



Spokane's East Central Next Steps

Rethinking Highways for Healthy Communities
Technical Assistance Pilot Program

2025

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INTRODUCTION

The core mission of U.S. Environmental Protection Agency (EPA) is to protect human health and the environment. EPA's **Office of Community Revitalization (OCR)** helps to support this mission by working with communities across the United States to create healthier, more vibrant, and economically sustainable places to live and work. OCR provides tools, resources, and technical assistance to support local governments, community organizations, and other stakeholders in revitalizing neighborhoods, improving public health, and fostering economic growth while also advancing environmental protection.

Rethinking Highways for Healthy Communities is a pilot planning assistance program provided by OCR which focuses on providing tailored technical assistance to communities burdened by transportation investments that have caused persistent environmental, health, and economic challenges. A vital element of the assistance is supporting capacity-building efforts and organizing collaboration across entities at various levels, including federal, state, local, and neighborhood.

This technical assistance was created to bring together communities historically divided by highway and transportation infrastructure through:

- **Strengthening** coalitions and building new partnerships
- **Championing** locally-led land use decision making
- **Providing** information on relevant development practices
- **Connecting** communities to resources to implement their vision

The key phases of this technical assistance (TA) guide a community through a structured process of Assessment, Convening, and Action Planning. The TA involves a combination of pre- and post-workshop conference calls, a pre-workshop site visit, and an in-person workshop gathering stakeholders to collaborate on the next steps and actions to advance the community's specific objectives. These efforts allow the community to deepen its understanding of critical issues and outline concrete steps toward implementation. The diagram on page 5 illustrates the OCR technical assistance program workflow for this project.

This memo documents the key outcomes of the Rethinking Highways for Healthy Communities technical assistance in collaboration with community partners (including representatives from the Carl Maxey Center, Take Up the Cause, and the MLK Jr Family Outreach Center), and the City of Spokane in Washington. The result is an action plan that identifies resources matched to the overall vision articulated by the community and maps out concrete steps that the community can take to advance the vision ideated during the initial convening.

Technical Assistance Process



STAGES OF TECHNICAL ASSISTANCE (CREDIT: RENAISSANCE PLANNING)

TECHNICAL ASSISTANCE PARTNERS

Partners from the **City of Spokane** as well as from local organizations, **Carl Maxey Center**, **Take Up the Cause**, and the **Martin Luther King Jr. Family Outreach Center** led the partnership efforts for this technical assistance effort.

The Carl Maxey Center (CMC) is a Black-led, Black-centered nonprofit organization located in Spokane's East Central neighborhood. It serves as both a cultural hub and a community-based organization, offering programs and services tailored to the needs of Spokane's African American community. CMC focuses on economic development, racial justice, educational equity, and cultural enrichment, aiming to uplift and empower residents. By addressing systemic disparities and promoting cultural heritage, the center plays a pivotal role in fostering a vibrant and equitable community in Spokane.

Take Up the Cause (TUTC) is a nonprofit organization focused on addressing affordable housing needs in Spokane, particularly in underserved neighborhoods like East Central. The organization provides service-enriched housing solutions designed to support residents transitioning from homelessness to renting and ultimately to homeownership. By fostering stability and self-sufficiency, TUTC plays a crucial role in empowering families and strengthening community bonds, contributing to a more equitable Spokane.

The technical assistance was initiated in May 2024, a site visit in August 2024, stakeholder workshop in November 2024, and concluded in February 2025 with the finalization of this report.

COMMUNITY CONTEXT

This technical assistance effort focused on a portion of the East Central Neighborhood due to the historic and present-day impacts to the area as a result of highway construction and expansion. In the 1880s, the bustling neighborhood was filled with mostly immigrant working families attracted by the proximity to downtown and the scenic environment. As industry jobs were impacted by the end of World War I and property values fell, low-income residents begin to call East Central home. Even with the economic challenges of the times, Sprague Avenue corridor remained a vital business district, keeping the lower part of East Central vibrant. As traffic increased along the corridor, the freeway was proposed in the early 1950s and construction began later that decade.

As shown in Figure 1, in 1958, the area to the south of present-day I-90 was primarily zoned as a Class I Residential District (white and blue outline) though it had significantly more Class III Zoning- Local business District (light orange pocketed in the neighborhood, currently called Neighborhood retail zoning) than it does today. The construction of I-90 divided the neighborhood, demolished over a thousand homes and small businesses, and split Liberty Park. I-90 is shown in red on Figure 2's Context Map. The area north of the freeway, including the once vibrant Sprague Corridor, continued to decline following the completion of I-90.

Figure 1. Historic Zoning Map

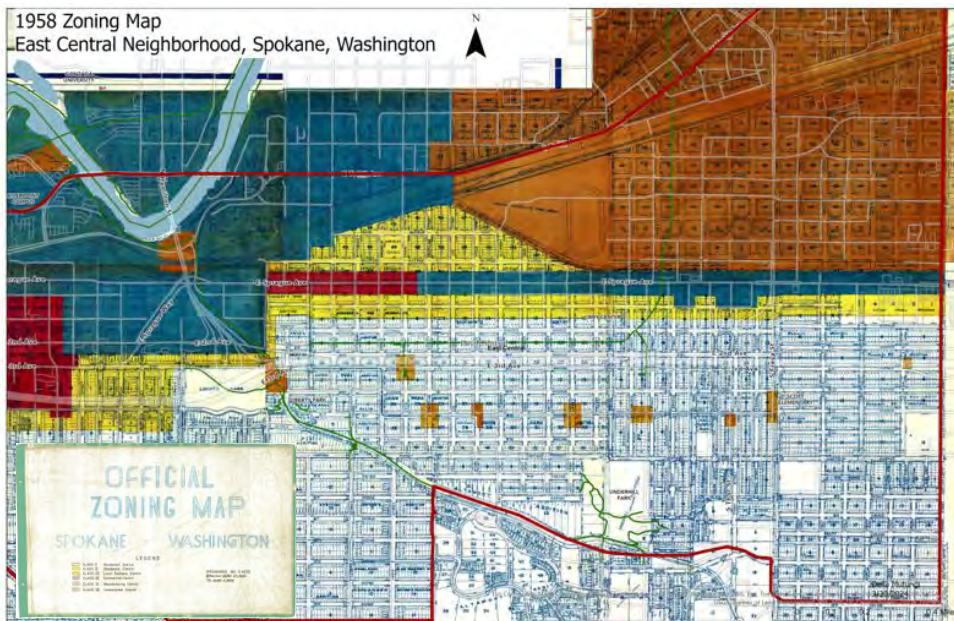
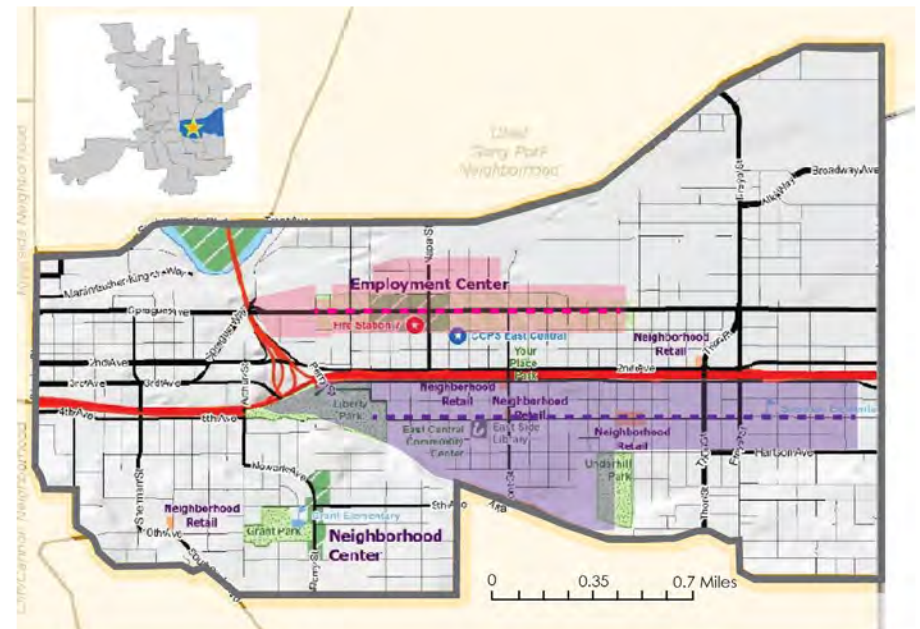


Figure 2. Context Map



- East Sprague PBIA
- 5th Avenue Community Study Area
- East Central Neighborhood
- Sprague Ave. Corridor
- 5th Ave. Corridor
- I-90

Today, East Central is comprised of 4,464 households, totaling about 12,126 residents. The area south of I-90 is predominantly low-intensity residential with pockets of commercial to the south and north of the interstate. Though the population of Black or African American residents is significantly lower than it was in 1970 (20% of the population Black or African American at that time), the neighborhood is still one of the most diverse in Spokane with 7.6% of the population identifying with two or more races, 7.5% Latinx, 6.3% Black or African American, 5% Asian/Native Hawaiian/Pacific Islander, and 2.6% American Indian and Alaskan Native.¹

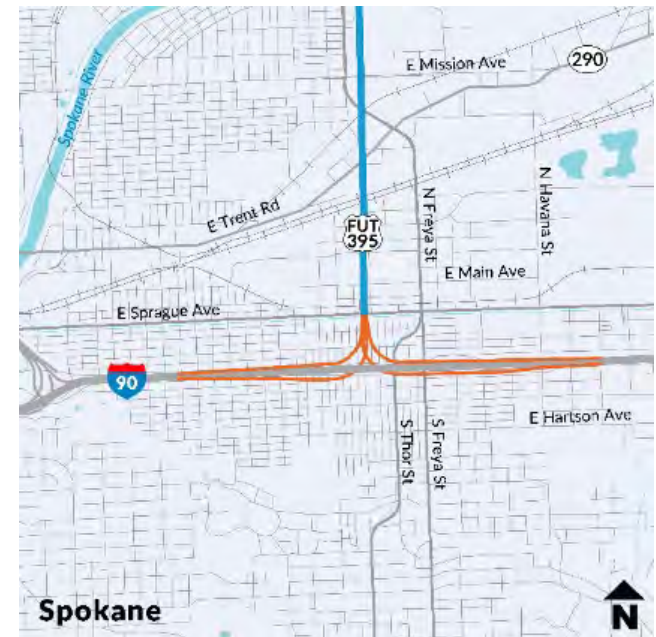
Important community assets and gathering centers are located in the East Central neighborhood including the MLK Jr Family Outreach Center, the Carl Maxey Center, Take Up the Cause, Spokane Public Library, Liberty Park, Underhill Park, Grant Park, and the Ben Berr Trail which connects Liberty and Underhill Parks.

North Spokane Corridor Project

The current construction of the North Spokane Corridor (NSC), shown in Figure 3, has brought potential for both positive and negative impacts to the community. According to WSDOT, “the North Spokane Corridor was originally conceived in the mid-1940s as an alternate north/south route through the city of Spokane”. The limited access corridor was chosen to keep the movement of freight and goods off city streets. At completion, the project will connect to US 395 at Wandermere and US 2 to the north and to I-90 near the Freya/Thor interchange to the south. This will create a 60-mile per hour, 10.5-mile-long north/south limited access facility.”²

The project is happening in four distinct stages starting with Stage 1 (Spring 2026) which will include Hamilton St to Thor St local connections and ramp structures, Stage 2 (Summer 2026) to construct NSC/I-90 interchange structures, Stage 3 (late 2026/Spring 2027) to construct Freya St to Sprague Ave interchange, local street connections and ramp structures, and lastly, Stage 4 (starting Spring 2027) to construct NSC/I-90 interchange structures.

Figure 3. North Spokane Corridor and I-90 Interchange



¹ [5th Avenue Community Strategy](#)

² [North Spokane Corridor Major Project Overview](#), WSDOT.

Washington State Senate Bill 5853 to Lease Lands

In February 2022, Washington State legislature passed Senate Bill 5853, which allows the Washington Department of Transportation to lease state property near Interstate 90 and the north Spokane corridor back to the community. The bill states that “the department may rent or lease any lands, improvements, or air space above or below any lands that are held for highway purposes but are not presently needed.” The purpose of the bill is to “remedy past impacts to historically marginalized populations within impacted local communities resulting from the construction of I-90 and the US 395 North Spokane Corridor project.” Property purchased as part of the I-90 corridor project and the US 395 NSC may be leased to the Department of Commerce or a community-based non-profit for the following community purposes: “housing and ancillary improvements, parks, community revitalization projects, enhanced public spaces such as trails and public plazas, and projects that provide enhanced economic development in the impacted community.”³

When WSDOT bought land adjacent to I-90 and the NSC, it was converted to “Right of Way” and removed parcel lines. Any lease agreement will need to identify the legal boundaries of surplus lands. To date, WSDOT is defining surplus land only after construction of each Stage of the project so the potential surplus land can be used for construction staging areas or to address any changes to the final design.

Future Land Use Considerations

While the exact extent of the surplus lands that may be leased to the community surrounding I-90 and the NSC have not yet been determined, there is ongoing work to determine the vision for the potential surplus land including desired future land uses. Zoning needs to be categorized as part of this process under planning processes undertaken by the city. Spokane has also recently embarked on the 5th Avenue Community Subarea Planning process facilitated with ARPA funding with a consultant being selected in September 2024. The subarea plan will include a co-design process with the community to develop a subarea plan for an area that is inclusive of the potential surplus lands adjacent to I-90. The process will collect input on desired land uses, examine existing zoning and consider changes needed to align with new uses, and assess infrastructure improvements that may be needed to support new uses.

³ [Senate Bill Report SB 5853](#)

PRE-WORKSHOP SITE VISIT SUMMARY

On August 16th, 2024, a group of key partners gathered for a half-day site tour followed by a question and answer session over lunch with the City of Spokane, WSDOT, and community based organization representatives. After lunch the steering committee gathered for a workshop planning session in light of the day's findings.

Site Tour

Community leaders, city and WSDOT representatives led the tour, providing context and background understanding for each site. Figure 4 below illustrates the key locations visited and discussed. The group began at the **Martin Luther King Jr. Family Outreach Center** (500 S Stone St, Spokane, WA 99202), which provides education, social services, and cultural enrichment programs for children and families.

Figure 4. Site Visit Tour Locations



Liberty Park (1300 E 5th Ave, Spokane, WA 99202) was significantly impacted by the construction of I-90, which reduced its footprint from 28 acres to just 2 acres.⁴ Adjacent to the park is the newly constructed **Spokane Public Library**, which integrates natural elements into its design, providing views of the Ben Burr Trail. A land bridge has been proposed and has already undergone two years of planning, though the exact location for the bridge is not yet determined. Funding, including a RAISE grant, is currently being sought for the project.

The group visited the historic **Rose Apartments** which were preserved and relocated through a two-year long mission to save them from being demolished to make way for the North Spokane Corridor. The tour attendees saw some of the parcels that are currently empty after the homes were purchased and demolished in anticipation of the NSC.

At the **Altamont Street and 3rd Avenue** intersection, a former Circle K site which was one of only a few commercially zoned parcels in the area, is set to become a multi-modal roundabout, replacing a traffic signal. North of I-90, **Your Place Park** was taken for the expansion, though plans are underway to replace it between S Madelia St and S Stone St.

The parcels across from **Francis L.N. Scott Elementary** (737 E 5th Ave, Spokane, WA), are likely to be future surplus lands that may be leased back to the community in accordance with SB 5853 and which served as a focal point for this technical assistance effort. The tour concluded at the **Carl Maxey Center** (3114 E 5th Ave, Spokane, WA 99202), a building which has served a variety of purposes for decades, including an auto repair shop, office spaces, apartments, meeting spaces, and artist studios⁵. The building was purchased in 2018 using mostly community



⁴ [Liberty Park and Ruins](#), East Central Neighborhood Heritage Tour.

⁵ [Like its namesake, the Carl Maxey Center looks to empower and bolster Spokane's Black community](#), Inlander.

donations through an effort spearheaded by Sandy Williams, publisher of the Black Lens newspaper, and now serves as a community center supporting the needs of Spokane's African American/Black community.

Tour Debrief and Workshop Planning

The tour concluded at the Carl Maxey Center, where participants discussed community engagement methods and needs, ongoing community building efforts, and unknowns regarding the land lease process. Following lunch, the Steering Committee convened for a planning session to refine the focus areas for the workshop.

WORKSHOP SUMMARY

The technical workshop took place on November 19, 2024 with 27 attendees at the MLK Jr Family Outreach Center. The full-day workshop allowed for shared learning, discussion, and action planning related to the workshop goals. The goals for the workshop were developed and refined over the course of the three official steering committee planning meetings, bi-weekly meetings with the project team, and pre-workshop site visit. Ultimately, the workshop goals were to:

Goal 1: Envision and design potential uses for surplus land that may become available between S Freya and S Rebecca St.

Goal 2: Explore public land disposition and highway impact environmental mitigation case studies; discuss and document next step actions for community empowerment and collaboration.

The workshop began with a brief presentation, which included a project introduction, information on pathways to amend zoning, and previously documented land use preferences and design efforts. After this, workshop attendees participated in an interactive design visioning exercise for the parcels between S Freya and S Rebecca Streets adjacent to Francis Scott Elementary. Participants were



broken up into four different groups to come up with alternative designs and land uses for this potential surplus land. They received documented community development priorities from past city-led initiatives and a Washington State University project to guide their designs.

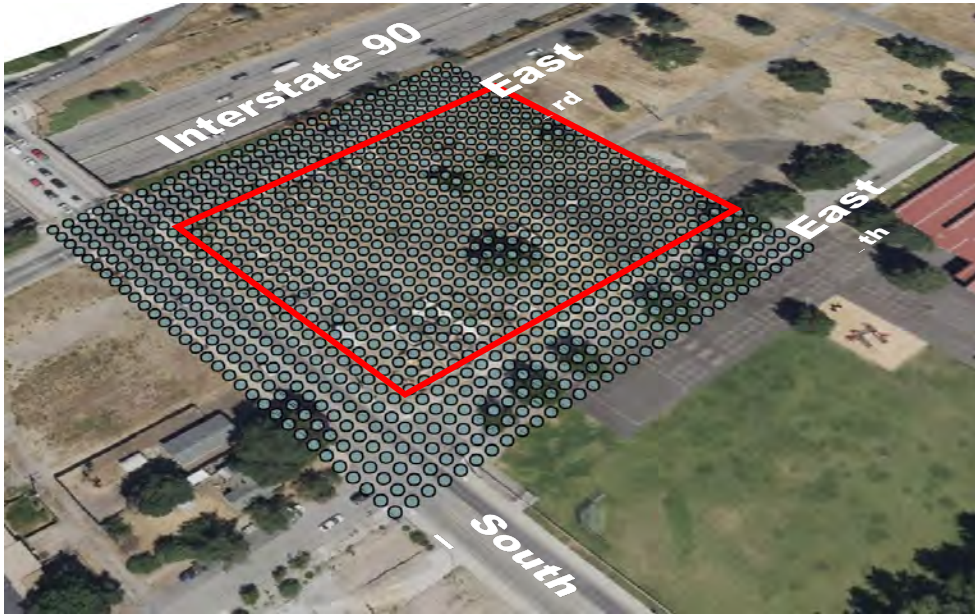
These priorities include:

- Affordable housing, condos, and other missing middle housing
- Mixed use with retail and housing - the retail should primarily be community-serving retail (needed types of retail include a credit union or a health center)
- Sports complex/fields
- Farmers markets, shared gardens
- Increased tree canopy, green barriers to highway

Design Exercise

Participants were tasked with designing within the red box on their baseplate which set boundaries for the location of E 3rd Street, as the relocation of the street had not been fully confirmed by the time of the workshop. The location of E 3rd Street ranged from where it currently is halfway between the parcel boundaries to the north and south.





Attendees split up into four different groups to design various alternatives. The instructions and Lego designs constructed during this exercise are included in Appendix 1. A composite design averaging the development types and patterns from the four groups was created and is shown in Figure 5.

Figure 5. Composite Design



Figure 6. Example Renderings



Next Steps Action Planning

The action planning session included a focused strategy breakout and brainstorming exercise to help attendees clarify goals and identify next steps. Attendees split up into two groups – one consisting of city and elected officials, and another representing community leadership. In order to hone in on the action steps that were most immediate and impactful, the participants categorized each possible step based upon the extent to which they had the ability to control, influence, or express concern for different topics.

The lists below represent potential action steps discussed during this activity.

Develop priority land uses for surplus land:

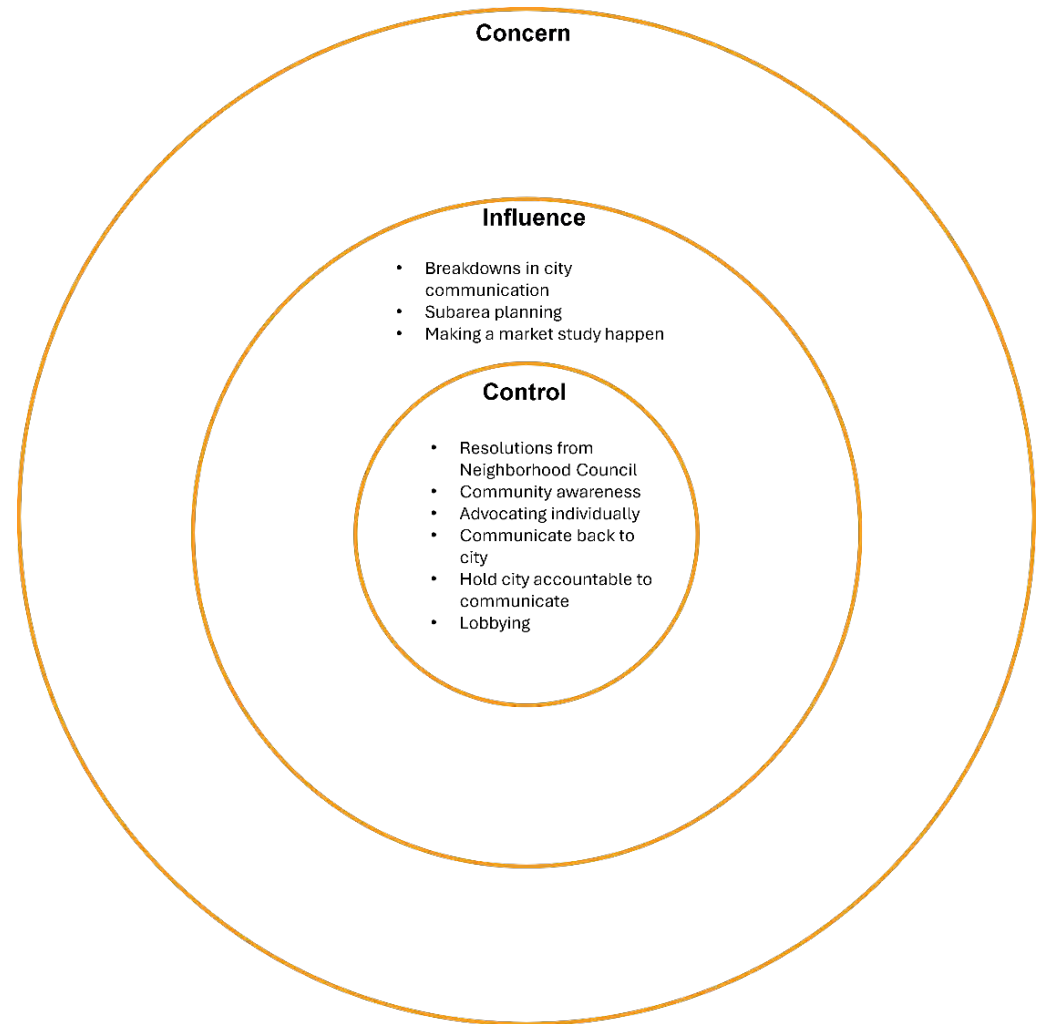
1. Subarea planning
2. Identify desired land uses
3. Market study for priority land uses
4. Identify requirements needed to accommodate redevelopment
5. Update zoning to support desired land uses
6. Center the Black experience in the planning/design of the land to remedy past impacts and empower the future

Community highway impact mitigation - Highway sound and air pollution mitigation for those in direct proximity:

1. Tree and vegetative cover advocacy
2. Expand educational awareness and knowledge on these topics
3. Raise awareness of connections with existing or future work or projects
4. Align and consolidate efforts to reaffirm mitigation priorities
5. Tie with existing efforts or initiatives (non-profits/environmental groups/educational institutions)
7. Identify alternate funding sources
6. Prioritize areas along I-90 for greater focus/priority with limited resources

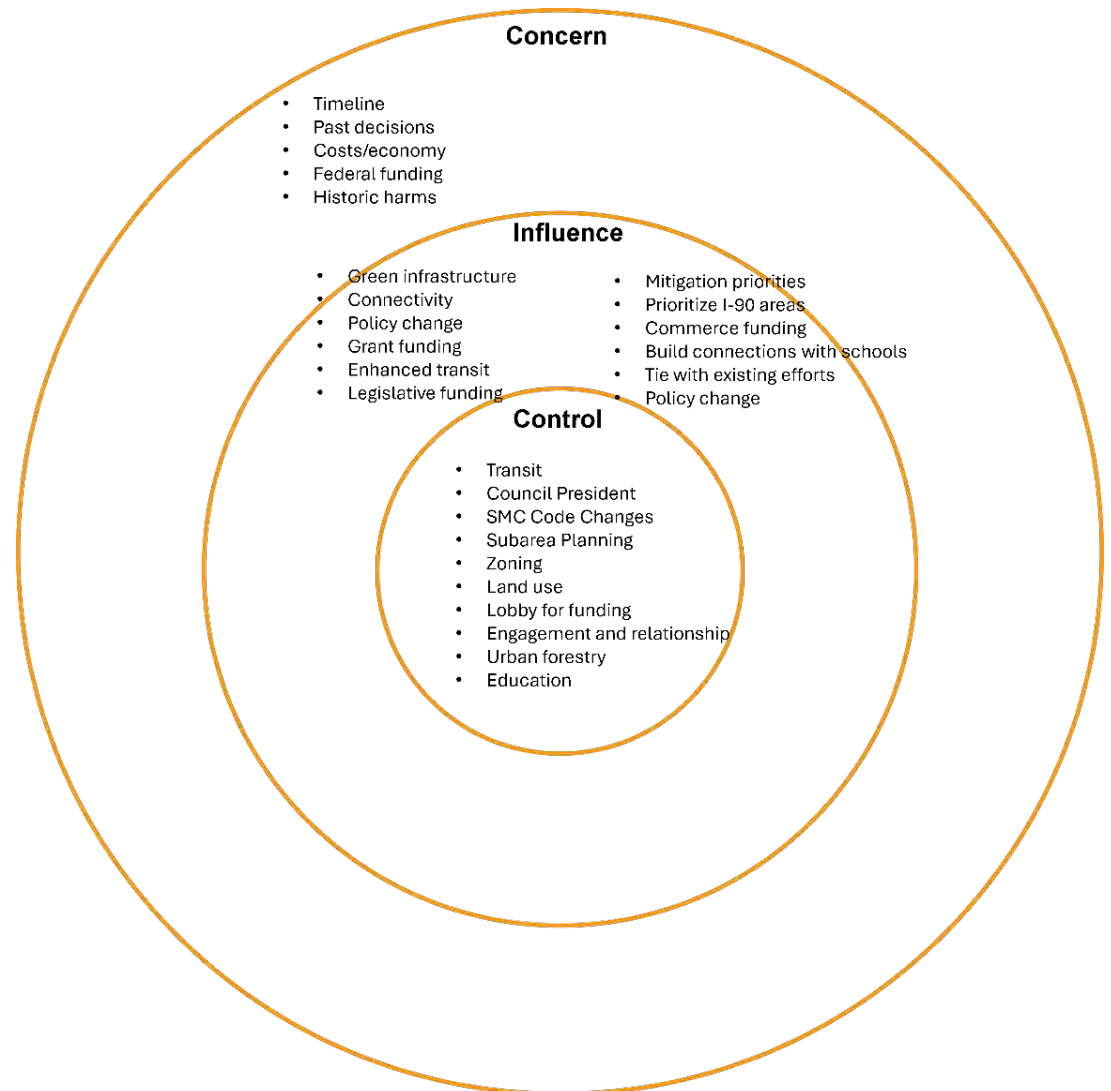
Community Leader Zones of Control

Conversation in the community leader group was centered around methods of strengthening advocacy after discussing the many actions that are outside of their zone of control. The group only placed some of the actions from the list in the zones diagram, but the process highlighted the need to strengthen and coordinate the items in their zone of control. By doing so, they recognized the ability to have greater impact on the actions and strategies in their zone of influence. Some strategies to achieve this are included in the prioritization discussion of this report.



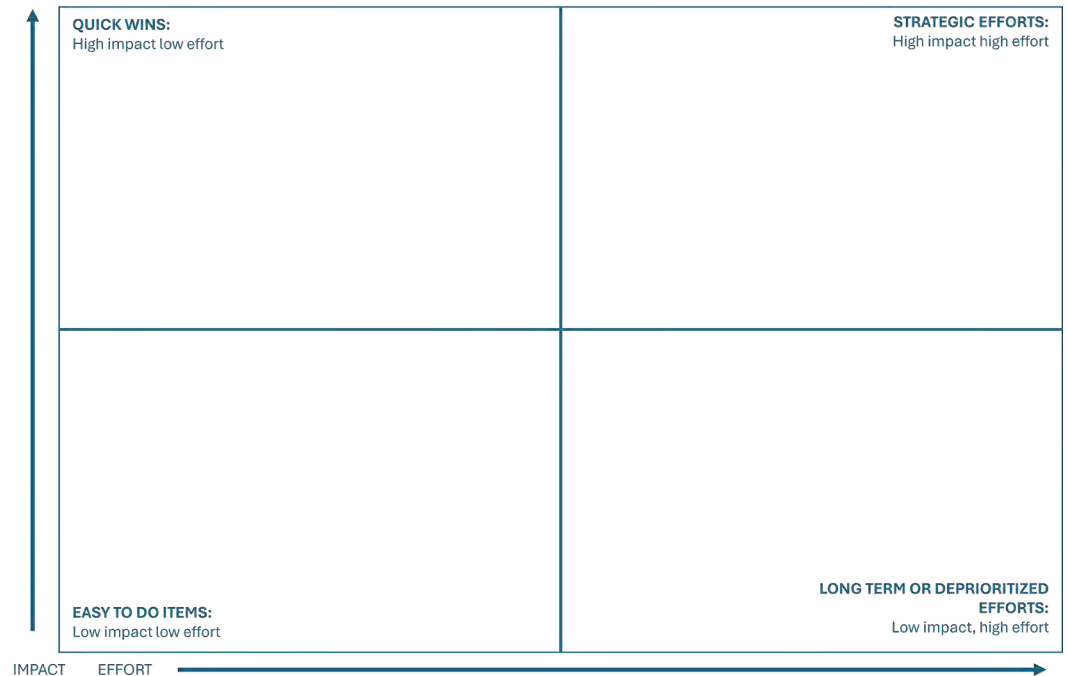
City and Elected Official Zones of Control

The city and elected official group noted several important strategies and actions that are within their zone of control even as there are many that reside in their zones of influence or concern. Zoning, subarea planning, land use decisions, and urban forestry are all important areas the city can control related to the land use of the future surplus land. Important clarifications were also raised and discussed related to mitigation priorities for the NSC including noise and vegetative barriers. Prioritized strategies to further these actions are included in the next section.



Prioritizing Strategies

After discussing actions and strategies in each of the zones of control, workshop attendees prioritized the potential action steps and strategies by determining the potential impact and required effort estimated for each strategy. Strategies which are maximum impact and low effort are categorized as “quick wins” while those that are both high impact and high effort are categorized as “strategic efforts”. The groups focused on these two quadrants while also trying to identify some “easy to do” items immediately. **Brief notes capturing these discussions are on the pages that follow.**



City and Elected Official Group Priorities

Quick Wins: High impact and lower effort

This category includes action steps that were identified by participants as high impact, and achievable in the immediate future.

1. **Tree canopy analysis/noise and health impacts** – There is a need to understand the analysis that has already been done, re-assess the appetite among the community for a vegetative barrier (especially if in lieu of a noise wall), and what resources could be used to conduct further study, and eventually, for implementation. There is also a need to understand what work can happen in the near future and where it can be most helpful given the constraints of the current land ownership and land lease process.

Next Steps

- o **Inventory and summarize existing analysis for greater impact and advocacy:**
 - Tree canopy analysis: There was a recently [completed tree canopy analysis](#) of the whole city. A City of Spokane initiative called SpoCanopy has used the study to plan out increasing the tree canopy 20% by 2030.
 - Life expectancy - Many studies already exist that analyze the difference in life expectancy by city neighborhood area ([Spokane Regional Health District is one notable example](#)). This is good data that isn't currently utilized to its full extent; a next step would be formatting it for broad public use, concurrent to broader community-led engagement efforts.
 - Noise report – WSDOT completed a [Noise Discipline Report](#) in 2019 related to the North Spokane Corridor Project. Creating a summary with important context about the methods and findings of the report would be beneficial for future institutional memory and advocacy.
 - Pursue EPA [resources and research](#) to understand the health impacts of noise and connect to other studies. A key point of contact at EPA on vegetative barriers along highways is Richard Baldauf (Baldauf.richard@epa.gov).
- o **Understand existing resources that could be deployed immediately:** The City of Spokane Parks and Recreation Department discussed resources they have and can utilize right now.
 - Follow up with Urban Forestry with the City of Spokane, to see what still needs to be done and what resources are available that have not been tapped into, including data and information that could help inform decisions.

- **Connect with existing stakeholders and partners:**
 - Invite partners working in the environmental health space to have a follow-up conversation to catalog existing analysis and current efforts and understand resources for greater impact.
 - Pursue clarity regarding the land lease process. What are all the outstanding questions and uncertainties based on land ownership and the timeline of the highway expansion?
- Robert Miller (EPA Region 10 brownfields specialist) to connect the Carl Maxey Center Housing & Economic Opportunity (CMC HEO) to Detroit contacts as a brownfields case study.

Leads

- City of Spokane to inventory and summarize existing resources & lead stakeholder meeting.
 - Carl Maxey Center to connect with SpoCanopy.
2. **Market/land use analysis** – There will be a market and land use analysis completed as part of the ongoing Community Connectors and Smart Growth America-led technical assistance work.
- Share the site plan designs that were developed as a part of this EPA technical assistance with the Community Connector core team that is leading the Smart Growth America work.
 - Use this information to inform ongoing and future workshops and engagement.

Lead – The Community Connector team is the lead on this effort, which will be completed by mid-2025.

Strategic Efforts: High impact and high effort

This category includes actions identified by participants as potentially high impact but would require more resources or a longer timeline or involve other factors that contribute to uncertainty.

1. **Initiate subarea planning and complete by 2026.** The 5th Avenue Community subarea planning effort will be city-facilitated with American Rescue Plan funding. It is a process meant to be co-designed with the community that has helped with consultant selection. The process will collect input on desired land uses, examine existing zoning and consider changes needed to align with new development, and assess infrastructure improvements that may be needed to support new land uses.

2. **Change zoning to support development.** Based on the outcome of the subarea planning effort, zoning changes may be pursued for the land adjacent to and within the leasable area once those boundaries have been determined.
3. **Apply Healthy Environment for All (HEAL) Act.** Pursue methods of achieving mitigation priorities through the HEAL Act as one option. The HEAL Act requires seven state agencies to apply specific requirements to agency actions, and these actions include assessments as well as expanded community engagement efforts. The Agencies include the departments of Agriculture, Commerce, Ecology, Health, Natural Resources, Transportation, and the Puget Sound Partnership.⁶
 - o Follow up with contacts at the Department of Commerce of other relevant agencies noted above to identify opportunities for collaboration.
4. **Keep elected officials informed of ongoing efforts, and continue to engage elected officials in dialogue.**
 - o In particular, focus on elected officials and staff that participated in the EPA engagement to date by ensuring follow up communication and one-on-one conversation.
5. **Plan and deliver a developer bootcamp.** A developer bootcamp could strengthen relationships between community groups, the City of Spokane, and developers and serve to share community and development priorities with those in the development community.

⁶ [About the HEAL Act](#), Washington State Office of the Attorney General

Community Leader Group Priorities

Quick wins: High impact and low effort

The following actions were identified as quick wins for the community leader group to strengthen and advance the actions in their zone of control – largely their communication and advocacy.

1. Identify missing stakeholders (i.e., trusted partners) who should be brought in/up to speed on the conversations initiated at the EPA workshop in November 2024. Potential partners might include:
 - a. Churches
 - b. Small businesses
2. Develop methods to manage the information feedback loop between community organizations leading the CMC HEO, other community organizations, and other interested residents.
 - a. Identify points of contact for each organization and develop methods of keeping them informed via their preferred method (email, phone call, text, etc.).
 - b. Expand coordination and network through existing meetings and methods.
 - i. CMC HEO meetings every other Friday.
 - ii. Take Up the Cause's Black Homeownership Coordinator may be a core leader on this effort.
 - c. Provide a web landing page and process to keep meeting minutes for CMC HEO on the website.
3. Pursue funding for further storytelling efforts in partnership with local organizations to highlight and uplift the history and present story of East Central.
 - a. There have been various efforts to capture stories of local residents including a quarterly storytelling event by Spokane Public Radio and a project by Spokane Public Radio, specific to East Central and the impact of I-90 led by Spokane Regional Health District's Neighborhoods Matter Project.
 - b. Examine what was most effective about past storytelling efforts and where these efforts can go in the future.
4. Develop priorities for CMC HEO Program Manager (PM) once hired.
 - a. PM to go out to communities – go to neighborhood/city council meetings and focus on the relationship building necessary across stakeholder groups.
5. Participate and partner with City of Spokane's forthcoming subarea planning process.

- a. The community group articulated that ideas and input taken back to the city should come from the community. Work closely with the city to ensure that residents are actively engaged and that their perspectives are highlighted in the final document.
- b. Identify opportunities for community groups, including CMC HEO, to lead future engagement in partnership with City of Spokane.

Strategic Efforts: High impact and high effort

1. Schedule in “pauses” to strategically plan and inventory resources in hand/leverage resources in hand like:
 - a. Relationships with State legislature.
 - b. Relationship with EPA and other federal partners.
 - c. Business association being started with support from WA Department of Commerce.
 - d. Build upon existing relationships with Gonzaga University’s Institute for Climate, Water and the Environment as they begin implementation of EPA Community Change grant.
2. Develop a stronger collaboration of resident and community voices on development issues, building on the foundation of work led by the CMC HEO.
 - a. Facilitate the identification of new engagement strategies to bring in additional trusted voices through CMC HEO.
3. Identify a funding source for a historical study (led by Carl Maxey Center), and leverage coalition efforts.
 - a. Determine a community-preferred method for capturing voices and stories of residents that have a deep history in the East Central community.
 - b. Work with City partners to ensure that forthcoming planning efforts begin by acknowledging historical origins of current land use, economic, and environmental challenges.
 - c. Develop a teaching or interactive exhibit component for the above to help communicate and quantify the cost of the loss due to displacement (economic, systemic, employment) and understand influences that impacted people’s choices to leave (closing of Kaiser, barriers to entry for homeownership, predatory lending, drugs). Consider the model employed by the [Undesign the Redline](#) initiative.
4. Develop incentives to bring the community that left back to the area.
 - a. Pursue development of creative homeownership incentives or programs (such as community land trusts or shared equity homeownership) through new non-profit partners. Possible partners might include WA Department of Commerce and WA State Housing Finance Commission. Local partnership development may be expanded to include new organizations in the affordable housing sector with local or neighborhood roots.

Conclusion







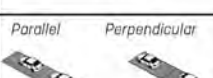


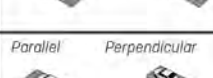


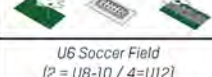
The Rethinking Highways for Healthy Communities planning assistance examines the implications of highways and transportation infrastructure, past, present and future. Through a collaboratively planned site visit and workshop, participants have an opportunity to evaluate future opportunities for development in corridors along highway infrastructure. Ensuring development along highway corridors represents community desires and mitigates potential environmental and health implications is challenging; this workshop represents a starting point for future necessary dialogue and planning:

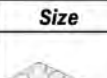

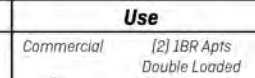









1. Integrating the land use principles and ideas generated through this workshop into the upcoming subarea planning process, for further public discussion.
2. Continuing dialogue with WSDOT leadership as the surplus land policies along the North Spokane Corridor are developed further.
3. Leveraging opportunities to continue to build community leadership through the organizing work led by CMC HEO.
4. Leveraging new relationships built during the EPA workshop with EPA Region 10, Gonzaga University and others to bring more environmental and public health resources into the East Central community.

APPENDIX

Appendix 1 Lego Designs

Each Lego brick and color represented a type of development to guide the design of the parcels. These instructions can be seen in the images below. Each of the four group's designs is also included in the following pages.

PLATES		Roadway Perpendicular 		
		Surface Parking 		Greenroof / Landscape 
		Parallel Perpendicular 		Sidewalk 
		Parallel Perpendicular 		Greenroof Garden Sidewalk 
				U6 Soccer Field (2 = U8-10 / 4=U12) 

	Size	Parking	Use	Recreation
BRICKS		Structured Parking 	Commercial [2] 1BR Apts Double Loaded 	
			2BR Apt Townhome/Plex 	
		2-Car Garage 	1BR Apartment 	
		1-Car Garage 	Flex Space 	
				

 Market Rate Housing	 Retail	 Landscape	 Parking / Roadway
 Affordable Housing	 Office	 Recreation	 Sidewalks
 Community Use			

Group 1



Design # 1 - Beloved Community	
Acres	3
FAR	1.4
Residential	150 units (50 du/ac)
Retail	15,000 sf
Office	10,000 sf
Community Center	12,000 sf
Park	8,000 sf
Plaza/Trails/Park Space	15,000 sf



Group 2



Design # 2 – Live / Work / Play	
Acres	3
FAR	0.80
Residential	76 units <i>(25 du/ac)</i>
Retail	30,000 sf
Office	15,000 sf
Community Services	15,000 sf
Park	25,000 sf

- Tree barrier along the freeway
- School says they need children that live nearby, so housing is needed
- Block access to 3rd from Rebecca to prevent cut-through access to the freeway
- Angled parking on Rebecca
- Approximately 95 units of housing wrapped with ground-floor retail
- Mix of community services and office along Rebecca and 4th
- Green space on the roof
- Structured parking

Group 3



Design #3 – Opportunity Place	
Acres	4
FAR	0.25
Residential	40 units <i>(25 du/ac)</i>
Retail	7,000 sf
Office	5,000 sf
Community Center	8,500 sf
Park / Open Space	28,000 sf



Group 4



Design #4 – Approachable Density	
Acres	2
FAR	0.4
Residential	25 units (12.5 du/ac)
Retail	7,200 sf
Office	N/A
Civic	1,200 sf
Park	18,000 sf
<ul style="list-style-type: none"> • Challenges = Parking • FF-15 units • MR- 10 TH • MU- 6 Buildings (7,200 sf) • CSP- 1,200 sf • 13+ green roofs • Mixed-use above commercial apartments- 12,000 • Approachable Density • Soccer fields/community space- events and markets 	

Appendix 2: Community Engagement Commitments

During the community workshop, attendees were asked to share something they learned, and/or a commitment they were making after the workshop. Notes from those who shared are included below.

1. Research and apply for funding to do historic research on families lost when homes were removed.
2. Start attending the CMC HEO meetings.
3. The timeline [for the I-90 land disposition] is very unclear. Commitment to stay engaged.
4. Our partnerships are strong and will continue to be strong with trust, accountability, respect, transparency and a shared mission.
5. I am committed to continuing to stay engaged with this issue and will inform the legislators of the community desire for political pressure to change the timeline for implementing the lease agreement.
6. I am committed to continuing to engage with community in more meaningful ways like we did today putting community interests at the forefront.
7. I learned today that there are great things happening in this neighborhood and if we continue to work together even greater things will happen.
8. One commitment is collaboration with more stakeholders.
9. We want trees along transportation corridors! We can do things together. We can: Advocate, analysis to show canopy benefits (pollution reduction, stormwater mitigation, etc).
10. I am committed to using my influence to include the East Central Community in conversations and decisions about the East Central Community. Their voices must be heard and listened to.
11. Committed to notify of state funding opportunities, to engaging and keeping communication open and moving between commerce and community (using leverage of being a state agency for help with WSDOT where able).
12. My Commitment to engage and identify with community development.

Appendix 3: Public Land Disposition Case Studies

After the design exercise, workshop facilitators presented information on three public land disposition case studies with various relevancies to Spokane. These included:

Relevant Public Land Disposition or Redevelopment Case Studies:

1. Public Land Disposition Policy | Richmond, California

- a. The City of Richmond (CA) lacked a clear framework for managing surplus lands. In 2022, the City and RichmondLAND studied local housing needs, reviewed policies, and conducted community outreach to develop a policy framework. This effort aimed to address public land use and promote permanently affordable housing.
- b. The City and RichmondLAND first determined the needs and opportunities in 2022.
 - i. Based on analysis and community engagement, goals for the policy were to address disposition policies (promoting community-serving uses, anti-speculation measures, and maximizing permanently affordable housing).
 - ii. Residents want opportunities to support and lead the solutions to address housing unaffordability and instability.
- c. The City adopted the Equitable Public Land Disposition Policy in 2024.
 - i. The goals of the policy are to maximize public good on public land, preserve housing affordability, ensure generational housing, and proactively prevent gentrification and displacement of Richmond residents.
 - ii. The Policy includes several unique features for disposition as part of future RFPs:
 1. Local non-profit preference;
 2. Transparency and public involvement measures;
 3. Anti-speculation measures to maintain affordability;
 4. Preferences to support local ownership and control of projects.

2. Innerbelt Master Plan | Akron, OH

- a. The Innerbelt (SR 59) in Akron, OH, was built in the 1970s and divides Downtown from West Akron. Its construction split several neighborhoods and displaced hundreds of African American families. In 2016, the Ohio DOT vacated a section of the Innerbelt and is transferring the 30-acre site to the City.
 - i. In 2021, the City hired a design and spatial justice consultant to conduct outreach on the future of the Innerbelt site. The consultant led an extensive multi-year dialogue and prepared a report on community preferences. This

report informed the RFQ requirements and prompted other actions from the City, including an apology for its role in the original planning and construction of the Innerbelt.

- ii. The 2024 Master Plan RFQ asks firms to develop master plans with these goals:
 - 1. *Develop an equitable and healing-centered vision for the site that reflects the values and goals of the Akron community.*
 - 2. *Promote prosperity and wealth-building opportunities for residents in the neighborhoods adjacent to the Innerbelt site and throughout the city.*
 - 3. *Promote equity, both in the physical interventions proposed and in the benefits to the community.*
- iii. The RFP also asks respondents to develop a community-engaged planning process for the Master Plan. It sets requests that respondents focus on wealth-building strategies, near term, low-cost implementation steps, and policies to foster a walkable and safe environment.
- iv. The RFP's evaluation matrix provides points for local consultants and minority/women-led businesses.

3. Rethinking I-94 | Reconnect Rondo, Minneapolis to St Paul, MN

- a. The construction of I-94 included demolishing hundreds of homes and businesses in what had been the epicenter of St. Paul's African American population. The Rondo Land Bridge is a cap over I-94 while also planning for a rebuilding of I-94 between North Minneapolis and east of downtown St. Paul.
 - i. The DOT's transparent process has helped their long term planning effort. Talk with MN DOT officials that used flexible funding to support efforts, housed a community group. Built trust in enabling a challenging project to move forward.
 - ii. They developed a "community leader role". This includes an expectation to:
 - 1. Provide community insight on communications and engagement strategies related to the project.
 - 2. Engage community members and stakeholders that are not currently engaged, but should be.
 - 3. Report what is being said on the ground and share community concerns with MnDOT.
 - 4. Provide factual and current project information to community members.
 - 5. Help identify potential issues and strategies to mitigate the impact of Rethinking I-94 on residents and businesses.
 - 6. Contribute to establishing a shared vision for the corridor and to the implementation of the vision.

Appendix 4: Site Visit and Workshop Attendees

Site Visit Attendees:

Name	Affiliation/Org	Telephone	E-Mail Address
Melanie Rose	Avista Utilities	509-495-2229	melanie.rose@avistacorp.com
Betsy Williams	Take Up The Cause	509-981-5582	betsyw@takeupthecauseNW.org
Terrence Lynch	WSDOT	509-200-7401	terrence.lynch@wsdot.wa.gov
Brian Jennings	Spokane Transit Authority	509-384-1862	bjennings@spokanetransit.com
Annica Eagle	WA State Dept. of Commerce	564-669-9428	annica.eagle@commerce.wa.gov
Fernanda Mazcot	Executive Director, Nuestras Raices Center	480-455-9145	fernanda.m@hbpacofspokane.org
Shauna Harshman	WSDOT		shauna.harshman@wsdot.wa.gov
Jillisa Winkler	Carl Maxey Center	509-795-5588	jillisa@carlmaxeycenter.org
Luc Jasmin III	CMC HEO	509-981-8219	luc.jasmin@gmail.com
Freda Gandy	MLK Jr Family Outreach Center	509-868-0856	fgandy@mlkspokane.org
Maren Murphy	City of Spokane	509-625-6973	mmurphy@spokanecity.org
Steve MacDonald	City of Spokane		smacdonald@spokanecity.org
Betsy Wilkerson	City of Spokane, Council President		bwilkerson@spokanecity.org
Della Mutungi	City of Spokane	509-564-4611	dmutungi@spokanecity.org

Workshop Attendees:

Name	Title/Organization	Email Address
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Jillisa Winkler	ED – CMC	jillisa@carlmaxeycenter.org
Dr. Oscar Harris	Spokane Public Schools	OscarH@spokaneschools.org
Paul Dillon	City of Spokane, District 2 Council Member	pdillon@spokanecity.org
Lili Navarrete	City of Spokane, District 2 Council Member	lnavarrete@spokanecity.org
Charlene Key	WSDOT - ER Regional Administrator	keya@wsdot.wa.gov
Maren Murphy	Senior Planner – City of Spokane	mmurphy@spokanecity.org
Luc Jasmin III	CMC HEO	luc.jasmin@gmail.com
Robert Miller	EPA – Brownfields PM	miller.robert01@gmail.com
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Diana A. Ryan	East Central Neighborhood Council	stubel@comcast.net
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Shauna Harshman	WSDOT	harshsc@wsdot.wa.gov
Teri Srtipes	Economic Development- City of Spokane	tstripes@spokanecity.org
Maddie Sontag	Sen. Billig’s LA	maddie.sontag@leg.wa.gov

Terrence Lynch	WSDOT – Project Engineer	terrence.lynch@wsdot.wa.gov
Lisa Gardner	Director of Comms – City Council	lgardner@spokanecity.org
Betsy Wilkerson	Take Up The Cause	betsyw@takeupthecausenw.org
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