

**FINAL REPORT**

---

**SPOKANE REGIONAL  
LIGHT RAIL PROJECT**

**TRANSIT-ORIENTED DEVELOPMENT  
POTENTIAL EVALUATION**

**Submitted to:  
Spokane Transit Authority**

Submitted by:  
ZHA, Inc.  
Zimmerman/Volk Associates, Inc.

---

December, 2001

**FINAL REPORT**

**SPOKANE REGIONAL  
LIGHT RAIL PROJECT**

**TRANSIT-ORIENTED DEVELOPMENT  
POTENTIAL EVALUATION**

***Submitted to:***

***Spokane Transit Authority***

***Submitted by:***

***ZHA, Inc.***

***Zimmerman/Volk Associates, Inc.***

***December, 2001***

## **TABLE OF CONTENTS**

### *Executive Summary*

I.	Introduction.....	1
A.	Report Purpose.....	1
B.	Definition of Terms.....	1
C.	Structure of the Report.....	2
II.	Regional Economic Framework.....	2
A.	Demographic Trends and Projections .....	2
B.	Employment Trends and Projections .....	8
C.	Development Trends and Projections .....	9
III.	Station Area Existing Conditions .....	18
A.	Introduction .....	18
B.	Downtown Spokane.....	18
C.	West of Interstate 90-Industrial .....	22
D.	East of Interstate 90-Transitional (The Sprague-Appleway Couplet) .....	26
E.	East of Interstate 90-Suburban Locations .....	29
F.	East of Interstate 90-Exurban Locations .....	31
IV.	Transit-Oriented Development Potential Evaluation.....	34
A.	Criteria.....	34
B.	Evaluation .....	37
C.	Transit-Oriented Development Potential Conclusions .....	69
V.	Transit-Oriented Development Potential .....	71
A.	Introduction .....	71
B.	Convention Center Station Area .....	71
C.	Trent Station Area .....	73
D.	Fairgrounds Station Area .....	75
E.	University City Station Area.....	77
F.	Sullivan/Bogue Station Area .....	79
G.	Liberty Lake .....	80
H.	Station Area Prioritization .....	82
VI.	Conclusion.....	83

### Appendix

**LIST OF TABLES**

II-1	Population Trends, Spokane County, 1950-2000 .....	3
II-2	Kootenai County and Selected Areas, Population Trends, 1990-2000....	4
II-3	Age Distribution, Spokane County, 1980-2005 .....	5
II-4	Racial Composition, Spokane County, 2000 .....	6
II-5	Comparative Household, Family, and Per Capita Income As Estimated by Claritas, Inc. ....	7
II-6	Employment Trends, Spokane County, 1985-2000 .....	8
II-7	Housing Units by County Sub-Area, Spokane County, 2000 .....	9
II-8	Housing Projections, Spokane County and Sub-Areas, 2000-2025.....	10
II-9	Office Supply, Central Business District and Spokane County .....	10
II-10	Suburban Office Supply Trends, Spokane County, 1992-2001 .....	11
II-11	Suburban Office Space, Spokane County .....	12
II-12	Competitive Office Supply, Spokane Central Business District, 1983-2001 .....	13
II-13	Central Business District Retail Supply, 2000 .....	14
II-14	Suburban Retail Supply, 2000 .....	15
II-15	Retail Sales Distribution by Store Type, Spokane County, 2000 .....	16
II-16	Retail Employment Projections, Spokane County and Sub-Areas, 2000-2025 .....	17
III-1	Downtown Station Areas, Development Potential, 2000-2025 .....	22
III-2	West of I-90 Stations, Development Potential, 2000-2025 .....	25

III-3	East of I-90 Stations-Transitional, Development Potential, 2000-2025.....	29
III-4	East of I-90 Stations-Suburban, Development Potential, 2000-2025.....	31
III-5	East of I-90 Stations-Exurban, Development Potential, 2000-2025.....	34
IV-1	Station Area Categorization, Spokane LRT.....	70
V-1	Convention Center TOD Target Area, Development Program and Absorption, 2000-2025 .....	72
V-2	Trent TOD Target Area, Development Program and Absorption, 2000-2025 .....	74
V-3	Fairgrounds TOD Target Area, Development Program and Absorption, 2000-2025 .....	76
V-4	University City TOD Target Area, Development Program and Absorption, 2000-2025 .....	78
V-5	Sullivan/Bogue TOD Target Area, Development Program and Absorption, 2000-2025 .....	80
V-6	Liberty Lake TOD Target Area, Development Program and Absorption, 2000-2025 .....	81
VI-1	Summary, Transit-Oriented Development Potential, 2000-2025.....	83
VI-2	Transit-Oriented Residential Development Versus TAZ Projections for LRT Vicinity, 2000-2025.....	84
VI-3	Transit-Oriented Office Development Versus TAZ Projections for LRT Vicinity, 2000-2025.....	85

---

## **EXECUTIVE SUMMARY**

### **I. STUDY PURPOSE**

ZHA, Inc. and Zimmerman/Volk Associates, Inc. (Market Team) were retained as part of the General Management and Engineering Consultant Team (GMEC) by the Spokane Transit Authority (Client Group) to evaluate the transit-oriented development potential of Station Areas along Spokane's proposed South Valley Corridor Light Rail Transit line. The Station Areas evaluated are as follows:

- STA Plaza;
- Convention Center;
- Trent;
- Altamont;
- East Central;
- Fairgrounds;
- Park;
- Argonne;
- University City;
- Pines;
- Evergreen;
- Sullivan/Bogue and Appleway;
- Barker; and
- Liberty Lake

This report summarizes the Market Team's findings regarding the transit-oriented development potential of these Station Areas.

### **II. TRANSIT-ORIENTED DEVELOPMENT POTENTIAL EVALUATION**

#### **A. CRITERIA**

The following criteria are used to determine the transit-oriented development potential of a given Station Area. Generally, the scores for each criteria are on a scale of "1" to "3", with "1" being the lowest score. One criteria, "Vacant Land and Buildings", has a scale of "1" to "4" to reflect the importance of this criteria to transit-oriented development implementation. Those Station Areas with the highest scores have the greatest transit-oriented development potential.

Each Station Area has been analyzed with regard to the following seven criteria:

- Regional and Local Access;
- Mix of Surrounding Land Uses;
- Anchors Within a Quarter-Mile Radius;
- Adjacency to Planned/Recent Investment;
- Residential and Employment Density;
- Vacant Buildings and Land Availability; and,
- Land Ownership

B. CONCLUSIONS

The table on the following page summarizes how each Station Area scored according to the Transit-Oriented Development Criteria. The following Station Areas are well positioned to capitalize on transit-oriented development:

- The Convention Center Station Area;
- The Trent Station Area;
- The Fairgrounds Station Area;
- The Liberty Lake Station Area;
- The University City Station Area; and
- The Sullivan/Bogue Station Area

The first four Station Areas scored the highest among the criteria established for transit-oriented development potential. The last two Station Areas possessed unique transit-oriented development opportunities and were, thus, added by the Client Group.

TABLE 1

STATION AREA CATEGORIZATION  
 TRANSIT-ORIENTED DEVELOPMENT POTENTIAL  
SPOKANE LRT

	<b>Downtown Area</b>			<b>I-90 West</b>			<b>I-90 East - Trans.</b>			<b>I-90 East - Suburban</b>			<b>Exurban</b>	
	Transit Cntr	Conv Cntr	Trent	Alta-mont	East Central	Fair-grounds	Park	Argonne	Univ. Cntr	Pines	Ever-green	Sullivan/Bogue	Future Barker	Liberty Lake
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>
Local and Regional Access	1	2	3	2	3	3	1	3	2	3	3	3	2	3
Mix of Surrounding Land Uses	3	3	2	2	1	2	1	2	1	1	1	1	1	1
Anchors Within a 1/4 Mile	3	3	3	1	1	3	1	2	2	1	2	1	2	3
Planned/Recent Investment	3	3	3	1	1	3	1	1	2	1	2	3	1	3
Residential/Employment Density	3	3	1	1	3	2	2	2	2	3	3	1	1	1
Vacant Land/Buildings	2	3	4	4	2	4	3	2	4	1	2	4	2	4
Ownership /1	1	1	3	3	2	3	2	2	3	1	1	3	2	3
<b>TOTAL SCORE</b>	16	<b>18</b>	<b>19</b>	14	13	<b>20</b>	11	14	16	11	14	16	11	<b>18</b>

- 1 = Low
- 3 = High
- 4 = Highest Score for **Only** Vacant Land/Buildings

- 22 = Maximum Score
- 17 + = Transit-Oriented Development Station

= Transit Oriented Development Potential High.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 exec sum/ station ranks final

---

### III. TRANSIT-ORIENTED DEVELOPMENT POTENTIAL

#### A. CONVENTION CENTER STATION AREA

##### 1. Development Opportunities and Constraints

###### ***Opportunities***

- The Convention Center's expansion will increase activity in the Station Area.
- A large share of the Station Area's land is under-utilized.
- There are significant amenities at or near the Station.
- There is the potential to develop mixed-use projects on a number of the under-utilized parcels.
- There is strong residential and commercial potential.

###### ***Constraints:***

- Land ownership is fragmented making land assembly among different owners necessary for transit-oriented development implementation.
- Land values are relatively high making high-density development necessary.
- Parcel sizes are small making surface parking very difficult. Redevelopment will require structured parking.

##### 2. Preliminary Transit-Oriented Development Concept

Mixed-use buildings are envisioned in this Station Area. A typical mix of uses is retail and service uses on the ground floor, two stories of office space with the upper two floors residential. The Preliminary Transit-Oriented Development Concept proposes an average building height of five stories. To maintain this height and be feasible in light of land costs, new development will require off-site parking.

##### 3. Transit-Oriented Development Target Sites

The TOD Target Sites are surface parking lots in the immediate vicinity of the Station. The Market Team assumed that structured parking is developed on one of the Target Sites.

4. Development Program

TABLE 2

CONVENTION CENTER TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	60,000	100,000	90,000	100,000	150,000	200,000
Residential (Units)	50	150	50	50	100	200

Source: Zimmerman/Volk Associates; ZHA, Inc.

exec sum/conv

The development program translates into a floor area ratio of 4.75 which is the highest density proposed among the six TOD Station Areas.

B. TRENT STATION AREA

1. Development Opportunities and Constraints

***Opportunities***

- There is a single owner of significant vacant/underutilized land within a quarter-mile radius of station.
- There are significant amenities at or near the Station.
- There is strong residential and commercial potential.
- There is the opportunity to link Downtown with Higher Education Park through mixed-use development.

***Constraints***

- The Riverpoint Campus Master Plan does not emphasize the need for a mix of uses.
- The LRT Station is planned on the edge of the Campus, a more central location would have a greater impact.

## 2. Preliminary Transit-Oriented Development Concept

The Market Team recognizes that the Riverpoint Campus Master Plan governs the future use of most of the land within the TOD Target Area. The Plan, however, appears to consider primarily academic buildings rather than dormitories.

In order to maximize transit ridership and economic development around the Trent Station, a mix of land uses is necessary. Therefore, the Market Team's Preliminary Transit-Oriented Development Concept incorporates residential uses as well as academic buildings into the development program. Residential uses (whether market rate or dormitories) are a critical ingredient to this Station Area's ability to: (a) fully capitalize on transit; and, (b) interface with the Downtown.

Like the Riverpoint Master Plan, the Market Team's Preliminary Transit-Oriented Development Concept envisions buildings that range from three to six stories with surface parking.

## 3. Transit-Oriented Development Target Sites

Transit-oriented development is targeted on land south of Trent Avenue and north of the Railroad tracks. The Jenson Byrd building is also incorporated into the transit-oriented development concept.

4. Development Program

TABLE 3

TRENT TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION <sup>/1</sup>  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Non-Residential (Sq Ft) <sup>/2</sup>	-	180,000	325,000	295,000	325,000	475,000
Residential (Units)	100	200	250	350	350	550

1. Absorption will not be market driven. Washington State University will control development on the site. The absorption projections are an interpretation of the Master Plan.
2. Non-residential space include office space, classroom buildings and research facilities as well as retail.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 execsum/trent

The development program translates into a commercial floor area ratio of 0.98 and a residential density of 34.2 dwelling units per net acre of land.

C. FAIRGROUNDS STATION AREA

1. Development Opportunities and Constraints

***Opportunities***

- With the Railroad’s land and the STA land, there is sufficient land available to develop a major, mixed-use project.
- This Station Area’s location offers excellent access to Interstate 90, retail destinations, entertainment and recreation anchors.
- \$11-million of improvements have been budgeted and a Sports Complex is under consideration at the Fairgrounds.
- There is a great opportunity to leverage the Fairgrounds as a project amenity.
- There may be an opportunity to vacate the rail lines to allow through-block linkages between Sprague and the Station Area.

- Sprague Avenue, Havana, and Fancher are two-way roads in the Station Area. Functional two-way roads are superior to one-way roads from a market perspective.
- There is strong residential and commercial potential.

### ***Constraints***

- The preservation of the Railroad yard will remove much of the Station Area's development potential.
- The Spokane Transit Authority is considering this location for a rail maintenance facility. Such a facility will greatly compromise the Station Area's development potential.
- If the Railroad's land becomes available, left unconstrained the market will use this land to expand big-box, strip commercial on Sprague Avenue.
- If the tracks remain operable they will prohibit through-block connections, which will constrain development potential.

## 2. Preliminary Transit-Oriented Development Concept

The Preliminary Transit-Oriented Development Concept seeks to capitalize on the Fairgrounds as an amenity. It also seeks to leverage the size of the Site by creating a unique environment for a range of household types.

The Preliminary Transit-Oriented Development Concept seeks to maximize linkages between the Fairgrounds & Expo Center, the LRT Station and the retail concentration on Sprague Avenue. The strength of these linkages drive commercial development potential.

The Preliminary Transit-Oriented Development Concept assumes that the Fairgrounds and Expo Center are expanded as planned. In addition, the TOD Preliminary Development Concept assumes that a Regional Sports Center is developed in a location convenient to LRT.

3. Transit-Oriented Development Target Sites

The Preliminary Transit-Oriented Development Concept assumes that the Railroad yards are removed. The TOD Target Site amounts to approximately 71-acres. Currently, there are no buildings on the Target Site.

4. Development Program

TABLE 4

FAIRGROUNDS TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	25,000	125,000	50,000	-	75,000	125,000
Residential (Units)	400	500	150	100	550	600

Source: Zimmerman/Volk Associates; ZHA, Inc.

exec sum/fair

An average residential density of 16.6 dwelling units per net acre is proposed. Absorption is projected to be rapid.

D. UNIVERSITY CITY STATION AREA

1. Development Opportunities and Constraints

***Opportunities***

- The LRT Station is adjacent to STA’s existing Transit Center.
- There is the potential to redevelop the University City Mall as a Town Center serving Valley residents and businesses.
- There are 38-acres controlled by a single owner within a quarter-mile radius of the Station. This owner controls another 10-acres within a half-mile radius.
- The major retailer in the vicinity, Roseauer’s Groceries and Pharmacy, appears to be thriving.

- There are a significant number of vacant parcels, buildings, and parking lots within close proximity.
- Sprague Avenue (one way to the west) resumes two-way traffic at University Road.
- There is strong residential and commercial potential if a “town center,” mixed-use environment can be created.

***Constraints***

- The existing, mostly vacant University City Shopping Center makes redevelopment necessary. Redevelopment is more difficult than “Greenfield” development.
- East of University Road, the proposed Sprague/Appleway one-way pair creates a large and hard-to-access “island.”
- To effectively re-position, University City anchors must be inserted to change the form and function of the Station Area.
- The Station Area is unattractive and lacks amenities.

2. Preliminary Transit-Oriented Development Concept

The Preliminary Transit-Oriented Development Concept proposes the creation of a Town Center to achieve a mix of civic, commercial, retail and residential uses and support transit ridership. The Preliminary Development Concept envisions buildings ranging from one to three stories, with an average height of 2.5 stories.

The Development Concept is contingent upon the introduction of an anchor or anchors to change the area’s market position. To complement the anchor, the Preliminary Development Concept assumes that a mix of land uses will be developed in a high-amenity environment. The land use projections are contingent on a central amenity to create value.

3. Transit-Oriented Development Target Sites

The TOD Target Area totals 44 acres, of which, over 90 percent is controlled by the owners of the University City Shopping Center.

4. Development Program

TABLE 5

UNIVERSITY CITY TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	-	-	100,000	200,000	100,000	200,000
Residential (Units)	-	-	400	500	400	500

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 execsum/university

The Transit-Oriented Development Concept results in supporting an anchor use on five acres of land, 100,000 to 200,000 square feet of commercial uses and 400 to 500 residential units. The timing of this development will depend upon attracting an anchor use.

E. SULLIVAN/BOGUE STATION AREA

1. Development Opportunities and Constraints

***Opportunities***

- Shelley Lake is immediately south of the Station. There is an opportunity to expand residential uses north to the Station Site.
- There is a large-scale multi-family development located within a half-mile radius of the Station.
- There are relatively large lots under single ownership available for redevelopment.
- There is strong retail development potential on Sprague.
- There is strong residential development potential south of Appleway.

**Constraints**

- Left unrestricted, the market will develop strip retail along Sprague.

2. Preliminary Transit-Oriented Development Concept

The Preliminary Transit-Oriented Development Concept envisions residential uses around the Station Site and commercial uses on Sprague.

3. Transit-Oriented Development Target Sites

The TOD Target Sites represent 21 acres of contiguous land with seven additional acres across Bogue Lane.

4. Development Program

TABLE 6

SULLIVAN/BOGUE TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	20,000	65,000	35,000	-	55,000	65,000
Residential (Units)	300	400	-	-	300	400

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 exec sum/bogue

The development program reflects an average residential density of 18.9 units per net acre. Commercial uses will be one story or located on the first floor of multi-family residential.

---

F. LIBERTY LAKE

1. Development Opportunities and Constraints

***Opportunities***

- There is strong potential for transit-oriented development.
- Two large vacant parcels, one of 80 acres and one of approximately 300 acres, are controlled by single owners.
- The Station Area is comprised mostly of undeveloped land. Developers typically favor “Greenfield” sites.
- The Station Area is within the City limits of Liberty Lake, a newly incorporated municipality in Spokane County.
- The Station Area is adjacent to significant employment, both high-tech (Agilent, Liberty Lake Internet Portal) and industrial.
- The Station Area is adjacent to significant retail and residential development.
- The Station Area is near Liberty Lake and the Meadowood and Liberty Lake Golf Courses.
- Liberty Lake has a Transportation Benefit District that pays for trails and paths.

***Constraints***

- The Station Site is not centrally located on the 380-acre TOD Target Site. This somewhat compromises transit-oriented development potential.

2. Preliminary Transit-Oriented Development Concept

Because of the size of the Site, the Preliminary Transit-Oriented Development Concept is multi-faceted. The Development Concept revolves around a relatively high-density Town Center. The Town Center will be anchored by large, multi-story office buildings, a hotel, multi-family housing and a regional retail center. Commercial uses in the Town Center will range from one to six stories.

The proposed residential mix includes the full range of housing types, from multi-family rental apartments to large-lot single-family detached houses. Multi-family rental and for-sale units will be located in and near the Town Center, with residential density decreasing with distance from the Town Center.

3. Transit-Oriented Development Target Sites

The 80-acre Agilent parcel and the adjacent 300-acre parcel to the east represent the TOD Target Site.

4. Development Program

TABLE 7

LIBERTY LAKE TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	200,000	300,000	400,000	600,000	600,000	900,000
Residential (Units)	1,000	1,500	1,000	1,000	2,000	2,500

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 exec sum/lib

Residential densities will average 12.7 units per net acre.

G. PRIORITY STATION AREAS

In terms of priority, the TOD Stations are ranked as follows:

1. Liberty Lake;
2. Fairgrounds;
3. Trent; and
4. University City

#### IV. CONCLUSIONS

Six Station Areas along Spokane’s proposed Light Rail Transit line have significant transit-oriented development potential. If developed as envisioned in the Preliminary Transit-Oriented Development Concepts, these six Station Areas have the potential to support between approximately 1.0 million and 1.5 million square feet of commercial use and between 2,300 and 4,200 residential units by the year 2025. This projected potential excludes the academic and/or research space planned for the Trent Station Area.

TABLE 8

SUMMARY  
 TRANSIT-ORIENTED DEVELOPMENT POTENTIAL  
2000 - 2025

	Residential		Commercial	
	<i>Dwelling Units</i>		<i>Square Feet</i>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Downtown /1	450	750	150,000	200,000
I-90 West	550	600	75,000	125,000
I-90 East - Transition	400	500	100,000	200,000
I-90 East - Suburban	300	400	55,000	65,000
I-90 East - Exurban	2,000	2,500	600,000	900,000
Total	3,700	4,750	980,000	1,490,000

1. Excludes Trent's non-residential, academic space.

Source: Zimmerman/Volk Associates; ZHA, Inc.

ExecSum\summary

The Spokane Transit Authority projects to the year 2025 households and employment by “Transportation Analysis Zone” (TAZ). These projections are to the year 2025. The Market Team used the TAZ projections as a benchmark upon which the impact of transit-oriented development is measured. If the Preliminary TOD Development Concepts are implemented as described herein, between 43 and 55 percent of the residential units projected for the TAZ’s in the vicinity of the Light Rail Transit Line would be captured in a transit-oriented environment. If

implemented as conceived, between 32 to 53 percent of all employment projected in the vicinity of the Light Rail Transit Line would be captured in a transit-oriented environment.

00052\ExecutiveSummary Med1

## ***I. INTRODUCTION***

### **A. REPORT PURPOSE**

ZHA, Inc. and Zimmerman/Volk Associates, Inc. (Market Team) were retained by the Spokane Transit Authority to evaluate the transit-oriented development potential of Station Areas along Spokane's proposed Light Rail Transit line. The Light Rail Transit line is proposed to run between Downtown Spokane and Liberty Lake. This report summarizes the Market Team's findings regarding the transit-oriented development potential of the following Station Areas:

- STA Plaza;
- Convention Center;
- Trent;
- Altamont;
- East Central;
- Fairgrounds;
- Park;
- Argonne;
- University City;
- Pines;
- Evergreen;
- Sullivan/Bogue;
- Barker; and
- Liberty Lake

The regional economic framework, physical and functional characteristics, and specific development opportunities have been assessed for each Station Area to determine transit-oriented development potential. The Market Team then developed a Preliminary Development Concept for those Station Areas well-positioned for transit-oriented development. The magnitude of development by land use and likely absorption over a 25-year timeframe have been developed on a preliminary basis for these Station Areas.

### **B. DEFINITION OF TERMS**

*"Commercial Use"*: Commercial uses include office, retail, service and hotel uses. Commercial uses are distinct from residential and industrial uses.

*"Spokane Metropolitan Area"*: Spokane County represents the Spokane Metropolitan Area.

---

*"Transit-Oriented Development"* or *"TOD"*: Transit-oriented development refers to development that is oriented to a transit station and designed to maximize convenient, multi-modal access to other activity centers, either within the project, adjacent to the project or elsewhere along the transit line. Ideally, transit-oriented development includes a mix of land uses in a compact, relatively high density, pedestrian-oriented environment.

*"Station Area"*: For purposes of transit-oriented development, the Station Area is that area within a quarter-mile radius of the Station. If properly planned land uses within a quarter-mile radius of each other can be conveniently accessed by walking.

*"Market Team"*: The economic consulting firms, ZHA, Inc. and Zimmerman/Volk Associates, Inc.

*"Client Group"*: A task force consisting of representatives from the Spokane Transit Authority, the Spokane Regional Transportation Council, the City of Spokane, Spokane County, and David Evans and Associates.

## C. STRUCTURE OF THE REPORT

This report consists of five chapters in addition to this Introduction. The next chapter summarizes the economic framework within which Light Rail Transit and its associated development will function. The third chapter summarizes existing conditions in each of the 14 Station Areas. The fourth chapter presents an evaluation of each Station Area's potential for transit-oriented development. The fifth chapter contains preliminary development projections for those Station Areas possessing transit-oriented development potential. A brief conclusion is presented in chapter six. The Residential Target Market Analysis is included as Appendix 1.

## **II. REGIONAL ECONOMIC FRAMEWORK**

### A. DEMOGRAPHIC TRENDS AND PROJECTIONS

#### 1. Population

Spokane serves as the regional hub of a 36-county area known as the Inland Northwest. This region incorporates parts of Washington, Idaho, Montana, and Oregon and contains a population in excess of 1.7 million. As a regional trade area, the Spokane market area extends into Canada. The regional trade area is estimated to contain in excess of three million people.

Spokane County migration data over the past four years—from Internal Revenue Service taxpayer records—shows that, on average, approximately 8,500 households a year move into the county. An average of 8,900 households also move out each year, resulting in an average net migration loss of approximately 400 households a year.

Spokane County borders Idaho. With an estimated 418,000 people (including incorporated and unincorporated places), Spokane County is the fourth most populous county in the State. Spokane City is the county seat and contains 195,600 people. Spokane City is the second largest city in the State.

TABLE II-1

POPULATION TRENDS SPOKANE COUNTY  
1950-2000

Year (April)	Spokane City	Other Incorporated	Unin- Corporated	Total
1950	161,721	11,027	48,813	221,561
1960	181,608	12,997	83,728	278,333
1970	170,516	14,888	102,083	287,487
1980	171,300	18,371	152,164	341,835
1990	177,196	18,334	165,834	361,364
2000	195,629	23,175	199,135	417,939

Source: Journal of Business, "Market Fact Book, 2001"; ZHA, Inc.  
population trends/pop 1950-2000

Spokane County grew by 15.7 percent during the 1990's, the fourth fastest rate among Washington counties. A significant share of the growth over the last decade occurred in unincorporated areas. The city, however, did grow by 10 percent over the last decade.

TABLE II-2

KOOTENAI COUNTY AND SELECTED AREAS  
 POPULATION TRENDS  
1990 - 2000

	<u>1990</u>	<u>2000</u>	<u>Change</u>	
			<u>#</u>	<u>%</u>
Kootenai County	69,795	108,685	38,890	55.7%
Coeur d'Alene	24,563	34,514	9,951	40.5%
Post Falls	7,349	17,247	9,898	134.7%

Source: Journal of Business, "Market Fact Book, 2001"; ZHA, Inc.  
 population trends/koot

In 2002, Spokane County and Kootenai County in Idaho will be combined into a single Metropolitan Statistical Area (MSA). Kootenai County is currently one-quarter the size of Spokane. Kootenai County grew by 55.7 percent over the last decade. It was the fastest growing county in Idaho. The City of Post Falls immediately east of the Idaho boundary, grew by 134 percent over the last decade, making it the fastest growing city in Idaho.

According to the 2000 Census, Spokane County contains 163,610 households. The average household size is 2.48. Households grew by 15.5 percent over the last decade.

2. Age

TABLE II-3

AGE DISTRIBUTION  
 SPOKANE COUNTY  
1980 - 2005

<u>Age</u>	<u>1980</u>		<u>1990</u>		<u>2000</u>		<u>2005</u>	
	<u>Total</u>	<u>%</u>	<u>Total</u>	<u>%</u>	<u>Total</u>	<u>%</u>	<u>Total</u>	<u>%</u>
0 -14	78,126	23%	81,118	22%	92,658	22%	93,428	21%
15 -24	65,262	19%	52,955	15%	62,096	15%	68,635	15%
25 - 34	59,134	17%	59,332	16%	57,120	13%	58,811	13%
35 - 44	37,037	11%	56,278	16%	66,934	16%	63,572	14%
45 - 54	31,188	9%	35,282	10%	58,306	14%	65,498	15%
55 - 64	31,635	9%	28,725	8%	35,093	8%	46,303	10%
65+	39,453	12%	47,674	13%	51,140	12%	52,816	12%
Total	<u>341,835</u>		<u>361,364</u>		<u>423,347</u>		<u>449,063</u>	
Median	29.9		32.9		35.0		35.6	

Source: Spokane Area Economic Development Council, "Spokane Profile"; Real Estate Research Committee, "The Real Estate Report (Volume 25, Number 1, Spring 2001)"; ZHA, Inc.

53/poptrends/age

During the 80's the County's 65+ age cohort grew at the fastest rate. During the 1990's, the County's 45- to 54-year old cohort grew significantly. Over the next five years, the 15- to 24-year old and 35- to 54-year old cohorts are projected to grow the fastest. Over the next five years the County's median age is projected to increase.

3. Race

TABLE II-4

RACIAL COMPOSITION  
SPOKANE COUNTY  
2000

	<u>Number</u>	<u>%</u>
White	381,934	91%
Two or More Races	11,553	3%
Asian	7,870	2%
Black/African American	6,659	2%
American Indian/Alaska Native	5,847	1%
Other	4,076	1%

Source: Journal of Business, "Market Fact Book, 2001"; ZHA, Inc.  
demog/race

Spokane County is over 90 percent white.

4. Income

TABLE II-5

COMPARATIVE HOUSEHOLD, FAMILY, AND PER CAPITA INCOME  
AS ESTIMATED BY CLARITAS, INC.

Type and Location	1980 Census	1990 Census	2000 Estimate	2005 Projection
<u>MEDIAN HOUSEHOLD INCOME</u>				
United States	\$17,084	\$30,056	\$42,924	\$48,165
State of Washington	\$18,480	\$31,183	\$46,936	\$54,341
Spokane County	\$16,046	\$25,769	\$37,646	\$42,523
<u>MEDIAN FAMILY INCOME</u>				
United States	\$20,048	\$35,273	\$50,496	\$56,161
State of Washington	\$21,715	\$37,159	\$55,259	\$63,373
Spokane County	\$19,587	\$32,066	\$46,543	\$52,485
<u>PER CAPITA INCOME<sup>1</sup></u>				
United States	\$7,400	\$14,617	\$22,117	\$26,861
State of Washington	\$8,181	\$15,078	\$24,426	\$30,622
Spokane County	\$7,294	\$12,986	\$20,327	\$25,043

<sup>1</sup> Aggregate household income divided by total population

Source: Real Estate Research Committee, "The Real Estate Report (Volume 25, Number 1, Spring 2001)"; ZHA, Inc.

53/population trends/hld,fam,inc

Spokane County continues to fall below state and national averages with respect to income. The median income among Spokane County households is estimated at \$39,131. This is a moderate increase from the previous year. Spokane County ranks 112<sup>th</sup> out of 125 metropolitan areas for the percent of low income of households; 22.7 percent of Spokane County's households earned less than \$15,000 in 2000.

B. EMPLOYMENT TRENDS AND PROJECTIONS

TABLE II-6  
 EMPLOYMENT TRENDS  
 SPOKANE COUNTY  
1985 - 2000

	<u>1985</u>	<u>1990</u>	<u>'85 -'90</u>	<u>1995</u>	<u>'90 -'95</u>	<u>2000</u>	<u>'95 - '00</u>
Non-Agricultural Employment	135,800	154,000	13.4%	178,400	15.8%	194,700	9.1%
Manufacturing	17,000	19,900	17.1%	21,500	8.0%	22,000	2.3%
<i>Share of Total Employment</i>	<i>12.5%</i>	<i>12.9%</i>		<i>12.1%</i>		<i>11.3%</i>	
Construction and Mining	6,600	7,500	13.6%	9,900	32.0%	11,400	15.2%
<i>Share of Total Employment</i>	<i>4.9%</i>	<i>4.9%</i>		<i>5.5%</i>		<i>5.9%</i>	
Transportation/Utilities	7,500	8,200	9.3%	8,200	0.0%	8,800	7.3%
<i>Share of Total Employment</i>	<i>5.5%</i>	<i>5.3%</i>		<i>4.6%</i>		<i>4.5%</i>	
Wholesale/Retail	37,600	40,600	8.0%	45,900	13.1%	49,500	7.8%
<i>Share of Total Employment</i>	<i>27.7%</i>	<i>26.4%</i>		<i>25.7%</i>		<i>25.4%</i>	
Finance, Insurance and Real Estate	8,400	8,700	3.6%	10,200	17.2%	11,000	7.8%
<i>Share of Total Employment</i>	<i>6.2%</i>	<i>5.6%</i>		<i>5.7%</i>		<i>5.6%</i>	
Services	34,900	42,600	22.1%	53,100	24.6%	59,900	12.8%
<i>Share of Total Employment</i>	<i>25.7%</i>	<i>27.7%</i>		<i>29.8%</i>		<i>30.8%</i>	
Government	23,800	26,500	11.3%	29,800	12.5%	32,100	7.7%
<i>Share of Total Employment</i>	<i>17.5%</i>	<i>17.2%</i>		<i>16.7%</i>		<i>16.5%</i>	

Source: Spokane County Economic Development Council, "Spokane Profile"; ZHA, Inc.

53/demog/emp

From 1990 to 1995, annual employment growth in the county averaged 3 percent. From 1995 to 2000, the average growth rate dropped to 1.8 percent annually. The County grew by over 40,000 jobs during the 1990's, which represents an average annual growth rate of 2.4 percent. Over 40 percent of these jobs were in the service industry. There were significant gains in the retail/wholesale industries as well.

C. DEVELOPMENT TRENDS AND PROJECTIONS

1. Residential

TABLE II-7

HOUSING UNITS BY COUNTY SUB-AREA  
 SPOKANE COUNTY  
2000

<u>Spokane County Sub-Area</u>	<u>Units</u>	<u>Share</u>
City	90,081	52%
North Metro	11,697	7%
West Metro	1,902	1%
South Metro	3,894	2%
West Valley Metro	31,243	18%
East Valley Metro	8,972	5%
South Rural	4,531	3%
West Rural	10,412	6%
North Rural	11,488	7%
Total	<u>174,220</u>	<u>100%</u>

Source: Spokane Regional Transit Authority,  
 Transportation Analysis Zone Data; ZHA, Inc.  
 2025base/hsgunits

In 2000, the City contained over half of all residential units in Spokane County. Over time, growth has occurred primarily in the suburban areas such as the Valley. From 1980 to 2000, the Valley accounted for 40 percent of the growth in Spokane County exclusive of the City. The North Rural sub-area of the county accounted for 22 percent of residential growth during this same time period.

**TABLE II-8**

**HOUSING PROJECTIONS  
 SPOKANE COUNTY AND SUB-AREAS  
 2000-2025**

<u>Spokane County Sub-Area</u>	<u>2000</u>	<u>Share</u>	<u>2025</u>	<u>Share</u>	<u>Change</u>		
					<u>#</u>	<u>%</u>	<u>% of Total</u>
City	90,081	52%	121,075	46%	30,994	34%	36%
North Metro	11,697	7%	20,290	8%	8,593	73%	10%
West Metro	1,902	1%	5,683	2%	3,781	199%	4%
South Metro	3,894	2%	9,356	4%	5,462	140%	6%
West Valley Metro	31,243	18%	49,049	19%	17,806	57%	21%
East Valley Metro	8,972	5%	20,171	8%	11,199	125%	13%
South Rural	4,531	3%	5,631	2%	1,100	24%	1%
West Rural	10,412	6%	14,954	6%	4,542	44%	5%
North Rural	11,488	7%	14,740	6%	3,252	28%	4%
<b>Total</b>	<b>174,220</b>	<b>100%</b>	<b>260,949</b>	<b>100%</b>	<b>86,729</b>	<b>50%</b>	<b>100%</b>

Source: Spokane Regional Transit Authority, Transportation Analysis Zone Data; ZHA, Inc.  
 2025base/dis sum res

The Spokane Regional Transportation Council projects that an additional 86,729 residential units will be developed in the Spokane Metropolitan Area by 2025. Most of these units will be constructed in either the City or the Valley. Applying the 2000 average household size and housing vacancy factors, ZHA projects the Valley will contain an additional 67,257 households in 2025.

2. Office

**TABLE II-9**

**OFFICE SUPPLY  
CENTRAL BUSINESS DISTRICT AND SPOKANE COUNTY**

	<u>Square Feet</u>	
Central Business District	2,343,813	40%
Remainder of County	3,526,958	60%
<b>Total</b>	<b>5,870,771</b>	

Source: Auble, Joliceur & Gentry; Kiemle & Hagood Company; Spokane Building Owners & Managers Association; ZHA, Inc.

population trends/off sum

According to the Real Estate Research Committee's "The Real Estate Report", in February, 2001 there were 5.87 million square feet of multi-tenant office space in Spokane County. Most of the office space is located outside of the Central Business District.

TABLE II-10

SUBURBAN OFFICE SUPPLY TRENDS  
 SPOKANE COUNTY  
1992 - 2001

<u>Year</u>	<u>Bldgs</u>	<u>Sq Ft</u>	<u>Vacant SF</u>	<u>Vacancy</u>	<u>Absorption</u>
1992	59	1,735,620	223,086	12.9%	
1995	79	2,436,330	185,996	7.6%	737,800
1997	89	2,582,076	311,813	12.1%	19,929
1998	129	3,129,249	225,645	7.2%	633,341
1999	130	3,130,871	316,685	10.1%	(89,418)
2000	132	3,210,168	213,104	6.6%	182,878
2001	137	3,526,958	223,057	6.3%	306,837
<i>Average Annual Absorption</i>					<i>199,041</i>

Source: Auble, Joliceur & Gentry; Kiemle & Hagood Company; ZHA, Inc.  
 population trends/sub office trend

According to the above referenced report, suburban office supply doubled over the last nine years.

**TABLE II-11**  
**SUBURBAN OFFICE SPACE**  
**SPOKANE COUNTY**

Location	No.	Net Usable	Vacant	Percent	Avg. Rental
Survey Date	Bldgs.	Sq. Ft.	Sq. Ft.	Vacant	Rate \$/SF/YR
<b>Periphery of CBD<sup>1</sup></b>					
Jan. 1998	65	1,861,238	98,060	5.27%	\$12.81
Feb. 1999	65	1,861,863	177,551	9.54%	\$12.49
Feb. 2000	69	1,971,600	114,926	5.83%	\$13.95
Feb. 2001	71	2,241,671	119,872	5.35%	\$15.15
<i>Avg Ann Absorption</i>		119,540			
<b>South<sup>2</sup></b>					
Jan. 1998	7	107,944	7,214	6.68%	\$14.66
Feb. 1999	7	107,944	8,422	7.80%	\$15.21
Feb. 2000	8	118,424	11,220	9.47%	\$15.71
Feb. 2001	8	118,424	7,680	6.49%	\$15.71
<i>Avg Ann Absorption</i>		3,338			
<b>North<sup>3</sup></b>					
Jan. 1998	14	277,345	8,583	3.09%	\$11.05
Feb. 1999	14	260,945	27,962	10.72%	\$10.97
Feb. 2000	15	254,705	30,098	11.82%	\$10.50
Feb. 2001	18	295,264	26,893	9.11%	\$12.83
<i>Avg Ann Absorption</i>		-130			
<b>Valley<sup>4</sup></b>					
Jan. 1998	43	882,722	111,788	12.66%	\$11.16
Feb. 1999	44	900,119	102,750	11.42%	\$11.38
Feb. 2000	40	865,439	56,860	6.57%	\$10.92
Feb. 2001	40	871,599	68,612	7.87%	\$12.75
<i>Avg Ann Absorption</i>		1,873			
<b>Total</b>					
Jan. 1998	129	3,129,249	225,645	7.21%	\$12.25
Feb. 1999	130	3,130,871	316,685	10.11%	\$12.14
Feb. 2000	132	3,210,168	213,104	6.64%	\$12.92
Feb 2001	137	3,526,958	223,057	6.32%	\$14.38
<i>Avg Ann Absorption</i>		133,432			
<i>Rent Increase</i>					5.5%

<sup>1</sup> Bounded by Indiana, Hamilton, 14th, and Garden Springs

<sup>2</sup> South of 14th

<sup>3</sup> North of Indiana

<sup>4</sup> East of Hamilton

Source: Auble, Joliceur & Gentry; Kiemle & Hagood Company; ZHA, Inc.  
 population trends/sub office space

Most of the suburban office space is currently located in the City on the periphery of the Central Business District. The Valley contains approximately 871,600 square feet of office. Since 1998, the suburbs have absorbed an average of 133,400 square feet per year. Most of this absorption occurred near the CBD. Very little absorption occurred in the Valley from 1998 to February, 2001. This inventory excludes buildings owned and occupied by a single tenant.

TABLE II-12

COMPETITIVE OFFICE SUPPLY  
 SPOKANE CENTRAL BUSINESS DISTRICT  
1983-2001

<u>CBD Office</u>	<u>2/01</u>	<u>2/95</u>	<u>4/90</u>	<u>10/83</u>
Class A				
Square Feet	933,342 (8)	899,782 (8)	894,700 (8)	1,030,282 (8)
Vacant SF	24,206	67,418	93,841	50,695
Vacancy %	2.59%	7.49%	10.49%	4.90%
Rent	\$18.40			\$10.50-\$17
Class B				
Square Feet	1,246,877 (29)	734,961 (11)	517,734 (9)	523,035 (10)
Vacant SF	160,405	106,970	88,271	62,392
Vacancy %	12.86%	14.55%	17.05%	11.90%
Rent	\$14.60			\$7-\$12.50
Class C				
Square Feet	163,594 (5)	137,209 (4)	136,419 (4)	287,370 (5)
Vacant SF	43,451	31,934	48,618	63,500
Vacancy %	26.56%	23.27%	35.64%	22.10%
Rent	\$9.68			\$5.75-\$8
Total				
Square Feet	2,343,813 (40)	2,272,531 (45)	2,069,153 (34)	1,840,687 (5)
Vacant SF	228,062	309,236	335,530	176,587
Vacancy %	9.73%	13.61%	16.22%	9.60%
				\$5.75-\$17
Average Annual Absorption		25,409	45,934	9,932

Source: Auble, Joliceur & Gentry; Kiemle & Hagood Company; ZHA, Inc.  
 population trends/off supply

Over a similar time period (from 1995 to February, 2001), occupied office space in the Central Business District increased by 25,410 square feet annually. Class A office vacancy is very low currently. There is very little space available for large tenants. A new, 19-story 232,000 square foot office tower has been announced on the block bounded by Riverside Avenue, Howard Street, Sprague Avenue and Stevens Street in the Central Business District.

3. Retail

The Market Team diagnosed that the Real Estate Research Committee's, "The Real Estate Report" contains inaccurate retail supply information. Therefore, retail development trend data is unavailable.

TABLE II-13

CENTRAL BUSINESS DISTRICT RETAIL SUPPLY  
2000

	<u>Total</u>	<u>Occupied</u>	<u>Vacant</u>	<u>Vacancy</u>
Street-Level Space	573,702	516,402	57,300	10.0%
Skywalk Space	144,137	125,647	18,490	12.8%
Total	<u>717,839</u>	<u>642,049</u>	<u>75,790</u>	<u>10.6%</u>

Source: Auble, Jolicoeur & Gentry; ZHA, Inc.  
 population trends/new retail

According to a recent survey by Auble, Jolicoeur & Gentry there are 717,800 square feet of retail in the Central Business District. Street level retail is 90 percent occupied and skywalk retail is over 85 percent occupied.

TABLE II-14

SUBURBAN RETAIL SUPPLY  
2000

	<u>Total</u>	<u>Occupied</u>	<u>Vacant</u>	<u>Vacancy</u>
Periphery of Cl	200,340	198,868	1,472	0.7%
South <sup>/2</sup>	828,235	706,991	121,244	14.6%
North <sup>/3</sup>	3,466,101	3,348,110	117,991	3.4%
Valley <sup>/4</sup>	2,909,590	2,653,408	256,182	8.8%

<sup>1</sup> Bounded by Indiana, Hamilton, 14th, and Garden Springs

<sup>2</sup> South of 14th

<sup>3</sup> North of Indiana

<sup>4</sup> East of Hamilton

Source: Auble, Jolicoeur & Gentry; ZHA, Inc.

population trends/new suburb retail

Most of the suburban retail is located in the northern suburbs and the Valley. Most recent data indicate occupancy rates in excess of 95 percent in the northern suburbs. The Valley contains approximately 2.9 million square feet of which 90 percent is occupied. The Spokane Valley Mall (approximately 889,000 square feet) is a major regional mall located in the Valley immediately north of the Evergreen and Sullivan/Bogue Station Areas.

An evaluation of retail sales and spending potential indicates that 17 percent of Spokane County's retail sales are derived from non-County residents (see Table II-15). Spokane is a shopping destination for the region. General merchandise and furniture, fixtures, and equipment sales are one-quarter to one-third higher than average. Surprisingly, eating and drinking sales are below average in terms of sales share.

TABLE II-15

RETAIL SALES DISTRIBUTION BY STORE TYPE  
 SPOKANE COUNTY  
2000

	<u>Total</u>		<u>Food &amp; Beverage</u>		<u>Eating &amp; Drinking</u>		<u>General Merchandise</u>		<u>Furniture, Home Furn.</u>	
Population	419									
Per Capita Income	\$20,327									
Total Income	\$8,517,013									
Retail Sales Potential /1	\$4,551,833	53%	\$613,002		\$475,380		\$655,388		\$230,315	
Actual Sales	<u>\$5,484,486</u>		<u>\$687,858</u>	12.5%	<u>\$443,292</u>	8.1%	<u>\$884,626</u>	16.1%	<u>\$356,001</u>	6.5%
Outflow/(Inflow)	(\$932,653)		(\$74,856)		\$32,088		(\$229,238)		(\$125,686)	
Flow as Share of Sales	17%		11%		-7%		26%		35%	

1. Based on the average sales distribution among Washington State metropolitan counties.

Source: Sales, Marketing & Management, "Survey of Buying Power, 2000"; ZHA, Inc.

retail/sales distrib

TABLE II-16

RETAIL EMPLOYMENT PROJECTIONS  
 SPOKANE COUNTY AND SUB-AREAS  
2000-2025

Spokane County Sub-Area	2000	Share	2025	Share	Change		
					#	%	% of Total
City	24,189	72%	30,358	69%	6,169	26%	59%
CBD	6,672	20%	8,312	19%	1,640	25%	16%
North Metro	1,473	4%	1,822	4%	349	24%	3%
West Metro	308	1%	384	1%	76	25%	1%
South Metro	120	0%	136	0%	16	13%	0%
West Valley Metro	5,664	17%	8,677	20%	3,013	53%	29%
East Valley Metro	772	2%	1,346	3%	574	74%	6%
South Rural	85	0%	106	0%	21	25%	0%
West Rural	473	1%	590	1%	117	25%	1%
North Rural	286	1%	358	1%	72	25%	1%
<b>Total</b>	<b>33,370</b>	<b>100%</b>	<b>43,777</b>	<b>100%</b>	<b>10,407</b>	<b>31%</b>	<b>100%</b>

Source: Spokane Regional Transit Authority, Transportation Analysis Zone Data; ZHA, Inc.  
 2025base/retail

Retail employment is projected to increase by 31 percent over the next 25 years. Applying the existing ratio of retail employees to retail space, the 25-year projections translates into approximately 2 million additional retail square feet. Approximately 60 percent of the retail employment growth is projected to occur in the City. Approximately 35 percent of employment growth is projected to occur in the Valley.

---

### **III. STATION AREA EXISTING CONDITIONS**

#### **A. INTRODUCTION**

The Spokane Valley transit corridor runs from Downtown Spokane through the Valley to Liberty Lake. The corridor traverses established, mostly built-out neighborhoods with a few exceptions. Although each Station Area possesses its own unique characteristics, from a market perspective, the stations along the corridor can be grouped within five distinct segments.

- Downtown Spokane
- West of Interstate 90—Industrial
- East of Interstate 90—Transitional (The Sprague-Appleway Couplet)
- East of Interstate 90—Suburban
- East of Interstate 90—Exurban

#### **B. DOWNTOWN SPOKANE**

##### **1. Stations**

Three stations comprise the “Downtown Spokane” stations:

- The STA Plaza station;
- The Convention Center station; and
- The Trent/Riverpoint station.

**STA Plaza Station:** The STA Plaza Station is sited on Riverside Avenue between Post and Wall Streets. The quarter-mile radius surrounding the STA Plaza Station encompasses the heart of Downtown Spokane, from the Fox Theater on the west, to the Library and River Park Mall to the north, and to Second Street to the south. To the east, the quarter-mile radius of the Plaza Station overlaps the quarter-mile radius of the Convention Center Station.

**Convention Center Station:** The Convention Center Station is sited on Riverside Avenue at Bernard Street. The quarter-mile radius surrounding the Convention Center Station overlaps the quarter-mile radius of the STA Plaza Station to the west, includes the Convention Center to the north, and extends to Division Street on the east and 2nd Street to the south. Within the quarter-mile radius, the Burlington Northern Santa Fe (BNSF) Railroad tracks create a physical market barrier to the south.

---

**Trent Station:** The quarter-mile radius surrounding the Trent Station extends from Division Street to the west, Riverpoint Boulevard to the north, if it were extended, Scott Street to the east, and just below Pacific Avenue to the south.

## 2. Overview

Downtown Spokane is the dominant commercial center of both the Metropolitan Area and the Inland Pacific Northwest. The Central Business District contains roughly 2.34 million square feet of office space<sup>1</sup>, approximately 40 percent of the region's inventory, far outdistancing the next largest office submarket. Downtown office tenants vary widely; finance, insurance, real estate, various business services, and government comprise some of the major tenant groups.

The area around the STA Plaza Station possesses the highest density of commercial office. There is currently a 232,000 square foot Class-A office building planned approximately one block east of the STA Plaza Station.

The Downtown is also a major retail center. River Park Square, an enclosed mall, contains approximately 560,000 square feet of retail. River Park Square is anchored by an AMC Cineplex and a Nordstroms. Attached to the Mall via skywalk is a Bon Marche department store. According to River Park Square management, the Mall is well occupied.

In addition to River Park Square, a number of stores and eating and drinking establishments are located Downtown. According to the Spring 2001 Real Estate Report by the Real Estate Research Committee, Central Business District retail is 15.64 percent vacant. Higher vacancy rates occur in space located on the Skywalk.

Spokane's Downtown is also the cultural and entertainment hub of the Metropolitan Area. The Spokane Center -- which includes the Spokane Opera House, the Spokane Convention Center, and the International Ag Trade Center -- is located Downtown. These facilities are the focal point for entertainment, conventions and sports in the Spokane area.

According to Spokane Regional Transportation Council, there are approximately 800 people living in the Downtown Core area (bounded by the River, Monroe Street, I-90 and Division Street). The Park Tower Apartments on Spokane Falls Boulevard are located within the quarter-mile radii of the Convention Center Station.

---

<sup>1</sup> "Office space", as used here, refers to "competitive" office space, and excludes owner-occupied, medical and government office buildings.

---

Immediately east of Downtown is Riverpoint. This area is physically confined to the north and east by the Spokane River and by the BNSF Railroad tracks. Although Spokane's Downtown Plan classifies Riverpoint as an "Influence Area," rather than as part of Downtown, for purposes of this study, the Station at Riverpoint has been categorized as a Downtown Station. Riverpoint is adjacent to Downtown and its development has the potential to directly connect with the Downtown.

The Riverpoint area contains a mix of uses, including the Riverpoint Higher Education Park. The Riverpoint Higher Education Park is the location of the Spokane Intercollegiate Research and Technology Institute (SIRTI), as well as Washington State University/Eastern Washington University classroom buildings and a Health Sciences Building (currently under construction). Legislation enacted in 1998 stipulates that the Riverpoint Campus is to house all Spokane-based upper-division and graduate course offerings and academic programs (except nursing) offered by public universities within Spokane.

The Riverpoint Higher Education Park totals 48-acres. The Riverpoint Campus is bounded on the north and east by the Spokane River and on the south by the Burlington Northern Santa Fe Railroad tracks. The western edge follows Riverpoint Boulevard north of Trent Avenue, and follows an old Railroad property line south of Trent Avenue. Trent Avenue bisects the land holdings with all of the existing improvements on land north of Trent. South of Trent, where the Trent Station is proposed, the Higher Education Park's land is mostly undeveloped.

Washington State University recently completed a Riverpoint Campus Master Plan (September 2000) for the Riverpoint Higher Education Park. The Master Plan provides a framework for future development. One of the objectives of the Master Plan was to carefully knit the campus into the urban fabric of Downtown Spokane. In the Master Plan the Riverpoint Campus is envisioned as urban with buildings lining streets and structured parking. Buildings average four stories with a maximum height of six stories. The Master Plan incorporates a pedestrian mall running north-south through the middle of the 48-acre campus.

The rate and sequence of Riverpoint Campus development is not known. Therefore, the Riverpoint Campus Master Plan is designed to be flexible. As envisioned, the next phase (2008 – 2009) of development includes three additional academic buildings, all developed north of Trent Avenue. This phase will accommodate 2,650 full time equivalent students. In this phase, land south of Trent is used for surface parking.

---

In the subsequent phase, several additional academic buildings are developed on the south side of Trent. These buildings are served by structured parking. The Master Plan states that a total of 3,700 full-time equivalent students can be accommodated on campus with the completion of this phase. The Master Plan ultimately allows the Campus to accommodate in excess of 1.5 million square feet. The number of students that could be served by this level of development is 6,000 to 7,000. At 1.5 million square feet, the density of development envisioned for the Campus represents a floor area ratio of 0.72.

North and west of the Riverpoint Campus are residential, office, and hotel uses. The Courtyards by Marriott and Fairfield Inn terminate Riverpoint Boulevard at Division. A small number of residential units, including apartments and duplexes called Riverpoint Village, have been developed adjacent to the river. All of these uses are outside the Trent Station's quarter-mile radius.

Across Trent and east of the Higher Education Park's land are several buildings, including new office space, as well as Schade Towers. Schade Towers is an adaptive reuse project that includes an antique center and a café.

According to Claritas, Inc. data, there are approximately 2,340 households within three-quarters of a mile from the mid-point between the Downtown Stations. Approximately 300 households moved into this area during the 1990's. Families comprise 57% of the households within a three-quarter mile radius of the Downtown Stations. Median household income among these households is \$32,100, below the County average (\$37,650).

### 3. Future Development Character

Commercial uses have development potential in and around each of these Station Areas. Commercial demand, land cost and parking availability are the critical feasibility factors at play among the Downtown Stations. To maximize development potential, centralized structured parking must be built in concert with transit improvements to allow infill development.

Although there is relatively little Downtown residential present today, residential uses have potential in and around the Downtown Station Areas, particularly in mixed-use buildings. The central issues regarding residential feasibility are high land costs and the depth of the market interested in paying premium rents in an urban setting. Mixed-use buildings improve the economics of residential development.

The Trent Station Area has relatively low land costs and large expanses of land available. This area has significant redevelopment potential. Its redevelopment is a logical extension of the mixed-use Downtown. The future development of this Station Area will be governed by the Riverpoint Campus Master Plan. The Plan currently envisions high density development at build-out. The Plan, however, appears to consider primarily academic buildings rather than dormitories. Residential uses would help to activate the Riverpoint Campus throughout the day and night.

TABLE III-1

DOWNTOWN STATION AREAS  
 DEVELOPMENT POTENTIAL  
2000 - 2025

	<u>2000</u>	<u>2025</u>	Change	
			<u>#</u>	<u>%</u>
Housing	1,161	2,805	1,644	142%
Employment	17,081	21,315	4,234	25%

Source: Spokane Regional Transportation Council; ZHA, Inc.  
 2025base/dt stations

The Spokane Regional Transportation Council projects significant residential and commercial development within the Downtown Station Areas. Most of the residential development is projected to occur in the Convention Center Station Area. While this projection appears consistent with the Riverpoint Campus Master Plan (which appears to incorporate little residential space), residential uses would help to activate the Trent Station Area.

C. WEST OF INTERSTATE 90—INDUSTRIAL

1. Stations

Each of the Station Areas in the industrial area west of Interstate 90 are traversed by Railroad tracks and are surrounded by industrial uses. There are considerably more employees than households in these Station Areas.

**Altamont Station:** The Altamont Station is located at the intersection of Altamont and the Railroad tracks at the primary entrance to Playfair. The Altamont

---

Station Area encompasses a majority of the Playfair site. The quarter-mile Station Area extends north of the rail lines to incorporate the grain elevators. To the east the Station Area extends to Nelson Street extended, to 1st Street on the south, and to Napa on the west.

**East Central Station:** The East Central Station is sited on the rail line between Freya Street and Sycamore Street, north of Sprague Avenue. The quarter-mile radius surrounding the East Central/Freya Station extends just beyond Ralph Street to the west, up to Olive Avenue to the north, just beyond Julia Street to the east and Interstate 90 to the south.

**Fairgrounds Station:** The Fairgrounds Station is located on the Union Pacific rail line, south of the baseball stadium opposite Custer Road. The quarter-mile radius of the Station Area mostly encompasses Railroad and Fairgrounds land.

## 2. Overview

The Altamont Station is adjacent to Playfair, a horse racing facility. Recently, Playfair announced that horse racing will cease at the facility. Playfair accounts for much of the land (65 acres) within a quarter-mile radius of the Altamont Station Area.

Playfair is the fourth oldest horse racing track in the United States and the oldest west of the Mississippi. The facility includes a race track, fully covered seating, and horse barns. In addition, Playfair has full banquet, kitchen and bar facilities, enabling its use by conventions and weddings of up to 800 people. Playfair has 3,000 parking spaces, and can host a concert for over 12,000 people.

There is no direct road access to areas north of Playfair because Railroad tracks on Playfair's northern boundary block the north-south access.

South of Playfair, the quarter-mile radius contains a mix of small commercial and light industrial properties. Some small businesses, from janitorial services to pawn shops to auto-oriented repair shops, are located here. Single-family residential units are rare, but a few scattered houses exist. Lots are very small south of the Station site. To the east of Playfair and north of Sprague larger industrial uses predominate. Sprague carries a significant amount of traffic along this portion of the corridor.

The area immediately surrounding the East Central Station is industrial, with industrial uses generally on lots of one to three acres. Real estate values are considerably higher here than around Playfair, largely because of East Central's industrial activity.

---

South of the East Central Station Area, retail on Sprague is marginal. Other than a large Subway fast-food restaurant, there is little new retail development in or around the Station Area.

A limited access freeway, the North-South Freeway, is planned to link Interstate 90 with US 395 and 2. The North-South Freeway will include a Thor/Freya Couplet. A viaduct will pass over a portion of the East Central Station area. Significant demolition will occur in the Station Area to construct the viaduct. There will be a north-south interchange with Sprague Avenue.

The Fairgrounds Station is within easy walking distance of the Spokane Indians Baseball field and the Spokane County Fair and Expo Center. The County owns approximately 80 acres within a half a mile of the Station site.

Land uses west of the Fairgrounds Station and north of Broadway are predominantly industrial. Broadway provides excellent truck access to Interstate 90. The industrial uses are on one- to three-acre lots, and land values are relatively high given the industrial improvements.

With up to 65 trains a day crossing the at-grade intersection with Havana, the train tracks north of the Station Area make traveling north on Havana problematic.

There has been considerable "big box" development along Sprague Avenue with a Home Depot, a Costco and a Lowe's located between Havana and Fancher. Interstate 90 can be accessed via Fancher.

The Spokane County Fairgrounds and Expo Center contains Avista Stadium. Home of the Spokane Indians, the Stadium seats 8,314, of which 2,700 are sheltered. The Fairgrounds also includes exhibit areas totaling 76,000 square feet and the North Agricultural Complex totaling 51,500 square feet. The Fairgrounds contains 8,000 parking spaces.

The Spokane County Fair and Expo Center Advisory Board updated the Center's Master Plan in the summer of 2000. Master Plan 2000 calls for the construction of improved entry court and gates, an expanded exhibit hall, food court and an outdoor arena and grandstand. The concept improves pedestrian linkages. The improvements are projected to cost \$11.8 million.

A Regional Sports Complex has been discussed on the Fairgrounds. Facilities discussed include: a fieldhouse for basketball, volleyball and other indoor sports; a

dual rink ice skating facility; an aquatic center; and a stadium for football, track, and soccer. The Regional Sports Center could share parking with transit users since peak demands may be somewhat reciprocal.

The intersection of Freya and Sprague is the mid-point between the I-90 West Stations. According to Claritas, Inc. data, within one mile of this intersection there are approximately 2,610 households, most of which are families. The median household income is estimated to be \$32,100, approximately the same as households around the Downtown Stations and below the County average.

### 3. Development Potential

The Altamont and East Central Station Areas will benefit from the North-South Freeway. Neither of these Station Areas are competitive office or residential locations because of the nature of the surrounding land uses. Industrial uses have development potential around these Station Areas. Industrial uses benefit from the relatively low land costs, access, and, potentially, Playfair’s land assemblage.

The Fairgrounds has excellent redevelopment potential, particularly if the Union Pacific rail yard is re-located. Assuming the rail yards are relocated, the Fairgrounds Station Area possesses the following attributes: proximity to regional recreational amenities; proximity to state-of-the-art retail; good access and visibility from I-90; and a land area large enough to create a meaningful environment. The Fairground Station Area is well positioned for residential development and small-scale office and commercial development.

TABLE III-2

WEST OF I-90 STATIONS  
 DEVELOPMENT POTENTIAL  
2000 - 2025

	<u>2000</u>	<u>2025</u>	Change	
			<u>#</u>	<u>%</u>
Housing	549	2,530	1,981	361%
Employment	6,127	8,339	2,212	36%

Source: Spokane Regional Transportation Council; ZHA, Inc.  
 2025base/i90west

---

Those Transportation Analysis Zones in proximity to these three stations are projected to experience significant residential and commercial development. Residential growth is projected to occur primarily at the Fairgrounds. Most of the commercial development projected is industrial.

D. EAST OF INTERSTATE 90—TRANSITIONAL  
(THE SPRAGUE-APPLEWAY COUPLET)

1. Stations

Each of these Station Areas is located within the newly-built Sprague-Appleway Couplet, which is a one-way, east-west pair of extremely wide and inhospitable thoroughfares.

**Park Station:** The Park Station is currently located on Park just north of Sprague. The quarter-mile radius surrounding the Park Station extends north of the gravel pit and Valley Way to the north, to Ella Road to the east, to below the Sprague-Appleway Couplet on the south, and to Coleman Road if it were extended on the west.

Subsequent to this analysis, the Park Station's location has been scrutinized. There is the potential that this Station Area will move east to Vista Road.

**Argonne Station:** The Argonne Station is located on Argonne at Appleway Boulevard. The quarter-mile radius surrounding the Argonne Station extends from Sargent Road to the west, Locust Road to the east, and to the Dishman Hills Natural Area to the South.

**University City Station:** The University City Station is located on Appleway adjacent to the Transit Center. The quarter-mile radius surrounding the University City Station extends to Dartmouth Street to the west, Main Avenue to the north, Gilles Road if it were extended south to the east, and 6th Avenue to the south.

2. Overview

The Park Station is planned in the Railroad right-of-way north of Sprague Avenue. The Station Area is east of a large gravel pit, which is still in operation. The one-way pair of Sprague and Appleway begins immediately west of this Park Station.

In this vicinity, motor vehicle sales are the predominant commercial land use along Sprague Avenue. There is no pedestrian environment to speak of in the vicinity of the Park Station.

Within the quarter-mile radius of the Park Station, residential is largely limited to modest single-family houses and the Rose Haven Mobile Home Park. The Park Place Senior Retirement Center is located between the quarter-mile and half-mile radius south of the Station.

Park Road is one of the few thoroughfares going from the south hills to the north hills. However, there is no Park Road interchange with Interstate 90 to the north of the Station. It is our understanding that an interchange is planned in the future but the timing is unknown.

With the exception of limited residential development, the Dishman Hills Natural Area represents nearly all of the land south of the Appleway between Park and Dishman-Mica Road; this land cannot be developed.

The light rail line moves south of Sprague at the Argonne Station. The immediate Argonne Station Area includes an old train depot, strip commercial, and a few very modest detached houses.

A variety of retail enterprises and rental apartment complexes are the principal land uses within the quarter-mile radius of the Argonne Station. Between the Station Area and Interstate 90 small multi-tenant office buildings, banks, and strip commercial line the one-way pair of Argonne (southbound) and Mullen (northbound). The strip commercial includes retail, light industrial, and small office uses.

Retail along Sprague between the Argonne Station and the University City Station has suffered as a result of the Spokane Valley Mall's development. Vacancies include a large former Home Builders store, and several commercial spaces, ranging from small buildings, to large parcels.

The Farr Court Apartments, a relatively recent rental property on the south side of Appleway at Farr Street, has modest rents and is at functional full occupancy.

The University City Station is located at the University City Mall which is experiencing very high vacancy. The University City Mall is currently anchored by Rosauer's Grocery and Pharmacy, with a few additional retailers, such as Flaherty's and the 99 Cent Store, still in business. Occupied pad sites include McDonald's, Taco Bell, and the Les Schwab Tire Center. Percy's Café Americana is a pad site located directly in front of vacant retail space. Other than Rosauer's, there is very little retail activity taking place within the mall.

---

North of Sprague and the University City Mall, and within a quarter-mile radius of the University City Station, are a mix of uses, including a furniture store, a restaurant, an Arby's, a fire station, and a vacant IHOP. East of the Mall is a gas station, bank, and a vacant department store.

Some multi-family and modest single-family residential is located within the quarter-mile radius of the Station, but the University City Station Area's principal uses are commercial.

The intersection of Argonne and Sprague represents the mid-point between these Station Areas. According to Claritas, Inc. data, there are approximately 3,075 households within a mile of this intersection. Median household income is higher in the vicinity of these Station Areas than among the Downtown and I-90 West Stations. Median household income totals \$33,560 within a mile radius of Argonne and Sprague. A higher share of households (60%) are families in the vicinity of the I-90 East - Transition Stations.

### 3. Development Potential

The development potential of these Station Areas is greatly constrained by the Sprague-Appleway one-way pair. These one-way roads are wide, thereby, compromising the synergy between land uses on either side of the road. The car dominates the environment around these stations. The pedestrian environment is poor.

From a market standpoint, the one-way pair constrains development potential. Developers, particularly retail investors, prefer two-way streets. One-way roads reduce visibility and convenience. These observations are based on the national experience of the Market Team.

These Station Areas are in transition from a functional standpoint. The retail uses that used to dominate this environment have been supplanted by Interstate highway-oriented retail. The future development potential of these Station Areas rests on the area's success at finding another economic position. Because of this area's access and central location, it has the potential to evolve into an economically viable place.

There is a unique opportunity to capitalize on University City's large land assemblage. New anchors must be introduced into this environment to change its function. These anchors may be non-traditional like a civic center, recreational amenity, or public sector offices. Amenities must be introduced to minimize the impact of the one-way pairs and demonstrate the investment opportunity.

Assuming pro-active re-positioning, residential and commercial uses have potential at the University City Station. Argonne/Dishman Mica is a good location for small office uses. The Park Station has light industrial potential.

TABLE III-3

EAST OF I-90 STATIONS - TRANSITIONAL  
 DEVELOPMENT POTENTIAL  
2000 - 2025

	<u>2000</u>	<u>2025</u>	Change	
			<u>#</u>	<u>%</u>
Housing	2,315	4,058	1,743	75%
Employment	3,192	4,060	868	27%

Source: Spokane Regional Transportation Council; ZHA, Inc.  
 2025base/i90east

The number of residential units in proximity to these Station Areas is projected to increase dramatically. Much of this residential growth will occur outside a quarter-mile radius to the south of the Station Areas. The TAZ's that abut Sprague extend to the south. Employment growth is projected to occur in those TAZ's containing University City.

E. EAST OF INTERSTATE 90—SUBURBAN LOCATIONS

1. Stations

These three stations are located within rapidly growing, highly suburbanized areas of the Spokane Valley. According to a local appraiser, land values increase 30 to 40 percent east of University Road. Sprague becomes a heavily developed commercial corridor once it resumes two-way traffic at University Road. The light rail line runs along the right-of-way mid-way between Sprague and 4th Avenue in this section of the corridor.

**Pines Station:** The Pines Station is located on Appleway immediately east of Pines Road. The quarter-mile radius surrounding the Pines Station extends to Main Avenue on the north, to Perrine Road if extended south to the east, 6<sup>th</sup> Avenue to the south, and Leta Road – extended north to the west.

**Evergreen Road Station:** The Evergreen Station is located on Appleway immediately east of the Evergreen Road intersection. The quarter-mile radius surrounding the Evergreen Station extends from mid-block between Riverside and

---

Main Avenues to the north, Best Road to the east, 6<sup>th</sup> Avenue to the south and just before Blake Road to the west.

**Sullivan/Bogue Station:** The Sullivan/Bogue Station is located on Appleway at the Bogue Lane intersection. The quarter-mile Station Area extends from Main Avenue to the north, the Verdale Mini-Storage (on Appleway Boulevard) to the east, Shelley Lake to the south, and Aspen Village Apartments to the west.

## 2. Overview

The Pines Station is planned in the former Railroad right-of-way east of Pines Road. A number of retailers, including Walgreen's, JoAnn's Fabrics, and the Northwest Fresh Foods Market, as well as the Best Western motel are located within the quarter-mile radius of the station. Within the quarter-mile radius of the Pines Station, residential is largely limited to modest single-family houses and some multi-family.

Big-box and national chain retailers dominate Sprague Avenue east of McDonald Road. A Target store is located at the Evergreen/Sprague intersection, and across Evergreen are Office Depot and a bank. Other large retailers within the quarter-mile radius of the Evergreen Station are Safeway and Big Lots.

A new interchange with Interstate 90 at Evergreen Road north of the Station provides direct access to the Spokane Valley Mall.

Residential uses in the quarter-mile radius of the Evergreen Station are limited to the Orchard Crest Retirement Center and small-lot single-family detached houses.

Major big-box retail development has occurred along Sullivan Road, a seven-lane arterial, between Sprague Avenue and the Interstate 90/Sullivan Road intersection. This type of retail is not present within the quarter-mile radius of the Sullivan/Bogue Station, however. Instead, uses such as mini-storage operators and mobile home parks abut Sprague and Appleway. Within the Sullivan/Bogue Station Area is Shelley Lake. Shelley Lake is a large, gated master-planned community with lake frontage. It is marketing several price tiers of single-family detached houses.

There is a significant amount of vacant land adjacent to the Sullivan/Bogue Station.

The intersection of Blake and Sprague represents the approximate mid-point between these Station Areas. There are approximately 4,230 households within a one mile radius of this intersection. Households grew by 22% during the 1990's in

this area. Median income is estimated to be approximately \$45,850, well above the average for the Station Areas west.

3. Development Potential

Pines, Evergreen and Sullivan/Bogue intersect with Interstate-90. The Station Areas’ proximity to I-90 has driven recent development in and around these stations. Retail development has occurred along Sprague and the north-south interchange streets. Residential development has occurred south of these Stations.

The key factor impacting development potential at these Station Areas is not market demand, but land availability. With the exception of Sullivan/Bogue, there is very little vacant land available within the quarter-mile radius of these Station Areas. The development pattern is suburban strip around these Station Areas making the amount of under-utilized land (surface parking lots) high, but difficult to redevelop.

TABLE III-4

EAST OF I-90 STATIONS - SUBURBAN  
 DEVELOPMENT POTENTIAL  
2000 - 2025

	<u>2000</u>	<u>2025</u>	Change	
			<u>#</u>	<u>%</u>
Housing	2,921	4,038	1,117	38%
Employment	4,008	3,988	-20	0%

Source: Spokane Regional Transportation Council; ZHA, Inc.  
 2025base/i90eastsub

The TAZ’s abutting Sprague extend beyond the quarter-mile radius. Most of the residential development is projected to occur in the TAZ’s that extend south of Appleway.

F. EAST OF INTERSTATE 90—EXURBAN LOCATIONS

1. Stations

These two stations are located in more rural, although rapidly suburbanizing, areas of the Spokane Valley. The light rail line runs along the rail right-of-way at Appleway in this section of the corridor.

---

**Barker Station (Potential Future Station):** The Barker Station is being considered as a potential future station location at this time. It is no longer being considered as an initial Light Rail Transit Station. The Barker Station is located immediately east of the Barker Road and Appleyway Boulevard intersection. The quarter-mile radius surrounding the Barker Road Station extends almost to the Interstate 90/Barker Road interchange in the north, to mid-block between Barker and Hodges to the east, to Sprague Avenue south, and to Greenacres Road on the west.

**Liberty Lake Station:** The Liberty Lake Station analyzed is located next to Agilent on Appleyway Boulevard east of Molter Road. The quarter-mile radius surrounding the proposed Liberty Lake Station extends from Molter Road to the west, to I-90 on the north, with no existing streets or roads to demarcate the eastern and southern boundaries.

It is important to note that subsequent to this analysis another Station was sited in Liberty Lake. This Station is located at the intersection of Interstate 90 and Appleyway. There is vacant land available at this Station. This land is currently under consideration as a future park-and-ride lot.

## 2. Overview

The Barker Road Station is planned in the Railroad right-of-way adjacent to Appleyway. The Greenacres neighborhood lies to the west of the Station Area. New single-family detached development is occurring both north and south of the Station along Barker Road, and an existing residential neighborhood occupies several acres to the east.

The intersection of Barker Road is lightly developed, with an Exxon and a Conoco gas station flanking Barker Road north of Appleyway. A small post office is located at the southeast corner and the Greenacres Christian Fellowship Church occupies the southwest corner.

The Greenacres Nursery, and a small strip center—tenanted by the Greenacres Cleaners, the Greenacres Restaurant, the Greenacres Chiropractic Clinic, and Pete’s Pizza, among others—are within the half-mile radius to the west on Appleyway.

The LRT passes through a comparatively rural environment, with a landfill to the south, until it reaches the Liberty Lake/Interstate 90 interchange. New single-family development is already planned on a hill south of Henry Road.

Liberty Lake is the newest municipality in Spokane County, having incorporated in 2001. The city began as a conventional master-planned community, with

---

the recreational amenities of golfing and a lake, and several neighborhoods of detached single-family houses. New rental development, Big Trout Lodge, was recently completed and the final phase will begin construction before the end of the year. Two supermarkets, Safeway and Albertsons, anchor strip malls in the vicinity of the Station.

An industrial park is located south of Interstate 90 west of Liberty Lake Road. A business park is located between the interstate and Appleway east of Liberty Lake Road. Several of the pads have been sold and occupied.

There are 1,910 households in Liberty Lake. Median household income among Liberty Lake households at \$64,430, which is well above the other Station Area's and the County's average income.

The Liberty Lake Station is currently planned as the terminus of the light rail line.

### 3. Development Potential

Because of its location between Spokane and Coure d'Alene, its access and visibility to Interstate 90, and Greenfield land available, the Liberty Lake Station Area has the potential to be a mixed-use office, retail, and residential destination. There is the potential to implement a traditional neighborhood development project with a transit orientation.

Barker Road has less potential than Liberty Lake. Barker Road has been identified as a potential future LRT Station. It is not currently being considered as an initial Station location. However, over time, Barker Road will be an attractive location for residential development and small scale commercial oriented to the highway.

TABLE III-5

EAST OF I-90 STATIONS - EXURBAN  
 DEVELOPMENT POTENTIAL  
2000 - 2025

	<u>2000</u>	<u>2025</u>	Change	
			<u>#</u>	<u>%</u>
Housing	2,238	4,440	2,202	98%
Employment	214	2,046	1,832	856%

Source: Spokane Regional Transportation Council; ZHA, Inc.  
 2025base/exurban

The Spokane Regional Transportation Council projections reflect the assumption that Liberty Lake will continue to grow into regional mixed-use node.

**IV. TRANSIT-ORIENTED DEVELOPMENT POTENTIAL EVALUATION**

A. CRITERIA

The following criteria are used to determine the transit-oriented development potential of a given Station Area. Each Station Area has been scored according to the following criteria. Generally, the scores for each criteria are on a scale of "1" to "3", with "1" being the lowest score. One criteria, "Vacant Land and Buildings", has a scale of "1" to "4" to reflect the importance of this criteria to transit-oriented development implementation. Those Station Areas with the highest scores have the greatest transit-oriented development potential.

1. Regional and Local Access

Access is a critical criteria contributing to a particular site's development potential. Because of its various target markets and mix of uses transit-oriented development is most feasible on sites with excellent regional and local access. Each Station Area was evaluated on its regional and local access. The criteria used to grade each Station Area are as follows:

- Traffic Volume – high traffic volume
- Accessibility to Other Transit
- Direct I-90 or Planned North-South Freeway Access
- Two-Way Streets/Ease of Access within the Quarter-Mile Radius

---

The presence of any one of these criteria scores a point (with a maximum score of three).

2. Mix of Surrounding Land Uses

The potential for a mixed-use project is often higher in mixed-use environments. Therefore, this criteria assesses the range of land uses available within a quarter-mile radius of the Station. The land uses evaluated include: residential, office, retail, industrial, and institutional (for example a library or education facility). A significant amount of any given land use must be present within the 0.25 mile radius to be recognized. Less than three land uses in Station Area obtains a score of "1", four uses score "2", and five or more land uses score "3".

3. Anchors Within a Quarter-Mile Radius

Anchors are activity generating land uses. Development potential is often enhanced by the presence of anchor uses as they draw markets to the area. Civic uses, transportation centers, retail malls, and grocery stores are all considered anchors.

The Market Team first determined the presence of an anchor in a given Station Area. Those Station Areas without an anchor score a "1", those with an anchor drawing from the local market (for example a grocery store or Target store) score a "2", and anchors drawing from the regional market (for example, the convention center, Spokane's Central Business District, the Fairgrounds and Expo Center) score a "3".

4. Adjacency to Planned/Recent Investment

Recent and planned investment can establish market momentum or improve the economic position of a given location. Under this criteria, each Station Area is scored regarding planned or recent investment. In the case of Altamont Station and East Central, the North-South Freeway is planned. These Station Areas do not get a point for the North-South Freeway because it is counted in the "Regional and Local Access" criteria. While the Sprague-Appleway Couplet reflects a major public investment, Stations on the Couplet do not receive a point under this criteria. From a market standpoint, the Couplet does not enhance development potential, but compromises it.

Station Areas with no planned or recent investment score "1", those with recent infrastructure improvement (i.e. the University Road Transit Center) score a "2", and those with recent or planned public or private investment in facilities (i.e. the new office academic or office buildings, convention center expansion) score a "3".

---

## 5. Residential and Employment Density

The Spokane Regional Transportation Council prepares estimates of residential units and employees by transportation analysis zone (TAZ). Each Station Area incorporates one or more TAZ's. Unfortunately, the TAZ data do not geographically match the quarter-mile radius boundaries. The Market Team applied our best judgment to determine the TAZ's associated with each Station Area.

The residential and office density is calculated by adding the year 2000 estimate of residential units and employees for the TAZ's comprising a given Station Area. The scoring reflects the following methodology:

- 4,000 or more total residential units and employees scores three;
- 2,000 to 4,000 scores two; and
- Less than 2,000 scores one.

## 6. Vacant Buildings and Land Availability

Applying data collected from tax records and fieldwork, the number, location, size and ownership of vacant and under-utilized parcels within a Station Area are determined. It is assumed that parcels with improvements valued below the value of the parcel's land are under-utilized.

The Station Areas with 30 percent or less of the land in the Station Area under-utilized score a "1", those with between 31- and 50-percent of the land under-utilized score a "2", and those with in excess of 50 of the land in the Station Area under-utilized score a "3".

Because land availability is so critical to the feasibility of development this factor includes a score of "4". Those Station Areas with large parcels of land (i.e., in excess of 20-acres) score a "4" on this criteria.

## 7. Ownership

Common land ownership is also a critical factor in development implementation. Extensive land assembly among numerous owners can be prohibitively costly and time-consuming. Those Station Areas with vacant or under-utilized sites in common ownership score high in this category. The scoring methodology is as follows:

- No land assemblage of one acre or more in common ownership score a "1";
- Land assemblages of one to ten acres with less than three owners score a "2";
- Land assemblages of more than ten acres with five or less owners score a "3".

B. EVALUATION

1. STA Plaza Station

This Station is located in the heart of the Central Business District. According to tax records, land within a quarter-mile radius of the STA Plaza Station possesses an average market value of \$33 per square foot. The value of taxable improvements within the quarter-mile exceeds \$190 million. Approximately 80 percent of the land within a quarter-mile radius contains significant improvements. The average size of a parcel within a quarter-mile radius of the Station is approximately 15,340 square feet.

a. Criteria

*Local and Regional Access:*

The north and south streets surrounding the STA Plaza Station are one-way. Combining the traffic at the Post and Wall Street intersections with Riverside amounts to 541 cars. This is the lowest traffic volume among all the intersections evaluated.

The STA Plaza Station is located directly across from Spokane's Transit Center. The Transit Center is the hub of Spokane Transit Authority's bus service. Access to Interstate 90 is available within a half-mile. Riverside is a two-way street but Post, Wall and Sprague are one-way streets.

*Score: 1*

---

*Mix of Surrounding Land Uses:*

The STA Plaza Station is in the heart of the Central Business District. As such, there are a variety of land uses within easy walking distance from the Station. Hotel, office, institutional (the Library), entertainment, retail and residential uses surround the Station.

*Score: 3*

*Anchors Within the Quarter-Mile Radius:*

The Central Business District itself is the economic hub of Inland Northwest and, as such, is a regional anchor. The Transit Center, River Park, the River Park Square Mall, the Library, the Fox theater, the Hotel Lusso, the Steam Plant and the future, renovated Davenport Hotel are all anchors within walking distance to the STA Plaza Station.

*Score: 3*

*Adjacency to Planned/Recent Investment:*

This Station is proximate to the recently completed River Park Square, which is a regional shopping mall. The Hotel Davenport is currently under renovation. A 232,000 square foot office building has been announced on a site one block east of the Plaza/Transit Station.

*Score: 3*

*Residential and Employment Density:*

The Plaza/Transit Center quarter-mile Station Area covers approximately six Transportation Analysis Zones (TAZ's). According to the Spokane Regional Transportation Council, these TAZ's contain 870 housing units and 10,410 employees. Commercial land use density is high in this Station Area.

*Score: 3*

*Vacant Buildings and Land Availability:*

According to Tax records, only 20 percent of the land within the quarter-mile radius contains under-utilized land. These parcels

---

mostly contain surface parking lots. There is a vacant building on the block bounded by Main Avenue, Wall Street, Riverside Avenue and Howard Street. Spokane's Downtown Plan anticipates a public square on this site.

*Score: 2*

*Ownership:*

There is no assemblage of land in excess of an acre controlled by less than three owners in this Station Area.

*Score: 1*

b. Development Opportunities and Constraints

***Opportunities***

- Vacant/underutilized building adjacent to Station Area.
- Significant amenities at or near the Station.
- Strong residential and commercial potential.

***Constraints:***

- High land costs in this Station Area require high-density development making incremental development unlikely.

2. Convention Center Station

This Convention Center Station is located on the eastern edge of the Central Business District. According to tax records, land within a quarter-mile radius of the Convention Center Station possesses an average market value of \$15 per square foot. The value of *taxable* improvements within the quarter-mile is only \$40 million. Only one-third of the land within a quarter-mile radius of the Station contains significant improvements. The average parcel size within the quarter-mile radius and north of the Railroad tracks is 9,500 square feet.

a. Criteria

*Local and Regional Access:*

The Convention Center Station is located at the intersection of Riverside Avenue and Bernard Street. This intersection carries a moderate amount of traffic as compared to the other Station

---

Areas. Riverside and Bernard are two-way streets. Bernard does not intersect with Interstate 90.

*Score: 2*

*Mix of Surrounding Land Uses:*

The Convention Center Station is in the Central Business District. As such, there are a variety of land uses within easy walking distance from the Station. Hotel, office, convention, retail and residential uses are within easy walking distance to the Station.

*Score: 3*

*Anchors Within the Quarter-Mile Radius:*

The Convention Center, the Doubletree Hotel, and River Park are the primary anchors within walking distance to the Convention Center Station. The Convention Center is a regional anchor.

*Score: 3*

*Adjacency to Planned/Recent Investment:*

A Convention Center expansion is planned. The existing exhibit hall of 38,000 square feet is to be expanded to 125,000 square feet. Currently, the preferred plan is to expand the Convention Center to the east towards the Doubletree Hotel. A second scenario develops the block bounded by Spokane Falls Boulevard, Washington Street, Main Avenue and Bernard Street. Under both expansion scenarios, the Station is within easy walking distance.

*Score: 3*

*Residential and Employment Density:*

The Convention Center quarter-mile Station Area covers four Transportation Analysis Zones (TAZ's). According to the Spokane Regional Transportation Council, these TAZ's contain approximately 180 housing units and 5,860 employees.

---

Commercial land use density is not as high in this Station Area as it is in the STA Plaza Station Area.

*Score: 3*

*Vacant Buildings and Land Availability:*

According to tax records, approximately two-thirds of the land within the quarter-mile radius are under-utilized. These parcels mostly contain older, small buildings and surface parking lots.

*Score: 3*

*Ownership:*

Land in this Station Area is broken up into small parcels with disparate ownership. There is not one under-utilized parcel of an acre or more with less than three owners in the Station Area.

*Score: 1*

b. Development Opportunities and Constraints

***Opportunities***

- The Convention Center's expansion will increase activity in the Station Area.
- A large share of the Station Area's land is under-utilized.
- Significant amenities at or near the Station.
- Potential to develop mixed-use projects on a number of the under-utilized parcels.
- Strong residential and commercial potential.

***Constraints:***

- Land ownership is fragmented making land assembly among different owners necessary for transit-oriented development implementation.
- Land values are relatively high making high-density development necessary.
- Parcel sizes are small making surface parking very difficult. Redevelopment will require structured parking.

### 3. Trent Station

The Trent Station is located east of the Central Business District. The Station Area is bisected by the elevated Burlington Northern Santa Fe mainline. From a market standpoint the elevated train track prohibits interaction between land uses to the north and south of the track. No streets cross the tracks east of Division Street. Therefore, for purposes of evaluating transit-oriented development potential, the Trent Station Area is re-defined as that area within a quarter-mile of the Station north of the train tracks. It is important to note that the quarter-mile radius does not include the Marriott Courtyard Hotel, the Riverpoint residences, nor the Riverpoint office building.

According to tax records, land within the Trent Station Area possesses an average market value of \$5.60 per square foot. The Riverpoint Higher Education Park owns much of the land in the Station Area. The facilities in the Riverpoint Higher Education Park are tax-exempt.

The value of *taxable* improvements within Trent Station Area is only \$9.3 million. Approximately one-half of the land in the Station Area contains sufficient improvements assuming all of Higher Education Park north of Trent is valued in excess of its land value. The average parcel size in the Trent Station Area is large at 67,680 square feet.

#### a. Criteria

##### Local and Regional Access:

Approximately 1,200 vehicles per hour pass through the Trent Avenue and Riverpoint Boulevard intersection. This is considered moderate volume among the intersections evaluated. Trent Avenue and Riverpoint Boulevard are two-way streets making local access convenient.

The Station Area is well served by arterial streets with Division Street (US 2) to the west and Trent Avenue (State Road 290). The Station Area is easily accessed from I-90 with interchanges at Hamilton Street and Division Street.

*Score: 3*

##### Mix of Surrounding Land Uses:

The Trent Station is in the Downtown, but not the Central Business District. As such, there is neither the variety nor intensity of land uses available within easy walking distance of the

---

Station as compared to the CBD stations. Office, institutional and limited retail land uses are within the Station Area. The Fairfield Hotel property is within a quarter-mile radius of the Station Area.

*Score: 2*

*Anchors Within the Quarter-Mile Radius:*

The Riverpoint Higher Education Park is a regional anchor within walking distance to the Trent Station.

*Score: 3*

*Adjacency to Planned/Recent Investment:*

The Riverpoint Higher Education Park is within the Station Area. The Riverpoint Campus Master Plan allows for 1.5 million square feet of space.

*Score: 3*

*Residential and Employment Density:*

The Trent Station Area consists of one Transportation Analysis Zone (TAZ). According to the Spokane Regional Transportation Council, this TAZ contains approximately 110 housing units and 810 employees. Land use density is low compared to the other Downtown Station Areas.

*Score: 1*

*Vacant Buildings and Land Availability:*

The tax records do not include improvement values for tax-exempt properties. Therefore, the amount of land with significant improvements is difficult to compute. Field surveys and tax records indicate that over 50 percent of the land within the Station Area is under-utilized. These parcels mostly contain older, small buildings and surface parking lots. Noteworthy parcels with the potential for redevelopment include the vacant property south of Trent Avenue and the vacant Jensen Byrd building. There are in excess of twenty contiguous acres of under-utilized land in the Trent Station Area.

*Score: 4*

*Ownership*

The State and University System controls approximately 50-acres within the quarter-mile radius of the Station. The State owns 28-acres of undeveloped land immediately surrounding the Station, south of Trent.

The Jenson Byrd building is owned by a single entity.

*Score: 3*

b. Opportunities and Constraint

***Opportunities***

- Single owner of significant vacant/underutilized land within quarter-mile radius of station.
- Significant amenities at or near the Station.
- Strong residential and commercial potential.
- Opportunity to link Downtown with Higher Education Park through mixed-use development.

***Constraints***

- Riverpoint Campus Master Plan does not emphasize the need for a mix of uses.
- The LRT Station is planned on the edge of the Campus, a more central location could have a greater impact.

4. Altamont Station

The Station Area is bisected by Burlington Northern Sante Fe Railroad tracks on the north. North of these tracks are grain elevators. The tracks act as a market barrier. Therefore, for purposes of evaluating transit-oriented development potential, the Altamont Station Area has been re-defined to exclude the land north of the Burlington Northern Sante Fe Railroad tracks.

According to tax records, land within the Station Area possesses an average market value of \$1.85 per square foot. The value of taxable improvements within the quarter-mile is approximately \$6 million, net of the Playfair racetrack. There is no improvement value ascribed to the track.

---

Only 25 percent of the land within the Station Area contains significant improvements. Playfair controls 54.4 acres in the Study Area. The average parcel size in the Station Area (net of Playfair holdings and parcels north of the Burlington Northern Santa Fe Railroad tracks) is small at 9,500 square feet.

a. Criteria

Local and Regional Access:

Altamont and the roads surrounding Playfair are two-way. The traffic volume at the Altamont and Sprague intersection totals 1,621. This is moderate traffic volume for the intersections evaluated. Access, however, to Playfair land is constrained by the low Railroad overpass and narrow underpass. Because of its height and width this point of access is a major problem for trucks, which constrains development potential. The North-South Freeway will provide excellent regional access to this Station Area.

Score: 2

Mix of Surrounding Land Uses:

The area surrounding the Altamont Station contains a mixture of land uses. The land use pattern is haphazard. Retail, light industrial and residential uses proliferate within the Station Area. There is no synergy, however, among these land uses.

Score: 2

Anchors Within the Quarter-Mile Radius:

While Playfair a large facility, Playfair does not act as an anchor because it is physically isolated and functionally self-supporting. The use of Playfair does not spin-off economic opportunities for other land uses.

Score: 1

Adjacency to Planned/Recent Investment:

There are no major investments planned for the Station Area.

Score: 1

---

*Residential and Employment Density:*

The Altamont Station Area is within one TAZ. According to the Spokane Regional Transportation Council, the TAZ with the Altamont Station Area contains 320 residential units and 1,640 employees. Land use density is low in this Station Area.

Score: 1

*Vacant Buildings and Land Availability:*

There are 65 contiguous acres of under-utilized land in and around the Station Area.

Score: 4

*Ownership*

Playfair controls the 54-acres of under-utilized land within the quarter-mile radius and an additional 11-acres immediately east of the quarter-mile radius.

Score: 3

b. Development Opportunities and Constraints:

***Opportunities***

- Approximately 65 acres of land are under the control of one landowner. This land is directly adjacent to the LRT Station.
- There is enough land available to develop a project with its own environment.
- The North-South Freeway is proposed to be constructed within blocks of the Station Area.
- There are few residential dwelling units in the immediate vicinity of the Playfair property making redevelopment for a wide range of land uses, other than residential, possible.
- Sprague and the road network immediately surrounding the Station are two-way.
- There is strong industrial development potential in this Station Area.

---

---

### ***Constraints***

- There are no amenities at or near the Station.
- This area has a reputation as a high-crime area.
- The quality of the built environment is poor in the vicinity of Station.
- Access to Playfair via Altamont is greatly constrained by the narrow underpass below the Railroad tracks.
- Excepting Playfair's land holdings, parcels are very small and generally owned by independent parties, making land assembly difficult.
- Extremely limited residential, office or retail potential.

#### 5. East Central/Freya Station Area

According to tax records, land within a quarter-mile radius of the East Central/Freya Station possesses an average market value of \$2.42 per square foot. The value of taxable improvements within the quarter-mile is approximately \$27 million. There are a considerable number of large industrial uses in this Station Area.

Approximately 70 percent of the land within the Station Area contains significant improvements. The average parcel size in the Station Area is 17,820 square feet.

##### a. Criteria

###### *Local and Regional Access:*

Freya and the roads surrounding the East Central Station are two-way. The traffic volume at Freya and Sprague intersection is high at 3,785. The North-South Freeway will be developed at Thor and Freya making regional access excellent. The North-South Freeway will intersect with Sprague Avenue and I-90.

*Score: 3*

###### *Mix of Surrounding Land Uses:*

The area surrounding the East Central Station contains a mixture of retail and industrial land uses.

*Score: 1*

---

*Anchors Within the Quarter-Mile Radius:*

There are no anchors within a quarter-mile radius of the East Central Station.

*Score: 1*

*Adjacency to Planned/Recent Investment:*

The North-South Freeway will be developed through the middle of this Station Area. This investment, however, has been previously counted in the "Regional and Local Access" criteria. Therefore, it is not counted under this criteria.

*Score: 1*

*Residential and Employment Density:*

The East Central Station Area is within three TAZ's. According to the Spokane Regional Transportation Council, these TAZ's contain approximately 400 residential units and 4,630 employees. Land use density is high in this Station Area.

*Score: 3*

*Vacant Buildings and Land Availability:*

Most of the land (70%) in the East Central Station Area is significantly improved.

There is, however, a vacant industrial building northeast of the Station site. This industrial building sits on 2.8 acres of land and is valued at approximately \$730,000 according to tax records. There are no other large assemblages of under-utilized land in the Station Area.

*Score: 2*

*Ownership*

A single interest owns the vacant industrial building and associated land.

*Score: 2*

b. Development Opportunities and Constraints

***Opportunities***

- Because of the North-South Freeway viaduct and the land assembly required for its construction, there is very good potential for a Park and Ride lot at this location.
- The East Central Station Area has retail development potential at highway interchange locations.
- The East Central Station Area has industrial development potential particularly in the long term with the improved access provided by the North-South Freeway.

***Constraints***

- The North-South Freeway will be above grade at the Station, greatly compromising the development potential of land underneath the Viaduct.
- There is very little vacant, developable land within the quarter-mile radius of the Station.
- The mix of industrial land uses around the Station site are not conducive to transit-oriented development.
- The industrial uses have created relatively high land values. The potential for redevelopment is limited by the value of the industrial improvements.
- Because of the North-South Freeway, and the traffic and noise it will engender, there is no residential development potential.

6. Fairgrounds Station Area

According to tax records, land within a quarter-mile radius of the Fairgrounds Station possesses an average market value of \$2.35 per square foot. The value of taxable improvements within the quarter-mile is approximately \$9 million, net of the Fairgrounds and Expo Center improvements. The Railroad right-of-way is approximately 40-acres and is not included in the quarter-mile calculations because the tax records do not contain information on this land.

a. Criteria

*Local and Regional Access:*

The Station Area is accessed by two-way roads making local circulation good. The Fairgrounds site has good regional access via Broadway to I-90 and Sprague to I-90. North-south access

---

is constrained due to the Burlington Northern Santa Fe Railroad crossing on Havana. The intersection of Freya and Sprague experiences high traffic volume.

*Score: 3*

*Mix of Surrounding Land Uses:*

Within the quarter-mile radius, there are recreational, office and retail uses. There are no residential units in the Station Area.

*Score: 2*

*Anchors Within the Quarter-Mile Radius:*

The Spokane Fairgrounds and Expo Center is a major regional anchor. The Home Depot and Costco are anchors drawing the local market.

*Score: 3*

*Adjacency to Planned/Recent Investment:*

There are plans to spend \$11.8 million in Fairground improvements. A Regional Sports Complex has been discussed for this area.

The intersection of Fancher and I-90 is currently being improved. Recently, there has been significant "big box" development adjacent to the Station Area.

*Score: 3*

*Residential and Employment Density:*

There is one TAZ that includes the Station Area and area beyond the Station Area. According to the Spokane Regional Transportation Council, the TAZ with the Fairgrounds Station Area contains 43 residential units and 2,085 employees.

*Score: 2*

---

*Vacant Buildings and Land Availability:*

There are approximately 21-acres of under-utilized land adjacent to the Station.

If the Railroad land can be redeveloped there will be an additional 40-acres of land available for redevelopment within a quarter-mile of the Station.

*Score: 4*

*Ownership*

One owner, the County, controls approximately 10-acres of under-utilized land at the Fairgrounds.

Spokane Transit Authority owns approximately fifteen acres of land. This land may be used for Light Rail Transit maintenance.

The Railroad owns 36-acres of redevelopable land in the Fairgrounds Station Area.

*Score: 3*

b. Development Opportunities and Constraints

***Opportunities***

- With the Railroad's land and the STA land, there is sufficient land available to develop a major, mixed-use project.
- This Station Area's location offers excellent access to Interstate 90, retail destinations, entertainment and recreation anchors.
- \$11-million of improvements have been budgeted and a Sports Complex is under consideration at the Fairgrounds.
- There is a great opportunity to leverage the Fairgrounds as a project amenity.
- There may be an opportunity to vacate the rail lines to allow through block linkages between Sprague and the Station Area.
- Sprague Avenue, Havana, and Fancher are two-way roads in the Station Area. Functional two-way roads are superior to one-way roads from a market perspective.
- Strong residential and commercial potential.

---

### ***Constraints***

- The preservation of the Railroad yard will remove much of the Station Area's development potential.
- The Spokane Transit Authority is considering this location for a rail maintenance facility. Such a facility will greatly compromise the Station Area's development potential.
- If the Railroad's land becomes available, left unconstrained the market will use this land to expand big box, strip commercial on Sprague Avenue.
- If the tracks remain operable they will prohibit through-block connections, which will greatly constrain development potential.

#### 7. Park Station

Note that subsequent to this analysis, there has been discussion about moving the Park Station east to Vista Road. As of this writing, no determination of the Station Area's location has been made.

According to tax records, land within a quarter-mile radius of the Park Station possesses an average market value of \$0.93 per square foot. The value of taxable improvements within the quarter-mile is approximately \$7 million. These low values are largely a function of a large quarry encompassing a significant portion of the Station Area's land. Exclusive of the quarry land the average parcel size in the Station Area is 41,360 square feet.

##### a. Criteria

###### *Local and Regional Access:*

While Park Road is a north-south thoroughfare, there is no access to I-90 via Park Road. Traffic volume at Park and Sprague is moderate.

The Station Area is accessed east and west by the Sprague-Appleway couplet. The couplet is considered poor access from a development potential point of view.

Score: 1

---

Mix of Surrounding Land Uses:

Within the quarter-mile radius, commercial and industrial uses predominate with small lot residential south of Appleway.

Score: 1

Anchor Within the Quarter-Mile Radius:

There are no anchors in the Park Station Area.

Score: 1

Adjacency to Planned/Recent Investment:

There are no planned or recent investments that enhance development potential in this Station Area.

Score: 1

Residential and Employment Density:

The Station Area incorporates four TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain approximately 410 residential units and 1,890 employees. The Park Station Area is moderately dense as compared to the other Station Areas.

Score: 2

Vacant Buildings and Land Availability:

Almost 80 percent of the land within a quarter-mile of the Park Station is under-utilized. Some of this under-utilized land is a gravel pit, which is not developable. Even without the gravel pit approximately 60% of the land in the Park Station Area is under-utilized.

Score: 3

Ownership

Acme Industries owns the gravel pit operation. Acme owns the gravel pit which is approximately 91 acres but undevelopable. This parcel is not relevant to this criteria.

---

There is a 15-acre parcel in single ownership in the Station Area.

*Score: 3*

b. Development Opportunities and Constraints

***Opportunities***

- Light industrial land uses have potential in this Station Area.

***Constraints***

- The Station location offers very little from a commercial market perspective, particularly with the Sprague/Appleway one-way pair.
- The quarry operation will prevent high-density development west of the Station.
- Extremely limited residential potential.

8. Argonne Station

According to tax records, land within a quarter-mile radius of the Argonne Station possesses an average market value of \$2.89 per square foot. The value of taxable improvements within the quarter-mile is approximately \$10.5 million. Parcels in this Station Area average 15,670 square feet.

a. Criteria

*Local and Regional Access:*

There is high traffic volume at Sprague and Argonne/Dishman Mica. Argonne and Mullan comprise a one-way pair that intersects with I-90. The Station Area is accessed east and west by the Sprague-Appleway couplet.

*Score: 3*

---

*Mix of Surrounding Land Uses:*

The Argonne Station Area contains residential, office, retail and industrial land uses.

Score: 2

*Anchors Within the Quarter-Mile Radius:*

A portion of the Dishman Mica Natural Area is in the Station Area. The Dishman Mica Natural Area is a recreation destination. The Natural Area's draw is mostly local and its impact on development potential is marginal.

Score: 2

*Adjacency to Planned/Recent Investment:*

There are no planned or recent investments that enhance development potential in this Station Area.

Score: 1

*Residential and Employment Density:*

The Argonne Station Area incorporates four TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain approximately 465 residential units and 1,390 employees. The Argonne Station Area is moderately dense as compared to the other Station Areas.

Score: 2

*Vacant Buildings and Land Availability:*

A majority of the land (52 percent) in the Argonne Station Area is improved.

There are a number of vacant parcels of land that surround the Station Area. The County owns approximately 5 contiguous acres next to the Station.

There are approximately 5.8 acres of under-utilized land on the western side of Dishman-Mica with high redevelopment potential.

*Score: 2*

*Ownership*

The County owns land adjacent to the Station.

A single interest (Peters) owns 5.8-acres on the western side of Dishman Mica.

*Score: 2*

b. Development Opportunities and Constraints

***Opportunities***

- The Dishman Mica Natural Area is an amenity.
- There is high north-south traffic volume at the Station. If land can be assembled, a park-and-ride is an option .
- Access to Interstate 90 is available via Argonne/Mullen.
- Office uses are present in the Station Area between Sprague and Interstate 90. There is the potential for additional office development in this Station Area.
- There are approximately 5 acres of land well suited for commercial redevelopment.

***Constraints***

- Most of the Station Area's land is improved.
- The road network greatly reduces the opportunities for pedestrian activity and functional synergy among land uses.
- The Sprague/Appleyway one-way pair constrains new commercial development.
- There is limited residential potential.

9. University City Station

According to tax records, land within a quarter-mile radius of the University City Station possesses an average market value of \$2.80 per square foot. The value of taxable improvements within the quarter-mile is approximately

---

\$11 million. The average parcel size in this Station Area is large at 69,500 square feet.

a. Criteria

Local and Regional Access:

There is moderate traffic volume at the University and Appleway intersection. University Road does not intersect with I-90. University Road is the terminus of the Sprague-Appleway couplet. A Transit Center is located adjacent to the Station.

Score: 2

Mix of Surrounding Land Uses:

The University Station Area contains residential, office, and retail land uses.

Score: 1

Anchors Within the Quarter-Mile Radius:

Rosauers and the Transit Center are local activity generators in the Station Area.

Score: 2

Adjacency to Planned/Recent Investment:

The Transit Center is a recent investment that enhances the Station Area's development potential.

Score: 2

Residential and Employment Density:

The University Station Area incorporates portions of a number of TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain approximately 1,590 residential units and 840 employees. As compared to the other Station Areas the University City Station Area is moderately dense.

Score: 2

---

*Vacant Buildings and Land Availability:*

Over 50 percent of the land in the University City Station Area is significantly improved. The buildings improving the land are, however, largely vacant. In this respect, much of the “improved” land is, in fact, under-utilized.

There are in excess of 20-acres of land with buildings in need of re-positioning or redevelopment in the Station Area.

Score: 4

*Ownership*

University City owns all of the under-utilized land in the Station Area.

University City owns an additional 10-acres immediately outside the quarter-mile radius.

Score: 3

b. Development Opportunities and Constraints

***Opportunities***

- The Station is adjacent to the Transit Center.
- Potential to redevelop the Mall as the “Valley Town Center.”
- 38-acres controlled by single owner in quarter-mile radius. This owner controls another 10-acres within the half-mile radius.
- Roseauer’s Groceries and Pharmacy appears to be thriving.
- Significant numbers of vacant parcels, buildings, and parking lots.
- Sprague resumes two-way traffic at University Road.
- Good residential and commercial potential if a “town center,” mixed-use environment can be created.

---

---

### ***Constraints***

- East of University Road, the Sprague/Appleway one-way pair creates a large and hard-to-access "island."
- To effectively re-position University City anchors must be inserted to change the form and function of the Station Area.

#### 10. Pines Station

According to tax records, land within a quarter-mile radius of the Pines Station possesses an average market value of \$2.48 per square foot. The value of taxable improvements within the quarter-mile is approximately \$20 million. The average parcel size is 23,450 square feet in the Pines Station Area.

##### a. Criteria

###### *Local and Regional Access:*

Pines Road is also State Highway 27. Pines Road intersects with Interstate 90 to the north. There is high traffic volume at the Pines Road and Sprague intersection. The Pines Station Area is accessed via two-way roads.

*Score: 3*

###### *Mix of Surrounding Land Uses:*

The Pines Station Area contains residential, hotel, and retail land uses.

*Score: 1*

###### *Anchors Within the Quarter-Mile Radius:*

There are no anchor uses within the Pines Station Area.

*Score: 1*

###### *Adjacency to Planned/Recent Investment:*

There are no planned or recent investments in this Station Area.

*Score: 1*

---

*Residential and Employment Density:*

The Pines Station Area incorporates six TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain 1,740 residential units and 2,840 employees. The Pines Station Area is dense compared to other Station Areas.

Score: 3

*Vacant Buildings and Land Availability:*

Approximately 70 percent of the land in the Pines Station Area contains significant improvements. The parcels that are vacant are small and dispersed throughout the Station Area.

Score: 1

*Ownership*

There is no assemblage of developable land owned by a single owner in this Station Area.

Score: 1

b. Development Opportunities and Constraints

***Opportunities***

- Pines Road (State Route 27) carries a high volume of traffic and intersects with Interstate 90 to the north of the Station.
- Strong commercial development potential.

***Constraints***

- Multiple landowners.
- Few vacant parcels.
- Limited residential potential.

11. Evergreen Station

According to tax records, land within a quarter-mile radius of the Evergreen Station possesses an average market value of \$2.36 per square foot. The value of taxable improvements within the quarter-mile is approximately \$26.2

---

million. The average parcel size in the Evergreen Station Area is 25,600 square feet.

a. Criteria

Regional Access and Linkages:

There is moderate traffic volume at Evergreen and Sprague. Interstate 90 is directly accessible via Evergreen. The Station Area is accessed via two-way streets, which enhances development potential.

Score: 3

Mix of Surrounding Land Uses:

The Evergreen Station Area contains residential, office, and retail land uses.

Score: 1

Anchors Within the Quarter-Mile Radius:

The Target store serves as an anchor use within the Evergreen Station Area. The Target draws from the local market.

Score: 2

Adjacency to Planned/Recent Investment:

The Evergreen Road interchange with Interstate 90 is a recent improvement greatly enhancing this Area's development potential.

Score: 2

Residential and Employment Density:

The Evergreen Station Area incorporates six TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain approximately 1,870 residential units and 3,210 employees. The Evergreen Station Area accommodates a relatively high density.

Score: 3

---

*Vacant Buildings and Land Availability:*

Approximately two-thirds of the land within the Evergreen Station Area contains significant improvements. The parcels that are vacant are small and dispersed throughout the Station Area.

*Score: 2*

*Ownership*

There is no assemblage of underutilized land in this Station Area.

*Score: 1*

b. Development Opportunities and Constraints

***Opportunities***

- Evergreen intersects with a new interchange at Interstate 90 to the north of the Station.
- There is retail development potential.

***Constraints***

- Multiple landowners.
- Few vacant parcels.
- Limited residential potential.

12. Sullivan/Bogue Road Station

According to tax records, land within a quarter-mile radius of the Sullivan/Bogue Station possesses an average market value of \$1.68 per square foot. The value of taxable improvements within the quarter-mile is approximately \$6.26 million. The average parcel size in this Station Area is 38,340 square feet.

a. Criteria

*Local and Regional Access:*

Traffic data is not available for the Bogue Lane and Sprague intersection. There is strong traffic volume at Sullivan and Sprague intersection. Sullivan Road intersects with I-90. The

---

Station Area is accessed via two-way streets, which enhances development potential.

*Score: 3*

*Mix of Surrounding Land Uses:*

The Sullivan/Bogue Station Area contains primarily residential and retail land uses.

*Score: 1*

*Anchor Within the Quarter-Mile Radius:*

There are no anchor uses within the Sullivan/Bogue Station Area.

*Score: 1*

*Adjacency to Planned/Recent Investment:*

Shelley Lake is a recent project contributing to this Station Area's development potential..

*Score: 3*

*Residential and Employment Density:*

The Sullivan/Bogue Station Area incorporates portions of one TAZ. According to the Spokane Regional Transportation Council, this TAZ contains approximately 500 residential units and 270 employees. The Sullivan/Bogue Station Area is low density compared to other Station Areas.

*Score: 1*

*Vacant Buildings and Land Availability:*

Only 25 percent of the land in the Station Area is significantly improved. There are 26-acres of vacant, un-improved land immediately adjacent to the Station site.

*Score: 4*

---

Ownership

The 26-acres of contiguous land are controlled by less than five owners.

Score: 3

b. Development Opportunities and Constraints

**Opportunities**

- Shelley Lake is immediately south of the Station. There is an opportunity to expand residential uses north to the Station Site.
- There is a large-scale multi-family development located within a half-mile radius of the Station.
- There are relatively large lots under single ownership available for redevelopment.
- There is strong retail development potential on Sprague.
- There is strong residential development potential south of Appleway.

**Constraints**

- Left unrestricted, the market will develop strip retail along Sprague.

13. Future Barker Station

According to tax records, land within a quarter-mile radius of the Barker Station possesses an average market value of only \$0.75 per square foot. The value of taxable improvements within the quarter-mile is only \$5.6 million. The average parcel size in the Station Area is 28,240 square feet.

a. Criteria

Local and Regional Access:

As compared to other Station Area's primary intersection, there is relatively low traffic volume at the intersection of Barker Road and Appleway. Barker Road intersects with I-90. The Station Area is accessed via two-way streets.

Score: 2

---

Mix of Surrounding Land Uses:

The Barker Station Area contains retail, institutional (a church and post office) and industrial land uses.

Score: 1

Anchor Within the Quarter-Mile Radius:

The post office is an anchor use within the Barker Station Area serving the local market. Post offices are activity generators and, as such, are often leveraged as anchors to projects.

Score: 2

Adjacency to Planned/Recent Investment:

There are no planned or recent investments in this Station Area.

Score: 1

Residential and Employment Density:

The Barker Station Area incorporates portions of two TAZ's. According to the Spokane Regional Transportation Council, together these TAZ's contain approximately 620 residential units and 170 employees. Land uses in the Barker Station Area are very low density compared to other Station Areas.

Score: 1

Vacant Buildings and Land Availability:

Even with low average land values and low density much of the land in the Barker Station Area is improved. Approximately two-thirds of the land is significantly improved.

Score: 2

---

---

Ownership

There is an 11-acre assemblage of re-developable land owned by a single owner in this Station Area.

There is a 3.44 acre vacant parcel south of the Station on the east side of Barker with a 4.7-acre vacant parcel contiguous to the south. These parcels are owned by different parties.

There is a 3.85-acre vacant parcel south of the Station on the west side of Barker directly across from a 3.44-acre parcel.

Score: 2

b. Development Opportunities and Constraints

**Opportunities**

- Barker intersects with Interstate 90 less than a quarter of a mile north of the Station.
- Vacant parcels of land are well suited for commercial development.
- There is a relatively large assemblage of land with the potential for re-development.

**Constraints**

- Multiple landowners.

14. Liberty Lake Station

According to tax records, land within a quarter-mile radius of the Liberty Lake Station possesses an average market value of \$2.79 per square foot. The value of taxable improvements within the quarter-mile is \$8.4 million. With mostly vacant land, the average parcel size in the Liberty Lake Station Area is 175,270 square feet.

It is important to note that subsequent to this analysis an additional Station was sited in Liberty Lake (see discussion in Section III of this report).

a. Criteria

Local and Regional Access:

There is moderate traffic volume at the intersection of Liberty Lake and Appleway. I-90 is conveniently accessed via Appleway Avenue, a two-way street.

Score: 3

Mix of Surrounding Land Uses:

The Liberty Lake Station Area contains retail and office land uses. There are no residential units within the Station Area.

Score: 1

Anchors Within the Quarter-Mile Radius:

The Agilent office building is large and draws a number of employees to the Station Area.

Score: 3

Adjacency to Planned/Recent Investment:

There has been significant commercial, retail, and office development in and around the Station Area. The character of this development has been suburban.

Score: 3

Residential and Employment Density:

The Liberty Lake Station Area incorporates portions of two TAZ's. According to the Spokane Regional Transportation Council, these TAZ's contain approximately 1,600 residential units and 48 employees.

Score: 1

---

*Vacant Buildings and Land Availability:*

Most of the land in the Station Area is vacant, “greenfield” land. Only 15 percent of the Station Area’s land contains significant improvements. There is considerable land available for development in this Station Area.

With the inclusion of vacant land to the east, there are 380-acres of vacant contiguous land adjacent to this Station Area.

*Score: 4*

*Ownership*

Agilent owns the vacant 80-acre parcel within which the Station is planned. A single owner controls 300-acres adjacent to Agilent property.

*Score: 3*

b. Development Opportunities and Constraints

***Opportunities***

- Strong potential for transit-oriented development.
- Two large vacant parcels, one of 80 acres and one of approximately 300 acres, controlled by single owners.
- Greenfields site favored by developers.
- Within city limits of Liberty Lake, a newly-incorporated municipality in Spokane County.
- Adjacent to significant employment, both high-tech (Agilent, Liberty Lake Internet Portal) and industrial.
- Adjacent to significant retail and residential development.
- Within a short distance of the amenities of Liberty Lake itself and the Meadowood and Liberty Lake Golf Courses.
- Liberty Lake has a Transportation Benefit District that pays for trails and paths.

***Constraints***

- The Station site is not centrally located on the 380-acre site compromising somewhat the transit-oriented development potential.

---

## C. TRANSIT-ORIENTED DEVELOPMENT POTENTIAL CONCLUSIONS

The table on the following page summarizes how each Station Area scored according to the Transit-Oriented Development Criteria. The Market Team concludes that the following Station Areas are well positioned to capitalize on transit-oriented development:

- The Convention Center Station Area;
- The Trent Station Area;
- The Fairgrounds Station Area; and
- The Liberty Lake Station Area

These four stations scored the highest among the criteria established for transit-oriented development potential.

The Market Team presented the Preliminary Station Rankings to the Client Group. It was agreed at this meeting that the Convention Center, Trent, Fairgrounds, and Liberty Lake Station Areas were well positioned to capitalize on transit-oriented development.

In the meeting, the Client Group selected the University City Station Area as a potential transit-oriented development location because of its unique circumstances: there is considerable land in single ownership; there is severe under-utilization of existing buildings; the University City Station Area is centrally located; and, a Transit Center is within walking distance of the Light Rail Transit Station.

Subsequent to the Client Group meeting, the Sullivan Station was moved from the intersection of Sullivan and Appleway to the intersection of Bogue Lane and Appleway. The vacant land available at the Bogue Lane location as well as other attributes made the Sullivan/Bogue Station be considered as a Station Area with transit-oriented development potential.

TABLE IV-1  
 STATION AREA CATEGORIZATION  
 SPOKANE LRT

CRITERIA	<b>Downtown Area</b>			<b>I-90 West</b>			<b>I-90 East - Trans.</b>			<b>I-90 East - Suburban</b>			<b>Exurban</b>	
	Transit Cntr	Conv Cntr	Trent	Alta-mont	East Central	Fair-grounds	Park	Argonne	Univ. Cntr	Pines	Ever-green	Sullivan/Bogue	Future Barker	Liberty Lake
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>
Local and Regional Access	1	2	3	2	3	3	1	3	2	3	3	3	2	3
Mix of Surrounding Land Uses	3	3	2	2	1	2	1	2	1	1	1	1	1	1
Anchors Within a 1/4 Mile	3	3	3	1	1	3	1	2	2	1	2	1	2	3
Planned/Recent Investment	3	3	3	1	1	3	1	1	2	1	2	3	1	3
Residential/Employment Density	3	3	1	1	3	2	2	2	2	3	3	1	1	1
Vacant Land/Buildings	2	3	4	4	2	4	3	2	4	1	2	4	2	4
Ownership /1	1	1	3	3	2	3	2	2	3	1	1	3	2	3
<b>TOTAL SCORE</b>	16	18	19	14	13	20	11	14	16	11	14	16	11	18

**KEY**

- 1 = Low
- 3 = High
- 4 = Highest Score for **Only** Vacant Land/Buildings

**SCORING**

- 22 = Maximum Score
- 17 + = Transit-Oriented Development Station

= Transit Oriented Development Potential High.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 station ranks final

---

## **V. TRANSIT-ORIENTED DEVELOPMENT POTENTIAL**

### **A. INTRODUCTION**

Preliminary transit-oriented development programs have been developed for target sites within the following Station Areas:

- Convention Center;
- Trent;
- Fairgrounds;
- University City;
- Sullivan/Bogue; and
- Liberty Lake

Transit-oriented development potential is quantified on a preliminary basis for these Station Areas in this Chapter. The type and magnitude of development is based on the existing land use mix of the Station Area, market dynamics, and the size and location of the target development site(s). Absorption forecasts reflect the likely phasing of transit-oriented development along the LRT line.

### **B. CONVENTION CENTER STATION AREA**

#### **1. Target Sites**

Four sites are targeted for transit-oriented development within the Convention Center Station Area. These sites are:

- The northeast and southeast corners of the Bernard Street and Riverside Avenue;
- The surface parking lot(s) on Main Street between Eccles and Bernard Streets;
- The surface parking lot(s) on the east side of Washington Street between Riverside and Sprague Avenues.

The block bounded by Spokane Falls Boulevard, Washington Street, Main Avenue and Bernard Street is excluded from this evaluation because it is programmed to support the Convention Center expansion.

2. Preliminary Development Concept

The Convention Center Station Area contains buildings that generally range from two- to six-stories. The Preliminary Development Concept proposes an average building height of five stories. To maintain this height and be feasible in light of land costs new development will require off-site parking. The Market Team has assumed that the western corner of the parcel bounded by Riverside Avenue, Washington Street, and Sprague Avenue will be developed as a parking garage.

Mixed-use commercial and residential buildings are envisioned in this Station Area. A typical mix of uses is retail and service uses on the ground floor, two stories of office space with the upper two floors residential. Residential uses include both rental and for-sale lofts and apartments. A mix of uses is preferred to support the land costs within the Station Area without over-pricing the residential units. This Preliminary Development Concept proposes a floor area ratio of 4.75.

3. Development Program and Absorption

Assuming three of the four sites are developed at this density, the preliminary development program amounts to 100 to 200 residential units and 150,000 to 200,000 square feet of commercial use.

TABLE V-1

CONVENTION CENTER TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	60,000	100,000	90,000	100,000	150,000	200,000
Residential (Units)	50	150	50	50	100	200

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/conv

Much of the development projected will likely be absorbed within 10 years of the Station’s development.

---

## C. TRENT STATION AREA

### 1. Target Sites

Transit-oriented development is targeted on land south of Trent Avenue and north of the Railroad tracks. The Riverpoint Higher Education Park owns most of the land (28 acres) south of Trent Avenue. The Riverpoint Campus Master Plan envisions the land south of Trent as initially a parking reservoir and, ultimately, an urban campus with up to six story buildings and structured parking. The Master Plan is clear that the exact development program for this area is not known at this time. The Master Plan does, however, emphasize the development of academic buildings on this land and land to the north of Trent.

In addition to Riverpoint Campus land, several under-utilized parcels on Division are incorporated into the Preliminary Development Concept. The Jenson Byrd building is incorporated into the transit-oriented development concept.

### 2. Preliminary Development Concept

The Market Team recognizes that the Riverpoint Campus Master Plan governs the future use of most of the land within the TOD Target Area. The Riverpoint Campus Master Plan provides a framework for future development. Like the Riverpoint Master Plan, the TOD Preliminary Development Concept seeks to fulfill the following objectives:

- An Urban Environment;
- Buildings Abutting Streets and Structured Parking;
- A Plan that Encourages Alternative Transportation to Reduce Single Occupancy Auto Trips;
- Pedestrian Corridors and Sensitivity to Pedestrian Scale; and
- Integration of the Target Area with the Downtown and Gonzaga University.

In order to maximize transit ridership and economic development around the Trent Station, a mix of land uses should be developed in the TOD Target Area. Therefore, the Market Team's Preliminary Development Concept incorporates residential uses as well as academic buildings into the development program. Residential uses (whether market rate or dormitories) are a critical ingredient to this Station Area's ability to: a) fully capitalize on transit and b) interface with the Downtown.

Like the Riverpoint Master Plan the Market Team's Preliminary Development Concept envisions buildings that range from three to six stories with surface parking. The Riverpoint Master Plan proposes a four story average height over the entire campus. The Market Team's Preliminary Development Concept proposes an

average height of five stories south of Trent. The non-residential floor area ratio is 0.98 within the TOD Target Area. This floor area ratio is slightly higher than the density reflected in the Riverpoint Campus Master Plan.

The TOD Preliminary Development Concept proposes an average residential density of 34.2 dwelling units per net acre of land. The development concept assumes retail development on the ground floor of non-residential buildings. Short-term on-street parking and surface parking are incorporated into the Market Team’s Preliminary Development Concept.

### 3. Development Projections and Absorption

The ultimate build-out of the TOD Target Area will be determined by Riverpoint Higher Education Park. The TOD Preliminary Development Concept projects 325,000 to 475,000 square feet of non-residential uses (combination of academic buildings, office, research, and retail) and 250 to 400 residential units in a mix of higher-density rental and for-sale lofts and apartments, as well as lower-density rowhouses. The TOD Preliminary Development Concept adaptively re-uses the Jenson Byrd building for 130 to 140 residential lofts.

TABLE V-2

TRENT TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION <sup>1</sup>  
2000 -2025

Land Use	2000-2010		2010-2025		Total	
	Low	High	Low	High	Low	High
Non-Residential (Sq Ft) <sup>1/2</sup>	-	180,000	325,000	295,000	325,000	475,000
Residential (Units)	100	200	250	350	350	550

1. Absorption will not be market driven. Washington State University will control development on the site. The absorption projections are an interpretation of the Master Plan.
2. Non-residential space include office space, classroom buildings and research facilities as well as retail.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/trent

Absorption will not be determined by the market, but by Washington State University. The Riverpoint Campus Master Plan places the next phase of the Riverpoint Campus’ expansion north of Trent Avenue. This Phase is projected to occur in

---

2008 or 2009. The Campus Master Plan envisions the TOD Target Area as a surface parking reservoir.

The TOD Preliminary Development Concept strongly encourages development south of Trent around the Transit Station within the Campus' first phase of expansion. Later phases should seek to link the campus physically and functionally to the Downtown.

#### D. FAIRGROUNDS STATION AREA

##### 1. Target Sites

Eight parcels of land are targeted for transit-oriented development within the Fairgrounds Station Area. These parcels are:

- 60 percent of the Spokane County Education Center's 11.4 acres of land;
- 2.8-acres of County-owned land adjacent to the Spokane County Education Center's land;
- 8-acres of Spokane Transit Authority land north of the LRT alignment;
- 3.7 -acres of Railroad-owned land next to Costco; and
- Approximately 40-acres of Railroad-owned land that is currently being used for train maintenance.

The Target Site amounts to approximately 71-acres. There are no buildings on the Target Site.

##### 2. Preliminary Development Concept

The Fairgrounds Station Area has excellent access via I-90 and, ultimately, the North-South Freeway. Recent "big box" retail investment in the vicinity of the Station Area is a testament to the Fairgrounds' strategic location. Current market fundamentals make development potential particularly high at the Fairgrounds location.

The TOD Preliminary Development Concept seeks to capitalize on the Fairgrounds as an amenity. It also seeks to leverage the size of the site by creating a unique environment for a range of household types. The TOD Preliminary Development Concept seeks to maximize linkages between the Fairgrounds & Expo Center, the LRT Station and the retail concentration on Sprague Avenue. The strength of these linkages drive commercial development potential.

The TOD Preliminary Development Concept assumes that the Fairgrounds and Expo Center are expanded as planned. In addition, the TOD Preliminary Development Concept assumes that a Regional Sports Center is developed in a

location convenient to LRT. The TOD Preliminary Development Concept assumes that the Railroad yards are removed, and that the LRT maintenance facility is not located in the Fairgrounds Station Area.

The Preliminary Development Concept incorporates a range of medium to low density housing types, including rental and for-sale apartments, rowhouses, cottages (small-lot single-family) and neighborhood houses. The land area is large enough to allow the introduction of lower density housing types, therein broadening the residential market potential. An average of 16.6 units per net acre is proposed.

To maximize commercial development potential access must be provided from Sprague into the center of the Target Site. The Preliminary Development Concept’s commercial projection assumes that Carnahan Road is extended into the site. Assuming further facility development on the Fairgrounds and the introduction of a Regional Sports Complex as well as residential development, a limited amount of Main Street-style retail may be feasible at this location. Eating and drinking establishments, convenience goods, and limited specialty retail have potential at this location if planned to interface with Sprague Avenue retail.

### 3. TOD Development Program

TABLE V-3

FAIRGROUNDS TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	25,000	125,000	50,000	-	75,000	125,000
Residential (Units)	400	500	150	100	550	600

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/fair

The TOD Development Program amounts to 550 to 600 residential units and 75,000 to 125,000 square feet of service and retail space. Assuming the Railroad is re-located by the time the Fairgrounds Station opens, this level of development could be largely absorbed within 10-years of LRT’s opening.

---

## E. UNIVERSITY CITY STATION AREA

### 1. Target Sites

Thirteen parcels of land are targeted for transit-oriented development within the University City Station Area. These parcels are:

- University City-owned parcels between Dartmouth and University Road – 29.8-acres of land (with buildings).
- Fast food restaurant parcels on Sprague Avenue between Dartmouth and University Road – 1.29-acres
- University City-owned parcels east of University Road containing a vacant department store and Vision Tech – 11.6-acres
- Other parcels between University Road and Vision Tech parcel boundary – 1.5-acres

The TOD Target Area totals 44-acres of which over 90 percent are controlled by a single entity.

### 2. TOD Preliminary Development Concept

The Preliminary Development Concept proposes the creation of a Town Center to achieve a mix of civic, commercial, retail and residential uses that will best support transit-oriented development in the Target Area.

The TOD Target Area is currently occupied by a largely defunct retail mall, University City. The TOD Preliminary Development Concept reflects the Market Team's conclusion that the University City Mall is no longer the appropriate use for this land. The Preliminary Development Concept envisions a new function for the TOD Target Site. As such, the TOD Preliminary Development Concept reflects wholesale redevelopment.

Wholesale redevelopment of the TOD Target Site will not take place incrementally. A catalyst project(s) or anchor(s) is required to change the role and function of the TOD Target Site. Therefore, the TOD Preliminary Development Concept is contingent upon the introduction of an anchor or anchors to change the area's market position. Catalyst projects successful in other redevelopment efforts include civic centers, public buildings (office, post office, library), recreation and arts facilities.

The University City Station Area is well-positioned to attract a catalyst use: it is centrally located, easily accessed, surrounded by a mix of land uses, and possesses a large reservoir of land. Because of the improvements on the TOD Target Site the greatest inhibitor to catalyst development will likely be land acquisition cost.

Approximately five acres of land are set aside for an anchor project. To complement the anchor, the Preliminary Development Concept assumes that a mix of land uses will be developed in a high amenity environment. The TOD Preliminary Development Concept contemplates a north-south and east-west road grid through the Target Site with a public square or park in the middle to allow for through block visibility. The land use projections are contingent on a central amenity to create value.

The Preliminary Development Concept envisions buildings ranging from 1 to 3 stories, with an average height of 2.5 stories. Commercial buildings have retail and service uses on the ground floor and office above. The office uses are served by structured parking while parking for the retail and service uses are satisfied with on-street or surface parking. The commercial floor area ratio averages 0.63. Residential density averages 25.5 units per net acre.

### 3. Development Program

The TOD Preliminary Development Concept results in supporting an anchor use on 5-acres of land, 100,000 to 200,000 square feet of commercial uses and 400 to 500 residential units. Housing types proposed include a mix of rental and for-sale apartments and for-sale rowhouses. Approximately, 40 percent of the commercial space is projected to be retail and/or service space.

TABLE V-4

UNIVERSITY CITY TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

Land Use	2000-2010		2010-2025		Total	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	-	-	100,000	200,000	100,000	200,000
Residential (Units)	-	-	400	500	400	500

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/university

The timing of this development will depend upon attracting an anchor use. The Market Team projects that acquisition costs will decline as time passes. Therefore, the Preliminary Development Concept will likely not occur until the latter part of the 25-year timeframe.

---

F. SULLIVAN/BOGUE STATION AREA

1. TOD Target Sites

Three sites are targeted for transit-oriented development within the Sullivan/Bogue Station Area. These sites are:

- The 5-acre vacant parcel at the southeast corner of Bogue Lane and Appleway Boulevard.
- The 16-acre parcel southeast of the LRT Station; and
- The 7.4-acre parcel currently occupied by “Sprague and Sullivan Store Units” southwest of the LRT Station.

The TOD Target Sites represent 21-acres of contiguous land with seven additional acres across Bogue Lane.

2. Preliminary Development Concept

Shelley Lake is immediately south of the TOD Target Sites. The Preliminary Development Concept envisions residential uses around the Station Site and commercial uses on Sprague. The commercial land uses will capture convenience-retail and service demand from Sprague Avenue traffic, LRT riders, and household growth to the south. Commercial uses will be one story or under multi-family residential. The residential density averages 18.9 units per net acre.

3. Development Projections

A total of 55,000 to 65,000 square feet of commercial and 300 to 400 residential units are projected for the Target Sites. The proposed mix of residential units encompasses rental and for-sale apartments, for-sale rowhouses, and small-lot single-family detached houses.

TABLE V-5

SULLIVAN/BOGUE TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	20,000	65,000	35,000	-	55,000	65,000
Residential (Units)	300	400	-	-	300	400

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/bogue

The development program is consistent with the type of development occurring in the vicinity of the Sullivan/Bogue Station Area. Therefore, the Market Team projects relatively rapid absorption.

G. LIBERTY LAKE

1. Target Site(s)

The 80-acre Agilent parcel and the adjacent 300-acre parcel to the east represent the Target Site. The Station Site is located on the western portion of this Target Site. Transit-oriented development potential can be improved with the re-location of the Station Site to the east.

2. Preliminary Development Concept

Because of the size of the site the Preliminary Development Concept is multi-faceted. The Preliminary Development Concept revolves around a relatively high-density Town Center. The Town Center will be anchored by large, multi-story office buildings, a hotel, multi-family housing and a regional retail center. The regional retail center will be developed in a Main Street setting. Such a center will have a critical mass of specialty or outlet stores. It will capitalize on the Target Site's I-90 visibility and access, the City of Liberty Lake's growth and its position as an LRT Terminus Station. The regional shopping center will capitalize on the shared-use parking opportunities afforded by LRT parking. The Town Center and the entire Station Area development will be surface parked.

Commercial uses in the Town Center will range from one to six stories. The average height is estimated at two and a half stories. Commercial uses currently range from one to three stories in Liberty Lake. A full-service hotel with meeting

space has potential at this site because of its location between Spokane and Coeur d’Alene, its access and visibility to I-90, the office and industrial cluster in Liberty Lake, and its access to LRT. The full service hotel is an important Town Center anchor.

Residential densities will average 12.7 units per net acre. The proposed residential mix includes the full range of housing types, from multi-family rental apartments to large-lot single-family detached houses. Multi-family rental and for-sale units should be located in the Town Center, with decreasing densities from the Town Center to the edges of the neighborhood.

### 3. Development Program

At build-out the Preliminary Development Concept amounts to 600,000 to 900,000 of commercial space and 2,000 to 2,500 residential units. Approximately 200,000 to 300,000 square feet of retail are incorporated into the commercial projection as well as a full service hotel.

TABLE V-6

LIBERTY LAKE TOD TARGET AREA  
 DEVELOPMENT PROGRAM AND ABSORPTION  
2000 -2025

<u>Land Use</u>	<u>2000-2010</u>		<u>2010-2025</u>		<u>Total</u>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Commercial (Sq Ft)	200,000	300,000	400,000	600,000	600,000	900,000
Residential (Units)	1,000	1,500	1,000	1,000	2,000	2,500

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 development programs/lib

In terms of absorption, office, hotel, and multi-family housing will represent the first phase of the Town Center. A full range of housing types should be developed adjacent to the Town Center in the initial years as well. When Liberty Lake establishes itself as a commercial hub the regional retail center will likely be developed. It is likely that additional phases of higher density residential will accompany the regional retail center. Build-out will not occur until the end of the 25-year projection period.

---

## H. STATION AREA PRIORITIZATION

A conference call between the Market Team and the Client Group was held to discuss the development potential of each Station well positioned for transit-oriented development. One objective of the call was to prioritize the Station Areas. The Station Area rankings follow:

1. Liberty Lake Station Area

Liberty Lake has development potential regardless of transit. It is imperative that transit be incorporated into the development plans for this Station Area. Furthermore, as a terminus Station the development of Liberty Lake will greatly influence the success of LRT.

2. Fairgrounds Station Area

Improvements are already planned for the Fairgrounds. The Station Area is ripe for development. It is imperative that improvements be planned and coordinated with transit.

3. Trent Station Area

The Riverpoint Campus can be enhanced physically and functionally with transit-oriented development. This will benefit not only the University system but the Spokane Central Business District and Metropolitan Area as well.

4. University City Station Area

The opportunities for transit-oriented development are constrained by the vacant, existing buildings at University City. Over the longer term, however, as market demand increases these assets will become less of an impediment to redevelopment. Coupled with public sector intervention, the University City Station Area has the potential to become an important node on the LRT line.

**VI. CONCLUSION**

TABLE VI-1

SUMMARY  
 TRANSIT-ORIENTED DEVELOPMENT POTENTIAL  
2000 - 2025

	Residential <i>Dwelling Units</i>		Commercial <i>Square Feet</i>	
	<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
Downtown /1	450	750	150,000	200,000
I-90 West	550	600	75,000	125,000
I-90 East - Transition	400	500	100,000	200,000
I-90 East - Suburban	300	400	55,000	65,000
I-90 East - Exurban	2,000	2,500	600,000	900,000
Total	<u>3,700</u>	<u>4,750</u>	<u>980,000</u>	<u>1,490,000</u>

1. Excludes Trent's non-residential, academic space.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 summary

The six TOD Target Areas have the potential to support between approximately 1 million and 1.5 million square feet of commercial use and between 2,300 and 4,200 residential units by the year 2025. This projected potential excludes the academic and/or research space in the Trent Station Area.

TABLE VI-2

TRANSIT-ORIENTED RESIDENTIAL DEVELOPMENT  
 VERSUS TAZ PROJECTIONS FOR LRT VICINITY  
2000 - 2025

	TOD Development		TAZ	TOD Capture	
	<i>Dwelling Units</i>		Dwelling Unit		
	<u>Low</u>	<u>High</u>	<u>Projection</u>	<u>Low</u>	<u>High</u>
Downtown	450	750	1,640	27%	46%
I-90 West	550	600	1,980	28%	30%
I-90 East - Transition	400	500	1,740	23%	29%
I-90 East - Suburban	300	400	1,120	27%	36%
I-90 East - Exurban	2,000	2,500	2,200	91%	114%
Total	3,700	4,750	8,680	43%	55%

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 summary/res

If implemented as conceived, between 43- and 55-percent of the residential units projected in the vicinity of the Light Rail Transit Line would be captured in a relatively high density, compact, transit-oriented environment. The residential units projected for the TAZ containing the Liberty Lake Station could all be developed with a transit orientation.

In terms of the commercial projection, the TAZ data project employees. The projected commercial square feet have been multiplied by the appropriate space-per-employee ratio to estimate employees. The ratio of space-per-employee varies depending on the land use mix projected for each Station Area.

TABLE VI-3

TRANSIT-ORIENTED OFFICE DEVELOPMENT  
 VERSUS TAZ PROJECTIONS FOR LRT VICINITY  
2000 - 2025

	TOD Development		TAZ	TOD Capture	
	<i>Est. Employment</i>		<i>Employment</i>		
	<u>Low</u>	<u>High</u>	<u>Projection</u>	<u>Low</u>	<u>High</u>
Downtown /1	500	700	4,230	12%	17%
I-90 West	231	385	2,210	10%	17%
I-90 East - Transition	308	615	890	35%	69%
I-90 East - Suburban	110	130	-20	100%++	100%++
I-90 East - Exurban	1,800	3,000	1,830	98%	164%
Total	2,948	4,830	9,140	32%	53%

1. Excludes Trent's academic space.

Source: Zimmerman/Volk Associates; ZHA, Inc.  
 summary

If implemented as conceived, between 32- and 53-percent of all employment projected in the vicinity of the Light Rail Transit Line would be captured in a relatively high density, compact, transit-oriented environment. All of the employment projected (and more) for the TAZ containing the Liberty Lake Station could be developed with a transit orientation.

# ***APPENDIX***