SOCIOECONOMIC AND REVENUE IMPACTS OF A PROPOSED LIGHT RAIL SYSTEM FOR SPOKANE, WASHINGTON

FINAL REPORT

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Executive Summary

The analysis presented within this report demonstrates the potential economic and revenue impacts of a proposed light rail system in Spokane County, Washington. The 16 mile rail corridor extends from downtown Spokane east to Liberty Lake through the communities of Spokane, Spokane Valley, Liberty Lake and the unincorporated county. The analysis includes both the regional impacts of the whole corridor on Spokane County, as well as station-level impacts for two of the proposed stations—University City and Liberty Lake.

The analysis compares the impacts of light rail to a no build alternative that is based on existing Spokane Regional Transportation Council (SRTC) projections. The following provides a summary of the net impacts of the proposed light rail system.

Corridor Development Potential

In order to adequately and accurately estimate the impact of light rail on land use, density and property values, the assessment began with a site visit and an extensive literature search on the impact of existing transit systems. While much research has been done to date, the vast majority of studies were for transit systems operating in much larger communities. In the literature review, the consultant focused on smaller markets and exercised considerable caution in assigning any relative importance from the experiences of other systems. The case studies were intended to be illustrative and did not directly impact this analysis. In no instance were any absolute numbers applied or increases based upon reported impacts of other cities. Rates of increase for land values noted in the case studies provided insight to creating a similar ratio of increased values over time for Spokane. The appreciation rates used in this study are based on land use changes that are specific to the rail corridor relative to what the SRTC is projecting will happen under the no build alternative

- The largest share of land in the corridor is in single family residential uses, accounting for about 31 percent of total acreage and 58 percent of the parcels. The corridor (within a half mile radius) includes about 17,000 housing units and 60.9 million square feet of nonresidential development. In terms of nonresidential uses, the largest share of value is in office followed by retail, industrial and multi-family. About 2,100 acres (or 19 percent) of the corridor are vacant.
- Current taxable value at the corridor level is estimated at $2.49 billion, according to the County Assessor. Under the light rail alternative, projected value at the corridor level would increase to approximately $5.21 billion by 2025, compared to $4.43 billion under the no build alternative. With either alternative, there would be sizeable increases in industrial development; however, the differences would be in the amount of growth in office development, followed by retail. The light rail alternative also shows much more significant increases in multi-family development which is a typical component of transit-oriented development.
- Future development under the light rail alternative shows the addition of 11,900 housing units and 25,600 jobs at the corridor level by 2025. The light rail alternative creates about 8,400 more jobs than the no build alternative based on the level of transit oriented development present in 2025.

- The largest share of jobs would be added in industrial and office uses, followed by retail. The growth in single family units as well as in industrial employment is primarily driven by the underlying no build alternative from the SRTC, while much of the growth in retail, office and multi-family residential uses is driven by transit oriented development.
- Although there is a relationship between ridership and development potential in the corridor, it was not captured explicitly in the model. However, the analysis phases development in over time which presumably would correspond to an increase of ridership. Retail and personal services that are located proximate to stations and that are market driven would benefit from increased ridership, whereas office development may be less affected.
- It is also important to note that development potential in this analysis was unconstrained by traffic capacity or any other growth constraints. It is not known what constraints the SRTC used in their economic projections, if any. However, there are numerous factors affecting Spokane's competitiveness as a regional economic center. Many local, national and even global trends that are beyond the scope of this analysis could affect the type of economic development that will occur in Spokane County over the next 20 years.
- In addition to the light rail and no build alternatives, a Bus Rapid Transit alternative was also considered for generalized impacts. Bus Rapid Transit has the potential to solve many of the common deficiencies in existing bus service. It works best in demonstrated transit markets and in physically constrained environments where hills, tunnels and water crossings result in frequent traffic congestion. However, while Bus Rapid Transit can be as effective in relieving congestion as light rail, there is little evidence that it supports or stimulates the same level of transit oriented development. As a result, no quantitative impacts of a Bus Rapid Transit alternative were included in the analysis.

Construction and Operations Impacts in the Corridor

The economic benefits resulting from the proposed light rail system includes both the one-time construction impacts and on-going operations impacts. Based on the projections from the SRTC, every effort was made to represent only the net increases in growth resulting from transit. That said, it is probable that at least some of the future growth would have occurred in other parts of the region and would simply be shifted as a result of light rail. There is no way to predict with certainty what economic impacts may occur in other parts of the region and to absolutely eliminate this potential overlap. However, the methodology endeavored to focus *only* on the type of growth that typically occurs in a rail corridor. There are numerous other factors influencing the Spokane region's competitiveness and economic growth potential.

The level of economic impact is also proportional to the size and diversity of the local economy. Industry-specific and geographically-specific multipliers were used for Spokane County. The magnitude of a multiplier for any given industry is dependent on the number of relevant local supplier industries. Thus, the proportionality of the impacts to larger metro areas with light rail systems is not strictly a matter of size of the economy, but also a matter of economic structure.

- The multiplier effect of spending between $86 million and $217 million on direct local construction of the light rail system would result in a total increase in economic activity ranging between $208 and $260 million. The approximately 410 to 480 direct and indirect jobs created in Spokane County annually by this construction project could result in over $85 million in payroll over the multi-year construction period.
- The light rail system would also create significant on-going operations impacts on Spokane County. Based on the level of development present in the corridor by 2025, the total direct

and indirect annual impacts would include 17,300 jobs, $561.6 million in payroll and $1.4 billion in output and demand for additional products and services.

Corridor Level Revenue Impacts

- Based on the projected level of transit oriented development, the light rail system would result in a significant increase in assessed value and property tax revenues at the corridor level, compared to increases that would occur under the no build alternative. Under the no build alternative, property tax revenues would increase by about 78 percent from current to 2025 in the corridor overall, compared to 109 percent under the light rail alternative, yielding an annual net impact of $11.7 million compared to the no build alternative.
- The other significant local revenue that would be generated by the light rail system is sales tax. Current sales tax revenues in the corridor are estimated at $54.5 million per year. Under the light rail alternative, revenues would increase approximately 26 percent by 2025 to $68.4 million. Under the no build alternative they would increase by only about 9 percent.

Station Level Impacts

In addition to the corridor impacts, the analysis also included impacts at two stations, Liberty Lake and University City, to illustrate development potential and economic impacts at the small area level. Each station area includes the station itself plus the quarter mile radius surrounding the station. This approach allowed for variation in the level of development based upon station-specific conditions and provides the best overall picture of the potential for the corridor. In reality, some stations will develop to a greater extent and some to a lesser extent than projected. The consultant sought to obtain a thorough and accurate understanding of the overall potential by looking first at each station individually and then at the impact of the stations collectively, for the corridor as a whole.

- University City is currently almost completely developed with a mix of industrial, retail and office uses. The largest amount of employment is in retail uses. Overall, 1,025 more new jobs would be created under the light rail alternative than under the no build alternative. This is primarily due to the increased density of development under the light rail alternative versus the no build alternative.
- Under the light rail alternative, projected assessed value at the University City station would increase from $40.7 million to approximately $170.7 by 2025. This represents a 265 percent greater increase by 2025 than under the no build alternative. There would be sizeable increases in value in multi-family uses; however, the most significant increases would be in the amount and value of retail development.
- Property tax revenues at the University City Station would increase by about 54 percent by 2025 under the no build alternative compared to a staggering 319 percent increase under the light rail alternative, primarily due to significant increases in retail and office development.
- Current taxable sales generated in the University City Station area are estimated at $24.5 million or about $210,000 per acre. Under the light rail alternative, taxable sales could increase to $132.8 million or $1.1 million per acre by 2025. This represents a 382 percent net increase in sales under the light rail alternative over the no build alternative. Some of this increase is due to new development while some is due to increased occupancy rates. The increase in taxable sales would result in a $2.1 million annual net increase in sales tax revenues.

- Liberty Lake is predominantly industrial with a small amount of retail and office employment and a fair amount of vacant land. Overall, 171 more new jobs would be created under the light rail alternative than under the no build alternative. The new job impact is quite a bit less for the Liberty Lake Station because it is assumed that most of the vacant land would be absorbed under either alternative, creating new jobs.
- Current taxable value at the Liberty Lake Station is estimated at $67.8 million. Unlike University City, the Liberty Lake Station still has about 39 acres vacant out of a total of 153 acres. Under the light rail alternative, projected value at Liberty Lake would increase to approximately $150.4 million by 2025, which is 47 percent more than under the no build alternative. Future development would generally be distributed similarly to existing development with the most significant increases in terms of value coming from multi-family and retail uses.
- Under the no build alternative, property tax revenues at the Liberty Lake Station would increase by about 51 percent from current to 2025 compared to 122 percent with light rail, primarily due to significant increases in multi-family, retail and hotel development.
- Unlike University City, the area around the proposed Liberty Lake Station is primarily industrial; however retail occupancy rates are higher and there is a significant amount of vacant acreage. Current taxable sales are estimated at $47.5 million or about $311,000 per acre. Under the light rail alternative, taxable sales could increase to $108.5 million or $710,000 per acre by 2025. This represents a 40 percent net increase in sales under light rail. About 80 percent of the increase in sales would be due to new retail development. The increase in taxable sales would result in an $800,000 annual net increase in sales tax revenues.

By all measures, the light rail system would produce a positive net impact at both the corridor and station levels compared to the no build alternative. It would create a significant amount of multi-family, retail and office development in areas around the transit stations. As a result, assessed value and taxable sales would both increase, hence increasing property and sales tax revenues to local jurisdictions.

1.0 Introduction

Marketek, Inc./Applied Economics, Inc. were retained by David Evans and Associates, Inc. on behalf of the Spokane Transit Authority to analyze the potential socioeconomic and revenue impacts of a proposed light rail system in Spokane County, Washington. The 16 mile rail corridor extends from downtown Spokane east to Liberty Lake. The area (within a half-mile radius of the corridor) currently includes approximately 10,900 acres with about 16,900 housing units and 60.9 million square feet of nonresidential development. The corridor runs through the communities of Spokane, Spokane Valley, Liberty Lake and the unincorporated county.

The analysis includes both the regional impacts of the whole corridor on Spokane County, as well as station-level impacts for two of the proposed stations. These stations, University City Station in Spokane Valley and Liberty Lake Station in Liberty Lake, were identified in the 2004 reports by Crandall Arambula as prime locations for transit oriented development. Presumably, the majority of the overall growth will occur around station locations rather than uniformly along the corridor.

The impact analysis covers a 22 year time period during which the impact of the rail system would be fully realized in terms of redevelopment and new development in the affected corridor. Construction of the transit system would occur in 2007 through 2011. Construction impacts are shown annually for the construction period. Other economic and revenue impacts are shown for 2003, 2015 and 2025. The base year was selected to be consistent with Spokane Regional Transportation Council (SRTC) estimates, the assessed value information available from the Spokane County Assessor and the taxable sales information available from the Washington Department of Revenue. The projection years, 2015 and 2025 were selected to show the progressive impacts of transit oriented development in the years following the construction period. The end point, 2025 is also the only projection period available from the SRTC.

The analysis includes two principal alternatives, the *no build alternative and the light rail alternative,* so that net impacts with and without the system can be calculated. The no build alternative is essentially consistent with projections from the Spokane Regional Transportation Council. The light rail alternative was based on the shared track 15.5 mile configuration. A Bus Rapid Transit alternative was also considered for generalized impacts.

The information and observations contained in this report are based on our present knowledge of the components of development, and of the current physical, socioeconomic and fiscal conditions of the affected areas. Projections made in this report are based on hypothetical assumptions about future land use and absorption rates and current tax rates and economic multipliers. However, even if the assumptions outlined in this report were to occur, there will usually be differences between the projections and the actual results because events and circumstances frequently do not transpire as expected. This analysis is based on the best available information and is intended to aid the Spokane Transit Authority in making decisions relative to the proposed system.

All dollar estimates, with the exception of construction impacts, are expressed in constant, 2003 dollars, and should be interpreted as order of magnitude estimates only. Using 2003 dollars avoids the difficulty of forecasting as well as interpreting results expressed in inflated dollars.

The report has five main chapters:

2.0 **Corridor Development Potential** – This chapter describes the process used to create the parcel database for the corridor and develop the projections of employment, assessed value and taxable sales.

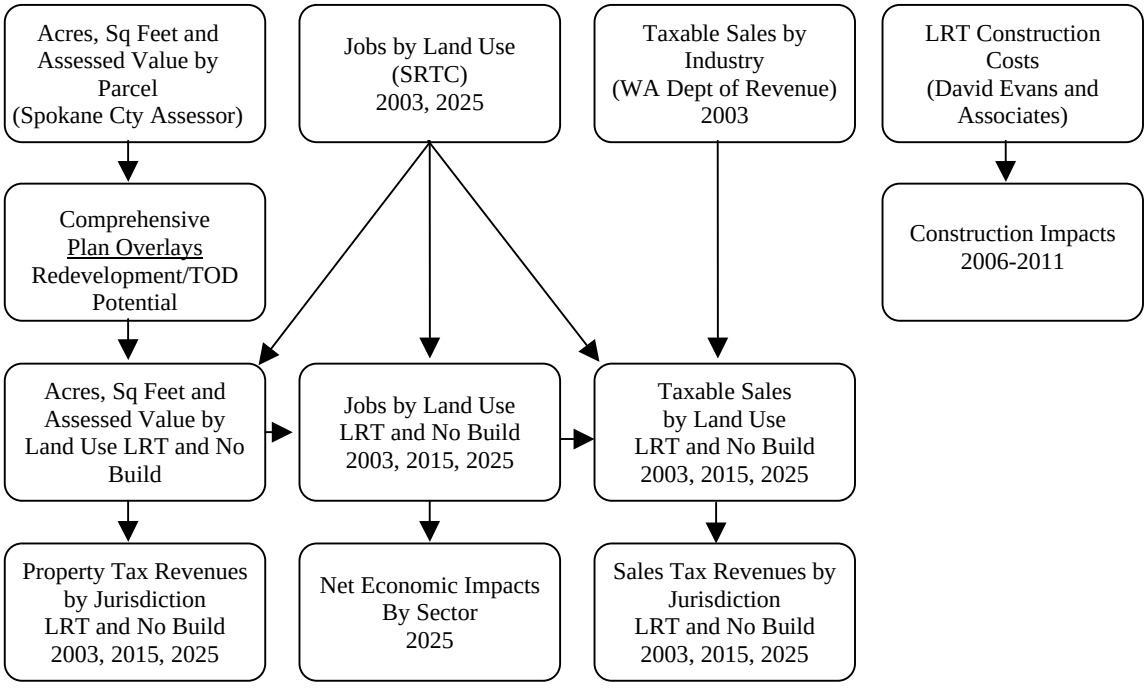
3.0 **Economic Multiplier Impacts** – This chapter presents the economic impacts of construction as well as the on-going operations of the light rail system in terms of direct and indirect jobs, personal income and output.

4.0 **Assessed Value and Property Tax Revenues** – This chapter includes an analysis of changes in assessed value by community for the corridor as a whole and the two designated station areas. It also shows the property tax revenues that would accrue by jurisdiction on both the no build and light rail alternatives.

5.0 **Taxable Sales and Sales Tax Revenues** – This chapter presents estimates of taxable sales by land use for the corridor and the two station areas. This information forms the basis for calculating sales tax revenues by community.

6.0 **Conclusions** – This chapter summarizes the various measures of light rail impacts on Spokane County.

FIGURE 1-1
OVERVIEW OF METHODOLOGY



2.0 Corridor Development Potential

This section of the report assesses the economic development potential of the corridor under the no-build, light rail and bus rapid transit alternatives. The assessment includes background research, database development and land use analysis. The approach is designed to identify the likely land use mix and density of development that will occur in the proposed high capacity transit (HCT) corridor under each alternative. Future land use and development density are used to project employment, assessed value and retail sales, which form the basis of the socioeconomic and revenue impacts that are the subject of this report.

2.1 Background Research

In order to adequately and accurately estimate the impact of HCT on land use, density and property values, the assessment began with a site visit and an extensive literature search on the impact of existing transit systems. While much research has been done to date, the vast majority of studies were for transit systems operating in much larger communities.

Key relevant findings included:

1) Light rail transit generally has a positive impact on both land values and development densities within one-quarter mile of stations, although the impact can extend to a half-mile or more depending on access. See Figure 2-1.
2) Light rail systems in smaller communities showed the same type of development and land value impacts as in larger communities, but at a reduced level. See Figure 2-1.
3) The mix of new development within the one-quarter mile of light rail stations generally consists of multi-family residential, office and retail uses – sometimes all occurring within a single structure. See Figure 2-2.
4) The impact of HCT on the level of development is greater when traffic congestion is high and/or commute times are long.
5) While Bus Rapid Transit can be as effective in relieving congestion as light rail, there is little evidence that it supports or stimulates the same level of transit oriented development. See Figure 2-3 and 2-4.

Figure 2-3 from the Center for Transportation Excellence shows a comparison of the characteristics between regular bus, bus rapid transit and light rail modes. It shows that the land use (economic development) impacts of BRT are weaker than for light rail.

According to the Transportation Research Board (TRB), BRT works best in demonstrated transit markets. The TRB states that urban areas with more than a million residents and a central area of employment of at least 75,000 are good candidates for BRT. It also works well in physically constrained environments where hills, tunnels and water crossings result in frequent traffic congestion. The TRB confirms that BRT does work well in certain environments, and represents a cost-effective alternative to light rail. Figure 2-4 contains a summary of BRT systems surveyed by the TRB, demonstrating the type of environments where BRT has been implemented. As result of these findings, it is not expected that the BRT option would have nearly the same land use impact as light rail in Spokane County.

FIGURE 2-1
IMPACT OF HIGH CAPACITY TRANSIT ON LAND VALUES

Region / System	Effect on Property Values	Source	Type
PATCO, suburban New Jersey	Median home price for census tracts immediately served by rail line is about 10 percent higher than those in tracts located away from the line.	Diaz, Roderick B. "Impacts of Rail Transit on Property Values", May 1999. (Voith 1991)	rapid
SEPTA, Philadelphia suburbs	Average median home price for census tracts served by commuter rail is about 3.8 percent higher than those in tracts not directly served by the line.	Diaz, Roderick B. "Impacts of Rail Transit on Property Values", May 1999. (Voith 1991)	rapid
SEPTA, Philadelphia residential	Premium for single family homes with access to rail stations of 7.5 - 8.0 percent over the average home sale (proximity measured in census tracts)	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Voith 1993)	rapid
MARTA East line, Atlanta *Areas to the south of the line are mostly lower income, lower middle class. Areas to the north are mostly middle class with some prominent affluent sections.	South side: property values increased about $1000 for every 100 feet a property was closer to the line. North side: property values decreased about $965 for every 100 a property was closer to the line.	Diaz, Roderick B. "Impacts of Rail Transit on Property Values", May 1999. (Nelson 1992)	rapid
Boston's Fitchburg line	Homes located within census tracts that have rail stations have a 6.7 percent premium for home sales prices. Properties within 400 feet of a rail right-of-way saw a ***decrease*** in value of about 20 percent	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Armstrong 1994)	rapid
Washington DC, Metro	Apartment rents decrease by approx 2.5 percent for each 1/10 mile distance from a Metro station	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Benjamin & Sirmans 1996)	rapid
Santa Clara County, LRT: Guadalupe line	Commercial space within a 1/4 mile of a station received an average of 3.7¢ more per square foot than space located more than 3/4 mile from station. Office space sold within a 1/4 mile of a station received an average of $4.87 per square foot more per gross building square foot compared to space located more than 3/4 mile from station.	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Wienberger 2001, 2000; Cambridge Systematics, Inc. 1999)	LRT
MAX Eastside line, Portland	Approximately 10.6 percent higher for homes within 500 meters of the line.	Diaz, Roderick B. "Impacts of Rail Transit on Property Values", May 1999. (Al-Mosaind, Susaad, et al. 1993)	LRT
MAX Eastside line, Portland	Typical house sold for $663 more for every 100 feet closer to a light rail station (suburban residential area, homes within 1/4 mile of stations)	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Al-Mosaind, Susaad, et al. 1993)	LRT
MAX Eastside line, Portland	On average, property values increase by $75 for every 100 feet closer to the station, within a 2,500 ft - 5,280 ft radius.	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Lewis-Workman and Brod 1997)	LRT
MAX Eastside line, Portland	Beginning at a distance of 100 meters from a station, each additional meter away decreases average house price by $32	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Chen et al. 1998)	LRT

FIGURE 2-1 (Continued)
IMPACT OF HIGH CAPACITY TRANSIT ON LAND VALUES

Region / System	Effect on Property Values	Source	Type
Distance from LRT rail station	Housing Price	Percent Change from Home Price at	
0	$82,800	0.0%	
200	$80,500	-2.8%	
400	$78,554	-5.1%	
600	$76,961	-7.1%	
800	$75,721	-8.5%	
1000	$74,835	-9.6%	
Source: "Light Rail Transit Impacts in Portland: The First Ten Years" Dueker & Bianco 1999.			
San Diego Trolley, LRT	Typical home sold for $272 more for every 100 meters closer to a light rail station. No effect on commercial properties found	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Landis et al. 1995)	LRT
San Jose LRT	Typical home was worth $197 less for every 100 meters it was closer to light rail (light rail located in commercial, industrial area. Nearby homes are older and serve lower income households.)	"The Effect of Rail Transit on Property Values: A Summary of Studies", Feb 2001. (Landis et al. 1995)	LRT
Dallas Metro, DART	Between 1997 and 2001, median values of residential properties near DART rail stations increased 32.1 percent, compared with 19.5 percent for other Dallas metro properties. Office property values rose 24.7 percent near transit versus 11.5 percent for non-DART properties	Realtor Magazine Online (www.realtor.org). "Forging Livable Communities" Mariwyn Evans, 2004	LRT
Dallas Metro, DART	The average percent change in land values from 1994 to 1998 for retail and office properties near DART stops was 36.8 percent and 13.9 percent respectively; for "control" parcels, the average changes were 7.1 and 3.7 percent respectively. For retail uses, this study suggested a value-added premium of 30 percent.	"Transit's Value-Added: Effects of Light and Commuter Rail Services on Commercial Land Values" Cervero & Duncan, 2001. (Weinstein and Clower, "The Initial Economic Impacts of the DART LRT System")	LRT
Santa Clara County, LRT	Between 1984 and 1998, compared to other commercial properties in the county, the estimated monthly lease premium within 1/4 mile of LRT was 3.3¢ per sq ft and for properties 1/4 to 1/2 mile away, it was 6.4¢ per sq ft.	"Transit's Value-Added: Effects of Light and Commuter Rail Services on Commercial Land Values" Cervero & Duncan, 2001. (Nelson, "Transit Stations and Commercial Property Values: A Case Study with Policy and Land-Use Implications" 1999)	LRT

FIGURE 2-1 (Continued)
IMPACT OF HIGH CAPACITY TRANSIT ON LAND VALUES

Region / System	Effect on Property Values	Source	Type
Santa Clara County, LRT	Being within walking distance of an LRT station in Santa Clara County increased land values on average by over $4, or by about 23 percent in relation to the mean per sq ft value of sampled commercial parcels of $17.51. For properties in commercial business districts and within 1/4 mile of CalTrain commuter rail stop, the capitalization premium was over $25 per sq ft, or more than 120 percent above the mean property value	"Transit's Value-Added: Effects of Light and Commuter Rail Services on Commercial Land Values" Cervero & Duncan, 2001.	LRT
Dallas LRT	Between 1997 and 2001, the median value of residential properties located near a station increased by 32.1 percent, while residential properties not located near a station increased by 19.5 percent.	Wilmington Multi-Modal Transportation Center (www.wavetransit.com), Site Evaluation Report, 2004.	LRT
Washington DC, LRT	Residential properties close to rail stations are worth about $7 per sq ft more than comparable properties farther away	"Rail Transit Works: Light Rail Success Stories from Across the Country" Ridlington and Kellett, 2003	LRT
Dallas LRT	Locations near the light rail line have risen 25 percent in value compared to more distant properties.	"Rail Transit Works: Light Rail Success Stories from Across the Country" Ridlington and Kellett, 2003	LRT
Dallas LRT	For office buildings, proximity to DART resulted in a 24.7 percent increase vs. 11.5 percent for non-DART properties.	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Weinstein & Clower 2002)	LRT
Dallas LRT	The value of offices less than 0.25 mile from a station increased by 10 percent and retail property increased by 30 percent	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Weinstein & Clower 1999)	LRT
San Diego	A 72 percent premium resulted for parcels near stations in the Mission Valley	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Cervero & Duncan 2002)	LRT
Santa Clara/San Jose	Properties less than 0.25 mile from a station had a 23 percent premium	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Cervero & Duncan 2000/2001)	LRT
Santa Clara/San Jose	Rent for units within a 0.75 mile of a station increased 4-12 percent	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Weinberger 2000/2001)	LRT
Dallas LRT	Value of properties rose 39 percent more than the control group not served by rail	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Lyons & Hernandez 2003)	LRT
Dallas LRT	Median values of residential properties increased 32.1 percent near DART compared to 19.5 percent in the control group areas	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Weinstein & Clower 2002)	LRT

FIGURE 2-1 (Continued)
IMPACT OF HIGH CAPACITY TRANSIT ON LAND VALUES

Region / System	Effect on Property Values	Source	Type
Dallas LRT	There was a 5 percent penalty over time for units nearer stations, less than 0.25 mile	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Weinstein & Clower 1999)	LRT
Los Angeles	Values rose 1-3.5 percent for apartments and homes 0.25 - 0.5 mile from a station, but decreased 6 percent for condos	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Cervero & Duncan 2002)	LRT
Portland (Eastside)	Median house values rose at increasing rates the closer to a station. The largest change, $2,300, was for homes up to 200 ft from a station	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Dueker & Bianco 1999)	LRT
Portland (Eastside)	There was a 10.6 percent premium for homes 500 meters from a station	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Al-Mosaind et al 1998)	LRT
Portland (Eastside)	On average, property values increased by $75 for every 100 feet closer to the station (within 2,500 - 5,280 ft radius)	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Lewis-Workman et al 1997)	LRT
Portland (Eastside)	The value of homes within 500 meters increased by 10.6 percent, or $4,324	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Al-Mosaind et al 1998)	LRT
Sacramento	Single family homes rose 0.4 percent for every 1,000 feet closer to a station, and 6.2 percent if very near a station	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Landis et al 1994/95)	LRT
San Diego	17 and 10 percent premiums resulted respectfully for multi family homes near East Line and South Line stations	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Cervero & Duncan 2002)	LRT
San Diego	The value of condos and apartments from 0.25 - 0.5 mile from a station increased 2-18 percent; the value of single family homes decreased 0 - 4 percent	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Cervero & Duncan 2001)	LRT
San Diego	The typical home sold for $272 more for every 330 feet closer it was to a light rail station	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Landis et al 1995)	LRT
San Diego	For every 1,000 feet closer to a station, prices increased $337 or 1 percent but decreased 4 percent for units closer than 900 feet to a station	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Landis et al 1994)	LRT

FIGURE 2-1 (Continued)
IMPACT OF HIGH CAPACITY TRANSIT ON LAND VALUES

Region / System	Effect on Property Values	Source	Type
Santa Clara/San Jose	The price of single family homes increased by 0.1 percent for every 1,000 feet closer to a station, but decreased 10.8 percent if closer than 900 feet	"Light Rail Systems and Property Values" South Sacramento Corridor Phase 2 Project, www.slp2.org (Landis 1994)	LRT
California (CalTrain)	Properties in commercial business districts and within 0.25 mile of a rail stop held a premium of over $25 per sq ft, or more than 120 percent above the mean property value ($17.51)	"Rail Transit's Value-Added: Effects of Proximity to Light and Commuter Rail Transit on Commercial Land Values in Santa Clara county, California" Cervero & Duncan 2001	Commuter Rail
Dallas DART	Average percent change in land values from 1994 to 1998 for retail and office properties near DART stops was 36.8 percent and 13.9 percent respectively; for "control" parcels, the average changes were 7.1 and 3.7 percent respectively.	"Rail Transit's Value-Added: Effects of Proximity to Light and Commuter Rail Transit on Commercial Land Values in Santa Clara county, California" Cervero & Duncan 2001	LRT
Dallas DART	North Park, the only regional mall served by DART LRT, outperformed other malls in the Metroplex area, remaining 100 percent occupied during the 1994-1998 period while rents increased 20 percent	"Rail Transit's Value-Added: Effects of Proximity to Light and Commuter Rail Transit on Commercial Land Values in Santa Clara county, California" Cervero & Duncan 2001	LRT
Santa Clara	Compared to other properties in the county, an estimated monthly lease premium within 0.25 mile of LRT of 3.3¢ per sq ft and for properties between 0.25 and 0.5 mile away of 6.4 ¢ per sq ft. Sales premiums of $8.73 and $4.87 per sq ft, respectively, were also found	"Rail Transit's Value-Added: Effects of Proximity to Light and Commuter Rail Transit on Commercial Land Values in Santa Clara county, California" Cervero & Duncan 2001 (Weinberger 2000)	LRT

FIGURE 2-2
TRANSIT ORIENTED DEVELOPMENT LAND USE BY IMPACT AREA

Land Uses	Commercial Core	Transitional Zone	Residential Neighborhood
Residential			
Accessory Apartment	X	X	SP
Dwelling, One Family	X	X	P
Dwelling, Two Family	X	P	SP
Dwelling, Multi-Family	P	SP	X
Home Occupations	SP	SP	SP
Townhouses	P	SP	X
Public & Institutional			
Cemetery	X	X	P
Day Care Center	SP	SP	SP
Fraternal Organization	P	P	P
Government Offices	P	X	X
Hospital	P	X	X
Parks & Playgrounds	P	P	P
Place of Worship	P	P	P
Schools/Education Centers	P	P	P
Retail & Hospitality			
Artisan Shop	P	SP	X
Bank/Financial Institution	P	X	X
Bank with Drive Thru	X	X	X
Bed and Breakfast Inn	X	SP	SP
Business Service	P	X	X
Convenience Store	P	X	X
Farmers Market	P	X	X
Laundromat	P	X	X
Motor Vehicle Repair Shop	X	X	X
Motor Vehicle Sales	X	X	X
Motor Vehicle Service Station	X	X	X
Motor Vehicle Washing	X	X	X
Personal Service	P	SP	X
Restaurant	P	SP	X
with Drive Thru	X	X	X
with Take Out Window	P	X	X
Restaurant, Fast Food	X	X	X
Retail Store	P	X	X
Shopping Center	SP	X	X
Office			
Medical or Dental Clinic	P	P	X
Office	P	P	X
Veterinary Clinic	SP	SP	X

Source: CRCOG, "Tools for Towns," July 2002.

KEY: SP=Special Permit, P=Permitted, X=Prohibited

FIGURE 2-3
CHARACTERISTIC COMPARISONS AMONG REGULAR BUS, BUS RAPID TRANSIT AND LIGHT RAIL

Characteristic	Mode		
	Regular Bus	Bus Rapid Transit	Light Rail Transit
System Components			
ROW	Mixed Traffic	Mixed Traffic, Exclusive	Exclusive (Mixed Traffic)
Support	Road	Road	Rail
Guidance	Steered	Steered	Guided
Propulsion	ICE	ICE	Electric
Max TU Size	Single Vehicle	Single Vehicle	1-4 car trains
TU Capacity	120	180	4x180=720
Lines/Operational Elements			
Lines	Many	Few	Few
Headways on Each Line	Long/medium	Long/medium	Short
Stop Spacings (meters)	80-250	200-400	250-600
Transfers	Few	Some/many	Many
System Characteristics			
Investment Costs/km	Low	High	Very High
Operating Costs/Space	Medium	Medium	Low
System Image	Poor	Good	Excellent
Impacts on Land Use	None	Some	Strong
Passenger Attraction	Poor	Good	Excellent
Vehicle Performance & Passenger Comfort	Poor	Good	Excellent
Implementation Time	Short	Short	Medium
Air Pollution and Noise	High	Considerable	None
Legend:	ICE	Internal Combustion Engine	
	ROW	Right-of-Way	
	TU	Transit Unit	
Source:	Journal of Public Transportation, Volume 5, No. 2, 2002		

In short, Bus Rapid Transit has the potential to solve many of the common deficiencies in existing bus service. BRT can also provide the accessibility and flexibility that Light Rail and Metro cannot. The streamlined vehicles of BRT have the potential to distinguish this type of system from the poor image of regular bus service. Utilizing BRT as an express service in conjunction with regular bus service can dramatically improve frequency and reliability. Another option is Light Rail. Offering low operating costs and excellent passenger attraction, Light Rail has the potential to address similar deficiencies while also inducing economic development.

FIGURE 2-4
CHARACTERISTICS OF REGIONS WITH BUS RAPID TRANSIT

Region	Urbanized Area Population (Millions)	Central Business District (CBD) Employment	Rail Transit in City	BRT Status/Year First Opened	System Overview
Boston	3.0	365,000	X	First Section Opened July 2002	"Silver Line includes bus tunnel and will have articulated dual-mode trolley and CNG-powered buses.
Charlotte	1.1	50,000		1997	Use of peak-period freeway bus lane by express buses in Independence Blvd. Corridor.
Cleveland	2.0	100,000	X	Under Construction	Euclid Ave. Median Busway will have articulated hybrid diesel-electric buses.
Eugene	0.2	n/a		Proposed	Project includes exclusive transit lanes used by low-floor guided vehicles.
Hartford	0.8	52,000		Under Construction	New Britain-Hartford Busway with stations along unused railroad busway.
Honolulu	0.9	n/a		1999	Three "City Express!" and "Country Express!" routes provide limited-stop service using distinctively colored articulated buses.
Houston	1.8	150,000		1979	Freeway HOV lanes have express bus service and stations.
Los Angeles	9.6	200,000	X	1977	San Bernardino Busway (later HOV Busway) opens.
				1979	Harbor and Santa Monica Freeway HOV lanes have express bus service, stations.
				1999	Wilshire-Whittier and Ventura Blvds. "Metro Rapid" limited-stop service uses distinctively colored low-floor CNG buses.
Miami	2.3	50,000	X	1996	Miami-South Dade Busway along abandoned railroad line connects with Miami Metro.
New York City	16.0	1,850,000	X	1963	Express buses use contra-flow bus lanes on three radial freeways; extensive bus lane network in Manhattan; limited-stop bus service on 25 routes in all 5 boroughs.
Ottawa	0.7	86,500		1983	Extensive busway system with attractive stations offers all-stop and express service.
Pittsburgh	1.7	140,000	X	1977	South, East, and West Busways offer all-stop and express service.
Seattle	1.8	120,000		1990	Bus tunnel is used by articulated dual-mode trolley and diesel buses.
Vancouver	2.1	130,000	X	1996	Broadway and Richmond "B-Line" limited-stop BRT service using distinctive low-floor articulated buses.

Source: Transportation Research Board, TCRP Report 90, Bus Rapid Transit, 2004.

2.2 Database Development

Once the background research was complete, the next step was to build a parcel database. Key data sources used to build the database included:

- Assessor's parcel data with land use, acres, building square footage and land and improvement market values;
- Comprehensive plan data, *both data sets provided in GIS format by David Evans and Associates;*
- Traffic analysis zone (TAZ) level socioeconomic estimates and projections *from the Spokane Regional Transportation Council (SRTC);* and
- Future land use information from previous reports prepared for the proposed project including the Zimmerman Volk/ZHA study of transit oriented development potential, and the Crandall Arambula study of station development concepts for the University City and Liberty Lake stations.

First, parcel data were analyzed to identify anomalies and to add building square footage for non-residential parcels. Comprehensive plan designations were added to the database for all vacant land parcels. All vacant land parcels in each one-quarter mile station area were reviewed to verify that parcels marked by the Assessor as vacant, were actually vacant and developable. It was found that many parking lots, and even some developed parcels, were miscoded. Approximately 400 parcels were corrected. The same thorough process was applied to large (10+ acre) parcels outside the stations areas within the impact corridor. Also, the calculated land area of each parcel was appended to each record to verify the acres reported by the Assessor.

The updated Assessor's land use codes were collapsed into 15 land use categories that would allow modeling of transit oriented development, and as much as possible correspond to the land use categories used by the SRTC for the socioeconomic estimates and projections. The land use classifications were appended to each parcel, and the maps shown in Figure 2-5 were created to assist in the analysis of land use impacts.

Existing building square footage for non-residential parcels was obtained from the Spokane County Assessor's office through David Evans and Associates, and appended to the working parcel database. Comprehensive plan designations were added to all vacant land parcels using a GIS overlay process with comprehensive plan maps from each of the four impacted jurisdictions as shown in Figure 2-6. Once the parcel information was complete, database queries were created to tabulate acreage, building square footage and assessed value for both land and improvements in a given area. These tabulations were performed for the one-quarter mile areas around each proposed station, and the balance of the corridor, all separated by jurisdiction as necessary. Presumably, the majority of the overall growth will occur around station locations rather than uniformly along the corridor. The corridor as a whole includes a half mile radius, consistent with other databases.

Tabulations of the parcel data were also performed to identify the amount of redevelopment potential within each one-quarter mile station area. As per the process identified in the Draft EIS, developed parcels where land value was more than 1.5 times the improvement value were identified as prime redevelopment targets. While this approach may not always identify the precise parcels that may redevelop as a result of HCT, it provides a solid, internally-consistent way of identifying the level of redevelopment potential within each station area.

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FIGURE 2-5
CURRENT LAND USE IN THE IMPACT CORRIDOR

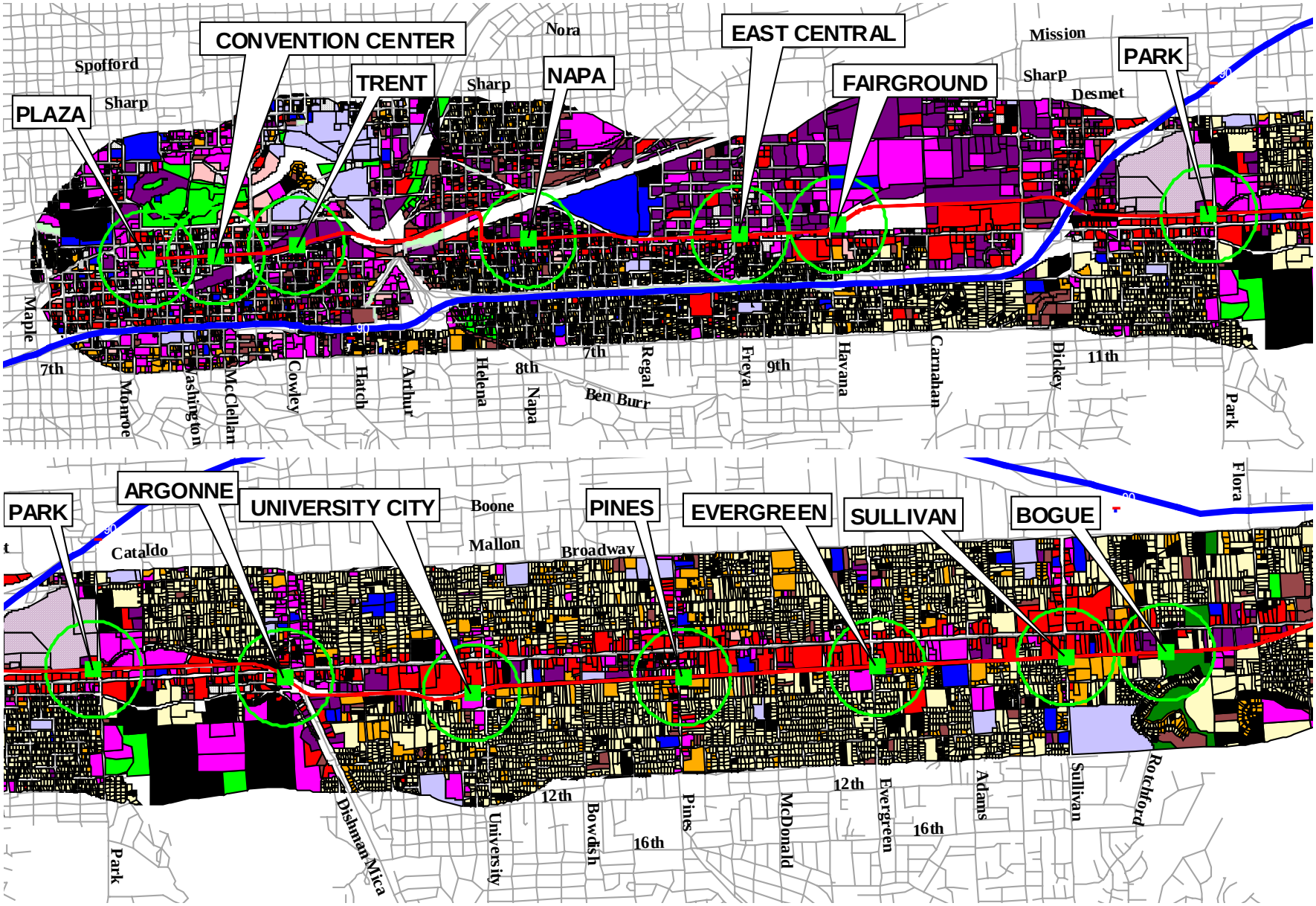


FIGURE 2-5 (Continued)
CURRENT LAND USE IN THE IMPACT CORRIDOR

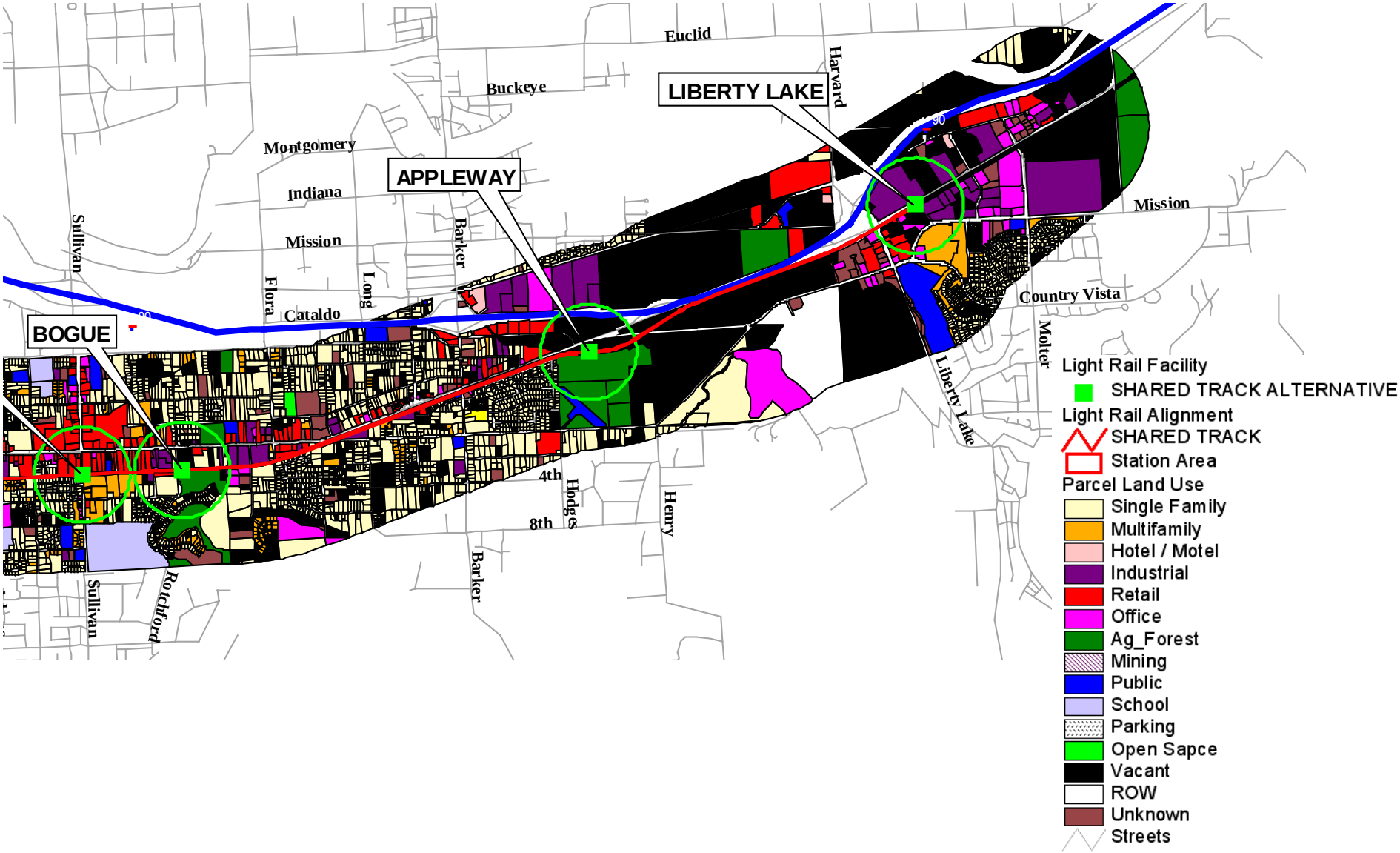


FIGURE 2-6
CORRIDOR VACANT LAND BY COMPREHENSIVE PLAN DESIGNATION

Jurisdiction / Comprehensive Plan Land Use	Parcels	Coded Acres	Calculated Acres
County			
Light Industrial	5	112.7	113.6
Low Density Residential	8	22.9	22.4
Medium Density Residential	6	23.9	24.2
ROW	3	4.4	9.9
Rural Conservation	18	263.8	339.9
Urban Activity Center	4	115.1	175.1
Total	44	542.6	685.0
City of Liberty Lake			
CBD	8	14.0	14.2
Community Center	20	245.4	250.5
Community Commercial	14	23.7	40.9
Freeway Commercial	14	126.8	123.8
Light Industrial	21	119.1	121.7
Mixed Residential	3	46.3	87.0
Multifamily	15	0.2	5.2
Neighborhood Commercial	1	3.0	2.9
Open Space	1	0.5	0.5
Public	2	40.7	40.1
ROW	5	24.7	23.0
Single Family Residential	46	162.0	159.6
Total	150	806.5	869.3
City of Spokane			
Commercial	74	34.9	34.2
Conservation OS	5	16.7	16.4
Downtown	22	5.5	5.6
Heavy Industrial	7	12.3	12.6
Institutional	4	0.6	0.6
Light Industrial	28	17.8	13.8
Neighborhood Retail	1	0.1	0.1
Office	9	2.0	2.0
R 10-20	20	2.1	2.1
R 15+	1	3.5	3.3
R 15-30	73	14.3	16.5
R 4-10	77	11.2	11.3
Total	321	121.2	118.6
City of Spokane Valley			
Commercial	1	0.3	0.4
Community Center	7	4.6	6.0
Community Commercial	1	13.9	14.6
Heavy Industrial	17	33.3	32.2
High Density Residential	20	9.0	9.1
Low Density Residential	383	198.2	238.8
Medium Density Residential	110	419.6 *	55.6
Mixed Use	48	40.3	43.6
Regional Commercial	35	22.1	31.5
ROW	8	15.0	24.7
Urban Activity Center	67	35.5	36.9
Total	697	792.0	493.3

Sources:
Vacant Land Parcels - Spokane County Assessor, 2004; Applied Economics, 2005.
Comprehensive Plane Designations - Respective Jurisdictions.

* One parcel is miscoded by 350 acres.

Socioeconomic data, including housing unit counts and employment estimates by TAZ were obtained from the SRTC, along with a digital TAZ map. The corridor was overlaid on the TAZ map to identify the TAZs that were generally included, again separated by jurisdiction. While the TAZs do not fit the corridor exactly, the fit is close enough to provide a basis for calibrating employment estimates, and to provide a baseline employment growth alternative for the no-build option as shown in Figure 2-7.

FIGURE 2-7
BASELINE SOCIOECONOMIC ESTIMATES AND PROJECTIONS FOR THE CORRIDOR

		Employment						
	Hotel/Motel Rooms	Ag, Mining and Industrial	Retail	Office/ Service	F.I.R.E. *	Medical	Schools	Total
2003								
County	14	166	85	31	44	5	36	367
Liberty Lake	0	3,003	605	45	244	47	60	4,004
Spokane	3,081	8,893	13,580	11,605	7,699	5,336	1,741	48,854
Spokane Valley	476	5,199	8,213	1,734	1,678	990	904	18,718
Total	3,571	17,261	22,483	13,415	9,665	6,378	2,741	71,943
2025								
County	0	1,430	133	0	10	0	211	1,784
Liberty Lake	0	4,450	721	316	0	0	0	5,487
Spokane	3,729	16,670	15,323	12,413	7,526	7,299	3,737	62,968
Spokane Valley	388	5,458	5,970	3,310	1,602	859	1,472	18,671
Total	4,117	28,008	22,147	16,039	9,138	8,158	5,420	88,910
Change								
County	-14	1,264	48	-31	-34	-5	175	1,417
Liberty Lake	0	1,447	116	271	-244	-47	-60	1,483
Spokane	648	7,777	1,743	808	-173	1,963	1,996	14,114
Spokane Valley	-88	259	-2,243	1,576	-76	-131	568	-47
Total	546	10,747	-336	2,624	-527	1,780	2,679	16,967

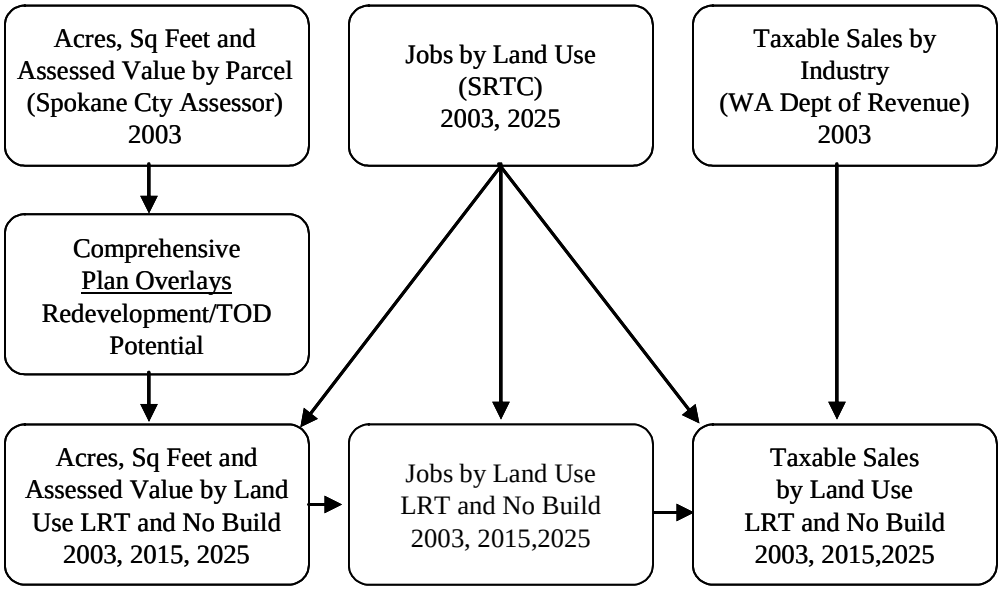
Sources:
TAZ Data, Spokane Regional Transportation Council, 2005.
Aggregation for Corridor, Applied Economics, 2005.
* Finance, Insurance and Real Estate.

2.3 Land Use Analysis

The land use data and development information were loaded into a series of Excel worksheets to analyze development impacts on each station area, and the balance of the corridor under the no-build and light rail alternatives. The bus rapid transit (BRT) alternative was not included in the quantitative portion of the analysis since the background research clearly indicates that BRT generates limited impacts on land use, and those impacts would be more difficult to anticipate.

As shown in Figure 2-8, the development impact analyses begins with parcel information for each of the 15 station areas, and the balance of the corridor, broken down by jurisdiction as the starting point. This data provides current (2003) estimates of developed acres and building square footage by land use, and assessed value for both land and improvements.

FIGURE 2-8
DEVELOPMENT IMPACT ANALYSIS FLOW CHART



Next, the building square footage data was used to generate employment estimates for each station area and the corridor as a whole by land use. These employment estimates were adjusted based on the SRTC employment estimates for the corridor, and for each jurisdiction within the corridor. This process required the development of two sets of employment density factors, one for City of Spokane, and another for the balance of the corridor as shown in Figure 2-9. The square footage information is also used to generate estimates of taxable sales, which were adjusted based on data on taxable sales by industry sector for Spokane County, and the share of employment by land use in the corridor versus the County as a whole. Resulting taxable sales per square foot estimates are summarized in Figure 2-9.

To form the basis for the projections, future development and redevelopment potential was assessed using vacant land, and land with high land value to improvement value ratios. Comprehensive plan land use designations were applied to each vacant parcel to establish future acres by land use for the portion of the corridor outside the station areas. Inside the station impact areas, the amount of vacant land was supplemented by potential redevelopment land. As per the process identified in the Draft EIS, developed

parcels where land value was more than 1.5 times the improvement value were identified as prime redevelopment targets.

As part of this process, it was necessary to match SRTC employment by industry sector with the assessor's land use categories. Ag, mining and industrial from the SRTC was generally considered industrial except where mining or agricultural properties were indicated on the assessor's records. Office/service, F.I.R.E. and medical office were all combined as office. Retail, hotel/motel and schools translated directly. Information on open space, parking, vacant land and public uses were added from the assessor's information. Public employment had to be backed out of SRTC office employment estimates. The employment totals using for these new land use categories were matched to the SRTC adjusted TAZ level employment for the corridor.

FIGURE 2-9
EMPLOYMENT DENSITY AND SALES FACTORS USED IN ESTIMATES

	City of Spokane Employment Density		All Other Areas Employment Density		
Land Use	Per Acre	Gross Sq. Ft. / Employee	Per Acre	Gross Sq. Ft. / Employee	Taxable Sales
Hotel_Motel		850.0		850.0	$108.00 /sq ft
Industrial		1000.0		1000.0	$16.30 /sq ft
Retail		600.0		1250.0	$100.00 /sq ft
Office		400.0		1000.0	$13.10 /sq ft
Agriculture_Forestry	0.25		0.25		$1,375.00 /acre
Mining	0.5		0.5		$2,650.00 /acre
Public		400.0		1000.0	$6.50 /sq ft
School		800.0		1000.0	$5.60 /sq ft
Parking	1.0		1.0		$0.00 /acre
Open Space	0.0		0.0		$0.00 /acre
Vacant	0.0		0.0		$0.00 /acre
Other		500.0		700.0	$1.35 /sq ft

Sources:
Square Footage - Spokane County Assessor's Office.
Current Employment - Spokane Regional Transportation Council.
Current Sales - Washington Department of Revenue.
Rates - Applied Economics.

For the no-build alternative, projections of employment growth from the SRTC were used to create projections of developed square footage, assessed value and retail sales. These projections were prepared for the corridor as whole, for each jurisdiction and the two stations receiving in-depth analyses. Existing development levels and SRTC employment estimates were used to calibrate factors that allowed employment to be translated into acreage and square footage. These factors were used to "back out" the acres and land value converting from vacant land into new development.

For the light rail alternative, growth projections associated with transit oriented development were added to the baseline growth from the no-build alternative. In some cases this meant a decrease in a particular land use category as additional land is converted to retail and office uses under the light rail alternative. Creating the light rail alternative involved analyzing the current land use and development characteristics

on a station-by-station basis, and incorporating the amount of land identified for potential transit-oriented development and redevelopment. This information was then supplemented with data from the Zimmerman Volk/ZHA and Crandall Arambula studies as appropriate. In most cases, the data supported the findings of these studies, although minor positive and negative variations were noted.

Lastly, in the case of the light rail alternative future land values inside station areas were adjusted to account for economic development impacts. These adjustments were made based on background research as to the impact of light rail projects on land values in other metropolitan areas. This research, which is summarized in Figure 2-1, shows positive land value impacts of 5 percent to 10 percent for residential development, and 10 percent to 30 percent for non-residential development. Since the land value impacts appear to be less in smaller metropolitan areas, the low end of these ranges was used for this analysis. The rates used in the analysis are summarized in Figure 2-10. Appreciation was only applied to new development and redevelopment, not to existing developed parcels, thus resulting in a very conservative estimate of the assessed value impacts. This approach in applying appreciation does not in any way change the findings in terms of jobs or sales tax impacts, but does result in conservative estimates of the property tax impacts.

FIGURE 2-10
ASSUMED LAND APPRECIATION DUE TO LIGHT RAIL TRANSIT

Land Use	Value Impact
Single Family Residential	5%
Multifamily Residential	10%
Hotel_Motel	10%
Industrial	5%
Retail	10%
Office	10%
Agriculture_Forestry	0%
Mining	0%
Public	0%
School	0%
Parking	0%
Open Space	0%
Vacant	20%
Other	0%

Sources: Literature Review, Applied Economics, 2005.

2.4 Results

The analysis resulted in projections of employment, assessed value and retail sales by land use category for each alternative. In the case of the no-build alternative, these results were broken down by jurisdiction based on the allocation of future employment growth in the SRTC projections. In the case of the light rail alternative, these results were calculated for each station and the balance of the corridor by jurisdiction, and then totaled to determine the net impact of HCT on each jurisdiction.

The eight tables that follow detail the results for the LRT alternative. They include

- Existing development by land use and area (Figures 2-11 and 2-12);
- Existing assessed value and taxable sales by land use and area (Figures 2-13 and 2-14);
- Future development by land use and area (Figures 2-15 and 2-16); and
- Future assessed value and taxable sales by land use and area (Figures 2-17 and 2-18).

FIGURE 2-11
EXISTING DEVELOPMENT BY LAND USE

Land Use	Parcels	Assessor's Acres	Calculated Acres	Square Feet	Housing Units	Estimated Employment
Single Family Residential	9,148	3,280	3,443	na	9,148	0
Multifamily Residential	974	442	486	na	7,801	0
Hotel_Motel	47	58	59	1,510,530	0	1,778
Industrial	669	1,052	1,034	15,441,654	0	15,443
Retail	1,202	946	961	21,389,086	0	21,576
Office	991	1,011	1,105	13,885,506	0	23,558
Agriculture_Forestry	16	448	483	7,462	0	112
Mining	6	95	107	29,932	0	48
Public	106	300	304	1,846,753	0	2,855
School	87	324	333	2,103,441	0	3,015
Parking	349	182	104	2,362,648	0	102
Open Space	70	127	134	25,867	0	0
Vacant	1,212	2,193	2,086	687,184	0	0
Other	1,015	261	262	1,629,877	0	2,833
Total	15,892	10,718	10,901	60,919,940	16,949	71,320

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

- The largest share of land in the corridor is in single family residential uses, accounting for about 31 percent of total acreage and 58 percent of the parcels. The corridor includes about 17,000 housing units and 60.9 million square feet of nonresidential development. The number of single family and multi-family residential units is split relatively evenly. Among nonresidential uses, the largest share of existing development is in retail, followed by industrial and office. About 2,100 acres or 19 percent of the corridor is vacant.

FIGURE 2-12
EXISTING DEVELOPMENT BY AREA

Area	Net Acres	Net Acres Calculated	Commercial Sq Feet	Housing Units	Estimated Employment
Station Areas					
Plaza	92.4	89.2	1,677,758	78	2,398
Convention Center	196.2	112.9	1,919,525	115	2,183
Trent	92.9	96.3	1,137,746	16	1,551
Napa	64.9	65.2	886,389	159	1,451
East Central	93.2	94.7	1,921,552	105	2,533
Fairgrounds	102.2	101.3	1,246,057	122	1,531
Park	163.1	176.4	566,337	48	496
Argonne	101.0	105.7	1,344,441	142	1,217
Universty City	114.5	116.3	1,316,397	336	757
Pines	120.8	124.0	1,492,401	334	1,197
Evergreen	118.0	119.6	1,568,888	211	1,279
Sulivan	133.5	140.4	1,742,680	793	1,414
Bogue	108.7	111.0	118,778	83	106
Appleway	113.0	113.5	16,292	24	26
Liberty Lake	151.1	152.8	1,861,876	549	1,794
Subtotal Station Areas	1,765.5	1,719.3	18,817,117	3,115	19,933
Balance of Corridor					
City of Spokane	1,497.6	1,548.8	16,197,566	3,795	27,529
City of Spokane Valley	4,854.5	4,803.4	18,803,727	9,411	16,957
City of Liberty Lake	1,893.8	1,887.1	6,913,318	536	6,712
Spokane County	706.8	942.0	188,212	92	189
Subtotal Balance of Corridor	8,952.9	9,181.3	42,102,823	13,834	51,387
Grand Total	10,718.4	10,900.6	60,919,940	16,949	71,320

Sources:
Spokane County Assessor, 2004.
Applied Economics, 2005.

- Among the station areas, the largest share of existing nonresidential development is at the East Central, Convention Center and Liberty Lake stations. In general, each station has between 890,000 and 1.92 million square feet of commercial development. The exceptions are the Park, Bogue and Appleway stations that all have significantly less commercial development. The number of existing housing units varies widely from the University City and Pines stations with over 330 units each to the Appleway and Trent stations with less than 25 units each.

- The balance of corridor is summarized by jurisdiction. Over half of the balance of corridor falls within Spokane Valley in terms of acreage. Although the City of Spokane has only 1,500 acres in the balance of corridor compared to 4,900 in Spokane Valley, the amount of developed square footage is relatively similar. However, Spokane Valley has over twice as many housing units as Spokane. Liberty Lake and the unincorporated county together account for only 17 percent of the commercial square footage and 5 percent of the housing units in the balance of corridor.

FIGURE 2-13
EXISTING ASSESSED VALUE AND TAXABLE SALES BY LAND USE

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Improvements	Total		
Single Family Residential	171,802,090	561,326,900	733,128,990	700,129,762	0
Multifamily Residential	36,578,100	218,662,388	255,240,488	221,896,703	0
Hotel_Motel	23,854,270	84,687,515	108,541,785	80,564,090	163,137,240
Industrial	117,585,360	214,771,350	332,356,710	285,084,331	251,698,960
Retail	200,930,450	328,404,020	529,334,470	501,992,603	1,407,290,791
Office	152,082,030	655,921,310	808,003,340	510,019,772	181,900,129
Agriculture_Forestry	3,333,980	248,600	3,582,580	305,190	789,542
Mining	1,157,930	366,560	1,524,490	1,524,490	250,755
Public	24,742,090	105,061,500	129,803,590	31,435,631	12,003,895
School	23,822,630	106,791,960	130,614,590	6,193,219	11,779,272
Parking	38,627,850	13,479,480	52,107,330	46,448,166	0
Open Space	82,317,080	5,125,260	87,442,340	5,628,750	0
Vacant	73,272,445	1,002,900	74,275,345	67,497,906	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	986,443,195	2,300,560,403	3,287,003,598	2,491,982,874	2,031,050,918

- Existing assessed value is a function of the number of acres in each land use category as well as the average value per square foot. The data shown above were taken from the Spokane County Assessor's records. The largest share of market value is in single family development, which also accounts for the largest land area. In terms of nonresidential uses, the largest share of value is in office. Office uses account for 10 percent of the acreage, but about 25 percent of total market value given the relatively high values per square foot and typically higher density. The next largest category in terms of value is retail which accounts for 9 percent of acreage and about 16 percent of market value with above average value per square foot. Industrial and multi-family development each account for about 8 to 10 percent of market value and the remainder is divided amount other uses.

- Taxable value represents the market value less tax exempt properties. The most significant differences are in office, public and school uses. Taxable value forms the basis for the property tax revenue impacts shown in Chapter 4.

- Estimated sales form the basis for sales tax impacts. The majority, 69 percent, come from retail development. Office and industrial development, which make up a large portion of the existing development in the corridor, also generate sales, but at a much lower rate per square foot. Hotel/motel development, while not a large portion of existing development in the corridor, generates a fair amount of sales per square foot and is taxable at twice the rate of other types of sales.

FIGURE 2-14
EXISTING ASSESSED VALUE AND TAXABLE SALES BY AREA

Area	Market Value Land	Improvements	Total	Taxable Value	Estimated Sales
Station Areas					
Plaza	92,594,480	237,405,210	329,999,690	221,377,032	61,233,957
Convention Center	118,868,930	62,877,795	181,746,725	83,759,960	63,860,631
Trent	21,756,410	23,618,410	45,374,820	29,813,490	36,910,669
Napa	5,488,100	17,303,520	22,791,620	20,535,012	33,205,050
East Central	10,217,800	30,910,040	41,127,840	40,531,312	51,481,169
Fairgrounds	9,097,780	21,329,100	30,426,880	26,377,780	40,220,742
Park	10,259,650	10,783,750	21,043,400	20,245,150	28,223,642
Argonne	12,552,730	20,781,600	33,334,330	31,792,380	46,980,712
Universty City	14,207,300	29,410,630	43,617,930	40,698,780	24,473,708
Pines	14,491,950	26,783,890	41,275,840	39,161,942	83,601,938
Evergreen	12,926,440	36,571,040	49,497,480	48,043,960	100,118,598
Sulivan	22,358,740	51,129,200	73,487,940	72,936,460	112,892,947
Bogue	9,535,140	11,006,520	20,541,660	20,296,290	6,685,658
Appleway	2,340,957	1,794,600	4,135,557	3,804,053	302,762
Liberty Lake	20,157,980	48,572,400	68,730,380	67,763,910	47,532,408
Subtotal Station Areas	376,854,387	630,277,705	1,007,132,092	767,137,511	737,724,593
Balance of Corridor					
City of Spokane	216,083,320	775,121,988	991,205,308	573,305,217	456,316,630
City of Spokane Valley	304,561,510	773,687,620	1,078,249,130	943,302,449	650,056,472
City of Liberty Lake	79,424,708	115,541,100	194,965,808	195,497,862	183,954,888
Spokane County	9,519,270	5,931,990	15,451,260	12,739,835	2,998,335
Subtotal Balance of Corridor	609,588,808	1,670,282,698	2,279,871,506	1,724,845,363	1,293,326,324
Grand Total	986,443,195	2,300,560,403	3,287,003,598	2,491,982,874	2,031,050,918

Sources:
Spokane County Assessor, 2004.
Applied Economics, 2005.

- Currently, the market value of property in the station areas is distributed within a relatively small range, except for the Plaza station and the Convention Center station which have significantly more existing development than the other stations. Appleway station has significantly less existing development. The remainder of the station areas include between $20 million and $73 million in market value.

- At the jurisdiction level, the amount of market value is somewhat proportional to the amount of acres each jurisdiction has in the corridor, with Spokane Valley having the largest share of value. The City of Spokane has a proportionally greater share of value relative to the amount of acreage it has in the corridor since it is more developed than the other communities.

- Estimated sales are distributed somewhat differently than property values, based primarily on the share of existing retail development in each station area. The Pines, Evergreen and Sullivan Station areas have substantially more existing retail and estimated sales than the other stations.

- At the jurisdiction level, the distribution of sales is more similar to the distribution of property values. Spokane Valley has the largest share of sales due to the sheer volume of land in the corridor. The City of Spokane has significantly more sales than Liberty Lake, despite having about the same amount of total acreage in the corridor, given the relative amount of developed retail space in Spokane.

FIGURE 2-15
FUTURE DEVELOPMENT BY LAND USE
LIGHT RAIL ALTERNATIVE - 2025

Land Use	Housing Units	Estimated Employment
Single Family Residential	13,082	0
Multifamily Residential	15,748	0
Hotel_Motel	0	2,156
Industrial	0	26,194
Retail	0	24,532
Office	0	32,224
Agriculture_Forestry	0	112
Mining	0	48
Public	0	2,850
School	0	5,694
Parking	0	320
Open Space	0	0
Vacant	0	0
Other	0	2,833
Total	28,831	96,962

Source:
Applied Economics, 2005.

FIGURE 2-16
FUTURE DEVELOPMENT BY JURISDICTION
LIGHT RAIL ALTERNATIVE - 2025

Jurisdiction	Housing Units	Estimated Employment
City of Spokane	7,148	56,687
City of Spokane Valley	17,925	26,334
City of Liberty Lake	3,189	11,833
Spokane County	569	2,108
Grand Total	28,831	96,963

Source:
Applied Economics, 2005.

- Future development under the light rail alternative (Figure 2-16) shows the addition of 11,900 housing units and 25,600 jobs at the corridor level by 2025, over the baseline development (Figure 2-12). The largest share of jobs would be added in industrial and office uses, followed by retail. The growth in single family units as well as in industrial employment is primarily driven by the underlying no build alternative from the SRTC, while much of the growth in retail, office and multi-family residential uses is driven by transit oriented development.

- At the jurisdiction level, the most significant growth in housing from 2003 to 2025 under the light rail alternative would be in Spokane Valley with 6,400 new units, followed by Spokane with 2,900 new units. Spokane would capture the majority of the employment growth with 17,900 new jobs, followed by Spokane Valley with 2,500 new jobs.[1] Liberty Lake would capture about 2,100 new housing units and about 3,300 new jobs from 2003 to 2025 under the light rail alternative.

FIGURE 2-17
FUTURE ASSESSED VALUE AND TAXABLE SALES BY LAND USE
LIGHT RAIL ALTERNATIVE - 2025

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	208,192,942	1,228,505,650	1,436,698,592	1,403,699,364	0
Multifamily Residential	83,012,252	1,018,617,388	1,101,629,640	1,068,285,855	0
Hotel_Motel	25,597,645	128,686,740	154,284,385	126,306,690	197,818,200
Industrial	159,576,350	756,249,438	915,825,788	872,178,669	381,378,859
Retail	215,189,135	581,663,985	796,853,120	769,884,253	1,744,054,434
Office	180,144,993	1,354,700,443	1,534,845,436	908,707,653	229,672,973
Agriculture_Forestry	3,333,980	248,600	3,582,580	305,190	1,015,088
Mining	1,157,930	366,560	1,524,490	1,524,490	250,755
Public	26,228,418	105,048,800	131,277,218	32,909,259	11,991,363
School	33,852,422	347,901,960	381,754,382	6,193,219	11,779,272
Parking	27,850,005	13,479,480	41,329,485	35,670,321	0
Open Space	89,520,700	5,125,260	94,645,960	12,832,370	0
Vacant	-57,118,678	0	-57,118,678	-57,118,678	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	1,032,874,985	5,545,304,964	6,578,179,949	5,214,640,917	2,580,161,278

Source:
Applied Economics, 2005.

[1] A large portion of the growth in jobs in Spokane versus Spokane Valley is due to the underlying SRTC projections.

FIGURE 2-18
FUTURE ASSESSED VALUE AND TAXABLE SALES BY JURISDICTION
LIGHT RAIL ALTERNATIVE - 2025

Area	Market Value			Taxable	Estimated Sales
	Land	Imp	Total		
City of Spokane	505,208,408	2,565,451,665	3,070,660,073	2,046,026,812	1,140,354,835
City of Spokane Valley	414,281,985	2,167,871,328	2,582,153,313	2,278,224,685	1,033,117,804
City of Liberty Lake	102,389,894	636,398,495	738,788,389	729,018,257	369,095,278
Spokane County	10,994,698	175,583,475	186,578,174	161,371,162	38,345,850
Grand Total	1,032,874,985	5,545,304,964	6,578,179,948	5,214,640,916	2,580,913,767

Source:
Applied Economics, 2005.

- The amount of square footage and number of housing units were combined with assumptions about value to form the projections of market value. By 2025, about 39 percent of the total market value in the corridor will stem from residential uses under the light rail alternative. Office development will account for 23 percent of value, industrial will account for 14 percent and retail will account for 12 percent. The remainder will be distributed among other uses, with schools, public and hotel/motel being the only other land use categories with any sizeable amount of value.

- In terms of estimated sales, about the same share of total sales (68 percent) would continue to be generated by retail uses in 2025 as in 2003. Industrial development is projected to account for about 15 percent of sales by 2025, despite the low ratio of sales per square foot, due to the sheer volume of industrial development in the corridor.

- At the jurisdictional level, the largest share of market value by 2025 would be in the City of Spokane, although Spokane Valley has a slightly larger share of taxable value. Together, these two cities account for 83 percent of taxable value in the corridor under the light rail alternative.

- The City of Spokane is projected to have the largest share of estimated sales, based on its share of retail development in the corridor, although the City of Spokane Valley would have only a slightly smaller share. Together, these two cities account for 84 percent of estimated sales by 2025 under the light rail alternative.

3.0 Economic Multiplier Impacts

The economic benefits resulting from the proposed light rail system include both the one-time construction impacts and on-going operations impacts. Economic impacts measure the effects of economic stimuli or expenditures in the local economy. These impacts include direct and indirect jobs, personal income, and new demand or output that are generated by the increase in development in the corridor. Indirect impacts are the result of multiplier effects and capture supported supplier and consumer businesses and their employees in Spokane that benefit from purchases by new businesses in the corridor.

3.1 Construction Impacts – Corridor Level

The proposed light rail system would generate a significant amount of construction expenditures during the design and building phase from 2006 to 2011. As a result, a large number of direct and indirect jobs, payroll and supplier purchases will be generated in the county. Total construction costs over the six year period would range from $164.9 million to $425.8 million, depending on the final system configuration. This includes both local and non-local expenditures.

Estimated construction costs are presented below for three different alternatives: the BRT/LRT Alternative, the Shared Track Low Cost Alternative and the Shared Track High Cost Alternative.

Alternative	Features	Cost
LRT/BRT Alternative	Combination of light rail and bus rapid transit with 5 LRT vehicles and 5 buses	$164.9 million
Shared Track - Low Alternative	Scaled back version of shared track LRT with a 15.5 mile route and 1.4 miles of passing track with 8 LRT vehicles (single car).	$295.7 million
Shared Track - High Alternative	Separate Track LRT alternative with a 15.5 mile route and 4 miles of passing track with 15 LRT vehicles (two car).	$425.8 million

Construction costs are broken out by 17 components and spread over the six year construction period. Note that actual construction would not begin until 2007, but there are engineering costs in 2006. Total construction expenditures by development component are shown in Figure 3-1. The largest local expenditures would be for the civil construction and engineering and administration components. Although construction represents a non-recurring source of economic impacts, impacts will be significant during the construction period.

FIGURE 3-1
ANNUAL CONSTRUCTION COST PROJECTIONS
MILLIONS OF CURRENT DOLLARS

Cost Components	2006	2007	2008	2009	2010	2011	Percent Local	Net Local Expenditures	Direct Economic Impact
LRT/BRT Alternative	**$1.0**	**$10.4**	**$28.0**	**$46.1**	**$63.4**	**$15.4**		**$103.5**	**$86.3**
Civil Construction	$0.0	$0.0	$3.5	$8.7	$13.5	$3.8	95%	$28.0	$28.0
Utilities	$0.0	$0.0	$1.0	$4.9	$1.0	$0.0	95%	$6.6	$6.6
Structures	$0.0	$0.0	$0.0	$0.0	$0.7	$0.0	60%	$0.4	$0.4
Stations	$0.0	$0.0	$0.0	$0.7	$1.8	$0.6	95%	$2.9	$2.9
Park & Rides	$0.0	$0.0	$0.0	$0.0	$1.8	$0.5	100%	$2.3	$2.3
Operations & Maintenance Facility	$0.0	$0.0	$0.5	$4.4	$2.9	$0.0	70%	$5.5	$5.5
Traction Power System	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	0%	$0.0	$0.0
Signal System	$0.0	$0.0	$0.0	$2.3	$7.3	$2.5	40%	$4.8	$4.8
Communications	$0.0	$0.0	$0.0	$0.0	$2.0	$0.8	20%	$0.6	$0.6
Fare Collection	$0.0	$0.0	$0.0	$0.0	$0.9	$0.4	20%	$0.3	$0.3
Right of Way	$0.0	$5.9	$10.5	$0.0	$0.0	$0.0	100%	$16.4	$0.0
Vehicles	$0.0	$1.2	$3.6	$8.4	$15.5	$4.6	0%	$0.0	$0.0
Engineering & Administration	$1.0	$3.3	$6.0	$6.9	$5.3	$1.6	90%	$21.7	$21.7
Contingencies	$0.0	$0.0	$2.7	$7.5	$6.3	$0.1	80%	$13.3	$13.3
WA State Tax	$0.0	$0.0	$0.2	$2.3	$4.4	$0.5	10%	$0.7	$0.0
Shared Track - Low Alternative	**$2.3**	**$20.5**	**$54.9**	**$97.1**	**$103.6**	**$17.3**		**$195.0**	**$163.7**
Civil Construction	$0.0	$0.0	$7.4	$17.4	$22.9	$4.4	95%	$49.4	$49.4
Utilities	$0.0	$0.0	$2.1	$10.5	$2.2	$0.0	95%	$14.1	$14.1
Structures	$0.0	$0.0	$0.0	$0.0	$0.7	$0.0	70%	$0.5	$0.5
Stations	$0.0	$0.0	$0.0	$2.5	$4.1	$0.8	95%	$6.9	$6.9
Park & Rides	$0.0	$0.0	$0.0	$0.0	$7.7	$2.0	100%	$9.7	$9.7
Operations & Maintenance Facility	$0.0	$0.0	$2.1	$15.8	$4.8	$0.0	70%	$15.9	$15.9
Traction Power System	$0.0	$0.0	$0.0	$0.1	$0.4	$0.1	70%	$0.5	$0.5
Signal System	$0.0	$0.0	$0.0	$3.2	$9.7	$3.4	40%	$6.5	$6.5
Communications	$0.0	$0.0	$0.0	$0.0	$1.4	$0.4	30%	$0.5	$0.5
Fare Collection	$0.0	$0.0	$0.0	$0.1	$1.7	$0.7	30%	$0.8	$0.8
Right of Way	$0.0	$11.6	$18.3	$0.0	$0.0	$0.0	100%	$29.9	$0.0
Vehicles	$0.0	$2.1	$6.6	$13.9	$21.5	$2.5	0%	$0.0	$0.0
Engineering & Administration	$2.3	$6.7	$11.1	$11.5	$8.0	$2.3	90%	$37.7	$37.7
Contingencies	$0.0	$0.0	$6.8	$17.6	$11.1	$0.0	60%	$21.3	$21.3
WA State Tax	$0.0	$0.0	$0.6	$4.6	$7.6	$0.7	10%	$1.3	$0.0
Shared Track - High Alternative	**$3.3**	**$30.2**	**$78.9**	**$137.6**	**$150.8**	**$24.7**		**$261.5**	**$216.8**
Civil Construction	$0.0	$0.0	$8.6	$20.2	$26.6	$5.1	95%	$57.5	$57.5
Utilities	$0.0	$0.0	$2.4	$12.2	$2.6	$0.0	95%	$16.3	$16.3
Structures	$0.0	$0.0	$0.0	$0.0	$0.7	$0.0	70%	$0.5	$0.5
Stations	$0.0	$0.0	$0.0	$3.5	$5.8	$1.1	95%	$9.9	$9.9
Park & Rides	$0.0	$0.0	$0.0	$0.0	$11.0	$2.9	100%	$13.9	$13.9
Operations & Maintenance Facility	$0.0	$0.0	$3.0	$22.6	$6.8	$0.0	70%	$22.7	$22.7
Traction Power System	$0.0	$0.0	$0.0	$0.2	$0.6	$0.2	70%	$0.7	$0.7
Signal System	$0.0	$0.0	$0.0	$4.5	$13.8	$4.8	40%	$9.2	$9.2
Communications	$0.0	$0.0	$0.0	$0.0	$2.0	$0.6	30%	$0.8	$0.8
Fare Collection	$0.0	$0.0	$0.0	$0.2	$2.4	$1.0	30%	$1.1	$1.1
Right of Way	$0.0	$16.6	$26.1	$0.0	$0.0	$0.0	100%	$42.7	$0.0
Vehicles	$0.0	$4.0	$12.4	$26.0	$40.3	$4.7	0%	$0.0	$0.0
Engineering & Administration	$3.3	$9.6	$15.8	$16.4	$11.4	$3.3	90%	$53.8	$53.8
Contingencies	$0.0	$0.0	$9.7	$25.2	$15.8	$0.0	60%	$30.4	$30.4
WA State Tax	$0.0	$0.0	$0.9	$6.6	$11.0	$1.0	10%	$2.0	$0.0

Sources:
David Evans and Associates, Applied Economics, 2005.

In order to depict local impacts, it is necessary to estimate the share of each type of expenditure that would occur locally. Although most of the actual construction work would occur locally, purchases of vehicles, communications equipment, fare collection equipment, signal system equipment and some of the components of the station structures would be made outside Spokane County and would therefore have no local impact. *Only construction components with local impacts are included in this analysis.*

In terms of calculating the economic impacts of construction, all components except state taxes and right of way acquisition create local demand for goods and local jobs and have a local impact. Multipliers for engineering were applied only to engineering and administration expenditures, while multipliers for construction were used to calculate impacts for all other components.

The impacts are also separated into direct and total. Direct output impacts include the local construction and engineering expenditures. Direct jobs include the individuals who work on the light rail construction project with direct payroll corresponding to these workers. Total construction impacts encompass the multiplier effects. Thus, to the extent that local suppliers are used, the expenditures made at these local suppliers support additional jobs and payroll. Also, direct employees and their families and employees at the local suppliers make expenditures for groceries, clothing, etc., that support more jobs and payroll. All of these supplier and consumer expenditures, along with related jobs and payroll are captured in the total impacts.

Total construction impacts in Spokane County are estimated to include:

- 410 to 480 jobs per year on average at engineering firms, construction companies and related suppliers
- $85 million to $112 million in payroll
- $208 million to $260 million in demand for additional products and services

The multiplier effect of spending between $86 and $217 million on direct local construction of the light rail system would result in a total increase in economic activity ranging between $208 and $260 million (Figure 3-2). The approximately 410 to 480 direct and indirect jobs created annually by this construction project will result in over $85 million in personal income in the county over the multi-year construction period (Figure 3-3). In addition to economic impacts, these new construction expenditures will generate sales tax revenues. Sales taxes on construction materials will generate an estimated $800,000 to $2.0 million in local revenues over the six year construction period.

FIGURE 3-2
DIRECT AND TOTAL CONSTRUCTION IMPACTS
BY ALTERNATIVE

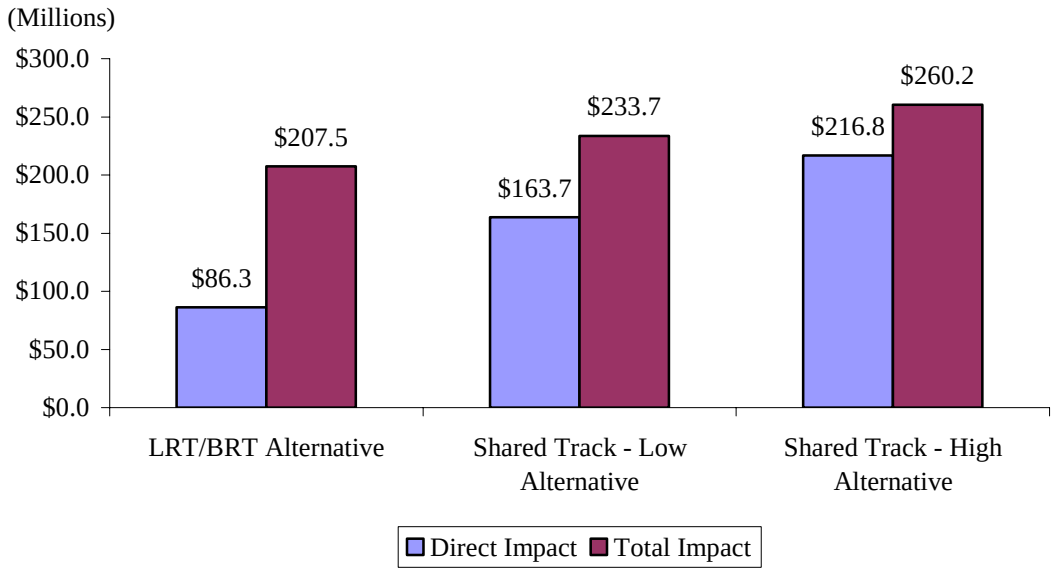


FIGURE 3-3
CONSTRUCTION IMPACT OF LIGHT RAIL
CURRENT DOLLARS

	Direct			Total		
Year	Output	Jobs	Payroll	Output	Jobs	Payroll
LRT/BRT Alternative						
2006	$900,000	22	$911,565	$3,268,044	40	$1,453,093
2007	$2,970,000	72	$3,008,163	$10,784,545	133	$4,795,208
2008	$12,185,000	206	$8,305,816	$33,125,076	397	$14,012,862
2009	$29,795,000	412	$16,149,364	$69,534,621	819	$28,429,602
2010	$33,045,000	429	$16,651,487	$73,648,986	862	$29,764,236
2011	$7,440,000	101	$3,966,767	$17,181,836	202	$7,006,719
Shared Track - Low Alternative						
2006	$2,079,000	37	$1,612,840	$5,200,424	66	$2,436,678
2007	$6,048,000	112	$4,838,975	$15,829,384	199	$7,363,040
2008	$24,485,000	266	$11,014,561	$40,589,078	496	$17,812,051
2009	$62,188,300	466	$18,601,152	$76,290,575	909	$31,868,394
2010	$58,135,400	461	$18,086,158	$77,602,251	915	$31,776,455
2011	$10,785,200	110	$4,346,848	$18,229,157	216	$7,539,807
Shared Track - High Alternative						
2006	$2,970,000	49	$2,142,812	$6,660,772	85	$3,179,998
2007	$8,640,000	146	$6,380,711	$20,077,670	256	$9,525,424
2008	$32,590,000	321	$13,552,002	$47,581,048	589	$21,370,975
2009	$81,805,000	524	$21,234,951	$83,548,062	1005	$35,562,467
2010	$76,500,000	501	$19,916,969	$82,647,090	982	$34,344,286
2011	$14,300,000	121	$4,876,820	$19,689,505	235	$8,283,127

Sources:
Applied Economics; Minnesota IMPLAN Group, 2005.

3.2 Operations Impacts – Corridor Level

The second component of the economic multiplier impact is the on-going operations of the light rail system. The impacts shown in this section are for 2025. The new development resulting from the system would create jobs as well as increased demand for goods and services in the county. The key to representing the true impact of the system however is to show only the *net increase* in economic activity based on the light rail alternative versus the no build alternative in order to isolate those impacts that will only occur if the light rail shared track alternative is implemented.

New businesses in the corridor would create on-going impacts through the increases in demand they generate in the regional economy. Direct employment by land use is shown below in Figure 3-4. The new businesses that develop in these categories as a result of the light rail system are purchasers of supplies and services in the local economy. In addition, their employees spend their payroll locally to purchase consumer goods and services.

FIGURE 3-4
SOCIOECONOMIC IMPACTS - CORRIDOR TOTAL

	No Build Alternative Jobs			Light Rail Alternative Jobs		
Sector	2003	2015	2025	2003	2015	2025
Hotel_Motel	1,778	1,927	2,051	1,778	1,961	2,156
Industrial	15,443	21,305	26,190	15,443	21,306	26,194
Retail	21,576	21,393	21,240	21,576	22,479	24,532
Office	23,558	25,673	27,435	23,558	27,253	32,224
Agriculture_Forestry	112	112	112	112	112	112
Mining	48	48	48	48	48	48
Public	2,855	2,855	2,855	2,855	2,853	2,850
School	3,015	4,476	5,694	3,015	4,476	5,694
Parking	102	102	102	102	174	320
Other	2,833	2,833	2,833	2,833	2,833	2,833
Total	71,320	80,723	88,560	71,320	83,496	96,962

Sources:
Applied Economics; Spokane Regional Transportation Council, 2005.

In order to calculate the economic impacts of the on-going operations of the light rail system, data from County Business Patterns for Spokane County was used to estimate average wages per employee for each land use category. This information, combined with the number of jobs by land use shown above formed the basis for the economic impact calculations.

The multipliers used in this analysis are from IMPLAN, a national vendor of economic impact software, and are specific to Spokane County. Industry-specific multipliers were used to estimate business to business purchases and household consumption related to employee spending. On average, the output multiplier for the development related to the light rail system is 1.80 for Spokane County. This means that for every $1 million of local purchases and employee spending from net new development related to the light rail system, an additional $800,000 in economic activity is generated in the county economy, along with 11 jobs at related businesses.

The economic impact results presented here are in terms of direct impacts and total impacts.

- Direct output impacts include direct value of goods and services created by new businesses in the corridor. For an industrial business this would be the value of the final product they produce. For an office user, this would be the value of the service they provide. For retail, output represents only the markup that retail adds to the final cost of the product.
- Direct jobs represent employees at these businesses.
- Total jobs include jobs generated by local supplier businesses where the businesses in the corridor and their employees make purchases. These supplier businesses and their employees in turn make additional local purchases that are captured in the *total* output impact estimates.

The total impact includes both the direct impacts and the secondary or induced impacts created by other local businesses and their employees in terms of output, jobs and payroll.

All total, the light rail system would create the following annual operations impacts on Spokane County based on the level of development present in the corridor in 2025 (Figure 3-5). These estimates essentially represent *annual* impacts once the full impacts of transit oriented development have been realized in the corridor.

- 17,300 jobs
- $561.6 million in payroll
- $1,411.3 million in output and demand for additional products and services

The indirect impacts (total minus direct) of business expenditures and employee expenditures are called multiplier effects. Multiplier effects are a way of representing the larger economic effects on the local economy. The multiplier effects translate an increase in output (loosely defined as sales, less inventory and transportation costs) into a corresponding increase in jobs and personal income. The multipliers account for the specific types of suppliers and consumer businesses that are present in Spokane in estimating the level of purchases that are likely to occur locally. In essence, the multiplier effect represents the *amplification* of local spending. This process creates new business opportunities in the local economy.

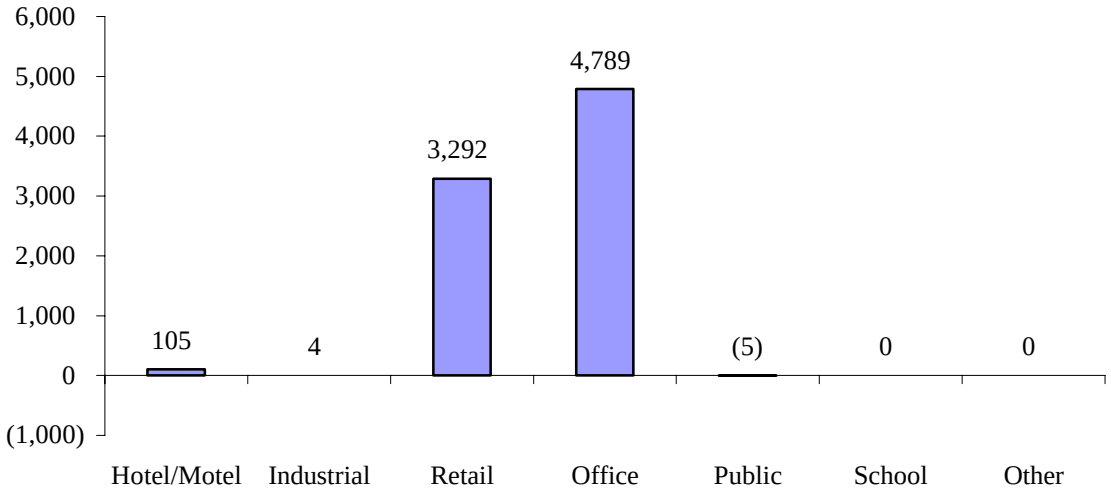
FIGURE 3-5
ANNUAL NET ECONOMIC IMPACT OF LIGHT RAIL IN 2025
2003 DOLLARS

	Direct			Total		
Sector	Output	Jobs	Payroll	Output	Jobs	Payroll
Hotel_Motel	$18,099,068	105	$2,132,530	$34,557,654	331	$7,744,190
Industrial	$649,394	4	$142,968	$934,509	7	$244,549
Retail	$178,267,119	3,292	$82,295,642	$326,475,015	5,286	$138,069,299
Office	$573,407,092	4,789	$235,280,628	$1,025,805,219	11,389	$409,479,559
Agriculture_Forestry	$0	0	$0	$0	0	$0
Mining	$0	0	$0	$0	0	$0
Public	($313,336)	(5)	($122,506)	($585,025)	(6)	($223,599)
School	$0	0	$0	$0	0	$0
Parking	$14,964,405	218	$3,038,435	$24,083,579	281	$6,272,992
Other	$0	0	$0	$0	0	$0
Total	$785,073,742	8,403	$322,767,697	$1,411,270,950	17,288	$561,586,991

Note: Net impact includes the difference in economic activity by sector compared to the no build scenario.

Despite overall positive impacts, there are small negative impacts in some sectors based on differences in projected employment distribution under the light rail alternative versus the no build alternative in 2025 (Figure 3-6). The light rail alternative creates almost 8,400 more jobs than the no build alternative based on the level of transit oriented development present in 2025, but with substantially more office and retail jobs and slightly fewer public sector jobs.

FIGURE 3-6
NET DIFFERENCE IN DIRECT EMPLOYMENT IN 2025
LIGHT RAIL VERSUS NO BUILD



Average payroll per job is highest for industrial, followed closely by office. Average payroll is lowest for hotel/motel and retail. In the case of output, output per job is substantially higher for industrial type businesses than for office or retail businesses. It is important to keep in mind that the figures below represent only the *net difference* in impacts over the no build alternative. The total economic impact of all new development that would occur during the 2003 to 2025 time period would be substantially larger.

3.3 Jobs Impact – Station Level

Although economic impacts shown in section 3.2 are the corridor level, it is interesting to look at the job impacts by sector under the no build versus light rail alternative for the two station areas in the analysis. These numbers illustrate the differences in development mix and the type of transit oriented development that is projected at the small area level with the addition of light rail. They were developed based on the methodology described in section 2.3.

The stations included here are University City Station in Spokane Valley and Liberty Lake Station in Liberty Lake. Each station area includes the station itself plus the quarter mile radius surrounding the station. The University City area is almost completely developed and most new jobs will come from redevelopment, whereas the Liberty Lake Station is surrounded by a fair amount of vacant land.

University City currently is a mix of industrial, retail and office with the largest amount of employment in retail uses. Under the no build alternative, retail employment would decrease slightly while industrial and office employment would increase 55 to 77 percent, respectively (Figure 3-7). Under the light rail alternative, there would be no growth in industrial employment, but substantially larger increases in retail

and office employment. Retail would increase by 240 percent, while office employment would increase by 166 percent. Overall, 1,025 more new jobs would be created under the light rail alternative than under the no build alternative. This is primarily due to the increased density of development under the light rail alternative versus the no build alternative. While both alternatives would involve absorption of all vacant land, the light rail alternative would include more redevelopment and in both cases the nature of development (primarily retail and office) would be denser than industrial development that would dominate under the no build alternative.

Liberty Lake is predominantly industrial with a small amount of retail and office employment. Under the no build alternative retail, office and industrial employment would each grow by 200 to 300 jobs over the 23 year impact period. Under the light rail alternative, there would be no growth in industrial employment, but office and retail uses would each add 400 to 440 new jobs. Overall, 171 more new jobs would be created under the light rail alternative than under the no build alternative. The new job impact is quite a bit less for the Liberty Lake Station because most of the vacant land would be absorbed under either alternative, creating new jobs. In the case of University City, the amount of new development potential is minimal, but light rail would likely spur more redevelopment to higher density uses that would in turn create more jobs than under the no build alternative.

FIGURE 3-7
SOCIOECONOMIC IMPACTS - UNIVERSITY CITY STATION

	No Build Alternative Jobs			Light Rail Alternative Jobs		
Sector	2003	2015	2025	2003	2015	2025
Hotel_Motel	0	0	0	0	0	0
Industrial	159	206	246	159	159	159
Retail	372	361	352	372	662	1,263
Office	225	320	399	225	386	599
Agriculture_Forestry	0	0	0	0	0	0
Mining	0	0	0	0	0	0
Public	0	0	0	0	0	0
School	0	0	0	0	0	0
Parking	1	3	5	1	4	6
Other	0	0	0	0	0	0
Total	757	891	1,002	757	1,210	2,027

SOCIOECONOMIC IMPACTS - LIBERTY LAKE STATION

	No Build Alternative Jobs			Light Rail Alternative Jobs		
Sector	2003	2015	2025	2003	2015	2025
Hotel_Motel	0	0	0	0	34	102
Industrial	1,396	1,571	1,717	1,396	1,396	1,396
Retail	273	394	495	273	465	709
Office	125	225	308	125	294	517
Agriculture_Forestry	0	0	0	0	0	0
Mining	0	0	0	0	0	0
Public	0	18	33	0	7	0
School	0	0	0	0	0	0
Parking	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	1,794	2,208	2,553	1,794	2,195	2,724

Sources:
David Evans and Associates; Applied Economics.

4.0 Assessed Value and Property Tax Revenues

4.1 Corridor Level Impacts

The proposed light rail system would result in a significant increase in assessed value and property tax revenues at the corridor level, compared to increases that would occur under the no build alternative. Assessed value is a function of land value and improvement value. Current information is based on data from the Spokane County Assessor. For the purpose of this analysis, land and improvement values are modeled by land use as depicted in section 2.0.

In order to calculate property tax revenues, it is first necessary to convert assessed value to taxable value. This generally amounts to excluding the value of tax exempt properties. For the projection years, it is assumed none of the new development or redevelopment would be tax exempt, but the exemptions from the current period are carried forward into the future. As a result of this approach, the differences between future assessed value and taxable value are minimal in most cases.

Current taxable value at the corridor level is estimated at $2.49 billion, according to the County Assessor. The most significant land use in terms of value is single family residential which accounts for 28 percent of total value in the corridor. Residential uses as a whole account for about 37 percent of taxable value. Of nonresidential uses, the highest value is office, which accounts for 20 percent of total value. This is due largely to the relatively higher value per square foot. Retail uses account for slightly more square footage, but also about 20 percent of total value.

In order to calculate property taxes, it is necessary to allocate taxable value to the community level since different communities have different tax rates. Spokane Valley has the largest share of property value in the corridor, followed by the City of Spokane (Figure 4-1). Spokane Valley generally has more value in all land use categories than the other cities, except for Spokane which has more office.

FIGURE 4-1

CURRENT AND FUTURE TAXABLE PROPERTY VALUE - NO BUILD ALTERNATIVE

	2003 Taxable Property Value				2015 Taxable Property Value				2025 Taxable Property Value			
Land Use	Spokane	Spokane Valley	Liberty Lake	County	Spokane	Spokane Valley	Liberty Lake	County	Spokane	Spokane Valley	Liberty Lake	County
Single Family	$98,721,145	$526,507,927	$66,790,145	$8,110,545	$111,426,086	$752,879,943	$154,985,995	$32,085,485	$122,013,537	$941,523,289	$228,482,536	$52,064,601
Multifamily	$59,706,804	$139,223,040	$22,966,859	$0	$151,280,082	$271,652,774	$66,147,522	$7,644,113	$227,591,147	$382,010,885	$102,131,408	$14,014,208
Hotel/Motel	$69,533,220	$6,794,470	$4,236,400	$0	$86,962,791	$4,244,470	$4,236,400	$0	$101,487,433	$2,119,470	$4,236,400	$0
Industrial	$133,295,781	$95,480,220	$55,412,900	$895,430	$341,246,605	$102,783,584	$99,630,740	$36,903,671	$514,538,958	$108,869,721	$136,478,940	$66,910,539
Retail	$198,718,723	$272,235,580	$31,038,300	$0	$241,640,607	$242,661,908	$38,537,607	$58,311	$277,408,844	$218,017,181	$44,787,029	$106,903
Office	$329,466,250	$139,518,482	$41,035,040	$0	$414,491,854	$188,180,110	$41,035,040	$0	$485,346,524	$228,731,467	$41,035,040	$0
Agriculture/Forestry	$0	$65,430	$66,040	$173,720	$0	$65,430	$66,040	$173,720	$0	$65,430	$66,040	$173,720
Mining	$0	$1,524,490	$0	$0	$0	$1,524,490	$0	$0	$0	$1,524,490	$0	$0
Public	$15,762,927	$11,364,404	$3,952,800	$355,500	$15,545,458	$11,364,404	$3,952,800	$355,500	$15,364,233	$11,364,404	$3,952,800	$355,500
School	$4,714,219	$1,479,000	$0	$0	$4,649,180	$1,479,000	$0	$0	$4,594,982	$1,479,000	$0	$0
Parking	$42,919,770	$3,528,396	$0	$0	$42,327,638	$3,528,396	$0	$0	$41,834,194	$3,528,396	$0	$0
Open Space	$5,628,750	$0	$0	$0	$5,551,094	$0	$0	$0	$5,486,381	$0	$0	$0
Vacant	$9,695,105	$21,015,470	$32,442,038	$4,345,293	$4,882,142	$10,595,778	$17,403,350	$2,083,201	$871,339	$1,912,700	$4,871,110	$198,123
Other	$17,924,449	$10,000,882	$5,321,250	$15,680	$17,677,159	$10,000,882	$5,321,250	$15,680	$17,471,083	$10,000,882	$5,321,250	$15,680
Total	$986,087,143	$1,228,737,791	$263,261,772	$13,896,168	$1,437,680,696	$1,600,961,168	$431,316,743	$79,319,680	$1,814,008,656	$1,911,147,315	$571,362,552	$133,839,273

CURRENT AND FUTURE TAXABLE PROPERTY VALUE - LIGHT RAIL ALTERNATIVE

	2003 Taxable Property Value				2015 Taxable Property Value				2025 Taxable Property Value			
Land Use	Spokane	Spokane Valley	Liberty Lake	County	Spokane	Spokane Valley	Liberty Lake	County	Spokane	Spokane Valley	Liberty Lake	County
Single Family	$98,721,145	$526,507,927	$66,790,145	$8,110,545	$112,066,880	$772,125,605	$159,487,694	$32,924,767	$123,955,337	$999,843,478	$242,124,049	$54,607,881
Multifamily	$59,706,804	$139,223,040	$22,966,859	$0	$190,185,707	$321,840,377	$81,788,515	$10,142,268	$345,486,980	$534,094,530	$149,528,355	$21,584,375
Hotel/Motel	$69,533,220	$6,794,470	$4,236,400	$0	$86,592,696	$4,244,470	$9,810,356	$0	$100,365,933	$2,119,470	$21,127,174	$0
Industrial	$133,295,781	$95,480,220	$55,412,900	$895,430	$340,353,472	$102,848,724	$102,110,683	$38,389,727	$511,832,496	$109,067,114	$143,993,920	$71,413,738
Retail	$198,718,723	$272,235,580	$31,038,300	$0	$265,614,074	$288,846,213	$60,282,360	$2,234,264	$350,055,713	$357,969,623	$110,680,221	$6,700,701
Office	$329,466,250	$139,518,482	$41,035,040	$0	$435,040,753	$198,203,313	$53,807,020	$2,730,590	$547,615,915	$259,104,809	$79,738,008	$8,274,516
Agriculture/Forestry	$0	$65,430	$66,040	$173,720	$0	$65,430	$66,040	$173,720	$0	$65,430	$66,040	$173,720
Mining	$0	$1,524,490	$0	$0	$0	$1,524,490	$0	$0	$0	$1,524,490	$0	$0
Public	$15,762,927	$11,364,404	$3,952,800	$355,500	$15,548,584	$11,364,404	$4,435,971	$355,500	$15,373,708	$11,364,404	$5,416,953	$355,500
School	$4,714,219	$1,479,000	$0	$0	$4,649,180	$1,479,000	$0	$0	$4,594,982	$1,479,000	$0	$0
Parking	$42,919,770	$3,528,396	$0	$0	$38,406,893	$3,892,452	$0	$0	$29,953,150	$4,631,595	$0	$0
Open Space	$5,628,750	$0	$0	$0	$6,373,796	$355,259	$311,518	$887,717	$7,979,416	$1,076,541	$943,994	$2,690,051
Vacant	$9,695,105	$21,015,470	$32,442,038	$4,345,293	$1,737,493	$5,306,082	$5,921,720	$550,970	-$8,657,901	-$14,116,680	-$29,921,708	-$4,445,000
Other	$17,924,449	$10,000,882	$5,321,250	$15,680	$17,677,159	$10,000,882	$5,321,250	$15,680	$17,471,083	$10,000,882	$5,321,250	$15,680
Total	$986,087,143	$1,228,737,791	$263,261,772	$13,896,168	$1,514,246,687	$1,722,096,700	$483,343,126	$88,405,204	$2,046,026,812	$2,278,224,685	$729,018,257	$161,371,162

Sources:

Spokane County Assessor's Office; David Evans and Associates; Applied Economics.

Under the no build alternative, projected value at the corridor level will increase to approximately $3.55 billion by 2015, and $4.43 billion by 2025 through a combination of redevelopment and new development of vacant parcels. There will be significant increases in industrial and office values from the current time period to 2025, although the greatest increases will be in residential development. All land uses except schools, parking and other will increase in value to some extent at the *corridor level*, although this is not true at the *community level*. Values in Spokane Valley will increase overall from current to 2025 under the no build alternative, although retail and hotel/motel values will decrease. These decreases in value are dictated by the SRTC projections.

Under the light rail alternative, projected value at the corridor level would increase to approximately $3.81 billion by 2015, and $5.21 billion by 2025. As with the no build alternative, there would be sizeable increases in the value of industrial development, however, the most significant differences would be in the amount of increase in office development, followed by retail. The light rail alternative also shows much more significant increases in multi-family development. The largest increases in both office and retail development in terms of absolute dollars would be in Spokane. Industrial development would also be concentrated in Spokane. Spokane Valley shows greater increases in both single family and multi-family development than the other areas, as well as a fair amount of office development. Liberty Lake shows increases in all types of development, although generally not as large in terms of dollar value as in Spokane or Spokane Valley. The county shows smaller increases in all categories due to the relative size of the area that is included in the corridor. However, the largest growth in the unincorporated county would be in industrial uses. This growth would occur under either alternative.

FIGURE 4-2
SUMMARY OF CHANGES IN TAXABLE PROPERTY VALUE
(MILLIONS OF 2003 DOLLARS)

				Percent Change	
Alternative	2003	2015	2025	2003-2015	2003-2025
No Build	$2,492	$3,549	$4,430	42%	78%
Light Rail	$2,492	$3,808	$5,215	53%	109%

The next step is to use taxable value to calculate property tax revenues. Property tax revenues for each community include taxes to all overlapping taxing jurisdictions. They are broken out by community in terms of property taxes to the city, county, schools and state. They include taxes for O&M as well as debt service. In the case of city taxes, rates also include fire, cemetery, library, and other special districts as well as excess levies by the city for debt service. County and state revenues go directly to Spokane County and the State of Washington. School district rates are an average of all school districts serving a particular community. Current mill rates are used for both current and projected property tax revenues since it is not possible to project future changes in mill rates.

Under current conditions, the largest amount of property taxes are being generated in the portion of the corridor that is in Spokane Valley (Figures 4-3 and 4-4). The second largest share of property taxes within the corridor is generated in Spokane. Based on the current rate structure, about one third of total property tax revenues go to the city and special districts, and one third go to schools. The remainder is divided between the state and the county.

Under the no build alternative, property tax revenues would increase by about 78 percent from current to 2025 in the corridor overall. The largest increases in terms of absolute dollars would be in Spokane and Spokane Valley. The increases in these two cities are substantially greater than the increases in the

unincorporated county due to the share of acreage in the corridor from each jurisdiction. Liberty Lake would also show a significant percentage increase in property taxes (more than double current levels), but only about half as much as Spokane Valley in absolute terms.

Under the light rail alternative, property tax revenues in the corridor overall would increase by about 109 percent from the current time period to 2025. Again, the increases in Spokane and Spokane Valley would be substantially larger than in the other areas. This is primarily due to the baseline projections from the SRTC that show growth concentrated in these cities. Although some growth would occur with or without the light rail system, there would be increases in retail, office and multi-family development under the light rail alternative that would *not* occur under the no build alternative. This development could *significantly* increase local property tax revenues in all four affected jurisdictions.

FIGURE 4-3

CURRENT AND FUTURE PROPERTY TAX REVENUES - NO BUILD ALTERNATIVE*

	2003 Property Tax Revenues				2015 Property Tax Revenues				2025 Property Tax Revenues			
Taxing Jurisdiction	Spokane	Spokane Valley	Liberty Lake	Unicorp County	Spokane	Spokane Valley	Liberty Lake	Unicorp County	Spokane	Spokane Valley	Liberty Lake	Unicorp County
City/Special Districts**	$5,206,286	$4,740,771	$1,419,048	$59,356	$7,590,584	$6,176,900	$2,324,907	$338,807	$9,577,499	$7,373,674	$3,079,790	$571,682
County	$1,535,215	$1,912,992	$409,866	$21,635	$2,238,290	$2,492,497	$671,506	$123,491	$2,824,185	$2,975,418	$889,540	$209,371
School	$5,692,987	$7,525,259	$1,482,509	$70,332	$8,300,176	$9,804,897	$2,429,878	$401,458	$10,472,834	$11,704,595	$3,217,520	$677,396
State	$2,871,236	$3,577,773	$766,552	$40,462	$4,186,162	$4,661,593	$1,255,865	$230,959	$5,281,933	$5,564,776	$1,663,663	$380,706
Total	$15,305,723	$17,756,795	$4,077,974	$191,785	$22,315,211	$23,135,887	$6,681,177	$1,094,714	$28,156,451	$27,618,464	$8,850,512	$1,847,155

CURRENT AND FUTURE PROPERTY TAX REVENUES - LIGHT RAIL ALTERNATIVE*

	2003 Property Tax Revenues				2015 Property Tax Revenues				2025 Property Tax Revenues			
Taxing Jurisdiction	Spokane	Spokane Valley	Liberty Lake	Unicorp County	Spokane	Spokane Valley	Liberty Lake	Unicorp County	Spokane	Spokane Valley	Liberty Lake	Unicorp County
City/Special Districts**	$5,206,286	$4,740,771	$1,419,048	$59,356	$7,994,833	$6,644,271	$2,605,342	$377,615	$10,802,495	$8,789,949	$3,929,594	$689,282
County	$1,535,215	$1,912,992	$409,866	$21,635	$2,357,493	$2,681,090	$752,505	$137,636	$3,185,409	$3,546,912	$1,134,991	$251,235
School	$5,692,987	$7,525,259	$1,482,509	$70,332	$8,742,215	$10,546,777	$2,721,855	$447,442	$11,812,347	$13,952,717	$4,105,328	$816,742
State	$2,871,236	$3,577,773	$766,552	$40,462	$4,409,102	$5,014,309	$1,407,373	$257,414	$5,957,511	$6,633,613	$2,122,716	$469,872
Total	$15,305,723	$17,756,795	$4,077,974	$191,785	$23,503,643	$24,886,447	$7,487,075	$1,220,106	$31,757,761	$32,923,190	$11,292,629	$2,227,130

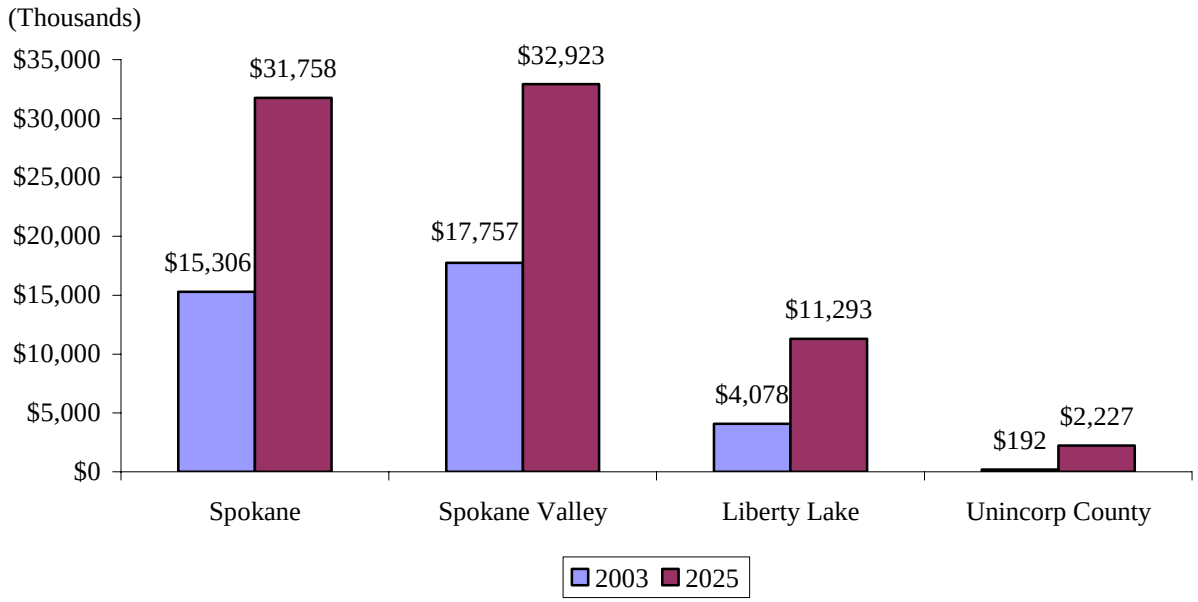
Sources:

Spokane County Assessor's Office; David Evans and Associates; Applied Economics.

*Taxes based on composite rate for each city, including revenues to all overlapping taxing jurisdictions. Future revenues based on current mill rates.

**City also includes fire, EMS, debt service and other special districts.

FIGURE 4-4
PROPERTY TAX REVENUES BY COMMUNITY
LIGHT RAIL ALTERNATIVE



4.2 Station Level Impacts

In addition to calculating taxable value and property taxes for the corridor as a whole, specific impact calculations were made for two proposed stations, University City Station in Spokane Valley and Liberty Lake Station in Liberty Lake, using the same approach as described in section 4.1. The corridor level data was created using a bottom up approach and represents a summation of individual station data plus the balance of the corridor. Therefore, the station data represents a subset of the information presented in the previous section. Each station area includes the station itself plus the quarter mile radius surrounding the station.

Current taxable assessed value at the University City Station is estimated at $40.7 million, according to the County Assessor (Figure 4-5). The most significant land use in terms of value is retail which accounts for almost half of the total value in the station area. Residential uses account for about 31 percent of taxable value. Office uses account for about 14 percent of value and the rest is divided between industrial, parking and vacant land. However, there are only about 8 acres of vacant land remaining in this area out of 116 acres total. A significant share of future development potential is projected to come from redevelopment.

FIGURE 4-5
CURRENT AND FUTURE TAXABLE PROPERTY VALUE
UNIVERSITY CITY STATION

	No Build Alternative Taxable Property Value			Light Rail Alternative Taxable Property Value		
Land Use	2003	2015	2025	2003	2015	2025
Single Family Residential	$5,957,880	$5,957,880	$5,957,880	$5,957,880	$7,695,160	$11,222,366
Multifamily Residential	$6,480,590	$12,818,233	$18,099,602	$6,480,590	$24,756,483	$54,276,118
Hotel_Motel	$0	$0	$0	$0	$0	$0
Industrial	$2,088,190	$4,308,164	$6,158,143	$2,088,190	$2,088,190	$2,088,190
Retail	$19,530,610	$20,010,469	$20,410,352	$19,530,610	$41,170,631	$84,532,053
Office	$5,609,130	$8,635,520	$11,157,511	$5,609,130	$10,551,140	$16,962,422
Agriculture_Forestry	$0	$0	$0	$0	$0	$0
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$0	$0	$0	$0	$0
School	$0	$0	$0	$0	$0	$0
Parking	$285,760	$636,139	$928,122	$285,760	$759,623	$1,302,316
Open Space	$0	$0	$0	$0	$111,821	$338,852
Vacant	$746,620	$339,373	$0	$746,620	$339,373	$0
Other	$0	$0	$0	$0	$0	$0
Total	$40,698,780	$52,705,778	$62,711,610	$40,698,780	$87,472,422	$170,722,317

Sources:
Spokane County Assessor's Office; David Evans and Associates; Applied Economics.

Under the no build alternative, projected value at the University City Station would increase to approximately $52.7 million by 2015, and $62.7 by 2025 through a combination of redevelopment and new development. There will be significant increases in multi-family residential value from current to 2025, as well as in office and industrial value under the no build alternative. Increases in retail would be minimal.

Under the light rail alternative, projected value at University City would increase to approximately $87.5 million by 2015, and $170.7 by 2025. This represents a 265 percent greater increase by 2025 than under the no build alternative. As with the no build alternative, there would be sizeable increases in value in multi-family uses; however, the most significant increases would be in the amount and value of retail development. Some vacant land would also be converted to office uses that also increase projected taxable values.

Current taxable value at the Liberty Lake Station is estimated at $67.8 million (Figure 4-6). The most significant land use in terms of value is industrial, which accounts for almost half of the total value in the corridor. There is no single family development in this area, but multi-family development accounts for about one third of taxable values. Retail uses account for about 11 percent of value and the rest is divided between office and vacant land. Unlike University City, the Liberty Lake Station still has about 39 acres vacant out of a total of 153 acres.

FIGURE 4-6
CURRENT AND FUTURE TAXABLE PROPERTY VALUE
LIBERTY LAKE STATION

	No Build Alternative Taxable Property Value			Light Rail Alternative Taxable Property Value		
Land Use	2003	2015	2025	2003	2015	2025
Single Family Residential	$0	$0	$0	$0	$0	$0
Multifamily Residential	$21,967,200	$21,967,200	$21,967,200	$21,967,200	$32,393,290	$53,561,413
Hotel_Motel	$0	$0	$0	$0	$3,856,745	$11,687,107
Industrial	$31,170,800	$39,087,043	$45,683,912	$31,170,800	$31,170,800	$31,170,800
Retail	$7,226,100	$16,650,078	$24,503,393	$7,226,100	$21,440,697	$39,020,420
Office	$2,528,700	$5,685,153	$8,315,530	$2,528,700	$7,893,435	$15,007,296
Agriculture_Forestry	$0	$0	$0	$0	$0	$0
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$969,288	$1,777,029	$0	$382,869	$0
School	$0	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$4,871,110	$2,214,141	$0	$4,871,110	$2,214,141	$0
Other	$0	$0	$0	$0	$0	$0
Total	$67,763,910	$86,572,902	$102,247,063	$67,763,910	$99,351,977	$150,447,035

Sources:
Spokane County Assessor's Office; David Evans and Associates; Applied Economics.

Under the no build alternative, projected value at the Liberty Lake Station would increase to approximately $86.6 million by 2015, and $102.2 million by 2025, primarily due to new development. The greatest increases in terms of absolute value are projected in retail uses, followed by industrial which will grow by 239 and 47 percent, respectively.

Under the light rail alternative, projected value at Liberty Lake would increase to approximately $99.4 million by 2015, and $150.4 million by 2025, which is 47 percent more than under the no build alternative. Future development would generally be distributed similarly to existing development with the most significant increases in terms of value coming from multi-family and retail uses. There would also be some additional office development and new hotel/motel development.

The next step applied tax rates to taxable value to calculate property tax revenues. Property tax revenues for each station include taxes to all overlapping taxing jurisdictions in Spokane Valley and Liberty Lake. Current mill rates are used for both current and projected property tax revenues since it is not possible to project future changes in mill rates.

Under the no build alternative, property tax revenues at the University City Station would increase by about 54 percent from current to 2025 (Figure 4-7). Under the light rail alternative, property tax revenues would increase by a staggering 319 percent, primarily due to significant increases in retail development. The greatest beneficiary of these increases would be local school districts that would gain about $796,000 per year in property tax revenues. This is especially significant since the districts would gain a limited number of new students from the type of development projected for this area, but a substantial amount of new revenues.

FIGURE 4-7
CURRENT AND FUTURE PROPERTY TAX REVENUES *
UNIVERSITY CITY STATION

	No Build Alternative Property Tax Revenues			Light Rail Alternative Property Tax Revenues		
Taxing Jurisdiction	2003	2015	2025	2003	2015	2025
City/Special Districts**	$157,026	$203,352	$241,957	$157,026	$337,490	$658,688
County	$63,363	$82,056	$97,634	$63,363	$136,184	$265,793
School	$249,255	$322,790	$384,070	$249,255	$535,714	$1,045,569
State	$118,505	$153,466	$182,600	$118,505	$254,698	$497,100
Total	$588,148	$761,664	$906,261	$588,148	$1,264,086	$2,467,151

*Taxes based on composite rate for each city, including revenues to all overlapping taxing jursidictions.
Future revenues based on current mill rates.
**City also includes fire, EMS, debt service and other special districts.

Under the no build alternative, property tax revenues at the Liberty Lake Station would increase by about 51 percent from current to 2025 (Figure 4-8). Under the light rail alternative, property tax revenues would increase by 122 percent, primarily due to significant increases in multi-family, retail and hotel development. Given the tax rates in Liberty Lake, the school district and the city would both benefit approximately equally from these increases, each gaining about $450,000 per year in property taxes under the light rail alternative, with other additional revenues to the county and state.

FIGURE 4-8
CURRENT AND FUTURE PROPERTY TAX REVENUES*
LIBERTY LAKE STATION

	No Build Alternative Property Tax Revenues			Light Rail Alternative Property Tax Revenues		
Taxing Jurisdiction	2003	2015	2025	2003	2015	2025
City/Special Districts**	$365,265	$466,650	$551,138	$365,265	$535,532	$810,948
County	$105,500	$134,783	$159,186	$105,500	$154,679	$234,227
School	$381,600	$487,519	$575,785	$381,600	$559,482	$847,214
State	$197,311	$252,078	$297,718	$197,311	$289,288	$438,064
Total	$1,049,676	$1,341,030	$1,583,826	$1,049,676	$1,538,981	$2,330,453

*Taxes based on composite rate for each city, including revenues to all overlapping taxing jursidictions.
Future revenues based on current mill rates.
**City also includes fire, EMS, debt service and other special districts.

5.0 Taxable Sales and Sales Tax Revenues

5.1 Corridor Level Impacts

The other significant local revenue that would be generated by the light rail system would be sales taxes. This is generally due to the increase in retail development that is likely to occur in the areas surrounding the stations. The largest amount of taxable sales are generated by retail development (69 percent currently), however, hotel/motel and to a lesser extent industrial and office development also generate sales.

In the case of sales tax, it is not necessary to allocate sales to individual communities, since the local tax rate is 2.0 percent throughout all areas of the corridor including the unincorporated county. Along with the 2.0 percent base rate, there is an additional 2.0 percent tax on hotel/motel sales.

Current taxable sales in the corridor are estimated at $2.0 billion per year (Figure 5-1). Under the light rail alternative, sales would increase by approximately 10 percent by 2015, and 15 percent by 2025 to $2.6 billion. Under the no build alternative they would increase by only about 7 percent by 2025. The lack of growth in taxable sales under the no build alternative projected by the SRTC are due to the loss of retail space and gains in industrial space which generates much less sales per square foot.

FIGURE 5-1
CURRENT AND FUTURE TAXABLE SALES
CORRIDOR TOTAL

	Taxable Sales - No Build			Taxable Sales - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel/Motel	$163,137,240	$176,782,058	$188,152,740	$163,137,240	$179,971,660	$197,818,200
Industrial	$251,698,960	$323,361,910	$383,081,035	$251,698,960	$322,800,192	$381,378,859
Retail	$1,407,290,791	$1,386,672,609	$1,369,490,791	$1,407,290,791	$1,510,278,612	$1,744,054,434
Office	$181,900,129	$195,751,592	$207,294,479	$181,900,129	$203,136,495	$229,672,973
Agriculture/Forestry	$789,542	$789,542	$789,542	$789,542	$863,972	$1,015,088
Mining	$250,755	$250,755	$250,755	$250,755	$250,755	$250,755
Public	$12,003,895	$12,003,895	$12,003,895	$12,003,895	$11,999,759	$11,991,363
School	$11,779,272	$11,779,272	$11,779,272	$11,779,272	$11,779,272	$11,779,272
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$2,200,334	$2,200,334	$2,200,334	$2,200,334	$2,200,334	$2,200,334
Total	$2,031,050,918	$2,109,591,968	$2,175,042,843	$2,031,050,918	$2,243,281,051	$2,580,161,278

Sources:
Washington Department of Revenue; Applied Economics, 2005.

This level of taxable sales currently results in $54.5 million in annual sales tax revenues from businesses in the corridor to Spokane, Spokane Valley, Liberty Lake and the unincorporated county (Figure 5-2). With the addition of light rail, the annual sales tax impact countywide would increase to $68.4 million per year. The vast majority of gains in sales tax revenues under the light rail alternative are from retail development. Thus, the cities with the greatest increases in retail development, Spokane and to a lesser extent Liberty Lake, would benefit the most (Figure 5-3). The loss of sales in Spokane Valley is driven by the underlying projections from the Spokane Regional Transportation Council that show a loss of retail development in this area. Although the light rail system would increase the amount of retail over the no build alternative, it is not enough to outweigh the losses in the baseline. The SRTC projections are being

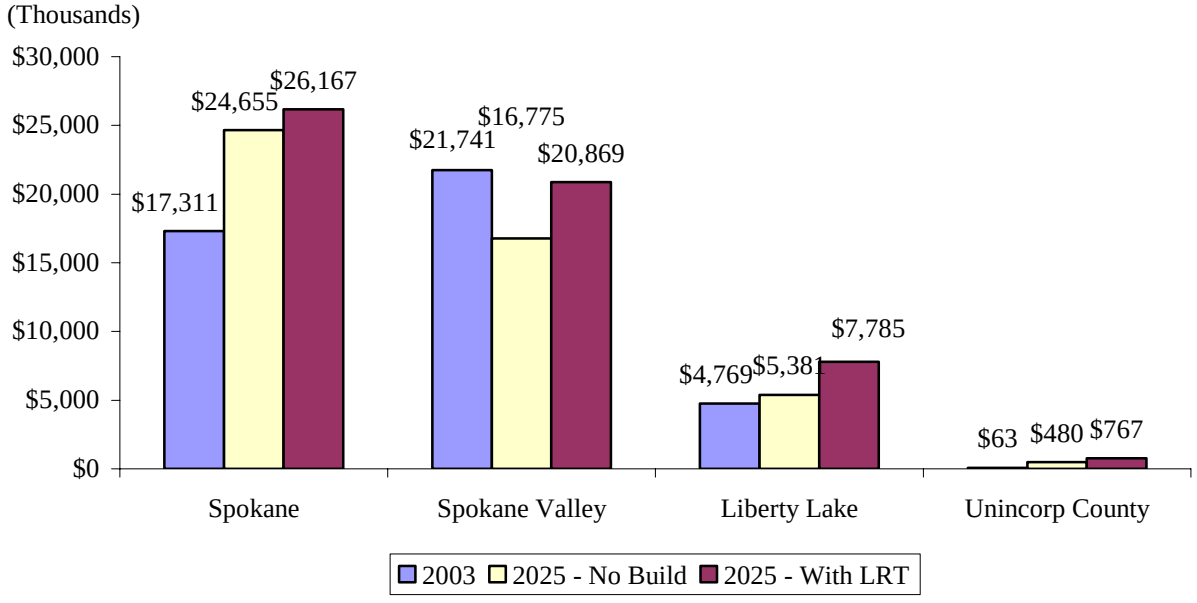
updated in the near future though, and the results may affect the distribution of sales between cities as well as the trends over time in Spokane Valley specifically.

FIGURE 5-2
CURRENT AND FUTURE SALES TAX REVENUES*
CORRIDOR TOTAL

	Sales Tax Revenues - No Build			Sales Tax Revenues - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel/Motel	$17,129,410	$18,562,116	$19,756,038	$17,129,410	$18,897,024	$20,770,911
Industrial	$5,033,979	$6,467,238	$7,661,621	$5,033,979	$6,456,004	$7,627,577
Retail	$28,145,816	$27,733,452	$27,389,816	$28,145,816	$30,205,572	$34,881,089
Office	$3,638,003	$3,915,032	$4,145,890	$3,638,003	$4,062,730	$4,593,459
Agriculture/Forestry	$15,791	$15,791	$15,791	$15,791	$17,279	$20,302
Mining	$5,015	$5,015	$5,015	$5,015	$5,015	$5,015
Public	$240,078	$240,078	$240,078	$240,078	$239,995	$239,827
School	$235,585	$235,585	$235,585	$235,585	$235,585	$235,585
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$44,007	$44,007	$44,007	$44,007	$44,007	$44,007
Total	$54,487,684	$57,218,314	$59,493,840	$54,487,684	$60,163,212	$68,417,773

Sources:
Washington Department of Revenues; Applied Economics, 2005.
*Includes city and county and state sales tax revenues.

FIGURE 5-3
SALES TAX REVENUES BY COMMUNITY
LIGHT RAIL VERSUS NO BUILD ALTERNATIVE



5.2 Station Level Impacts

Both of the stations selected for analysis here have future development potential under the light rail alternative, although the nature of development will be quite distinct given the significant differences in existing development between the two areas. Currently, about 71 percent of the developed area around the University City Station is retail, accounting for about 930,000 square feet. Under the light rail alternative, retail square footage would increase by about 58,000 square feet. Other increases would be in office development which generates only a small amount of sales per square foot. Current taxable sales generated in the University City Station area are estimated at $24.5 million or about $210,000 per acre (Figure 5-4). Under the no build alternative, sales would increase by only 13 percent over the 23 year impact period since the amount of new retail development would be minimal. Most of the growth would be in office and industrial development which generate a relatively low level of sales per square foot. Alternatively, under the light rail alternative, taxable sales could increase to $132.8 million or $1.1 million per acre by 2025. This represents a 382 percent net increase in sales under the light rail alternative over the no build alternative. Some of this increase is due to new development while some is due to increased occupancy rates.

FIGURE 5-4
CURRENT AND FUTURE TAXABLE SALES
UNIVERSITY CITY STATION

	Taxable Sales - No Build			Taxable Sales - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel_Motel	$0	$0	$0	$0	$0	$0
Industrial	$2,598,611	$3,179,543	$3,663,653	$2,598,611	$2,598,611	$2,598,611
Retail	$18,931,108	$19,403,116	$19,796,456	$18,931,108	$54,188,201	$125,205,805
Office	$2,943,989	$3,566,501	$4,085,261	$2,943,989	$3,861,770	$4,980,015
Agriculture_Forestry	$0	$3,000	$5,500	$0	$1,639	$1,375
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$0	$0	$0	$0	$0
School	$0	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0	$0
Total	$24,473,708	$26,152,160	$27,550,871	$24,473,708	$60,650,221	$132,785,806

Sources:
Washington Department of Revenue; Applied Economics, 2005.

This level of taxable sales currently results in $489,000 in annual sales tax revenues to Spokane Valley from businesses in the area surrounding the proposed station. With the addition of light rail, the annual sales tax impact could increase to $2.7 million per year, compared to only $551,000 under the no build alternative (Figure 5-5). Over 72 percent of both current and future tax revenues are from retail development.

FIGURE 5-5
CURRENT AND FUTURE SALES TAX REVENUES*
UNIVERSITY CITY STATION

	Sales Tax Revenues - No Build			Sales Tax Revenues - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel_Motel	$0	$0	$0	$0	$0	$0
Industrial	$51,972	$63,591	$73,273	$51,972	$51,972	$51,972
Retail	$378,622	$388,062	$395,929	$378,622	$1,083,764	$2,504,116
Office	$58,880	$71,330	$81,705	$58,880	$77,235	$99,600
Agriculture_Forestry	$0	$60	$110	$0	$33	$28
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$0	$0	$0	$0	$0
School	$0	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0	$0
Total	$489,474	$523,043	$551,017	$489,474	$1,213,004	$2,655,716

Sources:
Washington Department of Revenue; Applied Economics, 2005.
*Includes only city and county sales tax revenues.

Unlike University City, the area around the proposed Liberty Lake Station is primarily industrial with only 341,000 square feet of retail. However, retail occupancy rates are higher in this area than in University City. There is also a significant amount of vacant acreage. Current taxable sales are estimated at $47.5 million or about $311,000 per acre (Figure 5-6).

Under the no build alternative, sales would increase by 64 percent over the 23 year impact period since there is a fair amount of new retail development projected for this area, even under the no build alternative. However, under the light rail alternative, taxable sales could increase to $108.5 million or $710,000 per acre by 2025. About 80 percent of the increase in sales would be due to new retail development.

FIGURE 5-6
CURRENT AND FUTURE TAXABLE SALES
LIBERY LAKE STATION

	Taxable Sales - No Build			Taxable Sales - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel_Motel	$0	$0	$0	$0	$3,104,957	$9,408,960
Industrial	$22,747,237	$24,885,067	$26,666,591	$22,747,237	$20,933,040	$22,747,237
Retail	$23,143,924	$36,776,224	$48,136,474	$23,143,924	$44,700,333	$72,148,924
Office	$1,641,247	$2,294,884	$2,839,582	$1,641,247	$2,746,828	$4,209,109
Agriculture_Forestry	$0	$3,000	$5,500	$0	$5,269	$12,375
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$58,842	$107,876	$0	$23,242	$0
School	$0	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0	$0
Total	$47,532,408	$64,018,017	$77,756,024	$47,532,408	$71,513,669	$108,526,605

Sources:
Washington Department of Revenue; Applied Economics, 2005.

This level of taxable sales currently results in $951,000 in annual sales tax revenues to Liberty Lake from businesses in the area surrounding the proposed station. With the addition of light rail, the annual sales tax impact could more than double by 2025 to $2.4 million per year, compared to $1.6 million under the no build alternative (Figure 5-7). However, given the amount of retail development that is likely to occur under either scenario, the differences are less dramatic than for the University City Station.

FIGURE 5-7
CURRENT AND FUTURE SALES TAX REVENUES*
LIBERTY LAKE STATION

	Sales Tax Revenues - No Build			Sales Tax Revenues - Light Rail		
Land Use	2003	2015	2025	2003	2015	2025
Hotel_Motel	$0	$0	$0	$0	$124,198	$376,358
Industrial	$454,945	$497,701	$533,332	$454,945	$418,661	$454,945
Retail	$462,878	$735,524	$962,729	$462,878	$894,007	$1,442,978
Office	$32,825	$45,898	$56,792	$32,825	$54,937	$84,182
Agriculture_Forestry	$0	$60	$110	$0	$105	$248
Mining	$0	$0	$0	$0	$0	$0
Public	$0	$1,177	$2,158	$0	$465	$0
School	$0	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0	$0
Open Space	$0	$0	$0	$0	$0	$0
Vacant	$0	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0	$0
Total	$950,648	$1,280,360	$1,555,120	$950,648	$1,492,373	$2,358,711

Sources:
Washington Department of Revenue; Applied Economics, 2005.
*Includes only city and county sales tax revenues.

Currently, the largest volume of sales tax for Liberty Lake derives from retail, but a significant amount is generated by industrial development. Although industrial development generates a relatively low volume of sales per square foot, the sheer volume of industrial development in this area adds up. By 2025, the amount of industrial development stays the same under the light rail alternative while the amount of retail development more than doubles, thus industrial sales become a much smaller share of the total.

6.0 Conclusions

By all measures, the light rail system would produce a positive net impact at both the corridor and station level compared to the no build alternative. It would create a significant amount of multi-family, retail and office development in areas around the transit stations. As a result, assessed value and taxable sales would both increase, hence increasing property and sales tax revenues to local jurisdictions compared to the no build alternative. The project would also create significant construction impacts during the six year construction period, as well as positive on-going net economic impacts resulting from changes in the number and mix of jobs created.

6.1 Corridor Level Impacts

Figure 6-1 shows a summary of impacts for the corridor overall under the no build alternative versus the light rail alternative.

FIGURE 6-1
SUMMARY OF IMPACTS - CORRIDOR TOTAL
(MILLIONS OF 2003 DOLLARS)

	No Build Alternative			Light Rail Alternative			Difference		
	2003	2015	2025	2003	2015	2025	2003	2015	2025
Construction Impact**									
Total Output	na	$0.0	na	na	$260.2	na	na	$260.2	na
Total Jobs	na	0	na	na	525	na	na	525	na
Total Payroll	na	$0.0	na	na	$112.3	na	na	$112.3	na
Economic Impact									
Total Output	na	na	na	na	na	$1,411.3	na	na	$1,411.3
Total Jobs	na	na	na	na	na	17,288	na	na	17,288
Total Payroll	na	na	na	na	na	$561.6	na	na	$561.6
Direct Jobs Impact	71,320	80,723	88,560	71,320	83,496	96,962	0	2,773	8,403
Taxable Property Value	$2,492.0	$3,549.3	$4,430.4	$2,492.0	$3,808.1	$5,214.6	$0.0	$258.8	$784.3
Property Tax Revenues	$37.3	$53.2	$66.5	$37.3	$57.1	$78.2	$0.0	$3.9	$11.7
Taxable Sales	$2,031.1	$2,109.6	$2,175.0	$2,031.1	$2,243.3	$2,580.2	$0.0	$133.7	$405.1
Sales Tax Revenues	$54.5	$57.2	$59.5	$54.5	$60.2	$68.4	$0.0	$2.9	$8.9

**Construction impact data for 2006 to 2011 for Shared Track High Alternative

- The full scale shared track light rail alternative would create significant impacts in Spokane County during the construction period including $216.8 million in direct construction spending plus $43.4 in additional local demand for products and services. There would be an average of 525 direct and indirect jobs per year for six years and $112.3 million in payroll over the six year period that would not exist without the construction of the light rail system.

- Once the impacts of transit oriented development in the corridor were fully realized in 2025, the on-going operations of new businesses in the corridor combined with the multiplier effects of this new economic activity on the county overall would generate about 17,300 jobs, $561.6 million per year in payroll, and $1.4 billion per year in output or value of goods and services produced. These impacts are in addition to normal increases in jobs, payroll and production that will occur under the no build alternative. In some cases development that would otherwise occur elsewhere

in the county would be shifted into the corridor as a result of light rail. However, much of the impact measured here would not occur without light rail and represents new jobs and wealth being created in the county. Ultimately the degree to which net new development is attracted into the corridor depends on the success of local and regional economic development marketing efforts.

- The direct jobs impact measures only the jobs that would exist at new businesses in the corridor under normal growth conditions (the no build alternative) versus with the light rail system. These jobs are distributed across a variety of land uses including industrial, retail, office, hotel/motel, schools, agriculture and mining, public sector, parking and other. The light rail alternative ultimately creates about 8,400 more jobs than the no build alternative due to the fact that transit oriented development is generally higher density because it includes more office and retail development and less industrial development.

- Taxable property values capture not only the impacts of changes in employment-generating development but also changes in patterns of residential development under the light rail alternative. By 2025, the light rail alternative would result in $784.3 million more taxable property value than the no build alternative. Although property values would increase under either alternative, the additional redevelopment that would likely occur with light rail and the focus on higher value development such as retail, office and multi-family result in higher values overall.

- Higher property values are directly proportional to increases in property tax revenues to local jurisdictions. By 2025, the light rail alternative would result in $11.7 million more in annual property taxes.

- The final measures of impacts at the corridor level are taxable sales and local sales tax revenues. Taxable sales are primarily a function of the amount of retail development, versus other types of development in each of the alternatives.[2] Office and industrial development also generate taxable sales, although at a much lower rate per square foot than retail. In addition to reflecting the mix of development, the amount of redevelopment that will likely occur under the light rail alternative will result in higher retail occupancy rates in some parts of the urban core thereby further increasing taxable sales per square foot. As a result of these two factors, the light rail alternative results in $405.1 million more in taxable sales per year by 2025 than the no build alternative.

- More taxable sales are directly proportional to increases in local sales tax revenues. By 2025, the light rail alternative would result in $8.9 million more in annual sales taxes. This increase only reflects sales tax revenues to the cities and the county at a combined rate of 2 percent. There would be significant additional revenues to the state at a rate of 6.5 percent.

6.2 Station Level Impacts

In addition to the corridor level impacts, the analysis also highlights the differences between the light rail and no build alternatives for two stations, University City and Liberty Lake. A summary of the station level impacts is shown in Figure 6-2. The proposed University City Station is mostly built out with a

[2] Taxable sales for 2003 are based on sales by industry in Spokane County times the share of employment in each industry that is contained in the corridor, based on SRTC employment estimates for 2003. However, this data will be revised based on new information from the Washington Department of Revenue on actual taxable sales from businesses in the corridor.

large amount of existing retail and lesser amounts of office and industrial development. The proposed Liberty Lake Station has a significant amount of vacant land, and existing development is predominantly industrial.

FIGURE 6-2
SUMMARY OF STATION LEVEL IMPACTS
(MILLIONS OF 2003 DOLLARS)

	No Build Alternative			Light Rail Alternative			Difference		
	2003	2015	2025	2003	2015	2025	2003	2015	2025
Direct Jobs Impact									
University City	757	891	1,002	757	1,210	2,027	0	320	1,025
Liberty Lake	1,794	2,208	2,553	1,794	2,195	2,724	0	13	171
Taxable Property Value									
University City	$40.7	$52.7	$62.7	$40.7	$87.5	$170.7	$0.0	$34.8	$108.0
Liberty Lake	$67.8	$86.6	$102.2	$67.8	$99.4	$150.4	$0.0	$12.8	$48.2
Property Tax Revenues									
University City	$0.6	$0.8	$0.9	$0.6	$1.3	$2.5	$0.0	$0.5	$1.6
Liberty Lake	$1.0	$1.3	$1.6	$1.0	$1.5	$2.3	$0.0	$0.2	$0.7
Taxable Sales									
University City	$24.5	$26.2	$27.6	$24.5	$60.7	$132.8	$0.0	$34.5	$105.2
Liberty Lake	$47.5	$64.0	$77.8	$47.5	$71.5	$108.5	$0.0	$7.5	$30.8
Sales Tax Revenues									
University City	$0.5	$0.5	$0.6	$0.5	$1.2	$2.7	$0.0	$0.7	$2.1
Liberty Lake	$1.0	$1.3	$1.6	$1.0	$1.5	$2.4	$0.0	$0.2	$0.8

- For the University City Station, the light rail alternative results in 1,025 more jobs, $108.0 million in additional property value and $105.2 million in annual taxable sales by 2025, compared to the no build alternative. This is a result of the greater amount of retail development projected for the area under the light rail alternative as well as projected increases in retail occupancy rates that would increase taxable sales.

- For the Liberty Lake Station, the light rail alternative results in 171 more jobs, $48.2 million in additional property value and $30.8 million more in annual taxable sales by 2025, compared to the no build alternative. The results in the case of the Liberty Lake Station are somewhat less dramatic since much of the vacant land in this area is projected to develop under either scenario. However, the projected mix of development under the light rail alternative includes more retail and multi-family development and less industrial development, resulting in greater employment density, higher overall property values and higher taxable sales.

6.3 Jurisdiction Level Impacts

At the community level, the impacts are a function of the amount of corridor acreage in each community, but also of the amount of vacant acreage, and the mix of projected development. Spokane Valley has the most acreage in the corridor with about 5,760 acres, of which 488 are vacant. The cities of Spokane and Liberty Lake each have about 2,050 acres in the corridor, although Spokane has only about 120 vacant acres compared to Liberty Lake with about 870 vacant acres. The unincorporated county has only about 1,050 acres in the corridor of which about 60 percent are vacant. Much of the vacant acreage will be

absorbed regardless of whether the light rail system is built, however the type of development will differ under the light rail alternative with more office and retail and less industrial. There is also greater potential for redevelopment under the light rail alternative, particularly in Spokane and Spokane Valley. A summary of the community level impacts is shown in Figure 6-3.

FIGURE 6-3
SUMMARY OF IMPACTS BY JURISDICTION
(MILLIONS OF 2003 DOLLARS)

	No Build Alternative			Light Rail Alternative			Difference		
	2003	2015	2025	2003	2015	2025	2003	2015	2025
Direct Jobs Impact									
Spokane	38,754	46,629	53,192	38,754	47,783	56,687	0	1,153	3,495
Spokane Valley	23,837	23,787	23,746	23,837	24,642	26,334	0	854	2,588
Liberty Lake	8,506	9,315	9,989	8,506	9,923	11,833	0	609	1,844
Unicorporated County	223	992	1,633	223	1,149	2,108	0	157	475
Taxable Property Value									
Spokane	$986.1	$1,437.7	$1,814.0	$986.1	$1,514.2	$2,046.0	$0.0	$76.6	$232.0
Spokane Valley	$1,228.7	$1,601.0	$1,911.1	$1,228.7	$1,722.1	$2,278.2	$0.0	$121.1	$367.1
Liberty Lake	$263.3	$431.3	$571.4	$263.3	$483.3	$729.0	$0.0	$52.0	$157.7
Unicorporated County	$13.9	$79.3	$133.8	$13.9	$88.4	$161.4	$0.0	$9.1	$27.5
Property Tax Revenues									
Spokane	$15.3	$22.3	$28.2	$15.3	$23.5	$31.8	$0.0	$1.2	$3.6
Spokane Valley	$17.8	$23.1	$27.6	$17.8	$24.9	$32.9	$0.0	$1.8	$5.3
Liberty Lake	$4.1	$6.7	$8.9	$4.1	$7.5	$11.3	$0.0	$0.8	$2.4
Unicorporated County	$0.2	$1.1	$1.8	$0.2	$1.2	$2.2	$0.0	$0.1	$0.4
Taxable Sales									
Spokane	$723.7	$907.81	$1,061.2	$723.7	$933.9	$1,140.4	$0.0	$26.1	$79.1
Spokane Valley	$1,072.7	$939.48	$828.5	$1,072.7	$1,007.0	$1,033.1	$0.0	$67.5	$204.7
Liberty Lake	$231.5	$248.18	$262.1	$231.5	$283.5	$369.1	$0.0	$35.3	$107.0
Unicorporated County	$3.2	$14.53	$24.0	$3.2	$19.3	$38.3	$0.0	$4.7	$14.3
Sales Tax Revenues									
Spokane	$17.3	$21.3	$24.7	$17.3	$21.8	$26.2	$0.0	$0.5	$1.5
Spokane Valley	$21.7	$19.0	$16.8	$21.7	$20.4	$20.9	$0.0	$1.4	$4.1
Liberty Lake	$4.8	$5.1	$5.4	$4.8	$5.9	$7.8	$0.0	$0.8	$2.4
Unicorporated County	$0.1	$0.3	$0.5	$0.1	$0.4	$0.8	$0.0	$0.1	$0.3

- The largest net job impact would be in Spokane where 3,500 more jobs would be created under the light rail alternative by 2025 than under the no build alternative. However, Spokane would have the greatest job growth under either alternative compared to the other cities. Spokane Valley is projected to have a small decline in the number of jobs under the no build alternative (based on SRTC projections), whereas under the light rail alternative 2,600 new jobs would be created by 2025 generating a significantly different result than under the no build alternative.

- Taxable property value in 2003 is greatest in Spokane Valley which has twice as many acres in the corridor as the other communities. Spokane Valley would also experience the greatest net increase in value ($367.1 million) due to the addition of light rail. Spokane would also show a marked increase in taxable property value under the light rail alternative with an increase of $232.0 million.

- Property tax revenue impacts are proportional to taxable values with the greatest increases in Spokane Valley and Spokane.

- Taxable sales are a function of the amount of retail development and occupancy rates. Based on increases in retail development under the light rail alternative, the greatest impact would be in Spokane Valley which would show a $204.7 million net increase by 2025. Although taxable sales would be higher in 2025 in Spokane Valley under the light rail alternative, it is important to note that overall taxable sales would decline from 2003 to 2025 under either alternative due to the underlying projections from the SRTC. The SRTC projections are being updated in the near future though, and this may affect the distribution of sales between cities as well as the trends over time in Spokane Valley specifically.

- The second largest net increase in taxable sales would be in Liberty Lake where the light rail alternative would yield $107.0 million more per year in taxable sales by 2025 than the no build alternative.

- Sales tax revenues would be generally proportional to the level of taxable sales. Overall, Spokane Valley would have the largest net difference in sales tax revenues in 2025 at $4.1 million, keeping in mind that overall sales tax revenue would decline slightly from 2003 to 2025 under both alternatives. Liberty Lake would have the second largest net difference with about $2.4 million more in annual revenues by 2025 under the light rail alternative and positive growth in revenue over time under either alternative.

- While the proposed light rail alternative could have substantial positive impacts, the BRT alternative would not result in nearly the same level changes in land use or resulting increases in jobs and revenues in Spokane County.

Appendices

TABLE A-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - PLAZA STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	0	0	na	0	0
Multifamily Residential	0.9	0.9	na	78	0
Hotel_Motel	3.4	3.4	182,432	0	215
Industrial	37.0	32.3	151,131	0	151
Retail	16.1	16.5	492,386	0	821
Office	19.4	20.4	379,415	0	949
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	6.0	6.3	101,166	0	253
School	0	0	0	0	0
Parking	9.1	9.0	351,348	0	9
Open Space	0.5	0.5	19,880	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	92.4	89.2	1,677,758	78	2,398

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - PLAZA STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	0	0	na	0	0
Multifamily Residential	4	4	na	183	0
Hotel_Motel	3	3	149,959	0	177
Industrial	37	32	132,981	0	133
Retail	19	19	623,226	0	1,039
Office	20	21	605,375	0	1,731
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	6	6	101,166	0	253
School	0	0	0	0	0
Parking	3	3	351,348	0	93
Open Space	1	1	19,880	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	92	89	1,983,935	183	3,426

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-3
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - CONVENTION CENTER STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	0.0	0.0	na	0	0
Multifamily Residential	1.5	1.5	na	115	0
Hotel_Motel	6.8	6.6	189,228	0	223
Industrial	13.1	13.7	132,312	0	132
Retail	14.0	14.3	540,611	0	901
Office	9.4	9.4	334,640	0	837
Agriculture_Forestry	0.1	0.1	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.7	0.7	28,400	0	71
School	0.0	0.0	0	0	0
Parking	98.6	19.4	694,334	0	19
Open Space	51.5	46.6	0	0	0
Vacant	0.6	0.6	0	0	0
Other	0.0	0.0	0	0	0
Total	196.2	112.9	1,919,525	115	2,183

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-4
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - CONVENTION CENTER STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	0	0	na	0	0
Multifamily Residential	6	6	na	247	0
Hotel_Motel	7	7	189,228	0	223
Industrial	12	13	99,886	0	100
Retail	15	15	573,408	0	955
Office	12	12	532,767	0	1,577
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	1	1	28,400	0	71
School	0	0	0	0	0
Parking	92	12	694,334	0	117
Open Space	52	47	0	0	0
Vacant	1	1	0	0	0
Other	0	0	0	0	0
Total	196	113	2,118,023	247	3,043

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-5
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - TRENT STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	1.3	1.4	na	13	0
Multifamily Residential	0.1	0.1	na	3	0
Hotel_Motel	1.6	1.5	69,570	0	82
Industrial	39.1	41.5	386,931	0	387
Retail	12.6	13.2	295,869	0	493
Office	7.9	8.2	208,073	0	520
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	17.1	17.1	49,250	0	62
Parking	7.1	7.3	128,053	0	7
Open Space	0.0	0.0	0	0	0
Vacant	6.1	6.1	0	0	0
Other	0.0	0.0	0	0	0
Total	92.9	96.3	1,137,746	16	1,551

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-6
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - TRENT STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	1	1	na	13	0
Multifamily Residential	15	15	na	528	0
Hotel_Motel	2	2	69,570	0	82
Industrial	19	20	186,366	0	186
Retail	15	16	454,026	0	756
Office	11	11	451,844	0	1,347
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	17	17	49,250	0	62
Parking	7	8	128,053	0	38
Open Space	0	0	0	0	0
Vacant	6	6	0	0	0
Other	0	0	0	0	0
Total	93	96	1,339,109	541	2,471

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-7
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - NAPA STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	18.5	18.5	na	118	0
Multifamily Residential	2.5	2.5	na	41	0
Hotel_Motel	1.6	1.6	69,531	0	82
Industrial	11.5	11.6	245,593	0	246
Retail	10.1	10.1	269,908	0	450
Office	9.6	9.6	244,633	0	612
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	1.8	1.8	21,245	0	53
School	0.2	0.2	3,672	0	5
Parking	2.6	2.6	15,911	0	3
Open Space	0.0	0.0	0	0	0
Vacant	6.6	6.6	15,896	0	0
Other	0.0	0.0	0	0	0
Total	64.9	65.2	886,389	159	1,451

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-8
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - NAPA STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	20	21	na	128	0
Multifamily Residential	6	6	na	141	0
Hotel_Motel	2	2	69,531	0	82
Industrial	11	11	229,565	0	230
Retail	10	10	273,824	0	457
Office	11	11	327,371	0	891
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	2	2	19,317	0	48
School	0	0	3,672	0	5
Parking	3	3	15,911	0	3
Open Space	0	0	0	0	0
Vacant	0	0	15,896	0	0
Other	0	0	0	0	0
Total	65	65	955,087	269	1,716

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-9
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - EAST CENTRAL STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	15.2	15.2	na	98	0
Multifamily Residential	0.3	0.3	na	7	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	27.5	27.8	893,857	0	894
Retail	14.6	15.3	479,648	0	799
Office	19.6	19.8	330,949	0	827
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	12.8	12.8	194,611	0	13
Open Space	0.0	0.0	0	0	0
Vacant	3.3	3.5	22,487	0	0
Other	0.0	0.0	0	0	0
Total	93.2	94.7	1,921,552	105	2,533

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-10
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - EAST CENTRAL STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	15	15	na	98	0
Multifamily Residential	3	3	na	59	0
Hotel_Motel	0	0	0	0	0
Industrial	26	27	879,253	0	879
Retail	15	15	466,602	0	777
Office	22	22	418,069	0	1117
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	13	13	194,611	0	13
Open Space	0	0	0	0	0
Vacant	0	0	22,487	0	0
Other	0	0	0	0	0
Total	93	95	1,981,022	157	2,786

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-11
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - FAIRGROUNDS STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	9.1	9.3	na	46	0
Multifamily Residential	3.5	3.5	na	76	0
Hotel_Motel	2.7	2.7	1,100	0	1
Industrial	19.4	19.4	556,175	0	557
Retail	23.9	23.8	402,779	0	465
Office	23.5	23.3	279,828	0	501
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	15.3	15.0	5,840	0	6
School	0.0	0.0	0	0	0
Parking	1.4	0.8	335	0	1
Open Space	0.0	0.0	0	0	0
Vacant	3.5	3.5	0	0	0
Other	0.0	0.0	0	0	0
Total	102.2	101.3	1,246,057	122	1,531

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-12
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - FAIRGROUNDS STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	30	30	na	193	0
Multifamily Residential	21	21	na	526	0
Hotel_Motel	3	3	1,100	0	1
Industrial	-31	-31	465,645	0	466
Retail	37	37	716,561	0	892
Office	24	23	279,828	0	501
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	15	15	5,840	0	6
School	0	0	0	0	0
Parking	1	1	335	0	1
Open Space	0	0	0	0	0
Vacant	2	2	0	0	0
Other	0	0	0	0	0
Total	102	101	1,469,309	719	1,867

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-13
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - PARK STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	13.0	13.0	na	48	0
Multifamily Residential	0.0	0.0	na	0	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	2.3	2.3	21,094	0	21
Retail	23.9	23.9	382,495	0	306
Office	30.2	30.0	132,816	0	133
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	69.4	82.5	29,932	0	35
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	1.3	1.3	0	0	1
Open Space	0.0	0.0	0	0	0
Vacant	23.2	23.5	0	0	0
Other	0.0	0.0	0	0	0
Total	163.1	176.4	566,337	48	496

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-14
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - PARK STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	13	13	na	48	0
Multifamily Residential	0	0	na	0	0
Hotel_Motel	0	0	0	0	0
Industrial	2	2	21,094	0	21
Retail	26	26	404,275	0	335
Office	31	31	154,596	0	177
Agriculture_Forestry	0	0	0	0	0
Mining	69	83	29,932	0	35
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	1	1	0	0	1
Open Space	0	0	0	0	0
Vacant	20	21	0	0	0
Other	0	0	0	0	0
Total	163	176	609,897	48	569

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-15
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - ARGONNE STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	11.4	11.9	na	42	0
Multifamily Residential	3.8	4.4	na	100	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	9.0	9.3	298,629	0	299
Retail	19.8	21.3	529,832	0	424
Office	22.8	24.4	457,902	0	468
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.1	0.1	0	0	0
School	2.9	2.6	23,000	0	23
Parking	2.6	2.9	35,078	0	3
Open Space	0.0	0.0	0	0	0
Vacant	28.6	28.9	0	0	0
Other	0.0	0.0	0	0	0
Total	101.0	105.7	1,344,441	142	1,217

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-16
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - ARGONNE STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	11	12	na	42	0
Multifamily Residential	4	4	na	100	0
Hotel_Motel	0	0	0	0	0
Industrial	7	7	245,639	0	246
Retail	25	26	572,497	0	504
Office	25	26	501,462	0	555
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	3	3	23,000	0	23
Parking	3	3	35,078	0	3
Open Space	0	0	0	0	0
Vacant	23	23	0	0	0
Other	0	0	0	0	0
Total	101	105	1,377,676	142	1,331

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-17
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - UNIVERSITY CITY STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	27.1	29.9	0	77	0
Multifamily Residential	13.8	12.6	0	259	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	4.4	4.4	159,424	0	159
Retail	45.7	45.7	929,910	0	372
Office	14.4	14.4	224,732	0	225
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	0.9	0.9	80	0	1
Open Space	0.0	0.0	0	0	0
Vacant	8.1	8.4	2,251	0	0
Other	0.0	0.0	0	0	0
Total	114.5	116.3	1,316,397	336	757

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-18
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - UNIVERSITY CITY STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	32	35	na	102	0
Multifamily Residential	29	28	na	709	0
Hotel_Motel	0	0	0	0	0
Industrial	4	4	159,424	0	159
Retail	26	26	987,600	0	1,263
Office	15	15	380,154	0	599
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	6	6	80	0	6
Open Space	2	2	0	0	0
Vacant	0	0	2,251	0	0
Other	0	0	0	0	0
Total	114	116	1,529,509	811	2,027

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-19
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - PINES STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	39.4	41.3	0	100	0
Multifamily Residential	15.1	15.4	0	234	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	2.2	2.2	59,062	0	59
Retail	37.7	38.5	1,180,468	0	944
Office	19.1	19.1	191,330	0	191
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	3.0	3.0	61,541	0	3
Open Space	0.0	0.0	0	0	0
Vacant	4.4	4.4	0	0	0
Other	0.0	0.0	0	0	0
Total	120.8	124.0	1,492,401	334	1,197

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-20
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - PINES STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	39	41	na	100	0
Multifamily Residential	17	17	na	274	0
Hotel_Motel	0	0	0	0	0
Industrial	2	2	53,762	0	54
Retail	37	37	1,165,825	0	963
Office	18	18	152,044	0	152
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	3	3	61,541	0	3
Open Space	0	0	0	0	0
Vacant	4	4	0	0	0
Other	0	0	0	0	0
Total	120	123	1,433,172	374	1,172

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-21
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - EVERGREEN STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	40.1	41.6	0	111	0
Multifamily Residential	5.5	7.7	0	100	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	1.5	2.1	20,680	0	21
Retail	50.6	50.8	1,451,456	0	1,161
Office	13.3	10.4	96,752	0	97
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	0.4	0.4	0	0	0
Open Space	0.0	0.0	0	0	0
Vacant	6.6	6.5	0	0	0
Other	0.0	0.0	0	0	0
Total	118.0	119.6	1,568,888	211	1,279

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-22
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - EVERGREEN STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	40	42	na	111	0
Multifamily Residential	8	10	na	140	0
Hotel_Motel	0	0	0	0	0
Industrial	1	2	20,680	0	21
Retail	50	50	1,443,450	0	1,199
Office	14	12	126,225	0	165
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	4	4	0	0	0
Other	0	0	0	0	0
Total	118	120	1,590,355	251	1,385

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-23
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - SULLIVAN STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	29.1	30.5	0	90	0
Multifamily Residential	28.8	29.2	0	703	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	0.0	0.0	0	0	0
Retail	64.2	64.7	1,645,054	0	1,316
Office	5.2	8.9	93,626	0	94
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	1.3	1.3	4,000	0	4
School	0.0	0.0	0	0	0
Parking	0.1	0.1	0	0	0
Open Space	0.0	0.0	0	0	0
Vacant	4.7	5.8	0	0	0
Other	0.0	0.0	0	0	0
Total	133.5	140.4	1,742,680	793	1,414

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-24
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - SULLIVAN STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	29	30	na	90	0
Multifamily Residential	41	41	na	1,063	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	53	53	1,601,463	0	1,338
Office	7	10	135,494	0	179
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	1	1	4,000	0	4
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	2	2	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	133	139	1,740,957	1,153	1,521

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-25
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - BOGUE STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	37.0	38.3	0	79	0
Multifamily Residential	3.5	3.5	0	4	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	10.6	9.0	25,037	0	25
Retail	17.4	17.6	91,617	0	73
Office	0.4	0.4	2,124	0	2
Agriculture_Forestry	23.7	25.1	0	0	6
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	0.3	0.3	0	0	0
Open Space	0.0	0.0	0	0	0
Vacant	15.8	16.8	0	0	0
Other	0.0	0.0	0	0	0
Total	108.7	111.0	118,778	83	106

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-26
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - BOGUE STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	37	38	na	79	0
Multifamily Residential	3	4	na	4	0
Hotel_Motel	0	0	0	0	0
Industrial	11	9	25,037	0	25
Retail	16	16	166,585	0	194
Office	2	2	32,616	0	63
Agriculture_Forestry	24	25	0	0	6
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	16	17	0	0	0
Other	0	0	0	0	0
Total	109	111	224,238	83	288

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-27
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - APPLEWAY STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	4.2	4.4	na	24	0
Multifamily Residential	0.0	0.0	na	0	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	0.0	0.0	0	0	0
Retail	10.7	10.7	2,312	0	2
Office	0.0	0.0	0	0	0
Agriculture_Forestry	40.0	40.0	0	0	10
Mining	0.0	0.0	0	0	0
Public	10.3	10.4	13,980	0	14
School	0.0	0.0	0	0	0
Parking	0.0	0.0	0	0	0
Open Space	0.0	0.0	0	0	0
Vacant	47.8	48.0	0	0	0
Other	0.0	0.0	0	0	0
Total	113.0	113.5	16,292	24	26

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-28
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - APPLEWAY STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	4	4	na	24	0
Multifamily Residential	6	6	na	150	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	13	13	123,480	0	164
Office	6	6	130,680	0	262
Agriculture_Forestry	40	40	0	0	10
Mining	0	0	0	0	0
Public	10	10	13,980	0	14
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	5	0	0	0
Vacant	33	33	0	0	0
Other	0	0	0	0	0
Total	113	118	268,140	174	450

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-29
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - LIBERTY LAKE STATION

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	0.0	0.0	0	0	0
Multifamily Residential	31.5	31.5	0	549	0
Hotel_Motel	0.0	0.0	0	0	0
Industrial	63.0	63.3	1,395,536	0	1,396
Retail	9.9	9.9	341,054	0	273
Office	8.9	8.9	125,286	0	125
Agriculture_Forestry	0.0	0.0	0	0	0
Mining	0.0	0.0	0	0	0
Public	0.0	0.0	0	0	0
School	0.0	0.0	0	0	0
Parking	0.0	0.0	0	0	0
Open Space	0.0	0.0	0	0	0
Vacant	37.9	39.2	0	0	0
Other	0.0	0.0	0	0	0
Total	151.1	152.8	1,861,876	549	1,794

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE A-30
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - LIBERTY LAKE STATION

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	0	0	na	0	0
Multifamily Residential	41	41	na	849	0
Hotel_Motel	5	5	87,120	0	102
Industrial	63	63	1,395,536	0	1,396
Retail	25	25	667,754	0	709
Office	18	18	321,306	0	517
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	152	153	2,471,716	849	2,724

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE B-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - ALL STATIONS

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	245.4	255.2	na	846	0
Multifamily Residential	110.7	113.0	na	2,269	0
Hotel_Motel	16.1	15.8	511,861	0	603
Industrial	240.6	238.8	4,345,461	0	4,347
Retail	371.2	376.4	9,035,399	0	8,800
Office	203.5	207.2	3,102,106	0	5,581
Agriculture_Forestry	63.8	65.2	0	0	16
Mining	69.4	82.5	29,932	0	35
Public	35.6	35.6	174,631	0	401
School	20.3	19.9	75,922	0	90
Parking	140.1	60.8	1,481,291	0	60
Open Space	52.0	47.1	19,880	0	0
Vacant	197.0	201.7	40,634	0	0
Other	0.0	0.0	0	0	0
Total	1765.5	1719.3	18,817,117	3,115	19,933

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE B-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - ALL STATIONS

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	273	283	na	1,028	0
Multifamily Residential	204	207	na	4,973	0
Hotel_Motel	20	20	566,508	0	667
Industrial	165	162	3,914,868	0	3,916
Retail	382	387	10,268,259	0	11,591
Office	235	239	4,549,831	0	9,833
Agriculture_Forestry	64	65	0	0	16
Mining	69	83	29,932	0	35
Public	35	35	172,703	0	396
School	20	20	75,922	0	90
Parking	132	54	1,481,291	0	278
Open Space	57	57	19,880	0	0
Vacant	108	109	40,634	0	0
Other	0	0	0	0	0
Total	1,766	1,720	21,119,827	6,001	26,822

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE C-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - BALANCE OF CORRIDOR

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	3,034.6	3,188.1	na	8,302	0
Multifamily Residential	331.1	372.9	na	5,532	0
Hotel_Motel	41.7	42.9	998,669	0	1,175
Industrial	811.5	795.4	11,096,193	0	11,096
Retail	575.2	585.1	12,353,687	0	12,776
Office	807.1	897.6	10,783,400	0	17,977
Agriculture_Forestry	384.3	417.5	7,462	0	96
Mining	25.2	24.5	0	0	13
Public	264.1	268.4	1,672,122	0	2,454
School	303.4	312.8	2,027,519	0	2,925
Parking	41.9	43.7	881,357	0	42
Open Space	75.1	86.7	5,987	0	0
Vacant	1,996.2	1,884.0	646,550	0	0
Unknown	261.5	261.7	1,629,877	0	2,833
Total	8,952.9	9,181.3	42,102,823	13,834	51,387

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE C-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - BALANCE OF CORRIDOR

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	3,034.6	3,188.1	na	12,054	0
Multifamily Residential	331.1	372.9	na	10,775	0
Hotel_Motel	41.7	42.9	1,033,517	0	1,489
Industrial	811.5	795.4	11,422,359	0	22,278
Retail	575.2	585.1	12,722,131	0	12,941
Office	807.1	897.6	11,043,957	0	22,391
Agriculture_Forestry	384.3	417.5	7,462	0	96
Mining	25.2	24.5	0	0	13
Public	264.1	268.4	1,672,122	0	2,454
School	303.4	312.8	2,027,519	0	5,604
Parking	41.9	43.7	881,357	0	42
Open Space	75.1	86.7	5,987	0	0
Vacant	1,996.2	1,884.0	646,550	0	0
Other	261.5	261.7	1,629,877	0	2,833
Total	8,952.9	9,181.3	43,092,838	22,830	70,141

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE D-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING LAND USE AND DEVELOPMENT - CORRIDOR TOTAL

Land Use	Acres	Acres Calc	Commercial Square Feet	Housing Units	Estimated Employment
Single Family Residential	3280.0	3443.3	na	9,148	0
Multifamily Residential	441.8	485.9	na	7,801	0
Hotel_Motel	57.8	58.7	1,510,530	0	1,778
Industrial	1052.1	1034.2	15,441,654	0	15,443
Retail	946.4	961.5	21,389,086	0	21,576
Office	1010.6	1104.8	13,885,506	0	23,558
Agriculture_Forestry	448.0	482.7	7,462	0	112
Mining	94.6	107.1	29,932	0	48
Public	299.7	304.0	1,846,753	0	2,855
School	323.6	332.8	2,103,441	0	3,015
Parking	182.0	104.5	2,362,648	0	102
Open Space	127.0	133.8	25,867	0	0
Vacant	2193.2	2085.6	687,184	0	0
Other	261.5	261.7	1,629,877	0	2,833
Total	10718.4	10900.6	60,919,940	16,949	71,320

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE D-2
NO BUILD ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - CORRIDOR TOTAL

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	4109.1	3945.0	na	12,657	0
Multifamily Residential	542.0	634.2	na	12,827	0
Hotel_Motel	77.8	78.7	1,522,084	0	2,051
Industrial	1377.4	1357.5	15,334,884	0	26,190
Retail	1342.6	1375.1	19,905,262	0	21,240
Office	1180.8	1285.4	15,931,464	0	27,435
Agriculture_Forestry	448.0	482.7	7,462	0	112
Mining	94.6	107.1	29,932	0	48
Public	340.2	343.9	1,848,062	0	2,855
School	323.6	332.8	2,103,441	0	5,694
Parking	179.0	101.5	754,273	0	102
Open Space	448.9	547.6	0	0	0
Vacant	0.6	0.6	0	0	0
Other	261.5	261.7	1,629,877	0	2,833
Total	10726.2	10853.6	59,066,740	25,484	88,560

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE D-3
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE AND DEVELOPMENT - CORRIDOR TOTAL

Land Use	Acres	Acres Calc	Sq Feet	Housing Units	Estimated Employment
Single Family Residential	3308	3471	na	13,082	0
Multifamily Residential	536	580	na	15,748	0
Hotel_Motel	62	63	1,600,025	0	2,156
Industrial	976	957	15,337,226	0	26,194
Retail	957	972	22,990,390	0	24,532
Office	1042	1136	15,593,788	0	32,224
Agriculture_Forestry	448	483	7,462	0	112
Mining	95	107	29,932	0	48
Public	300	304	1,844,825	0	2,850
School	324	333	2,103,441	0	5,694
Parking	174	98	2,362,648	0	320
Open Space	132	143	25,867	0	0
Vacant	2104	1993	687,184	0	0
Other	261	262	1,629,877	0	2,833
Total			64,212,666	28,831	96,962

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - PLAZA STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	902,800	3,005,900	3,908,700	3,434,100	0
Hotel_Motel	4,017,000	30,506,950	34,523,950	8,598,955	19,702,656
Industrial	22,803,610	14,348,780	37,152,390	11,709,790	2,463,435
Retail	26,738,980	48,911,110	75,650,090	63,616,707	33,413,314
Office	25,441,180	121,567,840	147,009,020	104,885,220	4,970,337
Agriculture_Forestry	0	0	0	0	26,636
Mining	0	0	0	0	0
Public	2,183,600	6,122,200	8,305,800	5,914,300	657,579
School	0	0	0	0	0
Parking	9,609,510	7,849,230	17,458,740	17,630,940	0
Open Space	897,800	5,093,200	5,991,000	5,587,020	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	92,594,480	237,405,210	329,999,690	221,377,032	61,233,957

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - PLAZA STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	4,490,094	18,755,900	23,245,994	22,771,394	0
Hotel_Motel	3,095,400	30,307,050	33,402,450	7,477,455	16,195,572
Industrial	22,584,810	14,256,880	36,841,690	11,399,090	2,167,590
Retail	28,525,738	63,451,810	91,977,548	79,603,465	55,209,314
Office	27,580,274	152,147,740	179,728,014	121,928,267	7,930,413
Agriculture_Forestry	0	0	0	0	27,808
Mining	0	0	0	0	0
Public	2,183,600	6,122,200	8,305,800	5,914,300	657,579
School	0	0	0	0	0
Parking	3,236,764	7,849,230	11,085,994	11,258,194	0
Open Space	1,984,859	5,093,200	7,078,059	6,674,079	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	93,681,539	297,984,010	391,665,549	267,026,244	82,188,276

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-3
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - CONVENTION CENTER STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	1,016,000	4,747,000	5,763,000	1,395,900	0
Hotel_Motel	4,798,800	10,089,855	14,888,655	14,976,355	20,436,624
Industrial	3,452,310	1,489,100	4,941,410	2,602,130	2,156,686
Retail	10,646,440	16,911,090	27,557,530	21,305,456	36,685,862
Office	8,011,860	28,440,850	36,452,710	29,343,839	4,383,784
Agriculture_Forestry	19,040	0	19,040	0	12,909
Mining	0	0	0	0	165
Public	227,200	609,300	836,500	836,500	184,600
School	0	0	0	0	0
Parking	15,179,810	590,600	15,770,410	12,944,360	0
Open Space	75,140,000	0	75,140,000	0	0
Vacant	377,470	0	377,470	355,420	0
Other	0	0	0	0	0
Total	118,868,930	62,877,795	181,746,725	83,759,960	63,860,631

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-4
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - CONVENTION CENTER STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	5,247,980	18,207,000	23,454,980	19,087,880	0
Hotel_Motel	4,798,800	10,089,855	14,888,655	14,976,355	20,436,624
Industrial	3,160,160	1,367,450	4,527,610	2,188,330	1,628,142
Retail	11,142,381	28,684,870	39,827,251	33,575,177	46,935,162
Office	10,123,790	63,140,700	73,264,490	46,344,579	6,979,248
Agriculture_Forestry	19,040	0	19,040	0	16,532
Mining	0	0	0	0	165
Public	227,200	609,300	836,500	836,500	184,600
School	0	0	0	0	0
Parking	9,701,391	590,600	10,291,991	7,465,941	0
Open Space	75,140,000	0	75,140,000	0	0
Vacant	377,470	0	377,470	355,420	0
Other	0	0	0	0	0
Total	119,938,212	122,689,775	242,627,987	124,830,182	76,180,473

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-5
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - TRENT STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	298,300	212,880	511,180	329,300	0
Multifamily Residential	22,500	49,600	72,100	72,100	0
Hotel_Motel	871,530	2,492,470	3,364,000	3,364,000	7,513,560
Industrial	8,694,590	6,437,000	15,131,590	8,809,070	6,306,975
Retail	3,339,460	6,935,560	10,275,020	8,614,520	20,077,670
Office	1,556,340	7,268,190	8,824,530	6,400,330	2,725,756
Agriculture_Forestry	0	0	0	0	10,907
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	4,467,050	69,850	4,536,900	0	275,800
Parking	1,424,930	152,860	1,577,790	1,143,590	0
Open Space	0	0	0	0	0
Vacant	1,081,710	0	1,081,710	1,080,580	0
Other	0	0	0	0	0
Total	21,756,410	23,618,410	45,374,820	29,813,490	36,910,669

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-6
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - TRENT STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	298,300	212,880	511,180	329,300	0
Multifamily Residential	3,719,965	52,549,600	56,269,565	56,269,565	0
Hotel_Motel	871,530	2,492,470	3,364,000	3,364,000	7,513,560
Industrial	4,210,295	3,144,700	7,354,995	4,193,735	3,037,758
Retail	4,085,371	22,576,090	26,661,461	25,000,961	44,605,370
Office	2,169,433	38,593,890	40,763,323	22,451,677	5,919,156
Agriculture_Forestry	0	0	0	0	14,438
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	4,467,050	69,850	4,536,900	0	275,800
Parking	1,395,051	152,860	1,547,911	1,113,711	0
Open Space	0	0	0	0	0
Vacant	1,081,710	0	1,081,710	1,080,580	0
Other	0	0	0	0	0
Total	22,298,705	119,792,340	142,091,045	113,803,528	61,366,082

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-7
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - NAPA STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	1,036,010	3,977,000	5,013,010	4,388,810	0
Multifamily Residential	136,930	882,000	1,018,930	904,780	0
Hotel_Motel	195,250	144,850	340,100	340,100	7,509,348
Industrial	870,810	3,720,300	4,591,110	4,606,510	4,003,166
Retail	1,334,550	3,488,400	4,822,950	4,708,572	18,315,957
Office	1,093,450	4,486,320	5,579,770	4,657,970	3,204,692
Agriculture_Forestry	0	0	0	0	13,232
Mining	0	0	0	0	0
Public	142,000	530,400	672,400	259,000	138,093
School	10,650	45,150	55,800	0	20,563
Parking	199,710	17,200	216,910	216,910	0
Open Space	0	0	0	0	0
Vacant	468,740	11,900	480,640	452,360	0
Other	0	0	0	0	0
Total	5,488,100	17,303,520	22,791,620	20,535,012	33,205,050

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-8
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - NAPA STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	1,227,809	5,727,000	6,954,809	6,330,609	0
Multifamily Residential	538,795	10,882,000	11,420,795	11,306,645	0
Hotel_Motel	195,250	144,850	340,100	340,100	7,509,348
Industrial	818,210	3,706,700	4,524,910	4,540,310	3,741,910
Retail	1,259,083	7,325,000	8,584,083	8,565,805	20,885,557
Office	1,207,193	14,911,520	16,118,713	9,878,846	4,288,560
Agriculture_Forestry	0	0	0	0	15,019
Mining	0	0	0	0	0
Public	113,600	517,700	631,300	217,900	125,561
School	10,650	45,150	55,800	0	20,563
Parking	199,710	17,200	216,910	216,910	0
Open Space	0	0	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	5,570,300	43,277,120	48,847,420	41,397,125	36,586,517

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-9
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - EAST CENTRAL STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	951,270	4,247,200	5,198,470	4,622,664	0
Multifamily Residential	38,400	132,000	170,400	170,400	0
Hotel_Motel	0	0	0	0	0
Industrial	2,599,300	13,174,100	15,773,400	15,962,300	14,569,869
Retail	2,451,670	4,967,940	7,419,610	7,209,988	32,548,913
Office	2,367,830	8,119,400	10,487,230	10,487,230	4,335,432
Agriculture_Forestry	0	0	0	0	26,955
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	1,588,340	231,800	1,820,140	1,820,140	0
Open Space	0	0	0	0	0
Vacant	220,990	37,600	258,590	258,590	0
Other	0	0	0	0	0
Total	10,217,800	30,910,040	41,127,840	40,531,312	51,481,169

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-10
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - EAST CENTRAL STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	951,270	4,247,200	5,198,470	4,622,664	0
Multifamily Residential	460,190	5,332,000	5,792,190	5,792,190	0
Hotel_Motel	0	0	0	0	0
Industrial	2,515,200	13,159,500	15,674,700	15,863,600	14,331,824
Retail	2,373,507	10,606,740	12,980,247	12,770,625	34,511,313
Office	2,447,522	18,455,800	20,903,322	15,500,376	5,476,704
Agriculture_Forestry	0	0	0	0	29,705
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	1,588,340	231,800	1,820,140	1,820,140	0
Open Space	0	0	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	10,336,029	52,033,040	62,369,069	56,369,595	54,349,546

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-11
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - FAIRGROUNDS STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	459,580	1,926,400	2,385,980	2,174,880	0
Multifamily Residential	275,730	2,374,300	2,650,030	2,650,030	0
Hotel_Motel	252,900	269,400	522,300	522,300	118,800
Industrial	1,775,620	6,423,000	8,198,620	7,773,820	9,065,653
Retail	3,505,300	5,816,700	9,322,000	9,322,000	27,332,583
Office	1,654,900	3,657,700	5,312,600	3,594,100	3,665,747
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	834,700	860,000	1,694,700	0	37,960
School	0	0	0	0	0
Parking	76,900	1,600	78,500	78,500	0
Open Space	0	0	0	0	0
Vacant	262,150	0	262,150	262,150	0
Other	0	0	0	0	0
Total	9,097,780	21,329,100	30,426,880	26,377,780	40,220,742

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-12
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - FAIRGROUNDS STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	2,805,271	27,651,400	30,456,671	30,245,571	0
Multifamily Residential	2,382,065	47,374,300	49,756,365	49,756,365	0
Hotel_Motel	252,900	269,400	522,300	522,300	118,800
Industrial	1,334,220	6,023,500	7,357,720	7,357,720	7,590,014
Retail	5,230,659	48,282,760	53,513,419	53,513,419	85,219,283
Office	1,654,900	3,657,700	5,312,600	3,594,100	3,665,747
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	834,700	860,000	1,694,700	0	37,960
School	0	0	0	0	0
Parking	76,900	1,600	78,500	78,500	0
Open Space	0	0	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	14,571,615	134,120,660	148,692,275	145,067,975	96,631,803

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-13
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - PARK STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	876,300	1,919,400	2,795,700	2,387,800	0
Multifamily Residential	0	0	0	0	0
Hotel_Motel	0	0	0	0	0
Industrial	243,160	425,600	668,760	668,760	343,832
Retail	4,627,720	4,533,500	9,161,220	9,161,220	25,956,111
Office	2,070,330	3,538,650	5,608,980	5,243,530	1,739,890
Agriculture_Forestry	0	0	0	0	0
Mining	1,036,190	366,600	1,402,790	1,402,790	183,810
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	232,740	0	232,740	232,740	0
Open Space	0	0	0	0	0
Vacant	1,173,210	0	1,173,210	1,148,310	0
Other	0	0	0	0	0
Total	10,259,650	10,783,750	21,043,400	20,245,150	28,223,642

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-14
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - PARK STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	876,300	1,919,400	2,795,700	2,387,800	0
Multifamily Residential	0	0	0	0	0
Hotel_Motel	0	0	0	0	0
Industrial	243,160	425,600	668,760	668,760	343,832
Retail	4,735,264	6,493,700	11,228,964	11,228,964	29,223,111
Office	2,124,102	6,152,250	8,276,352	6,577,216	2,025,208
Agriculture_Forestry	0	0	0	0	1,375
Mining	1,036,190	366,600	1,402,790	1,402,790	183,810
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	232,740	0	232,740	232,740	0
Open Space	0	0	0	0	0
Vacant	1,026,559	0	1,026,559	1,004,771	0
Other	0	0	0	0	0
Total	10,274,315	15,357,550	25,631,865	23,503,042	31,777,335

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-15
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - ARGONNE STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	920,370	1,600,100	2,520,470	2,197,820	0
Multifamily Residential	336,170	2,171,930	2,508,100	2,505,100	0
Hotel_Motel	0	0	0	0	0
Industrial	782,720	1,950,430	2,733,150	2,733,150	4,867,653
Retail	4,177,280	6,279,870	10,457,150	10,461,450	35,954,400
Office	3,576,070	6,835,570	10,411,640	11,399,100	5,998,516
Agriculture_Forestry	0	0	0	0	31,344
Mining	0	0	0	0	0
Public	29,400	0	29,400	29,400	0
School	192,220	1,920,200	2,112,420	0	128,800
Parking	396,750	23,500	420,250	420,250	0
Open Space	0	0	0	0	0
Vacant	2,141,750	0	2,141,750	2,046,110	0
Other	0	0	0	0	0
Total	12,552,730	20,781,600	33,334,330	31,792,380	46,980,712

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-16
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - ARGONNE STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	920,370	1,600,100	2,520,470	2,197,820	0
Multifamily Residential	336,170	2,171,930	2,508,100	2,505,100	0
Hotel_Motel	0	0	0	0	0
Industrial	217,320	1,861,430	2,078,750	2,078,750	4,003,916
Retail	4,767,843	12,950,770	17,718,613	17,722,913	44,032,400
Office	3,973,186	12,062,770	16,035,956	14,211,258	6,569,152
Agriculture_Forestry	0	0	0	0	34,094
Mining	0	0	0	0	0
Public	29,400	0	29,400	29,400	0
School	192,220	1,920,200	2,112,420	0	128,800
Parking	483,394	23,500	506,894	506,894	0
Open Space	0	0	0	0	0
Vacant	1,776,200	0	1,776,200	1,702,758	0
Other	0	0	0	0	0
Total	12,696,103	32,590,700	45,286,803	40,954,893	54,768,361

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-17
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - UNIVERSITY CITY STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	1,306,980	5,191,900	6,498,880	5,957,880	0
Multifamily Residential	592,140	5,888,550	6,480,690	6,480,590	0
Hotel_Motel	0	0	0	0	0
Industrial	598,590	1,489,600	2,088,190	2,088,190	2,598,611
Retail	8,451,330	11,134,180	19,585,510	19,530,610	18,931,108
Office	2,164,630	5,691,600	7,856,230	5,609,130	2,943,989
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	277,760	8,000	285,760	285,760	0
Open Space	0	0	0	0	0
Vacant	815,870	6,800	822,670	746,620	0
Other	0	0	0	0	0
Total	14,207,300	29,410,630	43,617,930	40,698,780	24,473,708

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-18
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - UNIVERSITY CITY STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,196,466	9,566,900	11,763,366	11,222,366	0
Multifamily Residential	3,387,668	50,888,550	54,276,218	54,276,118	0
Hotel_Motel	0	0	0	0	0
Industrial	598,590	1,489,600	2,088,190	2,088,190	2,598,611
Retail	4,785,251	79,801,702	84,586,953	84,532,053	125,205,805
Office	2,495,643	30,247,800	32,743,443	16,962,422	4,980,015
Agriculture_Forestry	0	0	0	0	1,375
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	1,294,316	8,000	1,302,316	1,302,316	0
Open Space	338,852	0	338,852	338,852	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	15,096,786	172,002,552	187,099,338	170,722,317	132,785,806

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-19
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - PINES STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,679,000	5,476,800	8,155,800	7,939,400	0
Multifamily Residential	1,042,610	5,978,100	7,020,710	6,353,110	0
Hotel_Motel	0	0	0	0	0
Industrial	263,500	703,200	966,700	767,800	962,711
Retail	7,184,300	11,836,000	19,020,300	19,020,300	80,106,558
Office	2,024,730	2,734,990	4,759,720	3,962,906	2,506,423
Agriculture_Forestry	0	0	0	0	26,246
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	477,500	54,800	532,300	522,916	0
Open Space	0	0	0	0	0
Vacant	820,310	0	820,310	595,510	0
Other	0	0	0	0	0
Total	14,491,950	26,783,890	41,275,840	39,161,942	83,601,938

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-20
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - PINES STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,679,000	5,476,800	8,155,800	7,939,400	0
Multifamily Residential	1,534,365	9,978,100	11,512,465	10,844,865	0
Hotel_Motel	0	0	0	0	0
Industrial	227,800	699,700	927,500	767,800	876,321
Retail	7,067,355	15,572,400	22,639,755	22,639,755	80,820,258
Office	1,775,030	2,590,690	4,365,720	3,568,906	1,991,776
Agriculture_Forestry	0	0	0	0	24,996
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	477,500	54,800	532,300	522,916	0
Open Space	0	0	0	0	0
Vacant	820,310	0	820,310	595,510	0
Other	0	0	0	0	0
Total	14,581,360	34,372,490	48,953,850	46,879,152	83,713,352

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-21
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - EVERGREEN STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,955,000	8,292,200	11,247,200	10,472,180	0
Multifamily Residential	545,310	2,446,590	2,991,900	2,991,900	0
Hotel_Motel	0	0	0	0	0
Industrial	113,600	114,800	228,400	228,400	337,084
Retail	7,879,920	15,992,360	23,872,280	23,254,680	98,495,804
Office	1,241,910	9,725,090	10,967,000	10,944,000	1,267,451
Agriculture_Forestry	0	0	0	0	18,259
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	75,700	0	75,700	75,700	0
Open Space	0	0	0	0	0
Vacant	115,000	0	115,000	77,100	0
Other	0	0	0	0	0
Total	12,926,440	36,571,040	49,497,480	48,043,960	100,118,598

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-22
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - EVERGREEN STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,955,000	8,292,200	11,247,200	10,472,180	0
Multifamily Residential	933,654	6,446,590	7,380,244	7,380,244	0
Hotel_Motel	0	0	0	0	0
Industrial	113,600	114,800	228,400	228,400	337,084
Retail	7,477,737	21,694,760	29,172,497	29,172,497	100,962,204
Office	1,410,586	14,336,570	15,747,156	13,216,578	1,653,548
Agriculture_Forestry	0	0	0	0	19,899
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	75,700	0	75,700	75,700	0
Open Space	0	0	0	0	0
Vacant	76,667	0	76,667	51,400	0
Other	0	0	0	0	0
Total	13,042,943	50,884,920	63,927,863	60,596,999	102,972,734

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-23
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - SULLIVAN STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,190,700	6,082,200	8,272,900	8,055,120	0
Multifamily Residential	1,900,900	22,708,500	24,609,400	24,758,600	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	16,234,710	19,881,500	36,116,210	36,116,210	111,633,364
Office	1,488,000	2,224,700	3,712,700	3,592,700	1,226,501
Agriculture_Forestry	0	0	0	0	7,082
Mining	0	0	0	0	0
Public	143,100	232,300	375,400	0	26,000
School	0	0	0	0	0
Parking	11,700	0	11,700	11,700	0
Open Space	0	0	0	0	0
Vacant	389,630	0	389,630	402,130	0
Other	0	0	0	0	0
Total	22,358,740	51,129,200	73,487,940	72,936,460	112,892,947

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-24
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - SULLIVAN STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	2,190,700	6,082,200	8,272,900	8,055,120	0
Multifamily Residential	4,875,005	58,708,500	63,583,505	63,732,705	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	13,297,420	25,701,400	38,998,820	38,998,820	111,085,764
Office	1,818,284	7,402,700	9,220,984	6,239,542	1,774,971
Agriculture_Forestry	0	0	0	0	9,084
Mining	0	0	0	0	0
Public	143,100	232,300	375,400	0	26,000
School	0	0	0	0	0
Parking	11,700	0	11,700	11,700	0
Open Space	450,622	0	450,622	450,622	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	22,786,831	98,127,100	120,913,931	117,488,509	112,895,820

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-25
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - BOGUE STATION

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Imp	Total		
Single Family Residential	3,524,000	7,916,400	11,440,400	11,979,240	0
Multifamily Residential	331,600	20	331,620	329,420	0
Hotel_Motel	0	0	0	0	0
Industrial	984,800	1,575,600	2,560,400	2,560,400	408,103
Retail	2,354,400	1,466,900	3,821,300	3,821,300	6,217,130
Office	42,100	47,600	89,700	71,900	27,824
Agriculture_Forestry	753,710	0	753,710	3,400	32,601
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	45,500	0	45,500	45,500	0
Open Space	0	0	0	0	0
Vacant	1,499,030	0	1,499,030	1,485,130	0
Other	0	0	0	0	0
Total	9,535,140	11,006,520	20,541,660	20,296,290	6,685,658

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-26
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - BOGUE STATION

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Imp	Total		
Single Family Residential	3,524,000	7,916,400	11,440,400	11,979,240	0
Multifamily Residential	331,600	20	331,620	329,420	0
Hotel_Motel	0	0	0	0	0
Industrial	984,800	1,575,600	2,560,400	2,560,400	408,103
Retail	2,282,841	10,769,980	13,052,821	13,052,821	19,050,030
Office	212,649	3,706,640	3,919,289	1,986,695	427,270
Agriculture_Forestry	753,710	0	753,710	3,400	34,389
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	45,500	0	45,500	45,500	0
Open Space	0	0	0	0	0
Vacant	1,499,030	0	1,499,030	1,485,130	0
Other	0	0	0	0	0
Total	9,634,130	23,968,640	33,602,770	31,442,605	19,919,791

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-27
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - APPLEWAY STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	430,000	834,600	1,264,600	1,137,500	0
Multifamily Residential	0	0	0	0	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	446,000	717,000	1,163,000	1,163,000	156,892
Office	0	0	0	0	0
Agriculture_Forestry	216,760	0	216,760	16,740	55,000
Mining	0	0	0	0	0
Public	112,500	243,000	355,500	355,500	90,870
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	1,135,697	0	1,135,697	1,131,313	0
Other	0	0	0	0	0
Total	2,340,957	1,794,600	4,135,557	3,804,053	302,762

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-28
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - APPLEWAY STATION

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	430,000	834,600	1,264,600	1,137,500	0
Multifamily Residential	177,050	15,000,000	15,177,050	15,177,050	0
Hotel_Motel	0	0	0	0	0
Industrial	0	0	0	0	0
Retail	516,434	11,593,820	12,110,254	12,110,254	18,372,092
Office	177,050	15,681,600	15,858,650	7,929,325	1,711,908
Agriculture_Forestry	216,760	0	216,760	16,740	63,250
Mining	0	0	0	0	0
Public	112,500	243,000	355,500	355,500	90,870
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	765,593	0	765,593	760,980	0
Other	0	0	0	0	0
Total	2,395,387	43,353,020	45,748,407	37,487,349	20,238,120

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-29
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - LIBERTY LAKE STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	2,742,500	19,224,700	21,967,200	21,967,200	0
Hotel_Motel	0	0	0	0	0
Industrial	7,421,700	23,749,300	31,171,000	31,170,800	22,747,237
Retail	3,041,900	4,184,200	7,226,100	7,226,100	23,143,924
Office	1,299,670	1,414,200	2,713,870	2,528,700	1,641,247
Agriculture_Forestry	0	0	0	0	0
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	5,652,210	0	5,652,210	4,871,110	0
Other	0	0	0	0	0
Total	20,157,980	48,572,400	68,730,380	67,763,910	47,532,408

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE E-30
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - LIBERTY LAKE STATION

	Market Value			Taxable	Estimated
Land Use	Land	Imp	Total	Value	Sales
Single Family Residential	0	0	0	0	0
Multifamily Residential	4,336,713	49,224,700	53,561,413	53,561,413	0
Hotel_Motel	797,107	10,890,000	11,687,107	11,687,107	9,408,960
Industrial	7,421,700	23,749,300	31,171,000	31,170,800	22,747,237
Retail	5,433,220	33,587,200	39,020,420	39,020,420	72,148,924
Office	2,734,462	24,936,600	27,671,062	15,007,296	4,209,109
Agriculture_Forestry	0	0	0	0	12,375
Mining	0	0	0	0	0
Public	0	0	0	0	0
School	0	0	0	0	0
Parking	0	0	0	0	0
Open Space	0	0	0	0	0
Vacant	0	0	0	0	0
Other	0	0	0	0	0
Total	20,723,201	142,387,800	163,111,001	150,447,035	108,526,605

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE F-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - ALL STATIONS

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	17,627,510	47,677,080	65,304,590	61,642,594	0
Multifamily Residential	9,883,590	69,609,190	79,492,780	74,013,230	0
Hotel_Motel	10,135,480	43,503,525	53,639,005	27,801,710	55,280,988
Industrial	50,604,310	75,600,810	126,205,120	91,681,120	70,831,014
Retail	102,413,960	163,056,310	265,470,270	244,532,113	568,969,591
Office	54,033,000	205,752,700	259,785,700	202,720,655	40,637,589
Agriculture_Forestry	989,510	0	989,510	20,140	261,171
Mining	1,036,190	366,600	1,402,790	1,402,790	183,975
Public	3,672,500	8,597,200	12,269,700	7,394,700	1,135,102
School	4,669,920	2,035,200	6,705,120	0	425,163
Parking	29,596,850	8,929,590	38,526,440	35,429,006	0
Open Space	76,037,800	5,093,200	81,131,000	5,587,020	0
Vacant	16,153,767	56,300	16,210,067	14,912,433	0
Other	0	0	0	0	0
Total	376,854,387	630,277,705	1,007,132,092	767,137,511	737,724,593

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE F-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND USE ASSESSED VALUE - ALL STATIONS

Land Use	Market Value Land	Market Value Imp	Market Value Total	Taxable Value	Estimated Sales
Single Family Residential	21,054,487	79,527,080	100,581,567	96,919,571	0
Multifamily Residential	32,751,314	345,519,190	378,270,504	372,790,954	0
Hotel_Motel	10,010,987	54,193,625	64,204,612	38,367,317	61,182,864
Industrial	44,429,865	71,574,760	116,004,625	85,105,885	63,812,340
Retail	102,980,105	399,093,002	502,073,107	481,507,950	888,266,588
Office	61,904,103	408,024,970	469,929,073	305,397,082	59,602,784
Agriculture_Forestry	989,510	0	989,510	20,140	304,338
Mining	1,036,190	366,600	1,402,790	1,402,790	183,975
Public	3,644,100	8,584,500	12,228,600	7,353,600	1,122,570
School	4,669,920	2,035,200	6,705,120	0	425,163
Parking	18,819,005	8,929,590	27,748,595	24,651,161	0
Open Space	77,914,332	5,093,200	83,007,532	7,463,552	0
Vacant	7,423,538	0	7,423,538	7,036,550	0
Other	0	0	0	0	0
Total	387,627,456	1,382,941,717	1,770,569,174	1,428,016,552	1,074,900,622

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE G-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - BALANCE OF CORRIDOR

Land Use	Market Value Land	Imp	Total	Taxable Value	Estimated Sales
Single Family Residential	154,174,580	513,649,820	667,824,400	638,487,168	0
Multifamily Residential	26,694,510	149,053,198	175,747,708	147,883,473	0
Hotel_Motel	13,718,790	41,183,990	54,902,780	52,762,380	107,856,252
Industrial	66,981,050	139,170,540	206,151,590	193,403,211	180,867,946
Retail	98,516,490	165,347,710	263,864,200	257,460,490	838,321,200
Office	98,049,030	450,168,610	548,217,640	307,299,117	141,262,540
Agriculture_Forestry	2,344,470	248,600	2,593,070	285,050	528,371
Mining	121,740	-40	121,700	121,700	66,780
Public	21,069,590	96,464,300	117,533,890	24,040,931	10,868,793
School	19,152,710	104,756,760	123,909,470	6,193,219	11,354,109
Parking	9,031,000	4,549,890	13,580,890	11,019,160	0
Open Space	6,279,280	32,060	6,311,340	41,730	0
Vacant	57,118,678	946,600	58,065,278	52,585,473	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	609,588,808	1,670,282,698	2,279,871,506	1,724,845,363	1,293,326,324

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE G-2
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - BALANCE OF CORRIDOR

Land Use	Market Value Land	Imp	Total	Taxable Value	Estimated Sales
Single Family Residential	187,138,455	1,148,978,570	1,336,117,025	1,306,779,793	0
Multifamily Residential	50,260,938	673,098,198	723,359,136	695,494,901	0
Hotel_Motel	15,586,659	74,493,115	90,079,774	87,939,374	136,635,336
Industrial	115,146,485	684,674,678	799,821,163	787,072,784	317,566,519
Retail	112,209,030	182,570,983	294,780,013	288,376,303	855,787,846
Office	118,240,890	946,675,473	1,064,916,363	603,310,571	170,070,189
Agriculture_Forestry	2,344,470	248,600	2,593,070	285,050	710,750
Mining	121,740	-40	121,700	121,700	66,780
Public	22,584,318	96,464,300	119,048,618	25,555,659	10,868,793
School	29,182,502	345,866,760	375,049,262	6,193,219	11,354,109
Parking	9,031,000	4,549,890	13,580,890	11,019,160	0
Open Space	11,606,368	32,060	11,638,428	5,368,818	0
Vacant	0	0	0	0	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	709,789,744	4,162,363,246	4,872,152,991	3,850,779,592	1,505,260,656

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE H-1
SPOKANE REGIONAL LIGHT RAIL SYSTEM
EXISTING ASSESSED VALUE - CORRIDOR TOTAL

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Imp	Total		
Single Family Residential	171,802,090	561,326,900	733,128,990	700,129,762	0
Multifamily Residential	36,578,100	218,662,388	255,240,488	221,896,703	0
Hotel_Motel	23,854,270	84,687,515	108,541,785	80,564,090	163,137,240
Industrial	117,585,360	214,771,350	332,356,710	285,084,331	251,698,960
Retail	200,930,450	328,404,020	529,334,470	501,992,603	1,407,290,791
Office	152,082,030	655,921,310	808,003,340	510,019,772	181,900,129
Agriculture_Forestry	3,333,980	248,600	3,582,580	305,190	789,542
Mining	1,157,930	366,560	1,524,490	1,524,490	250,755
Public	24,742,090	105,061,500	129,803,590	31,435,631	12,003,895
School	23,822,630	106,791,960	130,614,590	6,193,219	11,779,272
Parking	38,627,850	13,479,480	52,107,330	46,448,166	0
Open Space	82,317,080	5,125,260	87,442,340	5,628,750	0
Vacant	73,272,445	1,002,900	74,275,345	67,497,906	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	986,443,195	2,300,560,403	3,287,003,598	2,491,982,874	2,031,050,918

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE H-2
NO BUILD ALTERNATIVE
FUTURE LAND ASSESSED VALUE - CORRIDOR TOTAL

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Imp	Total		
Single Family Residential	184,937,411	1,175,314,400	1,360,251,811	1,327,252,583	0
Multifamily Residential	55,395,659	721,287,388	776,683,047	743,339,262	0
Hotel_Motel	24,874,471	113,640,640	138,515,111	110,537,416	188,152,740
Industrial	157,820,587	752,121,350	909,941,937	862,669,558	383,081,035
Retail	199,672,514	312,467,305	512,139,819	484,797,952	1,369,490,791
Office	166,596,962	1,121,161,310	1,287,758,272	769,087,435	207,294,479
Agriculture_Forestry	3,333,980	248,600	3,582,580	305,190	789,542
Mining	1,157,930	366,560	1,524,490	1,524,490	250,755
Public	24,742,090	105,061,500	129,803,590	31,435,631	12,003,895
School	33,852,422	347,901,960	381,754,382	6,193,219	11,779,272
Parking	38,627,850	13,479,480	52,107,330	46,448,166	0
Open Space	82,317,080	5,125,260	87,442,340	5,628,750	0
Vacant	8,730,229	56,300	8,786,529	7,875,884	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	1,018,396,075	4,672,942,713	5,691,338,788	4,430,357,797	2,175,042,843

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

TABLE H-3
LIGHT RAIL ALTERNATIVE
FUTURE LAND ASSESSED VALUE - CORRIDOR TOTAL

Land Use	Market Value			Taxable Value	Estimated Sales
	Land	Imp	Total		
Single Family Residential	208,192,942	1,228,505,650	1,436,698,592	1,403,699,364	0
Multifamily Residential	83,012,252	1,018,617,388	1,101,629,640	1,068,285,855	0
Hotel_Motel	25,597,645	128,686,740	154,284,385	126,306,690	197,818,200
Industrial	159,576,350	756,249,438	915,825,788	872,178,669	381,378,859
Retail	215,189,135	581,663,985	796,853,120	769,884,253	1,744,054,434
Office	180,144,993	1,354,700,443	1,534,845,436	908,707,653	229,672,973
Agriculture_Forestry	3,333,980	248,600	3,582,580	305,190	1,015,088
Mining	1,157,930	366,560	1,524,490	1,524,490	250,755
Public	26,228,418	105,048,800	131,277,218	32,909,259	11,991,363
School	33,852,422	347,901,960	381,754,382	6,193,219	11,779,272
Parking	27,850,005	13,479,480	41,329,485	35,670,321	0
Open Space	89,520,700	5,125,260	94,645,960	12,832,370	0
Vacant	-57,118,678	0	-57,118,678	-57,118,678	0
Other	36,336,890	4,710,660	41,047,550	33,262,261	2,200,334
Total	1,032,874,985	5,545,304,964	6,578,179,949	5,214,640,917	2,580,161,278

Sources:
Spokane County Assessor's Office; David Evans & Associates; Applied Economics.

APPENDIX I

SOCIOECONOMIC AND REVENUE IMPACTS OF A PROPOSED LIGHT RAIL SYSTEM FOR SPOKANE, WASHINGTON

Comments and Questions on the DRAFT Report, Dated April 2005

Comments provided in italics by Marketek/Applied Economics, June/July 2005

Light Rail Steering Committee Meeting, 5 May 05:

1. Does the age of the data (Fig 2.1) impact the conclusions at all?

Not significantly. Although some studies and analyses are a decade old, many are more recent (2000 or later). If anything, the older analysis if revisited today would likely depict greater impacts than conveyed at the time of study given the impacts of rising fuel prices and increased commute times. These studies represent the most current research and relevant available.

2. Figure 2-1 has some isolated decreases in property values in proximity to transit stations. Please comment.

Research on transit development indicates that if you locate transit in an affluent residential area, property values may be negatively impacted. However, transitional, lower income neighborhoods and commercial areas generally experience a positive impact.

3. Suggest a similar summary table for LRT as that provided for BRT (Fig 2-4)

The referenced table was provided by a secondary source. Development of a similar table for LRT would require considerable time to prepare and is beyond the scope of this economic impact analysis. While it may provide a helpful visual, it would not add any value or contribute to the study conclusions.

4. Suggest station locations be labeled for clarity (Fig 2-5)

Yes, these will be labeled and better detailed.

5. Would the conclusions change significantly if the station locations were different?

Assuming that the station locations would be relocated within the existing light rail corridor the level of development would certainly be different from station to station, but not radically different for the corridor as a whole. The analysis is closely tied to vacant land and redevelopment potential around the station areas we analyzed. With the same size system and same number of stations in different locations, the development would be altered on a station by station basis depending on existing and potential new development.

6. Please explain why vacant land appreciates significantly more than that with a land use designated as parking (Fig 2-10)

This issue will be addressed in the report through refinements to the land use analysis.

7. Please explain why the number of existing parking related jobs (182 / Fig 2-11) decreases after full build-out (176 / Fig 2-15)

The decrease in jobs (-6) is due to some acreage that is currently in parking being reallocated to other uses and some surface parking turning to structures/decks. Employment in the parking category will in all likelihood increase slightly. This will be revisited in the final report.

8. What is the basis for assigned value associated with improvements for vacant land?

The assigned property values were input directly from baseline data provided by the Spokane County Assessor's Office. Certain properties were simply identified as Vacant. These likely include some parking lots. Any improvement no matter how minimal, such as a pay booth or parking meters, adds value.

9. Why were the summary results "surprising" to the authors?

They were surprising in that there were no preconceived notions of what to expect and no predetermined assumptions about the results. Analyzing both discrete station economic impacts and overall corridor economic impacts and building upon these results to develop fiscal impacts, it wasn't possible to conjecture what the cumulative results would be.

10. How are the overall conclusions affected in the context of Spokane being a smaller community than those cities whose data were used for comparison?

We factored in Spokane's smaller size in terms of the overall impact on land values and appreciation. We assumed that the increment of change would be less, i.e., we stayed on the lower end assuming smaller communities have smaller land value impacts. The economic multipliers are inherently relative to community size.

11. Is the projected economic impact to the Spokane region proportionally greater or smaller in relation to the region's overall economy than that experienced in typically larger cities?

Without making comparisons of multipliers for those same industries in other locations, it isn't possible to give a precise answer. The assumption being made in this question is that the industry-specific and geographically-specific multipliers used for Spokane are generally proportional to the size of the local economy. The size of a multiplier for any given industry is actually dependent on the number of local supplier industries that exist that are relevant to that industry. It is not strictly a matter of size of the economy, but also a matter of economic structure.

For example, a smaller city that specializes in manufacturing of wood kitchen cabinets (as a results of having one or two major employers of this type) would have a high multiplier for that industry but perhaps a much lower multiplier for most other manufacturing industries where there was no local specialization (or no local presence at all). A specific comparison of the multipliers impacts in other cities where transit studies have been performed is possible, but beyond the scope of work for this analysis.

In general, the economic impacts identified through this analysis are conservative. IE, we only evaluated TOD potential in a quarter mile radius of the station and only considered land that was vacant or significantly underdeveloped as developable. A more aggressive approach would have factored in potential additional economic impacts beyond the corridor.

12. How can you be sure the economic models used are applicable to the Spokane regional economy when the data is all derived from larger metropolitan areas?

The case studies were intended to be illustrative and did not directly impact this analysis at all. Rates of increase for land values provided insight to creating a similar ratio of increased values over time for Spokane. The economic multipliers used to calculate the impacts are specific to Spokane's economy and account for the types of business and consumer purchases that could be made locally. They are based on land use changes that are specific to the corridor relative to what the local SRTC is projecting will happen without light rail.

13. Are there other types of major public investments or public works projects that can be used to correlate predicted economic impacts to the Spokane region based on data derived from larger cities? A referenced study or examples would be useful.

We were unable to identify any comparative data from other communities regarding the differential impacts of large public facilities (stadiums, convention centers, etc) on cities of various sizes. To respond to this question fairly, we would need to understand the exact scale and location of a project and any linkages with other public investments and study the impacts over time of comparable facilities in cities of various sizes. It would require data on very similar projects in similar time periods in multiple cities including at least one the size of Spokane which would be difficult if not impossible to find. We also believe it would be a reach from a methodological standpoint to assume that the same differences in impacts due to size would necessarily apply to light rail.

14. Was there any validation of data from earlier studies by ZHA/Zimmerman-Volk and Crandall-Arambula before incorporating the conclusions into this report?

Yes. We carefully reviewed their methodology and found it to be sound. We concluded their assumptions were generally reasonable, and sought to ensure that their recommendations were consistent with the development and redevelopment potential that we saw from the parcel-based land use data for each station area. In most cases this analysis revealed a high level of consistency with current conditions, and the recommendations were used to guide the projections of transit oriented development (TOD).

In the cases of the Fairgrounds and University stations, the projections of TOD were increased from the levels reflected in the ZHA/Zimmerman-Volk study. The non-residential assumptions for University City were driven by the Crandall-Arambula study. However, the high-density multifamily development at University City was not taken to the density described in that study. Slightly less TOD was projected around the Trent station than described in the ZHA/Zimmerman-Volk Study.

15. Do the projected economic impacts represent a shift of what would otherwise occur elsewhere in the Spokane region or is it true growth? If so, can the real growth be better quantified?

ALSO See # 1 in NEXT SECTION
Based on the projections from the SRTC we have made every effort to represent only the real growth resulting from transit. That said, it is probable that at least some of the future growth would have occurred in other parts of the region and would simply be shifted as a result of light rail. There is no way to predict with certainty what economic impacts may occur in other areas and to absolutely eliminate this potential overlap. However, we have made every effort in our methodology to focus only on the type of growth that typically occurs in a rail corridor. Don't forget that there are numerous other factors influencing the Spokane region's competitiveness in the economic development arena and economic growth potential from business operating costs and labor force to community image and quality of life features.

Unfortunately, we were unable to obtain any long term economic trend data (comparing economic development with and without transit) from other smaller-size transit systems such as Portland and Sacramento to generalize about what economic expansion is directly attributable to transit.

16. Please explain the differences in Hotel-Motel jobs between the station at University City (0) and Liberty Lake (102 at build-out).

There is no hotel land identified in the University City station area and therefore, no hotel jobs to be generated. While there currently are not hotels around Liberty Lake, under the No Build alternative, 5 acres were identified under the light rail scenario at the confluence of the freeway and the rail line, based on information from the ZHA/Zimmerman-Volk report. *The difference in jobs is the result of the difference in the land use at build out.*

17. Please provide discussion or tabulated data that depicts the pattern of anticipated development within the corridor. Presumably, the majority of the overall growth will occur around station locations rather than uniformly along the corridor.

Yes, the majority of TOD will occur in the immediate vicinity of the stations. Appendix tables B, C and D compare current and future developed acres for the total of the stations, the balance of the corridor and the corridor total.

18. Is the net increase projected by jurisdiction simply proportional to the size of the jurisdiction?

No. It is based on the difference in existing and designated future land uses in station areas and the balance of the corridor.

19. By what methods has the issue of relative size of the Spokane regional economy been considered in applying data and models derived from larger metropolitan areas?

See the responses to similar questions, 10, 11, and 12 above. No 'models' were overlaid on Spokane. The analysis is based upon Spokane-specific data.

20. How was data projected for the mid-year point of 2015 when the Spokane Regional Transportation Council (Metropolitan Planning Organization) did not specifically provide data for that year?

In discussing this subject with SRTC staff during the course of the study, it was determined that the mid-point between the baseline year (2003) and forecast (2025) would be appropriate for the no build scenario. The data was derived from a straight-line extrapolation. The light rail scenario is based on 33 percent of TOD (the difference between the light rail and no build scenarios) occurring by 2015 and the remainder by 2025.

Spokane Transit Board of Directors Meeting, 19 May 05:

1. Does the development potential projected for Light Rail represent true regional growth or simply reflect a shift within the region?

SEE Q 15 above

2. The data upon which the conclusions are based is derived from cities with populations in excess of 1 million. How do you then appropriately apply that data to the smaller Spokane region?

There are no conclusions that stem directly from the examples of other transit systems. One assumption factored into the analysis for land value increases was derived in part from the experiences of other transit systems. In our review of established transit systems, we focused on smaller markets and were very cautious in assigning any relative importance from the experiences of other systems. In no case did we apply any absolute numbers or increases based upon reported impacts of other cities.

3. BRT was identified as "likely having no measurable impact on development". Is this because it is a transit strategy better suited for congestion and ridership relief than economic stimulation?

Yes. In some major transit markets where congestion is particularly severe, transit-oriented development has occurred around BRT stations. The BRT stations currently planned do not

appear to be more than a series of bus stops. In addition, a bus corridor is changeable and not conducive to long term development. Investors generally don't make development decisions based on the location of a bus route and bus stops.

4. Please comment as to the specific characteristics of BRT result that decrease its ability to contribute to economic development.

The BRT stations are essentially 'stops' along a roadway. They represent nonpermanent, easily moveable and unsubstantial development. For these reasons, there is no basis to stimulate economic activity.

5. By what means did you allow for that development which will occur in anticipation of light rail and that which will occur concurrently with or following implementation of light rail?

By 2015, the system would be complete. Since this was the first projection period, there was no way to show development occurring in anticipation of or concurrent with the implementation of light rail.

6. Is the conclusion that Spokane Valley will experience the greatest benefit from an investment in light rail simply based on it having a proportionally larger share of the project alignment and number of stations within its jurisdictional boundaries or is there some other indicator of greater economic potential?

To the extent that Spokane Valley has a larger proportion of the rail system and a greater number of stations than other jurisdictions, yes, it will experience more significant economic impacts. This conclusion is also closely linked to the fact that they have a greater proportion of vacant and redevelopable land, which enables them to capture more economic development and the resulting revenue potential. The revenue potential is also linked to the type of developable land (i.e. retail land will generate more revenue than office or industrial land)

7. Is there a relationship between economic development potential for a proposed light rail system and the projected ridership for that system?

Yes, we believe there is a relationship, though it wasn't captured or modeled explicitly. There is no direct link between acres of TOD and passengers in the economic model. However, the analysis phases development in over time which presumably would correspond to an increase of ridership. Certainly retail and personal services that are located proximate to stations and that are market driven would benefit from increased ridership. Office development may be less impacted by ridership.

8. To what extent does the increase in economic development depend upon an increase in system ridership? To what degree are the two related?

The analysis assumes there is some linkage and that is why the amount of transit-oriented development increases over time. We don't make a direct connection between a ridership variable and economic development in the model. We generally assume that ridership will increase over time.

9. If a jurisdiction's comprehensive plan were established/revised to reflect land uses that encouraged more clustered development rather than traditional strip development, would that significantly alter the conclusions of the report for that respective jurisdiction?

Yes, any land use change will to some extent alter the conclusions of the report. For example, if Spokane Valley alters its development from strip highway commercial to more concentrated nodal development, a greater amount/density of development can be supported. If this nodal development were concentrated around the rail stations, it would likely increase transit oriented development. If nodal development were concentrated away from the rail stations, it would likely decrease transit oriented development somewhat.

10. How would other, less quantifiable impacts related to quality of life resulting from an investment in light rail influence the overall conclusions?

Quality of life impacts are in addition to the economic and revenue impacts and have not been incorporated into this analysis. A social impact analysis might help ascertain the intangible impacts, but is not a part of this study. What has been concluded from other transit development is that the quality of life benefits anticipated and resulting from transit-oriented development (reduced congestion, cleaner air, pedestrian-friendliness, etc) help drive demand for transit.

Light Rail Technical Advisory Committee Meeting, 23 May 05:

1. What is the relationship between economic growth and population growth used in the report?

Population growth is generally linked to economic growth projections. Presumably, population forecasts are embedded in the baseline economic projection provided by SRTC. This analysis assessed only the economic impacts of transit as a change to the baseline forecast.

2. If the projected economic growth is real growth to the region's economy and not just a shift within the region, does it require or imply a greater population increase than already included in normal planning?

Yes. Population increases will be commensurate with economic growth. To the extent that the impact is NEW, then that would cause an increase in population. Baseline economic projections were obtained and utilized from the SRTC and presumably they incorporate an existing relationship between economic and population growth. Our analysis calculated an economic

impact over and above the baseline. While we have potentially measured the full job impact of transit, the impact on population numbers within the corridor or the region was not measured. It's likely that many people using the transit system will live outside the area.

Also, see #1 above.

3. The projected growth presumably includes the necessary construction of new housing, etc. to support that growth. Where is the sales tax revenue corresponding with that additional construction activity reflected in the data?

The analysis does not housing demand that may stem from economic (job) growth in the corridor, but rather considers residential development likely to occur within the corridor as a whole over time based on the amount of land that would likely develop as residential. There are many variables associated with housing demand and you cannot assume that for every new job created you need a new housing unit. The relationship between jobs and housing demand is complex depends on unemployment rates, availability of appropriate skilled workers, housing vacancy rates, relative housing costs in different parts of the region, and other factors. All of these factors change over time making it difficult if not impossible to reliable project housing growth throughout the region that may result from economic growth in the corridor. This type of projection is also not normally part of an economic impact analysis.

4. Are the additional jobs associated with the above construction considered direct or indirect impacts?

The jobs related to people building the rail system are direct construction jobs. There are also indirect construction jobs at local construction suppliers. Neither of these are part of the direct or indirect job impacts associated with transit oriented development, which represent the longer term impacts after construction is complete.

5. Is there a quantifiable relationship between projected ridership and economic development associated with a light rail system?

See # 8 in the previous section.

6. Is there a proportional relationship between regional population sizes and projected economic stimulus associated with an investment in light rail?

See Questions 10, 11, 12 in the first section of this appendix.

7. Was the economic growth unconstrained or limited by regional traffic capacity? Are there other constraints that would limit what would actually occur? Is there a constrained or unconstrained growth assumption?

Unconstrained by traffic capacity. No other assumptions regarding constraints were factored in. We do not know what constraints SRTC used in their economic projections, if any. Certainly, there are numerous factors affecting Spokane's competitiveness as a regional economic center. But it wasn't our role to measure those factors or to account for other uncertainties related to global economic shifts and developments. In terms of the transit corridor as whole, it benefits from a favorable situation with the readily available and largely undeveloped right of way land which is often a significant impediment for system development

General Questions and Comments:

1. Can we conclude that BRT is more effective in established corridors where investment is intended to enhance travel times (i.e. relieve congestion) rather than stimulate economic development?

YES, that is the conclusion.

2. The illustrative data contained in the box on page 5 should be moved to the section discussing impacts experienced in Portland, Oregon.

This has been addressed it the body of the report.

3. How consistent with common practice is the use of a factor of 1.5 times the land value in determining the potential for improvements?

An industry standard does not exist. However, we attempted to be consistent with the EIS analysis that used factors ranging from 1 to 2. We believe that a factor of 1.5 is reasonable and sound, producing realistic results.

4. Please include explanatory notes regarding the negative numbers contained in Fig 2-7.

The data in Figure 2-7 is from the SRTC. The new baseline data for 2003 has not been incorporated into the projections for 2025, resulting in some inconsistencies.

5. What is the difference between "net acres" and "net acres calculated" in Fig 2-12?

"Net acres" represent the acreage listed on the assessor's record for each parcel. "Net acres calculated" reflects the use of GIS to calculate the size of each parcel based on the digitized map. There were some differences between the assessor's records and calculated parcel sizes. In those cases, the calculated sizes based on GIS were assumed to be more accurate and were used in the analysis.

6. What is the likelihood that the net economic stimulus is overstated due to assuming growth at all station locations rather than at fewer, more successful locations?

Our analysis applied a consistent methodology for measuring economic change over time for a ¼ mile area at all 15 stations. It allowed for variation in the level of development based upon station-specific conditions. We believe this approach provides the best overall picture of the potential for the corridor and works against 'overestimating' economic stimulus. In reality, some stations will develop to a greater extent and some to a lesser extent than we projected. Some stations will come on line first and develop earlier than others. We took the approach that it was most important to get an accurate understanding of the overall potential by looking first at every station individually and then the impact of the stations collectively, for the corridor as a whole. The balance of development among stations will shift. Some stations naturally do have more potential than others. Some stations may not develop much at all due to land, land to value factors and other considerations. Although future development will likely be distributed differently than we can describe, we believe that applying a consistent methodology at all the stations to assess potential was the most valid approach to understanding overall economic change throughout the corridor.

7. Is there an equal likelihood of development at every station?

No. Development potential is impacted by land use, proximity to other stations, proximity to other development and related factors.

8. Please provide the source for data indicating existing employment in Liberty Lake being 6,712 (Fig 2-12).

The employment figure referenced for the City of Liberty Lake is based on land use. It represents only that part of Liberty Lake that falls within the corridor, but outside the station areas. This figure does not represent total employment for the City of Liberty Lake.

9. Recommend more consistent treatment of negative numbers, particularly within the same data table. Figure 3-5 uses both parentheses and a negative sign.

Amended.

10. The last sentence before Section 3.3 (pg 33) is confusing. Recommend it be restated for better clarity.

11. Figure 5-3 should have a "No-Build" scenario added for comparison purposes.

Amended.