ECONOMIC PROSPERITY FOR ALL STARTS NOW

CONNECTION + LOCALIZED INFRASTRUCTURE = EQUITY
As major transportation projects come into completion localized infrastructure to support the success of those major projects should be considered the highest priority for Washington State.

**North Spokane Corridor Project**
**COST > $1.5 BILLION**

**Bigelow To Sullivan Beltway Project**
**COST > $600 MILLION**

**Local Infrastructure “Complete Streets”**
Localized infrastructure improvements will:

1. Support Small Business
2. Reduce Maintenance Costs
3. Increase Safety
4. Be Environmentally Sound
5. Increase Social Equity

Fund the design & construction of Complete Streets.
Complete Streets in northeast Spokane levels the playing field, creating a competitive small business environment, facilitating increased private investment and job growth.

With clean, safe, and healthy multimodal travel options, Northeast businesses and residents can achieve their full potential.

Critical Clusters
Its well documented that clusters increase the productivity with which companies can compete, nationally and globally. Northeast Spokane has a small, but critical business cluster consisting of makers, builders, artisans, craftsmen, contractors, and suppliers. We can grow existing this existing clusters into a thriving "Makers District" with new localized infrastructure.

Community Resiliency
Concentrations of small businesses and locally made products reduces dependency on larger state and federal logistics, which were impaired during the height of the pandemic. "Made local" improves community resiliency.

Job growth
Data published by the U.S. Census Bureau clearly show that the bulk of net new jobs are generated by firms with less than 20 employees.

Living Wage
Makers generally pay a living wage.

Available Real Estate
We have affordable parcels for small business, i.e. ~700 parcels of < .75 acres.
2.2 BENEFITS

REDUCE MAINTENANCE COSTS

Reduced Cost to City. New roads allow the City to conduct routine maintenance on a cycle that reduces long-term costs, when only minor preservation costs occur instead of major repairs due to unstable and buckling roadway bases.

Reduced cost to resident.
Lower maintenance costs for drivers, as they will traverse smooth surfaces versus rutted and pot-hole roadways.
INCREASE SAFETY

2.3 BENEFITS

**Reduced ponding.**
Helping to facilitate improved stormwater collection reducing pooling/ponding on roadways.

**Fewer roadway distractions.**
Reduce distractions such as potholes minimize the need to swerve, which increases risks to other vehicles and pedestrians or bicyclists using the shoulders or crossing at intersections.

**Snow removal.**
Landscaped buffers will provide areas for snow removal/storage off-road, keeping streets and pedestrian/bike facilities clear for travel.

**Bike-Ped Safety.**
Complete Streets will include crosswalks and promote landscaped areas that have the functional aspect of protecting pedestrians and bicyclists.
**Local Infrastructure**

**2.4 Benefits**

**Environmentally Sound**

Lower Carbon Emissions.
Multimodal improvements reduce the carbon footprint by providing an alternative to personal automobile use.

Urban Infill = Lower VMT.
Infill development utilizes existing infrastructure, and benefits from close proximity to high concentrations of businesses and households (employees), resulting in lower average Vehicle Miles Traveled (VMT), reducing fuel use and carbon emissions.

Groundwater Protection.
Landscaped buffers will provide areas for snow removal/storage off-road, keeping streets and pedestrian/bike facilities clear for travel.
Quality Employers.
Complete Streets "level the playing field" by creating competitive industrial sub-market infrastructure, attracting quality employers paying living wages.

Lower Cost-Improved Health.
Complete Streets provide residents and employees travel choices that reduce the reliance upon and cost-impact of operating personal automobiles. This provides a less expensive and healthier travel option to residents.

Equitable Travel Quality.
Complete Streets improves the "quality of travel" in northeast Spokane, a disadvantaged community that has suffered from historical underinvestment.
NORTHEAST SPOKANE

NEEDS AN EQUITY BOOST NOW!

Despite hard work, families are struggling to reach their full potential

- 29% of families live in poverty
- 54% of single mothers with children live in poverty
- 39% of children live in poverty
- 84% of northeast students receive free or reduced lunch

Higher rates of child abuse and neglect, domestic violence, depression:
- 48% of City’s violent crime and 49% of property crime

Diverse: The NE area is the most diverse in the Spokane Region.

According to the Zone Project surveys:
- 40% of families with children in elementary schools in northeast Spokane speak a language other than English at home. There is a growing high concentration of recent immigrants.

Medium Household Income: $36,500
(compared to $56,500 in County)

Lower educational obtainment:
- 25% of adults have completed a 2 year degree or greater (compared to 43% of adults in the City of Spokane)
Based on a 2020 Economic Impact Assessment (25 year) prepared by Maul Foster Alongi for the NEPDA, the potential economic impacts that may be realized because of the local road improvements proposed in the NEPDA neighborhood and the completion of US-395. It is anticipated that these jobs would be related to light industrial and manufacturing operations. Wages for these types of jobs range from approximately $44,750 per year to $65,825 per year.

<table>
<thead>
<tr>
<th>*2020 DOLLARS</th>
<th>520-711 new industrial jobs</th>
<th>$16.5m-$22.6m* in new improvement value</th>
<th>$1.2m-$1.6* in combined city and county property taxes</th>
<th>$1.9m-$2.6m* in sales tax related to new building construction</th>
<th>$2.3m* in sales tax related to ROW construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO IMPROVEMENTS</td>
<td>Approximately 207,000 New SF of industrial development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>By completing the proposed five ROW segments</td>
<td>Between 518,300 &amp; 633,500 SF of industrial development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MAJOR TRANSPORTATION PROJECTS + LOCALIZED INFRASTRUCTURE

Will Result In Economic Prosperity for ALL
Make it Spokane®, the Northeast Public Development Authority, is facilitating the expansion of a business incubator and innovation zone—a thriving center of commercial, residential, and entrepreneurial activity.

Through economic development, job recruitment, and local business growth, Make it Spokane® is creating the brighter side of Washington.

509.992.0551 P
509.710.9097 C
DAVID@NOR THEA L PDA.COM
www.makeitspokane.com

However you make it, make it here.

DAVID GUTHRIE
EXECUTIVE DIRECTOR