

## Walker, Matthew

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**From:** Jim Kolva <jim@kolva.comcastbiz.net>  
**Sent:** Thursday, January 10, 2013 7:11 AM  
**To:** Kevin J. Twohig; Walker, Matthew; Larry Soehren; Shelley McDowell; Toby Hatley  
**Subject:** Fwd: Convention Center Completion Project

Comments from WSDOT for the file. Jim

Begin forwarded message:

**From:** "Figg, Greg" <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Date:** January 10, 2013 7:08:17 AM PST  
**To:** JimKolva <[jim@kolva.comcastbiz.net](mailto:jim@kolva.comcastbiz.net)>  
**Cc:** "Frucci, Mike" <[FrucciM@wsdot.wa.gov](mailto:FrucciM@wsdot.wa.gov)>, "White, Harold" <[WhiteHL@wsdot.wa.gov](mailto:WhiteHL@wsdot.wa.gov)>, "Kinderman, Paul" <[KindePa@wsdot.wa.gov](mailto:KindePa@wsdot.wa.gov)>, "Lewis, Ron" <[LewisR@wsdot.wa.gov](mailto:LewisR@wsdot.wa.gov)>, "Chadbourne, Don" <[ChadboD@wsdot.wa.gov](mailto:ChadboD@wsdot.wa.gov)>, "Littleton, Kevin" <[LittleK@wsdot.wa.gov](mailto:LittleK@wsdot.wa.gov)>, "Blegen, Robert" <[BlegenR@wsdot.wa.gov](mailto:BlegenR@wsdot.wa.gov)>, "Kay, Charlene" <[KayC@wsdot.wa.gov](mailto:KayC@wsdot.wa.gov)>, "Wright, Raymond" <[rwright@spokanecity.org](mailto:rwright@spokanecity.org)>  
**Subject:** FW: Convention Center Completion Project

**Good morning Jim;**

In regards to your email (see below) WSDOT believes the concept presented can be made to work with our bridge and wall. As was done in the last project, the consultant team will need to work with WSDOT to come up with a workable concept, which would then lead to the development of engineered plans and ultimately permits from WSDOT for the work on the wall and structure.

Specific comments that I received from different disciplines at WSDOT are shown below, these may be helpful for the project team:

### **Maintenance/Traffic: Harold White/Robert Blegen**

The real estate under the bridge is owned by the City of Spokane, they need to be contacted for use of this property. The use of this property will also need to be reviewed by WSDOT to insure it will not affect the structure or the footings.

The Bridge is owned and maintained by WSDOT, any attachments or artwork on the bridge will require review and approval by WSDOT. The PFD will need to maintain all improvements or artwork to include graffiti removal.

A pedestrian crossing of Division Street is not available at the end of the bridge/wall where the connection is proposed. A physical means to prevent pedestrian crossings in this location needs to be provided as part of the project design. The pedestrian plan requested for this expansion should indicate how pedestrians will cross Division Street.

### **WSDOT Materials lab/Geo Tech: Kevin Littleton/Don Chadbourne**

I don't see where they are proposing something that would affect stability of the bridge foundations or the slopes around the bridge. The access to the river might require some modification to existing slopes that will have to be addressed during the design phase of the project. At this time I don't see any reason that the Design-Build Team would not be able to come up with an acceptable solution.

## WSDOT Bridge Office: Ron Lewis/Paul Kinderman

Blue: The access is conceptually approvable with constraints. Note that this concept is a variation on the existing stairway on the east side of the bridge. However the existing barrier separating traffic from pedestrians on the sidewalk (on the west-side) should be extended beyond the proposed access. This is based on probable increased usage as well as the nature of the usage. In this setting groups of people, especially children, may inadvertently stray onto the roadway. The additional barrier will mitigate that potential.

The connections to the existing retaining wall needs to be non-load bearing on that wall. All structural details will need to be vetted by the WSDOT Bridge and Structures Office early during design.

Brown: Conceptually approvable. Any signage to the bridge related to the activity needs to be vetted by the WSDOT Bridge and Structures Office. Note that the bridge type is a post tensioned box girder and is therefore highly sensitive to connections within the superstructure.

Lime Green: Conceptually approvable. DB team must comply with Public Art Chapter 950 in the *WSDOT Design Manual*. Approval is coordinated with the WSDOT State Bridge and Structures Architect and others including region staff. The architect is available to discuss and coordinate disciplines within WSDOT.

Rust red: Understood. WSDOT practices Context Sensitive Design per Executive Order 1028. In this project development strategy the department believes that "transportation projects must be planned not only for its physical aspects as a facility serving transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting."

We also practice the urban design principle of CPTED (Crime Prevention Through Environmental Design). This project supports the tenet that an 'activated' space is a safe space.

-----Original Message-----

From: Jim Kolva [<mailto:jim@kolva.comcastbiz.net>]

Sent: Thursday, December 13, 2012 9:58 AM

To: Figg, Greg

Subject: Convention Center Completion Project

Greg, I am completing a SEPA checklist to accompany the Shoreline Substantial Development Permit for the completion/expansion of the Spokane Convention Center. I hope to have a draft completed by the end of 2012. As you may recall from past conversations, the concept study completed in 2011 proposes an opening in the railing along the west side of the Division Street Bridge that would provide access to a stairway that would run along the west face of the south bridge abutment (adjacent but not touching). According to the concept study, the same portal would provide access to a terrace along the face of the building that would provide access into the building as well as step down to the ground level. Again these are concepts and will provide guidance to a design-build team that will soon be selected to design and build the project. Since it is an objective of the project (and Spokane Shorelines Regulations) to improve public access, particularly from public rights of way, I would appreciate your comments so that I could include in the checklist. First, we want to make sure that this concept is one that WSDOT would allow, second, what conditions would WSDOT require to allow approval, and finally, what WSDOT permits/approvals would be required for construction?

Another concept discussed in the report is the development of a place in which to put kayaks and canoes into the river beneath the Division Street Bridge. This would likely be sited

along the Centennial Trail in the eroded portion of the riverbank just below the west edge of the bridge. We realize that changes to city ordinances and coordination with Avista would be required in this case, but also want to make sure WSDOT would have no issues with such a concept. There is no intent to work near the in-water or abutment structures of the bridge.

Finally, we would also discuss the aesthetics of the underside of the bridge and their potential for improvement, particularly with the Trail beneath as a gateway to the Convention Center, Riverfront Park and Downtown environment. Although not defined in the concept study, such work could include public artworks, signage, painting, and lighting, some of which would require contact with the underside of the bridge deck as well as the abutment.

Oh yes, I shouldn't forget, we are still looking forward to the day when "The Island" is an aesthetic masterpiece that invites people to our downtown.

Thanks for your response my questions. There will be opportunities for your formal review after the SEPA checklist is issued and during the permitting process for the work within the shoreline environment. If you like, you can call me at 458-5517. Have a great holiday season.

Jim