I-90 exits at division street
gateways to downtown spokane

Design Plans
March 2014
Introduction

Purpose
The schematic design plans and illustrations in this document are presented for the purpose of raising funds to improve five highly visible locations at the I-90 and Division Street area. It is expected that funding will be obtained from both private and public sources.

Background
Spokane's business community is eager to improve the gateways into the City from downtown and numerous adopted planning documents beginning in the late 1990's have cited the need for improvements to these areas. However, past attempts to secure adequate public funding for design and construction have not been successful. In the meantime, hoteliers, real estate brokers, developers and property owners have identified improving the gateways into the City from the Interstate 90 off-ramps as one of their highest priorities. To help address the concerns, the City of Spokane's administration directed the Planning & Development Department to facilitate and develop design plans for the Division Street gateway.

Project Overview
The majority of the proposed improvements are within right of way owned and controlled by the Washington State Department of Transportation (WSDOT).

The design plans presented in this document are consistent with the direction established in the draft I-90 Architectural Master Plan, December 2013. The Architectural Master Plan describes the desired architectural and landscape character for the I-90 corridor and exit areas; in addition it identifies the Spokane River as the theme for the Division Street/Hwy 2 exit ramp and gateway corridor. Both the Architectural Master Plan and this design plan are the result of ideas shared by City of Spokane (COS) leadership, community leaders, and staff from COS, Downtown Spokane Partnership (DSP), and WSDOT.

Context and Vicinity Map

Design Process
- 2012 to Present. Ongoing communication has been established between leadership and key staff from the City of Spokane, WSDOT, and Downtown Spokane Partnership (DSP) for the purpose of addressing the gateway areas and developing the proposed schematic design plans.
- March 2013-August 2013. An interagency team including representatives from DSP, WSDOT, and multiple departments within the City of Spokane including Code Enforcement, Streets, Parks and Planning met regularly. The purpose of the meetings was to discuss short term improvements to the I-90 corridor as well as long term improvements such as the Draft Architectural Master Plan and site specific concepts.
- April 2013. Mayor Condon held a public open house at City Hall to discuss improvements to I-90 and introduce the Architectural Master Plan. Adjacent property and business owners were invited and engaged in the conversation.
- August 2013. A conceptual version of this schematic design plan and the I-90 Architectural Master Plan were presented to the Downtown Spokane Partnership’s governing boards.
- February 2014. A Public Art Plan for the south side of I-90 was submitted to WSDOT for review and is awaiting approval.
- February 2014. Schematic design plans and the I-90 Architectural Master Plan were presented to the Spokane City Council during their February 27 study session.

To the greatest extent possible COS (Planning and Engineering) and WSDOT staff have coordinated efforts to ensure that this schematic design proposal will adhere to applicable guidance regarding current clear zone and sight distance standards (WSDOT or City of Spokane). However, a design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.

• Main Avenue Intersection
City of Spokane is coordinating with WSDOT to design and construct a pedestrian friendly intersection.

• Triangle at Spokane Falls Boulevard
Public Facilities District plans to facilitate design work for this area, possibly as early as Spring 2014.
"Theme" or stories to tell with art and accents.

Spokane is a community thoroughly engaged with a wild and scenic river.

The theme for the Division Street entrance is the Spokane River. Art, landscape and accent features in the public right of way will help tell the story of the city's relationship to the Spokane River. Adjacent businesses and property owners are encouraged to consider following through on this theme.

Project Key Map

Key Map
Design plans for each of the five areas shown on the right are presented on the following pages.
Entry Feature
Objective: A welcoming environment that begins a story about the community’s relationship to the Spokane River.

Artwork
Metal sculpture of spear fisherman and fish. Base materials, colors and patterns to simulate water and riverbank.

Art Base Elements
Earthworks: Berms, basalt rockwork and boulders
Plantings such as the following:
3-5 Ponderosa Pine
Oregon Grape
Blue Fescue
Blue Bunch Wheatgrass
Fountain Grass
Blanket Flower (yellow-red)
Dwarf Russian Sage (purple)
Kinnickinnick

Crushed Basalt Groundcover
all non-planted areas behind curb

Replace existing chainlink with 3/8” black vinyl coated link

Douglas fir

Replace monument with backdrop plantings

Maintain Existing Trees (typ.)

Traffic Signal Panel
paint dark color

Existing Light Pole and Traffic Signal

New Sidewalk/Landing Area

Basalt Wall

Accent Plants
South of I-90 - Schematic Design Plan

Cross Section Study

**Section A-A**

Native fisherman sculpture approximately 8’ high (not including spear) plus three to five fish. Grades to rise immediately behind the curb. The sculpture base will be 4’ to 5’ above grade.

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**Early Concept Sketch**

- **Douglas Fir**
  Pseudotsuga menziesii var. 'glauc'a or 'fastigiata' (columnar)

- **Ponderosa Pine**
  Pinus ponderosa - 6’ to 7’ tall at planting.

- **Basalt Boulders, Plants, Irrigation.**
  Sculptures: Native Fisherman, 3-5 Salmon

- **Conifers and Low Plantings**

- **Crushed Basalt Groundcover**
  non-planted areas

- **Northbound Division**

- **Basalt Wall, Plants, Irrigation.**
  Sculpture: Salmon

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**Below** - Examples of native and drought tolerant plantings that may be included in the design for accent and to simulate the shoreline environment.

- Native and non-native grasses, Russian sage, blanket flower.

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**Left** - The subjects for the figurative sculptures to be offered for private sponsorship are a native spear fisherman and salmon. The artist is Virgil "Smoker" Marchand, a well-known and highly respected sculptor whose work celebrates the history of the native people and their connection to the land. Recently, the Avista Corporation installed several of Mr. Marchand’s pieces alongside the Spokane River at Huntington Park.

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**A basalt wall that was recently installed at Riverfront Park. A similar wall is proposed in Area 2 at the intersection of Division and 4th.**

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**A fountain is not proposed for this area. Instead, rock placement and planting patterns will take inspiration from the Spokane Falls.**
A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.

### Area 1 - South Triangle

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<td>Medium and Large Basalt Boulders</td>
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<tr>
<td>Sculptures</td>
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<td>Fisherman/Spear, Small Fish, Sculpture Bases</td>
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<tr>
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**Subtotal Direct Construction Cost** $112,100

5% Scope Contingency $5,605

**Total Direct Construction Cost** $117,705

15% Design $17,656

3% Administrative Costs $3,531

10% Construction Contingency $11,771

10% Construction Management $12,948

**Total for Area 1** $163,700

Additional items not included in total above:

- Annual Landscape Maintenance Cost $378
- Optional Lighting Allowance $27,200

### Area 2 - Southeast Welcome

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**Subtotal Direct Construction Cost** $46,400

5% Scope Contingency $2,320

**Total Direct Construction Cost** $48,720

15% Design $7,308

3% Administrative Costs $1,462

10% Construction Contingency $4,872

10% Construction Management $5,359

**Total for Area 2** $67,800

Additional items not included in total above:

- Annual Landscape Maintenance Cost $144
- Optional Lighting Allowance $8,900

A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.
North of I-90 - Schematic Design Plan
See Following Pages for More Information

U-HAUL

Enterprise Pole Sign (Existing)

Wrought Iron Style Fence
-Replace Chain Link

Low Plantings
(match east side of Division)

Wall
-Railing
-Auto side to match aesthetic traffic barrier
-Pedestrian side faced with genuine basalt

Enterprise Pole

New 8’ to 10’ Sidewalk
-Street Trees
-Spokane Custom Tree Grates

WIDE

Street Trees
-Match Species and Spacing

Aesthetic Traffic Barrier Planter
-Street Trees
-Low Plantings (ex. daylilies, low shrubs, grasses)

现有的街道灯 (典型)

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Proposed Enhancements:
- 20" curb to replace existing 6" curb and Jersey barriers.
- Naturalistic plantings to continue the style and patterns proposed south of I-90 (evergreen trees, native and drought tolerant shrubs, grasses and accent plants).
- Basalt boulders.
- Crushed basalt rock mulch in WSDOT service area and other unplanted areas.

Area 3 - Northeast Triangle

- Site Preparation: Mobilization, Clearing, Grading, Utility Work - $52,000
- Hardscape: Curbing, Signs - $11,400
- Landscape Preparation: Topsoil, Bark Mulch, Gravel Mulch - $2,200
- Rock Elements: Medium and Large Basalt Boulders - $4,500
- Plantings: Trees, Shrubs, Perennials, Ornamental Grasses - $8,900
- Irrigation System - $5,400

Subtotal Direct Construction Cost: $84,400
5% Scope Contingency: $4,220
Total Direct Construction Cost: $88,620
15% Design: $13,293
3% Administrative Costs: $2,659
10% Construction Contingency: $8,862
10% Construction Management: $9,748
Total for Area 3: $123,200

Additional items not included in total above:
Annual Landscape Maintenance Cost: $360

A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.
Objectives:
Beautification; Discourage pedestrians and panhandlers.

Mass plantings such as grasses, perennials and/or low shrubs between columnar street trees.

Aesthetic Traffic Barrier - Cast in Place Stamped and Stained Concrete.

Above Left - Simulated basalt - integral color, stamp and stain.

Above Right - Color and pattern of basalt veneer walls on I-90 main line to be used as a model for aesthetic traffic barriers.

Aesthetic Traffic Barrier - Cast in Place Stamped and Stained Concrete.

(Photograph taken on SR 542 Church Mt. Rd.)

Area 4 - Northeast Protective Barrier

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<tr>
<td>ADA Updates, Signs</td>
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<tr>
<td>Protective Elements</td>
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<td>Topsoil, Bark Mulch, Gravel Mulch</td>
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<td>Trees, Shrubs, Perennials, Ornamental Grasses</td>
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Additional items not included in total above:
Annual Landscape Maintenance Cost $594

A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.
**Panel View Not to Scale**

**Objectives:** Beautification; encourage pedestrians; discourage panhandlers.

**A - Genuine Basalt Wall with Cap (photo taken at Kendall Yards).**

**B - Aesthetic Traffic Barrier - Cast in Place Stamped and Stained Concrete.**

**C - Wrought Iron Style Fencing.**

**D - City of Spokane 4'x4' Custom Tree Grate.**

**Section b-b**

Fencing
- New wrought iron style. Image “C” this page or similar.

Wall
- Cap and rail to help discourage panhandlers near the intersection. The “proposed” concept sketch on the following page shows a potential art rail option.
- Pedestrian side - Genuine basalt face. See image “A” this page.
- Automobile side - Aesthetic traffic barrier to mirror opposite side of Division. See image “B” this page.

**Section c-c**

Fencing
- New wrought iron style. Image “C” this page or similar.

Tree Grate
- Image “D” this page.

**Area 5 - Northwest Sidewalk**

- Site Preparation $37,000
- Mobilization, Clearing, Grading, Utility Work
- Hardscape $34,100
- Removals, New Sidewalk, Structural Soil, Signs, Move Lights
- Protective Elements $41,300
- Fence Removal, Fencing, Aesthetic Barrier, Steel Handrail
- Landscape Preparation $300
- Topsoil, Basalt Boulders
- Rock Elements $900
- Medium Basalt Boulders
- Plantings $21,500
- Trees, Shrubs
- Irrigation System $10,800

Subtotal Direct Construction Cost $145,900
5% Scope Contingency $7,295
Total Direct Construction Cost $153,195

15% Design $22,979
3% Administrative Costs $4,596
10% Construction Contingency $15,320
10% Construction Management $16,851
Total for Area 5 $213,000

Additional items not included in total above:
Annual Landscape Maintenance Cost $108
Optional Lighting Allowance $38,900

A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.
A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.

### PROBABLE COSTS

**Improvements Designed and Constructed At Once.**

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Preparation</td>
<td>$94,000</td>
</tr>
<tr>
<td>Mobilization, Clearing, Grading, Utility Work</td>
<td></td>
</tr>
<tr>
<td>Hardscape</td>
<td>$60,300</td>
</tr>
<tr>
<td>Sidewalk Work, ADA Updates, Curbing, Signs, Move Lights</td>
<td></td>
</tr>
<tr>
<td>Protective Elements</td>
<td>$151,900</td>
</tr>
<tr>
<td>Fence Removal, Fencing, Aesthetic Barrier, Steel Handrail</td>
<td></td>
</tr>
<tr>
<td>Landscape Preparation</td>
<td>$9,400</td>
</tr>
<tr>
<td>Topsoil, Bark Mulch, Gravel Mulch</td>
<td></td>
</tr>
<tr>
<td>Rock Elements</td>
<td>$25,100</td>
</tr>
<tr>
<td>Basalt Riprap, Basalt Faced Walls, Monument, Medium and Large Basalt Boulders</td>
<td></td>
</tr>
<tr>
<td>Sculptures</td>
<td>$13,900</td>
</tr>
<tr>
<td>Fisherman/Spear, Small Fish, Sculpture Bases</td>
<td></td>
</tr>
<tr>
<td>Plantings</td>
<td>$56,900</td>
</tr>
<tr>
<td>Trees, Shrubs, Perennials, Ornamental Grasses</td>
<td></td>
</tr>
<tr>
<td>Irrigation System</td>
<td>$49,500</td>
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<tr>
<td><strong>Subtotal Direct Construction Cost</strong></td>
<td>$460,600</td>
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<tr>
<td>5% Scope Contingency</td>
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<tr>
<td><strong>Total Direct Construction Cost</strong></td>
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<tr>
<td>15% Design</td>
<td>$72,545</td>
</tr>
<tr>
<td>3% Administrative Costs</td>
<td>$14,509</td>
</tr>
<tr>
<td>10% Construction Contingency</td>
<td>$48,363</td>
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<tr>
<td>10% Construction Management</td>
<td>$53,199</td>
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<tr>
<td><strong>Total for All Areas</strong></td>
<td><strong>$672,300</strong></td>
</tr>
</tbody>
</table>

**Additional items not included in total above:**

- Annual Landscape Maintenance Cost: $1,584
- Optional Lighting Allowance for Areas 1, 2, and 5: $75,200

### PROBABLE COSTS

**Improvements Designed and Constructed Individually.**

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Preparation</td>
<td>$192,000</td>
</tr>
<tr>
<td>Mobilization, Clearing, Grading, Utility Work</td>
<td></td>
</tr>
<tr>
<td>Hardscape</td>
<td>$60,300</td>
</tr>
<tr>
<td>Sidewalk Work, ADA Updates, Curbing, Signs, Move Lights</td>
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<tr>
<td>Trees, Shrubs, Perennials, Ornamental Grasses</td>
<td></td>
</tr>
<tr>
<td>Irrigation System</td>
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</tr>
<tr>
<td><strong>Subtotal Direct Construction Cost</strong></td>
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<tr>
<td>5% Scope Contingency</td>
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<tr>
<td><strong>Total Direct Construction Cost</strong></td>
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<tr>
<td>15% Design</td>
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<td>3% Administrative Costs</td>
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<td>10% Construction Management</td>
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<tr>
<td><strong>Total for Construction of All Areas Individually</strong></td>
<td><strong>$815,900</strong></td>
</tr>
</tbody>
</table>

**Additional items not included in total above:**

- Annual Landscape Maintenance Cost: $1,584
- Optional Lighting Allowance for Areas 1, 2, and 5: $75,200

A design plan and a construction permit application must be submitted to WSDOT for review and approval prior to construction.