

Technical Memorandum

TO: Juliet Sanisterra, CEO (Interim), Spokane University District
Chuck Murphy, Chair, University District Development Committee

FROM: Stephen R. Rebora, RA, President and CEO, DESMAN, Inc.
Scot D. Martin, Senior Planner, DESMAN, Inc.

RE: University District (UD) Site Analysis

DATE: December 13, 2021

Introduction

The South University District in downtown Spokane, WA has recently seen the completion of the UD Gateway Bridge, the Catalyst Building, and the Scott Morris Center for Energy Innovation. In addition, the Boxcar development, a mixed-use housing complex with 136 units, is currently under construction. Catalyst is a timber building housing three university degree programs and approximately 1,000 Eastern University students. It is a joint venture between Avista Utilities and McKinstry, a Seattle developer specializing in energy-efficient buildings. The Scott Morris Center is a 40,000 square foot net-zero energy use and carbon-neutral building with a restaurant, office space, and central energy plant that will power nearby buildings, including Catalyst. Avista and McKinstry see the South UD as a model for a comprehensive clean energy future and an attraction for other renewable and clean-energy companies.

Based on a parking study previously completed by DESMAN, the UD is proposing the development of a minimum 400-space multiple-user and centralized parking garage to support recent and expected future development in the South UD. DESMAN has been retained by the UD to evaluate two sites for a future mixed-use parking garage in the district. The sites (A and B) are shown in Figure 1.

Parking Garage Sites

As shown in Figure 2, Site A, referred to as the East 400 Sprague Block, is bounded by E. Riverside Avenue on the north, E. Sprague Avenue on the south, S. Sherman Street on the east, and S. Grant Street on the west. The entire block is 327 feet in the east-west direction and 200 feet in the north-south direction. There are two existing one-story corner buildings that may remain. The 403 and 429 East Sprague buildings are on the southwest and southeast corners, respectively. If the two corner buildings remain, the site in the east-west direction is reduced to approximately 225 feet. It will at a minimum accommodate a central-block parking garage surrounded by retail, office and/or housing. There is also an existing cell tower that will have to be relocated for the site to effectively and efficiently accommodate a parking garage. The UD is looking to maximize the build-out of the site as allowed by the local zoning code.



University District Site Analysis
Parking Structure Sites A & B
Spokane, WA

Figure 1



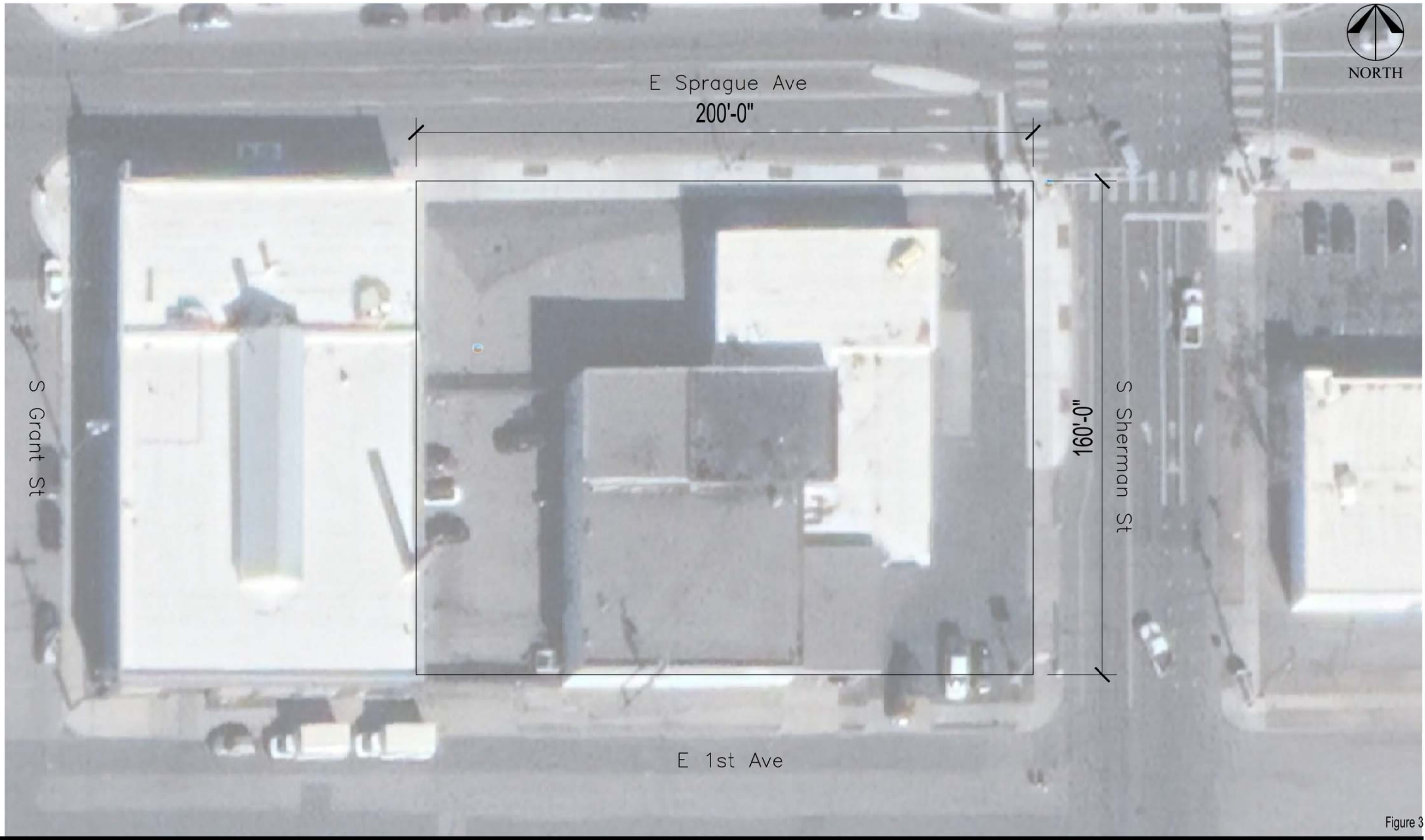
As indicated in Figure 3, Site B is bounded by E. Sprague Avenue on the north, E. 1st Avenue on the south, S. Sherman Street on the east, and S. Grant Street on the west. The site is 200 feet in the east-west direction and 160 feet in the north-south direction. It is expected to accommodate a parking garage with ground-floor commercial space facing either Sprague Street or Sherman Street. Two options are envisioned for the site, a traditional mixed-use parking garage and a parking garage designed for adaptive reuse with flat floors, increased floor-to-floor heights, and the structural strength for a commercial and/or housing uses in the future. An existing one-story building on the site will be razed.

Design Criteria

Listed in Figure 4 are various design criteria for the sites from the city's zoning code and other city design standards and guidelines. Standard parking stalls in Spokane are 8'-6" x 18'-0" and the drive aisle for 90-degree parking and two-way traffic is 22'-0" wide. DESMAN recommends a 24'-0" wide drive aisle, which is a parking industry standard for 90-degree parking, for a more functional garage and higher level of service for parking patrons. There are no setback requirements, height limit, or floor area limit in this area of downtown Spokane.

Parking garages are expected to resemble a commercial building on the street facing facades with various design features and are required to include street level retail, office or civic uses along 50% of the street frontage excluding the vehicle entry/exit area. The minimum depth of the street level space is 15 feet and the minimum ceiling height is 10 feet. In our experience, more viable commercial or residential space on the street side is closer to 40 feet in depth. Although there is no height limit in the area, the practical height of a single-threaded helix garage is about seven levels given the number 360-degree turns required to circulate to the top of the facility in a vehicle. Otherwise the number of turns required and the number of spaces passed becomes inconvenient. Every effort should be made for the garage to be classified as "open", which requires openings in exterior walls of sufficient size and distributed in a way that fresh air will enter the facility to displace contaminated air. Parking garages classified as open do not require mechanical ventilation, fire suppression (sprinklers), and enclosed stairs. No matter the size and configuration of the facility, all parking garages require a minimum of two stairs and two elevators are recommended for 400+ spaces.

Large and rectangular shaped sites are ideal for parking garages. Although flat sites are generally more economical to develop, sloped sites can provide design opportunities such as access on different levels and no internal ramping between levels. For a reasonably efficient parking layout, double loaded parking bays range in width from about 54 feet to 60 feet, depending upon the angle of the parking. Longer sites provide the opportunity to park the end bays, which provides more parking spaces, improves efficiency, and lowers the cost per space. A longer site also allows for more flat-floor parking and often shallower ramp slopes which provide improved user comfort. Refer to the graphic on page 7. Generally, parking bays should be oriented parallel to the longer dimension of the site and preferably in the predominate direction of pedestrian travel.



S Grant St

E Sprague Ave
200'-0"

160'-0"
S Sherman St

E 1st Ave

Figure 3

ZONING REVIEW

1. 8'-6" X 18'-0" PARKING STALLS
2. 22'-0" WIDE DRIVE AISLE FOR 90-DEGREE PARKING (24'-0" IS PARKING INDUSTRY STANDARD)
3. 60'-0" PARKING BAY RECOMMENDED FOR 90-DEGREE PARKING
4. 400+ PARKING STALLS REQUIRE NINE (9) ACCESSIBLE SPACES, 2 OF WHICH ARE VAN ACCESSIBLE WITH 8'-0" WIDE ACCESS AISLE ON THE PASSENGER SIDE AND MINIMUM 8'-2" VERTICAL CLEARANCE
5. NO FLOOR TO AREA RATIO LIMITS
6. NO SETBACK REQUIREMENTS
7. NO HEIGHT RESTRICTION
8. BICYCLE PARKING = 5% OF AUTO SPACES

EXTERIOR DESIGN STANDARDS

1. STREET-FACING FACADES OF PARKING LEVELS SHALL SIMULATE A TYPICAL FLOOR OF A BUILDING INCLUDING:
 - SQUARE OPENINGS
 - PLANTINGS
 - LOUVERS
 - EXPANDED METAL PANELS
 - DECORATIVE METAL GRILLS
 - SPANDREL GLASS
2. PARKING STRUCTURES MUST INCLUDE STREET-LEVEL RETAIL, OFFICE OR CIVIC USES ALONG 50% OF THE STREET FRONTAGE NOT DEVOTED TO VEHICLE ACCESS AREAS WITH A MINIMUM DEPTH OF 15'-0" AND MINIMUM FINISHED CEILING HEIGHT OF 10'-0"
3. VIABLE COMMERCIAL OR RESIDENTIAL SPACE ON THE STREET SIDE IS ABOUT 40 FEET DEEP

PARKING CRITERIA

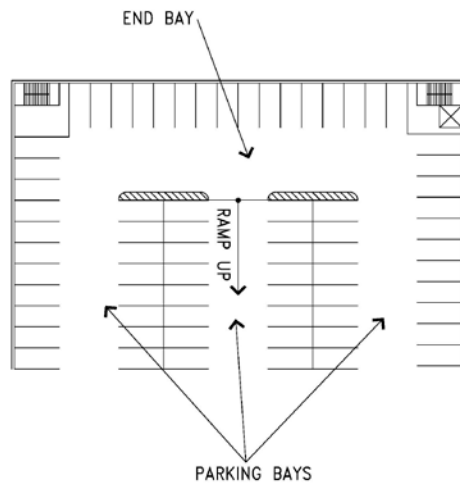
1. STANDARD FLOOR-TO-FLOOR HEIGHT OF 10'-6" FOR 7'-2" VERTICAL CLEARANCE
2. FLOOR-TO-FLOOR HEIGHT OF 11'-6" FOR VAN ACCESSIBLE SPACES FOR MINIMUM 8'-2" VERTICAL CLEARANCE
3. MAXIMUM SEVEN LEVELS OF PARKING FOR A SINGLE-HELIX RAMPING SYSTEM BASED ON THE NUMBER OF TURNS REQUIRED TO THE TOP
4. MAXIMUM PARKING RAMP SLOPE ALLOWED BY CODE (IBC) IS 6.67%, 6.0% SLOPE OR LESS IS PREFERRED
5. THE PROVISION OF END-BAY PARKING IMPROVES THE PARKING EFFICIENCY AND LOWERS THE COST PER SPACE

BUILDING CRITERIA

1. MINIMUM TWO (2) STAIRS REQUIRED FOR PARKING STRUCTURES
2. TWO (2) ELEVATORS RECOMMENDED FOR 400+ SPACES
3. SOLID EXTERIOR WALLS (NO OPENINGS) FOR FACADES IMMEDIATELY ADJACENT TO OTHER BUILDINGS
4. "OPEN" PARKING STRUCTURES REQUIRE MINIMUM 40% OPENESS ON TWO SIDES



Figure 4



The basic circulation element for a parking garage is the continuous ramp with parking on both sides of the drive aisle (double-loaded parking bay). In continuous ramp structures, some of the parking floors are sloped in order for traffic to circulate from one level to another. Although a parking ramp slope of 5% or less is preferred, the maximum slope allowed in the International Building Code is 6.67%. Non-parking ramps are often employed at airports, casinos, in large retail and special event facilities, and on small and irregularly shaped sites. Non-parking ramps consist of circular helixes, express ramps (external) and speed ramps (internal). Non-parking ramp slopes should not exceed 15% if possible. Parking facilities with non-parking ramps tend to be less efficient in

terms of square feet of structure per parking space, which directly increases the construction cost per parking space.

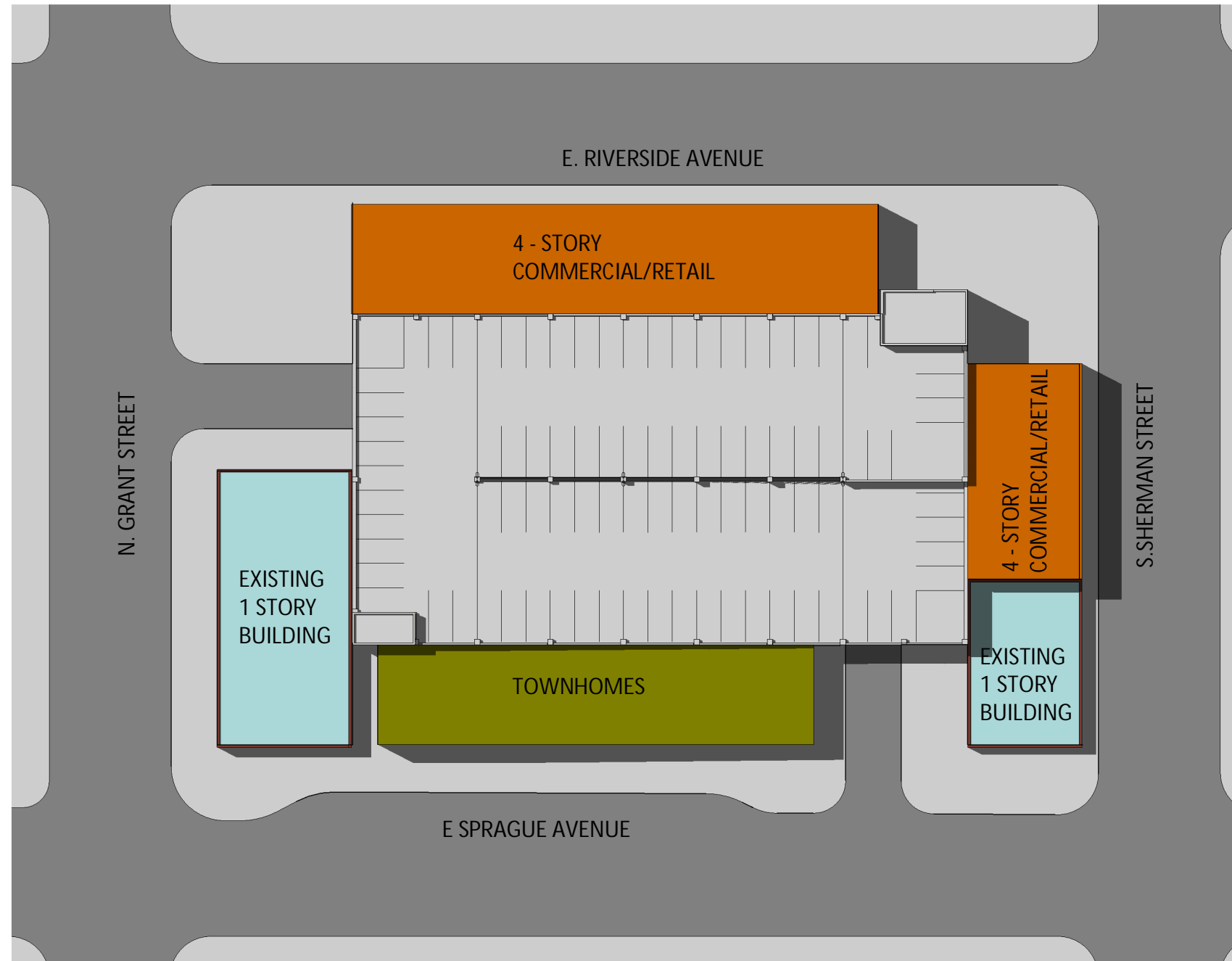
Site A Parking Options

Concept plans were developed for several options on Site A, two of which were selected for further refinement and a preliminary construction cost estimate. Not included in the cost estimates are soft costs including design and engineering fees, financing costs and development fees. The several options developed by DESMAN for the site that were not selected for further refinement for various reasons are shown in the Appendix. In general, no matter the dimensions ultimately available for a garage on the site, it accommodates a functionally efficient and cost-effective parking garage.

Option A1: Square Donut

Figures 5A-5E depict a parking garage in the center of the block surrounded on the exterior by the two existing buildings and new commercial and residential development. For each of the following four parking options presented are: A Site Plan, a 3-D Model from a corner perspective, and parking floor plans. The footprint of the parking is 122' x 255'. Shown on the concept plans is a two-bay, five and one-half level parking garage with 409 spaces surrounded on the ground level by commercial and residential uses. The ramps are continuous ramps with slopes ranging between approximately 3.9% and 4.3%, which accommodate floor-to-floor heights of 10'-6" and 11'-6", respectively. The provision of 409 spaces in the 129,500 square foot parking garage results in parking efficiency of 316.6 square feet per space. A stair and two elevators are located in the northeast corner and a stair is located in the southwest corner of the garage. Vehicle ingress and egress is on Sprague Avenue and Grant Street. Based on the capacity of the garage, nine accessible spaces are required, including two spaces that are van accessible with minimum 8'-2" vertical clearance and wider access aisles on the passenger side of the vehicle. The parking garage is estimated to represent a construction cost of \$11,224,194, which equates to a cost per space of \$27,443 for 409 spaces. This cost estimate does not include the estimated cost of the surrounding commercial and residential space and land acquisition cost, if necessary.

SITE PLAN

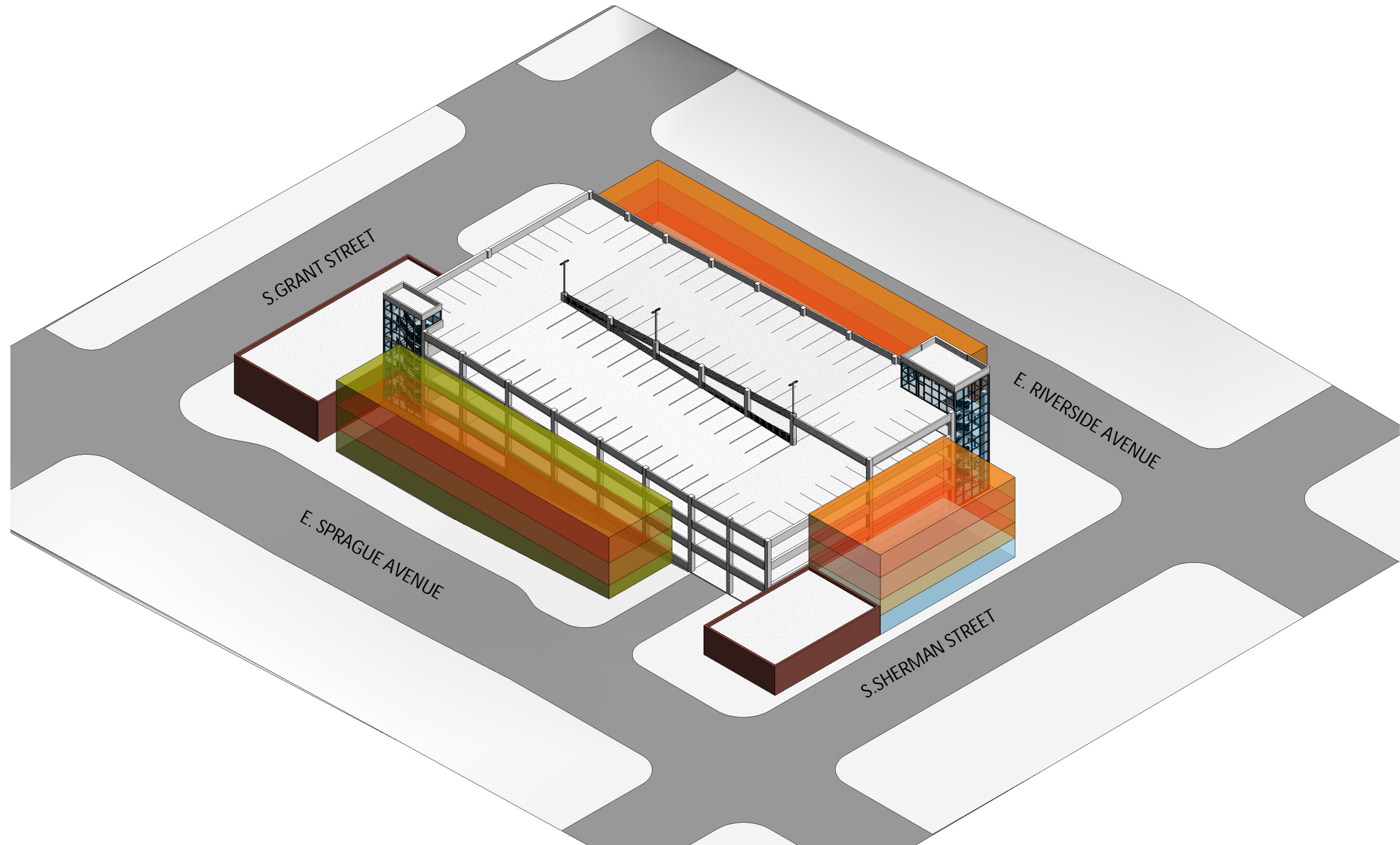


12/07/21
Sheet No.

Fig. 5A

PARKING STRUCTURE SITE A1 (400 BLOCK) - SQUARE DONUT
SPOKANE, WA

3D VIEW NORTH WEST CORNER

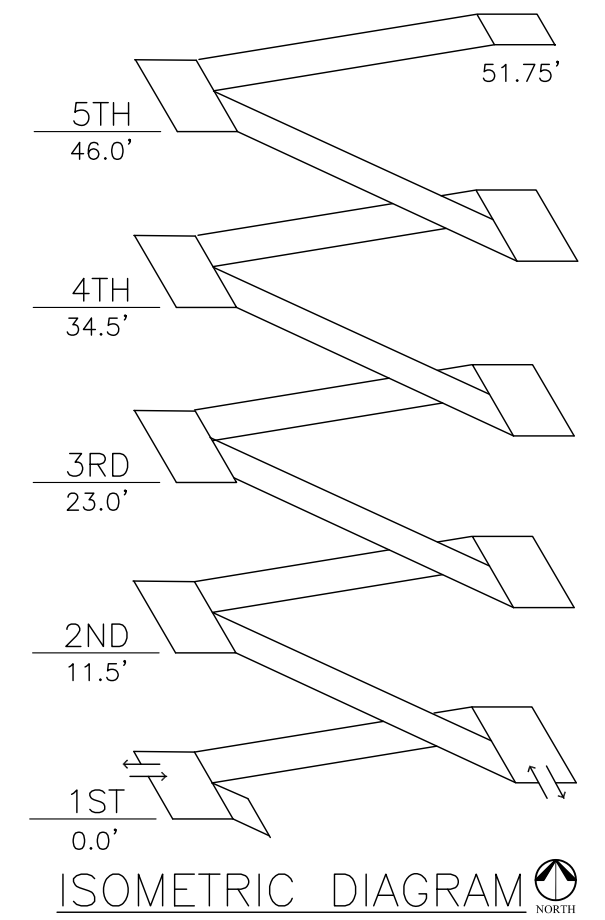
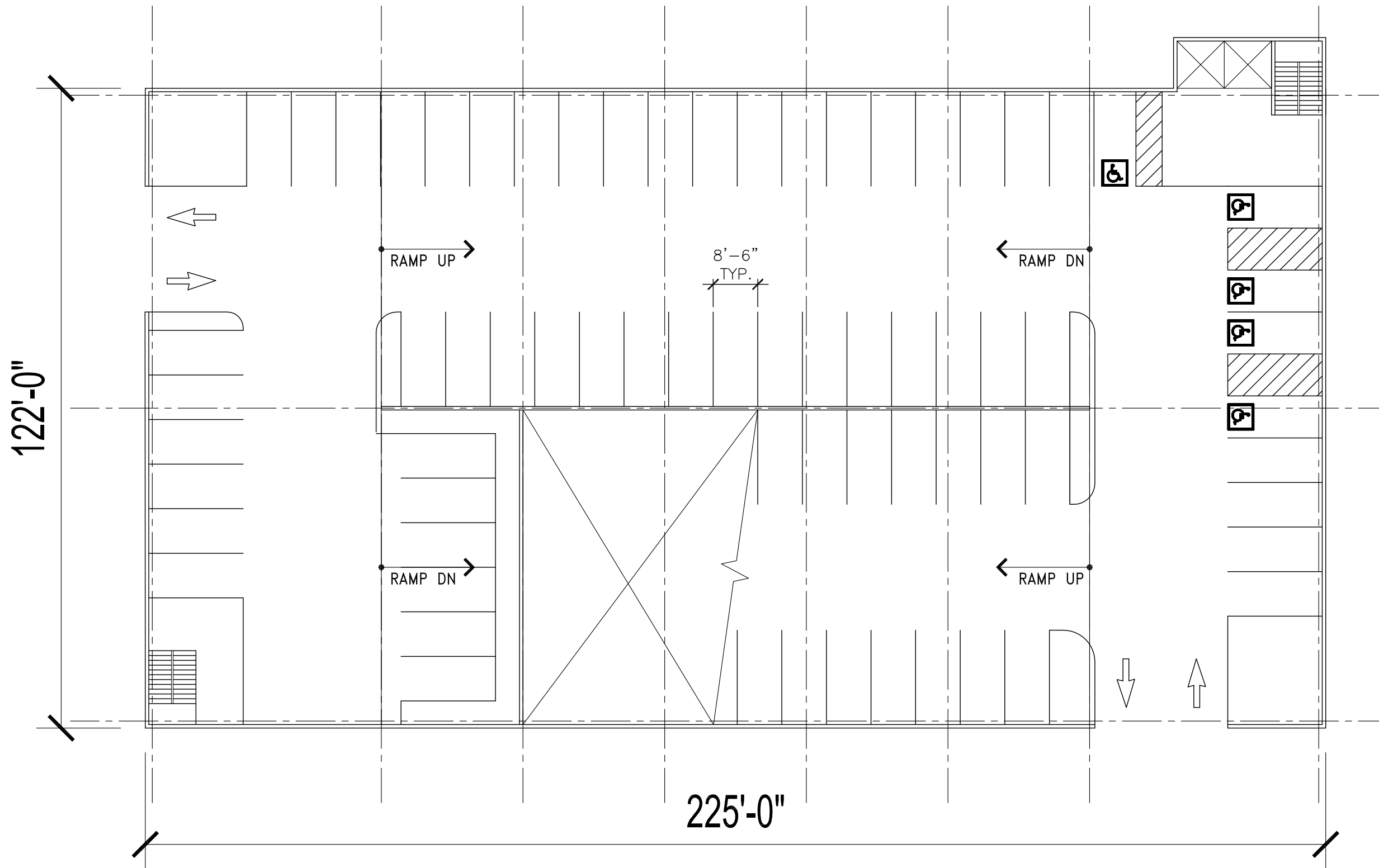


12/07/21
Sheet No.

Fig 5B

PARKING STRUCTURE SITE A1 (400 BLOCK) - SQUARE DONUT
SPOKANE, WA

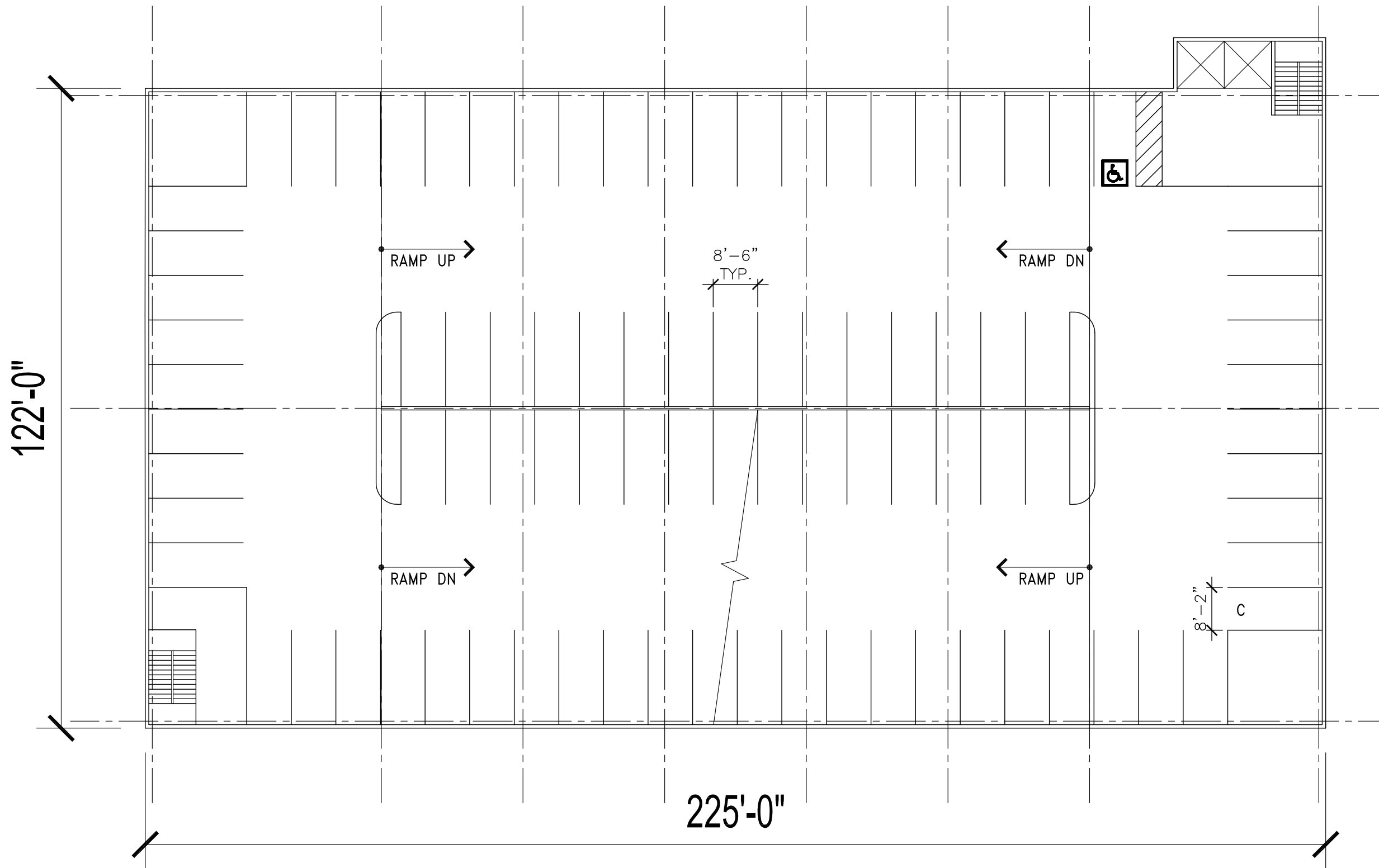
DESMAN
Design Management
www.desman.com



PARKING SPACE TABULATION

Level	Standard	Compact	Accessible	Total
1	64	0	5	69
2	89	1	1	91
3	89	1	1	91
4	89	1	1	91
5	66	0	1	67
Total	397	3	9	409

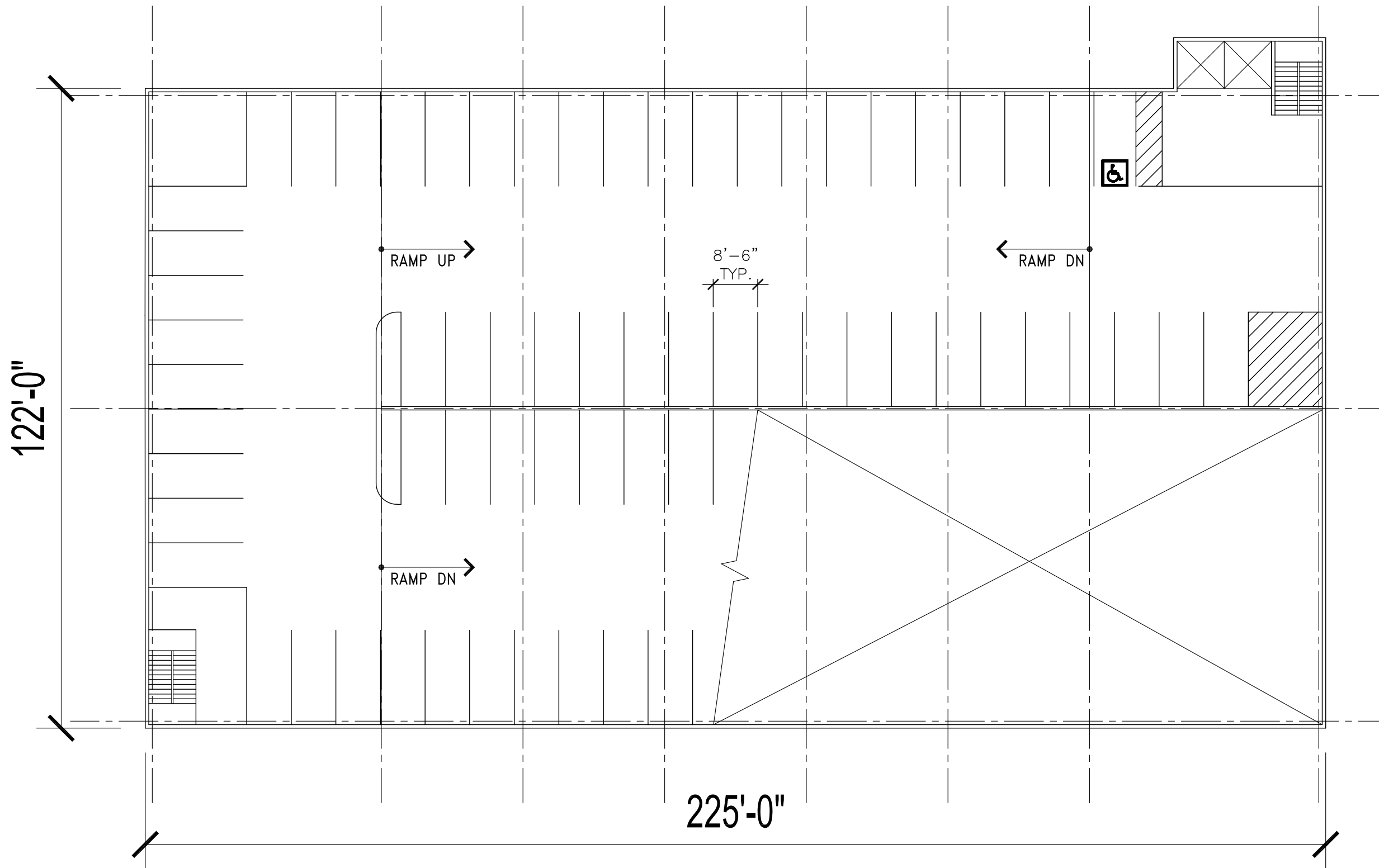
Figure 5C



PARKING SPACE TABULATION

Level	Standard	Compact	Accessible	Total
1	64	0	5	69
2	89	1	1	91
3	89	1	1	91
4	89	1	1	91
5	66	0	1	67
Total	397	3	9	409

Figure 5D



PARKING SPACE TABULATION

Level	Standard	Compact	Accessible	Total
1	64	0	5	69
2	89	1	1	91
3	89	1	1	91
4	89	1	1	91
5	66	0	1	67
Total	397	3	9	409

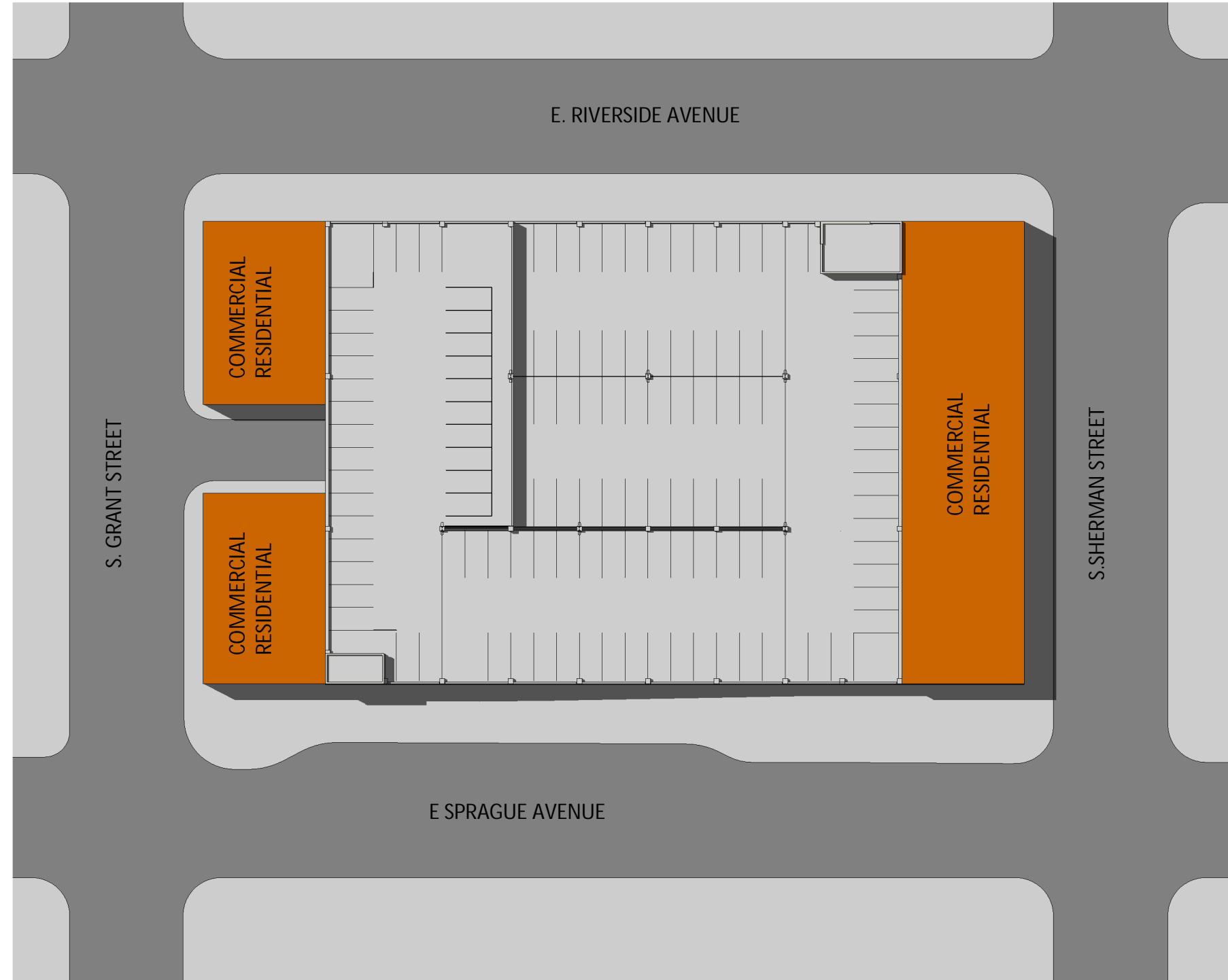
Figure 5E

Option A2: 3-Bay with Commercial/Residential Bookends

Figures 6A-6E depict a parking garage sited on the center of the block with a parking footprint of 182' x 210'. Shown on the concept plans is a three-bay, four level parking garage with 411 spaces and 19,600 square feet of ground-floor commercial/residential space fronting on S. Grant Street and S. Sherman Street. The three bays are all sloped with slopes ranging between approximately 4.4% and 4.8%. Given the length of the site, the parking bays on E. Riverside Avenue and E. Sprague Avenue would be sloping. The sloping façades could be largely hidden behind horizontal and vertical architectural design elements. This option anticipates the 409 E. Sprague Avenue and 430 E. Sprague properties are acquired by the UD, the existing buildings demolished, and replaced with new commercial and/or residential spaces on the ends. The provision of 411 spaces in the 127,500 square foot parking garage results in parking efficiency of 310.2 square feet per space. A stair and two elevators are located in the northeast corner and a stair is located in the southwest corner of the garage. Vehicle ingress and egress is on Grant Street. Based on the capacity of the garage, nine accessible spaces are required.

The parking garage is estimated to represent a construction cost of \$11,271,006, which equates to a cost per space of \$27,423 for 411 spaces. This cost estimate does not include the estimated cost of the commercial and residential space and land acquisition cost.

SITE PLAN



12/07/21

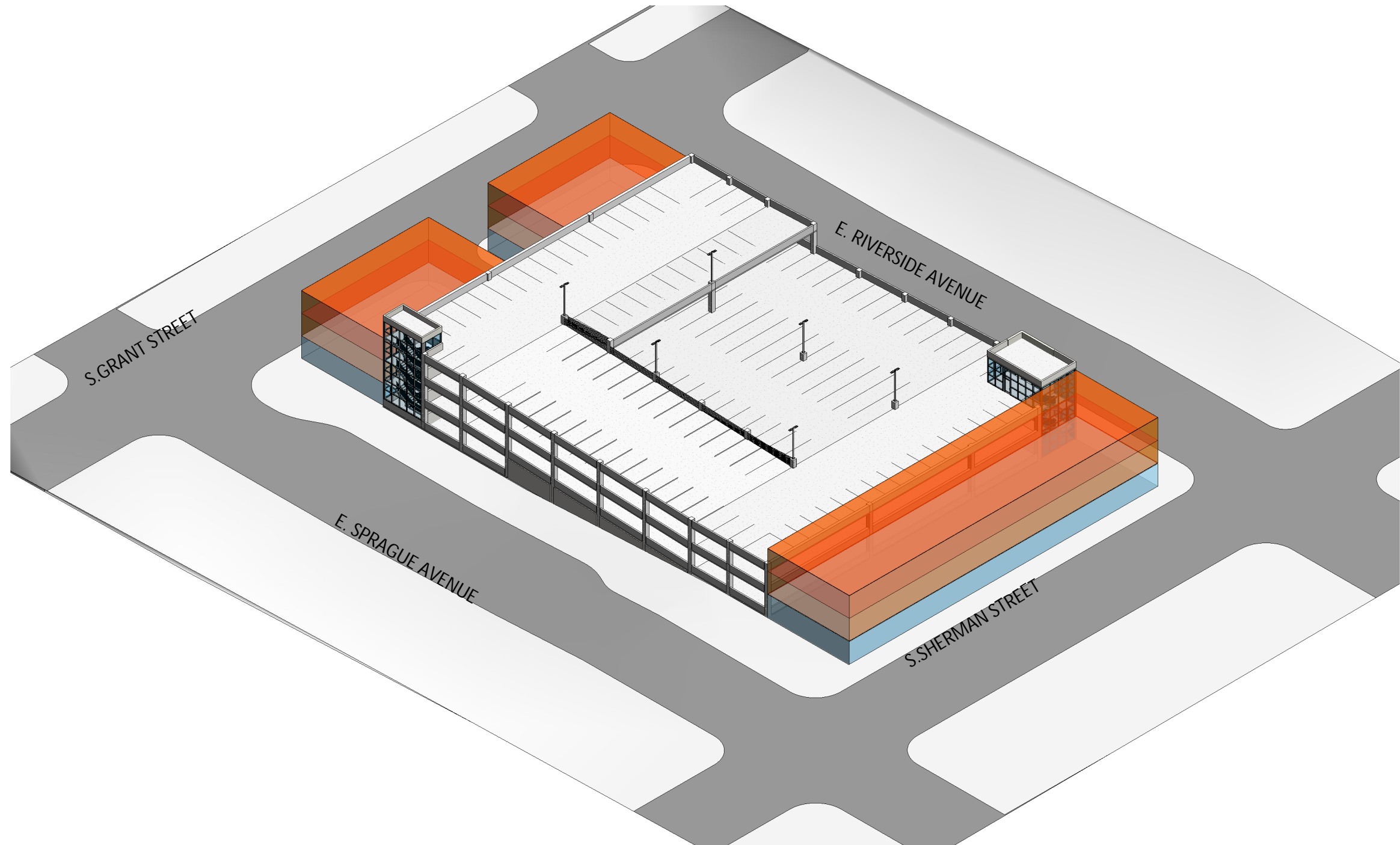
Sheet No.

Fig. 6A

PARKING STRUCTURE SITE A2 (400 BLOCK) - BOOKENDS
SPOKANE, WA

DESMAN
Design Management
www.desman.com

3D VIEW NORTH WEST CORNER

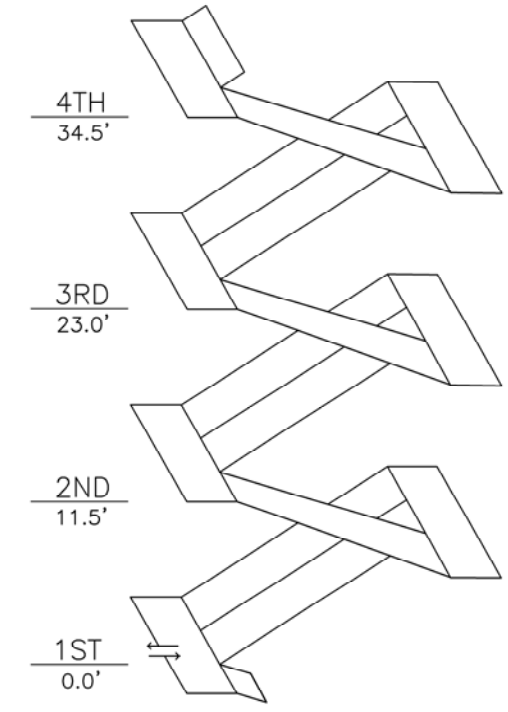
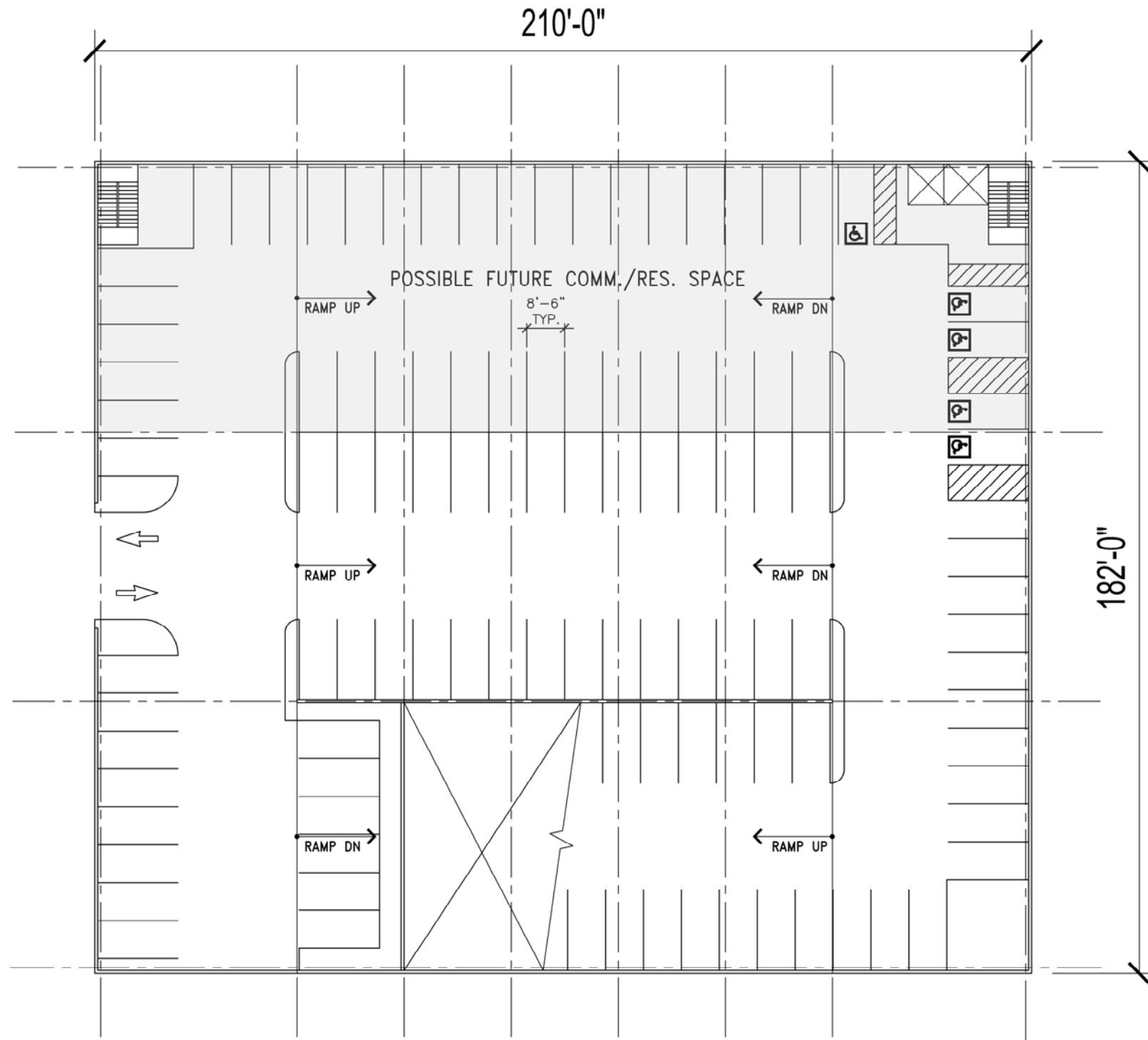


12/07/21
Sheet No.

Fig. 6B

PARKING STRUCTURE SITE A2 (400 BLOCK) - BOOKENDS
SPOKANE, WA

DESMAN
Design Management
www.desman.com

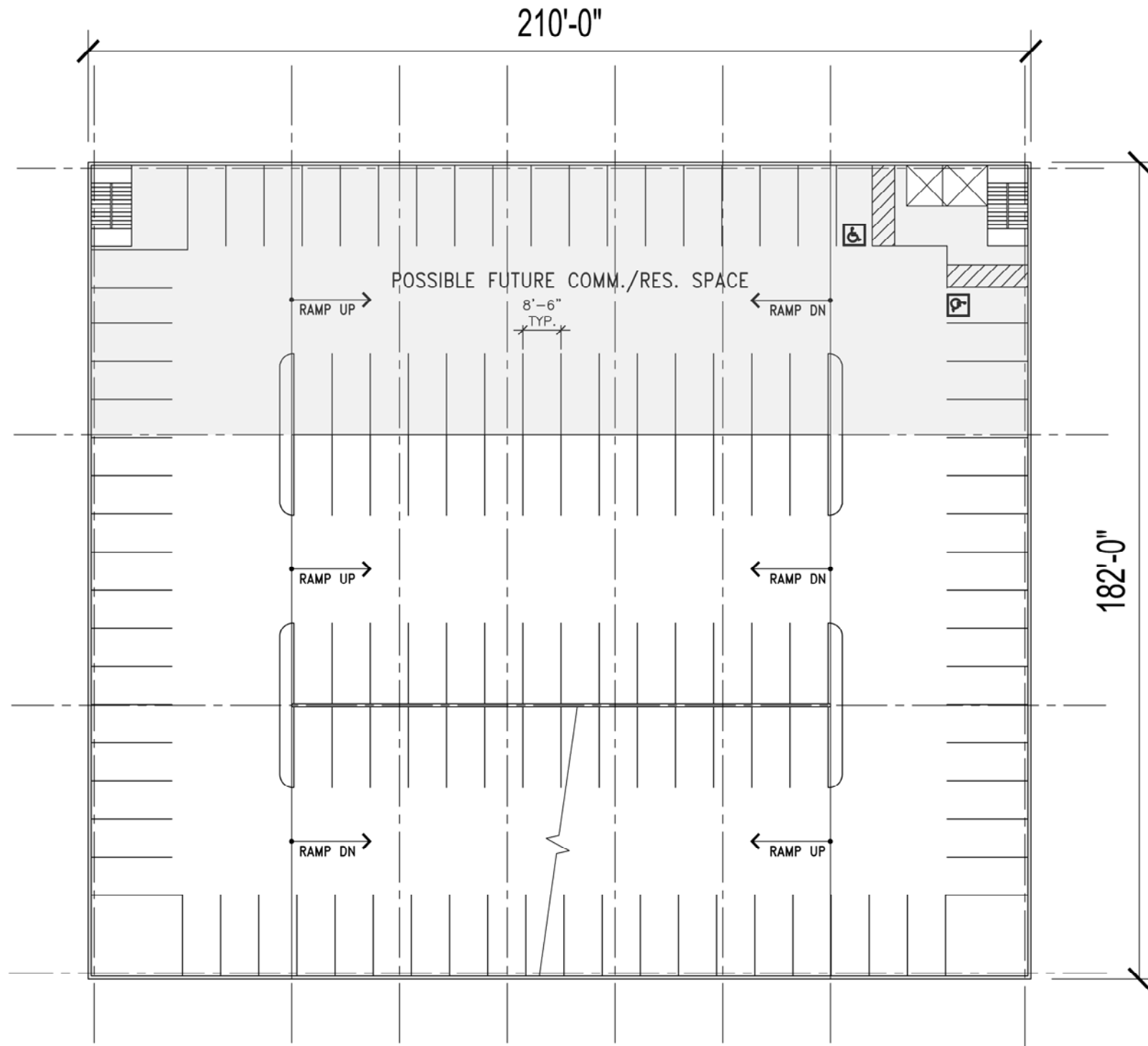


ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	106	5	111
2	125	2	127
3	125	2	127
4	46	0	46
Total	402	9	411

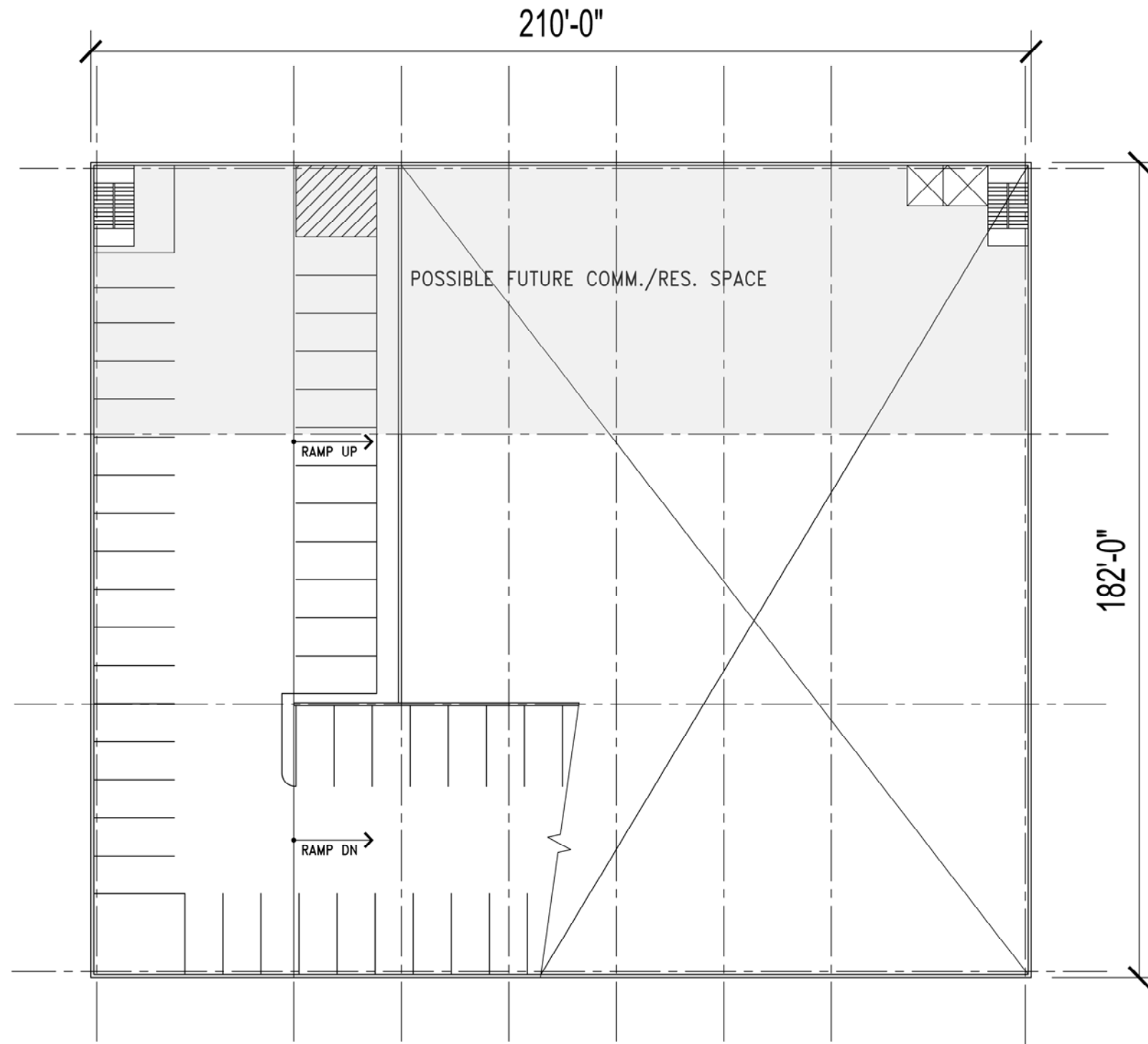
Figure 6C



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	106	5	111
2	125	2	127
3	125	2	127
4	46	0	46
Total	402	9	411

Figure 6D



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	106	5	111
2	125	2	127
3	125	2	127
4	46	0	46
Total	402	9	411

Figure 6E

Site B Parking Options

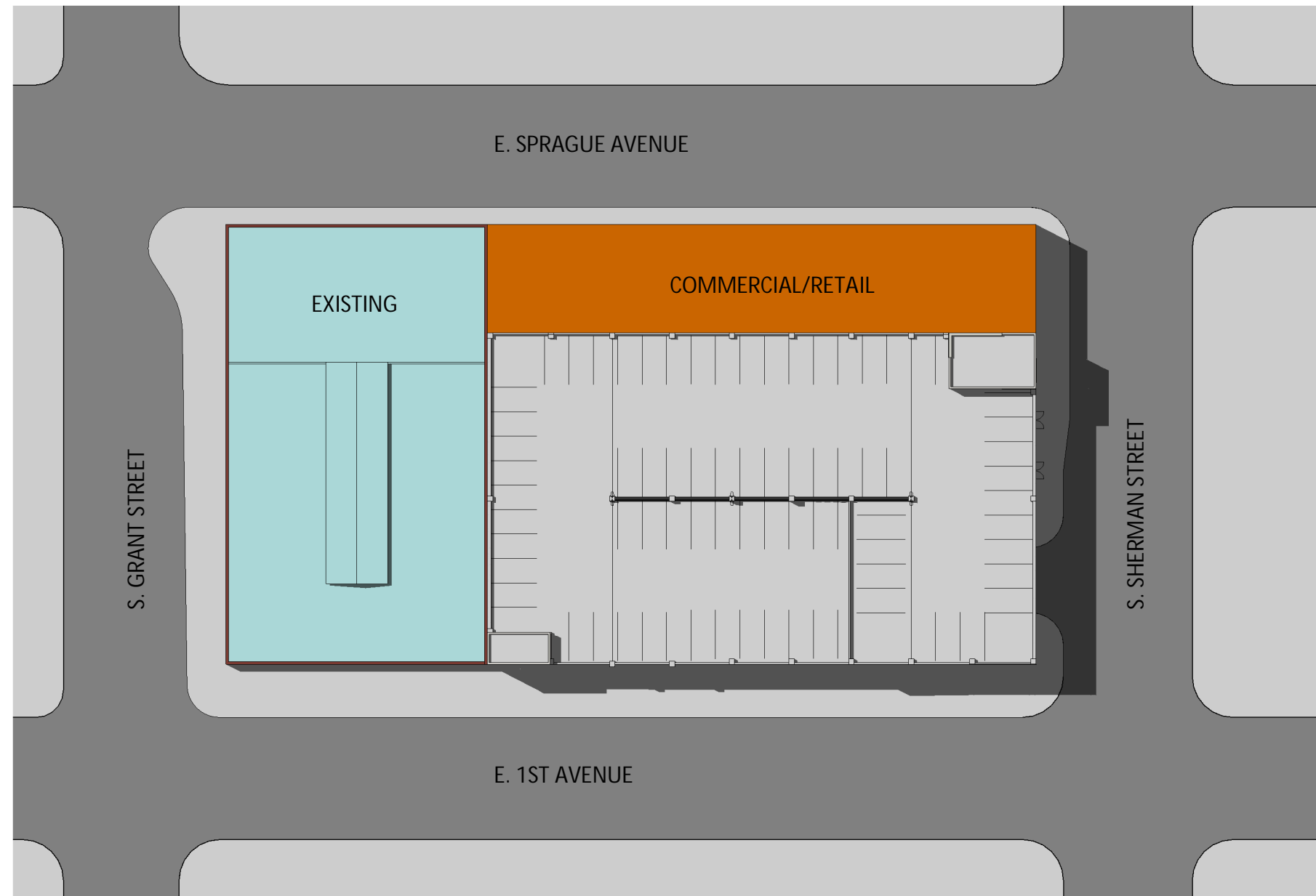
Two Options were developed for Site B, one is a traditional parking garage with long-span columns and the other is designed for adaptive reuse with short-span columns to support a future non-parking use on all or part of the site. In general, the site has the necessary dimensions to accommodate a functionally efficient and cost-effective parking garage.

Option B1: Traditional Parking Garage

Figures 7A-7E depict a parking garage with ground-floor commercial space on the north and east sides and three levels of residential space above the commercial space on the north side. The footprint of the parking is 122' x 200'. Shown on the concept plans is a two-bay, six level parking garage with 410 spaces. The ramps are continuous ramps with slopes ranging between approximately 4.8% and 5.2%. The sloping façade on the southside of the garage along E. 1st Street could be largely hidden behind horizontal and vertical architectural design elements. The provision of 410 spaces in the 130,500 square foot parking garage results in parking efficiency of 318.3 square feet per space. A stair and two elevators are located in the northeast corner and a stair is located in the southwest corner of the garage. Vehicle ingress and egress is on Sherman Street. Based on the capacity of the garage, nine accessible spaces are required.

The parking garage is estimated to represent a construction cost of \$11,678,148, which equates to a cost per space of \$28,483 for 410 spaces. This cost estimate does not include the cost of the surrounding commercial and residential space and land acquisition cost.

SITE PLAN



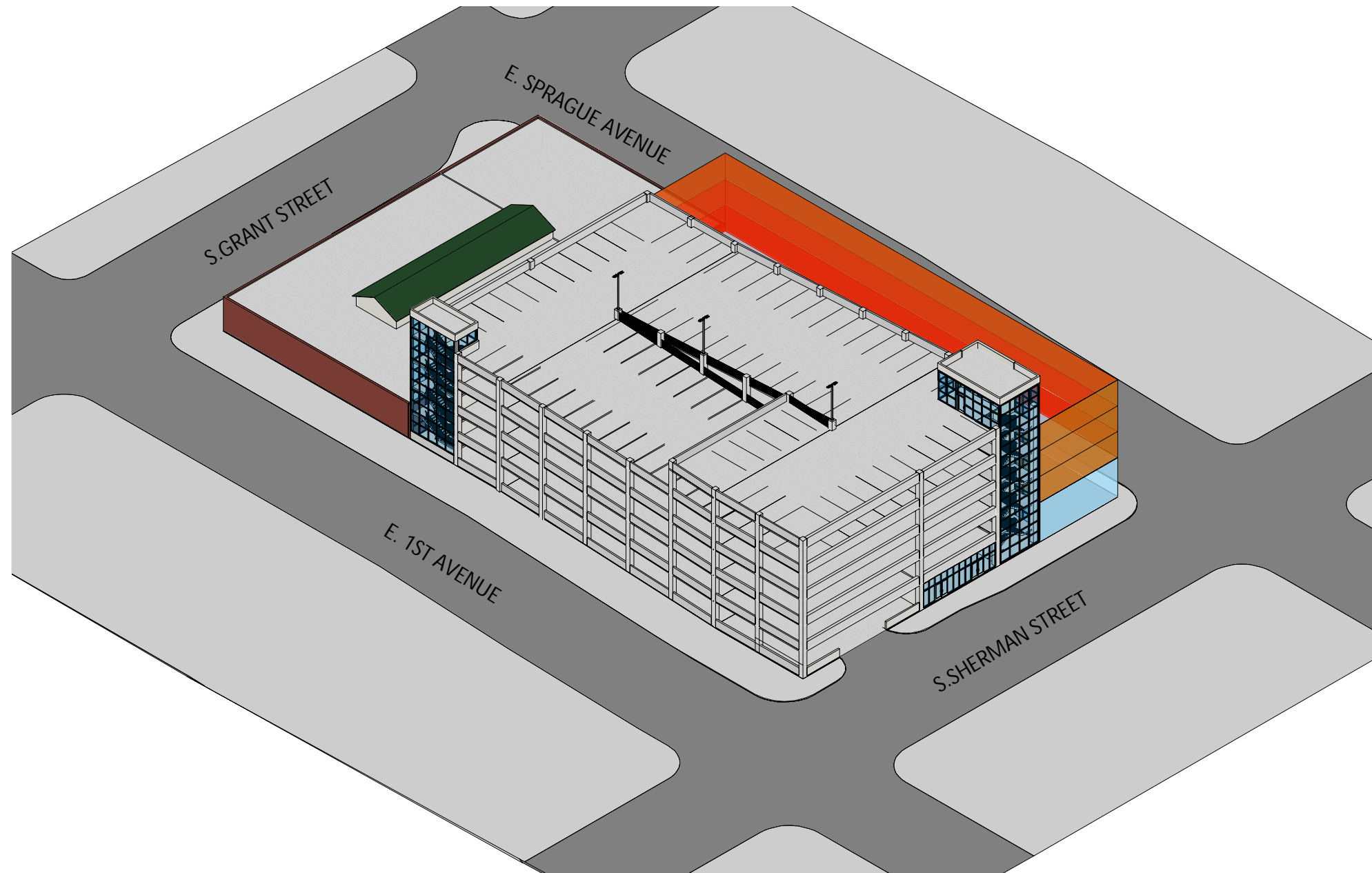
12/07/21
Sheet No.

Fig. 7A

PARKING STRUCTURE SITE B 1- TRADITIONAL GARAGE
SPOKANE, WA

DESMAN
Design Management
www.desman.com

3D VIEW SOUTH EAST CORNER

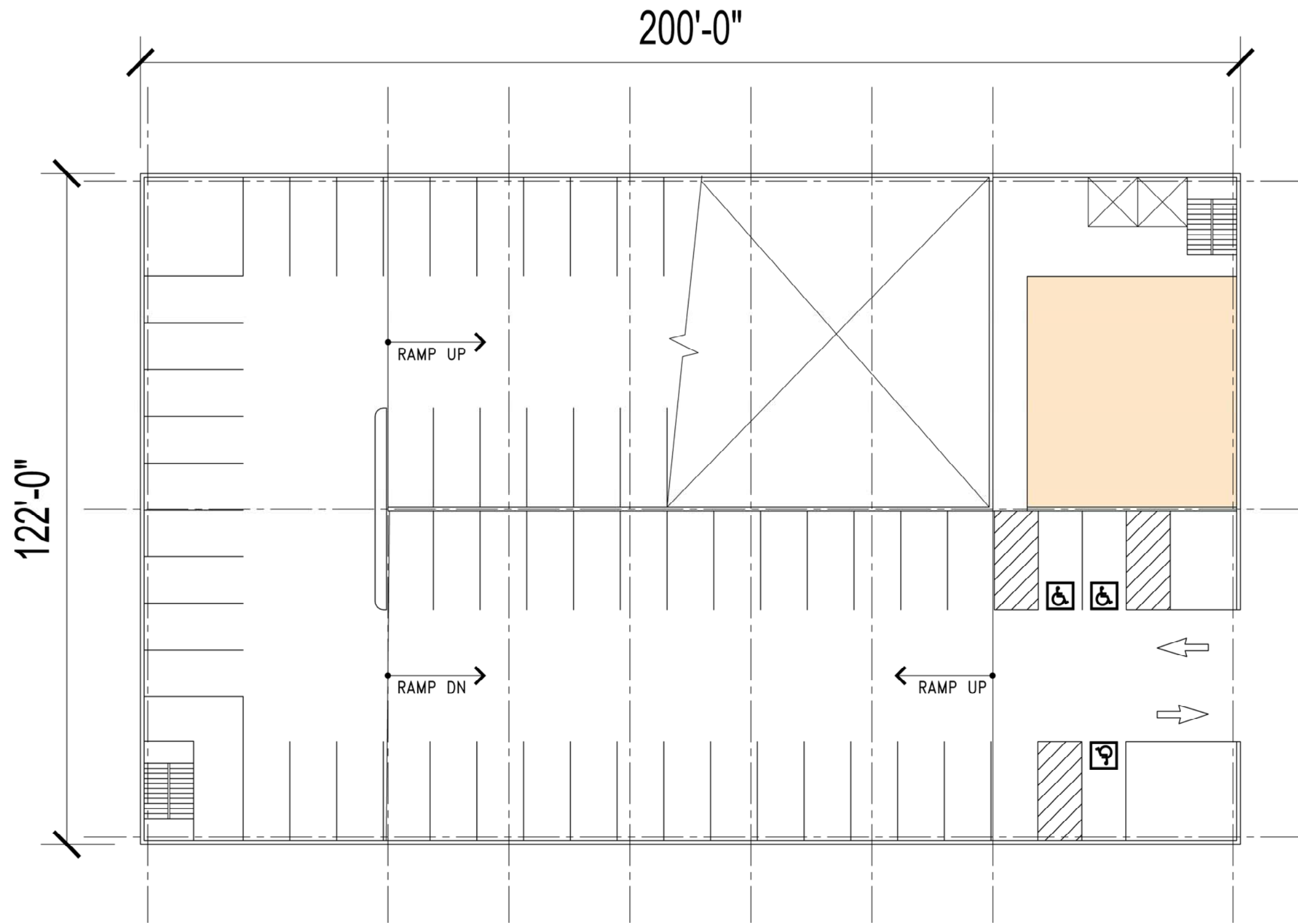


12/07/21
Sheet No.

Fig. 7B

PARKING STRUCTURE SITE B 1- TRADITIONAL GARAGE
SPOKANE, WA

DESMAN
Design Management
www.desman.com

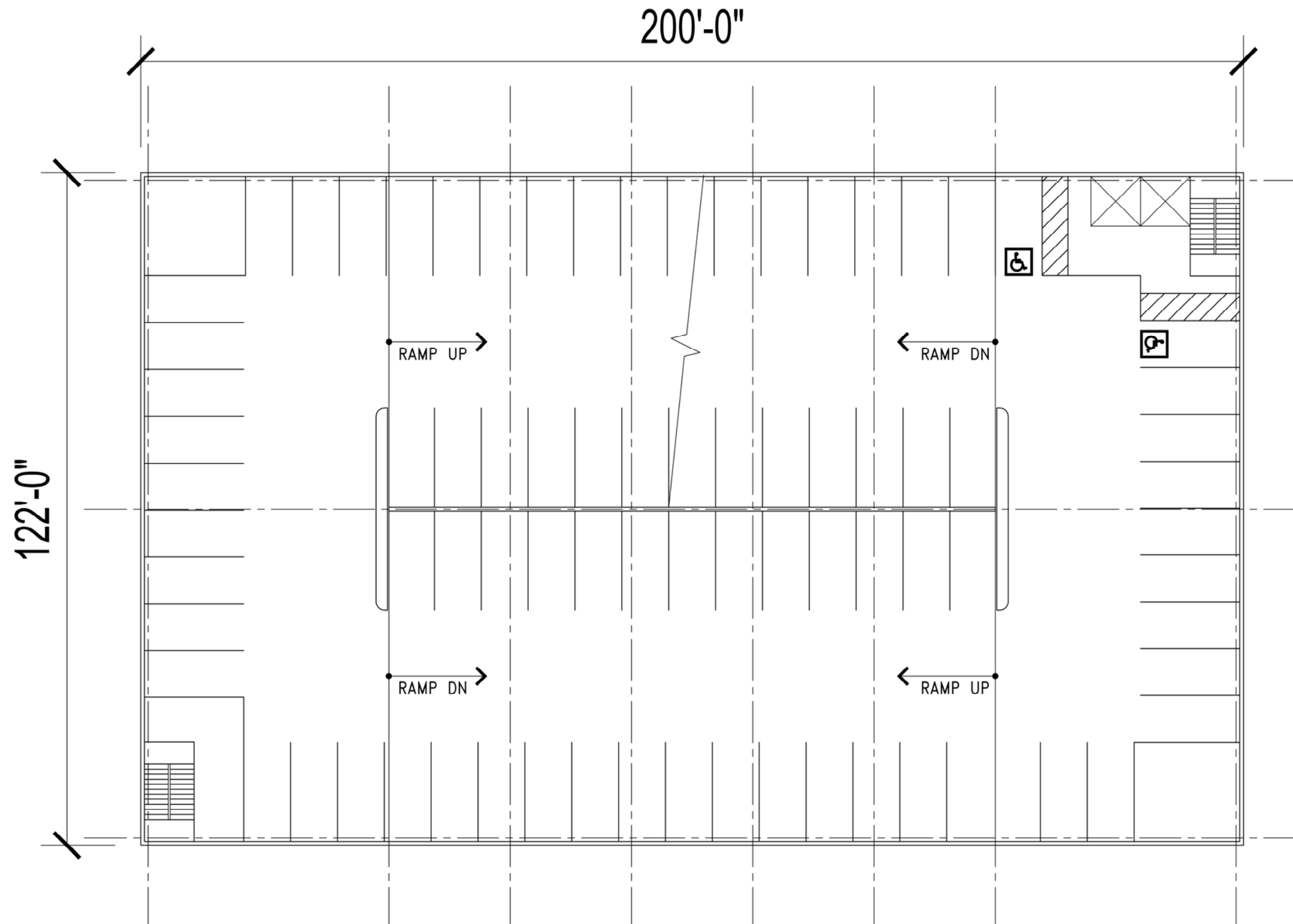


ISOMETRIC DIAGRAM 

PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	55	3	58
2	78	2	80
3	78	2	80
4	78	2	80
5	81	0	81
6	31	0	31
Total	401	9	410

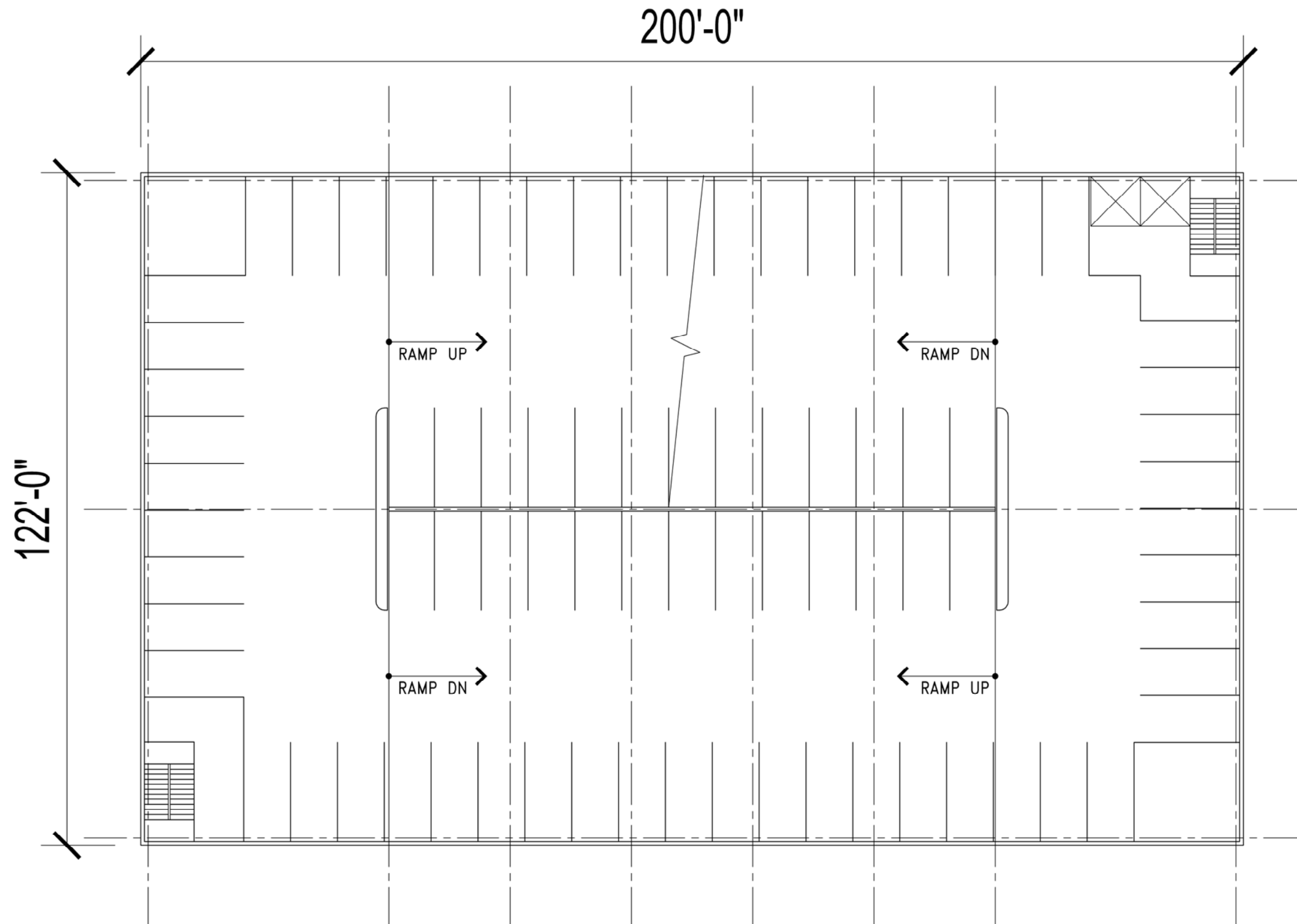
Figure 7C



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	55	3	58
2	78	2	80
3	78	2	80
4	78	2	80
5	81	0	81
6	31	0	31
Total	401	9	410

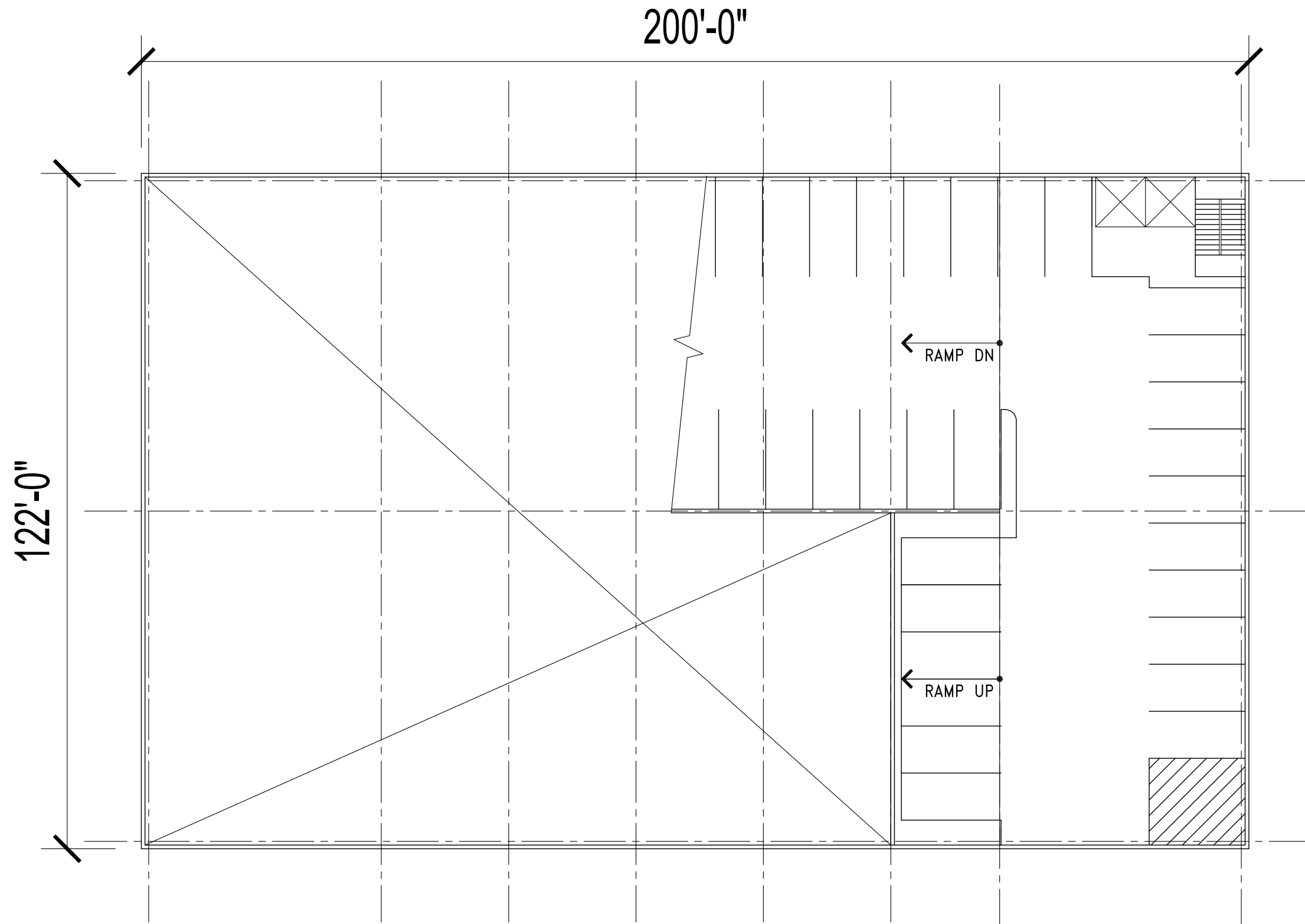
Figure 7D



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	55	3	58
2	78	2	80
3	78	2	80
4	78	2	80
5	81	0	81
6	31	0	31
Total	401	9	410

Figure 7E



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	55	3	58
2	78	2	80
3	78	2	80
4	78	2	80
5	81	0	81
6	31	0	31
Total	401	9	410

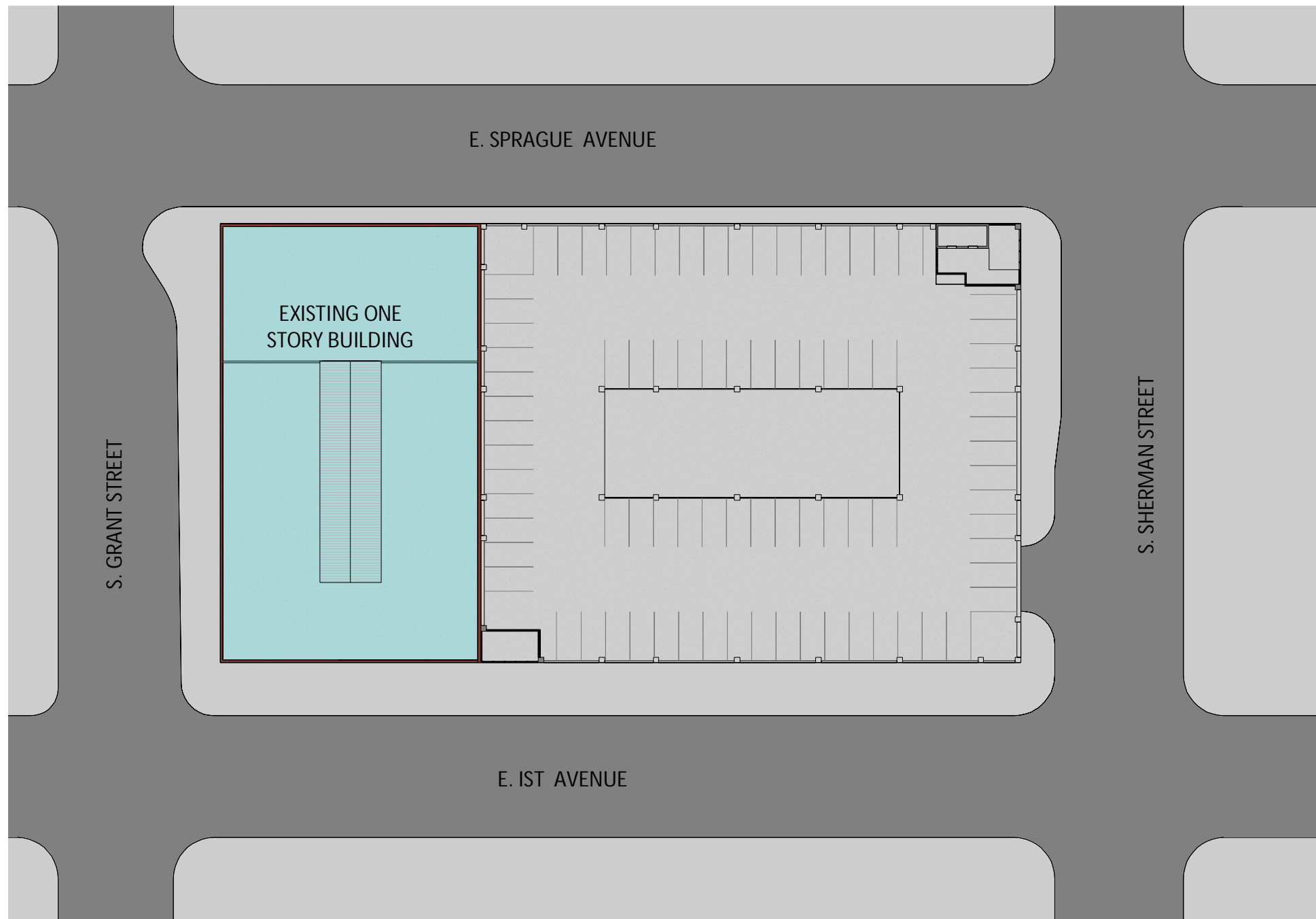
Figure 7F

Option B2: Parking Garage Designed for Adaptive Reuse

Figures 8A-8E depict a parking garage designed for adaptive reuse with ground-floor commercial space on the north side. The footprint of the parking is 160' x 200'. Shown on the concept plans is a two-bay, six level parking garage with 412 spaces. The center ramp is a non-parking ramp with a slope of approximately 15% given a floor-to-floor height between levels of 15 feet, and all of the parking is on flat floors. The provision of 412 spaces in the 178,500 square foot parking garage results in parking efficiency of 433.3 square feet per space. The poor parking efficiency is directly attributable to the non-parking ramp and the short-span column layout. A stair and two elevators are located in the northeast corner and a stair is located in the southwest corner of the garage. Vehicle ingress and egress is on Sherman Street. Based on the capacity of the garage, nine accessible spaces are required.

The parking garage is estimated to represent a construction cost of approximately \$15,034,158, which equates to a cost per space of \$36,491 for 412 spaces. This cost estimate does not include the cost of the surrounding commercial and residential space and land acquisition cost.

SITE PLAN



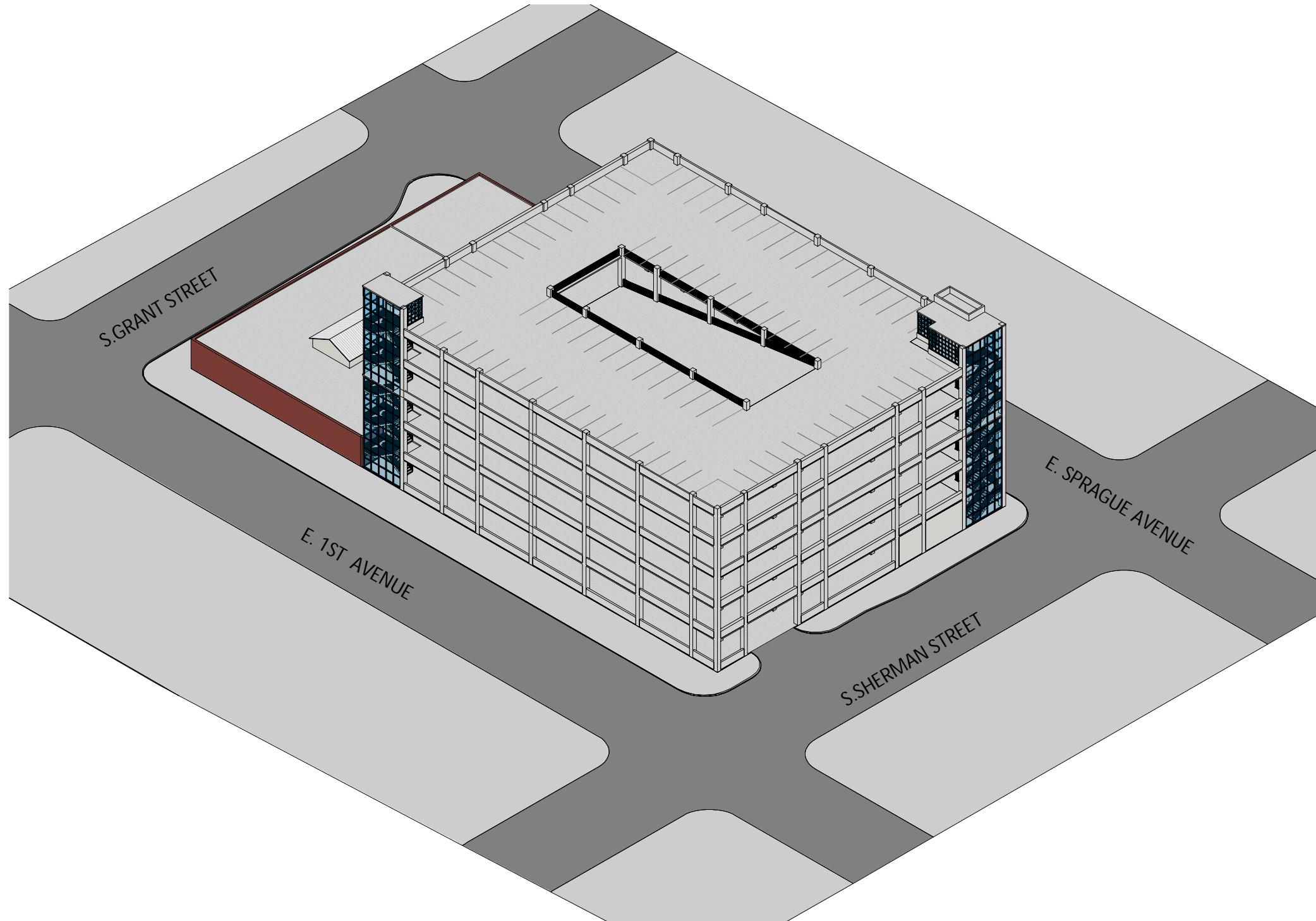
11/07/21
Sheet No.

Fig. 8A

PARKING STRUCTURE SITE SITE B 2 - SPEEDRAMP
SPOKANE, WA

DESMAN
Design Management
www.desman.com

3D VIEW SOUTH EAST CORNER

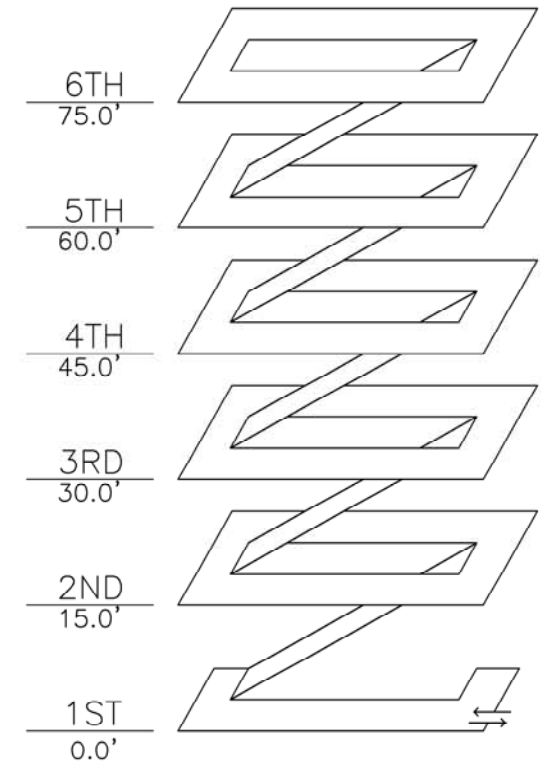
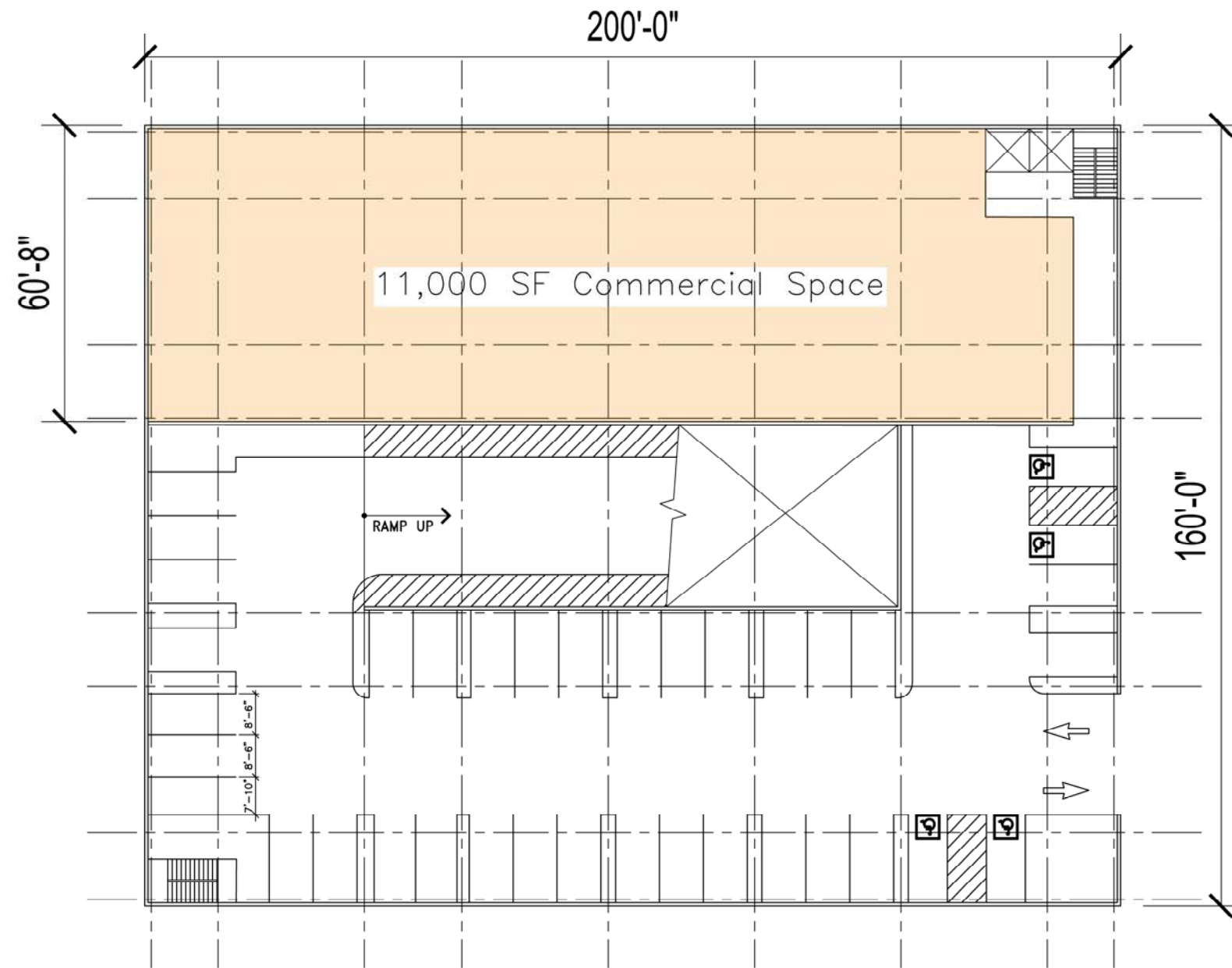


11/07/21
Sheet No.

Fig. 8B

PARKING STRUCTURE SITE SITE B 2 - SPEEDRAMP
SPOKANE, WA

DESMAN
Design Management
www.desman.com

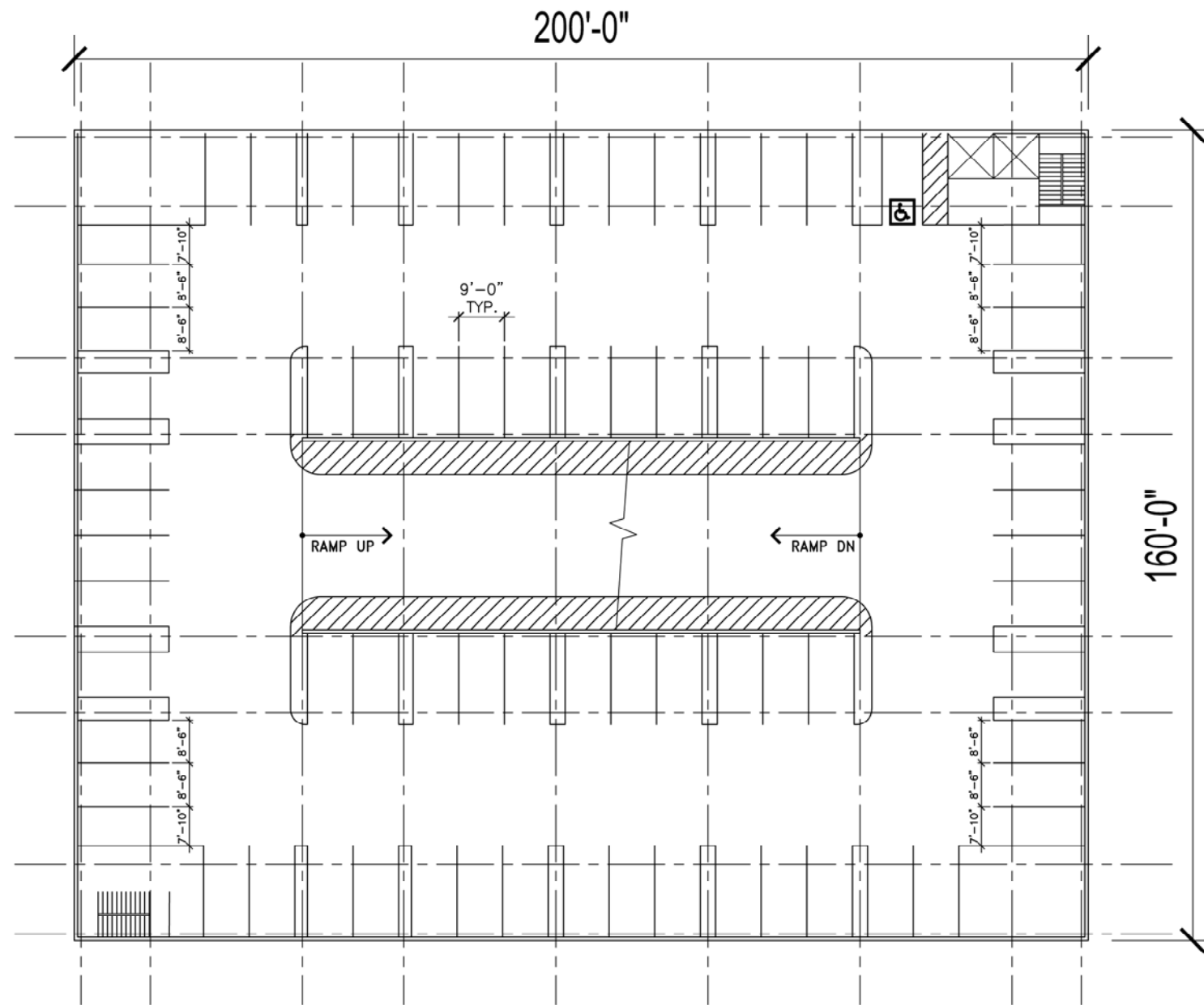


ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	33	4	37
2	74	1	75
3	74	1	75
4	74	1	75
5	74	1	75
6	74	1	75
Total	403	9	412

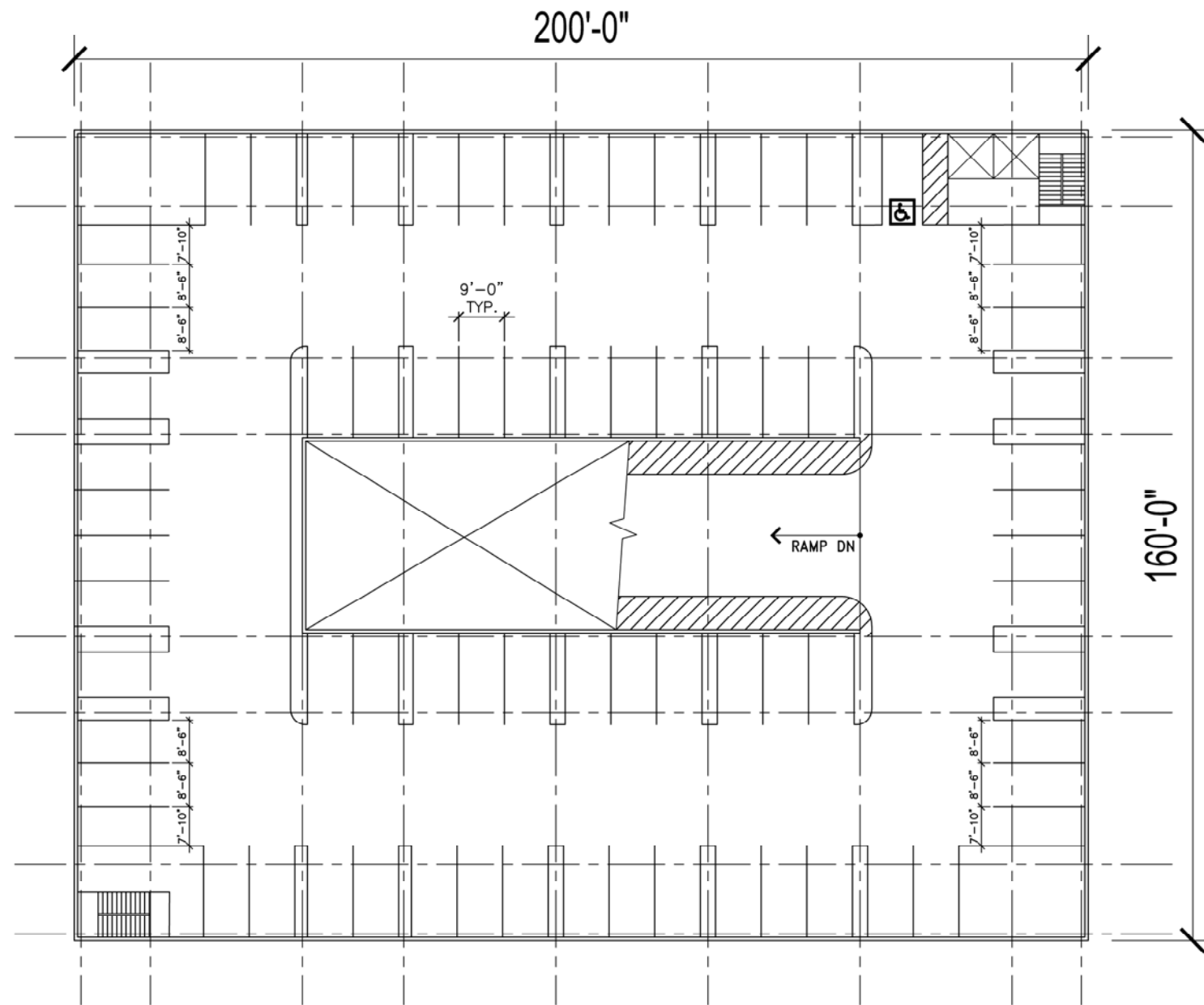
Figure 8C



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	33	4	37
2	74	1	75
3	74	1	75
4	74	1	75
5	74	1	75
6	74	1	75
Total	403	9	412

Figure 8D



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	33	4	37
2	74	1	75
3	74	1	75
4	74	1	75
5	74	1	75
6	74	1	75
Total	403	9	412

Figure 8E

Below is a comparison matrix summarizing and comparing the four parking garage options on the two sites.

Parking Comparison Matrix

	Option A1	Option A2	Option B1	Option B2
Orientation	E-W	E-W	E-W	E-W
Number of Spaces	409	411	410	412
Parking Square Feet	129,500	127,500	130,500	178,500
Parking Efficiency	316.6	310.2	318.3	433.3
Number of Levels	5.5	4.0	6.0	6.0
Top Floor Height	51.75'	34.5'	57.5'	75.0'
Estimated Cost (1)	\$11,224,194	\$10,984,676	\$11,678,148	\$15,034,158
Cost Per Space	\$27,443	\$26,727	\$28,483	\$36,491
Cost Per SF	\$86.67	\$86.15	\$89.49	\$84.22
Percent Flat-Floor Parking	30%	34%	35%	100%
Max. Parking Ramp Slope	4.3%	4.8%	5.2%	NA
Max. Non-Parking Ramp Slope	NA	NA	NA	15%
Adaptive Reuse	No	No	Yes	Yes
SF of Commercial/Residential	45,200	73,600	46,000	11,000
Estimated Comm./Res. Cost (2)	\$11,300,000	\$18,400,000	\$11,500,000	\$2,750,000

Notes:

(1) Construction cost for the parking only.

(2) Estimated at \$200/SF for shell space.

Following are a collection of photographs of mixed-use parking projects depicting several of the design concepts envisioned by the UD for the parking garage in the South University District in downtown Spokane.







The Economics of Parking Garages

Although parking garages often make important contributions to the success of an area by spurring economic development, most parking garages are not self-supporting. That is to say, parking revenues generally fall short of covering both operating expenses and debt service. Because of this, most parking garages require a subsidy of some sort, which most commonly includes revenues from other parking facilities and operations, bonds, taxes, grants, and tax revenue growth. There are numerous methods of public sector involvement in the financing of parking facilities. In addition to the more traditional methods of selling general obligation or parking revenue bonds, other methods include tax-Increment financing, parking benefit and business improvement districts, fees-in-lieu of parking, federal grants, developer incentives, and public/private partnerships.

An example of a successful public/private venture is the Plaza Centro Garage in downtown Tucson, AZ, pictured below. The City of Tucson built the garage, sold the ground-floor commercial space, and sold the air rights above the parking to a developer for three stories of student apartments. If the land upon which the parking is developed is publicly owned, the air rights can be sold for future development. Common today is the development of mixed-use, shared-use and air rights parking projects so that financial shortfalls can be minimized.



Parking is an essential service that is not always provided by the private sector, generally because it is not financially feasible. The public sector has access to financing methods and rates that are more conducive to the development of parking. Economic conditions in downtown Spokane will continue to improve with assistance from the UD in providing parking to support new development and replace existing parking displaced by current and future development.

Conclusion and Recommendation

As previously mentioned, both sites are suitable for a functional and efficient parking garage. Site A is the preferred location because the central portion of the block will be potentially owned or controlled by the

UD. It should also be kept in mind that the parking solution for the block should also accommodate the parking needs for the site, be it commercial and/or residential development. Site A provides more opportunity than Site B to expand the garages vertically for more than 400 spaces as necessary.

We appreciate the opportunity to work with you on this project. Please contact us with any questions or comments on the contents of this technical memorandum.

Sincerely,
DESMAN, Inc.



Stephen J. Rebora
President and CEO



Scot D. Martin
Senior Planner

APPENDIX



E Riverside Ave
327'-0"



10,000 SF Commercial Space

35'-0"

200'-0"

S Grant St

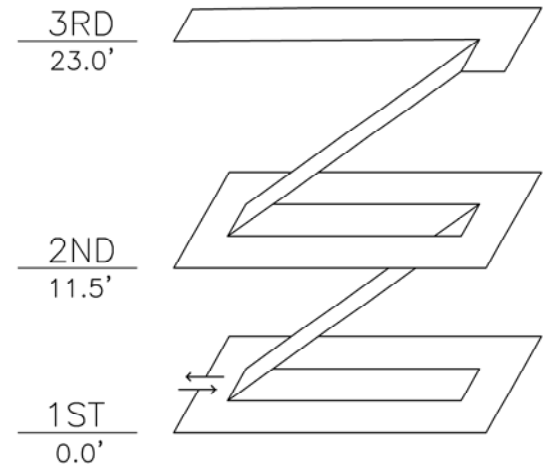
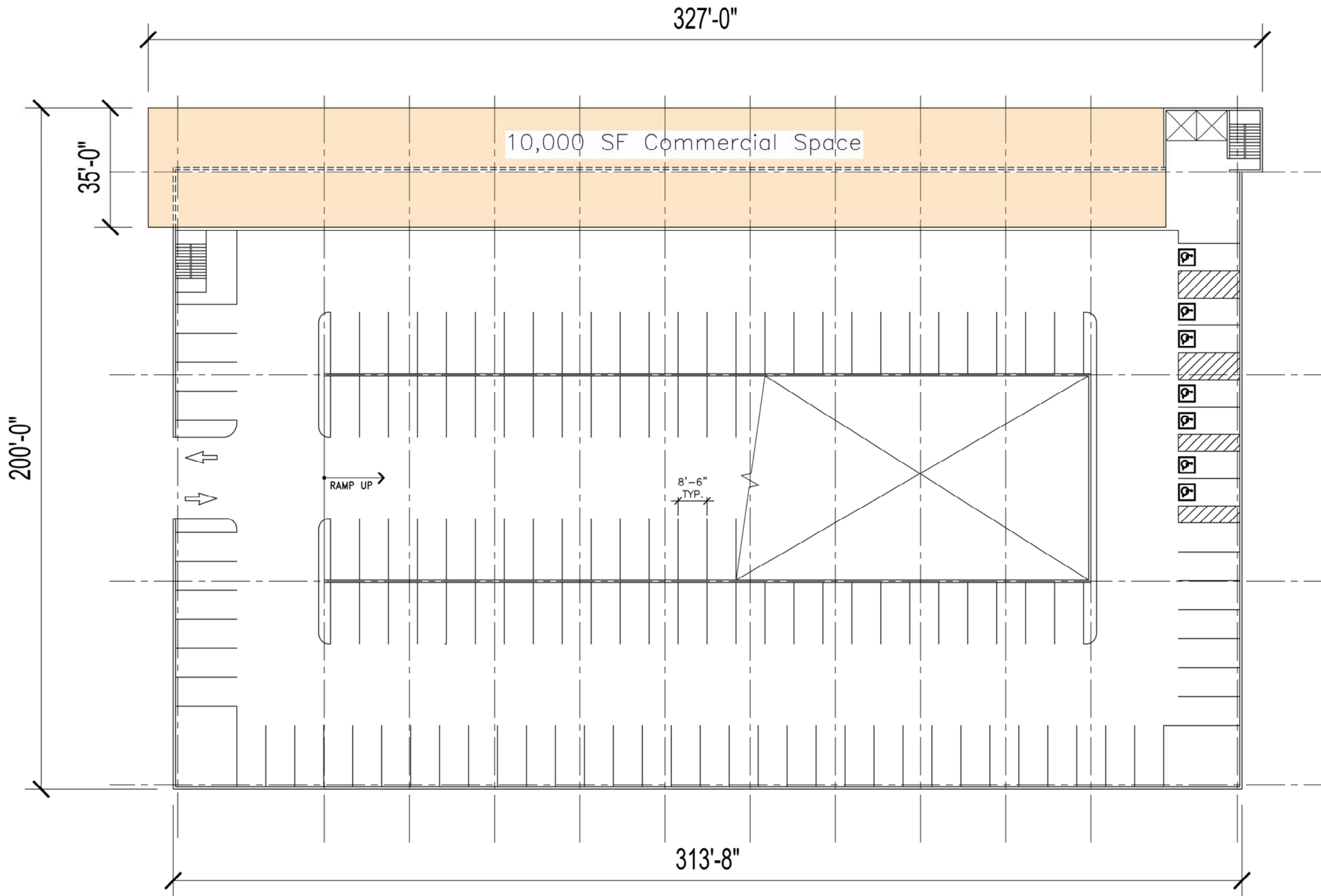
RAMP UP

8'-6"
TYP.

S Sherman St

E Sprague Ave

September 30, 2021

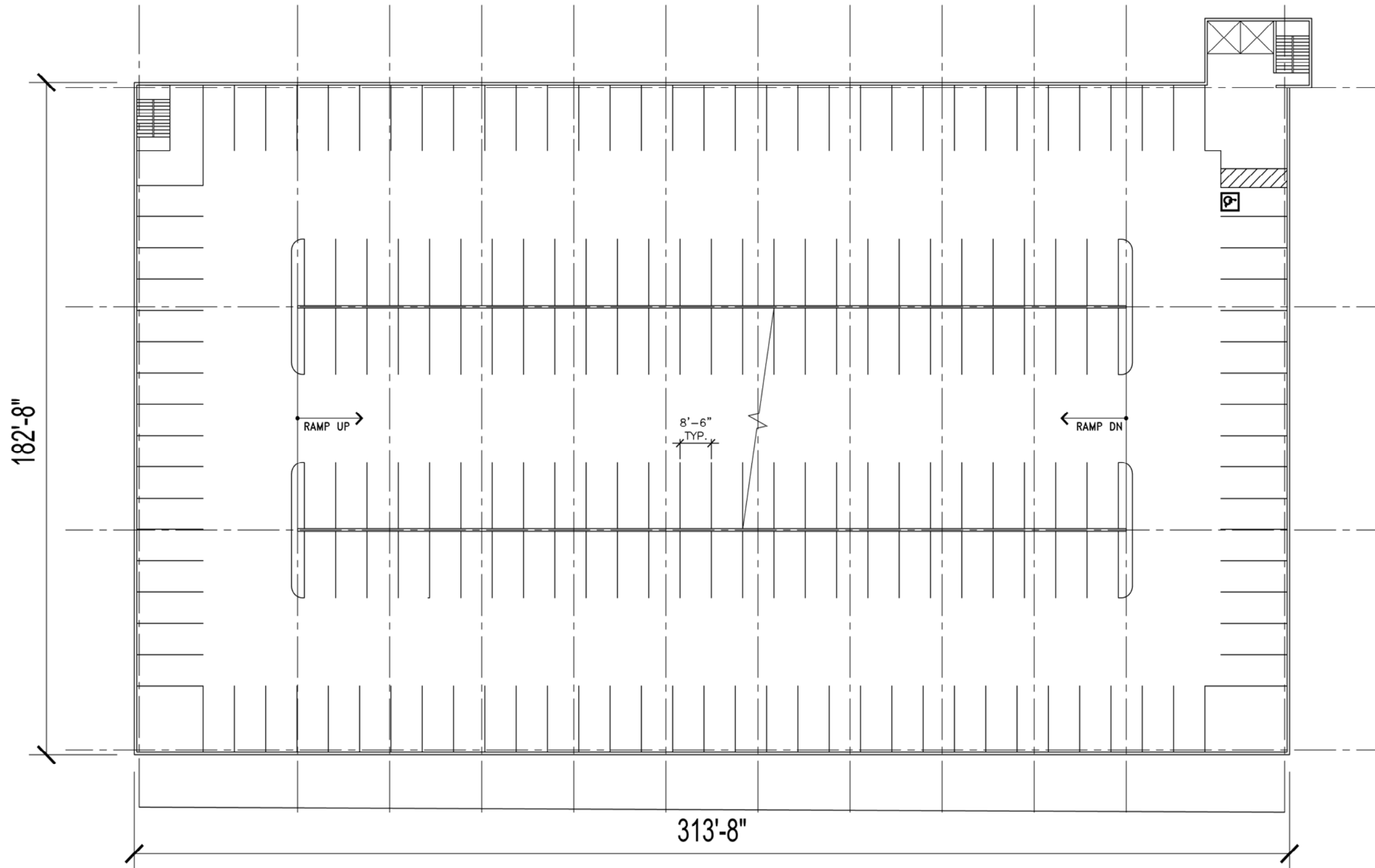


ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	123	7	130
2	198	1	199
3	96	1	97
Total	417	9	426

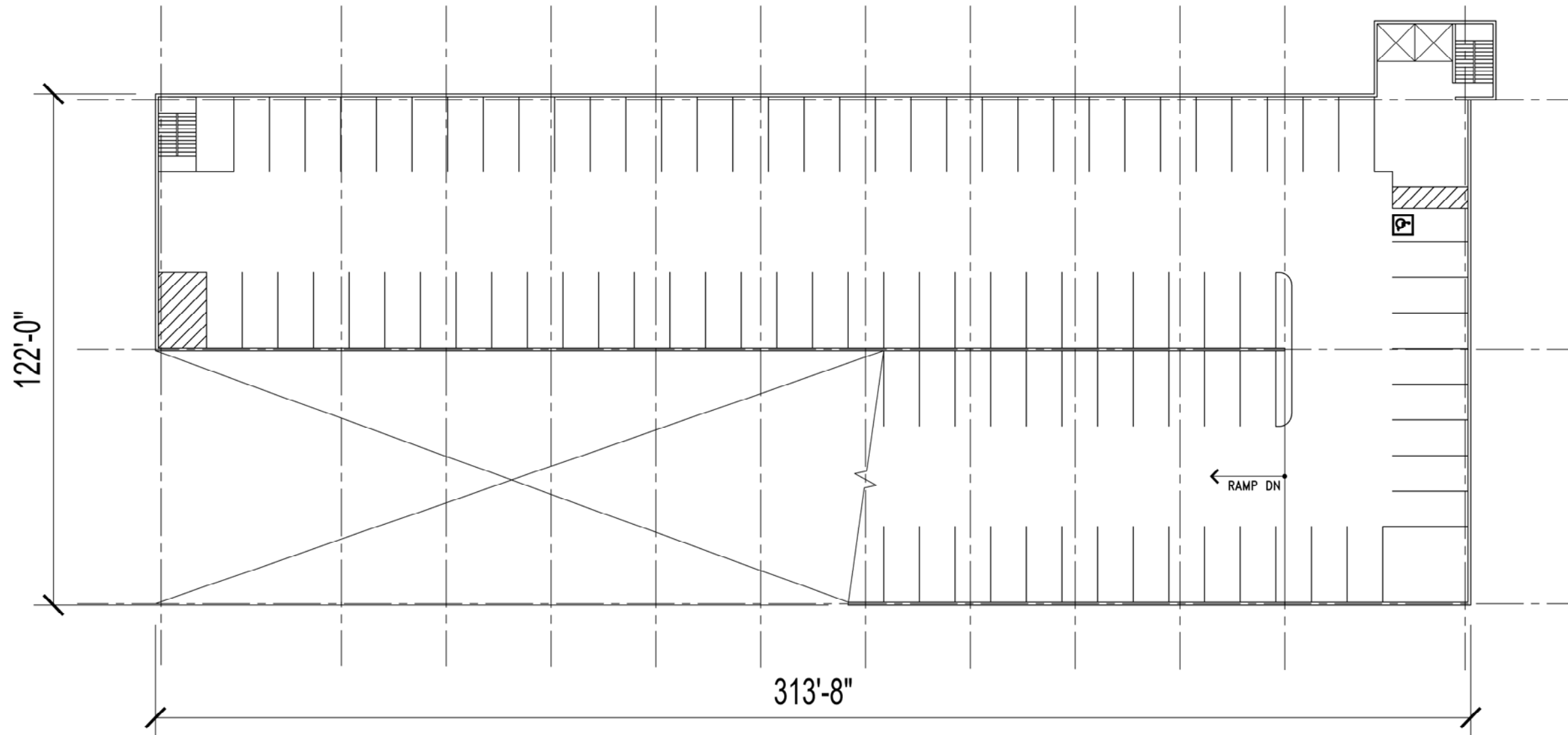
September 20, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	123	7	130
2	198	1	199
3	96	1	97
Total	417	9	426

September 20, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	123	7	130
2	198	1	199
3	96	1	97
Total	417	9	426

September 30, 2021



E Riverside Ave
327'-0"

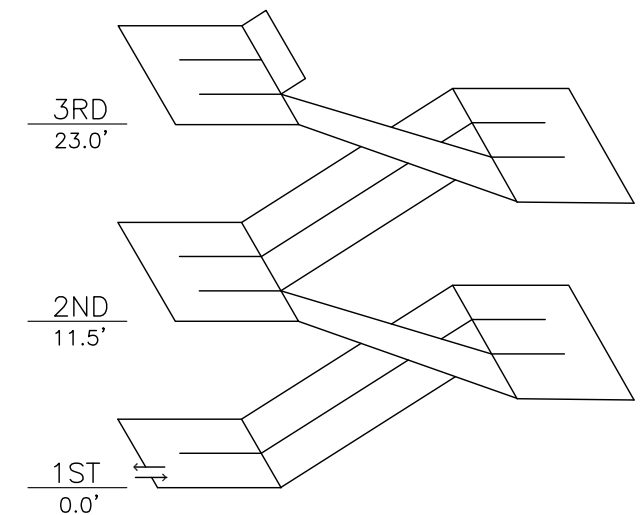
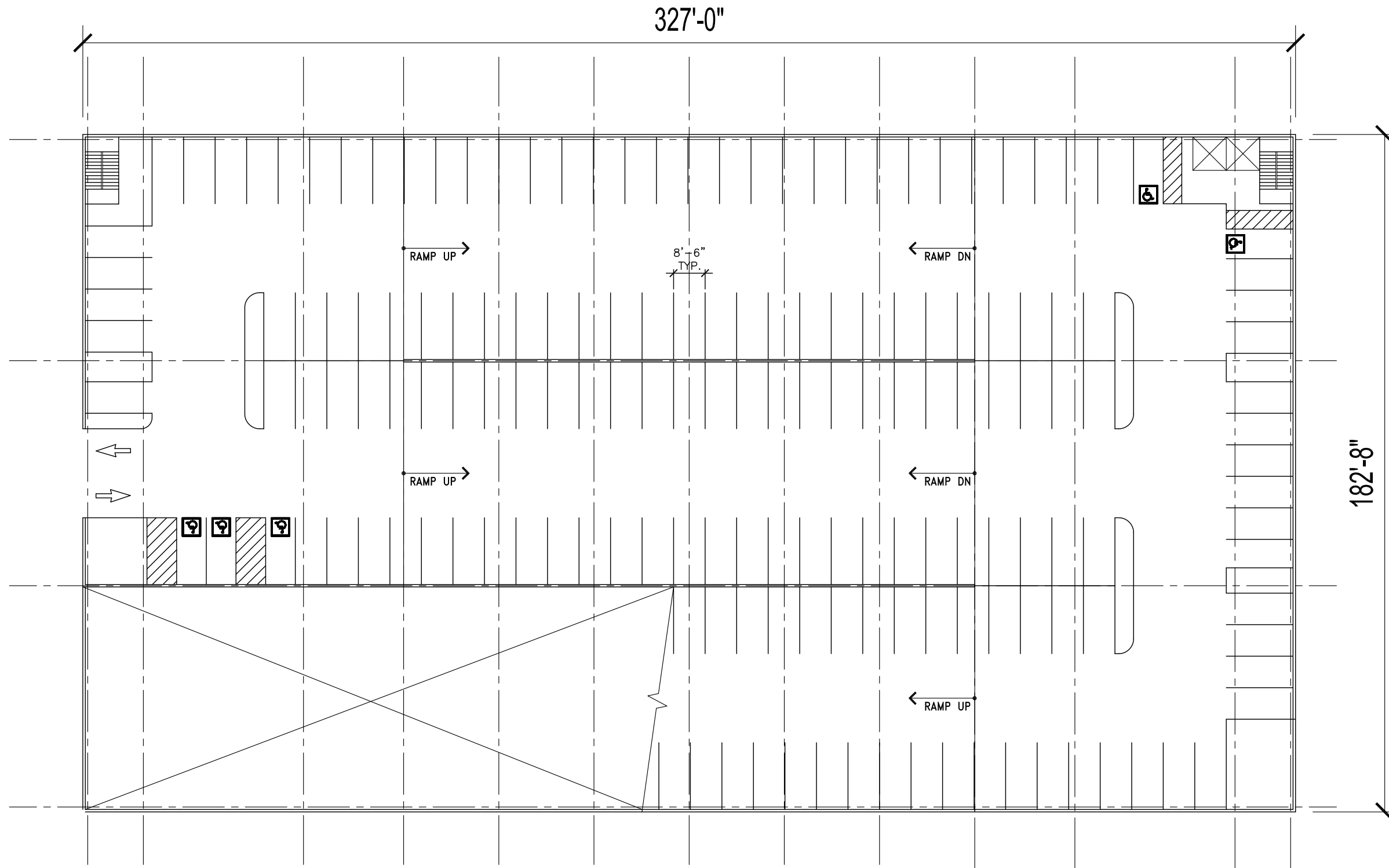


October 4, 2021

University District Site Analysis

Parking Structure Site A (400 Block) - Adaptive Site Plan
Spokane, WA



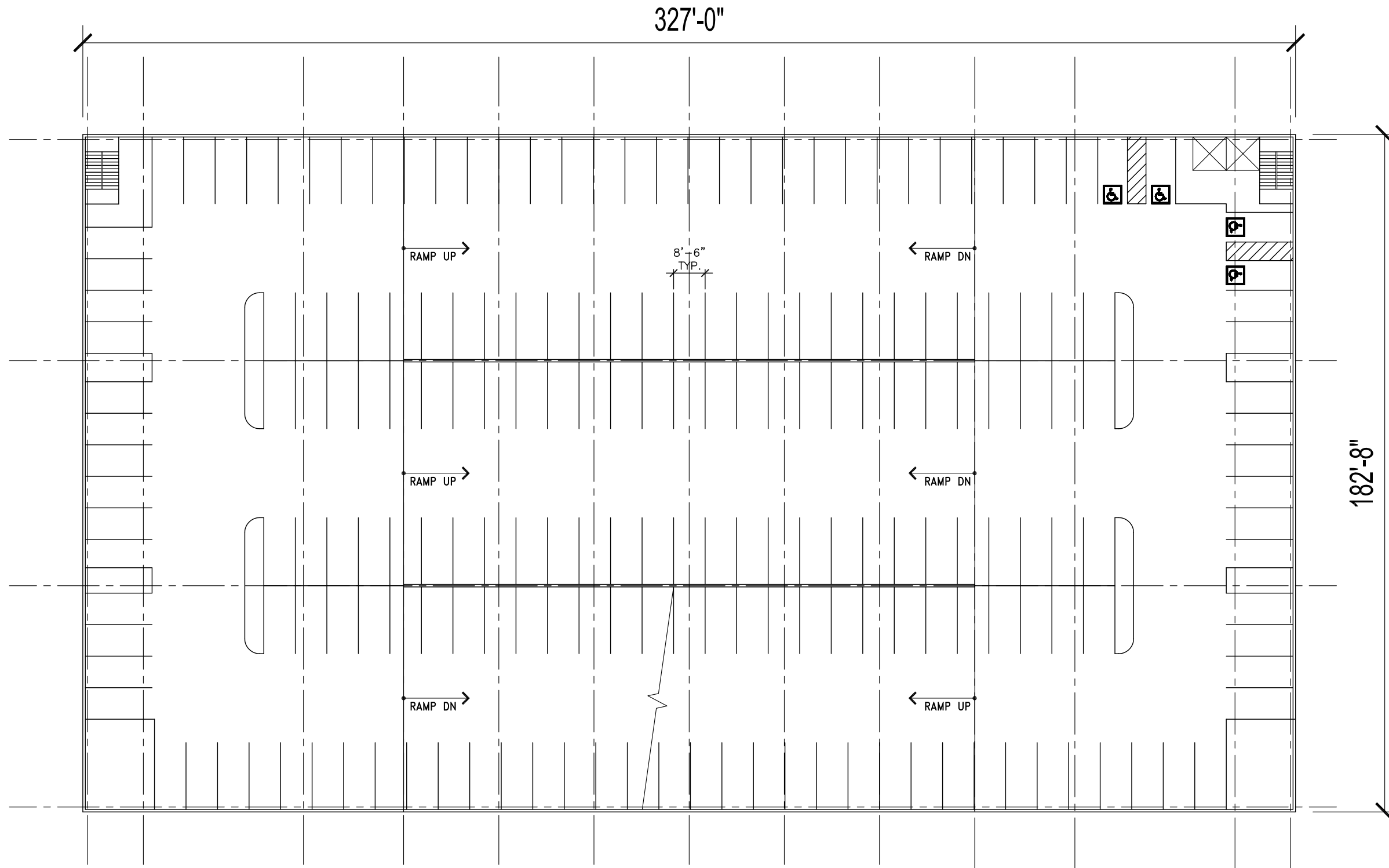


ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	161	5	166
2	198	4	202
3	70	0	70
Total	429	9	438

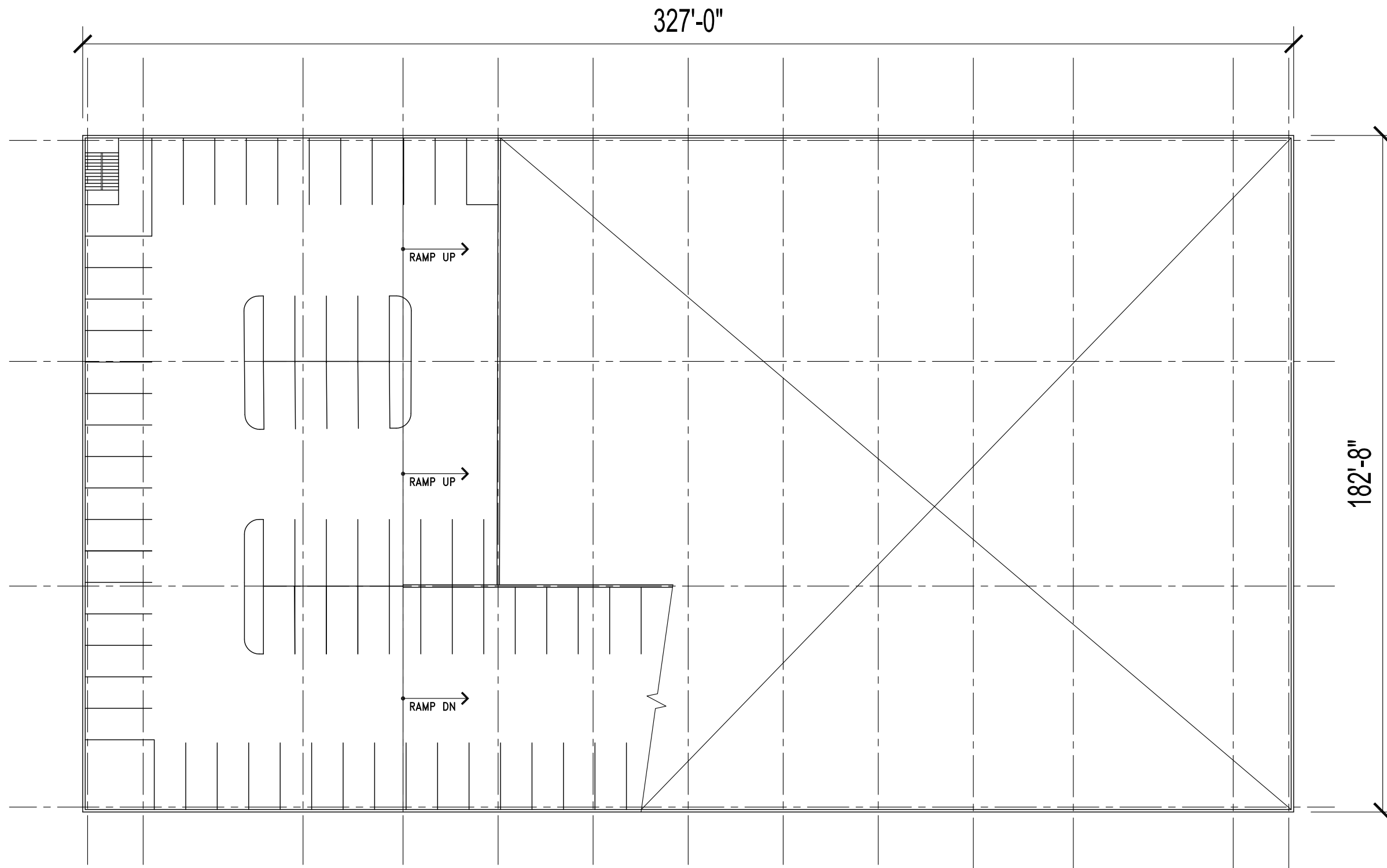
October 4, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	161	5	166
2	198	4	202
3	70	0	70
Total	429	9	438

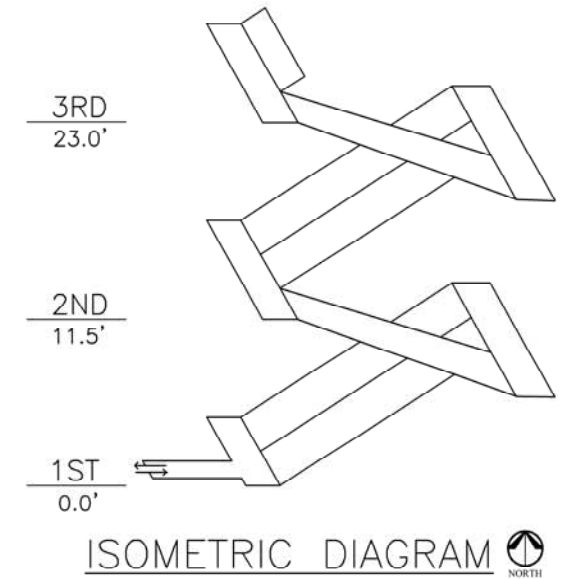
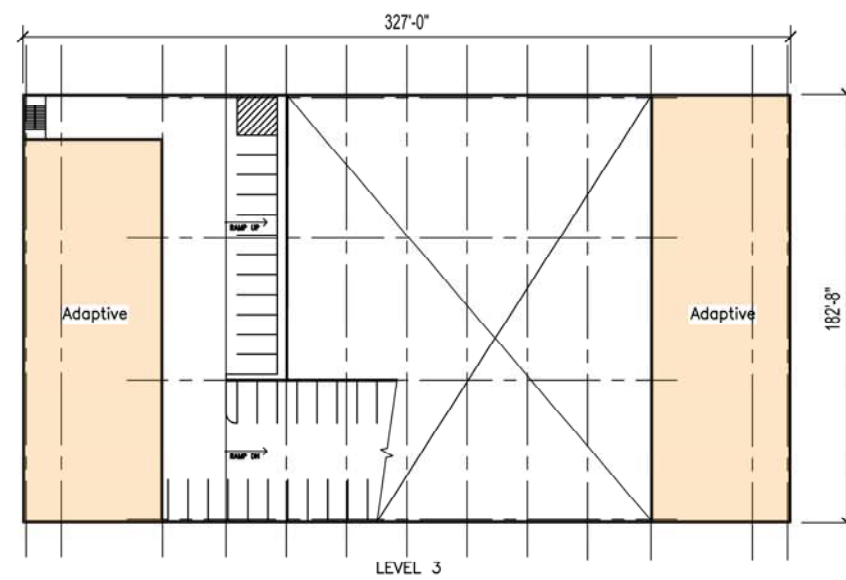
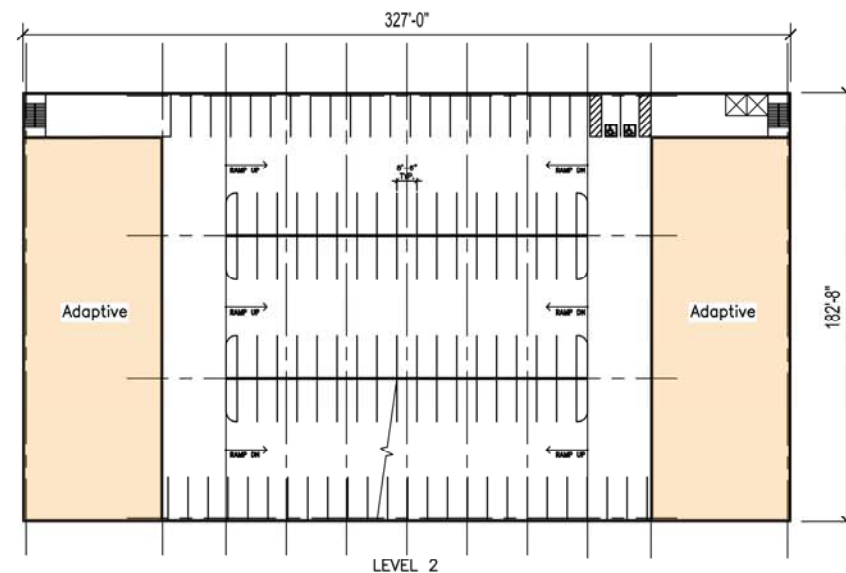
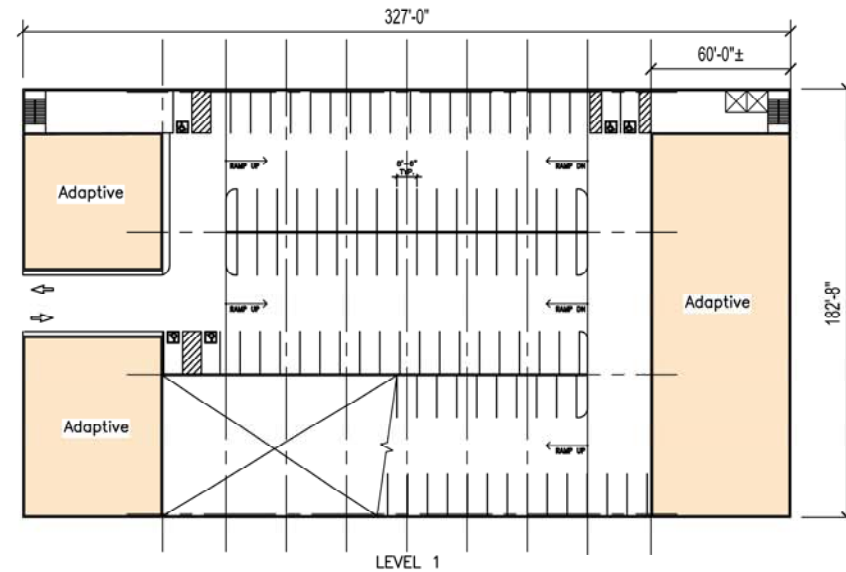
October 4, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	161	5	166
2	198	4	202
3	70	0	70
Total	429	9	438

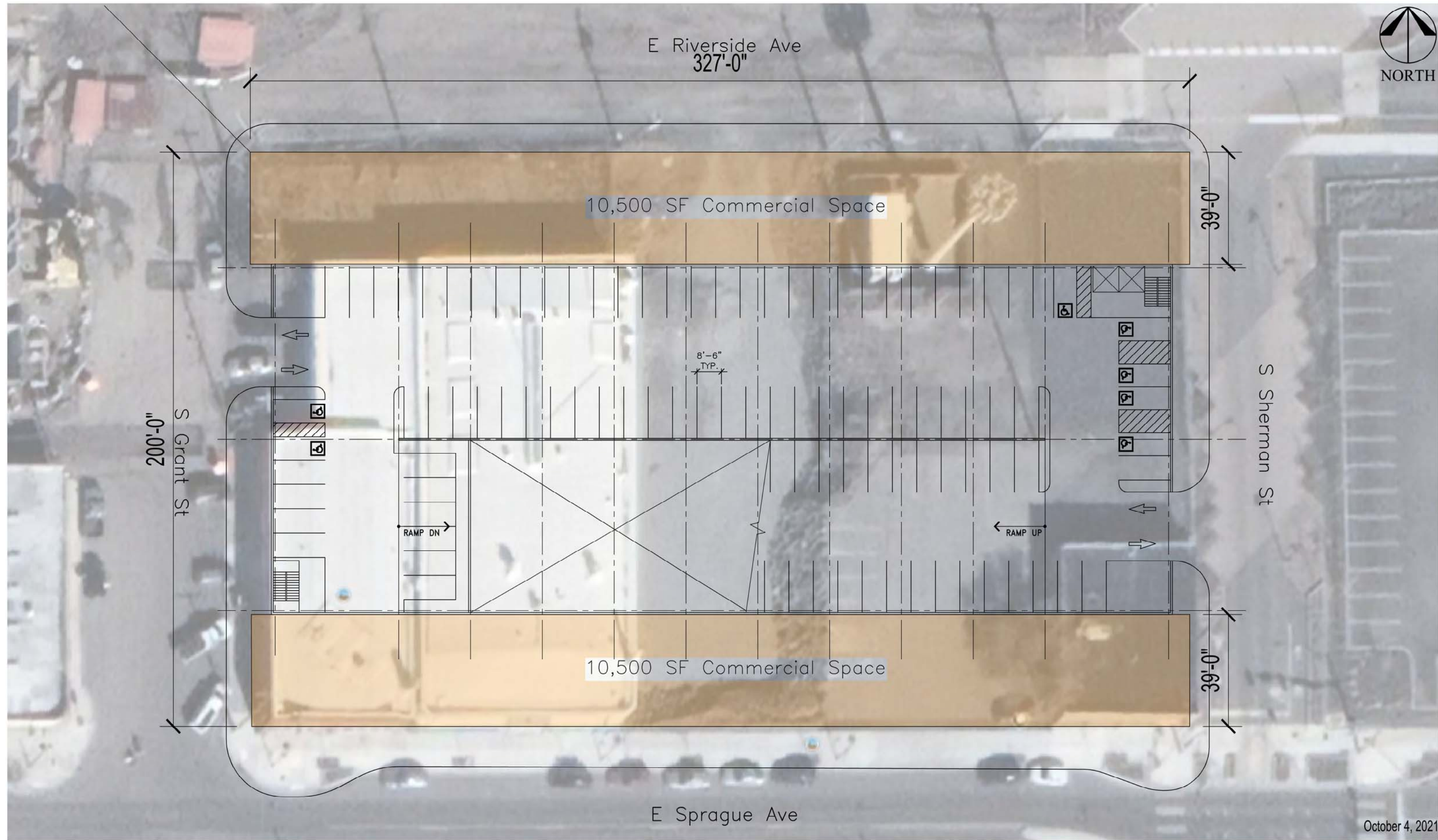
October 4, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	93	5	98
2	113	2	115
3	31	0	31
Total	237	7	244

October 4, 2021



E Riverside Ave
327'-0"

10,500 SF Commercial Space

39'-0"

200'-0"
S Grant St

8'-6"
TYP.

RAMP DN

RAMP UP

S Sherman St

10,500 SF Commercial Space

39'-0"

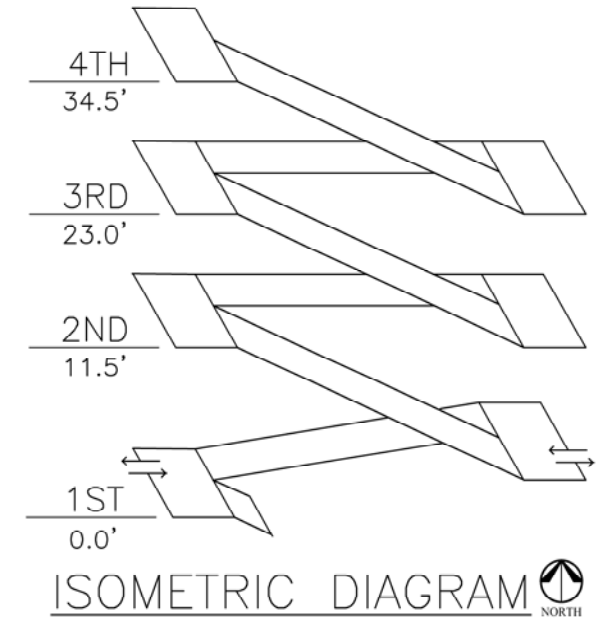
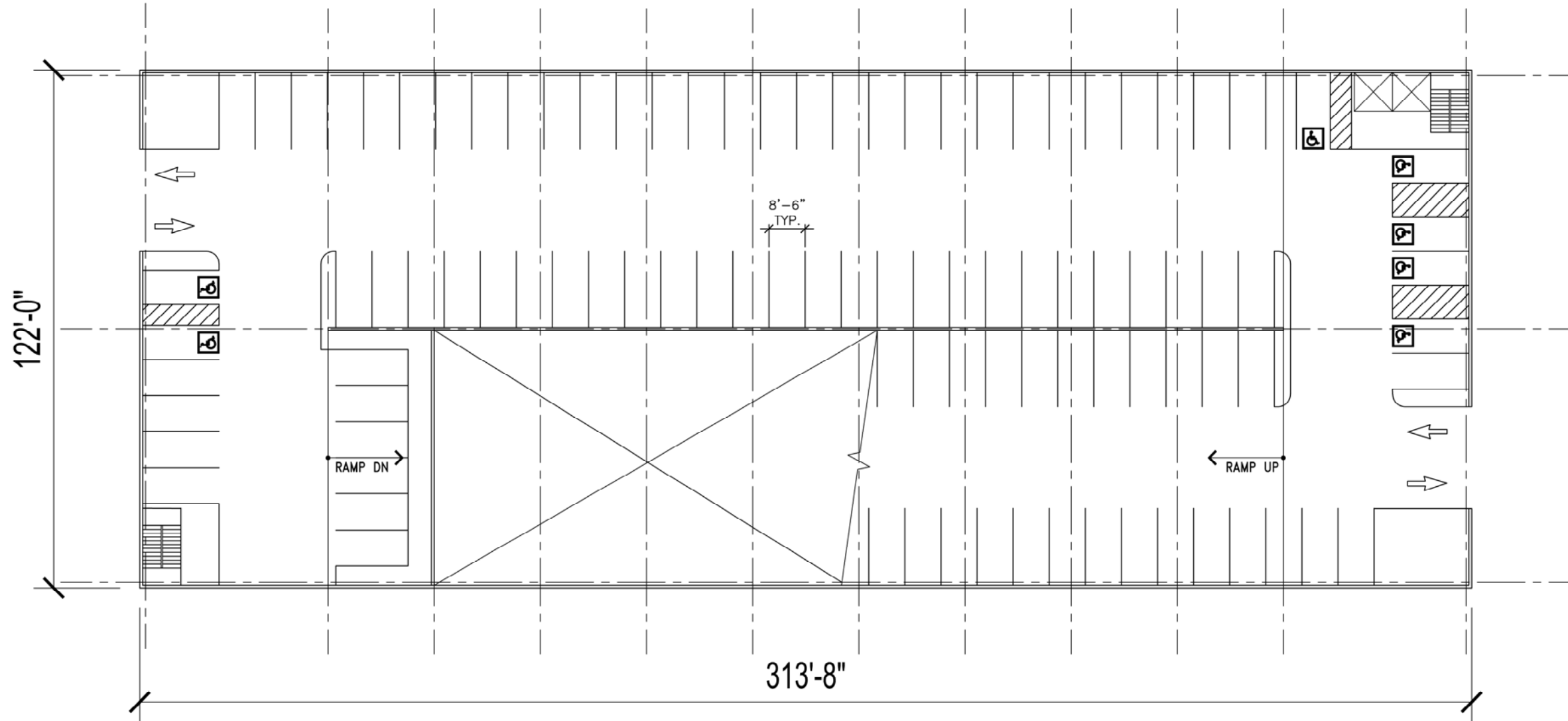
E Sprague Ave

October 4, 2021

University District Site Analysis

Parking Structure Site A (400 Block) - Parking Sandwich Site Plan
Spokane, WA

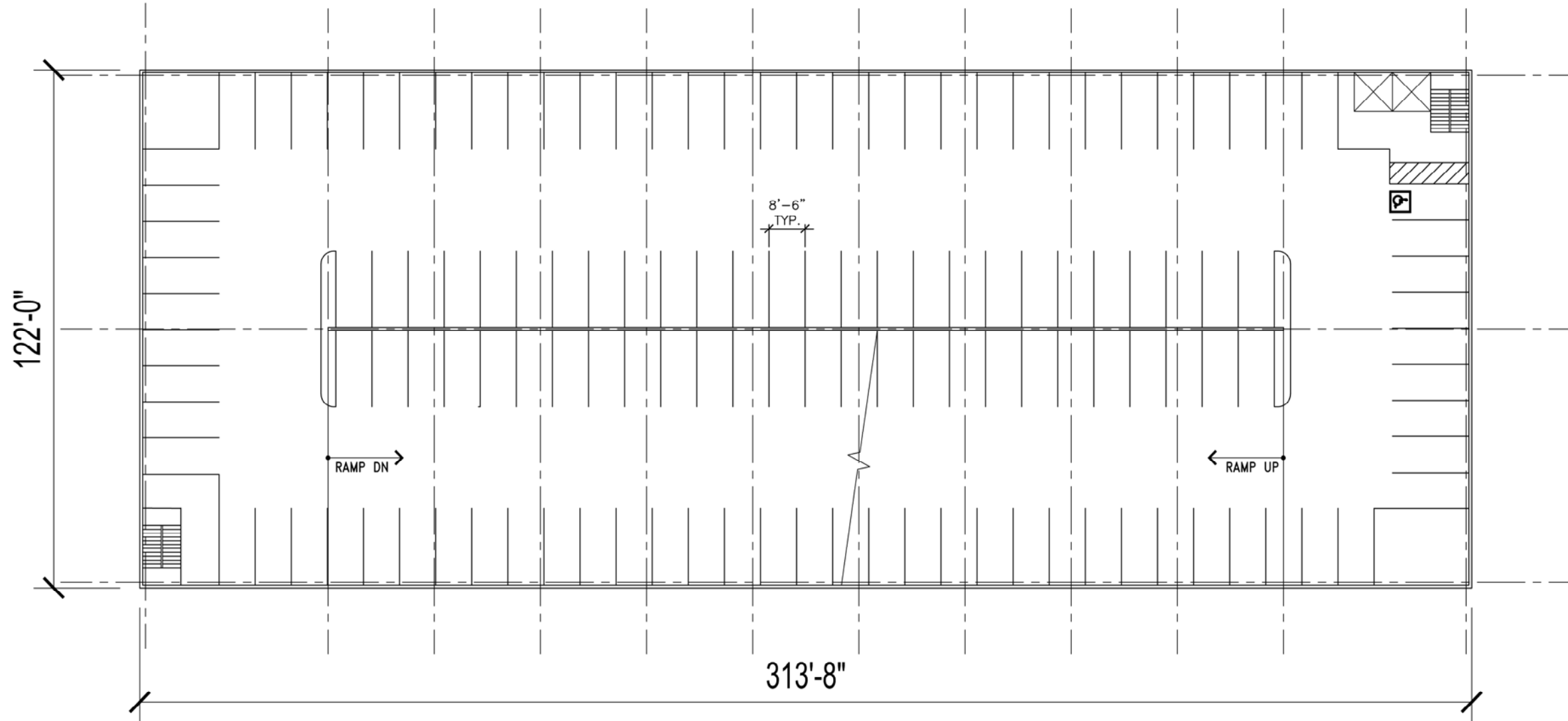




PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	92	7	99
2	132	1	133
3	132	1	133
4	41	0	41
Total	397	9	406

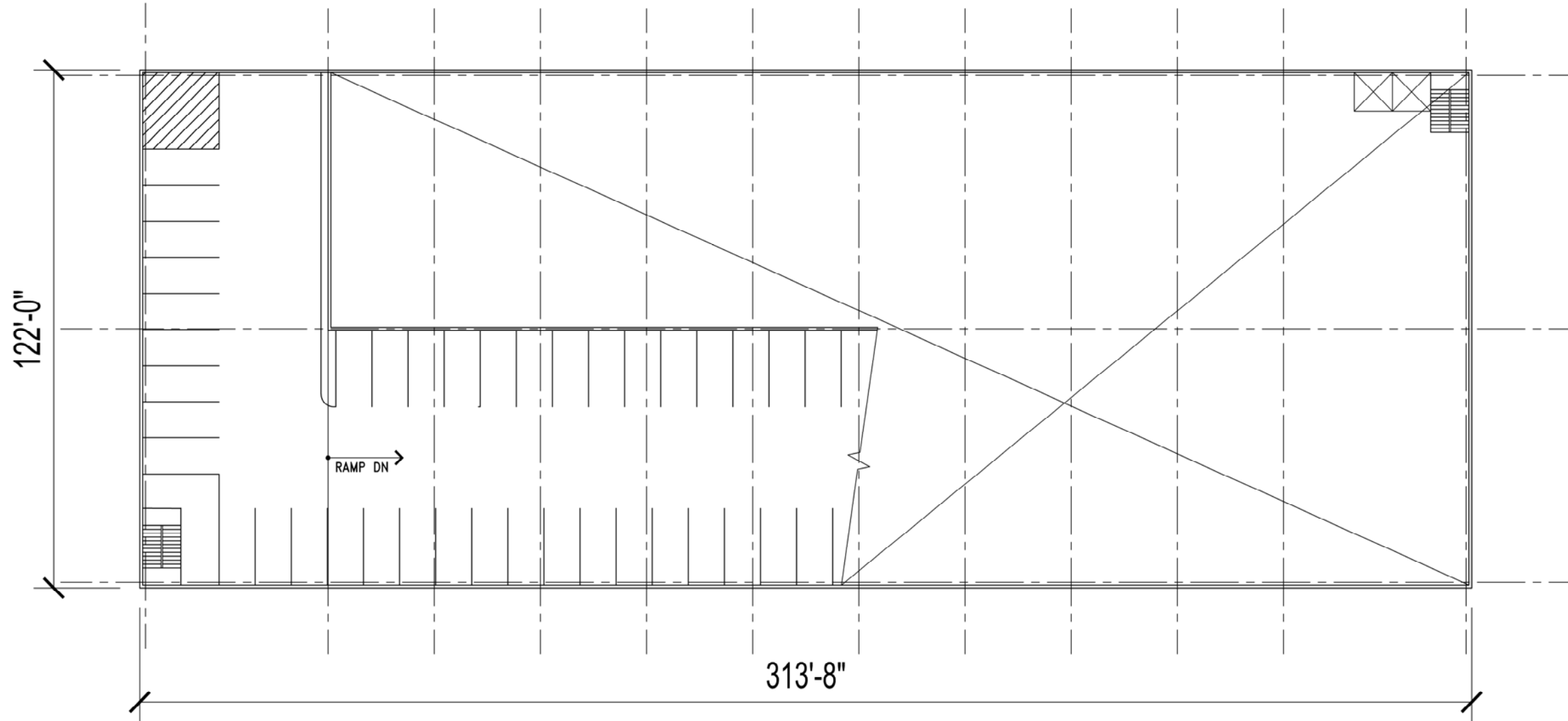
October 4, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	92	7	99
2	132	1	133
3	132	1	133
4	41	0	41
Total	397	9	406

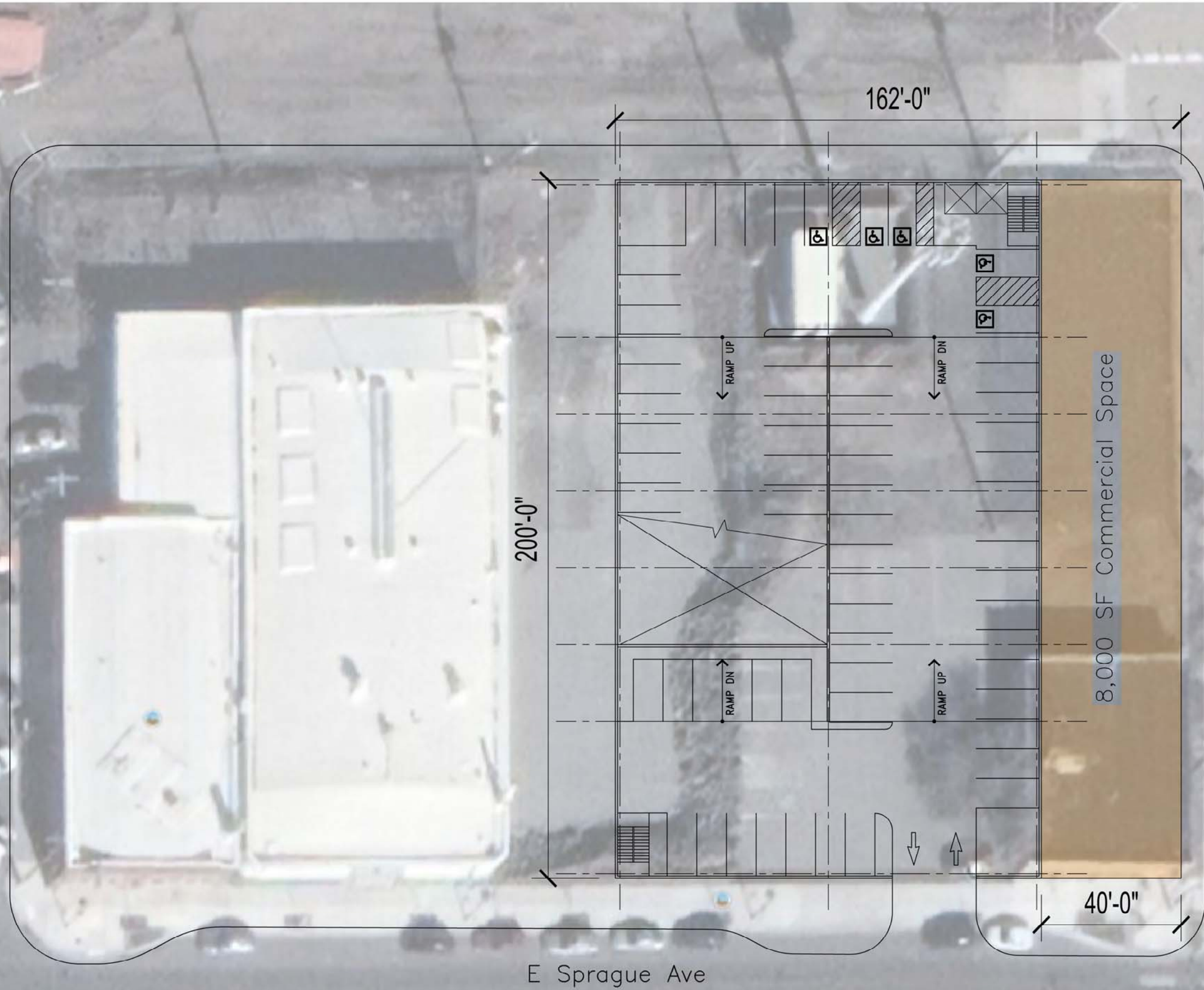
October 4, 2021



PARKING SPACE TABULATION

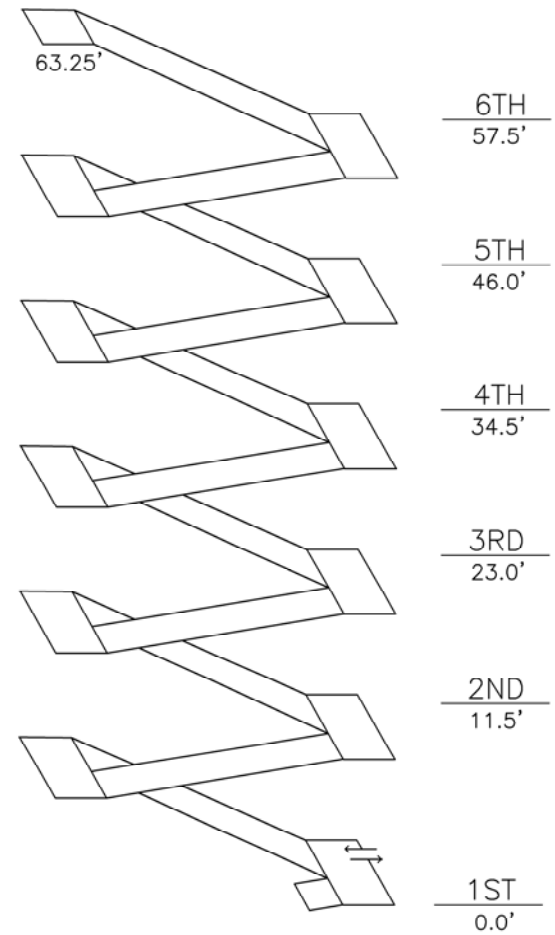
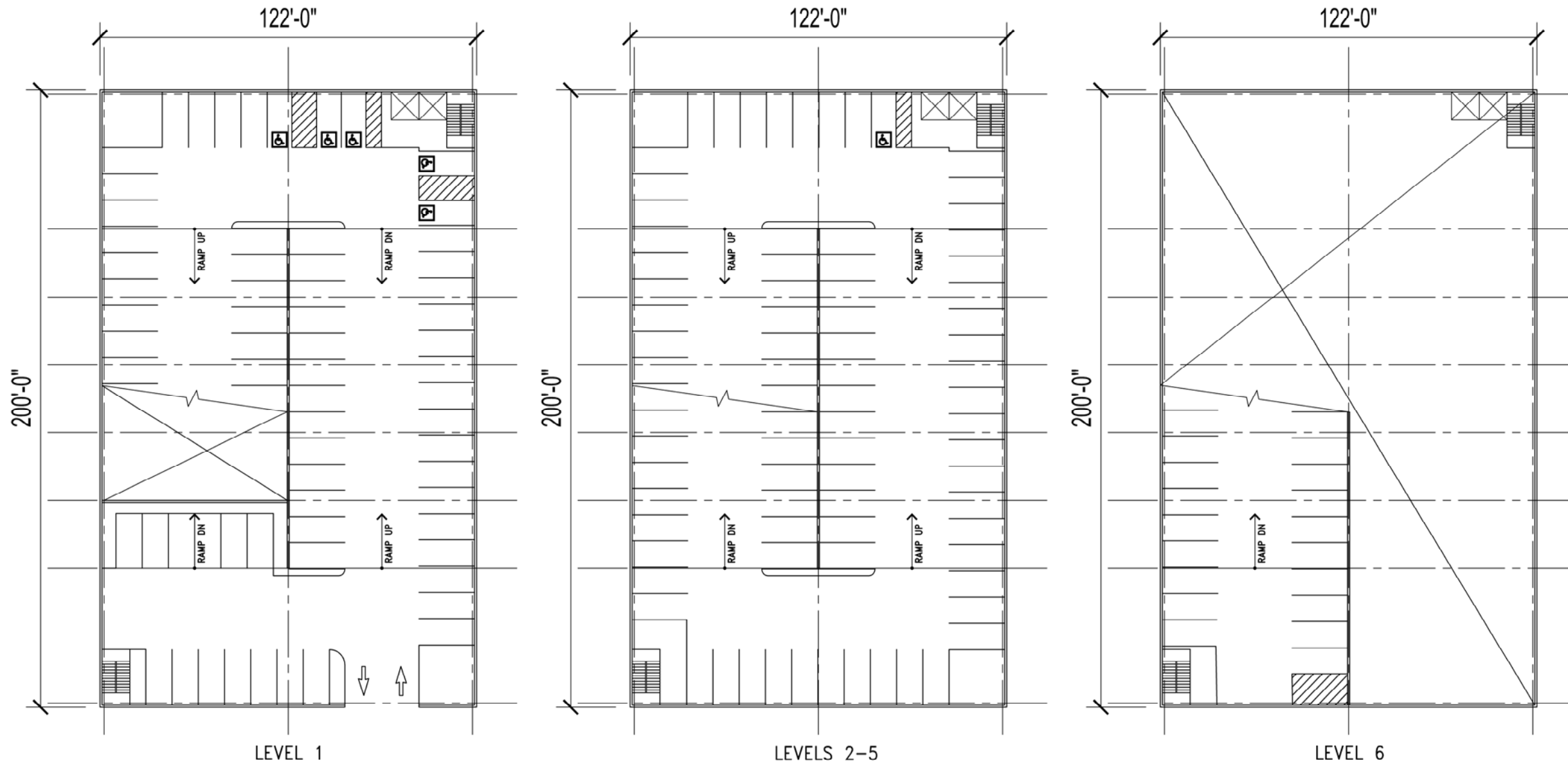
Level	Standard	Accessible	Total
1	92	7	99
2	132	1	133
3	132	1	133
4	41	0	41
Total	397	9	406

October 4, 2021



E Sprague Ave

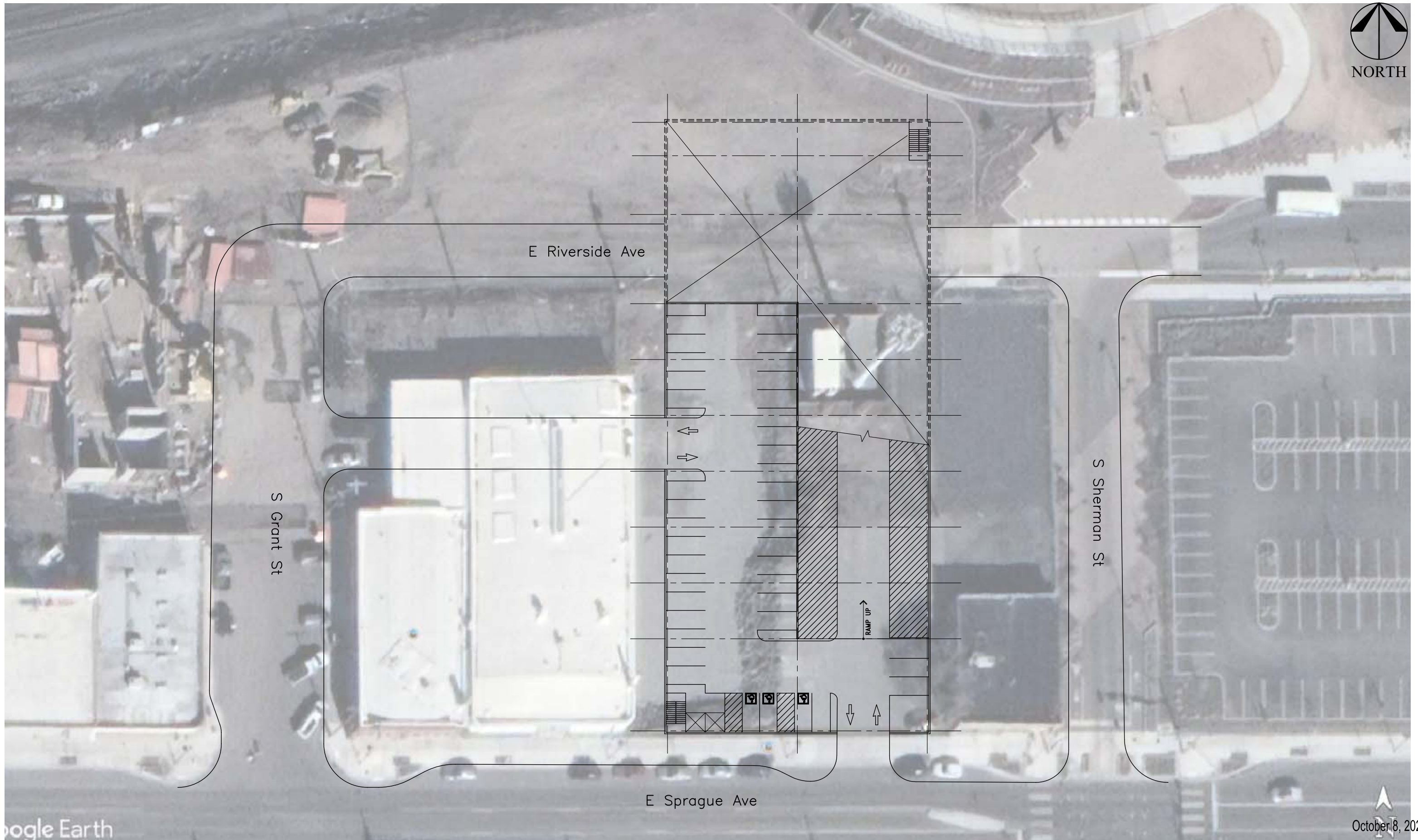
October 4, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	62	5	67
2	80	1	81
3	80	1	81
4	80	1	81
5	80	1	81
6	20	0	20
Total	402	9	411

October 4, 2021



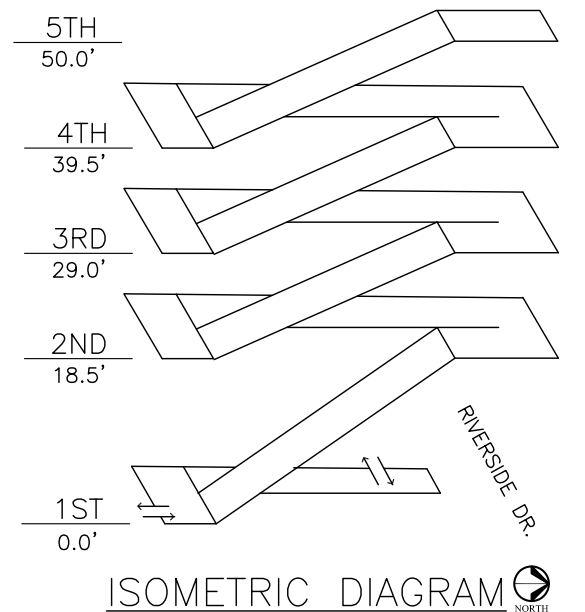
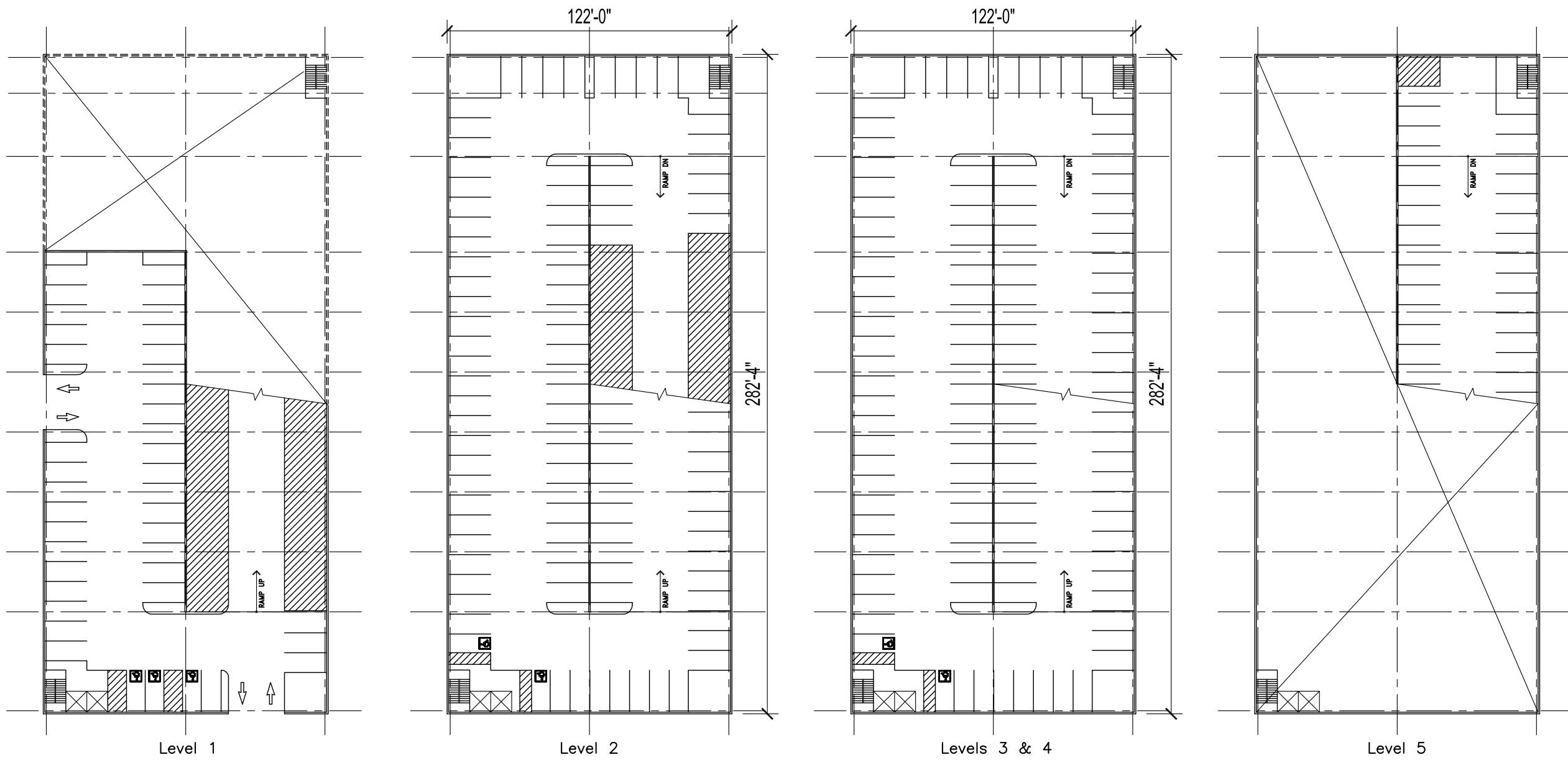
Google Earth

October 8, 2021

University District Site Analysis

Parking Structure Site A - Reoriented Garage Spanning Riverside Dr. Site Plan
Spokane, WA

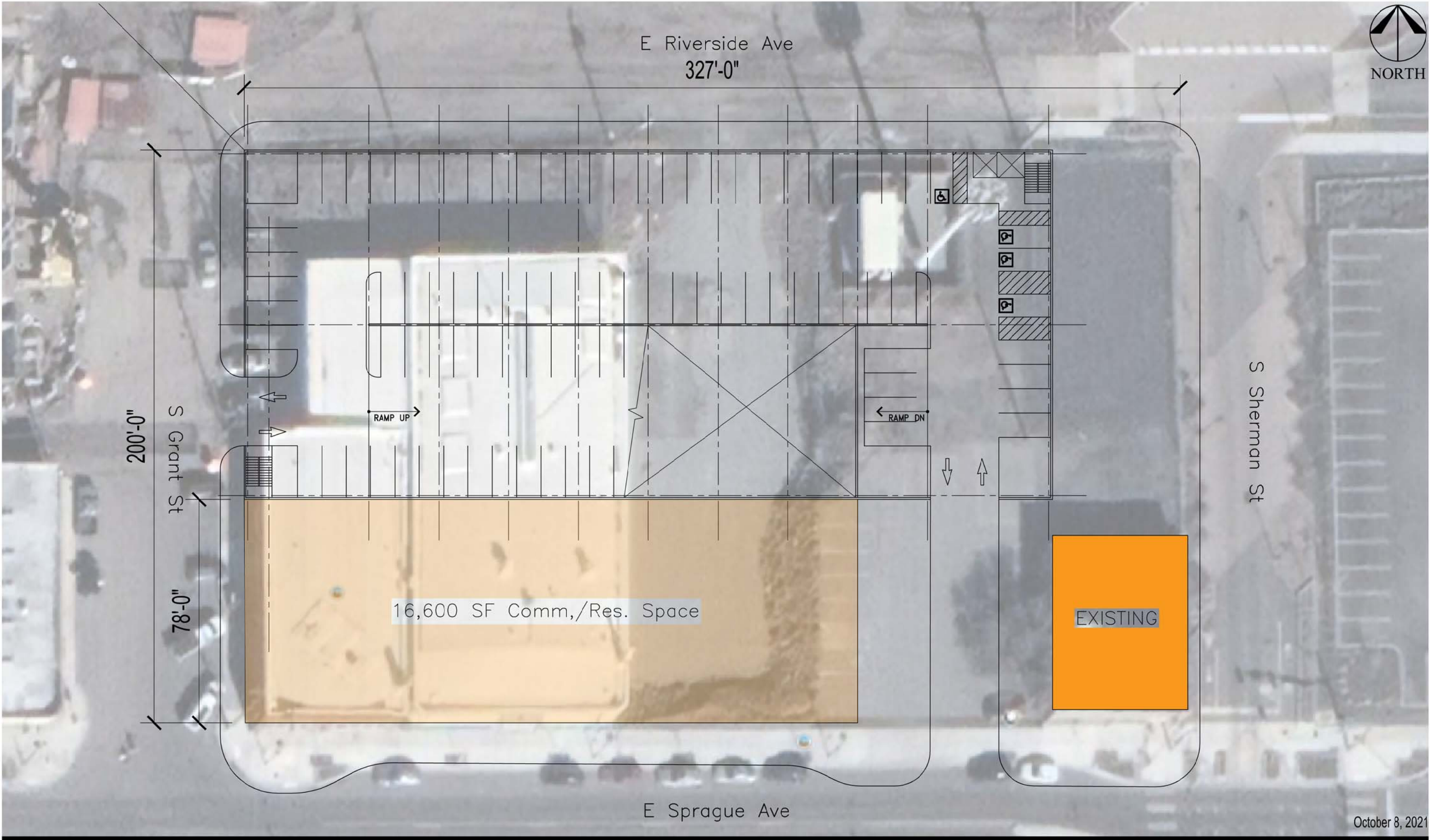




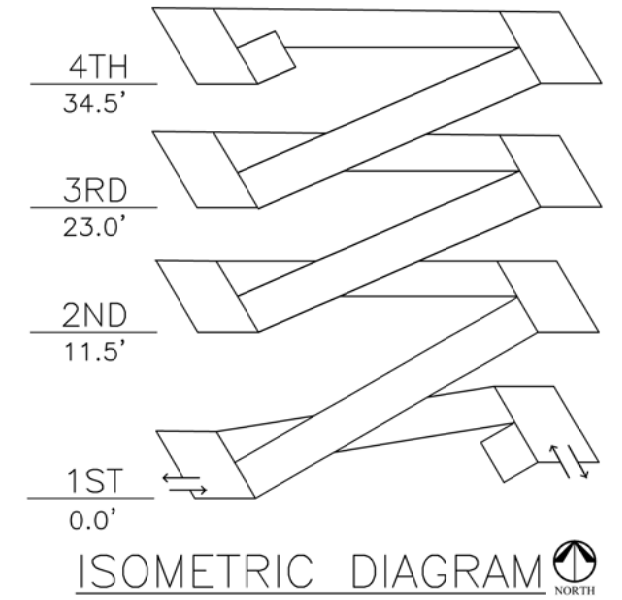
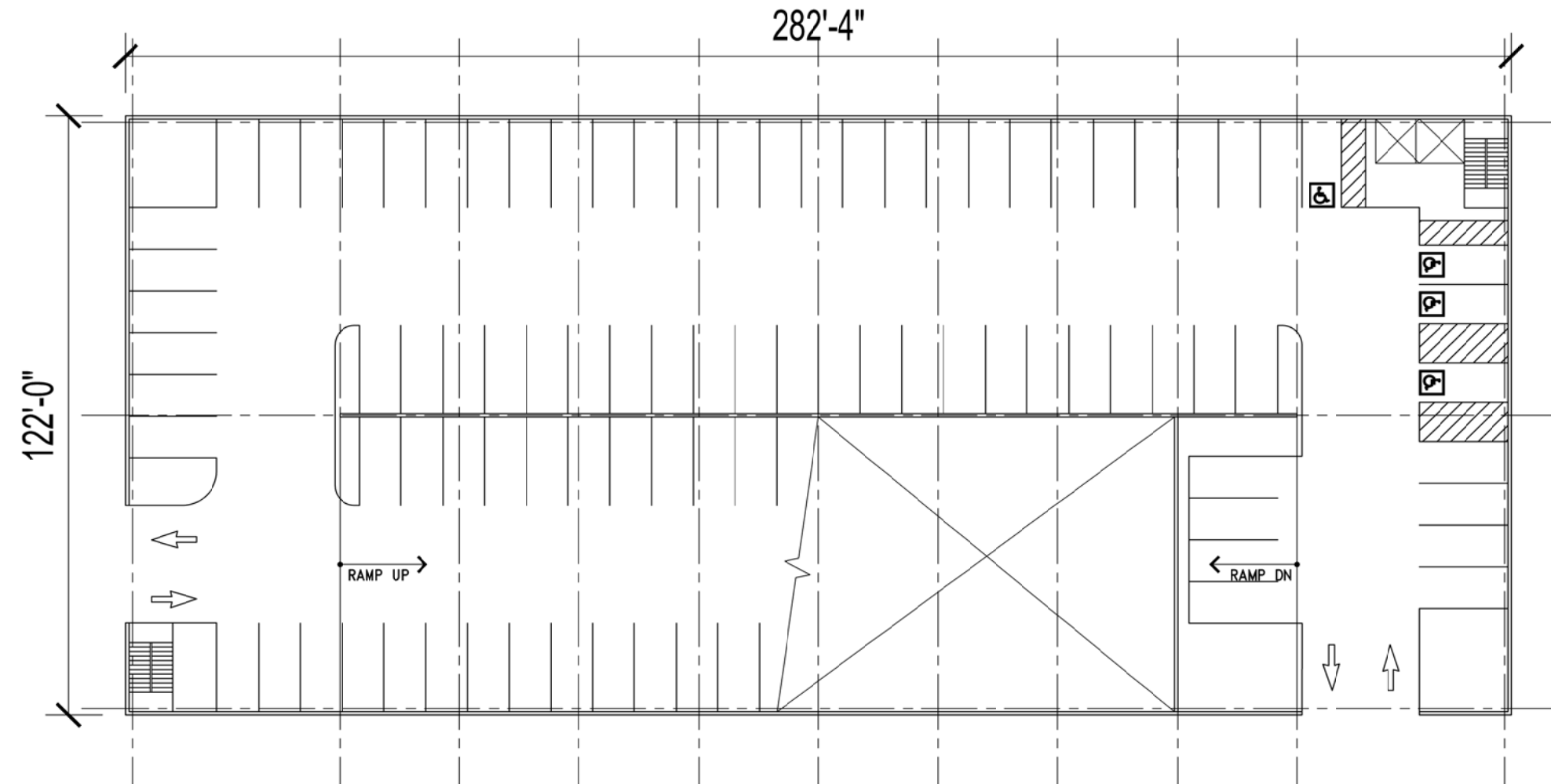
PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	37	3	40
2	100	2	102
3	114	2	116
4	114	2	116
5	29	0	29
Total	394	9	403

October 8, 2021



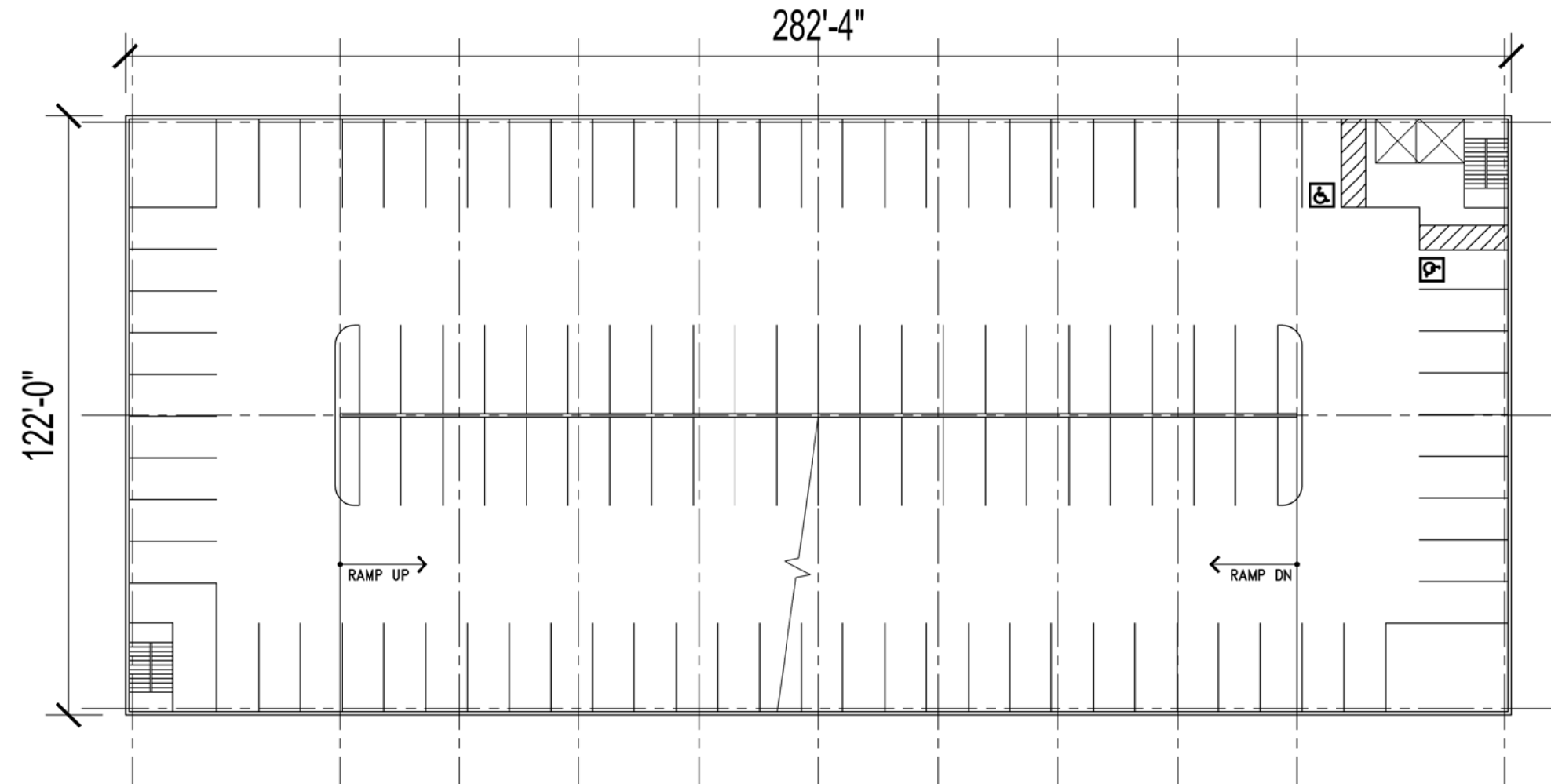
October 8, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	87	4	91
2	115	2	117
3	115	2	117
4	97	1	98
Total	414	9	423

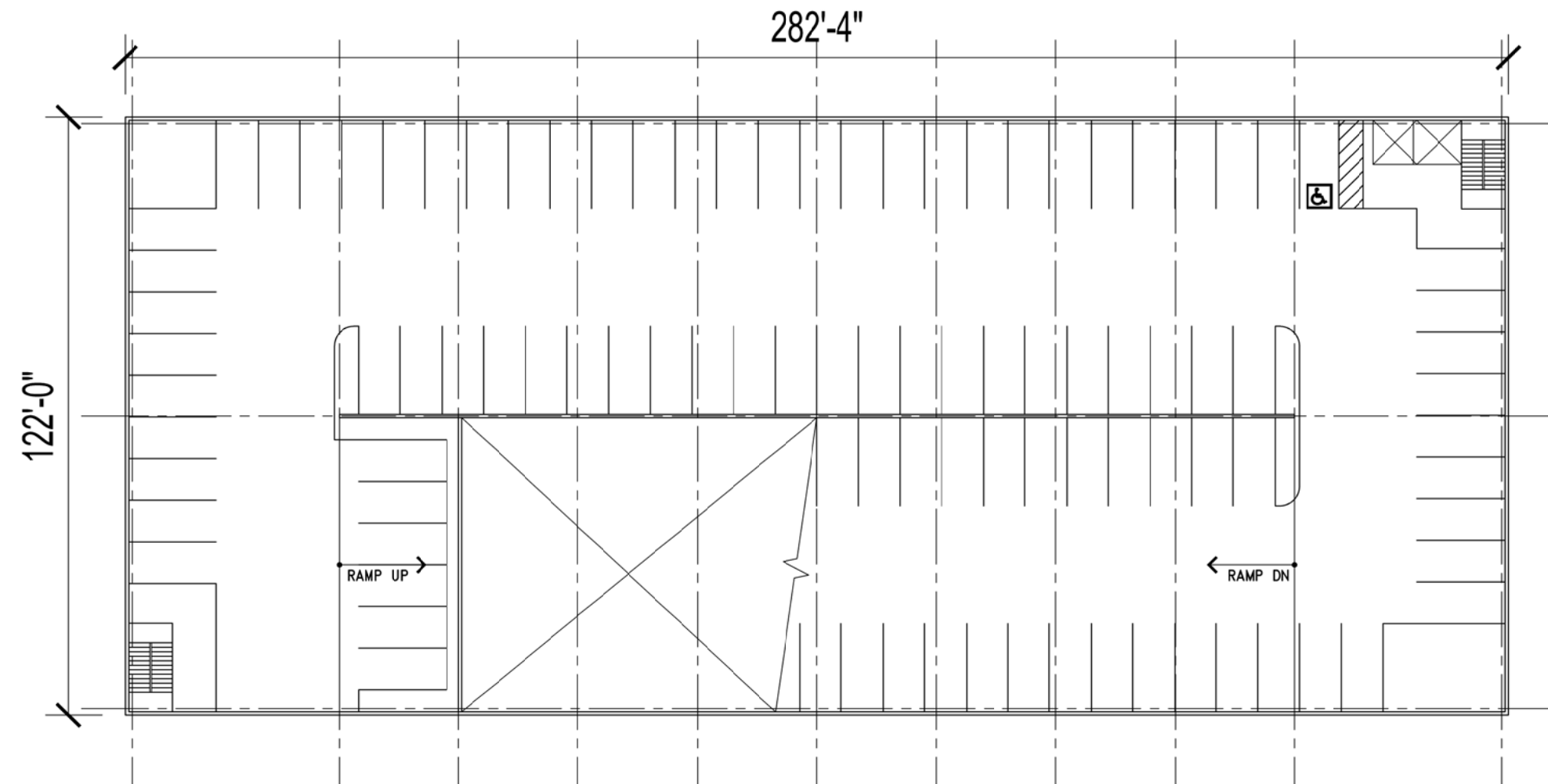
October 8, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	87	4	91
2	115	2	117
3	115	2	117
4	97	1	98
Total	414	9	423

October 8, 2021



PARKING SPACE TABULATION

Level	Standard	Accessible	Total
1	87	4	91
2	115	2	117
3	115	2	117
4	97	1	98
Total	414	9	423

October 8, 2021