Mirabeau Transit Center

SEPA Checklist

January 2024

PREPARED FOR:

SPOKANE TRANSIT AUTHORITY
1230 W BOONE AVE.
SPOKANE, WA 99202

PREPARED BY:

ESA
2801 ALASKAN WAY, SUITE 200
SEATTLE, WA 98121

CONTENTS

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project, if applicable:

Mirabeau Transit Center (the Project)

2. Name of applicant:

Spokane Transit Authority (STA)

3. Address and phone number of applicant and contact person:

STA
c/o Ryan Brodwater
1230 W Boone Ave.
Spokane, WA 99202
(509) 325-6000

4. Date checklist prepared:

January 2024

5. Agency requesting checklist:

STA

6. Proposed timing or schedule (including phasing, if applicable):

Construction is anticipated to begin in the summer of 2024 and to be completed in the summer of 2025.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

A new sidewalk connecting the Mirabeau Transit Center to North Pines Road, parallel to East Indiana Avenue, will be constructed for improved connectivity. This proposed sidewalk project will be proposed as an associated improvement, but separate project. The sidewalk will be permitted separately from the Mirabeau Transit Center project.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Budinger & Associates, Inc. 2023. S23012 Mirabeau Park & Ride Improvements – Geotechnical Engineering Report.
- Hannah et al. 2024. Mirabeau Park And Ride Project, Spokane Valley, Spokane County, Washington – Cultural Resources Assessment.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No other government approvals of other proposals directly affecting the property are known to be pending.

10. List any governmental approvals or permits that will be needed for your proposal, if known:

The following permits/approvals will be required for this project from the City of Spokane Valley:

- Commercial Building Permit
- Clear and Grade Permit
- Demolition Permit
- Permanent Sign Permit
- Mechanical and Plumbing Permit

The following permit will be required from the Spokane Valley Fire Department:

- Fire Safety Permit

The following permits will be required for this project from the Spokane County Public Works:

- Sewer Connection Permit
- Sewer Abandonment Permit and Inspection

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

STA proposes the demolition and replacement of the existing operations support building and east-adjacent shelters located on the north side of the Mirabeau Point Park and Ride. The park and ride will be renamed the Mirabeau Transit Center. Improvements will allow for greater transit capacity and route connectivity. Additional improvements will include (**Figure 2**):

- Expansion of parking to the west of the site and revisions to existing parking increasing the number of regular parking stalls from 186 to 200 and the number of disability stalls from 6 to 9.

- Addition of stormwater drainage facilities.
- Removal/abandonment and replacement of existing utility services (sanitary sewer, water, electrical, and communication services).
- Addition of a new mechanical system; heating, ventilation, and air conditioning system; and plumbing system as part of the new operations support building.
- Expansion of the passenger platform within the existing transit center loop to accommodate additional bus bays and incorporate pre-designed and STA-furnished High Priority Transit (HPT) shelters and amenities including real-time signage and raised platforms for level boarding.
- Add new platforms along Indiana Avenue, incorporation of pre-designed and owner-furnished HPT or standard shelters and amenities including real-time signage, level boarding, and a shifted bike line to accommodate necessary channelization revisions and safety requirements.
- Installation of a security monitoring system and equipment and upgrades.
- Replacement of the existing lighting on the east and west side of the site.
- Installation of electric vehicle (EV) charging infrastructure including conduits, j-boxes, capacity in the breaker box, and a separate meter, as needed, to meet code compliance requirements.
- As part of landscaping design, the addition of vegetation at each end of the active platform, at the parking area, and within drainage facilities.
- Construction of a new sidewalk connecting the transit facility to Pines Road, parallel to Indiana Avenue, for improved connectivity. This proposed sidewalk project will be proposed as an associated improvement, but separate project, and therefore will be permitted separately from the Mirabeau Transit Center project.

The existing use of the site is a public transportation facility. After construction of the proposed project, the use of the site will continue to be a public transportation facility. All improvements will occur within the project site parcel number 45105.0207.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located at 13209 East Indiana Ave, Spokane Valley, Washington in the NE ¼ of the SW ¼ of Section 10, Township 25N, Range 44E, Willamette Meridian. The site consists of parcel number 45105.0207 (Spokane County 2023a, City of Spokane Valley 2023a) (**Figure 1**).

The site is bounded by a mix of uses. To the north is the Spokane International Railroad owned by Union Pacific, beyond which are multi-family housing units and a commercial development as well as vacant parcels zoned for mixed use. To the east, East Indiana

Avenue intersects with North Mirabeau Parkway, forming the eastern edge of the project site. To the south across East Indiana Avenue, the area is zoned as Regional Commercial. To the west of the site, there is currently a grassy area separating the Spokane International Railroad rail line from East Indiana Avenue, which terminates at the intersection of East Indiana Avenue with North Pines Road (State Route 27). Interstate 90 runs parallel to East Indiana Avenue, approximately 500 feet south of the project site (City of Spokane Valley 2023a).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)?

The project area has been described as gently sloping (Budinger 2023).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Budinger & Associates, Inc. completed a supplemental geotechnical investigation that included drilling borings to depths between 16.5 and 26.5 feet. Borings B-1 through B-3 encountered existing fill consisting of clayey sand with gravel beginning below the pavement section and extending to depths ranging from 4 to 6 feet. Boring B-4 at the SW corner of the west parking lot encountered approximately 4 inches of topsoil underlain by clayey sand with gravel. The condition of existing fill is loose to medium dense. Plasticity indexes from Atterberg Limits indicate the fines are classified as low plasticity clay (Budinger 2023).

Geologic mapping of the area indicates the site is underlain by Pleistocene age glacial flood-channel deposits. Bedrock underlying the flood deposits is mapped as Cretaceous Newman Lake Gneiss (*Knl*). Surface exposures of the *Knl* are visible to the north of the site between Mirabeau Point Park and Pines Road (Budinger 2023).

The project area does not contain agricultural lands of long-term commercial significance.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The site contains no identified steep slopes or geohazards (City of Spokane Valley 2023b).

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Grading will be conducted to remove existing fill below footings and slabs; this will be replaced with compacted structural fill. The native sand and gravel is generally suitable for re-use as structural fill provided that deleterious items (anthropogenic debris, organics, over-sized materials, etc.) are removed prior to re-use (Budinger 2023). Total earthwork quantities are estimated to be approximately 2,780 cubic yards of cut and 2,050 cubic yards of fill. Grading will

occur over approximately 2.06 acres. Imported fill, as needed, will be brought in from certified borrow pits in the Spokane area.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Construction activities at the site would expose soils, increasing the potential for soil erosion; however, the implementation of Erosion Control Measures and the implementation of best management practices (BMPs) during construction would minimize potential impacts. Measures to reduce erosion are discussed in response to B.1.h.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 69% percent or 125,000 square feet of the 4.18-acre project site would be covered with impervious surfaces, including cement concrete pavement and asphalt pavement, after project construction. Existing impervious surface covers approximately 61% or 110,800 square feet of the site.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Erosion and sediment control (ESC) best management practices would be employed during construction activities to minimize sediment deposited onto city streets or allowed to flow into stormwater conveyance facilities. All work will be in accordance with the requirements of the 2008 Spokane Regional Stormwater Manual. The project will follow ESC Standard Plan Notes as written in Appendix 9A of the Spokane Regional Stormwater Manual (Spokane County 2008).

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Project construction activities would produce air emissions. The use of heavy machinery during construction could generate vehicle emissions, fugitive dust, and odors.

When the project is operational, exhaust from buses and from personal vehicles accessing transit facilities would be a source of air pollutant emissions. It is anticipated that bus service would increase following the completion of the project, increasing associated air pollutant emissions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odors that would affect the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

The project will comply with emission control standards and Spokane Regional Clean Air Agency (SRCAA) requirements. Air quality impacts from construction activity and construction vehicle emissions will be temporary and will be minimized by implementing BMPs, including the following:

- Spraying exposed soil with water during dry periods;
- Removing particulate matter deposited on paved, public roads and sidewalks to reduce mud and dust, and sweeping and washing streets frequently to reduce emissions;
- Phase construction work to minimize the amount of earthwork and minimize the amount of time that the ground surface is exposed to erosion;
- Implement an ESC Plan that includes sediment control BMPs, as discussed in response to Question B.1.h.;
- Equipping construction equipment with appropriate emissions controls;
- Minimizing vehicle idling time so that construction emissions are minimized; and
- Performing regular maintenance on construction vehicles so they operate as efficiently as possible.

3. Water

a. Surface Water

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the site. According to the US Fish and Wildlife Service Wetlands Mapper, the nearest surface water body is the Spokane River, which is approximately 0.5 miles northwest of the project site (USFWS 2023a).

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project would not require any work over, in, or adjacent to water or wetlands.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface water or wetlands.

4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.

The project would not require surface water withdrawals or diversions.

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, the site is not located within the 100-year floodplain (FEMA 2023).

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The proposal does not include any discharges of waste materials to surface waters.

b. Groundwater

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

Groundwater would not be withdrawn from a well for drinking water or other purposes. Water would not be discharged to groundwater.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals … ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material would be discharged into the ground. The project site would not use septic tanks.

c. Water Runoff (including stormwater)

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Currently, any offsite stormwater runoff generated on the north side of Indiana Avenue sheet flows towards the existing ponds onsite for treatment. Upon treatment, the stormwater is discharged underground via drywells. Runoff from building roofs and existing impervious surfaces will increase due to the addition of impervious and covered surface areas associated with the project. The stormwater runoff generated from surfaces will be conveyed to the nearest storm water facility to be treated, stored, and discharged as required by the Spokane Regional Stormwater Manual (SRSM). Any non-pollutant-generating stormwater that generates on the project site will be infiltrated or be conveyed to the nearest drywell and be ultimately discharged underground. The project design proposes to collect stormwater to swales within the site and adjacent to Indiana Avenue. Stormwater facilities will treat, store, and eventually discharge underground via infiltration. Flow volumes that exceed the design storm will also be stored and discharged underground via drywells (KPFF 2024; **Figure 2**).

2. Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials would be discharged to ground or surface waters as a result of the proposed project.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Drainage patterns in the vicinity of the site would not be impacted.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Project Construction: STA will identify site-specific BMPs in the construction contract documents that the contractor would be required to implement to reduce potential impacts to surface and ground water quality. BMPs may include the use of perimeter silt fences and mulch in exposed areas, armoring subgrade soils needed as working areas with rocks, catch basin filters, interceptor swales, hay bales, sediment traps, and other appropriate cover measures. Source control BMPs will be installed during construction for specific pollution-generating activities to prevent prohibited discharges and contaminants from coming into contact with stormwater runoff.

Transit Center Operations: The proposed storm drainage facilities have been adequately sized to retain all stormwater onsite or within the limits of the existing basins. Additional consideration was given during the design process to

maintain existing drainage patterns to minimize any negative impacts to downstream or surrounding properties (KPFF 2024).

Bio-infiltration, bio-retention ponds, and roadside swales are proposed for the project. The proposed storm drainage facilities are designed per the specification in the SRSM for water quality treatment (KPFF 2024).

4. Plants

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☐ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards, or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The reconfiguration of the site is likely to include the loss of approximately 33 trees, as well as smaller shrubs and vegetation.

A new landscaping design will be created to add vegetation at each end of the active platform, intersperse trees and foliage within the added parking area, and include vegetation in drainage facilities to tie in with surrounding aesthetic. See **Figure 3**.

c. List threatened or endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IpaC) online tool did not list any threatened or endangered plant species on or near the site (USFW 2023b).

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Proposed landscaping would add vegetation at the north end of each active platform, intersperse trees and foliage within the added parking area, and include vegetation in drainage facilities to match existing vegetation type and style. The project will require the removal of approximately 39 trees; of these 39 trees, approximately 22 trees will be replaced. Approximately 0.36 acres of storm drainage landscape and 0.09 acres of buffer plantings will be added. Proposed plants adapted to Spokane Valley include Austrian Black Pine, Aristocrat Callery Pear, Village Green Japanese Zelkova, Tom Thumb Cranberry

Cotoneaster, Pipsqueak Burning Bush, Stella de Oro Daylily, Blue Point Juniper, Blue Rug Juniper, Ginger Love Fountain Grass, Anthony waterer Spirea and Emerald Green Arborvitae.

e. List all noxious weeds and invasive species known to be on or near the site.

No noxious weeds or invasive species were observed to be on the site at a site visit November 9, 2023. Commonly found noxious weeds in Spokane County include spotted knapweed, common bugloss, rush skeletonweed, Canada thistle, dalmatian toadflax, hoary alyssum, scotch thistle, leafy spurge, and kochia (Spokane County 2023b).

5. Animals

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site:

A rabbit was observed at the west end of the project location on November 9, 2023. Animals typically found in urban areas include squirrels, raccoons, opossums, rabbits, and rodents.

b. List any threatened or endangered species known to be on or near the site.

According to the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) program maps, there are no threatened or endangered animal species on the site (WDFW 2023). The U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IpaC) online tool does not designate critical habitat for threatened or endangered species on the site (USFWS 2023b). The IpaC online tool does map three Threatened species (yellow-billed cuckoo, bull trout, and monarch butterfly) as occurring within the region. However, suitable habitats for these species such as old-growth forests, riparian areas and associated forests, and/or large prairies do not exist on-site or immediately adjacent to the site. There are no other threatened or endangered species known to be on or near the project site. Therefore, the potential for threatened or endangered animal species to be present is low.

c. Is the site part of a migration route? If so, explain.

Seven migratory birds are identified by the IpaC online tool for the project site: the Bald Eagle, Black Tern, California Gull, Cassin's Finch, Evening Grosbeak, Olive-sided Flycatcher, and Rufous Hummingbird. This tool represents the results for a 10-kilometer grid cell which includes the identified (project) site, rather than the site itself (USFWS 2023b). Given this mapping constraint, and the current use of the project site along with the characteristics of the surrounding land uses, it is unlikely that the project will have impacts to these bird species.

Spokane Valley is located within the Pacific Flyway, a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends from Alaska south to Mexico and South America. No portion of the project would interfere with or alter the Pacific Flyway.

d. Proposed measures to preserve or enhance wildlife, if any.

Proposed landscaping will include trees and plants to enhance habitat for wildlife.

e. List any invasive animal species known to be on or near the site.

No invasive animal species were observed at the site during the site visit on November 9, 2023. However, invasive species typically found in urban areas include Norway rat, raccoon, opossum, and rodents.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity would be required for pedestrian lighting, electric vehicle charging, and the operations support building. Gas and oil will be required for construction vehicles and the buses operating at the transit center.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project is located at an existing park and ride facility and would not affect the use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project will include the use of energy-efficient LED lightbulbs as a conservation feature in this project. No additional measures are proposed.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

There is the potential for accidental spills of hazardous materials from construction equipment and vehicles and from vehicles on site during the operation of the transit center. Spilled materials could include fuels, lubricants, solvents, antifreeze, and similar materials.

1. Describe any known or possible contamination at the site from present or past uses.

The project site is not listed as contaminated on the Washington State Department of Ecology (Ecology) website and no underground storage tanks are known to be located on or near the site (Ecology 2023a).

No sites are undergoing or awaiting cleanup within a 0.5-mile radius of the project site (Ecology 2023a).

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that would affect project development. According to the National Pipeline Mapping System, the closest gas transmission pipeline is approximately 1 mile north, and the closest hazardous liquid pipeline is approximately 3 miles north (Pipeline Safety Trust 2024).

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Chemicals stored and used during construction, operation, or long-term maintenance of the proposed project or vehicles that use the project would include gasoline and other petroleum-based products (including oil and grease) required for the maintenance and operation of equipment and vehicles. Hazardous materials, including but not limited to paints, acids for cleaning, solvents, raw concrete and concrete-curing compounds, would likely be used during construction activities. No toxic or hazardous chemicals would be produced on site during construction or operation.

4. Describe special emergency services that might be required.

The project would not require any special emergency services.

5. Proposed measures to reduce or control environmental health hazards, if any:

Care would be taken during construction to avoid spills or leaks of petroleum-based products or chemicals used for construction. During construction, contractors would be required to comply with all applicable health and safety regulations, including State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC), and General Safety and Health Standards, Chapter 296-24 WAC. Project

construction specifications would include all existing site assessment data and health and safety requirements.

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The City of Spokane Valley regulates noise via SVMC 8.25.060 Noise disturbance. The site receives noise from sources that include motor vehicle traffic on Interstate 90 and East Indiana Avenue, as well as rail traffic on the Spokane International Railway line which borders the project site to the north.

2. What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Project Construction: Construction of the project would generate short-term noise. Heavy construction equipment would be used and may include track hoes, back hoes, dump trucks, and forklifts. The City of Spokane Valley regulates noise (SVMC 8.25.060), which stipulates in section 3a that noise from temporary construction sites is exempt between 7:00 a.m. and 10:00 p.m.

Transit Center Operations: Noise from operations of the project is expected to be similar to existing noise levels due to the existing park and ride facility at the site. Noise sources from park and ride activity typically include bus traffic, passenger vehicle traffic, and building mechanical equipment.

3. Proposed measures to reduce or control noise impacts, if any:

General measures that may be imposed on the project to reduce or control noise impacts may include those listed below:

- Construction equipment will be maintained in good condition and equipped with mufflers. If feasible, stay away from noise sensitive receivers. Vehicle idling should be minimized by turning off engines when not in use.
- Businesses in the vicinity of the project site should be notified before construction starts.
- Construction activities would be restricted to the hours designated by the City of Spokane Valley Municipal Code.
- In SVMC 8.25.080 C.1.a, exempts noise most likely to result from operations (noise generated by motor vehicles), provided the vehicles are in compliance with Chapter 173-62 WAC.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently used and will continue to be used for public transportation. The site is bounded by a mix of uses. To the north is the Spokane International Railroad, beyond which are multifamily housing units and a commercial development as well as vacant parcels zoned for mixed use. To the east, East Indiana Avenue intersects with Mirabeau Way. Across East Indiana Avenue to the south is a mix of commercial uses. West of the site, a grassy shoulder separates the Spokane International Railroad rail line from East Indiana Avenue, which terminates at the intersection of East Indiana Avenue with North Pines Road (State Route 27).

The proposal would not affect current land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has not been used for working farmland or working forest lands. No agricultural or forest land of long-term commercial significance will be converted to other uses as part of this project. No farmland or forest land tax status parcels will be converted to non-farm or non-forest use.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No working forest lands are located near the project site. The project would not affect or be affected by working farm or forest land operations.

c. Describe any structures on the site.

The Mirabeau Transit Center includes two small, covered bus shelters (110 square feet, combined) and an enclosed, covered, operations support building (220 square feet) (see **Figure 2**).

d. Will any structures be demolished? If so, what?

The existing bus shelters and operations support building will be demolished and replaced.

The bus shelters will be replaced by pre-designed and owner-furnished HPT shelters (or standard shelters). The operations support building will be replaced

by a 720-square-foot operations support building which will anchor an expanded canopy-style bus shelter. The operations support building will be set on the west side of the structure under the canopy while a 31-foot 'Spire' feature built of stone and displaying the STA logo will provide support to the east side of the structure. The canopy will be approximately 16 feet tall (see **Figure 2**).

e. What is the current zoning classification of the site?

The site is currently zoned Mixed Use (MU) (City of Spokane Valley 2023a, 2023c).

f. What is the current comprehensive plan designation of the site?

The Spokane Valley Land Use map designates the site as Mixed Use (MU) (City of Spokane Valley 2023a).

g. If applicable, what is the current shoreline master program designation of the site?

The project site is not within a Shoreline Master Program designated area (City of Spokane Valley 2023d).

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No part of the site has been classified a Critical Area by the city or county (City of Spokane Valley 2023b, 2023c, 2023d).

i. Approximately how many people would reside or work in the completed project?

No people would reside in the completed project.

STA maintenance staff would visit the site regularly and bus drivers could spend layovers in the operations support building, which would include restrooms and a break room. More buses would be routed through the facility compared to existing conditions, though this will have a negligible impact on the number of jobs working in this project area.

j. Approximately how many people would the completed project displace?

The completed project would not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No displacement would result from this project; therefore, no mitigation measures have been proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

A transit center is permitted on the project site, based on the Mixed Use (MU) zoning and SMVC 19.60.050. The proposal is compatible with the existing zoning

code and with projected land use as defined in the Comprehensive Plan. The site would continue to be used as a transit facility which would serve the mixed use and multifamily residential areas to the north of the project site and the commercial areas located to the south.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No impacts to agricultural or forest lands or long-term commercial significance would occur. Therefore, no mitigation measures are proposed.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high-, middle-, or low-income housing.

No housing units would be provided.

b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle-, or low-income housing.

No housing units would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any.

No housing would be created or eliminated; therefore, no mitigation measures are proposed.

10. Aesthetics

a. What is the tallest height of any of the proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest object would be the 'Spire' feature at the east end of the bus shelter canopy, which would measure approximately 31 feet in height. Exterior building materials will include masonry wall finishes and glazing separating seating areas.

b. What views in the immediate vicinity would be altered or obstructed?

Views in the immediate vicinity would be altered due to the new structures replacing the existing structures at the site. Views in the nearground and from the roadway would be altered due to the reconfiguration of the west end of the project site. Landscaping features will be altered, including the removal of 33 trees and shrubs, 15 of which will be replanted in the new layout. Clear view triangles from each of the altered driveway entrances are retained in the new planting plan.

c. Proposed measures to control or reduce aesthetic impacts, if any:

Aesthetic impacts would not occur because no views would be greatly altered; therefore, no mitigation measures are proposed.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Parking lot and pedestrian level lighting will be improved within the active platform and parking areas (east and west). Per the Outdoor Lighting Standards established in Title 22 of the Spokane Valley Municipal Code, the lighting for the project would not extend across any bounding property line between incompatible uses or into the public right-of-way (SVMC 22.60.030 A). Light shall be shielded as best as possible at any bounding property line (SVMC 22.60.030 B).

Light from vehicles including private passenger vehicles, STA vehicles, and buses will occur at the site, but is not expected to change relative to existing conditions.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Lighting would be limited to parking lot and pedestrian level lighting. There would be no lighting or sources of glare that would create safety hazards or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light or glare would affect this proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

Impacts from light and glare are not anticipated; therefore, no mitigation measures to reduce or control light and glare impacts have been developed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

No recreational opportunities currently exist on the site. Parks and recreational opportunities in the vicinity of the project site include the following:

- **Discovery Playground.** Located 0.37 miles northeast of the project site, this city-owned playground represents the southernmost portion of the 55.51-acre Mirabeau Point Park (City of Spokane Valley 2023e).
- **Spokane Valley YMCA.** Located 0.25 miles north of the project site.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses would be displaced as a result of this project.

c. Proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant, if any:

There are no anticipated impacts to recreational resources or opportunities resulting from the project; therefore, no mitigation measures to reduce or control impacts are proposed.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

There are no recorded buildings, structures, or sites located on or near the project site that are currently listed in the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Spokane Register (DAHP 2023; Spokane 2023).

Along the north boundary of the project site is a segment of the historic Spokane International Railway constructed in 1906. This segment has been recorded and determined eligible for listing in the NRHP (DAHP 2023; Entrix 2005). It is part of an active line currently operated by Union Pacific Railroad Company (Union Pacific). An additional segment of the railway has been recorded approximately 400 feet west of the project site at the railroad crossing with North Pines Road (Sharley 2005). To date, no NRHP eligibility determination has been made for the segment west of the project site (DAHP 2023). The current project design will not impact these recorded segments.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

To date, there are no archaeological sites, cemeteries, or traditional cultural properties within or adjacent to the project site that have been recorded with DAHP (DAHP 2023). The project location is classified in the DAHP Statewide Predictive Model as High to Very High Risk for containing precontact-era archaeological resources (DAHP 2023).

ESA, on behalf of STA, has conducted a cultural resources assessment for this project to comply with Washington State Executive Order 21-02 (EO 21-02). As part of the EO 21-02 compliance, ESA has conducted archival background review and a pedestrian archaeological survey prior to project construction. No historic or precontact era archaeological resources were identified as a result of the pedestrian survey. Archival review findings are summarized here.

Apart from the current assessment for EO 21-02 compliance, only one other cultural resources survey has examined the project site. In 2000, a pedestrian

archaeological survey was conducted in advance of the original construction of the Mirabeau Park and Ride, then referred to as the Sullivan/Evergreen Road Park and Ride Lot (Komen 2000). No archaeological resources were identified within the current project site, although archival research noted that present-day Indiana Avenue runs along portions of the historic Spokane & Inland Empire Railway, which was an electric interurban rail system constructed in the early 1900s (Komen 2000). There have been 35 other cultural resources assessments conducted within 1.0 mile of the project site (DAHP 2023).

There are 13 recorded archaeological sites within 1.0 mile of the project site; five are precontact-era sites, seven are historic-era sites, and one is a multi-component site. The nearest archaeological site, which is located approximately 600 feet south of the project, is associated with a historic residence and orchard from the early to mid-1900s; it was determined not eligible for listing in the NRHP (DAHP 2023). The remaining sites are located more than 0.5 mile from the project. One Native American burial has been inadvertently discovered approximately 0.5 mile from the project site; this is the only recorded cemetery within a 1.0-mile radius of the project site.

The project site is located within the ancestral lands of the Spokane and Coeur d'Alene, who are part of the Interior Salish culture group (Palmer 1998; Ray 1936; Ross 1998). The Coeur d'Alene and Spokane Reservations were established by executive order in 1873 and 1881, respectively (Frey 2001; Wynecoop 1969). Today's federally recognized Spokane Tribe of Indians and Coeur d'Alene Tribe state that they have lived along the Spokane River and surrounding area for many thousands of years (Coeur d'Alene Tribe 2023; Spokane Tribe of Indians 2023). Based on available publications, there are places with Indigenous names ("placenames") within 1.0 mile of the project that include the site of a small summer fishing camp along the Spokane River at today's Mirabeau Point Park (Ross 1989 as cited in Schalk and Wyss 1989:88).

In the early 1900s, the Spokane International Railway Company constructed a railroad from Spokane into British Columbia. The section of the railroad that runs through the Spokane Valley is along the north boundary of the project site and was constructed between 1906 and 1907 (Robertson 1995:281). The railroad was acquired in 1987 by the Union Pacific Railroad Company, which still operates it today (Robertson 1995:281).

A segment of the former "Interurban" electrical rail system is located within the project site, parallel with today's Indiana Avenue. This segment of the Interurban was constructed in 1903 by the Coeur d'Alene & Spokane Railway Company (Robertson 1991:205). It was acquired by the Spokane & Inland Railway Company in 1906, later known as the Spokane & Inland Empire (Robertson 1995:279). The era of the Interurban ended in 1940 when passenger train service between Spokane and Coeur d'Alene was stopped (*Spokesman-Review* 1940). The tracks remained in place until at least 1982, and appear to

have been removed by 1995 (NETRonline 2023). The Interurban line is the only prior structure known to be located within the project site.

The first patents for land within the project site were issued to Archie J. Clark (1889), Henry P. Bastien (1891), and Wessel P. Mahoney (1888) (U.S. Bureau of Land Management 2011). By 1912, the west end of the project site had been subdivided and platted as "Assessor's Plat No. 6" (Ogle 1912). The east end of the project site was utilized for agriculture through the end of the 20th century (NETRonline 2023; USGS Earth Explorer 2023). South of the project site, Interstate 90 (I-90) was constructed in the 1950s. The Mirabeau Park and Ride Lot was constructed on the project site between 2000 and 2006 (Komen 2000; NETRonline 2023).

Existing geotechnical data indicates the presence of fill deposits extending between 4 and 6 feet below the surface within the existing parking lot area (Budinger & Associates 2023). This aligns with the mapped Urban Land soil unit which denotes prior ground disturbance at a level that negates natural soil stratigraphy. Due to the extensive impervious surfaces, recommendations made during the previous cultural resources assessment at the MPR, and the presence of the Urban Land soil unit across the entire project site, no subsurface archaeological survey is planned for EO 21-02 compliance unless requested by EO 21-02 consulting parties.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The project is undergoing separate review for compliance with EO 21-02 and a cultural resources assessment report has been completed (Hannah et al., 2024). No historic or precontact era archaeological resources were identified as a result of this assessment. The lead agency for this review is the Washington State Department of Transportation (WSDOT). Based upon review of the report, WSDOT determined the project would not result in impacts to historic properties. WSDOT's determination was concurred upon by the Spokane Tribe of Indians and DAHP.

The research for EO 21-02 compliance reviewed the following information: previous archaeological survey reports (DAHP 2023; Komen 2000; Schalk and Wyss 1989), historical maps (Metsker Map Company 1950, 1984; Ogle 1912; USGS 1901, 1949; U.S. Surveyor General 1878), government landowner records (U.S. Bureau of Land Management 2011), aerial photographs (NETRonline 2023; USGS Earth Explorer 2023), published ethnographies and regional histories (Ames et al. 1998; Coeur d'Alene Tribe 2023; Frey 2001; Palmer 1998; Ray 1936; Robertson 1991, 1995; Ross 1998; Spokane Tribe of Indians 2023; Stratton 2005; Wynecoop 1969), county records (Spokane County 2023c,d), and geological reports (Budinger & Associates 2023).

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

As stated above, this project has undergone compliance with EO 21-02 due to partial funding from WSDOT. While separate from SEPA, the EO 21-02 review process required consultation between WSDOT, as the lead agency, and DAHP and Affected Tribes regarding potential impacts on cultural resources, which include archaeological resources and historic buildings and structures. WSDOT initiated EO 21-02 consultation with DAHP and Affected Tribes via email on October 5, 2023. Following review of the EO 21-02 cultural resources assessment report, WSDOT determined that the project would not result in impacts to historic properties. The report was disseminated for review by the Spokane Tribe of Indians and DAHP, both of which concurred with WSDOT's determination via email on February 2, 2024 (DAHP) and February 5, 2024 (Spokane Tribe of Indians).

At all times during construction, state laws regarding cultural resources, including Archaeological Sites and Resources (RCW 27.53), Indian Graves and Records (RCW 27.44), Human Remains (RCW 68.50), and Abandoned and Historic Cemeteries and Historic Graves (RCW 68.60), are in force to protect archaeological sites or human remains, if discovered. Measures to avoid, minimize, or compensate for the loss of, changes to, and disturbance to identified resources would be determined in consultation with Affected Tribes, DAHP, and WSDOT based on the nature, location, and potential impacts on the identified resource.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project site is served by East Indiana Avenue by a total of four driveways. East Indiana Court connects East Indiana Avenue to commercial properties south of the site. Just to the east of the site, East Indiana Avenue connects to Mirabeau Parkway, which continues roughly northbound away from the project site. To the west, East Indiana Avenue connects with North Pines Road (State Route 27). Interstate 90 runs parallel to East Indiana Avenue south of the project site.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

STA operates four bus lines which connect directly to the site: bus lines 32, 74, 97, and 771 (STA 2023).

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities,

not including driveways? If so, generally describe (indicate whether public or private).

The project would shift a bicycle lane from its current location in the roadway on East Indiana Avenue to a new lane behind the transit shelters to accommodate necessary channelization revisions and safety requirements.

A new sidewalk connecting the Mirabeau Transit Center to North Pines Road, parallel to East Indiana Avenue, will be constructed for improved connectivity. This proposed sidewalk project will be proposed as an associated improvement, but separate project.

d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will not use water, rail, or air transportation.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The completed and fully operating project would generate an estimated 157 bus trips and 250 vehicle (non-bus) trips per day. Peak volumes would occur between 6:00 and 9:00 am and between 3:00 and 6:00 pm.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposal would not interfere with the movement of agricultural or forest products on streets in the area because no agricultural or working forest lands are located within the vicinity of the project site.

g. Proposed measures to reduce or control transportation impacts, if any:

Traffic volumes will see an insignificant increase over the next 20 years due to the proposed Transit Center improvements. The increased number of service routes will include additional buses, but the transit center will be a transfer hub from one route to another, thus non-bus travel increases will be very small. A traffic study was not conducted due to the relatively small expectation of change.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project would increase the availability of public transit, a public service. It may slightly increase the demand for fire and police protection. Other public services including health care and schools are not expected to increase directly as a result of this project.

b. Proposed measures to reduce or control direct impacts on public services, if any.

During construction, the site will remain in operation using the east portion of the current park and ride facility, minimizing disruptions to STA. Other local public service providers would be made aware of any potential roadway impacts that could adversely affect response times during construction.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Existing utilities would be removed or abandoned and replaced as part of the project to serve the proposed project including the relocated operations support building, expanded platforms, and electric vehicle chargers. New electrical utilities will be installed to serve the electrical vehicle chargers. Space on the roof and wall of the Spire will be allocated for solar readiness.

Sanitary sewer, water, electrical, and communication services will be included with the new building.

- Electrical utilities would be provided by Avista Utilities.
- Water utilities would be provided by Consolidated Irrigation District No. 19
- Refuse service would be provided by Waste Management of Spokane.
- Telephone service would be provided by Lumen Corporation.
- Sanitary sewer service would be provided by Spokane County Public Works.
- Internet will be available for use by STA staff.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Type name of signee: Ryan Brodwater

Position and agency/organization: Capital Projects Manager, Spokane Transit Authority

Date submitted: 1/17/2024

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FIGURES

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Figure 1 Vicinity Map

Mirabeau Transit Center

SOURCE: OSM 2023, ESA 2023,

Figure 1
Vicinity Map

Last Updated 1/11/2024

ESA

Figure 2 Site Plan

OVERALL SITE PLAN

PROJECT DATA:

PROJECT LOCATION: 13209 E. INDIANA AVE, SPOKANE VALLEY, WA

PARCEL NUMBER: 45105.0207

ZONING: MIXED-USED (MU)

JURISDICTION: CITY OF SPOKANE VALLEY

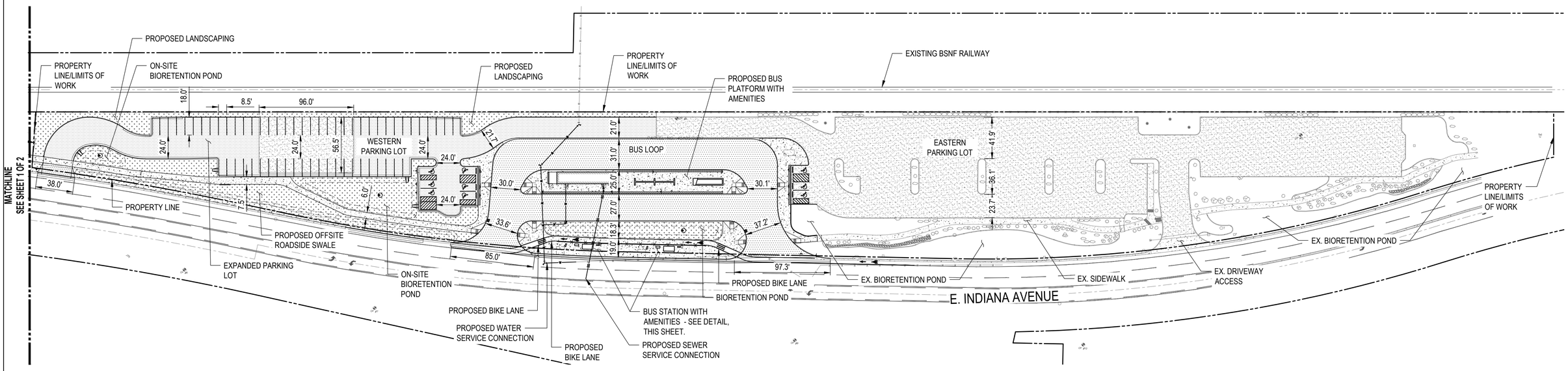
PARCEL SIZE: 4.18 ACRES

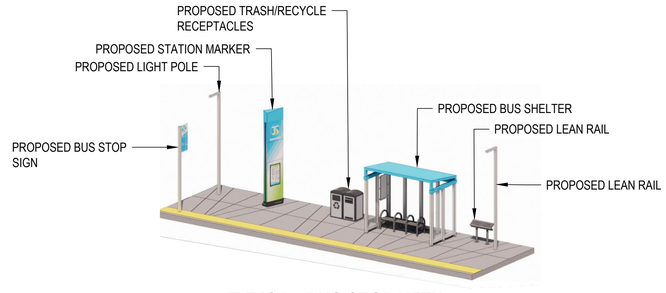
FLOOD ZONE: ZONE X, AREA OF MINIMAL FLOOD HAZARD

LEGEND

- CURB
- CURB & GUTTER
- ADA CURB RAMP AND LANDING
- CURB WALL, SEE DR DWGS
- CURB AND FENCE
- PARKING LOT WHEEL STOP
- PROPERTY LINE
- SIDEWALK CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- GRIND AND OVERLAY
- CONCRETE PAVEMENT
- TACTILE WARNING
- VEGETATION, SEE LANDSCAPE DWGS

VICINITY MAP
NTS





TYPICAL BUS STOP WITH AMENITIES

LEGAL DESCRIPTION

10-25-44: Parcels A, B, C & D of Record of Survey Book 93 Pages 23-26 AFN 4498387

OWNER

SPOKANE TRANSIT AUTHORITY
1230 W BOONE AVE
SPOKANE, WA 99201

ENGINEER

kpff
421 W. RIVERSIDE AVE, SUITE 524
SPOKANE, WA 99201
PHONE: 509.289.2300
EMAIL: MARK.BROWER@KPFF.COM
WEBSITE: WWW.KPFF.COM

N

0 25' 50' 100'
1 inch = 50 feet

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY: STT | DESIGNED BY: STT
CHECKED BY: BJB | APPROVED BY: MAB
DATE: 11/02/2023
JOB No.: 2300134
SCALE: 1"=50'

CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

kpff
421 W. Riverside Ave, Suite 524
Spokane, WA 99201
509.289.2300
www.kpff.com

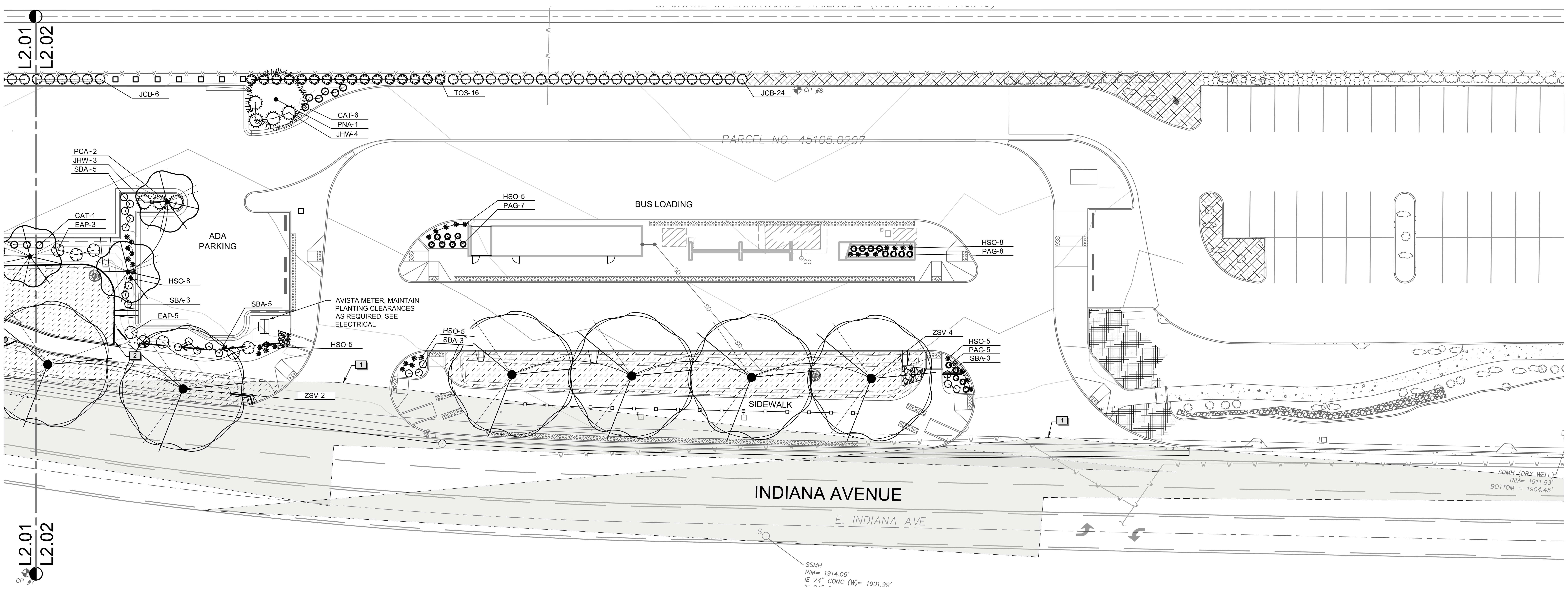
Spokane Transit

MIRABEAU POINT TRANSIT CENTER / SPOKANE TRANSIT AUTHORITY
SPOKANE VALLEY, WA

OVERALL SITE PLAN

SHEET
2 OF 2

Figure 3 Landscape Plan



GENERAL PLANTING NOTES:

1. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. VERIFY LOCATION OF ALL EXISTING AND PROPOSED UTILITIES EITHER ABOVE OR BELOW GRADE PRIOR TO BEGINNING ANY WORK. COORDINATE WITH IRRIGATION CONTRACTOR TO AVOID CONFLICTS BETWEEN IRRIGATION EQUIPMENT AND TREE/SHRUB PLACEMENT.
3. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO BEGINNING ANY WORK.
4. ALL WORK COMPLETED SHALL BE GUARANTEED PER SPECIFICATIONS.
5. LANDSCAPED AREAS TO RECEIVE 4" OF APPROVED TOPSOIL IN LAWN AREAS AND 6" IN ALL SHRUB PLANTING AREAS. SEE DRAINAGE PLANS / REPORT FOR SOIL REQUIREMENTS IN STORM SWALES.
6. ALL LANDSCAPE AREAS SHALL BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM - SEE SHEET L101.
7. COORDINATE WITH GENERAL CONTRACTOR FOR THE PROTECTION AND WATERING OF EXISTING PLANT MATERIAL UNTIL THE NEW IRRIGATION SYSTEM IS OPERABLE.
8. LAWN AREAS SHALL BE EDGED AS INDICATED IN DETAIL 1, SHEET L502.
9. SHRUB PLANTING AREAS SHALL BE MULCHED WITH 3" OF APPROVED WASHED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. GROUND COVER AREAS SHALL BE DRESSED WITH 1" - 2" OF APPROVED WASHED BASALT CHIP MULCH UNLESS OTHERWISE NOTED. FINISHED GRADE OF MULCH SHALL NOT BE ABOVE OR MORE THAN 1" BELOW ADJOINING SURFACES.
10. LAWN AREAS SHALL BE SODDED AS PER SPECIFICATIONS.
11. PLANT SYMBOLS SHALL DICTATE COUNT.

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	CAL.	HEIGHT	DETAIL
TREES						
	PNA	PINUS NIGRA / AUSTRIAN BLACK PINE	B & B		6` HT.	3/L502
	PCA	PYRUS CALLERYANA 'ARISTOCRAT' / ARISTOCRAT CALLERY PEAR	B & B	2.0" CAL		4/L502
	ZSV	ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	B & B	2.0" CAL		4/L502

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	DETAIL
SHRUBS				
	CAT	COTONEASTER APICULATUS 'TOM THUMB' / TOM THUMB CRANBERRY COTONEASTER	5 GAL	5/L502
	EAP	EUONYMUS ALATUS 'PIPZAM' / PIPSQUEAK® BURNING BUSH	5 GAL	5/L502
	HSO	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	1 GAL	5/L502
	JCB	JUNIPERUS CHINENSIS 'BLUE POINT' / BLUE POINT JUNIPER	5 GAL	5/L502
	JHW	JUNIPERUS HORIZONTALIS 'WILTONII' / BLUE RUG JUNIPER	5 GAL	6/L502
	PAG	PENNISETUM ALOPECUROIDES 'GINGER LOVE' / GINGER LOVE FOUNTAIN GRASS	1 GAL	5/L502
	SBA	SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIREA	5 GAL	5/L502
	TOS	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	5 GAL	5/L502

0 20 40 60 80 feet
1" = 20'
NORTH

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
1	CLEAR VIEW TRIANGLE	
2	6" CONCRETE EDGING	1/L502
3	RELOCATED GRANITE STA MIRABEAU POINT PARK & RIDE SIGN	

SYMBOL	DESCRIPTION	DETAIL
	RETAINING BOULDER FOR ARMORED SLOPE, USE OR MATCH EXISTING. SIZE RANGE 24" X 24" X 24" TO 36" X 36" X 36"	2/L502

SYMBOL	DESCRIPTION	DETAIL
	EXISTING VEGETATION - PROTECT, PRESERVE, REMOVE SUCKERS FROM TREES, AND INFILL WITH NEW ROCK MULCH TO MATCH EXISTING AS NEEDED	
	LAWN - SOD	
	REPAIR DAMAGED AREAS WITH LANDSCAPING THAT MATCHES THE ADJACENT LANDSCAPE TREATMENT	
	PROVIDE NEW MULCH AROUND EV CHARGING STATIONS, MATCH ADJACENT	

100% DESIGN - FOR REVIEW ONLY

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY: MDP
DESIGNED BY: MDP
CHECKED BY: KVV
APPROVED BY: KVV
DATE: 12/08/2023
JOB No.: 2300134
SCALE: 1" = 20'

CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

Spokane Transit

SPVV LANDSCAPE ARCHITECTS
1908 W NW BLVD, STE A
SPOKANE, WA 99205
509-325-0511

STATE OF WASHINGTON
KENNETH L. VANVOORHIS
LICENSED LANDSCAPE ARCHITECT
NO. 847 EXP. 04/30/2024

MIRABEAU POINT TRANSIT CENTER / SPOKANE TRANSIT AUTHORITY
SPOKANE VALLEY, WA

LANDSCAPE PLAN

SHEET
L202