

ECONOMICS WORKSHOP AGENDA



August 12, 2021 – Economics and Land Use Transformation 9:30am -11:00am - Video-conference

Facilitator: Darby Watson (Parametrix) Invitees: Jason Lien (SRTC), Karl Otterstrom (STA), Mike Tresidder (STA), Hamid Hajjafari (STA), Tirrel Black (City of Spokane), Shauna Harshman (City of Spokane), Louis Meuler (City of Spokane), Kara Mowery-Frashefski (City of Spokane), Inga Note (City of Spokane), Kevin Picano (City of Spokane), Colin Quinn-Hurst (City of Spokane), Barry Greene (Spokane County), Jami Hayes (Spokane County), Tammy Jones (Spokane County), Tom Vandervert (Spokane County), Greg Figg (WSDOT), Bonnie Gow (WSDOT), Char Kay (WSDOT), Alicia McIntire, (Parametrix), Bill Grimes (SCJ), Rick Hastings (SCJ)

Objectives (Jason) – 5 minutes Define/refine the purpose and intent for today's conversation on land use transformation

Intro (Darby) - 10 minutes Project status and findings to date

Overall objectives

Division Connects

- Setting the stage for today's discussion How workshop results will influence work to come Workshop Introduction (Bill) – 5 minutes
- Logistics (format, break-out groups, reporting) Potential for change (Bill) – 15 minutes Corridor context areas (CA-1 through CA-5) Degrees of change (Maintain, Enhance, Iransform)

• Early thoughts on potential changes for nodes

• Early thoughts on case studies Lessons from CityLine (Mike) Workshop (All – in breakouts) – 40 minutes

Review Tuesday's worksheet

• Pick your nodes (location, scale, transformation for at least three) Issues and barriers

Group reports (All)- 15 minutes Thoughts on character and type

• Buttons and levers (facilitation opportunity, catalyst actions) Next Steps (Jason)

- BRT case studies Scenario development and testing
- Land use and transportation policy analysis Public/stakeholder engagement

ECONOMICS WORKSHOP *Preparation*



SRTC

Economics + Land Use Transformation Workshop August 12, 2021 - 9:30 am - 11:00 am

Videoconference

This Thursday's workshop is intended to get our group's imaginations flowing, generating high-level perspectives on how the North Division corridor may transform given the advent of BRT and the shifts in traffic and travel characteristics once the NSC is in place.

THE MAP

Here's a quick assignment to get you familiar with the topics we'll cover in our Thursday conversation. The attached map introduces our thoughts on areas most likely to transform, becoming key "nodes"

along the corridor. These projections reflect several considerations, including expected Tier One or Tier

for fresh investment. We hope you'll take some time to get familiar with these places and their contexts,

Two station status, the presence of arterial intersections, existing land uses and perceived probability

understanding or guessing at the forces likely to act on them as the corridor changes. Ideally, take a

drive along the corridor, making notes that'll influence the likelihood and character of development things like apparent underutilization, awkward parcelization, market demand, recency of significant investment, adjacent land uses and relationships to other employment or institutional spaces. Though our focus on Thursday will be on the nodes we've drafted, we're hopeful you'll give thought to

all areas along the corridor, and even areas that may develop outside our study are that may in turn

impact how Division evolves. All of your thoughts will find a home in our workshop. Please make LOTS of notes!

CONCEPTBOARD

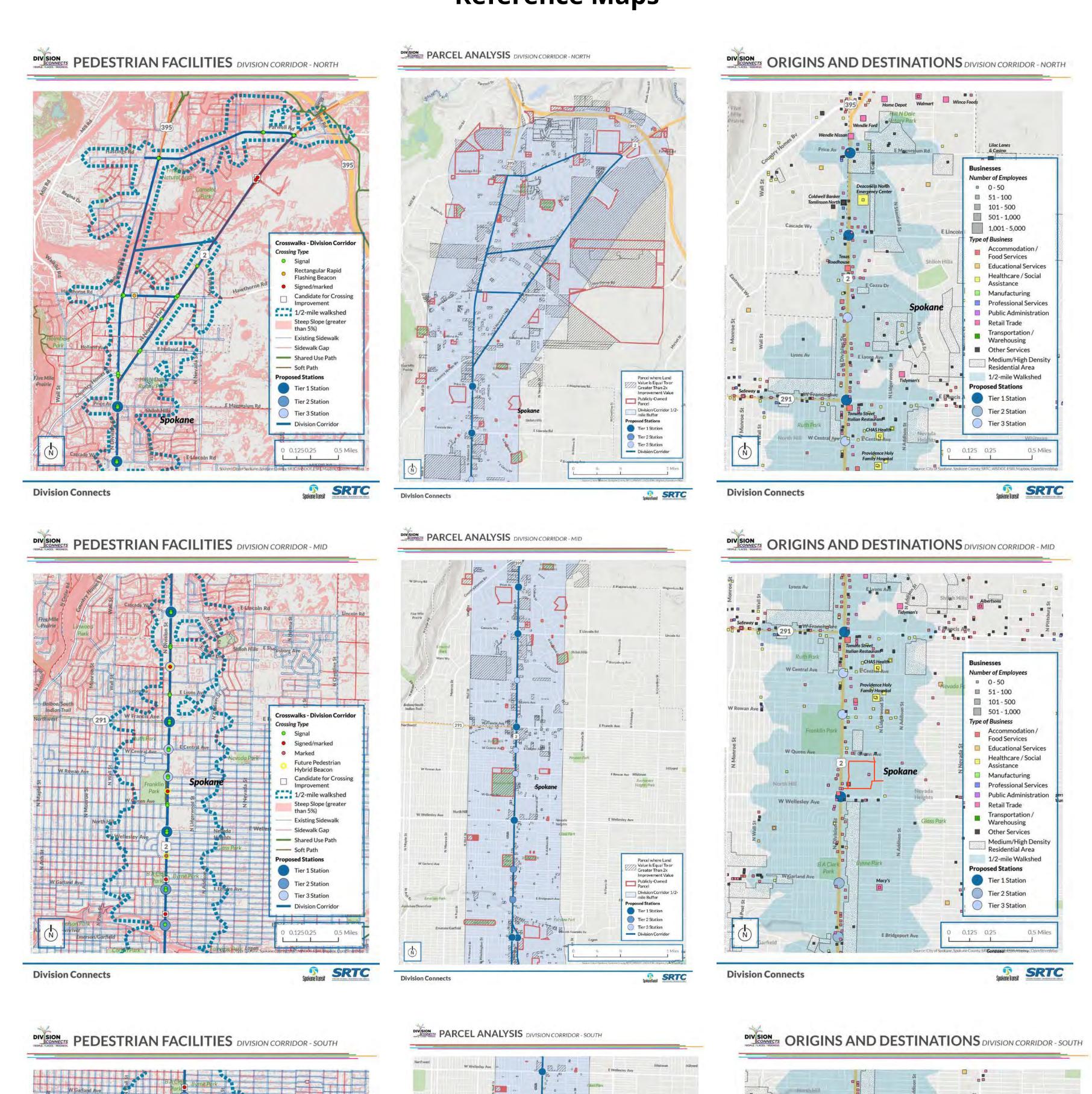
Since this workshop will be virtual, we'll be facilitating conversations about these nodes using ConceptBoard, an online tool we'll use to reference and add everyone's notes to the various areas most likely to transform. It's a pretty intuitive tool, and Thursday's facilitation crew will help with any questions as we wade in.

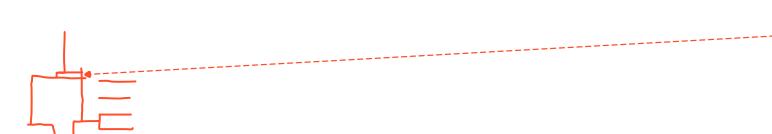
Questions? Give us a call and we'll help. Otherwise, thanks in advance, and we'll see you Thursday at

Reference Maps

Great, poignant

comment here





Division Connects

Improvement Value
Publicity-Owned
Parcel

Tier 1 Station Tier 2 Station Tier 3 Station

SRTC

Division Connects

Division Connects

Crossing Type

Signal

Pedestrian Hybrid

Candidate for Crossing

Steep Slope (greater than 5%)

Existing Sidewalk

Sidewalk Gap

Shared Use Path

Soft Path

Proposed Stations

Tier 1 Station

Tier 2 Station

Tier 3 Station

Division Corridor

SRTC

Signed/marked

Improvement

1/2-mile walkshed



Number of Employees

0-50 ■ 51-100 101-500 1,001 - 5,000

Type of Business

Accommodation / Food Services

Assistance

Manufacturing

Retail Trade

Proposed Stations

Tier 1 Station

Tier 2 Station

Tier 3 Station

Other Services

Educational Services

Professional Services

Public Administration

Medium/High Density Residential Area

Spokane Transit SRTC

1/2-mile Walkshed

Healthcare / Social