



## Bicycle Advisory Board

Tuesday April 21, 2020 – 6:00 PM

808 W. Spokane Falls Blvd.

**TELECONFERENCE**



Staff Liaisons:

Louis Meuler	(509) 625-6096	<a href="mailto:lmeuler@spokanecity.org">lmeuler@spokanecity.org</a>
Colin Quinn-Hurst	(509) 625-6804	<a href="mailto:cquinnhurst@spokanecity.org">cquinnhurst@spokanecity.org</a>
Inga Note	(509) 625-6331	<a href="mailto:inote@spokanecity.org">inote@spokanecity.org</a>
Kara Mowery	(509) 625-6416	<a href="mailto:kmowery@spokanecity.org">kmowery@spokanecity.org</a>

### Board Briefing Session:

- 6:00 – 6:15
- 1) Approve [February 2020](#) Minutes
  - 2) Liaison Reports
  - 3) Chair Report
  - 4) Staff Report: Current Studies, Fish Lake status, Sherman St. in South U-District

### Workshops:

- 6:15 – 7:15
- 1) [Centennial Trail Summit Gap – Design Review Board Report – Dean Gunderson](#)
  - 2) [Upriver Park – Street Vacation and New Trail Segment](#)

### 2020 Work Plan

- 7:15 – 7:30
- 1) Summer/fall events and mobile meetings
  - 2) Code updates for youth member

**Next BAB meeting is scheduled for May 19, 2020**

The password for City of Spokane Guest Wireless access has been changed: **Username:** COS Guest  
**Password:** KK5t2YhZ

Notice is hereby given that, pursuant to Governor Jay Inslee's Proclamation 20-28, dated March 24, 2020, all public meetings subject to the Open Public Meeting Act, Chapter 42.30 RCW, are to be held remotely and that the in-person attendance requirement in RCW 42.30.030 has been suspended until at least April 23, 2020.

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# **In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Bicycle Advisory Board meeting will be held on-line**

Members of the general public are encouraged to join the on-line meeting using the following information:

To participate via video follow the link on your computer (click on "Join meeting")

**[Join meeting](#)**

To participate by phone

Call: [+1-408-418-9388](tel:+14084189388) United States Toll

Enter: **968 064 130** followed by # when prompted for a meeting number or access code

Enter # when prompted for an attendee ID

While the meeting begins at 6:00 pm, you can join as early as 5:30 pm on the date of the meeting.

**Please note that public comments cannot be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:**

**Colin Quinn-Hurst** at [cquinnhurst@spokanecity.org](mailto:cquinnhurst@spokanecity.org)

The audio proceedings of the Bicycle Advisory Board meeting will be recorded, with digital copies made available upon request.

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# Bicycle Advisory Board - Draft Minutes

February 18, 2020

City Council Briefing Center

Meeting Minutes: Meeting called to order at 6:00 PM by Grant Shipley

## Attendance:

- **Board Members Present:** Grant Shipley (Chair), Rhonda Young, Jessica Engelman (Vice-Chair), Harrison Husting, Charlie Greenwood, Pablo Monsivais, Mike Bjordahl,
- **Board Members Not Present:**
- **Quorum Present:** Yes
- **Staff Members Present:** Colin Quinn-Hurst, Kara Mowery

## Public Comment:

- Sally Phillips (Spokane Bicycle Club) - Announced that the May Bike Everywhere month is coming up. This is an event put on by the Spokane Bicycle Club to encourage people to ride their bikes not only for recreation but also for transportation.
- Jerry Compton (WSDOT Eastern Region) - Washington Bike Walk and Roll Summit is coming in April. Registration is currently open online at [Cascade.org/summit](https://cascade.org/summit).
- Rhonda Young - Transportation Student Club at Gonzaga is doing a ride and bike drive on May 2<sup>nd</sup>.

## Briefing Session:

Minutes from the January 21, 2020 meeting approved unanimously.

### 1. Liaison Report -

- Jessica Engelman reported that the sidewalk on North River Drive, and 57th and Hatch intersection projects are now included on the 6 Year Plan. Correction: North River Drive sidewalk was previously included on the 6 Year Capital Improvement Program.
- Rhonda Young reported that there are various transportation studies going on: reimagined Division, 195/I-90, and Grand Avenue study.
- Jessica Engelman reported that the PeTT Committee has not met but reported on Traffic Calming. The process for traffic calming is changing in 2021. Neighborhoods need to have their applications in by April 1st.

### 2. Chair Report - Grant Shipley

- None

### 3. Staff Report - Colin Quinn-Hurst

- Comprehensive Plan Amendment Process is starting. There are 11 proposed amendments to fine tune the bike plan. The amendments were discussed.

## Workshops:

### 1. Post Street Bridge Construction and Centennial Trail Detour

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

*\*\* Jessica Engelman motioned that on the Post Street Bridge, we would like to see a protected bike lane that continues south after the path veers off to the Centennial Trail for the use of bicycle traffic*

*Note: Minutes are summarized by staff. A recording of the meeting is on file with Planning Services.*

*trying to get to City Hall and Spokane Falls Blvd heading west. Motion Seconded. Motion passed unanimously\*\**

*\*\* Motion 2A: Jessica Engelman motioned that for the Post Street Bridge Detour we want to see a route that is physically protected, I would say the entire stretch, and will accommodate all ages and abilities. Specifically relating to the parking lot, we do not want to be routed through an active parking lot and the detour surface to be fully rideable, walkable, roll-able. Motion seconded. Motion Passed unanimously. \*\**

*\*\*Motion 2B: Jessica Engelman motioned that detours for walking, cycling, and micro-mobility traffic should be safe, comfortable, intuitive, and accessible for all ages and abilities. We at the BAB request city staff look into the issue of detours and create new language requiring closures of walking and cycling facilities include robust accommodations for those on foot, bike and other forms of micro mobility. Motion Seconded. Motion Passed Unanimously. \*\**

**Meeting Adjourned at 7:32 PM**

Next Bicycle Advisory Board Meeting scheduled for Tuesday, March 17, 2020

## DESIGN REVIEW BOARD

## Centennial Trail- Summit Blvd

## 1 - Program Review/Collaborative Workshop

April 8, 2020



**From :**  
**Design Review Board**  
 Kathy Lang, Chair  
 c/o Dean Gunderson, DRB Secretary  
 Neighborhood & Planning Services  
 808 W. Spokane Falls Blvd.  
 Spokane, WA 99201

**To :**  
 Dan Buller, Engineering  
 City of Spokane- Public Works

**C C :**  
 Louis Meuler, Interim Planning Director  
 Tami Palmquist, Development Services

**Based on review of the materials submitted by the applicant and discussion during the April 8, 2020 Collaborative Workshop the Design Review Board recommends the following advisory actions:**

- 1. The applicant is encouraged to coordinate with property owners with driveways and carriage walks that connect to or cross the proposed multi-use path to share safety-related best management practices.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal C: Accommodate Access to Daily Needs and Priority Destinations, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 2 Bikeways Completion, and BMP 5 Fund/Implement Bike Master Plan.

***Please see the following West Central Neighborhood Plan Action Item:*** Issue Rank #1 Transportation, Transportation Issue 1, Parks, Recreation, & Open Space Issue 3, Social Needs Issue 3.

***Please see the following Municipal Public Project Design Guidelines:*** A.1 General Site Design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, D.1 Street Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C17C.110.535.B.2 and 3 Curb Cut Limitations.

2. The board strongly recommends working with the adjacent property owners to alleviate vehicular vs. pedestrian conflicts, sight-line concerns, property damage and vandalism concerns. Included with the applicant's Recommendation Meeting submittal, the applicant will include existing examples within the city.

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal C: Accommodate Access to Daily Needs and Priority Destinations, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 2 Bikeways Completion, and BMP 5 Fund/Implement Bike Master Plan.

***Please see the following West Central Neighborhood Plan Action Item:*** Issue Rank #1 Transportation, Transportation Issue 1, Parks, Recreation, & Open Space Issue 3, Social Needs Issue 3.

***Please see the following Municipal Public Project Design Guidelines:*** A.1 General Site Design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, D.1 Street Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C.17C.110.535.B.2 and 3 Curb Cut Limitations.

3. The applicant is encouraged to continue discussions with property owners and urban forestry and reflect those agreements in the conceptual planting plan submitted for the Recommendation Meeting.

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1.1 Neighborhoods, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.15 Urban Trees and Landscape Areas, NE 12.1 Street Trees, and N 2.1 Neighborhood Quality of Life.

***Please see the following West Central Neighborhood Plan Action Item:*** Parks, Recreation, & Open Space Issue 2, and Parks, Recreation, & Open Space Issue 3.

***Please see the following Municipal Public Project Design Guidelines:*** A.1 General Site Design and Criteria, C.1 General Landscape Design, D.1 Street Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C.110.515.B.3 Buildings Along Street, and SMC 17C.110.530 Street Trees.

4. The board acknowledges and encourages the current intent to visually designate driveways vs. Centennial Trail pathways through the implementation of material changes.

**Please see the following Comprehensive Plan Goals and Policies:** LU 1.1

Neighborhoods, LU 4.4 Connections, LU 5.1 Built and Natural Environment, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, and BMP 2 Bikeways Completion

**Please see the following West Central Neighborhood Plan Action Item:** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, Parks, Recreation, & Open Space Issue 2, Parks, Recreation, & Open Space Issue 3, and Social Needs Issue 3.

**Please see the following Municipal Public Project Design Guidelines:** A.1 General Site Design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, C.1 General Landscape Design, D.1 Street Design, and E.1 Public Spaces.

**Please see the following Spokane Municipal Code Design Standards:** SMC 17C.110.515.B.3 Buildings Along Street, and SMC 17C.110.535.B.2 and 3 Curb Cut Limitations.

5. The board recommends the applicant further explore the geometry and function of the design as presented in Road Section Detail B, with particular focus on the ability of a resident to successfully operate a vehicle while pulling in and backing out of their driveway while crossing the proposed Centennial Trail pathway, passing between the landscape buffer, and navigating the possibility of a vehicle being parked across the street in the parallel parking area.

**Please see the following Comprehensive Plan Goals and Policies:** LU 1.1

Neighborhoods, LU 4.4 Connections, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal C: Accommodate Access to Daily Needs and Priority Destinations, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 5 Fund/Implement Bike Master Plan.

**Please see the following West Central Neighborhood Plan Action Item:** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, and Parks, Recreation, & Open Space Issue 2.

**Please see the following Municipal Public Project Design Guidelines:** A.1 General Site Design and Criteria, A.2 Circulation and Parking, D.1 Street Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards: SMC 17C.110.515.B.3 Buildings Along Street, SMC 17C.110.520.B.1, 2, and 3 Lighting, SMC 17C.110.530 Street Trees, and SMC 17C.110.535.B.2 and 3 Curb Cut Limitations.***

- 6. The applicant is encouraged to consider opportunities for future art installations to assist with wayfinding or neighborhood identification elements, where right-of-way width allows, particularly at intersecting streets.**

***Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, and N 2.1 Neighborhood Quality of Life.***

***Please see the following West Central Neighborhood Plan Action Item: Transportation Issue 1, Design & Historic Preservation Issue 1, and Design & Historic Preservation Issue 2.***

***Please see the following Municipal Public Project Design Guidelines: A.1 General Site Design and Criteria, and E.1 Public Spaces.***

- 7. The applicant is encouraged to consider the materiality and treatment of the guardrail and Centennial Trail treatment to assist with wayfinding and to fit within the neighborhood context.**

***Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, and N 2.1 Neighborhood Quality of Life.***

***Please see the following West Central Neighborhood Plan Action Item: Parks, Recreation & Open Space Issue 1***

***Please see the following Municipal Public Project Design Guidelines: A.1 General Site Design and Criteria, D.1 Street Design, and E.1 Public Spaces.***

- 8. The applicant is encouraged to explore opportunities to better integrate the topography of the existing site along portions of Summit Boulevard to reduce the extent of the two-pipe railing system, while reducing the presence of retention walls.**

***Please see the following Comprehensive Plan Goals and Policies: LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, and N 2.1 Neighborhood Quality of Life.***

***Please see the following West Central Neighborhood Plan Action Item: Parks, Recreation & Open Space Issue 1***

***Please see the following Municipal Public Project Design Guidelines: A.1 General Site Design and Criteria, D.1 Street Design, and E.1 Public Spaces.***



**9. The applicant is encouraged to consider the aesthetic impact of safety improvements for all users within the public right-of-way.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 5.1 Built and Natural Environment, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, and N 2.1 Neighborhood Quality of Life.

***Please see the following West Central Neighborhood Plan Action Item:*** Parks, Recreation & Open Space Issue 1

***Please see the following Municipal Public Project Design Guidelines:*** A.1 General Site Design and Criteria, D.1 Street Design, and E.1 Public Spaces.

**10. The applicant is encouraged to use differentiating materials (for those portions of the path within the Mission and West Point rights-of-way) in scale and proportion appropriate to the surrounding residential context.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1.1 Neighborhoods, LU 4.4 Connections, LU 5.1 Built and Natural Environment, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, and BMP 2 Bikeways Completion

***Please see the following West Central Neighborhood Plan Action Item:*** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, Parks, Recreation, & Open Space Issue 2, Parks, Recreation, & Open Space Issue 3, and Social Needs Issue 3.

***Please see the following Municipal Public Project Design Guidelines:*** A.1 General Site Design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, C.1 General Landscape Design, D.1 Street Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C.110.515.B.3 Buildings Along Street, and SMC 17C.110.535.B.2 and 3 Curb Cut Limitations.

**11. The applicant is encouraged to provide better bicycle accommodations along the portions of the path with views to the Spokane River (bike racks at key locations, pull-off locations with benches near key viewing spots).**

***Please see the following Comprehensive Plan Goals and Policies:*** TR Goal E: Respect Natural & Community Assets, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, and BMP 3 Convenient Bike Storage.

***Please see the following West Central Neighborhood Plan Action Item:*** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, and Parks, Recreation, & Open Space Issue 2.

***Please see the following Municipal Public Project Design Guidelines:*** A. 1 General Site Design and Criteria, A.3 Pedestrian Access & Amenities, and E. 1 Public Spaces.

**12. The applicant shall return to the board with lighting design elements, specifically for the consideration of dark-sky lighting.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1. 1 Neighborhoods, LU 5. 1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.9 Facility Compatibility with Neighborhood, TR Goal E: Respect Natural & Community Assets, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, and N 2. 1 Neighborhood Quality of Life.

***Please see the following Municipal Public Project Design Guidelines:*** A. 1 General Site Design and Criteria, B.5 Lighting, C. 1 General Landscape Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C. 110.520.B. 1, 2, and 3 Lighting.

**13. The applicant is encouraged to pursue the protection of the existing mature Ponderosa Pines along the trail.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 5. 1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.2 Open Space, TR Goal A: Promote a Sense of Place, TR Goal E: Respect Natural & Community Assets, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, DP 2. 15 Urban Trees and Landscape Areas, NE 12. 1 Street Trees, and N 2. 1 Neighborhood Quality of Life.

***Please see the following West Central Neighborhood Plan Action Item:*** Parks, Recreation & Open Space Issue 1

***Please see the following Municipal Public Project Design Guidelines:*** A. 1 General Site Design and Criteria, C. 1 General Landscape Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C. 110.530 Street Trees

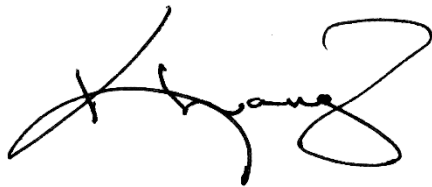
**14. The Design Review Board supports the applicant's likely need for additional funding for the project to address community needs for the proposed design.**

***Please see the following Comprehensive Plan Goals and Policies:*** LU 1. 1 Neighborhoods, LU 4. 1 Land Use and Transportation, LU 4.4 Connections, LU 5. 1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6. 1 Advance Siting, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal C: Accommodate Access to Daily Needs and Priority Destinations, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, NE 12. 1 Street Trees, NE 13. 1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2. 1 Neighborhood Quality of Life, N 4. 1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, BMP 3 Convenient Bike Storage, BMP 4 Bicycling Education, BMP 5 Fund/Implement Bike Master Plan.

***Please see the following West Central Neighborhood Plan Action Item:*** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, Design & Historic Preservation Issue 1, Design & Historic Preservation Issue 2, Parks, Recreation & Open Space Issue 1, Parks, Recreation, & Open Space Issue 2, Parks, Recreation, & Open Space Issue 3, Social Needs Issue 3.

***Please see the following Municipal Public Project Design Guidelines:*** A. 1 General Site design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, B.3 Existing and Historic Facilities – Additions and Alterations, B.4 Signage, B.5 Lighting, C.1 General Landscape Design, D.1 Street Design, D.2 Utilities Design, and E.1 Public Spaces.

***Please see the following Spokane Municipal Code Design Standards:*** SMC 17C.110.515.B.3 Buildings Along Street, SMC 17C.110.520.B.1, 2, and 3 Lighting, SMC 17C.110.530 Street Trees, and SMC 17C.110.535.B.2 and 3 Curb Cut Limitations.

A handwritten signature in black ink, appearing to read 'Kathy Lang', with a large, stylized flourish at the end.

Kathy Lang, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

**Please see the following Comprehensive Plan Goals and Policies:** LU 1.1 Neighborhoods, LU 4.1 Land Use and Transportation, LU 4.4 Connections, LU 5.1 Built and Natural Environment, LU 5.2 Environmental Quality Enhancement, LU 6.1 Advance Siting, LU 6.2 Open Space, LU 6.9 Facility Compatibility with Neighborhood, TR Goal A: Promote a Sense of Place, TR Goal B: Provide Transportation Choices, TR Goal C: Accommodate Access to Daily Needs and Priority Destinations, TR Goal E: Respect Natural & Community Assets, TR Goal F: Enhance Public Health and Safety, TR 1 Transportation Network For All Users, TR 2 Transportation Supporting Land Use, TR 5 Active Transportation, TR 7 Neighborhood Access, TR 14 Traffic Calming, TR 20 Bicycle/Pedestrian Coordination, DP 1.2 New Development in Established Neighborhoods, DP 2.3 Design Standards for Public Projects and Structures, DP 2.6 Building and Site Design, DP 2.15 Urban Trees and Landscape Areas, NE 12.1 Street Trees, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 2.1 Neighborhood Quality of Life, N 4.1 Neighborhood Traffic Impact, N 4.3 Traffic Patterns, N 4.5 Multimodal Transportation, N 4.6 Pedestrian and Bicycle Connections, N 5.3 Linkages, BMP 1 Bicycle Mode Share, BMP 2 Bikeways Completion, BMP 3 Convenient Bike Storage, BMP 4 Bicycling Education, BMP 5 Fund/Implement Bike Master Plan.

**Please see the following West Central Neighborhood Plan Action Item:** Issue Rank #1 Transportation, Issue Rank #2 Parks, Recreation, & Open Space, Transportation Issue 1, Design & Historic Preservation Issue 1, Design & Historic Preservation Issue 2, Parks, Recreation & Open Space Issue 1, Parks, Recreation, & Open Space Issue 2, Parks, Recreation, & Open Space Issue 3, Social Needs Issue 3.

**Please see the following Municipal Public Project Design Guidelines:** A.1 General Site design and Criteria, A.2 Circulation and Parking, A.3 Pedestrian Access & Amenities, B.3 Existing and Historic Facilities – Additions and Alterations, B.4 Signage, B.5 Lighting, C.1 General Landscape Design, D.1 Street Design, D.2 Utilities Design, and E.1 Public Spaces.

**Please see the following Spokane Municipal Code Design Standards:** SMC 17C.110.515.B.3 Buildings Along Street, SMC 17C.110.520.B.1, 2, and 3 Lighting, SMC 17C.110.530 Street Trees, and SMC 17C.110.535.B.2 and 3 Curb Cut Limitations.



Centennial Trail – Summit Blvd  
Design Review Board  
Collaborative Workshop Meeting April 8, 2020

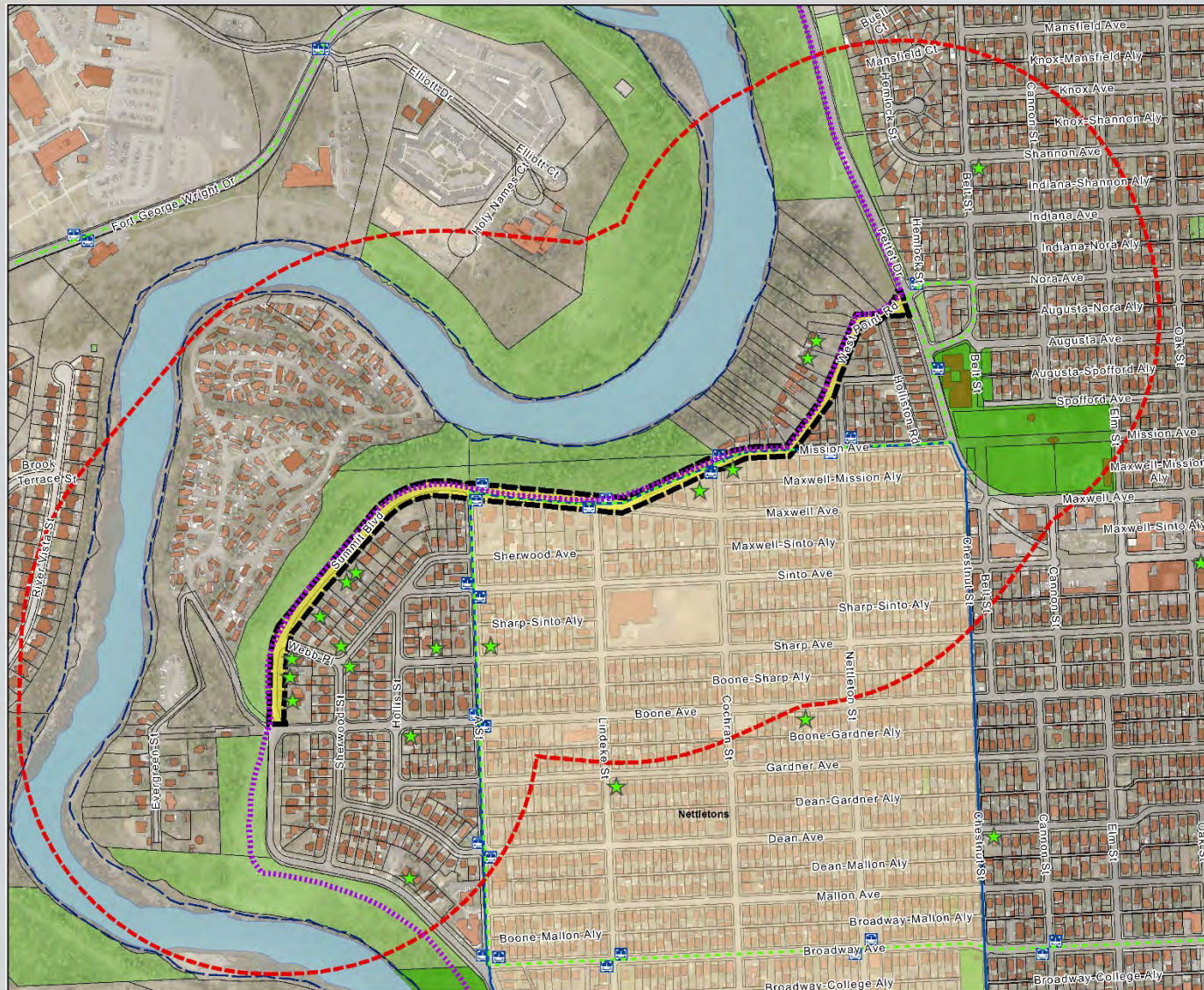
City of Spokane Neighborhood & Planning Services  
DRB Project Number: 2004

**Applicant:** Spokane Public Works  
**Consultants:** Spokane Engineering  
**Owner:** City of Spokane





# Site Context



## SITE CONTEXT Centennial Trail Summit Blvd Section

### Legend

- Existing Centennial Trail Alignment
- Historic Property
- 1/4-mile Buffer
- STA Bus Route
- STA Bus Stop
- Subject Site (approx. boundary)
- Nettleton's Addition Historic District
- Building
- Parcel
- City Park
- City Owned Property
- Spokane River



0 330 660 1,320 Feet



## **Review Trigger:**

Public Project (review requested by City Engineer)

## **Review Criteria**

City of Spokane Comprehensive Plan (Chap. 1, 4, 8, 9, 11, including Pedestrian and Bicycle Master Plans)

City of Spokane Public Project Design Guidelines (2001)

SMC 17C.110.015, 17C.110.500 (.515, .520, .530, & .535)  
Institutional Design Standards



## Spokane Comprehensive Plan (SCP)

**LU 1:** Citywide Land Use

**LU 4:** Transportation

**LU 5:** Development Character

**LU 6:** Adequate Public Lands and  
Facilities

**TR Goal A:** Promote a Sense of Place,

**Goal B:** Provide Transportation

Choices, **Goal C:** Accommodate

Access to Daily Needs and Priority

Destinations, **Goal E:** Respect Natural

& Community Assets, **Goal F:** Enhance

Public Health & Safety

**TR 1:** Transportation Network For All  
Users

**TR 2:** Transportation Supporting Land Use

**TR 5:** Active Transportation

**TR 7:** Neighborhood Access

**TR 14:** Traffic Calming

**TR 20:** Bicycle/Pedestrian Coordination

**DP 1:** Pride and Identity

**DP 2:** Urban Design

**NE 12:** Urban Forest

**NE 13:** Connectivity

**N 2:** Neighborhood Development

**N 4:** Traffic and Circulation

**N 6:** Open Space





## SCP Bicycle Master Plan

**BMP 1:** Continually increase the bicycle mode share for all trips.

**BMP 2:** Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

**BMP 3:** Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

**BMP 4:** Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

**BMP 5:** Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

**Shared Use or Multiuse Path:** A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path. Examples include the Centennial Trail...



## Municipal Public Project Design Guidelines

**A.1:** General Site Design and Criteria

**A.2:** Circulation and Parking

**B.3:** Existing and Historic Facilities – Additions and Alterations

**B.4:** Signage

**B.5:** Lighting

**C.1:** General Landscaping Design

**D.1:** Street Design

**D.2:** Utilities Design

**E.1:** Public Spaces Design



### Residential Single Family (Institutional Design Standards)

**SMC 17C.110.015:** Design Standards Administration

**SMC 17C.110.500:** Design Standards Implementation

**SMC 17C.110.515.B:** Buildings Along Street

**SMC 17C.110.520.B.1, 2, & 3:** Lighting

**SMC 17C.110.530:** Street Trees

**SMC 17C.110.535.B.2 & 3:** Curb Cut Limitations



## Topic | Site Design and Orientation

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Is there an opportunity to better integrate the topography of the existing site along portions of Summit Boulevard to reduce the extent of the two-pipe railing system, while reducing the presence of retention walls?

*(For example, via the elimination of on-street parking, keeping two-way traffic, while moving the proposed 10'-wide Path 8 feet further away from the adjacent steep grade)*





## Topic | Site Design and Orientation

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Is there an opportunity to provide better bicycle accommodations along the portions of the Path with views to the Spokane River?

*(For example, providing bike racks at key locations to permit cyclists to secure their bicycles while they walk the Path, or pull-off locations from the Path that might be close to benches located near the best viewing spots)*





Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



While the project itself is not subject to historic preservation, are there ways to incorporate contextually sensitive elements from the surrounding historic structures and contributing landscape elements into the Path system?

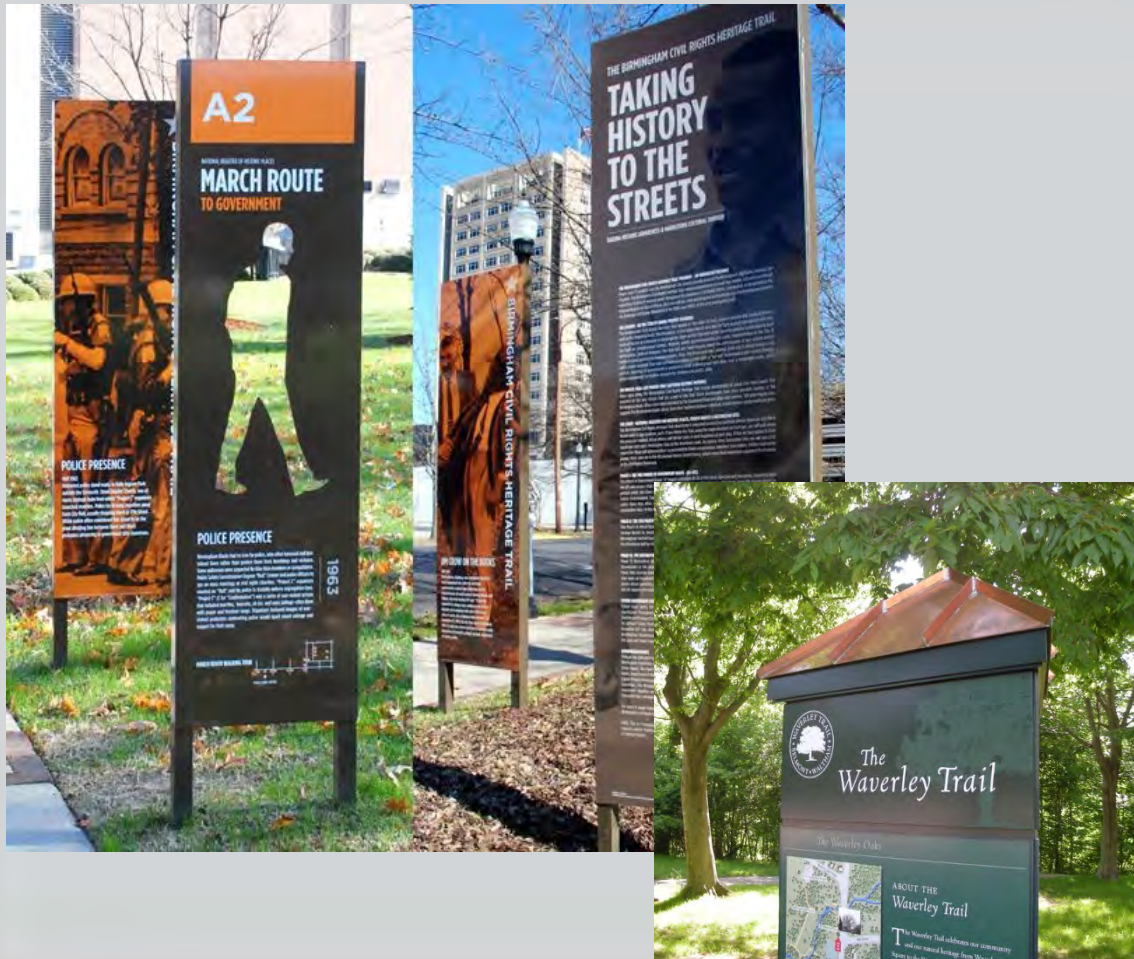
*(For example, by incorporating components that are sympathetic to the styles of surrounding structures that are representative of the Path's own time, while avoiding the creation of a false historic look)*





## Topic | Building Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Could the materials & design of wayfinding signage be used to reflect the unique location of the Path and adjacent historic district?

*(For example, could signage denoting an entrance to the Nettleton's Addition Historic District and West Central Neighborhood be incorporated into the Path wayfinding signage)*



## Topic | Building Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



While it is currently envisioned that the existing street lighting would be sufficient for the Path, in locations where pedestrians and cyclists will enter the Path from crosswalks at intersecting streets, are there opportunities to provide additional illumination via the placement of discrete bollards with lighting?





## Topic | Landscape Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



What opportunities are there to utilize [SpokaneScape](#) drought tolerant, native, low-maintenance landscaping?





## Topic | Landscape Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Are there opportunities to strategically place landscaping with year-round interest in key locations?

*(For example, at locations where intersecting streets terminate along the Path alignment – Webb Place, A Street, Lindeke Street, confluence of Summit & Maxwell, Cochran Street, south-side of Mission at West Point Road, and the proposed bulb-outs at the Nettleton & Milford confluence)*





## Topic | Landscape Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Is there an opportunity to relocate the proposed un-built driveway curb cuts on the west side of West Point Road near the intersection with Holliston Road – in order to accommodate strategic landscaping at the view-terminus afforded by the t-intersection of Holliston Road and West Point Road?

*(Or to more strategically deal with driveways and the Path.)*



## Topic | Infrastructure Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



As Design Guideline D.1 prioritizes pedestrian (and bicycle) accommodations over the provision of vehicular circulation elements (including on-street parking), are there other elements of such pedestrian and bike friendly accommodations that warrant inclusion?



*(For example, are there locations that would benefit from additional benches, street trees, dark-sky compliant lighting, high visibility crosswalks and accessibility ramps)*





## Topic | Infrastructure Design

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Are there opportunities to provide on-Path striping to demarcate pedestrian and bike travel zones, similar to what has been provided on other portions of the Centennial Trail where travelways are constrained?

*(see Figure 1 in the staff report, which depicts the proposed two-pipe railing system but also shows the on-Path striping at this location)*





Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



If the installation of retention walls are unavoidable in some locations, what opportunities are there to reduce their scale and massing through the provision of masonry patterns or design elements of varying textures and colors to mitigate their presence?

*(For example, through the use of gabion baskets filled with granite river rock or large fractured basalt cobble – and the planting of climbing vines that would utilize the gabion mesh as a climbing trellis)*





## Topic | Public Space

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



What opportunities are there to develop Path elements that can accommodate both active and passive users that can promote safe, convenient, enjoyment of the Path while promoting social interaction?





## Topic | Public Space

Staff suggests the DRB and applicants consider the following points during the Collaborative Workshop and when developing the design:



Are there opportunities to incorporate public art installations at key locations, or infrastructure to support such installations?

*(For example, similar to other key entry locations to the Nettleton's Addition Historic District – similar to the sculptures at Dutch Jake's Park on Broadway Ave., Boone Ave. & Chestnut, and the pocket park at Pettet Dr. & Maxwell Ave.)*





## Scope of DRB Authority

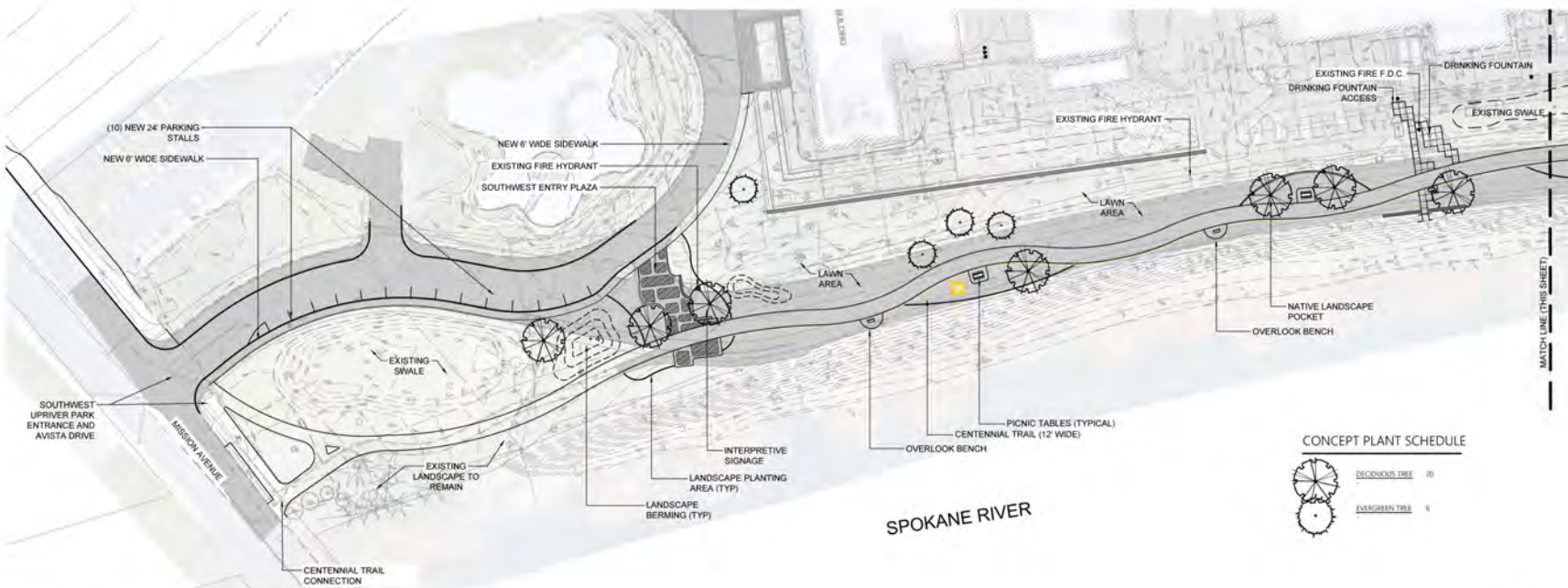
### **What the Design Review Board does.**

The board reviews the design of projects subject to design review, and offers advice on how to bring the project into alignment with community expectations. These expectations are found in the plans, policies, codes, and guidelines adopted by the City of Spokane.

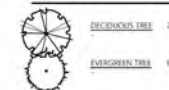
### **What the Design Review Board does not do.**

The board does not provide advice outside its expertise, or its scope of authority as granted under city code. The board does not judge whether a project is appropriate for the Subject Site, or suggest alternative sites for a project. The board does not reject projects proposals, nor does it determine whether a project's financing is appropriate.

The design review process can take in comments from the public who are opposed to a project, or some aspect of a project outside the board's scope of authority – so that these comments can be forwarded to the appropriate Action Approving Authority in the city.

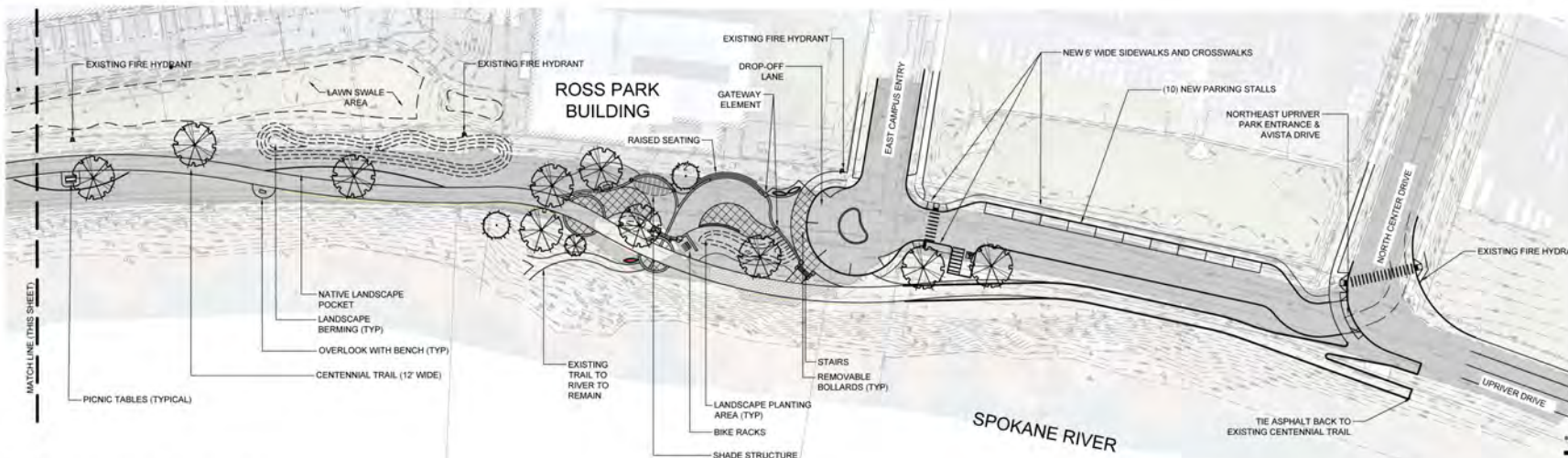


**CONCEPT PLANT SCHEDULE**



**UPRIVER PARK - SITE PLAN**

SCALE: 1" = 40' - 0"



**UPRIVER PARK - SITE PLAN**

SCALE: 1" = 40' - 0"

