	1.25							
Bond Debt Service Payments	$35,587,105							
Total Funding Needed	**$44,483,881**							
Current NOI	$18,099,750							
Funding Gap	**$26,384,130**							

Source: Economic & Planning Systems

If the stormwater management project, the largest upfront cost at $6.5 million, were to be removed from the model, the Bond Debt Service payments would total $20.05 million, as shown in **Table 20,** a significant reduction from $35.59 million. While revenues would still not fully account for the cost of debt (DSCR of 0.90), the funding gap is significantly reduced. To achieve a DSCR of 1.25, an additional $6.96 million in funding sources would be needed.

Table 20. Levered Pro Forma without Stormwater, 2024 to 2054

Description	Total	2024 *Year 0*	2025 *Year 1*	2026 *Year 2*	2027 *Year 3*	2028 *Year 4*	2029 *Year 5*	2030 *Year 6*
Operating Costs								
NEPDA Operating Costs	-$21,383,617	-$504,575	-$514,667	-$524,960	-$535,459	-$546,168	-$557,092	-$568,234
Total Costs	**-$21,383,617**	**-$504,575**	**-$514,667**	**-$524,960**	**-$535,459**	**-$546,168**	**-$557,092**	**-$568,234**
Revenues								
Northeast Public Development Authority (NEPDA)								
NEPDA Existing Property Tax Increment	$19,479,879	$459,654	$468,847	$478,224	$487,789	$497,544	$507,495	$517,645
NEPDA Existing Sales Tax Increment	$6,210,251	$146,539	$149,470	$152,459	$155,509	$158,619	$161,791	$165,027
NEPDA New Property Tax Increment	$9,006,136	$0	$0	$0	$85,749	$146,463	$153,333	$159,304
NEPDA New Sales Tax Increment	$0	$0	$0	$0	$0	$0	$0	$0
NEPDA New Construction Sales Tax, County	$3,447,677	$0	$0	$0	$617,171	$836,087	$311,454	$39,811
NEPDA New Construction Sales Tax, City	$1,339,424	$0	$0	$0	$239,771	$324,820	$121,000	$15,467
Subtotal	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Grants								
[fill]	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenues	**$39,483,367**	**$606,193**	**$618,317**	**$630,683**	**$1,585,989**	**$1,963,534**	**$1,255,074**	**$897,254**
Leveraged Project Cash Flows								
Net Operating Income (NOI)	$18,099,750	$101,618	$103,650	$105,723	$1,050,529	$1,417,365	$697,982	$329,021
Bond Debt Service Payments	-$20,051,747	$0	-$668,392	-$668,392	-$668,392	-$668,392	-$668,392	-$668,392
Debt Service Coverage Ratio	0.90	--	0.16	0.16	1.57	2.12	1.04	0.49
Net Present Value (NPV) (2025)	**-$714,827**	**$101,618**	**-$527,796**	**-$491,456**	**$311,938**	**$571,388**	**$21,097**	**-$226,137**
DSCR Goal	1.25							
Bond Debt Service Payments	$20,051,747							
Total Funding Needed	**$25,064,683**							
Current NOI	$18,099,750							
Funding Gap	**$6,964,933**							

Source: Economic & Planning Systems

Summary

Overall, in spite of the strategies applied, the project continues to have a funding gap, though the alternative without stormwater is the closest to being financially feasible. This is indicative of the lack of additional funding sources for capital improvement projects. To fund some of these projects, and in particular to fund the stormwater management system, additional funding from other local, state and federal sources will be necessary.

6. Reconciliation of Sources and Uses

This Chapter discusses the recommended next steps for implementing a financing strategy for The Yard. This includes supplemental funding from grant sources previously mentioned in the report, and other financing strategies to shift a portion of the cost to future development. Additionally, a number of "innovative" special districts and other funding strategies adopted in other states are described. These programs may provide options for future legislative initiatives to fill in the existing limitations on development infrastructure funding in the state.

Financing Alternatives

One of the biggest hurdles will be determining a strategy for funding a regional stormwater solution for The Yard. There are several regional stormwater options under review. The Clustered Regional Facility included in the Phase 1 financial model has an estimated cost of $6.5 million. The modeling shows that the projected development revenues in Phase 1 are insufficient to cover the costs. The stormwater options under consideration are regional, that is they serve a larger area of northeast Spokane than just The Yard. Thus, a larger regional funding solution will be needed. The LIFT program from the state may be a potential option.

Grant funding has been used to support a range of projects in the Spokane CIP. It is an especially important source of funds for road and transit improvements. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program (known as the TIGER Grant until 2018 and the BUILD Grant through 2021) is a competitive transportation grant program. Funds are allocated to projects for road or bridge, public transportation, passenger and freight rail, port infrastructure investments, and intermodal projects. There are a number of road projects within The Yard that could potentially be eligible for a RAISE Grant application. However, the City would not likely receive funding for more than one project.

Innovative Financing Tools

This section presents research on supplemental funding sources and financing strategies used in other states that have the potential to raise funding for The Yard, or for Spokane in general, to generate additional revenues toward future capital facilities and infrastructure needs. These sources are not currently enabled by Washington statutes, and most would likely require legislation to allow for their establishment.

Metropolitan District – Colorado

A Title 32 Metropolitan District (Metro District) in Colorado is an independent special district formed to develop and/or operate two or more public infrastructure improvements such as roads, utilities, parks, or public parking. A metro district is most often created by a land developer (but requires the city or county approval of the service plan) to apply an additional mill levy to future development in order to create a revenue stream to help pay for the project related expenses that include trunk infrastructure costs. Metro districts are an effective financing tool used to finance the infrastructure costs with many residential, commercial, and mixed-use development projects.

Both residential and commercial developments in Colorado have used metro districts to fund capital and ongoing services within their developments. The mill levy rates used in these metro districts have also varied greatly, leaving various subdivisions with widely variable property tax rates. Since metro districts require approval of the city or county, some cities have restricted the use of metro districts, capped the mill levy rate, or have placed requirements on use of metro districts to offset costs to the city or county of new development. The City of Aurora (as well as several other cities) require that a portion of metro districts mill levy (5 mills) be dedicated and paid to the city for the maintenance of local roads within new developments.

- **Establishment** – Proponents submit a service plan to the County that is reviewed by staff and BOCC. At a public hearing, the BOCC approves or denies the service plan. A petition is then filed in court to hold a district and/or a bond election. Fifty percent or more of the electors owning land within the proposed district are required for approval.
- **Who Pays?** – A metro district can levy a property tax and can establish fees for services. A metro district can issue GO bonds or revenue bonds to finance up-front improvements.
- **Benefits** – A metro district is a political subdivision of the state and is an independent entity and can be established in a way that allows a developer to maintain effective control of the district during the length of development timeframe. There is no limitation on how long a metro district can stay in place.
- **Limitations** – Once established, a metro district is a separate legal entity outside the control of the city or county. There are risks that infrastructure built and maintained using a metro district can lead to the city having to maintain them if the metro district defaults or becomes insolvent.

Regional Transportation Authority – Colorado

Colorado law allows two or more cities, counties, and/or MPOs to form Regional Transportation Authorities (RTAs) to fund and build transportation infrastructure improvements and to provide transportation services within a multijurisdictional area boundary. An RTA has the power to build, finance, operate, and maintain any regional transportation system. RTAs can finance transportation projects (including but not limited to transit projects) through sales/use taxes, vehicle registration fees, lodging taxes, property tax mill levies, bonds, and loans with other private or public entities. This has been a very effective funding tool at both the large and small scale. Three existing RTAs are described below:

- The Roaring Fork Transportation Authority (RFTA) has been in operation since 1983 through intergovernmental agreements and then established itself as an RTA in 2000 to provide BRT service. The current RFTA includes Aspen, Snowmass Village, Pitkin County, Basalt, and a portion of Eagle County, Carbondale, Glenwood Springs and New Castle. This RTA levies sales and use taxes, which vary from 0.4% to 1.0% depending on the level of service received. Revenue from these taxes was reported to be $71.5 million in 2024. Ballot issue 7A was passed by voter approval in 2018 and allows RFTA to collect a property tax mill levy increase of 2.65 mills. This revenue will be used for bus rapid transit and local bus service improvements and to purchase new buses.
- The Pikes Peak Rural Transportation Authority includes El Paso County and the cities of Colorado Springs and Manitou Springs, and the towns of Ramah and Green Mountain Springs. The RTA was established in 2004 and reauthorized in 2012. This RTA levies a 1.0% sales tax, generating $100 million in annual revenue exclusively for transportation with 55% dedicated to specific capital projects, 35% to maintenance, and 10% to transit.
- The Aerotropolis Regional Transportation Authority (ARTA) encompasses approximately 3,000 acres in Aurora and Adams County south of Denver International Airport. This authority was established in 2023 to address critical regional transportation infrastructure needs and improve connectivity in an area of new development surrounding DIA. ARTA's key projects include the I-70 Aerotropolis Parkway Interchange and the 38th Avenue and E-470 Interchange. The primary funding sources are a 5 mill property tax and a 1.0% sales tax within the boundary of the district.

The RTA has been one of the most innovative funding tools for transportation projects in defined areas of common need across jurisdictional boundaries. It has broad abilities to generate revenues from a long list of eligible taxes and fees. It is potentially a special district tool that could be proposed in Washington as a new funding option.

- **Establishment** – To create a regional transportation authority, two or more governmental entities would need to establish an intergovernmental agreement (IGA). The IGA would need to establish a board or committee to oversee the RTA. In order to levy taxes and/or issue bonds, voter approval would be required of any property owners within the district.
- **Who Pays?** – An RTA can levy a sales tax of up to 1.0 percent; property tax of up to 5 mills; charge tolls; charge a motor vehicle registration fee of up to $10; and levy lodging taxes of up to 2.0 percent. RTAs may also enter into agreements to receive other revenues from participating jurisdictions.
- **Benefits** – RTAs can levy differential sales tax rates within its boundaries based on level of service received. RTAs can be expanded in the future to include additional properties.
- **Limitations** – Requires the involvement of two or more cities, towns, and/or counties.

Financial Model Updates

The Phase 1 Financial Model is a work in progress. The scenarios tested demonstrate that a financing plan based on using the existing NEPDA sources of TIF revenues have the potential to cover a substantial portion of the infrastructure needed to develop the catalyst sites in The Yard. Nevertheless, there is still a funding shortage regardless of the scenarios presented. The City and NEPDA will need to identify one or more additional funding sources, and/or evaluate an even smaller initial phase of development that further reduces upfront infrastructure investments. The financial pro forma model developed herein can be used to test other scenarios and/or variations in financing approach. It can also be used to incorporate other revenue sources including any grants that the City may ultimately receive.

Appendix K

UFP Planning Initiatives Table

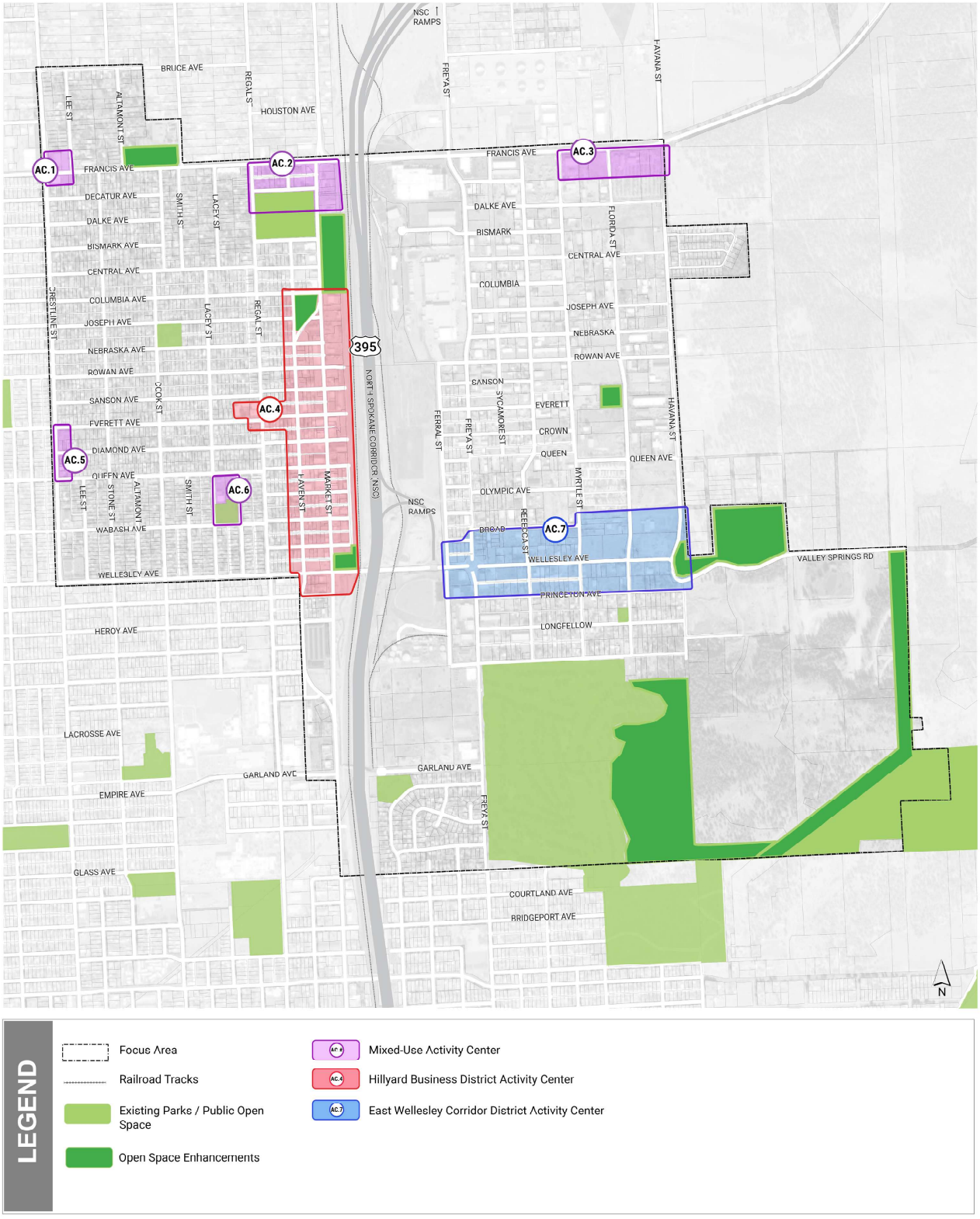

***Figure 9.1** – HIllyard Subarea Plan Activity Centers Map*

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Activity Center Initiatives (AC.#)									
AC.1	Hillyard Residential	Activity Center	Activity Center1 designation as mixed-use neighborhood center	City of Spokane – Community and Economic Development Department		Short Term			
AC.2	Hillyard Business District	Activity Center	Activity Center 2 designation as mixed-use neighborhood center	City of Spokane – Community and Economic Development Department		Short Term			
AC.3	The Yard	Activity Center	Activity Center 3 designation as mixed-use neighborhood center	City of Spokane – Community and Economic Development Department		Short Term			
AC.4	Hillyard Business District	Activity Center	Activity Center 4 designation as Hillyard Business District	City of Spokane – Community and Economic Development Department		Short Term			
AC.5	Hillyard Residential	Activity Center	Activity Center 6 designation as mixed-use neighborhood center	City of Spokane – Community and Economic Development Department		Short Term			
AC.6	Wellesley Business District	Activity Center	Activity Center 6 designation as Wellesley Business District	City of Spokane – Community and Economic Development Department		Short Term			

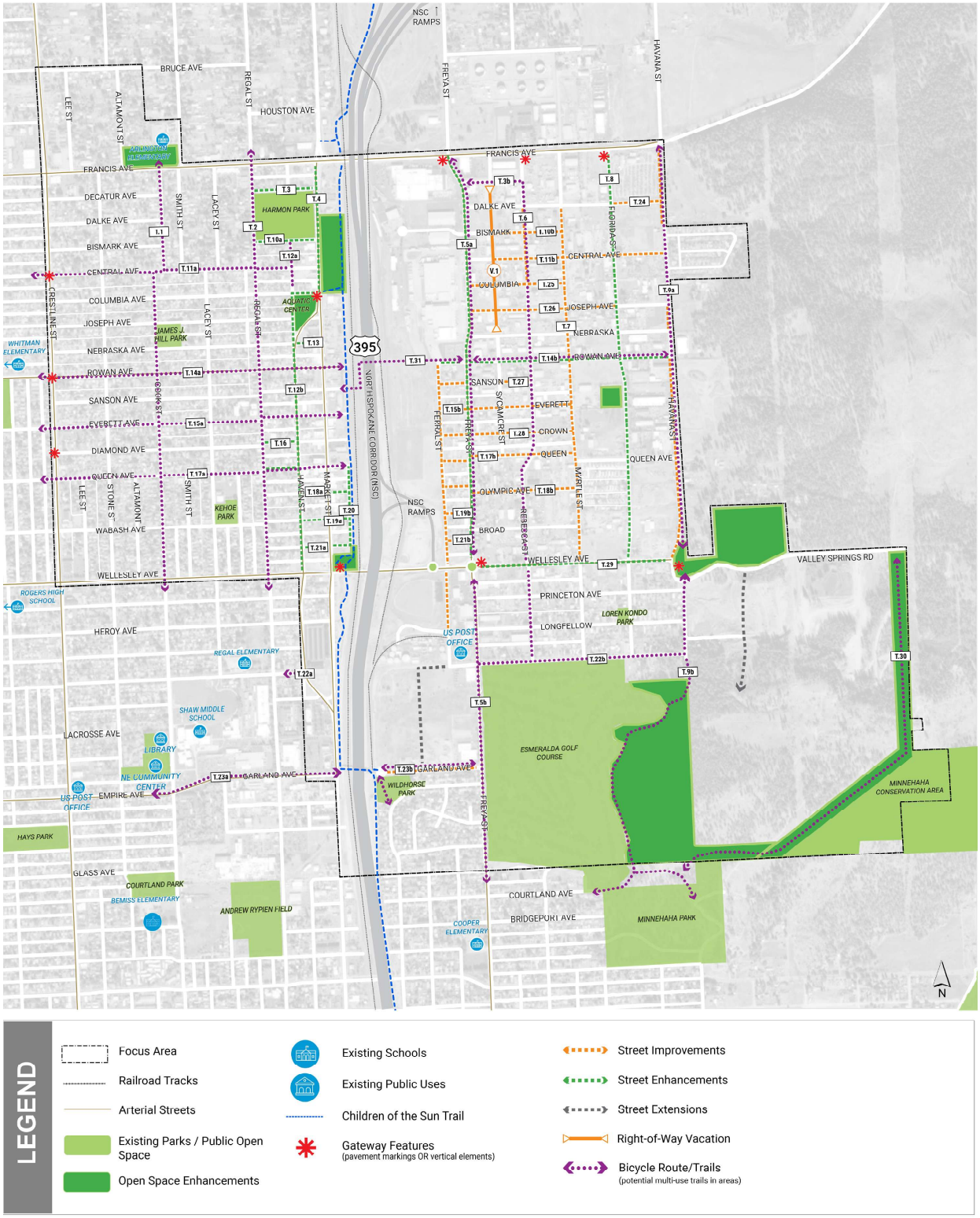

***Figure 9.2** – Hillyard Subarea Plan Transportation Map*

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation Initiatives (T.#)									
T.1	Hillyard Residential	Transportation	Cook Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.2	Hillyard Business District	Transportation	Regal Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.3	Hillyard Business District	Transportation	Decatur Avenue Enhancements – add sidewalks and street trees	City of Spokane – Public Works Department		Long Term			
T.3b	The Yard	Transportation	Decatur Avenue – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.4	Hillyard Business District	Transportation	Market Street Enhancements – add street trees	City of Spokane – Public Works Department		Short Term			
T.5a	The Yard; Plan Area 4: Wellesley Business District	Transportation	Freya Street Enhancements – full street enhancements	City of Spokane – Public Works Department		Long Term			
T.5b	Wellesley Business District; Plan Area 5: Esmeralda	Transportation	Freya Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.6	The Yard; Plan Area 4: Wellesley Business District; Plan Area 5: Esmeralda	Transportation	Julia Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.7	The Yard; Plan Area 4: Wellesley Business District	Transportation	Myrtle Street Enhancements – full street improvements	City of Spokane – Public Works Department		Short Term			
T.8	The Yard	Transportation	Florida Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation Initiatives (T.#)									
T.9a	The Yard; Wellesley Business District	Transportation	N Havana Street Enhancements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.10a	Esmeralda	Transportation	Havana Street and Esmeralda Golf Course Trail Enhancements – full street enhancements	City of Spokane – Public Works Department		Long Term			
T.10b	The Yard	Transportation	Bismark Avenue Enhancements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.11a	Hillyard Business, District; Hillyard Residential	Transportation	Central Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.11b	The Yard	Transportation	Central Avenue Enhancements – full street improvements	City of Spokane – Public Works Department		Short Term			
T.12a	Hillyard Business District	Transportation	Haven Street Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.12b	Hillyard Business District	Transportation	Haven Street – full street enhancements	City of Spokane – Public Works Department		Long Term			
T13	Hillyard Business District	Transportation	Nebraska Avenue - full street enhancements	City of Spokane – Public Works Department		Long Term			
T.14a	Hillyard Business District; Hillyard Residential	Transportation	Rowan Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation Initiatives (T.#)									
T.14b	The Yard	Transportation	Rowan Avenue – full street enhancements, add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.15a	Hillyard Business District; Hillyard Residential	Transportation	Everett Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department					
T.15b	The Yard	Transportation	Everett Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.16	Hillyard Business District	Transportation	Diamond Avenue – full street enhancements	City of Spokane – Public Works Department		Long Term			
T.17a	Hillyard Business District; Hillyard Residential	Transportation	Queen Avenue Enhancements – add bicycle lanes and street trees	City of Spokane – Public Works Department		Long Term			
T.17b	The Yard	Transportation	Queen Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.18a	Hillyard Business District	Transportation	Olympic Avenue – full street enhancements	City of Spokane – Public Works Department		Long Term			
T18b	The Yard	Transportation	Olympic Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.19a	Hillyard Business District	Transportation	Wabash Avenue – full street enhancements	City of Spokane – Public Works Department		Long Term			
T.19b	The Yard	Transportation	Wabash Avenue Improvements – full street improvements	City of Spokane – Public Works Department					

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation Initiatives (T.#)									
T.20	Hillyard Business District	Transportation	Greene Street – full street enhancements, reconstruct as "Festival Street"	City of Spokane – Public Works Department		Long Term			
T.21a	Hillyard Business District	Transportation	Broad Avenue – full street enhancements	City of Spokane – Public Works Department		Long Term			
T.21b	Wellesley Business District	Transportation	Broad Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.22a	Esmeralda	Transportation	Rich Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.22b	Esmeralda	Transportation	Rich Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.23a	Esmeralda	Transportation	Garland Avenue Enhancements – add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.23b	Esmeralda	Transportation	Garland Avenue Improvements – full street improvement, add bicycle lanes	City of Spokane – Public Works Department		Long Term			
T.24	The Yard	Transportation	Dalke Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.25	The Yard	Transportation	Columbia Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.26	The Yard	Transportation	Joseph Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.27	The Yard	Transportation	Sanson Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation Initiatives (T.#)									
T.28	The Yard	Transportation	Crown Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.29	Wellesley Business District	Transportation	Broad Avenue Improvements – full street improvements	City of Spokane – Public Works Department		Long Term			
T.30	Esmeralda	Transportation	Minnehaha Conservation Trail (Avista Power Easement) – add multi-use path	City of Spokane – Public Works Department		Long Term			
U.1	Hillyard Business District	Utilities	Market Street Regional Stormwater Facility – Enhance stormwater facility on NSC parcel	City of Spokane – Public Works Department		Long Term			
U.2	Hillyard Residential	Utilities	Florida Street Regional Stormwater Facility – add regional stormwater facility	City of Spokane – Public Works Department		Long Term			
U.3	Wellesley Business District	Utilities	Wellesley Avenue Regional Stormwater Facility (North) – enhance stormwater facility	City of Spokane – Public Works Department		Long Term			
U.4	Wellesley Business District	Utilities	Wellesley Avenue Regional Stormwater Facility (South)	City of Spokane – Public Works Department		Long Term			

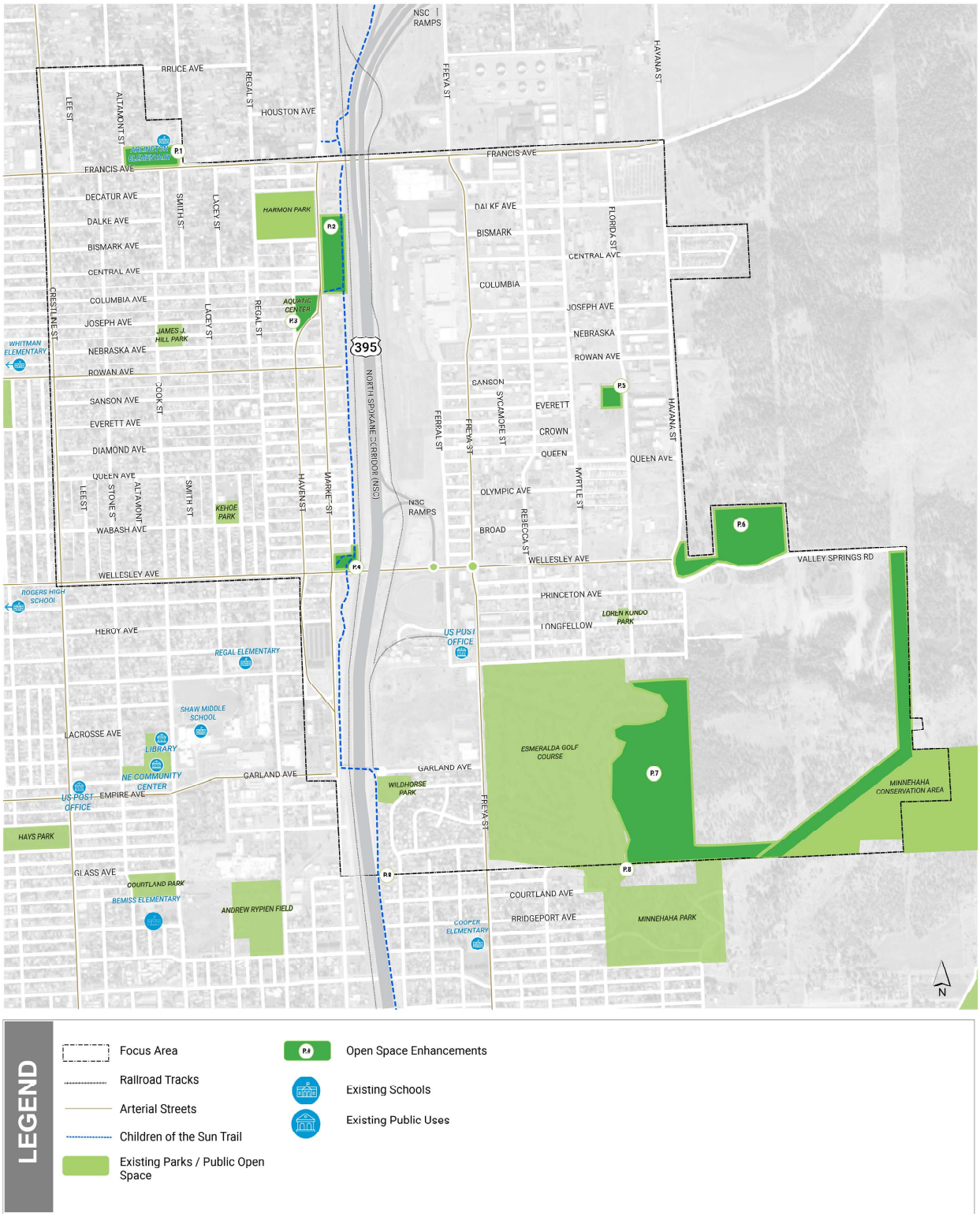

Figure 9.3 – *HIllyard Subarea Plan Park/Open Space Enhancements Map*

APPENDIX K: URBAN FRAMEWORK PLANNING INITIATIVES LIST									
ID	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Park and Open Space Enhancements (P.#)									
P.1	Hillyard Business District	Park and Open Space Enhancements	Arlington Elementary School Site Enhancements – playground and open space enhancements	City of Spokane – Public Works Department		Long Term			
P.2	Hillyard Business District	Park and Open Space Enhancements	NSC Open Space/ Stormwater Facility - Landscaping and passive gathering area	City of Spokane – Public Works Department		Mid Term			
P.3	Hillyard Business District	Park and Open Space Enhancements	Aquatic Center Site Enhancements - Enlarge and enhance open space area (from vacated ROW)	City of Spokane – Public Works Department		Long Term			
P.4	Hillyard Business District	Park and Open Space Enhancements	Children of the Sun Trailhead - Enhanced gathering area, add art installations, add rental bikes/ scooters	City of Spokane – Public Works Department		Mid Term			
P.5	The Yard	Park and Open Space Enhancements	Public Works Open Space and Stormwater Facility – Landscaping and passive gathering area	City of Spokane – Public Works Department		Mid Term			
P.6	Wellesley Business District	Park and Open Space Enhancements	Beacon Hill Reservoir Open Space – connections to proposed park, add bicycle trails	City of Spokane – Parks and Recreation Department		Long Term			
P.7	Esmeralda	Park and Open Space Enhancements	Minnehaha Conservation Area and Park Enhancements – trail enhancements, add wayfinding	City of Spokane – Public Works Department		Long Term			
P.8	Esmeralda	Park and Open Space Enhancements	Additional entry point to Beacon Hill Bike Park from the Children of the Sun Trail.	City of Spokane – Parks and Recreation Department		Long Term			

Appendix L

Capital Improvements Table

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation and Mobility Strategies (Chapter 5)										
T.6	**Arterial Roads Expansion**	Hillyard Study Area	Transportation and Mobility	Expand key arterial roads for accessing the Study Area and connecting to the North Spokane Corridor (NSC) and BNSF rail line.	City of Spokane – Public Works Department		Mid Term			
T.7	**Transit**	Hillyard Study Area	Transportation and Mobility	US395/North Spokane Corridor Transit Service	City of Spokane – Public Works Department		Long Term			
T.8	**Open Space/ Stormwater**	Hillyard Business District	Transportation and Mobility	**NSC Open Space/Stormwater Facility**: Add landscaping, walking path connecting to Harmon Park to the Children of the Sun Trail, and educational signage that informs the public on stormwater management. (UFP P.2/U.1)	City of Spokane – Public Works Department; – City of Spokane Parks and Recreation Department, – WSDOT		Mid Term			
T.9	**Street Reconstruction**	E Wellesley Business District	Transportation and Mobility	E Wellesley Ave (between N Crestline St – Valley Springs Rd) street reconstruction (UFP T.29)	City of Spokane – Public Works Department		Long Term			
T.10	**Pedestrian and Bikeways**	The Yard	Transportation and Mobility	N Freya St (between E Francis Ave – E Wellesley Ave) pedestrian and bikeways (UFP T.5a)	City of Spokane – Public Works Department		Mid Term			
T.11	**Pedestrian and Bikeways**	Hillyard Business District	Transportation and Mobility	N Market St (between E Francis Ave – E Garland Ave) pedestrian and bikeways (UFP T.4)	City of Spokane – Public Works Department		Mid Term			
T.12	**Pedestrian and Bikeways**	Hillyard Residential	Transportation and Mobility	E Rowan Ave (between Crestline St – N Market St) pedestrian and bikeways (UFP T.14a)	City of Spokane – Public Works Department		Mid Term			
T.13	**Pedestrian and Bikeways**	The Yard	Transportation and Mobility	E Rowan Ave (between N Greene St – N Ferrall St) pedestrian and bikeways	City of Spokane – Public Works Department		Mid Term			

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation and Mobility Strategies (Chapter 5)										
T.14	**Pedestrian and Bikeways**	Esmeralda	Transportation and Mobility	E Rich Ave (between N Freya St – N Havana St) pedestrian and bikeways (UFP T.22b)	City of Spokane – Public Works Department		Mid Term			
T.15	**Pedestrian and Bikeways**	Hillyard Study Area	Transportation and Mobility	North Hillyard Sidewalk	City of Spokane – Public Works Department		Mid Term			
T.16	**Street Design**	Esmeralda	Transportation and Mobility	N Freya St (between E Wellesley – E Garnet Ave) street design (UFP T.5b)	City of Spokane – Public Works Department		Long Term			
T.17	**Street Design**	Hillyard Business District	Transportation and Mobility	N Haven St (between Nebraska – E Rockwell Ave) street design (T.12b)	City of Spokane – Public Works Department		Long Term			
T.18	**Street Design**	The Yard	Transportation and Mobility	N Myrtle St (between Dalke Ave – E Wellesley Ave) street design (UFP T.7)	City of Spokane – Public Works Department		Long Term			
T.19	**Street Design**	The Yard	Transportation and Mobility	E Rowan Ave (between N Ferrall St – N Havana St) street design (UFP T.14b)	City of Spokane – Public Works Department		Long Term			
T.20	**Street Design**	The Yard	Transportation and Mobility	N Havana St (between E Francis Ave – E Rich Ave) street design (UFP T.9a)	City of Spokane – Public Works Department		Long Term			
T.21	**Street Design**	Hillyard Residential	Transportation and Mobility	E Rich Ave (between N Crestline St – N Haven St) street design	City of Spokane – Public Works Department		Long Term			
T.22	**Street Design**	Hillyard Business District	Transportation and Mobility	N Greene St (between E Queen Ave – E Broad Ave) street design City of Spokane – Public Works	City of Spokane – Public Works Department		Long Term			

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Transportation and Mobility Strategies (Chapter 5)										
T.23	**Street Design**	Hillyard Residential	Transportation and Mobility	Street design for local roads in West Hillyard	City of Spokane – Public Works Department		Short Term			
T.24	**Street Design**	The Yard	Transportation and Mobility	Street design for local roads in East Hillyard	City of Spokane – Public Works Department		Short Term			
Utilities (Chapter 9)										
U.1	**Potable Water**	North HIll	Utilities	Provide additional Standby Storage Volume to serve the North Hill Pressure Zone within the next 20 years	City of Spokane – Public Works Department		Long Term			
U.2	**Potable Water**	Hillyard Study Area	Utilities	Investigate age and condition of distribution piping to determine if a replacement is warranted	City of Spokane – Public Works Department		Short Term			
U.3	**Potable Water**	Hillyard Study Area	Utilities	Require private development to extend public distribution mains for lots that do not currently have access to a distribution main	City of Spokane – Public Works Department		Short, Mid, and Long Term			
U.4	**Potable Water**	The Yard	Utilities	Upgrade both distribution and transmission conveyance infrastructure within the Yard	City of Spokane – Public Works Department		Mid Term			
U.5	**Potable Water**	The Yard	Utilities	Continuation of transmission main along Freya St between Wellesley Ave and Francis Ave	City of Spokane – Public Works Department		Mid Term			
U.6	**Potable Water**	Hillyard Business District, The Yard	Utilities	Install additional transmission main along Rowan St under the NSC between FreyaSt and Haven St	City of Spokane – Public Works Department		Mid Term			
U.7	**Potable Water**	Hillyard Study Area	Utilities	Install a network of larger diameter pipes (12” to 18”) along major rights-of-way	City of Spokane – Public Works Department		Mid Term			

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Utilities (Chapter 9)										
U.8*	**Potable Water**	The Yard	Utilities	Conduct a future hydraulic analysis of the Yard Plan Area's water system	City of Spokane – Public Works Department	High	Mid Term			
U.9*	**Sanitary Water Service**	Hillyard Study Area	Utilities	Where necessary, update old sewer line segments to accommodate new development or redevelopment projects	City of Spokane – Public Works Department	High	Short Term			
U.10	**Sanitary Water Service**	The Yard	Utilities	Conduct detailed hydraulic analysis, specifically in the Yard Plan Area using forecast future demands	City of Spokane – Public Works Department	High	Short Term			
U.11	**Sanitary Water Service**	Hillyard Study Area	Utilities	Require developers to inspect sewer main adjacent to proposed development with a sewer camera to assess condition of piping immediately downstream	City of Spokane – Public Works Department		Short Term			
U.12	**Sanitary Water Service**	Hillyard Study Area	Utilities	Ensure that any development within the Focus Area proposing to keep existing buildings should demonstrate that existing downspouts are either not connected to public sewer conveyance, or to include plans for disconnecting roof drains from sanitary sewerage as part of the development	City of Spokane – Public Works Department		Short Term			
U.13	**Sanitary Water Service**	Hillyard Study Area	Utilities	Where combined sewer connections exist, require developers to disconnect the storm from the sanitary sewer main, and to treat stormwater separately.	City of Spokane – Public Works Department		Short Term			
U.14	**Sanitary Water Service**	The Yard	Utilities	Ensure that any development within the Yard Plan Area seeking to keep existing buildings demonstrate that either the structures are not connected to a septic or cesspool system, or to provide plans for connection to public conveyance and decommissioning of said septic or cesspool system.	City of Spokane – Public Works Department		Short Term			

* High Priority

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Utilities (Chapter 9)										
U.15	**Potable Water**	E Wellesley Business District	Utilities	Consider relocation of some conveyance to avoid conflicts with the proposed development of a WSDOT roundabout on Wellesley Ave	City of Spokane – Public Works Department		Short Term			
U.16	**Stormwater Management Service**	Hillyard Study Area	Utilities	Require developers to inspect the storm main adjacent to development to assess condition of piping downstream of the intended point of connection, and require the developer provide replacement if necessary	City of Spokane – Public Works Department		Short Term			
U.17	**Stormwater Management Services**	The Yard	Utilities	Design and implement regionally shared stormwater treatment systems	City of Spokane – Public Works Department		Mid Term			
U.18	**Stormwater Management Services**	Hillyard Study Area	Utilities	Require developers to assess the quality and performance of drywells within fronting ROW	City of Spokane – Public Works Department		Short Term			
U.19	**Stormwater Management Services**	Hillyard Study Area	Utilities	Require soil sampling on new development projects to test for common pollutants of concern	City of Spokane – Public Works Department		Short Term			
U.20	**Broadband Services**	Hillyard Study Area	Utilities	Coordinate with Petrcichor Broadband and Broadlinc to track and plan for significant changes in planning, capital improvement projects, or development trends in the Focus Area	City of Spokane – Public Works Department		Mid Term			
U.21	**Broadband Services**	Hillyard Study Area	Utilities	Work with WSDOT to understand the North Spokane Corridor's applicability as a telecommunications right-of-way (ROW).	City of Spokane – Public Works Department		Short Term			
U.22	**Broadband Services**	Esmeralda	Utilities	Place additional conduit in the areas where sewer and electrical infrastructure are being installed for the new Esmeralda Business Park	City of Spokane – Public Works Department		Short Term			

APPENDIX L: CIP (CAPITAL IMPROVEMENTS PLAN)										
ID	Initiative Name	Plan Area	Category	Description	Involved Parties	Priority	Timeframe	Estimated Cost	Potential Funding Sources	Status
Utilities (Chapter 9)										
U.23	**Broadband Services**	Hillyard Study Area	Utilities	Install conduits/fibers along rightof-ways of newly reconstructed roads	City of Spokane – Public Works Department		Short, Mid, and Long Term			
U.24	**Electrical Power and Natural Gas**	Hillyard Study Area	Utilities	Coordinate with Avista Utilities to track and plan for any significant changes in planning, capital improvement projects, or development trends in the Focus Area	City of Spokane – Public Works Department – Avista Utilities		Short Term			
U.25	**Electrical Power and Natural Gas**	E Wellesley Business District	Utilities	Prioritize E Wellesley Business District for natural gas infrastructure improvement	City of Spokane – Public Works Department – Avista Utilities		Long Term			

CITY OF SPOKANE PLAN COMMISSION
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS
REGARDING THE HILLYARD SUBAREA PLAN

A recommendation of the City of Spokane Plan Commission to the City Council related to the Hillyard Subarea Plan ("the Plan").

FINDINGS OF FACT:

A. The City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA) as set forth in RCW 36.70A.

B. The Spokane City Council adopted resolution RES 2025-0022 on March 31, 2025, establishing the Plan Commission's annual work plan, which includes direction to work on the Plan.

C. Comprehensive Plan policy LU 7.4 directs the City to "undertake more detailed sub-area and neighborhood planning."

D. The City's consultant team, under the direction of City staff and led by Stantec Consulting Services, has prepared the Hillyard Subarea Plan.

E. Outreach and public communication began in April 2023 and included the following:

1. Continuous updates on the Project Webpage starting in April 2023;
2. August 5, 2023: Pop-up engagement event at the Hillyard Festival;
3. September 6, 2023: Newsletter on project updates sent to interested parties list;
4. September 20, 2023: Community Meeting and Walking Tour of Hillyard;
5. October to December 2023: Online survey open to collect thoughts and recommendations for the Subarea Plan;
6. Steering Committee Meetings on September 21 and November 29, 2023;
7. December 15, 2023: Presentation and discussion with English classes at Rogers High School;
8. March 27, 2024: Tour of Hillyard with residents, City staff, and City Council members;
9. April 2024: Newsletter on project updates sent to interested parties list;
10. Regular project updates distributed via PlanSpokane blog posts starting in October 2024;
11. July 2024: Newsletter on project updates sent to interested parties list;
12. September 18, 2024: Newsletter update on the Plan's public financing strategy sent to interested parties list;
13. January 23, 2025: Newsletter on project updates sent to interested parties list;

F. Public, agency, and department comments were included in the staff report associated with the public hearing.

G. A State Environmental Protection Act (SEPA) Determination of Nonsignificance and Checklist were issued by Planning Services on August 27, 2025. The comment period ended on September 10, 2025 and the appeal period ended on September 17, 2025.

H. A legal notice of public hearing was published in the *Spokesman-Review* on August 27, 2025 and September 3, 2025.

I. The City of Spokane Plan Commission held a hearing on September 10, 2025. At the public hearing, the Plan Commission heard public testimony and deliberated on the Hillyard Plan.

CONCLUSIONS:

Based upon the staff presentations, briefing materials, associated studies, and agency and public comment, the Spokane Plan Commission makes the following conclusions with respect to the proposal:

1. The Plan Commission finds that the proposed amendments bear a substantial relation to the public health, safety, welfare, and protection of the environment pursuant to the requirements outlined in 17G025.010(J).
2. Interested agencies and the public have had extensive opportunities to participate throughout the process and persons desiring to comment were given an opportunity to comment.
3. SEPA review was completed for the proposal, and pursuant to SEPA, any adverse environmental impacts associated with the Plan will be mitigated by enforcement of the City's development regulations.
4. The Plan Commission finds that the proposed amendments are consistent with the applicable provisions of the Comprehensive Plan.

RECOMMENDATION:

In the matter of the Hillyard Subarea Plan, as based on the above listed findings and conclusions, by vote of 6-0, the Spokane Plan Commission takes the following actions:

1. Recommends to the Spokane City Council the **APPROVAL** of the proposal.
2. Authorizes the President to prepare and sign on the Commission's behalf a written decision setting forth the Plan Commission's findings, conclusions, and recommendations on the proposed amendments.

Ryan Patterson, Vice President
Spokane Plan Commission

September 19, 2025

PC Findings and Conclusions Hillyard Subarea Plan 1

Final Audit Report 2025-09-19

Created:	2025-09-19
By:	Angela McCall (amccall@spokanecity.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA9gOdZcWRYTUSwdoop7jBVqy5NRTvGxMI

"PC Findings and Conclusions Hillyard Subarea Plan 1" History

Document created by Angela McCall (amccall@spokanecity.org)
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Document e-signed by Ryan Patterson (rpatterson@spokanecity.org)
Signature Date: 2025-09-19 - 4:38:27 PM GMT - Time Source: server

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Adobe Acrobat Sign

Agenda Sheet for City Council:

Committee: Urban Experience **Date:** 09/08/2025

Committee Agenda type: Discussion

Council Meeting Date: 10/27/2025

Date Rec'd	8/6/2025
Clerk's File #	ORD C36770
Cross Ref #	RES 2025-0069
Project #	
Bid #	
Requisition #	

Submitting Dept	DEVELOPMENT SERVICES CENTER
Contact Name/Phone	ELDON BROWN 509-625-6305
Contact E-Mail	EBROWN@SPOKANECITY.ORG
Agenda Item Type	First Reading Ordinance
Council Sponsor(s)	JBINGLE PDILLON
Sponsoring at Administrators Request	NO
Lease? NO	**Grant Related?** NO **Public Works?** YES
Agenda Item Name	VACATING THE ALLEY BETWEEN CENTRAL AND COLUMBIA, FROM FREYA TO

Agenda Wording

First reading of ordinance vacating the alley between Central and Columbia, from Freya to Sycamore.

Summary (Background)

Adjacent property owners have applied to vacate the subject alley and City Staff has solicited comments from the various City Departments and franchised private utility companies. Responses are favorable provided that the appropriate easements are reserved within the vacation ordinance.

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

Council Subcommittee Review

Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	N/A

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

Approvals		**Additional Approvals**	
Dept Head	PALMQUIST, TAMI		
Division Director	MACDONALD, STEVEN		
Accounting Manager	ZOLLINGER, NICHOLAS		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

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akiehn@spokanecity.org	erivera@spokanecity.org

City of Spokane
Development Services Center
808 West Spokane Falls Blvd.
Spokane, WA 99201-3343
(509) 625-6300

ORDINANCE NO. C36770

An ordinance vacating the alley between Central Avenue and Columbia Avenue, from the east line of Freya Street to the west line of Sycamore Street,

WHEREAS, a petition for the vacation of the alley between Central Avenue and Columbia Avenue, from the east line of Freya Street to the west line of Sycamore 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 Central Avenue and Columbia Avenue, from the east line of Freya Street to the west line of Sycamore Street is hereby vacated. Parcel number not assigned. Located in the Northeast Quarter of Section 34, Township 26 North, Range 43 E.W.M.

Section 2. An easement is reserved and retained over and through the entire vacated area for the utility services of Avista Utilities, Lumen, Comcast and TDS Telecom to protect existing and future utilities.

Passed the City Council _____

_____
Council President

Attest: _____
City Clerk

Approved as to Form:

_____
Assistant City Attorney

_____ Date: _____
Mayor

Effective Date:_____

CITY OF SPOKANE

Right-of-way Description:
The alley between Central Ave and Columbia Ave From Freya St. to Sycamore St.

Legend

Proposed Vacation

THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Printed by: edjohnson Print date: 7/10/2025

CITY OF SPOKANE
DEVELOPMENT SERVICES
808 West Spokane Falls Blvd, Spokane WA 99201-3343
(509) 625-6300 FAX (509) 625-6822

STREET VACATION REPORT
August 5, 2025

LOCATION: Alley between Central and Columbia, from Freya to Sycamore

PROPONENT: Mark Hendren

PURPOSE: Consolidate property

HEARING: 10/27/2025

REPORTS:

PRIVATE UTILITY COMPANIES

AVISTA UTILITIES – Avista has review the proposed street vacation and notes that we maintain electric services to multiple locations throughout the alley, thus access to pole and services is required.

Avista requests the following language be added as a condition of approval:

1. Property owner(s) shall coordinate with Avista to secure a utility easement for access to electrical services and gas services located in vacated Freya-Columbia Alley. Easement shall be recorded and referenced on final Record of Survey.
2. 10’ feet in width are required for our electrical services, centered on the line (5’ feet on either side).

COMCAST – We do have cable riding on the Avista poles in that alley

EXTENET – We have no assets in the area.

FATBEAM FIBER – No comments

INLAND POWER – We do not have lines affected by this vacation request. No additional comments or concerns from Inland Power.

INTERMOUNTAIN INFRASTRUCTURE GROUP – No comments

LIGHT SPEED NETWORKS – No comments

LUMEN – We have facilities in that alleyway and will need an easement

PORT OF WHITMAN – No comments

TDS TELECOM - We have plans to attach to the existing poles in this alley. Assuming Avista will want to preserve their easement for their poles, TDS would like to reserve an easement that allows attachment to these poles or underground facilities under the existing pole line.

VERIZON/MCI Metro - No comments

PHILLIPS 66 PIPELINE – Phillips 66 does have a pipeline in the area that runs along N Freya St and should not be impacted by the Vacation Request.

WHOLESAIL NETWORKS – No comments

ZAYO COMMUNICATIONS – No comments

CITY DEPARTMENTS & E911

ADDRESSING - No comments

BICYCLE ADVISORY BOARD – No comments

DEVELOPER SERVICES – CURRENT PLANNING – No comments

DEVELOPER SERVICES - TRAFFIC – No comments

FIRE DEPARTMENT – Fire has no comments

INTEGRATED CAPITAL MANAGEMENT – No concerns

NEIGHBORHOOD SERVICES – No comments

PARKS DEPARTMENT - No comments

PLANNING & ECONOMIC DEVELOPMENT – No comments

POLICE DEPARTMENT - No comments

SOLID WASTE MANAGEMENT – Solid Waste has no comments or concerns

SPOKANE REGIONAL EMERGENCY COMMUNICATIONS – No comments

STREET DEPARTMENT - No comment from the Street Department

WASTEWATER MANAGEMENT – WWM has no assets I the proposed vacation area. Therefore, provided on site runoff is maintained and treated on site, we have no objection to the vacation.

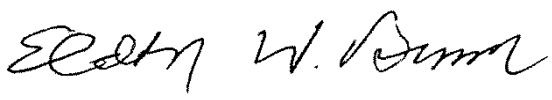
WATER DEPARTMENT – Water has no concerns

RECOMMENDATION: That the petition be granted and a vacating ordinance be prepared subject to the following conditions:

1. An easement as requested by Lumen, Avista Utilities, Comcast and TDS Telecom shall be retained 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 – Developer Services



Agenda Sheet for City Council:

Committee: Finance & Administration **Date:** 09/22/2025

Committee Agenda type: Consent

Council Meeting Date: 10/20/2025

Date Rec'd	8/19/2025
Clerk's File #	FIN 2025-0001
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	FINANCE, TREASURY & ADMIN
Contact Name/Phone	JESSICA 625-6369
Contact E-Mail	JSTRATTON@SPOKANECITY.ORG
Agenda Item Type	Hearings
Council Sponsor(s)	PDILLON BWILKERSON
Sponsoring at Administrators Request	NO
Lease? NO	**Grant Related?** NO **Public Works?** NO
Agenda Item Name	SET REVENUE HEARING

Agenda Wording

Setting public hearing on possible revenue sources for the 2026 Budget on October 27, 2025.

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 2026 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. The property tax ordinance will be on the Council's November 3, 2025, agenda.

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

Council Subcommittee Review

N/A

Fiscal Impact	
Approved in Current Year Budget?	N/A
Total Cost	**$**
Current Year Cost	**$**
Subsequent Year(s) Cost	**$**

Narrative

Amount		**Budget Account**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**
Select	**$**	**#**

Funding Source	N/A
Funding Source Type	Select

Is this funding source sustainable for future years, months, etc?

Expense Occurrence	N/A

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

Approvals		**Additional Approvals**	
Dept Head	STRATTON, JESSICA		
Division Director	BOSTON, MATTHEW		
Accounting Manager	BUSTOS, KIM		
Legal	SCHOEDEL, ELIZABETH		
For the Mayor	PICCOLO, MIKE		

Distribution List	