



**University District Public Development Authority (UDPDA)
Board of Directors' Annual Meeting Agenda**

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

Join Zoom Meeting <https://us02web.zoom.us/j/87821880588?pwd=aFFFR0lscWJaa2lzSkZkVzkyMUdaUT09>

Meeting ID: 878 2188 0588; **Passcode:** 951133

One tap mobile +12532158782,,87821880588#,,,,,0#,,951133# US (Tacoma)

Dial by your location +1 253 215 8782 US (Tacoma)

Meeting ID: 878 2188 0588; Passcode: 951133

Pursuant to the March 24, 2020 Proclamation by the Governor (20-28)—which amends Proclamation 20-05 relating to the Open Public Meetings Act (OPMA) and Public Records Act—the UDPDA is “prohibited from conducting any meeting subject to RCW 42.30 unless (a) the meeting is not conducted in-person and instead provides an option to attend the proceedings through at minimum, telephonic access, and may also include other electronic, internet or other means of remote access, and (b) provides the ability for all persons attending the meeting to hear each other at the same time.” Therefore, in-person attendance at this UDPDA board meeting is prohibited and telephonic access info is above. Furthermore, in accordance with guidelines issued by the Washington Attorney General (AG) on March 6, 2020, only matters that are necessary and routine or matters necessary to the current public health circumstances will be addressed at this meeting. In accordance with OPMA and guidance issued by the AG, no public comment will be permitted at this meeting. If you have public for the UDPDA board, please submit that public comment in writing by September 1 to lgilberts@spokaneudistrict.org.

2:30 Welcome to Annual Meeting, call to order, review rules of decorum – Gilberts

2:32 Administrative Actions – Gilberts

- OPMA notification – July 8 DC UDPDA quorum present – no actions
- Proposed MOTION – Consent Agenda
 - June 3, 2020 draft UDPDA board meeting minutes
 - Financials as of July 31, 2020 and Voucher Certifications for May-July

Date	Voucher Warrant #	Warrant Description	Amount
5/4	Online xfer	Numerica April 2020 Visa Statement, MRSC fee	\$135
5/27	1057	Desman, Inc. – for parking analysis contract	\$4,900
7/20	1058	Travelers for public official bond for Mary Kuney	\$137
7/17	1059	Philadelphia Insurance Company for UDPDA commercial package	\$473
7/8	Online xfer	Transfer from checking to UDPDA money market account to achieve balance to waive monthly fees	\$10

2:35 2021 Board and Officers – Gilberts

- UDDA-appointed members to UDPDA board
- Review of proposed officer slate
- Proposed MOTION to approve 2021 UDPDA officers

2:45 **UDRA Finance Update** – *Kuney/Gilberts*

- Calculating pre 2020 UDRA contribution
 - Proposed MOTION to accept City reconciliation and terms
- Confirming 2020+ sales tax methodology
- Resolution of cap and cliff
- Updated projections
- Sprague Ave Phase 2b funding
 - Proposed MOTION to authorize UDPDA Executive Committee to evaluate and secure a SIP or SCIP loan 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.

3:10 **Parking Analysis and Recommendation** – *Gilberts/Bouten*

- Development Committee presentation
- Comments from the public
- Parking recommendation and discussion
 - 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.

4:15 **Project Updates** – *Gilberts*

- Sherman/5th Ave signal design
- Wayfinding
- Sprague Ave 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.

4:25 **Public Comment**

4:30 **Adjourn** – *Gilberts*

Proposed UDPDA meetings (*start/end times may be adjusted to account for UDDA meeting timing*)

- **Nov 4** – 2:00pm-4:30pm, *Steve Gleason Institute for Neuroscience*
- **Dec 2 (includes a holiday social afterward)** – 2:00pm-4:30pm and 4:30pm-6:00pm holiday social, *Bouten Construction*



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University District Public Development Authority Board Meeting Public Decorum Rules

University District Public Development Authority (UDPDA) Board meetings adhere to the following public decorum rules. These rules will be observed during UDPDA board meetings, including open forum, public comment period on allowed agenda items, and board deliberations. These rules are derived from the City of Spokane City Council Rules.

- No clapping, cheering, booing, or public outbursts.
- Three-minute time limit for comments made during open forum and public testimony on allowed legislative agenda items.
- No person shall be permitted to speak at open forum more often than once per month. In addition, cell phones should be silenced when entering the meeting.

Further, keep the following Rules in mind:

Rule 1: Open Forum

- The open forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the UDPDA. No person shall be permitted to speak regarding items on the current or advance agendas. Individuals speaking during the open forum shall address their comments to the UDPDA Chair and shall not use profanity, engage in obscene speech, or make personal comments or verbal insults about any individual.
- To encourage wider participation in open forum and a broad array of public comment and varied points of view, no person shall be permitted to speak at open forum more often than once per month. However, there is no limit on the number of items on which a member of the public may testify before the UDPDA Board.

Rule 2: Public Testimony Regarding Agenda Items – Time Limits

- The UDPDA Board shall take public testimony on all matters included on its public agenda except those items listed in the next bullet. **Public testimony shall be limited to the final UDPDA Board action.** Public testimony shall be limited to three (3) minutes per speaker, unless, at his or her discretion, the UDPDA Chair determines that, because of the number of speakers signed up to testify, less time will need to be allocated per speaker in order to accommodate all of the speakers. The Chair may allow additional time if the speaker is asked to respond to questions from the UDPDA Board.
- No public testimony shall be taken on parliamentary or administrative matters of the UDPDA Board.
- The time taken for staff or UDPDA Board member questions and responses thereto shall be in addition to the time allotted for any individual testimony.



University District Public Development Authority (UDPDA) Meeting Minutes - DRAFT

Wednesday, June 3, 2020, 2:42pm-3:50pm

Via Zoom Webinar and Audio

Board Members Present: Dan Antonietti, Council President Breean Beggs, Bill Bouten, Lars Gilberts, Commissioner Mary Kuney, Katy Sheehan, and Paul Warfield

Special Guests: Casey Jones and Kalyani Agnihotri (Desman, Inc.)

Call to Order and Administrative Actions

Chair Gilberts called the meeting to order at 2:42pm. Gilberts asked the board to review the draft May 6, 2020, UDPDA board meeting minutes, and the UDPDA financials and voucher certificate as of April 30, 2020. **MOTION to approve the UDPDA minutes and financials** (Bouten), seconded (Antonietti), and passed unanimously.

UDRA Finance Update

A thorough reconciliation of UDRA revenue and expenses <2020 is underway. The City is confirming sales tax methodology for 2020 and going forward. A resolution to the cap and cliff language is also in process. At the September 2 board meeting, directors will review the final UDRA numbers, a budget recast, and discuss any proposed ordinance changes.

Gilberts reminded the board that they approved up to \$300K in right of way improvements for the Boxcar development. Boxcar has requested monthly reimbursements vs payment after project completion. The directors were in favor of this provided the Reimbursement Agreement language states only if funds are available and provides a clawback clause indicating that if the project is dormant for 60 days, Boxcar must repay all reimbursements in full to date. **MOTION to approve amending the Reimbursement Agreement with Boxcar to reflect monthly reimbursement if funds are available and adding a clawback clause** (Beggs), seconded (Antonietti), abstained (Bouten), and passed unanimously.

Parking Study Update

- The UDPDA Development Committee is helping to guide and review the Desman-led parking study and they previewed and provided feedback on today's presentation at their May 13 meeting. They will continue to review and provide input on the study at their June-August meetings.
- Casey Jones (Desman, Inc.) walked the UDPDA board through his "Shared Parking Analysis" slide deck. He spoke to the site context, assumptions for the parking analysis, existing conditions relating to land uses and parking supply, 14 proposed or active developments in the study area, future parking supply, a summary parking analysis, a dynamic model for scenario analysis, next steps, and matrices showing draft site selection and parking management evaluation criteria.
- Discussion ensued and members asked about whether the model factors in things like variable pricing, shared inventory, support of mixed-use developments, the City Line, better ped and bike trails, etc. Jones said the model is built with national parking standards data and actual Spokane travel pattern census information but does not take into account future transit impacts or pricing policies; nor does it dictate desired behaviors. Those are for the UDPDA to determine.
- The group agreed that maximizing existing parking inventories *and* pursuing new parking options at the same time is critical. Gilberts agreed and noted this information will be included in the final full report document.



**UNIVERSITY
DISTRICT**

- Gilberts invited anyone interested in evaluating or providing input on the parking study —before a final recommendation is made to the UDPDA board on September 2—to join upcoming Development Committee meetings (June 9, July 8, August 11).
- Warfield offered to connect the Committee with the City's parking team as needed.

Gilberts adjourned the meeting at 3:50pm.

Mary Kuney, Secretary

Date



University District Public Development Authority (UDPDA) Voucher Certification – April 2020 Close

Per the Office of the Washington State Auditor and the BARS Voucher Certification and Approval Process set forth here

https://www.sao.wa.gov/bars_cash/accounting/expenditures/voucher-certification-and-approval/, I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described, or that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the (city/county/district), and that I am authorized to authenticate and certify to said claim.

The following voucher/warrants/electronic payments were approved for payment and cleared the UDPDA bank account:

Date	Voucher Warrant #	Description	Amount
4/8/20	online transfer	To UDPDA Money Market account to avoid monthly fees	\$2,500
4/21/20	1056	Alden Jones – reimburse for MRSC Annual Report webinar training series	\$125


Lars Gilberts, CEO, UDPDA

5/6/2020
Date

UD Public Development Authority
Balance Sheet
As of May 31, 2020

	<u>May 31, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
10128 · NUM Checking UDPDA	68,662.67
10129 · NUM MM UDPDA	2,490.11
Total Checking/Savings	<u>71,152.78</u>
Total Current Assets	71,152.78
Fixed Assets	
12005 · Fixed Asset	515,930.00
Total Fixed Assets	<u>515,930.00</u>
TOTAL ASSETS	<u>587,082.78</u>
LIABILITIES & EQUITY	
Equity	
32000 · Retained Earnings	31,147.67
32001 · 201 W Main	515,930.00
Net Income	40,005.11
Total Equity	<u>587,082.78</u>
TOTAL LIABILITIES & EQUITY	<u>587,082.78</u>

UD Public Development Authority
Profit & Loss Budget vs. Actual
May 2020

	May 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
3000000 · REVENUES				
3300000 · INTERGOV REVENUES				
3370000 · LOCAL GRANTS ENTITLMNT OTHER	0.00	0.00	0.00	0.0%
Total 3300000 · INTERGOV REVENUES	0.00	0.00	0.00	0.0%
3600000 · MISC REVENUES				
3620000 · RENTS AND LEASES	7,500.00	5,631.25	1,868.75	133.2%
3600000 · MISC REVENUES - Other	0.11			
Total 3600000 · MISC REVENUES	7,500.11	5,631.25	1,868.86	133.2%
Total 3000000 · REVENUES	7,500.11	5,631.25	1,868.86	133.2%
Total Income	7,500.11	5,631.25	1,868.86	133.2%
Expense				
5000000 · EXPENDITURES				
5580000 · CMTY PLANNING ECON DEV				
5586000 · Planning				
5586040 · Planning Services	4,900.00	0.00	4,900.00	100.0%
5586060 · Planning Capital Outlays	0.00	0.00	0.00	0.0%
Total 5586000 · Planning	4,900.00	0.00	4,900.00	100.0%
5587000 · Economic Development				
5587040 · Econ Dev Services	0.00	0.00	0.00	0.0%
Total 5587000 · Economic Development	0.00	0.00	0.00	0.0%
Total 5580000 · CMTY PLANNING ECON DEV	4,900.00	0.00	4,900.00	100.0%
Total 5000000 · EXPENDITURES	4,900.00	0.00	4,900.00	100.0%
Total Expense	4,900.00	0.00	4,900.00	100.0%
Net Ordinary Income	2,600.11	5,631.25	-3,031.14	46.2%
Net Income	2,600.11	5,631.25	-3,031.14	46.2%



University District Public Development Authority (UDPDA) Voucher Certification – May 2020 Close

Per the Office of the Washington State Auditor and the BARS Voucher Certification and Approval Process set forth here

https://www.sao.wa.gov/bars_cash/accounting/expenditures/voucher-certification-and-approval/, I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described, or that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the (city/county/district), and that I am authorized to authenticate and certify to said claim.

The following voucher/warrants/electronic payments were approved for payment and cleared the UDPDA bank account:

Date	Voucher Warrant #	Description	Amount
5/4/20	Online xfer	Numerica April 2020 Visa Statement - MRSC fee	\$135
5/27/20	1057	Desman, Inc. – for parking contract	\$4,900



Lars Gilberts, CEO, UDDA and UDPDA board chair

6/19/2020
Date

UD Public Development Authority
Balance Sheet
As of June 30, 2020

	<u>Jun 30, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
10128 · NUM Checking UDPDA	77,662.67
10129 · NUM MM UDPDA	2,480.22
Total Checking/Savings	<u>80,142.89</u>
Total Current Assets	80,142.89
Fixed Assets	
12005 · Fixed Asset	515,930.00
Total Fixed Assets	<u>515,930.00</u>
TOTAL ASSETS	<u>596,072.89</u>
LIABILITIES & EQUITY	
Equity	
32000 · Retained Earnings	31,147.67
32001 · 201 W Main	515,930.00
Net Income	48,995.22
Total Equity	<u>596,072.89</u>
TOTAL LIABILITIES & EQUITY	<u>596,072.89</u>

**UD Public Development Authority
Profit & Loss Budget vs. Actual**

June 2020

	Jun 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
3000000 · REVENUES				
3300000 · INTERGOV REVENUES				
3370000 · LOCAL GRANTS ENTITLMNT OT...	0.00	0.00	0.00	0.0%
Total 3300000 · INTERGOV REVENUES	0.00	0.00	0.00	0.0%
3600000 · MISC REVENUES				
3620000 · RENTS AND LEASES	9,000.00	5,631.25	3,368.75	159.8%
3600000 · MISC REVENUES - Other	0.11			
Total 3600000 · MISC REVENUES	9,000.11	5,631.25	3,368.86	159.8%
Total 3000000 · REVENUES	9,000.11	5,631.25	3,368.86	159.8%
Total Income	9,000.11	5,631.25	3,368.86	159.8%
Expense				
5000000 · EXPENDITURES				
5580000 · CMTY PLANNING ECON DEV				
5586000 · Planning				
5586040 · Planning Services	0.00	0.00	0.00	0.0%
5586060 · Planning Capital Outlays	0.00	0.00	0.00	0.0%
Total 5586000 · Planning	0.00	0.00	0.00	0.0%
5587000 · Economic Development				
5587040 · Econ Dev Services	10.00	25,000.00	-24,990.00	0.0%
Total 5587000 · Economic Development	10.00	25,000.00	-24,990.00	0.0%
Total 5580000 · CMTY PLANNING ECON DEV	10.00	25,000.00	-24,990.00	0.0%
Total 5000000 · EXPENDITURES	10.00	25,000.00	-24,990.00	0.0%
Total Expense	10.00	25,000.00	-24,990.00	0.0%
Net Ordinary Income	8,990.11	-19,368.75	28,358.86	-46.4%
Net Income	8,990.11	-19,368.75	28,358.86	-46.4%



University District Public Development Authority (UDPDA) Voucher Certification – June 2020 Close

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The following voucher/warrants/electronic payments were approved for payment and cleared the UDPDA bank account:

Date	Voucher Warrant #	Description	Amount
		NO WARRANT ACTIVITY IN JUNE	


Lars Gilberts, CEO, UDDA and UDPDA board chair

7/7/2020
Date

UD Public Development Authority
Balance Sheet
As of July 31, 2020

	<u>Jul 31, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
10128 · NUM Checking UDPDA	82,042.67
10129 · NUM MM UDPDA	2,500.33
Total Checking/Savings	<u>84,543.00</u>
Total Current Assets	84,543.00
Fixed Assets	
12005 · Fixed Asset	515,930.00
Total Fixed Assets	<u>515,930.00</u>
TOTAL ASSETS	<u><u>600,473.00</u></u>
LIABILITIES & EQUITY	
Equity	
32000 · Retained Earnings	31,147.67
32001 · 201 W Main	515,930.00
Net Income	53,395.33
Total Equity	<u>600,473.00</u>
TOTAL LIABILITIES & EQUITY	<u><u>600,473.00</u></u>

UD Public Development Authority
Profit & Loss Budget vs. Actual
July 2020

	Jul 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
3000000 · REVENUES				
3300000 · INTERGOV REVENUES				
3370000 · LOCAL GRANTS ENTITLMNT OT...	0.00	0.00	0.00	0.0%
Total 3300000 · INTERGOV REVENUES	0.00	0.00	0.00	0.0%
3600000 · MISC REVENUES				
3620000 · RENTS AND LEASES	5,000.00	5,631.25	-631.25	88.8%
3600000 · MISC REVENUES - Other	0.11			
Total 3600000 · MISC REVENUES	5,000.11	5,631.25	-631.14	88.8%
Total 3000000 · REVENUES	5,000.11	5,631.25	-631.14	88.8%
Total Income	5,000.11	5,631.25	-631.14	88.8%
Expense				
5000000 · EXPENDITURES				
5580000 · CMTY PLANNING ECON DEV				
5586000 · Planning				
5586040 · Planning Services	0.00	0.00	0.00	0.0%
5586060 · Planning Capital Outlays	0.00	0.00	0.00	0.0%
Total 5586000 · Planning	0.00	0.00	0.00	0.0%
5587000 · Economic Development				
5587040 · Econ Dev Services	600.00	0.00	600.00	100.0%
Total 5587000 · Economic Development	600.00	0.00	600.00	100.0%
Total 5580000 · CMTY PLANNING ECON DEV	600.00	0.00	600.00	100.0%
Total 5000000 · EXPENDITURES	600.00	0.00	600.00	100.0%
Total Expense	600.00	0.00	600.00	100.0%
Net Ordinary Income	4,400.11	5,631.25	-1,231.14	78.1%
Net Income	4,400.11	5,631.25	-1,231.14	78.1%



**University District Public Development Authority (UDPDA)
Voucher Certification – July 2020 Close**

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Date	Voucher Warrant #	Description	Amount
7/20/2020	1058	Travelers for public official bond for Mary Kuney	137.00
7/17/2020	1059	Philadelphia Insurance Company for UDPDA commercial package	473.00
7/8/2020	e-transfer	Transfer to UDPDA money market account to achieve balance to waive monthly fees	10.00


Lars Gilberts, CEO, UDDA and UDPDA board chair

8/4/2020
Date

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

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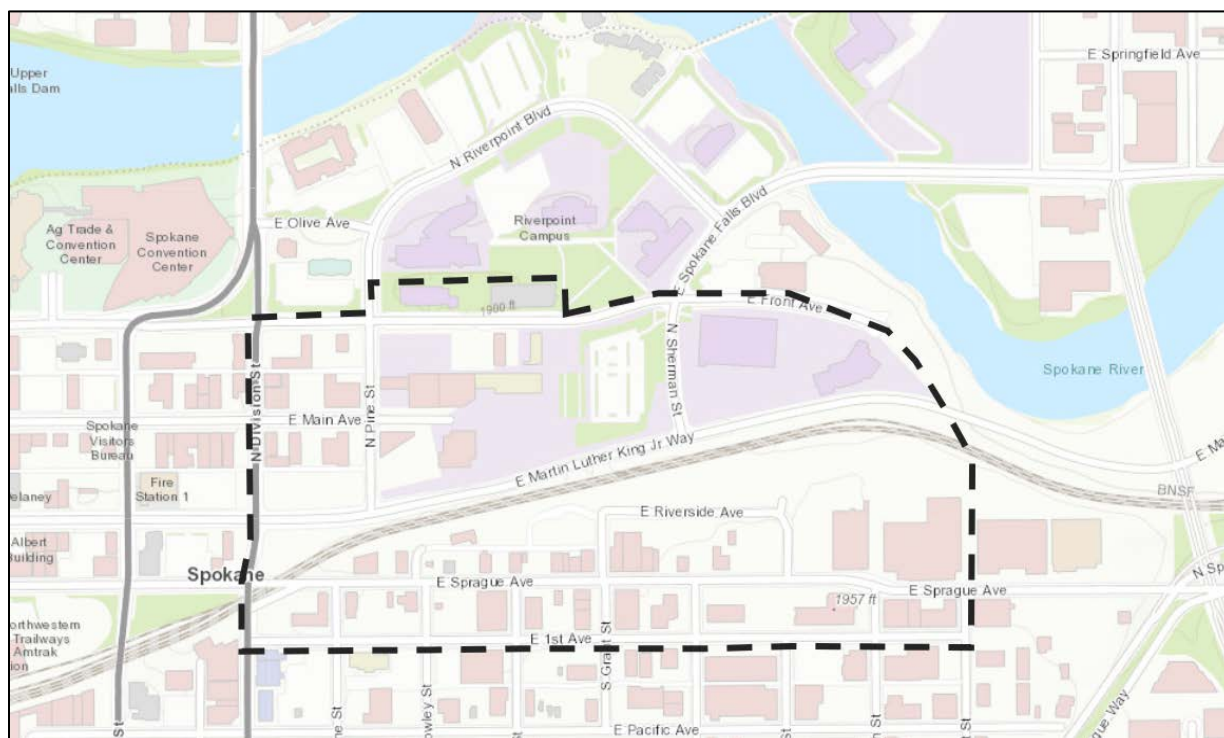
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1. Executive Summary

In March of 2020, the University District Public Development Authority (UDPDA) retained DESMAN to conduct a shared parking analysis for a subarea contained within the University District (UD) in Spokane, Washington. The study aimed to validate parking supply information provided by other recent parking studies, to determine existing conditions parking demand, and to determine parking demand for various planning scenarios as directed by the UDPDA.

The study area was bounded by Spokane Falls Boulevard to the north, E. 1st Avenue to the south, N. Division Street to the west, and S. Scott Street to the east. See Figure 1: Study Area, below. Two buildings north of Spokane Falls Boulevard were included in the study area because a portion of the parking demand from these two buildings is within the study area. The buildings consist of the Washington State University Health Sciences Spokane's College of Nursing and the College of Pharmacy and Pharmaceutical Sciences.

Figure 1: Study Area



For analysis purposes, the study area was divided into two subareas – North and South – bisected by the Burlington Northern Santa Fe (BNSF) railroad line.

Parking Supply

There are 2,585 documented parking spaces within the study area. These consist of approximately 536 on-street spaces and 2,049 off-street spaces.

Existing Parking Demand

Based on existing land uses and Spokane commuting behavior there is a demand for 2,132 parking spaces in the study area. Based on this analysis, there is currently a total surplus of 453 parking spaces in the study area – 438 in the north and 15 in the south.

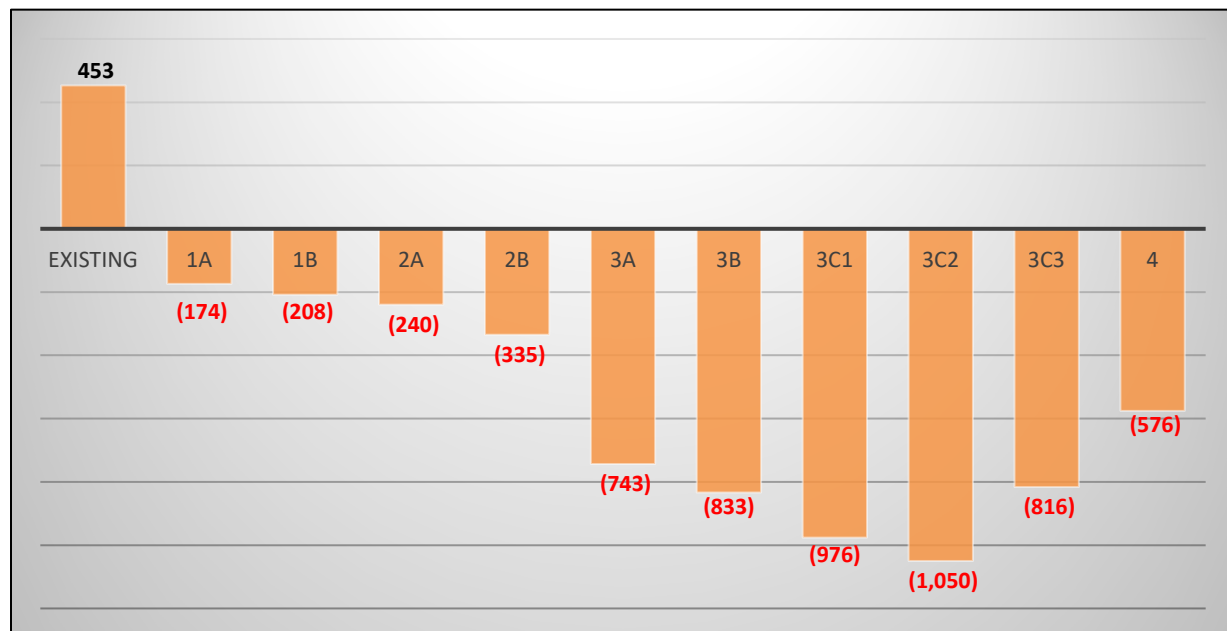
Table 1: Existing Parking Supply and Demand (Weekday)

	NORTH	SOUTH	TOTAL
TOTAL PARKING SUPPLY	1,513	1,072	2,585
TOTAL PARKING DEMAND	1,075	1,057	2,132
SURPLUS (DEFICIT)	438	15	453

Future Parking Demand

Each of the nine scenarios of development evaluated in this study produces a parking deficit within the study area ranging from a modest 174 spaces to severe at 1,050. A tenth scenario (4) models the full build-out development program of 3B with the mode split of Salt Lake City, UT resulting in a deficit of 576 parking spaces.

Figure 2: Development Scenarios Parking Impact



2. Parking Supply

Methodology

Because of COVID-19 travel restrictions, it was not possible to conduct an in-field inventory of parking spaces within the study area. Instead, data was obtained from a recent [City of Spokane parking study](#), from online mapping resources, and validation by UD staff. Consultants also received parking utilization data from Washington State University (WSU) to estimate the number of total parking spaces available on campus to the general public.

Findings

Parking inventory is categorized as either on- or off-street parking spaces. There are 2,585 parking spaces within the study area. These consist of approximately 536 on-street spaces and 2,049 off-street spaces.

Table 2: Existing Parking by Type

CATEGORY	NORTH	SOUTH	TOTAL
ON-STREET	182	354	536
OFF-STREET	1,331	718	2,049
TOTAL AVAILABLE SUPPLY	1,513	1,072	2,585

Off-street parking spaces are further defined as shared or non-shared. Shared spaces typically accommodate more than just a single land use whereas non-shared spaces are dedicated to the employees or patrons of a particular business. The parking lots for WSU and First American Title Company are examples of shared parking facilities because the general public can park in these facilities even though some restrictions exist. In both cases, a fee is charged for the use of parking facilities. First American Title Insurance restricts when the general public can park in their facility while WSU does not. Distinguishing between shared and non-shared parking helps to identify the total parking supply available to the general public and illustrates the importance of sharing parking resources between land uses when possible.

WSU currently sells permits to university affiliates to park in their facilities within the UD and has noted that parking utilization is at approximately 65% leaving 35% available to the general public on an hourly basis.¹



¹ In the study area, not necessarily in all of WSU's parking facilities in the University District.

Table 3: Existing Parking Summary (Shared Parking)

CATEGORY	NORTH	SOUTH	TOTAL
ON-STREET	182	354	536
OFF-STREET	1,331	718	2,049
TOTAL PARKING SUPPLY	1,513	1,072	2,585
SHARED PARKING SPACES	628	0	628
NON-SHARED PARKING SPACES	412	718	1,130
PARKING AVAILABLE TO THE GENERAL PUBLIC	1,222	1,072	2,294

Figure 3: Parking Supply by Parcel

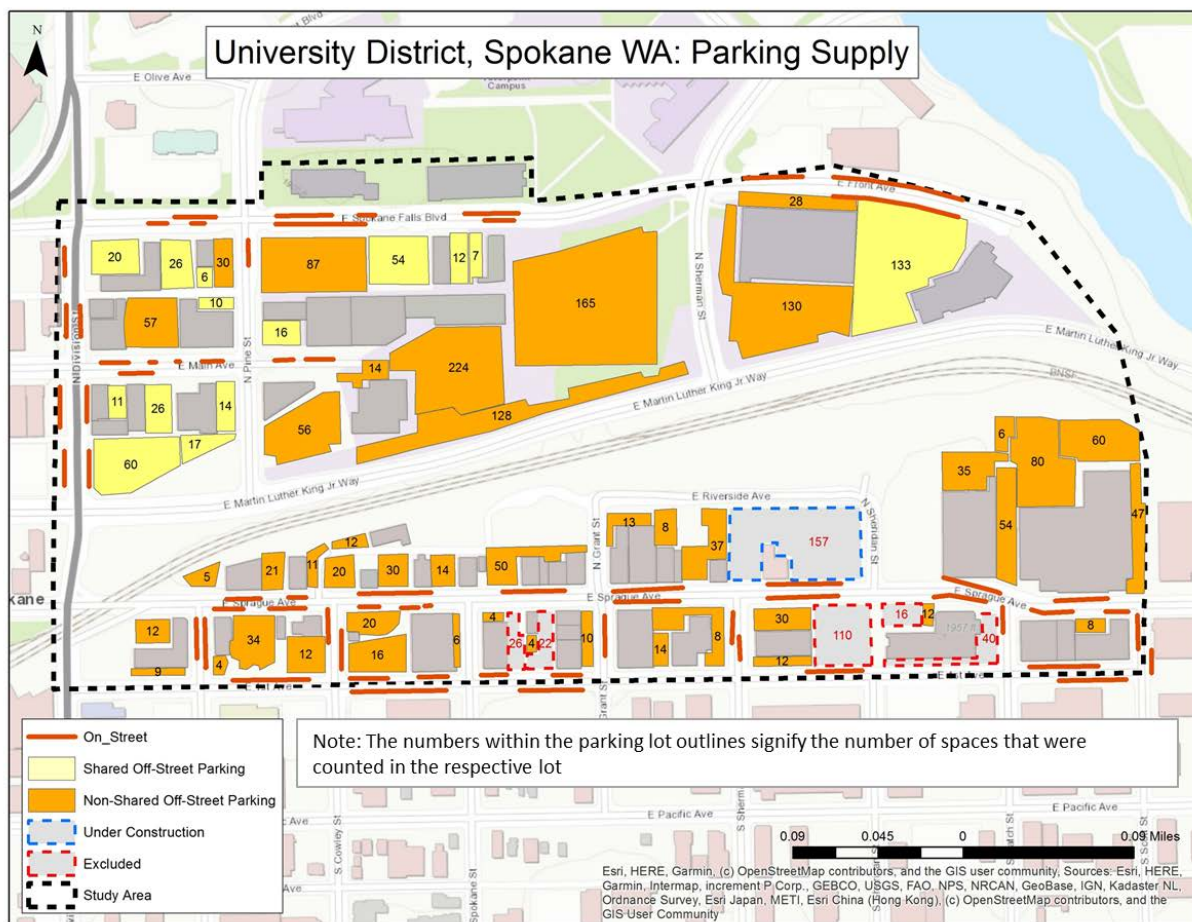


Figure 3 above shows the type and number of parking spaces included in the study area. Some spaces were eliminated from the study because of construction (157 spaces in blue) and because the spaces accommodate automobile and boat inventory parking for two businesses (214 spaces). Visitor parking for both of these businesses is included in this study. The number of on-street spaces is estimated based on the amount of curb available in a particular area and the typical space allotted per vehicle since much of the on-street spaces are not marked.

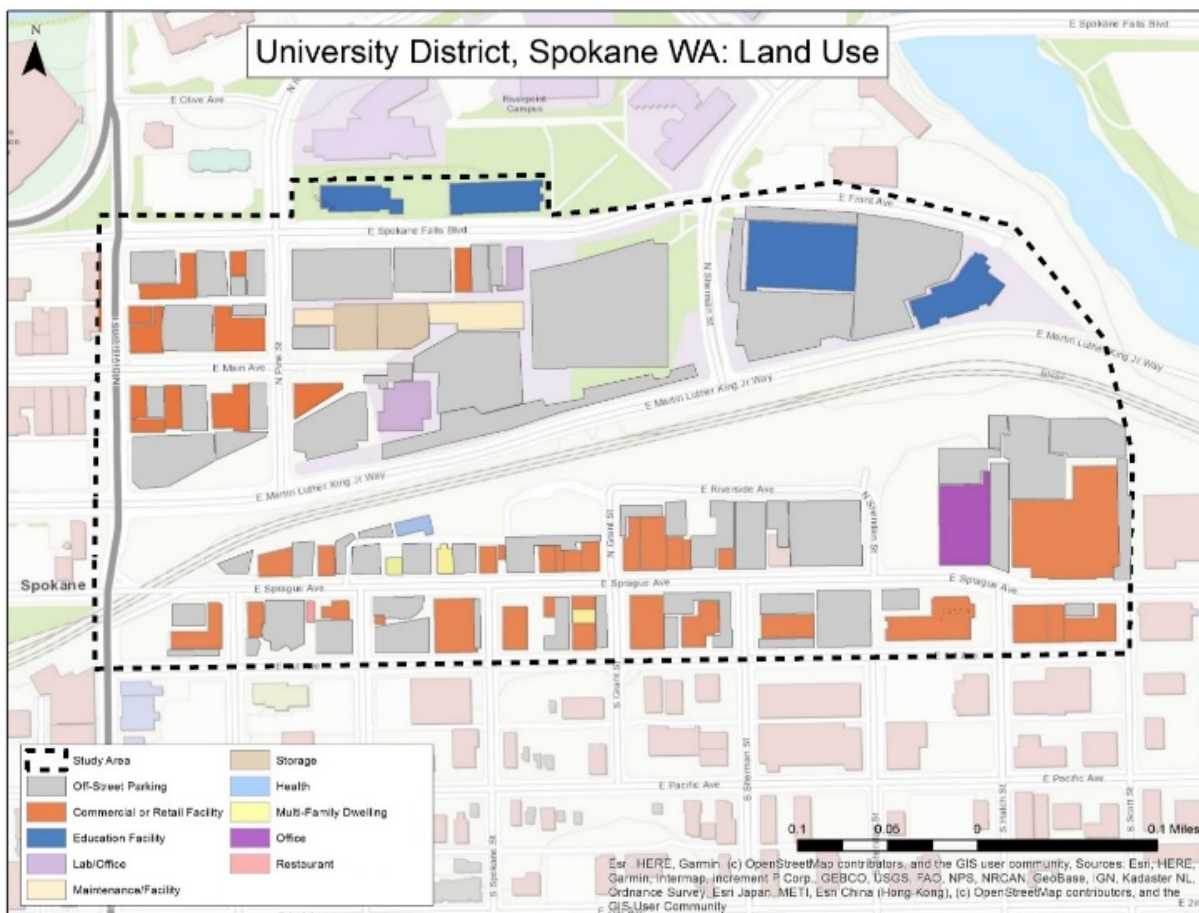
3. Existing Parking Demand

Methodology

Parking demand is typically calculated using two methods – utilization and land use analysis. Utilization studies measure the actual use of parking facilities by observation. A parking utilization assessment was not conducted for this study because of COVID-19 limitations and the abnormal (and assumed temporary) impact of the present health crisis on parking demand. The determination of present and future parking demand is based on nationally validated ratios that assign parking demand by land use and calibrate the calculations based on documented Spokane-specific commuting behavior.

Land Use

Figure 4: Land Uses²



² The building footprints for Catalyst and Scott Morris Center for Innovation are not included in this map due to the base map dating back to 2018.

Table 4: Land Use Summary

LAND USE TYPE	EXISTING		EXISTING TOTAL (SF)
	NORTH (SF)	SOUTH (SF)	
Commercial and Retail	131,536	310,863	442,399
Education Facility	165,572		165,572
Heath		4,467	4,467
Lab/Office	54,383		54,383
Office		36,696	36,696
Restaurant		1,499	1,499
Storage			-
TOTAL SF	351,491	353,525	705,016

Multi-Family Dwelling Unit (DU)	NORTH (DU)	SOUTH (DU)	TOTAL
Studio		20	20
1BR		51	51
2BR		2	2
3BR			0
TOTAL DU		73	73

Figure 4 shows land use in graphical form and Table 4 summarizes land uses by category in either square footage (SF) or dwelling unit (DU). This summary was used to calculate total parking demand after certain adjustments were made to standard parking ratios to improve the accuracy of the model. Table 5 lists the land uses and parking ratios that were utilized for the parking demand calculation.

Table 5: Parking Ratios³

Land Use	Weekday	Weekend	Land Use	Weekday	Weekend
	Base Rate	Base Rate		Base Rate	Base Rate
Retail			Office & Education		
Retail 600-1,000 ksf	2.23	2.23	Lab/Office	0.30	0.03
Employee	0.55	0.55	Reserved	0.00	0.00
Food & Beverage			Employee	2.50	0.35
Bar/Lounge/Night Club	15.25	17.5	Office 25-100 ksf	0.64	0.04
Employee	1.25	1.5	Reserved	0.00	0.00
Entertainment & Institutions			Employee	3.30	0.35
Health Club	6.60	5.5	Education	0.00	0.02
Employee	0.40	0.025	Reserved	0.00	0.00
Residential			Students	4.80	3.50
Residential, Urban			Maintenance/Storage	0.08	0.08
Studio Efficiency	0.85	0.85	Employee	0.25	0.00
1 BR	0.90	0.90			
2 BR	1.65	1.65			
3+ BR	2.50	2.50			
Reserved	0.00	0.00			
Visitor	0.10	0.15			

³Urban Land Institute Shared Parking 3rd Edition, and Institute of Traffic Engineers Trip Generation Manual, 10th Edition.

Commercial and retail land uses are a blend of commercial and retail with uses such as automobile, sales, furniture/carpet stores, supermarkets, and storage. Therefore, an average of the 85th percentile values from the Institute of Traffic Engineers Trip Generation Manual was used.

Commuting Behavior

Modal split is the percentage of persons arriving at a destination in different modes of transportation other than by car. Among the modes that may be available are public transportation, bicycles, carpools and vanpools, walking, and other means.

Modal split is assumed to be 74% among employees in the study area. This means that it is assumed that 74% of the employees in the study area will drive to work. See Table 6 for data obtained from the U.S. Census Bureau for Spokane commuting behavior.

Residential units are assumed to have 90% drivers.

Table 6: Spokane Mode Split⁴

TYPICAL COMMUTE	NUMBER	PERCENT
Workers	105,028	
Drove Alone	77,510	74%
Carpooled	10,449	10%
Public Transportation	4,470	4%
Walked	4,080	4%
Other	8,519	8%

Captive Drivers

The non-captive ratio is an estimate of the percentage of parkers at land use in a mixed-use development or district who are not already counted as being parked at another of the land uses. An example of this would be if an employee of a retail store went to eat at a restaurant on-site, no additional parking demand is generated.

Findings

Based on current land uses and commuting behavior, there is a total weekday parking demand for 2,132 spaces for all parking user types, leaving a surplus of parking spaces in the north portion of the study area of 438 and in the south of 15, for a total surplus of 453.

⁴ 2018 U.S. Census Bureau American Community Survey

Table 7: Existing Parking Supply and Demand

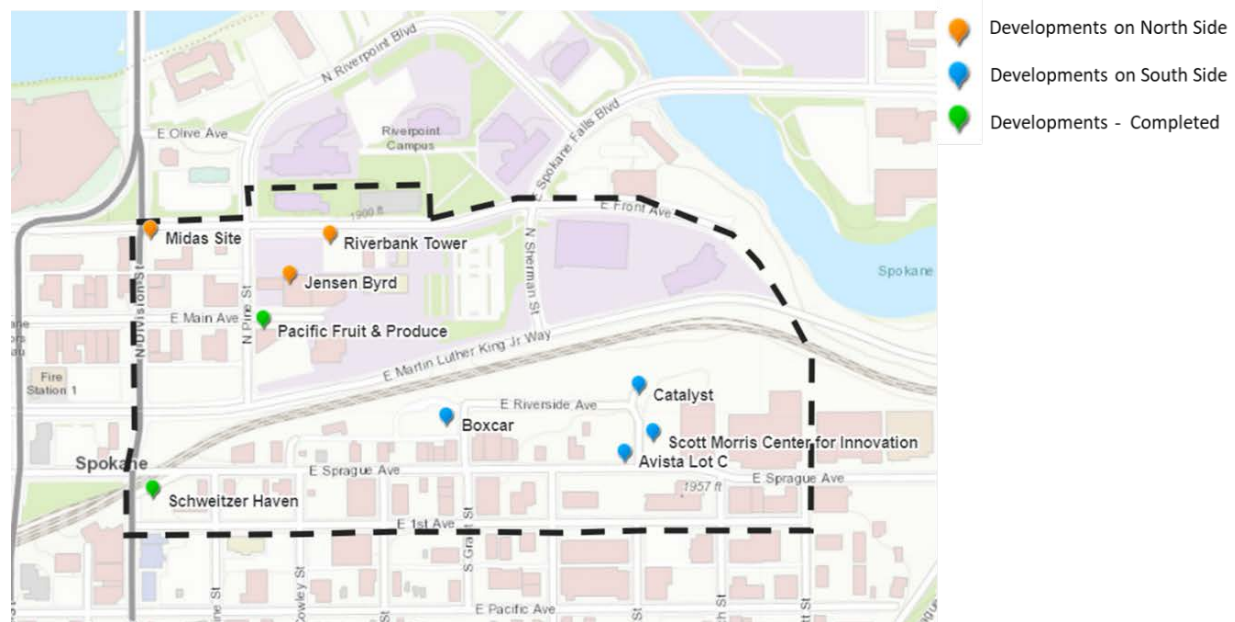
EXISTING PARKING SUPPLY/DEMAND SUMMARY (WEEKDAY)			
	NORTH	SOUTH	TOTAL
TOTAL PARKING SUPPLY	1,513	1,072	2,585
TOTAL PARKING DEMAND	1,075	1,057	2,132
SURPLUS (DEFICIT)	438	15	453

This demand is only for land uses within the study area and does not include parking demand for calculated parking uses outside of the study area. For example, a parker may park on-street within the study area and then walk to a destination outside of the study area. As a result, the actual use of parking in the study area is higher than the demand calculations presented here. As noted above, a utilization study is necessary to confirm this assumption and could not be undertaken as a result of COVID-19 travel restrictions.

4. Future Parking Demand

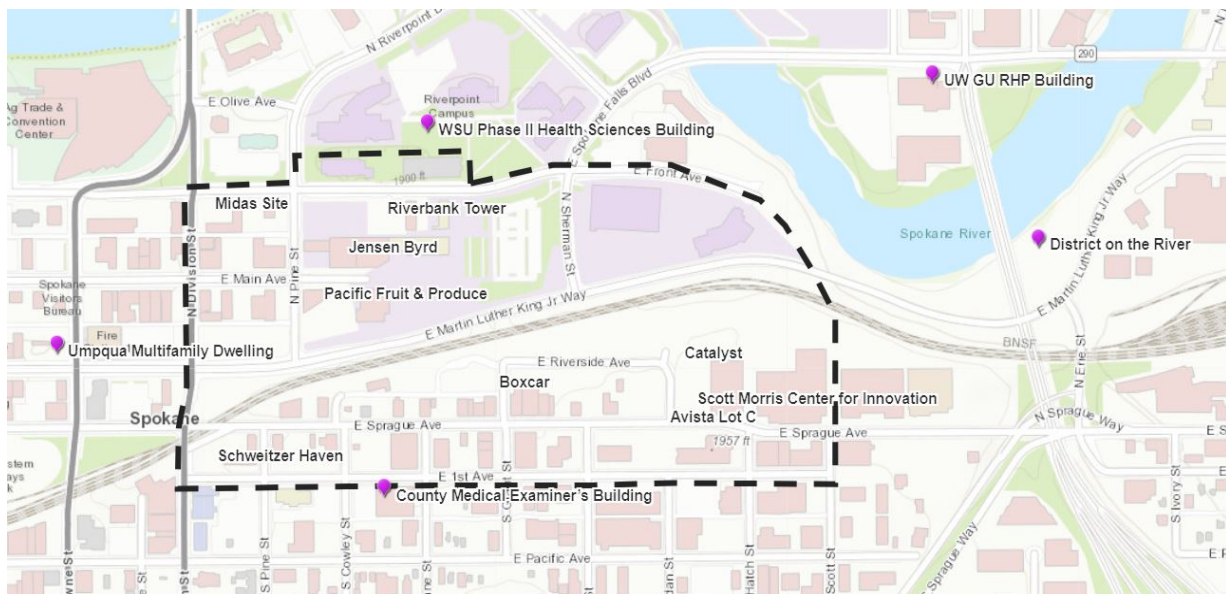
Several development scenarios were evaluated for their impact on parking supply and demand. Nine projects are inside the study area and are considered in this analysis. Seven of these projects are planned or under construction while two have been recently completed. These two projects – Pacific Fruit & Produce and Schweitzer Haven – are considered as part of existing conditions. Planned projects and additional developments considered in Scenarios 3C are based on publicly available information and UD staff estimates based on past observations and analysis. These forward-looking assessments do not represent commitments or proprietary development plans of any current or potential owners or developers.

Figure 5: Developments Impacting Parking Supply and Demand



We show in Figure 6 developments outside the study area that have the potential to impact parking supply and demand within the boundaries of this study. Factors impacting the extent of the impact on parking supply and demand include proximity to the study area, land use, physical barriers between the development and the study area that may impact a person’s willingness to walk between a parking facility and their intended destination, and the amount of on-site parking provided for each development. This is known as a walkshed. Our purpose for excluding these external developments from our analysis is to guard against the possibility of overstating parking demand with their inclusion. External projects should be included if and when it is determined that additional parking supply inside the study area should be constructed. Once potential sites for future parking supply are identified, further study could be conducted that includes external development projects within a defined and defensible walkshed.

Figure 6: Developments External to the Study Area



Development Scenarios

Nine different development scenarios were evaluated in three broad categories. These categories include **1) Certain** which includes projects that are currently under construction or are in a pre-development stage; **2) Likely** which means the UD recovers from COVID fairly well, demand for residential is strong, but demand for commercial/research/education is limited; and **3) Strong** where Spokane has a strong secondary market with educational and health assets and draws development from other competing regions. The last iteration of the strong category includes a full build-out scenario that includes all developments in the study area. This category also includes three scenarios where three hypothetical developments are explored for impact on parking supply and demand.

A tenth scenario uses the full build-out scenario (3B) but applies a different mode split to calculate parking demand. This is described in Section 5 - Mode Split Analysis. Each scenario is additive which means that the developments from the previous model are included along with noted new developments, creating a running total for parking supply and demand. A summary table follows the narrative and maps below.

Certain

There are two scenarios in the “certain” category which include projects that are currently under construction or are in a pre-development stage. In the first iteration of the “certain” scenarios, Scenario 1A analyzes the impact of the Catalyst Building and the Scott Morris Center for Innovation. Together, these developments bring over 200,000 square feet of office, educational, and retail space and result in a parking surplus in the north of 232 spaces and a shortage of 406 spaces in the south for a total deficit of 174 spaces in the study area.

Figure 7: Certain Scenario Developments 1A

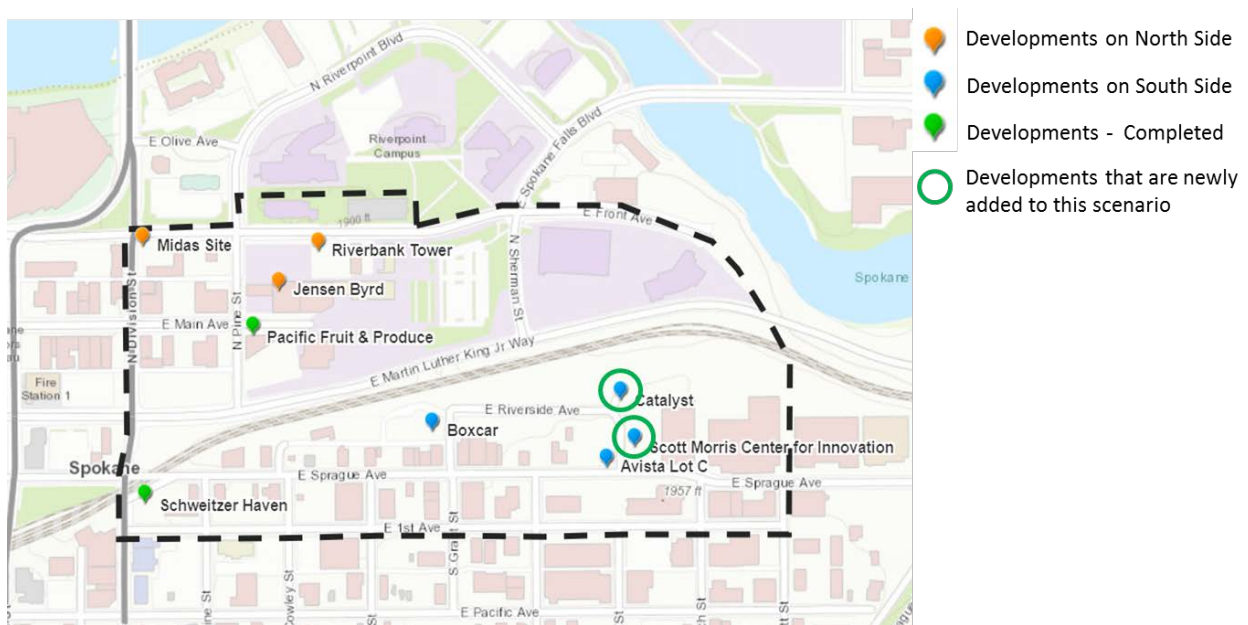


Table 8:1A Development Details and Parking Impact

Development	Address	Land Use	Area (Sq. Ft)	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	266
		Education	106,000	
		Retail	5,000	
		Eco District	8,000	

Scenario 1A	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
1A	1,222	1,181	990	1,587	232	(406)

In the second iteration of the “certain” category, the Boxcar project and its 136 housing units and 76 parking spaces are added resulting in a parking surplus in the north of 232 spaces and a deficit of 440 spaces in the south for a total deficit of 208 parking spaces.

Figure 8: Certain Scenario Developments 1B

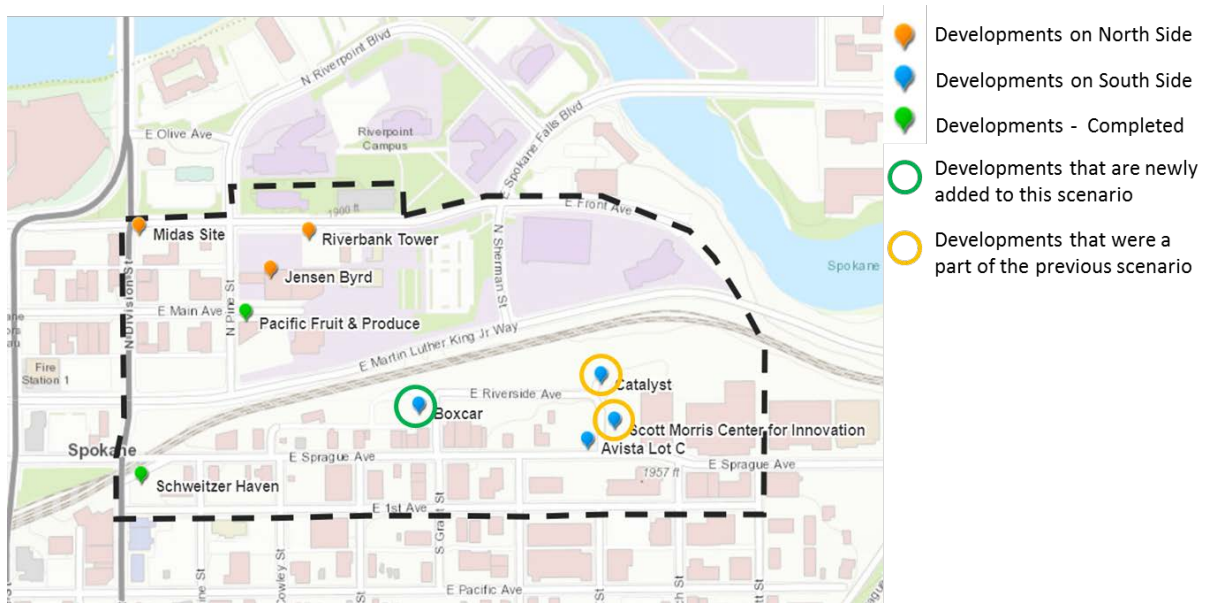


Table 9: 1B Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	-	-	-	266
		Education	106,000	-	-	-	
		Retail	5,000	-	-	-	
		Eco District	8,000	-	-	-	
Boxcar	15 N Grant St	Housing	72,000	136	50	86	76

Scenario 1B	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
1B	1,222	1,257	990	1,697	232	(440)

Likely

Under the “likely” scenario, the UD recovers from COVID fairly well, demand for residential is strong, but demand for commercial/research/education is limited. This scenario has two iterations, the first with development on Lot C into 66,000 square feet of office space and 66 parking spaces. This produces a surplus of 232 spaces on the north and a deficit of 472 spaces on the south for a total deficit of parking in the study area of 240 spaces.

Figure 9: Likely Scenario Developments 2A

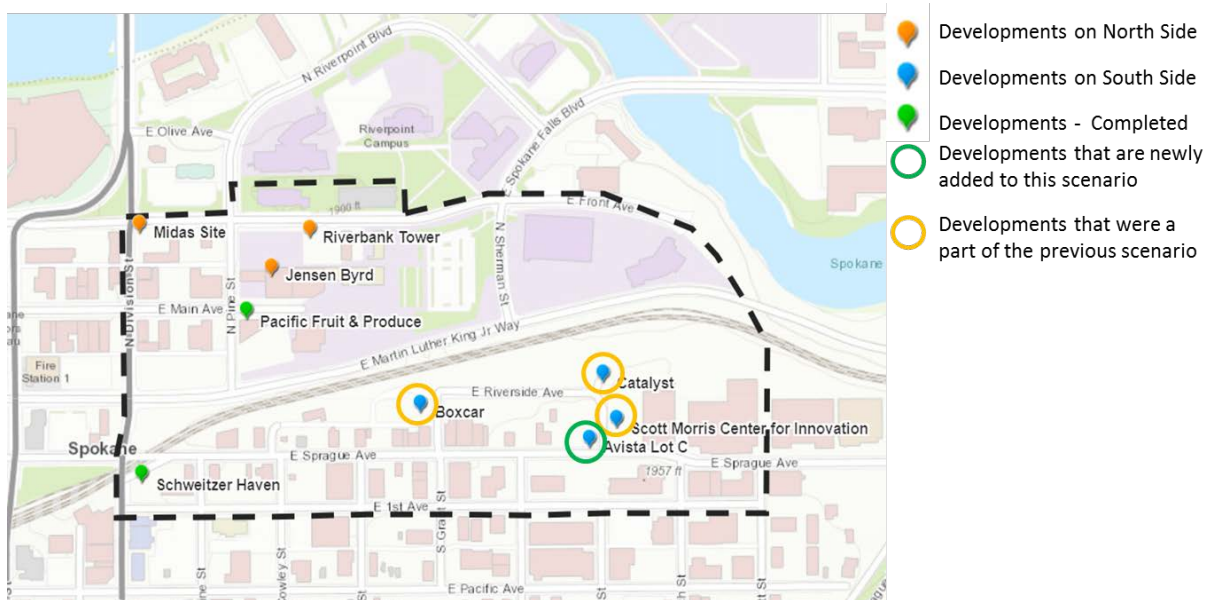


Table 10: 2A Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	-	-	-	266
		Education	106,000	-	-	-	
		Retail	5,000	-	-	-	
		Eco District	8,000	-	-	-	

Boxcar	15 N Grant St	Housing	72,000	136	50	86	76
Lot C	501/521 E Sprague	Office	66,000	-	-	-	66

Scenario 2A	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
2A	1,222	1,480	990	1,952	232	(472)

Likely scenario 2B is identical to 2A with the addition of the Riverbank Tower, its 180 housing units, and 80 parking spaces and results in a surplus of 137 spaces in the north and deficit of 472 spaces in the south for a total deficit of 335 spaces in the study area.

Figure 10: Likely Scenario Developments 2B

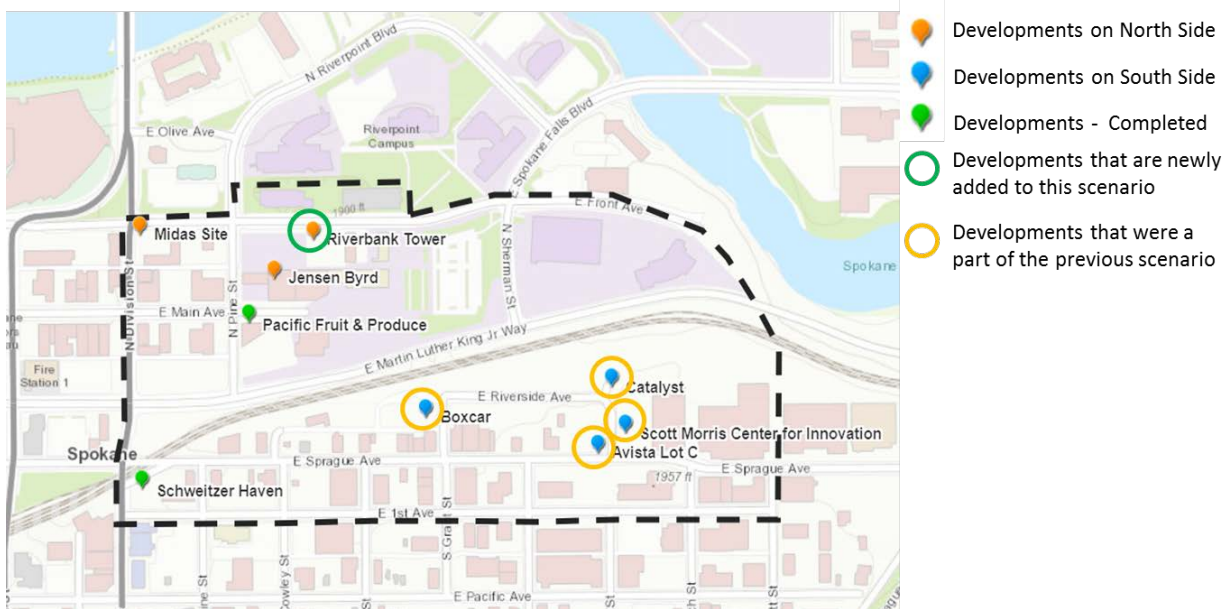


Table 11: 2B Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	-	-	-	266
		Education	106,000	-	-	-	
		Retail	5,000	-	-	-	
		Eco District	8,000	-	-	-	
Boxcar	15 N Grant St	Housing	72,000	136	50	86	76
Lot C	501/521 E Sprague Ave	Office	66,000	-	-	-	66
Riverbank tower	134 E Spokane Falls Blvd	Housing	160,000	180	80	100	80

Scenario 2B	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
2B	1,215	1,480	1,078	1,952	137	(472)

Strong

In the “strong” scenarios, Spokane has a strong secondary market with educational and health assets that draw more development than other regions. There are two versions of the “strong” scenario, the first, 3A, adds the Jensen Byrd development (200,000 square feet of Higher Education/Research Center and no additional parking) and produces a deficit of 271 spaces in the north and 472 spaces in the south for a total deficit of 743 spaces.

Figure 11: Likely Scenario Developments 3A

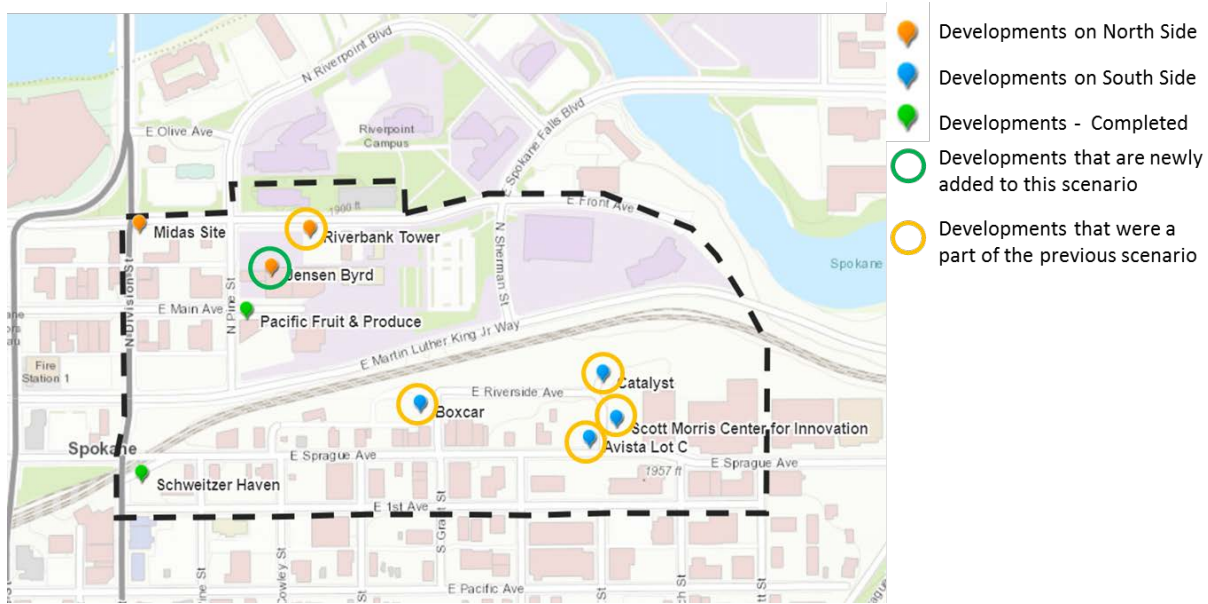


Table 12: 3A Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	-	-	-	266
		Education	106,000	-	-	-	
		Retail	5,000	-	-	-	
		Eco District	8,000	-	-	-	
Boxcar	15 N Grant St	Housing	72,000	136	50	86	76
Lot C	501/521 E Sprague Ave	Office	66,000	-	-	-	66
Riverbank tower	134 E Spokane Falls Blvd	Housing	160,000	180	80	100	80
Jensen Byrd	131 E Main	HERC	200,000	-	-	-	-

Scenario 3A	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3A	1,215	1,480	1,486	1,952	(271)	(472)

Under scenario 3B – Full Build-out – the Midas site residential development is added resulting in a deficit of 291 spaces in the north and 472 spaces in the south for a total parking shortage of 763 spaces.

Figure 12: Likely Scenario Developments 3B

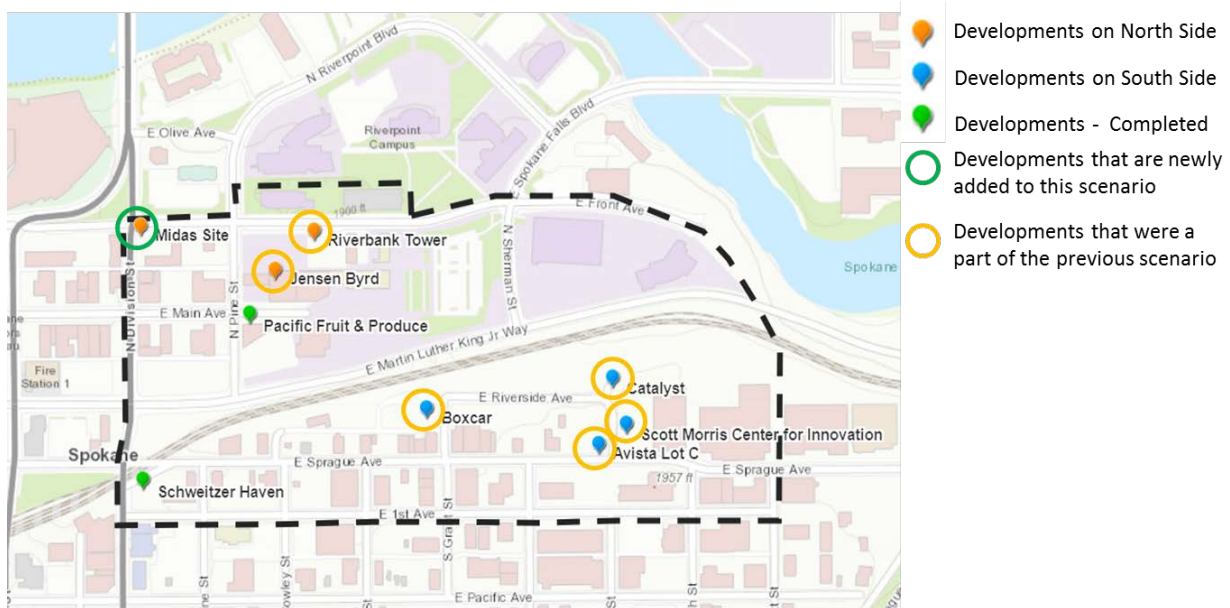


Table 13: 3B Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	2 BR	Parking Spaces
Catalyst + Scott Morris Center for Innovation	601 E Riverside Ave	Office	80,000	-	-	-	-	266
		Education	106,000	-	-	-	-	
		Retail	5,000	-	-	-	-	
		Eco District	8,000	-	-	-	-	
Boxcar	15 N Grant St	Housing	72,000	136	50	86	-	76

Lot C	501/521 E Sprague Ave	Office	66,000	-	-	-	-	66
Riverbank tower	134 E Spokane Falls Blvd	Housing	160,000	180	80	100	-	80
Jensen Byrd	131 E Main	HERC	200,000	-	-	-	-	-
Midas Site	Division & Spokane Falls Blvd	Housing	180,000	180	50	80	50	80

Scenario 3B	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3B	1,275	1,480	1,613	1,975	(338)	(495)

The full build-out of developments adds over 400,000 square feet of commercial, educational, health, and office buildings and nearly 600 dwelling units to the study area while netting only 170 additional parking spaces.

Table 14: Full Build-out Development Summary

LAND USE TYPE	EXISTING			PROPOSED		ELIMINATED SF	NET SF
	NORTH SF	SOUTH SF	TOTAL SF	NORTH SF	SOUTH SF		
Commercial/Retail	131,536	310,863	442,399		10,000	(29,133)	423,266
Education Facility	165,572		165,572		106,000		271,572
Health		4,467	4,467	200,000			204,467
Lab/Office	54,383		54,383				54,383
Office		36,696	36,696		146,000		182,696
Restaurant		1,499	1,499				1,499
Storage			-			(39,358)	(39,358)
TOTAL SF	351,491	353,525	705,016	200,000	262,000	(68,491)	1,098,525

MULTI-FAMILY DWELLING UNIT DU	EXISTING			PROPOSED		ELIMINATED DU	NET DU
	NORTH DU	SOUTH DU	TOTAL DU	NORTH DU	SOUTH DU		
Studio		20	20	130	50		200
1BR		51	51	180	86		317
2BR		2	2	50			52
3BR			0				
TOTAL DU		73	73	360	136	0	569

The final set of scenarios (3C.1-.3) expands on the full build-out model and explores the impact

of three hypothetical developments on supply and demand. The first of which (3C.1) would bring a housing project of 136 dwelling units and 76 parking spaces to the vicinity of Sprague Avenue and South Spokane Street and produces a total deficit of 967 parking spaces.

Figure 13: Full Build-out Plus 3C.1

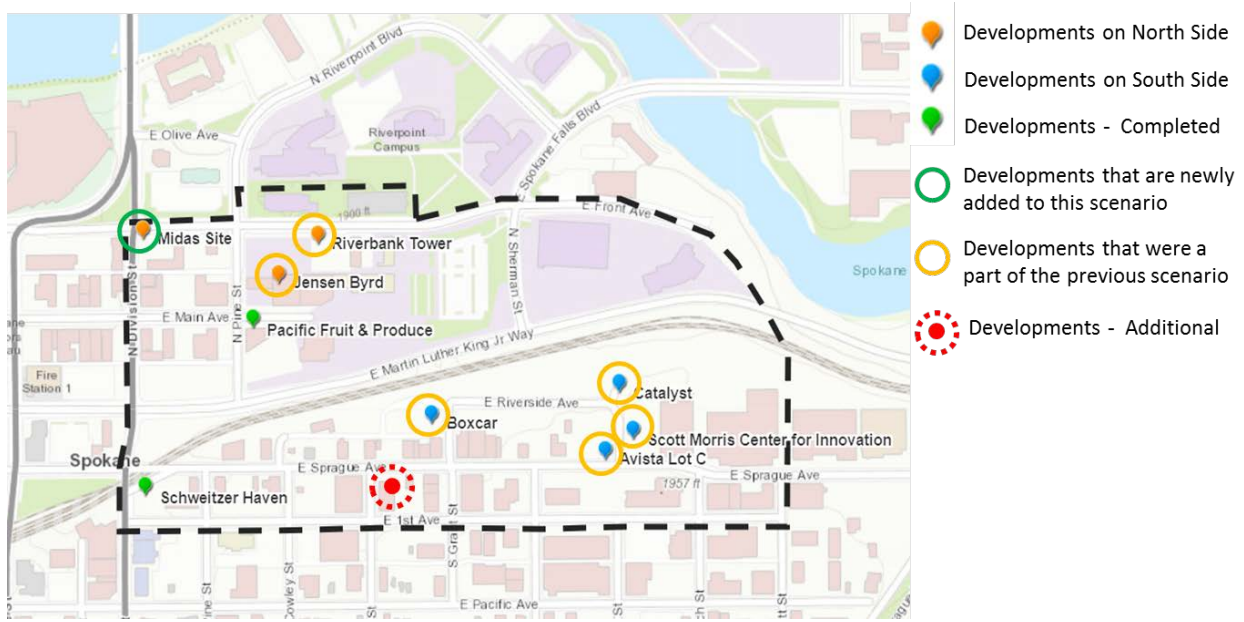


Table 15: 3C.1 Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
New Development	Sprague and Spokane	Housing	72,000	136	50	86	76

Scenario 3C.1	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3C.1	1275	1556	1613	2194	(338)	(638)

The second full build-out plus scenario (3C.2) adds a 66,000 square foot office building and 86 parking spaces in the south at the SW corner of Sherman and Sprague Avenues producing a deficit of 1,050 parking spaces.

Figure 14: Full Build-out Plus 3C.2

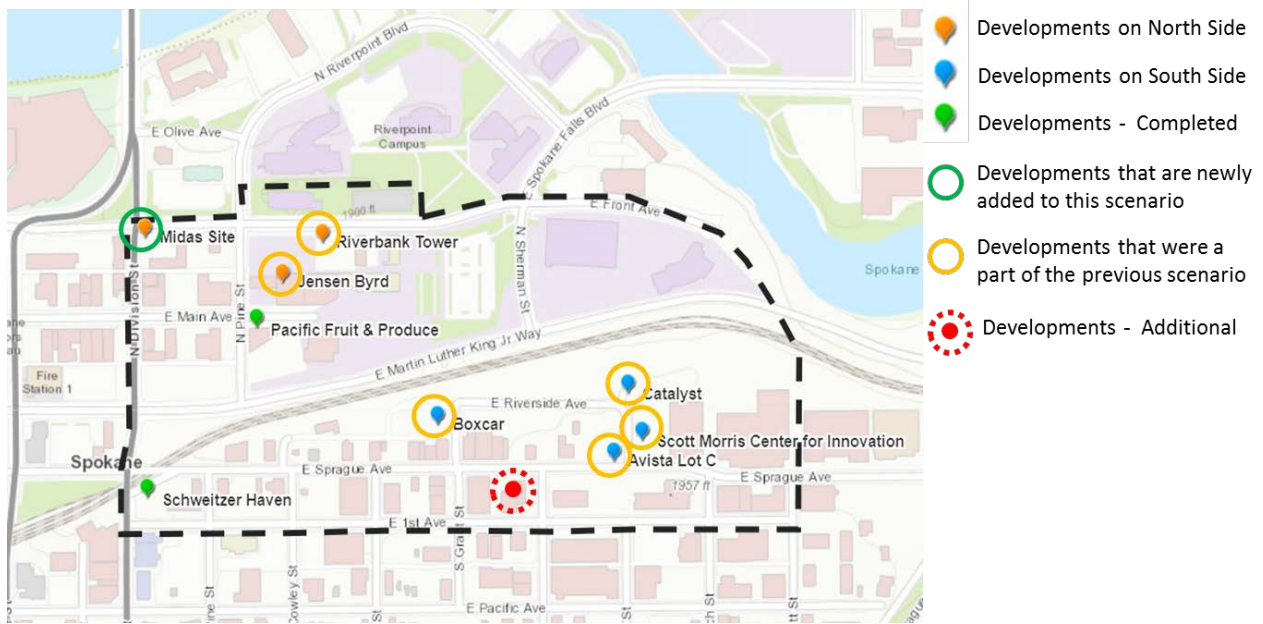


Table 16: 3C.2 Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Parking Spaces
New Development	SW corner of Sherman & Sprague	Office	66,000	66

Scenario 3C.2	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3C.2	1275	1546	1613	2258	(338)	(712)

The final full build-out plus scenario (3C.3) evaluates the parking impact of an additional development similar to the Boxcar project at the northeast corner of Division and Martin Luther King Jr. Boulevard with 136 dwelling units and 76 parking spaces. This produces a deficit of 816 parking spaces.

Figure 15: Full Build-out Plus 3C.3

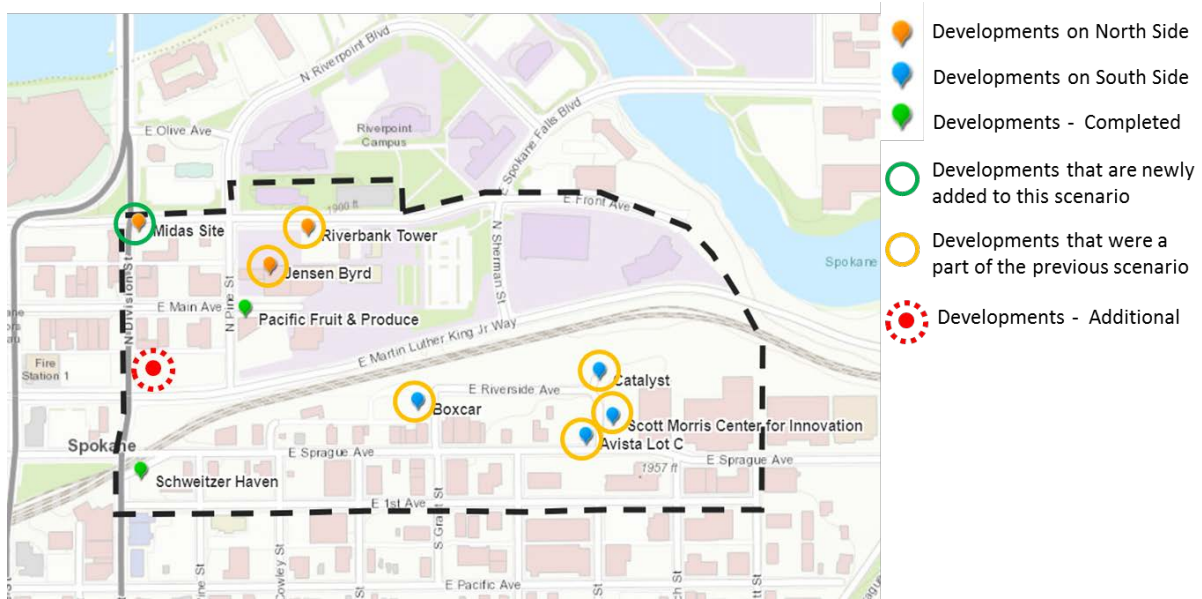
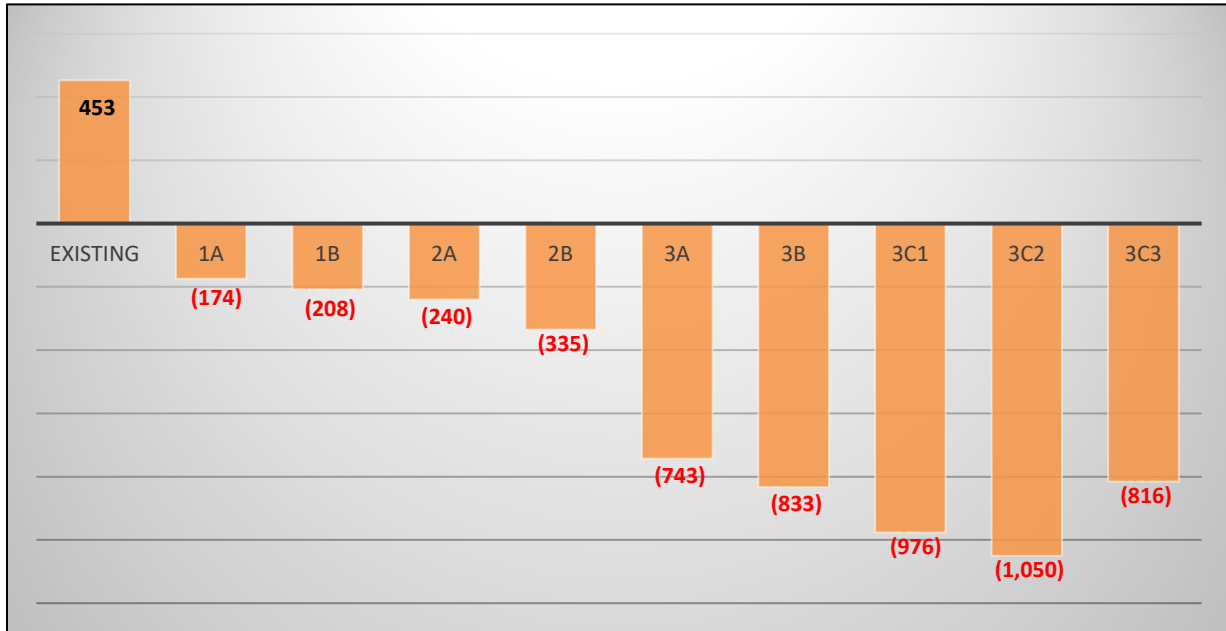


Table 17: 3C.3 Development Details and Parking Impact

Development	Address	Land Use Type	Area (Sq. Ft)	Dwelling Units (Total)	Studio	1 BR	Parking Spaces
New Development	NE corner of Division & MLK	Housing	72,000	136	50	86	76

Scenario 3C.3	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3C.3	1351	1480	1672	1975	(321)	(495)

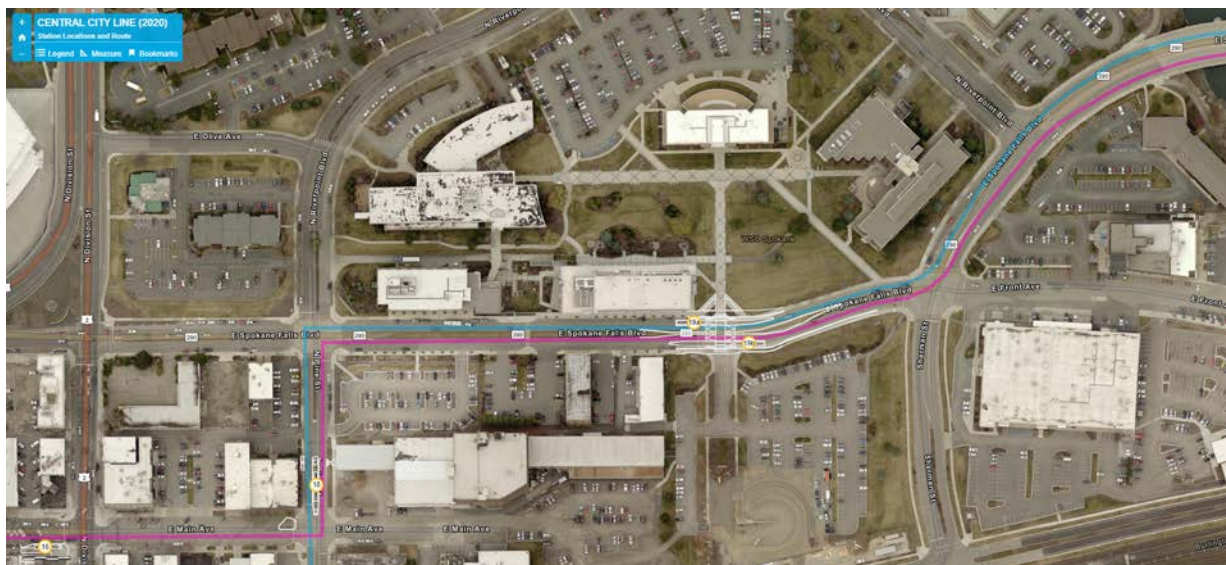
Figure 16: Development Scenarios Parking Impact



5. Mode Split Analysis

As we have noted, Spokane’s mode split data was used to calibrate the parking demand models presented in this study and it is important to note that improvements to the public transportation system are likely to reduce parking demand. Most notable is the City Line bus rapid transit which will connect Spokane Community College and west Spokane passing through the UD and downtown Spokane. Construction began in May of 2020 and the Spokane Transit Authority expects the line to be open by 2022.

Figure 17: City Line Bus Rapid Transit Line Through the University District



How much of an impact the City Line and other near-term transit improvements will have on parking demand is difficult to estimate. However, it is useful to consider other communities and their respective mode splits as a way of understanding how much investment in public transportation may be necessary to substantively alter parking demand. What’s more, the amount of development densification, urban living, weather, topography, housing options, origin/destination pairings, type of land use, and many other variables all influence parking and transportation behavior making estimates challenging at best. However, it may be useful to consider how parking demand in the study area might be at full build-out using a mode split from another community. To do so requires an understanding of the limitation of such a comparison with the level of public transportation investment varying significantly across all the possible comparison options.

Table 18: Mode Split Comparison Data for Spokane, WA⁵

	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 ⁶	14%	18%	22%	16%	28%	26%	12%

Of these comparison cities, Boise has a higher total driving percent than Spokane and San Francisco, Seattle and Portland have significantly lower percentages – and perhaps not attainable within the next ten years – leaving Denver and Salt Lake for comparisons. Due to population similarities, we have selected Salt Lake City as the comparison city.



We have noted many variables that determine residents’ transportation behavior but as a matter of expediency, we will focus on public transportation infrastructure exclusively assuming that the current commute patterns for the study area are likely to mirror the broader community. It is also a reasonable assumption that projected new uses will be compatible and supportive of public transportation depending on proximity to services and the amount of parking and other transportation infrastructure that is included in future projects.

The following table illustrates the different characteristics of the public transportation systems in Spokane and Salt Lake City.

⁵ 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

⁶ Other includes walking, taxicab, motorcycle, bicycle, other means and population working from home

Table 19: Salt Lake City vs. Spokane Public Transportation Systems

	Salt Lake City	Spokane
		
Service Area Size (Square Miles)	737	248
Service Consumption		
Annual Passenger Miles ⁷	358,146,681	49,559,241
Service Supplied		
Annual Vehicle Revenue Miles ⁸	39,149,927	9,277,891
Annual Vehicle Revenue Hours ⁹	2,160,581	621,076
Financial Information		
Total Operating Funds	\$429,384,782	\$69,066,136
Total Capital Funds Expended	\$86,039,389	\$24,513,861

If Spokane were to have a mode split like Salt Lake City, the resulting full build-out scenario parking demand would be as follows:

Table 20: Scenario 4 - Scenario 3B with Salt Lake City Mode Split

Scenario 4	Supply		Demand		Surplus/ (Deficit)	
	North	South	North	South	North	South
Existing	1,513	1,072	1,075	1,057	438	15
3B-Full Build Out	1,275	1,480	1,613	1,975	(338)	(495)
4 SLC Mode Split	1,275	1,480	1,460	1,871	(185)	(391)

6. Parking Management Strategies

The results of this analysis strongly support the construction of additional parking supply within the study area in the near term since developments that are currently underway will result in a parking shortage once completed. As more development occurs, the parking supply deficit will grow, adversely impacting area businesses, organizations, and residences that may find it increasingly difficult to provide critical access to their patrons, students, residents, and visitors.

A combination of coordinated parking management strategies should accompany the addition of parking supply for the greatest impact on parking and transportation behavior and should help reduce parking demand as much as possible. Strategies should consider the different types

⁷ Transit passenger-miles are the cumulative sum of the distances ridden by each passenger.

⁸ The miles that vehicles are scheduled to or actually travel while in revenue service.

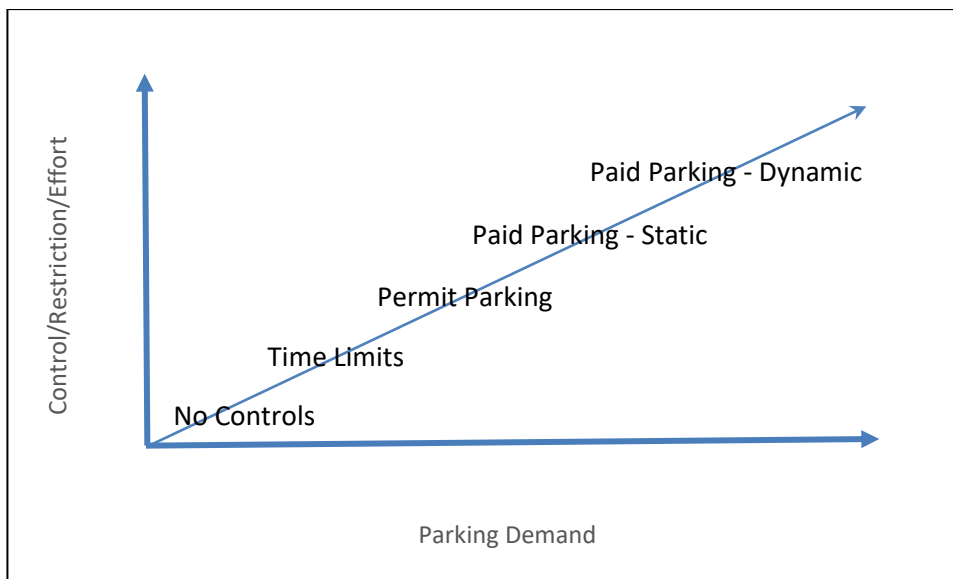
⁹ The hours that vehicles are scheduled to or actually travel while in revenue service.

of parking users (i.e., short-term, employee, resident, etc.) and resulting impact on parking behavior. We strongly urge the UD to embark on or advocate for the following strategies to support the desired parking and transportation behavior and to reduce as much as possible future parking demand.

A. Time-Restricted and Paid Parking

In most municipalities, the most effective and efficient manner to manage a parking system is through the use of parking fees and time limitations. The implementation of a paid parking system allows a municipality to distribute parking demand, encourage turnover, improve customer/visitor satisfaction, reduce roadway congestion, improve pedestrian safety, and promote a walkable destination.

Figure 18: Parking Strategy vs. Parking Demand



Typically, on-street parking is most appropriately utilized by short-term users, such as customers and visitors, or those who only have a small amount of time for their visit. Ideally, the convenient on-street parking spaces that are easily accessed and proximate to many destinations are utilized by a large number of vehicles daily (they experience a high turnover). Conversely, off-street parking is best utilized for longer-term patrons such as employees or visitors/customers who are spending several hours in the area or may want to walk around without time restrictions. There are a variety of approaches to managing on-street parking from no restrictions to dynamic pricing. Choosing the appropriate strategy should be based exclusively on demonstrated parking demand.

Utilizing a progressive approach that segments parking users by a facility, based on established and communicated prioritization, will produce the most efficient and effective parking program. This requires monitoring parking utilization and applying the appropriate strategy. Based on the parking shortage to come as described above, our recommendation is for the UD

to advocate for the extension of paid parking into the study area either at \$1.20 or \$.80 per hour. In either case, we would recommend a maximum time limit of 2 hours based on the proximity to higher education destinations and the likelihood that on-street parking will be used by students attending class without this restriction and unavailable for patrons of retail establishments that need a high degree of parking turnover to support their business. Further, we recommend annual on-street parking utilization studies be conducted to adjust parking meter fees to achieve an optimal peak on-street parking utilization rate of 85%.

The following graphic outlines how trigger points can be used to move from one parking strategy to another.

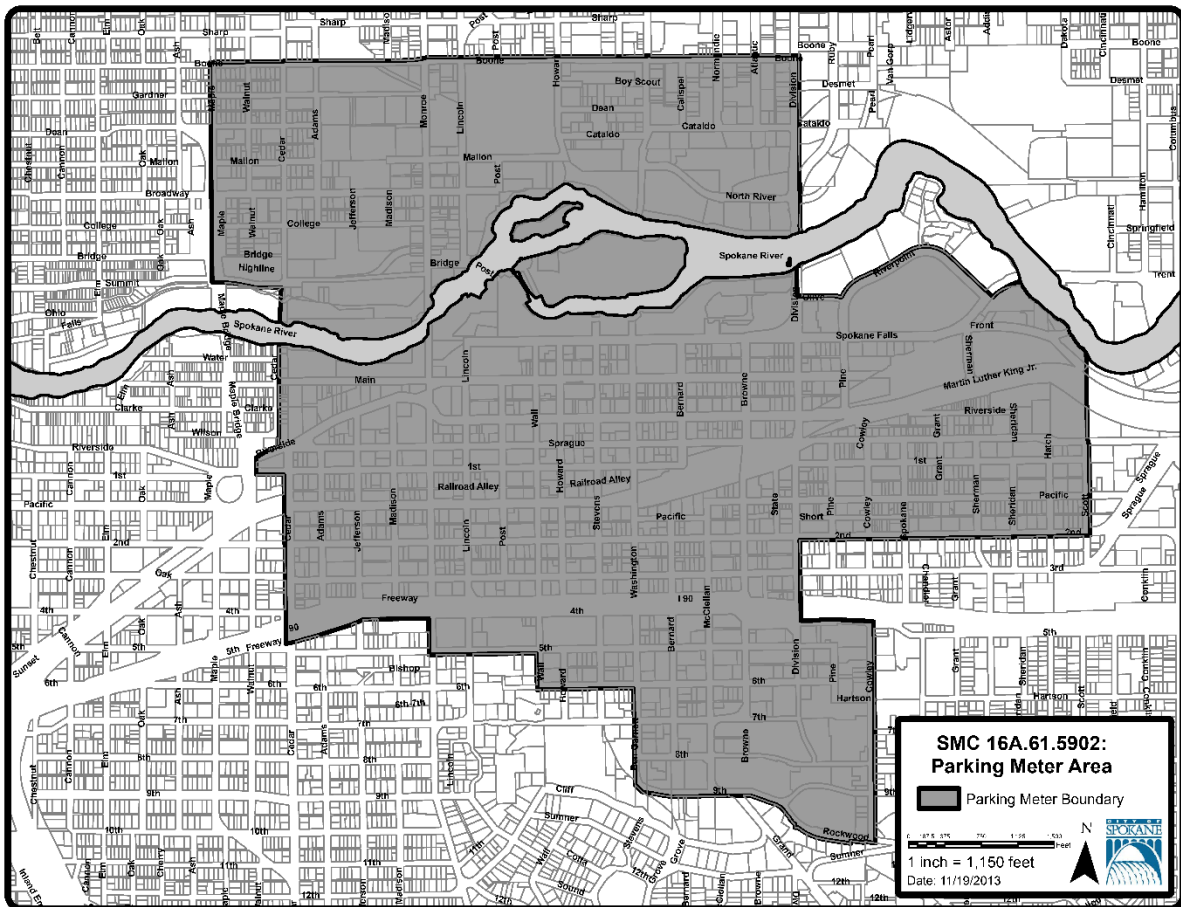
Table 21: Parking Management Trigger Matrix

Peak Occupancy	Unrestricted or time-limited parking areas	Existing pay-parking areas
>90%	Introduce shorter time limits or parking fees	Increase parking fee by 20%
>85%	Introduce shorter time limits or permits (without) pay parking	Increase parking fee by 10%
45%-85%	Periodic monitoring	Periodic monitoring
<45%	Increase time period for parking	Reduce parking fees by 10%
<20%	Remove all parking restrictions	Reduce parking fee by 20% or consider removing charges

Implementing a demand-based, market-driven model requires periodic assessment of actual parking demand. At a minimum, an annual assessment conducted during “normal” conditions is recommended.

It’s important to note that the City of Spokane currently has the authority to implement metered parking in the University District.

Figure 19: Spokane Meter Area



B. Shared Parking

Shared parking can have a significant impact on mixed-use development parking requirements. Shared parking is defined as parking space that can be used to serve two or more individual land uses, without conflict or encroachment. Combining land uses results in a demand for parking spaces that is less than the demand generated by separate, freestanding developments of similar size and character. The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles due to different activity patterns of adjacent or nearby land uses (by the hour, by day, by season).
- Relationships among land-use activities that result in people’s attraction to two or more land uses on a single auto trip to a given area or development.

The following graphic represents typical shared-use parking patterns. Peaks are where parking demand is high with valleys indicating where parking demand is low. By allowing each space to

be used by various users, the parking facility will maximize both parkers accommodated and revenue generated.

Figure 20: Typical Shared-Use Parking Patterns



The UD and the City of Spokane should work with private property owners to maximize the use of both public and private parking facilities for the benefit of UD stakeholders. This may include developing collaborative marketing and advertising campaigns, producing wayfinding and signage for both private and public parking, and public capital investment in private parking that will serve the public good.

C. In-Lieu Fees

There are other mechanisms the UD may support and the City might pursue to provide incentives for shared parking arrangements. We recommend consideration of in-lieu fees so that the City or UD can amass financial resources over time to fund access and mobility improvements in the future.

In-lieu fees are also another way to encourage shared parking. Developers or building owners can be required to pay a fee to the City in-lieu of building parking for their project. This requires the availability of parking from other sources and often formal agreements for use. The City can aggregate fees over time to build parking or fund other transportation improvements.

D. Transportation Management Association

Organizations like the UDPDA have organized transportation management associations (TMAs) to help maximize access and mobility for their constituents. TMAs are non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center, or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support. *Transportation Management Coordinators* (TMC) are professionals who work for TMAs or individual employers.

TMAs provide an institutional framework for transportation demand management (TDM) programs and services. They are usually more cost-effective than programs managed by individual businesses. TMAs allow small employers to provide commute trip reduction services comparable to those offered by large companies. They avoid problems that may be associated with government-run TDM programs since they are controlled by members.

TMAs can provide a variety of services that encourage more efficient use of transportation and parking resources such as:

- Commute Trip Reduction
- Commuter Financial Incentives
- Flextime Support
- Freight Transport Management
- Guaranteed Ride Home Services
- Marketing and Promotion
- Parking Management and Brokerage
- Pedestrian and Bicycle Planning
- Pedways
- Rideshare Matching and Vanpool Coordination
- Shared Parking Coordination
- Shuttle Services
- Special Event Transport Management
- Telework Support
- Tourist Transport Management
- Transit Improvements
- Transportation Access Guides
- Wayfinding and Multi-Modal Navigation Tools

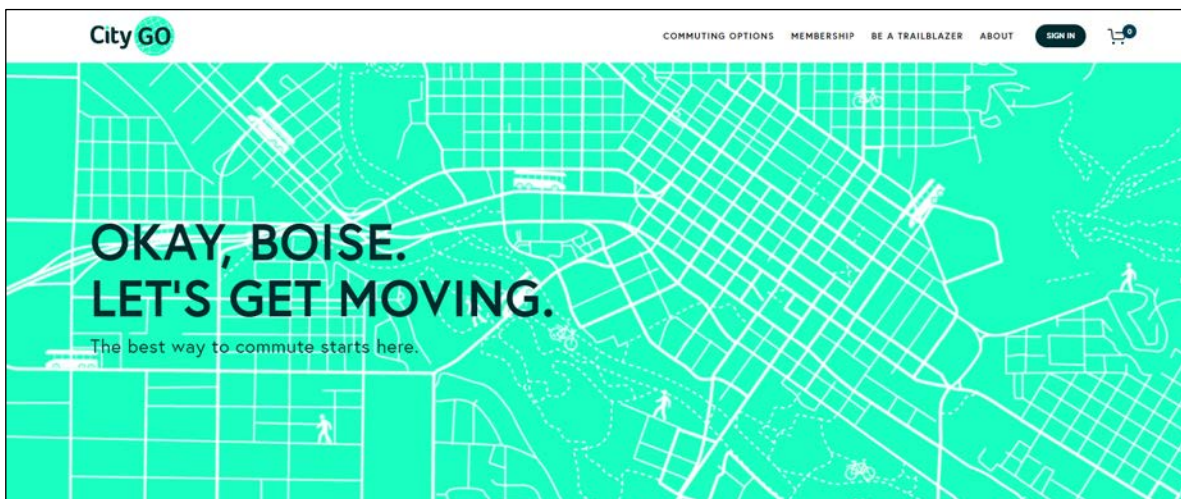
TMAs can support smart growth efforts to create more accessible and resource-efficient land use patterns. TMAs can provide parking management and brokerage services that result in more efficient use of parking resources. This can reduce the need to expand parking capacity, reduce the total amount of land that must be paved in an area, and allow increased clustering. For example, a church may allow its parking spaces to be used by a nearby restaurant on Saturday nights in exchange for use of the restaurant's parking on Sunday mornings. This results

in more efficient use of parking resources and allows employers with successful commute trip reduction programs to recoup their costs by leasing excess parking spaces (Shoup 2016).¹⁰

TMA in Washington and Idaho include:

- [Bellevue Downtown Association](#)
- [Greater Redmond Transportation Management Association](#)
- [Duwamish Transportation Management Association](#)
- [City Go \(Boise\)](#)

Figure 21: City Go (Boise) Web Splash Page



TMA also often collaborate with and receive financial support from their metropolitan planning organizations (MPO) that have oversight of regional transportation planning through state and federal mandates. In Spokane, this entity is the Spokane Regional Transportation Council (SRTC), which is equivalent to the Boise area’s Community Planning Association of Southwest Idaho (COMPASS). COMPASS is a federally designated MPO that provides financial support for the City Go program highlighted above.

¹⁰ Victoria Transport Policy Institute, updated 21 March 2019

Acknowledgments

DESMAN wishes to thank the UDPDA and the University District Development Association (UDDA) for providing us the opportunity to serve the organizations for this important parking study and to acknowledge the hard work and dedication of the UDPDA and UDDA representatives involved in this project.

UDPDA Board of Directors:

Lars Gilberts, CEO, UDDA – *Chair*
Bill Bouten, Bouten Construction Company - *Vice Chair*
Mary Kunej, Spokane County Commissioner, District 2 – *Secretary and Treasurer*
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UDDA Staff: Lars Gilberts, Alden Jones

DESMAN Project Representatives:

Casey Jones, CAPP, Project Manager
Kalyani Agnihotri, Consultant and Analyst

Site/Project Evaluation Criteria

Weighted Totals (Based on Rankings)	<i>Site A</i>	<i>Site B</i>	<i>Site C</i>	<i>Site D</i>
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%	



University District Structured Parking

Analysis and recommendation regarding the need, feasibility, and priorities associated with University District Revitalization Area (UDRA) supported parking

Summary of structured parking justification

In the current economic and social car-centric climate, lack of plentiful, proximate, and affordable parking discourages redevelopment and a vibrant live, learn, work, play community. The City's South Subarea Plan will allow for increased density of (re)development and use and support parking moving from surface lots to integrated or stand-alone parking garages (collectively referred to as structured parking). However, while initiatives to shift transportation to walk, bike, and bus have and will have an impact in the University District (UD), the requirements of City codes, financial underwriting, and tenant/user demand all require additional parking to support new development.

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 increasing 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.

Summary recommendation

The opportunity for the UD to facilitate or create shared structured parking available to existing and new users reduces the risk of (re)development and increases property values, which starts to move the market toward more self-justified urban development.

Given the need for parking, the market's inability to meet the need with Spokane's current land and rent prices, and the need of a virtuous cycle of active development to fund the UDRA so it can reinvest in a vibrant, healthy, and balanced UD, the following recommendations effectively address those critical needs and opportunities while balancing risk:

- **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 (e.g., ROI, cost per stall, net parking created, supports mixed-use, capacity to catalyze additional development) developed by 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 Selection Criteria; and**
- **Review Site/Project Evaluation Criteria and available funds in 18 months to confirm or adapt parking and UDRA strategies.**

Conclusions and Next Steps

One or more targeted parking structures are likely to catalyze additional private development in a way that aligns with the charter, objectives, and resources of the UD's organizations.

The financial cost and commitment of structured parking rightfully merit caution, however, all analysis indicates that this is the most catalytic investment with the greatest chance for success. Investing in a parking structure should not reduce support for alternative and additional interventions to offset some need for parking. While the UDPDA can have the largest and most timely economic impact by creating parking, the UD must actively explore, evaluate, and support interventions that minimize the need for additional parking, result in diverse housing options, and create shared community wellness and vibrancy.

Interventions to improve supply and efficient parking demand and management:

- Promote mixed-use developments that allow for more people to live, work, learn, and/or play within a walkable or bikeable area to reduce the need for cars or extraneous parking.
- Identify critical parking/transportation nodes based on current need and future development potential;
- Address municipal development standards regarding floor area ratio and parking stall demands;
- Confirm UDPDA financial and policy tools to support mode shift and structured parking;
- Commence early-phase due diligence and planning of parking garage with developer(s); and
- Negotiate parking garage development and begin construction.
- Increase parking efficiency:
 - Promote complementary uses (mixed-use with residential to balance load);
 - Effective sharing and management of on- and off-street parking;
- Promote excess capacity in private development;
- Support shifts away from single-occupant vehicle transportation through programming (e.g., Walk, Bike, Bus), access to micro-mobility solutions (e.g., Lime), bus rapid transit, improve a sense of safety, etc.;
- Add angled parking on side streets where space permits;
- Establish time stay standards and signage to balance the needs of clients and employees;
- Educate businesses on and support City parking enforcement in the south UD to prevent illegal uses that only benefit some (e.g., on-street storage);
- Actively engage the City in exploring expanding the Parking District to influence and benefit from:
 - Time limits to balance current and future usage;
 - Extend metered zone area to mitigate migration to streets without meters;
 - Participation in the Parking Advisory Board (PAC);
 - Use of collected funds for the needs of the UD portion of the Parking District; and
 - Coordination of public and private off-street parking with City policies, enforcement, and technology.

Appendixes to Summary

Structured parking alignment with UDPDA chartered purpose

According to RCW 35.21.730 et seq., the City established the University District Public Development Authority (UDPDA) in 2012 via [Ordinance C-34933](#) (and restructured the organization in 2019 via [Ordinance C-35828](#)) to assist in providing economic development in the University District and to assist the City in implementing the economic goals of the UDRA.

Structured parking alignment with UDRA ordinance requirements

Per the 2009 UDRA [Ordinance C-34470](#), the UDPDA is required to use UDRA funds to:

1. increase private investment within the UDRA,
2. increase employment within the UDRA, and
3. generate increases in property and sales tax.

Structured parking alignment with UDPDA internal [UDRA Project Evaluation Criteria](#)

- **ROI UDPDA revenue:** Many parking structures provide daily, monthly, or annual revenue streams.
- **ROI UDRA revenue:** All developments will create construction sales tax and increase property values (a wholly publicly owned structure may be exempt from property tax, while still increasing the value and potential of surrounding properties).
- **Timeliness:** As sites are developed, without the UDPDA acting to increase the amount of shared parking or scale/scope of development, development will likely be more cautious (slower and reduced scale).
- **But for the UDPDA:** The market is unlikely to warrant structured parking so will use surface parking and lower FAR (floor area ratios), thereby committing more land to lower use and valuation for decades.
- **Placemaking or other value:** A UDPDA investment in shared parking will not inherently add to this priority. However, it can facilitate (e.g., increased activity, less surface parking) or be leveraged (e.g., coordinate with developers for more public space or amenities) to support alternative transportation, green space, public art, and other placemaking priorities.

Structured parking alignment with the University District Strategic Master Plan Update ([UDSMP-U](#))

An appropriate structured parking project directly addresses four of the five critical barriers to redevelopment identified in the UDSMP-U:

- **Land Use** – underutilization and density driven by unoptimized zoning and parking
- **Connectivity and Infrastructure** – multimodal connectivity currently requires a ‘park once’ option to maximize other modes of transportation that cannot be supported by surface parking
- **Market Conditions** – a variety of market factors currently only support lower rise development and surface parking
- **Social** – without an increase in the volume and time of activity, it is unlikely that perceived safety will dramatically improve.

Parking supply and demand

The DESMAN Shared Parking Analysis Report ([INSERT LINK TO FINAL REPORT](#)) evaluates and describes the current and future parking supply and demand within the parking study area (see the dotted line below) bound by Spokane Falls Blvd to the north, E. 1st Ave to the south, S Scott St to the east, and N Division St to the west.



Shared Parking Resource: *ULI Shared Parking, 3rd Edition*

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

Based on existing parking supply, demand, and inventory management there appears to be a slight surplus on both sides of the railroad tracks; this does not account for factors such as drivers parking in the largely unmanaged southern portion and walking into downtown. As the number of (re)development and infrastructure projects that are nearly complete or planned come online within the next five years, the slim surplus evaporates into deficits on both sides of the University District Gateway Bridge and tracks.

WEEKDAY PEAK PARKING DEMAND	SURPLUS (DEFICIT) – PARKING SUPPLY		
CATEGORY	NORTH (shared)*	SOUTH (not shared)	TOTAL
EXISTING CONDITIONS	147	15	162
FUTURE CONDITIONS	-338	-495	-833

Parking pressures and urgency

The following factors related to timing, capacity, policy, and expense speak to the immediate need to support a parking structure(s):

- The anticipated arrival of at least 2,000 workers and EWU students on the South Landing by the end of 2020;

- Increased traffic and connectivity in the area thanks to a refurbished Sprague Ave and MLK Jr. Way, the STA Medical Shuttle, and the completed University District Gateway Bridge;
- WSU Health Sciences Spokane is increasing its parking rates 15% a year for three (3) years which may entice staff and students to use street parking;
- Sprague Avenue Phase 2B construction will create a parking challenge;
- Alternative transportation such as the City Line will not be in operation until 2022;
- The southern UD's on-street parking is currently not signed or managed. The City's planned parking interventions will take at least 18-24 months to implement and their plan for the south UD is still evolving;
- Growth is continuing in the south UD but development is also being restricted or slowed by parking standards and availability; and
- Structured parking takes years to bring online so it is critical to seek, evaluate, and commit to a good and acceptable project as soon as possible.

Record of parking- and mobility-related activity

Over the past several years, parking and mobility concerns have been part of numerous community conversations and the UD has actively sought public engagement and solutions. The following is a chronological selection of UD activities to date:

2020

- City of Spokane [draft South University District Subarea Plan](#) reiterates the need for parking solutions in the area.
- Avista-sponsored a public survey and facilitated conversation with South Subarea property and business owners with Desman which resulted in the [Parking in the South University District](#) summary.
- Desman parking supply and demand analysis ([INSERT FINAL LINK](#)) highlight the pending parking shortage.
- The UD is working with the City to add angled parking, stall signage, and implement parking management in the south UD; incremental progress halted by COVID-19.
- The UD continues to seek a coordinated parking strategy with DSP.
- The UD is actively partnering with SRHD for the largest and longest-running ['Walk. Bike. Bus.' Program](#) to promote transportation mode shift.

2019

- Gilberts' parking diligence trip to [CCDC](#) in Boise, Idaho to identify best practices around financing, construction, management, utilization, and coordination with on-street parking.
- [UDSMP-U](#) and [UDSMP-U Summary](#) - Parking is identified as a key component and mitigating factor in the proposed South Subarea development growth scenarios.
- Attempts to secure additional shared parking by a private developer ([Project^ in Boxcar](#)) were unsuccessful.
- [UD Gateway Bridge and north and south plaza](#) completions to promote mobility and connectivity and special programming.
- [University District Parking White Paper](#) (internal draft document) to identify near- and long-term parking solutions.

2018

- Nelson Nygaard [University District Parking Study - Phase 1 Final Report](#) – In early 2018, the City contracted with Nelson Nygaard to conduct an in-depth parking inventory analysis and summary that found that, in general, there is ample parking

across the UD. However, in specific locations, during events, and at specific times of day, users have difficulty finding parking near their desired destination.

- Parking supply in downtown identified as a barrier to full occupancy of office buildings and new development. Coordination increases to address current and future needs in and around downtown.

2017

- Active support for [City Line](#) and Sprague Ave high-performance transit, as well as the Medical Shuttle.

2016

- [Integrated Parking & Mobility Strategy](#) study, public survey, and published report that included background and visioning information and 10 parking and mobility-related strategies.
- [Miller Hull-led community-wide Visioning survey and charrette](#) including issues related to mobility and to street right of way, circulation, infrastructure, and design.