

PARKING IN THE SOUTH UNIVERSITY DISTRICT

A summary of conversations and the survey findings

Abstract

This document provides a summary of the facilitated conversation on February 25, 2020 as well as the survey that informed it.

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Contact the University District if you would like more information

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www.spokaneudistrict.org



Introduction

On February 25, 2020, the University District (UD) and East Spokane Business Association (ESBA) organized and convened a parking and transportation forum for business and property owners in the south subarea of the University District. Approximately 30 people attended the meeting hosted by Becker Buick from 5:30-7:30pm. Three interns from Eastern Washington University supported the event.

The forum was made possible by the generous support of Avista Development and facilitated by Casey Jones of DESMAN, Inc. a parking consulting firm selected to support the forum. Leading up to the forum, an online survey was distributed to area stakeholders to collect contextual information regarding parking and transportation behaviors, opinions and concerns. This document provides a summary of the meeting and survey results.

Meeting Summary

The purpose of the meeting was to provide business and property owners in the southern part of the University District with an opportunity to:

1. Receive updated information regarding planned and imminent UD developments and strategies to mitigate parking, access and mobility challenges;
2. Discuss shared concerns regarding parking, access and mobility challenges facing the area;
3. Develop consensus around the most pressing challenges; and,
4. Identify ways to work collaboratively and constructively as area development continues.

Project Update

After introductions by ESBA President, Doug Trudeau, the UD CEO Lars Gilberts provided a summary of development and projects within and surrounding the University District including the following (full event agenda and packet included at the end of this document):

- Catalyst Building <http://www.catalystspokane.com/>
- Scott Morris Innovation Center <https://www.spokaneudistrict.org/projects/68/catalyst-partner-building-the-scott-morris-center-for-innovation>
- Medical Examiner's office <https://www.spokaneudistrict.org/projects/70/spokane-county-plans-new-10-million-medical-examiner-project>
- Boxcar <https://www.spokaneudistrict.org/projects/83/portland-based-project-planning-18m-apartment-complex-in-university-district>
- Riverbend <https://www.spokaneudistrict.org/projects/80/plans-for-river-bend-waterfront-complex-expanded>

The facilitator, Casey Jones, reviewed the results of the parking survey, which was completed by 57 individuals connected to the south University District (summary results attached and full results and survey available upon request).

Priority Parking Challenges

Participants then discussed and prioritized parking challenges they face with the top five issues as follows and in priority order:

1. Parking Shortage – The main concern for participants is the current lack of both on- and off-street parking supply to meet the needs of customers and employees and concern that the situation will get worse as new developments open later in the year. Some business and property owners acknowledged having sufficient parking for themselves, their employees and their customers while others do not due to the size of their business, the lack of on-site parking and the growing number of customers.
2. Parking Spillover – Spillover of parking from adjacent uses into the south subarea is a major concern for participants. Spillover appears to be coming from students attending the higher education institutions in the UD and employees who park in the area and walk to downtown. Spillover also occurs from within the area because some businesses do not have sufficient on-site parking to meet their needs which can result in adverse impacts to neighboring businesses.
3. Inadequate Parking Management – Participants identified several examples of inadequate or non-existent parking management which they believe contributes to unwanted parking behavior, parking system inefficiency and parking shortages. These include:
 - a. No time limits for on-street parking creating on-street “storage parking”. This prevents customers from using parking intended for short-term use.
 - b. The lack of consistent parking enforcement.
 - c. Lack of on-street stall markings which often prevents efficient use of parking spaces. Some parkers take up too much space or park in a manner that disallows others from using adjacent spaces.
4. Safety – Participants identified concern for personal safety when walking from where they parked to their destinations. Safety perceptions may also be impacting consumer choices by those who might otherwise patronize area businesses.
5. Cost – Participants are aware of and concerned about the costs they may bear to use new parking facilities for their employees and themselves and indirect costs related to customer parking if paid parking were introduced for on-street spaces.

Other Identified Challenges

1. Unknown (or not quantified) Current Parking Demand.
2. Lack of timely information from governmental entities regarding changes to public parking and zoning codes that impact development and parking.
3. On-going consumption of existing parking supply for non-parking uses.
4. Exploration of a “parking district” model.
5. There is often an imbalance in what businesses and property owners need and can independently supply. This can also include uses that have lower or no parking requirements.

-----END OF WORKSHOP SUMMARY -----

Additional resources follow:

- ***Summary of pre-forum survey methodology and results***
- ***Agenda and handouts provided on February 25th***

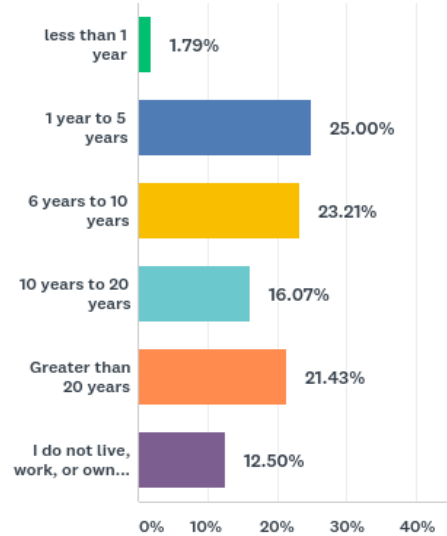
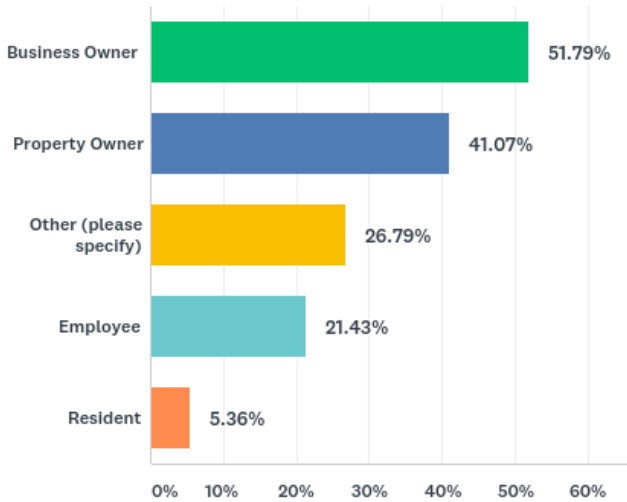
An online survey was distributed to email addresses of business and property owners near the south subarea of the University District. Email recipients were encouraged to share the invitation to participate in the survey with others who might be interested in parking issues in the University District.

The survey instrument was comprised of 12 multiple choice and open-ended questions. The 57 respondents spent approximately 5 minutes completing the survey from February 6-20, 2020.

Survey Findings

What is your connection to the south University District (select all that apply)?

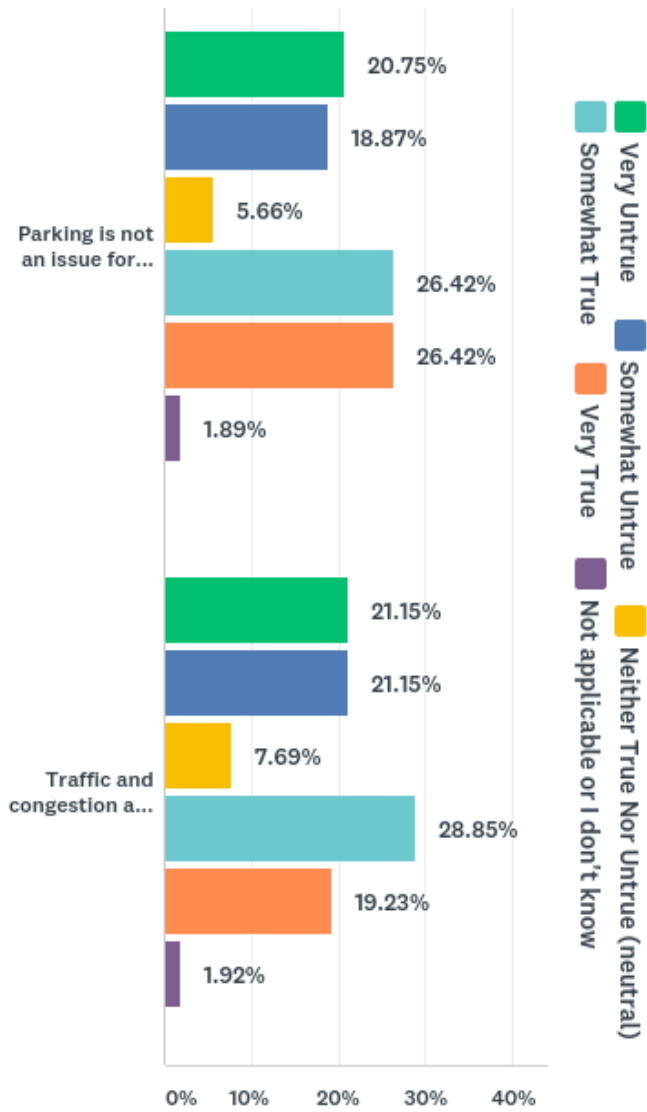
How long have you lived, worked or owned property or a business in the South University District?



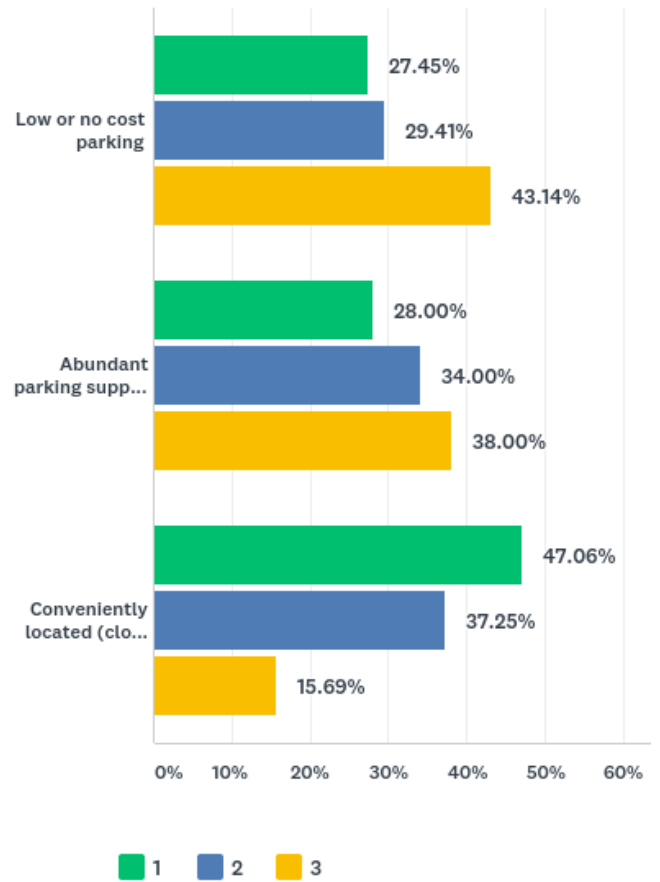
This question is for those who own or operate for-profit or not-for-profit businesses and organizations in the area of the South University District. Please consider the following statements and indicate the degree to which they describe your experience or the experience of your employees or customers.

| | Very Untrue | Somewhat Untrue | Neutral | Somewhat True | Very True | N/A or I don't know |
|--|-------------|-----------------|---------|---------------|-----------|---------------------|
| Customers of our/my business find it difficult to find parking near my business | 10.87% | 13.04% | 10.87% | 19.57% | 26.09% | 19.57% |
| Employees of our/my business find it difficult to find parking near my business | 15.22% | 13.04% | 13.04% | 15.22% | 26.09% | 17.39% |
| Our/my business is unable to expand my business due to a lack of available or affordable parking nearby | 15.56% | 6.67% | 28.89% | 11.11% | 17.78% | 20.00% |
| Our/my business plans to expand in the near term (1-3 years) | 8.89% | 4.44% | 20.00% | 17.78% | 33.33% | 15.56% |
| Our/my business plans to relocate out of the area in the near term (1-3 years) | 46.67% | 6.67% | 17.78% | 2.22% | 6.67% | 20.00% |
| Our/my business plans to stay in the area but does not have plans to expand in the near term (1-3 years) | 15.56% | 20.00% | 13.33% | 8.89% | 11.11% | 31.11% |

Please consider the following statements and indicate the degree to which they describe you or your experience.



Many people identify three things that they want to have when it comes to parking: They want there to be plenty of it, they want it to be conveniently located, near their destination and they want it to be inexpensive and preferably free. The reality is that parkers can usually have any two, but not all three. Given this scenario, how would you rank the following by importance to you? (Where 1 = highest priority and 3 = lowest priority)



Agenda

February 25, 2020, 5:30 PM-7:30 PM
Becker Buick - 636 E Sprague Ave, Spokane, WA 99202

| <u>Agenda Item</u> | <u>Lead</u> | <u>Time</u> |
|--|------------------------------|---------------|
| 1. Welcome, Introductions, Sign-In, and Box Dinner | Lars Gilberts & Doug Trudeau | 5:30pm |
| 2. Meeting Purpose – Desired Outcomes; District Update | Lars Gilberts | 5:40pm |
| 3. Agenda Review and Meeting Guidelines | Casey Jones | 6:00pm |
| 4. Parking Overview and Survey Results | Casey Jones | 6:10pm |
| 5. Challenges Discussion | All | 6:30pm |
| 6. Next Steps | All | 7:20pm |
| 7. Adjourn | All | 7:30pm |
| 8. Continued Conversation and Q&A | All | 7:30pm-8:00pm |

Meeting Purpose:

The purpose of this meeting is to provide business and property owners in the southern part of the University District (UD) with an opportunity to:

1. Receive updated information regarding planned and imminent UD developments and strategies to mitigate parking, access and mobility challenges;
2. Discuss shared concerns regarding parking, access and mobility challenges facing the area;
3. Develop consensus around the most pressing challenges; and
4. Identify ways to work collaboratively and constructively as area development continues.

Meeting Guidelines:

1. One conversation at a time
2. Listen actively and be present
3. Tackle issues, not people
4. Assume positive intent
5. Focus on the meeting purpose (parking lot)
6. Others?



University District Updates

The past five years have made the southern University District (UD) more accessible, prominent, and desirable. This has also resulted in increased pressure and frustration tied to construction, parking, and an unknown future.

Many factors such as increased bridge traffic and connectivity, increasing student populations, public right of ways without parking controls, new private development, and increased parking fees on the WSU/EWU Spokane campus are working to tip these acute parking shortages into chronic deficits. With the ongoing exponential growth in the area, the UD recognizes a need to find some near-term parking solutions to meet ever-escalating campus, residential, and business demands, while supporting long term sustainable parking and mobility solutions.

This document provides some brief updates and context to support general awareness and discussion. Please contact the UD staff if you would like additional information.

Current Parking Factors

- **WSU parking** – to cover the cost of needed improvements, WSU is in the process of raising its parking fees 15% a year for three years. They will continue to allow the community to park in their lots for reasonable daily rates.
- **EWU move/expansion** – EWU is adding/moving several degree programs to the South Landing. As the largest tenant, they will have significant parking needs at times and WSU is working to still provide student parking on their campus.
- **City on-street parking** – angled stalls on side streets and larger safer spaces on Sprague Ave are part of Sprague Phase 2b construction. Jesten Ray is conducting outreach for specific business/property owner input.

Future and Upcoming Parking/Mobility

- **City on-street parking** – time stay standards and signage will be coming after the City clearly understands the local needs. Any new interventions in the UD will be coordinated with updated citywide technology and policies.
- **Structured parking** – the UD staff are actively working with several developers to ensure they are providing enough parking for their developments and surrounding properties if possible. The UD is also evaluating where they may initiate or build structured parking to reduce the burden on individual property owners and the community at large.
- **High-Performance Transit (HPT)** – STA's City Line as well as routes serving Sprague, Division, I-90, Cheney, and Division are planned to be created/expanded to offer fast, frequent, and comfortable service. This HPT or Bus Rapid Transit (BRT) will be increasingly important in meeting people's parking and mobility needs.

Development Related

- **UDSMP-U** – in 2019 the University District published an update to the 2004 University District Strategic Master Plan (UDSMP-U). The plan provides critical analysis for the City's South Subarea Plan, developers, and property owners.
- **Catalyst** – mixed-use 160,000 sq ft education, research, and clean energy focused building. Built with CLT manufactured in Spokane Valley by Kattera. EWU, McKinstry, Avista, CCS, and others will move in late summer and fall 2020.
- **Scott Morris Innovation Center** – partner building to the Catalyst, four-story, 40,000 sq ft will house amenities, office space and central energy plant to power it and several current and future buildings.
- **Boxcar** – A proposed \$18M apartment complex in the UD led by Portland-based real estate developer Project [^]. Built at the corner of Riverside and Grant, they are proposing approximately 127 units and slightly fewer automated vertical parking spaces.
- **Spokane County Medical Examiner's Office** – this state-of-the-art space at the corner of 1st and Spokane will open in May/June serving 10+ counties.
- **Avista RFP** – Avista is evaluating proposals from all over the country to select a responsible development partner for one or more parcels around the Catalyst.

Public Infrastructure

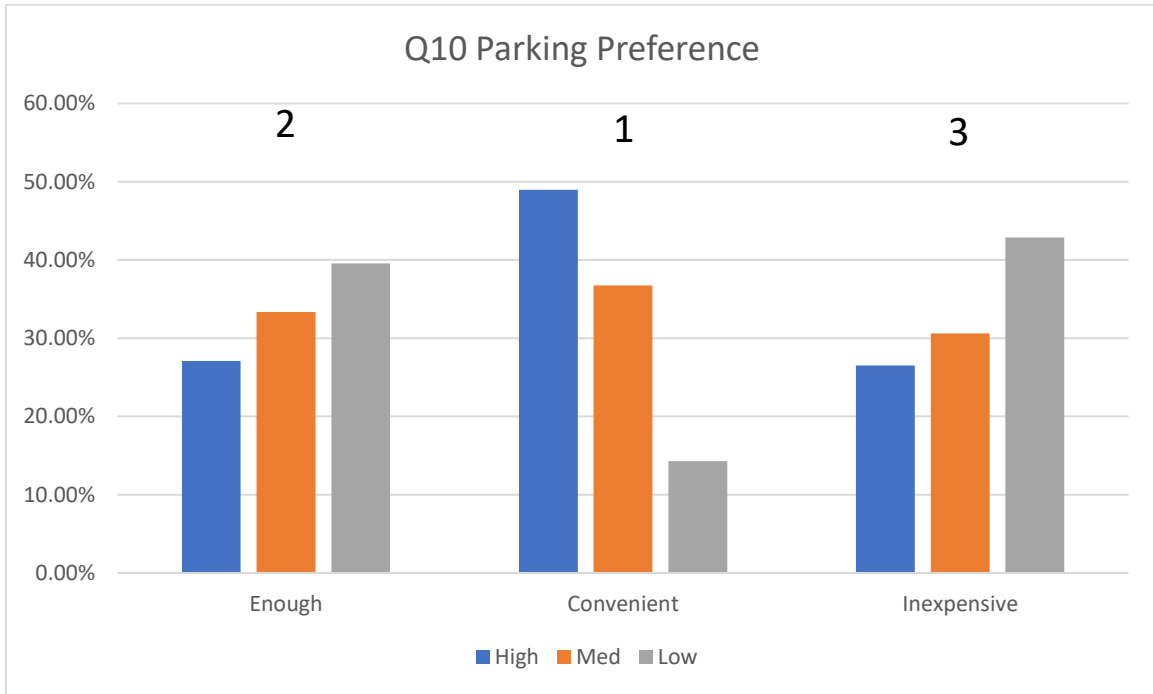
- **Sprague Phase 2B** – at the direction of more than 75% of business and property owners the City will finish the street rebuild and beautification of Sprague between Grant and Division; construction will start in late March.
- **Sherman Avenue improvements** – the UD has supported a design process for the beautification of Sherman (trees, lighting, etc.) to match Sprague and the signalization of Sherman and 5th Ave; 2021 design with construction TBD.
- **Bike trail and connectivity** – a possible bike/walking trail along the south ridge of the BNSF tracks has been developed and is being evaluated by the City.
- **Don Kardong Bridge** – the City Parks and Rec Dept will be replacing the deck and overlooks of the bridge linking WSU/EWU and Gonzaga campuses.
- **Medical Shuttle** – STA route 12 now links the hospital/medical complex on lower South Hill with the South University District
- **STA's City Line** – construction is starting in March with an estimated Spring 2022 completion. The six-mile route has a stop at the north landing of the UD Gateway Bridge.

Business and Community Supports

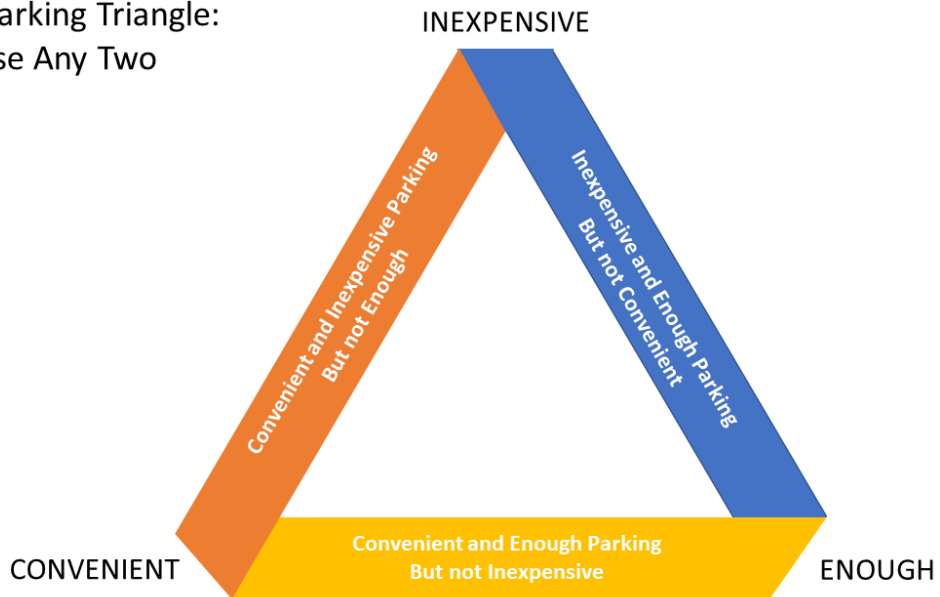
- **Façade improvement grant** – the City awarded thousands of dollars to help businesses on Sprague spruce up their buildings.
- **EPA grant** - City was awarded a \$600K grant to help current and prospective property owners and buyers with contamination assessment and planning support; lowers the cost and uncertainty of development.
- **South Subarea Plan** – a series of public charrettes and stakeholder feedback is leading to a Plan Commission presentation in March 2020
- **Spokane Health District's Walk. Bike. Bus.** – free program to help people and businesses figure out how to replace some car trips. Coaching, prizes, and events coming to the UD and downtown in 2021.

University District

Parking Survey Highlights – 2.24.20



The Parking Triangle:
Choose Any Two





The Timing is Right

Spokane's University District is unique: a live/work/play confluence of innovation, discovery, entrepreneurship, scholarship, and neighborhood revitalization. The University District offers opportunities to promote life sciences research and commercialization, health education, economic development, smart urban growth and future city design, environmental restoration, historic preservation, arts and culture, recreation, and state of the art transportation.

- ✓ Home to six higher education institutions, including the new WSU Medical School and the UW/Gonzaga Health Partnership.
- ✓ Proximity to the center of the regional health care industry, worth over a billion dollars with more than 35,000 jobs.
- ✓ The Centennial Trail runs through the District, putting the Downtown and nearby neighborhoods in easy walking distance.
- ✓ A population that is twice as diverse as the rest of the city or county.
- ✓ Business, housing, and development incentives to support new investment.
- ✓ Home of the nationally-renowned Gonzaga University Bulldogs basketball team.
- ✓ Centrally located between Downtown, the Medical District, and the hip Sprague Union neighborhood.

The City will work to make your development, business start-up, and/or expansion easier. We offer tailored assistance to projects in our targeted redevelopment areas.

Contact the Economic Development Team today eraedc@spokanecity.org or 509-625-6597.



Assets:

- Federal Qualified Opportunity Zone
- State authorized Community Empowerment Zone
- State authorized Multi-Family Tax Exemption
- Urbanova Innovation Zone
- Local incentives to encourage private investment
- University District Public Development Authority
- University District (5 universities and 2 community colleges)
- Industrial, Commercial, and residential development opportunities

Largest current pipeline projects of private and public/private investments:

- Catalyst – \$50,000,000
- Midas site redevelopment - \$6,000,000
- Medical research complex - \$8,000,000
- Riverbend mixed use development - \$20,000,000
- Ironbridge - \$5,000,000
- University District Pedestrian Bridge -- \$12,000,000 (City)
- Sprague Ave Rebuild -- \$4,500,000 (City)

Access to Talent

- The Largest Labor Market in Eastern Washington and North Idaho, with a workforce of more than 230,000 talented individuals.
- Spokane's employees are well trained, ready to work, and valued for their loyalty.
- 3 Major Medical School Programs (Washington State University, University of Washington, and Gonzaga University).
- Gonzaga University School of Law.
- Three Local MBA Programs (Washington State University, Gonzaga, Whitworth).



Commercial Drive Times

| | |
|----------|---------|
| Seattle | 4.5 hrs |
| Portland | 5.5 hrs |
| Calgary | 8.0 hrs |



Rail Access

BNSF
Union Pacific



Direct Flights to 16 Cities

Seattle, Portland, Boise, Salt Lake City, Denver, San Francisco, Sacramento, Los Angeles, Chicago, Phoenix, Dallas, and more!



People

500,000 Residents in the Metro Area. Regional hub serving almost two million people.

Incentive Tools



Multi-Family Tax Exemption

A 25-unit project can net approximately **\$320,000** in property tax savings over 8 years or **\$490,000** over 12 years.



Urban Utility Installation

New or up-sized utility connections can save between \$10,000 and \$40,000 in reimbursements from the City.



GFC Fee Waivers

Many types of projects can save between **\$1,200** and **\$50,000** in water connection costs and between **\$2,400** and **\$99,000** in sewer costs.



Customized Toolbox

Contact your City Specialist for more information on available incentives and a customized package of all available tools for development.

What is a **Brownfield**?

A “brownfield” is a property that has, or may be perceived to have, **environmental impacts**. The potential release of hazardous substances, petroleum, or presence of regulated building materials may consequently impede reuse/redevelopment opportunities. By completing environmental site assessment and cleanup activities, brownfields have the potential to transform from liabilities into assets that will benefit the community.

Property Owner Fact Sheet

Brownfield Site Reuse & Revitalization Program

Spokane University District Coalition

How is this program **funded**?

The project is funded by a \$600,000 Brownfields Assessment Grant awarded by the U.S. Environmental Protection Agency (EPA) to a Coalition led by the City of Spokane and supported by the University District Public Development Authority (UDPDA), Washington State University (WSU) Health Sciences Spokane, Gonzaga University, and Empire Health Foundation.

The Coalition will work with property owners, developers and other community stakeholders to identify and prioritize brownfield sites in need of environmental assessment and cleanup/reuse planning to support redevelopment.

Disclaimer: Although this project has been funded wholly or in part by the EPA, the contents of this document do not necessarily reflect the views and policies of the EPA.

What are the **benefits of brownfield redevelopment**?

Property owners, business owners, and developers who cleanup and reuse brownfields provide benefits to themselves and their community, including:

- Removing unknowns regarding site conditions that might hold up a future sale, financing agreement and/or redevelopment project.
- Increasing return from the property by making it more valuable and marketable.
- Contributing to economic prosperity and environmental restoration in the community.
- Making neighborhoods safer and healthier.
- Avoiding actions by regulatory agencies that may impose penalties and costly cleanups.
- Reducing potential impacts from and to adjacent properties.

How can you **use grant funding for your property**?

Funding is available to parties interested in completing Phase I/II Environmental Site Assessments (ESAs) and Regulated Building Material (RBM) surveys and/or developing site cleanup/reuse plans in support of property sale or redevelopment. Property owners, business owners, and developers are encouraged to take advantage of this funding opportunity that will further economic development initiatives, protect public health, and restore the environment!



13 Frequently Asked Questions

Do I own a brownfield site?

If you answer yes to the following questions, you may own a brownfield site.

- Is your land idle, vacant, or less productive than it ought to be?
- Are concerns about historical use or environmental contamination hindering redevelopment or sale of the site?

What can grant funds be used for?

Grant funds can be used for Phase I/II ESAs, RBM surveys, and cleanup/reuse planning activities on eligible sites.

- **Phase I ESA:** A comprehensive background study of historical use and existing conditions to evaluate recognized environmental conditions (RECs) and potential areas where substances may have been released.
 - Assess potential impacts from petroleum or hazardous substances that may impede redevelopment.
 - Establish baseline conditions for liability protection.
 - Support property sale/acquisition activities.
 - Provide documentation required to secure loans.
- **Phase II ESA:** A physical study where samples (e.g. soil, groundwater, air/vapor, surface water and sediments) are collected and analyzed to characterize the type, distribution and extent of substances (if present) in the environment.
 - Evaluate the findings of the Phase I ESA (if contamination is suspected).
 - Identify whether a release has occurred.
 - Support efforts to obtain regulatory closure.
- **RBM Survey:** A physical study where building material samples are collected and tested to confirm if hazardous substances are present.
 - Determine if asbestos, lead paint, mold, PCBs, mercury or other regulated substances are present in building materials.
 - Evaluate regulations that apply to the disturbance or disposal of confirmed hazardous materials before undertaking a building remodel, renovation or demolition.
- **Site Cleanup/Reuse Plan:** A detailed analysis of cleanup alternatives, cost estimates and implementation plans.
 - Evaluate cleanup alternatives with reuse plans and redevelopment strategies.
 - Select preferred cleanup alternative.
 - Prepare detailed plans and cost estimates to implement preferred cleanup method.

Will an assessment affect the value of my property?

Property values are often affected by uncertainty regarding site history and the financial and legal risks of potential environmental impacts. ESAs allow property owners to quantify the amount of contamination on a property (or lack thereof). For properties with little to no contamination, this knowledge may increase marketability. For sites with significant contamination, property owners can realize increased value through cleanup, tax incentives and reduced liabilities.

Which sites are eligible for grant funds?

In general, the property must be potentially impacted by petroleum or hazardous substances, underutilized and meet the following criteria:

- Exhibits high potential for redevelopment and/or other opportunities to benefit the community.
- Is not included on the EPA National Priority "Superfund" List, under a Consent Order with the Washington State Department of Ecology (Ecology), or targeted for federal/state enforcement.

Will an assessment trigger a requirement that I take action?

Information collected for the Phase I ESA will be shared with Ecology and EPA. If you choose to move forward with Phase II ESA activities, in some cases, the results may trigger a reporting requirement.

Will I have control over the work done?

The program is voluntary. You will be asked to provide access to your property to an environmental consultant from Stantec Consulting Services Inc. You will have the right to stop participation in the program at various phases of the assessment process. You will receive an electronic copy of all reports.

How do I nominate a site for grant funding?

Stakeholders are encouraged to nominate sites for grant funding by completing a Site Nomination & Owner Occupant Questionnaire (visit the project website at the link below to download form).

How do I obtain additional information?

For more information or to submit a site for grant funding consideration, please contact the City of Spokane or visit our project webpage: <https://my.spokanecity.org/economicdevelopment/incentives/brownfields-program/>

Para solicitar información en español contáctese tstripes@spokanecity.org.

Contact Information:

Teri Stripes, Planning & Development Services
Phone: 509-625-6597
Email: tstripes@spokanecity.org

