



Design Review Board

June 12, 2019

5:30-7:15 PM

City Council Briefing Center

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 - 5:35	1) Chair Report 2) Secretary Report	Steven Meek Dean Gunderson
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Board Business:

5:35 - 5:45	1) Approve the May 22, 2019 meeting minutes 2) Old Business 3) New Business 4) Changes to the agenda	Steven Meek
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Workshop:

5:45 – 6:45	1) West Havermale Island	Taylor Berberich
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Adjournment:

The next Design Review Board meeting is scheduled for June 26, 2019

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest **Password:** tfv3wXMB

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 jjackson@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.

Meeting Rules of Procedure - Spokane Design Review Board

Call to Order

- Chair calls the meeting to order, noting the date and time of the meeting.
- Chair asks for roll call for attendance.

Board Briefing

- Chair Report – Chair gives a report.
- Secretary Report – Sr. Urban Designer gives a report.

Board Business

- Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
- Chair asks is there any old business? Any old business is discussed.
- Chair asks is there any new business? Any new business is discussed.
- Chair asks if there any changes to the agenda.

Board Workshop

- Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) it is the applicant's responsibility to meet all applicable code requirements regardless of what might be presented or discussed during workshops.
- Chair asks for a staff report.

Staff Report

- Staff report on the item, giving findings of fact. Presentation will be kept to 5-10 minutes.

Applicant Presentation

- Chair invites the applicant(s) to sit at the table and invites the applicant to introduce the project team and make a 10-15 minute presentation on the project.

Public Comment*

- Chair asks if there are comments from other interested parties – comments shall be kept to 3 minutes, and confined to the design elements of the project.
- Chair reads any written comments submitted by interested citizens.

** Contact Planning Department staff after the meeting for additional opportunities to comment on the proposal.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments.
- Chair leads discussion amongst the DRB members regarding the staff recommendations, applicable design criteria, identification of key issues, and any proposed design departures.

Design Review Board Motions

- Chair asks whether the DRB is ready to make a motion.
- Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
- Chair asks for discussion on the motion.
- Chair asks the applicant if they would like to respond to the motion.
- After discussion, Chair asks for a vote.

Design Review Board Follow-up

- Applicant is advised that they may stay or leave the meeting.
- Next agenda item announced.

Other

- Chair asks board members and audience if there is anything else.

Adjourn

- Chair asks for a motion to adjourn. After the motion is seconded, and approved by vote, Chair announces that the meeting is adjourned, noting the time of the adjournment.

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Design Review Board - Meeting Minutes

May 22, 2019

Meeting called to order at 5:30 PM

Attendance

- **Board Members Present:**, Anne Hanenburg, Chuck Horgan, Mark Brower, Steven Meek, Ted Teske, the following attended at 5:40; Grant Keller, Kathy Lang (Community Assembly Liaison)
- **Board Members Not Present:**
- **Quorum present:** Yes
- **Staff Present:** Dean Gunderson (Senior Urban Designer), Heather Trautman (Planning Director), Taylor Berberich (Urban Designer)

Briefing Session:

1. **Chair Report:** None
2. **Secretary Report:**
 - Looking at past applicants for the current board vacancy since applications are on file for 2 years.
 - The Joint PC and DRB subcommittee findings will be presented to the board soon.
 - Have been meeting with City Attorneys to temporarily suspend processing applications for certain project types that we currently do not have design guidelines for.
 - Introduced the new Urban Designer in the Planning Department, Taylor Berberich.
 - Announced that Alex Mann was offered and accepted the other Urban Design position with the City of Spokane Planning Department.

Board Business:

3. **Approval of Minutes:** April 24, 2019 meeting minutes approved unanimously
4. **Old Business:** None
5. **New Business:** None
6. **Changes to the Agenda:** None

Workshop:

7. **VOA Hope House**
 - Staff Report: Presented by Dean Gunderson
 - Applicant Report: Chris Weiland (Architecture All Forms)
 - Public Comment: None
 - Questions asked and answered
 - Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the May 22, 2019 Collaborative Workshop the Design Review Board recommends the following Advisory Actions:

1. **The applicant is encouraged to relocate the solid waste / trash room to Adams Street, for the purpose of improving the pedestrian frontage along 3rd Avenue and to capitalize on the existing trash collection for adjacent properties to the east.**

Please see the following Comprehensive Plan Goals and Policies:

DP 1 PRIDE AND IDENTITY

DP 1.2 New Development in Established Neighborhoods
DP 2 URBAN DESIGN
DP 2.5 Character of the Public Realm
DP 2.12 Infill Development
DP DOWNTOWN CENTER VIABILITY
DP 4.1 Downtown Residents and Workers
DP 4.2 Street Life
DP 4.3 Downtown Services

Please see the following Downtown “Fast Forward” Plan Goals:

2.2 BUILT FORM AND CHARACTER
2.3 MULTI-MODAL CIRCULATION AND PARKING
2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES
2.5 HOUSING AND NEIGHBORHOOD
2.6 ENVIRONMENTAL STEWARDSHIP

Please see the following Downtown Design Guidelines:

A-1 Respond to the Physical Context
B-1 Respond to Neighborhood Context
B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area
C-1 Promote Pedestrian Interaction
C-2 Design Facades of Many Scales
C-3 Provide Active Facades
C-7 Install Pedestrian-Friendly Materials at Street Level
D-1 Provide Inviting & Usable Open Space
D-2 Enhance the Building with Landscaping
D-4 Provide Elements That Define the Place
D-7 Design for Personal Safety & Security
D-8 Create “Green Streets”
E-1 Minimize Curb Cut Impacts
E-3 Minimize the Presence of Service Areas

Please see the following Spokane Municipal Code(s):

SMC 17C.124.035 Characteristics of Downtown Complete Street Designations
SMC 17C.124.250 Screening
SMC 17C.124.280 Site Access and Curb Cuts
SMC 17C.200.050 Street Tree Requirements
SMC 17C.200.070 Screening and Impact Abatement

- 2. The applicant is encouraged to work with other entities within the city to retain a 12'-0" wide minimum public sidewalk width along both 3rd Avenue and Adams Street, as the volume of pedestrian traffic along these frontages will foreseeably increase with this development.**

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D-1 Provide Inviting & Usable Open Space
D-4 Provide Elements That Define the Place
D-7 Design for Personal Safety & Security
D-8 Create “Green Streets”

Please see the following Spokane Municipal Code(s):

SMC 17C.124.035 Characteristics of Downtown Complete Street Designations
SMC 17C.124.230 Structure Setbacks, Sidewalks, and Street Trees
SMC 17H.010.180 Sidewalks

Please see the following City of Spokane Engineering Standard:

Table 3-G Sidewalk and Pedestrian Buffer Strip Design Parameters

- 3. The applicant is encouraged to shift the Apartment Entry from the corner of 3rd Avenue and Adams Street to a location principally on 3rd Avenue, this may permit a more functional separation of building populations.**

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B-4 Design a Well-Proportioned & Unified Building
C-1 Promote Pedestrian Interaction
C-2 Design Facades of Many Scales
C-3 Provide Active Facades
C-4 Reinforce Building Entries
C-5 Consider Providing Overhead Weather Protection
C-7 Install Pedestrian-Friendly Materials at Street Level
D-1 Provide Inviting & Usable Open Space
D-2 Enhance the Building with Landscaping
D-4 Provide Elements That Define the Place
D-7 Design for Personal Safety & Security
D-8 Create “Green Streets”

Please see the following Spokane Municipal Code(s):

SMC 17A.020.160.AI Primary Building Entry
SMC 17C.124.540 Prominent Entrance – Building Design
SMC 17C.124.580 Plazas and Other Open Spaces
SMC 17C.330.120 Group Living - Development Standards

- 4. The courtyard requirement, to be co-located with the Primary Building Entrance, may be covered and private.**

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SMC 17C.124.580 Plazas and Other Open Spaces
SMC 17C.330.120 Group Living - Development Standards

- 5. The applicant is encouraged to resolve the architectural perspectives of the building, as viewed from the I-90 elevated viaduct, including screening of any rooftop mechanical equipment, as the site will be located within the Downtown Gateway area.**

Please see the following Comprehensive Plan Goals and Policies:

DP 1 PRIDE AND IDENTITY
DP 1.2 New Development in Established Neighborhoods
DP 2 URBAN DESIGN

*DP 2.5 Character of the Public Realm
DP 2.12 Infill Development
DP DOWNTOWN CENTER VIABILITY*

Please see the following Downtown “Fast Forward” Plan Goals:

*2.2 BUILT FORM AND CHARACTER
2.6 ENVIRONMENTAL STEWARDSHIP*

Please see the following Downtown Design Guidelines:

*A-1 Respond to the Physical Context
A-2 Enhance the Skyline
B-1 Respond to Neighborhood Context
B-2 Create Transition in Bulk and Scale
B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area
B-4 Design a Well-Proportioned & Unified Building
C-2 Design Facades of Many Scales
C-3 Provide Active Facades
C-4 Reinforce Building Entries
D-4 Provide Elements That Define the Place
E-3 Minimize the Presence of Service Areas*

Please see the following Spokane Municipal Code(s):

*SMC 17C.124.250 Screening
SMC 17C.124.520 Base/Middle/Top – Building Design
SMC 17C.124.560 Roof Expression – Building Design*

6. The applicant is encouraged to continue to explore compliance with the Roof Expression Design Standard.

Please see the following Comprehensive Plan Goals and Policies:

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DP 1.2 New Development in Established Neighborhoods
DP 2 URBAN DESIGN
DP 2.5 Character of the Public Realm
DP 2.12 Infill Development
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C-3 Provide Active Facades
C-4 Reinforce Building Entries
D-4 Provide Elements That Define the Place*

Please see the following Spokane Municipal Code(s):

*SMC 17C.124.250 Screening
SMC 17C.124.520 Base/Middle/Top – Building Design
SMC 17C.124.560 Roof Expression – Building Design*

The applicant is encouraged to continue to explore compliance with the Window Glazing requirements for the Adams Street elevation.

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Please see the following Spokane Municipal Code(s):

SMC 17C.124.510 Windows – Building Design

7. The applicant is encouraged to continue to explore compliance with the Ground Floor Detail Design Standards. The board appreciates the applicant's use of overhead weather protection as this also complies with Downtown Design Guidelines.

Please see the following Comprehensive Plan Goals and Policies:

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DP 2 URBAN DESIGN

DP 2.5 Character of the Public Realm

DP 2.12 Infill Development

DP DOWNTOWN CENTER VIABILITY

Please see the following Downtown "Fast Forward" Plan Goals:

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2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

2.6 ENVIRONMENTAL STEWARDSHIP

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C-2 Design Facades of Many Scales

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C-4 Reinforce Building Entries

D-4 Provide Elements That Define the Place

Please see the following Spokane Municipal Code(s):

SMC 17C.124.550 Ground Level Details – Building Design

8. When the applicant returns for the Recommendation Meeting, they shall provide more detail on the landscaping for the courtyard (or plaza) streetscape.

Please see the following Comprehensive Plan Goals and Policies:

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SMC 17C.124.540 Prominent Entrance – Building Design
SMC 17C.124.580 Plazas and Other Open Spaces
SMC 17C.330.120 Group Living - Development Standards

Please see the City of Spokane Design Review Application Handbook:

Step 2 – Materials Checklist

9. The applicant shall provide additional design detail for the gates and fencing.

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DP 2 URBAN DESIGN
DP 2.5 Character of the Public Realm
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DP DOWNTOWN CENTER VIABILITY

Please see the following Downtown “Fast Forward” Plan Goals:

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D-4 Provide Elements That Define the Place
D-7 Design for Personal Safety & Security
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Please see the following Spokane Municipal Code(s):

*SMC 17A.020.160.AI Primary Building Entry
SMC 17C.124.540 Prominent Entrance – Building Design
SMC 17C.124.310 Fences*

Please see the City of Spokane Design Review Application Handbook:

Step 2 – Materials Checklist

Approved unanimously (7/0)

Meeting adjourned at 8:11 pm

Next Design Review Board meeting is scheduled for June 12, 2019

West Havermale Island

1 - Program Review/Collaborative Workshop

Design Review Staff Report

June 4, 2019

**Staff:**

Taylor Berberich
Urban Designer
(509) 625-6193
tberberich@spokanecity.org

Dean Gunderson
Senior Urban Designer
(509) 625-6082
dgunderson@spokanecity.org

Planning & Development Services Department

Applicants:

City of Spokane – Parks Department
808 W. Spokane Falls Boulevard
Spokane, WA 99201

ATTN: Barry Ellison, City of Spokane
(509) 625-6000
bellison@spokanecity.org

ATTN: Anne Hanenburg, SPVV Landscape Architects
(509) 325-0511
Anne@spvv.com

Design Review Board Authority

Spokane Municipal Code [Chapter 04.13](#) Design Review Board

A. Purpose. The design review board is hereby established to:

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
 - a. wisely allocate the City's resources,
 - b. serve as models of design quality

Under SMC [Section 17G.040.020](#) **Design Review Board Authority**, all public projects or structures are subject to design review. Further, this project rests under a prior Shoreline Conditional Use Permit (Riverfront Park Master Plan) acted upon by the Design Review Board in 2016. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Recommendations.

Recommendations of the Design Review Board will be forwarded to the Planning Director and the Director of Parks and Recreation.

Project Description

Please see applicant's submittal information.

Location & Context

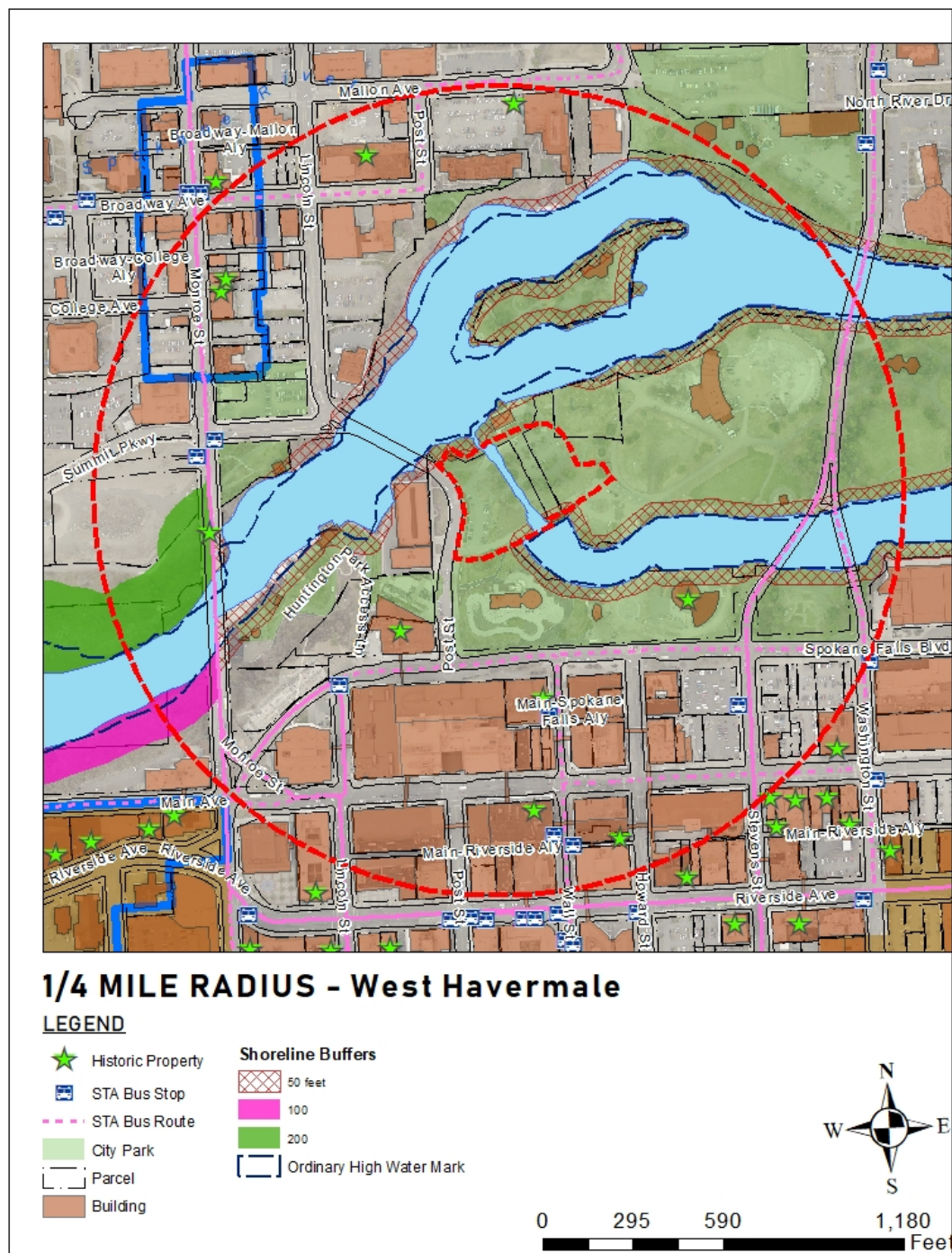
The subject parcel is a portion of parcel number 35185.0041, located at 610 W. Spokane Falls Boulevard. It is located on Havermale Island on the southwest side of Riverfront Park. The project encompasses approximately 3 acres. It is bounded by Post Street to the west and the Spokane River and Avista Upper Falls Powerhouse to the north. The east boundary faces the Bill Fearn Conservation Futures, future 'Step Well' sculpture, and Promenade (under construction). The south boundary borders the Sister Cities Garden (under construction), and east/west vehicular access connecting Post Street and the Promenade (a portion is currently under construction). The site is mostly pedestrian with the exception of Post Street to the East, emergency vehicle access along the southern boundary, and utility access to the Avista power building to the north.

The site is located within the Riverside Neighborhood. The Spokane River flows north and south of the site, and the Theme Stream that bisects the site connects the two streambeds. The site includes the EXPO 1974 legacy picnic shelter and Avista utility structures.

This site is a sub-component of the previously approved Riverfront Park (RFP) Master Plan, and is subject to the terms of the park's Shoreline Conditional Use Permit.

The nearest mass transit stops are #195 at Monroe and Summit Parkway, stop #5 at Wall and Spokane Falls Boulevard, and stop #68 at Stevens and Main. Please see Figure 1: Site Context.

FIGURE 1: SITE CONTEXT



Character Assets

The site is centrally located downtown with a close proximity to the rest of Riverfront Park, Mobius Science Center, the Spokane River, Centennial Trail, the convention center, and River Park Square Shopping Mall.

There are numerous City Trees, river views, wildlife viewing opportunities, and park amenities onsite. Howard Street is classified as a pedestrian and bike path and Post Street is a Type I Community Activity Street.

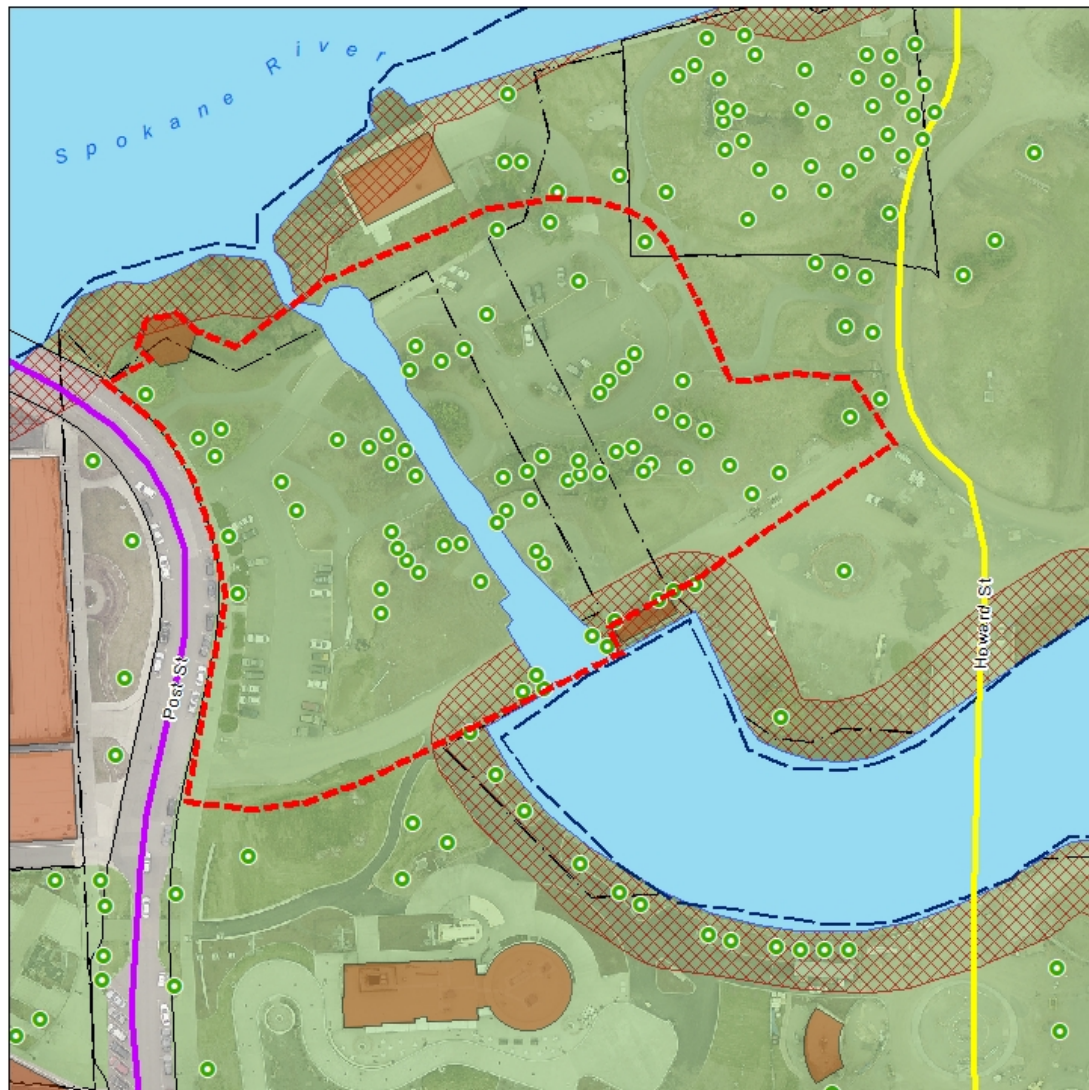
Characteristics of Downtown Complete Street Designations (see [SMC 17C.124.035](#))

The downtown zones are complemented by the complete streets designations map (described in detail in the downtown plan) that further guides public and private development within the downtown. The different complete streets designations set different street standards and desired amenities based upon the intended use and desired qualities of the street. The complete streets designations are depicted on [Map 5.1](#) “Streetscape Improvements” in the downtown plan and zoning layer. Right-of-ways found on the complete streets map shall not be vacated as the space is needed to incorporate the elements described in the complete street designation. Curb to property line and the sidewalk width shall not be reduced in order to allow for future complete street elements. See Figure 2: Analysis.

Type I – Community Activity Streets (*Post Street*)

Such streets are intended to be slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.

FIGURE 2: ANALYSIS



SITE CONTEXT - West Havermale

LEGEND

- ★ Historic Property
- Tree Inventory
- 🚌 STA Bus Stop
- STA Bus Route
- City Park
- ▭ Parcel
- Building

Complete Streets Type

- Bike/Pedestrian Path
- Pedestrian Street
- Type I Complete Street
- Type II Complete Street
- Type III Complete Street
- Type IV Complete Street

Shoreline Buffers

- ▨ 50 feet
- Ordinary High Water Mark

0 75 150 300 Feet



Regulatory Analysis

Zoning Code Requirements

The site is zoned DTG. The applicant will be expected to meet zoning code requirements. Applicants should contact Current Planning Staff with any questions about these requirements.

Recommendations of the Design Review Board must be consistent with adopted regulations. The DRB may not waive any code requirements.

Downtown Design Standards

Design standards in the code appear in the form of Requirements (R), Presumptions (P), and Considerations (C). Upon request of the applicant, the board may offer some flexibility from certain eligible code “design standards” if the board recommends that the proposed solution is equal or better than what is required, and still meets the purpose of the standard.

Section 17C.124.500 Design Standards Implementation:

The design standards and guidelines found in SMC 17C.124.510 through SMC 17C.124.570 follow [SMC 17C.124.015](#), Design Standards Administration. All projects must address the pertinent design standards and guidelines. Design standards are in the form of Requirements (R), Presumptions (P), and Considerations (C). Regardless of which term is used, an applicant must address each guideline. An applicant may seek relief through [chapter 17G.030 SMC](#), Design Departures, for those eligible standards and guidelines contained in the zoning code.

The applicant is not requesting a Design Departure from any of the Design Standards.

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

LU 1 CITY-WIDE LAND USE: Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development.

LU 1.13 PARKS AND OPEN SPACE: Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan. We feel that the project at a minimum meets the goals highlighted in bold.

LU 2 PUBLIC REALM ENHANCEMENT: Goal: Encourage the enhancement of the public realm. The project meets this goal.

LU 2.1 PUBLIC REALM FEATURES: Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

LU 5.1 BUILT AND NATURAL ENVIRONMENT: Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.4 NATURAL FEATURES AND HABITAT PROTECTION: Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

TR GOAL A: PROMOTE A SENSE OF PLACE: Promote a sense of community and identity through the provision of context sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS: Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY: Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

TR 5 ACTIVE TRANSPORTATION: Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

TR 6 COMMERCIAL CENTER ACCESS: Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

TR 15 ACTIVATION: Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 18 PARKING: Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

TR 20 BICYCLE/PEDESTRIAN COORDINATION: Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

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

ED 8.1 QUALITY OF LIFE PROTECTION: Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

ED 8.3 RECREATION AND TOURISM PROMOTION: Promote the region's outdoor amenities, recreational opportunities and tourism.

DP 1.1 LANDMARK STRUCTURES, BUILDINGS, AND SITES: Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.3 SIGNIFICANT VIEWS AND VISTAS: Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

DP 2.3 DESIGN STANDARDS FOR PUBLIC PROJECTS AND STRUCTURES: Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

DP 2.5 CHARACTER OF THE PUBLIC REALM: Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

DP 2.6 BUILDING AND SITE DESIGN: Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate - and considers intensity of use.

DP 2.14 TOWN SQUARES AND PLAZAS: Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

DP 2.15 URBAN TREES AND LANDSCAPE AREAS: Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

DP 2.21 LIGHTING: Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

DP 3.4 REFLECT SPOKANE'S DIVERSITY: Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

DP 3.6 PUBLICLY-OWNED HISTORIC STRUCTURES AND INFRASTRUCTURE: Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

NE 9.1 ENVIRONMENT AND THE ECONOMY: Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy

NE 12.2 URBAN FORESTRY PROGRAMS: Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

NE 13.3 YEAR-ROUND USE: Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

PRS 2.1 AMENITIES WITHIN CITY BOUNDARIES: Provide open space and park amenities that serve all residents, as determined by the level of service standards.

PRS 2.7 CULTURAL AND HISTORIC PARKS: Encourage the preservation of and showcase the cultural and historic character of the parks and the park system.

PRS 5.1 RECREATION OPPORTUNITIES: Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.

SMP 9.1 ENJOYMENT OF THE SHORELINES: Assure that shoreline recreational development is given priority and is primarily related to shoreline access and enjoyment and use of the water.

City of Spokane Downtown Plan

[Downtown Plan “Fast Forward Spokane” link](#)

2.2 BUILT FORM AND CHARACTER

Goal: Foster and improve upon the unique, Downtown “sense of place”

Objectives:

- Preserve and enhance historic building stock
- Promote local identity and unified character with a focus on unique districts throughout Downtown
- Design complementary infill and restrict surface parking lots with limited exceptions
- Encourage increased density and smaller building footprints
- Strive to reasonably protect solar-access in key areas as well as views of key amenities

2.3 MULTI-MODAL CIRCULATION AND PARKING

Goal: Improve circulation and parking in and around Downtown for all users

Objectives:

- Increase parking supply in high demand areas and develop parking incentives
- Reduce the supply of off-street surface parking through higher and better uses of available land
- Increase modal share of alternative transportation
- Improve pedestrian and bicycle connections
- Convert key streets from one-way to two-way
- Encourage use of public transportation

2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES

Goal: Improve the Downtown environment for pedestrians and bicyclists

Objectives:

- *Develop pedestrian- and bicycle-friendly streetscape improvements*
- *Improve access to Riverfront Park and Spokane River for all modes of travel*
- *Designate bicycle boulevards leading into Downtown*
- *Link Downtown with a series of green space amenities*
- *Upgrade existing underpasses and consider pedestrian/bike bridges where appropriate*
- *Establish gateways at key intersections signifying the entrance to Downtown and special districts*

2.6 ENVIRONMENTAL STEWARDSHIP

Goal: Incorporate sustainable practices in redevelopment efforts

Objectives:

- *Improve live/work balance by promoting Downtown living*
- *Increase availability of locally-produced foods*
- *Encourage LEED® certification for new construction*
- *Preserve and/or adaptively re-use historic buildings*
- *Mitigate stormwater (i.e. increase permeable surfaces)*
- *Support a thriving and functionally sustainable street tree system*

Downtown Design Guidelines

[Downtown Design Guidelines link](#)

The Downtown Design Guidelines must be followed per [Section 17C.124.500](#) Design Standards Implementation. While other adopted codes, plans, and policies listed in this staff report may be referenced during design review, the Downtown Design Guidelines are the primary tool utilized by the board when reviewing projects in the downtown.

The three overarching principles supported throughout the guidelines are:

1. Contextual Fit
2. Pedestrian Friendly Streets, and
3. Sustainability

A: Site Planning & Massing- Responding to the Larger Context

A-1 Respond to the Physical Environment

Each building site lies within a larger physical context having a variety of distinct features and characteristics to which the site planning and building design should respond. Develop a site and building design concept that responds to Spokane's regional character; a city located at the intersection of the Rockies and the Palouse.

B: Architectural Expression- Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-3 Reinforce the Urban Form & Architectural Attributes of the Immediate Area

Consider the character defining attributes of the immediate neighborhood and reinforce the desirable patterns, massing arrangements and streetscape characteristics of nearby and noteworthy development.

B-5 Explore Opportunities for Building Green

Promote "green" buildings by choosing sustainable building and design practices whenever possible.

C: Pedestrian Environment- Defining the Pedestrian Environment

C-1 Promote Pedestrian Interaction

The street level of a building should be designed to engage pedestrians. Spaces adjacent to the sidewalk should be open to the general public and appear safe and welcoming.

C-7 Install Pedestrian-Friendly Materials at Street Level

Use materials at street level that create a sense of permanence and bring life and warmth to Downtown.

D: Public Amenities- Enhancing the Streetscape and Open Spaces

D-1 Provide Inviting & Usable Open Space

Design public open spaces to promote a visually pleasing, healthy, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be emphasized.

D-2 Enhance the Buildings with Landscaping

Enhance the building and site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Respect Historic Features that Define Spokane

Renovation, restoration and additions within Downtown should respect historic features.

D-4 Provide Elements That Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

D-5 Provide Adequate Signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-6 Provide Attractive and Appropriate Lighting

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building façade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-7 Design for Person Safety and Security

Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-8 Create “Green Streets”

Enhance pedestrian environment and reduce adverse impacts on water resources and the microclimate by mimicking the natural hydrology of the region on the project site, and reducing the area of heat islands.

E: Vehicular Access and Parking- Minimizing Adverse Impacts

E-1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-3 Minimize the Presence of Service Areas

Locate service areas for dumpsters, recycling facilities, loading docks and mechanical equipment away from street frontages where possible; screen from view those elements which cannot be located to the rear of the building.

E-4 Design “Green” Parking

Design places for parking that mitigate automobile impacts to air, temperature, and water; and improve the City’s visual and environmental quality.

Topics for Discussion

The applicant provided clarifications to general staff questions regarding the submittal and site context. The questions were framed around the labeled elements on the approved site plan (see submittal). Below is the email correspondence- the applicant’s responses are italic.

I hope you've had a great week so far. Dean, Alex and I walked the West Havermale site yesterday with your design submittal, and a few questions rose up. I listed them to coincide with the key for the approved site plan on the last page of your DRB submittal booklet. A few general questions are listed at the end. Here they are:

A: Bus Loading

- Is there a proposed alternative for if the Post Street bridge renovation is delayed? How will busses turn around if the vehicular access across the bridge is restricted? *At this juncture the project boundary for West Havermale Island project is the back (east edge) of the existing sidewalk along Post Street. Early in design we recognized the need and benefit for having a bus/van drop-off in the proposed location – both for the Shane's Inspiration playground, Mobius, and the Spokane Gathering Place. The team decided to propose the idea, even though it lies outside the scope of this project. Otherwise the potential for a drop-off may never happen. So far the idea has traction with Ad Hoc Committee, RFP Executive Committee, and the Spokane Park Board. It's our understanding that Berry is working with the KPFF team to determine who's scope a bus loading area may fall under.*

B: Gateway

- Has there been any thought as to adding a gateway to the northwest corner, at the northernmost access point?
No. The function of a gateway is to draw people into a space / place. We believe the emphasis for a gateway should be reside at a critical node – such as the entrance to Shane's Inspiration Playground. We do not wish to detract from the Expo '74 picnic shelter – and especially the Shane's Inspiration Playground. Additionally, the vehicular access to Avista / O&M yard would be in close proximity to a NW gateway – its our intent to discourage vehicles from entering this area.

C: ADA + Standard Parking

- What is the proposed surfacing, and will it include characteristics of "green" parking? *The budget supports an asphalt surface. "Green" treatments within and around the parking area would include shade trees to mitigate solar heat gain, stormwater mitigation and runoff.*
- Would having shared landings for the ADA stalls free up space for more parking stalls? *That's a great observation! We will explore shared loading areas.*

D: Shane's Inspiration Play Areas

- The access to the two play areas is controlled from two gates along the Theme Stream. Is there any opportunity to add a gate adjacent to the parking lot as well? *Yes, we believe so. The Shane's Inspiration design team will be in Spokane for their Community workshop next week. We will be looking at access points into the play areas in closer detail.*

E: Vehicular Access

- Will the proposed paving match that of the parking lot, or will it have a pattern to signify the path is shared with pedestrians? *No. The parking lot will be asphalt. The Avista / O&M vehicle access will be concrete with scoring patterns similar to those used throughout Riverfront Park. A grass strip running between the tire tread areas; and signage indicating 'Restricted Vehicle Access' is intended to discourage people from bringing their cars into the restricted area.*
- What method of vehicular access restriction will be used? (i.e. bollards, gates, etc) *At this point, Park's staff has indicated they do not want bollards or gates obstructing the east/west vehicular access.*

F: Theme Stream

- Staff noted there are several sections of the Theme Stream pathway that do not meet current ADA standards. Will the pathways remain close to their current grade, or is there an opportunity to re-grade those sections to achieve a gentler slope? *Yes, we intend to reduce the grades on the Theme Stream path. It's our intension to hit 4.9% to eliminate the need for handrails.*
- Will all wooden guardrails be converted to Corten? (The guardrail closest to the river was recently replaced, and is wood. Will it be converted to the new design as well?) *All guardrails will be Corten to match the guardrail replaced by Avista in 2012. This is also in keeping with the Berger 30% design documents that were approved. (see attached photo)*
- Note: staff spoke with Megan Duvall in the Historic Preservation office, and minor changes to the pitch/position of the pathway are fine as long as the general serpentine nature of the path is retained. *Excellent! Thanks for confirming this with Megan.*

G: Access Road to Promenade

- Similar to note under E- what is the proposed paving style/pattern? *The east/west vehicular access will be part of the Centennial Trail. As such, it will follow the same design standards of the Centennial Trail used throughout Riverfront Park ie; asphalt surface with 18" aggregate border. (see attached photo). We are proposing a concrete "bump out" as shown in the rendering, with a rolled curb with scoring pattern that ties into the sidewalk to signify a heavy pedestrian presence.*

H: Future "Stepwell" Sculpture

- Will any trails be added or removed around the proposed statue? Is there any opportunity to include trails that are currently un-managed cow paths? *No. This area lies outside the West Havermale Island project boundary.*

I: Vegetated Slope

J: Operations and Maintenance Yard

- There is a fairly significant grade difference between the current upper and lower parking lots where the proposed M&O lot will go. How will the change in elevation effect the layout of the yard? I included a photo of the area I am referring to for your reference- this photo was taken from the northwest corner of the lower parking lot facing southwest. *The grades will remain very similar to their current configuration – particularly the north Avista Access + Staging area which must tie into Avista's existing access drive that leads to the Upper Falls Powerhouse. By located the trash compactor, recycling, and trash containers at the lower elevation, we're intentionally creating a "benched loading dock" effect so Park's staff has an easier time tossing trash from the O&M yard into the (3) receptacles.*
- What is the purpose for having two gates on the right side of the yard? *The two gates on the east side of the site have changed since the latest rendering was produced. There is only 1 gate on the east side of the site at this juncture.*
- The narrative mentioned heavy screening to reduce visibility from the Stepwell statue. Can you provide more information on the proposed screening? *Currently we're looking a solid panel fencing of some sort that is 6'-8' high. We have increased the width of the existing bedding area that separates the east pedestrian path from the O&M yard, and this bedding area will be planted heavily with large conifers. There is also some internal discussion within Parks about potentially locating the Step Well sculpture further to the SE of it's proposed site.*

K: Avista Access and Staging

- How will the pedestrian traffic coming off the Theme Stream bridge be directed around the staging area? *We are showing a different paving pattern in the hardscape to delineate "pedestrian" and "vehicular parking" uses.*

L: Stormwater Mitigation

- It appears that a significant number of trees will be removed to accommodate the swale. Do you have an inventory of trees to be removed/retained/replaced? *Not at this juncture. We are awaiting an updated site survey which is pending.*

M: Expo '74 Legacy Picnic Shelter

- Will the replacement guardrails mimic the design of the guardrails along the Theme Stream? *No. We intend to modify the original wood guardrails to bring them up to current code.*

N: Restricted Vehicular Access

- Similar to notes under E- what method of vehicular access restriction will be used? (i.e. bollards, gates, etc) *At this juncture we've been directed to provide signage indicating 'Restricted Vehicle Access' only.*

O: Centennial Trail Extension

- Three routes were proposed for the Centennial Trail. Can you explain the thought process behind the route you selected for the final approved site plan? *Of all the options. Option 1 is the most direct. The most intuitive for wayfinding. It maintains the gentlest grades with less potential vehicular conflict.*

General Notes:

- Site circulation and the interaction between vehicular, pedestrian, and biker traffic could show a bit more detail, particularly around the Avista staging area (K) and the access road to the promenade. A circulation diagram may be helpful to clarify. *Please refer to Page 8 Part III: Large Scale Site Analysis and Page 9 Site Opportunities & Constraints diagrams.*
- The CXT restroom facility wasn't noted in the key of your approved site plan, but I assume you are still planning to include it? Staff noted there is a city sewer connection in easy proximity to the proposed restroom. You noted that having a conventional restroom would be cost prohibitive,

but is it possible to connect to the adjacent sewer line? Yes, our apologies. The rendering was updated after the DRB Submittal. (Please see attached PDF labeled 30"x42" site plan – Key Note 'P'). The restroom proposed will have conventional flush lavatories and sinks; and its proposed location is south of an existing s.s. line that was originally used by the old YMCA. We should have been more clear in our description of the restroom. The project budget precludes a custom designed / custom built restroom. Hence why a prefabricated CXT restroom with flush lavatories and sinks has been proposed.

To address the Downtown Design Standards, Comprehensive Plan Policies, and Downtown Design Guidelines listed in the staff report, staff would offer the following for consideration and discussion:

Neighborhood Context:

There were three proposed pathways for the centennial trail to follow through West Havermale Island. The option selected was due to the gradual slope and ease of wayfinding. Is there any preference to have the pathway follow either of the other two options?

Please see City of Spokane Comprehensive Plan Goals and Policies: LU 1 CITY-WIDE LAND USE, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL A: PROMOTE A SENSE OF PLACE, TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS, ED 8.3 RECREATION AND TOURISM PROMOTION, DP 2.5 CHARACTER OF THE PUBLIC REALM, AND PRS 5.1 RECREATION OPPORTUNITIES.

Please see Downtown "Fast Forward Spokane" Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see Downtown Design Guidelines: B-1 Respond to the Neighborhood Context, C-1 Promote Pedestrian Interaction, and D-3 Respect Historic Features that Define Spokane.

Bus Loading Area (outside scope of project, but applicant chose to design the project around the possibility of future transit development)
While outside the project scope, the applicant's design accommodates a bus stop/loading area along Post Street. With the current circulation of Post Street cutting off vehicular access, should the design still anticipate future vehicular through traffic?

Please see City of Spokane Comprehensive Plan Goals and Policies: TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, TR 5 ACTIVE TRANSPORTATION, and TR 6 COMMERCIAL CENTER ACCESS.

Please see Downtown "Fast Forward Spokane" Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.

Site Context:

The applicant's submittal proposes a basalt-clad restroom facility. The narrative mentions other design possibilities such as brick to match the Avista powerhouse or bright colors to match the original EXPO '74 marketing scheme. Which exterior design would be most consistent with the rest of the park?

Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES, LU 5.1 BUILT AND NATURAL ENVIRONMENT, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, DP 2.5 CHARACTER OF THE PUBLIC REALM, DP 2.6 BUILDING AND SITE DESIGN, and PRS 2.1 AMENITIES WITHIN CITY BOUNDARIES.

Please see Downtown “Fast Forward Spokane” Plan: 2.2 BUILT FORM AND CHARACTER and 2.6 ENVIRONMENTAL STEWARDSHIP.

Please see Downtown Design Guidelines: B-1 Respond to the Neighborhood Context, Reinforce the Urban Form & Architectural Attributes of the Immediate Area, B-5 Explore Opportunities for Building Green, and D-7 Design for Person Safety and Security.

The location of the major gateway for West Havermale Island is the southwest corner of the site (see Item B in the legend of the Approved Site plan) is there an opportunity to have minor gateways or entry signage at any other locations on the site?

Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES and ED 8.3 RECREATION AND TOURISM PROMOTION.

Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.

Please see Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, C-7 Install Pedestrian-Friendly Materials at Street Level, and D-5 Provide Adequate Signage.

The approved site plan shows pedestrian traffic coming off the northernmost Theme Stream bridge and being re-directed from the Avista staging area with distinct paving patterns. Is there an opportunity to further separate the vehicular and pedestrian traffic, particularly on the north side of the site?

Please see City of Spokane Comprehensive Plan Goals and Policies: LU 1 CITY-WIDE LAND USE, TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY, and DP 2.5 CHARACTER OF THE PUBLIC REALM.

Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING.

Please see Downtown Design Guidelines: C-1 Promote Pedestrian Interaction, D-1 Provide Inviting & Usable Open Space, D-5 Provide Adequate Signage, D-7 Design for Person Safety and Security, and E-3 Minimize the Presence of Service Areas.

The use of a “Hollywood driveway” along the approach to the Avista staging area is unclear at this time. The approved site plan shows a planter strip at the westernmost Restricted Vehicular Access point that implies the pedestrian path and the northernmost vehicular wheel path are one and the same.

Please see City of Spokane Comprehensive Plan Goals and Policies: LU 2.1 PUBLIC REALM FEATURES, and DP 2.3 DESIGN STANDARDS FOR PUBLIC PROJECTS AND STRUCTURES.

Please see Downtown “Fast Forward Spokane” Plan: 2.3 MULTI-MODAL CIRCULATION AND PARKING, and 2.4 OPEN SPACE, PUBLIC REALM AND STREETSCAPES.

Please see Downtown Design Guidelines: D-8 Create “Green Streets”, and E-1 Minimize Curb Cut Impacts.

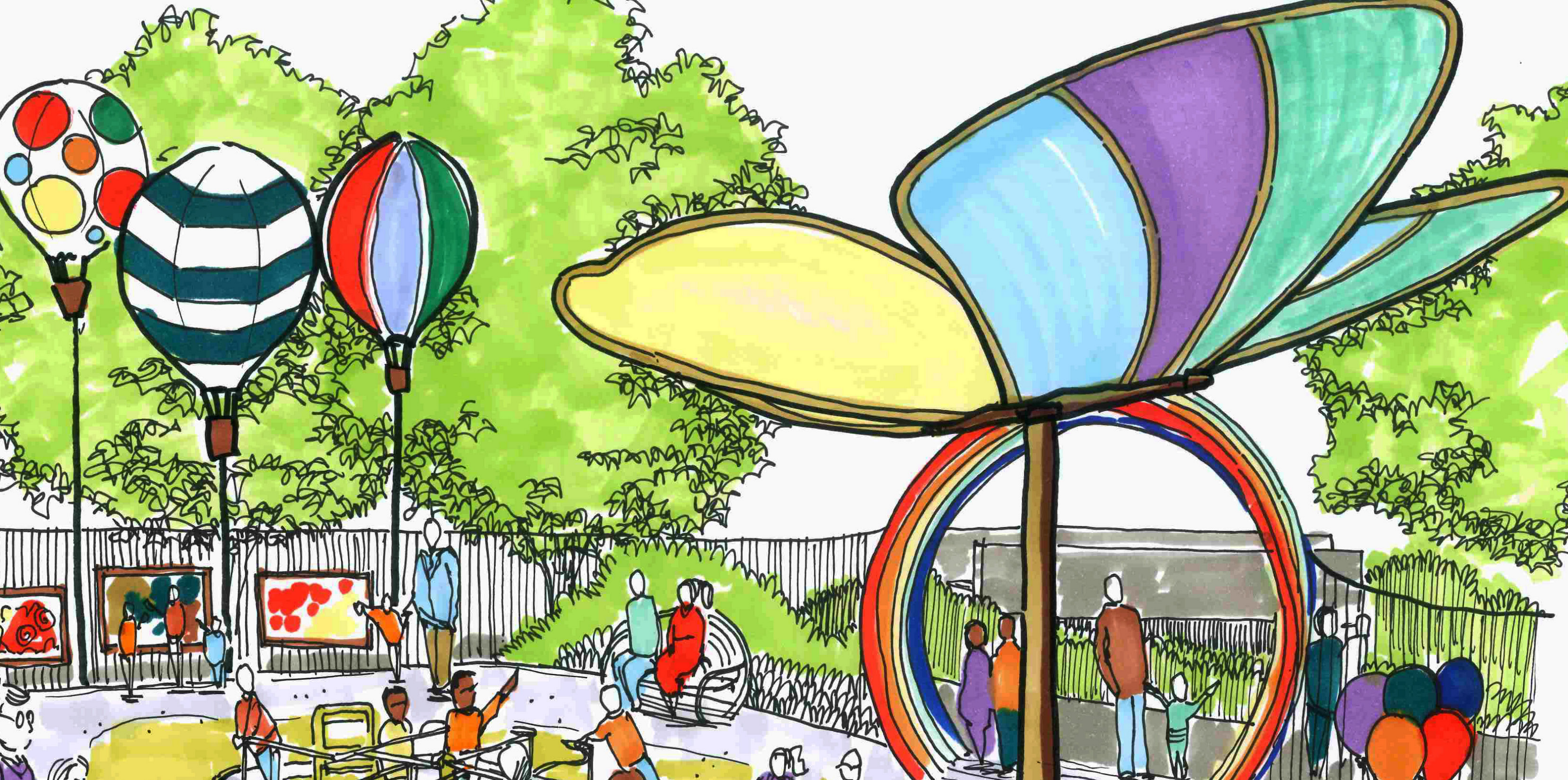
The site has many differing modes of transportation which all operate at differing speeds. Would more detailed trail/path/site feature sections that note the changes in grade as well as the interactions and separations of each mode of transportation be beneficial?

Note

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of Planning and Development Services.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Downtown “Fast Forward” Plan
Riverfront Park Master Plan
Downtown Design Guidelines



CITY OF SPOKANE RIVERFRONT PARK WEST HAVERMALE ISLAND

PREPARED BY SPVV LANDSCAPE ARCHITECTS

DESIGN REVIEW BOARD
STEP 1 WORKSHOP SUBMITTAL

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PART I: PROJECT SUMMARY



PROGRAM DEVELOPMENT OBJECTIVES:

Since the Riverfront Park Redevelopment bond passed in 2014, citizens of Spokane have witnessed the completion of the Skate Ribbon, Loeff Carrousel, and Howard Street Bridge. Meanwhile, construction is moving at breakneck speed on the U.S. Pavilion, Promenade, and the Sister Cities Garden. Soon the Regional Playground will be under construction. The last piece of the Riverfront Park redevelopment is the West Havermale Island project.

The West Havermale Island project is located on Havermale Island on the southwest side of Riverfront Park. The project encompasses approximately 3 acres. It is bounded by Post Street to the west and the Spokane River and Avista Upper Falls Powerhouse to the north. The east boundary faces the Bill Fearn Conservation Futures, future ‘Step Well’ sculpture, and Promenade (under construction). The south boundary borders the Sister Cities Garden (under construction), and east/west vehicular access connecting Post Street and the Promenade (a portion is currently under construction).

Programmatic goals for the project include:

- Shane’s Inspiration Playground—a new, 15,000 square foot, custom-designed, all-inclusive playground
- Parking: (8) ADA van-accessible stalls and (13) regular parking stalls
- ADA-accessible restroom for the Shane’s Inspiration Playground
- Restoration of the Atkinson Theme Stream & Expo ’74 Picnic Shelter
- Continuation of the Centennial Trail from the Post Street Bridge to the Promenade
- Limited east/west vehicular access to the Promenade
- Park Maintenance & Operations Yard (8,500 square feet) with vehicular access limited to Parks Maintenance and Avista
- O&M Yard Program Includes:
 - Hydraulic compactor
 - Recycling
 - 500 gallon propane tank
 - Dry storage (mulch/topsoil)
 - Storage of Parks touring train

The design team conducted meetings and conference calls with the Shane’s Inspiration designers; Spokane Parks & Recreation, Operations & Maintenance; Historic Preservation; Ad Hoc Committee; and Riverfront Park Executive Committee to clearly define the goals and objectives for the project. On May 9, 2019 the Park Board voted unanimously to advance the project from Schematic Design into Design Development.

The following pages describe in detail the project’s programmatic goals.

APPROVED SITE PLAN



KEY

- A** BUS LOADING
- B** GATEWAY
- C** ADA + STANDARD PARKING
- D** SHANE'S INSPIRATION PLAY AREAS
- E** VEHICULAR ACCESS
- F** THEME STREAM
- G** ACCESS ROAD TO PROMENADE
- H** FUTURE 'STEPWELL' SCULPTURE
- I** VEGETATED SLOPE
- J** OPERATIONS & MAINTENANCE YARD
- K** AVISTA ACCESS + STAGING
- L** STORMWATER MITIGATION
- M** EXPO '74 LEGACY PICNIC SHELTER
- N** RESTRICTED VEHICULAR ACCESS
- O** CENTENNIAL TRAIL EXTENSION

PART II: CONTEXT ANALYSIS



VIEW ALONG SPOKANE FALLS BOULEVARD TO PROMENADE



SITE CONTEXT:

The site is bounded by Post Street, the Spokane River, the Bill Fearn Conservation Futures and Promenade (currently under construction), and Sister Cities Garden (currently under construction), as well as the east/west vehicular access running along the south boundary that connects Post Street and the Promenade. The Avista Intake Building and headwall, Avista Upper Falls Powerhouse, and new Skate Ribbon are located within 200’ of the project site.

There are challenges with steeper grades on site that have turned into opportunities as the most suitable location for the Shane’s Inspiration Playground, ADA parking, Centennial Trail, and O&M Yard were fleshed out. Grades throughout the site range from 2% to 25%. The most level occur along the south vehicular access road. This area lends itself well to the Shane’s Inspiration playground. The steepest slopes occur on a heavily vegetated hillside that bisects the site. The goal is to use the natural topography and heavy vegetation to screen views of the O&M Yard while providing separation between two vastly different programmatic uses.

There are abundant opportunities for direct connections to the Spokane Tribal Gathering Place, Mobius Science Center, Skate Ribbon, Sister Cities Garden, Promenade, the future Step Well sculpture, Upper Falls suspension bridge, the Post Street Bridge, and Centennial Trail. When complete, the West Havermale Island project will be the conduit linking these areas within the park to its adjacent neighbors in a meaningful way.



VIEW WEST TO SPOKANE TRIBAL GATHERING PLACE



VIEW EAST TO SKATE RIBBON



VIEW NORTHEAST TOWARD PROJECT SITE



VIEW NORTH ALONG POST STREET BRIDGE



VIEW NORTH FROM PLAYGROUND TOWARD FUTURE STEP WELL SCULPTURE



VIEW WEST TO PLAYGROUND



VIEW NORTHWEST TOWARD O&M YARD



VIEW WEST TOWARD EAST/WEST VEHICULAR ACCESS



VIEW SOUTH TOWARD SISTER CITIES GARDEN



THEME STREAM BRIDGE CONNECTION BETWEEN SHANE'S INSPIRATION PLAY AREAS



SHANE'S INSPIRATION SENSORY GARDEN

KEY

VEHICULAR ACCESS

VIEWS INTO SITE

BICYCLE & PEDESTRIAN PATHWAYS

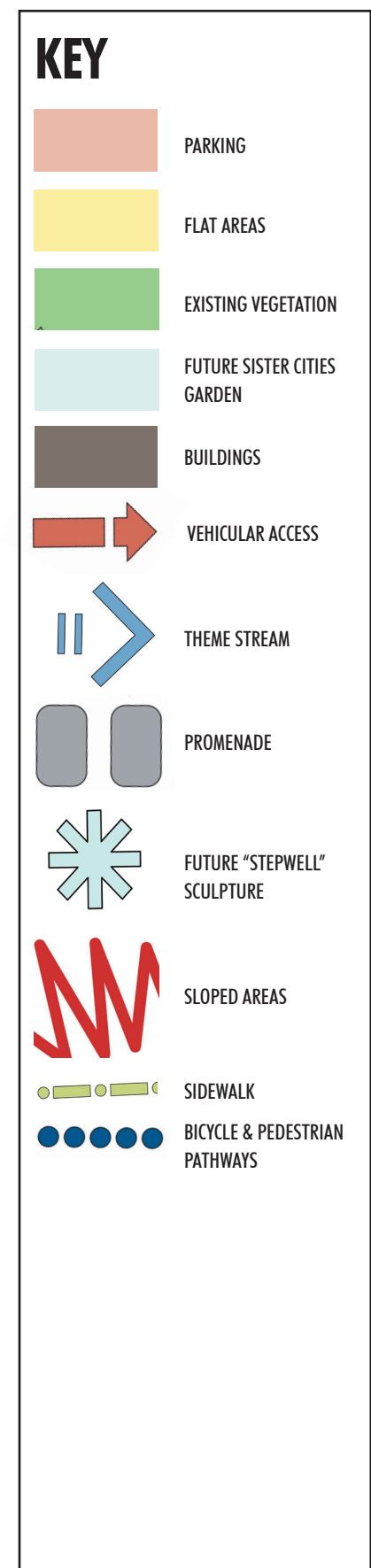
PROJECT SITE

PART III: LARGE SCALE SITE ANALYSIS

This aerial map illustrates the project site, highlighted in red, and its context within downtown Spokane. The map includes the following labels and features:

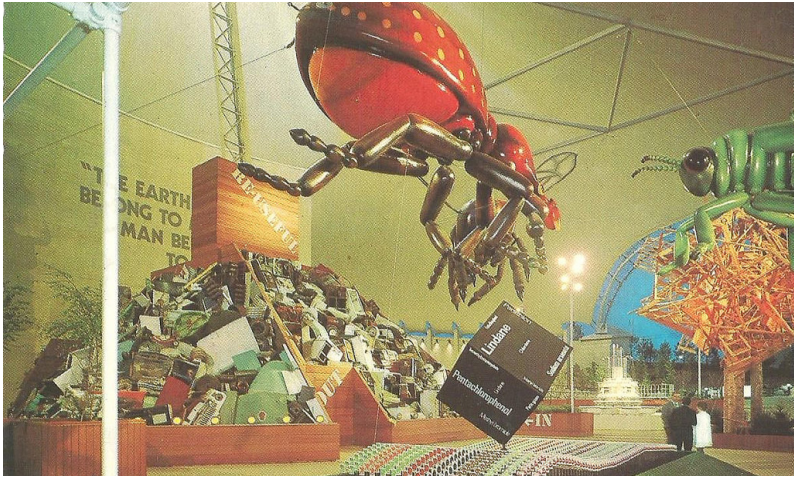
- Streets:** MONROE ST, BRIDGE ST, LINCOLN ST, POST ST, WALL ST, HOWARD ST, STEVENS ST, WASHINGTON ST, SPOKANE FALLS BLVD.
- Landmarks and Buildings:** THE FALLS FUTURE, ANTHONY'S, AVISTA, MOBIUS, THE GATHERING PLACE, SKATE RIBBON, ROTARY FOUNTAIN, LOOFF, U.S. PAVILION, RIVERFRONT PARK, DOWNTOWN MALL.
- Pathways:** CENTENNIAL TRAIL, BICYCLE/PEDESTRIAN.
- Other Features:** PROMENADE.

The map uses a color-coded system to indicate different types of infrastructure: blue dashed lines for vehicular access, light blue arrows for views into the site, yellow dashed lines for bicycle and pedestrian pathways, and a red solid area for the project site.



SITE OPPORTUNITIES & CONSTRAINTS

EXPO '74 INSPIRATION IMAGES



SHANE'S INSPIRATION | A PLAYGROUND FOR ALL:

The heart and soul of the West Havermale Island project is the Shane's Inspiration Playground, funded by a generous donor in the Spokane community. Designed by the Shane's Inspiration team out of California, the playground will be designed for inclusiveness and use by children of all abilities. There are currently 68 Shane's Inspiration playgrounds worldwide. These unique playgrounds afford children of all abilities the chance to interact, play, learn, and grow together.

Currently, the proposed theme for the Shane's Inspiration Playground is a contemporary take on Expo '74. The Shane's Inspiration design team has not yet conducted their community design meeting, but discussions have taken place regarding the Expo '74 theme. Ideas have been floated that take the form of butterfly shade structures, merry-go-rounds in the shape of the hexagonal Expo symbol, and play equipment using the Expo '74 colors of aqua, white, and chartreuse. In early June, the team will be in Spokane to conduct their community design meeting and work with the donor and other stakeholders to pin down a definitive theme for the playground.

The design team and Shane's Inspiration have identified two proposed locations for the playground. Criteria identifying these locations are based on areas where topography is most level, ease of access to ADA parking, proximity to Post Street, and connections to Mobius, Sister Cities, and the Promenade. The sensory playground is proposed for the west side of the site, nearest proposed ADA parking, and is currently designated at 5,800 square feet. The main playground is sited east of the Theme Stream in what was formerly the playground for Expo '74. This area currently serves as a stormwater swale that will be relocated to the south edge of the proposed O&M yard. The larger playground is currently designated at 8,800 square feet. Both playground areas will be fully fenced with gated access points, and the Theme Stream path will connect the two play areas— another opportunity to celebrate the Expo '74 theme.

ADA-ACCESSIBLE VEHICLE PARKING:

The Schematic Design locates eight (8) ADA van-accessible parking stalls and thirteen (13) regular stalls on the west side of the project adjacent to Post Street. This area is currently used for parking. Each stall will be designated with ADA signage and asphalt striping. It is anticipated that the parking surface will use flush curbs along the east side to allow all users unobstructed access to walkways and the Shane's Inspiration Playground.



VIEW OF EASTERN-MOST SHANE'S INSPIRATION PLAY AREA



THEME STREAM BRIDGE CONNECTION



VIEW OF WEST SHANE'S INSPIRATION SENSORY GARDEN



PLAY AREA CONCEPT PRESENTING IDEAS OF A BUTTERFLY SHADE STRUCTURE, EXPO '74 MERRY-GO-ROUND, AND SENSORY PLAY.



PROPOSED RESTROOM FACILITY



THEME STREAM SOUTH BRIDGE



CLEAN & RESTORE THEME STREAM

ADA-ACCESSIBLE RESTROOM:

The Shane's Inspiration Playground will be designed for children of all abilities, including those requiring the use of wheelchairs. Design guidelines for children with special needs recommend restroom facilities located within 50' of play areas. Currently, the nearest restroom is more than 200' away at the Skate Ribbon. Two locations for the restroom have been explored:

Option 1: west side of the site adjacent to ADA parking and the sensory garden.

Option 2: east side of the site, between the future 'Step Well' sculpture and main play area.

Both locations offer proximity to existing sanitary sewer associated with the former YMCA. The design team, Parks Department, Ad Hoc Committee, Riverfront Park Executive Committee, and Park Board favor the Option 1 location nearest ADA parking and sensory garden.

When the West Havermale Island project was initially scoped by the Parks Department, no funding was allocated for a restroom. To manage an already tight budget, a pre-manufactured CXT ADA-accessible restroom is proposed. The Ad Hoc committee suggested a brightly colored exterior painted with elements that tie to the Expo '74' theme and Shane's Inspiration playground. However, the Riverfront Park Executive Committee suggested brick cladding that ties to the adjacent Avista Substation and Intake buildings, with pitched gable roof. Although this type and form of restroom facility is not currently used within Riverfront Park, similar facilities are found in other parks within the Spokane Parks system.

THEME STREAM:

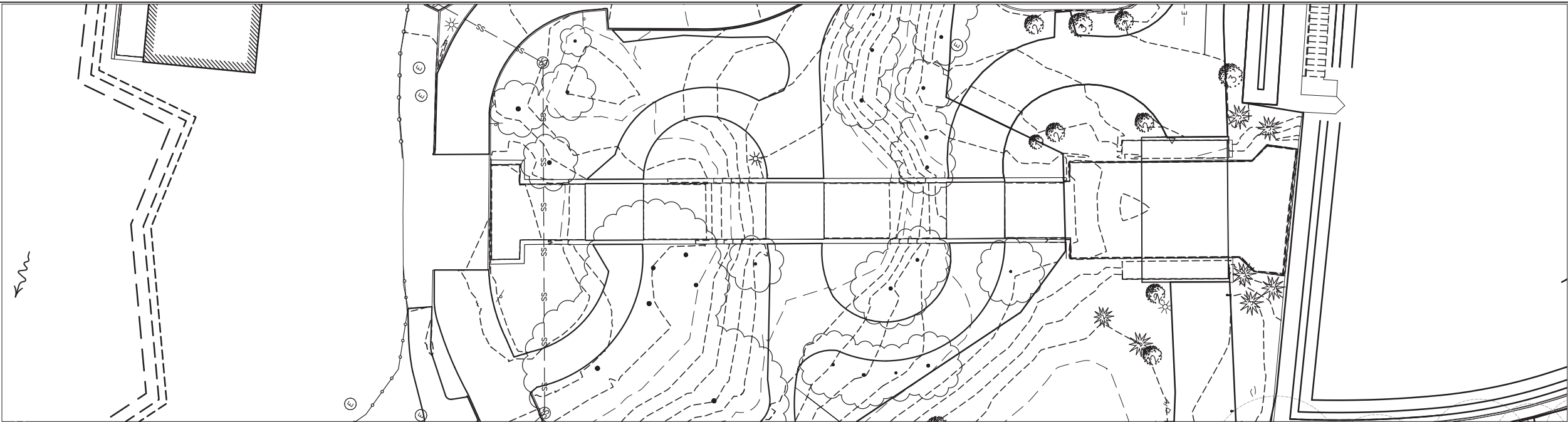
The Expo '74 Theme Stream is recognized by the City of Spokane and State of Washington as a historic legacy feature in Riverfront Park. As such, significant alterations to its structure and the original design are not permissible. Only maintenance, restoration, and bringing guardrails into code compliance will occur within the scope of the project.

River rock cobble lining the Theme Stream basin will be removed, cleaned, and reinstalled after the concrete basin is cleaned and repairs made. Calcification deposits on existing columnar basalt will be removed, and boulders sealed to prevent further degradation. New weirs of similar type, size, and kind will replace existing weirs that have deteriorated over time.

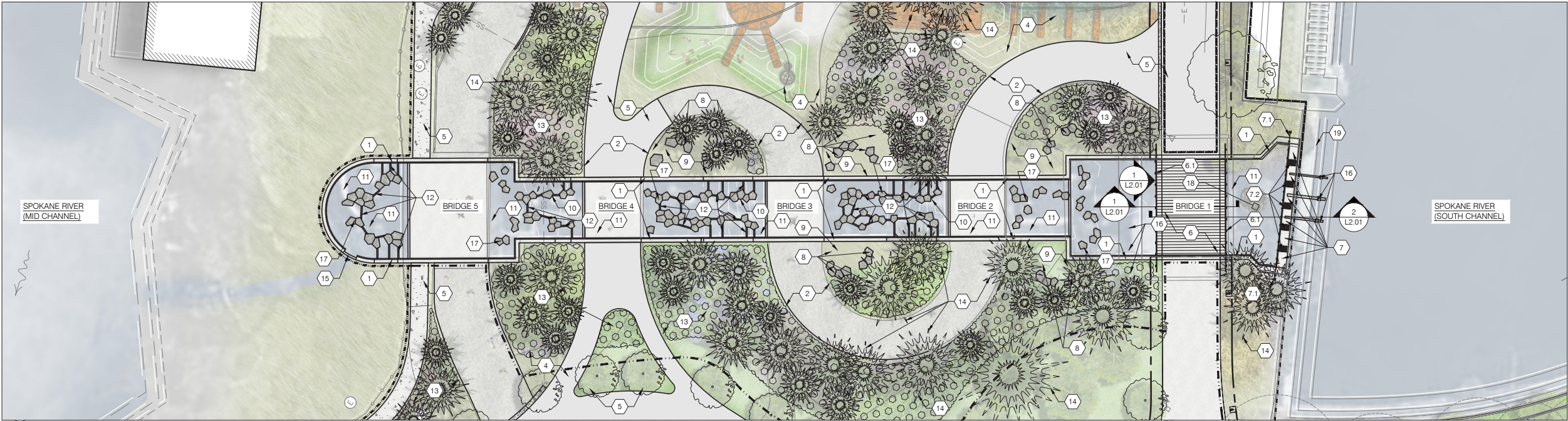
The existing asphalt "S Curve" path is in poor condition with numerous trip hazards. The path will be replaced with its width remaining the same. The Schematic Design proposes using the "S Curve" path as a pedestrian connection between the two Shane's Inspiration play areas.

Washington State Historic Preservation does not permit alterations to the original plant palette. Therefore, perimeter bedding areas will be restored with the same genus species, but cultivars of more appropriate size and type will be specified.

The existing wood guardrails do not meet current code and some exhibit signs of rot and degradation. The design proposes replacement of the existing wood guardrails and will use the approved 30% Berger design documents that propose weathered steel to match the existing northern bridge guardrails replaced by Avista in 2012. It should be noted that the design team has met with Megan Duvall (Historic Preservation City of Spokane), and discussed the intent to repair/restore without significant alteration to either the Theme Stream or picnic shelter. We will continue this dialogue with Historic Preservation throughout the design phases.



1
THEME STREAM EXISTING SITE PLAN (SURVEY)
SCALE: 1"=20'-0"

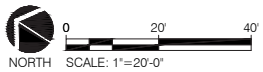


2
THEME STREAM PROPOSED SITE PLAN
SCALE: 1"=20'-0"

THEME STREAM KEYNOTES:

- EXISTING THEME STREAM BASIN BOTTOM AND WALLS TO REMAIN. CLEAN SURFACE TO REMOVE DIRT/DEBRIS.
- EXISTING CIRCULATION ROUTE TO REMAIN
- EXISTING BRIDGE TO REMAIN, PROTECT AND PRESERVE - NO CHANGES. INCLUDES BRIDGES 2, 3, 4, 5.
- REMOVE EXISTING PAVING
- NEW PAVING
- REMOVE EXISTING TEMPORARY CONSTRUCTION ACCESS ROAD AND REPLACE WITH NEW LAND BRIDGE - BRIDGE 1 (REFER TO DETAILS)
- NEW RAILING TO MATCH EXISTING RAILING AT BRIDGE 5.
- WALKWAY IMPROVEMENTS AT EXISTING CONCRETE STEP/PLATFORMS. CONCRETE STEP/PLATFORMS TO REMAIN.
 - GUARDRAIL (REFER TO DETAILS)
 - GRATING (REFER TO DETAILS)

- NEW BASALT COLUMNS
- MULCH AREA - NO PLANTING
- ADJUST WATER LEVEL IN THIS AREA BY ADJUSTING WEIR ELEVATION. (3) AREAS TOTAL - AREA INDICATED BY DOTTED PATTERN
- REMOVE EXISTING DEBRIS, LOGS, AND COBBLE FROM BASIN BOTTOM. RESTORE AREA WITH NEW COBBLE TO MATCH EXISTING COBBLE. EXTENT OF THIS ACTIVITY IS THE ENTIRE BASIN.
- REMOVE AND REPLACE EXISTING WEIR - NEW TO MATCH EXISTING - ALL WEIRS IN BASIN TO BE REHABILITATED.
- NEW PLANTING - TREES AND SHRUBS
- EXISTING PLANTING TO REMAIN
- EXISTING THEME STREAM OUTLET TO REMAIN. (1) TOTAL
- EXISTING THEME STREAM INLET TO REMAIN. (3) TOTAL
- EXISTING BASALT IN THEME STREAM TO REMAIN - ALL BASALT IN BASALT TO REMAIN. CLEAN DEBRIS/DIRT OFF BASALT.
- EXISTING SCULPTURE TO REMAIN (NOT SHOWN) - APPROX. LOCATION INDICATED.
- UPPER FALLS FOREBAY DAM



PRELIMINARY
DESIGN

DIGITALLY SIGNED:	
TYPE OF IMPROVEMENT:	PARK
CITY PURCHASING NUMBER	DRAWING NUMBER
	L2.00
FILE NAME:	

BY	REVISIONS	DATE



LOCATION BRASS CAP IN WALL SW CORNER OF NORTH RIVER DRIVE & DIVISION		
ELEVATION 1888.71	HORIZONTAL	BAR IS ONE INCH ON ORIGINAL DRAWING.
CBM NO. OLD CITY #173	VERTICAL	0" = 1"
NAVD88 DATUM	SCALE	IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

CURRENT DESIGN STANDARDS
CCS - ADOPTED 2/95



CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF PARKS AND RECREATION
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6200

PROJECT TITLE:

RIVERFRONT PARK
WEST HAVERMALE ISLAND
30% DESIGN
LANDSCAPE
THEME STREAM PLAN

SHEET TITLE:

DATE: Apr 04, 2017 - 11:16am by: leoz

BERGER 30% DRAWING
NOT TO SCALE

PROGRAM DESCRIPTION

PICNIC SHELTER:
The Expo '74 picnic shelter is located at the northwest corner of the site adjacent to the south terminus of the Post Street Bridge and Centennial Trail. Panoramic views of the Upper Falls are extraordinary from the picnic shelter. Structural posts and rafters are in good condition, and work will include replacement of the roof, repair of soffits, updating electrical, and bringing the guardrail into code compliance. New roofing for the picnic shelter should be in keeping with other picnic shelters receiving restoration within Riverfront Park.



REPAIR SOFFITS



UPDATE RAILINGS



EXPO '74 PICNIC SHELTER: LEGACY STRUCTURE



REPLACE ROOF

CENTENNIAL TRAIL ROUTE:

Historically, the Centennial Trail bisected the West Havermale project area. The design team explored three options based on grades, wayfinding, and minimizing vehicular/pedestrian conflicts.

OPTION 1: The Centennial Trail connects the south end of the Post Street Bridge and the North/South Promenade via the east/west vehicular access road on the south end of the project boundary. The Centennial Trail and combined sidewalk running north/south along Post Street will be approximately 15'-17' wide, with the Centennial Trail portion designated by the exposed aggregate border used throughout Riverfront Park. As the Centennial Trail reaches the east/west vehicular access road, it turns east, and crosses the south Theme Stream bridge, then connects directly to the Promenade—its width is approximately 24' wide. Grades are gentle, varying between 2% and 4%. Wayfinding is simple and direct, and there is minimal conflict with vehicular traffic.

OPTION 2: The Centennial Trail provides access from the North/South Promenade to the south end of the Post Street Bridge by moving people from the Promenade along the east edge of the Shane's Inspiration Playground toward Upper Falls Powerhouse. At this point the Centennial Trail turns west along the north edge of the project boundary, crossing the north Theme Stream Bridge and connecting at the south end of the Post Street Bridge. In this option, the new trail would be 12' wide. The grades are challenging, but all attempts will be made to keep the trail less than 8% slope and closer to 5%.

OPTION 3: The Centennial Trail connects on the west side of the Post Street Bridge and runs north/south along Post Street. In this option, it must cross vehicular traffic at the intersection where Mobius and the east/west vehicular access road meet. Additionally, there is high probability for pedestrian/bike/vehicle conflict. Grades are gentle, varying between 2% and 4%, and wayfinding is intuitive.



CENTENNIAL TRAIL EDGE TREATMENT: EXPOSED AGGREGATE



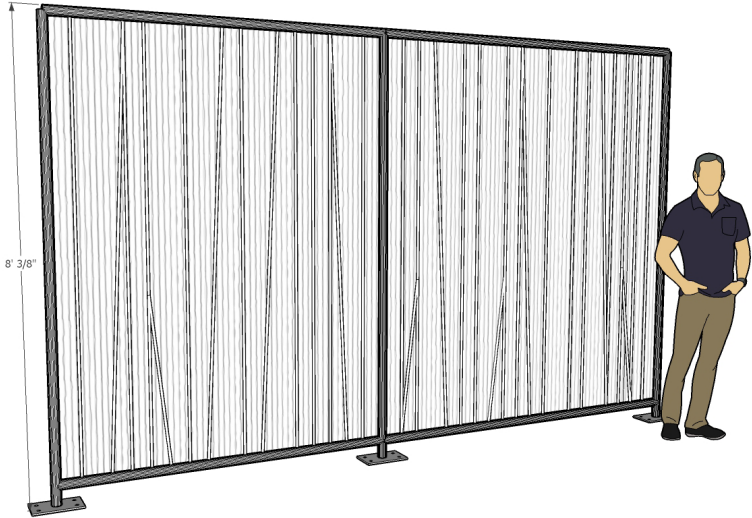
PROGRAM DESCRIPTION



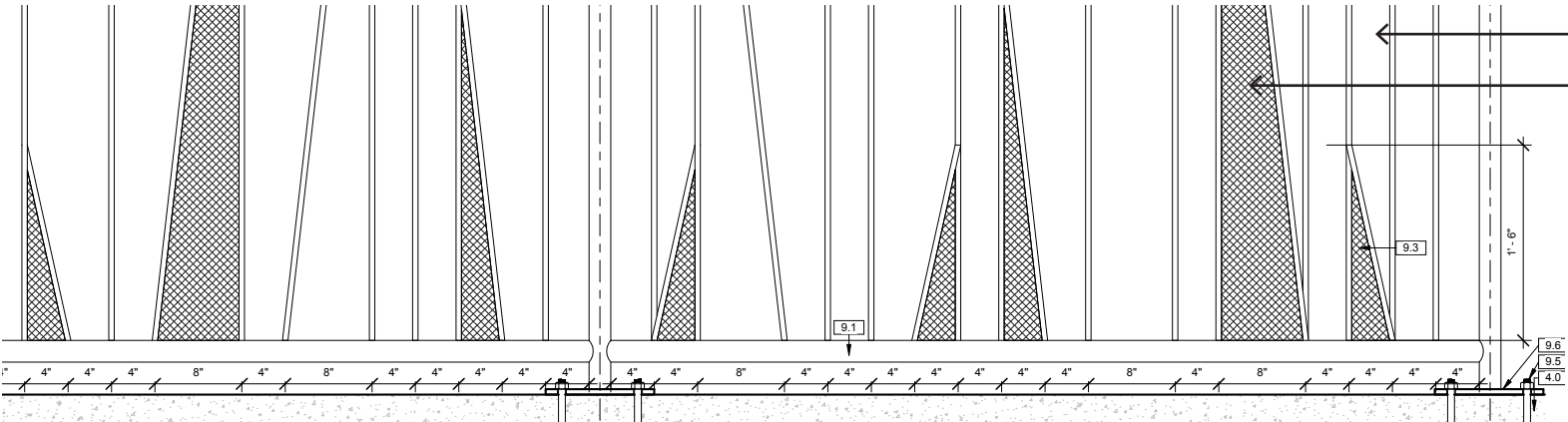
GUARDRAILS TO MATCH EXISTING SOUTHERN BRIDGE



BOX CULVERT EXAMPLES



EXAMPLES OF PROPOSED SCREENING & FENCING FOR O&M YARD



SOLID STEEL SCREEN FENCE PANELS WITH MESH INSERTS

VEHICULAR ACCESS ROAD & THEME STREAM CROSSING:
An ecology block causeway currently serves as construction vehicle access into Riverfront Park. Once Riverfront Park Construction is complete, the vehicle access road will serve as primary access for parks maintenance, delivery vehicles, fire apparatus, and emergency vehicles. The design team is proposing the use of a box culvert as structural support with a cantilevered concrete deck. Proposed guardrails will match the northernmost Theme Stream guardrail installed by Avista in 2012.

PROPOSED OPERATIONS AND MAINTENANCE YARD:
The Operations and Maintenance Yard is proposed for the existing north parking lot, nearest the Avista Upper Falls Powerhouse and access drive serving the Powerhouse and parking lot. The O&M Yard will be fully fenced and screened. Fencing materials currently under consideration include: 8' tall painted cedar planted with heavy vegetation, black anti-climb 3/4" chain link. The design team proposed fencing materials used on other Riverfront Park projects such as the Looft Carousel project, with a tightly woven stainless steel screen, but the cost was prohibitive.

- OPPORTUNITIES:**
- Relatively level grades and existing parking area easily converted to O&M yard
 - Ample square footage meets program requirements
 - Existing vehicular access
 - Heavy buffering already exists with mature trees and steep slopes to the south and west
 - Existing utilities to tie into


- CONSTRAINTS:**
- Views from future "Step Well" sculpture into the O&M Yard will require heavy screening. There is discussion occurring about locating the "Step Well" sculpture southeast of its current proposed location. This would alleviate the issue.
 - Pedestrian circulation from upper falls footbridge past O&M yard requires separation and screening

VEHICULAR ACCESS TO AVISTA AND O&M YARD:
The Schematic Design provides service vehicle access over an existing roadway and concrete bridge installed by Avista in 2012. The width of the proposed access drive is based on the width of the existing 2012 concrete bridge. The access drive will only be used by Avista and Parks Maintenance vehicles, and will not be open to the general public. The Schematic Design proposes a change in hardscape treatment and signage located at the entrance to communicate that only authorized are vehicles permitted. The design incorporates a hammerhead near the terminus that provides larger service vehicles the ability to turn around and exit the site.

SOLID STEEL FENCE PANELS
MESH INSERTS

O & M YARD ENLARGEMENT





DESIGN ITERATIONS:
PROPOSED SITE PLAN PRESENTED AT INTERVIEW
SCHEMATIC DESIGN PRESENTED TO AD HOC & EXECUTIVE COMMITTEES
PARK BOARD APPROVED SCHEMATIC DESIGN CONCEPT

PROPOSED SITE PLAN:
INTERVIEW



SPOKANE RIVER

AVISTA

PROPOSED SITE PLAN: SCHEMATIC DESIGN

KEY

- A GATEWAY
- B ADA PARKING
- C SHANE'S INSPIRATION PLAY AREAS
- D VEHICULAR ACCESS
- E THEME STREAM
- F ACCESS ROAD TO PROMENADE
- G FUTURE "STEP WELL" SCULPTURE
- H EXISTING VEGETATED SLOPE
- I OPERATIONS AND MAINTENANCE YARD
- J AVISTA PARKING
- K STORM WATER MITIGATION
- L PICNIC SHELTER: EXPO '74 LEGACY
- M RESTRICTED VEHICULAR ACCESS



SPOKANE RIVER

AVISTA

APPROVED SITE PLAN

KEY

- A BUS LOADING
- B GATEWAY
- C ADA + STANDARD PARKING
- D SHANE'S INSPIRATION PLAY AREAS
- E VEHICULAR ACCESS
- F THEME STREAM
- G ACCESS ROAD TO PROMENADE
- H FUTURE 'STEPWELL' SCULPTURE
- I VEGETATED SLOPE
- J OPERATIONS & MAINTENANCE YARD
- K AVISTA ACCESS + STAGING
- L STORMWATER MITIGATION
- M EXPO '74 LEGACY PICNIC SHELTER
- N RESTRICTED VEHICULAR ACCESS
- O CENTENNIAL TRAIL EXTENSION



APPLICABLE SPOKANE COMPREHENSIVE PLAN & DOWNTOWN DESIGN GUIDELINES:

SECTION A | SITE PLANNING

A1: RESPOND TO THE PHYSICAL ENVIRONMENT

The site layout is a direct result of the programmatic elements responding to existing topography, mature vegetation, and the condition on all sides of the project boundary. The Shane’s Inspiration playground is located in the most level and accessible areas of the site, and the restroom location is based on proximity to ADA parking, the Shane’s Inspiration Sensory Garden (intended for the youngest children), and proximity to existing sanitary sewer. The picnic shelter affords panoramic views of the Upper Falls, Spokane County Courthouse, the Wonder Building, Flour Mill, and future Falls development.

SECTION B | ARCHITECTURAL EXPRESSION

B1: RESPOND TO THE PHYSICAL ENVIRONMENT

The Schematic Design provides service vehicle access over an existing roadway and concrete bridge installed by Avista in 2012. The width of the proposed access drive is based on the width of the existing 2012 concrete bridge. The access drive will only be used by Avista and Parks Maintenance vehicles, and will not be open to the general public. The Schematic Design proposes a change in hardscape treatment and signage located at the entrance to communicate that only authorized vehicles are permitted. The design incorporates a hammerhead near the terminus that provides larger service vehicles the ability to turn around and exit the site.

B5: OPPORTUNITIES FOR BUILDING GREEN

Maintaining the existing urban forest canopy on site and planting new, deciduous trees mitigates stormwater runoff, the heat island effect, and carbon exchange. Plant materials in and around the Theme Stream and O&M yard will include native and native-adapted vegetation.

SECTION C | PEDESTRIAN ENVIRONMENT

C1: PROMOTE PEDESTRIAN INTERACTION

The Centennial Trail extension provides direct connections to the south end of the Post Street Bridge, Theme Stream, and Promenade. The project will also provide connectivity to the Upper Falls suspension bridge, Step Well sculpture, Bill Fearn Conservation Futures area, Promenade, and Sister Cities Garden. Additional connections to Mobius, the Spokane Gathering Place, Skate Ribbon, and other portions of Riverfront Park are a result of the project.

C7: PEDESTRIAN-FRIENDLY MATERIALS

The project will include hardscape patterning and textures used throughout the Riverfront Park redevelopment. For example, aggregate borders on the Centennial Trail, concrete scoring on the drive apron leading to the O&M yard and Avista Upper Falls Powerhouse. Fencing materials around the O&M yard are still being fleshed out—Parks is in favor of a painted 8’ high wood/sight-obscuring fence, and 3/4” anti-climb black vinyl coated chain link with heavy vegetation to obscure fencing is under consideration. Fencing around the Shane’s Inspiration playground is to be determined.

SECTION D | PUBLIC AMENITIES

D1: INVITING & USABLE OPEN SPACE

The Shane’s Inspiration playground is the heart and soul of the West Havermale project. It will be designed by the Shane’s Inspiration design team, and Expo ’74 theme utilizing shade structures in the form of butterflies, colorful rainbow gateways, an accessible merry-go-round shaped like the Expo symbol, and the use of Expo colors (white, turquoise, and chartreuse) have been met with enthusiasm by numerous stakeholder groups. Other inviting and usable open space areas include the rehabilitated Theme Stream and legacy picnic structure.

D2: ENHANCE THE SITE WITH LANDSCAPING

The site is already heavily landscaped with mature conifers and deciduous trees. Preservation of the trees and existing slope is critical to the success of screening the O&M yard from the Shane’s Inspiration playground and Step Well sculpture. New planting will occur around the Shane’s Inspiration playground, as well as the large planting buffer that separates the O&M yard from the Bill Fearn Conservation Futures area and Step Well sculpture. The use of native, native-adapted plant material, and plant species used on the Skate Ribbon and Spokane Gathering Place will be implemented to create a contiguous palette.

D3: RESPECT HISTORIC FEATURES THAT DEFINE SPOKANE

One of the key factors in the project is restoration of the historic Expo ’74 Theme Stream and picnic shelter. As described in the program narrative, these features will not be altered, but rather restored to their original glory.

D6: ATTRACTIVE & APPROPRIATE LIGHTING

Lighting will be used to enhance safety and security within the West Havermale project and along the Centennial Trail extension. Proposed lighting will follow the Riverfront Park standard.

D7: DESIGN FOR PERSONAL SAFETY & SECURITY

Safety and security is of paramount concern given the vulnerability of the children visiting this area of the park. The Shane’s Inspiration playground will be fully fenced with controlled access—fencing style and material to be determined in coordination with the Shane’s Inspiration design team. Lighting and open surveillance within gathering spaces will occur. The proposed design encourages the separation of pedestrians and vehicles. Repaving the Theme Stream path, and the east/west vehicular access and Centennial Trail connection will eliminate trip hazards which currently exist within the park.

SECTION E | VEHICULAR ACCESS & PARKING

E1: MINIMIZE CURB CUT IMPACTS

The project proposes the use of a wide rolled curb at the east/west vehicular access point. This access point will be limited to emergency vehicles, Avista, Parks Maintenance, and vehicles accessing the park for events only. The remaining curb cut providing access to the site is existing and will be maintained.

E2: INTEGRATE PARKING FACILITIES

A new parking lot with 8 ADA van accessible stalls and 13 regular stalls will occupy the current parking lot. A flush curb with full ADA access will be provided along the east edge of the parking lot nearest the Shane’s Inspiration playground, restroom and ADA parking. A landscape buffer along the west side of the parking lot will separate parking from the Centennial Trail extension. At this juncture the team is looking at the grade change and anticipates providing a site wall that will provide further separation and buffering of the parking lot from the Centennial Trail extension.

E3: MINIMIZE PRESENCE OF SERVICE AREAS

The design utilizes existing topography, mature vegetation, limited access, and an 8’ high sight-obscuring fence—plus new heavily vegetated bedding areas to minimize views of the O&M yard. Further, there will be a large, expansive bedding area separating the O&M yard from the Bill Fearn Conservation Futures and Step Well project. This bedding area will be planted heavily with large evergreen conifers to enhance the visual buffer.





KEY

- A: BUS LOADING
- B: GATEWAY
- C: ADA + STANDARD PARKING
- D: SHANE'S INSPIRATION PLAY AREAS
- E: VEHICULAR ACCESS
- F: THEME STREAM
- G: ACCESS ROAD TO PROMENADE
- H: FUTURE 'STEPWELL SCULPTURE'
- I: VEGETATED SLOPE
- J: OPERATIONS & MAINTENANCE YARD
- K: AVISTA ACCESS + STAGING
- L: STORMWATER MITIGATION
- M: EXPO '74 LEGACY PICNIC SHELTER
- N: RESTRICTED VEHICULAR ACCESS
- O: CENTENNIAL TRAIL EXTENSION
- P: RESTROOM

RIVERFRONT PARK WEST HAVERMALE UPDATED SITE PLAN

Sample of typical paving along Centennial Trail



Example of Corten Guardrails

