



## Design Review Board

May 23, 2018

5:30-7:30 PM

City Council Briefing Center

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

### Board Briefing Session:

5:30 - 5:35

- 1) Chair Report
- 2) Approve the [May 9<sup>th</sup> meeting minutes](#).

Steven Meek

### Workshop:

5:35 – 7:30

- 3) **Collaborative Workshop:** High Performance Transit (HPT)  
Spokane Transit Authority
  - [Staff Report](#)
  - Applicant DRB Application
  - Applicant Presentation
  - Public Comment
  - Board Discussion and Motions

Omar Akkari  
Dean Gunderson

### Board Business:

### Adjournment:

The next Design Review Board meeting is scheduled for June 13, 2018.

The password for City of Spokane Guest Wireless access has been changed: **Username: COS Guest**  
**Password: ckuyD2gb**

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [jjackson@spokanecity.org](mailto:jjackson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

## **Meeting Rules of Procedure - Spokane Design Review Board**

### **Call to Order**

1. Chair calls the meeting to order, noting the date and time of the meeting.
2. Chair asks for roll call for attendance.

### **Board Briefing**

1. Chair Comments - Chair gives a report.
2. Staff Comments - Urban Designer gives a report.

### **Board Business**

1. Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
2. Chair asks is there any old business? Any old business is discussed.
3. Chair asks is there any new business? Any new business is discussed.
4. Chair asks if there any changes to the agenda.

### **Board Workshop**

1. Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) it is the applicant's responsibility to meet all applicable code requirements regardless of what might be presented or discussed during workshops.
2. Chair asks for a staff report.

### **Staff Report**

3. Staff report on the item, giving findings of fact.

### **Applicant Presentation**

4. Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 15 minute presentation on the project.

### **Public Comment\***

5. Chair asks if there are comments from other interested parties – comments shall be kept to 3 minutes, and confined to the design elements of the project.
6. Chair reads any written comments submitted by interested citizens.

*\* Contact Planning Department staff after the meeting for additional opportunities to comment on the proposal.*

### **DRB Clarification**

7. Chair may request clarification on comments.

### **Design Review Board Discussion**

8. Chair will ask the applicants whether they wish to respond to any public comments, after their response (if any) they are to return to their seats in the audience.
9. The Chair will formally close public comments.
10. Chair leads discussion amongst the DRB members regarding the staff recommendations, applicable design criteria, identification of key issues, and any proposed design departures.

### **Design Review Board Motions**

1. Chair asks whether the DRB is ready to make a motion.
2. Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
3. Chair asks for discussion on the motion.
4. Chair asks the applicant if they would like to respond to the motion.
5. After discussion, Chair asks for a vote.

### **Design Review Board Follow-up**

6. Applicant is advised that they may stay or leave the meeting.
7. Next agenda item announced.

### **Other**

1. Chair asks board members and audience if there is anything else.

### **Adjourn**

1. Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

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# Design Review Board - Draft Meeting Minutes

May 9, 2018

Meeting called to order at 5:32 PM

## Attendance

- Board Members Present: Steven Meek - Chair, Kathy Lang (CA Liaison), Ted Teske, Anne Hanenburg, Alex Maxwell, Ryan Leong.
- Board Members Not Present: Charlene Kay, Dave Buescher.
- Quorum present. (*No less than four*).
- Staff Present: Dean Gunderson, and Omar Akkari

## Briefing Session:

### 1. Chair Report: Steven Meek - No report.

**Staff Report:** Dean Gunderson had a conversation with Kathy Lang regarding some confusion about the work product of the DRB when it comes to Collaborative Workshops in that historically, they have been referred to as 'recommendations', but they are actually distinct from the recommendations made at the Recommendation Meeting. The term they felt was more appropriate is 'advisory actions' for the collaborative workshop comments, particularly when she reports to the Community Assembly. The term 'recommendations' can then be reserved for recommendations that are passed on to the decision-making authority. This change will begin at tonight's meeting.

### 2. Approval of the April 25, 2018 meeting minutes.

- Call for a motion:
  - Page 1: Remove the letter 's' in "protects".
  - Add to second bullet under Collaborative Workshop, "Mr. Teske had not been able to participate in Neighborhood Council discussions on the development proposal, as he had been unable to attend the two prior Council sessions in which the matter was raised."
  - **Motion to approve minutes as amended - Anne; Ted seconded; Minutes approved unanimously 6/0.**
- Any Old Business? No.
- Any New Business? No.
- Any Changes to the Agenda? No

## Workshop:

### 3. Collaborative Workshop: 1307 West First Avenue

The DRB will consider the design of the proposal as viewed from the surrounding public realm.

- **Staff Report:** Dean Gunderson - City of Spokane
  - Dean gave a PowerPoint presentation and Staff Report. He described the existing property and its historic and current uses, and gave a brief summary of the project. He noted that this was an historically listed property and that the owner has had it de-listed, and a portion of the property demolished.
- **Applicant Presentation:**
  - The applicant gave a PowerPoint presentation and summarized the project. The applicant is proposing a mixed-use, pedestrian-oriented structure, with an 85-foot height limit, and as much transparency on the ground floor as possible.
- **Public Comment:** Verbal and Written comments
  - No public comment.
- **Board Discussion and Motion**

Kathy Lang asked the applicant why they didn't get down to details about how being in an historic district has informed the design of the building, particularly massing; also, the two

things that are key in an historic district are compatible height, and holding the street line; and noted that some of their approaches to building new construction in the historic district are at odds with other guidelines.

**Evan:** We originally looked at constructing a higher building, and I think there are other buildings in the area that are higher, and that we could have gone higher, as allowed, but chose not to try to remain compatible with the surrounding context. We had to try to make the project cost viable. We felt a seven-story building was a good middle-ground. The owner and design team are very aware of the historical context of the area.

*What masonry material are you considering?*

**Evan:** We have looked at some masonry. We would like to hear your ideas and get some guidance from you. We are wanting to maintain as much transparency on the main floor as possible, but will need some masonry in-between glazing. How much do you want to see? For the upper floor areas, we are looking at architectural metal panels, or fiber cement panels along with some brick accent pieces along balconies, etc.

**Dean:** Downtown guidelines encourage compatibility of materials. Reconcile historic with contemporary detailing on building façade. Important to blend that context. Brick is important - even modern use of brick to acknowledge that you are in an historic district - even as an accent.

**Ann:** Looking at the supplemental portion of your submittal what might the public plaza space be like on First Avenue as far as width and functionality?

**Evan:** It would be a 12-foot sidewalk, eight-foot bump-out, and pulling back the façade for restaurant use. Also, balancing recessed entries for both uses. The public space will be in front. There is a vacated alleyway in back, but this will feel pedestrian-oriented for the tenants.

**Ann:** For this space, think about Railroad Alley and see how you can engage with it for the public.

There was a discussion on street furniture and greenspace/green roof.

- **Board Discussion**

- A written comment from Dave Buescher was read. (See attached letter). Summary, concept is spot on, but the application is lacking in detail and may need to come back for a second collaborative workshop.
- **Steve** agrees. We don't have any idea what the exterior facades will look like. This is a critical issue. We have components that we can talk about. We need more information on the exterior materials and detailing - the western façade especially. What could be done to incorporate a creative use of masonry to break up the massing.
- **Ann:** There is a requirement for public space, and this needs to be explored to comply with the regulations. Tie-in your alley area with Railroad Alley. Encourage district continuity using kit of parts and palate; look at what is adopted for this area. Utilize art for creative addition to the west façade.
- More visual interest on the upper floors is needed.

**Motion:**

Based on review of the materials submitted by the applicant and discussion during the May 9, 2018 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

**Open Space**

The board encourages the applicant to explore design context that demonstrates connectivity to the Railroad Alley and enhances the pedestrian experience and connectivity to Adams Street and the immediately adjacent southern parcel.

The applicant shall return with solutions that demonstrate the ability to provide the entirety of the required open space plaza along the 1st Avenue frontage.

The board encourages the applicant to utilize the site furnishings "kit of parts/palette" developed by the Downtown Spokane Partnership and the City of Spokane to provide continuity

for the West Downtown Historic District and the Carnegie Square / West 1st Avenue Character Area.

**Materiality**

The applicant shall return with a more well refined design of all exterior facades demonstrating:

- Breaking up the massing of the west façade, via material changes, breaks in the façade, artwork.
- Comportment with the surrounding historical material palette and detailing.

**Massing**

The applicant shall return with a more well-defined building top to demonstrate compliance with Downtown Design Guideline A-2.

**Use of Adjacent Roof Space**

The applicant shall return with a more well-refined roof plan (and exiting plan) for the use of the adjacent roof top space.

**Motion to Approve made by Anne, seconded: Passed unanimously 6/0.**

Evan: We are on board with all of your suggestions.

**Recommendation Workshop for the Global Credit Union**

- DRB member Ann Hannenburg recused herself from this portion of the DRB meeting.
- **Staff Report:** Dean Gunderson, City of Spokane
  - Dean gave a PowerPoint presentation and Staff Report. He described the existing property and its current uses, and gave a summary of the project. It falls within the Gateway area which brings it before the DRB.
  - Included in the discussion was: parking, view screening, landscaping, exterior materials, lighting package, artwork, water table, four building facades, and entrances, ATM lanes, parking under the freeway lease from the City (up in 2021), and signage.
- **Applicant Presentation:**
  - The applicant gave a PowerPoint presentation, summarized the project and touched on staff comments and how the applicant has addressed those concerns. The applicant is proposing a campus upgrade to this Global property. Parking was reduced, and landscaping increased 30 percent, including 14 planters, due to proximity to the gateway.
  - We are trying to tie the campus together with landscaping and custom pavers.
  - The applicant and two DRB members participated in the Gateway project, along with Char Kay from WSDOT. They are hoping to come up with a good pedestrian crossing across 4<sup>th</sup> Avenue
  - **Kathy:** Camouflaging equipment on the top of the building from the freeway view was done well.
  - Bringing brickwork down to ground level should reflect materials and bulk of original building (non-historic). Their design decision to use original brick color.
  - The DRB, looking at the advisory action list, feel applicant has addressed all actions.
- **Public Comment:** Verbal and Written comments
  - No public comment.
- **Board Discussion and Motion**

Based on review of the materials submitted by the applicant and discussion during the May 9, 2018 Recommendation Meeting:  
**The Design Review Board recommends that the project be approved per the plans submitted for the Recommendation Meeting.**  
**Moved and Seconded; Passed unanimously 6/0.**

Motion to adjourn; seconded; passed unanimously 6/0.

Meeting Adjourned at 8:16 p.m.

Next Design Review Board meeting is scheduled for **May 23, 2018**

## High Performance Transit (HPT)

## Spokane Transit Authority

1 - Program Review/Collaborative Workshop

Design Review Staff Report

May 14, 2018

**Staff:**

Dean Gunderson, Senior Urban Designer  
Omar Akkari, Urban Designer

Planning & Development Services Department

**Applicants:**

Daniel M. Wells  
Spokane Transit Authority

## Design Review Board Authority

**Spokane Municipal Code [Chapter 04.13](#) Design Review Board**

A. Purpose. The design review board is hereby established to:

1. Improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan;
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit;
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
  - a. wisely allocate the City's resources,
  - b. serve as models of design quality.

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, all public projects or structures are subject to design review. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**.

**Recommendations.**

Recommendations of the Design Review Board will be forwarded to the Planning Director.

## Project Description

The submitted application for the HPT describes the modular elements of the HPT network of stations, and approach to which these stations will be incorporated in to the surrounding streetscape. Additional information was submitted showing the preliminary stops and guideway improvements for the length of the Central City Line, which is the first of the HPT network lines to be constructed. The applicant submitted updated versions of the Central City Line Station Kit of Parts and CCL Station Amenity Matrix on May 10, 2018.

Please see applicant's submittal for additional information.

## Location & Context

The Connect Spokane HPT Network encompasses Bus Rapid Transit Lines and HPT bus lines that provide service to most of the City of Spokane with additional routes serving Cheney, Airway Heights, Spokane Valley and Liberty Lake.

## Character Assets

The HPT station lines extend through many different types of context areas, streetscape configurations, and character areas in the downtown and historic districts. The local context should be taken into account for each stations and adjusted accordingly. The submitted application (pages 31-32) discusses proposed ideas about how the HPT stations can adapt to their local context. These ideas and other concepts voiced by the community and historic preservation officer should be considered as this project progresses.

The Central City Line (CCL) extends from Browne's Addition through downtown, Gonzaga University and north to Spokane Falls Community College. Staff has provided a table indicating what types of design standards and guidelines, historic areas, and character areas are applicable for each station on the CCL.

### Historic Districts

[Spokane City | County Historic Preservation Office | Historic Registers](#)

When rehabilitating or renovating the built environment within designated Downtown Historic Districts, maintaining and enhancing the historic fabric is encouraged. Consider following the Secretary of the Interior's Standards for Rehabilitation when rehabilitating or renovating property within the Historic Districts. The Secretary of the Interior's Standards for Rehabilitation can also add value when working with properties that are not officially designated as historic properties within these historic districts.

**Browne's Addition:** Browne's Addition Historic District encompasses a well-preserved residential section south of the Spokane River gorge and immediately west of the city center. It was platted in the 1880's and intensively developed for well-to-do clients around the turn of the century. Within its boundaries is a concentrated architectural aggregate including nearly every residential style fashionable in the Pacific Northwest between 1880 and 1930. Moreover, the district is replete with coniferous and deciduous trees, mostly exotic stock, planted along the streets and in the neighborhood park in response to recommendations made to the Board of Park Commissioners by Olmsted Brothers Landscape Architects of Brookline, Massachusetts in 1907.

**West Downtown:** Spokane grew to become a supply center for the region's farmers, ranchers, and miners, and as a point of departure for local resources. The City's West Downtown Historic Transportation Corridor is historically significant because of its association with the expansion of railroads, the advent of the automobile, and the rise of Spokane as a regional distribution center. The district's extant buildings that housed railroad-dependent businesses, automobile-related concerns, and worker lodgings are associated with the City's growth.

**East Downtown:** The East Downtown Historic District is a collection of historically significant commercial, mixed-use and warehouse buildings anchored by the Northern Pacific Railway Depot. The district is on the eastern edge of Spokane's central business district. Since the 1890s, this area has been an important part of the downtown's industrial and commercial heritage by providing housing and business establishments that met the needs of those who came to Spokane to work and live either temporarily or permanently. Two predominant property types have historically characterized the district—warehouses and single room occupancy hotels. This historic district comprises approximately twenty-seven square blocks with a total of 107 resources of which 83 (78 percent) are historically contributing. The period of significance for the district begins in 1890 with the construction of the Northern Pacific Railway Depot and Fire Station #1 following the great fire of 1889. Over half of the buildings within the district date from the period between 1900 and 1910, which represented the City's most pronounced period of economic and population growth.

### Character Areas

[Character Area Considerations Link](#)

Selected features that contribute to the positive character of this area and may provide inspiration for new projects include:

#### **East Downtown**

- Historic, decorative, pedestrian-scale street lights that once illuminated this area.
- Historic architectural details that currently exist within the area including: decorative or ornamental cornices; stepped or corbelled parapets and courses; patterned brickwork and decorative terracotta detailing on primary facades.
- Traditional materials such as brick, concrete or stone for foundations; walls built and/or clad with brick, concrete, terracotta.
- Historic painted wall signage advertising former businesses or products that are still visible on some of the buildings.

#### **West Downtown**

- Building materials that contribute to the historic character of this area include poured concrete or stone (such as basalt) for foundations; brick, reinforced masonry or concrete for walls; and terracotta, stone and metal accents and trims for architectural details.
- Minimal details, trims and accents on buildings.

## Regulatory Analysis

### Zoning Code Requirements

The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning staff with any questions about these requirements.

**Recommendations of the Design Review Board must be consistent with adopted regulations.** The DRB may not waive any code requirements.

### Zoning Code Downtown Design Standards

#### **Design Standards Implementation** (see [SMC 17C.124.500](#)):

The design standards and guidelines found in SMC [SMC 17C.124.500 through SMC 17C.124.590](#) follow [SMC 17C.124.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. The City will expect to see how the design of a project has responded to every one of the guidelines.

The applicant may request a departure from the design standards followed by an (R), (P), or (C) by notifying the Current Planning section of the Planning Department. Please see [Chapter 17G.030 SMC](#), **Design Departures**. The applicants should notify Current Planning staff as soon as possible, if they will request a design departure from any of the following requirements as the departure process would require a Type II Conditional Use Permit, which is a 120-day process, and a recommendation from the DRB.

[Section 17C.124.500](#) Design Standards Implementation  
[Section 17C.124.520](#) Base/Middle/Top – Building Design  
[Section 17C.124.530](#) Articulation – Building Design  
[Section 17C.124.550](#) Ground Level Details – Building Design  
[Section 17C.124.560](#) Roof Expression – Building Design  
[Section 17C.124.580](#) Plazas and Other Open Spaces

#### **Chapter 17G.030 Design Departures, Section 17G.030.040 Decision Criteria**

The decision criteria for a design departure are below.

- A. Has the applicant's design team thoroughly examined how the Requirement (R) and/or Presumption (P) could be applied as written?
- B. Does the proposal meet the intent and the general direction set forth by the Requirement (R) and/or Presumption (P) as written?

- C. Is the specific change superior in design quality to that potentially achieved by the Requirement (R) and/or Presumption (P) as written?  
Is the departure necessary to better address aspects of the site or its surroundings?
- D. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?
- E. Has the applicant responded to the optional Considerations (C), if any, found within the design guideline? Including *considerations* may assist in gaining acceptance for the plan.

#### Characteristics of Downtown Complete Street Designations

See [SMC 17C.124.035](#)

The downtown zones are complemented by the Complete Streets designations map (described in detail in the downtown plan), that further guides public and private development within the downtown. The different Complete Streets designations set different street standards and desired amenities based upon the intended use and desired qualities of the street. The Complete Streets designations are depicted on [Map 5.1](#), “Streetscape Improvements”, in the Downtown plan and zoning layer. Right-of-ways found on the Complete Streets map shall not be vacated as the space is needed to incorporate the elements described in the Complete Street designation. Curb to property line and the sidewalk width shall not be reduced in order to allow for future Complete Street elements.

#### **Type I – Community Activity Street.**

Type I streets are slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.

#### **Type II – Community Connector.**

Type II streets move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connections to surrounding neighborhoods and districts.

#### **Type III – City-Regional Connector.**

Type III streets move auto traffic through downtown and provide connections to the rest of the City and region. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.

#### **Type IV – Neighborhood Streets.**

Type IV streets carry little through traffic and tend to have less commercial activity than the other types of Complete Streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

#### Design Standards and Guidelines for Centers and Corridors

See [SMC 17C.122.060](#)

The document titled “Design Standards and Guidelines for Centers and Corridors” is adopted by reference as part of the land use code for centers and corridors, and incorporated as [Attachment “A”](#) to the land use code for centers and corridors. All projects must address these standards and guidelines. The applicant assumes the burden of proof to demonstrate how a proposed design addresses these standards and guidelines. For design standards and guidelines in [“Attachment A”](#) that are designated Requirement (R), an applicant may apply to the Design Review Board pursuant to the procedures set forth in chapter [17G.040 SMC](#), and the board may recommend approval of alternatives to strict compliance, upon a finding that the alternative satisfies the decision criteria for a design departure in [SMC 17G.030.040](#).

The design standards and guidelines for all centers and corridors are also applicable to the sites located in the Type 4 Mixed Use Transition Zone. In addition, the design standards and guidelines for Type 1 centers and corridors are also applicable to the sites located in the Type 4 Mixed Use Transition Zone.

# City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

## **DP 1.4 Gateway Identification**

*Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.*

## **DP 2 URBAN DESIGN**

*Design new construction to support desirable behaviors and create a positive perception of Spokane.*

### **DP 2.3 Design Standards for Public Projects and Structures**

*Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.*

### **DP 2.5 Character of the Public Realm**

*Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.*

### **DP 2.6 Building and Site Design**

*Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate and considers intensity of use.*

### **DP 2.7 Historic District and Sub-Area Design Guidelines**

*Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.*

### **DP 2.18 Bus Benches and Shelters Advertising**

*Continue to identify and implement ways to provide bus benches and control transit stop advertising.*

## **DP 4 DOWNTOWN CENTER VIABILITY**

*Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.*

## **TR GOAL A: PROMOTE A SENSE OF PLACE**

*Promote a sense of community and identity through the provision of contexts sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.*

## **TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS**

*Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.*

## **TR 13 Infrastructure Design**

*Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces.*

## **TR 15 Activation**

*Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.*

## **SH 3.4 One Percent for Arts**

*Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.*

## **SH 3.7 Support Local Artists**

*Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.*

## **LU 2.1 Public Realm Features**

*Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.*

## **NE 12.5 Tree Replacement Program**

*Do not allow tree removal in the public right-of-way without a program for tree replacement.*

## **NE 18 Energy Conservation**

*Promote the conservation of energy in the location and design of residential, service, and workplaces.*

## **TR 12 Prioritize & Integrate Investments**

*Key Action b. Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater.*

## **CFU 5.3 Stormwater**

*Implement a Stormwater Management Plan to reduce impacts from urban runoff.*

## **Downtown Design Guidelines**

[Downtown Design Guidelines link](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500](#) Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown area.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

## **Downtown “Fast Forward” Plan**

[“Fast Forward” Plan Link](#)

### **1.0 STREETScape AND PUBLIC SPACE IMPROVEMENTS**

Downtown is a unique place that blends history with modernity, where people gather to live, work, shop, learn, and play. Active and inviting streetscapes and public open spaces provide the intricate framework between built structures where interactions, encounters, and community events occur.

**Objectives:** The streetscape and public space improvement objectives of the Plan Update are to preserve and enhance Downtown Spokane’s distinctive environment and history; to foster a sense of identity in Downtown; and to create an exciting, pedestrian-friendly street atmosphere.

## **Main Avenue Visioning Study**

*Note: This study has not been formally adopted by City Council, but the applicant should be aware of the study and its contents.*

The Main Avenue Visioning Study was conceived of to provide a conceptual idea of how the street could be reimagined to better accommodate pedestrian and bicycle traffic, and to provide a catalyst for residential and mixed-use development in the area between Downtown and the University District.

The reimagined right-of-way maintains the current east-bound one-way traffic flow and adds significant tree canopy, landscaping, street amenities and public open space, which will encourage further redevelopment of the urban core.

## Topics for Discussion

**To address the Downtown Design Standards, Comprehensive Plan Policies, and Downtown Design Guidelines listed in the Staff Report, staff would offer the following for consideration and discussion:**

### **Contextual Design Elements**

Do the “minor adaptations”, (described on pages 31 and 32 of the applicant’s submittal), go far enough to create contextual station design? If not, should the HPT station locations have more substantial contextually sensitive design elements in specific areas with design standards such as historic districts, character areas or the downtown districts?

What kinds of contextual elements should be incorporated into the HPT stations to meet the guidance provided in the Comprehensive Plan, Downtown Context Areas, and Downtown Design Guidelines?

Within the HPT stations, what opportunities exist to incorporate materials, colors or architecture expressions, from the surrounding historic districts, character areas or the downtown districts?

*Please see the following Comprehensive Plan goals and policies: DP 2 Urban Design, DP 2.3 Design Standards for Public Projects and Structures, DP 2.5 Character of the Public Realm, DP 2.6 Building and Site Design, DP 2.7 Historic District and Sub-Area Design Guidelines, DP 4 Downtown Center Viability, and LU 2.1 Public Realm Features.*

*Please see the following Downtown Design Guidelines: B-1 Respond to Neighborhood Context, B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area, and D-3 Respect the Historical Features that Define Spokane.*

### **Artwork**

What opportunities exist to incorporate artwork into the HPT station designs beyond those described in the applicants submittal?

*Please see the following Comprehensive Plan goals and policies: DP 1.4 Gateway Identification, TR Goal A: Promote a Sense of Place, TR 15 Activation, SH 3.4 One Percent for Art, and SH 3.7 Support Local Artists.*

### **Street Activation**

The HPT stations will naturally be centers of pedestrian activity for transit riders. How might these HPT stations become an activating element for pedestrians or neighborhood residents walking by them? Are there opportunities for local history, stories, or artwork to be displayed at these stations?

*Please see the following Comprehensive Plan goals and policies: TR Goal A: Promote a Sense of Place and TR 15 Activation.*

*Please see the following Downtown Design Guidelines: C-1 Promote Pedestrian Interaction and D-4 Provide Elements that Define the Place.*

### **Sustainability**

Are there opportunities to provide solar panels on the tops of the shelter structures to support some of the electrical needs of the stations?

USB charging stations have become more ubiquitous public infrastructure element in airports and other transit facilities. Could USB charging ports be incorporated into HPT shelters?

*Please see the following Comprehensive Plan goal: NE 18 Energy Conservation.*

*Please see the following Downtown Design Guidelines: B-5 Explore Opportunities for Building Green.*

**Stormwater**

Since many of the stations on the CCL are bus bulbs, and interrupt the gutter flow line, is there an opportunity to introduce subsurface stormwater retention under the loading platforms?

*Please see the following Comprehensive Plan goals and policies: TR 12 Prioritize & Integrate and Investments and CFU 5.3 Stormwater.*

**Street Trees**

As stations are placed within the streetscape it is inevitable that some street trees will be removed. Would it be possible to replace all street trees removed as part of these projects within close proximity of their original locations?

*Please see the following Comprehensive Plan policy: NE 12.5 Tree Replacement Program*

**Wayfinding / Gateways**

Are there opportunities for gateway improvements to be developed in coordination with the City of Spokane or other entities at specific opportunity sites?

Example Locations:

- Browne's Addition: The large traffic island across from the fire station at 1<sup>st</sup> Avenue and Riverside Avenue.
- Gonzaga Campus: Spokane Falls Blvd and Cincinnati Street.
- Spokane Community College: Mission Avenue campus entrance.

*Please see the following Comprehensive Plan goals and policies: DP 1.4 Gateway Identification and LU 2.1 Public Realm Features*

*Please see the following Downtown Design Guideline: Provide Elements that Define the Place*

## Note

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City departments including the Current Planning section of Planning and Development Services.

## Policy Basis

Spokane Municipal Codes  
City of Spokane Comprehensive Plan  
Downtown "Fast Forward" Plan  
Downtown Design Guidelines



# HIGH PERFORMANCE TRANSIT

MAY 2018

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## Section I: Written Project Summary

### HPT Definition and Attributes

#### What is High Performance Transit?

The High Performance Transit (HPT) Network is a system of corridors providing all-day, two-way, reliable, and frequent service which offers speeds competitive to the private automobile and features improved amenities for transit customers. The HPT network defines a system of corridors for heightened and long-term operating and capital investments. HPT also provides higher frequency, and enhanced, easy-to-use service along major corridors in the Spokane Region.

Spokane Transit Authority (STA) put considerable thought into the definition of HPT to highlight service enhancements which 1) provide a higher level of service over standard fixed-route bus service and 2) expand the usefulness of transit to a larger audience of customers.

Ultimately, HPT will be defined by its ability to provide higher frequency (service as frequency ranging from 7.5 minutes to 15 minutes in the peaks), off-board fare payment at select locations, near-level boarding at most locations and easily recognizable passenger amenities that support customer knowledge of the type and frequency of service that is provided.

HPT is a new and improved transportation option that does not exist in the region today and will complement STA's existing transit service. Here's what this means for customers. HPT is:

- A unique addition to Spokane Transit; however, it does not operate separately. HPT Lines are still STA routes. This means riders can move between Spokane's transit options with ease.
- Service will be more frequent and at regular intervals, making it simple and easy to use, allowing more spontaneous travel, not encumbered by infrequent schedules.
- Accessible for all; HPT stations will be ADA compliant.
- Comfortable and convenient; stops will be distinctive and feature more amenities to improve passenger comfort, convenience and use of service.

#### Non-Discrimination Notice

In accordance with Title VI of the Civil Rights Act of 1964, Spokane Transit does not discriminate on the basis of race, color, or national origin. For more information on your rights or the procedures to file a discrimination complaint, or to request this information in an accessible format, please contact the STA Ombudsman at (509) 325-6094 (TTY Relay 711), or STA's Administrative Office, 1230 West Boone Avenue, Spokane, WA 99201.

If information is needed in another language, contact (509) 325-6094.

Si necesita información en otro idioma, comuníquese al (509) 325-6094.

Для получения информации на другом языке звоните по тел. (509) 325-6094.

Nếu quý vị cần thông tin bằng một ngôn ngữ khác, xin vui lòng gọi số (509) 325-6094.

## High Performance Transit Development Objectives

The following principles are provided for in STA's comprehensive plan, *Connect Spokane*, and form the basis for policy and programming actions that STA has made to support the implementation of the HPT Network. The principles were first introduced in 2010 and have remained in the plan since then.

### Pedestrian Support

More than any other service type, HPT extends the range of the pedestrian.

### Ubiquity

HPT service should attempt to serve the greatest number of people possible and the greatest number of destinations possible.

### Activity Centers

HPT should connect the region's cities and centers of population and jobs as much as possible.

### Livery

The HPT network includes amenities that prominently display a relationship with the STA Brand while at the same time represent a consistent and unique look that represent the best of STA.

### System Effectiveness

The HPT network should improve the effectiveness of the transportation system.

### Appropriate Scale

The HPT network will be scaled appropriately to the region's current and long-term needs given competing demands for scarce public resources.

### Mode Neutrality

Service quality, not mode technology, is the defining feature of HPT.

### Permanence

HPT features permanence of investment.

### Integration

HPT should integrate and provide connections with other modes and transport services.

### Competitive

HPT should make desired connections better than competing modes whenever possible.

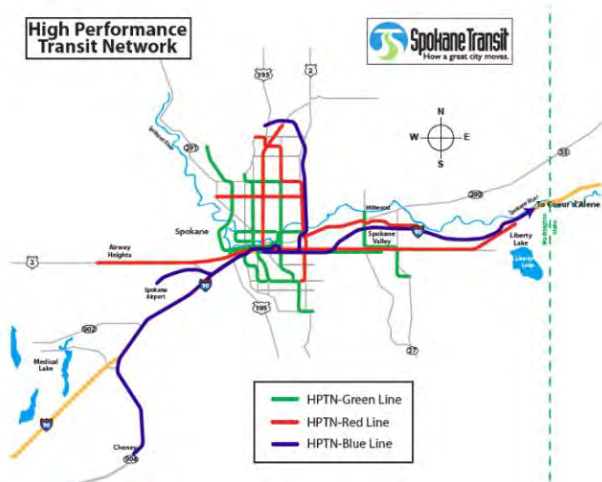
### Corridor-Based Bus Rapid Transit (BRT)

Corridor-based bus rapid transit (BRT) is a mode defined by the Federal Transit Administration where a bus-based transit investment includes a substantial investment along the corridor, defined stations, transit signal priority, short headways, bi-directional service and do not require separated right-of-way for the entirety of the corridor. This mode definition is captured within the broader definition of High Performance Transit. For instance, the Central City Line, a critical link in the HPT network, is also a corridor-based BRT project.

## HPT Network Evolution

The High Performance Transit network is the foundation, framework, and basis for future service improvements. The following maps (A-C) depict different iterations of the vision of the network since it was first conceptualized in 2010. The major change between Map A and Map C was the consolidation of the three colored lines into two types of service lines – Frequent and Express.

### A. Long-Range “Connect Spokane” HPT Network (c. 2010)



Map A depicts the future vision of the HPT Network from 2010. Many factors, including but not limited to, economic conditions, ridership demand, funding opportunities, and regional priorities were considered as the network began to take shape.

### B. Simplified short-term HPT Network Representation



Map B represents a revised and simplified representation of the HPT network as shown in 2015.

The map illustrates the Spokane area with various transportation routes. Major highways shown include I-90, I-5, US-2, and US-12. Key locations marked are Spokane, Spokane Valley, Millingen, Liberty Lake, and Chelan. The Spokane River is depicted flowing through the city. A legend in the bottom center identifies two types of routes: HPTN-Frequent (green line) and HPTN-Express (blue line). The HPTN-Frequent route is shown as a green line connecting major highways and the city center. The HPTN-Express route is shown as a blue line, primarily following I-90 and I-5. A compass rose in the bottom right corner indicates North (N), South (S), East (E), and West (W). A dashed green line runs vertically on the right side of the map, labeled 'To Coeur d'Alene'.

## HPT Service Type Evolution

The diagram illustrates the mapping of HPT service types to STA service types. It is organized into two main columns. The left column, titled 'Connect Spokane HPT Service Types', lists three services: 'HPT Green Line', 'HPT Red Line', and 'HPT Blue Line'. The right column, titled 'Simplified HPT Service Types (Conceptual Working Titles)', lists two services: 'STAFREQUENT' and 'STAEXPRESS'. Dotted arrows indicate the mapping: 'HPT Green Line' and 'HPT Red Line' both map to 'STAFREQUENT', while 'HPT Blue Line' maps to 'STAEXPRESS'. The 'STAFREQUENT' service is associated with a list of routes: 'Central City Line', 'Division', 'Sprague', and 'Monroe/Regal'. The 'STAEXPRESS' service is associated with a list of routes: 'Cheney/EWU' and 'Valley/Coeur d'Alene'.

Connect Spokane HPT Service Types	Simplified HPT Service Types (Conceptual Working Titles)
HPT Green Line	STAFREQUENT <ul style="list-style-type: none"><li>Central City Line</li><li>Division</li><li>Sprague</li><li>Monroe/Regal</li></ul>
HPT Red Line	
HPT Blue Line	STAEXPRESS <ul style="list-style-type: none"><li>Cheney/EWU</li><li>Valley/Coeur d'Alene</li></ul>

## *Connect Spokane HPT Service Types*

HPT Frequent Lines support spontaneous travel, short trips and provide quick, easy access to other service types with lower speeds, higher access, and frequency at 10 minutes.

HPT Express Lines cover long distances quickly to connect major regional destinations with higher speeds, limited access, and frequency at 15-30 minutes.

## *Simplified HPT Service Types*

**Frequent: Convenient and Reliable Service – All Day, Every Day**

- High quality transit serving urban corridors and regional activity centers
- Service frequency during the peaks from 7.5 minutes to 10 minutes for schedule-free convenience
- Backbone of the STA system with convenient transfer to other routes
- Distinctive stops with amenities suited to context and ridership
- First/last mile connections – pedestrian/bicycle/multimodal/accessibility improvements
- Service reliability enhancements to balance access and travel time
- Mutually supported by transportation, land use, and growth policies (e.g. City of Spokane “Centers and Corridors”)

**Express: Direct Point-to-Point Services Connecting Regional Destinations**

- Direct, limited-stop routes to reduce travel time
- Frequent, commuter-style services (15 minute frequency at peak, 30 minute frequency off-peak)
- All-day service reflecting peak period and seasonal demands
- Comfortable and relaxing onboard experience for longer commutes
- Amenities and multi-modal connections provide a signature transit gateway to destinations

All HPT routes will be called a “line” and have a service name. For example, the HPT line to Cheney will be called the “Cheney Line”. Using the term “line” as opposed to the more familiar “route” is intended to establish the importance and permanence of HPT investments.<sup>1</sup> The service name is representative of the geographic corridor or major destinations served.

All HPT line names will stand alone when referenced. However, all HPT lines will service stations that include the same station amenities incorporated into the design.

The service name and near-term plans for HPT lines as described in Connect Spokane are briefly summarized below:

### *HPT: Monroe-Regal Line*

The service name for the HPT Line that connects 5-Mile Park & Ride to Moran Station Park & Ride via the South Hill, Hospital District, Downtown Spokane, North Monroe Corridor and the Garland District will be called the Monroe-Regal Line. Service planned to begin fall 2019.

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<sup>1</sup> A good discussion on the connotations of the nouns route and line can be found here: <http://humantransit.org/2011/02/watching-our-words-route-or-line.html>

#### *HPT: Cheney Line*

The service name for the HPT Line that connects Cheney to Downtown Spokane via SR 904, Four Lakes Station, the West Plains Transit Center and the Jefferson Park & Ride will be called the Cheney Line. Service planned to begin fall 2021.

#### *HPT: Central City Line BRT*

The service name for the HPT Line that connects Browne's Addition and Spokane Community College (Upriver Transit Center) via Downtown Spokane, the University District, the Logan Neighborhood and the Chief Garry Park Neighborhood will be called the Central City Line. Service planned to begin fall 2021.

#### *HPT: Sprague Line*

The service name for the HPT Line that connects the Plaza and the Valley Transit Center via Downtown Spokane, the South University District and the Sprague Union District will be called the Sprague Line. Service planned to begin fall 2023.

#### *HPT: Division Line*

The service name for the HPT Line that connects Hastings Park & Ride to the Plaza via Division Street (US2) will be called the Division Line. Service improvements planned for 2018 and incrementally through 2025.

#### *HPT: I-90/Valley Line*

The service name for the HPT Line that connects Downtown Spokane with points east via I-90, including Spokane Valley and Liberty Lake will be called the I-90/Valley Line. A pilot project extension is planned between Liberty Lake and Coeur D'Alene via Post Falls and will remain unnamed at this time. Service planned to begin fall 2024.

## Design Goals and Objectives

### Design Goals

1. A "Kit of Parts" approach that identifies the minimum required amenities, preferred/best practice amenities, and optional design considerations, like reflection of local character/neighborhoods/historic sites.
2. Design a distinctive HPT brand, exemplifying its unique attributes and nesting within the STA corporate brand. This also is intended to meet federal requirements for corridor-based bus rapid transit (BRT) projects to "apply a separate and consistent brand identity to stations and vehicles."
3. All-door and near-level boarding preferred.
4. Accommodate multiple fleet options

### Objectives

The goals listed above may be accomplished through the following objectives:

- a. Facilitate quality decision-making based on the HPT Best Practices guidance.
- b. Implement technical guidance provided in the future Facilities Design Manual.
- c. Provide ADA compliant amenities that are built into the existing pedestrian environment.

- d. Review and evaluate the bus manufacture considerations for each line based on the needs of the service, route, and fleet guidelines.

## Branding and Livery

The desire to represent a train-like ‘livery’ or special look and feel for the vehicle and the requirement for substantial and distinct stations has been consistent throughout the planning, outreach and design stages of this project. All HPT amenities will be consistent with one another in station design, communications materials and graphic display and will have a distinctive livery that is consistent with the STA Branding Guidelines.

Each HPT line will have a unique service name and possibly bus livery but will utilize the same HPT Kit of Parts for all HPT Stations.

For HPT Stations, Spokane Transit’s livery will still be visible as appropriate, but the HPT service name (i.e. Monroe-Regal Line) will be added to the amenities located on each HPT line individually to distinguish one HPT Line from another. In the cases where an HPT Station is served by more than one HPT Line, both Line’s liveries will be on display.

Further branding and livery work is currently underway and is expected to be available for review in June 2018.

## Typologies

Typology refers to a bus stop classification based on ridership volume that defines the facility. For the purpose of HPT planning and design, four (4) major typologies are identified below for the HPT Network and grouped according to ridership, taking into consideration future ridership goals when reviewing current ridership levels and location (off-street, Park-and-Rides, and on-street).

The success of an HPT line depends on its ability to benefit transit users and to complement the surrounding transportation network. In order to maximize potential HPT benefits, corridor compatibility must be evaluated. Physical feasibility, i.e. roadway width and parking impacts, and transit performance, i.e. ridership and bus frequency, are critical factors for corridor evaluation. Stop location also requires careful decision making on how to best integrate a transit facility into the streetscape.

1. Typology 1: Off-Street Location with High Ridership – Park-and-rides are the most common off-street site, like the 5 Mile Park and Ride at the north end of the Monroe corridor. The example model below highlights the recommendations for HPT shelters with most, if not all, amenities provide the premium High Performance Transit (HPT) experience.



2. Typology 2: On-Street Location with High Ridership – On-street locations with high ridership are most commonly located in commercial areas, near transit transfer hubs, and/or near major destinations, like universities or hospitals. These locations are typically highly visible and feature

clear, safe pedestrian connections. Most, if not all, amenities are recommended to provide the premium HPT experience.



3. **Typology 3: On-Street Location with Moderate Ridership** – On-street locations with moderate ridership may be located in commercial or high-density residential areas. These locations may exhibit site constraints or poor pedestrian access.



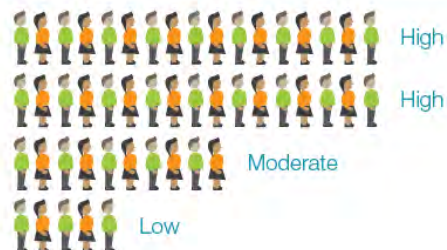
4. **Typology 4: On-street Location with Low Ridership** – On-street locations with low ridership are likely located in low-density, residential or rural areas. These stops may exhibit limited pedestrian access and restricted visibility.



#### Station Typology:

- ① Off-Street Location
- ② On-Street Location
- ③ On-Street Location
- ④ On-Street Location

#### Ridership:



### Four HPT Station Design Types

Four different HPT Station design types are identified to incorporate HPT Stations into the built environment. These station design types include Curbside, Bulb-Out, Center and Island and are further defined as follows:

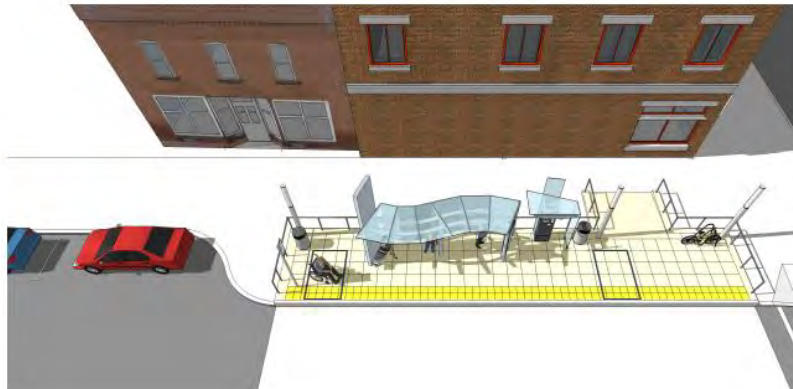
### *Curbside Design Type*

Curbside stations occur when transit vehicles run adjacent to the existing curb-line. Curbside stations can often be easily accommodated with little to no adverse impact on the roadway design and current traffic operations. Curbside stops require significantly less curb space for boarding and alighting and are considered the least impactful station design. Generally, amenities at HPT Stations located at curbside stops will be intermixed with the pedestrian environment and will need to be carefully placed as to not negatively impact the adjacent land use.



### *Bulb-Out Design Type*

Bulb-out station design includes an extension to the curb providing more room for station amenities, less impact to the adjacent property owner and generally maintains a pedestrian pathway behind the station. In addition, bulb-out station design can better align transit service like a curbside stop when parking on the same side of the street is present.



### *Center Design Type*

The center station is located in the middle of the street and can be designed for transit access on one or both sides. Generally, a center station design requires additional impact to the roadway design including traffic design and careful attention to the pedestrian environment. Center stations provide a dedicated space for transit customers and amenities separate from the surrounding built environment.



### *Island Design Type*

An island station functions similar to a center station but is located on the side of the roadway. An island station is distinct from other side stations as it provides for a roadway use behind the station and separate from general purpose traffic. The most common island station design accommodates a bike lane behind the station. Similar to center stations, island stations generally require changes to traffic flow and the pedestrian environment and require careful thought towards the interaction of the bike lane or other planned uses between the station and the sidewalk.



## HPT Station Kits

Three distinct HPT Station Kits were created to apply HPT amenities to station locations. Each HPT Station Kit has a minimum set of amenities that can be built upon as warrants increase.

These Station Kits are further identified as:

### *Station Kit A “Center Stations with Shelter”*

Station Kit A will have seven (7) locations throughout the Central City Line (CCL). See Appendix I.

Each Station Kit A will include a Center-Shelter with two or four bays. Shelter size varies depending on the location. Every bay in every shelter includes internal-shelter lighting.

Station Kit A will include the standard HPT amenities: HPT Marker, Windscreen, Equipment Cabinet, Bus Stop Flagpost, Seating, Leaning Rails, Pedestrian Scale Lighting, Trash Cans, Recycling Cans, Wayfinding and Security Cameras.

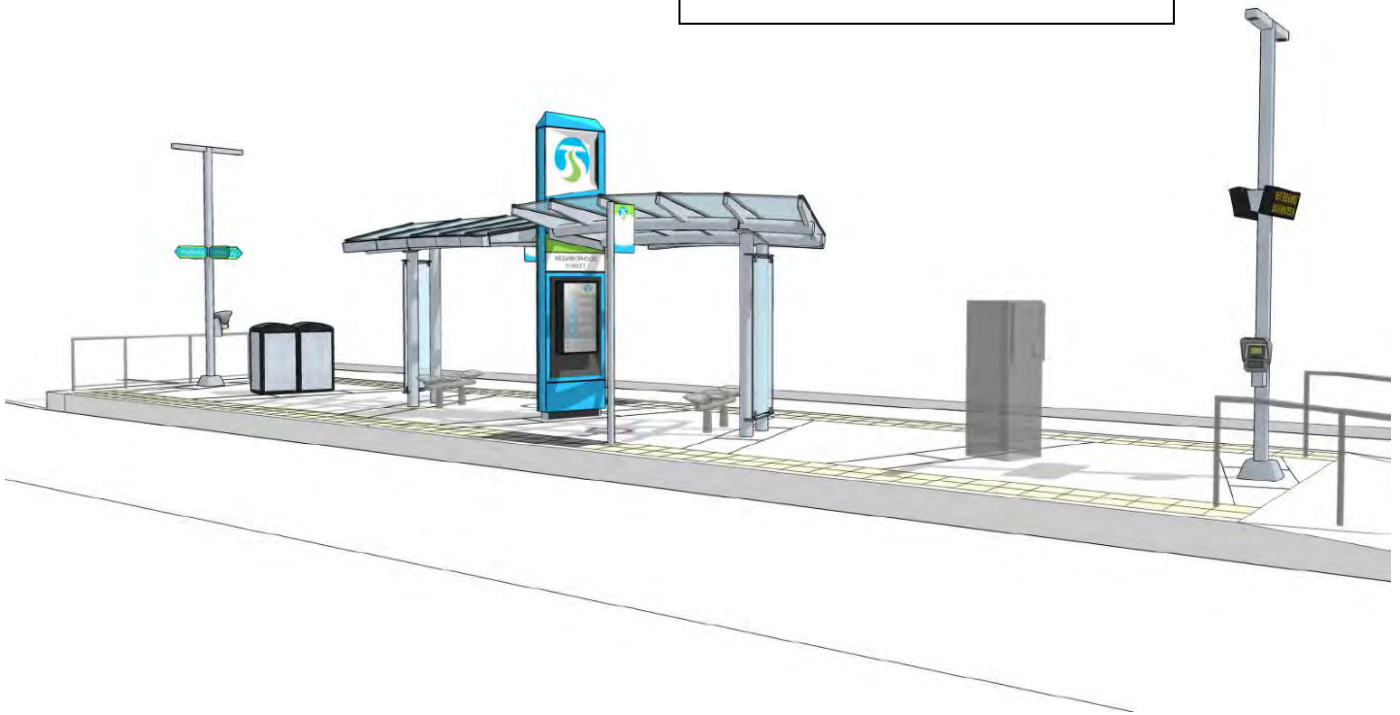
All Station Kit A will include Off-Board Fare Payment.

All Station Kit A will include a Technology Pylon with Real-Time Information Signs (RTIS).

All Station Kit A will include an LCD Screen displaying digital content.



Station Kit A “Center 2-Bay Shelter”



*Station Kit B “Side Station with Shelter”*

Station Kit B will have twenty-one (21) locations throughout the Central City Line (CCL). See Appendix I.

Each Station Kit B will include a Side-Shelter with one, two, three or four bays. Shelter size varies depending on the location. Every bay in every shelter includes internal-shelter lighting.

Station Kit B will include the standard HPT amenities: HPT Marker, Windscreen, Equipment Cabinet, Bus Stop Flagpost, Seating, Leaning Rails, Pedestrian Scale Lighting, Trash Cans, Recycling Cans, Wayfinding and Security Cameras.

Select Station Kit B will include a Technology Pylon with Real-Time Information Signs (RTIS).

Select Station Kit B will include an LCD Screen displaying digital content.

Station Kit B “Side 3-Bay Shelter”



Station Kit B “Side 2-Bay Shelter”



Station Kit B "Side I-Bay Shelter"



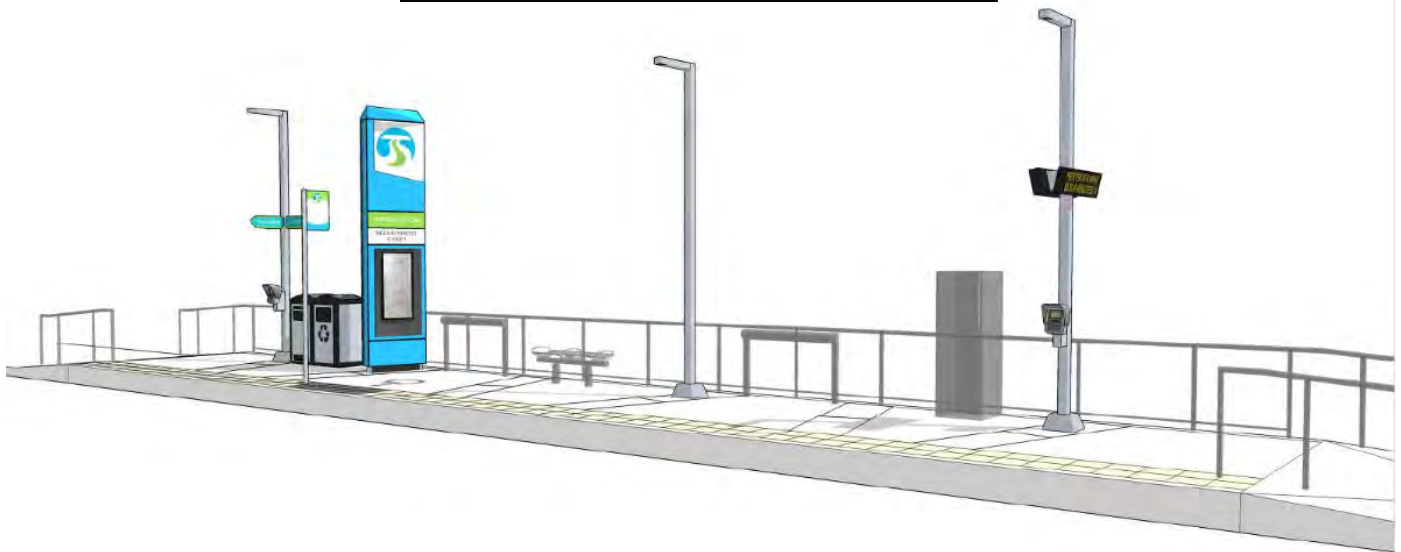
*Station Kit C “Side Station with no Shelter”*

Station Kit C will have five (5) locations throughout the Central City Line (CCL). See Appendix I.

Each Station Kit C will include a Windscreen and shelter footings and conduit for future shelter installation.

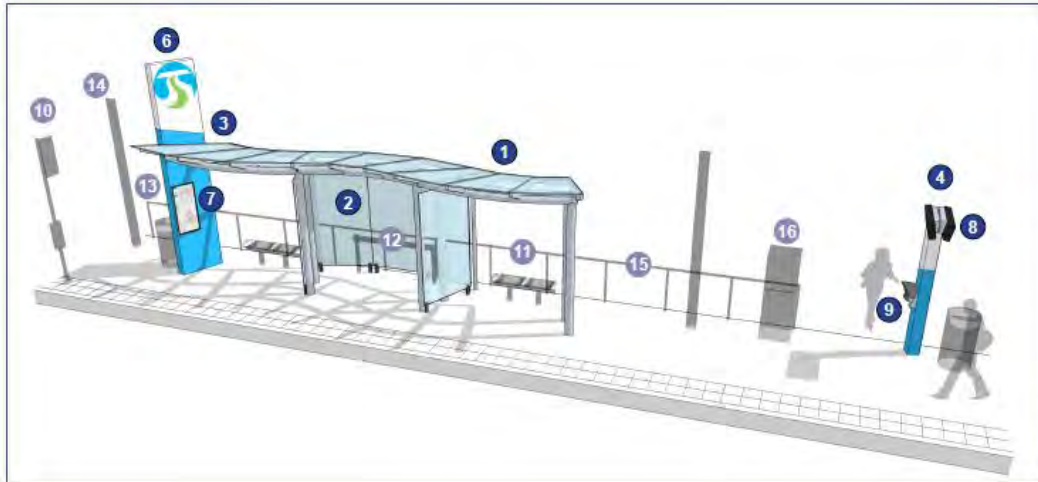
Station Kit C will include the standard HPT amenities: HPT Marker, Equipment Cabinet, Bus Stop Flagpost, Seating, Leaning Rails, Pedestrian Scale Lighting, Trash Cans, Recycling Cans, Wayfinding and Security Cameras.

Station Kit C “Side Station with no Shelter”



## HPT Kit of Parts

The Kit of Parts is a collection of transit amenities specifically designed and installed at HPT Stations. This section visually displays each HPT amenity and provides a brief description.



### Custom Design Elements

1. Shelter Canopy
2. Windscreen
3. Integrated Marker
4. Separate Tech Pylon
5. Tech Marker
6. Logo Beacon
7. Static Map Sign
8. Next Bus Display
9. Smart Card Validator

### Station Specific Elements

10. Flag
11. Seating
12. Leaning
13. Trash Receptacles
14. Pedestrian Lighting
15. Guardrails
16. Off-board Fare Collection



### *HPT Bus Stop Flagpost (Flag)*

The bus stop flag will be installed at all HPT stops. The bus stop flag will be used to indicate where the designated ADA boarding location is established. In the event that the bus stop flag is not located at the head of the bus stop (left-side operations) an additional sign mounted on a post will be installed to indicate to coach operators where the bus is supposed to stop.

### *HPT Bench and Leaning Rails (Seating)*

There are two types of seating identified: 1) benches and 2) leaning rails. Benches offer seating for waiting passengers and will be installed with all Station Kits. Because benches can take up valuable real estate, leaning rails have been included as another option to provide some improved passenger comfort without taking away from pedestrian throughput or ADA accessibility areas.

### *HPT Trash Receptacles*

Trash and recycling receptacles are important to the good housekeeping and presentation of a transit facility as a clean, comfortable, and inviting environment. All HPT Stations will include a solar-powered trash can and a recycling can.

### *HPT Lighting*

All HPT Stations will include a minimum of two (2) pedestrian scale lights designed per jurisdictional code and will supply lighting sufficient for the station and minimally impact the adjacent property and general purpose traffic. Additional pedestrian scale lights may be installed to aid in navigation to or from the HPT Station or within the station to meet minimum light levels.

Pedestrian scale light poles will include HPT Station livery and may also be used to support other applications including station naming, wayfinding, station identification and installation of security cameras.

All pedestrian scale lights and internally lit shelters will be LED with minimum maintenance and a maximum life cycle and fiscally manageable.

It is STA's desire to maintain 3-5 foot-candles for the entirety of the HPT Station.

### *HPT Railings (Guardrails)*

HPT Stations will have a 10" platform which will require ramps to connect the HPT Station with the adjacent sidewalk or pedestrian network. Because of the 10" height, most of the HPT Station will need to include fall protection in the form of railings.

### *HPT Marker*

The HPT Marker establishes permanence of place and represents both the STA brand and the HPT livery. The HPT Marker is meant to communicate to customers a service that is easy to recognize and use without difficult coordination or preparation and symbolizes a consistent service type through STA's family of services. Installing the Marker at all HPT Stations helps unify investment, identifies service and operations and informs fare structure and passenger expectations. The Marker will include STA's own logo prominently near the top. Additional items include Station Name, Station Identification elements,

customer information and a static map of the HPT Line, per ADA standards, and at certain locations will include an LCD monitor on one side of the marker.

#### *HPT Shelter*

HPT Shelters may be included at Station Kits A and B. At stops that may not warrant a shelter based on ridership alone, consideration will be given to the surrounding land uses as they may support future shelter placement. Likewise, it is STA's goal to install the foundation and supporting elements for future expansion at Station Kit C should the need arise. STA's desire is for the HPT Shelter to communicate the maximum amount of weather protection possible while maintaining functionality, capacity, scalability and CPTED characteristics.

#### *HPT Windscreen*

Weather protection is a major concern for most existing and potential transit riders in Spokane. Provision of windscreens will be considered at all stops and provided where right-of-way (ROW) allows. For Station Kits A and B, where shelters are installed, the Windscreen will be incorporated into the shelter design if ROW allows. For Station Kit C, where shelters are not installed, the Windscreen will be considered for installation.

#### *HPT Technology Pylon*

The HPT Technology Pylon will be installed at Station Kit A and at select Station Kit B locations. The technology pylon will be the primary location for the installation of Real-Time Installation Signs (RTIS) and for off-board fare validation should STA choose to incorporate that element\*. The Technology Pylon will meet ADA standards for clearances, height and customer information and will include the HPT Livery.

\* STA's fare procurement policy may further require that off-board fare validation be located within the HPT Station. If so, it is assumed that the fare validator will be installed on the HPT Technology Pylon.

#### *HPT Off-Board Fare Payment*

All Station Kit A locations will require off-board fare procurement. It is assumed that a Ticket Vending Machine will be used for fare procurement. The Ticket Vending Machine will be installed within the HPT Station footprint on or near the Technology Pylon.

#### *HPT Wayfinding*

The HPT Station Wayfinding Signs will be independent of any other non-STA wayfinding systems.

It is assumed that the wayfinding signs will be installed on one of the pedestrian scale lights installed at the station.

Each HPT Station will include static wayfinding signage unique to that station's location. A matrix detailing this information titled Station Wayfinding Plan will be created for each HPT Line and will include every station.

The information included on the wayfinding sign will be limited to ½ mile and will include destinations related to social services, non-profits, government services or agencies, public facilities, transit transfers or points of interest, natural or historic elements and other points of interests. Station wayfinding

destinations will not include specific for-profit interests; however, locations that signify the conglomerate of these for-profit interests such as malls may be included.

### *HPT Safety & Security*

Consistent with STA's commitment to safety STA plans to install security cameras at select HPT Stations and at all HPT Stations funded as part of the Central City Line. STA currently has 62 cameras at the Plaza, 8 cameras on every bus and cameras at recently upgraded Park & Rides and Transit Centers throughout the system.

Security Cameras may be deployed at HPT Stations when they:

1. Add to a legitimate employee and public safety purpose;
2. Achieve their purpose more efficiently than alternate means (e.g. additional staff, increased patrols, etc.);
3. Are consistent with reasonable expectation of privacy rights; and
4. Employ an open and publicly accountable process.

The objective of HPT security camera systems at HPT Station locations are:

1. Provide security video monitoring capability;
2. Deter person/property crime and fraudulent litigation by electronically monitoring HPT locations;
3. Use recorded images in the investigation of or the prosecution for criminal activity; and to refute or support acts or claims against STA occurring at HPT Station locations;
4. Communicate and store images for review and analysis;
5. Share video monitoring with other STA control centers (e.g. fixed Route and Paratransit) to enhance the safe movement of vehicle traffic in and around HPT Stations; and to assist emergency response;
6. Add to STA's layered security strategy with a functional security camera system at essential facilities and in and around STA vehicles; and
7. Supplement current investigative procedures regarding potential misconduct.

Where electricity and communications are available, STA may choose to install a security camera at an HPT Station. For the CCL, a minimum of one (1) security camera will be installed at Station Kit C. For Station Kits A and B, three additional cameras may be installed.

Typical viewing areas include the HPT Station footprint, amenities, fare collection area, boarding and alighting locations, bus ingress and egress areas and the customer approach to the platform.

Security cameras will not have an active monitoring, dispatching and response plan.

At all locations that a security camera can view, signage will be installed including the required information to inform customers and others that audio and visual recording is taking place.

## Shelter Design

Early in the HPT development process, consultants prepared three station concepts that include variations depending on stop location, ridership, right-of-way, etc. The concepts were then vetted with input from customers, other members of the public, and work groups within STA who will be responsible for station operations and maintenance. STA's desire is for the HPT Shelter to communicate the maximum amount of weather protection possible while maintaining functionality, capacity, scalability, modularity and Crime Prevention through Environmental Design (CPTED) characteristics. From the three concepts, the "Slice" shelter concept is the approved design for all HPT shelters and will be used to inform the architecture of the remaining amenities.

The HPT Shelter will be scalable. Depending upon the available right-of-way and the civil design process, a "narrow" version of the HPT Shelter may be necessary in order to fit on the HPT Station. An example of the narrow shelter compared to the standard shelter is displayed below:

6' wide HPT Shelter:



4' wide HPT Shelter:



The slice shelter design type is preferred to maximize, to the extent possible, the amount of "head coverage" or available weather protection available to the customer while also maintaining the maximum amount of space available for customers and pedestrians to navigate around the shelter.

The HPT Shelter will be installed on a foundation to be determined through the structural and civil design process and will have conduit available for internal shelter lighting. Where available and fiscally viable, it is STA's desire to have internal shelter lighting. All HPT stations, where applicable, will include a shelter footing and conduit for internal shelter lighting.

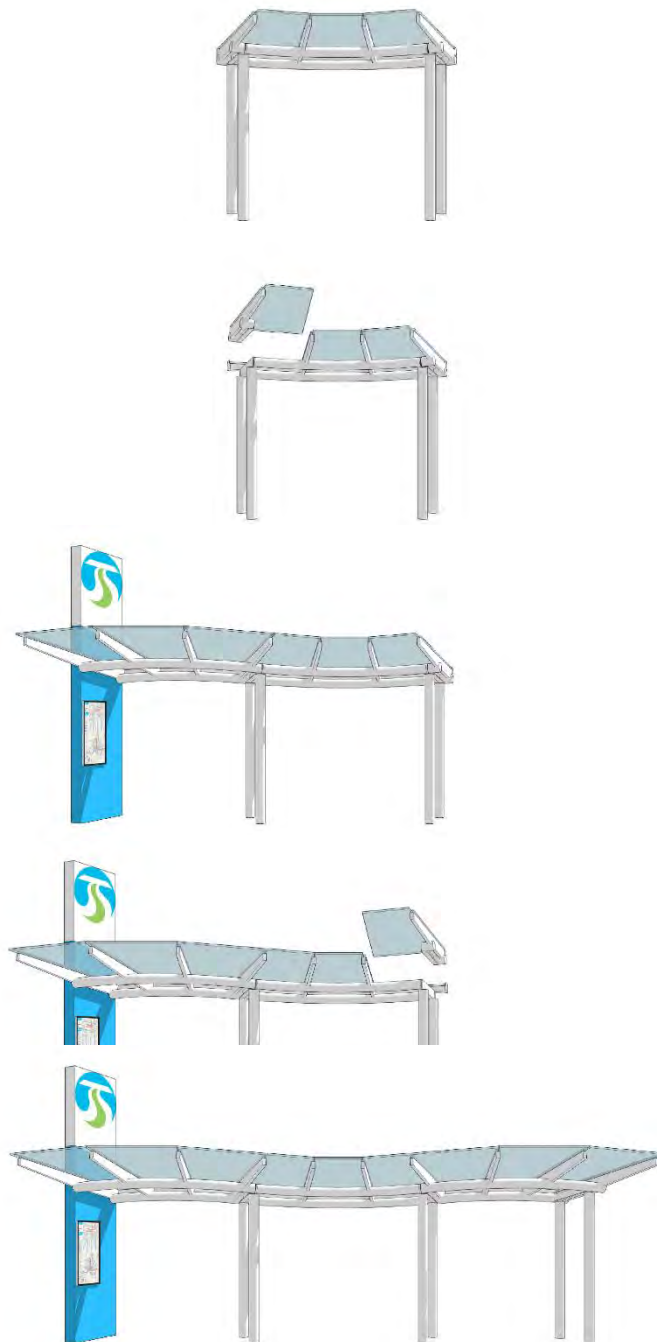
All HPT Shelters will be ADA accessible and include an HPT Bench and/or leaning rail. The HPT Shelter roof will be transparent and allow for adequate natural light penetration while also including treatment to provide shade. The roof will be aligned at a minimal angle as to maximize weather protection while maintaining the characteristics of the "Slice" design.

The HPT Shelter will be fabricated from materials that will withstand the "test-of-time" with a minimum life cycle of 10 years and will include a design that is modular creating the ability to remove and replace parts as needed or scheduled. It is STA's desire that the shelter frame can be removed, sandblasted, painted and reinstalled as part of a refurbishment process that is consistent with STA's Transit Asset Management Plan, is schedulable and is financially viable. It is desired that all parts of the HPT Shelter will allow for removal and replacement by two STA staff using minimal equipment with exception of the actual shelter frame. It is desired that the HPT Shelter be installed on the shelter footing using drilled

holes and bolts requiring epoxy. In the case of removal, all parts of the shelter can be removed and the bolts can be pounded further in the shelter footing creating a flush shelter footing appearance and a void in tripping hazards. STA's Facilities and Grounds group will create a HPT Shelter Maintenance Plan including removal and replacement, maintenance, winter conditions, refurbishment, plan for significant damage and total removal. It is very possible that this plan will include the need for procurement of tools, vehicles and other equipment that will need to be procured as part of the original capital project and should be addressed accordingly.

## Shelter Modularity

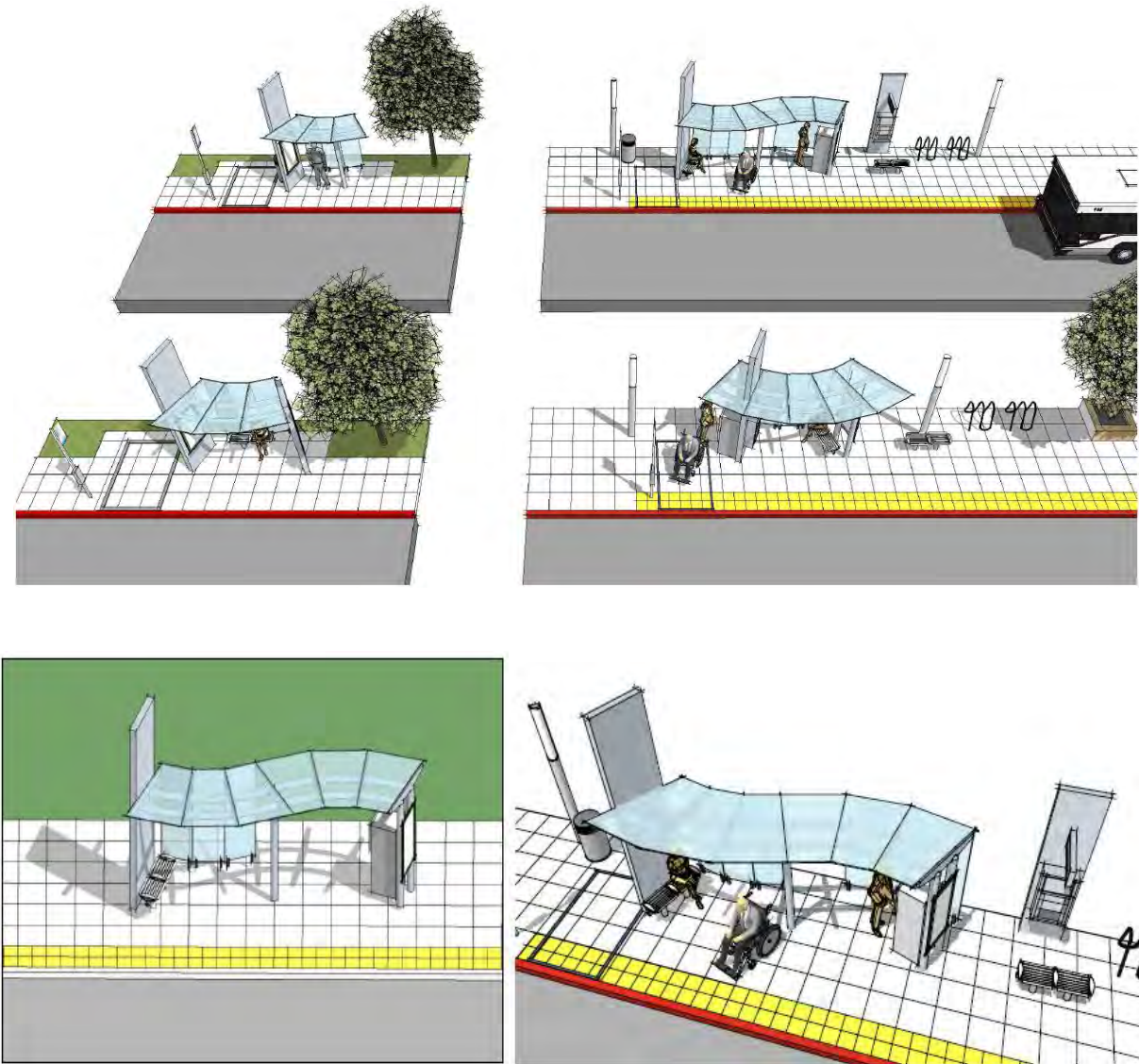
The HPT Shelter will be modular. Beginning with a cantilever style, the shelter will be stand-alone with glass located on the sides and glass located within a windscreen that can be installed independent of the shelter or attached to the back.



## Design Evolution

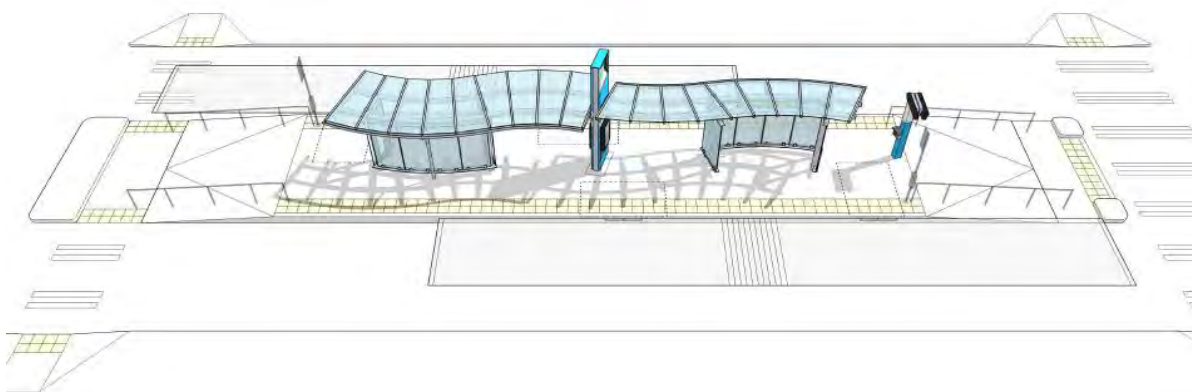
Three early concepts were chosen for the HPT Shelter and further developed. These concepts were called “Slice”, “Triangles” and “Cantilever”. After further evaluation and process, the Slice concept was chosen as the preferred alternative and was ultimately adopted by STA. For the purposes of detailing the design evolution, the three original concepts are portrayed as follows:

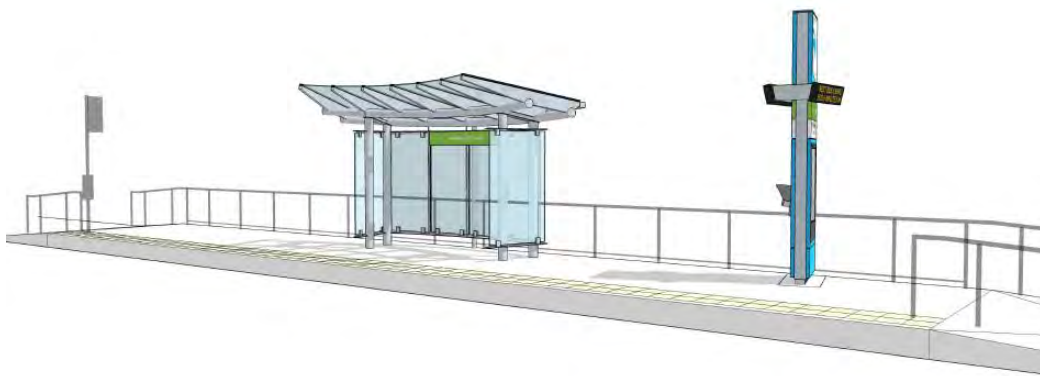
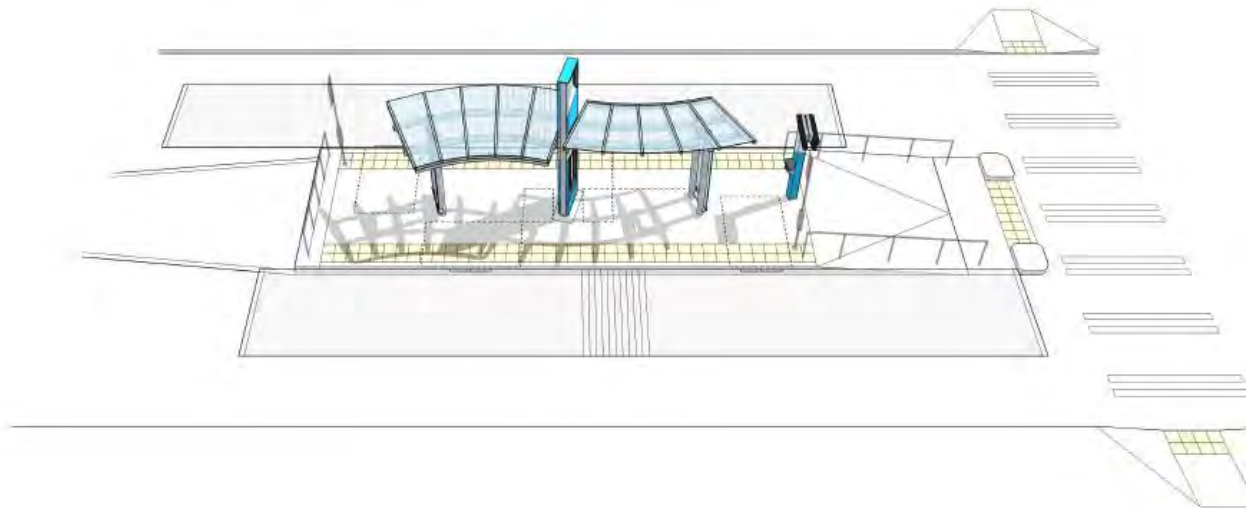
### Early “Slice” Concepts



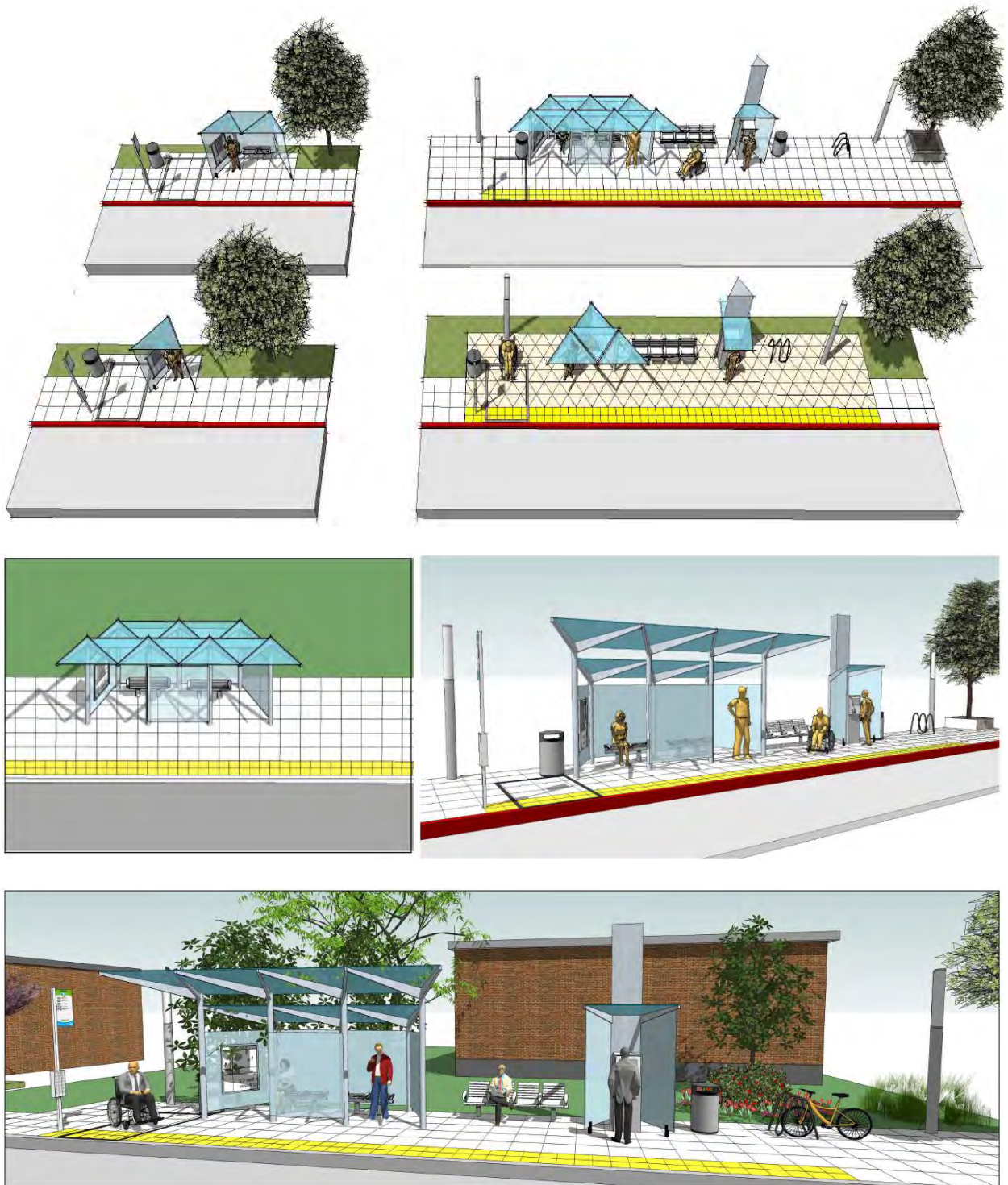


*Current “Slice” Concepts*

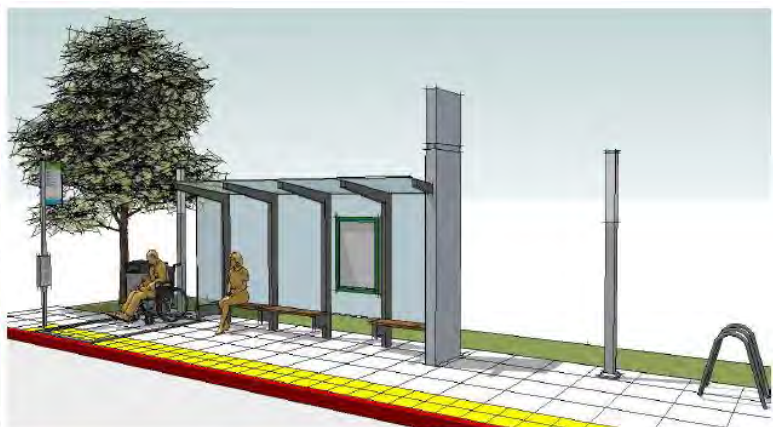
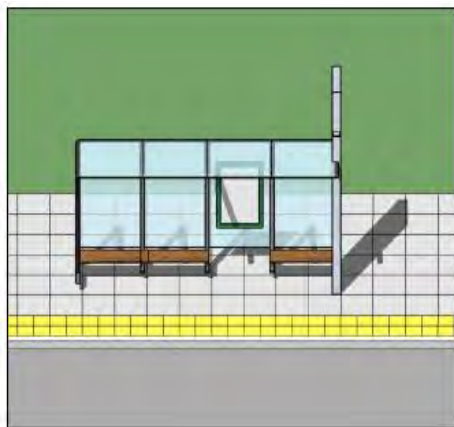
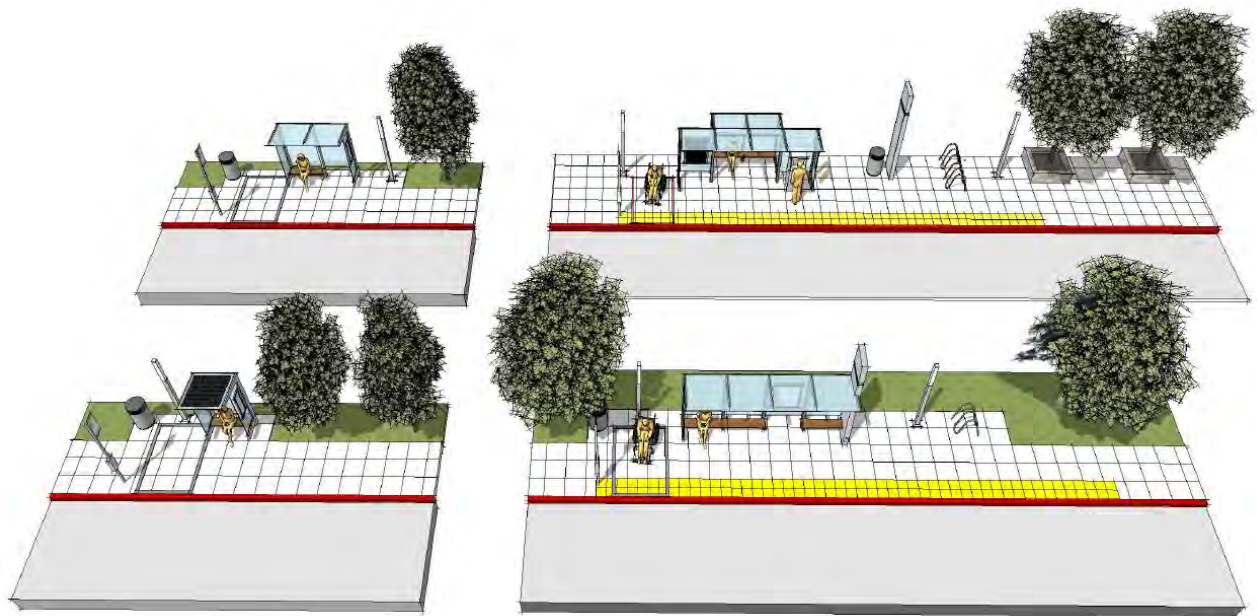




## Early “Triangles” Concepts



## Early “Cantilever” Concepts



## Public Outreach

Outreach during station area planning and design included workshops, surveys, and neighborhood association meetings to gain input on the downtown alignment, station design, and amenities. Extensive outreach with the public occurred starting in 2014 to refine the preferred downtown alignment of the CCL, review proposed station locations and design. STA hosted numerous in-person workshops, online open houses and surveys (MySidewalk/Mindmixer), lunchtime “brown bag” meetings targeted toward downtown employers, land owners, and developers, and gave presentations to many groups, including neighborhood associations within the corridor during the current phase of the project. Public outreach still continues today with focus groups, private meetings, etc. See Appendix 2 for List of Public Outreach.

## Station Opportunities, Challenges, and Other Considerations

### Opportunities

#### *Americans with Disabilities Act (ADA) Accessibility*

ADA accessibility in transit stops involves more than yellow tactile warning strips along a platform edge. Improved accessibility improves customer comfort and safety and reduces demand for door-to-door paratransit services. It is also a key consideration in site area planning and provides a partnership opportunity with local jurisdictions to implement sidewalk improvements, ramps, and traffic control improvements near transit stops.

STA will work with the appropriate jurisdiction to ensure that all HPT Stations are ADA accessible including the following:

1. A firm, stable surface;
2. A minimum clear length of 96 inches, measured from the face-of-curb or vehicle roadway edge and a minimum clear width of 60 inches, measured parallel to the vehicle roadway;
3. A maximum slope of 1:50 (2%) for water drainage;
4. An accessible pathway to the shelter if a shelter exists; and
5. Connection to streets; sidewalks or pedestrian pathways by an accessible route.

#### *Transit Gateways for Key Destinations*

Create a distinct “transit gateway” to key destinations in the system through HPT station design and amenities. Candidate Locations include the STA Plaza, Downtown Stations, College/University Campus, Neighborhood Districts, Park and Rides, and Other Regional Destinations.

#### *Integrating HPT into street improvements*

Many cities, including Spokane, are working to better integrate street improvements into addressing stormwater treatment, pedestrian paths and streetscape improvements. In many cases where roadways provide surplus capacity for vehicular traffic, these street improvements include reallocating the right-of-way for other uses. The increased in available right-of-way can make room for HPT amenities and better first/last mile connectivity, while preserving in-lane transit operations as much as possible in order to avoid unnecessary delay for passengers. Sprague Avenue between Helena and Stone streets, as well as Spokane Falls Boulevard adjacent to the WSU Spokane campus, are examples of integrated street

improvements. In both instances bust stops were improved and set the stage for further High Performance Transit investments.

### *Incorporating Neighborhood Character*

Connect Spokane Policy 4.10 Station Identification and Customization provides for certain limited elements to be adapted to provide distinct identification based on input from recognized neighborhood councils and business associations.

Minor adaptations (e.g. changes to glass etching, pylon marker branding, pavement treatments, and provision for possible neighborhood branding) may be appropriate at specific station locations based on input from property owners, businesses, and those directly using the service with the approval of the STA CEO. These minor adaptations will help integrate stations into the neighborhood while maintaining a consistent look. It is important to have consistent design among stations so people can easily identify the Central City Line and future HPT lines.

As the Central City Line project has developed, STA's approach in collaborating with the neighborhoods has evolved and the importance of station design to specific neighborhoods has become more apparent. Spokane Transit is collaborating with Spokane Arts to work with neighborhood groups and institutional partners to identify what their neighborhood character is to them, and how best that might be expressed within the HPT station design.

## **Challenges**

### *Constrained Network Nodes*

This condition describes sites with limited available right-of-way due to adjacent land uses. These sites may have both high and low boarding/transfer activity. Consideration must be given to ROW acquisition potential. Acquisition may be too costly or time consuming to meet implementation goals. A narrow-profile shelter and amenity designs able to share the pedestrian ROW may provide a more successful solution. Design challenges include high boardings/transfer activity with an opportunity for a substantial presence, but within limited existing right-of-way. A potential solution may include low profile shelter and amenity designs that can share the pedestrian right-of-way.

### *ROW Constrained Urban Arterials*

This condition exists in many of the HPT corridors where the roadway is built out to the maximum space available with four active traffic lanes, no parking lanes, and limited sidewalk space. Facilities on these type of corridors must preserve visibility of adjacent commercial properties and maintain active pedestrian throughput with limited sidewalk space. This is a major design challenge because many HPT arterial corridors are built on four-lane road configurations with limited sidewalk space and no parking lanes. A potential solution may include narrow profile shelter and amenity designs that can share the pedestrian right-of-way, designs that preserve visibility of adjacent commercial properties through right-of-way acquisition or road diets.

### *Suburban Arterial Corridors*

This condition may be less constrained with more available ROW offering more space for facilities and pedestrian flow; however, bus stop connectivity and passenger comfort may still be challenging to accommodate. Station locations on these corridors could be adjacent to either commercial or private properties or both, so some consideration must be given to fitting in. As well, these sites offer significant opportunities to improve network-wide connectivity through improved wayfinding to other transit facilities, bike and pedestrian paths, and key destinations. A design challenge for this condition involves the constrained ROW, but bus stop connectivity, ambiance, and passenger comfort is lacking. A potential solution to this challenge may put emphasis on site improvements, shelter, and lighting, and improved first/last mile connectivity.

### *Residential/Historic Corridors*

This condition, located in primarily residential areas with sensitive adjacent land uses, identifies site area characteristics that may require some site-specific design. Residential and historic corridors bring with them existing design character and often elicit strong design opinions from residents and other stakeholders. These sites also offer exciting opportunities to reflect Spokane's history and current culture incorporating personalization like art work or pavement treatments. Although HPT stations in residential areas improve pedestrian mobility, a design challenge includes residential and historic corridors favoring a low impact on the character of the street and adjoining parcels. A potential solution to this challenge may include narrow profile, low footprint approaches or context-sensitive design and materials.

### *Rural Stops*

This condition identifies a corridor with rural stop locations areas and stops that typically experience low ridership but are still important to serve. Stops are often at isolated locations with pedestrian access and accessibility challenges, as well as limited customer amenities. These are among the critical corridor conditions to support as the rural stops provide key connections to the regional transportation network for many. They also offer the opportunity to reinforce the HPT brand through the development of a rhythm of shelters along the corridor. Additional design challenges include poor pedestrian access and accessibility and customer discomfort (e.g. weather, noise, and/or low lighting). A potential solution to this challenge may include higher level of amenities to compensate for dire conditions, stop access improvements, or to remove stop from HPT route.

### *Other Considerations*

#### *Safety and Security*

There are many tools available to support safety and security. One tool is Crime Prevention through Environmental Design (CPTED). The primary goal of CPTED is the specific altering of physical design of communities in which humans reside and congregate in order to deter criminal activity using principles of design affecting elements on the built environment ranging from the small scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form to improve opportunity for eyes on the street. It should be noted CPTED is not the only approach to ensuring safety and security. There are also technology elements that may be utilized, such as CCTV cameras.

### *Transit Gateways for Key Destinations and First/Last Mile*

Some key destinations are already known while others will appear over time as development continues in the urban core and areas surrounding the City of Spokane. Spokane Transit's HPT offers a unique opportunity to connect with multi-modal transportation opportunities through the careful consideration of existing and planned bike way network, the connection to planned transit projects, like the Central City Line, as well as connections to other major transportation hubs, like the airport and train stations. Carefully considering existing and emerging destinations and providing a network of options to access them, with the HPT Network forming a central hub, allows STA to support future growth in the City.

### *Incorporating HPT into Roadway Configuration*

Spokane has completed some "road diet" projects already. A road diet is a transportation planning element whereby the number of travel lanes and/or width of travelable road is reduced in order to achieve systemic improvement. Lane reduction and road re-channelization are terms also used when discussing road diets.

### *Station Customization*

Connect Spokane Policy 4.10 Station Identification and Customization provides for certain limited elements to be adapted to provide distinct identification based on input from recognized neighborhood councils and business associations

Major customization requests, such as custom shelter designs, will require special approval from the STA Board of Directors and must meet the following conditions: 1) the request has the support of a community organizations or institutional partner, 2) customization is compatible with STA branding placement, 3) the neighborhood or organizations requesting the customization pays for design and construction expenses above the typical shelter cost.

### *Downtown Zone Design Standards and Guidelines per SMC*

The Spokane Municipal Code (SMC) contains adopted maximum parking standards in order to limit the number of allowed spaces and promote the efficient use of land while enhancing urban form and character (SMC 17C.230.120). These requirements are applicable to the Central City Line corridor and surrounding areas. Further parking analysis is currently underway as part of the DCE for the NEPA process. More information can be shared specific to the Central City Line in the future.

### *Spokane Downtown Design Guidelines*

#### *Site Planning and Massing*

As mentioned previously, the HPT network provides service throughout the Spokane Region. With this in mind, the design of each kit of parts has carefully been designed to enhance the riders experience in accordance with the climate and geography of the area. Each station will be equipped with an integrated HPT marker and logo beacon that visually and meaningfully resonates with the public, allowing customers to identify with the service. The HPT stations will stand no higher than fourteen (14) feet high and will not impact the existing skyline for Downtown Spokane.

## Architectural Expression

All HPT Stations will include amenities from a consistent Kit of Parts and will maintain an established permanence amongst the community that portrays the very best that STA has to offer.

As the definition of High Performance Transit includes higher frequencies, enhanced, easy-to-use service along major corridors in the Spokane Region, the architectural expression of HPT Amenities include recognizable and consistent transit amenities that are scalable, modular and distinct.

The HPT Station Identification and Customization Policy provides the ability for adjoining interests to be incorporated into the design of HPT while maintaining the separate and consistent brand of corridor-based bus rapid transit (BRT) projects that is required by the Federal Transit Administration.

## Pedestrian Environment

The addition of the HPT network to the Spokane Region will greatly increase the mobility and access of the pedestrian. All of the amenities are intended to enhance the pedestrian experience. The design of HPT Stations was created to provide a recognizable, safe and easy to use transit amenity for the pedestrian that could be incorporated into the adjoining build environment.

The addition of shelters and windscreens will provide increased weather protection for the transit customer and were designed with the pedestrian environment in mind.

Station locations are located in coordination with ridership generators and ridership destinations such as parks, schools, libraries, transfer points, hospitals and social service centers.

Station design elements include raised platforms which aid in boarding and alighting from the coach, increased pedestrian lighting, guardrails or railings that aid in access and help to prevent injury and design setbacks that maximize the ability for a pedestrian to navigate around an HPT Station.

## Public Amenities

This project is a public amenity in and of itself. Through the careful design of the kit of parts to the unique civil design of each station, the HTP Network will become the backbone of public transit in the Inland Northwest.

Although, green streets will not be a result of this project, STA will be working with the City of Spokane to continue the Wall Street streetscape concept south to Riverside Avenue. This design will incorporate stormwater planters, rainwater collection, and landscaping into the streetscape, while following the City of Spokane's requirements.

## Section II: Supporting Site Analysis and Conceptual Plans

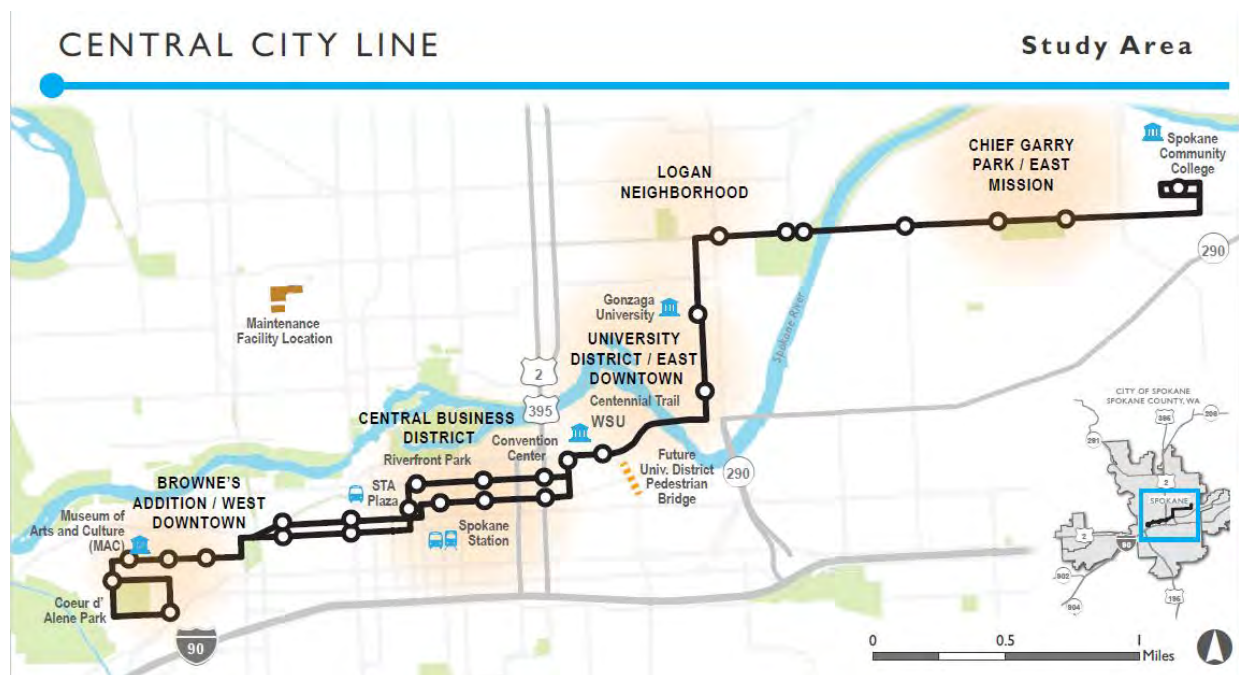
### Context Analysis

The Central City Line (CCL) will be the first fully-funded HPT corridor. To date, the CCL is the only HPT Line that has developed to a point that specific station locations and impacts presented and discussed with the Design Review Board. The CCL is scheduled for launch in September of 2021.

### Overlay study on CCL

The HPT Stations for the CCL will be constructed throughout the City, rather than at one specific location. Area, access and right-of-way needs will vary depending on location. This ultimately helps determine the amenities (kit of parts) that will be installed at each station.

The map below shows the Central City Line alignment.



### Site Analysis

The Map below is a snapshot of the CCL “Interactive Map” which can be used in place of a standard set of drawings and is updated often as designs are adjusted. The Interactive Map included via the following link provides a scale representation of every proposed HPT Station on the CCL as well as proposed roadway and pedestrian improvements including street improvements on Maple Street, Wall Street, Cincinnati Street, Mission Avenue and the Spokane Community College Campus.

[www.tinyurl.com/cclroute](http://www.tinyurl.com/cclroute)



## Concept Plan

## Section III: Constructability

Most of the documentation for constructability is still in the planning phases. Coordination work occurs, almost daily, with STA's partners at the City of Spokane, Avista Utilities, Gonzaga University and Spokane Community College. A comprehensive constructability review including permitting, phasing, staging, bidding, re-routing, road closures and coordination with a variety of other projects will occur in the summer and fall of 2018.

## Demolition

There will be demolition at all locations but the extent of the demolition varies by location and some of it is unknown at this time. STA is working closely with the City of Spokane, Avista and other utility providers to limit demolition and impacts to the City streets. A construction phasing plan will be developed in coordination with all stakeholders to minimize disturbance to the public.

## Civil Scope of Work

The civil scope of work is to design and construct all platforms, station amenities, ADA boarding/alighting pads, sidewalks, storm drainage facilities and utility relocations necessary for construction of the stations and street improvements.

## Civil Site Utilities

Utilities that will service the stations will include power and communications. Other wet and dry utilities will be relocated in areas of the stations. STA is working with the City of Spokane to identify all utility relocations and service needs.

## Drainage and Stormwater Management

Will address stormwater conveyance and treatment with the City of Spokane.

## Mechanical Scope of Work

No mechanical work is anticipated. If needed, mechanical engineers are included on the engineering team.

## Electrical Scope of Work

Power will be required for all stations. STA is working with Avista and the City of Spokane to identify power availability for each location. Power will be needed for all lighting and technology at the stations.

## Appendix

### Appendix 1: CCL Station Amenity Matrix

### Appendix 2: Public Outreach

## Appendix I: CCL Station Amenity Matrix

Station #:	Direction:	On-Street:	Intersection:	Cross-Street:	Station Type:	Doors:	Station Kit:	Kit A	Kit B	Kit C	HPT Marker:	Shelter (Y/N):	Windscreens:	Technology Pylon w/ RTIS:	Equipment Cabinet:	Bus Stop Flagpost:	Shelter Type	Seating:	Pedestrian Scale Lighting:	Trash Cans:	Recycling Cans:	Wayfinding:	Ticket Vending Machine:	Security Cameras:	LCD Screen on Marker:
1	SB	South Cannon Street	NS	West 4th Avenue	Bulb-Out	Right	Kit C "Side Station with no Shelter"			1	1	0	1	0	1	1	None	1	4	1	1	1	0	1	0
2A	NB	South Spruce Street	NS	West 2nd Avenue	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	1 Bay	1	2	1	1	1	0	3	1
2B	EB	West 2nd Avenue	FS	South Spruce Street	In-Lane	Right	Kit C "Side Station with no Shelter"			1	1	0	1	0	1	1	None	1	4	1	1	1	0	1	0
3	EB	West Pacific Avenue	NS	South Hemlock Street	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
4	EB	West Pacific Avenue	NS	South Cannon Street	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	2 Bay	1	2	2	2	1	1	4	1
5	EB	West Pacific Avenue	FS	South Oak Street	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
6	EB	West 1st Avenue	NS	South Adams Street	Bulb-Out	Left	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	1
7	WB	West Sprague Avenue	FS	South Adams Street	Bulb-Out	Left	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	0
8	EB	West 1st Avenue	NM	South Monroe Street	Island	left	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	1
9	WB	West Sprague Avenue	FM	South Monroe Street	Bulb-Out	Left	Kit B "Side Station with Shelter"	1			1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	0
10	WB	West Sprague Avenue	FS	North Wall Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	4 Bay	1	2	1	1	1	2	0	1
11	NB	North Wall Street	FS	West Sprague Avenue	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	2	3	1
12	EB	West Main Avenue	NS	North Howard Street	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	0
13	WB	West Riverside Avenue	FS	North Stevens Street	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	1
14	EB	West Main Avenue	NS	North Bernard Street	Island	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	0
15	WB	West Riverside Avenue	NS	North Bernard Street	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	1
16	EB	West Main Avenue	NS	North Division Street	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	0
17	WB	West Riverside Avenue	FS	North Division Street	Bulb-Out	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	2 Bay	1	2	1	1	1	0	3	1
18	NB	North Pine Street	FS	East Main Avenue	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
19A	WB	East Spokane Falls Boulevard	AT	University District Bridge	Island	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	3 Bay	1	2	1	1	1	0	3	1
19B	EB	East Spokane Falls Boulevard	AT	University District Bridge	Island	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	3 Bay	1	2	1	1	1	0	3	1
20	NB	North Cincinnati Street	FS	East Springfield Avenue	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
21	NB	North Cincinnati Street	FS	East Desmet Avenue	Center	Left	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
22A	WB	East Mission Avenue	NS	North Hamilton Street	In-Lane	Right	Kit A "Center Station with Shelter"	1			1	1	0	1	1	1	4 Bay	1	2	2	2	1	1	4	1
23	EB	East Mission Avenue	NM	North Perry Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	0	1	1	1 Bay	1	2	1	1	1	0	3	0
24	WB	East Mission Avenue	NS	North Perry Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	1 Bay	1	2	1	1	1	0	3	1
25A	WB	East Mission Avenue	FS	North Napa Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	1 Bay	1	2	1	1	1	0	3	1
25B	EB	East Mission Avenue	FS	North Napa Street	In-Lane	Right	Kit C "Side Station with no Shelter"			1	1	0	1	0	1	1	None	1	4	1	1	1	0	1	0
26A	WB	East Mission Avenue	NS	North Cook Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	1 Bay	1	2	1	1	1	0	3	1
26B	EB	East Mission Avenue	FS	North Cook Street	In-Lane	Right	Kit C "Side Station with no Shelter"			1	1	0	1	0	1	1	None	1	4	1	1	1	0	1	0
27A	WB	East Mission Avenue	NS	North Regal Street	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	1 Bay	1	2	1	1	1	0	3	0
27B	EB	East Mission Avenue	FS	North Regal Street	In-Lane	Right	Kit C "Side Station with no Shelter"			1	1	0	1	0	1	1	None	1	4	1	1	1	0	1	0
28	EB	SCC Access Road	NS	North Thor Court	In-Lane	Right	Kit B "Side Station with Shelter"		1		1	1	0	1	1	1	4 Bay	1	2	1	1	1	0	3	1
Totals:								7	21	5	33	28	5	27	33	33	N/A	33	76	40	40	33	11	93	21

## Appendix 2 – Public Outreach

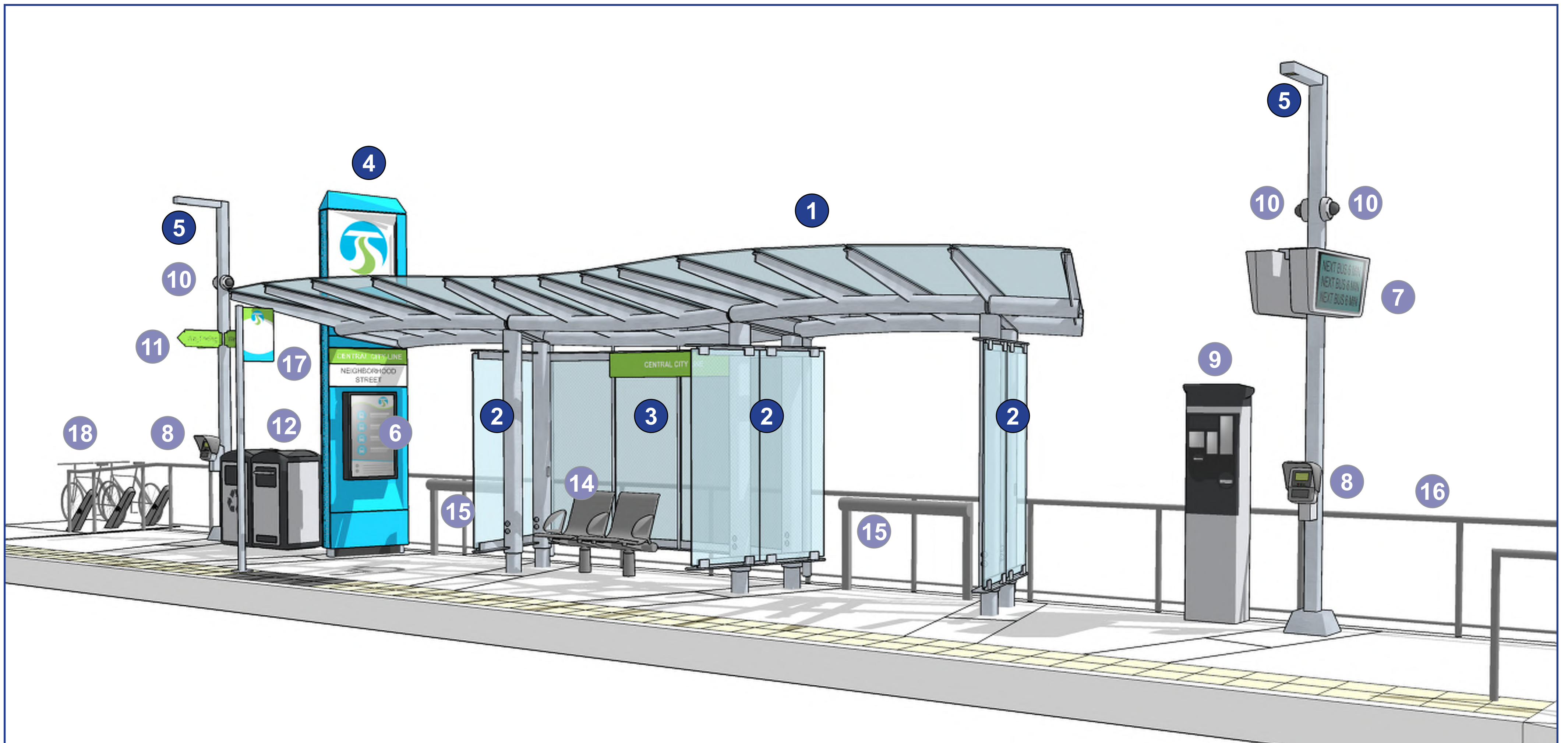
### Central City Line Outreach Events

Date	Type	Location	Host / Audience	Purpose	Cannon & 4th	Spruce & 2nd	Pacific & Herlock	Pacific & Cannon	Pacific & Oak	1st & Adams	Spokane & Adams	1st & Monroe	Spokane & Monroe	STA Plaza	Main & Howard	Riverside & Stevens	Main & Division	Riverside & Division	Pine & Main	SFB @ WSU/EMU	Cincinnati @ Centennial	Cincinnati @ Desmet	Mission & Hamilton	Mission & Perry	Mission & Napa	Mission & Cook	Mission & Regal	SOC
6/29/2010	Open House		Customers	Alternatives Analysis																								
9/16/2010	Stakeholder		Stakeholder Group formation																									
10/26/2010	Open House		Customers	Alternatives Analysis																								
3/29/2011	Open House		Customers	Alternatives Analysis																								
8/19/2015	presentation	Downtown Library	Riverside	status presentation																								
8/20/2015	presentation	CGP	Chief Garry Park	status presentation																								
11/12/2015	workshop	CGP	Chief Garry Park	gathering input on strategic overlay plan and station concepts																								
1/25/2016	Brown Bag	Kress Gallery	Customers	alignment discussion/station locations						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
1/26/2016	Brown Bag	Liberty Building	Customers	alignment discussion/station locations						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
1/27/2016	Brown Bag	Community Building	Customers	alignment discussion/station locations						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
1/27/2016	meeting	DSP	GVD Commercial, Mark Richard	alignment discussion																								
2/2/2016	workshop	WSU	U-District	overlay, alignment, shelter discussions						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
2/23/2016	presentation	PFD	PFD	project update, station concepts						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
2/24/2016	workshop	CGP	Chief Garry Park	overlay plan and station concepts																								
2/24/2016	display	DSP	DSP	display project information at DSP annual meeting						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3/1/2016	workshop	MAC	Browne's Addition	overlay plan and station concepts	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3/17/2016	presentation	Visit Spokane	Visit Spokane	project update, station concepts						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3/23/2016	presentation	DSP	DSP	project update, station concepts						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
4/11/2016	workshop	Gonzaga	Gonzaga	discuss Cincinnati corridor, issues and opportunities																	X	X						
5/23/2016	workshop	Gonzaga	Gonzaga	discuss Cincinnati corridor, issues and opportunities																	X	X						
6/1/2016	presentation	MAC	Browne's Addition	project update	X	X	X	X	X																			
6/16/2016	presentation	CGP	Chief Garry Park	project update																		X	X	X	X	X	X	
6/22/2016	presentation	4th Memorial Church	Logan	project update																	X	X	X	X	X	X	X	
7/13/2016	presentation	Downtown Library	Riverside	project update						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
9/12/2016	presentation	1st/Adams	West Downtown Business Group	project update						X	X	X	X															
9/14/2016	meeting	Gonzaga	Gonzaga	coordination, discuss future MOU																	X	X						
9/20/2016	meeting	City of Spokane	City of Spokane Charter Group	discuss project, issues and opportunities																								
10/26/2016	meeting	Gonzaga	Gonzaga	discuss MOU and possible street improvements																	X	X						
11/3/2016	meeting	City of Spokane	City of Spokane Design Group	project discussion																								
11/14/2016	presentation	CGP	Chief Garry Park planning committee	project update																	X	X	X	X	X	X	X	
11/21/2016	meeting	STA	Avista	discuss Cincinnati corridor, issues and opportunities																	X	X						
12/7/2016	workshop	Community Building	Downtown Spokane stakeholders	station design						X	X	X	X	X	X	X	X	X	X	X								
2/9/2017	meeting	DSP	Doug Yost, Mark Richard	downtown station locations						X	X	X	X	X	X	X	X	X	X	X								
2/13/2017	presentation	DSP	DSP Brokers	project update, station location and designs						X	X	X	X	X	X	X	X	X	X	X								
2/22/2017	meeting	City of Spokane	City Planning Commission	Project Update	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
2/22/2017	presentation	4th Memorial Church	Logan	project update																								
2/23/2017	meeting		Chris Batten	station location and design												X												

## Central City Line Outreach Events

Date	Type	Location	Host / Audience	Purpose	Cannon & 4th	Spruce & 2nd	Pacific & Herlock	Pacific & Cannon	Pacific & Oak	1st & Adams	Sprague & Adams	1st & Monroe	Sprague & Monroe	STA Plaza	Main & Howard	Riverside & Stevens	Main & Division	Riverside & Division	Pine & Main	SFB @ WSU/ENW	Cincinnati @ Centralia	Cincinnati & Desmet	Mission & Hamilton	Mission & Perry	Mission & Napa	Mission & Cook	Mission & Regal	SCC
2/24/2017	meeting	KHQ	Neil Boiling, Betsy Cowles	station locations (Adams, Fox Theater)						X	X	X	X															
2/27/2017	meeting		Spokane Symphony GA Task Force	project update, station location and designs								X	X															
2/28/2017	meeting	Gonzaga	Gonzaga, Avista	Cincinnati corridor, MOU, power line relocation																	X	X						
3/1/2017	presentation	MAC	Browne's Addition	project update, station location and designs, routing	X	X	X	X	X																			
3/2/2017	presentation		Community Assembly	project update, Q&A																								
3/21/2017	presentation	Downtown Library	Riverside	project update, Q&A																								
3/22/2017	presentation	DSP	DSP Board	project status update, station locations						X	X	X	X	X	X	X	X	X	X	X								
4/5/2017	meeting	DSP	Main Avenue Visioning Group	discussed future visions for Main, accommodations for CCL													X											
5/22/2017	meeting	DSP	DSP, Business Owners	project status update, station locations and amenities						X	X	X	X	X	X	X	X	X	X									
6/29/2017	Open House	STA Plaza	Customers	station location and amenities	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7/25/2017	Open House	Community Building	U-District	station design and location													X	X	X	X	X	X	X					
8/18/2017	presentation	WSU	WSU Student Leadership Council	project update, station design and customization														X	X									
8/21/2017	tour	Alignment	Sen. Murray's office	tour of alignment with staff																								
8/23/2017	presentation	4th Memorial Church	Logan Neighborhood	project update, station design and customization																X	X	X	X					
9/5/2017	meeting	STA	Frank Tombari, Gurchait Bains	inbound station, Mission and Napa																				X				
9/5/2017	presentation	MAC	Browne's Addition	project update, station design and location input	X	X	X	X	X																			
9/21/2017	meeting	MAC	The Elk - Marshall Power (manager), Jon Grollmus (owner)	Pacific and Cannon station design and location				X																				
9/21/2017	meeting	Pacific Ave.	Pacific Avenue Pizza owner	station discussion, Needs follow-up				X																				
9/21/2017	presentation	CGP	Chief Gary Park Neighborhood	project update, station design and location input																		X	X	X	X			
9/22/2017	Meeting	Gonzaga	Gonzaga	next steps, cooperation agreements, action items																X	X							
10/4/2017	Presentation	City of Spokane	Spokane Parks Board Land Committee	project update, discuss station locations adjacent to City parks		X																	X		X			
10/5/2017	Presentation	West Central Comm.	Community Assembly	project update	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
10/11/2017	Display	Gonzaga	U-District	U-District celebration																								
10/18/2017	Open House	Gonzaga	Gonzaga	station location and design																								
11/8/2017	Meeting	Mission/Napa	Frank Tombari, Tron	discuss station location/issues/alternatives																				X				
11/15/2017	DSP Board Mtg	DSP	DSP	Discuss project and station locations	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
11/15/2017	Meeting	DSP	Dave Black (NAI Black)	Main and Howard Station										X														
12/5/2017	Meeting	Mission/Regal	Berber Engineering	discuss station location																								
12/5/2017	Meeting	Mission/Napa	Carl Naccarato	discuss station location																				X				
1/11/2018	Meeting	MAC	Browne's Addition	discuss station location	X	X	X	X	X																			

## STATION KIT OF PARTS



### Design Elements

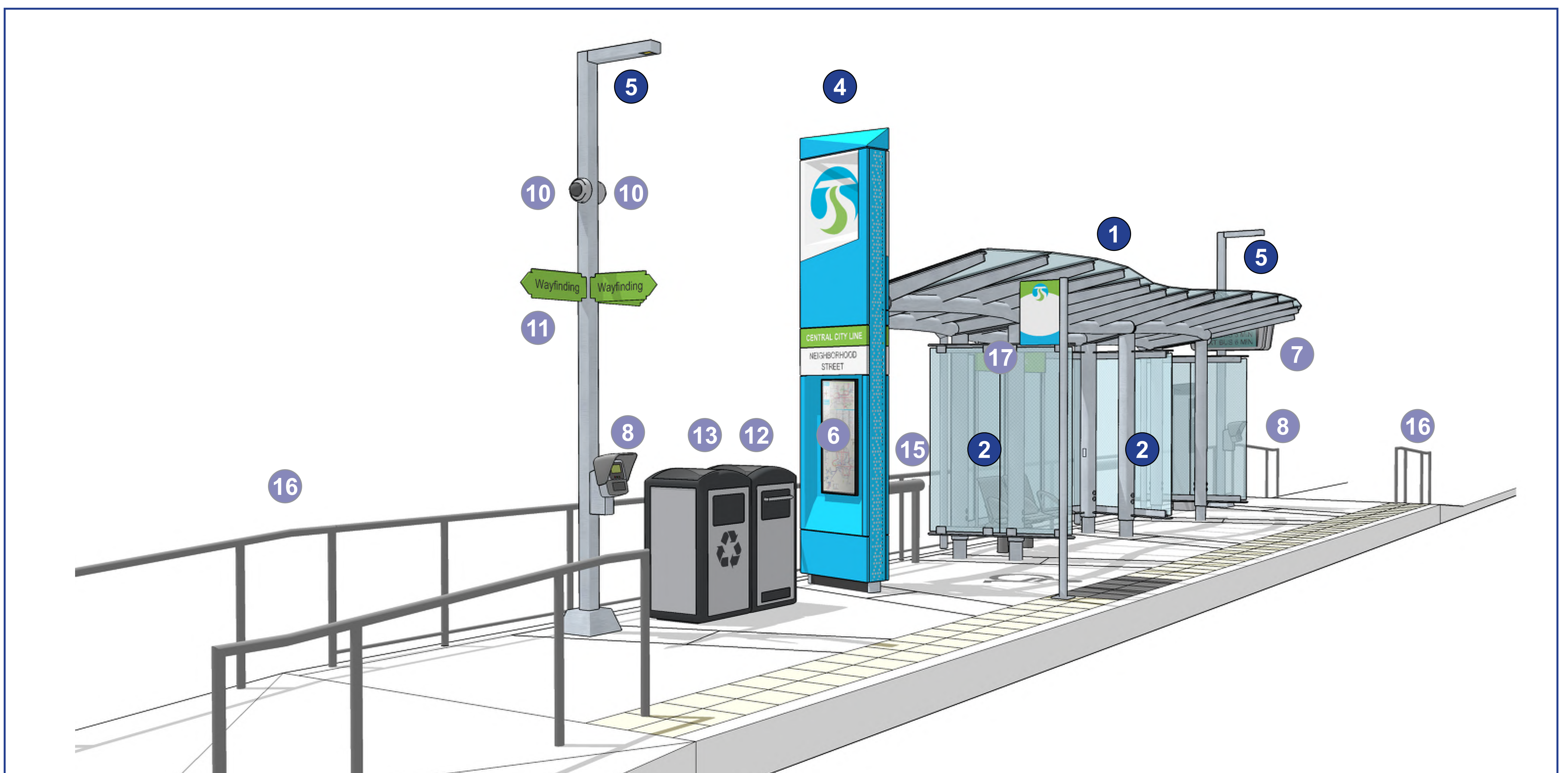
1. Shelter
2. Side Windscreen
3. Back Windscreen
4. HPT Marker
5. Pedestrian Light

### Equipment

6. LCD Display or Static Map
7. Next Bus Display(s)
8. Fare Validator
9. Off-board Fare Collection
10. Camera

### Site Fixtures

11. Way-finding Signage
12. Smart Waste Bin
13. Smart Recycling Bin
14. Seating
15. Leaning Rail
16. Railing
17. Flag
18. Bike Racks



## STATION KIT OF PARTS



### HPT Marker Elements

1. STA Logo
2. Route Name
3. Station Name

### Equipment

4. Indirect Lighting
5. LCD Display
6. Static Map



## STATION KIT OF PARTS



### KIT S3

- 4 Locations
- 3 Bay Side Shelter
  - 3 Side Windscreens
  - HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Leaning Rails
  - Flag
- Station Specific Elements
- 1 Back Windscreen
  - Railings
  - Fare Collection/Validation



### KIT S2

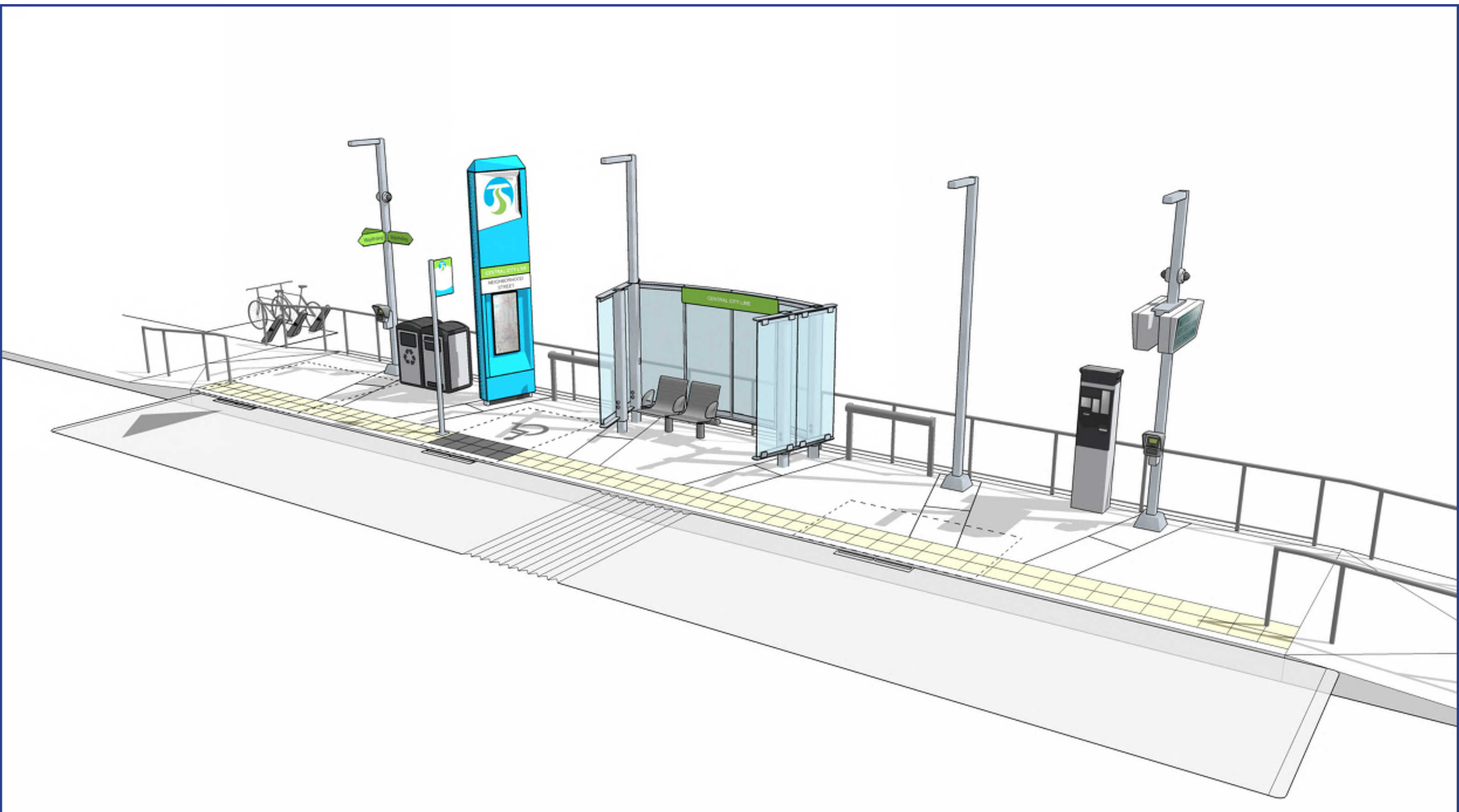
- 6 Locations
- 2 Bay Side Shelter
  - 2 Side Windscreens
  - HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Leaning Rails
  - Flag
- Station Specific Elements
- 1 Back Windscreen
  - Railings
  - Fare Collection/Validation

## STATION KIT OF PARTS



### KIT S1

- 11 Locations
- 1 Bay Side Shelter
  - 2 Side Windscreens
  - HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Leaning Rails
  - Flag
- Station Specific Elements
- 1 Back Windscreen
  - Railings
  - Fare Collection/Validation



### KIT S0

- 5 Locations
- HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Flag
- Station Specific Elements
- 2 Side Windscreens
  - 1 Back Windscreen
  - Leaning Rails
  - Railings
  - Fare Collection/Validation

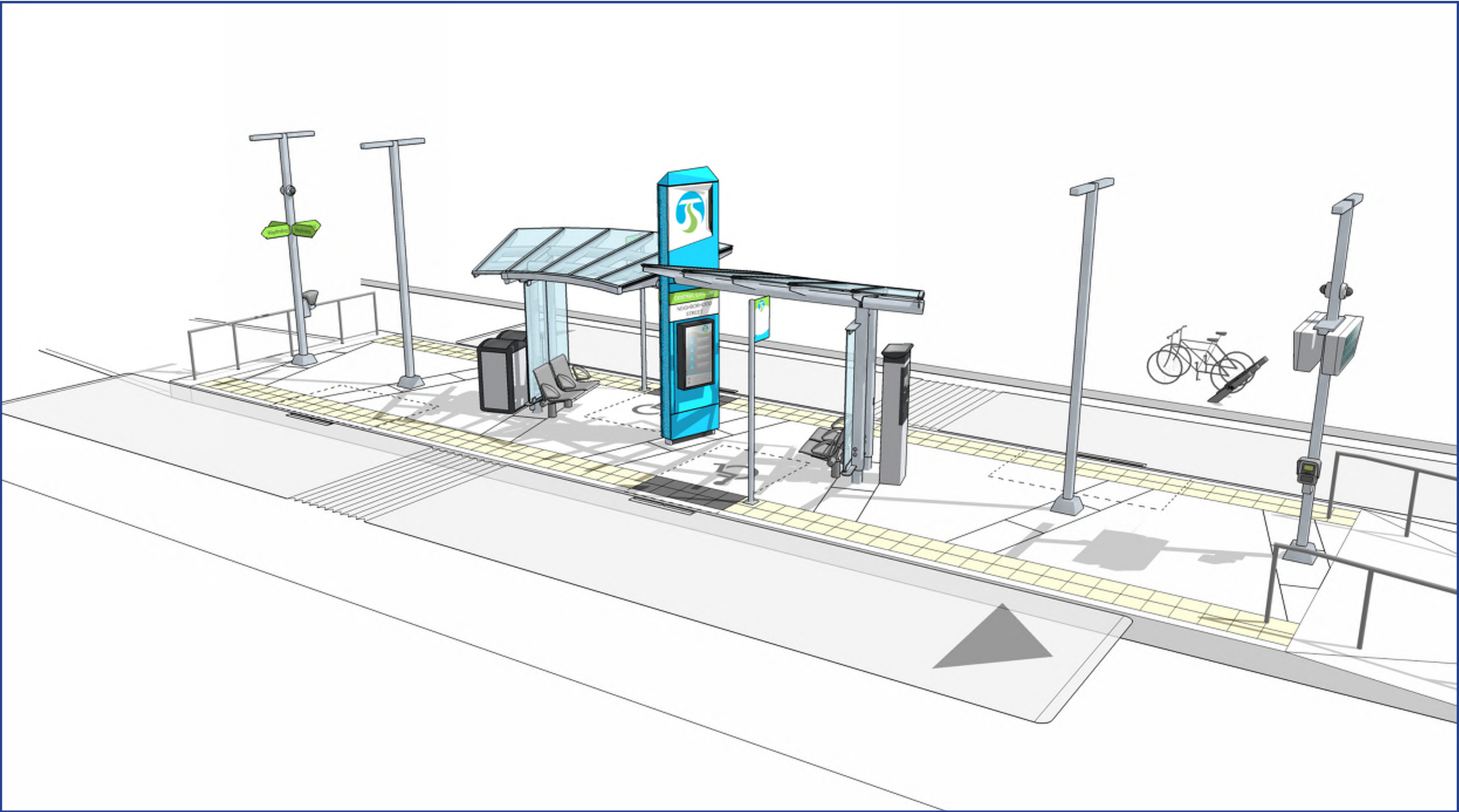
## STATION KIT OF PARTS



### KIT C4

- 3 Locations
- 4 Bay Center Shelter
  - 4 Side Windscreens
  - HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Fare Collection/Validation
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Leaning Rails
  - Flag

- Station Specific Elements
- 2 Back Windscreens
  - Railings



### KIT C2

- 4 Locations
- 2 Bay Center Shelter
  - 2 Side Windscreens
  - HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Fare Collection/Validation
  - Smart Waste Bin
  - Seating
  - Flag

- Station Specific Elements
- Smart Recycling Bin
  - Leaning Rails
  - Railings



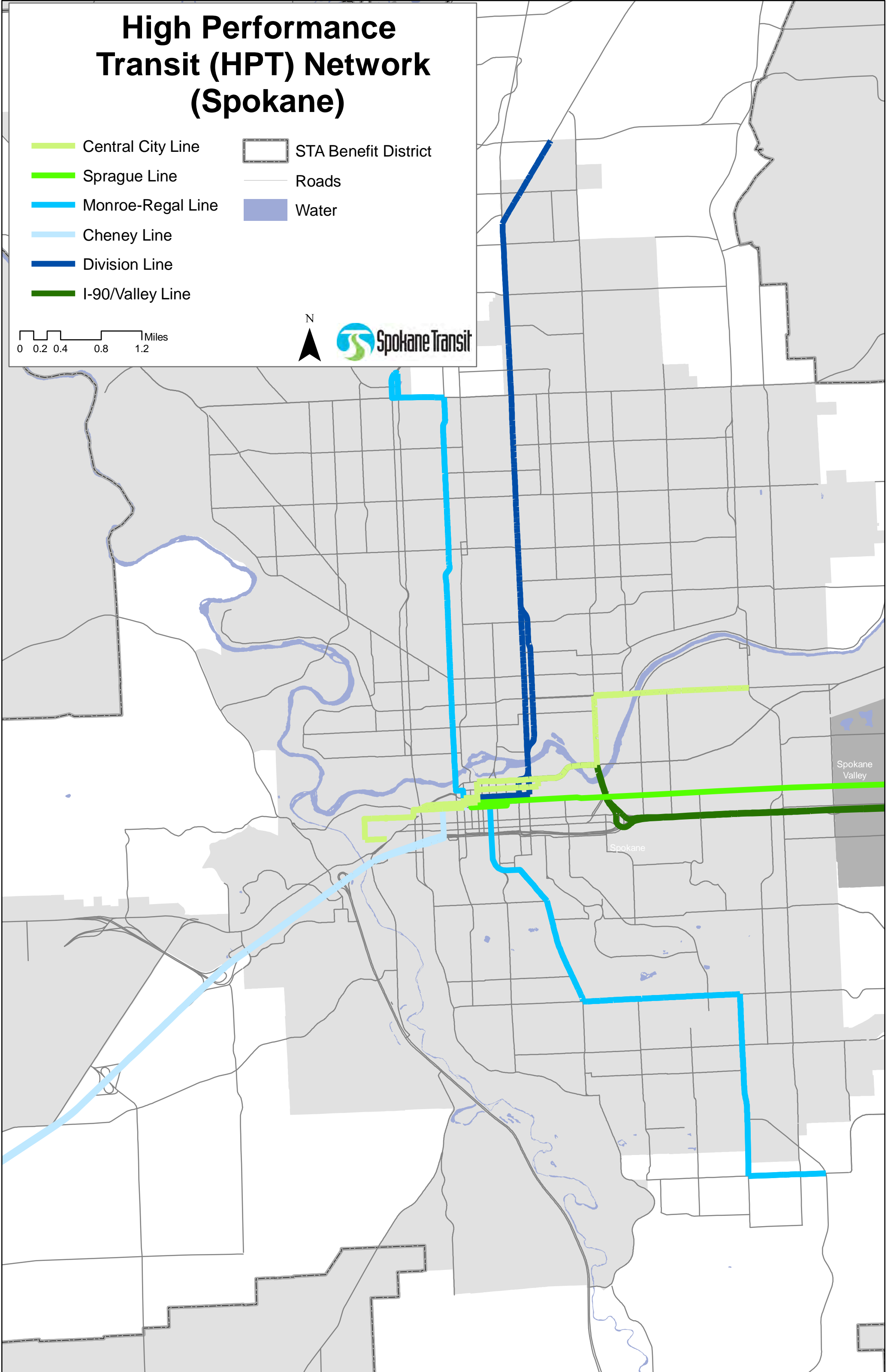
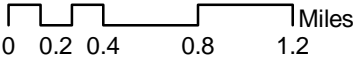
### KIT C0

- 0 Location
- HPT Marker
  - Pedestrian Lights
  - Next Bus Display(s)
  - Way-finding Signage
  - Fare Collection/Validation
  - Smart Waste Bin
  - Smart Recycling Bin
  - Seating
  - Flag

- Station Specific Elements
- 4 Side Windscreens
  - 2 Back Windscreens
  - Leaning Rails
  - Railings

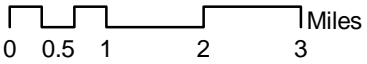
# High Performance Transit (HPT) Network (Spokane)

- Central City Line
- Sprague Line
- Monroe-Regal Line
- Cheney Line
- Division Line
- I-90/Valley Line
- STA Benefit District
- Roads
- Water



# High Performance Transit (HPT) Network

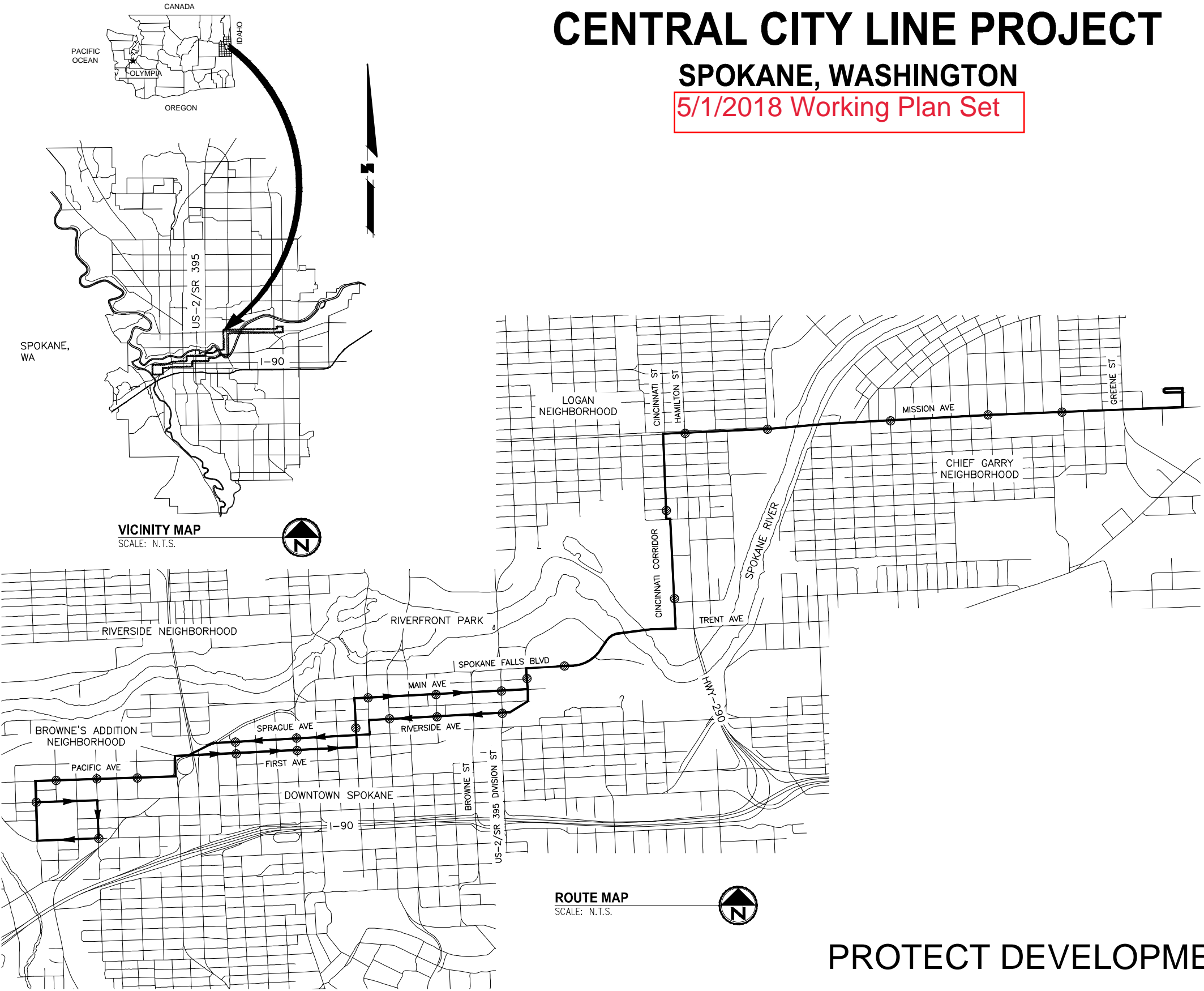
- Central City Line
- Sprague Line
- Monroe-Regal Line
- Cheney Line
- Division Line
- I-90/Valley Line
- STA Benefit District
- Roads
- Water



# SPOKANE TRANSIT AUTHORITY CENTRAL CITY LINE PROJECT

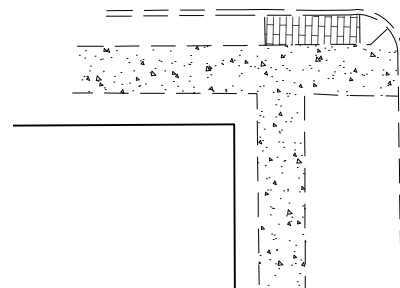
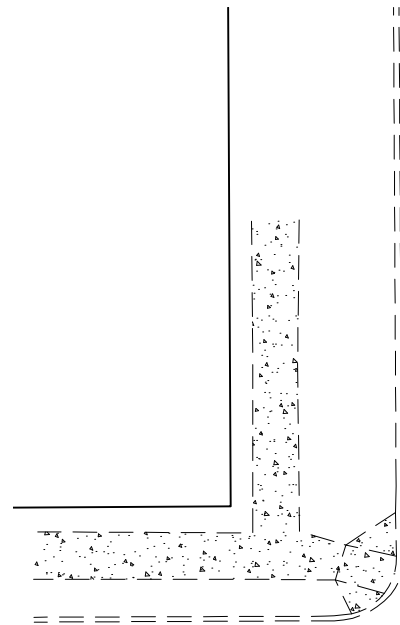
SPOKANE, WASHINGTON

5/1/2018 Working Plan Set

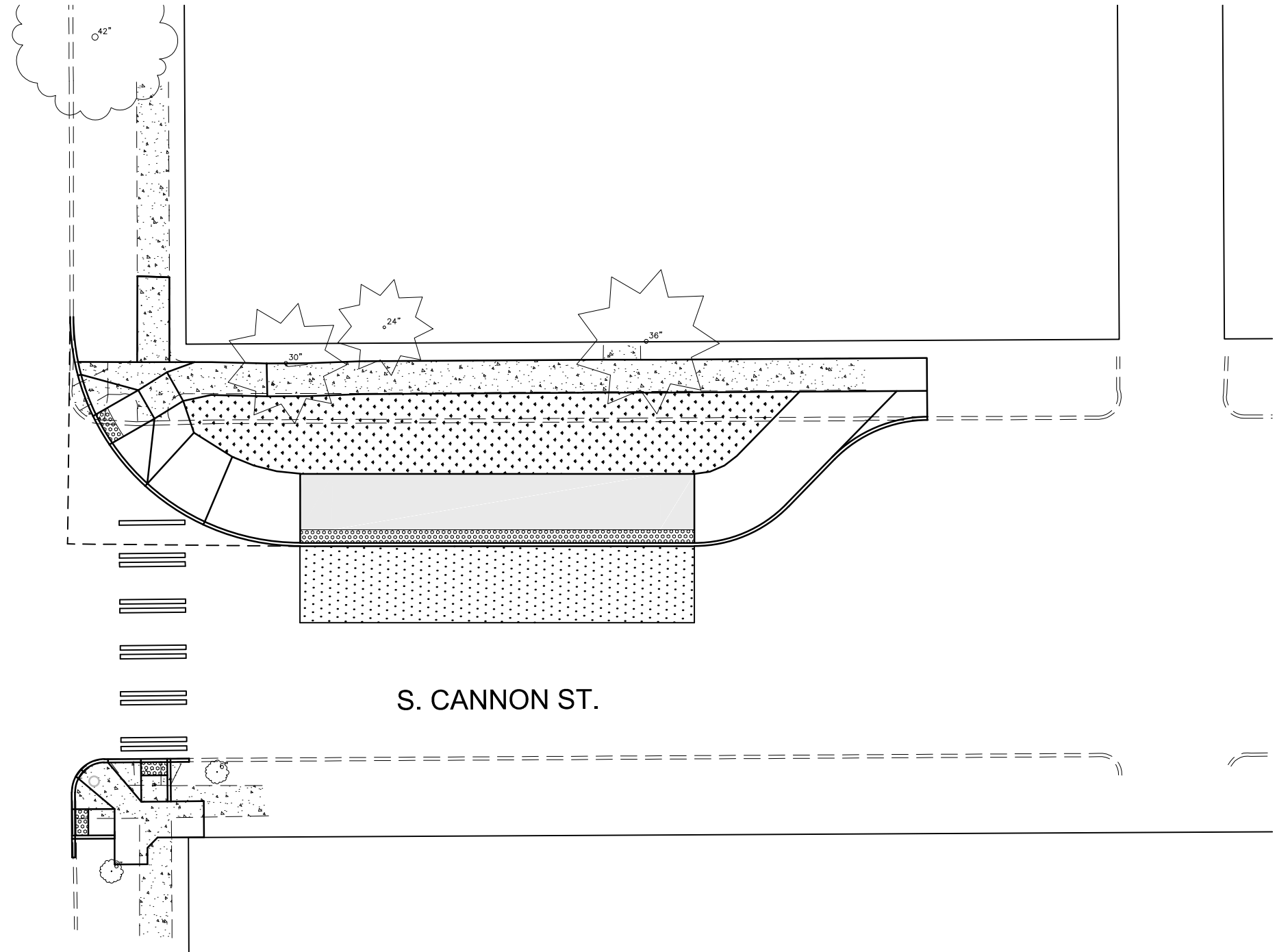


DRAWING INDEX		
	SHEET	DRAWING TITLE
GENERAL SHEETS	1	TITLE/INDEX
TYPICAL DETAILS	2	TYPICAL DETAILS NOT INCLUDED IN THIS SET
	3	
	4	
	5	
	6	
	7	
	8	
	9	
	10-12	
	13	
PRELIMINARY STOPS & GUIDEWAY IMPROVEMENTS	14	CANNON & 4TH
	15	SPRUCE & 3RD LAYOVER
	16	SPRUCE & 2ND
	17	PACIFIC & HEMLOCK
	18	PACIFIC & CANNON
	19	PACIFIC & OAK
	20	PACIFIC & MAPLE ROAD IMPROVEMENTS
	21	1ST & ADAMS
	22	SPRAGUE & ADAMS
	23	1ST & MONROE
	24	SPRAGUE & MONROE
	25	STA PLAZA
	26-27	WALL ST
	28	MAIN & HOWARD
	29	RIVERSIDE & STEVENS
	30	MAIN & BERNARD
	31	RIVERSIDE & BERNARD
	32	MAIN & DIVISION
	33	RIVERSIDE & DIVISION
	34	PINE & MAIN
	35	SPOKANE FALLS BOULEVARD AT WSU
	36-39	CINNINNATI CORRIDOR
	40-41	GONZAGA PARKING
	42-43	OPTIONS NOT INCLUDED IN THIS SET
	44-45	
	46	CINNINNATI SHARP ROAD IMPROVEMENTS
	47	CINNINNATI & MISSION ROAD IMPROVEMENTS
	48	MISSION & HAMILTON
	49	MISSION & PERRY
	50	MISSION & PERRY
	51	MISSION & NAPA
	52	MISSION & COOK PEDESTRIAN CROSSING
	53	
	54	MISSION & REGAL
	55	

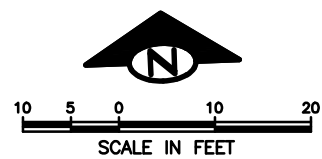
PROTECT DEVELOPMENT DESIGN



W. 4TH AVE.

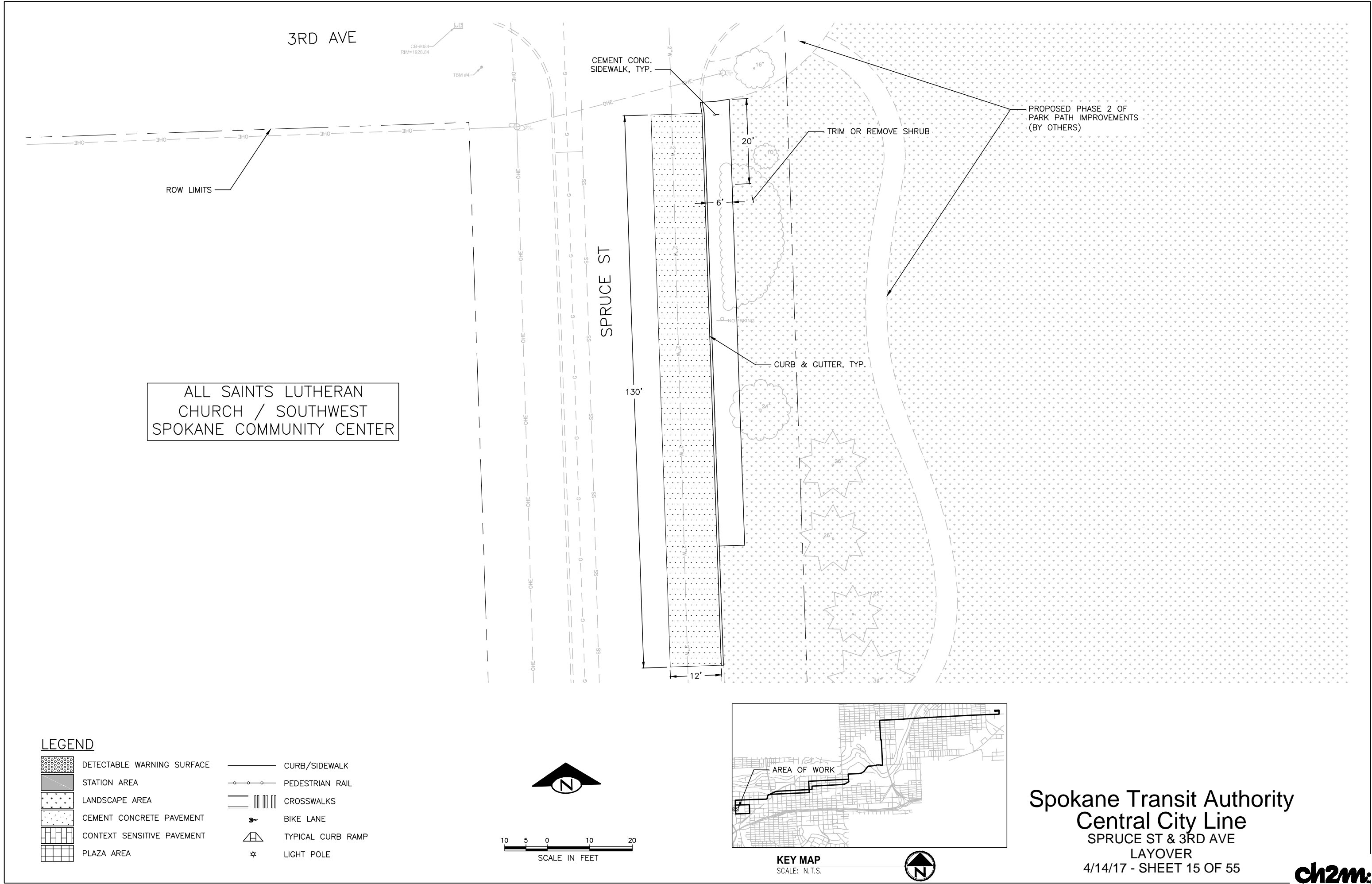


S. CANNON ST.



SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE  
4TH AVE AND CANNON ST  
3/5/2018





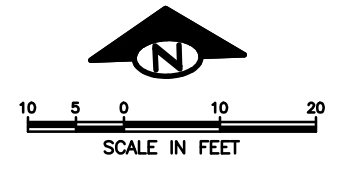
W. 2ND AVE.

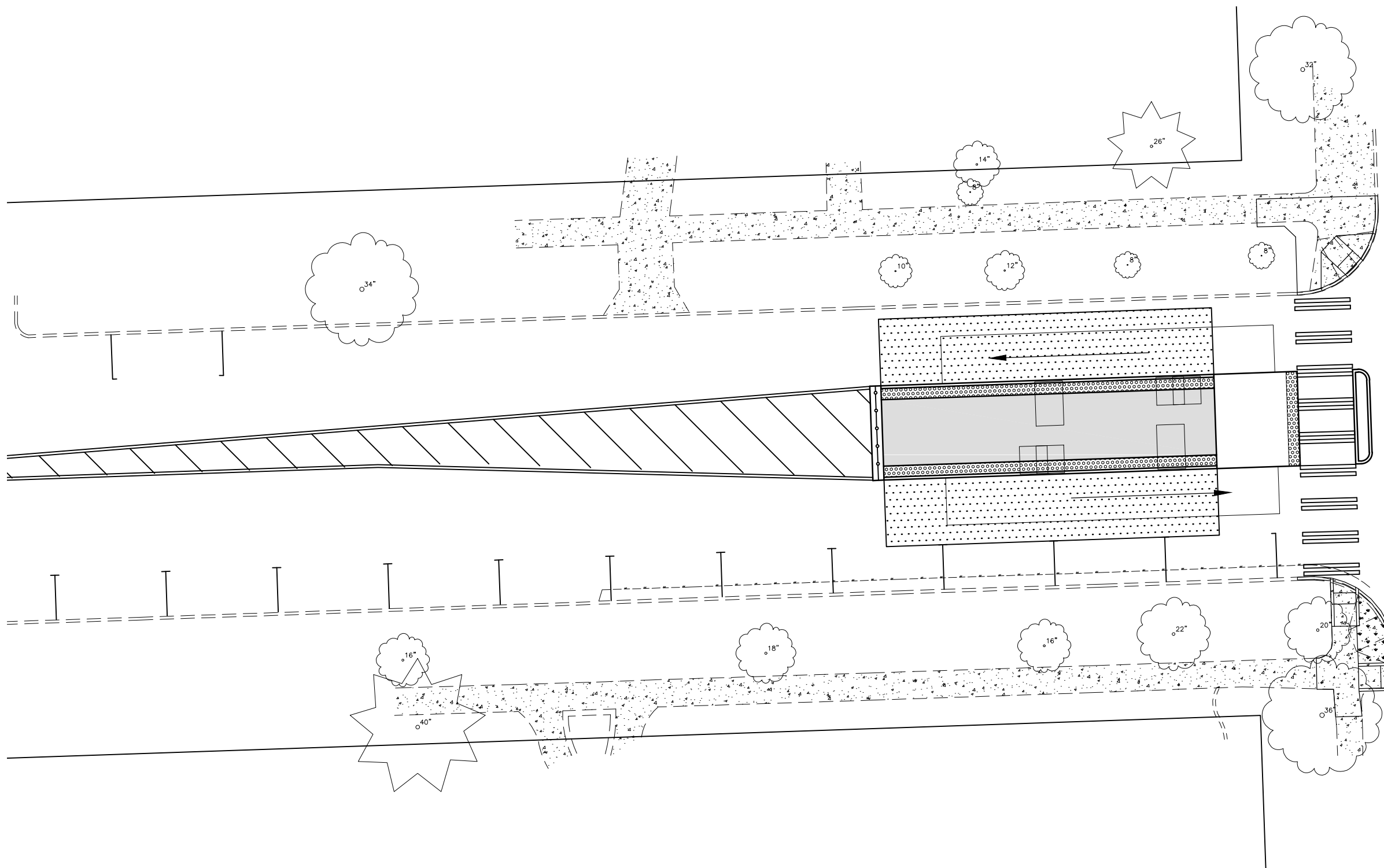
S. SPRUCE ST.

COEUR D'ALENE PARK

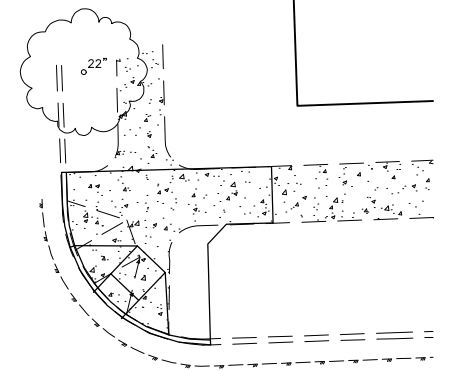
SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE

2ND AVE AND SPRUCE ST  
3/5/2018

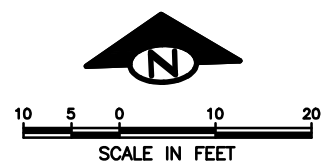
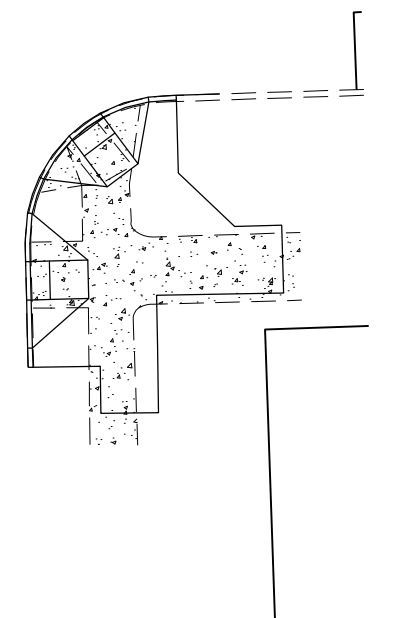




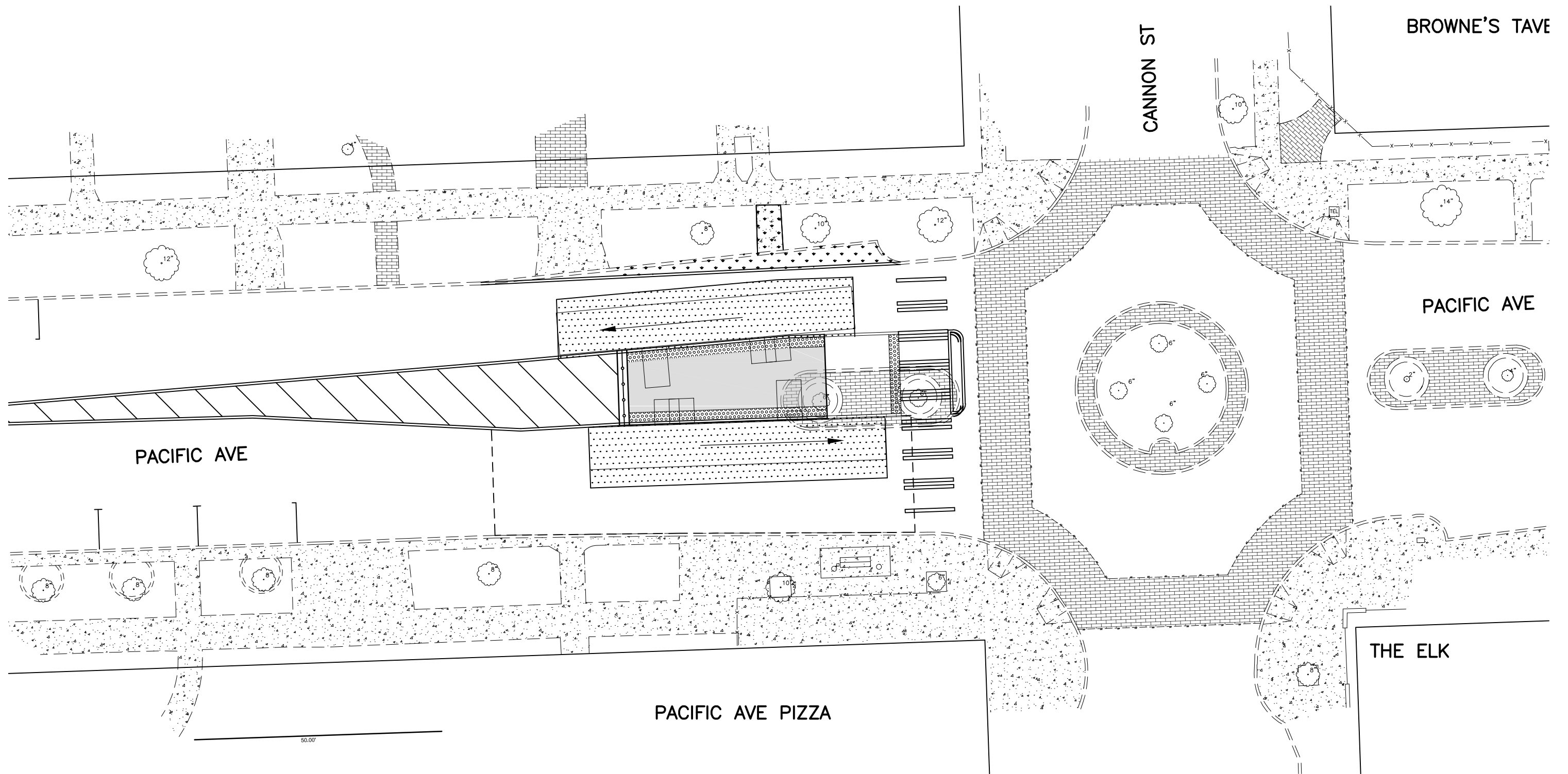
S. HEMLOCK ST.



W. PACIFIC AVE.



SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE  
PACIFIC AVE AND HEMLOCK ST  
3/5/2018



PACIFIC AVE

CANNON ST

BROWNE'S TAVE

PACIFIC AVE

THE ELK

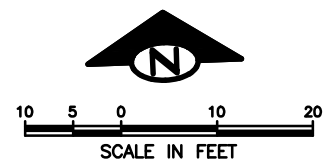
PACIFIC AVE PIZZA

SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE

PACIFIC AVE AND CANNON ST (40' PLATFORM)

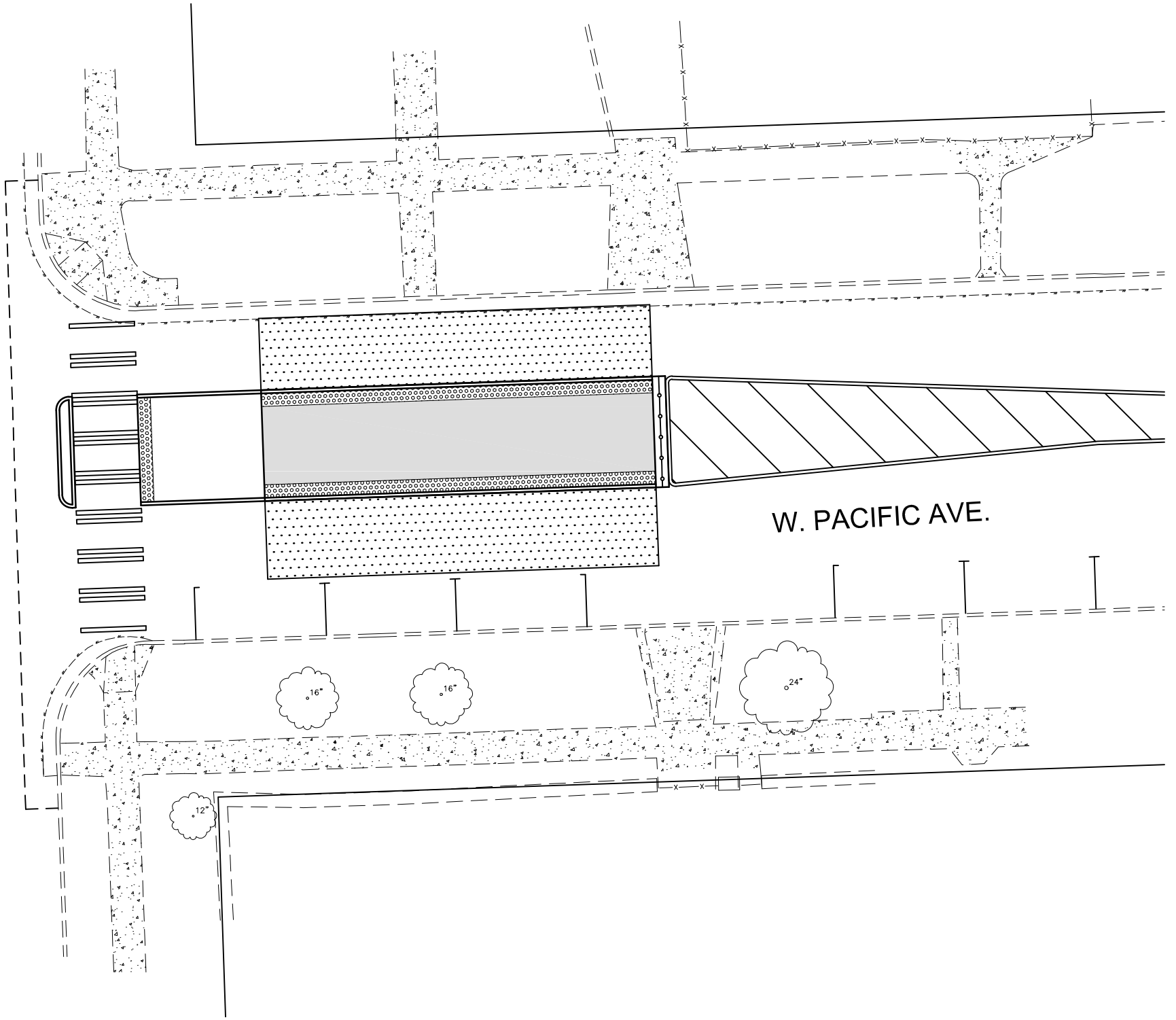
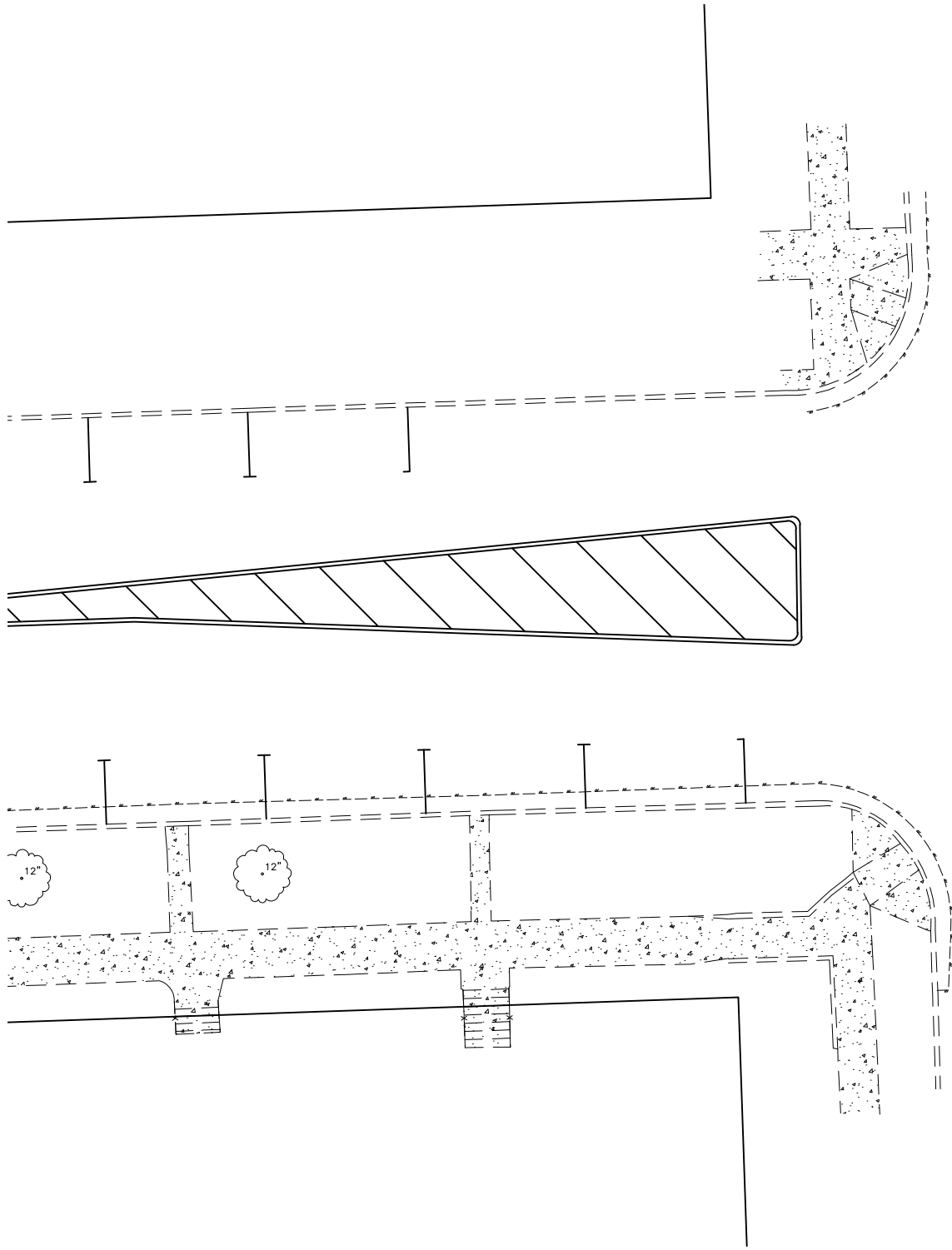
3/5/2018

697465



S. OAK ST.

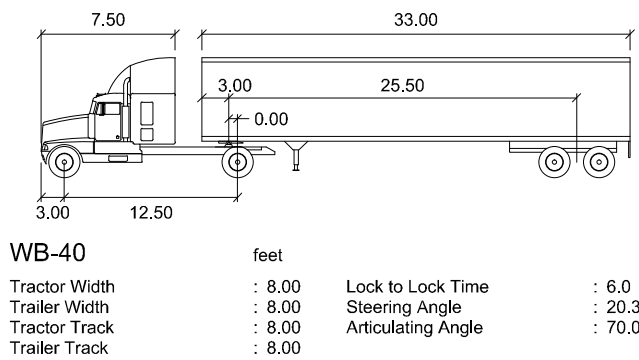
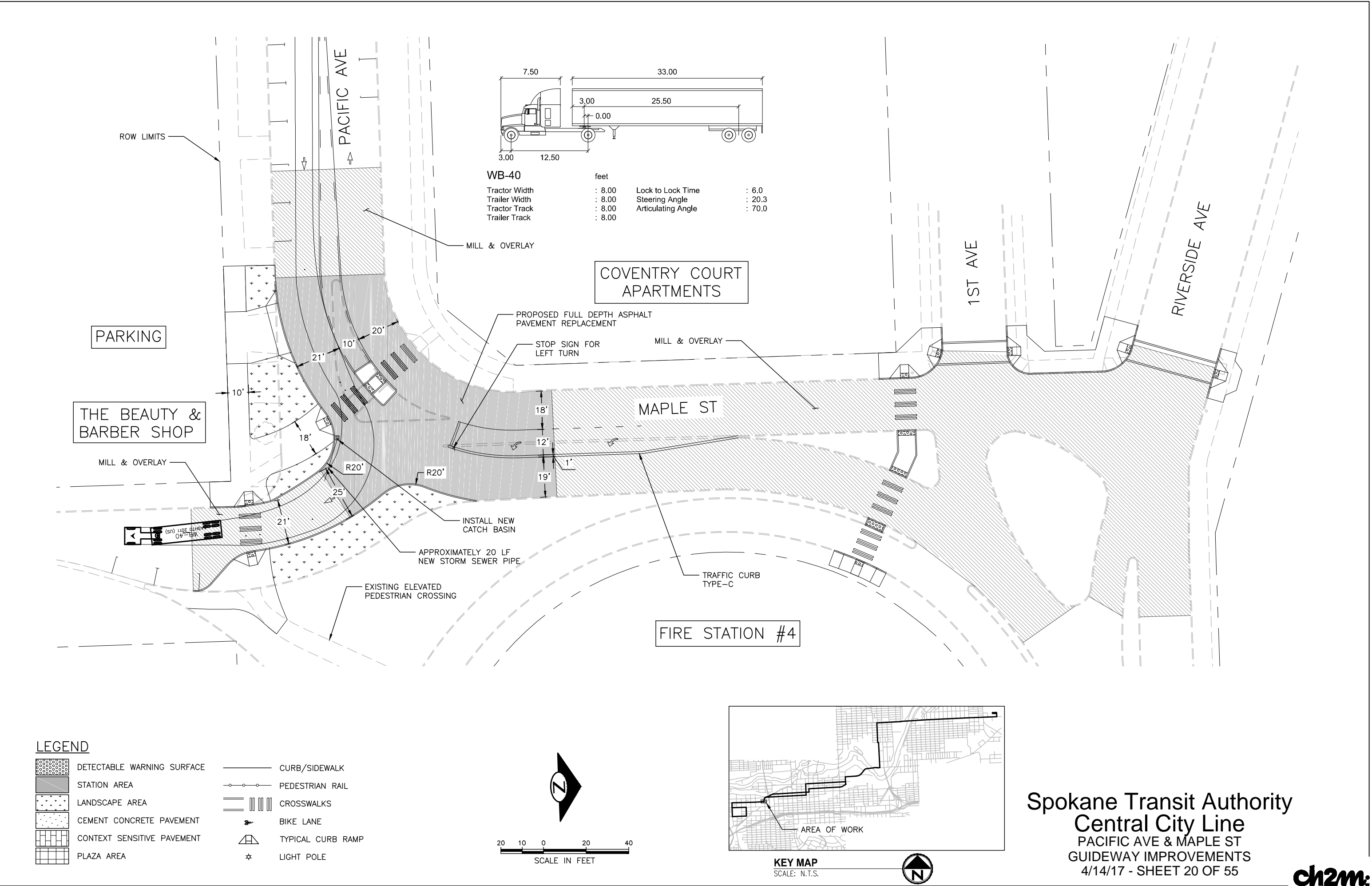
W. PACIFIC AVE.



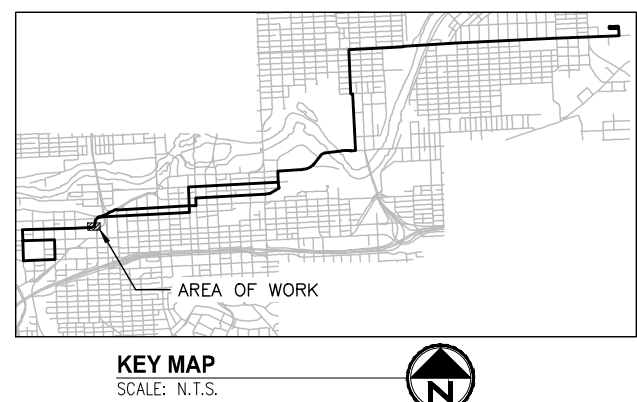
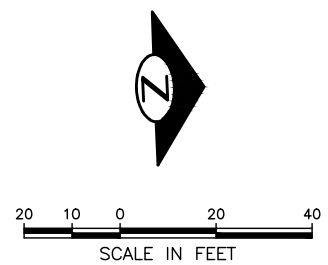
697465

SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE  
PACIFIC AVE AND OAK ST  
3/5/2018



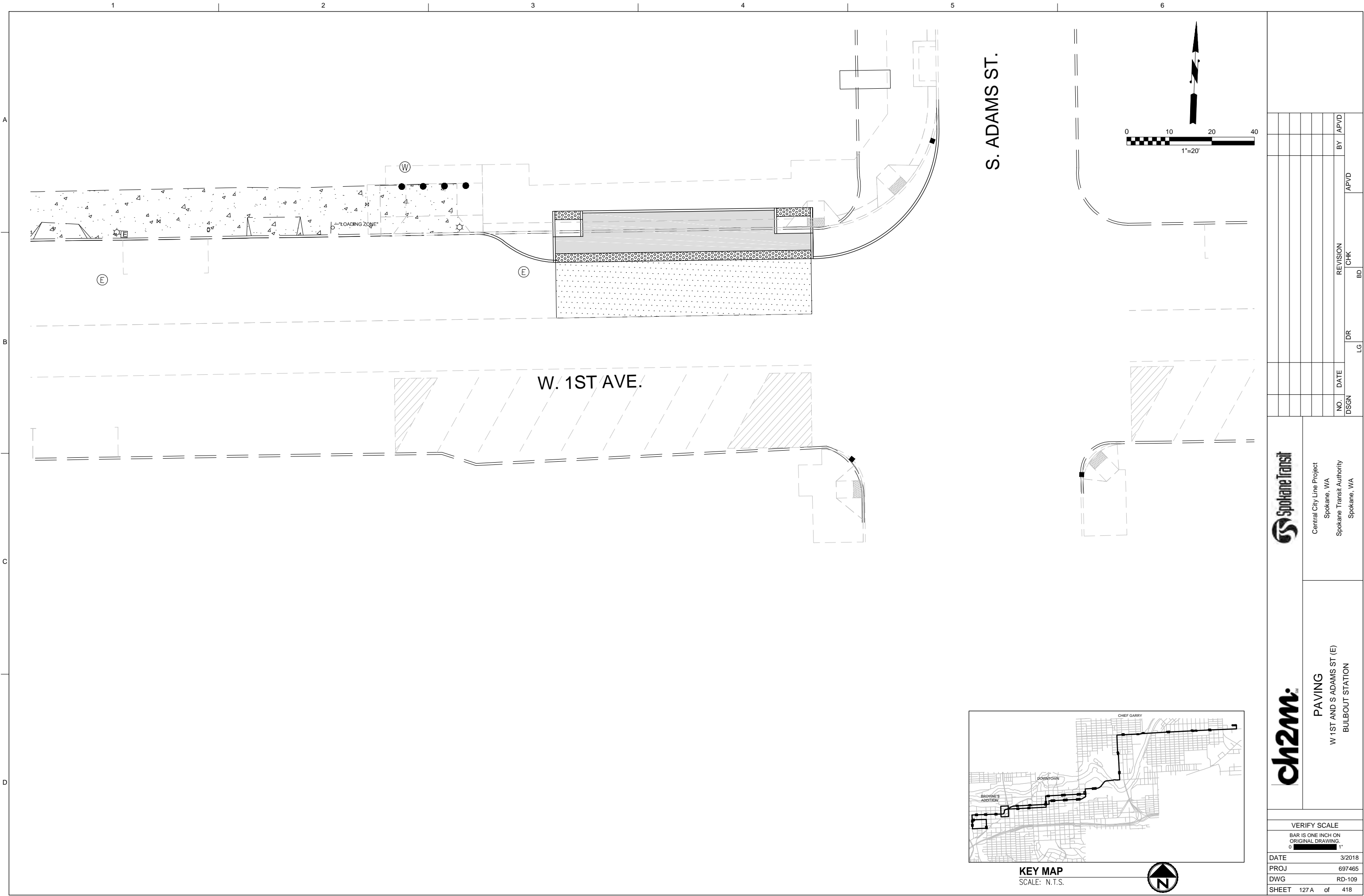


- LEGEND**
- |  |                            |  |                   |
|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |



Spokane Transit Authority  
Central City Line  
PACIFIC AVE & MAPLE ST  
GUIDEWAY IMPROVEMENTS  
4/14/17 - SHEET 20 OF 55





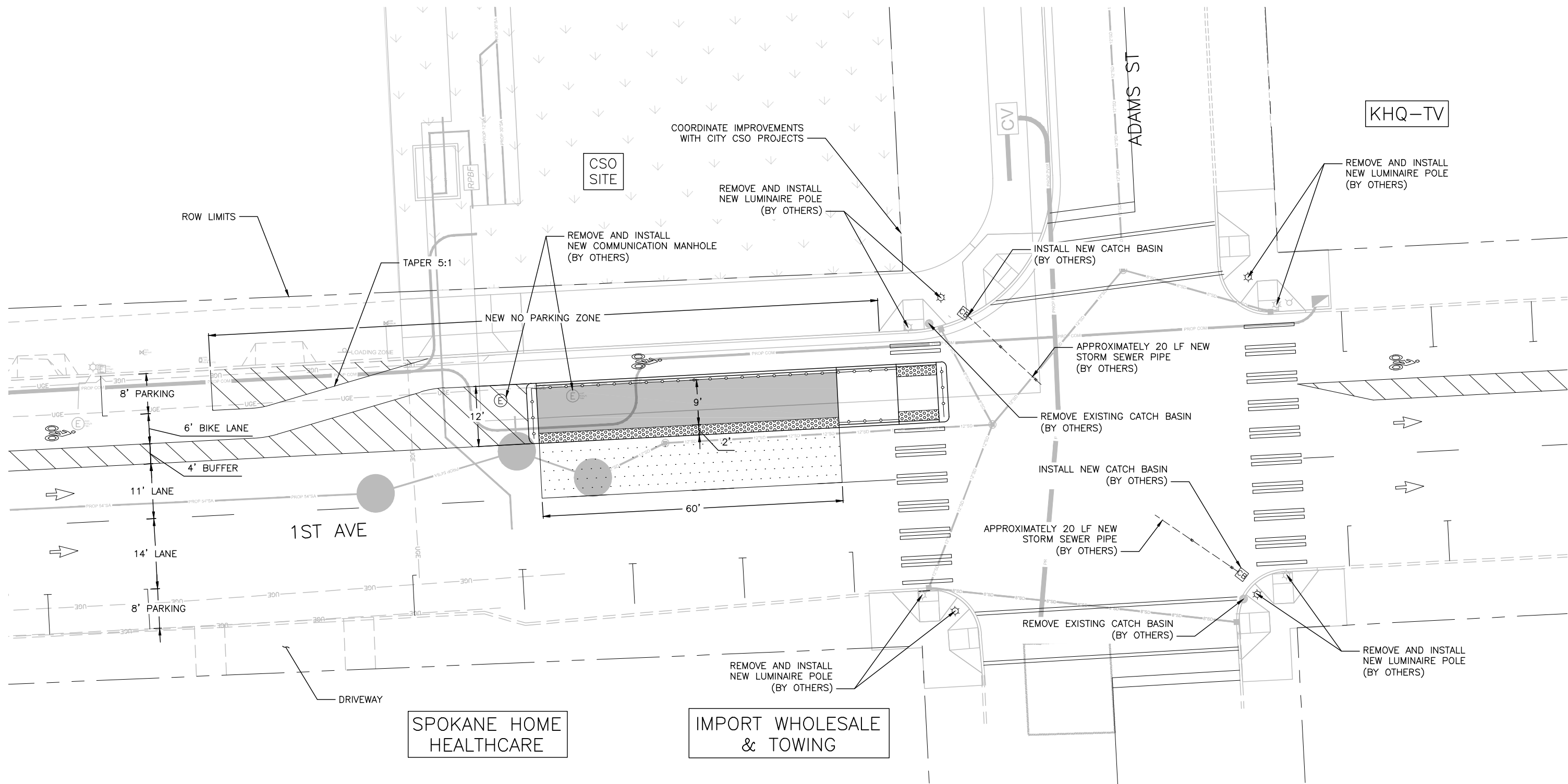
Central City Line Project  
Spokane, WA  
Spokane Transit Authority  
Spokane, WA



PAVING  
W 1ST AND S ADAMS ST (E)  
BULBOUT STATION

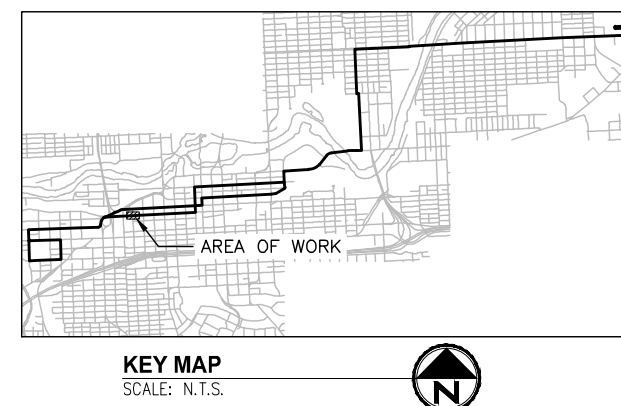
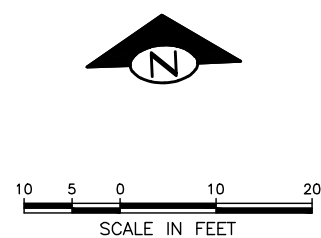
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	3/2018
PROJ	697465
DWG	RD-109
SHEET	127 A of 418

NO.		DATE		REVISION		BY	
DSGN				CHK		APVD	



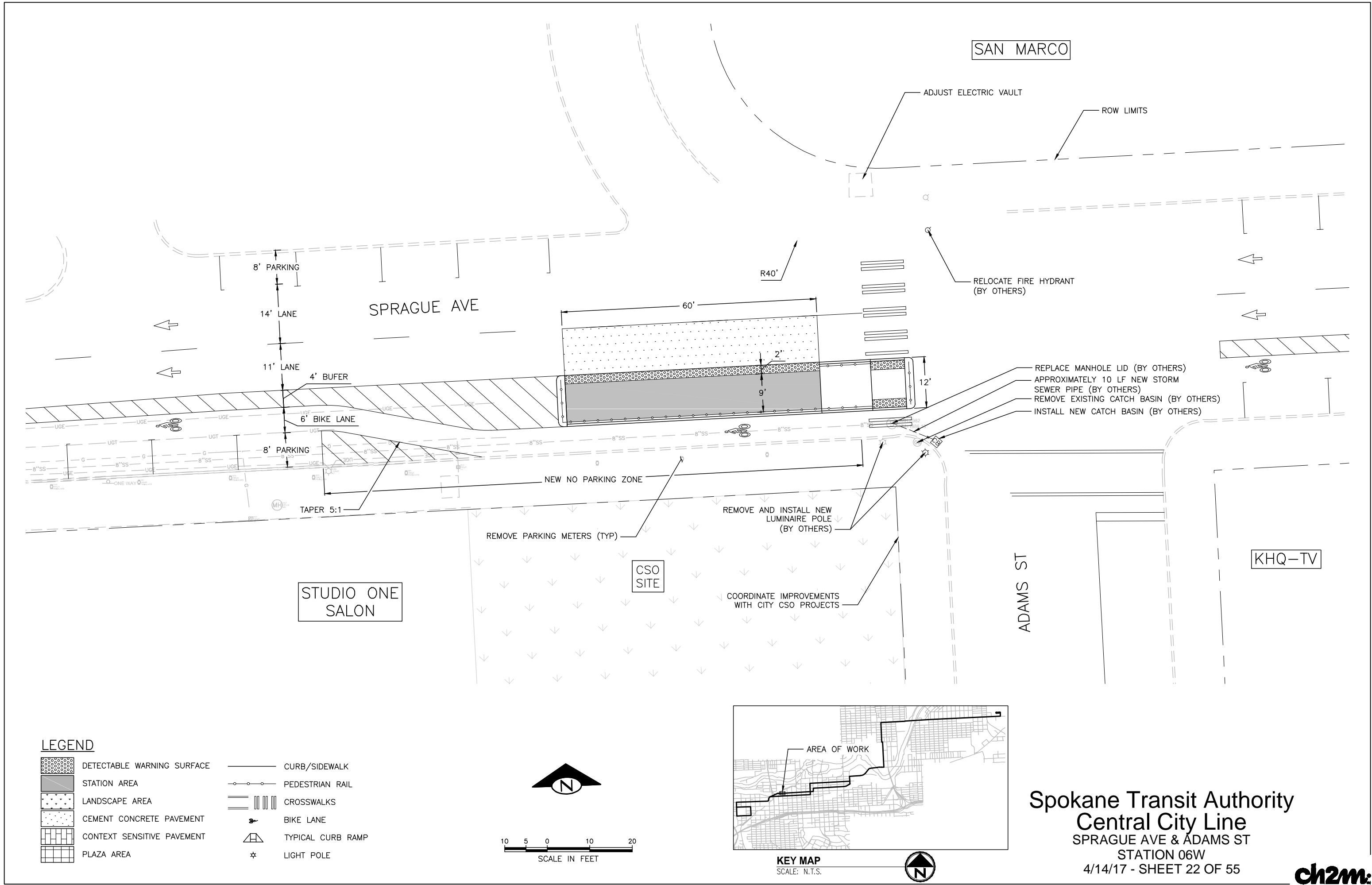
# LEGEND

	DETECTABLE WARNING SURFACE		CURB/SIDEWALK
	STATION AREA		PEDESTRIAN RAIL
	LANDSCAPE AREA		CROSSWALKS
	CEMENT CONCRETE PAVEMENT		BIKE LANE
	CONTEXT SENSITIVE PAVEMENT		TYPICAL CURB RAMP
	PLAZA AREA		LIGHT POLE

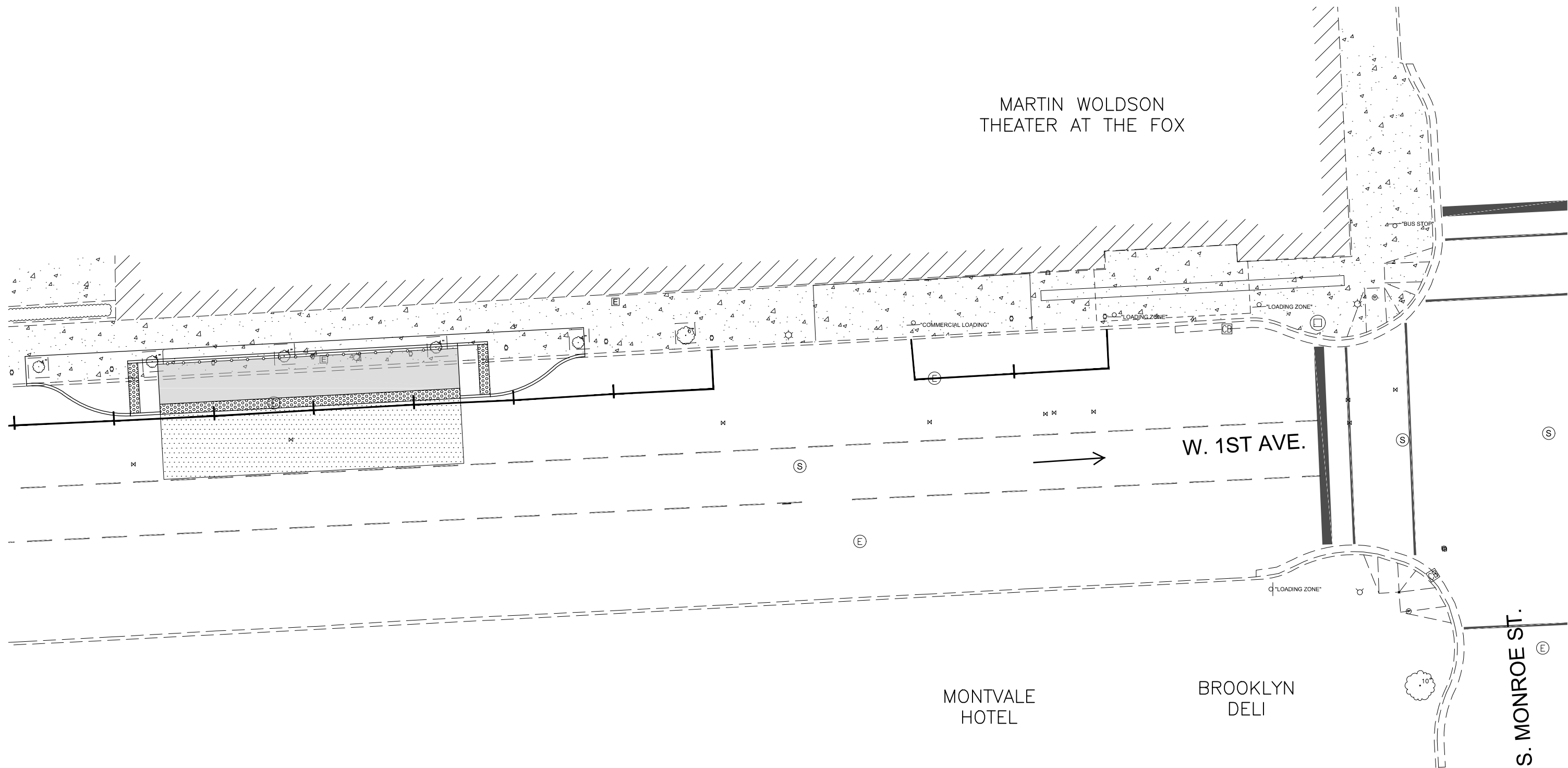


Spokane Transit Authority  
Central City Line  
1ST AVE & ADAMS ST  
STATION 06E  
4/14/17 - SHEET 21 OF 55





MARTIN WOLDSON  
THEATER AT THE FOX



W. 1ST AVE.

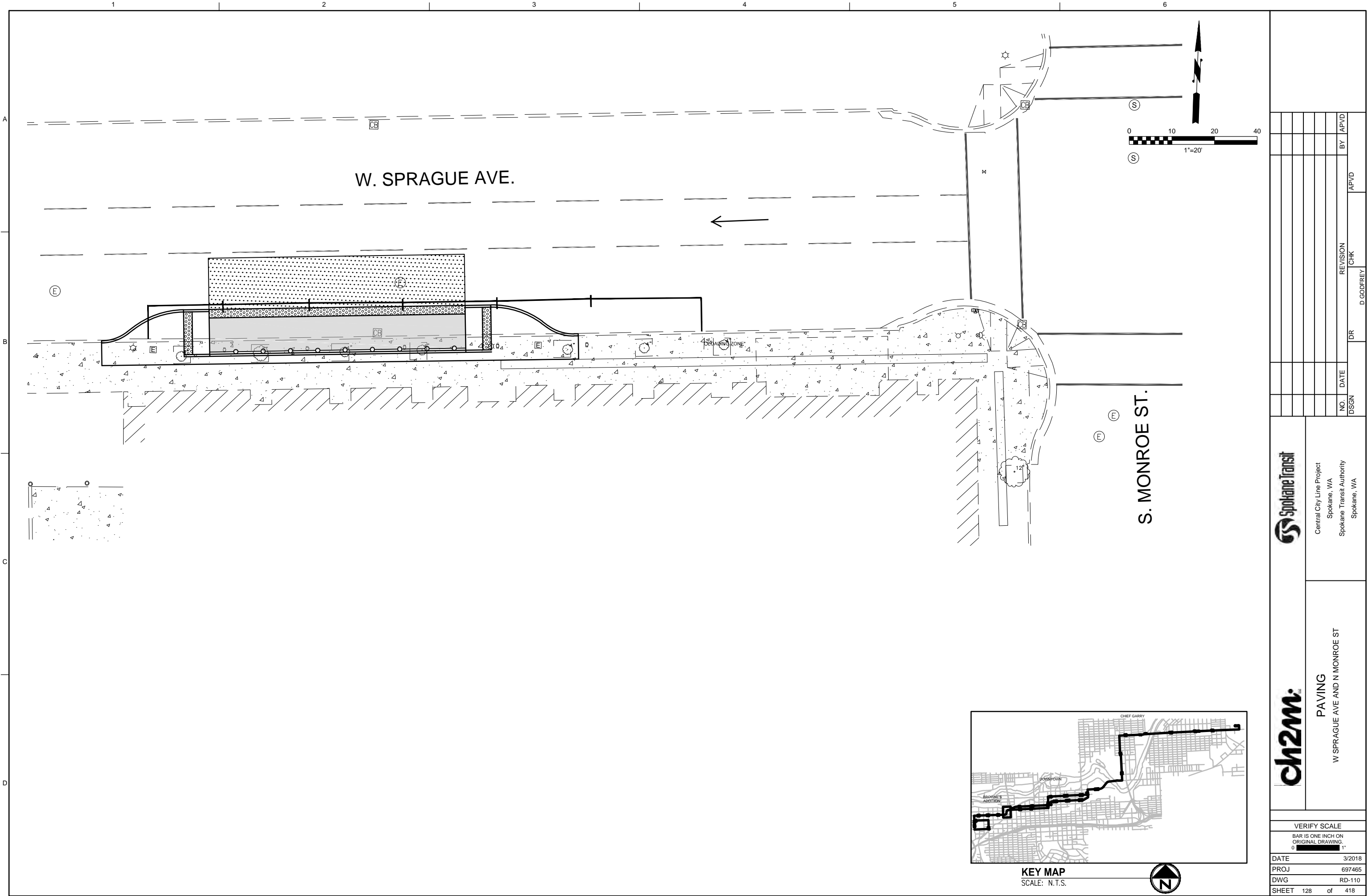
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HOTEL

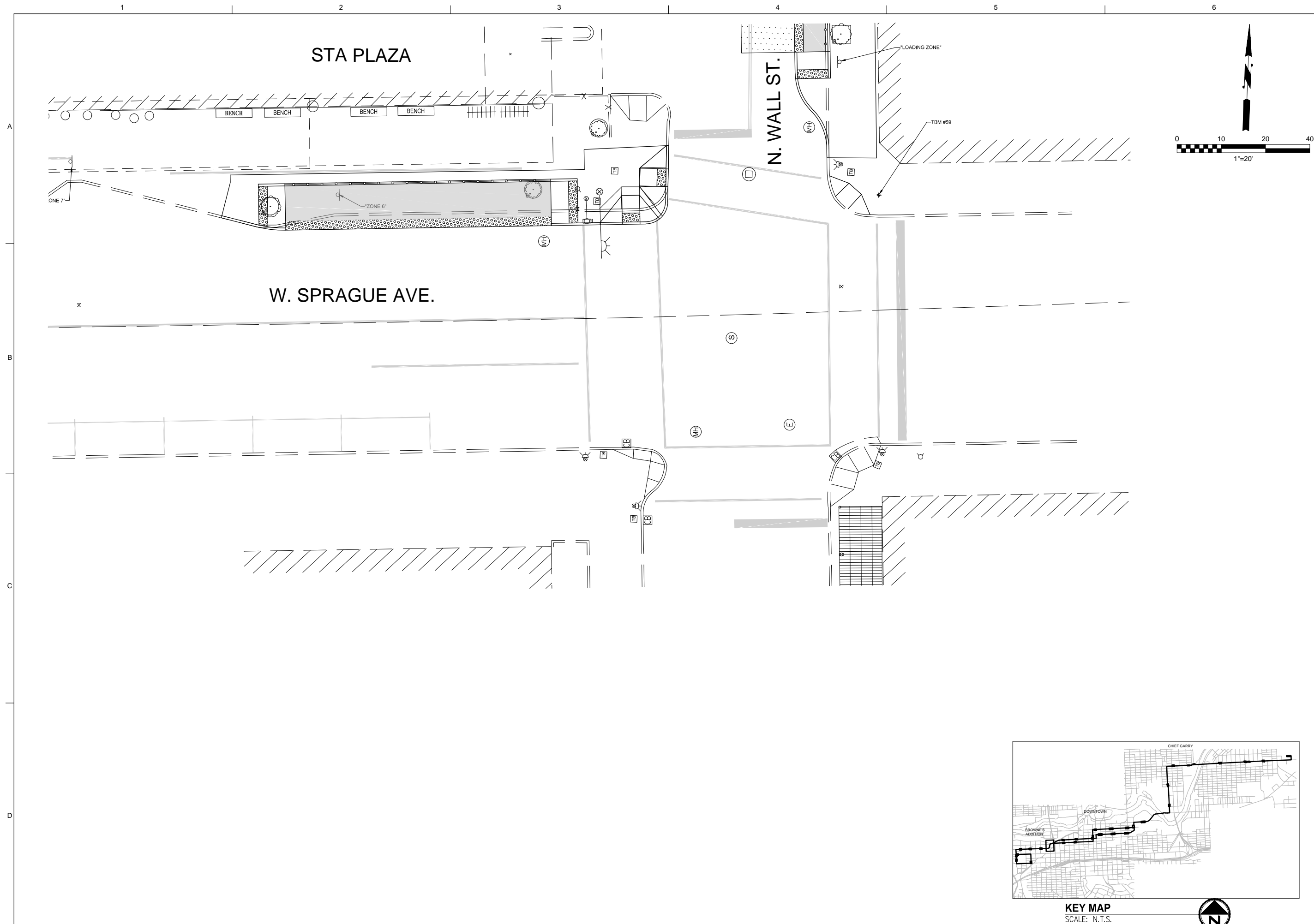
BROOKLYN  
DELI

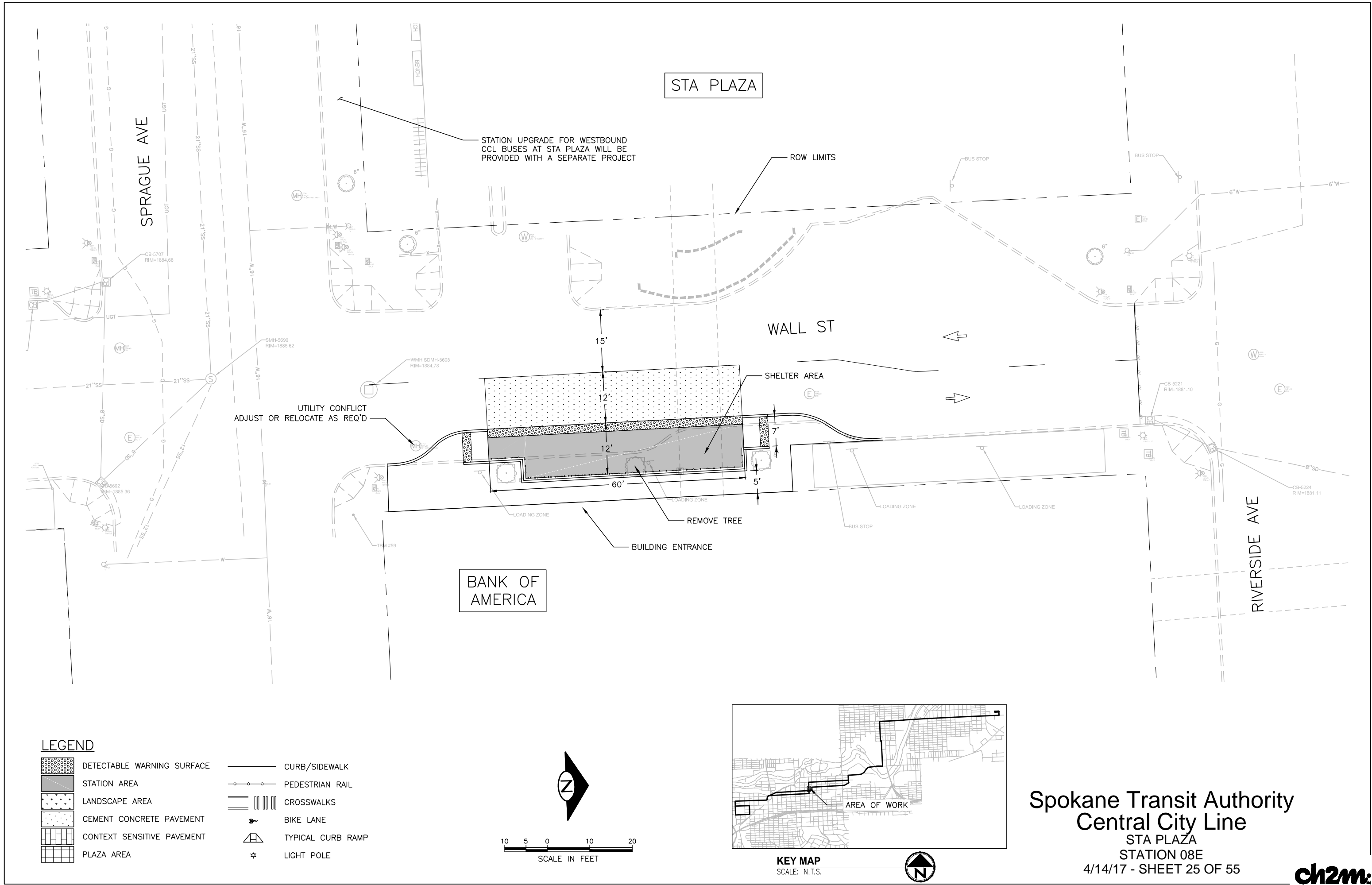
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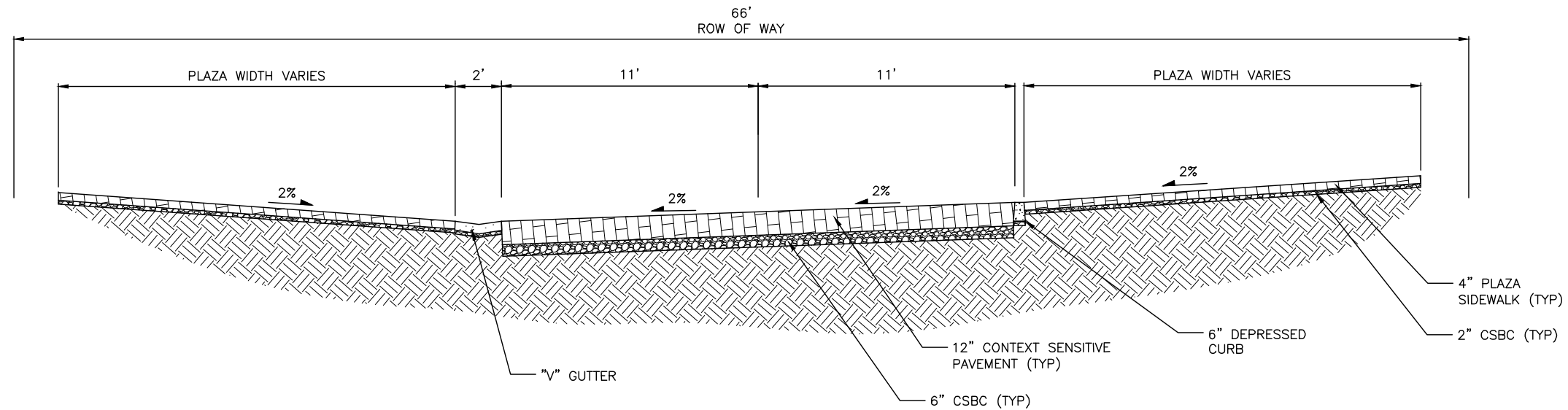
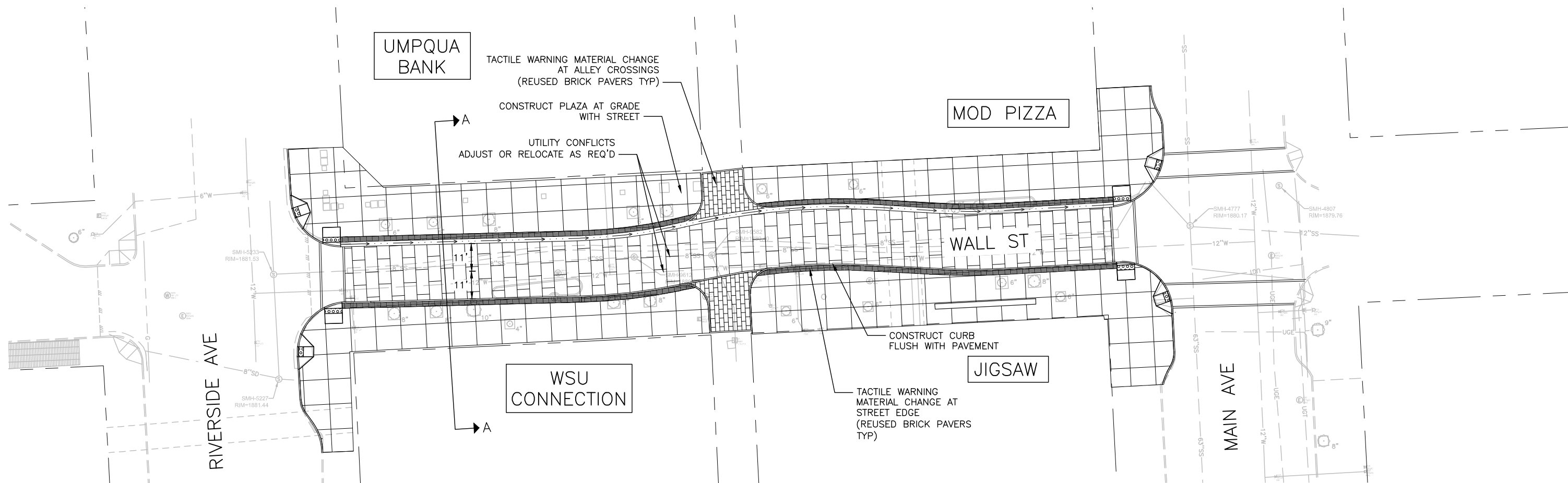


10 5 0 10 20  
SCALE IN FEET





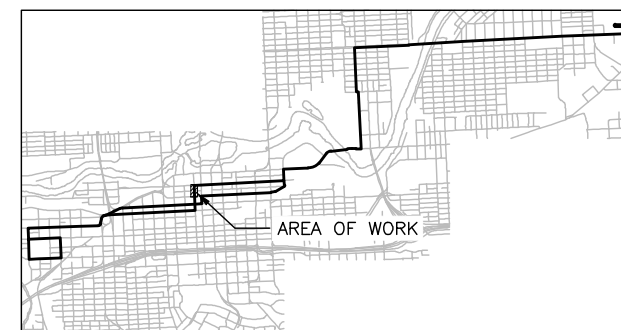




SECTION A-A  
NOT TO SCALE

# LEGEND

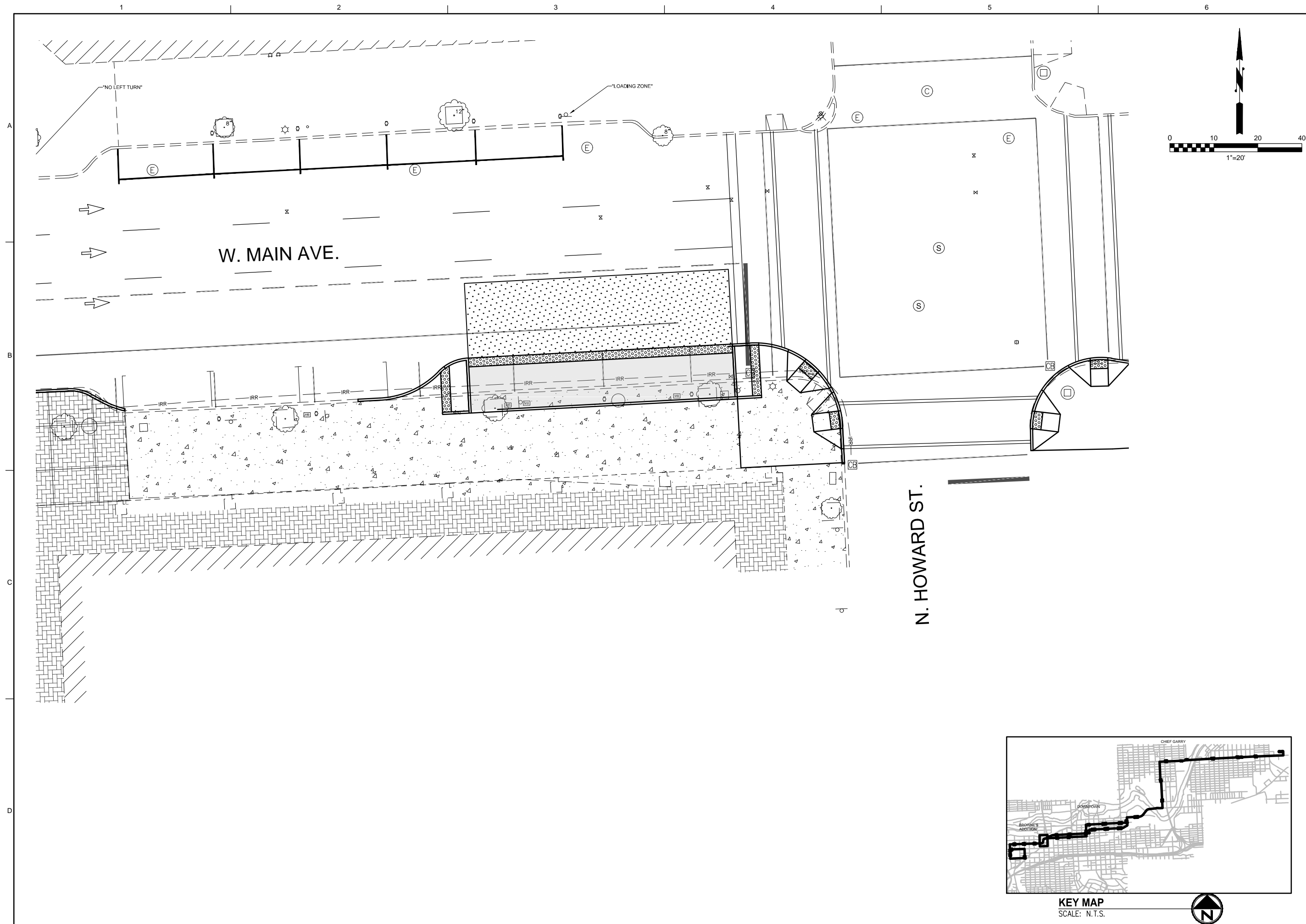
	DETECTABLE WARNING SURFACE		CURB/SIDEWALK
	STATION AREA		PEDESTRIAN RAIL
	LANDSCAPE AREA		CROSSWALKS
	CEMENT CONCRETE PAVEMENT		BIKE LANE
	CONTEXT SENSITIVE PAVEMENT		TYPICAL CURB RAMP
	PLAZA AREA		LIGHT POLE

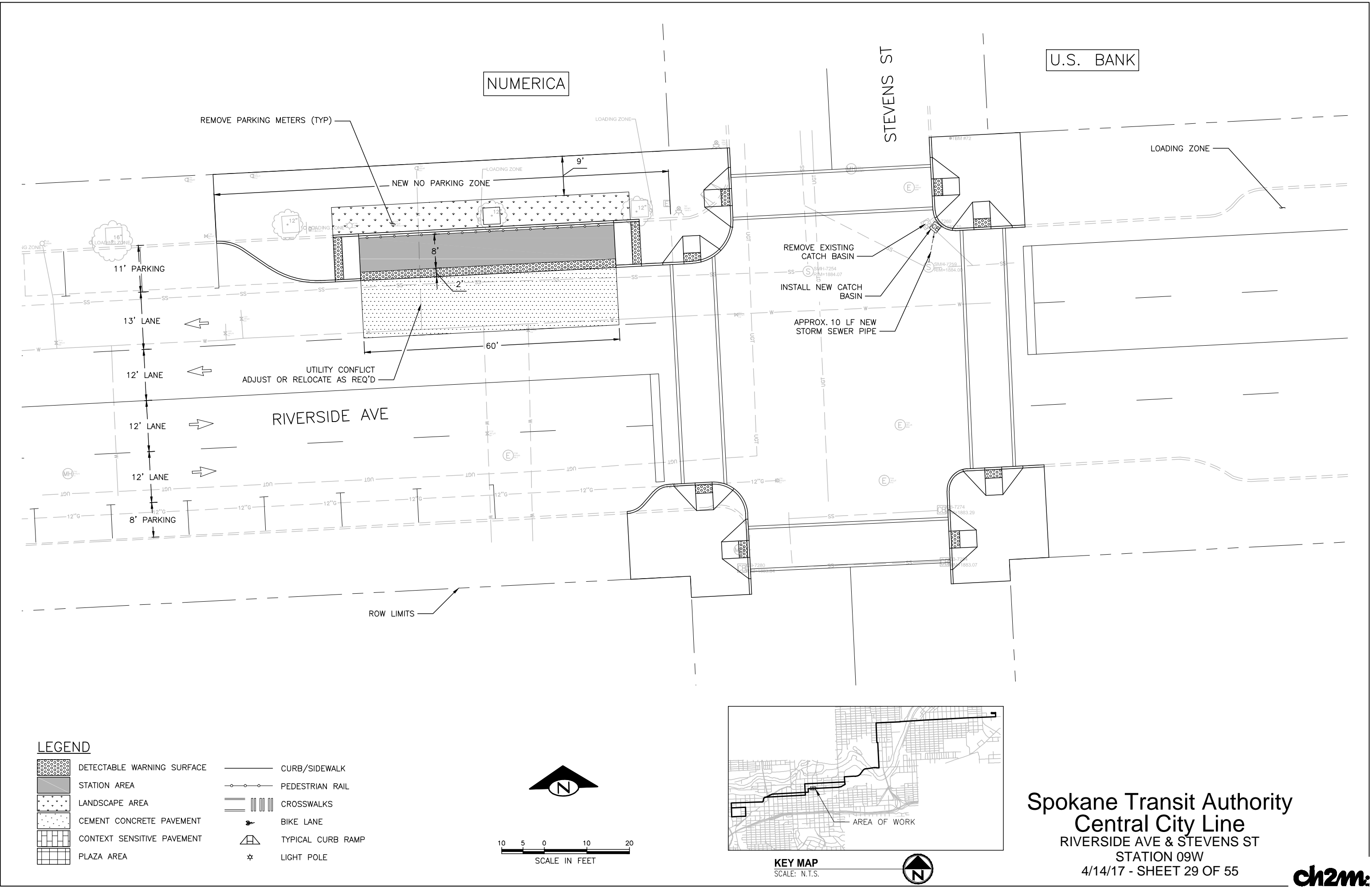


KEY MAP  
SCALE: N.T.S.



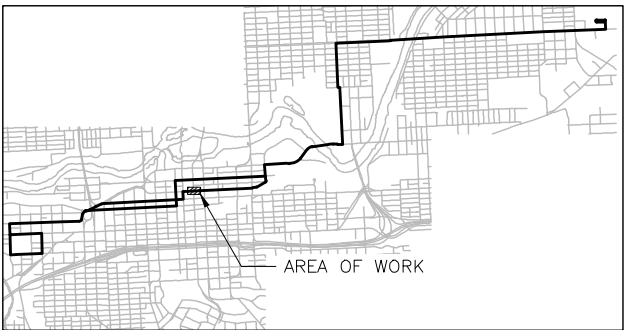
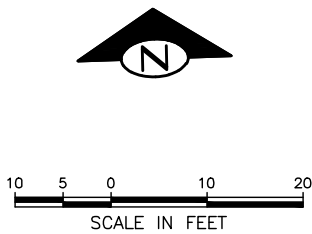
Spokane Transit Authority  
Central City Line  
MAIN AVE & HOWARD ST - OPTION 1  
STATION 09E  
4/14/17 - SHEET 27 OF 55





LEGEND

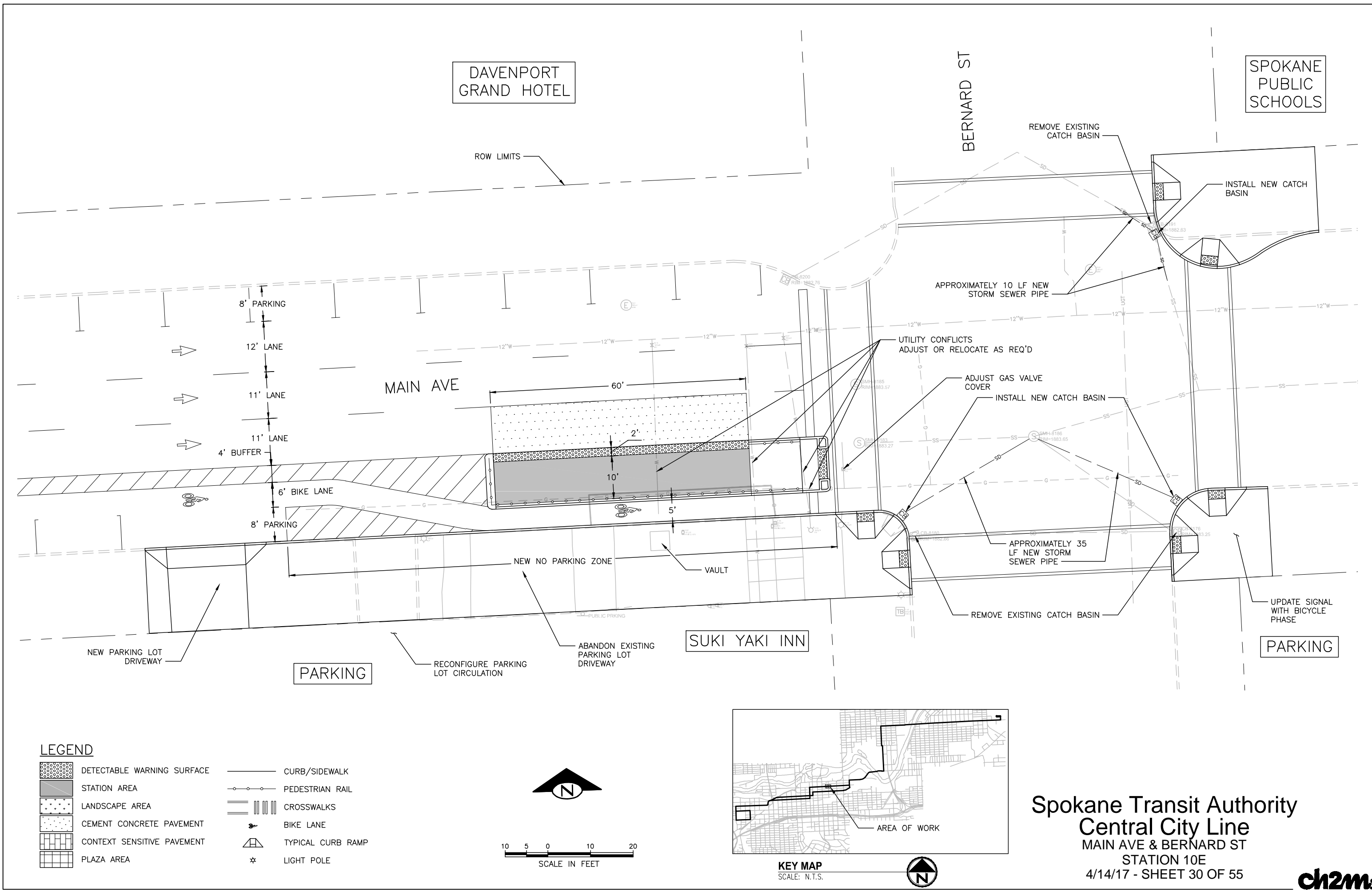
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|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |



KEY MAP  
SCALE: N.T.S.

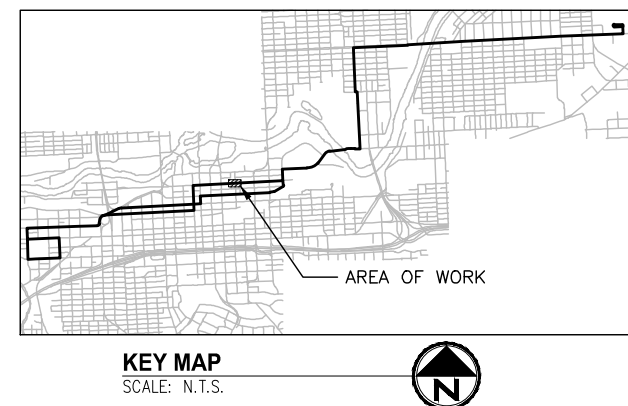
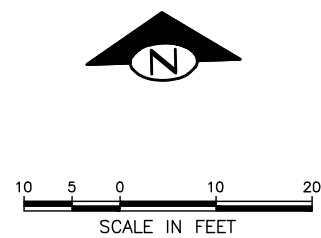
Spokane Transit Authority  
Central City Line  
RIVERSIDE AVE & STEVENS ST  
STATION 09W  
4/14/17 - SHEET 29 OF 55



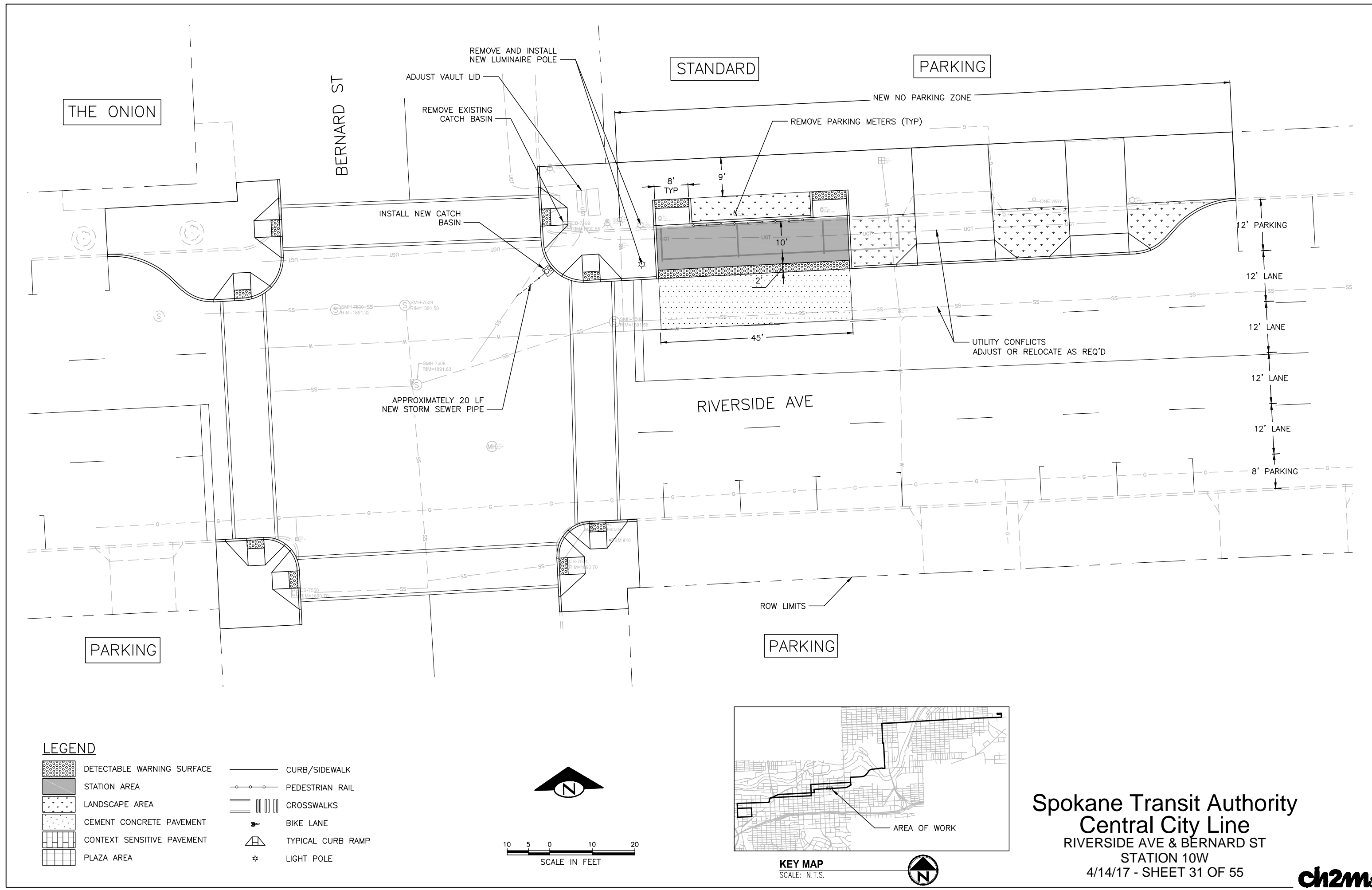


LEGEND

- |  |                            |  |                   |
|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |

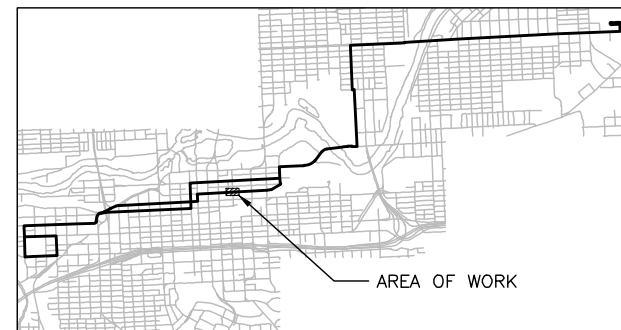
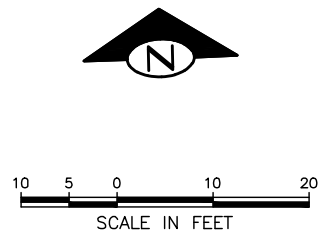


Spokane Transit Authority  
Central City Line  
MAIN AVE & BERNARD ST  
STATION 10E  
4/14/17 - SHEET 30 OF 55



LEGEND

- |  |                            |  |                   |
|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |

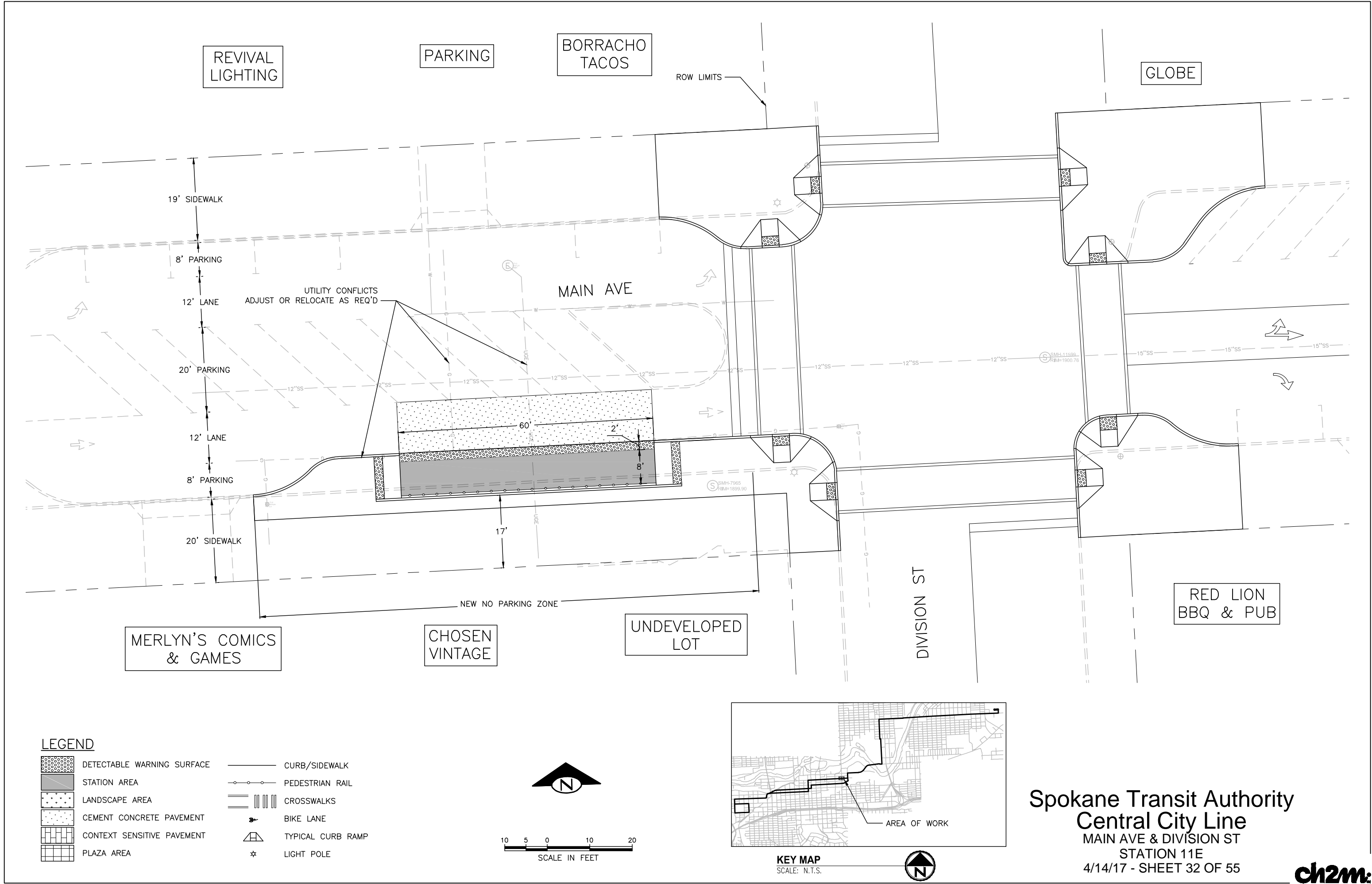


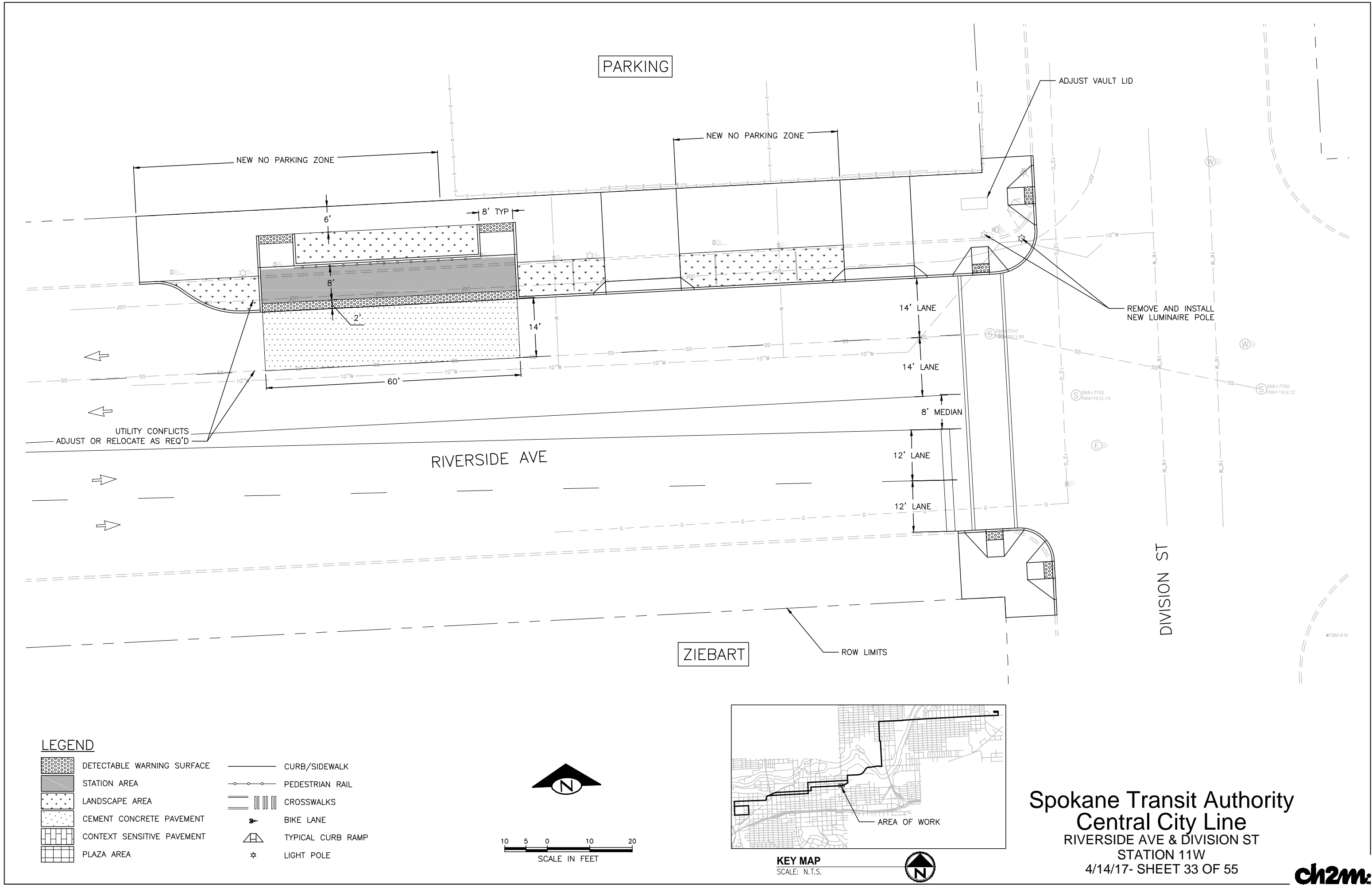
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SCALE: N.T.S.

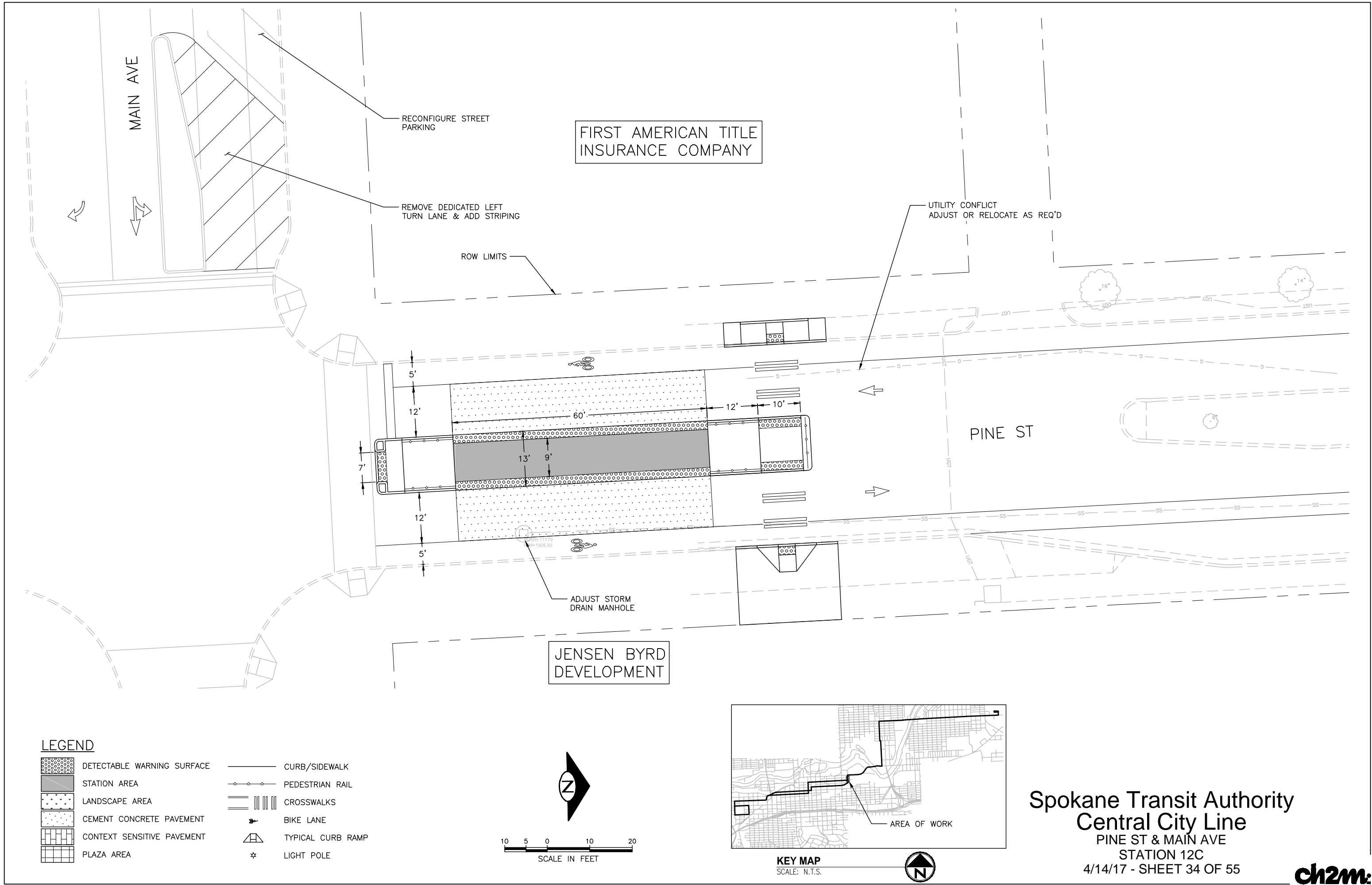


Spokane Transit Authority  
Central City Line  
RIVERSIDE AVE & BERNARD ST  
STATION 10W  
4/14/17 - SHEET 31 OF 55



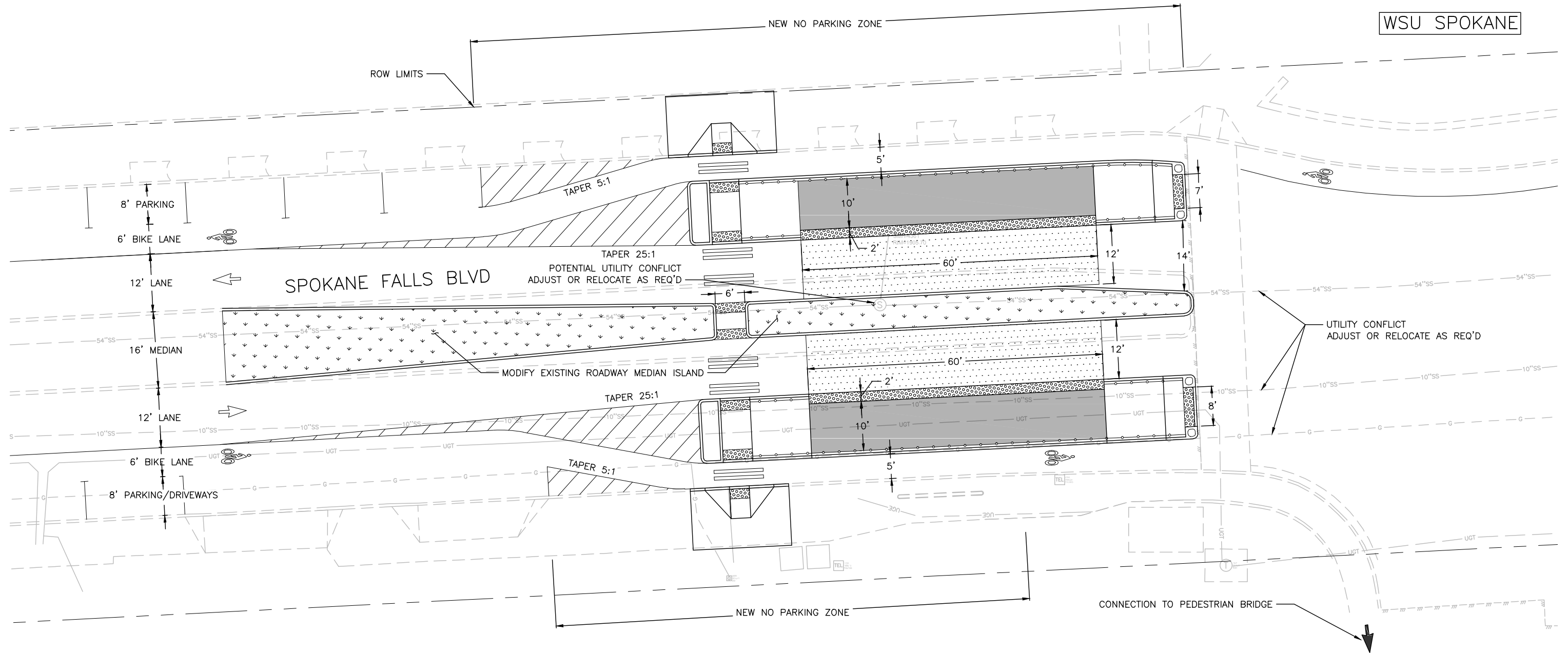






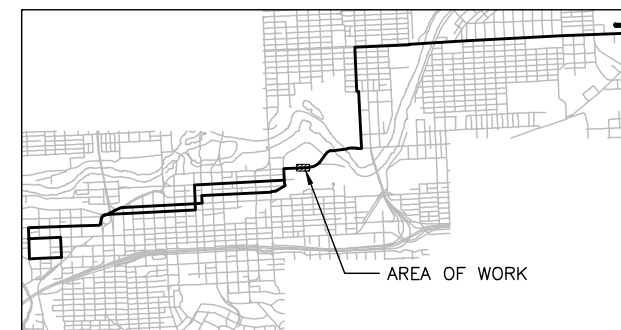
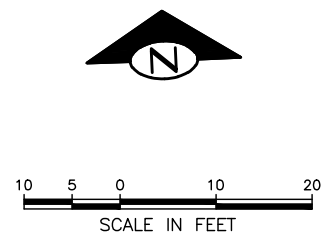
Spokane Transit Authority  
Central City Line  
PINE ST & MAIN AVE  
STATION 12C  
4/14/17 - SHEET 34 OF 55





LEGEND

	DETECTABLE WARNING SURFACE		CURB/SIDEWALK
	STATION AREA		PEDESTRIAN RAIL
	LANDSCAPE AREA		CROSSWALKS
	CEMENT CONCRETE PAVEMENT		BIKE LANE
	CONTEXT SENSITIVE PAVEMENT		TYPICAL CURB RAMP
	PLAZA AREA		LIGHT POLE

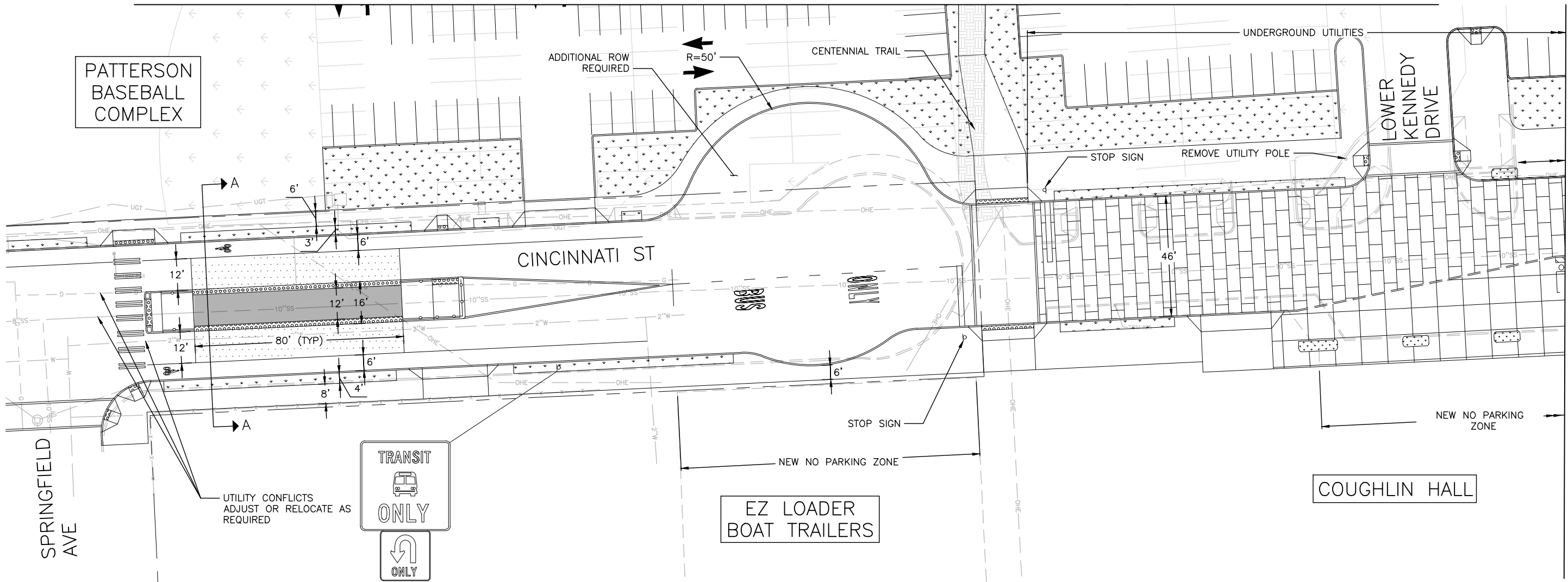


KEY MAP  
SCALE: N.T.S.

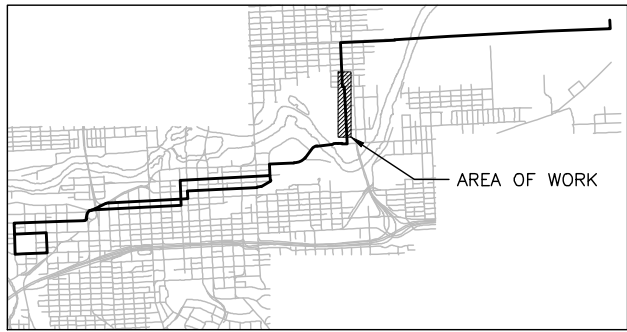


Spokane Transit Authority  
Central City Line  
SPOKANE FALLS BLVD & WSU  
STATION 13E/13W  
4/14/17 - SHEET 35 OF 55

SEE SHEET G-05



SEE SHEET G-02



KEY MAP  
SCALE: N.T.S.



LEGEND

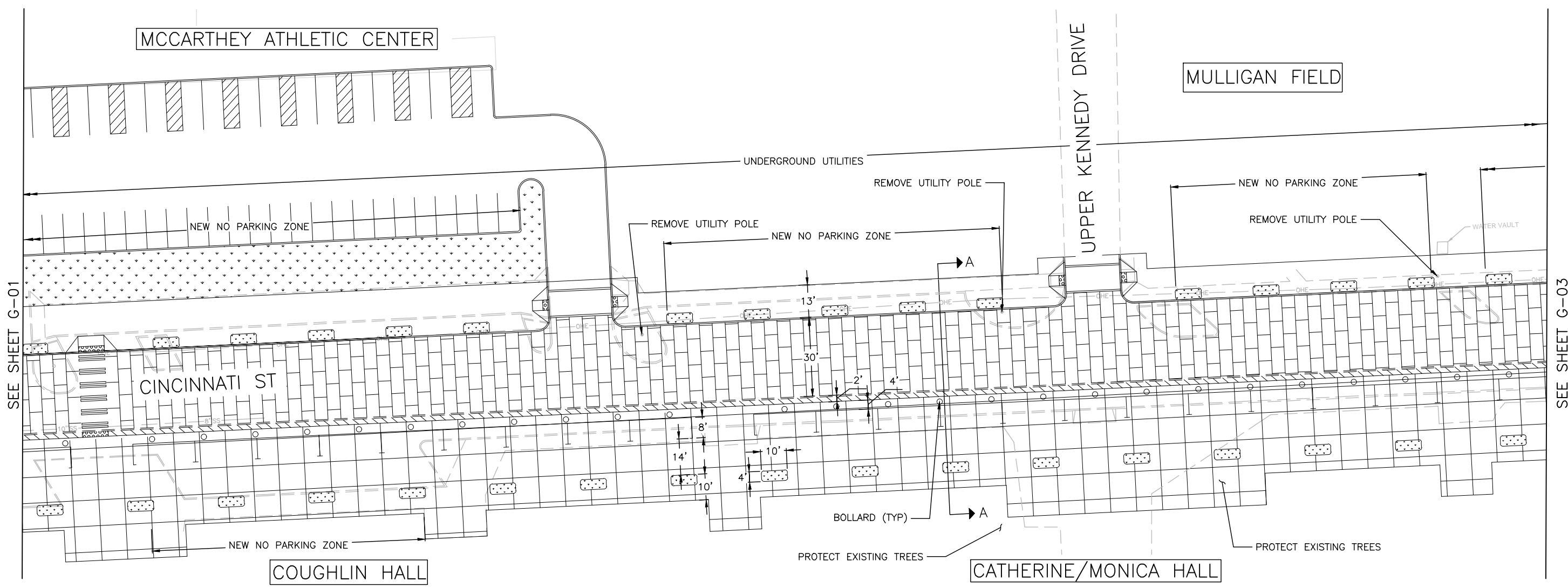
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|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |

NOT TO SCALE



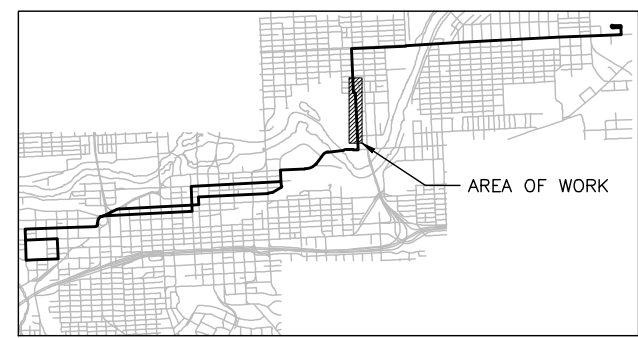
Spokane Transit Authority  
Central City Line  
CINCINNATI CORRIDOR  
CINCINNATI ST & CENTENNIAL TRAIL - STATION 15C  
4/14/17 - SHEET G-01 (36 OF 55)





SEE SHEET G-01

SEE SHEET G-03

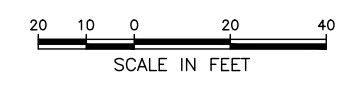


**KEY MAP**  
SCALE: N.T.S.



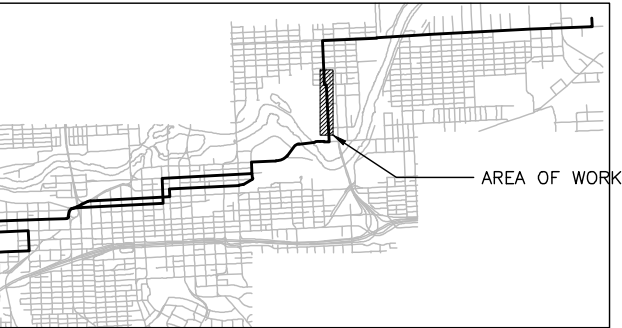
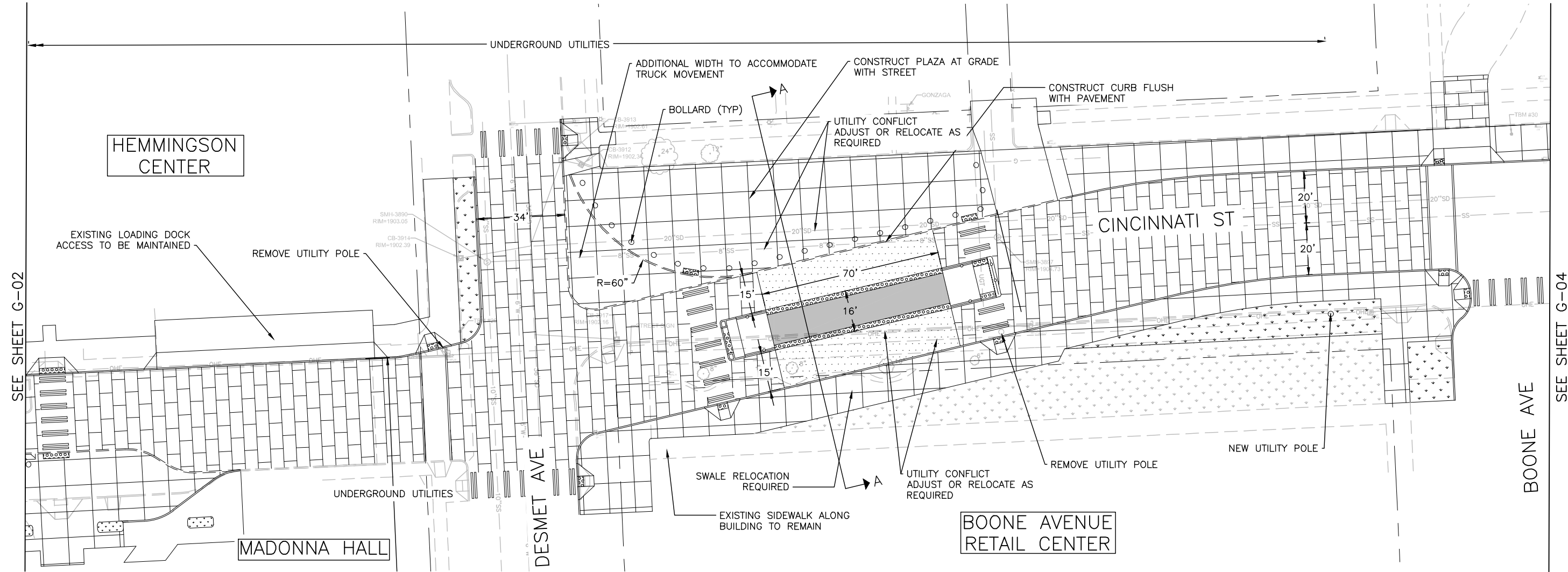
**LEGEND**

- |  |                            |  |                   |
|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |



**Spokane Transit Authority**  
**Central City Line**  
 CINCINNATI CORRIDOR  
 CENTENNIAL TRAIL TO DESMET AVE  
 4/14/17 - SHEET G-02 (37 OF 55)





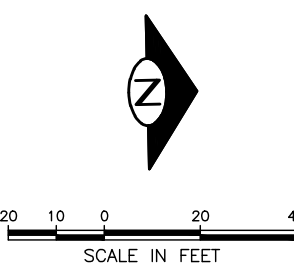
KEY MAP  
SCALE: N.T.S.



LEGEND

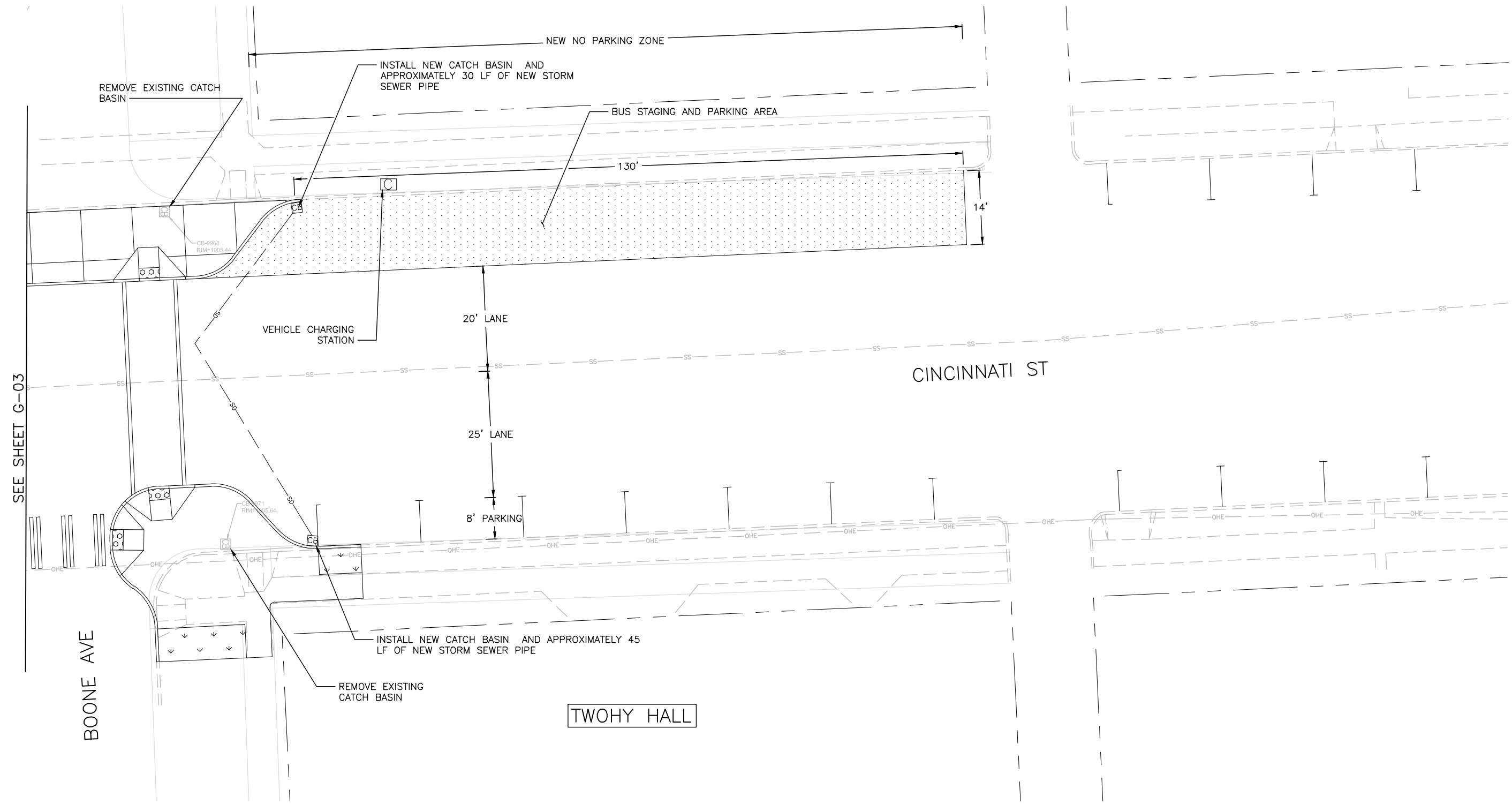
	DETECTABLE WARNING SURFACE		CURB/SIDEWALK
	STATION AREA		PEDESTRIAN RAIL
	LANDSCAPE AREA		CROSSWALKS
	CEMENT CONCRETE PAVEMENT		BIKE LANE
	CONTEXT SENSITIVE PAVEMENT		TYPICAL CURB RAMP
	PLAZA AREA		LIGHT POLE

SECTION A-A  
NOT TO SCALE



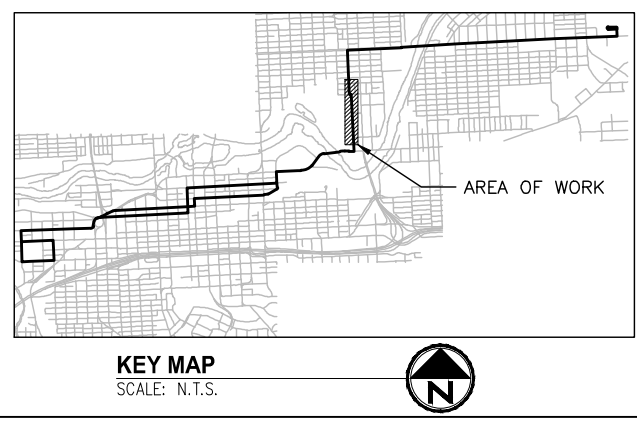
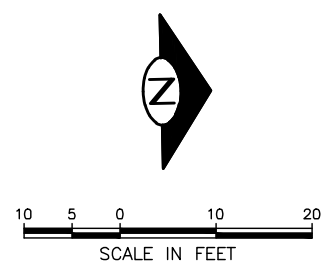
Spokane Transit Authority  
Central City Line  
CINCINNATI CORRIDOR  
CINCINNATI ST & DESMET AVE - STATION 16C  
4/14/17 - SHEET G-03 (38 OF 55)





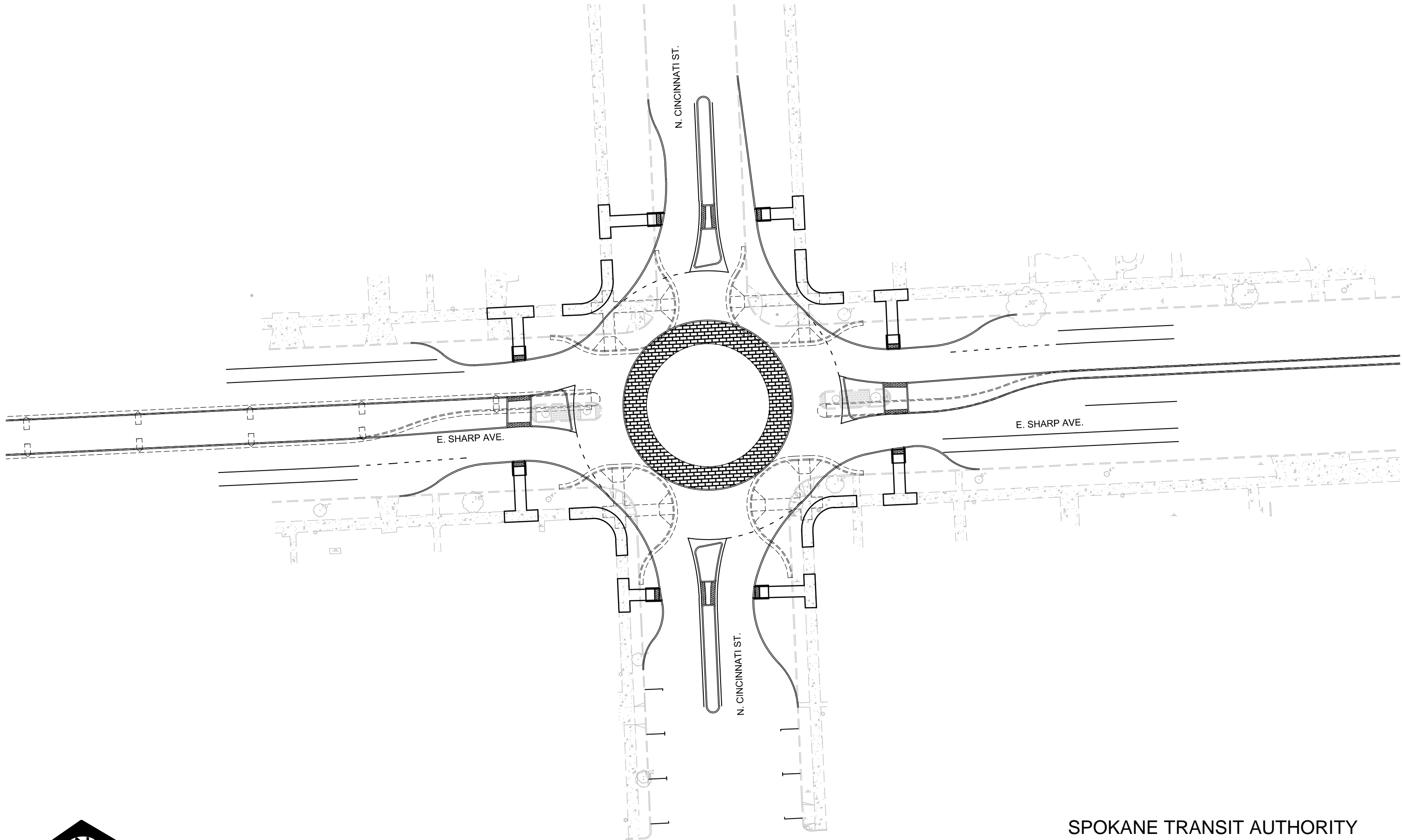
**LEGEND**

- |  |                            |  |                   |
|--|----------------------------|--|-------------------|
|  | DETECTABLE WARNING SURFACE |  | CURB/SIDEWALK     |
|  | STATION AREA               |  | PEDESTRIAN RAIL   |
|  | LANDSCAPE AREA             |  | CROSSWALKS        |
|  | CEMENT CONCRETE PAVEMENT   |  | BIKE LANE         |
|  | CONTEXT SENSITIVE PAVEMENT |  | TYPICAL CURB RAMP |
|  | PLAZA AREA                 |  | LIGHT POLE        |



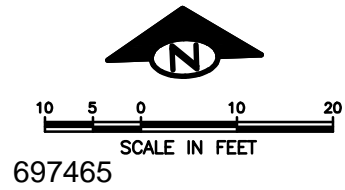
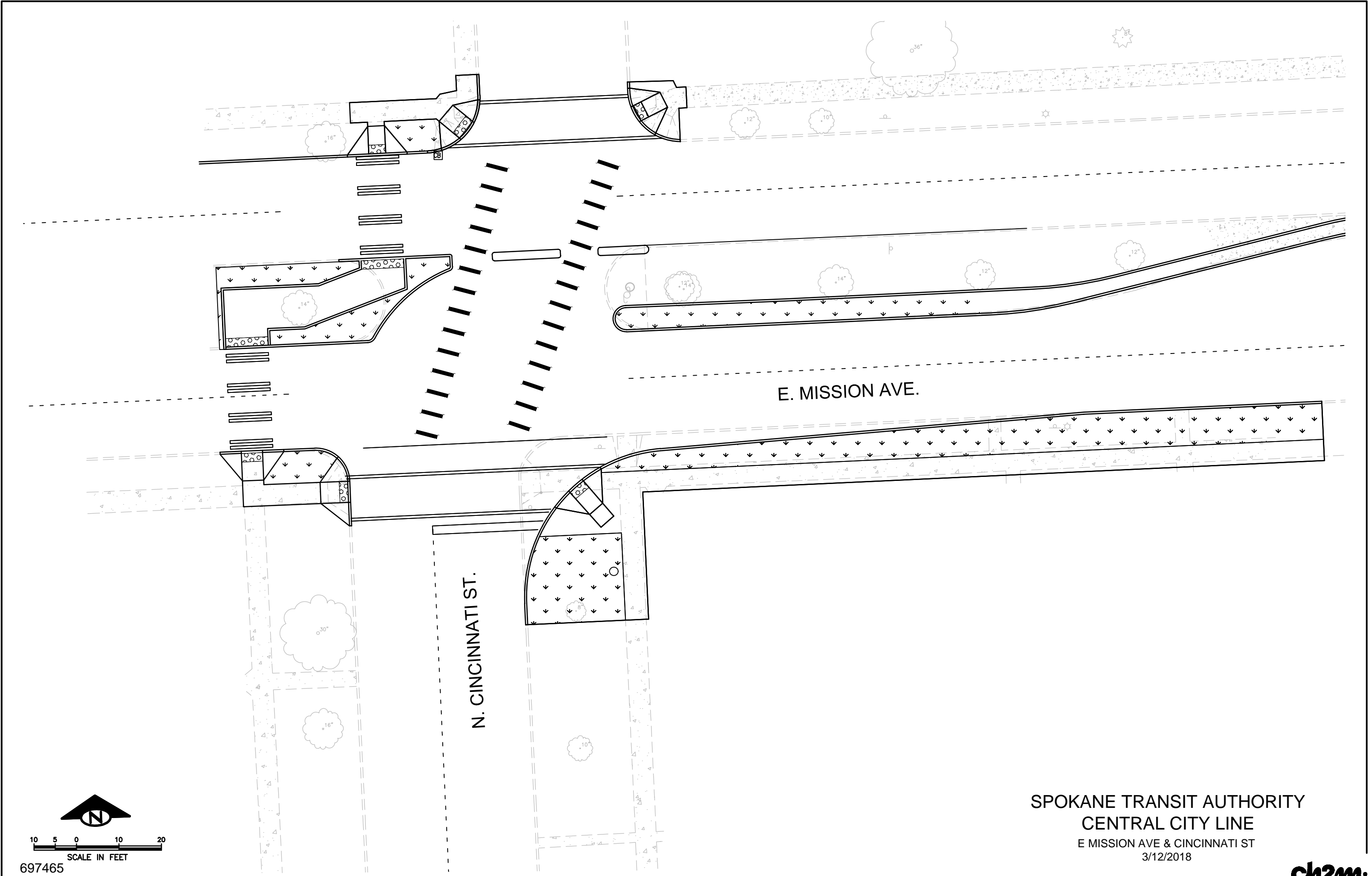
**Spokane Transit Authority**  
**Central City Line**  
 CINCINNATI CORRIDOR  
 CINCINNATI ST & BOONE AVE - LAYOVER  
 4/14/17 - SHEET G-04 (39 OF 55)





SPOKANE TRANSIT AUTHORITY  
CENTRAL CITY LINE  
SHARP AVE ROUNDABOUT  
3/12/2018





697465

SPOKANE TRANSIT AUTHORITY  
 CENTRAL CITY LINE  
 E MISSION AVE & CINCINNATI ST  
 3/12/2018



O'MALLEY APARTMENTS

CINNINATI ST

INSTALL NEW CATCH BASIN

INTERSECTION STRIPING

APPROXIMATELY 10 LF  
NEW STORM SEWER PIPE

MISSION AVE













REMOVE (4) TREES

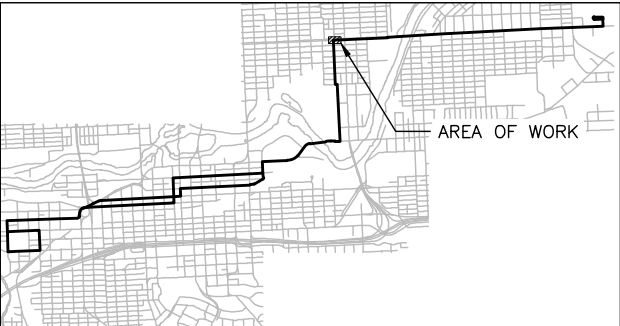
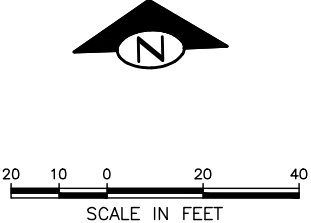
25:1 TAPER

REMOVE AND INSTALL  
NEW POWER POLE

R 35'

LEGEND

	DETECTABLE WARNING SURFACE		CURB/SIDEWALK
	STATION AREA		PEDESTRIAN RAIL
	LANDSCAPE AREA		CROSSWALKS
	CEMENT CONCRETE PAVEMENT		BIKE LANE
	CONTEXT SENSITIVE PAVEMENT		TYPICAL CURB RAMP
	PLAZA AREA		LIGHT POLE

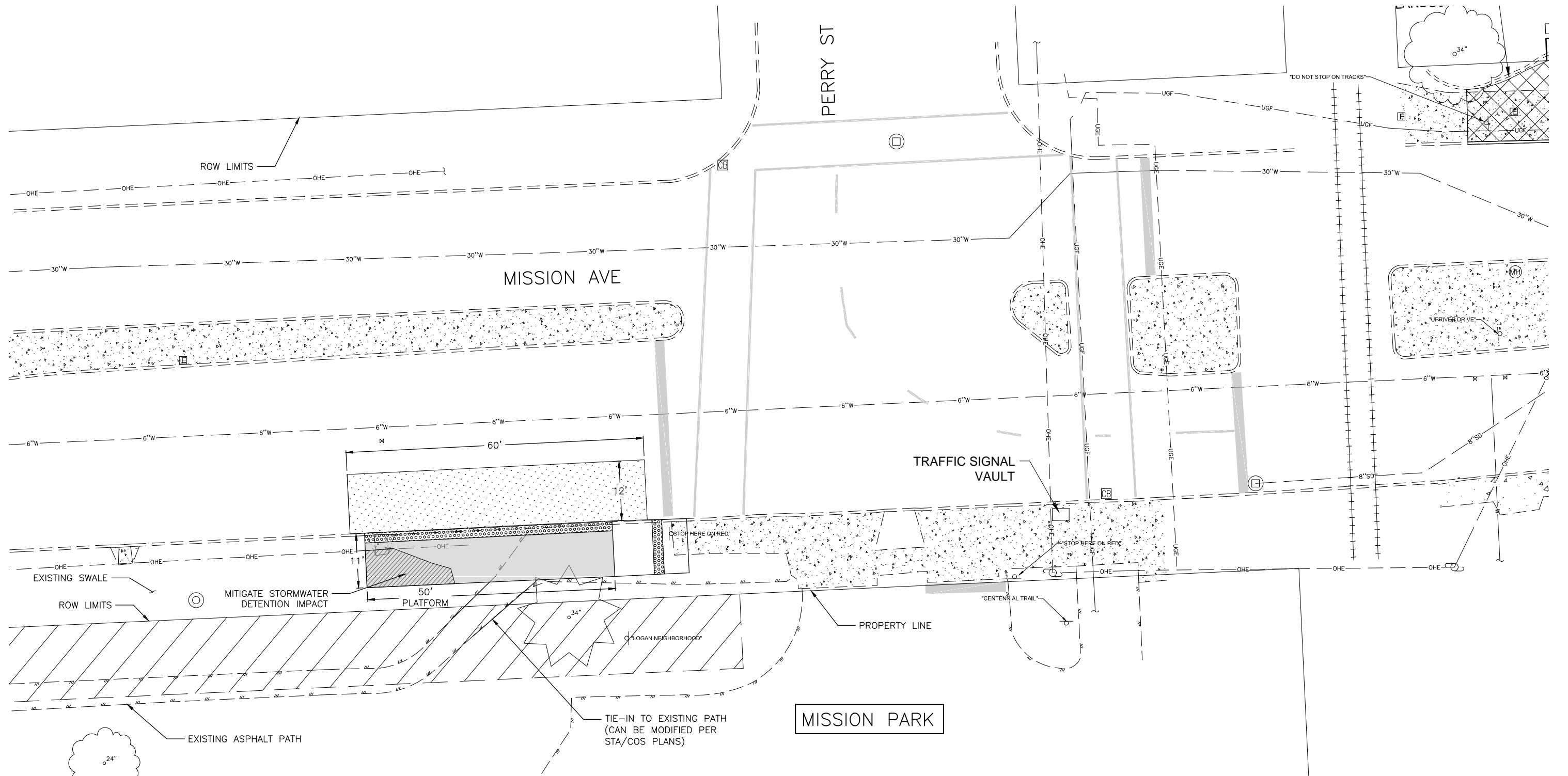


KEY MAP  
SCALE: N.T.S.

Spokane Transit Authority  
Central City Line  
CINNINATI ST & MISSION AVE  
GUIDEWAY IMPROVEMENTS  
4/14/17 - SHEET 47 OF 55



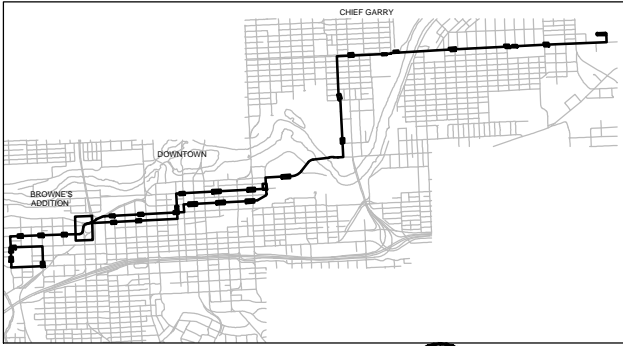
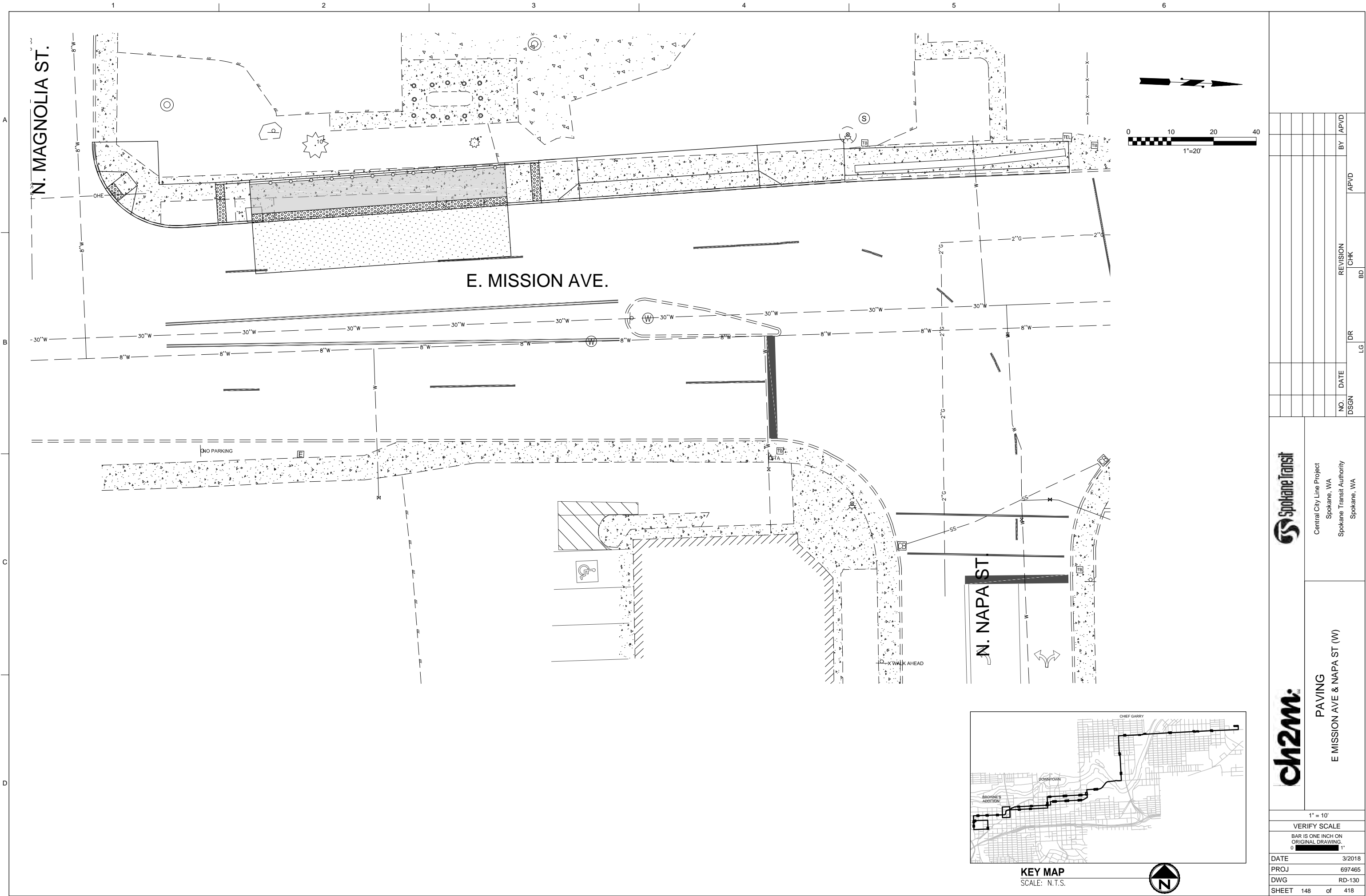




Spokane Transit Authority  
 Central City Line  
 MISSION AVE & PERRY ST  
 STATION 23  
 4/9/2018







KEY MAP  
SCALE: N.T.S.



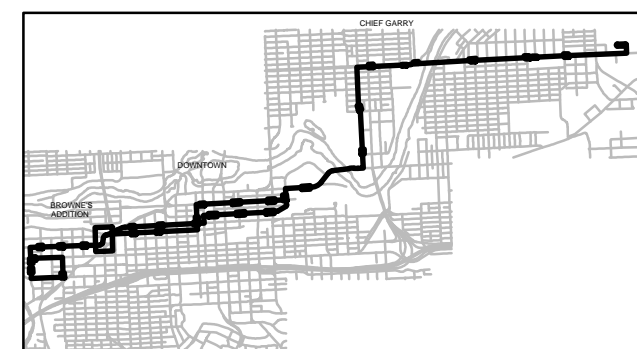
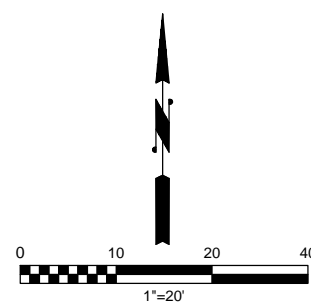
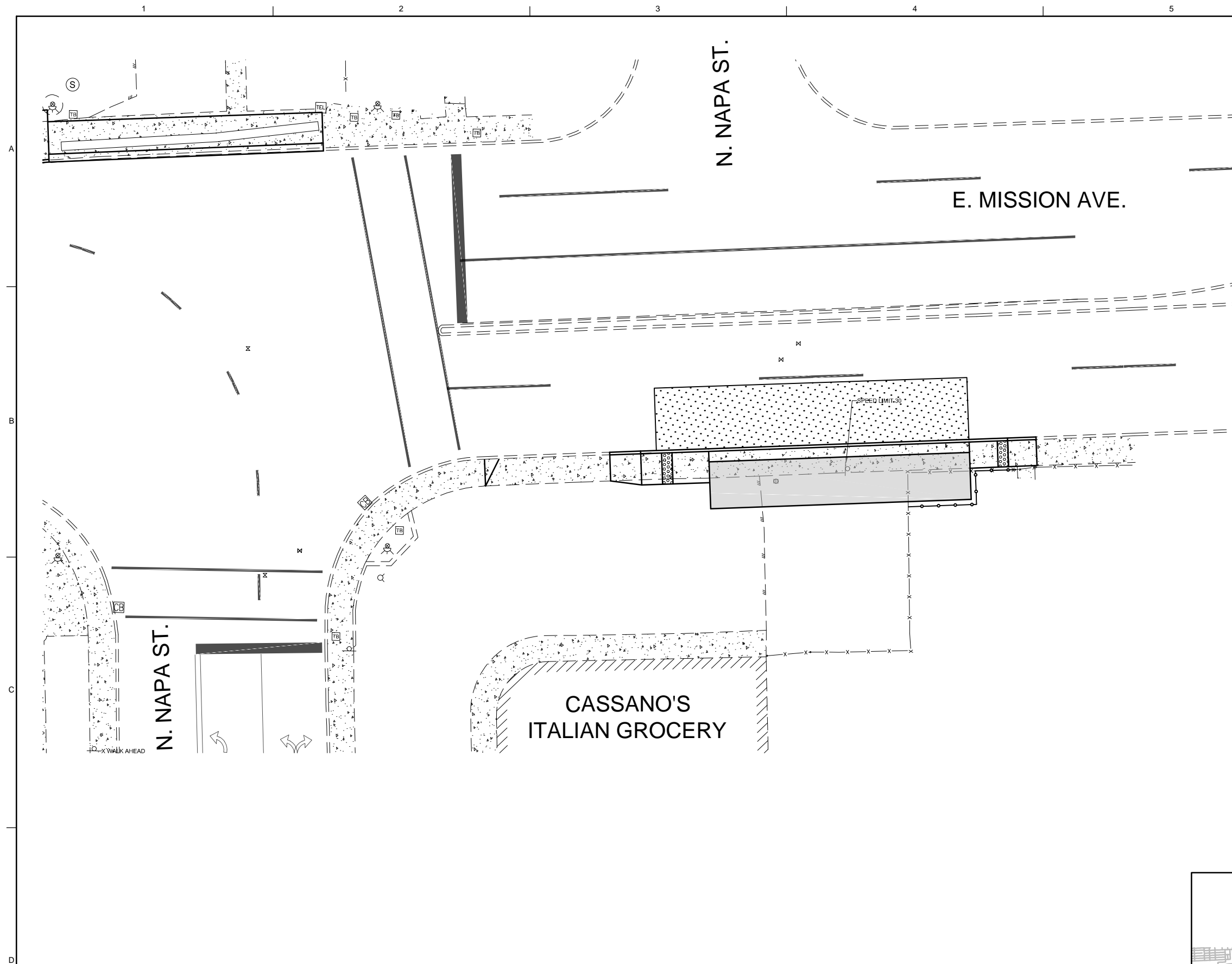
Central City Line Project  
Spokane, WA  
Spokane Transit Authority  
Spokane, WA



PAVING  
E MISSION AVE & NAPA ST (W)

1" = 10'		
VERIFY SCALE		
BAR IS ONE INCH ON ORIGINAL DRAWING.		
DATE	3/2018	
PROJ	697465	
DWG	RD-130	
SHEET	148	of 418

NO.		DATE	DR	LG	BD	CHK	BY	APVD
DSGN								



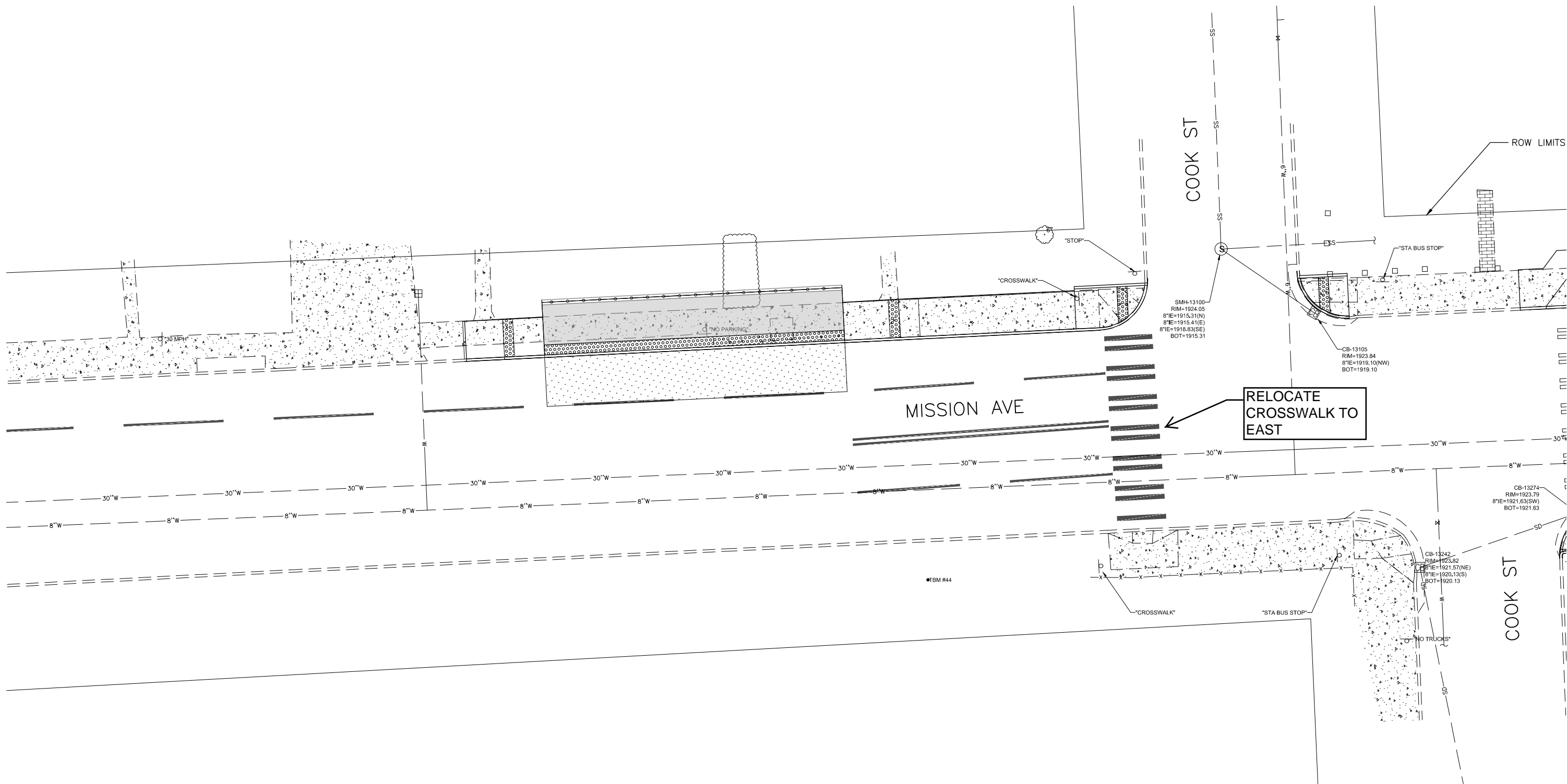
**KEY MAP**  
SCALE: N.T.S.

[illegible]

	<p>Central City Line Project</p> <p>Spokane, WA</p> <p>Spokane Transit Authority</p> <p>Spokane, WA</p>
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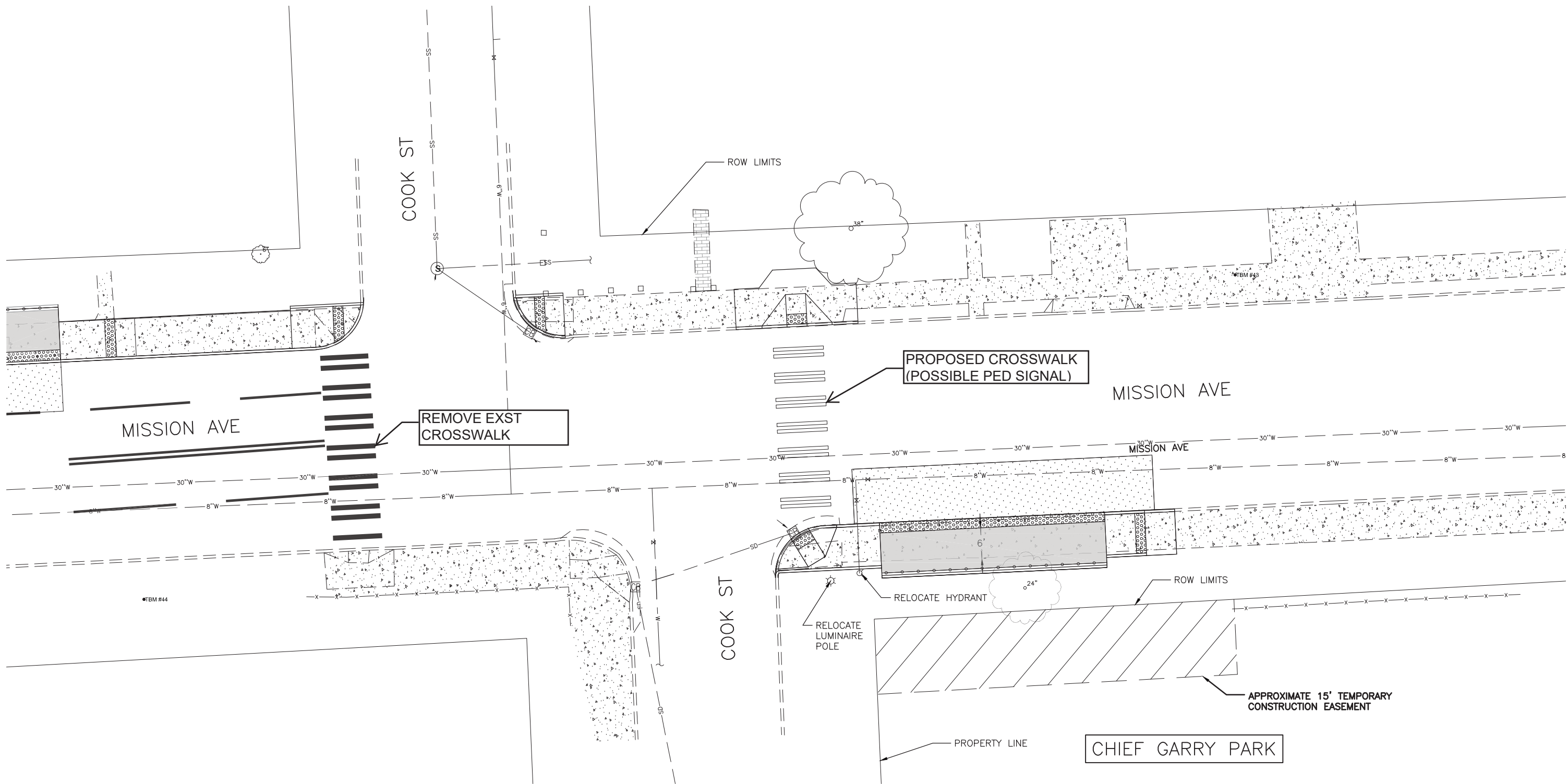
		PAVING E MISSION AVE & NAPA ST (E)	
		1" = 10'	
VERIFY SCALE			
BAR IS ONE INCH ON ORIGINAL DRAWING.			
0		1"	
DATE	3/20/11		
PROJ	697465		
DWG	RD-129		
SHEET	147	of	418

LG	BD
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Spokane Transit Authority  
Central City Line  
MISSION AVE & COOK ST  
STATION 26a WB  
4/9/2018





Spokane Transit Authority  
Central City Line  
MISSION AVE & COOK ST  
STATION 26 b EB  
4/9/2018



