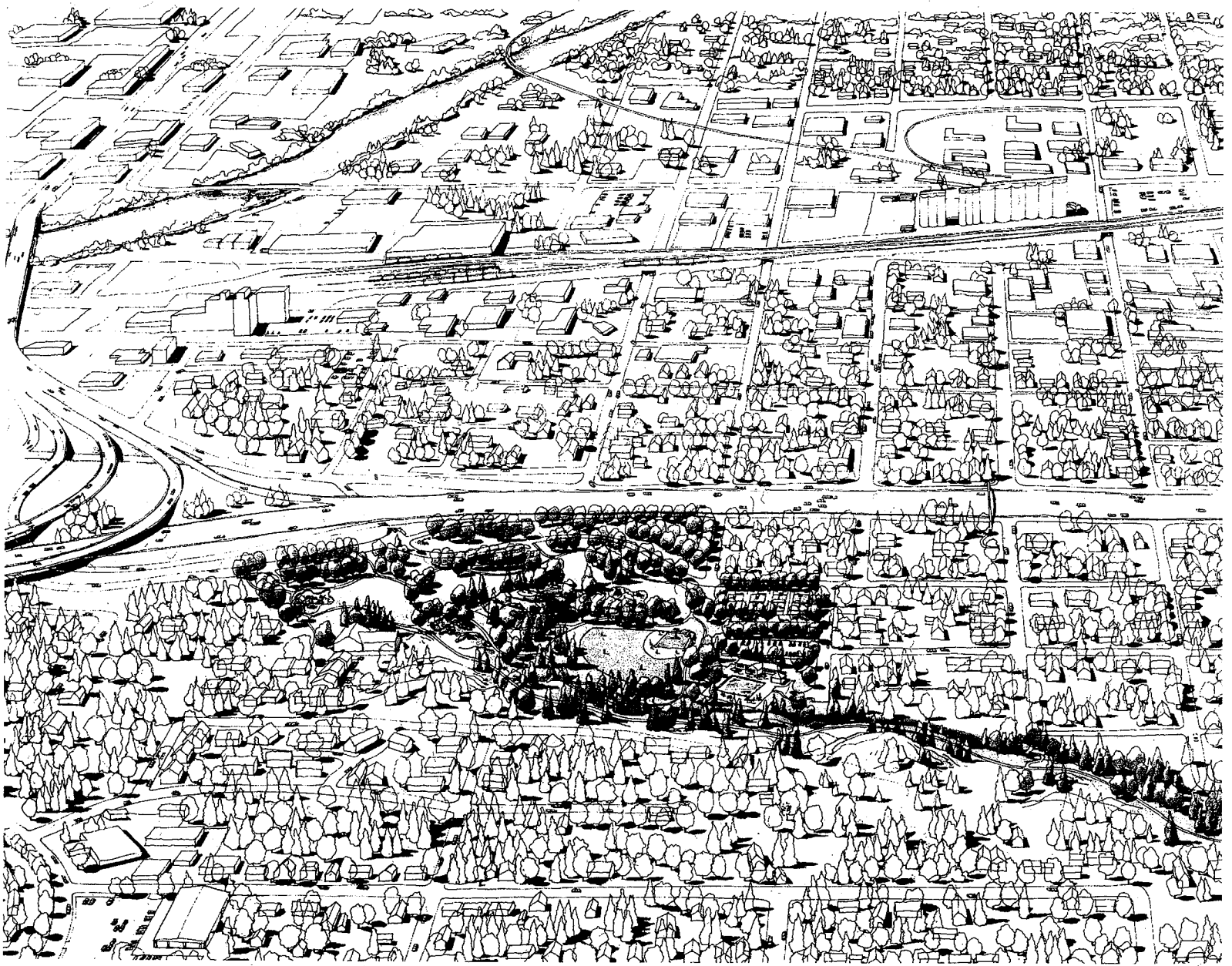


# East Central Design Plan Phase 2

September, 1986  
Neighborhood Improvement Program

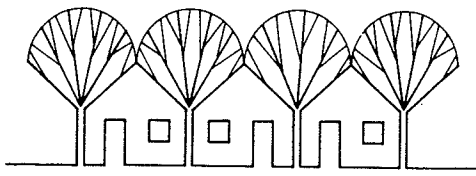
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Prepared by: Spokane City Plan Commission  
Robert Shinbo Associates  
Zeck Butler Architects, P.S.





# Acknowledgements

## **CITY COUNCIL & MAYOR**

Vicki McNeill, Mayor  
Robert Higgins, Mayor Pro Tem  
Sheri Barnard  
Robert Dellwo  
Richard Gow  
Jack Hebner  
Dave Robinson

## **CITY PLAN COMMISSION**

Larry Chalmers, President  
John McFaddin, Vice President  
J. Ware Ashurst  
Jean L. Beschel  
Michael Brewer  
David Easte  
David Gallik  
Marion Hay  
Betty Hennessey  
Emmett Nelson

## **NEIGHBORHOOD DEVELOPMENT CORPORATION**

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Eileen Thomas, Vice President  
Carlos Landa, Treasurer  
Linda Antonio  
Amy Carter  
Vern Doyle  
Mae Bell Hawkins  
Dick Hobbs  
Bill Hudson  
Eric Johnson  
Jimmie Lee Kinard  
Barbara Lemonidis  
Charles Rogers  
Roosevelt Thomas  
Chris Venne  
Charlene Viau  
Ed Vivier

## **EAST CENTRAL DESIGN PLAN TASK FORCE**

Pam Behring, Chairperson  
Dwight Butler  
Larry Chalmers  
Scott Hamilton  
Loretta Johnson  
Alan Kimball  
Jon Saylor  
Eileen Thomas  
Roosevelt Thomas  
Chris Venne  
Lee Wade

## **MANAGER-PLANNING**

Lyle Balderson

## **MANAGER-COMMUNITY AND ECONOMIC DEVELOPMENT**

Michael Adolfae

## **PROJECT STAFF**

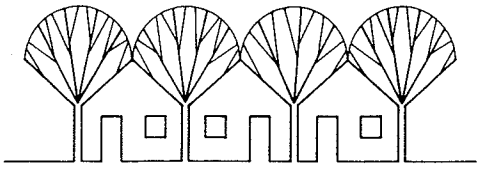
Len Zickler, Project Manager  
Bryan Copp  
Jackie Day  
Christine Fisher  
Debra Scott

## **CONSULTANT TEAM**

**Robert Shinbo Associates**  
Robert Shinbo  
Lynn Barrett  
Mary Anchondo

**Zeck Butler Architects**  
William Zeck  
Rod Butler  
Gloria Cloninger

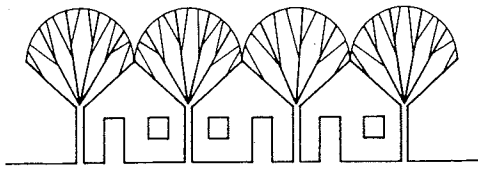
And to the East Central Steering Committee and the people of the East Central Neighborhood.



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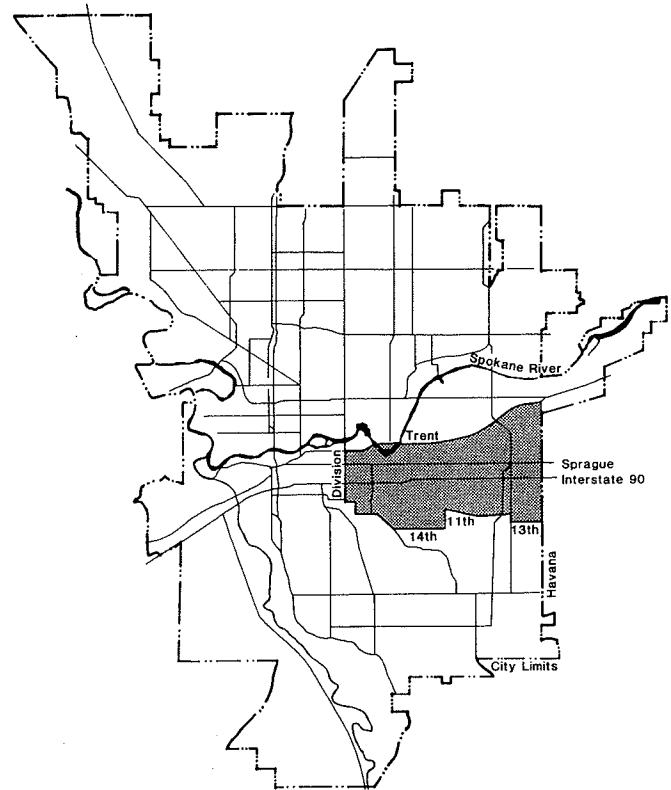
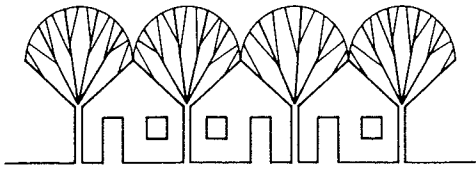
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## Introduction



**Neighborhood Location Map**



**Figure 1**

## **Background**

This report describes Phase II of the Design Plan for the East Central Neighborhood of the City of Spokane. The design area is irregularly bounded by Trent Avenue, 14th Avenue, Division Street, and Havana Street. The Design Plan is an element of the City's Comprehensive Plan.

The purpose of Phase II is to provide functional guidelines for improvement projects proposed in Phase I and at community meetings. The Phase II plan describes projects and outlines specific funding priorities for a four year Concentrated Construction Budget.



All indications are that the East Central Neighborhood has high potential as a strong residential and industrial district. Its proximity to the central business district, the abundance of underdeveloped and industrial-zoned land and its variety of housing types contribute to this potential. The development of the East Central Neighborhood has significance for the entire city. Large parts of the Neighborhood are currently under-used. Sensitive development of the Neighborhood will strengthen the City's tax base, help to reduce travel distance to the central business district and generally encourage stronger and more efficient development patterns.

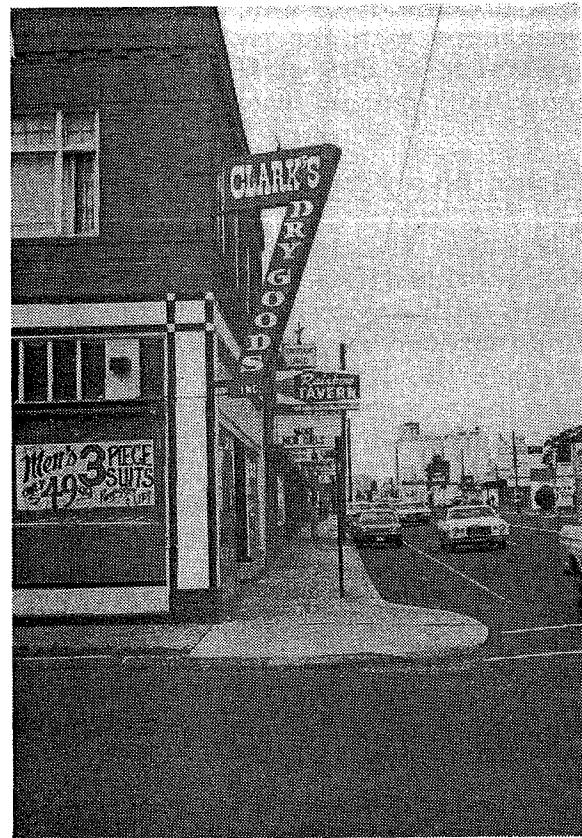
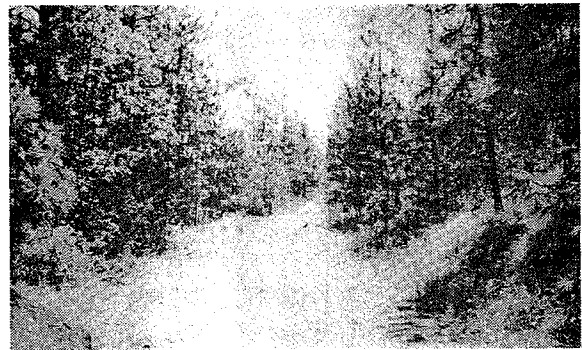
As adopted, the East Central design plan will benefit the City and Neighborhood in a number of ways. They are as follows:

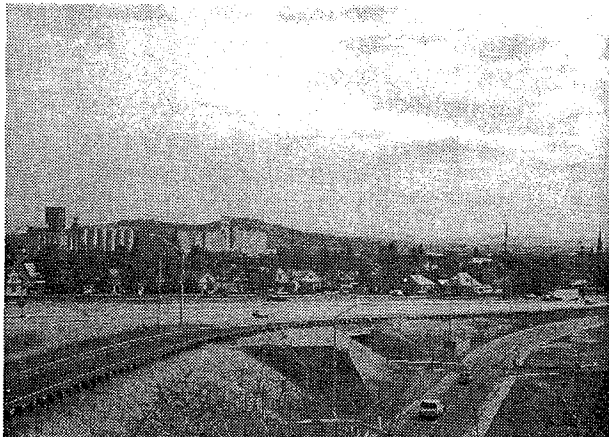
- 1 Promote land use consistent with the capacity of neighborhood streets, parks and utilities;
- 2 Encourage development consistent with economics and market demand;
- 3 Promote quality/sensitive development through incentives allowing greater density;
- 4 Provide transition in land use intensity and scale;
- 5 Offer a significant, positive impact on the neighborhood by maintaining property values and preserving the residential districts of the neighborhood; and
- 6 Stimulate overall neighborhood revitalization.

The Phase II Design Plan is presented in four major sections:

- 1 Introduction
- 2 Neighborhood Improvement Program
- 3 Design Development
- 4 Project Descriptions

Also included is an appendix containing the alternative project designs developed during the Design Plan Process.





### The Phase II Design Plan

The East Central Neighborhood Improvement Program (N.I.P.) represents a manual for physical improvements. The N.I.P. is the result of neighborhood participation in a number of design plan workshops with the technical assistance of city staff and a consultant design team.

### Design Plan Process

The Phase II East Central Neighborhood Design Plan Process began with an invitation to neighborhood residents to help prepare the N.I.P. Two workshops were held to obtain public comments and accomplish four objectives:

- 1 Inform and/or remind residents of all projects proposed in the East Central Phase I design plan;
- 2 Identify additional projects;
- 3 Develop detailed programs for each project; and
- 4 Identify project benefits to the neighborhood.

N.I.P. development involved two major steps:

- 1 Identification of possible improvement projects.
- 2 Design of improvement projects selected for construction within the four years of concentrated construction funding.

Once all projects were identified, workshop participants set project priorities by indicating in which of three time periods they would prefer to see each project implemented.

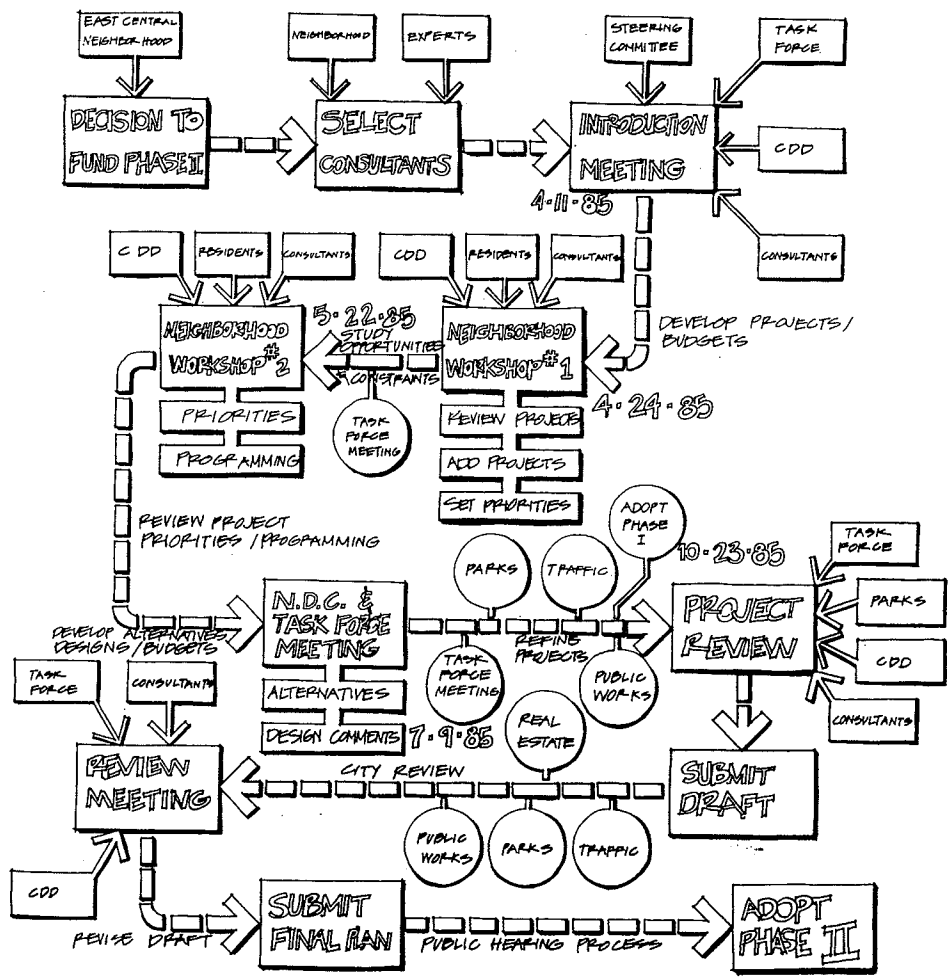
The time periods included the four Concentrated Construction fiscal years 1986, 1987, 1988, and 1989, as well as midrange 1990-95, and a long range 1995-2000.



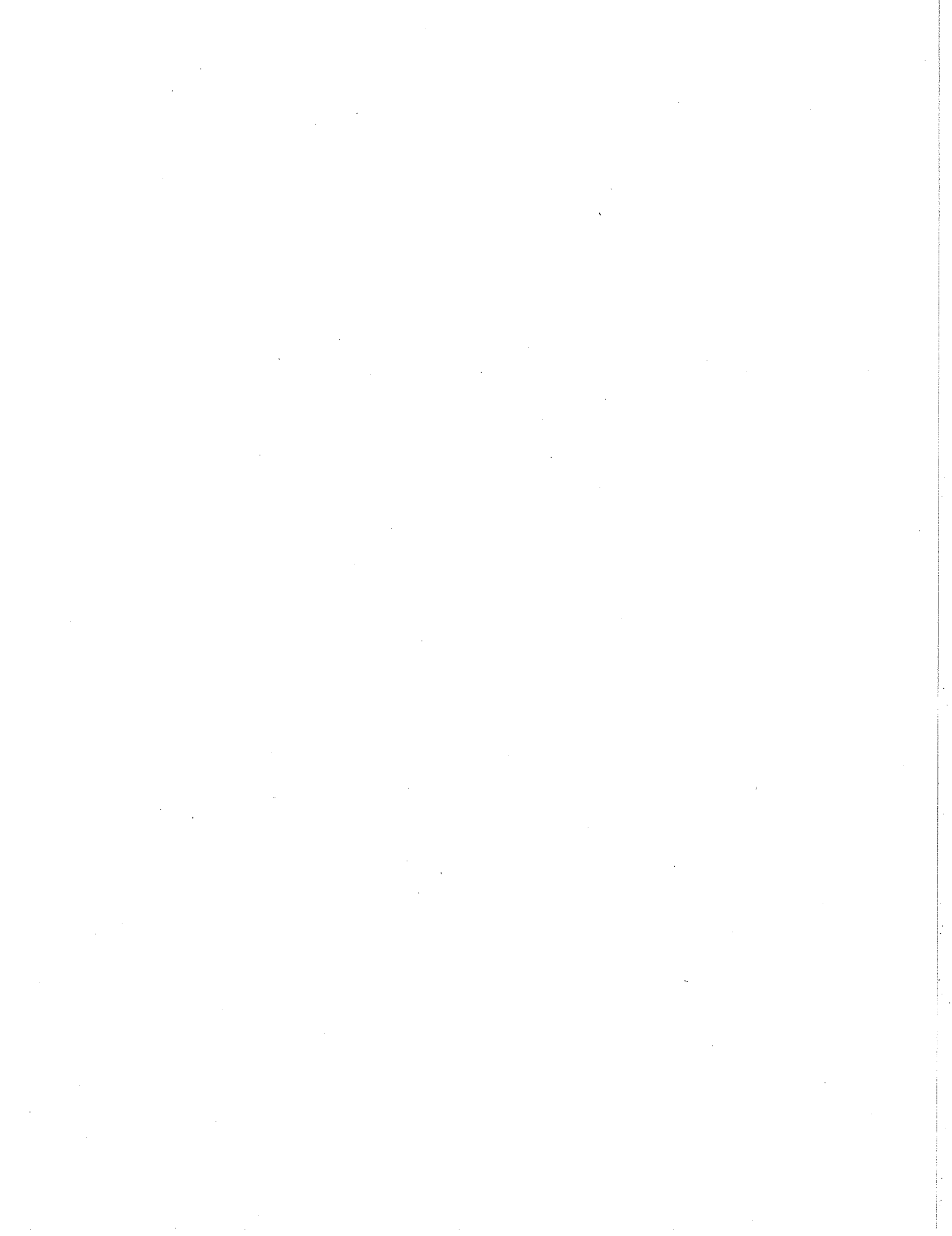
In workshops, citizens chose projects which they wanted the consultants to design. The consultants then displayed preliminary drawings and alternative schemes at later workshops. Other projects, not requiring the consultant's involvement, were defined by the task force and subcommittees. Specific project

descriptions, design development strategies, and cost estimates, as well as descriptive background information were formulated by the

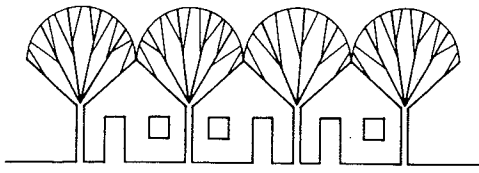
consultants. City departments also participated in the preparation and review of the N.I.P.



**Process Chart**  
Figure 2



Neighborhood  
Improvement Program



# Neighborhood Improvement Program

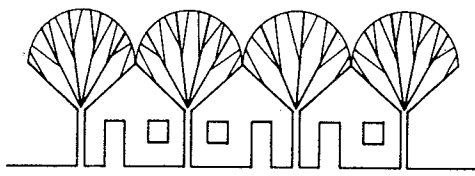
Concentrated Construction Period  
1986 - 1989

Improvement Project Priority	Total Estimated Cost*	Concentrated Construction Allocation**			
		1986	1987	1988	1989
1 Home Rehabilitation, providing low interest loans to qualified homeowners for major home improvements	2,000,000	141,000			
2 Construct pedestrian/ bicycle bridge over Altamont Avenue (on Ben Burr Trail)	216,000	216,000			
3 Provide pedestrian/ bicycle trail from end of Pittsburg to upper neighborhood, including connection to Ben Burr Trail	228,000	93,000			
4 Improve Underhill, Park including parking, play areas, picnic shelters, trees, amphitheatre	480,000 to 1,174,000				
5 Improve Ben Burr Trail for use as walking/ jogging/ bicycle path	178,000				
6 Improve Grant Park, including parking, play areas, picnic areas	996,000				
7 Improve Liberty Park, including Liberty Drive realignment, freeway buffering, picnic areas, Ben Burr Trail connection, play areas, parking	1,605,000				
<b>Totals</b>		\$450,000			

The chart on the preceding page is a working document for the East Central Neighborhood. Each year the Concentrated Construction Allocation for projects to be funded that year should be added to the chart.

\* Total Estimated Cost is the cost in 1986 dollars for full implementation of all improvements shown on the Design Development drawing for each project. Total Estimated Cost includes construction cost, State Sales tax, consultant design fees and City Department administrative costs.

\*\* Concentrated Construction Allocation is the amount allocated by the neighborhood from Community Development Construction funds for specific features of each project, to be confirmed at the outset of implementation design. Concentrated Construction Allocation includes construction cost, State Sales tax, consultant design fees and City Department Administrative costs.



# Neighborhood Improvement Program

1986 - 2000

Improvement Project Priority	Total Estimated Cost	Priority Period			Neighborhood Benefit
		86-89	90-94	95-99	
1 Home Rehabilitation	2,000,000				Improve neighborhood housing stock.
2 Bridge Over Altamont	216,000	X			Provide pedestrian/ bike connection between Altamont Avenue and Ben Burr Trail; separate pedestrians and autos.
3 Pittsburg Connection	228,000	X			Provide pedestrian/ bike connection between Liberty Park, Ben Burr Trail and upper neighborhood
4 Underhill Park Improvements	480,000 to 1,174,000	X			Improve heavily used park and provide additional features
5 Ben Burr Trail	178,000	X			Provide bike, jogging and walking trail through neighborhood.
6 Grant Park Improvements	996,000	X			Provide play equipment for toddlers; redefine play areas.
7 Liberty Park Improvements	1,605,000	X			Improve heavily used park and provide additional features.
8 Altamont Avenue Improvements at Hill	85,000		X		Improve pedestrian safety by installation of barrier.
9 Street Paving	6,200,000		X		Improve circulation, improve air quality by reducing dust.
10 Sewer	to be determined		X		Improve health standards by replacing septic systems.
11 Libby Jr. High Field Improvements	20,000		X		Improve play areas for neighborhood use.

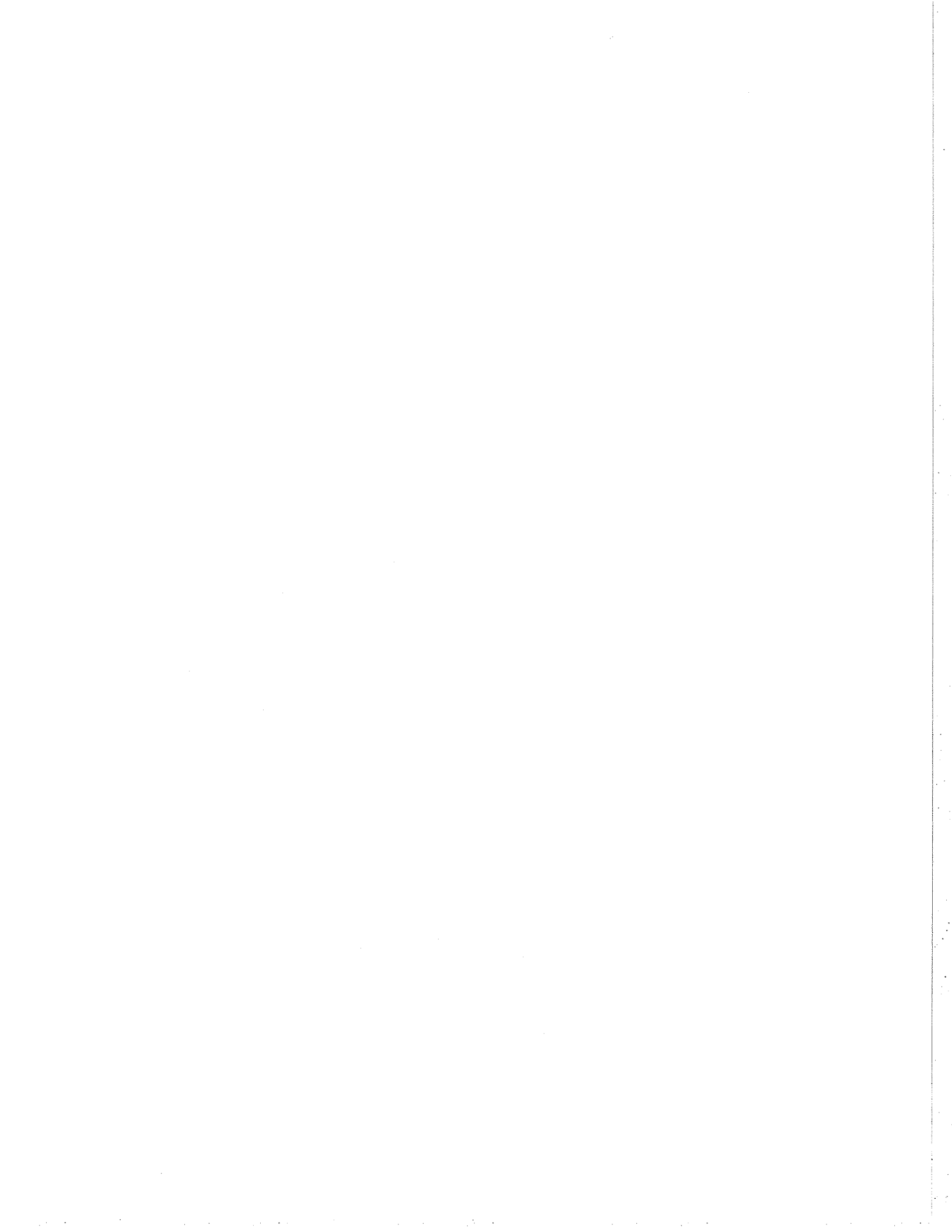


Improvement Project Priority	Total Estimated Cost	Priority Period			Neighborhood Benefit
		86-89	90-94	95-99	
12 Bus Shelters at Various Locations	15,000 per shelter		X		Provide shelter and conveniences for bus patrons.
13 Bus Stop Improvements	2,000 per stop		X		Provide benches and signs for bus patrons
14 Fifth & Perry Connection	3,000		X		Provide pedestrian/ bike connection between Liberty Park and upper neighborhood.
15 New Sidewalks	860,000		X		Safety for pedestrians by separating walkers from auto traffic.
16 Sheridan School Play Area Improvements	10,000 to 20,000		X		Improve play areas for neighborhood use.
17 Sidewalk Repairs	20,000 to 60,000		X		Increase safety for pedestrians; beautification.
18 Street Tree Planting	30,000 to 100,000		X		Beautify neighborhood; replace old/diseased trees.
19 Water Reservoir Site	100,000		X		Provide access and recreational amenities.
20 Ben Burr Trail Viewpoints	3,000 to 150,000			X	Enhance enjoyment of Ben Burr Trail.
21 Arthur & Newark Traffic Circle	30,000			X	Control traffic; improve traffic safety.
22 Neighborhood Entrance Improvements	2,500 each location			X	Provide neighborhood identity and beautify neighborhood entrances.
23 Ninth & Perry Streetscape Improvements	700,000			X	Improve business district area; revitalization.
24 Old Union Park Streetscape Improvements	500,000 to 2,000,000			X	Improve Sprague Avenue business district area; revitalization.

Improvement Project Priority	Total Estimated Cost	Priority Period			Neighborhood Benefit
		86-89	90-94	95-99	
25 Thor Pedestrian Bridge	200,000 to 300,000			X	Increase pedestrian safety at Thor.
26 Central District Pedestrian Loop	100,000			X	Promote pedestrian safety at Thor.
27 Freeway Sound Barriers	35,000 per block 8' high with planting			X	Mitigate sound from Interstate 90.
28 Viewpoint-Interpretive Center	75,000 to 100,000			X	Provide views and education about neighborhood.

Total Estimated Cost is the cost for total development of each project, and includes construction cost, State Sales tax, consultant fees, and City Department administrative costs.





# Design Development

Altamont Connection

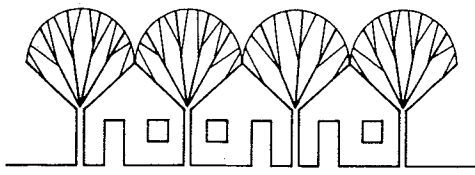
Pittsburg Connection

Underhill Park Improvements

Ben Burr Trail

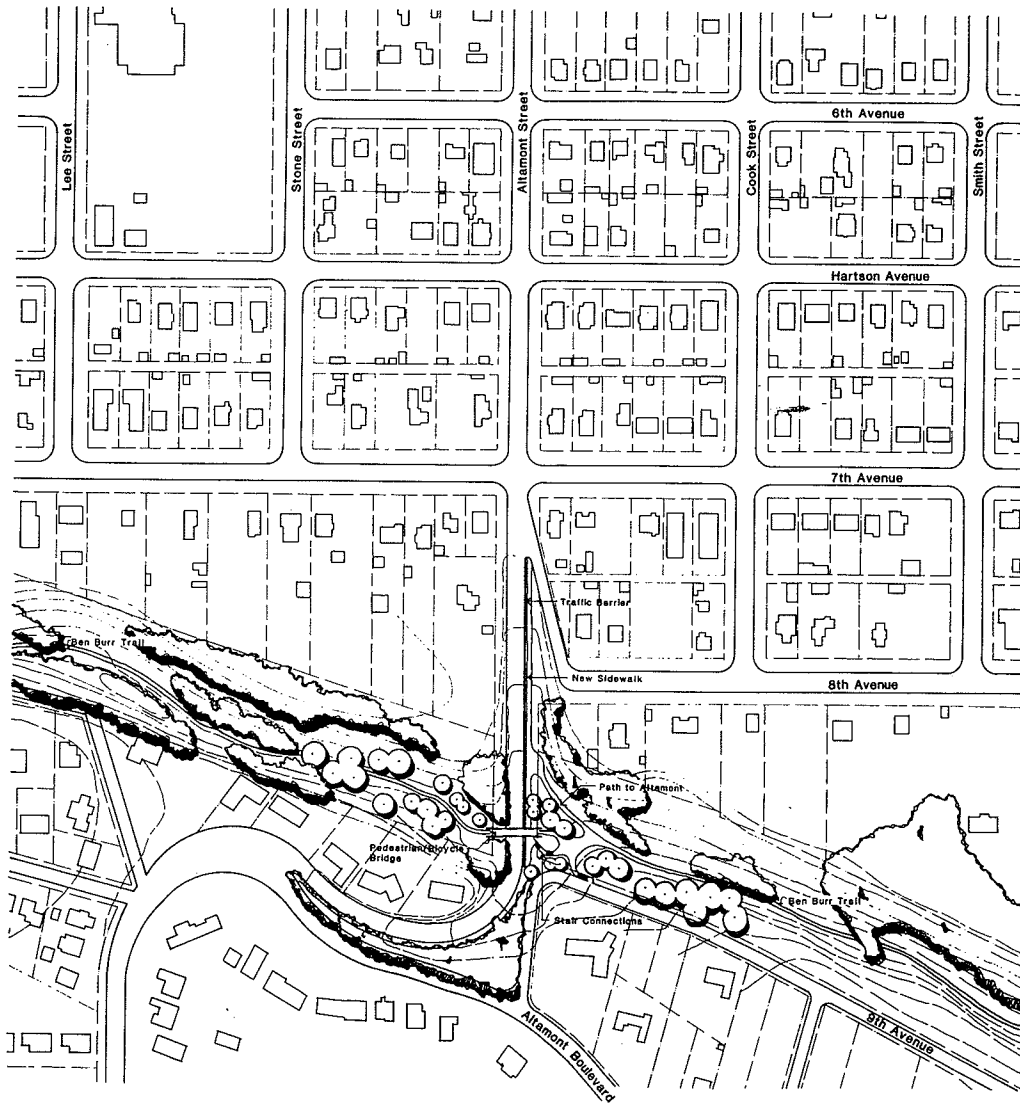
Grant Park Improvements

Liberty Park Improvements



# Altamont Connection

## Project 2 & Project 8



# Altamont Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

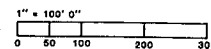
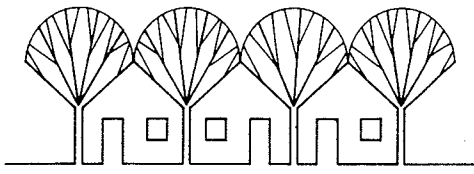


Figure 4



# Altamont Connection

## BACKGROUND

Altamont Street is midway between Liberty and Underhill Parks. It is one of the few streets that runs up the bluff. Development of a connection at Altamont Street that links Ben Burr Trail with lower and upper portions of the bluff is crucial to both the usage of Ben Burr Trail and pedestrian/bicycle safety.

The site proposed for the Altamont Connection is along the east side of Altamont Street on the lower portions of the Altamont Street hill. Presently, circulation routes are undeveloped or minimal, with serious safety hazards. The Ben Burr Trail "dead ends" on both the east and west sides of Altamont. Narrow footpaths connect Ben Burr Trail with Altamont Street and 9th Avenue. The paths provide limited service due to obstacles, steep slopes, uneven terrain and unstable surface conditions. Circulation along Altamont is restricted to the

east side, where a sidewalk adjoins and parallels the street. The lack of vehicular and pedestrian separation creates a safety hazard, particularly on upper portions of Altamont where the street curves acutely near the top of the bluff. During winter months, pedestrian/bicycle and vehicular hazards are intensified by slick road conditions and the plowing of snow onto the sidewalk by city crews.

## DESIGN CRITERIA

The overall project goal is to provide pedestrian and bicycle connection linking Ben Burr Trail, Altamont Street and the upper and lower portions of the bluff. A sequence of work is identified and scheduled for two construction phases, 86-89 and 90-94. Design criteria are as follows:

- 1 Provide a bridge over Altamont Street, with 16'-6" clearance over the street.



**Proposed Pedestrian Bridge**  
**Figure 5**

- 2 All improvements are to be sensitive to the natural setting, creating minimal disturbance.
- 3 All improvements are to be sensitive to maintenance requirements throughout the year, e.g., snow removal during winter months and drainage.
- 4 Paths shall be developed in a manner that promotes usage by the general public, as well as the elderly and handicapped.
- 5 Informal seating, providing opportunities to stop and rest, shall be developed on sloped paths.
- 6 Lighting along the connection shall be provided for safety.

## **PROJECT DESIGN**

### **Bridge Connection**

The design for the Altamont Connection proposes spanning Altamont Street with an 8 to 12 foot wide prefabricated bridge for pedestrian and bicycle travel. The bridge will be compatible in materials and color with the natural setting. Slopes on both the bridge approach and bridge will not exceed slope restrictions for the handicapped. Pedestrian connection between Altamont Street and Ben Burr Trail, and Ben Burr Trail and 9th Avenue, is designed with a combination of paths and stairs. Paths are to traverse existing grade, and where the grade is too steep, 4 foot wide stairs will be constructed. Bicycle connection

between Ben Burr Trail and Altamont Street will be made with an 8 foot wide asphalt path running north from Ben Burr Trail across City-owned property and connecting with the sidewalk paralleling the east side of Altamont Street.

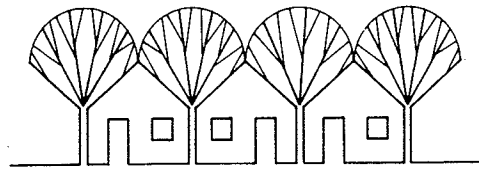
### **Sidewalk Along Altamont**

Redevelopment of the pedestrian zone along Altamont includes relocating the sidewalk back from the street approximately 4 feet and constructing a barrier within the 4 foot dimension, separating sidewalk and street. The barrier will serve to define pedestrian/bicycle and vehicular zones, as well as protect pedestrians and bicyclists from cars. The barrier will be constructed to allow the planting of shrubs that enhance and extend the natural environment. The selected shrubbery is to have a low profile to promote visual connection between sidewalk and street.

### **Lighting & Signage**

Appropriate lighting and signage is critical to safety at the Altamont Connection. Non-glare pole-mounted light fixtures are proposed, spaced to provide a lighting level of at least two foot candles. The fixtures are to be of highly durable materials, both weather and vandal resistant, placed so that they are not a hazard or obstacle to pedestrian and bicycle traffic. Signage will identify the connection and ensure the safe entrance and exit of pedestrian and bicycle traffic.

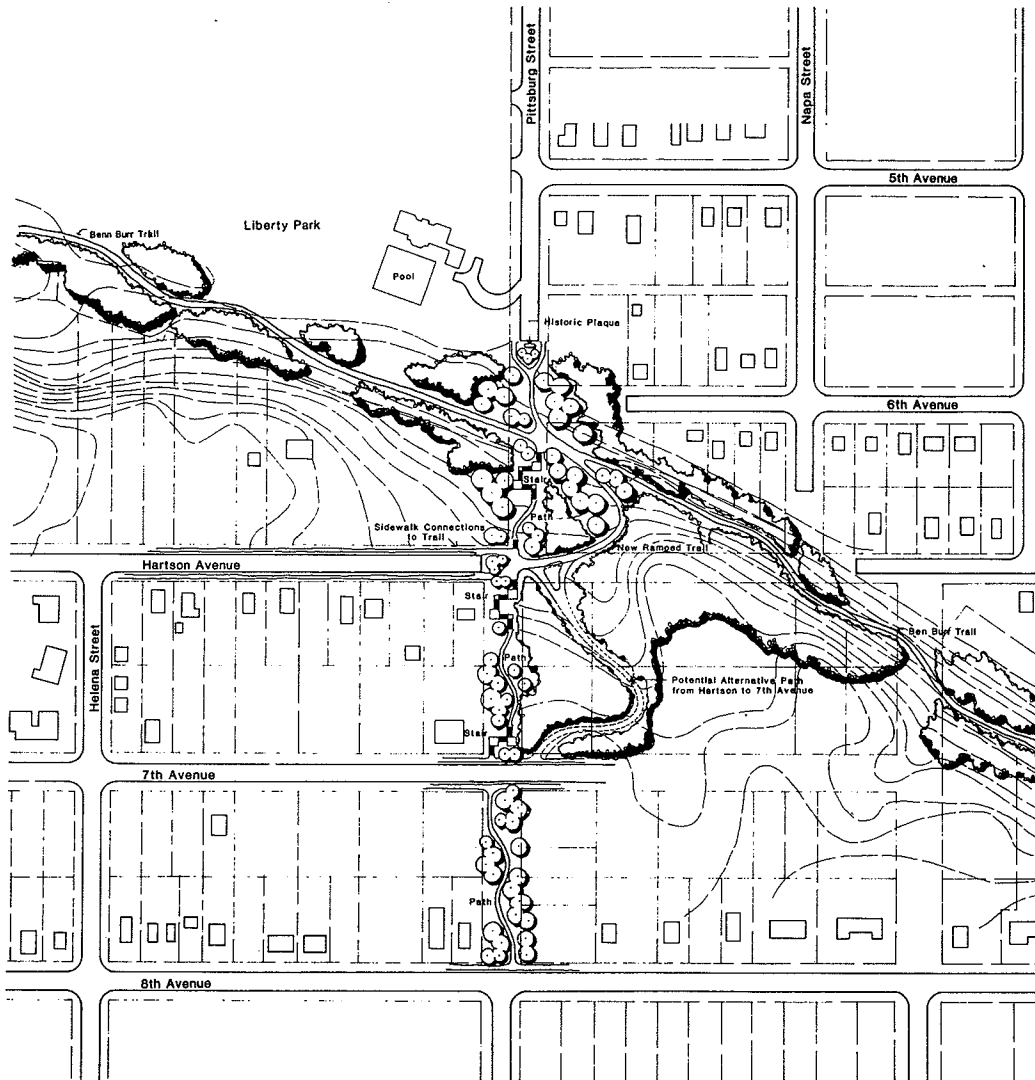
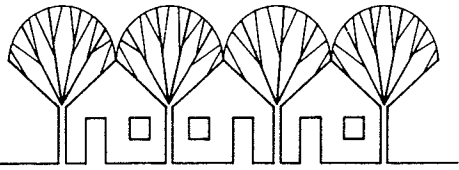




# Probable Cost of Construction Altamont Connection

Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds
<b>1. Hard Surface</b>					
a. Asphalt Approaches & Path	2,200	SF	\$ 1.25	\$ 2,750	\$ 2,750
b. Concrete Stairs	1	LS	7,000.00	7,000	7,000
c. Sidewalk Repair	300	SF	2.50	750	750
<b>2. Planting</b>					
a. Clear, Grub & Grade	1,100	SY	1.50	1,650	1,650
b. Grass Seeding	3,600	SF	.10	360	360
<b>3. Special Features</b>					
a. Pre-Fabricated Pedestrian/Bike Bridge	1	LS	105,000.00	105,000	105,000
b. Lighting on Bridge	3	EA	600.00	1,800	1,800
c. Pole-Mounted Lights On Path to Altamont, and at Bridge Approaches	4	EA	2,500.00	10,000	10,000
<b>4. Furniture</b>					
a. Bench	4	EA	500.00	<u>2,000</u>	<u>2,000</u>
			Subtotal	\$ 131,310	\$ 131,310
			+5% Mobilization	<u>6,566</u>	<u>6,566</u>
				\$ 137,876	\$ 137,876
			+15% Contractor O & P	<u>20,681</u>	<u>20,681</u>
				\$ 158,557	\$ 158,557
			+10% Contingency	<u>15,856</u>	<u>15,856</u>
			<b>Total Construction Cost</b>	<b>\$ 174,413</b>	<b>\$ 174,413</b>

Note: Project 8, Improvements to Altamont Avenue at Hill, is not a neighbor-selected Concentrated Construction Period project and, consequently, is not included in the Probable Cost of Construction above. Total Estimated Cost for Project 8 is \$85,000.



# Pittsburg Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

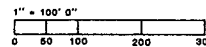
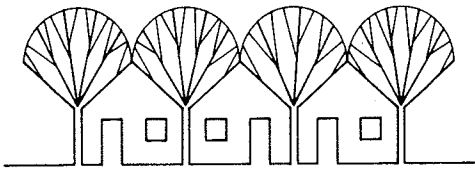


Figure 6



# Pittsburg Connection

## BACKGROUND

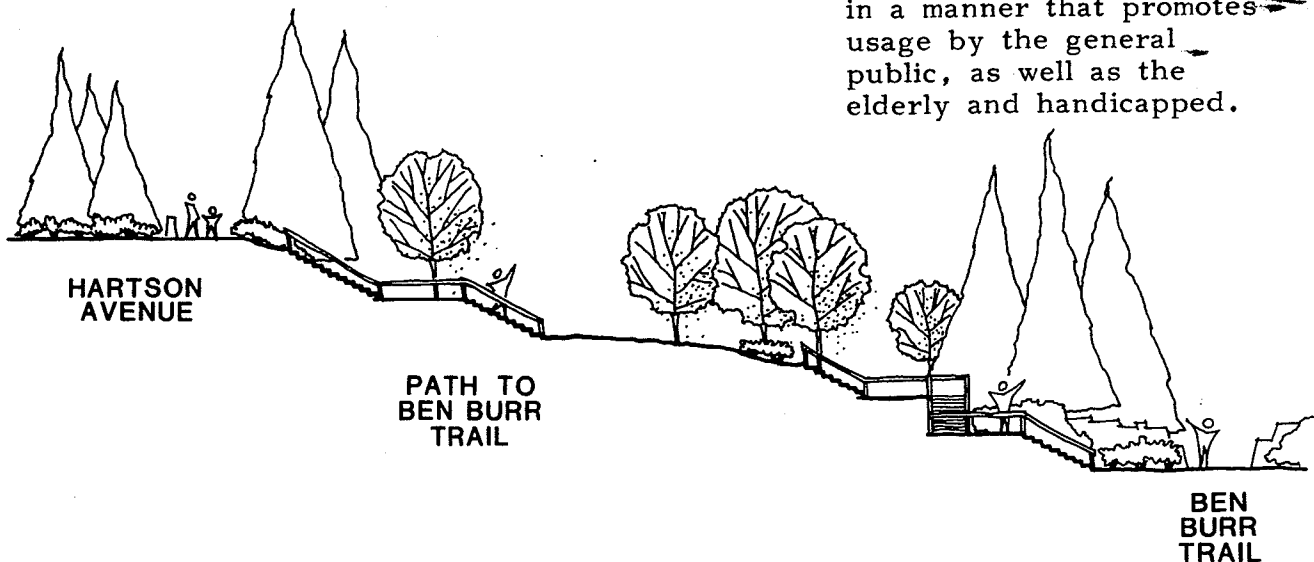
The Pittsburg Connection is a key element to the success of the Ben Burr Trail. Pedestrian and bicycle traffic must be able to reach the Trail easily and safely to ensure its use. Further importance of the Pittsburg Connection is the link it provides between upper and lower portions of the neighborhood. Neighborhood services and facilities become more easily accessible to residents, both on and below the bluff.

The Pittsburg Connection will be constructed on undeveloped and vacated portions of Pittsburg Street and adjacent properties owned by the City of Spokane. The area is part of an extensive open space unique to East Central; a habitat for natural vegetation and animal life. Many well-traveled footpaths exist, but they serve a limited population due to obstacles in the path, steep slopes, uneven terrain and unstable surface conditions.

## DESIGN CRITERIA

The overall project goal is to provide a pedestrian and bicycle connection that would link Pittsburg Street below the bluff, Ben Burr Trail, and Hartson Avenue on the bluff. Subsequent development would make connection to 8th Avenue via one of two routes, the first following along the vacated Pittsburg Street right-of-way, and the second winding through properties east of the Pittsburg right-of-way. Design criteria are as follows:

- 1 All improvements are to be sensitive to the natural setting, creating minimal disturbance.
- 2 All improvements are to be sensitive to maintenance requirements throughout the year, e.g., snow removal during winter months and drainage.
- 3 Routes shall be developed in a manner that promotes usage by the general public, as well as the elderly and handicapped.



**Proposed Hartson Avenue/Ben Burr Trail Connection**  
Figure 7

- 4 Informal seating, providing opportunities to stop and rest, shall be developed along sloped portions of paths.
- 5 Lighting along the connection shall be provided for safety.

restrictions for the handicapped. The path and proposed landscaping are to provide clear lines of sight and visual connection with public spaces beyond.

A more informal and purely pedestrian connection will be developed between Ben Burr Trail and Hartson Avenue, providing a more direct route than the ramped path. Stairs and sloped paths shall be used in combination to develop this connection.

**PROJECT DESIGN**

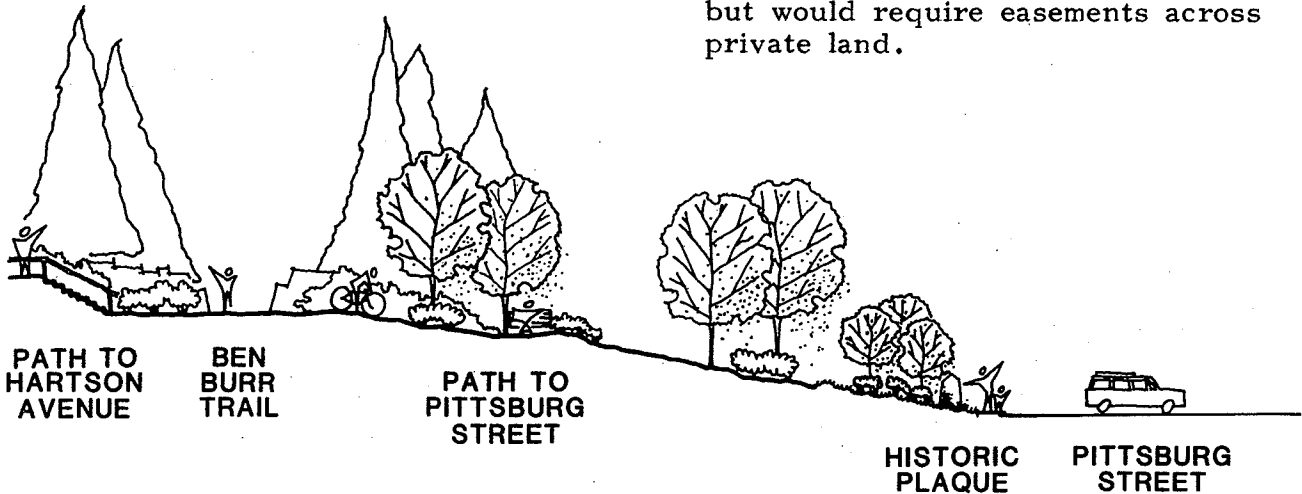
**Pittsburg/Hartson Connection**

The design for the Pittsburg Connection proposes the initial construction of an 8 foot wide asphalt path between Pittsburg Street below the bluff and Hartson Avenue on the bluff. If the Ben Burr Trail is constructed of a material other than asphalt, the intersection of the Pittsburg Connection and Ben Burr Trail must be asphalt to ensure safe circulation.

The route shall be accessible to the elderly and handicapped with the path designed to reduce existing grade where it exceeds slope

**Hartson/8th Connection**

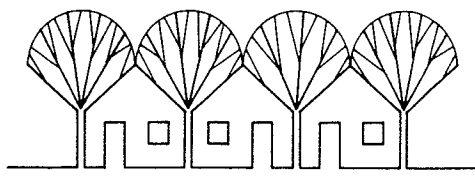
With the critical connection between Pittsburg and Hartson accomplished, further connection to 8th Avenue can be explored and developed, along two potential routes. One route follows the vacated Pittsburg Street right-of-way, and would support pedestrian traffic only, due to the steepness of grade. Sloped paths and stairs would be used in combination. Another route winds through properties east of Pittsburg Street. This route could support both pedestrian and bicycle traffic, but would require easements across private land.



**Proposed Ben Burr Trail/ Pittsburg Avenue Connection**  
Figure 8

### **Lighting & Signage**

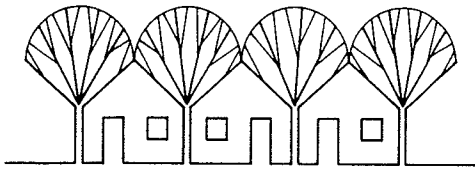
Appropriate lighting and signage is critical to safety along the Pittsburg Connection. Lighting levels and spacing of lighting fixtures must provide good visibility at night, and fixtures should be made of highly durable materials, both weather and vandal resistant. Fixtures are to be located so that they are not a hazard or obstacle to pedestrian and bicycle traffic. Signage and blocking of "dead end" streets will identify the connection and ensure the safe entrance and exit of pedestrian and bicycle traffic.



# Probable Cost of Construction Pittsburg Connection

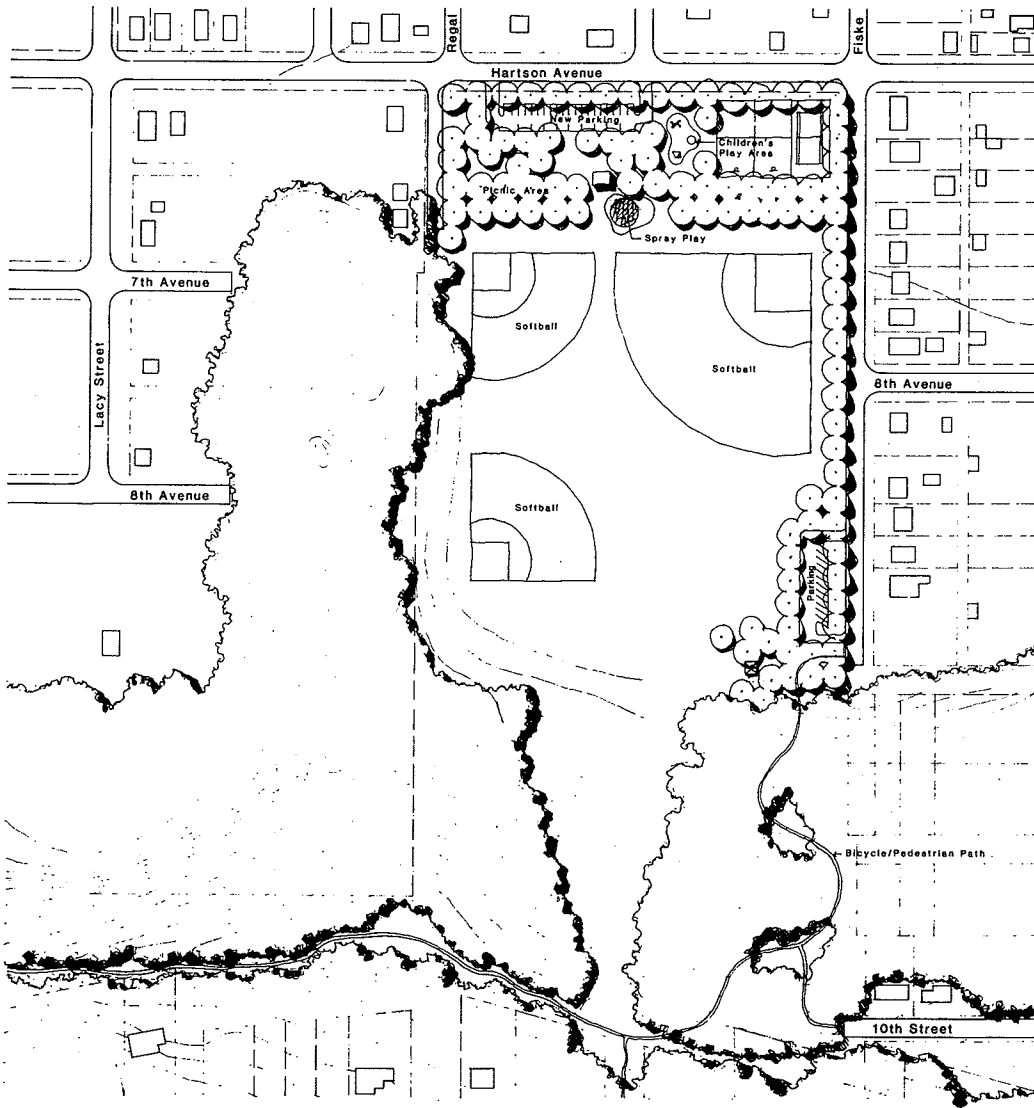
Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Asphalt Paths	6,400	SF	\$ 1.25	\$ 8,000	\$ 5,500
b. Concrete Stairs & Landings	3,800	SF	12.00	45,600	16,200
<b>2. Planting</b>					
a. Clear, Grub & Grade	7,400	SY	1.50	11,100	4,800
b. Grass Seeding	30,000	SF	.10	3,000	1,000
c. Trees	55	EA	200.00	11,000	-0-
d. Irrigation	36,000	SF	.40	14,400	6,200
e. Shrubs	80	EA	25.00	2,000	1,200
<b>3. Special Features</b>					
a. Pole-Mounted Lights	10	EA	2,500.00	25,000	7,500
b. Entry Barriers at Pittsburg & Hartson	2	EA	3,000.00	6,000	6,000
c. Historic Plaque	1	EA	1,500.00	1,500	-0-
<b>4. Furniture</b>					
a. Bench	12	EA	500.00	6,000	2,000
b. Bike Rack	2	EA	500.00	1,000	-0-
c. Litter Receptacle	2	EA	200.00	400	400
d. Drinking Fountain	1	EA	1,500.00	1,500	-0-
e. Signage	2	EA	750.00	1,500	750
Subtotal				\$ 138,000	\$ 51,550
+5% Mobilization				6,900	2,578
				\$ 144,900	\$ 54,128
+15% Contractor O & P				21,735	8,119
				\$ 166,635	\$ 62,247
+10% Contingency				16,664	6,225
<b>Total Construction Cost</b>				<b>\$ 183,299</b>	<b>\$ 68,472</b>

\* Proposed Concentrated Construction Funding is for the portion of plan from the end of Pittsburg Street to Hartson Avenue, including connection to Ben Burr Trail.



# Underhill Park Improvements

## Project 4



## Underhill Park / Short Range East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

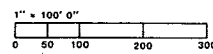
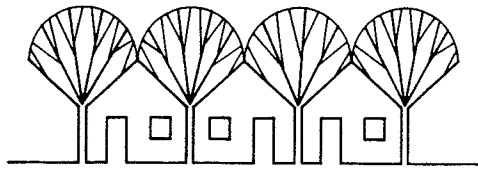
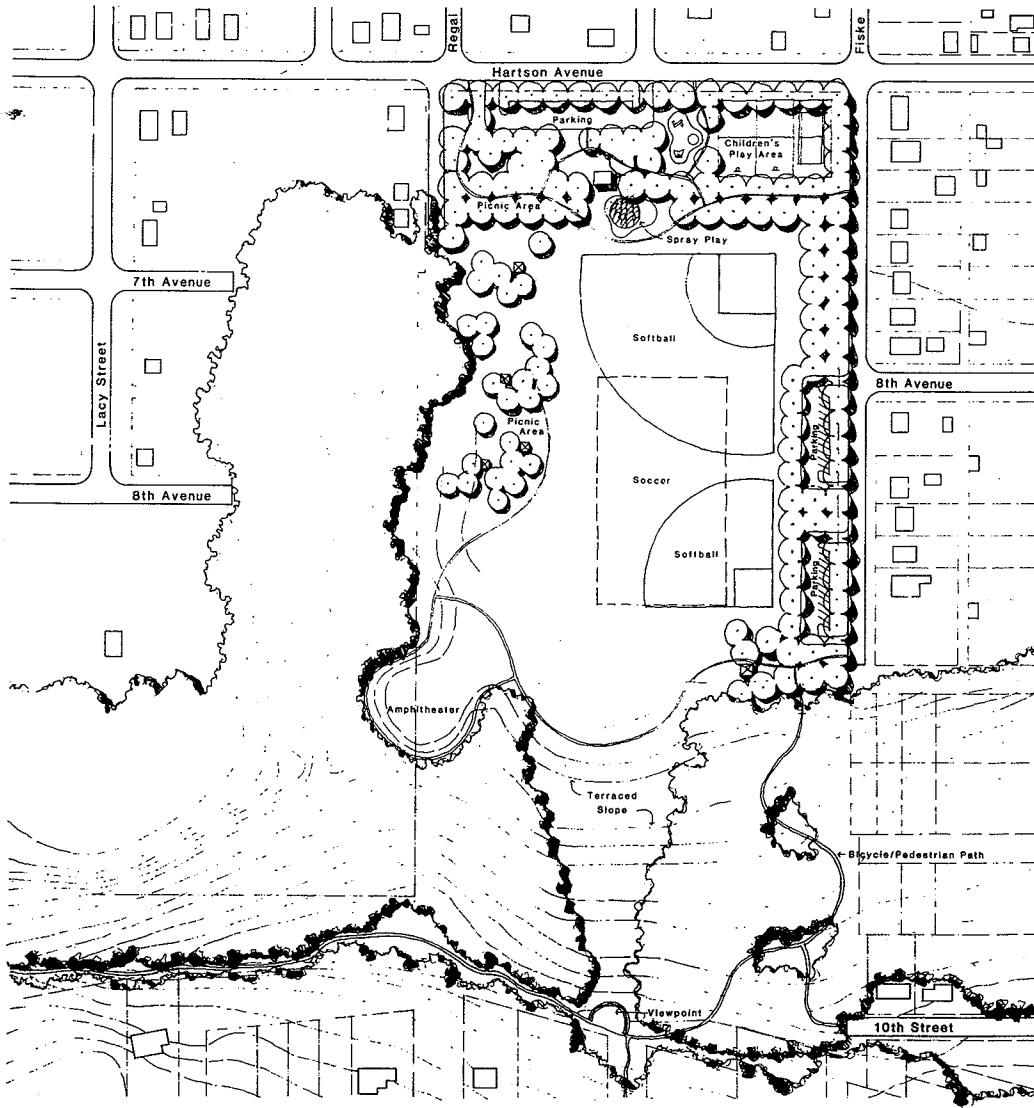


Figure 9



# Underhill Park Improvements



## Underhill Park / Long Range East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
ROBERT SHINBO ASSOCIATES  
Landscape Architects and Planners  
ZECK BUTLER ARCHITECTS  
Architects and Planners

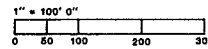
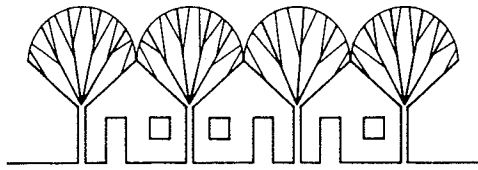


Figure 10





# Underhill Park Improvements

## BACKGROUND

Underhill Park has been identified as a neighborhood park in the City's Park and Open Space Plan, and is meant to provide close-in recreation and open space needs for people living in the neighborhood. With the development of the Ben Burr Trail, the Park will provide further service to the community by anchoring and providing access to the east end of the Trail.

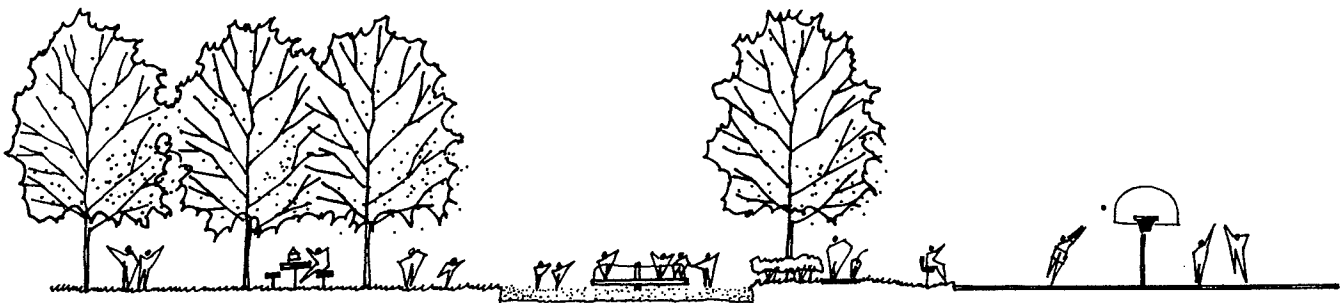
Underhill Park presently is an example of a neighborhood park which is actually utilized as a community park. The Park's large, flat grass open space has three softball fields, a soccer field and a football practice field heavily used by various city leagues for organized games.

There are negative aspects resulting from the intensity of use. One is that the surrounding residential area experiences heavy vehicular traffic and parking congestion along residential streets during organized games. The Park area should be developed to support passive neighborhood activities, such as picnicking and barbecuing, instead of supporting community recreational activities.

Other existing facilities, located along the north edge of the Park, are a children's play area, including a wading pool, tennis courts, small picnic area, and restroom facilities.

The Park is bordered by a significant amount of undeveloped land. Along the west, south and a portion of the east side, undeveloped, forested properties adjoin the Park. The sense of an evergreen forest extends along Fiske Street and Hartson Avenue, via large evergreens lining the streets.

The Park lacks automobile parking located near centers of activity. A large, unsurfaced parking lot is located in the southeast corner of the Park, but Fiske Street and Hartson Avenue are preferred because the designated parking lot is remote to activities. Vehicles park in the northwest corner of the Park, along the Regal Street spur, intruding on the street right-of-way, deteriorating the unpaved street and damaging trees along the park edge.



Picnic Area

Children's  
Play Area

Path

Basketball

## Proposed Picnicking and Play Areas

Figure 11

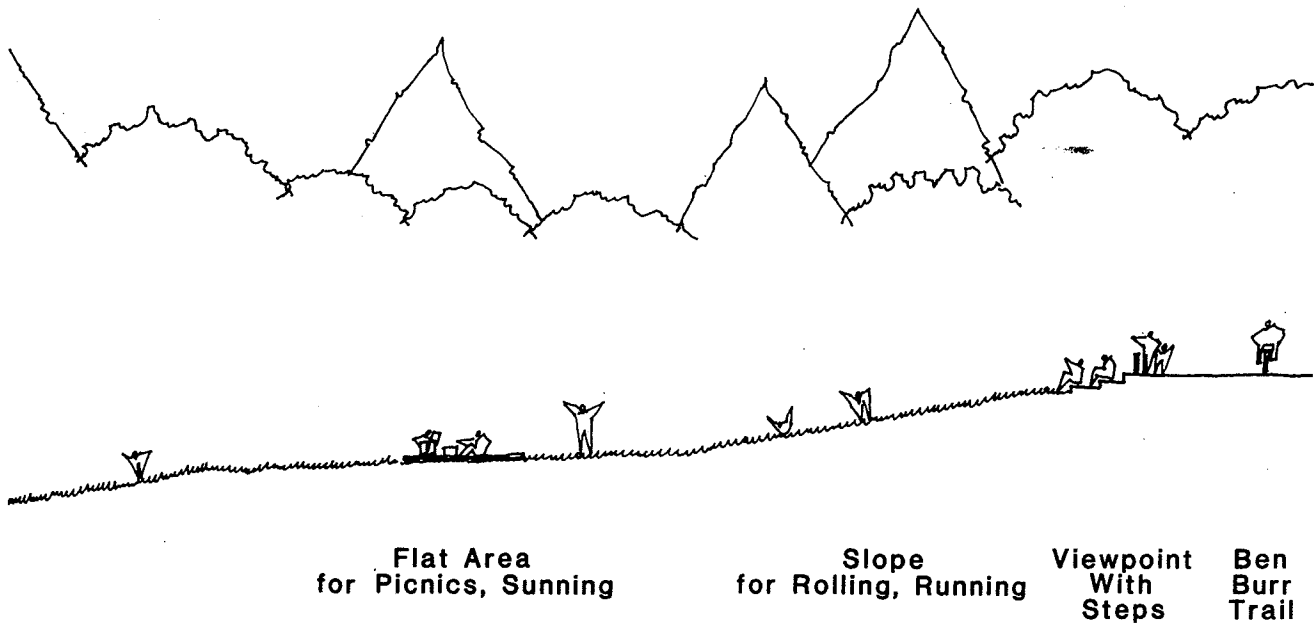
The south portion of the Park slopes steeply up to the Ben Burr Trail. The central portion of the slope is cleared, allowing expansive views of the city to the north. The cleared area is also used during the winter as a coasting hill, but the slope is dangerous due to its steepness, narrow width, and proximity to trees.

### DESIGN CRITERIA

The overall project goal is to restructure the Park's facilities to provide more passive activity opportunities to the neighborhood. This necessitates adding some facilities and removing others. Elimination of a facility will occur only when the activity can take place elsewhere. This concept of improvement is particularly important in regard to the softball diamonds; removal of a softball field

will only take place when a new field is created at another location. Design Criteria are as follows:

- 1 All improvements within natural areas are to be sensitive to the setting, creating minimal disturbance.
- 2 All improvements are to be sensitive to maintenance requirements throughout the year, e.g., snow removal during winter months and drainage.
- 3 All construction materials and detailing shall be highly durable, specifically weather and vandal resistant.
- 4 Paths shall be developed in a manner that promotes usage by the general public, as well as the elderly and handicapped.



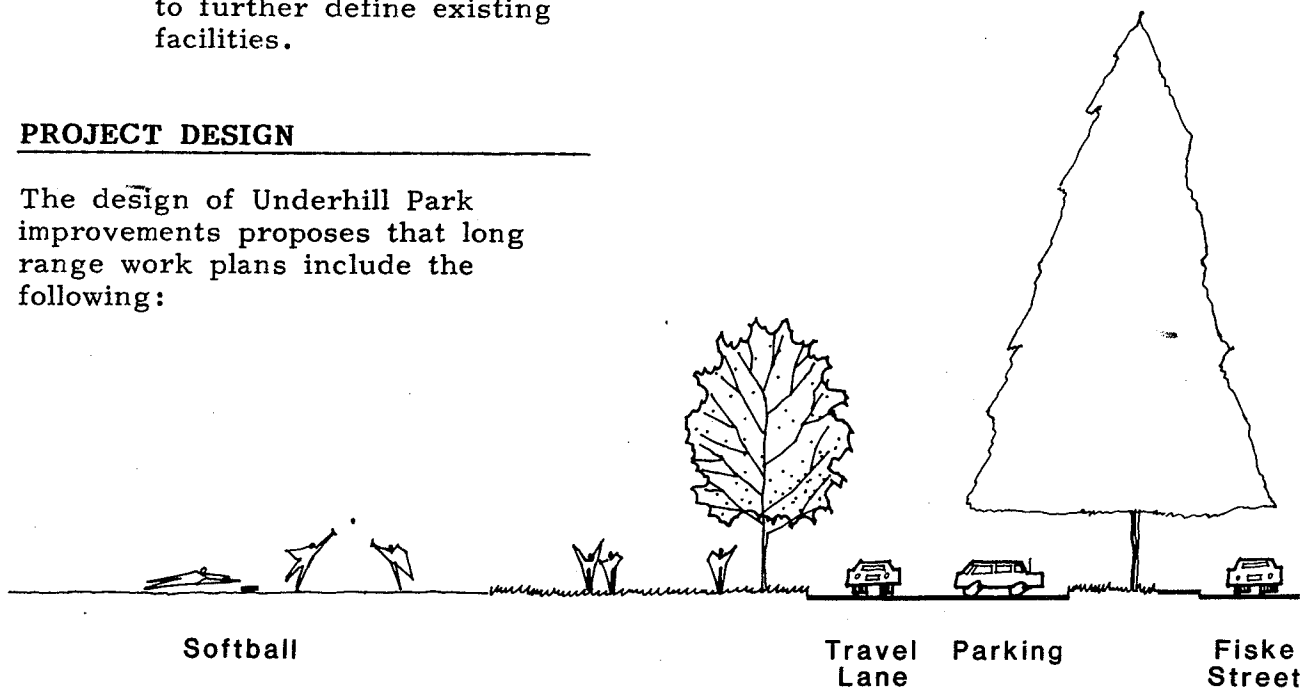
**Proposed Slope Improvements**  
Figure 12

- 5 Lighting shall be provided on a selective basis where safety is the determining factor, e.g., parking areas.
- 6 Perimeter parking shall be developed along the north and east sides of the Park, near activities with parking needs.
- 7 Activities will be grouped according to similar active or passive characteristics, keeping more active and organized activities along the north edge of the Park, moving south into more passive and family related activities.
- 8 New tree planting shall be carried out to develop new passive activity areas and to further define existing facilities.

- 1 Developing the children's play area along the Park's north edge
- 2 Installing a play spray
3. Developing a picnic area and amphitheater along the Park's western edge
- 4 Maintaining a generous, grassy open space with softball, soccer and football opportunities
- 5 Terracing the south slope
- 6 Constructing a viewpoint at the top of the slope
- 7 Making a trail connection to the Ben Burr Trail along the slope's eastern edge.

### PROJECT DESIGN

The design of Underhill Park improvements proposes that long range work plans include the following:



**Proposed Parking Improvements**  
**Figure 13**

In the interim, work plans are to be restricted to improvements which do not affect the facilities which cannot be removed until new facilities outside the Park are made available.

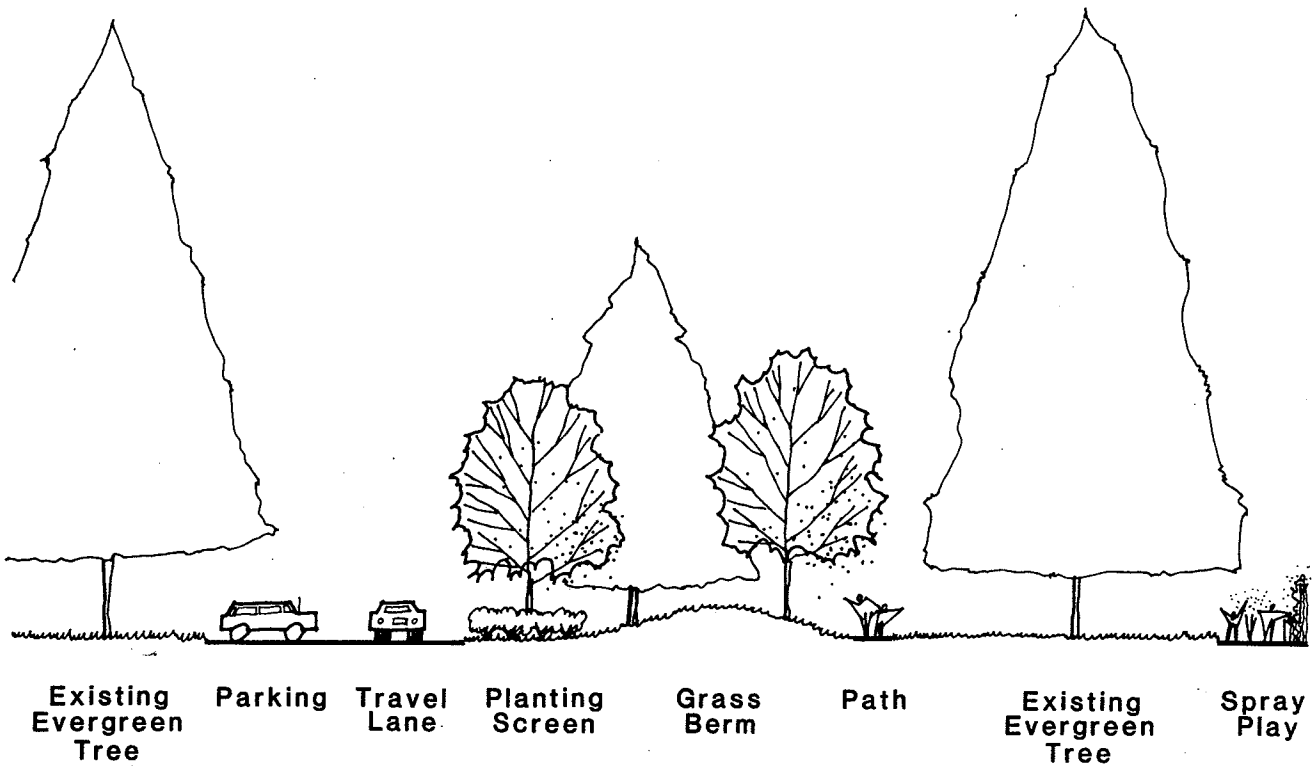
**Parking**

Parking shall be redeveloped. The existing southeast parking lot shall be returned to park land. In its place, three smaller, dispersed parking areas are proposed: One in the southeast corner of the Park at the trail head connecting with Ben Burr Trail, the second along Fiske Street between Hartson and Ninth Avenue, and the third in the northwest corner of the Park, with access from Hartson Avenue, servicing the children's play area and picnic area.

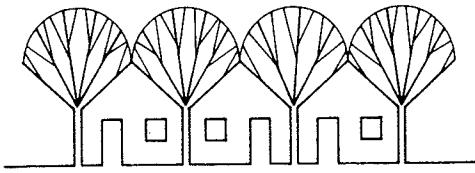
**Path System**

A looped path system connects activity centers, and makes connection to Ben Burr Trail. The paths are to be 6 feet wide and asphalt-surfaced.

Implementation of the proposed improvements will provide East Central with a neighborhood park rich in passive and recreational leisure opportunities. The transition from community use to neighborhood use is to be accomplished in phases as new community facilities become available in other locations. In the interim, both neighborhood needs and community needs will be served.



**Proposed Vehicular Parking/Pedestrian Path Separation**  
**Figure 14**

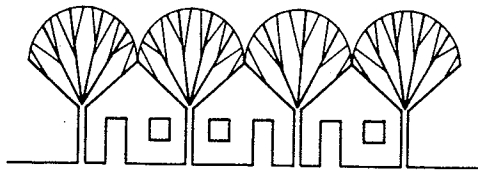


# Probable Cost of Construction Underhill Park Improvements

## Short Range Plan

Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Asphalt Path	6,780	SF	\$ 1.25	\$ 8,475	
b. Asphalt Parking (N)	10,800	SF	2.00	21,600	
c. Asphalt Parking (SE)	10,400	SF	2.00	20,800	
d. Basketball Court	1	EA	13,500.00	13,500	
e. Remove Existing Wading Pool, Play Equipment, Bollards, Backstops	1	LS	15,000.00	15,000	
f. Concrete Curbing	1,200	LF	10.00	12,000	
g. Lighting @ 3 Courts	1	LS	13,600.00	13,600	
h. Site Drainage (CB'S)	6	EA	2,500.00	15,000	
<b>2. Planting</b>					
a. Clear, Grub & Grade	15,332	SY	1.50	22,998	
b. Grass Seeding	138,000	SF	.10	13,800	
c. Trees	46	EA	200.00	9,200	
d. Irrigation	56,400	SF	.40	22,560	
<b>3. Special Features</b>					
a. Childrens Play Area	1	EA	15,000.00	15,000	
b. Spray Play	1	EA	25,000.00	25,000	
c. Warming Shelter	1	EA	30,000.00	30,000	
d. Lighting (Pkg. Lot)	4	EA	5,000.00	20,000	
<b>4. Furniture</b>					
a. Picnic Table	5	EA	1,000.00	5,000	
b. Bench	5	EA	500.00	2,500	
c. Bike Rack	2	EA	350.00	700	
d. Litter Receptacle	3	EA	300.00	900	
e. Drinking Fountain	3	EA	1,500.00	4,500	
			Subtotal	\$ 292,133	
			+5% Mobilization	14,606	
				\$ 306,739	
			+15% Contractor O & P	46,011	
				\$ 352,750	
			+10% Contingency	35,275	
				<u>388,025</u>	
			Total Construction Cost	\$ 388,025	

\* Concentrated Construction Funding and specific construction scope to be determined by Neighborhood.

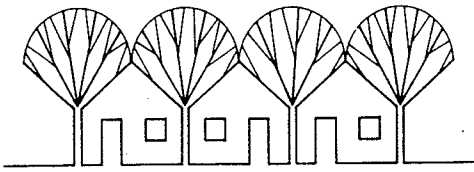


# Probable Cost of Construction Underhill Park Improvements

## Long Range Plan

Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Asphalt Path	27,900	SF	\$ 1.25	\$34,875	
b. Asphalt Parking (N)	10,800	SF	2.00	21,600	
c. Asphalt Parking (SE)	10,400	SF	2.00	20,800	
d. Basketball Court	1	EA	13,500.00	13,500	
e. Remove Existing Wading Pool, Play Equipment, Bollards, Backstops	1	LS	15,000.00	15,000	
f. Concrete Curbing	1,200	LF	10.00	12,000	
g. Lighting @ 3 Courts	1	LS	13,600.00	13,600	
h. Site Drainage (CB'S)	6	EA	2,500.00	15,000	
<b>2. Planting</b>					
a. Clear, Grub & Grade	62,100	SY	1.50	93,150	
b. Grass Seeding	13	AC	2,500.00	32,500	
c. Trees	81	EA	200.00	16,200	
d. Irrigation	656,400	SF	.40	262,560	
<b>3. Special Features</b>					
a. Childrens Play Area	1	EA	15,000.00	15,000	
b. Spray Play	1	EA	25,000.00	25,000	
c. Family Shelters	6	EA	8,000.00	48,000	
d. Warming Shelter	1	EA	30,000.00	30,000	
e. Lighting (Pkg. Lot)	4	EA	2,500.00	10,000	
f. Viewpoint at Ben Burr	1	EA	10,000.00	10,000	
<b>4. Furniture</b>					
a. Picnic Table	10	EA	1,000.00	10,000	
b. Bench	10	EA	500.00	5,000	
c. Bike Rack	4	EA	350.00	1,400	
d. Litter Receptacle	10	EA	300.00	3,000	
e. Drinking Fountain	3	EA	1,500.00	4,500	
				Subtotal	\$ 712,685
				+5% Mobilization	35,634
					748,319
				+15% Contractor O & P	112,248
					860,567
				+10% Contingency	86,057
					946,624
				<b>Total Construction Cost</b>	<b>\$ 946,624</b>

\* Concentrated Construction Funding and specific construction scope to be determined by Neighborhood.



# Ben Burr Trail

## Project 5

### BACKGROUND

The adaptation of the Ben Burr right-of-way for pedestrian and bicycle use is a key element of the Neighborhood Improvement Plan as shown on the Project Location Map, figure 3. The Ben Burr Trail will be developed along a vacated Great Northern Railroad right-of-way, which was deeded to the City of Spokane several years ago after diesel operation ceased along the line in 1952. Rails and rail ties have long since been removed, but remaining is a stable, built-up rail bed which runs midway along the bluff between the upper and lower areas of the neighborhood. The right-of-way has been used as a footpath for many years, although the passability is difficult in some parts. At a few isolated locations, the rail bed appears to have eroded down the bluff.

Toward the west end of the trail, there is a narrow section enclosed on the south by the bluff and on the north by large outcroppings. In this area, and several other locations, pruning debris have been tossed onto the trail from homeowners at the top of the bluff.

There are a number of informal paths from Ben Burr to areas, above and below the trail, the most significant of which are located at Liberty Park, Pittsburg Avenue and Underhill Park.

Originally a bridge, removed many years ago, spanned Altamont Avenue. The bridge embankments still exist, but will require reconstruction prior to installation of a new pedestrian/bicycle bridge.

### DESIGN CRITERIA

The overall project goal is to provide an uninterrupted pedestrian and bicycle connection between Liberty Park and Underhill Park, developing the opportunity to experience an area of natural vegetation and animal habitat. Design criteria are as follows:

- 1 All improvements are to be sensitive to the natural setting, creating minimal disturbance.
- 2 Pedestrian and bicycle access is to be provided at Liberty Park, Pittsburg Avenue, Altamont Avenue and Underhill Park.
- 3 A pedestrian/bicycle bridge is to be constructed over Altamont Avenue, so that the entire trail length is separated from vehicular traffic.
- 4 Development of formal sitting areas are not desired because of incompatibility with the natural setting.
- 5 Development of enclosed or covered structures are not desired because of vandalism and "hang-out" potential.
- 6 Lighting is desired at access points for safety, but not along trail because of incompatibility with natural setting.

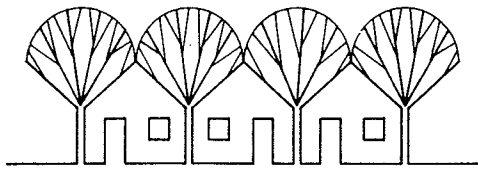
## **PROJECT DESIGN**

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The design for the Ben Burr Trail proposes an 8 foot wide path constructed with compacted fine grain crushed rock. Supporting both pedestrian and bicycle traffic, the path, located on the south side of the right-of-way would support both pedestrian and bicycle traffic. Pedestrians would meander along the view side of the trail, keeping the faster travelling bicyclists away from the downhill slope for safety reasons. Log or heavy timber barriers are proposed for narrow trail sections with abrupt downhill banks. All prunings from properties at the top of the bluff are to be removed, and areas of vegetation would be cleared only to the extent required for safe passage of bicycles and pedestrians.

Pedestrian and bicycle access connections are proposed at four points along Ben Burr Trail, and these are described under separate Design Plan projects.

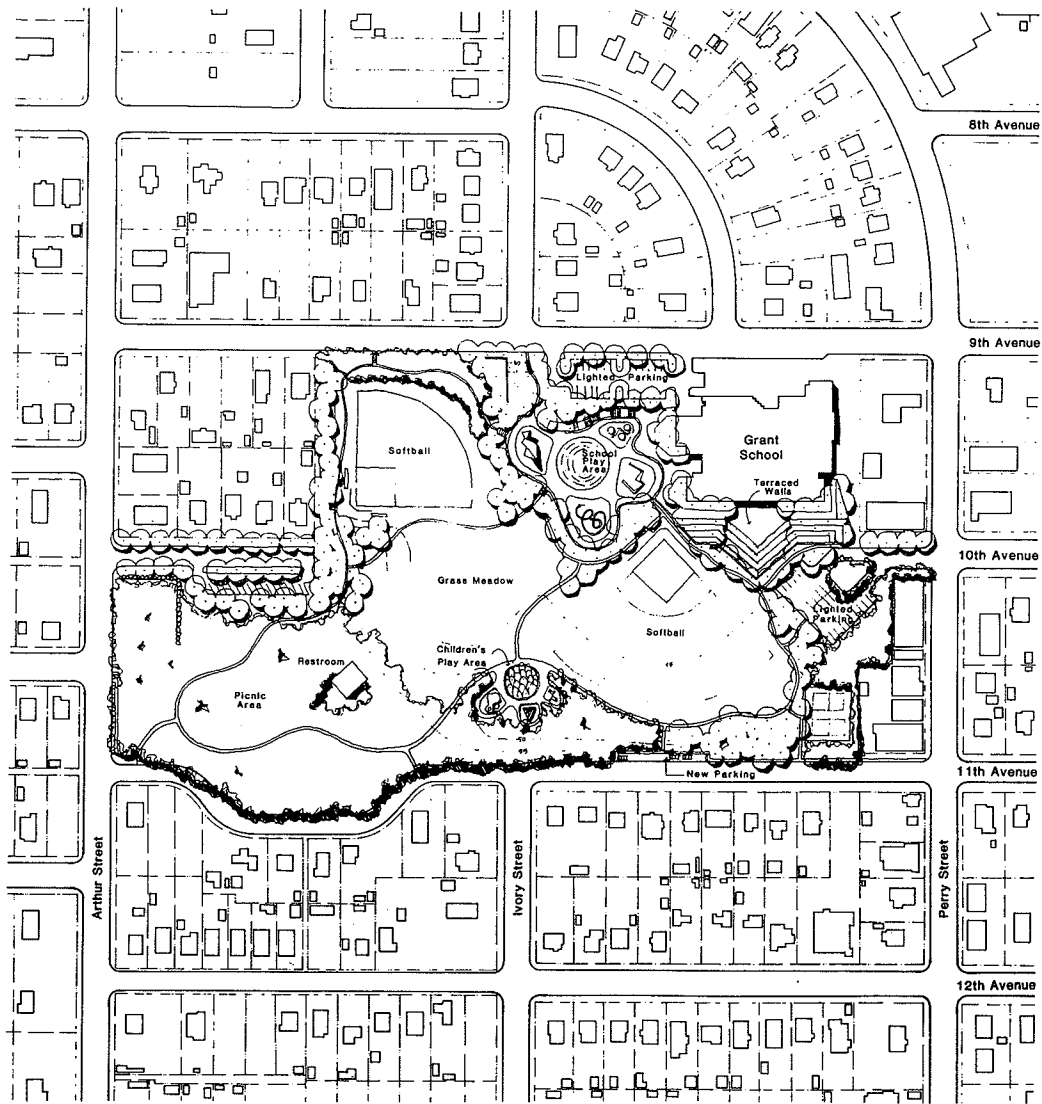
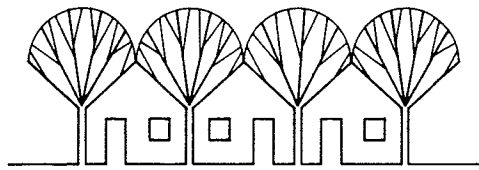




# Probable Cost of Construction Ben Burr Trail

Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Compacted Fine-Grain Crush Rock Path	48,200	SF	\$ .90	\$ 43,380	
<b>2. Earthwork</b>					
a. Clear & Grub	2	AC	2,000.00	4,000	
b. Grading (Minor)	10,000	SY	.50	5,000	
c. Slope Reconstruction	1	LS	5,000.00	5,000	
d. Wildgrass Seeding	40,000	SF	.10	4,000	
<b>3. Special Features</b>					
a. Log Slope Barriers	1	LS	12,000.00	12,000	
b. Pole-Mounted Lights at Access Points	8	EA	2,500.00	20,000	
c. Safety Rail	700	LF	15.00	10,500	
<b>4. Furniture</b>					
a. Informal Log Bench	10	EA	400.00	<u>4,000</u>	
			Subtotal	\$ 107,880	
			+5% Mobilization	5,394	
				<u>\$ 113,274</u>	
			+15% Contractor O & P	16,991	
				<u>\$ 130,265</u>	
			+10% Contingency	13,027	
				<u>13,027</u>	
			<b>Total Construction Cost</b>	<b>\$ 143,292</b>	

\* Concentrated Construction Funding and specific construction scope to be determined by Neighborhood.



Grant Park
East Central Neighborhood
Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION
ROBERT SHINBO ASSOCIATES
Landscape Architects and Planners
ZECK BUTLER ARCHITECTS
Architects and Planners

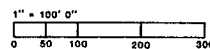
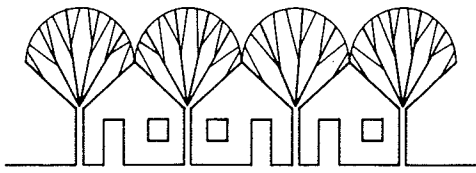


Figure 15



# Grant Park Improvements

## EXISTING CONDITIONS

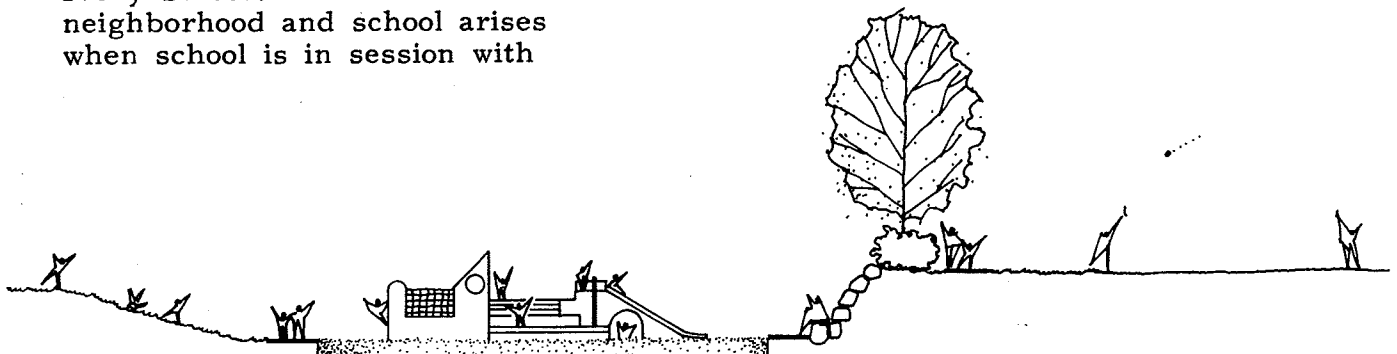
While Grant Park is identified as a neighborhood park in the City's Park and Open Space Plan, the close proximity and relationship with Grant Elementary School accounts for the specialized issues regarding the Park and its future development. Grant Park has undergone a number of expansions, resulting from street vacations, property acquisitions and the construction of the new Grant School in the early 1980's. The Park lacks an overall master plan. Certain neighborhood needs have been defined, e.g., the provision of play opportunities for pre-school age children while school is in session.

Grant Park provides a variety of leisure and recreational opportunities to the surrounding neighborhood, but it lacks cohesiveness and accessibility by the neighborhood. A sense of fragmentation exists, which is a direct result of the Park's unusual growth patterns, a change in the school site and the vacating of Ivory Street. A conflict between neighborhood and school arises when school is in session with

children on the grounds and neighboring residents desire to use park facilities.

Facilities providing active recreational opportunities include a hard-surfaced play area just west of the school, two softball fields (one being a little league field), two tennis courts and horseshoe pits. Passive recreational facilities are less developed, but there are great opportunities in open expanses of lawn, shaded slopes and a grassy knoll.

Parking areas are not adequate for present development. A portion of the vacated Ivory Street has been recycled into parking for teachers at Grant School, but use is light due to its distance from the school. Instead, the staff uses the east parking area on 10th Avenue and residential streets near the school. The west parking area on the 10th Avenue spur was developed in support of the previous Grant School facility. With the demolition of the facility, the parking area is oversized and misplaced, eliminating valuable open green space.



Grass  
Mound

Path

Play Structure

Rock  
Seating  
Wall

Softball

## Proposed Play Structure

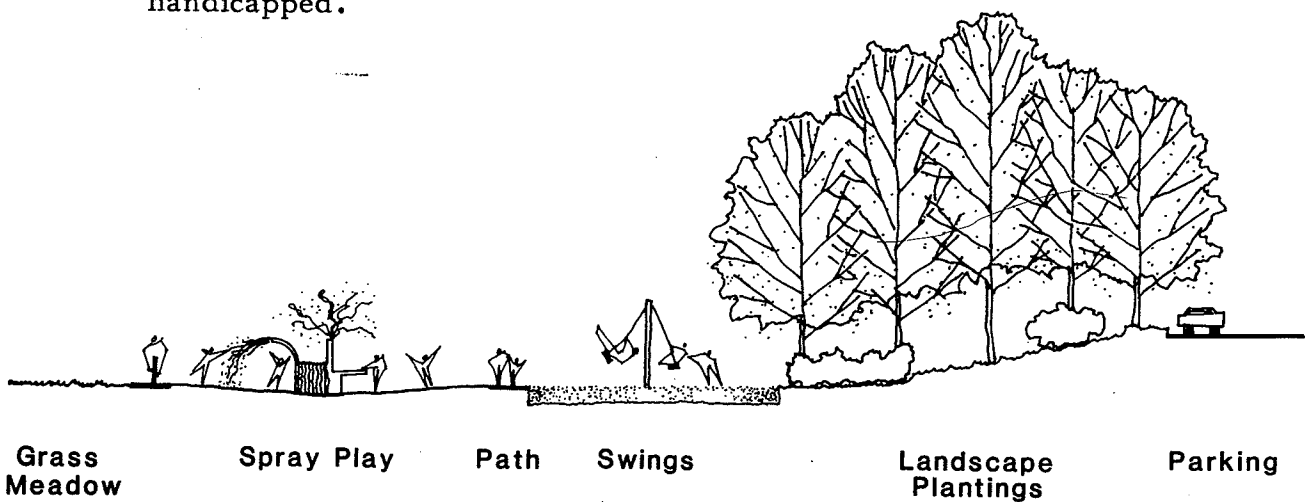
Figure 16

## DESIGN CRITERIA

The overall project goal is to develop a park that can simultaneously serve the needs of both the neighborhood and Grant Elementary School. A subsequent goal is to build toward a more cohesive park, eliminating intrusions and restructuring the park along a common theme.

Design criteria are as follows:

- 1 All improvements are to be sensitive to maintenance requirements throughout the year, e.g., snow removal during winter months and drainage.
- 2 All construction materials and detailing shall be highly durable, specifically weather and vandal resistant.
- 3 Path routes shall be developed in a manner that promotes usage by the general public, as well as the elderly and handicapped.
- 4 Lighting shall be provided on a selective basis where safety is the determining factor, e.g., parking areas.
- 5 New perimeter parking shall be developed along the north, south, and west boundaries of the Park.
- 6 Activities relating to school age children shall be grouped and located near the school. Activities relating to preschool age children shall be located on the south edge of the Park near Ivory Street.
- 7 Add definition to park boundaries, e.g., tree planting, along south edge near tennis courts and in northwest corner of the Park.



**Proposed Spray Play and Play Area**  
Figure 17

## **DESIGN DESCRIPTION**

The design of Grant Park improvements proposes development of two children's play areas. One closely associated with the elementary school and the second closely associated to the neighborhood. The school play area shall include equipment and opportunities tailored to school age children, and it shall replace the existing play area. Included is the redevelopment of the slope south of the school into a system of terraced walls which form an open-air amphitheater. The other play area shall be developed on the south edge of the Park to the neighborhood with equipment, including a spray play, and opportunities tailored to preschool children.

### **Parking Areas**

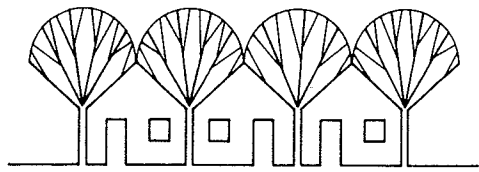
Three new parking areas are proposed along with the abandonment of two existing parking areas. The parking area on vacated Ivory Street will be returned to park land, and a less intrusive parking area serving the school's teaching staff will be developed west of the school and south of 9th Avenue. The west parking area on the 10th Avenue spur is to be returned to park land, and a less intrusive and smaller parking area will be developed on the south side of the spur and east of the retained grassy knoll. This parking will serve the small softball field and picnic area on the west side of the Park. Pull-out, parallel curb parking, near the tennis courts is proposed along 11th Avenue between Ivory and Perry Streets.

### **Existing Facilities**

Existing facilities to remain include the tennis courts, the two softball fields, the east parking area on the 10th Avenue spur, and the restroom structure.

### **Path System**

A looped path system connects activity centers, park entries from the surrounding neighborhood and the commercial area along the east side of the Park.

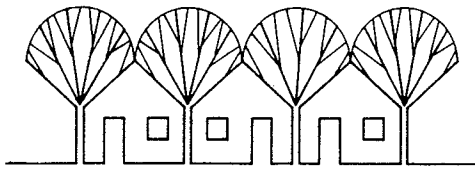


# Probable Cost of Construction Grant Park Improvements

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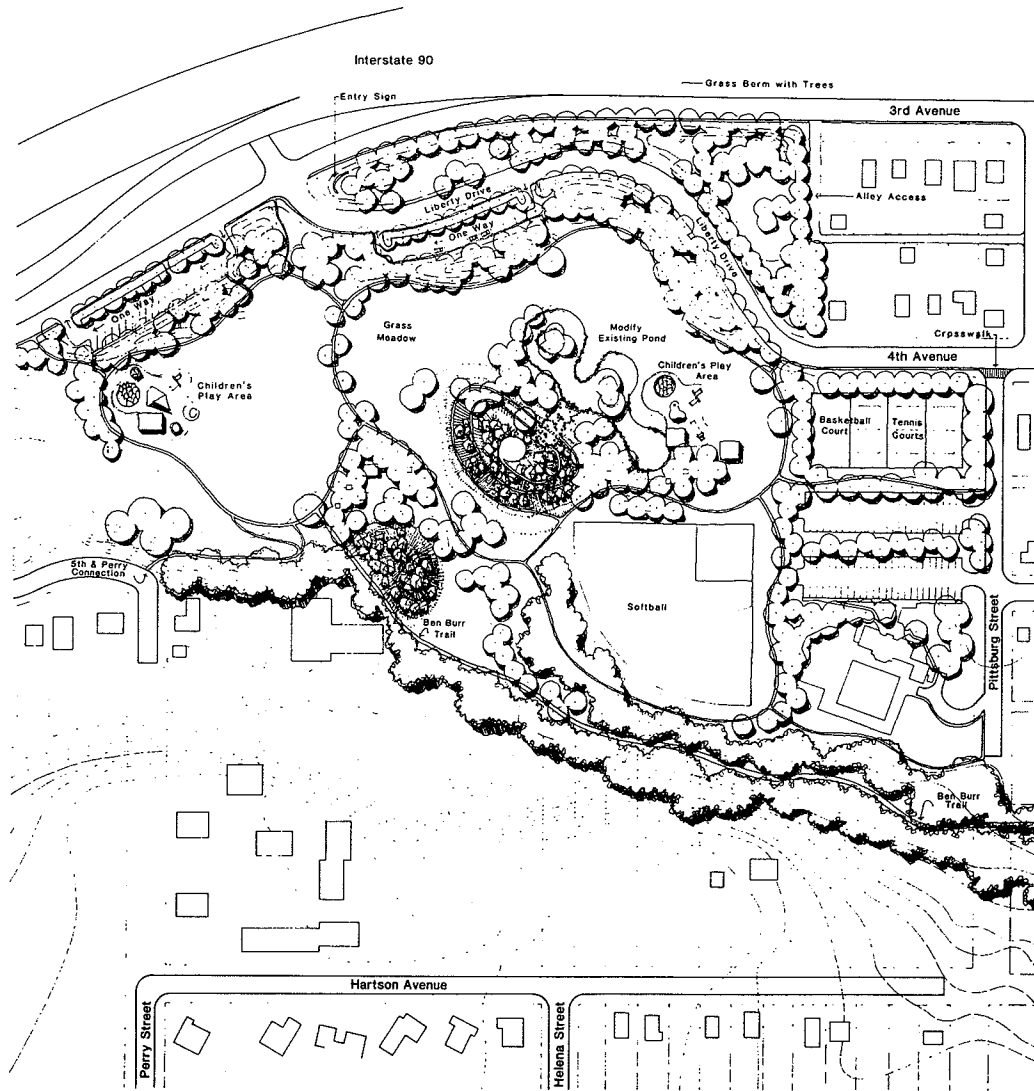
Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Asphalt Path	23,600	SF	\$ 1.25	\$ 29,500	
b. Concrete Stairway	1,520	SF	6.00	9,120	
c. Concrete Wall	200	CY	250.00	50,000	
d. Rock Wall	400	LF	100.00	40,000	
e. Asphalt Parking Lot	18,880	SF	2.00	37,760	
f. Concrete Curbing	1,800	LF	10.00	18,000	
g. Parking Lot Lighting	12	EA	5,000.00	60,000	
h. Handrails	300	LF	20.00	6,000	
i. Site Drainage (CB's)	6	EA	2,500.00	15,000	
<b>2. Planting</b>					
a. Grading	33,850	SY	1.50	50,775	
b. Grass Seeding	7	AC	2,500.00	17,500	
c. Trees	195	EA	200.00	39,000	
d. Irrigation	187,400	SF	.40	74,960	
<b>3. Special Features</b>					
a. Childrens Play Area (School)	1	EA	50,000.00	50,000	
b. Childrens Play Area (Park)	1	EA	20,000.00	20,000	
c. Spray Play (Park)	1	EA	25,000.00	25,000	
d. Terraced Walls	1,525	LF	25.00	38,125	
<b>4. Furniture</b>					
a. Picnic Table	10	EA	1,000.00	10,000	
b. Bench	10	EA	500.00	5,000	
c. Bike Rack	5	EA	350.00	1,750	
d. Litter Receptacle	5	EA	300.00	1,500	
e. Drinking Fountain	2	EA	1,500.00	3,000	
f. Entry Signs	2	EA	1,500.00	3,000	
Subtotal				\$ 604,990	
+5% Mobilization				30,249	
				<u>\$ 635,239</u>	
+15% Contractor O & P				95,286	
				<u>\$ 730,525</u>	
+10% Contingency				73,053	
				<u>\$ 803,578</u>	
Total Construction Cost				\$ 803,578	

\* Concentrated Construction Funding and specific construction scope to be determined by Neighborhood.



# Liberty Park Improvements

## Project 7



# Liberty Park East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

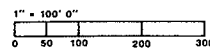
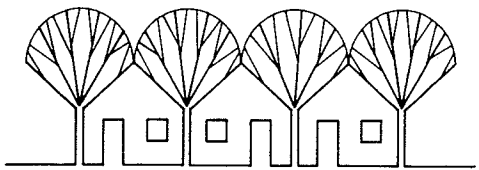


Figure 18



# Liberty Park Improvements

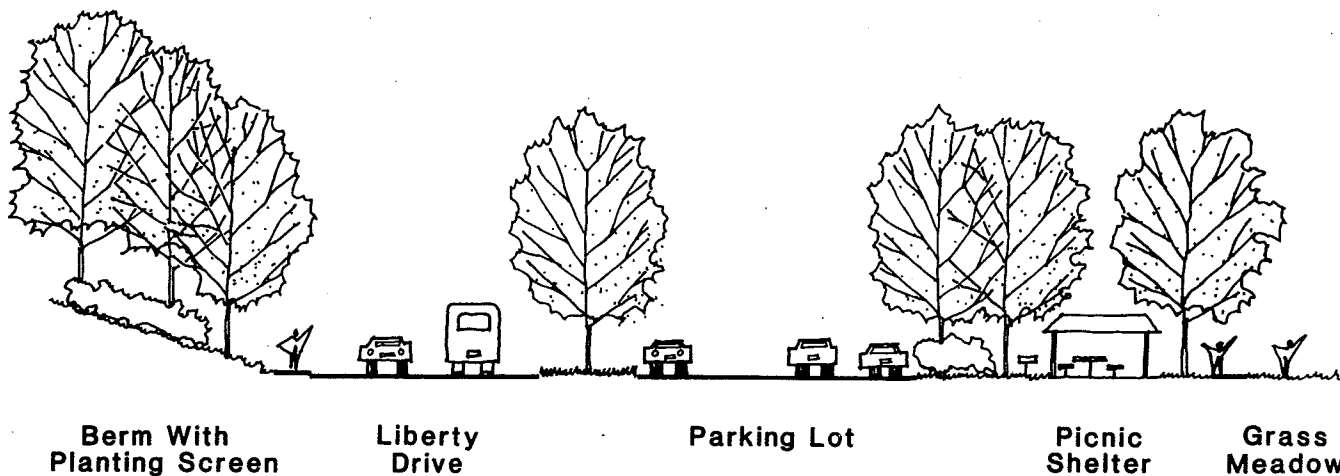
## BACKGROUND

Liberty Park is one of several open space areas identified for improvements. It is identified as a community park in the City's Park and Open Space Plan, and it is used by people from a wide area. The development of Ben Burr Trail will promote even higher usage of Liberty Park. The Park will provide an entrance to the west end of the Trail.

In the early 1970's, Interstate 90, was constructed along the northern part of Liberty Park. Although the visual connection between the park and the freeway heightens community awareness of Liberty Park, the freeway construction reduced the park area by approximately 35 percent. A natural area, including a skating pond, a scenic park drive and bandstand was eliminated by the freeway. Remnants of this area can be noted at the west end of the park and at the corner of Third Avenue and Arthur Street.

Liberty Park offers a variety of leisure and recreational opportunities through both natural and built components. The outcroppings and undeveloped land along the south and west park edges provide access to natural environments rich in native vegetation and wildlife, and within the park provide definition, enclosure, focus and theme. On-site facilities include new swimming and wading pools, two tennis courts, basketball courts, a softball diamond, man-made pond, a variety of play equipment, picnic tables, picnic shelter and barbecues, horseshoe pits and open expanses of lawn.

The Park is bordered by a significant amount of undeveloped land. Along the south, the vacated railroad right-of-way and the bluff extend leisure and recreational opportunities. To the north, between Liberty Park Place and 3rd Avenue, there are vacated properties now owned by the State and City.



**Proposed Vehicular and Park User Separation**  
**Figure 19**



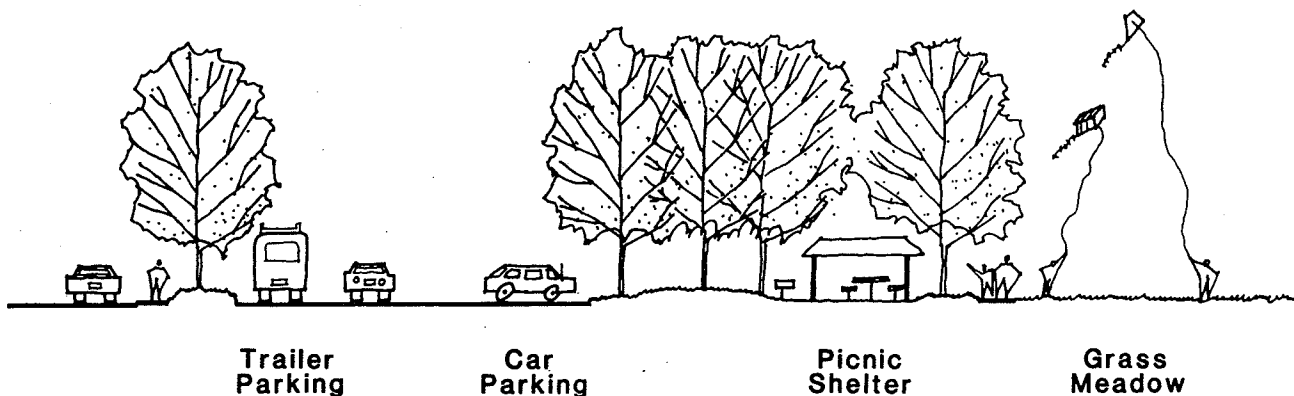
The only residential area that is directly adjacent to the Park is along the Park's eastern border.

### DESIGN CRITERIA

The overall project goal is to improve active and passive recreational opportunities in the park for all age groups, relating activities and developing transition from one activity to another. Design criteria are as follows:

- 1 All improvements within natural areas are to be sensitive to the setting, creating minimal disturbance.
- 2 All improvements are to be sensitive to maintenance requirements throughout the year, e.g., snow removal during winter months and drainage.
- 3 All construction materials and detailing shall be highly durable, specifically weather and vandal resistant.

- 4 Paths shall be developed in a manner that promotes usage by the general public, as well as the elderly and handicapped.
- 5 Lighting shall be provided on a selective basis where safety is the determining factor, e.g., parking areas.
- 6 Perimeter parking along the north side shall be associated near activities with parking needs.
- 7 Activities will be grouped with activities of the same or similar active or passive characteristics, keeping more active and organized activities along the east edge of the Park and passive and family related activities at the west end of the Park.
- 8 Increase Park area through incorporation of vacated properties between the existing Park and 3rd Avenue.



**Proposed Parking Improvements**  
Figure 20

- 9 Add definition, e.g., landscaping and planting, along north park boundary.

## PROJECT DESIGN

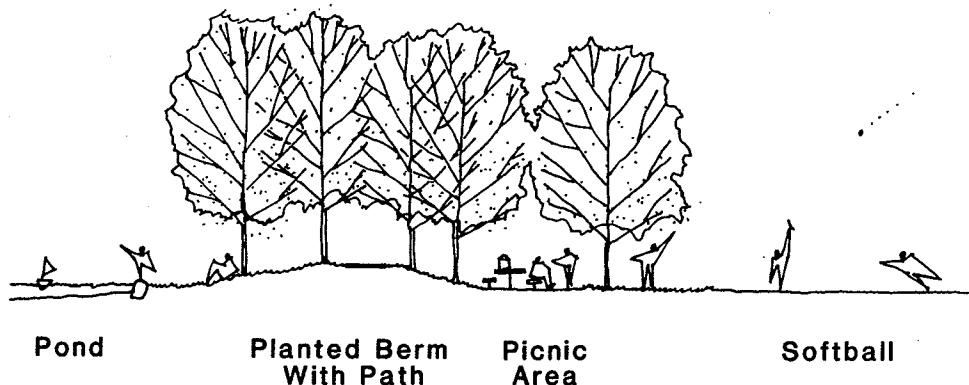
The design of Liberty Park improvements proposes increasing park area through a number of redevelopment activities. They are as follows:

- 1 Incorporating properties north of the Park between the Park and 3rd Avenue,
- 2 Realigning Liberty Park Place, pushing it north, to increase park area to the south,
- 3 Vacating Madelia Street between 4th and 3rd Avenues, and
- 4 Removing the west parking area that serviced the old swimming pool site.

The north edge of the Park is developed to add definition to both park boundaries and the setting. The remaining land between realigned Liberty Park Place and 3rd Avenue is bermed and planted, developing a screen/buffer between Liberty Park and Interstate 90. The berming and planting continues west along 3rd Avenue, providing a screen/buffer to the west end of the Park, enclosing the space and protecting it from direct visual connection with 3rd Avenue and Interstate 90. The park setting created by the realigned curved drive is strengthened with street tree planting.

### **Active and Organized Activities**

Active and organized activities along the east edge of the Park are improved. While some activities remain unchanged, such as the softball diamond and swimming and wading pools, other activities are increased. The proposed additional features include a third tennis court, basketball courts and a children's play area consisting of play equipment and a spray play.



**Proposed Pond Improvements Improvements**  
**Figure 21**

The play area is located closely to other activity centers, especially the softball field, to ensure visual connection between parent and child, when parents might be participating in other activities.

#### **Passive Activities**

More passive activities are developed at the west end of the Park. The existing children's play area is improved with the addition of a spray play and the updating of existing play equipment. The existing restroom facilities are reused. Other facilities in this area will include a variety of picnicking amenities, such as small picnic shelters, picnic tables, barbecues, horseshoe pits and open expanses of lawn for frisbie tossing, badminton, and other informal activities.

#### **Parking**

New parking is developed, and existing parking is retained, to ease accessibility to activities. New parking areas are proposed at the west end of the Park and near the middle of the Park. The existing parking area that serves the new pool is retained.

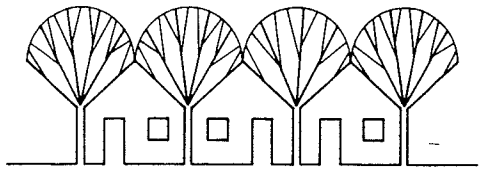
#### **Duck Pond**

The existing duck pond, which is in need of repair, shall be maintained as a feature at the base of the center outcrop, but redeveloped to alleviate its present problems, including an inability to hold water and steep edge conditions. A more natural pond, capable of maintaining itself, is desirable.

#### **Path System**

A looped path system connects activity centers, and makes connection to Ben Burr Trail and Pittsburg Connection. Major paths will be 6 feet wide and constructed of asphalt. Minor paths, such as the path that runs to the south and around the softball field, will be 4 feet wide, also constructed of asphalt. The path winding around the central outcrop to the viewpoint on top is the most informal, constructed of materials on site.

The implementation of the proposed improvements will extend leisure and recreational opportunities, while protecting the unique natural characteristics of Liberty Park, ensuring the park's popularity for many years to come.



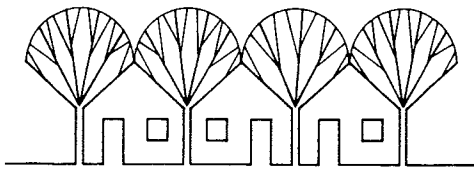
# Probable Cost of Construction Liberty Park Improvements

Item	Quantity	Unit	Unit Price	Amount	Proposed CC Funds*
<b>1. Hard Surface</b>					
a. Asphalt Path	50,520	SF	\$ 1.25	\$ 63,150	
b. Asphalt Parking Lots	25,400	SF	2.00	50,800	
c. Tennis Court	2	EA	20,000.00	40,000	
d. Basketball Court	1	EA	13,500.00	13,500	
e. Asphalt Paving at Liberty Drive	4,000	SY	18.00	72,000	
f. Concrete Curb	4,500	LF	10.00	45,000	
g. Light at Crosswalk	1	LS	5,000.00	5,000	
h. Striping at Crosswalk	1	LS	200.00	200	
i. Lighting @ 4 Courts	1	LS	15,000.00	15,000	
j. Site Drainage (CB's)	10	EA	2,500.00	25,000	
<b>2. Planting</b>					
a. Clear & Grub	3	AC	2,000.00	6,000	
b. Grading	61,000	SY	1.50	91,500	
c. Grass Seeding	12	AC	2,500.00	30,000	
d. Trees	399	EA	200.00	79,800	
e. Irrigation	550,000	SF	.40	220,000	
<b>3. Special Features</b>					
a. Childrens Play Area	2	EA	15,000.00	30,000	
b. Spray Play	2	EA	25,000.00	50,000	
c. Picnic Shelter	1	EA	35,000.00	35,000	
d. New Restroom	1	EA	60,000.00	60,000	
e. Modify Pond	1	LS	10,000.00	10,000	
<b>4. Furniture</b>					
a. Picnic Table	15	EA	1,000.00	15,000	
b. Bench	10	EA	500.00	5,000	
c. Bike Rack	5	EA	350.00	1,750	
d. Litter Receptacle	10	EA	300.00	3,000	
e. Drinking Fountain	3	EA	1,500.00	4,500	
f. Entry Sign	1	EA	3,500.00	3,500	
Subtotal				\$ 974,700	
+5% Mobilization				48,735	
				<u>\$1,023,435</u>	
+15% Contractor O & P				153,515	
				<u>\$1,176,950</u>	
+10% Contingency				117,695	
				<u>\$1,294,645</u>	
<b>Total Construction Cost</b>				<b>\$1,294,645</b>	

\* Concentrated Construction Funding and specific construction scope to be determined by Neighborhood.

# Appendix

Project Descriptions  
Alternative Designs



# Home Rehabilitation

## Project 1

### Project Description

The home rehabilitation program, as currently sponsored by the City of Spokane, provides financial help to low and moderate income homeowners for home repairs and improvements. Assistance is available in the form of monthly payment loans, deferred loans and grants, (depending on household income) to make repairs which are needed to improve home health and safety conditions.

### General Work Outline

1. Assess possible extent of home rehab activity in the East Central Neighborhood. According to the 1980 Federal Census, there are 4700 housing units in the East Central Neighborhood. Most of these are older, single-family homes: 72% of the housing units are single-family and 59% (of all units) were constructed before 1940. In the Central area of the neighborhood, sidewalk inspections of six randomly selected blocks revealed that 24% of the homes exhibited two or more indicators of deterioration. Three blocks each were surveyed in the Bluff top and East End areas, where deterioration is less evident, averaging 6% and less than 1% respectively.
2. Identify possible program parameters. The Neighborhood has developed strategies that provide parameters for home rehab projects. (see following pages)
3. Develop specific home rehab projects in accordance with established home rehab strategies.

### Relationship to City Plans and Policies

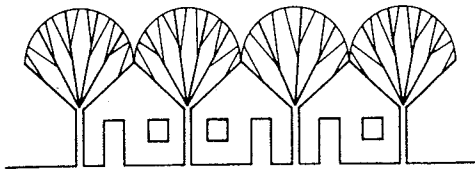
Spokane Home Rehabilitation Program, periodic Community Development policies.

### Estimated Cost

\$3.5 million or above for complete rehabilitation, \$2 million for exterior rehabilitation only.

### Potential Funding Sources

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds



# Altamont Connection

## Project 2 & Project 8

### Project Description

Design concept for bridging Altamont Street connecting east and west segments of Ben Burr Trail, developing bicycle and pedestrian connection between Ben Burr Trail and Altamont Street, pedestrian connection between Ben Burr Trail/Altamont Street and Ninth Avenue, and improving pedestrian zone along Altamont Street hill.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.
2. Verify feasibility.
3. Selectively field measure and inspect site conditions.
4. Develop design approach for separate elements of the project.
  - a. The bridge over Altamont, considering length, width, clearance, supporting structure, materials, character, bridge approach, slope, seating and lighting.
  - b. The bicycle connection to Altamont, considering slope, width, curve radii, intersection with Ben Burr Trail, landscaping, visibility, lighting, and signage.
  - c. The stair connections to Ben Burr Trail and 9th, considering location, slope of path, rise of stair, width, materials, landscaping, visibility, lighting and signage.

### Relationship to City Plans and Policies

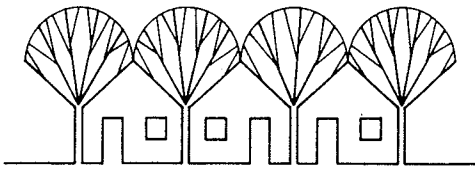
City Bikeway Plan

### Estimated Cost

Bridge Over Altamont: \$216,000  
Altamont Avenue Improvements: \$85,000

### Potential Funding Sources

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds



### Project Description

Develop a design concept for developing a bicycle and pedestrian connection between the southeast corner of Liberty Park and the east end of Hartson Avenue, using both vacated Pittsburg Street and City-owned properties. Further, develop the design concept to include a bicycle and pedestrian connection between Hartson Avenue and 8th Avenue, either along the vacated Pittsburg Street right-of-way or along a path that would meander through a development on the properties west of the Pittsburg right-of-way. Such a path would be the result of land swaps and easements.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.
2. Verify feasibility.
3. Selectively field measure and inspect site conditions.
4. Develop design approach for separate elements of the project.
  - a. The ramped connection between Pittsburg and Hartson, considering slope, width, curve radii, intersection with Ben Burr Trail, visibility, lighting, seating materials, and signage.
  - b. The stair connection between Ben Burr Trail and Hartson, considering location, slope of path, rise of stair, width, materials, visibility, lighting and seating.
  - c. The entrances to Pittsburg Connection from Pittsburg and Hartson, considering end of street barrier, pedestrian and bicycle circulation, landscaping and signage.
  - d. The pedestrian and/or bicycle connection between Hartson and 8th, considering route alternatives, property acquisition potential, slope/rise, width, curve radii, visibility, pedestrian/vehicular intersections, landscaping, lighting, seating and signage.

### Relationship to City Plans and Policies

City Bikeway Plan

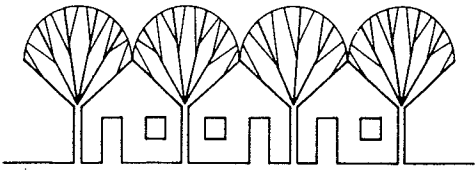


**Estimated Cost**

\$228,000

**Potential Funding Sources**

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds



# Underhill Park Improvements

## Project 4

### Project Description

Provide a design concept plan for further improvement of Underhill Park, to include the following:

1. Remove existing parking lot.
2. Develop three parking areas with approximately twenty car capacity each, to be located in the northwest corner of the park at Hartson Avenue and Regal Street, along Fiske Street midway between Hartson and Ninth Avenues and in the southeast corner of the park at Fiske Street and Ninth Avenue.
3. Children's play areas improved by the following: Relocating play equipment, addition of new equipment (paying specific attention to the needs of pre-school children), removal of wading pool and the addition of a spray play.
4. Develop landscaped amphitheater in the southwest corner of the park.
5. Develop a looped trail system that both connects activity centers within the park and makes connection to Ben Burr Trail.
6. Improve passive recreational opportunities by adding more trees along the western edge of the Park and by adding family picnicking and barbecuing facilities.
7. Improve the condition of the slope through terracing and development of a viewpoint at the top of the slope.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.
2. Develop design scheme for each improvement, as follows:
  - a. Active and passive recreational facilities considering needs, location, relationship to other facilities, parking need, pedestrian and bicycle connection and specific considerations for each individual improvement.
  - b. Children's play area, considering location, relationship to other park activities, safety and equipment needs.
  - c. Parking areas, considering location, size, relationship to both park activities and street, and landscaping/screening.

- d. Pedestrian/bicycle circulation within the Park considering connection to Ben Burr Trail, activity locations, need for path connection, route, width, slope, surface material, visibility, lighting, seating and signage.

#### Relationship to City Plans and Policies

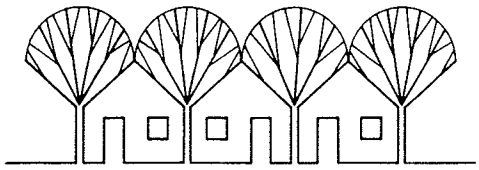
City Parks Plan

#### Estimated Cost

Short Range Plan: \$480,000  
Long Range Plan: \$2,400,000

#### Potential Funding Sources

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds  
Interagency Committee for Outdoor Recreation.



### Project Description

Develop a design concept for the construction of a bicycle and pedestrian path along the vacated railroad right-of-way between Liberty and Underhill Parks, which shall include informal viewpoints.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.
2. Determine property acquisition potential.
3. Selectively field measure and inspect site conditions.
4. Develop design approach for separate elements of the project.
  - a. Trail, considering paving alternatives, width, guardrails, lighting, signage, intersections, connections with Liberty Park, Pittsburg Street, Altamont Street and Underhill Park.
  - b.. Viewpoints, considering number, location, seating and guardrails.

### Relationship to City Plans and Policies

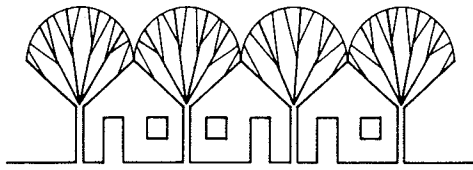
City Bikeway Plan

### Estimated Cost

\$178,000

### Potential Funding Sources

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds



# Grant Park Improvements

## Project 6

### Project Description

Provide a design concept plan for further improvement of Grant Park, to include the following:

1. Increase park area by returning the following parking lots to green space: The west lot off of the 10th Avenue spur and the lot along the vacated portion of Ivory Street.
2. Develop new parking lots in three places: At the northwest corner of the school south of 9th Avenue, on the west side of the park along the south side of 10th Avenue, and along the north side of 11th Avenue between Ivory & Perry Streets.
3. Redevelop existing play area, adding new equipment and landscaping.
4. Develop play area on south side of park to provide recreational opportunities to preschool children, including a spray play, new equipment and landscaping.
5. Develop a looped trail system that connects activity centers within the park.
6. Tree planting in selected areas of the park.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.
2. Develop design scheme for each improvement, as follows:
  - a. Children's play areas, considering location, relationship to both other park activities and neighborhood, safety and equipment needs.
  - b. Parking areas, considering location, size, relationship to both park activities and street and landscaping/screening.
  - c. Pedestrian/bicycle circulation within the Park considering activity locations, need for path connection, route, width, slope, surface material, visibility, lighting and seating.

### Relationship to City Plans and Policies

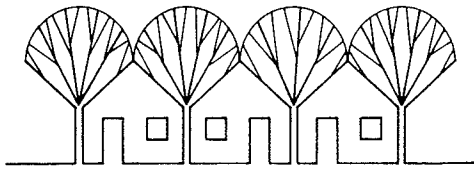
City Parks Plan

**Estimated Cost**

\$996,000

**Potential Funding Sources**

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds  
Spokane School District 81



# Liberty Park Improvements

## Project 7 & Project 14

### Project Description

Provide a design concept plan for further improvement of Liberty Park, to include the following:

1. Increase park area through implementation of the following: acquisition and development of properties between Liberty Park Place and Third Avenue, vacation of Madelia Street between Third and Fourth Avenue, realignment of Liberty Park Place and removal of west parking lot which served the old swimming pool.
2. Develop new parking in two places: at the west end of the park along, but off of Third Avenue, and south of Liberty Park Place.
3. Children's play areas improved by the following: further developing the play area at the west end of the park by refurbishing existing restroom facilities and play equipment, adding new equipment, replacing the existing wading pool with a spray play and landscaping and developing a new play area in the vicinity of the softball field, which will include play equipment and a spray play
4. Develop pedestrian circulation through improvement of the 5th and Perry Connection and construction of a looped trail system which connects major activity centers within the park.
5. Improve capacity of active recreational facilities through the addition of a tennis court and basketball court.
6. Improve passive recreational opportunities through redevelopment of the pond and construction of family picnicking and barbecuing facilities.
7. Improve park setting through the following: development of Park's north edge, including berming and landscaping along Third Avenue, street tree planting along Liberty Park Place and selectively landscaping within existing facilities.
8. Develop neighborhood identity through the construction of neighborhood entrance signage at the corner of Third Avenue and Liberty Park Place.

### General Work Outline

1. Study proposed improvements to further assess need and projected benefits.

2. Develop design scheme for each improvement, as follows:

- a. Realignment of Liberty Park Place, considering width, curve radii, increasing major park area as much as possible, parking needs and location, pedestrian and bicycle circulation, street tree planting, landscaping between Liberty Park Place and Third Avenue and signage.
- b. Children's play areas, considering location, relationship to other park activities, safety and equipment needs.
- c. Active and passive recreational facilities, considering needs, location, relationship to other facilities, parking need, pedestrian and bicycle connection and specific considerations for each individual improvement.
- d. Pedestrian/bicycle circulation within the Park, considering activity locations, need for path connection, route, width, slope, surface material, visibility, lighting, seating and signage.
- e. Neighborhood entrance sign at the corner of Third Avenue and Liberty Park Place, considering theme for signage program throughout the neighborhood, specific design of entrance sign incorporating the neighborhood logo, location, landscaping and lighting.

**Relationship to City Plan and Policies**

City Parks Plan

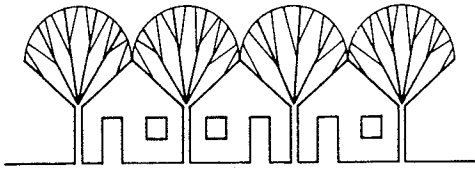
**Estimated Cost**

\$1,605,000

**Potential Funding Sources**

Community Development Concentrated Construction funds  
C.D. Block Grant fall allocation funds  
Interagency Committee for Outdoor Recreation.

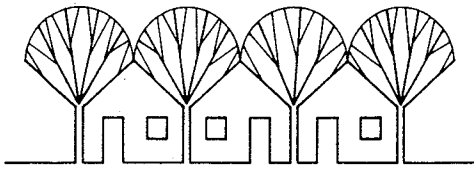




# Altamont Avenue Improvements at Hill

Project 8

Project 8, Improve Altamont Hill, is contained in the Altamont Connection description, Project 2.



# Street Paving

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## Project 9

### Project Description

Street paving is a priority throughout the neighborhood. Approximately 4 miles of the neighborhood's unimproved streets are located in industrial and commercial areas, and 9 miles are located in residential areas. Currently, the cost of paving is \$105 per linear foot and includes curbing and sidewalks.

### General Work Outline

1. Identify all street paving projects.
2. Identify priority streets to be paved as funding becomes available.
3. Generally, priority streets will be determined by their proximity to community facilities, and the number of citizen complaints.

### Relationship to City Plans and Policies

City of Spokane Six-Year Comprehensive Street Program  
Periodic Community Development policies

### Estimated Cost

\$6,210,756 for 11.2 miles of paving; final allocation determined by East Central Design Plan Task Force and East Central Neighborhood Development Corporation. (est. 4/85)

### Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Private funding

## STREET SEGMENT

## LENGTH

## COST

RESIDENTIAL

Carlton Place off Chandler	110'	\$ 11,550
Pine from 6th to Hartson	150'	15,750
Hartson from Pine to Cowley	380'	39,900
Grant from 5th to Hartson	600'	63,000
Hartson from Chandler to Grant	200'	\$21,000
Chandler from 7th to 8th	260'	27,300
Patterson from Sherman to Sheridan	400'	42,000
Grant from Hartson to 7th	300'	31,500
Hatch off 3rd	400'	42,000
Hatch from 5th to Hartson	600'	63,000
Scott from Hartson to 8th	600'	63,000
8th from Hatch to Garfield	600'	63,000
Conklin off Hartson	120'	12,600
Conklin off 8th	300'	31,500
Celesta off Arthur	1,270'	133,350
Denver from 5th to Celesta	180'	18,900
5th off Perry	360'	37,800
Sheridan from Hartson to 7th	300'	31,500
Celesta off Perry	600'	63,000
2nd from Helena to Hogan	600'	63,000
Perry from 5th to Celesta	140'	14,700
Ivory from 11th to 13th	340'	35,700
Helena from 7th to 8th	270'	28,350
Hartson off Helena	600'	63,000
7th off Helena	600'	63,000
Madelia from 1st to Pacific	300'	31,500
Napa from 3rd to 5th	300'	31,500
5th from Pittsburg to Magnolia	380'	39,900
Magnolia from 5th to Hartson	560'	58,800
6th off Napa	660'	69,300
Napa from 6th to Hartson	200'	21,000
Martin from Hartson to 7th	170'	17,850
7th from Martin to Crestline	360'	37,800
Napa from 13th to 14th	270'	28,350
10th off Crestline	280'	29,400
Crestline off 10th	370'	38,850
8th off Altamont	360'	37,800
Crestline from Hartson to 7th	260'	27,300
Lee from Hartson to 7th	260'	27,300
6th from Crestline to lee	300'	31,500
6th from Stone to Altamont	300'	31,500
Stone from 4th to 5th	300'	31,500
Stone from Pacific to 1st	300'	31,500
Hartson from Magnolia to Napa	360'	37,800
6th from Nelson to Regal	150'	15,750
Lee from 2nd to Pacific	300'	31,500
Crestline from 1st to 2nd	600'	63,000
Cook from 2nd to 1st	600'	63,000

<b>STREET SEGMENT</b>	<b>LENGTH</b>	<b>COST</b>
Smith from 3rd to 4th	300'	31,500
6th from Smith to Hartson	200'	21,000
Smith from 7th to 8th	260'	27,300
8th from Altamont to Smith	670'	70,350
Cook from 7th to 8th	260'	27,300
Hilda from Altamont to 9th	310'	32,550
7th off Lacey	150'	15,750
Lacey from Hartson to 5th	500'	52,500
Lacey from 1st to 2nd	600'	63,000
Nelson from Pacific to 2nd	300'	31,500
Nelson from 4th to Hartson	800'	84,000
Regal off Hartson	260'	27,300
Ray from 1st to Pacific	300'	31,500
Rebecca off 2nd	130'	13,650
Florida from Pacific to 2nd	270'	28,350
Florida from 6th to Hartson	270'	28,350
Ralph from 3rd to 4th	300'	31,500
Ferrall from 3rd to 4th	300'	31,500
8th from Thor to Freya	600'	63,000
Wesley Ct. from Thor to Freya	600'	63,000
9th from Fiske to Ray	650'	68,250
10th off Ralph	500'	52,500
Hills Ct. off Ralph	950'	99,750
Ray from 10th to Hills Ct.	230'	24,150
9th from Ray to Thor	440'	46,200
Ralph off 9th	300'	31,500
Florida off Hartson	140'	14,700
Cuba Street off Hartson	140'	14,700
Cuba Ct. off Hartson	140'	14,700
Rebecca from Hartson to 13th	1,960'	205,800
Julia from Hartson to 7th	240'	25,200
Julia from 8th to Pratt	480'	50,400
Julia from 11th to 13th	540'	56,700
Myrtle from 9th to Pratt	240'	25,200
Myrtle from 12th to 13th	270'	28,350
Florida from 9th to Pratt	240'	25,200
Florida from 11th to 13th	540'	56,700
9th from Florida to Haven	780'	81,900
7th from Rebecca to Myrtle	660'	69,300
Cuba from 12th to 13th	330'	34,650
Cuba from 8th to Pratt	480'	50,400
Florida off 8th	120'	12,600

TOTAL

(6.8 miles) 35,970' \$3,776,850

**BETWEEN RESIDENTIAL AND COMMERCIAL**

1st from Fiske to Ray	540'	\$ 56,700
1st off Ferrall	130'	13,650

TOTAL

(.13 miles) 670' \$70,350

**STREET SEGMENT****LENGTH****COST****INDUSTRIAL****(Northeast Industrial Area)**

Thor from Alki to Springfield	250'	26,250
Myrtle from Olive to Ferry	330'	34,650
Julia off Main	110'	11,500
Julia from Olive to Ferry	250'	26,250
Rebecca from Olive to Front	750'	78,750
Sycamore from Springfield to Front	1,330'	139,650
Ralph off Main	250'	26,250
Ralph off Ferry	250'	26,250
Ralph from Alki to Olive	250'	26,250
Fiske from Olive to Riverside	1,050'	110,250
Riverside from Freya to Sycamore	300'	31,500
Riverside from Green to Ralph	300'	31,500
Riverside from Haven to Fiske	300'	31,500
Front from Haven to Fiske	300'	31,500
Ferry from Haven to Julia	1,050'	110,250
Ferry from Haven to Fiske	300'	31,500
Olive from Fiske to Myrtle	3,310'	347,550
Alki from Ralph to Julia	2,880'	302,400
<b>TOTAL</b>	<b>13,560'</b>	<b>\$1,423,800</b>

**(Union Park Industrial District)**

Cook off Sprague	500'	52,500
Riverside off Stone	1,110'	116,550
Stone off Riverside	550'	57,750
Main from Magnolia to Napa	300'	31,500
Madelia off Riverside	300'	31,500
Madelia off Front	250'	26,250
Front from Helena to Madelia	300'	31,500
Hogan from Front to Trent	400'	42,000
Perry from Riverside to Sprague	240'	25,200
Perry from Front to Trent	400'	42,000
Erie from Keefe Bridge to Trent	1,800'	189,000
<b>TOTAL</b>	<b>6,150'</b>	<b>\$ 645,750</b>

<u>STREET SEGMENT</u>	<u>LENGTH</u>	<u>COST</u>
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**(Sprague Avenue Industrial Area)**

Sheridan off Riverside	200'	21,000
Riverside from Grant to Sheridan	700'	73,500
Grant from Pacific to Sprague	450'	47,250
Short from Cowley to Spokane	300'	31,500
Cowley off Sprague	110'	11,500
<b>TOTAL</b>	<b>1,760'</b>	<b>\$ 184,800</b>
<b>TOTAL INDUSTRIAL</b>	<b>(4.07 miles) 21,470'</b>	<b>\$2,254,350</b>

**BETWEEN INDUSTRIAL AND COMMERCIAL**

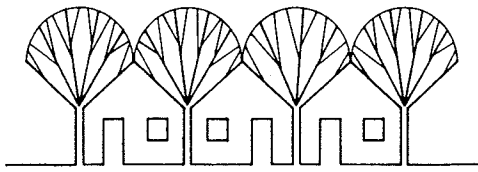
Smith from Riverside to Sprague	250'	\$ 26,250
Lacey off Sprague	200'	21,000
<b>TOTAL</b>	<b>(.09 mile) 450'</b>	<b>\$ 47,250</b>

**COMMERCIAL**

Stone from 1st to Sprague	300'	31,500
Sycamore from Riverside to Sprague	290'	30,450
<b>TOTAL</b>	<b>(.11 mile) 590'</b>	<b>\$ 61,950</b>

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<b>GRAND TOTAL</b>	<b>(11.2 miles) 59,150'</b>	<b>\$6,210,750</b>
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**Project Description**

The elimination of septic tanks is a priority to the neighborhood, as well as the City. There are 314 existing septic tanks in the East Central Neighborhood. Those with sewer availability number 213. Those without sewer availability number 101.

**General Work Outline**

1. Identify existing septic tanks in neighborhood.
2. Determine priority listing by Community Development fall allocation funding availability, aquifer sensitivity and trunk sewer availability

**Relationship to City Plans and Policies**

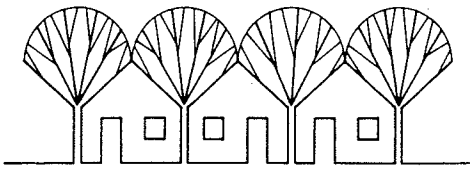
Six-Year Comprehensive Sewer Program

**Estimated Cost**

\$1,497,000 for septic tank elimination

**Potential Funding Sources**

C.D. Block Grant fall allocation funds  
Aquifer Protection funds  
Local Improvement District  
Private funding



# Libby Jr. High Field Improvements

## Project 11

### Project Description

The residential area north of Interstate 90, south of First, east of Altamont and west of Thor, is not served by a neighborhood park. Libby Junior High School serves the neighborhood area as the primary open space. Working with Spokane School District No. 81, children's play equipment, including a court game area, should be added to the site.

### General Work Outline

1. Work with surrounding neighborhood residents and Spokane School District No. 81 in establishing a program for park improvements at the junior high school. Identify specific components that should be included in the improvement plan.
2. Evaluate the relationship of children's play equipment with the adjacent athletic fields serving students of Libby Junior High.
3. Work with the Spokane Parks Department in the development of schematic and final designs for the park improvements.
4. Prepare final designs and cost estimates for the park improvements.

### Relationship to City Plans and Policies

East Central Neighborhood Design Plan - Phase I  
Park and Open Space Plan  
Community Development Block Grant Program

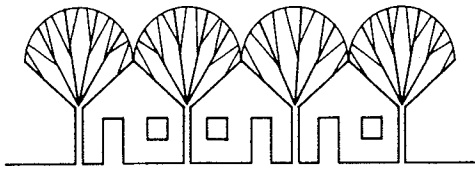
### Estimated Cost

\$10,000 to \$20,000

### Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Interagency Committee for Outdoor recreation (IAC)





# Bus Shelters & Bus Stop Improvements

## Project 12 & Project 13

### Project Description

Develop a design concept for bus shelters and other bus stop improvements, including benches, leaning rails, informational signage, trash receptacles, etc. Site specific designs would be proposed for selected transit stops in the neighborhood.

### General Work Outline

1. Survey transit routes and ridership patterns to verify appropriateness of proposed development locations.
2. Survey proposed development locations to determine site characteristics such as:
  - a. area available for development;
  - b. relationships to surrounding structures and other features;
  - c. wind and solar orientations;
  - d. potential for enlarging transit stop through incorporation of adjacent areas, e.g., parking strip;
  - e. need for trash receptacle;
  - f. need for informational signage.
3. Determine appropriateness of initial proposed development.
4. Develop a unified design scheme for bus shelters and other bus shelter improvements which responds to the following needs:
  - a. durability
  - b. low maintenance
  - c. cost efficiency
  - d. residential scales
  - e. visual appeal
  - f. neighborhood identity
5. Develop a graphic design concept to provide neighborhood identity. The concept would be used in carrying out a neighborhood signage program, with the neighborhood logo being incorporated into identification and informational signage, bus stop amenities, street furniture, etc.
6. Identify and assess other site appropriate for bus shelter or bus stop improvements, to be developed as funds become available.

### Relationship to City Plans and Policies

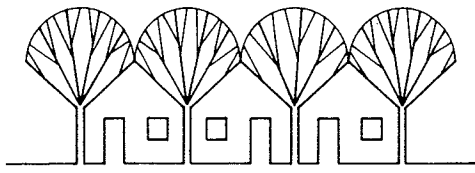
Spokane Transit Systems regulations and standards.

**Estimated Cost**

Varies depending upon number; \$15,000 per bus stop shelter, \$2,000 per bus stop bench/signage.

**Potential Funding Sources**

C.D. Block Grant fall allocation funds

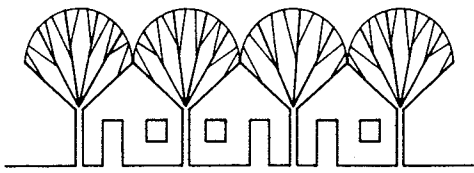


# Fifth & Perry Connection

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## Project 14

Project 14, Fifth and Perry Connection, is contained in the Liberty Park Improvements description, Project 7.



# New Sidewalks

## Project 15

### Project Description

Provide safe and convenient pedestrian routes to encourage walking for recreation and travel. Approximately 15.7 miles or 87,720 linear feet of streets in the neighborhood need sidewalks. In 1985, the cost of sidewalk construction is \$10.5 linear foot.

### General Work Outline

1. Identify all sidewalk construction projects.
2. Identify priority sidewalks to be constructed as funding becomes available.
3. Generally, priority sidewalks will be determined by their proximity to community facilities, number of citizen complaints, and areas in which unsafe conditions exist for children and other pedestrians.

### Relationship to City Plans and Policies

City of Spokane Sidewalk Master Plan.

### Estimated Cost

\$10.50/linear foot or \$864,465 for 15.7 miles of complete sidewalk with curb.

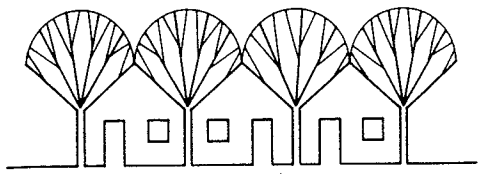
\$11.50/yd<sup>2</sup> if curb already exists.

### Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement Districts  
Private funding

SIDEWALK SEGMENT	LENGTH	COST
Both sides Helena from 8th to 9th	550'	\$ 5,775
N.E. side Helena from Hartson to 7th	270'	2,835
Both side Napa from 8th to 9th	550'	5,775
Both sides 8th off Napa	950'	9,975
W. side Crestline from 11th to 14th	810'	8,505
Both sides Main from Napa to Altamont	2,880'	30,240
Both sides Stone from Pacific to 2nd	570'	5,985
Part W. side and E. side Stone from Riverside to Sprague	360'	3,780
E. side Lee from Sprague to Pacific	570'	5,985
Both sides Crestline from 1st to N. alley	280'	2,940
North side 2nd from Lee to Freya	3,870	40,635
W. side and part of E. side Nelson from Sprague to 1st	430'	4,515
Both sides Regal from Sprague to 1st	580'	6,090
Both sides 1st from Haven to Fiske	530'	5,565
Both sides 1st from Ray to Thor	1,410'	14,805
Part E. side and part W. side Ralph from Sprague to 2nd	1,150'	12,075
Both sides Crestline from 3rd to Hartson	2,100'	22,050
W. side and part E. side Lee from 3rd to Hartson	1,820'	19,110
Both sides Stone from 3rd to 4th	570'	5,985
E. side Stone from 6th to Hartson	200'	2,100
Both sides 7th from Crestline to Lacey	3,890'	40,845
Both sides Hartson from Altamont to Smith	1,200'	12,600
Both sides Cook from 3rd to 8th	2,580'	27,090
W. side and part E. side South from 4th to 6th	990'	10,395
Both sides Smith from Hartson to 7th	480'	5,040
Both sides Pine from Trent to Main	560'	5,880
N. side Main off Pine	340'	4,515
N. side Riverside off Division	420'	4,410
W. side Hatch from Sprague to 1st	130'	1,365
S. side 2nd from Grant to Sherman	300'	3,150
Both sides Grant from 2nd to 3rd	570'	5,985
Both sides Spokane off 3rd	440'	4,620
E. side Chandler off 3rd	510'	5,355
Part S. side 7th from Division to Cowley	390'	4,095
W. side Cowley from 7th to 8th	470'	4,935
Part S. side Sumner between Spokane & Chandler	250'	2,625
Part both sides 7th between Sherman & Hatch	350'	3,675
W. side Laura off Newark	210'	2,205
S. side 10th off Arthur	590'	6,195
N. side 11th from Arthur to Perry	1,240'	13,020
E. side & part W. side Arthur from 12th to 13th	460'	4,830
Both sides front from Erie to Helena	2,080'	21,840
Both sides Denver from Trent to Front	800'	8,400
Both sides Madelia from Trent to Front	880'	9,240

<u>SIDEWALK SEGMENT</u>	<u>LENGTH</u>	<u>COST</u>
N. side 1st from Ivory to Perry	590'	6,195
Both sides Hogan off Riverside	290'	3,045
Both sides Main from Madelia to Magnolia	1,040'	10,920
Both sides Madelia from Riverside to Sprague	480'	5,040
N. side 2nd from Helena to Pittsburg	600'	6,300
E. side Pittsburg from Main to Riverside	360'	3,780
Both sides 8th from Smith to Underhill	1,000'	10,500
N. side Altamont between 8th and 9th	250'	2,625
S side 9th from Altamont to Hilda Ct.	800'	8,400
W. side Jacques Street between Hilda & Altamont	230'	2,415
N. side 11th from Jacques to Freya	3,130'	32,865
Both sides Nelson from 3rd to 4th	570'	5,985
W. side & part E. side Regal from 5th to Hartson	980'	10,290
N. side & part S. side Hartson from Lacey to Freya	4,410	46,305
Part both sides Haven between 5th and Hartson	250'	2,625
W. side Fiske from Hartson to 9th	890'	9,345
Both sides 8th from Fiske to Ray	1,030'	10,815
Part E. side Ray between 8th & Hartson	100'	1,050
Part both sides Ralph between 5th & 8th	2,090'	21,945
W. side and part E. side Ferrall from 5th to 8th	2,040'	21,420
S. side & part N. side 13th from Freya to Cuba	2,630'	27,615
Both sides 12th from Freya to Havana	4,630'	48,615
S. side & part N. side 11th off Freya	1,560'	16,380
W. side Havana from Pratt to 13th	1,230'	12,915
S. side & part N. side 11th off Florida	500'	5,250
Part S. Hartson between Freya and Rebecca	330'	3,465
Both sides Rebecca from Hartson to 5th	1,030'	10,815
Both sides Myrtle from Hartson to 3rd	2,060'	21,630
Both sides Rebecca from 3rd to 4th	520'	5,460
Both sides Florida from 5th to 6th	530'	5,565
Both sides Rebecca from 1st to 2nd	1,030'	10,815
Both sides Myrtle from Pacific to 2nd	900'	9,450
Both sides Pacific from Myrtle to Havana	3,540'	7,170
W. side Havana from Pacific to I-90	390'	4,095
W. side Havana from I-90 to 4th	130'	1,365
<b>TOTAL</b>	(15.7 miles) 82,720'	\$864,465 @ \$10.5/lf



# Sheridan School Play Area Improvements

Project 16

## Project Description

The residential area east of Ray Street and south of Interstate 90 is not now served by a neighborhood park. Sheridan School serves the neighborhood area as the primary open space. Working with Spokane School District No. 81 and surrounding residents, identify additional play equipment, landscaping, and furniture to serve the school and neighborhood.

## General Work Outline

1. Work with surrounding neighborhood residents and Spokane School District No. 81 in establishing a program for park improvements at the school. Identify specific components that should be included in the improvement plan.
2. Evaluate the relationship of children's play equipment with the adjacent athletic fields.
3. Work with the Spokane Parks Department in the development of schematic and final designs for the park improvements.
4. Prepare final designs and cost estimates for the park improvements.

## Relationship to City Plans and Policies

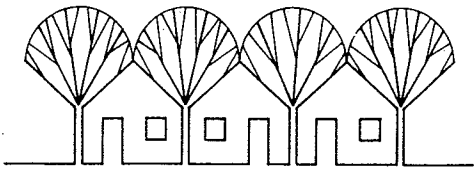
East Central Neighborhood Design Plan - Phase I  
Park and Open Space Plan  
Community Development Block Grant Program

## Estimated Cost:

\$10,000 to \$20,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Interagency Committee for Outdoor Recreation (IAC)



# Sidewalk Repairs

## Project 17

### Project Description

Repair or replace sidewalks in order to provide safe and convenient pedestrian routes for walking, recreation and travel.

### General Work Outline

1. Inventory sidewalks that need repair or replacement.
2. Categorize sidewalks by severity of deterioration.
3. Identify priority sidewalks to be repaired or replaced.

### Relationship to City Plans and Policies

City of Spokane Sidewalk Master Plan.

### Estimated Cost

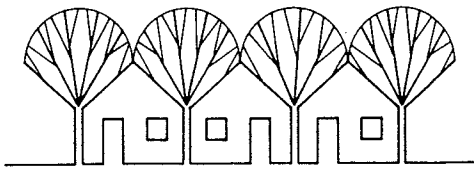
\$11.50/yd      est. 10/85

Total not known exactly, cost range of \$20,000 to \$60,000

### Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement Districts  
Private funding.





# Street Tree Planting

## Project 18

### Project Description

Tree planting and maintenance program for the neighborhood.

### General Work Outline

1. Survey existing conditions of trees for possible diseased or dead trees and consider replacement of those trees.
2. Survey the neighborhood for areas without street trees and develop a master tree planting plan and planting guidelines as per city standards.
3. Explore and make decisions regarding tree acquisition. Acquisition of trees could range from establishing a growing contract with a nursery to supply trees, city purchase of trees in quantity with allocated neighborhood funds, citizen donations of the cost, etc.
4. Explore and make decisions regarding tree planting. Planting could be accomplished through the city with allocated funds, the city providing the tree planting holes and neighborhood volunteers planting the trees as per city standards, or volunteers planting the trees exclusively.
5. Explore and make decisions regarding tree maintenance. Maintenance could vary from city maintenance drawing from allocated neighborhood funds or the adjacent "owners" maintaining their trees as per city standards.

### Relationship to City Plans and Policies

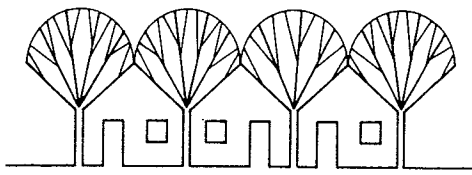
City Parks Plan, city standards regarding tree planting.

### Estimated Cost

\$30,000 to \$100,000

### Potential Funding Sources

C.D. Block Grant fall allocation funds



# Water Reservoir Site

## Project 19

### Project Description

The water reservoir site is bound by Tenth Avenue, Twelfth Avenue, Sheridan Street, and Southeast Boulevard. Improvements to the water reservoir site should include a shelter along the north park edge, a jogging trail around the perimeter of the park, a picnic shelter along the north park edge and a walkway connection to Southeast Boulevard.

### General Work Outline

1. Inventory existing site conditions, opportunities and constraints.
2. Investigate problems with building over the reservoir as evidenced by the condition of the existing tennis courts.
3. Identify use patterns in the park, including pedestrian circulation.
4. Develop schematic master plans based on program details established by the neighborhood and surrounding residents.

### Relationship to City Plans and Policies

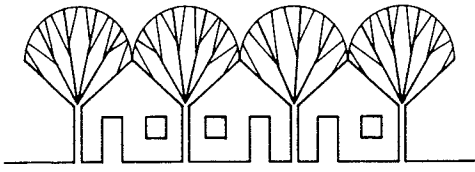
Park and Open Space Plan  
East Central Neighborhood Design Plan - Phase I  
Community Development Block Grant

### Estimated Cost

\$100,000

### Potential Funding Sources

C.D. Block Grant fall allocation funds  
IAC Funding

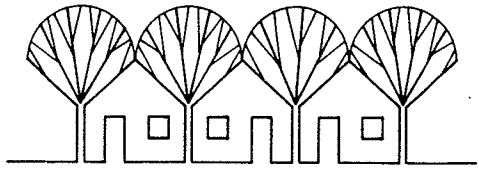


# Ben Burr Trail Viewpoints

## Project 20

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Project 20, Ben Burr Trail Viewpoints, is contained in the Ben Burr Trail description, Project 5.



# Arthur & Newark Traffic Circle

Project 21

## Project Description

A traffic circle should be located at Arthur and Newark to block through-traffic southbound on Arthur. This improvement will reduce through-traffic near Grant Park and on Ninth by Grant Elementary.

## General Work Outline

1. Review proposed traffic circle with affected city departments, primarily Traffic Engineering and Public Works.
2. Assess impact of traffic circle on traffic problem to determine probable benefit (possibly by use of temporary structure).
3. Provide design concept for the traffic circle that would be complementary to its surroundings.

## Relationship to City Plans and Policies

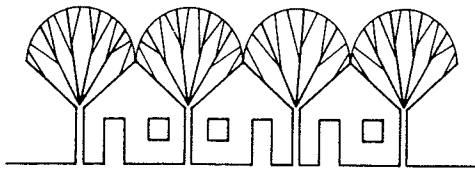
Arterial Streets Plan  
City Parks Plan

## Estimated Cost

\$30,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District

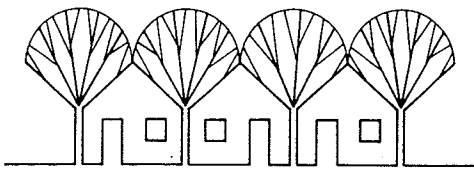


# Neighborhood Entrance Improvements

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Project 22

Project 22, Neighborhood Entrance Improvements, is contained in the Liberty Park Improvements description, Project 7.



# Ninth & Perry Streetscape Improvements

Project 23

## Project Description

Enhance the appearance of the Ninth and Perry Business District by making improvements to, replacement or addition of, sidewalks, curbs, street trees, street furniture, and signs.

## General Work Outline

1. Prepare base maps identifying the boundaries of the project.
2. Evaluate potential locations for street trees, benches, trash receptacles, signage, etc.
3. Create designs for building improvements, i.e., facades, awnings, paint, signage, maintenance, cleaning, etc.

## Relationship to City Plans and Policies

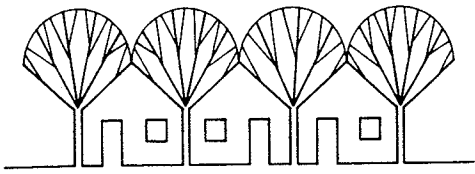
East Central Neighborhood Design Plan - Phase I  
Land Use Element - Comprehensive Plan  
Circulation Element - Comprehensive Plan

## Estimated Cost

\$700,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Business Parking Improvement Area



# Old Union Park Streetscape Improvements

Project 24

## Project Description

The project includes the basic improvements to infrastructure and the beautification of the business district along Sprague generally between Pittsburg and Lee Streets. The project is generally described within the East Central Design Plan - Phase I, under Policy LU14. The project would include the following components.

1. Remove on-street parking and create left-turn lanes on Sprague; landscape center medians with ground street cover and broad-leaved shade trees.
2. Beautify and identify intersections and crosswalks with special design features such as painting, unit pavers, street lighting, etc.
3. Close through-access between Sprague and First Avenue on selected non-arterial streets. These streets will become access routes to common parking areas to the south of existing businesses.
4. Develop common parking areas for Sprague Avenue businesses on the south half blocks to the north of First Avenue
5. Incorporate signs which identify the business district as a special place and direct potential customers to parking area.

## General Work Outline

1. Inventory existing conditions in the business district and identify infrastructure which needs rehabilitation or replacement.
2. Identify automobile and pedestrian travel patterns in the business district to ascertain the best locations for pedestrian spaces and automobile accesses to common parking lots.
3. Develop a master street tree and theme planting scheme that enhances the special qualities of existing historic buildings and softens the street scape.
4. Design information signs and street furniture to give the old Union Park a special sense of place.

## Relationship to City Plans and Policies

East Central Neighborhood Design Plan - Phase I  
Park and Open Space Plan

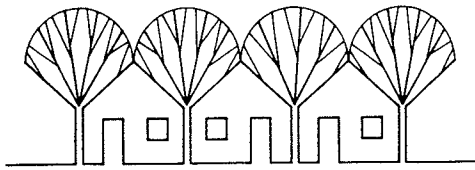
## Estimated Cost

\$500,000 to \$2,000,000

Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Parking and Business Improvement Area





# Thor Pedestrian Bridge

Project 25

## Project Description

A pedestrian bridge should be built over Thor Street in the vicinity of Fifth Avenue in order to safely move children over the heavily traveled arterial. As Thor Street continues to carry heavy traffic volumes between south hill locations and Interstate 90, the need for a pedestrian overpass will increase. Land use in the vicinity is planned for low rise office and neighborhood business. Design of the bridge should consider developing land use patterns.

## General Work Outline

1. Evaluate both pedestrian and traffic flow in the vicinity of Fifth Avenue and Thor Street.
2. Evaluate pedestrian and traffic flow in the vicinity and prepare schematic designs for evaluation by affected city departments.
3. Work with the Neighborhood Development Corporation and Spokane School District No. 81 in the development and evaluation of schematic designs. Incorporate neighborhood input in the aesthetic treatment of the bridge design.
4. Develop final design plan and cost estimates.

## Relationship to City Plans and Policies

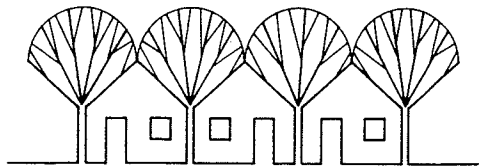
Arterial Streets Plan  
East Central Neighborhood Design Plan - Phase I  
Bikeways Plan

## Estimated Cost

\$200,000 to \$300,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Federal Arterial Monies



# Central District Pedestrian Loop

Project 26

## Project Description

Develop a pedestrian loop system tying together the neighborhood's central residential district. The system would link Liberty Park and Underhill Playfield along the Ben Burr right-of-way, travel north from Underhill Playfield along Regal across the freeway to Libby Jr. High School, travel west on 1st to Magnolia and travel south on Magnolia to 5th to the Ben Burr right-of-way. Included in the loop pedestrian system would be improvements to existing sidewalks along 5th Avenue connecting Liberty Park with the East Central Community Center and the shopping area at 5th and Fiske.

## General Work Outline

1. Inventory the sidewalks that would need to be constructed, repaired, or replaced
2. Identify areas where safety features such as crosswalks or signals may be needed.
3. Coordinate plans with other proposals such as the Ben Burr Trail.
4. Design proper informational signage.

## Relationship to City Plans and Policies

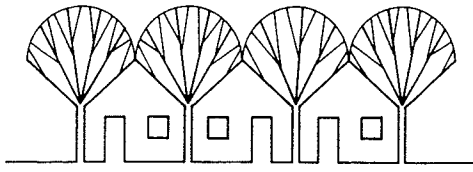
East Central Neighborhood Design Plan Program - Phase I

## Estimated Cost

\$100,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds



# Freeway Sound Barriers

Project 27

## Project Description

Install sound barriers along the north and south sides of the freeway through the East Central Neighborhood. The barriers would buffer very loud freeway noise from adjacent residences. The freeway sound barriers should be softened with additional landscaping on both sides of the barrier.

## General Work Outline

1. Prepare an inventory of sound barrier construction from other communities.
2. Identify methods of financing sound barrier construction.
3. Work with the neighborhood, State Department of Transportation, and Park Department in evaluating the most appropriate locations and design of the sound barriers.

## Relationship to City Plans and Policies

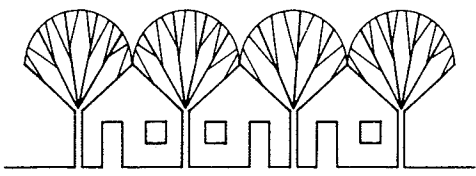
East Central Neighborhood Design Plan - Phase I  
Arterial Streets Plan

## Estimated Cost

35,000 per block

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
Local Improvement District  
Federal Arterial Monies



# Viewpoint — Interpretive Center

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Project 28

## Project Description

Develop a viewpoint interpretive center off Fifth at its intersection with Celeste overlooking Liberty Park. Glacial depositions of granite, basalt rock formations, and rock formations formed by flooding activity are characteristics of the site. The site is often used by public school and university students as a laboratory for geologic observations. The project would involve the construction of an interpretive display pointing out the significant geologic features of the site. Parking would involve the construction of a small area for not more than four cars immediately off Fifth Avenue.

## General Work Outline

1. Prepare a topographic survey of existing site conditions.
2. Working with the Geology program at Eastern Washington University, prepare interpretive materials on the significant geological features.
3. Prepare a work program that responds to the needs of the neighborhood, the Park Department, and the opportunities afforded by the site.

## Relationship to City Plans and Policies

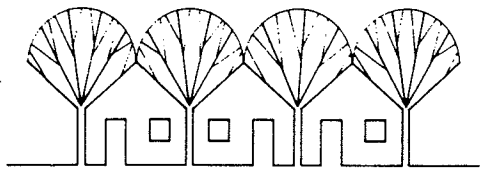
Park and Open Space Plan  
East Central Neighborhood Design Plan - Phase I  
Land Use Element - Spokane City Comprehensive Plan

## Estimated Cost

\$75,000 to \$100,000

## Potential Funding Sources

C.D. Block Grant fall allocation funds  
IAC Funding

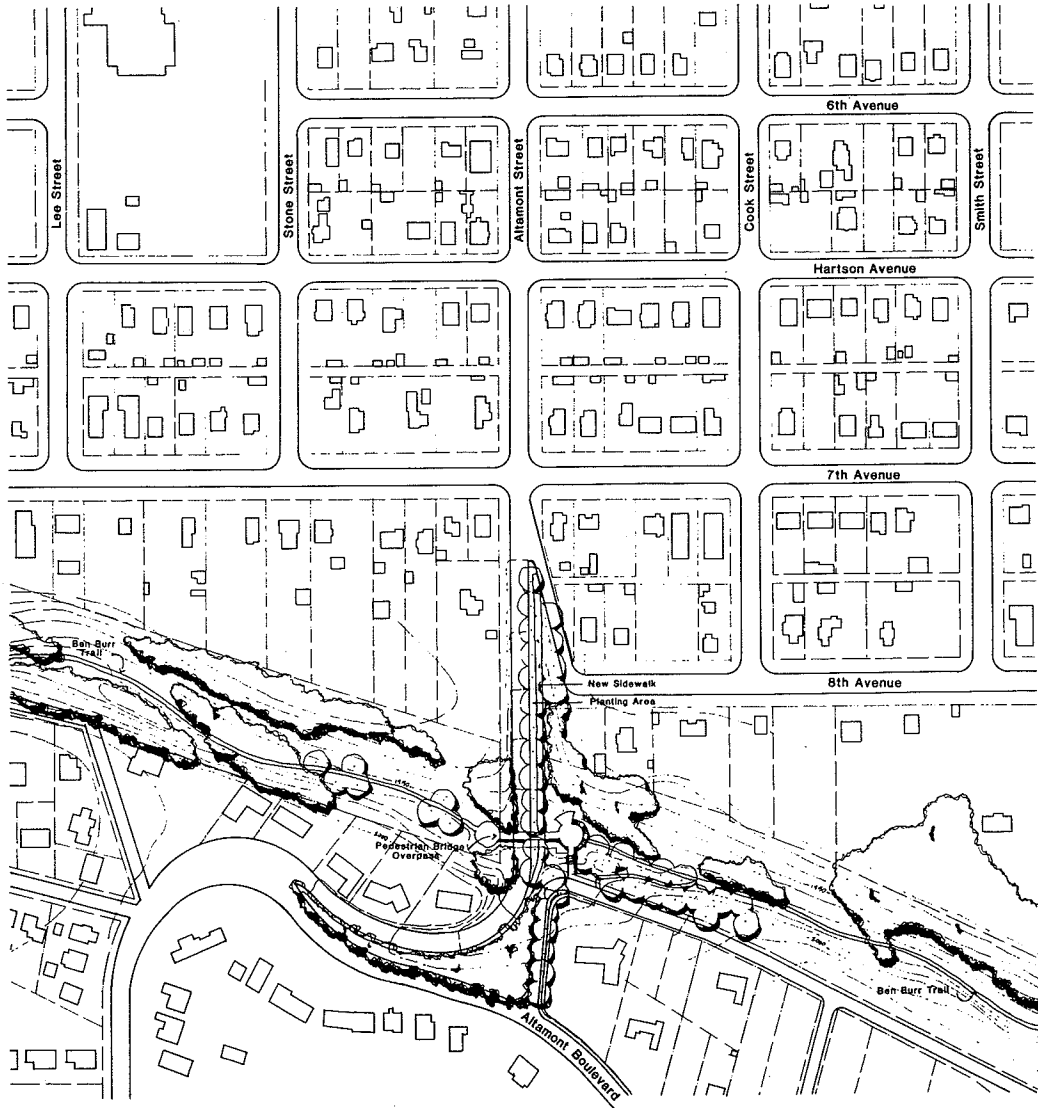


## Alternative Designs

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On the following pages are alternative designs for each design development project. It is not intended that these alternative designs be considered potential design solutions. They are included to describe and document the design process that the neighborhood underwent in developing the master plans that are presented in the Design Development Section.

After the neighborhood determined which projects were to receive the attention of design consultants, the consultants prepared alternative designs/schemes for each project. Some projects had two alterenates; some had three. These alternatives were then presented to the neighborhood, and the neighborhood's response to the alternates directly led to the development of the final master plans.



Alt. 1

# Altamont Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

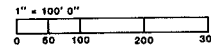
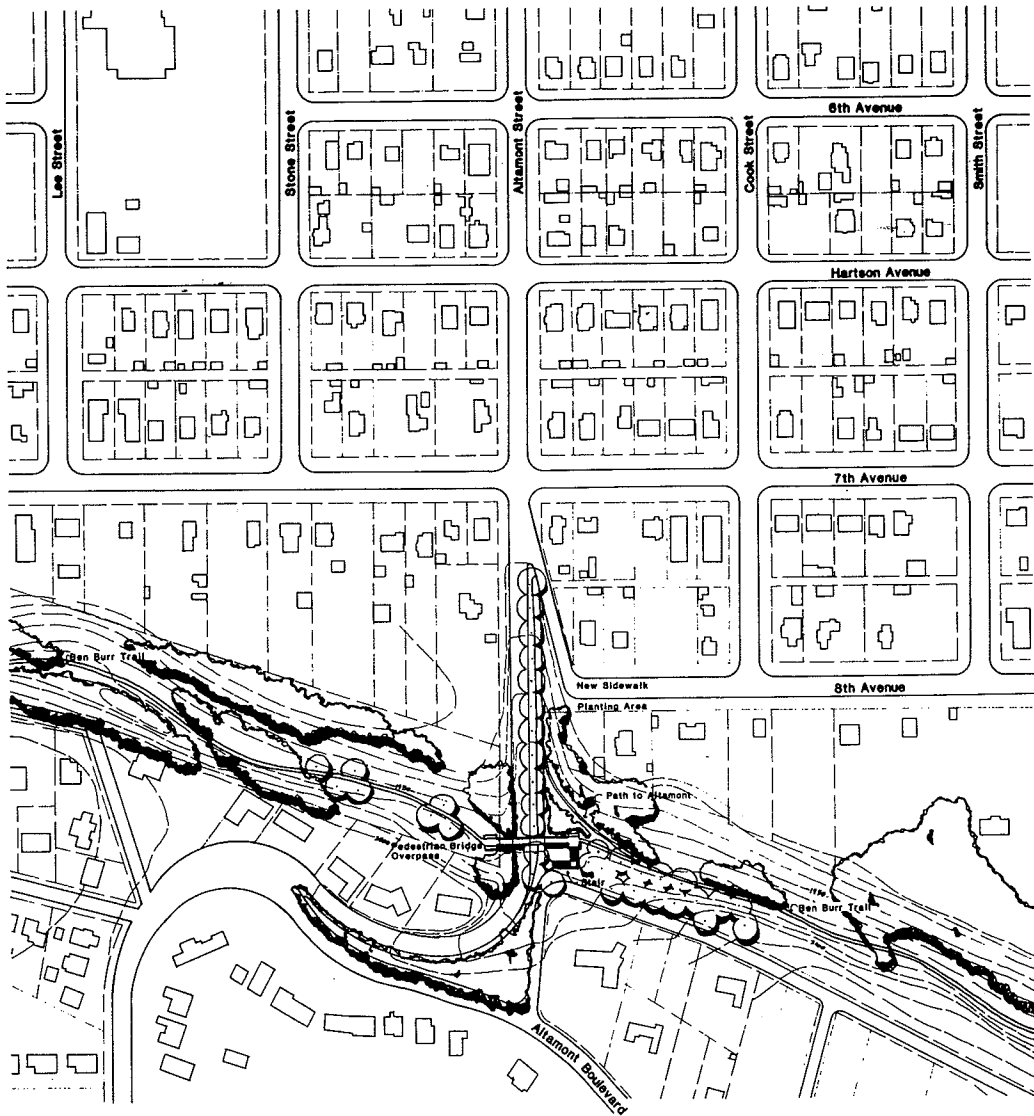


Figure 22



Alt. 2

# Altamont Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

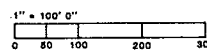
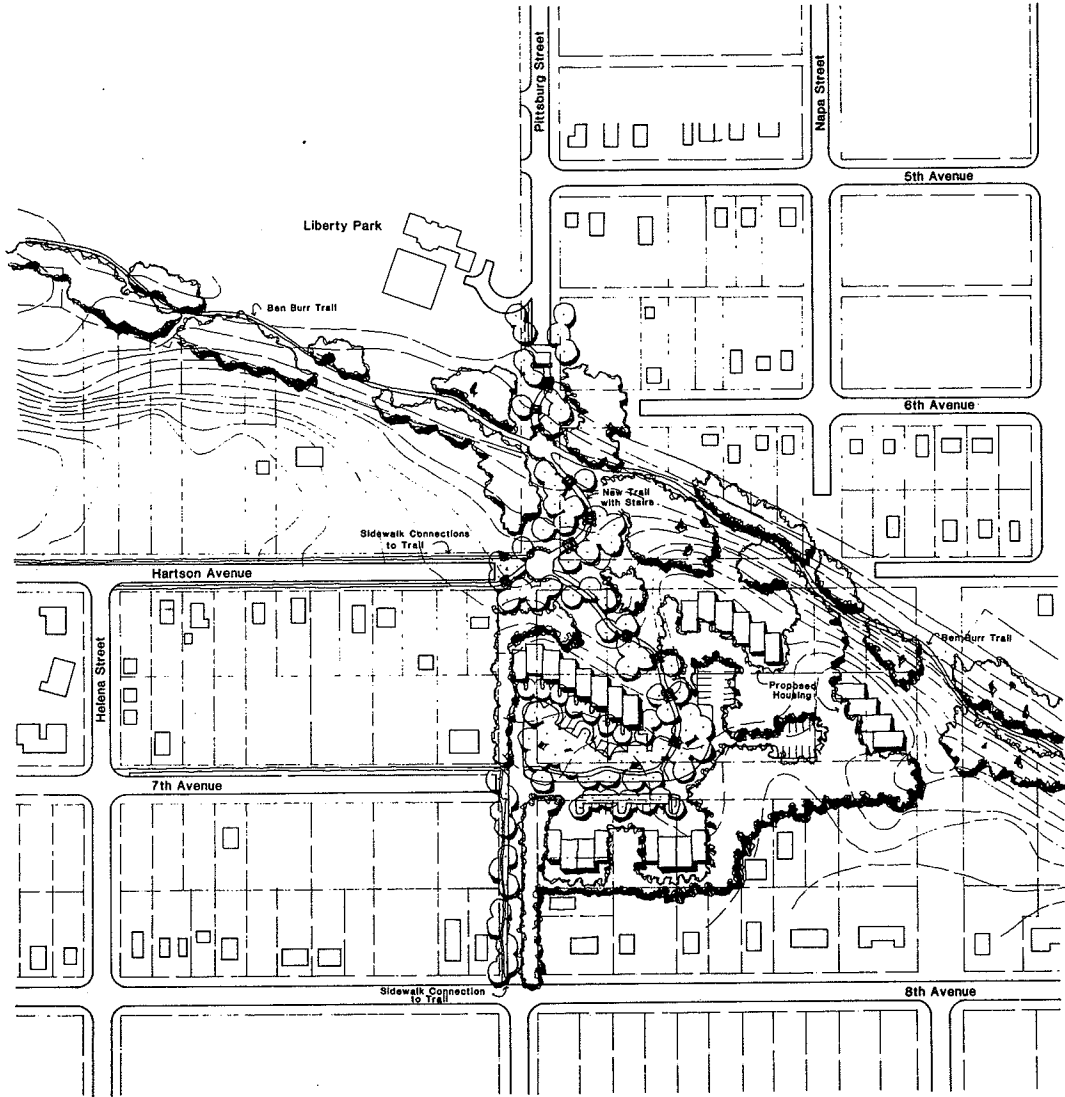


Figure 23



Alt. 1

# Pittsburg Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

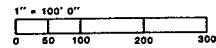
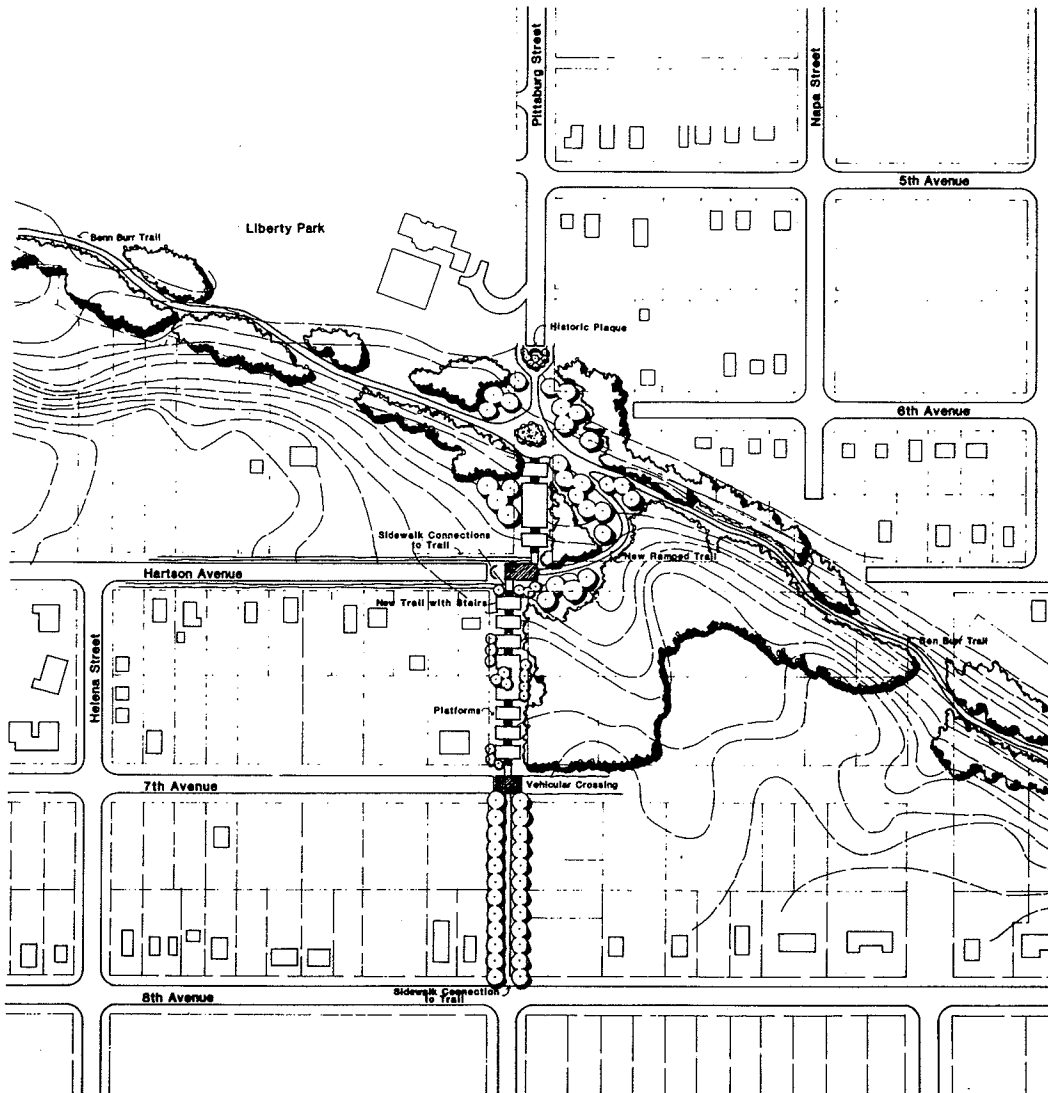


Figure 24





Alt. 2

# Pittsburg Connection

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

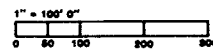
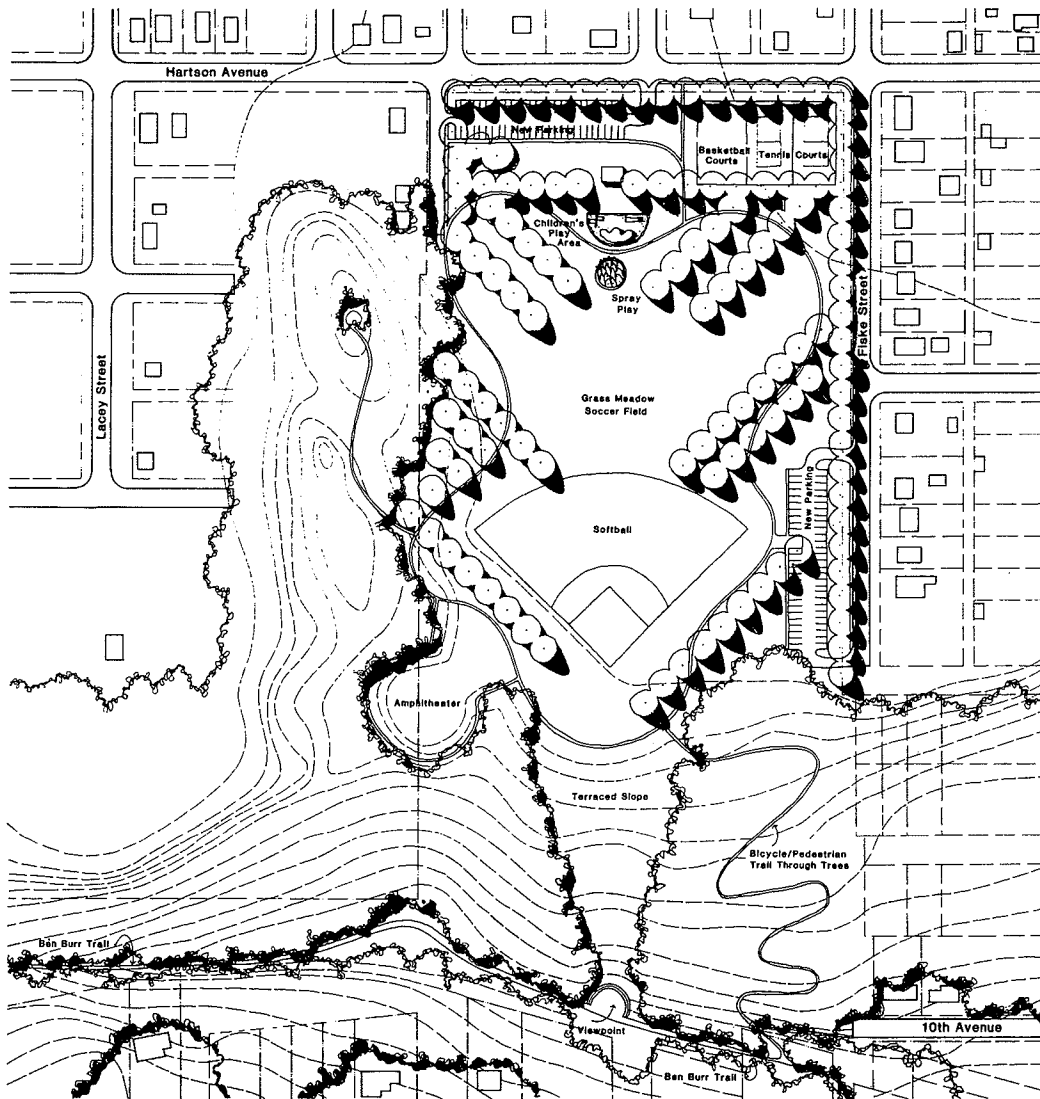


Figure 25



Alt. 1

## Underhill Park

# East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

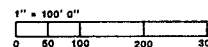
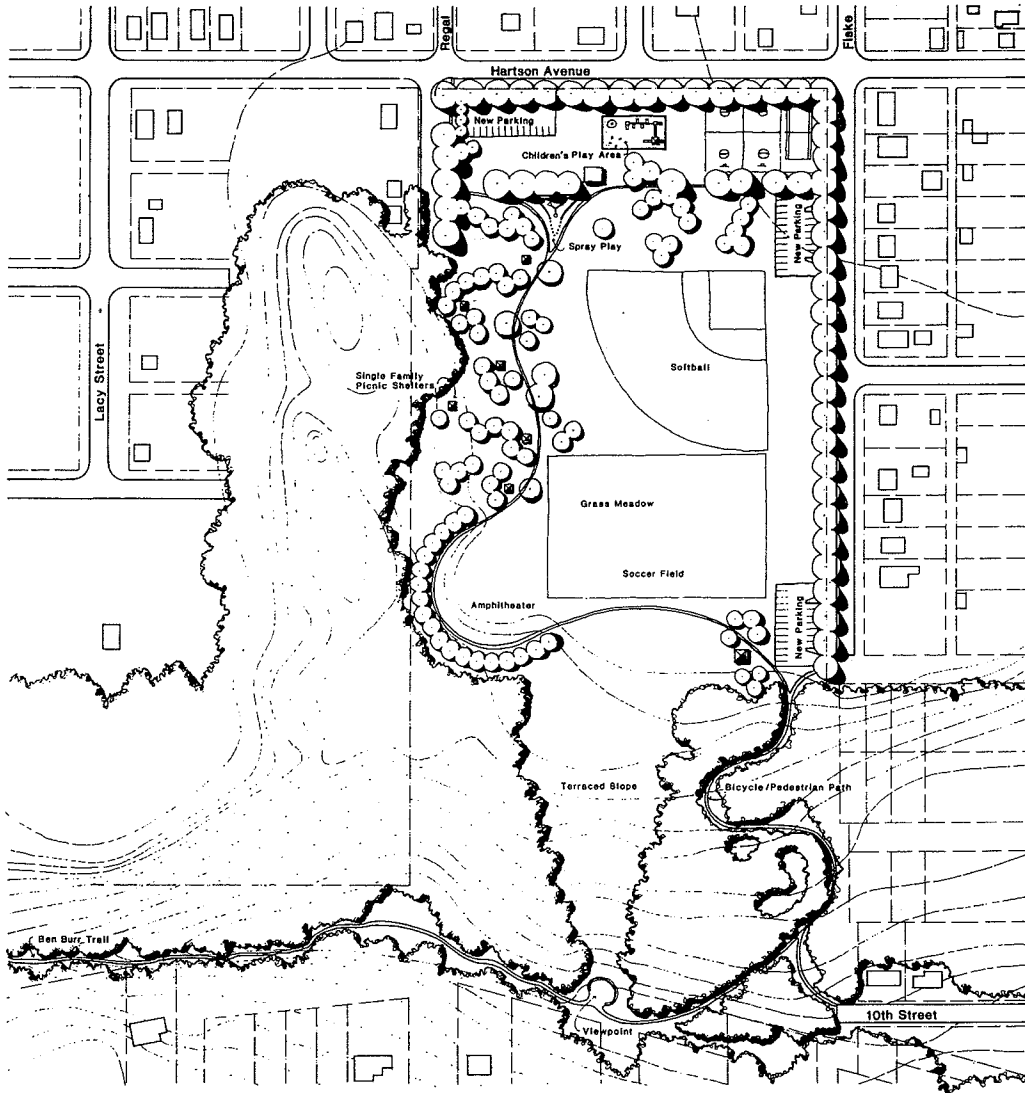


Figure 26



Alt. 2

# Underhill Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

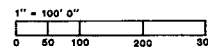
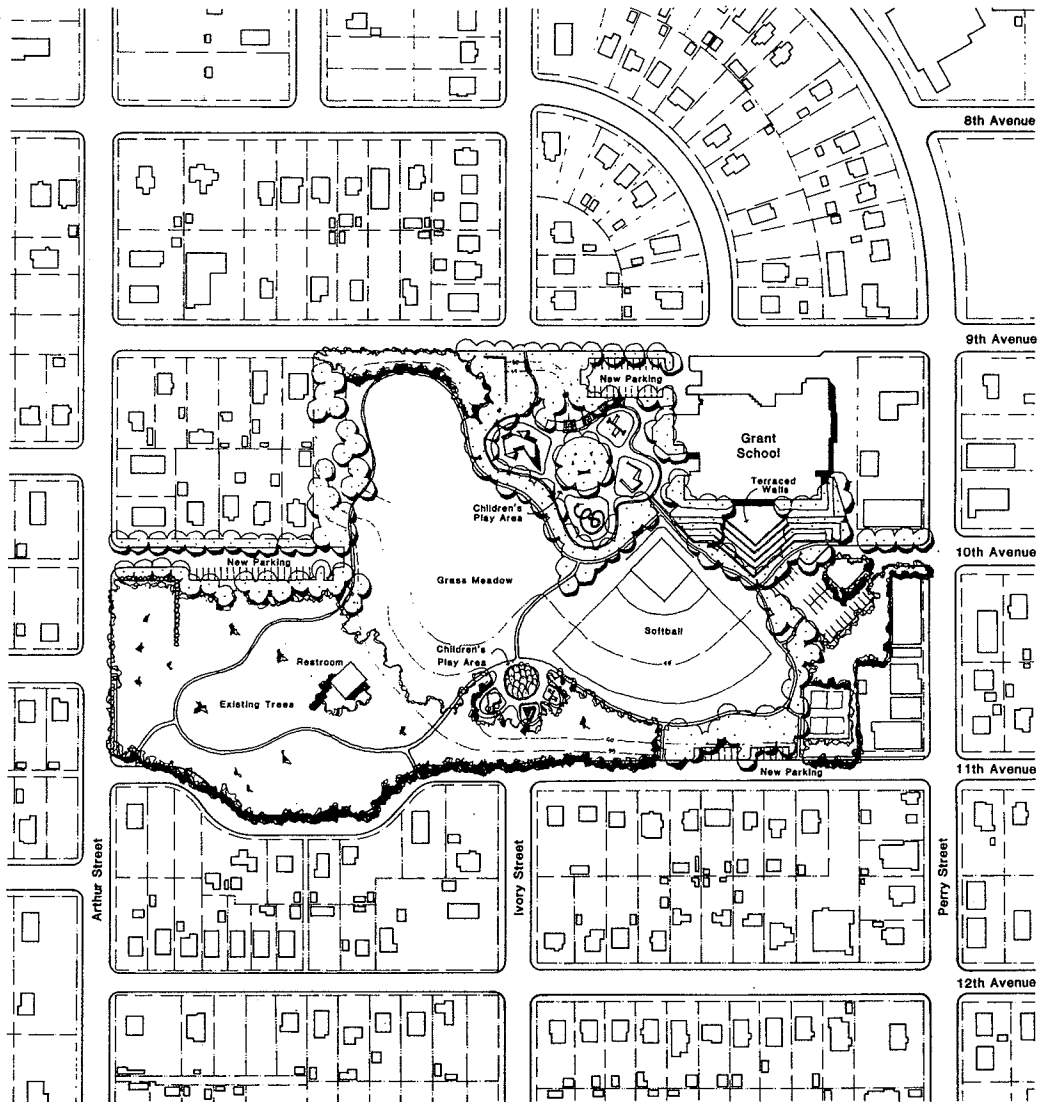


Figure 27



Alt. 1

# Grant Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

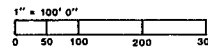
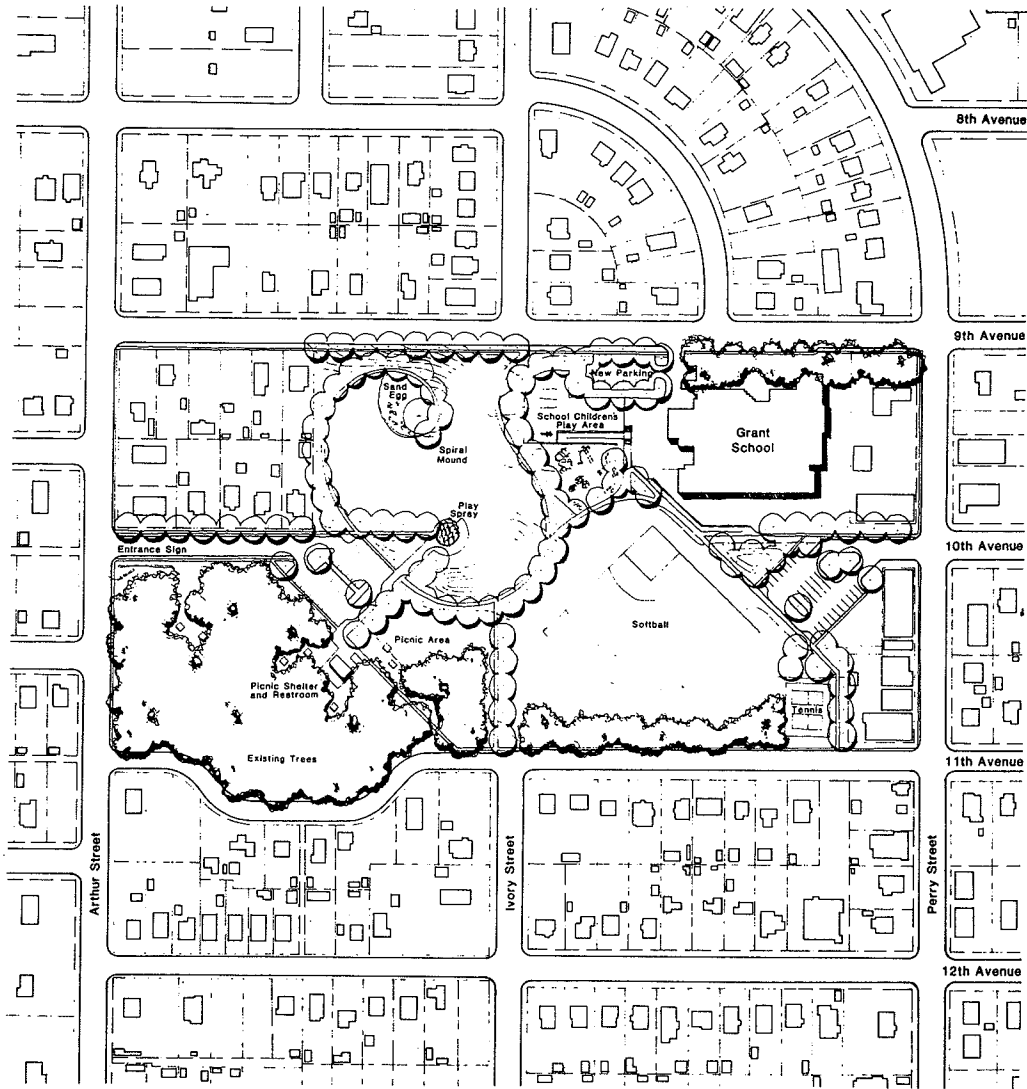


Figure 28



Alt. 2

# Grant Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

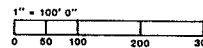
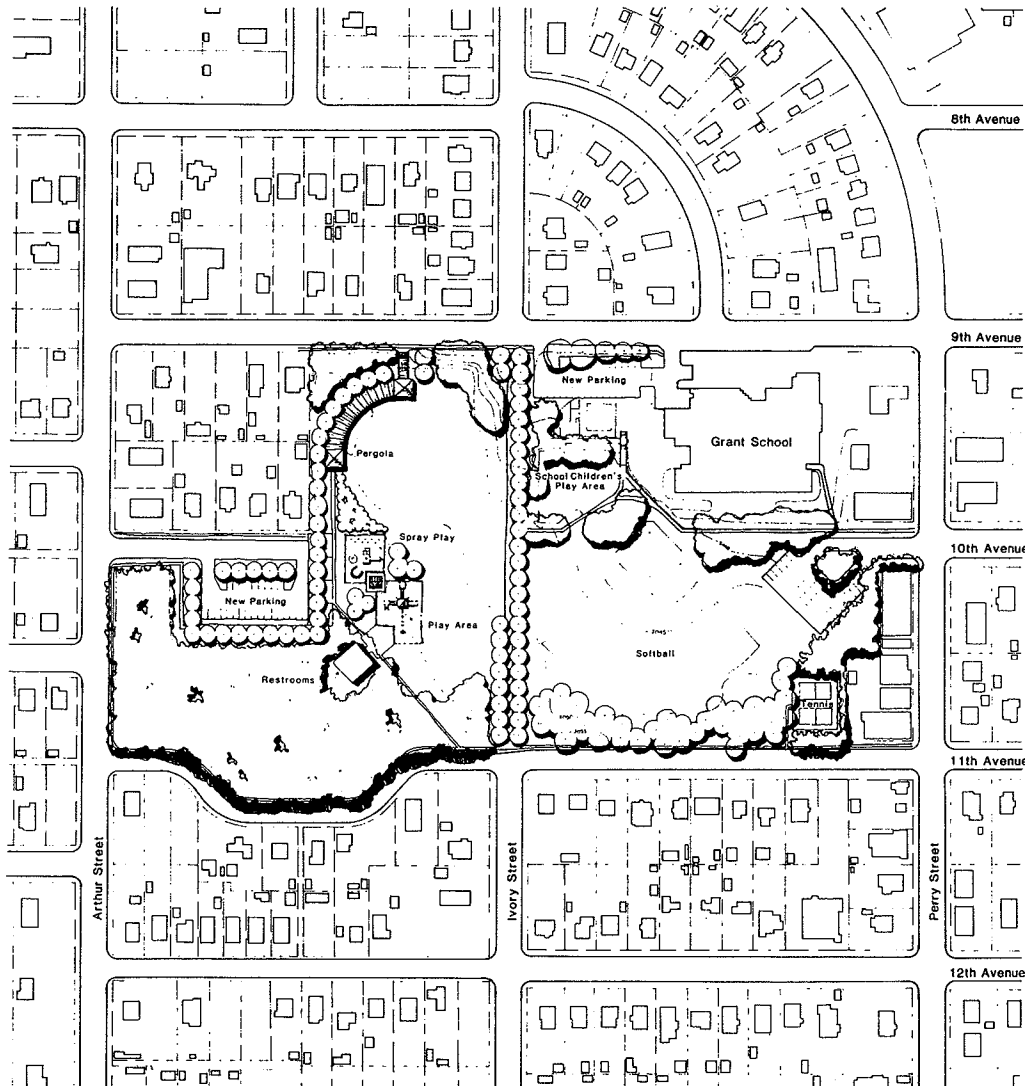


Figure 29



Alt. 3

## Grant Park

# East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

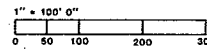
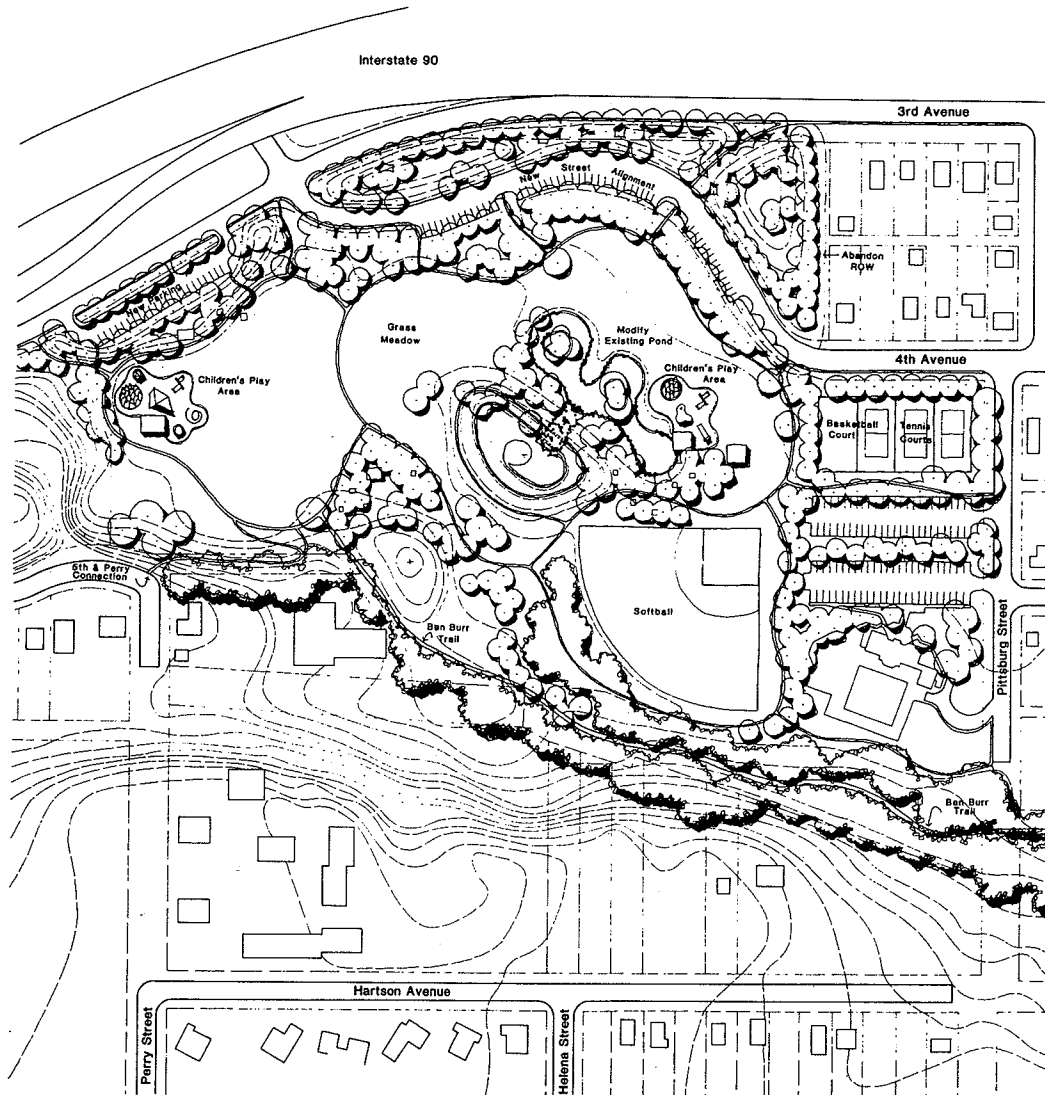


Figure 30



Alt. 1

# Liberty Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

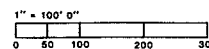
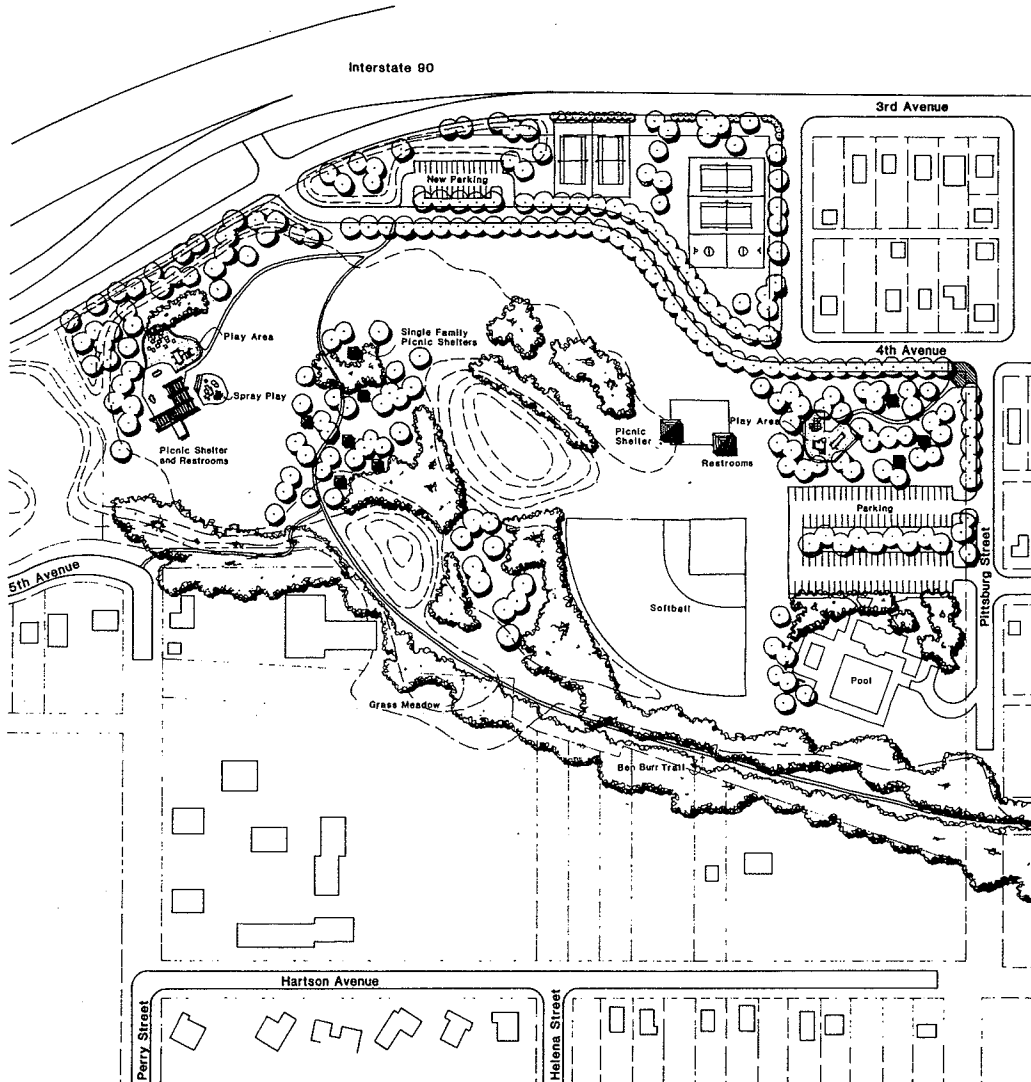


Figure 31



Alt. 2

# Liberty Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

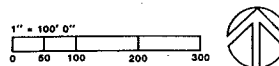


Figure 32





Alt. 3

# Liberty Park

## East Central Neighborhood Design Plan

Spokane, Washington

SPOKANE CITY PLAN COMMISSION  
 ROBERT SHINBO ASSOCIATES  
 Landscape Architects and Planners  
 ZECK BUTLER ARCHITECTS  
 Architects and Planners

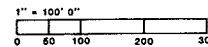


Figure 33

