



RIVERFRONT PARK PEDESTRIAN BRIDGE EMERGENCY REPAIRS

West Quadrant Tax Increment Financing District

May 24, 2019

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Background

The Pedestrian Bridges in Riverfront Park

Riverfront Park was developed as a replacement for the former rail stations and warehouses that existed prior to the 1970s, in order to attract and serve the 1974 World's Fair. The area has since grown to become a premier urban park in the heart of downtown Spokane.

In 1972 and in anticipation of the 1974 Expo, the City constructed two pedestrian bridges between the south bank of the river near the Washington Power turbine house, Canada Island¹ in the middle of the channel, and the north bank near the Flour Mill and the Coliseum.

These pedestrian bridges serve multiple uses and needs in the heart of the City. Thousands of people each year flock to these bridges to witness the power and majesty of the Spokane River at its peak flow in spring. The bridges are a crucial companion for interpreting the Spokane River and the history of Riverfront Park. Many residents and visitors also use these bridges as a functional link between the two halves of the downtown, north and south of the river. These pedestrian bridges also provide an essential link between the parking, restaurants, and hotels in the downtown core and the entertainment and sports provided by the Spokane Veterans Memorial Arena, constructed in 1995 to replace the aging Coliseum.

The pedestrian bridges provide more than a pedestrian and scenic resource. They also support electrical power lines that are carried under the bridge, linking the downtown (including major power generation facilities in Riverfront Park and adjacent areas) and the north bank—ultimately providing electrical power to the Veterans Memorial Arena, Wonder Building, Flour Mill, and the Upper Falls Condos, amongst others. The same electrical lines would also serve the upcoming Falls project, providing for three new residential/hotel/office towers on the north bank.

Figure 1 on the following pages shows the Riverfront Park Master Plan, with the north pedestrian bridge circled in red. The north bridge is the subject of this request—the south bridge will be addressed at another time.

¹ Canada Island has since been renamed. See the following pages.

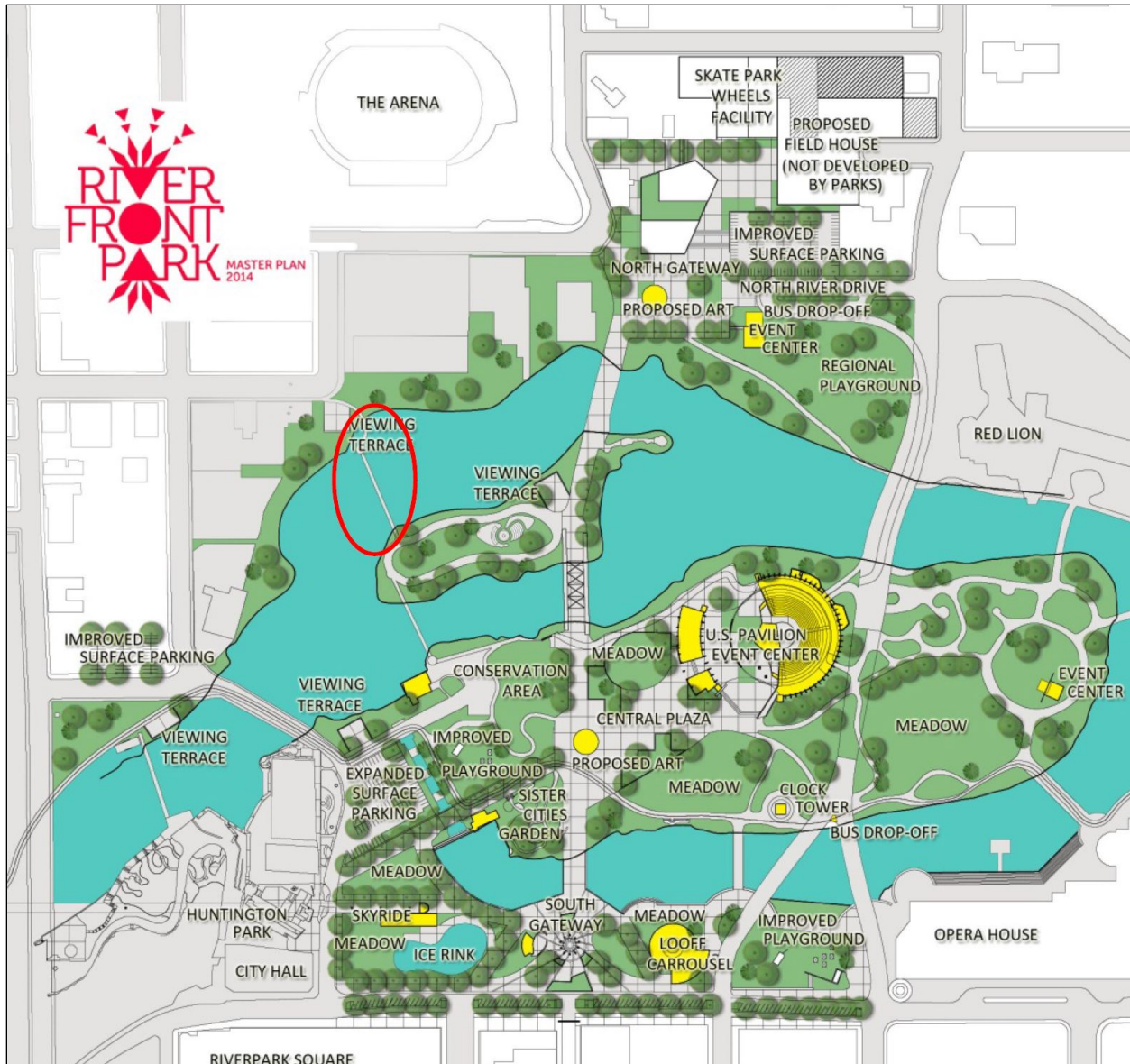


Figure 1 – Riverfront Park Master Plan *(Bridge Location Shown in Red Circle)*

Need for Replacement

As with any bridge approaching 50 years of age, the pedestrian bridge has begun to show signs of wear and tear. The concrete deck has been repaired and patched multiple times and several studies and analyses conducted by the City and the Parks and Recreation Department have identified the need to repair or replace the bridge deck. The \$64 million bond approved by voters for the improvement and renovation of Riverfront Park did not include funds for the replacement/repair of the pedestrian bridges. Accordingly, the Parks Department has spent considerable time and effort to secure the necessary funding for those bridges.

While the Parks Department has continued to search for adequate funds to repair and/or replace the bridges, the damage to the bridge deck on the north span rapidly worsened in April 2019. Several large holes opened up in two locations, necessitating the closure of the bridge to pedestrians in late April. **Figure 2** shows a recent drone photograph with the bridge in the foreground. The two black squares shown on the bridge deck in the foreground indicate where rubber mats have been affixed to the deck in an attempt to keep water and the elements from further degrading the deck surface. The situation has deteriorated to the point that repairs must be made sooner rather than later, or the eventual loss of the bridge deck could occur.



Figure 2 – Aerial Photograph of Pedestrian Bridges Facing South

Project Location

The project is located across the northernmost channel of the Spokane River, halfway between the Post Street Bridge to the west and the Howard Street Bridge to the east. The project is located entirely within Riverfront Park, in three parcels. The northern landing of the bridge is located in parcel 35183.0065, owned by the City of Spokane as part of the park. The span crosses parcel 35185.0054, owned by Avista, containing the Spokane River. The southern landing is located within parcel 35185.0076, owned by the City of Spokane as part of Riverfront Park. This parcel contains Snxw Meneʔ (sin-HOO-men-huh), or Salmon People Island in the middle of the river channel.

The project is located entirely within the West Quadrant TIF district, as shown in **Figure 3** below.

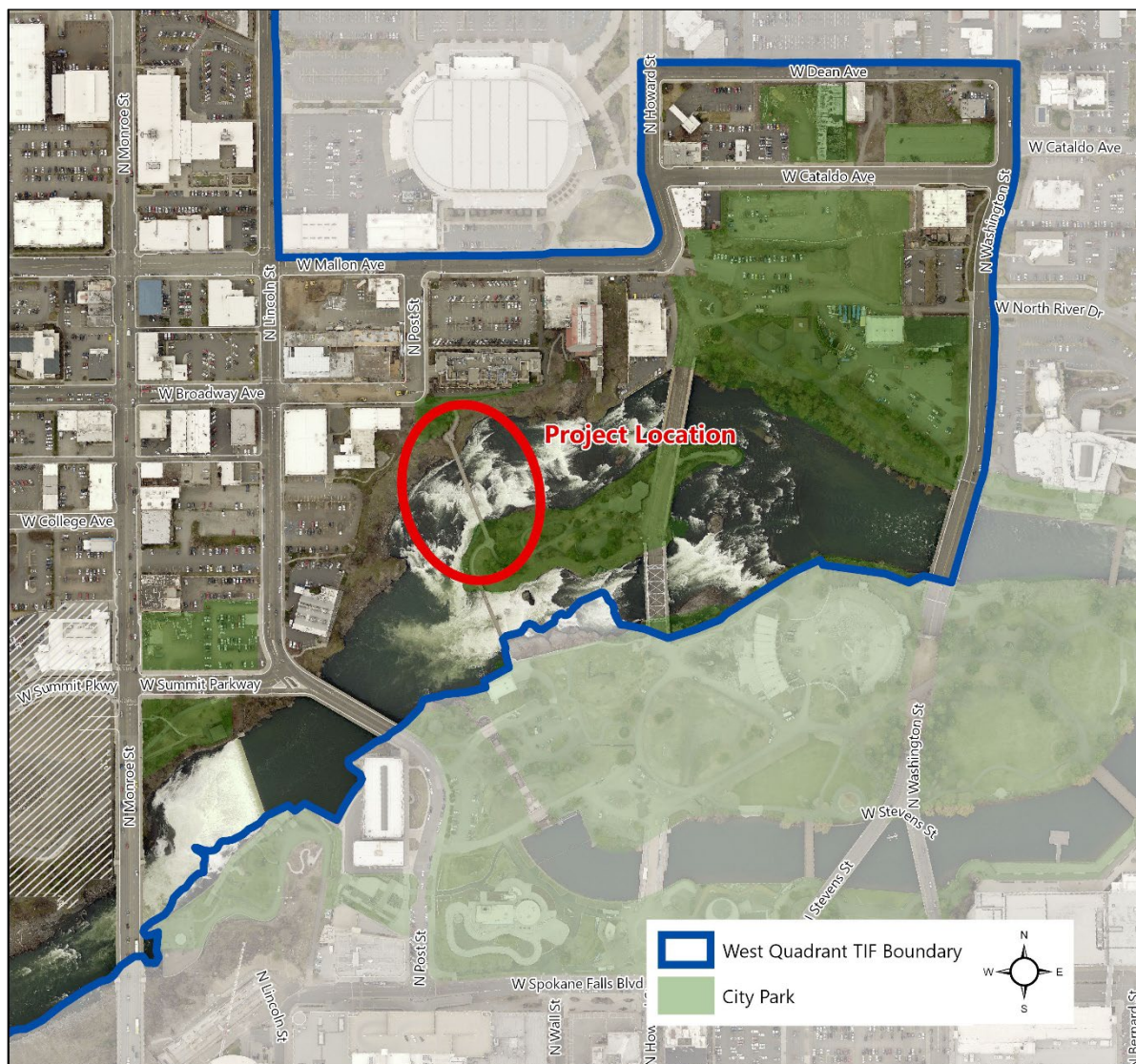


Figure 3 – Project Location in Relation to TIF Boundary and Parks

Project Description

The single-span North Suspension Bridge is 295 feet in length from tower to tower and is 10 feet wide. The bridge superstructure is supported by hanger cables vertically connected to the main cables, which are suspended from the towers. The floor system consists of weathering steel edge girders, a concrete deck, horizontal bracing, and a floor beam that supports 15 electrical conduits between vaults. The deck consists of reinforced concrete with stay-in-place (SIP) forms. Large hollow vaults are located at each tower.

The proposed project would renovate the existing bridge, including a full deck replacement, cleaning of all steel framing, replacement of the existing railing, replacement of necessary floor beams, repair and/or replacement of vault decks and adjacent sidewalks, onsite painting, replacement of existing anchor points, and repair of edge girders.

Minor excavation will occur at each tower location. The project scope includes removing the existing sidewalk around the perimeter of the two towers and replacing the existing 8'x8' steel vaults and additional framing around the manhole openings. Other minor excavation might include staging and access areas for equipment. The project would also include at least one new interpretive sign paying homage to the history of the site.

Estimated Costs

<u>Category/Work Type</u>	<u>Estimated Cost</u>
General Site Improvements.....	\$40,596
Site Preparation	\$363,123
Bridge/Trail Improvements	\$1,026,032
Cultural Resources (Identification and Protection).....	\$15,000
Permits	\$20,000
Architectural & Engineering Costs	\$265,000
TOTAL.....	\$1,729,751

Projected and/or Requested Funding Sources

<u>Source</u>	<u>Total</u>
WQTIF (This Request)	\$500,000
WA State Recreation and Conservation Grant.....	\$500,000
Other Sources Not Yet Identified.....	\$729,751
TOTAL.....	\$1,729,751

Project Relationship to the TIF District

As shown in Figure 2, the proposed project is located entirely within the West Quadrant TIF District. This portion of the district constitutes project area “T” in the adopting ordinance (see **Figure 4**). The adopting ordinance describes the following improvements for project area “T”:

Publicly-owned streetscape improvements for Riverside Neighborhood; Monroe to Howard², Broadway to Mallon 4-6 blocks, including trees, crosswalk treatments, street furniture, lighting, bike and pedestrian infrastructure and improvements and underground utilities where appropriate, with estimated cost of \$1,800,000.



Figure 4 – Project Location within “Project T” of the TIF Ordinance.

² The ordinance mistakenly says “Central.” However, this has been determined to be a typographical error. The true boundary was intended to be listed as Howard. The corrected version is shown here.

Relationship to TIF Project Description

The proposed project constitutes the repair and upgrade of a public facility within a publicly-owned park. Project area “T” was earmarked in the adopting ordinance for pedestrian and bicycle infrastructure. The bridge exists for pedestrian and bicycle infrastructure exclusively, thus repairs to the bridge comply with this intent of area “T”. Furthermore, the proposed project would sustain an existing electrical utility connection for both public and private improvements in the north bank area. As project area T included the provision of underground utilities, and as the utilities carried by the bridge supply power to subterranean circuits in the north bank area, the proposed project would comply with this intent of area “T”.

Public Outreach and Facilitation

Pursuant to the adopted Policies and Procedures of the Neighborhood Project Advisory Committee, one or more public participation processes should be undertaken for any neighborhood project funded by the TIF. As regards the proposed project, multiple public participation processes have been undertaken by the City and the Parks Department as they relate to the bridges and the overall disposition of Riverfront Park.

These meetings contemplated the eventual repair and/or replacement of the pedestrian bridges, even though the repair of those bridges was not ultimately included in the Riverfront Park bond. This public participation process has been ongoing for several years and will continue throughout the life of the Riverfront Park redevelopment projects.

Prior Commitments in this Area

There are no prior commitments on record within area “T”. While the County has not yet transmitted the first major payment of increment funds for 2019, the City currently holds adequate funds within the TIF fund to immediately allocate the full request to the project.

The Neighborhood Project Advisory Committee (NPAC) is currently considering two other funding requests regarding projects in other parts of the TIF district. The first is the Sportsplex utility connections, requesting \$800,000 in area “U”. The second is \$70,000 in improvements to Dutch Jake’s Park as part of areas “L” or “J”. All three projects have been considered by the NPAC as to the ability of the TIF to fund all three simultaneously.

Final Recommendation – NPAC

The Neighborhood Project Advisory Committee met on May 1, 2019 at 4:00 PM to consider the proposed project and potential TIF funding in the amount of \$500,000. A quorum of voting members were in attendance at that meeting and voted unanimously to recommend the Spokane City Council approve the expenditure of funds of \$500,000 to the project.

According to the recommendation of the NPAC, staff will prepare a Special Budget Ordinance for the consideration of the Spokane City Council as soon as practical. It is anticipated that the Ordinance will be brought to the Spokane City Council for their consideration and possible approval in late May, 2019.

Recommendation certified true and complete by the Chairperson of the Neighborhood Project Advisory Committee:

Kimberly Lawrence

Printed Name

5/28/19

Date

Kimberly Lawrence

Signature