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Introduction

Study Purpose

The Spokane Transit Authority (STA) in cooperation with the Spokane Regional Transportation Council (SRTC) is studying light rail transit (LRT) and bus rapid transit (BRT) as possible alternatives between downtown Spokane and the City of Liberty Lake. The transit modes being considered would travel through the "South Valley Corridor" of Eastern Spokane Valley.

Circulation Framework for the City of Liberty Lake in a location that maximizes transit supportive opportunities before the corridor alignment and station ideas are finalized during environmental and engineering phases of the transit project. It also helps the community visualize what "community mixed use" development would look like as described in the city's draft Comprehensive Plan.

The purpose of the study is to provide a conceptual land use and circulation framework plan for transit-oriented development at the Liberty Lake station area that will stimulate economic development. A corresponding study for the University City station segment is also being carried out.

The preferred strategy will increase transit ridership and stimulate approximately \$143 million in private investment.

The planning study provides an opportunity to develop a Land Use and



Station Areas

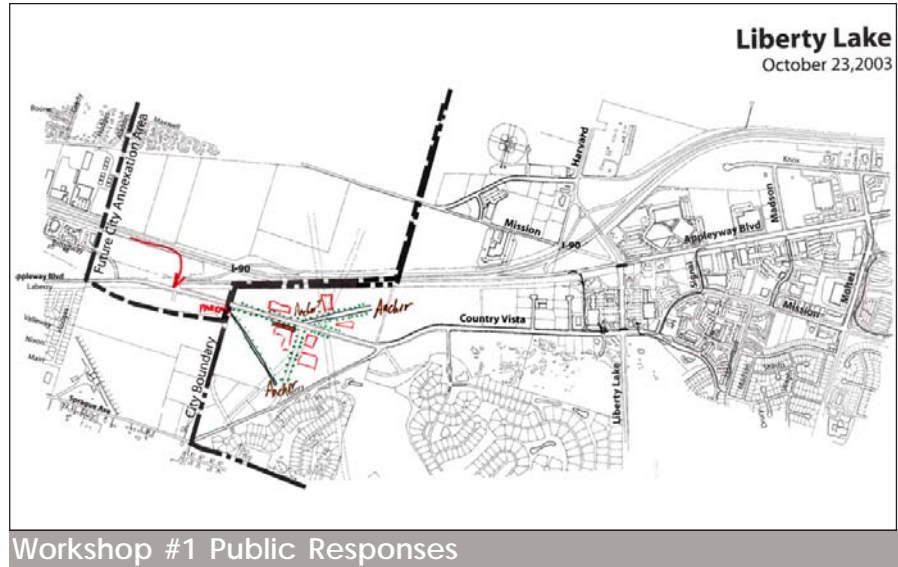
Project Summary

Study Process

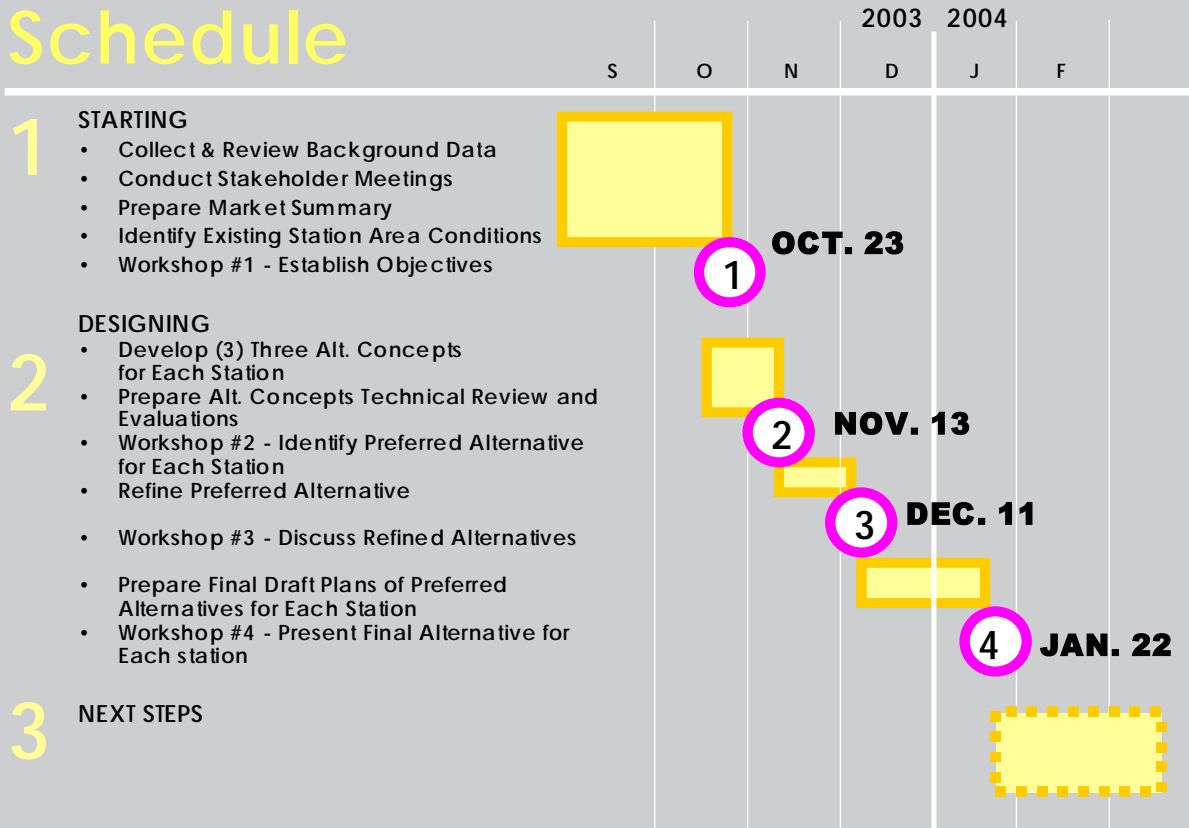
Over a period of four months, four public workshops were held with the general public. A number of meetings with key property owners, developers and city officials were held prior to each public workshop.

Guided by project objectives identified by the community at the first public workshop, three alternative land use and circulation framework concepts for the Liberty Lake station area were developed, reviewed, and evaluated. The preferred alternative was refined, and presented as a final draft plan.

A corresponding implementation strategy identifies the next steps to be taken by Spokane Regional Light Rail and by the community to begin to carry out the vision of desired development.



Schedule

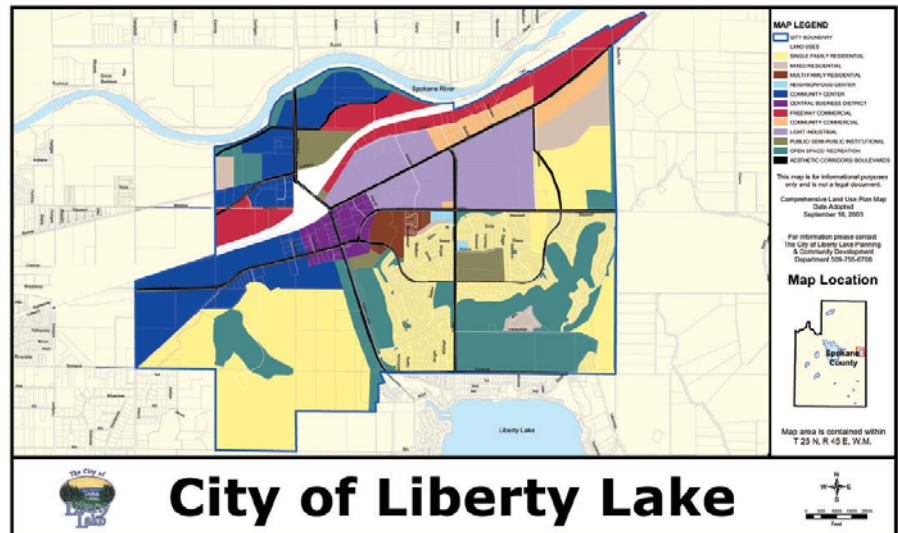


Project Summary

Background and Alternatives

Existing Plans and Policies

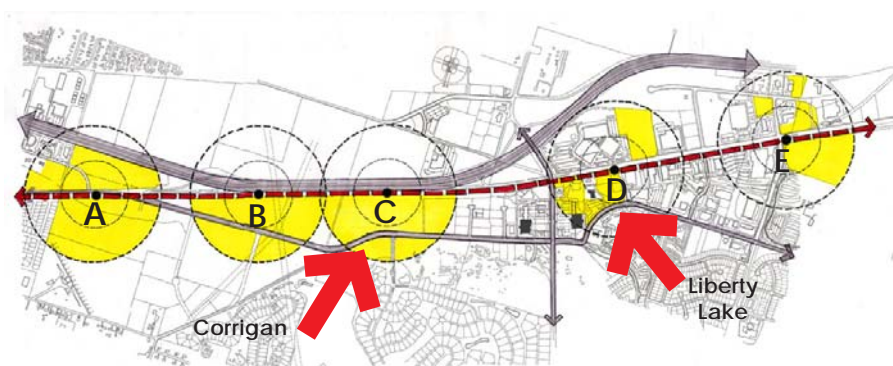
This study was based on: the draft Liberty Lake Comprehensive Plan currently being developed; market demographic information; transit alignment and station location for BRT and LRT systems alternatives identified by Spokane Light Rail Project; physical opportunities and constraints; and stakeholder input.



Background Information

Alignments and station locations

The study process included evaluating stations being considered by the Spokane Light Rail Project along with additional stations along both the Appleyway and Country Vista alignments. The study identified station areas with the greatest potential land area suitable for transit oriented development within a one-quarter mile walking distance of each station platform. Stations at Corrigan and Liberty Lake Boulevard were chosen for further refinement.



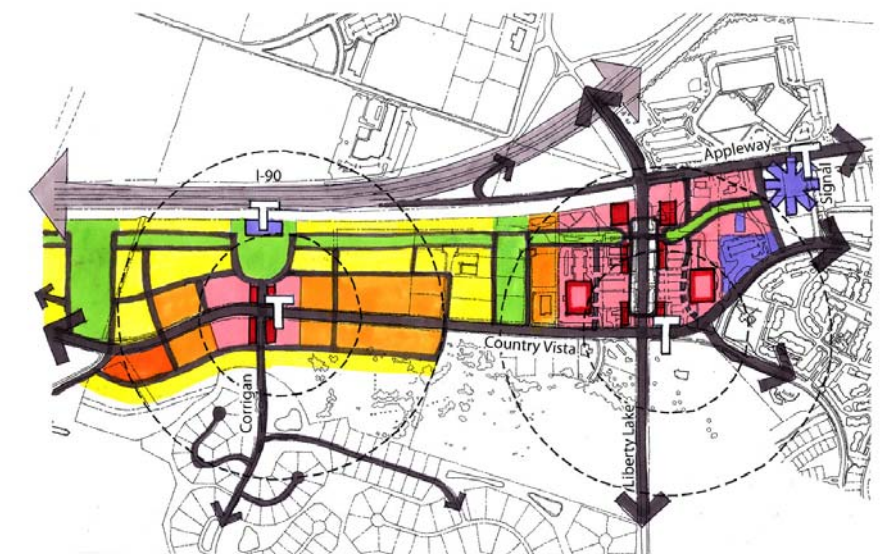
Alignment and Station Location

Transit supportive development options:

Alternatives for land use and circulation plans were developed. The concept preferred by the public was to focus development at Corrigan, considering the Liberty Lake Boulevard station as well.

Development at Corrigan focused on creating a neighborhood center for the overall TOD. The preferred alternative provided a mix of uses including retail, employment, and housing, located adjacent to an open space amenity connecting the Corrigan and Liberty Lake station areas.

These general concepts were then refined further into the final draft plan, and presented with an implementation strategy for carrying out the development vision.



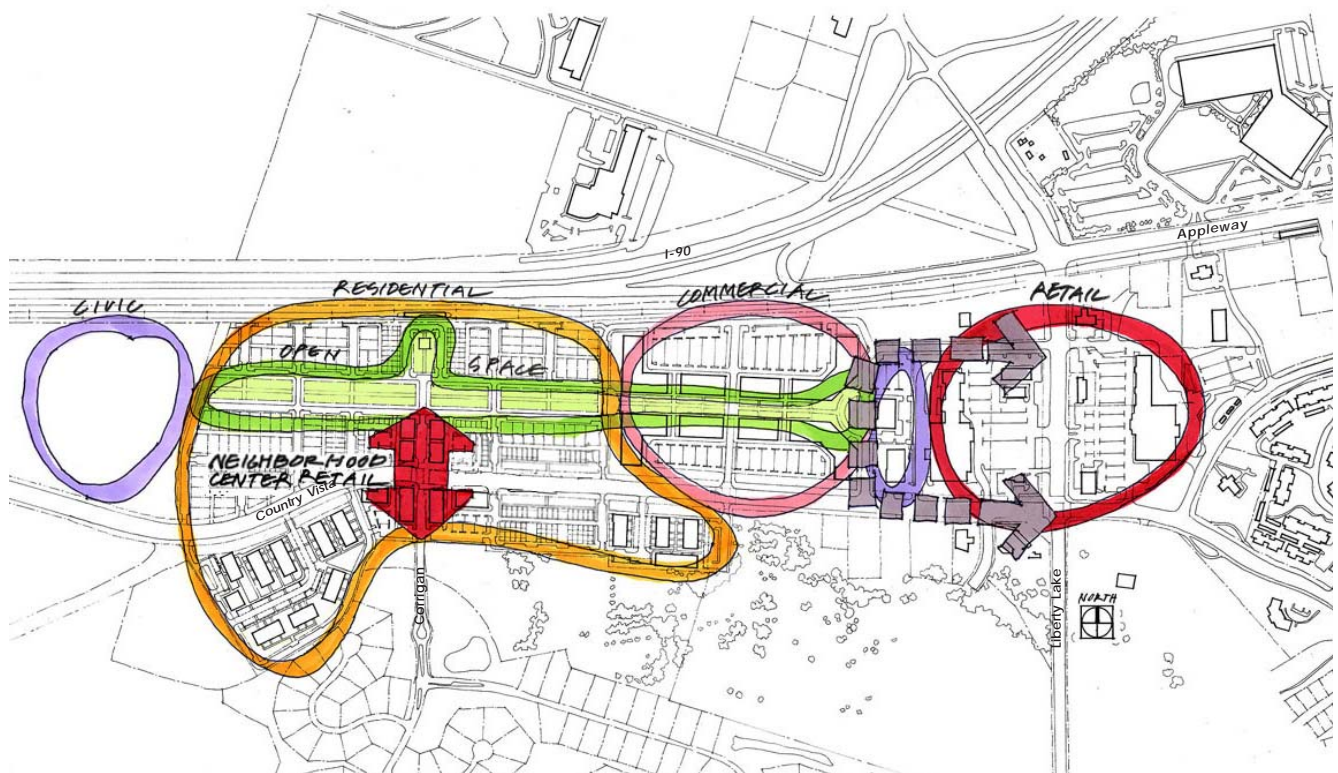
Transit-supportive development option

Project Summary

Fundamental Concept Diagram

The Liberty Lake TOD plan creates a new neighborhood retail street at Corrigan to complement rather than compete with the planned central business district (CBD) to the east at Liberty Lake Boulevard.

A linear open space of “park blocks” provides a focus for development of housing and employment, as well as an off-street ped/bike linkage to the retail areas and potential LRT or BRT station platforms.



Fundamental Concept Diagram

Framework

Illustrative Plan

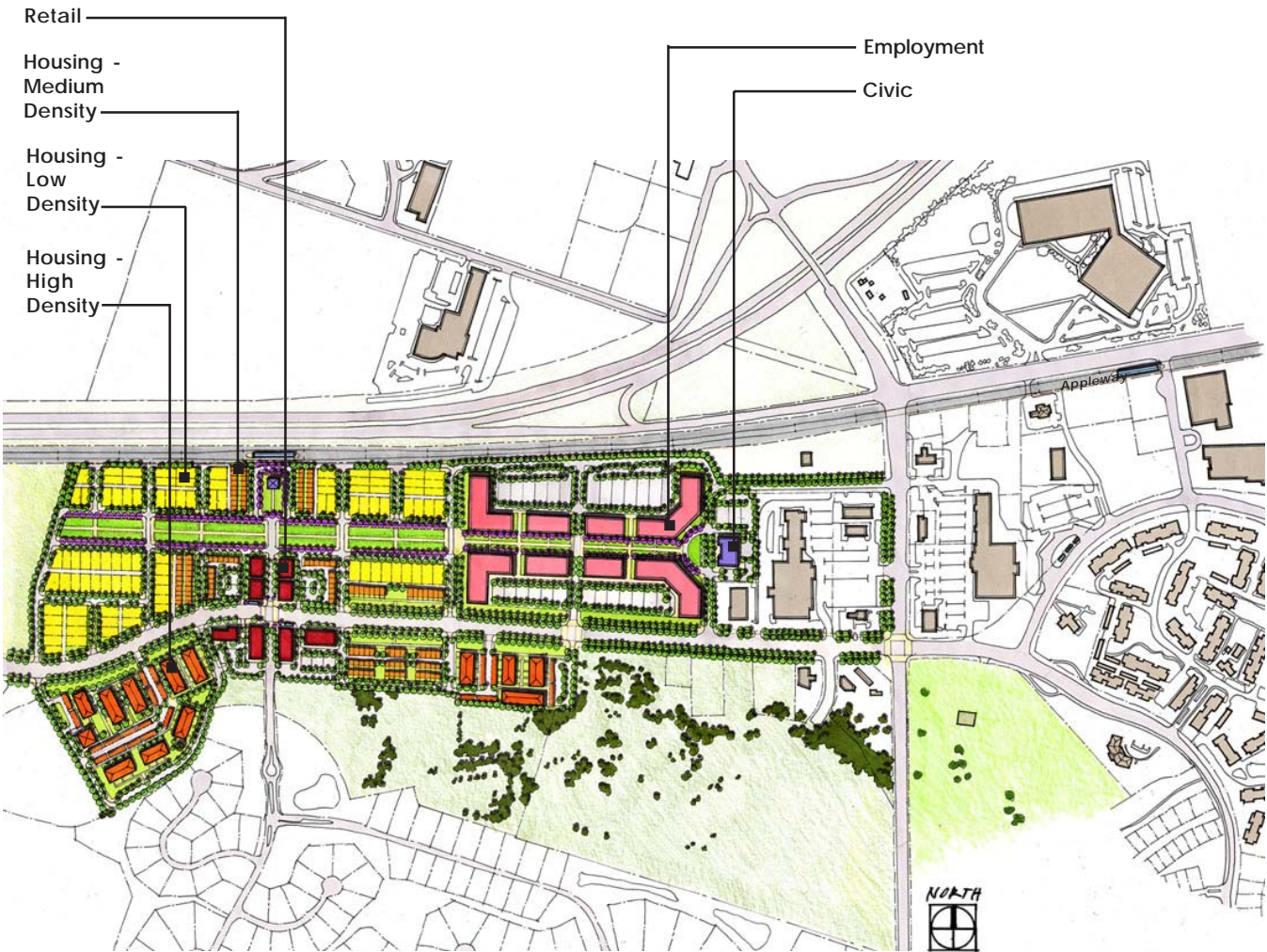
The draft conceptual plan for Liberty Lake is illustrated below. The plan works with either the Appleway or Country Vista alignment options, and adds a transit station in proximity to the North/South Retail Street at Corrigan in each case.

Development is expected to generate approximately (see table at right):

- 70,000 sf retail/commercial uses
- 236,000 sf employment uses
- 20,000 sf civic uses
- 650 residential units
- 2000 daily transit trips

TOD Transit Trip Estimate - Liberty Lake Station
Spokane South Valley Corridor Light Rail Project

Land Use	Floor Area (sf)	Residential Units	Jobs Generated	Trips Generated	Transit Trips
Retail/Commercial	69,300	-	277	6,897	690
Employment	236,000	-	236	5,872	587
Civic	16,500	-	33	821	82
High Density Residential	-	462	-	4,990	499
Medium Density Residential	-	94	-	1,015	102
Low Density Residential	-	95	-	1,026	103
Total	-	651	546	20,620	2,062



Framework

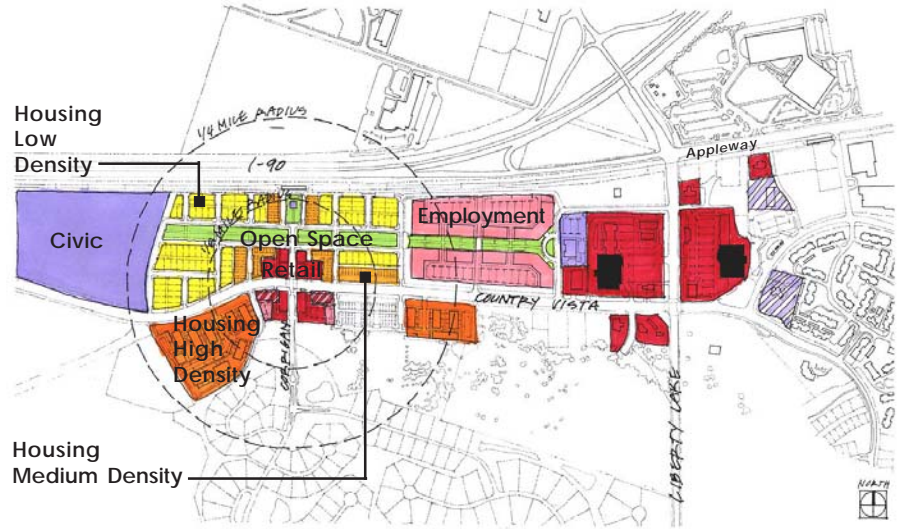
Land Use and Circulation Framework Plan

The final scheme for transit-oriented development at Liberty Lake includes two elements: land use and circulation, shown at right. Each is further illustrated and its contents described separately on the following pages.

Land Use

The Land Use Framework is an economically feasible development plan that has been *designed to succeed with or without the new transit system being built*.

Density is greatest near the station platforms. A mix of uses, a range of densities and building types appropriate to the Liberty Lake market are described on the following pages.

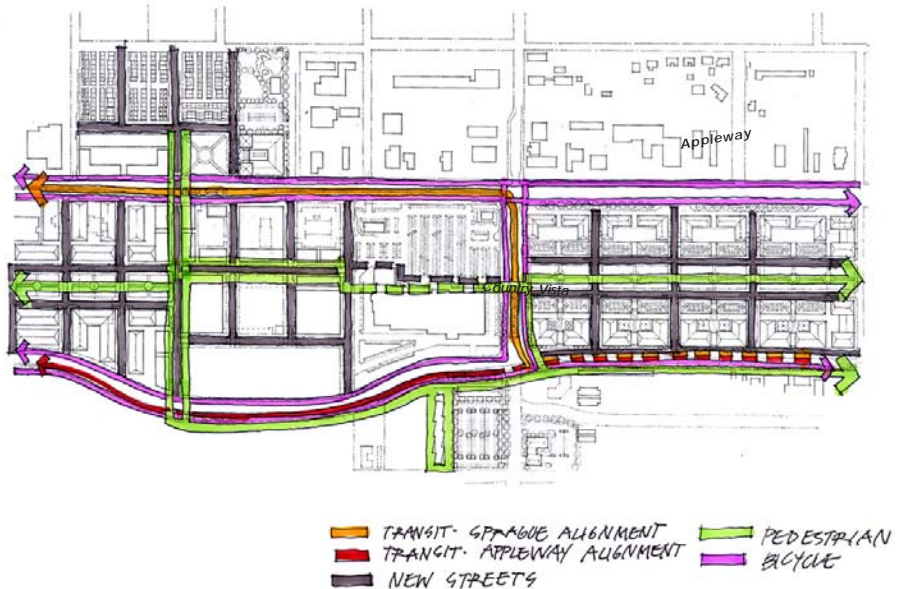


Land Use Framework

Housing Medium Density

Circulation

The Circulation Framework includes a variety of routes for pedestrian, bicycle, auto, truck and transit uses. The framework has been developed to accommodate vehicular travel yet is fundamentally biased toward the pedestrian as the priority.



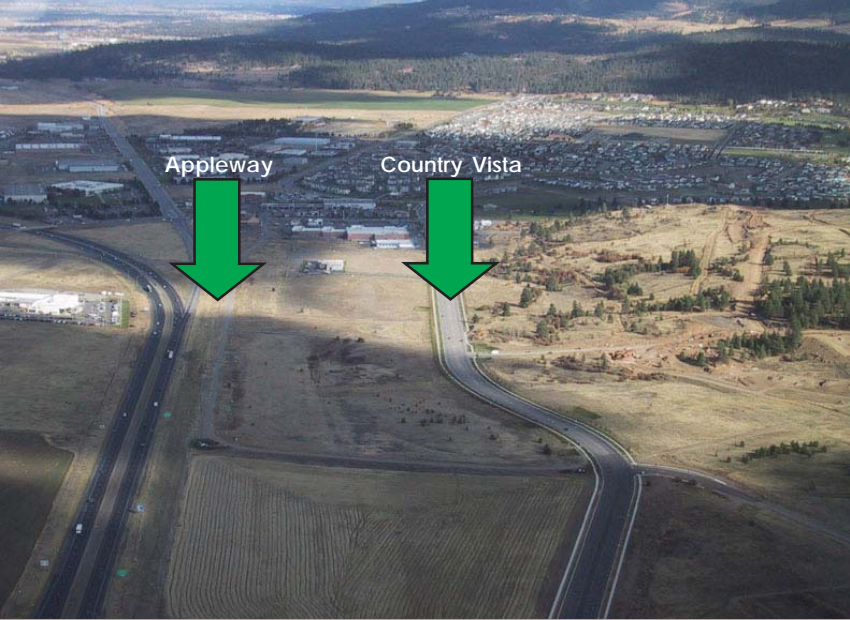
Circulation Framework

Framework

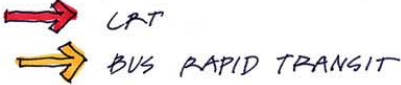
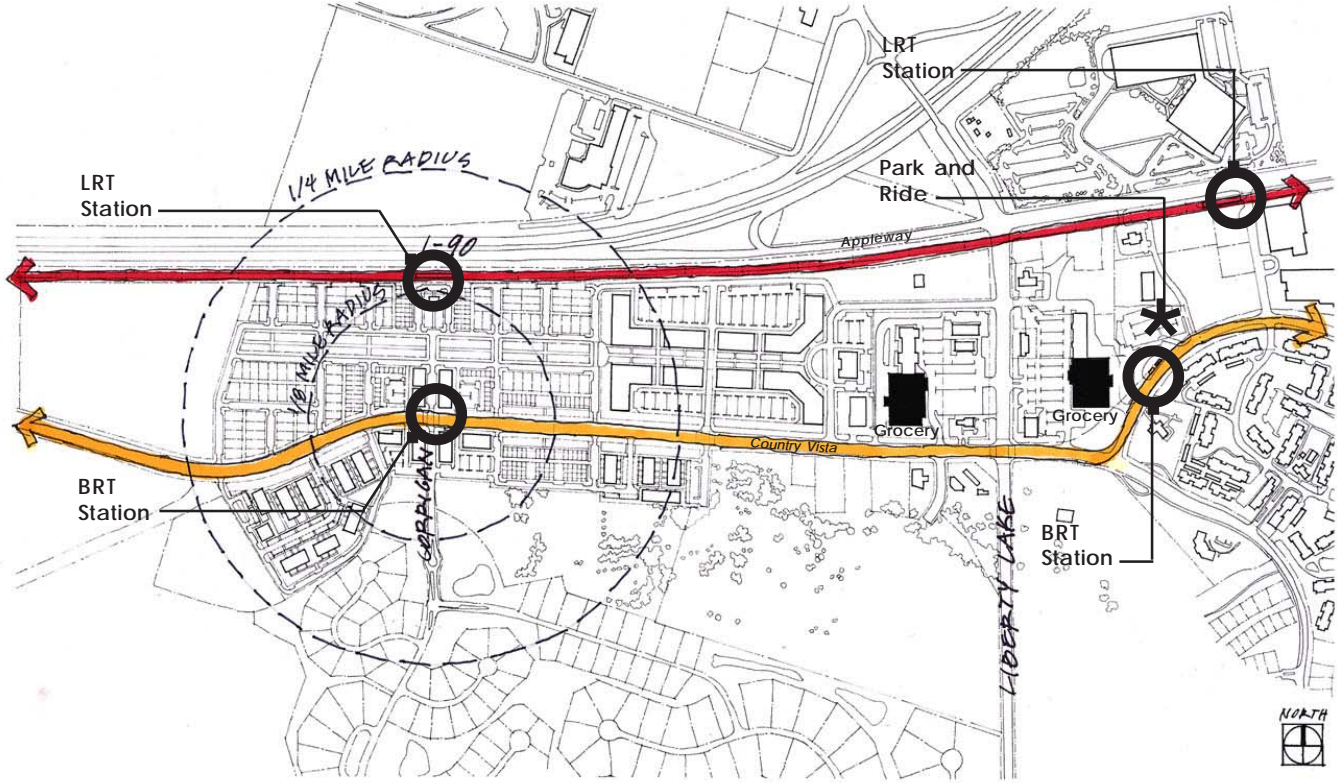
Transit

The two proposed transit alignments shown below provide:

- **Flexibility** - TOD scheme works equally well with either bus rapid transit (BRT) or light rail transit (LRT) systems.
- **Transit Station Locations**- 1) BRT platform at Corrigan and Appley right-of-way. 2) LRT platform at intersection of Corrigan and Appley right-of-way.
- **Park and Ride Locations**- Station platforms with direct pedestrian access to existing park and ride lot.



Transit Alignment Alternatives

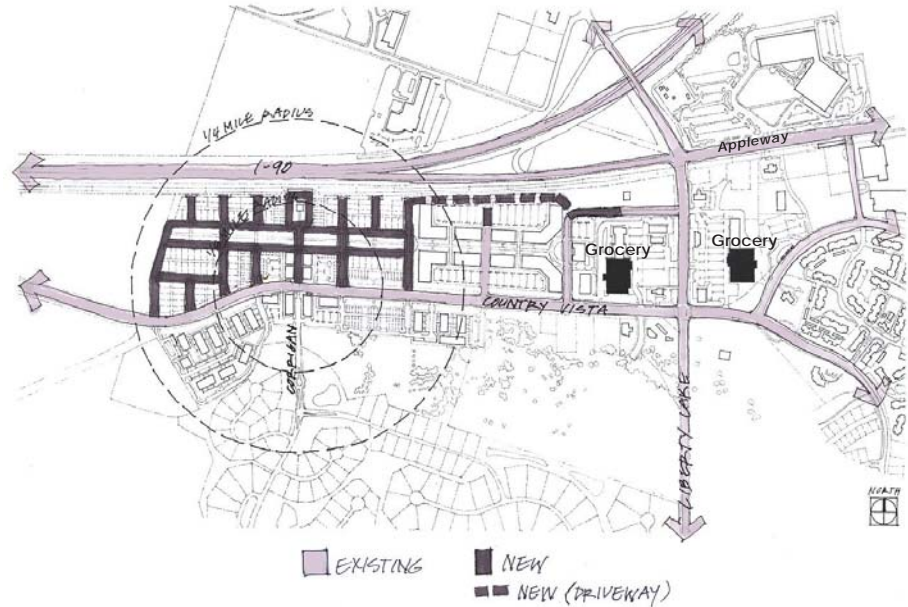


Framework

Roadways

The diagram of new and existing streets shown at the right, includes:

- **A grid of new streets** that establishes multiple access points throughout the development site to disperse traffic.
- **Average block size of 200'** width (and varying length) allowing a variety of different building types. Blocks are sized to accommodate changes in market conditions over time without moving roadways, utilities or rights-of-way.
- **Extension of existing streets** in the central business district allowing full circulation between Liberty Lake and Country Vista roads for new and existing development.

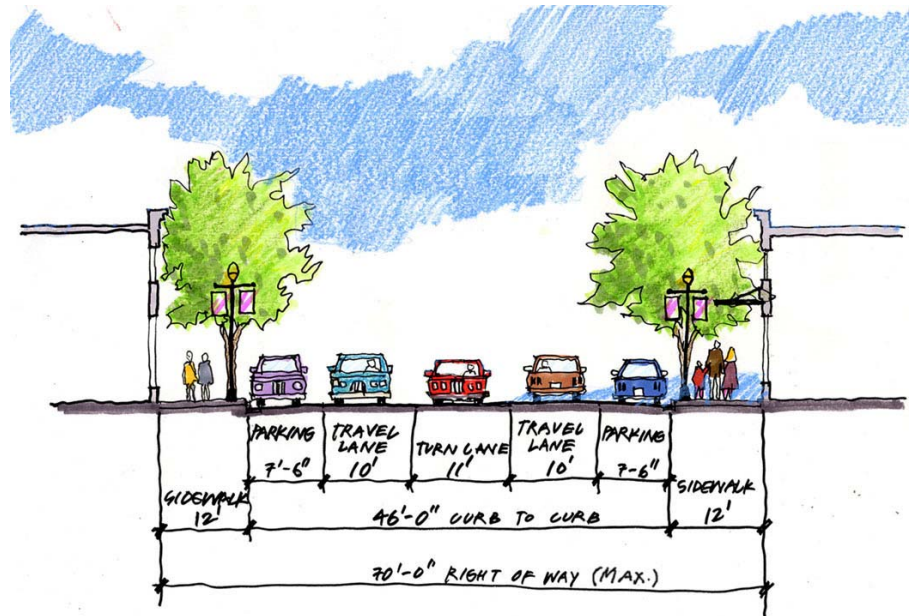


Roadways

Typical streets:

The typical Liberty Lake street is designed to be pedestrian friendly and to create an environment that fosters livable residential neighborhoods and economically viable commercial development.

- 60' right-of-way
- Two travel lanes (11' width)
- On-street parking on both sides of street
- 70' (max.) right-of-way at Corrigan neighborhood retail street - includes turn lane (section at right)



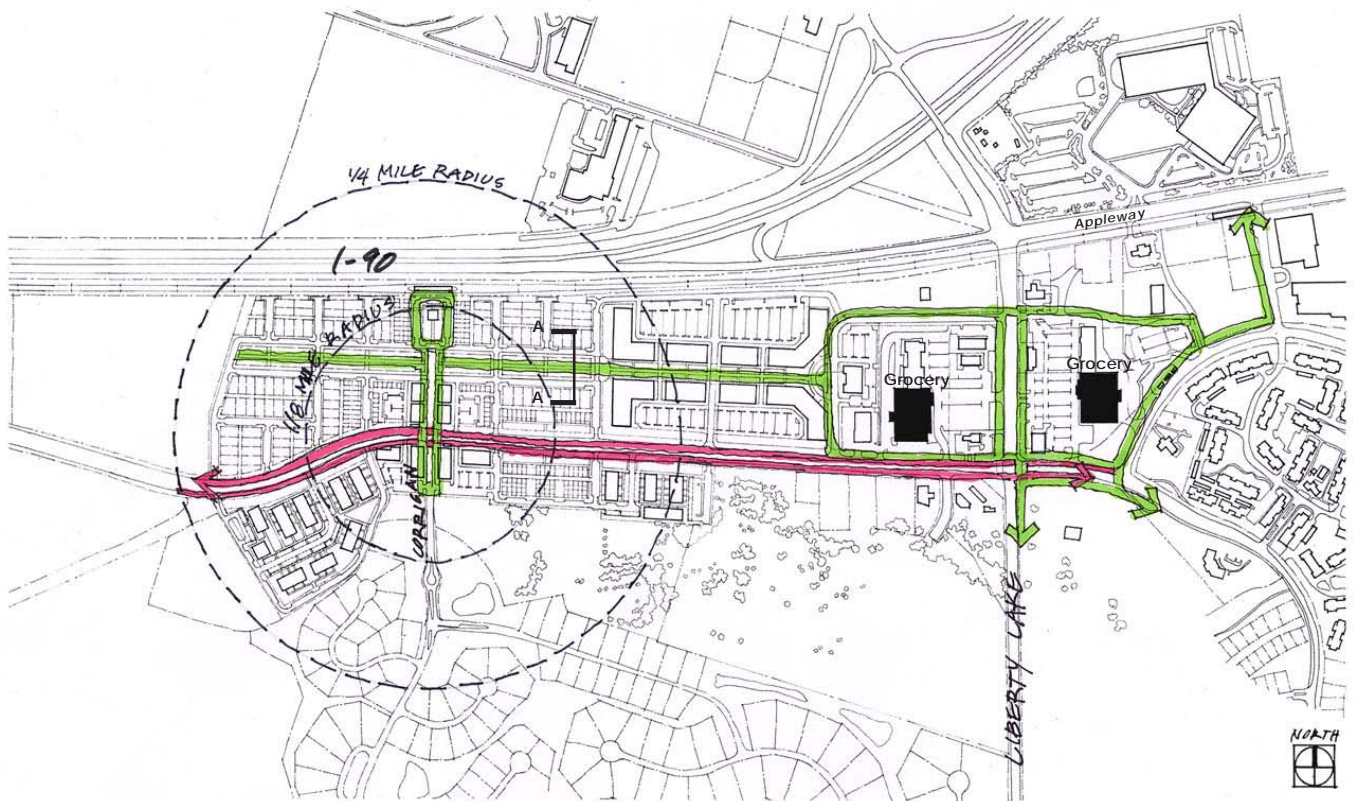
Corrigan "Neighborhood Street" Section

Framework

Pedestrian/Bicycle

A circulation framework for on-street and off-street pedestrian and bicycle access is illustrated at right. Its elements are as follows:

- Safe, convenient and direct access to transit platforms and the neighborhood retail street.
- Bicycle access for both commuters (via bicycle lanes on Country Vista) and recreational riders (via park blocks trail - see drawing on next page).
- Off-street walkways along the "park blocks" connecting the civic attractors (potential school and community center) to residential areas, employment areas, the retail street and transit station platforms with a minimum of roadway crossings.

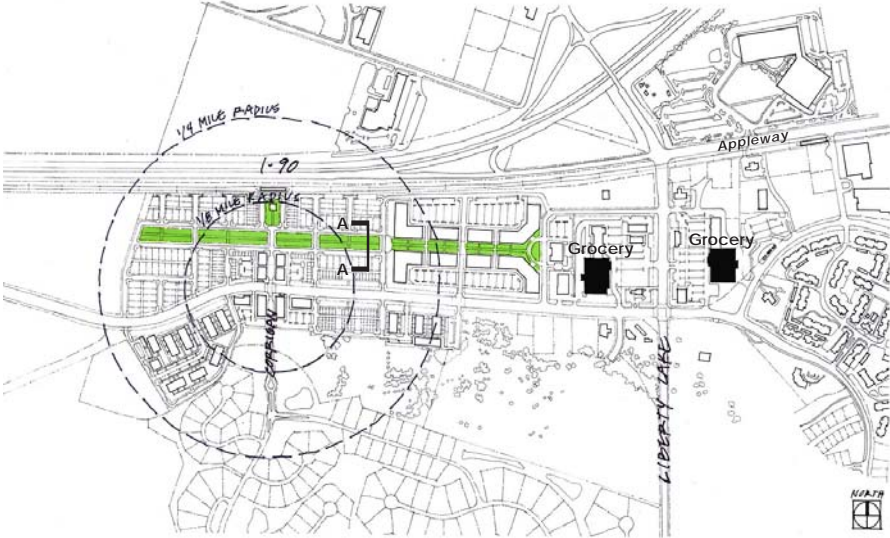


Framework

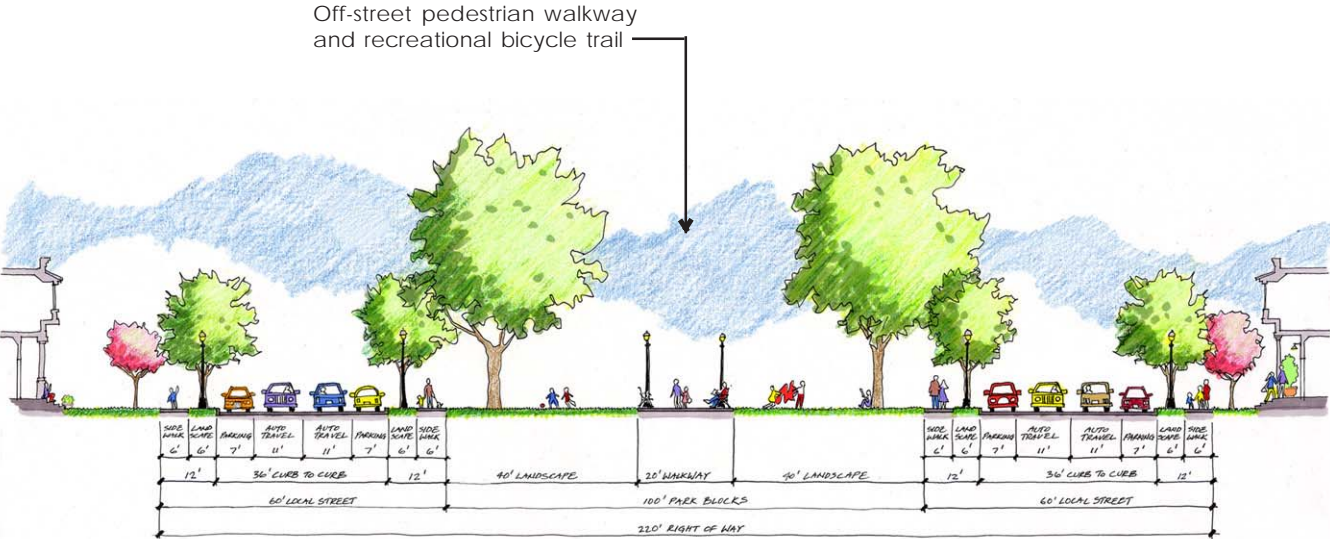
Open Space

Diagram at right illustrates the open space amenity provided.

- **“Park blocks”** - a series of continuous tree-lined 100'-wide blocks provides green lawn and garden spaces as the focus for adjacent low and medium density residential and commercial development linking to the existing central business district. The space would be designed to accommodate informal active uses not including dedicated playfields or courts.
- **Corrigan town square** - civic square at northern end of Corrigan neighborhood retail street would provide an open space directly adjacent to the potential light rail station. The square might include civic structures such as gazebos or transit-supportive uses such as a daycare center.



Open Space



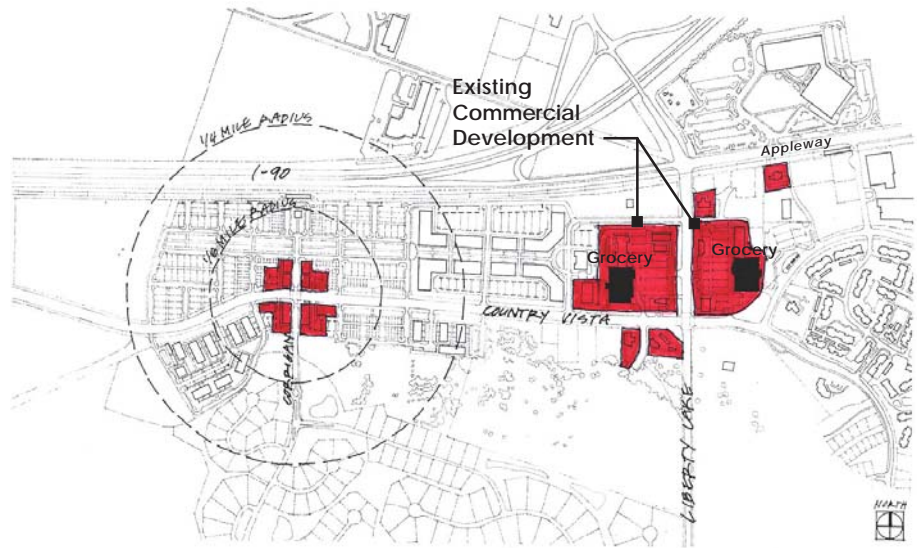
Section A-A - Park Blocks Pedestrian and Bicycle Routes

Framework

Retail

Proposed retail areas are illustrated at right and described below:

- **Neighborhood retail** - Corrigan "main street" complements existing central business district (CBD) by providing neighborhood goods and services adjacent to the proposed BRT station platform within easy walking distance to new housing. The Corrigan neighborhood retail street is strategically located at the intersection of Country Vista to attract potential drive-by customers, including those residents who will live along the hillsides to the south of the station area.
- **Central Business District** - existing shopping center commercial development to the east at Country Vista and Liberty Lake roads will be redeveloped over time as envisioned in the draft Comprehensive Plan.

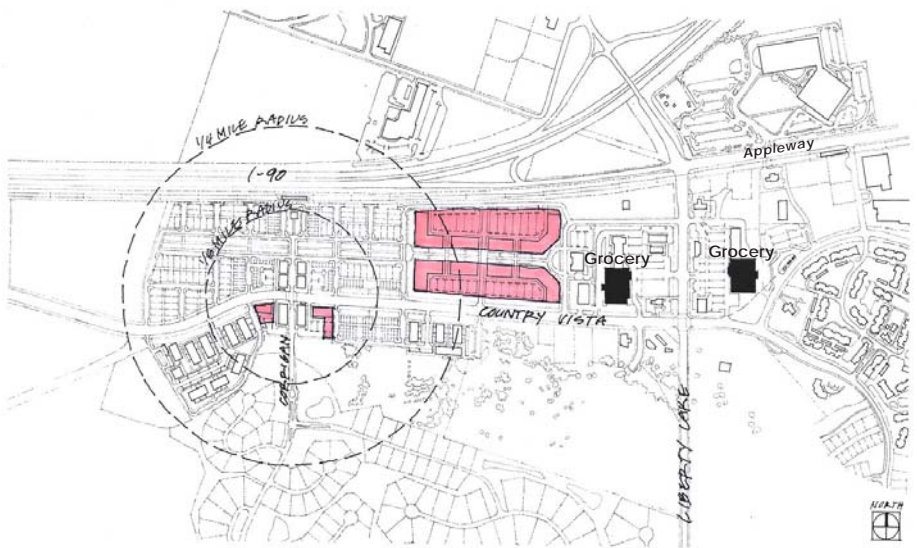


Retail

Employment

As illustrated in the diagram at right and described below, new employment uses would be located just outside the one-quarter mile station area 5-minute-walking distance radius.

- Small parcel or large campus-style employment uses would be located so that they are oriented to the park blocks, with parking in surface lots behind
- Professional office suites would be provided above ground floor retail on Country Vista in neighborhood center area



Employment

Framework

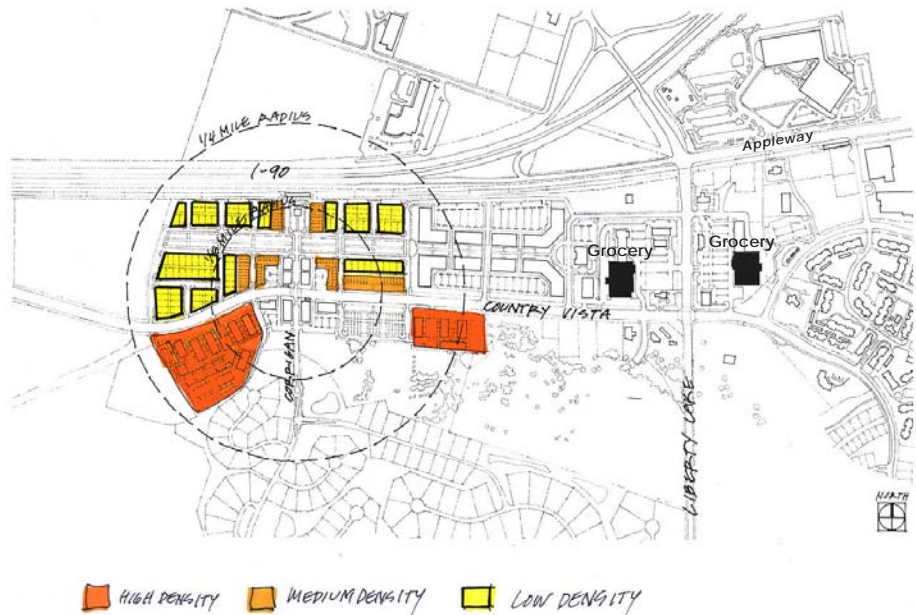
Housing

A range of housing types and densities is offered as illustrated in the diagram at right and summarized below:

- Low density (approximately 6 du/ac)
- Medium density (approximately 10-15 du/ac)
- High density (approximately 18+ du/ac)

Each of these categories is further described in the diagrams that follow.

Each type of housing is located strategically to maximize marketability. However, each site is designed so that housing density and building types can be adjusted should unanticipated changes occur in the market.

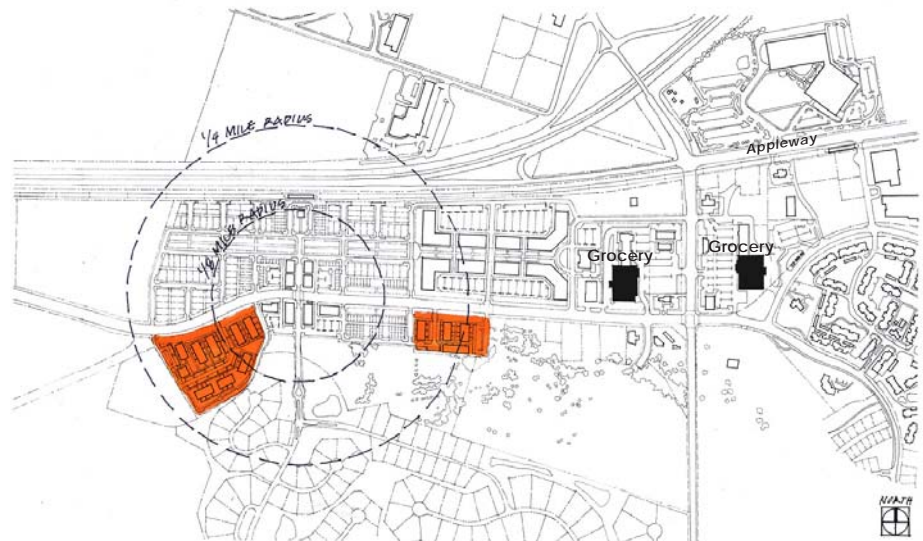


Housing

High Density Housing

As illustrated in the diagram at right, transit-supportive high density housing is proposed for Liberty Lake, with characteristics as follows:

- Multifamily rental or condominium units in buildings three stories in height, organized around central courtyards. Individual front doors for ground floor units would be provided to "activate" the outdoor spaces.
- All units provided with weather-protected (carport or garage) off-street parking.
- All units sited to minimize parking impacts, minimize acoustic impacts along Country Vista and maximize views of adjacent hillside open space areas.
- All units convenient to neighborhood retail - within the 1/4 mile walking distance to the Corrigan neighborhood center retail development.
- All units within easy walking distance of station platforms for either alignment option.



Housing - High Density

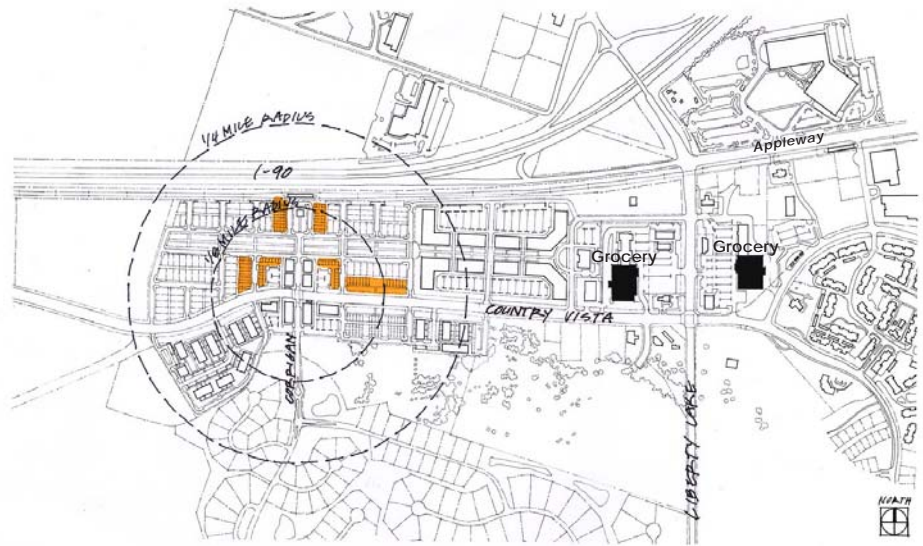
Framework

Medium Density Housing

The diagram at right illustrates locations for medium density housing. Townhouse or rowhouse-style buildings would be located as a transitional use between low density residential development and retail buildings.

The housing units provide opportunities for a limited amount of work-live office space at ground floor with two-story residential units above.

The attached units would all include front doors facing the street with secure, private parking — attached “tuck under” or detached garages accessed from alleys or driveways.



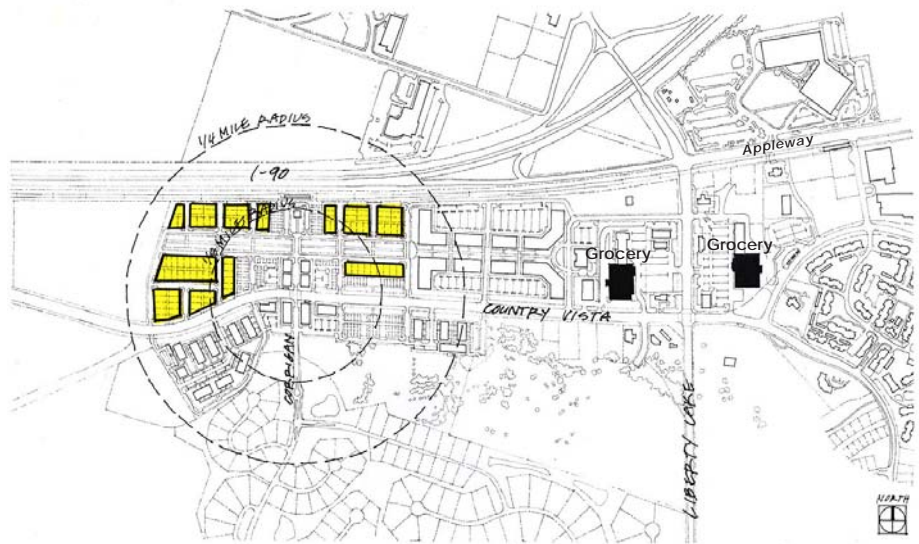
Housing - Medium Density

Low Density Housing

The diagram at right illustrates locations for low density housing. Small lot single family homes would be situated along quiet residential streets or facing the “park blocks” open space amenity.

The houses would have a front door orientation to the street, and garages would have alley access.

Those homes located adjacent to the freeway would require additional acoustic buffering, including high (10' minimum) masonry sound walls and evergreen landscaping to block views.



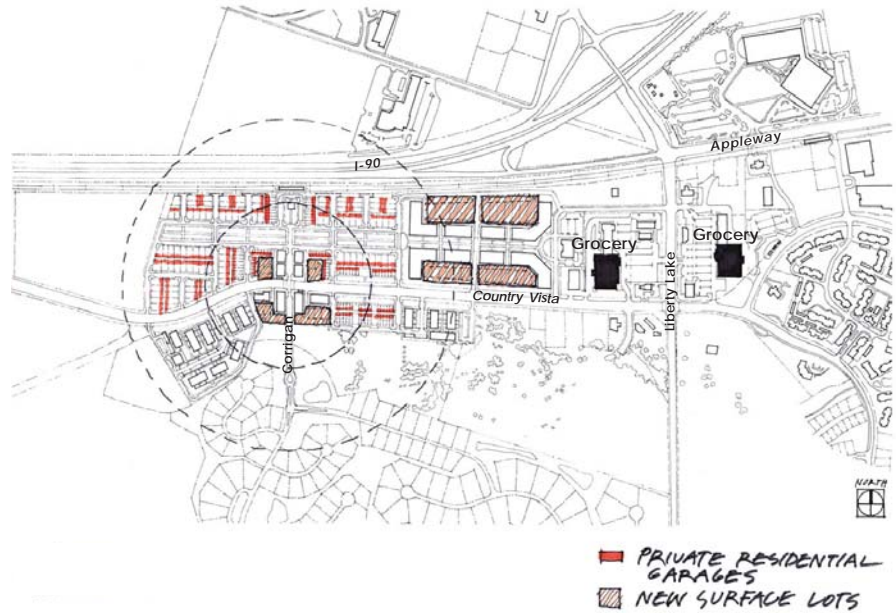
Housing - Low Density

Framework

Parking Off-street

The diagram at right illustrates proposed new off-street parking. Parking is located to provide safe and convenient access to all uses while minimizing impacts on the pedestrian environment. The number of spaces proposed is at or above industry standards for each use.

- **Private garages** - provided for townhouses and single family detached houses.
- **Surface parking** - landscaped lots provided behind the retail/mixed use buildings at Corrigan main street and the new employment buildings along Country Vista and Appleway. Multifamily surface parking lots should include carports.



Parking Off-street

Civic

The diagram at right illustrates new civic uses (shaded) as well as existing uses (hatched).

- **New school site** - west of the new residential development. Approximately 20 acres is indicated. The school site would be large enough to accommodate a middle school and adjacent park/athletic facilities.
- **New community buildings** - recreation center or other similar community facilities could be accommodated at the east end of the park block open space system or within the park adjacent to the proposed LRT platform.



Civic

Implementation

Improvement Areas

Four improvement areas have been identified for Liberty Lake, each focusing on a “catalyst project area” in which priority public projects will leverage adjacent private investment.

The project improvement areas are illustrated in the diagram at right and described below. They are listed in order of priority for successful implementation of Liberty Lake transit-oriented development. Each improvement area could be broken down into additional phases.

1. **Corrigan “main street”** - neighborhood retail street right-of-way improvements approximately one block north and south of Country Vista.
2. **“Park Blocks West” and Town Square** - open space amenity landscaping improvements from curb-to-curb, including cross-streets from the proposed school site to the edge of employment parcels to the east.
3. **“Park Blocks” East and Appleway** - pedestrian open space amenity for new commercial/office buildings and continuous auto through traffic on Appleway.
4. **Roads connections** - continuous roadway “loop” in existing central business district, between Country Vista, Liberty Lake, and new commercial development.



Improvement Areas Diagram

Investment Ratios

Investment of public dollars in public infrastructure must in turn leverage private investment. As a rule of thumb, a minimum ratio of six dollars of private investment should result from every one dollar of public investment.

At this 6 to 1 ratio, financing public projects through bonds or other means is generally economically viable for public entities. As the table to the right indicates, this minimum standard can be met in the Liberty Lake improvement areas.

Preliminary Investment Ratio Analysis			
Area	Public	Private	Ratio
1	\$0.8 Mil	\$58.6 Mil	73/1
2	\$8.5 Mil	\$24.1 Mil	3/1
3	\$6.4 Mil	\$60.0 Mil	9/1
4	By Developer		
Total	\$15.7 Mil	\$142.7 Mil	9/1

Implementation

Next Steps

Establishing and maintaining development momentum is necessary for all successful TOD projects. The next steps listed in the table at the right are the ingredients in the recipe for short and long term implementation.

Success will only occur with the coordinated cooperation of public and private sectors and with support from the general electorate of the City of Liberty Lake.

List of Next Steps

- 1) Appoint an "Implementation Director"
- 2) Establish schedules for 120 days, one year and five years
- 3) Refine design and cost estimates for priority projects
- 4) Initiate process for developing station area zoning codes, development standards and design guidelines
- 5) Adopt roads, bike routes and walkways as part of transportation systems plan
- 6) Prioritize key implementation projects in Capital Improvements Program
- 7) Identify costs, initiate process for acquisition of civic sites, parks and/or key development parcels
- 8) Initiate public/private financial partnerships to promote development of Corrigan neighborhood center mixed use development



Aerial Perspective View to Southeast