



UDDA Annual Meeting

September 2, 2020, 2:00pm-2:30pm

Via Zoom Webinar

Welcome to Annual Meeting and Admin Actions

- Welcome to the UDDA Annual Meeting
- Thank you to Dr. Cullinan for her service and welcome interim president Dr. David May



- Proposed MOTION – Consent Agenda
 - Draft June 3, 2020 meeting minutes
 - UDDA financials as of July 31, 2020

Celebrations!

Happy Birthday Cindy!

Congrats Latisha on being honored as one of YWCA's 2020 Women of Achievement



Nominating Committee Update

Reminder: The UDDA board was expanded over the years and leading up to the recent PDA transition/restructure

Bylaws stipulate up to 24 voting members

Nominating Committee Update (continued)

- Eckhardt's 2020 departure leaves 25 voting members
- At end of 2021, 24 members (McKay terms out + three possible renewals)
- At end of 2022, 22 members (Couture and Gust term out + one possible renewal)

Long-term intent is to keep board diverse and engaged with flexibility to bring on new members

Nominating Committee Update (continued)

Proposed MOTION: “The board approves the following members to serve a second three-year term: Mark Richard, David O’Brien, Brandon Ropez-Betty, Cindy Leaver, Frank Velazquez

The UDDA board is required to appoint two members to serve a one-year term on the UDPDA board.

Proposed MOTION: “The UDDA board approves Lindsey Myhre and Bill Bouten as the elected members to serve on the 2021 UDPDA board.”

Proposed 2021 UDDA Officer Slate

- Chair – Lindsey Myhre
- Vice Chair – David O’Brien, MD
- Treasurer – Cindy Leaver
- Secretary – Bill Bouten
- Past Chair – Cindy Leaver
- *Additional EC officers: Teresa Dugger and Brandon Ropez-Betty*

Proposed MOTION: “The board approves the proposed 2021 UDDA officer slate.”

Thank you again Ezra!

Marketing and Engagement Update

Objective 1: Drive investment and smart development in the University District.

Objective 2: Drive connection between students, alumnae, industry leaders, start-ups, and academic partners to improve career placement for higher ed students in the Inland Northwest.

Recommendations



Shared Parking Analysis Scenarios Presentation

UNIVERSITY DISTRICT, SPOKANE

30-Second Updates





Adjourn



UDPDA Annual Meeting

September 2, 2020, 2:30pm-4:30pm

Via Zoom Webinar

Welcome to Annual Meeting

Today's agenda is full and to keep things clear and moving along please remember:

- Please keep yourself muted when not speaking
- Please register your support or dissent quickly when a vote is called

Non-UDPDA board members will follow the Public Decorum Rules and unmute themselves only for public comment at the end of the meeting or if called on by the Chair; use chat to share questions.

Administration

OPMA notification: July 8 UDDA Development Committee Meeting had UDPDA quorum present. No action taken.

Proposed MOTION – Consent Agenda

- Draft June 3, 2020 meeting minutes
- UDPDA financials as of July 31, 2020 and voucher certifications (May-July)

2021 Board and Officers

- Reminder: Per bylaws, *permanent* directors are Beggs, Warfield, Kuney, Gilberts; jointly-selected director is Sheehan
- Two, UDDA annually-appointed *elected* members to UDPDA.
- Proposed 2021 UDPDA officers:
 - Chair – Lindsey Myhre
 - Vice Chair/Secretary – Lars Gilberts
 - Treasurer – Mary Kuney
- MOTION: “The board approves the 2021 officers.”

UDRA Finance Update Topics

- Calculating pre-2020 UDRA contribution
- Confirming 2020+ sales tax methodology
- Issues of cap and cliff and remedies
- Updated projections
- Sprague Ave Phase 2b funding

UDRA Finance Update

Summary of City accounting of UDRA funds pre-2020

- Estimation process
- Net payable to UDPDA = \$1,937,769
- 2020+ methodology calculation and maintenance
- Apply balance to Sprague Phase 2b commitment

Proposed MOTION – “The board accepts the City’s pre-2020 UDRA contribution reconciliation and terms.”

UDRA Finance Update

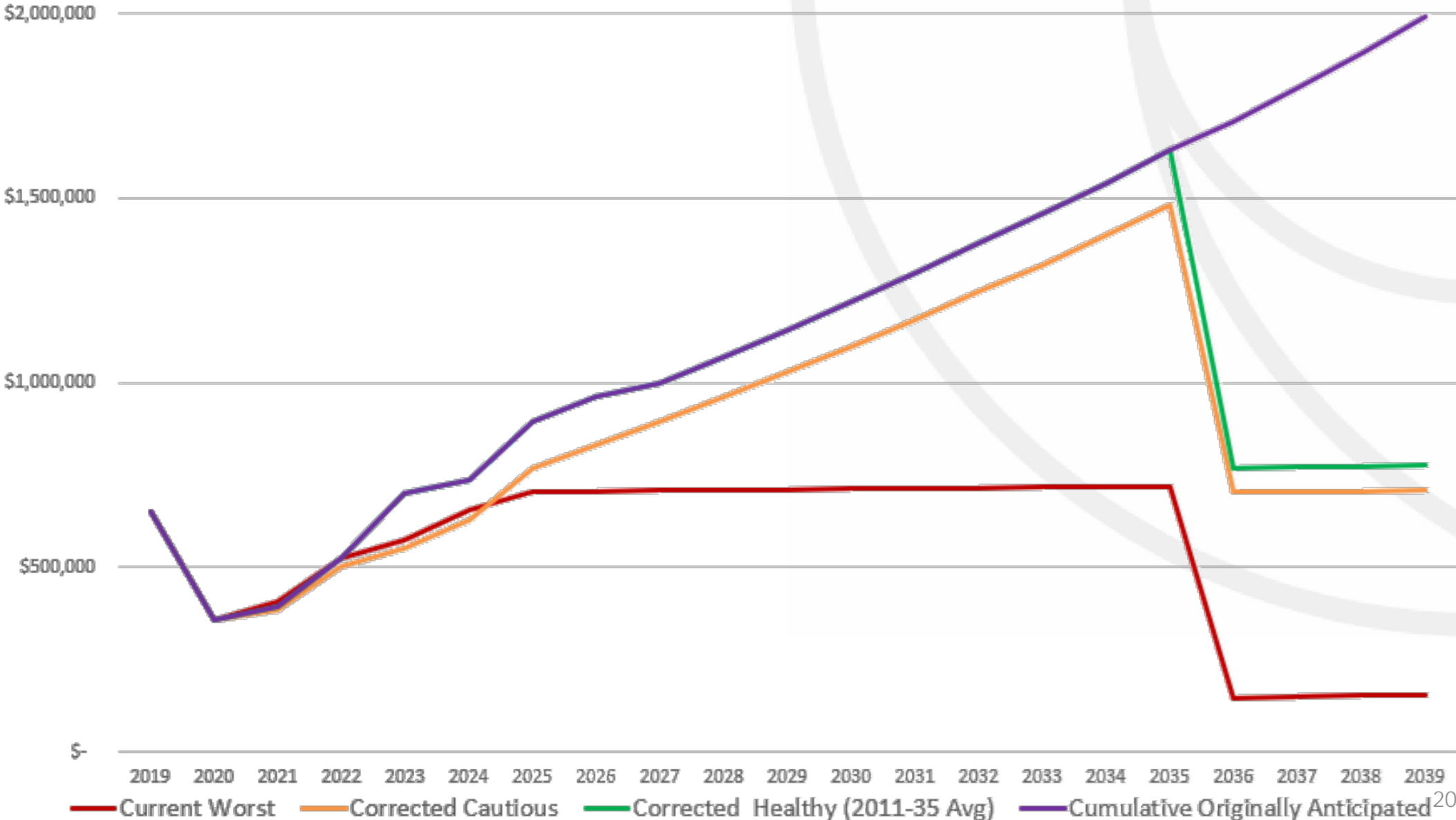
Confirming 2020+ sales tax methodology

Resolution of cap and cliff

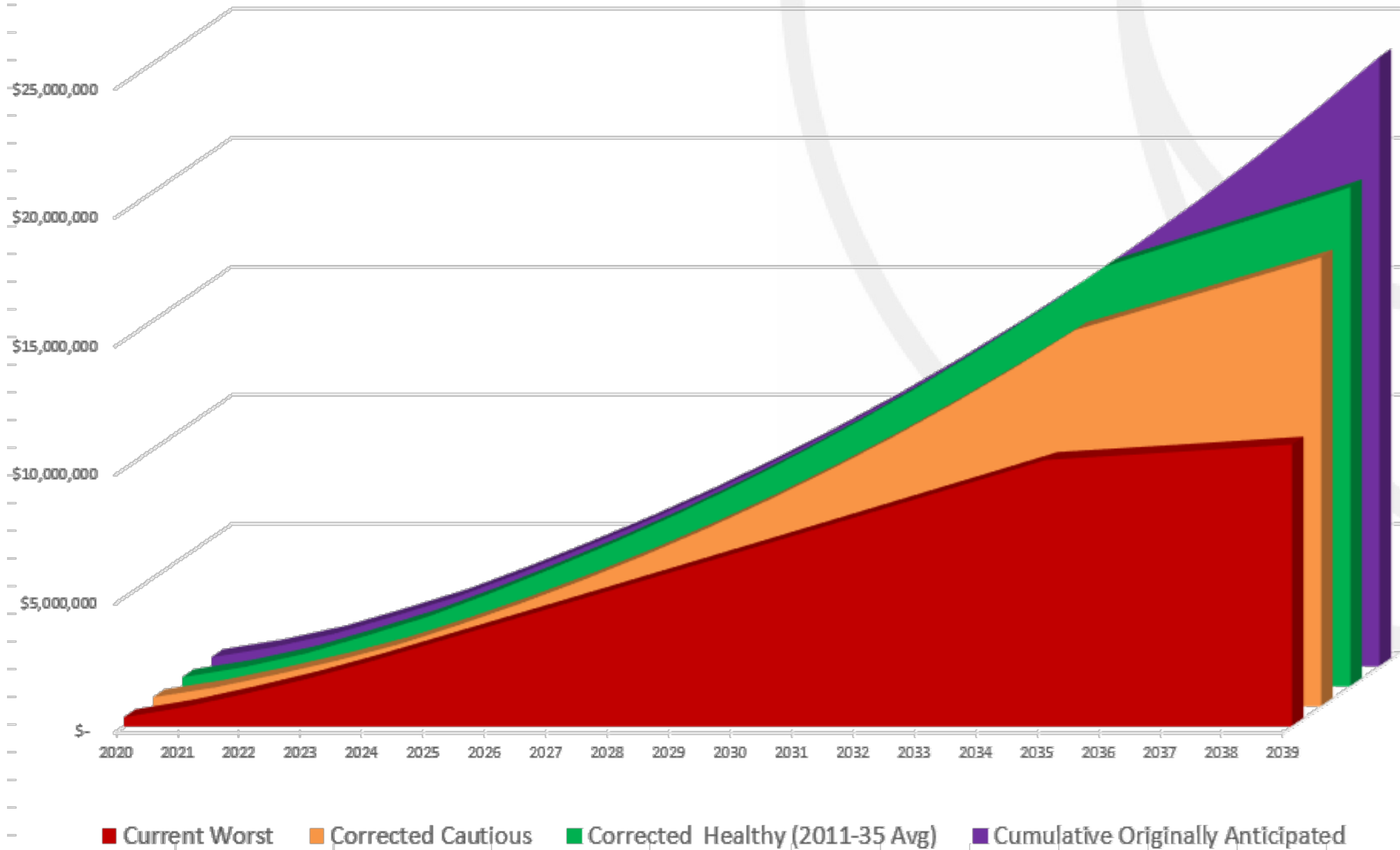
Updated projections

UDRA Finance Update – Annual Projections

LIFT not included



UDRA Finance Update - Cumulative Projections



UDRA Finance Update

Sprague Ave Phase 2b funding

Proposed MOTION – “The board authorizes the UDPDA Executive Committee to evaluate and secure a loan (likely SIP or SCIF) with the best available terms to facilitate the construction of Sprague Ave Phase 2b and exhaust the outstanding UDRA funds due to the UDPDA (accrued prior to 2020) to satisfy the first payments of the loan.”

Shared Parking Analysis

for the

University District Public Development Authority



Photo courtesy of KPFF

August 2020



DESMAN
Design Management
7900 E. Union Avenue
Suite 925
Denver, CO 80237

Shared Parking Analysis Full Presentation

UNIVERSITY DISTRICT, SPOKANE

DESMAN
Design Management

Photo courtesy of KPFF

Parking Analysis and Recommendation

- June 3, 2020: UDPDA board previewed draft DESMAN Shared Parking Analysis
- May – August: UDDA Development Committee reviewed and refined the Analysis and findings as well as drafted an internal summary document and recommendations
- Today: UDDA Development Committee presentation, recommendations, discussion, and MOTION

Background and Context

The UD—through its constituent organizations—has a history of identifying, supporting, and funding critical infrastructure that supports its chartered purpose of economic development.

At this point, supporting and investing in structured parking that facilitates new and ongoing development is the most effective way to implement the UD’s mission of economic development because:

- It is consistently a top priority for most stakeholders;
- DESMAN’s 2020 Shared Parking Analysis Report has identified a growing parking deficit around the UD Gateway Bridge;
- Parking garages are critical to increase density yet are not currently financially feasible for individual projects given development costs and likely rates of return;
- ‘Eliminating’ the problem of parking is one of the most direct ways to spur more, bigger, faster developments and support job growth; and
- ‘But for the PDA’ University District parking will not be addressed, development will be slowed, and the UDRA will underperform over the next 10 years.

Staff/Committee Recommendations

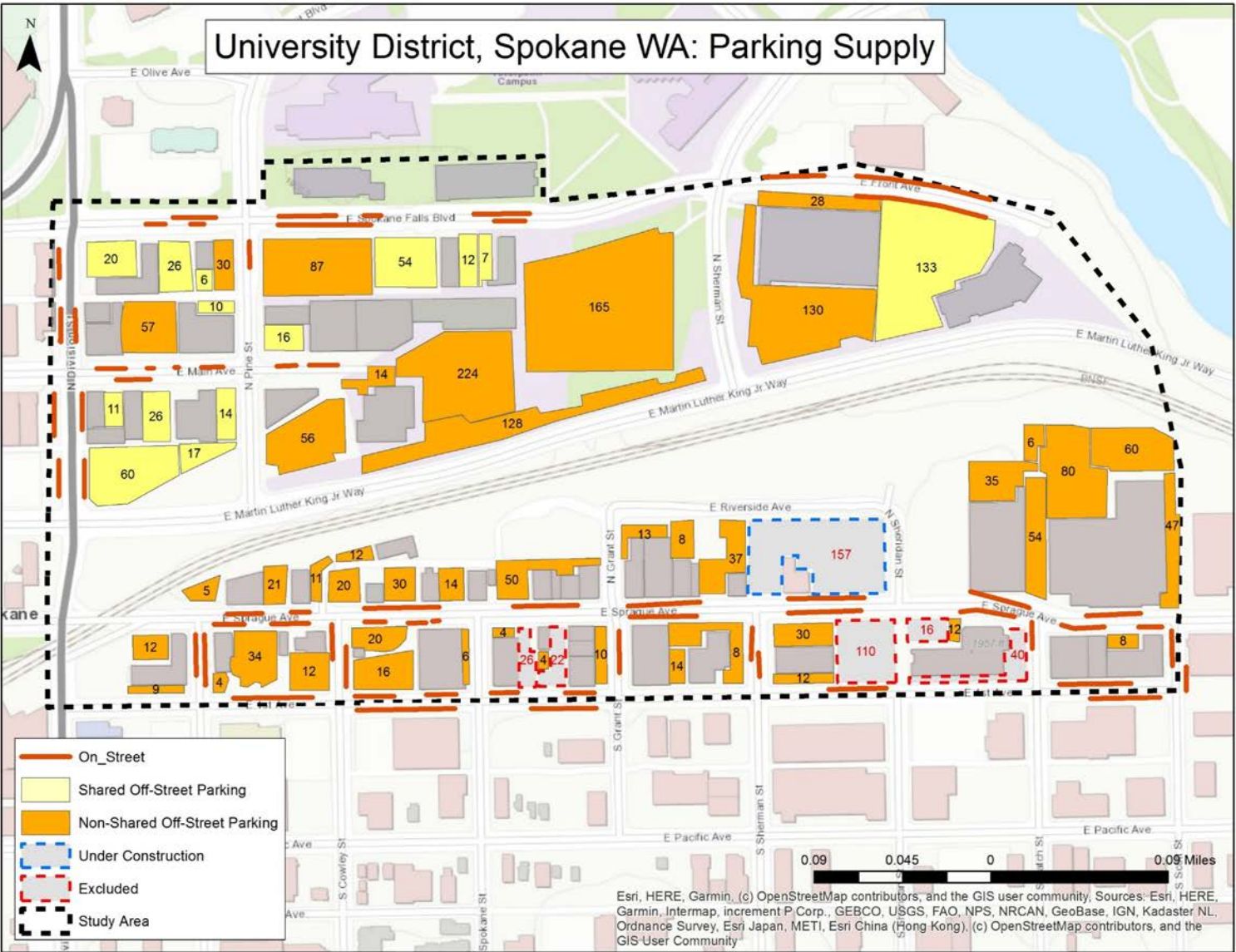
- Engage the City, Spokane Transit Authority, owners of off-street parking, and other relevant partners to increase efficient parking sharing and management;
- Adopt the Site/Project Evaluation Criteria developed in conjunction with the DESMAN Shared Parking Analysis Report;
- Reserve up to 80% of the UDRA's projected revenue through 2039 to invest in structured parking in compliance with the Site/Project Evaluation Criteria; and
- Review Site/Project Evaluation Criteria and available funds in 18 months (and annually) to confirm or adapt parking and UDRA strategies.



Shared Parking Analysis Scenarios Presentation

UNIVERSITY DISTRICT, SPOKANE

EXISTING CONDITIONS – PARKING SUPPLY



EXISTING PARKING SUMMARY				
	CATEGORY	NORTH	SOUTH	TOTAL
A	ON-STREET	182	354	536
B	OFF-STREET (Total Existing)	1331	718	2049
C	Shared (Actual Supply)*	628	-	628
D	Not Shared	412	718	1130
E	TOTAL AVAILABLE SUPPLY (A+C+D)	1222	1072	2294

EXISTING PARKING DEMAND			
CATEGORY	NORTH (shared)**	SOUTH (not shared)	TOTAL
WEEKDAY	1075	1057	2132
WEEKEND	729	1057	1786

NOTE:

* These numbers show the spaces in the university lots, adjusted to a 65% level of utilization. i.e., 35% spaces are available for public usage.

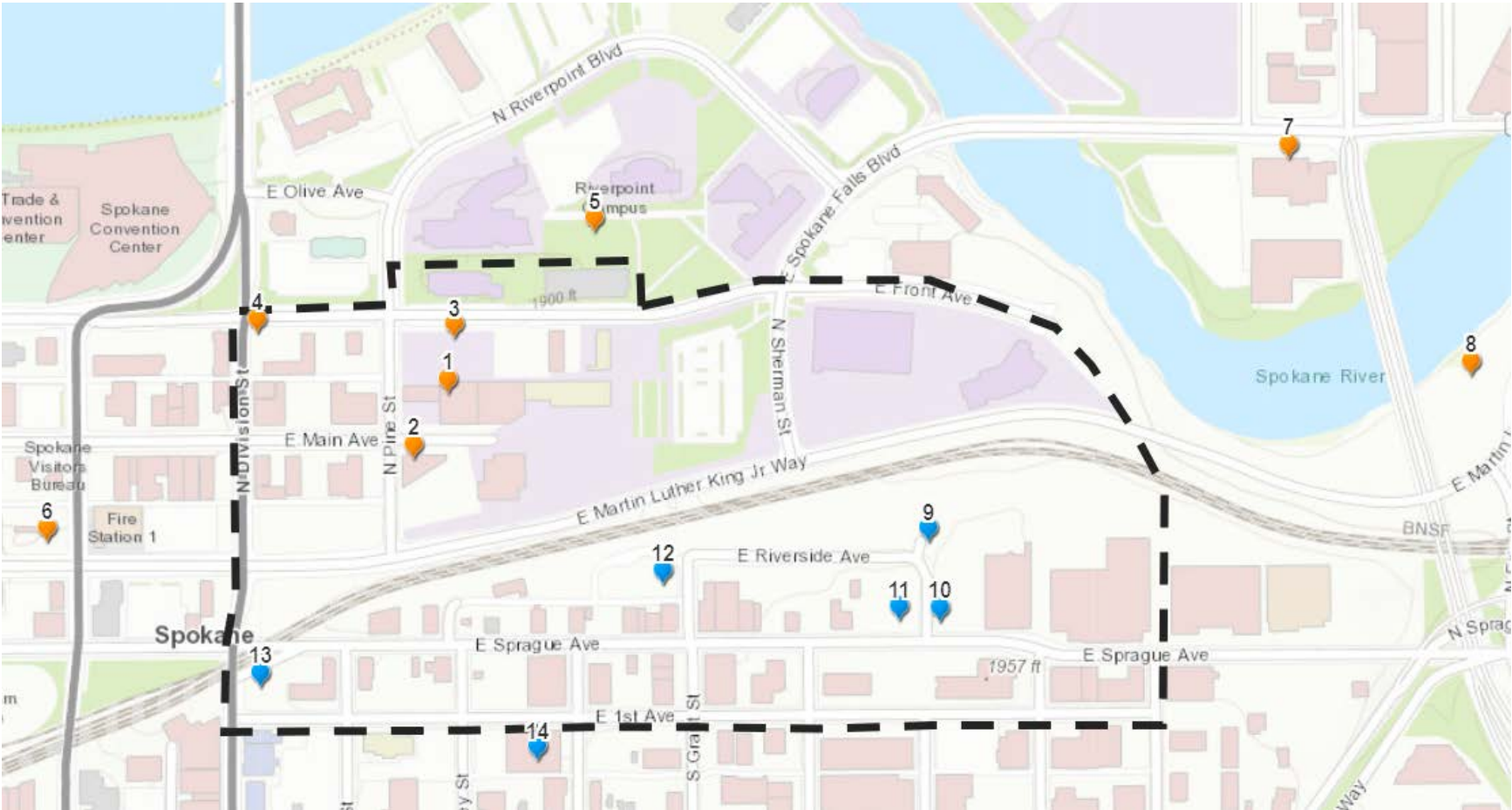
**Not all parking in the study area is shared uniformly. An average level of sharing is assumed for the purposes of the analysis.

- Lots that are outlined in red are associated with automobile and boat company storage parking which has been eliminated from the supply. However, demand generated by these developments has been retained in the model.



SCENARIO ANALYSIS

- Full-buildout Scenario
- Scenario 1 (A,B) - Certain
- Scenario 2 (A,B) - Likely
- Scenario 3 (A,B) – Strong
- Scenario 3 (C a-c) – Really Strong
- Scenario 4 – Full buildout (3B) with fewer SOV

PROPOSED DEVELOPMENTS



#	Name	Parking slated to be provided *
1	Jensen Byrd	-
2	Pacific Fruit & Produce	-
3	Riverbank tower	80
4	Midas site	80
5	WSU Phase II Health Sciences Building	-
6	Umpqua Multifamily Dwelling	80
7	UW GU RHP Building	30
8	District on the River	157
9	Catalyst	266
10	Scott Morris Center for Energy Innovation	266
11	Avista Lot C	66
12	Boxcar	76
13	Schweitzer Haven	-
14	County Medical Examiner's Building	24

-  DEVELOPMENTS ON NORTH SIDE
-  DEVELOPMENTS ON SOUTH SIDE

* Note: Only new, additional parking that is slated to be provided by the new developments is listed in this table. Any parking that is not listed is yet to be confirmed by the developer.

COMPARABLE MODE SPLIT

MODE SPLIT COMPARISON DATA FOR SPOKANE, WA							
	Boise, ID	Denver, CO	Portland, OR	Salt Lake City, UT	San Francisco, CA	Seattle, WA	Spokane, WA
Total Population	228,807	716,492	652,573	200,576	883,305	744,949	219,197
Car, truck, or van - drove alone	79%	69%	59%	66%	30%	44%	74%
Car, truck, or van - carpooled	7%	8%	8%	11%	9%	7%	10%
Total Driving %	86%	76%	66%	76%	39%	51%	84%
Public transportation (excluding taxicab)	1%	6%	12%	8%	34%	23%	4%
Other	14%	18%	22%	16%	28%	26%	12%
Note: Other includes walking, taxicab, motorcycle, bicycle, other means and population working from home							
Table Sources: Total population: Table B01003, U.S. Census Bureau, 2018 ACS data; Mode Split Data: Table B08101, U.S. Census Bureau, 2018 ACS Data							

- DESMAN analyzed and compared the mode split data of 6 cities – Boise, ID, Denver, CO, Portland, OR, Salt Lake City, UT, San Francisco, CA, and Seattle, WA.
- The results presented in the table above show that Salt Lake City (SLC) is a similar sized city to Spokane (by population size) and the total percentage of people who drive in SLC is lower than that of Spokane’s.
- Hence, it was concluded that SLC would be a good fit for a comparable city, to understand what Spokane’s parking demand would be if the developments were modeled on SLC’s mode split; given that Spokane achieves a similar mode split to SLC’s in the next ten years following growth in public transit infrastructure, usage of public transit and reduction in single occupancy vehicles.

SCENARIO ANALYSIS – SUMMARY SLIDE

#	Title	Definition	Supply		Demand		Surplus/ (Deficit)	
			North	South	North	South	North	South
1	Certain	No other development beyond what is constructed (or in predevelopment) is completed in the next five years						
	A	Existing Conditions + Construction only – Catalyst and Scott Morris Ctr for Energy Innovation	1222	1181	990	1587	232	-406
	B	Construction and predevelopment – Above + Boxcar	1222	1257	990	1697	232	-440
2	Likely	UD recovers from COVID fairly well, demand for residential is strong, demand for commercial/research/education is limited						
	A	Scenario 1 + Avista Lot C	1222	1480	990	1952	232	-472
	B	Above + Riverbank Tower	1215	1480	1078	1952	137	-472
3	Strong	Spokane has a strong secondary market with educational and health assets draws more development than other regions - Strong growth with known projects within five years						
	A	Scenario 2 + Jensen Byrd	1215	1480	1486	1952	-271	-472
	B	Full buildout: Above + Midas Site	1275	1480	1613	1975	-338	-495
	C	Strong Growth – Additional sites get activated (each scenario builds off of 3B independently e.g. 3Cb does not build off of 3Ca)						
	C.a	Another project with a similar scale/scope as Boxcar on the north side of Sprague at the intersection of Spokane St	1275	1556	1613	2194	-338	-638
	C.b	Another project like the Lot C development on the SW corner of Sherman/Sprague	1275	1546	1613	2258	-338	-712
	C.c	Another project like Boxcar on the NE corner of Division and MLK	1351	1480	1672	1975	-321	-495
4		Scenario 3B where % of drivers reduced to 76% following growth in usage of public transportation and reduction in usage of single occupancy vehicles (SOV)	1275	1480	1460	1871	-185	-391

Site/Project Evaluation Criteria

Weighted Totals (Based on Rankings)	Site A	Site B	Site C	Site D
But for the UDPDA this would not happen or at scale	0.00	0.00	0.00	0.00
Positive impact on existing businesses	0.00	0.00	0.00	0.00
Projected cost per stall	0.00	0.00	0.00	0.00
Potential to catalyze additional development	0.00	0.00	0.00	0.00
Anticipated community/stakeholder support	0.00	0.00	0.00	0.00
Net parking supply added	0.00	0.00	0.00	0.00
Supports mixed use	0.00	0.00	0.00	0.00
Anticipated impact on tax revenue	0.00	0.00	0.00	0.00
Anticipated UDRA ROI	0.00	0.00	0.00	0.00
Future expandability	0.00	0.00	0.00	0.00
Weighted Totals	0	0	0	0
Maximum Possible Points	780	780	780	780
Percentile	0.00%	0.00%	0.00%	0.00%

Site/Project Evaluation Criteria

Criteria	Definition	0	5	10
But for the UDPDA this would not happen or at scale	The likelihood of the development, its size, or presence of a meaningful parking solution is significantly less or absent without PDA support; or the delay would be two years or greater.	Development would happen regardless	Development scale or timeline would be reduced by up to 50% or 2+ years	Development would not happen at any scale in the foreseeable future
Positive impact on existing businesses	Existing business and property ownership are likely to realize a benefit (e.g., additional shared parking, complementary use, increase in activity/safety).	Provides no new parking or activity for surrounding businesses, organizations or residences	Provides parking or additional activity for five surrounding businesses, organizations or residences	Provides parking or additional activity for 10 surrounding businesses, organizations or residences
Projected cost per stall	Cost to the PDA (e.g., land, design, construction, etc.) divided by the total number of stalls created.	>\$31,440/stall	\$24,640-\$28,640	<\$21,840/stall
Potential to catalyze additional development	Likelihood this parking will facilitate coordinated and subsequent development of adjacent sites. Primarily focused on a 10-year horizon but future considerations and mode shift can be factored in.	Project is not likely to catalyze other (re)developments	Lease or agreement likely that will allow (re)development of neighboring sites	Lease or agreement in hand that will allow (re)development of neighboring sites.
Anticipated community/stakeholder support	Is there support by community members and stakeholders for a parking development on the site?	Strong opposition to site	General openness to site and plan with no critical opposition	Broad community support and negligible opposition.

Site/Project Evaluation Criteria

Criteria	Definition	0	5	10
Net parking supply added	The percentage of stalls created that exceed stalls cannibalized by the development	No new parking is added	50% increase in parking supply	>100% increase in parking supply
Supports mixed use	The site supports or allows for mixed uses either on the site itself or on adjacent parcels. Can be through placement, integration, and management.	Site only supports a single use	Site is within 200 ft of property with a high probability of being redeveloped (surface parking, low FAR, low improved value/sqft)	Site designed to support 2+ uses onsite or is developed in with a neighboring site
Anticipated impact on tax revenue	Calculated direct (site and coordinated developments) and indirect (e.g., development of adjacent sites, value increase, retail activity) impact on sales and property tax within the UDRA.	Development will produce combined direct 10 year local taxes of less than 10% of the net investment and/or cost.	Development will produce combined direct 10 year local taxes equal to 30% of the net investment and/or cost.	Development will produce combined direct 10 year local taxes equal or greater to 50% of net investment and/or cost.
Anticipated UDRA ROI	Amount of annual cash flow and/or projected proceeds from a future sale.	Projected total cashflow and residual value expected to offset initial investments and operating expenses by < 50%	Projected cumulative cashflow and residual value expected to offset initial investments and operating expenses by 75%	Projected cumulative cashflow and residual value expected to exceed initial investments and operating expenses
Future expandability	Site supports additional expansion capability (such that a parking facility could be built in phases if desired or optimal).	Site cannot be expanded in the future	50% increase at comparable price or 100%+ at a rate slightly above what current rents/demand can justify	100% increase is possible at a comparable price

Site/Project Evaluation Criteria

Category	Site A	Site B	Site C	Site D	Weight/Importance Ranking (0-10)
But for the UDPDA this would not happen or at scale	0.00	0.00	0.00	0.00	9
Positive impact on existing businesses	0.00	0.00	0.00	0.00	8
Projected cost per stall	0.00	0.00	0.00	0.00	7
Potential to catalyze additional development	0.00	0.00	0.00	0.00	9
Anticipated community/stakeholder support	0.00	0.00	0.00	0.00	7
Net parking supply added	0.00	0.00	0.00	0.00	9
Supports mixed use	0.00	0.00	0.00	0.00	9
Anticipated impact on tax revenue	0.00	0.00	0.00	0.00	8
Anticipated UDRA ROI	0.00	0.00	0.00	0.00	7
Future expandability	0.00	0.00	0.00	0.00	5
Site Selection Totals	0	0	0	0	
Maximum Possible Points	100	100	100	100	
Percentile	0%	0%	0%	0%	

Staff/Committee Recommendations

- Engage the City, Spokane Transit Authority, owners of off-street parking, and other relevant partners to increase efficient parking sharing and management;
- Adopt the Site/Project Evaluation Criteria developed in conjunction with the DESMAN Shared Parking Analysis Report;
- Reserve up to 80% of the UDRA's projected revenue through 2039 to invest in structured parking in compliance with the Site/Project Evaluation Criteria; and
- Review Site/Project Evaluation Criteria and available funds in 18 months (and annually) to confirm or adapt parking and UDRA strategies.

Discussion, Questions, and Public Comment

- Questions from UDPDA board members
- Public comment and questions
- UDPDA board discussion and deliberation
- Proposed MOTION(s) to acknowledge and accept the DESMAN Shared Parking Analysis Report and its findings as preliminary guidance; and to adopt the UDDA Development Committee's recommendations, including Site/Project Evaluation Criteria.
- Review/revise proposed staff/committee recommendations and MOTION(s)

Shared Parking Recommendation MOTION

Proposed MOTION – “WHEREAS, the UDPDA board acknowledges the UDRA funds reconciliation is in progress; WHEREAS, the UDPDA board recognizes a specific UDRA parking project is yet to be identified; NOW, THEREFORE, the UDPDA board agrees as follows:

- Section 1: That parking is the most pressing UDRA project within the UD and that the next 18 months are critical to advance the project;
- Section 2. That up to 80% of current and future UDRA funds should be set aside for parking;
- Section 3. That the proposed Site/Project Evaluation Criteria be adopted;
- Section 4: That parking mitigation strategies should be pursued; and
- Section 5. That UDDA executive staff has full authority to act on behalf of the UDPDA board to seek, pursue, and evaluate UDRA parking project(s).

Project Updates

- Sherman/5th Ave signal design
- Wayfinding – contract amendment, installation
- Sprague Phase 2b
- UW Spokane Center
 - Proposed DIRECTION: The UDDA Development Committee and staff are requested to seek formal valuation of the UW Spokane Center property under various assumptions so the board can deliberate how to best manage the property in accordance with its charter and objectives.

Public Comment





Adjourn and next meeting is November 4 at
Steve Gleason Institute for Neuroscience