

# Environmental Justice Workshop Summary

**Memorandum Prepared by:**

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## Overview

On February 26, 2026, the City of Spokane and consultant team hosted the [PlanSpokane 2046](#) Environmental Justice virtual workshop. This workshop invited community members to learn more and share their perspectives on how the City of Spokane can plan neighborhoods and build transportation to better support environmental justice. Forty-two (42) community members shared priorities, concerns, and ideas for equitable land use and transportation policy. The workshop included a presentation, breakout room discussion, and group report out. The input will directly inform the land use and transportation Environmental Justice Review for the City's Comprehensive Plan. Spanish interpretation was provided to support greater access to the workshop, allowing the project to benefit from a wider range of lived experiences. Participants received \$75 compensation for their time.

PlanSpokane Environmental Justice	
<b>Date &amp; Time</b>	February 26, 2026 6:00PM - 7:30PM
<b>Location</b>	Virtual via Zoom
<b>Number of Participants</b>	42

## Agenda

Time	Topic
6:00 pm	<b>Introduction &amp; Purpose</b> <ul style="list-style-type: none"> <li>Meeting purpose and agenda</li> <li>Icebreaker</li> </ul>
6:10 pm	<b>PlanSpokane 2046 &amp; Engagement Overview</b> <ul style="list-style-type: none"> <li>Overview of PlanSpokane 2046 and engagement</li> </ul>
6:15 pm	<b>Environmental Justice Policy Overview</b> <ul style="list-style-type: none"> <li>Overview of environmental justice in PlanSpokane 2046 policy development</li> <li>Q&amp;A</li> </ul>
6:35 pm	<b>Environmental Justice Policy Discussion</b> <ul style="list-style-type: none"> <li>Overview of discussion format</li> <li>Breakout into groups and discuss questions by topic (transportation and land use)</li> </ul>

Time	Topic
7:20 pm	<b>Environmental Justice Discussion Report Out</b> <ul style="list-style-type: none"><li>▪ Share out of key takeaways from discussion</li></ul>
7:25 pm	<b>Wrap-Up &amp; Next Steps</b> <ul style="list-style-type: none"><li>▪ What's next &amp; thank you</li></ul>

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## Discussion Summary

Before discussion, the project team provided an overview of PlanSpokane 2046 and the Environmental Justice Policy Review. Attendees then broke out into six breakout rooms, including one with Spanish translation. Breakout rooms discussed transportation, land use, and outreach. Breakout rooms began with different discussion topics to ensure topic coverage; however, not all breakout rooms discussed each topic. Participants responded to discussion questions, and facilitators used Mural to capture notes.

Please refer to the [slide deck](#) to view the presentation. Please refer to *Appendix A. Breakout Room Notes* for the participant notes or by visiting the Mural board [here](#). You can also see images of the Mural board in *Appendix B. Mural Board Screenshot*.

### Discussion Topic 1: Transportation

#### **How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?**

- While car owners find travel convenient, those relying on other modes face significant barriers including sidewalks in disrepair, excessive dirt/garbage in certain corridors, and difficulty walking or biking due to heat, lack of shade, and safety concerns from cars and speeding traffic.
- Bicyclists report challenges such as inconsistent or disappearing bike lanes and close interactions with high-speed vehicles.
- Wheelchair users face particular difficulties due to missing or non-ADA-compliant curb cutouts, uneven pavement, and blocked sidewalks.
- Public transit is convenient for residents who live near frequent service lines, especially with free fares for minors and the new City Line Bus Rapid Transit route, which are celebrated amenities. However, for those who do not live near major routes, service is less reliable and requires long or indirect trips. Frequent delays and limited access to certain areas outside the city like Liberty Lake or nature spaces (e.g., Boulder Beach) make it difficult for non-drivers.

## **What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?**

- Vulnerable groups, including people with disabilities or transit-dependent individuals, often face obstacles to walking, biking, rolling, and taking public transit. For example, there are non-ADA-compliant curb cutouts, sidewalks blocked by foliage, garbage, or scooters, limited protection from weather, sparse bike lanes, and little or infrequent public transit.
- Lack of shade, tree cover, and protection from extreme heat, snow, and rain makes walking, biking, rolling, and waiting for transit uncomfortable or unsafe in certain seasons.
- Infrastructure is "patchy," with bike lanes and sidewalks often disappearing abruptly, leaving users "shot out" into dangerous, high-speed traffic without adequate lighting or protection from the elements.

## **What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?**

- Help: Lighted crosswalks, flags for pedestrians, murals at four-way stops to slow traffic, speed bumps, lighted streets, the presence of the City Line Bus Rapid Transit route, and dedicated bike lanes (which are more prevalent in some areas such as South Hill) are seen as major assets.
- Hurt: Poor snow removal that creates "snow berms" on sidewalks, unpaved roads in areas like West Hills Neighborhood, inconsistent public transportation service, and a lack of stop signs in high-pedestrian areas like Logan Neighborhood significantly impede safety. In many areas, bike lanes and pedestrian infrastructure are incomplete or inconsistent.

## **How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?**

- Excessive noise from street racing at night along major arterials (especially in Nevada Heights Neighborhood and on Division/Hamilton Streets) is leading to sleep deprivation and negatively impacting mental health.
- High traffic volumes and speeding make residents feel unsafe crossing streets, reducing their desire to walk or bike and creating a "car-priority" environment that feels hostile to pedestrians.

## Discussion Topic 2: Land Use

### **Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?**

- There is a stark lack of affordable grocery stores and pharmacies in the Logan Neighborhood and Northeast areas, forcing residents to travel further or visit locations they perceive as unsafe.
- Public amenities like libraries and parks are valued, but their utility is limited by restricted hours, lack of restrooms, and broken equipment (e.g., basketball hoops without nets).
- Residents also noted a need for more services and coordinated solutions related to unhoused individuals, including additional shelter, hygiene, and support services, as well as strategies to address unhoused individuals living in parks.
- In contrast, neighborhoods such as Emerson-Garfield were described as having a more complete set of amenities, including a library, park, smaller shops, and a walkable layout that supports daily needs.

### **What changes have you seen in your neighborhood that make it harder for people to stay (e.g., rent increases, redevelopment, loss of businesses)?**

- Rapidly rising housing costs are the primary concern, with residents reporting rent increases of \$300–\$400 in short periods, coupled with rising utility and food costs.
- Physical changes, such as the construction of the North Spokane Corridor, have physically split communities and introduced new noise and air pollution concerns that diminish the quality of life.

### **Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?**

- Access is highly unequal; while some areas enjoy "creative districts" and weekly farmers' markets, others like West Hills Neighborhoods have no schools or libraries and must cross dangerous railroad tracks to reach the nearest park.
- Residents expressed a desire for more parks, dog parks, running trails, bike trails, water fountains, community gardens, and farmers markets. People especially value access to the river in certain neighborhoods, such as near Gonzaga University.
- Participants want more trees and expanded tree canopy to provide shade and reduce heat, particularly in neighborhoods with limited greenery.
- Residents also advocate for more "third spaces" (gathering spots that aren't home or work) after hours.

## **How should the City balance growth and new development with protecting existing communities?**

- Participants believe the City should prioritize "building up" rather than "spreading out" and require developers to pay their fair share for the infrastructure (roads, schools, and water) that their new projects require.
- There is a strong desire to ensure that growth does not come at the expense of current residents, with more intentional inclusion of Indigenous voices and marginalized groups in the planning process. Participants also emphasized that the City should directly ask each neighborhood what they would like to see and tailor development accordingly.

## **Discussion Topic 3: Outreach**

### **For policies that most affect overburdened or vulnerable communities, when and how should the City prioritize targeted outreach?**

- The City should move away from centralized meetings and instead attend community events and partner with local churches, businesses, and trusted community leaders who already have relationships within neighborhoods.
- Communication must be multi-channel to ensure those with different levels of tech-access are reached.

# Appendix A. Breakout Room Notes

## Transportation

Question	Responses
How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?	<p>Breakout Room 1:</p> <ul style="list-style-type: none"><li>▪ To go to work is far, sidewalks need repair, need clearer neighborhoods, lot of dirt, lot of unhoused people, lot of garbage, like clothes</li><li>▪ To travel it's been okay, because he has a van, and he drives 45 mins to work. It would be good to have more public transportation for people who don't have a car</li></ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"><li>▪ The 33 may be a faster, more frequent route soon, yay!</li><li>▪ Pretty convenient. Near the 31.</li><li>▪ Great that minors have free fare. Helps access.</li><li>▪ Trying to go anywhere in the valley or Liberty Lake is difficult; everywhere else is ok.</li><li>▪ Parking is expensive and 2hr parking downtown is inconvenient.</li><li>▪ More bike lanes would be helpful</li></ul> <p>Breakout Room 3:</p> <ul style="list-style-type: none"><li>▪ I feel likes its pretty easy to get around, everything I need is pretty close but it's not necessarily in walking distance.</li><li>▪ Something that makes it hard for bikers to get around are the main roads. Some of them aren't really made for biking, and you end up trying to find these odd routes to get to places because the main roads are so busy and not as safe.</li><li>▪ Crossings have helped a lot with walkers, it's made it a lot easier to be noticed when getting around, especially the ones that light up.</li></ul>

Question	Responses
	<ul style="list-style-type: none"><li>▪ I think noise pollution is one of the bigger problems, it makes it unenjoyable to walk or bike around in your free time when there's lots of traffic noise.</li></ul> <p>Breakout Room 4:</p> <ul style="list-style-type: none"><li>▪ Currently go to something on 2nd avenue on North Howard street - big issues because there is no bike lane and goes under a bridge where there is a lot of unhoused individuals (not super safe) - South Washington street is where I will have to bike on the sidewalk to get to where I need to go.</li><li>▪ Definitely a little hard sometimes because as I've seen with friends and personally busses get delayed a lot which makes it hard to get to school when you need to</li><li>▪ I'm privileged in that I am a car owner and operator. My 19 year old daughter is a bus user (no license) and my 9 year old uses school bus. We are able to walk/bike to the Library/Community center, grocery store and have healthcare near by (Minnehaha neighborhood)</li><li>▪ Getting without car access to Boulder Beach and nature spaces - hard to get to without a car.</li><li>▪ First semester in college didn't really go off campus due to safety of public transit (as a young woman) - not always the most safe/clean.</li></ul> <p>Breakout Room 5:</p> <ul style="list-style-type: none"><li>▪ This goes for all the questions 10 degree difference in Logan will go to the valley or South Hill and its 10-15 difference can't walk in that weather</li><li>▪ It is easy to get around in Bemiss area, STA doesn't take in acct of top of city.</li><li>▪ What are the process to create equity around where we are planting Shade</li><li>▪ Places responsibility on homeowner for tree program. What is the follow up?</li><li>▪ Temp Shade missing equity in data process</li><li>▪ Got two trees after wind storm, enjoyed experience need more trees would like to see more green roofs, and wind blocks on the W plains</li></ul> <p>Breakout Room 6:</p>

Question	Responses
	<ul style="list-style-type: none"> <li>▪ City wants us to walk more, and bike. But it is dangerous to do that in our streets right now and to cross. Even if you are involved with traffic calming, took 8 years to get a light on Queen and Haven. Speeds are dangerous. People got hit by cars. Dangerous for people in and not in cars.</li> <li>▪ Speeding an issue in our neighborhood too. Even with traffic calming trackers, still updates are not coming. It's concerning. A number of schools in our neighborhood. People want to walk and try to and it's not safe. Accessibility issues, sidewalks with ramps. And clear sidewalks. Sometimes small businesses put things for sale out and creates challenges for people with accessibility issues/impedes walking. Need a better balance there.</li> <li>▪ People in wheelchairs try to use bike lanes because there will be garbage cans and stuff on sidewalks. Seems unsafe, like what about when bike lanes disappear and they need to get back up on the curb.</li> <li>▪ Scooters getting left on sidewalks cause accidents, plus people use them without helmets, cause health care costs. Question their benefit to the city. Cause accidents and injuries and block throughfares (sidewalks and roads)</li> <li>▪ Wheelchairs - curb cutouts are not always pointed the right way, sometimes shoot people out into the middle of the intersection. Sometimes don't make two just one, and if you lost control of wheelchair they could shoot out into intersection.</li> </ul>
<p>What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ No responses</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>▪ Bike lanes are key. Notice in Portland that when they are there, people use them!</li> <li>▪ Buses should be equipped for bikes</li> <li>▪ Lack of shade</li> <li>▪ Snow and rain protection at bus stops</li> <li>▪ More bike lanes along the river and scenic areas</li> <li>▪ Bike lanes in main thoroughfares</li> <li>▪ STA lack of accessibility. People with accessibility aids struggle on buses</li> </ul>

Question	Responses
	<p>Breakout Room 3:</p> <ul style="list-style-type: none"><li>▪ Gonzaga - what may benefit Gonzaga or Logan doesn't benefit other parts (are bike lanes a good idea?)</li><li>▪ Hillard - no public transit</li><li>▪ Inconsistent speed limits in Hillard and other neighborhoods. (Nevada 30 -&gt; 45 -&gt; 30). Why does it have to go up and down?</li><li>▪ Walking to school is dangerous -- on/off ramps</li><li>▪ No optimal solution for my community -- pocket of forgotten people.</li><li>▪ Emerson Park (N Spokane) -- Monroe is not safe to bike on. Safe bike commute to work is inconvenient. Nice for walking. Busy commuters use turn lane to pass bus and causes bike hazard</li></ul>
	<p>Breakout Room 4:</p> <ul style="list-style-type: none"><li>▪ People with disabilities that cannot get off sidewalks and difficulty getting around the neighborhoods.</li><li>▪ Some sidewalks are covered with plant foliage/garbage. Makes it hard for people in wheelchairs/walkers to navigate.</li></ul>
	<p>Breakout Room 5:</p> <ul style="list-style-type: none"><li>▪ Mainly bike for transportation not consistent bike lane, not always safe. Harder during rush hour, road cod, and the speed Ham, and Divis</li><li>▪ Get STA restructured, don't listen to voters/public</li></ul>
	<p>Breakout Room 6:</p> <ul style="list-style-type: none"><li>▪ Sometimes a nice bike lane disappears, want better connections BETWEEN bike lanes. instead of being shot out into traffic, e.g., when going down Euclid. Patchy where some neighborhoods have and then it disappears, doesn't help you get places</li><li>▪ Better bus shelters, people standing out in the rain. In NE, don't have. Logan has, we do not. Lacey + Wellesley intersection, can be 20 kids at bus stop with inadequate space for them. Not good info at the bus stops either, should have live time QR codes about where bus is.</li></ul>

Question	Responses
<p>What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>No responses</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>Crosswalks that light up feel safer. Or that have flags. Some neighborhoods have these</li> <li>Flashing lights aren't as common in some places, and sometimes drivers ignore them</li> </ul> <p>Breakout Room 3:</p> <ul style="list-style-type: none"> <li>Logan - lack of stop signs (unsafe), and a lot of active transportation users</li> <li>Logan - Many people from out of town, so lack of stop signs is unsafe</li> <li>The more things you add, the more complicated it gets. The solution is to condense.</li> <li>Something like a light rail would set us up for walkability</li> <li>Compact parking buildings rather than parking lots, affordable</li> <li>Schools and traffic patterns (crosswalks, speed limits). Chaotic and not safe for children.</li> <li>I've been trying to get a 4 way stop at rich &amp; regal. (+1)</li> <li>Mural at a 4-way stop (near Monroe) slows down/decreases pedestrian incidents -- has observed positive impacts</li> </ul> <p>Breakout Room 4:</p> <ul style="list-style-type: none"> <li>Buses coming on time -- knowing that buses are on time is helpful with planning for trips.</li> <li>Grateful for the STA (public bus) too.</li> <li>So appreciative of marked cross walks!! ++ bike lanes</li> <li>Figuring out a way to shovel snow out of the bike lanes.</li> </ul> <p>Breakout Room 5:</p> <ul style="list-style-type: none"> <li>Logan Elem, Division and Main, and the bridge crossing the river very loud, adding user experience, Ham and Div, on foot walking is a pleasant or safe walk</li> <li>People in Spokane like to drive, not aware of other users of the road.</li> <li>The South Hill is more bicycle friendly than the Hillyard area. A lot more bike lanes. But I enjoy more parking areas in Hillyard. Wider lanes.</li> </ul>

Question	Responses
	<ul style="list-style-type: none"> <li>▪ Have seen outreach on road safety, and not everyone is using a car to get around, people on foot tend to be more vulnerable</li> <li>▪ I see so many people drive into the bike line (distracted) see walking and biking bridges across Division</li> <li>▪ Thank goodness we have a mild winter. Otherwise our sidewalks are covered w snow burns making it difficult for wheelchairs, strollers. Our area is the last area to get the snow plow.</li> <li>▪ The side streets and minor arterials tend to be pretty rough in the NE, asphalt and sidewalk</li> <li>▪ In the NE we have a lot of good amenities for non-car travel, but the are poorly connected.</li> </ul> <p>Breakout Room 6:</p> <ul style="list-style-type: none"> <li>▪ Clear bike lane identification, striping and/or graphics for cyclist wayfinding and vehicle awareness would be great. Bus shelters, with lighting and good info would make STA more functional.</li> <li>▪ The part of the West Hills that I live in has roads that are not paved without sidewalks. The bus stop is at the bottom of a huge hill that is icy and unplowed in the winter. My daughter has to walk up and down this hill to the city bus for Highschool every day. She has slipped and fallen going down and up.</li> <li>▪ In Portland, used to be able to call a number to see how long it would take until bus arrives. Do we have that? (Text a number function exists, but sometimes unclear what the bus stop number is to do that).</li> <li>▪ Hard to plan a route, want better support for that. + 1 I agree, route planner would be helpful! That's why I haven't used the bus in awhile.</li> </ul>
<p>How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ Live in Nevada Heights area live by the crossroads and it's very noisy because of cars, at 1,2,3 am cars are racing and have to wake up at 5am to go to work and I'm sleep deprived, it's been affecting my mental health</li> <li>▪ Also lives by Nevada Heights area, it's very difficult in Spokane, recently there was a crash and because they do not have cameras, there was no solution for that accident. Would be great to have cameras to help those kind of incidents</li> </ul>

Question	Responses
	<ul style="list-style-type: none"><li>▪ Sometimes when you are driving calmly, someone comes speeding and it's scary, and that could be prevented</li></ul>
	Breakout Room 2:
	<ul style="list-style-type: none"><li>▪ Freeway traffic seems to have increased</li><li>▪ Downtown is kind of gross but way better than a lot of cities</li><li>▪ All factors seem better than in a lot of cities</li></ul>
	Breakout Room 3:
	<ul style="list-style-type: none"><li>▪ Long-term impact is what matters. Big projects/investments like a light rail will matter.</li></ul>
	Breakout Room 4:
	<ul style="list-style-type: none"><li>▪ Air/noise pollution impacts (negatively) my desire to ambulate/bike</li><li>▪ Environmental review needs to be a priority! We need Habitat connectivity? Need to map our green infrastructure!</li></ul>
	Breakout Room 5:
	<ul style="list-style-type: none"><li>▪ Love the North South Freeway but construction area by SFCC isn't cleaned up, looks bad need to do clean up there</li><li>▪ Speeding along crestline, and Illinois</li><li>▪ Adding more speed humps in</li><li>▪ Euclid and market has had too many vehicle vs motorcycle accidents.</li></ul>
	Breakout Room 6:
	<ul style="list-style-type: none"><li>▪ Cars and Trucks parked on sidewalks are a real issue.</li><li>▪ Hamilton and Division have very frequent racing and are generally very pedestrian unfriendly which makes it difficult to want to cross them.</li></ul>

## Land Use

Question	Responses
<p>Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"><li>▪ When thinking about EJ, thinking about what happens when the grid goes down, or people don't have enough. How are we going to create resiliency in communities where people are poor? I live in East Spokane across the street from low-income housing units, senior housing units, can tell you in the event of power going out for 3 days, they don't have water</li></ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"><li>▪ No, there are unhoused people who don't have services or places to be</li><li>▪ Near downtown, need more shelters and places for unhoused people - there are more resources for women/children</li><li>▪ There is a need for more affordable grocery stores in NE Spokane</li><li>▪ More bathroom access, especially in parks</li></ul> <p>Breakout Room 3:</p> <ul style="list-style-type: none"><li>▪ Affordable safe grocery store/pharmacy: Grocery stores in the Logan, 2 options. Extremely expensive, security issues/unsafe.</li><li>▪ Hillard Safeway +1 sketchy</li><li>▪ Police to enforce the laws that are already in place</li><li>▪ Park N Ride on north side of Spokane would be fantastic!</li><li>▪ I definitely feel like my community has access to the resources we need, but I would also say we're not an overburdened community.</li></ul> <p>Breakout Room 4:</p> <ul style="list-style-type: none"><li>▪ Don't have bathrooms in Minnehaha Park so access to washing hands and running water.</li><li>▪ Near Gonzaga (Logan neighborhood) have a lot of restaurants and parks, but need improved accessibility and transit to these services - no crosswalks, needing to walk further.</li></ul>

Question	Responses
	<ul style="list-style-type: none"><li>▪ All the parks in surrounding area have a lot of unhoused individuals.</li><li>▪ Logan neighborhood has a lot of access to green spaces - not the safest. Mission Park a lot of things are run down, amenities are not taken care of.</li><li>▪ A lot of people bike and walk, some streets are lit, some aren't. When it's dark out, important to have well lit streets.</li><li>▪ There aren't stop signs on corners of that areas, unsafe for bikers and walkers. Some students have almost experienced accidents due to this.</li></ul> <p>Breakout Room 5:</p> <ul style="list-style-type: none"><li>▪ Not easy to get to grocery store in neighborhood</li><li>▪ Didn't have options for more affordable grocery stores</li><li>▪ High population in Logan far travel to get to community services, NE or West Cent are far away, parks are far as well</li><li>▪ The county library offers a lot more for families to do events than the public libraries. It's a bummer we can't participate.</li><li>▪ Rezoning for small land plots not just looking at apartments, ADU units? and smaller single-family homes</li><li>▪ Corps buying up land and sitting on it, heard of solution around best use</li><li>▪ Revamp of libraries have made them more useful</li><li>▪ Generational wealth building in an equitable way</li><li>▪ Yes, it's a bummer we can't access all of the Hillyard library area at all hours because it's closed during school hours. I don't like that they were built within each other. I don't frequent it , the language the Shaw kids use after school is inappropriate for little ones.</li><li>▪ Not open late hours in the lib</li><li>▪ Is there incent for developers that favors equity (Jim Frank example for rezoning)</li></ul> <p>Breakout Room 6:</p>

Question	Responses
	<ul style="list-style-type: none"> <li>▪ Being in NE, don't see some amenities that other districts do. Ex) Giant brownfield from when trains used to be here. Wanted it to be dealt with as soon as possible, strange to be asked how fast they wanted it gone. Sits over aquifer. Don't get treated the same as in South Hill area/</li> <li>▪ Emerson-Garfield - chose very specifically when they moved to be near library, park, smaller shops, walkable. Def took a lot of time. Not everybody has that opportunity, especially if you grow up in a particular neighborhood. More neighborhoods deserve what we have, green spaces, mixed use. Do see opportunity around bus line, STA could run more frequently. Connections could be better. Deficiency in bike lanes and crosswalks, not really multimodal. Feels like you are risking your life to bike.</li> <li>▪ Logan - For bike commuting, used to bike through downtown to get to Browns Addition. Some areas felt safe to bike through, but sometimes you have to go crazy ways just to get somewhere. Cars get priority. You never know what you're going to get (to get somewhere)</li> </ul>
<p>What changes have you seen in your neighborhood that make it harder for people to stay (e.g., rent increases, redevelopment, loss of businesses)?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ Rents are going up. There is access to park but no restrooms</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>▪ Rising costs for energy</li> <li>▪ How do you keep stable housing and build new housing? Need to think about water/air downtown.</li> <li>▪ Developments mean nicer apartments - make sure we have the right types of housing</li> <li>▪ Increasing costs of food</li> <li>▪ General affordability!</li> <li>▪ People are moving to places that are more affordable</li> <li>▪ Rent increases. NE Spokane rent doubled (\$675 to \$1100 in one month!)</li> </ul>

Question

Responses

Breakout Room 3:

- North South freeway, communities being split -- resources need to be allocated there.
- Children of the Sun trail is great, but it's hard to have a good time because it feels too close to cars/pollution
- There's been some development in our area where parks are being used for new resources which is an issue right now that might be making people unhappy.

Breakout Room 4:

- Heat bill for residents in the winter - gets raised to the point where you are unable to pay it. Even if you aren't using heat much, it's hard to pay (in Logan neighborhood, off campus living)
- North South in neighborhood is the new freeway - using the children of the sun trail, been a lot of construction and closed streets -- a lot people have left, wondering about the impact of noise and air pollution due to the new traffic corridor.

Breakout Room 5:

- Never been a survey of NR of our environment, should be a policy around what environment we have. How do we know things are equitable if we don't know what we have
- Hard to find rental props
- hard on commercial spaces with in the city as well

Breakout Room 6:

- See all of those in Hilyard - COVID didn't help. On their block, 12 houses sold during COVID and then 8 sold again then 6 sold again in three years. Houses that used to be \$150K are now \$400K. And that's in a depressed neighborhood. People can't make interest payment because of the way rates have changed. Couldn't find a place now in Hilyard they could afford, no starter home prices in Spokane



Question	Responses
	<ul style="list-style-type: none"> <li>▪ Technically we are close to Valley, but the rent increases. Used to be \$700/month now it's \$1000, not sure how anyone is paying rent, it's insane</li> <li>▪ West Hills - Grew up there, moved out to other locations, and it's not a really recognized neighborhood. Not a lot of amenities. Lots of shelters being built there, disproportionately to how often community spaces, parks, and businesses are built. There are two gas stations. Feels like there is more crime. Used to be very tucked away feeling, but now lots of people passing through it. Feel like we need a place for rehabilitation and homeless housing, but doesn't feel equally distributed throughout city. Proportion of transitional housing in West Hills is out of step</li> <li>▪ Our neighborhood Emerson Garfield is approx. 50% renters, primarily single-family homes, we have seen a lot of turnover with increased rental costs. We're lacking mixed housing options and multi-unit options (from apartments to condos). Empty, undeveloped infill lots remain empty, which seems odd</li> <li>▪ And the \$700 to \$1000 rent change in 2 years was pre-COVID. I'm sure that same apartment is WAY more now and it was old/poor condition.</li> </ul>
<p>Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ No responses</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>▪ Dog parks in NE Spokane</li> <li>▪ More running trails and bike trails</li> <li>▪ Water access near trails. Water fountains are off, even in summer</li> <li>▪ Can think of schools in northside but not cultural or open spaces</li> <li>▪ More community gardens</li> </ul> <p>Breakout Room 3:</p> <ul style="list-style-type: none"> <li>▪ Logan -- historically underfunded</li> <li>▪ Spokane has a lot of parks &amp; existing infrastructure. Support what we have -- environmental efficiency</li> </ul>

Question	Responses
	<ul style="list-style-type: none"> <li>▪ Green certifications, urban tree canopy (heat island effect) +1</li> <li>▪ Trees as essential urban infrastructure +1</li> <li>▪ Farmers market in the park every Friday (off Monroe) is great for community, health, food access, kids engagement - South Perry, small markets across the neighborhoods</li> <li>▪ SpokaneScape and waterways/Spokanopy is great -- preserving aquifer</li> <li>▪ My community has a really awesome park right next to our neighborhood which I really wish all communities could have, but its not very tangible. I do think what Manito boulevard has where there is a small strip of land in the middle of the street is VERY nice as it creates an area where the community can be.</li> <li>▪ Building/ hosting/ encouraging more community- centered events to increase social resilience</li> </ul> <p>Breakout Room 4:</p> <ul style="list-style-type: none"> <li>▪ Access to the river near Gonzaga is really beautiful. North towards Kendall yards is nice, but the opposite direction is not as maintained. Centennial heading east more sections where it's just on the highway. Other areas definitely could be prioritized and easier to use for people</li> <li>▪ Lack of transportation that are close to available makes it harder to access parks and spaces. New City line that runs through the campus and connects to downtown.</li> <li>▪ I don't technically know my neighborhood off the top of my head but the parks my family and I have is most of the time not safe for children when there's a lot of broken/things being fixed or taken out when it should be a safe space for kids to have fun and not worry too much about their safety on the playgrounds or around</li> <li>▪ I do know that Corbin park is most of the time being fixed or broken at the time</li> </ul> <p>Breakout Room 5:</p> <ul style="list-style-type: none"> <li>▪ We have a park in our neighborhood doesn't have nets for basketball hoops and other upgrades that the city hasn't fix</li> </ul>



Question	Responses
	<ul style="list-style-type: none"> <li>▪ Traffic increases with mixed use housing and overall look, parking issues</li> <li>▪ Big housing increases the cost of other houses</li> <li>▪ NE Spokane is desperate for more 3rd spaces, especially after hours</li> </ul> <p>Breakout Room 6:</p> <ul style="list-style-type: none"> <li>▪ Logan - City Line runs by house, and transportation before and after that being there makes a big difference. Could be great for other areas to have</li> <li>▪ Emerson Garfield - Small farmer's market in our neighborhood which is pretty unique. Having access to community space like that where you don't have to buy things, can just talk to neighbors and listen to music and browse is an asset to the community. Wish all neighborhoods had meeting spaces like that, in a park, food equity. Wish I could copy and paste that. Don't have a City Line, wish we did</li> <li>▪ Hillyard is designated as creative district, sponsor and install artists in stores, Third Thursdays. Hillyard Heritage Train Museum Park. People coming from Liberty Lake to it. Other neighborhoods might need something like that as well. Not just artwork, dancing and singing.</li> <li>▪ The Creative District Thursday stuff has been awesome!!! I bring my kids we love it!</li> <li>▪ West Hills has a few small parks but no schools, cultural spaces, libraries or daily services. The closest park to our home is over a railroad.</li> </ul>
<p>How should the City balance growth and new development with protecting existing communities?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ No responses</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>▪ It is important to ask each neighborhood this, especially those with LEP, refugee status, etc.</li> <li>▪ Spaces like community spaces, trails, gardens would help people gather and protect the environment</li> <li>▪ Add more trees - equitably. Related to wealth gap.</li> <li>▪ Trees should be placed where people travel, use the bus, etc.</li> </ul>

Question	Responses
	<p>Breakout Room 3:</p> <ul style="list-style-type: none"><li>▪ Hand in hand with local businesses and corporations.</li><li>▪ Public officials need to do public outreach with communities and businesses.</li><li>▪ Enforcing those policies and making sure they're being followed.</li><li>▪ I'm not really sure, but I would definitely like the city to start building up instead of spreading out.</li><li>▪ Hillyard -- building on the mountain. Don't have the infrastructure to handle new families with school age children. Schools at capacity -- classroom sizes are too big (1300 vs. 700 kids depending on where you live in Spokane)</li></ul>
	<p>Breakout Room 4:</p> <ul style="list-style-type: none"><li>▪ Need to tap into ancestors and First People's to honor ways to protect our environment and for generations to come. Inviting their voices and including voices of those in marginalized communities to rep their voices/interest.</li><li>▪ Making these workshops more accessible. People with day jobs, harder to do this or find sources. Social media is a great way to do this.</li><li>▪ Things are we are talking about, doesn't require crazy construction to be going on - e.g., cleaner parks, better lighting, pedestrian parks.</li></ul>
	<p>Breakout Room 5:</p> <ul style="list-style-type: none"><li>▪ No responses</li></ul>
	<p>Breakout Room 6:</p> <ul style="list-style-type: none"><li>▪ Indian Trail area - developer would come in and put a bunch of apartments in but wouldn't pay for infrastructure, creates more traffic but only one lane. If developer going to bring a big multiunit thing in, should be responsible to help pay for infrastructure to support</li><li>▪ Inequities in urban canopy, Gonzaga research, long hot summers. City Code should require street tree planting and native shrubbery to offset the environmental</li></ul>

Question	Responses
	<p>impact of buildings/infrastructure. Not just making a buck for them, beyond just creating housing</p> <ul style="list-style-type: none"> <li>▪ Developers and City should work together on road maintenance, schools (*), new parks, water conservation. Traffic control. Schools to align with new developments.</li> <li>▪ The city and developers need to work as a unit to make sure there new schools, roads and traffic control to fit the need for new houses.</li> </ul>

## Outreach

Question	Responses
<p>For policies that most affect overburdened or vulnerable communities, when and how should the City prioritize targeted outreach?</p>	<p>Breakout Room 1:</p> <ul style="list-style-type: none"> <li>▪ No responses</li> </ul> <p>Breakout Room 2:</p> <ul style="list-style-type: none"> <li>▪ Unhoused and low income</li> <li>▪ Make city resources clear and advertise them</li> <li>▪ People may not think to access resources that are there for them - even if technically unhoused</li> </ul> <p>Breakout Room 3:</p> <ul style="list-style-type: none"> <li>▪ Through trusted community leaders</li> <li>▪ Community events</li> <li>▪ Local businesses (+2)</li> <li>▪ City Council hosting events in the neighborhood - bringing people from periphery in</li> <li>▪ Asking about and engaging in parks, forested areas</li> <li>▪ (Kudos for past City Council events)</li> <li>▪ Local churches</li> </ul>


Question	Responses
	▪ Direct communication. Email, mailers, etc
Breakout Room 4:	▪ No responses
Breakout Room 5:	▪ Decentralize, go out to those communities, find the gatekeepers
Breakout Room 6:	▪ No responses

# Appendix B. Mural Board Screenshot

## Breakout Room 1

Breakout Room 1 (Español/ Spanish) - Sarah Farbstein
NAME

### Transportation



NAME

#### Transportation Themes

Theme	Description	Example Policies
<b>Mobility &amp; Access (transit)</b>	Policies that address reliable and affordable public transit, including the ability to reach transit stops safely, service frequency, and effective transit options (e.g., transit for work, school, healthcare, and other essential trips).	<b>Access to Transit</b> promotes safe walking, biking, and riding connections to transit stops and vehicles. <b>Support Public Transit</b> equips transit services for lower-income and overburdened neighborhoods.
<b>Multi-Modal (walking, biking, rolling, public transit)</b>	Policies that guide a transportation system that supports multiple ways of getting around and addressing walking, biking, rolling with assistive devices, and using public transit access equitably across the city.	<b>Provide Transportation Options for All Users</b> requires a complete transportation network for all modes and abilities. <b>Active Transportation Project Selection</b> prioritizes projects that complete and improve public active transportation networks.
<b>Infrastructure</b>	Policies that support the condition, design, and maintenance of transportation infrastructure such as sidewalks, streets, crossings, transit stops, lighting, and drainage, and the use of these features to improve safety and transit use.	<b>Integrating Infrastructure for Major Street Projects</b> coordinates work in the right-of-way to maximize public benefits.
<b>Environmental Harms (traffic, noise, pollution)</b>	Policies that consider transportation-related impacts such as air pollution, noise, traffic fatalities, and other environmental effects, especially in neighborhoods already experiencing higher health or environmental risks.	<b>Natural Environment</b> protects and improves environmental quality through transportation planning and design. <b>Build and Restore Active Ways Through Cities (ARTS)</b> improves walking and transit pollution over time.
<b>Transportation During Extreme Weather</b>	Policies that guide transportation system function and reliability during extreme heat, flooding, storms, landslides, and other weather-related events, including transit, sidewalks, transit stops, and accessibility for people with disabilities during and after these events.	<b>Provide Shade and Natural Tree Cover</b> jobs shade, streets, and cooling of sidewalks and transit stops. <b>Current Evaluation Studies</b> improve connectivity across transit modes to support safe evacuations.

#### Discussion Questions


How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?

What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?

What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?

How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?

### Land Use



NAME

#### Land Use Themes

Theme	Description	Example Policies
<b>Transit-Oriented Development</b>	Policies that guide development near frequent transit to support higher density in transit corridors, and transit-oriented development (TOD) that includes housing, jobs, and services located around transit access points in transit.	<b>Transit Supportive Development</b> encourages higher-density mixed-use development near frequent transit. <b>Vehicle Miles Traveled Reduction</b> supports development near high-performance transit access points in TOD and elsewhere.
<b>Housing Capacity and Displacement</b>	Policies that guide where and what types of housing can be built to meet Spokane's housing needs. This includes enhancing residential capacity, supporting compact housing, and ensuring displacement risk and access to transportation and services.	<b>Address Housing Displacement</b> addresses growth and investment with displacement risk in transit corridors and communities. <b>Compact Residential Patterns</b> require mitigation of all new projects on parcels of 10,000 sq. ft. or more, and environmental conditions.
<b>Neighborhood and Community Wellbeing</b>	Policies that ensure neighborhoods are places to live, connect, and thrive, including access to public transit, neighborhood character, public life, and quality of life across the city.	<b>Neighborhoods</b> encourage neighborhood growth in many planning scales for housing, services, and development. <b>Build and Natural Environment</b> requires mitigation of all new projects on parcels of 10,000 sq. ft. or more, and environmental conditions.
<b>Environmental Health Disparities</b>	Policies that contribute to or reduce unequal exposure to air quality, noise, and environmental risks, particularly in communities affected by transit displacement or cumulative burdens.	<b>Displacement Risk</b> requires consideration of displacement risk in land use and zoning decisions. <b>Build and Natural Environment</b> addresses air quality, water quality, public life, noise, and congestion.
<b>Land Use, Growth, and Climate Risk</b>	Policies that consider the relationship between growth, land use, and environmental benefits such as flooding, wildfire, and adverse heat, to reduce risk and support program goals.	<b>Build and Natural Environment</b> requires consideration of wildfire risk and environmental impacts. <b>Concentrated and Efficient Land Use</b> focuses growth where services and infrastructure already exist, before extending development outward.
<b>Access to Cultural and Open Spaces and Services</b>	Policies that support access to parks, open spaces, cultural facilities, schools, and essential public services, particularly in areas that have historically received less resources.	<b>Parks and Open Space</b> supports acquiring land for parks and natural open space in transit corridors. <b>Open Space</b> identifies open space in areas of transit development.
<b>Mixed-Use Development and Density</b>	Policies that support residential and higher density development to support walkability, local businesses, housing options, and efficient use of land and infrastructure by locating housing, jobs, retail, and community spaces near one another.	<b>Neighborhood Services Needs</b> supports mixed-use development and in-mixed-use areas. <b>General Urban Form</b> addresses growth and development outside Urban Pools at appropriate scales.

#### Discussion Questions


Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?

What changes have you seen in your neighborhood that make it harder for people to stay (rent increases, redevelopment, loss of businesses, etc.)?

Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?

How should the City balance growth and new development with protecting existing communities?

### Outreach



NAME

#### Discussion Question

For policies that affect most overburdened communities, when and how should the City prioritize targeted outreach?

# Breakout Room 2

**Breakout Room 2 - Maddie Seibert**

**Land Use**

Name

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City or County

**Land Use Themes**

Theme	Description	Example Policies
<b>Transit-Oriented Development</b>	Policies that guide development near transit aimed to support transit options to jobs, services, and daily needs while reducing reliance on driving. This includes housing, jobs, and services located where transit access exists or is planned.	<b>Transit-Oriented Development</b> encourages higher-density, mixed-use development near transit stops. <b>Vehicle Miles Traveled Reduction</b> supports development that high-performance transit to reduce VMT and emissions.
<b>Housing Capacity and Displacement</b>	Policies that guide where and what types of housing can be built to meet Spokane's long-term housing needs. This includes maintaining residential capacity, supporting compact housing, and ensuring displacement risk and access to transportation and services.	<b>Address Housing Displacement</b> increases growth and investment with displacement risk in historically marginalized communities. <b>Compact Residential Patterns</b> supports compact housing options to increase options and affordability.
<b>Neighborhood and Community Wellbeing</b>	Policies that shape neighborhoods as places to live, connect, and thrive. Strategic access to parks, neighborhood character, public facilities, and quality of life across the city.	<b>Neighborhoods</b> recognizes neighborhoods as a key planning scale for housing, services, and placemaking. <b>Built and Natural Environment</b> improves integration of land use impacts on quality of life, services, and environmental conditions.
<b>Environmental Health Disparities</b>	Policies that contribute to or reduce unequal exposure to pollution, traffic, noise, and environmental risks, particularly in communities affected by historic investment or cumulative burdens.	<b>Displacement Risk</b> requires consideration of displacement risk in land use and zoning decisions. <b>Built and Natural Environment</b> addresses air quality, water quality, wildfire risk, noise, and congestion.
<b>Land Use, Growth, and Climate Risk</b>	Policies that consider the relationship between growth, land use, and climate-related hazards such as flooding, wildfire, and sea-level rise. To reduce risk and support long-term safety and resilience.	<b>Built and Natural Environment</b> improves consideration of wildfire risk and environmental impacts. <b>Cumulative and Efficient Land Use</b> encourages growth where services and infrastructure already exist, before extending development outward.
<b>Access to Cultural and Open Spaces and Services</b>	Policies that support access to parks, open spaces, cultural facilities, schools, and essential public services, particularly in areas that have historically lacked these resources.	<b>Parks and Open Spaces</b> supports acquiring land for parks and natural open spaces (river). <b>Open Space</b> preserves open space in areas of historic disinvestment.
<b>Mixed-Use Development and Density</b>	Policies that support mixed-use and higher-density development to support walkability, local businesses, housing options, and efficient use of land and infrastructure by locating housing, jobs, retail, and community services near one another.	<b>Neighborhood Serving Retail</b> supports small-scale retail and mixed-use development. <b>General Mixed-Use Allowances</b> promotes mixed-use development through Urban Node at appropriate scales.

**Discussion Questions**

Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

What changes have you seen in your neighborhood that make it harder for people to stay (rent increases, redevelopment, loss of businesses, etc.)?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

How should the City balance growth and new development with protecting existing communities?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

**Transportation**

Name

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City or County

**Transportation Themes**

Theme	Description	Example Policies
<b>Mobility &amp; Access (transit)</b>	Policies that address reliable and affordable public transit, including the ability to reach transit stops safely, service frequency, and whether transit supports daily needs like work, school, healthcare, and other essential.	<b>Access to Transit</b> ensures safe walking, biking, and rolling connections to transit stops and stations. <b>Support Public Transit Expansion</b> provides transit service for low-income and underserved neighborhoods.
<b>Multi-Modal (walking, biking, rolling, public transit)</b>	Policies that guide a transportation system that supports multiple ways of getting around—the road (including walking, biking, rolling with motor devices, and other public transit) across various and mobility needs.	<b>Provide Transportation Options for All Users</b> requires a complete transportation network for all modes and abilities. <b>Active Transportation Project Selection</b> provides projects that complete and improve priority active transportation networks.
<b>Infrastructure</b>	Policies that support the creation, design, and maintenance of transportation infrastructure such as streets, sidewalks, crossings, transit stops, lighting, and drainage, and the role these features play in safety, access, and daily travel.	<b>Integrating Investments for Major Street Projects</b> coordinates work in the right-of-way to maximize public benefit.
<b>Environmental Harms (traffic, noise, pollution)</b>	Policies that consider transportation-related impacts such as air pollution, noise, traffic, hazards, and other environmental effects, especially in neighborhoods already experiencing higher health or environmental risks.	<b>Natural Environment</b> protects and improves environmental quality through transportation planning and design. <b>Set and Monitor Vehicle Miles Traveled (VMT) Targets</b> reduces driving and related pollution (see text).
<b>Transportation During Extreme Weather</b>	Policies that guide transportation system function and reliability during extreme heat, flooding, storms, landslides, and snow, including alternate streets, enhanced transit modes, and evacuation plans remain safe and usable during and after these events.	<b>Provide Shade and Natural Tree Cover</b> provides shade, shelter, and cooling at sidewalks and transit stops. <b>Connect Evacuation Routes</b> improves connectivity across travel modes.

**Discussion Questions**

How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

**Outreach**

Name

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City or County

**Discussion Question**

For policies that affect most overburdened communities, when and how should the City prioritize targeted outreach?

Neighborhood	Yes	No	Why/Why Not
Central Business District			
East Side			
North Side			
South Side			
West Side			
Other			

# Breakout Room 3

## Breakout Room 3 - Bethany Hoy

### Outreach



#### Discussion Question

For policies that affect most overburdened communities, when and how should the City prioritize targeted outreach?

Transportation	Land Use	Public Safety	Health and Environmental	Equity	Other
High	High	High	High	High	High
Medium	Medium	Medium	Medium	Medium	Medium
Low	Low	Low	Low	Low	Low

### Transportation



#### Transportation Themes

Theme	Description	Example Policies
<b>Mobility &amp; Access (transit)</b>	Policies that address reliable and affordable public transit, including the ability to reach transit stops when service frequency and whether transit supports daily needs like work, school, healthcare, and other essential.	<b>Access to Transit</b> promotes safe walking, biking, and rolling connections to transit stops and stations. <b>Support Public Transit Expansion</b> prioritizes transit service for low-income and underserved neighborhoods.
<b>Multi-Modal (walking, biking, rolling, public transit)</b>	Policies that guide a transportation system that supports multiple ways of getting around—on foot, on wheels, and on rails, including access to daily needs, and using public transit access seasons and mobility needs.	<b>Provide Transportation Options for All Users</b> requires a complete transportation network for all modes and abilities. <b>Active Transportation Project Benefits</b> prioritizes projects that complete and improve priority active transportation network.
<b>Infrastructure</b>	Policies that support the condition, design, and maintenance of transportation infrastructure such as streets, sidewalks, crossings, transit stops, lighting, and signage, and the role these features play in safety, access, and daily travel.	<b>Integrating Investments for Major Street Projects</b> (coordinate work in the right-of-way to maximize public benefit).
<b>Environmental Harms (traffic, noise, pollution)</b>	Policies that consider transportation-related impacts such as air pollution, noise, and other environmental effects, especially in neighborhoods already experiencing higher health or environmental risks.	<b>Natural Environment</b> protects and improves environmental quality through transportation planning and design. <b>Set and Monitor Vehicle Miles Traveled (VMT) Targets</b> (reduces driving and related pollution over time).
<b>Transportation During Extreme Weather</b>	Policies that guide transportation system function and reliability during extreme heat, flooding, severe winds, and other weather-related events, including whether streets, sidewalks, transit modes, and evacuation routes remain safe and usable during and after these events.	<b>Provide Shade and Natural Tree Cover</b> (adds shade, shelter, and cooling at sidewalks and transit stops). <b>Connect Evacuation Routes</b> (improves connectivity across transit modes to support safe evacuation).

#### Discussion Questions

How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?

Very Easy	Easy	Neutral	Difficult	Very Difficult

What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?

Very Easy	Easy	Neutral	Difficult	Very Difficult

What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?

Very Easy	Easy	Neutral	Difficult	Very Difficult

How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?

Very Easy	Easy	Neutral	Difficult	Very Difficult

### Land Use



#### Land Use Themes

Theme	Description	Example Policies
<b>Transit-Oriented Development</b>	Policies that guide development near frequent transit to support easy access to job, services, and daily needs while reducing car use. This includes housing, jobs, and services located where transit access exists or is planned.	<b>Transit-Supported Development</b> encourages higher-density, mixed-use development near frequent transit. <b>Transit-Linked Transit Station</b> requires development near high-performance transit to reduce VMT and emissions.
<b>Housing Capacity and Displacement</b>	Policies that guide where and what types of housing can be built to fit Spokane's long-term housing needs. This includes maintaining residential capacity, supporting compact housing, and considering displacement risk and access to transportation and services.	<b>Address Housing Displacement</b> balances growth and investment with displacement risk if it is not properly managed/controlled. <b>Compact Residential Patterns</b> supports compact housing typology to increase density and affordability.
<b>Neighborhood and Community Wellbeing</b>	Policies that shape neighborhoods in places to live, connect and include residents to daily needs, neighborhood character, public facilities, and quality of the air and the city.	<b>Neighborhoods</b> recognize neighborhoods as a key planning scale for housing, services, and transportation. <b>Built and Natural Environment</b> promotes mitigation of land use impacts on quality of life, health, and environmental conditions.
<b>Environmental Health Disparities</b>	Policies that contribute to or reduce unequal exposure to pollution, traffic, noise, and environmental risks, particularly in communities affected by historic displacement or displacement.	<b>Displacement Risk</b> requires consideration of displacement risk in land use and zoning decisions. <b>Built and Natural Environment</b> addresses air quality, water quality, wildfire risk, noise, and congestion.
<b>Land Use, Growth, and Climate Risk</b>	Policies that consider the relationships between growth, land use, and climate-related hazards such as flooding, wildfire, and extreme heat, to reduce risk and support long-term safety and resilience.	<b>Built and Natural Environment</b> requires consideration of wildfire risk and environmental impacts. <b>Coordinated and Efficient Land Use</b> Occurs growth where services and infrastructure already exist, before extending development outward.
<b>Access to Cultural and Open Spaces and Services</b>	Policies that support access to parks, open spaces, cultural facilities, schools, and essential public services, particularly in areas that have historically lacked these resources.	<b>Parks and Open Spaces</b> supports acquiring land for parks and natural open spaces citywide. <b>Open Space</b> prioritizes open space in areas of historic displacement.
<b>Mixed-Use Development and Density</b>	Policies that support mixed-use and higher-density development to support walkability, local businesses, housing options, and efficient use of land and infrastructure by locating housing, jobs, retail, and community spaces near one another.	<b>Neighborhood Servicing Retail</b> supports small-scale retail and mixed-use in residential areas. <b>General Mixed-Use Advancements</b> promotes mixed-use development outside Urban Made at appropriate scales.

#### Discussion Questions

Do you feel like your neighborhood has the amenities and services people need (e.g., store, type, access to essential community services)? Why or why not?

Very Easy	Easy	Neutral	Difficult	Very Difficult

What changes have you seen in your neighborhood that make it harder for people to stay (rent increases, redevelopment, loss of businesses, etc.)?

Very Easy	Easy	Neutral	Difficult	Very Difficult

Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?

Very Easy	Easy	Neutral	Difficult	Very Difficult

How should the City balance growth and new development with protecting existing communities?

Very Easy	Easy	Neutral	Difficult	Very Difficult

# Breakout Room 4

## Breakout Room 4 - Celine Fujikawa

### Land Use



Name

Date and time

Land Use Themes		
Theme	Description	Example Policies
<b>Transit-Oriented Development</b>	Policies that guide development near frequent transit to support forms closer to transit, services and daily transit needs, including transit-oriented development, transit-oriented development, and transit-oriented development.	<b>Transit-Oriented Development</b> encourages higher-intensity, mixed-use development near frequent transit. <b>Vehicle Miles Traveled Reduction</b> supports development near high-performance transit to reduce VMT and emissions.
<b>Housing Capacity and Displacement</b>	Policies that guide where and what types of housing can be built to meet Spokane's long-term housing needs. This includes maintaining residential capacity, supporting compact housing, and considering displacement risk and access to transportation and services.	<b>Address Housing Displacement</b> balances growth and investment with displacement risk in historically marginalized communities. <b>Compact Residential Patterns</b> supports compact housing citywide to increase options and affordability.
<b>Neighborhood and Community Wellbeing</b>	Policies that shape neighborhoods as places to live, connect, and thrive, including access to play spaces, neighborhood character, public facilities, and quality of life across the city.	<b>Neighborhoods</b> recognizes neighborhoods as a key planning scale for housing, services, and displacement. <b>Built and Natural Environment</b> includes mitigation of land use impacts on quality of life, services, and environmental conditions.
<b>Environmental Health Disparities</b>	Policies that contribute to or reduce unequal exposure to pollution, traffic, noise, and environmental risks, particularly in communities affected by historic displacement or cumulative burdens.	<b>Displacement Risk</b> requires consideration of displacement risk in land use and zoning decisions. <b>Built and Natural Environment</b> addresses air quality, water quality, wildfire risk, noise, and connectivity.
<b>Land Use, Growth, and Climate Risk</b>	Policies that consider the relationship between growth, land use, and climate-related hazards such as flooding, wildfires, and extreme heat, to reduce risk and support long-term safety and resilience.	<b>Built and Natural Environment</b> requires consideration of wildfire risk and environmental impacts. <b>Concentrated and Efficient Land Use</b> focuses growth where services and infrastructure already exist, before extending development outward.
<b>Access to Cultural and Open Spaces and Services</b>	Policies that support access to parks, open spaces, cultural facilities, schools, and essential public services, particularly in areas that have historically lacked these resources.	<b>Parks and Open Spaces</b> supports acquiring land for parks and related open space projects. <b>Open Space</b> prioritizes open space in areas of historic displacement.
<b>Mixed-Use Development and Density</b>	Policies that support mixed-use and higher density development to support walkability, local businesses, housing options, and efficient use of land and infrastructure by locating housing, jobs, retail, and community spaces near one another.	<b>Neighborhood Servicing Retail</b> supports small-scale retail and mixed-use development. <b>General Mixed-Use Allowance</b> permits mixed-use development outside urban nodes at appropriate scales.

### Discussion Questions

Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?

What changes have you seen in your neighborhood that make it harder for people to stay (rent increases, redevelopment, loss of businesses, etc.)?

Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?

How should the City balance growth and new development with protecting existing communities?

### Transportation



Name

Date and time

Transportation Themes		
Theme	Description	Example Policies
<b>Mobility &amp; Access (transit)</b>	Policies that address reliable and affordable public transit, including the ability to reach transit stops, walking, strolling, and wheelchair accessible transit daily needs like work, school, healthcare, and other essential.	<b>Access to Transit</b> connects calls walking, biking, and riding connectors to transit stops and stations. <b>Support Public Transit Expansion</b> provides transit service for lower-income and disadvantaged neighborhoods.
<b>Multi-Modal (walking, biking, rolling, public transit)</b>	Policies that guide a transportation system that supports multiple modes of getting around and get along, including walking, biking, and essential public services, particularly in areas that have historically lacked these resources.	<b>Provide Transportation Options for All Users</b> requires a complete transportation network for mobility and access. <b>Active Transportation Project Selection</b> prioritizes projects that complete and improve priority active transportation network.
<b>Infrastructure</b>	Policies that support the condition, design, and maintenance of transportation infrastructure such as streets, sidewalks, crossing, transit stops, lighting, and signage, and the way these features play in safety, access, and daily travel.	<b>Integrating Investments for Major Street Projects</b> coordinates work in the right-of-way to maximize public benefit.
<b>Environmental Harms (traffic, noise, pollution)</b>	Policies that consider transportation-related impacts such as air pollution, noise, traffic factors, and other environmental effects, especially in neighborhoods already experiencing higher health or environmental risks.	<b>Natural Environment</b> protects and improves environmental quality through transportation planning and design. <b>See and Monitor Vehicle Miles Traveled (VMT) Targets</b> involves sharing and reporting pollution cost data.
<b>Transportation During Extreme Weather</b>	Policies that guide transportation system function and reliability during extreme heat, flooding, storms, snow, and other conditions, including weather, emergency, transit routes, and evacuation paths remain safe and usable during and after these events.	<b>Provide Shade and Natural Tree Cover</b> adds shade, street, and cooling of sidewalks and transit stops. <b>Connect Intermodal Routes</b> improves connectivity across transit modes to support safe evacuation.

### Discussion Questions

How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?

What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?

What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?

How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?

### Outreach



Name

Date and time

### Discussion Question

For policies that affect most overburdened communities, when and how should the City prioritize targeted outreach?

# Breakout Room 5

## Breakout Room 5 - Carson Brock

### Transportation

**Topic**

Beltway neighborhood  
Northwest area near Aulikon Park  
Preston/Logan neighborhoods, a student at GU

#### Transportation Themes

Theme	Description	Example Policies
<b>Mobility &amp; Access (transit)</b>	Policies that address reliable and affordable public transit, including the ability to reach transit from safety, service frequency, and whether transit supports daily needs like work, school, healthcare, and other essential.	<b>Access to Transit</b> (promotes safe walking, biking, and riding connections to transit stops and options) <b>Support Public Transit Expansion</b> (prioritizes transit service for low-income and underserved neighborhoods)
<b>Multi-Modal (walking, biking, rolling, public transit)</b>	Policies that guide a transportation system that supports multiple ways of getting around—not just driving—including walking, biking, riding with creative devices, and using public transit access barriers and mobility needs.	<b>Provide Transportation Options for All Users</b> (creates a complete transportation network for all modes and abilities) <b>Active Transportation Project Selection</b> (prioritizes projects that complete and improve priority active transportation network)
<b>Infrastructure</b>	Policies that support the condition, design, and maintenance of transportation infrastructure such as streets, sidewalks, crossings, transit stops, lighting, and drainage, with the code these features play it safety, access, and daily travel.	<b>Integrating Treatments for Major Street Projects</b> (coordinates work in the right-of-way to maximize public benefits)
<b>Environmental Harms (traffic, noise, pollution)</b>	Policies that consider transportation-related impacts such as air pollution, noise, traffic, and other environmental effects, especially in neighborhoods already experiencing regional health or environmental risks.	<b>Natural Environment</b> (protects and improves environmental quality through transportation planning and design) <b>Get and Monitor Vehicle Miles Traveled (VMT) Targets</b> (reduces driving and related pollution over time)
<b>Transportation During Extreme Weather</b>	Policies that guide transportation system function and reliability during extreme heat, flooding, blazes, smoke, and snow. Includes weather alerts, evacuation, travel routes, and evacuation paths remain safe and usable during and after these events.	<b>Provide Shade and Natural Tree Cover</b> (adds shade, shelter, and cooling at sidewalks and transit stops) <b>Connect Evacuation Routes</b> (improves connectivity across transit modes to support safe evacuation)

#### Discussion Questions

**How easy or hard is it to get where you need to go in Spokane (work, school, groceries, healthcare, etc.)? What is your experience in your neighborhood?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**What makes it hard for people who walk, bike, roll, or take public transit to get around? Who is left out?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**What transportation features in your neighborhood help or hurt daily travel (sidewalks, crossings, lighting, bus stops, bike lanes, road conditions, snow removal)?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**How do things like traffic, noise, air pollution, or speeding affect your daily life? Where are these impacts most noticeable?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

### Land Use

**Topic**

Beltway neighborhood

#### Land Use Themes

Theme	Description	Example Policies
<b>Transit-Oriented Development</b>	Policies that guide development near frequent transit to support being close to jobs, services, and daily needs while reducing reliance on driving. This includes housing jobs, and services located where transit access exists or is planned.	<b>Transit-Supported Development</b> (encourages higher intensity, mixed use development near frequent transit) <b>Vehicle Miles Traveled Reduction</b> (prioritizes development near high-performance transit to reduce VMT and emissions)
<b>Housing Capacity and Displacement</b>	Policies that guide where and what types of housing can be built to increase Spokane's long-term housing needs. This includes maintaining sufficient capacity, supporting compact housing, and considering displacement risk and access to transportation and services.	<b>Address Housing Displacement</b> (balances growth and investment with displacement in historically marginalized communities) <b>Compact Residential Patterns</b> (supports compact housing options to increase options and affordability)
<b>Neighborhood and Community Wellbeing</b>	Policies that shape neighborhoods as places to live, connect, and thrive including access to safe, healthy, neighborhood character, public facilities, and quality of life across the city.	<b>Neighborhoods</b> (recognizes neighborhoods as a key planning scale for housing, services, and environmental quality) <b>Built and Natural Environment</b> (considers mitigation of land use impacts on quality of life, services, and environmental conditions)
<b>Environmental Health Disparities</b>	Policies that contribute to or reduce unequal exposure to pollution, health, noise, and environmental risks, particularly by communities affected by historic displacement or cumulative factors.	<b>Displacement Risk</b> (reduces consideration of displacement risk in land use and zoning decisions) <b>Built and Natural Environment</b> (addresses air quality, water quality, wildfire risk, noise, and contamination)
<b>Land Use, Growth, and Climate Risk</b>	Policies that consider the relationship between growth, land use, and climate-related hazards such as flooding, wildfires, and extreme heat, to reduce risk and supporting low carbon and resilience.	<b>Built and Natural Environment</b> (considers consideration of wildfire risk and environmental impacts) <b>Concentrated and Efficient Land Use</b> (prioritizes growth where services and infrastructure already exist, before extending development outward)
<b>Access to Cultural and Open Spaces and Services</b>	Policies that support access to parks, open spaces, cultural facilities, markets, and essential public services, particularly in areas that have historically lacked these resources.	<b>Parks and Open Spaces</b> (supports acquiring land for parks and natural open space corridors) <b>Open Space</b> (prioritizes open space in areas of historic displacement)
<b>Mixed-Use Development and Density</b>	Policies that support mixed-use and higher density development to support walkability, local businesses, housing options, and efficient use of land and infrastructure by locating housing, jobs, retail and community services near one another.	<b>Neighborhood Servicing Retail</b> (supports small-scale retail and mixed-use in walkable areas) <b>General Mixed-Use Allowances</b> (allows mixed-use development in specific urban blocks at appropriate scales)

#### Discussion Questions

**Do you feel like your neighborhood has the amenities and services people need (e.g., size, type, access to essential community services)? Why or why not?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**What changes have you seen in your neighborhood that make it harder for people to stay (rent increases, redevelopment, loss of businesses, etc.)?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**Do you have access to parks, open spaces, cultural spaces, schools, and daily services in your neighborhood? Are there services or spaces your neighborhood has that others should have?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

**How should the City balance growth and new development with protecting existing communities?**

Very Easy	Easy	Neutral	Difficult	Very Difficult

### Outreach

**Topic**

Beltway neighborhood

#### Discussion Question

For policies that affect most overburdened communities, when and how should the City prioritize targeted outreach?

Very Easy	Easy	Neutral	Difficult	Very Difficult

