

8

EXCERPT FROM THE EXPO '74 ENVIRONMENTAL IMPACT STATEMENT

Historical Perspective of Expo '74

Consistent with the naturalness and beauty of the above described setting has been the long-time desire of the residents of the Spokane area to maintain and enhance their environment. Since the Spokane River is not only a central focal point to this entire Inland Empire area, but also runs directly through the middle of the City of Spokane, it was quite natural that discussions should begin in the late 1950's towards reclamation and return of the River to a more natural state - one in which the people could enjoy the river in harmony with its environmental setting. Havermale Island was proposed for redevelopment as a cultural center.

For many decades, the Spokane River had been the center of railroad activity and consequent industrial development within the city. For years, the tracks and trestles of four railroads divided the city from the rushing river and the downtown falls.¹ Decay and deterioration had begun in this area and was spreading throughout the core of the city.

In the early sixties a New York engineering consulting firm proposed a redevelopment plan for the downtown district with the basic premise that

¹The original name of Spokane was actually Spokane Falls. This was in reference to the downtown falls area of the Spokane River which was the birthplace for the present metropolitan region.

the riverfront be cleared of railroads and the shoreline beautified and returned to the city for public use. Around the same time, City of Spokane officials initiated an investigation of a variety of alternatives concurring riverfront redevelopment especially in the critical downtown area. As early as 1961, they had engaged in discussion and correspondence with the railroads as to the possibility of removing their tracks from Havermale Island. A budget was approved in 1967 and local architectural and engineering firms, along with the City Plan Commission staff began the preparation of a three phase plan for development of the Spokane River riverfront. (Three areas: Downtown, Upriver and Downriver, a 15 mile-long distance.)

In 1968 the Phase I alternative development concepts for riverfront development were presented to numerous local public groups. After a public hearing in the same year, the City Council officially selected a concept plan for development and work was begun on Phase II detailed plans. During this same time, local officials and businessmen in Spokane had stepped up their talks with the various railroads concerning the removal of the tracks from the downtown Havermale Island and south river bank area. In 1969, a major riverfront development breakthrough occurred. At a Spring meeting, all railroads involved agreed to support in principle the city's plans for downtown riverfront reclamation. Later in 1969, the first railroad agreed to be off of Havermale Island within a three to five year time period. By 1971, all the railroads agreed to leave their riverfront location with a combined timetable for final removal by 1973.

The Phase II detail design was finished in the latter part of 1968. It was presented to the public in 1969, and in this same year, Phase III was started. Included in the Phase III program are final plans which include financing methodology and programming. In the early stages of Phase III, it became quite apparent that one of the major problems facing the entire riverfront program was implementation of the very costly undertaking of the downtown (Havermale Island area) portion of the program.

Around this same time (1969 and early 1970), some of the Spokane historians noted that the city's centennial year was just three to four years away. City and civic leaders met to determine means for marking this historical occasion. Some wondered if it would be possible to tie

in some type of centennial celebration which would not only help celebrate Spokane's 100th birthday, but which might also assist in the costly downtown portion of the riverfront development process. A consulting firm was brought in to assist in determining what type of celebration format would pay suitable tribute to the occasion and whether it could be economically feasible. In subsequent studies that were released in the latter part of 1970, it was suggested that Spokane proceed with a "six-month long exhibition event themed on the world's environmental problems and highlighting the history and ecology of Spokane and the northwest region." (E.R.A. Summary, I-1, 1970.) It was further determined that the downtown riverfront section of the central city area, together with Havermale and Cannon (Crystal) Islands would be an appropriate and adequate site for this event. It was at this point that implementation plans began in earnest for what soon became known as Expo '74, Spokane's international environmental exposition.

In a very short period of time since the proposed concept for Expo was conceived and presented, a number of major steps (and hurdles) have been passed. The first occurred on March 19, 1971 when Governor Dan Evans of Washington signed into law a package of three bills which guaranteed state support of up to \$7.5 million for a state pavilion at the proposed exposition. On August 19, 1971 another major milestone occurred, not only for Expo '74 but also for the riverfront development program, when the three railroads in the proposed site area (Burlington-Northern, Union Pacific, and the Milwaukee Road) not only agreed to vacate much of their lands in this area, but also to give to the City of Spokane a total of 21.4 acres of this land. An additional nominal lease agreement was set up between the Expo Corporation and the Union Pacific for 14.6 acres to be used during Expo.

On August 31, 1971, a \$5.7 million bond issue was presented to the Spokane electorate for the purpose of assisting the downtown portion of the overall riverfront development program. It had a dual purpose in the sense that if this was approved, it would represent local community support for the proposed exposition project, as required by the U. S. Department of Commerce. It did not receive the Washington State legal requirement of 60 percent approval, but did obtain a 56.7 percent majority

in favor of the riverfront financing program. Although an indication of local support for the riverfront project and thus for Expo, it did not provide for the needed local funding. However, three weeks later, the Spokane City Council reluctantly passed a temporary Business and Occupation Tax to provide the necessary \$5.7 million in funding for riverfront development program and the Expo '74 project again moved ahead.

On October 15, 1971, President Nixon gave Federal recognition to the Expo '74 project and instructed the Secretary of State (William ... Rodgers) to proceed with the necessary action to obtain registration of Expo with the Bureau of International Expositions (BIE) in Paris. Following the completion of the many requirements of Public Law 91-269, which outlines the procedures and requirements of obtaining federal approval of an international exposition, Commerce and State Department officials and Expo '74 representatives traveled to Paris to obtain official BIE recognition. After several weeks of meeting with BIE committees, the full 35 member-nation BIE organization met and gave unanimous approval to Expo '74, a special category international exposition to be held in Spokane from the 1st of May to the end of October in 1974. It is at this point where the historical development of Expo '74 now stands.

Expo '74 Project

Basic Theme: How Man Can Live, Work, and Play in Harmony With His Environment

Dates of Operation: May 1, 1974 through October 31, 1974

Projected Attendance: Probable Level - 4.6 Million of which 2.0 Million will originate from the Inland Empire and 2.6 Million from out of the area.

Basic Facts Helpful in Analyzing the Environmental Impact Statement:¹

1. Projected Average Daily Attendance (based on 4.6 million visitors) - 25,000
2. Projected Design Day Attendance (based on the requirements necessary for the peak attendance weeks in the peak attendance months of July and August) - 41,000. Peak on-site attendance on design days - 29,000.
3. Estimated average duration of on-site visit - 6.5 hours
4. Estimated on-site land requirements - 52 acres
5. Estimated needed parking spaces - 8,250 to 10,000 (Assumes that 90 per cent of the visitors will arrive by automobile and that the average occupancy will be 3.5 persons per car)
6. Estimated per capita spending:

Gate Admission	\$ 1.87
Parking	.26
Rides and Amusements	1.20
Shows and Spectacles	.20
Food and Beverage	1.00
Merchandise	<u>1.00</u>
Total	\$ 5.53
7. Estimated number of total overnight temporary visitors: 3,355,000
(Approximately 75 percent of total visitor population)

¹These facts derived from Economics Research Associates Basic Plan and Feasibility Study of the proposed exposition, September, 1970. Other more detailed facts will be presented in the statement body and/or appendices as they become appropriate.

General Project Description:

The proposed Expo '74 project will be the first major international exhibition to utilize the presently popular environmental-ecological concern theme. It is expected that visitors will share educational exhibits and experiences, lectures and demonstrations of environmental problems, of accomplishments and of needs of the future. The locational emphasis of the basic theme of how man can live, work and play in harmony with his environment will most certainly be the bountiful Pacific Northwest, with many examples taken directly from the immediate Inland Empire area.

It is expected that participating in the Expo '74 exhibition will be the Expo '74 Corporation, the City and County of Spokane, the State of Washington, and related agencies, possibly other municipal and state governmental bodies, the United States, foreign and international bodies, and numerous private businesses, industries, and organizations.

The site proposed for Expo is a nine-block area which extends from Division Street on the east to Monroe Street on the west in the central business district area of downtown Spokane. The Spokane River and its associated falls in this nine-block stretch will be the focal point for Expo. The grounds of the proposed site are expected to include the land of most all of the riverfront on the south bank between the river's edge and Trent Avenue and about two-thirds of the land along the north bank between Howard Street and Division Street. Within these outlying land parameters lie the two major land masses of Havermale and Cannon (Crystal) Islands.

At the present time, this area is occupied by a number of different facilities. Those on Havermale Island include the old Great Northern railroad station and associated tracks, a motel, a service station, a new YMCA structure, a power house, some other structures in a state of disrepair, and numerous surface parking spaces. An industrial laundry presently occupies Cannon (Crystal) Island. On the south river bank one finds the elevated tracks and trestles of the Union Pacific Railroad, the old Union Pacific station, related railroad warehouses, the downtown electrical power sub-station, some small commercial establishments, and surface parking spaces (under the raised tracks). Along the downtown riverfront on the north side of the river lie more railroad tracks,

warehouses, and other commercial structures in various states of repair and disrepair. The entire visual picture of this area at the present time is not pleasing. (Please see picture of proposed Expo site area as it presently exists, next page, and the Existing Base Map in the Factor Analysis Section entitled Land Use - Altered.)

Current planning for the proposed Expo '74 operational facilities is shown in the Proposed Site Plan map. It should be noted that on Havermale Island, the present railroad structures and tracks will be removed except for the Great Northern Clock Tower. The motel, service station, and building next to the motel are also destined for demolition. The present YMCA and the Washington Water Power Upper Falls power plant will remain. It is expected that the YMCA will be utilized during the exposition as the Expo '74 headquarters. Also located on Havermale Island, on the east end will be (1) an outdoor theater, near the central portion of the island, (2) the proposed Federal pavilion, on the landfill which connects Havermale to the south river banks, (3) the Theme structure, and (4) numerous undetermined temporary exhibits. On Cannon Island, the industrial laundry will be removed and two permanent observation platforms along with some temporary exhibits of an undetermined nature will be placed on this site. The north river bank is proposed to include temporary industrial and commercial exhibits. Also, in this north river bank area, it is proposed that the VanWaters and Rogers building, located to the west of Washington Street just south of the north railroad tracks, is utilized as a warehouse and distribution center for all Expo activities. The other warehouse and commercial structures (some vacant) which now occupy this area are to be removed.

On the south river bank, the only structures which presently exist in the proposed Expo grounds which are to remain include the Washington Water Power substation building on the corner of Post and Wall Streets, and just off the site in the same area, the Montgomery Ward building. A section of land exists on the eastern side of the site, owned by the Burlington-Northern Railroad, which is not yet included in the proposed site plan (see dotted line indentation on Proposed Site Plan map). A warehouse is located on this land which, at the present time, will remain in use as a railroad warehouse over the course of Expo. However, there are negotiations going on with the railroad to include this land area into the Expo site at which

time the warehouse would be removed and the space used for commercial and industrial exhibits. To the south of this Burlington-Northern warehouse lies the land which is proposed to be used as the main amusement and concessions area. It is expected that these amusements and concessions will be of a temporary nature, existing only for the duration of the Expo.

Between the south river bank and Trent Avenue, and Bernard and Washington Streets, is the proposed location of the \$7.5 million Washington State pavilion. It has been proposed by the program committee of the Expo '74 State Commission that the State exhibit be a multiple purpose performing arts auditorium with as much ancillary exhibit and convention space as possible. Professional entertainment, statewide talent, displays by various state agencies, and a film on the State of Washington are all possible uses of this particular Expo exhibit. To the west of this State pavilion, between Washington and Post Streets, more temporary exhibits will be located with the anticipation that all foreign and international displays will be presented here.

At the present time, the content and type of structures proposed to be erected by the Federal government (the Federal pavilion) and the Expo '74 Corporation (the Theme structure) has not been decided. It is expected that both will be of a permanent nature with the federal structure retained after Expo to be possibly used as a National Parks Service operation and tourist center and/or some type of permanent environmental education center. It is anticipated that other types of temporary attractions will be included such as the possibility of an aerial tramway or a demonstration people-mover transportation system.

Contents of the exhibits and/or demonstrations is not yet known. However, it is planned that these will include major statements on environmental problems, demonstration and pilot programs illustrated and operated to show how these problems can be overcome, and exhibits on the beauty of the natural environment as it could exist if these measures are successful. Native cultures will also be on exhibit with the concomitant entertainment, art, food and people representing these diverse groups.

After the close of Expo '74, the Expo Corporation will remove all of the temporary exhibition-type structures. Remaining for residual use will be those structures that are depicted in the Expo Residual Plan map on the following page. These will include the proposed State and Federal pavilions, which will be maintained by the State of Washington and U. S. Governments, respectively. Also remaining will be the Outdoor Theater and the Theme structure, each expected to be turned over to the City of Spokane. The land east of the State Pavilion and that on the south river bank area will be returned to the railroads from which it has been leased. The rest of the land on the north river bank, the south river bank, and Havermale and Cannon Islands will be returned to the City of Spokane for park development. Buildings which are presently on the site and which will remain for post-Expo '74 use include the Great Northern Clock Tower, the YMCA, and the two Washington Water Power structures.