Contents

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.

The purpose of the study is to create a conceptual land use and circulation framework plan for transit-oriented development (TOD) at the University City station area that will stimulate economic investment there.

The framework plan is based on sound business practices and therefore is transit-supportive, not transit-dependent; the plan leverages transit investment into further station area private investment. A corresponding study for the Liberty Lake station segment is also being carried out.

The study gives Spokane Regional Rail and the city an opportunity to maximize transit supportive opportunities before the corridor alignment and station areas 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.

There are many mutual benefits for station area development and the transit system. The transit-oriented development framework plan helps establish a town center for the new City of Spokane Valley; it acts as a catalyst for neccessary discussions of the Sprague/Appleway "couplet issue;" and it provides a basis for long-range cooperative planning between the transit agency and the city.

The preferred strategy developed in this study will increase transit ridership and stimulate approximately $224 million in private investment, resulting in an 11:1 private/public investment ratio.

Study Area

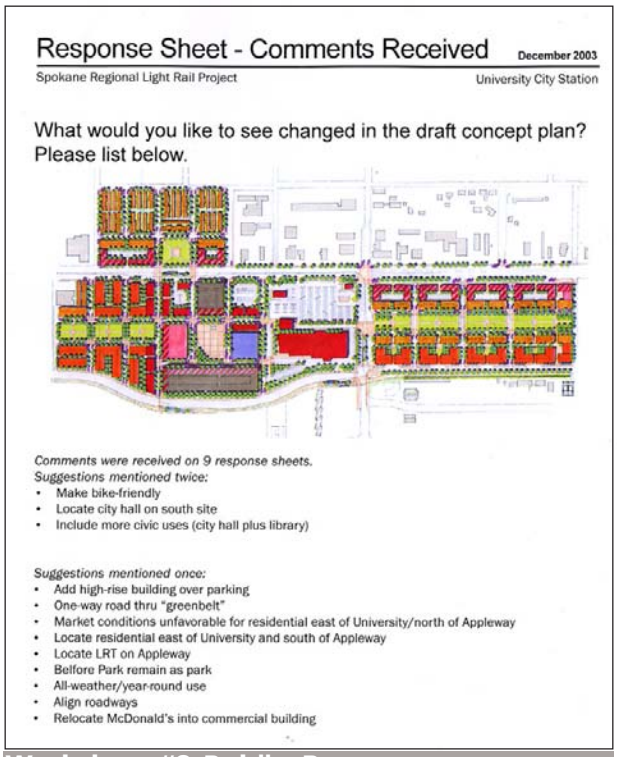
Project Summary

Study Process

Over a period of four months, four public workshops were held with Spokane Regional Light Rail and the consultant team. The team also held a series of meetings with key community stakeholders.

Guided by project objectives created with the community at the first public workshop, the team produced three alternative land use and circulation framework concepts for the University City station area. The public's 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.



Response Sheet - Comments Received December 2003

Spokane Regional Light Rail Project — University City Station

What would you like to see changed in the draft concept plan? Please list below.

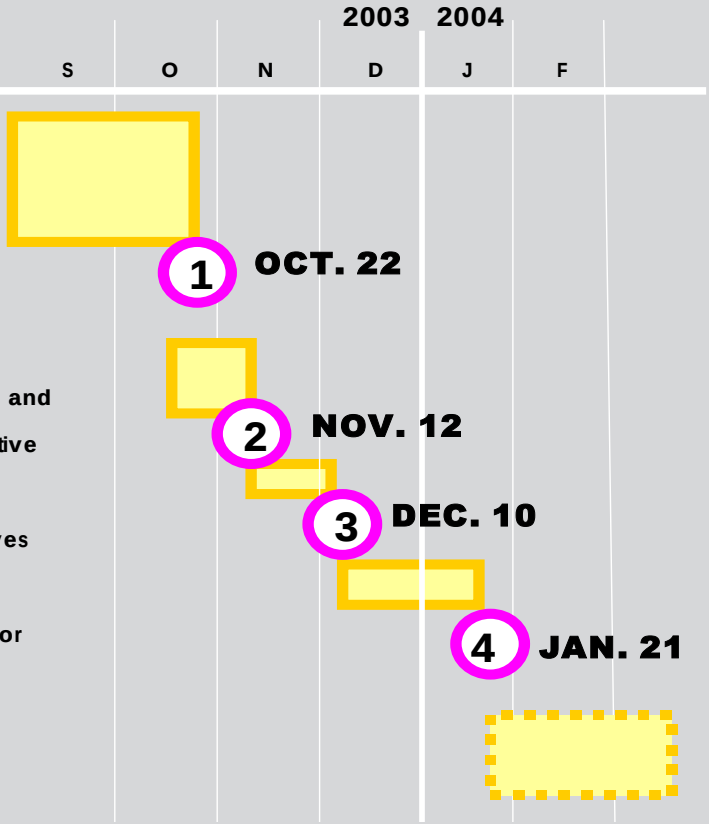
Comments were received on 9 response sheets.

Suggestions mentioned twice:
- Make bike-friendly
- Locate city hall on south site
- Include more civic uses (city hall plus library)

Suggestions mentioned once:
- Add high-rise building over parking
- One-way road thru "greenbelt"
- Market conditions unfavorable for residential east of University/north of Appleway
- Locate residential east of University and south of Appleway
- Locate LRT on Appleway
- Belfore Park remain as park
- All-weather/year-round use
- Align roadways
- Relocate McDonald's into commercial building

Workshop #3 Public Responses

Schedule



1 STARTING
- Collect & Review Background Data
- Conduct Stakeholder Meetings
- Prepare Market Summary
- Identify Existing Station Area Conditions
- Workshop #1 - Establish Objectives

2 DESIGNING
- Develop (3) Three Alt. Concepts for Each Station
- Prepare Alt. Concepts Technical Review and Evaluations
- Workshop #2 - Identify Preferred Alternative for Each Station
- Refine Preferred Alternative
- Workshop #3 - Discuss Refined Alternatives
- Prepare Final Draft Plans of Preferred Alternatives for Each Station
- Workshop #4 - Present Final Alternative for Each station

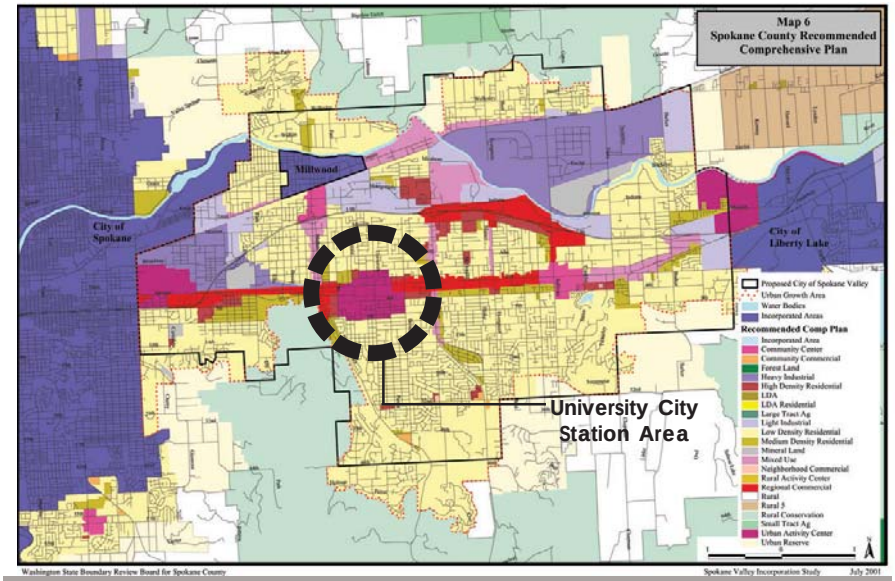
3 NEXT STEPS

Project Summary

Background and Alternatives

Existing Plans and Policies
The City of Spokane Valley is currently in the process of developing a comprehensive plan, and University City is one of several areas being considered as a town center. This study helps identify what a possible town center at University City would be like.

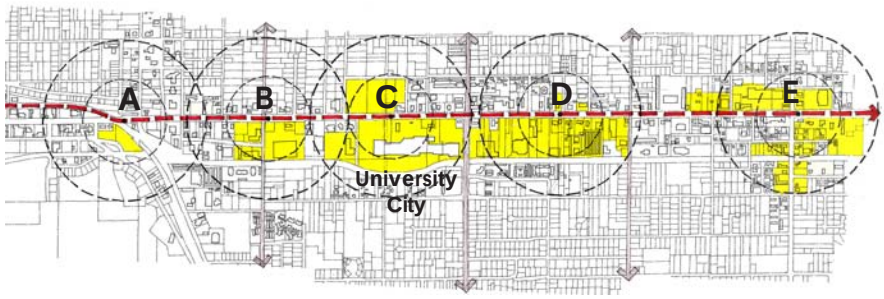
The study was based on market demographic information; transit alignment and station location for BRT and LRT systems alternatives identified by Spokane Light Rail Project; physical opportunities and constraints; and stakeholder input.



Background Information

Alignments and station locations
The study evaluated stations being considered by the Spokane Light Rail Project, including stations on both Sprague and Appleway.

The study process 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.

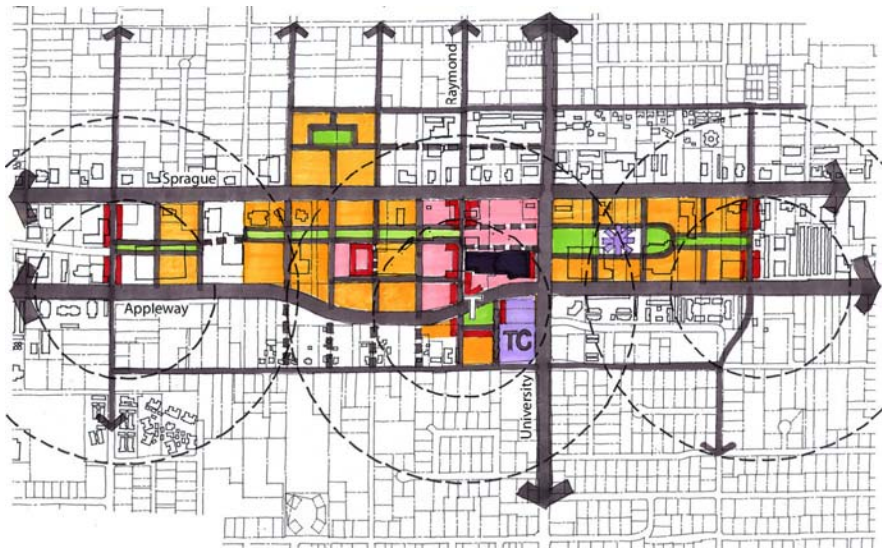


Alignment and Station Location

Transit supportive development options
Alternatives for land use and circulation plans were developed. The concept preferred by the public was to focus town center retail development on a new north-south street adjacent to the former Crescent department store building at the University City mall.

Development of the new retail street focussed 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 neighborhoods from east to west.

These general concepts were then refined further into the final draft plan and accompanying implementation strategy.



Transit-supportive development option

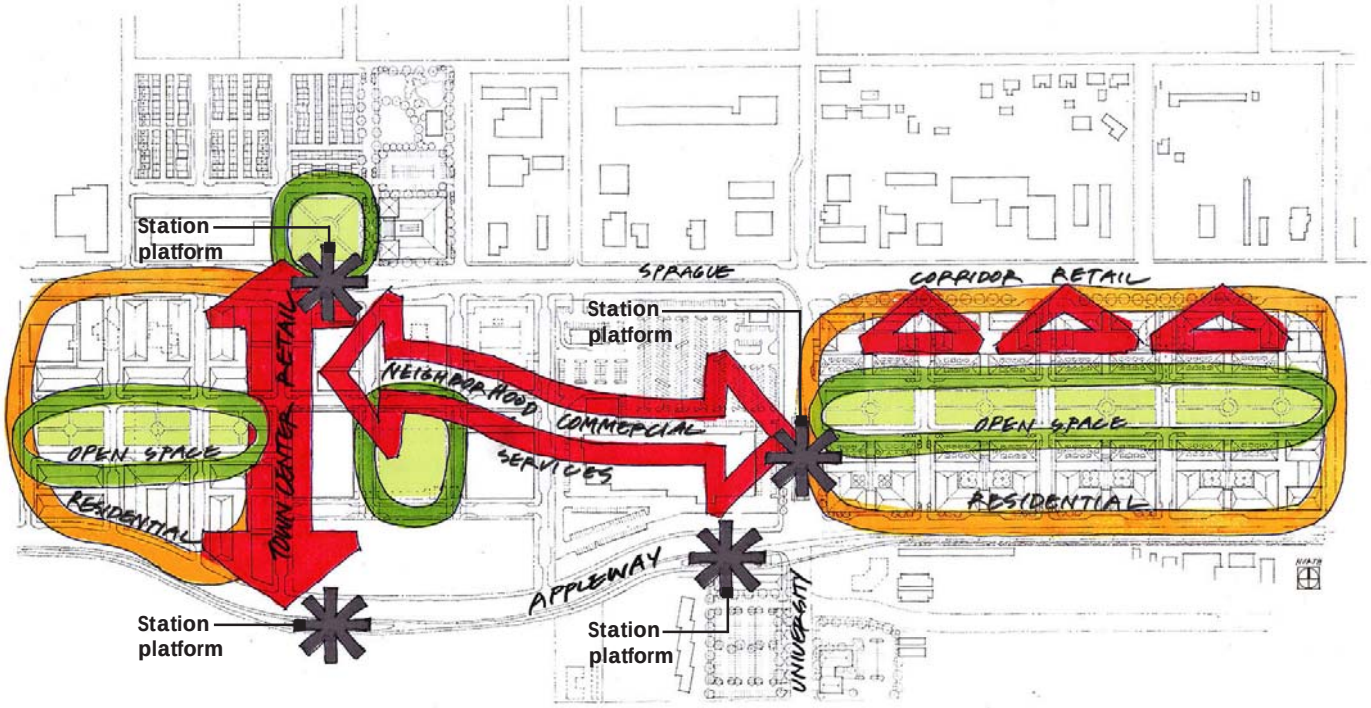
Project Summary

Fundamental Concept Diagram

The plan creates a new town center retail street which provides the primary focus for transit supportive development in the University City area. The TOD plan reuses parts of the existing mall, capitalizing on efforts already moving forward to revitalize its underutilized spaces and build on the strong retail traffic generated by the existing Rosauer's grocery store.

A linear open space of "park blocks" is the focus for development of housing both to the east and the west, providing the amenity necessary to create market viability. The park blocks also provide an off-street ped/bike linkage to the retail areas and potential LRT or BRT station platforms.

Aerial view north at University



Fundamental Concept Diagram

Illustrative Plan

The draft conceptual plan for University City is illustrated below. The plan works with either the Appleway or Sprague alignment options, and adds a transit station in proximity to the North/South Retail Street in each case.

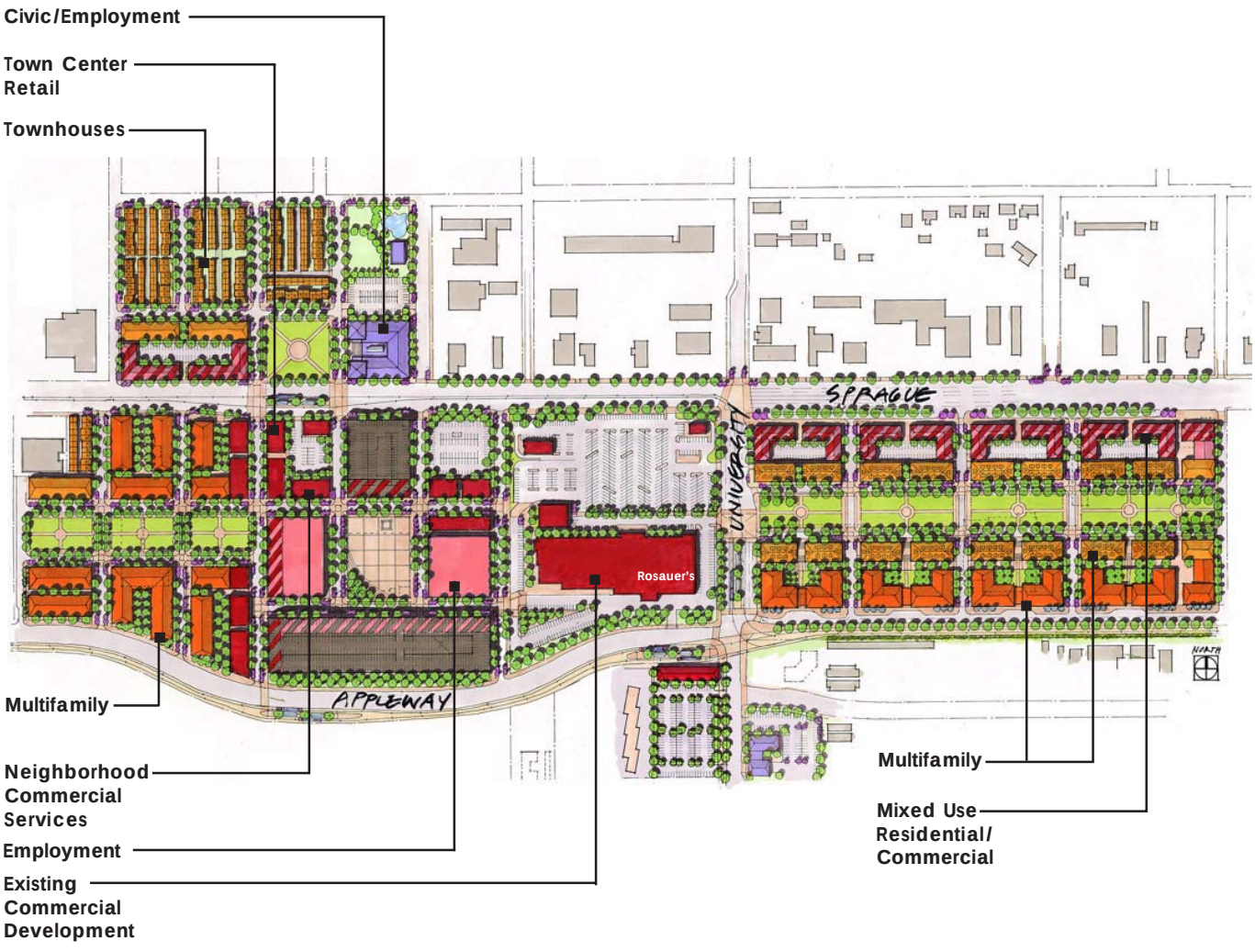
Development is expected to generate approximately (see table at right):

- 260,000 sf retail/commercial uses
- 470,000 sf employment uses
- 1500 residential units
- 6000 daily transit trips

TOD Transit Trip Estimate - University City Station

Spokane South Valley Corridor Light Rail Project

Land Use	Floor Area (sf)	Residential Units	Jobs Generated	Trips Generated	Transit Trips
Retail/Commercial	262,000	-	1,048	26,074	2,607
Employment	468,000	-	468	11,644	1,164
Civic	120,000	-	240	5,971	597
High Density Residential	-	963	-	10,400	1,040
Medium Density Residential	-	523	-	5,648	565
Low Density Residential	-	-	-	-	-
Total	-	1,486	1,756	59,738	5,974



Illustrative Plan

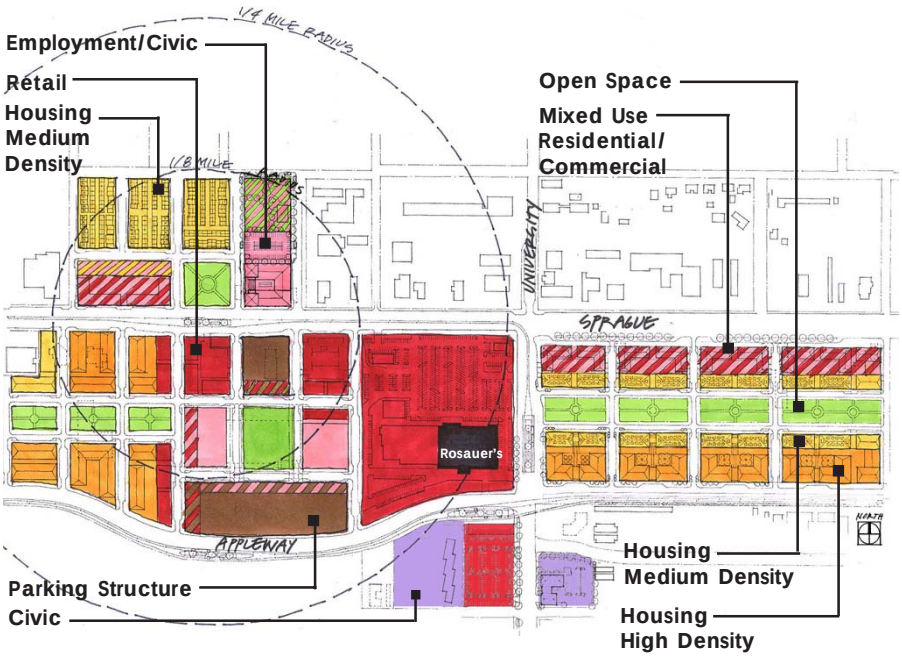
Framework

Land Use and Circulation Framework Plan

The final scheme for transit-oriented development at University City includes two elements, Land Use and Circulation, shown at right. Each is further illustrated and its contents described separately on the following pages.

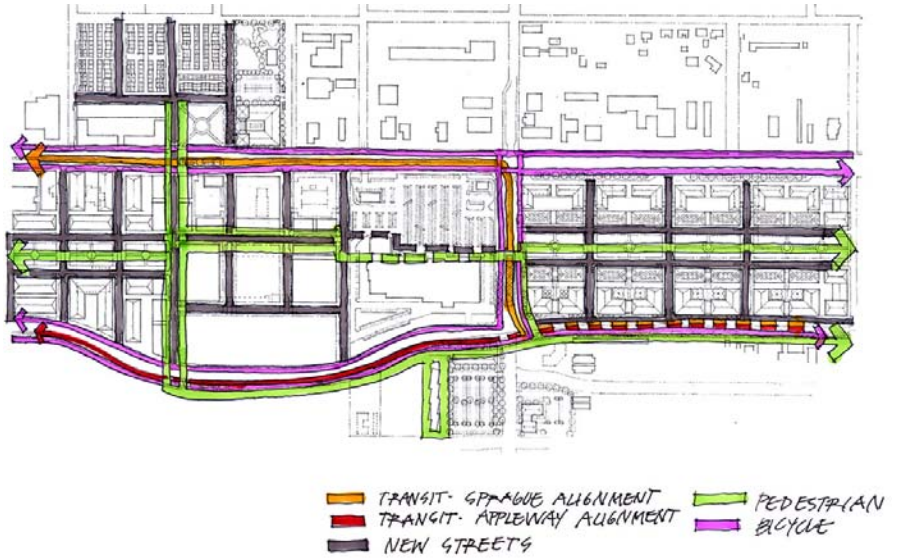
Land Use:
The Land Use Framework is an economically feasible development plan that has been ***designed to succeed with or without the new transit system being built.***

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



Land Use Framework

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.



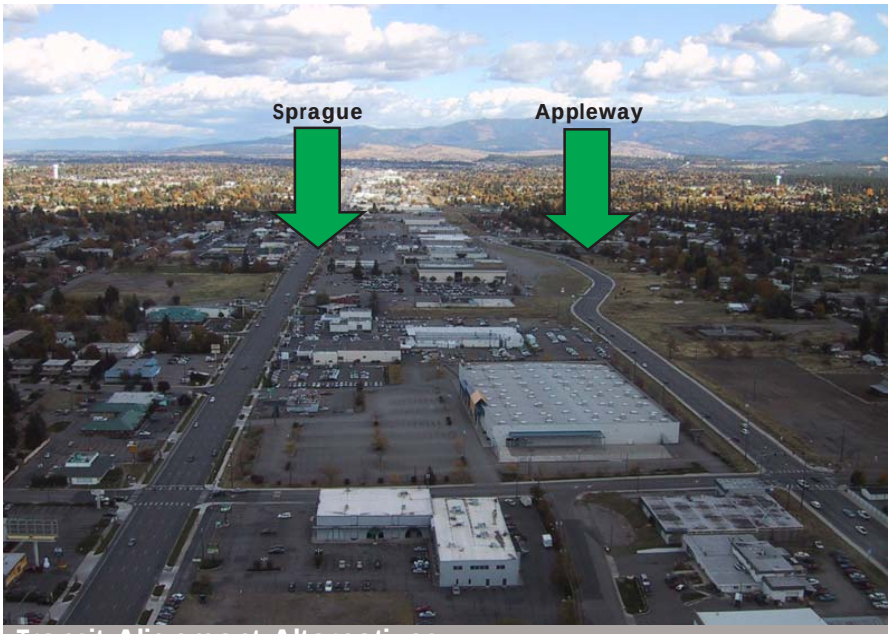
Circulation Framework

Framework

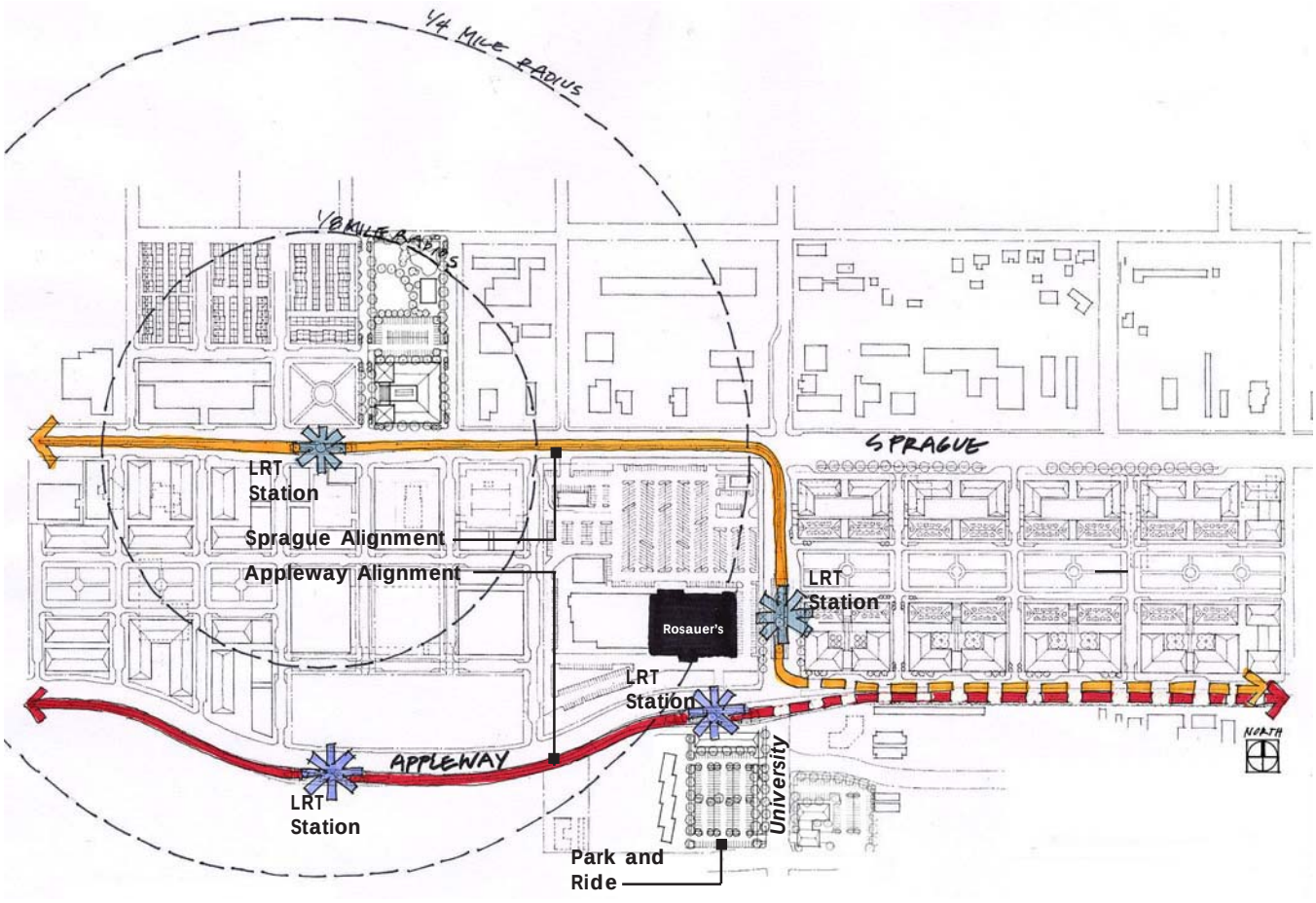
Transit

Proposed transit alignments, shown in the diagram at right, provide the following:

- **Flexibility -** TOD scheme works equally well with either bus rapid transit (BRT) or light rail transit (LRT) systems
- **Transit Stations -** Appleway and also Sprague alignments were considered; LRT on Sprague would necessitate changing its traffic to two-way
- **Park and Ride -** Station platforms would be located with direct access to existing park and ride lot



Transit Alignment Alternatives



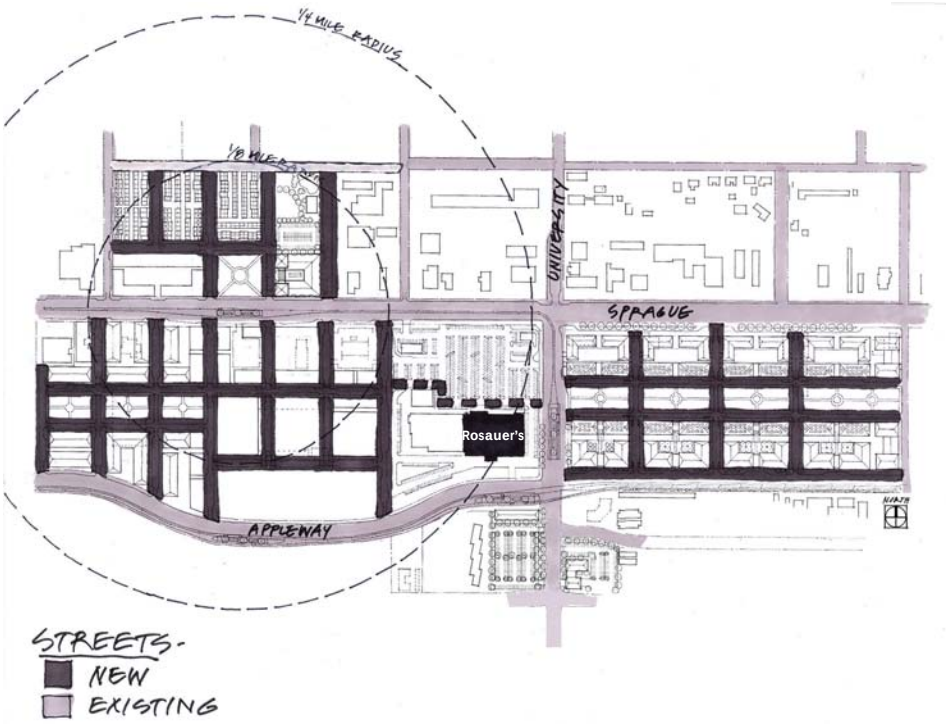
Transit Framework

Framework

Roadways

Diagram of new and existing streets is at right, and summarized below:

- **Grid of new streets** establishes multiple access points throughout the development site to disperse traffic; grid connects across Sprague, and may be extended as well.
- **Block size -** (200' wide x varying length) allows a variety of different building types. Blocks are sized to allow changes in market conditions over time without moving roadways, utilities or rights-of-way.
- **East-west connection -** clear and direct access across existing mall parking lot, creating auto and pedestrian-friendly link between University City residential and commercial areas.

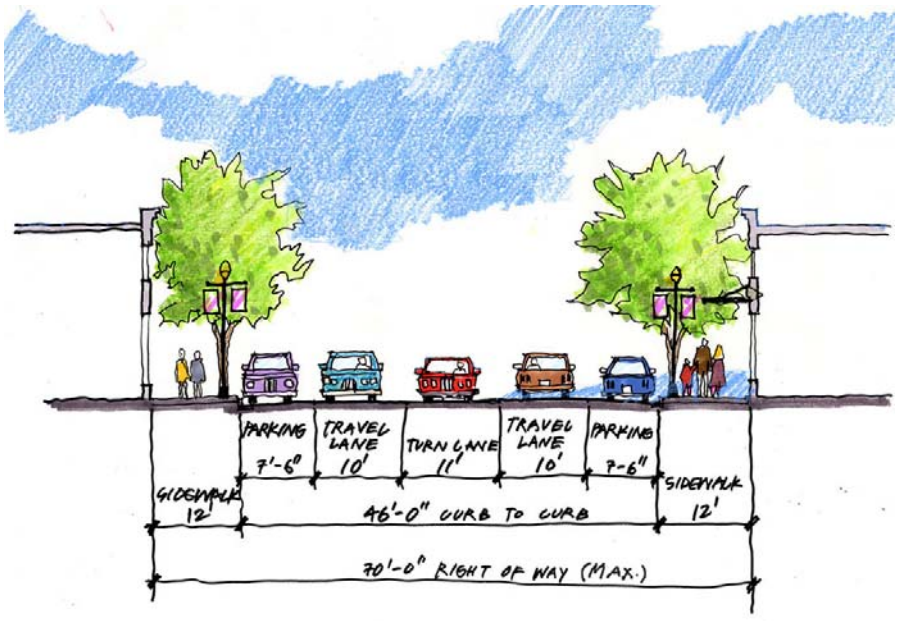


Roadways

Typical streets:

The typical University City 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 on town center retail street - includes turn lane (section at right)

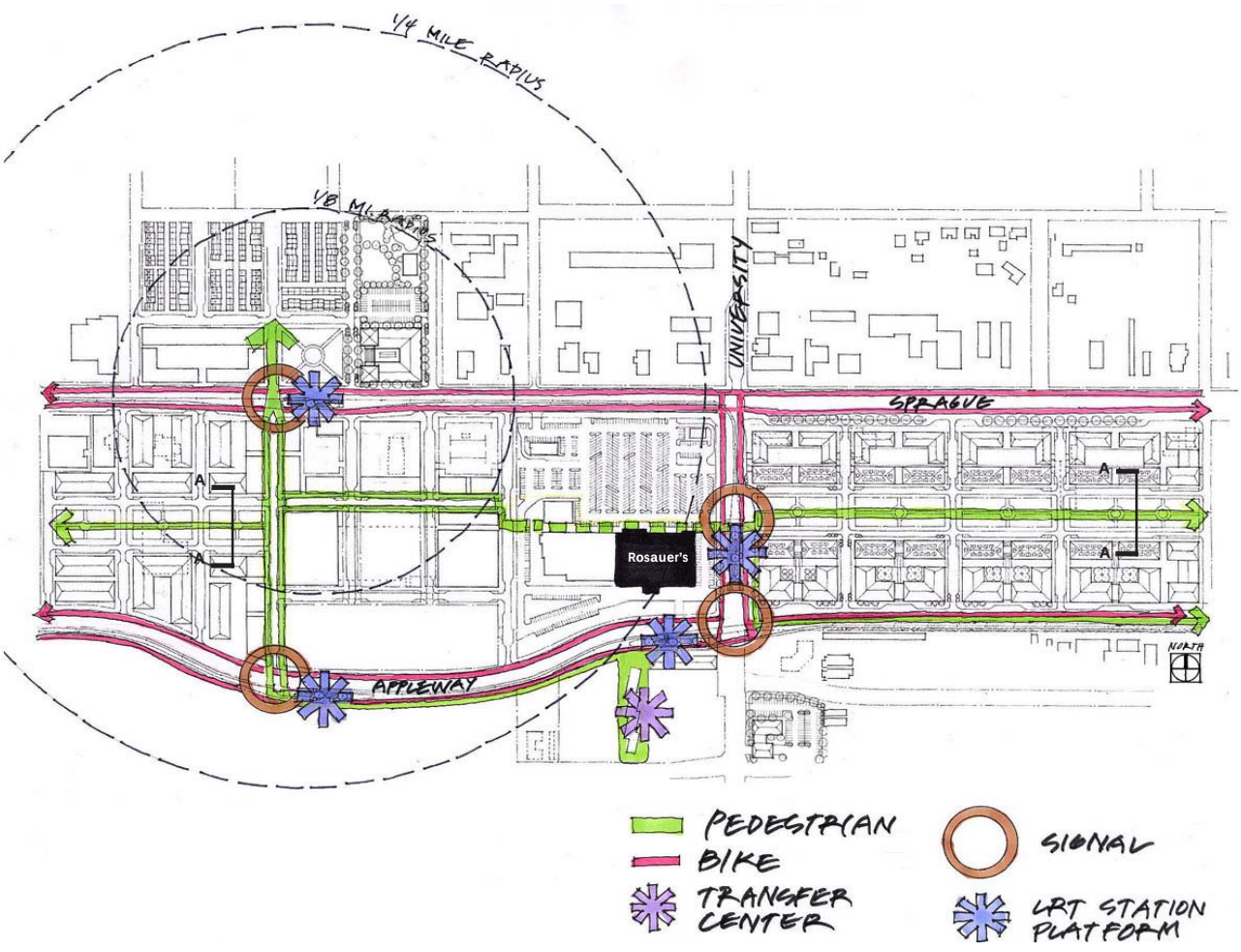


Town Center Retail Street

Pedestrian/Bicycle

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

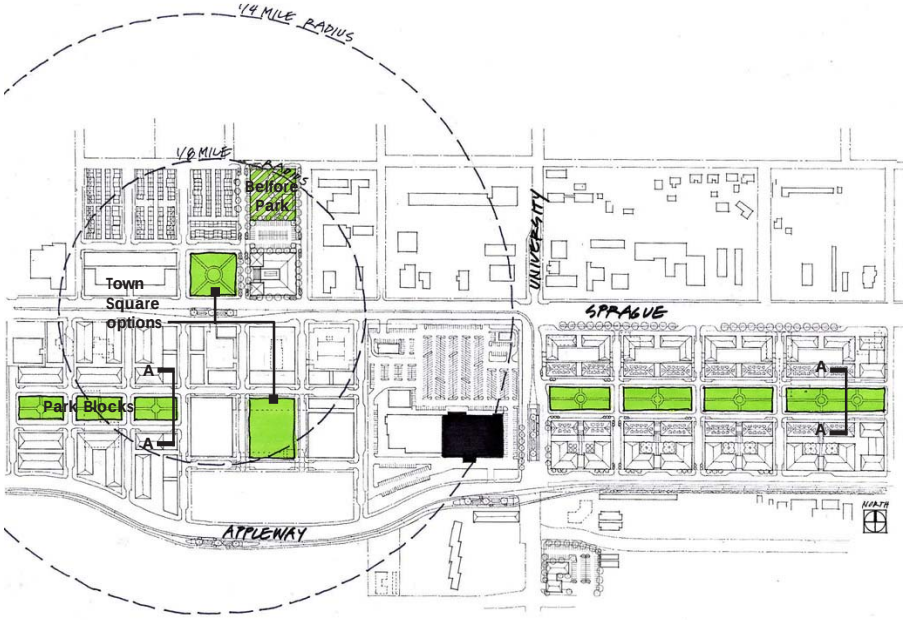
- Safe, convenient and direct access to transit platforms and the neighborhood retail street
- Bicycle access for both commuters (via bicycle lanes on Sprague and Appleway) and recreational riders (via park blocks trail - see drawing on next page)
- Off-street walkways with a minimum of roadway crossing along the park blocks connecting the civic attractors (city hall site and town square) to residential areas, employment areas, the retail street and transit station platforms



Open Space

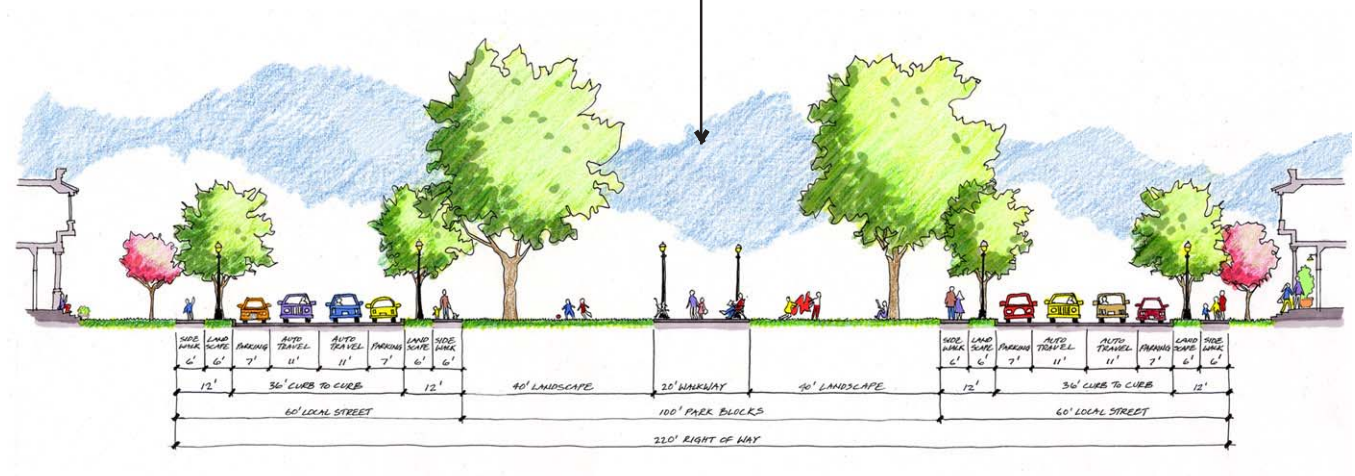
Diagram at right illustrates the open space amenity provided.

- **"Park blocks"** - series of continuous tree-lined 100'-wide blocks provides green lawn and garden spaces, as the focus for adjacent medium and high density residential development. The space would be designed to accommodate informal active uses (but not dedicated playfields or courts).
- **City Hall town square -** two options, north or south of Sprague; flexible gathering space for town events and activities, adjacent to proposed city hall locations.
- **Existing Belfore Park -** maintained in present location.



Open Space

Off-street pedestrian walkway and recreational bicycle trail



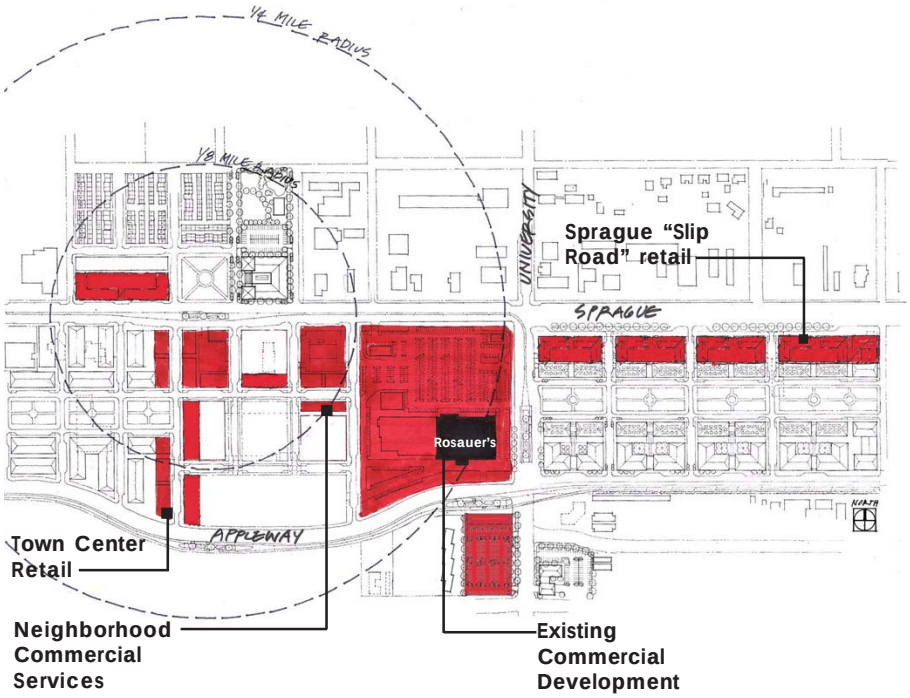
Section A-A - Park Blocks Pedestrian and Bicycle Routes

Framework

Retail

As illustrated in the diagram at right, retail uses are located along high visibility streets:

- **Town center retail street -** Continuous ground floor retail uses on north-south street connecting to station platform; office/commercial uses on upper floor(s)
- **"Neighborhood commercial services" street -** Ground floor active uses, including but not limited to retail, along east-west street connecting to existing mall; office/commercial uses on upper floor(s)
- **Existing retail anchor** - Rosauer's grocery store
- **Sprague "slip road" -** Retail/office uses on Sprague east of University; slip road allows pedestrian-friendly environment for ground floor retail on otherwise auto-oriented street

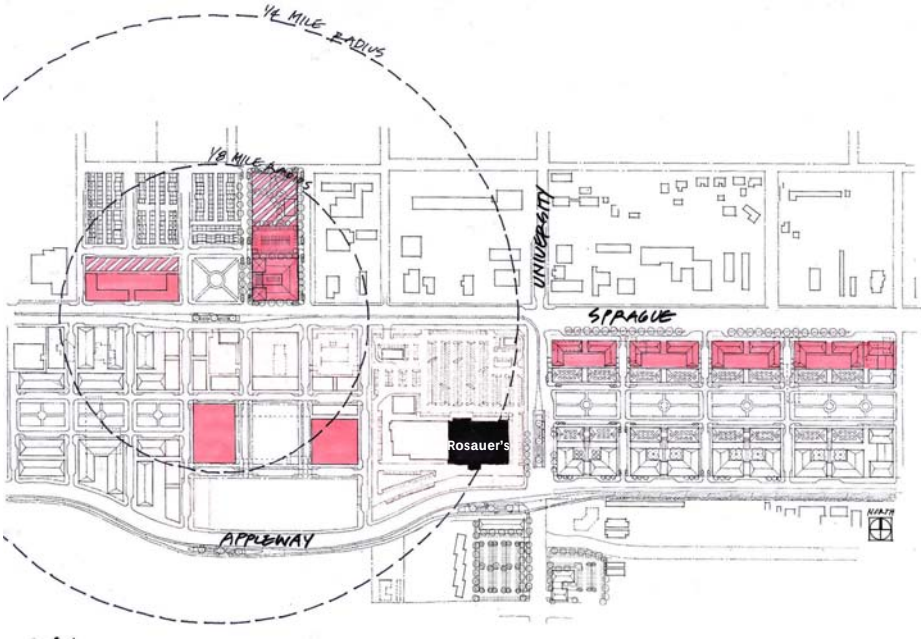


Retail

Employment

As illustrated in the diagram at right and described below, most new employment uses would be located within the one-quarter mile station area 5-minute-walking distance radius from station platform options on either alignment (radius from Sprague illustrated).

- Existing mall buildings (call center and former JC Penney) would be reused
- On Sprague - professional office suites would be provided above ground floor retail



Employment

Framework

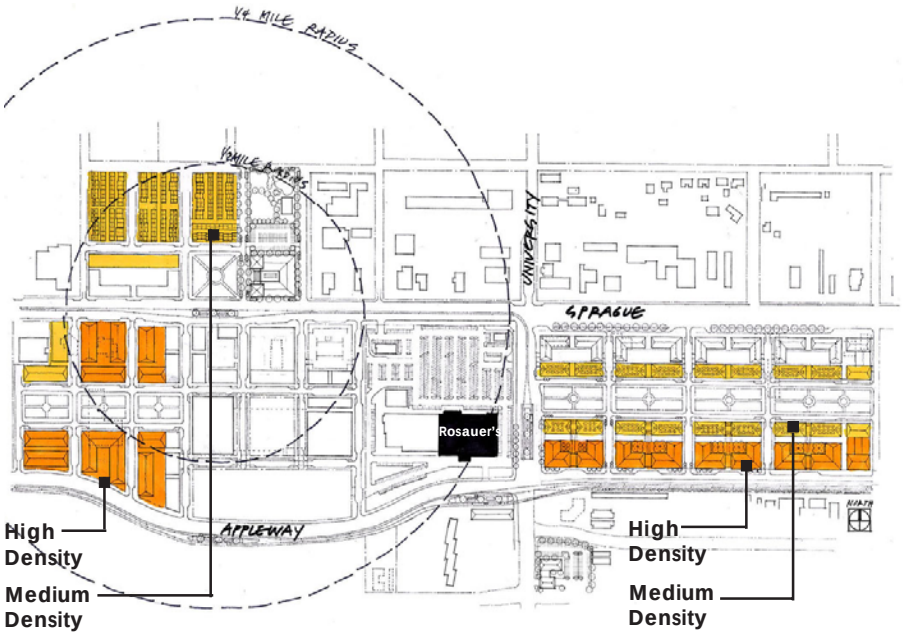
Housing

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

- 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 this combined diagram.

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.

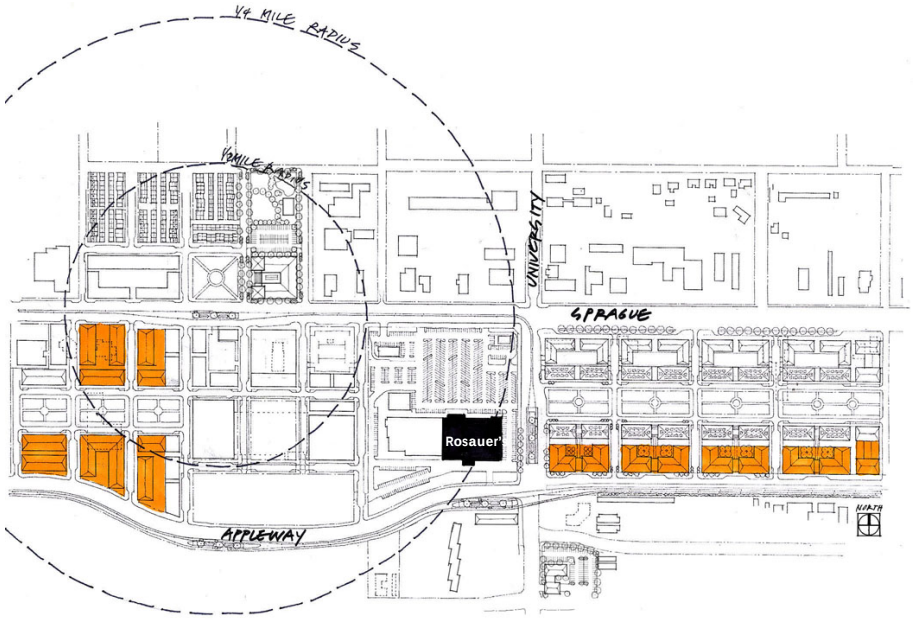


Housing

High Density Housing

As illustrated in the diagram at right, transit-supportive high density housing is proposed for University City, 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 would be provided with weather-protected (carport or garage) off-street parking.
- All units would be sited to minimize parking impacts; setback from Appleway to minimize acoustic impacts; organized to maximize views of adjacent hillside open space areas.
- Convenient to neighborhood retail - within the 1/4 mile walking distance to the town center retail development
- Proximity to transit station platform - within easy walking distance for either alignment option



High Density Housing

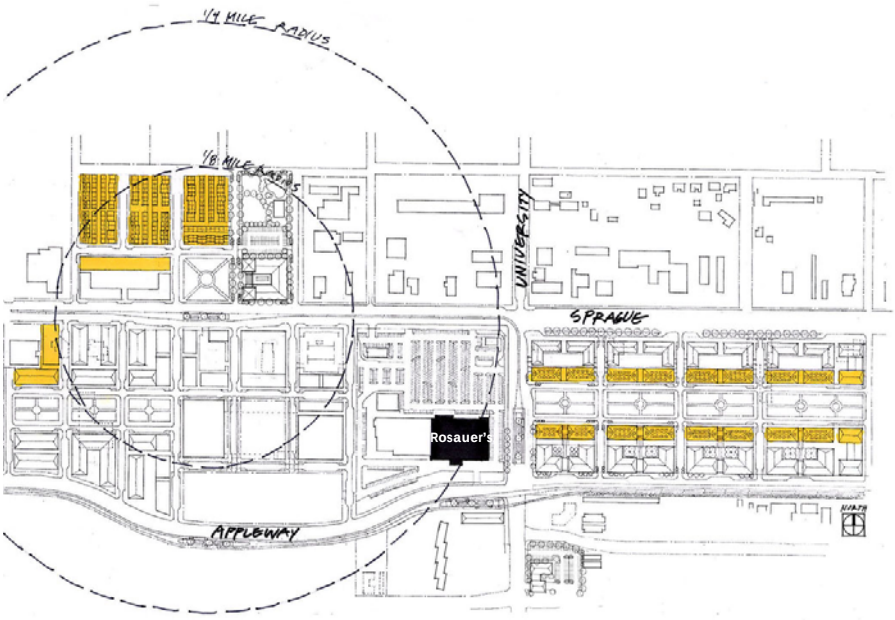
Framework

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 existing 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.

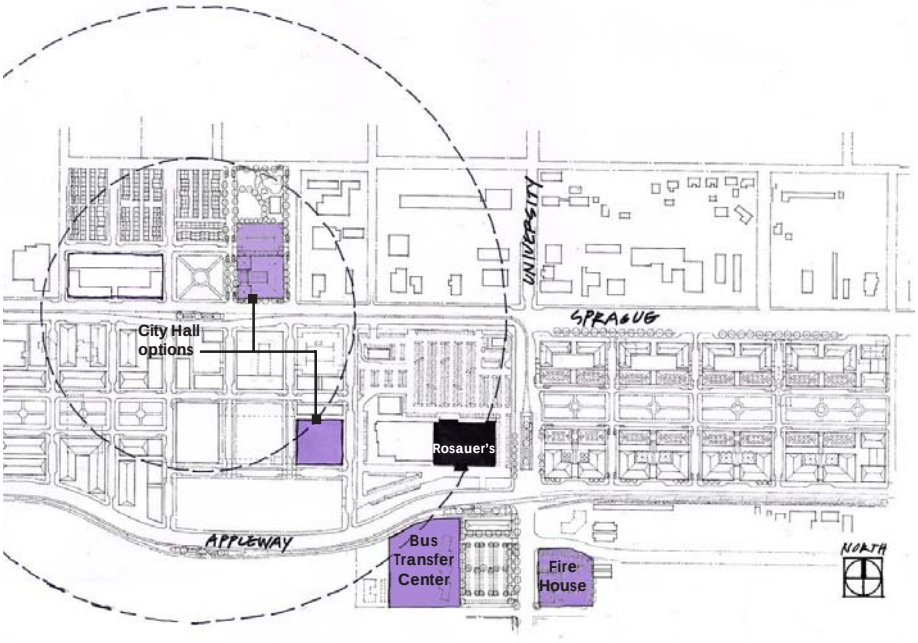


Medium Density Housing

Civic

Existing and new civic uses are illustrated in the diagram at right and described below:

- **City Hall location** - two options, each opening onto a town square gathering space across the street
- **City Hall north option** - diagonally adjacent to Sprague alignment LRT platform
- **City Hall south option** - reuse of existing mall building (formerly J.C. Penney building)
- **Existing bus transfer center -** south of Appleway
- **Firehouse** - new location on east side of University Road

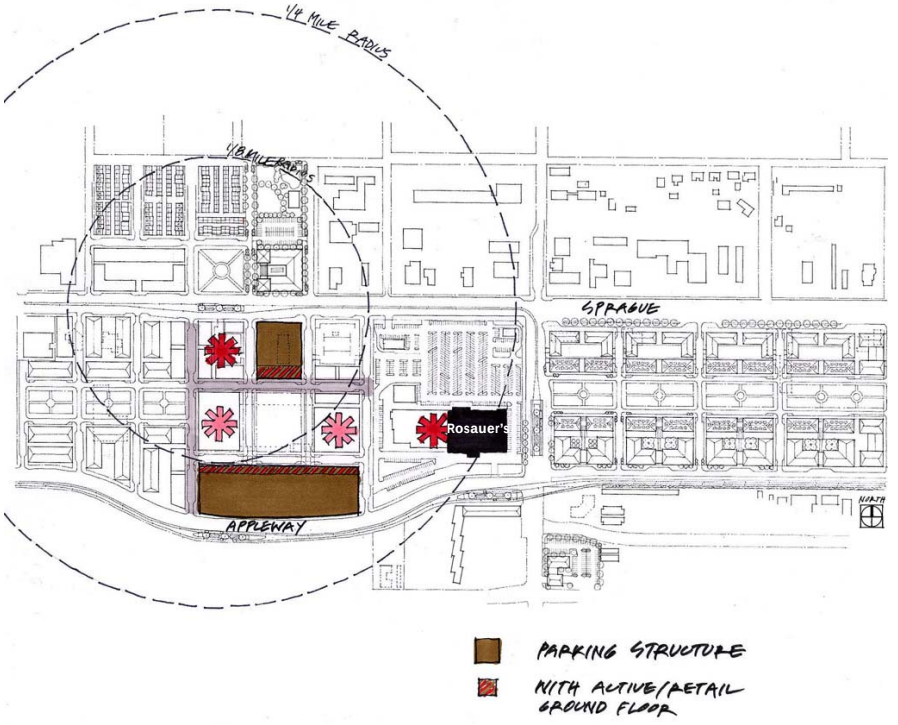


Civic

Parking Structures

The two parking structures proposed for University City are illustrated at right and described below:

- Located adjacent to station platforms
- Convenient to retail and employment uses (asterisks in diagram)
- Contain active uses at ground floor
- Provide three to four stories of parking

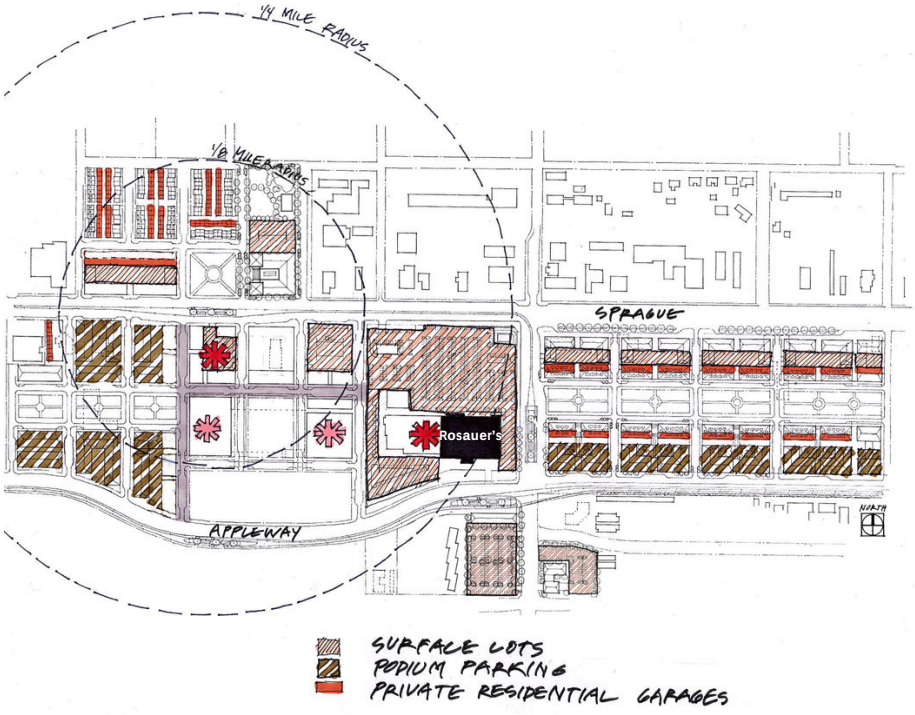


Parking Structures

Parking Off-street

As illustrated in the diagram at right, new off-street parking is proposed. All parking is located to provide safe and convenient access to all uses while minimizing impacts on the pedestrian environment. Adequate parking is provided at industry standards for each use.

- **Private garages -** provided for townhouses and single family detached houses
- **Podium parking -** private spaces in landscaped ground floor podium parking for multifamily buildings
- **Surface parking -** landscaped lots provided behind the retail/mixed use buildings on Sprague



Parking Off-street

Implementation

Improvement Areas

Seven improvement areas have been identified for University City, each focusing on a "catalyst project area" in which priority public "catalyst" projects will leverage adjacent private investment.

The project areas are illustrated in the diagram at right and described below, in order of greatest to least benefit to transit oriented development. Each improvement area could be broken down into additional phases.

1. **Raymond Road extension** right-of-way improvements for north-south road connecting Sprague and Appleway
2A. **Town Center Retail Street** - right-of-way improvements for retail street south of Sprague
2B. **Town Center Street** - right-of-way improvements north of Sprague
3. **East-West street through mall** - links east and west portions of University City area
4. **Park Blocks West -** Multifamily residential development focused on pedestrian open space amenity
5A. **Town Square - south option -** open space amenity; landscaping improvements from curb-to-curb, including cross-streets

Improvement Areas Diagram

5B. **Town Square - north option -** open space amenity; landscaping improvements from curb-to-curb, including cross-streets
6. **Sprague "Slip Road" -** right-of-way improvements including landscaped median separating local road from Sprague through traffic
7. **Park Blocks East -** Townhouse and live-work residential development focused on this amenity

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 City of Spokane Valley improvement areas, where preliminary investment analysis shows the average return on public investment to be 11 to 1.

Preliminary Investment Ratio Analysis

Priority	Public	Private	Ratio
1	By Developer		
2A	$1.6 Mil	$12.0 Mil	8/1
2B	$0.8 Mil	$13.7 Mil	17/1
3	$2.1 Mil	$11.6 Mil	6/1
4	$3.1 Mil	$47.6 Mil	15/1
5A	$2.7 Mil	$43.4 Mil	16/1
5B	$2.1 Mil	$11.8 Mil	6/1
6	$1.0 Mil	$24.0 Mil	24/1
7	$6.9 Mil	$60.0 Mil	9/1
Total	$20.3 mil	$224.1 mil	11/1

Implementation

Next Steps

Establishing and maintaining development momentum is necessary for TOD projects to be successful. The next steps table at right outlines a 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 Spokane Valley.

Next Steps – City of Spokane Valley

1) Appoint an "Implementation Director"
2) Establish a 120 day, one year and 5 year schedules
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, bicycle 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 or buildings, parks and/or key redevelopment sites
8) Initiate financial public/private partnerships for redevelopment of key buildings or sites with property owners

Aerial View Southeast