Design Review Board

October 9, 2019
5:30-8:00 PM
City Council Briefing Center

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 - 5:40	**1)** Chair Report **2)** Secretary Report • Update on Design Guideline Crafting Process ○ Call for members to participate in evaluation of consultant proposals • Update on mayoral call for new board membership	Steven Meek Dean Gunderson

Board Business:

5:40 – 5:45	**3)** Approve the September 25th meeting minutes. **4)** Old Business **5)** New Business **6)** Changes to the agenda?	Steven Meek

Workshop:

5:45 – 7:00	**7)** Recommendation Meeting for SportsPlex	Taylor Berberich
7:00 – 8:00	**8)** Recommendation Meeting for Central City Line	Dean Gunderson

Adjournment:

The next Design Review Board meeting is scheduled for October 23rd, 2019.

The password for CityofSpokaneGuest wireless access has changed.
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Meeting Rules of Procedure - Spokane Design Review Board

Call to Order

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

Board Briefing

- Chair Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Board Business

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

Board Workshop

- 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.
- Chair asks for a staff report.

Staff Report

- Staff report on the item, giving findings of fact. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 10-15 minute presentation on the project.

Public Comment*

- 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.
- 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

- Chair may request clarification on comments.

Design Review Board Discussion

- 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.
- The Chair will formally close public comments.
- 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

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

Design Review Board Follow-up

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

Other

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

Adjourn

- 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 – Meeting Minutes Draft

September 25, 2019, 2019

City Council Briefing Center
Meeting called to order at 5:32 PM by Steven Meek

Attendance

- *Board Members Present:* Anne Hanenburg, Chuck Horgan, Grant Keller, Steven Meek (Chair), Kathy Lang (Vice-Chair & CA Liaison), Ted Teske (arrived at 6:02pm), Mark Brower
- *Board Members Not Present:* None
- *Quorum Present:* Yes
- *Staff Present:* Dean Gunderson (Senior Urban Designer), Taylor Berberich (Urban Designer), Stephanie Bishop (Clerk), Melissa Wittstruck (Planner)

Briefing Session:

Chair Report – Steven Meek

- None

Secretary Report – Dean Gunderson

- Chad Schmidt, an architect from NAC Architecture, was introduced and is the Urban Designer board applicant who is being forwarded to the mayor's office as the board's recommended candidate.
- The scope of work has been written for a consultant who will work on design guidelines for Public Projects and Structures, Right of Way Encroachments (i.e. skywalks), and Citywide Design Guidelines, while also investigating other potential process and procedural improvements. The department is hoping to start soliciting letters of interest from consultants in October.
- The new Urban Designer position is now open and listed on social media and will close October 20th.
- The next meeting will be October 9th and will include:
    - Sportsplex
    - Central City Line
- The second meeting next month will be October 23rd and will include:
    - Shaw Middle School
    - Continued Central City Line (if needed)

Board Business:

1. **Approval of Minutes:** Chuck Horgan motioned to approve meeting minutes from the August 28th meeting. Kathy Lang seconded; motion carried. (6/0)
2. **Old Business:**
    - None
3. **New Business:**
    A. **Presentation on North River Overlay Sub-Area Plan by Melissa Wittstruck**

** Ted Teske arrived at 6:02 PM **

- Questions asked and answered
- Discussion ensued

4. **Changes to Agenda:**
    - None

Dean Gunderson explained past procedures for approving Design Review Board applicants in which the Ad Hoc Interview Committee has convened and made a recommendation on an applicant to forward to the board for a vote in order to pass it along to the Mayor's Office for approval. Dean asked the board to consider casting a vote on Chad Schmidt as a candidate.

Steven Meek advised board members the Ad Hoc Committee does bring before the board the nomination of Chad Schmidt to fill the Urban Designer position.

Anne Hanenburg moved that the Design Review Board advance Chad Schmidt's name as the new Urban Designer on the Design Review Board. Chuck Horgan seconded; motion carried. (7/0)

Workshops:

1. **Collaborative Workshop for Glover Middle School**
   - Staff Report: Taylor Berberich
   - Applicant Comments: Greg Forsyth (Spokane Public Schools), Dana Harbaugh (NAC Architecture), Mike Terrell (Mike Terrell Landscape Architecture), and Aubrie Christensen (Spokane Public Schools)
   - Public Testimony or Comments: None
   - Questions asked and answered
   - Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the September 25, 2019 Collaborative Workshop the Design Review Board recommends the following advisory actions:

1. **The applicant shall continue to develop and preserve the sense of "base and top" as presented in the current design for the building.**

   Please see the following Comprehensive Plan Goals and Policies: DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design

   Please see the following Spokane Municipal Code(s): *SMC 17C.110.560 Massing*

2. **The applicant is encouraged to explore options for compatibility with micro-mobility accommodations along Belt Street.**

   Please see the following Comprehensive Plan Goals and Policies: LU 6.5 Schools as a Neighborhood Focus, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, and N 4.5 Multimodal Transportation.

3. **The applicant is encouraged to continue to explore improved pedestrian accommodations along the south side of the site (along Longfellow Avenue).**

   Please see the following Comprehensive Plan Goals and Policies: LU 6.5 Schools as a Neighborhood Focus, TR GOAL B: PROVIDE TRANSPORTATION CHOICES, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 1 Transportation Network For All Users, TR 5 Active Transportation, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, and N 4.5 Multimodal Transportation.

4. **The applicant shall continue to investigate materials and color palette in line with the bowl-and-pitcher metaphor.**

   Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, and DP 2.6 Building and Site Design.

5. **The applicant is encouraged to pursue sustainable, native landscaping that also reinforces the level of boldness represented by the architecture (even to the extent that it may reinforce a sense of base).**

   Please see the following Comprehensive Plan Goals and Policies: LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, and DP 2.15 Urban Trees and Landscape Areas.

   Please see the following Spokane Municipal Code(s): SMC 17C.110.525 Landscaped Areas, SMC 17C.110.545 Transitions between Institutional and Residential Development, and SMC 17C.110.560 Massing.

These Advisory Actions were unanimously approved by the Design Review Board by a vote of 7/0.

Meeting adjourned at 8:34 PM

The next Design Review Board meeting is scheduled for October 9, 2019.

DESIGN REVIEW BOARD FILE NO.DRB 1920

Spokane SportsPlex

3 – RECOMMENDATION MEETING

Design Review Staff Report October 1, 2019

Staff:
Dean Gunderson, Senior Urban Designer

Taylor Berberich, Urban Designer

Neighborhood & Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:
ATTN: Colin C. Anderson
Integrus Architecture
10 S. Cedar St.
Spokane, WA 99201
(509) 838-8681
canderson@integrusarch.com

ATTN: Monte Koch
Public Facilities District
mkoch@spokanepfd.org

Background

The Design Review Board Collaborative Workshops were held on February 27, 2019.

The first Design Review Board Recommendation Meeting took place on April 10, 2019.

The following materials are supplemental to this report:

- *Design Review Staff Report | Program Review/Collaborative Workshop, February 22, 2019;*
- *Design Review Board | Collaborative Workshop Advisory Actions, February 27, 2019;*
- *Design Review Staff Report | Program Review/Recommendation Meeting, April 4, 2019;*
- *Design Review Board | Recommendation Meeting Recommendations, April 10, 2019.*

In addition to attaching the prior Advisory Actions and Recommendations given at prior meetings, staff has provided a table to indicate the design guidelines cited in the prior DRB motions (see Table 1, below). The un-highlighted guidelines are those left unreferenced in the subsequent meeting (for items the board felt were adequately addressed in that subsequent meeting), the light orange highlighted guidelines are those that were newly cited and left un-addressed to the board's satisfaction (those guidelines left un-highlighted were adequately addressed in the subsequent meeting). For emphasis, the dark orange highlighted guidelines were those the board felt had yet to be adequately addressed in the project design.

Table 1. Prior Design Guidelines Citations

Collaborative Workshop - Advisory Actions (2/27/19)	Recommendation Meeting - Recommendations (4/10/19)
A-1 Respond to the Physical Context	
	A-2 Enhance the Skyline
B-1 Respond to Neighborhood Context	
B-2 Create Transitions in Bulk and Scale	B-2 Create Transitions in Bulk and Scale
B-4 Design a Well-Proportioned & Unified Building	B-4 Design a Well-Proportioned & Unified Building
C-1 Promote Pedestrian Interaction	C-1 Promote Pedestrian Interaction
C-2 Design Facades of Many Scales	C-2 Design Facades of Many Scales
C-3 Provide Active Facades	C-3 Provide Active Facades
C-4 Reinforce Building Entries	
C-7 Install Pedestrian-Friendly Materials at Street Level	C-7 Install Pedestrian-Friendly Materials at Street-Level
D-1 Provide Inviting & Usable Open Space	D-1 Provide Inviting & Usable Open Space
D-2 Enhance the Building with Landscaping	D-2 Enhance the Building with Landscaping
D-4 Provide Elements That Define The Place	
D-5 Provide Appropriate Signage	
D-6 Provide Attractive and Appropriate Lighting	D-6 Provide Attractive and Appropriate Lighting
D-7 Design for Personal Safety & Security	D-7 Design for Personal Safety & Security
D-8 Create “Green Streets”	D-8 Create “Green Streets”
	E-1 Minimize Curb Cut Impacts

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on April 10, 2019 as follows (applicants comments are in ***dark blue***):

Notable design updates since the collaborative workshop.

a. ***The window layout has been improved to be spread out around the entire building thus allowing visuals into the building from the exterior as well as breaking down the large façade. The new rhythmic window placement provides a more pleasing architectural expression. The original design, though it had more glazing percentage, still did not meet the municipal code and did not allow any visuals for pedestrians into the building. The large amounts of glass also posed potential glare and safety issues considering the sporting events taking place in the building. This is the reasoning behind not having large percentages of glazing continuing down to within two feet of the finish grade.***

b. ***The Southwest deck has been reduced for safety egress reasons as well as allowing the glazing along the South wall to be spread further into the field house.***

c. ***Landscape features have been further developed. This includes the entry stair/ramp combination that we see as a tiered pedestrian plaza as opposed to merely circulation. The southwest ramp has also been further developed to create the connection to the north bank providing numerous outlooks to the park.***

d. ***We have further explored the artistic expression along Dean Avenue. We are exploring three options, one of which will be including in the final design. The preferred option is a graphic concrete mural depicting either the culture, landscape or history of Spokane. The second option would be to incorporate our required commissioned art into some homage to the athletes of the region. Our final option would be to incorporate a version of light art which would also be commissioned. Our renderings show our preferred option of a graphic concrete mural.***

e. ***The materials have been further refined and include; large curtain wall areas, perforated metal, insulated metal panels and precast insulated concrete.***

f. ***Landscape lighting has also been further designed to include parks approved pedestal lighting at the circulation ramps as well as integrated step lighting. The southern deck will be up lit in a manner to glow at night while the remainder of the field house will have subtle up lights on the walls. There will be selective landscape lighting accentuating important trees and other seating features. Most of the lighting will be integrated lights into the soffits of the deck/circulation areas.***

The applicant's response to the board's prior Recommendations are as follows:

1. **The applicant shall further explore additional options for façade articulation according to SMC 17C.124.530.**

   SMC17C.124.530 Purpose: To reduce the massiveness of larger buildings.

   Starting on the Northwest and wrapping around the East to the Southwest windows facade break down the large façade into smaller units by being placed strategically.

   Downtown Design Guidelines

   <u>A-2 Enhance the Skyline</u>

   - ***The skyline is enhanced with a single sloped roof and from the sky reflection of the 42'-0" high windows.***

   <u>B-2 Create Transitions in Bulk and Scale</u>

   - ***Landscape, material break up of architectural concrete to insulated metal panels, and numerous full height windows on the façade help reduce the scale of the building along pedestrian circulation.***

   <u>B-4 Design a Well-Proportioned & Unified Building</u>

   - ***Windows are placed around the building are strategically placed on a 2/3 – 1/3 ratio to be pleasing to the eye. Glazing around the building provides insight of events in different areas of the building, i.e. field house events, lobby and concourse circulation.***
   - ***The west façade is smaller with a lower roof line to show different proportion and scale down at the main pedestrian circulation to Riverfront Park.***
   - ***Overhead protection wraps along the Southwest and Northwest areas of the building entrances as well as ticketing area. The field house roof sloping to the east will help maintain any roof drainage off the sidewalk to the north.***
   - ***Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.***

   <u>C-2 Design Facades of Many Scales</u>

   - ***Windows are placed around the building are strategically placed on a 2/3 – 1/3 ratio to be pleasing to the eye. Glazing around the building provides insight of events in different areas of the building, i.e. field house events, lobby and concourse circulation. Windows are broken up with mullions at no larger than 10'-0" to maintain a smaller scale feel.***
   - ***A horizontal band of 8'-4" located at finish grade breaks up the material along the North, East and South facades.***
   - ***The terracotta spine along the West façade is designed to have "carved" areas be the exterior circulation as well as gathering spaces.***
   - ***Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.***
   - ***The roof line slopes downward from West to East to maintain a program required height and is broken up with the spine roof line, which is lower.***
   - ***The spine area protrudes from the main field house to provide coverage at ticketing area on level 1 and indicate program on level 2.***

C-3 Provide Active Facades

- *Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.*
- *Different materials used around the building are architectural finish concrete, striated insulated metal panels and perforated corrugated metal panels.*
- *Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.*
- *At entry stair/ramp locations, integrated seating and open view areas provide spaces to socialize. Across the street, a new bus stop canopy will promote the use of public transportation to and from the general area.*

2. The applicant shall further explore additional options for treating blank walls according to SMC 17C.124.570.

17C.124.570 Purpose: To mitigate blank walls by providing visual street interest.

Purpose is met with concrete plinth at base, protruding portion of the building, windows, and lighting fixtures.

Downtown Design Guidelines

C-1 Promote Pedestrian Interaction

- *ADA parking shown on the East side of the building has access wrapped access around from the parking area to the North and around the West side of the building down the promenade to Riverfront Park.*
- *A plaza like space with landscaping and benches are provided on the Northwest side of the building adjacent to the street sidewalk. Other available spaces are located on the Southwest portions of the building at the open deck area and intermediate connected landing between the building and Riverfront Park.*
- *Stair/Ramp combination lead to multiple entrances and circulation around the west of the building.*
- *Windows around the building provides views into the building where activities are taking place.*

C-3 Provide Active Facades

- *Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.*
- *Different materials used around the building are architectural finish concrete, striated insulated metal panels and perforated corrugated metal panels.*
- *Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.*
- *At entry stair/ramp locations, integrated seating and open view areas provide spaces to socialize. Across the street, a new bus stop canopy will promote the use of public transportation to and from the general area.*

C-7 Install Pedestrian-Friendly Materials at Street Level

- ***Different materials used around the building are architectural finish concrete, striated insulated metal panels, perforated & corrugated metal panels, and glazing.***

D-2 Enhance the Building with Landscaping

- ***Site landscaping will include a variety of plant material providing a clean palette and simple experience for the public.***

D-7 Design for Personal Safety & Security

- ***Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.***
- ***Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.***
- ***Low plantings and landscaping is provided to keep areas visible around the building and in circulation areas to direct pedestrians to entry/plaza spaces.***
- ***Street calming is being used to direct pedestrians to the entry and parking across the street.***

3. The applicant shall further explore landscaping options on the north façade to better enhance the pedestrian experience as a component of the design departure from SMC 17C.124.510.

- ***Site landscaping will be comprised of a minimal variety of plant material providing a clean palette and simple experience for the public. Different experiences will exist as one moves around the building ranging from a more formal, pedestrian friendly streetscape along the North building edge with street trees and groundcover plantings included within the sidewalk as prescribed by the City of Spokane, Central Business District landscape regulations. This will help define and establish the intent of the 'Green Streets' guideline with plantings on either side of the walk. Simple, pedestrian friendly mass plantings of singular varieties of deciduous or evergreen shrubs and lawn will be identified in the larger spaces between sidewalk and building narrowing to shrubbery only in the smaller, narrower planting areas. Drought tolerant ornamental plantings will thrive and transition naturally into the urban cityscape and be chosen to enhance the building, its materials and be conscientious of window placement. Basalt rock outcroppings; the natural environment of The Columbia Plateau and this site will be embraced as indigenous to The Sportsplex complex. The existing basalt knob of rock to the Northeast will be planted with local native evergreen trees, grasses, wildflowers, and woody shrubs which will also flow along the southern bluff adjacent to the building and flow with the steps/ramp connecting the facility with Riverfront Park to the Southeast. Serviceberry, Snowberry and Birchleaf Spirea will accent grasses studded with Coral Bells and Balsamroot, exposing visitors to the native plants of our area.***
- ***Approaching the building, the public will begin to experience the purpose and high-tech vision of The Sportsplex. Site furnishings, while reflecting materials from the building, will also be coordinated with the lighting elements and hint at the applied science and technology supporting the athletes and the community. Lighting can be interactive and enjoyed as a focus of outdoor gathering, bearing a connection between indoors and out while creating a safe and welcoming experience throughout the space. Lighting will be comprehensive, illuminating stairs, ramps and walks as well as the building façade to highlight all areas accordingly. Style of fixtures will be conscientious of the surrounding facilities, indicative of the building materials and composition as well as efficient and simple to maintain.***

- ***Seating will be incorporated into the hardscape areas of the plaza, walks, steps and ramps as naturally as possible. Concrete and/or metal benches will be clustered and coordinated to encourage gathering at the North and South plazas as well as into the formal steps creating a variety of seating opportunities.***

4. The applicant shall further explore design options that allow for a large volume of people to simultaneously and safely cross Dean Avenue at the proposed bulb-outs.

- ***The Sportsplex project is proposing street upgrades to Dean Avenue along the frontage of the development to provide an improved pedestrian experience. New 12-foot wide sidewalks with upgraded landscaping will be constructed on both sides of Dean Avenue adjacent to the Sportsplex. A new mid-block crossing is proposed to allow pedestrians and bicyclists to cross Dean Avenue from the existing PFD parking lot and Spokane Transit Park & Ride facility to the Sportsplex and ultimately Riverfront Park. A striped pathway in alignment with the new crossing will be added to the existing parking lot to help channel pedestrians to this crossing point. Dean Avenue will be narrowed in the vicinity of the pedestrian crossing to help slow/calm traffic. The crossing will be identified with pedestrian ramps, painted pavement markings, and signs with rectangular rapid flash beacons (RRFB). A new Spokane Transit bus stop will also be provided, along with drop-off areas on both sides of the street adjacent to the Sportsplex facility.***

- ***The crossing will be aligned with the main entrance to the Sportsplex and will also allow for connectivity to Riverfront Park and downtown. The Sportsplex is proposing a key north-south pedestrian pathway to link the existing PFD parking lot and Spokane Transit Park & Ride facility to the main promenade through Riverfront Park. These improvements that are being designed in coordination with the Riverfront Park North Bank Playground project hope to provide a barrier-free passage at a connection point to the park that was previously inaccessible due to the basalt cliff. This north-south link will provide a safe and inviting pedestrian experience with landscaping that enhances the open space while maintaining visibility, adequate pedestrian- scaled site lighting, and seating areas.***

- ***In addition to the open space provided with the north-south pedestrian link, the Sportsplex will also have outdoor decks, enhancing the experience of facility participants, guests, and staff. The decks will allow solar access and provide views of the new North Bank Playground site, Riverfront Park, the Spokane River, and downtown.***

These street and pedestrian pathway upgrades as described above support the following City of Spokane strategic plans: *(Staff note: The applicant provided the information below as part of the response to Recommendation #4, though it is merely a reiteration of the pertinent Spokane regulatory documents.)*

Spokane Comprehensive Plan

- ***TR 5 Active Transportation – Item a): Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.***

- ***TR 5 Active Transportation – Item f): Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:***

- ***Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.***

- ***Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.***

- ***TR 5 Active Transportation – Item g): Provide viable facilities for active transportation modes as alternatives to driving.***
- ***Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.***
- ***Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.***
- ***TR 5 Active Transportation – Item j): Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.***

Spokane Pedestrian Master Plan

- ***Goal 1: Well Connected and Complete Pedestrian Network - Provide a connected, equitable and complete pedestrian network within and between centers and corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.***
- ***Goal 4: Safe and Inviting Pedestrian Settings - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.***

Fast Forward Spokane Downtown Plan

- ***2.3 Multi-Modal Circulation and Parking - Improve circulation and parking in and around Downtown for all users. (Improve pedestrian and bicycle connections.)***
- ***2.4 Open Space, Public Realm, and Streetscapes - Improve the Downtown environment for pedestrians and bicyclists. (Improve access to Riverfront Park and Spokane River for all modes of travel.)***

Downtown Design Guidelines

D-1 Provide Inviting & Usable Open Space

D-7 Design for Personal Safety & Security

- ***Design the building and site to promote the feeling of personal safety and security in the immediate area.***

5. The applicant shall provide detailed explanation of any Design Departures according to applicable code.

Window Design departure

- ***The design intent meets the purpose of 17C.124.510 by providing a pleasant, rich and diverse pedestrian-friendly experience by connecting activities occurring within the structure to adjacent sidewalk areas.***
- ***The design encourages observation or viewing opportunities by restricting fortress-like facades at street level.***
- ***Landscape and building graphics avoid a monotonous pedestrian environment.***

(Staff note: The language above is a reiteration of the purpose statement for the Windows design standard)

- ***Including 50% glazing at ground level for a sports facility of this scale would disrupt the types of event by adding too much glare which would turn into adding shading devices and remove that exterior and interior activity relationship.***

- ***Though security would be available, a great amount of windows can become a safety issue during events because of the type of equipment used.***

(Staff note: The percentage of Window glazing the applicant is seeking a Design Departure from is not the 50% figure noted in the applicant's response, but is window comprising 60% of the façade area located between 2' and 10' above finish grade and 40% of the façade area between 10' and 40' above finish grade)

The following text providing clarification for the requested Design Departure was submitted by the applicant on September 30, 2019:

- ***The design team has thoroughly examined how the Requirement could be applied as written. The percentage of glazing required both from 2'-10' and above 10' is counterproductive to the facility purpose. First, there are serious glare issues with tracking volleyballs, badminton birds, etc. across large expanses of glass. This was a major concern with both the Sports Commission who is booking the facility and the PFD who is owning and maintaining the facility. Early designs showed these large expanses of glass prior to further investigation and compliance with the different sports requirements. Secondly, this is a paid, ticketed facility. Allowing what could be free admission through large glazing could pose a continuous safety and security issue for the owner to manage. Finally, the safety issues associated with sports related projectiles could demand we protect the interior of all large glass areas with netting and or steel cages.***

- ***The proposed solution does meet the intent and general direction set forth by the requirements and the presumptions. The requirements as stated in the Purpose Statement are:***

    a. ***provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;***

    b. ***encourage observation or viewing opportunities by restricting fortress-like facades at street level; and***

    c. ***avoid a monotonous pedestrian environment.***

  Early designs had large areas of glass, but the glazing did not extend below 9 feet. Our updated design provides an architectural pleasing approach by dropping vertical window slits to the ground that allow 4' wide peaks into the facility. By bringing these slits down to the ground plane, we are connecting the activity inside the building with the adjacent sidewalk without providing a large viewing opportunity for non-paid on lookers. The rhythm of the windows around the landscape encourages observation and helps avoid a monotonous pedestrian environment.

- ***We feel the new design is superior in design quality than the large percentages of glass that were part of the requirement. As stated above, the large area wall of glass that would have been required to meet the percentages would not have been conducive to this type of facility. Design quality for a sports venue is about the experience of the participant, the experience of the spectator, and how the project works into the fabric of the community it resides in. The glare, safety and security concerns with large expanses of glass would not have made this project a successful design.***

- ***The departure is necessary to address the site. The long, slit window design allows a connection from ground plane through to the sky, allowing us to control views both into and out of the facility. This became apparent when coordinating with the North Bank project*** *(the North Bank Playground).* ***Their maintenance building would have been the primary view from our bleachers out of the southern glass wall. By switching to long slivers of glass, we can control the view and focus on aspects of the park instead.***

- ***We feel the departure is a thoughtful approach to the design of the project. The building is a large mass. We feel the long ground to sky slivers of glass break up the mass into much smaller pieces. These 40' tall slivers will look like beacons when lit up at night.***
- ***There were no considerations (C) associated with this departure***

Topics for Discussion

Design Departure

1. The Design Review Board must base its recommendations for the Design Departure for Windows on the Decision Criteria for Design Departures, and in so doing determine whether the proposed alternative complies with the design standard's purpose statement.

   Design Departure Decision Criteria (SMC 17G.030.040)

   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?

   D. Is the departure necessary to better address aspects of the site or its surroundings?

   E. Is the proposed departure part of an overall, thoughtful and comprehensive approach to the design of the project as a whole?

   F. 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.

   Purpose Statement for Windows – Building Design
   In the downtown the facade and window standards are required in order to:

   1. provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;
   2. encourage observation or viewing opportunities by restricting fortress-like facades at street level; and
   3. avoid a monotonous pedestrian environment.

As there are no Considerations (C) offered in the design standard, only the first five decision criteria need to be applied. The board must find that the alternative design is pedestrian-friendly, and is neither fortress-like nor monotonous. And in so doing, the board must determine that the proposed design achieves these three characteristics with an alternative that is: 1) superior to what could have been achieved by using the standard glazing percentages, 2) that it better addresses unique aspects of the site and surroundings, and 3) is part of a thoughtful and comprehensive approach to the design of the overall building.

Does the board feel that the project design meets the criteria established in code?

Design Guidelines

The following figure and topics for discussion are based on the prior Advisory Actions and Recommendations the Design Review Board provided the applicant (see Figure 1 and Table 1).

The figure depicts the relationship between the Downtown Design Guidelines previously cited and the topics for discussion are aggregated around the three distinct issues the board has identified (Building Elevations, Pedestrian Engagement, and Site).

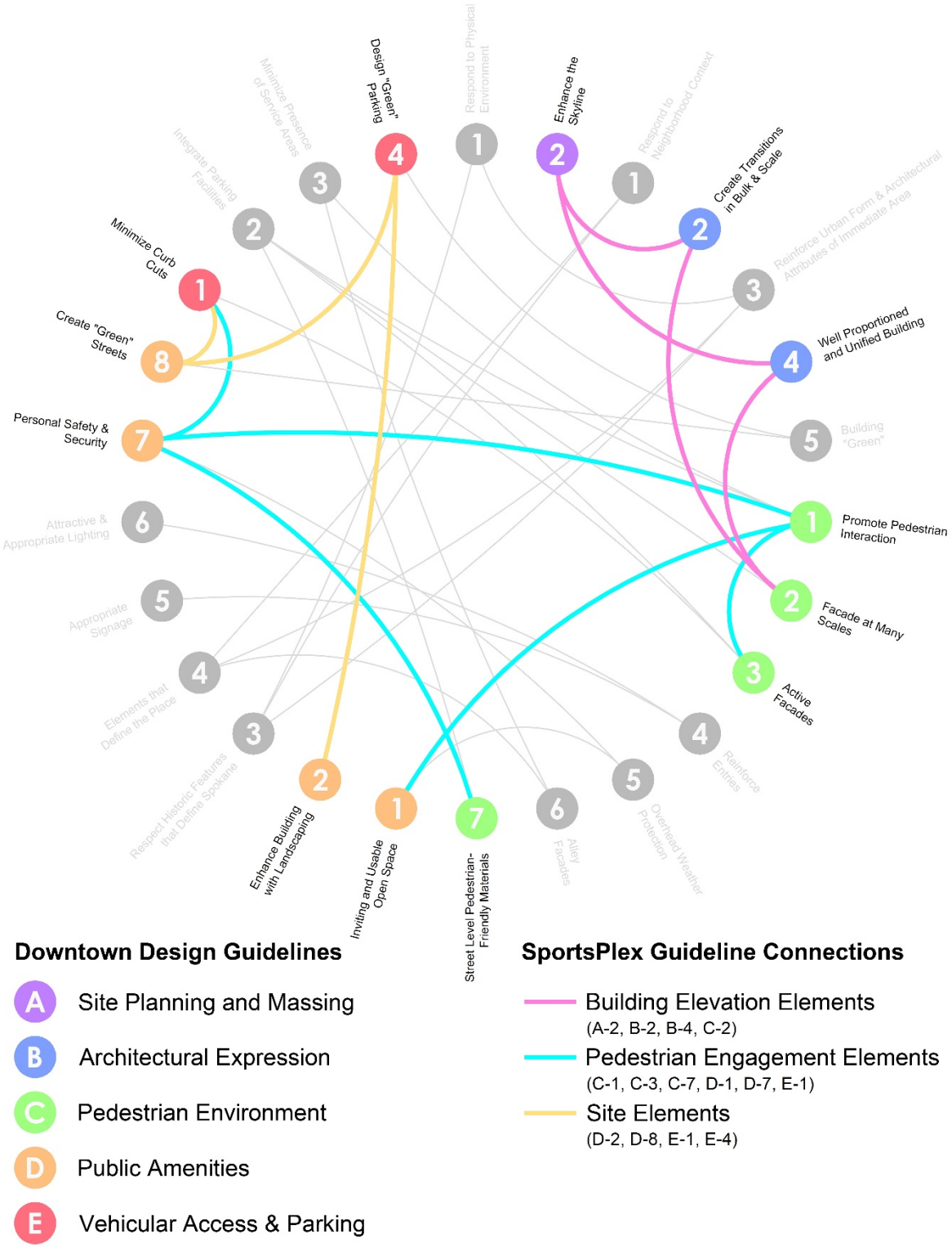


Figure 1. Design Guidelines Connections for SportsPlex

Building Elevation Elements

2. Enhance the Skyline (A-2)

   Does the board feel the building top lends a distinctive identity to the building and contributes to the skyline of Downtown Spokane?

3. Creating Transitions in Bulk and Scale (B-2)

   Does the board feel that the project's design has successfully reduced the apparent scale of the building at the Dean Avenue street level façade via articulation, fenestration, and architectural details?

4. Design a Well-proportion and Unified Building (B-4)

   Does the board feel that the project's design has incorporated features within the building's form that help orient people to their surroundings while enhancing their comfort and sense of security?

5. Design Façades at Many Scales (C-2)

   Does the board feel that the project's design presents a modulated façade that reflects the activities within the facility, and does so through an arrangement of architectural elements that enhance orientation, comfort, and visual interest for pedestrians?

Pedestrian Engagement Elements

6. Promote Pedestrian Interaction (C-1)

   Does the board feel that the project's design provides a continuous, visually-rich experience along its Dean Avenue ground floor street front, and does it provide protection from wind, sun, rain, sleet and snow via awnings or overhangs? Does the street frontage provide places where people can stop to sit, rest and visit, while providing gathering places for a variety of activities during all hours and seasons?

   With the vacation of Cataldo Avenue and the proposed elimination of an east/west pedestrian connectivity though the site, it should be noted that the resultant distance between east/west pedestrian connections along Washington Street (at North River Drive and at Dean Avenue) will be over 550' and that the distance between pedestrian connections along Howard Street (at the Centennial Trail extension through the North Bank Playground and at Dean Avenue) will be over 635'.

   Given the revision to the project's design, which has eliminated the pedestrian connection through the site along the south frontage, does the board feel that the revision sufficiently addresses pedestrian interaction?

7. Provide Active Façades (C-3)

   Does the board feel that any aspect of the Dean Avenue street-facing façade would limit pedestrian interaction with the building, or lead to any 'deadening' of the street environment?

8. Install Pedestrian-Friendly Materials at Street Level (C-7)

   Does the board feel that the material used at the Dean Avenue street level is of a sufficient level of detail and quality to project a sense of physical and emotional comfort to pedestrians?

9. Provide Inviting and Usable Open Space (D-1)

   Does the board feel that the open space provided in the design is visually pleasing, healthy, and safe, while providing an active environment for workers, residents, and visitors?

10. Design for Personal Safety and Security (D-7)

    Does the board feel that the project's design promotes a feeling of personal safety and security, for people of all ages throughout the year during all hours of the day?

11. Minimize Curb Cut Impacts (E-1)

    Does the board feel that the project's proposed curb cuts and other accommodations (onto & across Dean Avenue, Howard and Washington Streets) adequately reduce the exposure of pedestrians to moving vehicles?

Site Elements

12. Enhance the Building with Landscaping (D-2)

    Does the board feel that the proposed landscaping is generous in application and that the project's design promotes a feeling of personal safety and security, for people of all ages throughout the year during all hours of the day?

13. Create 'Green' Streets (D-8)

    Does the board feel that the project's design for its streetscape (and private lanes) enhances the pedestrian environment while reducing adverse impacts on water resources and the surrounding micro-climate?

14. Minimize Curb Cut Impacts (E-1)

    Does the board feel that the project's proposed curb cuts (onto Dean Avenue, Howard and Washington Streets) adequately reduce the exposure of pedestrians to moving vehicles?

15. Design "Green" Parking (E-4)

    Is there an opportunity to mitigate impervious pavement impacts by incorporating "green" construction methods for stormwater, landscape and paving (especially in and around the expanded on-site parking and drive aisle located on the east side of the facility)?

NOTE: During a meeting on Friday, September 27, 2019 with the applicant, general contractor, project architect, urban design staff and permitting staff, permitting staff stated the currently proposed design appears to meet the minimal requirements to comply with the design standards for Articulation and Treatment of Blank Walls. The board can craft recommendations that provide further guidance on the above subjects, within the confines of the Downtown Design Guidelines.

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 Development Services.

Policy Basis

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

DESIGN REVIEW BOARD FILE NO.DRB 1901

Spokane SportsPlex

1 - Program Review/Collaborative Workshop

Design Review Staff Report

February 22, 2019

Planning & Development Services Department Staff:
Alex Mann
Urban Designer
(509) 625-6146
amann@spokanecity.org

Dean Gunderson
Senior Urban Designer
(509) 625-6082
dgunderson@spokanecity.org

Applicants:
ATTN: Colin C. Anderson
Integrus Architecture
10 S. Cedar St.
Spokane, WA 99201
(509) 838-8681
canderson@integrusarch.com

ATTN: Monte Koch
Public Facilities District
mkoch@spokanepfd.org

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**

Advisory Actions

Advisory Actions of the Design Review Board will be forwarded to the Planning Director and CEO of the Public Facilities District.

Project Description

Please see applicant's submittal information.

The applicant is proposing either partial or full vacation of Cataldo Avenue, as well as partial vacation of Dean Avenue.

Location & Context

The Site is located within the north central area of the Riverside Neighborhood.

Per the applicant's submittal:

> *The Sportsplex site is located adjacent to the north edge of Riverfront Park, east of Howard Street and the Spokane Arena, south of Dean Avenue and the existing [Public Facilities District] parking facilities, and west of Washington Street. It is located on a 20-foot bluff of basalt overlooking Riverfront Park.*

The Site of the proposed Spokane Sportsplex is composed of multiple parcels with different owners:

- Owned by GW Investments LLC: Parcel 35181.4206 features a two-story, masonry commercial structure which fronts W. Dean Avenue. Per correspondence with the applicant, this building is not eligible for historic listing and can be demolished.
- Owned by the City of Spokane:
    - Parcel 35181.4205 features a single story, masonry and concrete warehouse-style structure with a large brick chimney, known as "The Carnation building". The building fronts W. Dean Avenue. Per correspondence with the applicant, this building has had its Certificate of Appropriateness for demolition approved and can be demolished.
    - 35181.4406 hosts Riverfront Park Parking Lot 5 while 35181.4409 is mostly vacant with a portion used for Lot 5. 35181.4202, .4203, .4224, .4225, and .4226 are host Riverfront Park Parking Lot 3.
    - 35181.4204 features a large basalt outcropping, and sees overflow parking from the adjacent veterinary office.
- Owned by Spokane Federal Credit Union: Parcel 35181.4231 hosts a parking lot and storage structure. The applicant is in negotiations with the parcel owner to acquire space for parking on this parcel.

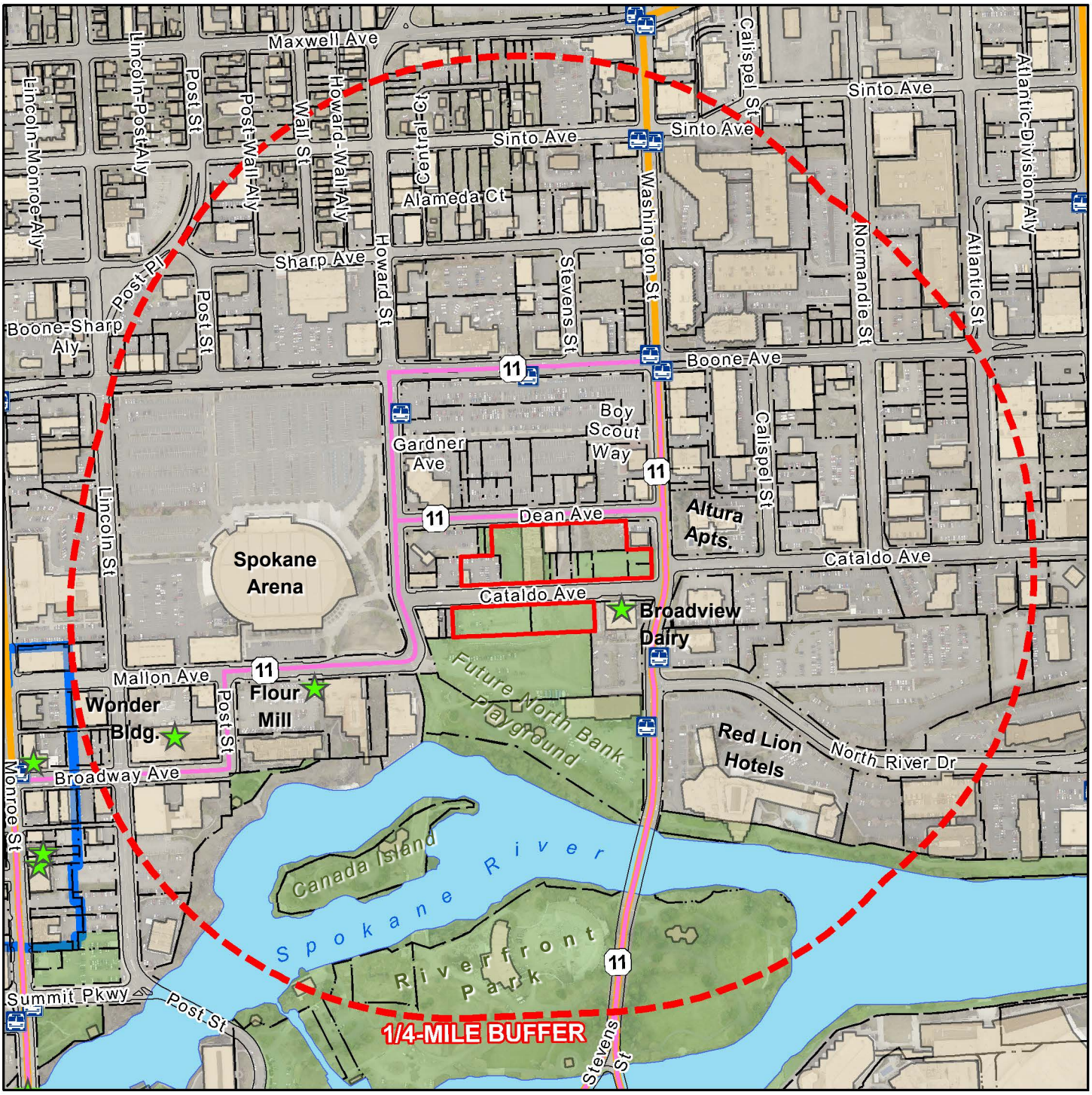
<u>Transit</u>

Route 11: Plaza Arena Shuttle traverses W Dean Street, N Washington Street, W Boone Avenue and W Mallon Avenue, and N Howard Street.

Route 27: Hillyard and Route 39: Mission travel north-south along N Washington Street.

Nearby bus stops include:

- Stop [#3/37/54] and stop [#6/38/70] near the intersection of Washington Street and North River Drive,
- Stop [#7/71] and stop [#35/52] near the intersection of Washington Street and Boone Avenue,
- Stop [#11/12] on the south side of W Boone Avenue immediately north of the Arena overflow parking lot, and
- Stop [#21/39] on N Howard Street immediately west of the Arena overflow parking lot.



1/4 MILE BUFFER
Spokane SportsPlex

N
W E
S

0 375 750 1,500 Feet

MAP KEY

- Historic Property
- 1/4 Mile Site Buffer
- Site Boundary
- Parcel
- Existing Structure
- City Park

STA Bus Stops

- Stop Location

STA Bus Routes

- All Routes
- Plaza Arena Shuttle

Character Assets

- The North Bank hosts such landmark structures as the Spokane Arena, the Spokane Continental Bakery building (aka, the Wonder building), the Broadview Dairy building, and the Flour Mill building. Additional nearby points of interest include The Upper Falls condominiums, the Spokane Civic Theatre, Hunter Veterinary, Red Lion Hotels, Altura Apartments, ILF Media, David Evans & Associates and the Federal Credit Union.
- The Spokane Arena, specifically, hosts a pedestrian plaza to the west of the project at the corner of W Mallon Avenue and N Howard Street, as well as surface lot event parking to the north of the project.
- The North Bank of the Downtown affords significant views of the Spokane River, Riverfront Park and the City's skyline.
- There are four (4) street trees on the north side of W Dean Avenue which border the Subject Site's parcels and appear mature and in good health.
- The site features significant basalt rock outcroppings.
- The Subject Site is bordered to the south by the soon to be constructed North Bank Riverfront Park playground. There are opportunities for pedestrian connections between the Subject Site and Park playground at the southwestern site corner.

Historic Context

The following National Register of Historic Places designated structures rest within ¼ mile of the subject site. Information for the following descriptions were extracted from the Spokane Historic Preservation Office website, www.historicspokane.org.

The Broadview Dairy Building

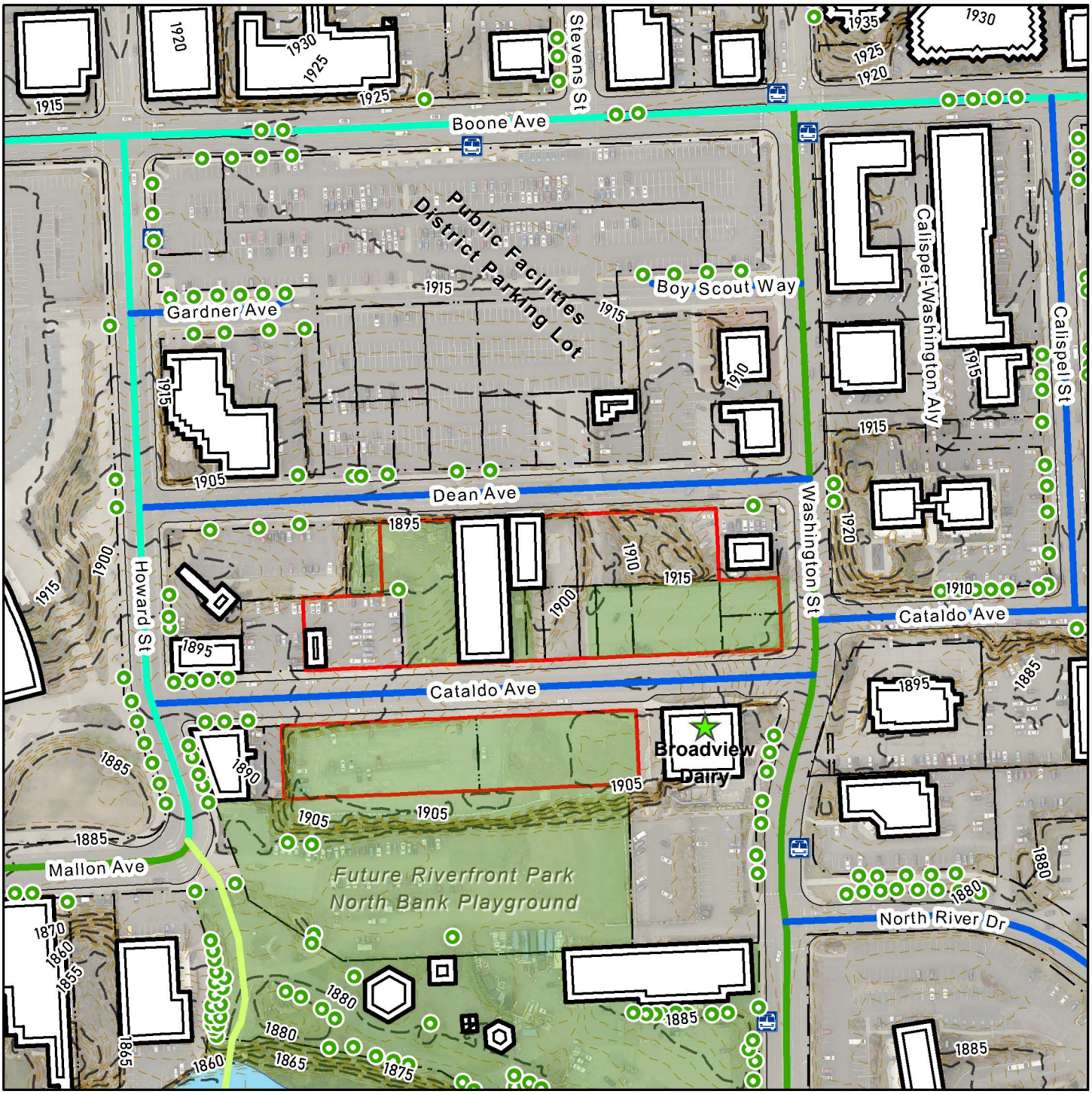
The Subject Site's southeastern corner is immediately adjacent to the Broadview Dairy historic building (addressed 411 W Cataldo Avenue). This four-story masonry building was built in 1910 in a simplified Italianate Style with a 1948 masonry addition in a non-descript commercial style. The Broadview Dairy was one of several commercial dairy operations established in the Spokane area around the turn of the 20th century, and it is the only local dairy business still in operation. Allen H. Flood, who first arrived in Spokane in 1889, the year of the Great Fire, founded Broadview between 1896 and 1897. Originally from Buxton, Maine, Flood helped survey Hays Park Addition and a part of what is now Hillyard, and also engaged in the lumber business before establishing his dairy. Under Flood's direction, Broadview Dairy was a leader in campaigns for dairy operations betterment; it was the first commercial dairy in the state to test for tuberculosis and get rid of infected cows, and also led the fight for pasteurization in the Inland Northwest. The operation was known as the Broadview Dairy from its inception to 1946, even though Carnation acquired Broadview in a stock exchange in 1929. Architect R. Edward Vincent designed the building.

The Flour Mill Building

The Flour Mill is a physical reminder of the centrality of water power in Spokane's history; nearly all of the early development of the city was directly related to the majestic falls of the Spokane River. The Spokane Flour Mill, built in 1895, was one in a series of mills built along the falls prior to 1900. It did not come into operation, however, until 1900 because the property became mired in a complex international lawsuit that was one of the most explosive and longest-fought battles in the city's legal history. The mill was adaptively renovated as a shopping center in conjunction with preparations for the World's Fair that Spokane hosted in 1974. Shoppers and diners at the Flour Mill now enjoy a view of Riverfront Park, the legacy of Expo '74 and the centerpiece of the city. The Flour Mill stands as a unique reminder that Spokane's history and wealth began in the power of the falls and endured through the bounty of the surrounding countryside.

Spokane Continental Bakery Building (aka, the Wonder building)

Located a few hundred yards north of the Spokane River in an industrial/commercial section of Spokane, Washington, the warehouse building features a symmetrical pattern of tall windows that offer narrow between-building- views of the Spokane River. Common to most early 20th-century industrial/commercial warehouses, the bakery building's exterior and interior are plain with little articulation or embellishment, and reveal common-bond brick masonry, an open and spacious interior with a combination of concrete-brick-wood plank floors, exposed brick masonry perimeter walls, high ceilings of 12 feet or more, and exposed structural posts and beams made of wood, concrete, and steel.



EXISTING CONDITIONS
Spokane SportsPlex

N
W E
S

0 150 300 600 Feet

MAP KEY

- Existing Tree
- STA Bus Stop
- Historic Property
- Parcel
- Site Boundary
- Existing Structure
- City Park
- 5' Index Contour
- 1' Contour

Complete Streets

- Bike/Pedestrian Path
- Type I Complete Street
- Type II Complete Street
- Type IV Complete Street

Regulatory Analysis

Zoning Code Requirements

The Site is zoned DTG. 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.

Downtown Design Standards

Section 17C.124.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.590 follow SMC 17C.124.015, Design Standards Administration.

> *All projects must address the pertinent design standards and guidelines. A determination of consistency with the standards and guidelines will be made by the planning director following an administrative design review process. 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. An applicant may seek to deviate from eligible standards and guidelines through the design departure process; see chapter 17G.030 SMC, Design Departures.*

Being that this project is seeking a Design Departure, and does not require a discretionary decision of the hearing examiner, the permit shall follow the Type II application process. Per Section 17G.030.030, Review Process, Part B, Type II Procedure, Items 1 & 2:

> *The following proposals are processed through a Type II procedure:*
>
> 1. *A permit for a development seeking a design departure, which does not require a discretionary decision of the hearing examiner, shall follow the Type II application process.*
>
> 2. *Role of Design Review Board.*
> *The design review board reviews the application and makes a recommendation to the planning director. The review of the design review board may occur either before or during the public comment period on the underlying permit application.*

Urban design staff offers the following summary and discussion of design standards applicable to this project:

Section 17C.124.510 Windows – Building Design

Per SMC 17C.124.510(A), Purpose:

> *In the downtown the facade and window standards are required in order to:*
>
> 1. *provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
>
> 2. *encourage observation or viewing opportunities by restricting fortress-like facades at street level; and*
>
> 3. *avoid a monotonous pedestrian environment.*

Dean Avenue is a Type IV complete street and, as such, the north façade is subject to the requirements of SMC 17C.124.510. Per Part B, Item 1:

For buildings facades visible from, fronting on, and located within sixty feet of a lot line of a complete street the minimum percentage window glazing requirements found within Table 17C.124-4 Complete Street Window Standards apply. On the ground floor, display windows may be used to meet half of the requirement. (R)

Table 17C.124-4, Complete Street Window Standards for DTG (Downtown General) zones reads as follows:

	DTG (Downtown General)
Window Requirement of Facades of Non-residential Uses Fronting a Complete Street by Street Type	Type I, II, IV
Ground Floor Facades between 2 and 10 feet	60%
Between 10 and 40 feet	40%

Additional code items of relevance include Part B, Items 4 and 5:

4. *In all cases, required window glazing between two and forty feet shall comprise of clear, "vision" glass allowing views into the interior. (R)*

5. *Blank wall areas on street facing facades <u>may not extend more than twenty-five feet</u> without a window, glass-covered display area, entryway, or a recessed area of a minimum size of two feet deep by six feet wide by ten feet high.*

<u>The applicant is seeking a design departure from this design standard for the north façade front Dean Avenue.</u> Per the applicant's submittal:

<u>Achievement</u>: Due to the [proposed] vacation of Cataldo Avenue, we are not within 60' of a complete street on the East or West elevations, so these are not governed by this section. The south elevation to the bluff is also not governed by this section. The north façade is within 60 feet of Dean Avenue. Due to the activities taking place, we are looking for a design departure for the percentages listed in table 17C.124-4. We do comply with the 40% requirement for the area 10 feet up to 40 feet. We do not comply with the 60% requirement from 2 feet up to 10 feet. This is a sports facility. There is a concern with glass at the athlete level for both safety and durability. This is also a ticketed venue and providing the opportunity for "free" viewing is not ideal.

<u>Departure</u>: We have provided very large viewing windows that will allow pedestrians across the street to see into the building, just not at the floor level. For pedestrians on the adjacent sidewalk, we have angled the building to provide areas for interactive landscape and art at the 2 foot to 10 foot level. This landscaping will consist of seating benches. Art concepts are not complete, but wall of sports fame ideas are being discussed.

Topics for Discussion:

- How might a departure from the window requirement for ground floor façades between 2 and 10 feet on the frontage of Dean Avenue fulfill the three purpose statements for this design standard?
- Does the applicant intend to resolve any portions of blank wall on the Dean Avenue façade such that no portion extends more than twenty-five feet?

<u>Section 17C.124.520</u> Base/Middle/Top – Building Design

A. *Purpose.*
To reduce the apparent bulk of the buildings by providing a sense of "base" and "top."

B. Base/Middle/Top Implementation.

1. *Buildings shall have a distinct "base" at the ground level, using articulation and materials such as stone, masonry, or decorative concrete. (P)*

2. *The "top" of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection. (P)*

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Section 17C.124.530 Articulation – Building Design

Per SMC 17C.124.530(A), Purpose:

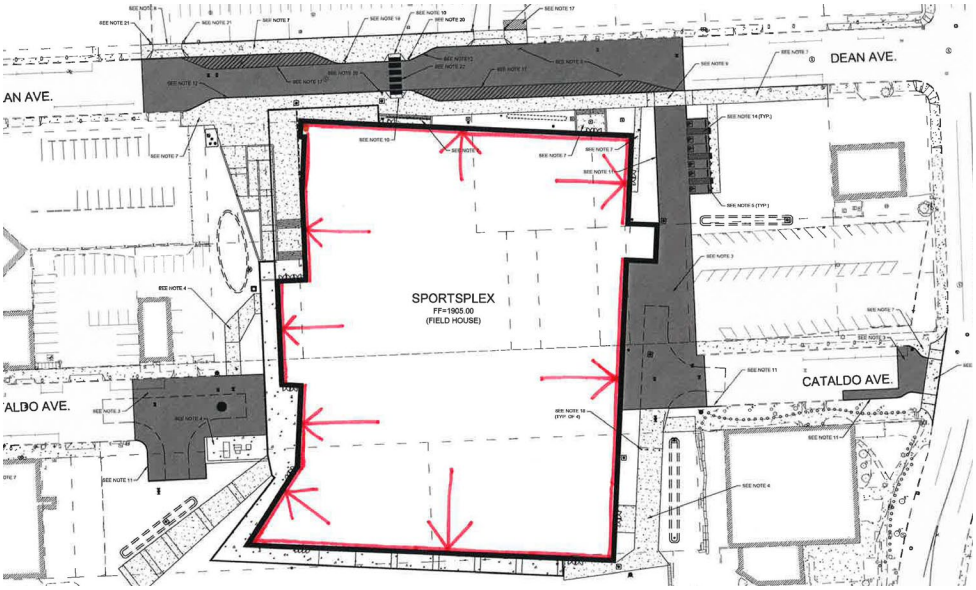
To reduce the massiveness of larger buildings.

Per SMC 17C.124.530(B), Articulation Implementation:

1. *Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building's mass. Simply changing materials or color is not sufficient to accomplish this. (R)*

2. *Articulation shall be provided along facades visible from the street, as well as from neighboring residential areas. (P)*

The image below depicts the façades which exceed 50' and are conceivably visible from a street (based upon site plan received Feb. 20).



Topic for Discussion:

- How might portions of the building façade which exceed 50' in length fulfill the purpose of this design standard and meet the requirements of articulation implementation?

Section 17C.124.540 Prominent Entrance – Building Design

A. Purpose.
To ensure that building entrances are easily identifiable and clearly visible from roads and sidewalks. The purpose is also to have weather protection at building entrances.

B. *Prominent Entrance Implementation.*
Principal entry to the store/building shall be marked by at least one element from Group A and one element from Group B: (R)

1. *Group A.*
   a. *Large entry doors.*
   b. *Recessed entrance.*
   c. *Protruding entrance.*
2. *Group B.*
   a. *Canopy.*
   b. *Portico.*
   c. *Overhang.*

Topic for Discussion:

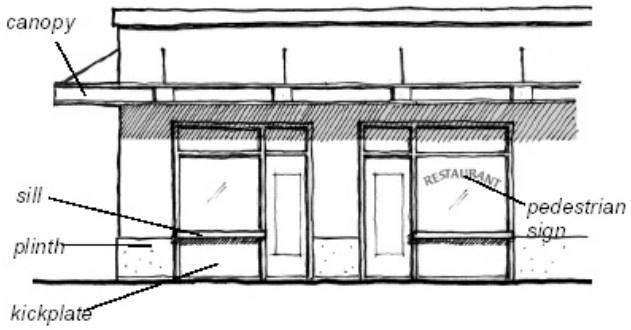
- Does the Board agree with the applicant's proposed solution?

Section 17C.124.550 Ground Level Details – Building Design

A. *Purpose.*
To ensure that buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape.

B. *Ground Level Details Implementation.*

1. *Ground level of building shall be pedestrian-friendly in scale, expression and use of materials. (R)*
2. *Ground floor of the buildings shall have at least three of the following elements: (P)*
   a. *Large windows.*
   b. *Kickplates for storefront window.*
   c. *Projecting sills.*
   d. *Pedestrian scale signs.*
   e. *Canopies.*
   f. *Plinth.*



Elements to be incorporated at ground level

Topic for Discussion:

- The applicant is proposing three of the design elements for the northwestern corner of the facility. Does the Board agree that the applicant's proposed solution fulfills the intended purpose of this design standard?
- Does the applicant's design departure proposal from the Windows design standard help to further fulfill the Ground Level Details design standard?

Section 17C.124.560 Roof Expression – Building Design

A. *Purpose.*
To ensure that rooflines present a distinct profile and appearance for the building.

B. *Roof Expression Implementation.*
Buildings with flat roofs shall have portions with pitched roofs, extended parapets or projecting cornices to create a prominent edge when viewed against the sky, especially to highlight major entrances. (P)

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Section 17C.124.570 Treating Blank Walls – Building Design

A. *Purpose.*
To mitigate blank walls by providing visual interest.

B. *Treating Blank Walls Implementation.*
Where windows are not provided on walls (or portions of walls) facing streets or visible from right-of-way, at least four of the following elements shall be incorporated: (R)

1. *Masonry (but not flat concrete block).*
2. *Concrete or masonry plinth at wall base.*
3. *Belt courses of a different texture and color.*
4. *Projecting cornice.*
5. *Projecting metal canopy.*
6. *Decorative tilework.*
7. *Trellis containing planting.*
8. *Medallions.*
9. *Opaque or translucent glass windows.*
10. *Artwork such as sculptures, murals, inlays, mosaics or elements integrated with the project.*
11. *Vertical articulation.*
12. *Lighting fixtures.*
13. *Recesses.*
14. *An architectural element not listed above, as approved, that meets the intent of this section.*

Topic for Discussion:

- Given that all four primary façades are visible from rights-of-way and would be subject to blank wall mitigation, does the Board agree with the applicant's proposed solution for all blank walls?

Section 17C.124.580 Plazas and Other Open Spaces

A. *Purpose.*
To provide a pedestrian-friendly environment by creating a variety of usable and interesting open spaces within private development.

B. *Plazas and Other Open Spaces Implementation.*

1. *New or renovated buildings over forty thousand square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrances. (R)*

2. *Plazas and other open spaces shall be a minimum of one square foot of plaza per one hundred square feet of building area. This area may count toward the interior landscaping required. (P)*

3. *Plazas, courtyards, and other pedestrian space shall include at least three of the following: (P)*

   a. *Special interest landscape.*

   b. *Pedestrian scale bollard or other accent lighting.*

   c. *Special paving, such as colored/stained concrete, brick, or other unit paver.*

   d. *Artwork.*

   e. *Seating, such as benches, tables, or low seating walls.*

   f. *Water feature.*

Topic for Discussion:

- Does the Board agree with the applicant's proposed solution?

Characteristics of Downtown Complete Street Designations

Per 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.*

NOTE: Given the proposal for street vacation, consideration should be given to the following portion of SMC 17C.124.035:

> *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.*

The site is located near to streets featuring the following Complete Street designations (see 'Existing Conditions' map on following page):

- **Type I – Community Activity Streets** (*Howard Street and Boone Avenue*)
  - 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 Streets** (*Washington Street and Mallon Avenue*)

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

- **Type IV – Neighborhood Streets** (*Dean Avenue and Cataldo Avenue*)
    - 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.

Other Regulatory Items

SMC 17C.200.040 – Landscape Types

Per the applicant's submittal:

> *The area is south of the proposed building along the south property line that abuts Spokane park property land. At this location there is no existing soil, but rather a continuous basalt bluff that drops 15'-18' below to park land.* The existing conditions will prevent the establishment of any type of visual screen. *This area is understood to be a future rock-climbing area integrated into the new park plan. We feel that this required vegetation would be a conflict with the park use and would be difficult to get any establishment of plant materials.*

As this is not a design standard written in an (R)(P)(C) format, there is no mechanism for design departure. Additionally, per SMC 17C.200.040(B), Other Property Perimeters, no planting strip would be required because Downtown zoned parcels (DT) which are adjacent to one another do not require planting strips between them.

> *A planting strip of five feet in width shall be provided along all other property lines except where buildings are built with no setback from the property line or where a parking lot adjoins another parking lot…*The type of planting in this strip varies depending upon the zone designation of the properties sharing the property line *(with or without an intervening alley) as indicated in the matrix below…* (Emphasis added.)

For additional information, see the above-mentioned code and matrix contained therein.

Pre-Development Comments

The following files are attached to this staff report:

- Pre-Development Conference Notes, January 31, 2019
- Spokane Urban Forestry Pre-Development Notes, February 7, 2019
- Spokane Regional Health District Pre-Development Conference Comments, January 30, 2019

City of Spokane Comprehensive Plan

Comprehensive Plan link

Urban Design Staff finds the following chapters and goals from the Spokane Comprehensive Plan relevant to the project and/or within the project's potential to implement:

Chapter 3: LU – Land Use

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

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.

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

LU 3.8 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

LU 5.1 Built and Natural Environment

Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.2 Environmental Quality Enhancement

Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, public lands and facilities throughout the city.

LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Chapter 4: TR – Transportation

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Goal: Meet mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS

Goal: Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

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.

Chapter 5: CFU – Capital Facilities and Utilities

CFU 5 ENVIRONMENTAL CONCERNS

Goal: Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.

CFU 5.2 Water Conservation

Encourage public and private efforts to conserve water.

CFU 5.5 Waste Reduction and Recycling

Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.

Chapter 8: DP – Urban Design & Historic Preservation

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

DP 1.3 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

DP 2 URBAN DESIGN

Goal: 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 2.10 Business Entrance Orientation

Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

DP 2.14 Town Squares and Plazas

Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

DP 2.15 Urban Trees and Landscape Areas

Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

DP 2.16 On-Premises Advertising

Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

DP 2.21 Lighting

Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 3 PRESERVATION

Goal: Preserve and protect Spokane's historic districts, sites, structures, and objects.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

DP 3.7 Protection of Archaeological and Historic Sites

Ensure that archaeological and historic sites are identified and protected.

DP 3.12 Reuse of Historic Materials and Features

Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.

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.

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

DP 4.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Chapter 9: NE – Natural Environment

NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

NE 1.2 Stormwater Techniques

Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

NE 5.5 Vegetation

Plant and preserve vegetation that benefits local air quality.

NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

NE 12.1 Street Trees

Plant trees along all streets.

NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design

Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use

Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Chapter 10: SH – Social Health

SH 3 ARTS AND CULTURAL ENRICHMENT

Goal: Support community image and identity through the arts and accessible art activities.

SH 3.1 Support for the Arts

Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.

SH 3.2 Neighborhood Arts Presence

Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

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.

SH 3.8 Community Festivals

Support celebrations that enhance the community's identity and sense of place.

SH 4 DIVERSITY AND EQUITY

Goal: Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds

from any housing choice or other subsidy program or alternative source of income.

SH 4.1 Universal Accessibility

Ensure that neighborhood facilities and programs are universally accessible.

SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.

SH 6.1 Crime Prevention through Environmental Design Themes

Include the themes commonly associated with Crime Prevention through Environmental Design (CPTED) in the normal review process for development proposals.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically to control access to property.

SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

Chapter 11: N – Neighborhoods

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.

N 2.1 Neighborhood Quality of Life

Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 2.5 Neighborhood Arts

Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

N 3 NEIGHBORHOOD FACILITIES

Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

N 3.2 Major Facilities

Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations

N 4 TRAFFIC AND CIRCULATION

Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

N 4.5 Multimodal Transportation

Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design

Design neighborhoods for pedestrians.

N 4.9 Pedestrian Safety

Design neighborhoods for pedestrian safety.

N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

N 7 SOCIAL CONDITIONS

Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.

Chapter 12: PRS – Parks and Recreation

PRS 1 PRESERVATION AND CONSERVATION

Goal: Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.

PRS 1.1 Open Space System

Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

PRS 1.4 Property Owners and Developers

Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

PRS 2 PARK AND OPEN SPACE SYSTEM

Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.

PRS 2.2 Access to Open Space and Park Amenities

Provide for linkages and connectivity of open space and park amenities.

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks in accordance with city adopted plans.

PRS 5 RECREATION PROGRAM

Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.

PRS 5.1 Recreation Opportunities

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

PRS 5.5 Indoor Recreational Facilities and Programs

Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.

PRS 6 COORDINATION AND COOPERATION

Goal: Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.

PRS 6.1 Duplication of Recreational Opportunities

Facilitate cooperation and communication among government agencies, nonprofit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.

PRS 6.2 Cooperative Planning and Use of Recreational Facilities

Conduct cooperative planning and use of recreational facilities with public and private groups in the community.

City of Spokane Downtown Plan

Downtown Plan "Fast Forward Spokane" link

Urban Design Staff finds the following goals from the Spokane Downtown Plan relevant to the project and/or within the project's potential to implement:

2.2 BUILT FORM AND CHARACTER

Goal: Foster and improve upon the unique, Downtown "sense of place"

Relevant Objectives:

- Preserve and enhance historic building stock
- Promote local identity and unified character with a focus on unique districts throughout Downtown
- Strive to reasonably protect solar-access in key areas as well as views of key amenities

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

Relevant Objectives:

- Increase parking supply in high demand areas and develop parking incentives
- Reduce the supply of off-street surface parking through higher and better uses of available land
- Increase modal share of alternative transportation
- Improve pedestrian and bicycle connections
- Encourage use of public transportation

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements
- Improve access to Riverfront Park and Spokane River for all modes of travel
- Link Downtown with a series of green space amenities

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

Relevant Objectives:

- Encourage LEED® certification for new construction
- Mitigate stormwater (i.e. increase permeable surfaces)
- Support a thriving and functionally sustainable street tree system

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.

Per the Downtown Design Guidelines:

> *A project would be considered successful at achieving the intent of the guidelines when [1] it will enhance how the public will perceive and use our public realm and [2] when the project address the three overarching principles that are supported throughout the design guidelines. These are:*
>
> 1. ***Contextual Fit***
>
> - *The project's site planning and massing respond to the larger context of downtown and the region, and*
> - *The building's architectural expression relates to the neighborhood context.*
>
> 2. ***Pedestrian Friendly Streets***
>
> - *The building's street façade creates a safe and interactive pedestrian environment,*
> - *The project's public amenities enhance the streetscape and open space, and*
> - *The project's vehicular access and parking impacts on the pedestrian environment and non-motorized travel are minimized.*
>
> 3. ***Sustainability***
>
> - *The project has minimized its ecological footprint to the extent possible.*

Additionally, the Downtown Design Guidelines (consistent with Section 17C.124.500(B)) state:

> *While the Downtown Plan and codes apply to generalized areas and conditions downtown in a prescriptive manner, design review provides the opportunity for flexibility based on the distinctive characteristics of the development site and its immediate surroundings. In working with…review board members, applicants may identify* equal or better *design solutions than would be required by code while still meeting the intent…The guidelines provide a framework for discussing how design solutions for a specific proposal on a specific site* can best address the urban design intentions *of the Downtown Plan and code.* (Emphasis added.)

Design Guidelines Relevant to this Project

Urban design staff finds the following design guidelines to be relevant to this project's successful achievement of the urban design intentions of the Downtown Plan and Spokane Municipal Code:

A: Site Planning & Massing
Responding to the Larger Context

A-1 Respond to the Physical Context

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

A-2 Enhance the Skyline

Design the upper portion of the building to create visual interest and variety in the Downtown skyline. Respect noteworthy structures while responding to the skyline's present and planned profile.

B: Architectural Expression
Relating to the Neighborhood Context

B-1 Respond to Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Create Transitions in Bulk and Scale

Building form should be consistent with the character of Downtown Spokane as an urban setting and create a transition in height, bulk, and scale of development; from neighboring or nearby areas with less intensive development, and between buildings and the pedestrian realm.

B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-4 Design a Well-Proportioned & Unified Building

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-5 Explore Opportunities for Building Green

Promote "green" buildings by choosing sustainable building and design practices whenever possible.

C: Pedestrian Environment
Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and material compositions that refer to the human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. The building façade should create and reinforce a "human scale" not only at the street level, but also as viewed from farther away.

C-3 Provide Active Facades

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce Building Entries

Design building entries to promote pedestrian comfort, safety, and orientation.

C-5 Consider Providing Overhead Weather Protection

Consider providing a continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities
Enhancing the Streetscape and Open Space

D-1 Provide Inviting & Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Building with Landscaping

Enhance the building and site with generous landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Respect Historic Features That Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

D-4 Provide Elements That Define The Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D-5 Provide Appropriate Signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people Downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Personal Safety & Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create "Green Streets"

Enhance the pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site and reducing the area of heat island. **(NOTE: Now administered by Complete Streets code.)**

E: Vehicular Access and Parking
Minimize Adverse Impacts

E-1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-3 Minimize the Presence of Service Areas

Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

E-4 Design "Green" Parking

Design places for parking that mitigate automobile impacts to air, temperature, and water; and improve the City's visual and environmental quality.

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 at the Collaborative Workshop:

Design Standards

- See the Regulatory Analysis, "Design Standards" section above for additional topics.

Interface with Riverfront Park and Other Points of Interest

- Given this projects downtown location and proximity to numerous areas of interest, how will the project address wayfinding that includes reference and direction to the Spokane River, Riverfront Park and its key features, the Spokane Arena, and other points of interest?
- Pedestrian connection(s) from the south edge of the site to the proposed North Bank Riverfront Park playground:
    - How will the project provide universal accessibility and wayfinding to the southwest corner pedestrian connection which links to the Howard Street Bridge pedestrian route and Spokane Arena plaza near the intersection of Mallon Avenue and Howard Street?
- How will stormwater management be integrated across the structure and site, including roof and hardscape runoff? Specifically, if discharging to the North Bank Riverfront Park project, how will this occur?
- The aesthetic transition from the basalt bluff to the site. Specifically, how will it support the interpretive efforts of the North Bank project either actively or by minimizing adverse impacts to the playground experience?
- What sensory impacts may the loading area have on the user experience of the North Bank playground?
- How can the development more fully incorporate the existing basalt outcropping to the northeast of the proposed building?

Pedestrian Environment

- Given the proposed vacation of Cataldo Avenue and subsequent loss of street and sidewalk connectivity, how will pedestrian travel be accommodated from east to west?
- How can will the impacts of loading zones be addressed to ensure a pleasant pedestrian experience?
- What impacts will fire access have on the site design?
- What addition detail can be provide for the proposed Dean Avenue streetscape, including the mid-block pedestrian crossing and bump-out?
- The applicant should consider the use of CPTED principles where applicable:
    - The CPTED concept packages quality planning and design standards into a development tool that supports public safety.
    - The Spokane Comprehensive Plan (Chapter 10, Social Health, Policy SH 6.5, Project Design Review), requests that CPTED be included in any analysis of projects that come

before the Design Review Board. Design review for crime prevention should result in recommendations that encourage voluntary, creative solutions rather than mandates, which require specific actions. To encourage exploration of these ideas early in the design process, the Board may wish to encourage the applicant to pursue CPTED principles as Advisory Actions resulting from the Collaborative Workshop.

- Per the Spokane Comprehensive Plan (Chapter 10, Social Health, Policy SH 6.1, Crime Prevention Through Environmental Design Themes), certain themes commonly associated with the CPTED approach include:
  - **Activities vs. Locations** – Create a presence of normal activity, which dominates the tone of acceptable behavior and ownership for any given space.
  - **Elimination of Anonymous Spaces** – Employ methods that create a perception of territorial ownership in public spaces, such as artwork (as approved by the Arts Commission) on bus shelters, underpasses, and parking lots, as one means to reduce vandalism.
  - **Friendly Streetscapes** – Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.
  - **Lighting** – Design lighting to specifically support safety, identification, environmental integration, beautification, attraction, and recreation.
  - **Variety of Uses** – Include a variety of uses in the same building, which helps to ensure that someone is around the building more frequently; e.g., residential and commercial uses in the same building.
  - **Natural Barriers** – Provide natural barriers, such as distance or terrain, to separate conflicting activities.
  - **Pedestrian Amenities** – Encourage public interaction and create street activity by providing pedestrian amenities, such as sturdy seating and pedestrian-level lighting in parking lots, walkways, entrances, and exits.
  - **Property Maintenance** – Create the impression that someone is monitoring a property by consistently maintaining the property in a way that conveys a pride of ownership.

- Consider how the design of walkways encourages year-round use, including but not limited to overhead protection from precipitation and snow/ice management, per SCP Policy NE 13.3, Year-Round Use and Downtown Design Guideline C-5.
- In what ways does the project's open space, especially plazas and gathering spaces, address SCP Policy NE 14.2, New Plaza Design?

Sustainability and Natural Environment

- In what ways will plant selection fulfill the SCP's desired benefits to local air quality, reduction in water use, habitat, and mitigation of the urban heat island?
- Because there will be significant waste generation from the facility, in what ways does the facility design program address SCP Policy NE 5.3 with regard to waste reduction and recycling?
- In what ways could extracted basalt from site demolition be re-used on site? How might basalt outcroppings be utilized aesthetically and interpreted in the landscape?
- Could materials from existing site structures to be demolished be reclaimed and reused in the project design?
- How might clean stormwater be captured on site for re-use as supplemental irrigation for landscaping?

Note

The Advisory Actions provided by the Design Review Board do 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 Code
City of Spokane Comprehensive Plan
Downtown “Fast Forward” Plan
Downtown Design Guidelines

Planning and Development
www.spokanecity.org

Pre-Development Conference Notes

Project Name: Spokane Sportsplex

To: Colin Anderson
Spokane Sportsplex
10 S Cedar St
Spokane, WA 99201
canderson@integrusarch.com
Phone: 838-8681

From: Patty Kells, Facilitator
Phone: 625-6447

Project Name: Spokane Sportsplex
Permit No.: B19M0014PDEV
Site Address: 444 W Cataldo
Parcel No.: 35181.4206
Meeting Date: Thursday, January 31, 2019

Thank you for attending a Pre-Development meeting with the City of Spokane. Below are notes summarizing the information that was presented to you at your meeting on Thursday, January 31, 2019. These notes are broken down into three sections:

Section 1: This section describes those proposed items specific to the building improvements with directives for code compliance addressed by the Building and Fire Departments as well as Spokane Regional Health District when warranted.
Section 2: This section describes all issues outside of the building within the property boundaries including landscaping, parking requirements and accessibility, utilities, traffic, and refuse addressed by Planning, Engineering, Traffic, and Solid Waste Departments.
Section 3: This section contains information for permit submittal, our intake process, and general information.

Please be advised that these notes are non-binding and do not constitute permit review or approval. The comments were generated based on current development standards and information provided by the applicant; therefore, they are subject to change. Comments on critical items will be highlighted in **bold** text.

Project Information:

A. Project Description: 131,400+ square foot sports facility-three floors.
B. Scope and Size: The scope of work is a new sportsplex/event center building with three levels.
C. Special Considerations: SEPA, Design Review, Street Vacations, Lands Commission, Type II Departure.
D. Estimated Schedule: TBD
E. Estimated Construction Cost: $40,000,000

Section 1 – Comments Specific to the Building

<u>Dermott Murphy - Deputy Building Official (625-6142):</u>

1. The size and scope of this project will require that a Washington State Licensed Architect stamp the plans. Plans not stamped by the architect must be stamped by an appropriate engineer.
2. Codes which will be used to approve this project will be the 2015 I.C.C. code series and the appropriate Washington State Amendment document for each. Exceptions to this will be the 2017 National Electrical Code and WAC 296-46B and the Uniform Plumbing Code 2015 and WAC 50-56. Accessibility Standards will come from Document ICC A117.12009. Non-Residential Energy Code (NREC), which applies to this project, is WAC 5111C.
3. NREC review needs to be completed and provided at the Intake of the project for review. Our permit application packet has NREC overview information. 4. All elements of this new construction project must meet IBC 2015 chapter 11 requirements for accessibility.
4. The designer of the structures will need to observe structural design requirements as shown in IBC chapter 16 for critical elements, including earthquake loading.
5. The designer of the structure will need to identify any methods of construction which require special inspections identified in IBC chapter 17.
6. Provide location of all accessory equipment (compressors, etc) and types.
7. Provide MEP with all design calculations as needed, manufacturers cut sheets, underground services, Plumbing fixture counts, riser diagram, etc as noted below
8. Provide details of all penetration items through fire walls if required.
9. Review chapter 11 for accessibility, and requirements

General Notes:

Drawings need to be site specific.

1. Stamped and signed plans as required
2. name/project name Jobsite legal description/address/Parcel #
3. Code study to include:
    a. Occupancy classification: Chapter 3
    b. Occupant Load w/area calculations & factor rating using Table 1004.1.2
    c. Floor Area
    d. Type of Construction: Chapter 6
    e. Height & Number of Stories
        i. If applicable, show Basement space, upper stories and adjoining spaces with area square footages & Occupancy Group.
4. Overall site plan- fully dimensioned. Key Plan showing adjoining units, if applicable with use of space.
5. Floor plans with all work to be performed details – fully dimensioned Elevations—interior & exterior as applicable
6. Structural cross sections as applicable
7. Engineered foundation as applicable
8. Soils report as applicable
9. Non Residential Energy Analysis: building envelope, electrical/lighting and mechanical portion as applicable
10. Electrical plan as applicable (see below)

11. Mechanical plan as applicable (see below)
12. Plumbing plan as applicable (see below)

Not all sections will apply to your project

13. Plumbing plan to include:
    a. Civil drawings showing all utilities to structure w/sizing i.e. water, sewer, storm, & fire main
    b. Size and location of drain, waste, and vent lines within building—when applicable. Include isometric drawings.
    c. Restroom facilities with fixture units.
    d. Sand traps and grease traps with sizing calculations—when required.
    e. Location of back-flow prevention devices.
    f. For remodels and additions show all existing fixtures.
    g. Water pipe drawings with sizing & calculations

Mechanical plan reviews are based on the 2015 edition of the International Mechanical Code (IMC) and International Fuel Gas Code (IFGC) unless otherwise directed. In order to perform a thorough Mechanical plan review, the following specifications, drawings and details should be submitted.

Not all sections will apply to your project

14. Mechanical plan to include:
    a. Location, size and type of supply and return ducts.
    b. Location and type of fire damper—when required.
    c. Location and size of gas lines. Location of Gas meter
    d. Location and access for mechanical equipment
    e. Combustion air source
    f. Equipment Details
    g. Complete plan and specifications of all heating, ventilating and air conditioning work.
    h. Complete information on all the mechanical equipment and materials including listing, labeling, installation and compliance with referenced material standards.
    i. Details on the HVAC equipment including the equipment capacity (Btu/h input), controls, equipment location, access and clearances.
    j. A ventilation schedule indicating the outdoor air rates, the estimated occupant load/1,000 ft2 the floor area of the space and the amount of outdoor air supplied to each space.
    k. The location of all outdoor air intakes with respect to sources of contaminates.
    l. Duct construction and installation methods, flame spread/smoke development ratings of materials, flexible air duct and connector listings, sealing of duct joints seams and connections and duct support spacing.
    m. Condensate disposal, routing of piping and auxiliary and secondary drainage systems.
    n. Required exhaust systems, routing of ducts and termination to the exterior.
    o. Complete details of all Type I and Type II kitchen hoods, grease duct construction and velocity, clearance to combustibles and fire suppression system.

p. Details of all duct penetrations through fire-resistance rated assemblies including locations for all fire dampers, smoke dampers and ceiling radiation dampers along with applicable fire protection ratings and labeling requirements.
q. Method of supplying combustion air to all fired appliances, the location and size of openings and criteria used to size the openings.
r. Details on the vents used to vent the products of combustion for all fuel burning appliances including the type of venting system, the sizing criteria required for the type of vent and the routing of the vent.
s. Boiler and water heater equipment and piping details including safety controls, gauges, valves and distribution piping layout.
t. Details on the type and quality of refrigerant, calculations indicating the quality of refrigerant and refrigerant piping material and the type of connections.
u. Complete details on the gas piping system including materials, installation, valve locations, sizing criteria and calculations (i.e. the longest run of piping, the pressure, the pressure drop and applicable gas piping sizing Table(s) in the IFGC
v. Provide all details of smoke evacuation system

Not all sections will apply to your project

15. Electrical plan to include:
    a. ONE LINE, (from transformer to electrical equipment for new and existing)
        i. Wire size, type, and quantity for service and sub panel feeders.
        ii. Conduit size, type, and quantity.
        iii. Meters, Disconnects and panels.
        iv. Calculated load of service of the entire building.
        v. Fault current calculations for all new service equipment and sub panels to include re-fed existing gear
        vi. Series rating information when used.
        vii. Over current protection showing compliance with NEC 215.10 and 230.95.

    b. PANEL SCHEDULE
        i. Disconnect and panel size.
        ii. Volt amps on all branch circuits and calculated load of panel.
        iii. AIC rating and SCA available.
    c. FLOOR PLANS
        i. Location of all equipment on the entire structure (new and existing).
        ii. Location of all equipment, lights and panel boards.
        iii. Circuit numbers on all receptacle and lighting outlets.
        iv. GFCI protection for other than dwelling units per NEC (GFCI devices must be readily accessible)
        v. Lighting fixture schedule including fixture and lamp wattage, type of fixture and light details.

<u>Tami Palmquist – Associate Planner (625-6157):</u>

1. Please review our design standards for commercial buildings in the Downtown *17C.124.500-90,* specifically:
    a. Windows – **for buildings visible from, fronting on and located within 60ft of a property line of a complete street, 60% minimum glazing is required on ground**

floor façades between two and ten feet. On the ground floor, display windows may be used to meet half the requirement. 40% glazing is required between 10 and 40 feet.

b. Base/Middle/Top – **the "top" of the building shall be treated with a distinct outline with elements such as projecting parapet, cornice, or projection.**

c. Articulation - **Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building's mass. 17C.124.530.B.1.**

d. Prominent Entrance

e. Ground Level Details – **ground floor of the buildings shall have at least three of the identified elements in 17C.124.550.B.2**

f. Roof Expression

g. Treating Blank Walls – **where windows are not provided on walls facing streets, the façade shall provide at least four of the identified elements in 17C.124.570.B**

h. Plazas and Other Open Spaces – **new buildings over 40,000 square feet shall have plazas, courtyards, or other pedestrian spaces at or near their main entrance. Plazas/courtyards shall be a minimum of one square foot of plaza per 100 square feet of building area. This area may count toward interior landscaping requirements. The plaza or courtyard shall include at least three of the elements identified in 17C.124.580.B.3**

2. Signs: 17C.124.350

   A separate sign permit is required. The sign standards are stated in Chapter 17C.240 SMC, Sign Code.

Dave Kokot – Fire Prevention Engineer (625-7056):

1. The total area of the project is approximately 132,000 square feet. The occupancy is A4. The facility will be of Type IIB construction.
2. Construction and demolition shall be conducted in accordance with IFC Chapter 33 and NFPA 241.
3. The building will be required to be provided with fire sprinklers. (IFC 903)
4. Where the highest occupied floor level is more than 30 feet above the lowest lever of Fire Department access, Class I standpipes are required in each stairwell (IFC 905 amended by SMC 17F.080.030.B.11). Multiple standpipes in a building shall be connected to a common Fire Department connection (IFC 905 amended by SMC 17F.080.030.B.11) and no more than 150 feet from a fire hydrant along an acceptable path of travel (SMC 17F.080.310). A minimum of one outlet is required on the roof (IFC 905.4). The standpipe outlet pressure at the roof manifold shall be at least 100 PSI for buildings exceeding 5 floors in height above the lowest level of Fire Department access (IFC 905.2 amended with SMC 17F.080.480).
5. An emergency voice/alarm system with central monitoring is required for this building (IFC 907 amended with SMC 17F.080.110).
6. Smoke detectors are required above the panel, power supplies, annunciator, and other panels associated with the fire alarm system.
7. Duct smoke detectors (if required) shall be wired to a supervisory zone only, not an alarm-initiating zone, as per Spokane Fire Department policy and as provided in NFPA 90A. The codes require duct detection only on return air.
8. The Fire Department requires annual operating permits for specific operations for buildings and sites in accordance with Section 105 of the Fire Code.
9. Where a kitchen is provided with equipment that will produce grease vapors, a Class I kitchen hood is required and will be protected with a wet-chemical suppression system

(IFC 609.2). In addition, a Class K fire extinguisher will be located no more than 30 feet from the area of grease cooking (IFC 906.1). The type of equipment that is considered to generate grease vapors is established by the International Mechanical Code.

10. Carbon dioxide systems are required to be reviewed and permitted with the Fire Department if the system has more than 100 pounds of CO2.
11. A smoke control system is required for the building meeting IFC 909.
12. Fire extinguishers are required for A, B, E, F, H, I, M, R-1, R-2, R-3 and S occupancies in accordance with IFC 906 – Table 906.3(1).
13. Address numbers or other approved signs are required to be provided on the building in a visible location (IFC 505).
14. If the building is equipped with a fire protection system, a Fire Department key box will be required (IFC 506).

Eric Meyer – Spokane Regional Health District (324-1582):

Please see attached letter.

Section 2 – Comments Specific to the Site

Tami Palmquist – Associate Planner (625-6157):

1. These parcels are in the City's Downtown General (DTG) zone - All projects in Downtown Zones must address the pertinent design standards and guidelines.
2. *Note: Both Cataldo and Dean are Type IV Complete Streets (Neighborhood Streets); 3rd Avenue is a Type 3 Complete Street (City-Regional Connector Street)*
3. The use is classified as "Major Event Entertainment", which is an allowed use in the DTG zone.
4. **A Boundary Line Adjustment is required to aggregate all parcels to be built upon.**
5. **Design Review is required for the new structure as a public project.**
6. **Based on preliminary conversations and images of the proposed building, the project will require a Design Deviation for at least the lack of glazing between two and ten feet. If any other elements are identified during Design Review, those will also require Design Deviations, which can all be processed together. A Design Deviation as a Type II Land Use Application and can be applied for after the 1st Design Review meeting (Collaborative Workshop)**
7. The property is located in the downtown no parking zone – no off-street parking is required within the no-parking zone.
8. Screening in Downtown Zones: *17C.124.250*
    a. Garbage Collection Areas.
    All exterior refuse (including garbage, recycling, and yard debris) receptacles and refuse collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with the standards of chapter 17C.200 SMC, Landscaping and Screening.
    b. Mechanical Equipment.
    Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation tall enough to screen the equipment.
    c. Rooftop Mechanical Equipment.
    Mechanical equipment on roofs must be screened from the ground level of nearby streets and residential areas. Mechanical equipment shall be screened by

extended parapet walls or other roof forms that are integrated with the architecture of the building. Cell phone transmission equipment shall be blended in with the design of roofs.

d. Other Screening Requirements.
The screening requirements for parking, exterior storage, and exterior display areas are stated with the standards for those types of development.

9. Sidewalks and Street Trees: *17C.124.230*
   a. Sidewalks are required to be constructed and shall be at least twelve feet wide and consist of a clear walking path at least seven feet wide (in addition to a pedestrian buffer zone and planting zone for street trees per SMC 17C.200.050). Part of the sidewalk width may be located on private property. The sidewalk dimension shall be measured from back of curb to building facades or parking lot screening and other landscaping.
   b. Street trees must be installed and maintained by the adjacent property in all streets bordering development. Requirements for street trees and landscaping are stated in chapter 17C.200 SMC, Landscaping and Screening.
10. Landscape and Screening: 17C.200
   a. On all sites of more than 7,000 sq. ft. a Landscape Plan prepared and stamped by a licensed landscape architect, registered in the state of Washington, must be submitted at time of application for a development permit.
   b. Irrigation is required as per 17C.200.100
   c. Along all downtown zoned properties except where buildings are built with no setback from the property line: a five-foot wide planting area of L2 see-through buffer, including street trees as prescribed in SMC 17C.200.050, Street Tree Requirements. Remaining setback areas shall be planted in L3. Living ground cover shall be used, with non-living materials (gravel, river rock, etc.) as accent only. In addition, earthen berms, trellises, low decorative masonry walls, or raised masonry planters (overall height including any plantings shall not exceed three feet) may be used to screen parking lots from adjacent streets and walkways. *See also Parking Lot Landscaping below.*
   d. A Street Tree Permit is required for removal, pruning and planting of street trees in the right-of-way. Contact Urban Forestry for permit.
   e. In the downtown, Individual Planting Areas in tree vaults are required. Individual planting areas (or tree vaults) must be of a size to accommodate a minimum of 100 cubic feet of un-compacted soils per tree at a maximum depth of three feet. The average spacing for all tree sizes and types shall be twenty-five feet. Trees planted adjacent to parallel parking stalls with meters may be spaced twenty feet apart.
11. Parking Lot Landscape: 17C.200.040
In downtown zones an applicant must demonstrate to the director that the required elements found in 17C.200.040(F)(9) meet the intent of the Downtown Design Guidelines. Key design elements for these features include integrating storm water facilities, improving the pedestrian environment, and adding public amenities next to surface parking; outdoor sales and outdoor display areas so that they help to define space and contribute to a more active street environment.
   a. Surface Parking Lot Liner Walls in the Downtown Zones.
   b. **Surface parking lots must have a solid, decorative concrete or masonry wall adjacent to a complete street and behind a sidewalk.** The wall must have a minimum height above the surface of the parking lot of two and one-half feet and a maximum height of three feet. The wall shall screen automobile headlights from surrounding properties. A wrought iron fence may be constructed on top of the wall

for a combined wall and fence height of six feet. An area with a minimum width of two feet, measured from the property line, must be provided, landscaped and maintained on the exterior of the required wall. Such walls, fences, and landscaping shall not interfere with the clear view triangle. Pedestrian access through the perimeter wall shall be spaced to provide convenient access between the parking lot and the sidewalk. There shall be a pedestrian access break in the perimeter wall at least every one hundred fifty feet and a minimum of one for every street frontage. Any paving or repaving of a parking lot over one thousand square feet triggers these requirements.

c. Surface parking lots in the Downtown zones are subject to the interior parking lot landscaping standard sections (F)(2) through (F)(6).
d. . The exterior boundary of all surface parking lots adjacent to any public right-of-way must include trees spaced no more than twenty-five feet apart. The leaves of the trees or any other landscaping features at maturity shall not obscure vision into the parking lot from a height of between three and eight feet from the ground. The species of trees shall be selected from the city's street tree list. If street trees exist or are provided consistent with SMC 17C.200.050 then this landscaping strip may be omitted.

Patty Kells – Traffic Engineering Assistant (625-6447):

1. **SEPA is required**.
2. A traffic analysis has been submitted and currently under review. See Inga Note's comments.
3. You are working with Eldon Brown on the street vacation process and requirements. After the presentation at the PIES Committee meeting, a discussion of a change to the site plan presented for the pre-dev meeting will be considered.
4. All parking and maneuvering areas must be hard surfaced. All required parking, landscaping and onsite stormwater designs must be within the property lines and not in the public right-of-way.
5. Please dimension the parking stalls, accessible stalls and access aisles, travel lanes and driveway approaches on the site plan.
6. The parking stalls must be striped to current standards and for accessible barrier free parking spaces and aisles, the stalls must be shown and comply with the City of Spokane Standard Plan G-54 & B-80A. An accessible route of travel connecting to the nearest accessible entrances and to the public sidewalk is required, with a marked accessible route of travel. All barrier free spaces and aisles need to be designed, drawn, and noted on the plans per these standards. Note on the site plan the van-accessible stalls and the sign locations. The access aisle for van accessibility must be eight feet wide.
7. Adequate access and maneuvering for refuse/emergency vehicles is required per the City Standards and must be maintained during construction.
8. Any new or modified driveway access locations must be reviewed and approved by Traffic Engineering prior to permit issuance. All unused driveways must be removed and replaced with City standard curb and sidewalk. The maximum driveway width for commercial development, measured at the throat of the driveway, is thirty feet. All unused driveways must be removed and replaced with City standard curb and sidewalk.
9. Maintain clear view at intersections, pedestrian ways, and driveways. Pavement cut policy will be applicable and confine illumination lighting to the site.
10. A transportation impact fee will be assessed for this proposed project with credit given for the previous uses and based on the traffic analysis once accepted.

Inga Note – Traffic Planning Engineer (ICM) (62506331):

1. The applicant should look at ways to make the Dean crosswalk very visible and safe. Fencing for the parking lot to channel people to the crosswalk, bumpouts on both sides, etc.
2. How will deliveries be handled?
3. Buses will likely be used for team transportation. Where will these be staged for loading and unloading? They shouldn't continuously occupy the drop-off zone on Dean.
4. STA wants a bus stop location on Dean.
5. The site design needs to provide a good bike-ped route through Cataldo and around the building. Their response at the pre-dev was that a lot of people will probably go back to using the pathway along the river. I think this is true during the daytime. But at night the park may not feel as safe to some user groups. I was concerned with the pedestrian, bike, and delivery interaction on the west side of the building. It looks like they are providing a winding pathway up from the park and the corner of Mallon/Howard. This should be wide enough for comfortable use by bicycles and scooters, and should be obviously marked as the bike/ped route to the complex.
6. They should also stripe a north-south walk route through the middle of the parking lot north of Dean.

Traffic Study Comments:

1. We need an impact fee calculation
2. There should be a discussion of crosswalk safety on Dean
3. The traffic signal at North River drive should also be included in the analysis. Will the additional trips from the Sportsplex trigger the need for protected north-south phasing?
4. STA will need to add a bus stop on Dean. But the NB left turn from Washington to Dean can be difficult to make at certain times of the day. We would like to evaluate the idea of re-opening Garner Avenue as a public roadway, or at least allowing STA to run on it. It has a turn pocket on Washington and would be much easier for them to loop through this location.
5. The traffic study talks about the improvement in safety by closing Washington/Cataldo, but doesn't really discuss how the increased NB left turns at Washington/Dean will impact safety. We have had some collisions here.
6. The LOS calculation needs to be corrected for the Washington intersections as discussed in prior emails.

Mike Nilsson – Engineer (625-6323):

1. A vacation of Cataldo Avenue has been proposed between Washington and Howard, whether a full or partial vacation is requested is under consideration. The final configuration of the site as well as the proposed alignments for public infrastructure is yet to be determined.
2. There is an eight-inch PVC sanitary main in Cataldo Avenue and an eight-inch concrete main in Dean Avenue available for sanitary sewer connection.
3. Show all existing and proposed utility lines on the plan. A capacity analysis for the proposed sewer connection is required.
4. A new commercial side sewer shall be at least six inches in diameter, have a minimum slope of two percent and 3.5 feet of cover where vehicular traffic passes over, two feet minimum in other areas. Sewer and Water service separation requirements are 18 inches minimum vertical, five feet minimum horizontal. Sewer cleanouts shall be installed at every 100 feet and every angle 45 degrees or greater. See the City of Spokane Design Standards Section 4 for additional information on Sewers.
5. The proposed project is within the General Facility Charge (GFC) Waiver Zone, so GFCs will *not* be assessed for this project for new sewer/water service connections.

6. All storm water and surface drainage generated on-site must be disposed of on-site in accordance with *SMC 17D.060.140* "Storm water Facilities". Stormwater requirements can be found in the Spokane Regional Stormwater Manual (SRSM) and City of Spokane Design Standards Section 6. In general, any new impervious surface will require a geotechnical site characterization (report) and drainage report/plan. Please include a detailed Site Plan or Civil Plans, which show and clearly delineate existing and proposed sewer, water, drainage structures, dry well types, swale bottom areas and property lines. Show proposed and existing pavement. Geotechnical reports, drainage reports and civil plans must be stamped and signed by an engineer licensed in the State of Washington.
7. If stormwater is conveyed to the Parks North Bank site, it is likely their SEPA will need to be amended to include this new area.
8. Combining landscape and stormwater treatment areas per Eastern Washington Low Impact Development (LID) Guidance Manual is allowed. The link to DPE LID resources can be found at: https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Stormwater-permittee-guidance-resources/Low-Impact-Development-guidance
9. Roofs constructed of non-pollution generating roofs can be tight-line drained directly to drywells, provided any mechanical equipment located on the roof be hydraulically separated and treated accordingly.
10. Any drywells and subsurface drainage galleries (existing and proposed) for the site must be shown on the plans and registered with the Washington State Department of Ecology (DOE). Please send a copy of the completed registration form to the City of Spokane Planning and Development**.** See the following link at the Department of Ecology (DOE) website for information about the Underground Injection Control (UIC): https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program
11. The minimum drywell or gallery setback distances shall apply unless a recommendation from the geotechnical engineer states a lesser distance.
12. Most land-disturbing activities require as Erosion and Sediment Control (ESC) plan. Land-disturbing activities are activities that result in a change in existing soil cover (vegetative or non-vegetative) or site topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing and grubbing, grading and logging. ESC plan detailing how erosion and other adverse stormwater impacts from construction activities will be handled must be submitted to Engineering Services – Developer Services for review and acceptance prior to construction of said phase. See Section 9 of the SRSM for ESC requirements and applicability. The following link provides information on ESC training and certification programs: https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Certified-erosion-sediment-control
13. Include the following note on the plans: **"All broken, heaved or sunken sidewalk, curbs and driveway approaches adjacent to the project will be replaced or repaired whether caused by construction or not."**

Dave Kokot – Fire Prevention Engineer (625-7056):

1. An approximate site fire flow (obtained from IFC Table B105.1 and Table C105.1) is 7,750 GPM without automatic sprinklers throughout and requires eight fire hydrants. Site fire flow is 1,938 GPM with automatic sprinklers throughout and requires one fire hydrant.
2. There are six existing fire hydrants in the area that meet the code distance requirements for this project.
3. Site fire flow will be required to be maintained or provided during construction.
4. Fire hydrant spacing shall not be more than 500 feet (along an acceptable path of travel), within 500 feet of the property line for non-sprinklered buildings and 750 feet of the property line for fire sprinklered buildings (SMC 17F.080.030).

5. For commercial buildings, fire hydrants are required to be along an acceptable path of travel within 400 feet to all points around the building without fire sprinklers (IFC 507.5.1), and 600 feet for commercial buildings with fire sprinklers (IFC 507.5.1, exception 2).
6. Fire Department Connections for new fire sprinkler system installations shall be located no more than five hundred feet from a fire hydrant along an accessible path of travel unless where approved by the fire official.
7. Fire Department Connections for new standpipes shall be located no more than one hundred feet from a fire hydrant along an accessible path of travel unless where approved by the Fire Code Official.
8. Fire Department approved all-weather access must be provided to within 150 feet of any point around the outside of a building (IFC 503.1.1). For fully sprinklered buildings, this is extended to 165 feet (IFC 503.1.1, exception 1). Dead-end roads longer than 150 feet need approved fire apparatus turn-arounds (IFC 503.2.5). Fire apparatus turning radius is 50 feet external, 28 feet internal (SMC 17F.080.030.D.3). Minimum height clearance is 13 feet-6 inches (IFC 503.2.1). Fire lanes will have a maximum slope of 10 percent (based on IFC 503.2.7). Minimum width for fire access is 20 feet, unobstructed (IFC 503.2.1). Grass pavers are not allowed for fire lanes in the City of Spokane. Fire hydrants can be used to meet this requirement, and a new fire hydrant is indicated to provided on the south side of the building.
9. Buildings exceeding 30 feet in height and will be required to have a Fire Aerial Access lane of 26 feet wide along at least one side of each building (IFC D105.2). That is being shown on the north side of the building.
10. The proposal appears to meet the requirements of the Fire Code for fire access.
11. Fire access will be maintained during construction. The fire lanes will be maintained with an all-weather surface (IFC 3310.1).
12. The installation of security gates or barriers on fire access roads shall be approved by the Fire Department (IFC 503.6). If access to the site is required to comply with the distances around the building, at least one access gate will be setback a minimum of 48' from the edge of pavement. Gate openings will be a minimum of 14' wide, and open gates will not obstruct access to structures.

Mathias Bauman – Water Department (625-7953):

1. There are multiple existing domestic water services that will be removed for this project. If any existing services are not utilized, they must be disconnected at the main.
2. The six inch cast iron main in Cataldo Ave must be relocated once the street is vacated. As shown in the plans, a continuous loop in the City of Spokane's water distribution system will be required. A 30-foot no-build easement will be required for the proposed looped public water main.
3. There is a six inch cast iron water distribution main in Dean Ave available for the project.
4. The City of Spokane Water Dept. does not allow water services to cross over property lines; therefore, the parcels must be aggregated.
5. A hydraulic model will be required to prove that the design meets minimum standards.
6. Water line locations and distances from other utilities shall be shown in Standard Plans W-110, W-111 and W-112.
7. The City of Spokane Water Department Cross Connection Control and Backflow program rules and regulations shall be followed in accordance with Washington Administrative Code (WAC 246-290-490) and the City of Spokane Municipal Code 13.04.0814.
8. Calculated static water pressure is approximately 85-90 psi at the surrounding hydrants. Pressures exceeding 80 psi require a pressure reducing valve to be installed.
9. A utility site plan illustrating new water lines and/or services to be installed shall detail the location of new tap(s) and meter(s) prepared by a Professional Engineer licensed in the State of Washington. Water Department plan reviewers and inspectors will ensure that any new

water line(s) and Service line(s) needing backflow assemblies are installed in accordance with applicable rules and regulations. Water Department Water Service Inspectors, (north side) Harry Ward (509) 625-7845, (south side) Ryan Penaluna (625-7844) will review submitted plans and inspect on-site construction. Water Department Cross Connection Control Specialists, Donovan Aurand (509) 625-7968 and Lance Hudkins (509) 625-7967, will review any backflow assemblies where required.

10. Taps and meters can be purchased at Developer Services Center, located on third floor of City Hall -Spokane. Size of service(s) shall comply with International Plumbing Code. Tap, meter, and connection fees will comply with section 13.04 of SMC. Tapping of the water main and installation of new meters shall be done by City forces. All excavation and restoration is the owner's responsibility. All trenches and/or excavations must comply with current W.A.C. #296-155 part N. No City of Spokane employee will be permitted into any trench and/or excavation without proper shoring or sloping, no exceptions. Please see Water Department Rules and Regulations for information about tap and meter sizes and sewer/water separation requirements.

Rick Hughes – Solid Waste (625-7871):

1. The opening for a roll off compactor that is to be stored inside a building must be 14 feet tall by 12 feet wide. The floor must be level with the approach so that the truck lines up correctly with the compactor. Guide rails and stops will be required to return the compactor to its resting position.

Becky Phillips – Urban Forestry (363-5491):

Please see attached document.

Section 3 – General Information and Submittal Requirements

1. Site plan requirements are as shown on the attached "Commercial Building Permit Plan Checklist". For the permit intake submittal, please provide three (3) **Full Building Plan Sets** and an electronic copy of the **Site Sets**. ***Full Building Plan Sets*** shall include all plans created for this project: cover sheet, architectural, structural, plumbing, mechanical, electrical, civil engineered plans, landscaping and irrigation drawings. ***Site Sets*** shall include: cover sheet, overall site plan (either architectural or civil engineered), all civil engineering plans, landscaping and irrigation plans, and building elevations. Plans are required to be stamped and sealed by an architect, landscape architect, or engineer licensed to do business within the State of Washington. All reports and supporting documentation noted in departmental comments will also be required for the permit intake submittal (i.e. NREC, drainage report, geotechnical site characterization, etc.)
2. Please provide an electronic copy of site plans showing dimensions, ***property lines, and City Limits***, relative topography, all on-street signs and street markings, any new and existing frontage improvements, all structures, on-street storm drainage facilities, sidewalks, curbs, parking calculations and dimensions, dimension existing roadway, new and existing driveways and their locations, and other relative information. Show all existing topography in the public right-of-way such as street signs, water valves, hydrants, etc. All required landscaping must be within the property lines and not in the public right-of-way.
3. An Intake Meeting handout was provided to you in your packet at the Pre-Development meeting. Please call (509) 625-6300 to schedule an Intake Meeting to submit plans for a new commercial/industrial building, an addition to an existing building, a change-of-use, or a parking lot. Appointments must be made at least 24 hours in advance and can be scheduled for Monday through Thursday.
4. Please provide a complete set of plans to Spokane Regional Health District if food and/or

beverage handling business is planned.

5. If you would like a full Certificate of Occupancy on any portion of the permit prior to completion of the other phases, it is required to file separate permits for each phase. An additional $250 fee will be assessed for a Temporary Certificate of Occupancy and/or a Temporary Certificate of Occupancy extension per SMC 8.02.031M.
6. For additional forms and information, see my.spokanecity.org.

PRE-DEVELOPMENT NOTES Date Delivered: February 7, 2019

PROJECT: Spokane Sportsplex B19M0014PDEV
444 W Cataldo (Parcel 35181.4206)

To: Colin Anderson, Integrus Architecture
Cc: Dermott Murphy, Deputy Building Official, City of Spokane
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Anderson,

During the Pre-Development Conference on January 31, 2019 there was discussion regarding the development of the above property. There several existing street trees at this site and you will be required to install new trees as well per landscaping requirements.

I am attaching a map of the area that show the trees that are in the City of Spokane Street/Public Tree Inventory. You will see that these are identified by a green dot and those in the vicinity that may be affected by construction have been circled with red. Please take into consideration the movement of construction equipment and other construction activities. Tree Protection fencing will need to be installed around all street/public trees that are being retained within the scope of your project. I am including the City of Spokane Tree Protection Specifications with this packet. The contractor can install the fencing without a certified arborist onsite, but it must be installed per this specification prior to any construction activities and it must be maintained throughout the length of your project to minimize any damage to the trees. Please keep all soil, materials, and any other items out of the Tree Protection Zones at all times.

A licensed certified arborist is required to perform work on all trees in the right of way, including pruning (root & crown), removal, and installation of new trees. I am sending you a list of city approved Commercial Tree companies for your convenience. A Public/Street Tree Permit will need to be submitted prior to any removals and/or pruning and then again 10 days prior to new tree installation. The arborist you hire will be familiar with the permitting process.

In the design phase, please consider the placement of trees in relation to any business signs to avoid any future tree/sign conflict. You can find the City of Spokane Approved Street Tree list at spokaneurbanforestry.org. If you would like assistance in choosing appropriate species', feel free to contact our office.

Although an arborist is not required to plant trees on the interior of the property, all trees and shrubs must be planted according to V-101 and V-102 planting details as drawn by the City of Spokane Engineering Department. Please ensure these standards are met so as not to delay your Certificate of Occupancy.

Along with the Commercial Tree company list, I am enclosing a packet of other information that will be beneficial to you as you move forward with your plans.

Please let me know if I can be of any assistance to you.

Respectfully,

Becky Phillips
Urban Forestry Specialist, City of Spokane

808 West Spokane Falls Blvd. • Spokane, Washington 99201-3317
Phone: 509.363.5495 • FAX: 509.625.6205
www.spokaneurbanforestry.org

PRE-DEVELOPMENT PACKET Date Delivered: February 7, 2019

PROJECT: Spokane Sportsplex B19M0014PDEV
444 W Cataldo (Parcel 35181.4206)

To: Colin Anderson, Integrus Architecture
Cc: Dermott Murphy, Deputy Building Official, City of Spokane
Tami Palmquist, Associate Planner, City of Spokane

Dear Mr. Anderson,

The purpose of this Pre-Development Packet is to provide general information needed to meet Street Tree requirements in the City of Spokane. If the project includes planting, pruning (crown or roots), protecting or removing street trees then the information in this packet will assist you in meeting the requirements and avoiding delays in your project.

Urban Forestry also performs final landscape inspections for the interior of the property during the Certificate of Occupancy review. This includes making sure the landscape matches the approved design, and that design elements are installed in accordance with City of Spokane Municipal Codes. A licensed certified arborist is only required for the planting of street/public trees, but the planting standards and specifications are the same for interior trees, so please use the V-101 & V-102 as planting standards for all trees and shrubs on this site.

The documents included in this packet are as follows:

- Certified & Licensed Arborists in the City of Spokane
- Tree and Shrub Planting Details Diagram
- A Clear View: Vegetation & Traffic Safety Diagram
- Existing Sidewalk Retrofit Diagram
- Tree Protection Specifications
- Tree Grate Specifications

In addition, the documents below may be helpful to you as well and can be found at the corresponding websites:

Street Tree Permit Application available online at www.aca.spokanepermits.org
Approved Street Tree List available online at www.spokaneurbanforestry.org

Please pay particular attention to the following as these are the most common concerns:

1. Please use the City's standard tree and shrub planting details V-101 & V-102 (Attached)
2. No tree shall be planted within fifteen (15) feet of any driveway, alley, streetlight, utility pole, non-safety street sign (ex. parking, street name) or fire hydrant. No tree shall be planted within twenty (20) feet of a critical street safety sign (stop, yield, or pedestrian crossing). The potential placement

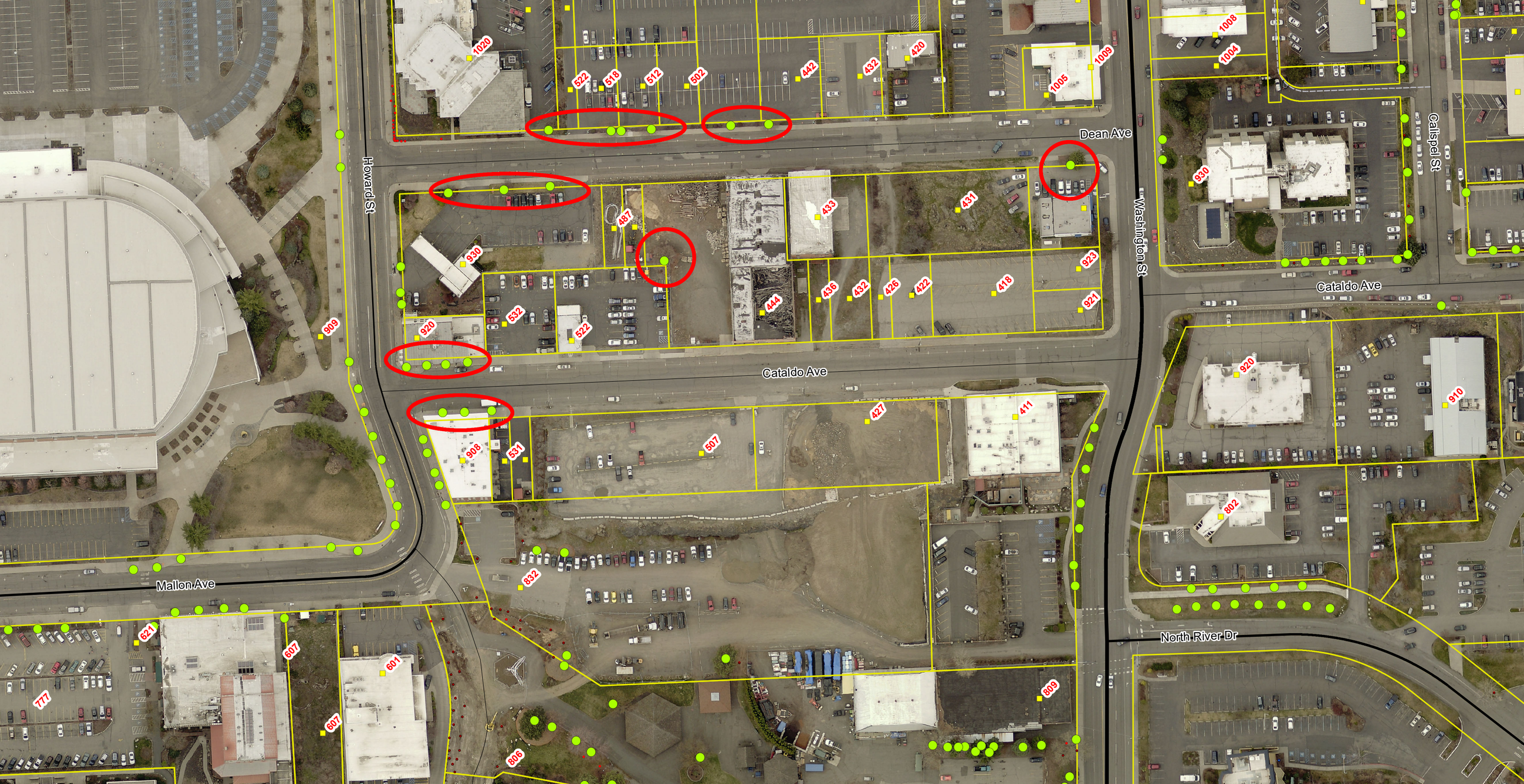
of street signs, street lights and utility poles shall be evaluated to lessen the conflict with the growth of existing street trees.

3. Any substitutions or revisions to the final approved plant schedule and planting plan must have written approval from Urban Forestry and the Landscape Architect prior to installation.
4. Please have a licensed Certified Arborist from the attached list submit a complete Street Tree Permit Application 10 days prior to tree work for this project.

The documents provided are also available on our website: www.spokaneurbanforestry.org or if you have any questions please contact Katie Kosanke at 509.363.5495 or kkosanke@spokanecity.org. Our intent is to provide guidance and assistance early in this process to ensure your project is successful; please do not hesitate to contact us.

Respectfully,

Katie Kosanke
Urban Forester, City of Spokane


Dean Ave
Howard St
Washington St
Calispel St
Cataldo Ave
Mallon Ave
North River Dr
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512
502
442
432
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1005
1008
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777

CITY OF SPOKANE PARKS & RECREATION URBAN FORESTRY

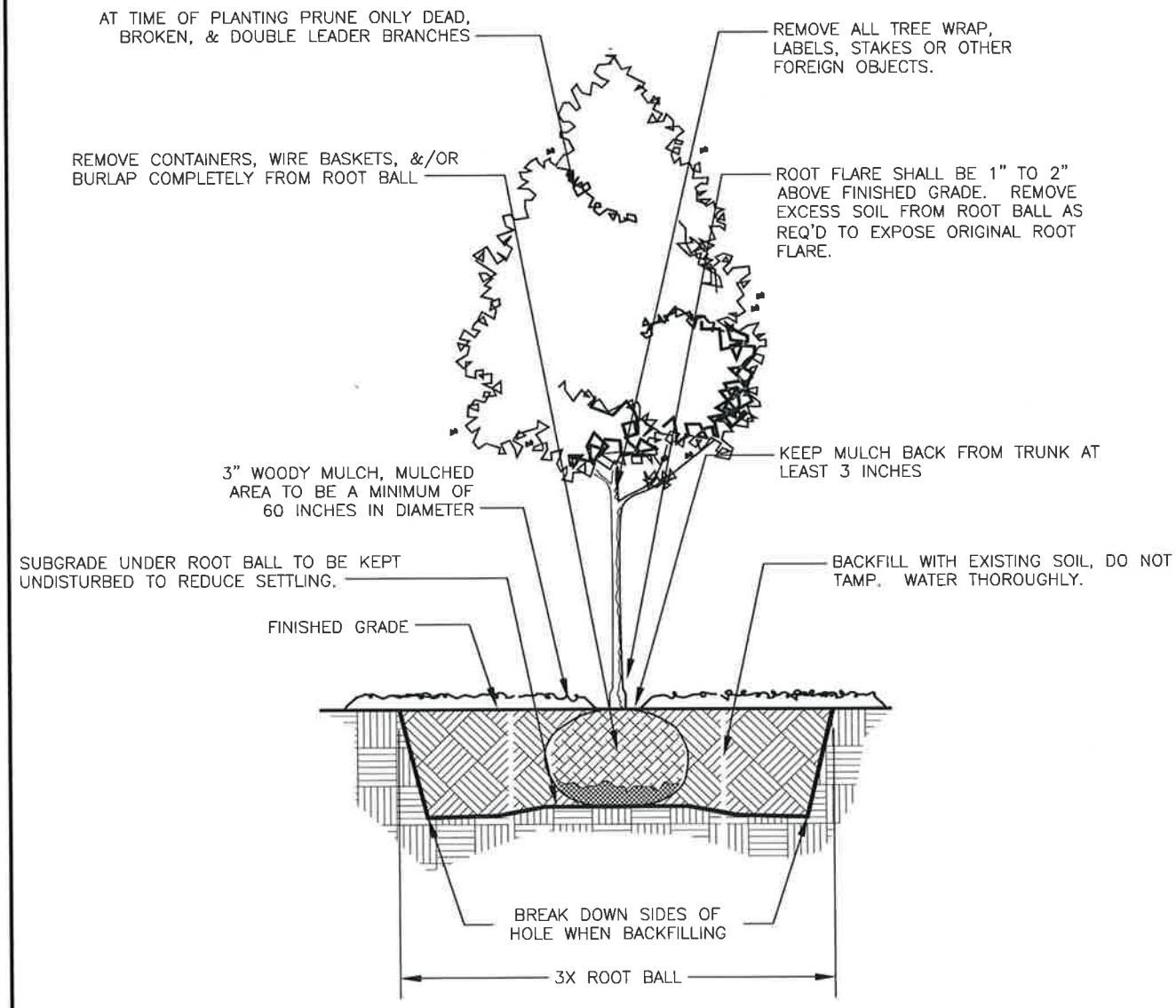
Certified & Licensed Arborists in the City of Spokane

www.spokaneurbanforestry.org

Company Name	Phone	Email/Website
A1 Tree Service*	509-623-0344	a1stumpremovalspokane@gmail.com
A.B.C. Consulting Arborists LLC*	509-953-0293	daniel@abcarborist.com
Aardvark Tree Service	509-891-7650	aardvarktree@live.com
Affordable Arborist Tree Care Inc	509-879-0577	evangeline_david@ymail.com
All Seasons Tree Service	208-660-7461	office@allseasonstreeservice.contractors
Aspen Landscaping Inc	509-993-3015	roxanneaspen@roadrunner.com
Bluebird Tree Care Inc*	208-651-3959	benlarsontree@gmail.com
Budget Arbor & Logging LLC	509-458-0838	mike@budget-arbor.com
C & C Yard Care Inc*	509-482-0303	chrisc@candcyardcare.com
Clearwater Summit Group Inc	509-482-2722	rnee@clearwatersummitgroup.com
Community Forestry Consultants Inc*	509-954-6454	cfconsults@comcast.net
Dan Dengler	970-401-0412	dandenglerlongboards@yahoo.com
Deep Roots Gardens & Landscaping	509-216-4835	christopher.re78@gmail.com
Dr. Spruce's Lore Axe LLC	208-659-2452	lincolnhammons@yahoo.com
Frontier Tree Service	509-487-8733	
Greenleaf Landscaping Inc	509-536-2885	Info@greenleafwa.com
Heindl Tree Care Inc*	509-475-9135	arborpaul@hotmail.com
Land Expressions	509-466-6683	frontdesk@landexpressions.com
Little Tree INW LLC	509-212-4972	clarkrjacob@gmail.com
Miller Tree Care LLC	509-981-4208	millertreecarellc@gmail.com
Northwest Plant Health Care, a division of F.A. Bartlett Tree Experts	509-892-0110	shogan@bartlett.com
Palms Tree Service & Landscaping	509-939-0460	darrenpalmer1@gmail.com
Pine Marten Tree Care	509-904-6345	loren@pinemartentreecare.com
Sam's Tree & Landscape LLC	509-217-0300	sam@samscapes.net
Selkirk Landscape Services	509-536-1919	selkirklandscape@gmail.com
Senske Services	509-891-6629	sjones@senske.com
Skyline Tree Service LLC	509-496-9793	crendall1@hotmail.com
Spirit Pruners*	509-979-3496	k@spiritpruners.com
Spokane Tree Pro	509-998-2771	spokanetreepro@gmail.com
Tall Tree Service	509-747-8733	talltreeservice@gmail.com
The DRB Company	509-701-3100	drbcompany@comcast.net
Treescapes Inc	509-992-8733	treescapes@roadrunner.com

*Currently qualified to provide Risk Assessments *~as of December 2018*

808 W. Spokane Falls Blvd., Spokane, Washington 99201-331, Ph.: 509.363.5495 • FAX: 509.625.6205



NOTES:

1. TREES BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. ALL 'ADVENTITIOUS ROOTS' AND 'SUCKERS' SHALL BE PRUNED AWAY PRIOR TO PLANTING.
3. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
4. TREES NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST. REPLACEMENT OF REJECTED TREES WILL BE DONE AT THE CONTRACTOR'S EXPENSE & NOT BY THE CITY OF SPOKANE.
5. LOCATIONS OF TREES TO MEET THE REQUIREMENTS OF DESIGN STANDARDS 3.5–2. ≥15 FT FROM DRIVEWAYS, ≥10 FT FROM DRAINAGE INLETS, ≥ 20 FT FROM DRYWELLS, NOT OBSTRUCT TRAFFIC SIGNS OR SIGHT TRIANGLES, AND 15 FT FROM UNDERGROUND UTILITIES
6. AFTER PLANTING, IF TREES ARE UNSTABLE, STAKING MAY BE USED BUT ONLY AS NECESSARY. AT 6 MONTHS, ALL STAKING MATERIAL SHALL BE REMOVED. IF TREE IS STILL UNSTABLE, AFTER 6 MONTHS, TREE MAY NEED TO BE REPLACED.

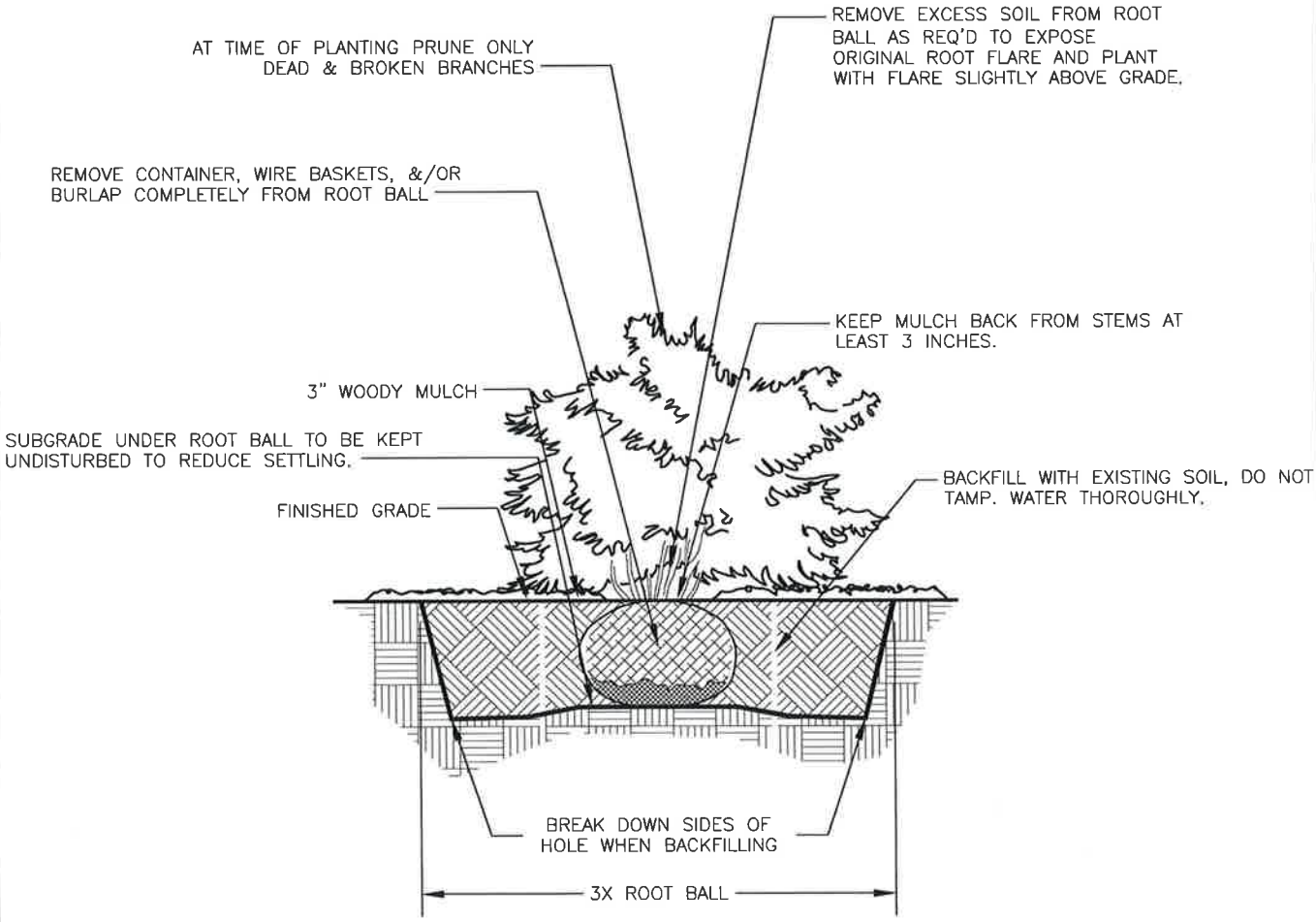
APPROVED BY		
ENGINEERING OPERATIONS MANAGER	KYLE TWOHIG	
PRINCIPAL ENGINEER, CONST.	KENNETH M. BROWN, P.E.	

ADOPTED:	2/1986
REVISED:	05/2015
SUPERSEDES:	04/2012
CHECKED BY:	SJS
SCALE:	NTS
REVISED BY:	MLD

TREE PLANTING DETAILS
ALL TYPES, FORMS AND SPECIES

SPOKANE
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
V–101



NOTES:

1. SHRUBS BURIED TOO DEEP, OR WITHOUT EXPOSING ROOT FLARE WILL BE REJECTED & SHALL BE REMOVED & REPLANTED AT PROPER DEPTH.
2. DEVIATIONS FROM THIS DETAIL SHALL ONLY BE ALLOWED WITH PERMISSION FROM THE CITY ARBORIST.
3. SHRUBS NOT PLANTED IN CONFORMITY WITH THIS DETAIL WILL BE REJECTED BY THE CITY ARBORIST. REPLACEMENT OF REJECTED SHRUBS WILL BE DONE AT THE CONTRACTOR'S EXPENSE & NOT BY THE CITY OF SPOKANE.

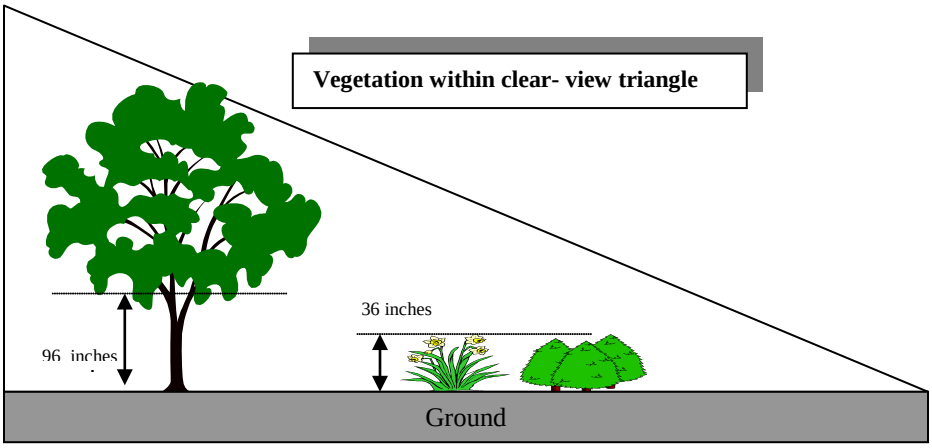
APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.	ADOPTED: 2/1986 REVISED: 05/2015 SUPERSEDES: 04/2012 CHECKED BY: SJS SCALE: NTS REVISED BY: MLD	**SHRUB PLANTING DETAILS** ALL TYPES, FORMS AND SPECIES SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. **V–102**

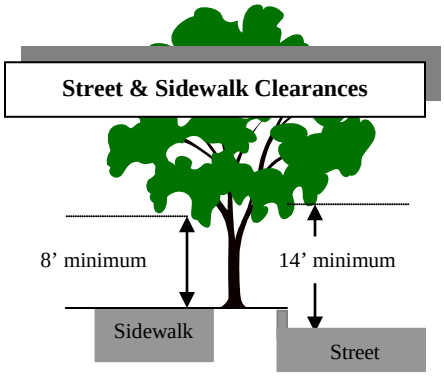
City of Spokane, Washington

A CLEAR VIEW: VEGETATION & TRAFFIC SAFETY

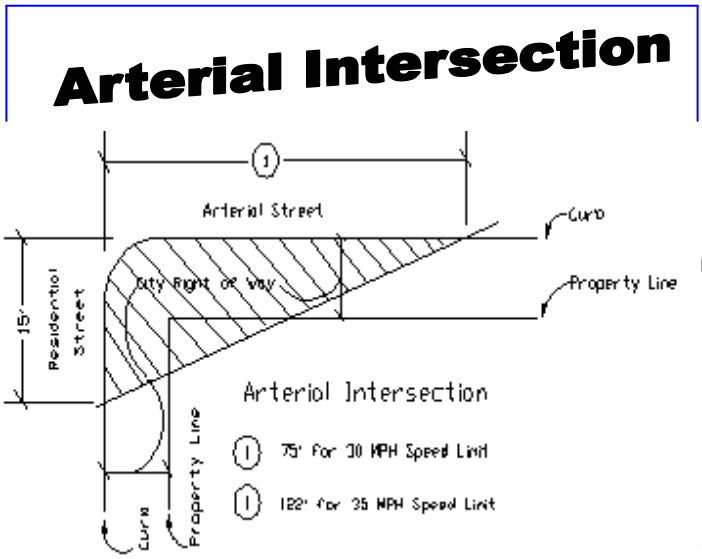
A way To Make Our Streets Safer:

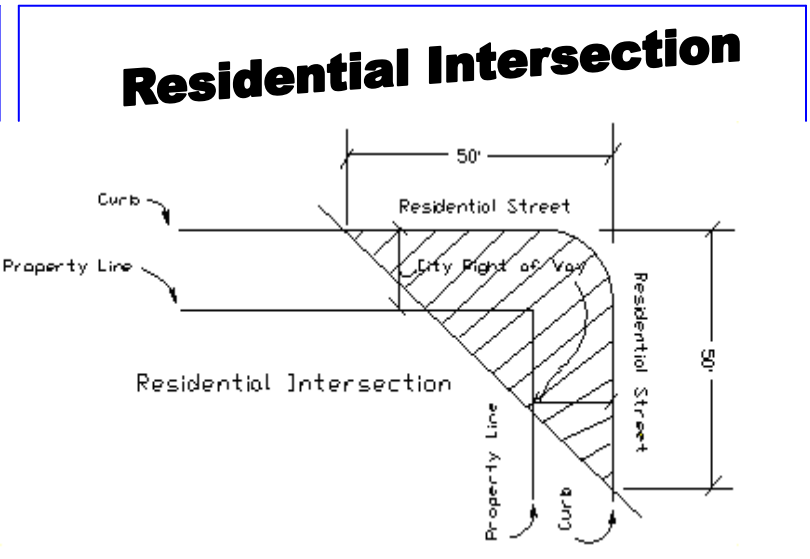
Overgrown vegetation impedes the safe flow of traffic when it blocks our view of traffic signs, pedestrians and other vehicles. If vegetation is blocking visibility in the street or an intersection, it is your responsibility as the adjacent property owner or resident to trim the vegetation. Below are the City vegetation standards as they apply to visibility.





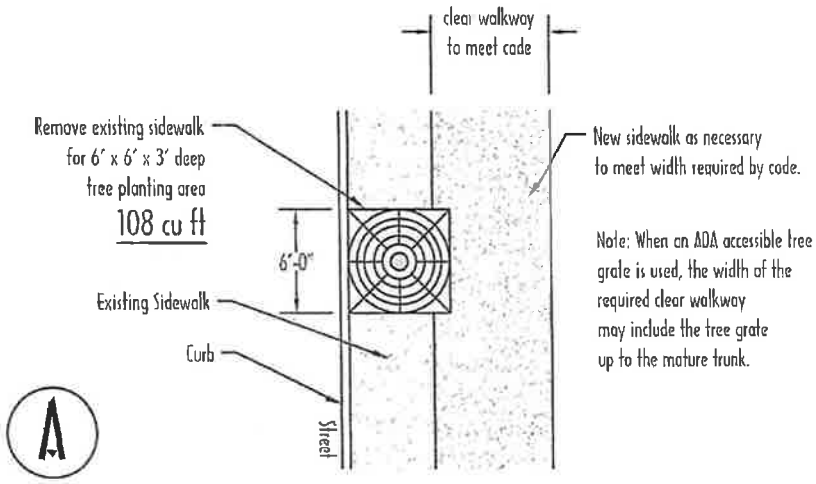
Types of Intersections (Diagonal Lines = Clear View Triangle):

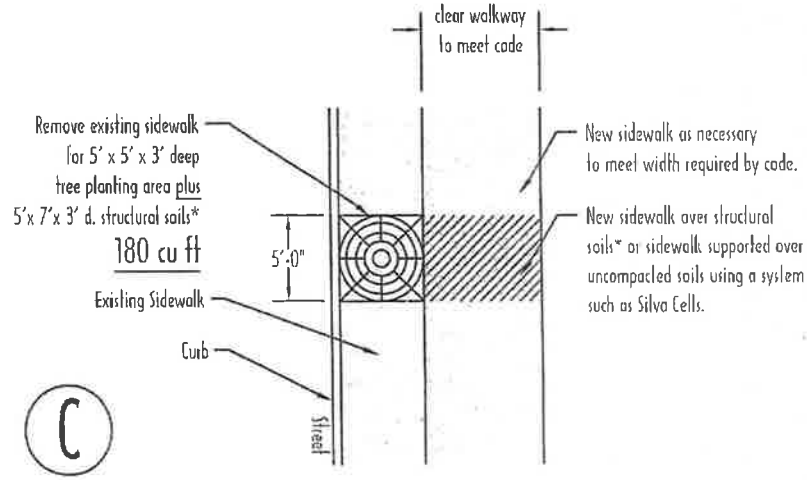


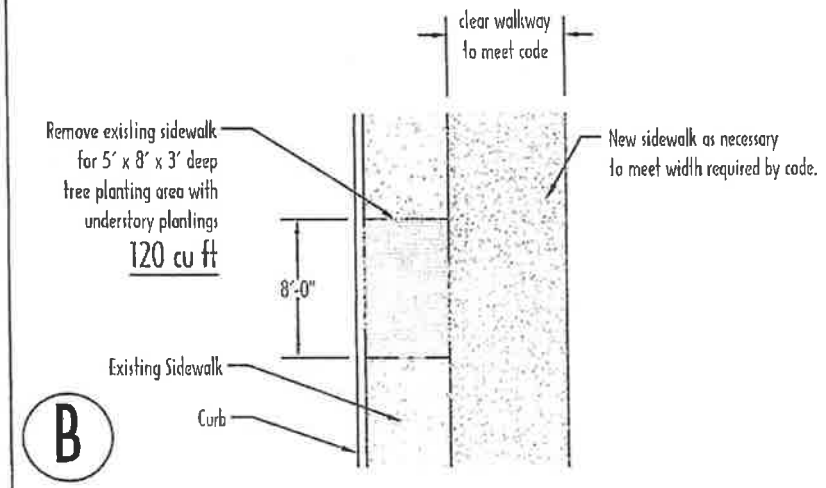


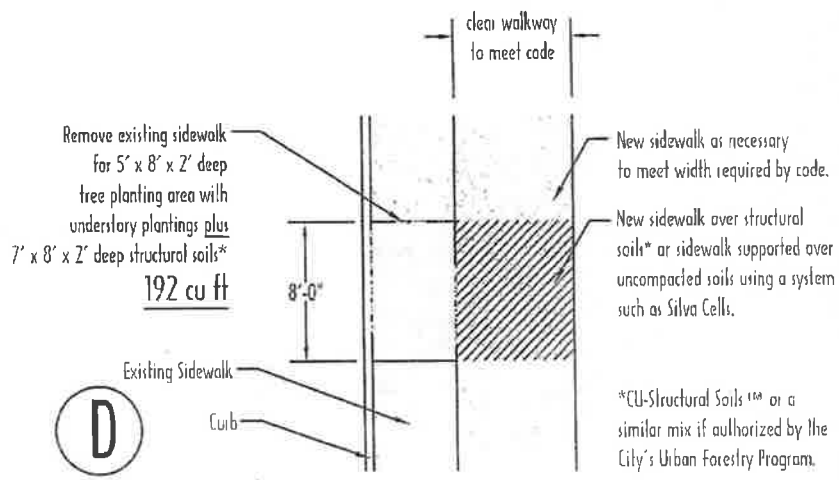
Visibility Standards:

	Description of Existing Vegetation	Vegetation Requirements	Reference in City Codes
1.	Shrubs/Hedge/Plants existing in Clear Triangle.	Trim Shrubs/Hedge/Plants to 36 inches in height.	17C.200.050
2.	Tree branches and any vegetation overhanging in Clear Triangle (no sidewalk).	Remove all tree limbs/vegetation existing from ground level to minimum height of 96 inches.	17C.200.050
3.	Tree branches and any vegetation overhanging sidewalk (in and outside Clear Triangle).	Remove all branches/vegetation existing from sidewalk level to minimum height of 8 feet.	12.02.0202
4.	Tree branches and any vegetation overhanging street (in and outside Clear Triangle).	Remove all branches/vegetation existing from street level to a minimum height of 14 feet.	12.02.0202









CITY OF SPOKANE

Existing Sidewalk Retrofit - Possible options to provide 100 cu ft of uncompacted soil for street trees.

Soil is a key factor for tree health but in an urban setting it's almost impossible to provide ideal soil volumes. The City of Spokane highly encourages building permit applicants to consider providing as much uncompacted soil as possible for trees, and requires at least 100 cu ft (max. 3' depth may be factored into volume). A permit is necessary to plant a tree in the public right of way; please contact the Urban Forestry Program at 363-5470. Courtesy of the Urban Design Section of the Planning Services Department.

Tree Protection Specifications for Development in the City of Spokane

1. General

The City of Spokane's Municipal Code requires that tree pruning, planting, or removal work within the public right-of-way and on public property must be performed by a person or entity with a commercial tree license. (SMC 10.25.010)

Additionally, all tree pruning (crown or root) and tree removal work must be performed by an International Society of Arboriculture (ISA) certified arborist or certified tree worker. Tree planting must be directly supervised by an ISA certified arborist or certified tree worker.

The term "Contracted Arborist" shall be used in the remainder of this document to refer to the licensed tree company.

All equipment to be used and all work to be performed must be in full compliance with the most current revision of the American National Standards Institute Z-133-2017, or as amended.

2. Tree Protection Zone (TPZ)

For the purpose of protecting trees in the right of way during development, the contractor/developer may install the TPZ in accordance with the standards below.

The tree protection zone (TPZ) will either be determined in the field by Urban Forestry staff or established by the Contracted Arborist for approval by Urban Forestry staff prior to any excavation or work by the following method. The minimum TPZ shall be equal to the Critical Root Zone (CRZ) as defined by the International Society of Arboriculture (ISA): an area equal to 1 foot radius from the base of the tree's trunk for each 1 inch of the tree's diameter at 4.5 feet above grade (referred to as diameter at breast height or dbh). TPZ modifications may be made due to construction objectives and site infrastructure only with prior authorization by Urban Forestry staff.

Mulch: The area within the TPZ shall be mulched with 1-2 inches of untreated wood chips, leaving a 1 foot radius from the trunk free of mulching materials, unless otherwise pre-approved by Urban Forestry staff.

Water: All trees designated for protection shall receive 5-10 gallons of water per caliper inch every seven days throughout the construction period. The amount and frequency of irrigation may be adjusted as needed due to temperature fluctuations and site conditions.

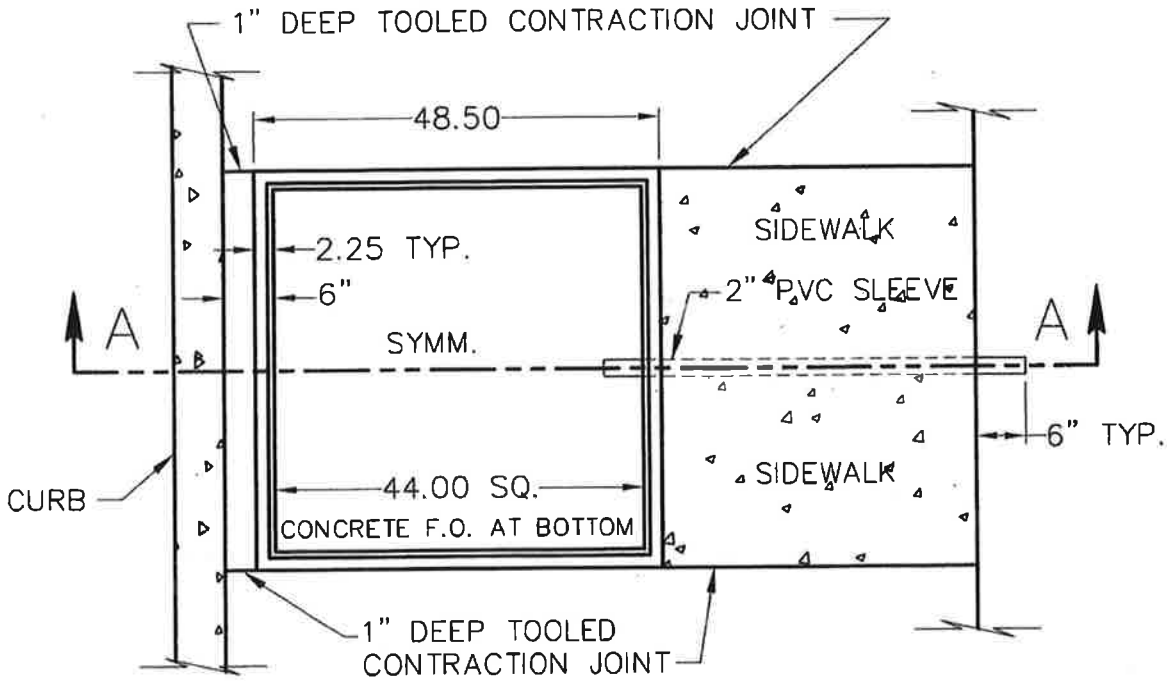
Temporary Fencing: Install temporary fencing, 3' tall minimum, orange plastic construction fencing per manufacturer's specifications, located as indicated or outside the TPZ of trees to protect remaining vegetation from construction damage. Fencing must be maintained at all times during construction. Alternative or modified fencing material may be permitted with prior authorization by Urban Forestry staff.

Removal of Hardscapes: Where equipment is necessary to remove hardscapes in proximity of a protected tree, construction personnel must exhibit due care to ensure no damage occurs to the existing roots. If roots are encountered in the demo area, consultation with Urban Forestry staff or a Contracted Arborist is required to determine best management practice to meet construction and tree preservation objectives.

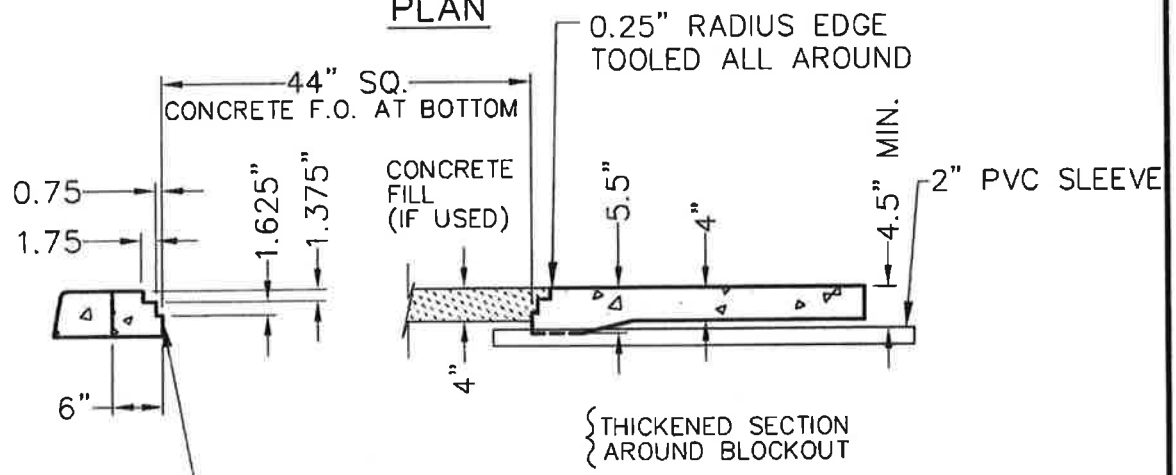
Protect tree root systems from damage due to noxious materials caused by runoff or spillage while mixing, placing, or storing construction materials. Protect root systems from flooding, eroding, or excessive wetting caused by dewatering operations.

Do not store construction materials, debris, or excavated material within the TPZ of remaining trees. Do not permit vehicles or foot traffic within the TPZ; prevent soil compaction over root systems.

Back to Section F - TOC



PLAN



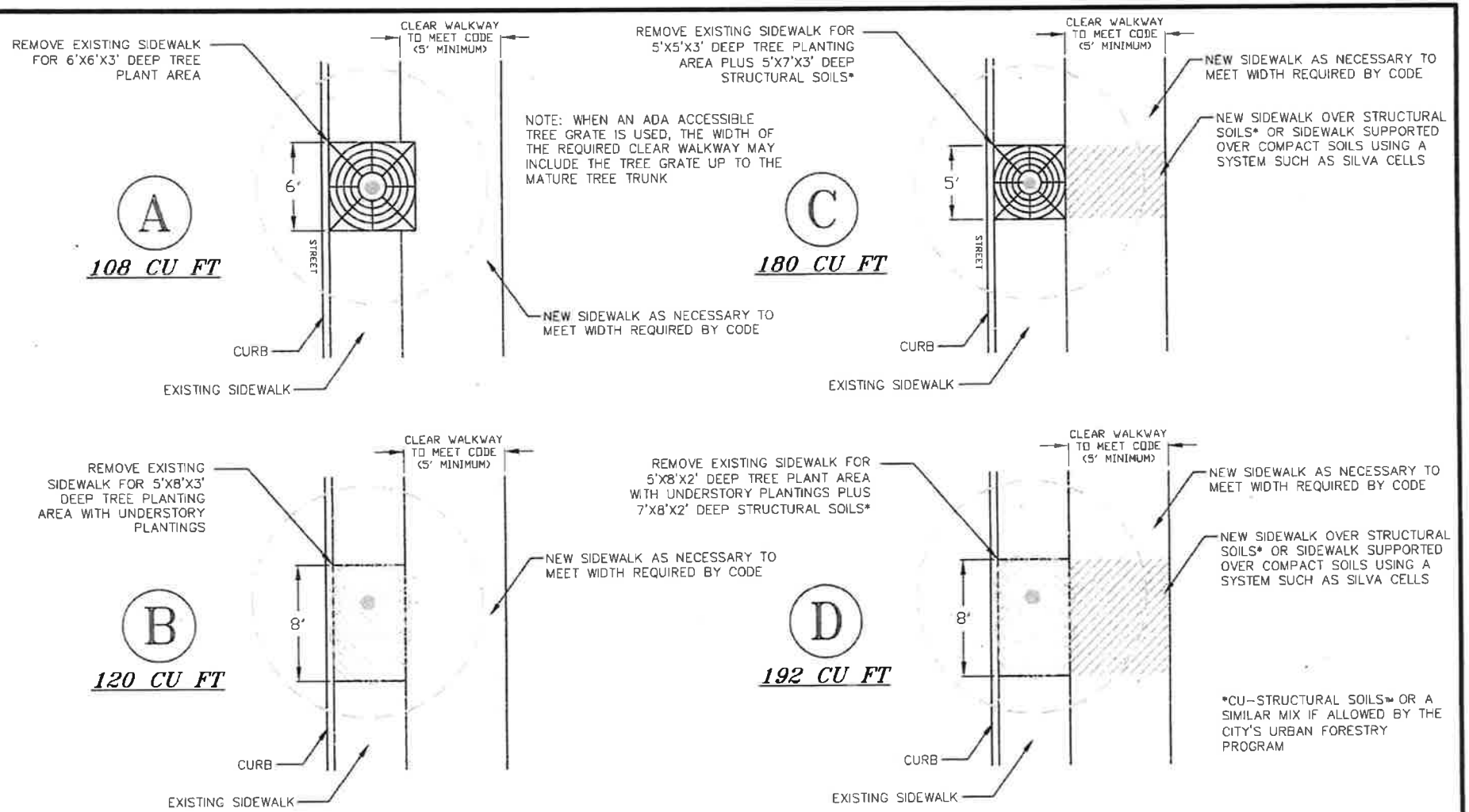
SECTION A–A

IMPORTANT !
APPLY PARTING COMPOUND TO ALL SURFACES OF OPENING PRIOR TO POURING THE CONCRETE FILL.

NOTE:
THE GRATE UNIT FOR THE TREE WELL SHALL CONSIST OF 2–GRATE SECTIONS. EACH GRATE SECTION SHALL MEASURE 24"X48"X1–1/4" AND BE CONSTRUCTED OF GRAY CAST IRON, CLASS 30 W/ A MINIMUM WEIGHT OF 150 LBS/SECTION OR 300 LBS/UNIT. EQUAL OR BETTER CORROSION RESISTANCE MATERIAL MAY BE SUBSTITUTED UPON PRIOR APPROVAL OF THE ENGINEER.

APPROVED BY DIRECTOR, ENGINEERING SERVICES P. MIKE TAYLOR, P.E. PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.	ADOPTED: 11/1991 REVISED: 09/2010 SUPERSEDES: 10/1995 CHECKED BY: JAG SCALE: NTS DWG/REV. BY: DGB/SRM	TREE WELL BLOCKOUT FOR 48" X 1–¼" METAL GRATE SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. F–107

Back to Section F - TOC



EXISTING SIDEWALK RETROFIT – POSSIBLE OPTIONS TO PROVIDE 100 CU FT OF UNCOMPACTED SOIL FOR STREET TREES.

SOIL IS THE KEY FACTOR FOR TREE HEALTH, BUT IN AN URBAN SETTING IT'S ALMOST IMPOSSIBLE TO PROVIDE IDEAL SOIL VOLUMES. THE CITY OF SPOKANE HIGHLY ENCOURAGES BUILDING PERMIT APPLICANTS TO CONSIDER PROVIDING AS MUCH UNCOMPACTED SOIL AS POSSIBLE FOR TREES, AND REQUIRES AT LEAST 100 CU FT (MAX 3' DEPTH MAY BE FACTORED INTO VOLUME). A PERMIT IS NECESSARY TO PLANT A TREE IN PUBLIC RIGHT OF WAY; PLEASE CONTACT THE URBAN FORESTRY PROGRAM AT (509) 363-5470. COURTESY OF THE URBAN DESIGN SECTION OF THE PLANNING SERVICES DEPARTMENT.

APPROVED BY		
DIRECTOR, ENGINEERING SERVICES	P. MIKE TAYLOR, P.E.	ADOPTED: 09/2010
PRINCIPAL ENGINEER, DESIGN	GARY S. NELSON, P.E.	REVISED: –
		SUPERSEDES: –
		CHECKED BY: JAG
		SCALE: NTS
		DWG/REV. BY: MBM

EXISTING SIDEWALK RETROFIT
OPTIONS FOR STREET TREE INSTALLATION

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. F-107A

PRE-DEVELOPMENT CONFERENCE COMMENTS

1101 West College Avenue
Spokane, WA 99201-2095

509.324.1500 | TEL
509.324.1464 | TDD
www.SRHD.org

January 30, 2019

Colin Anderson
Integrus Architecture
10 S. Cedar St.
Spokane, WA 99201

Project Description: Spokane Sportsplex

Project No: B19M0014PDEV
Parcel No: 35181.4206
Location: 444 W. Cataldo
Health District Tracking No: SR5367

Spokane Regional Health District (SRHD) has completed a preliminary review of the above-referenced project. Based on the review, the following comments are offered for consideration by both the City of Spokane and the project sponsor prior to issuance of a building permit.

Food Safety Program Comments

The following items shall be submitted for review and determination of permit requirements for each retail space to be occupied by a food or beverage service establishment:

1. A complete set of project construction plans and specifications, including an equipment list and surface finish list, must be submitted for review and approval prior to issuance of the building permit. Food service establishment plans can be submitted in hard copy or electronically. If plans will be submitted in both formats, a statement must be included indicating either both sets are the same, or any differences must be itemized.

2. The final plan submittal shall include a plumbing plan showing all sinks and drainage, including the method used for indirect drainage of equipment such as ice machines, ice bins, dishwashers, produce preparation sinks, etc. as required by WAC 246-215-05410.

3. Lighting shall comply with WAC 246-215-06240 and 06340.

4. If the operation will include off-site catering, the final plan submittal shall include an equipment list and procedures for all off-site food transport, preparation, set-up and service. Catering includes the set-up and/or service of food at another location and requires a separate food establishment permit.

5. If the building will include windows or doors that remain open for ventilation or other purposes, the openings may be required to be protected against the entry of insects or rodents by providing screens, air curtains, or other effective means as required by WAC 246-215-06260.

6. A food menu and food preparation steps must be included in the plan submittal. Note: All necessary paperwork for obtaining a food service establishment permit can be obtained at https://srhd.org/programs-and-services/food-establishment-permits.

7. A written statement of intent as to method of refuse containment is to be provided, along with a description of how the containment will be maintained in a sanitary manner. The refuse containment area surface must be constructed of nonabsorbent material and shall be smooth, durable, and sloped to drain. Location, construction and maintenance of the refuse containment area shall comply with WAC 246-215 PART 5 Subpart E.

8. All areas used for storage of food products, single service items, utensils and equipment shall have surfaces that are smooth, durable and easily cleanable. Exterior storage structures (e.g., storage buildings for espresso operations) are subject to the same requirements and shall be pre-approved by the Health District prior to being located on the site.

9. A complete submittal must be received and approved prior to the Health District approving release of the building permit. A complete food service establishment plan submittal may take up to 14 days to review.

10. Once the project is complete and ready for inspection please contact the Health District at least three (3) days prior to the projected date of opening.

Liquid Waste/Water Program Comments

1. Public sewer is available, and the project is to be connected to it. No on-site sewage disposal system shall be established or maintained.
2. The public water system serving the area is available, and the project is to be connected to it. No on-site water source is to be established or maintained without approval from the local water purveyor.

Solid Waste Program Comments

1. All demolition/construction debris must be transported to a licensed solid waste disposal facility. No on-site burning or burying of debris will be allowed.

2. If the site of the proposed project requires fill or grading, and clean soil or rock are used, no action is required by the Health District. If the fill will include inert waste such as concrete or asphalt it shall not exceed 250 cubic yards without obtaining an inert waste landfill permit. Sites requiring an inert waste landfill permit shall comply with section 1.06.040 of the Spokane Regional Health District 2004 *Solid Waste Handling Standards*. Any other regulated solid waste placed on the site shall meet the requirements of the Spokane Regional Health District 2004 *Solid Waste Handling Standards*.

General

1. These comments are based on the project as proposed and reflect requirements in place at the time of submittal. There may be additional requirements at the time of formal application submittal if there have been changes to the proposal or revisions to the regulations have occurred since the original submittal.

2. The Health District is a separate reviewing agency from the Building Department. To assist in an efficient review of your project, please submit final project plans and all information requested in these comments directly to the Health District.

3. Plan review for projects that require a permit or approval from the Health District is billed at $130 per hour including time spent reviewing the project at the pre-application phase. Projects that are considered new construction (e.g., new structures, change of use, building additions, etc.) are charged a 1.5-hour minimum, to be paid at the time of plan submittal. Additional time spent reviewing plans and conducting pre-occupancy inspections is billed at the standard plan review rate of $130 per hour. **Plan review and pre-occupancy inspections for projects that begin construction without written Health District approval is charged at 1.5 times the standard hourly rate.** Review of submittals begins only after all required documentation and fees have been received.

Thank you for the opportunity to review your project. For general questions regarding these comments call 324-1582.

Sincerely,

Eric D. Meyer, R.S.
Technical Advisor
Environmental Public Health Division

EDM/lh

FILE NO.DRB 1901

DESIGN REVIEW BOARD

Spokane SportsPlex

1 - Program Review/Collaborative Workshop

February 27, 2019

From:	To:	CC:
Design Review Board Steven Meek, Chair c/o Dean Gunderson, DRB Secretary Planning & Development 808 W. Spokane Falls Blvd. Spokane, WA 99201	Colin C. Anderson, DBIA Associate Integrus Architecture	**Brian T. McGinn,** Hearings Examiner Heather Trautman, Planning Director Tami Palmquist, Associate Planner

Based on review of the materials submitted by the applicant and discussion during the February 27, 2018 Collaborative Workshop the Design Review Board recommends the following advisory actions:

1. **The applicant shall provide clarity on how the proposed design departure addresses the purpose statement for "Windows – Building Design, 17C.124.510".**

Spokane Municipal Code – Design Standards

See SMC 17C.124.510, Part A, Purpose.

Downtown Design Guidelines

C-1 Promote Pedestrian Interaction
C-2 Design Facades of Many Scales
C-3 Provide Active Facades
C-7 Install Pedestrian-Friendly Materials at Street Level

2. **The applicant is encouraged to continue working with the parks architect to resolve the pedestrian connection between the Riverfront Park North Bank project and the SportsPlex.**

"Fast Forward Spokane" Downtown Plan

2.3 MULTI-MODAL CIRCULATION AND PARKING

Relevant Objectives:

- Improve pedestrian and bicycle connections

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Relevant Objectives:

- Improve access to Riverfront Park and Spokane River for all modes of travel
- Link Downtown with a series of green space amenities

Downtown Design Guidelines

A-1 Respond to the Physical Context
B-1 Respond to Neighborhood Context
C-4 Reinforce Building Entries
D-1 Provide Inviting & Usable Open Space
D-4 Provide Elements That Define The Place
D-5 Provide Appropriate Signage

3. **The applicant is encouraged to incorporate the indigenous basalt rock outcrop on the northeast corner of the site into the site design.**

Spokane Comprehensive Plan

Chapter 9: NE 7.3 Rock Formation Protection

Downtown Design Guidelines

A-1 Respond to the Physical Context
D-4 Provide Elements That Define The Place

4. **The applicant shall continue investigating stronger north-south pedestrian connections across Dean Avenue.**

Spokane Comprehensive Plan

Chapter 8: DP 4.2 Street Life

"Fast Forward Spokane" Downtown Plan

2.3 MULTI-MODAL CIRCULATION AND PARKING

Relevant Objectives:

- Improve pedestrian and bicycle connections
- Encourage use of public transportation

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements

Downtown Design Guidelines

C-1 Promote Pedestrian Interaction
C-7 Install Pedestrian-Friendly Materials at Street Level
D-1 Provide Inviting & Usable Open Space
D-5 Provide Appropriate Signage
D-6 Provide Attractive and Appropriate Lighting
D-7 Design for Personal Safety & Security
D-8 Create "Green Streets"

5. **The applicant is encouraged to pursue the potential full vacation of Dean Avenue and transference of east-west vehicular connectivity to a redeveloped Gardner Avenue (currently Boy Scout Way).**

"Fast Forward Spokane" Downtown Plan

2.3 MULTI-MODAL CIRCULATION AND PARKING

Relevant Objectives:

- Improve pedestrian and bicycle connections
- Encourage use of public transportation

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements

Downtown Design Guidelines

C-1 Promote Pedestrian Interaction
D-1 Provide Inviting & Usable Open Space
D-7 Design for Personal Safety & Security
D-8 Create "Green Streets"

6. **The applicant shall provide clarity on site landscaping, lighting, site furnishings, and a materials palette.**

Spokane Comprehensive Plan

Chapter 8: DP 2.21 Lighting
Chapter 9: NE 14.2 New Plaza Design

"Fast Forward Spokane" Downtown Plan

2.2 BUILT FORM AND CHARACTER

Relevant Objectives:

- Promote local identity and unified character with a focus on unique districts throughout Downtown

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements

2.6 ENVIRONMENTAL STEWARDSHIP

Relevant Objectives:

- Mitigate stormwater (i.e. increase permeable surfaces)

Downtown Design Guidelines

B-1 Respond to Neighborhood Context
C-7 Install Pedestrian-Friendly Materials at Street Level
D-1 Provide Inviting & Usable Open Space
D-2 Enhance the Building with Landscaping
D-4 Provide Elements That Define the Place
D-5 Provide Appropriate Signage
D-6 Provide Attractive and Appropriate Lighting

7. **The applicant shall provide clarity on the articulation and design of facades over 50' in length, per "Building Articulation, 17C.124.530" and "Treating Blank Wall, 17C.124.570".**

Spokane Municipal Code – Design Standards

See SMC 17C.124.530(A), Purpose.

See SMC 17C.124.570(A), Purpose.

"Fast Forward Spokane" Downtown Plan

2.2 BUILT FORM AND CHARACTER

Relevant Objectives:

- Promote local identity and unified character with a focus on unique districts throughout Downtown

Downtown Design Guidelines

B-2 Create Transitions in Bulk and Scale
B-4 Design a Well-Proportioned & Unified Building
C-2 Design Facades of Many Scales
C-3 Provide Active Facades

Steven Meek, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

DESIGN REVIEW BOARD FILE NO.DRB 1905

Spokane SportsPlex

2 – RECOMMENDATION MEETING

Design Review Staff Report April 4, 2019

Staff:
Alex Mann
Urban Designer
(509) 625-6146
amann@spokanecity.org

Dean Gunderson
Senior Urban Designer
(509) 625-6082
dgunderson@spokanecity.org
Planning & Development Services Department

Applicants:
ATTN: Colin C. Anderson
Integrus Architecture
10 S. Cedar St.
Spokane, WA 99201
(509) 838-8681
canderson@integrusarch.com

ATTN: Monte Koch
Public Facilities District
mkoch@spokanepfd.org

Background

The Design Review Board Collaborative Workshops were held on February 27, 2019.

The following materials are supplemental to this report:

- *Design Review Board | Collaborative Workshop Advisory Actions, February 27, 2019;*
- *Design Review Staff Report | Program Review/Collaborative Workshop, February 22, 2019;*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on February 27, 2019 as follows:

(Applicant responses are highlighted in red, from March 20, 2019 submittal)

(Staff comments are highlighted in blue)

1. The applicant shall provide clarity on how the proposed design departure addresses the purpose statement for "Windows – Building Design, 17C.124.510".

   APPLICANT'S DESIGN APPROACH

   - As requested, we are seeking the design departure for the 2'-10' requirement at Dean Avenue, as this is within the 60 foot lot line designation. Full vacation of Cataldo and the park remove the other three sides of the building from needing to meet this requirement. The departure is due to the danger and safety hazards of implementing windows at a low level in a sports facility. The design approach is outlined below:
   - Integration of persons with disabilities: One factor of our sports complex will be inclusive and seek all levels of para-athletics. We hope to celebrate this in an interactive art display. One idea is to educate the community on para sport types and pioneers. The northeast corner and north side of our project are a perfect location to achieve this due to the widened sidewalk and also the ADA parking is located adjacent to the northeast corner of the fieldhouse. The images here show a quick study on how we can incorporate art and landscape into a pleasant pedestrian experience. We realize we are not allowing a view into the building, but this art can imply and create intrigue for what is happening inside.

   (See applicant submittal, Exhibit 3.)

STAFF RESPONSE

- How does the applicant's solution address all of the purposes of this design standard, which include:
    1. "provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;
    2. "encourage observation or viewing opportunities by restricting fortress-like facades at street level; and
    3. "avoid a monotonous pedestrian environment."
- Given that the provisions of this design standard "apply to building facades", does the applicant's solution adequately address the entirety of the Dean Avenue façade?
- Per 17C.124.510, Item 5, how will the applicant ensure that the north façade does not "extend more than 25' without a window, glass-covered display area, entryway, or a recessed area of a minimum size of 2' deep by 6' wide by 10' high"?
- Staff approximates the current glazing percentage at somewhat less than 40% for the Dean Avenue frontage for the façade elevation between 10'-40'.
    - The applicant has indicated to Staff that the project intends to meet the 40% glazing requirement.
- **What is the Design Review Board's recommendation on the applicant's proposed solution for "Windows – Building Design"?**

2. The applicant is encouraged to continue working with the parks architect to resolve the pedestrian connection between the Riverfront Park North Bank project and the SportsPlex.

APPLICANT'S DESIGN APPROACH

- Our landscape team, Land Expressions and the Parks landscape team, BWA, have had good interaction in looking at the connection. The design will implement "look out" points in the cascading stair to observe the playground and splash pad area below. Though we are not implementing a bike ramp up the bluff, we are improving upon current conditions, as there is no pedestrian connection currently. There is still a strong ADA connection through the promenade to Howard. The new design creates a wonderful split at the butterfly location to journey to either the arena or up to the SportsPlex. Wayfinding will be important at this junction and signage will be provided at all non-accessible routes back to public sidewalks. We are investigating how to tie in the orange color of the Riverfront Park upgrades into this design. Green space is continued onto the bluff in a similar fashion that green space was continued into the Arena property.

(See applicant submittal, Exhibit 4.)

STAFF RESPONSE

- Presently, it is unclear how the improvements will be divided between the SportsPlex and North Bank Playground. Could the applicant provide clarity on the boundaries between these projects in the vicinity of the park connection?
    - The applicant has indicated that discussions are ongoing.
- **Does the Design Review Board find the applicant's solution adequately addresses this advisory action?**

3. The applicant is encouraged to incorporate the indigenous basalt rock outcrop on the northeast corner of the site into the site design.

APPLICANT'S DESIGN APPROACH

- Original design was to raze the entire pile for construction access and ADA parking. We have moved the parking adjacent to the building and we will be cutting out only 1/3 of the rock pile, the required amount for our 30' fire access.
- We have recently had conversations Randy Abrahamson with the Spokane Tribe, and our intent is to celebrate the basalt and plant indigenous groundcover that is significant to the tribe, with interpretive signage down at the Dean sidewalk level. The extent of this is yet to be determined.

(See applicant submittal, Exhibit 5.)

STAFF RESPONSE

- Assuming a loss of 1/3 of the basalt outcrop is deemed appropriate, is there an opportunity to encourage pedestrian activity at the outcrop (perhaps keeping the proposed interpretive signage on or immediately adjacent to the outcrop)?
- Scarification of rock surfaces often requires restoration to accelerate oxidation and re-colorize the rock to a pre-disturbance color. Should the applicant consider utilizing chemical restoration of the excavated face(s) of the outcrop? See http://www.soil-tech.com/permeon.php for examples.
- Could the applicant provide additional detail with regard to plantings on the basalt outcrop? In particular, will plantings receive an adequate soil medium, and how will drainage and runoff be addressed?
- **Does the Design Review Board find the applicant's solution adequately addresses this advisory action?**

4. The applicant shall continue investigating stronger north-south pedestrian connections across Dean Avenue.

APPLICANT'S DESIGN APPROACH

- Our revised site plan shows the mid-block crossing at Dean moved west to align with the main (north) entrance to the Sportsplex. The north drop-off zone has been moved east of the crosswalk. To address pedestrian safety with the relocated drop-off zone, the north concrete "bump-out" is expanded to the east to provide additional space between vehicles re-entering traffic and the crosswalk. Strategic landscaping is utilized along the north concrete "bump-out" between the street trees to funnel/ direct pedestrians only to the designated crosswalk and prevent block-wide pedestrian crossings from the parking lot. A "no-parking" striped pedestrian access is provided due north of the sidewalk across PFD Parking Lot "D" all the way to Gardner/Boy Scout Way. This provides a designated pedestrian pathway through the parking lot. A new bus stop is also provided at Dean Avenue, just west of the crosswalk. Currently, the STA route 11 bus travels west on Dean, turns north on Howard, east on Boone to the Lot "E" weekday park-and-ride, and south again on Washington. The Sportsplex project improves weekday Lot "E" park-and-ride commuter's access to the park and downtown with these north/south connections.

(See applicant submittal, Exhibit 6.)

STAFF RESPONSE

- How does the proposed solution's use of "strategic landscaping" prevent able-bodied individuals from simply crossing through the landscape area and into the street? Are there better methods for "funneling" pedestrians? Is "funneling" the appropriate solution?

- Will the amount of pedestrian traffic before and after events be adequately handled by the restriction of movement through "funneling"? Similarly, will a standard 8-10' wide striped crossing sufficiently accommodate this traffic?
- What is the Design Review Boards opinion on the "no-parking" striped designated pedestrian access route through PFD Parking Lot "D"? Does it provide adequate visual and physical pedestrian refuge?
- Staff conversations with City Engineering staff indicate that a raised table pedestrian crossing would be looked upon favorably. Does the Design Review Board look favorably upon such a treatment?
    - The applicant has indicated that they had previously considered this approach and would be open to doing so again with support from City staff.
- **What is the Design Review Board's recommendation on the applicant's proposed solution for north-south pedestrian connection across Dean Avenue?**

5. The applicant is encouraged to pursue the potential full vacation of Dean Avenue and transference of east-west vehicular connectivity to a redeveloped Gardner Avenue (currently Boy Scout Way).

APPLICANT'S DESIGN APPROACH

- The project team respectfully discourages this option. Maintaining Dean Avenue as a vehicular way achieves the following:
    - Vacating Cataldo reduces the number of trips to the Cataldo/ Washington intersection (hazardous). To accommodate the tenants at the 905 N Washington property (Homeland Security) on the corner of Cataldo and Washington, a driveway connection has been proposed from that building north to Dean. Vacating Dean/prohibiting vehicular traffic would inhibit this new, preferred route for those tenants with a significant number of trips to the west on Dean.
    - Vacating Cataldo increases the block-to-block length in the north/ south direction. To prohibit vehicle access on Dean would further increase the north/south block-to-block length in excess of 660 feet, which is strongly discouraged in the Spokane Comprehensive Plan.
    - The Sportsplex creates a point of interest and a downtown destination without the creation of new parking lots. The Sportsplex promotes the use of under-utilized parking, most easily accessed from Dean Avenue (PFD Lot "D").
    - Maintaining Dean Avenue allows for a new bus stop to be established near the main entrance of the building. This promotes the use of public transit and brings riders directly to the Sportsplex.
    - The project provides for 12-foot wide sidewalks with street trees along the Sportsplex frontage on Dean Avenue. This accomplishes many Complete Street goals, including infilling missing sidewalks. Traffic calming and pedestrian safety measures, such as curb bump- outs at a well-lit crossing and pedestrian crossing signs with rapid flashing beacons, are featured in the proposed design. Pedestrians are well accommodated on Dean Avenue while maintaining two- way vehicular traffic.
    - The project provides drop-off lanes for the Sportsplex on both sides of Dean Avenue.

(See applicant submittal, Exhibit 7.)

STAFF RESPONSE

- Could the applicant provide clarity on the Homeland Security tenant parking and driveway accommodation?

- Staff conversations with City Parks staff indicate that the gated DHS parking lot access will be preserved to the improved drive lane at the intersection of Washington Street and W. North River Drive.
- Staff conversations with the applicant indicate that DHS also utilizes the lot to the north of Cataldo and that this is the lot being referenced in the applicant's submittal.

- Could the applicant provide clarity on how the proposed Cataldo Avenue vacation deters pedestrians from utilizing the western portion of Cataldo?
  - Staff conversations with the applicant indicate that negotiations with adjacent property owners are still ongoing and that a publicly accessible staircase is under consideration. Alternatively, signage may be provided at the intersection of Cataldo and Howard if no pedestrian throughway will be provided as a consequence of full vacation of the street.
  - Staff encourages the applicant to consider individuals with accessibility needs (e.g., vision, movement) when determining the appropriate solution.
- Could the applicant provide clarity on how the proposed curb cuts minimize their impact on the pedestrian environment?
  - It appears that portions of the 12' sidewalks will be interrupted by proposed driveway aprons, especially on those aprons for PFD Lot "D", north of Dean Avenue.
  - Furthermore, could the applicant provide further clarity as to why PFD Lot "D" is best accessed from Dean Avenue as opposed to Boy Scout Way (Gardner) from Howard Street and/or Washington Street?
  - Please see Downtown Design Guidelines, E-1, "Minimize Curb Cut Impacts".
- Could the applicant provide clarity on how the project intends to minimize the presence of its western service area as viewed from Howard Street?
  - Please see Downtown Design Guidelines, E-3, "Minimize the Presence of Service Areas".

View to the east from Howard Street down the Cataldo Avenue corridor. This view will terminate on the west façade of the SportsPlex in the vicinity of the service entrance.

- **Does the Design Review Board find the applicant's solution adequately addresses this advisory action?**

6. The applicant shall provide clarity on site landscaping, lighting, site furnishings, and a materials palette.

APPLICANT'S DESIGN APPROACH

- PLANTINGS: Basalt rock outcroppings; the natural environment of The Columbia Plateau, will be embraced at The Sportsplex as indigenous. The existing basalt knob of rock will be planted with local native grasses, wildflowers, and woody shrubs which will also flow along the southern bluff adjacent to the building. Along the sidewalks in other areas, pedestrian friendly, drought tolerant ornamental plants will thrive and transition naturally into the cityscape. Serviceberry, Snowberry and Birchleaf Spirea will accent grasses studded with Coral Bells and Balsamroot, exposing visitors to the native plants of our area.
- SITE FURNISHINGS AND LIGHTING: Approaching the building, the public will begin to experience the purpose and high-tech vision of The Sportsplex. Site furnishings, while reflecting materials from the building, will also with lighting elements, hint at the applied science and technology which will support athletes and the community. Lighting can be interactive and enjoyed as a locus of outdoor gathering, bearing a connection between indoors and out.

(See applicant submittal, Exhibit 8.)

STAFF RESPONSE

For the items addressed below, staff conversation with the applicant indicates that certain elements are subject to the conditions of the design-build project delivery method. Questions below are phrased to encourage the Design Review Board to consider whether the applicant *should* provide additional detail on the following items.

Plantings:

- Should the applicant provide additional detail as to the number and location of plantings in the form of a landscape planting plan?

Site Furnishings and Lighting:

- Should the applicant provide additional detail on the following:
  - how site furnishings will "reflect materials from the building";
  - how lighting elements will "hint at the applied science and technology which will support athletes and the community"; and
  - how lighting will be "interactive" and "enjoyed as a locus of outdoor gathering, bearing a connection between indoors and out"?
- Should the applicant provide additional detail for site and building lighting, including locations and types?
  - Please see Downtown Design Guidelines, D-6, "Provide Attractive and Appropriate Lighting", Items a-d.
- Should the applicant provide additional detail for site furnishings, such as seating, the para-athlete artwork, site wayfinding and signage, and/or other furnishings?
  - Please see the following Downtown Design Guidelines:
    - C-3, "Provide Active Facades", Item h. "Seating ledges or perches (especially on sunny facades and near bus stops).
    - D-1, "Provide Inviting & Usable Open Space", Item h. "Site furniture, art work, or amenities such as fountains, seating…and kiosks".
    - D-4, "Provide Elements that Define the Place", Items b. "Street furniture, such as seating, newspaper boxes, and information kiosks" & f. "Public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny

facades, and other places where people are likely to want to pause or wait".

- D-5, "Provide Appropriate Signage" Items 1-6 & a. "Signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face".
    - In particular, how are site users guided to, from, and around the building with a comprehensive wayfinding system?

- Is the applicant proposing any site paving materials or patterns other than those specified in the Site Plan per Notes 4 and 7? If so, should the applicant provide additional detail for paving patterns and materials? If not, what is the Design Review Board's opinion on the proposed site paving?
    - Please see, Downtown Design Guidelines, D-1, "Provide Inviting & Usable Open Space", Item b. "Walking surfaces of attractive pavers".
- Should the applicant provide additional detail for features of the Site Plan referencing Note 2, "Refer to architectural documents for additional information regarding construction of structures, enclosures, stairs, landings/patios, fencing, railing, and gates"?
- **Does the Design Review Board find the applicant's solution adequately addresses this advisory action?**

7. The applicant shall provide clarity on the articulation and design of facades over 50' in length, per "Building Articulation, 17C.124.530" and "Treating Blank Wall, 17C.124.570".

APPLICANT'S DESIGN APPROACH

- Our building is well articulated on three sides. The large canopy/deck structure bends and slices around the building reducing the mass of the fieldhouse by using staggered rooflines and portions of staggered walls infilled with glazing elements. The northeast and east sides are addressing the mass issue by implementing an interactive art screen. This screen is intended to show the flow of nature and help strengthen the "Spokane: Creative by Nature" tag line. The initial concept of this art is a perforated screen with gradation elements that are back lit with dimming controlled lighting. The lights could be set to the teal and purple of the lilac city, or adjusted per event.
- To address the Blank Walls ordinance we will incorporate the following (4) elements:
    - Concrete and masonry plinth at wall base = we are implementing an 8 foot wall base
    - Projecting metal canopy = We have access doors at the center of the wall. These doors will have a metal canopy structure for weather protection
    - Lighting fixtures = We will be incorporating building lighting on this façade to help create visual interest at night
    - Artwork = see articulation portion above

(See applicant submittal, Exhibit 10.)

STAFF RESPONSE

Please note: While they are interrelated, Building Articulation, Treating Blank Walls, Windows—Building Design are distinctly different quantitative design standards. The following treats the Articulation and Blank Wall standards separately.

Building Articulation:

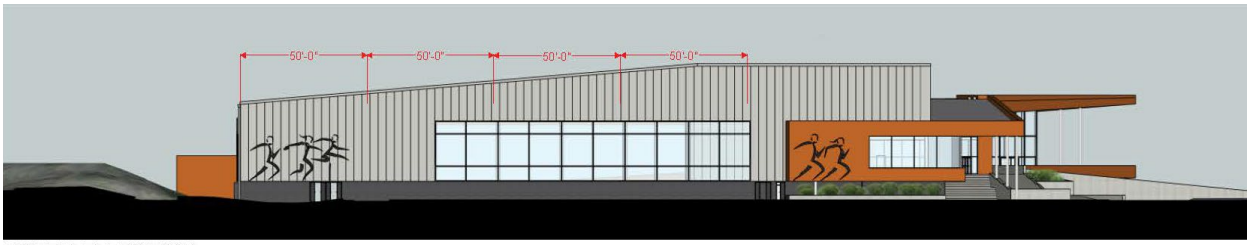
- Per 17C.124.530, Item B:
    - "Facades longer than fifty feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped

rooflines, overhangs and other elements of the building's mass. Simply changing materials or color is not sufficient to accomplish this. (R)

- "Articulation shall be provided along facades visible from the street, as well as from neighboring residential areas. (P)"

- The following images are provided within code to highlight examples which successfully implement this portion of code:

- Staff finds that the east and north facades (pictured below) include lengths in excess of 50' which do not feature articulation. While the proposed art screen is appropriate for supplementing the requirements of 17C.124.570, "Treating Blank Walls," it does not explicitly address the requirements of 17C.124.530, "Articulation," which specifically refers to the "use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs and other elements of the building's mass."



NORTH ELEVATION

EAST ELEVATION

- **What is the Design Review Board's recommendation on the applicant's proposed solution for "Articulation"?**

Treating Blank Walls:

- Per 17C.124.570, Item B (1), "Where windows are not provided on walls (or portions of walls) facing streets or visible from right-of-way, at least four of the following elements shall be incorporated: (R)".

- Different portions of the east façade of the SportsPlex will be visible from different viewpoints along Washington Street. The images below depict views where Washington Street intersects with Dean Avenue and Cataldo Avenue.

View to the west from Washington Street down the Dean Avenue corridor. A view of the northeast corner and possibly the uppermost portions of the east façade of the SportsPlex will be afforded from this view point.

View to the west from Washington Street down the Cataldo Avenue corridor. This view will terminate on the east façade of the SportsPlex in the vicinity of the access doors and projecting metal canopy. Portions of the façade would be obscured by the Broadview Dairy building and the basalt outcrop.

- Staff encourages the applicant and the Design Review Board to consider the pedestrian experience of the 8' tall masonry plinth.
- "Interactive" art generally implies two people or things (or a thing and a person) influencing or having an effect on one another, thereby incorporating a two-way flow of information, especially in the case of computers and computer users. Could the applicant provide more information about the "interactivity" of the art screen?
- Where the "art screen" is not proposed are the "running people" art elements on the north and east elevations remaining, being replaced by something else, or being removed?
    - The applicant has indicated that a more recent design solution exists for this art element. Staff encourages the applicant to articulate this solution to the Design Review Board.
- **What is the Design Review Board's recommendation on the applicant's proposed solution for "Treating Blank Walls"?**

ADDITIONAL SUGGESTED TOPICS

Staff has no additional topics to suggest at this time.

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
Downtown Spokane Design Guidelines

FILE NO.DRB 1905-1901

DESIGN REVIEW BOARD

Spokane SportsPlex

1 - Recommendation Meeting

April 10, 2019

From:	To:	CC:
Design Review Board Steven Meek, Chair c/o Dean Gunderson, DRB Secretary Planning & Development 808 W. Spokane Falls Blvd. Spokane, WA 99201	Colin C. Anderson, DBIA Integrus Architecture	Ali Brast, Assistant Planner Heather Trautman, Planning Director

Based on review of the materials submitted by the applicant and discussion during the first Recommendation Meeting on April 10, 2019, the Design Review Board recommends the approval of the project subject to the following conditions:

1. **The applicant shall further explore additional options for façade articulation according to SMC 17C.124.530.**

   Spokane Municipal Code – Design Standards

   See SMC 17C.124.530.

   Downtown Design Guidelines

   A-2 Enhance the Skyline
   B-2 Create Transitions in Bulk and Scale
   B-4 Design a Well-Proportioned & Unified Building
   C-2 Design Facades of Many Scales
   C-3 Provide Active Facades

2. **The applicant shall further explore additional options for treating blank walls according to SMC 17C.124.570.**

   Spokane Municipal Code – Design Standards

   See SMC 17C.124.570.

   Downtown Design Guidelines

   C-1 Promote Pedestrian Interaction
   C-3 Provide Active Facades
   C-7 Install Pedestrian-Friendly Materials at Street-Level
   D-2 Enhance the Building with Landscaping
   D-7 Design for Personal Safety & Security

3. **The applicant shall further explore landscaping options on the north façade to better enhance the pedestrian experience as a component of the design departure from SMC 17C.124.510.**

Downtown Design Guidelines

D-2 Enhance the Building with Landscaping
D-6 Provide Attractive and Appropriate Lighting
D-8 Create "Green Streets"

4. **The applicant shall further explore design options that allow for a large volume of people to simultaneously and safely cross Dean Avenue at the proposed bulb-outs.**

Spokane Comprehensive Plan

Chapter 4: TR5 – Active Transportation

Spokane Pedestrian Master Plan

Goal 1: Well Connected and Complete Pedestrian Network
Goal 4: Safe and Inviting Pedestrian Settings
Figure 7 - Composite Pedestrian Needs Map: Pedestrian Priority Zones

"Fast Forward Spokane" Downtown Plan

2.3 MULTI-MODAL CIRCULATION AND PARKING

Relevant Objectives:

- Improve pedestrian and bicycle connections

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Relevant Objectives:

- Develop pedestrian- and bicycle-friendly streetscape improvements

Downtown Design Guidelines

D-1 Provide Inviting & Usable Open Space
D-7 Design for Personal Safety & Security
E-1 Minimize Curb Cut Impacts

5. **The applicant shall provide detailed explanation of any Design Departures according to applicable code.**

Spokane Municipal Code

See SMC 17C.124.015 and SMC 17G.030.

Steven Meek, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

SPOKANE PUBLIC FACILITIES DISTRICT

LYDIG

integrus ARCHITECTURE

DAVIS

COFFMAN ENGINEERS

MW CONSULTING ENGINEERS

LAND EXPRESSIONS

WEST ELEVATION

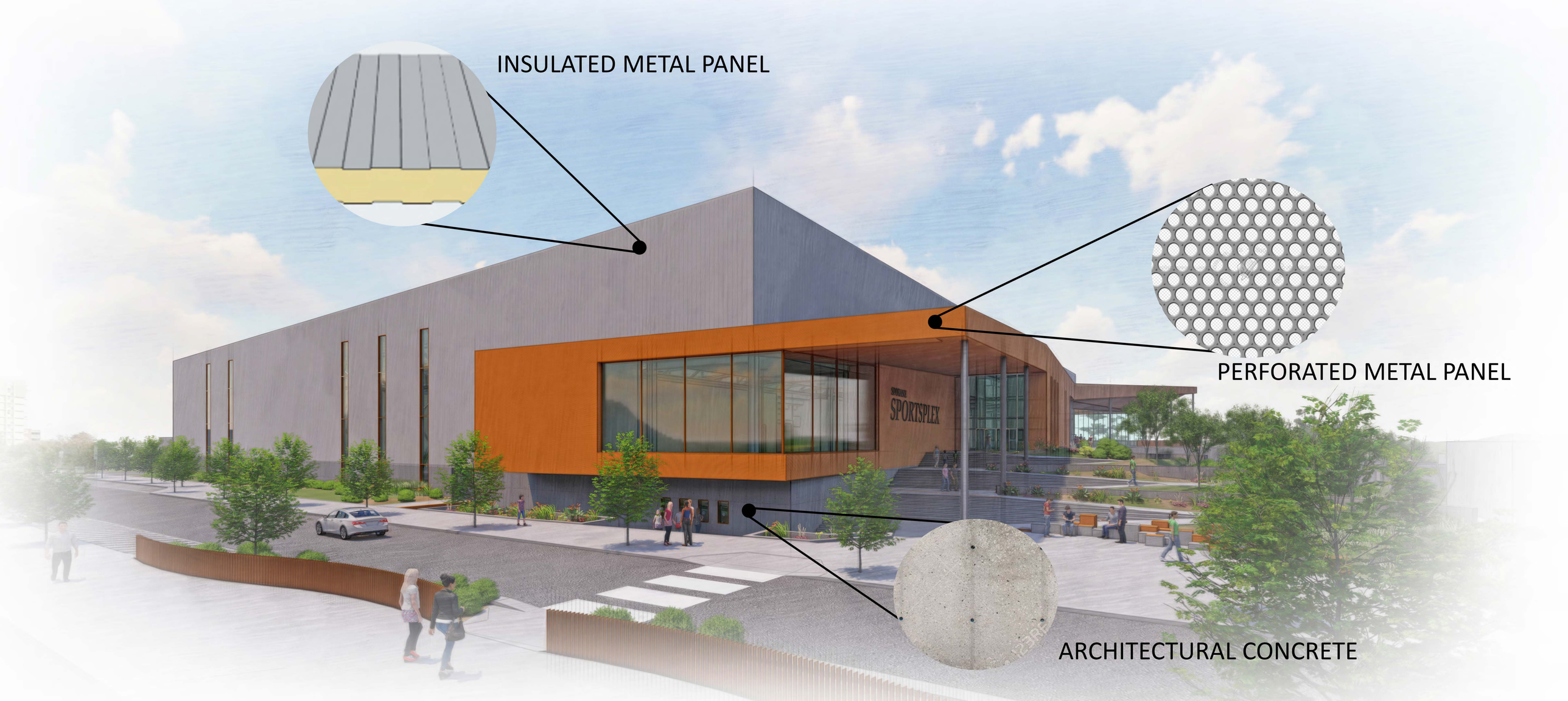
SPORTSPLEX

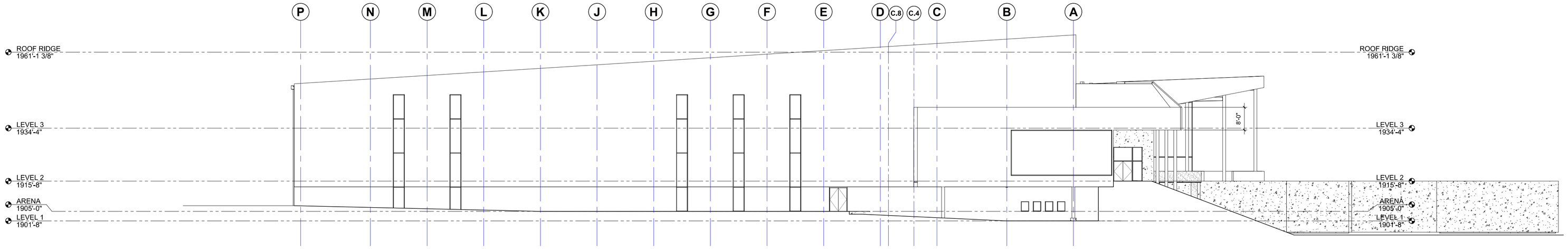
SPOKANE
SPORTSPLEX

NORTH ELEVATION

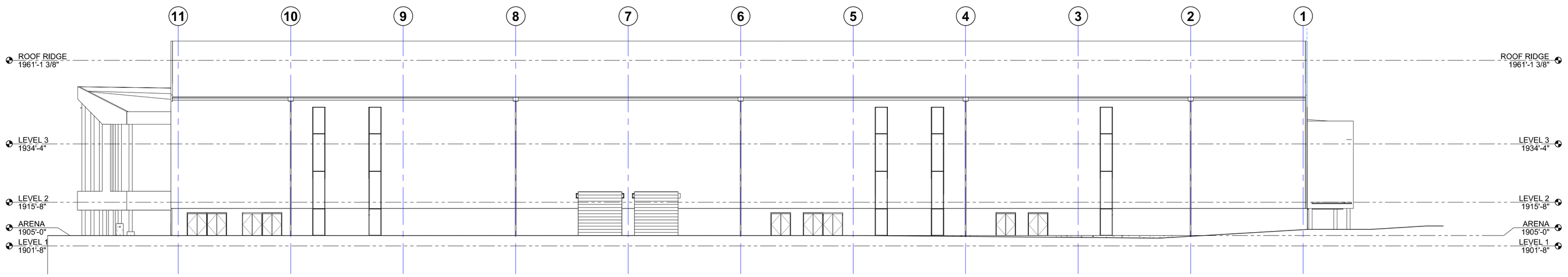
EAST ELEVATION

SOUTH ELEVATION

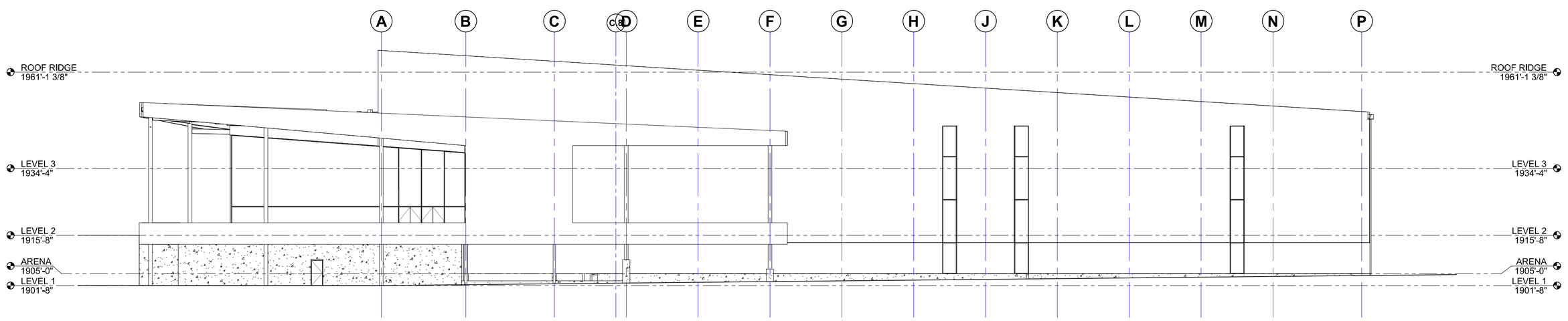

INSULATED METAL PANEL
PERFORATED METAL PANEL
SPORTSPLEX
ARCHITECTURAL CONCRETE



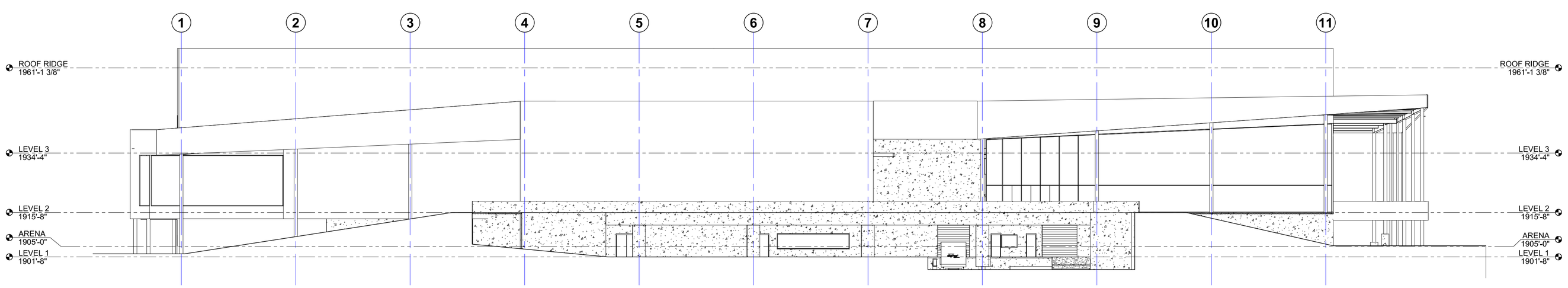
1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 EAST ELEVATION
SCALE: 1/16" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 WEST ELEVATION
SCALE: 1/16" = 1'-0"

integrus ARCHITECTURE
10 SOUTH CEDAR, SPOKANE, WA, 99204
TELEPHONE (509)838-8681 FAX (509)838-2194

SPOKANE PUBLIC FACILITIES DISTRICT
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720 W MALLON AVE
SPOKANE, WA 99201

Date:	8/29/19
Job No.:	Proj #21834
Drawn By:	BR
Checked by:	CA

Revisions

#	Date	Description

EXTERIOR ELEVATIONS

A201

PROGRESS SET

integrus ARCHITECTURE
10 SOUTH CEDAR, SPOKANE WA. 99204
TELEPHONE: (509)838-8081 FAX (509)838-7194

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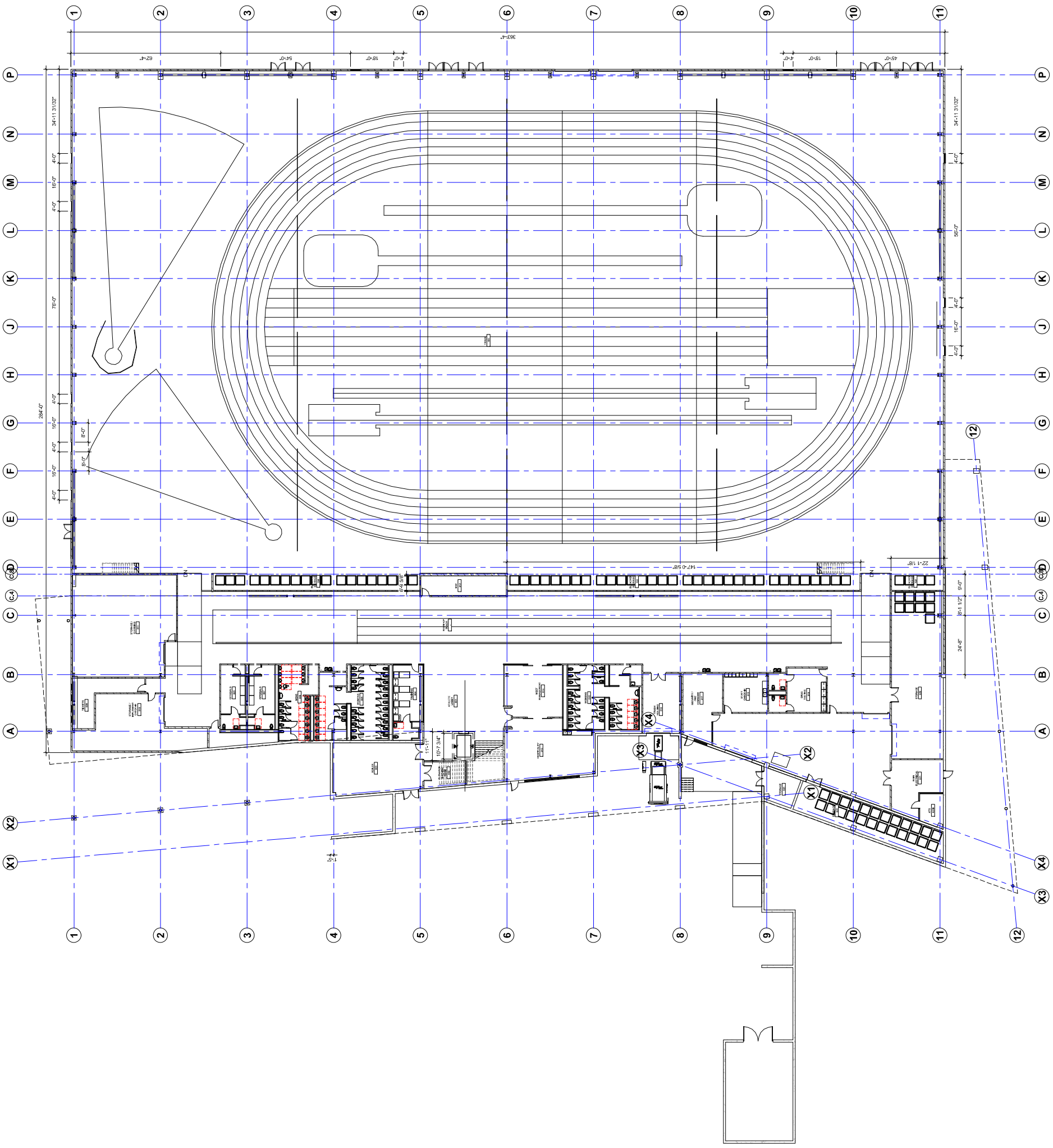
LEVEL 1 - FLOOR PLAN

A101

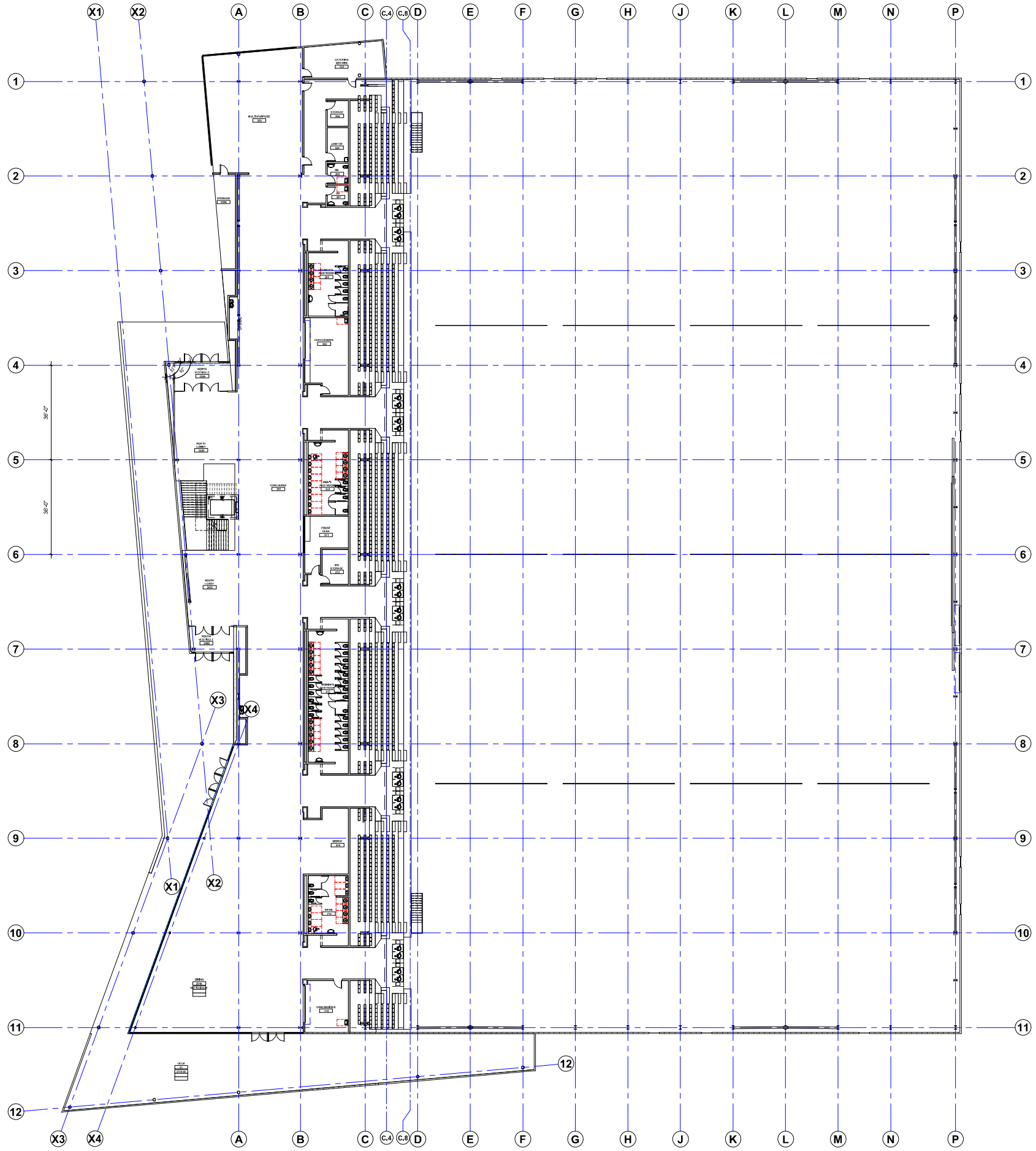
DESIGN DEVELOPMENT

KEYNOTE LEGEND

#	KEYNOTE INFORMATION



1 LEVEL 1 FLOOR PLAN - OVERALL
1/16" = 1'-0"



1 LEVEL 2 FLOOR PLAN - OVERALL
1/16" = 1'-0"

KEYNOTE LEGEND	
#	KEYNOTE INFORMATION

DESIGN DEVELOPMENT

integrus ARCHITECTURE

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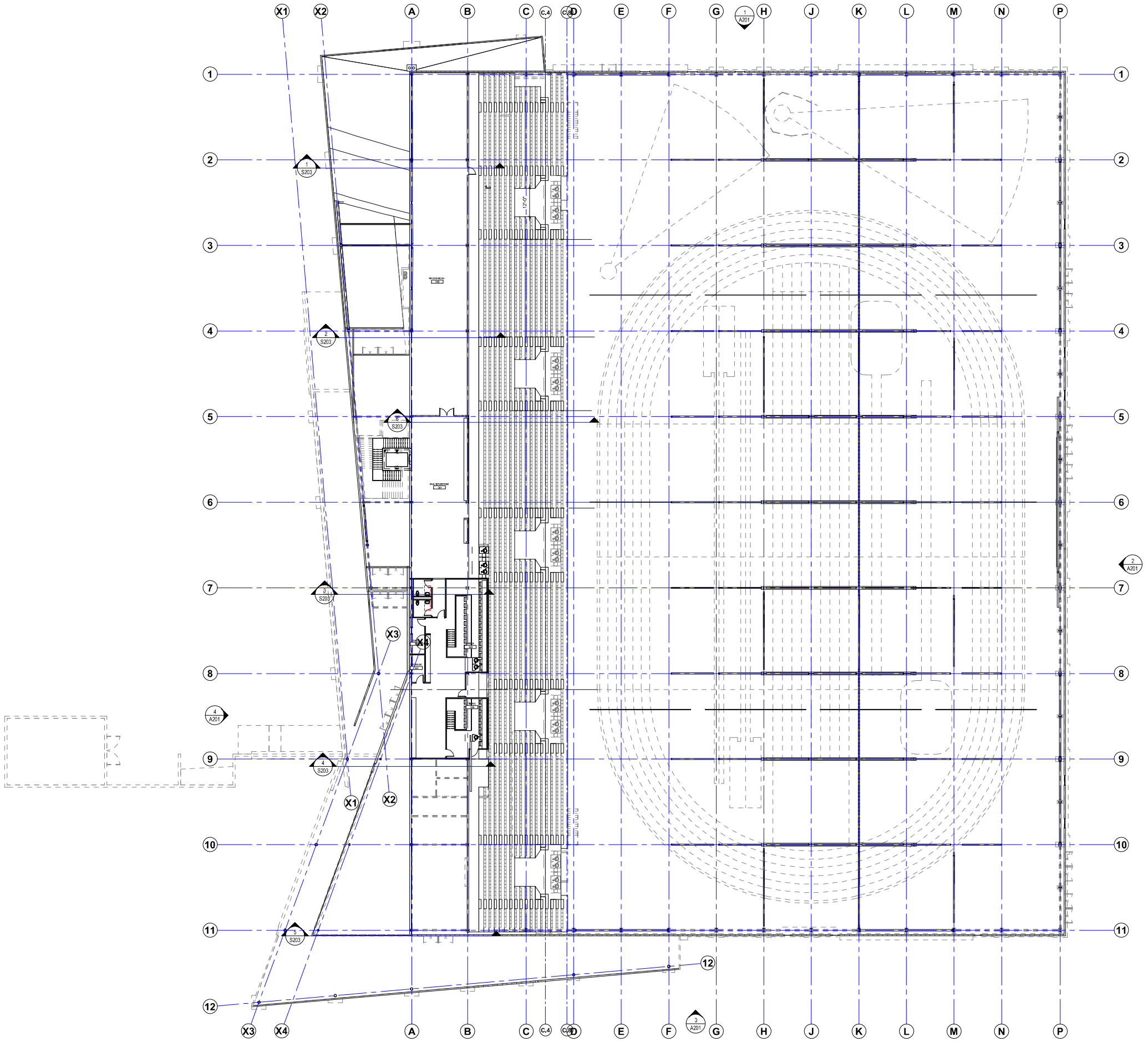
#	Date	Description

LEVEL 2 -
FLOOR PLAN

A102



1 LEVEL 3 FLOOR PLAN - OVERALL
1/16" = 1'-0"

KEYNOTE LEGEND	
#	KEYNOTE INFORMATION

integrus ARCHITECTURE
1 2 1 SOUTH GRAND BLVD • SPOKANE, WA 99204
TELEPHONE (509) 838-8231 • FAX (509) 838-8236

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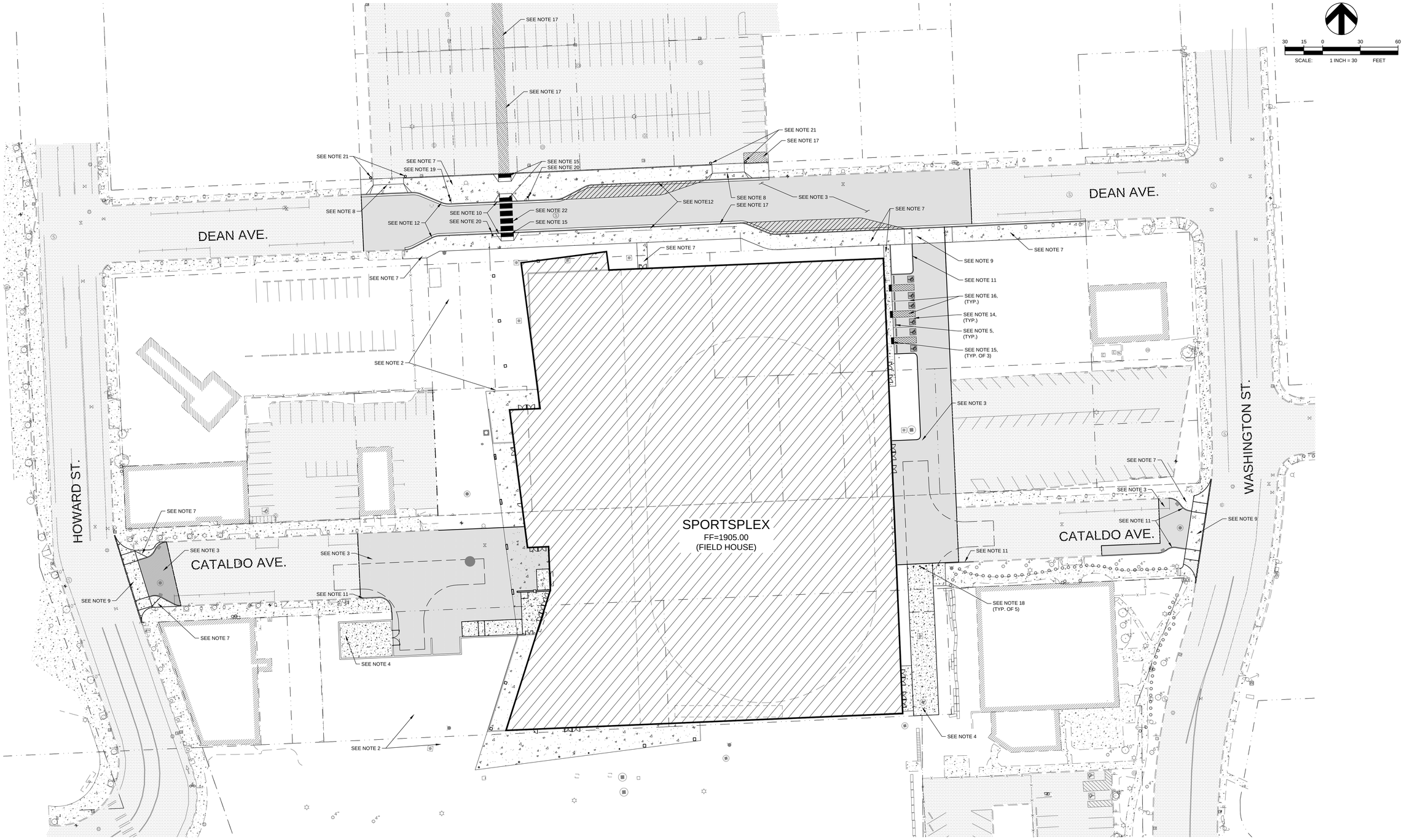
#	Date	Description

LEVEL 3 -
FLOOR PLAN

A103

DESIGN DEVELOPMENT



NOTES

1. REFER TO SHEET C001 FOR GENERAL NOTES.
2. REFER TO ARCHITECTURAL DOCUMENTS FOR ADDITIONAL INFORMATION REGARDING CONSTRUCTION OF STRUCTURES, ENCLOSURES, STAIRS, LANDINGS/PATIOS, FENCING, RAILING, AND GATES.
3. ASPHALT PAVEMENT SECTION SHALL CONSIST OF 4 INCHES OF HOT MIX ASPHALT PAVEMENT OVER 6 INCHES OF COMPACTED CRUSHED SURFACING TOP COURSE OVER COMPACTED SUBGRADE OR STRUCTURAL FILL.
4. CONCRETE PAVEMENT SECTION SHALL CONSIST OF 6 INCHES OF REINFORCED CONCRETE PAVEMENT OVER 6 INCHES OF COMPACTED CRUSHED SURFACING TOP COURSE OVER COMPACTED SUBGRADE OR STRUCTURAL FILL. REINFORCING SHALL CONSIST OF #4 EPOXY COATED REBAR AT 12 INCHES ON CENTER (EACH WAY).
5. CONCRETE WHEEL STOP SHALL BE 6 FEET LONG AND AFFIXED TO THE PAVEMENT USING THREE (3) STEEL DOWEL ANCHORS (24 INCHES X 3/4-INCH DIAMETER)
6. BROKEN, HEAVED, OR SUNKEN SIDEWALK, CURBS, AND DRIVEWAY APPROACHES ADJACENT TO THE PROJECT SHALL BE REPLACED OR REPAIRED, WHETHER CAUSED BY CONSTRUCTION OR NOT. REPLACEMENT SIDEWALK SHALL MATCH EXISTING CONDITION ELEVATIONS.
7. CONCRETE SIDEWALK SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-102.
8. CONCRETE DRIVEWAY TYPE 1 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-103.
9. CONCRETE DRIVEWAY TYPE 2 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-103A.
10. CONCRETE CURB RAMP TYPE 1 SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-105 (SIMILAR). RAMP SHALL BE 10 FEET WIDE.
11. CONCRETE CURB SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-106.
12. CONCRETE CURB AND GUTTER SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-106.
13. TREE WELL BLOCKOUT SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. F-107. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
14. ACCESSIBLE BARRIER-FREE PARKING SHALL COMPLY WITH CITY OF SPOKANE STANDARD PLAN NO. G-54 AND G-80A.
15. DETECTABLE WARNING PATTERN SHALL COMPLY WITH CITY OF SPOKANE AND ADAAG STANDARDS.
16. PARKING STALL STRIPING SHALL BE 4-INCH WIDE TRAFFIC YELLOW (TWO COATS).
17. NO PARKING AREA ANGLED STRIPING SHALL BE 6-INCH WIDE TRAFFIC YELLOW (TWO COATS).
18. REMOVABLE BOLLARDS SHALL COMPLY WITH CITY OF SPOKANE FIRE DEPARTMENT REQUIREMENTS.
19. BUS STOP SIGN SHALL COMPLY WITH SPOKANE TRANSIT AUTHORITY STANDARDS. COORDINATE REQUIREMENTS WITH STA.
20. CROSSWALK SIGN WITH SOLAR POWERED RRFB FRONT AND BACK AND PUSH BUTTON ACTUATOR. PROVIDE 5-INCH DIAMETER STEEL POST WITH REINFORCED CONCRETE FOUNDATION PER MANUFACTURERS RECOMMENDATIONS.
21. RELOCATED BOLLARD SIGNS AND ASSOCIATED BARRIER CHAIN.
22. PEDESTRIAN CROSSING SHALL BE 24-INCH WIDE TRAFFIC WHITE (TWO COATS) SPACED 3-FOOT CENTER TO CENTER.

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	261841.23	2480878.34	1903.66	SET MAG
3	261871.68	2481488.88	1907.04	SET MAG
4	261854.26	2481873.27	1909.40	SET X
6	261603.25	2481510.70	1904.55	SET X
7	261595.67	2481229.27	1898.88	SET X
8	261545.32	2480913.73	1890.17	SET X
9	261530.28	2481076.68	1892.98	SET X

UTILITY STATEMENT
LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.

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SPOKANE PUBLIC FACILITIES DISTRICT
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SPOKANE, WA 99201

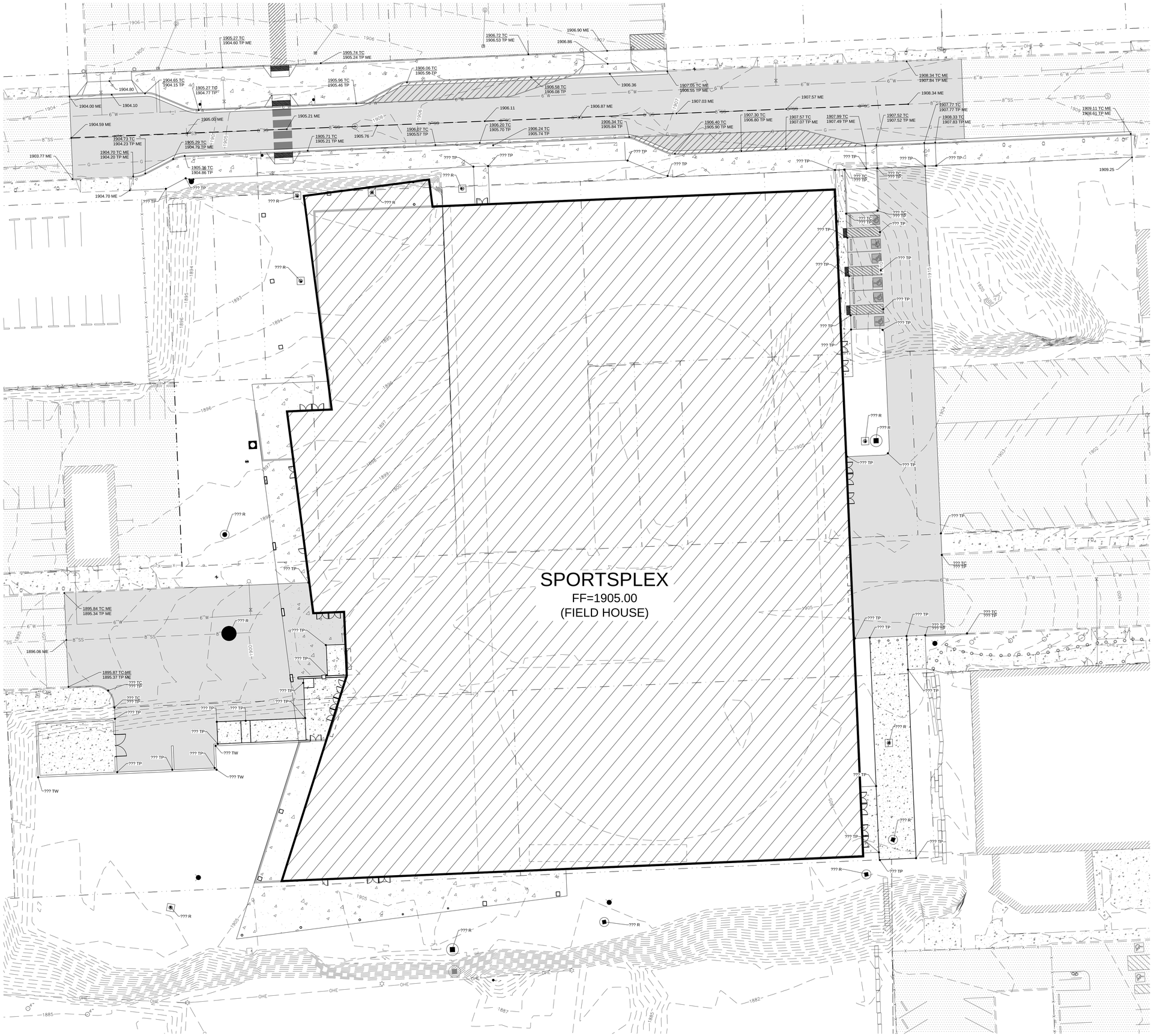
Date:	September 3, 2019
Job No.:	Proj #21834
Drawn By:	DLS
Checked by:	CJH

Revisions

#	Date	Description

OVERALL SITE PLAN

C301



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

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8	261545.32	2480913.73	1890.17	SET X
9	261530.28	2481076.68	1892.98	SET X

LEGEND

1905 — PROPOSED CONTOUR

1910 — EXISTING CONTOUR

GRADE BREAK

NOTES

1. REFER TO SHEET C001 FOR GENERAL NOTES.
2. REFER TO ARCHITECTURAL DOCUMENTS FOR ADDITIONAL INFORMATION REGARDING ANY STEPS IN FINISH FLOOR ELEVATION, BASEMENT ELEVATION, AND EXTERIOR DOOR LOCATIONS. COORDINATE ARCHITECTURAL ELEVATIONS WITH SITE GRADING.
3. REFER TO SHEET C501 FOR STORM WATER MANAGEMENT IMPROVEMENTS.
4. ASPHALT PAVEMENT SHALL BE FLUSH WITH CONCRETE SIDEWALK.
5. TRANSITION FROM FLUSH CONDITION TO VERTICAL CURB.
6. NEW PAVED SURFACE SHALL MATCH ELEVATION OF EXISTING PAVED SURFACE AT SAWCUT LINE. LOCATION OF SAWCUT LINE IS APPROXIMATE.
7. CONTOURS SHOWN ARE 1-FOOT CONTOURS UNLESS OTHERWISE NOTED.

UTILITY STATEMENT
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#	Date	Description

GRADING PLAN

C401

20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
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LEGEND

1905 PROPOSED CONTOUR

1910 EXISTING CONTOUR

GRADE BREAK

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Spokane, WA 99201
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SPOKANE PUBLIC FACILITIES DISTRICT SPORTSPLEX

720 W MALLON AVE
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Date:	September 3, 2019
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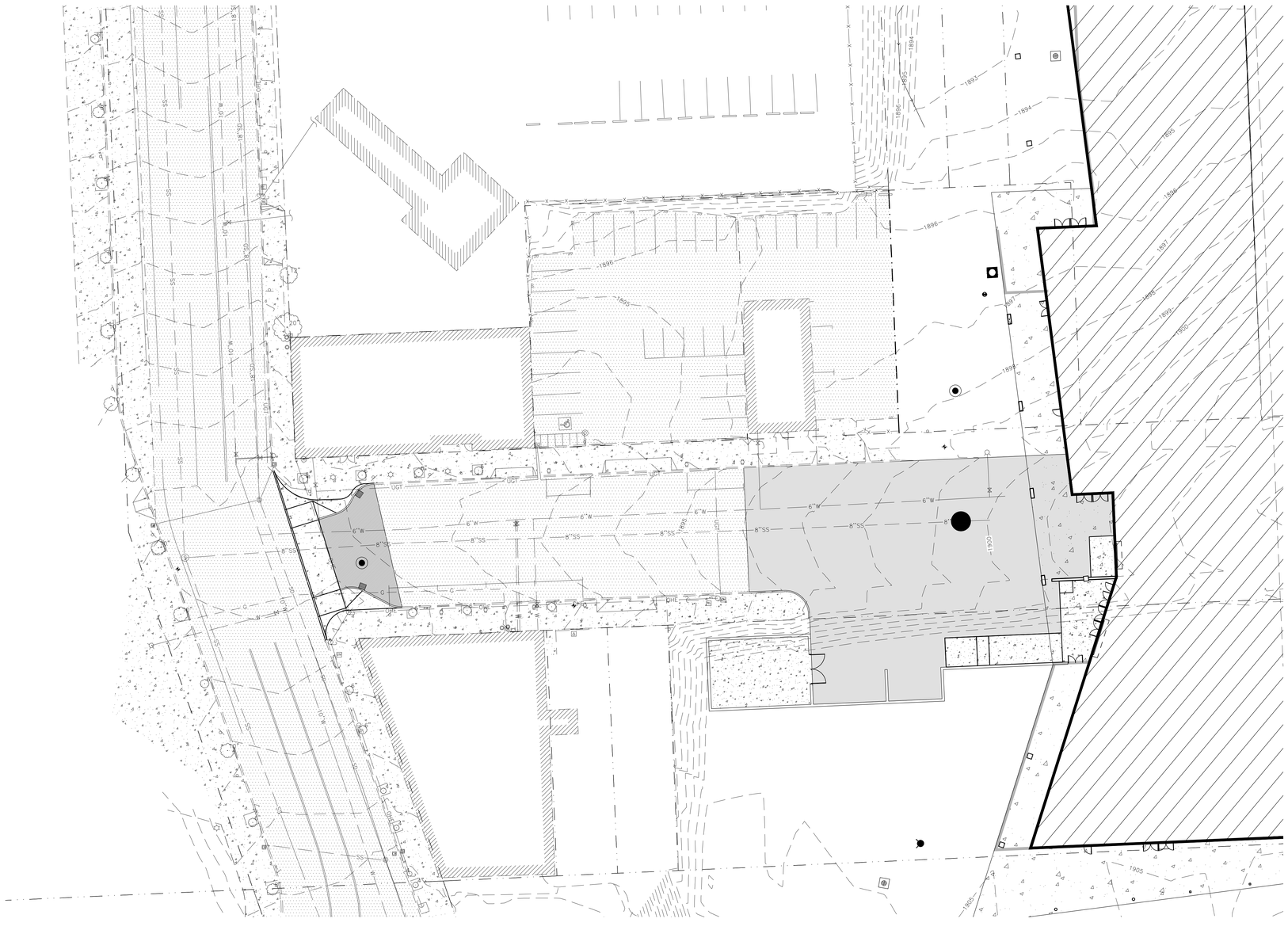
Revisions

#	Date	Description

CATALDO BLOCK - EAST UPGRADES

C701



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SCALE: 1 INCH = 20 FEET

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LEGEND

1905 — PROPOSED CONTOUR

1910 — EXISTING CONTOUR

GRADE BREAK

NOTES

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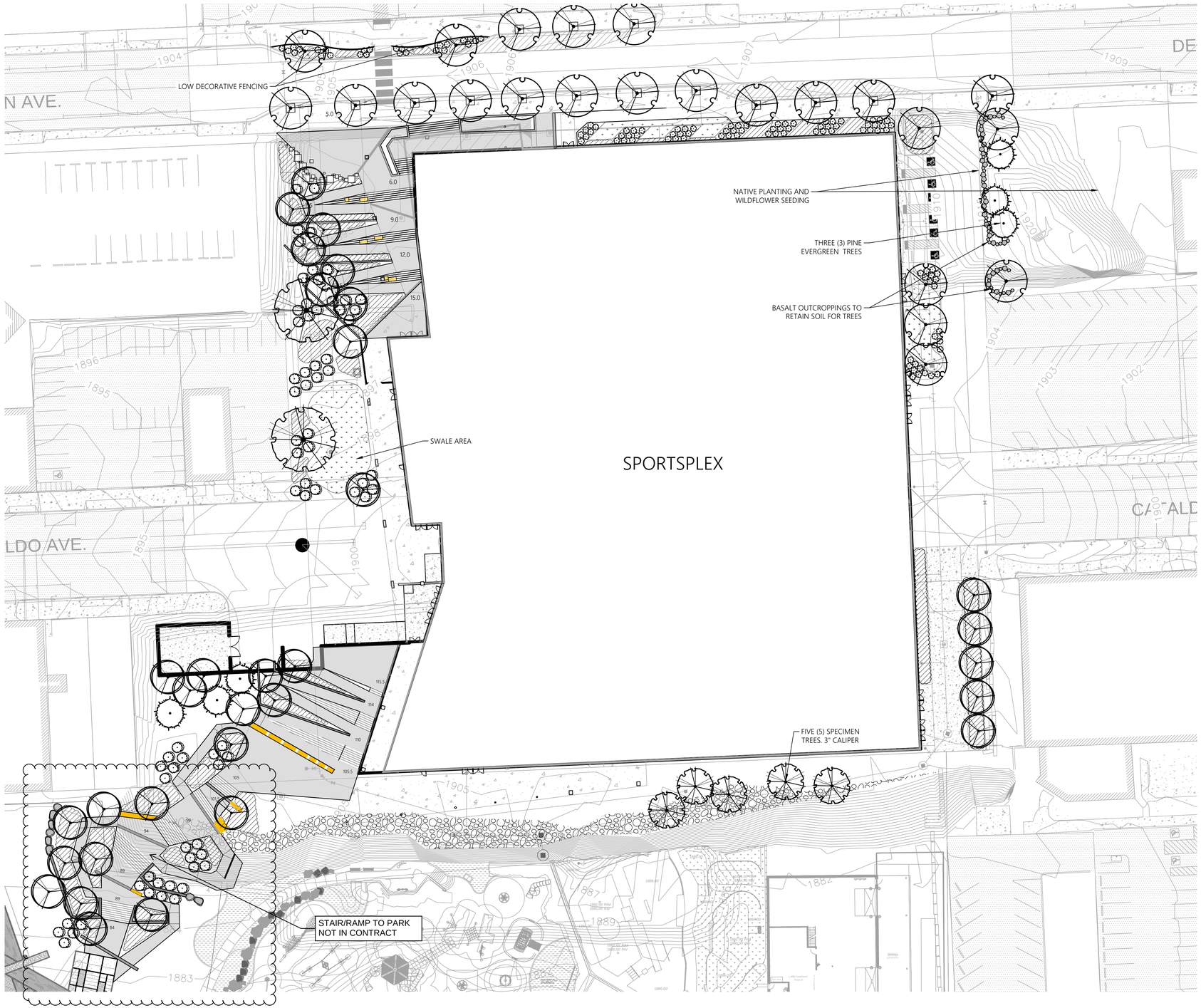
CATALDO BLOCK - WEST UPGRADES

C711



CONCEPT PLANT SCHEDULE

	CLASS III DECIDUOUS TREE -	7
	CLASS II STREET TREE -	27
	EVERGREEN TREE PINUS PONDEROSA / PONDEROSA PINE	6
	SMALL TREES (CLASS I) AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE` / `AUTUMN BRILLIANCE` SERVICEBERRY MALUS HYBRID / CRAB APPLE VARIETIES/SSP. SYRINGA RETICULATA `CHINA SNOW` / JAPANESE TREE LILAC	32
	DECIDUOUS SHRUB (SM) -	114
	DECIDUOUS SHRUB (LG) -	71
	LAWN TURF SOD / DROUGHT TOLERANT FESCUE BLEND	2,494 SF
	LANDSCAPE BED GROUND COVER AND LOW PLANTINGS -	7,299 SF

CONCEPT PLANT PALETTE

TREES	Common	Cont	Cal	Size	
ACER GRANDIDENTATUM `SCHMIDT`	ROCKY MOUNTAIN GLOW MAPLE	B & B	2" CAL		
ACER GRISEUM	PAPERBARK MAPLE	B & B	2" CAL		
AMELANCHIER ALNIFOLIA	SERVICEBERRY	B & B	CLUMP	5-6`	
CARPINUS BETULUS 'FASTIGIATA'	COLUMNAR HORNBEAM	B & B	2" CAL		
CRATAEGUS CRUS-GALLI `INERMIS`	THORNLESS HAWTHORN	B & B	2" CAL		
PINUS PONDEROSA DOUGLAS EX. C.LAWSON	NORTH PLATEAU PONDEROSA PINE	B & B		5-6`	
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	B & B		6`-8`	
ULMUS AMERICANA `JEFFERSON`	JEFFERSON ELM	B & B	4" CAL		
SHRUBS	Common	Cont	Form	Ht	
AMELANCHIER X GRANDIFOLIA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B&B	CLULMP	8'-10'	
ACHNATHERUM HYMENOIDES	INDIAN RICE GRASS	1 GAL			
AURINIA SAXATILIS	BASKET OF GOLD	1 GAL			
BERBERIS THUNBERGII `ADMIRATION`	ADMIRATION BARBERRY	2 GAL			
CLETHRA ALNIFOLIA	SUMMERSWEET CLETHRA	2 GAL			
CORNUS SANGUINEA 'ARCTIC FIRE'	ARCTIC FIRE DOGWOOD	2 GAL			
CORNUS STOLONIFERA 'IVORY HALO'	IVORY HALO DOGWOOD				
HELIANTHEMUM NUMMULARIUM	SUNROSE	1 GAL			
HEMEROCALLIS X `STELLA DE ORO`	STELLA DE ORO DAYLILY	1 GAL			
HOLODISCUS DISCOLOR	OCEAN-SPRAY	5 GAL			
IBERIS SEMPERVIRENS `ALEXANDER`S WHITE`	WHITE EVERGREEN CANDYTUFT	1 GAL			
JUNCUS BALTICUS	BALTIC RUSH	1 GAL			
LEYMUS CINEREUS	GREAT BASIN WILDRYE	1 GAL			
MAHONIA AQUIFOLIUM `COMPACTA`	COMPACT OREGON GRAPE	2 GAL			
MAHONIA REPENS	CREEPING MAHONIA	5 GAL			
PHYSOCARPUS MALVACEUS	MALLOW NINEBARK	2 GAL			
RHUS AROMATICA `GRO-LOW`	GRO-LOW FRAGRANT SUMAC	2 GAL			
SALIX EXIGUA	COYOTE WILLOW	5 GAL			
SPIRAEA JAPONICA `LITTLE PRINCESS`	LITTLE PRINCESS JAPANESE SPIREA	3 GAL			
SYMPHORICARPOS ALBUS	COMMON WHITE SNOWBERRY	2 GAL			
SYRINGA PATULA `MISS KIM`	MISS KIM LILAC	5 GAL			
VIBURNUM PLICATUM TOM. 'WATANABE'	WATANABE VIBURNUM	5 GAL			
GRASSES	Common	Cont	Form	Ht	
HELICTOTRICHON SEMPERVIRENS `SAPPHIRE`	BLUE OAT GRASS	2 GAL			
MISCANTHUS SINENSIS 'GRAZIELLA'	GRAZIELLA MAIDEN GRASS	5 GAL			
PANICUM VIRGATUM `SHENANDOAH`	SWITCH GRASS	2 GAL			
PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	1 GAL			
SORGHASTRUM NUTANS `SIOUX BLUE`	BLUE INDIAN GRASS	2 GAL			
STIPA BRACHYTRICHA	KOREAN FEATHER REED GRASS	2 GAL			
GROUND COVERS	Common	Cont			Spacing
ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL			36" o.c.
COTONEASTER DAMMERI `EICHHOLZ`	EICHHOLZ COTONEASTER	1 GAL			24" o.c.
SOD/SEED	Common	Cont			Spacing
NATIVE SEED	NATIVE GRASS SEED	SEED			
TURF SOD	KENTUCKY BLUEGRASS BLEND	SOD			
WILDFLOWERS					
GAILARDIA ARISTATA	BLANKET FLOWER	SEED			
ACHILLEA MILLEFOLIUM	YARROW	SEED			
ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	SEED			
BALSAMORHIZA SAGITTATE	ARROWLEAF BALSAMROOT	SEED			
HEUCHERA CYLINDRICA	CORAL BELLS	SEED			
PENSTEMON FRUTICOSUS	SHRUBBY PENSTEMON	SEED			
GEUM TRIFOLIUM	PRAIRIE SMOKE	SEED			

SPOKANE SPORTSPLEX - CONCEPT LANDSCAPE PLAN

SCALE: 1" = 30' - 0"

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

0 15 30 60
SCALE OF FEET: 1" = 30'-0"

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LAND EXPRESSIONS
5615 E. DAY MT. SPOKANE RD.
MEAD, WA 99021
P. 509.466.6683 F. 509.466.7694
LAND EXPRESSIONS.COM

SPOKANE SPORTSPLEX
SPOKANE, WA

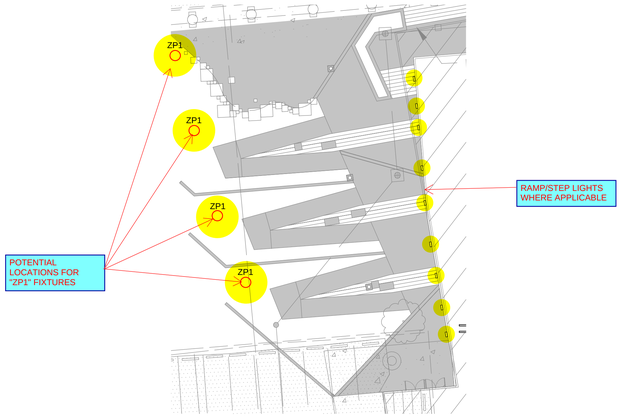
CONCEPT LANDSCAPE PLAN

DATE: 09.03.19
REVISED:

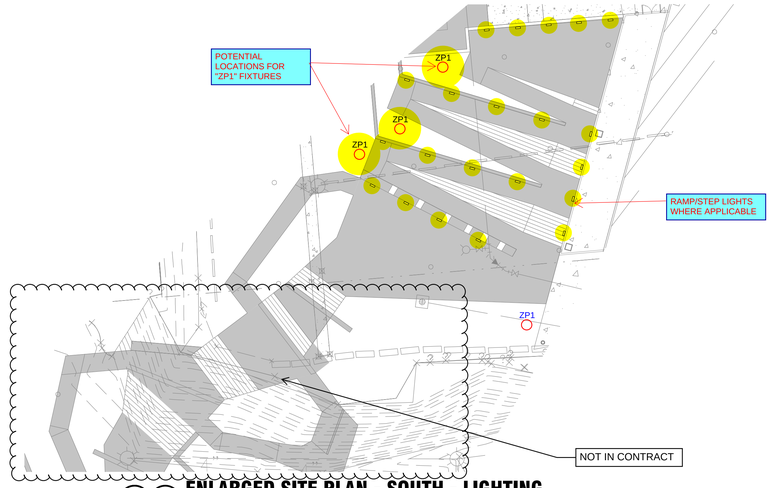
PROJECT NO:
PROJECT MGR: TP
DRAWN BY: TP/NH

L1.0
CONCEPT LANDSCAPE

Spokane River
gur d'Alene to the Columbia



2 ENLARGED SITE PLAN - NORTH - LIGHTING
1" = 20'-0"



3 ENLARGED SITE PLAN - SOUTH - LIGHTING
1" = 20'-0"

SITE PLAN - ELECTRICAL
1" = 30'-0"

PROGRESS SET

integrus ARCHITECTURE
10 SOUTH CEDAR, SPOKANE, WA 99202
TELEPHONE (509)838-8681 FAX (509)838-2119

MW CONSULTING ENGINEERS
N. 222 Wall Street Suite 200
Spokane, WA 99201
T: 509.838.1123
F: 509.838.1123

SPOKANE PUBLIC FACILITIES DISTRICT
SPORTSPLEX
720 W MALLON AVE
SPOKANE, WA 99201

Date:	September 3, 2019
Job No.:	Proj #21834
Drawn By:	AL
Checked by:	JE

Revisions

#	Date	Description
1	3/1/19	GMP Addenda 1

SITE PLAN - ELECTRICAL

E100

SPORT

Spokane River
gur d'Alene to the Columbia

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10 S. Cedar Street
Spokane, WA 99201
PO Box 1482 (99210)
509.838.8681 | office
509.838.2194 | fax

1. The applicant shall further explore additional options for façade articulation according to SMC 17C.124.530.
    a. SMC17C.124.530 Purpose.
       To reduce the massiveness of larger buildings.
        i. Starting on the Northwest and wrapping around the East to the Southwest windows facade break down the large façade into smaller units by being placed strategically.
    b. Downtown Design Guidelines
        i. A-2 Enhance the Skyline
            1. The skyline is enhanced with a single sloped roof and from the sky reflection of the 42'-0" high windows.
        ii. B-2 Create Transitions in Bulk and Scale
            1. Landscape, material break up of architectural concrete to insulated metal panels, and numerous full height windows on the façade help reduce the scale of the building along pedestrian circulation.
        iii. B-4 Design a Well-Proportioned & Unified Building
            1. Windows are placed around the building are strategically placed on a 2/3 – 1/3 ratio to be pleasing to the eye. Glazing around the building provides insight of events in different areas of the building, i.e. field house events, lobby and concourse circulation.
            2. The west façade is smaller with a lower roof line to show different proportion and scale down at the main pedestrian circulation to Riverfront park.
            3. Overhead protection wraps along the Southwest and Northwest areas of the building entrances as well as ticketing area. The field house roof sloping to the east will help maintain any roof drainage off the sidewalk to the north.
            4. Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.
        iv. C-2 Design Facades of Many Scales
            1. Windows are placed around the building are strategically placed on a 2/3 – 1/3 ratio to be pleasing to the eye. Glazing around the building

provides insight of events in different areas of the building, i.e. field house events, lobby and concourse circulation. Windows are broken up with mullions at no larger than 10'-0" to maintain a smaller scale feel.

2. A horizontal band of 8'-4" located at finish grade breaks up the material along the North, East and South facades.
3. The terracotta spine along the West façade is designed to have "carved" areas be the exterior circulation as well as gathering spaces.
4. Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.
5. The roof line slopes downward from West to East to maintain a program required height and is broken up with the spine roof line, which is lower.
6. The spine area protrudes from the main field house to provide coverage at ticketing area on level 1 and indicate program on level 2.

v. C-3 Provide Active Facades

1. Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.
2. Different materials used around the building are architectural finish concrete, striated insulated metal panels and perforated corrugated metal panels.
3. Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.
4. At entry stair/ramp locations, integrated seating and open view areas provide spaces to socialize. Across the street, a new bus stop canopy will promote the use of public transportation to and from the general area.

2. The applicant shall further explore additional options for treating blank walls according to SMC 17C.124.570.
   a. 17C.124.570 Purpose

      To mitigate blank walls by providing visual street interest.

i. Purpose is met with concrete plinth at base, protruding portion of the building, windows, and lighting fixtures.

b. Downtown Design Guidelines
   i. C-1 Promote Pedestrian Interaction
      1. ADA parking shown on the East side of the building has access wrapped access around from the parking area to the North and around the West side of the building down the promenade to Riverfront park.
      2. A plaza like space with landscaping and benches are provided on the Northwest side of the building adjacent to the street sidewalk. Other available spaces are located on the Southwest portions of the building at the open deck area and intermediate connected landing between the building and Riverfront park.
      3. Stair/Ramp combination lead to multiple entrances and circulation around the west of the building.
      4. Windows around the building provides views into the building where activities are taking place.
   ii. C-3 Provide Active Facades
      1. Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.
      2. Different materials used around the building are architectural finish concrete, striated insulated metal panels and perforated corrugated metal panels.
      3. Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.
      4. At entry stair/ramp locations, integrated seating and open view areas provide spaces to socialize. Across the street, a new bus stop canopy will promote the use of public transportation to and from the general area.
   iii. C-7 Install Pedestrian-Friendly Materials at Street Level
      1. Different materials used around the building are architectural finish concrete, striated insulated

metal panels, perforated corrugated metal panels and glazing.

iv. D-2 Enhance the Building with Landscaping
    1. Site landscaping will include a variety of plant material providing a clean palette and simple experience for the public.

v. D-7 Design for Personal Safety & Security
    1. Lighting on the building and within landscaping illuminate circulation in areas and provide a sense of security.
    2. Big scale facades are broken up with the spine building element on the Northwest and Southwest corners, full height windows placed around the building to show interior program, and East protrusion for field house deliveries.
    3. Low plantings and landscaping is provided to keep areas visible around the building and in circulation areas to direct pedestrians to entry/plaza spaces.
    4. Street calming is being used to direct pedestrians to the entry and parking across the street.

3. The applicant shall further explore landscaping options on the north façade to better enhance the pedestrian experience as a component of the design departure from SMC 17C.124.510.
    a. Site landscaping will be comprised of a minimal variety of plant material providing a clean palette and simple experience for the public. Different experiences will exist as one moves around the building ranging from a more formal, pedestrian friendly streetscape along the North building edge with street trees and groundcover plantings included within the sidewalk as prescribed by the City of Spokane, Central Business District landscape regulations. This will help define and establish the intent of the 'Green Streets' guideline with plantings on either side of the walk. Simple, pedestrian friendly mass plantings of singular varieties of deciduous or evergreen shrubs and lawn will be identified in the larger spaces between sidewalk and building narrowing to shrubbery only in the smaller, narrower planting areas. Drought tolerant ornamental plantings will thrive and transition naturally into the urban cityscape and be chosen to enhance the building, its materials and be conscientious of window placement. Basalt rock outcroppings; the natural environment of The Columbia Plateau and this site will be embraced as indigenous to The Sportsplex complex. The existing basalt knob of rock to the

Northeast will be planted with local native evergreen trees, grasses, wildflowers, and woody shrubs which will also flow along the southern bluff adjacent to the building and flow with the steps/ramp connecting the facility with Riverfront Park to the Southeast. Serviceberry, Snowberry and Birchleaf Spirea will accent grasses studded with Coral Bells and Balsamroot, exposing visitors to the native plants of our area.

b. Approaching the building, the public will begin to experience the purpose and high-tech vision of The Sportsplex. Site furnishings, while reflecting materials from the building, will also be coordinated with the lighting elements and hint at the applied science and technology supporting the athletes and the community. Lighting can be interactive and enjoyed as a focus of outdoor gathering, bearing a connection between indoors and out while creating a safe and welcoming experience throughout the space. Lighting will be comprehensive, illuminating stairs, ramps and walks as well as the building façade to highlight all areas accordingly. Style of fixtures will be conscientious of the surrounding facilities, indicative of the building materials and composition as well as efficient and simple to maintain.

c. Seating will be incorporated into the hardscape areas of the plaza, walks, steps and ramps as naturally as possible. Concrete and/or metal benches will be clustered and coordinated to encourage gathering at the North and South plazas as well as into the formal steps creating a variety of seating opportunities.

4. The applicant shall further explore design options that allow for a large volume of people to simultaneously and safely cross Dean Avenue at the proposed bulb-outs.

   a. The Sportsplex project is proposing street upgrades to Dean Avenue along the frontage of the development to provide an improved pedestrian experience. New 12-foot wide sidewalks with upgraded landscaping will be constructed on both sides of Dean Avenue adjacent to the Sportsplex. A new mid-block crossing is proposed to allow pedestrians and bicyclists to cross Dean Avenue from the existing PFD parking lot and Spokane Transit Park & Ride facility to the Sportsplex and ultimately Riverfront Park. A striped pathway in alignment with the new crossing will be added to the existing parking lot to help channel pedestrians to this crossing point. Dean Avenue will be narrowed in the vicinity of the pedestrian crossing to help slow/calm traffic. The crossing will be identified with pedestrian ramps, painted pavement markings, and signs with rectangular rapid

flash beacons (RRFB). A new Spokane Transit bus stop will also be provided, along with drop-off areas on both sides of the street adjacent to the Sportsplex facility.

b. The crossing will be aligned with the main entrance to the Sportsplex and will also allow for connectivity to Riverfront Park and downtown. The Sportsplex is proposing a key north-south pedestrian pathway to link the existing PFD parking lot and Spokane Transit Park & Ride facility to the main promenade through Riverfront Park. These improvements that are being designed in coordination with the Riverfront Park North Bank Playground project hope to provide a barrier-free passage at a connection point to the park that was previously inaccessible due to the basalt cliff. This north-south link will provide a safe and inviting pedestrian experience with landscaping that enhances the open space while maintaining visibility, adequate pedestrian-scaled site lighting, and seating areas.

c. In addition to the open space provided with the north-south pedestrian link, the Sportsplex will also have outdoor decks, enhancing the experience of facility participants, guests, and staff. The decks will allow solar access and provide views of the new North Bank Playground site, Riverfront Park, the Spokane River, and downtown.

    i. These street and pedestrian pathway upgrades as described above support the following City of Spokane strategic plans:

        1. Spokane Comprehensive Plan

            a. TR 5 Active Transportation – Item a): Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.

            b. TR 5 Active Transportation – Item f): Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:

            c. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.

            d. Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where

features that act as barriers prevent safe and convenient access.

e. TR 5 Active Transportation – Item g): Provide viable facilities for active transportation modes as alternatives to driving.
f. Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors.
g. Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways.
h. TR 5 Active Transportation – Item j): Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

d. Spokane Pedestrian Master Plan
    i. Goal 1: Well Connected and Complete Pedestrian Network - Provide a connected, equitable and complete pedestrian network within and between centers and corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.
    ii. Goal 4: Safe and Inviting Pedestrian Settings - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.
e. Fast Forward Spokane Downtown Plan
    i. 2.3 Multi-Modal Circulation and Parking - Improve circulation and parking in and around Downtown for all users.
        1. Improve pedestrian and bicycle connections.
    ii. 2.4 Open Space, Public Realm, and Streetscapes - Improve the Downtown environment for pedestrians and bicyclists.
        1. Improve access to Riverfront Park and Spokane River for all modes of travel.
f. Downtown Design Guidelines
    i. D-1 Provide Inviting & Usable Open Space
        1. Design public open spaces to promote visually pleasing, healthy, safe, and active environments for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.
    ii. D-7 Design for Personal Safety & Security

1. Design the building and site to promote the feeling of personal safety and security in the immediate area.

5. The applicant shall provide detailed explanation of any Design Departures according to applicable code.
    a. Window Design departure
        i. The design intent meets the purpose of 17C.124.510 by providing a pleasant, rich and diverse pedestrian-friendly experience by connecting activities occurring within the structure to adjacent sidewalk areas.
        ii. The design encourages observation or viewing opportunities by restricting fortress-like facades at street level.
        iii. Landscape and building graphics avoid a monotonous pedestrian environment.
        iv. Including 50% glazing at ground level for a sports facility of this scale would disrupt the types of event by adding too much glare which would turn into adding shading devices and remove that exterior and interior activity relationship.
        v. Though security would be available, a great amount of windows can become a safety issue during events because of the type of equipment used.

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10 S. Cedar Street
Spokane, WA 99201
PO Box 1482 (99210)
509.838.8681 | office
509.838.2194 | fax

Project Summary

1. Notable design updates since the collaborative workshop.
    a. The window layout has been improved to be spread out around the entire building thus allowing visuals into the building from the exterior as well as breaking down the large façade. The new rhythmic window placement provides a more pleasing architectural expression. The original design, though it had more glazing percentage, still did not meet the municipal code and did not allow any visuals for pedestrians into the building. The large amounts of glass also posed potential glare and safety issues considering the sporting events taking place in the building. This is the reasoning behind not having large percentages of glazing continuing down to within two feet of the finish grade.
    b. The Southwest deck has been reduced for safety egress reasons as well as allowing the glazing along the South wall to be spread further into the field house.
    c. Landscape features have been further developed. This includes the entry stair/ramp combination that we see as a tiered pedestrian plaza as opposed to merely circulation. The southwest ramp has also been further developed to create the connection to the north bank providing numerous outlooks to the park.
    d. We have further explored the artistic expression along dean avenue. We are exploring three options, one of which will be including in the final design. The preferred option is a graphic concrete mural depicting either the culture, landscape or history of Spokane. The second option would be to incorporate our required commissioned art into some homage to the athletes of the region. Our final option would be to incorporate a version of light art which would also be commissioned. Our renderings show our preferred option of a graphic concrete mural.
    e. The materials have been further refined and include; large curtain wall areas, perforated metal, insulated metal panels and precast insulated concrete.
    f. Landscape lighting has also been further designed to include parks approved pedestal lighting at the circulation ramps as well as integrated step lighting. The southern deck will be up lit in a manner to glow at night while the remainder of the field house will have subtle up lights on the walls. There will be selective landscape lighting accentuating important trees and other seating

features. Most of the lighting will be integrated lights into the soffits of the deck/circulation areas.

2. Articulation
   a. See attached rendering. We are strategically placing relief panels in portions of our long façade that are longer than fifty feet to meet this requirement. These relief panels protrude out further than the main body creating interesting shadow lines along the wall.
3. Treating blank walls. The four elements that we have chosen to meet this requirement are 1. Concrete plinth at the wall base. 2. Artwork murals as shown on rendering. 3. Light fixtures. 4. Transparent windows.
4. Plazas and other open space
   a. Plaza size 7,500sq
   b. Overall building 133,690sq
   c. The three elements that we are including in our plaza are: seating benches, special paving patterns which will be colored concrete and special interest landscaping.
5. Miscellaneous
   a. See attached conceptual lighting plan.
   b. Due to the design build delivery the only design component not completely dialed in is the treatment of the pedestrian interaction along Dean Ave. The landscape is pedestrian scaled, however the way we depict the art is still contingent upon the inclusion of the commissioned art piece. As described above this will either be a graphic concrete mural, sculptural commissioned free-standing art, or an integrated lighting element.

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509.838.8681 | office
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Design Departure Narrative for 17C.124.510

A. The design team has thoroughly examined how the Requirement could be applied as written. The percentage of glazing required both from 2'-10' and above 10' is counter productive to the facility purpose. First, there are serious glare issues with tracking volleyballs, badminton birds, etc. across large expanses of glass. This was a major concern with both the Sports Commission who is booking the facility and the PFD who is owning and maintaining the facility. Early designs showed these large expanses of glass prior to further investigation and compliance with the different sports requirements. Secondly, this is a paid, ticketed facility. Allowing what could be free admission through large glazing could pose a continuous safety and security issue for the owner to manage. Finally, the safety issues associated with sports related projectiles could demand we protect the interior of all large glass areas with netting and or steel cages.

B. The proposed solution does meet the intent and general direction set forth by the requirements and the presumptions. The requirements as stated in the Purpose Statement are:

   a. **provide a pleasant, rich, and diverse pedestrian-friendly experience by connecting activities occurring within a structure to adjacent sidewalk areas;**

   b. **encourage observation or viewing opportunities by restricting fortress-like facades at street level; and**

   c. **avoid a monotonous pedestrian environment.**

   Early designs had large areas of glass, but the glazing did not extend below 9 feet. Our updated design provides an architectural pleasing approach by dropping vertical window slits to the ground that allow 4' wide peaks into the facility. By bringing these slits down to the ground plane, we are connecting the activity inside the building with the adjacent sidewalk without providing a large viewing opportunity for non-paid on lookers. The rhythm of the windows around the landscape encourages observation and helps avoid a monotonous pedestrian environment.

C. We feel the new design is superior in design quality than the large percentages of glass that were part of the requirement. As stated above, the large area wall of glass that would have been required to meet the percentages would not have been conducive to this type of facility. Design quality for a sports venue is about the experience of the participant, the experience of the spectator, and how the project works

into the fabric of the community it resides in. The glare, safety and security concerns with large expanses of glass would not have made this project a successful design.

D. The departure is necessary to address the site. The long, slit window design allows a connection from ground plane through to the sky, allowing us to control views both into and out of the facility. This became apparent when coordinating with the North Bank project. Their maintenance building would have been the primary view from our bleachers out of the southern glass wall. By switching to long slivers of glass, we can control the view and focus on aspects of the park instead.

E. We feel the departure is a thoughtful approach to the design of the project. The building is a large mass. We feel the long ground to sky slivers of glass break up the mass into much smaller pieces. These 40' tall slivers will look like beacons when lit up at night.

F. There were no considerations (C) associated with this departure

Attachments

East Elevation

South Elevation

Perspective of the Northeast Corner of Facility

Email received 10/4/2019, 9:21PM
From: Anthony Gill, anthonyegill@gmail.com

Dean —

I hope you're doing well! Thank you so much for the hard work you're doing on behalf of the City and the Design Review Board. I wanted to write a quick email to offer some comments and feedback on the design for the proposed Sportsplex for the North Bank. I'm most concerned with two factors, outlined below:

1. Blank walls. The North Bank is at the very core of our city, and it has a unique history in terms of local peoples' relations with the river. It would be a real shame if we blighted this critically important place in our community—for the next forty or fifty years (at least!)—with an ugly, substandard building on which we "economized" to get it built. These blank walls (images attached, see below) are an abomination, and no amount of public artwork or murals can completely fix them. They don't interact with the street, they are terrible for pedestrians (in a place with some of the most pedestrian activity in the city!), and they look cheap. No reasonable person would describe them as "active facades." We can do better, and we should demand better.

2. Pedestrian, bike, wheelchair access. I'm pretty concerned about the inadequate plans for pedestrian and particularly wheelchair access around the building. With the (potential) loss of Cataldo, pedestrians will be forced to take a significant detour, and wheelchair users will be forced to roll through something like a dozen switchbacks to get up to the Sportsplex level. There's got to be a better solution. Further, vacating Cataldo vacates a significant part of the street grid on the North Bank. Street grids are inherently much more walkable than poorly-connected streets. Also, it's interesting to me that vehicular/loading/parking access is more strongly emphasized than transit and bike access.

Thanks again for the opportunity to relay my feedback and suggestions. I hope that the Sportsplex designers, the DRB, and the City are able to come to a reasonable (but code-compliant!) solution.

Thank you,

Anthony Gill
(509) 954-3081

DESIGN REVIEW BOARD FILE NO.DRB 1922

Central City Line

1 – RECOMMENDATION MEETING

Design Review Staff Report October 4, 2019

Staff:
Dean Gunderson, Senior Urban Designer
Taylor Berberich, Urban Designer

Neighborhood & Planning Services

Applicant:
Spokane Transit Authority (STA)
Daniel Wells, Dep. Directory Capital Development

Background

The Design Review Board Collaborative Workshop was held on May 23, 2018.

The following materials are supplemental to this report:

- *Design Review Board | Collaborative Workshop Recommendation, May 23, 2018;*
- *Design Review Staff Report | Program Review/Collaborative Workshop, May 14, 2018;*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on May 23, 2018 as follows:

1. **While recognizing the importance of the modular and expandable kit of parts, it is important to have a suite of visual "identification" options (as defined by STA) that are part of an expanded kit of parts from which neighborhoods and districts may select.**

   STA strives to maintain consistent "kit of parts" look, feel and branding of station locations for all HPT corridors while providing for certain limited elements to be adapted to provide distinct identification based on input from recognized neighborhood councils and business associations. Customization improves station identification and integration with the existing surrounding environment. (page 3)

   … Spokane Transit has been working with Spokane Arts to conduct neighborhood consultation with regards to the key themes the neighborhoods and business districts would like to see explored through the identification elements. (page 6)

2. **The applicant shall further identify, within districts or contextual areas, which stations should have similar visual identification options within the expanded kit of parts and present those options before the DRB. This should be done though collaboration with neighborhood councils or relevant associations.**

   Through the development of the HPT Kit-of-Parts (Volume I, Section I: HPT Kit of Parts), Spokane Transit worked with their consultant team to identify a suite of visual identification options where neighborhoods and business districts may select.

In working with the consultant team, STA identified the following five kit elements that are available for neighborhood identification:

1. *Windscreen glass. This is assumed to be a graphic interlayer between two sheets of clear glass, but further consultation with the selected fabricator will narrow down the likely alternatives.*
2. *Railing. An infill panel that includes neighborhood identification.*
3. *Light Pole. A custom pole banner that hangs off the back of a light pole in locations where a rear facing light fixture is not required.*
4. *Waste & Recycling Bins. Similar to many of the cabinets in downtown Spokane, the waste and recycling bins provide an opportunity for neighborhood identification.*
5. *Neighborhood Name & Stop.*

3. We encourage the applicant to work with the City of Spokane to provide contextual identification elements based on already pre-established city selected amenities.

Materials / Finishes / Coatings

Identifying the color, texture, pattern, and materials being used that aren't clearly shown in the 3D illustrations is somewhat straightforward. While there is still some unknown as STA has not awarded a fabricator contract yet, certain details are specified within the HPT Shelters and Amenities Request for Proposal that was issued on August 16, 2019 with proposals due on October 4, 2019. Additionally, some of the finishes will be determined by STA branding to meet certain FTA requirements and will not be negotiable or open to changes by the neighborhood.

Within the RFP, the following elements have defined materials and finishes (where appropriate):

- *Shelters/Markers/Light Poles*
- *Glass Panels*
- *Site Furnishings*
  - *Benches and Leaning Rails*
  - *Railings*
  - *Waste Bins (see below)*
  - *Bike Racks (see below)*
  - *Luminaires*

Waste Bins

- *Mint Controls – "Mr. Fill Smart Bin", 32-gallon capacity (Appendix 1)*

Bike Racks

- *Urban Racks #177 (Appendix 1)*

Staff Note: The specifications for Waste Bins and Bike Rack match the City of Spokane Streetscape Improvement Programs specifications for these same items.

4. The applicant shall better define site lighting and potential light pollution that could affect adjacent private properties.

For the site lighting, STA had the consultants develop photometrics for stations with:

- *One light per fixture (Figure 4 and 5); and*
- *Two lights per fixture (Figure 6)*

One light per fixture will be used for most all stations, with lighting limited to the platform per direction from the City Streets Department. Light levels were calculated and submitted to the Streets Department for review.

Two lights per fixture will be used at locations where installation of the station requires significant changes to the existing streetlight network that in turn, necessitates supplemental lighting be required by the station amenities. Only two stations are currently planned to include this additional lighting at the direction of the City Street Department. (page 9)

Additional Topics for Discussion

Please note that staff has reconfigured the submittal material provided by the applicant to group the information by station location – this combined document is not edited for content and is attached following the applicant's submission (*High Performance Transit: Written Summary Volume II*).

The figures attached to this staff report are vicinity maps created by staff (depicting the entire CCL system and enlarged portions corresponding to extent of the enlarged the vicinity maps supplied by the applicant) showing the station locations and CCL route alignments within the various neighborhood contexts, character areas, historic districts, and regulatory boundaries (Downtown Area).

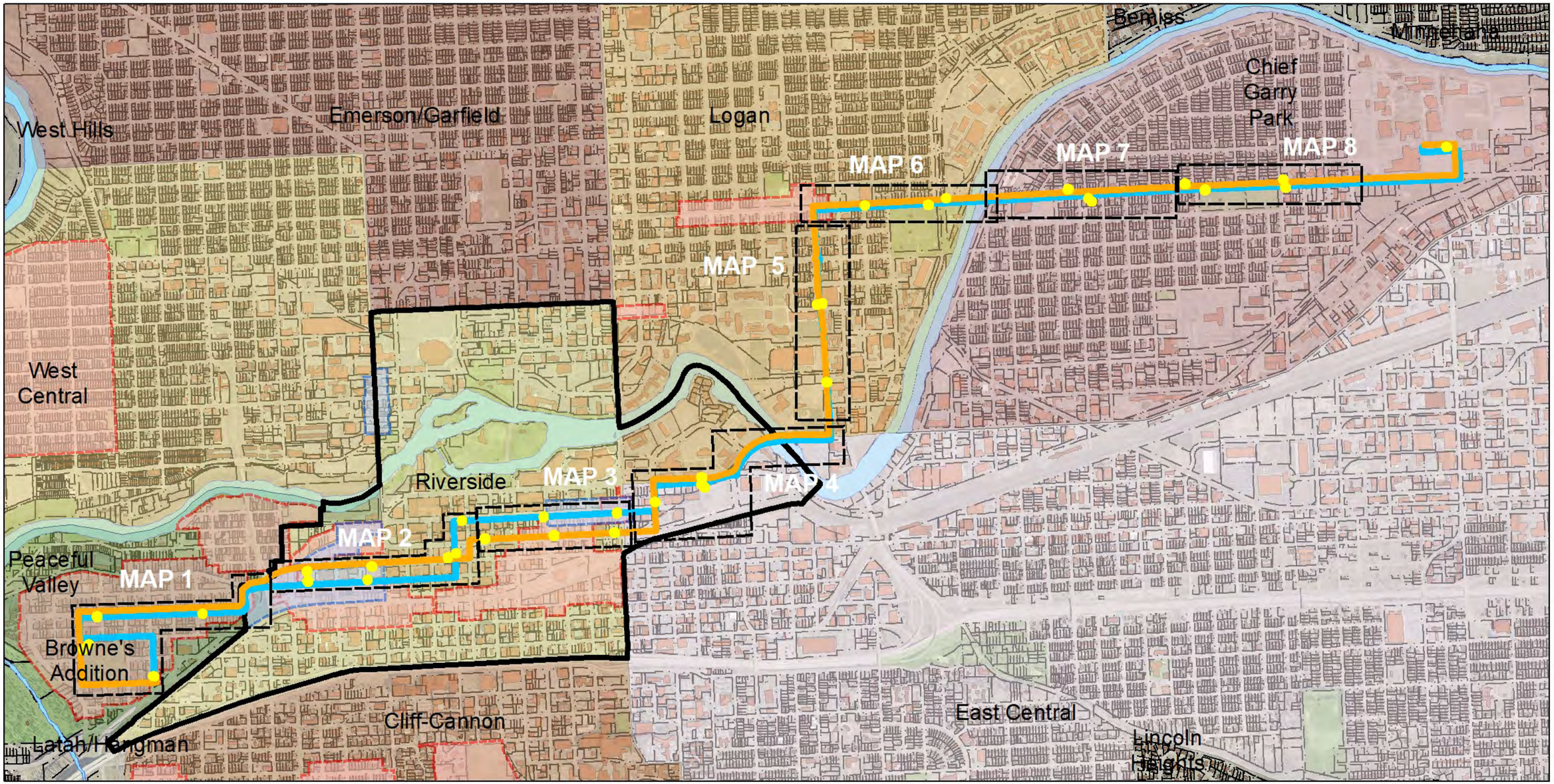
1. Based on the information provided by the applicant, does the board find that the applicant has adequately responded to the Advisory Actions provided by the DRB in May 2018 (specifically in regard to the *Contextual Design Elements, Artwork, Street Activation, Sustainability, Stormwater, Street Trees,* and *Wayfinding/Gateways* components mentioned in the Staff Report for the Collaborative Workshop dated May 14, 2018)?

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
"Fast Forward Spokane" Downtown Plan
Downtown Design Guidelines



Legend

Neighborhoods

- West Central
- Emerson/Garfield
- Logan
- Browne's Addition
- Riverside
- Chief Garry Park
- Peaceful Valley
- Cliff Cannon
- East Central

- Enlargement Area
- Eastbound Line
- Westbound Line
- Station
- Character Areas
- Historic District
- Downtown Boundary

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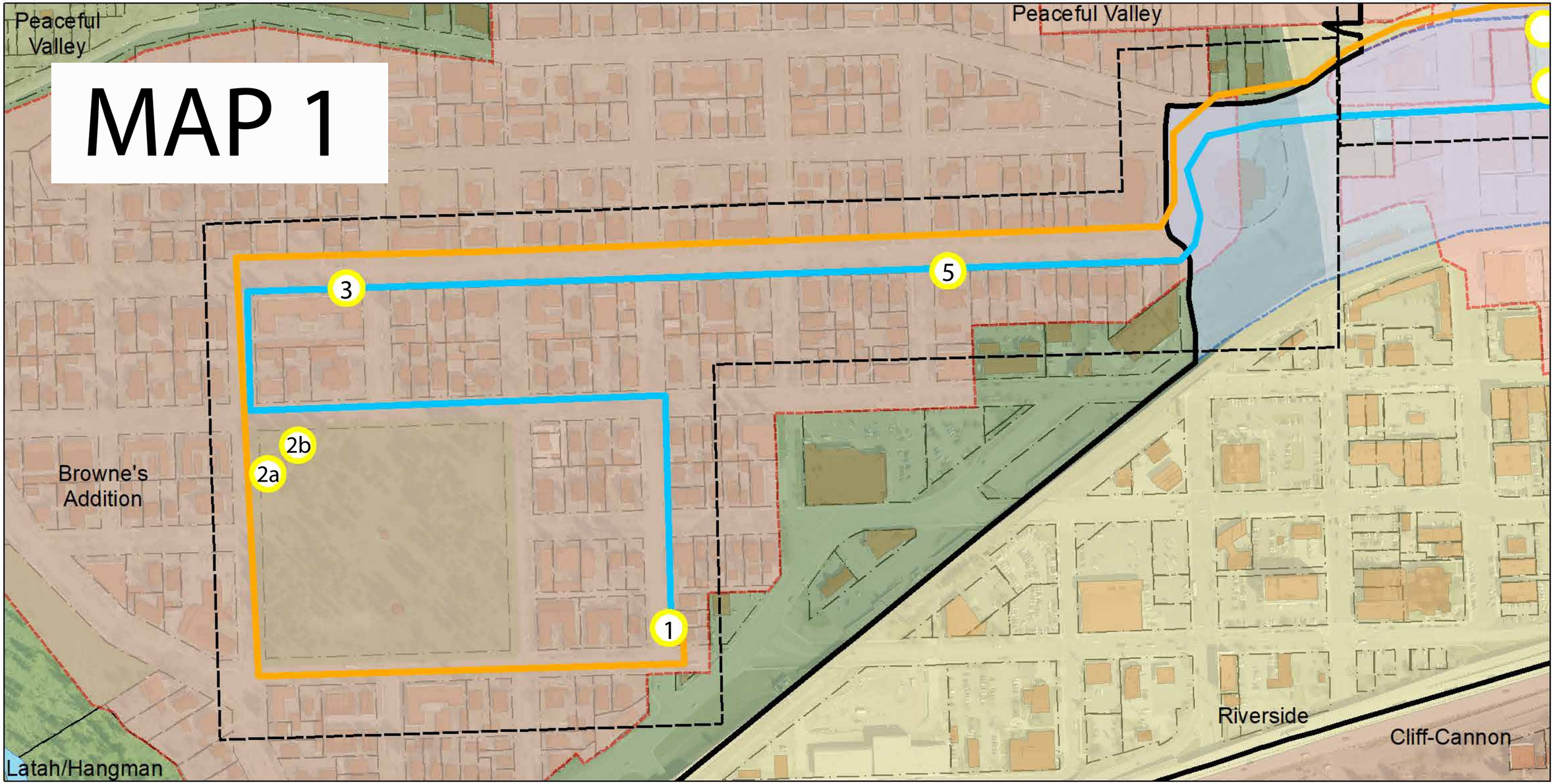
MAP 1



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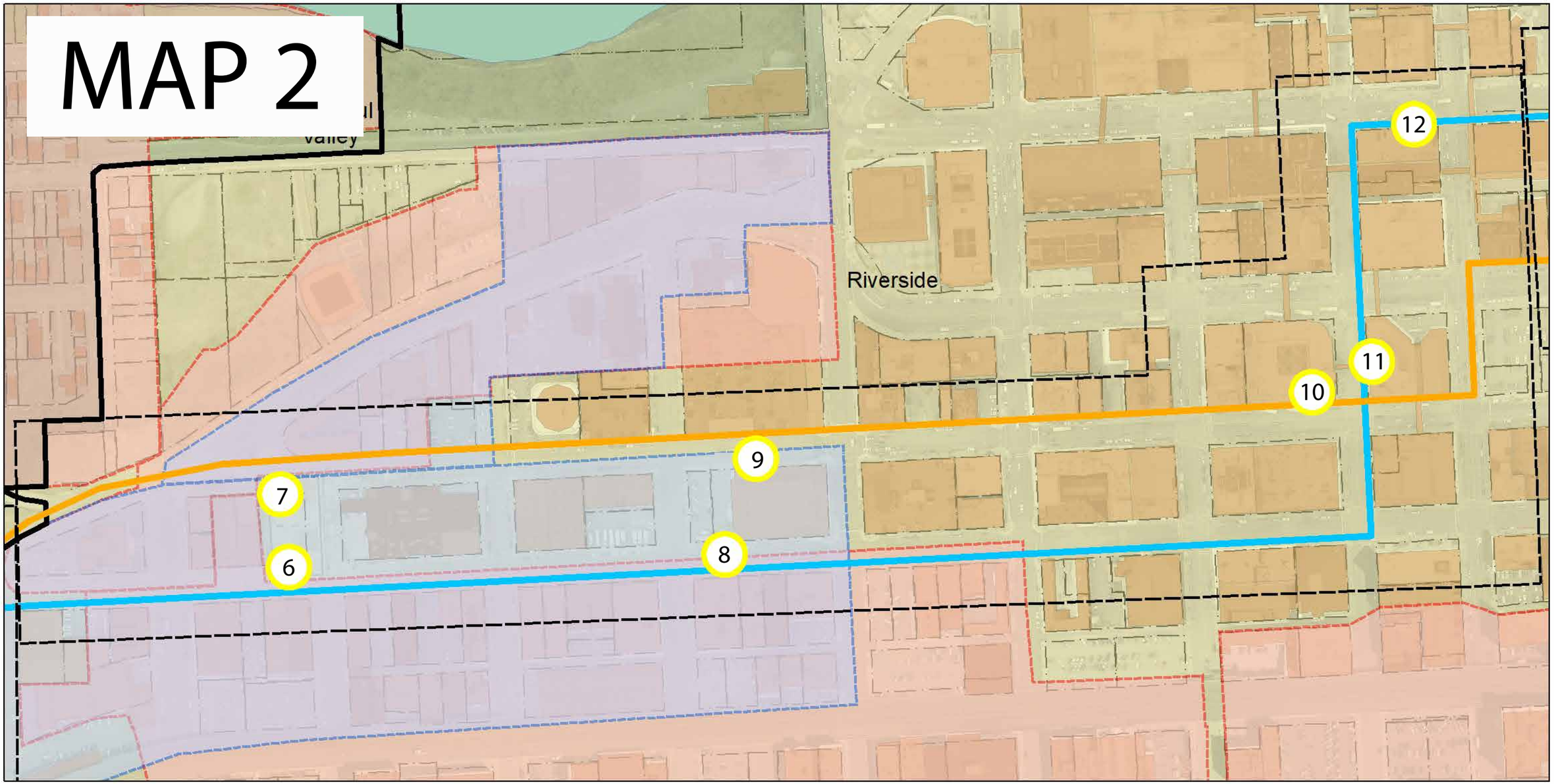
MAP 2



Legend

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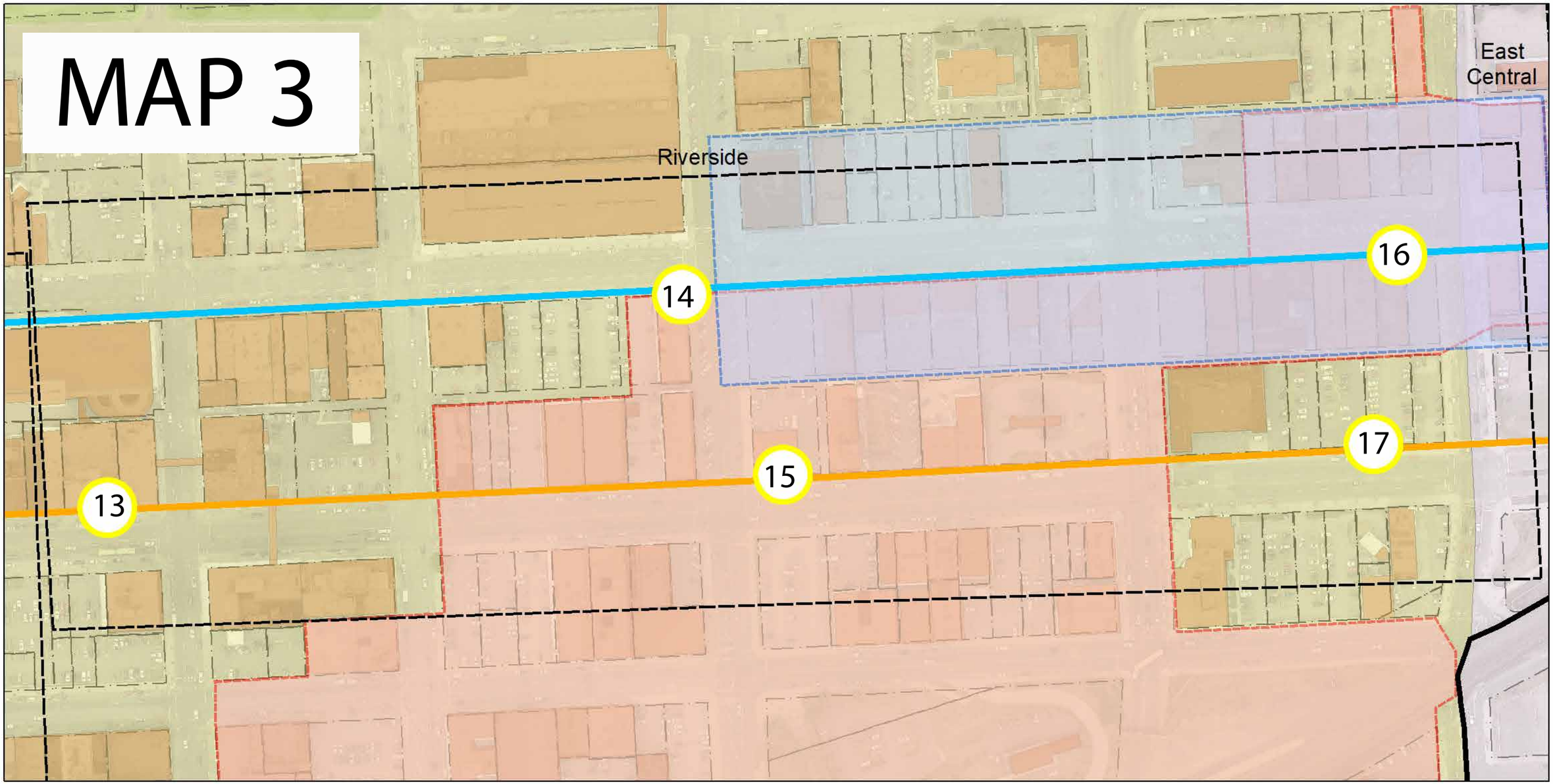
MAP 3



Legend

Neighborhoods

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550 275 0 550 Feet

MAP 4

Riverside

19a

19b

18

East Central

Legend

Neighborhoods

- West Central
- Browne's Addition
- Peaceful Valley
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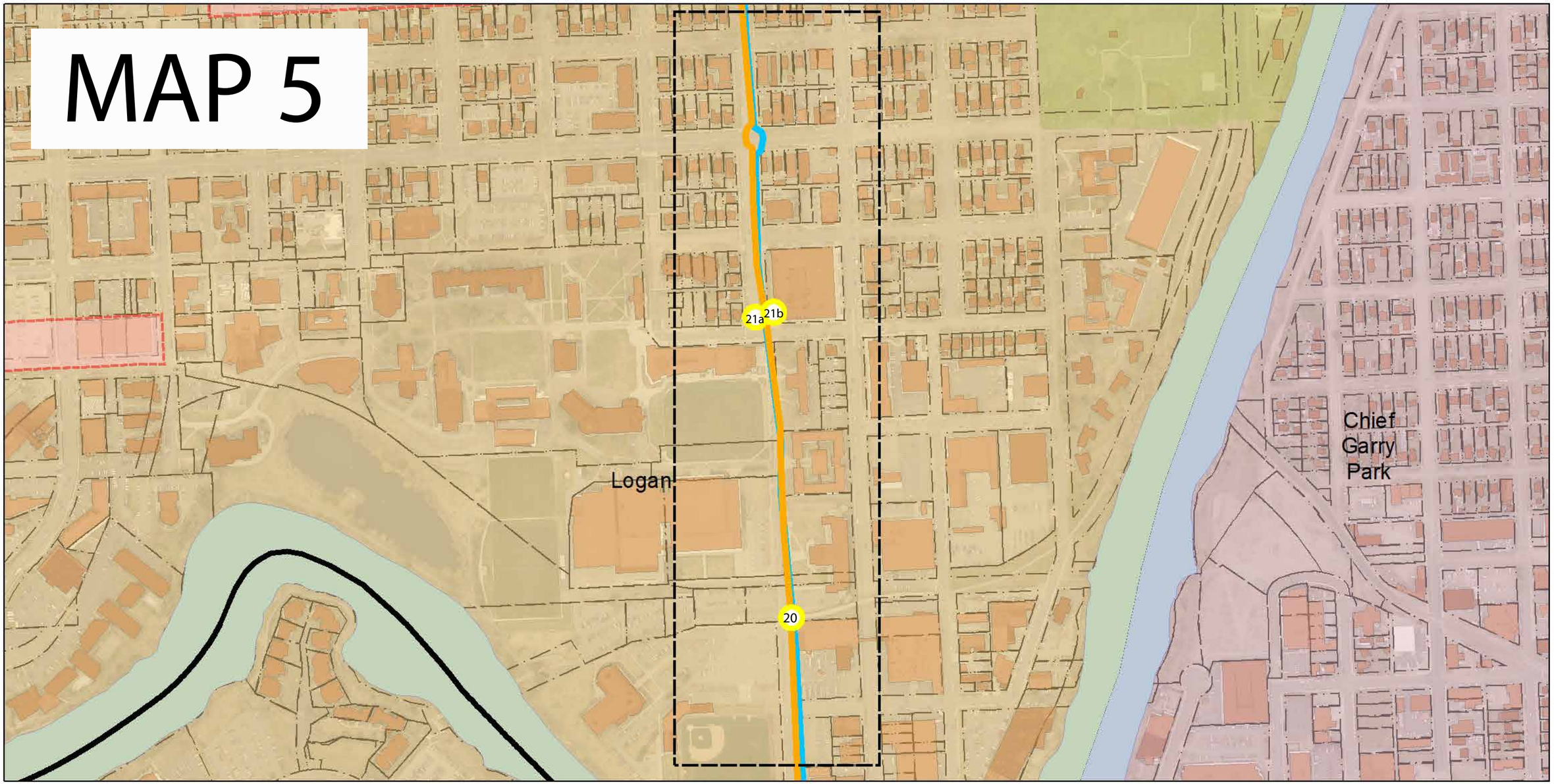
850 425 0 850 Feet

MAP 5



Legend

Neighborhoods

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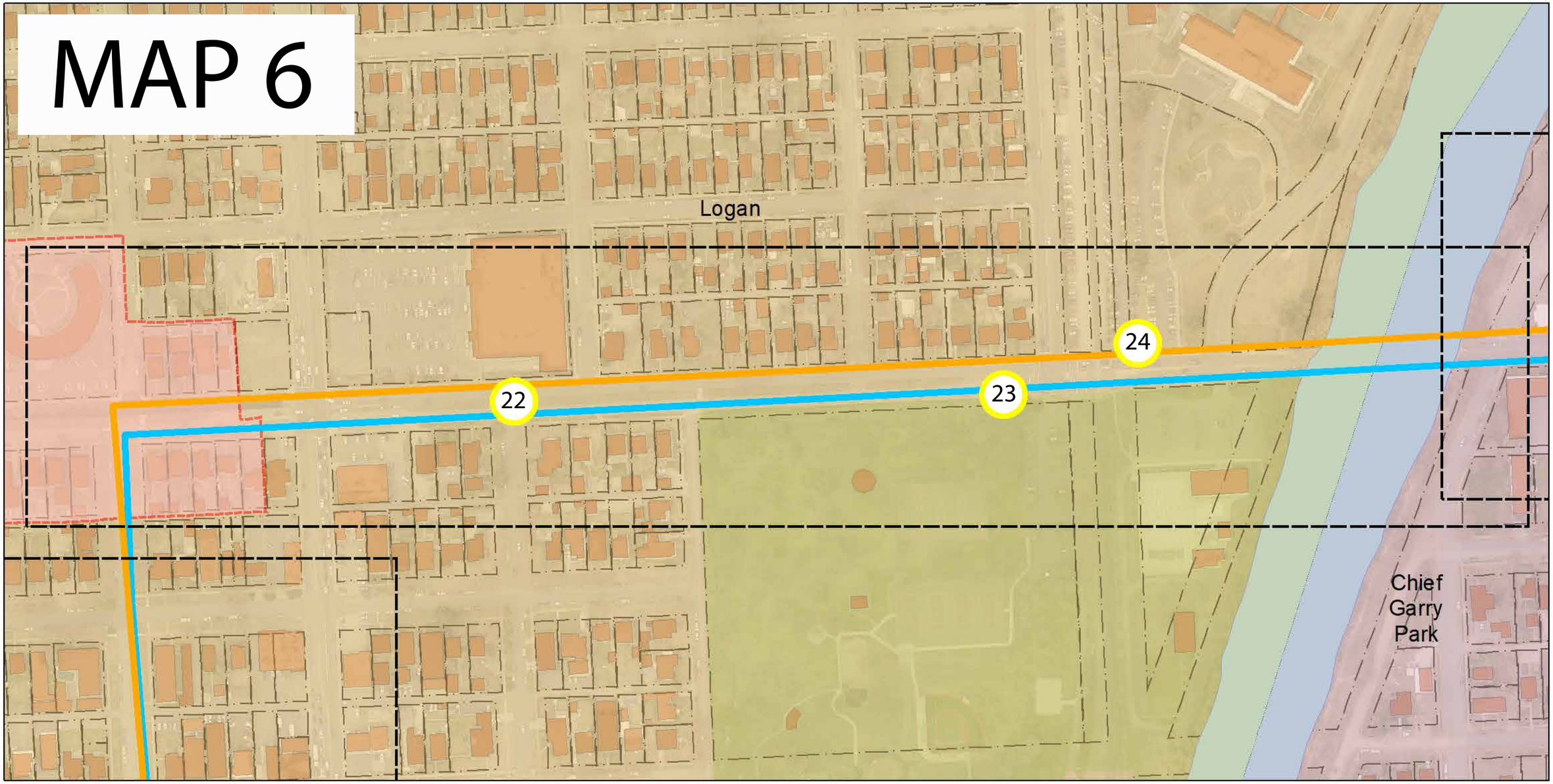
MAP 6



Legend

Neighborhoods

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700 350 0 700 Feet

MAP 7

Legend

Neighborhoods

- West Central
- Browne's Addition
- Peaceful Valley
- Emerson/Garfield
- Riverside
- Cliff Cannon
- Logan
- Chief Garry Park
- East Central

- Enlargement Area
- Eastbound Line
- Westbound Line
- Station
- Character Areas
- Historic District
- Downtown Boundary

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675 337.5 0 675 Feet

MAP 8

Chief Garry Park

26a

26b

27a

27b

28

East Central

Legend

Neighborhoods

- West Central
- Browne's Addition
- Peaceful Valley
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DESIGN REVIEW BOARD FILE NO.DRB 1810

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 illumined 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.

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 their 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 1st 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

FILE NO.DRB 1810

DESIGN REVIEW BOARD

High Performance Transit Network

Spokane Transit Authority

1 - Program Review/Collaborative Workshop

May 23, 2018

From:	To:	CC:
Design Review Board David Buescher, Vice Chair c/o Dean Gunderson, DRB Secretary Planning & Development 808 W. Spokane Falls Blvd. Spokane, WA 99201	Daniel M. Wells Karl Otterstrom Spokane Transit Authority	Heather Troutman, Interim Planning Director Katherine Miller, ICM Inga Note, ICM

Based on review of the materials submitted by the applicant and discussion during the May 23, 2018 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

1. **While recognizing the importance of the modular and expandable kit of parts, it is important to have a suite of visual "identification" options (as defined by STA) that are part of an expanded kit of parts from which neighborhoods and districts may select.**
2. **The applicant shall further identify, within districts or contextual areas, which stations should have similar visual identification options within the expanded kit of parts and present those options before the DRB. This should be done though collaboration with neighborhood councils or relevant associations.**
3. **We encourage the applicant to work with the City of Spokane to provide contextual identification elements based on already pre-established city selected amenities.**
4. **The applicant shall better define site lighting and potential light pollution that could affect adjacent private properties.**

David Buescher, Vice Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

HIGH PERFORMANCE TRANSIT

WRITTEN SUMMARY VOLUME II

Spokane Transit
How a great city moves.™

SEPTEMBER 2019

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Upon request, alternative formats of this information will be produced for people with disabilities. Please call (509) 325-6094 (TTY WA Relay 711) or email ombudsman@spokanetransit.com

Introduction

Spokane Transit is pleased to submit the High Performance Transit Volume II to the City of Spokane Design Review Board (DRB). This document will provide a Summary of the Collaborative Workshop process conducted in May 2018, and then provide an update on the Advisory Actions the Design Review Board indicated further interest.

Section I: Collaborative Workshop Summary

Volume I Summary

Volume I was submitted in May 2018 and provided a thorough overview of High Performance Transit (HPT). Section I covered:

- HPT Definition and Attributes
- Design Goals and Objectives
- Shelter Design
- Shelter Modularity
- Design Evolution
- Station Opportunities, Challenges, and Other Considerations
- Downtown Zone Design Standards and Guidelines per SMC
- Spokane Downtown Design Guidelines

Section II of Volume I addressed supporting site analysis and conceptual plans, and Section III addressed constructability. The Appendices provided information on the station amenities (Appendix 1) and the public outreach (Appendix 2).

Collaborative Workshop Summary

Based on a review of the materials submitted and discussion during the May 23, 2018 Collaborative Workshop, the Design Review Board recommended four Advisory Actions.

1. While recognizing the importance of the modular and expandable kit of parts, it is important to have a suite of visual "identification" options (as defined by STA) that are part of an expanded kit of parts from which neighborhoods and districts may select.
2. The applicant shall further identify, within districts or contextual areas, which stations should have similar visual identification options within the expanded kit of parts and present those options before the DRB. This should be done though collaboration with neighborhood councils or relevant associations.
3. We encourage the applicant to work with the City of Spokane to provide contextual identification elements based on already pre-established city selected amenities.
4. The applicant shall better define site lighting and potential light pollution that could affect adjacent private properties.

Section II: Volume II Updates

Volume II addresses minor project changes since the Collaborative Workshop as week as the outlined Advisory Actions from the Design Review Board. This section is organized as follows::

- Minor Project Changes
- Station Identification Suite of Options
- Neighborhood Consultation
- Design Details
    - Site lighting / light pollution
    - Materials / Finishes / Coatings

Minor Project Changes

Since the Collaborative Workshop submittal, there have been very few substantive changes to the project design. However, there have been some minor project changes that should be noted. Those changes occurred at;

- Mission & Perry station (westbound – Avista station); and
- Mission & Cook (westbound)

Mission & Perry station (westbound – Avista station)

To accommodate future plans by Avista, Spokane Transit is moving the station location approximately 30 feet to the east. The station design is not impacted by this move.

Mission & Cook (westbound)

The submitted drawings do not show the complete landscaping plan for this station, which will be centered on the property line between two single-family residential homes.

Station Identification Suite of Options

In the update to *Connect Spokane: A Comprehensive Plan for Public Transportation* adopted December 14, 2017, the Board adopted a new policy in *Part III: Activities and Programs: System Infrastructure*. The policy reads as follows:

SI 4.10 HPT Station Identification and Customization

STA strives to maintain consistent "kit of parts" look, feel and branding of station locations for all HPT corridors while providing for certain limited elements to be adapted to provide distinct identification based on input from recognized neighborhood councils and business associations. Customization improves station identification and integration with the existing surrounding environment.

In reviewing requests for station design changes, the following shall be the process followed by STA:

- Minor adaptations to sizing and scaling of design elements that contribute to station identification based on input from property owners, businesses and those directly using the service may be approved by the CEO.
- Major customization requests (such as commissioning independent station design, etc.) shall be approved by the Board and only under the following conditions:
    - The requested customization is submitted by a recognized community organization or institutional partner; and,
    - The customization will not interfere with essential STA branding placement; and,

- The proponent of said customization agrees to pay for design and construction expenses that are above the expected costs for the typical shelter design, OR the station will be constructed on institutional property, subject to a third-party agreement and other considerations.

Through the development of the HPT Kit-of-Parts (Volume I, Section I: HPT Kit of Parts), Spokane Transit worked with their consultant team to identify a suite of visual identification options where neighborhoods and business districts may select (Figure 1 below).

Figure 1. High Performance Transit Neighborhood Identification Kits (yellow elements)

In working with the consultant team, STA identified the following five kit elements that are available for neighborhood identification:

1. Windscreen glass. This is assumed to be a graphic interlayer between two sheets of clear glass, but further consultation with the selected fabricator will narrow down the likely alternatives.
2. Railing. An infill panel that includes neighborhood identification.
3. Light Pole. A custom pole banner that hangs off the back of a light pole in locations where a rear facing light fixture is not required.
4. Waste & Recycling Bins. Similar to many of the cabinets in downtown Spokane, the waste and recycling bins provide an opportunity for neighborhood identification.
5. Neighborhood Name & Stop.

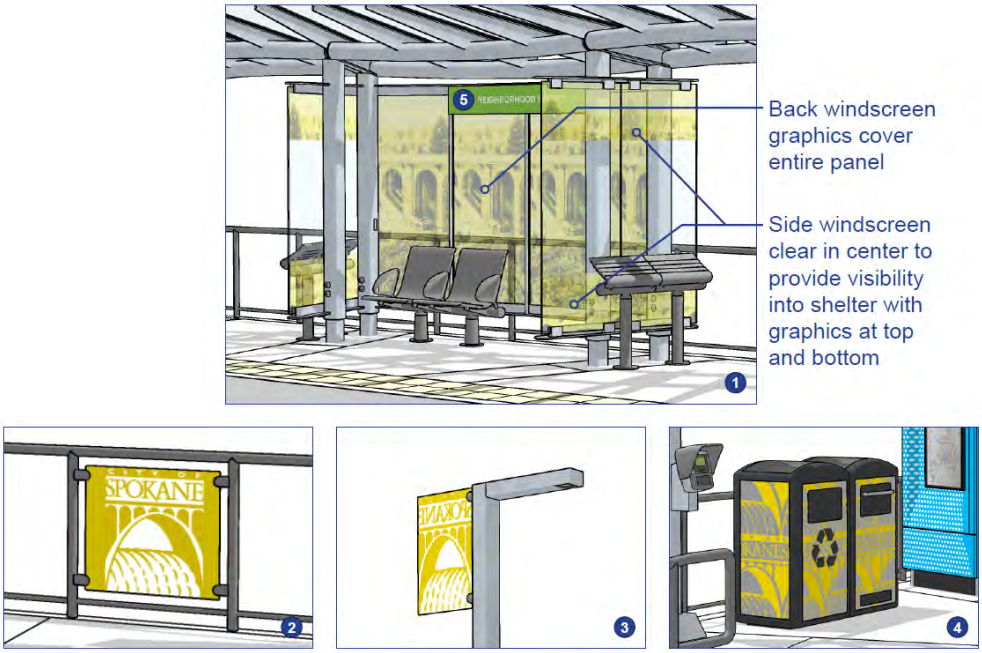


Figure 2. High Performance Transit Neighborhood Identification Kits (detail)

In addition to the internal efforts, Spokane Transit has been working with Spokane Arts and a Station Identification Steering Committee, comprised of a Central City Line Steering Committee member, two Spokane Arts Commission members, and two neighborhood representatives. The Steering Committee has:

- Recommended that every station along the Central City Line should feature every element in the station ID kit
- Confirmed the five kit elements as appropriate locations for identification by neighborhoods and business districts.
    - In addition, the Steering Committee has recommended adding a concrete stamp line map to the identification kit
    - Adding a medallion to the light pole without the real-time signage that would incorporate a neighborhood icon and name
- Confirmed the station groupings (based on districts and/or contextual areas) which should have similar visual identification options (discussion in the neighborhood consultation in the following section, Figure 3)
- Recommended that Spokane Transit explore a more muted color scheme such as black or deep bronze for all materials (not including the marker)
- Recommended exploring a modified light pole, similar to the light pole in the downtown design guidelines or on Washington State University – Spokane campus, that would carry throughout the project
- Recommended the continued involvement of the neighborhoods as artist selection and identification design continues
  Recommended Spokane Transit add a programmatic element to the High Performance Transit shelters as an on-going intervention with the neighborhoods and districts

Neighborhood Consultation

As noted earlier, Spokane Transit has been working with Spokane Arts to conduct neighborhood consultation with regards to the key themes the neighborhoods and business districts would like to see explored through the identification elements. Through this process, Table 1 identifies the date and group with which Spokane Arts and STA met.

Table 1. Neighborhood Consultation

Date	Group
February 13	U-District Board
February 27	Logan Neighborhood Council
March 19	Riverside Neighborhood Council
March 21	Browne's Addition Neighborhood Council
March 27	Logan Neighborhood Council
April 16	Riverside Neighborhood Council
April 16	East Central Neighborhood Council
April 17	Chief Garry Neighborhood Council
April 23	Spokane Arts Commission
May 9	U-District Development Committee meeting
May 15	Chief Garry Neighborhood Council
May 21	East Central Neighborhood Council
May 22	BID Board Meeting
May 23	East End / Spokane Symphony
June 22	Booth @ Bazaar

Through these meetings, Spokane Arts listened and documented feedback regarding their perception of the character and flavor of the area each station is located in. In the course of the consultation, logical district/contextual areas naturally fell out during the discussions. Those districts/contextual areas are:

- Browne's Addition
- Downtown (*3 districts*)
    - West End
    - Core / Plaza
    - East End
- U-District
- Logan
- Chief Garry / Mission
- Spokane Community College

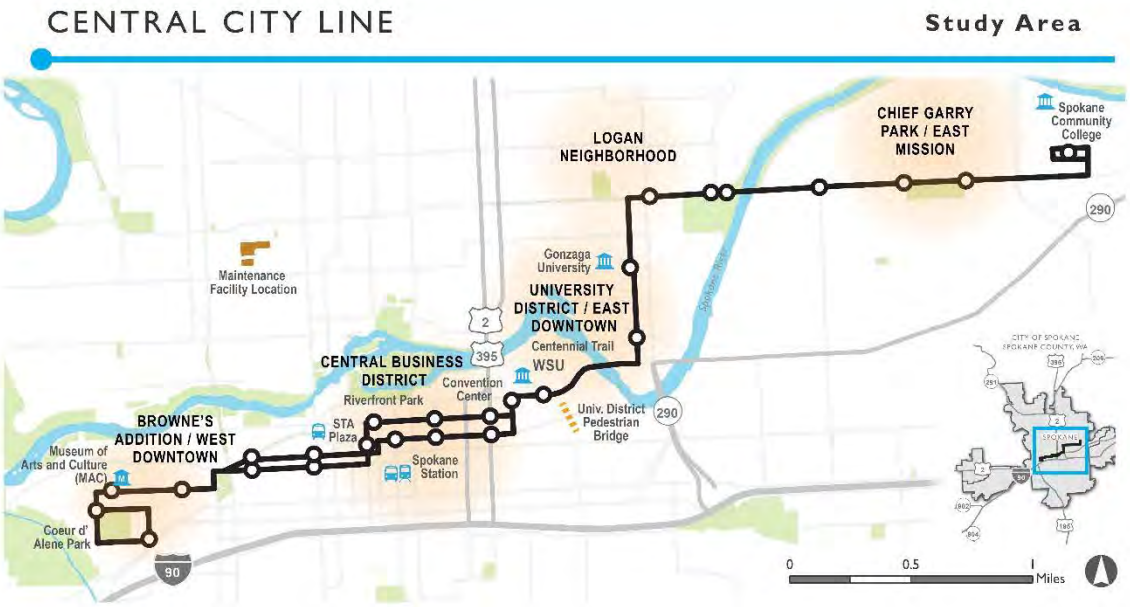


Figure 3. Central City Line Districts/Contextual Areas

A summary of the consultation and the identified themes is shown in Table 2 below.

Table 2. Potential Themes

District	Potential Themes
Browne's Addition (5 stations)	The top priority is reflecting the historic nature of the neighborhood. Preference shown for the windscreen treatments be history themed, and other types of interventions should reflect the other priorities: • Importance of trees and Coeur d'Alene Park • Neighborhood as welcoming, pedestrian-friendly, dog-friendly • Native history • Latah Creek • Historic architecture • Importance of queer community Muted colors are another expressed desire.
Downtown (General)	Broad agreement between residents, property owners, business, and police that greater transparency with the windscreen element. Interest in the lighting plans as well. Looking to create welcoming places.
Downtown – West End (2 stations)	Themes identified included: • Automotive / railway history • Bloomsday • Proliferation of breweries, wineries, and cideries
Downtown – Core/Plaza (6 stations)	A broad list of suggestions for the Downtown Core. • Spokane River / Spokane Falls • Expo '74 • Theater District (Bing, Fox, Knitting Factory, Ella's, etc) • Culinary • Shopping
Downtown – East End (4 stations)	Identified characteristics included: • Can-do spirit / DIY aesthetic • Mix of new in old spaces • Main Street • Performing Arts (Bartlett, Nyne, Comedy Club)
U-District (6 stations)	• Importance of native history • Importance of parks & trails • Technology • Innovation • Health Sciences / Medicine
Logan (3 stations)	• Historic Homes (Victorian architecture) • Diverse Population (economics, race, age, languages) • Trees / Urban forest • Railroad • Mission Park / Witter Pool
Chief Garry / Mission (6 stations)	• Reflecting Spokane Tribe history • Streetcar history • Aviation history • Centennial Trail • Neighborly / kid-friendly • Immigrant community
Spokane Community College (1station)	• Spokane River • Health sciences focus of campus and students • Connection between both sides of the river

Design Details

Within the Design Details, questions arose regarding:

- Site lighting and potential light pollution that could affect adjacent private properties; and
- Materials details that aren't clearly shown in 3D illustrations

Site Lighting / Light Pollution

For the site lighting, STA had the consultants develop photometrics for stations with:

- One light per fixture (Figure 4 and 5); and
- Two lights per fixture (Figure 6)

One light per fixture will be used for most all stations, with lighting limited to the platform per direction from the City Streets Department. Light levels were calculated and submitted to the Streets Department for review.

Two lights per fixture will be used at locations where installation of the station requires significant changes to the existing streetlight network that in turn, necessitates supplemental lighting be required by the station amenities. Only two stations are currently planned to include this additional lighting at the direction of the City Street Department.

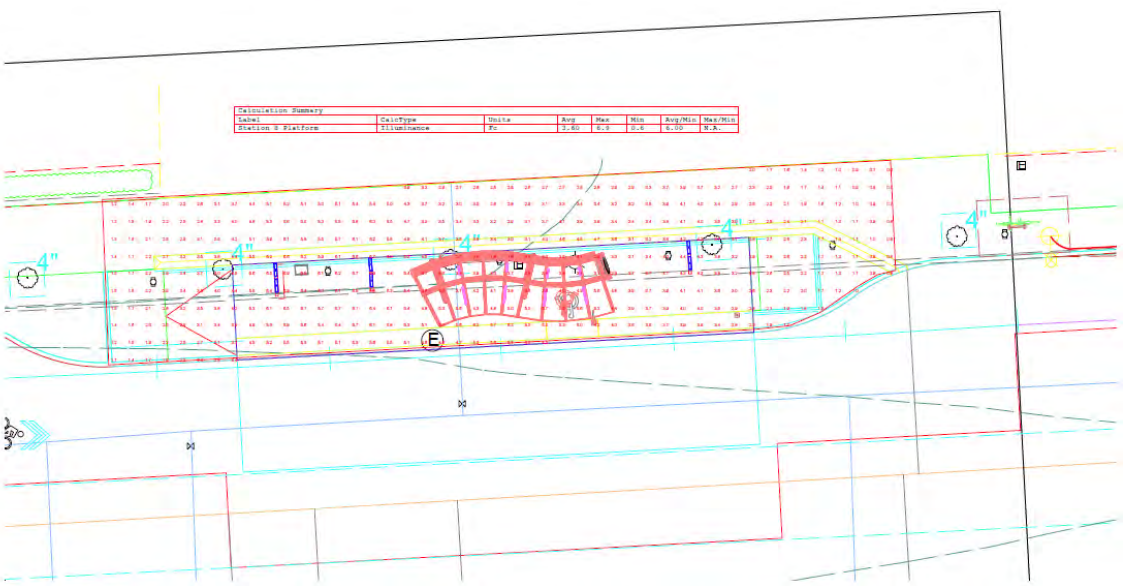


Figure 4. One light per fixture photometrics

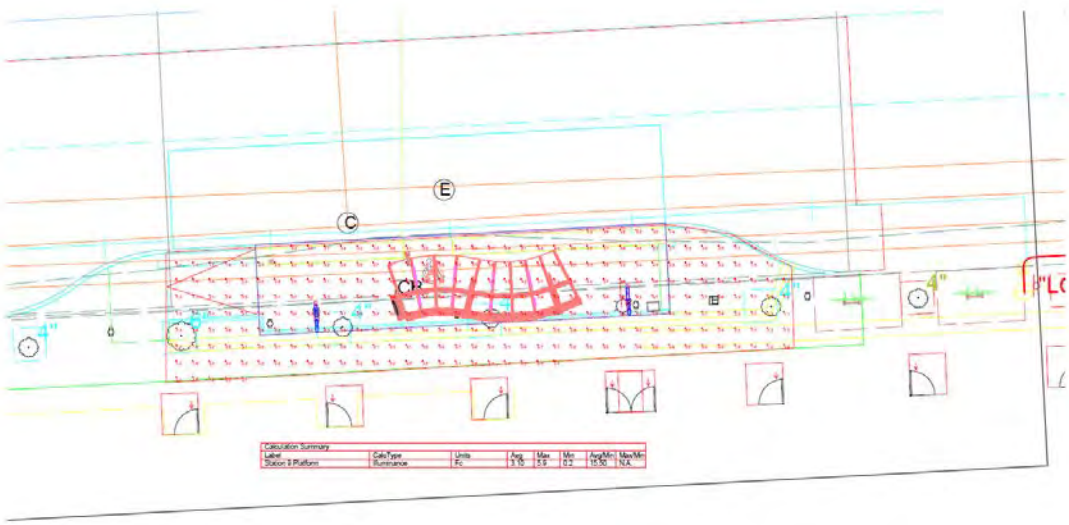
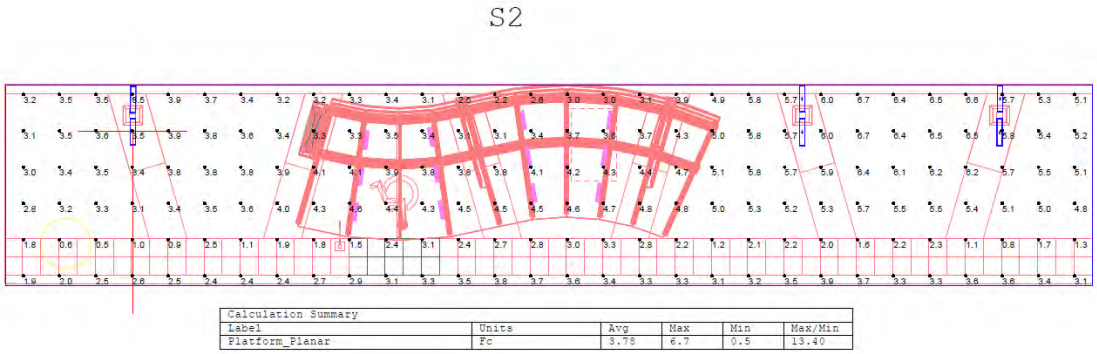


Figure 5. One light per fixture photometrics



Calculation Summary					
Label	Units	Avg	Max	Min	Max/Min
Platform_Planar	Fc	3.78	6.7	0.5	13.40

Figure 6. Two light per fixture photometrics

Materials / Finishes / Coatings

Identifying the color, texture, pattern, and materials being used that aren't clearly shown in the 3D illustrations is somewhat straightforward. While there is still some unknown as STA has not awarded a fabricator contract yet, certain details are specified within the HPT Shelters and Amenities Request for Proposal that was issued on August 16, 2019 with proposals due on October 4, 2019. Additionally, some of the finishes will be determined by STA branding to meet certain FTA requirements and will not be negotiable or open to changes by the neighborhood.

Within the RFP, the following elements have defined materials and finishes (where appropriate):

- Shelters/Markers/Light Poles
- Glass Panels
- Site Furnishings
    - Benches and Leaning Rails
    - Railings
    - Waste Bins
    - Bike Racks
    - Luminaires

A more complete description is included in Appendix 1.

Shelters/Markers/Light Poles

Structural Steel

Materials: ASTM A992/ A36

Finish/Substrate: Hot Dip Galvanized (Zinc)

Coating: Pigmented Polyurethane over Epoxy System

a. Prime Coat: Epoxy Primer w/ minimum volume solids of 54% and dry-film thickness of 4 mils.
b. Topcoat: Polyurethane enamel, two-component, pigmented, gloss (Gloss Level 4) with a minimum volume solids of 52%
c. Color: TBD by HPT Branding

Decorative Formed Metal

Material: Sheet Metal, ASTM A36

Finish/Substrate: Hot Dip Galvanized (Zinc)

Coating: Pigmented Polyurethane over Epoxy System

a. Prime Coat: Epoxy Primer w/ minimum volume solids of 54% and dry-film thickness of 4 mils.
b. Topcoat: Polyurethane enamel, two-component, pigmented, gloss (Gloss Level 4) with a minimum volume solids of 52%
c. Color: TBD by HPT Branding

Glass Panels

Materials:

1) Float Glass: ASTM C 1036, Type I, Quality-Q3, Class I (clear) unless otherwise indicated.
2) Heat-Treated Float Glass: ASTM C 1048; Type I; Quality-Q3; Class I (clear) unless otherwise indicated; of kind and condition indicated.
3) Windscreen Laminated Glass: Windborne-Debris-Impact-Resistant Laminated Glass per ASTM C 1172 and complying with testing requirements in 16 CFR 1201 for Category II materials, with "Windborne-Debris-Impact Resistance" Paragraph in "Glass Products, General" Article and with other requirements specified. Use materials that have a proven record of no tendency to bubble, discolor, or lose physical and mechanical properties after fabrication and installation.
   a) Construction: Windscreen (11/16")- Laminate tempered clear glass with Dupont Sentry Glass Ionoplast or equal interlayer to comply with interlayer manufacturer's written recommendations.
   b) Interlayer Thickness: Provide thickness no thinner than.060" or thicker as needed to comply with requirements.
   c) Interlayer Color: Clear unless otherwise noted. Interlayer artwork where indicated.
4) Canopy Laminated Glass: Provide Windborne-Debris-Impact-Resistant Laminated Glass per ASTM C 1172 and complying with testing requirements in 16 CFR 1201 for Category II materials, with

"Windborne-Debris-Impact Resistance" Paragraph in "Glass Products, General" Article, and with other requirements specified. Use materials that have a proven record of no tendency to bubble, discolor, or lose physical and mechanical properties after fabrication and installation.

a) Construction: Canopy (11/16") Laminate tempered clear glass with the following to comply with interlayer manufacturer's written recommendations: Dupont Sentry Glass ionoplast or equal interlayers.
b) Interlayers' Thickness: Provide thickness no thinner than .060" or thicker as needed to comply with requirements
c) Interlayer Colors: 30 percent light transmittance Polar White .015" thickness laminated to clear .045" thickness for a total interlayer thickness of .060" (composite interlayer).
d) Compatibility: Provide 0.015" polar white interlayer chemically compatible w/ 0.045" clear ionoplast interlayer as per manufacturers written recommendations.
e) Edge Protection: 1/8" aluminum clear anodized unless otherwise indicated.

Finish: See above.

Coating: See above.

Site Furnishings

Benches and Leaning Rails

Materials: Aluminum

Finish/Substrate: n/a

Coating: Powder coating, color TBD

Railing

Materials: Structural Steel

Finish/Substrate: Hot Dip Galvanized (Zinc)

Coating: n/a

Waste Bins

Materials: Mint Controls – "Mr. Fill Smart Bin", 32-gallon capacity

Finish/Substrate: n/a

Coating: Fine Structure Powder Coat. Black applied vinyl logos or other as specified. Vandal resistant, anti-graffiti paint.

Bike Racks

Materials: Steel. Urban Racks #177 – 936 Peace Portal Drive, Blaine, WA 98230, 1-888-717-8881. Web:

www.urbanracks.com

Finish/Substrate: n/a

Coating: Custom powder coat finish, black.

Luminaires

Materials:

Marker/Shelter: LED, Manufactured by Feelux, Model # ODV6-40K-S-HW-DC 24V, 5.8W, 493 Lumens

Pedestrian: LED, Manufactured by Selux, ACL-R2-S1-L1050-40-SP-UNV, 56W, 4400 Lumens

Finish/Substrate: n/a

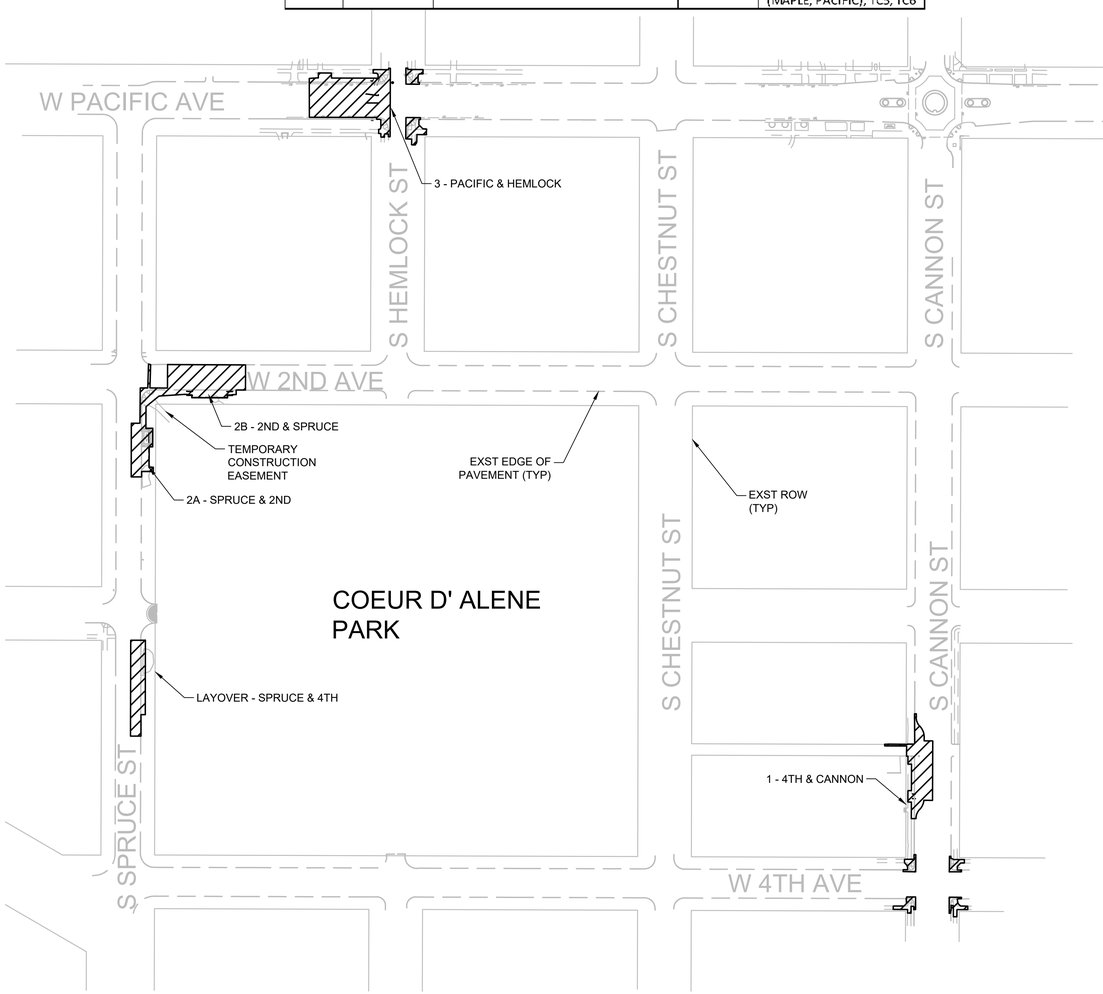
Coating: The exterior luminaire finish shall be a specified premium color provided by STA. TBD by HPT Branding.

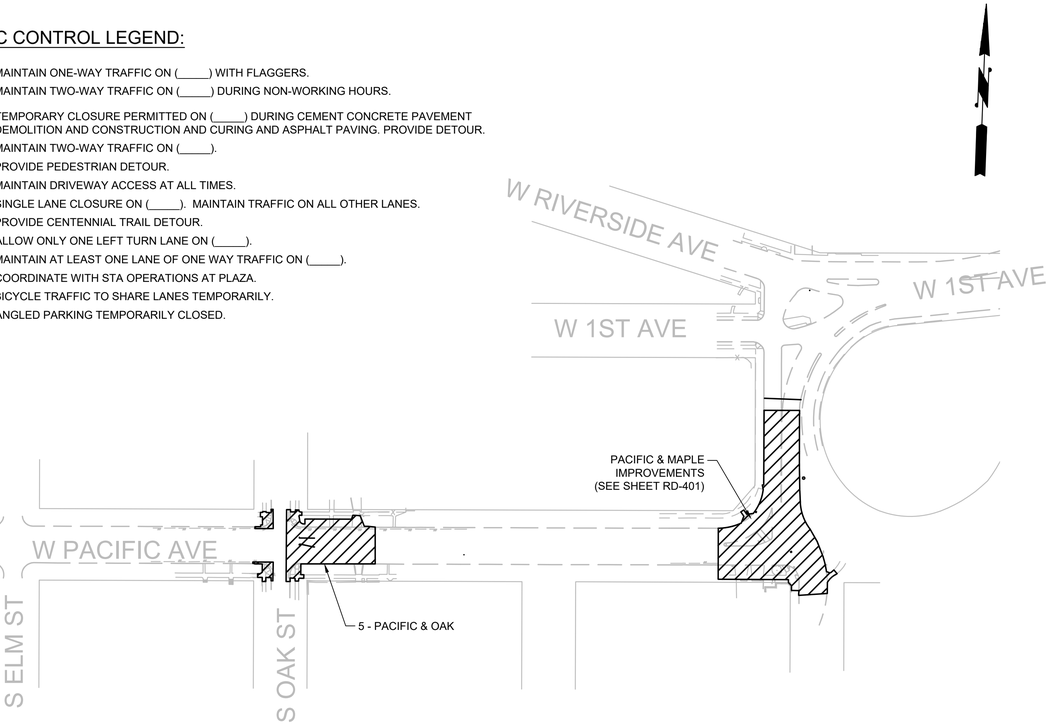
SUGGESTED BROWNE'S ADDITION STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	1 - W 4TH AVE & S CANNON ST, WB	11	TC1 (CANNON), TC2 (CANNON), TC3 (CANNON), TC5, TC6,
1	SPRING 2020	2A/2B - S SPRUCE ST & W 2ND AVE, EB/WB	11	TC1 (SPRUCE, 2ND), TC2 (SPRUCE, 2ND), TC3 (SPRUCE, 2ND), TC5, TC6
1	SPRING 2020	LAYOVER - S SPRUCE ST & W 3RD AVE	11	TC1 (SPRUCE), TC2 (SPRUCE), TC3 (SPRUCE), TC6
2	SUMMER 2020	3 - W PACIFIC AVE & S HEMLOCK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, HEMLOCK)
2	SUMMER 2020	5 - W PACIFIC AVE & S OAK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, OAK)
3	SPRING 2021	MAPLE STREET IMPROVEMENTS	10	TC1 (MAPLE, PACIFIC, TC2 (MAPLE, PACIFIC), TC3 (MAPLE, PACIFIC), TC5, TC6

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT DEMOLITION AND CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.





LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. BROWNE'S ADDITION STATIONS MAY NOT BE CONSTRUCTED SIMULTANEOUSLY WITH THE MAPLE ST. IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
3. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARINGER · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-101
10 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
BROWNE'S ADDITION

PROJECT LIMITS:

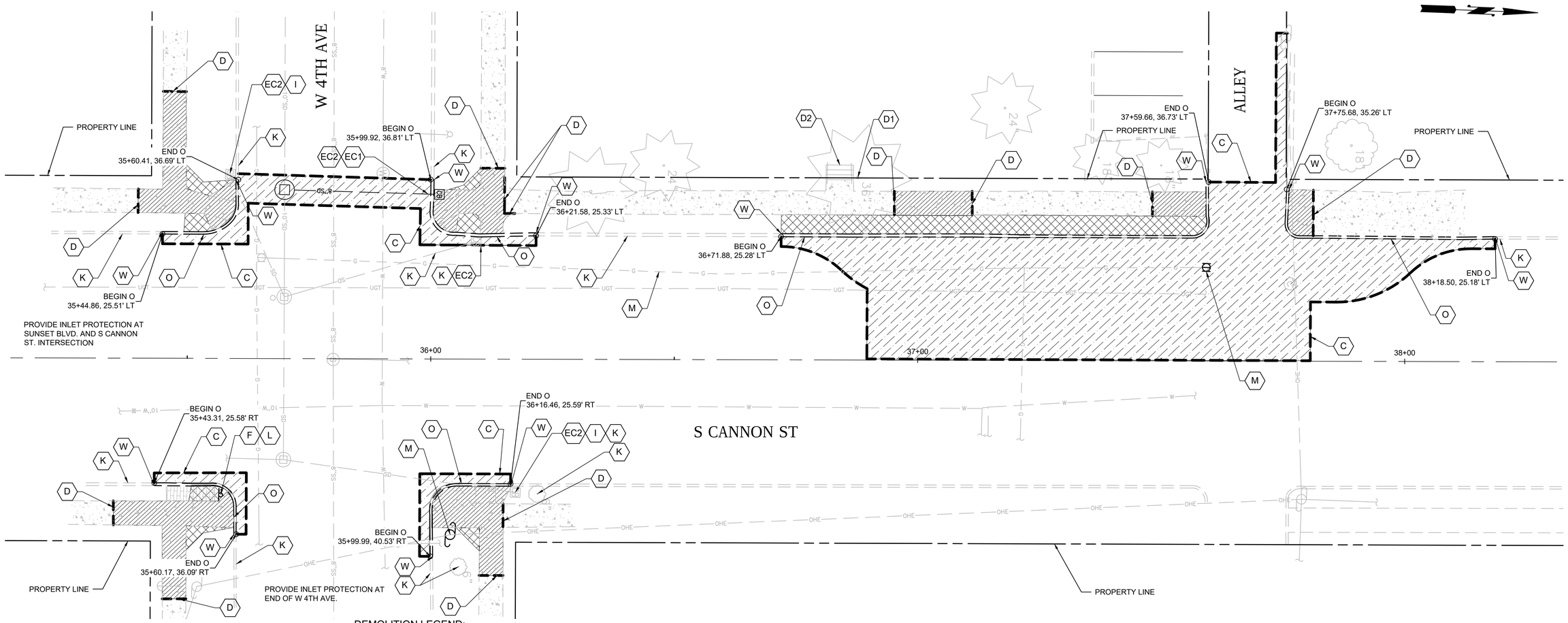
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

BPN:

FILENAME: 697465-GC-BA1.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:06 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON PIPE/STRUCTURE.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) PROTECT IN PLACE EXISTING DRAINS.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE EXISTING STRUCTURE.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB

- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

EROSION CONTROL LEGEND:

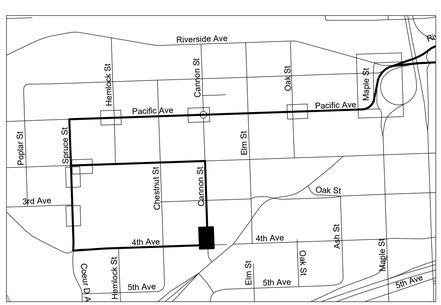
- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES

- (D1) PRIOR TO DEMOLITION, INVESTIGATE LIMITS OF CONSTRUCTION AND CREATE TREE PROTECTION PLAN. VARY DEPTH OF EXCAVATION AS NEEDED TO PROTECT ROOT ZONE.
- (D2) PROTECT EXISTING CONCRETE STAIRS.



KEY MAP
SCALE: 1" = 600'

BID SET

D-101
37 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT				

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

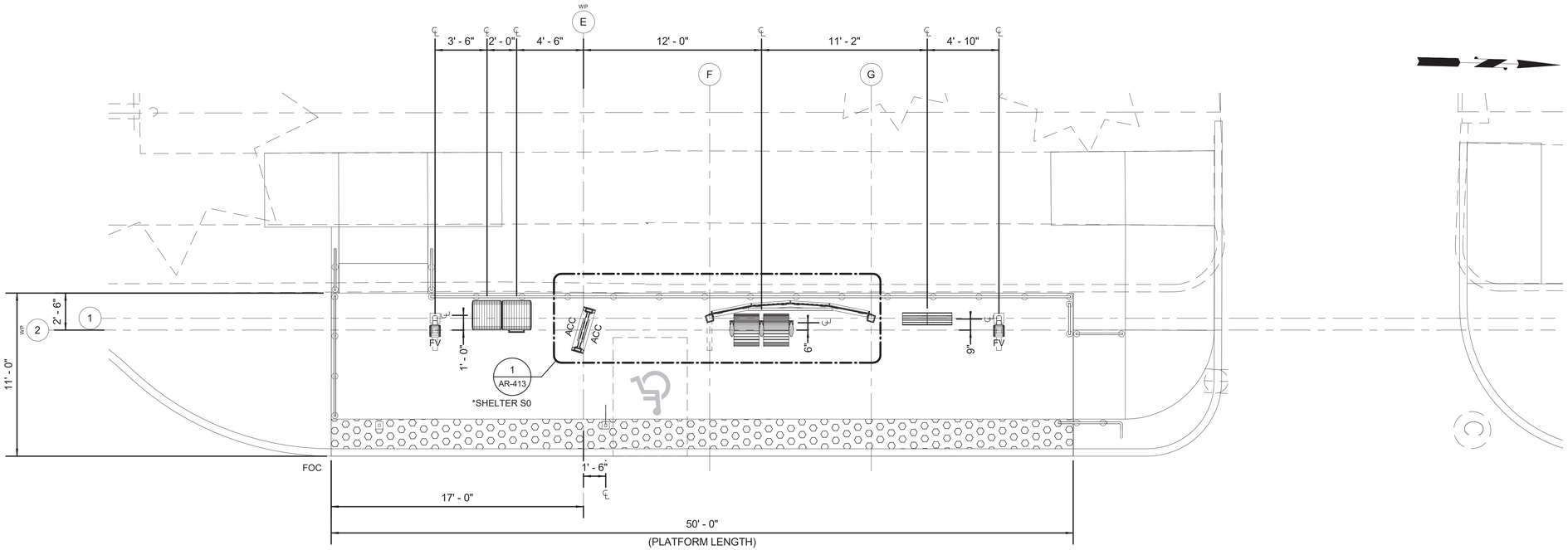
	BY	DATE
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

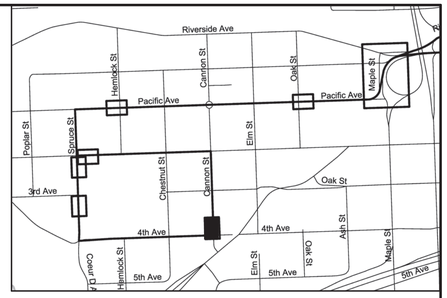
Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: DEMOLITION AND EROSION CONTROL
1 - W 4TH AVE & S CANNON ST - WB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-DEM-BA-4TH-WB.dwg PLOT DATE: 8/8/19 PLOT TIME: 6:24 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
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4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-151
273 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) $(' ' - ' ')
ENCH MARK LOCATION
NAVD88 ELEV.
C M NO.
NAVD88 DATUM

AS OF JANUARY 1 2000 USE NOTE THE AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
1 - W 4TH AVE & S CANNON ST - WB

TYPE OF IMPROVEMENT:

S.A. PROJECT NUM. EX | PLAN NUM. EX

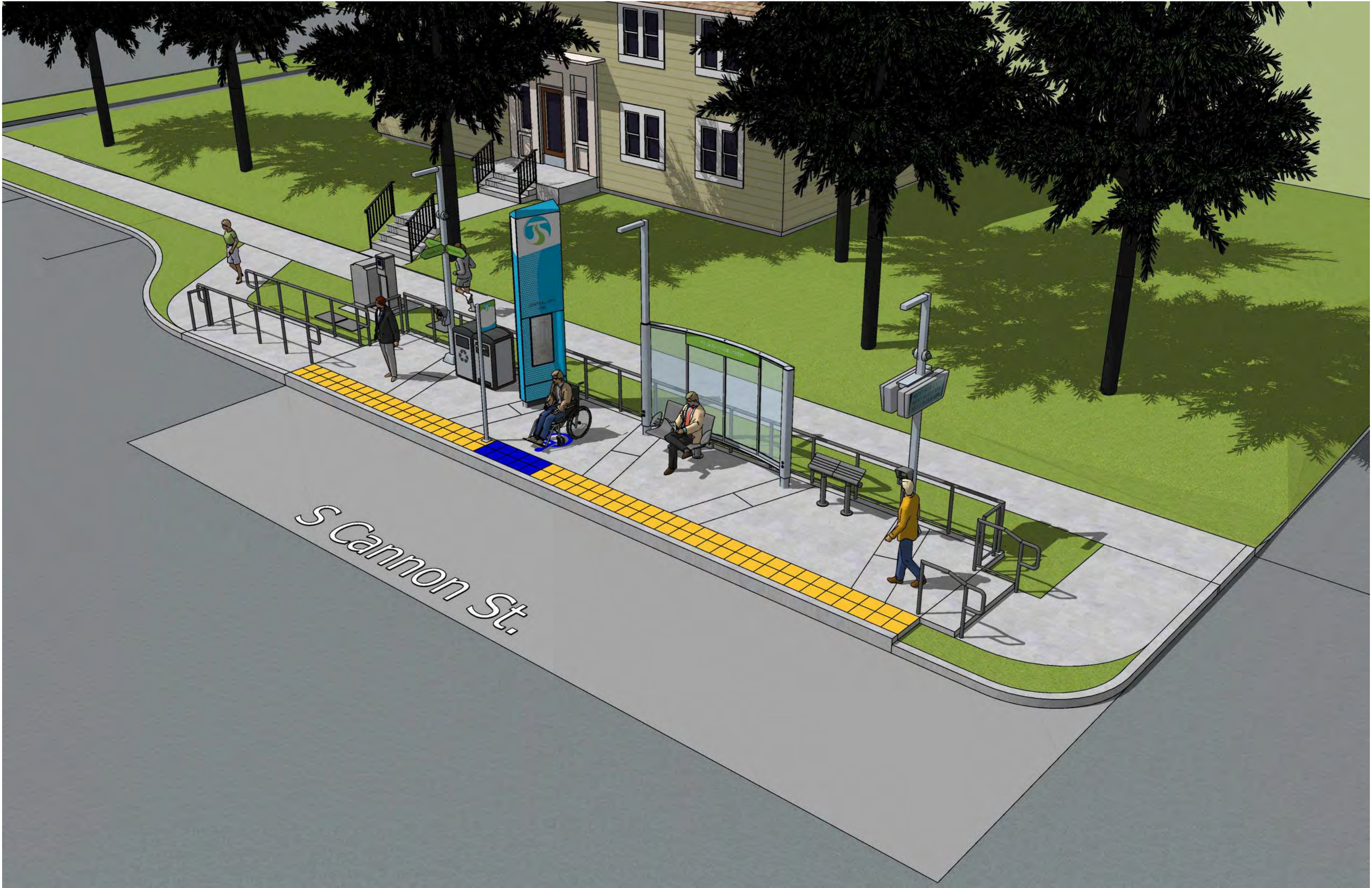
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:02 PM

CALL BEFORE YOU DIG 1-800-424-5555


S Cannon St.

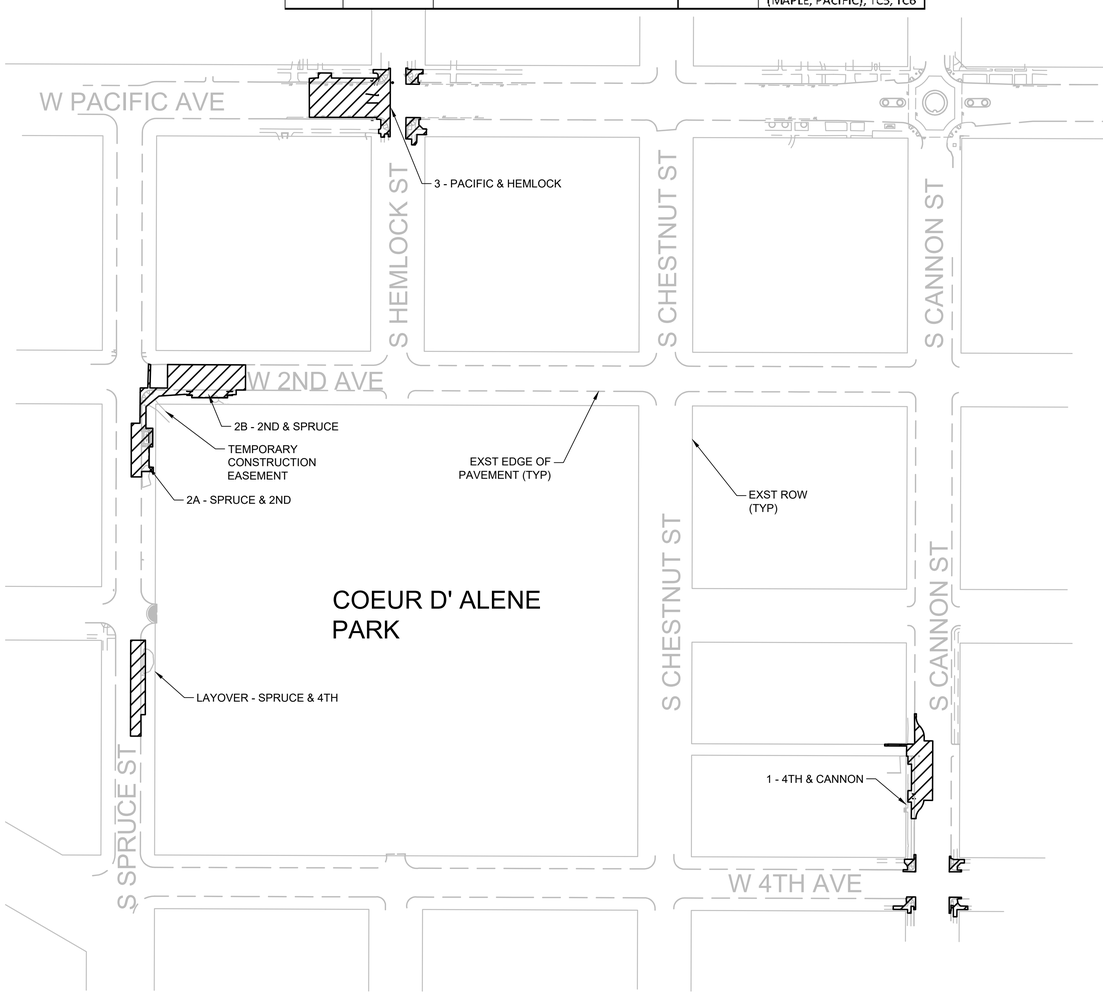
S Cannon St.

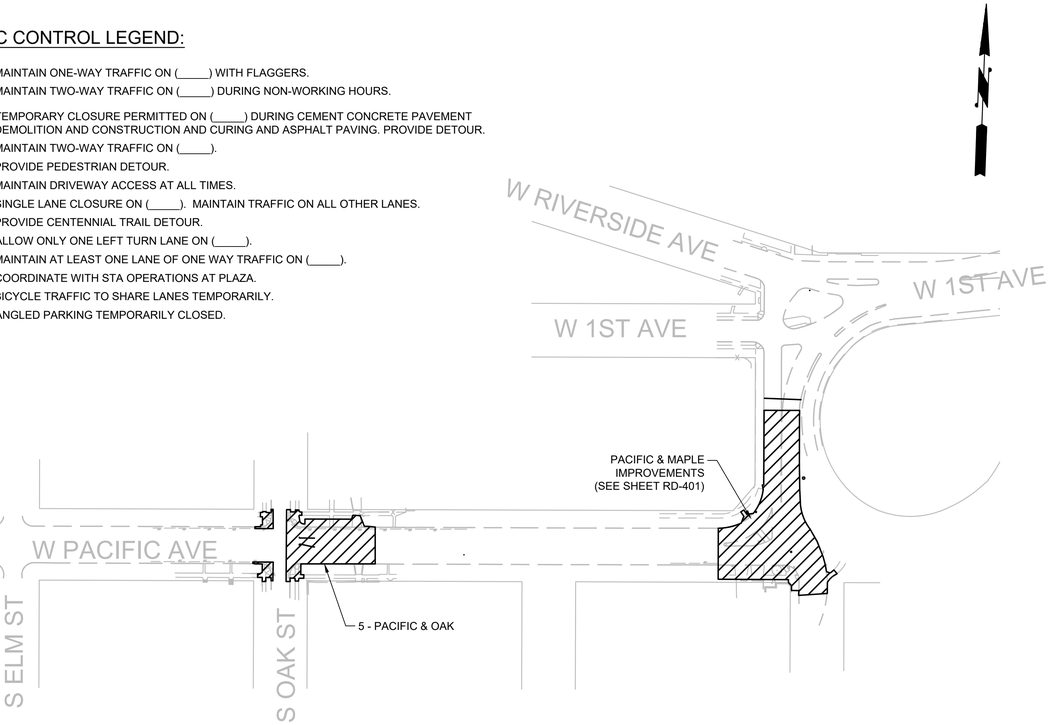
SUGGESTED BROWNE'S ADDITION STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	1 - W 4TH AVE & S CANNON ST, WB	11	TC1 (CANNON), TC2 (CANNON), TC3 (CANNON), TC5, TC6,
1	SPRING 2020	2A/2B - S SPRUCE ST & W 2ND AVE, EB/WB	11	TC1 (SPRUCE, 2ND), TC2 (SPRUCE, 2ND), TC3 (SPRUCE, 2ND), TC5, TC6
1	SPRING 2020	LAYOVER - S SPRUCE ST & W 3RD AVE	11	TC1 (SPRUCE), TC2 (SPRUCE), TC3 (SPRUCE), TC6
2	SUMMER 2020	3 - W PACIFIC AVE & S HEMLOCK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, HEMLOCK)
2	SUMMER 2020	5 - W PACIFIC AVE & S OAK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, OAK)
3	SPRING 2021	MAPLE STREET IMPROVEMENTS	10	TC1 (MAPLE, PACIFIC, TC2 (MAPLE, PACIFIC), TC3 (MAPLE, PACIFIC), TC5, TC6

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT DEMOLITION AND CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.





LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. BROWNE'S ADDITION STATIONS MAY NOT BE CONSTRUCTED SIMULTANEOUSLY WITH THE MAPLE ST. IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
3. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARINGER · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-101
10 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
BROWNE'S ADDITION

PROJECT LIMITS:

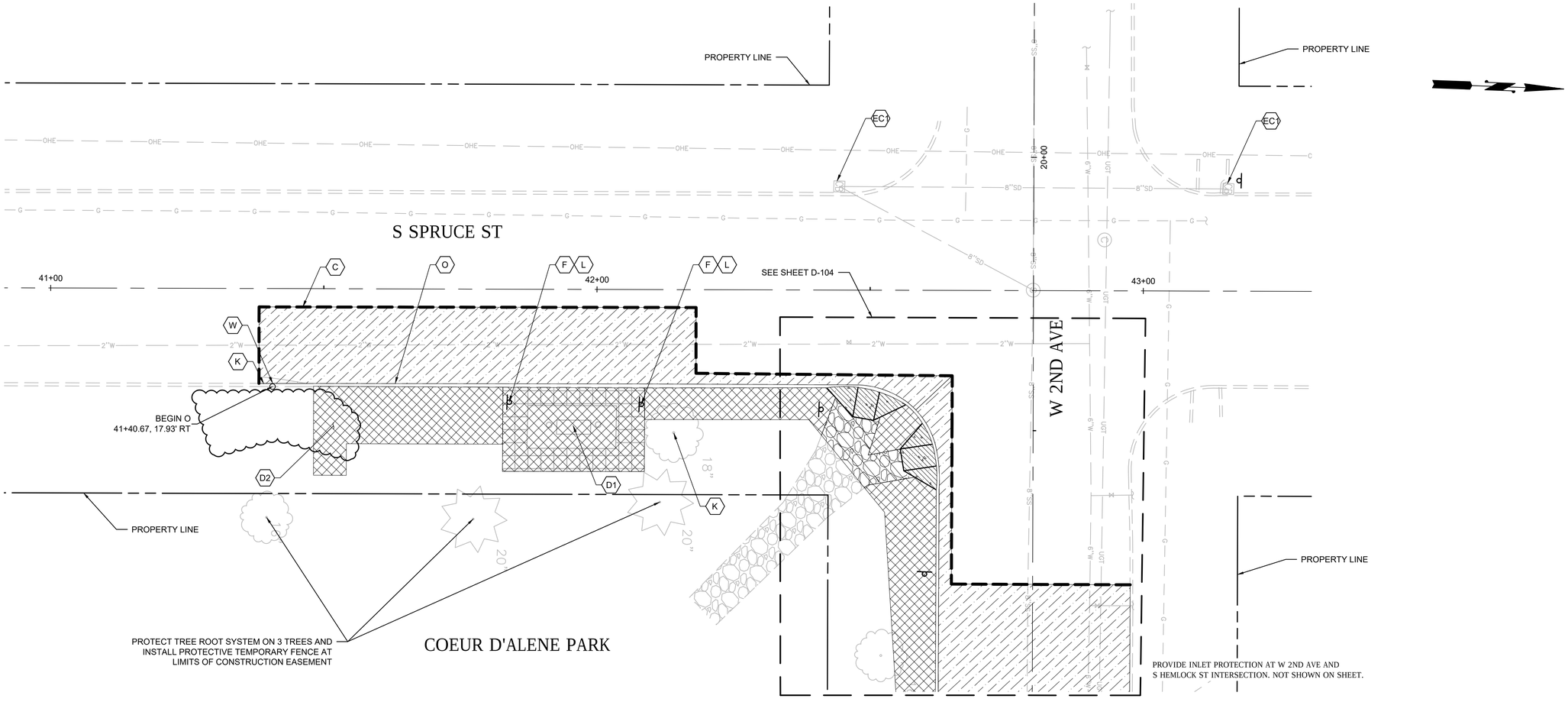
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

BPN:

FILENAME: 697465-GC-BA1.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:06 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- A REFERENCE AND REESTABLISH SURVEY MONUMENT.
- B CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- C SAWCUTTING FLEXIBLE PAVEMENT.
- D SAWCUTTING RIGID PAVEMENT.
- E REMOVE EXISTING DRIVEWAY.
- F REMOVE EXISTING POLE, SIGN.
- G TO BE REMOVED BY OTHERS.
- H REMOVE TREE.
- I SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- J PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- K PROTECT IN PLACE.
- L SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- M SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- N REMOVE EXISTING TREE AND GRATE.
- O REMOVE EXISTING CURB.
- P ABANDON PIPE/STRUCTURE.

DEMOLITION LEGEND (CONT.):

- Q REMOVE EXISTING =<12" DIA. PIPE.
- R REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- S PROTECT IN PLACE EXISTING DRAINS.
- T REMOVE EXISTING CURB/GUTTER.
- U REMOVE EXISTING STRUCTURE.
- V TEMPORARY CURB.
- W SAWCUTTING CURB

REMOVE FLEXIBLE PAVEMENT

REMOVE RIGID PAVEMENT

REMOVE LANDSCAPING

REMOVE GRAVEL SURFACING

ABANDON PIPE

REMOVE PIPE

DEMOLITION NOTES:

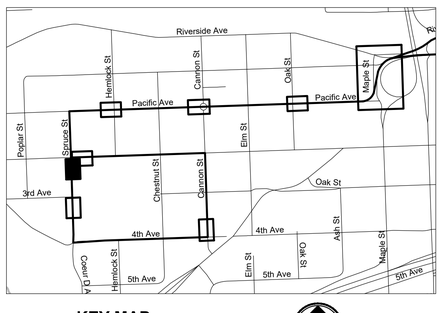
- D1 REMOVE AND SALVAGE EXISTING BUS SHELTER AND AMENITIES AND DELIVER TO STA.
- D2 MINIMIZE REMOVAL OF BUSHES.

EROSION CONTROL LEGEND:

- EC1 INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- EC2 INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- EC3 CONTRACTOR TO RESTORE GRASS.
- EC4 SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

BID SET

D-103
39 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N., U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 10'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
2A - S SPRUCE ST & W 2ND AVE - EB

PROJECT LIMITS:

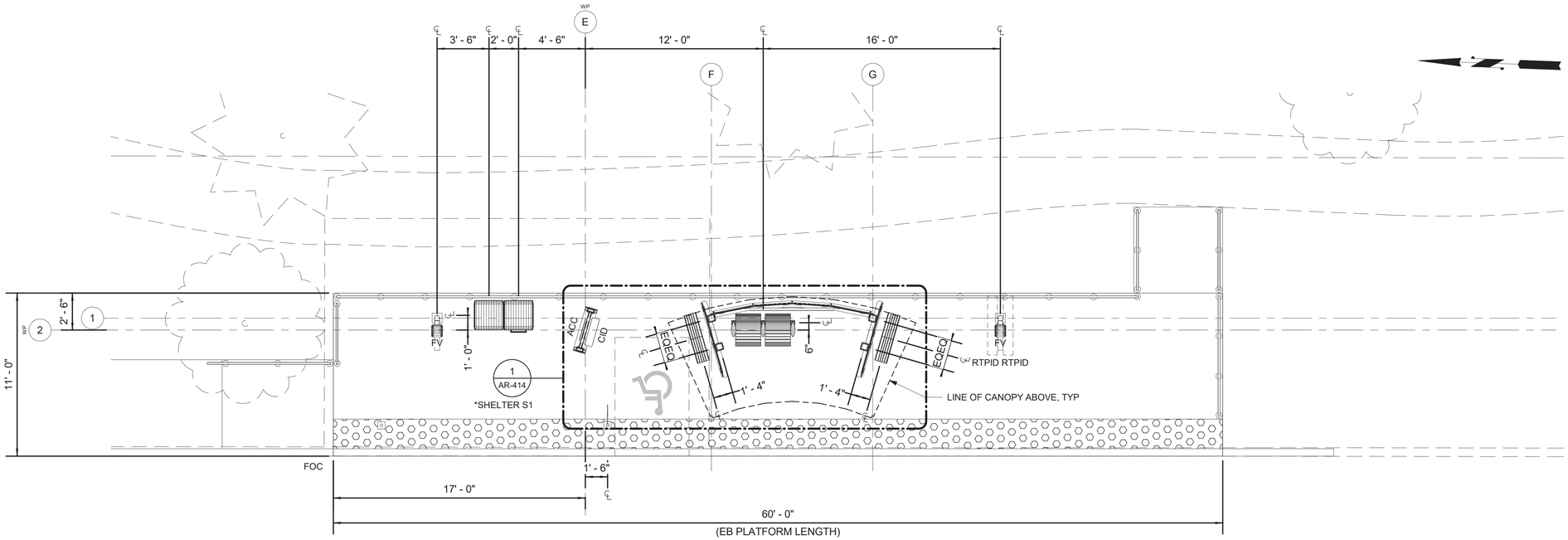
TYPE OF IMPROVEMENT: DETAIL

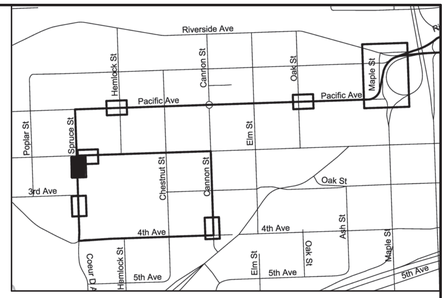
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-DEM-BA-SPRUCE-EB.dwg PLOT DATE: 8/8/19 PLOT TIME: 3:46 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP

SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
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7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT CRAIG ROTHENBURGER STATE OF WASHINGTON

AR-152
274 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 - (OLD C.M.ELEV.) = (* - *)

AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

ENCH MARK LOCATION

NAVD88 ELEV.:

C.M NO.:

NAVD88 DATUM

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

ORIGINAL DRAWING SIZE IS ONE INCH ON

HORIZONTAL PLANIMETRIC FILE 1/4" = 1'-0"

VERTICAL PROFILE ONLY

SCALE

CITY OF SPOKANE DESIGN STANDARDS ADOPTED FEB. 1, 2000

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
2A - S SPRUCE ST & W 2ND AVE - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER

PLAN NUMBER

PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:04 PM

CALL BEFORE YOU DIG 1-800-424-5555

S Spruce Ave

Wayfinding
Wayfinding
NEIGHBORHOOD STREET
S Spruce Ave

SUGGESTED BROWNE'S ADDITION STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	1 - W 4TH AVE & S CANNON ST, WB	11	TC1 (CANNON), TC2 (CANNON), TC3 (CANNON), TC5, TC6,
1	SPRING 2020	2A/2B - S SPRUCE ST & W 2ND AVE, EB/WB	11	TC1 (SPRUCE, 2ND), TC2 (SPRUCE, 2ND), TC3 (SPRUCE, 2ND), TC5, TC6
1	SPRING 2020	LAYOVER - S SPRUCE ST & W 3RD AVE	11	TC1 (SPRUCE), TC2 (SPRUCE), TC3 (SPRUCE), TC6
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3	SPRING 2021	MAPLE STREET IMPROVEMENTS	10	TC1 (MAPLE, PACIFIC, TC2 (MAPLE, PACIFIC), TC3 (MAPLE, PACIFIC), TC5, TC6

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT DEMOLITION AND CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
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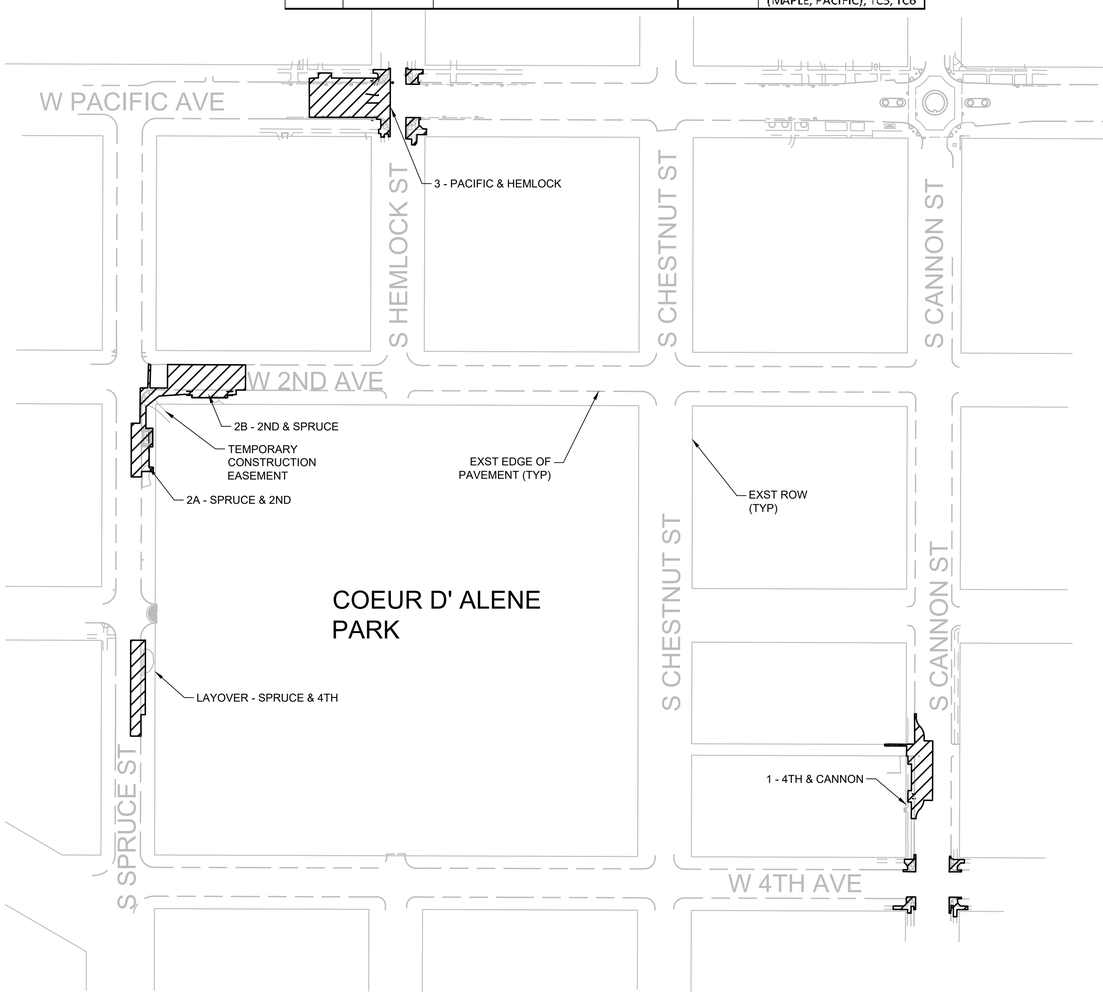

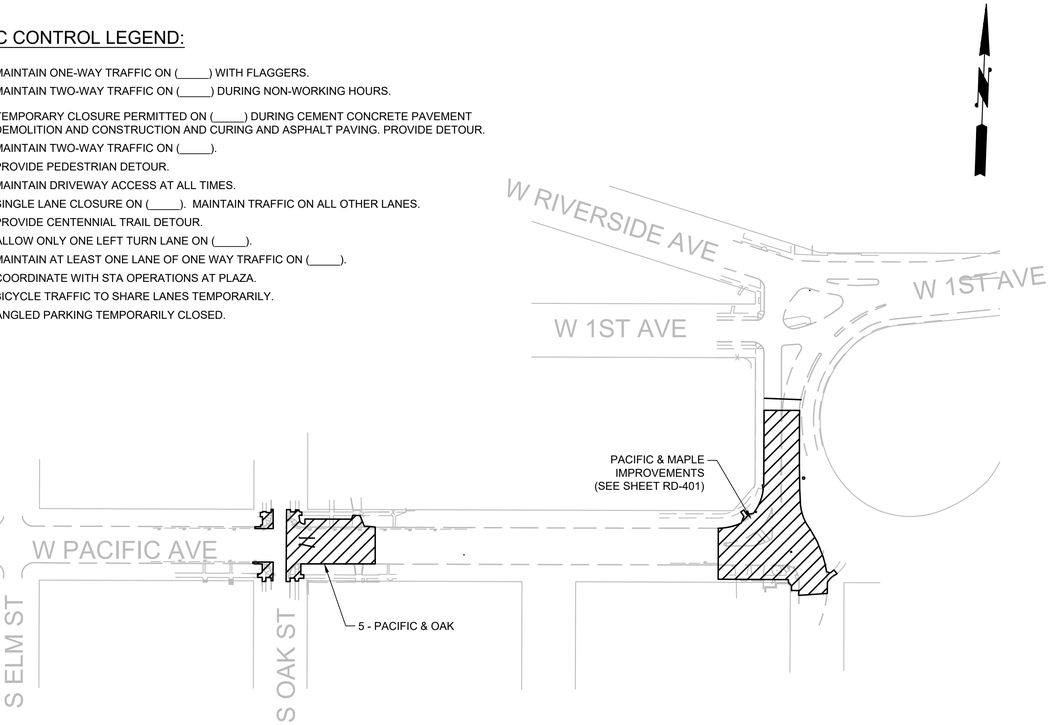

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. BROWNE'S ADDITION STATIONS MAY NOT BE CONSTRUCTED SIMULTANEOUSLY WITH THE MAPLE ST. IMPROVEMENTS.
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BRIAN GENE DEARINGER · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-101
10 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
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JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
BROWNE'S ADDITION

PROJECT LIMITS:

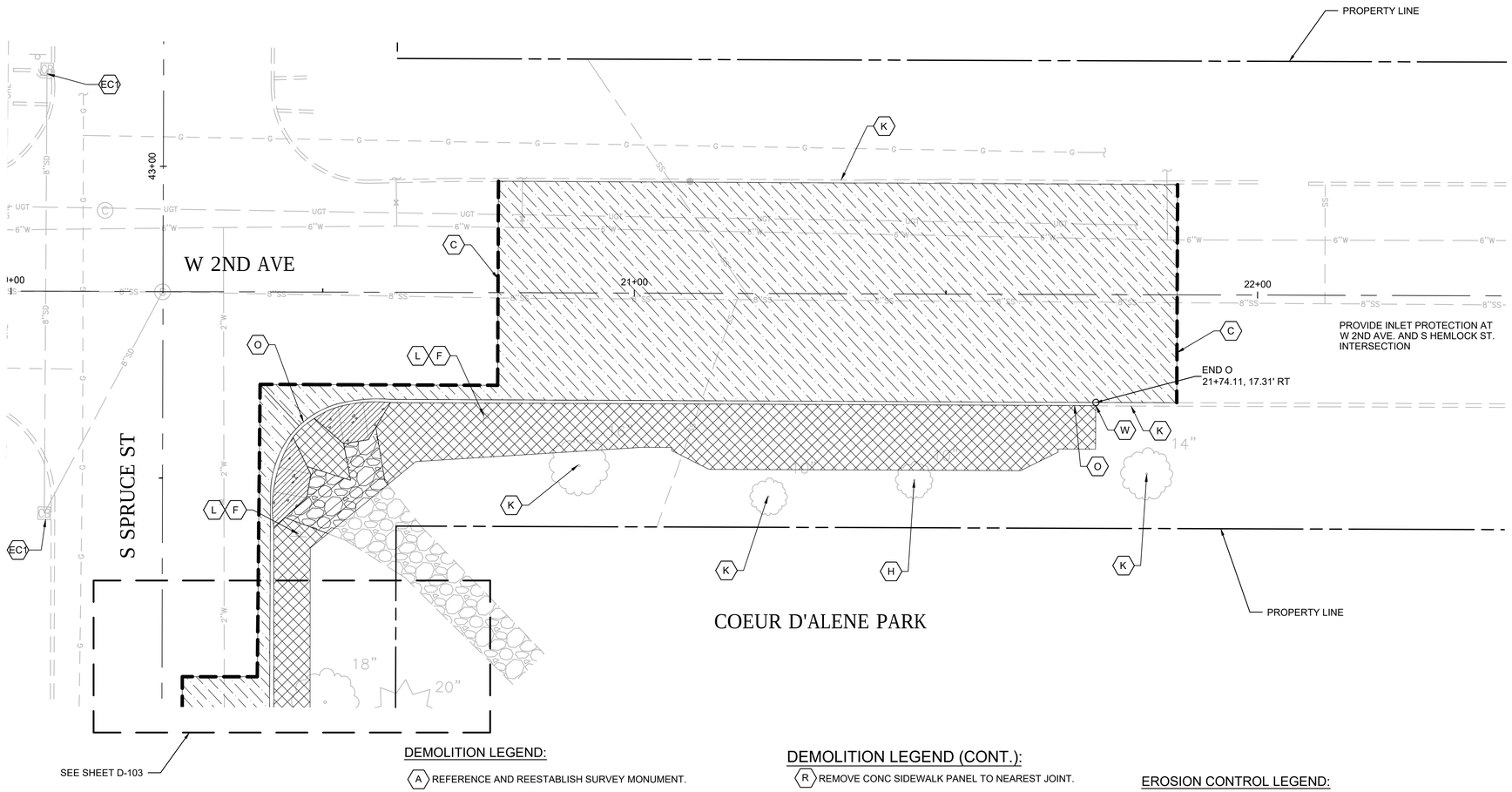
TYPE OF IMPROVEMENT: GENERAL

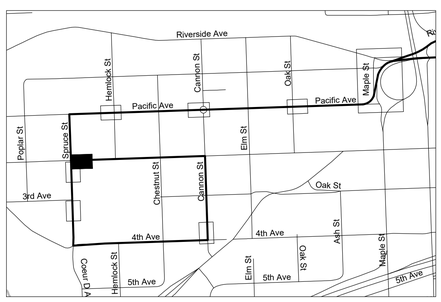
STA PROJECT NUMBER | PLAN NUMBER

BPN:

FILENAME: 697465-GC-BA1.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:06 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON PIPE/STRUCTURE.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.

DEMOLITION LEGEND (CONT.):

- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) PROTECT IN PLACE EXISTING DRAINS.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE EXISTING STRUCTURE.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB

REMOVE FLEXIBLE PAVEMENT

REMOVE RIGID PAVEMENT

REMOVE LANDSCAPING

REMOVE GRAVEL SURFACING

ABANDON PIPE

REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

BID SET

D-104
40 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

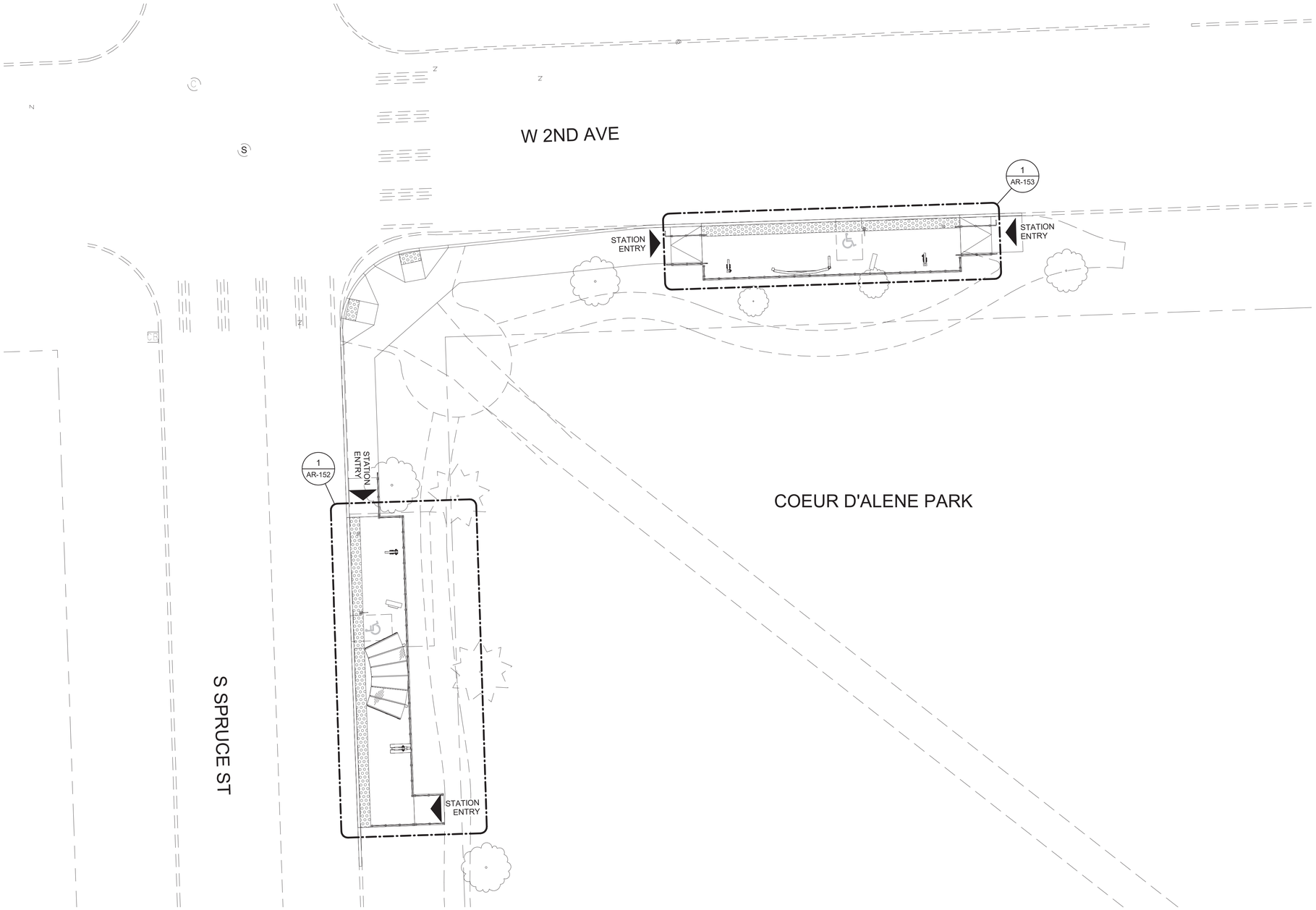
Spokane Transit

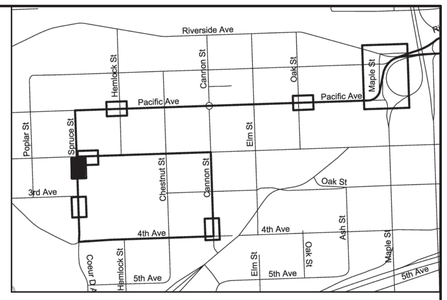
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
2B - W 2ND AVE & S SPRUCE ST - WB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
DFN:

FILENAME: 697465-DEM-BA-2ND-WB.dwg PLOT DATE: 8/8/19 PLOT TIME: 4:04 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-102
250 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (FOUND CITY BENCH MARK LOCATION)
AS OF JANUARY 1, 2000 USE NGS "11 AMERICAN VERTICAL DATUM OF 1988 (NAVD88)"
NAVD88 ELEV:
CITY MONUMENT NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
POSITION AL PLAN/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, (#007)

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"A" TOWN CONNECTION AVENUE
SPOKANE, WASHINGTON 99201
(SCALE 1" = 20.5556' ")

PROJECT NAME:
CENTRAL CITY LINE

SEGMENT LIMITS:
STATION SITE PLAN
2A & 2B - S SPRUCE ST & W 2ND AVE - WB & EB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

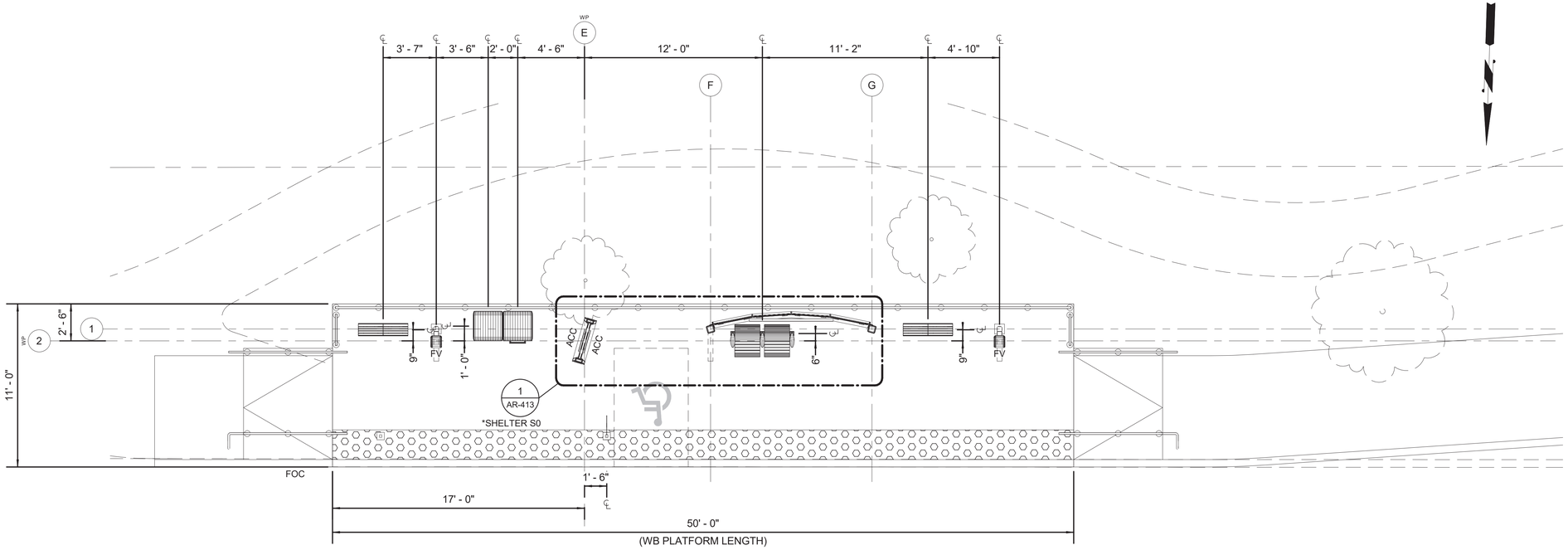
STA PROJECT NUMBER	PLAN NUMBER

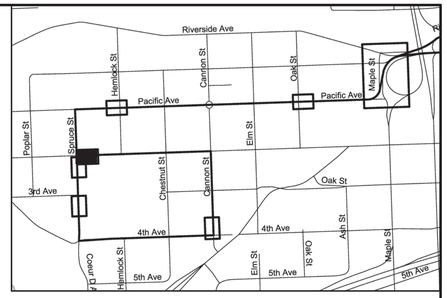
FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:27 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-153
275 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) $(* ' - * ')
ENTER MARK LOCATION
AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
NAVD88 ELEV.:
CITY MON NO.:
NAVD88 DATUM
ALL IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANMPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

2B - W 2ND AVE & S SPRUCE ST - WB

TYPE OF IMPROVEMENT:

SR A PROJECT NUMBER

PLAN NUMBER

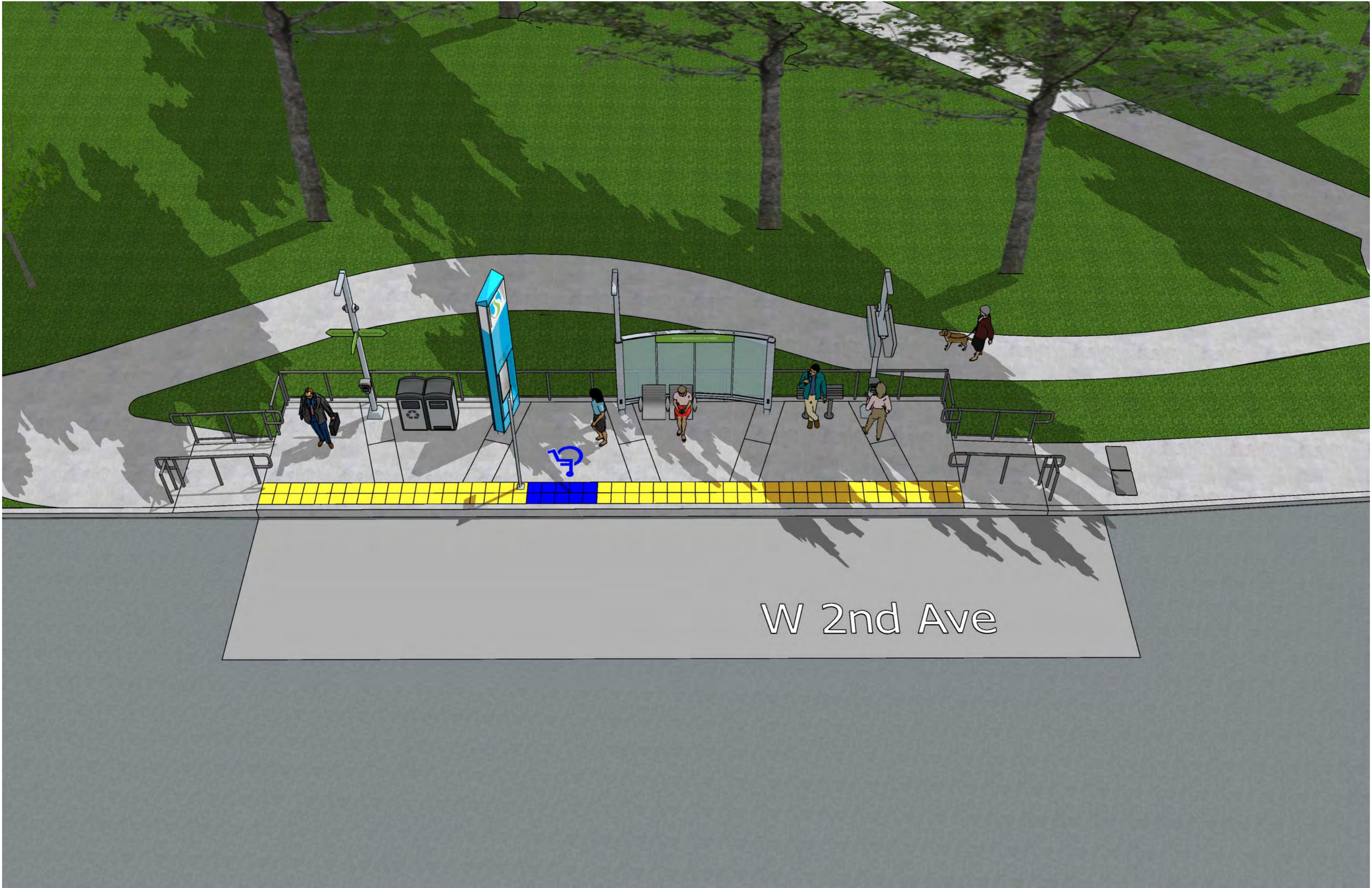
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:05 PM

CALL BEFORE YOU DIG 1-800-424-5555


W 2nd Ave

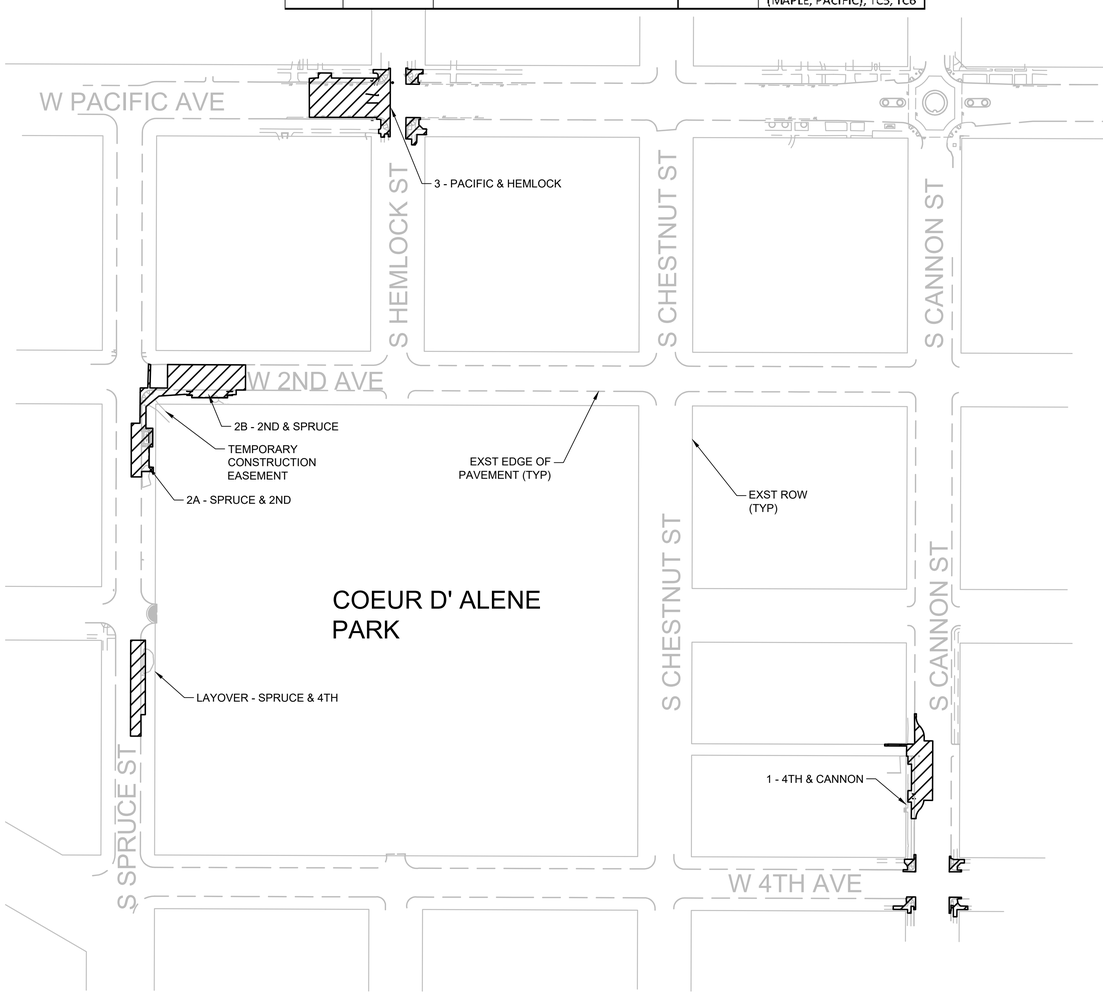
Wayfinding
Wayfinding
CENTRAL CITY
LINE
NEIGHBORHOOD STREET
W 2nd Ave

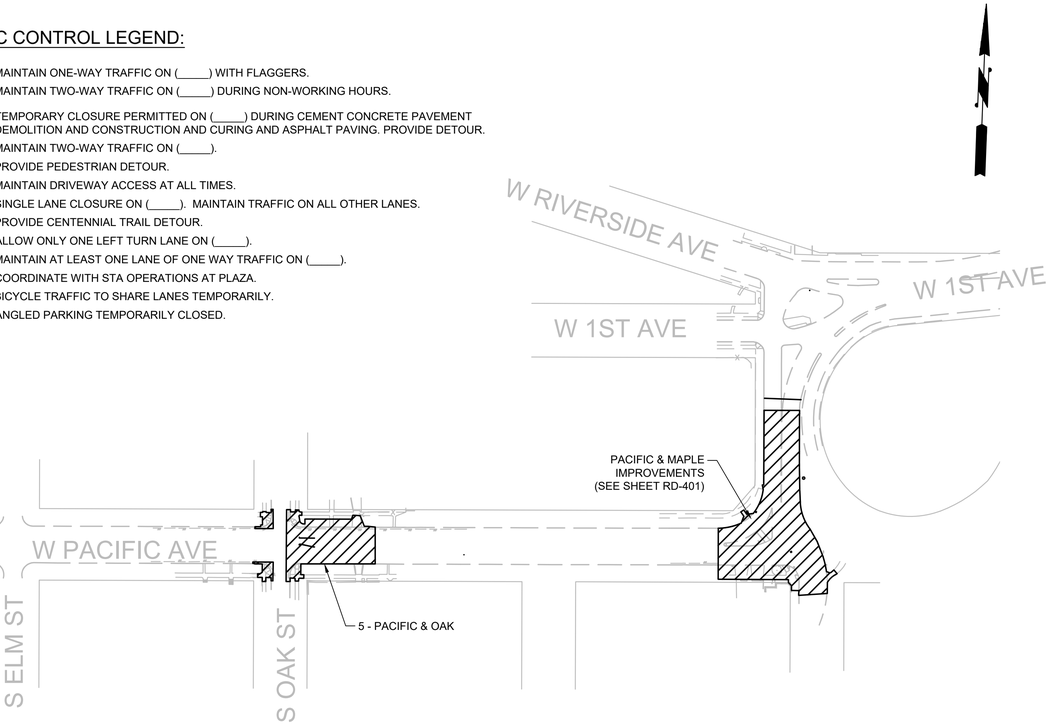
SUGGESTED BROWNE'S ADDITION STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	1 - W 4TH AVE & S CANNON ST, WB	11	TC1 (CANNON), TC2 (CANNON), TC3 (CANNON), TC5, TC6,
1	SPRING 2020	2A/2B - S SPRUCE ST & W 2ND AVE, EB/WB	11	TC1 (SPRUCE, 2ND), TC2 (SPRUCE, 2ND), TC3 (SPRUCE, 2ND), TC5, TC6
1	SPRING 2020	LAYOVER - S SPRUCE ST & W 3RD AVE	11	TC1 (SPRUCE), TC2 (SPRUCE), TC3 (SPRUCE), TC6
2	SUMMER 2020	3 - W PACIFIC AVE & S HEMLOCK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, HEMLOCK)
2	SUMMER 2020	5 - W PACIFIC AVE & S OAK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, OAK)
3	SPRING 2021	MAPLE STREET IMPROVEMENTS	10	TC1 (MAPLE, PACIFIC, TC2 (MAPLE, PACIFIC), TC3 (MAPLE, PACIFIC), TC5, TC6

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT DEMOLITION AND CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.





LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. BROWNE'S ADDITION STATIONS MAY NOT BE CONSTRUCTED SIMULTANEOUSLY WITH THE MAPLE ST. IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
3. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARINGER · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-101
10 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
BROWNE'S ADDITION

PROJECT LIMITS:

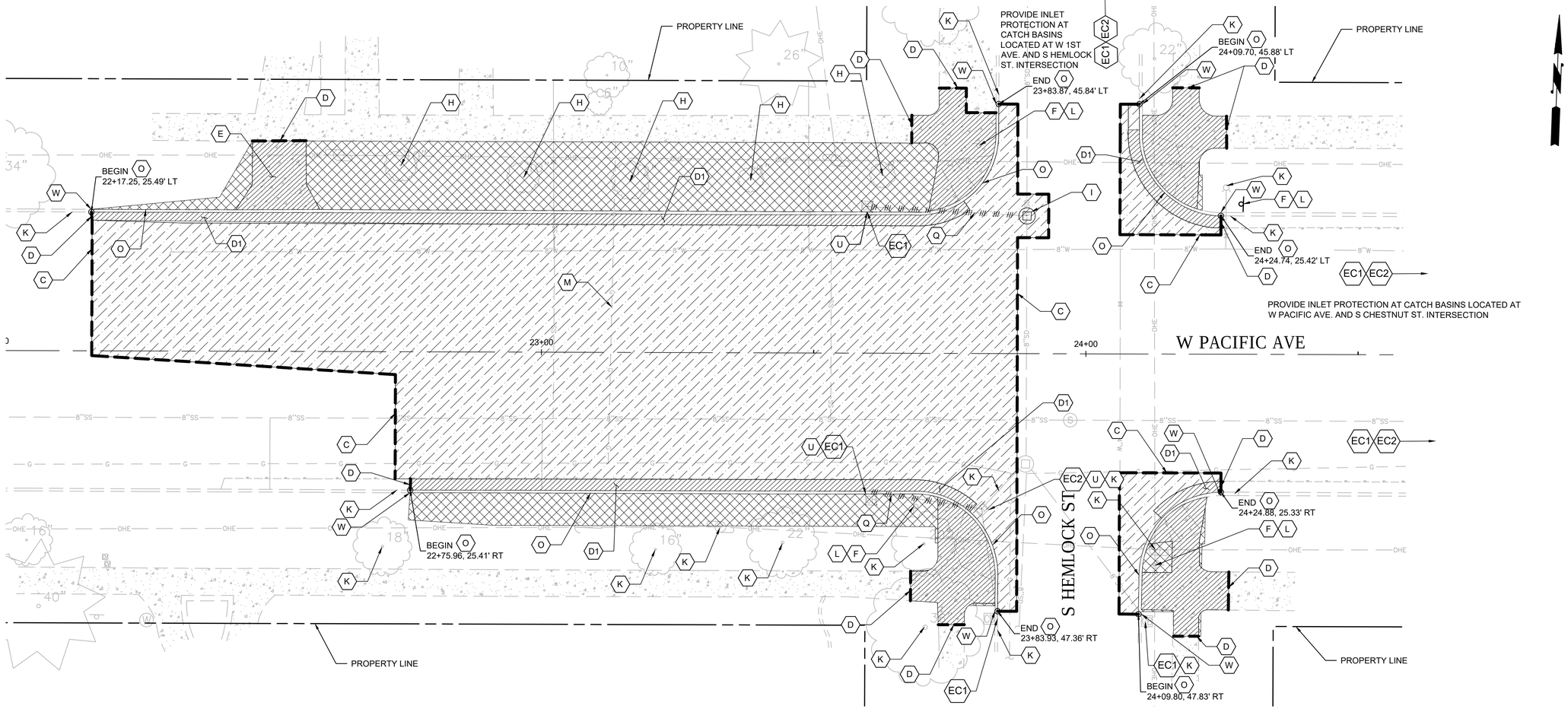
TYPE OF IMPROVEMENT: GENERAL

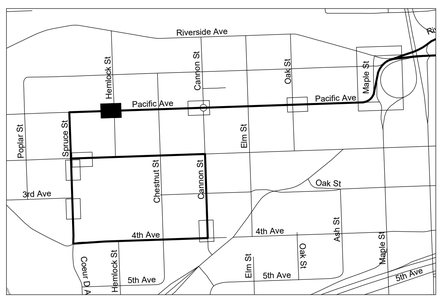
STA PROJECT NUMBER | PLAN NUMBER

BPN:

FILENAME: 697465-GC-BA1.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:06 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.

DEMOLITION LEGEND (CONT.):

- (P) ABANDON PIPE/STRUCTURE.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) PROTECT IN PLACE EXISTING DRAINS.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE EXISTING STRUCTURE.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB

- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

DEMOLITION NOTES

- (D1) REMOVE BRICK GUTTER

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

BID SET

D-105
41 of 388

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION:
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

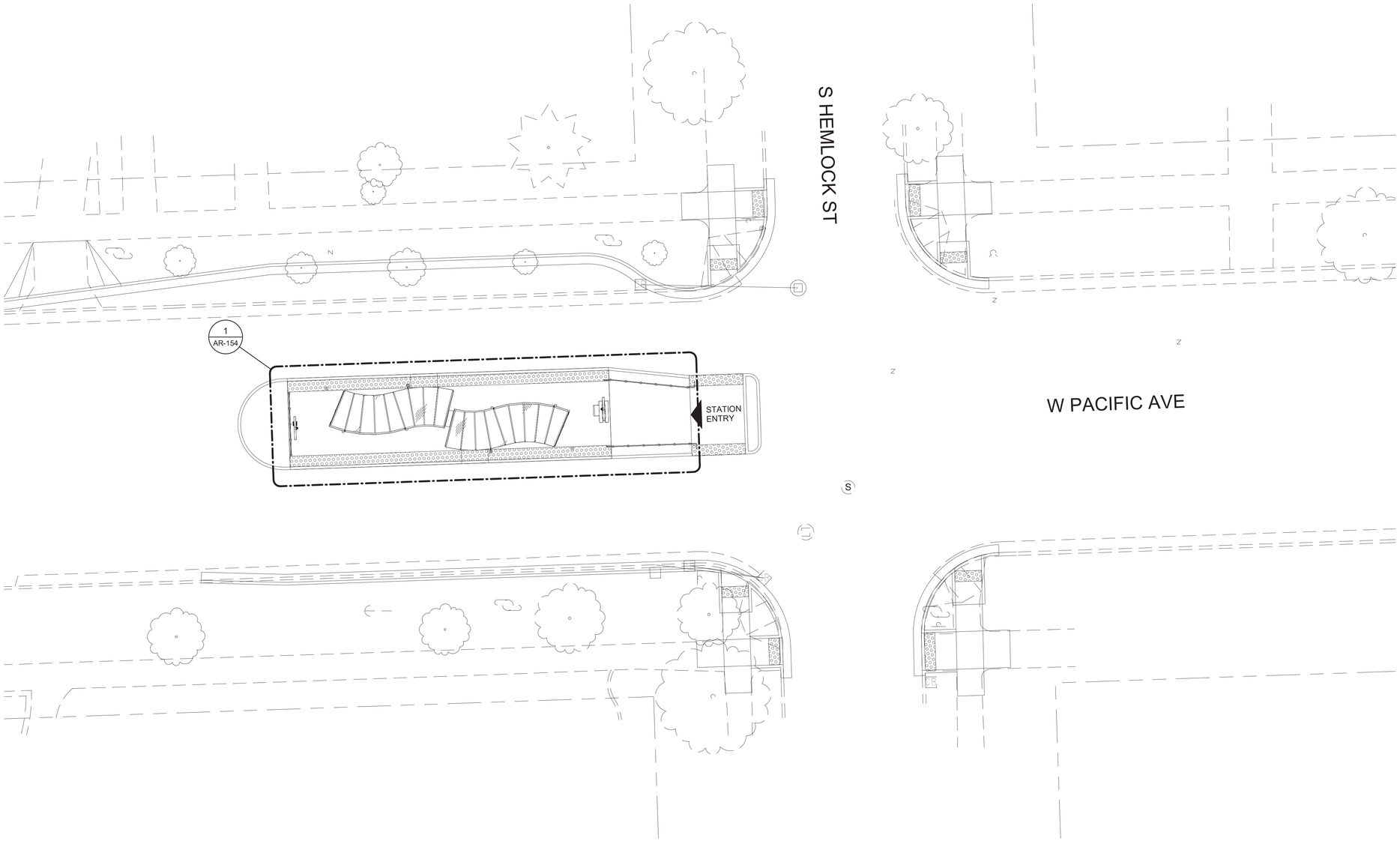
	BY	DATE
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

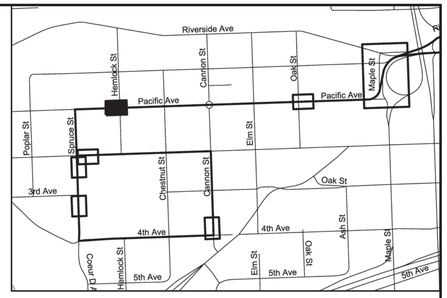
Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
3 - W PACIFIC AVE & S HEMLOCK ST - WB/EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER:
PLAN NUMBER:
PTN:

FILENAME: 697465-DEM-BA-HEMLOCK-C.dwg PLOT DATE: 8/8/19 PLOT TIME: 6:39 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-104
251 of 388

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
3 - W PACIFIC AVE & S HEMLOCK ST - WB/EB

TYPE OF IMPROVEMENT:
SHEET PROJECT NUMBER | PLAN NUMBER
PTN:

PROJECT LIMITS:

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV) = ** * *
BENCH MARK LOCATION
NAVD88 ELEV:
CITY NO.
NAVD88 DATUM

AS OF JANUARY 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CITY STANDARDS ADOPTED FEB. 2000

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

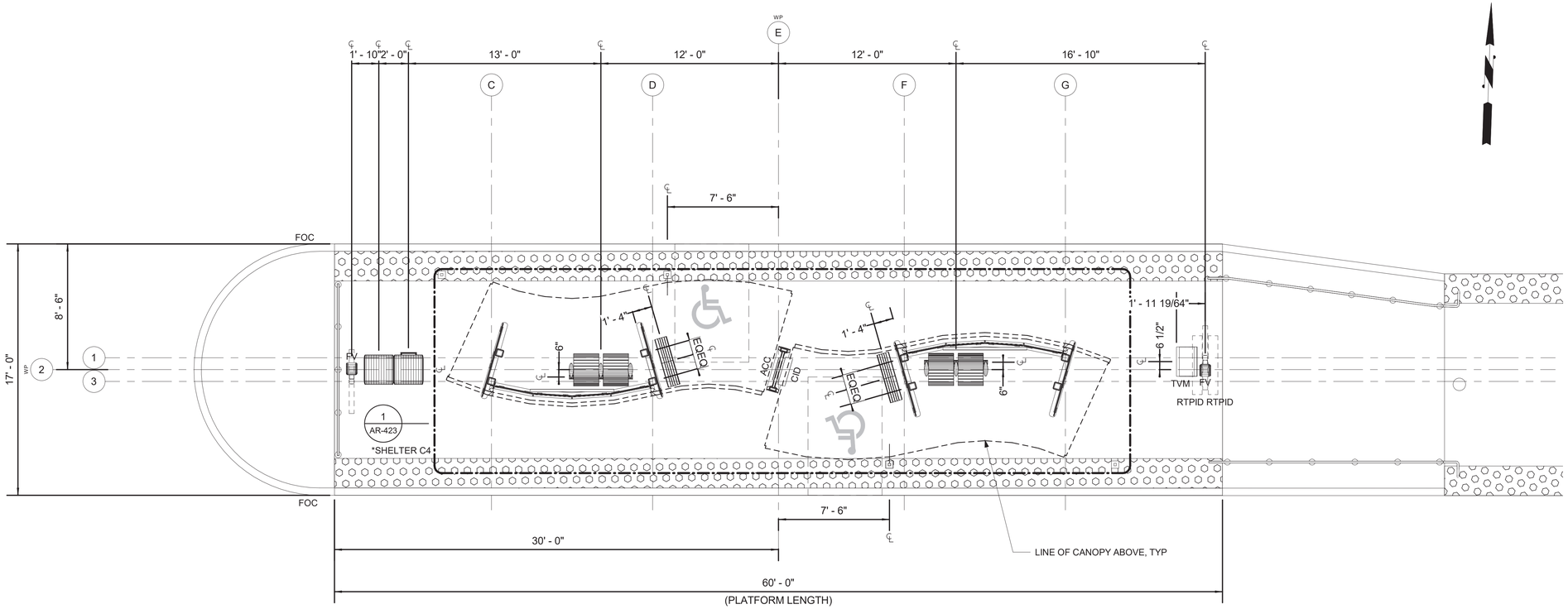
Spokane Transit

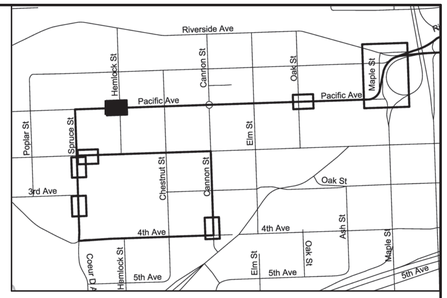
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"A" TOWN DONE AVENUE
SPOKANE, WASHINGTON 99201
(509) "A-BUS" "

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:29 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP

SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-154
276 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) $(' ' ' ')
AS OF JANUARY # OOD USE NOR H AMERICAN VERTICAL DATUM OF 88 (NAVD88)
ENCH MARK LOCATION
NAVD88 ELEV.
C M NO.
NAVD88 DATUM
AR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
" O W OONE AVENUE
SPOKANE, WASHING ON #O'
(50) " # 0-994 " "

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

3 - W PACIFIC AVE & S HEMLOCK ST - WB/EB

TYPE OF IMPROVEMENT:

SHEET NUMBER | PLAN NUMBER

PROJECT LIMITS:

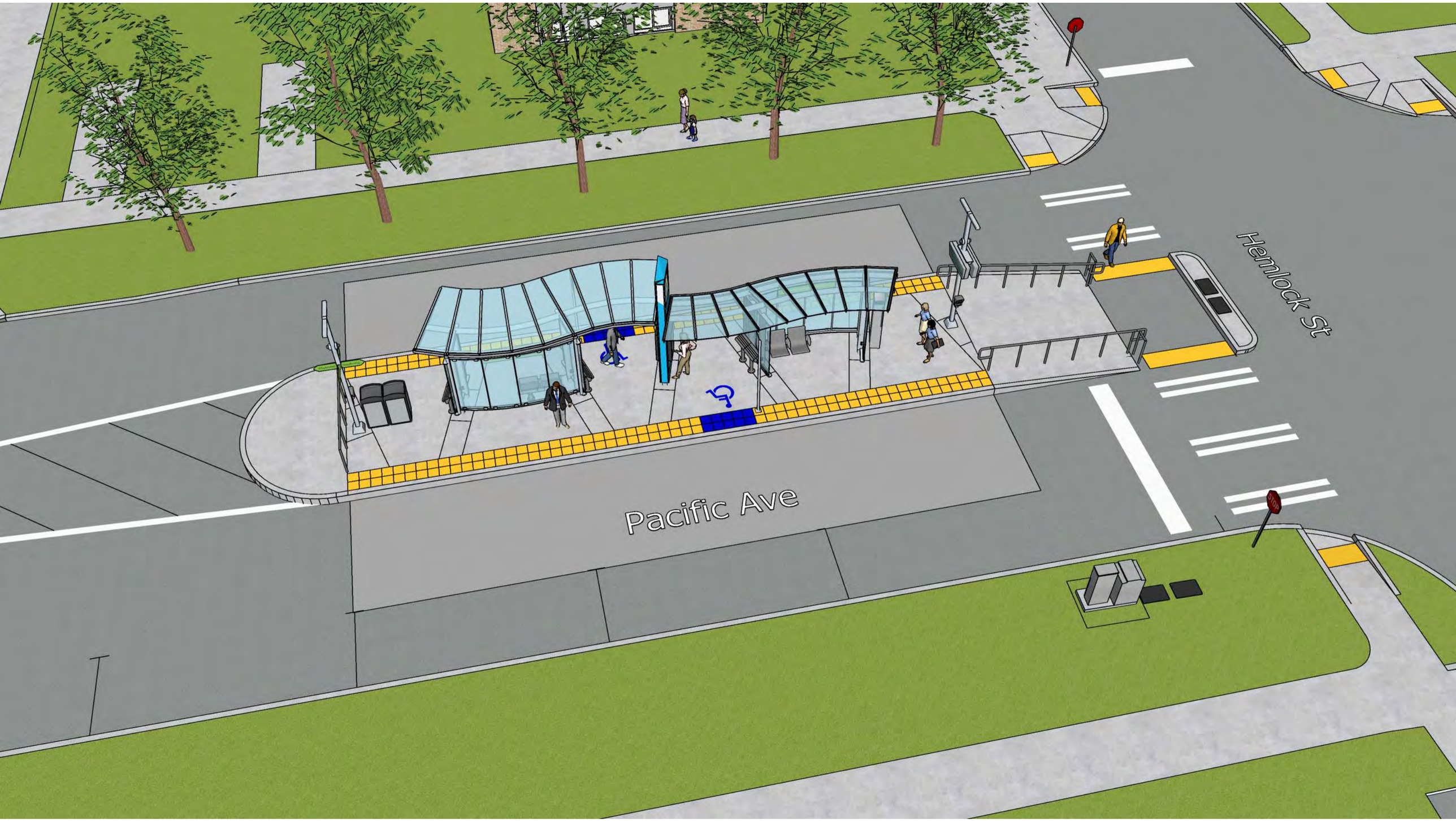
FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:07 PM

CALL BEFORE YOU DIG 1-800-424-5555

Pacific Ave
Hemlock St

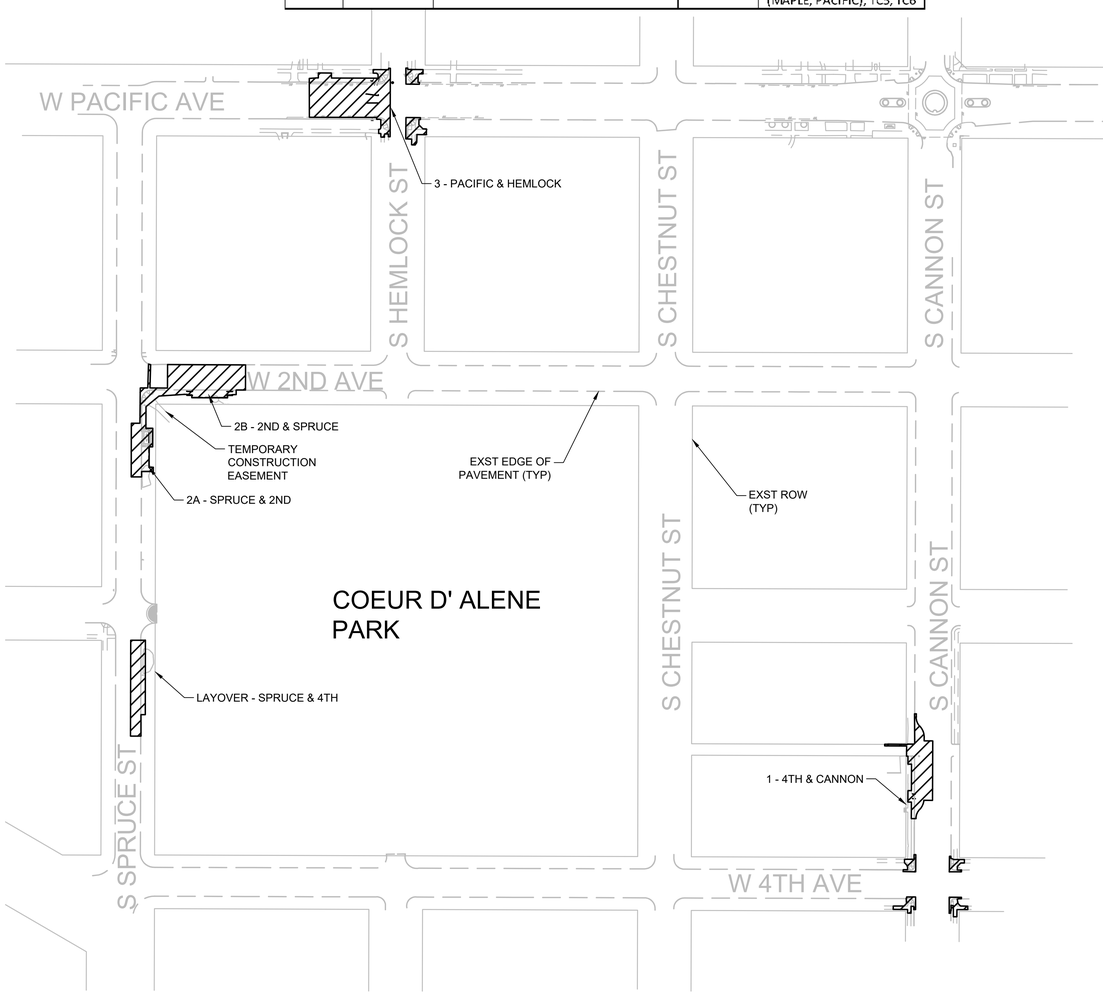

Hemlock St
Pacific Ave

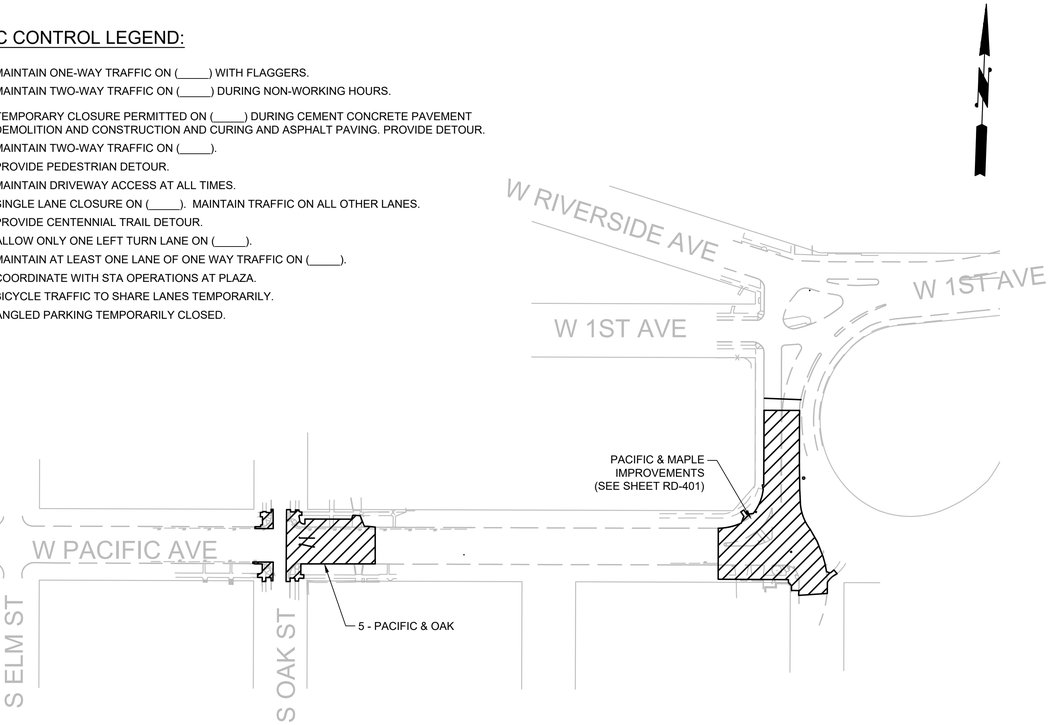
SUGGESTED BROWNE'S ADDITION STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	1 - W 4TH AVE & S CANNON ST, WB	11	TC1 (CANNON), TC2 (CANNON), TC3 (CANNON), TC5, TC6,
1	SPRING 2020	2A/2B - S SPRUCE ST & W 2ND AVE, EB/WB	11	TC1 (SPRUCE, 2ND), TC2 (SPRUCE, 2ND), TC3 (SPRUCE, 2ND), TC5, TC6
1	SPRING 2020	LAYOVER - S SPRUCE ST & W 3RD AVE	11	TC1 (SPRUCE), TC2 (SPRUCE), TC3 (SPRUCE), TC6
2	SUMMER 2020	3 - W PACIFIC AVE & S HEMLOCK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, HEMLOCK)
2	SUMMER 2020	5 - W PACIFIC AVE & S OAK ST, WB/EB	11	TC1 (PACIFIC), TC2 (PACIFIC), TC3 (PACIFIC), TC5, TC6, TC7 (PACIFIC, OAK)
3	SPRING 2021	MAPLE STREET IMPROVEMENTS	10	TC1 (MAPLE, PACIFIC, TC2 (MAPLE, PACIFIC), TC3 (MAPLE, PACIFIC), TC5, TC6

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT DEMOLITION AND CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.





LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. BROWNE'S ADDITION STATIONS MAY NOT BE CONSTRUCTED SIMULTANEOUSLY WITH THE MAPLE ST. IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
3. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARINGER · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-101
10 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
BROWNE'S ADDITION

PROJECT LIMITS:

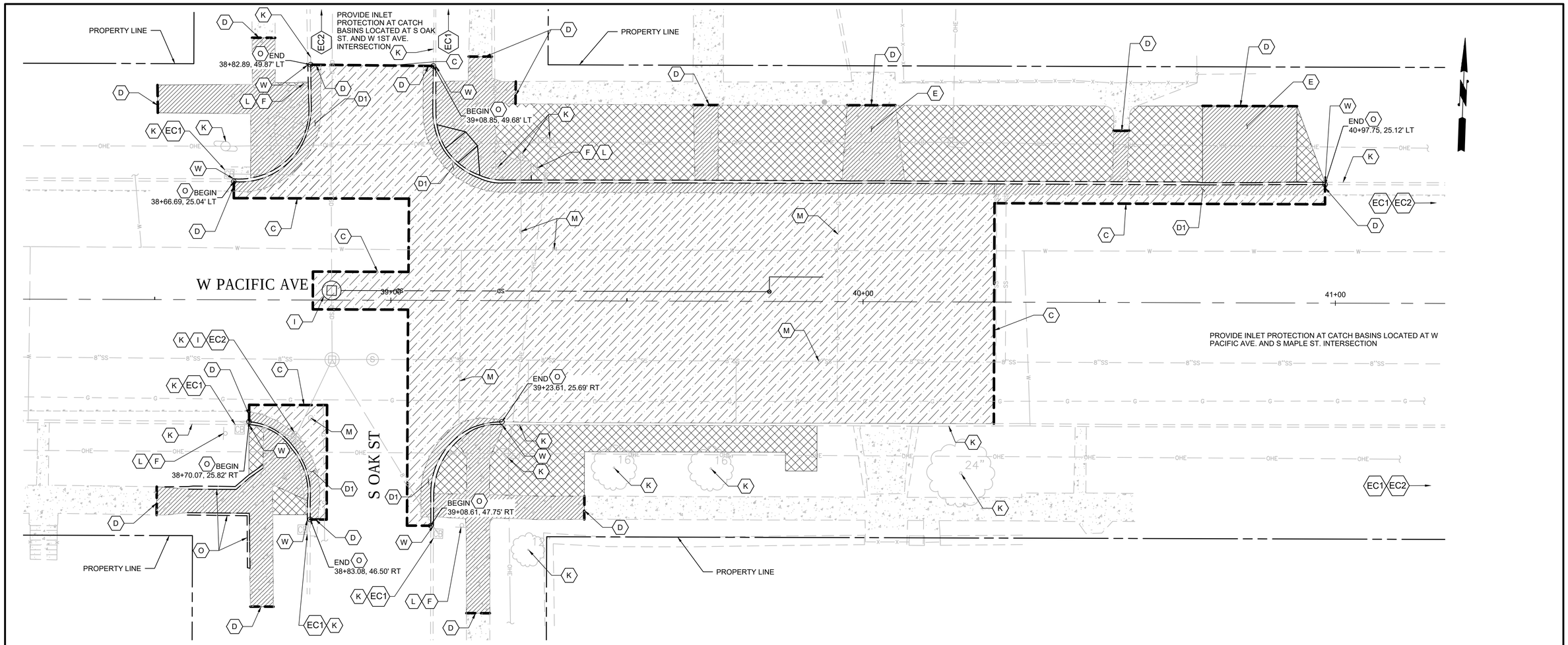
TYPE OF IMPROVEMENT: GENERAL

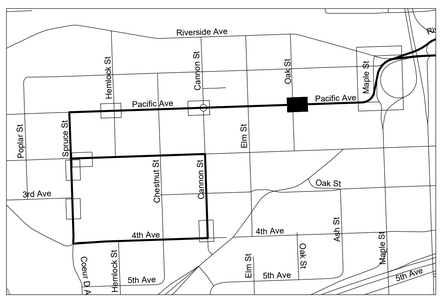
STA PROJECT NUMBER | PLAN NUMBER

BPN:

FILENAME: 697465-GC-BA1.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:06 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.

DEMOLITION LEGEND (CONT.):

- (P) ABANDON PIPE/STRUCTURE.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) PROTECT IN PLACE EXISTING DRAINS.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE EXISTING STRUCTURE.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB

REMOVE FLEXIBLE PAVEMENT

REMOVE RIGID PAVEMENT

REMOVE LANDSCAPING

REMOVE GRAVEL SURFACING

ABANDON PIPE

REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES

(D1) REMOVE BRICK GUTTER

BID SET

D-107
42 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

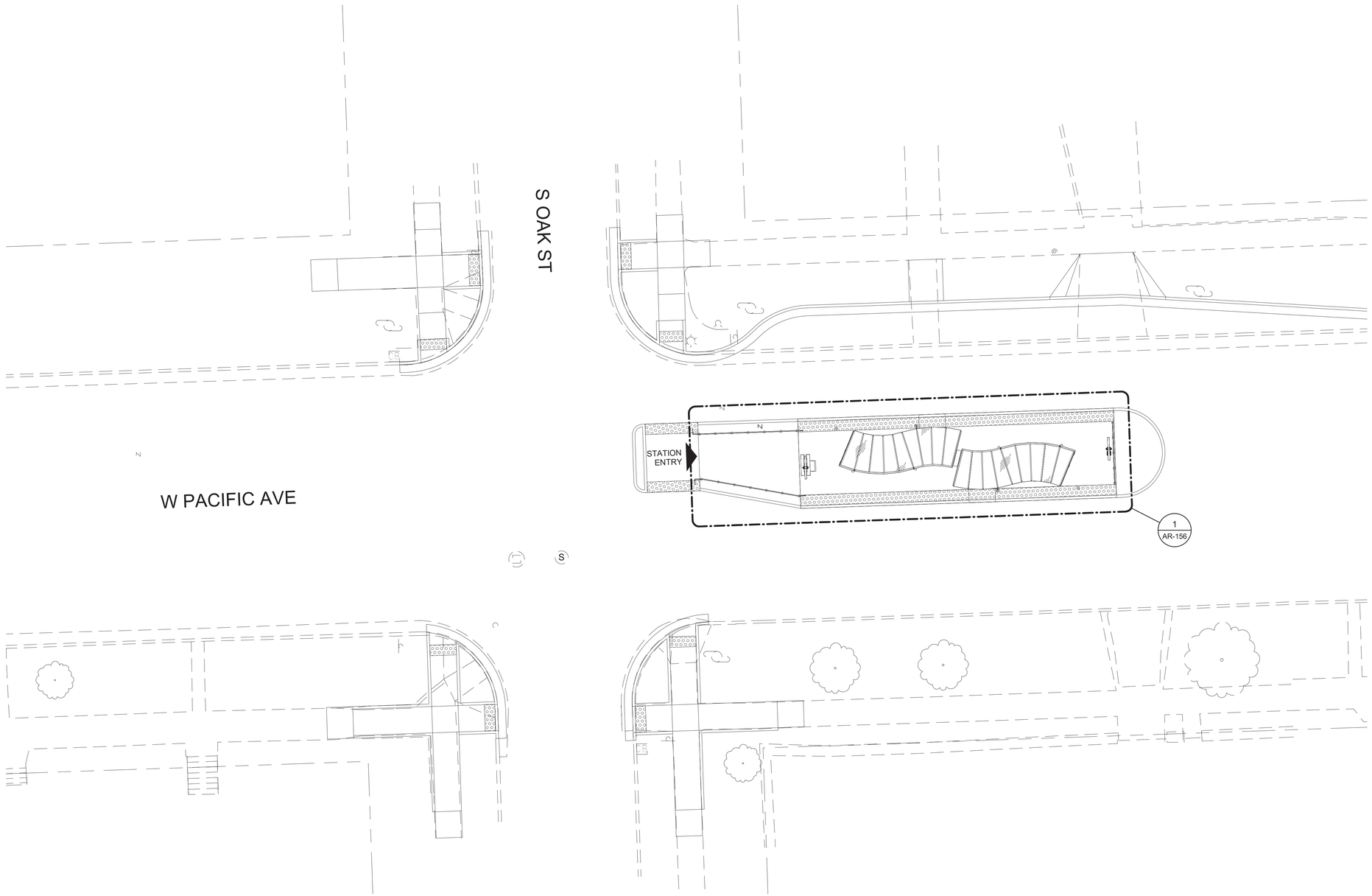
Spokane Transit

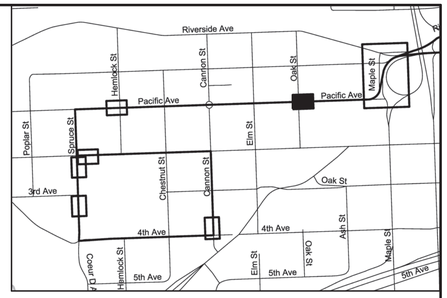
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
5 - W PACIFIC AVE & S OAK ST - WB/EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-DEM-BA-OAK-C.dwg PLOT DATE: 8/8/19 PLOT TIME: 6:52 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-106
252 of 388

BID SET

DATE	Y	PROJ.	DESCRIPTION	DATE	Y	PROJ.	E.F.N.	U.S.N.	PROM.	O
REVISIONS				AS BUILT						

COUNCIL ACCEP DATE

IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) $(* ' - * ')
ENCH MARK LOCATION
NAVD88 ELEV.
C M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA HARMONIZED VERTICAL DATUM OF 2003 (NAVD88)

AS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CODES, DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
5 - W PACIFIC AVE & S OAK ST - WB/EB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:30 PM

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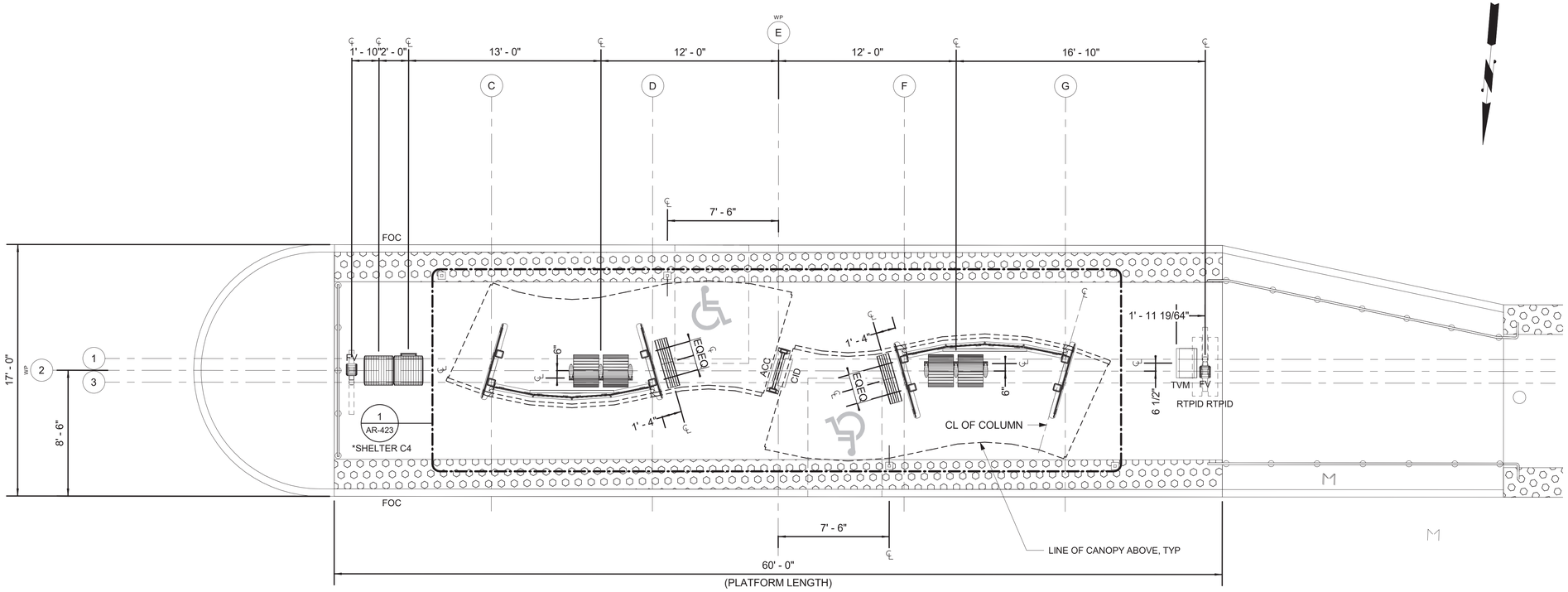

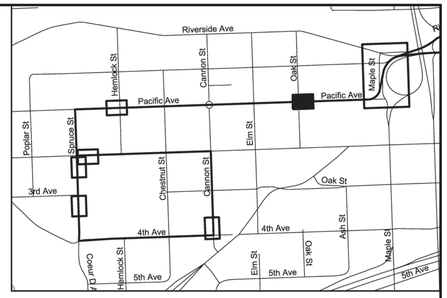

KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-156
277 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(' - ")
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1 2000 USE NOAA'S ARCHIVED VERTICAL DATUM OF 88 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
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HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

5 - W PACIFIC AVE & S OAK ST - WB/EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

PROJECT LIMITS:

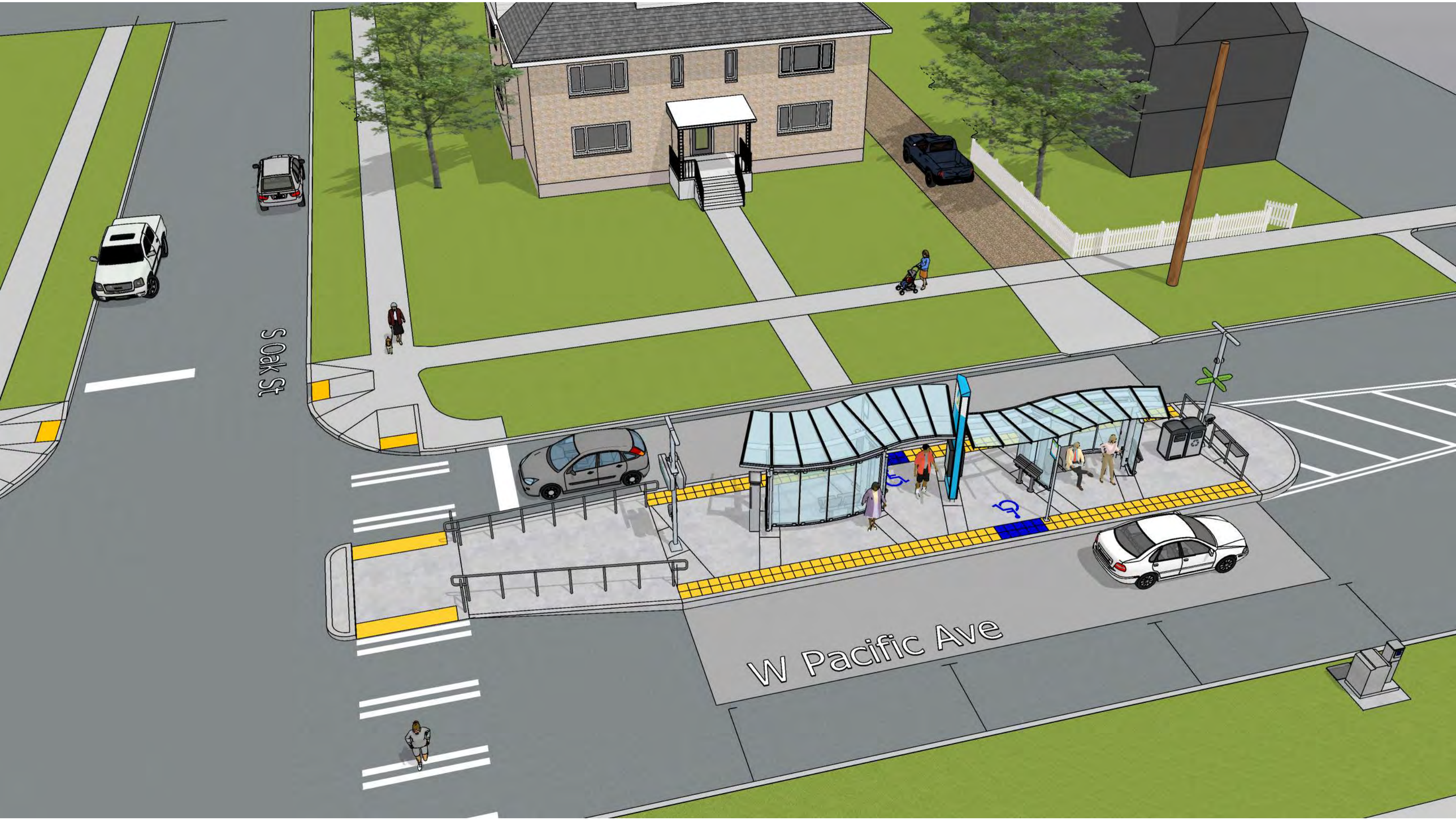
FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:08 PM

CALL BEFORE YOU DIG 1-800-424-5555

S Oak St
W Pacific Ave

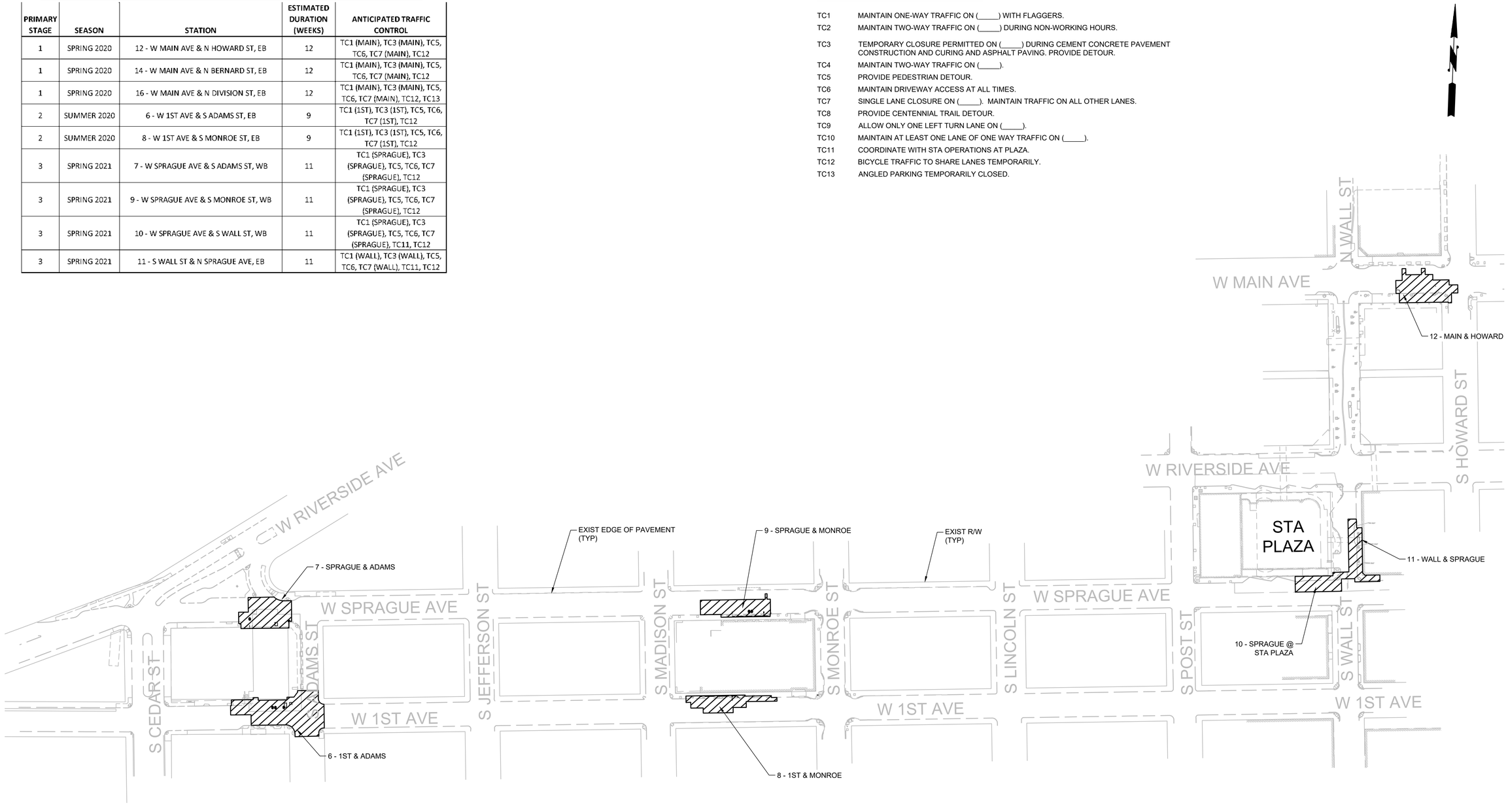

S Oak St
W Pacific Ave

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

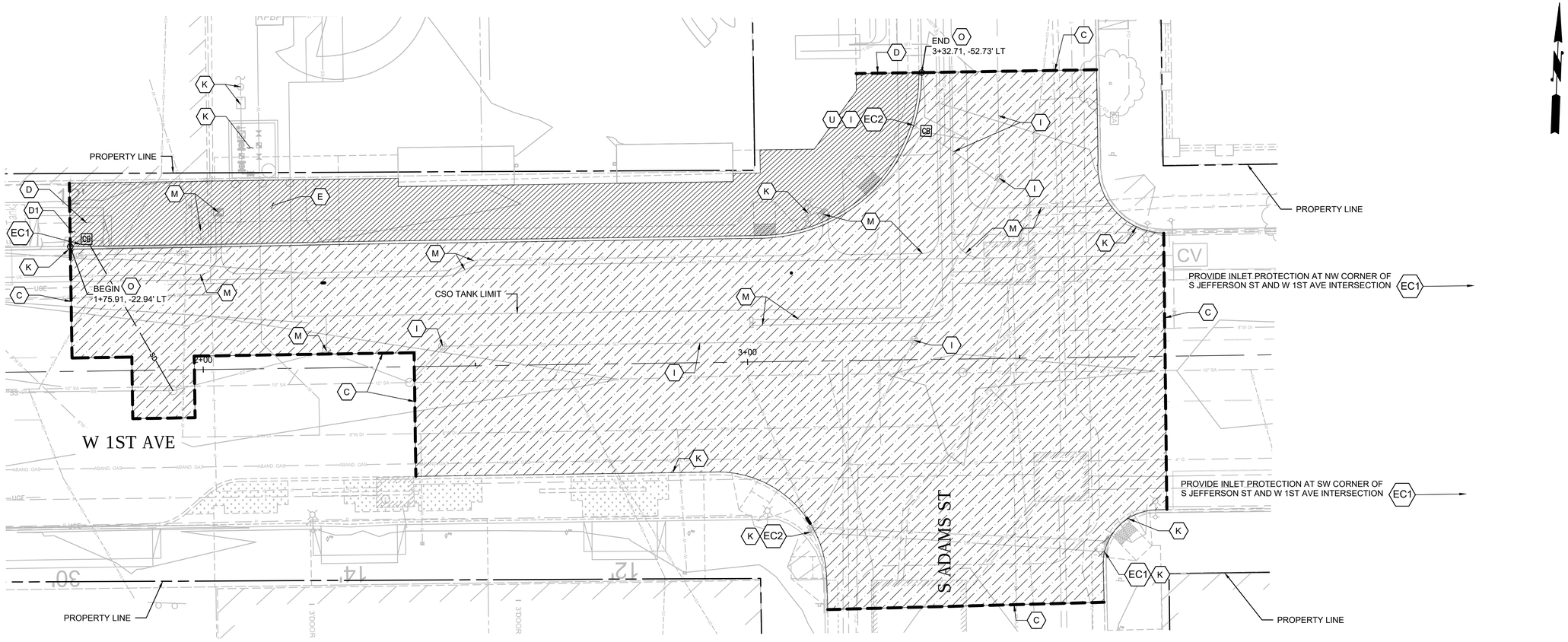
TYPE OF IMPROVEMENT: GENERAL

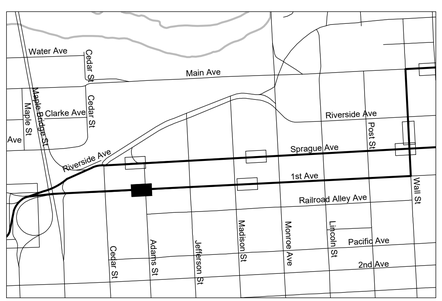
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- A REFERENCE AND REESTABLISH SURVEY MONUMENT.
- B CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- C SAWCUTTING FLEXIBLE PAVEMENT.
- D SAWCUTTING RIGID PAVEMENT.
- E REMOVE EXISTING DRIVEWAY.
- F REMOVE EXISTING POLE, SIGN.
- G TO BE REMOVED BY OTHERS.
- H REMOVE TREE.
- I SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- J PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- K PROTECT IN PLACE.
- L SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- M SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- N REMOVE EXISTING TREE AND GRATE.
- O REMOVE EXISTING CURB.
- P ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.
- Q REMOVE EXISTING =<12" DIA. PIPE.

DEMOLITION LEGEND (CONT.):

- R REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- S ABANDON EXISTING STORM DRAIN PIPE.
- T REMOVE EXISTING CURB/GUTTER.
- U REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- V TEMPORARY CURB.
- W SAWCUTTING CURB.

EROSION CONTROL LEGEND:

- EC1 INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- EC2 INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- EC3 CONTRACTOR TO RESTORE GRASS.
- EC4 SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES:

- D1 DRIVEWAY REMOVED BY OTHERS.

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG, STATE OF WASHINGTON, 40847, REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA, STATE OF WASHINGTON, 50129, REGISTERED PROFESSIONAL ENGINEER

BID SET

D-108
43 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
REVISIONS				AS BUILT					

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.
NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
6 - W 1ST AVE & S ADAMS ST - EB

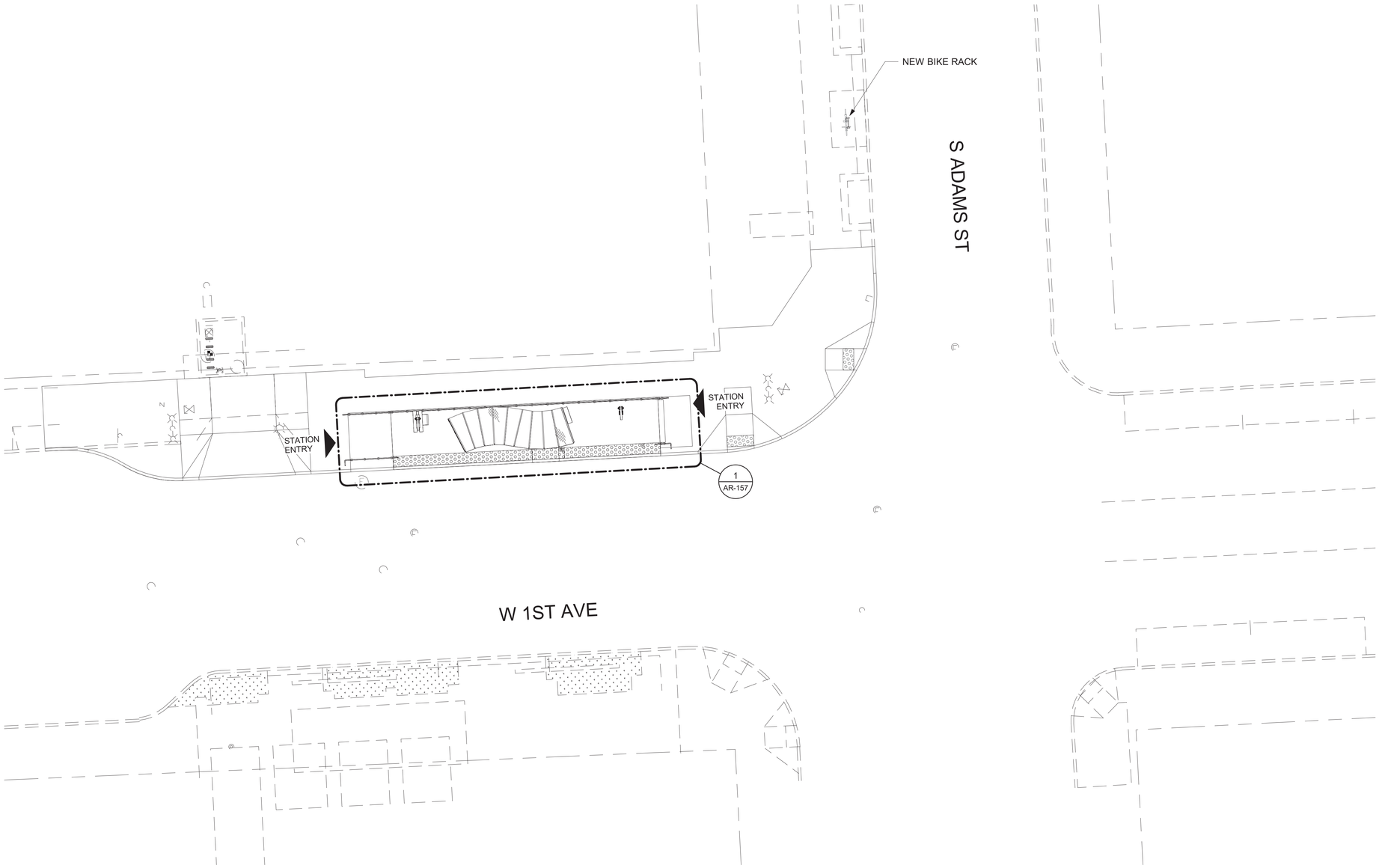
PROJECT LIMITS:

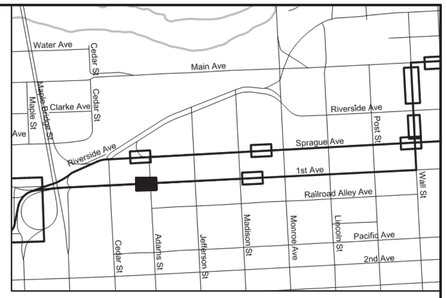
TYPE OF IMPROVEMENT: DETAIL

STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-DEM-DT-ADAMS-EB.dwg PLOT DATE: 8/10/19 PLOT TIME: 5:23 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-107
253 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) = (* - *)
AS OF JANUARY 1990 USE NOAA AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM
AZ IS ONE INCH ON ORIGINAL DRAWING
IF NO ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANMETRIC FILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CITY OF SPOKANE STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
6 - W 1ST AVE & S ADAMS ST - EB

TYPE OF IMPROVEMENT:

SHEET NUMBER | PLAN NUMBER

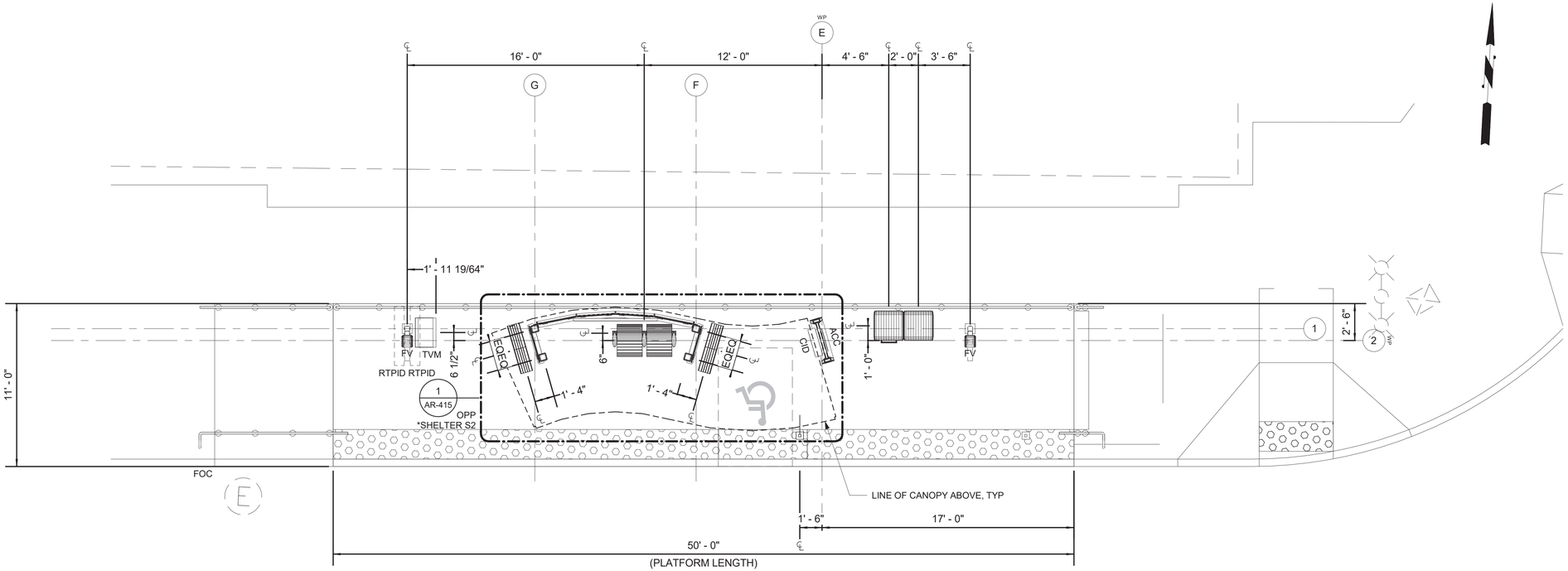
PROJECT LIMITS:

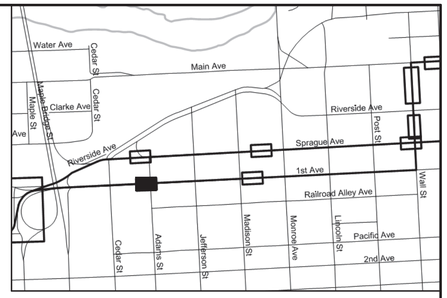
BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:32 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-157
278 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

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AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(' ' - ' ')
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN
6 - W 1ST AVE & S ADAMS ST - EB

TYPE OF IMPROVEMENT:

SHEET NUMBER | PLAN NUMBER

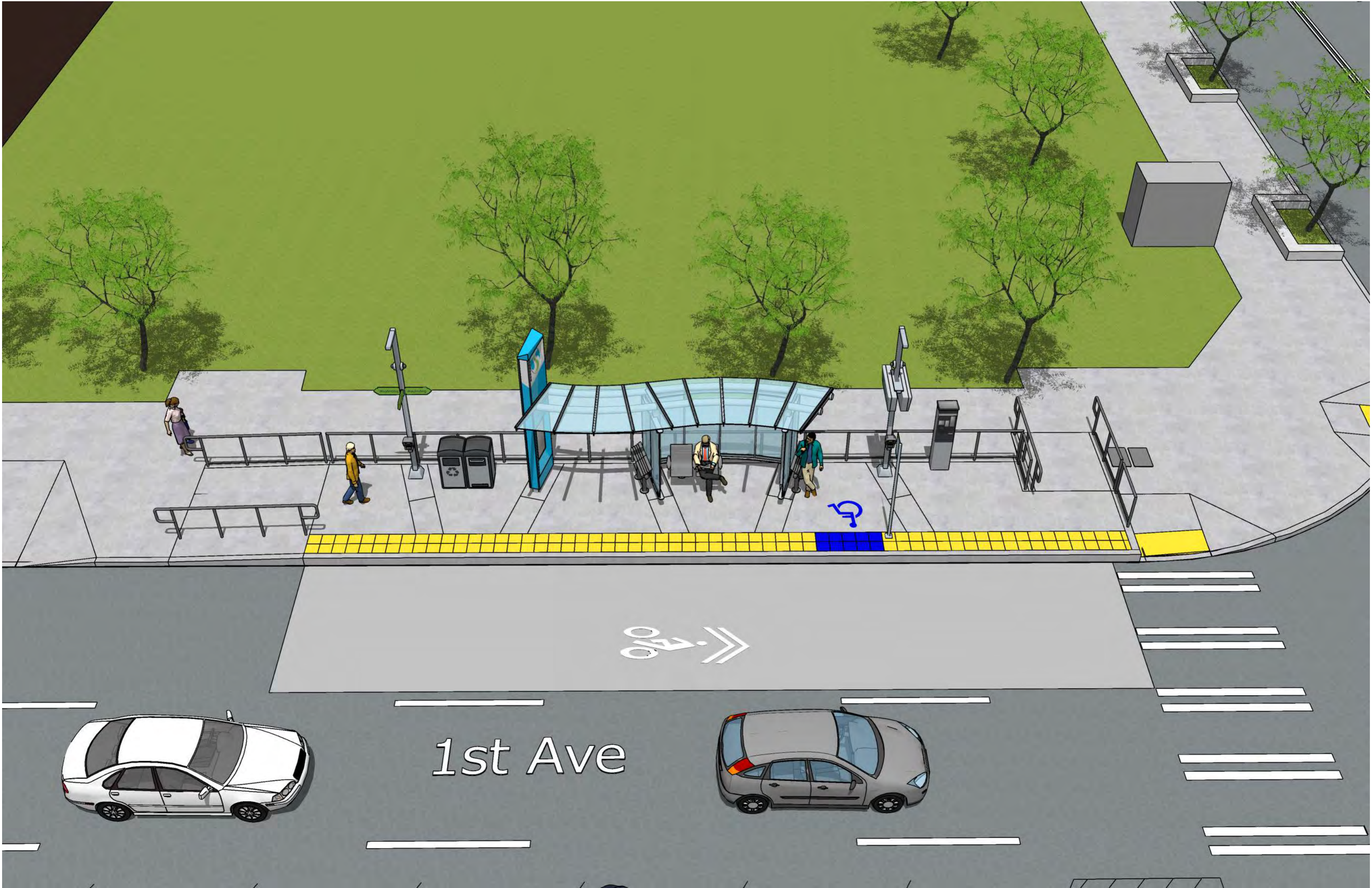
PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:09 PM

CALL BEFORE YOU DIG 1-800-424-5555

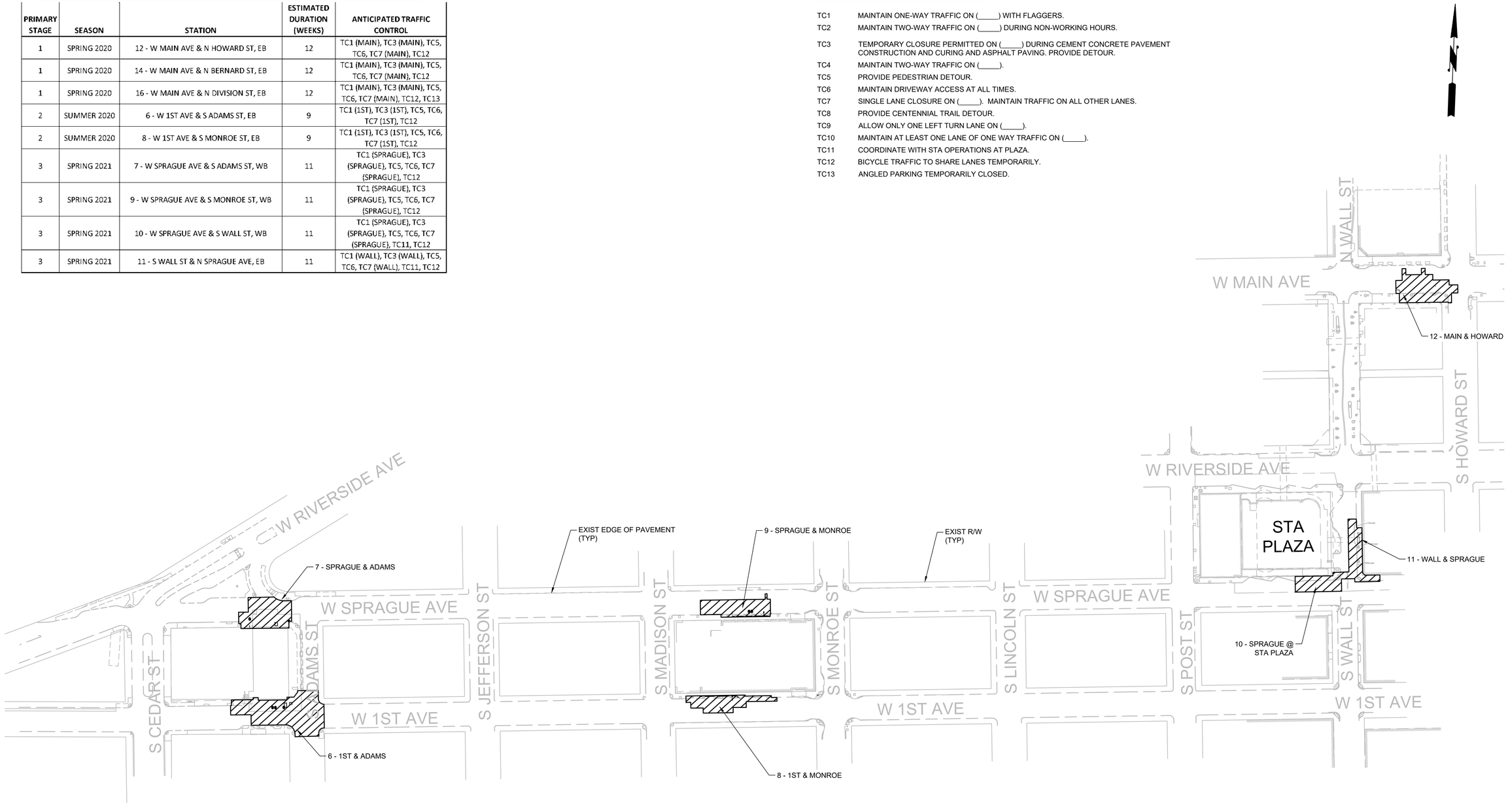

1st Ave

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

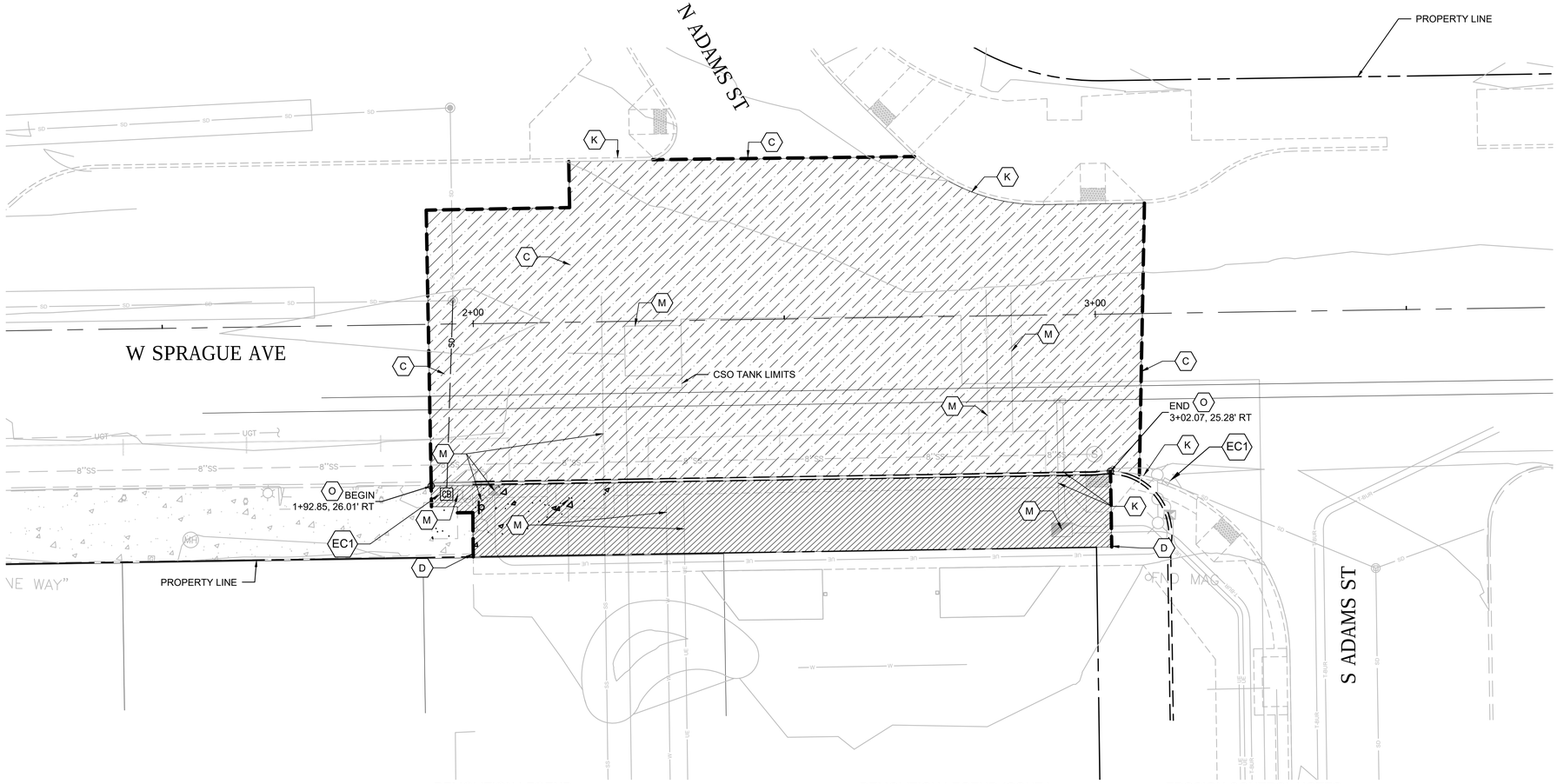
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

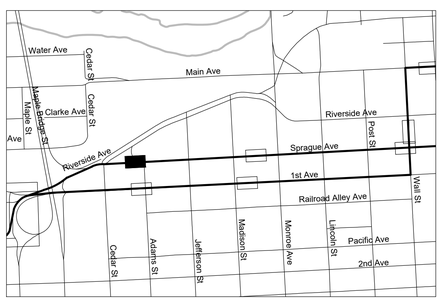
- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

EROSION CONTROL NOTES:

- (EC1) INLET PROTECTION AT CURB, SEE DETAIL 1 SHEET D-001.
- (EC2) INLET PROTECTION, SEE DETAIL 2 SHEET D-001.



KEY MAP
SCALE: 1" = 600'

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG — STATE OF WASHINGTON — 40847 — REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA — STATE OF WASHINGTON — 50129 — REGISTERED PROFESSIONAL ENGINEER

D-109
44 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEPT DATE:

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) — AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

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CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

DEMOLITION AND EROSION CONTROL
7 - W SPRAGUE AVE & S ADAMS ST - WB

PROJECT LIMITS:

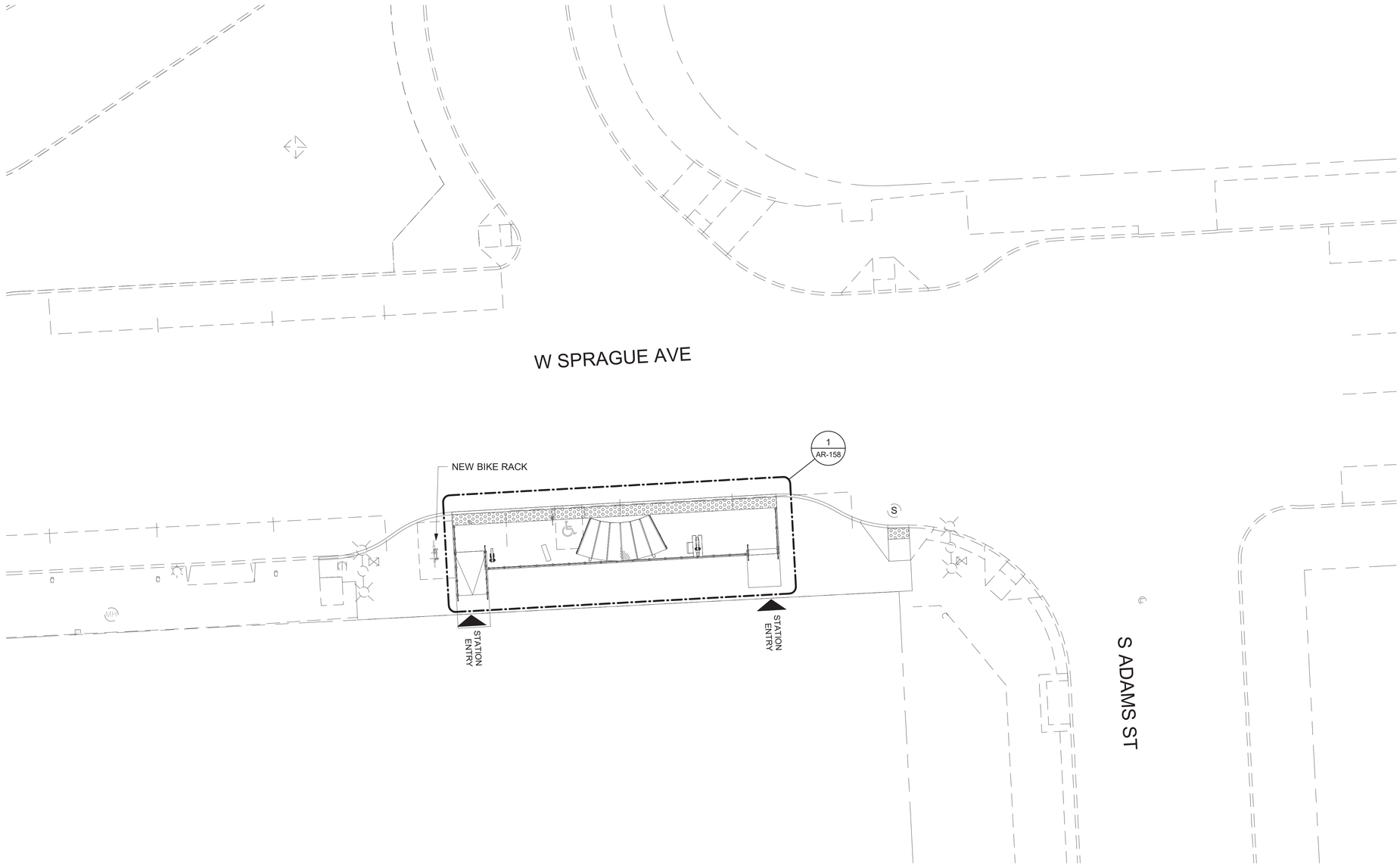
TYPE OF IMPROVEMENT: DETAIL

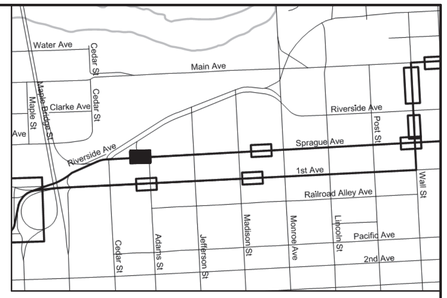
STA PROJECT NUMBER | PLAN NUMBER

EFN:

FILENAME: 697465-DEM-DT-ADAMS-WB.dwg PLOT DATE: 8/10/19 PLOT TIME: 5:34 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-108
254 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEP. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) = (* - 1)
ENGINEERING LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NGS "HORIZONTAL AMERICAN VERTICAL DATUM OF 1988 (NAVD88)"

AS IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

POSITION AL PLANIMETRIC FILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CITIZEN COMMITTEE DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"1" OWT CONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 1" = 0.954"

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
7 - W SPRAGUE AVE & S ADAMS ST - WB

TYPE OF IMPROVEMENT:

STA PROJECT NUM EX | PLAN NUM EX

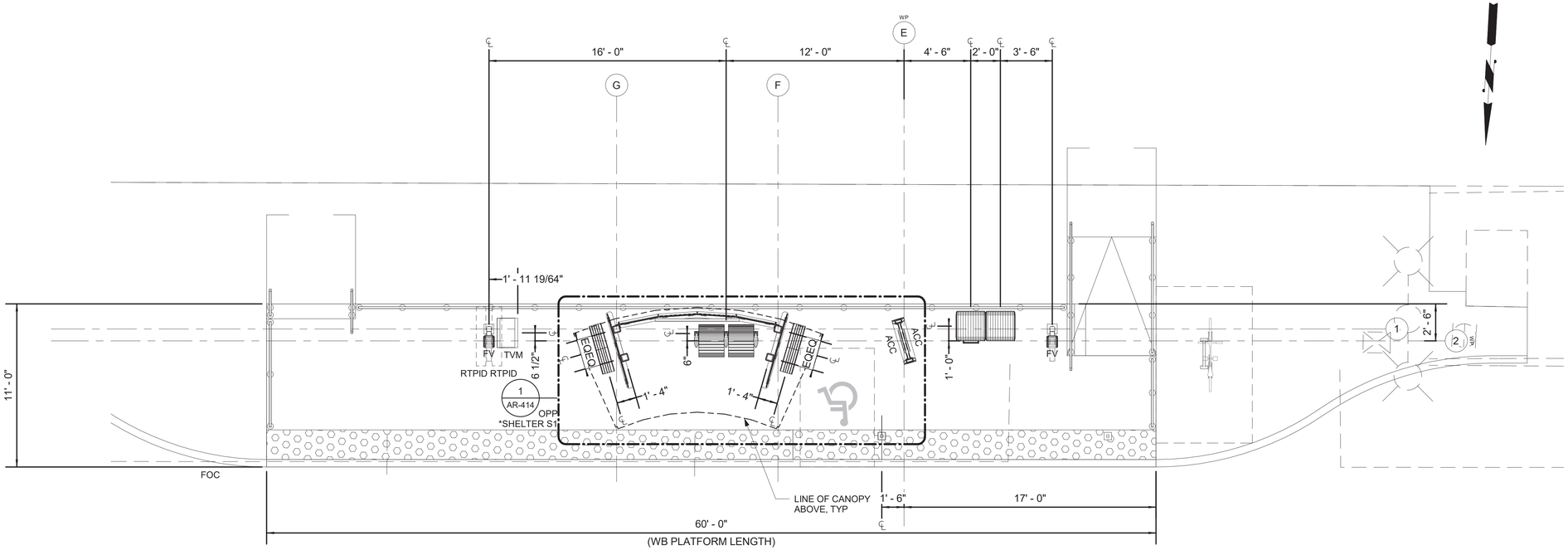
PROJECT LIMITS:

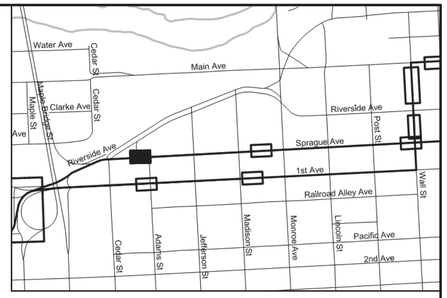
DFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:33 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-158
279 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* * * *)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1000 USE NOTE HAMEDIAN VERTICAL DATUM OF 88 (NAVD88)

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

ORIGINAL PLANH/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* #" O W. CONE AVENUE
SPOKANE, WASHINGTON #0'
(50) * * #.0.994 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

7 - W SPRAGUE AVE & S ADAMS ST - WB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

S.A PROJECT NUMBER | PLAN NUMBER

STPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:11 PM

CALL BEFORE YOU DIG 1-800-424-5555

Sprague Ave

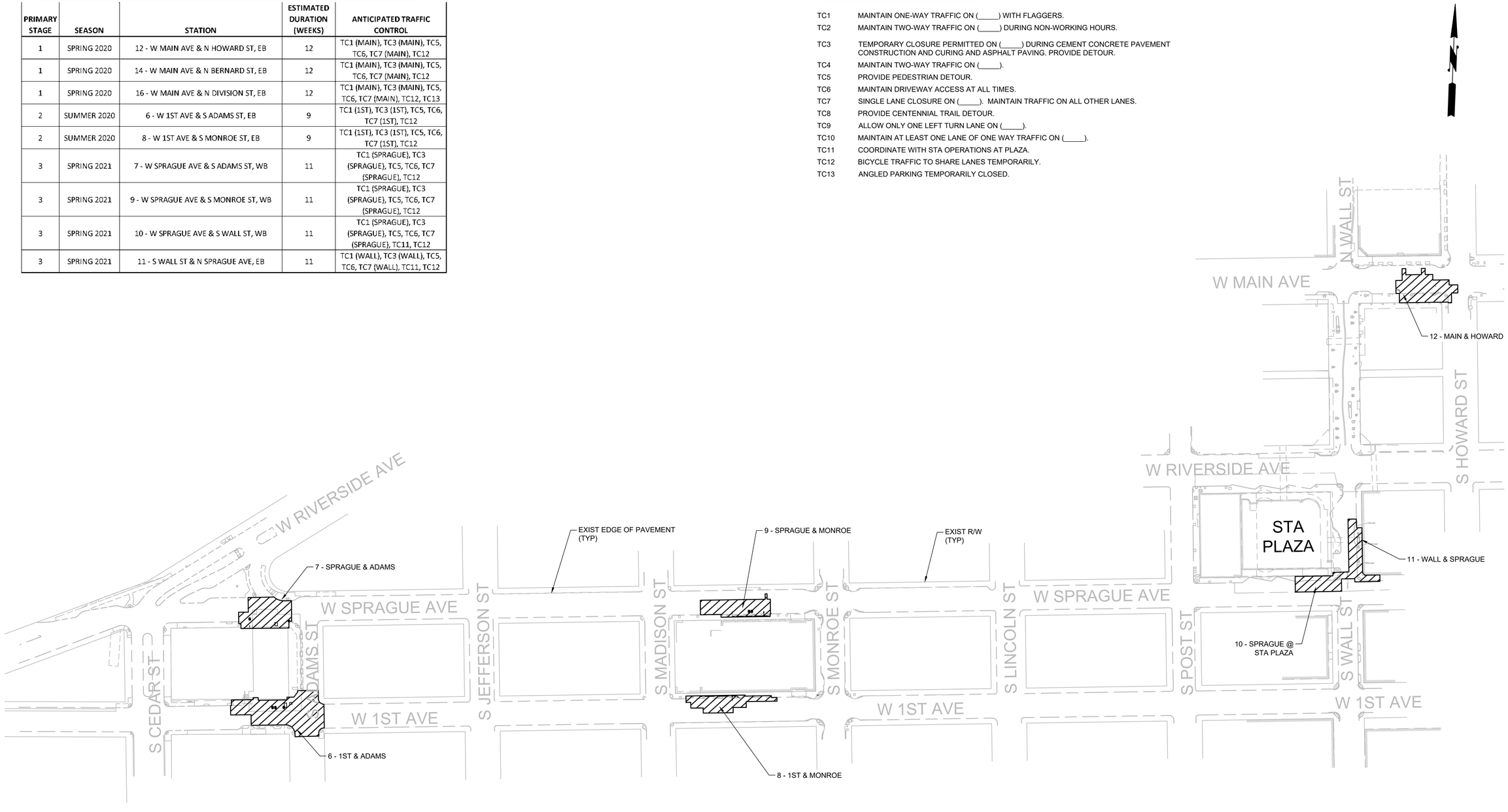
Wayfinding
Sprague Ave
BMW X5

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

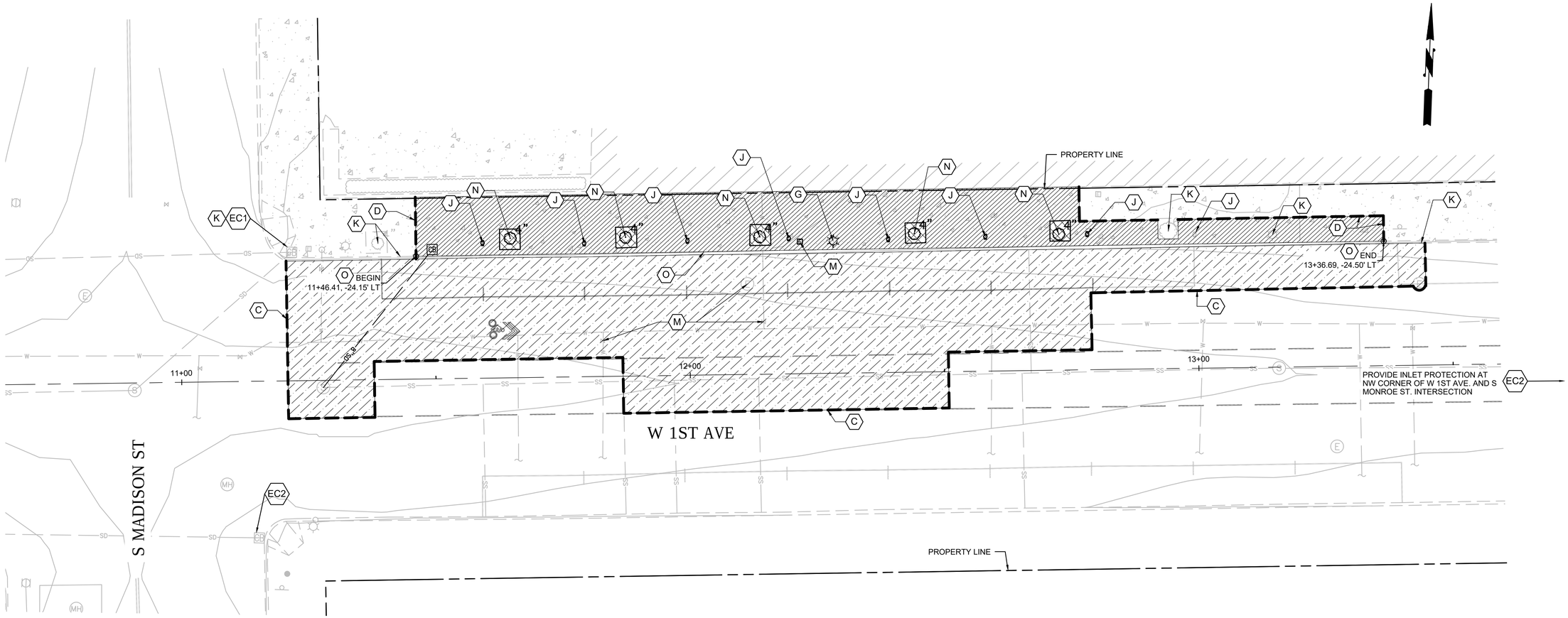
TYPE OF IMPROVEMENT: GENERAL

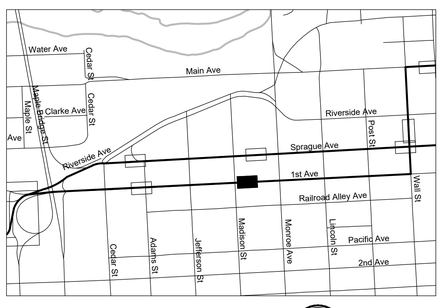
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG — STATE OF WASHINGTON — 40847 — REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA — STATE OF WASHINGTON — 50129 — REGISTERED PROFESSIONAL ENGINEER

D-110
45 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
			AS BUILT		

COUNCIL ACCEPT DATE:

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

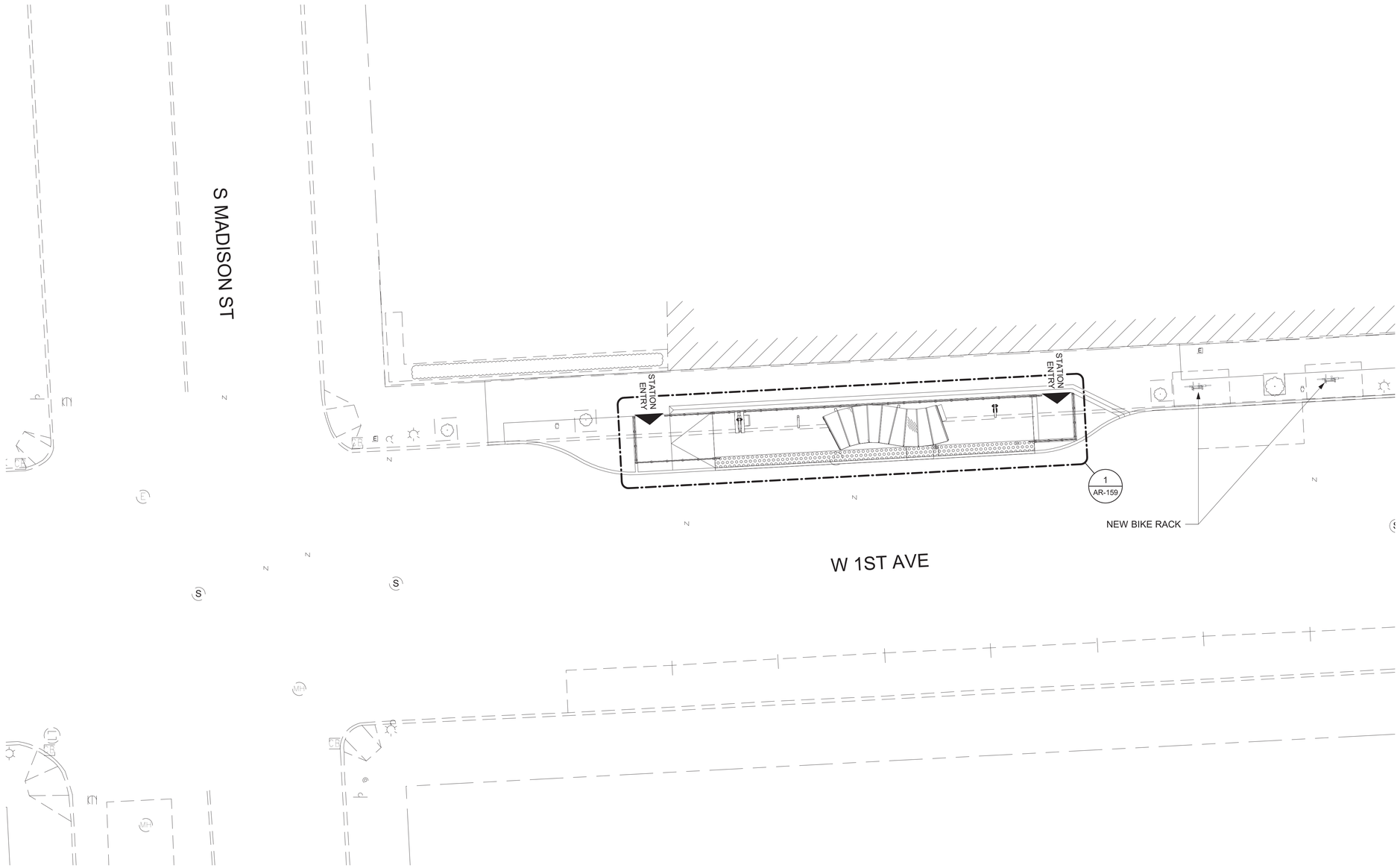
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
8 - W 1ST AVE & S MONROE ST - EB

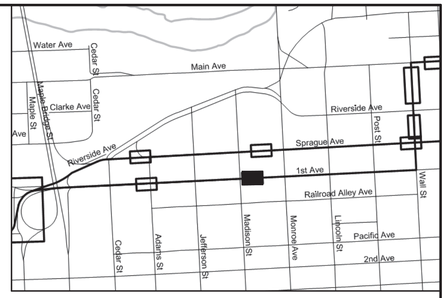
PROJECT LIMITS:

TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER
PLAN NUMBER
DFN:

FILENAME: 697465-DEM-DT-MONROE-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:22 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-109
255 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEP. DATE
REVISIONS				AS BUILT							

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C&M ELEV.) $(* * *)
ENGINEERING DATUM
NAVD88 ELEV.
C&M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NGS HTMIGRATION VERTICAL DATUM OF 1988 (NAVD88)

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PLOT DATE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

		DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME:
CENTRAL CITY LINE

SEGMENT LIMITS:
STATION SITE PLAN
8 - W 1ST AVE & S MONROE ST - EB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:
STA PROJECT NUM: E6
PLAN NUM: E6
PFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:35 PM

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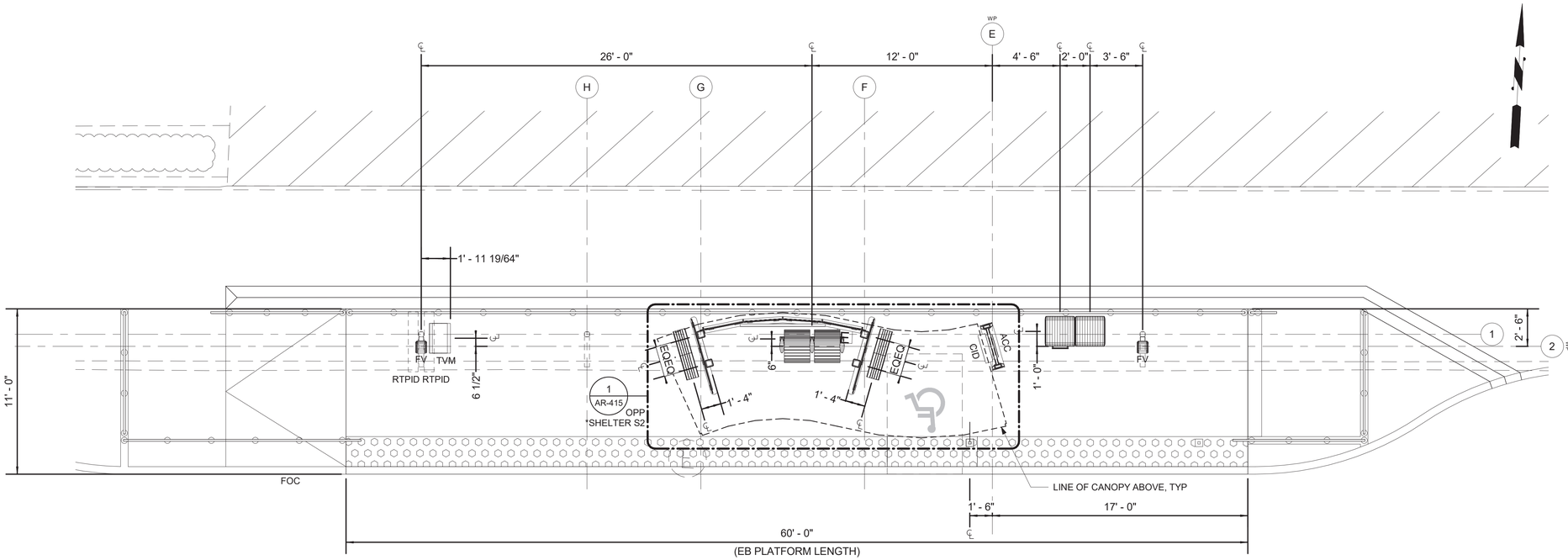

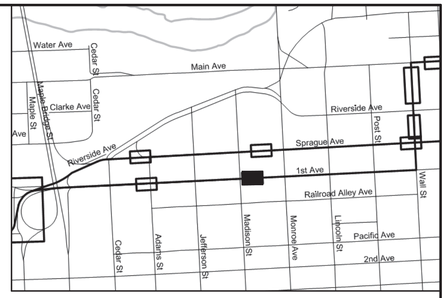

KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
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7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-159
280 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

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COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* - *)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA HORIZONTAL CONTROL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

8 - W 1ST AVE & S MONROE ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

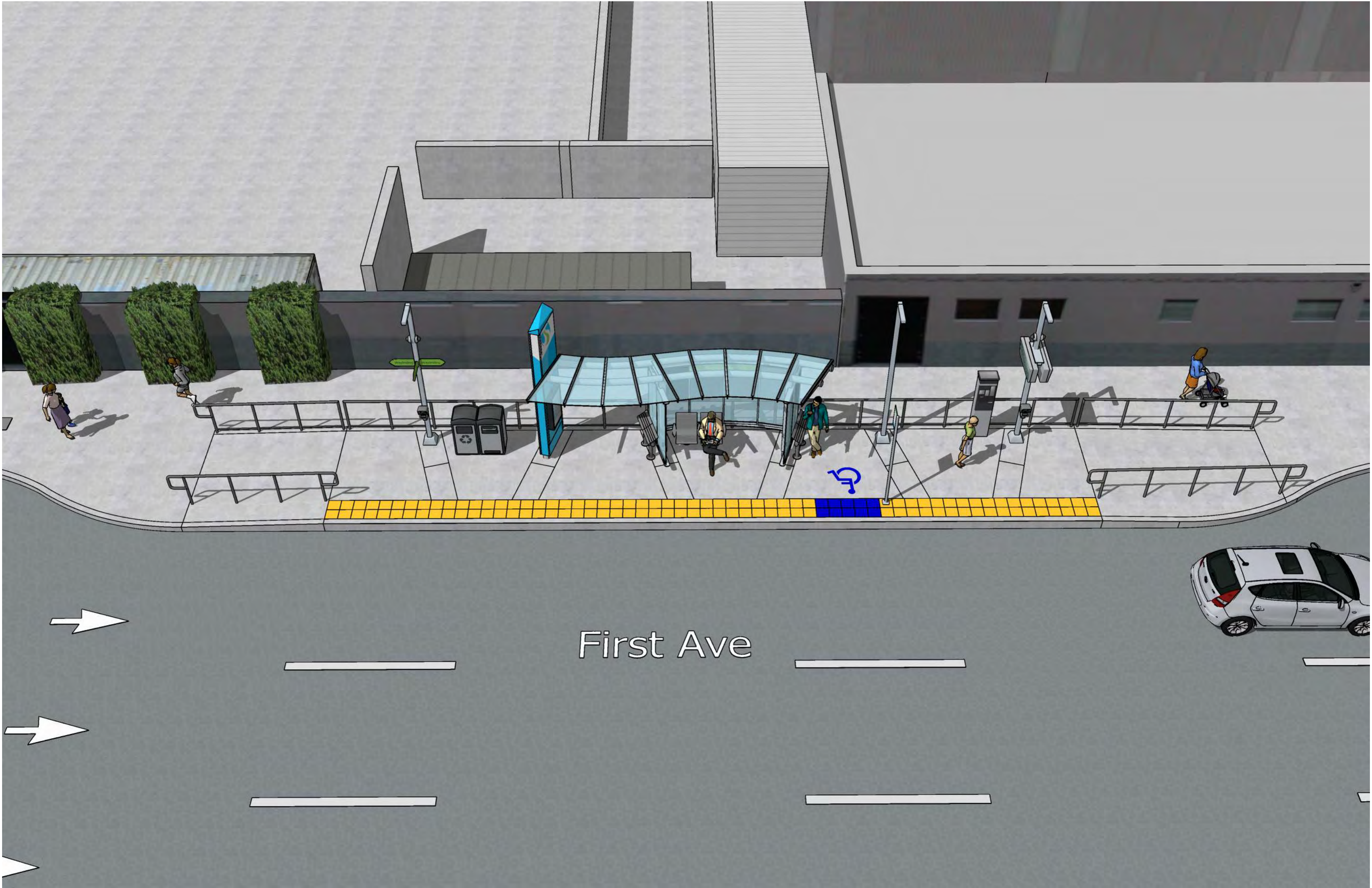
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:12 PM

CALL BEFORE YOU DIG 1-800-424-5555


First Ave

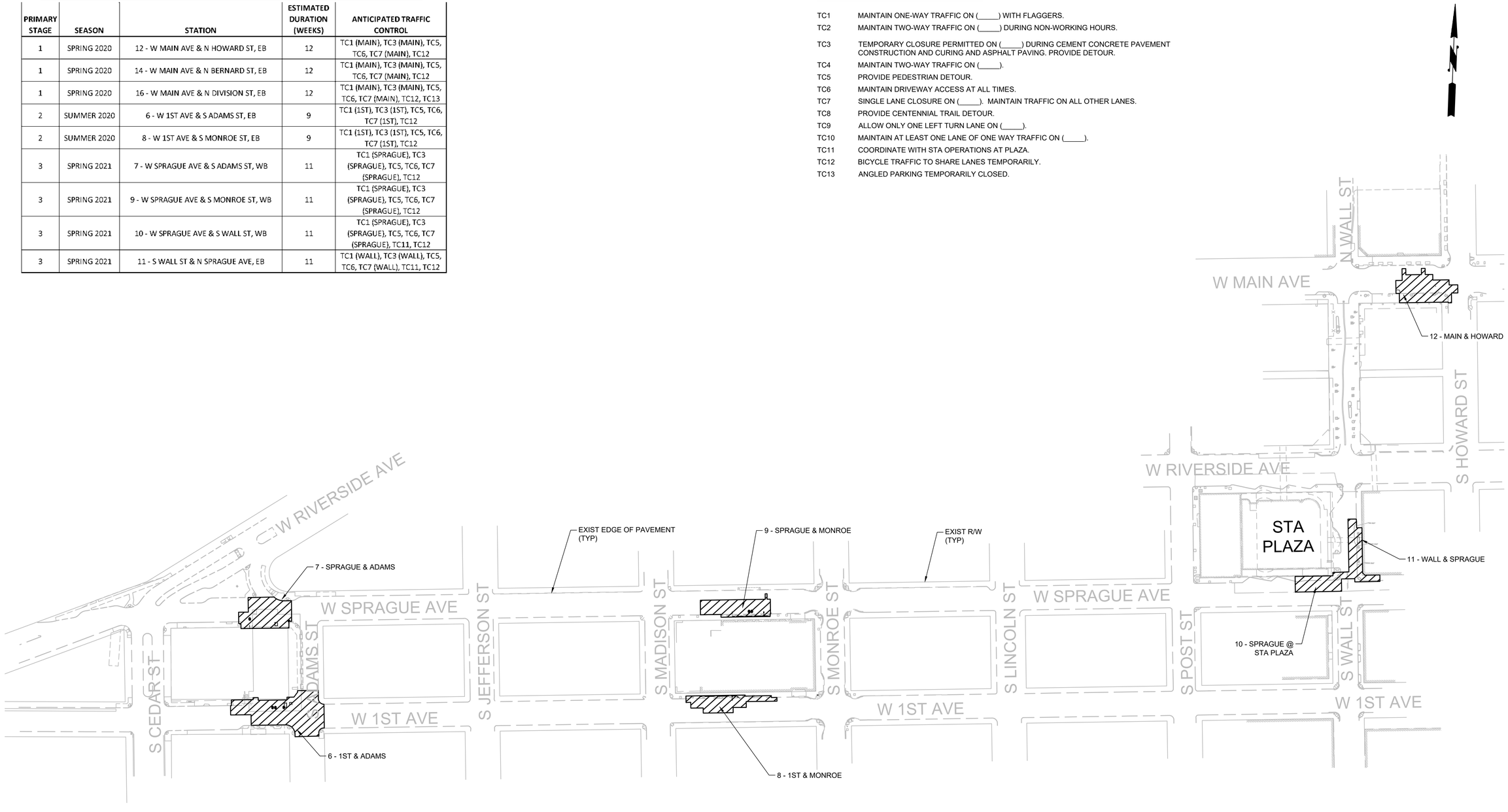
First Ave

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

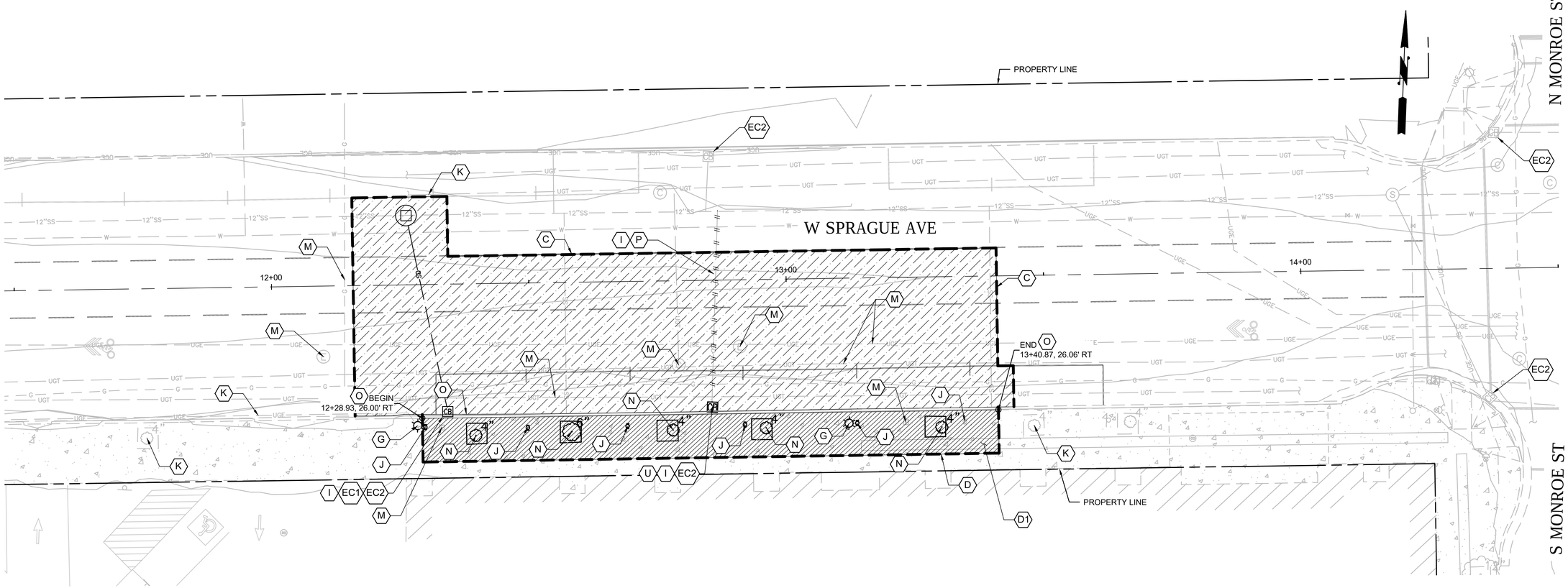
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

EROSION CONTROL LEGEND:

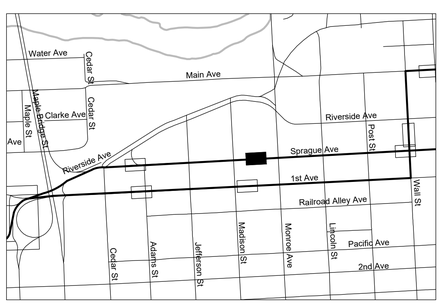
- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES:

- (D1) PROTECT SIDEWALK PANELS WITH INTEGRAL ART.



KEY MAP
SCALE: 1" = 600'

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG — STATE OF WASHINGTON — 40847 — REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA — STATE OF WASHINGTON — 52129 — REGISTERED PROFESSIONAL ENGINEER

D-111
46 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N., U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT			

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) — AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 10'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

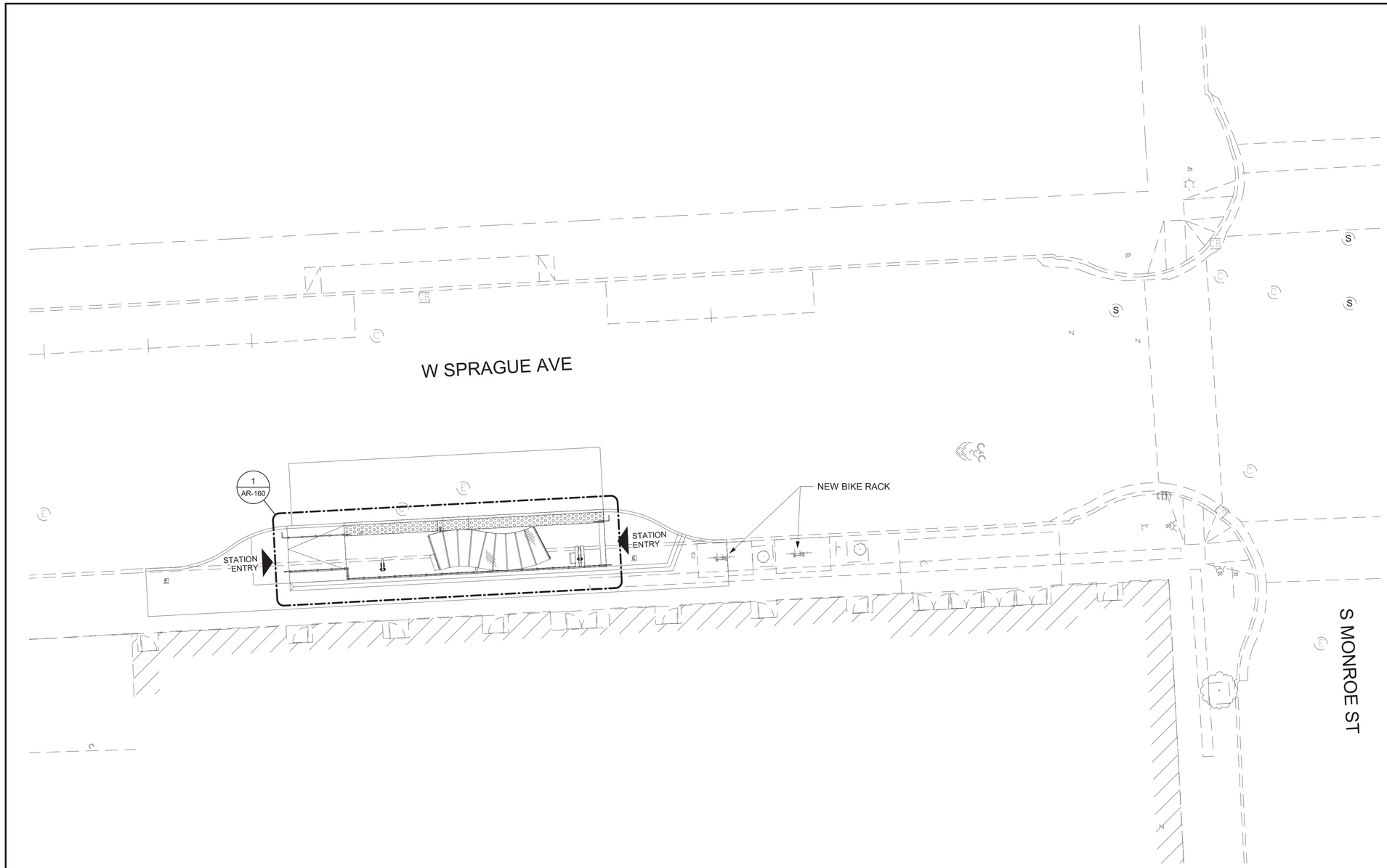
Spokane Transit

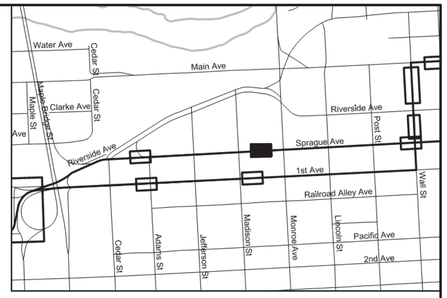
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
9 - W SPRAGUE AVE & S MONROE ST - WB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-DEM-DT-MONROE-WB.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:26 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-110
256 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O

AS BUILT

COUNCIL ACCEP. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (FOLD C M ELEV.) $(" - ")
AS OF JANUARY 1 2000 USE NOAA AMERICAN VERTICAL DATUM OF 88 (NAVD88)
FINISH MARK LOCATION
NAVD88 ELEV.
CM NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY
POSITION AL PLANMODFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* 1 * OWT CONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 1 * 1 * 8-5958 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
9 - W SPRAGUE AVE & S MONROE ST - WB

TYPE OF IMPROVEMENT:

STATION NUMBER | PLAN NUMBER

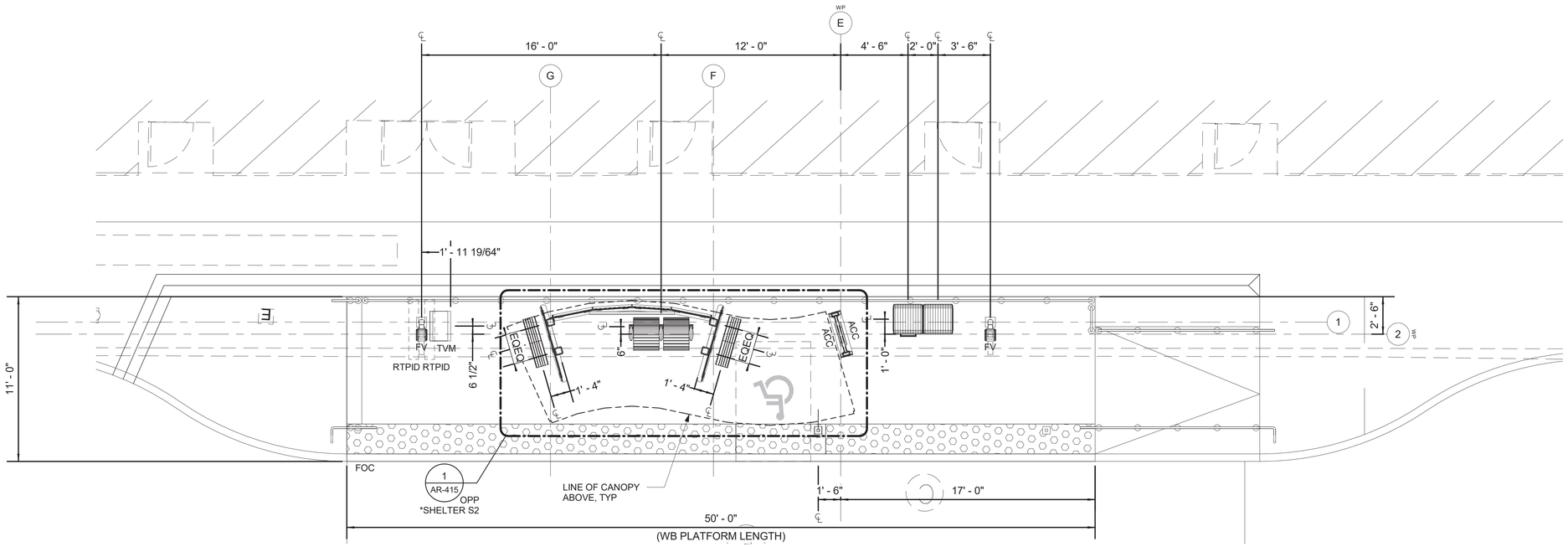
PROJECT LIMITS:

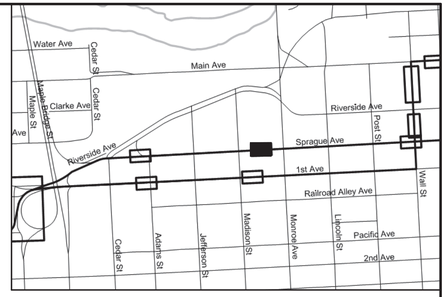
DFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:36 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-160
281 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O
REVISIONS				AS BUILT						

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) $(' - ")
AS OF JANUARY 1, 2000 USE NOAA AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
ENGINEERING LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANMPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
9 - W SPRAGUE AVE & S MONROE ST - WB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
EPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:13 PM

CALL BEFORE YOU DIG 1-800-424-5555

Sprague Ave

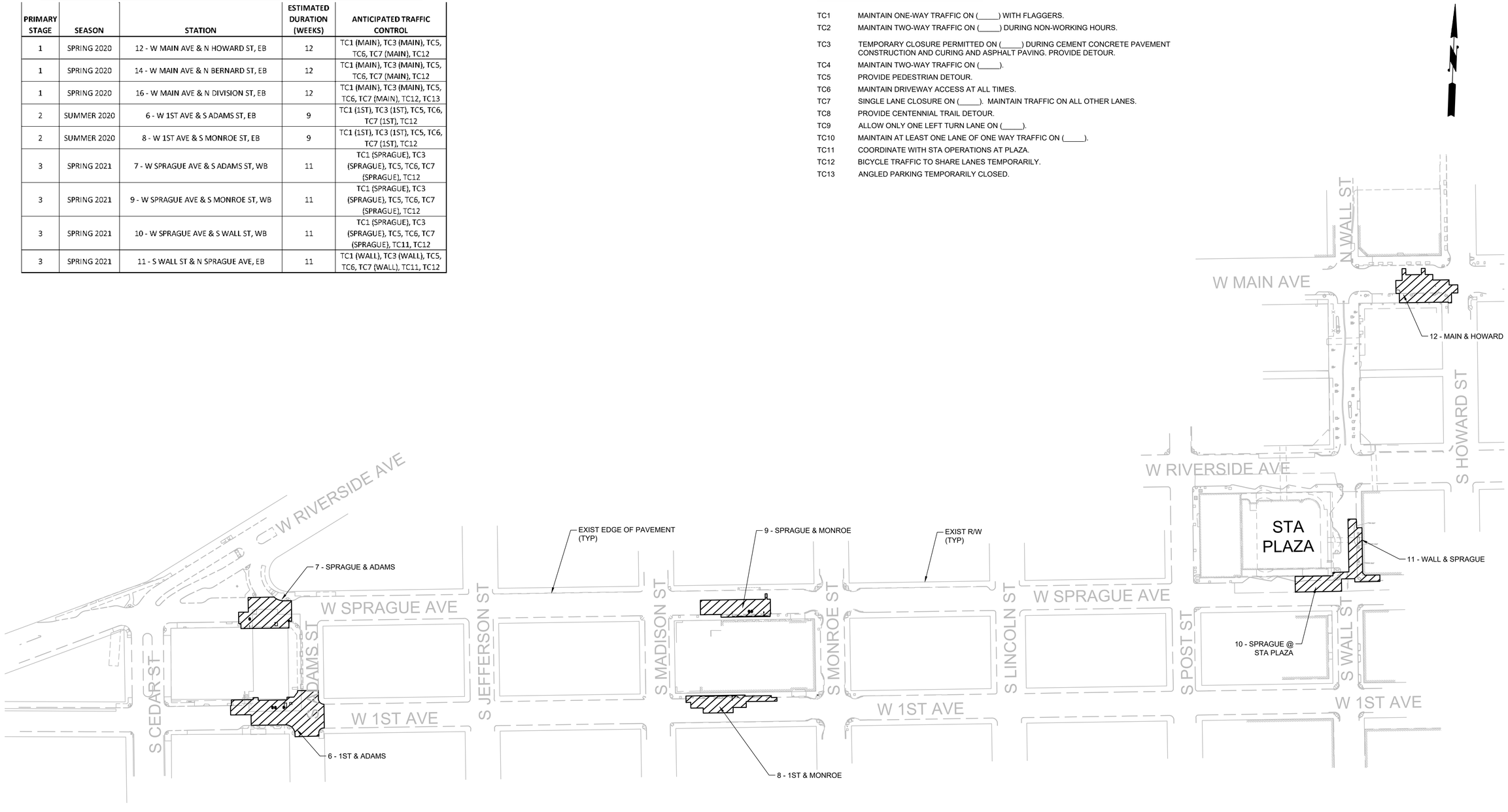
Sprague Ave

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

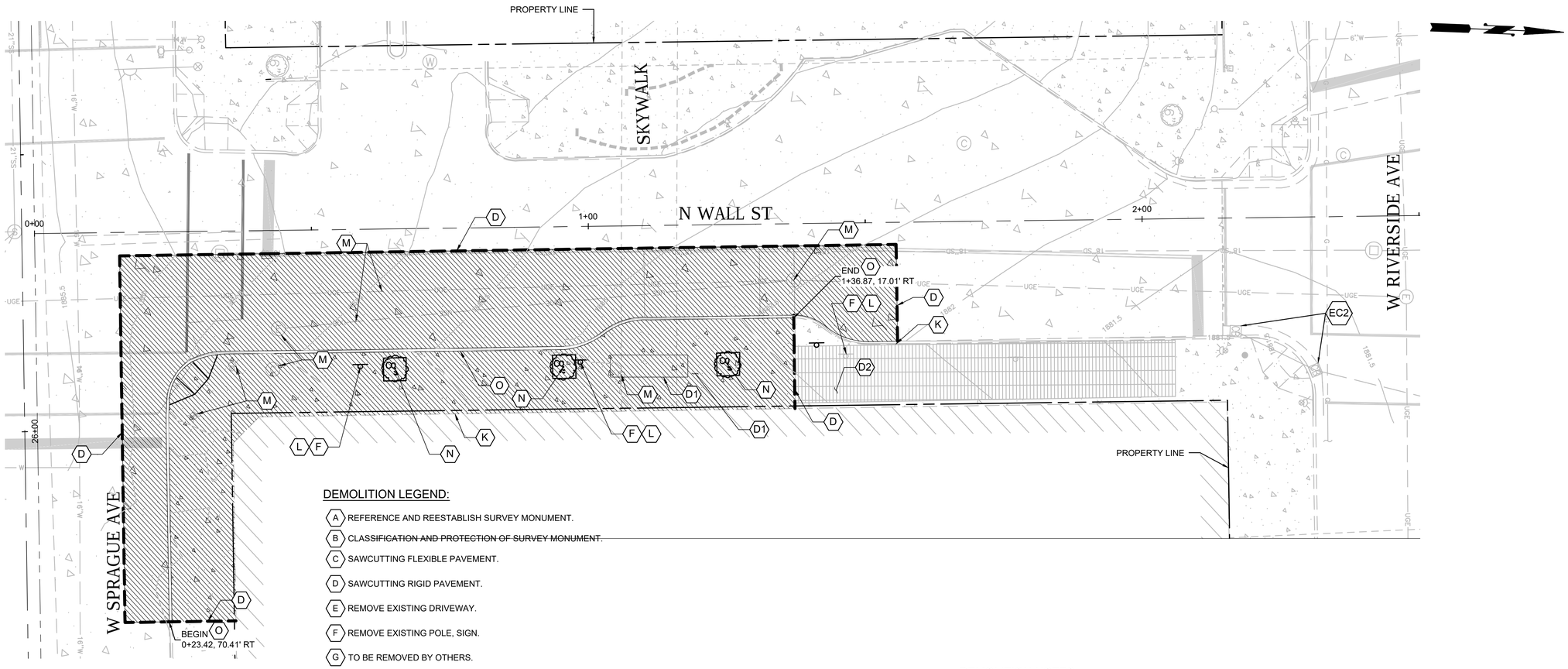
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

DEMOLITION NOTES:

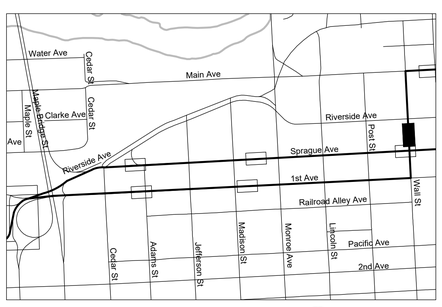
- (D1) REMOVE AND SALVAGE BUS SHELTER AND AMENITIES.
- (D2) PROTECT VAULT DURING DEMOLITION AND EXCAVATION.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG — STATE OF WASHINGTON — 40847 — REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA — STATE OF WASHINGTON — 5873 — REGISTERED PROFESSIONAL ENGINEER

D-113
47 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) — AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

DEMOLITION AND EROSION CONTROL
11 - N WALL ST & W SPRAGUE AVE - EB

PROJECT LIMITS:

TYPE OF IMPROVEMENT: DETAIL

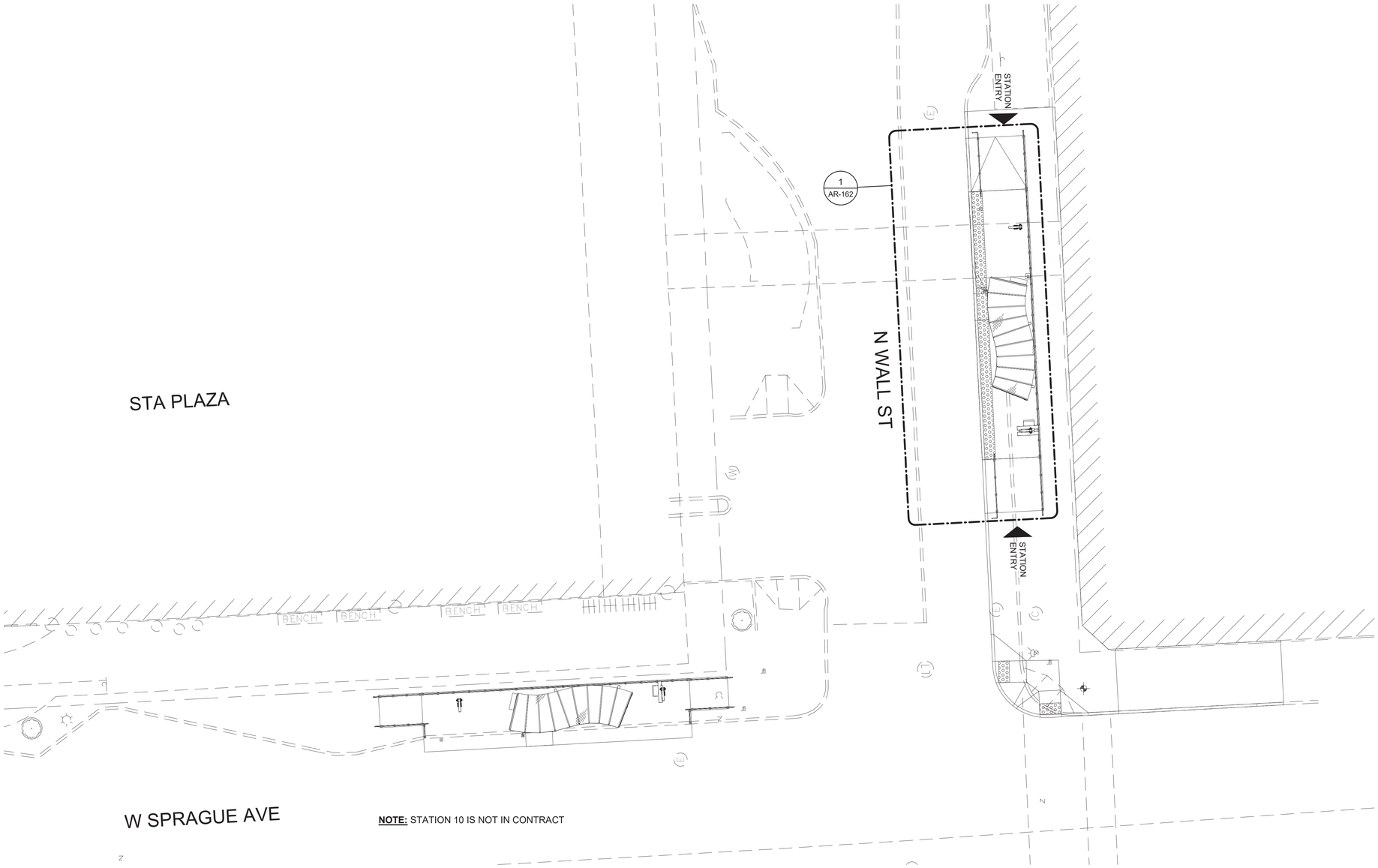
STA PROJECT NUMBER:

PLAN NUMBER:

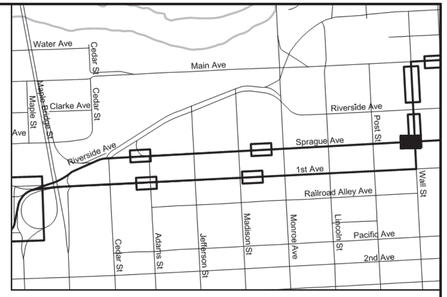
PIN:

FILENAME: 697465-DEM-DT-WALL-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:36 PM

CALL BEFORE YOU DIG 1-800-424-5555



NOTE: STATION 10 IS NOT IN CONTRACT



KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-111
257 of 388

BID SET

DATE	BY	REVISION DESCRIPTION

DATE	BY	REVISION DESCRIPTION	ENGINEER	CHECKED

REVISIONS

COUNCIL ACCEPTANCE DATE

AS BUILT

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) ± 6" * * 1
BENCH MARK LOCATION
NAVD88 ELEV.:
CITY NO.
NAVD88 DATUM

AS OF JANUARY 2000 USE NOTE THE AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

IF NO ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

AS ONE INCH ON ORIGINAL DRAWING

HORIZONTAL PLAN & PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY

SCALE

CUSTOM C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	10/2019
REVISED:		
CHECKED:	CR	10/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
10 & 11 - W SPRAGUE AVE & N WALL ST - WB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

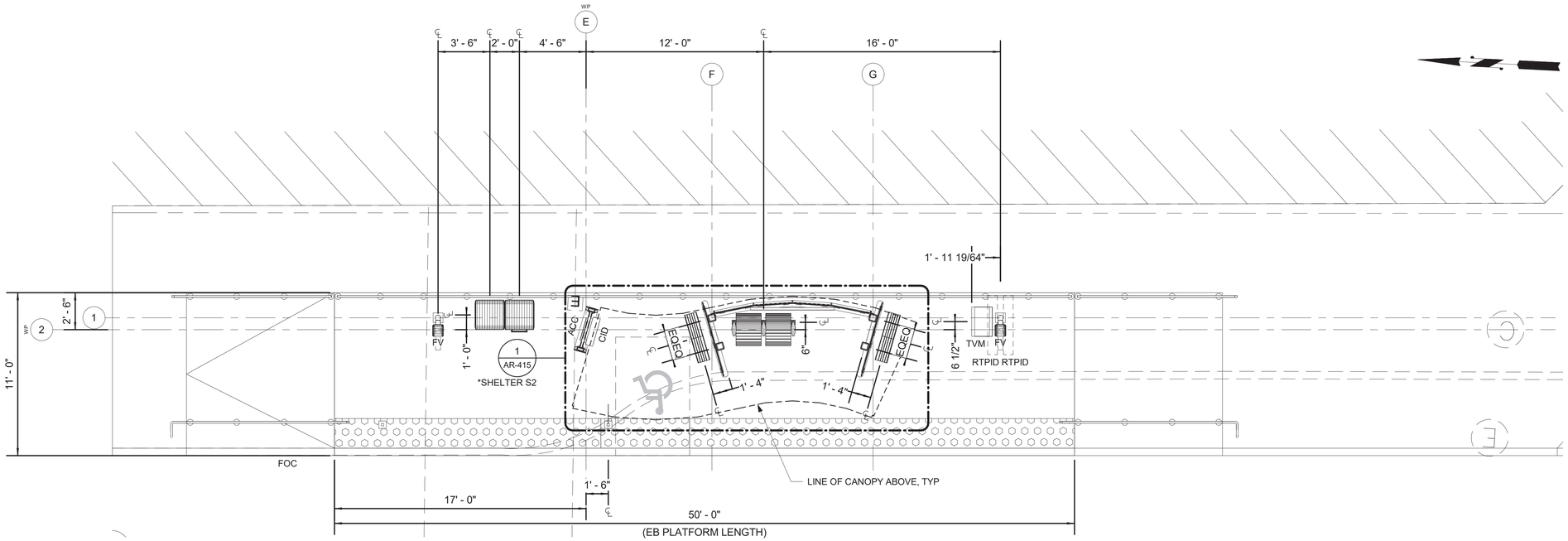
STA PROJECT NUMBER | PLAN NUMBER

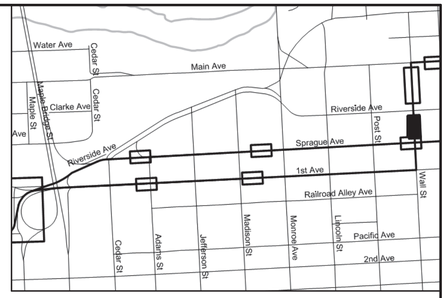
PIN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:38 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-162
282 of 388

BID SET

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
11 - W SPRAGUE AVE & N WALL ST - EB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
BPN:

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT DATE

IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) $(* - *)
ENTER MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA'S HORIZONTAL DATUM OF 1983 (NAVD83)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:15 PM

CALL BEFORE YOU DIG 1-800-424-5555

June 2019
For Illustrative Purposes Only

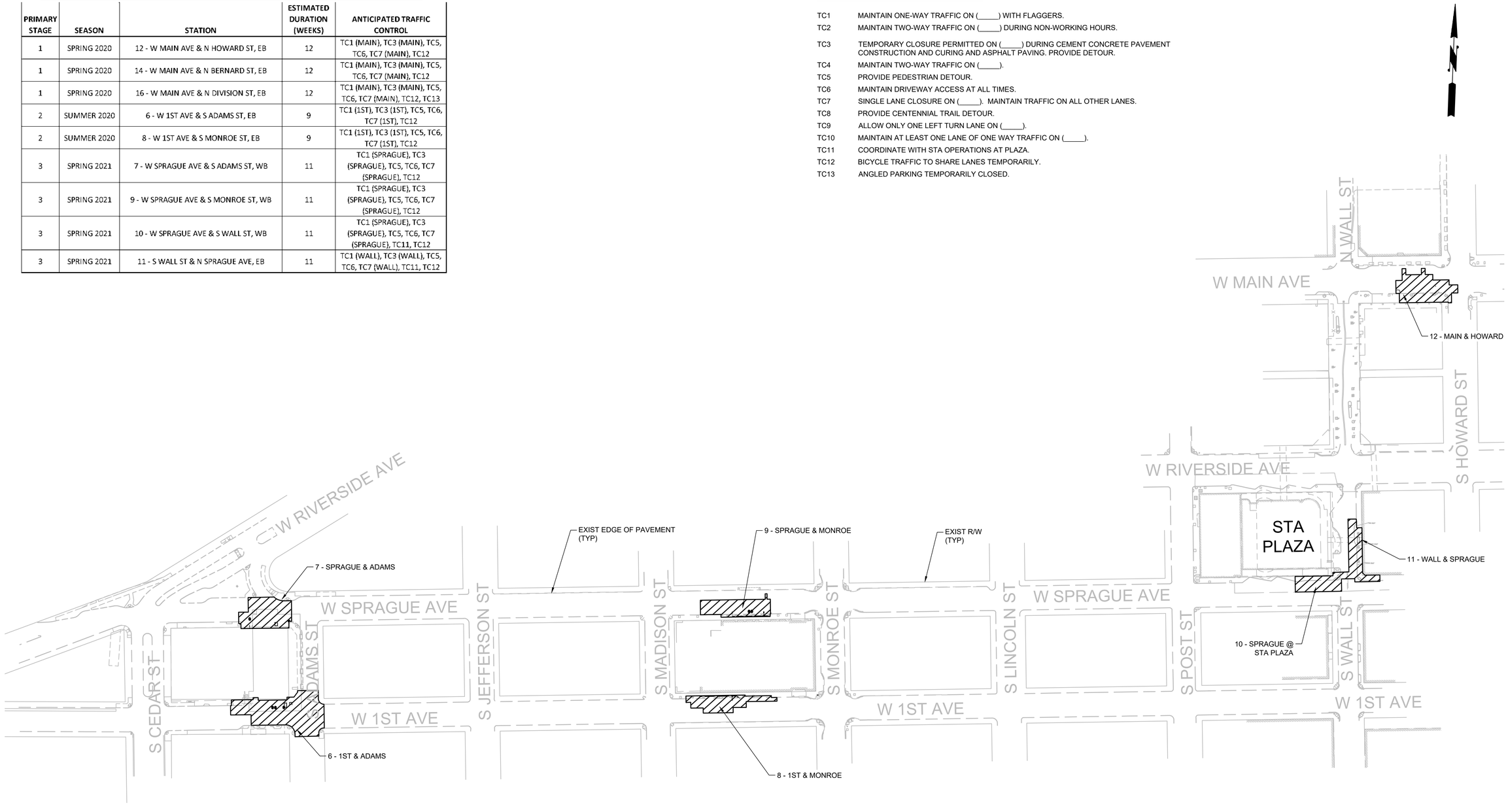
June 2019
For Illustrative Purposes Only

SUGGESTED DOWNTOWNSTATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SUMULTANEOUSLY WITH 1ST AVE STATIONS.
2. CONSTRUCTION OF STATIONS 10 AND 11 SHALL BE COORDINATED WITH STA OPERATIONS PRIOR TO INITIATING WORK.
3. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING — STATE OF WASHINGTON — 39842 — REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-102
11 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING DOWNTOWN

PROJECT LIMITS:

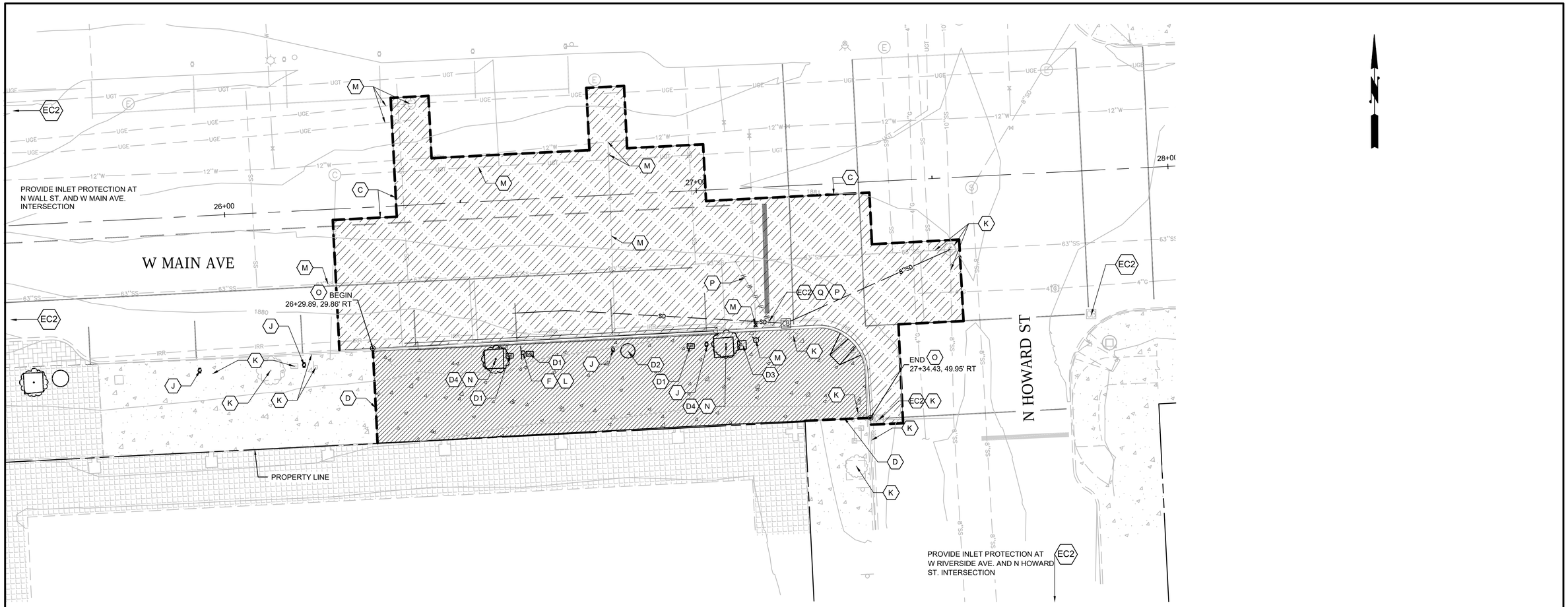
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-DT1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:28 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY MAINS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

EROSION CONTROL LEGEND:

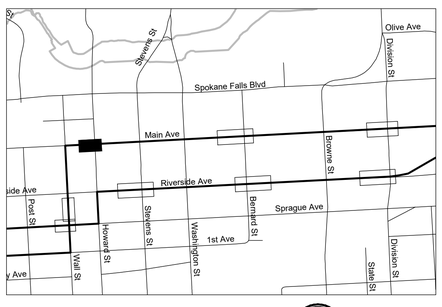
- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES:

- (D1) REMOVE MAILBOX.
- (D2) SALVAGE PLANTER POT.
- (D3) REMOVE GARBAGE CAN.
- (D4) BYPASS AND REMOVE ELECTRICAL OUTLET



KEY MAP
SCALE: 1" = 600'

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG, STATE OF WASHINGTON, 40847, REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA, STATE OF WASHINGTON, 50129, REGISTERED PROFESSIONAL ENGINEER

D-114
48 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
				AS BUILT	

COUNCIL ACCEPT DATE:

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

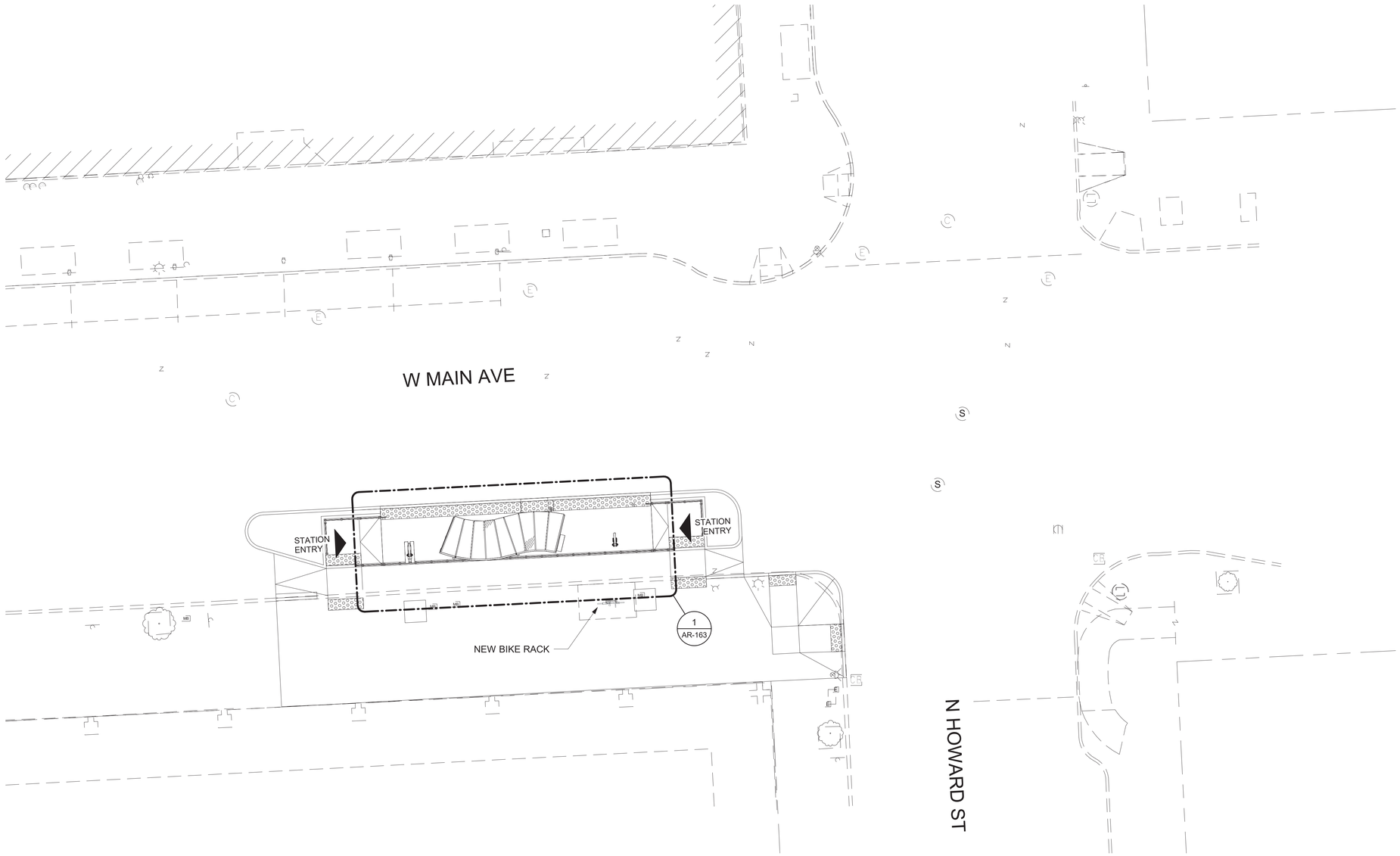
Spokane Transit

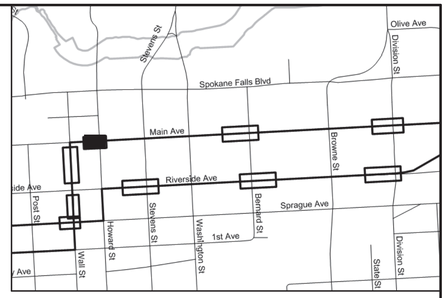
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
12 - W MAIN AVE & N HOWARD ST - EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER
PLAN NUMBER
EFN:

FILENAME: 697465-DEM-DT-HOWARD-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:16 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-113
258 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM	O

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) SET * * *
ENGTH MATCH LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

ALL IS ONE INCH ON ORIGINAL DRAWING
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HORIZONTAL PLANE/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CITY STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6094

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
12 - W MAIN AVE & N HOWARD ST - EB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
DFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:39 PM

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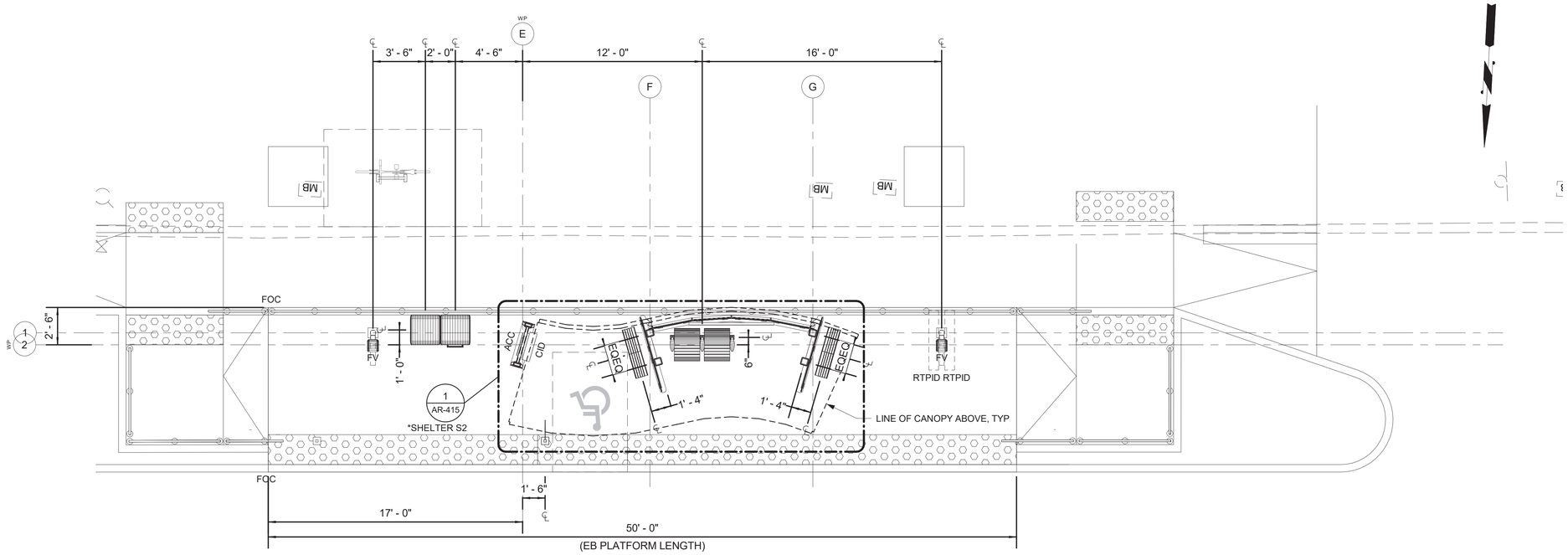

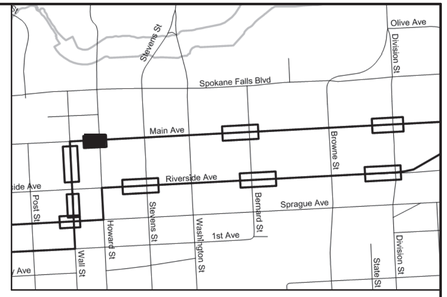

KEY MAP
SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-163
283 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* ' - * ')
AS OF JANUARY 1 2000 USE NOAA AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM
AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANMPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN
12 - W MAIN AVE & N HOWARD ST - EB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:16 PM

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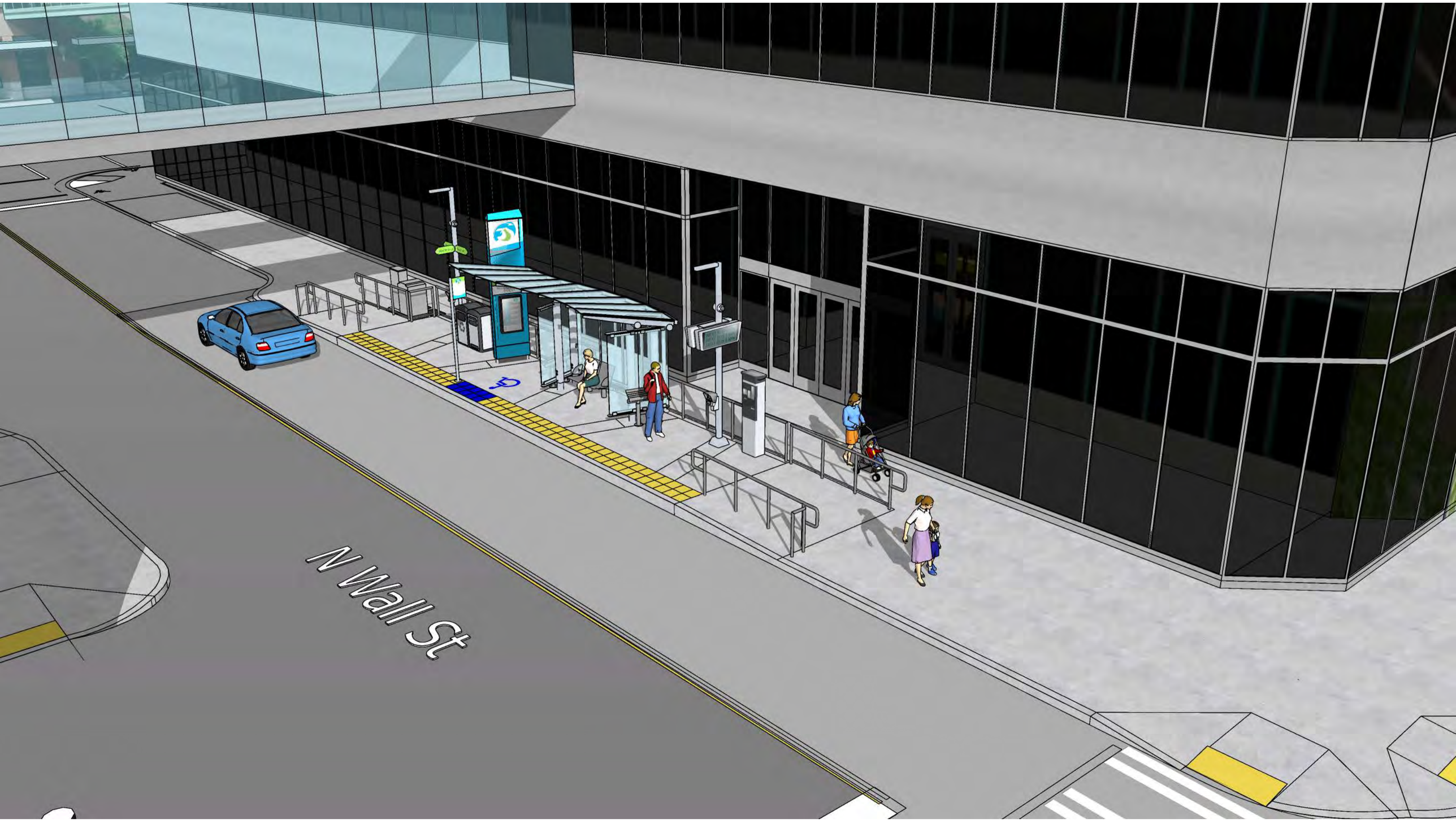

N Wall St

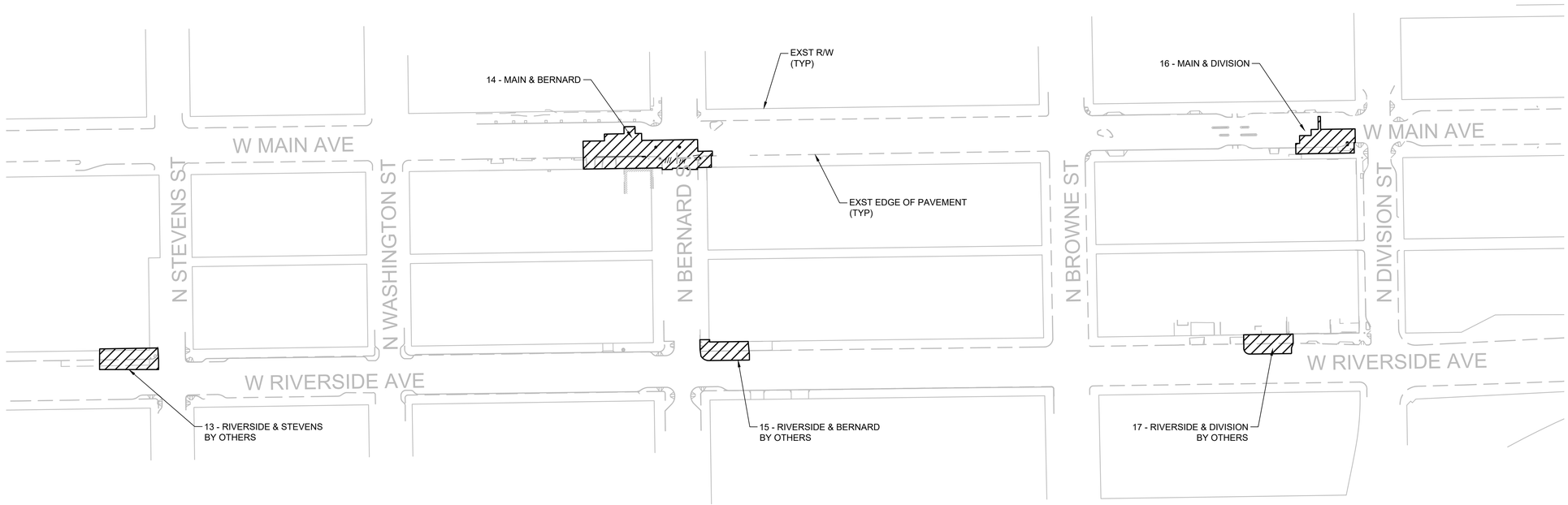
N Wall

SUGGESTED DOWNTOWN STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXST UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. RIVERSIDE STATIONS TO BE CONSTRUCTED BY OTHERS. INSTALLATION OF PLATFORM AMENITIES, ENERGIZING SERVICES AND COMMISSIONING ONLY.
2. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39843 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-103
12 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 100'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

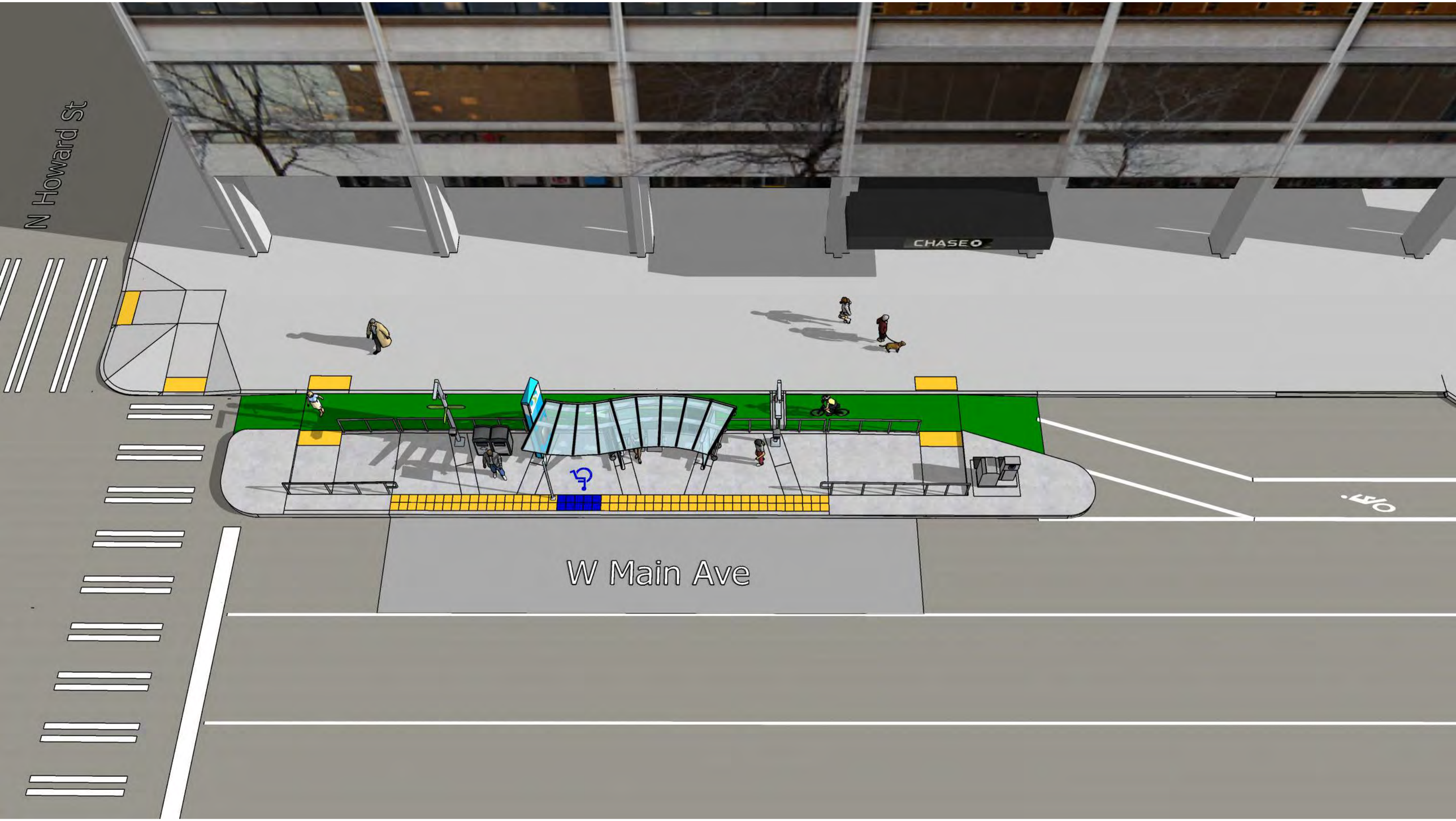
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING DOWNTOWN
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-GC-DT2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:32 PM

CALL BEFORE YOU DIG 1-800-424-5555

N Howe
CHASE
W Main Ave

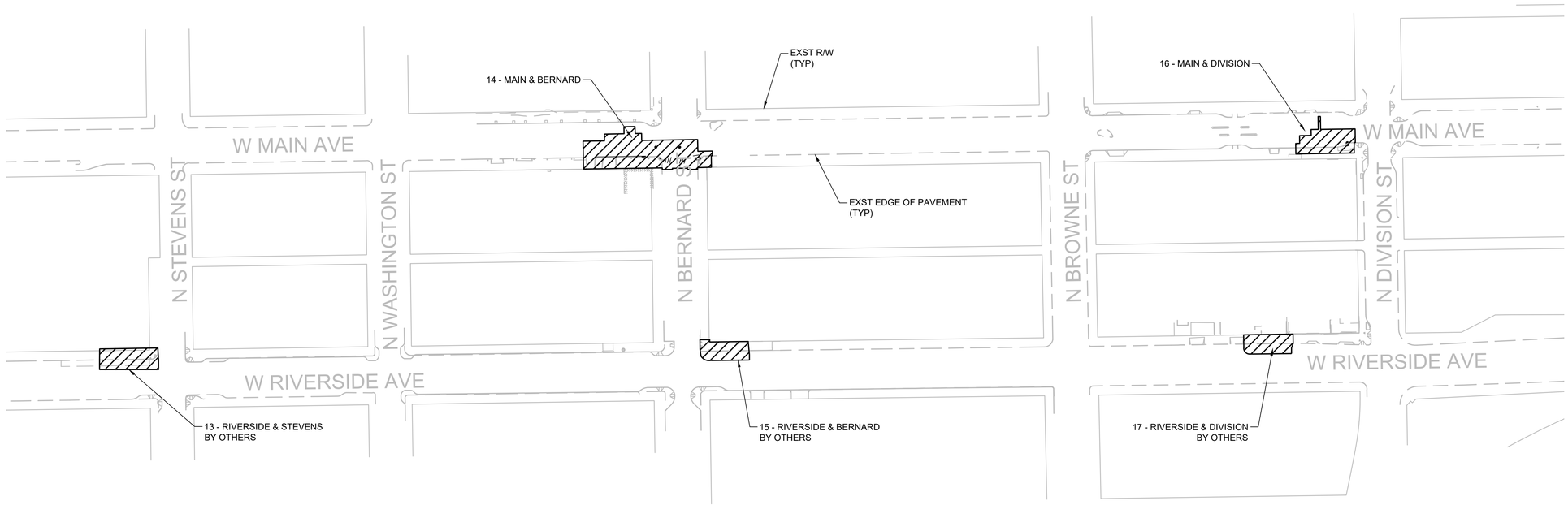

N Howard St
CHASE
W Main Ave

SUGGESTED DOWNTOWN STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXST UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. RIVERSIDE STATIONS TO BE CONSTRUCTED BY OTHERS. INSTALLATION OF PLATFORM AMENITIES, ENERGIZING SERVICES AND COMMISSIONING ONLY.
2. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39843 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-103
12 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 100'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

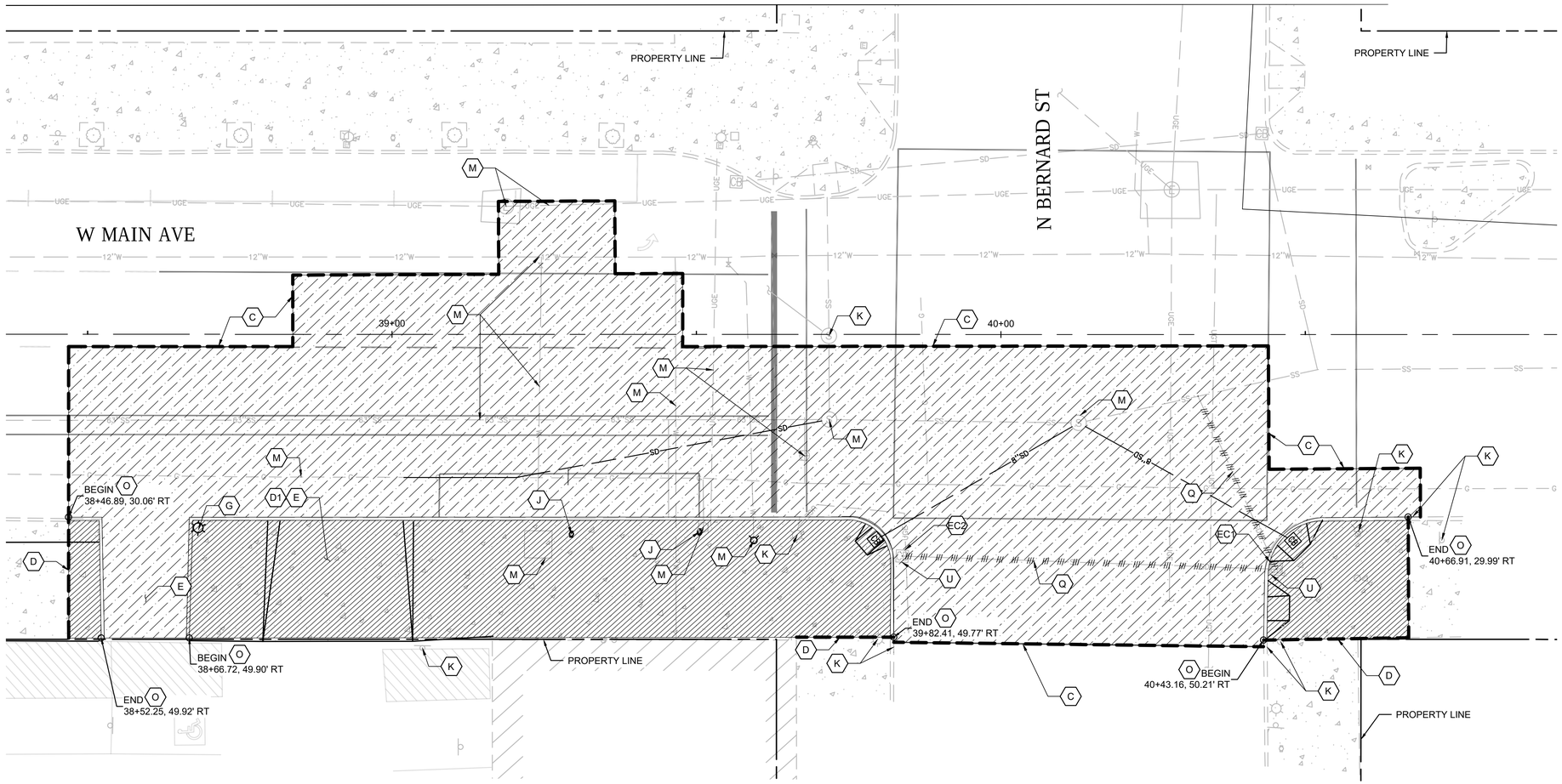
Spokane Transit

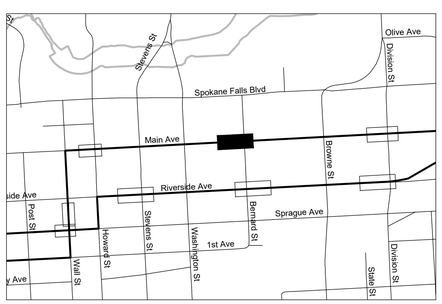
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING DOWNTOWN
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-GC-DT2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:32 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES:

- (D1) COORDINATE TEMPORARY CLOSURE OF DRIVEWAY WITH PROPERTY OWNER.

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG — STATE OF WASHINGTON — 40847 — REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA — STATE OF WASHINGTON — 50129 — REGISTERED PROFESSIONAL ENGINEER

D-115
49 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
			REVISIONS					AS BUILT	

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) — AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: DEMOLITION AND EROSION CONTROL
14 - W MAIN AVE & N BERNARD ST - EB

PROJECT LIMITS:

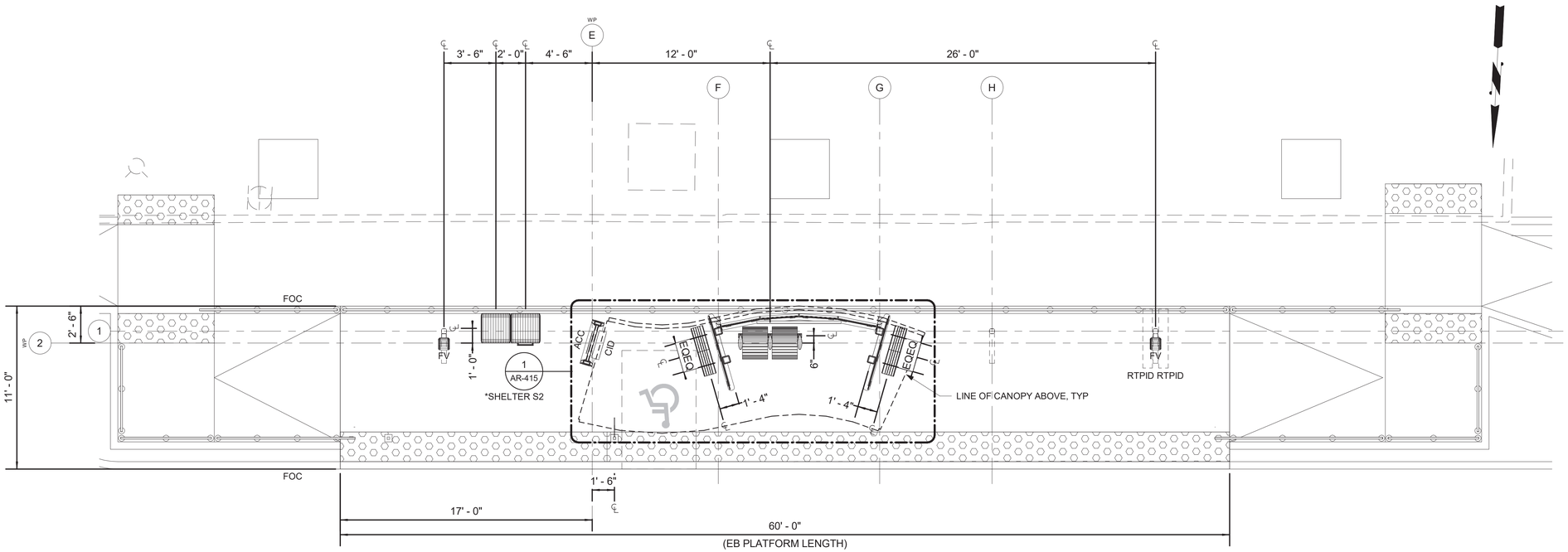
TYPE OF IMPROVEMENT: DETAIL

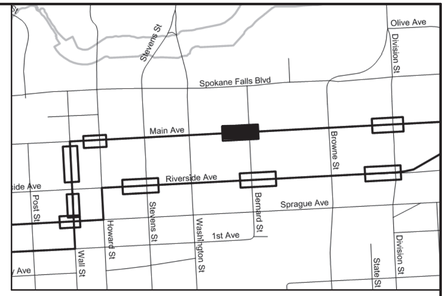
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-DEM-DT-BERNARD-EB-2.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:06 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-165
284 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 - (OLD C.M.ELEV.) = (* - *)
AS OF JANUARY 1, 2000 USE NOAA MEDIAN VERTICAL DATUM OF 88 (NAVD88)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
ORIGINAL PLANH/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

14 - W MAIN AVE & N BERNARD ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

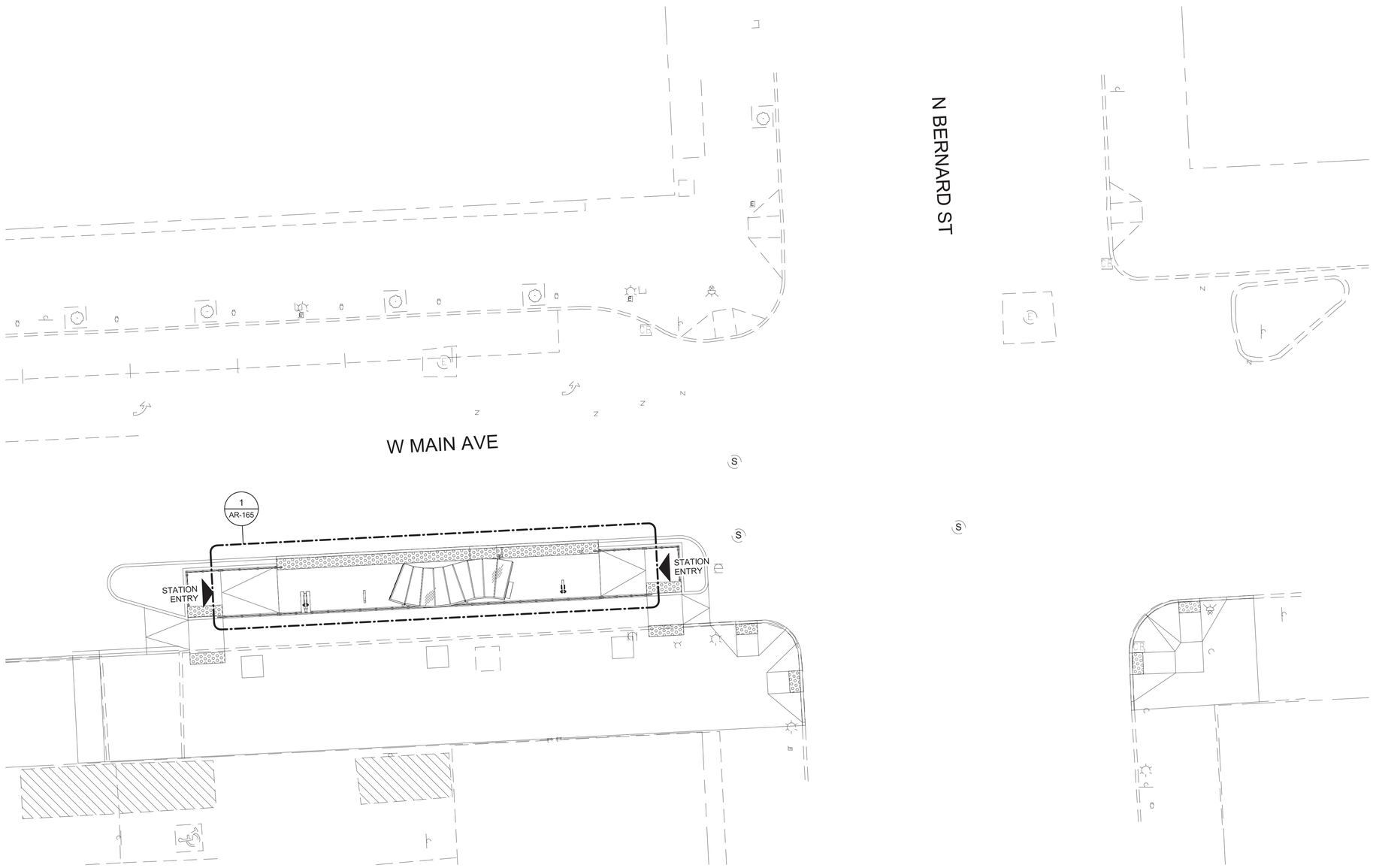
PROJECT LIMITS:

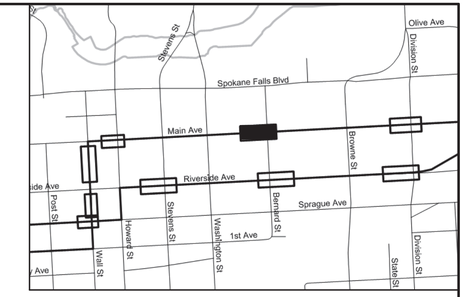
BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:18 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

REGISTERED ARCHITECT
10759
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-115
259 of 388

BID SET

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
14 - W MAIN AVE & N BERNARD ST - EB

TYPE OF IMPROVEMENT:
STA PROJECT NUM BER | PLAN NUM BER
PIN:

PROJECT LIMITS:

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	EFN	USN	FROM	TO
			REVISIONS				AS BUILT			

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) SEE * * *
BENCH MARK LOCATION
NAVD88 ELEV.:
CITY NO.:
NAVD88 DATUM

AS OF JANUARY 2000 USE NOAA AMERICAN VERTICAL DATUM OF 88 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CITY OF SPOKANE DESIGN STANDARDS ADOPTED FEB. 2000

	BY	DATE
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:41 PM

CALL BEFORE YOU DIG 1-800-424-5555

W Main Ave

W Main Ave

SUGGESTED DOWNTOWN STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
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3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
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3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
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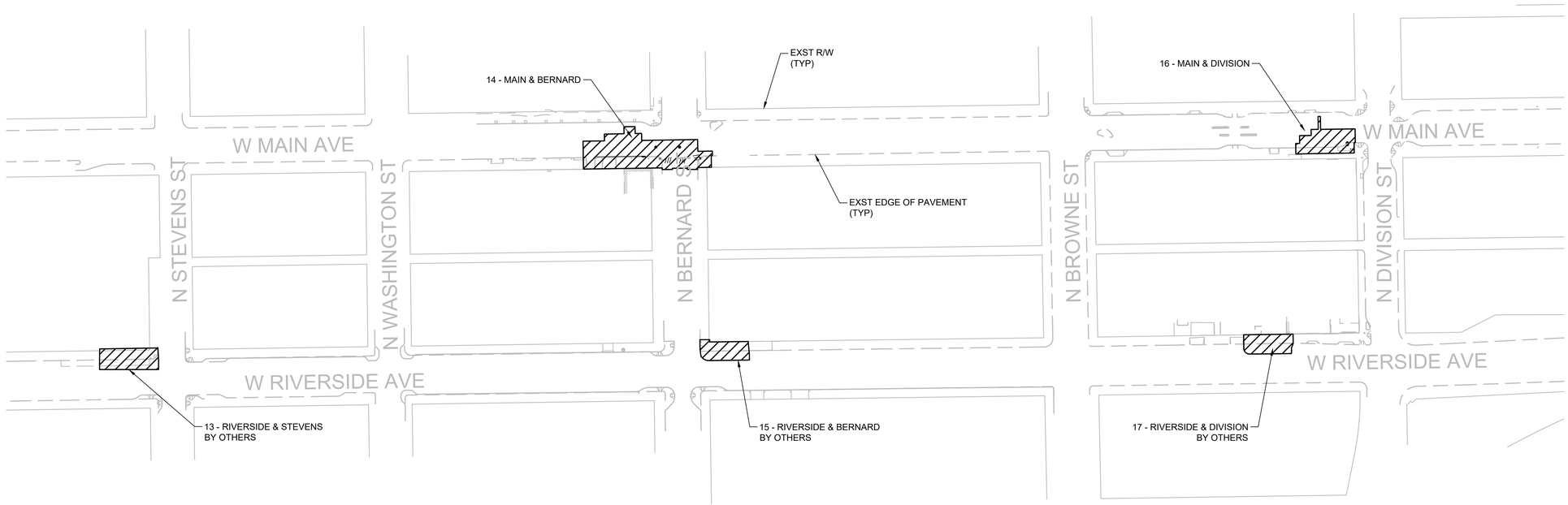

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXST UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

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BRIAN GENE DEARING STATE OF WASHINGTON 39843 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-103
12 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

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HORIZONTAL: PLAN/PROFILE 1" = 100'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING DOWNTOWN
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-GC-DT2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:32 PM

CALL BEFORE YOU DIG 1-800-424-5555

Riverside Ave

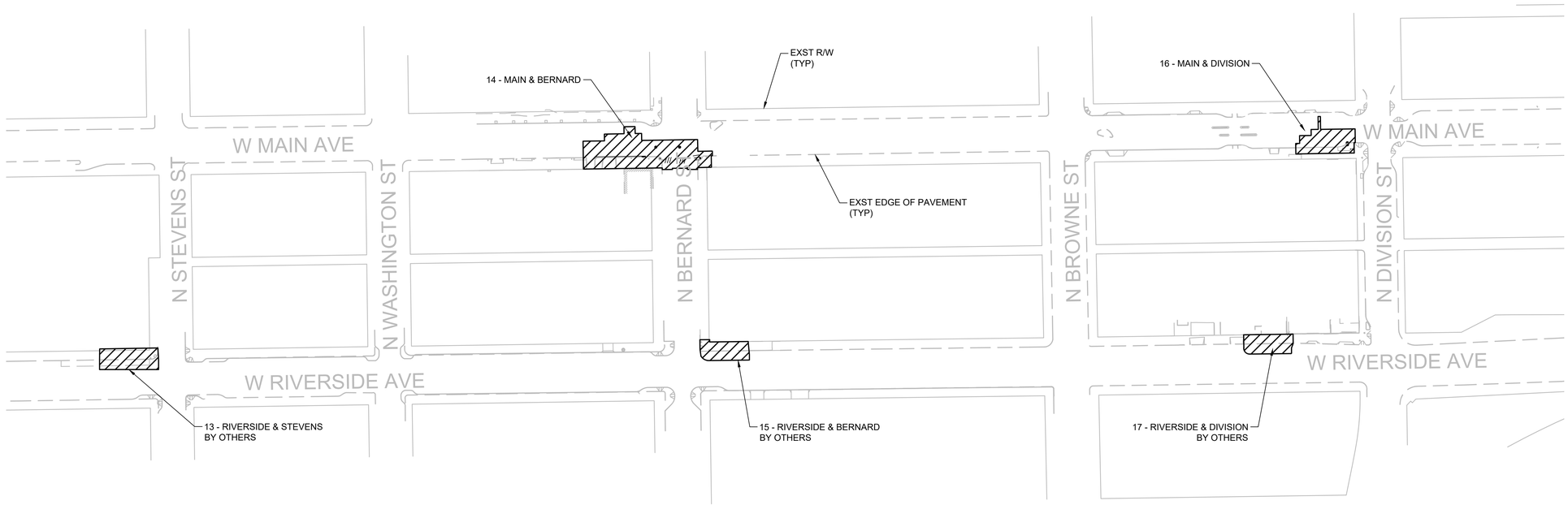
Riverside Ave

SUGGESTED DOWNTOWN STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXST UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. RIVERSIDE STATIONS TO BE CONSTRUCTED BY OTHERS. INSTALLATION OF PLATFORM AMENITIES, ENERGIZING SERVICES AND COMMISSIONING ONLY.
2. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39843 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-103
12 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 100'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

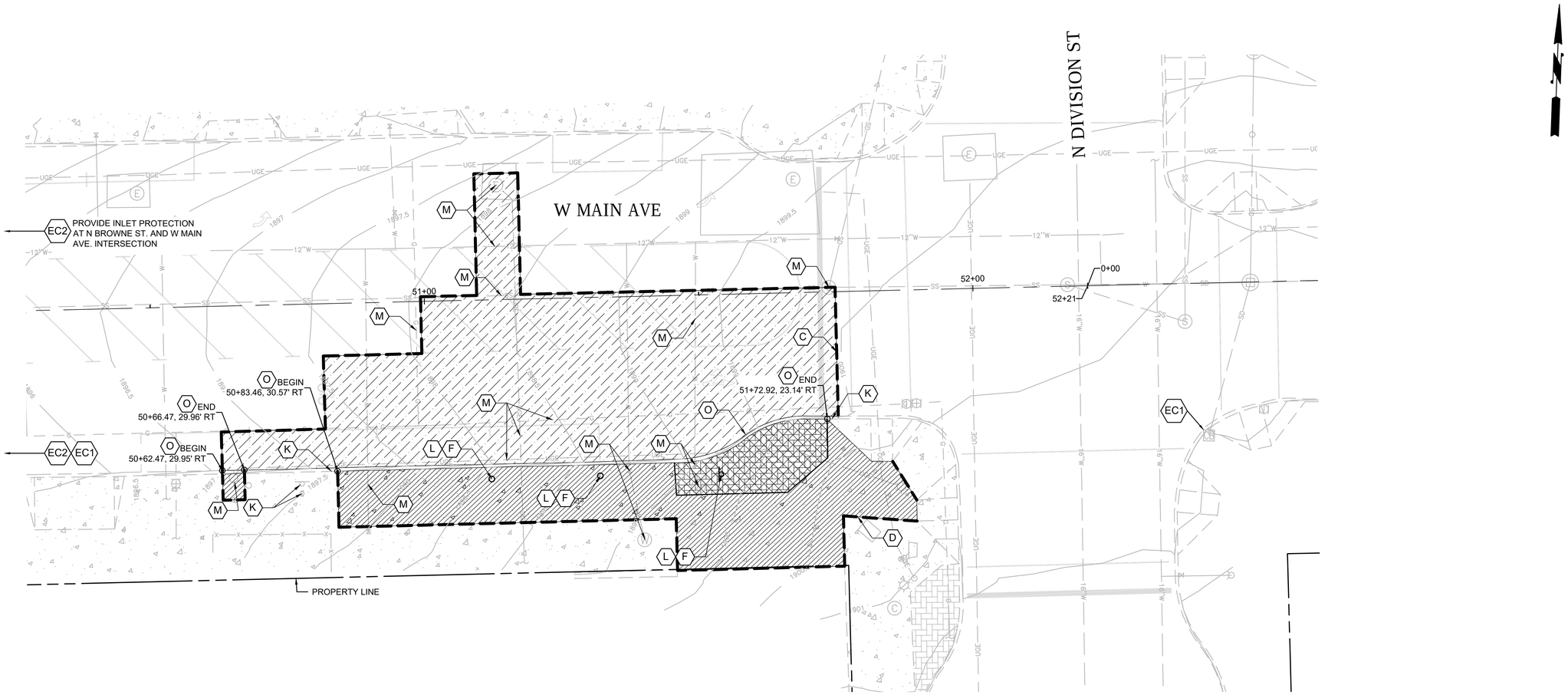
Spokane Transit

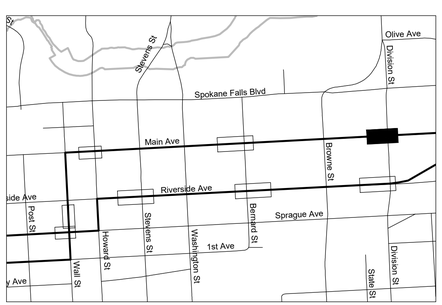
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING DOWNTOWN
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-GC-DT2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:32 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- A REFERENCE AND REESTABLISH SURVEY MONUMENT.
- B CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- C SAWCUTTING FLEXIBLE PAVEMENT.
- D SAWCUTTING RIGID PAVEMENT.
- E REMOVE EXISTING DRIVEWAY.
- F REMOVE EXISTING POLE, SIGN.
- G TO BE REMOVED BY OTHERS.
- H REMOVE TREE.
- I SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- J PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- K PROTECT IN PLACE.
- L SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- M SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- N REMOVE EXISTING TREE AND GRATE.
- O REMOVE EXISTING CURB.
- P ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- Q REMOVE EXISTING =<12" DIA. PIPE.
- R REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- S ABANDON EXISTING STORM DRAIN PIPE.
- T REMOVE EXISTING CURB/GUTTER.
- U REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- V TEMPORARY CURB.
- W SAWCUTTING CURB.

EROSION CONTROL LEGEND:

- EC1 INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- EC2 INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- EC3 CONTRACTOR TO RESTORE GRASS.
- EC4 SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG STATE OF WASHINGTON 40847 REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA STATE OF WASHINGTON 50129 REGISTERED PROFESSIONAL ENGINEER

D-116
50 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATED
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	KTT	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

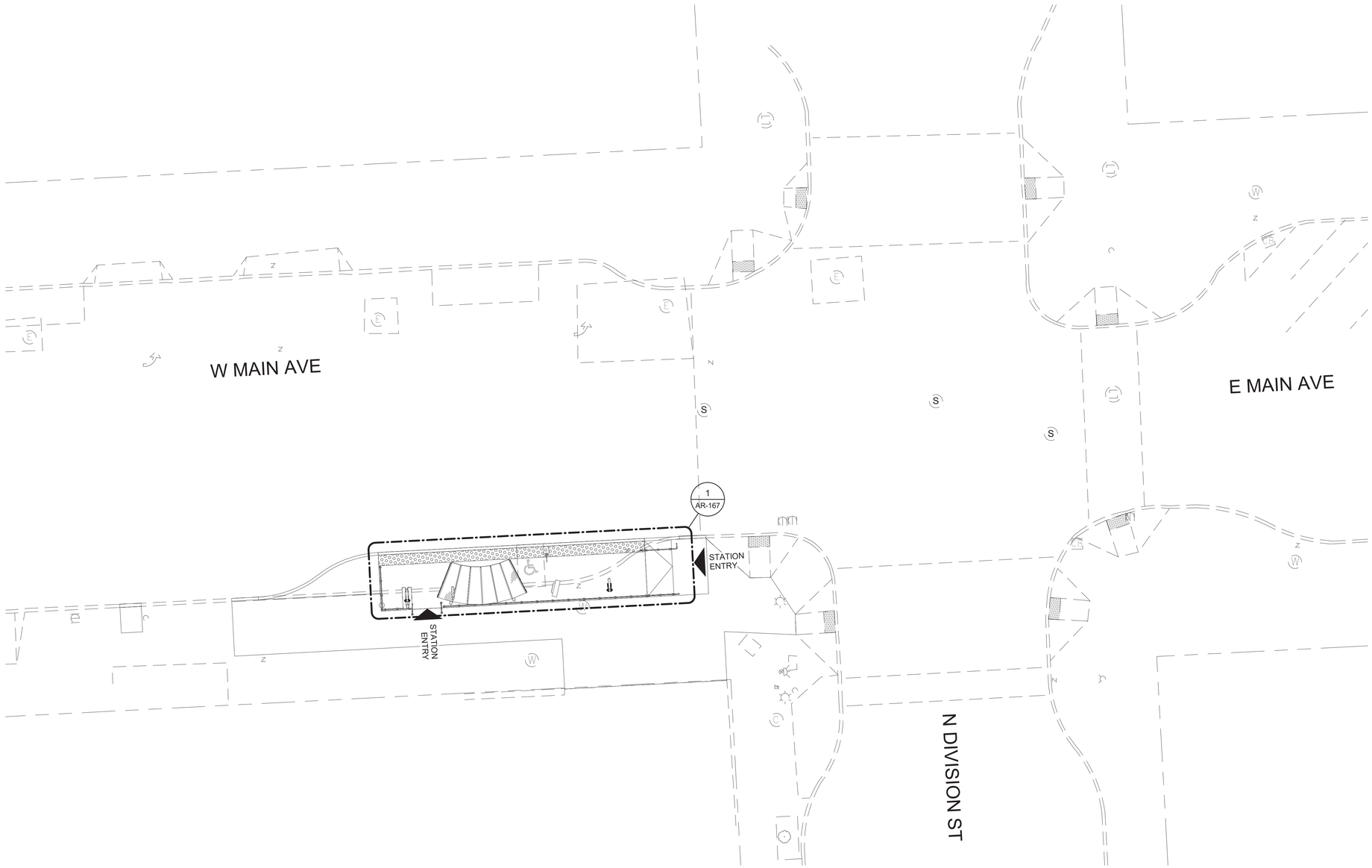
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
16 - W MAIN AVE & N DIVISION ST - EB

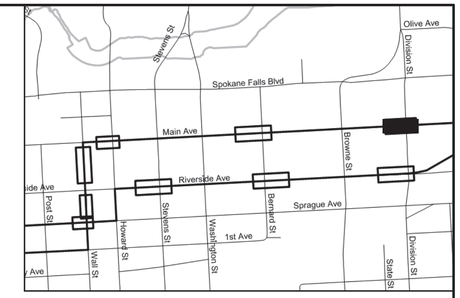
PROJECT LIMITS:

TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
EFN:

FILENAME: 697465-DEM-DT-DIVISION-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:11 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-117
260 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N., U.S.N.	FROM	O
			REVISIONS				AS BUILT		

COUNCIL ACCEPT. DATE

IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) $2 * * * 1 — AS OF JANUARY #000 USE NOR H AMERICAN VERTICAL DATUM OF * 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.:
C M NO.:
NAVD88 DATUM
AT 15 ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANM2/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CITY STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	10/019
REVISED:		
CHECKED:	CR	10/019
APPROVED:		

Spokane Transit

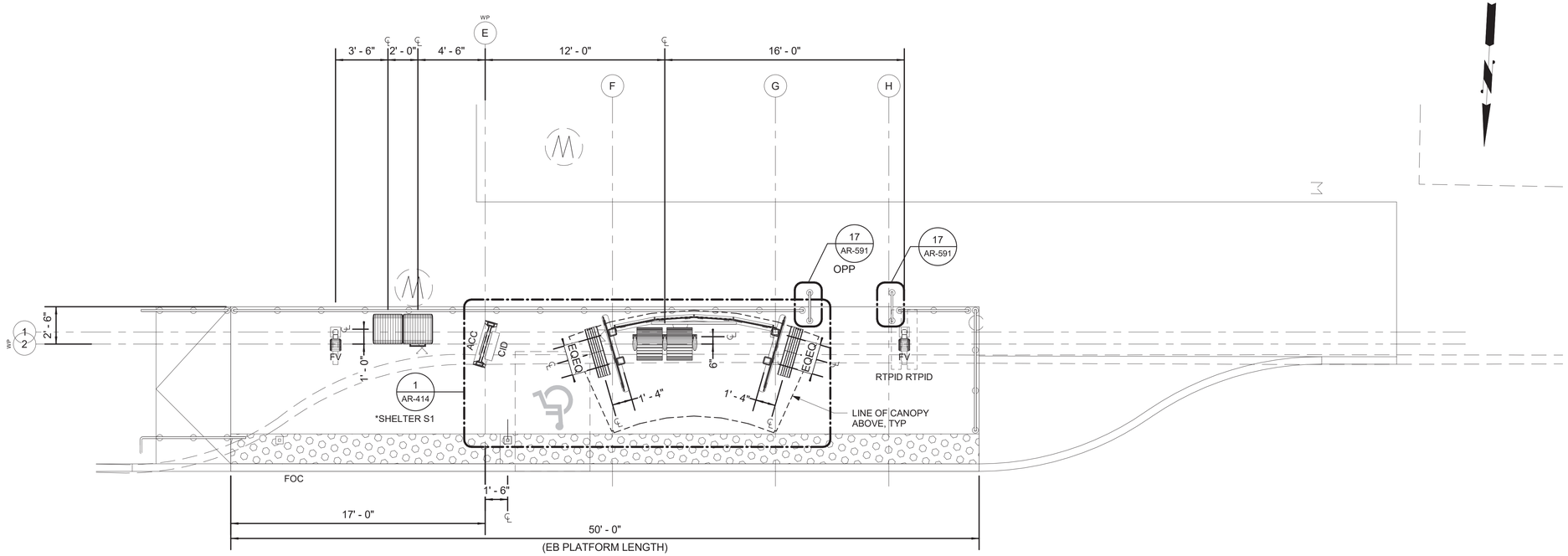
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

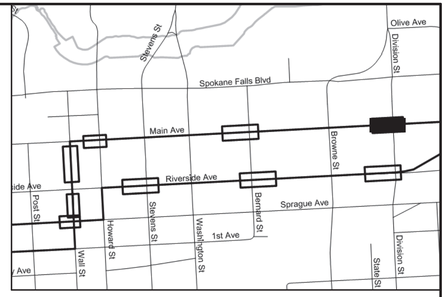
PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
STATION SITE PLAN
16 - W MAIN AVE & N DIVISION ST - EB
TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
PIN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:42 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-167
285 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C&M ELEV.) $(* - *)
ENCH MARK LOCATION
NAVD88 ELEV.
C&M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA HORIZONTAL CONTROL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN
16 - W MAIN AVE & N DIVISION ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

PROJECT LIMITS:

EPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:19 PM

CALL BEFORE YOU DIG 1-800-424-5555

W Main Ave

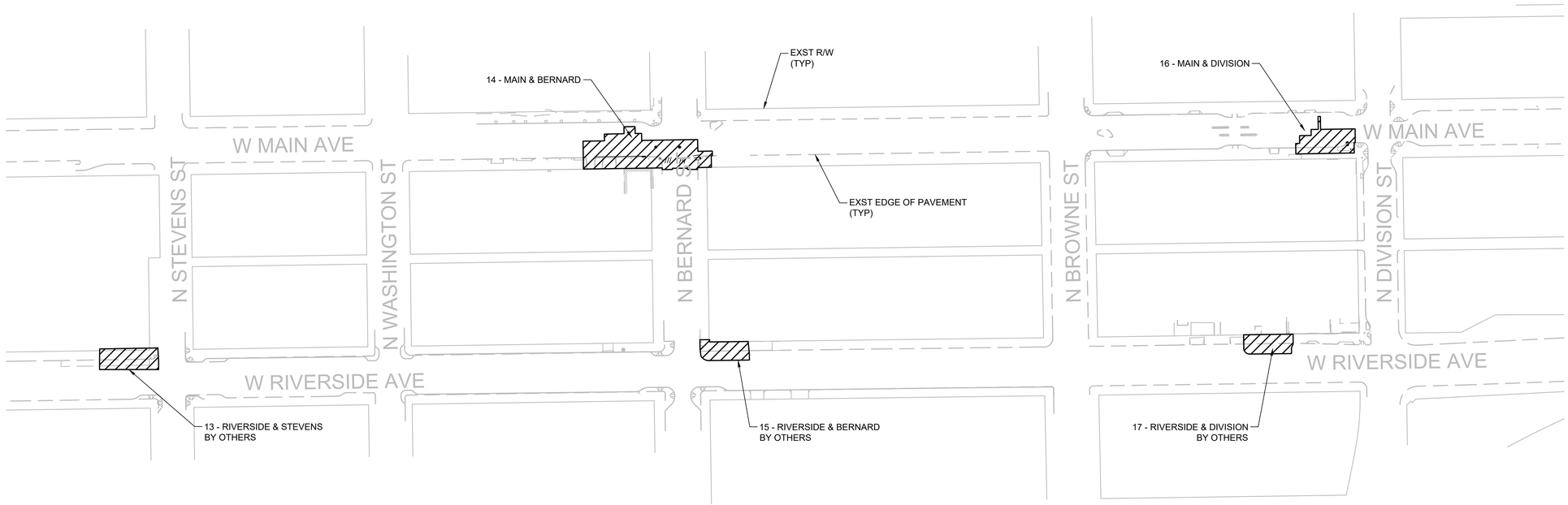
W Main Ave

SUGGESTED DOWNTOWN STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	12 - W MAIN AVE & N HOWARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	14 - W MAIN AVE & N BERNARD ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12
1	SPRING 2020	16 - W MAIN AVE & N DIVISION ST, EB	12	TC1 (MAIN), TC3 (MAIN), TC5, TC6, TC7 (MAIN), TC12, TC13
2	SUMMER 2020	6 - W 1ST AVE & S ADAMS ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
2	SUMMER 2020	8 - W 1ST AVE & S MONROE ST, EB	9	TC1 (1ST), TC3 (1ST), TC5, TC6, TC7 (1ST), TC12
3	SPRING 2021	7 - W SPRAGUE AVE & S ADAMS ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	9 - W SPRAGUE AVE & S MONROE ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC12
3	SPRING 2021	10 - W SPRAGUE AVE & S WALL ST, WB	11	TC1 (SPRAGUE), TC3 (SPRAGUE), TC5, TC6, TC7 (SPRAGUE), TC11, TC12
3	SPRING 2021	11 - S WALL ST & N SPRAGUE AVE, EB	11	TC1 (WALL), TC3 (WALL), TC5, TC6, TC7 (WALL), TC11, TC12

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXST UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. RIVERSIDE STATIONS TO BE CONSTRUCTED BY OTHERS. INSTALLATION OF PLATFORM AMENITIES, ENERGIZING SERVICES AND COMMISSIONING ONLY.
2. 1ST AVENUE AND SPRAGUE AVENUE STATIONS MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MAIN AVENUE STATIONS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39843 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-103
12 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE 1" = 100'
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING DOWNTOWN
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER | PLAN NUMBER
FPN:

FILENAME: 697465-GC-DT2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:32 PM

CALL BEFORE YOU DIG 1-800-424-5555

Riverside Ave

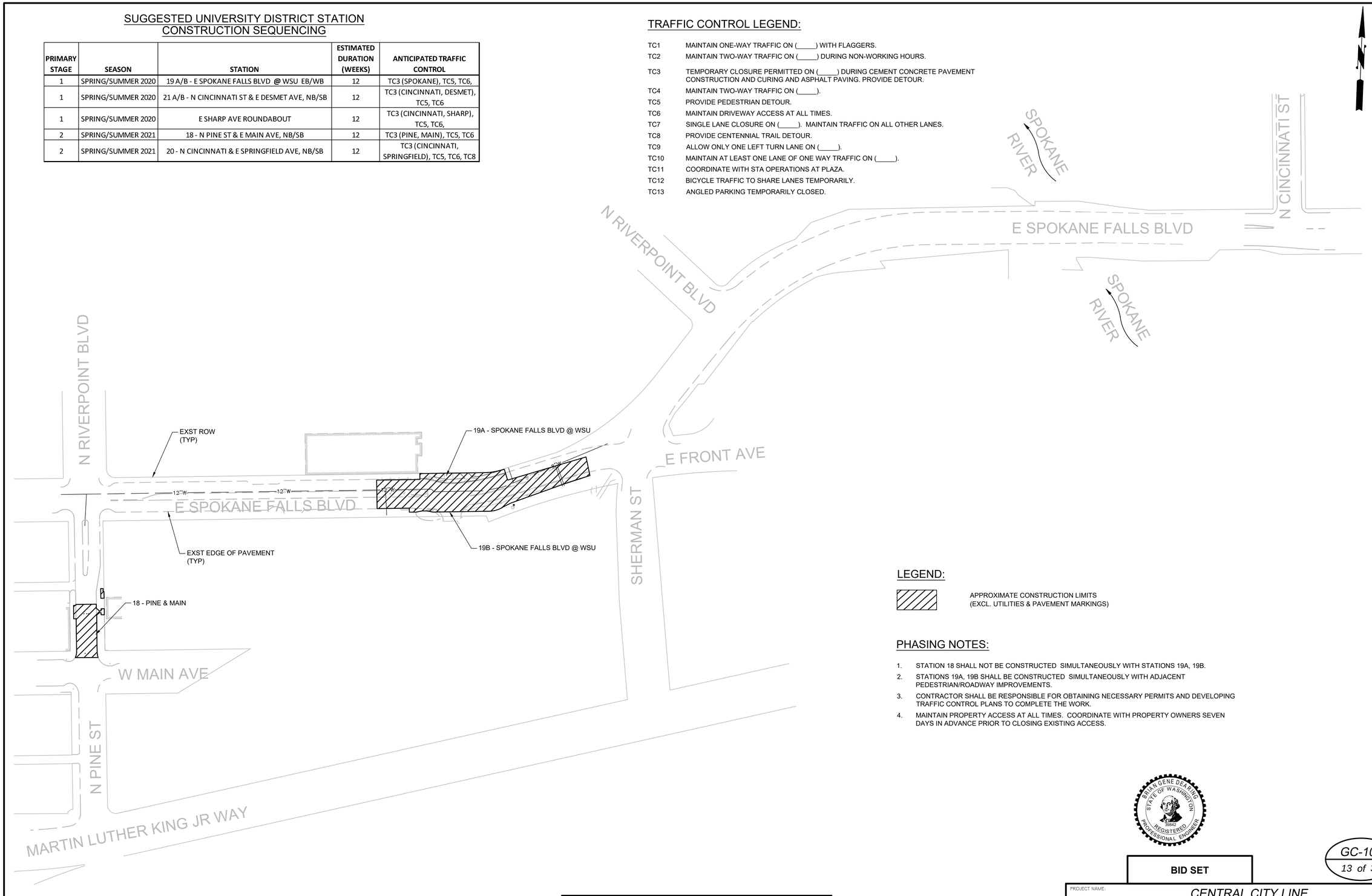
Riverside Ave

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1 MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2 MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3 TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4 MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5 PROVIDE PEDESTRIAN DETOUR.
TC6 MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7 SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8 PROVIDE CENTENNIAL TRAIL DETOUR.
TC9 ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10 MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11 COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12 BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13 ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 18 SHALL NOT BE CONSTRUCTED SIMULTANEOUSLY WITH STATIONS 19A, 19B.
2. STATIONS 19A, 19B SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH ADJACENT PEDESTRIAN/ROADWAY IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-104
13 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

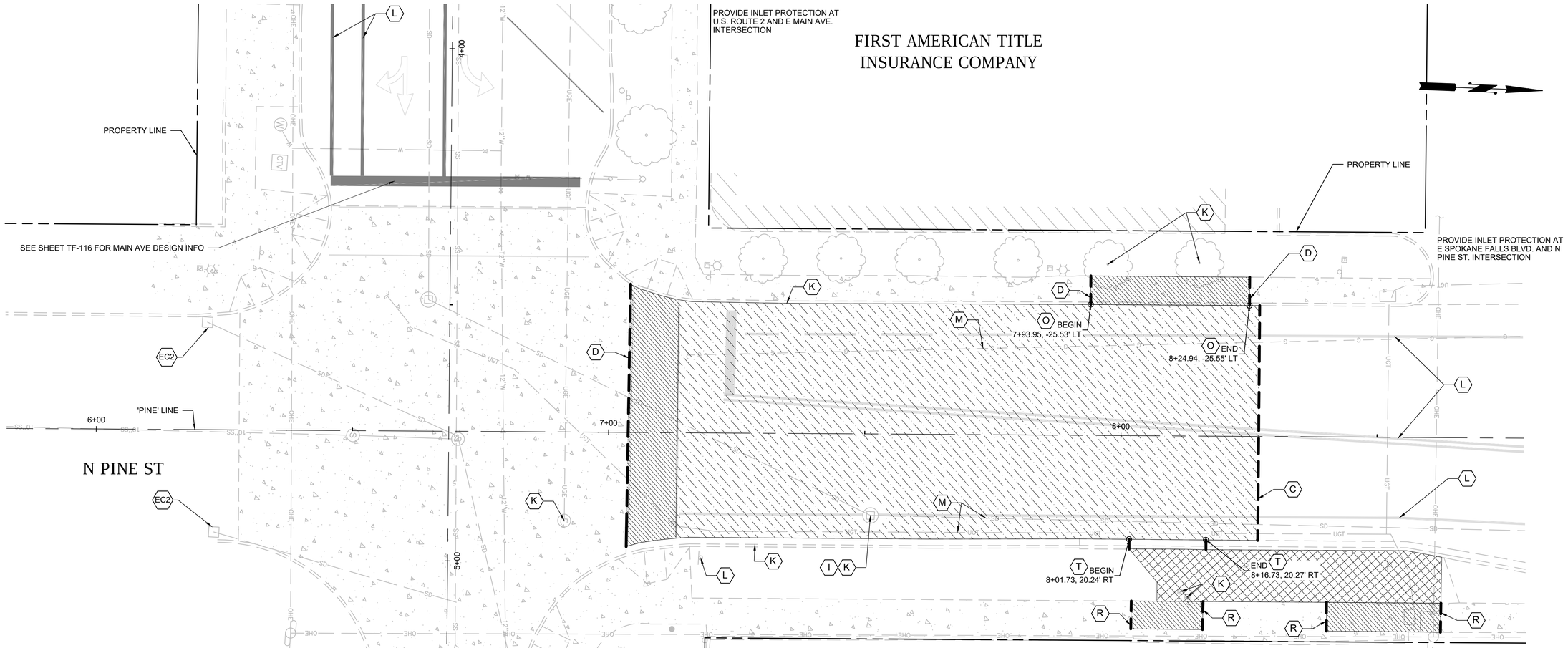
Spokane Transit

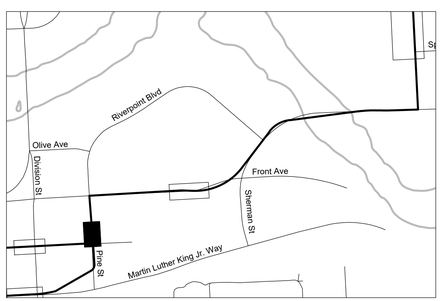
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-GC-UD1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:33 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION NOTES:

- D1 REMOVE AND SALVAGE EXISTING BUS SHELTER AND AMENITIES AND DELIVER TO STA.
- D2 MINIMIZE REMOVAL OF BUSHES.

DEMOLITION LEGEND:

- A REFERENCE AND REESTABLISH SURVEY MONUMENT.
- B CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- C SAWCUTTING FLEXIBLE PAVEMENT.
- D SAWCUTTING RIGID PAVEMENT.
- E REMOVE EXISTING DRIVEWAY.
- F REMOVE EXISTING POLE, SIGN.
- G TO BE REMOVED BY OTHERS.
- H REMOVE TREE.
- I SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- J PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- K PROTECT IN PLACE.
- L SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- M SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- N REMOVE EXISTING TREE AND GRATE.
- O REMOVE EXISTING CURB.
- P ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- Q REMOVE EXISTING =<12" DIA. PIPE.
- R REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- S ABANDON EXISTING STORM DRAIN PIPE.
- T REMOVE EXISTING CURB/GUTTER.
- U REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- V TEMPORARY CURB.
- W SAWCUTTING CURB.

EROSION CONTROL LEGEND:

- EC1 INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- EC2 INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- EC3 CONTRACTOR TO RESTORE GRASS.
- EC4 SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DRAINAGE & ESC DESIGN ONLY BY VISMAYA TATA

ROBERT C. LUDWIG STATE OF WASHINGTON 40847 REGISTERED PROFESSIONAL ENGINEER

VISMAYA TATA STATE OF WASHINGTON 50129 REGISTERED PROFESSIONAL ENGINEER

D-117
51 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT			

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	AM	6/2019
REVISED:		
CHECKED:	RB	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: DEMOLITION AND EROSION CONTROL
18 - N PINE ST & E MAIN AVE - WB & EB

PROJECT LIMITS:

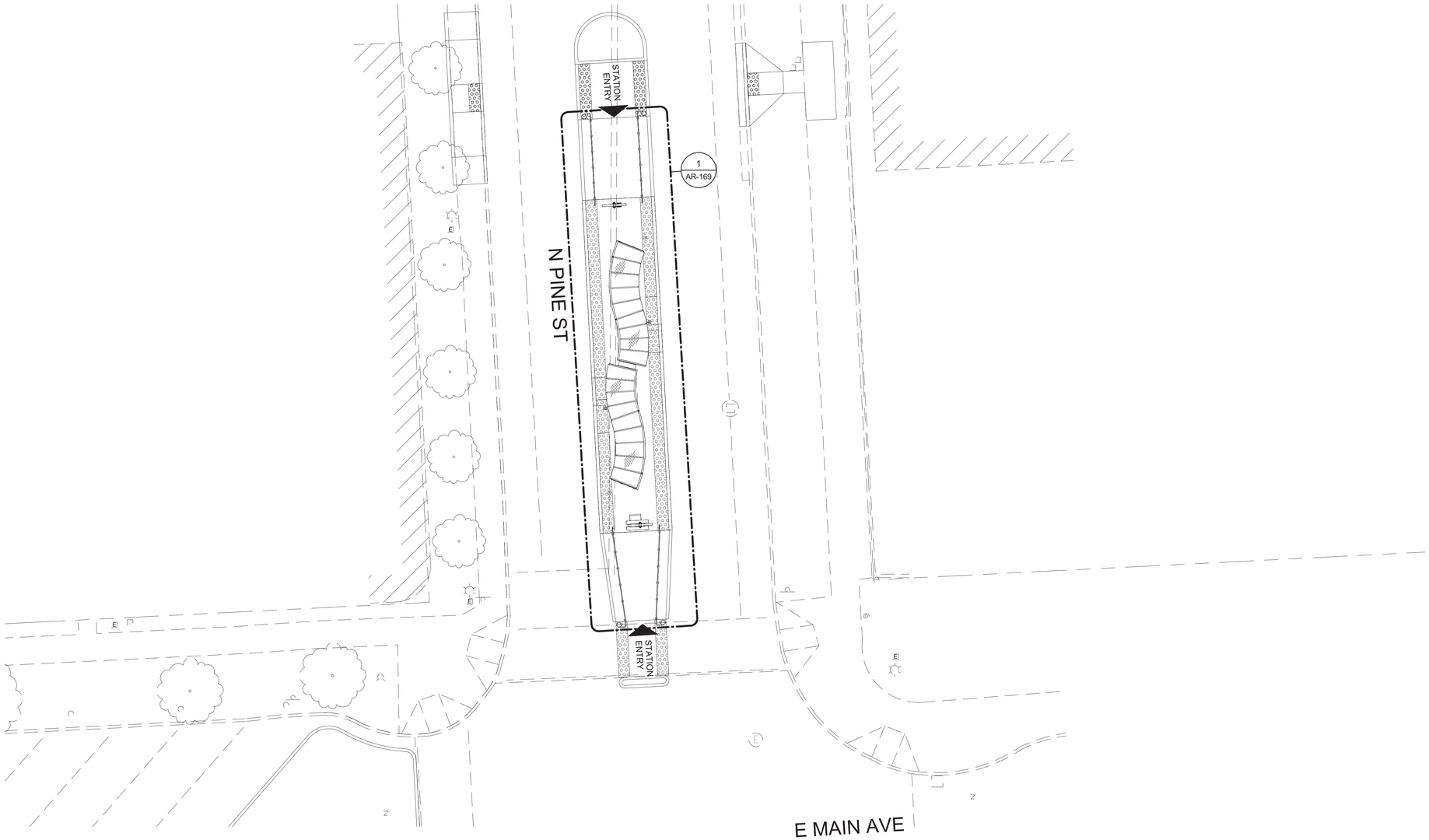
TYPE OF IMPROVEMENT: DETAIL

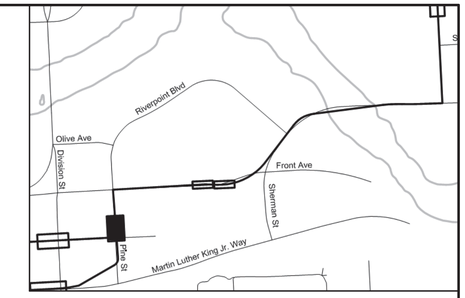
STA PROJECT NUMBER | PLAN NUMBER

EFN:

FILENAME: 697465-DEM-UD-MAIN-C.dwg PLOT DATE: 8/9/19 PLOT TIME: 1:42 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-119
261 of 388

BID SET

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
18 - N PINE ST & E MAIN AVE - WB/EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

PROJECT LIMITS:

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O
REVISIONS				AS BUILT						

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) 8(* ' - * ')
ENGINEERING LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM

AS OF JANUARY 2000 USE NGS HARMONIZATION VERTICAL DATUM OF 1988 (NAVD88)

AS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

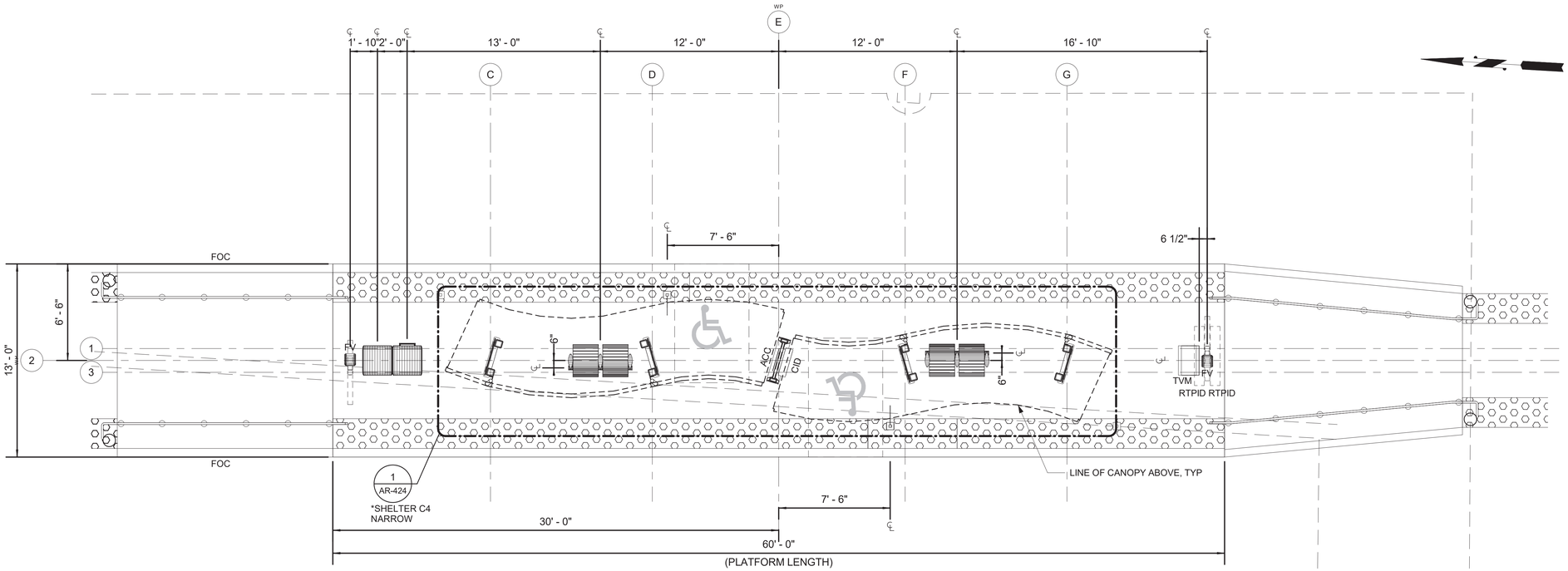
Spokane Transit

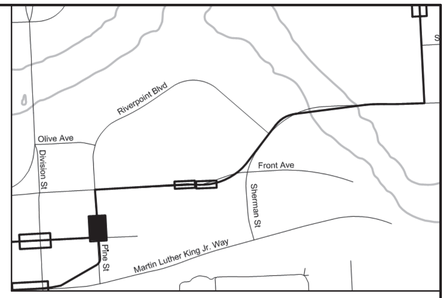
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:44 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-169
286 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O
REVISIONS				AS BUILT						

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) $(* ' - * ')
ENCH MARK LOCATION
AS OF JANUARY # 000 USE NOR H AMERICAN VERTICAL DATUM OF * 88 (NAVD88)
NAVD88 ELEV.
C M NO.
NAVD88 DATUM
AR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANNIFICFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* # " O W COONE AVENUE
SPOKANE, WASHINGTON #0'
(50) * # 0-994 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

18 - N PINE ST & E MAIN AVE - WB/EB

TYPE OF IMPROVEMENT:

SHEET NUMBER | PLAN NUMBER

PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:20 PM

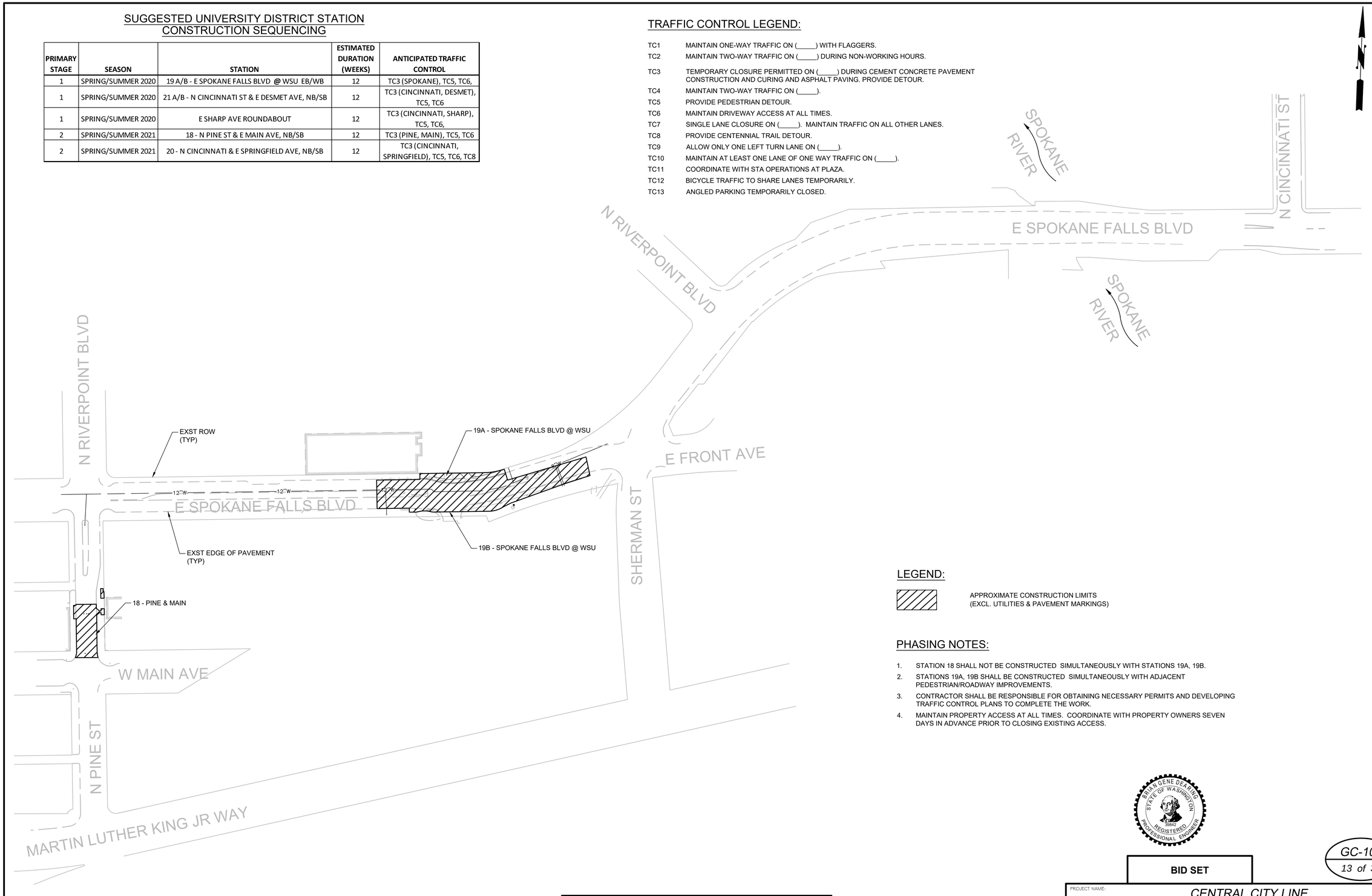
CALL BEFORE YOU DIG 1-800-424-5555

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1 MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2 MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3 TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4 MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5 PROVIDE PEDESTRIAN DETOUR.
TC6 MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7 SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8 PROVIDE CENTENNIAL TRAIL DETOUR.
TC9 ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10 MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11 COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12 BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13 ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 18 SHALL NOT BE CONSTRUCTED SIMULTANEOUSLY WITH STATIONS 19A, 19B.
2. STATIONS 19A, 19B SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH ADJACENT PEDESTRIAN/ROADWAY IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-104
13 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

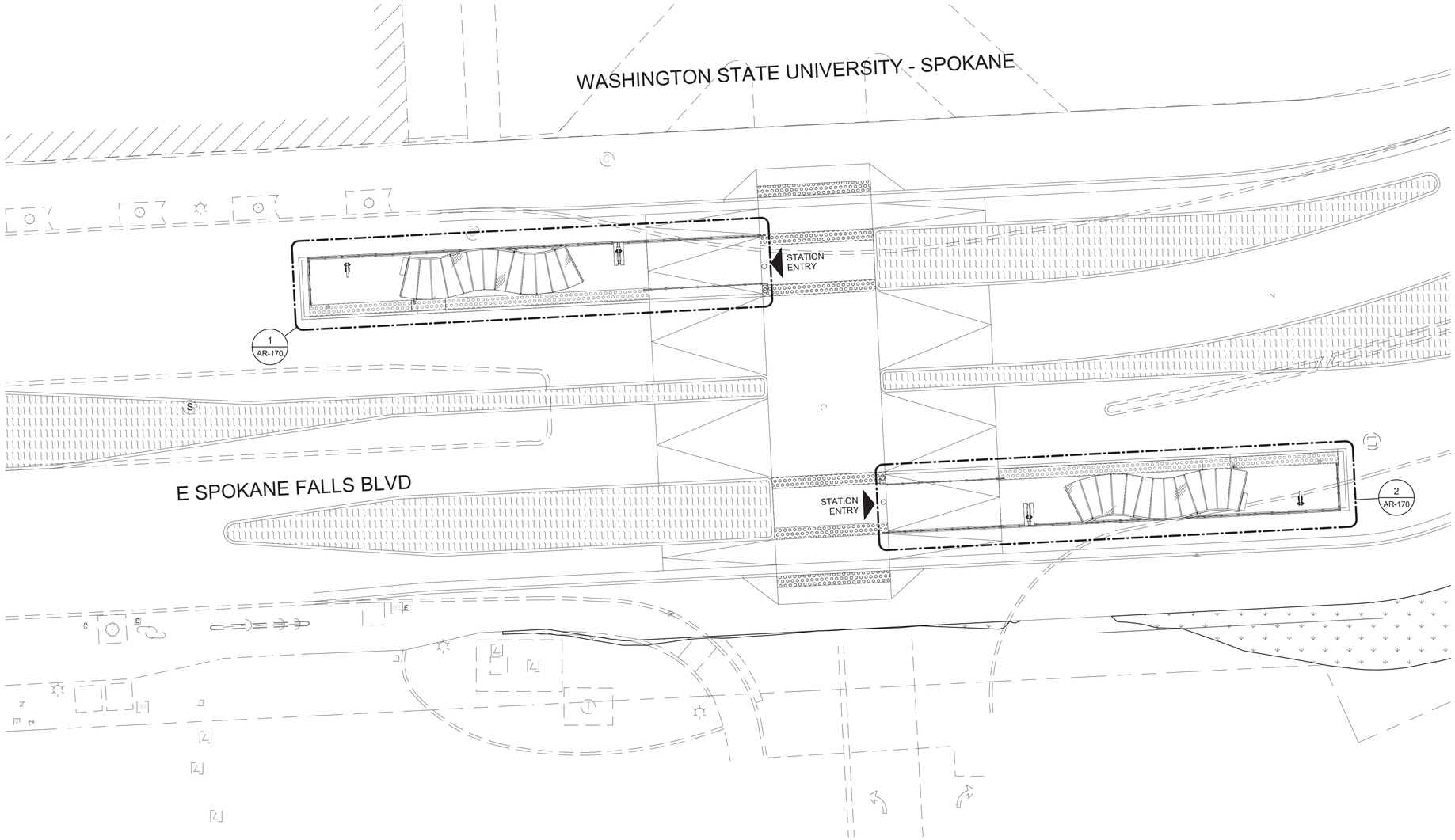
Spokane Transit

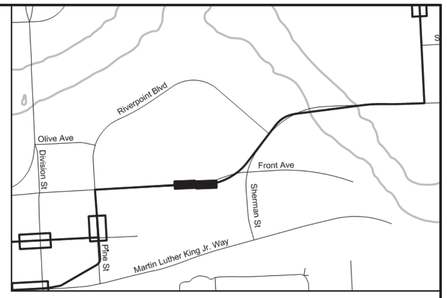
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-GC-UD1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:33 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-120
262 of 388

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N.	U.S.N.	PROM	O	COUNCIL ACCEP DATE
			REVISIONS				AS BUIL				

IBI

IBI GROUP
801 Second Avenue - Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 (FOLD CROSS ELEV.) 87 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CROSS NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE THE AMERICAN REFERENCE DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

PLOTTED ON ALL PLAN/PROFILE 1" = 10'-0"
REFERENCE PROFILE ONLY
SCALE

CUSTOMER C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	BY	DATE
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN

19A & 19B - E SPOKANE FALLS BLVD & WSU - WB & EB

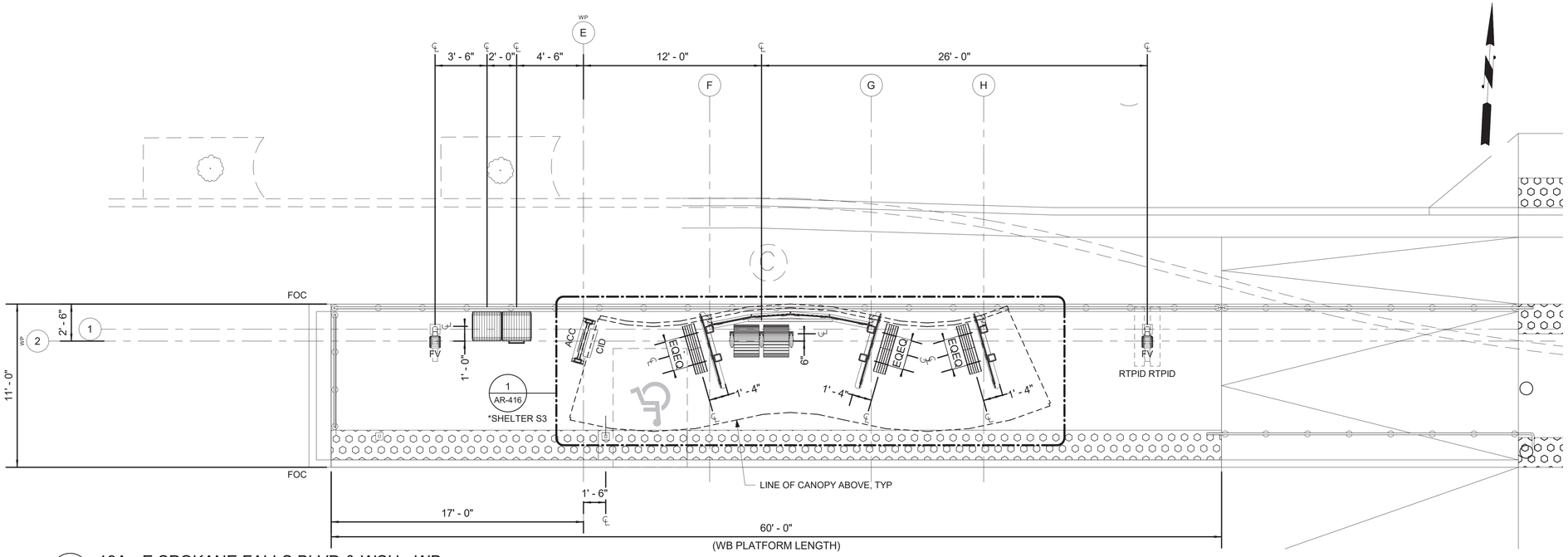
PROJECT LIMITS:

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

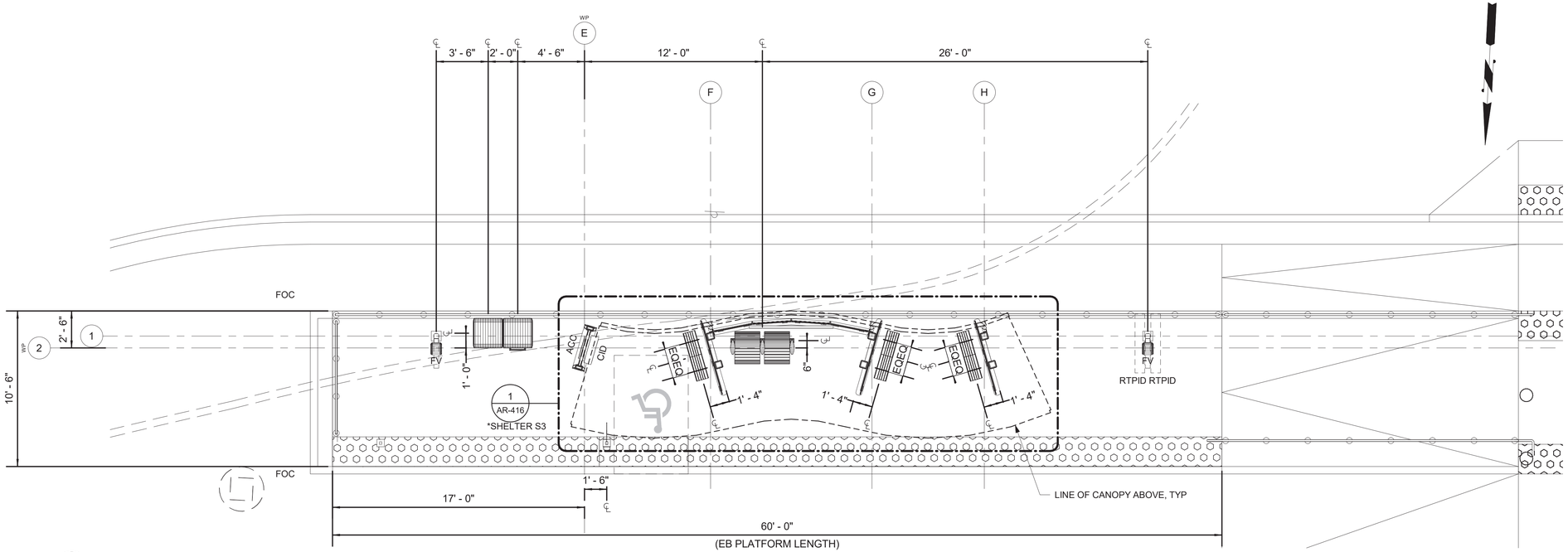
PLOT DATE & PLOT TIME: 2019-08-13 1:24:46 PM

CALL BEFORE YOU DIG 1-800-424-5555



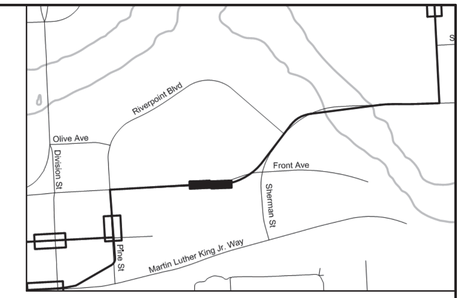
1 / AR-120 19A - E SPOKANE FALLS BLVD & WSU - WB

SCALE: 1/4" = 1'-0"



2 / AR-120 19B - E SPOKANE FALLS BLVD & WSU - EB

SCALE: 1/4" = 1'-0"



KEY MAP

SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT CRAIG ROTHENBURGER STATE OF WASHINGTON

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEP DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (GLD C M ELEV.) BE " " 1

ENCH MARK LOCATION

NAVD88 ELEV.

C M NO.

NAVD88 DATUM

AS OF JANUARY 1990 USE NGS H AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

POSITION ALTERNATE PLANE PROFILE 1/4" = 1'-0"

VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"#" OWT CONE AVENUE
SPOKANE, WASHINGTON #0'
(50 1" #.0.99a" "

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

19A & 19B - E SPOKANE FALLS BLVD & WSU - WB & EB

TYPE OF IMPROVEMENT:

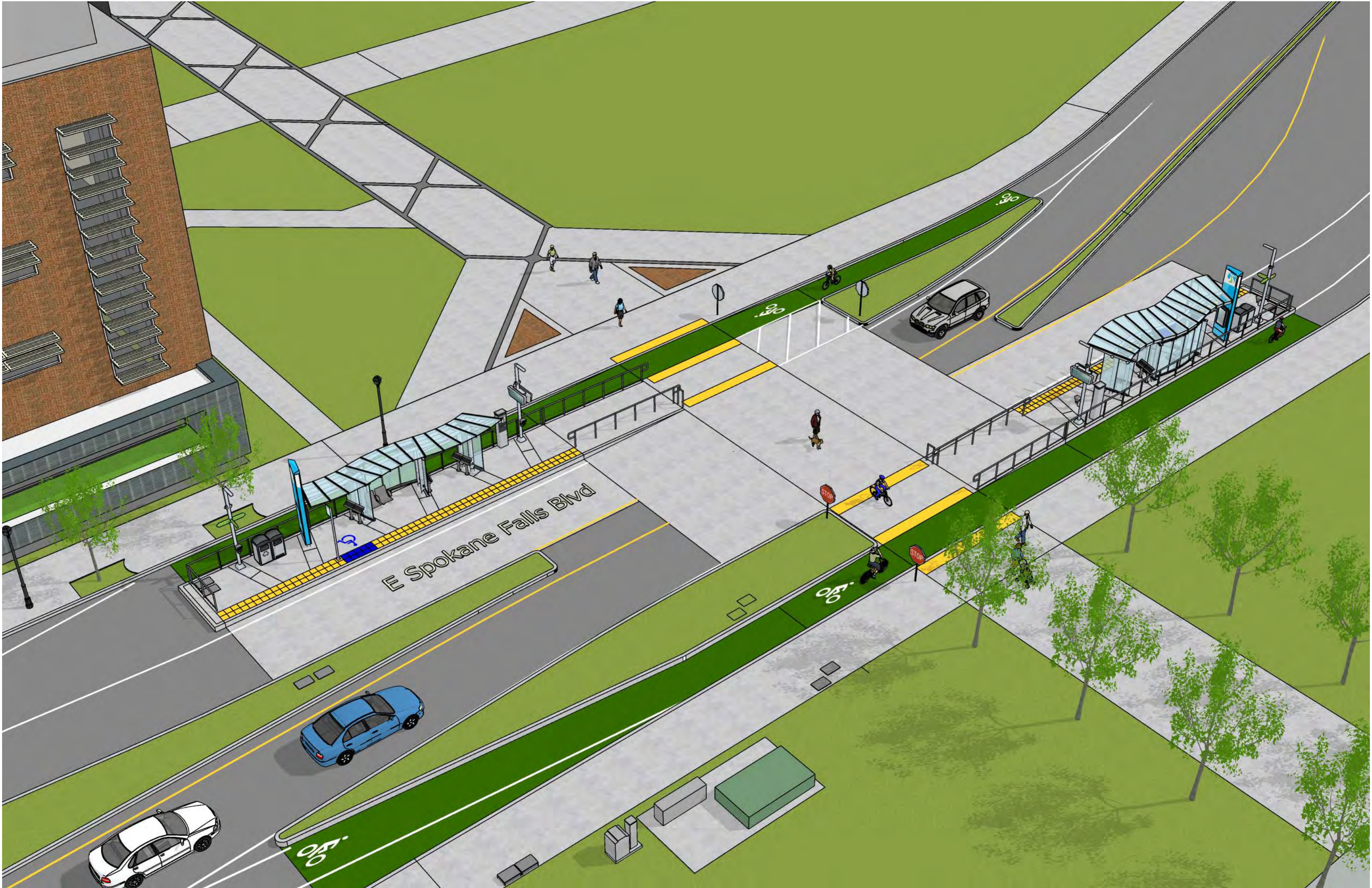
STA PROJECT NUMBER

PLAN NUMBER

PROJECT LIMITS:

DFN:

E Spokane Falls Blvd

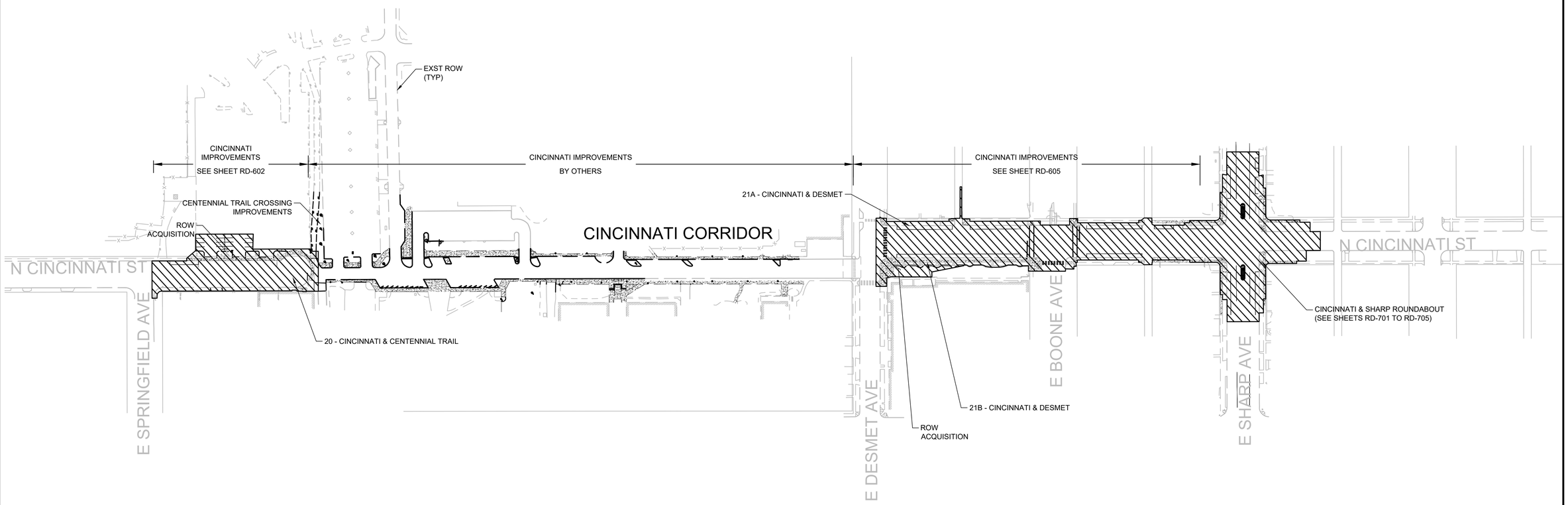

E Spokane Falls Blvd
STOP
STOP

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
2. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING STATE OF WASHINGTON 36842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-105
14 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

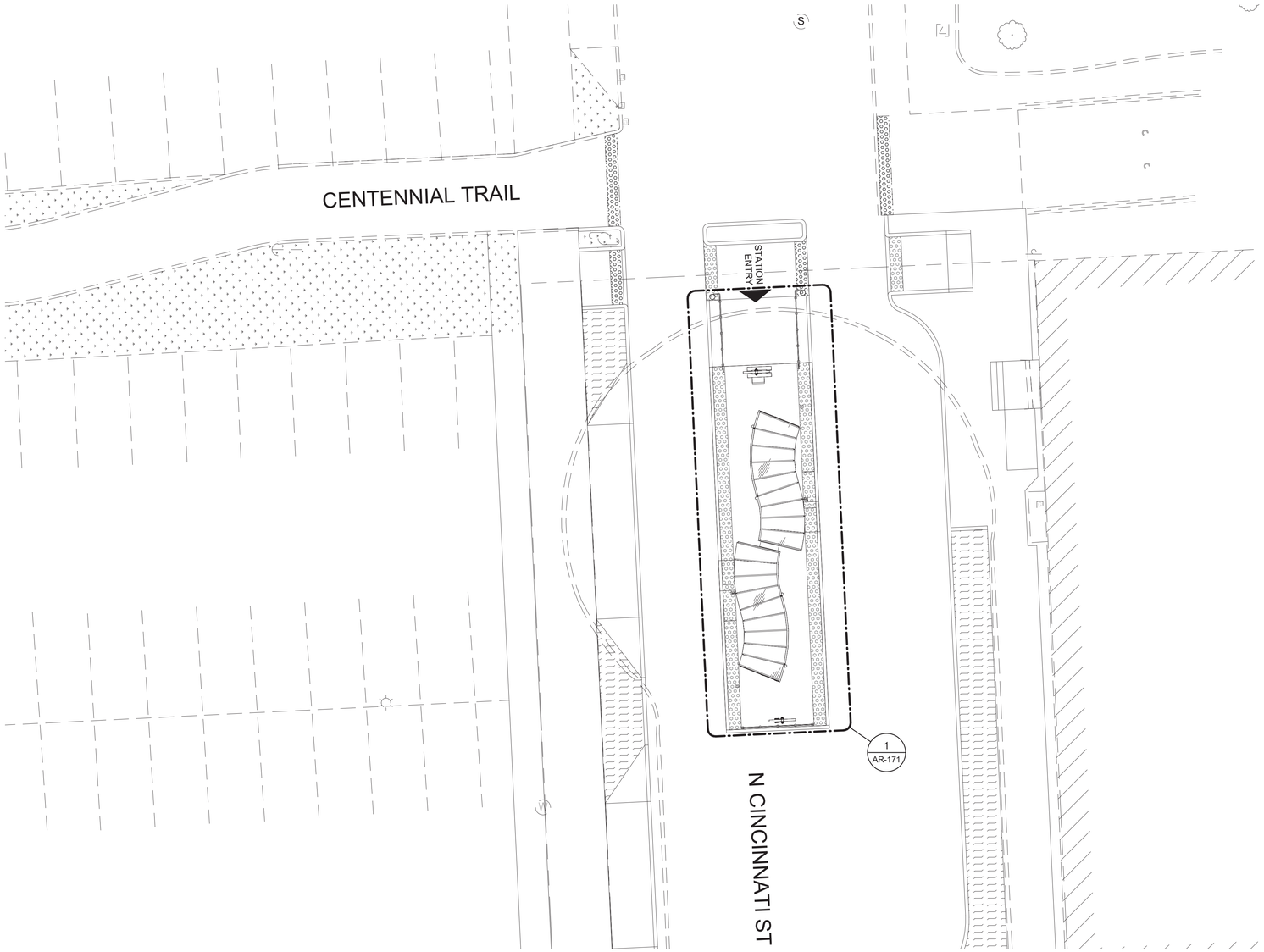
Spokane Transit

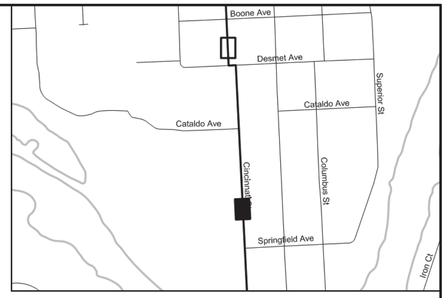
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
OVERALL PHASING
UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
FPN:

FILENAME: 697465-GC-UD2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:34 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-121
263 of 388

BID SET

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N.	U.S.N.	FROM	O
REVISIONS				AS BUILT						

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) 8' * * 1
AS OF JANUARY 1000 USE NOTE HAMEDICAN VERTICAL DATUM OF 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000%

	Y	DATE
DRAWN:	BS	10/019
REVISED:		
CHECKED:	CR	10/019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
#1 POWDER MILL AVENUE
SPOKANE, WASHINGTON #0
(509) 1 * #0-9*1 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
20 - N CINCINNATI ST & E SPRINGFIELD AVE - WB/EB

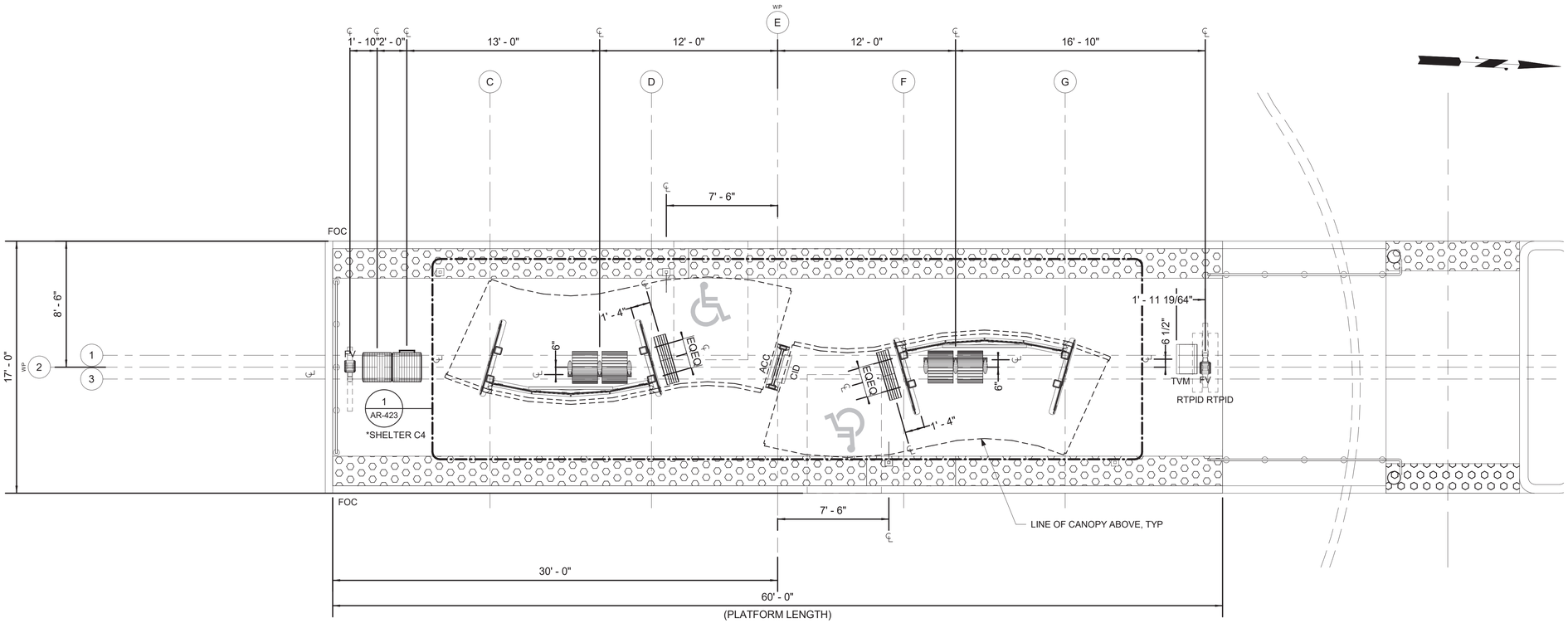
PROJECT LIMITS:

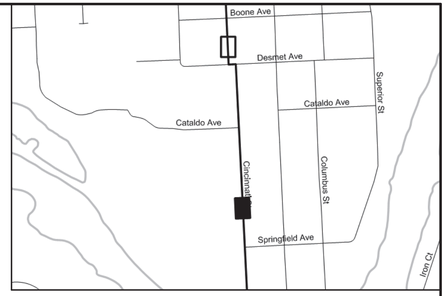
TYPE OF IMPROVEMENT:
STA PROJECT NUM. EX
PLAN NUM. EX
DTN:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:47 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-171
288 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* - *)
ENGTH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1000 USE NOTE HAMEDIAN VERTICAL DATUM OF 88 (NAVD88)

AT 10 ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
W. BOONE AVENUE
SPOKANE, WASHINGTON #0
(50) * #-0994 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

20 - N CINCINNATI ST & E SPRINGFIELD AVE - WB/EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

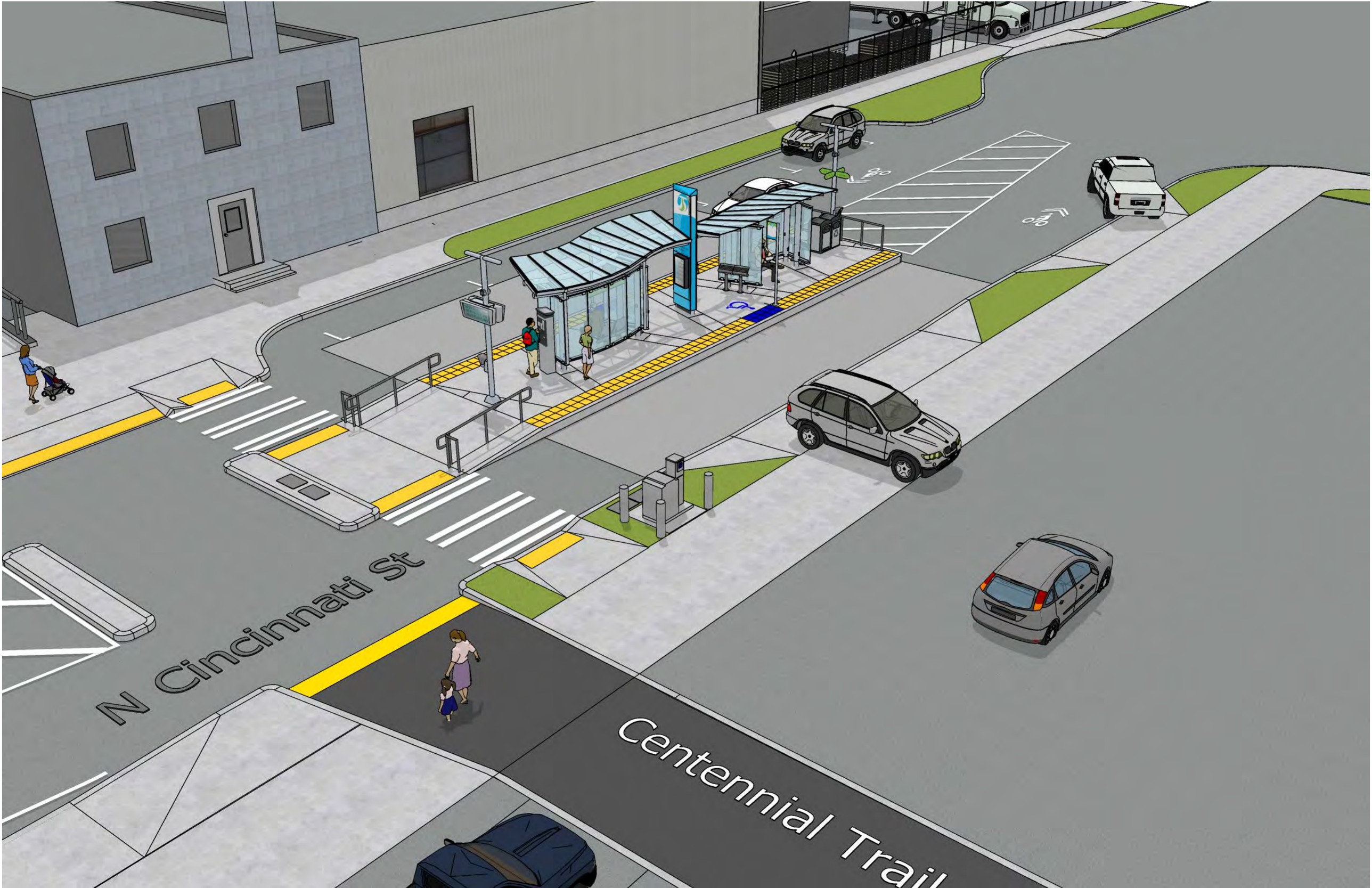
PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:24 PM

CALL BEFORE YOU DIG 1-800-424-5555


N Cincinnati St
Centennial Trail

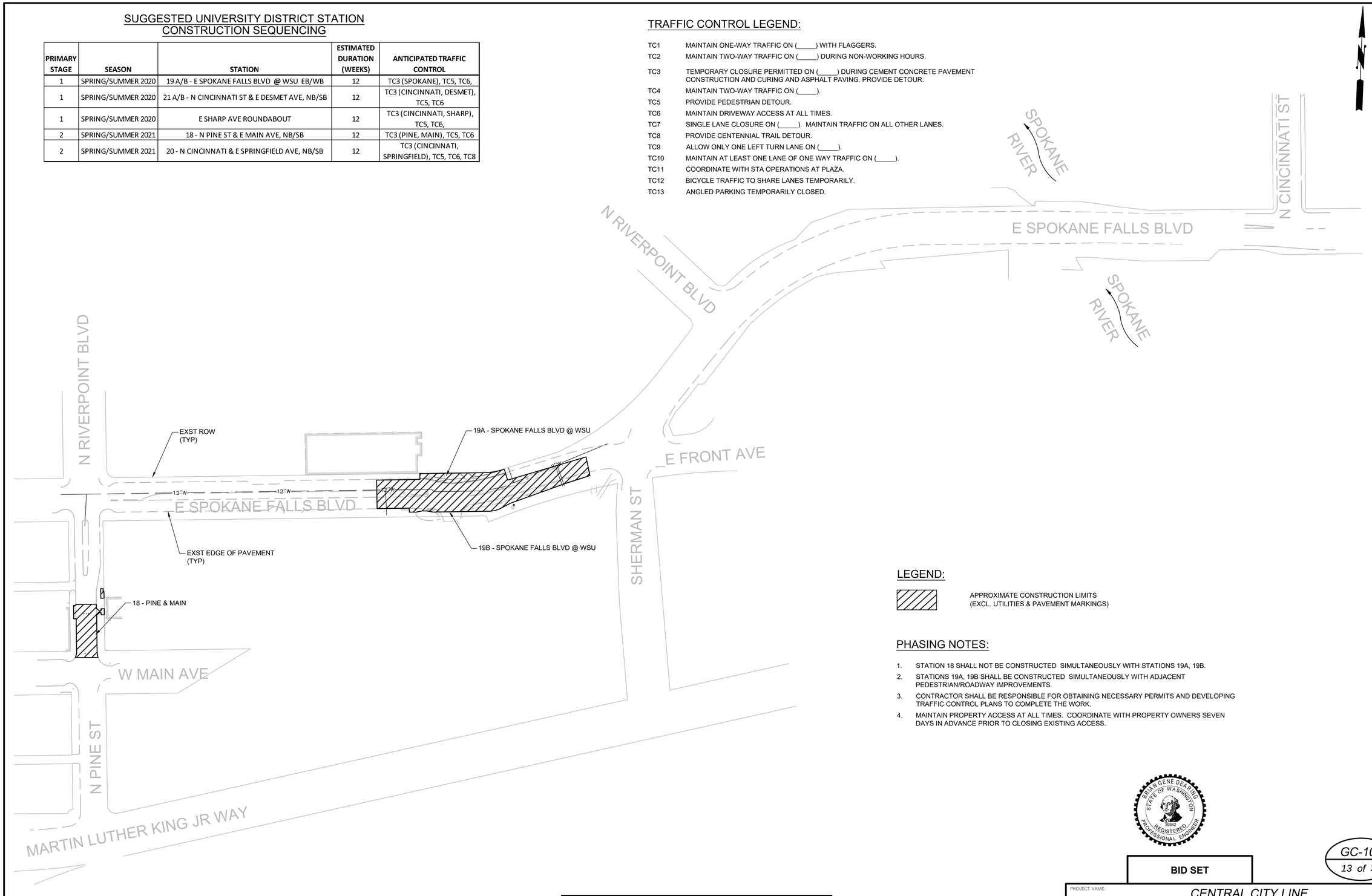
incinnati St
Centennial Trail

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1 MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2 MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3 TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4 MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5 PROVIDE PEDESTRIAN DETOUR.
TC6 MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7 SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8 PROVIDE CENTENNIAL TRAIL DETOUR.
TC9 ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10 MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11 COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12 BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13 ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 18 SHALL NOT BE CONSTRUCTED SIMULTANEOUSLY WITH STATIONS 19A, 19B.
2. STATIONS 19A, 19B SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH ADJACENT PEDESTRIAN/ROADWAY IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-104
13 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

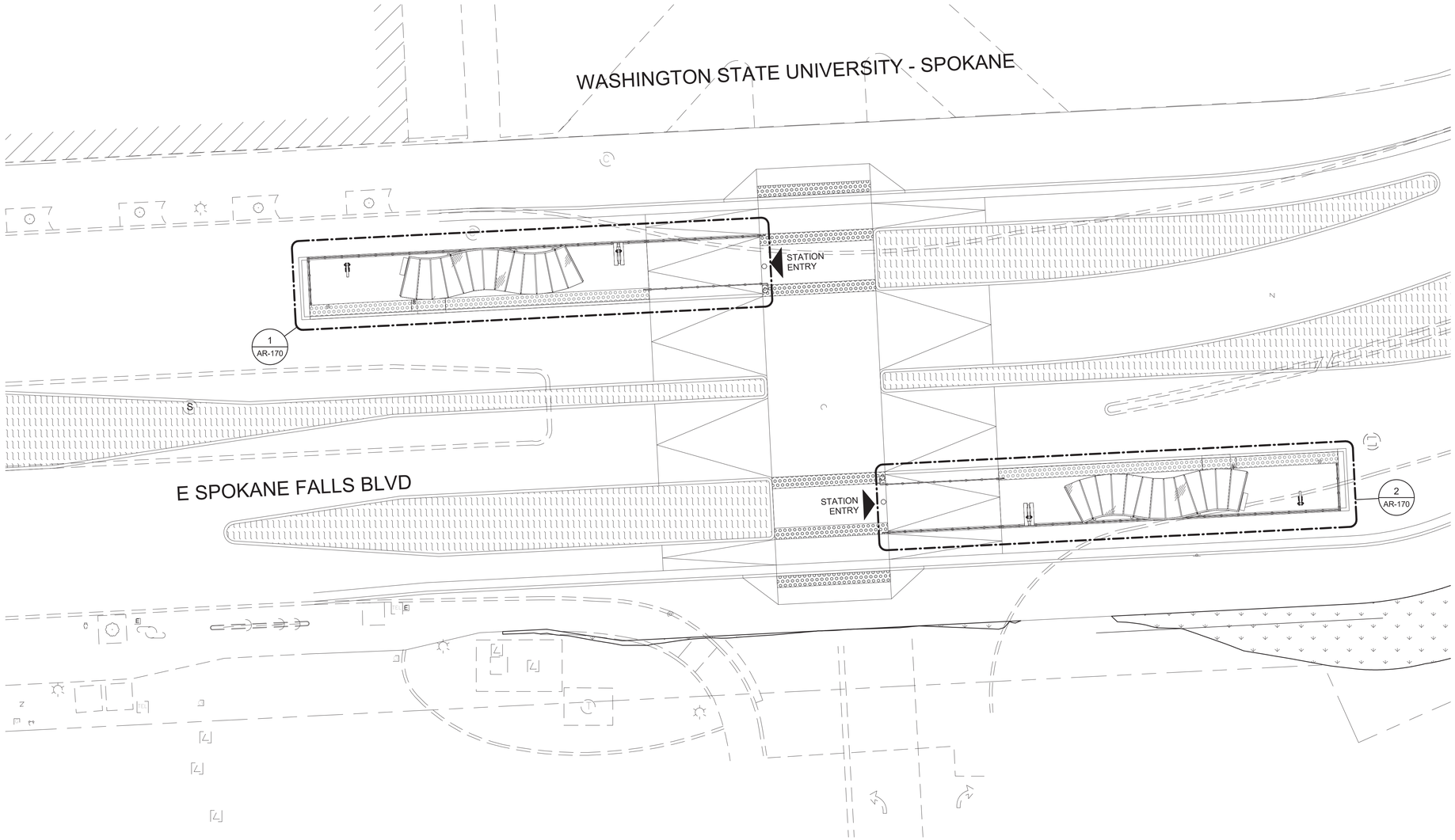
Spokane Transit

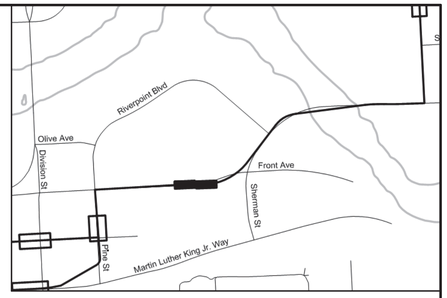
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: OVERALL PHASING UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
DFN:

FILENAME: 697465-GC-UD1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:33 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-120
262 of 388

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N.	U.S.N.	PROM	O	COUNCIL ACCEP DATE
			REVISIONS				AS BUIL				

IBI

IBI GROUP
801 Second Avenue - Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 (FOLD CROSS ELEV.) 87 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CROSS NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE THE AMERICAN REFERENCE DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

PLOTTED ON ALL PLAN/PROFILE 1" = 10'-0"
REFERENCE PROFILE ONLY
SCALE

CUSTOMER C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	BY	DATE
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN

19A & 19B - E SPOKANE FALLS BLVD & WSU - WB & EB

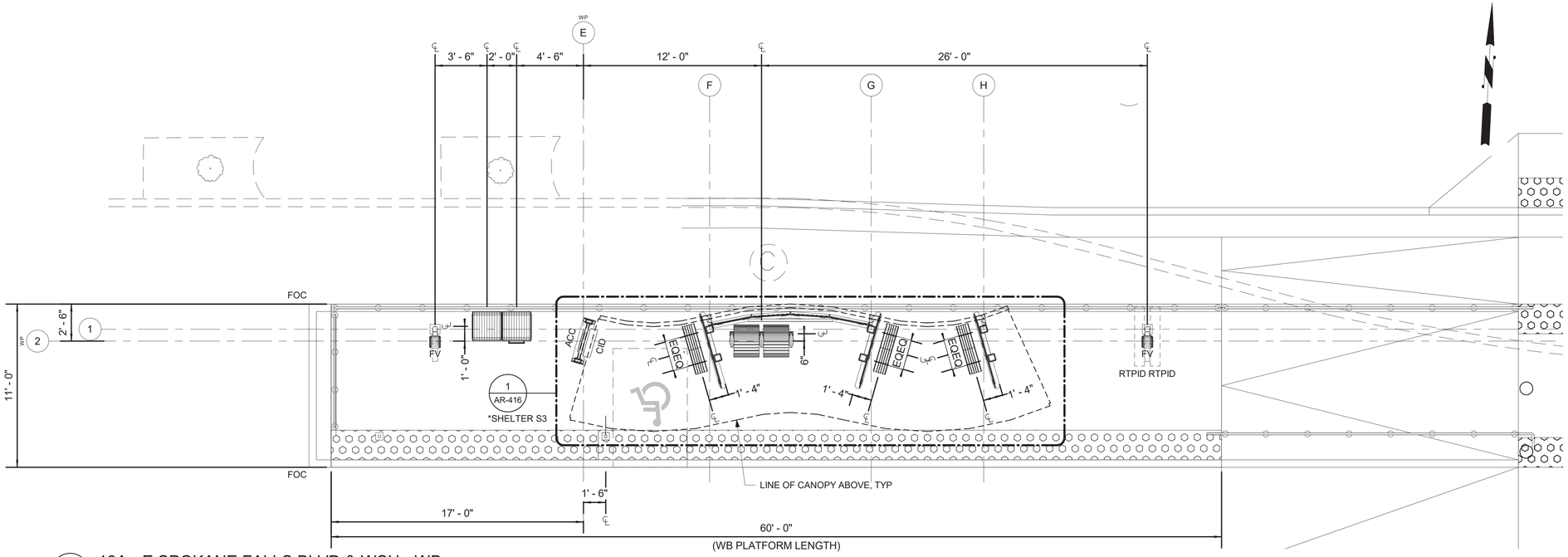
PROJECT LIMITS:

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

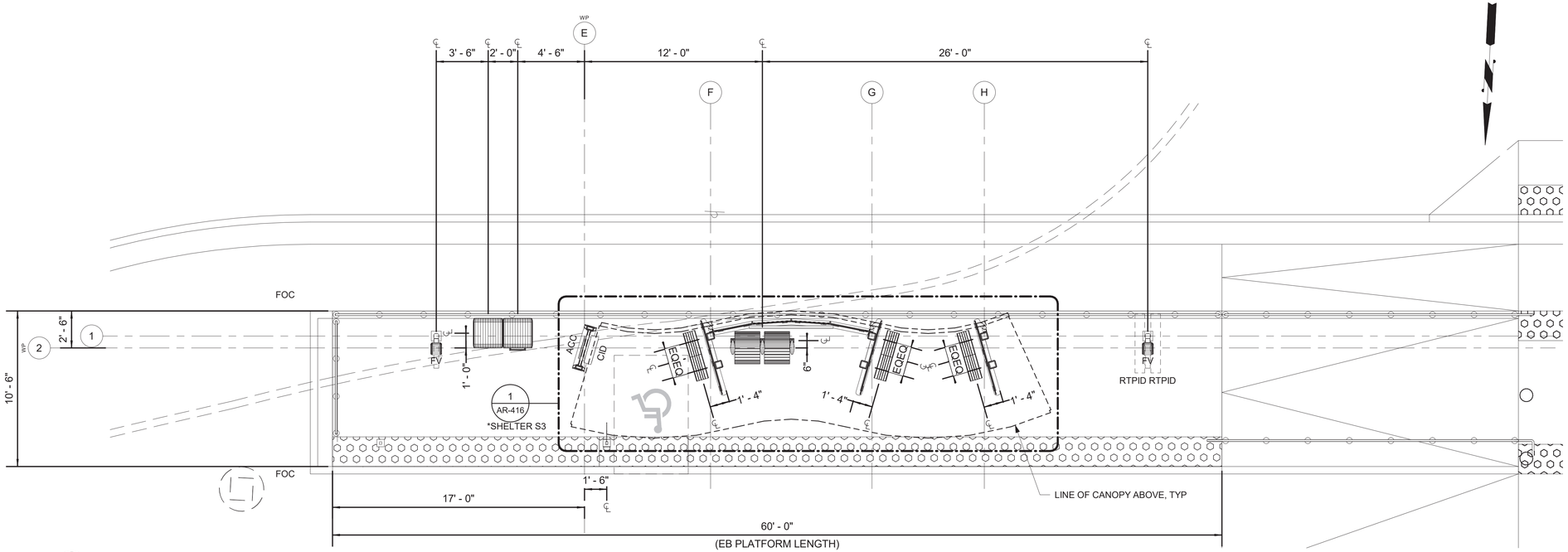
PLOT DATE & PLOT TIME: 2019-08-13 1:24:46 PM

CALL BEFORE YOU DIG 1-800-424-5555



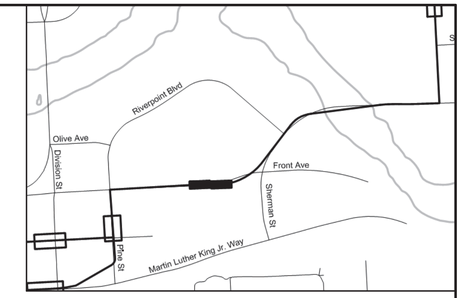
1 / AR-120 19A - E SPOKANE FALLS BLVD & WSU - WB

SCALE: 1/4" = 1'-0"



2 / AR-120 19B - E SPOKANE FALLS BLVD & WSU - EB

SCALE: 1/4" = 1'-0"



KEY MAP

SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT CRAIG ROTHENBURGER STATE OF WASHINGTON

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEP DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (GLD C M ELEV.) BE " " 1

ENCH MARK LOCATION

NAVD88 ELEV.

C M NO.

NAVD88 DATUM

AS OF JANUARY 1990 USE NGS H AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

POSITION ALTERNATE PLANE PROFILE 1/4" = 1'-0"

VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"#" OWT CONE AVENUE
SPOKANE, WASHINGTON #0'
(50 1" #.0.99a" "

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

19A & 19B - E SPOKANE FALLS BLVD & WSU - WB & EB

TYPE OF IMPROVEMENT:

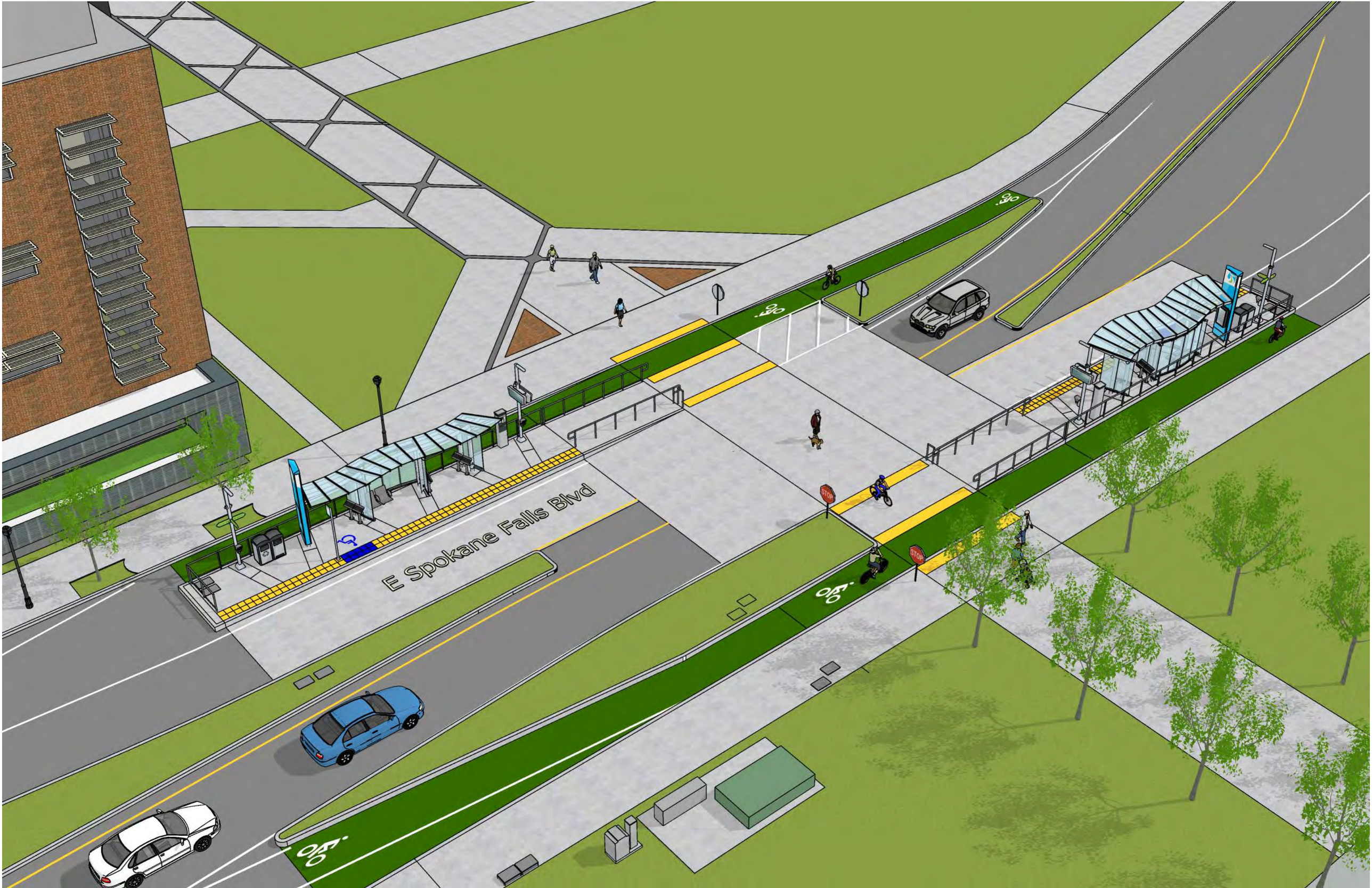
STA PROJECT NUMBER

PLAN NUMBER

PROJECT LIMITS:

DFN:

E Spokane Falls Blvd

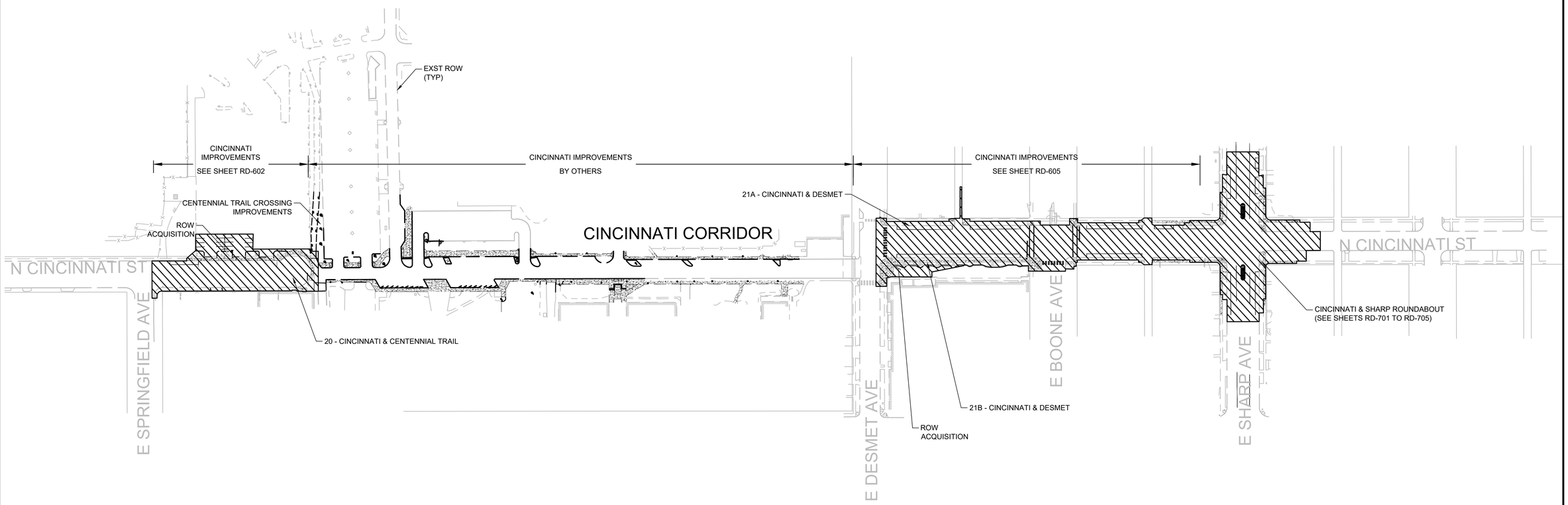

E Spokane Falls Blvd
STOP
STOP

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
2. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING STATE OF WASHINGTON 36842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-105
14 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

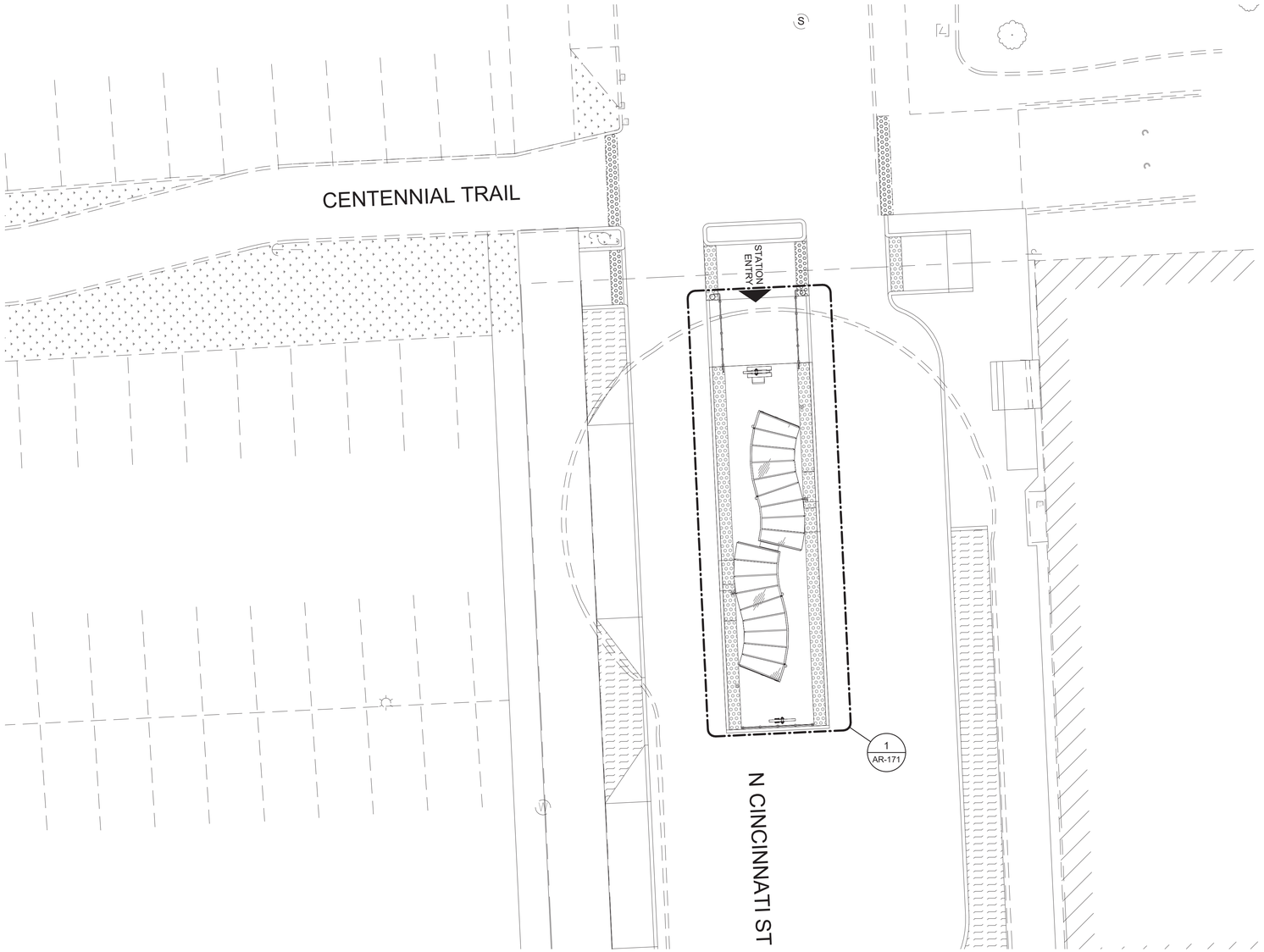
Spokane Transit

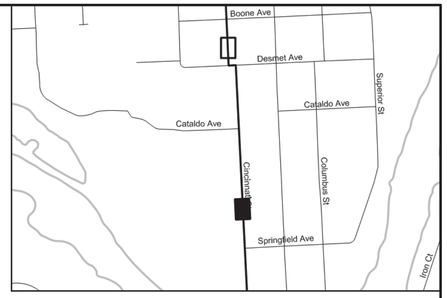
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
OVERALL PHASING
UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
FPN:

FILENAME: 697465-GC-UD2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:34 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-121
263 of 388

BID SET

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N.	U.S.N.	FROM	O
REVISIONS				AS BUILT						

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) 8' * * 1
AS OF JANUARY 1000 USE NOTE HAMEDICAN VERTICAL DATUM OF 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000%

	Y	DATE
DRAWN:	BS	10/019
REVISED:		
CHECKED:	CR	10/019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
#1 POWDER MILL AVENUE
SPOKANE, WASHINGTON #0
(509) 1 * #0-9*1 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
20 - N CINCINNATI ST & E SPRINGFIELD AVE - WB/EB

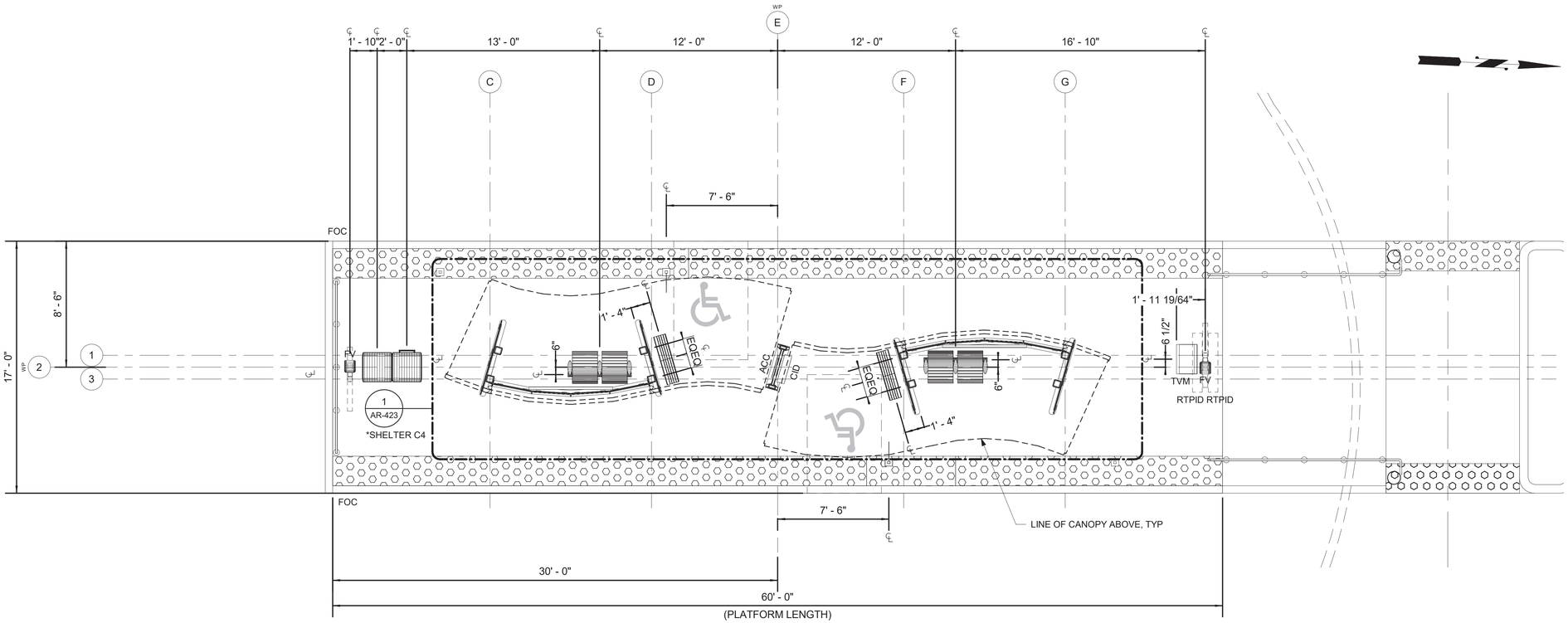
PROJECT LIMITS:

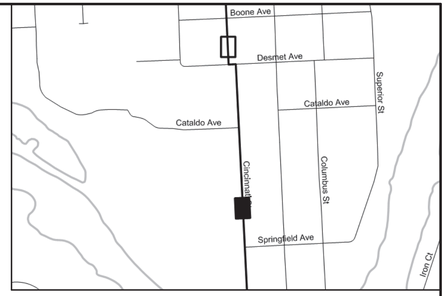
TYPE OF IMPROVEMENT:
STA PROJECT NUM. EX
PLAN NUM. EX
DTN:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:47 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-171
288 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* - *)
ENGTH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1000 USE NOTE HAMEDIAN VERTICAL DATUM OF 88 (NAVD88)

AT 10 ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
W. BOONE AVENUE
SPOKANE, WASHINGTON #0
(50) * #-0994 * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

20 - N CINCINNATI ST & E SPRINGFIELD AVE - WB/EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

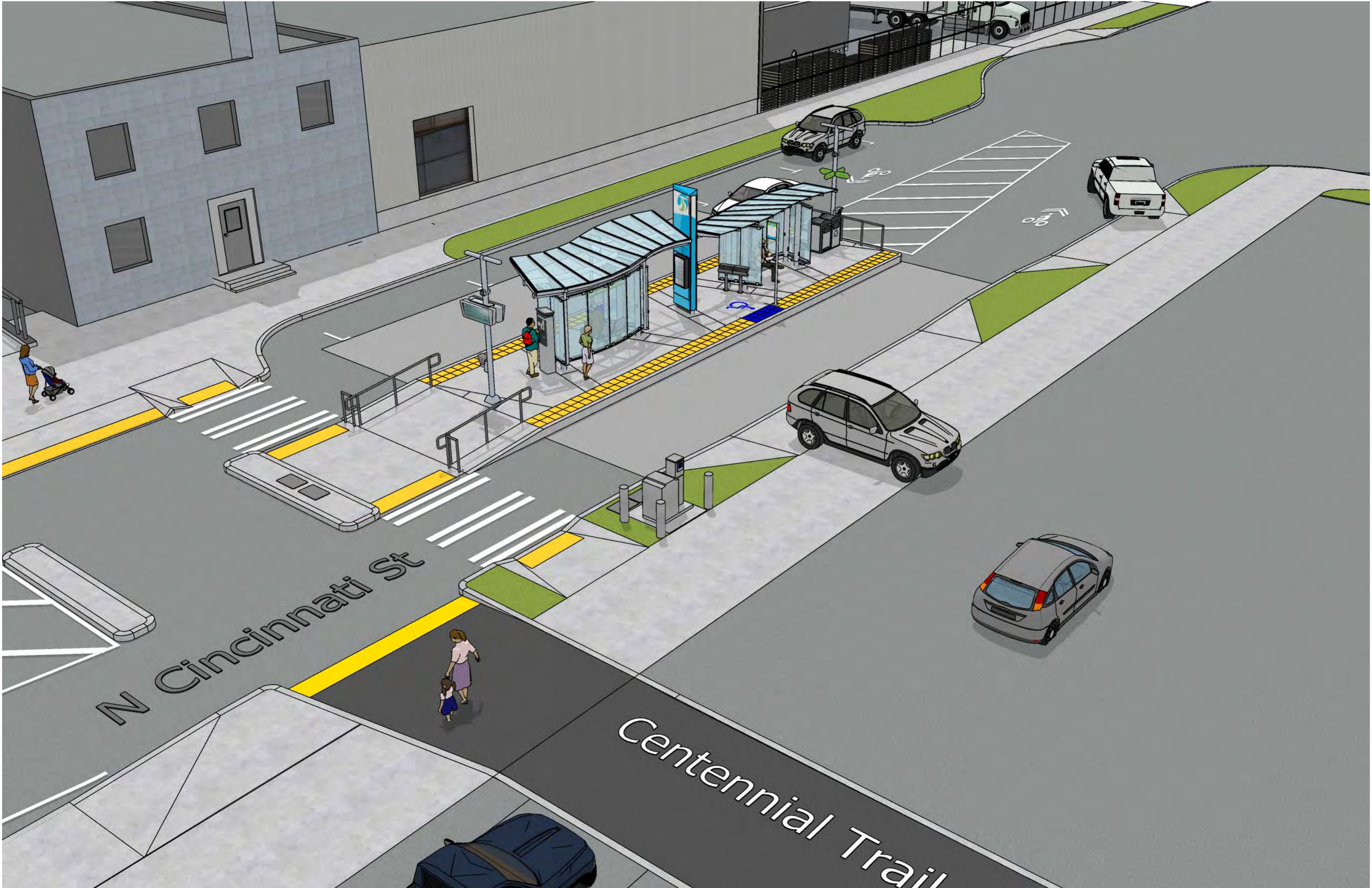
PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:24 PM

CALL BEFORE YOU DIG 1-800-424-5555


N Cincinnati St
Centennial Trail

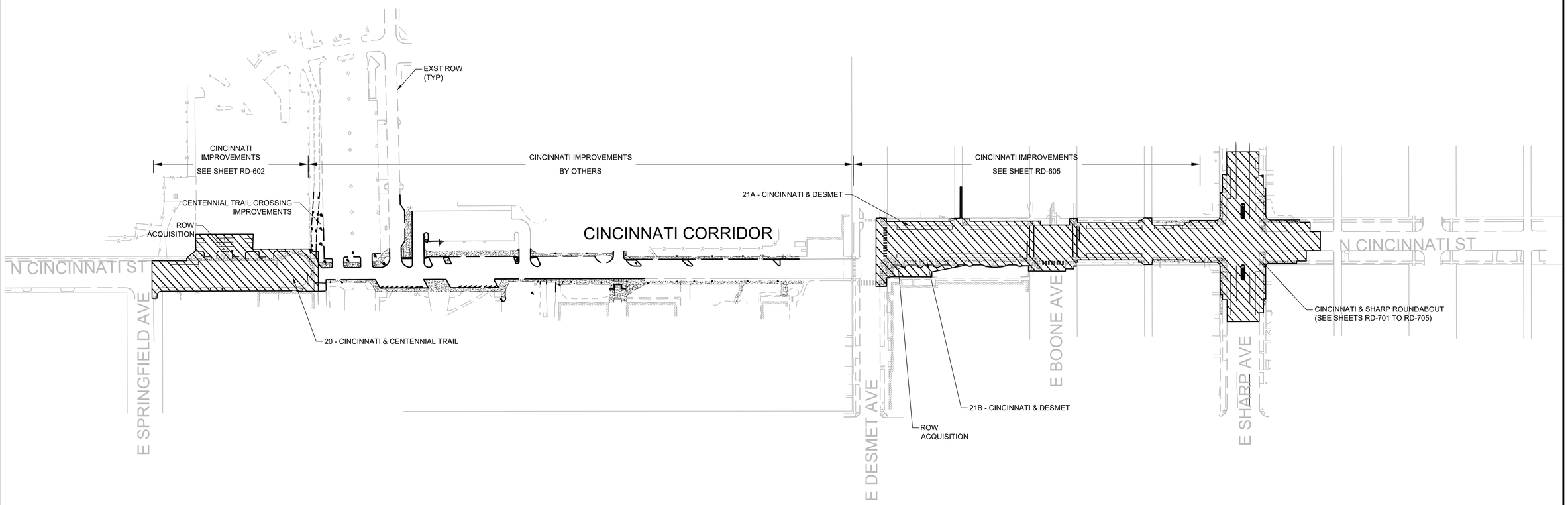
incinnati St
Centennial Trail

SUGGESTED UNIVERSITY DISTRICT STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING/SUMMER 2020	19 A/B - E SPOKANE FALLS BLVD @ WSU EB/WB	12	TC3 (SPOKANE), TC5, TC6,
1	SPRING/SUMMER 2020	21 A/B - N CINCINNATI ST & E DESMET AVE, NB/SB	12	TC3 (CINCINNATI, DESMET), TC5, TC6
1	SPRING/SUMMER 2020	E SHARP AVE ROUNDABOUT	12	TC3 (CINCINNATI, SHARP), TC5, TC6,
2	SPRING/SUMMER 2021	18 - N PINE ST & E MAIN AVE, NB/SB	12	TC3 (PINE, MAIN), TC5, TC6
2	SPRING/SUMMER 2021	20 - N CINCINNATI & E SPRINGFIELD AVE, NB/SB	12	TC3 (CINCINNATI, SPRINGFIELD), TC5, TC6, TC8

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



PHASING NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
2. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

BRIAN GENE DEARING STATE OF WASHINGTON 36842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-105
14 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

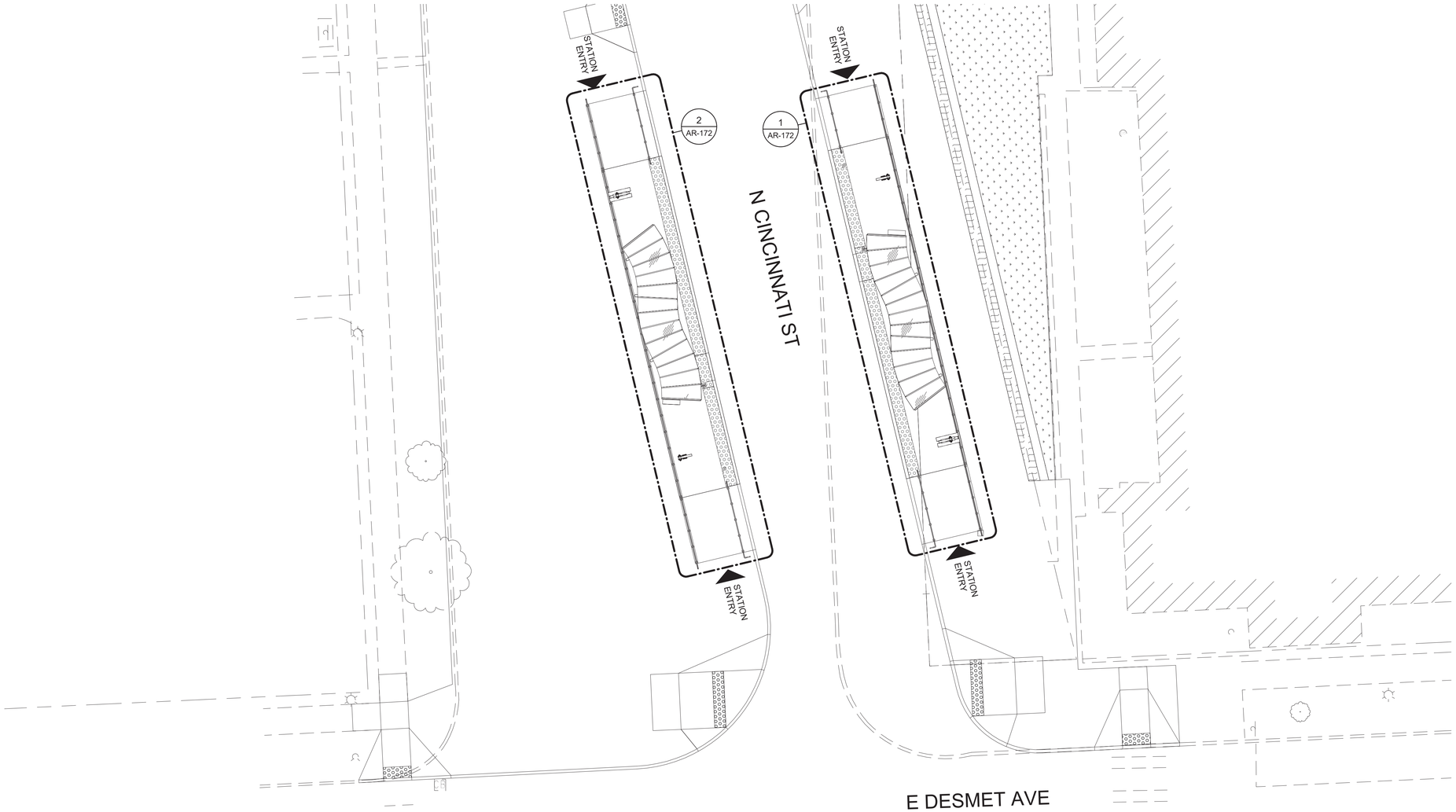
Spokane Transit

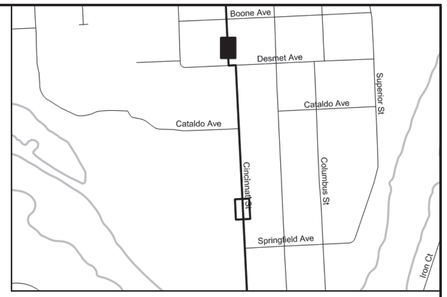
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
OVERALL PHASING
UNIVERSITY DISTRICT
PROJECT LIMITS:
TYPE OF IMPROVEMENT: GENERAL
STA PROJECT NUMBER:
PLAN NUMBER:
FPN:

FILENAME: 697465-GC-UD2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:34 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-122
264 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue - Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) BY * * * *
* ENCH MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOTE IN AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

PLOTTED ON ALL PLANS/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATES
DRAWN:	BS	10/019
REVISED:		
CHECKED:	CR	10/019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 WEST BOONE AVENUE
SPOKANE, WASHINGTON 99201-1881

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN

21A & 21B - N CINCINNATI ST & E DESMET AVE - WB & EB

TYPE OF IMPROVEMENT:

STA PROJECT NUM. EST. | PLAN NUM. EST.

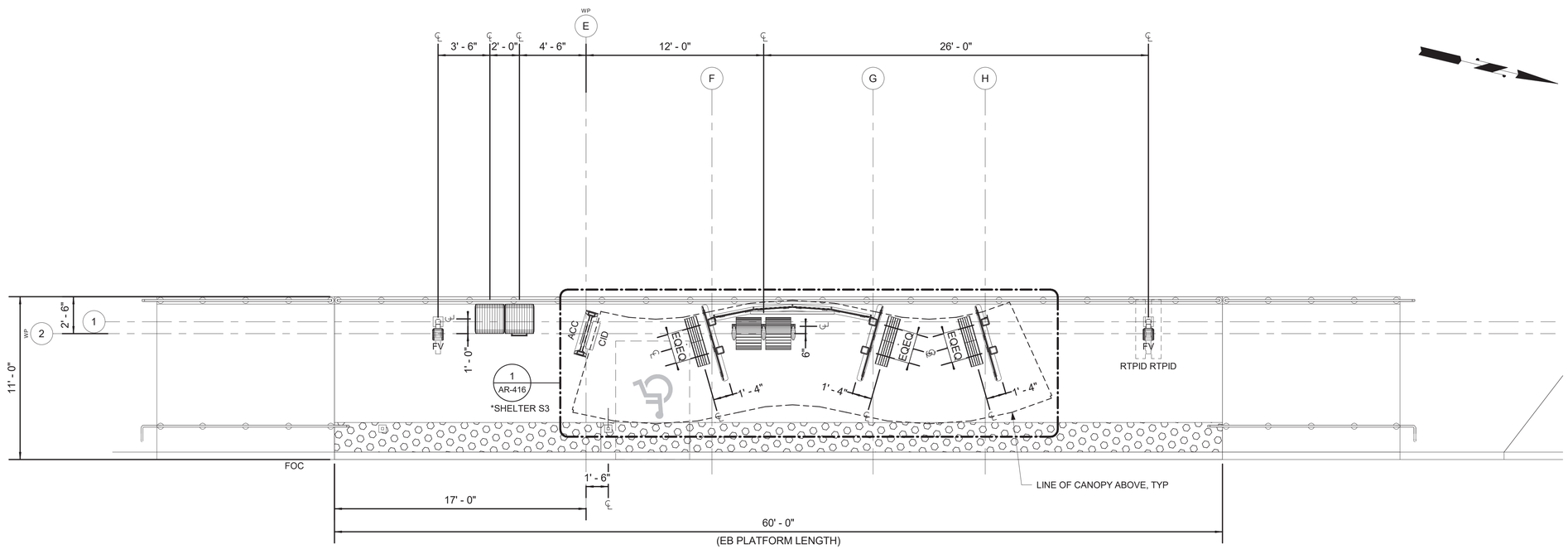
PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

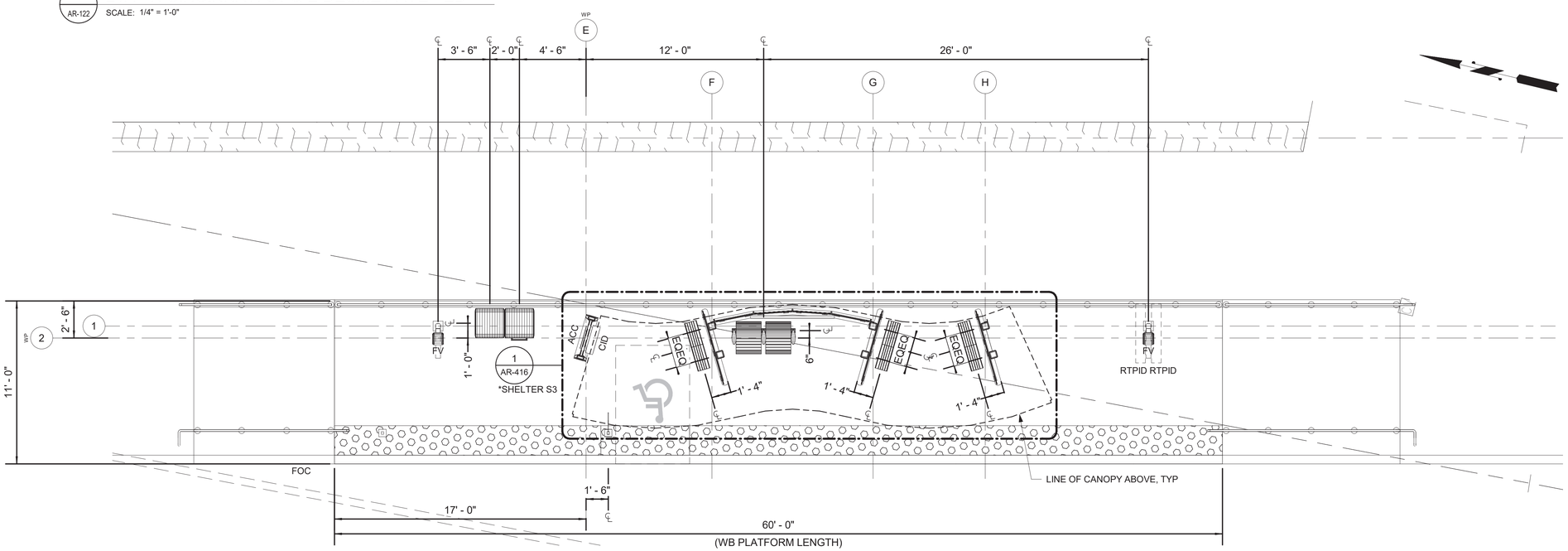
PLOT DATE & PLOT TIME: 2019-08-13 1:24:49 PM

CALL BEFORE YOU DIG 1-800-424-5555



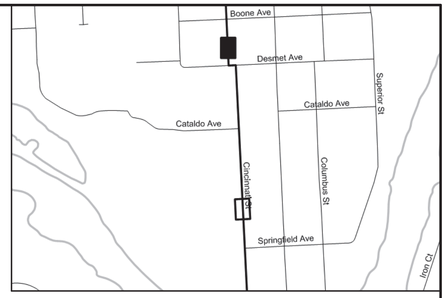
1 AR-122 21A - N CINCINNATI ST & E DESMET AVE - EB

SCALE: 1/4" = 1'-0"



2 AR-122 21B - N CINCINNATI ST & E DESMET AVE - WB

SCALE: 1/4" = 1'-0"



KEY MAP
SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

REGISTERED ARCHITECT
10759
CRAIG ROTHENBURGER
STATE OF WASHINGTON

BID SET

AR-172
289 of 388

DA E	Y	PROJ	DESCRIPTION	DA E	Y	PROJ	E.F.N.	U.S.N.	PROM	O
REVISIONS				AS BUILT						

COUNCIL ACCEP DA E

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV) $* * * *
AS OF JANUARY # 2000 USE NOW AMERICAN VERTICAL DATUM OF 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV:
C M NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CODES, DESIGN STANDARDS ADOPTED FEET #00%

	Y	DA ES
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"A" STREET NORTHWEST AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
21A & 21B - N CINCINNATI ST & E DESMET AVE - WB & EB

TYPE OF IMPROVEMENT:
SUBPROJECT NUM: E2
PLAN NUM: E2
PROJECT LIMITS:
FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:27 PM

CALL BEFORE YOU DIG 1-800-424-5555

N Cincinnati St
E Desmet Ave

N Cincinnati St
Desmet Ave

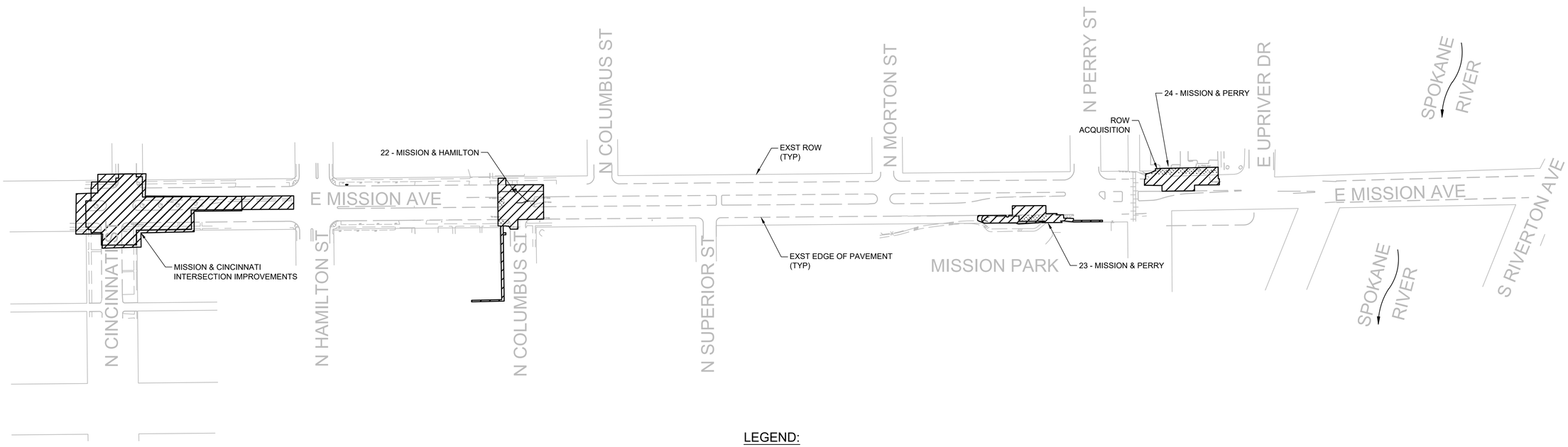
Wayfinding
Wayfinding

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 22 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MISSION AVE & CINCINNATI INTERSECTION IMPROVEMENTS.
2. STATIONS 23 & 24 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-106
15 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT				

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY.
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

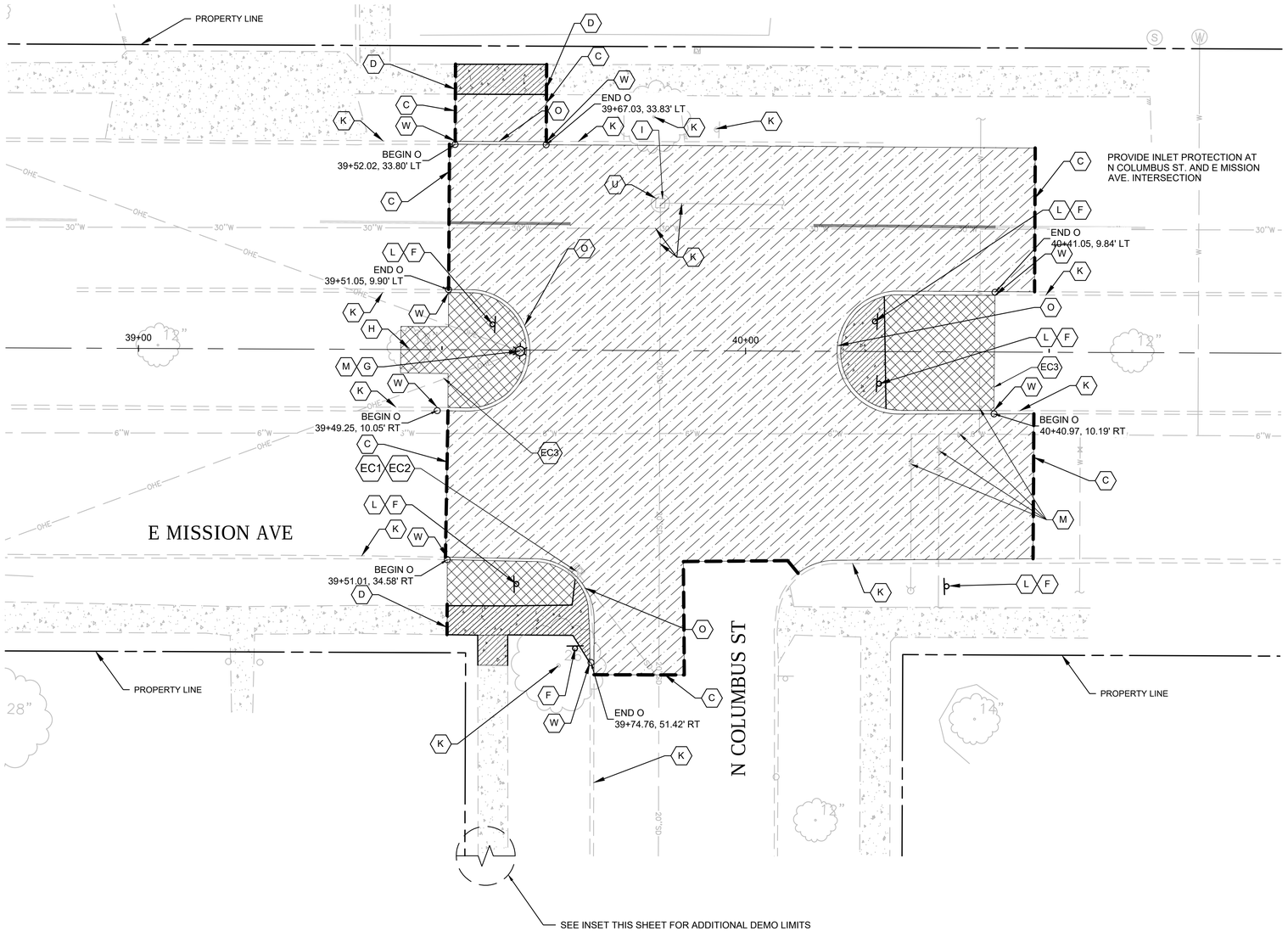
TYPE OF IMPROVEMENT: GENERAL

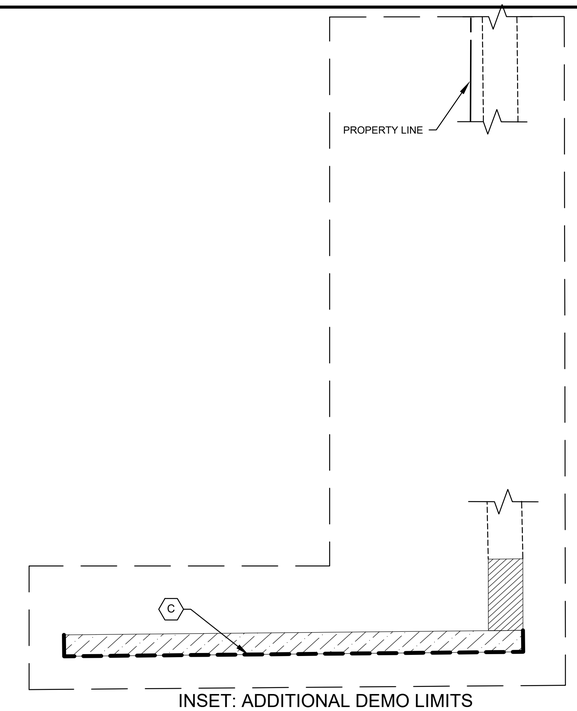
STA PROJECT NUMBER | PLAN NUMBER

DFN:

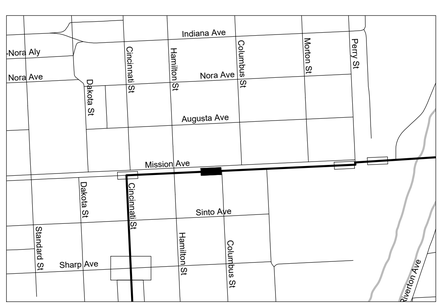
FILENAME: 697465-GC-CG1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:59 PM

CALL BEFORE YOU DIG 1-800-424-5555





INSET: ADDITIONAL DEMO LIMITS



KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.

DEMOLITION LEGEND (CONT.):

- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWI
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES:

- (D1) REMOVE AND SALVAGE EXISTING BUS SHELTER AND AMENITIES AND DELIVER TO STA.
- (D2) MINIMIZE REMOVAL OF BUSHES.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

BID SET

D-121
53 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

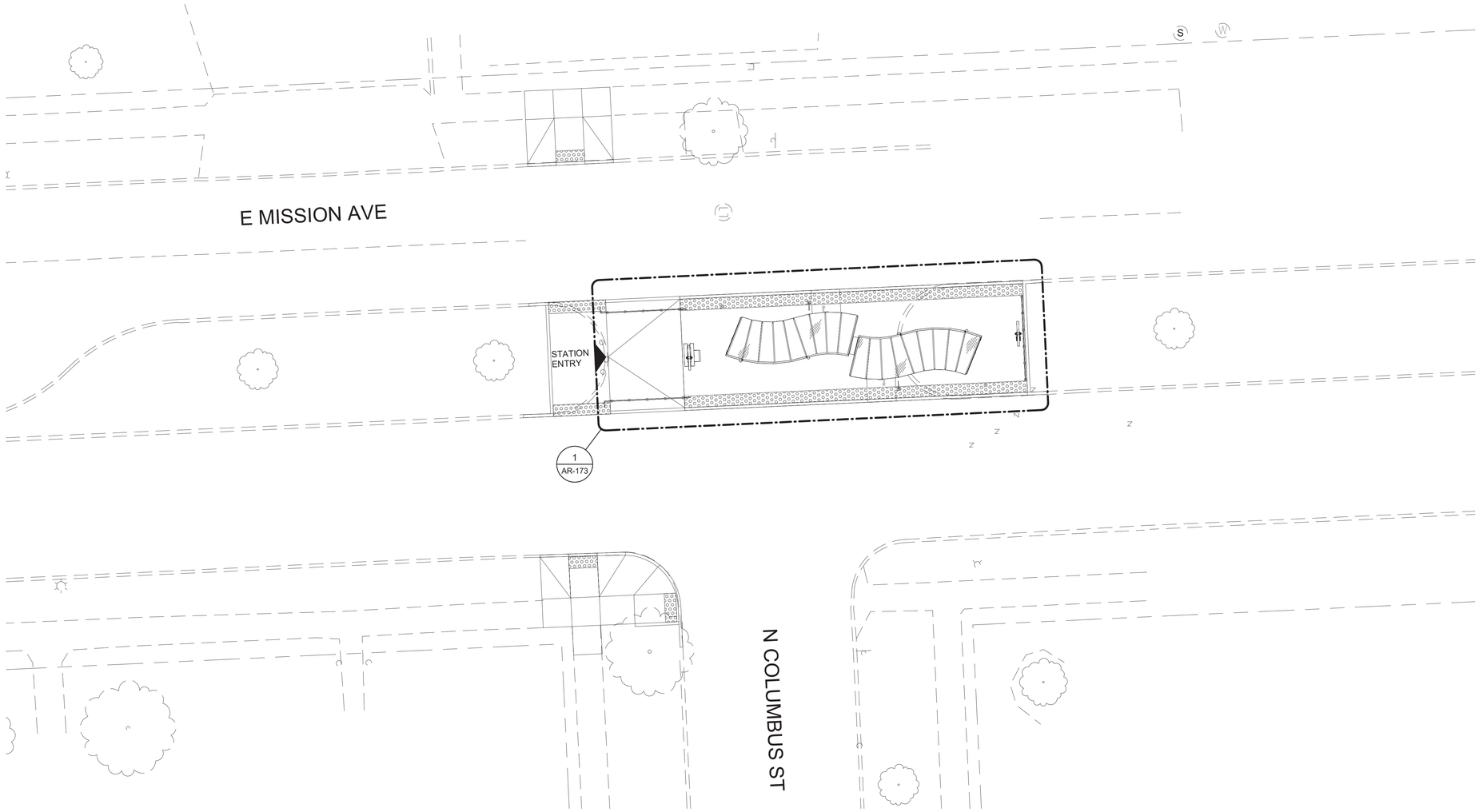
	BY	DATE
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

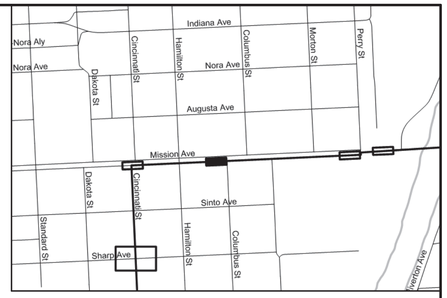
Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
22 - E MISSION AVE & N COLUMBUS ST - WB/EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
EFN:

FILENAME: 697465-DEM-CG-COLUMBUS-C.dwg PLOT DATE: 8/9/19 PLOT TIME: 5:25 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-123
265 of 388

BID SET

DATE	BY	PROJ	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	F.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV I BE * * 1
ENCH MARK LOCA ION
NAVD88 ELEV:
C M NO.
NAVD88 DATUM

AS OF JANUARY 1 2000 USE NOR H AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AS IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL 1" = 10'-0"
PLAN/PROFILE
VERTICAL
PROFILE ONLY
SCALE

CURRENT CODES, DESIGN STANDARDS ADOPTED FEB. 1, 2000%

	Y	DATE
DRAWN:	BS	10/2019
REVISED:		
CHECKED:	CR	10/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"1" OWT CONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 1 "1 #0-5954 " "

PROJECT NAME: *CENTRAL CITY LINE*

SEGMENT LIMITS:

STATION SITE PLAN
22 - E MISSION AVE & N HAMILTON ST - WB/EB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

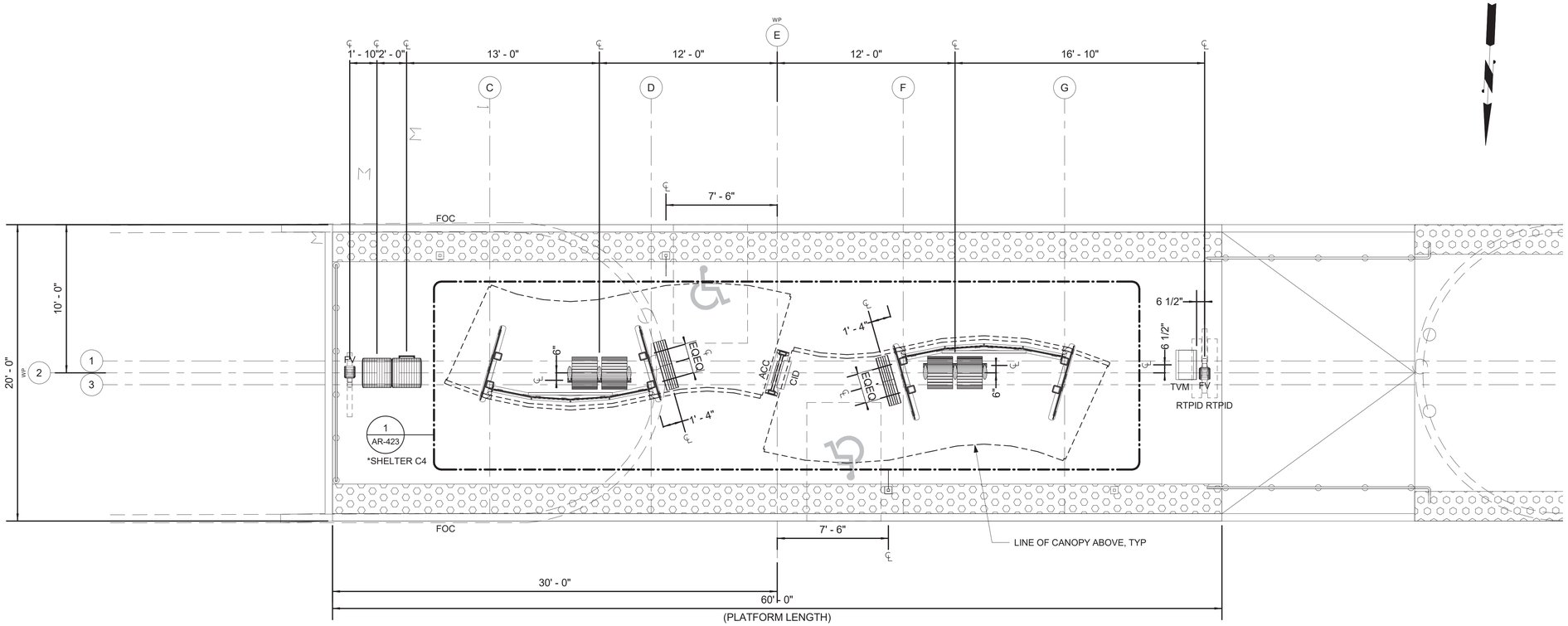
STA PROJECT NUMBER	PLAN NUMBER

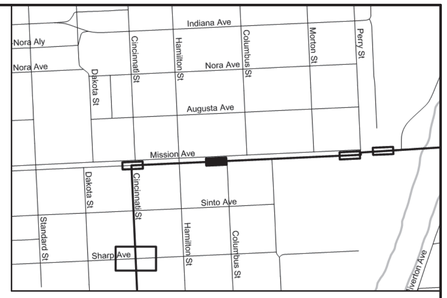
PIN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:50 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-173
290 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O
REVISIONS				AS BUILT						

COUNCIL ACCEPT DATE

IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 - (OLD CITY ELEV.) = (NEW ELEV.) - 5.0
AS OF JANUARY 1, 2000 USE NOAA AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
ENTER MARK LOCATION
NAVD88 ELEV.
CITY NO.
NAVD88 DATUM
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
ORIGINAL PLANH/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

22 - E MISSION AVE & N HAMILTON ST - WB/EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER

PLAN NUMBER

PROJECT LIMITS:

EPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:28 PM

CALL BEFORE YOU DIG 1-800-424-5555

E Mission Ave
N Columbus St

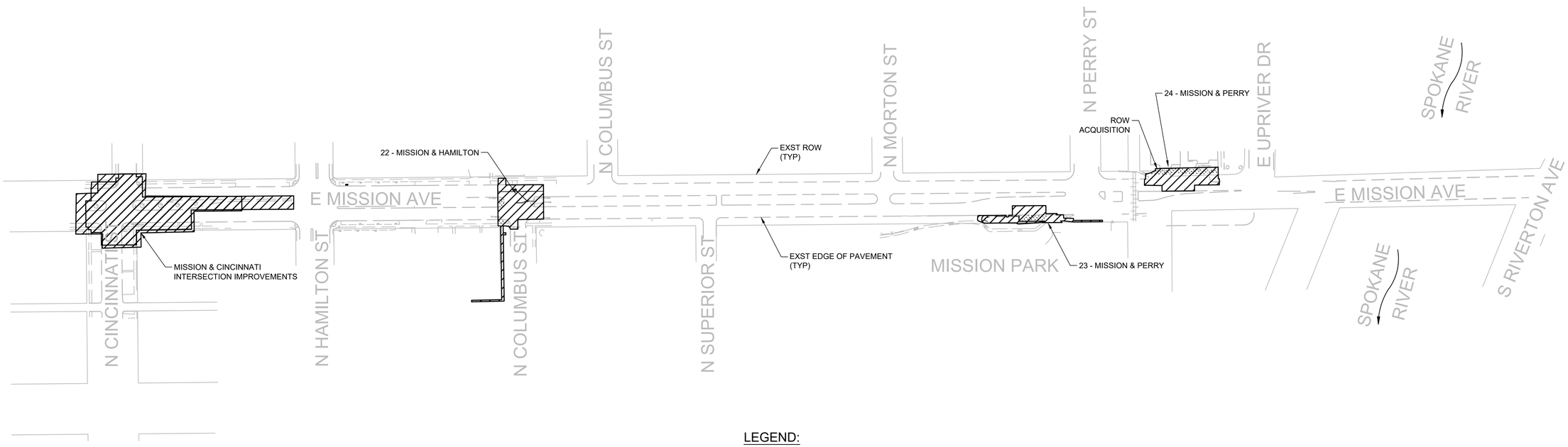
E Mission Ave
Wayfinding
Wayfinding
Wayfinding
Wayfinding

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 22 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MISSION AVE & CINCINNATI INTERSECTION IMPROVEMENTS.
2. STATIONS 23 & 24 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-106
15 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT				

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY.
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

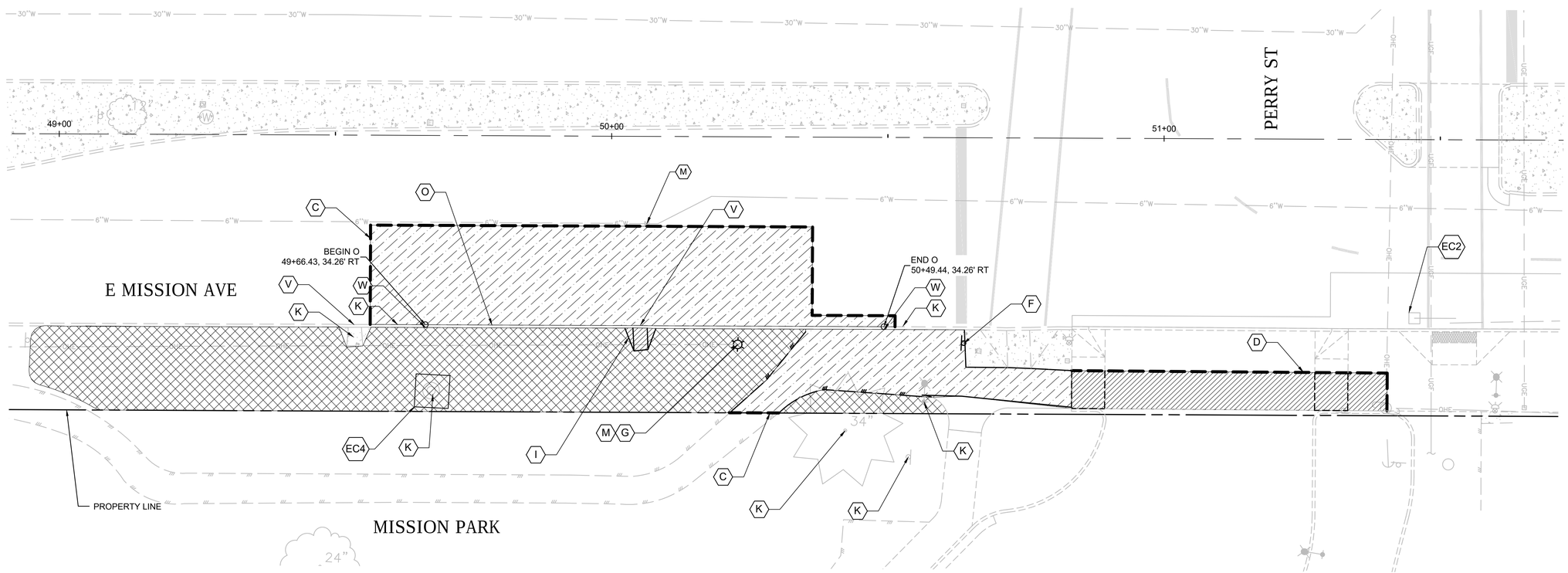
TYPE OF IMPROVEMENT: GENERAL

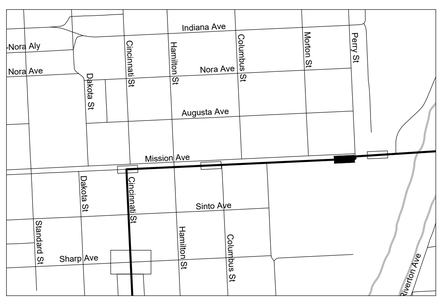
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-CG1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:59 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

BID SET

D-122
54 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY.
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
23 - E MISSION AVE & N PERRY ST - EB

PROJECT LIMITS:

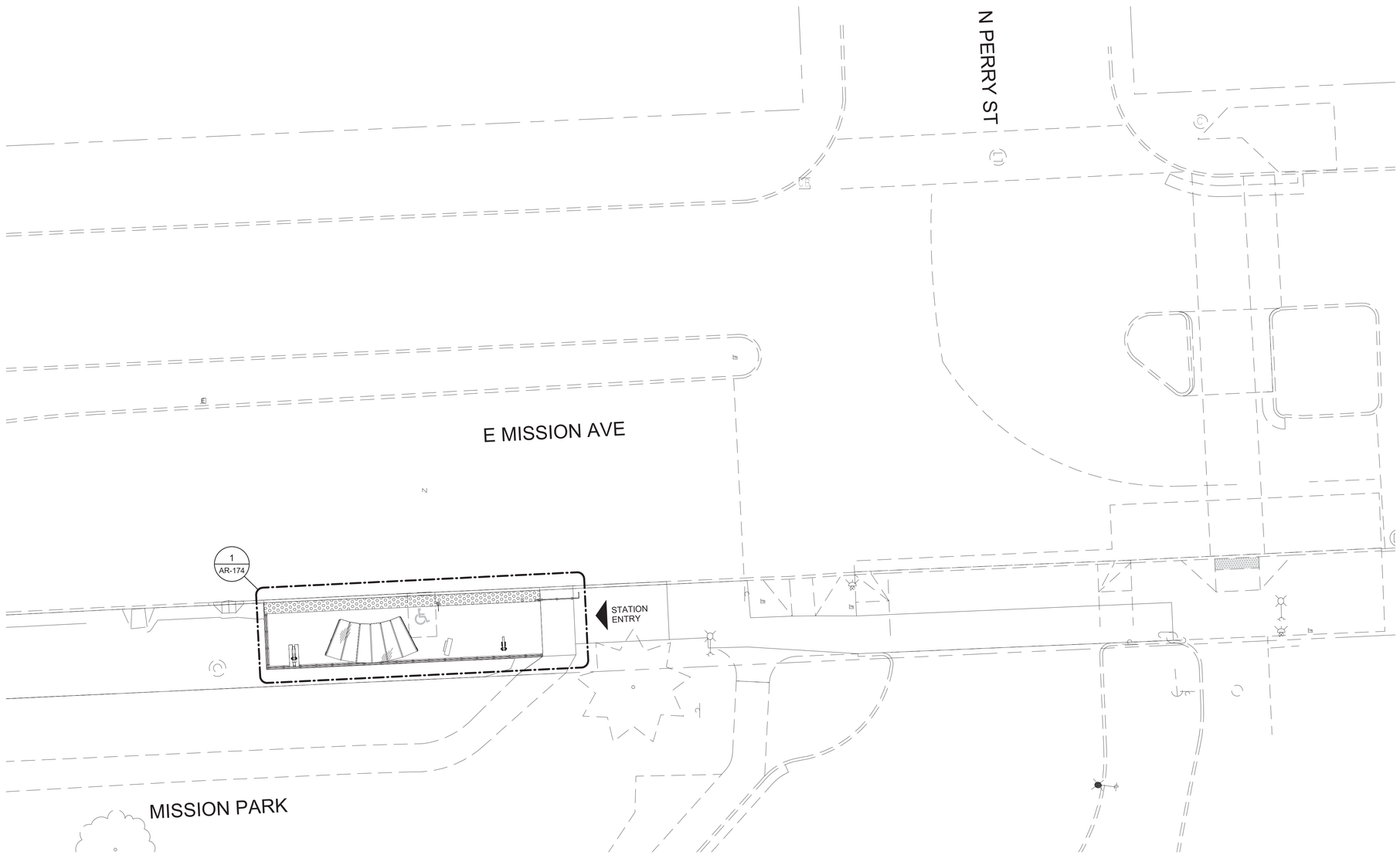
TYPE OF IMPROVEMENT: DETAIL

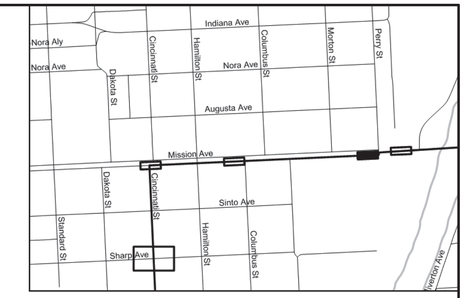
STA PROJECT NUMBER	PLAN NUMBER

DFN:

FILENAME: 697465-DEM-CG-PERRY-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:23 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-124
266 of 388

BID SET

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION SITE PLAN
23 - E MISSION AVE & N PERRY ST - EB

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER: PLAN NUMBER:
PTN:

PROJECT LIMITS:

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	ENGR.	U.S.N.	FROM	O
REVISIONS				AS BUILT						

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD CITY ELEV.) SET * * *
AS OF JANUARY 2000 USE NOTE HAMILTON VERTICAL DATUM OF 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.:
CITY NO.:
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN&PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT CITY STANDARDS ADOPTED FEET #00%

	Y	DATE
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

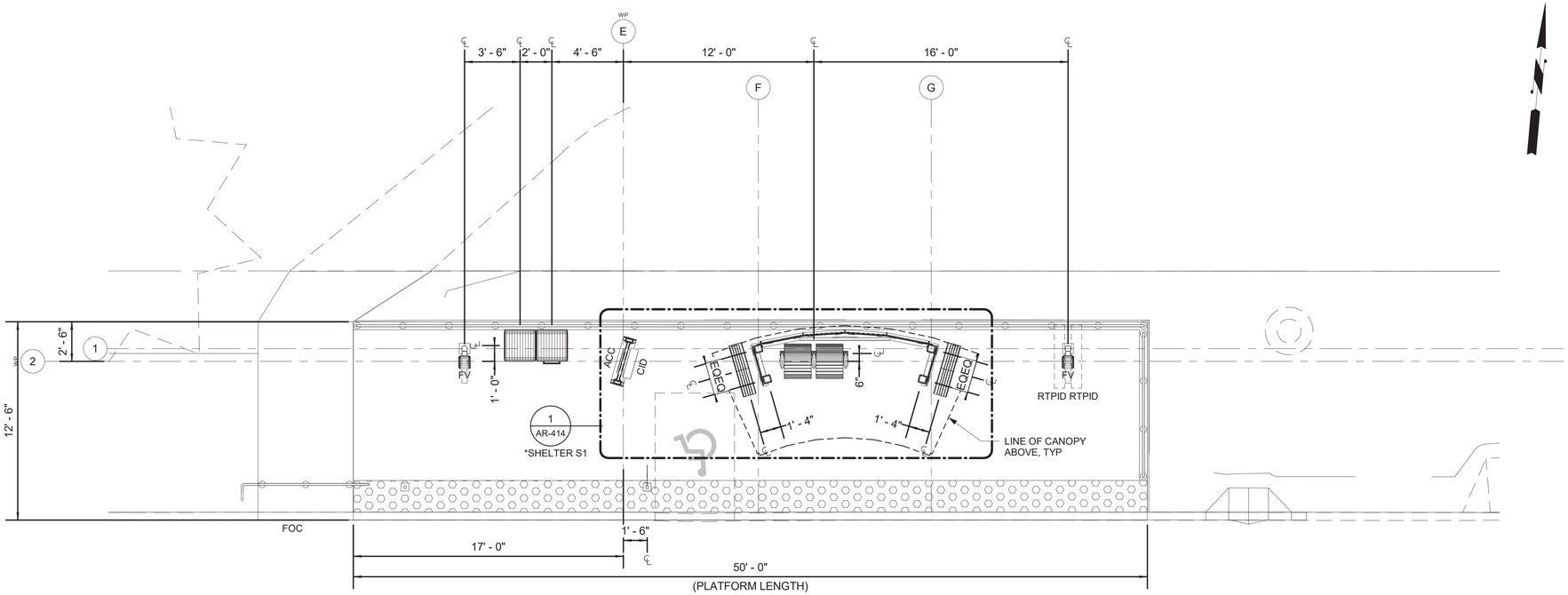
Spokane Transit

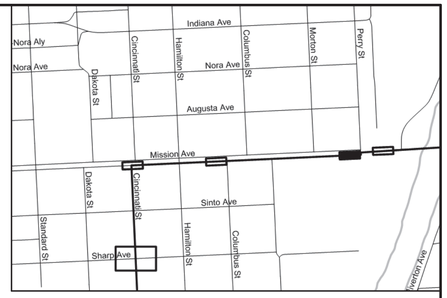
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 WEST BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:52 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-174
291 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	TO

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* * * *)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOTE IN AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AT 1:1 ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

23 - E MISSION AVE & N PERRY ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:29 PM

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MISSION AND PERRY

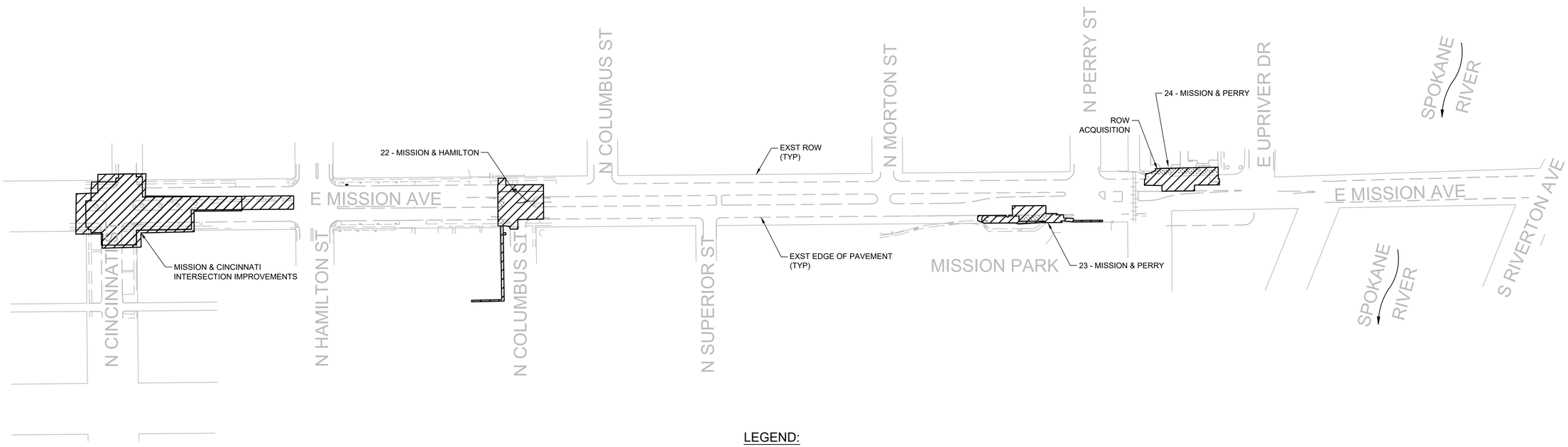
MISSION

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. STATION 22 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH MISSION AVE & CINCINNATI INTERSECTION IMPROVEMENTS.
2. STATIONS 23 & 24 MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-106
15 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS				AS BUILT				

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY.
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

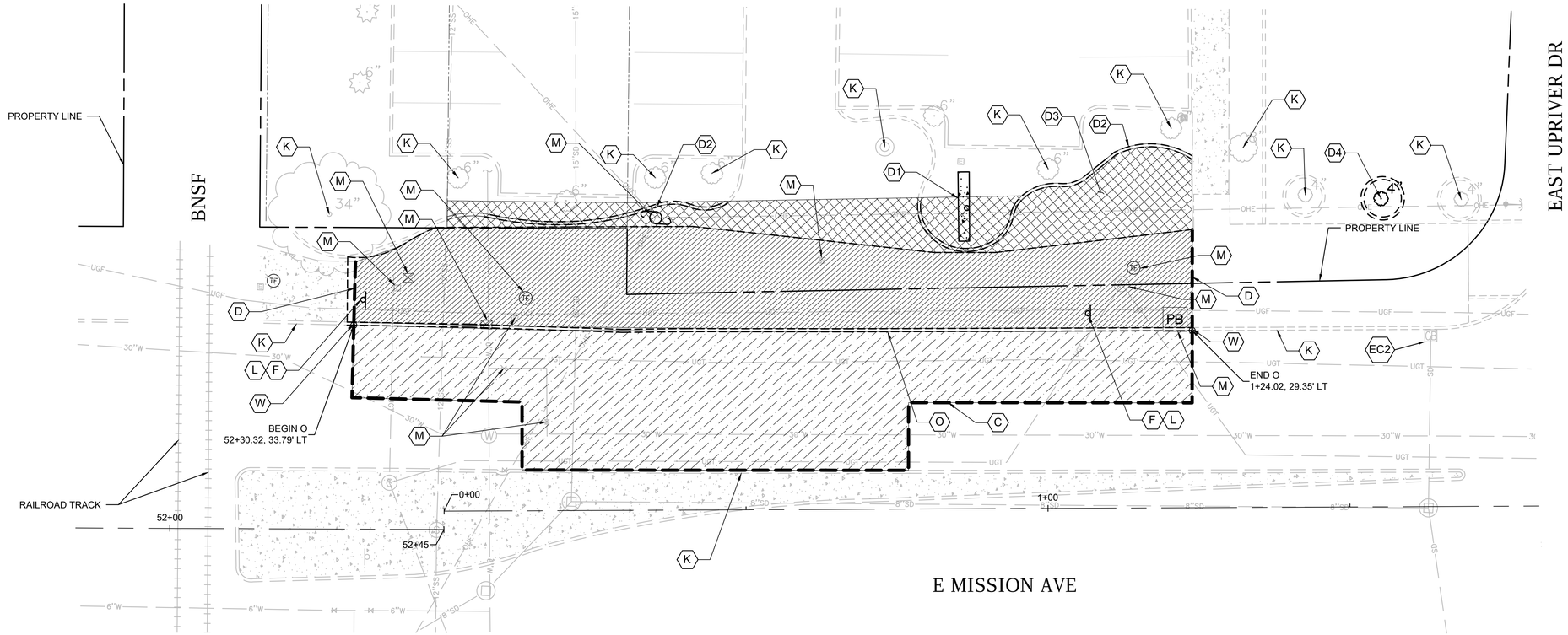
TYPE OF IMPROVEMENT: GENERAL

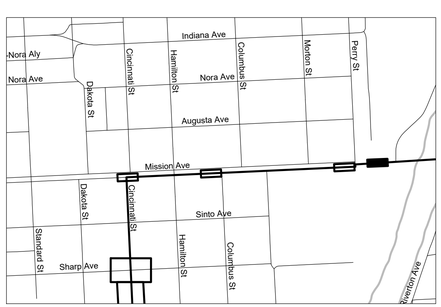
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-CG1.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:59 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

REMOVE FLEXIBLE PAVEMENT

REMOVE RIGID PAVEMENT

REMOVE LANDSCAPING

REMOVE GRAVEL SURFACING

ABANDON PIPE

REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

DEMOLITION NOTES

- (D1) RELOCATE MONUMENT SIGN.
- (D2) REMOVE LANDSCAPE CURB.
- (D3) REMOVE EXISTING GRASS AND REPLACE WITH ROCK MULCH SIMILAR TO EXISTING IN LANDSCAPING BED TO THE NORTH. PROVIDE IRRIGATION TO SHRUBS.
- (D4) REMOVE TREE, ROCK MULCH, AND CURBING. REPLACE WITH GRASS.

BID SET

D-123
55 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

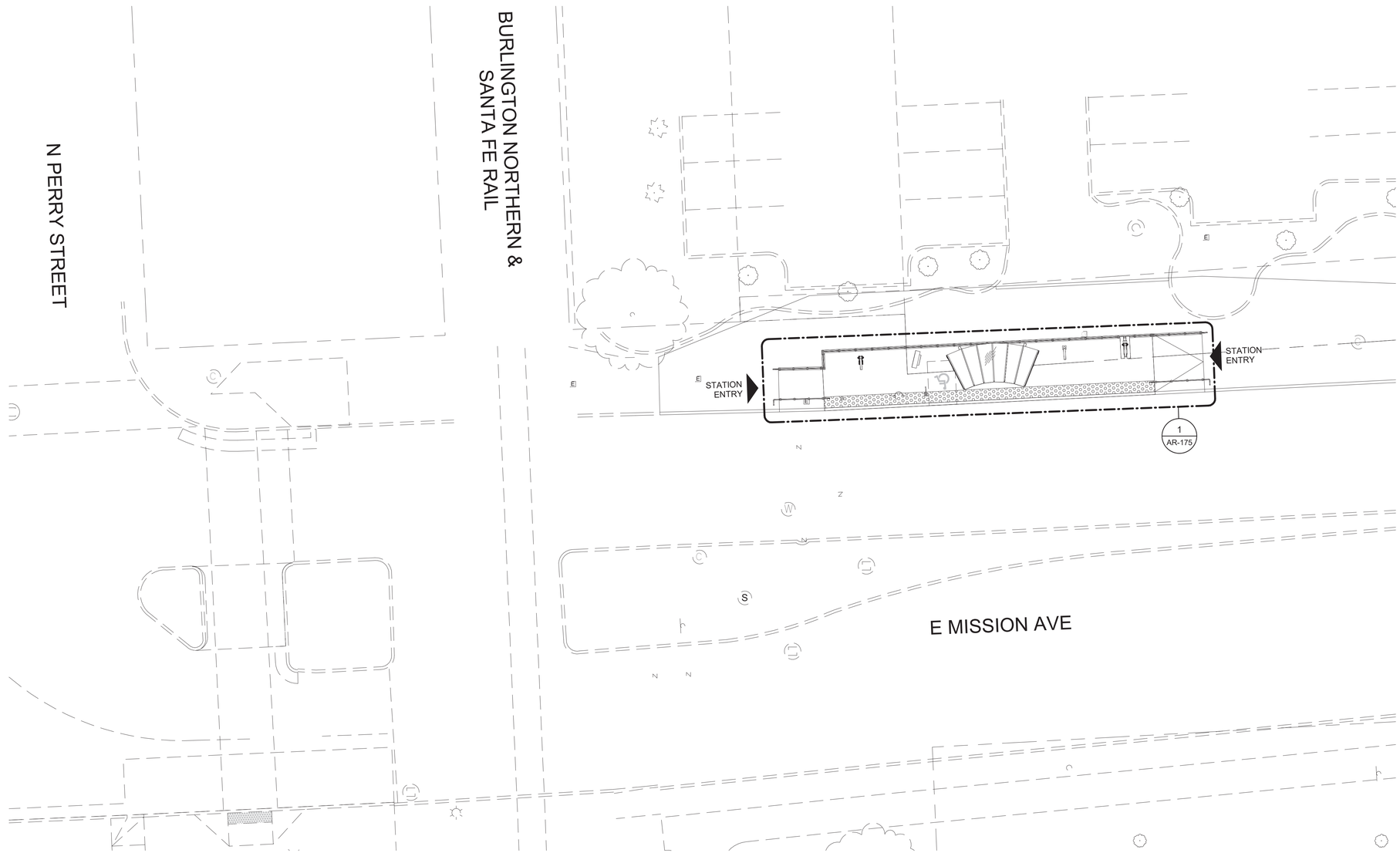
Spokane Transit

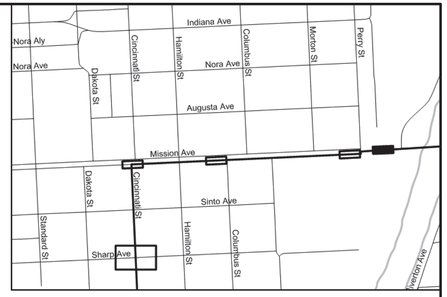
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: DEMOLITION AND EROSION CONTROL
24 - E MISSION AVE & N PERRY ST - WB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER
PLAN NUMBER
DFN:

FILENAME: 697465-DEM-CG-PERRY-WB.dwg PLOT DATE: 8/9/19 PLOT TIME: 4:46 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-125
267 of 388

BID SET

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IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 " (OLD C M ELEV.) $/ " ' " '
ENCH MAZK LOCA ION
NAVD88 ELEV.
C M NO.
NAVD88 DA UM

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APPIOVED:		

Spokane Transit

SPOKANE čANSI AU HOčI Y
PLANNING DEPAč MEN
" O W OONE AVENUE
SPOKANE(WASHING ON #0'
(50) " # 0 59# " "

P.COJEC NAME: CENTRAL CITY LINE

SEGMEN LIMI S:

STATION SITE PLAN

24 - E MISSION AVE & N PERRY ST - WB

P.COJEC LIMI S:

YPE OF IMPCOVEMEN :

S A P.COJEC NUM E:

PLAN NUM E:

PN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:53 PM

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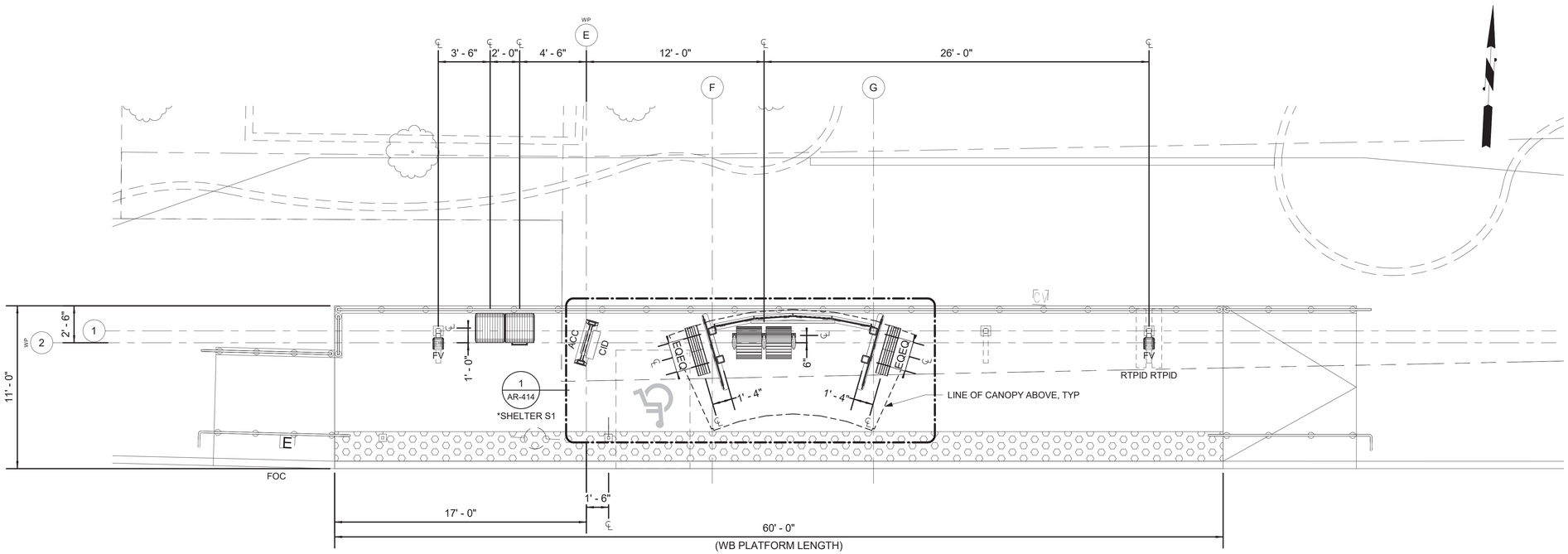

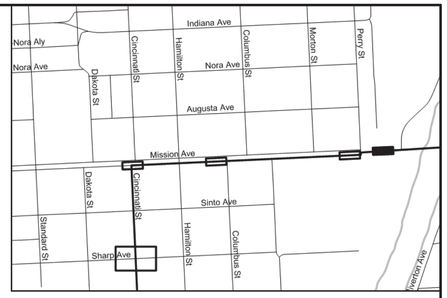

KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-175
292 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	TO

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* - *)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1 2000 USE NOTE HORIZONTAL VERTICAL DATUM OF 1988 (NAVD88)

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HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000%

		DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

24 - E MISSION AVE & N PERRY ST - WB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

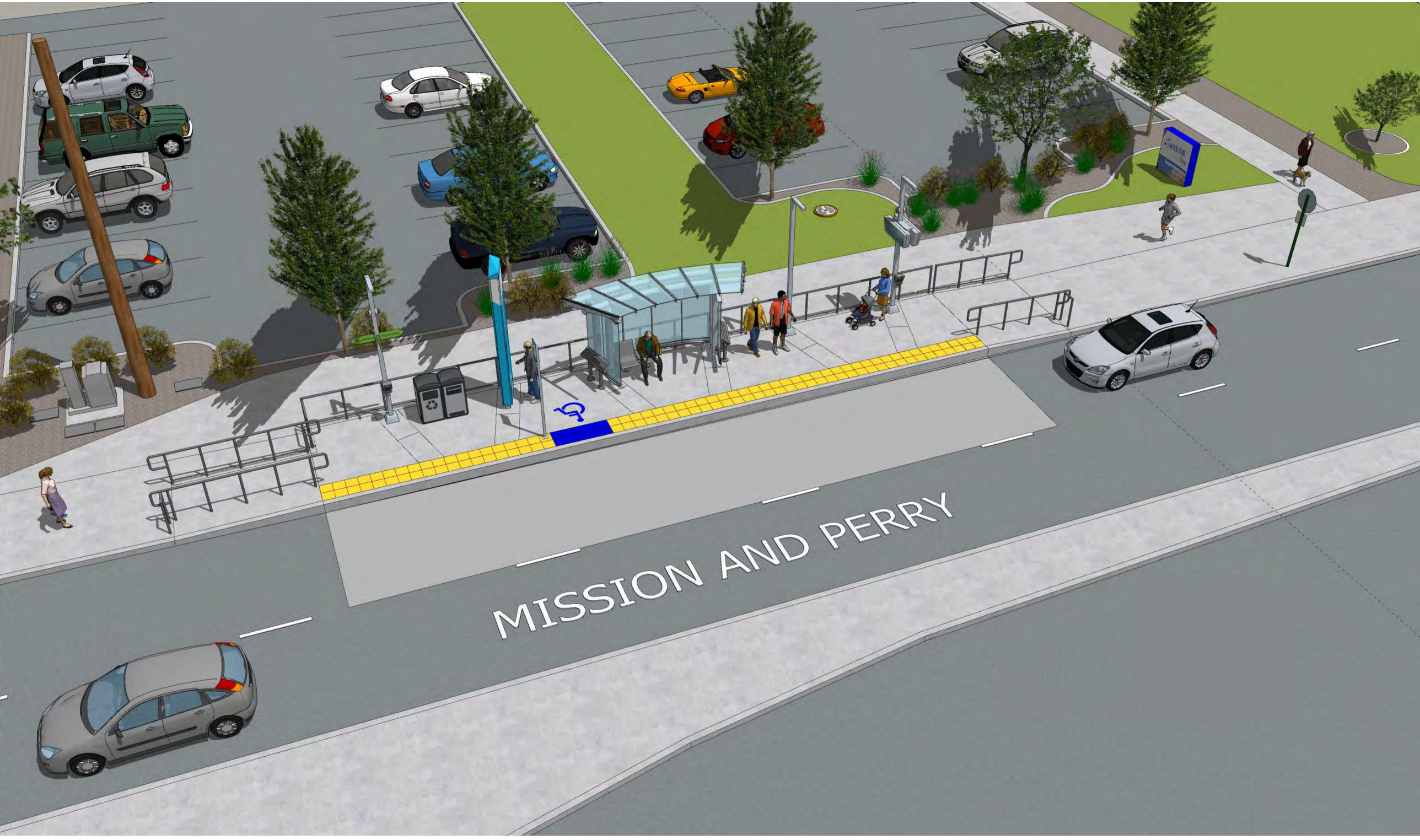
PROJECT LIMITS:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:30 PM

CALL BEFORE YOU DIG 1-800-424-5555


MISSION AND PERRY

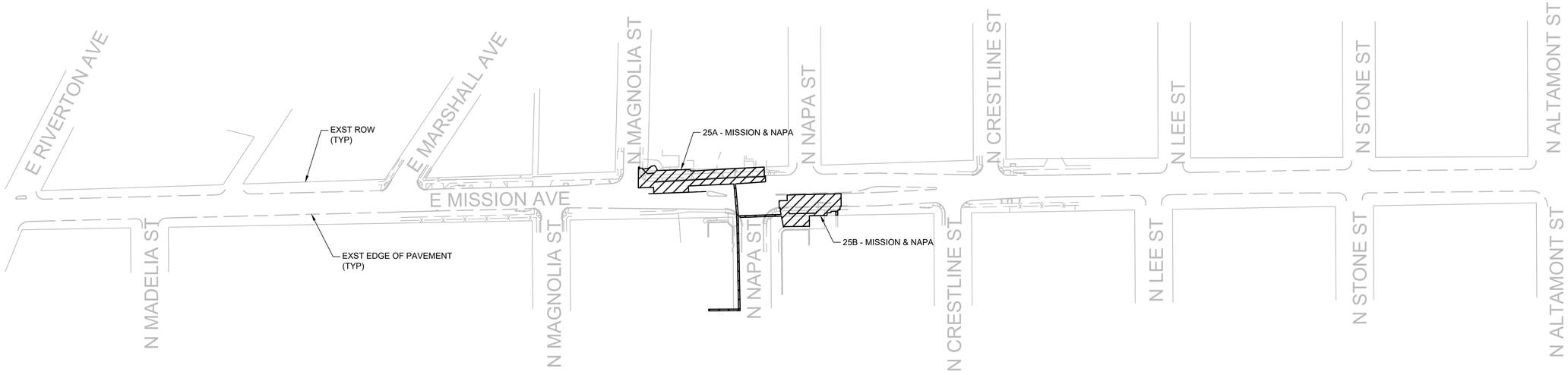
MISSION AND PERRY

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL NOTES:

TC1 MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2 MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3 TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4 MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5 PROVIDE PEDESTRIAN DETOUR.
TC6 MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7 SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8 PROVIDE CENTENNIAL TRAIL DETOUR.
TC9 ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10 MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11 COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12 BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13 ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. WESTBOUND MISSION AVENUE STATIONS (25A, 26A, 27A) MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH EASTBOUND MISSION AVENUE STATIONS (25B, 26B, 27B).
2. COORDINATE STATION 25A CONSTRUCTION WITH CITY OF SPOKANE FOR MISSION AVENUE AND NAPA ST SIGNAL MODIFICATIONS TO ELIMINATE ONE OF TWO LEFT HAND TURNS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-107
16 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS					AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

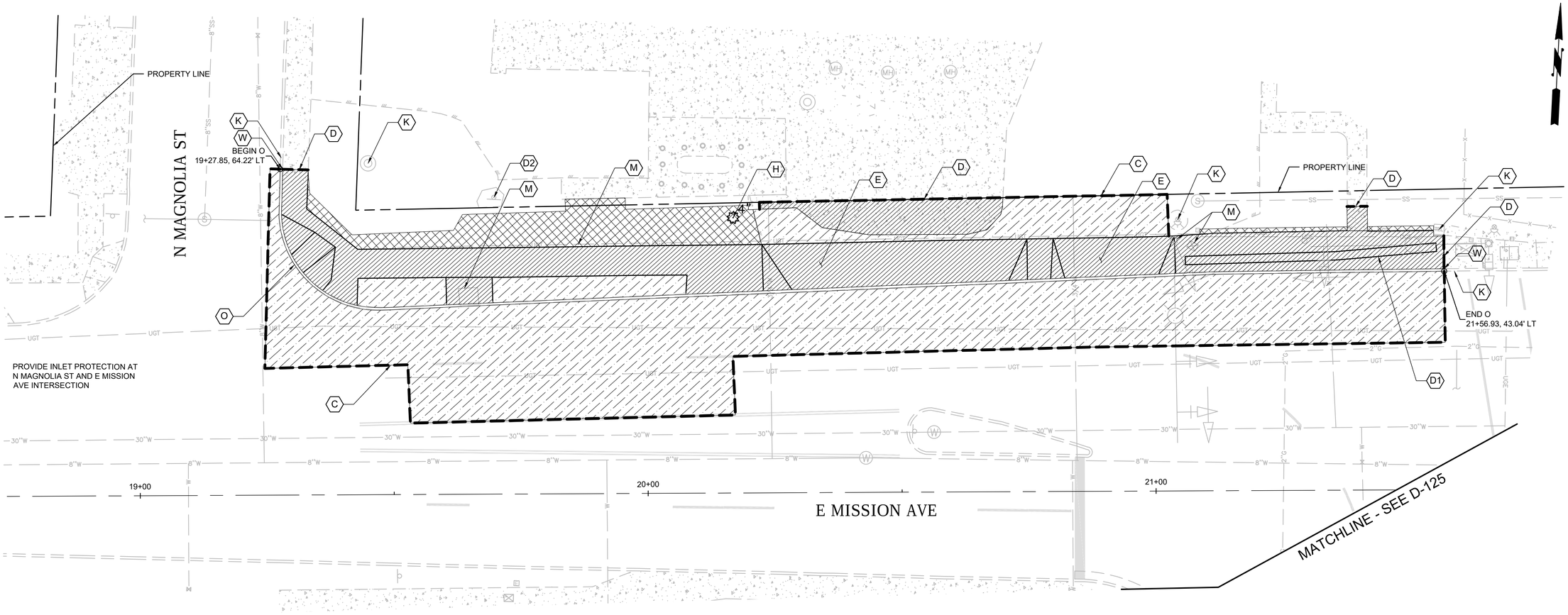
TYPE OF IMPROVEMENT: GENERAL

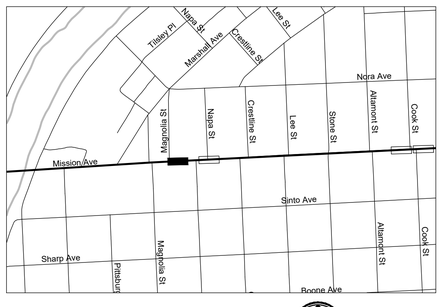
STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-CG2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:55 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: 1" = 600'

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

DEMOLITION NOTES

- (D1) REMOVE EXISTING TRAFFIC BARRIER.
- (D2) RELOCATE FUEL PRICE SIGN.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.

BID SET

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. U.S.N.	FROM	TO
REVISIONS				AS BUILT					

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY:
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

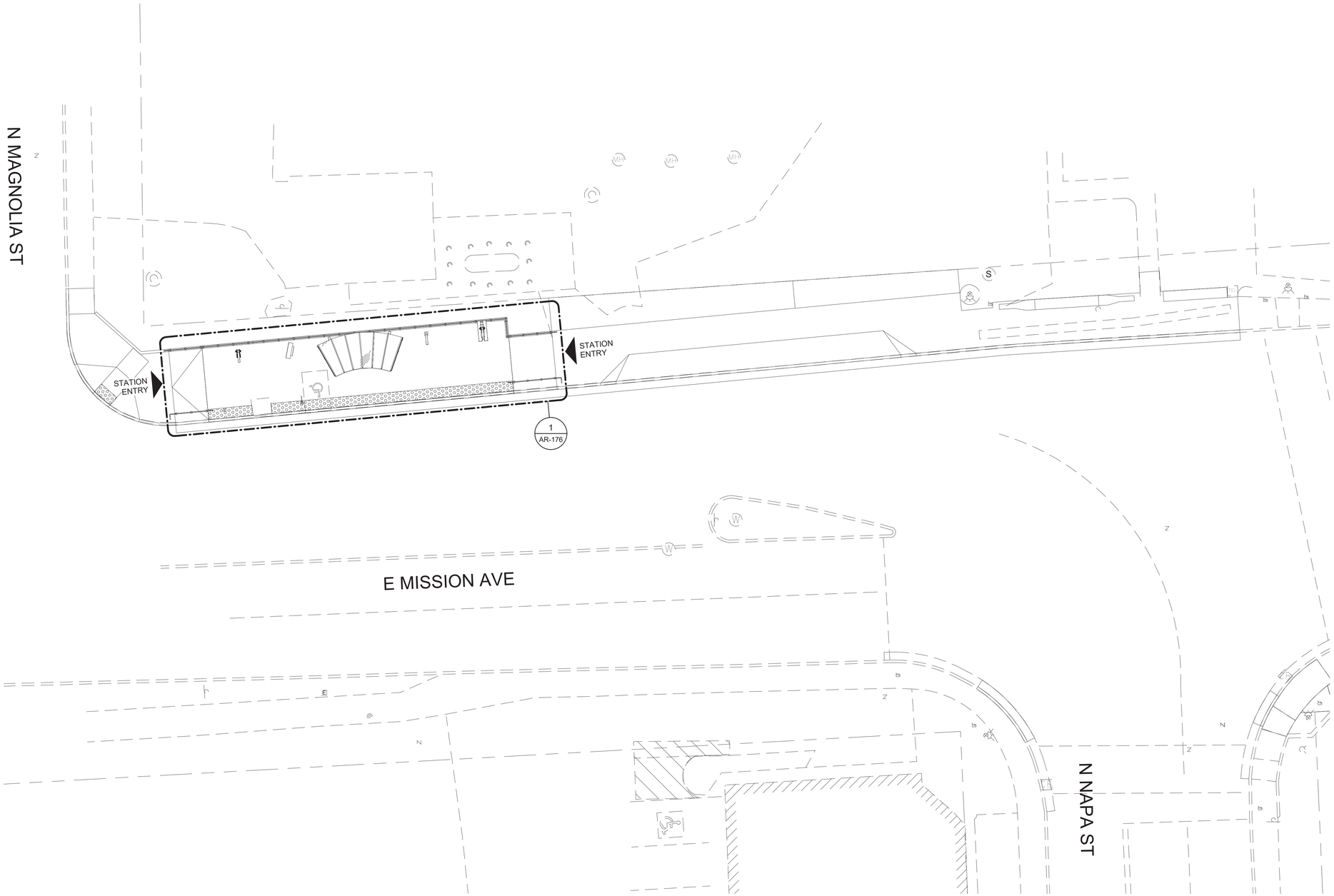
Spokane Transit

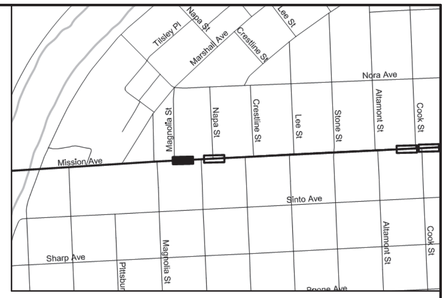
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
25A - E MISSION AVE & N NAPA ST - WB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER:
PLAN NUMBER:
EFN:

FILENAME: 697465-DEM-CG-NAPA-WB.dwg PLOT DATE: 8/9/19 PLOT TIME: 9:46 AM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-126
268 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEPT. DATE

IBI

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) BC * * * 1
AS OF JANUARY 1990 USE NOW THE AMERICAN REFERENCE DATUM OF 88 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV:
CITY MON NO.
NAVD88 DATUM

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANIMETRIC/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* #" OWE CONE AVENUE
SPOKANE, WASHINGTON #0'
(50) * #0-95a * *

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
25A - E MISSION AVE & N NAPA ST - WB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

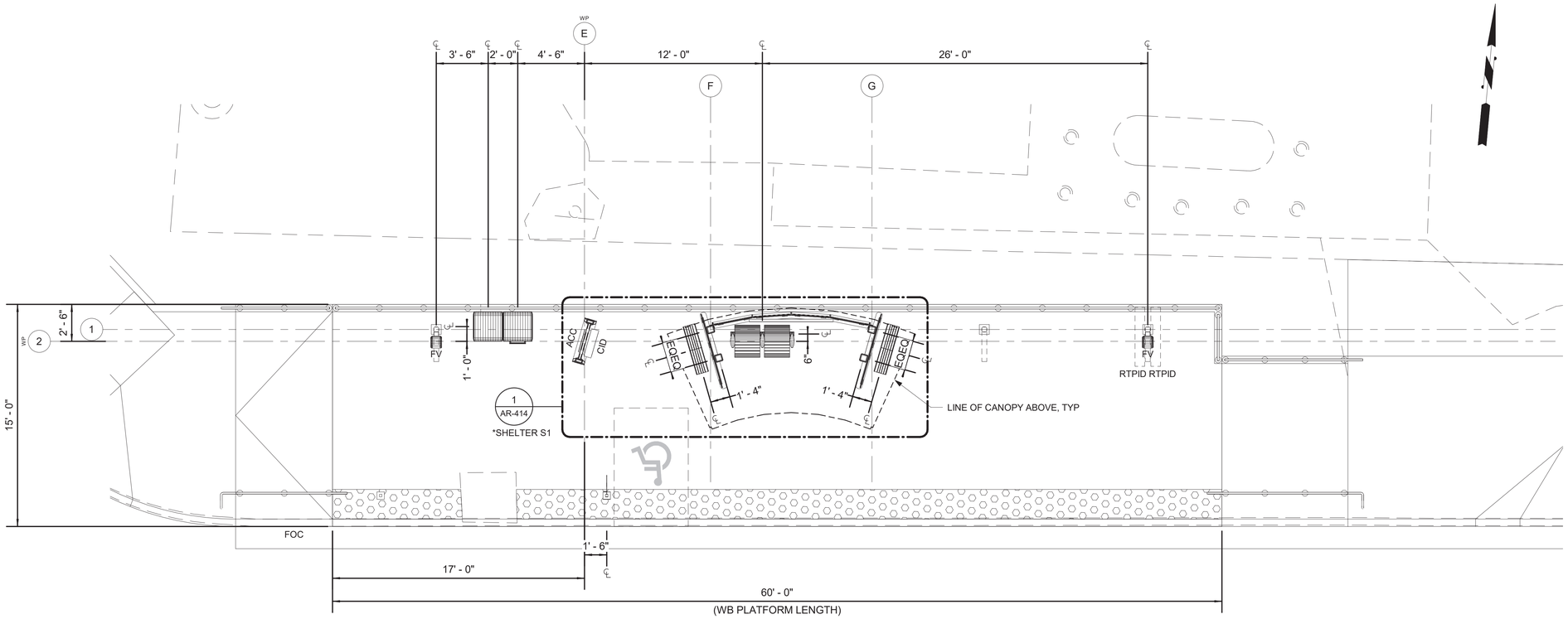
PROJECT LIMITS:

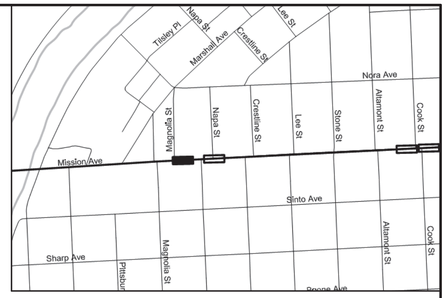
DPN:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:55 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-176
293 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	TO

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C&M ELEV.) $(* - *)
ENCH MARK LOCATION
NAVD88 ELEV.
C&M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
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HORIZONTAL PLANAPPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6000

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: STATION PLATFORM PLAN
25A - E MISSION AVE & N NAPA ST - WB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

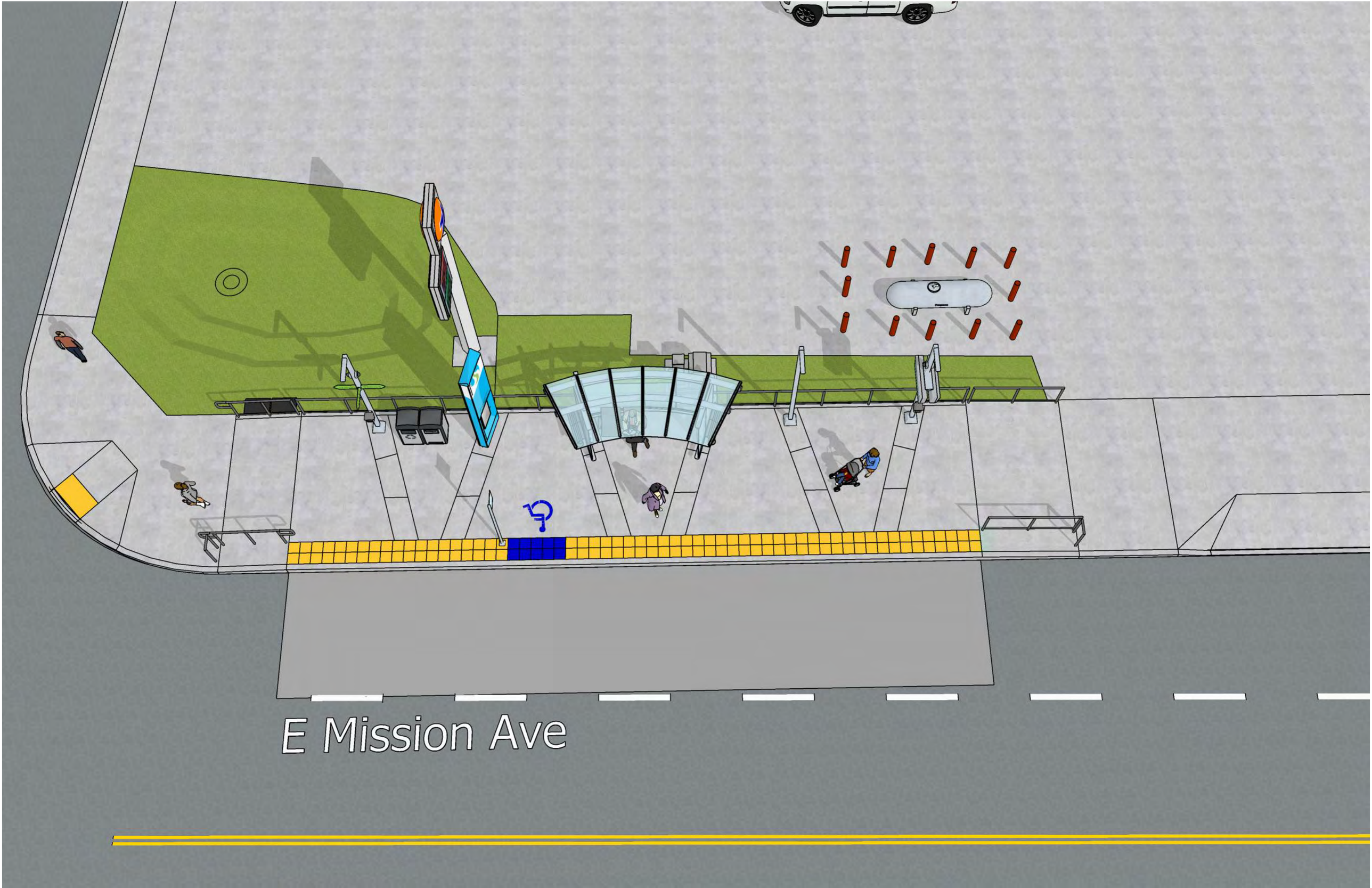
PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:32 PM

CALL BEFORE YOU DIG 1-800-424-5555


E Mission Ave

76
76
76
Regular
2.59 9/10
Diesel
3.49 9/10
E Mission Ave

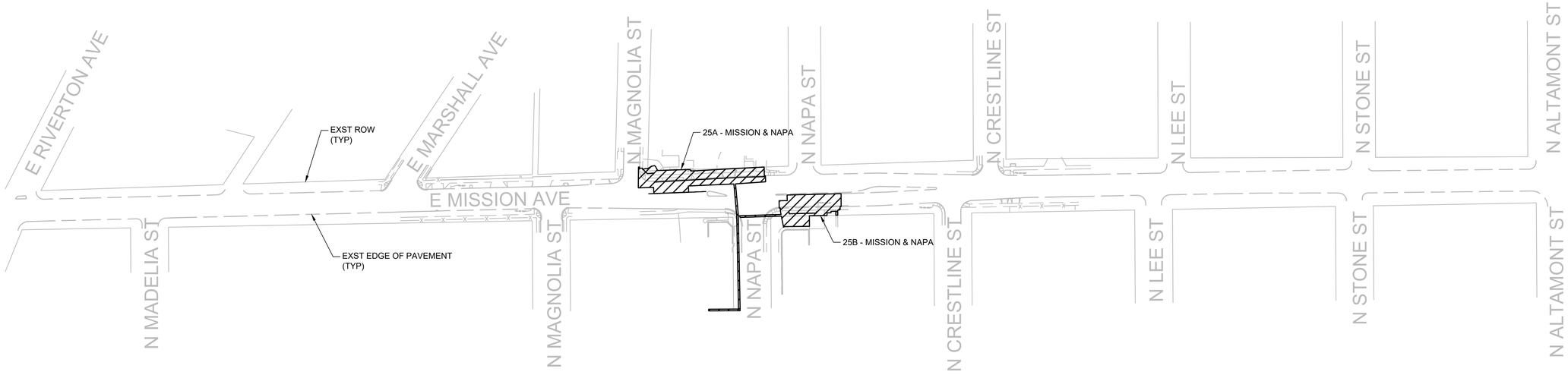
76
Regular
2.59
Diesel
3.49
ion Ave

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL NOTES:

TC1 MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2 MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3 TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4 MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5 PROVIDE PEDESTRIAN DETOUR.
TC6 MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7 SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8 PROVIDE CENTENNIAL TRAIL DETOUR.
TC9 ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10 MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11 COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12 BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13 ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. WESTBOUND MISSION AVENUE STATIONS (25A, 26A, 27A) MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH EASTBOUND MISSION AVENUE STATIONS (25B, 26B, 27B).
2. COORDINATE STATION 25A CONSTRUCTION WITH CITY OF SPOKANE FOR MISSION AVENUE AND NAPA ST SIGNAL MODIFICATIONS TO ELIMINATE ONE OF TWO LEFT HAND TURNS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

BRIAN GENE DEARING · STATE OF WASHINGTON · 39842 · REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-107
16 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS					AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CBM NO.

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY

SCALE

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	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

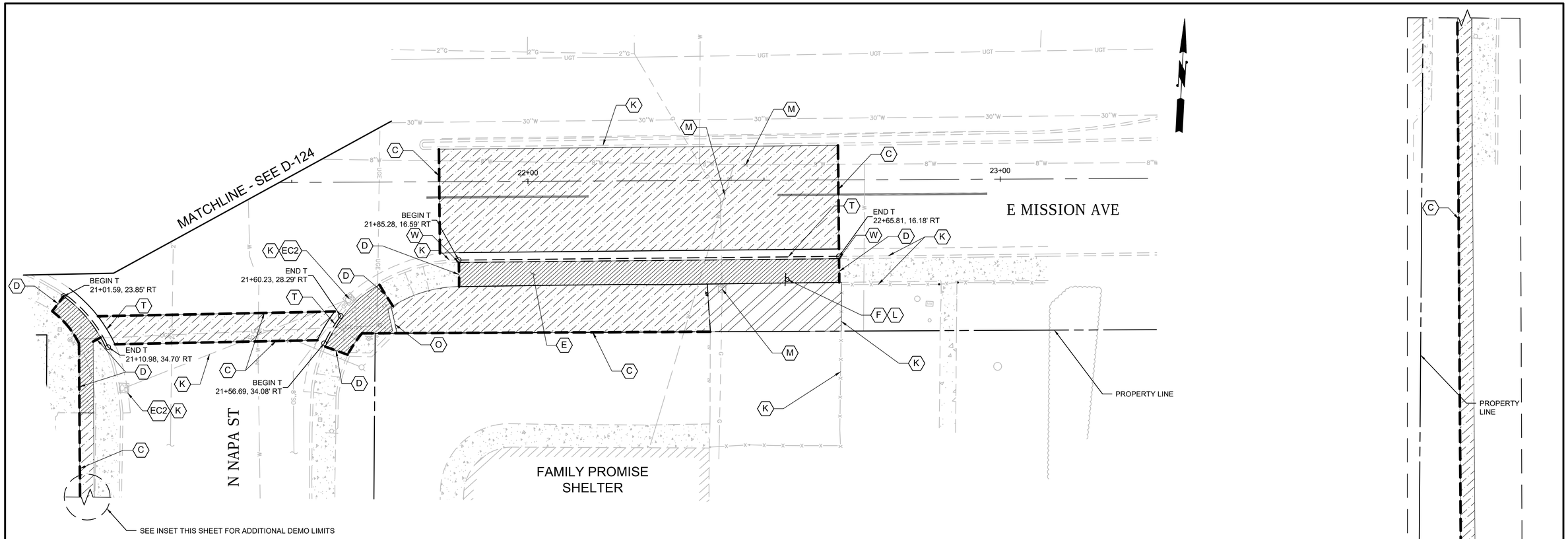
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

DFN:

FILENAME: 697465-GC-CG2.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:55 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
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- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
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- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.

DEMOLITION LEGEND (CONT.):

- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.
- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
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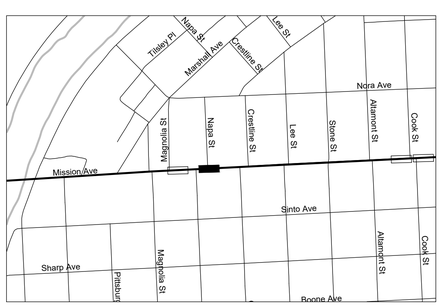
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

BID SET

D-125
57 of 388

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

JACOBS

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BENCH MARK LOCATION
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CBM NO.
NAVD88 DATUM

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SCALE

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	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

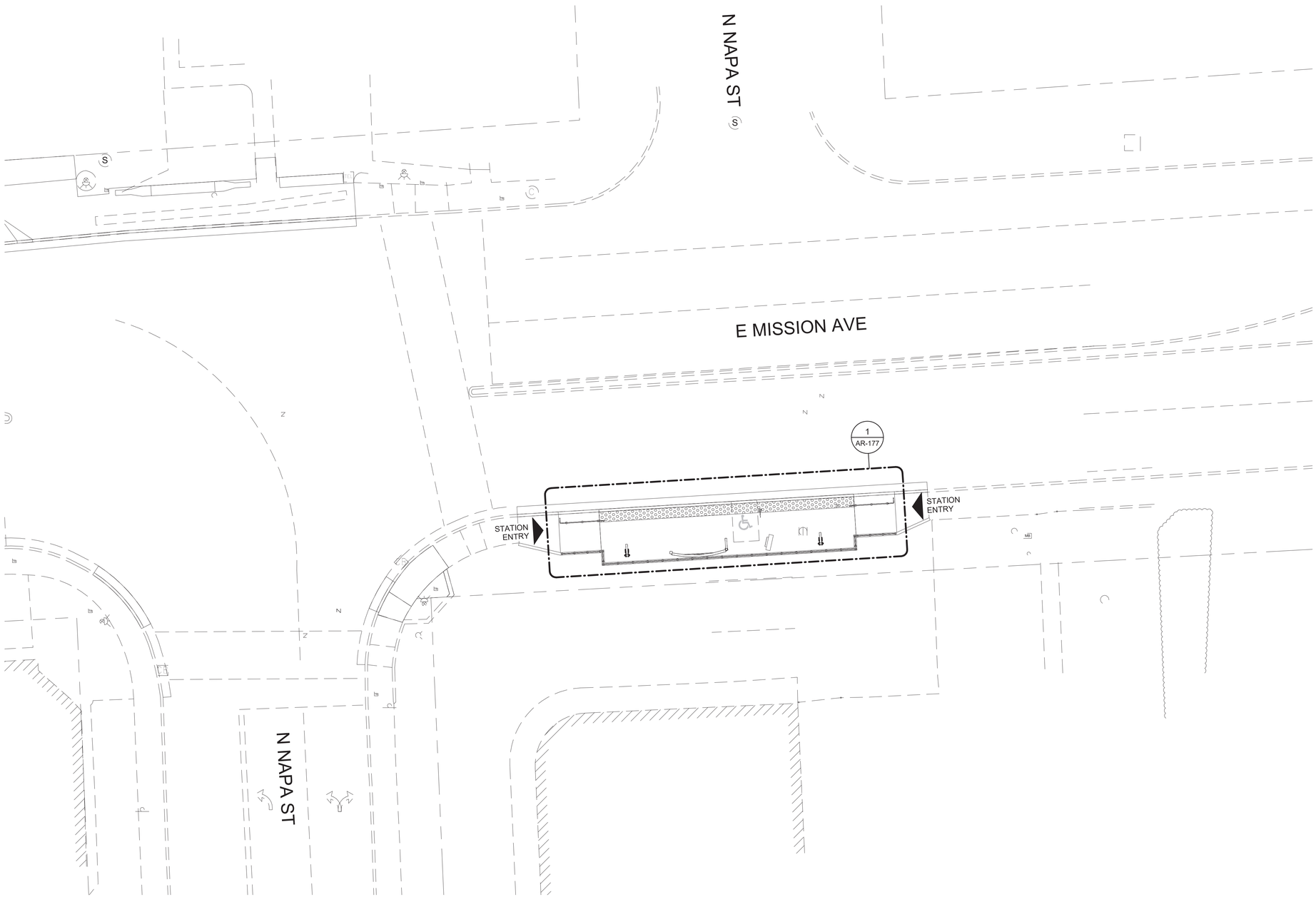
Spokane Transit

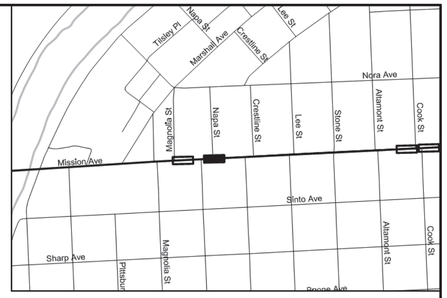
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS: DEMOLITION AND EROSION CONTROL
25B - E MISSION AVE & N NAPA ST - EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER
PLAN NUMBER
DFN:

FILENAME: 697465-DEM-CG-NAPA-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 9:44 AM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-127
269 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (GOLDER MEDIAN ELEV.) BY * - *
AS OF JANUARY 1 2000 USE NOAA AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CITY MON NO.
NAVD88 DATUM
AS IS ONE INCH ON ORIGINAL DRAWING
IF NO ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY
POSITION AL PLANIMETRIC FILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEET, #00%		
	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

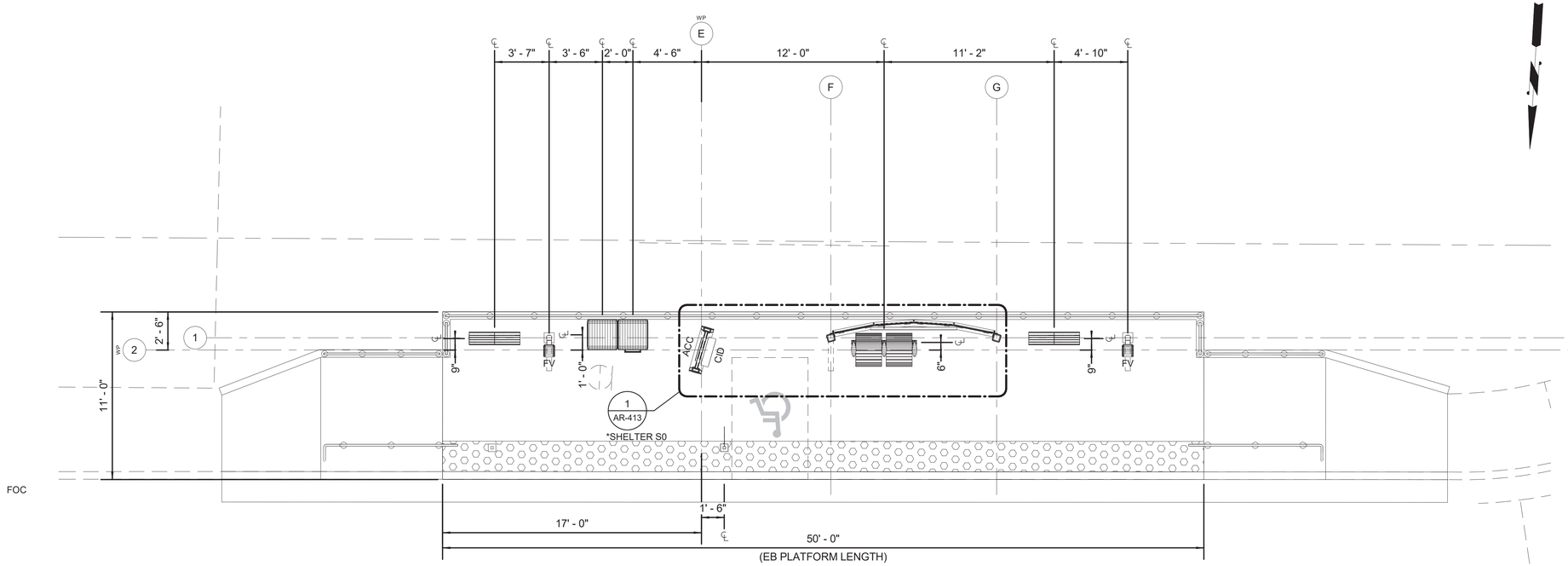
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* # * OWT CONE AVENUE
SPOKANE, WASHINGTON #0*
(50) * # 0-59* *

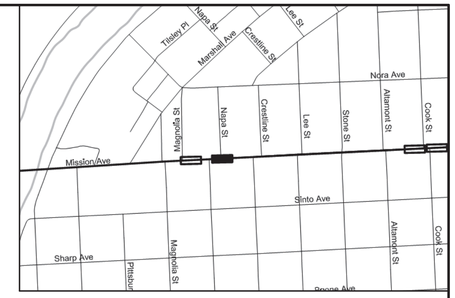
PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
TYPE OF IMPROVEMENT:

STATION SITE PLAN
25B - E MISSION AVE & N NAPA ST - EB

STA PROJECT NUMBER
PLAN NUMBER
PROJECT LIMITS:
DFN:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_CCL-A-COOR-2018.rvt
PLOT DATE & PLOT TIME: 2019-08-13 1:24:56 PM
CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-177
294 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* ' - * ')
AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
ENGINEERING LOCATION
NAVD88 ELEV.
C.M. NO.
NAVD88 DATUM
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL PLANAPPROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	BY	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

25B - E MISSION AVE & N NAPA ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

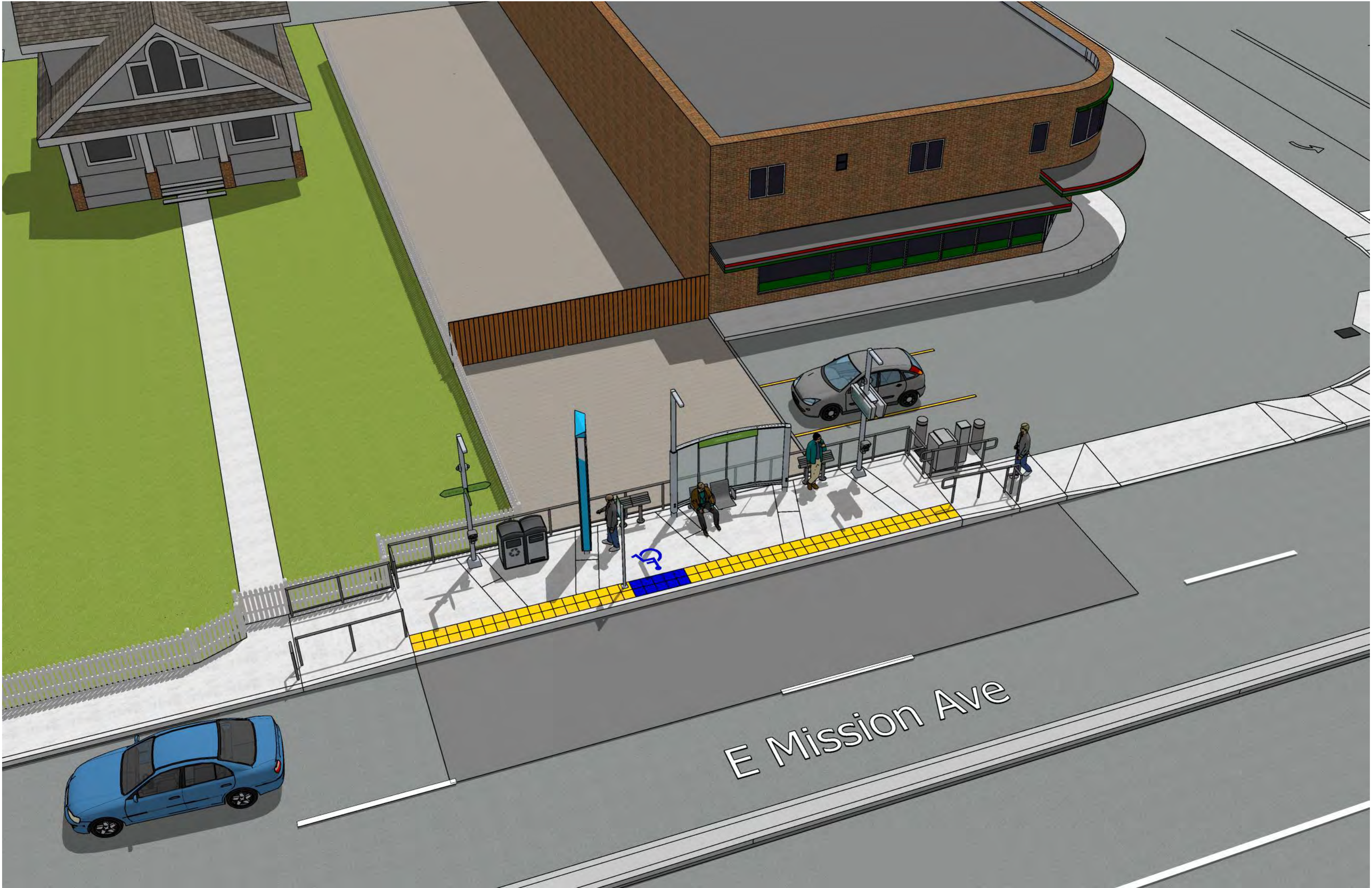
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:33 PM

CALL BEFORE YOU DIG 1-800-424-5555


E Mission Ave

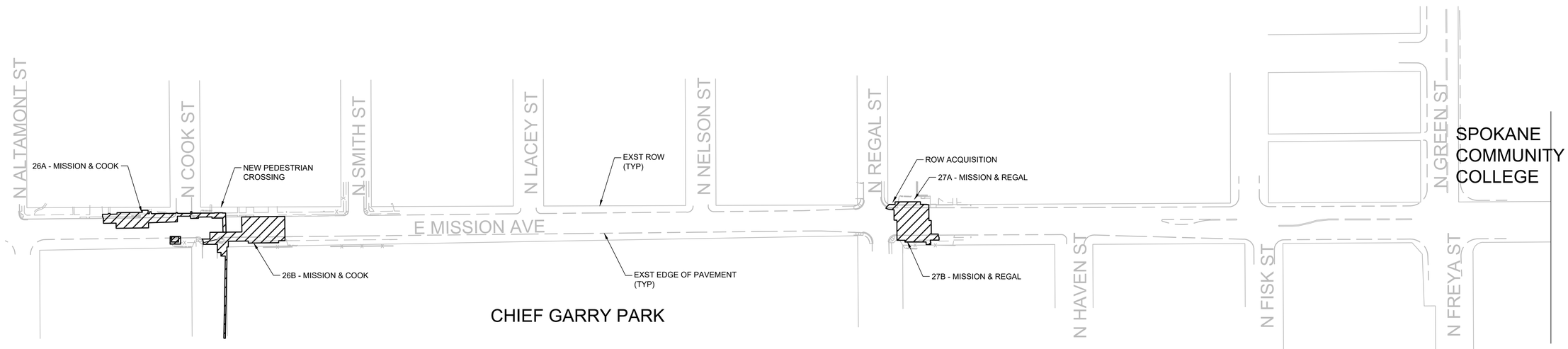
E Mission Ave

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. WESTBOUND MISSION AVENUE STATIONS (25A, 26A, 27A) MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH EASTBOUND MISSION AVENUE STATIONS (25B, 26B, 27B).
2. COORDINATE STATION 25A CONSTRUCTION WITH CITY OF SPOKANE FOR MISSION AVENUE AND NAPA ST SIGNAL MODIFICATIONS TO ELIMINATE ONE OF TWO LEFT HAND TURNS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

E MISSION AVE

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-108
17 of 388

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

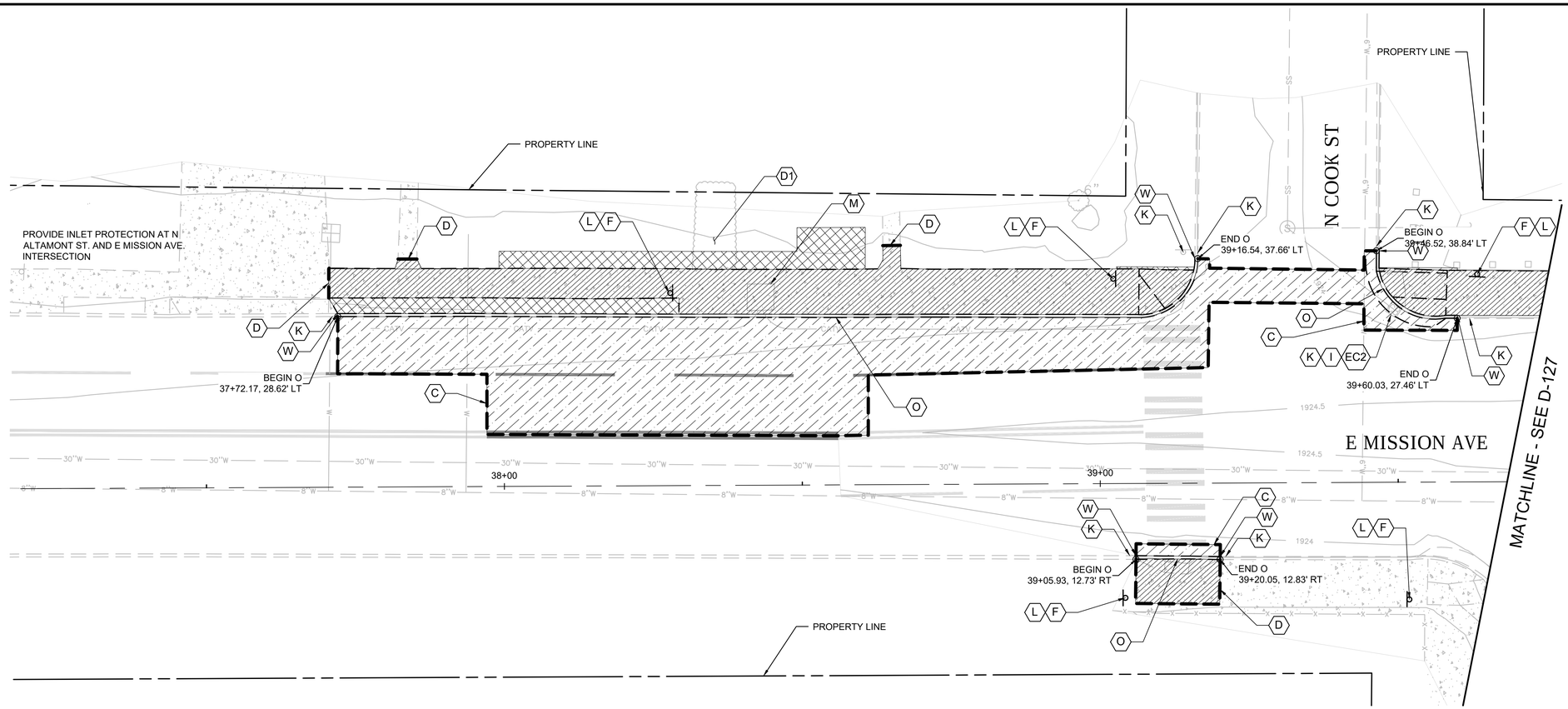
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

FPN:

FILENAME: 697465-GC-CG3.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:27 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.
- (Q) REMOVE EXISTING =<12" DIA. PIPE.

DEMOLITION LEGEND (CONT.):

- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.
- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

DEMOLITION NOTES

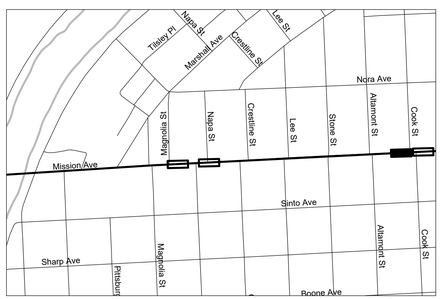
- (D1) MINIMIZE REMOVAL OF BUSHES.

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

BID SET

D-126
58 of 388

DATE	BY	PROJ.	DESCRIPTION
REVISIONS			

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
AS BUILT						

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

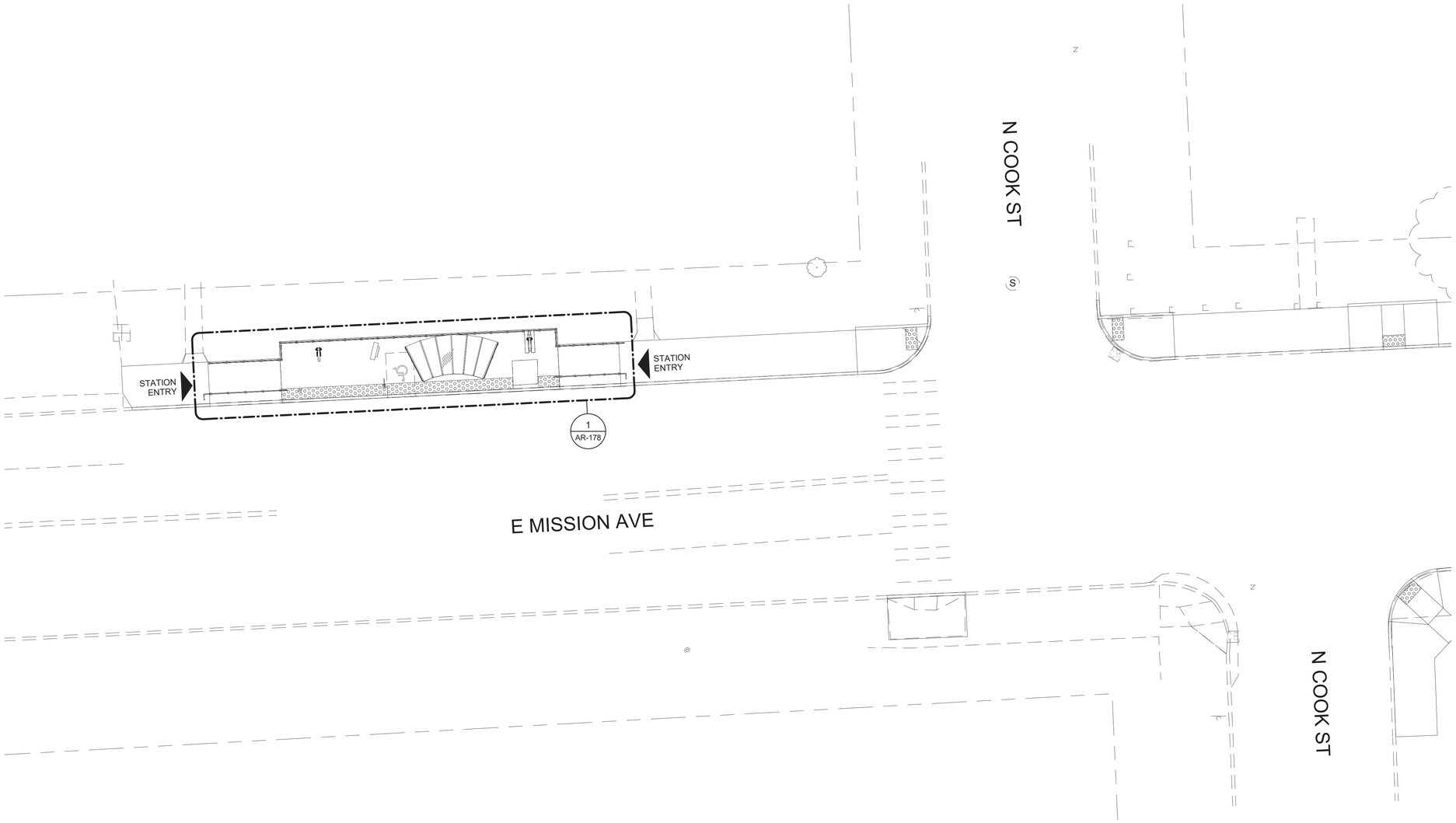
PROJECT NAME: CENTRAL CITY LINE

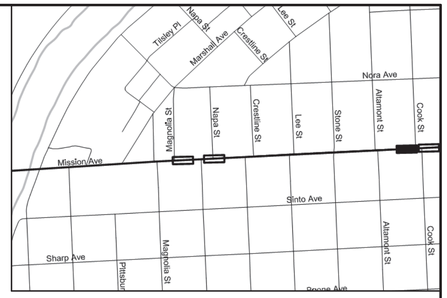
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
26A - E MISSION AVE & N COOK ST - WB

TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER:
PLAN NUMBER:
PROJECT LIMITS:
PIN:

FILENAME: 697465-DEM-CG-COOK-WB.dwg PLOT DATE: 8/9/19 PLOT TIME: 6:11 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-128
270 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	REQUIRED
					AS BUILT

COUNCIL ACCEPTANCE DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

VERTICAL DATUM: NAVD88 * (SOLID CIRCUMFERENCE) BENCH MARK LOCATION
NAVD88 ELEV.:
CIRCUMFERENCE NO.:
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

ALL DRAWINGS ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANE/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CITIZEN C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2000

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 325-6094

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN
26A - E MISSION AVE & N COOK ST - WB

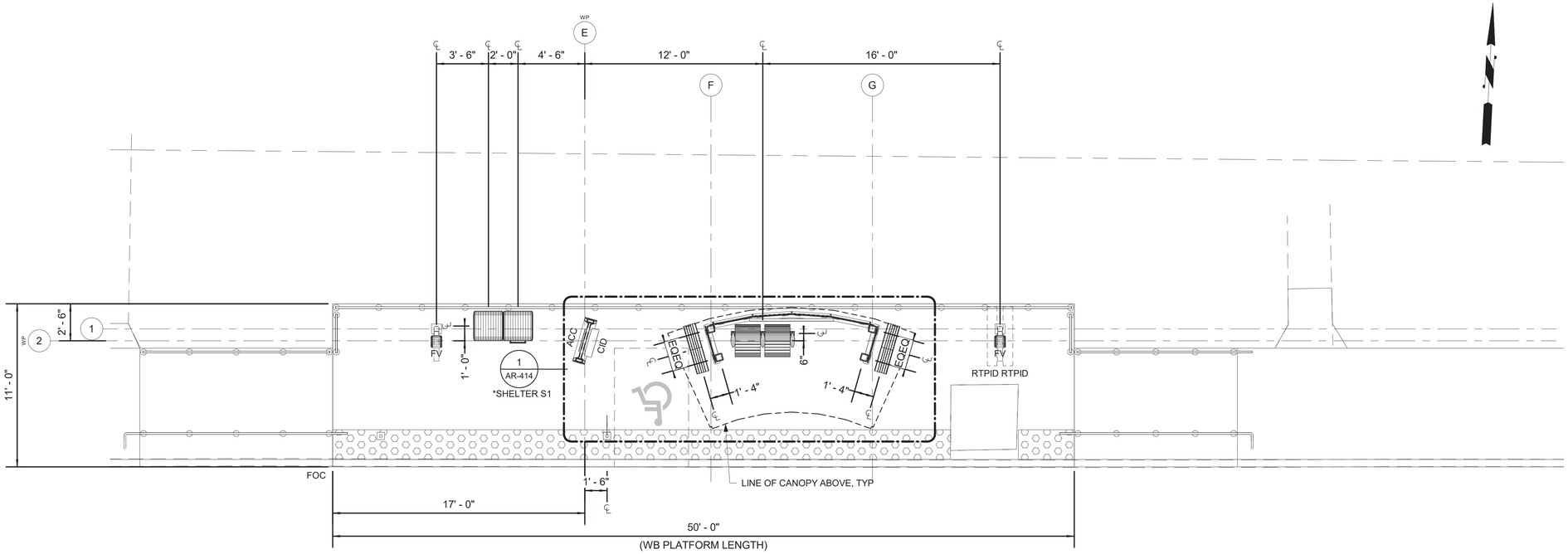
TYPE OF IMPROVEMENT:
STA PROJECT NUMBER
PLAN NUMBER
DPN:

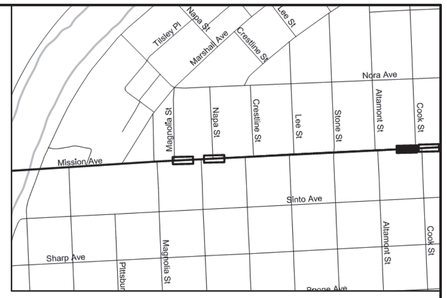
PROJECT LIMITS:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:58 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

PLATFORM NOTES

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2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
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4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-178
295 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 - (OLD C.M.ELEV.) = (C.M.ELEV.) - (-)
AS OF JANUARY 1, 2000 USE NOAA'S AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
ENTER MARK LOCATION
NAVD88 ELEV.
C.M. NO.
NAVD88 DATUM
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
ORIGINAL PLANH/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

26A - E MISSION AVE & N COOK ST - WB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER

PLAN NUMBER

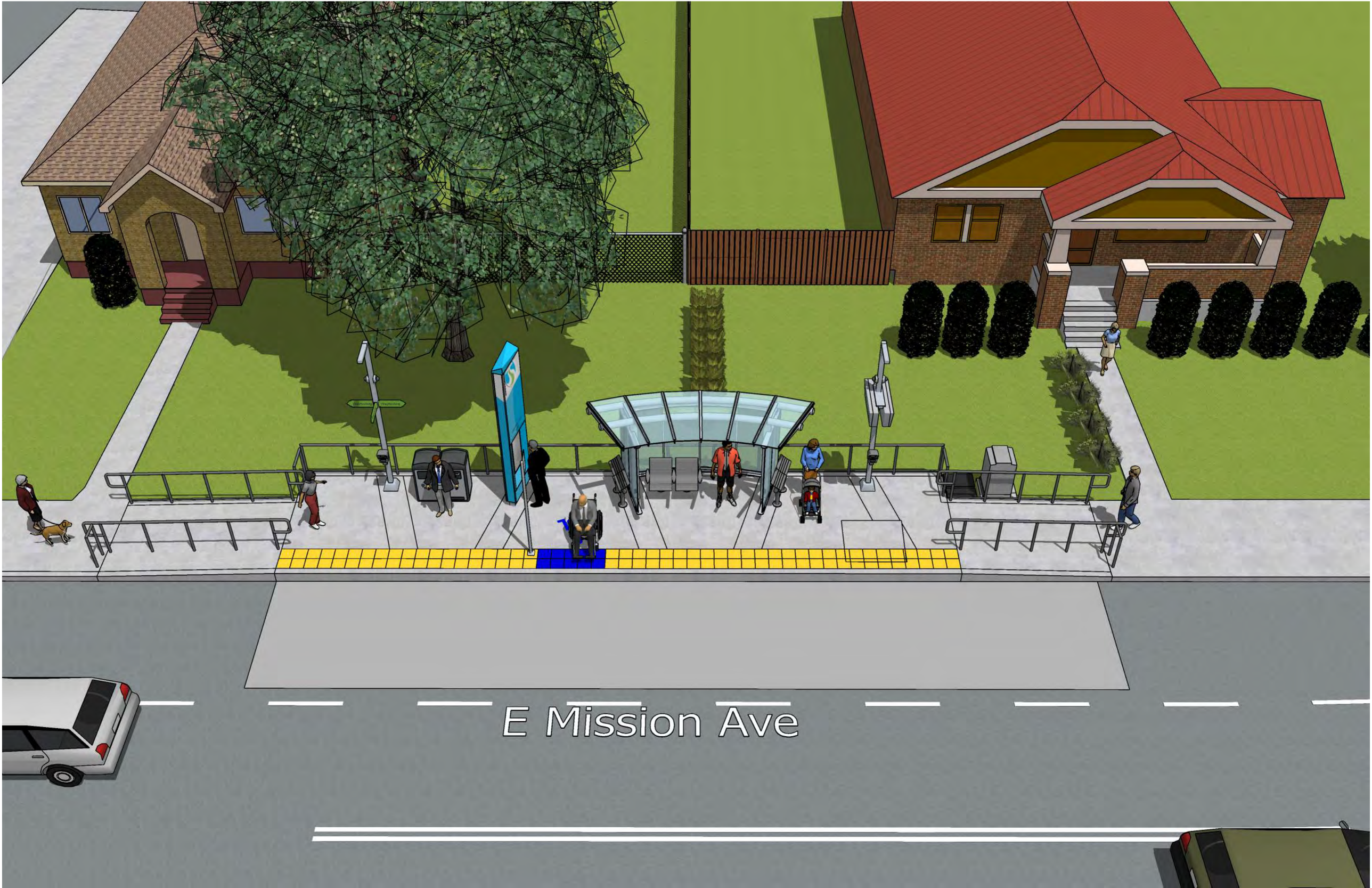
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:34 PM

CALL BEFORE YOU DIG 1-800-424-5555


E Mission Ave

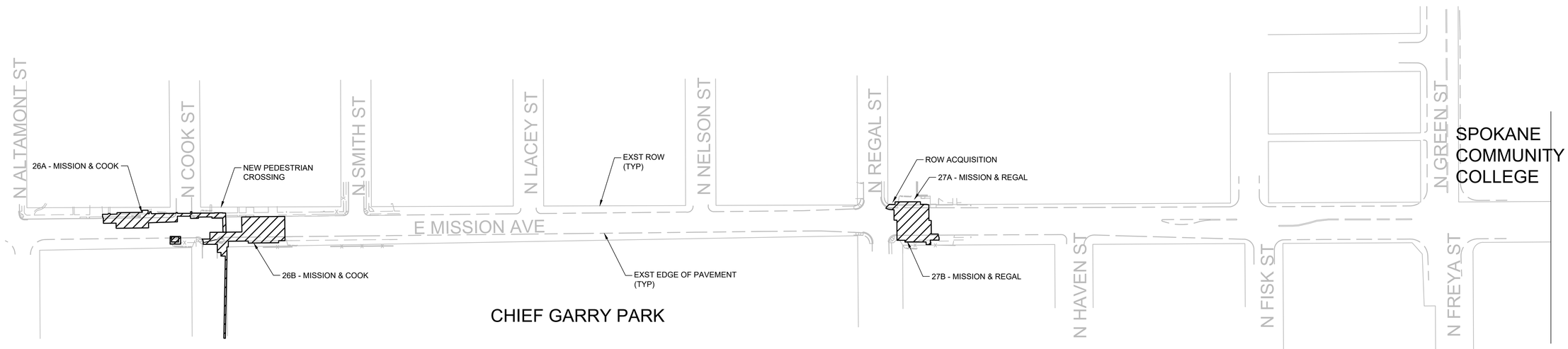
E Mission Ave

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. WESTBOUND MISSION AVENUE STATIONS (25A, 26A, 27A) MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH EASTBOUND MISSION AVENUE STATIONS (25B, 26B, 27B).
2. COORDINATE STATION 25A CONSTRUCTION WITH CITY OF SPOKANE FOR MISSION AVENUE AND NAPA ST SIGNAL MODIFICATIONS TO ELIMINATE ONE OF TWO LEFT HAND TURNS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

E MISSION AVE

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-108
17 of 388

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

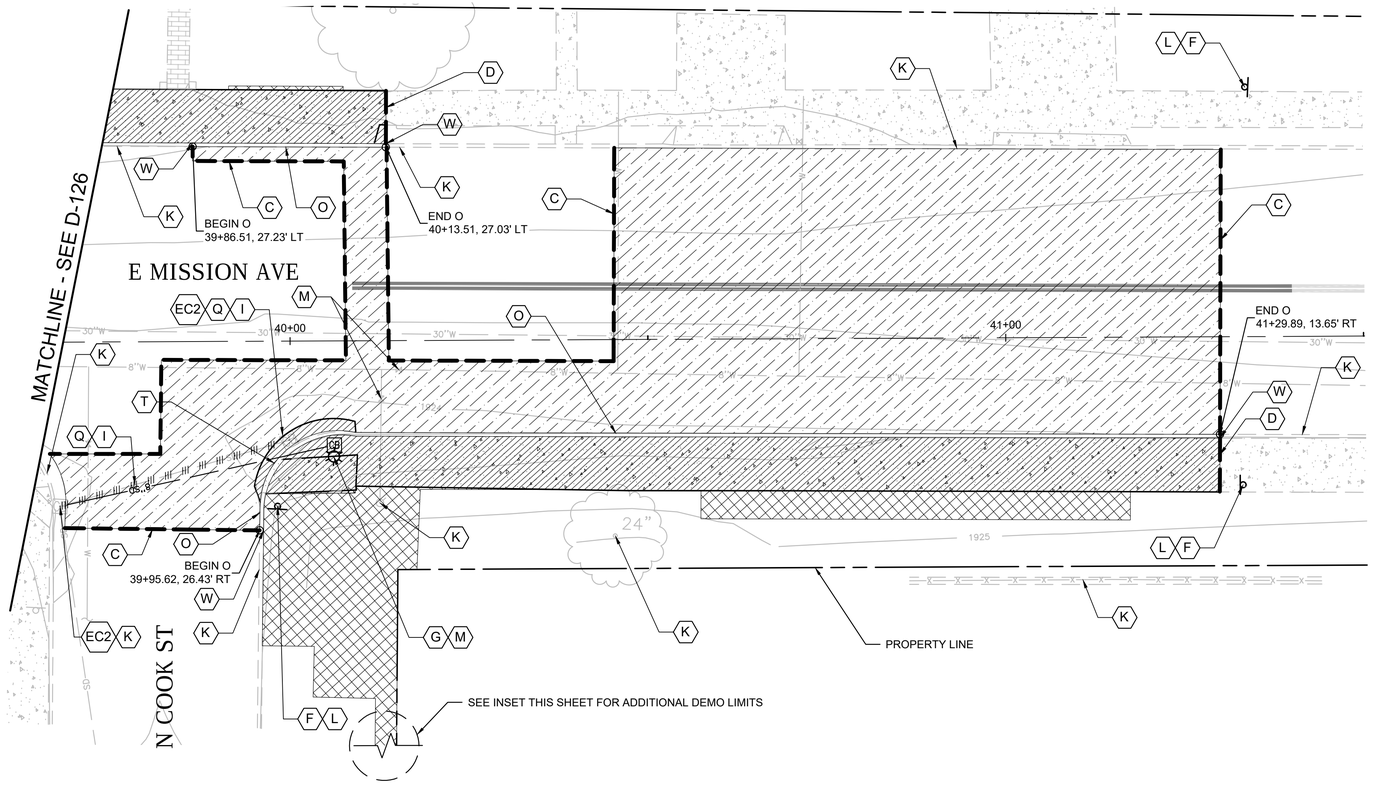
TYPE OF IMPROVEMENT: GENERAL

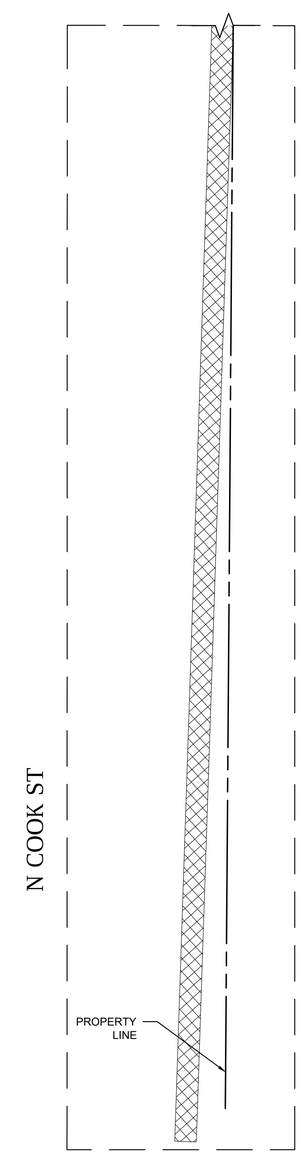
STA PROJECT NUMBER | PLAN NUMBER

FPN:

FILENAME: 697465-GC-CG3.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:27 PM

CALL BEFORE YOU DIG 1-800-424-5555





INSET: ADDITIONAL DEMO LIMITS

DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.
- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYWELL.

DEMOLITION LEGEND (CONT.):

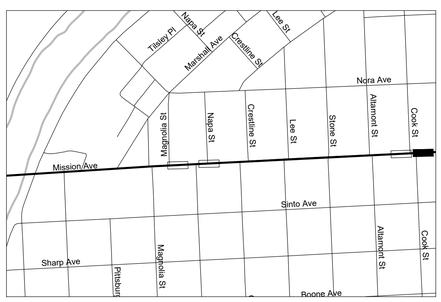
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.
- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

BID SET

D-127
59 of 388

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

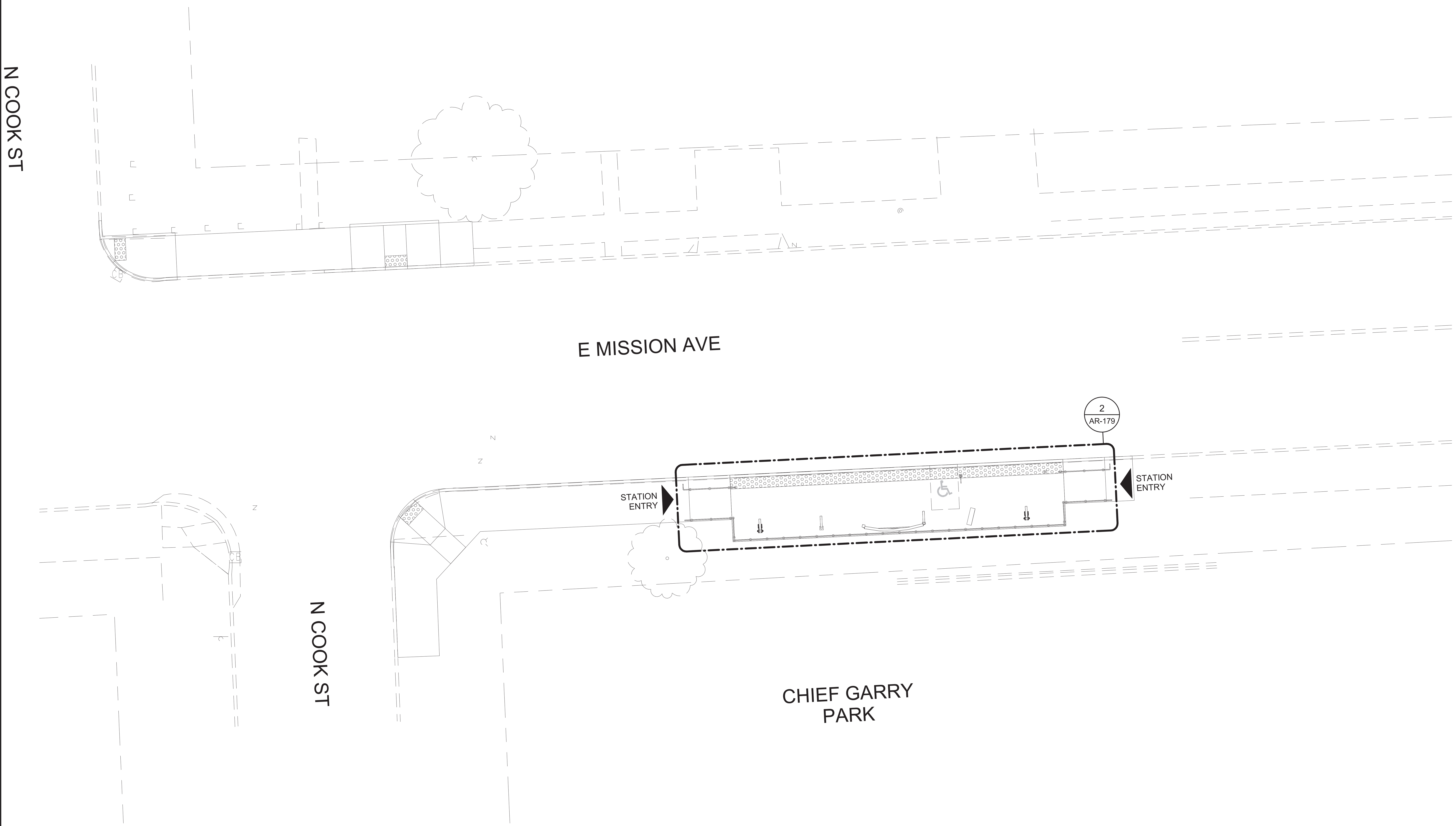
Spokane Transit

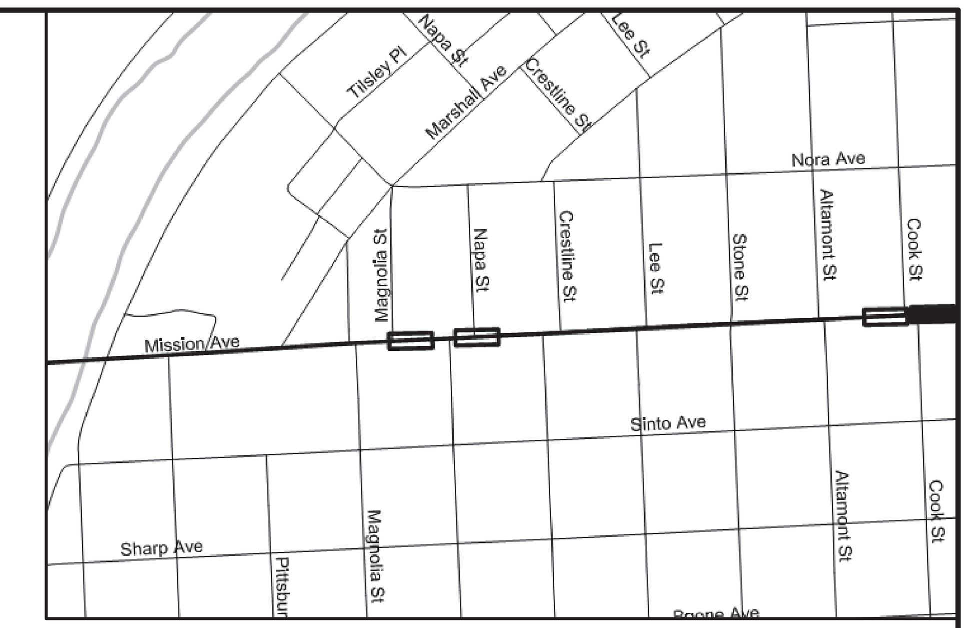
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
26B - E MISSION AVE & N COOK ST - EB
PROJECT LIMITS:
TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
DFN:

FILENAME: 697465-DEM-CG-COOK-EB.dwg PLOT DATE: 8/9/19 PLOT TIME: 6:34 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-129
271 of 388

BID SET

PROJECT NAME: *CENTRAL CITY LINE*

SEGMENT LIMITS: *STATION SITE PLAN*
26B - E MISSION AVE & N COOK ST - EB

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER	PLAN NUMBER

EFN:

DATE	BY	PROJ	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N. / U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 (OLD COM ELEV.)
AS OF JANUARY 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
COM NO.
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2000

	BY	DATES
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

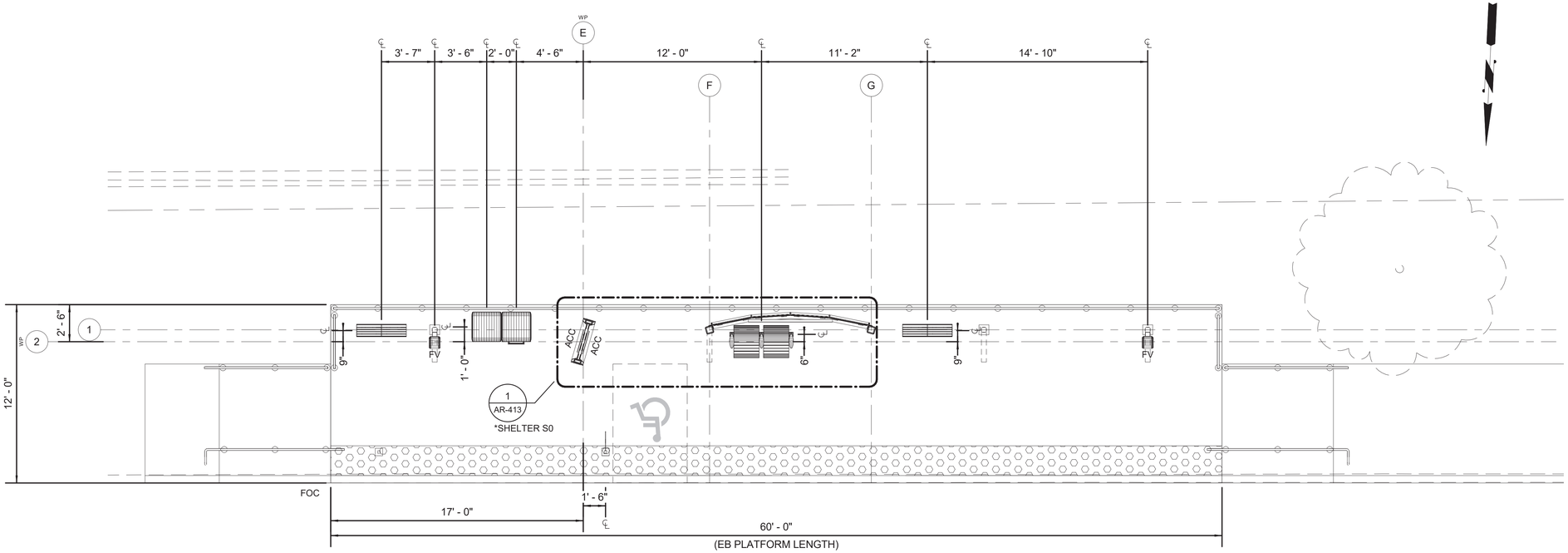
Spokane Transit

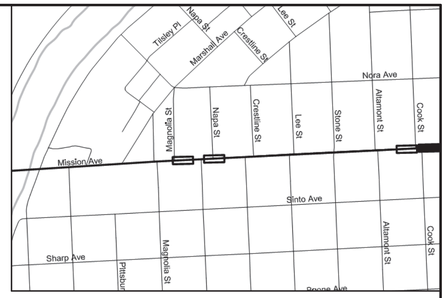
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
SPOKANE, WASHINGTON

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:24:59 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-179
296 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	PROM.	O

AS BUILT

COUNCIL ACCEPT. DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C.M.ELEV.) $(* - *)
ENCH MARK LOCATION
NAVD88 ELEV.
C.M NO.
NAVD88 DATUM

AS OF JANUARY 1, 2000 USE NOAA'S HORIZONTAL CONTROL DATUM OF 1988 (NAVD88)

AZ IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLANA/PROFILE 1/4" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CITY OF SPOKANE DESIGN STANDARDS ADOPTED FEB. 1, 2007

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W. BOONE AVENUE
SPOKANE, WASHINGTON 99201-2686

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

26B - E MISSION AVE & N COOK ST - EB

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER | PLAN NUMBER

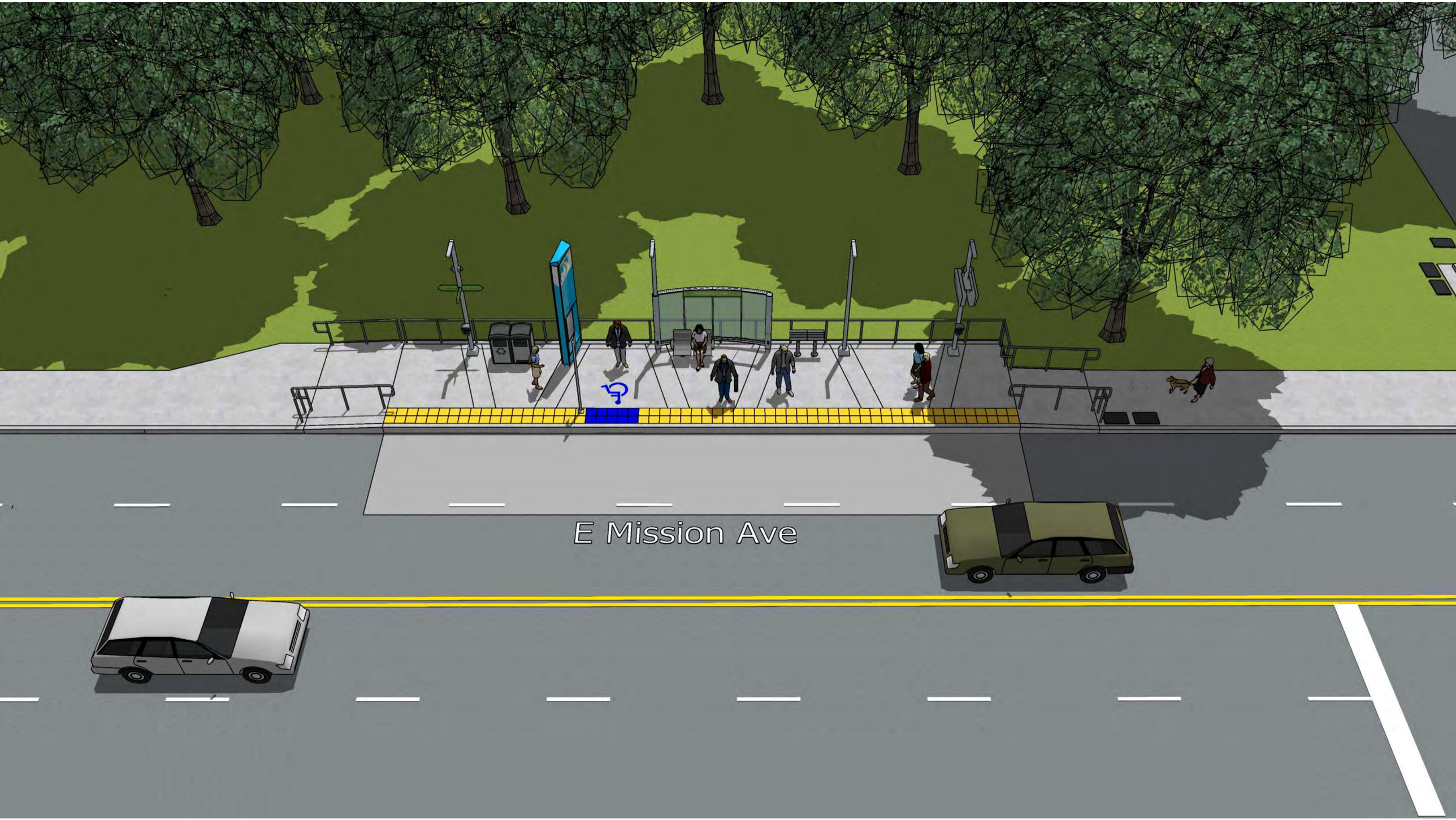
PROJECT LIMITS:

BPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

PLOT DATE & PLOT TIME: 2019-08-13 1:25:36 PM

CALL BEFORE YOU DIG 1-800-424-5555


E Mission Ave

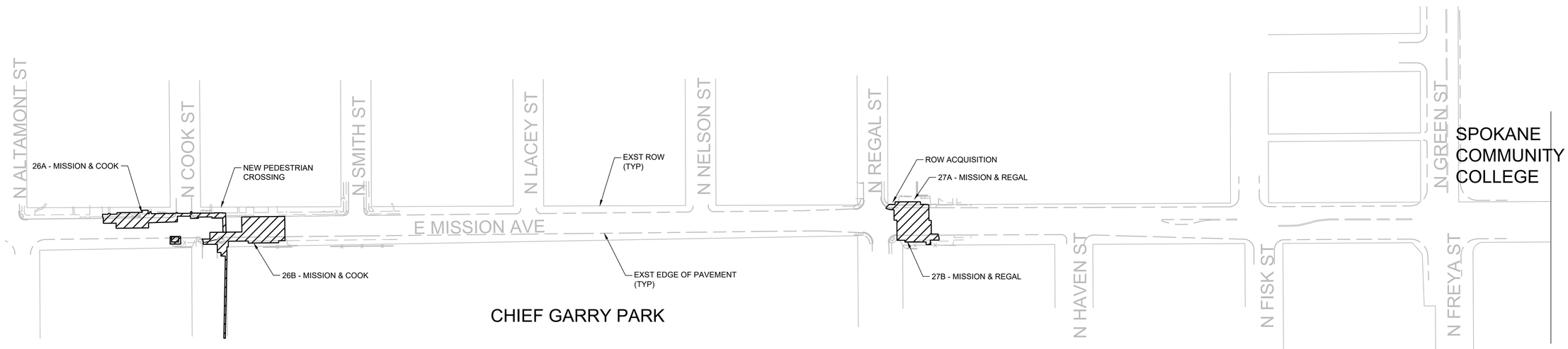
E Mission Ave

SUGGESTED CHIEF GARRY STATION CONSTRUCTION SEQUENCING

PRIMARY STAGE	SEASON	STATION	ESTIMATED DURATION (WEEKS)	ANTICIPATED TRAFFIC CONTROL
1	SPRING 2020	22 - E MISSION AVE & N HAMILTON ST EB/WB	11	TC3 (MISSION), TC5, TC6, TC7
1	SPRING 2020	24 - E MISSION AVE & N PERRY ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	25A - E MISSION AVE & N NAPA ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	26A - E MISSION AVE & N COOK ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
1	SPRING 2020	27A - E MISSION AVE 7 N REGAL ST, WB	11	TC1 (WB MISSION), TC3 (WB MISSION), TC5, TC6, TC7 (WB MISSION)
2	SUMMER 2020	25B - E MISSION AVE & N NAPA ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	26B - E MISSION AVE & N COOK ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	27B - E MISSION AVE & N REGAL ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
2	SUMMER 2020	23 - E MISSION AVE & N PERRY ST, EB	11	TC1 (EB MISSION), TC3 (EB MISSION), TC5, TC6, TC7 (EB MISSION)
3	SPRING 2021	ROADWAY IMPROVEMENTS - E MISSION & N CINCINNATI ST, EB	9	TC3 (MISSION, CINCINATTI), TC5, TC6, TC7

TRAFFIC CONTROL LEGEND:

TC1	MAINTAIN ONE-WAY TRAFFIC ON (_____) WITH FLAGGERS.
TC2	MAINTAIN TWO-WAY TRAFFIC ON (_____) DURING NON-WORKING HOURS.
TC3	TEMPORARY CLOSURE PERMITTED ON (_____) DURING CEMENT CONCRETE PAVEMENT CONSTRUCTION AND CURING AND ASPHALT PAVING. PROVIDE DETOUR.
TC4	MAINTAIN TWO-WAY TRAFFIC ON (_____).
TC5	PROVIDE PEDESTRIAN DETOUR.
TC6	MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
TC7	SINGLE LANE CLOSURE ON (_____). MAINTAIN TRAFFIC ON ALL OTHER LANES.
TC8	PROVIDE CENTENNIAL TRAIL DETOUR.
TC9	ALLOW ONLY ONE LEFT TURN LANE ON (_____).
TC10	MAINTAIN AT LEAST ONE LANE OF ONE WAY TRAFFIC ON (_____).
TC11	COORDINATE WITH STA OPERATIONS AT PLAZA.
TC12	BICYCLE TRAFFIC TO SHARE LANES TEMPORARILY.
TC13	ANGLED PARKING TEMPORARILY CLOSED.



LEGEND:

APPROXIMATE CONSTRUCTION LIMITS (EXCL. UTILITIES & PAVEMENT MARKINGS)

PHASING NOTES:

1. WESTBOUND MISSION AVENUE STATIONS (25A, 26A, 27A) MAY NOT BE UNDER CONSTRUCTION SIMULTANEOUSLY WITH EASTBOUND MISSION AVENUE STATIONS (25B, 26B, 27B).
2. COORDINATE STATION 25A CONSTRUCTION WITH CITY OF SPOKANE FOR MISSION AVENUE AND NAPA ST SIGNAL MODIFICATIONS TO ELIMINATE ONE OF TWO LEFT HAND TURNS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND DEVELOPING TRAFFIC CONTROL PLANS TO COMPLETE THE WORK.
4. MAINTAIN PROPERTY ACCESS AT ALL TIMES. COORDINATE WITH PROPERTY OWNERS SEVEN DAYS IN ADVANCE PRIOR TO CLOSING EXISTING ACCESS.

E MISSION AVE

BRIAN GENE DEARING STATE OF WASHINGTON 39842 REGISTERED PROFESSIONAL ENGINEER

BID SET

GC-108
17 of 388

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
					AS BUILT	

COUNCIL ACCEPT DATE

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN/PROFILE 1" = 100'
VERTICAL PROFILE ONLY:

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	TP	6/2019
REVISED:		
CHECKED:	JS	6/2019
APPROVED:	JS	

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS: OVERALL PHASING
CHIEF GARRY

PROJECT LIMITS:

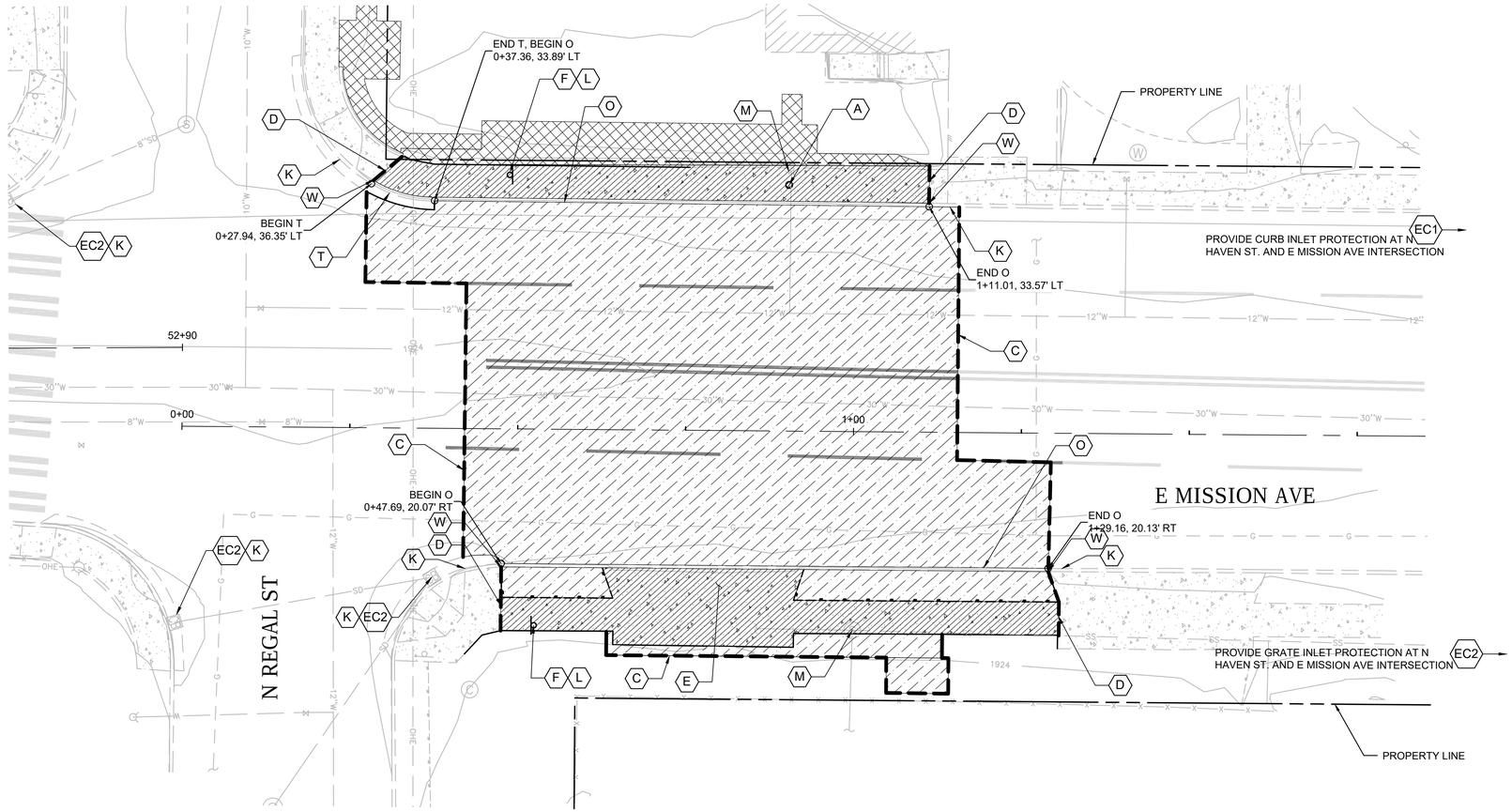
TYPE OF IMPROVEMENT: GENERAL

STA PROJECT NUMBER | PLAN NUMBER

FPN:

FILENAME: 697465-GC-CG3.dwg PLOT DATE: 8/9/19 PLOT TIME: 3:27 PM

CALL BEFORE YOU DIG 1-800-424-5555



DEMOLITION LEGEND:

- (A) REFERENCE AND REESTABLISH SURVEY MONUMENT.
- (B) CLASSIFICATION AND PROTECTION OF SURVEY MONUMENT.
- (C) SAWCUTTING FLEXIBLE PAVEMENT.
- (D) SAWCUTTING RIGID PAVEMENT.
- (E) REMOVE EXISTING DRIVEWAY.
- (F) REMOVE EXISTING POLE, SIGN.
- (G) TO BE REMOVED BY OTHERS.
- (H) REMOVE TREE.
- (I) SEE GRADING AND DRAINAGE PLANS FOR STORMWATER DESIGN INFORMATION.
- (J) PARKING METER TO BE REMOVED BY CITY OF SPOKANE.
- (K) PROTECT IN PLACE.
- (L) SEE TRAFFIC PLANS FOR SIGNING AND STRIPING INFORMATION.
- (M) SEE UTILITY PLANS FOR FOR DESIGN INFORMATION.
- (N) REMOVE EXISTING TREE AND GRATE.
- (O) REMOVE EXISTING CURB.

DEMOLITION LEGEND (CONT.):

- (P) ABANDON EXISTING MANHOLE, CATCH BASIN, OR DRYW
- (Q) REMOVE EXISTING =<12" DIA. PIPE.
- (R) REMOVE CONC SIDEWALK PANEL TO NEAREST JOINT.
- (S) ABANDON EXISTING STORM DRAIN PIPE.
- (T) REMOVE EXISTING CURB/GUTTER.
- (U) REMOVE MANHOLE, CATCH BASIN, OR DRYWELL.
- (V) TEMPORARY CURB.
- (W) SAWCUTTING CURB.

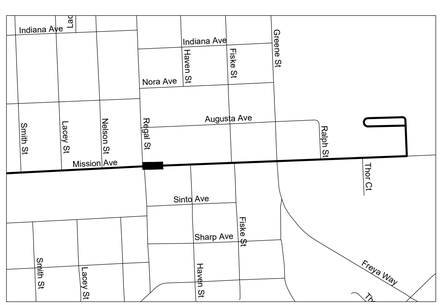
- REMOVE FLEXIBLE PAVEMENT
- REMOVE RIGID PAVEMENT
- REMOVE LANDSCAPING
- REMOVE GRAVEL SURFACING
- ABANDON PIPE
- REMOVE PIPE

EROSION CONTROL LEGEND:

- (EC1) INLET PROTECTION AT CURB, DETAIL 1, SHEET D-001.
- (EC2) INLET PROTECTION AT CATCH BASIN WITH GRATE, DETAIL 2, SHEET D-001.
- (EC3) CONTRACTOR TO RESTORE GRASS.
- (EC4) SILT FENCE, DETAIL 3, SHEET D-001.

GENERAL NOTES:

1. ALL EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
2. FOR PAVING REMOVAL LIMITS, SEE GRADING AND DRAINAGE SHEETS FOR STATION & OFFSET LOCATIONS.
3. TEMPORARY EROSION AND SEDIMENT CONTROL GENERAL NOTES, SHEET D-001.



KEY MAP
SCALE: 1" = 600'

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			REVISIONS						AS BUILT		

JACOBS

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 10'
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
DRAWN:	AM	6/2019
REVISED:	KTT	
CHECKED:	ALS	6/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

BID SET

D-128
60 of 388

PROJECT NAME: CENTRAL CITY LINE

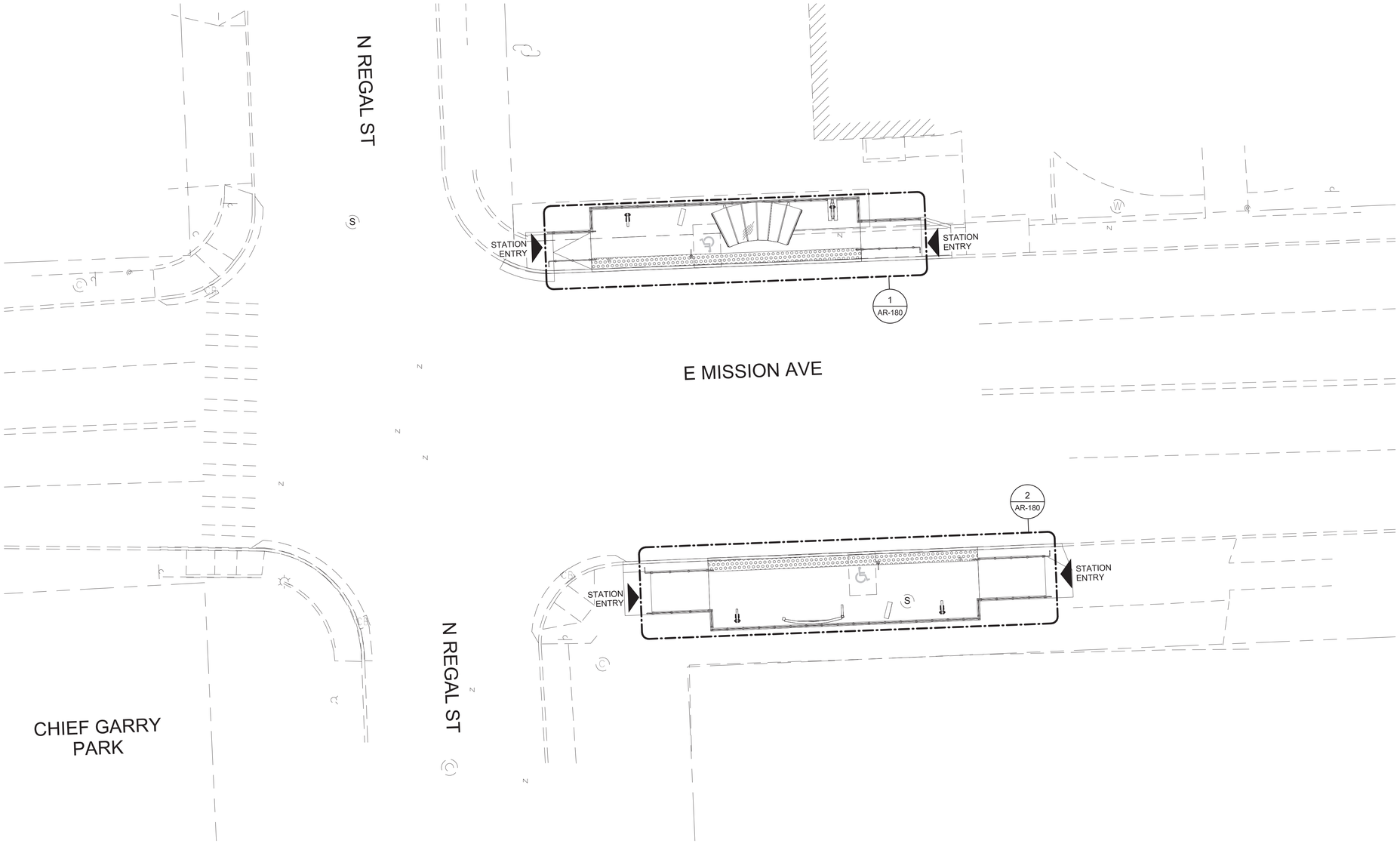
SEGMENT LIMITS:
DEMOLITION AND EROSION CONTROL
27A&B - E MISSION AVE & N REGAL ST - WB & EB

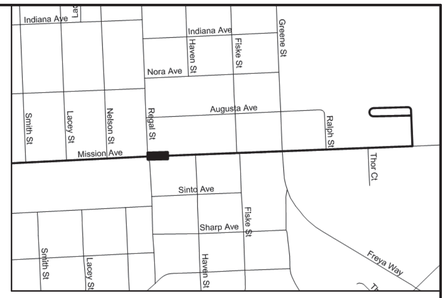
PROJECT LIMITS:

TYPE OF IMPROVEMENT: DETAIL
STA PROJECT NUMBER | PLAN NUMBER
DFN:

FILENAME: 697465-DEM-CG-REGAL-EB-WB.dwg PLOT DATE: 8/9/19 PLOT TIME: 5:42 PM

CALL BEFORE YOU DIG 1-800-424-5555





KEY MAP
SCALE: N.T.S.

N

SITE PLAN NOTES:

1. SEE GRADING AND DRAINAGE PLANS FOR STORMWATER IMPROVEMENTS.
2. SEE PAVING PLANS FOR CURB, SIDEWALK, AND STRIPING DESIGN INFO.
3. SEE ELECTRICAL PLANS FOR POWER SERVICE CONNECTION DESIGN INFO.
4. SEE ELECTRICAL PLANS FOR COMMUNICATIONS SERVICE CONNECTION DESIGN INFO.
5. SEE UTILITY PLANS FOR UTILITY CONNECTION DESIGN INFO.
6. RAILINGS ARE SHOWN FOR REFERENCE ONLY, SEE PAVING PLANS FOR RAILING LAYOUT AND CONNECTION TO PLATFORM DETAIL.
7. SEE AR-491 AND AR-492 FOR RAILING DESIGN AND ACCESSIBILITY DETAILS.

10759 REGISTERED ARCHITECT
CRAIG ROTHENBURGER
STATE OF WASHINGTON

AR-130
272 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS UILT	

COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 * (OLD C M ELEV.) BE * . * 1 :
ENCH MARK LOCATION
NAVD88 ELEV.:
C M NO.
NAVD88 DATUM

AS OF JANUARY 1990 USE NOR H AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

AT IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

FOR PLOTTING ON A1 PLANHPROFILE 1" = 10'-0"
VERTICAL PROFILE ONLY:
SCALE

CUSTOMER COMMENTS AND ADDITIONAL DESIGN

	Y	DATE
DRAWN:	BS	10/19
REVISED:		
CHECKED:	CR	10/19
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
"A" OWNTOWN AVENUE
SPOKANE, WASHINGTON 99201
(509) 1 " 8-5594 " "

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION SITE PLAN

27A & 27B - E MISSION AVE & N REGAL ST - WB & EB

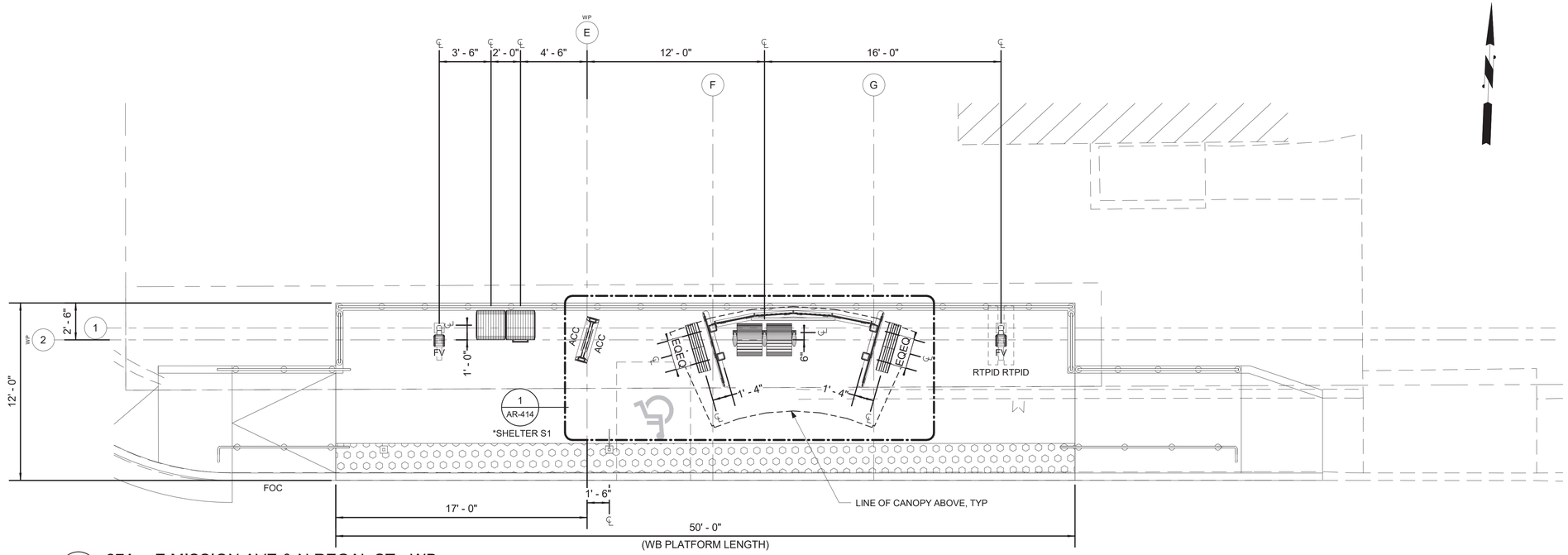
PROJECT LIMITS:

TYPE OF IMPROVEMENT :
STA PROJECT NUMBER
PLAN NUMBER
EPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

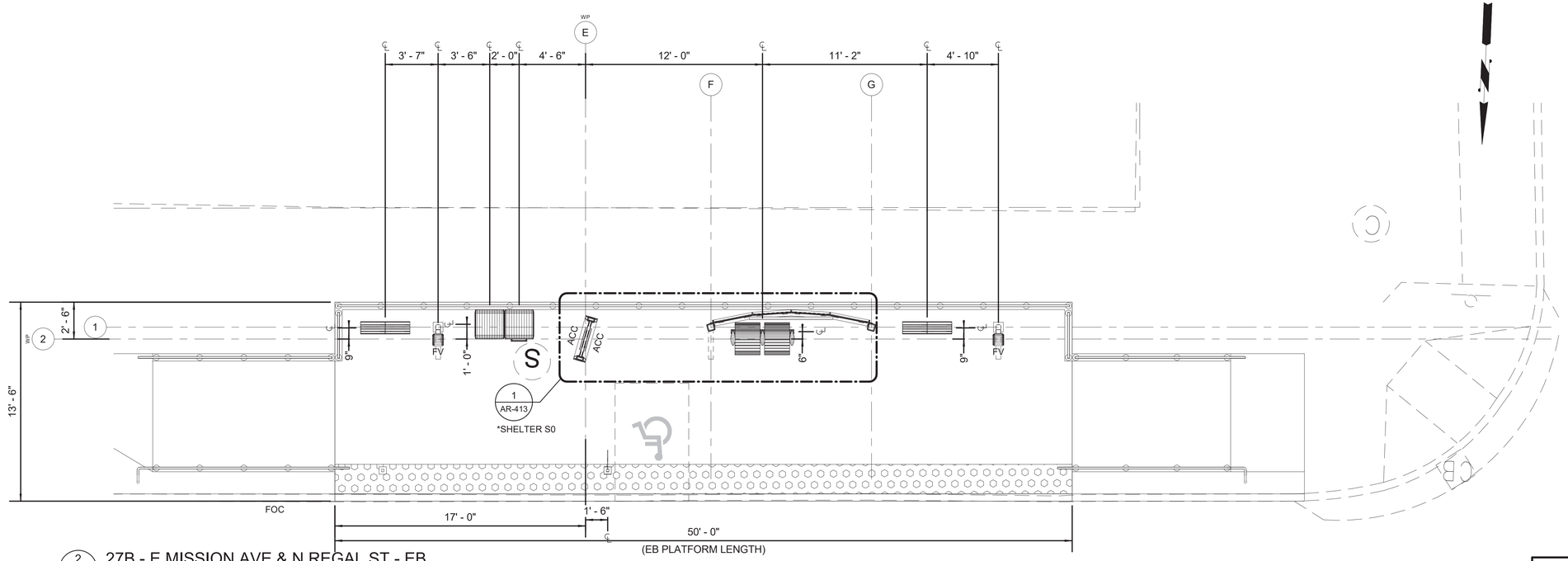
PLOT DATE & PLOT TIME: 2019-08-13 1:25:01 PM

CALL BEFORE YOU DIG 1-800-424-5555



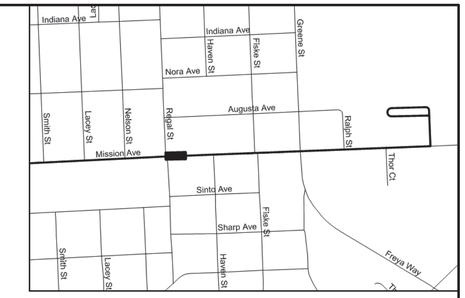
1 / AR-130 27A - E MISSION AVE & N REGAL ST - WB

SCALE: 1/4" = 1'-0"



2 / AR-130 27B - E MISSION AVE & N REGAL ST - EB

SCALE: 1/4" = 1'-0"



KEY MAP

SCALE: N.T.S.

PLATFORM NOTES

1. FOR GRID LAYOUT SEE SHEET AR-010 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
2. DIMS ARE FROM WP GRIDS TO ℄ OF AMENITIES UNLESS OTHERWISE NOTED.
3. REFER TO AMENITY LEGEND SEE SHEET AR-011 & AR-012 IN THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS.
4. REFER TO FLAG AND ACCESSIBLE PAD DETAIL ON SHEET AR-492.
5. REFER TO RAILING DETAILS ON SHEETS AR-491 & AR-492.
6. REFER TO THE HPT ARCHITECTURAL KIT PROCUREMENT DRAWINGS FOR SHELTER DETAILS, SEE *.
7. REFER TO SITE PLAN FOR BIKE RACK LOCATIONS

10759 REGISTERED ARCHITECT CRAIG ROTHENBURGER STATE OF WASHINGTON

AR-180
297 of 388

BID SET

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	O
					AS BUILT	

COUNCIL ACCEPTANCE DATE

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Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
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NAVD88 * (GLD C M ELEV.) $(" - ")

AS OF JANUARY 1 2000 USE NGS H AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

INCH MARK LOCATION

NAVD88 ELEV.

CITY MONUMENT NO.

NAVD88 DATUM

AS IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

POSITION ON PLANMAPPROFILE 1/4" = 1'-0"

VERTICAL PROFILE ONLY

SCALE

CURRENT CITY STANDARDS ADOPTED FEET, #00%

	Y	DATE
DRAWN:	BS	1/2019
REVISED:		
CHECKED:	CR	1/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
* # " O W GOONE AVENUE
SPOKANE, WASHING ON #0'
(50) " # 0.99a * "

PROJECT NAME: CENTRAL CITY LINE

SEGMENT LIMITS:

STATION PLATFORM PLAN

27A & 27B - E MISSION AVE & N REGAL ST - WB & EB

TYPE OF IMPROVEMENT:

STATION NUMBER

PLAN NUMBER

PROJECT LIMITS:

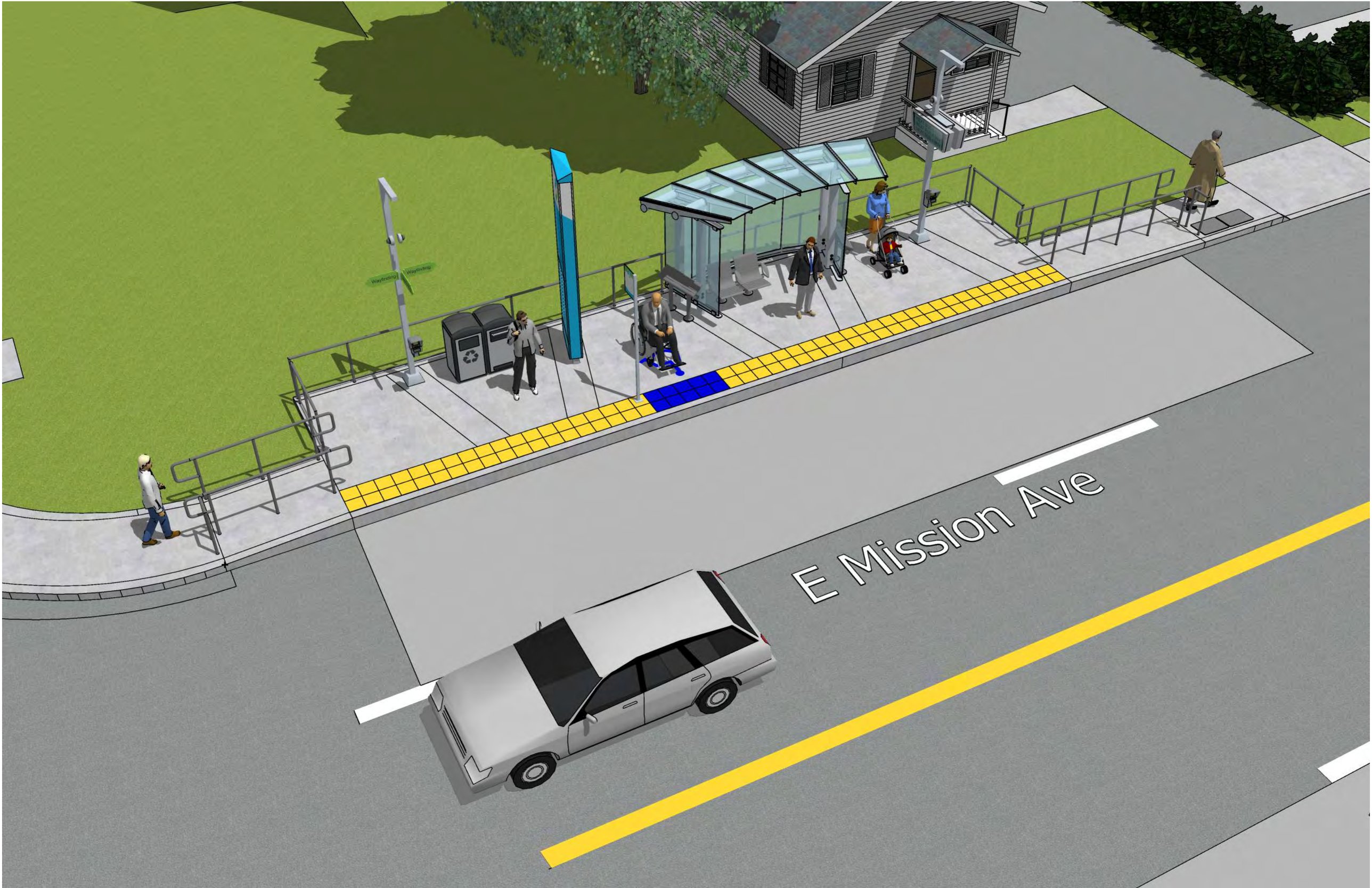
DFN:

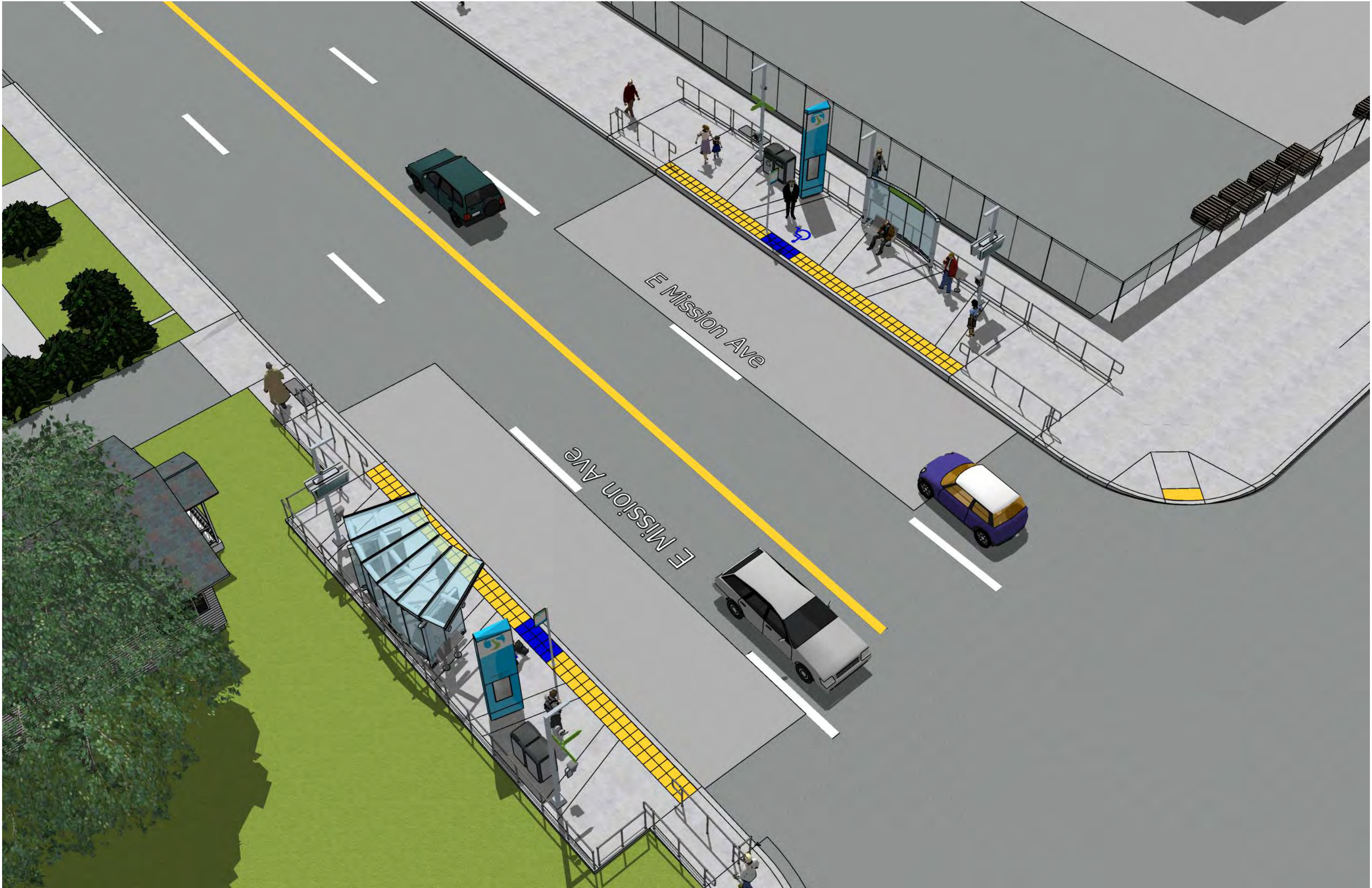
FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_CCL-A-COOR-2018.rvt

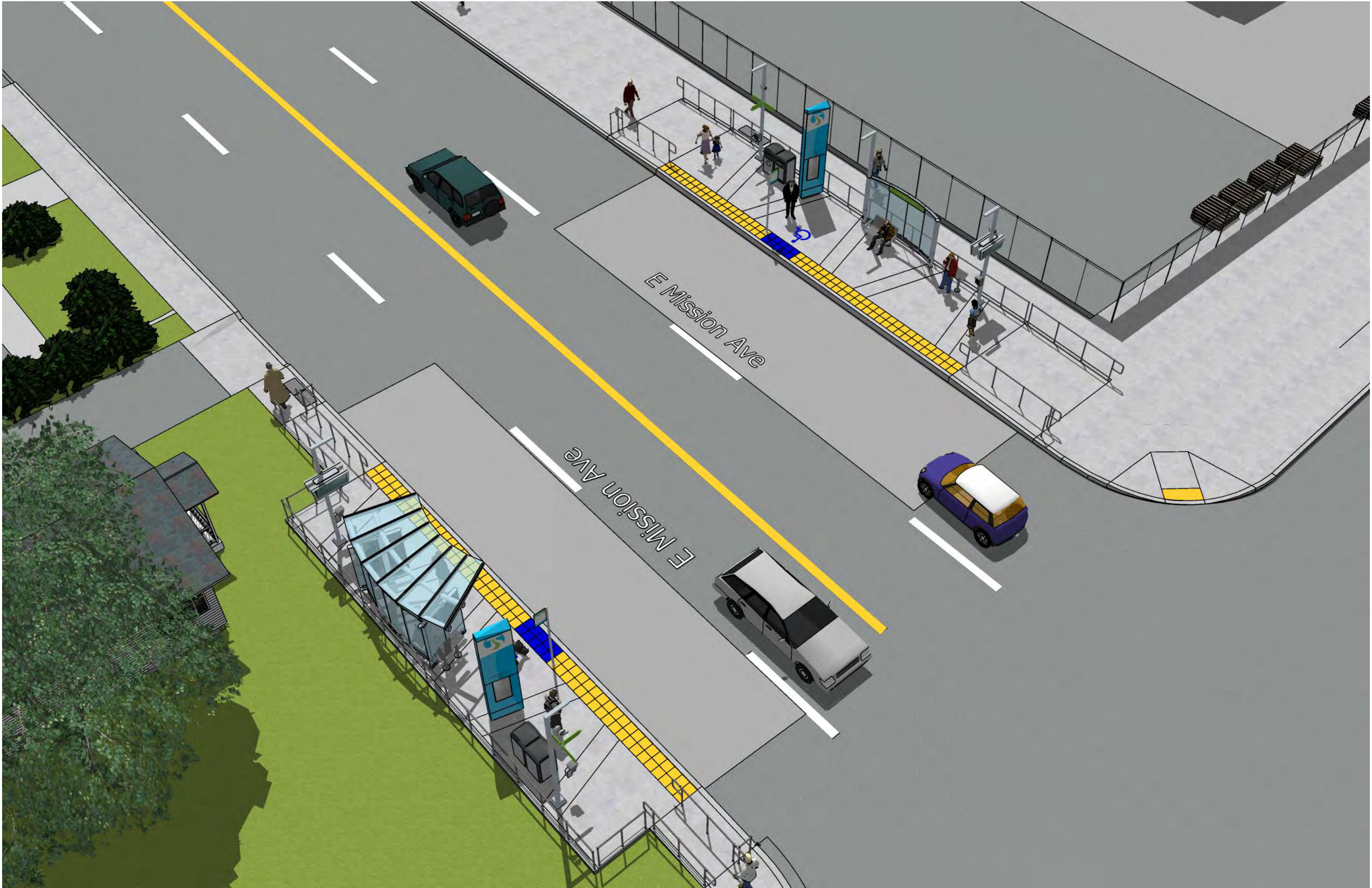
PLOT DATE & PLOT TIME: 2019-08-13 1:25:38 PM

CALL BEFORE YOU DIG 1-800-424-5555

E Mission Ave


Wayfinding
Wayfinding
E Mission Ave


E Mission Ave
E Mission Ave


E Mission Ave
E Mission Ave

E Mission Ave

Mission Ave

STATION NUMBER	CENTRAL CITY LINE (CCL)- STATION LOCATIONS	SHELTER TYPE	FUTURE EXPANSION	HPT MARKER	HPT MARKER LUMINAIRES, TYPE M	H1 HPT MARKER	H1 HPT MARKER LUMINAIRES, TYPE M	GUTTERS AND DOWNSPOUTS	PEDESTRIAN LIGHT POLE 1	PEDESTRIAN LIGHT POLE 2	PEDESTRIAN LIGHT POLE 3	PEDESTRIAN LUMINAIRES, TYPE P	SHELTER LUMINAIRES, TYPE C	SMART WASTE BIN	WASTE BIN	SMART RECYCLING BIN	RECYCLING BIN	INDIVIDUAL SEATING BENCH	LEANING RAILS	BIKE RACK (OFF PLATFORM)	FLAG	HPT MARKER FOUNDATION	SHELTER FOUNDATIONS	SHELTER EXPANSION FOUNDATIONS	STANDALONE WINDSCREEN FOUNDATIONS	PEDESTRIAN LIGHT FOUNDATIONS	RTPID (REAL-TIME PASSENGER INFORMATION DISPLAY)	LCD ON MARKER	TVM (TICKET VENDING MACHINE)	FARE VALIDATION	SECURITY CAMERAS
1	W 4TH AVE & S CANNON ST - WB	S0	S2	1	4					2		3		1		1		1	1		1	1		2		2				2	1
2A	S SPRUCE ST & W 2ND AVE - EB	S1	S2	1	3				1	1	1	3	6	1		1		1	2	1	1	1	2			2	1	1		2	1
2B	W 2ND AVE & S SPRUCE ST - WB	S0	S0	1	4					2		3		1		1		1	2		1	1			2	2				2	1
3	W PACIFIC AVE & S HEMLOCK ST - WB/EB	C4	C4	1	3			4		1	1	4	24	1		1		2	2		2	1	4			2	1	1	1	2	2
5	W PACIFIC AVE & S OAK ST - WB/EB	C4	C4	1	3			4		1	1	4	24	1		1		2	2		2	1	4			2	1	1	1	2	2
6	W 1ST AVE & S ADAMS ST - EB	S2	S2	1	3					1	1	2	12	1		1		1	2	1	1	1	2			1	1	1	1	2	2
7	W SPRAGUE AVE & S ADAMS ST - WB	S1	S2	1	4				1	1	1	3	6	1		1		1	2	1	1	1	2			2	1		1	2	2
8	W 1ST AVE & S MONROE ST - EB	S2	S3	1	3				1	1	1	3	12	1		1		1	2	2	1	1	2	1		2	1	1	1	2	2
9	W SPRAGUE AVE & S MONROE ST - WB	S2	S2	1	4					1	1	2	12	1		1		1	2	2	1	1	2			1	1		1	2	2
11	W SPRAGUE AVE & N WALL ST - EB	S2	S2	1	3					1	1	2	12	1		1		1	2		1	1	2			1	1	1	1	2	
12	W MAIN AVE & N HOWARD ST - EB	S2	S2	1	3			2		1	1	2	12	1		1		1	2	1	1	1	2			1	1		1	2	2
13	W RIVERSIDE AVE & N STEVENS ST - WB	S2	S3	1	3			2	1	1	1	3	12	1		1		1	2	1	1	1	2	1		2	1	1		2	4
14	W MAIN AVE & N BERNARD ST - EB	S2	S3	1	3			2	1	1	1	3	12	1		1		1	2	1	1	1	2	1		2	1	1		2	2
15	W RIVERSIDE AVE & N BERNARD ST - WB	S2	S3	1	3			2	1	1	1	3	12	1		1		1	2		1	1	2	1		2	1	1		2	4
16	W MAIN AVE & N DIVISION ST - EB	S1	S2	1	3					1	1	2	6	1		1		1	2	2	1	1	2	1		2	1	1		2	2
17	W RIVERSIDE AVE & N DIVISION ST - WB	S2	S2	1	3			2	1	1	1	3	12	1		1		1	2		1	1	2			2	1	1		2	4
18	N PINE ST & E MAIN AVE - WB/EB	C4 NARROW	C4 NARROW	1	3			4		1	1	4	16	1		1		2			1	1	4			2	1	1	1	2	2
19A	E SPOKANE FALLS BLVD & WSU - WB	S3	S3	1	3			3		1	1	2	18	1		1		1	3	15	1	1	3			1	1	1		2	2
19B	E SPOKANE FALLS BLVD & WSU - EB	S3	S3	1	3			3		1	1	2	18	1		1		1	3		1	1	3			1	1	1		2	2
20	N CINCINNATI ST & E SPRINGFIELD AVE - WB/EB	C4	C4	1	3			4		1	1	4	24	1		1		2	2	15	2	1	4			2	1	1	1	2	2
21A	N CINCINNATI ST & E DESMET AVE - WB	S3	S3	1	3					1	1	2	18	1		1		1	3	3	1	1	3			1	1	1		2	2
21B	N CINCINNATI ST & E DESMET AVE - EB	S3	S3	1	3					1	1	2	18	1		1		1	3		1	1	3			1	1	1		2	2
22	E MISSION AVE & N HAMILTON ST - WB/EB	C4	C4	1	3			4		1	1	4	24	1		1		2	2	1	2	1	4			2	1	1	1	2	2
23	E MISSION AVE & N PERRY ST - EB	S1	S2	1	3					1	1	2	6	1		1		1	2		1	1	2			1	1	1		2	2
24	E MISSION AVE & N PERRY ST - WB	S1	S2	1	3				1	1	1	3	6	1		1		1	2	2	1	1	2			2	1	1		2	2
25A	E MISSION AVE & N NAPA ST - WB	S1	S2	1	3				1	1	1	3	6	1		1		1	2		1	1	2			2	1	1		2	1
25B	E MISSION AVE & N NAPA ST - EB	S0	S2	1	3					2		3		1		1		1	2		1	1		2		2		1		2	1
26A	E MISSION AVE & N COOK ST - WB	S1	S2	1	3					1	1	2	6	1		1		1	2	1	1	1	2			1	1	1		2	1
26B	E MISSION AVE & N COOK ST - EB	S0	S2	1	4				1	2		4		1		1		1	2		1	1		2		3				2	1
27A	E MISSION AVE & N REGAL ST - WB	S1	S2	1	4					1	1	2	6	1		1		1	2		1	1	2			1	1			2	1
27B	E MISSION AVE & N REGAL ST - WB	S0	S2	1	4					2		3		1		1		1	2		1	1		2		2				2	1
-	SPOKANE COMMUNITY COLLEGE	S3	S3	1	3					1	1	2	18	1		1		1	3		1	1	3			2	1	1	1	2	4

NOT IN CONTRACT, FOR REFERENCE ONLY

FOR REVIEW ONLY

AR-021
7 of 79

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT							

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CRM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL: PLAN/PROFILE 12" = 1'-0"
VERTICAL: PROFILE ONLY
SCALE
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	NW	7/2019
REVISED:		
CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:
HPT STATION SCHEDULE
CENTRAL CITY LINE

PROJECT LIMITS:

TYPE OF IMPROVEMENT:
STA PROJECT NUMBER: *2019-10296*
PLAN NUMBER:
EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-18 10:51:37 AM

CALL BEFORE YOU DIG 1-800-424-5555

STATION NUMBER	MORAN STATION- STATION LOCATION	SHELTER TYPE	FUTURE EXPANSION	HPT MARKER	HPT MARKER LUMINAIRES, TYPE M	H1 HPT MARKER	H1 HPT MARKER LUMINAIRES, TYPE M	GUTTERS AND DOWNSPOUTS	PEDESTRIAN LIGHT POLE 1	PEDESTRIAN LIGHT POLE 2	PEDESTRIAN LIGHT POLE 3	PEDESTRIAN LUMINAIRES, TYPE P	SHELTER LUMINAIRES, TYPE C	SMART WASTE BIN	WASTE BIN	SMART RECYCLING BIN	RECYCLING BIN	INDIVIDUAL SEATING BENCH	LEANING RAILS	BIKE RACK (OFF PLATFORM)	FLAG	HPT MARKER FOUNDATION	SHELTER FOUNDATIONS	SHELTER EXPANSION FOUNDATIONS	STANDALONE WINDSCREEN FOUNDATIONS	PEDESTRIAN LIGHT FOUNDATIONS	RTPID (REAL-TIME PASSENGER INFORMATION DISPLAY)	LCD ON MARKER	TVM (TICKET VENDING MACHINE)	FARE VALIDATION	SECURITY CAMERAS
-	MORAN STATION PARK AND RIDE - ALIGHTING								2			4									2					2					
	MORAN STATION PARK AND RIDE - PLATFORM	S3	S5	1	3			3			2	4	18	2		2		1	3	1	2	1	3	2		2	2	1	2	2	2

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STATION NUMBER	PLAZA ZONE 6- STATION LOCATION	SHELTER TYPE	FUTURE EXPANSION	HPT MARKER	HPT MARKER LUMINAIRES, TYPE M	H1 HPT MARKER	H1 HPT MARKER LUMINAIRES, TYPE M	GUTTERS AND DOWNSPOUTS	PEDESTRIAN LIGHT POLE 1	PEDESTRIAN LIGHT POLE 2	PEDESTRIAN LIGHT POLE 3	PEDESTRIAN LUMINAIRES, TYPE P	SHELTER LUMINAIRES, TYPE C	SMART WASTE BIN	WASTE BIN	SMART RECYCLING BIN	RECYCLING BIN	INDIVIDUAL SEATING BENCH	LEANING RAILS	BIKE RACK (OFF PLATFORM)	FLAG	HPT MARKER FOUNDATION	SHELTER FOUNDATIONS	SHELTER EXPANSION FOUNDATIONS	STANDALONE WINDSCREEN FOUNDATIONS	PEDESTRIAN LIGHT FOUNDATIONS	RTPID (REAL-TIME PASSENGER INFORMATION DISPLAY)	LCD ON MARKER	TVM (TICKET VENDING MACHINE)	FARE VALIDATION	SECURITY CAMERAS
10	W SPRAGUE AVE & N WALL ST - WB	S2	S2	1	3					1	1	2	12	1		1		1	2	1	1	1	2			1	1	1	1	2	

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FOR REVIEW ONLY

AR-022
8 of 79

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

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NAVD88 = (OLD CDM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CDM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE
VERTICAL PROFILE ONLY 12" = 1'-0"

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	NW	7/2019
REVISED:		
CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS:

HPT STATION SCHEDULE
OTHER FACILITIES

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

PLAN NUMBER:

PIN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-18 10:51:37 AM

CALL BEFORE YOU DIG 1-800-424-5555

STATION NUMBER	MONROE-REGAL LINE, PHASE 1 (MR-1) - STATION LOCATIONS	SHELTER TYPE	FUTURE EXPANSION	HPT MARKER	HPT MARKER LUMINAIRES, TYPE M	H1 HPT MARKER	H1 HPT MARKER LUMINAIRES, TYPE M	GUTTERS AND DOWNSPOUTS	PEDESTRIAN LIGHT POLE 1	PEDESTRIAN LIGHT POLE 2	PEDESTRIAN LIGHT POLE 3	PEDESTRIAN LUMINAIRES, TYPE P	SHELTER LUMINAIRES, TYPE C	SMART WASTE BIN	WASTE BIN	SMART RECYCLING BIN	RECYCLING BIN	INDIVIDUAL SEATING BENCH	LEANING RAILS	BIKE RACK (OFF PLATFORM)	FLAG	HPT MARKER FOUNDATION	SHELTER FOUNDATIONS	SHELTER EXPANSION FOUNDATIONS	STANDALONE WINDSCREEN FOUNDATIONS	PEDESTRIAN LIGHT FOUNDATIONS	RTPID (REAL-TIME PASSENGER INFORMATION DISPLAY)	LCD ON MARKER	TVM (TICKET VENDING MACHINE)	FARE VALIDATION	SECURITY CAMERAS
13N	MONROE @ ALICE	*				1									1			1	1		1	1									
13S	MONROE @ ALICE	H2		1	4						1	1	4		1		1	2	1		1	1	2			1	1			1	
15N	MONROE @ GRACE	*				1									1			1	1		1	1									
15S	MONROE @ GRACE	*				1									1			1	1		1	1									
16N	MONROE @ CARLISLE	*				1									1			1	1		1	1									
16S	MONROE @ MONTGOMERY	H2		1	4						1	1	4		1		1	2	1		1	1	2			1	1			1	
18N	MONROE @ MAXWELL	*				1									1			1	1		1	1									
18S	MONROE @ MAXWELL	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
19N	MONROE @ BOONE	*				1									1			1	1		1	1									
19S	MONROE @ GARDNER	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
20S	MONROE @ BROADWAY	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
21S	MONROE @ SUMMIT	*				1									1			1	1		1	1									
26N	WASHINGTON @ 6TH	*				1									1				2		1	1									
32N	GRAND @ 18TH	*				1									1			1	1		1	1									
36N	29TH @ GRAND	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
44N	REGAL @ 37TH	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
46N	REGAL @ 44TH	*				1									1			1	1		1	1									
47N	REGAL @ PALOUSE HWY	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	
48N	REGAL @ 53RD	*				1									1			1	1		1	1									
51N	57TH @ REGAL	H2		1	4				1		1	2	4		1		1	2	1		1	1	2			2	1			1	

* NOT IN CONTRACT, SHELTER TO BE PROVIDED BY OTHERS.

NOT IN CONTRACT, FOR REFERENCE ONLY

FOR REVIEW ONLY

AR-023
9 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

COUNCIL ACCEPT DATE

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801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 = (OLD CDM ELEV.) + (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CDM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 1'-0"
VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	NW	7/2019
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CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS:

HPT STATION SCHEDULE
MONROE-REGAL & SPRAGUE AVENUE PHASE I HPT

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

PLAN NUMBER:

FPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-19 11:25:00 AM

CALL BEFORE YOU DIG 1-800-424-5555

STATION NUMBER	MONROE-REGAL LINE, PHASE 2 (MR-2) - STATION LOCATIONS	SHELTER TYPE	FUTURE EXPANSION	HPT MARKER	HPT MARKER LUMINAIRES, TYPE M	H1 HPT MARKER	H1 HPT MARKER LUMINAIRES, TYPE M	GUTTERS AND DOWNSPOUTS	PEDESTRIAN LIGHT POLE 1	PEDESTRIAN LIGHT POLE 2	PEDESTRIAN LIGHT POLE 3	PEDESTRIAN LUMINAIRES, TYPE P	SHELTER LUMINAIRES, TYPE C	SMART WASTE BIN	WASTE BIN	SMART RECYCLING BIN	RECYCLING BIN	INDIVIDUAL SEATING BENCH	LEANING RAILS	BIKE RACK (OFF PLATFORM)	FLAG	HPT MARKER FOUNDATION	SHELTER FOUNDATIONS	SHELTER EXPANSION FOUNDATIONS	STANDALONE WINDSCREEN FOUNDATIONS	PEDESTRIAN LIGHT FOUNDATIONS	RTPID (REAL-TIME PASSENGER INFORMATION DISPLAY)	LCD ON MARKER	TVM (TICKET VENDING MACHINE)	FARE VALIDATION	SECURITY CAMERAS
4S	MONROE @ CENTRAL	*				1									1			1	1		1	1									
6S	MONROE @ CENTRAL					1									1				2		1	1									
7S	MONROE @ ROWAN					1									1				2		1	1									
9N	MONROE @ WELLESLEY	*				1									1			1	1		1	1									
9S	MONROE @ WELLESLEY	H2		1					1		1	2		1		1		2	1		1	1	2			1	1			1	
11N	MONROE @ GARLAND					1									1				2		1	1									
11S	MONROE @ GARLAND	H2		1					1		1	2		1		1		2	1		1	1	2			1	1			1	
17N	MONROE @ INDIANA	*				1									1			1	1		1	1									
17S	MONROE @ NORA	H2		1					1		1	2		1		1		2	1		1	1	2			1	1			1	
20N	MONROE @ BROADWAY	*				1									1			1	1		1	1									
22N	MONROE @ MAIN	H2		1					1		1	2		1		1		2	1		1	1	2			1	1			1	
24S	STEVENS @ SPRAGUE	*				1									1			1	1		1	1									
25N	WASHINGTON @ 4TH					1									1				2		1	1									
25S	STEVENS @ 4TH					1									1				2		1	1									
26S	STEVENS @ SPRAGUE	*				1									1			1	1		1	1									
29N	8TH @ MCCLELLAN	*				1									1			1	1		1	1									
29S	9TH @ MCCLELLAN	*				1									1			1	1		1	1									
30N	GRAND @ 14TH	*				1									1			1	1		1	1									
36S	29TH @ GRAND					1									1				2		1	1									
38N	29TH @ PINECREST					1									1				2		1	1									
41N	29TH @ STONE	*				1									1			1	1		1	1									
42N	SOUTH HILL P&R																				1										
42S	SOUTHEAST BLVD @ 31ST					1									1				2		1	1									
43N	SOUTHEAST BLVD @ REGAL					1									1				2		1	1									
52N	57TH @ HAILEE					1									1				2		1	1									

* NOT IN CONTRACT, SHELTER TO BE PROVIDED BY OTHERS.

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AR-024

10 of 79

DATE	BY	PROJ	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

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Seattle WA 98104 USA
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ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13)

AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION

NAVD88 ELEV.

CRM NO.

NAVD88 DATUM

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HORIZONTAL: PLAN/PROFILE 12" = 1'-0"

VERTICAL: PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
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REVISED:		7/2019
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APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS:

HPT STATION SCHEDULE

MONROE-REGAL & SPRAGUE AVENUE PHASE II HPT

PROJECT LIMITS:

TYPE OF IMPROVEMENT: -

STA PROJECT NUMBER: 2019-10296

PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-19 11:25:00 AM

CALL BEFORE YOU DIG 1-800-424-5555

SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
2. SHELTER CONVERSION DRAWINGS INDICATE NEW COMPONENTS WITH SOLID BLACK LINES, EXISTING COMPONENTS FROM THE PREVIOUS PHASE WITH SOLID HALFTONE LINES, AND EXISTING COMPONENTS TO BE REMOVED AND STORED WITH HALFTONE LINES AND SOLID GRAY HATCH PATTERNS.
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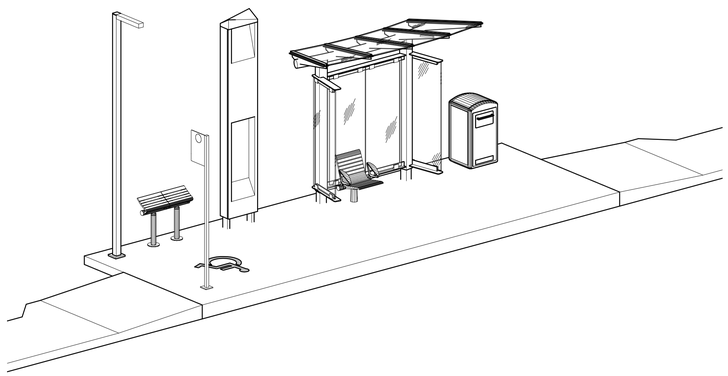
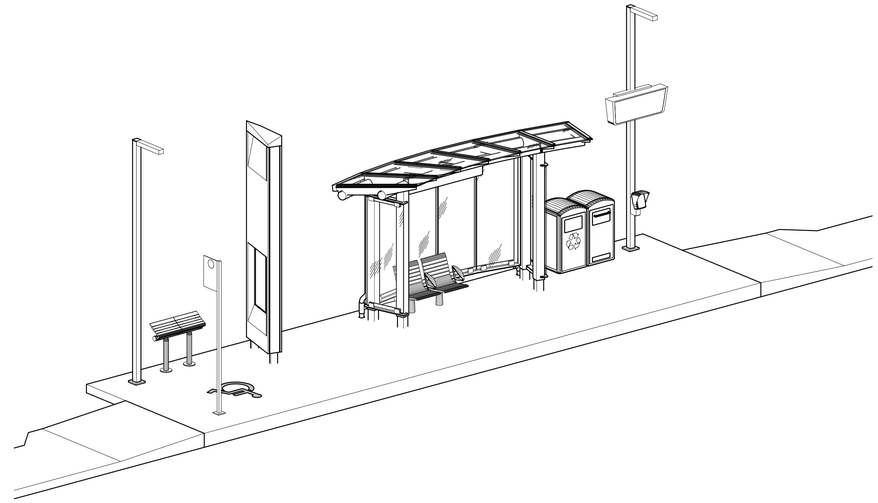
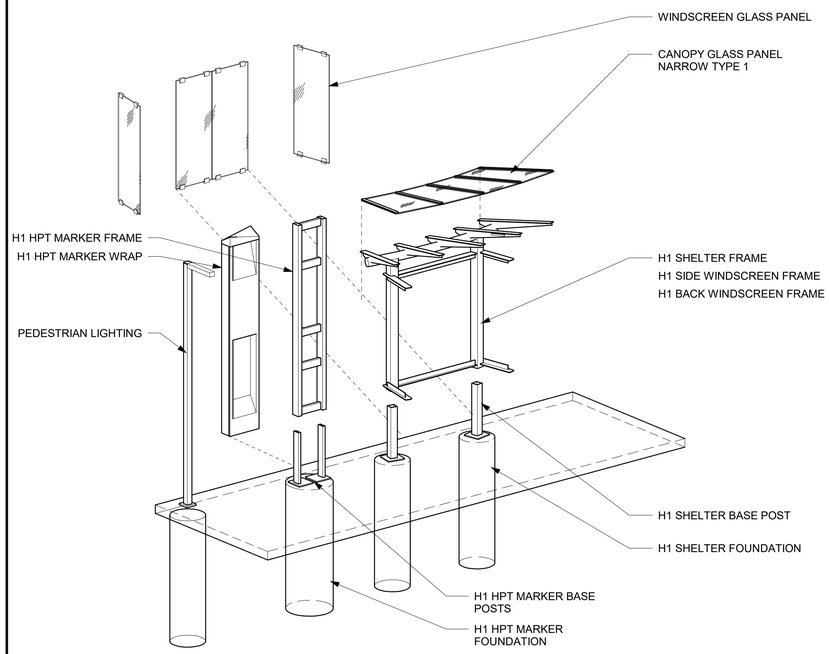
4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.



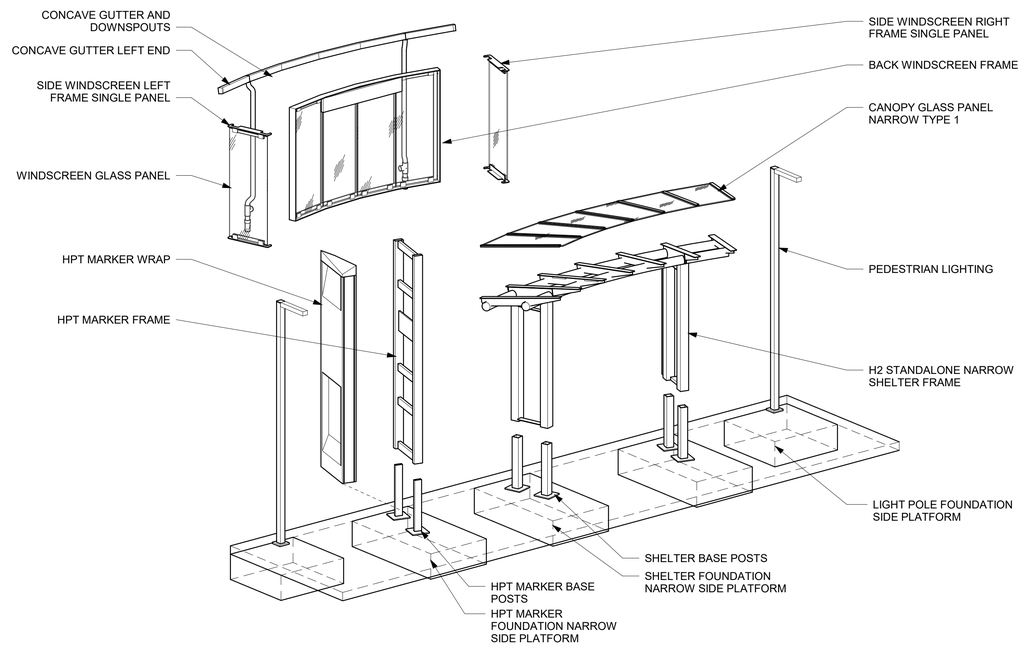
TYPICAL H1 PLATFORM



TYPICAL H2 PLATFORM



TYPICAL ASSEMBLY H1 SHELTER



TYPICAL ASSEMBLY H2 SHELTER

FOR REVIEW ONLY

AR-401
13 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
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COUNCIL ACCEPT DATE

IBI GROUP
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Seattle WA 98104 USA
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ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING
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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY
1 : 50
SCALE
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
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CHECKED:	CR	7/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS

H1 AND H2 TYPICAL PLATFORM AND ASSEMBLY

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

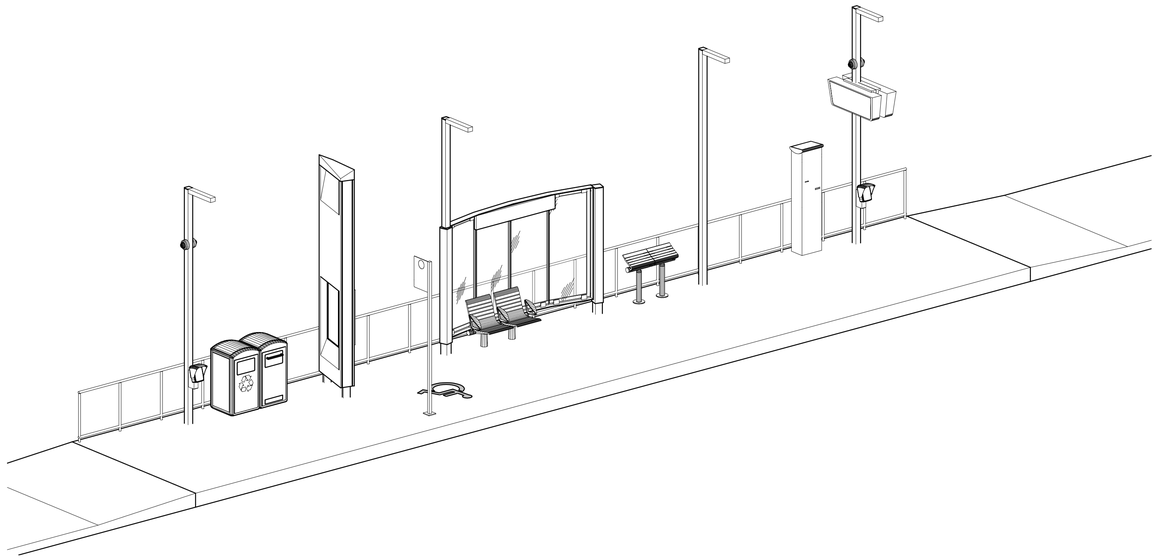
PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:02 PM

CALL BEFORE YOU DIG 1-800-424-5555



SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
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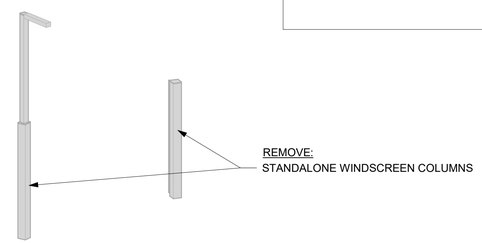
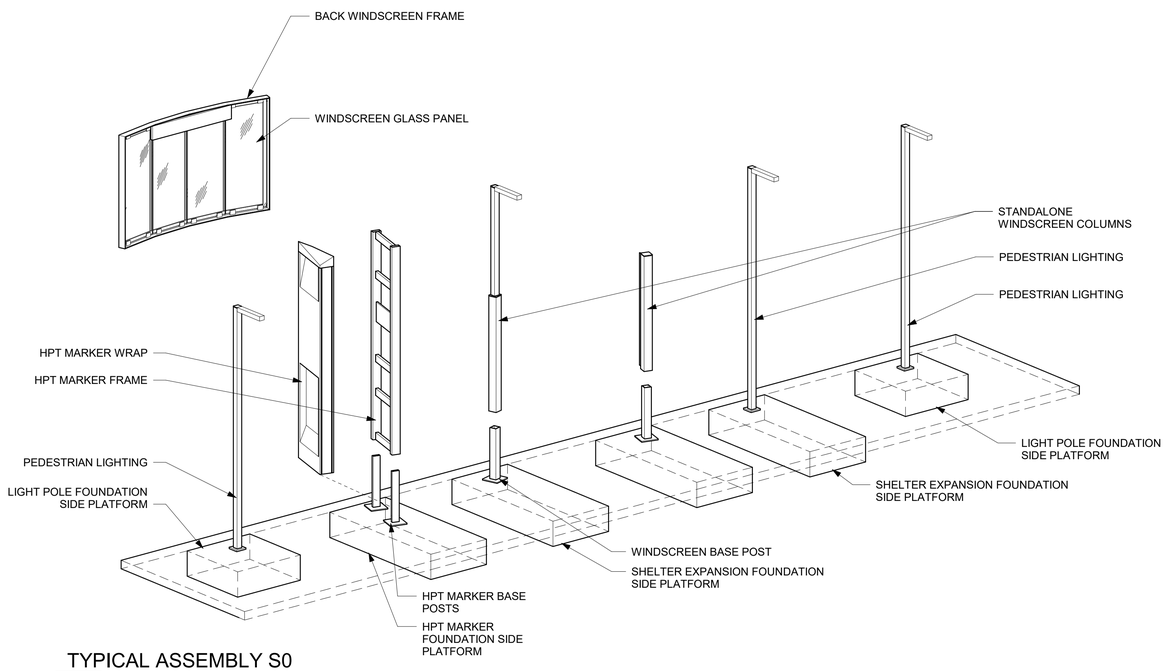
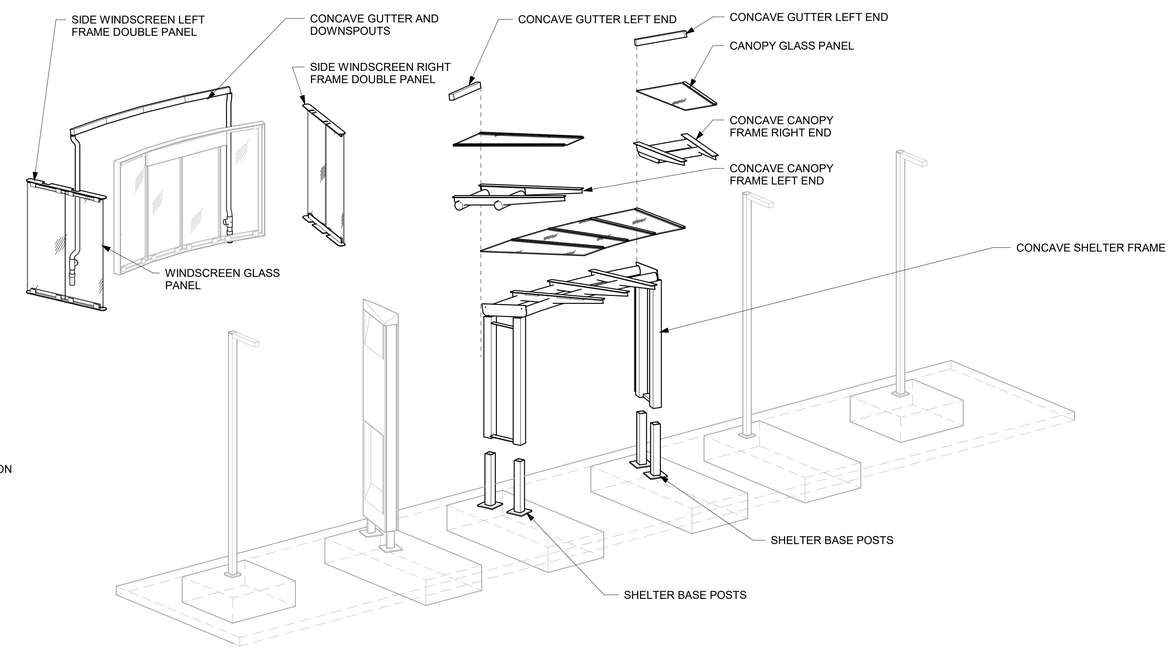


TYPICAL S0 PLATFORM



TYPICAL ASSEMBLY S0



TYPICAL ASSEMBLY S0 TO S1 SHELTER CONVERSION

FOR REVIEW ONLY

AR-402
14 of 79

DATE	BY	PROJ.	DESCRIPTION
			REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
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ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION
NAVD88 ELEV.:
CBM NO.
NAVD88 DATUM
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HORIZONTAL: PLAN/PROFILE
VERTICAL: 1 : 50
PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
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APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS
S0 TYPICAL PLATFORM AND ASSEMBLY

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER	PLAN NUMBER
2019-10296	

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:03 PM

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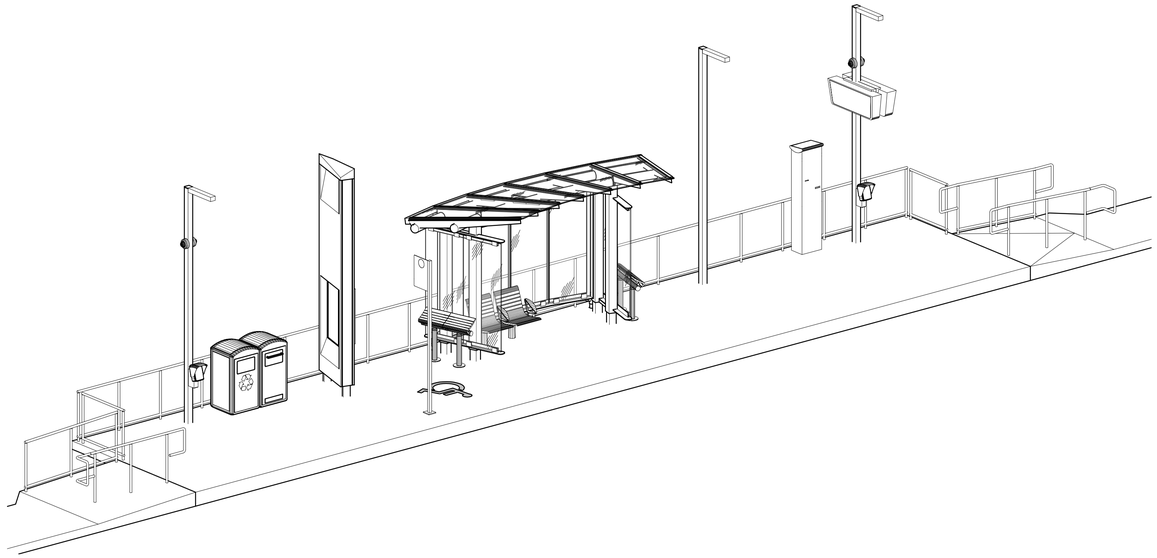

SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
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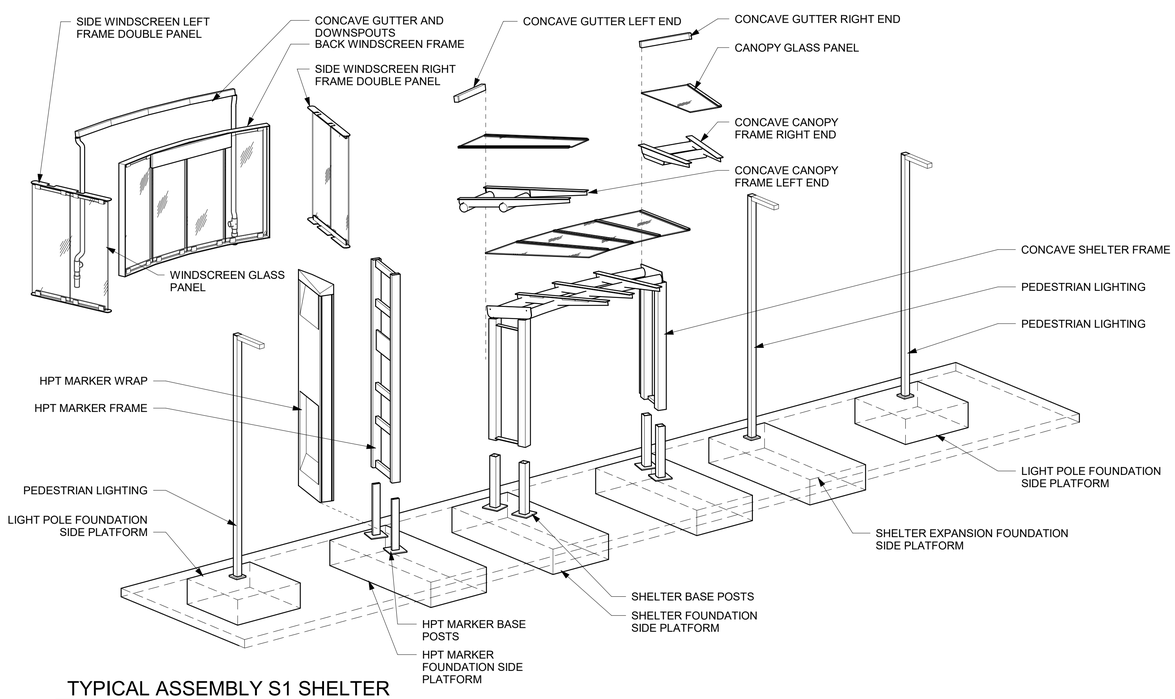
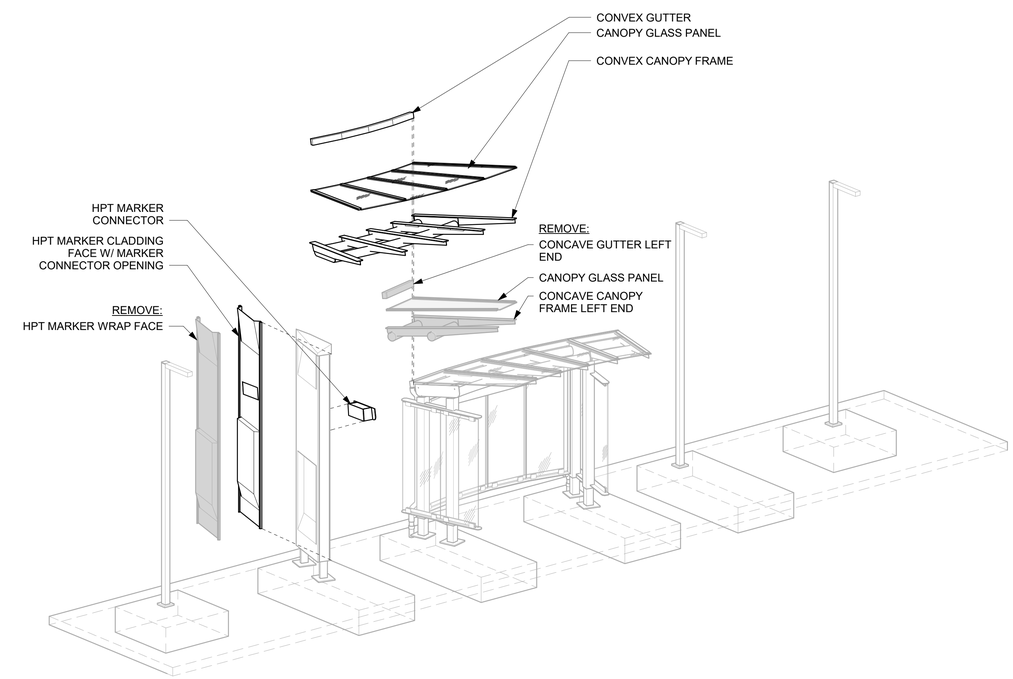
TYPICAL S1 PLATFORM



TYPICAL ASSEMBLY S1 SHELTER



TYPICAL ASSEMBLY S1 TO S2 SHELTER CONVERSION

FOR REVIEW ONLY

AR-403
15 of 79

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

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COUNCIL ACCEPT DATE

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL: PLAN/PROFILE
VERTICAL: PROFILE ONLY 1 : 50

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS:

STATION ISOMETRICS
S1 TYPICAL PLATFORM AND ASSEMBLY

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

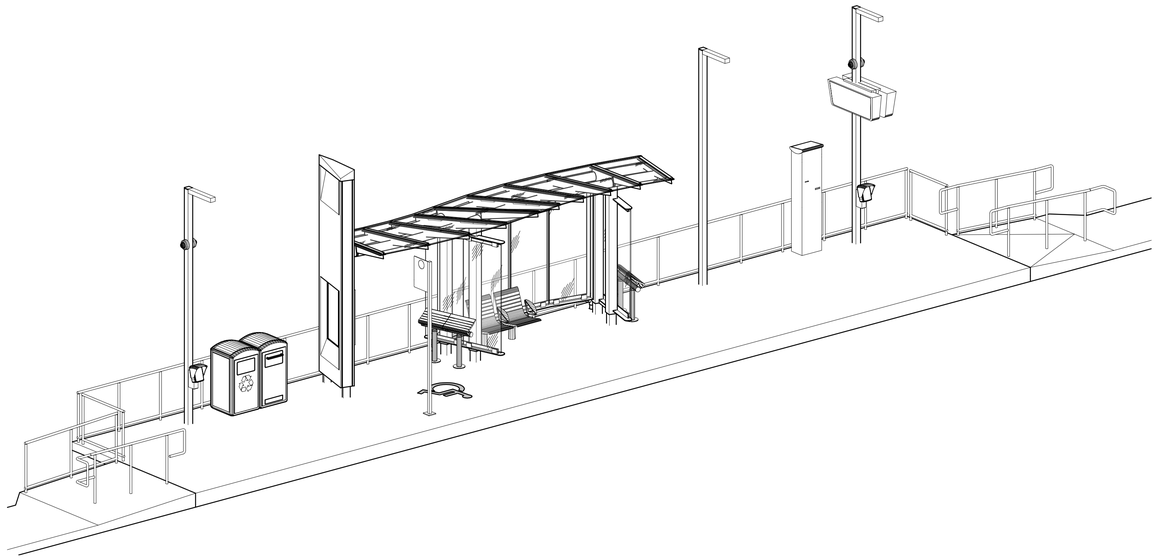
PLAN NUMBER:

PROJECT LIMITS:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:05 PM

CALL BEFORE YOU DIG 1-800-424-5555



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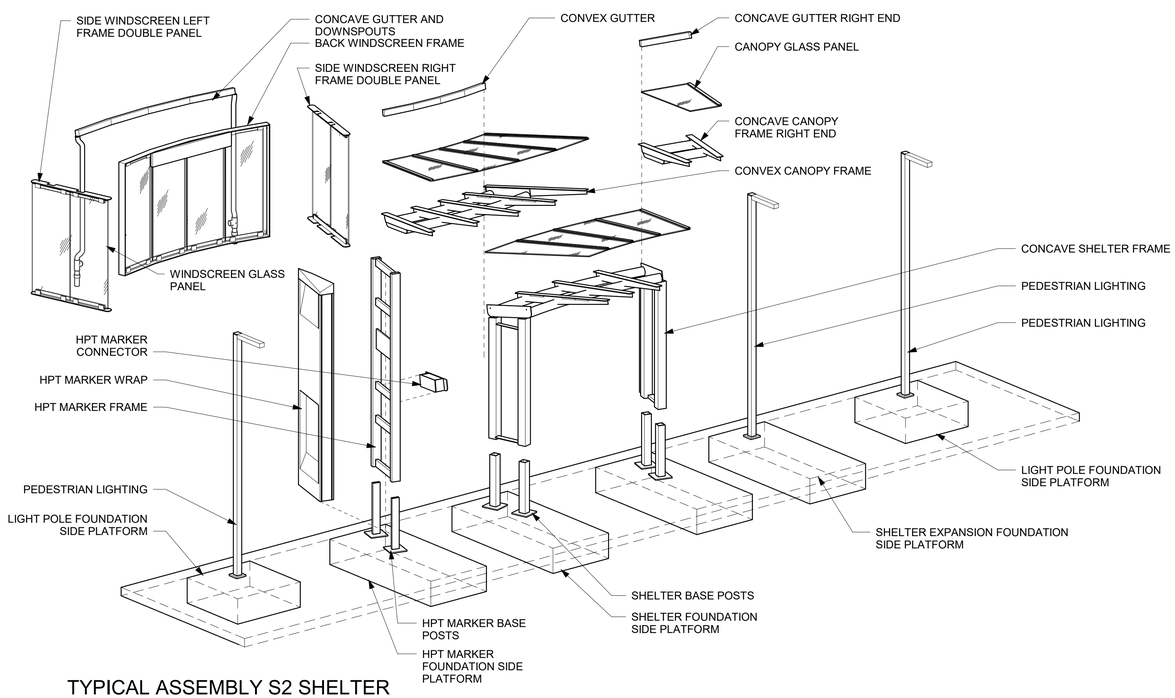
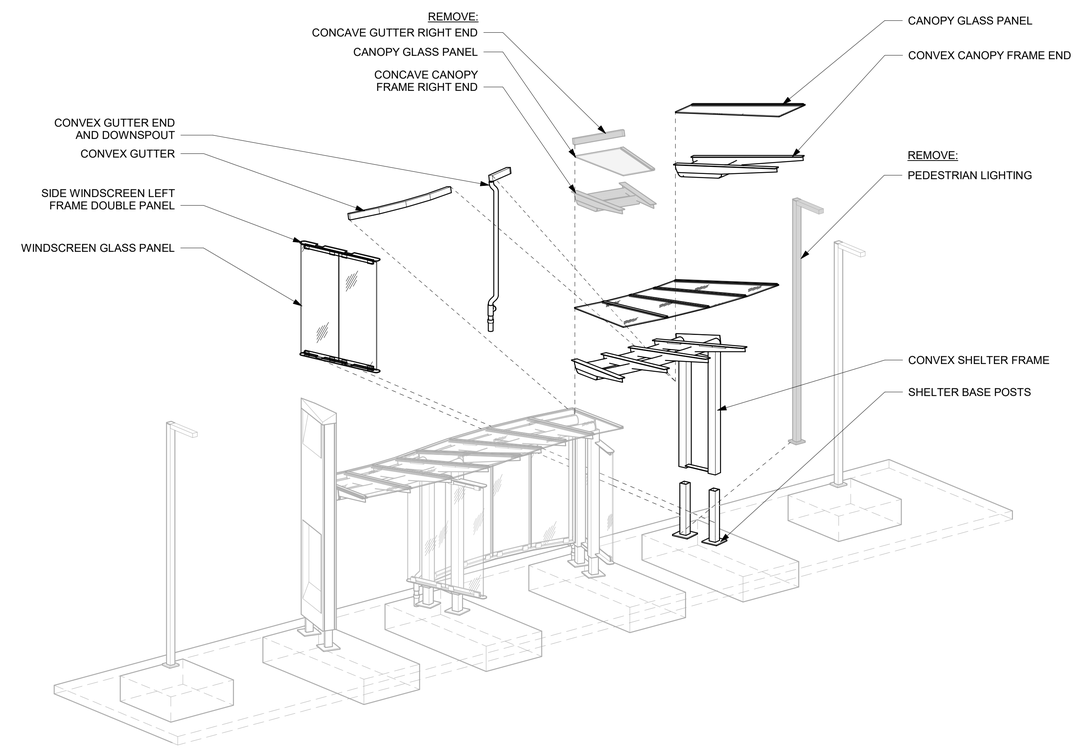
TYPICAL S2 PLATFORM



TYPICAL ASSEMBLY S2 SHELTER



TYPICAL ASSEMBLY S2 TO S3 SHELTER CONVERSION

FOR REVIEW ONLY

AR-404
16 of 79

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

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801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

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BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY 1 : 50
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
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APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS:

STATION ISOMETRICS
S2 TYPICAL PLATFORM AND ASSEMBLY

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

PLAN NUMBER:

PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:06 PM

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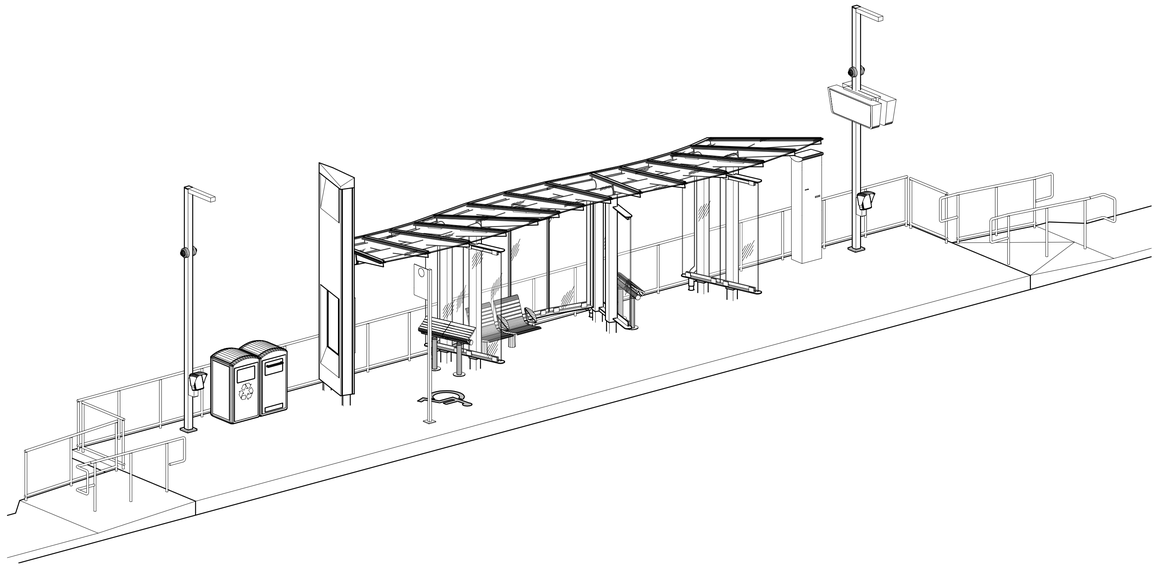

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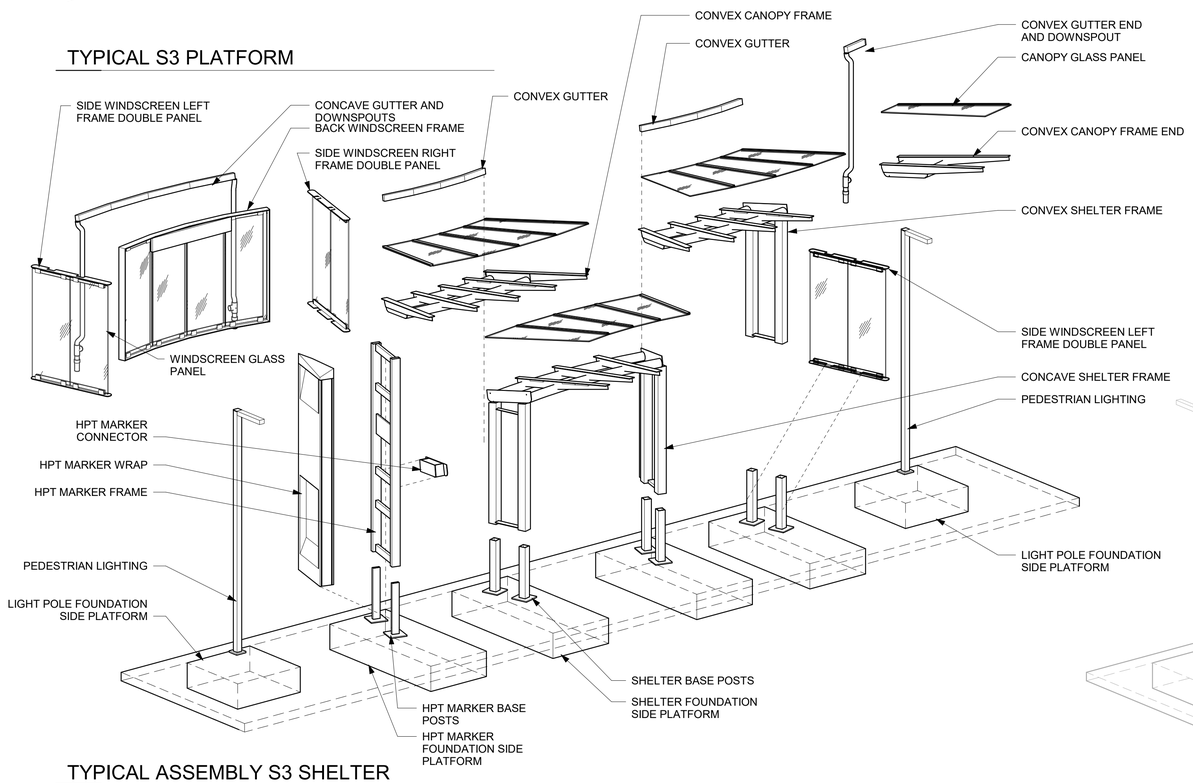
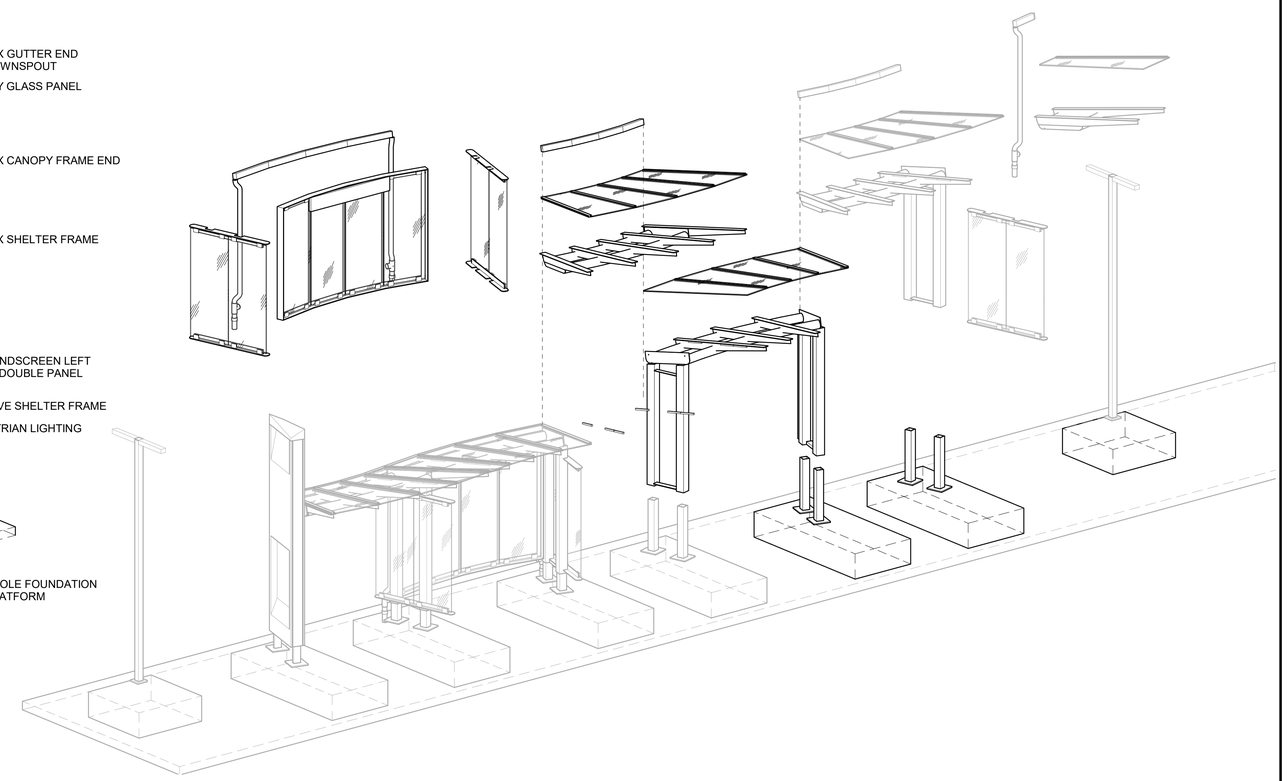
4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

TYPICAL S3 PLATFORM



TYPICAL ASSEMBLY S3 SHELTER



TYPICAL ASSEMBLY S3 TO S5 SHELTER CONVERSION

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17 of 79

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

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NAVD88 = (OLD CBM ELEV.) - (13.13)
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BENCH MARK LOCATION
NAVD88 ELEV.
CBM NO.
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING
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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY
1 : 50
SCALE

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Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS
S3 TYPICAL PLATFORM AND ASSEMBLY

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EPN:

FILENAME: BIM 360://100201 - Central City Line
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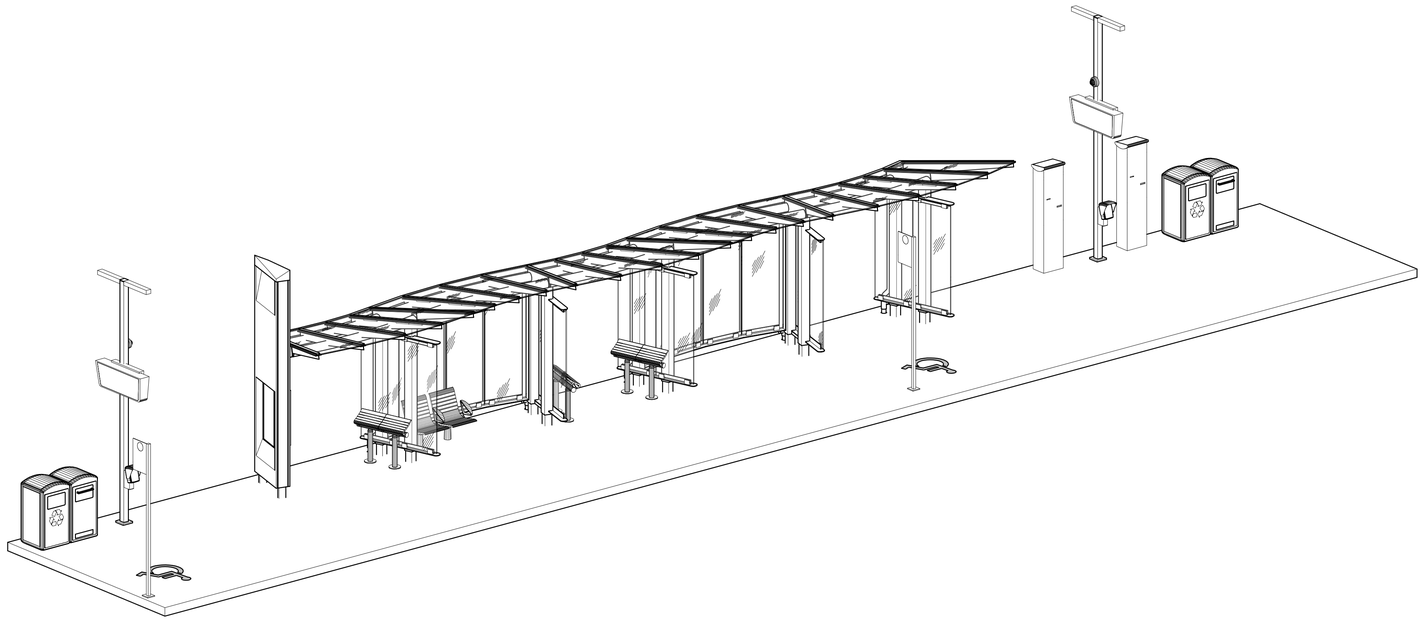

TYPICAL S5 PLATFORM

SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
2. SHELTER CONVERSION DRAWINGS INDICATE NEW COMPONENTS WITH SOLID BLACK LINES, EXISTING COMPONENTS FROM THE PREVIOUS PHASE WITH SOLID HALFTONE LINES, AND EXISTING COMPONENTS TO BE REMOVED AND STORED WITH HALFTONE LINES AND SOLID GRAY HATCH PATTERNS.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

FOR REVIEW ONLY

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

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BENCH MARK LOCATION:

NAVD88 ELEV.:

CDM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN&PROFILE
VERTICAL PROFILE ONLY 1 : 50

SCALE

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CHECKED:	CR	7/2019
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SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS
S5 TYPICAL PLATFORM AND ASSEMBLY

PROJECT LIMITS:

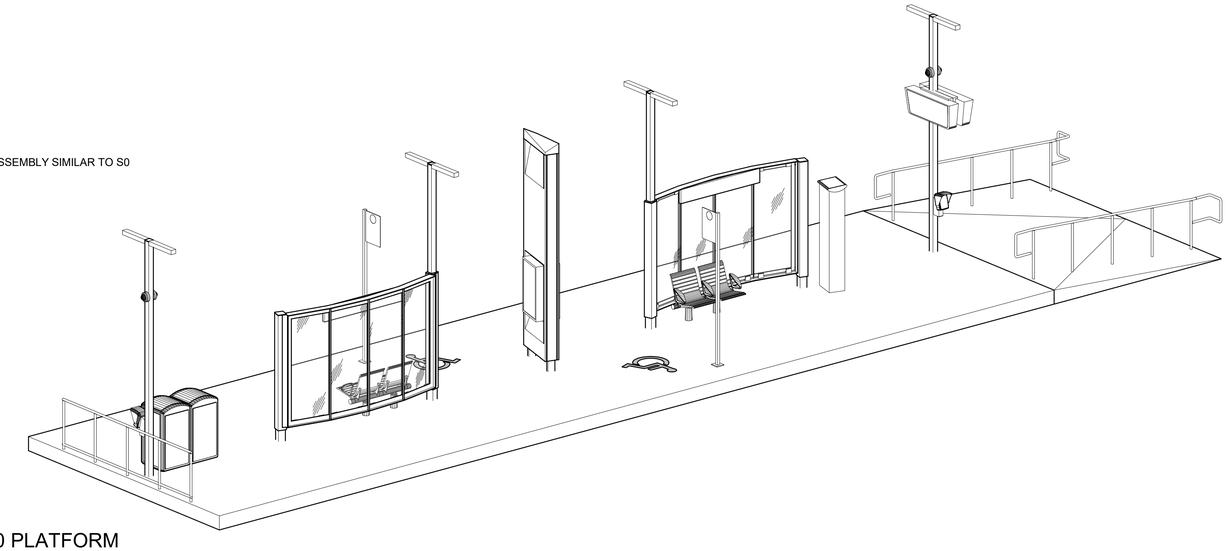
TYPE OF IMPROVEMENT: -

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

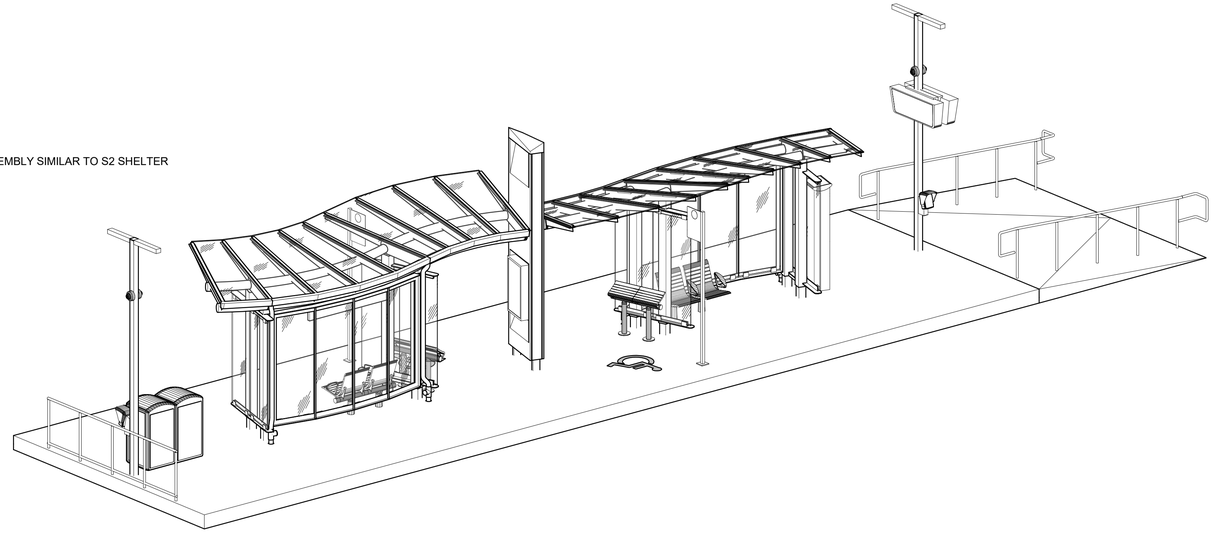
PIN:

NOTE: TYPICAL ASSEMBLY SIMILAR TO S0



TYPICAL C0 PLATFORM

NOTE: TYPICAL ASSEMBLY SIMILAR TO S2 SHELTER



TYPICAL C4 PLATFORM

SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
2. SHELTER CONVERSION DRAWINGS INDICATE NEW COMPONENTS WITH SOLID BLACK LINES, EXISTING COMPONENTS FROM THE PREVIOUS PHASE WITH SOLID HALFTONE LINES, AND EXISTING COMPONENTS TO BE REMOVED AND STORED WITH HALFTONE LINES AND SOLID GRAY HATCH PATTERNS.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

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BENCH MARK LOCATION:

NAVD88 ELEV.:

CDM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN&PROFILE
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SCALE

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CHECKED:	CR	7/2019
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PLANNING DEPARTMENT
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SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS
C0 AND C4 TYPICAL PLATFORM

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

FPN:

FILENAME: BIM 360://100201 - Central City Line
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PLOT DATE & PLOT TIME: 2019-07-17 1:52:11 PM

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SHELTER ISOMETRICS NOTES:

1. PLATFORM LAYOUTS SHOWN ARE TYPICAL AND DO NOT ILLUSTRATE SITE SPECIFIC CONDITIONS. REFER TO HPT STATION SCHEDULES AR-021 TO AR-026.
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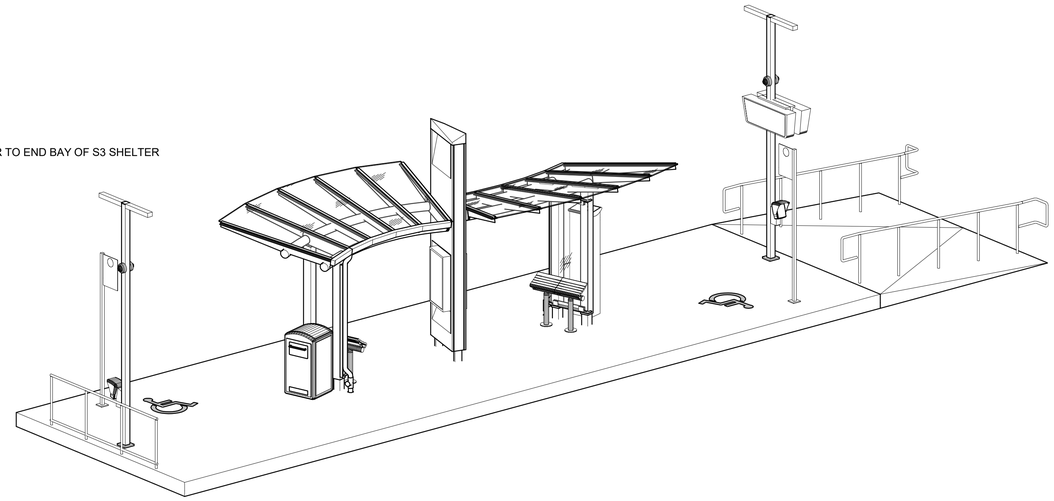
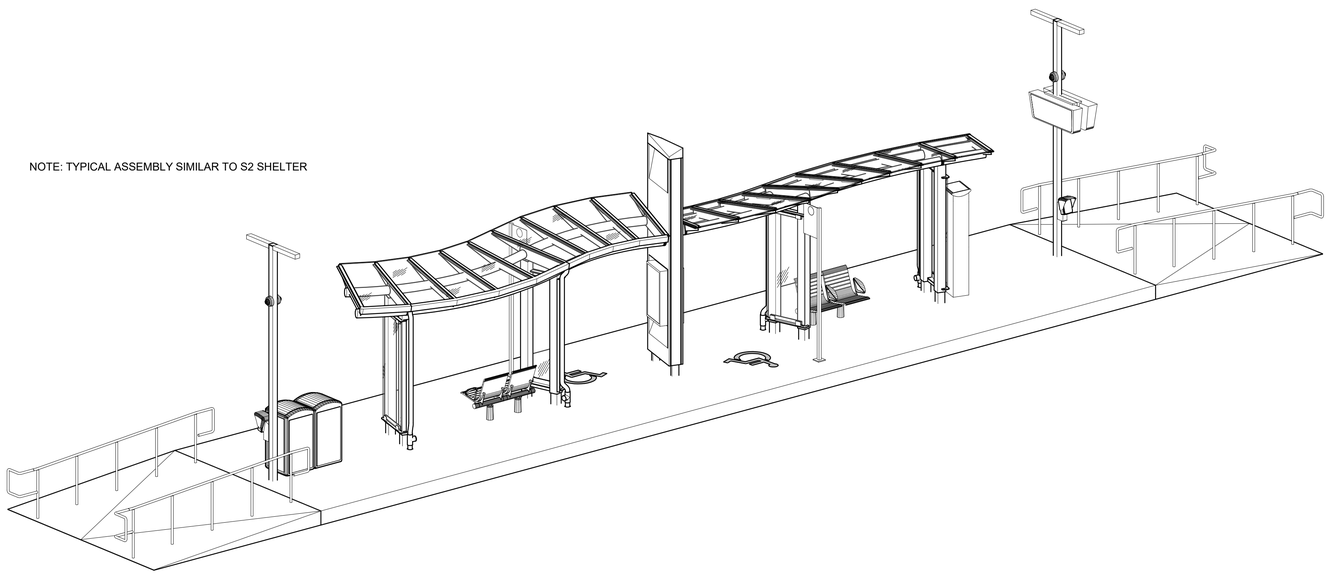
NOTE: TYPICAL ASSEMBLY SIMILAR TO END BAY OF S3 SHELTER



TYPICAL C2 PLATFORM

NOTE: TYPICAL ASSEMBLY SIMILAR TO S2 SHELTER



TYPICAL C4 NARROW PLATFORM

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NAVD88 = (OLD CBM ELEV.) - (13.13)
AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM
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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY
1 : 50
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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CHECKED:	CR	7/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS:

STATION ISOMETRICS
C2 AND C4 NARROW TYPICAL PLATFORM

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:12 PM

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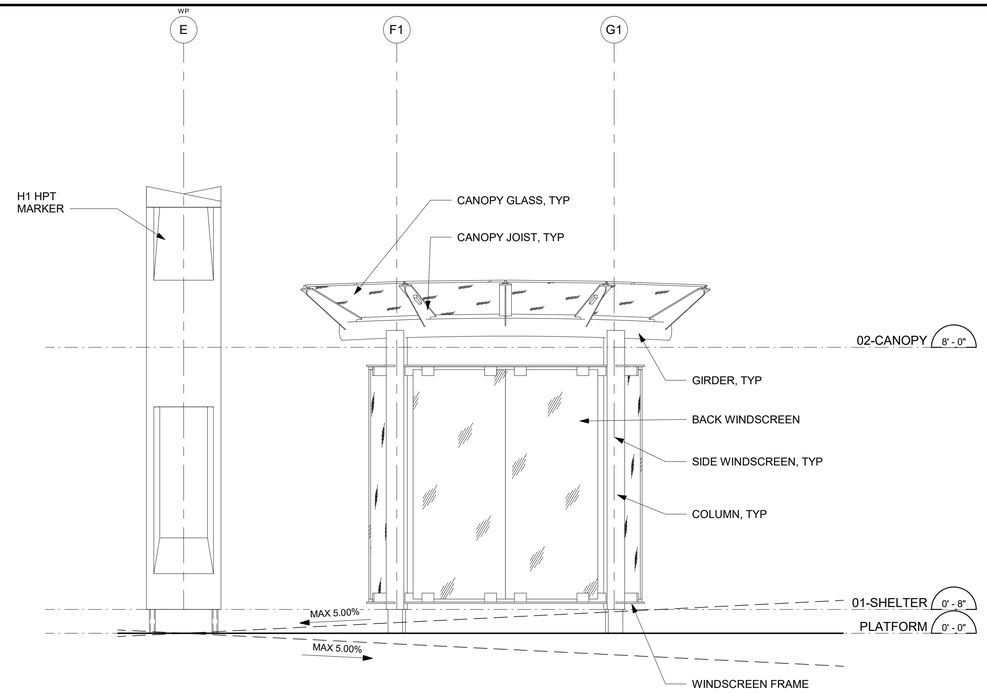
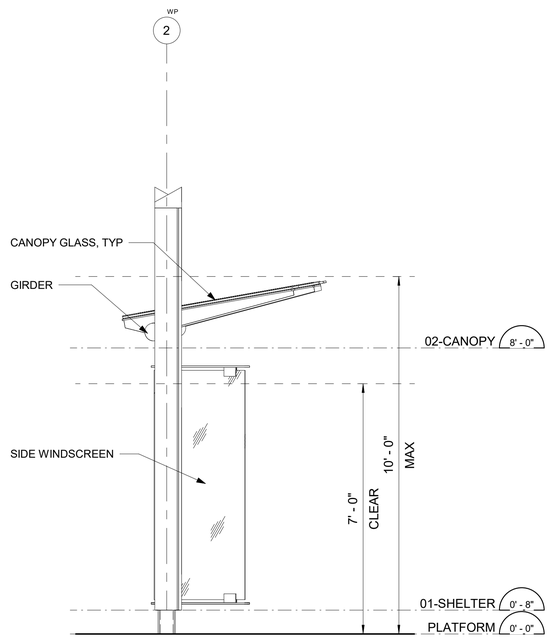


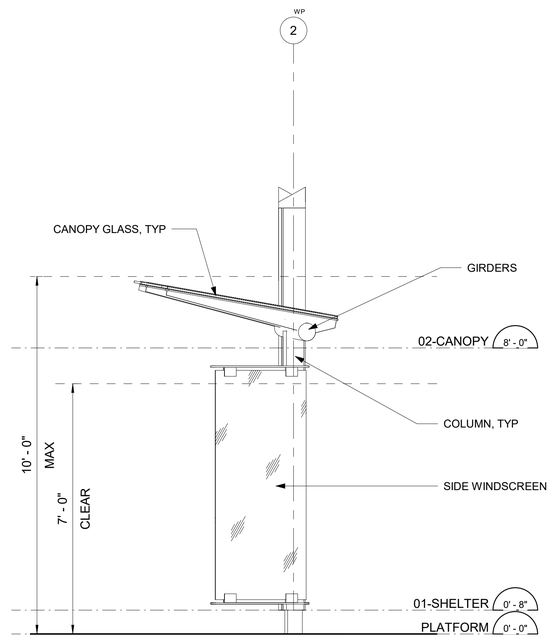
1 / AR-411 SHELTER H1 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-411 SHELTER H1 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



3 / AR-411 SHELTER H1 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

FOR REVIEW ONLY

AR-431
32 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
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BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY 1/2" = 1'-0"

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER H1 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EFN:

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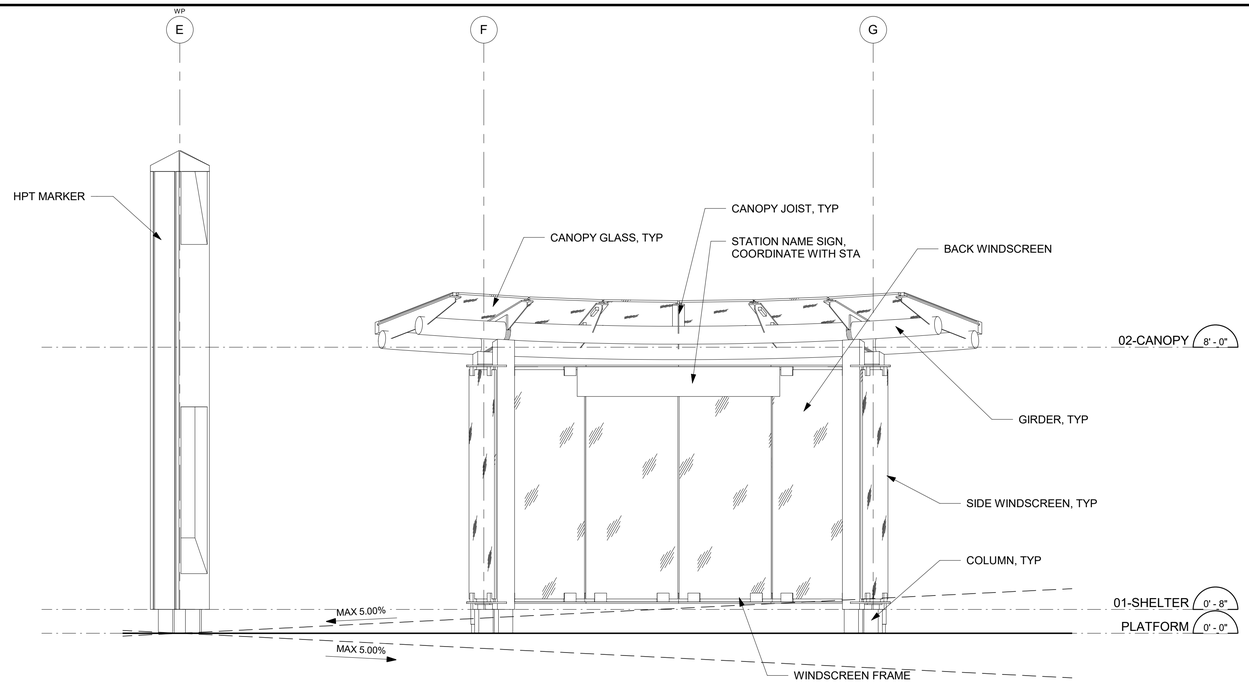
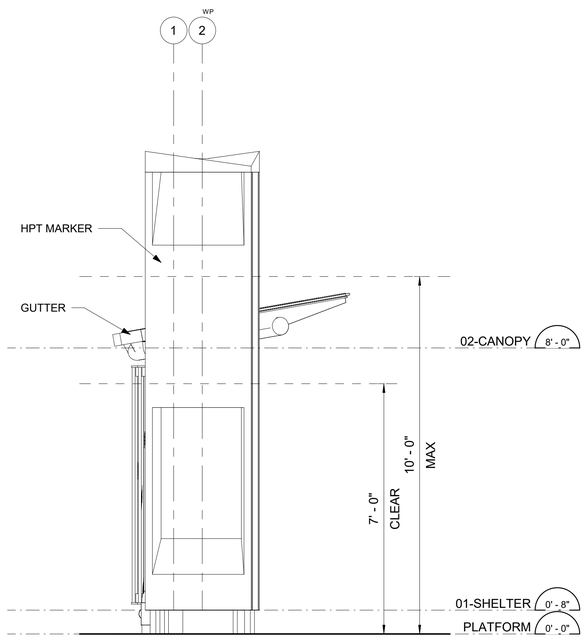


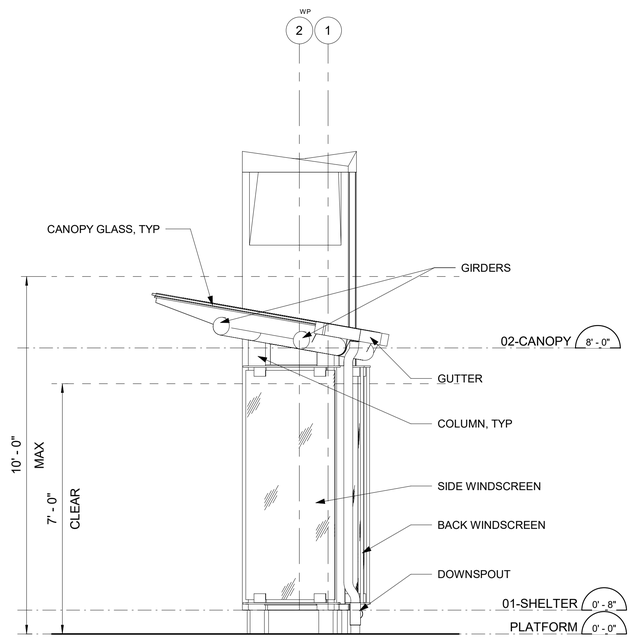
1 / AR-412 SHELTER H2 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-412 SHELTER H2 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



3 / AR-412 SHELTER H2 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK, LOCATION:

NAVD88: ELEV.:

CBM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY 1/2" = 1'-0"

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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CHECKED:	CR	7/2019
APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER H2 ELEVATIONS

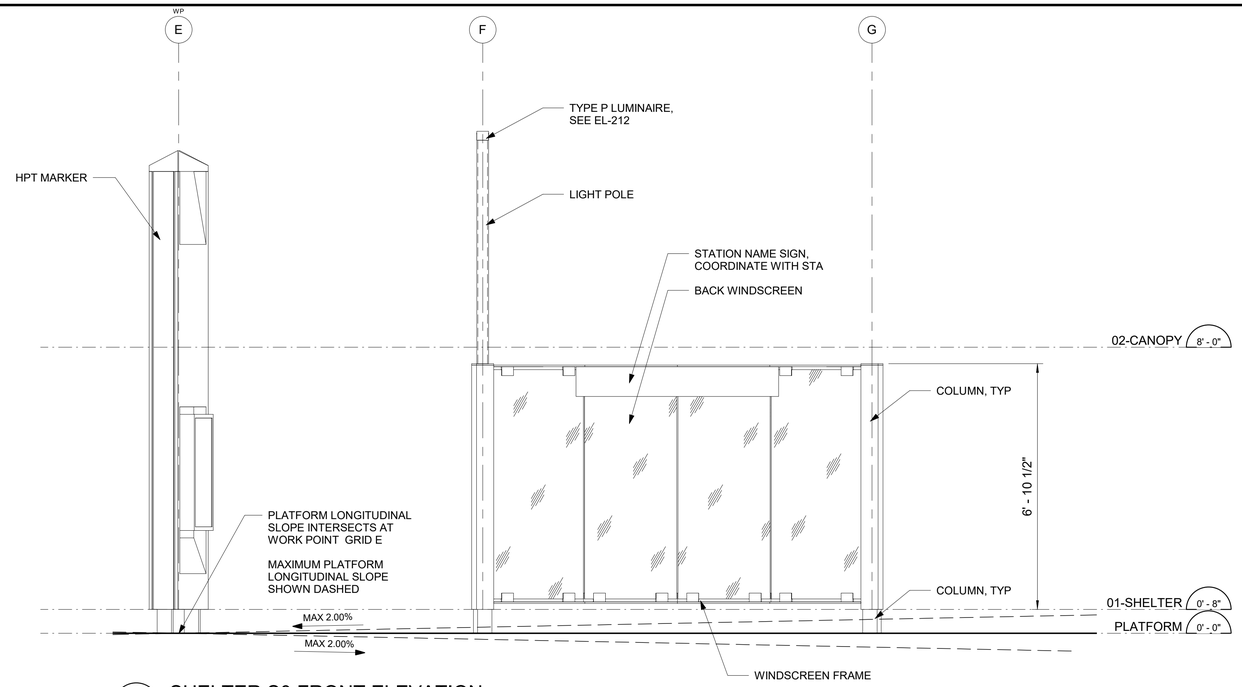
PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

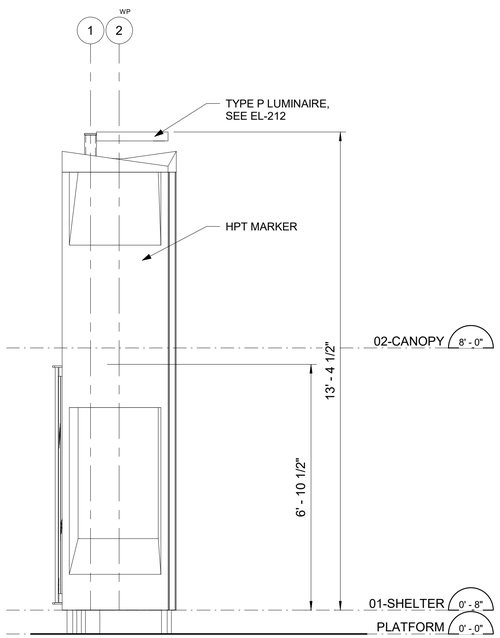
PLAN NUMBER:

EFN:



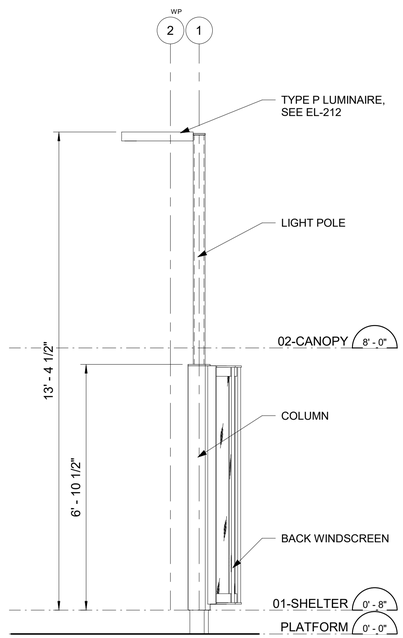
1 / AR-413 SHELTER S0 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-413 SHELTER S0 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



4 / AR-413 SHELTER S0 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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AR-433
34 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
			REVISIONS						AS BUILT	

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BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1/2" = 1'-0"
VERTICAL PROFILE ONLY:

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER S0 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EPN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:25 PM

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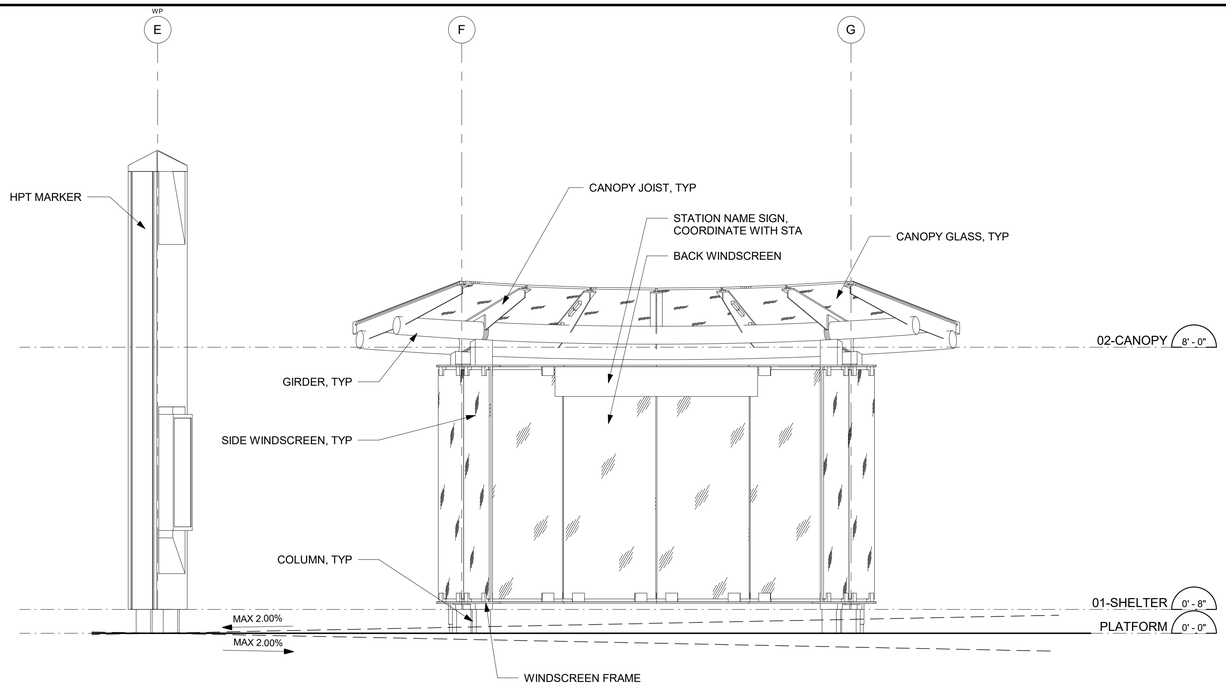
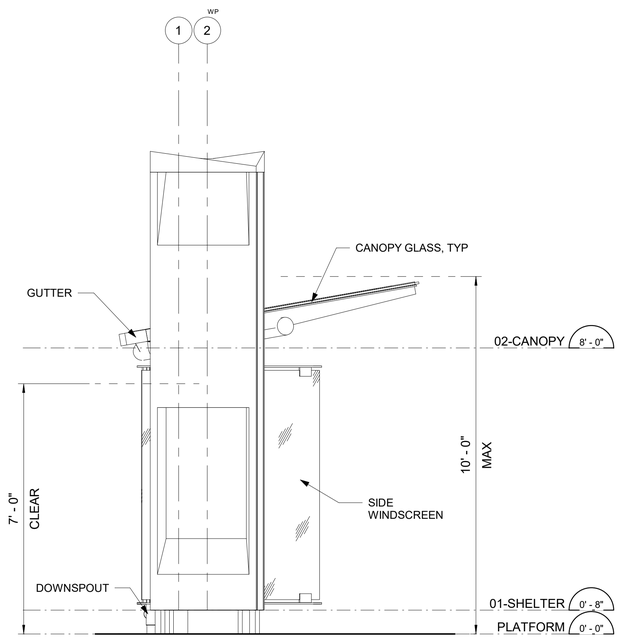


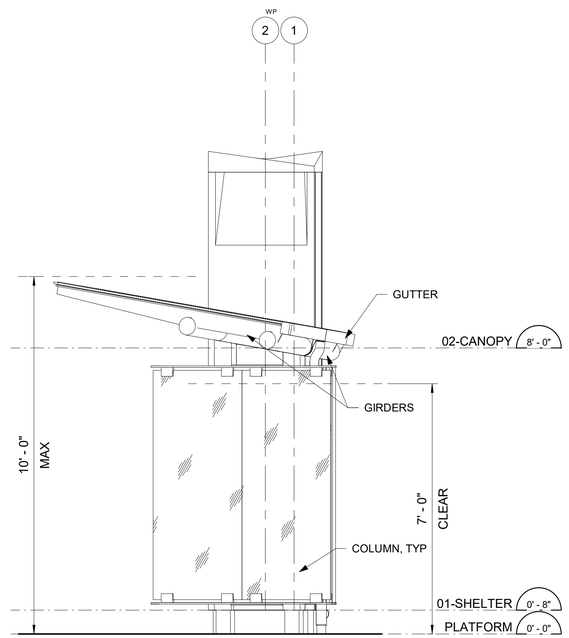
1 / AR-414 SHELTER S1 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-414 SHELTER S1 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



3 / AR-414 SHELTER S1 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
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4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

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DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. U.S.N.	FROM	TO
REVISIONS				AS BUILT					

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NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK, LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY:

SCALE

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CHECKED:	CR	7/2019
APPROVED:		

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SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER S1 ELEVATIONS

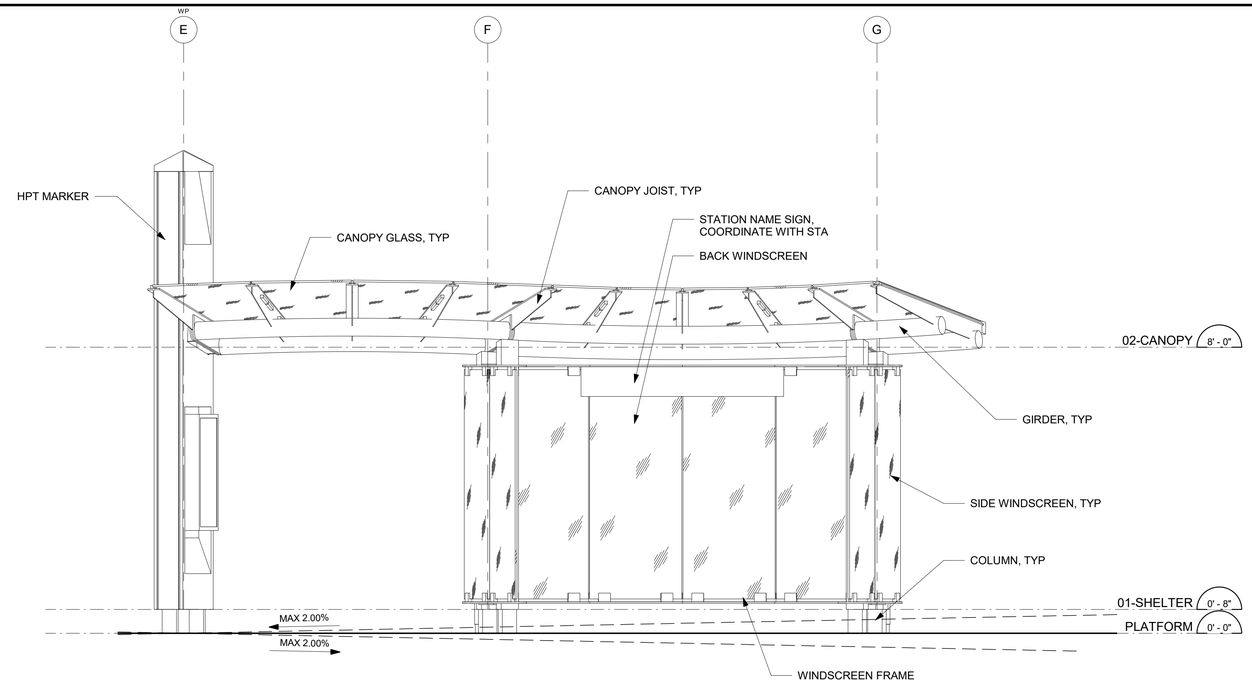
PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

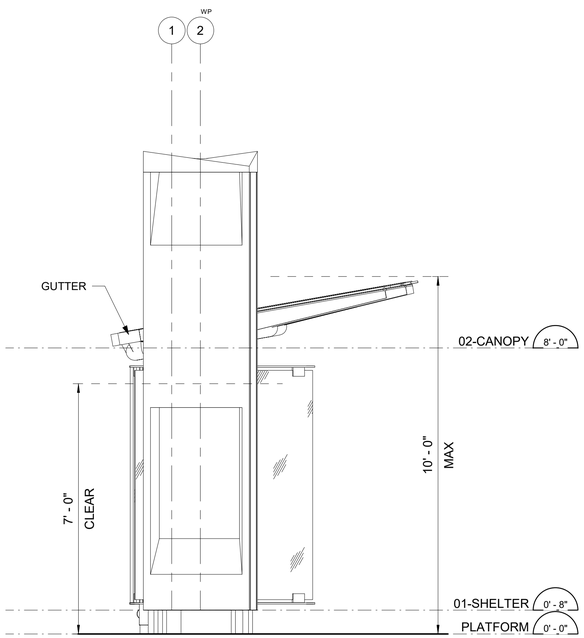
PLAN NUMBER:

EFN:



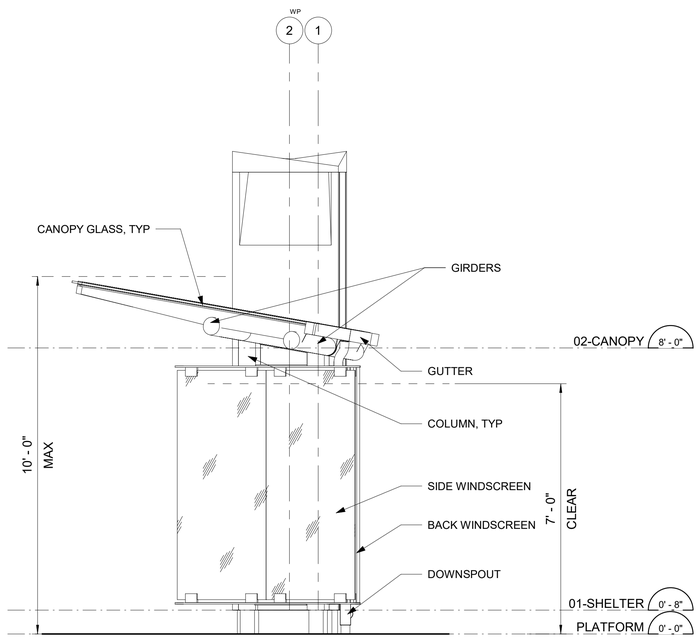
1 / AR-415 SHELTER S2 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-415 SHELTER S2 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



3 / AR-415 SHELTER S2 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
4. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

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36 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
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BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY:

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Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER S2 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

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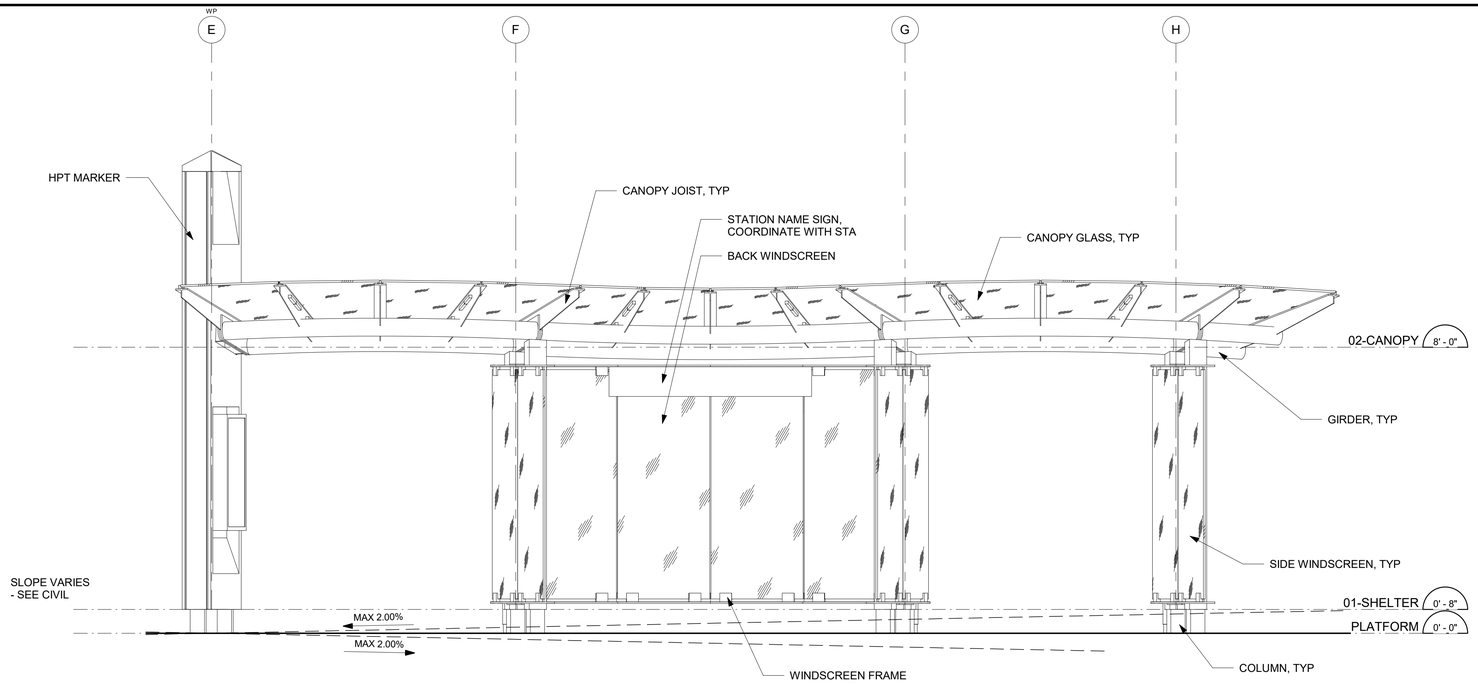

1 / AR-416 SHELTER S3 FRONT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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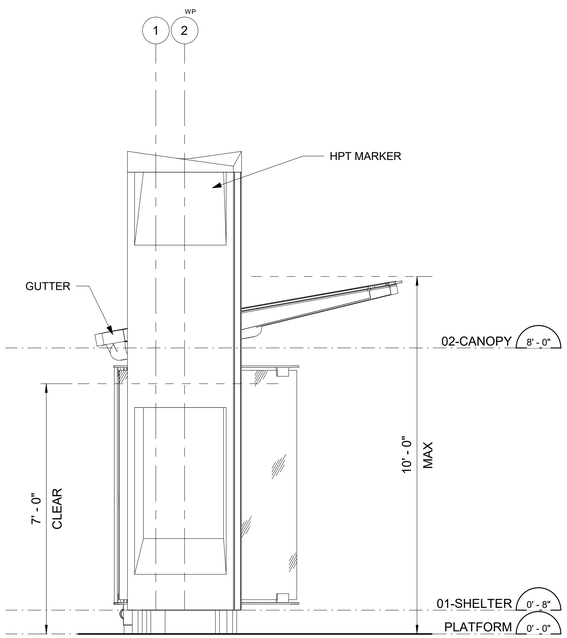
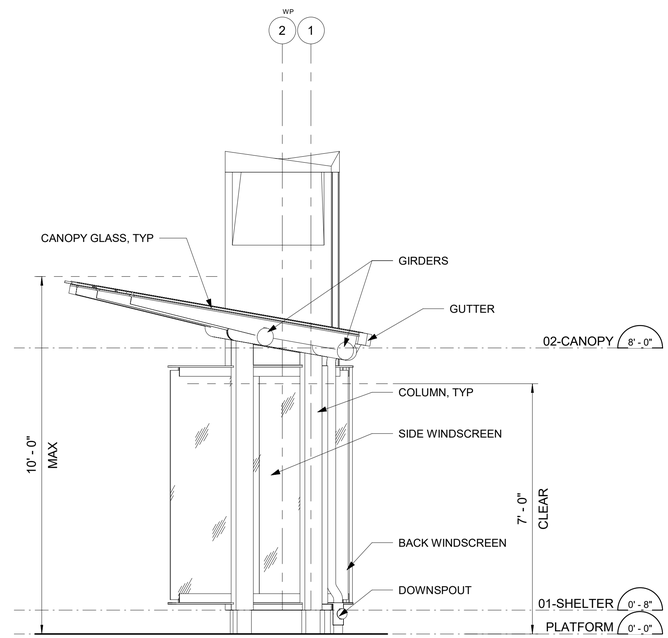


2 / AR-416 SHELTER S3 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



5 / AR-416 SHELTER S3 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

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AR-436
37 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. U.S.N.	FROM	TO
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BENCH MARK, LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER S3 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
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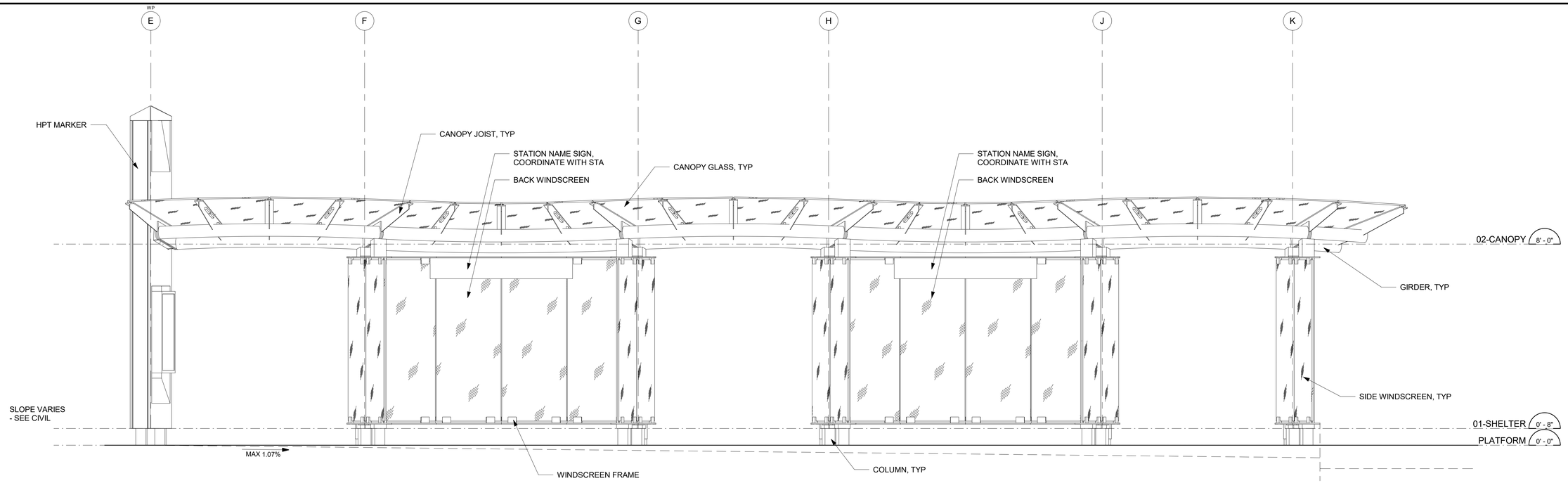
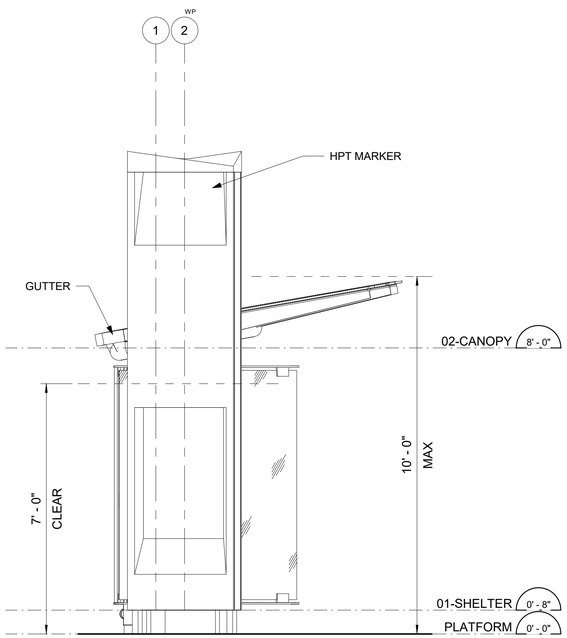


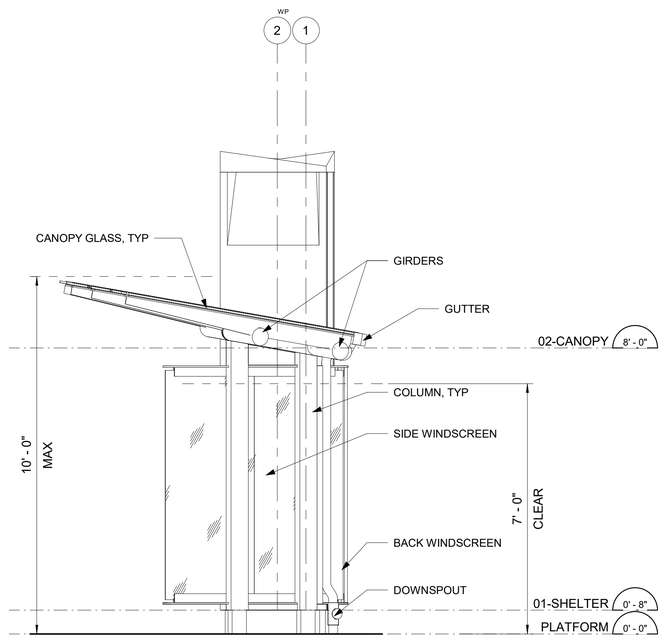
1 / AR-416 SHELTER S5 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-416 SHELTER S5 LEFT ELEVATION

SCALE: 1/2" = 1'-0"



3 / AR-416 SHELTER S5 RIGHT ELEVATION

SCALE: 1/2" = 1'-0"

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AR-437
38 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
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BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE
VERTICAL PROFILE ONLY
1/2" = 1'-0"
SCALE

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CHECKED:	CR	7/2019
APPROVED:		

Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER S5 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT: -

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EPN:

FILENAME: BIM 360://100201 - Central City Line
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PLOT DATE & PLOT TIME: 2019-07-17 1:52:29 PM

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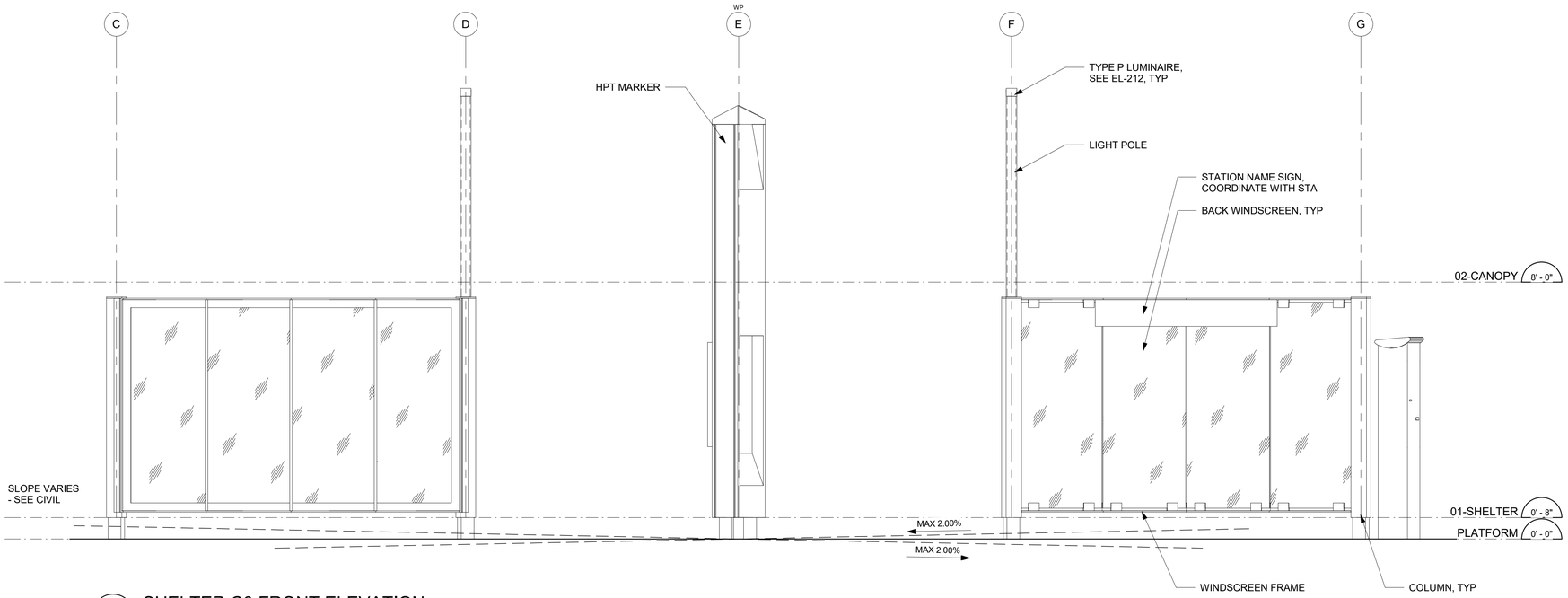
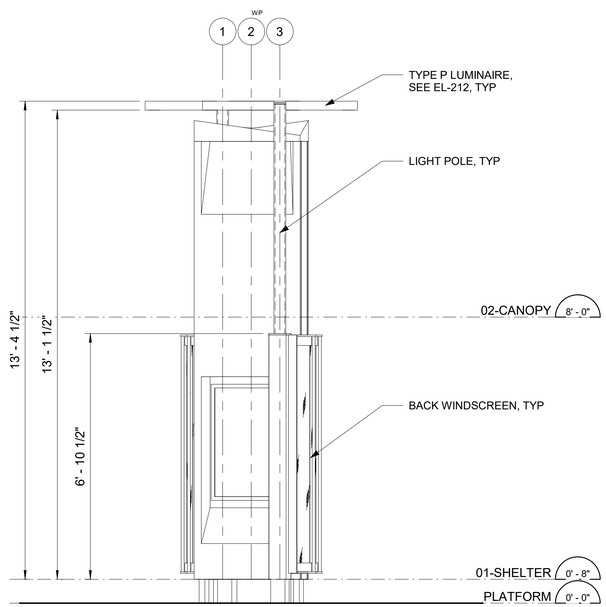


1 / AR-421 SHELTER C0 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-421 SHELTER C0 LEFT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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FOR REVIEW ONLY

AR-441
39 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

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BENCH MARK LOCATION:

NAVD88 ELEV.:

CDM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY:

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SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES

SEGMENT LIMITS: STATION ENLARGED PLAN
SHELTER C0 ELEVATIONS

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: 2019-10296

PLAN NUMBER:

PROJECT LIMITS:

CPN:

FILENAME: BIM 360://100201 - Central City Line
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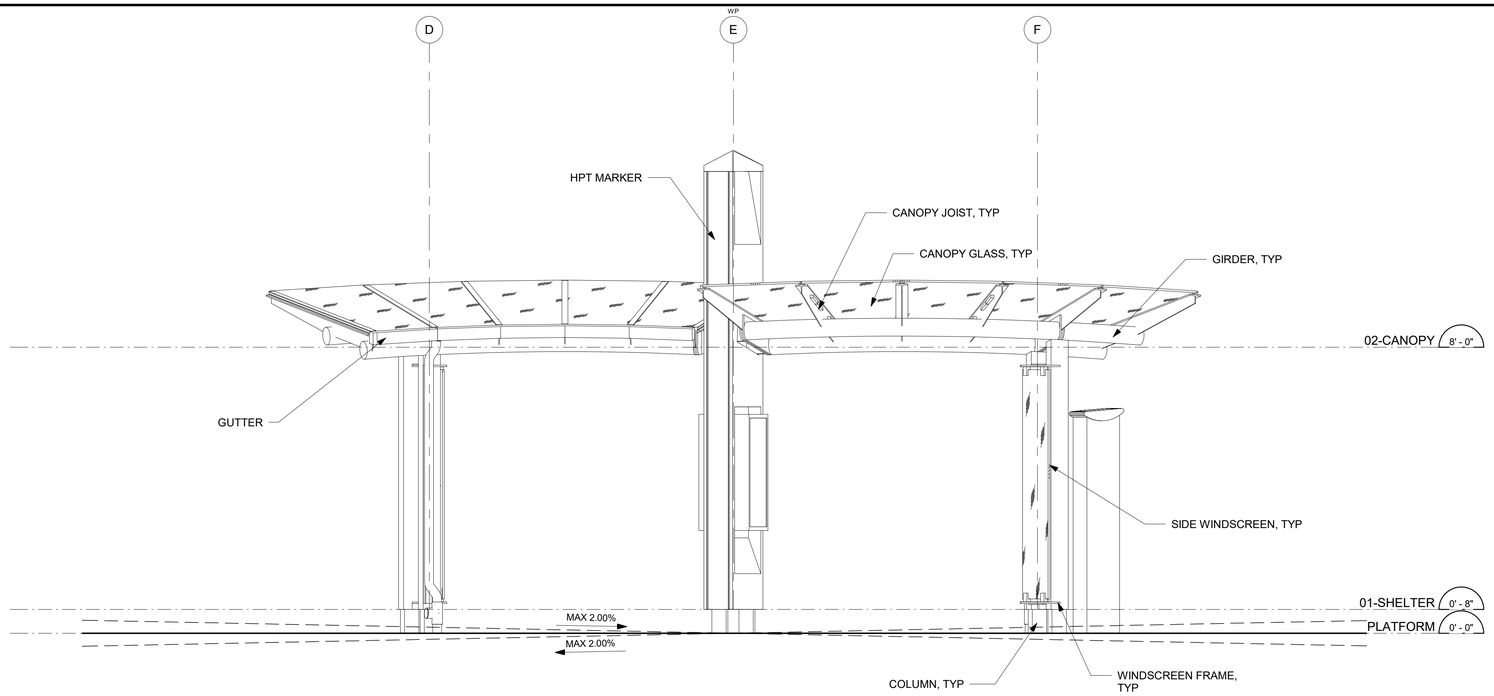
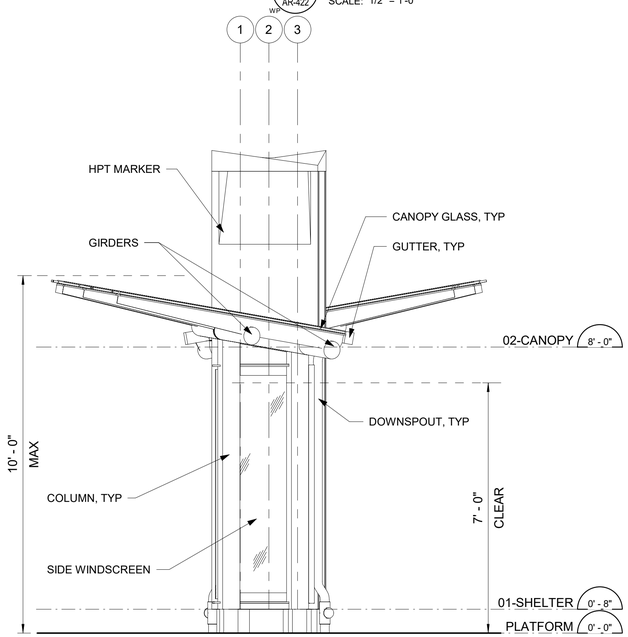


1 / AR-422 SHELTER C2 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-422 SHELTER C2 SIDE ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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FOR REVIEW ONLY

AR-442
40 of 79

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER C2 ELEVATIONS

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

PROJECT LIMITS:

EFN:

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

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AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY

SCALE

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PLANNING DEPARTMENT
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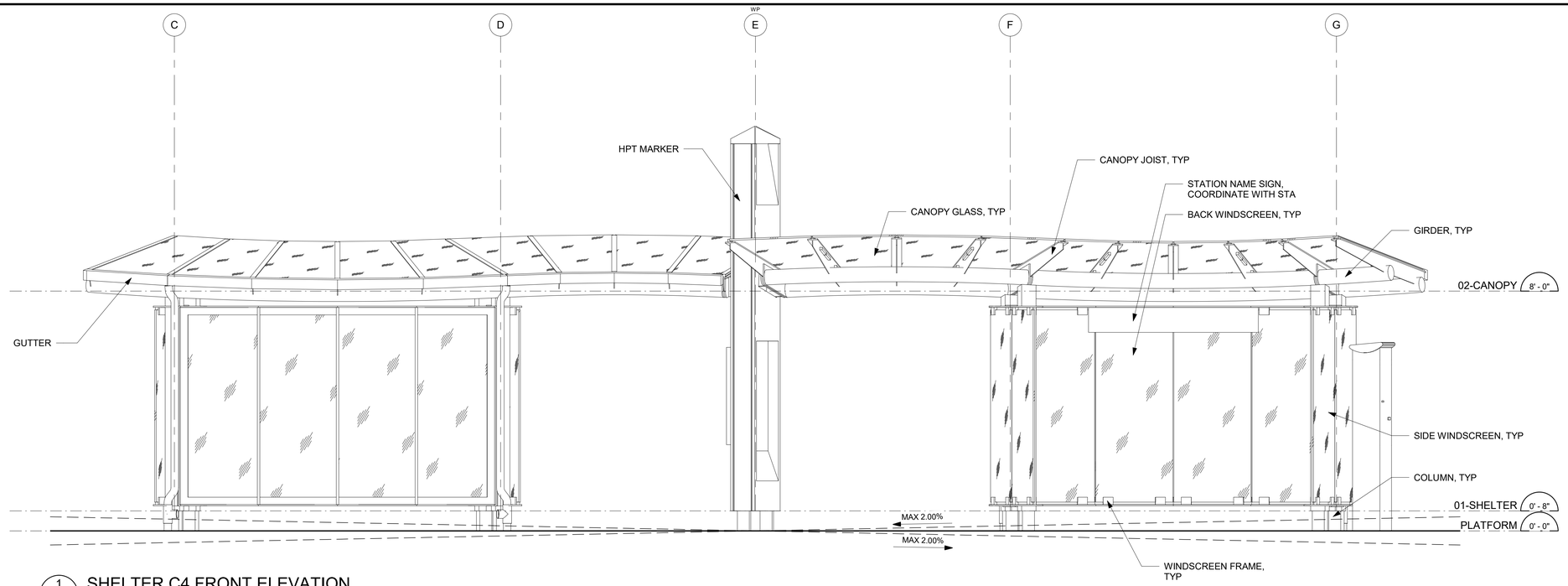
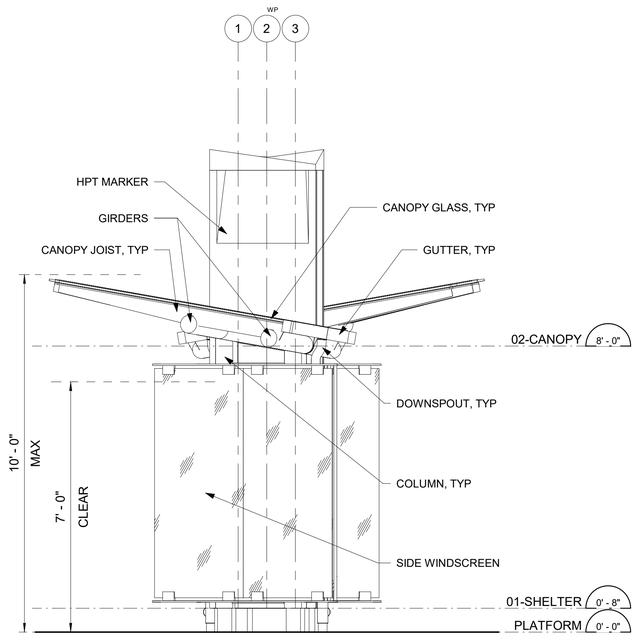
SPOKANE, WASHINGTON 99201
(509) 328-7433



1 / AR-423 SHELTER C4 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-423 SHELTER C4 SIDE ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
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FOR REVIEW ONLY

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SCALE

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SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER C4 ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
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PLOT DATE & PLOT TIME: 2019-07-17 1:52:31 PM

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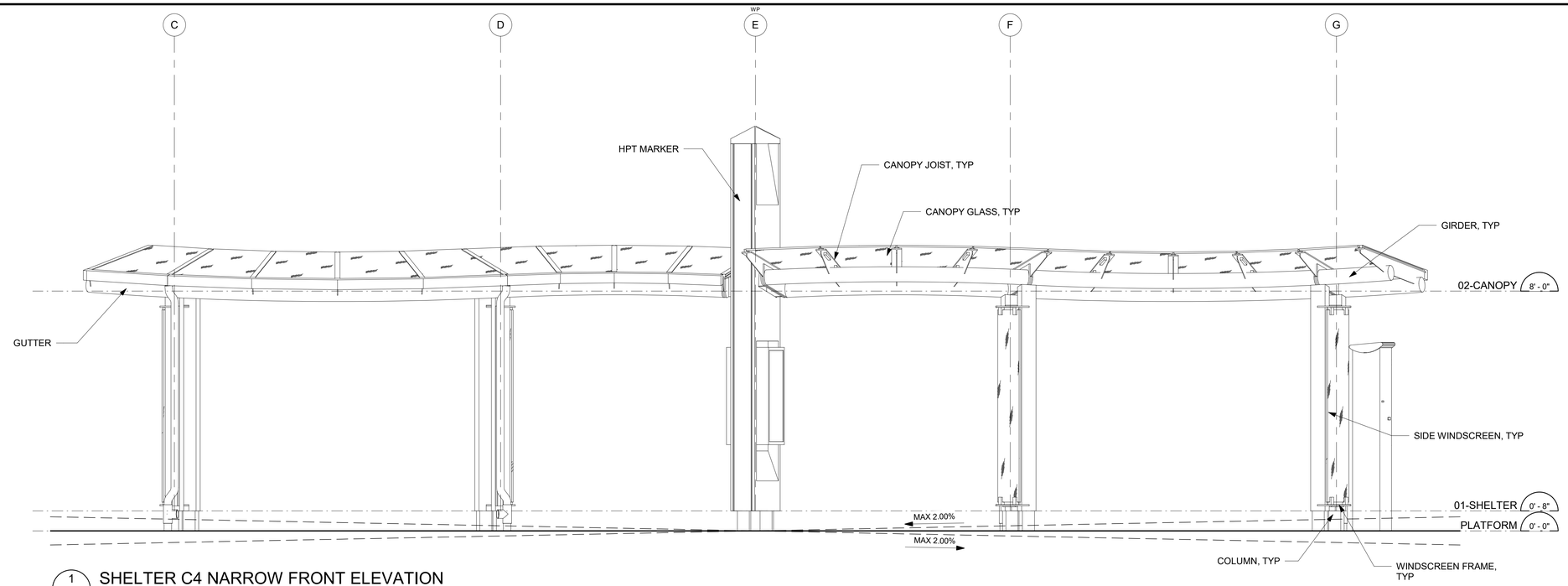
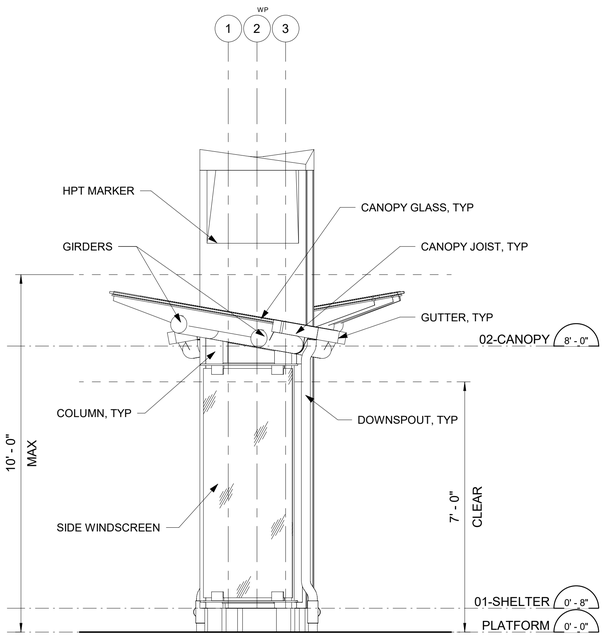


1 / AR-424 SHELTER C4 NARROW FRONT ELEVATION

SCALE: 1/2" = 1'-0"



2 / AR-424 SHELTER C4 NARROW LEFT ELEVATION

SCALE: 1/2" = 1'-0"

SHELTER NOTES:

1. FOR GRID LAYOUT SEE SHEET AR-010.
2. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
3. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
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			REVISIONS						AS BUILT	

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BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
SHELTER C4 NARROW ELEVATIONS

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

EFN:

FILENAME: BIM 360://100201 - Central City Line
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PLOT DATE & PLOT TIME: 2019-07-17 1:52:32 PM

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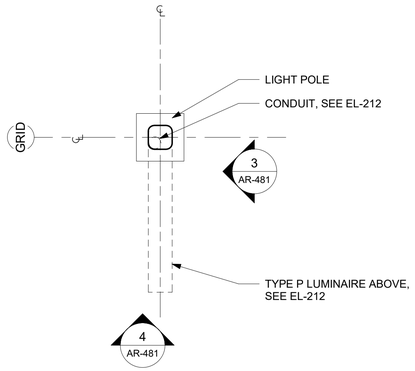
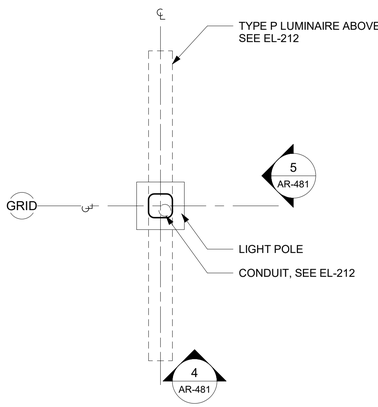
PEDESTRIAN LIGHT NOTES:

1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. CCTV AND RTPID MOUNTING DETAILS TO BE COORDINATED WITH STATION ITS AND STRUCTURAL PER EQUIPMENT PRODUCT SHEETS.
3. PEDESTRIAN LIGHT POLE TO BE COORDINATED WITH STRUCTURAL AND ELECTRICAL.
4. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
5. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.



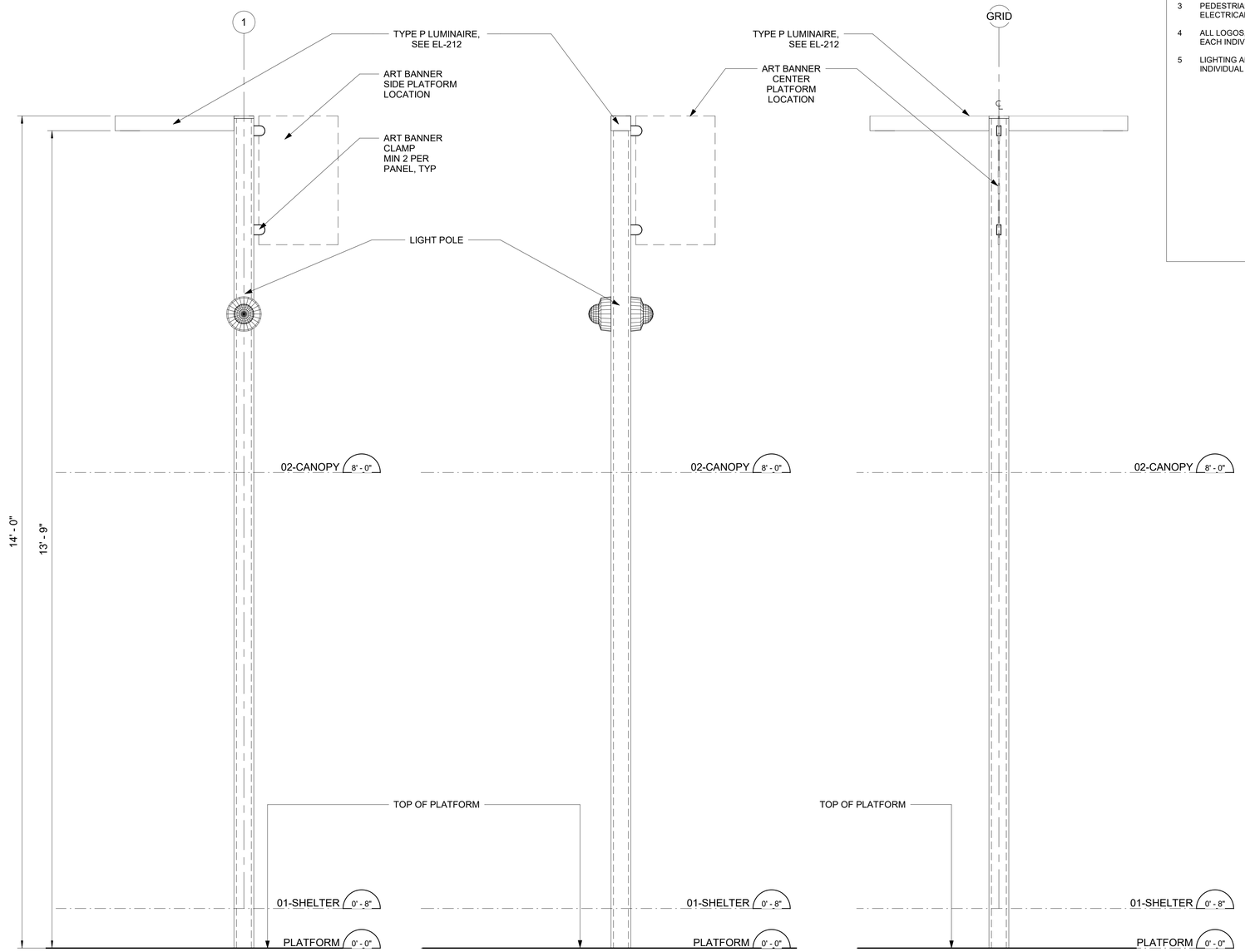
1 PEDESTRIAN LIGHT 1 PLAN

SCALE: 1" = 1'-0"



2 PEDESTRIAN LIGHT 1 PLAN CENTER

SCALE: 1" = 1'-0"



3 AR-481 PEDESTRIAN LIGHT 1 SIDE ELEVATION

SCALE: 1" = 1'-0"

4 AR-481 PEDESTRIAN LIGHT 1 FRONT ELEVATION

SCALE: 1" = 1'-0"

5 AR-481 PEDESTRIAN LIGHT 1 SIDE ELEVATION - CENTER

SCALE: 1" = 1'-0"

FOR REVIEW ONLY

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
			REVISIONS						AS BUILT	

COUNCIL ACCEPT DATE

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NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE 1" = 1'-0"
VERTICAL PROFILE ONLY

SCALE

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CHECKED:	CR	7/2019
APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
PEDESTRIAN LIGHT 1

PROJECT LIMITS:

TYPE OF IMPROVEMENT:

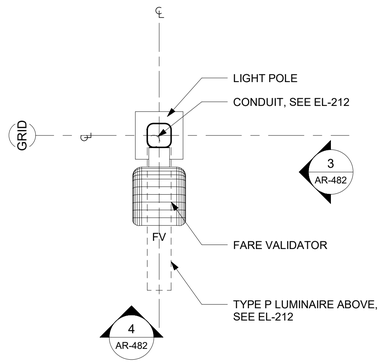
STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

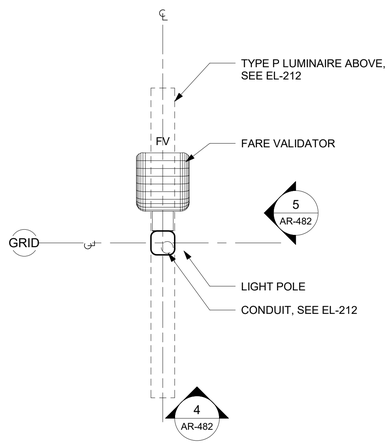
EPN:

PEDESTRIAN LIGHT NOTES:

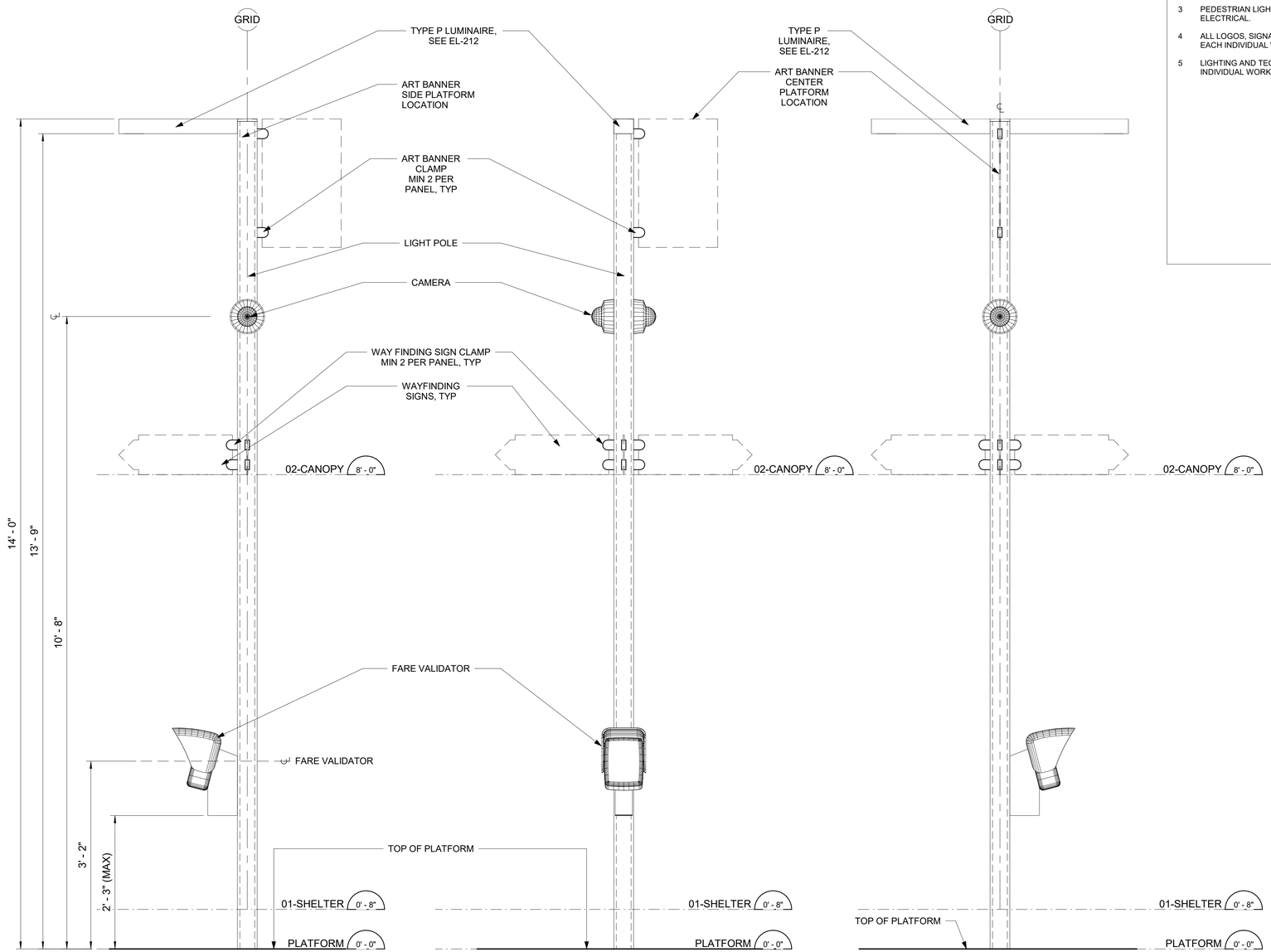
1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. CCTV AND RTPID MOUNTING DETAILS TO BE COORDINATED WITH STATION ITS AND STRUCTURAL PER EQUIPMENT PRODUCT SHEETS.
3. PEDESTRIAN LIGHT POLE TO BE COORDINATED WITH STRUCTURAL AND ELECTRICAL.
4. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
5. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.



1 PEDESTRIAN LIGHT 2 PLAN
SCALE: 1" = 1'-0"



2 PEDESTRIAN LIGHT 2 PLAN CENTER
SCALE: 1" = 1'-0"



3 AR-482 PEDESTRIAN LIGHT 2 SIDE ELEVATION
SCALE: 1" = 1'-0"

4 AR-482 PEDESTRIAN LIGHT 2 FRONT ELEVATION
SCALE: 1" = 1'-0"

5 AR-482 PEDESTRIAN LIGHT 2 SIDE ELEVATION - CENTER
SCALE: 1" = 1'-0"

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AR-482
55 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
REVISIONS				AS BUILT						

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BENCH MARK LOCATION
NAVD88 ELEV.:
CDM NO.:
NAVD88 DATUM
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HORIZONTAL PLAN/PROFILE 1" = 1'-0"
VERTICAL PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE
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APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*
SEGMENT LIMITS: *STATION ENLARGED PLAN*
PEDESTRIAN LIGHT 2
PROJECT LIMITS:
TYPE OF IMPROVEMENT:
STA PROJECT NUMBER: *2019-10296*
PLAN NUMBER:
EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt
PLOT DATE & PLOT TIME: 2019-07-17 1:52:43 PM
CALL BEFORE YOU DIG 1-800-424-5555

PEDESTRIAN LIGHT NOTES:

1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. CCTV AND RTPID MOUNTING DETAILS TO BE COORDINATED WITH STATION ITS AND STRUCTURAL PER EQUIPMENT PRODUCT SHEETS.
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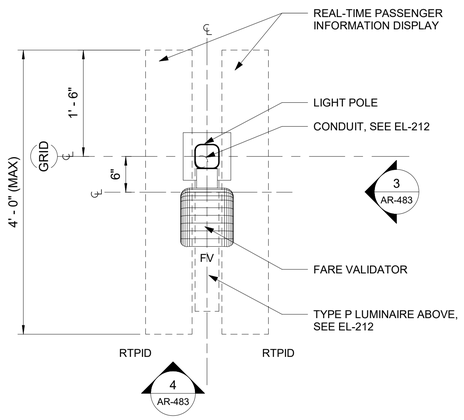
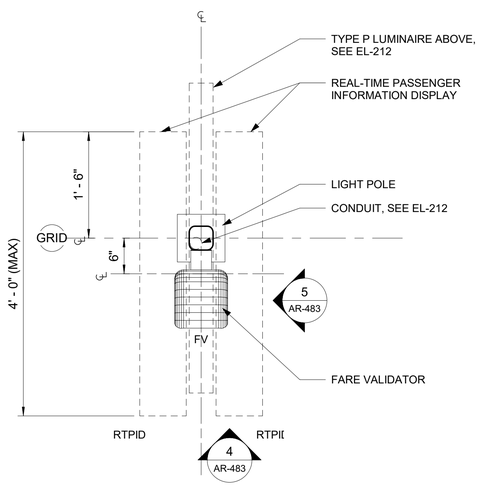


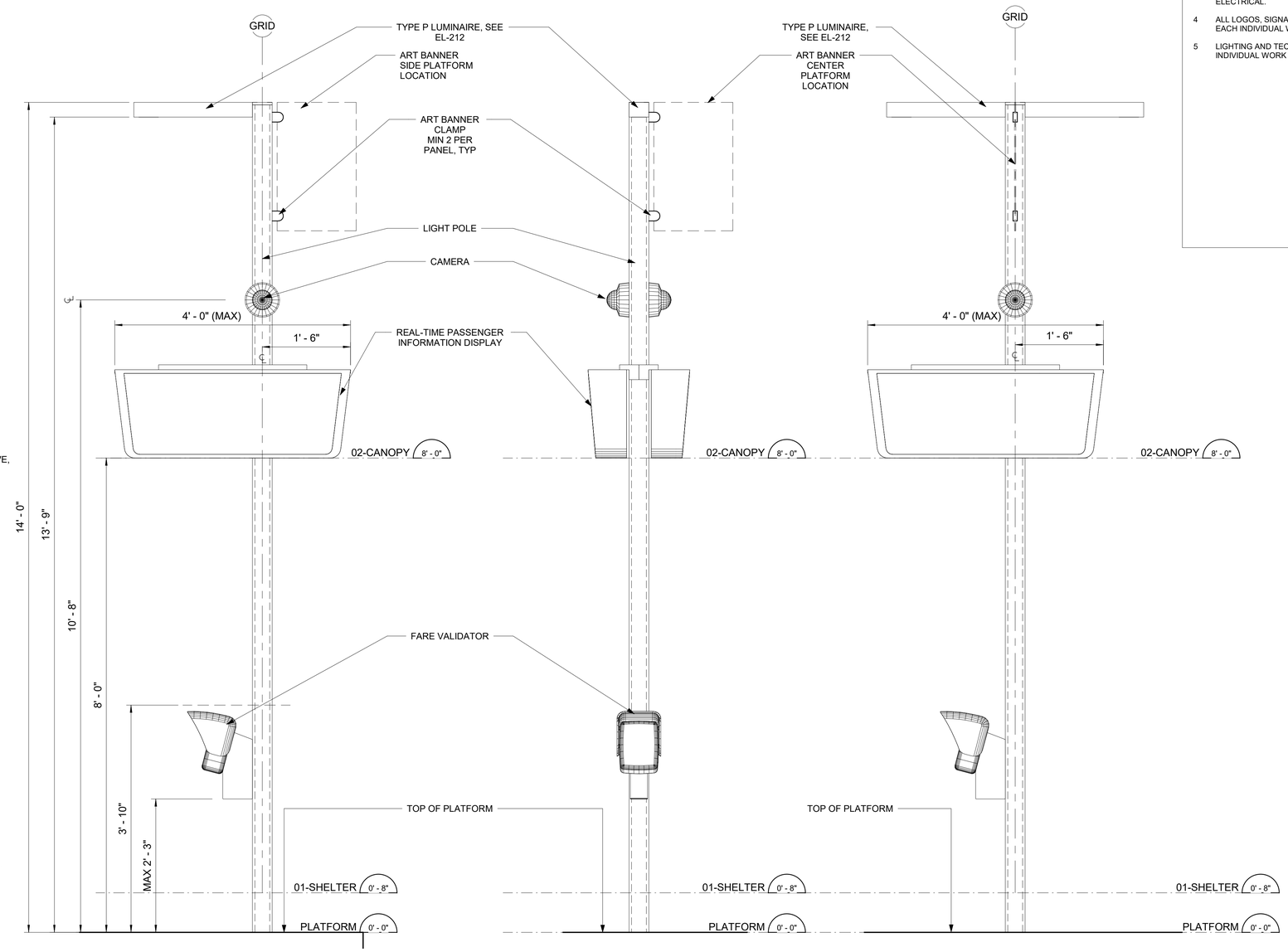
1 PEDESTRIAN LIGHT 3 PLAN - SIDE

SCALE: 1" = 1'-0"



2 PEDESTRIAN LIGHT 3 PLAN - CENTER

SCALE: 1" = 1'-0"



3 AR-483 PEDESTRIAN LIGHT 3 SIDE ELEVATION

SCALE: 1" = 1'-0"

4 AR-483 PEDESTRIAN LIGHT 3 FRONT ELEVATION

SCALE: 1" = 1'-0"

5 AR-483 PEDESTRIAN LIGHT 3 SIDE ELEVATION - CENTER

SCALE: 1" = 1'-0"

FOR REVIEW ONLY

AR-483
56 of 79

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
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BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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VERTICAL PROFILE ONLY

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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APPROVED:		

Spokane Transit
SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
PEDESTRIAN LIGHT 3

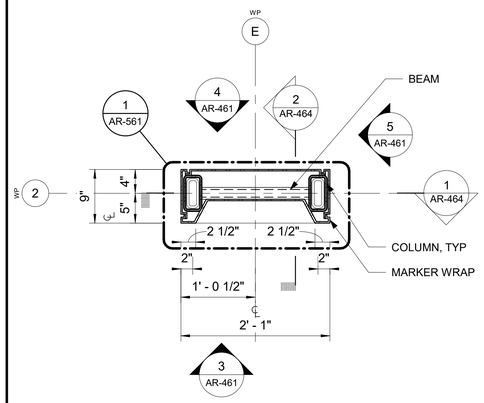
PROJECT LIMITS:

TYPE OF IMPROVEMENT:

STA PROJECT NUMBER: *2019-10296*

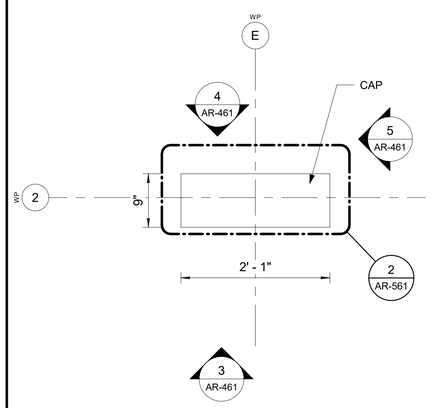
PLAN NUMBER:

EFN:



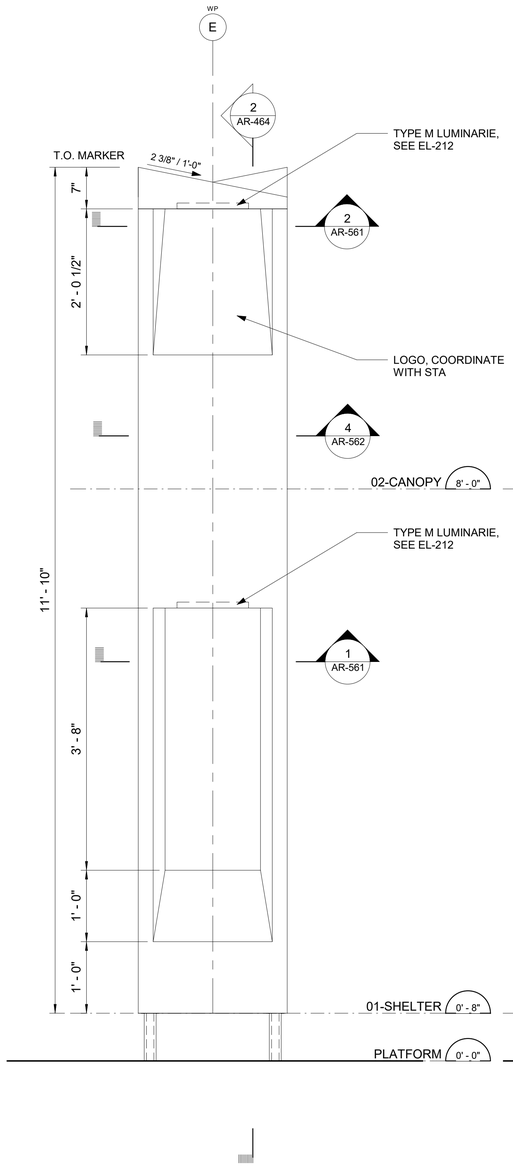
1 AR-411 PLAN, H1 HPT MARKER

SCALE: 1" = 1'-0"



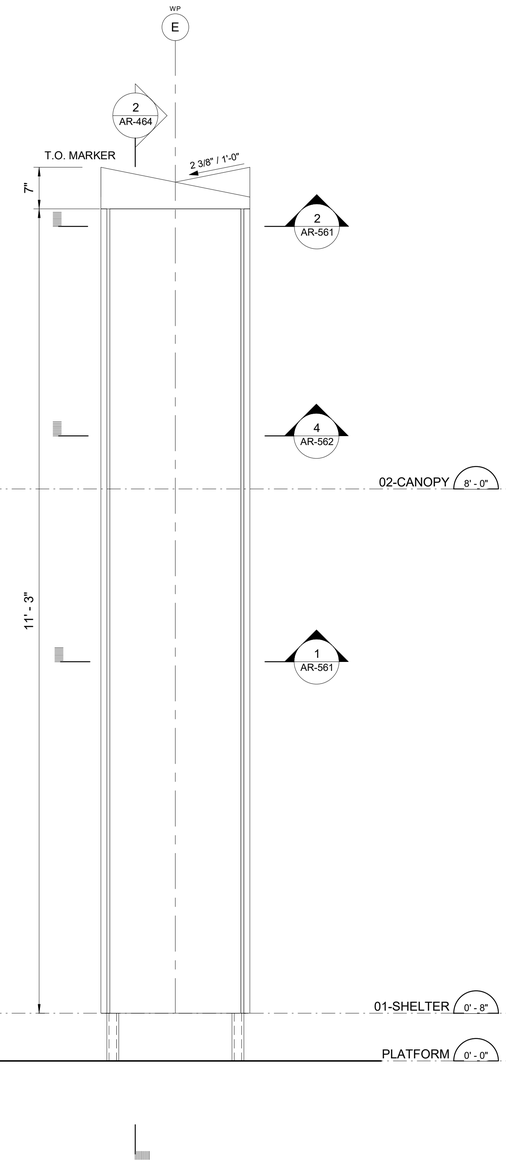
2 TOP PLAN, H1 HPT MARKER

SCALE: 1" = 1'-0"



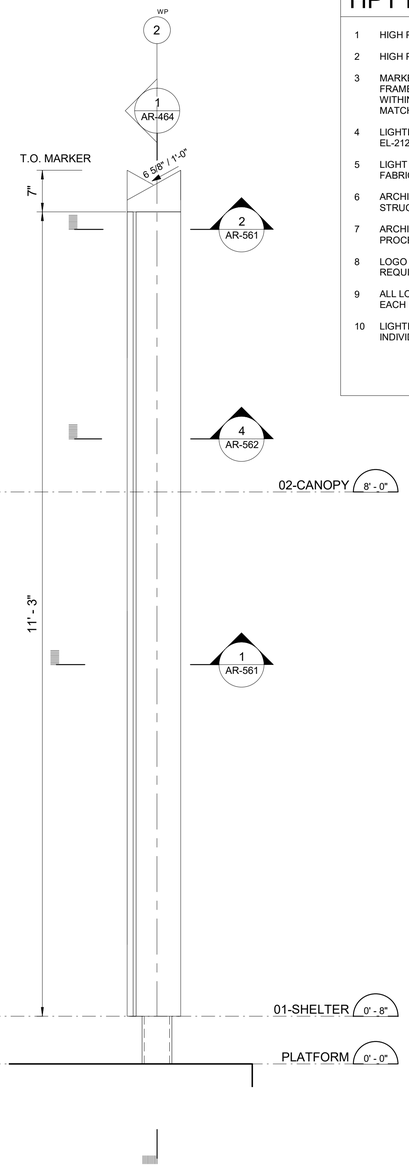
3 AR-461 FRONT ELEVATION, H1 HPT MARKER

SCALE: 1" = 1'-0"



4 AR-461 BACK ELEVATION, H1 HPT MARKER

SCALE: 1" = 1'-0"



5 AR-461 SIDE ELEVATION, H1 HPT MARKER

SCALE: 1" = 1'-0"

HPT MARKER NOTES:

1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. HIGH PERFORMANCE COATING ON ALL MARKER WRAP SURFACES.
3. MARKER WRAPS ARE TO BE MECHANICALLY FASTENED TO THE STRUCTURAL FRAME WITH TAMPER RESISTANT FASTENERS RECESSED AND CONCEALED WITHIN MARKER WRAP REVEALS. FASTENER HEADS SHALL BE FINISHED TO MATCH HIGH PERFORMANCE COATING.
4. LIGHTING DETAIL TO BE COORDINATED WITH FIXTURE REQUIREMENTS, SEE EL-212.
5. LIGHT WELL DETAILS TO BE COORDINATED WITH ARCHITECTURAL WRAP FABRICATION AS WELL AS FIXTURE REQUIREMENTS.
6. ARCHITECTURAL WRAP ATTACHMENT TO BE COORDINATED WITH STRUCTURAL.
7. ARCHITECTURAL WRAP DETAIL TO BE COORDINATED WITH FABRICATION PROCESS.
8. LOGO TO BE COORDINATED WITH FABRICATION PROCESS AND BRANDING REQUIREMENTS.
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FOR REVIEW ONLY

AR-461
46 of 79

DATE	BY	PROJ.	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO

AS BUILT

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NAVD88 = (OLD CBM ELEV.) - (13.13)

AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

BENCH MARK LOCATION:

NAVD88 ELEV.:

CBM NO.:

NAVD88 DATUM

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HORIZONTAL PLAN/PROFILE
VERTICAL 1" = 1'-0"
PROFILE ONLY

SCALE

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CHECKED:	CR	7/2019
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Spokane Transit

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
H1 HPT MARKER

TYPE OF IMPROVEMENT: -

STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

PROJECT LIMITS:

EFN:

FILENAME: BIM 360://100201 - Central City Line
R-2018/100201-STA_HPT-A-PROC-2018.rvt

PLOT DATE & PLOT TIME: 2019-07-17 1:52:36 PM

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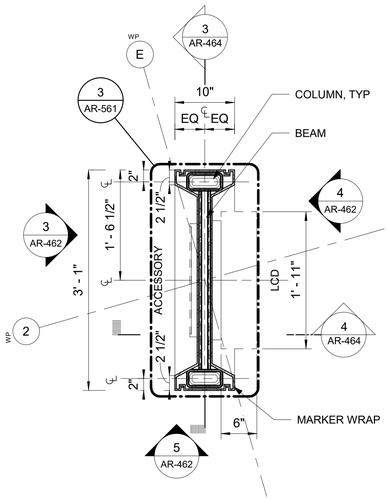
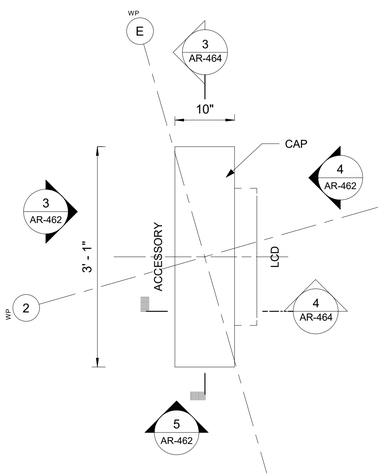


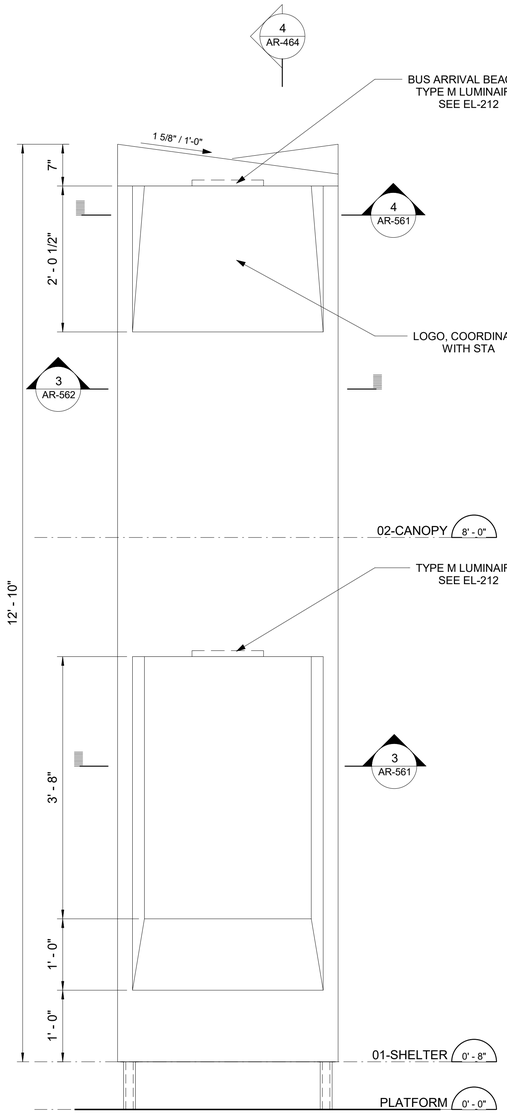
1 AR-412 PLAN, HPT MARKER

SCALE: 1" = 1'-0"



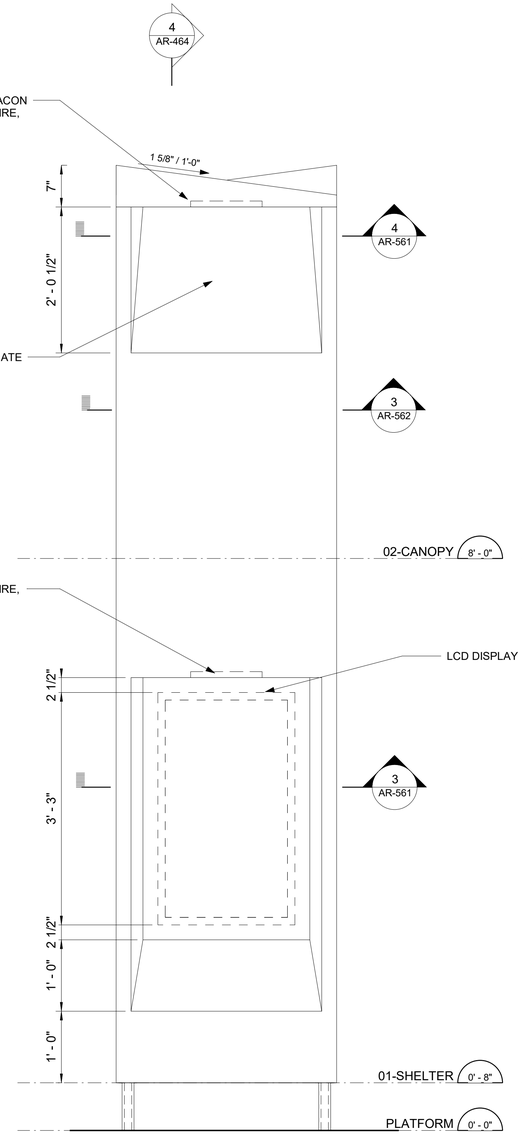
2 TOP PLAN, HPT MARKER

SCALE: 1" = 1'-0"



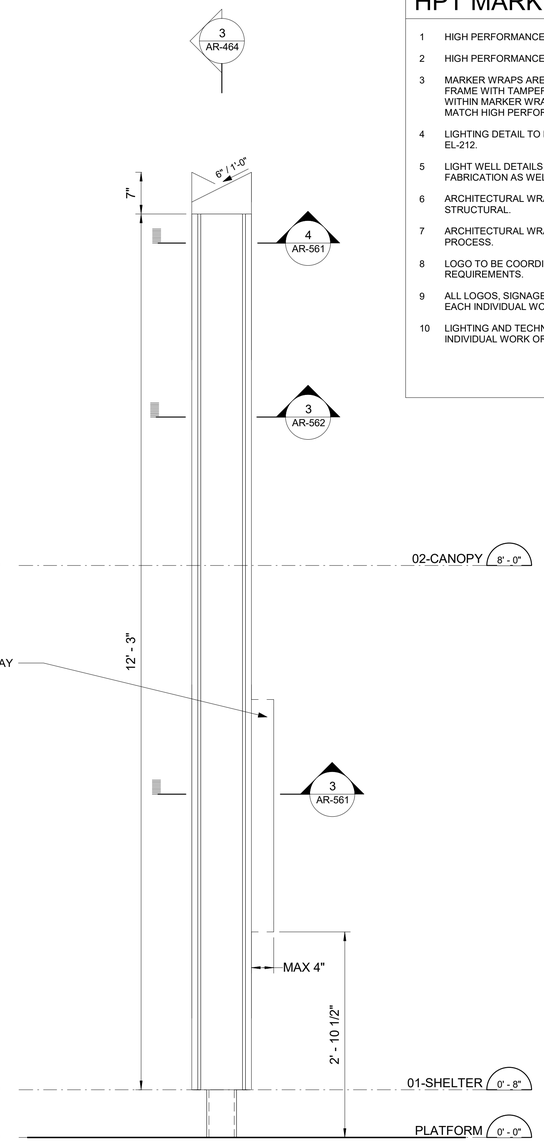
3 AR-462 FRONT ELEVATION, HPT MARKER

SCALE: 1" = 1'-0"



4 AR-462 BACK ELEVATION, HPT MARKER

SCALE: 1" = 1'-0"



5 AR-462 SIDE ELEVATION, HPT MARKER

SCALE: 1" = 1'-0"

HPT MARKER NOTES:

1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. HIGH PERFORMANCE COATING ON ALL MARKER WRAP SURFACES.
3. MARKER WRAPS ARE TO BE MECHANICALLY FASTENED TO THE STRUCTURAL FRAME WITH TAMPER RESISTANT FASTENERS RECESSED AND CONCEALED WITHIN MARKER WRAP REVEALS. FASTENER HEADS SHALL BE FINISHED TO MATCH HIGH PERFORMANCE COATING.
4. LIGHTING DETAIL TO BE COORDINATED WITH FIXTURE REQUIREMENTS, SEE EL-212.
5. LIGHT WELL DETAILS TO BE COORDINATED WITH ARCHITECTURAL WRAP FABRICATION AS WELL AS FIXTURE REQUIREMENTS.
6. ARCHITECTURAL WRAP ATTACHMENT TO BE COORDINATED WITH STRUCTURAL.
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AR-462
47 of 79

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO
			REVISIONS						AS BUILT	

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BENCH MARK LOCATION
NAVD88 ELEV.:
CRM NO.:
NAVD88 DATUM
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HORIZONTAL: PLAN/PROFILE 1" = 1'-0"
VERTICAL: PROFILE ONLY
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

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PLANNING DEPARTMENT
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SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: *HPT SHELTERS AND AMENITIES*

SEGMENT LIMITS: *STATION ENLARGED PLAN*
HPT MARKER

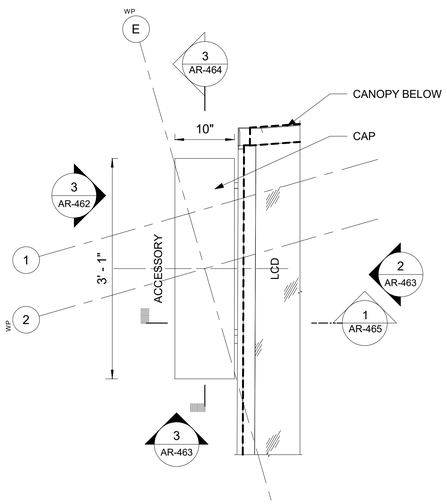
PROJECT LIMITS:

TYPE OF IMPROVEMENT:

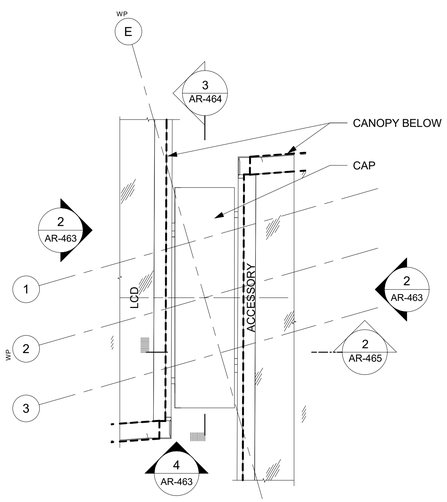
STA PROJECT NUMBER: *2019-10296*

PLAN NUMBER:

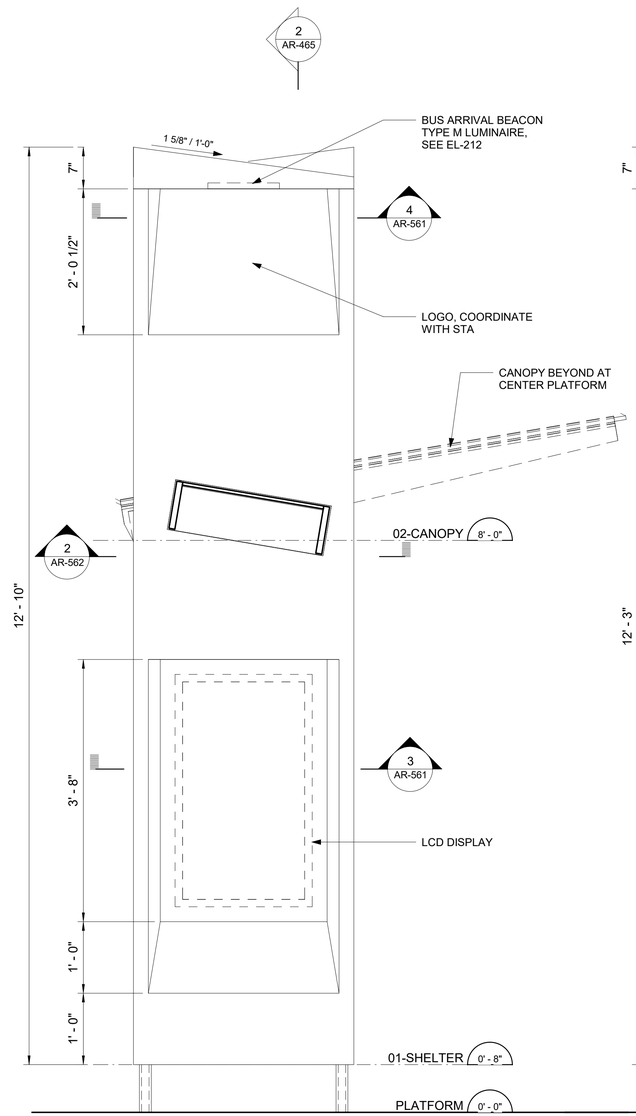
EFN:



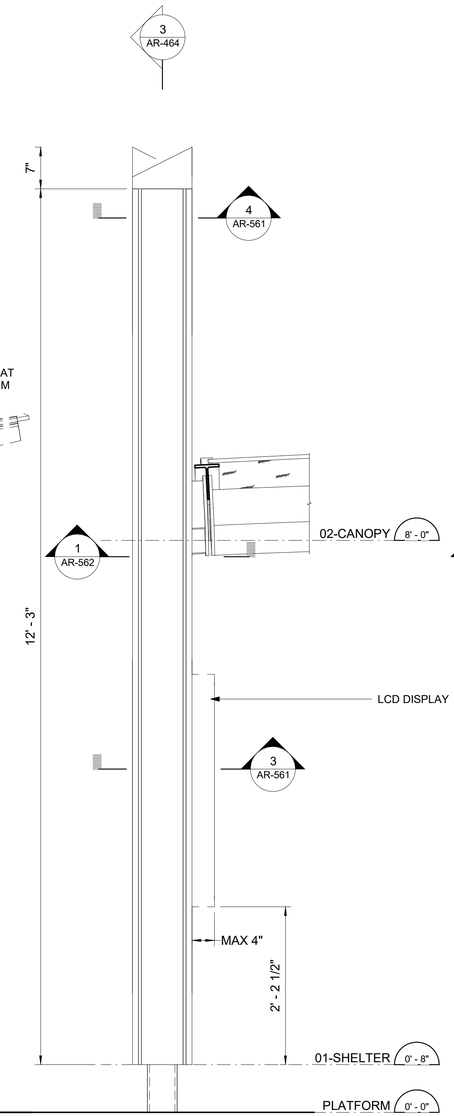
5 TOP PLAN, HPT MARKER
SCALE: 1" = 1'-0"



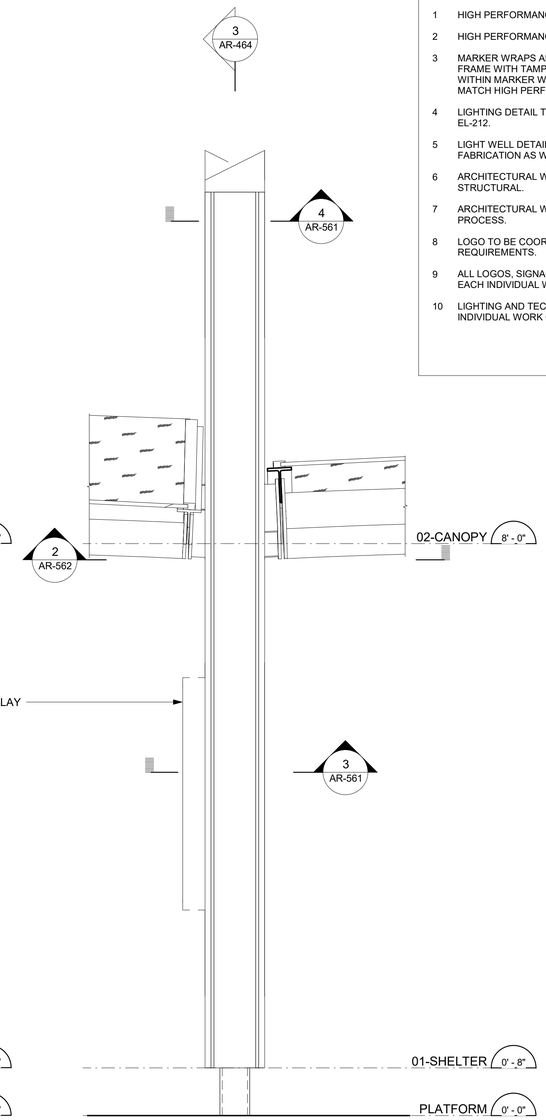
1 TOP PLAN, HPT MARKER
SCALE: 1" = 1'-0"



2 AR-463 FRONT ELEVATION AT CANOPY, HPT MARKER
SCALE: 1" = 1'-0"



3 AR-463 SIDE ELEVATION AT SIDE CANOPY, HPT MARKER
SCALE: 1" = 1'-0"



4 AR-463 SIDE ELEVATION AT CENTER CANOPY, HPT MARKER
SCALE: 1" = 1'-0"

HPT MARKER NOTES:

1. HIGH PERFORMANCE COATING ON ALL STRUCTURAL STEEL SURFACES.
2. HIGH PERFORMANCE COATING ON ALL MARKER WRAP SURFACES.
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4. LIGHTING DETAIL TO BE COORDINATED WITH FIXTURE REQUIREMENTS, SEE EL-212.
5. LIGHT WELL DETAILS TO BE COORDINATED WITH ARCHITECTURAL WRAP FABRICATION AS WELL AS FIXTURE REQUIREMENTS.
6. ARCHITECTURAL WRAP ATTACHMENT TO BE COORDINATED WITH STRUCTURAL.
7. ARCHITECTURAL WRAP DETAIL TO BE COORDINATED WITH FABRICATION PROCESS.
8. LOGO TO BE COORDINATED WITH FABRICATION PROCESS AND BRANDING REQUIREMENTS.
9. ALL LOGOS, SIGNAGE, AND BRANDING TO BE COORDINATED WITH STA FOR EACH INDIVIDUAL WORK ORDER.
10. LIGHTING AND TECHNOLOGY ELEMENTS TO BE COORDINATED FOR EACH INDIVIDUAL WORK ORDER, SEE HPT STATION SCHEDULES AR-021 TO AR-026.

FOR REVIEW ONLY

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N., U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
REVISIONS				AS BUILT						

IBI GROUP
801 Second Avenue – Suite 1400
Seattle WA 98104 USA
tel (206) 521-9091 fax (206) 521-9095
ibigroup.com

NAVD88 = (OLD CBM ELEV.) - (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION:
NAVD88 ELEV.:
CBM NO.:
NAVD88 DATUM
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
HORIZONTAL: PLAN/PROFILE
VERTICAL: PROFILE ONLY 1" = 1'-0"
SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	NW	7/2019
REVISED:		
CHECKED:	CR	7/2019
APPROVED:		

SPOKANE TRANSIT AUTHORITY
PLANNING DEPARTMENT
1230 W BOONE AVENUE
SPOKANE, WASHINGTON 99201
(509) 328-7433

PROJECT NAME: HPT SHELTERS AND AMENITIES
SEGMENT LIMITS: STATION ENLARGED PLAN
HPT MARKER
PROJECT LIMITS:
TYPE OF IMPROVEMENT: -
STA PROJECT NUMBER: 2019-10296
PLAN NUMBER:
FPN:

FILENAME: BIM 360://100201 - Central City Line R-2018/100201-STA_HPT-A-PROC-2018.rvt
PLOT DATE & PLOT TIME: 2019-07-17 1:52:38 PM
CALL BEFORE YOU DIG 1-800-424-5555

Email Exchanges with Rick Biggerstaff, Browne's Addition Neighborhood Council Chair
Email exchange (last transmitted 8/6/2019)

Thanks for getting back to me Karl. Dean also provided some helpful feedback. We should look to have you visit us again this fall. I will stay in touch.

Rick

On Aug 5, 2019, at 21:13, Otterstrom, Karl <KOtterstrom@spokanetransit.com> wrote:

Hi Rick,

Thanks for your email and my apologies for not responding sooner. As we met last year there was a clear interest in better understanding the "identification" options that Spokane Arts could provide. Because that program is of critical timing, dealing with the corridor at large and required for the standard Central City stations, we have prioritized that effort prior to submitting any customization requests toward our board for consideration. Please note the Spokane Arts scope is focused on identification and potential future art programming.

I would be happy to come to an upcoming neighborhood council meeting to discuss the timing for presenting to our board your request.

Karl Otterstrom, AICP
Director of Planning & Development
Spokane Transit
509.325.6089
kotterstrom@spokanetransit.com

Dean Gunderson's response to 7/25/2019 email transmitted by Rick Biggerstaff earlier on 7/25:

Rick,

Thank you for including me in this email.

Dan Wells with STA (cc'ed) is intending to submit documents for the authority's Design Review Board Recommendation Meeting fairly soon - he indicated that STA would like have this meeting on October 11th. The board's Council Assembly liaison (Kathy Lang, cc'ed) has been in discussion with Mike Tresidder with STA (also cc'ed) to get more information about the procedures a Neighborhood could avail itself to explore the customized bus shelter option.

STA has adopted a policy position on the bus Shelter Design at the CCL stations that covers three options for the shelters:

Option 1: A Standard Shelter Design (which needs no special approval from STA leadership) Option 2: A "Themed" Shelter Design; which is nearly identical to the Standard Shelter but may receive a range of frame colors and customized glass textures, including images (STA has retained Spokane Arts to facilitate discussions with Neighborhoods to derive their preferences. The selections made for this option would have to be approved by the STA Director) Option 3: A fully Customized Shelter Design, which must maintain all the technological and performance requirements needed for the CCL operations (The

customized design would have to be recommended for approval by the STA Director, and approved by the STA Board).

As it turns out there is no "vendor" for the Standard Shelter Design (or "Themed" Shelter Design), these are being designed by STA itself and fabricated specifically for the CCL. On the up-side, this gives STA a large level of discretion for modifications to achieve the various "Themed" Shelter Designs (Option 2) - on the down-side it also means that a Customized Shelter Design (Option 3) would have to be designed, engineered, and fabricated from scratch. Even keeping the majority of the Customized Shelter Design significantly the same as the Standard or Themed shelter (say, to switch out the glass panel roof for something that might match the roofs of the existing bus shelters at Couer d'Alene Park) would still require re-engineering the support systems and custom fabricating the unique components.

Karl, if I've got anything wrong in the policy description above, please let me know.

Kathy, please let me know if I got anything wrong with the description of your conversations with STA (Mike). (note: Kathy Lang was a recipient of this response, as she is working with STA and the impacted neighborhoods in her capacity as DRB Community Assembly Liaison).

As the Secretary for the Design Review Board, I think it's a fair assessment to say that at the Recommendation Meeting the board would expect to hear which CCL stations are receiving which option - and what those options will look like. If there's still some un-answered questions about the designs (especially if they are due to Neighborhoods still needing to resolve their choices of Options and/or themes), the board may recommend additional DRB meetings until those answers can be provided.

Dean

Dean Gunderson, MCRP | Senior Urban Designer | City of Spokane
509.625.6082 | fax 509.625.6822 | dgunderson@spokanecity.org | spokanecity.org

From: Rick Biggerstaff <rbiggerstaff101@gmail.com>
Sent: Thursday, July 25, 2019 5:23:53 PM
To: Otterstrom, Karl <KOtterstrom@spokanetransit.com>
Cc: Gunderson Dean <dgunderson@spokanecity.org>; Kramer Eric <bunky111@comcast.net>; Biggerstaff Rick <rbiggerstaff@comcast.net>; kellylotze@gmail.com <kellylotze@gmail.com>; Brimmer Dana <dana.brimmer@gmail.com>
Subject: CCL

Hi Karl,

I saw the press releases about the STA funding for the CCL. When does STA meet with us to help us learn about bus station options where we can possibly pick structural changes from vendors (money becomes part of the conversation)? You shared that this option would be available quite a while ago but was not part of what the Spokane Arts Commission offered. We asked and they said it was not part of what they did/offered. We would like to learn about the procedures to consider this option.

Thanks,

Rick

Email exchange between Rick Biggerstaff and Dean Gunderson (in dual capacity of Browne's Addition Neighborhood Council City Liaison and Secretary of the Design Review Board), 6/25/2019

Hello Dean.

Thanks so much for your follow up. You have summarized BANC's position well. We do not feel that we have been presented with how to consider each option. It is true the options were outlined to us and then we were told that someone from Spokane Arts to get feedback about the modified option. We did give feedback to a spokane Arts about the modified option during one of our meetings. We actually asked about the custom option but were told this is not their work. So, BANC does request that STA provide the process for considering the custom option. We don't feel we have been provided this step at this point.

Also, it should be noted that we do not conduct a council meeting in July and our August meeting's agenda is currently full due to the historic designation nomination. This would be very frustrating to learn that we are under a short time frame to consider this work.

One more "also". I am on vacation from July 8 through July 22.

Thanks Dean,

Rick

On June 25, 2019, at 11:55, Gunderson, Dean <dgunderson@spokanecity.org> wrote (Rick & Julie Biggerstaff and Kelly Lotze, BANC Officers):

Rick and Julie (and Kelly),

I spoke with Dan Wells at STA this morning regarding the organization's submission to the Design Review Board – this item was discussed at the last BANC meeting. Dan indicated that the various options available for stations (Standard, Modified: which allows a limited range of colors and glass designs, and Custom: which would allow for a unique roofline, etc.) had been presented to all the impacted neighborhoods – and, according to Dan, no neighborhood had selected a Custom option.

Since it appears to me that Browne's Addition NC was under the impression that a more Custom option would be forthcoming (at least that there would be a conversation between STA and BANC about what variables are on the table and their associated additional costs – enough information to allow the neighborhood to make a decision about what it can afford, or raise funds for), this appeared to be new information for Dan so I encouraged him to contact BANC. I suspect he will be trying to reach out to you or your representative to further the conversation very soon.

STA intends to submit a packet for its next Design Review Board meeting for an August 14th, 2019 meeting. They would need to submit a complete package to me no later than July 24th in order to make the 8/14 DRB meeting. Dan stated that he intends to sit down with me the week of July 15th to go over their draft submittal.

If BANC has been waiting for an opportunity to have additional design conversations with STA about the CCL stations at Coeur d'Alene Park, and it feels it has not had this opportunity please let me know in writing (responding to this email is fine). Hopefully, Dan will be able to contact you soon – if not, his office phone number is (509) 343-1695 and his email address is dwells@spokanetransit.com

Dean

Dean Gunderson, MCRP | Senior Urban Designer | City of Spokane
509.625.6082 | fax 509.625.6822 | dgunderson@spokanecity.org | spokanecity.org