



Design Review Board

Wednesday, May 27, 2020

5:30-8:00 PM

[Teleconference](#)

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

5:30 – 5:40	1) Call to Order	Chair
	2) Roll Call	Dean Gunderson
	3) Changes to the Agenda?	Chair
	4) Motion to Temporary Suspend Rules	Chair

Workshop:

5:40 – 7:00	5) Centennial Trail – Summit Blvd: Recommendation Meeting	Dean Gunderson
	• Declaration of possible Ex Parte Communication	
	• Staff Report..... 5-10 m	
	• Applicant Presentation..... 10-15 m	
	• Board Discussion and Motion(s)..... 45 m	

Board Business:

7:00 – 7:30	6) Approve the 5/13/2020 meeting minutes.	Chair
	7) Old Business	
	8) New Business	
	9) Chair Report	Chair
	10) Secretary Report	Dean Gunderson
	11) Other	
	12) Adjourn	

The next Design Review Board meeting is scheduled for Wednesday, June 24, 2020.

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Design Review 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

Enter: **963 759 102** followed by # when prompted for a meeting number or access code
Enter # when prompted for an attendee ID

While the meeting begins at 5:30pm, you can join as early as 5:15pm 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:

Dean Gunderson, Sr. Urban Designer
dgunderson@spokanecity.org

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

Meeting Process - 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.
- Chair asks if there any changes to the agenda.
- Chair asks for motion to temporarily suspend the rules (see Agenda packet)

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) the Board will not consider un-permitted, possible surrounding development(s) except those which are contemplated under the Comprehensive Plan and Development Code; 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 introduce the project team and make a 10-15 minute presentation on the project.

Public Comment *

** During the Stay Home, Stay Safe order, public comments are being accepted in writing.*

DRB Clarification

- Chair may request clarification on comments.

Design Review Board Discussion

- Chair will ask the applicants whether they wish to respond to any written public comments, after their response (if any) they are to return to their seats in the audience.
- The Chair will formally close public comments (unless motioned otherwise).
- Chair leads discussion amongst the DRB members regarding the staff topics for discussion, 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, and that the annotated & signed motion will be made available within five working days.
- Next agenda item announced.

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

Other

- Chair asks board members 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.

Centennial Trail – Summit Blvd

1 – RECOMMENDATION MEETING

Design Review Staff Report

May 22, 2020



Staff:
Dean Gunderson, Senior Urban Designer

Neighborhood & Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:
Dan Buller, Engineering
City of Spokane – Public Works

Background

The Design Review Board Collaborative Workshop was held on April 8, 2020.

The following materials are supplemental to this report:

- *Design Review Staff Report | Program Review/Collaborative Workshop, March 20, 2019;*
- *Design Review Board | Collaborative Workshop Advisory Actions, April 8, 2020.*

Topics for Discussion

During the workshop, the applicant is encouraged to please describe changes to the design since the Collaborative Workshop/Program Review including any changes made in response to recommendations offered by the Design Review Board on April 8, 2020 as follows (the applicant's responses are noted in *blue italics*, any further staff comments are noted in *green italics*):

Project Update

For the most part, the applicant has depicted a greater level of detail than that provided at the Collaborative Workshop. There are discrepancies between the maps produced by the applicant, and the 3D images produced by the applicant's landscape architect consultant. Unless noted differently, the "design" of the proposed Shared Use Path and adjacent improvements are as depicted in the 3D renderings.

In addition to the applicant's submittal, the recommendation of the Bicycle Advisory Board (BAB) is included in this staff report. The BAB convened on April 21, 2020 supported the general alignment of the proposed Shared Use Path (as presented to the DRB at the project's Collaborative Workshop), and asked to be involved in the project as it moves forward. The BAB also recognized that residents have safety and accessibility concerns about portions of the bicycle trail improvements constructed along Pettet Drive and across TJ Meenach Bridge.

Included in the applicant's submittal are the interim results of an online public survey (as of May 18, 2020) issued by the applicant. Of the 1,711 respondents, just over 80% (1,375) supported the proposed project – just over 16% (278) did not support the project. The percentages change when the result are narrowed to those respondents who live in the West Central Neighborhood. Of those 491 respondents, just under 64% (313) supported the proposed project – just under 34% (165) did not support the project.

An appendix to this report is a Public Comment Log. This log summarizes the 65 public comments submitted to the Design Review Board (through staff), since the project's design review was first publicly announced. The log provides a summary of each comment, identifying which aspects of the comment are open to the Design Review Board's purview, and the entire content of each comment as an endnote to each summary. Any response from urban design staff answering specific questions related to the design

review process or procedure is also included in the Public Comment Log. Additionally, a list of all commenters and their physical street address is provided – and a map indicating the location of the commenter’s street address in relation to the proposed project.

Response to 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.

- This recommendation appears to address two facets of the same issue: a) how adjacent property owners in their vehicles safely cross the trail and b) how the trail is constructed to address both uses. Item b) is addressed in question #4 below.*
- Regarding how adjacent property owners in their vehicles safely cross the trail (item a), the City (applicant) can/will remind adjacent property owners that pedestrians & cyclists have the right of way in Washington and that this pertains to crossing the proposed trail when accessing private residences.*
- It should be noted that of the 13 or so driveways that cross the trail on Mission Ave. & West Point, all but 5 have either turn-arounds or horseshoe driveways such that only 5 people will need to back onto the trail. Note also that these same adjacent property owners currently have a sidewalk crossing their driveways as well as the traffic from the currently signed Centennial Trail. That is, caution is already required when driving a vehicle across the existing pedestrian route (sidewalk) and bike lane so the installation of the trail represents a change but not a substantial change from the present situation.*
- Nevertheless, the City (applicant) will send a letter to adjacent property owners informing them of the relevant RCW giving ped/cyclists the right of way and recommending they enter/exit their driveway traveling forward when feasible (all but 5 properties).*

The mention of carriage walks in the Advisory Actions is not a reference to vehicles crossing the Shared Use Path, but a reference to residential sidewalks that extend from the residences to the proposed Shared Use Path, then crossing the path and the landscape buffer to the on-street parallel parking areas. Several residential properties along the proposed route either have no landscape strip at the front edge of the existing sidewalk or the owners have paved over the landscape strip; which essentially converts the entire property frontage into a carriage walk. Currently, the applicant’s plans eliminate all carriage walks that cross the landscape strip.

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.

- We will do so. See attached “Landscaping & Tree Issues” document for a parcel by parcel accounting of which existing landscape features present an issue for the proposed trail and how ES (applicant) proposes to address each issue.*
- Note that many of these landscaping features are on private property and so require the permission of property owners to prune, alter or remove them. This communication/ negotiation with property owners is a process that will require a number of weeks and will likely meet with varying degrees of success, depending on the interest of the property owner in modifying their landscaping both in the right of way and on private property.*

- *Regarding the second part of this recommendation #2, see attached “Trail Driveway Trail Crossing Examples”.*

For clarification, the vehicle/pedestrian conflicts, sight-line concerns, and potential property damage/vandalism issues mentioned in the Advisory Action is not restricted to landscape features, but covers a wide range of proposed conflict conditions that may arise given the proposed on-street parallel parking, proposed signage, etc.

It should be noted that in a number of locations along the proposed Shared Use Path route, the existing paved street width is insufficient to adequately accommodate vehicle travel lanes and parallel parking on both sides of the street. In many of these locations, drivers are currently parking their vehicles on the street by mounting the curb and partially obstructing sidewalks or are partially parking on top of the street planting strip in order to avoid conflicts with moving traffic (per [SMC 16A.61.570.A.1\(b\)](#)).

The applicant’s proposal, in addition to constructing a Shared Use Path includes a remedy to this non-compliant condition. The board’s request was to ensure that the on-going development of this adequately constructed street section reflect the appropriate feedback from adjacent property owners.

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.

- *We will do so. See attached “Tree Removal-Replacement” exhibits (5 pages) and exhibits within “DRB – 2nd meeting exhibits”, particularly p. 7.*

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

- *As stated in the first DRB meeting, we plan to install concrete driveways across the asphalt trail as the best method of delineating the potential conflicts with vehicles. See p. 5 within “DRB – 2nd meeting exhibits” for more detail. This approach was suggested by an area resident.*

This proposed material change should also include any proposed carriage walks, as described in staff comments for Advisory Action #1.

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.

- *From the response to recommendation #1 above, note that there all but five driveways on Mission Ave./West Point have the ability to turn around on the driveways such that they would not back out of their driveway. And on West Point, to which this recommendation pertains, only two homes lack the ability to turn around and would therefore be backing out of their driveway.*
- *For those two driveways (and all the others on West Point), we propose a widened approach flair (equivalent to what is provided on an arterial) to facilitate the backing out movement.*

- See also attached “Autoturn West Point Driveway Radius” (2 pages) modeling showing the worst case scenario, a car parked immediately opposite a driveway.

For clarification, the two “autoturn” diagrams provided by the applicant depict the condition of the proposed one-way street segment located in front of 1616 & 1630 N West Point Road. The diagrams indicate that the turning movement to/from the driveways demonstrate the need for a 14'-wide travel lane along the one-way segment of West Point Rd.

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.

- See p. 3, 4 and 6 within “DRB – 2nd meeting exhibits”.
- We can and will accommodate future art installations. However, artistic elements are generally conceived, driven and usually funded by the arts community or neighborhood and not ES (applicant). In the past, attempts to install concrete foundations or provisions for lighting in advance of art conception have been fruitless since foundations and lighting vary substantially depending on what the art configuration.
- Examples of where ES (applicant) accommodated future art installations (but did not conceive, drive or fund such installations) are the art piece within the Five Mile roundabout, South Gorge Trail Phase 1, University District bridge (this one was funded by the project).
- On a related note, Centennial Trail wayfinding signs will be installed after the project by the Friends of the Centennial Trail.

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.

- This comment appears to pertain to two types of guardrails: vehicular guardrails and pedestrian guardrails.
- Vehicular guardrails must meet DOT crashworthiness standards and, therefore, available options are limited to either metal (such as exists now) or concrete barriers.
- Concrete barriers have the advantage that they require no separation on the back side (less overall space requirements) which is required for metal guardrail.
- ES (applicant) proposes concrete with a form liner and painting to fit within the overall neighborhood context.
- See p. 4 within “DRB – 2nd meeting exhibits”.
- Pedestrian guardrail is needed where retaining walls will be installed. ES (applicant) proposes to make guardrail as minimally noticeable by having only two horizontal bars, similar to what was installed beneath the Monroe St. Bridge as pictured below (see applicant’s submittal).

See staff’s Topics for Discussion, below.

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.

- *As presently laid out, because of existing topography, it will be necessary to construct approximately 800-1200' of retaining wall on the north side of Summit Blvd (which won't be visible to residents or trail users because it will be downhill/under the trail) and railing for that same distance.*
- *If the north curb line were shifted south, that length could be substantially reduced. But extending the north curb line to the south requires parking to be eliminated on both sides of the street. The tradeoff, then, is a reduction in the length of pedestrian hand railing vs. removal of on-street parking. ES (applicant) mailed a survey to residents on Summit Blvd. who would be affected by such parking removal and the results were overwhelmingly "don't remove parking both sides." This alternative has therefore not been pursued further.*

For clarification, the applicant has provided maps depicting the location of the retention walls with pedestrian guardrails and the probable impact on existing trees (on Summit Blvd from Boone Ave. to Cochran St.). The applicant is proposing on-street parallel parking on the non-river side of the roadway. This has remained unchanged since the Collaborative Workshop. Some of the public comments submitted to the Design Review Board (see attachments) reaffirm the adjacent property owners' resistance to the loss of parallel parking in front of their residences.

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

- *We have done so as we believe the other responses and exhibits contained herein demonstrate.*

See staff's Topics for Discussion, below.

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.

- *ES (applicant) proposes to do so as shown in p. 5 within "DRB – 2nd meeting exhibits".*

The applicant is depicting changing the paving material of the path along the portion mention in the Advisory Action at the driveways only, as indicated in response to Advisory Action #4. But, the applicant has not shown a change in the path material (asphalt) from what was shown in the Collaborative Workshop. The applicant has depicted the inclusion of a plaza at the NWC of the intersection of N West Point Rd. & Pettet Dr. (see Topics for Discussion)

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).

- *Benches and bike racks are planned at key view spots as shown in the p. 3, 4 and 6 within "DRB – 2nd meeting exhibits".*

See Topics for Discussion about bicycle access to the Shared Use Path from intersecting Local Access Streets. Period bollards with bike rack loops are shown at the bench/retention wall (Boone & Summit) and at the plaza (West Point & Pettet) – no other bike racks are indicated along the proposed Shared Use Path alignment.

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

- *The City (applicant) will install or relocate standard intersection lighting to focus on crossing locations of Summit, Mission and West Point. See attached "Lighting Adjustments".*

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

- We will do so in conjunction with Parks and Urban Forestry. See attached “Tree Removal – Replacement” exhibits. (5 pages)
- For the record, the amount of tree removals has been overstated by some. The approximate quantities and locations of tree removals is as follows:

Location	Type of Tree	Public or Private (2)	Quantity Likely to Be Removed
Summit Blvd – Boone Ave. to A St.	Evergreen Ponderosa pine Deciduous Multi-stem (1)	Public	0 6 – 9 (3) 0 0
Summit Blvd – A St. to Cochran St.	Evergreen Ponderosa pine Deciduous Multi-stem (1)	Public Public Public	4 0 2 2 clusters
Mission Ave. – Cochran St. to West Point Rd.	Evergreen Ponderosa pine Deciduous Multi-stem (1)	Private	0 0 Possibly 1 (2) 0
West Point Rd. – Mission Ave. to Milford St.	Evergreen Ponderosa pine Deciduous Multi-stem (1)	Private	0 0 Up to 2 0
West Point Rd. – Milford St. to Pettet	Evergreen Ponderosa pine Deciduous Multi-stem (1)	Private Private	0 0 2 (2) 4 clusters (2)
Total	Evergreen Ponderosa pine Deciduous Multi-stem (1)		4 6 - 9 2 - 4 2 - 6

- (1) Multi-stem deciduous trees are partially overgrown shrub/partially non-pruned tree so are counted by cluster.
- (2) Private landscaping can only be removed with the permission of the private property owner so potential removals indicated as “private” are tentative and a range is shown in the Total row. In some cases, pruning, rather than removal, will be the more appropriate treatment.
- (3) Three of these trees may be saved and hence the 6 – 9 range shown.

The applicant’s submitted maps depicting impacts to trees appear to provide an accurate parcel-by-parcel depiction of impacts to existing trees (publicly or privately owned). There is a discrepancy between the count of Ponderosa Pine proposed for removal along the Summit Blvd. (Boone Ave. to Cochran St.) in the table above and the count depicted in the applicant’s submitted maps. The table indicates that six Ponderosa Pine will be removed if all on-street parking is eliminated from the portion of street adjacent to the existing trees vs. nine if parking is kept along the full non-river side of the street (as depicted in the proposed street section).

The maps depict a Summit Blvd road section that is 30’-wide (two 11’-wide travel lanes and one 8’-wide parallel parking bay on the non-river side of the roadway), these maps also show four Ponderosa Pine being removed (along with three trees of an unspecified species, two deciduous, two clumps of multi-stem deciduous, and four evergreens). If the unspecified species of tree located across the street from 1436 Summit Blvd are in fact Ponderosa Pine, the maximum number of Ponderosa Pine called for removal in the table above is seven, not nine. The maps do not depict where these other two removed Ponderosa Pine are located.

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.

- *Acknowledged*

Additional suggested topics for discussion by staff based on the May 13, 2020 submittal:

1. On-street parking as protective buffer between Shared Use Path & sidewalk users and moving vehicles.

The applicant is indicating that on-street parallel parking will be maintained along both sides of the street along the majority length of the portion of Mission Ave. (from Cochran St. to West Point Rd). Yet the Shared Use Path would receive a double buffer from moving traffic (the landscape strip and a parallel parking bay), while the opposite side of the street will be modified to accommodate a parallel parking bay with no landscape strip between the pavement and the realigned sidewalk. This "double-buffer" condition exists only along this short length of the proposed route – at all other locations, the Shared Use Path receives a landscape strip as a buffer from the street travel lanes.

While demand for on-street parking may be high in this location, does an adequate urban design response require a double buffer for the Shared Use Path, especially when concern has been raised about line-of-sight clearances between driveways and users of the path – and cyclists and cars using the street travel lanes? That is, where parked vehicles may obscure moving traffic.

Is there an opportunity to reduce the width of overall improvements (from back of Shared Use Path to back of sidewalk) along this section of road, through the partial elimination of on-street parking as an excess buffer (which may potentially improve line-of-sight obstacles between driveways and the street travel lanes)?

If two-sided on-street parking is still viewed as a non-disposable street component (contrary to the Public Project and Structures Design Guidelines), then is the landscape strip between the parking and the Shared Use Path still needed?

Please note that this is not a question of whether on-street parking is warranted by adjacent property owners (all of whom have on-site parking), but is purely an urban design question given the constrained width of the public right-of-way.

Note: Example #4 provided by the applicant of similar trail improvements elsewhere in the city (South Gorge Trail, 2019) shows no landscape strip (or parallel parking) between the Shared Use Path and the street travel lanes.

2. Bus stop accommodations (bus stop pads)

The applicant has depicted a concrete pad to support the installation of a bus shelter near the intersection of "A" Street and Summit Blvd. for the in-bound stop, but has not depicted concrete pads for the other bus stop locations – as they had indicated would be provided in the Collaborative Workshop submittal (written narrative, pg. 10).

The installation of a pavement pad for the bus stops along the non-river side of the street (for the out-bound leg of the bus route) may be accommodated within the proposed curb radius improvements at "A", Lindeke, and Cochran Streets – but the separation of the Shared Use Path from the back of curb along Summit Blvd. for the in-bound stops at Lindeke and Cochran Streets makes the addition of concrete pads for these stops critical.

Is this an item worth including in the board's final recommendations?

3. Bicycle and pedestrian access to Shared Use Trail from intersecting streets.

A comment submitted by the Vice Chair of the Bicycle Advisory Board noted the need to provide bicycle access to the Shared Use Path from the intersections of the local access streets with Summit Blvd (at Webb Place, “A” Street, Lindeke Street, and Cochran Street). The Vice Chair also noted a concern about the use of driveway curb cuts as the only means to access the Shared Use Path along the remainder of the proposed route.

While the applicant is proposing a significant number of ADA-compliant pedestrian curb ramps, there are no proposed curb ramps or pedestrian crossings of the street at Holliston, Milford/Nettleton, or the Mission intersections – and conflicting depictions on the maps of the Cochran intersection (one map shows a proposed pedestrian curb ramp, one does not). This presents a condition where nearly 1,400 linear feet of Shared Use Path and sidewalks have no ADA-compliant curb ramps for the crossing of the streets parallel to the Shared Use Path (Mission/West Point). Only the river-side of the street would receive driveway curb cuts; which would not comply with ADA access standards (no detectable warnings, and possible excess slopes) – while the non-river side of the street (including intersections that would be receiving curb realignments, landscaped bulb-outs, and sidewalk improvements) would not receive any ADA-compliant curb ramps to cross the Mission/West Point street.

Is there an opportunity to provide improved ADA-complaint curb ramps at all local access street intersections (independent of driveways)? Should at least one curb ramp at each intersection be a minimum 8’ in width to provide bicycle access to the Shared Use Path?

4. Orientation of plaza at the NWC of the intersection of N West Point Rd. & Pettet Dr. – should it be reversed to provide utility to the plaza?

The newly proposed small plaza at the NWC of the intersection of West Point Rd. and Pettet Drive opens toward the intersection. While this provides a widened path condition where the Shared Use Path changes directions and accepts pedestrian traffic crossing Pettet Drive, such mini plazas often go under-utilized as there is little perceptual buffer between moving traffic and the plaza space.

As the plaza improvement includes a short curved stone wall with pilasters and neighborhood signage, could this wall’s curve be reversed allowing it to shelter the plaza from the Shared Use Path and traffic noise from the intersection?

5. Trail Separation Alternatives?

The applicant is depicting a range of potential Trail Separation Alternatives (Alt 1: “Minimal Maintenance” rock mulch, Alt. 2: “Low Maintenance” native grass, and Alt. 3: “Moderate Maintenance” adaptive plantings). Unless otherwise noted, presumably these various alternatives will be presented to adjacent property owners for selection (along with options for street trees) as the city is less open to installing higher maintenance softscape improvements where adjacent property owners have not agreed to maintain the landscaping.

The applicant’s landscape consultant is indicating the use of an Alt. 2 installation (native grass) at locations where the City of Spokane is the adjacent property owner, with some additional landscaping features at certain key locations: the seating area and retention wall (at the Boone & Summit intersection), at the overlook seating area (near the “A” St. & Summit intersection), and the plaza (at the Pettet & West Point intersection). Additionally, the landscape consultant has indicated an Alt.3 installation (adaptive plantings) near the intersection of Holliston & West Point (incorrectly labeled as Mission & West Point in the applicant’s submittal) even though the city is not the adjacent property owner.

Is there an opportunity to treat the location of the proposed vehicle guardrail at the "A" St. & Summit intersection as an additional landscaping opportunity in this key location, worthy of an Alt. 3 installation?

This would occur between the back of the vehicle guardrail and the Shared Use Path, as this would soften the feel of this location and provide an increased perceptual buffer between users of the trail as they navigate between the pedestrian guardrail (providing fall protection off the bluff) and vehicle traffic that will be turning onto Summit at this location.

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 Development Services.

Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
Public Projects and Structures Design Guidelines

Collaborative Workshop
(Staff Report and Advisory Actions)

Centennial Trail – Summit Blvd

1 - Program Review/Collaborative Workshop

Design Review Staff Report

March 20, 2020



Staff:
Dean Gunderson, Senior Urban Designer

Neighborhood & Planning Services
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Applicants:
Dan Buller, Engineering
City of Spokane – Public Works

Design Review Board Authority

Spokane Municipal Code [Chapter 04.13.015](#) Design Review Board

Purpose. The design review board is hereby established to:

- A. 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;
- B. 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.
- C. advocate for the aesthetic quality of Spokane's public realm;
- D. 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.
- E. provide flexibility in the application of development standards as allowed through development standard departures; and
- F. ensure that public facilities and projects within the City's right of way:
 1. wisely allocate the City's resources,
 2. 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. Recommendations of the Design Review Board must be consistent with regulatory requirements per [Section 17G.040.080](#) **Design Review Board**

Advisory Actions.

Advisory Actions of the Design Review Board are written for the applicant, but copies will be forwarded to the Planning Director, Development Services, and the chair of the affected Neighborhood Council(s).

Project Description

The proposed project will entail the construction of approximately 4,600 lineal feet of a 10'-12' wide Shared Use / Multiuse Path and sundry improvements within a portion of the publicly-owned right-of-way of Summit Blvd, Mission Ave., and West Point Rd spanning from Boone Avenue to Pettit Drive. This proposed project is intended to accommodate both recreational and non-motorized commuter needs and pedestrian activity. Please see applicant's submittal information.

Under the provisions of [SMC 17G.040.030.a.2\(b and c\)](#), this project is exempt from design review. While the City Council cannot mandate any development project be subject to any particular action by the City Administration, the Council requested through a resolution on March 16, 2020 (RES 2020-0015, see attached) that the Administration consider routing the project through the Design Review Board. Prior to the City Council passing the resolution, on March 11, 2020 the City Engineer (as a permissible Action Approving Authority within the Administration) formally requested the Design Review Board's advice for this project – subject to the scope of authority conveyed to the Design Review Board. Additionally, on March 5, 2020 the Community Assembly, while not taking a position on the merit of the proposed project,

did vote to support of the City Council's request asking that the project be brought before the Design Review Board (see attached wording of the CA motion). To-date, no Neighborhood Council has formerly taken a position on the merits of the proposed project. This includes the West Central Neighborhood Council, in whose neighborhood boundary the Subject Site resides, or the Emerson-Garfield Neighborhood Council, whose boundary abuts the Subject Site. Both Neighborhood Councils will be transmitted this staff report (including the applicant's submittal and all public comments received to-date).

Location & Context

The proposed Path improvements through the Subject Site will run in a generally northeasterly direction from the NWC of the intersection of Boone Avenue & Summit Boulevard to the NWC of the intersection of West Point Road & Pettit Drive. The Path will stay on the river side of the right-of-way throughout the Subject Site, though there are some roadway and landscaping improvements proposed for portions of the side opposite of the river. The proposed Path will connect two separated portions of the Centennial Trail.

The site is zoned Residential Single Family. This is a similar zoning designation for land on which the Centennial Trail improvements are constructed, east of the downtown core. One quarter mile of the existing Centennial Trail southeast of the Subject Site is located in a Residential Multifamily zone, that portion running through a part of Kendall Yards – half of which runs through the Olmstead Brothers Green park.

The proposed development will provide access to an enhanced portion of the Centennial Trail for 821 residential parcels and 68 non-residential parcels located within a five minute walk of the Subject Site (1/4-mile radius). Of the residential parcels, 60 are multi-residential in nature. Of the non-residential parcels, 3 are churches, 4 are public parks, and 2 are public schools – with the remaining being vacant parcels.

Per data compiled for the City of Spokane's Pedestrian Master Plan (2015), the portions of the neighborhoods located within a 1/4-mile of the Subject Site present:

- An average population density of between 6-25 people per acre (with pockets of 25+ people per acre)
- Have the highest percentage of the Spokane population with no vehicle available (in excess of 15.5%)
- Have a high percentage of people under the age of 18 and 65 & Over (32% to above 44% of households)
- Have a Crash Fatality Density of between 7-12 fatalities (between 2002-2014)

The entire Subject Site is located within the West Central Neighborhood, though 105 of the 821 parcels located within a five minute walk of the proposed development are located within the Emerson-Garfield Neighborhood (104 of these parcels are residential in nature). While a smaller number of parcels in the West Central Neighborhood may be served with a recreational trail alignment running down & across the Spokane River, only the proposed Path alignment on the Subject Site will provide access to as many residential parcels in multiple neighborhoods, as listed above.

The proposed project runs within an alignment identified for both a pedestrian path and bike route in a number of public plans dating back several decades (West Central Neighborhood Plan 1986, West Central Neighborhood Action Plan 2013, Spokane Pedestrian Master Plan 2015, Bicycle Master Plan 2017, and the Spokane Comprehensive Plan 2017). In the latest plan document Centennial Trail is identified as a Shared Use / Multiuse Path. A question has been raised about whether a Shared Use / Multiuse Path in this location can provide the same level of service for pedestrian connectivity as the current 5-foot wide sidewalk – more specifically, will the inclusion of bicycle traffic degrade pedestrian comfort. The proposal has been presented to the Spokane Bicycle Advisory Board for its feedback regarding this issue, though to-date the BAB has not yet taken a position on the subject (comments from individual members have been submitted and are attached to this report). It should be noted that, regarding the issue of pedestrian/cyclist conflicts, there are no applicable statutes that prohibit cyclists from riding on 5'-wide sidewalks outside the city's Downtown. The applicant purports that the proposed

Path will increase both pedestrian and bicycle rider safety by providing greater capacity on the off-roadway accommodation.

The current Comprehensive Plan does indicate that another potential Path alignment may be possible in the future, one that would require the construction of a new bridge crossing of the Spokane River. The proposed project does not preclude this other potential project from occurring.

STA Route 21 operates on a portion of the Subject Site (along Summit Blvd from A Street to West Point Road) – for a distance of approximately 1,700 lineal feet – running on 15 minute head times during the day, switching to one hour head times after 7pm. This portion of Route 21 also has six bus stops located at the intersections of A Street, Lindeke Street, and Cochran Street (three in each direction).

The Subject Site runs along a portion of the Nettleton's Addition Historic District (a district listed on the national historic register), and there are 16 locally listed properties within 1/4-mile of the site. There are proposed Path improvements within the right-of-way directly fronting four of the locally listed properties (the *Paine House* at 2509 W Summit Blvd, the *Ralston House* at 2421 W Mission Ave., the *Bleeker House* at 1707 N West Point Rd, and the *Knight House* at 1715 N West Point Rd). The grant funding the proposed project required an environmental report to gauge potential impacts to historical resources. This report was forwarded to both the State Historic Preservation Office and the Spokane Historic Preservation Officer. Initially, both agencies deemed the project to have no detrimental impacts to historic resources. Based on some subsequent modifications to the scope of the work, initiated by the applicant to respond to public requests and concerns and the Path alignment, the State Historic Preservation Office will continue to review the proposed project. As no modifications are proposed to any locally listed buildings, this project is not subject to review by the Spokane Historic Landmarks Commission.

Typically, improvements located within a public right-of-way are not subject to historic preservation considerations, unless the existing streetscape improvements were identified in historic surveys as contributing elements. In this particular case, while the road alignment through portions of the Subject Site dates to the period of significance for the Nettleton's Addition Historic District all the extant paving sections within the right-of-way date from between 1976 to 1991. The proposed modification of the street section (the relocation of the curbline and construction of the Path) will likely not disturb any historic roadway elements that would qualify as eligible for historic preservation. If any adverse impacts are contemplated, these will be addressed via the appropriate conservation agency actions.

The applicant stated in their written narrative that a number of aspects of the project's design were modified based on public comments. The following engagement results provide further clarity on the public commentary:

- Bus Shelter on Summit Blvd at A Street: This was a specific request from the YMCA; which runs a group home located at the SEC of the intersection of A St. & Summit Blvd. The applicant contact STA and that agency has agreed to install the shelter. It should be noted that everywhere a bus stop is located in areas where construction is occurring the city will provide an 8'x8' concrete slab for ADA access.
- Concrete Driveways at Path Crossings: This was not a request made by a member of the public, but a proposal made by the applicant based on a concern raised about safety at locations where driveways cross the proposed Path.
- Direction of One-way Traffic on N West Point Road: From a paper survey distributed at a public meeting in November, there were ten votes for north-bound and ten votes for south-bound. The Spokane Fire Department requested a south-bound route to preserve response times.
- Parking on the North or South side of Mission Avenue: The south-side on-street parking was a preference gathered from interviewing the residents along this stretch of roadway.
- Parking on the East or West side of N West Point Road: The east-side on-street parking was a preference gathered from interviewing the residents along this stretch of roadway.
- Maintaining the Back of Path at the Existing Back of Sidewalk: This was based on two surveys, a verbal survey at a public meeting with about 50 responses generally in favor, and a written survey where 22 respondents, of 24 total, preferred keeping the back of Path at the back of the existing sidewalk.

The applicant has stated that two existing benches located near the intersection of A Street and Summit Blvd will be placed back in the same general location. The applicant is open to adding an additional one or two benches where the view is good.

The applicant has stated that the current proposal would require two runs of safety railing due to the proximity of an abrupt grade change. One run would be approximately 200 feet in length between Webb Place and A Street, another would run approximately 600 feet in length (running from approximately 75 feet west of A Street easterly to a point approximately 100 feet west of Lindeke Street). The type of railing currently proposed would match the two-pipe railing installed on the Centennial Trail as it runs under the Monroe Street Bridge (see Figure 1).



Figure 1. Applicant's proposed railing

Character Assets

In addition to the Subject Site being the location identified for a Share Use / Multiuse Path in the current adopted plans, the site offers a number of defining assets. The most prominent being the views offered of the Spokane River along Summit Boulevard from Boone Street to Cochran Street (approximately 3,100 lineal feet of the Subject Site). Additionally, approximately 1,250 lineal feet of the proposed Path (that portion running on West Mission Ave. and N West Point Rd) has well-kept residential properties and mature tree canopy coverage along both sides of the right-of-way.

Regulatory Analysis

Zoning Code Requirements

The site is located in the Single Family Residential Zone. 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.

Institutional 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.110.500](#) **Design Standards Implementation:**

The design standards and guidelines found in SMC 17C.110.515, .520, .530, and .535 follow [SMC 17C.110.015](#), 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 following portion of the above-listed Design Standards are applicable to this project, though it should be noted that such standards are crafted to apply to buildings and their appurtenances, and not specifically to public trails, linear parks, or commuter infrastructure for non-motorized transportation.

[SMC 17C.110.515.B.3](#) **Buildings Along the Street:** 3. Gardens, plazas or *other open space* shall meet the L3 landscape standards of chapter 17C.200 SMC, Landscaping and Screening. (*emphasis added*)

[SMC 17C.110.520.B.1, 2, and 3](#) **Lighting:** 1. Lighting shall be provided within parking lots, *along pedestrian walkways and accessible routes of travel*. (R) 2. Lighting fixtures shall be limited to heights of twenty-four feet for parking lots and *sixteen feet for pedestrian walkways*. (P) 3. *All lighting shall be shielded from producing off-site glare*, either through exterior shields or through optical design inside the fixture, so that the direction of light is downward. (R) (*emphasis added*)

[SMC 17C.110.530](#) **Street Trees:** Refer to SMC 17C.200.050 for Street Tree Requirements, and as interpreted by Spokane Urban Forestry.

[SMC 17C.110.535.B.2 and 3](#) **Curb Cut Limitations:** 2. The sidewalk pattern shall carry across the driveway. (R) 3. Adjacent developments shall share driveways, to the greatest extent possible. (P)

City of Spokane Comprehensive Plan

[Comprehensive Plan link](#)

CHAPTER 1: LAND USE

LU 1 CITYWIDE LAND USE

LU 1.1 Neighborhoods: Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

LU 1.12 Public Facilities and Services: Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

LU 4 TRANSPORTATION

LU 4.1 Land Use and Transportation: Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

LU 4.4 Connections: Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 5 DEVELOPMENT CHARACTER

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 5.2 Environmental Quality Enhancement: Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

LU 6.1 Advance Siting: Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.

LU 6.2 Open Space: Identify, designate, prioritize, and seek funding for open space areas.

LU 6.4 City and School Cooperation: Continue the cooperative relationship between the city and school officials.

LU 6.9 Facility Compatibility with Neighborhood: Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

CHAPTER 4: TRANSPORTATION

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 B: PROVIDE TRANSPORTATION CHOICES: Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices.

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY

DESTINATIONS: Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

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 1 Transportation Network For All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use: Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

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

TR 7 Neighborhood Access: Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 14 Traffic Calming: Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

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.

CHAPTER 8: URBAN DESIGN AND HISTORIC PRESERVATION

DP 1 PRIDE AND IDENTITY

DP 1.2 New Development in Established Neighborhoods: Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

DP 2 URBAN DESIGN

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 2.4 Design Flexibility for Neighborhood Facilities: Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

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 2.15 Urban Trees and Landscape Areas: Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

CHAPTER 9: NATURAL ENVIRONMENT

NE 12 URBAN FOREST

NE 12.1 Street Trees: Plant trees along all streets.

NE 13 CONNECTIVITY

NE 13.1 Walkway and Bicycle Path System: Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

NE 13.2 Walkway and Bicycle Path Design: Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

CHAPTER 11: NEIGHBORHOODS

N 2 NEIGHBORHOOD DEVELOPMENT

N 2.1 Neighborhood Quality of Life: Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

N 4 TRAFFIC AND CIRCULATION

N 4.1 Neighborhood Traffic Impact: Consider impacts to neighborhoods when planning the city transportation network.

N 4.2 Neighborhood Streets: Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

N 4.3 Traffic Patterns: Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

N 4.5 Multimodal Transportation: Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.

N 4.6 Pedestrian and Bicycle Connections: Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 5 OPEN SPACE

N 5.3 Linkages: Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

City of Spokane Public Projects Design Guidelines

Applicable City of Spokane Public Projects or Structures Guidelines

A SITE DESIGN AND ORIENTATION

A.1 General Site Design and Criteria: The project or facility shall be sensitive to the physical constraints of the site and the conservation of natural resources, and shall be designed to be functional, easy to use, visually attractive, pedestrian friendly and create a safe and pleasant environment.

- Significant site features such as topography, vegetation, hydrology, should be integrated in the design.
- The project should consider adjacent development as a primary concern with particular attention given to placement and treatment of parking, drives, outdoor lighting, loading and storage areas, and trash receptacles.
- The location of site uses should avoid creating nuisances such as glare, visual obtrusion, noise, traffic, and hazard risk.
- The character of adjacent areas should be incorporated in the site and architectural design.
- The overall site plan and architectural design should be developed to take advantage of solar orientation and opportunities, and where possible, be designed to conserve natural resources.
- A variety of outdoor spaces should be provided as public amenities and oriented, designed, and furnished with character elements such as seating areas, landscape containers, tree grates, and appropriate lighting to create a positive visual and spatial character.
- The outdoor spaces should be located to be a component of the pedestrian circulation system, and include an appropriate landscape treatment of trees, shrubs, ground covers, flower beds, decorative paving materials and be accented with design elements such as specimen plantings, artwork, fountains, mobiles, flower boxes/pots, kiosks, and banners.

A.2 Circulation and Parking: The circulation and parking components shall be safe, simple, and accessible, however, they shall not dominate the entire development.

- A system of connections with adjacent neighborhoods such as pedestrian walks, bikeways, drives, alleyways, open spaces, linking to the project should be provided.
- Convenient and secure bicycle parking with storage/racks should be provided close to major facilities, to encourage bicycle use.
- Pedestrian and bicycle circulation should be designed to avoid conflicts with automobiles. A separation should be created through design elements such as changes in grade, surface treatments, traffic-calming, screening elements, and structures.
- Driveways and parking entries should be well designed, consolidated where possible, utilize appropriate signage, and use shared ingress and egress locations, to reduce the number of potential conflicts with pedestrians.
- Public transit access should be provided within one block of the entrance to the facility, if the general public, other than employees of the facility, is expected to use the facility on a regular basis. If located directly on transit routes, the project should incorporate bus stops and shelters.

A.3 Pedestrian Access & Amenities: The project shall create an environment that is visually attractive and easy to use for pedestrians who use the facilities.

- The project should provide visual and pedestrian access (including barrier free access) into/out of the site from adjacent public walkways.
- Layout of sidewalks should respond to direct movement patterns. Circulation patterns and design forms should be very clear and understandable. Walkways and pedestrian areas should be defined with elements such as trees, shrubs, lighting, and hardscape.
- Pedestrian elements should contribute to the overall streetscape. Considerations include comfortable, safe and attractive walking surfaces (pavers, patterns, etc.), pedestrian scaled and oriented lighting, activity nodes, landscape elements, signage, site furniture, artwork, fountains, benches.
- Frequent and practical pedestrian breaks for access should be provided where a fence, wall, or landscape area separates a sidewalk or pathway from a building or adjacent development.
- Pedestrian areas and sidewalks should be separated and screened from parking and streets with features such as planters, street trees, planting strips, or bollards.
- Where pedestrians cross parking areas and traffic lanes changes in grade, paving material colors or patterns and narrow crossings should be provided to alert drivers to pedestrian traffic.

B BUILDING DESIGN

B.3 Existing and Historic Facilities – Additions and Alterations: For older public projects and structures with historic or architectural value, alterations and new additions shall respect the quality and character of the original period and style of the existing facility.

- A visual distinction between the old and the new while making a new addition or alteration distinguishes the historic parts of Downtown. Similarly additions, which are sympathetic to the underlying building style and design, yet being representative of its own time, avoid creating a "phony" historic look.

B.4 Signage: The design and use of signage is a critical element in the overall appearance and function of a project and shall be designed to be functional, subtle, and efficient, with the purpose of way-finding and identifying uses.

- To reduce visual clutter and obstructions, signs should be attached to the building. Where appropriate, freestanding monument signs can be used with the following design elements:
 - the height should not be greater than 42" above grade;
 - trees and base landscaping and accent lighting should be incorporated;
 - incorporate the signs into existing structures such as planters, screen walls;
 - maintain all clear view sight lines for automobiles and pedestrians;
 - materials and design should reflect the project location, site, or building;

B.5 Lighting: Lighting shall be provided for public projects and structures to improve the safety and security during the evening hours and enhance the character and quality of the facility. The form, quantity and character of lighting and the quality of light shall establish an attractive, distinctive and safe environment, but shall not create an unwanted nuisance for residential or other sensitive areas.

- The location of light fixtures should respond to the anticipated use. Lighting for pedestrian movement should be placed at regular intervals and should clearly identify the walkway, and emphasize changes in grade, path intersections, seating areas and any other areas along a path which, if left unlit, would cause the user to feel insecure.
- Lighting fixtures shall not produce excessive glare, or trespass into residential areas, with on-site lighting designed, installed and maintained to direct light only onto the property on which the light source is located. All lighting fixtures, including spotlights, electrical reflectors and other means of illuminating signs, structures, landscaping, parking, loading and similar areas should be focused, directed and arranged to prevent glare or direct illumination on adjoining properties.

- Pedestrian areas should be lighted with pole or bollard type fixtures (typically not more than 16 feet in height or 3 feet in height for bollards) that are in scale with the pedestrian to enhance the pedestrian environment.
- Light posts generally should be located in such a manner that they will not become safety hazards to pedestrians or vehicles, and should complement the character of the project.
- Appropriate shields should be attached to lighting fixtures to reduce night sky lighting, and minimize light and glare illuminating directly up into the night sky.

C LANDSCAPE DESIGN

C.1 General Landscape Design: Project design and development plans shall include well planned landscaping as an integral component of the project and exhibit an overall design concept utilizing plant and landscape materials in a creative, environmentally sensitive, and functional manner to provide spatial definition, enhance and compliment the overall site and built environment, while being sensitive to the conservation of natural resources.

- Site alterations, soil disturbance, and construction should be avoided in the areas of significant existing landscape elements.
- Selection of plant materials should be based on their year round interest (deciduous color, spring flower, fruits, or branching patterns) as well as their overall form, texture and shape.
- Plant species should be selected that are tolerant of site and city conditions, relatively free from pests and disease, and that are drought tolerant.
- Plants materials that have low water consumption and low maintenance requirements should be used on public projects to conserve water, reduce costs and as a public demonstration of landscaping alternatives.
- Plants should be placed, and obtain an appropriate size, for the intended use. New and mature trees and shrubs should not reduce visibility and views.
- Landscaping and street trees, spaced at regular intervals of 20-25 feet, should be installed along the sidewalks, between parking and moving lanes in the street and the building edge, to define the pedestrian zone and help to create a safer pedestrian walk-way.
- All opportunities for landscaping should be utilized. These may include:
 - small planting areas with flowering shrubs;
 - use of shrub or vine espaliers, vertical trellises, next to blank walls;
 - specimen trees, street trees in walkways with decorative grates;
 - specimen or mass planting of trees as focal points;
 - landscape opportunities created by building modulation;
 - entry way treatments.
- Landscape designs should consider the following:
 - use a native, low maintenance/chemical use, and drought tolerant plant palette;
 - complement existing landscape materials in neighborhood for visual continuity;
 - avoid a haphazard appearance by limiting plant species, types, and textures;
 - focus and mass plantings for design character; avoid sporadic plantings;
 - utilize storm-water treatment areas as landscape opportunities and elements;
 - retain existing vegetation and incorporate with new landscape areas.

D INFRASTRUCTURE DESIGN

D.1 Street Design: All street and right-of-way improvements shall be constructed in accordance with adopted city development standards unless physically impossible considering the particular site constraints.

- Streets should be designed to meet the adopted standards, starting from the outside of the right-of-way in towards the centerline.
- When the right-of-way is inadequate to allow complete development in conformance with the standards, pedestrian amenities, including benches, street trees, lighting, high visibility crosswalks, accessible ramps, and full width sidewalks should be given the higher priority over vehicular circulation elements.
- Public safety and transit needs should be met even if this reduces the space available for on street parking or private vehicle circulation.
- When the standards indicate a separated sidewalk is to be provided, acceptable street trees should be planted therein and maintenance thereof insured via an agreement between city departments or private individuals.

D.2 Utilities Design: Necessary infrastructure installations shall be designed to integrate appropriately with the above ground natural and built environment, or at a minimum, include mitigation for any environmental degradation that is unavoidable.

- Areas disturbed for subterranean infrastructure installations should be returned, as close as possible, to their pre-construction state.
- When permanent site degradation is unavoidable, alternate mitigation should be employed, which could include the planting of alternative species of plants, either on the site or in the vicinity, or the development of the site into small, usable public spaces.
- All above ground infrastructure should be designed to be compatible in scale, details and mass with the surrounding buildings.
- Where fences or walls are necessary to reduce noise, provide buffers, or for safety concerns, the following should be considered:
 - provide plant materials and/or art work (mosaic, murals, masonry patterns, sculpture) over a substantial portion of the blank wall or fence surface;
 - reduce the scale and mass as well as provide visual interest by utilizing a variety of design elements and methods including indentations, varying heights, textures, colors, materials, landscaping, or accent lighting,
 - repeat the adjacent buildings' facade details and materials on fences or walls.

E PUBLIC SPACE

E.1 Public Spaces Design: Public Spaces shall be developed in a manner that promotes social interaction, and makes the safety, convenience and enjoyment of the user the primary design parameters.

- The intended user and probable times of use should be identified early in the project program phase.
- Spaces intended for passive or active human use should have adequate formal and informal seating, including seats and benches, and sculptured lawn areas.
- In parks, gardens and in other more informal spaces, architectural elements should be secondary to landscape elements for spatial definition.
- Artists should be included early in the design process to insure integration of public art into all new public spaces.
- Plant species should be selected that are tolerant of site and city conditions, relatively free from pests and disease, and that are drought tolerant.
- Plants should be placed, and obtain an appropriate size, for the intended use. New and mature trees and shrubs should not reduce visibility and views into, and out of the public space.

- A clear delineation of maintenance responsibilities of public space and vegetation should be insured via an agreement between city departments.
- Where fences or walls are necessary to reduce noise, provide buffers, or for safety concerns, the provision of screening plant materials, or artwork, reducing the scale and mass, and incorporating textured design elements and materials should be considered.

Topics for Discussion:

Staff have prepared topics for discussion for the March 25th collaborative workshop:

Site Design and Orientation

1. 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)
2. 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)

Building Design

3. 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)
4. 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)
5. 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?

Landscape Design

6. What opportunities are there to utilize [SpokaneScape](#) drought tolerant, native, low-maintenance landscaping?
7. 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)
8. 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?

Note: Landscaping installed in the public right-of-way in front of a private property, planted as part of public works projects, is often done under an agreement with the fronting property owner to ensure that the property owner will maintain the landscaping.

Infrastructure Design

9. 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)
10. 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, which depicts the proposed two-pipe railing system but also shows the on-Path striping at this location)
11. 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).

Public Space

12. 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?
13. 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.)

Note: The grant funding the majority of the construction cost for the project may have restrictions on project-related expenses that could prohibit spending grant funds on "public art", but the grant may be able to underwrite certain aspects of wayfinding signage.

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 Development Services and Public Works.


Policy Basis

Spokane Municipal Codes
City of Spokane Comprehensive Plan
City of Spokane Municipal Public Projects or Structures Guidelines

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	CC : Louis Meuler, Interim Planning Director Tami Palmquist, Development Services
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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 17C17C.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

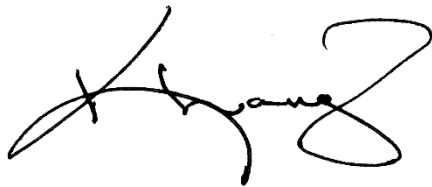
14. The Design Review Board supports the applicant's likely need for additional funding for the project to address community needs for the proposed design.

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.

Applicant's Submission

**(including public survey interim results, as
of 5/18/2020)**

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 :
 Louis Meuler, Interim Planning
 Director
 Tami Palmquist, Associate
 Planner

CC :
 Dan Buller, Engineering
 City of Spokane- Public Works

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.**

Engineering Services (ES) Response: This recommendation appears to address two facets of the same issue: a) how adjacent property owners in their vehicles safely cross the trail and b) how the trail is constructed to address both uses. Item b) is addressed in question #4 below.

Regarding how adjacent property owners in their vehicles safely cross the trail (item a), the City can/will remind adjacent property owners that pedestrians & cyclists have the right of way in Washington and that this pertains to crossing the proposed trail when accessing private residences.

It should be noted that of the 13 or so driveways that cross the trail on Mission Ave. & West Point, all but 5 have either turn arounds or horseshoe driveways such that only 5 people will need to back onto the trail. Note also that these same adjacent property owners currently have a sidewalk crossing their driveways as well as the traffic from the currently signed centennial trail. That is, caution is already required when driving a vehicle across the existing pedestrian route (sidewalk) and bike lane so the installation of the trail represents a change but not a substantial change from the present situation.

Nevertheless, the City will send a letter to adjacent property owners informing them of the relevant RCW giving ped/cyclists the right of way and recommending they enter/exit their driveway traveling forward when feasible (all but 5 properties).

- 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. The applicant shall return to the board with existing examples within the city.

ES Response: We will do so. See attached “Landscaping & Tree Issues” document for a parcel by parcel accounting of which existing landscape features present an issue for the proposed trail and how ES proposes to address each issue.

Note that many of these landscaping features are on private property and so require the permission of property owners to prune, alter or remove them. This communication/ negotiation with property owners is a process that will require a number of weeks and will likely meet with varying degrees of success, depending on the interest of the property owner in modifying their landscaping both in the right of way and on private property.

Regarding the second part of this recommendation #2, see attached “Trail Driveway Trail Crossing Examples”.

- 3. The applicant is encouraged to continue discussions with property owners, and urban forestry and to reflect those agreements in the conceptual planting plan submitted for the recommendation meeting.**

ES Response: We will do so. See attached “Tree Removal-Replacement” exhibits (5 pages) and exhibits within “DRB – 2nd meeting exhibits”, particularly p. 7.

- 4. The board acknowledges and encourages the current intent to visually designate driveways vs. centennial trail pathways through the implementation of material changes.**

ES Response: As stated in the first DRB meeting, we plan to install concrete driveways across the asphalt trail as the best method of delineating the potential conflicts with vehicles. See p. 5 within “DRB – 2nd meeting exhibits” for more detail. This approach was suggested by an area resident.

- 5. The board recommends that the applicant further explore the geometry and function of the design as presented in Road Section Detail B. In particular, 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.**

ES Response: From the response to recommendation #1 above, note that there all but five driveways on Mission Ave./West Point have the ability to turn around on the driveways such that they would not back out of their driveway. And on West Point, to which this recommendation pertains, only two homes lack the ability to turn around and would therefore be backing out of their driveway.

For those two driveways (and all the others on West Point), we propose a widened approach flair (equivalent to what is provided on an arterial) to facilitate the backing out movement.

See also attached “Autoturn West Point Driveway Radius” (2 pages) modeling showing the worst case scenario, a car parked immediately opposite a driveway.

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

ES Response: See p. 3, 4 and 6 within “DRB – 2nd meeting exhibits”.

We can and will accommodate future art installations. However, artistic elements are generally conceived, driven and usually funded by the arts community or neighborhood and not ES. In the past, attempts to install concrete foundations or provisions for lighting in advance of art conception have been fruitless since foundations and lighting vary substantially depending on what the art configuration.

Examples of where ES accommodated future art installations (but did not conceive, drive or fund such installations) are the art piece within the Five Mile roundabout, South Gorge Trail Phase 1, University District bridge (this one was funded by the project).

On a related note, Centennial Trail wayfinding signs will be installed after the project by the Friends of the Centennial Trail.

- 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.**

ES Response: This comment appears to pertain to two types of guardrails: vehicular guardrails and pedestrian guardrails.

Vehicular guardrails must meet DOT crashworthiness standards and, therefore, available options are limited to either metal (such as exists now) or concrete barriers.

Concrete barriers have the advantage that they require no separation on the back side (less overall space requirements) which is required for metal guardrail.

ES proposes concrete with a form liner and painting to fit within the overall neighborhood context.

See p. 4 within “DRB – 2nd meeting exhibits”.

Pedestrian guardrail is needed where retaining walls will be installed. ES proposes to make guardrail as minimally noticeable by having only two horizontal bars, similar to what was installed beneath the Monroe St. Bridge as pictured below.





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.

ES Response: As presently laid out, because of existing topography, it will be necessary to construct approximately 800-1200' of retaining wall on the north side of Summit Blvd (which won't be visible to residents or trail users because it will be downhill/under the trail) and railing for that same distance.

If the north curb line were shifted south, that length could be substantially reduced. But extending the north curb line to the south requires parking to be eliminated on both sides of the street. The tradeoff, then, is a reduction in the length of pedestrian hand railing vs. removal of on-street parking. ES mailed a survey to residents on Summit Blvd. who would be affected by such parking removal and the results were overwhelmingly "don't remove parking both sides." This alternative has therefore not been pursued further.

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

ES Response: We have done so as we believe the other responses and exhibits contained herein demonstrate.

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.

ES Response: ES proposes to do so as shown in p. 5 within “DRB – 2nd meeting exhibits”.

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).

ES Response: Benches and bike racks are planned at key view spots as shown in the p. 3, 4 and 6 within “DRB – 2nd meeting exhibits”.

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

ES Response: The City will install or relocate standard intersection lighting to focus on crossing locations of Summit, Mission and West Point. See attached “Lighting Adjustments”.

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

ES Response: We will do so in conjunction with Parks and Urban Forestry. See attached “Tree Removal – Replacement” exhibits. (5 pages)

For the record, the amount of tree removals has been overstated by some. The approximate quantities and locations of tree removals is as follows.

Location	Type of Tree	Public or Private(2)	Quantity Likely to Be Removed
Summit Blvd – Boone Ave. to A St.	Evergreen Ponderosa pine Deciduous Multi-stem(1)	Public	0 6 – 9(3) 0 0
Summit Blvd – A St. to Cochran St.	Evergreen Ponderosa pine Deciduous Multi-stem(1)	Public Public Public	4 0 2 2 clusters
Mission Ave. – Cochran St. to West Point. Rd.	Evergreen Ponderosa pine Deciduous Multi-stem(1)	Private	0 0 Possibly 1 (2) 0
West Point Rd. – Mission Ave. to Milford St.	Evergreen Ponderosa pine Deciduous Multi-stem(1)	Private	0 0 Up to 2 0
West Point Rd. – Milford St. to Pettet	Evergreen Ponderosa pine Deciduous Multi-stem(1)	Private Private	0 0 2 (2) 4 clusters (2)
Total	Evergreen		4

	Ponderosa pine		6 - 9
	Deciduous		2 - 4
	Multi-stem(1)		2 - 6

- (1) Multi-stem deciduous trees are partially overgrown shrub/partially non-pruned tree so are counted by cluster.
- (2) Private landscaping can only be removed with the permission of the private property owner so potential removals indicated as “private” are tentative and a range is shown in the Total row. In some cases, pruning, rather than removal, will be the more appropriate treatment.
- (3) Three of these trees may be saved and hence the 6 – 9 range shown.

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.

ES Response: Acknowledged

Kathy Lang, Chair, Design Review Board

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

Inventory Analysis

A "A" Street Overlook



Looking West



Looking South



Looking North

B West Side of Summit Blvd



Existing Bench Seating



Utilitarian Guardrail

C East Side of Summit Blvd



Rock masonry, typical character of the neighborhood



N ↑

D Summit Blvd Outside Project Boundaries

D



Centennial Trail Overlook

Vision Scope

Areas of Focus:

- 1 Boone Ave. & Summit Blvd.
- 2 "A" Street & Summit Blvd.
- 3 West Point Rd. & Mission Ave.
- 4 West Point Rd. & Pettet Dr.

See following slides for
proposed designs in these
locations



1. Boone Ave. & Summit Blvd.



2. "A" Street & Summit Blvd.



3. West Point Rd. & Mission Ave.

CLASS I
STREET TREE:
COLUMNAR
FLOWERING
CRABAPPLE

DRIVEWAYS WITH 2'X2'
SCORING PATTERN

EXISTING TREE

CLASS II STREET
TREE: KATSURA

ADAPTED TRAIL
SEPARATION PLANTINGS:
CREEPING OREGON GRAPE,
LAVENDER, IRIS, DAYLILIES



4. West Point Rd. & Pettet Drive



Trail Separation Alternatives

Class I Street Trees, Typ.
Columnar Flowering Crabapple



*Trees will require irrigation for viability



Alternate 1 - Minimal Maintenance



Alternate 2 - Low to Moderate Maintenance



Alternate 3 - Moderate Maintenance

Class II Street Trees, Typ.
Katsura



Rock Mulch w/Cobble

2 x 2 Concrete Paver, Typ.

Native Grass Planting:

- 3% Arrow Leaf Balsam Root
- 17% Canbar Canby Bluegrass
- 2% Ferne Leaf Biscuit Root
- 9% Prairie June Grass
- 5% Silky Lupine
- 30% Sodar Streambark Wheatgrass
- 3% Sticky Geranium
- 30% Winchester Idaho Fescue



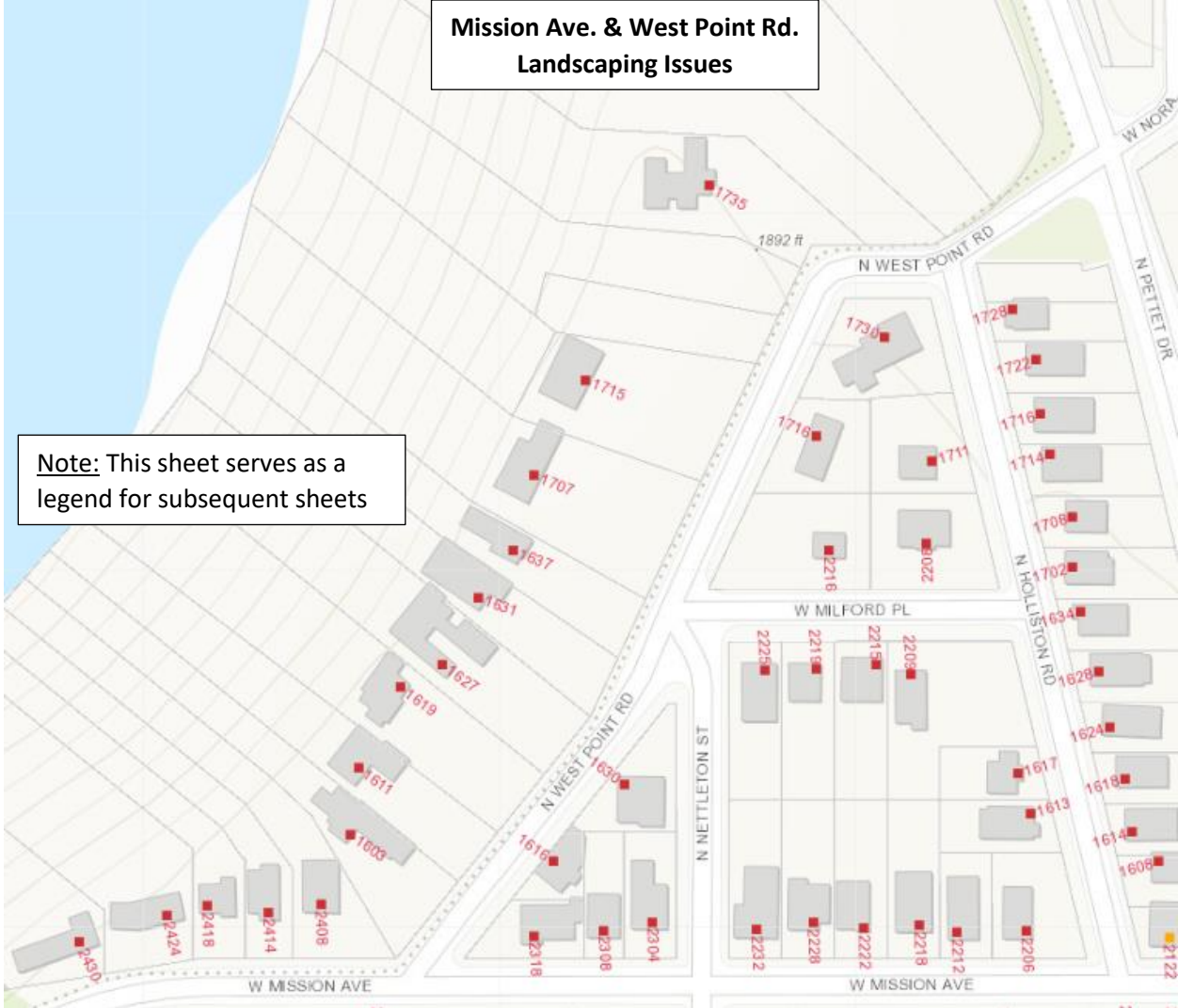
Adaptive Plantings:

- Creeping Oregon Grape
- Lavender
- Iris
- Daylily



**Mission Ave. & West Point Rd.
Landscaping Issues**

Note: This sheet serves as a
legend for subsequent sheets



2430 W. Mission Ave.



Proposed Trail Location Relative to Existing Sidewalk

This is the first property which the trail will be in front of (traveling west to east). The public right of way is approximately half way between the back of existing sidewalk and the house. The trail alignment was shifted to within 1' of the back of the existing sidewalk by removing on street parking at the property owner's request. We will be creating a bump out here to move the curb away from the residence and narrow the road for traffic calming.

Safety Considerations

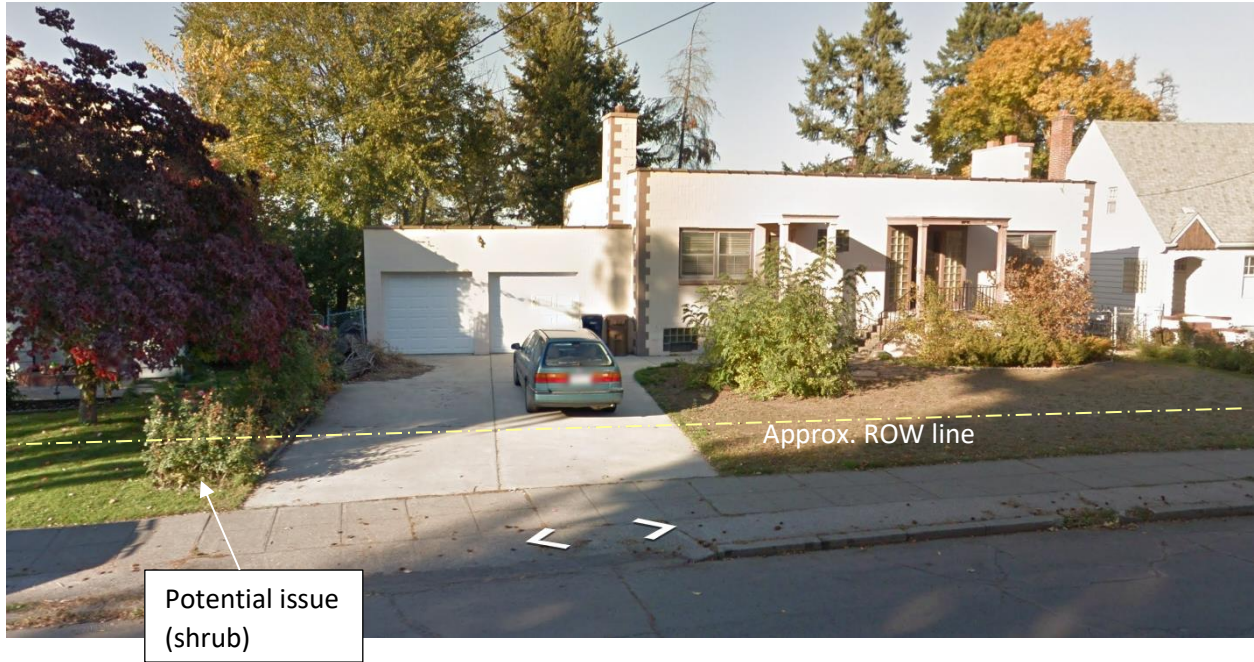
No existing sight obstructions affecting driveway-trail interface

Tree/Landscaping Issues

This property owner has stated they do not want to have landscaping impacted and do not need on street parking. No landscaping issues. Sprinkler heads and rock will be relocated to back of proposed trail where necessary

No tree issues.

2424 W. Mission Ave.



Proposed Trail Location Relative to Existing Sidewalk

The location of the proposed trail on Mission Ave. is being worked through with existing property owners and is contingent on which side of the street, north, south or both on-street parking will remain. Depending on the results of that conversation, the back of trail will either be very near the back of the existing sidewalk or will vary from 1' behind (toward private property) the existing sidewalk at the west property line up to 5' at the east (the street is curving in this section) but still within public right of way.

Safety Considerations

The shrub indicated could be a sight obstacle. If above 3', the City will request that it be pruned by the property owner.

Tree/Landscaping Issues

Potential shrub issue as shown above. If necessary due to sight line issues, the City will request this property owner prune this shrub to a maximum height of 3'. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

2418 W. Mission



Proposed Trail Location Relative to Existing Sidewalk

The location of the proposed trail on Mission Ave. is being worked through with existing property owners and is contingent on which side of the street, north, south or both, on-street parking will remain. Depending on the results of that conversation, the back of trail will either be very near the back of the existing sidewalk or up to 5' behind (toward private property) the existing sidewalk but still within public right of way.

Safety Considerations

No existing sight obstructions affecting driveway-trail interface.

Tree/Landscaping Issues

No landscaping issues. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

2414 (shares driveway with 2408 W. Mission)



Proposed Trail Location Relative to Existing Sidewalk

The location of the proposed trail on Mission Ave. is being worked through with existing property owners and is contingent on which side of the street, north or south or both, on-street parking will remain. Depending on the results of that conversation, the back of trail will either be very near the back of the existing sidewalk or up to 5' behind (toward private property) the existing sidewalk but still within public right of way.

Safety Considerations

No existing sight obstructions affecting driveway-trail interface.

Tree/Landscaping Issues

No landscaping issues. Sprinkler heads will be relocated to back of proposed trail where necessary.

Trees - There is one private tree, shown above, located approximately 1' outside the public right of way. The property owner would like to save this tree. This has been discussed with urban forestry. There will need to be work done to protect the roots. The extent of work will depend on the final location of the trail. The property owner is aware of this and we will continue to work with them to protect their tree.

2408 W Mission Ave. (shares driveway with 2412 W. Mission)



Proposed Trail Location Relative to Existing Sidewalk

The location of the proposed trail on Mission Ave. is being worked through with existing property owners and is contingent on which side of the street, north, south or both, on-street parking will remain. Depending on the results of that conversation, the back of trail will either be very near the back of the existing sidewalk or up to 5' behind (toward private property) the existing sidewalk but still within public right of way.

Safety Considerations

No existing sight obstructions affecting driveway-trail interface.

Tree/Landscaping Issues

Likely need shrub removal within the right of way where shown above as the trail radius is installed to connect to West Dr. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

1603 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The existing shrub row (see pictures above) is currently trimmed to a height that proper sight lines are maintained at this driveway-trail interface.

Note also that this driveway is a horseshoe configuration enable a forward facing exit from this driveway.

Tree/Landscaping Issues

Likely need shrub removal within the right of way where shown above as the trail radius is installed to connect to Mission Ave. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

1611 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The shrubs pictured above present a sight view obstacle for cars exiting the driveway and therefore a potential safety issue. Since they are on private property, the city will request permission to remove and replace them.

Note also that this driveway is a horseshoe configuration enable a forward facing exit from this driveway.

Tree/Landscaping Issues

The existing fence between the driveways is at the ROW line and will not be disturbed. The fence perpendicular to the sidewalk at both property lines (left and right side of picture) extends into the ROW and will need to be shortened slightly to terminate at the ROW line.

See "Safety Considerations" above. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

1619 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The ends of the shrub rows pictured above may present a sight view obstacle and therefore a potential safety issue. Since they are on private property, the city will request permission to remove the last shrub in each of the above pictured rows.

Tree/Landscaping Issues

See "Safety Considerations" above. Sprinkler heads will be relocated to back of proposed trail where necessary.

No tree issues.

1627 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The end of the shrub row pictured above may present a sight view obstacle and therefore a potential safety issue. Since it is on private property, the city will request permission to remove the last shrub in the above pictured rows.

Note also that this driveway has a hammerhead turnaround which enables a forward facing exit from this driveway.

Tree/Landscaping Issues

See "Safety Considerations" above.

Also, the tree pictured above needs to be pruned or removed to avoid interfering with the proposed trail. Sprinkler heads will be relocated to back of proposed trail where necessary.

1631 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The tree pictured above likely presents a sight view obstacle and overhangs the existing sidewalk/proposed trail and therefore a potential safety issue. Since it is on private property, the city will request permission to remove or prune this tree.

Note also that this driveway has a hammerhead turnaround which enables a forward facing exit from this driveway.

Tree/Landscaping Issues

See "Safety Considerations" above.

Sprinkler heads will be relocated to back of proposed trail where necessary.

1637 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The tree pictured above likely presents a sight view obstacle and needs to be limbed up. The shrubs indicated above need to be pruned to not more than 3' height. Since both are on private property, the city will request permission to do this pruning and request the property owner to keep these pruned.

Note also that this driveway has a hammerhead turnaround which enables a forward facing exit from this driveway.

Tree/Landscaping Issues

See "Safety Considerations" above.

Sprinkler heads will be relocated to back of proposed trail where necessary.

1707 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The tree pictured above may protrude into the trail and likely needs to be pruned. Since it is on private property, the city will request permission to do this pruning and request the property owner to keep it pruned.

Note also that this driveway has a horseshoe configuration which enables a forward facing exit from this driveway.

Tree/Landscaping Issues

See "Safety Considerations" above.

Sprinkler heads will be relocated to back of proposed trail where necessary.

1715 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way. There is a concrete wall with a rod iron fence on top. The back of trail will be paved up to this wall.

Safety Considerations

The trees and shrubs pictured above protrude into the trail and present a sight view obstacle. Some can be pruned, some will need to be removed/replaced. Since all are on private property, the city will request permission to do this pruning/removal from the property owner.

Note also that this driveway has a horseshoe configuration which enables a forward facing exit from this driveway.

Tree/Landscaping Issues

See "Safety Considerations" above.

Sprinkler heads will be relocated to back of proposed trail where necessary.

1735 N West Point Rd.



Proposed Trail Location Relative to Existing Sidewalk

The proposed back of trail is within one foot of the existing back of sidewalk and within public right of way.

Safety Considerations

The trees and shrubs pictured above protrude into the trail and present a sight view obstacle. Some can be pruned, some will need to be removed/replaced. Since all are on private property, the city will request permission to do this pruning/removal from the property owner.

Note also that this driveway has a circular configuration which enables a forward facing exit from this driveway.

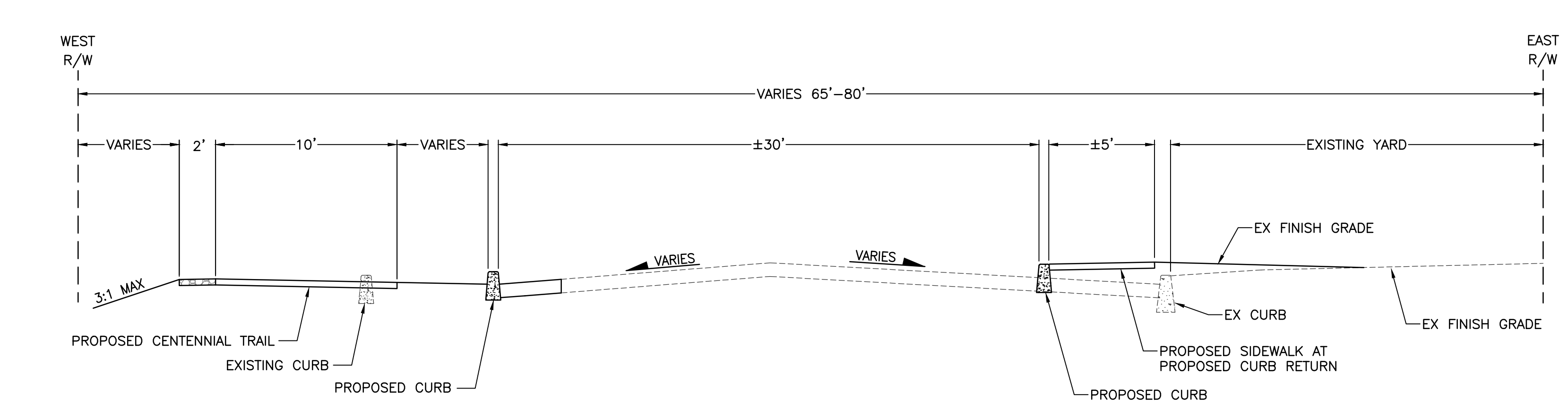
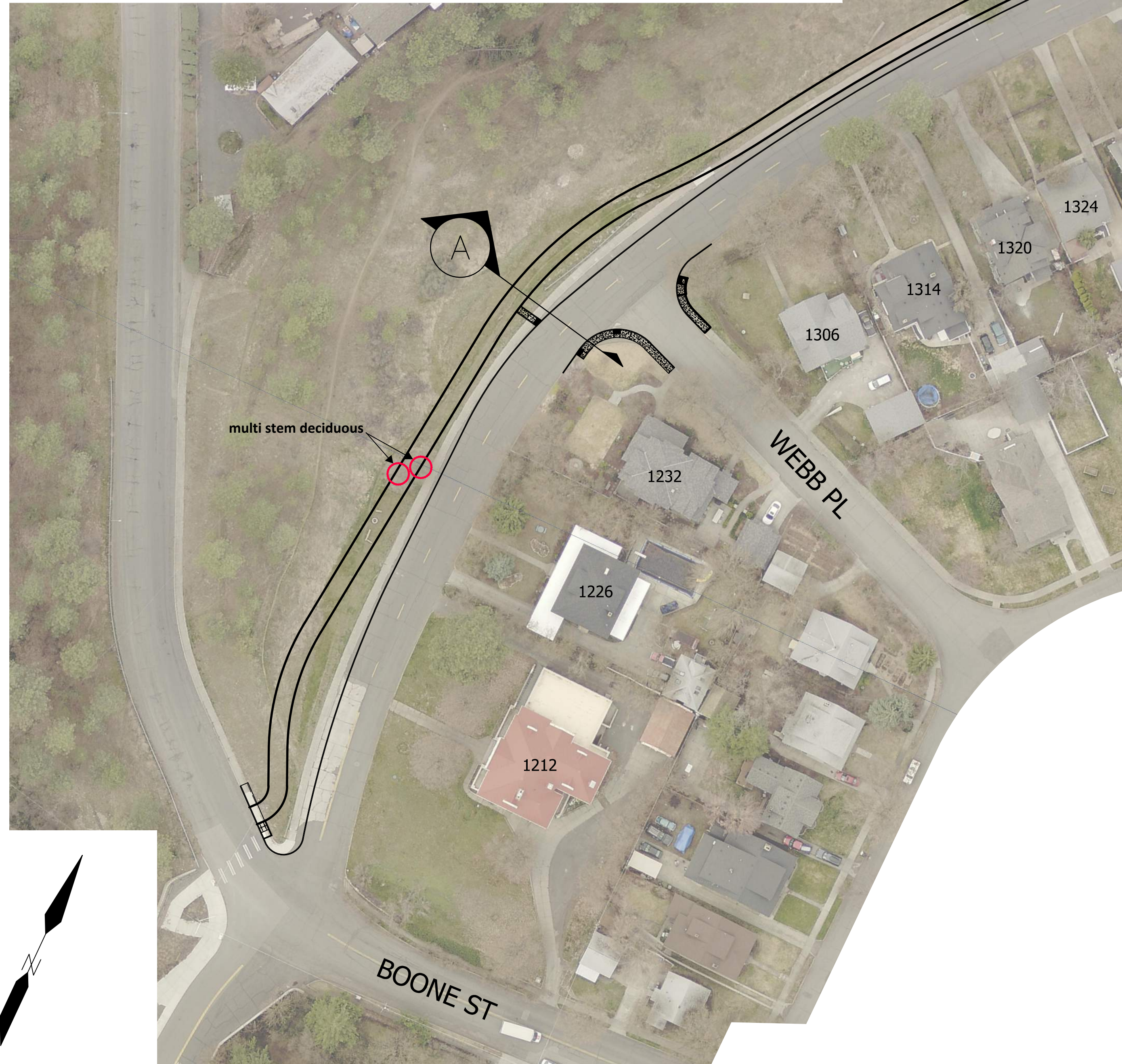
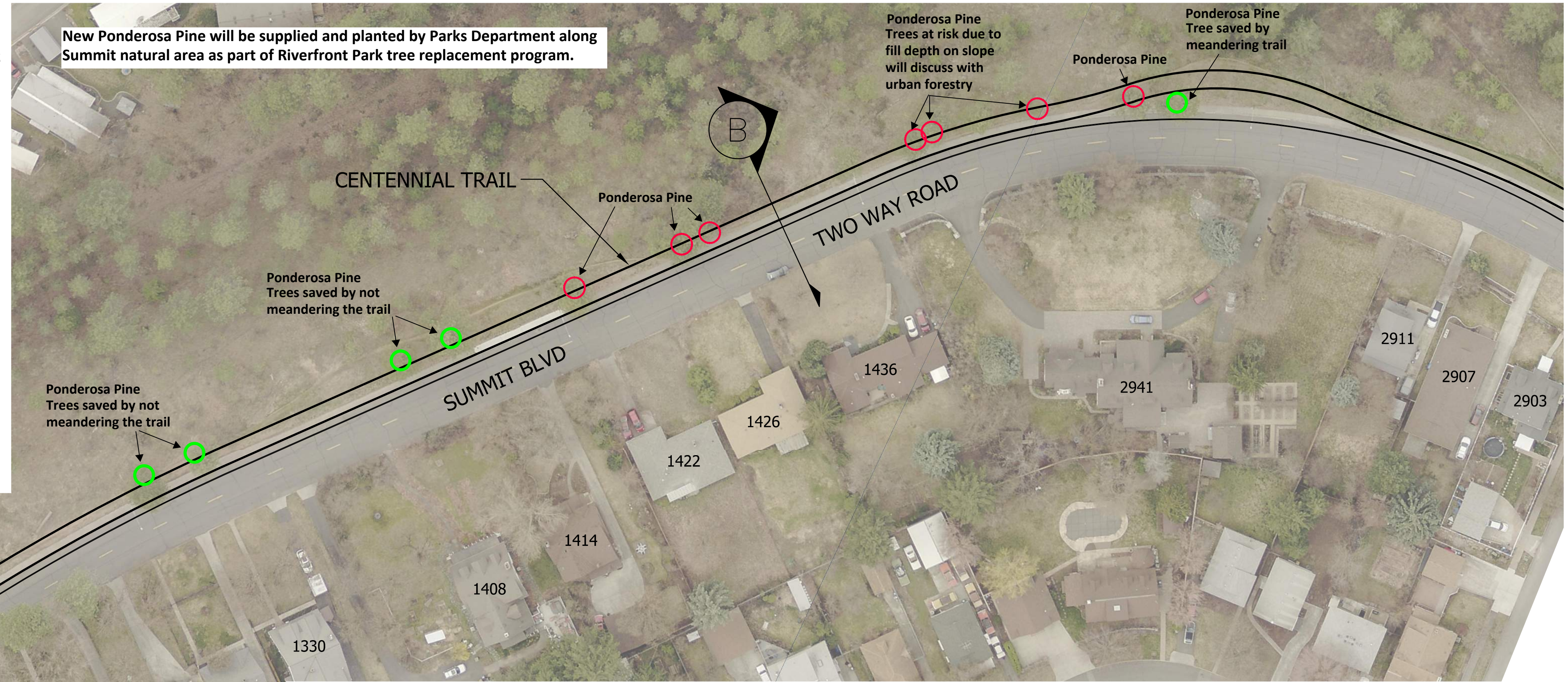
Tree/Landscaping Issues

See "Safety Considerations" above.

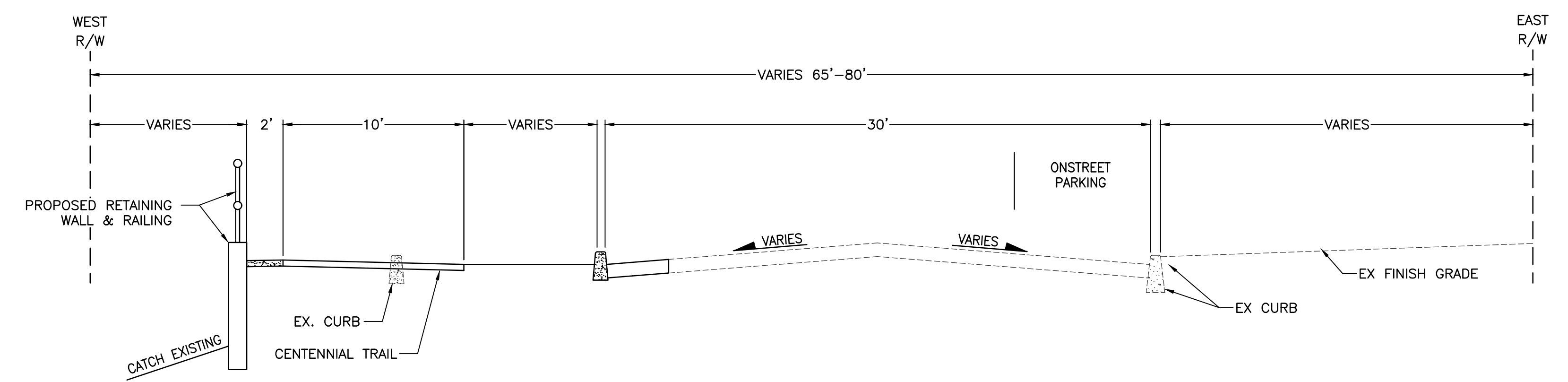
Sprinkler heads will be relocated to back of proposed trail where necessary.

EXPLANATION OF TRAIL LOCATION – SUMMIT BLVD

1. TRAIL WILL BE LOCATED ALONG THE BLUFF AS FAR FROM THE ADJACENT SUMMIT BLVD AS POSSIBLE.
2. NOTE THAT A 5' BUFFER BETWEEN THE ADJACENT ROADWAY AND THE TRAIL IS REQUIRED BY THE FUNDING AGENCY (ALTHOUGH LIMITED EXCEPTIONS ARE FEASIBLE).
3. ON THE BLUFF SIDE OF THE TRAIL, A SEPARATE 5' BUFFER IS REQUIRED TO AVOID A REQUIREMENT FOR SAFETY RAILING.
4. TO MAXIMIZE THE AVAILABLE AREA FOR THE TRAIL AND REDUCE THE NEED FOR RETAINING WALLS AND ASSOCIATED RAILING, THE NORTH CURB LINE WILL BE MOVED SOUTH APPROXIMATELY 3' THEREBY NARROWING THE ROAD.
5. NARROWING THE ROAD REQUIRES REMOVAL OF PARKING ON THE NORTH SIDE. NOTE THAT THERE ARE NO HOUSES ON THE NORTH SIDE.
6. IN A NUMBER OF LOCATIONS, THE TOP OF THE BLUFF IS CLOSE ENOUGH TO THE NORTH EDGE OF SUMMIT BLVD. THAT RETAINING WALLS WILL BE REQUIRED TO CONSTRUCT THE TRAIL.
7. WHERE RETAINING WALLS ARE REQUIRED OR WHERE THERE IS LESS THAN 5' FROM THE EDGE OF THE TRAIL TO THE TOP OF THE BLUFF, SAFETY RAILING WILL BE REQUIRED.
8. MINOR VARIATIONS TO THE ABOVE APPROACH ARE CURRENTLY BEING EVALUATED.



A TRAIL SECTION



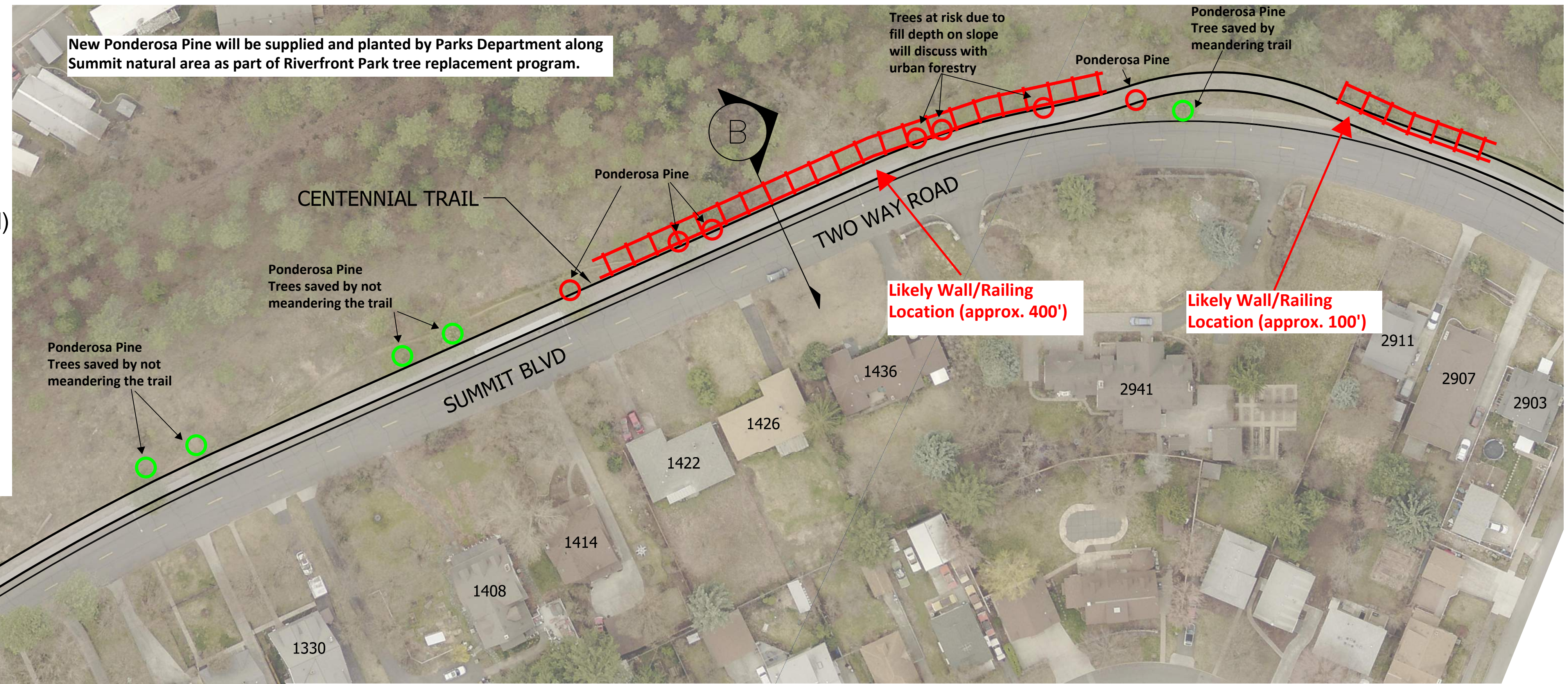
B TRAIL SECTION

- GENERAL NOTES:**
1. THIS SECTION APPLIES WHERE INDICATED BY THE BELOW
 2. DASHED LINES INDICATE EXISTING ROAD, CURB OR SIDEWALK THAT WILL REMAIN. SOLID LINES INDICATE PROPOSED IMPROVEMENTS
 3. SURFACING IN THIS AREA LIKELY DRYLAND GRASS

Proposed Centennial Trail: Summit Blvd - Boone to A St


Retaining Wall/Handrail Notes

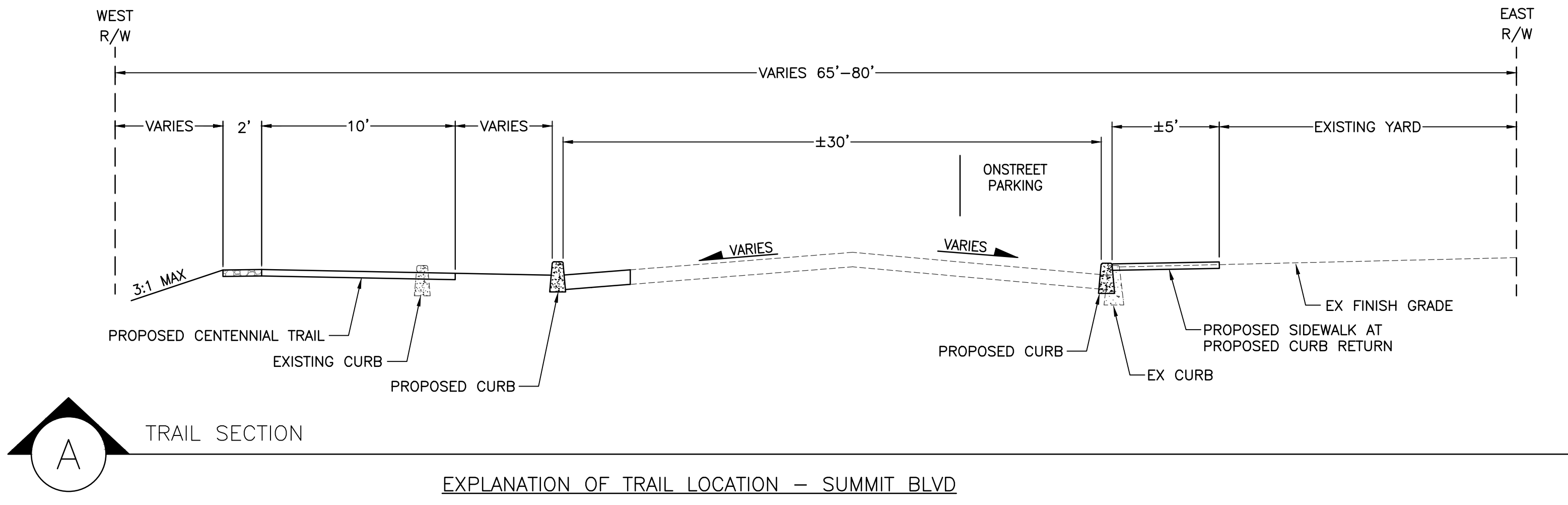
1. Wall will be constructed beneath trail and therefore will only be visible from across the river, a distance of at least 1/4 mile.
2. Max wall height is 5' but most of the wall will be less than 3' height.
3. Wall material will be either concrete block with a mixed color pallet of sand and basalt coloring or gabion baskets.
4. Hand rails to be 2 horizontal black bar as shown below (pictures taken beneath Monroe St. Br)
5. Image below is from a similar application (short wall beneath S. Gorge Trail) using sand and basalt colored concrete block



Proposed Centennial Trail: Summit Blvd - Boone to A St



- GENERAL NOTES:**
1. THIS SECTION APPLIES WHERE INDICATED BY THE  BELOW
 2. DASHED LINES INDICATE EXISTING ROAD, CURB OR SIDEWALK THAT WILL REMAIN. SOLID LINES INDICATE PROPOSED IMPROVEMENTS
 3. SURFACING IN THIS AREA LIKELY DRYLAND GRASS

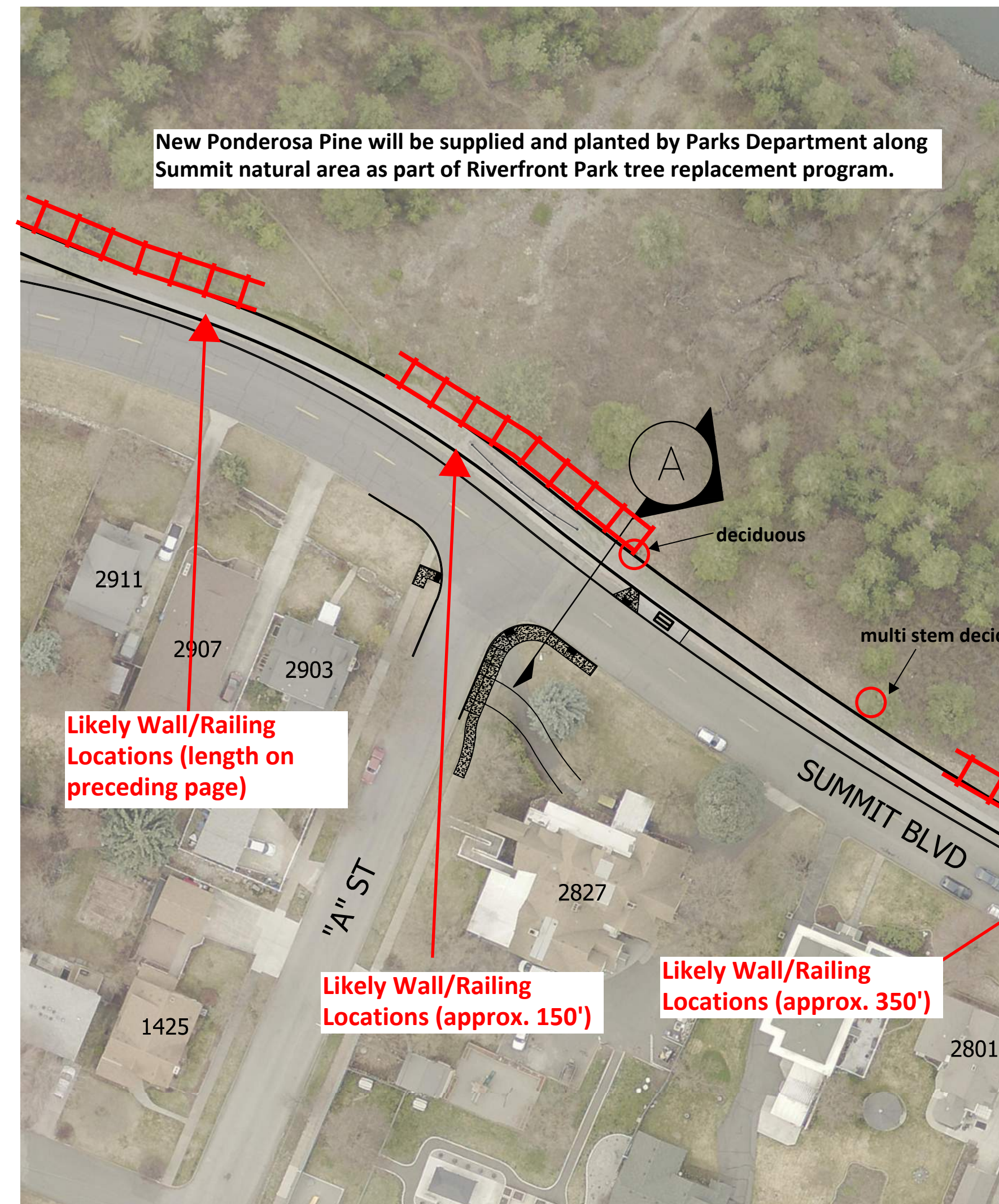


- EXPLANATION OF TRAIL LOCATION – SUMMIT BLVD**
1. TRAIL WILL BE LOCATED ALONG THE BLUFF AS FAR FROM THE ADJACENT SUMMIT BLVD AS POSSIBLE.
 2. NOTE THAT A 5' BUFFER BETWEEN THE ADJACENT ROADWAY AND THE TRAIL IS REQUIRED BY THE FUNDING AGENCY (ALTHOUGH LIMITED EXCEPTIONS ARE FEASIBLE).
 3. ON THE BLUFF SIDE OF THE TRAIL, A SEPARATE 5' BUFFER IS REQUIRED TO AVOID A REQUIREMENT FOR SAFETY RAILING.
 4. TO MAXIMIZE THE AVAILABLE AREA FOR THE TRAIL AND REDUCE THE NEED FOR RETAINING WALLS AND ASSOCIATED RAILING, THE NORTH CURB LINE WILL BE MOVED SOUTH APPROXIMATELY 3' THEREBY NARROWING THE ROAD.
 5. NARROWING THE ROAD REQUIRES REMOVAL OF PARKING ON THE NORTH SIDE. NOTE THAT THERE ARE NO HOUSES ON THE NORTH SIDE.
 6. IN A NUMBER OF LOCATIONS, THE TOP OF THE BLUFF IS CLOSE ENOUGH TO THE NORTH EDGE OF SUMMIT BLVD. THAT RETAINING WALLS WILL BE REQUIRED TO CONSTRUCT THE TRAIL.
 7. WHERE RETAINING WALLS ARE REQUIRED OR WHERE THERE IS LESS THAN 5' FROM THE EDGE OF THE TRAIL TO THE TOP OF THE BLUFF, SAFETY RAILING WILL BE REQUIRED.
 8. MINOR VARIATIONS TO THE ABOVE APPROACH ARE CURRENTLY BEING EVALUATED.

Trees saved by adjusting curb in through corner
 deciduous Ponderosa Pine

Trees that can be saved by no parking on this block as shown.
 Evergreen deciduous Evergreen

Proposed Centennial Trail: Summit Blvd - A St to Cochran

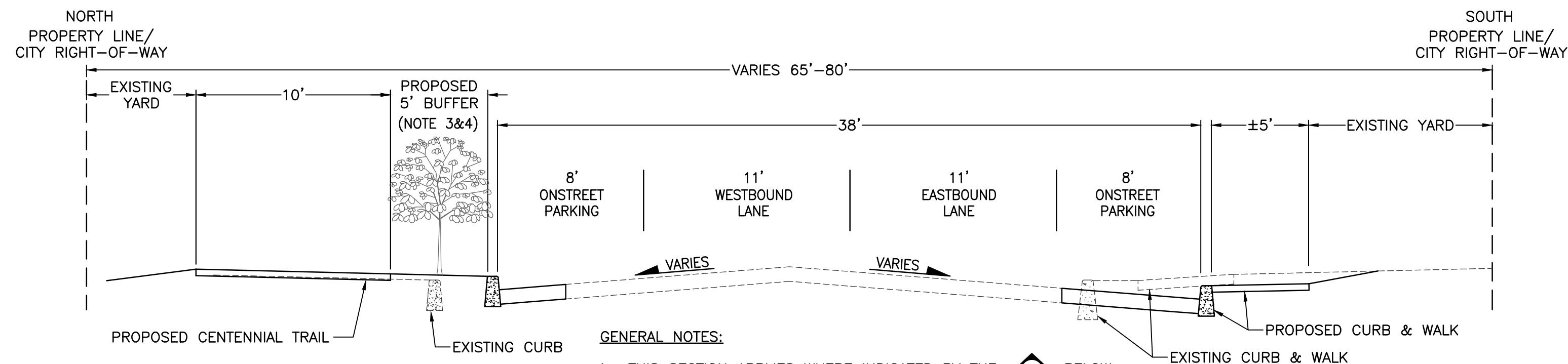


Retaining Wall/Handrail Notes

1. Wall will be constructed beneath trail and therefore will only be visible from across the river, a distance of at least 1/4 mile.
2. Max wall height is 5' but most of the wall will be less than 3' height.
3. Wall material will be either concrete block with a mixed color pallet of sand and basalt coloring or gabion baskets.
4. Hand rails to be 2 horizontal black bar as shown at right (pictures taken beneath Monroe St. Br)
5. Image below is from a similar application (short wall beneath S. Gorge Trail) using sand and basalt colored concrete block)



Proposed Centennial Trail: Summit Blvd - A St to Cochran

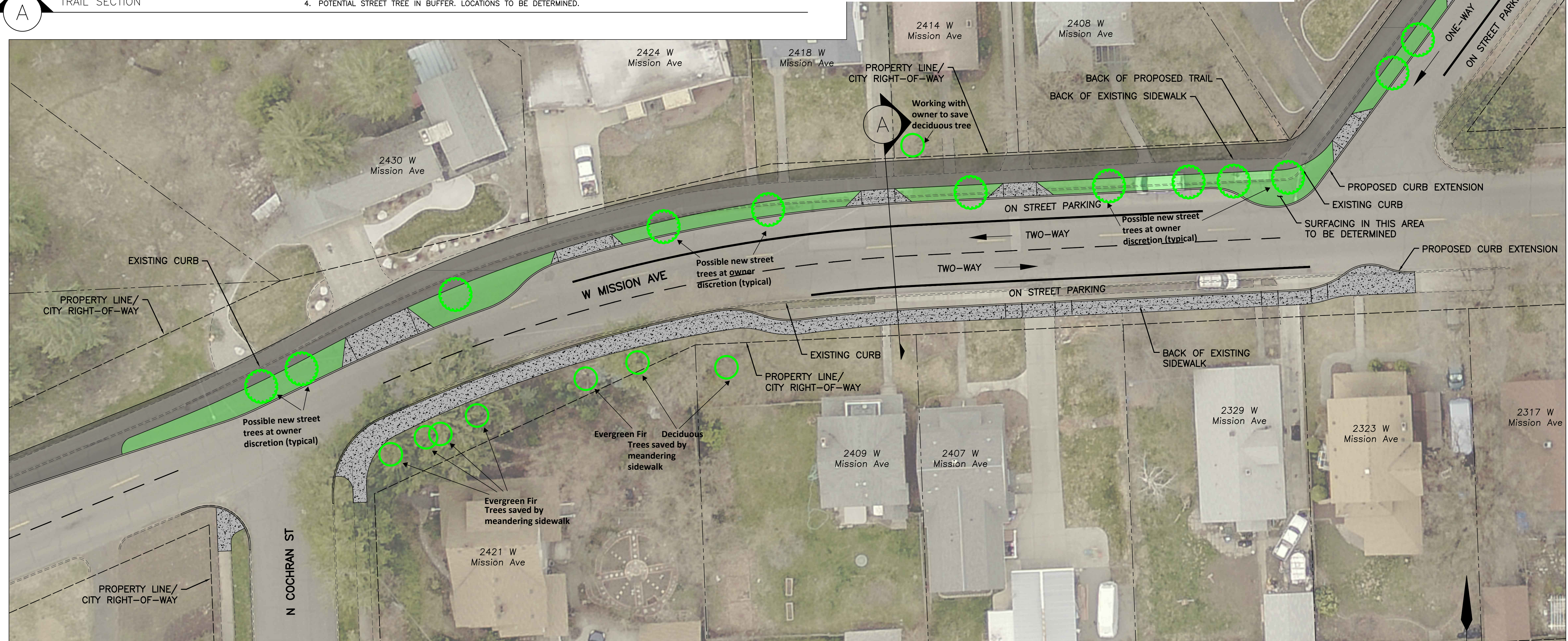


- GENERAL NOTES:**
1. THIS SECTION APPLIES WHERE INDICATED BY THE **A** BELOW
 2. DASHED LINES INDICATE EXISTING ROAD, CURB OR SIDEWALK THAT WILL REMAIN. SOLID LINES INDICATE PROPOSED IMPROVEMENTS
 3. SURFACING IN THIS AREA TO BE DETERMINED
 4. POTENTIAL STREET TREE IN BUFFER. LOCATIONS TO BE DETERMINED.

EXPLANATION OF TRAIL LOCATION – MISSION AVE

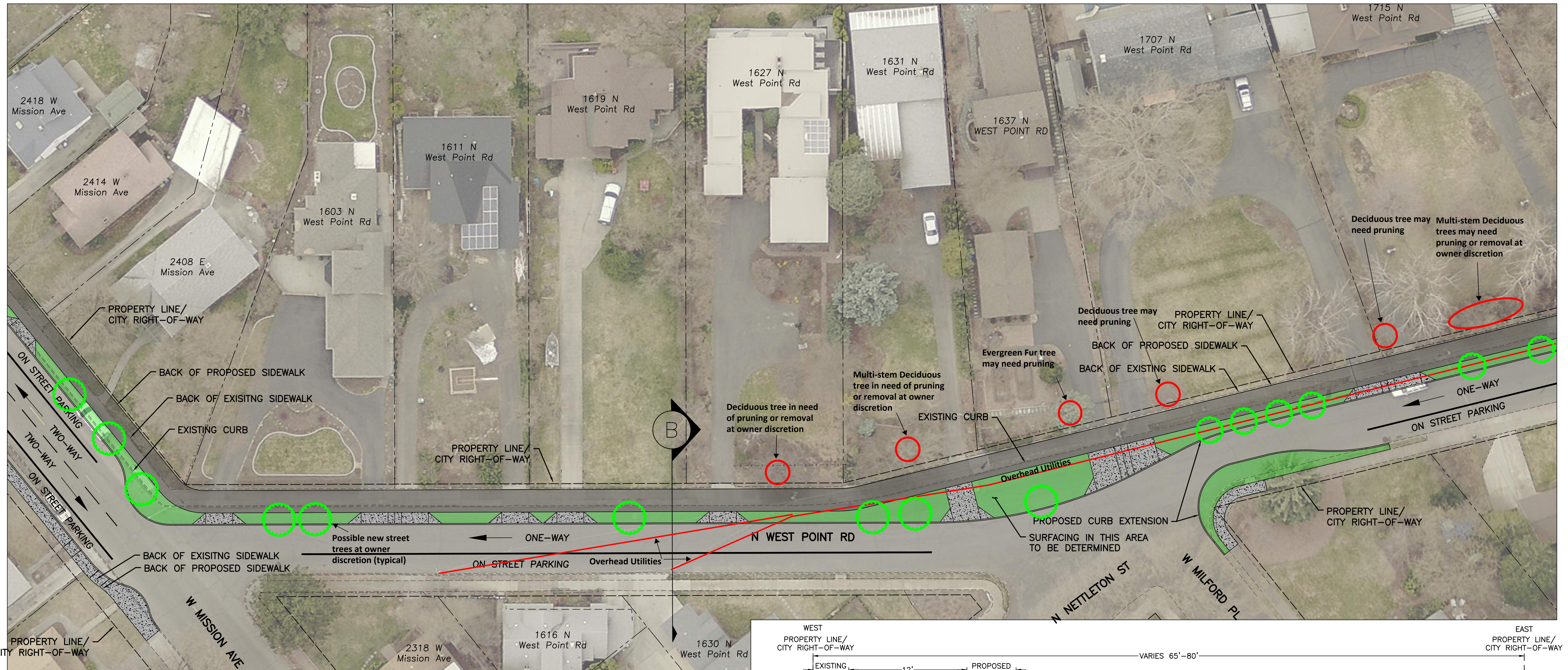
1. TRAIL LOCATION WAS SELECTED TO SIMULTANEOUSLY MINIMIZE IMPACTS TO ADJACENT FRONT YARDS AND PRESERVE ON STREET PARKING BOTH SIDES OF THE STREET.
2. RESIDENTS ON THIS SEGMENT INDICATED A PREFERENCE FOR NO PROPERTY ACQUISITION AND FOR PARKING TO BE RETAINED ON BOTH SIDES OF THE STREET.
3. NOTE THAT A 5' BUFFER BETWEEN THE ADJACENT ROADWAY AND THE TRAIL IS REQUIRED BY THE FUNDING AGENCY (ALTHOUGH LIMITED EXCEPTIONS ARE FEASIBLE).
4. TO ACCOMPLISH THESE THREE OBJECTIVES, THE PROPOSED BACK OF TRAIL MUST BE CLOSER TO THE ADJACENT RESIDENCE THAN THE BACK OF THE EXISTING SIDEWALK (BUT NOTE THAT IT IS STILL WITHIN EXISTING CITY RIGHT OF WAY).
5. MINOR VARIATIONS TO THE ABOVE APPROACH ARE CURRENTLY BEING EVALUATED.
6. **ALTERNATE CONFIGURATION** – REMOVE ON-STREET PARKING ON THE NORTH SIDE, SHIFT TRAIL SOUTH SUCH THAT THE BACK OF THE PROPOSED TRAIL APPROXIMATELY LINES UP WITH THE BACK OF THE EXISTING SIDEWALK

A TRAIL SECTION



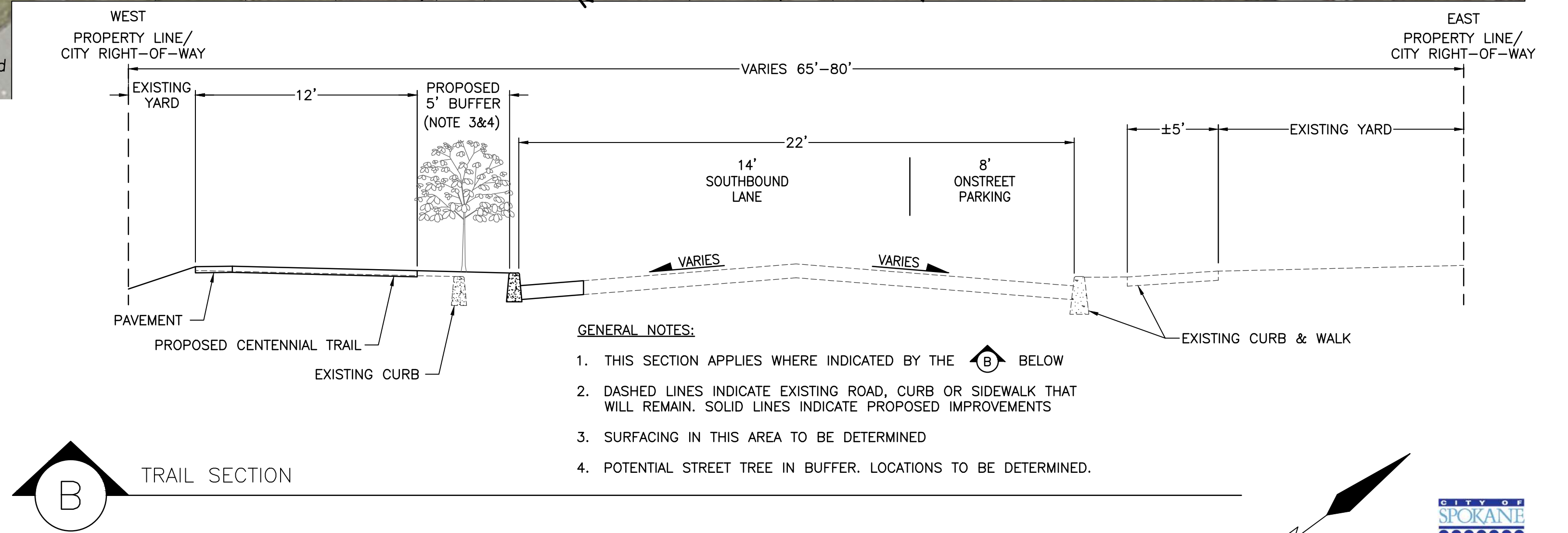
Proposed Centennial Trail: Mission Ave - Cochran to West Point





EXPLANATION OF TRAIL LOCATION – N WEST POINT RD

1. TRAIL LOCATION WAS SELECTED TO SIMULTANEOUSLY MINIMIZE IMPACTS TO ADJACENT FRONT YARDS AND PRESERVE PARKING ON ONE SIDE OF THE STREET.
2. RESIDENTS ON THIS SEGMENT INDICATED A PREFERENCE FOR NO PROPERTY ACQUISITION.
3. NOTE THAT A 5' BUFFER BETWEEN THE ADJACENT ROADWAY AND THE TRAIL IS REQUIRED BY THE FUNDING AGENCY (ALTHOUGH LIMITED EXCEPTIONS ARE FEASIBLE).
4. TO ACCOMPLISH THESE THREE OBJECTIVES, THE ROAD MUST BE NARROWED. BECAUSE THE ROAD IS CURRENTLY ONLY 30', REDUCING THE WIDTH REQUIRES ELIMINATION OF PARKING BOTH SIDES OR ELIMINATION OF PARKING ON ONE SIDE AND CONVERSION TO ONE WAY.
5. ADJACENT RESIDENTS INDICATED A PREFERENCE FOR RETAINING PARKING ON AT LEAST ONE SIDE WHICH THEN REQUIRES CONVERSION TO ONE WAY.
6. MINOR VARIATIONS TO THE ABOVE APPROACH ARE CURRENTLY BEING EVALUATED.
7. ALTERNATE CONFIGURATION – REMOVE ON-STREET PARKING ON BOTH SIDES AND RETAIN TWO WAY TRAFFIC.



GENERAL NOTES:

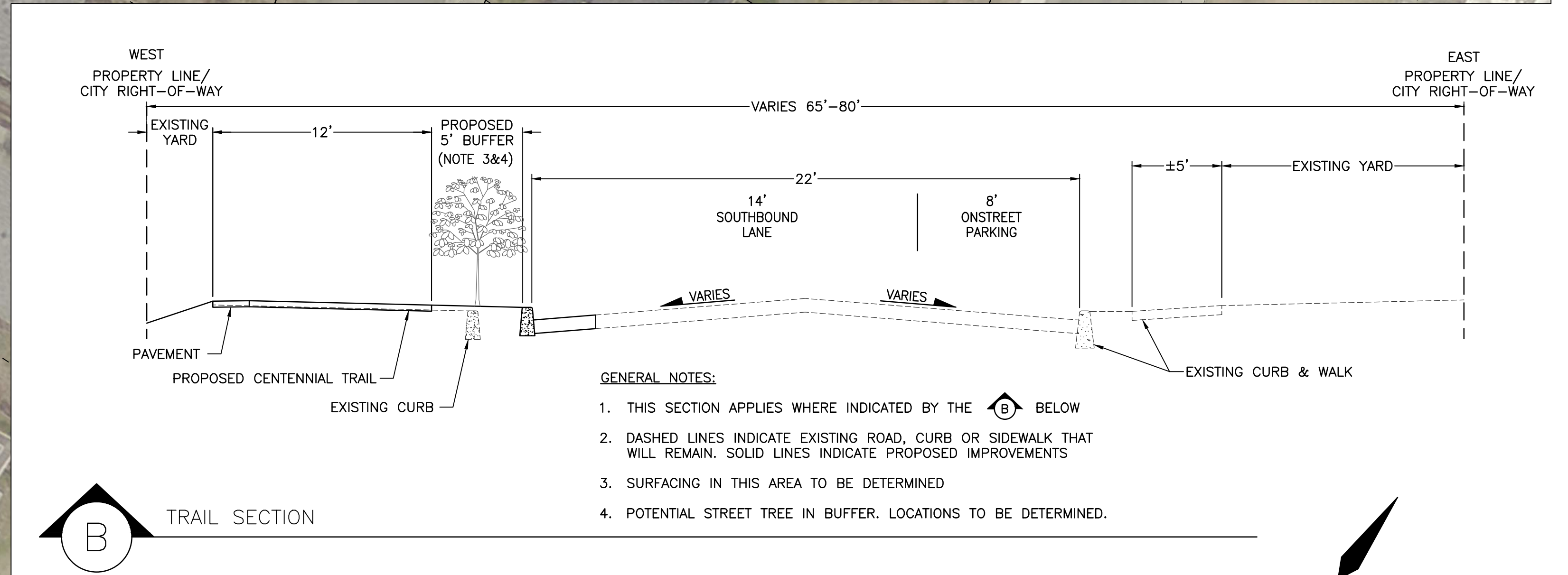
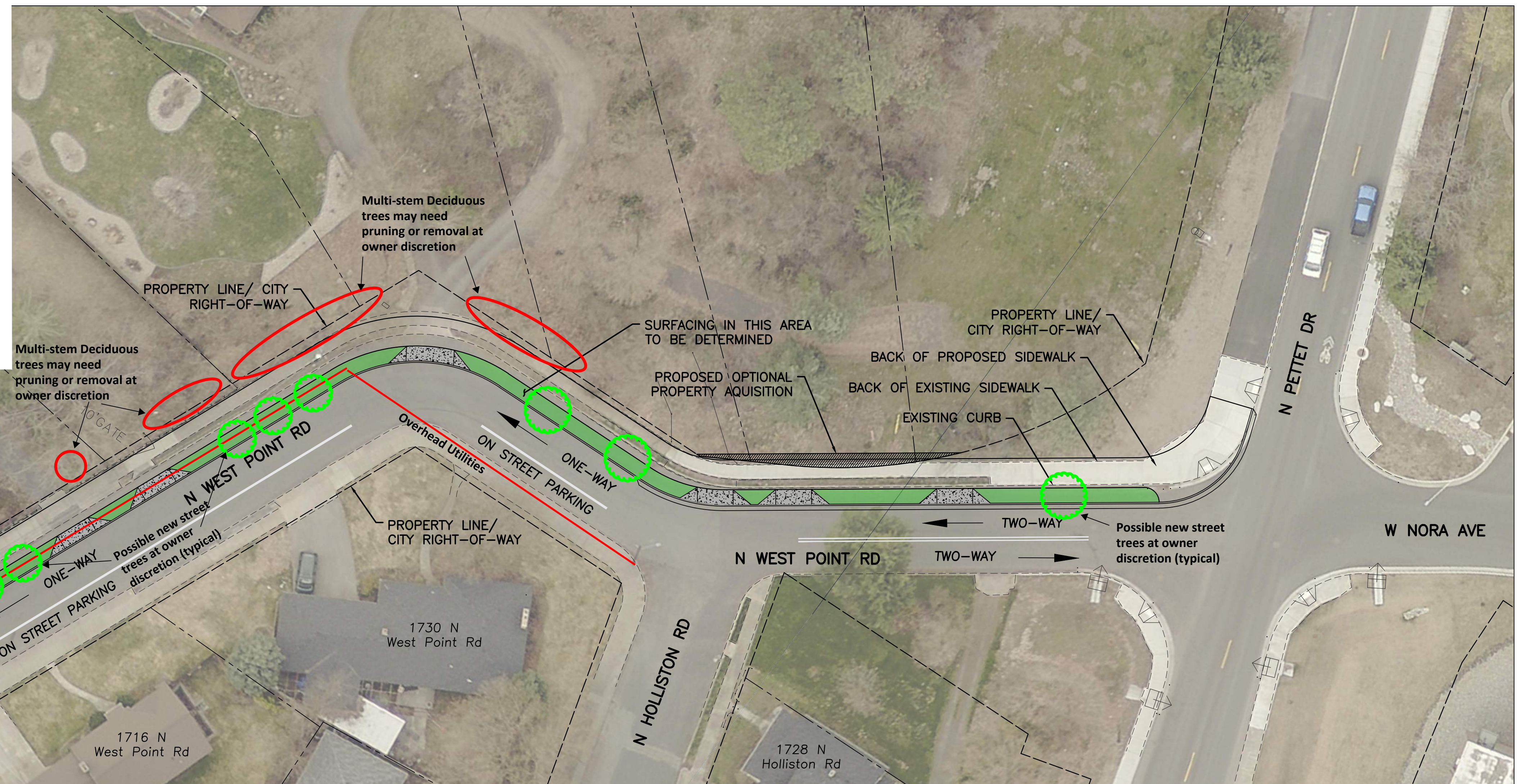
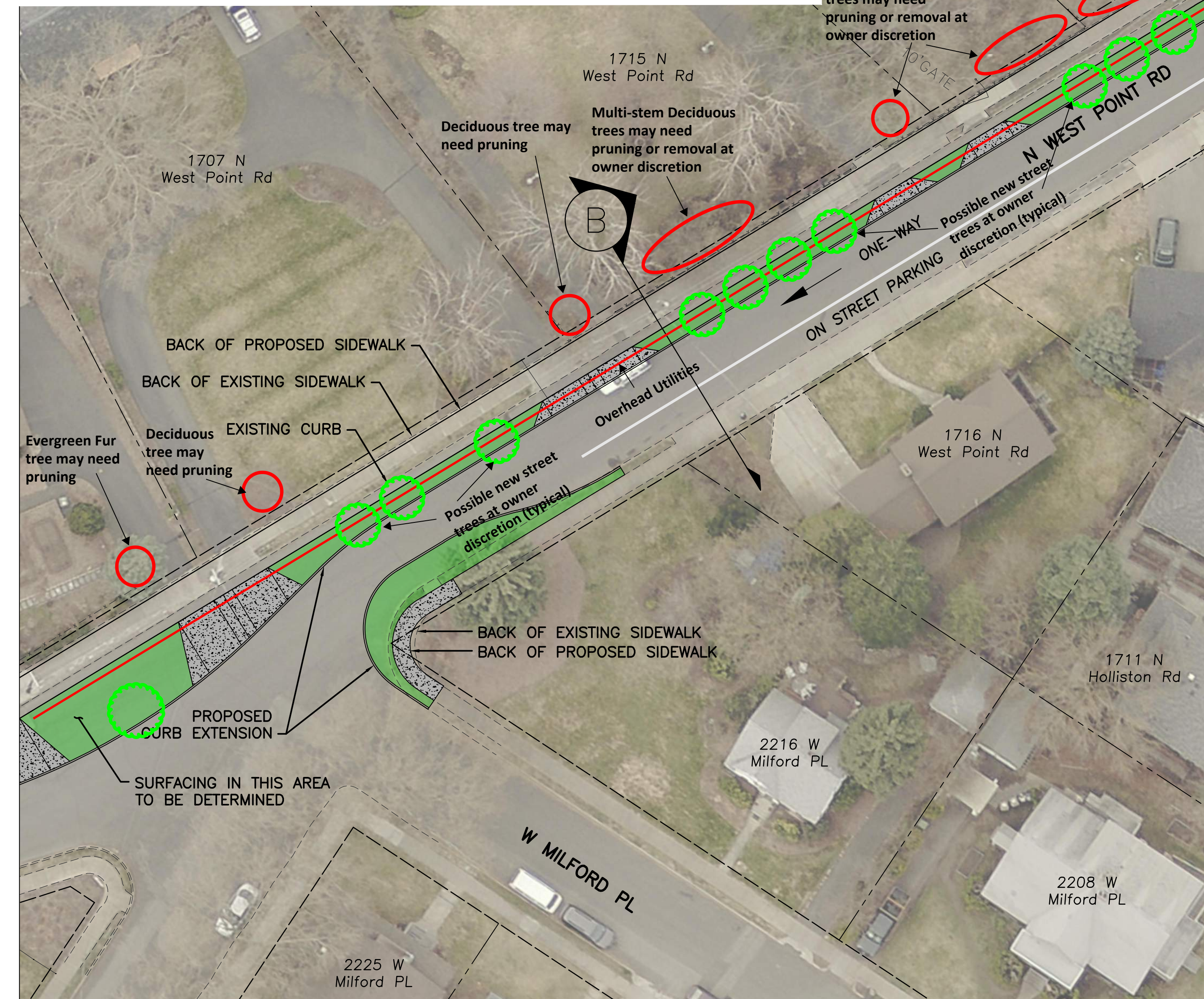
1. THIS SECTION APPLIES WHERE INDICATED BY THE **B** BELOW
2. DASHED LINES INDICATE EXISTING ROAD, CURB OR SIDEWALK THAT WILL REMAIN. SOLID LINES INDICATE PROPOSED IMPROVEMENTS
3. SURFACING IN THIS AREA TO BE DETERMINED
4. POTENTIAL STREET TREE IN BUFFER. LOCATIONS TO BE DETERMINED.

Proposed Centennial Trail: N West Point Rd - Mission to Milford

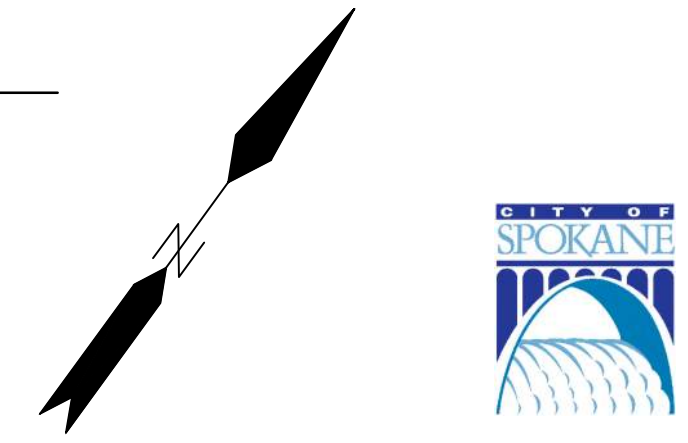


EXPLANATION OF TRAIL LOCATION – N WEST POINT RD

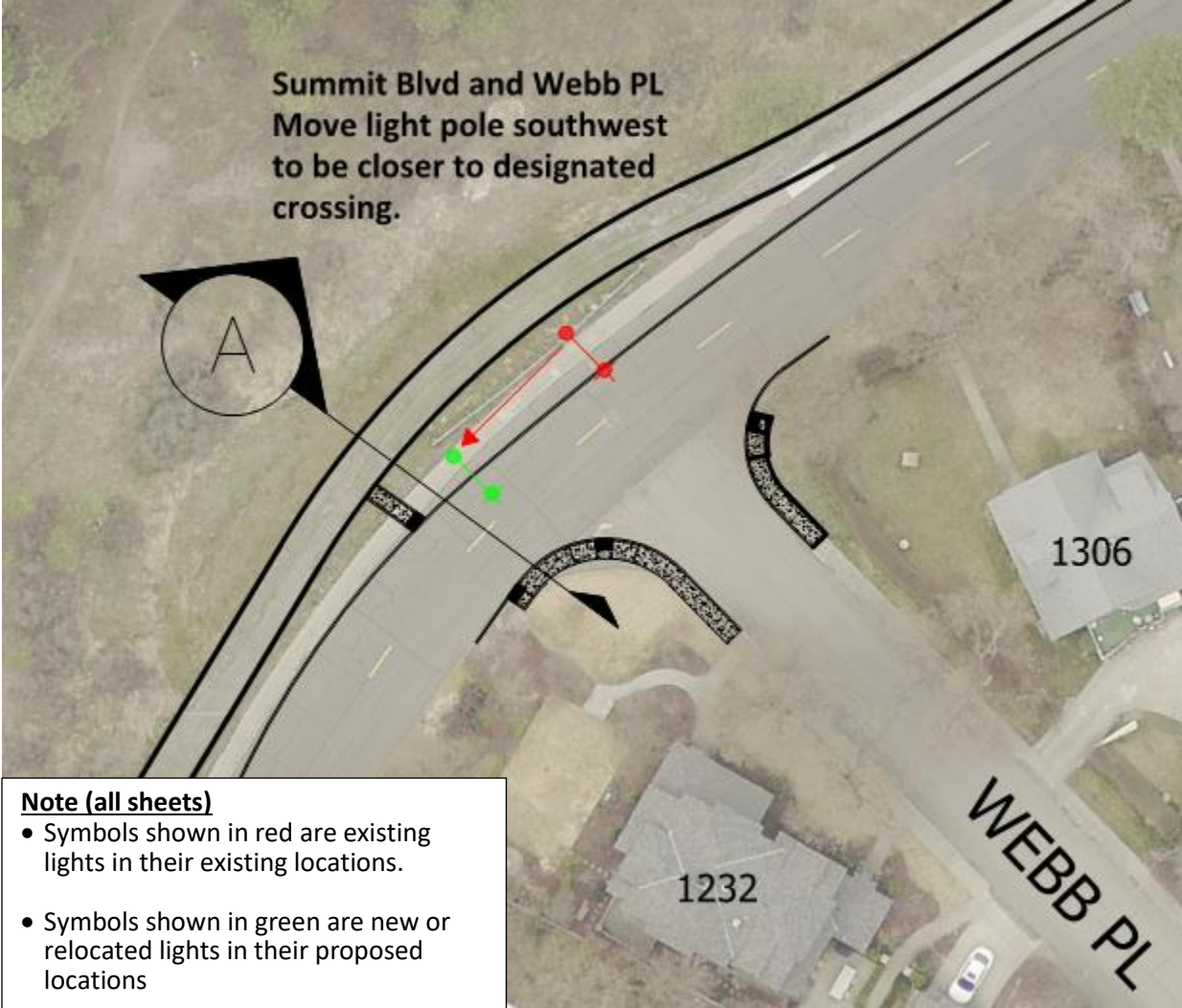
1. TRAIL LOCATION WAS SELECTED TO SIMULTANEOUSLY MINIMIZE IMPACTS TO ADJACENT FRONT YARDS AND PRESERVE PARKING ON ONE SIDE OF THE STREET.
2. RESIDENTS ON THIS SEGMENT INDICATED A PREFERENCE FOR NO PROPERTY ACQUISITION.
3. NOTE THAT A 5' BUFFER BETWEEN THE ADJACENT ROADWAY AND THE TRAIL IS REQUIRED BY THE FUNDING AGENCY (ALTHOUGH LIMITED EXCEPTIONS ARE FEASIBLE).
4. TO ACCOMPLISH THESE THREE OBJECTIVES, THE ROAD MUST BE NARROWED. BECAUSE THE ROAD IS CURRENTLY ONLY 30', REDUCING THE WIDTH REQUIRES ELIMINATION OF PARKING BOTH SIDES OR ELIMINATION OF PARKING ON ONE SIDE AND CONVERSION TO ONE WAY.
5. ADJACENT RESIDENTS INDICATED A PREFERENCE FOR RETAINING PARKING ON AT LEAST ONE SIDE WHICH THEN REQUIRES CONVERSION TO ONE WAY.
6. MINOR VARIATIONS TO THE ABOVE APPROACH ARE CURRENTLY BEING EVALUATED.
7. ALTERNATE CONFIGURATION – REMOVE ON-STREET PARKING ON BOTH SIDES AND RETAIN TWO WAY TRAFFIC.



Proposed Centennial Trail: N West Point Rd - Milford to Pettet



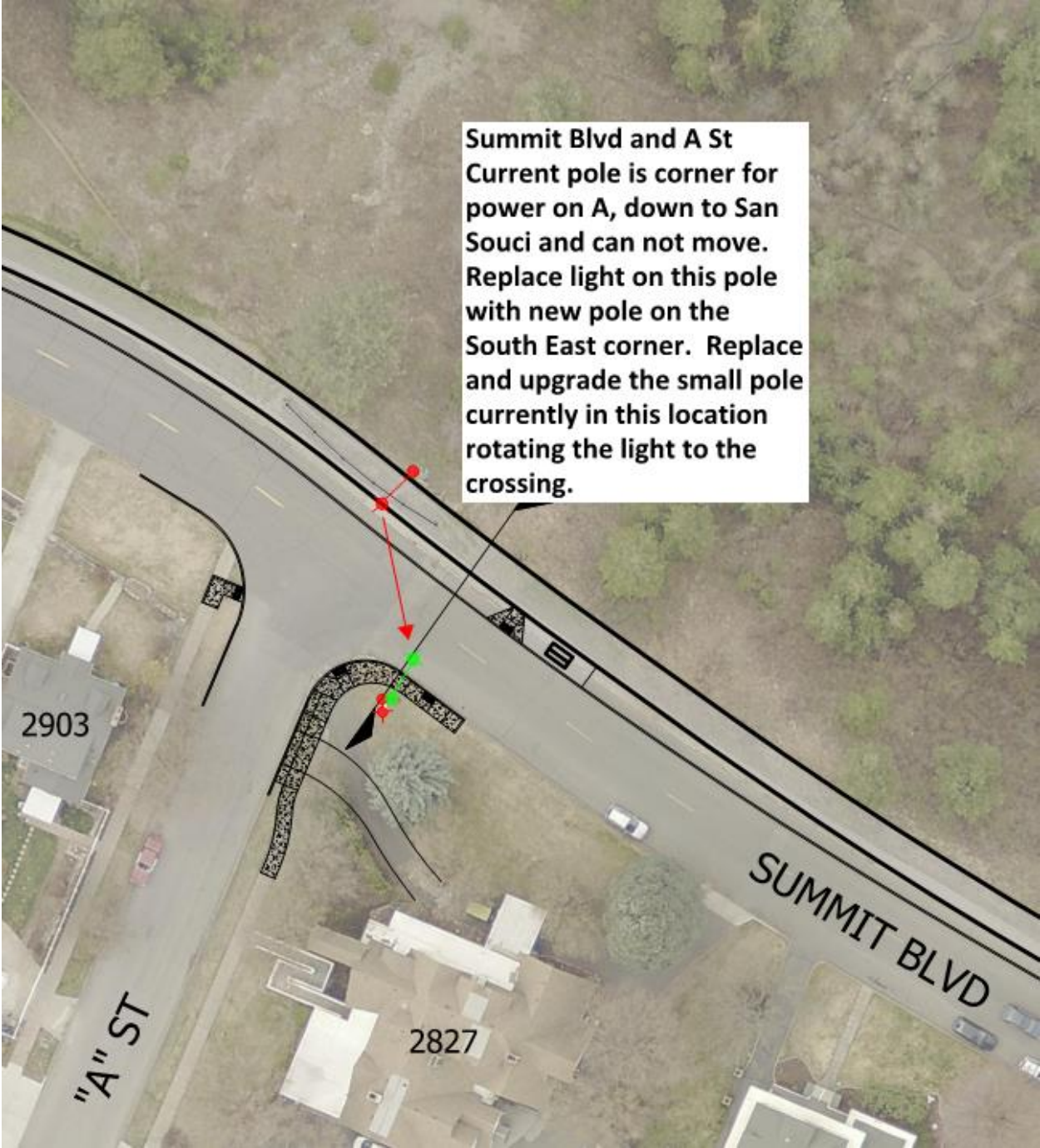
Summit Blvd and Webb Pl



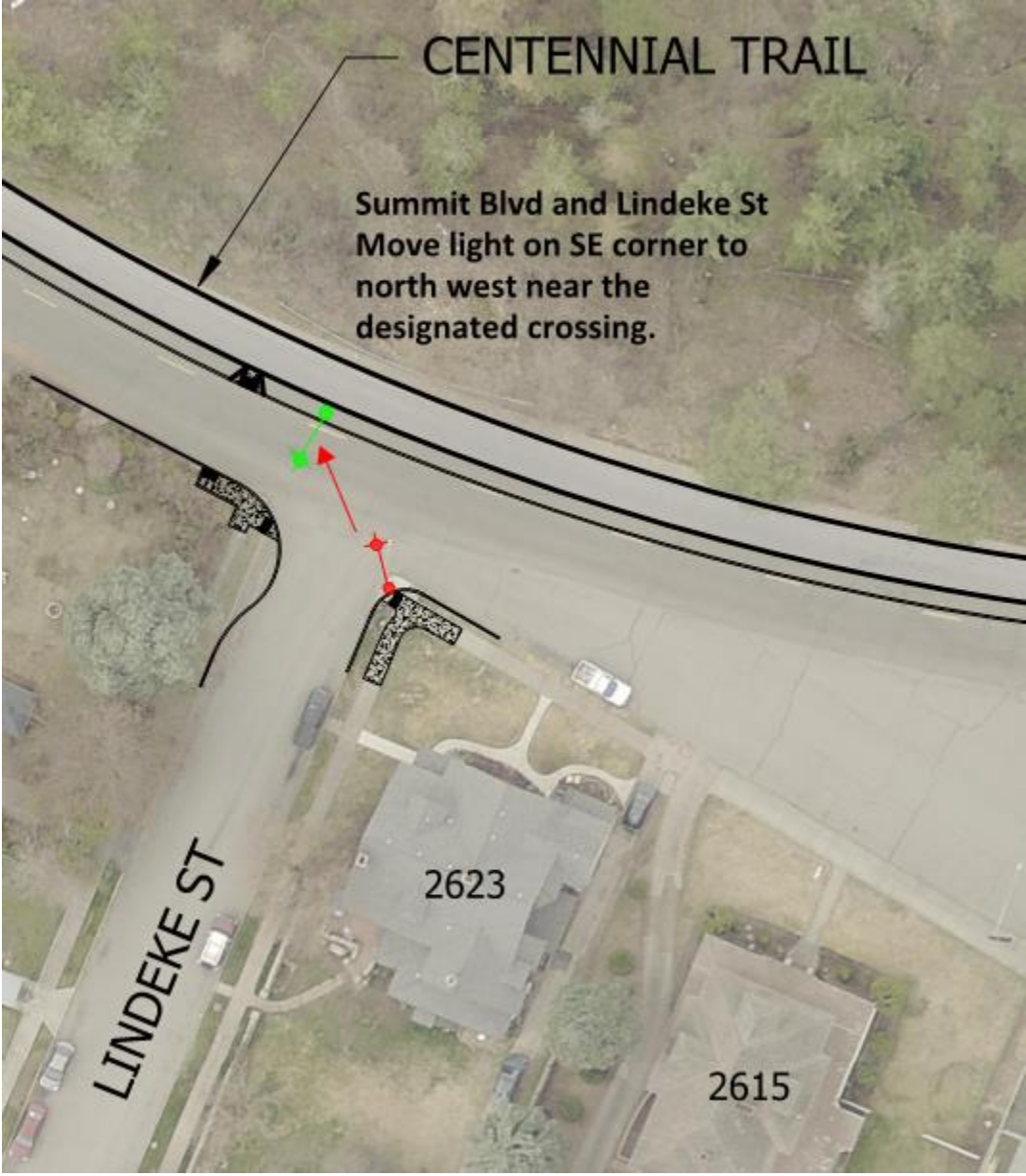
Note (all sheets)

- Symbols shown in red are existing lights in their existing locations.
- Symbols shown in green are new or relocated lights in their proposed locations
- Existing and proposed lights are standard Avista intersection fixtures which consist of wood poles with “cobrahead” (downward facing lights) exist at nearly every intersection in Spokane.

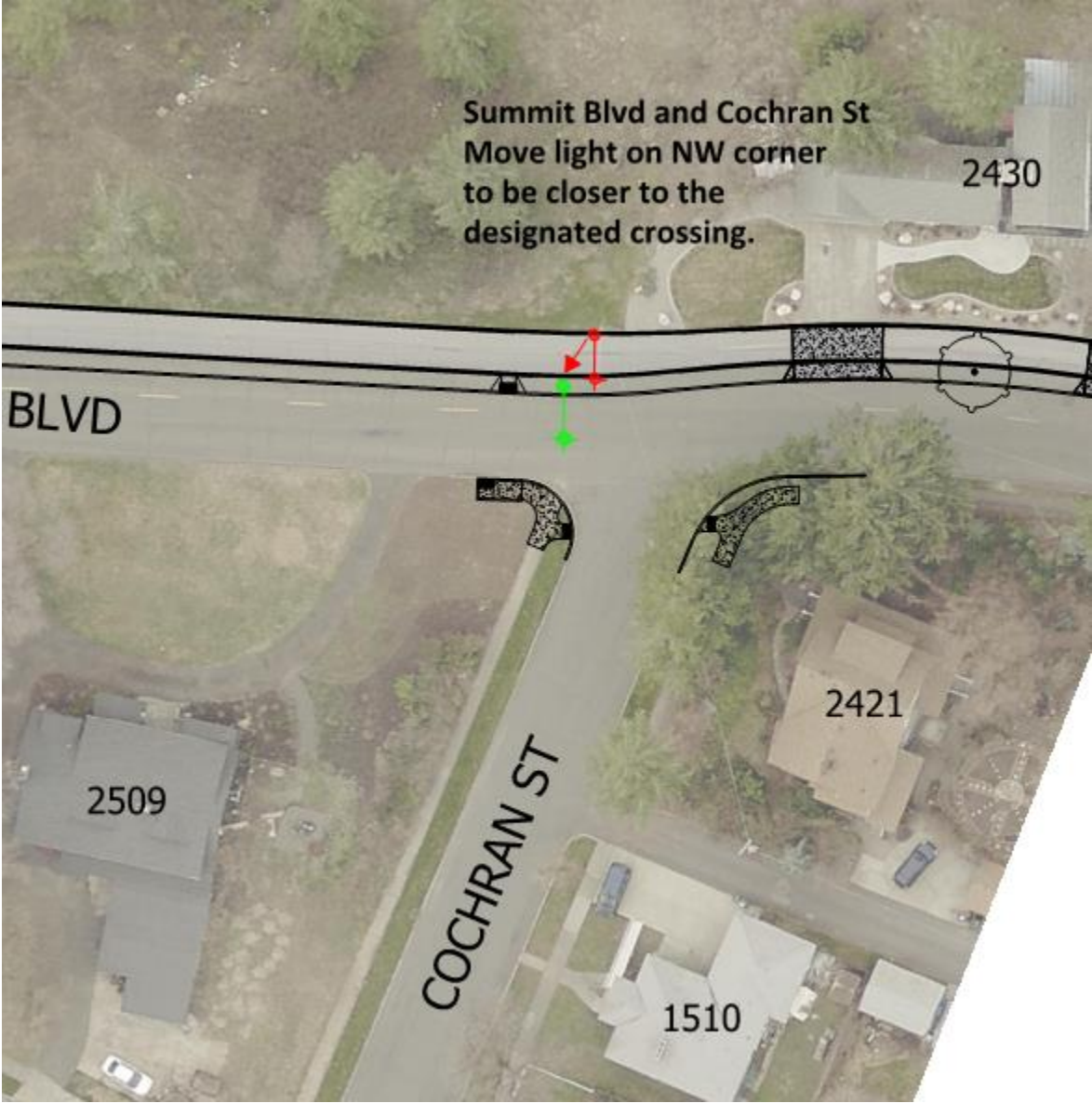
Summit Blvd and A St



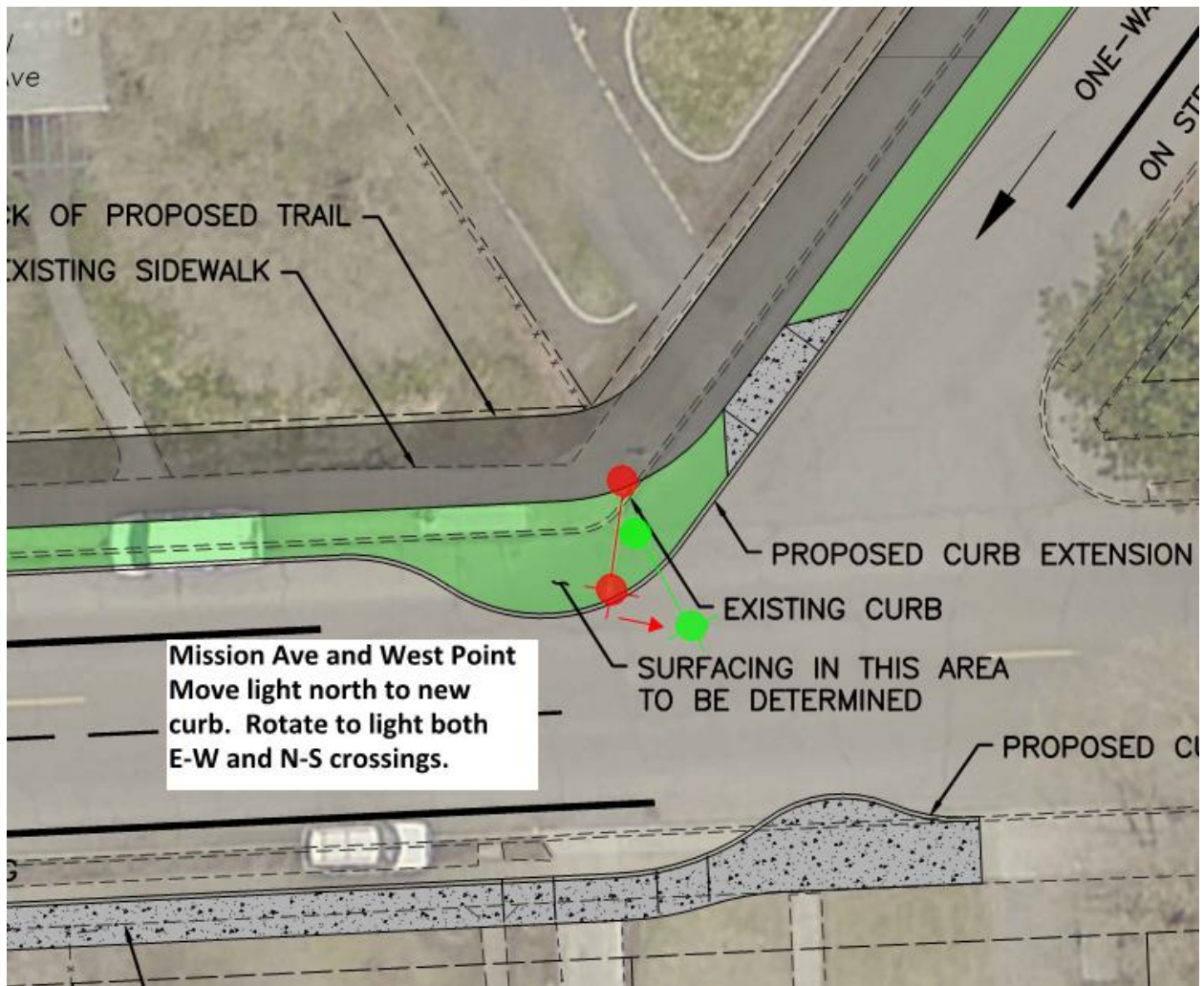
Summit Blvd and Lindeke St



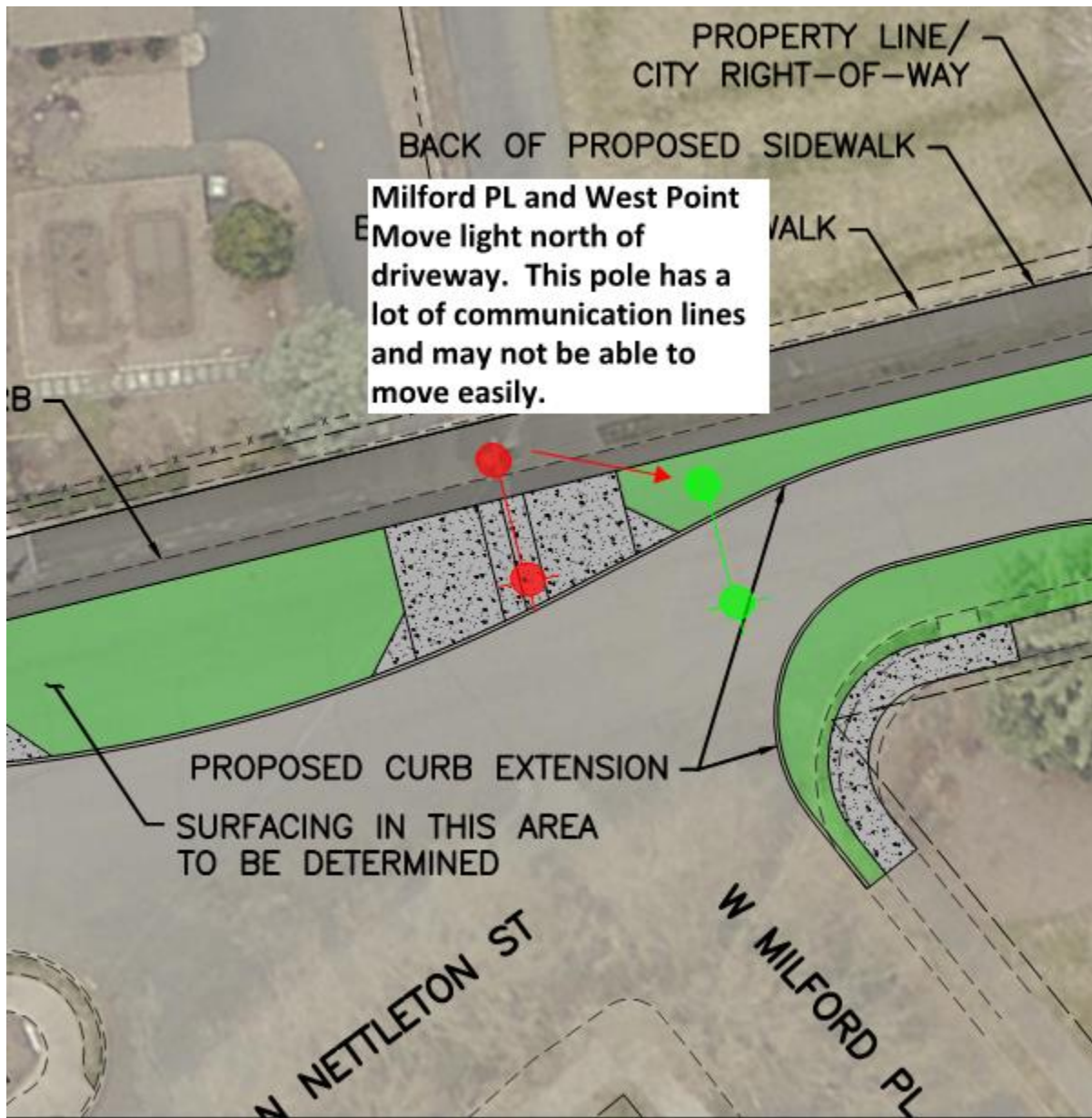
Summit Blvd and Cochran St



Mission Ave and West Point Blvd



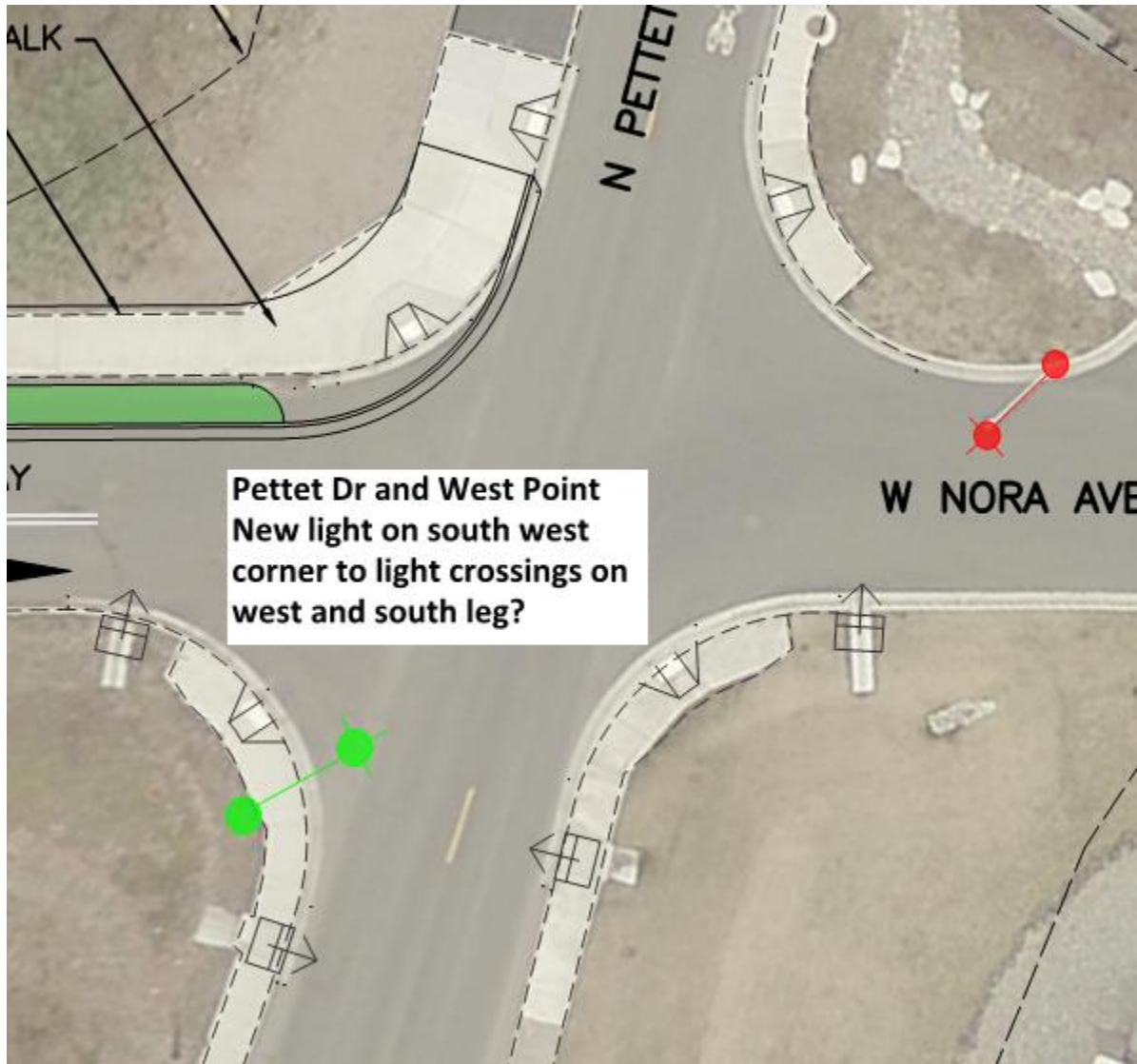
West Point Blvd and Milford Pl



West Point Blvd and Holliston Rd

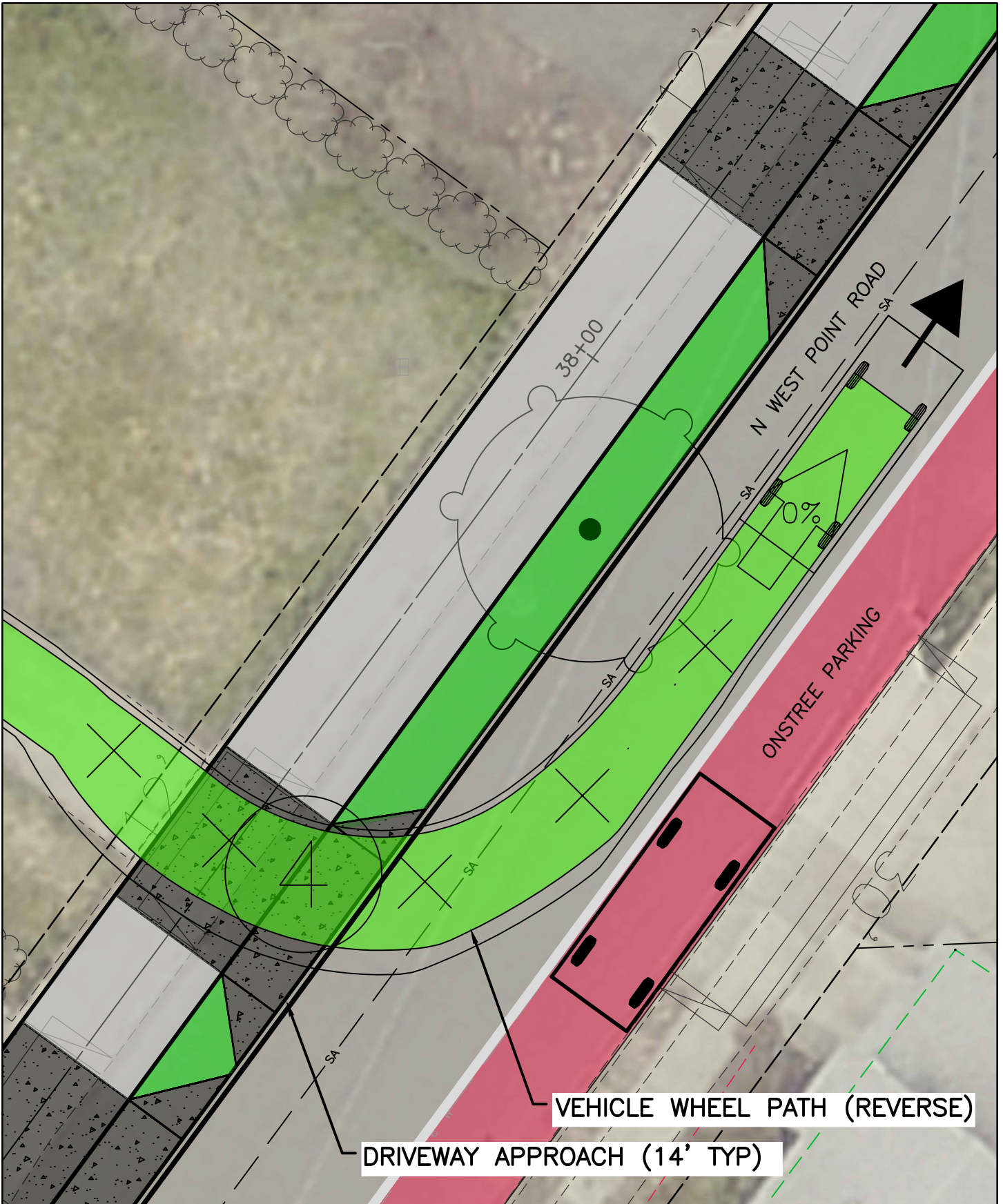


West Point Blvd and Pettet Dr



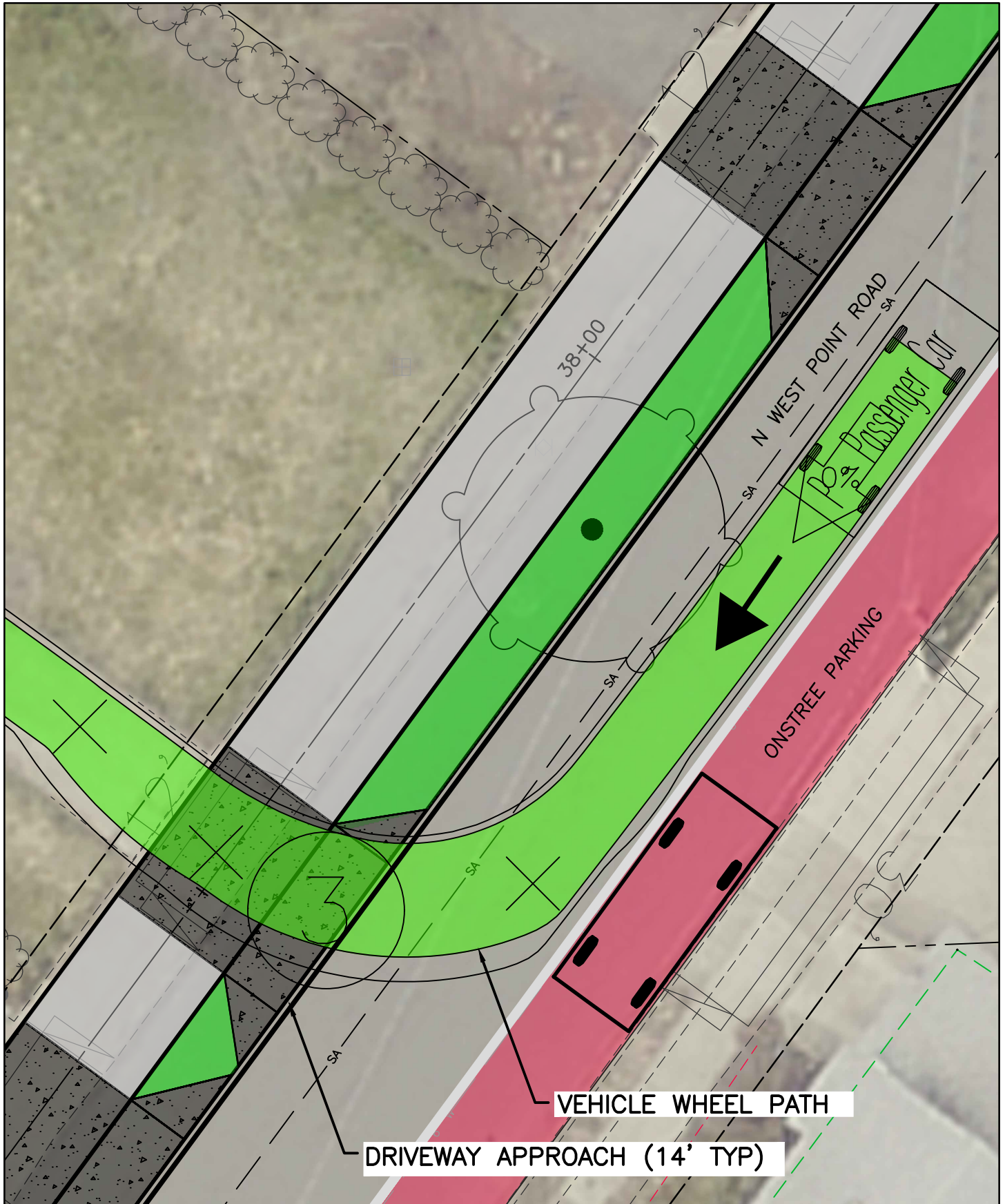
Centennial Trail - West Point

Driveway Turning Movement - Backing out of Driveway w/ 19ft long vehicle



Centennial Trail - West Point

Driveway Turning Movement - Entering Driveway w/ 19ft long vehicle



VEHICLE WHEEL PATH

DRIVEWAY APPROACH (14' TYP)

Centennial Trail Crossing of Residential Driveways

While not the ideal, portions of the Centennial Trail and other Spokane area trails (Ben Burr, S. Gorge) are alongside city/county streets (i.e., not on a separated alignment) due to right of way or topographic constraints such as is the case for that portion of the proposed Centennial Trail Summit Blvd trail adjacent to Mission Ave & West Point Rd. In such locations where trail separation from the adjacent road is not feasible, trails necessarily cross existing driveways. Below are several examples where the Centennial or other trails are routed across driveways. This is not an exhaustive list.



Start of Cent Trail Summit Blvd Project

Cent Trail

Sandifur Bridge (connection of S Gorge Trail to Centennial Trail)

S Gorge Trail (2019), asphalt trail, one location, see example #4

S Gorge Trail (2020 construction), same situation, nine locations

S Gorge Trail (2018), concrete trail (east end), asphalt trail (west end), four locations, see examples #1 - #3

Clarke Ave.

Maple St Bridge

Monroe St Bridge

Main Ave.

High Bridge Park

Dutch Jake's Park

Glover Field Park

Spokane County Public Safety Building

Spokane County Courthouse

Spokane County Health Dept

N Starwood

N Falls St

N A St

N Cochran St

N Elm St

N Chestnut St

N Carmon St

N Elm St

N Maple St

N Walnut St

N Cedar St

N Adams St

N Monroe St

N Main St

N Wilson Ave

N 1st Ave

N 2nd Ave

N 3rd Ave

N 4th Ave

N 5th Ave

N 6th Ave

N 7th Ave

N 8th Ave

N 9th Ave

N 10th Ave

N 11th Ave

N 12th Ave

W Boone Ave

W Gardner Ave

W Dean Ave

W Mallon Ave

W Broadway Ave

W College Ave

W Ohio Ave

W Falls Ave

W Wilson Ave

W 1st Ave

W 2nd Ave

W 3rd Ave

W 4th Ave

W 5th Ave

W 6th Ave

W 7th Ave

W 8th Ave

W 9th Ave

W 10th Ave

W Wilson Ave

W 1st Ave

W 2nd Ave

W 3rd Ave

W 4th Ave

W 5th Ave

W 6th Ave

W 7th Ave

W 8th Ave

W 9th Ave

W 10th Ave

Example #1

S Gorge Trail (2018) is concrete in this location, this is the crossing of the Spokane Club parking lot, where 20+ cars park on a typical day



Example #2

S Gorge Trail (2018) in this location is concrete, note that trail crosses a 15 stall parking lot



Example #3

S Gorge Trail (2018),
trail is concrete west of
this location, asphalt
east of this location



Example #4

S Gorge Trail (2019)

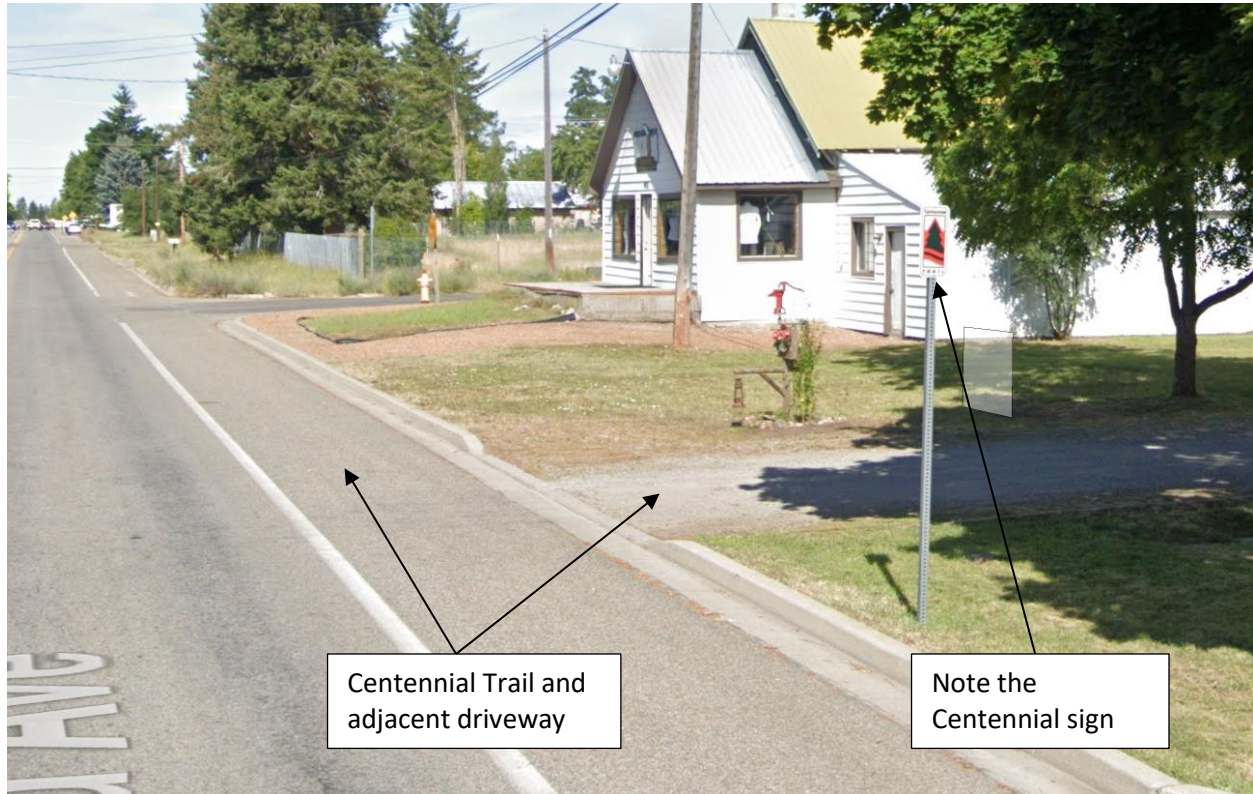


Example #4
Ben Burr Trail (2018)
crossing Brown Building
Supply driveway



Additional Examples

Pictured below is Centennial Trail crossing in front of a driveway in Spokane Valley. Similar to what is proposed for the Centennial Trail Summit Blvd project, this situation occurs as pictured below due to right of way or topographic constraints. This situation occurs at dozens of locations.



Similar Situations

An equivalent situation exists wherever bike lanes exist. That is, every time a driveway intersects a bike lane, there exists a situation similar to what is proposed for the Centennial Trail Summit Blvd project. This bike lane/driveway conflict exists on dozens of streets affecting hundreds of driveways throughout the city.

CENTENNIAL TRAIL SUMMIT GAP IMPROVEMENT SURVEY

SURVEY MONKEY RESULTS AS OF 5.18.2020

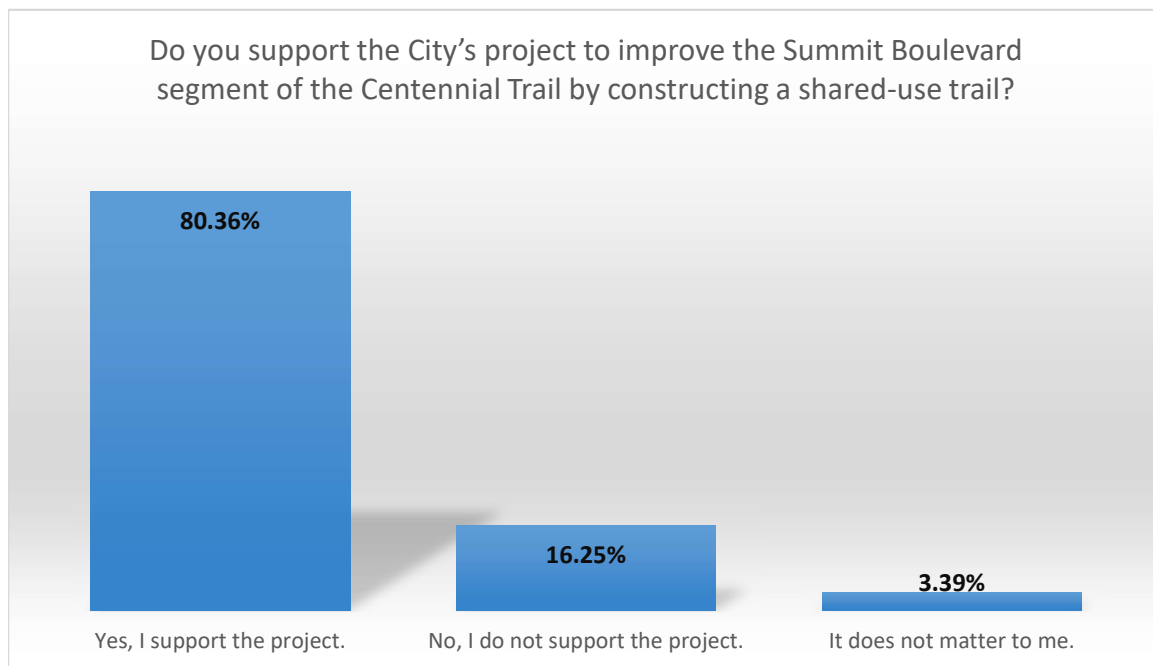
CITY OF SPOKANE AT-A-GLANCE

Do you support the City's project to improve the Summit Boulevard segment of the Centennial Trail by constructing a shared-use trail?

Answered	1711
Skipped	1

Answer Choices	Responses	
Yes, I support the project.	80.36%	1375
No, I do not support the project.	16.25%	278
It does not matter to me.	3.39%	58

**Results only include respondents who reported that they live within the city limits.*

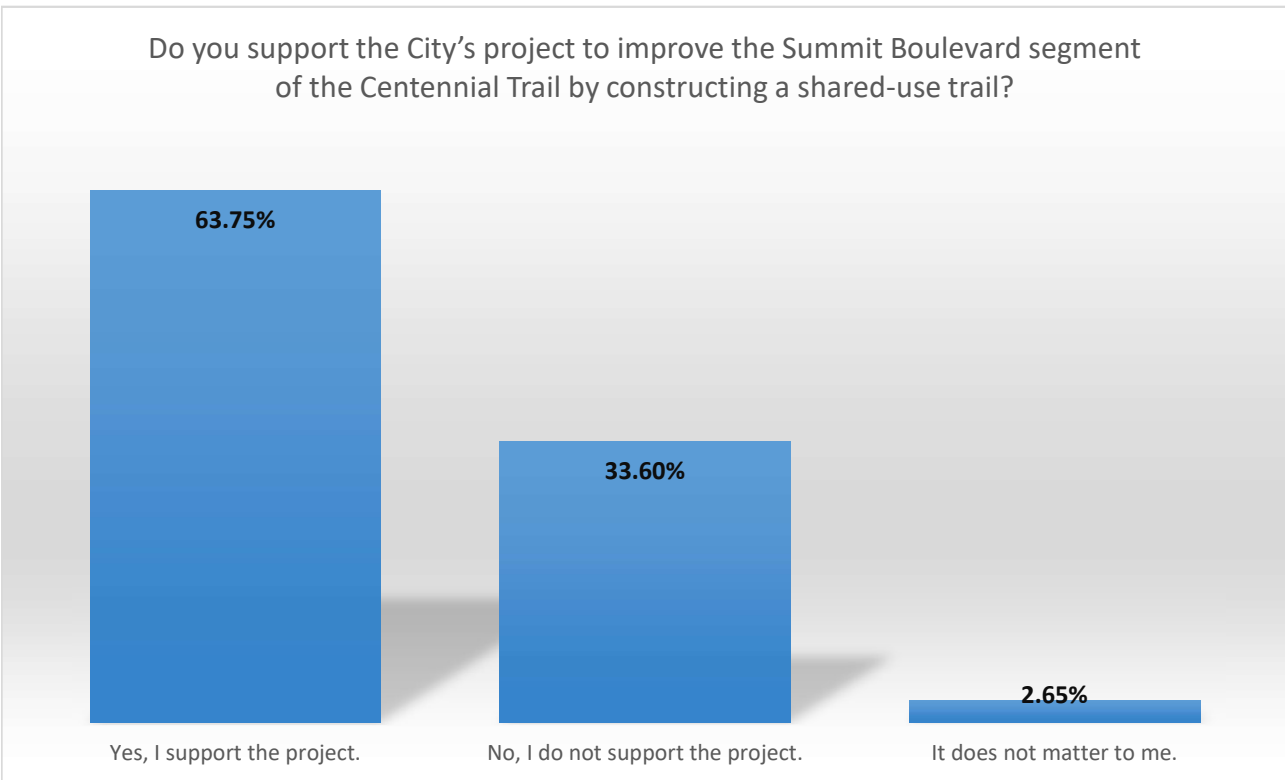


WEST CENTRAL AT-A-GLANCE

Do you support the City's project to improve the Summit Boulevard segment of the Centennial Trail by constructing a shared-use trail?

Answered 491
Skipped 0

Answer Choices	Responses	
Yes, I support the project.	63.75%	313
No, I do not support the project.	33.60%	165
It does not matter to me.	2.65%	13

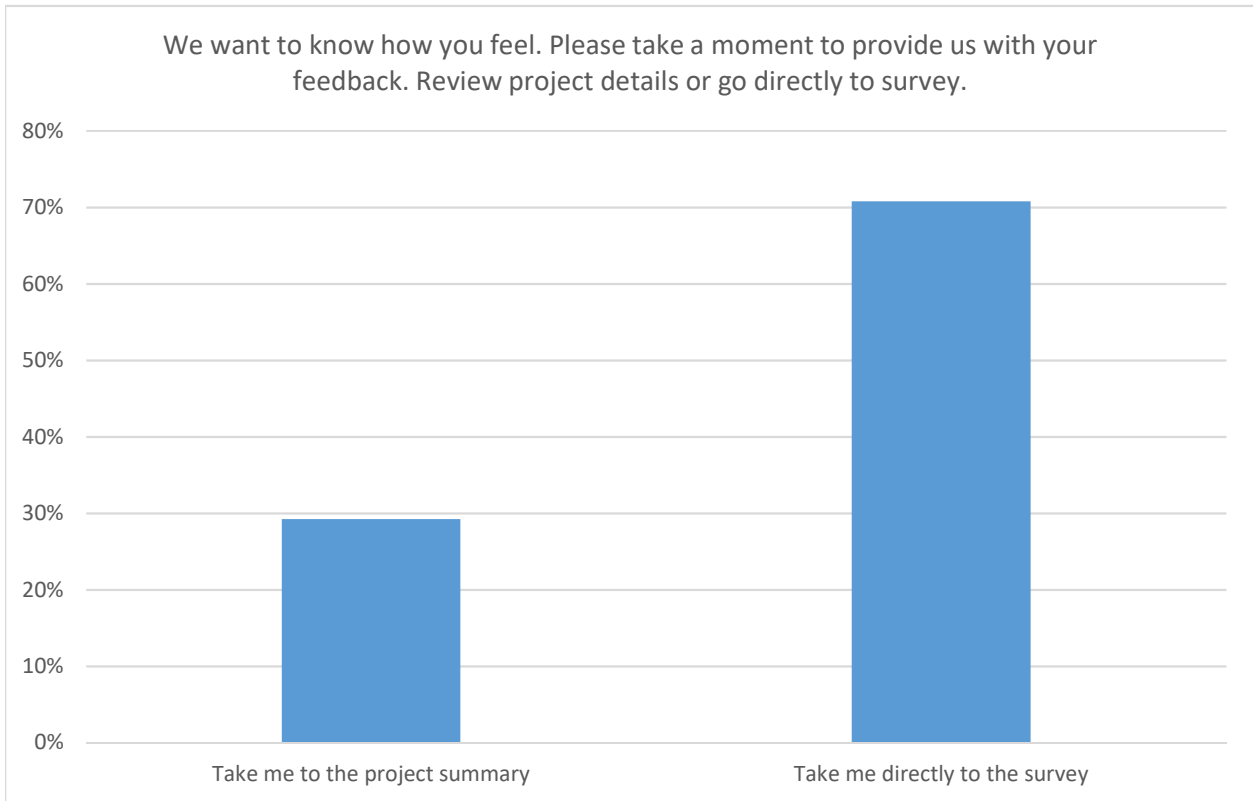


SURVEY RESULTS BY INDIVIDUAL QUESTIONS

Q1: We want to know how you feel. Please take a moment to provide us with your feedback. Review project details or go directly to survey.

Answered 1680
Skipped 32

Answer Choices	Responses	
Take me to the project summary	29.23%	491
Take me directly to the survey	70.77%	1189



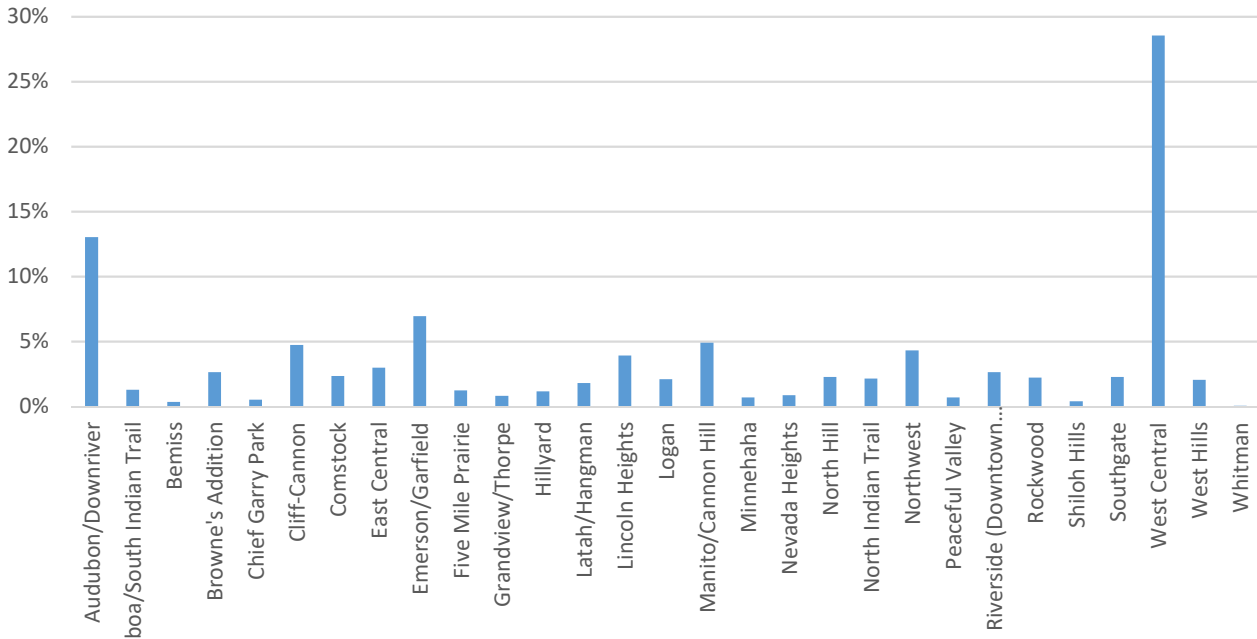
Q2: What neighborhood do you live in?

Answered 1712
Skipped 0

Answer Choices	Responses	
Audubon/Downriver	13.03%	223
Balboa/South Indian Trail	1.29%	22
Bemiss	0.35%	6
Browne's Addition	2.63%	45
Chief Garry Park	0.53%	9
Cliff-Cannon	4.73%	81
Comstock	2.34%	40
East Central	2.98%	51
Emerson/Garfield	6.95%	119
Five Mile Prairie	1.23%	21
Grandview/Thorpe	0.82%	14
Hillyard	1.17%	20
Latah/Hangman	1.81%	31
Lincoln Heights	3.91%	67
Logan	2.10%	36
Manito/Cannon Hill	4.91%	84
Minnehaha	0.70%	12
Nevada Heights	0.88%	15
North Hill	2.28%	39
North Indian Trail	2.16%	37
Northwest	4.32%	74
Peaceful Valley	0.70%	12
Riverside (Downtown Neighborhood)	2.63%	45
Rockwood	2.22%	38
Shiloh Hills	0.41%	7
Southgate	2.28%	39
West Central	28.56%	489
West Hills	2.04%	35
Whitman	0.06%	1

(Data continues on next page.)

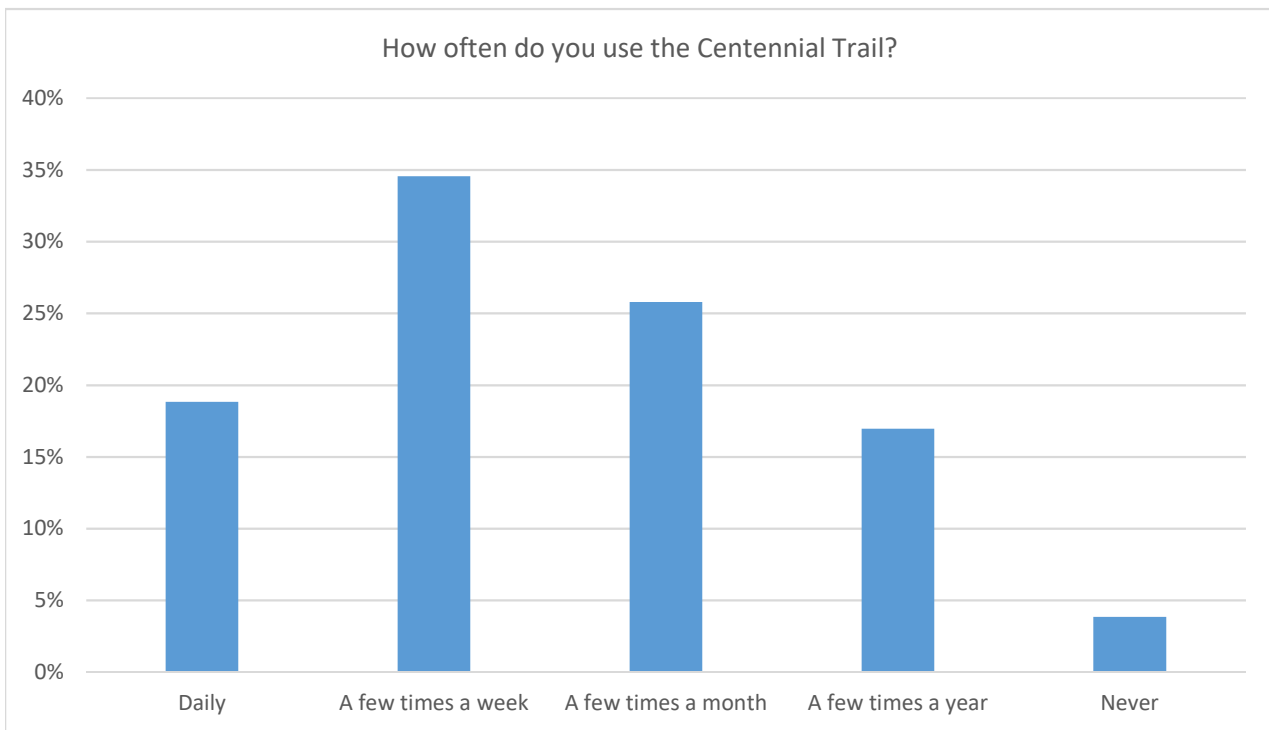
What neighborhood do you live in?



Q3: How often do you use the Centennial Trail?

Answered 1710
Skipped 2

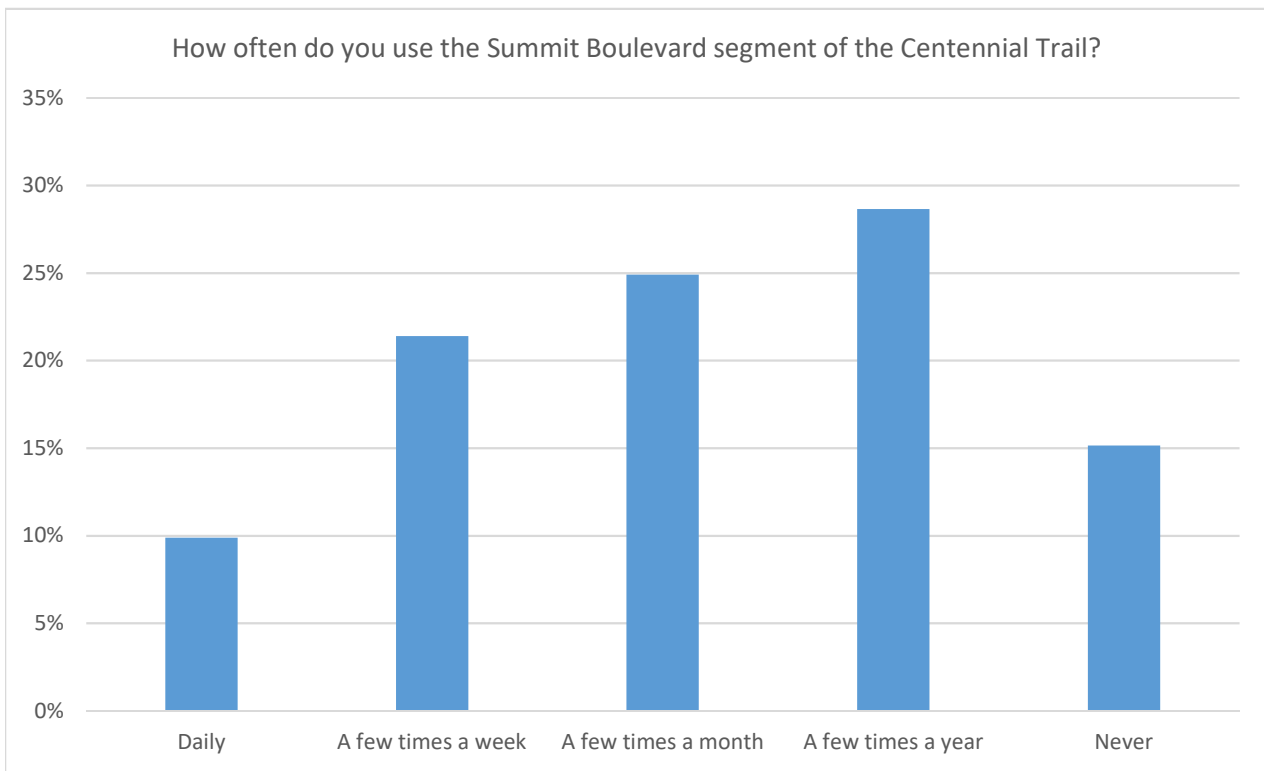
Answer Choices	Responses	
Daily	18.83%	322
A few times a week	34.56%	591
A few times a month	25.79%	441
A few times a year	16.96%	290
Never	3.86%	66



Q4: How often do you use the Summit Boulevard segment of the Centennial Trail?

Answered 1710
Skipped 2

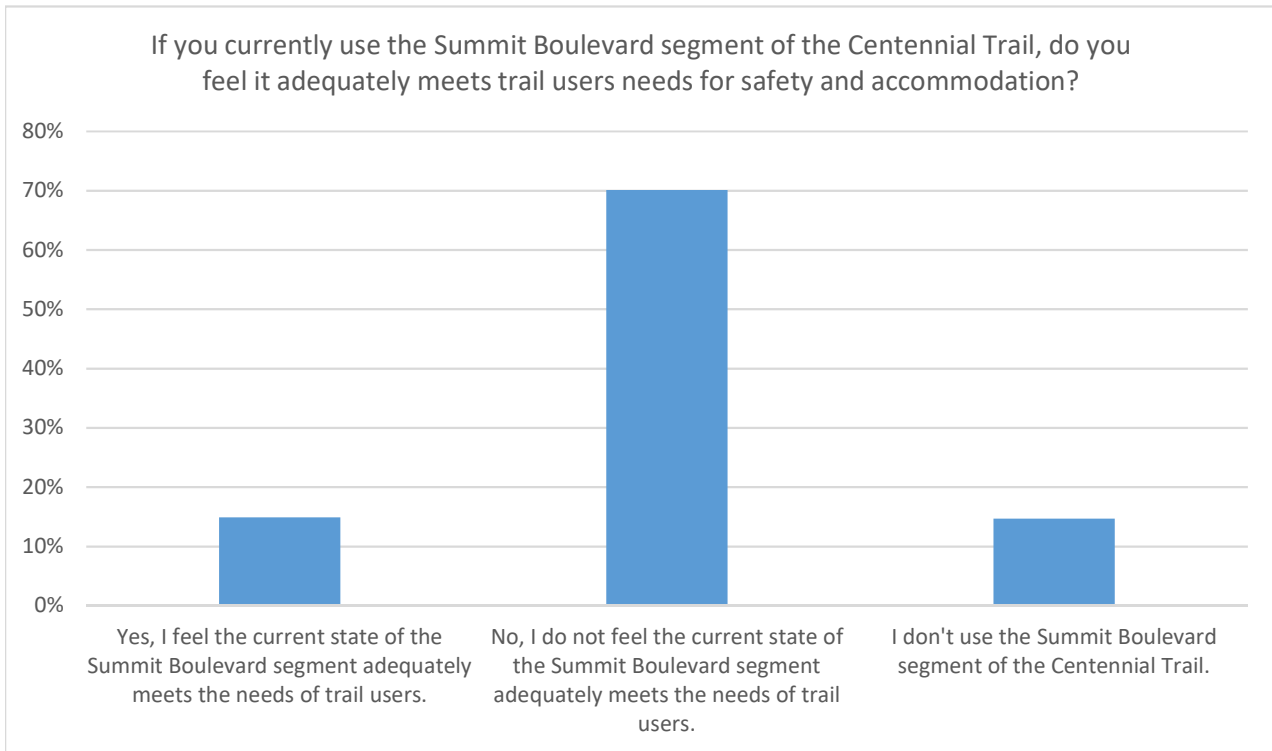
Answer Choices	Responses	
Daily	9.88%	169
A few times a week	21.40%	366
A few times a month	24.91%	426
A few times a year	28.65%	490
Never	15.15%	259



Q5: If you currently use the Summit Boulevard segment of the Centennial Trail, do you feel it adequately meets trail users needs for safety and accommodation?

Answered 1660
Skipped 52

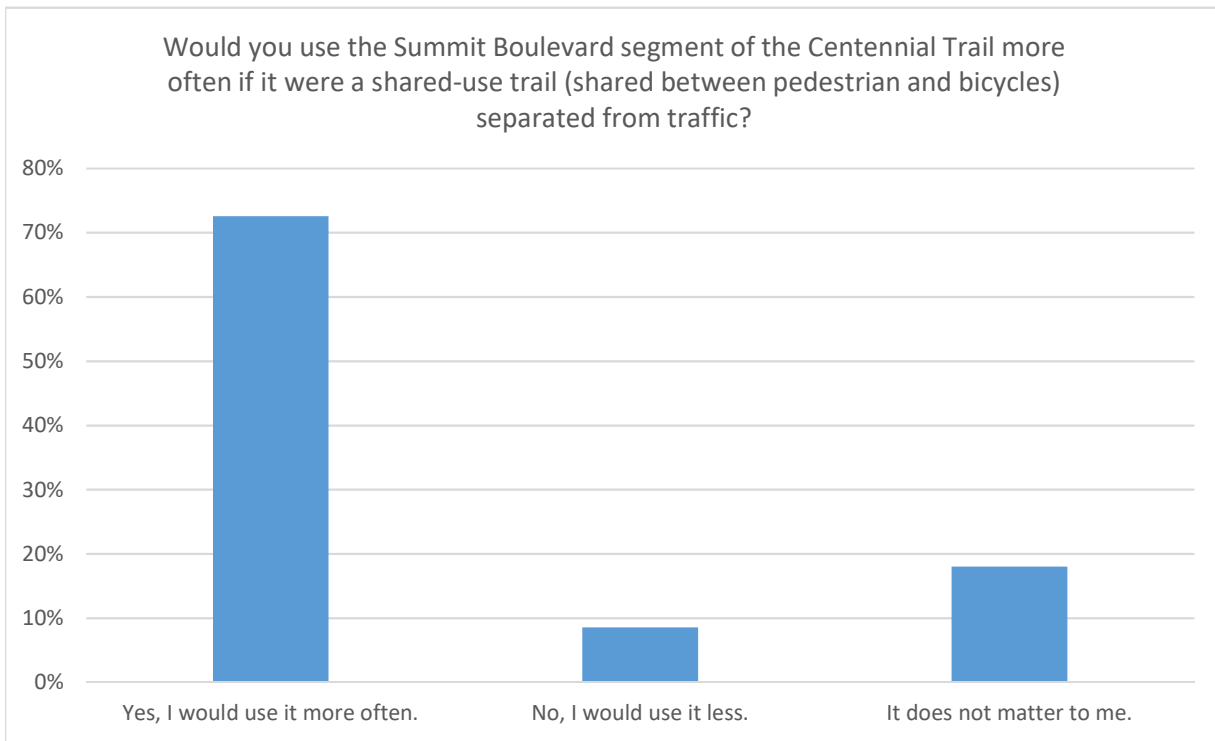
Answer Choices	Responses	
Yes, I feel the current state of the Summit Boulevard segment adequately meets the needs of trail users.	14.88%	247
No, I do not feel the current state of the Summit Boulevard segment adequately meets the needs of trail users.	70.12%	1164
I don't use the Summit Boulevard segment of the Centennial Trail.	14.70%	244



Q6: Would you use the Summit Boulevard segment of the Centennial Trail more often if it were a shared-use trail (shared between pedestrian and bicycles) separated from traffic?

Answered 1705
Skipped 7

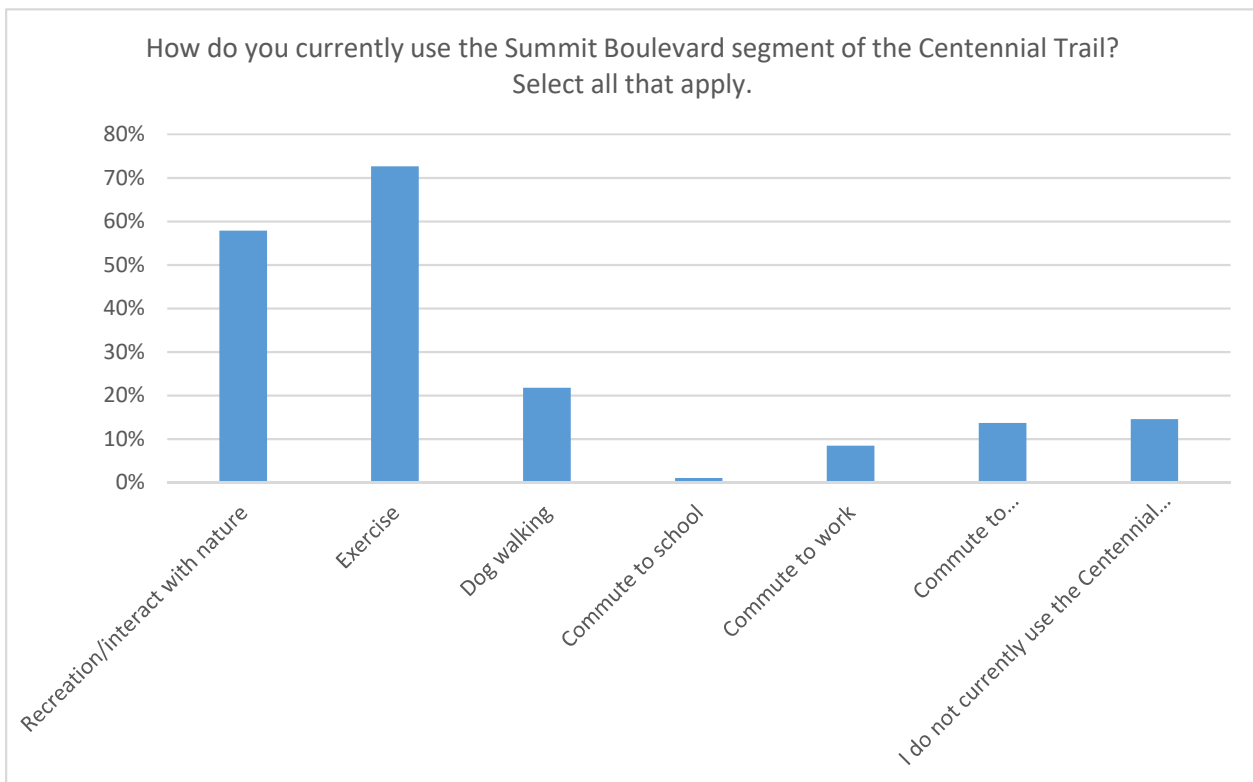
Answer Choices	Responses	
Yes, I would use it more often.	72.55%	1237
No, I would use it less.	8.56%	146
It does not matter to me.	18.01%	307



**Q7: How do you currently use the Summit Boulevard segment of the Centennial Trail?
Select all that apply.**

Answered 1699
Skipped 13

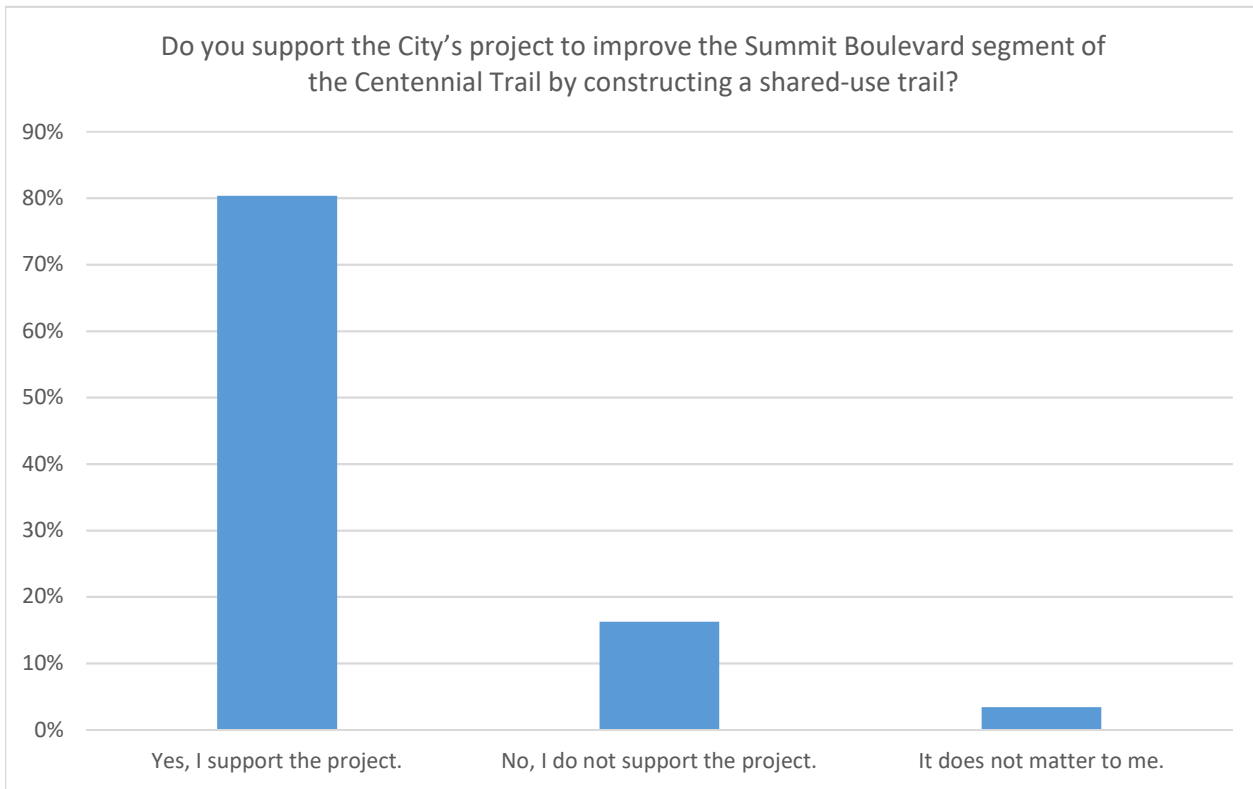
Answer Choices	Responses	
Recreation/interact with nature	57.86%	983
Exercise	72.63%	1234
Dog walking	21.72%	369
Commute to school	1.06%	18
Commute to work	8.42%	143
Commute to shopping/dining/entertainment	13.66%	232
I do not currently use the Centennial Trail along Summit Avenue	14.54%	247



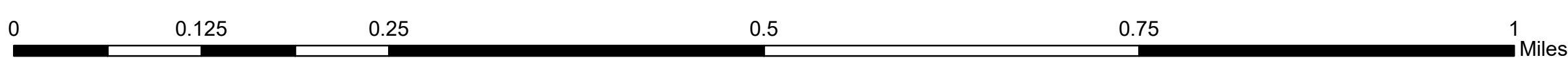
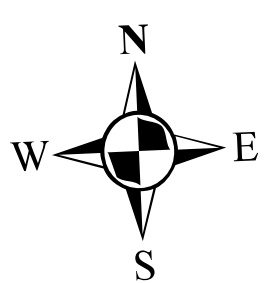
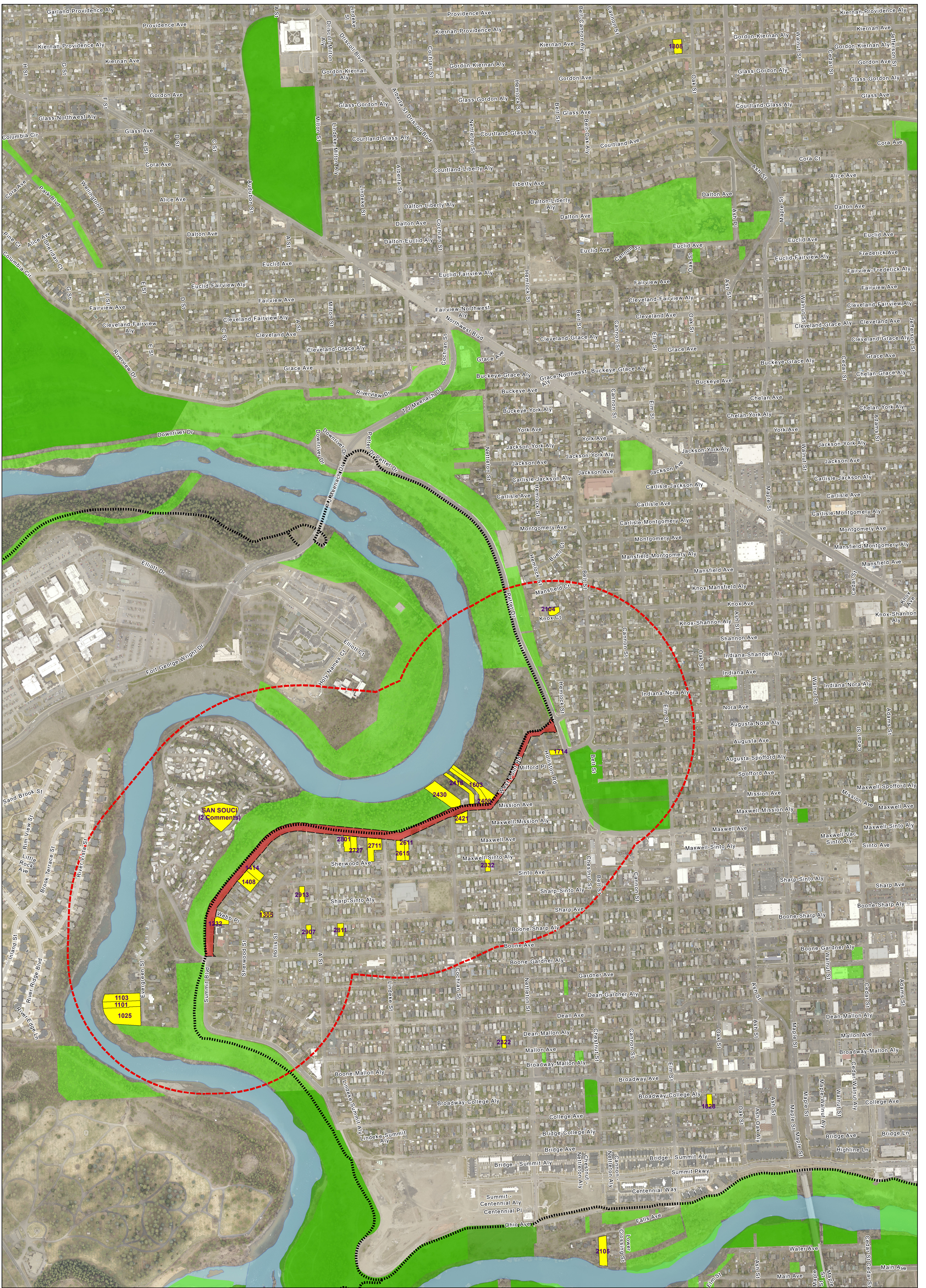
Q8: Do you support the City's project to improve the Summit Boulevard segment of the Centennial Trail by constructing a shared-use trail?

Answered 1711
Skipped 1

Answer Choices	Responses	
Yes, I support the project.	80.36%	1375
No, I do not support the project.	16.25%	278
It does not matter to me.	3.39%	58



Public Comment Log
(including map)



Legend

- Current Centennial Trail
- 1/4-mile Buffer
- Subject Site
- 1808 Public Comment (street address)
- City Park
- City Owned Property
- Spokane River

Centennial Trail – Summit Boulevard Comment Log

Table 1. Public Comments Received – updated 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
1	3/17/2020	Jeff Sevela ^{1 below}	sevjay@earthlink.net 6121 W Excell Ave.	Item 2	Generally in support of the proposed project: <ol style="list-style-type: none"> 1. Best long-term solution is the river crossing, but as this may take 10 to 15 years to realize the proposed project meets immediate needs. 2. Concerns about safely crossing driveways is real, though this exists with the current sidewalk. 	Staff Report, 3/20/2020
2	3/17/2020	Jessica Engelman ^{2 below}	jeengelman@gmail.com	Item 5	Generally in support of proposed project: <ol style="list-style-type: none"> 1. Concerned about “bike lash” that could frustrate the development of the bike master plan. 2. Concerned about variable street widths – consider 10’-wide travel lanes on two-way portion with 8’-wide parking on one side only. 3. Reduce travel lane width on one-way portion to 12’ maximum. 4. Trail should 12’-wide throughout. 5. Provide trail access at each street intersection, don’t rely on driveways for trail access. 	Staff Report, 3/20/2020
3	3/17/2020	Rhonda Young ^{3 below}	Youngr1@gonzaga.edu 502 E Boone Ave. H212	Item 3	Generally in support of the proposed project: <ol style="list-style-type: none"> 1. Long range bridge crossing does not preclude on-street improvements. 2. Recreational trails along river are tremendous assets, the city has significant needs for better bicycle accommodations on its roadways. 3. Rendering provided of proposed project depict a safer and easier to navigate facility for bicyclists and pedestrians. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
4	3/17/2020	Spencer Gardner ^{4 below}	sgardner@tooledesign.com	Item 2	<p>Strongly in favor of the proposed project:</p> <ol style="list-style-type: none"> 1. Also a resident of the neighborhood. 2. Consider adding striping. 	Staff Report, 3/20/2020
5	3/17/2020	Annette Owen ^{5 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	Item 5	<p>Opposed to proposed project:</p> <ol style="list-style-type: none"> 1. Believes there are inconsistencies between the historical survey conducted by the applicant's historical preservation consultant and the current proposal. 2. Questions conclusions of historical preservation consultant, regarding the non-contributory status of the Summit Blvd roadway improvements and asserts there were other oversights. 3. In a letter to the Washington Department of Archeology and Historic Preservation, Mrs. Owen asserts that inadequate time was provided to the public to provide comment on the historical survey and that there were other associated errors in the survey's Area of Potential Effects (APE). 4. Asserts that there were changes in the scope of the project proposal that are inconsistent with the project description found in grant documents. 5. Potential erosion to along the steep bank adjacent to the proposed path, and loss of trees. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
6	3/19/2020	Gary Edighoffer ^{6 below}	gedig@netidea.com pjmeyer7@comcast.net 2408 W Mission Ave.	Items 4, 5, and 8	<p>Opposed to proposed project:</p> <ol style="list-style-type: none"> 1. Prefer "alternate route" (long range river crossing). 2. Proposed trail is too wide. 3. Loss of front yards. 4. Loss of on-street parking and mature trees 5. Safety issues related to driveways, bus traffic, and mix of traffic types (cyclists and pedestrians). 6. TJ Meenach Bridge crossing is too narrow. 7. No current snow removal. 8. Potential erosion to bluff. 9. Will detrimentally alter the Historic District. 	Staff Report, 3/20/2020
7	3/19/2020	Annette Owen ^{7 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	Item 2	<p>Opposed to the project:</p> <ol style="list-style-type: none"> 1. Provided link to the Federal Highway Administration's webpage regarding flexibility of design standards. 2. Provided citation to the WSDOT Design Manual Section referring to ADA Requirements. 	Staff Report, 3/20/2020
8	3/18/2020	Annette Owen ^{8 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to the project: Letter to Dr. Brooks with the DAHP.</p> <ol style="list-style-type: none"> 1. Concern about a lack of notice of project. 2. Concern that the applicant's historic preservation consultant did not include many of the potentially effected properties were not included in the submitted APE. 3. Concern that the initial description of the project had been modified after the historical survey was completed, to include portions of the non-river side of the proposed alignment some of which is located in the Nettleton's Addition Historic District. 4. Assertion that contributing historical elements will be adversely impacted. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
9	3/18/2020	Annette Owen ^{9 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Response from Sydney Hanson (DAHP):</p> <ol style="list-style-type: none"> Confirmation that the DAHP has confirmed the change in scope of the work to include roadway work within the Nettleton's Addition Historic District, and that the project will be subject to further consultation with the DAHP. 	Staff Report, 3/20/2020
10	3/19/2020	Louise & Scott Richardson ^{10 below}	louisevrichardson@gmail.com 2615 W Maxwell Ave.	Items 1, 5, and 6	<p>Opposed to project:</p> <ol style="list-style-type: none"> Concerns about safely crossing driveways Concerns about a lack of winter maintenance, expectation that adjacent property owners will be required to clear the trail of snow Asserts the applicant's grant application is "full of inaccuracies and outright lies". Concerns the project will adversely impact the historic nature of the neighborhood. Concerns that the replacement of the sidewalk, and its replacement with a Multi-use Trail violates the Spokane Municipal Code and the city's Comprehensive Plan. Concerns about the loss of trees, some of which are Ponderosa Pines. Asserts the public right-of-way located in front of residences along the proposed alignment is being "taken" from those residences. Will adversely affect property values. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
11	3/19/2020	Nance Van Winckle & Rik Nelson ^{11 below}	nanceroonie8@gmail.com 2430 W Mission Ave.	Items 2, 5 and 6	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Applicant has yet to shared detailed information. 2. Concerns about safely crossing driveways 3. Asserts the applicant's grant application is "full of inaccuracies and outright lies". 4. Concerns the project will adversely impact the historic nature of the neighborhood. 5. Concerns that the removal of the sidewalk, and its replacement with a Shared Use Path (Multi-use Trail) violates the Spokane Municipal Code and the city's Comprehensive Plan. 6. Concerns about the loss of trees, some of which are Ponderosa Pines. 7. Asserts the public right-of-way located in front of residences along the proposed alignment is being "taken" from those residences. 	Staff Report, 3/20/2020
12	3/19/2020	Pat O'Neil ^{12 below}	poneil@gmail.com 1025 N. Evergreen St.	Item 1	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Proposed trail, if constructed similarly to the portion on Pettet Dr., is not contextual to the neighborhood. 2. Concerned about loss of "front yard" for some homes along the alignment. 3. Feels it conflicts with the Centennial Trail 6-Year Maintenance Plan 4. 2007 Alta Study, for Friends of the Trail, called for striped on-road bike route and improved sidewalks. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
13	3/19/2020	Mike & Sue Etter ^{13 below}	ettermike@hotmail.com 2727 W Summit Blvd.	Items 4, 5a, 5d, and 9b	<p>Opposed to project: Packet containing:</p> <ol style="list-style-type: none"> 1. Opposition Petition with (131) Signatures 2. Historical Information on Nettleton's Addition Historic District & Certain Properties 3. Citation of 17H.010.180 Sidewalks 4. BMP Definition of Share Used Path 5. Letter to City Council (2/10/2020) <ol style="list-style-type: none"> a. Asserts that a Shared Use Path & Sidewalk are not interchangeable. b. Request that the project go through Design Review. c. Verification that funding is appropriate. d. Citing neighborhood demographics that emphasize the importance of non-motorized travel. 6. Letter to Spokesman Review Editor (unpublished) <ol style="list-style-type: none"> a. Question the expense and applicability of grant funding. b. Loss of yard space. c. Prefer money be spent on repaving street and adding ADA accessible features. 7. Comment Sheet from 11/21/2019 Public <ol style="list-style-type: none"> a. Concern that the project lies within a national & local historic district 8. Letter from Dan Buller (7/23/2019) <ol style="list-style-type: none"> a. Description of general APE boundary 9. Letter to the Spokesman Review Editor from Marian Nelson (3/12/2020) <ol style="list-style-type: none"> a. Asserts project will "take" private property b. Asserts project will remove trees and sidewalks 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
14	3/20/2020	Peggy & Tim Moran ¹⁴ <small>below</small>	pegsuemoran.58@gmail.com 2418 W Mission Ave.	Item 1	<p>Opposed to the project:</p> <ol style="list-style-type: none"> Concerns about safety. Concerns about loss of yard. Concern that a privately-owned Dogwood tree will be lost. Applicant's grant application is "full of inaccuracies and outright lies". 	Staff Report, 3/20/2020
15	3/20/2020	Laura Garrabrant (and the following): Dione Bishop Martin Wilson Peggy and Tim Moran Peter Garrabrant Pam Meyer and Gary Edighoffer ¹⁵ <small>below</small>	laura2206@yahoo.com 2421 W Mission Ave. and 1408 N Summit Blvd. (DB, 1603 N West Point Rd.) (MW, 2711 W Summit Blvd.) (P&TM, 2418 W Mission Ave.) (PM & GE, 2408 W Mission Ave.)	Items 1, 4, 9, and 10.	<p>Opposed to project:</p> <ol style="list-style-type: none"> Believes it conflicts with the city's Comprehensive Plan. Believes it conflicts with the Centennial Trail Cooperative Council's 6-Year Maintenance Plan. Asserts the applicant has not been forthcoming with more detailed plans, an Environmental Study, and a SEPA Determination. Concern about safely crossing driveways. Concerns about a busy street. Concerns about winter maintenance. Asserts the applicant's grant application is "full of inaccuracies and outright lies". Concern that the applicant's historical analysis is flawed, and the project will adversely affect the historic nature of the neighborhood. Asserts that a Shared Use Path (Multi-use Trail) and a sidewalk are not interchangeable. Concern about the loss of trees (some of which are Ponderosa Pines). Asserts the public right-of-way located in front of residences along the proposed alignment is being "taken" from those residences. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
16	3/20/2020	Laura Garrabrant ^{16 below}	laura2206@yahoo.com 2421 W Mission Ave. and 1408 N Summit Blvd.	Items 2h and 2k.	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Concerned that property taxes have increased. 2. Concerns that the applicant's grant application contains "inconsistencies, lies or errors" <ol style="list-style-type: none"> a. Questions the voracity of claims that the project will provide a route for a significant number of commuters. b. Questions the use of Arterial Street Funds for the local match on the grant. c. Concerned that a sidewalk (currently cleared of snow by the city) will be replaced with a trail that will not be kept clear of snow. d. Concerned that there were no public meetings. e. Why is there no SEPA Determination? f. Concerns that an unmaintained trail will be unused by pedestrians and bicyclists in the winter, forcing them to use the vehicle travel lanes. g. Asserts the project does not comply with the Complete Streets Policy. h. Concerned that the removal of the sidewalk, and its replacement with a Shared Use Path is a removal of pedestrian accommodations. i. Asserts the applicant's grant stating that the proposed trail is separated from the street is not 100% accurate. j. Asserts the applicant's claim that the project will improve public transportation is untrue. k. Concerned about the loss of trees. 	Staff Report, 3/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
17	3/20/2020	Randall Riggs ^{17 below}	randall@riggsmd.com 2801 W Summit Blvd.	Items 1 and 8	<p>Opposed to the project:</p> <ol style="list-style-type: none"> 1. Asserts that the project is inconsistent with adopted city and county plan. 2. Project has no buy-in from adjacent property owners nor the larger community. 3. Took the Neighborhood Council and Community Assembly by surprise. 4. Is a waste of taxpayers' money. 5. Does not "close the gap." 6. The bike/pedestrian path over TJ Meenach Bridge is too narrow. 7. Refers to the mid-term route (Summit/Pettit/TJ Meenach Bridge) as a temporary detour. 8. Project would destroy the character of the Summit Blvd neighborhood. 9. Asserts the project would permanently delay the long range plan (new river crossing route). 	Staff Report, 3/20/2020
18	3/20/2020	Ruth Borgmann ^{18 below}	RUTH@ruthborgmann.com 2801 W Summit Blvd.	Item 2	<p>Opposed to the project:</p> <ol style="list-style-type: none"> 1. Asserts that the mix of pedestrians and bicyclists is not safe, and that there is no room for the construction of a bike path and a pedestrian-only sidewalk. 2. Summit Blvd sidewalk is a "linear park" that must be preserved, and eventually widened and paved in concrete. 3. Cyclists should continue to use the street. 4. Asserts the project would permanently delay the long range plan (new river crossing route). 5. Asserts that the quality of the route down Pettit and across TJ Meenach Bridge underestimates the community's love of the Centennial Trail and fails to capitalize on critical opportunities. 	Staff Report, 3/20/2020
19	3/21/2020	Asher Ernst ^{19 below}	asherernst@gmail.com 1828 W College Ave.	N/A	Supports the project	RM Staff Report, 5/20/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
20	3/23/2020	Annette Owen ^{20 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	Items 1, 7, 8 and 10.	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Asserts the project does not have an exemption from design review. 2. Asserts the project is not exempt from Street Design Standards (SMC 17H.010.010) 3. Questions Accident data contained in staff report. 4. Asserts that the Centennial Trail portion running through the Kendall Yards PUD is not a fair comparison. 5. Stated that the Chair of the WCNC is opposed to the project. 6. Options provided in Engineering Dept. Open House in November were not sufficient (and renderings were not detailed enough regarding potential tree removals). 7. Asserts the Design Review Checklist of material for the Collaborative Workshop was not followed. 8. Extent of pedestrian safety railing was not accurate, or is changing. 9. Considers design options under the CMAQ grant would allow a greater variety of design solutions. 10. Would like trees preserved, bikes kept on street, open to a wider sidewalk with a narrower roadway. 11. Wants more public engagement. 	Addendum #1 4/3/2020
21	3/23/2020	Annette Owen ^{21 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Response from DG on Design Review Exemption:</p> <ol style="list-style-type: none"> 1. Project would normally qualify for an exemption from design review (code citation provided) 2. Applicant opted to route the project through design review, as is permitted under code 3. Noting City Council resolution's error in noting the project would not qualify for an exemption. 	Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
22	3/23/2020	Annette Owen ^{22 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	CMAQ: Pedestrian and Bicycle Funding Opportunities	
					<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Advocates for the long range option (new river crossing route) <ol style="list-style-type: none"> a. Safer route b. More environmentally friendly c. More beautiful d. Will provide an additional river connection for neighborhoods e. More gentle slope f. Will obviate need to cross TJ Meenach Bridge g. Will not require "takings" 2. Proposed route is too wide 3. Proposed route would cause a loss of front yard space 4. Mature tree loss on both sides of Mission Ave. 5. Loss of on-street parking 6. Shared Use Path's crossing of driveways would pose safety hazards 7. TJ Meenach Bridge Crossing is insufficient 8. Lack of city snow removal is problematic 9. Street is already busy 10. Loss of trees will cause bluff erosion 11. Asphalt is hotter in summer 12. Fence along top of bluff will be an eyesore 13. Mixing of cyclists and pedestrians is hazardous 14. Would alter Nettleton's Addition Historic District 	
23	3/24/2020	Gary Edighoffer and Pam Meyer ^{23 below}	gedig@netidea.com 2408 W Mission Ave.	Items 4, 5, 6, 10, and 12		Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
24	3/24/2020	Gary Edighoffer ²⁴ below	gedig@netidea.com 2408 W Mission Ave.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Extract from AASHTO, Chap. 5 <p><i>Note: The design of a safe network falls upon the applicant. The City of Spokane utilizes the street design guidelines published by the National Association of City Transportation Officials (NACTO).</i></p>	Addendum #1 4/3/2020
25	3/24/2020	Louise Chadez ²⁵ below	lchadez@gmail.com 2332 W Sinto Ave.	Items 1 and 4	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Concerned the project will negatively impact the historic character of the neighborhood 2. Concerned that a substandard path will negatively impact walking opportunities in a poor neighborhood 3. Concerned that mixing cyclists/scooters with pedestrians will be unsafe 4. Neighborhood needs a trail, but it must work for everyone 	Addendum #1 4/3/2020
26	3/25/2020	Andy Rathbun ²⁷ below	andymelody@comcast.net 1305 N Hollis St.	N/A	<p>Opposed to the project</p> <ol style="list-style-type: none"> 1. Prefers long range plan 2. Asserts the project would convert Summit and West Point into the Centennial Trail <p>Note: The current route has been designated the Centennial Trail route for a number of years.</p>	Addendum #1 4/3/2020
27	3/25/2020	Bob Strong ²⁸ below	68cuda340@gmail.com	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Heavily favors the long range plan (new river crossing) 2. Opposes modifications along Summit 3. Asserts current TJ Meenach Bridge and Pettet Drive pedestrian and bicycle accommodations are less safe and less direct. 	Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
28	3/25/2020	Gary Edighoffer ⁶ below	gedig@netidea.com 2408 W Mission Ave.	Items 4, 5 and 8 of 3/19 letter	Re-submittal of letter transmitted on March 19 th .	Addendum #1 4/3/2020
29	3/25/2020	Joshua Wendt ²⁹ below	joshwendt@protonmail.com 1414 N Summit Blvd.	N/A	Opposed to project: Prefers the long range plan (new river crossing)	Addendum #1 4/3/2020
30	3/25/2020	Judith Gilmore ³⁰ below	judithg721@comcast.net 2907 W Sharp Ave.	N/A	Request to be included in notifications about the proposed project	Addendum #1 4/3/2020
31	3/25/2020	Karen Ellis ³¹ below	kbellis1714@yahoo.com 1714 N Holliston Rd.	N/A	Opposed to project: 1. Concerned that the project could potentially increase parking in neighborhood due to visitors, parking impacts should be addressed	Addendum #1 4/3/2020
32	3/25/2020	Kassandra Sweet ³² below	kassandralsweet@icloud.com	N/A	Favors long range plan (new river crossing) as a tourist attraction	Addendum #1 4/3/2020
33	3/25/2020	Lottie & James Fromviller ³³ below	jomif1@comcast.net 2811 W Sharp Ave.	Item 1	Opposed to Project: 1. Concerned that a trail with multiple driveway crossings is unsafe.	Addendum #1 4/3/2020
34	3/25/2020	Mariel Crook ³⁴ below	whoadynamite@yahoo.com 3231 W Boone Ave. Unit 914 (San Souci)	N/A	Generally opposed to project: 1. Concerned about adverse impacts due to increased usage of the trail that the project would cause 2. Does not believe such a trail should run through a residential area	Addendum #1 4/3/2020
35	3/25/2020	Nick & Addie Grow ³⁵ below	addieandnick@gmail.com 2104 N Hemlock St.	N/A	Opposed to the project: 1. Prefers the long range plan (new river crossing) 2. Existing Pettet Dr. and TJ Meenach Bridge improvements provide little utility for bicyclists and pedestrians	Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
36	3/26/2020	Annette Owen ^{36 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Question about lack of clarity in applicant's street section detail depicting an existing sidewalk where none currently exists. 2. DG response: Partial new sidewalks will be constructed on the non-river side of the street at street intersection curb radii 3. Noted the applicant's proposal to construct (25) new ADA-complaint curb ramps many at the new curb radii 4. Had applicant provide a revised street section detail to conform with the plan proposal 	Addendum #1 4/3/2020
37	3/26/2020	Linda Hoffman ^{37 below}	downriverbend@comcast.net 1103 N. Evergreen St.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Prefers the long range plan (new river crossing) 2. Believes slope of Pettet Dr. trail is too steep 3. Believes the project will adversely impact residential property values 4. Believes Centennial Trail is only a recreational trail 	Addendum #1 4/3/2020
38	3/27/2020	Kathryn & John Harris ^{38 below}	jokat1@comcast.net 1808 W Gordon Ave.	Items 2 and 3	<p>Opposed to the project:</p> <ol style="list-style-type: none"> 1. Prefers the long range plan (new river crossing) 2. Concerned that multiple driveway crossings will pose a hazard to the visually impaired trail user 3. Believes that the project would be detrimental to adjacent residential properties 	Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
39	3/27/2020	Laura Garrabrant ^{39 below}	laura2206@yahoo.com 2421 W Mission Ave. and 1408 N Summit Blvd.	Items 3, 5 and 8	<p>Opposed to project (in response to emailed answers from DG):</p> <ol style="list-style-type: none"> 1. Concerns that there are inconsistencies between early project descriptions and the current proposal submitted to the DRB, noting difficulty in providing responses to a proposal when the project appears to be shifting in scope 2. Concerns about variable width of proposed Shared Use Path 3. Concern about the removal of an existing buffer from a sidewalk 4. Concerns about impacts on registered historic buildings 5. Concerns that street trees will pose hazards to trail users, as the tree could obscure lines-of-sight 6. Concern that the applicant is depicting an existing sidewalk in a location where none exists 7. Concerned that the removal of the sidewalk, and its replacement with a Shared Use Path is a removal of pedestrian accommodations 8. Concerned that the pedestrian guardrail would be an eyesore 	Addendum #1 4/3/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
40	3/27/2020	Laura Garrabrant ⁴⁰⁴⁰ <small>below</small>	laura2206@yahoo.com 2421 W Mission Ave. and 1408 N Summit Blvd.	N/A	<p>Opposed to project (in response to applicant's statements in application material):</p> <ol style="list-style-type: none"> 1. Asserts that there's an inconsistency between the 2009 Bike Master Plan and the proposed project 2. Asserts that the current proposal was the brainchild of an outside entity (Friends of the Centennial Trail, in 2013) 3. Asserts that the initial grant application (2015) was not consistent with the (then) Comprehensive Plan 4. States that the first mention of the current proposed plan occurred in writing in a 2017 brief to City Council 5. Concerned that the neighborhood's wish for improved sidewalks and a bike lane have been converted to an off-street Shared Use Path with little public input 6. Concerned about the lack of transparency in the public review process 	Addendum #1 4/3/2020
41	3/27/2020	Tara Daehn ⁴¹ <small>below</small>	tea.4.me@hotmail.com 2913 W Sinto Ave.	Items 2, 3, and 4	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Prefers the long range plan (new river crossing) 2. A 15'-wide asphalt path would destroy vegetation and be an eyesore 3. Concern about inequitable treatment between West Central and neighborhoods with more affluent residents, and how these neighborhoods would receive a more beautiful trail 4. Concerned the proposed project would pose access issues for the physically impaired 	Addendum #1 4/3/2020
42	4/4/2020	Madonna Buder ⁴² <small>below</small>	momtriathlon@yahoo.co (San Souci)	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Concerned about increases in traffic, and the proposed road narrowing 2. Repair the existing streets 	Addendum #2 4/7/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
43	4/5/2020	Annette Owen ^{43 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Asserted the applicant's DRB checklist submittal was insufficient to identify potential tree loss (in particular the potential loss of Ponderosa Pine, the official City Tree) <p>Note: DG's response notes the early conceptual nature of the Collaborative Workshop submittals, and that a more detailed Conceptual Planting Plan (that would note potential tree loss) is a checklist item for the Recommendation Meeting (wherein the impact of possible tree loss will be addressed).</p> <ul style="list-style-type: none"> • The CW submission was deemed complete on 3/11/2020. • All members of the DRB have reviewed the public comments (which include numerous photographs of historic properties) • Council Resolution 2014-0039 was included in the addenda to the CW staff report 	Addendum #2 4/7/2020
44	4/6/2020	Stephanie Swan ^{44 below}	s.swan@comcast.net 2105 W Falls Ave.	Item 3, N/A for Pettet Dr path	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Prefers long range plan (new river crossing) 2. Questions the decisions that led to the construction of the path next to Pettet Drive 3. Urges that such decisions should be made in consultation with neighborhood residents most directly impacted 	Addendum #2 4/7/2020
45	4/7/2020	Gary Edighoffer ^{45 below}	gedig@netidea.com 2408 W Mission Ave.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. A republication of the author's 3/24/2020 letter (with original emphasis) 	Addendum #2 4/7/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
46	4/7/2020	Gary Edighoffer ⁴⁶ below	gedig@netidea.com 2408 W Mission Ave.	Item 1	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Concerns about potential loss of on-street parking 2. Posits a scenario that preserves on-street parking along the side fronting his property, while removing proposed on-street parking fronting neighbors living across the street. 	Addendum #2 4/7/2020
47	4/8/2020	Liz Marlin ⁴⁷ below	wcnc.chair@gmail.com 2322 W Mallon Ave. (WCNC Chair)	Items 2a and 2c	<p>Copy of letter WCNC transmitted to the Mayor and City Council on 3/9/2020 (transmitted to DRB members just prior to the CW held on 4/8/2020)</p> <ol style="list-style-type: none"> 1. Notes a general lack of neighborhood involvement in the proposed project's development (having not been discussed since the WCN Action Plan in 2012). Too short of a public notice 2. List of concern about project: <ol style="list-style-type: none"> a. Routing trail across driveways b. Existing route of trail down Pettet Drive and across TJ Meenach Bridge c. Asserts the project would not be ADA-compliant and would not qualify as a Class 1 Separated trail d. Asserts the expenditure of federal funds on such a project would endanger future federal transportation funds for other projects e. Asserts the project is in lieu of the long range plan (new river crossing) 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
48	4/9/2020	Annette Owen ^{48 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Based on what was heard at the CW, author offer the comments: <ol style="list-style-type: none"> a. Summit Blvd is a Conservation Area b. Asserts that sidewalks must be built to follow SMC Street Standards c. Utility poles in landscape strip pose a hazard to moving vehicles d. Urges city to review CMAQ grant criteria e. Asserts that maintenance for CMAQ-funded projects is not optional per federal law 	RM staff report 5/22/2020
49	4/10/2020	Annette Owen ^{49 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Asserts discrepancies between the description of the project in the original 2018 SRTC grant application and the current project. 2. Asserts that certain amenities may not be fundable via the CMAQ grant source. 3. DG's response: <ol style="list-style-type: none"> a. 2018 SRTC call for projects application will be published in the RM staff report b. Clarified that if there are spending restrictions on what the CMAQ grant may fund, such project costs would be borne by other sources. 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
50	4/13/2020	Gary Edighoffer ⁵⁰ below	gedig@netidea.com 2408 W Mission Ave.	Items 2 and 3	<p>Opposed to project – list of concerns:</p> <ol style="list-style-type: none"> 1. Loss of properties yard space along Mission (Cochran to West Point) 2. Loss of on-street parking, or non-river side on-street parking only 3. Potential loss of old growth trees 4. Adverse impacts on Nettelton’s Addition Historic District 5. Poor crossing conditions across TJ Meenach Bridge 6. Demand that these issues be brought before the DRB 	RM staff report 5/22/2020
51	4/13/2020	Louise Richardson ⁵¹ below	louisevrichardson@gmail.com 2615 W Maxwell Ave.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Concerned that the DRB did not address an alternative alignment (specifically a new river crossing) <p>DG’s response:</p> <ul style="list-style-type: none"> • DRB is prohibited from posing alternative sites for an applicant’s project • Noted that many of the opponents’ preferred route for Centennial Trail is still the city’s long range plan for the trail. 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
52	4/13/2020	Mike and Sue Etter ⁵² <small>below</small>	ettermike@hotmail.com 2727 W Summit Blvd.	Items 1, 2, 4 and 5	<p>Opposed to project – list of concerns/comments:</p> <ol style="list-style-type: none"> 1. Two-pipe pedestrian guardrail appears unsafe, what will these look like 2. What about bus stops 3. Could the streets receive a full grind-and-overlay since the they will be cut for new curb placement 4. Could the asphalt trail surface receive some type of cosmetic stamp patterning & coloring 5. Use red-painted curb instead of multiply 'No Parking' signs 6. Concerns about compliance with street standards 7. Concerns about missing cyclists and pedestrians on a 10'-wide path 	RM staff report 5/22/2020
53	4/14/2020	Nance Van Winckle & Rik Nelson ⁵³ <small>below</small>	nanceroonie8@gmail.com 2430 W Mission Ave.	Items 1 and 2	<p>Opposed to project – list of requests:</p> <ol style="list-style-type: none"> 1. Pictures of other similarly configured trails in the City of Spokane 2. Concerned about safety at driveway crossings 	RM staff report 5/22/2020
54	4/14/2020	Pat O'Neil ⁵⁴ <small>below</small>	poneil@gmail.com 1025 N. Evergreen St.	N/A	<p>Opposed to the project:</p> <ol style="list-style-type: none"> 1. Project appear to conflict with the 'Centennial Trail Six Year Plan' 2. Concerned the proposed project, if built, will thwart the long range plan (new river crossing) 3. City should fix existing street 	RM staff report 5/22/2020

55 4/28/2020 Gary Edighoffer ^{55 below} gedig@netidea.com
2408 W Mission Ave.

Items 1,
2, 4, 6
and 7

Opposed to project:

1. Concern that the design review process is being rushed
2. Concern that the CW staff report's Topics for Discussion were crafted before public comments were accepted
3. Loss of yard space along Mission (Cochran to West Point)
4. Loss of on-street parking (lowering home values)
5. North-side residents needing to cross Mission to access on-street parking is a safety issue
6. How could the DRB approve a project based on documents that are vague and misleading
7. Significant loss of trees along Mission (Cochran to West Point) – 8 to 10 trees (small caliper new street trees will not replace the shade lost from large tree removed for the project)
8. Adverse impact on the Nettelton's Addition Historic District
9. Crossing TJ Meenach Bridge is unsafe

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DG's response:

- The design review process is proceeding on a regular pace
- Topics of Discussion in the CW staff report are based on adopted public plans, policies, and code – not on public comments
- The proposed project will be constructed on city-owned property (public right-of-way)
- The DRB is not an approval body for the City of Spokane
- The applicant is not proposing any loss to on-site parking, impacts on housing values are not under the purview of the DRB
- Impacts to existing trees will be evaluated at the project's Recommendation Meeting
- The DRB is not a historic preservation advisory agency

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
					<ul style="list-style-type: none"> Issues outside the subject site are not before the DRB for review 	
56	4/29/2020	Pat O'Neil ⁵⁶ below	poneil@gmail.com 1025 N. Evergreen St.	N/A	<p>Opposed to project – list of concerns:</p> <ol style="list-style-type: none"> Asserts that the project conflicts with the Centennial Trail 6-Year Maintenance Plan, how can this conflict be supported Who generated the idea for the proposed project <p>DG response:</p> <ul style="list-style-type: none"> The Maintenance Plan referred to is not a City of Spokane plan The statement of consistency of the project with the regional Centennial Plan was made by the applicant, not design review staff or the DRB 	RM staff report 5/22/2020
57	4/29/2020	Louise Richardson ⁵⁷ below	2615 W Maxwell Ave.	N/A	<p>Opposed to project:</p> <ol style="list-style-type: none"> Comment concerns an outwardly confusing statement by DG regarding how the current Comprehensive Plan and WCN Action Plan don't prohibit the proposed project as a short- or mid-term improvement. <p>DG's response:</p> <ul style="list-style-type: none"> Provided clarity in DG's statement concerning the permanence of the project and its relationship to the neighborhood Reiterated that the non-municipal "Maintenance Plan" mentioned by Mr. O'Neil is not a document that provides design guidance to the DRB 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
58	5/2/2020	Annette Owen ^{58 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	N/A	<p>Opposed to the project – question (with DG response):</p> <ol style="list-style-type: none"> 1. Is the Centennial trail a ‘Recreational Facility’? <p>DG’s response:</p> <ul style="list-style-type: none"> • For the cities that participate in the Centennial Trail Cooperative Council, the answer is that it serves both a recreational purpose and a commuter purpose 	RM staff report 5/22/2020
59	5/3/2020	Laura Garrabrant ^{59 below}	laura2206@yahoo.com 2421 W Mission Ave. and 1408 N Summit Blvd.	Item 1	<p>Opposed to project:</p> <ol style="list-style-type: none"> 1. Referencing letter sent from applicant to some residents living along the proposed project route, concerning on-street parking it’s potential (partial) elimination and resulting capacity to reduce retention walls and pedestrian guardrails. Took exception to the wording of the letter, as the limited choices appear to imply an acceptance of an unacceptable condition. 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
60	5/4/2020	Annette Owen ^{60 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	Items 1 and 2	<p>Opposed to the project – list of concerns with response from DG):</p> <ol style="list-style-type: none"> 1. In reference to applicant’s letter regarding on-street parking 2. Asserts that parking may not be eliminated next to parks or recreational facilities. 3. Cites WSDOT Highway Design Manual implying that the project in not complaint with engineering principles. <p>DG’s response:</p> <ul style="list-style-type: none"> • The city does not view the Centennial Trail is only a recreational facility • The project would fall under the aegis of the city’s Complete Streets Program design criteria (placing pedestrian and bicycle use of public right-of-way on par with motor vehicle drivers) • The Public Projects and Structures Design Guidelines used by the DRB (specifically, Street Design criteria) indicate that on-street parking is the lowest ranked street component, and eligible for removal in a constrained right-of-way if it ensures the construction of pedestrian and bicycle improvements. • The cited policy from the WSDOT Highway Design Manual, would not necessarily apply to this project (as this is a municipal street), but the section in the Manual cited refers to ADA-compliance • The proposed project is improving/expanding ADA-compliance along its route. 	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
61	5/6/2020	Annette Owen ^{61 below}	annetterowen@yahoo.com 1232 N Summit Blvd.	Item 2	<p>Opposed to project – with question about on-street parking (with response from DG):</p> <ol style="list-style-type: none"> 1. Asserts the purpose of the Centennial Trail is recreational, programmed to follow the scenic areas along the Spokane River. 2. Asserts that under the SMC Street Design Standards parking cannot be removed along a recreational facility, finds the DRB’s Advisory Action to consider on-street parking removal contrary to the code <p>DG’s response:</p> <ul style="list-style-type: none"> • The city will continue to view this portion of Centennial Trail (and any bicycle improvement) as supporting a non-motorize, alternative commute route • The proposed project complies with the SMC’s Complete Streets Program criteria • Other sections of the Engineering standards don’t apply to this project (as it is a pedestrian and bicycle infrastructure project) • The DRB’s Advisory Action was consistent with this Complete Streets criteria, and the Public Projects and Structures Design Guidelines • The DRB cannot force an applicant to comply with portions of the code, for which the project is exempt 	RM staff report 5/22/2020

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Mike and Sue Etter ⁶²
below

ettermike@hotmail.com
2727 W Summit Blvd.

N/A

Opposed to project (DG's response on 5/13/2020):

1. Concerns about the project's compliance with the Transportation chapter of the Comprehensive Plan
2. Concerns about the grant application
3. Concerns about the potential lack of maintenance (including snow removal) along the CMAQ-funded Shared Use Path – even where the city is the adjacent property owner
4. Concerns about accommodations for the physically-impaired trail user during inclement weather
5. Asserts the project does not comply with Sidewalk Design Standards under 17H.010

DG's response:

- The city does not currently view a conflict between the proposed project and its long range plan for a new river crossing for the Centennial Trail
- When the long range plan is constructed, the pedestrian and bicycle improvement along Summit will continue to operate as part of the city's bike and pedestrian network
- The design criteria utilized by the DRB to review this project for compliance with the Comprehensive Plan are the 2001 Public Projects and Structure design guidelines
- The DRB will not perform the role of fiscal auditor for this project, as that is outside its purview
- On-going seasonal maintenance of the project is not a subject for review by the DRB
- The proposed project will significantly improve mobility along the project route for the physically impaired, via the construction of an ADA-compliant path and curb ramps.
- Bicyclist can currently ride on sidewalks outside the Downtown Core, the construction of Shared

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No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
					<p>Use Paths is one means for accommodating both pedestrian and cyclists</p> <ul style="list-style-type: none"> The Street Design criteria for this project are the Complete Streets Program Criteria (SMC 17H.020), design standards contained under SMC 17H.010 do not automatically apply to the project, forced compliance to these standards is not within the authority of the DRB 	
63	5/11/2020	Randall Riggs ^{63 below}	randall@riggsmd.com 2801 W Summit Blvd.	Items 1 and 2	<p>Opposed to project (DG response, WCNC response):</p> <ol style="list-style-type: none"> Frustration over request to consider removal of on-street parking Where is this direction coming from? <p>DG's response:</p> <ul style="list-style-type: none"> Links provided to DRB Advisory Actions, CW staff report, and CW staff presentation Provided text to Public Projects and Structures Design Guidelines Provided text from the Complete Streets Program code <p>WCNC response: Concern raised about inflammatory language used by author</p>	RM staff report 5/22/2020

No.	Date of Comment	Name of Commenter	Contact information	DRB Purview	Comment Summary	Published
64	5/19/2020	Gary Edighoffer ^{64 below}	gedig@netidea.com 2408 W Mission Ave.		<p>Opposed to project (follow up questions to DG's response from 4/28/2020):</p> <ol style="list-style-type: none"> 1. Concerned about loss of portions of front yard located within the public right-of-way 2. Concern about the loss of on-street parking spaces for privately-owned vehicles, and the access to vehicle for owners who must cross the public street 3. Would prefer conserving trees and yards, if it meant the loss of on-street parking on one side of the street 4. Would like to see the research on home values 5. Environmental impacts, Neighborhood impacts, parking and traffic flow impacts 6. Next year's Siphon Trail project does not mitigate the concerns over the Pettet Drive trail slope or TJ Meenach Bridge passage width <p>DG's response:</p> <ul style="list-style-type: none"> • Property value research paper is included under separate cover, though this is outside the DRB purview 	RM staff report 5/22/2020
65	5/20/2020	Gary Edighoffer ^{65 below}	gedig@netidea.com 2408 W Mission Ave.	Item 2	<p>Opposed to project – but has request regarding on-street parking (with DG's response):</p> <ol style="list-style-type: none"> 1. Current plan depicts parking on both sides of street, can parking on one side be considered? 2. Elimination of parking on non-river side of street could narrow overall improvements, which would preserve yards and trees 3. List of current parking demands 4. List of additional considerations <p>DG's response:</p> <ul style="list-style-type: none"> • Will add discussion of on-street parking, as it relates to urban design objective to Topics for Discussion in RM staff report 	RM staff report 5/22/2020

Table 2. Public Commenters' letter count and Physical Street Address

Name of Commenter	Number of Comments	Physical Address
Annette Owen	14	1232 N Summit Blvd.
Gary Edighoffer and Pamela Meyer	10	2408 W Mission Ave.
Laura and Peter Garrabrant	5	2421 W Mission Ave. and 1408 N Summit Blvd.
Mike and Sue Etter	3	2727 W Summit Blvd.
Pat O'Neil	3	1025 N. Evergreen St.
Louise and Scott Richardson	3	2615 W Maxwell Ave.
Randall Riggs and Ruth Borgmann	3	2801 W Summit Blvd.
Peggy and Tim Moran	2	2418 W Mission Ave.
Nance Van Winckle and Rik Nelson	2	2430 W Mission Ave.
Dione Bishop	1	1603 N West Point Rd.
Madonna Buder	1	(San Souci)
Louise Chadez and L McRae	1	2332 W Sinto Ave.
Mariel Crook	1	3231 W Boone Ave. Unit 914 (San Souci)
Tara and Mark Daehn	1	2913 W Sinto Ave.
Karen Ellis	1	1714 N Holliston Rd.
Asher Ernst	1	1828 W College Ave.
Lottie and James Fromviller	1	2811 W Sharp Ave.
Judith Gilmore	1	2907 W Sharp Ave.
Nick and Addie Grow	1	2104 N Hemlock St.
Kathryn and John Harris	1	1808 W Gordon Ave.
Linda and Lawrence Hoffman	1	1103 N. Evergreen St.
Elizabeth "Liz: Marlin	1	2322 W Mallon Ave. (WCNC Chair)
Andy and Melody Rathbun	1	1305 N Hollis St.
Bob Strong	1	
Stephanie Swan	1	2105 W Falls Ave.
Kassandra Sweet	1	
Joshua Wendt	1	1414 N Summit Blvd.
Martin Wilson	1	2711 W Summit Blvd.

Endnotes: Submitted comments (full content)

1 Jeff Sevela

Colin,

My input (from a non-BAB member) is below. I hope it makes sense; I put it together rather quickly this morning. Please feel free to forward this to any BAB members as you see fit.

Jeff Sevela

Thoughts about Centennial Trail connection

Overall

I like the idea of a gap filling route along the old tramway line and then a bridge across the river, connecting with a trail along the south/west bank of the river to the TJ Menach Bridge. It would provide an off road scenic connection to the Riverside State Park portion of the trail (as stated in the study). In my opinion, this would be the best long term solution.

However, I state that this would be the best long term solution. As you are very aware, much more than I am certainly, even if approval to implement this solution was given in the next few months, fully completing this project would take a significant amount of time. The biggest drag is the requirement for a new and probably expensive bridge across the river. With the need to secure funding, design, complete environmental studies, I can't see this project being completed in under five years, and possibly much longer.

As I stated earlier, this would be the best long term solution and I would like to see movement to implement it. What should be done for the near term? Wouldn't it be beneficial to do a connection now for what is considered a gem of the Spokane area rather than putting it off until some indefinite (if ever!) time in the future? I ride this section often and it is in need of improvement.

Specifics about current plan

Looking at the provided illustrations, the text states that the affected residents prefer to want to retain parking on at least one side of the street. Also as stated in the text, design requirements would mean the roadway would have to one-way. I think in the January presentation by representatives of the area stated they were not happy with the need to make the road one-way.

My view: On-street parking is not a right. From what I can see, all of the homes along the sections affected have driveways and garages, with some homes having very large driveway area.

Another objection/concern that was brought up by the residents was their concern for safety due to the intersection of the bike path and driveways. From my look at the satellite view, I think there are 14 driveways affected, all along North Point.

I can appreciate their safety concerns and I admit that crossing these driveways with a bike path is certainly not an ideal solution. I am always very wary when on a bike path that crosses driveways or business entrances. However, there is already an existing sidewalk that crosses these driveways, Are these people saying they are not safety conscious of people on the sidewalk? Yes, there will be faster (than pedestrians) moving bicycles on the trail which will require more awareness, but before they pull their car onto the street don't they take the time to check for automobile and on-street bicycle traffic? Perhaps to increase awareness of both parties (residents with affected driveways and cyclists), green painted pavement could be used in the conflict areas, and possibly even some vertical warning signage. There might need to be some minor landscaping modifications done at the driveway areas to increase visibility of the trail from the driveways

The negative

I see one big downside by moving ahead with the already approved and funded current gap filling solution (improvements along Summit/West Point). As I understand it from the January meeting, the funding stream is dedicated to the current plan and cannot be reprogrammed. I am concerned that once the approved project is completed, most of the impetus to finding a gap filling solution will evaporate; any movement towards working to a more ideal solution mentioned above will slow significantly or stop completely. I did read (item #3) that the bridge solution is on the long range plan and you reiterate that in your email. However, priorities may change significantly once there is even a partially solution in place. In such an instance, what I think would be the best long term fix (following the tramway and bridge) may not happen for 10 or 15 years, if at all.

2 Jessica Engelman

Great, thank you.

BTW this project is turning into the talk of the town. Someone at the Nevada-Heights Neighborhood Council of all places asked me about it at their meeting last night. CM Burke mentioned it to me. You've probably seen all the chatter on facebook. S-R did an article, and now the Inlander wants to do a piece. I'm really hoping this doesn't become a catalyst for bikelash culture. In your initial email you mentioned that it might be too late for BAB input by next week's meeting, but do at least please give us a project update. I'm wondering if a BAB statement (either of general support or echoing some of the types of comments I made above to strengthen the facility) might also help give the project political cover.

follow-up:

I heard this morning that this project might be at risk because of neighbor push-back. Is this accurate, or is the project still on track?

- Summit Boulevard – Boone Avenue to A Street (PDF 6.1 MB): Why are some parts of the street 38' and others 30'? Why not make it 30' (11' auto lane + 11' auto lane + 8' parking lane = NACTO would approve... and maybe inquire if you couldn't get away with 10' auto lanes) the whole way through? Also, what crossing improvements are being provided to get across Boone. Low traffic area, so four-way stop signs, perhaps?
- Summit Boulevard – A Street to Cochran (PDF 5.2 MB): Same question, why 38' and not 30'? The doc says northside parking will be removed but...
- Mission Avenue – Cochran to West Point Road (PDF 1.7 MB): This shows a 38' diameter with 11' auto lanes and 8' parking on both sides. Huh? I also think "we want auto parking on both sides of the street and don't touch our yards in the right of way!" is too demanding from neighbors; they should pick one or the other (especially given how underutilized the on-street parking is). IMO the trail should get to be its standard 12', and the sidewalk on the opposite side should be detached from the street wherever the curb is being rebuilt. [Side note: we need to find where in city code non-detached sidewalks are allowed in instances other than insufficient right-of-way as they cause numerous problems] I think northside parking should be removed; I do not like the combination of parking + driveways + trail. At minimum, the individual parking spots should be marked (like this) in such a way as to provide lots of daylighting at the driveways.
- West Point Road – Mission to Milford (PDF 3.0 MB): 14' is way too wide; 12' at most please.
- West Point Road – Milford to Pettit Drive (PDF 3.2 MB): it would be really nice to widen the trail as it curves onto Pettit, especially given the curb cut and sharp angle.

General statement:

Shouldn't there be access points onto the trail at the intersections with other streets? Since we're using grant money for what's essentially a protected bike lane. Otherwise people can't actually access the trail without going over the buffer or using someone's driveway (where they exist). Let me know if any of this is unclear; like I said, had to write in a rush.

3 Rhonda Young

Colin,

I believe that the pursuing the bridge option that the citizens brought forward at the last BAB does not preclude the on-street option that is scheduled to begin construction soon. While recreational routes through the woods are tremendous assets for Spokane, the city has a significant need for better bicycle accommodation on our actual roadways. The renderings and drawings provided on the website show a bicycle facility that would be much safer and provide easier navigation for bicyclists and pedestrians in that area.

I do not need to see a workshop but would not oppose having one if the citizens who brought forward the concerns would be better served by more discussion on the topic.

4 Spencer Gardner

Just wanted to say this all looks fantastic to me. As a resident of the neighborhood this will be a welcome addition. Will there be a striped centerline on the trail?

<Colin Quinn-Hurst: Striping currently isn't part of the plan, but seems like it makes sense for this trail. I'll pass that along to the Engineering team and see what they are thinking.>

I'm guessing usage levels aren't expected to be high enough for it to be an issue. I generally prefer striping because I think it makes the facility feel more legitimate, but it's a minor issue that can easily be remedied in the future.

5 Annette Owen

Hello Mr. Gunderson,

I am forwarding a letter I wrote to the Advisory Council on Historic Preservation in reference to the Centennial Trail Gap Project - Summit Blvd to Pettet Drive.

I am requesting the contents of the letter be considered as this project moves into the Design Review Board process.

If you have any questions about the contents of the letter, please feel free to contact me by email or phone.

Best regards,

Annette Owen
208 640-1873

Centennial Trail - Summit Blvd Gap - Boone Ave to Pettet Drive
City of Spokane, Washington - Project #2017080
State Transportation Improvement Program #WA-09829
Project #1220(36)

I am writing this letter to the Advisory Council on Historic Preservation to bring to their attention the Centennial Trail Gap Project located in the City of Spokane, State of Washington, funded by a Federal Highway Administration CMAQ Federal Grant. Months of research and public record requests, including requests to the City of Spokane, Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation, and State of Washington Department of Archaeology and Historic Preservation, have revealed the City of Spokane is not in compliance with the National Historic Preservation Act - Section 106 - 36 CFR 800.

The "2018 Spokane Regional Transportation Council (SRTC) Call for Projects Application" project description is: "This trail alignment will consist of 12-foot paved (asphalt) shared-use pathway for most of the length, although conditions change at the intersection of Summit Boulevard and Westpoint Road. At this point, the path will likely converge into a 10-foot sidewalk for the remaining length to reach Pettet Drive". The 2018 Application lists funding for this project as a Surface Transportation Block Grant (STBG) in the amount of \$3,100,807.00 including STBG Set-Aside and 13.5% Local Match. There is no mention in the 2018 Application CMAQ Federal Funds have been identified as a source of funding.

I would like to address the timing of the project:

2017	CMAQ Federal Funds	\$150,000.00
2017	Local Funds	\$ 23,411.00

Project Status -

4/13/2017 Preliminary Engineering funds scheduled to obligate in 2017
7/12/2017 Preliminary Engineering funds scheduled to obligate in 2017, right-of-way in 2019.

10/12/2017 Preliminary Engineering funds obligated in 2017, Right-of-way funds are scheduled to be obligated in 2019.

2019	Local Funds	\$250,000.00
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The Mayor at the time, David Condon, accepted and approved the SRTC Grant Award of \$2,532,000.00, in the form of a CMAQ Federal Grant, on January 11, 2019.

Recent data from the City of Spokane Public Record Search obtained on March 10, 2020, indicates a shift in funding sources over the course of three years and changes in dollar amounts.

The first time the residents, directly impacted by this project, were notified was in a letter dated November 6, 2019 with an invitation to attend an "Open House" on November 21, 2019. The letter was signed by Jonathan Adams, City of Spokane Senior Engineer.

Project Description:

Paved installation of Centennial Trail
Narrowing roadway and reducing parking
Installation of wheelchair ramps
Replacing storm inlets and pipes

The geographic area is described as follows:

West Central Neighborhood - Natural & Built Identity - City of Spokane 2017 Comprehensive Plan

"The defining natural feature of West Central is the Spokane River. The meandering river, far below the built community, makes up more than 60 percent of the neighborhood's boundary. The other boundaries are Indiana Avenue on the north and Monroe Street on the east. The ridgelines above the river valley still provide spectacular views and sought after real estate. The river valley's northern bank has steep slopes with dense native conifers, native shrubs and grasses, scattered rock out-cropping and a variety of wildlife. The upper terrain is generally flat with periodic rolls and hills. Few native trees remain on the upper area, as West Central has been thoroughly developed. However, many old, large deciduous street trees planted years ago still remain."

The steep terrain down to the Spokane River and lack of space for this trail require additional safety features that must be factored into the scope of the project. Furthermore, an additional requirement of a five (5) foot buffer between the adjacent roadway and the trail is required by the funding agency (although limited exceptions are feasible) creating another change of scope. Per the project "Work Description", 300 linear feet of fencing will be installed along the trail route (in front of many historic homes) and 12000 sq. ft. of segmental retaining walls (this project is in an "Erodible Soil Zone" per MapSpokane.org.). Construction documents also include the cost for the removal of twenty (20) trees including many 100+ year old Ponderosa Pines along the bluff (City of Spokane Official Tree - Resolution No. 2014-0039). The removal of trees will only exacerbate the erosion on the steep bank of the Spokane River.

The City of Spokane will be removing the ONLY sidewalk (Pedestrian Facility) on Summit Blvd and replacing with a multi-use trail (Bicycle Facility) which is a violation of Spokane City Municipal Codes.

Many homes in the West Central Neighborhood are listed on the Spokane Registry of Historic Places with numerous homes listed on the National Registry of Historic Places and many more qualify for both Local and National registries. The majority of the neighborhood is within the Nettleton's Addition Historic District, the largest historic district in the State of Washington.

Historical Research Associates in Spokane, WA was hired by the City of Spokane on July 29, 2019 to conduct the Cultural Resources Inventory. The "Agreement" states research to be completed by December 31, 2019. The final survey documents were released in December of 2019 (discovered through public record search with DAHP in February 2020). The inventory of homes did include one (1) listed on the Spokane Registry of Historic Places and also on the National Registry of Historic Places. Also included were four (4) that were eligible for listing on the National Registry and of those properties only one (1) is not already listed on the Local Registry. The entire street of Summit Boulevard was NOT included in the APE. Summit Blvd is home to an additional seven (7) homes listed on the Local Registry and three (3) listed on the National Registry. One home located at 2421 W Mission Avenue is listed on the Local Registry, the National Registry and is in the Nettleton's Addition Historic District - this home also excluded from the APE. The HRA survey included this statement "However, the APE as mapped in an attachment to WSDOT July 25, 2019 letter to DAHP and Tribes denoted an area larger than construction footprint. The APE, as mapped includes 11.5 acres; the construction footprint is 3.5 acres". At this time, discovery of additional documents located through public record searches contain no indication the City of Spokane or DAHP questioned the information provided by HRA.

On July 23, 2019, Dan Buller, City of Spokane Principal Engineer, wrote a letter to Trent de Boer, WSDOT Archaeologist - Local Programs - initiating consultation and to communicate the APE. In the letter Mr. Buller states "Excavation to approximately 1' depth will occur for trail construction. Staging is anticipated to occur within these limits. The APE consists of the footprint of the construction items listed above". The enclosure documents included with Mr. Buller's letter did not accurately depict the project scope. Additionally, the initial "drawings" presented at the "Open House" on November 21, 2019 did not show an accurate scope of the project. Conceptual drawings released at a later date reveal the scope of the project has changed significantly. The excavation to approximately 1' depth wildly underestimates the scope of this project.

A letter from Dennis Wardlaw, DAHP Transportation Archaeologist, to Trent de Boer dated August 5, 2019, questioned the information provided by Trent de Boer. Mr. Wardlaw also indicated to me during a telephone conversation that he had questioned the City of Spokane about the APE but did not get a response and he failed to follow-up.

An email exchange (February 12 & 13, 2020) between Kevin Picanco, City of Spokane Senior Engineer, and Eve Nelson, Principal Transportation Planner at SRTC, states "No Scope Change". Vital information contained in the HRA report has not been considered when making decisions about this project - appears to be a complete break down in communication.

Again, the public had no knowledge of this project and no public input had occurred other than at the "Open House" on November 21, 2019. At the open house, Jonathan Adams, City of Spokane Senior Engineer, announced to the attendees the project had already been funded using a Federal Grant and it would be proceeding and there is nothing the neighborhood can do about it. An alternative trail plan has existed for many years and is part of the "2017 City

of Spokane Comprehensive Plan" and reads as follows: "Future alignment plans called for the construction of a high-deck bridge over the Spokane River from the property formerly owned by the Sisters of the Holy Names. This would remove much of the on-street section of the Centennial Trail next to Summit Blvd and Pettet Drive". The City of Spokane Parks Department is in the process of making a more suitable route a reality - a route the West Central community fully supports.

I have read the "Citizens Guide to Section 106 Review". The City of Spokane and other agencies have not followed the rules. The West Central Neighborhood has been vigilant in obtaining all the information made available to us.

The City has prevented meaningful review of this project. The City of Spokane Public Records Department has delayed requests up to 45 days (some documents not available until sometime in April). Residents have attended City Council Meetings to voice their concerns and have written many letters to City Council Members and government officials including the Mayor with little meaningful dialogue to address public concern. I will note however, Council Member Karen Stratton has drafted a Resolution to require this project proceed through Design Review - I commend her for her actions. The Resolution was approved by City Council March 16, 2020.

As a side note, the neighborhood residents have many safety concerns - our aging adults will be forced to back their cars out over a 12 foot trail that will now contain the condensed pedestrian and bicycle traffic. A major bus route operates in a portion of the project area causing additional safety concerns.

Because of the lack of response and ambiguity surrounding this project from City leaders and other agencies, residents have gone door to door gathering over 150 signed petitions in opposition of this project. Comments and additional signatures are coming in each day through a website created for this project (Better-Trail.org). The West Central Neighborhood Council and Community Assembly (representing all Neighborhood Councils) have written letters to Mayor Woodward, City Council, and Spokane employees in opposition to this project.

Again, the City of Spokane received a Federal Grant (CMAQ) before public input or review and continues to move forward with a construction start date in May 2020. On so many levels, the City of Spokane has not followed the rules and continues to ignore the concerns of the public. These actions, or lack of action, are a direct violation of the National Historic Preservation Act Section 106.

This project has the potential to alter characteristics that qualify specific properties for inclusion in the National Register of Historic Places such as damage to: original plaster walls, original windows, rock foundations, to name a few, caused by the vibration of heavy construction equipment. Based on its location, design, setting, materials, workmanship, feeling, association direct or indirect, this project needs to be reviewed under the "Adverse Effect" classification under Section 106.

Thankfully, because Congress passed the NHPA in 1966 outlining responsibilities for federal and state governments to preserve our Nations' heritage, agencies must assume responsibility for the consequences of the project they carry out, approve, or fund on historic properties and be publicly accountable for their decisions.

The City of Spokane and other agencies have failed the West Central Neighborhood in the most egregious way. The City of Spokane has failed to acknowledge the requirements of Section 106 - therefore not meeting the requirements of federal law. This project has the potential to severely impact the look and feel of this quintessential Historic West Central Neighborhood.

In light of the information presented in this letter, I respectfully request ACHP open an investigation into the Centennial Trail Gap Project in Spokane, Washington.

Sincerely,

Annette Owen
1232 N Summit Blvd
Spokane, WA 99201
208 640-1873

6 Gary Edighoffer and Pam Meyer

We are writing to you to bring attention to the many flaws of the current plan to finish the Centennial Trail between Boone and Pettet, and to encourage you to appreciate the many reasons why the alternate route is far superior. Please also look at the pictures on the following page.

Problems with the current plan:

- With the proposed buffers the asphalt trail will be from 15-17 ft. wide – in front of peoples' homes!
- 15 homeowners will lose a portion of their front yards – some up to 6 feet
- Several decades-old trees on both sides of Mission will be removed or die
- Residents on Mission and West Point may no longer be able to park in front of their own homes
- Because the trail crosses over 17 driveways, it creates major safety hazards and liability issues when vehicles exit /enter the driveways (see first photo on next page)
- On the current trail, heading South from the SFCC area, cyclists, walkers and runners are forced onto a narrow 5 ft. path to cross the Meenach bridge, then must navigate around poles, signs and dangerous traffic to exit the bridge and cross Pettet, to then encounter a very steep climb up to Mission (see second photo next page) This a very dangerous situation. The alternate route eliminates this situation.
- The City doesn't provide snow removal on the Trail, which will add to the burden of homeowners
- Narrowing of streets, which already see heavy use and two-way bus traffic, will create unsafe conditions, especially when unplowed snow barriers force trail users into the street
- Removal of trees and vegetation along the bluff will contribute to serious bluff erosion. Asphalt will be hotter
- A fence along the bluff will be an eyesore and will alter wildlife patterns and habitat
- Forced mixing of slow pedestrians with fast bicycle traffic creates dangerous conditions if Trail replaces the only sidewalk on Summit
- It could alter the nature of the Historic Nettleton's Addition District

An Alternative Plan is suggested, one which has already been an optional plan for the Trail for many years. This takes the Trail from the corner of Boone and Summit, down a gentle slope to the river, adds a new walking bridge across the river to connect to a beautiful river-adjacent pathway up past Meenach Bridge to the SFCC area, where it joins the existing Spokane River Centennial Trail. All of this property is already owned by the City.

There are many advantages to this plan:

- A safer, traffic-free experience for all users
- More environmentally friendly with fewer effects upon wildlife habitat and patterns on the river bluff
- It is far more beautiful as it passes along the river and through nature, instead of next to a busy bus route
- It will connect with communities on both sides of the river, linking new and existing trails
- The gentle slope of the trail will be much more user friendly than the steep slope of the Doomsday hill.
- It will eliminate the need to walk/run/bike over the narrow 5 ft. wide Meenach Bridge pathway
- The city currently owns all of the land on this route. No property grabs will be necessary
- Eliminates ALL of the negative impacts of the current City Plan

For detailed information on anything mentioned here, including maps and pictures, please

Visit our Website: <https://www.Better-Trail.org>

7 Annette Owen
[Design Standards - FAST Act Fact Sheets | Federal Highway Administration](#)

<https://www.fhwa.dot.gov/fastact/factsheets/designstandardsfs.cfm>

Good Morning Mr. Gunderson,

As you know, this project is funded by a CMAQ Federal Grant. For that reason, I am forwarding the U.S. Department of Transportation – Federal Highway Administration “Design Standards”. The 2017 Comprehensive Plan has adopted the use of NACTO.

According to the [WSDOT Design Manual Chapter 1510](#), 1510.05(2), Alteration Projects, “All existing pedestrian facilities disturbed by construction of an alteration project must be replaced. The replacement facilities must meet applicable accessibility requirements to the maximum extent feasible”.

I would never want to imply you and/or the DRB are not familiar with the information provided in this email. However, I do not want to assume, or to what extent, the standards and requirements of all agencies are being addressed through the design review process.

I am requesting this information be submitted to the DRB Agenda Packet.

Best regards,

Annette Owen

8 Annette Owen
Mr. Gunderson,

The letter being forwarded to you today was emailed to Dr. Allyson Brooks, Washington State Historic Preservation Officer at DAHP. Dr. Brooks was out of the office at the time the email was received. In her absence, Sydney Hanson replied indicating WSDOT has been in communication with the City of Spokane regarding the issues raised in the email to Dr. Brooks. Ms. Hanson also went on to say "We spoke to WSDOT on the phone this afternoon, and they informed us that work is indeed occurring on the south side of Summit Boulevard. Because of this change in the scope of work, consultation is resuming for this project".

I am requesting the letter to Dr. Brooks dated March 11, 2020 and my email communication with you today be included in the Agenda Packet.

Again, thank you for your assistance in the matter.

Sincerely,

Annette Owen

To: allyson.brooks@dahp.wa.gov <allyson.brooks@dahp.wa.gov>
Sent: Wednesday, March 11, 2020, 03:13:42 PM PDT
Subject: Centennial Trail Gap Project in Spokane WA

March 11, 2020

RE: Centennial Trail Gap, Summit Blvd to Pettet Dr. Project #2017080
Spokane, WA
Federal Aid Number: CM-1220(36)
DAIIP Log #2019-07-05506

Dear Dr. Brooks,

As you know, the City of Spokane is planning to construct a new portion of the Centennial Trail from Summit Blvd to Mission Avenue to West Point Road to Pettet Drive in Spokane, WA.

The City of Spokane's Senior Engineer, Jonathan Adams, wrote a letter to the residents directly impacted by this project inviting them to an "Open House" on November 21, 2019. The "Project Description" is as follows:

- Paved installation of Centennial Trail
- Narrowing roadway and reducing parking
- Installation of wheelchair ramps
- Replacing storm inlets and pipes

At that meeting, Jonathan Adams told the residents the City had received a federal grant that could only be used for this project and the project would be moving forward and residents would not be able to prevent the trail from being built. Residents of the West Central Neighborhood had no knowledge of the City's plan prior to the meeting on November 21, 2019.

Residents were shocked and disappointed that they were not notified prior to the City's Plan. City of Spokane 2017 Comprehensive plan states "Future alignment plans called for the construction of a high-deck bridge over the Spokane River from the property formerly owned by the Sister of the Holy Names. This would remove much of the on street section of the Centennial Trail next to Summit Blvd and Pettit Drive".

A large section of the West Central Neighborhood is on the National Registry of Historic Places - Nettleton Historic District is the largest historic district in the State of Washington.

The entire section of the project located on Summit Boulevard has been left off the APE where many historic homes are directly adjacent to this project. One home located at 2421 W Mission Avenue is included in the Nettleton Historic District, listed on the Spokane Registry of Historic Places and the National Registry of Historic places yet was left out of the APE. On Summit Boulevard there are seven (7) homes on the Spokane Registry of Historic Places and three (3) listed on the National Registry of Historic Places and many more qualify for either local or national designation. Summit Boulevard is a quintessential street and should be protected in order to preserve the look and feel of this historic neighborhood.

Residence formed small groups to examine the validity of the City's position. Through months of research and public record requests, the information gathered has exposed the City's non-compliance with NHPA Section 106 (36 CFR part 800).

In addition, Dan Buller, City of Spokane Principal Engineer, wrote a letter to Trent de Boer on July 23, 2019 initiating consultation for this project. Would Dan Buller have the authority to initiate the consultation and give his opinion as to the APE? In the letter, Mr. Buller states excavation to approximately 1 foot depth and staging anticipated to occur within these limits. The retaining walls alone for this project will far exceed his determination. Mr. Buller also stated the APE

consists of the footprint of the construction items. He indicated the proposed trail alignment is already used an informal multi-use trail - an incorrect and misleading statement. An additional impact will be created by this project by removing the only pedestrian facility (sidewalk) on Summit Blvd and replacing with a bicycle facility which is not permitted by City of Spokane Municipal Code.

Documents received from one of the DAHP public records searches indicated concern. Furthermore, the CD containing the Cultural Resource Study/Survey performed by HRA, completed December of 2019, received from Jamie Dudman Department of Archaeology and Historic Preservation Public Records raised more concerns. Within that document, an adjustment of the APE was indicated resulting in an area of inclusion from 3.5 acres to 11.5 acres. There have been no documents through the public record search that indicate or reveal the City contacted DAHP with the new information (change of scope).

This project was funded by a CMAQ Federal Grant in 2018. The West Central Neighborhood Council and Community Assembly of all neighborhood councils in the City of Spokane were not notified of this project and have written letters in opposition to the project.

The residents directly impacted now understand they should have been contacted early in the planning process in regards to this project - even before the project received federal funds in accordance with Section 106. No public notice was given for this project other than the meeting on November 21, 2019. As you know, public involvement including Native American Tribes is required and necessary when federal funds are being used. Agencies have a responsibility to consider the full range of alternatives to avoid or minimize harm to historic properties.

Residents directly impacted by this project do not feel their concerns are being heard or addressed. As residents of the West Central Neighborhood we respectfully request your attention and assistance in this matter.

Sincerely,

West Central Concerned Residents

9 Annette Owen (submitted)

From: Hanson, Sydney (DAHP) <sydney.hanson@dahp.wa.gov>

To: annetterowen@yahoo.com <annetterowen@yahoo.com>

Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Borth, Holly (DAHP) <holly.borth@dahp.wa.gov>; Brooks, Allyson (DAHP) <allyson.brooks@dahp.wa.gov>

Sent: Thursday, March 12, 2020, 01:18:31 PM PDT

Subject: Centennial Trail Gap Project

Hi Annette,

Thank you for your email yesterday regarding the Centennial Trail Gap project. I am responding on behalf of Allyson Brooks, as she is out of the office this week.

WSDOT has been in communication with the City of Spokane regarding the issues you have raised in your email. We spoke with WSDOT on the phone this afternoon, and they informed us that work is indeed occurring on the south side of Summit Boulevard. Because of this change in the scope of work, consultation is resuming for this project.

All the best,

Sydney Hanson, MA | Transportation Archaeologist
(preferred pronouns: she/her/hers)

360.586.3082 | sydney.hanson@dahp.wa.gov

Department of Archaeology & Historic Preservation | www.dahp.wa.gov
1110 Capitol Way S, Suite 30 | Olympia WA 98501
PO Box 48343 | Olympia WA 98504-8343

10 Louise and Scott Richardson

Dear Design Review Board;

Thank you for taking the time to consider our concerns about this proposal.

In addition to the adverse impact on a quiet historical neighborhood, my main concern about the proposed plan is safety, with the Trail crossing 14 driveways and with so many different types of users sharing a limited space beside a busy city street, with buses in both directions every 15 minutes. The City so far is denying the validity of these concerns, and since they refuse to maintain the Trail in winter, that will add to the hazards on the street itself as everyone will be back out in the traffic lanes.

- Other aspects of our opposition are legal issues. The grant application made by the city, for federal funding, is full of inaccuracies and outright lies – and yet the funds were awarded. The historical and archaeological study which was done is flawed, because the City engineers provided the incorrect scope of the project. This study is now being re-done. The construction of this Trail will have a great impact on the historic nature of this neighborhood.

The City has a duty to its citizens to preserve and protect the ongoing effort to preserve our heritage. It's critical to maintain the look and feel of our historic past. On this very route, for example, sits the Pettet House (the Glasgow Lodge) built in 1885 – the oldest surviving single family home in Spokane. In addition, there are 10 homes on the route which are on the Spokane Registry of Historic Places, some of which are also listed on State and National registries. The City must consider the indirect effects of such a large trail.

The City is taking away a Pedestrian Facility (the sidewalk) and replacing with a Multi-use Trail which is a Bicycle Facility. Spokane Municipal Code and the 2017 City of Spokane Comprehensive Plan do not allow this. Streets in residential areas are required to have a sidewalk and pedestrian buffer strips including street trees. This project does not meet these standards. The city plan also removes the sidewalk buffer on the south side of Mission.

The City plan also calls for removal of 20 trees, and it seems that some of these will be Ponderosa pines, which are in fact protected – we are trying to get this issue addressed and are also looking at the overall environmental impact of this asphalt Trail. How much damage will be done by the huge retaining walls which will be needed to support the weight of the Trail along the river bluff, and how many trees will die when their roots are damaged, along the entire route?

- The City will be using right-of-way land from at least 8 homes on W. Mission, in order to make room for this Trail. Though exact measurements are NOT provided by the engineers, the plans indicate that at least 5 ft of right-of-way will be taken from 3 homes on each side of Mission and a bit less land taken from 2 other homes. And yes, that will probably have a negative effect on property values.
- What we really want is for the City to halt this plan. It's not good for the neighborhood, it's not good for the Trail users. Just STOP. Go back to the drawing board and follow the original vision for a beautiful Centennial Trail across the river.

Thank you!

Louise and Scott Richardson, homeowners

2615 W Maxwell Ave
Spokane

11 Nance Van Winckle and Rik Nelson

Dear Mr. Gunderson,

You are all aware of the City's plan to construct a 12 ft. asphalt trail along Summit, W. Mission and West Point, in our neighborhood, with a 5 ft. buffer. Below are a few comments from residents of West Central who are against the construction of this trail through our lovely quiet neighborhood.

As homeowners who live on Mission, on the proposed route, my husband and I would have been happy with the City's original proposal, which was to repair our sidewalks and provide a bike lane!

- To date, a group of neighbors have presented our concerns to the City Council, West Central Neighborhood Council, Bicycle Advisory Board and others who have an interest in our cause. We are writing letters, using the media, and continuing to push to halt the City's plan and to pursue the original Centennial Trail plan to cross the river.
- The City has yet to share all of the information to which we are entitled (we have put in the proper requests). There are no precise drawings and those that the City has provided on its web site are incomplete and full of errors. There are no environmental studies, in spite of promises and assurances that these are being done - studies which should have been done long before now.
- Our main concern about the proposed plan is still one of safety, with the Trail crossing 14 driveways and with so many different types of users sharing a limited space beside a busy city street, with buses in both directions every 15 minutes. The City so far is denying the validity of these concerns, and since they refuse to maintain the Trail in winter, that will add to the hazards on the street itself as all trail users will move out into the traffic lanes.
- Other aspects of our opposition are legal issues. The grant application made by the city, for federal funding, is full of inaccuracies and outright lies – and yet the funds were awarded. The historical and archaeological study which was done is flawed, because the City engineers provided the incorrect scope of the project. This study is now being re-done. The construction of this Trail will have a great impact on the historic nature of this neighborhood.

The City has a duty to its citizens to preserve and protect the ongoing effort to preserve our heritage. It's critical to maintain the look and feel of our historic past. On this very route, for example, sits the Pettet House (the Glasgow Lodge) built in 1885 – the oldest surviving single family home in Spokane. In addition, there are 10 homes on the route which are on the Spokane Registry of Historic Places, some of which are also listed on State and National registries. The City must consider the indirect effects of such a large trail.

- The City is taking away a Pedestrian Facility (the sidewalk) and replacing with a Multi-use Trail which is a Bicycle Facility. Spokane Municipal Code and the 2017 City of Spokane Comprehensive Plan do not allow this. Streets in residential areas are required to have a sidewalk and pedestrian buffer strips including street trees. This project does not meet these standards. The city plan also removes the sidewalk buffer on the south side of Mission.
- The City plan also calls for removal of 20 trees, and it seems that some of these will be Ponderosa pines, which are in fact protected – we are trying to get this issue addressed and are also looking at the overall environmental impact of this asphalt Trail. How much damage will be done by the huge retaining walls which will be needed to support the weight of the Trail along the river bluff, and how many trees will die when their roots are damaged, along the entire route?

- The City will be using right-of-way land from at least 8 homes on W. Mission, in order to make room for this Trail. Though exact measurements are NOT provided by the engineers, the plans indicate that at least 5 ft of right-of-way will be taken from 3 homes on each side of Mission and a bit less land taken from 2 other homes. And yes, that will probably have a negative effect on property values.
- We have a web site, and on that site, we are collecting names for our petition – the count right now is 164 residents against the City's plan.
- What we really want is for the City to halt this plan. It's not good for the neighborhood; it's not good for the Trail users. Just STOP. Go back to the drawing board and follow the original vision for a beautiful Centennial Trail across the river.

Thank you,
Nance Van Winckel and Rik Nelson
2430 W. Mission
Spokane, WA 99201

12 Pat O'Neil

Dear Mr. Gunderson,

I am a neighbor living near the proposed extension of the Centennial Trail route along Summit Blvd. I have written many letters in opposition to this project, to the Spokesman, the Mayor, our City Council, and City engineers Kyle Twohig and Jonathan Adams. I have spoken in front of the City Council on this project, this past Feb. 10. I help manage and produce content for the Better Trail website. I hope some of that effort is the reason I have the opportunity to write to you, today.

When I first learned about the project, I was disappointed that like on Pettet Dr., the City planned on paving a “big dumb sidewalk”, narrowing the roadway and not providing striped bike lanes, or at least a marked shoulder. Many cyclists will not want to ride on this new paved path, particularly since it crosses a number of driveways, but drivers will not be pleased to be held up by a bicycle on the narrower road. This will cause dangerous conflicts.

I also was disappointed with the treatment of homeowners on Mission Ave. who will lose up to 5ft of their front yards to the city right-of-way to pave the Centennial Trail right in front of their homes. I think the need to place the trail there should have been a show-stopper for the project. Those neighbors won't just lose some parking. They lose the very nature of their front yards. They feel like the City is ramming this project down their throats. And it sure seems like it's happening because some money was found to pay for “improvements” on this route.

But, Mr. Gunderson, as I've spent more time learning about the vision of the Centennial Trail, itself, I am more convinced that this project is the wrong thing to do. It is wrong to pave an asphalt, urban path along this bluff, in a beautiful, historic city neighborhood. It is wrong to ignore the recommendations of the 2007 Alta Design & Planning Study that was incorporated into the Centennial Trail Six Year Maintenance Plan. This thoughtful study recommended pursuing the “lower Summit Blvd bluff” route and crossing the river on a new footbridge into the park on the north side of the river gorge. Obviously, that could be a long-term plan, but, the same study recommended the following:

“Regardless of future bridge improvement possibilities, an on-road bike route should be signed and striped and traffic-calming elements included on Summit, Mission and West Point avenues to Pettet Drive. Sidewalks should be improved throughout this segment on the river side of the roadways.”

These recommendations are being ignored, despite having been adopted by the Centennial Trail Coordinating Council, Six Year Maintenance Plan documentation.

Thank you for considering these issues in your review of the project.

Sincerely,

Pat O'Neil
206-595-0521
1025 N. Evergreen St.
Spokane, WA 99201

13 Mike & Sue Etter
(see attached exhibit, scans of submission)

14 Peggy and Tim Moran
Good morning, Mr. Gunderson,

We request that the Design Review Board reject the above project.

We have serious safety concerns when entering & backing out of our driveway at 2418 W Mission Avenue over a 12 ft Centennial Trail, not to mention being seriously impacted by losing up to 5 feet of our front yard & possibly our Dogwood tree.

The grant application made by the city, for federal funding, is full of inaccuracies and outright lies.

Thank you for placing this letter into the permanent record.

Regards & stay well,
Peggy & Tim Moran
(509) 327-3654

15 Laura Garrabrant (Dione Bishop, Martin Wilson, Peggy & Tim Moran, Peter Garrabrant, Pam Meyer & Gary Edighoffer)
Regarding the City's plan to construct a 12 ft. asphalt trail along Summit, W. Mission and West Point, in our neighborhood, with a 5 ft. buffer. Below are a few comments from residents of West Central who are against the construction of this trail through our lovely quiet neighborhood.

We would have been happy with the City's original proposal, which was to repair our sidewalks and provide a bike lane! This was the original plan for our neighborhood, it's in the City's Comp plan as such - why was the plan changed to a giant asphalt trail, and why were the neighborhood councils and the residents never notified of this change.

- To date, a large group of neighbors have presented concerns to the City Council, West Central Neighborhood Council, Bicycle Advisory Board and others who have an interest. We are writing letters, using the media, and continuing to push to halt the City's plan and to pursue the original Centennial Trail plan to cross the river. In 2007, the FoCT and others funded a study, called the Alta Planning & Design study, that is incorporated in the CT 6-year plan:

"an on-road bike route should be signed and striped and traffic-calming elements included on Summit, Mission and West Point avenues to Pettet Drive. Sidewalks should be improved throughout this segment on the river side of the roadways".

- The City has yet to share all of the information to which we are entitled (we have put in the proper requests) regarding their plan. There are no precise drawings and those that the City has provided on its web site are incomplete and full of errors. There are no environmental studies, in spite of promises and assurances that these are being done - studies which should have been done long before now. Where is the SEPA?
- Our main concern about the proposed plan is still one of safety, with the Trail crossing 14 driveways and with so many different types of users being sharing a limited space beside a busy city street, with buses in both directions every 15 minutes. The City so far is denying the validity of these concerns, and since they refuse to maintain the Trail in winter, that will add to the hazards on the street itself as everyone will be back out in the traffic lanes.
- Other aspects of our opposition are legal issues. The grant application made by the city, for federal funding, is full of inaccuracies and outright lies – and yet the funds were awarded. The historical and archaeological study which was done is flawed, because the City engineers provided the incorrect scope of the project to the DAHP. This study is now being re-done. The construction of this Trail will have a great impact on the historic nature of this neighborhood.

The City has a duty to its citizens to preserve and protect the effort to preserve our heritage. It's critical to maintain the look and feel of our historic past. On this very route, for example, sits the Pettet House (the Glasgow Lodge) built in 1885 – the oldest surviving single family home in Spokane. In addition, there are 10 homes on the route which are on the Spokane Registry of Historic Places, some of which are also listed on State and National registries. The City must consider the indirect effects of such a large trail.

- The City is taking away a Pedestrian Facility (the sidewalk) and replacing with a Multi-use Trail which is a Bicycle Facility. Spokane Municipal Code and the 2017 City of Spokane Comprehensive Plan do not allow this. Streets in residential areas are required to have a sidewalk and pedestrian buffer strips including street trees. This project does not meet these standards. The city plan also removes the sidewalk buffer on the south side of Mission.
- The City plan also calls for removal of 20 trees, and it seems that some of these will be Ponderosa pines, which are in fact protected – we are trying to get this issue addressed and are also looking at the overall environmental impact of this asphalt Trail. How much damage will be done by the huge retaining walls which will be needed to support the weight of the Trail along the river bluff, and how many trees will die when their roots are damaged, along the entire route?
- The City will be using right-of-way land from at least 8 homes on W. Mission, in order to make room for this Trail. Though exact measurements are NOT provided by the engineers, the plans indicate that at least 5 ft of right-of-way will be taken from 3 homes on each side of Mission and a bit less land taken from 2 other homes. And yes, that will probably have a negative effect on property values.
- What we really want is for the City to halt this plan. It's not good for the neighborhood, it's not good for the Trail users. Just STOP. Go back to the drawing board and follow the original vision for a beautiful Centennial Trail across the river.

Sincerely,

Laura Garrabrant, 2421 W. Mission Ave
 Dione Bishop, 1603 N. West Point
 Martin Wilson, 2711 W. Summit Blvd.
 Peggy and Tim Moran, 2418 W. Mission Ave.
 Peter Garrabrant, 1408 N. Summit Blvd.
 Pam Meyer and Gary Edighoffer, 2408 Mission Ave.

16 Laura Garrabrant

Centennial Trail - Summit Blvd Gap - Boone Ave to Pettet Drive
City of Spokane, Washington - Project #2017080
State Transportation Improvement Program #WA-09829
Project #1220(36)

Good afternoon! I'm writing (again, sorry) because there is another aspect of this project which hasn't fully been addressed. And as a homeowner whose property taxes have just been TRIPLED in the 2.5 years since I purchased my house, I'm furious.

I have the grant application from May 11, 2018, signed for by Scott Simmons (contact person Brandon Blankenagel). Throughout the document there are inconsistencies and lies or errors.

We've been told that it's a CMAQ grant, but are those not intended for transportation uses? The Centennial Trail is, by definition, a recreational trail. The route through our neighborhood is not used by commuters (well, perhaps a dozen) because it's not on the way to downtown, it takes people to the west, not south to the city. How can they say that this path will reduce congestion or improve air quality? And they've done no studies. On page 2 they mention that they'll be using Arterial Street Funds for this project, but is this a proper use of those funds?

On page one, it says that the project sponsor must indicate that the project will be maintained for the life of the project. However, the City has written below that - The City is not prepared to maintain the Centennial Trail for winter use. Why is that an acceptable response? They are removing the ONLY sidewalk on Summit (which they do clear of snow in winter) and replacing it with an unplowed trail. Surely that's against code?

On page 3, they claim that they have held public meetings, workshops/open houses, planning study and legislative actions. Not true. The neighborhood council and the assembly have no record of this. The neighborhood was NEVER informed of this. Jonathan Adams told us point blank in Nov. 2019 that NO studies have been done (he said it's the wrong time of year, which made no sense). The only plans which were made public were to repair existing sidewalks and stripe in a bike lane. That's what we've been waiting for since 2007.

Page 4, item 3a - if there is no air quality benefit, why are they getting a CMAQ grant? Why is there no SEPA?

Page 5, item 5b - a mixed use trail replacing a sidewalk that is heavily used by elderly neighbors is not safe. The fact that the trail will not be maintained puts ALL USERS back in the street during winter. That will not reduce vehicular conflicts. And fast moving bicycles will still be using the street in order to avoid conflicts with pedestrians and people at bus stops.

item 6a - this project does not comply with the Complete Streets Policy

item 6b - They are claiming to upgrade existing sidewalks but they will no longer be sidewalks, they'll be shared use paths and below that they claim that the paths will be separated but that is not the plan - on p. 7 again they claim that the Trail will be separated.

Page 7. item 6e. Absolutely untrue. This plan will NOT improve public transportation. The road will be narrower. There are 8 bus stops on the route and those passengers will have to stand in the middle of a shared use trail while waiting for buses. The trees will be gone so in summer it will be miserable and unshaded. And they'll be in danger from fast bikes at all times.

These are only a few of the problems we find with this application. We ask you to examine it, if you please. Here is the link in case you need it.

<https://www.srtc.org/wp-content/uploads/2018/05/COS-5-Centennial-Trail-Summit-Gap.pdf>

Regards,

Laura Garrabrant
2421 W. Mission Ave.

17 Randall Riggs

Dear Mr. Gunderson:

Thank you for your work on the DRB. I am extremely happy that your Board is going to review this project. In my opinion, the project would serve no practical use, and would be destructive to the character of a quiet, historical neighborhood. It is poorly thought out, hastily concocted in a surreptitious manner, deviates from the City and County's previous long range plans, and is not in keeping with the intent of the Founders of the Spokane River Centennial Trail. It has no buy-in from residents living near the trail, nor from the larger community, who are largely unaware of it. And it surprised the West Central Neighborhood Council and Assembly of Neighborhood Councils when first presented a couple months ago as a "done deal"--because they had never heard of it.

I realize that the charge of your committee is to review the project itself, and it certainly has many problems. I don't know how this political process works, but I fear that a rejection by DRB would lead to frantic attempts by the City to compromise and re-arrange the project in order to carry on with it. That has happened consistently to homeowners in the neighborhood as we pointed out problems. I hope you will encourage the members to take as broad a view as possible of how this project would affect real users, and how it connects to the rest of the Centennial Trail--particularly on its North, or Doomsday end where it connects to an essentially useless bike trail. My opinion is that the project is so fundamentally flawed in multiple ways that it should be stopped. It is a waste of taxpayers' money for the City to continue to propose compromises and adjustments here and there when it is apparent that the Trail does not belong on Summit Blvd, where it does not fit. That is especially true when there is a good alternate route through natural settings.

It may be difficult to get a clear view of the facts because this project has been touted by parts of City government and by the Friends of the Centennial Trail as "completing the gap in the Centennial Trail". However, when one looks closer at the current situation, there is no actual gap in the Trail between the intersection of Boone Street and the west end of the TJ Meenach Bridge. Riders and walkers move freely between those two points by way of a temporary route over city streets--along Summit, Mission, West Point to the top of Pettet Drive (Doomsday Hill). From there, they descent the terribly steep DD Hill, cross a busy street and climb a steep sidewalk to the east end of TJ Meenach Bridge. Then they must cross the bridge either in the street with fast traffic, or on a narrow (5') sidewalk where it's tight even for pedestrians to pass each other. The future vision of City and County has long been to replace this detour with a much shorter trail and bridge over the Spokane River.

The proposed Summit Gap plan (Spokane Project #2017080) would not improve this detour route at all. The "detour" has three parts--Summit Blvd, Doomsday Hill, and Meenach Bridge. Of those three parts, Summit Blvd is the most pleasant and most heavily used by walkers and bikers. Tearing up Summit would do nothing to improve the connection between the North and the South part of the Centennial Trail. It would do nothing to help people from the northwest part of the City to commute to downtown, nor help the folks in West Central District to walk or bike to Spokane Falls Community College. Destroying the character of Summit Blvd will not improve Trail access for the relatively isolated residents of the large Copper River Apartments.

When my neighbors or I ask the City about how the Summit Project will help complete the "gap", and how a Federally funded project can, in good conscience, connect to a steep segment of trail and narrow bridge that excludes all but the most athletic individuals, the City's reply is, "That question is outside the scope of this project."

So, please look at the big picture. I think all of us want a Centennial Trail that is complete and useful for people of all ages and at all levels of athleticism. It should connect North and South, and encourage users. This current Summit Project does none of that, and would make the current "detour" into the permanent, crippled Centennial Trail. What a tragedy and what a lost opportunity that would be!

Sincerely,

Randall Riggs, M.D.
12406 E. Desmet Avenue, Suite A
Spokane Valley, WA 99216
(509) 534-5000 Phone
(509) 534-0288 Fax

18 Ruth Borgmann

Dear Mr. Gunderson:

I am an architect and urban planner, graduated in Brazil in 1986, and have been living here in Spokane on Summit Blvd since 2008. I do not agree with the "mixed use" of pedestrian sidewalks proposed in Spokane Project #2017080 because of clear safety reasons, and no way to provide a pedestrian sidewalk separate from the trail because of space limitations. It simply does not fit, and there is no good way to squeeze it in.

For me the sidewalk is a unique and safe place for pedestrians. In addition, small children on bikes accompanied by parents, people with baby strollers, folks in wheelchairs should have a guaranteed safe place. In our local situation, from Boone to Cochran, we have only one sidewalk, and this project proposes to convert it into an "everything-mixed-use" trail.

The Summit Boulevard sidewalk is a "linear park", a place where people feel safe to stroll and observe nature. It is the neighbors' favorite place to hang out with their pets, frequently stopping for conversation or a photograph of the view and the wildlife. This is wonderful and should be preserved.

During all the years that I've lived here, I have watched the activity on the street and sidewalk in front of my house. I see that most adults who ride bicycles prefer to ride in the street with cars so they can move fast and not run into pedestrians. I've never heard of a single car vs bicycle, or bicycle vs pedestrian accident on our street. On the other hand, I have heard of several collisions between bicycles and people on the Centennial Trail—at least one of them fatal.

I strongly agree with the analysis and recommendations for completion of the "Summit Gap" in the Spokane River Centennial Trail, made in 2007 by Alta Associates for the Friends of the Centennial Trail. The document is attached to this email. Please see "Recommendations" after page 9.

Ideally, and eventually, I'd like our sidewalk to be widened and surfaced with smooth concrete.

Now, we have a wonderful opportunity to complete the Centennial Trail with a route through a natural setting that fulfills the intent of the Trail's founders, and would be heavily used, and enjoyed by millions for generations to come. I fear that we will permanently lose that opportunity by continuing this proposed project.

"Economics" has been offered as an excuse for making permanent the dreadful detour down Doomsday Hill and across T.J.Meenach Bridge. That pessimistic outlook underestimates people's love for this trail, and ignores the tremendous amount of untapped enthusiasm, excitement, and volunteerism in the region that can make the best route of the Centennial Trail a reality.

Best regards,
Ruth Borgmann

19 Asher Ernst (3/21/2020)

Hey there - just wanted to affirm what you guys are doing. This is going to be an incredible addition for the trail and honestly I think when it's done people will love it. Please don't stop this just because of the NIMBYS!

Keep up the good work!
Asher

20 Annette Owen

Mr. Gunderson,

After reviewing the Agenda Packet posted on Friday, March 20, 2020, I have a additional comments and concerns.

Engineering - Projects exempt from Design Review - Section 17G.040.030

1. Projects that occur between, and do not change, existing curb lines and do not have a visual or physical impact beyond the existing curb lines.

The fact the project is now proceeding through the DRB, does not eliminate the current thought process of Engineering Services. The Applicant states the curb line is changing to accommodate the multi-use path. In addition, this project is not exempt from Street Design Standards as it exceeds named thresholds found in 17H.010.010. The City of Spokane Comprehensive Plan, Table TR - 1 - Bicycle Facility Classification not a Pedestrian Facility. Furthermore, sidewalks within the public right-of-way shall be concrete, two-foot grid, standard sidewalk color and float finish (R). The experience of walking on a cement sidewalk vs. walking on asphalt (hot) needs to be considered.

Engineering Services is now claiming this is a multi-departmental process and thus somehow exempt. Does Engineering consider the City exempt from requirements of Federal and State agencies? I realize these issues may be out of the scope of the DRB, however, I am compelled to express my views in order to convey the frustration felt surrounding this project.

The Crash Fatality Data must be including an area far extending the immediate proposed facility - perhaps city wide. I am unaware of any crash injury or fatalities on Summit Blvd, Mission Ave, or West Point Road. Please request Applicant verify data source.

The reference to Kendall Yards is not a fair comparison to the situation on Summit Blvd. Throughout the Kendall Yards neighborhood are pedestrian facilities "sidewalks" for folks that prefer or need that option. The Centennial Trail is a separate trail facility largely located outside the Kendall Yards neighborhood.

Liz Marlin, West Central Neighborhood Chair, wrote a letter addressed to Mayor Woodward, Spokane City Council, and City of Spokane employees in opposition to this project. I can provide the letter upon request. I was in attendance at the Community Assembly meeting when the unanimous vote was taken, after much discussion from concerned members, indicating members wanted more public input, review, and collaboration regarding this project.

At the "Open House" on November 21, 2019, attendees were given a questionnaire about "trail alignment preferences" and "direction of the one way street". The questionnaire allowed a selection of, in each category, Concept A or Concept B. Many felt, if between a rock and a hard place, their preference should be documented. In my opinion, the Applicant implies these choices equate agreement.

In the visuals provided, many street trees were identified but did not include the trees slated for removal on the bluff along Summit Blvd.

Perhaps this information will be provided at a later date.

In the Application for Design Review "Standard Board Review Checklist" and the "Administrative Review Checklist", "photos of adjacent properties and streetscape(s) - show both side of street" - photo's are not included in the Application.

The linear feet of safety railing has increased significantly in the Applicants description vs the 2018 SRTC Call for Projects Application. The "Work Description" provides for 300 linear feet of railing - the linear feet proposed far exceeds the original projection. On a similar note, are the guardrails being removed? How will cars and other motorized vehicles be protected from going over the steep embankment? Are the guardrails required by municipal code?

I believe there are alternatives that can address many of the concerns citizens have about this project. The federal funding source for this project has many options under the "Pedestrian and Bicycle Funding Opportunities". The CMAQ Grant, without changing eligibility, allows for separated bicycle lanes or bicycle lanes on road, bicycle parking, bike racks on transit, bicycle repair station, bicycle share, bus shelters and benches, crosswalks (new or retrofit), curb cuts and ramps, sidewalks (new or retrofit), signs/signals/signal improvements, signed pedestrian or bicycle routes and access enhancements to public transportation including benches and bus pads.

This is the time to explore alternatives where trees, that help preserve the steep river bank, do not need to be removed, the need for retaining walls can be eliminated, front yards can remain in tact, a slightly wider sidewalk can be built, parking and road width still might be reduced to incorporate the buffer strip, allowing bicycles to remain on the road (where most prefer to roll) with clear and intentional bike lanes, and little to no unsightly safety railing. Perhaps going back to the drawing board would be a worthwhile endeavor.

Public engagement is crucial and required as this project continues to move forward - the cumulative efforts, including Design Review, will hopefully produce an outcome that exceeds everyone's expectations.

Thank you again for your assistance!

Annette Owen

21 Dean Gunderson Response

Mrs. Owen,

I will be putting together a supplement to the staff report to include comments received after the Agenda publication date, I will include your comments below and the FHWA document you provided a link to in your other email (I'll provide the three page document rather than the link, as it is a concise pdf).

Regarding your question about the design review exemption qualification. The project would qualify for an exemption under either SMC 17G.040.030.A.2(b or c) – either by complying with the city's adopted standards and developing the project design through a multi-departmental process (option a), or via a process where a departure from a standard is agreed to between effected city departments and memorialized via a memorandum of agreement (option b). The applicant had already gone through a multi-departmental design process and was also pursuing an MOU, if deemed necessary, with Urban Forestry (the only department that had a potential conflicting standard regarding the planting of street trees). Urban Forestry regularly grants departures from its street tree planting standards for a variety of reasons without the need of an MOU, something Engineering and Urban Forestry were discussing, as these would be the only two parties who would be signatories of the agreement. This raises an interesting point regarding deviations from adopted engineering standards, it is the City Engineer that is granted the sole authority to grant such deviations – and in this particular case, the City Engineering Department would not be required to craft an MOU with itself. Regarding compliance with any applicable Land Use design standards (different than engineering standards), compliance was covered in the design review staff report – as the Path is considered an institutional use (as are parks). There are no design departures required from these land use design standards.

The exemption question was rendered a moot subject when the City Engineer requested that the project go to the Design Review Board. When the City Council passed a resolution asking the Administration to consider subjecting the project to design review (passed a week after the City Engineer had already submitted the project for design review), it erred in noting in the resolution's "whereas" section that the project did not qualify for an exemption.

Dean

22 Annette Owen (outside source document submission)

Pedestrian and Bicycle Funding Opportunities
U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised August 9, 2018

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.																
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds															
	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan									\$	\$	\$		\$			\$
Bicycle plans				\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)									\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)									\$	\$SRTS		\$				
Bicycle lanes on road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	~\$	\$	\$	\$	\$			\$	\$						\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)						\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	~\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)				\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$			\$*	\$	\$	\$	\$		\$				\$

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.																
Pedestrian and Bicycle Funding Opportunities																
U.S. Department of Transportation Transit, Highway, and Safety Funds																
Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Pedestrian plans				\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	~\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists							\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions									\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)									\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)									\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					\$
Signed pedestrian or bicycle routes	\$	~\$	\$	\$	\$	\$			\$	\$	\$					\$
Spot improvement programs	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	~\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment									\$RTP	\$RTP	\$					
Trail/highway intersections	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)	~\$*	~\$*	~\$*						\$*	\$*	\$*					\$
Training						\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws									\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
 BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
 INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
 TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
 FTA: Federal Transit Administration Capital Funds
 ATI: Associated Transit Improvement (1% set-aside of FTA)
 CMAQ: Congestion Mitigation and Air Quality Improvement Program
 HSIP: Highway Safety Improvement Program
 NHPP: National Highway Performance Program
 STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
 RTP: Recreational Trails Program
 SRTS: Safe Routes to School Program / Activities
 PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
 NHTSA 402: State and Community Highway Safety Grant Program
 NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
 FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes: Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

- BUILD: Subject to annual appropriations. See <https://www.transportation.gov/BUILDgrants> for details.
- INFRA: See <https://www.transportation.gov/buildamerica/infragrants> for details. Focus on projects that generate national or regional economic, mobility, and safety benefits.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.

23 Gary Edighoffer and Pam Meyer

TO: Design Review Board

City of Spokane

RE: Centennial Trail Project 2017080

FR: Gary Edighoffer and Pam Meyer, homeowners

We are writing to you to bring attention to the many flaws of the current plan to finish the Centennial Trail between Boone and Pettet, and to encourage you to appreciate the many reasons why the alternate route is far superior. Please also look at the pictures on the following page.

Problems with the current plan:

- With the proposed buffers the asphalt trail will be from 15-17 ft. wide – in front of peoples' homes!
- 15 homeowners will lose a portion of their front yards – some up to 6 feet
- Several decades-old trees on both sides of Mission will be removed or die
- Residents on Mission and West Point may no longer be able to park in front of their own homes
- Because the trail crosses over 17 driveways, it creates major safety hazards and liability issues when vehicles exit /enter the driveways (see first photo on next page)
- On the current trail, heading South from the SFCC area, cyclists, walkers and runners are forced onto a narrow 5 ft. path to cross the Meenach bridge, then must navigate around poles, signs and dangerous traffic to exit the bridge and cross Pettet, to then encounter a very steep climb up to Mission (see second photo next page) This a very dangerous situation. The alternate route eliminates this situation.
- The City doesn't provide snow removal on the Trail, which will add to the burden of homeowners
- Narrowing of streets, which already see heavy use and two-way bus traffic, will create unsafe conditions, especially when unplowed snow barriers force trail users into the street
- Removal of trees and vegetation along the bluff will contribute to serious bluff erosion. Asphalt will be hotter
- A fence along the bluff will be an eyesore and will alter wildlife patterns and habitat
- Forced mixing of slow pedestrians with fast bicycle traffic creates dangerous conditions if Trail replaces the only sidewalk on Summit
- It could alter the nature of the Historic Nettleton's Addition District

An Alternative Plan is suggested, one which has already been an optional plan for the Trail for many years. This takes the Trail from the corner of Boone and Summit, down a gentle slope to the river, adds a new walking bridge across the river to connect to a beautiful river-adjacent pathway up past Meenach Bridge to the SFCC area, where it joins the existing Spokane River Centennial Trail. All of this property is already owned by the City.

There are many advantages to this plan:

- A safer, traffic-free experience for all users
- More environmentally friendly with fewer effects upon wildlife habitat and patterns on the river bluff
- It is far more beautiful as it passes along the river and through nature, instead of next to a busy bus route
- It will connect with communities on both sides of the river, linking new and existing trails
- The gentle slope of the trail will be much more user friendly than the steep slope of the Doomsday hill.
- It will eliminate the need to walk/run/bike over the narrow 5 ft. wide Meenach Bridge pathway
- The city currently owns all of the land on this route. No property grabs will be necessary
- Eliminates ALL of the negative impacts of the current City Plan

For detailed information on anything mentioned here, including maps and pictures, please

Visit our Website: <https://www.better-trail.org/>

Here is a brief photo comparison of the primary elements of each proposal.

The current plan is on the left with the alternative on the right.

----- WHERE WOULD YOU LIKE TO WALK OR RIDE ON THE CENTENIAL TRAIL? -----

(pictures were previously submitted)

24 Gary Edighoffer

Dear Mr. Gunderson and the Design Review Board,

Further to my letter of opposition to the currently proposed Centennial Trail project #2017080, I would like to submit the following: It is an excerpt from the AASHTO Guide for Development of Bicycle Facilities 2012, as provided to me by City of Spokane Senior Engineer Jonathan Adams. Mr. Adams cited this document as a guide they use for project design.

Please note that in the current plan, there are 18 active driveways that would cross the Centennial Trail within the three blocks on West Point and Mission between Pettet and Cochran. These present enormous safety issues. Drivers exiting their driveways, the vast majority of which will be driving in reverse, must look for bicycle traffic from four sources simultaneously - from the left and right on the trail and from the left and right on the roadway!

This as well as many other safety issues are outlined below: (emphasis mine) Full document attached.

From Section 5.2.2

Paths can function along highways for short sections, or for longer sections where there are few street and/or driveway crossings, given appropriate separation between facilities and attention to reducing crashes at junctions. However before committing to this option for longer distances on urban and suburban streets with many driveways and street crossings, practitioners should be aware that two-way sidepaths can create operational concerns. See Figure 5-4 for examples of potential conflicts associated with sidepaths. These conflicts include:

1. *At intersections and driveways, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they do not expect wheeled traffic from this direction. Motorists turning from the roadway onto the cross street may likewise fail to notice bicyclists traveling the opposite direction from the norm.*
2. *Bicyclists traveling on sidepaths are apt to cross intersections and driveways at unexpected speeds (i.e., speeds that are significantly faster than pedestrian speeds). This may increase the likelihood of crashes, especially where sight distance is limited.*
3. *Motorists waiting to enter the roadway from a driveway or side street may block the sidepath crossing, as drivers pull forward to get an unobstructed view of traffic (this is the case at many sidewalk crossings, as well).*
4. *Attempts to require bicyclists to yield or stop at each cross-street or driveway are inappropriate and are typically not effective.*
5. *Where the sidepath ends, bicyclists traveling in the direction opposed to roadway traffic may continue on the wrong side of the roadway. Similarly, bicyclists approaching a path may travel on the wrong side of the roadway to access the path. Wrong-way travel by bicyclists is a common factor in bicycle-automobile crashes.*
6. *Depending upon the bicyclist's specific origin and destination, a two-way sidepath on one side of the road may need additional road crossings (and therefore increase exposure); however, the sidepath may also reduce the number of road crossings for some bicyclists.*
7. *Signs posted for roadway users are backwards for contra-flow riders, who cannot see the sign information. The same applies to traffic signal faces that are not oriented to contraflow riders.*
8. *Because of proximity of roadway traffic to opposing path traffic, barriers or railings are sometimes needed to keep traffic on the roadway or path from inappropriately encountering the other. These barriers can represent an obstruction to bicyclists and motorists, impair visibility between road and path users, and can complicate path maintenance.*
9. *Sidepath width is sometimes constrained by fixed objects (such as utility poles, trash cans, mailboxes, and etc.).*

10. *Some bicyclists will use the roadway instead of the sidepath because of the operational issues described above. Bicyclists using the roadway may be harassed by motorists who believe bicyclists should use the sidepath. In addition, there are some states that prohibit bicyclists from using the adjacent roadway when a sidepath is present.*
11. *Bicyclists using a sidepath can only make a pedestrian-style left turn, which generally involves yielding to cross traffic twice instead of only once, and thus induces unnecessary delay.*
12. *Bicyclists on the sidepath, even those going in the same direction, are not within the normal scanning area of drivers turning right or left from the adjacent roadway into a side road or driveway.*
13. *Even if the number of intersection and driveway crossings is reduced, bicycle–motor vehicle crashes may still occur at the remaining crossings located along the sidepath.*
14. *Traffic control devices such as signs and markings have not been shown effective at changing road or path user behavior at sidepath intersections or in reducing crashes and conflicts.*

For these reasons, other types of bikeways may be better suited to accommodate bicycle traffic along some roadways.

Once again, I encourage you to abandon this project and look very seriously at the alternate route as described at <https://www.better-trail.org>

This alternate plan completely eliminates this major safety issue, as well as the need to cross Meenach Bridge on a 5 foot-wide path.

Thank you very much,
Gary Edighoffer

25 Louise Chadez

Dear Mr.Gunderson:

I am writing to you to urge your support in stopping the current Gap Project for the Centennial Trail, which will run through one of the only quiet walking paths in our neighborhood. I hope Design Review will recognize both the historic nature of our neighborhood and the need for a quiet walkway for those of us who live in the POOREST neighborhood in the northwest. Currently, there is no sidewalk on the south side of Summit. Once bikers and scooters start using the trail (bikes currently use the street), the ability for our elderly (San Souci is a 55 and older community) to walk safely will be greatly impaired. We in the community support a trail, we simply want one that works best for everyone, including buses and emergency vehicles that travel this route.

Thank you for your time and concern and hopefully your support.

Louise Chadez
2332 w sinto ave
SPOKANE, wa. 99201²⁶

27 Andy Rathbun

Dean, Laura Garrabrant told me to contact you directly. I can talk for 4 people (myself and wife Melody at 1305 N Hollis St and parents Jerry and Sandy Rathbun at 908 N Summit Blvd.) that all agree the street plan for Summit/Mission/West Point is a bad plan.

For some 20 years or more the plan for the Trail was always down the trolley grade east of Sans Souci then across the river and then east of the Nuns Convent along the river to tie in on the south side of the Meenach bridge. This is the best route for so many reasons from safety to aesthetics.

The plan to turn half of Summit and West Point into the Centennial Trail makes no sense for all the same many reasons. We are all very opposed to the planning of this project other than the original plan.

Thank You — Andy Rathbun

28 Bob Strong

FYI: I live in the North Indian Trail Neighborhood.

I just walked both sides of the West Central Neighborhood's proposed alternate route for the Centennial Trail: 1. It's two beautiful natural areas contrasted to the existing human-made bridge/roadway and perfectly compatible with the original Centennial Trail design/experience/intent. 2. Both sides have existing, wide pathway/trails that could easily accommodate a Centennial Trail scale width for most of the length, 3. Pathways on both sides are largely on an easy grade in contrast to "Doomsday Hill," 4. The north side existing trail runs close to and in view of the river, 5. The! City! already! owns! the! property! on! both! sides! of! the! river! proposed! route!!, 6. There are the "skeletal remains" of a small bridge with both intact abutments that is perfectly sized and situated to be rehabilitated and used to connect both trails across the river. 7. Having Centennial Trail on this route should help deter homeless encampments in these areas, 8. The alternate route provides a much safer and direct connection THROUGH A NATURAL SETTING than the current TJ Meenach Bridge, Pettet Drive ("Doomsday Hill") and Summit Blvd.

Anyone with a gram of common sense would realize the W.C.N.'s proposed alternate route is exponentially better than "upgrading" the existing roadway route. Besides, the current plan to "improve" the route along Summit Boulevard was made long before the city acquired the "Three Rivers" natural area through the Conservation Futures fund just 3 years ago (spring 2017). Surely the city can show the flexibility to change the plan to fit current circumstances instead of mindlessly adhering to "the plan" and "the schedule" as it is.

If you would like to have a guided tour of both sides of the proposed alternate route, I'm retired and would gladly show them to you. Anyone involved in the decision-making process about this project should have the integrity to do that.

Bob Strong
USMA 1972

29 Joshua Wendt

Greetings Mr. Gunderson,

My name is Josh Wendt and I recently purchased one of the historical houses on North Summit Blvd, where the Centennial Trail Expansion proposal is scheduled to break ground. I was born and raised in Spokane. I remember when the Centennial Trail was originally opened. I have spent many happy hours on the trail over the years.

As you can see below I have joined the better-trail.org campaign. I don't want to be seen as NIMBY, the new trail expansion doesn't really affect my house nor am I against it. But after reviewing both plans, I feel it is a big mistake to change the nature of this historical neighborhood. The original plan would be more in tune with the look and feel of the Centennial Trail and the history of the area. It would improve the utility bridge currently in place (and it is an eyesore) plus it would connect to the already popular trails already over on the other side of the river. I often wished that I could walk over the bridge myself.

I just think in the long term, the people of Spokane would appreciate the bridge more then connecting to the Doomsday Hill sidewalk and avoid the motor traffic on the hill. Many people already use the walk in front of my house and I imagine that it will continue to be used. But this current plan will really hit a few of my neighbors very negatively.

Thank you for your time and I look forward to whatever plan is used.

Sincerely,
Joshua Wendt

1414 N Summit Blvd.
206-419-0222

30 Judith Gilmore

Hello – I have been a resident of the West Central Neighborhood for 46 years and as such have stayed pretty involved in issues involving this area including serving on the West Central Design Plan Task force in the late 1980's as well as serving on the Neighborhood Steering Committee (now known as the Nghd Council) for nearly all of those 46 years. I am also a former member of the City's Plan Commission and served as Chair of the Community Development Board.

I understand you are a Senior Urban Designer now serving as the Secretary of the Design Review Board and so I am sending this request to you and that is: I would like to receive any information regarding the work of the DPT on the issue of the current plan regarding expansion of the Centennial Trail which would vastly change a main foot & traffic route in the WC Nghd. I would appreciate being sent any type of questionnaires/requests for resident input on this current expansion plan.

If there is more I need to do on my end in order to receive this type of information or be part of submitting comments/info on this issue please advise me of such and I will do whatever necessary. I have included my contact info below.

Thank you-
Judith

Judith Gilmore
2907 W. Sharp Avenue
327.5041/990.6956
Judithg721@comcast.net

31 Karen Ellis

Hello Dean,

I sending my recent email on to you so that you can hear from a long time member of the West Central neighborhood. Because of the on going pandemic concerns, I have kept close to home and taken a daily, short walk around my neighborhood. Although I don't live on the proposed trail, I live very close to it. Last Sunday I saw more people walking, biking and running along West Point Rd and Summit than ever before. As nice as it was to see so many folks out it also meant several cars parked on my street. This could happen every weekend or nice week day. I think the Design Review Board needs to take a look at other options and reach out to folks who live in West Central for their concerns and ideas.

Thanks for listening and for the work of the Design Review Board. Spokane is a great place to live because so many people work to keep it that way.

Karen B Ellis

32 Kassandra Sweet

Thank you for taking the time to read my comments. My husband and I enjoy cycling the Centennial Trail with our two daughters a 1 year old and 3 year old.

We particularly like riding for long stretches and seeing all of the beauty Spokane has to offer. Unfortunately the lack of connection forcing people to take TJ Meenach bridge is simply unsafe, and that is understated. It eliminates not only a recreational route but a commuting route for many other Spokanites. Not only this but taking the time to properly connect the Centennial will bring in cyclist from other areas and tourist dollars from people who wish to admire Spokane's beauty. Spokane is growing up and I believe we can be a place to admire, but not if we don't take such a crucial part of our city's appeal seriously.

Sincerely,
Kassandra Sweet
509-655-6702

33 Lottie & James Fromviller

I am a quite concerned and alarmed about this Centennial Trail plan that runs along Summit Blvd and WestPoint dr.!!! This will run the trail through homeowners driveways..., THIS IS A TERRIBLE IDEA!!!

Have the planners of this plan ever used the trail, walked or ridden their bikes along any part of it?????? There are people walking, running and biking, many of them are wearing head sets listening to music, they will not hear cars starting or engines running and some bikers move very fast!!! They may not be seen in time or have time to stop before a collision. There will be children along the trail and pets as well!!!! Homeowners should not have to be put in the position of accommodating trail users or their safety!!!!

Not sure what the person or people that drew up this plan was thinking or smoking, but IT IS NOT A GOOD PLAN!!! Change it now before there is grief and the lawsuits that are sure to ensue!!!!!!

We live in the neighborhood on the 2800 block of west Sharp and often ride our bikes or walk our dogs, the driveways on the trail are not a good thing, people will get hurt!!!!

Sincerely,

Lottie & James Fromviller

34 Mariel Crook

There's already a lot of foot & cycle traffic on Summit, and our access to San Souci gets blocked from organized runs/races. Everybody wants a piece of peace along our river, but don't believe it should be through residential areas.

Mariel Crook
3231 W Boone Ave Unit 914
509-808-4652
whodynamite@yahoo.com

35 Nick Grow

Hello Dean,

I've been informed that you are taking comments on the Centennial Trail in West Central. I'd like to express my concern with the proposed changes to Summit Blvd, Mission Ave, and West Point Rd.

My wife, Addie, our two sons, and I are an active family of four who frequently access the Centennial trail for biking and running. We own a home on N Hemlock St just a few blocks from the corner of West Point Rd and Pettet Dr. Unfortunately for us, our activity with our young children is one-way, limited to going toward Kendall Yards and downtown because biking with them down Pettet Dr. and across TJ Meenach Bridge is a no-go.

The city's proposed plan does nothing to address a major problem with the current Centennial Trail route: it should not go across TJ Meenach Bridge. The narrow pedestrian sidewalk dangerously combines bicycle and pedestrian traffic, while the westbound bike lane dangerously combines bicycles and high

speed vehicles. Both options are perpetually filled with trash, debris, gravel and sand. Crossing the bridge is, without exception, an awful experience every time I do it, even as an advanced cyclist. There is a reason why there is hardly any activity on the portion of the Centennial Trail between TJ Meenach and Government Way: crossing TJ Meenach Bridge!

I recently went to better-trail.org after my curiosity was piqued by the yard signs lining nearly the entire length of the city's proposed surface improvements. Before checking out better-trail.org, I admit I was excited for surface upgrades along Summit Blvd, Mission Ave, and West Point Rd. I realize now, however, that my excitement was born of ignorance that there might be a better route for the Centennial Trail to follow. I am convinced now that the Centennial Trail should follow the low trail that begins at Boone Ave. and cut down to the river where a new pedestrian bridge would cross the river.

A new bridge like Sandifur is exactly what the Centennial Trail needs. I recognize it would be an expensive project, but I urge the City of Spokane to do what's best for our community in the long run. Connecting the Centennial Trail from Boone Ave. to the bottom of Fort George Wright Dr./TJ Meenach with a route that hews closer to the river, stays off Summit Blvd, and avoids crossing TJ Meenach Bridge at all costs is the only solution that will truly enable all trail users to access Downriver Park and Riverside State Park.

In the strongest terms I can, I implore the City of Spokane to not move forward with the rushed, short-sighted, surface project on Summit Blvd, Mission Ave, and West Point Rd. Let us be patient if we must, and develop a better route for the health and pleasure of our city for generations to come.

Sincerely,

Nick Grow
509-280-9657

36 Annette Owen (and DG response)

Hello Dean,

Thank you for re-posting the DRB Agenda Packet. I would like to point out that the area described as "Summit Blvd - Boone to A Street" show a sidewalk in the conceptual drawing. I live at 1232 N Summit Blvd directly adjacent to the proposed trail and I assure you there is NOT a sidewalk on the east side of the street. This has been a complaint since the beginning that the ONLY sidewalk on Summit Blvd is being removed and replaced with an asphalt trail.

Not only is the DRB relying on correct information to provide critical analysis and recommendations about this project, citizens deserve accurate drawings and documentation.

Respectfully,

Annette

Dean Gunderson's response
Mrs. Owen,

Given the scale of the drawings I can see how the extent of the sidewalk modifications might be difficult to discern, I've attached an enlarged image of the applicant's plan sheet (titled, "Proposed Centennial Trail: Summit Blvd – Boone to A St") from the published report – showing the proposed development at the intersection of Webb & Summit. This is a typical condition where streets (with sidewalks) intersect the Subject Site.

Adjacent to your residence (Webb & Summit), the applicant does show an extension of the existing sidewalks on both sides of Webb Place to two new curb return radii. These curb returns are intended to be reconstructed in order to accommodate new ADA-compliant accessible curb ramps to facility safe accessible crossings of Webb Place and Summit Blvd to a new accessible curb cut leading to the proposed Path on the river side of Summit Blvd. I don't

believe the members of the DRB are under the impression that a new continuous sidewalk is being constructed on the non-river side of Summit, only that the curb returns are being reconstructed to accommodate these new ADA-compliant curb ramps.

The applicant is proposing the addition of similar ADA-compliant accessible curb ramps (with reconstructed curb returns where appropriate) at the following intersections:

- Boone & Summit
- (4) Webb & Summit
- (4) A & Summit
- (4) Lindeke & Summit
- (4) Cochran & Summit
- (4) Mission & West Point
- Milford & West Point
- Holliston & West Point
- West Point & Pettet (replacing an existing curb cut)

This is a total of (26) ADA-compliant curb ramps, (25) of which are in locations where there are no current accessible curb ramps (the existing sidewalks at these locations currently terminate in a 6" vertical curb drop). One thing the board might address is whether the number of new curb ramps is sufficient in quantity.

I hope this provides some clarity, and I will include your comment and my email response in the addendum to the staff report.

Thank you,
Dean

Note: The question of whether the applicant was showing sidewalk along the non-river side of the Subject Site, was eventually resolved. The applicant was using a modified standard street section detail – using dashed lines to indicate existing conditions to remain and solid lines for new construction. The standard section detail depicted a sidewalk on the non-river side of the Subject Site (though the applicant’s plans correctly depicted that no sidewalk was in the area of the section cut symbol). I asked the applicant to revise their details to show consistency between the site plans and the sections. The two sheets with the erroneous details were revised by the applicant, and uploaded to the applicant’s project page – and the pages are included in the addendum. These sheet revisions do not constitute a change in what the applicant is proposing.

37 Linda Hoffman

Dear Mr. Gunderson,

My name is Linda Hoffman. I have resided at this address: 1103 N. Evergreen Street, Spokane, WA 99201, since October, 1976. This extraordinary part of our River has an opportunity to create something truly wonderful, useful, captivating, easier access for everyone. To build this Gap on Summit Blvd and encroach so heavily on the habitat, cross property owners driveways, connect this trail to Pettit Dr. and then down such a steep decline, takes the Trail away for all seniors, handicapped, or just the majority of us simple folks out for a walk, that would never be able to climb Pettit Dr. and would further encounter such a dangerous connection at the bottom. Wasn't the Trail from the beginning, designed to celebrate the River? This stop gap solution the City is considering, because they just want it done and have the grant to do it, will be going against that dream so far in the wrong direction! Into the neighborhood and down a dangerous and steep hill is not what the people want. Taking the Trail under Summit Ave., across and down a gentle incline on the bank, on a well-used trail that has always existed there, connecting with a bridge to the North side of the River, into a beautiful park, that connects so easily to the Trail going North West, would be such a better idea! The Trail would end up being a masterpiece of beauty the City Of Spokane could gift the people if the Trail would follow the route under Summit Ave. Put the Grant money into a savings if there is not enough to build a new bridge at this time. Funds could be raised in no time for such a worthy project.

Please look at this with new eyes and try to protect the property value of the folks you will greatly impact with the project as it now stands. Our historic and wonderful West Central Neighborhood stands ready to hand a jewel to the thousands of our neighbors and Friends of The Centennial Trail. Let them walk in the beauty of the forest you will be crossing, with the Better Trail, then over the River, experiencing first hand, this immeasurable beauty we are blessed to take care and live next to. If the Trail Gap Project you have before you continues, you will put thousands of people per month right in front of the property owners windows! How would they ever feel comfortable to work in their front yards again? The City has a chance to create a masterpiece. Please do not go ahead with the Gap Project, as it stands, going along Summit Ave, north.

I urge you, Mr. Gunderson, to come and take a walk through the forest below Summit Ave. from Boone Ave, north across the street. Walk to the River. Then walk the other proposed route and see what you think. Thank you for your time reading this comment. I would be interested to know your feelings on this matter.

Sincerely,

Linda Hoffman
1103 N. Evergreen St.
Spokane, WA 99201
downriverbend@comcast.net

38 Kathryn and John Harris

Hello Mr. Gunderson-

Laura Garrabrant asked me to share my comments, below, with you. I'd like to add a few thoughts. My husband and I are runners, training for a marathon right now so we are running a lot! My husband, John, is completely blind, and we run with a tether between us so I can guide him. We LOVE the Centennial Trail. When our running group leaves the trail and runs on city streets, we go our own way to stick to the trail. For John, the sounds of nearby traffic are worrisome, and when people honk in support it is frightening. We both cherish the serenity of the trail, with the sounds of the river and the birds, and the smells of the forest. Even more important, the paved Centennial Trail has almost no crossing driveways or ramps. If the city connects Boone and Meenach in such a way as to cross multiple driveways, there will be multiple hazards for a blind runner or walker. And for us competitive types, it slows our pace to have to slow for driveways or stop for driveway users if they don't see us.

Even if one of us weren't blind, we'd be hugely supportive of the alternative plan proposed by the folks with the better-trail.org group. Our hope is that one day the entire Centennial Trail will be in the classic trail design, with as much away from traffic and through natural areas as possible.

Also, even though we don't live on Summit or Mission Blvd, we agree with better-trail.org that the city's plan to make a wide asphalt path through their properties would be detrimental to their individual properties and to their neighborhood.

Thank you for considering our concerns. We hope you and yours are well!

Kathryn and John Harris

39 Laura Garrabrant

I am going to try to put comments in red, below your paragraphs. The project as described by Buller in the application does not match the drawings/plans on their web site. Buller has told one of our homeowners that he has decided to make changes to the plans (the ones on the site) but that nothing is decided for certain. But how can we address the plan when we don't know what the plan is?

I would also like to address the Public Process information on p. 11, but will do that in a second email. Thank you.
Cheers, Laura Garrabrant

On Wednesday, March 25, 2020, 06:06:22 PM PDT, Gunderson, Dean <dgunderson@spokanecity.org> wrote:

Laura,

I think the difference might be that in Dan Buller's "Description of Design Evolution" he wrote what might have been the original intent, or partially evolved intent, of the design proposal. But the drawings on the project's webpage depict the most recent changes – these are also the ones included in the applicant's submission. We (design review staff) prepared a set of maps depicting the current conditions on the site – these show the 1/4-mile buffer around the Subject Site and enlarged maps showing the conditions along the Subject Site (these show the contour lines, parcel lines, building footprints, and city-owned trees – all overlaid on aerial images). The maps included in our staff report are not design drawings, they only depict the existing conditions.

There's not issue with your staff's maps, but the plans Buller outlines are different. Back in Nov., they told us that the asphalt Trail had to be between 8 and 10 ft wide, with 2 ft. green buffers on each side. Then they changed that to a 12 ft. Trail with a 5 foot green buffer on one side only. However, in this application, Buller changes things. On p. 7, for Summit Blvd, he refers to a 12 ft. path with buffers, but also a 5 ft. buffer - but which one is it? Is it a 12 ft. path with a 2 ft buffer on each side PLUS a 5 ft. buffer?

On p. 8, for Mission Ave. - Buller now says that he's removing parking on the south side of the street, but the plans show parking on both sides. He says that the back of the trail will be where the existing sidewalk ends, but the plans show ROW being taken from front yards of both sides of the street. He doesn't mention here that on the web site, they also are re-doing the sidewalk on the north side of the street, and removing the existing buffer to the sidewalk from the stop sign all the way to the 2nd home on Mission, where they then cut in about 12 feet in order to re-build the sidewalk and add parking.

And again for Mission and Summit, he mentions having shoulders AS WELL as a 5 ft. buffer.

Isn't it against City municipal code to REMOVE an existing buffer from a sidewalk?

It's important to note that when projects normally come to the Design Review Board they are early in concept – and have enough flexibility to accommodate advice provided by the board. In the Collaborative Workshop, the board will listen to an applicant and weigh public input before crafting a set of Advisory Actions. The applicant then must go back and prepare responses to the Advisory Actions, and return to the board with a more detailed set of design documents reflecting the advice given. A second (and sometimes third) meeting is held with the Design Review Board to discuss the revisions – in these meetings the board will write its final Recommendations.

The details of the project are important. This is an historic neighborhood and the plans on the web site will be invasive, having a direct effect upon historic homes on the north side of Mission. The look and feel of the neighborhood will be completely different. How much damage will be done to old homes by vibration from construction equipment?

It's not unusual for discrepancies to be present in an applicant's submission in these early design documents. If an applicant were proposing the construction of a building, the Collaborative Workshop documents submitted would not even depict the building's façades (or elevations). This case is somewhat unusual, in that the applicant has already met with adjacent property owners and begun some revisions to their original drawings to address some of the concerns they've gathered.

I think you will find that the applicant has NOT come to agreements with the property owners, quite the contrary.

In response to your question about street landscaping fronting the residential properties, currently the city does not maintain street trees or ground cover within the public right-of-way. When there are changes to the improvements within the right-of-way, the Public Works department will add landscaping where it is deemed prudent (often at the request of the owners of the adjacent property), but this landscaping is often added only when the adjacent property owner agrees to maintain it. The default position for street trees is that they be planted approximately 25' apart – but if there are a lot of underground utilities these can limit the frequency of tree plantings (Urban Forestry usually does not want street trees planted within 10' of an underground water or sewer line crossing the tree lawn, or landscaped buffer). And, if there are overhead utility lines Urban Forestry will restrict the tree species to Class I trees – these trees don't grow as tall, but many are flowering and have quite colorful foliage.

One problem with the planting of trees in the buffer is that that will add significantly to the hazards of the plan. They claim that this new Trail will bring thousands of new users to the Trail. That means all of these users will be crossing the driveways, with cars backing out, and adding trees into the buffer will make it even harder for people to see what's coming in the road and on the trail. Right now, the trees are in front yards and out of line of vision.

On-street parking is a different question. I believe the Applicant's Submission depicts the applicant's current proposal, and I would be interested to hear what the public feels about these proposed changes – and I know the board would too.

Beginning on page 12, there are drawings attached showing Summit Blvd. On each drawing, they show a 5 ft. sidewalk existing on the north side of Summit - however, there IS no sidewalk there and never has been. These drawings give a false impression, therefore, and they don't show that the Trail will be removing the only sidewalk on Summit. In addition, the engineers seem to have doubled the linear feet of fencing along the Summit bluff, once again an eyesore that will detract from the historic nature of the neighborhood.

Dean

40 Laura Garrabrant (in response to applicant's statements in application material)

As provided to the DRB by Dan Buller, in black. My comments are in red. Links to documents which I mention are below.

Public Process The following paragraphs describe the public process involvement which has occurred to date.

- The existing Centennial Trail route along Summit Blvd was included in the city's master bike plan in 2009 as a shared route.

This is what the 2009 master bike plan said. "A subsequent study funded by the Friends of the Centennial Trail in 2007 was conducted by Alta Planning and Design. This study identified a preferred trail route utilizing an abandoned railroad right of way that parallels Summit Blvd., travels on Summit Blvd. and modifies Pettet Drive to accommodate trail improvements. This route would rejoin the existing Centennial Trail at T.J. Meenach Bridge". There is no mention of making Summit/Mission/West Point a part of the Centennial Trail.

The first real mention we can find of the so-called Summit Gap (the City's current plan) was in fact suggested by Loreen McFaul, fund raiser for the Friends of the Centennial Trail, in an article from 2013. She mentions the 2007 Alta study and says that " Friends of the Centennial Trail prefers to improve the current path along city streets. That option was estimated to cost less than \$400,000 in 2007." and this "McFaul said the group is open to the higher-priced options, but given other priorities for improving the trail, the cheaper option is most realistic." Why is a fund raiser calling the shots here? I don't think that they are even contributing funds to the project.

- In March 2015, the proposed Centennial Trail gap project was briefed to City council in advance of application being made for state/federal design funding.

In the City Comprehensive Plan, put before city council in March 2015, there is NO mention of this current plan. Exhibit A, p.2, letter O, says that "Centennial Trail riverside spur around Sans Souci mobile home park may require additional studies - add proposed multiuse Path connection to utility bridge"

In this document, exhibit B, p.4-5 states enhancements might be made to Summit/West Mission/West Point - sidewalks, striping and traffic calming elements. Not a Trail.

- In winter 2017, the proposed project was added to the 6 year street plan which required a discussion of same at the planning commission
- In April of 2017, the proposed project was included in 2018-2023 6 year street plan where it was included in a Public Works Committee briefing to City council which was subsequently approved by city council in June of that year.

This is the first time we see that the plan has been changed, instead of improving our sidewalks, p. 128-9 says

"Multi-use trail to be built along the ridge adjacent to Summit Blvd and West Point Drive between Boone Ave and Pettet Drive. This is a continuation of the Centennial Trail, and should be built to that standard."

- In February 2018, the proposed Centennial Trail gap project was briefed to City council in advance of application being made for state/federal construction funding.
- In April of 2018, the proposed project was included in 2019-2024 6 year street plan where it was included in a Public Infrastructure, Environment and Sustainability Committee briefing to City council which was subsequently approved by city council in June of that year.
- In May of 2019, the proposed project was included in 2020-2025 6 year street plan where it was included in a Public Infrastructure, Environment and Sustainability Committee briefing to City council which was subsequently approved by city council in June of that year.
- In November of 2019, city engineering staff held a public meeting at local elementary school to discuss the project at the 20% design level. That meeting was attended by approximately 70 people. • Public engagement has continued since November including numerous meetings between city design staff and area residents.
- In January 2020, city staff incorporated as many resident comments as possible into a revised design. That design was summarized in exhibits which were posted to the following project website: <https://my.spokanecity.org/projects/centennial-trail-summit-gap-boone-to-pettet/> A post card was mailed to several hundred area residents alerting them to the availability of the the more detailed design information at the above website. Also available at this website is a FAQs page, current proposed design drawings and other relevant project information

<https://static.spokanecity.org/documents/projects/bikeplan/master-bike-plan-06-08-https://my.spokanecity.org/projects/master-bike-plan-comprehensive-plan-amendment-2015/https://static.spokanecity.org/documents/projects/capitalprograms/six-year-street-program-2019-2024-final-2018-07-03.pdfhttps://www.swxrightnow.com/stories/2013/nov/25/centennial-trail-one-step-closer-to-completion/>

What I'm having trouble with is that for years, the neighborhood was promised improved sidewalks and a bike lane. That's all we really need. But then sometime between 2013 and 2015, the plan was quietly changed, from sidewalk to multi-use trail. And the neighborhoods were never notified. We were NEVER given an opportunity to voice our opinions. The project was buried so deeply into huge documents, first in a Bike plan and then in the Comp. The city applied for the grant in 2018. Where was the community involvement? Where is the public process? Nothing until Nov. 2019, a meeting held during the "holidays" so that many homeowners were unable to attend, and at which we were given almost no information, other than the fact that the project had been funded and would be constructed no matter what we all thought about it.

Sincerely,

Laura Garrabrant

41 Tara Daehn

Thank you for bringing this to my attention through the flyer and concerned person who gave it to me. I have lived in west central a block off of our lovely summit for 20 years. The walk around the summit has been a daily source of enjoyment. It will no longer be if this proposed plan is put into action. For one, a 15 foot asphalt path destroying the vegetation and trees along the path is just hideous! The home owners don't want to look at asphalt outside their living room windows. Why is it that west central always gets dished by our city? The side walks along the path are in such a state of disrepair it is shameful. If we were Browns Addition or the South hill, it would have new side walks with curbs lined with bricks, decorative light posts and attractive benches in which to take in the best views Spokane historic neighborhoods have to offer!

The alternative plan presented makes so much more sense and is in keeping with the Centennial trails mission. Why would they not change the grossly flawed plan that does not take the people who live in west central into consideration? I am 100% for the alternate plan you have proposed. As a disabled person I could walk this route. I could not physically walk the route the city has proposed. I am available for comment if my voice would be heard . Thank you for hearing my thoughts on this matter.

Sincerely

Tara Daehn
2913 W Sinto Ave
509 560 -1770.
tea.4.me@hotmail.com

42 Madonna Buder

There has been an increasing amt. of traffic as it is already without narrowing streets even more which makes the City Plan impractical, Invasive, and unattractive. Far better to improve the streets in this area which have been neglected for years!! This is a PRACTICALITY versus the NON- ESSENTIAL!

Madonna Buder
Concerned Resident of Sans Souci

43 Annette Owen

Mr. Gunderson,

I am requesting the inclusion of Resolution No. 2014-0039 in the supplemental Agenda Packet. The Resolution was adopted by the City Council on April 21, 2014, declaring the Ponderosa Pine as the City of Spokane's official tree.

I noticed in the first Agenda Packet released for the March 25, 2020 meeting, graphics provided by the Applicant did not include the many trees, including the Ponderosa Pine, along the bluff side of Summit Blvd. In the Application for Design Review "Standard Board Review Checklist" and the "Administrative Review Checklist", photo's of adjacent properties and streetscape(s) - show both side of street" - the Applicant did not provide the photo's. I am requesting the photo's of both sides of the street be provided to the public. The photo's will provide further documentation of tree location.

Included in the 2018 SRTC Call for Projects Application, twenty (20) trees in the Work Description are slated for removal. Although residents have been asking which trees will be removed, City Engineers have failed to release requested information. This is pertinent information that needs to be forthcoming and available to the public.

These 100+ year old grand Ponderosa Pines provide numerous environmental, economic, health, and aesthetic benefits and provide important habitat for native wildlife species (including the Bald Eagle and Osprey). In addition, the reach of these beloved grand trees protect us from the sun and protect the paved surfaces.

A summary document included in Resolution 2014-0039 states "This resolution declares the Ponderosa Pine as the official tree of the City and supports the development of policies that will protect existing Ponderosa Pine trees and the ecosystem in which they exist and the planting of new Ponderosa Pine trees". Furthermore, damage to tree roots must be considered in order to accurately access detrimental effects caused by the trail construction.

I fear, although guiding principals and mechanisms are in place to protect the Ponderosa Pine, there is no clear adherence to the adopted policy in regards to this project. Trail construction will require removal of beautiful Pines along the bluff on Summit Blvd changing the look and feel of this historic neighborhood for our lifetime and the many generations to come. I respectfully request the Design Review Board consider all alternatives.

Sincerely,

Annette Owen

Dean Gunderson response (includes Laura Garrabrant and Mike Etter as recipients) Note: The full wording of Council Resolution 2014-0039 was included in the published addenda to the staff report for the Collaborative Workshop)

Mrs. Owen (*Laura Garrabrant and Mike Etter*),

Thank you for sending along a purpose statement, I will include it with your submission of the City Council resolution in the next addenda to the staff report.

Respectfully, in an attempt to provide some clarity regarding the step-wise design review process - I provide the following:

Every design review applicant is required to provide a conceptual planting plan for their Recommendation Meeting submission (the next step in design review). The conceptual planting plan is required to show all existing trees an applicant is proposing to remove, and all new trees and ground cover the applicant is proposing to plant. Such conceptual planting plans provide a much more detailed depiction of the impact on existing trees than photographs of existing conditions. Proposed plans are regularly adjusted to address the Advisory Actions provided by the board in the Collaborative Workshop, the design review process does not require an applicant to design their project twice (once for the CW and once again for the RM).

Adding your submission, along with the City Council resolution, I believe adequately emphasizes your concern - which is a concern of all the member of the design review board (to ensure the conservation of Ponderosa Pines in the city, when at all feasible).

I will pass on your request of the applicant to include additional photographs in their submission packet. But I will note that the submission checklist does not require an exhaustive photo catalogue of an applicant's subject site. The limited photos of the streetscape in the applicant's submission packet were deemed adequate for the purposes of the Collaborative Workshop with the Design Review Board, as the plan sheets depicting the proposed changes submitted were overlaid on high resolution aerial photographs. The applicant's submission was deemed complete on March 11, 2020. Further, the design review staff report depicts the plan location of every publicly-owned tree in the subject site.

All the members of the board have also reviewed the staff report and public submissions; which includes Mr. Etter's submittal that includes photographs of all the various nationally- and locally-listed historic properties adjacent to the subject site.

Thank you,
Dean

44 Stephanie Swan

Dear Mr. Gunderson,

I have lived on the river in West Central for 48 years (Lower Crossing). Any path along the river bank is a treasure and needs to be celebrated. To have an opportunity to create a path through the natural world in the middle of a busy city is rare indeed and the people at city hall who make these questionable decisions (ie the path up Doomsday Hill) need to consider and consult with the people most affected by their decisions-the people who live in the neighborhood. We can have something spectacular in our neighborhood or something spectacularly awful. Please reconsider the construction of the "gap" trail along Summit and West Point Drive.

Thank you.

Stephanie Swan
s.swan@comcast.net
2105 West Falls Ave

45 Gary Edighoffer

*I am re-attaching Mr. Edighoffer's letter from March 24, 2020. He had requested that his original emphasis (the portions of text from the AASHTO Guide for Development of Bicycle Facilities **emboldened** and underlined) be accurately reflected. (Dean Gunderson, 4/7/2020).*

Dear Mr. Gunderson and the Design Review Board,

Further to my letter of opposition to the currently proposed Centennial Trail project #2017080, I would like to submit the following: It is an excerpt from the AASHTO Guide for Development of Bicycle Facilities 2012, as provided to me by City of Spokane Senior Engineer Jonathan Adams. Mr. Adams cited this document as a guide they use for project design.

Please note that in the current plan, there are 18 active driveways that would cross the Centennial Trail within the three blocks on West Point and Mission between Pettet and Cochran. These present enormous safety issues. Drivers exiting their driveways, the vast majority of which will be driving in reverse, must look for bicycle traffic from four sources simultaneously - from the left and right on the trail and from the left and right on the roadway!

This as well as many other safety issues are outlined below: (emphasis mine) Full document attached.

From Section 5.2.2

Paths can function along highways for short sections, or for longer sections where there are few street and/or driveway crossings, given appropriate separation between facilities and attention to reducing crashes at junctions. **However before committing to this option for longer distances on urban and suburban streets with many driveways and street crossings, practitioners should be aware that two-way sidepaths can create operational concerns.** See Figure 5-4 for examples of potential conflicts associated with sidepaths. These conflicts include:

1. At intersections and **driveways, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they do not expect wheeled traffic from this direction. Motorists turning from the roadway onto the cross street may likewise fail to notice bicyclists traveling the opposite direction from the norm.**
2. **Bicyclists traveling on sidepaths are apt to cross intersections and driveways at unexpected speeds (i.e., speeds that are significantly faster than pedestrian speeds). This may increase the likelihood of crashes,** especially where sight distance is limited.

3. **Motorists waiting to enter the roadway from a driveway or side street may block the sidepath crossing, as drivers pull forward to get an unobstructed view of traffic** (this is the case at many sidewalk crossings, as well).
4. Attempts to require bicyclists to yield or stop at each cross-street or driveway are inappropriate and are typically not effective.
5. Where the sidepath ends, bicyclists traveling in the direction opposed to roadway traffic may continue on the wrong side of the roadway. Similarly, bicyclists approaching a path may travel on the wrong side of the roadway to access the path. Wrong-way travel by bicyclists is a common factor in bicycle-automobile crashes.
6. Depending upon the bicyclist's specific origin and destination, a two-way sidepath on one side of the road may need additional road crossings (and therefore increase exposure); however, the sidepath may also reduce the number of road crossings for some bicyclists.
7. Signs posted for roadway users are backwards for contra-flow riders, who cannot see the sign information. The same applies to traffic signal faces that are not oriented to contraflow riders.
8. Because of proximity of roadway traffic to opposing path traffic, barriers or railings are sometimes needed to keep traffic on the roadway or path from inappropriately encountering the other. These barriers can represent an obstruction to bicyclists and motorists, impair visibility between road and path users, and can complicate path maintenance.
9. Sidepath width is sometimes constrained by fixed objects (such as utility poles, trash cans, mailboxes, and etc.).
10. **Some bicyclists will use the roadway instead of the sidepath because of the operational issues described above. Bicyclists using the roadway may be harassed by motorists who believe bicyclists should use the sidepath.** In addition, there are some states that prohibit bicyclists from using the adjacent roadway when a sidepath is present.
11. **Bicyclists using a sidepath can only make a pedestrian-style left turn, which generally involves yielding to cross traffic twice instead of only once, and thus induces unnecessary delay.**
12. **Bicyclists on the sidepath, even those going in the same direction, are not within the normal scanning area of drivers turning right or left from the adjacent roadway into a side road or driveway.**
13. **Even if the number of intersection and driveway crossings is reduced, bicycle–motor vehicle crashes may still occur at the remaining crossings located along the sidepath.**
14. Traffic control devices such as signs and markings have not been shown effective at changing road or path user behavior at sidepath intersections or in reducing crashes and conflicts.

For these reasons, other types of bikeways may be better suited to accommodate bicycle traffic along some roadways.

Once again, I encourage you to abandon this project and look very seriously at the alternate route as described at <https://www.better-trail.org>

This alternate plan completely eliminates this major safety issue, as well as the need to cross Meenach Bridge on a 5 foot-wide path.

Thank you very much,
Gary Edighoffer

46 Gary Edighoffer

Dear Mr. Gunderson and the Design Review Board,

Re: Centennial Trail project #2017080

I noticed that you were interested in some feedback regarding on-street parking. In the submission by the applicant, there are three different scenarios presented regarding on-street parking within the Mission block. While it seems difficult to retain on-street parking on both sides without significant incursion into people's yards, the best and most logical alternative is to **preserve parking on the North side**. Here are the reasons why:

1. North side residents have at least 7 vehicles needing on-street parking.

South side residents have none.

Of the nine houses within the block, these are the vehicles that must be parked on the street:
(in addition to those parked in driveways)

North side homes:

2408 W Mission	3 vehicles - (plus one vehicle in carport) - shared driveway with 2414
2414	2 vehicles - (plus one vehicle in carport) - shared driveway with 2408
2418	2 vehicles - (plus one vehicle in driveway)
2424	none - driveway w/ garage
2430	none - driveway w/ garage

South side homes:

2329	none - has deep driveway w/ parking in back, garage and back alley
2407	none - has deep driveway w/ expanded parking in back, double garage and alley
2409	none - owner does not own a car, but has garage and parking off back alley, also - a visitor can park across street at 2424
2421	none - owner has driveway and garage with parking off alley and can park on Cochran

2. South side parking would force North side owners to jaywalk across a busy bus route to get to their cars and would be very dangerous.
3. There is a major blind spot for traffic coming from the West around the curve at Cochran. Cars parked in front of 2409 create a major traffic danger.
4. Several old trees in front of 2421 on South side would be preserved with North side parking.
5. Old growth trees on North side at 2408 and 2414 would be preserved with one-side only parking.
6. Parking next to the trail on North creates a safety barrier for runners/bikers on the trail.
7. One-side-only parking eliminates the need to use Right of Way within yards. This is crucial.

Thank you very much for your consideration of these important concerns.

Gary Edighoffer and the homeowners of West Mission Avenue

47 Liz Marlin (West Central Neighborhood Council Chair – copy of letter transmitted to the Mayor and City Council on 3/9/2020)

Dear Mayor Woodward, Spokane City Council, and City of Spokane employees,

On behalf of the West Central Neighborhood Council, I thank you for your investment in our neighborhood. The city's recent collaboration with the WCNC on the Mission Triangle, Dutch Jakes Park, and the West Quadrant Tax Increment Finance Fund have had a resounding impact on our community and leave us all hopeful for a bright and thriving future in West Central.

Unfortunately the Centennial Trail project to "close the Summit gap" has fallen far short of our expectations. This project was initiated under the previous administration and never brought to the neighborhood for input or review until it was too late. In fact, the only involvement the neighborhood has had in this process was a public meeting after the Thanksgiving holiday to notify us of the engineering department's intent to start work in February. Prior to that, we had heard nothing on this project since addressing it in our West Central Neighborhood Action Plan in 2012.

Had engineering contacted us sooner, they would have learned of our many very serious and valid concerns with their proposal:

- Routing the trail across seventeen driveways, down Doomsday Hill, and across the narrow sidewalk of TJ Meenach bridge poses an obvious impediment to both safety and good sense
- The completed section of the trail would continue to be a high-stress area, as it is not ADA compliant and would fall short of the designation of a Class 1 Separated trail—effectively the "gap" as it exists would still be there.

- Using federal grant money to complete a substandard trail project would be an egregious waste of our tax dollars. Additionally, it may negatively impact our ability to leverage federal transportation funds for projects we actually want in the future.
- The city has long ignored our preferred trail route as outlined in the West Central Neighborhood Action Plan of 2012 and the Spokane City Comprehensive Plan of 2017.

After so many years of silence from the city on this project, we deserve better than ninety days of “notice.” Summit boulevard and the Centennial Trail are both gems of our neighborhood and the City of Spokane. We ask that the city take a step back to reassess the best interests of the entire community and collaborate with the neighborhood to complete the trail in a way that makes smart use of our resources and benefits all.

West Central neighborhood was established in 1887. It was here before us, and it will be here after us. Federal dollars come and go, but the legacy of the work we do today will live for generations to come. Please help us leave a legacy we can all be truly proud of.

Regards,

Elizabeth Marlin
 Chair
 West Central Neighborhood Council

48 Annette Owen

Good Morning Dean,

I listened to the DRB Meeting last night, April 8, 2020, and would like to comment.

- The area along the bluff of Summit Blvd is a Conservation Area - Open Space, according to MapSpokane.org.
- The sidewalks are in the Public Right of Way - property the City of Spokane is required to follow the SMC - Street Standards.
- The utility poles are being moved into the buffer strip - this allows very little buffer between cars and utility poles.

I encourage EVERYONE to look closely at the CMAQ column of the "Pedestrian and Bicycle Funding Opportunities" table from the U.S. Department of Transportation, Highway, and Safety Funds, which outlines ELIGIBLE funds - the table is included in the DRB Agenda. Landscaping, streetscaping (pedestrian and/or bicycle route; transit access, etc.) is NOT eligible; lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project) is NOT eligible. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use unless the Secretary has determined that such bicycle project will be principally for transportation, rather than recreation, purposes (23 USC 217).

Maintenance of the buffer strip or the trail is NOT the responsibility of the homeowner/resident (U.S. Department of Transportation, FHA, 23 U.S.C. 116). The maintenance requirements apply to all transportation facilities that are constructed with Federal funds. Section 116 requires a State DOT to maintain projects constructed with Federal-aid funding or enter into a maintenance agreement with the appropriate local official where such projects are located. This also applies to snow removal (28 CFR 35.133) where a public agency must maintain its walkways in an accessible condition for all pedestrians, including persons with disabilities.

Thank you for your time!
 Annette Owen

49 Annette Owen (with DG response)

Dear Mr. Gunderson,

I would like to take this opportunity to clarify my comments dated April 9, 2020, in response to the DRB Meeting (via telephone/online) April 8, 2020.

Although you have indicated funding for this project would be outside the purview of the DRB, suggestions were made by some of the Board Members for added amenities.

The "2018 SRTC Call for Projects Application" was an Application tailored for a Surface Transportation Block Grant (STBG) not a CMAQ Federal Grant. The Application can be used for STBG, CMAQ or STBG Set-Aside funds. However, included in the Application was, specific to STBG, the "Work Description" indicating the use of STBG Set - Aside and a 13.5% Local Match. As you and others may be aware, STBG Federal funds (see table provided in the DRB Agenda Packet) are eligible for improvements as suggested by the Board. However, in 2019 the Federal grant funds were switched to a CMAQ Federal Grant and Levy funds (see page 129 of the City of Spokane Six Year Comprehensive Street Program compared to the page 465 of the 2019 Annual Budget 2020-2025 Citywide Capital Improvement Program under the Street Department heading). I have submitted several Public Records Requests through SRTC in hopes for an updated Application and have been informed the 2018 Application is the only Application for Project #2017080.

I am requesting the "2018 SRTC Call for Projects Application" be included in the DRB Addendum for public review.

Respectfully,
Annette Owen

*Dean Gunderson's response (note, 2018 SRTC Call for Projects Application is included under a separate cover)
Mrs. Owen,*

Thank you for your comments, and the subsequent link to the SRTC Call for Projects Application document. Both of these will be included in the staff report that will be prepared for the Design Review Board's Recommendation Meeting.

As regards the question about project funding, it's fairer to state the Design Review Board does not weigh in on a project's funding levels (what an applicant can or cannot afford in their budget). This is true whether it is a private-sector development proposal, or a public project (City of Spokane, or any other public agency).

But, this particular project's funding source does come with restrictions on what can be purchased using the primary funding source – e.g., items that could be beneficial from an urban design perspective, but may not be acquired using the grant funds. This is not to say that the final project can't have such amenities, only that the grant funds might not be able to be used for such items – and there would need to be supplemental funds from another source.

My advice to the board during the meeting was that they should not view the grant's likely restrictions on purchases to limit the scope of their Advisory Actions, as the City Council's request that the project go through design review could be viewed as a tacit understanding that the city may need to contribute more funds to augment the CMAQ grant.

Thank you, Dean.

50 Gary Edighoffer

Dear Ms. Lang,

I watched with anticipation the entire meeting of the DRB last Wednesday. While your team spoke to a few of the public's minor concerns, you did not even touch on some that are of utmost concern to the homeowners along the proposed route.

Namely:

- the significant loss of yard space along the block of Mission from West Point to Cochran. Some homeowners stand to lose five feet of their current front yards!
- the loss of on-street parking within that same block, thus drastically lowering home values. And in the case of South-side only parking, causing numerous homeowners to cross a busy bus route to reach their vehicles several time a day. Major safety concern.
- the loss of numerous old-growth trees within that same block as the street is widened.
- the impact on the Nettelton's Addition Historical District
- the current Centennial Trail route over the Meenach Bridge where cyclists, walkers and runners are forced into a narrow 5 ft wide sidewalk next to traffic to cross the river - so dangerous!! See attached photo

So my questions to you are: Will you be meeting further to discuss this project? and when/how will we be able to present our concerns to the board in real time? Obviously the numerous letters we have been submitting are not being read. We should be allowed to engage online with the board in the same manner as the applicant.

Thank you very much for your timely response.

Gary Edighoffer
509-994-8045

51 Louise Richardson (with DG response)

Dear Mr. Gunderson,

Thank you for this update from the Review Committee. Unfortunately, I see that the applicant was encouraged to do all kinds of things except consider an alternate plan which would be much more in keeping with the the utility of the trail and preclude the necessity of just about every adjustment you've proposed. The whole concept of this gap fix is wrong. I hope the City will scrap this plan and move to the one that makes the most sense, and is most in keeping with the intent and purpose of this trail.

In the meantime, we appreciate your efforts to be professional and to do your job within the confines of your mandate.

Sincerely,

Louise Richardson
Homeowner

2615 W. Maxwell Ave.

Dean Gunderson's response
Mrs. Richardson,

Thank you for your comments. Your letter will be included in the staff report that will be prepared for the Design Review Board's Recommendation Meeting.

Regarding your specific comment about an alternate plan; which I take it to mean the long range plan to build the river crossing to the former Holy Names site, then up to TJ Meenach. As I understand it, this is still the city's long range plan.

More specifically though, when you ask why the Design Review Board did not address this future project, the board is prohibited from weighing alternative sites for an applicant's proposal. The board is restricted to rendering advice and recommendations on how to bring a proposed development into compliance with the city's adopted plans and policies.

But... the board's workshops also serve as a venue for others to bring concerns outside the board's purview forward – ensuring that those concerns are added to the public record. When a proposed development is a public project, and subject to public funding, these comments can influence public plans and policies.

Dean

52 Mike and Sue Etter

Dean,

First of all thank you for your hard work on this questionable project. My and quite a few others takes, Sue and I watched the entire board meeting and were quite pleased with all of the questions asked of Mr. Buller. Don't want to comment on his preparation and presentation. We still have not seen a City rendering of the trail from A. st to Cochran the fence they have proposed is a couple of rails with posts, not safe at all kids could slip right thru this down the slope. How about the bus stops? rendering of guard rails? Please anyone who looks at the street would make sure and also do a grind and overlay while all of the equipment is available. To saw cut three four, or five feet out and not take care of all the cracking, and failure of the asphalt on the road is a no brainer. Great questions about trying to make the trail more in line with the neighborhood. How about a stamped top surface on the asphalt, along with colored asphalt. It can be done paint the curb red instead of no parking signs all over the place.

Let me clarify we still do not believe the project meets code, the removal of the sidewalk on Summit Blvd. is not in accordance with 17H.010.180. The safety of pedestrians and bicyclists is paramount, and putting them both on this trail is ridiculous especially now that they have taken it down to only 10'.

Thanks again for all your work and that of the board members.

Mike Etter
2727 W. Summit Blvd.
99201

53 Nance Van Winckle and Rik Nelson

Dear Dean,

Thank you for your note and these links! Much appreciated.

I was in “remote” attendance at the April 8th meeting, and I understood from Dan Buller that he would be sending along pictures—as requested—of two other areas of the Centennial Trail that crossed residents’ driveways. He said that one of these places was a new part of the trail that went through Peaceful Valley. I rode my bike down there the other day, and NO, the new trail I saw there did NOT cross driveways, but was in fact, on the opposite side of the street from people’s houses. No wonder residents there, as Dan said, were all in favor of the trail. It’s ACROSS THE STREET FROM THEM! So I would really like to see these photographs of areas of the trail that go across residential driveways. I think this is a big safety issue, and I worry that in a rush to close this gap, safety is just being glossed over.

Thank you for allowing additional comments.

Sincerely,

Nance Van Winckel and Rik Nelson
2430 W. Mission

54 Pat O’Neil

Thank you, Mr. Gunderson, for what appears to be a thorough, in-depth review and round of recommendations to this project. I am honestly, very impressed with all the different improvements that are suggested and it actually intensifies how lacking the current city plan really is. Unfortunately, the real issue with the project is that it should not be done at all. It completely goes against recommendations made/adopted in the Centennial Trail Six Year Plan and there are really no improvements that can be made that correct the reality that this plan is a bad idea for the neighborhood, for the city, for the Centennial Trail.

All anyone has to do to see what is wrong with the city plan is to compare it to what should be done, instead. And there is a big difference between *calling* the route between Boone and Meenach bridge, this route along Summit, Mission Pettet, the Centennial Trail, while we wait for the “better trail” to be developed and *setting it in stone, forever*, with this abomination, this assault on a neighborhood, paving a 12ft path where a sidewalk belongs, using free money and calling the changes “improvement”, when the city should simply fix and maintain a historic street.

The right recommendation to this city project is to ABANDON it and work towards closing the Centennial Trail gap with a plan that we deserve.

Thank You for your work, Dean.

Pat O’Neil
206-595-0521
1025 N Evergreen St’Neil
Spokane, WA 99201

55 Gary Edighoffer (with DG response)

Dear Mr. Gunderson,

Thank you for your recent letter responding to my concerns of the April 8 DRB meeting, and the handbook. I still have a specific question for you regarding the “13 Topics for Consideration” that you included in the agenda for that meeting. Were these topics created prior to the original meeting date of March 25th? I ask because it seems like the majority of the items we brought up in our letters were not included in your discussion. This implies that your topics were created prior to our big influx of letters leading up to the actual meeting of April 8th. As such, the following issues have yet to be discussed in your meeting. Will/can the next meeting include these items?

To refresh, here are some of the the remaining topics:

1. the significant loss of yard space along the block of Mission from West Point to Cochran. Some homeowners stand to lose five feet of their current front yards! I know ROW is involved, but it is still major yard loss. We have been maintaining these areas of our yards for over 20 years.
2. the loss of on-street parking within that same block, thus drastically lowering home values. And in the case of South-side only parking, causing numerous homeowners to cross a busy bus route to reach their vehicles several time a day. This is a major safety concern. The applicant's proposal includes three different designs for the Mission block. How can you approve something so vague and misleading?
3. the loss of numerous (8-10) huge old trees within that same block as the street is widened. Replacing them with a few "babies" does not compensate whatsoever. They won't produce shade for decades.
4. the impact on the Nettelton's Addition Historical District
5. the current Centennial Trail route over the Meenach Bridge where cyclists, walkers and runners are forced into a narrow 5 ft wide sidewalk next to traffic to cross the river - so dangerous!! While area this is outside the current physical project, connecting the route with the bridge is a disaster that could be avoided with an alternate route. See attached photo

Thank you very much for your time and consideration,
Gary Edighoffer and the homeowners of West Mission

*Dean Gunderson response, 4/28/2020
Mr. Edighoffer,*

Thank you for your letter, I had been forwarded the content earlier as it appears nearly identical to the message you sent to Councilmembers Stratton and Kinnear and Council President Beggs. Councilmember Stratton forwarded that message to Councilmember Mumm, City Administrator Crago, Engineering Director Twohig and Integrated Capital Management Director Miller. It was subsequently forwarded to me and the Planning Director.

I will include your letter (and my response below) in the staff report for the Recommendation Meeting for the project. This meeting is not yet scheduled, as it is dependent on the applicant submitting a complete submittal package for the meeting (a checklist for this submittal is contained in the Design Review handbook).

To answer your question in your previous message (not contained in this letter, but in your prior message to members of the City Council) regarding the number of design review meetings that may occur. After the first Recommendation Meeting, the board has the discretionary authority to ask an applicant to come back before the board for an additional meeting, if it determines that there are design issues under its purview that need further elaboration before the board can craft the final recommendations. While a board-level design review may be completed in as few as two workshop meetings (and most are), the base application fee covers as many as three such meetings before an applicant would be charged an additional per-meeting fee.

While I don't typically respond to content-specific questions for a project undergoing design review, I can offer concise responses to your questions regarding process – and interpretations of the DRB's Advisory Actions.

The Topics for Discussion in a design review staff report are based exclusively on adopted public plans, policies, and regulations – as these constrain the design elements left for the Design Review Board's interpretation and guidance. While all public comments submitted to me were included in the staff report and addenda, and the board members did read all these letters, the Topics for Discussion in the staff report do not address these concerns raised in these public comments unless they happen to correspond with a proposed project's conflicts with those previously adopted design criteria. The board may respond to these Topics in its motion, it may reject them, or add to them (based on their own expertise, information provided by the applicant in their presentation, or public comments they've taken in) – but it's ability to force an applicant to respond to any issue is strictly limited by its scope of authority. The board cannot weigh in on conditions outside the Subject Site – and may only consider future nearby potential development if that development is already included in the city's Comprehensive Plan and Zoning map (or other strategic plans).

The responses I can offer to the concerns you raised in this letter are:

- 1. the significant loss of yard space along the block of Mission from West Point to Cochran. Some homeowners stand to lose five feet of their current front yards! I know ROW is involved, but it is still major yard loss. We have been maintaining these areas of our yards for over 20 years.**

As I understand it, all proposed development is contained within the publicly-owned right-of-way. The prioritized ranking of preferred improvements within this public right-of-way are contained in the Public Project and Structures Design Guidelines listed in the staff report – and further elaborated in the city's Complete Streets Engineering Standards (which are not subject to review or interpretation by the DRB). The DRB's Advisory Actions are crafted around these guidelines, and citations are provided in the signed document found [HERE](#).

- 2. the loss of on-street parking within that same block, thus drastically lowering home values. And in the case of South-side only parking, causing numerous homeowners to cross a busy bus route to reach their vehicles several time a day. This is a major safety concern. The applicant's proposal includes three different designs for the Mission block. How can you approve something so vague and misleading?**

The Design Review Board is not an approval body, it provides advice to an applicant and any number of city Action Approving Authorities. The West Broadway Bus (Route 21) runs along approximately 1,800 lineal feet of the Subject Site on 15-minute headtimes during regular work hours, shifting to 1-hour head times at 7pm. The applicant's submittal indicates that "southside" (non-river side) on-street parking would be south of five residential properties in the Subject Site, three of which appear to have on-site parking and dedicated driveways, two appear to share a driveway for their on-site parking). To the extent that public safety issues can be addressed within the constraints of the design review process, they have been included in the Advisory Actions (see link above).

The applicant is not depicting any loss in on-site parking for any of the properties in the Subject Site – and there are no driveways proposed for removal. The idea that a loss of on-street non-dedicated parking for residences (that already have on-site parking) could result in a decrease in those adjacent homes' market value is an interesting notion – and if you have research to that effect please feel free to provide a citation. There is ample peer-reviewed research supporting an increase in home values, when those homes are adjacent to, or near, an improved Shared Use trail. Perhaps there would be a trade off in valuation if there were similarly supported research demonstrating a loss of value due corresponding to any loss in non-dedicated on-street parking. But, I should clarify that potential changes in market valuation are not within the purview of the Design Review Board – which is why I had not included the peer-reviewed research indicating the potential benefit to adjacent home values in the staff report.

Regarding what you have termed the vagueness of the applicant's proposal, the Design Review Board does not review final construction documents for any project subject to design review. The applicant is only required to submit very conceptual plans for its Collaborative Workshop, and the applicant's submittal was deemed sufficient. The Site Plan and Conceptual Planting Plan required for the Recommendation Meeting are further developed, but also early on in concept, in that the applicant is not expected to have all design issues fully resolved by the time of the Recommendation Meeting. This full resolution of design issues occurs, ideally, once all construction documents are completed for a project. Please note that the design review process is completed before construction documentation is even begun.

- 3. the loss of numerous (8-10) huge old trees within that same block as the street is widened. Replacing them with a few "babies" does not compensate whatsoever. They won't produce shade for decades.**

The Design Review Board does not have the authority to prohibit the removal of trees on an applicant's Subject Site. Publicly-owned trees are under the jurisdiction of the city's Urban Forestry Department. But, a design review applicant is required to submit a Conceptual Planting Plan in its Recommendation Meeting submittal – this Conceptual Planting Plan will identify any existing trees that will be removed under the project proposal and all new trees that may be planted (along with proposed ground covers). The DRB's Advisory Action #13 encourages the applicant to preserve existing mature Ponderosa Pine along the proposed path. Further potential conservation of such trees may occur through a reduction in grade differentials adjacent to the proposed path, through the reduction of retention walls and associated two-pipe railing system, as advised in Advisory Action #8 (see link above).

4. the impact on the Nettelton's Addition Historical District

The Design Review Board is not a historic preservation advisory agency. The City of Spokane's Historic Preservation Officer has determined that the Landmarks Commission (the city's historic preservation authority) has no jurisdiction on this project. Any potential impact on any historically contributing element in the nationally registered Nettelton's Addition Historic District will be addressed via the state Department of Archeology and Historic Preservation's review of the project proposal. I will make this distinction more clear in the staff report for the Recommendation Meeting.

5. the current Centennial Trail route over the Meenach Bridge where cyclists, walkers and runners are forced into a narrow 5 ft wide sidewalk next to traffic to cross the river - so dangerous!! While area this is outside the current physical project, connecting the route with the bridge is a disaster that could be avoided with an alternate route. See attached photo (note this photo was included in a prior submission from Mr. Edighoffer for the Collaborative Workshop)

Thank you for the attached image. I believe this was also included in your previous letter to the Design Review Board (received on 3/19/2020 and published in Addendum #1 to the staff report on 4/3/2020 – five days prior to the Collaborative Workshop). The applicant included in his workshop presentation information on a project slated for construction in 2021, what was referred to as the Siphon Trail. This other project, already slated for construction in the adopted 6-year Capital Plan, will provide a Shared Use Trail from the intersection of Pettet Drive and West Point Road up the non-river side incline of Pettet Drive in a northerly direction up to Northwest Boulevard (this trail will be constructed on an underground utility easement and on publicly-owned land). The applicant also stated that future safety improvements to the pedestrian and bicycle crossing of TJ Meenach Bridge are already being contemplated. Hopefully this addresses your concerns.

If you have any further comments of concerns, please feel free to contact me.

*Thank you,
Dean*

56 Pat O'Neil
Hello Dean,

I had the opportunity to review this document:

<https://static.spokanecity.org/documents/bcc/boards/design-review-board/agendas/2020/04/drj-agenda-2020-04-08.pdf>

On page 5 of the "CENTENNIAL TRAIL GAP – SUMMIT BLVD" section, the document states:

"Following the City's Bike Master plan and consistent with the regional Centennial Trail plan, this gap along Summit Blvd was submitted for federal funding."

I have read the Centennial Trail Six Year Maintenance Plan, found here:

<https://www.spokanecounty.org/DocumentCenter/View/3967/CentennialTrailSixYear-Maintenance-Plan-PDF?bidId=>

This document incorporates a study done by Alta Planning & Design, which ONLY recommends REPAIRING roads and sidewalks on Summit Blvd, Mission, etc. and striping it with bike lanes. It DOES NOT suggest paving the Centennial Trail through the neighborhood. The Better Trail "[Studies](#)" page, illustrates that section of the document and Alta Planning & Design recommendations.

My question for you is how can the statement in the Design Review Board document be accurate, to suggest that the plan proposed by the city is in keeping with the guidelines of the Centennial Trail Six Year Maintenance Plan?

This is one of the main problems with the city plan. WHO came up with the idea that the trail should be paved through the Summit bluff neighborhood? It clearly came about when someone or some group had the "bright" idea, and power to seek funding, without any vetting or review to show that it met with any recommended guidelines. That idea is NOT consistent with the regional Centennial Trail plan.

Regards,
Pat O'Neil
1025 N Evergreen St.
206-595-0521

Dean Gunderson's response
Mr. O'Neil,

Thank you for your comments, I will also include this letter in the Public Comments section of the staff report for the Design Review Board's Recommendation Meeting for this project.

I can understand the confusion that has been generated by routing this project through design review. The Design Review Board is only empowered to respond to the limited design criteria established in the plans, policies, and regulations adopted by the City of Spokane. Items that might be covered by outside documents, or items unrelated to the scope and authority of the Design Review Board, are unfortunately not before the DRB for response.

To the best of my knowledge the 6-year Centennial Trail Maintenance Plan is a coordinating document supported by the various members of the Centennial Trail Cooperative Council. While the City of Spokane is a member of that council, the 6-year Maintenance Plan (if it is similarly structured to the City's 6-year Capital Improvement Plan) is not a restrictive document that limits the actions taken by the members of the cooperative council – but it is an attempt by that council to balance the on-going maintenance and construction needs related to the Centennial Trail against the council's financial capacity. If any member of the council can find additional funding (which happens occasionally) that member can add projects (maintenance or construction related) that are identified in that plan.

The statement that you reference (pg. 5), was made by the applicant in their written narrative not by the urban design staff reviewing the applicant's submittal. The applicant makes no reference to the Cooperative Council's 6-year Maintenance Plan, nor the 2007 Alta Study as these are not City of Spokane documents. I included the 2007 Alta Study in the staff report as it was submitted as a public comment, but I did not make reference to any language found in that study as it was not adopted by the Spokane City Council. The West Central Neighborhood Action Plan and the Spokane Comprehensive Plan make reference to the preferred alternative from the Alta Study – which cites the river crossing as the best long-range plan for the Centennial Trail, and that the current classification of the portion of the Centennial Trail that now runs along Summit Blvd/Mission Ave/West Point Rd could be de-listed when the river crossing is complete. To that end, the City of Spokane has been acquiring land and easements to further that long range goal – but there is nothing in the Comprehensive Plan or the West Central Neighborhood Action Plan that prohibits short- or mid-term improvements along the existing gap in the Centennial Trail (along Summit Blvd/Mission Ave/West Point Rd). Further, the Centennial Trail is but one component of the City's Bicycle Master Plan (and listed bicycle routes and Shared Use paths). What happens to the de-listed portion of the Centennial Trail improvements once the long-range plan is achieved is not before the Design Review Board for determination.

More specific to you question, while I am not empowered to interpret the Centennial Trail Cooperative Council's 6-year Maintenance Plan, the plan does identify the Summit Blvd/Mission Ave/West Point Rd portion of the Centennial Trail as a "gap" that does need to be closed. There are numerous maps in that document that depict this alignment, but given the shortfalls in the Cooperative Council's funding, it appears that this closure was not contemplated in the maintenance plan. I understand that this plan is due to be updated this year (2020).

The applicant's proposal appears consistent with the City of Spokane's Bicycle Master Plan and larger Comprehensive Plan – and is listed in the City of Spokane's 6-year Capital Improvement Plan. As to who initiated the proposed improvements along the existing Centennial Trail alignment, I have no answer for you – primarily as this is not a subject before the Design Review Board.

The only design guidelines that structure the conversation between the applicant and the Design Review Board are the Spokane Public Projects and Structures Design Guidelines referenced in the staff report. These were adopted by the City Council in 2001. Such guidelines are not place-specific but are project-type specific (in this case, a City of Spokane public project). When I wrote the staff report for the project's Collaborative Workshop I relied strictly on guidelines, regulations, and policies adopted by the Spokane City Council. If there is a publicly adopted Neighborhood Plan (or a Subarea Plan) we can incorporate topics identified in that plan. In this case, there is the West Central Neighborhood Action Plan (WCNAP, adopted by City Council by resolution in 2012).

Other than the thirteen (13) Topics for Discussion listed in the staff report, I have not found any specific conflicts between the design criteria listed in these City of Spokane adopted documents and the applicant's submittal for the Collaborative Workshop. Many of these topics, and some additional design criteria, were addressed by the Design Review Board in its Advisory Actions passed on April 8th, 2020 a copy of which can be found [HERE](#).

If you believe there are conflicts between the design elements from these City of Spokane documents and the initial advice provided by the Design Review Board, I know the board would appreciate hearing these.

Thank you for your patience,
Dean

57 Louise Richardson (with DG response)

Dear Pat,

Thank you for sharing this letter. With all due respect to Mr Gunderson, his statement, quoted here, is absurd (at least as it pertains to the City's plans under review):

"To that end, the City of Spokane has been acquiring land and easements to further that long range goal [of implementing the alternative plan] (sic) – but there is nothing in the Comprehensive Plan or the West Central Neighborhood Action Plan that prohibits short- or mid-term improvements along the existing gap in the Centennial Trail (along Summit Blvd/Mission Ave/West Point Rd). [...] What happens to the de-listed portion of the Centennial Trail improvements once the long-range plan is achieved is not before the Design Review Board for determination."

It's ridiculous to suggest that the City's plan to rip up and fundamentally change the hardscape <https://en.wikipedia.org/wiki/Hardscape> and hard infrastructure of an historic neighborhood for miles is simply "**short- or mid-term improvements**" and something that can be "**de-listed**" at a future date. **These will be permanent, detrimental, and drastic changes to the physical environment and functioning of the neighborhood--not short-term improvements that can be undone in the future, or just left to wither away.**

I apologize for the strong language, but that's my take. Thanks again for sharing.
Louise Richardson
2615 W Maxwell Ave, Owner

From Pat O'Neil

This is a lot to digest <Mr. O'Neil is referring to an earlier email from DG on 4/29/2020, see comment log>, maybe too much for me, so I wanted to make sure everyone had a chance to read it, if interested. It's a response from Dean about a question I had. I was basically asking him why the DRB document

stated the city plan submitted for funding was "consistent with the regional Centennial Trail plan" when those details (paving the path along the route) aren't recommended anywhere.

He responded with a LOT of information about how the various councils, bodies line up, their responsibilities, etc. I probably need to read his response 3 more times just to figure out what he's telling me. :)

Not sure I've crafted an email to the whole group before. I hope I got email addresses correct, didn't miss any.
Pat

*Dean Gunderson's response (to Louis Richard's comments to Pat O'Neil's forwarded letter from DG)
Mrs. Richardson,*

Would you wish to have your comments included in the public record to go to the Design Review Board without comment? This may be a moot issue as you cc'ed a significant number of private individuals and elected officials in your message. But I want to provide you an opportunity to provide a follow-up comment if you feel it prudent.

And I apologize in advance for another lengthy email.

As I wrote to Mr. O'Neil, I can understand the confusion caused by having this project go before the city's Design Review Board. The design review process (and the DRB's role in that process) is not to serve as a clearing house to determine whether a proposed project is appropriate in a given location – nor is it a process used to determine whether a proposal conforms with non-municipal plans. It is strictly limited to providing advice to an applicant to improve the narrowly defined design elements of a project, as stipulated in the plans, policies, and regulations adopted by the Spokane City Council. And, to pass on recommendations to Actions Approving Authorities in the City.

The board does not have the power to approve or deny projects – nor does it provide advice on subjects outside its purview (like the future disposition of community assets, or the interpretation of non-municipal documents).

As Mr. O'Neil has written three times to me regarding the content of the Centennial Trail Cooperative Council's 6-Year Maintenance Plan (3/19, 4/14, and 4/29), I thought it would be negligent if I did not provide a more robust response (other than merely thanking him for his comment and noting that it would be included in the public record). I felt it prudent to let him know that the 6-Year Maintenance Plan is not a City of Spokane document that provides design content that the Design Review Board can refer to when crafting its advice and recommendations. The same holds for the 2007 Alta Study that was contracted to the Friends of the Centennial Trail (a non-voting member of the Cooperative Council) – but, I wanted to be clear that the preferred alternative from the Alta Study is the stated long range plan for the Centennial Trail in the Spokane Comprehensive Plan for this location.

I believe you accurately honed in on one potential outcome of the city moving forward with this project proposal, since while the West Central Neighborhood Action Plan and the Spokane Comprehensive Plan do call for the de-listing of the portion of the improvements on Summit Blvd/Mission Ave/West Point Rd from the Centennial Trail network once the river crossing is constructed – this may not necessarily mean that bike routes and/or Shared Use paths constructed within that alignment will be physically removed (just that they won't be called the Centennial Trail). I did not mean for this to sound like a ridiculous or absurd statement, I just wanted to make sure the potential permanence of the proposed project is well understood by all parties (including members of the board and any Action Approving Authority in the city). I have no doubt that opponents to the project, like yourself, understand the permanent nature of the proposed improvements.

*I and the members of the Design Review Board are focusing our efforts to ensure that **if** something is constructed that it will have the benefit of having gone through the design review process. Ultimately though, the design of any project subject to design review falls upon the applicant.*

I understand that a number of adjacent property owners (and signatories of the petition opposing the proposed project) are steadfast in their opposition. I know the members of the Design Review Board are aware of this opposition, though they are restricted under the terms of their service on the board to commenting on the design elements of projects subject to design review.

Again, I apologize for any confusion caused by having this project go through the design review process – especially if it was thought that this review would somehow change city-adopted plans, policies or regulations, or if it was thought that the design review process would result in the termination (or the recommendation to terminate) the project by itself.

*Thank you,
Dean*

58 Annette Owen
Hello Dean,

Is the Centennial Trail a "Recreational Facility"? In the DRB Agenda the trail is referred to as a "facility". I am not referring to any of the funding aspects of the project with this question.

Thank you!!
Annette

Dean Gunderson response (5/2/2020)
Mrs. Owen,

The short (unsatisfactory) answer is: It depends on who's answering the question.

A somewhat longer answer is:

The City of Spokane and other Centennial Trail Cooperative Council municipal members view the portions of the Centennial Trail that run through their jurisdictions as dual in nature.

To these cities, the Trail serves as a portion of their bike route systems. Such bike routes serve a dual purpose, as an alternative transportation network and as a means for residents to ride their bikes (and walk & jog) recreationally.

In rural/unincorporated areas, the Trail serves an almost exclusively recreational purpose - for cyclists and hikers.

Over the past several decades, state & federal governments have shifted their perspective on bike networks - coming more into alignment with the perspective of cities around the country. That is, that these routes (bicycle facilities) are an essential component of alternative commute systems. This is why the Congestion Mitigation and Air Quality grants are a key component in federal transportation funding legislation used to fund bike & pedestrian routes.

For West Central, the current alignment has been recognized in city & neighborhood documents as a bike route for recreational riders and commute riders since the 1980s.

When the Centennial Trail Cooperative Council formed, I believe it took the cities' perspective to heart and has never asserted that, in the cities, the Trail would ever serve a strictly recreational purpose - but that it must also serve commuters (cyclists and pedestrians who use the Trail to travel to work).

A concise answer is that the City does not view the Centennial Trail as only a recreational facility. To the extent that it can connect neighborhood residents to the City Center, it is a bicycle & pedestrian commuter route. I believe that is why the Public Works Department pursued a CMAQ grant for the project.

*I hope this helps,
Dean*

59 Laura Garrabrant

The Engineering Dept. of the City of Spokane has sent letters to some of the homeowners (a select number) on Summit Blvd, regarding suggested changes to the City's plan for the Summit Blvd. portion of the Centennial "gap" project.

The new plan is being offered supposedly to reduce the environmental impact of the Trail, since so many residents are concerned about the effect of the large retaining walls and the fences and the run-off and erosion. The letter reads "I understand that in order to substantially reduce or possibly eliminate the retaining wall and the safety railing and reduce the impact to the trees along the bluff, the trail will need to be moved further into the existing roadway. I also understand that in order to maintain two-way traffic, parking will need to be eliminated on both sides of the roadway. I understand that this will eliminate parking in front of my house, and it will push traffic closer to my property."

Only two responses are permitted in the letter. No, I do not want to eliminate parking. Or, yes, I am willing to eliminate parking in front of my house.

I would like to say that this is not acceptable. By replying YES, we would be accepting their terms - but please note the **conditional** nature of the promises. To reduce or MAYBE eliminate the retaining walls and the fences - we will sign away the right to park on our street. Where will our guests go? When we need a plumber, where will the truck park? In addition, with no parking lane as a buffer, those huge buses and speeding cars will be RIGHT in your front yards, as there is no sidewalk. By replying NO, the City will hold us responsible for the loss of the Ponderosa pines on the bluff and the erosion problems and the rest. After all, we chose to keep our parking, so the environmental damage will be all our fault.

The Spokane Municipal Code Section [17H.010.120](#) states that parking may be omitted from one side of a street in certain situations - but not from BOTH sides of the street. Dan Buller, engineer for the City, said that "parking is a privilege, not a right."

These choices are unacceptable. There is a better way to complete the "gap" in the Centennial Trail and it does not involve doing so much damage to an historic, quiet, residential neighborhood. Even if parking is eliminated, many trees will be removed or damaged to make room for the wide Trail. And this new plan does NOTHING to improve the safety of the City's plan, to the contrary. It just got more dangerous. This project is a horrible plan which just keeps getting worse.

For many years the plan on the books for our neighborhood was to repair the existing sidewalk and stripe in a bike lane. Why are you forcing this asphalt highway upon us? It DOES NOT SOLVE the Centennial Trail Gap issue! It's destructive and inappropriate. It's irresponsible to spend taxpayer funds on a project that is neither wanted or needed - it's shameful.

Sincerely,

Laura Garrabrant
2421 W. Mission Ave.

*Dean Gunderson Response (5/3/2020)
Mrs. Garrabrant,*

*Thank you for your comments. I will include your letter in the design review staff report for the project's Recommendation Meeting with the Design Review Board.
Dean*

60 Annette Owen
Dean,

As you are probably aware, a letter from the Department of Engineering Services was recently sent to a select number of property owners along Summit Blvd. The letter references the DRB and their recommendations. I am not a recipient of the letter to date, however, I have been contacted by folks that have received the letter.

No one would argue that removing parking on both sides of the street would perhaps save trees, eliminate or reduce fencing and retaining walls, and would help protect the river bank from further erosion. Concerned over asking property owners to make this choice, I researched and found that parking may not be omitted adjacent to parks or other recreational facilities per SMC - please correct me if I am wrong. The 2020 Friends of the Centennial Trail Survey shows only 11% of the participants in the survey use the trail to commute. I believe it is safe to say the Centennial Trail is primarily a recreational facility.

I remember Dan Buller saying that parking was a privilege not a right yet minimum street widths, curb to curb, as a residential standard seem to discredit his statement. City Engineers were already removing five feet from the street width and parking on one side to make the trail fit - removing another seven feet from the street width does not appear to meet any street standards. Please also see WSDOT Design Manual, July 2018, page 1510-5 and 6, Alteration Projects - 1510.05(2).

I respectfully ask for your assistance in this matter.

Annette

Dean Gunderson Response (5/4/2020)
Mrs. Owen,

I'll add your comments/questions to the staff report for the Design Review Board's Recommendation Meeting for the project – including my responses.

I understand your sentiments regarding the Centennial Trail's principal use, though I believe it is safe to say that neither the City of Spokane, the Bicycle Advisory Board, nor the Centennial Trail Cooperative Council share that assessment. All of these groups embrace the idea that the Centennial Trail is a critical component of an alternative commute route within cities. As for the Design Review Board, the question is not one that the board will weigh in on, as the provision of an answer fall outside its purview.

Regarding your other question about on-street parking (and perhaps why you might not have received a letter from the Engineering Department), I can provide some answer as it is partially within the scope of the design review of the project. While the engineering standards that apply to the project are contained in [SMC 17H.020 Complete Streets Program](#) and as such falls under the authority of the City Engineer to provide a definitive interpretation, the Design Review Board relies on the Public Projects and Structures Design Guidelines (the applicable portions of which were contained in the staff report for the 4/8/2020 Collaborative Workshop). In full, the relevant Design Guideline reads:

D.1 Street Design

Design Objective:

All street and right-of-way improvements shall be constructed in accordance with adopted city development standards unless physically impossible considering the particular site constraints.

Discussion:

The city has adopted standards that guide the physical development of streets and sidewalks. Particular site constraints occasionally create the situation where the standards cannot be strictly adhered. When this is the case, the provision of required pedestrian sidewalks and amenities should be given particular first priority, public safety and transit needs and facilities second, and private vehicular circulation needs placed third.

Criteria:

- 1. Streets should be designed to meet the adopted standards, starting from the outside of the right-of-way in towards the centerline.*
- 2. When the right-of-way is inadequate to allow complete development in conformance with the standards, pedestrian amenities, including benches, street trees, lighting, high visibility crosswalks, accessible ramps, and full width sidewalks should be given the higher priority over vehicular circulation elements.*
- 3. Public safety and transit needs should be met even if this reduces the space available for on street parking or private vehicle circulation.*
- 4. When the standards indicate a separated sidewalk is to be provided, acceptable street trees should be planted therein and maintenance thereof insured via an agreement between city departments or private individuals.*

I've underlined the sections of Guideline D.1 that provide specific guidance for the Design Review Board and a design review applicant. When there are competing design criteria, in this case the desire to reduce the visual impact of guardrails on the trail, the minimization of mature tree loss, and the adjacent bluff, the street right-of-way is viewed as constrained. The one component of a street system specifically called out for potential removal in such a constrained condition, in order to preserve the more valuable design components within the right-of-way & project site, is street parking.

While I cannot be 100% sure, as the letters you mentioned were sent out by the applicant (not by my department), I suspect you may have not received a letter as your property fronts West Webb Place – and no on-street parking is being removed from that street. But I can reach out to the applicant to confirm.

Your final question was in regard to the Washington Department of Transportation (WSDOT) Design Manual. While I'm fairly sure this non-municipal document does not contain much information for the Design Review Board to respond to, I am somewhat familiar with the manual. As the city's Senior Urban Designer I am also in charge of the I-90 Beautification efforts and we run the public planning & outreach efforts surrounding these various projects, and as the owner of much of the land is WSDOT I need to be cognizant of the specifics of the agency's Design Manual. The section you've referred to 1510.05(2), is the ADA Requirements by Project Type (Alteration Projects). In a nutshell, this portion of the manual states that if a state highway Alteration Project disrupts an accessibility component the project must reinstall the components that were disturbed.

While I'm not sure this project is subject to this State Highway design manual criteria, it is modifying a non-motorized path and it is replacing (1) existing ADA curb ramp – it is adding (25) additional ADA curb ramps. All the proposed path (and its various components) will be ADA accessible.

*Thank you,
Dean*

61 Annette Owen (with DG response)

Good Afternoon Dean,

Thank you for the detailed response - as always, I appreciate your time!

I am not suggesting the Centennial Trail is not a component to the commute route through the City of Spokane. The Centennial Trail is a popular regional, and by definition, "recreational facility" used by walkers, runners, cyclists, skateboarders, etc. and a certain percentage of users are commuters. On the

Friends of the Centennial Trail website the trail is described as follows, "The trail generally follows the contours of the Spokane River, allowing access for many types of outdoor non-motorized recreational activities".

My previous email was addressing the possible removal of parking on Summit Blvd per a letter from Engineering Services, referencing the DRB recommendation, received by some of my neighbors. Although I feel it futile to continue this conversation, SMC 17H.010.120 (on-street parking) paragraph D, number 3, clearly states "Parking may not be omitted adjacent to parks or other recreation facilities". The fact that one engineer at the City has the authority to override (definitive interpretation) SMC and the Comprehensive Plan is almost incomprehensible; we live in a democratic society, citizens have the right to debate issues and frame alternative solutions that might affect final decisions. This discussion is within the DRB purview - the DRB put forth the recommendation to remove parking on both sides of the street.

I would ask everyone to consider the fact Summit Blvd is a continuous street from Webb Place to North "A", a distance of approximately 1/3 of a mile. The situation on Summit Blvd is not common and is unlike a standard gridded neighborhood. Side streets are not within a one block radius which would provide additional parking for guests or additional occupants living within one residence. Property rights are also being violated when adequate parking is required for certain types of "auxiliary units" whether allowed or presently exist on Summit Blvd.

In addition, though outside the DRB purview, recommendations come with repercussions not only from the funding source but from SRTC and DAHP. There are conditions attached to the CMAQ "Award" signed by Mayor Condon on January 11, 2019. The "scope" of the project would be changing again triggering another revised Cultural Resource Study and review by DAHP and SRTC.

My house, when originally built in 1903, fronted Summit Blvd. In 1917 the footprint and height of my home was dramatically altered during a massive renovation. The front door and sidewalk approach access was relocated via Webb Place. My house is located on the corner of Summit Blvd and Webb Place; my address is a Summit Blvd address; my property is directly adjacent to the project - I should have been included in the mailing from Engineering Services. I realize this is not your responsibility, however, I feel my explanation here is pertinent.

And to your point about modifying a non-motorized path - the proposed project is removing the existing sidewalk not modifying an existing path.

In conclusion, I will always respect your comments and take the information you provide to heart. You are always very informative, respectful and professional.

Best regards,

Annette

*Dean Gunderson Response (5/6/2020 – cc'ed applicant, Dan Buller)
Mrs. Owen,*

Thank you for your comments. I'll add all of this to the Public Comments section in the Recommendation Meeting staff report.

I have heard back from the applicant regarding the fact that you have not received a letter asking about on-street parking. Mr. Buller (cc'ed) indicated that the portion of Summit Blvd adjacent to your house is not being considered for on-street parking removal. The letter was only sent to those property owners fronting portions of Summit Blvd being considered for on-street parking removal in order to preserve existing mature trees and minimize retention walls (and associated pedestrian guardrails).

This was something the Design Review Board did weigh in on as the publicly adopted design guidelines allow such a consideration. That this is also consistent with the governing Complete Streets Program engineering criteria makes it a paramount consideration. It would be contrary to the public's expectations if such questions were not asked, as it would run counter to the adopted design guidelines and applicable municipal code.

I understand your frustration, as other commenters have avoided citing the Purpose and Applicability section of the SMC 17H.010 Street Design Standards chapter. That section states that the proposed project, a transportation preservation project, is exempt from the standards listed in SMC 17H.010 (including those sections referring to sidewalks and on-street parking). This Purpose and Applicability section goes further, by stating that pedestrian and biking infrastructure projects are subject to the Complete Streets Program standards found in SMC 17H.020.

I'm not saying that the City Engineer can't rely on standards that have been exempted from consideration, just that such exempt standards can't be forced on an applicant by the Design Review Board. I believe the applicant is very aware that the design standards in SMC 17H.010 are not requirements for this project, but has been working to find a solution that adheres to the Complete Streets Program criteria.

I believe the overwhelming response from recipients of the letter is that they prefer to keep some amount on-street parking.

*I hope this helps,
Dean*

62 Mike and Sue Etter (DG's response, 5/13/2020)

Dear Mr. Gunderson, Chairman Lang and Design Review Board Members,

I am opposed to this project. The sidewalk should be repaired and improved, with a striped bike lane on the north side of the existing road. I will attempt to address my concerns in the terms that seem to apply to the information in your Powers and Scope of Authority, by relying on the Spokane Municipal Code and language from the Spokane Comprehensive Plan.

Under Chapter 4, Transportation in the 2017 Spokane Comprehensive Plan, page 42 it states:

"Summit Blvd to Pettet Drive - Currently an on-street segment, this segment will ultimately connect to the shared-use path along Pettet Drive constructed in 2016"

"Future alignment plans called for the construction of a high-deck bridge over the Spokane River to the property formerly owned by the Sisters of the Holy Names. This would remove much of the on-street section of the Centennial Trail next to Summit Blvd and Pettet Drive.

This seems to imply that the previous on-street bike lane recommendations of sidewalk and curb repair, striping and signage that had never been completed would suffice until the alignment below the Summit ridge was completed and then the on-street portion could be removed.

So why did Engineering Services submit an application for \$3,100,807 (\$418,609 from arterial street funds) to the Spokane Regional Transportation Council on MAY 11, 2018? One year after this 2017 Comprehensive Plan was adopted? I believe this discrepancy ignores your guideline: "help implement the City's comprehensive plan;" It also does not comply with: "F. 1. wisely allocate the City's resources."

On page 1 of the 2018 Project Application to the SRTC for federal funds it states:

"The project sponsor must indicate that the project, once completed, will be maintained for the life of the project."

"Please describe the plan, cycle, funding source and enforcement mechanism (i.e. snow removal policy) to maintain this project for year-round/four-season use."

The city's response is: "Presently the City is not prepared to maintain the Centennial Trail for winter use."

As you know, the portion of this project on Summit Blvd has sidewalk on just the north side of the street for its entire length with no dwellings. Between A St. and Cochran St there are 3 bus stops. The city has been providing snow removal on that portion for the past several years. (We think due to complaints that residents and business owners around the city were being cited for not maintaining their sidewalks.) The city has indicated in the application that they do not intend to provide snow removal on Summit and have informed the neighbors on Mission and West Point that they will be expected to continue snow removal in front of their homes, just as if they still had a sidewalk. It appears that the application demands "year-round/four season use" and snow removal provided by the project sponsor. We wonder why the application was even accepted with such a glaring error.

In the Spokane Comprehensive Plan, Chapter 4, Transportation, page 6: "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." (my capitalization)

And on page 6, "TR 1 Transportation Network for All Users: Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access choice and options THROUGHOUT THE FOUR SEASONS." (again my capitalization)

Our neighborhood ranks in the highest percentile in the city for citizens under 18 and over 65. (Statistic from Pedestrian Master Plan) This scenic stretch of residential street is predominated by pedestrian use, many of them elderly, women and children, year round. They need a sidewalk, as do transit patrons. And of course what good does installing ADA ramps for challenged pedestrians accomplish if there is no snow removal? From the Spokane Comprehensive Plan: "4.3 Goals, Policies and Actions: Since 2001, the Transportation Chapter Goals and Policies Section has led off with a policy stating that transportation decisions are made based on the needs of people using the priority of designing to protect and serve PEDESTRIANS FIRST (my caps) next consider the needs of public transit and non motorized modes and then automobiles...."

Finally, I refer you to the Spokane Municipal Code:

"Section 17H.010.180 Sidewalks

A. Sidewalks shall be located on both sides of the street for all public and private streets.

C. In steep, hillside areas, where development occurs only on one side of the street, sidewalk may be omitted....

D. All sidewalks shall be designed and constructed in accordance with the city's design standards, standard plans and specifications."

Proposal #2017080 violates the above section of the Municipal Code.

Lest the applicant attempts to submit that a Trail is interchangeable with a Sidewalk:

From the City of Spokane Comprehensive Plan: Chapter 4, Transportation, page 39:

"TABLE TR 1 BICYCLE FACILITY CLASSIFICATIONS"

"Shared Use or Multi- Use Path"

Thank you for your consideration, I can appreciate from watching last month's meeting that all of the board members bring a high level of interest and expertise to this endeavor.

Sincerely,
Sue Etter

Dean Gunderson response (5/13/2020)
Mrs. Etter,

Thank you for your comments. I will include these comments and my responses in the staff report being prepared for the design review Recommendation Meeting for this proposed project.

By way of a partial answer to some of your process/purview questions, I offer the following.

Comprehensive Plan Conformance

The city does not perceive a discrepancy between the long range plan for a high bridge crossing of the Spokane River for the Centennial Trail, and the proposed near-term improvements along the current Summit Blvd alignment for the trail – as the latter also realizes the portions of the bicycle and pedestrian circulation network also identified in the Comprehensive Plan (via the Bicycle Master Plan and the Pedestrian Master Plan).

When the high-bridge crossing is completed in the future, the segment of the network running along Summit (Boone to Pettet) will still operate as a necessary element of the bicycle and pedestrian network – whether reconfigured as indicated in the proposed project, or in some other configuration.

Conformance with Title 4, Chapter 4.13 Design Review Board, Section 4.13.15 Design Review Board Purpose

To be clear, these are not “guidelines” they are the code-mandated obligations placed upon the Design Review Board. The guidelines referred to in sub-section B of this Section (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) are the 2001 Public Projects and Structures design guidelines, while the Comprehensive Plan reference includes the entirety of the plan (including the Bicycle Master Plan and the Pedestrian Master Plan). All relevant design guidelines and Comprehensive Plan policies are cited in the design review staff report and addenda prepared for the Collaborative Workshop (held on 4/8/2020).

The references in sub-section F (ensure that public facilities and projects within the City’s right-of-way: 1. wisely allocate the City’s resources, 2. serve as models of design quality.), are not a call for the Design Review Board or the design review process to serve as a fiscal auditor for projects subject to design review. The vast majority of projects subject to design review are private developments, the wise allocation of city resources refers to the placement of reasonable restraints on public expenses to help facilitate a private developer’s proposal (for example, ensuring that the city will not be obligated to construct & maintain improvements within the publicly-owned right-of-way that will only benefit the owners or tenants of the proposed development). For public projects subject to design review, the question of whether City resources are wisely allocated is best answered by whether the City Council and Mayor have approved the project expenditures. For this proposed project, both the Mayor and City Council approved the submission of the original grant request and committed to funding the required local match. There is no further action required from the Design Review Board concerning the allocation of City resources. The task before the Design Review Board is whether the proposed project will serve as a “model of design quality” (per [SMC 4.13.015.F.2](#)).

Maintenance of Proposed Project

The on-going seasonal maintenance of the proposed project is not an issue under the purview of the Design Review Board. I suspect the applicant (and the Public Works Director, in his statement on the grant application), is not proposing a change in the current municipal, or residential property owner, obligations under the adopted Snow Plan.

Note: There are six bus stops along the proposed Shared Use Path route, three along the in-bound leg of STA Route 21. The applicant has stated that each of these three will receive a concrete pad as requested by STA – one of which (at 'A' Street and Summit Ave.) will also receive a bus shelter. Under the current Snow Plan, STA provides snow removal at each of its paved bus stops & shelters – currently the bus stops are not paved and STA does not provide snow removal. The Design Review Board has no role in determining the parameters of the City's Snow Plan.

Accommodations for the Most Vulnerable Users of the Transportation Network

The current accommodations for limited-mobility users along the proposed project's alignment are significantly lacking. Without a larger capital project, the City has limited resources to install such accommodations. The project is proposing the installation of (25) new ADA Accessible Curb Ramps, many of which will provide access to the Shared Use Path (access which does not exist for the current sidewalk). Additionally, the proposed project will provide curb bulb-outs that will serve to reduce turning vehicle speeds and reduce the time required for limited-mobility pedestrians to mix with motorized traffic. Per the discussions and Advisory Actions of the Design Review Board from the proposed project's Collaborative Workshop, the board appears to find that the accommodations for limited-mobility users (pedestrians and cyclists), meet the public's expectations as expressed in the Comprehensive Plan and the adopted design guidelines. The board will be reviewing the further refined site plan that will be submitted by the applicant for its Recommendation Meeting, to insure that these elements are preserved or enhanced.

Shared Use Path

There appears to be a misunderstanding of the nature of a Shared Use or Multi-use Path. Such durable surface paths are constructed to meet the needs of both pedestrians and cyclists – the two primary non-motorized users of such paths. These paths are not constructed for the exclusive use of cyclists. The City only prohibits wheeled traffic (cyclists and scooters) on sidewalks in the Downtown Core, everywhere else in the city cyclists can (and do) use sidewalks. The reconstruction of narrow sidewalks to accommodate this legal use along the main routes identified in the Bicycle and Pedestrian Master Plans of the Comprehensive Plan is an element of these plans. Regarding the Design Review Board's role in this matter, whether the proposed project is called the Centennial Trail or a sidewalk widening project becomes interchangeable. Whatever the project is called by the applicant, the board's primary concern is to ensure that the project represents a model of design quality.

I would note that the proposed project is not a new street, a conversion of a county road to a city street, or a major reconstruction of an existing city street (like the N. Monroe, or E. Sprague projects) – so the question of whether any standard listed under [SMC 17H.010 Street Development Standards](#) (for sidewalks, driveways, pedestrian buffer strips, bike facilities, etc.) is a question to be answered by the City Engineer, not by urban design staff or the Design Review Board.

For its part, the Design Review Board is keenly interested in having the applicant reach out to adjacent property owners to get their feedback on the proposal – as evidenced by the Advisory Actions it wrote to the applicant in the Collaborative Workshop. The members of the board are reading all of the public comments being published in the staff reports and addenda. This is an interesting challenge for the board, as it does not normally review such public projects and the members are very aware of the potential impacts to property owners and the larger citizenry.

*Thank you again for your comments,
Dean*

63 Randall Riggs (letter to applicant, cc'ed to DG et al, DG's response, and Liz Marlin's response)

Dear Ms. Janssen:

I have spent some time looking, but I am unable to find the suggestion from Design Review Board to the City Engineering Department to consider removing parking on both sides of Summit Blvd.

Since you and the DRB are much more familiar with the documents making that suggestion, would you be so kind as to direct me to the source document that makes that suggestion.

Secondly, could you please explain how removing parking from both sides of Summit Blvd would be a "compromise"? I may be slow in understanding this matter, but my idea of a compromise is when each party in a dispute agrees to give up a part of their ideal goal in order to arrive at an agreement that is seen by both parties as fair and generally beneficial. In this instance, the residents of Spokane who are aware of this matter have stated emphatically that the Summit Blvd project is deeply flawed and does nothing to improve the City, the quality of the Centennial Trail or the safety of its users, or the historical Nettleton District, or the environment. They have therefore requested that the flawed plan be halted and reconsidered in light of all the problems that have been brought to light since the plan's hasty presentation by the Engineering Department in November 2019. On the other side of this dispute is the City Engineering Department and their associates, who want this project to proceed at all costs and without delay. Again, how is removing parking from both sides of Summit Blvd a "compromise"? It appears that the City would get most of what it wants, while the Residents of Spokane get none of what they want. This appears to me more of the character of forcible rape than to be in the nature of genuine negotiation and compromise. So, please explain.

Sincerely,

Randall Riggs

Cc: Design Review Board, Spokane
Better Centennial Trail Organization
Mayor Nadine Woodward
Spokane City Council Member, Karen Stratton
Spokane City Council Member, Candace Mumm
West Central NC Chair

Dean Gunderson response (5/11/2020)

Mr. Riggs.

Thank you for your comments. I will include your letter, and my response, in the staff report being prepared for the project's Recommendation Meeting with the Design Review Board.

During the Design Review Board's Collaborative Workshop with the applicant (on 4/8/2020), the board wrote a set of Advisory Actions for the applicant. These fully annotated Advisory Actions can be found [HERE](#) (follow link).

Advisory Actions #2, #5, and #8 all speak to the relative constraint of the public right-of-way width – and cite Public Project Design Guideline D.1. This design guideline was cited in the design review staff report for the project, published for the DRB's Collaborative Workshop (Centennial Trail – Summit Blvd, Program Review/Collaborative Workshop, pg. 11 – link [HERE](#)). This was also raised by staff in the presentation to the Design Review Board on April 8th, where the possibility of removing on-street parking to achieve certain positive design outcomes was Topics for Discussion #1 & #9 (staff presentation to the DRB – link [HERE](#)).

That design guideline (adopted by City Council in 2001) reads (emphasis added):

D.1 Street Design: All street and right-of-way improvements shall be constructed in accordance with adopted city development standards unless physically impossible considering the particular site constraints.

- Streets should be designed to meet the adopted standards, starting from the outside of the right-of-way in towards the centerline.*
- When the right-of-way is inadequate to allow complete development in conformance with the standards, pedestrian amenities, including benches, street trees, lighting, high visibility crosswalks, accessible ramps, and full width sidewalks should be given the higher priority over vehicular circulation elements.*
- Public safety and transit needs should be met even if this reduces the space available for on street parking or private vehicle circulation.*
- When the standards indicate a separated sidewalk is to be provided, acceptable street trees should be planted therein and maintenance thereof insured via an agreement between city departments or private individuals.*

In light of this publicly adopted design guideline, the Design Review Board wrote its Advisory Actions to the applicant. Further, the applicant (as the City Engineer) is also charged with adhering to the city's Complete Streets Program criteria. That design criteria tasks the City Engineer to ensure projects like the proposed Centennial Trail – Summit Blvd proposal also accommodates pedestrians', bicyclists', and transit riders' needs on an equal footing with the needs of private automobiles. The purpose for the Complete Streets Program is to:

"... ensure all users are planned for in the construction of all City transportation improvement projects as outlined in the Comprehensive Plan and detailed in the adopted Bike Master Plan and Pedestrian Plan. In enacting this ordinance, the City of Spokane encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents in the City of Spokane by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. The Complete Streets Program will improve street connectivity of all modes." [Spokane Municipal Code 17H.020.010](#)

Though I don't know all of the details of the letter sent out by the City Engineering Department, it appears consistent with the intent of the Design Review Board's Advisory Actions asking the department to reach out to adjacent property owners to garner their input on the issue of on-street parking (and other issues) – as these relate to the design elements under the purview of the DRB's authority.

I can understand your concerns regarding the forced-choice in the request from the City Engineer. This may be an unavoidable consequence of asking the question about a constrained width right-of-way. I believe you (and others) have expertly expressed your concerns, letting the city know your position on the subject.

*Thank you,
Dean*

*West Central Neighborhood Council Chair's response (Liz Marlin, 5/12/2020)
Mr. Riggs,*

Thank you for your ongoing feedback and contributions regarding this matter.

That said, I must say I am very disappointed to see your comments equating this project with forcible rape. We are talking about a bicycle path here. I would like to remind you that you are speaking with city employees who are simply trying to do their job and improve our community. Though I share many of your concerns about this project, this type of contribution to the public discourse serves only to undermine your feedback.

As a neighbor, sexual assault survivor, and victim advocate, I encourage you to take a big step back and reflect before contributing further.

*Regards,
Liz Marlin*

64 Gary Edighoffer
Hello Dean,

*Thank you very much for your time and energy in responding to our concerns about the project. I have a couple of things I would like to interject and will do so within your comments in [green](#). And I would welcome further comments from you in response. As you have said, *The board may respond to these Topics in its motion, it may reject them, or add to them (based on their own expertise, information provided by the applicant in their presentation, or public comments they've taken in)*. It is my hope that the DRB will bring these items up for discussion at the upcoming Recommendation meeting.*

On 4/28/2020 1:10 PM, Gunderson, Dean wrote:

Mr. Edighoffer,

Thank you for your letter, I had been forwarded the content earlier as it appears nearly identical to the message you sent to Councilmembers Stratton and Kinnear and Council President Beggs. Councilmember Stratton forwarded that message to Councilmember Mumm, City Administrator Crago, Engineering Director Twohig and Integrated Capital Management Director Miller. It was subsequently forwarded to me and the Planning Director.

I will include your letter (and my response below) in the staff report for the Recommendation Meeting for the project. This meeting is not yet scheduled, as it is dependent on the applicant submitting a complete submittal package for the meeting (a checklist for this submittal is contained in the Design Review handbook).

To answer your question in your previous message (not contained in this letter, but in your prior message to members of the City Council) regarding the number of design review meetings that may occur. After the first Recommendation Meeting, the board has the discretionary authority to ask an applicant to come back before the board for an additional meeting, if it determines that there are design issues under its purview that need further elaboration before the board can craft the final recommendations. While a board-level design review may be completed in as few as two workshop meetings (and most are), the base application fee covers as many as three such meetings before an applicant would be charged an additional per-meeting fee.

While I don't typically respond to content-specific questions for a project undergoing design review, I can offer concise responses to your questions regarding process – and interpretations of the DRB's Advisory Actions.

The Topics for Discussion in a design review staff report are based exclusively on adopted public plans, policies, and regulations – as these constrain the design elements left for the Design Review Board's interpretation and guidance. While all public comments submitted to me were included in the staff report and addenda, and the board members did read all these letters, the Topics for Discussion in the staff report do not address these concerns raised in these public comments unless they happen to correspond with a proposed project's conflicts with those previously adopted design criteria. The board may respond to these Topics in its motion, it may reject them, or add to them (based on their own expertise, information provided by the applicant in their presentation, or public comments they've taken in) – but its ability to force an applicant to respond to any issue is strictly limited by its scope of authority. The board cannot weigh in on conditions outside the Subject Site – and may only consider future nearby potential development if that development is already included in the city's Comprehensive Plan and Zoning map (or other strategic plans).

The responses I can offer to the concerns you raised in this letter are:

1. **the significant loss of yard space along the block of Mission from West Point to Cochran. Some homeowners stand to lose five feet of their current front yards! I know ROW is involved, but it is still major yard loss. We have been maintaining these areas of our yards for over 20 years.**

As I understand it, all proposed development is contained within the publicly-owned right-of-way. The prioritized ranking of preferred improvements within this public right-of-way are contained in the Public Project and Structures Design Guidelines listed in the staff report – and further elaborated in the city's Complete Streets Engineering Standards (which are not subject to review or interpretation by the DRB). The DRB's Advisory Actions are crafted around these guidelines, and citations are provided in the signed document found [HERE](#). I do understand that so far the incursion is within the ROW. But this does not change the fact that we stand to lose up to 6 ft of yard - nice lawns and flowerbeds that we all have been maintaining for 20-30 years. Environmentally, replacing lawns with a 10-12 foot wide asphalt swath does not seem like progress.

2. **the loss of on-street parking within that same block, thus drastically lowering home values. And in the case of South-side only parking, causing numerous homeowners to cross a busy bus route to reach their vehicles several time a day. This is a major safety concern. The applicant's proposal includes three different designs for the Mission block. How can you approve something so vague and misleading?**

The Design Review Board is not an approval body, it provides advice to an applicant and any number of city Action Approving Authorities. The West Broadway Bus (Route 21) runs along approximately 1,800 lineal feet of the Subject Site on 15-minute headtimes during regular work hours, shifting to 1-hour

head times at 7pm. The applicant's submittal indicates that "southside" (non-river side) on-street parking would be south of five residential properties in the Subject Site, three of which appear to have on-site parking and dedicated driveways, two appear to share a driveway for their on-site parking). This is somewhat inaccurate. It is the houses on the North side of Mission that own the vehicles that must be parked on the street. Of the five houses, two have a shared driveway allowing only one car each in their shared car port. Between these two houses, they still must park five vehicles on the street. The third house down has three vehicles, only one of which can be parked in their small driveway. So just between these three houses there are seven vehicles that must be parked on the street. Conversely, the homeowners on the South side do not have any vehicles that need to be parked on the street. They are the ones with the large driveways and garages. Two of the four houses have parking areas off the back alley next to their garages. If parking were reduced to one side only, it is logical that the North side should retain parking. It would be a major safety issue to force North side homeowners to jaywalk across the ultra busy bus route to get to their vehicles. I would hope that DRB could recognise this and make a recommendation as such.

To the extent that public safety issues can be addressed within the constraints of the design review process, they have been included in the Advisory Actions (see link above). The applicant is not depicting any loss in on-site parking for any of the properties in the Subject Site – and there are no driveways proposed for removal. The applicant has submitted three different options, of which the first two indicated parking on one side only. This is preferred by all residents. However, the current plan shows parking on both sides, which of course results in loss of yard space and loss of many huge trees. see below. We are all unanimous in that we would rather give up one side of on-street parking than lose yard space and trees.

The idea that a loss of on-street non-dedicated parking for residences (that already have on-site parking) could result in a decrease in those adjacent homes' market value is an interesting notion – and if you have research to that effect please feel free to provide a citation. There is ample peer-reviewed research supporting an increase in home values, when those homes are adjacent to, or near, an improved Shared Use trail. Perhaps there would be a trade off in valuation if there were similarly supported research demonstrating a loss of value due corresponding to any loss in non-dedicated on-street parking. But, I should clarify that potential changes in market valuation are not within the purview of the Design Review Board – which is why I had not included the peer-reviewed research indicating the potential benefit to adjacent home values in the staff report. I would very much like to see a report on this topic. I can understand that a home on the opposite street side of the trail may benefit from an increase in value, regardless of street parking. I do not believe however that any home with a 12 foot asphalt path across their front yard will benefit. Being near the rail might be good, but not on it! And then to lose on-street parking as well, would be most detrimental. If you have any such report, please send it.

Regarding what you have termed the vagueness of the applicant's proposal, the Design Review Board does not review final construction documents for any project subject to design review. The applicant is only required to submit very conceptual plans for its Collaborative Workshop, and the applicant's submittal was deemed sufficient. The Site Plan and Conceptual Planting Plan required for the Recommendation Meeting are further developed, but also early on in concept, in that the applicant is not expected to have all design issues fully resolved by the time of the Recommendation Meeting. This full resolution of design issues occurs, ideally, once all construction documents are completed for a project. Please note that the design review process is completed before construction documentation is even begun. It seems to me that before approving a plan you would want enough information to determine the resultant impact on the environment, impact on neighborhood quality, and logistical problems of parking and traffic flow. I do not see these issues being addressed. With three possibilities presented by the applicant, should you/could you make a recommendation on one over another?

3. **the loss of numerous (8-10) huge old trees within that same block as the street is widened. Replacing them with a few "babies" does not compensate whatsoever. They won't produce shade for decades.**

The Design Review Board does not have the authority to prohibit the removal of trees on an applicant's Subject Site. Publicly-owned trees are under the jurisdiction of the city's Urban Forestry Department. But, a design review applicant is required to submit a Conceptual Planting Plan in its Recommendation Meeting submittal – this Conceptual Planting Plan will identify any existing trees that will be removed under the project proposal and all new trees that may be planted (along with proposed ground covers). The DRB's Advisory Action #13 encourages the applicant to preserve existing mature Ponderosa Pine along the proposed path. Further potential conservation of such trees may occur through a reduction in grade differentials adjacent to the proposed path, through the reduction of retention walls and associated two-pipe railing system, as advised in Advisory Action #8 (see link above). I'm encourage about Action item #13,

but feel it should be extended to include the trees subject to destruction within the Mission block. Three house on the North side will lose personal property trees - one is an 80 year-old maple that would have to be removed, another is a 90 year-old Chstnut that will die to root destruction. On the soluth side near Cochran, there are 8 huge/old Doulas Fir, Ponderosa Pine and Maple trees that might be removed, mostly from the ROW. Again, all this tree destruction depends on which plan the applicant moves forward with. And again it seems like this should be a very specific recommendation of DRB as to which version of the plan is used. Parking on one side only, saves ALL of these trees. *Replanting a few small trees in the buffer, does nothing.*

4. the impact on the Nettelton's Addition Historical District

The Design Review Board is not a historic preservation advisory agency. The City of Spokane's Historic Preservation Officer has determined that the Landmarks Commission (the city's historic preservation authority) has no jurisdiction on this project. Any potential impact on any historically contributing element in the nationally registered Nettleton's Addition Historic District will be addressed via the state Department of Archeology and Historic Preservation's review of the project proposal. I will make this distinction more clear in the staff report for the Recommendation Meeting.

5. the current Centennial Trail route over the Meenach Bridge where cyclists, walkers and runners are forced into a narrow 5 ft wide sidewalk next to traffic to cross the river - so dangerous!! While area this is outside the current physical project, connecting the route with the bridge is a disaster that could be avoided with an alternate route. See attached photo

*Thank you for the attached image. I believe this was also included in your previous letter to the Design Review Board (received on 3/19/2020 and published in Addendum #1 to the staff report on 4/3/2020 – five days prior to the Collaborative Workshop). The applicant included in his workshop presentation information on a project slated for construction in 2021, what was referred to as the Siphon Trail. This other project, already slated for construction in the adopted 6-year Capital Plan, will provide a Shared Use Trail from the intersection of Pettet Drive and West Point Road up the non-river side incline of Pettet Drive in a northerly direction up to Northwest Boulevard (this trail will be constructed on an underground utility easement and on publicly-owned land). The applicant also stated that future safety improvements to the pedestrian and bicycle crossing of TJ Meenach Bridge is already being contemplated. Hopefully this addresses your concerns. **The Siphon Trail is not part of the Centennial Trail. It is the connection to the Trail by SFCC that is of most concern. Under the applicant's plan, the connecting route is down Pettet and over Meenach to SFCC. That is where the current trail is so narrow and dangerous - as in my photograph.***

Thank you very much for your time and attention,
Gary Edighoffer

*Dean Gunderson's response (5/19/2020, pdf of research on property values of home near trails is attached under separate cover)
Mr. Edighoffer,*

Thank you for your comments and clarifying statements. I will include these in the staff report being prepared for the Recommendation Meeting. Hopefully, the applicant's submission material for the Recommendation Meeting will answer many of your questions.

I've attached a pdf of the property value appreciation research you requested, this is just one such compendium document (put together by the Headwaters Economics non-profit organization). This will now also be included in the staff report as part of your request to see this information, though impacts to adjacent property values stemming from the design review of a potential development project aren't part of the Design Review Board's purview. I hope this information will provide some help.

Dean

65 Gary Edighoffer

Hello Dean,

Thank you for your response and for the link to the property value studies. At first glance it looks like there is no reference to property values that are directly ON the trail, but I will look further.

On another note, due to the significant impact that the Centennial Trail project will have to homeowners within the Mission block, I would like to formally request that a discussion item be added to the agenda for the Recommendation meeting. This discussion item would be "The effect of the applicant's plan for on-street parking relative to loss of yard space and destruction of old trees within the Mission block." As discussed in my items 1, 2 and 3 in previous emails, the applicant has submitted three different options at different times, of which the first two indicated parking on one side only. This is preferred by all residents. However, the current plan shows parking on both sides, which of course results in loss of yard space and loss of many huge trees.

We would hope that the DRB would see it within their scope to provide a recommendation to the applicant as to a preferred outcome for on-street parking.

Here is the detail of the situation:

Three options have been presented at different times by Mr. Buller for the Mission block. The current plan shows on-street parking on both sides, a previous plan shows parking on the South side only, and his original proposal showed parking on the North side only. The first option (current) would result in four North-side homeowners losing up to 6 ft of front yard lawn to be replaced by a 10 ft. wide swath of asphalt and a 5 ft buffer of indeterminate material. South-side homeowners will lose up to 2 feet of yard as well. This option would also kill an 80 year old maple and a 90 year old chestnut tree on the North side. 7-8 huge old pine, fir and maple trees on the South side near Cochran might also be removed. Replacing them with little seedlings in the buffer is somewhat pointless as it will be decades before they become shade trees.

Removing parking on one side of the street solves all of these issues, as the entire road/trail width is now 8 feet less. However, there are currently 7 vehicles belonging to North side homeowners that must be parked on the street. This is due to shared, narrow driveways and very short yards. If parking is retained on the South side, these North side homeowners will have to jay-walk across the very busy bus route to get to their vehicles several times per day. Very dangerous. However, none of the four South side owners have vehicles that need to be parked on the street - they all have large driveways, garages, and in two cases parking next to their garages off the back alley. So the choice should be obvious. Reduce parking to one side only, retain parking on the North side. This is the unanimous preference of the homeowners.

Even more detail:

Of the nine houses within the block, these are the vehicles that must be parked on the street (in addition to what are parked in driveways)

North side homes:

2408 W Mission	3 vehicles - (plus one vehicle in carport) - shared driveway with 2414
2414	2 vehicles - (plus one vehicle in carport) - shared driveway with 2408
2418	2 vehicles - (plus one vehicle in driveway)
2424	none - driveway w/ garage
2430	none - driveway w/ garage

South side homes:

2329	none - has deep driveway w/ parking in back, garage and back alley
------	--

2407 none - has deep driveway w/ expanded parking in back, double garage and back alley
2409 none - owner does not own a car, but has garage and parking off back alley
2421 none - owner has driveway and garage with parking off alley and can also park on Cochran

Additional considerations/summary

1. **Drivers coming from the West around the curve at Cochran cannot see parked cars in front of 2409 on the South side. This is a major blind spot and is very dangerous.**
2. Old trees on North side at 2408 and 2414 would be preserved with one-side-only parking.
3. One-side-only parking eliminates the need to use Right of Way within yards. This is critical.
4. South-side parking would force North side owners to jaywalk across a busy bus route to get to their cars and would be very dangerous.
5. Several old trees in front of 2421 on South side would be preserved with North-side parking.
6. Parking next to the trail on North side creates a safety barrier for runners/bikers on the trail.

I do hope that you can create some time to discuss this at the next meeting. A recommendation would be most helpful.

Thank you very much!
Gary Edighoffer
509-994-8045

Dean Gunderson's response (5/20/2020)
Mr. Edighoffer,

Thank you for your comments. I will include the question of one-side v. two-side on-street parking (and whether river-side v. non-river-side on-street parking offers any urban design benefits) as a Topic of Discussion in the Staff Report being crafted for the Design Review Board's Recommendation Meeting for the proposed project.

This will need to be couched within the constraints of the Design Review Board's purview authority – so it will be framed as a question about the urban design of the project. Any question related to which adjacent property owners will more easily access any on-street accommodations is not something the board will address as it is beyond their scope of authority.

Dean

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2018 SRTC Call for Projects Application



PROJECT TITLE: CENTENNIAL TRAIL - SUMMIT BLVD GAP - BOONE AVE TO PETTET DR

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 5

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$2,532,198 (was \$2,682,198.00)

GENERAL PROJECT INFORMATION

Agency or Organization	City of Spokane	Phone Number	509-625-6419
Contact Person	Brandon Blankenagel bblankenagel@spokanecity.org	Email Address	

Project Information

Project Location

Centennial Trail alignment along Summit Boulevard between Boone Avenue and Pettet Drive

Urbanized Area Urban Small Rural

Federal Functional Classification

n/a

Project Description

Project scope (include termini and length)

This 4,700 foot alignment along Summit Boulevard and Westpoint Road (or Mission Ave) connects the Centennial Trail alignment that presently terminates at Boone Avenue at the southwest end and at Pettet Drive on the northeast end.

Existing and proposed conditions

This trail alignment will consist of 12-foot paved shared-use pathway for most of the length, although conditions change at the intersection of Summit Boulevard and Westpoint Road. At this point, the path will likely converge into a 10-foot sidewalk for the remaining length to reach Pettet Drive.

Project purpose and outcomes

The project will fill a gap the presently exists in the Centennial Trail, a visitor attraction and gem of the community that also serves as the backbone of the bicycle transportation network in Spokane and surrounding communities.

The project sponsor must indicate that the project, once completed, will be maintained for the life of the project.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

Presently, the City is not prepared to maintain the Centennial Trail for winter use.

Project Delivery Tools

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

- Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)

City of Spokane projects are eligible for programmatic match, which applies only to STBG grants. Programmatic match is implemented by using STBG dollars as required match, thus STBG grant awards are at 100%. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.

Note: matching funds must be available at the time of fund obligation.

The City of Spokane has obligated Arterial Street Funds for the purpose of matching grant funds for this project, as needed.

Please indicate if there are any circumstances that could delay the obligation of funds.

Project delivery will follow the schedule determined upon award. Unforeseen need to adjust project delivery timeframes could arise if key a development is undertaken adjacent to the project corridor.

1. ECONOMIC VITALITY – 50 POINTS

Employment and Destination Accessibility

1a (15). To be scored internally by SRTC staff with the maps referenced in the table below

Project Score	Category	Criteria and Requirements
15	Provides a critical connection within or between two or more core areas. (see employment core map)	Maximizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
10	Serves a regionally significant employment center (see employment density map)	Improving or enhancing the movement of workers. Providing new access to jobs. Improving or enhancing the movement of freight and services.
5	Serves a regionally significant transportation center (e.g. - park and rides, transit centers, etc.)	Improving access to terminals (air, transit, or multimodal)

1b (5). Please describe if the project serves other critical regional public facilities with significant activity (e.g. - Riverside State Park, Joe Albi Stadium, Avista Stadium/Fairgrounds, etc.) (High-Medium-Low)

This project closes a gap in the Centennial Trail network. The Centennial Trail is used by both visitors and residents provides bike and pedestrian access to and connects to significant activity centers including Riverside State Park, Riverfront Park and the Convention Center. Also, this section of the Centennial Trail ties into the Bloomsday route and could serve as training grounds for the Bloomsday race which draws entrants from across the country and internationally.

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization. (include local planning documentation as well as targeted investment details, if applicable) (High-Medium-Low)

The project area extends the recently completed portion of the Centennial Trail which runs through the Kendall Yards area where significant additional development and growth is expected to occur.

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity centers (Questions 1a,1b,1c) or freight use (Question 1f)? Please explain. (High-Medium-Low)

The Centennial Trail is an amenity and attraction to visitors to the Spokane Region. This project closes a gap in the Centennial Trail encouraging additional use of the Trail and improving access to recreational attractions such as Riverfront State Park. The Centennial Trail has been estimated to add \$30 million to region's economy annually.

Existing Development (Internal Use Only)

1e (10). Is the project located within an area of significant existing employment density?

To be scored internally by SRTC staff with 2015 ESD information

- High – 10 points
- Medium – 5 points
- Low – 1 points

Freight Network (Internal Use Only)

1f (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?

To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

- T1 - 10 points
- T2 – 6 points
- T3 – 4 points
- Otherwise included in WSDOT's TFEC - 2 points

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

2a (15). How is this project consistent with your Comprehensive Plan and is it included in your Capital Improvement Program? (please provide the excerpt or citation)

The project is listed in Table TR 6 – Active Transportation Projects in Chapter 4 of the City's Comprehensive Plan. The project is included in the 2018-2023 Six-Year Comprehensive Street Program (Page 108-109).

Agency Coordination

2b (20). Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Ownership and management of this regional trail is a partnership of its own. The Friends of the Centennial Trail and Washington State Parks both support this project to complete the trail gap.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- Public meetings
- Workshops/Open houses
- Planning study
- Environmental review
- Legislative actions
- Other (please explain)

3. STEWARDSHIP – 50 POINTS

Environmental Mitigations

3a (10). Does the project improve the environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 point max)**

- Green infrastructure (e.g. rain gardens, swales)
- Drought tolerant vegetation
- Air quality benefit
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting
- Other (please explain)

Ability to Advance

3b (15). Status of the project (check all that apply):

- Environmental documentation (NEPA) is complete – 5 points
- Right-of-way acquisition is complete or not needed – 5 points
- Design is 30% or more complete – 5 points

Funding

3c (10). Has the project received partial federal funding through SRTC in the past?

- Yes No

3d (15). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:
No.

- 10% over required local/state match – 10 points
- 20% over required local/state match – 15 points

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

Regional Priority Networks

4a (5). How does this project support the NHS system?

Please describe:
n/a

4b (5). Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

Yes No

If yes, please describe:

The Centennial Trail is on the Regional Priority Bicycle Network.

4c (5). Does the project improve transit access and/or amenities on the High Performance Transit Network?

Yes No

If yes, please describe:

4d (10). Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

Yes No

Congestion

4e (15). Does the project address congestion in any of the following areas?

- Tier 1 CMP Corridor – 15 points
- Tier 2 CMP Corridor – 10 points
- Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a (25 point max). Enter crash history based on previous 5 years of available crash data* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project

**to add additional rows, press tab key*

Crashes with fatalities	10 points/each
Crashes with injuries	5 points/each
Property damage only incidences	1 points/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history? (High-Medium-Low)
 The Centennial Trail Gap closure will provide a separated bicycle and pedestrian facility removing bikes from Summit Blvd. thereby reducing potential vehicular conflicts and interactions and reducing the potential for bike/vehicle accidents.

6. QUALITY OF LIFE AND MOBILITY – 50 POINTS

6a (5). Do you have an adopted Complete Streets Policy? Yes No

If yes, how does this project comply with your Complete Streets Policy? (5)

The project provides and improves bicycle and pedestrian infrastructure and connectivity promoting active modes of transportation and facilitating mode shift.

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

Bicycle and Pedestrian Improvements

6b (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 point max)

- | | |
|--|--|
| <input type="checkbox"/> Add new sidewalks (6) | <input type="checkbox"/> Median Refuge (3) |
| <input type="checkbox"/> Both sides of street (1) | <input type="checkbox"/> Marked Crosswalk (3) |
| <input type="checkbox"/> Minimum 5-foot width (1) | <input type="checkbox"/> Crossing Enhancement (e.g. HAWK beacon, Countdown signal) (3) |
| <input type="checkbox"/> Completes gap (1) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Ext. of sidewalk network (1) | <input type="checkbox"/> Wayfinding (2) |
| <input type="checkbox"/> Vegetated / protected buffer (1) | <input type="checkbox"/> Enforcement (2) |
| <input checked="" type="checkbox"/> Upgrade to existing sidewalk (6) | <input type="checkbox"/> Data Collection (2) |
| <input checked="" type="checkbox"/> Greater width (1) | <input checked="" type="checkbox"/> ADA enhancements (e.g. curb ramp upgrades) (2) |
| <input type="checkbox"/> Add vegetated / protected buffer (1) | |
| <input type="checkbox"/> Removes barriers (1) | |
| <input checked="" type="checkbox"/> Repairs heaves (1) | |
| <input checked="" type="checkbox"/> Separated shared use path | |
| <input type="checkbox"/> 10-foot min. width, not including shoulders (8) | |
| <input checked="" type="checkbox"/> 12-foot or greater in width, not including shoulders (9) | |
| <input type="checkbox"/> Widen roadway shoulders in rural context (6-foot min. width)(5) | |
| <input type="checkbox"/> Other (please explain) (2) | |

6c (10). Will the project enhance bicycle transportation? (Check all that apply – 10 point max)

- | | |
|---|--|
| <input type="checkbox"/> Add new striped bike lanes (6) | <input type="checkbox"/> Bike Parking (2) |
| <input type="checkbox"/> Minimum 5-foot width (2) | <input type="checkbox"/> Bike Lockers (2) |
| <input type="checkbox"/> Completes gap (2) | <input type="checkbox"/> Pavement Markings (2) |

- Ext. of bike lane network (2)
 - Upgrade to existing striped bike lanes (6)
 - Greater width (1)
 - Add protected buffer (2)
 - Surface repair (1)
 - Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
 - Widen roadway shoulders in rural context (6-foot min. width) (5)
 - Bike Boulevard/Neighborhood Greenway (4)
 - Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)
 - Other (please explain) (2)
- Education (2)
 - Wayfinding (2)
 - Enforcement (2)
 - Data Collection (2)

6d (5). The project is located within an area of significant existing population.

Scored internally by SRTC staff by population density based on US Census blocks:

- High – 5 points
- Medium – 3 points
- Low – 1 point

Transit Access

6e (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if you have multiples of any of the transit elements – **10 point max**)

- | | |
|--|---|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) |
| <input type="checkbox"/> Bus stop lighting/infrastructure (2) | <input checked="" type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input type="checkbox"/> Concrete pad/foundation for bus stop or bench (2) | <input type="checkbox"/> School bus operational improvement (2) |
| <input type="checkbox"/> Real time information sign (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Signal priority for transit vehicles (2) | |
| <input type="checkbox"/> Bus bay/pull-out (2) | |
| <input type="checkbox"/> Boarding bulb stop (2) | |
| <input type="checkbox"/> Park & Ride (4) | |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) | |
| <input checked="" type="checkbox"/> Other (please explain) (2) STA Route 21 runs adjacent to the Centennial Trail at Summit Blvd. and Mission Ave. The project will improve pedestrian and vehicular access to transit stops along Route 21. | |

Transportation Choices

6f (5). How does the project support health-promoting transportation options for people of all abilities and ages (walking, biking, transit, safe routes to school, etc.)? If so, please describe.

The project closes a gap in the Centennial Trail which is the backbone of the regional bike network, encourages walking and biking and improves access to transit.

6g (5). Does the project include design elements that contribute to quality place making? If so, please check all that apply. **(5 point max)**

- | | |
|--|--|
| <input type="checkbox"/> Pedestrian lighting (1) | <input checked="" type="checkbox"/> Unusual or unique surfaces (pavers or stamped) (2) |
| <input type="checkbox"/> Traffic calming measures (2) | <input type="checkbox"/> Raised or uniquely treated crosswalks (2) |
| <input type="checkbox"/> Landscaping, pots/planters, tree grates (1) | <input checked="" type="checkbox"/> Garbage/recycling receptacles (1) |
| <input checked="" type="checkbox"/> Other design elements, please describe (1) | <input checked="" type="checkbox"/> Bollards (1) |

Unique surfacing such as pavers or permeable surfacing may be considered during the design phase.

Project Name: Centennial Trail Summit Gap - Boone Ave t		\$3,100,807		Proj ID:	
Description: New Trail Extension/Construction					
Work Description	Qty	Unit	Unit Cost	Ineligible (Utility)	Eligible Street
GENERAL					
Mobilization	1	LS	\$106,000		\$106,000
Traffic Control	1	LS	\$75,000		\$75,000
Trench Safety	1	LS	\$1,000		\$1,000
SPCC Plan	1	EA	\$2,500		\$2,500
Survey Monuments (Classification, Reference, Protect, Reestal	1	LS	\$5,000		\$5,000
Public Liason	1	LS	\$15,000		\$15,000
			subtotal:		\$184,500
EXCAVATION					
Clearing & Grubbing	1	LS	\$15,000		\$15,000
Remove Trees (class I,II,III,IV)	20	EA	\$1,250		\$25,000
Sawcutting Rigid and Flexible Pavement	1,500	LFI	\$2		\$3,000
Removal Exist Curb and Gutter	5,450	LF	\$8		\$43,600
Roadway Excavation Including Haul (Sidewalk/Road - Mission,	324	CY	\$30		\$9,722
Roadway Excavation (Trail - Summit Blvd.)	4,148	CY	\$25		\$103,704
			subtotal:		\$200,026
STREET (Trail)					
Prep Untreated Roadway	389	SY	\$3		\$1,167
Crushed Surfacing Base Course (Roadway)	86	CY	\$60		\$5,185
Crushed Surfacing Base Course (Trail - Summit Blvd.)	1,659	CY	\$45		\$74,667
Crushed Surfacing Top Course (Trail - Summit Blvd.)	1,268	CY	\$75		\$95,111
HMA CL 1/2 IN. PG 70-28, 5 INCH THICK	389	SY	\$40		\$15,556
HMA CL 1/2 IN. PG 64-28, 3 INCH THICK (Trail Paving)	4,978	SY	\$20		\$99,556
SOIL RESIDUAL HERBICIDE	389	SY	\$3.00		\$1,167
Cem Conc Curb and/or Gutter	5,450	LF	\$25		\$136,250
Segmental Retaining Wall	12,000	SF	\$30		\$360,000
Railing (Cable- Summit Blvd.)	300	LF	\$100		\$30,000
Signs & Markings	1	LS	\$10,000		\$10,000
			subtotal:		\$828,657
SIDEWALK & DRIVEWAY					
Removal Cem Conc Sidewalk/Driveway	7,120	SY	\$20		\$142,400
Cem Conc Sidewalk Mission, West Point; Curb Ramps)	2,500	SY	\$60		\$150,000
Crushed Top Course for SW, & DW including Ex (Trail-Mission	208	CY	\$90		\$18,750
Truncated Domes	200	SF	\$25		\$5,000
			subtotal:		\$316,150
STORMWATER					
Catch basin Type 1	6	EA	\$2,500		\$15,000
			subtotal:		\$15,000
subtotal: \$0					
LANDSCAPE					
Tree Protection, Pruning, Root Treatment	1	LS	\$30,000		\$30,000
Trail Appurtenances (Bollards, Benches, Trash Cans)	1	LS	\$15,000		\$15,000
Repair Sod	100	SY	\$20		\$2,000
Permanent Erosion and Sediment Control (Wattle, Rolls)	1	LS	\$30,000		\$30,000
Hydroseeding	8,889	SY	\$4		\$35,556
Irrigation System - new and modify. Dry lines to poles	1	LS	\$35,000		\$35,000
Install Trees	10	EA	\$750		\$7,500
			subtotal:		\$155,056
				Utility	Street
			Construction Subtotal	\$0	\$1,699,389
Scope Contingency	20.0%			\$0	\$339,878
			Construction Subtotal	\$0	\$2,039,267
Construction Contingency	10.0%			\$0	\$203,927
Construction total			Construction Total	\$0	\$2,243,193
Geotech	1.0%			\$0	\$20,393
Surveying	1.0%			\$0	\$20,393
Design & Bid Docs	10.0%			\$0	\$203,927
Admin, Legal, & Permits	1.0%			\$0	\$20,393
Construction Mgmt	15.0%			\$0	\$336,479
			Project Total	\$0	\$2,844,777
Unit costs from year...		for construction in...			
	2018		2021		
Preconstruction	265		\$288,964		
Property Purchase	0		\$0		
Construction Total	2,243		\$2,445,081		
Const mgmt	336		\$366,762		
	<u>2,845</u>		<u>\$3,100,807</u>	Project Cost	



Funding partners breakout

Total Eligible Street Cost	\$3,100,807
STBG Set-Aside	\$2,682,198
13.5% Local Match (Programmatic if STBG award)	\$418,609

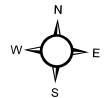
Centennial Trail Gap At Summitt Blvd

Printed by: srmckee
Print date: 4/4/2018

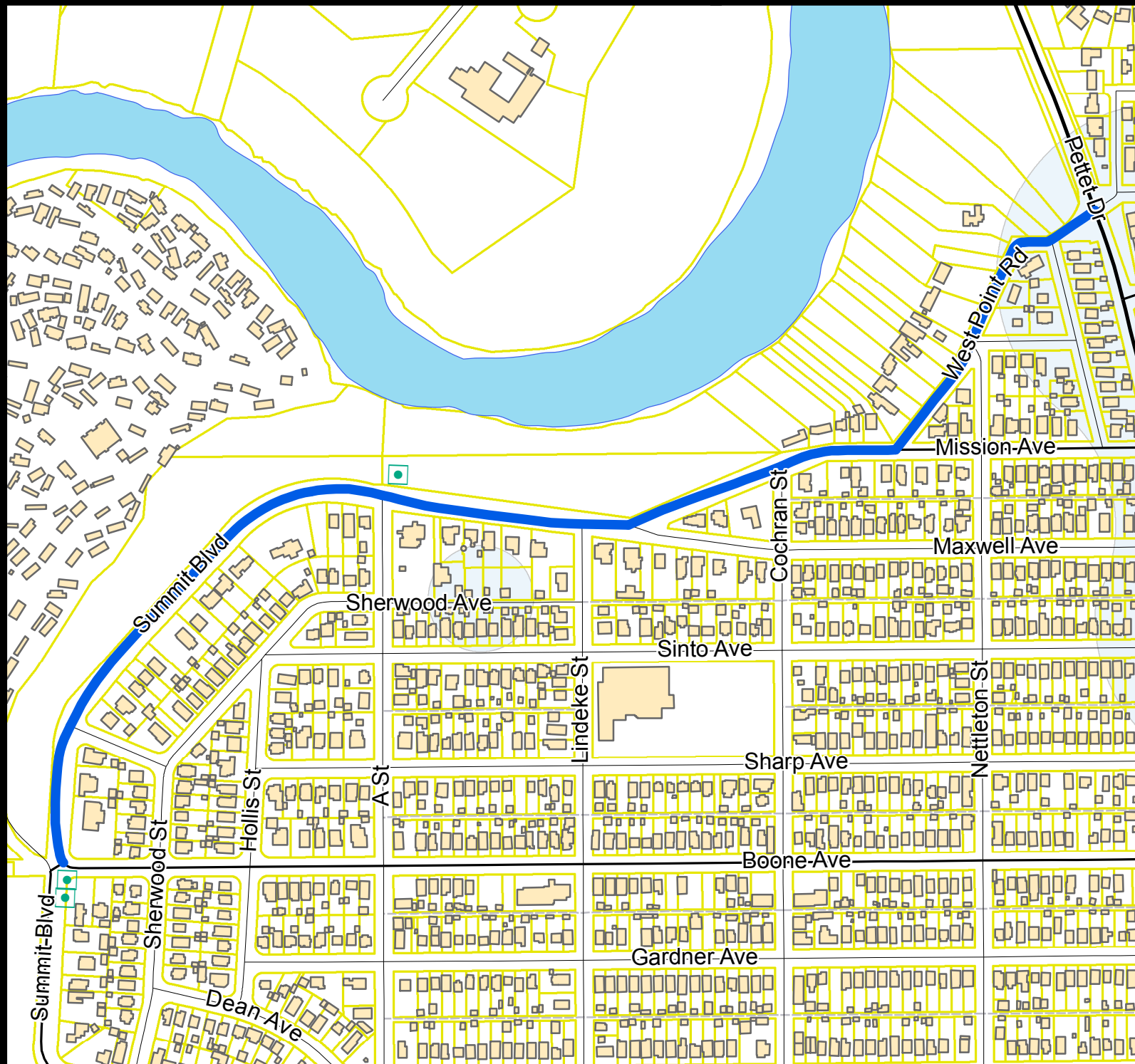
Legend

-  Project Limits
-  Pedestrian Priority Zones

Location Map



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

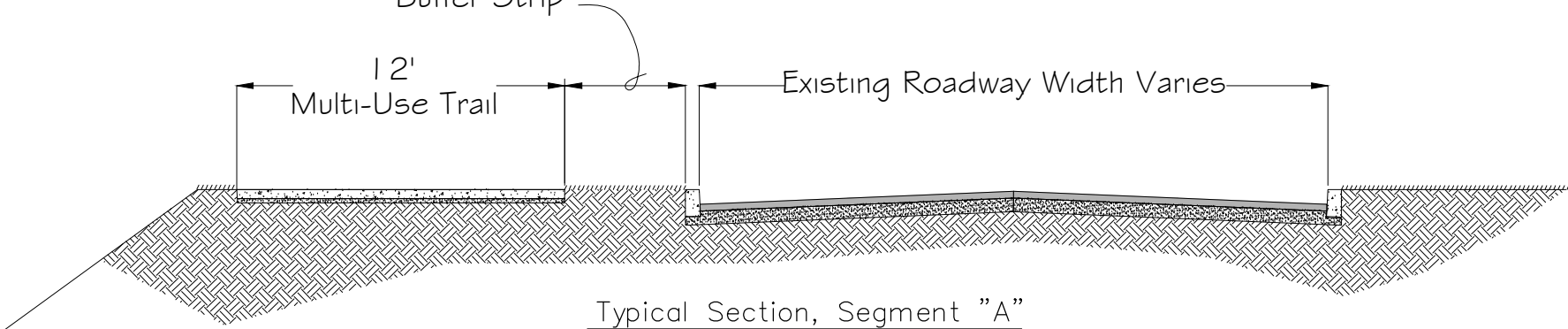


RIGHT OF WAY 60'

3' - 6'
Buffer Strip

12'
Multi-Use Trail

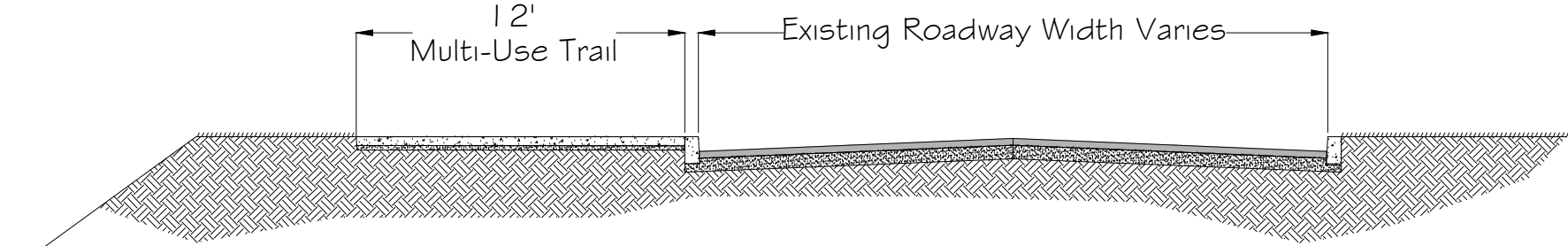
Existing Roadway Width Varies



Typical Section, Segment "A"
Summit Blvd, Boone Ave to Cochran St.

12'
Multi-Use Trail

Existing Roadway Width Varies



Typical Section, Segment "B"
Summit Blvd and West Point Rd,
Cochran St to Pettet Drive

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: Centennial Trail - Summit Blvd Gap - Boone Ave to Pettet Dr

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.

Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2018 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Scott Simmons - Public Works Director
Name and Title of Designated Representative



Signature of Designated Representative

5-11-2018
Date

Measuring Trails Benefits: Property Value

How are trails related to property value?

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or cycling to work or school.

Price is not property owners' only concern. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior to construction generally find a trail to be a much better neighbor than they anticipated.

When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.

Additional details on each of these topics, as well as other relevant research, are available at <http://headwaterseconomics.org/trail>.

Select Research Highlights

- In [San Antonio, Texas](#), neighborhood trails were associated with a two percent house price premium. Trails that were surrounded by greenbelts were associated with a five percent house price premium.¹
- In [southwestern Ohio](#), the Little Miami Scenic Trail is associated with higher property value in urban, suburban, and rural settings. Up to a mile away from the trail, for every foot closer to the trail, property value increase by about \$7. A home a half mile from the trail would sell for approximately nine percent less than a home adjacent to the trail.²
- In suburban [New Castle County, Delaware](#), homes within 50 meters of bike paths commanded a four percent price premium.³
- In rural [Methow Valley, Washington](#), homes within one-quarter mile of trails benefited from a 10 percent price premium.⁴
- Along a popular trail in [Austin, Texas](#), the price premium ranged from 6 to 20 percent, depending on whether the neighborhood had views of the greenbelt surrounding the trail and whether it had direct neighborhood access to the trail.⁵ This price premium translated to roughly \$59,000 per year in [additional tax revenue](#) or five percent of the annual cost of trail construction and maintenance.⁶



Photo: Future West

How to use this information:

This research is of interest to property owners adjacent to a proposed trail, residential developers who are considering incorporating trails in new subdivisions, and local government staff who want to understand trails' fiscal impacts.

This summary is one of several handouts describing the state of research related to the benefits of trails. The other summaries address:

- Public health
- Business impacts
- Quality of life
- Overall benefits
- Access

This series offers a succinct review of common benefits identified in the 130+ studies in Headwaters Economics' free, online, searchable **Trails Benefits Library**.

- In [Indianapolis](#), researchers found that a high-profile, destination trail was associated with an 11 percent price premium for homes within a half mile of the trail. Other trails had no price premium.⁷
- In [Seattle, Washington](#)⁸ and [upstate New York](#),⁹ adjacent property owners were concerned about trail-related crime before the trail was built. Researchers found no change in crime rate after the trail was built.

Methods

To measure the price premium attributable to proximity to trails, researchers use statistical models that compare the price of homes identical in all ways (e.g., size, age, number of bedrooms) except their distance from a trail. When this price difference is calculated over thousands of homes, researchers are able to estimate the average price premium for homes near trails.

Some research uses surveys to ask homeowners whether they believe the trail increases their property value and by how much. Due to the subjective and likely biased nature of these questions, conclusions from these surveys are unreliable. Careful statistical modeling provides more objective estimates.

Original studies and additional details on methods can be found in the Trails Benefits Library at <http://headwaterseconomics.org/trail>.

Contact

Megan Lawson, Ph.D. megan@headwaterseconomics.org, 406.570.7475.

*Research shows
that homes near
trails often have
higher property
value, with a
price premium
ranging from five
to ten percent in
most studies.*

Footnotes

- 1 Asabere, P. and F. Huffman. 2009. "The relative impacts of trails and greenbelts on home price." *The Journal of Real Estate Finance and Economics* 38(4): 408-419.
- 2 Karadeniz, D. 2008. *The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values* (Unpublished Master's Thesis). University of Cincinnati School of Planning.
- 3 Racca, D. and A. Dhanju. 2006. *Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas*. University of Delaware, Delaware Center for Transportation Working Paper 188.
- 4 Resource Dimensions. 2005. *Economic Impacts of MVSTA Trails and Land Resources in the Methow Valley*. Methow Valley Sport Trails Association.
- 5 Nicholls, S., and J. Crompton. 2005. "The Impact of Greenways on Property Values: Evidence from Austin, Texas." *Journal of Leisure Research* 37(3): 321-341.
- 6 Crompton, J., and S. Nicholls. 2006. "An Assessment of Tax Revenues Generated by Homes Proximate to a Greenway." *Journal of Park and Recreation Administration* 24(3): 103-108.
- 7 Lindsey, G., Man, J., Payton, S., and K. Dickson. 2004. "Property values, recreation values, and urban greenways." *Journal of Park and Recreation Administration*, 22 (3): 69-90.
- 8 Zarker, G., J. Bourey, B. Puncochar, P. Lagerwey. 1987. *Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime*. Seattle Engineering Department Office of Planning.
- 9 Feeney, S. 1997. *The Mohawk-Hudson Bike-Hike Trail & Its Impact on Adjoining Residential Properties*. Schenectady County Department of Planning. Schenectady, NY.

Spokane Bicycle Advisory Board
(April 21, 2020 action)



April 24, 2020

City of Spokane Public Works
CC: City Council and Mayor

Dear Public Works staff and Centennial Trail Summit Gap project team,

Please consider the following input and recommendation from the City of Spokane's Bicycle Advisory Board regarding the planned Centennial Trail Summit Gap project, following recent review of the project at the regular board meeting on Tuesday, April 21, 2020.

These recommendations carry out the Bicycle Advisory Board's guiding legislation (SMC 04.16.20), in which the board is established to provide advice to the mayor and the city council and departments and offices of the City matters relating to bicycling and to raise public awareness of bicycling issues. One of the board's specific functions, specified in SMC 04.16.30, is to review proposals and plans for bikeways and provide timely comments to affected agencies.

In reviewing the Centennial Trail Summit Gap project, the board expressed support for the planned alignment, citing enhanced neighborhood connectivity and transportation accessibility.

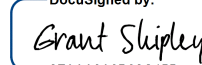
Motion: *The Bicycle Advisory Board supports the general alignment of the proposed Centennial Trail project, as submitted to the Design Review Board at its April 8, 2020 meeting. The board also requests the City involve the board as the project moves forward to provide feedback on specific design details.*

Amendment: *The Bicycle Advisory Board recognizes the concerns residents have raised about the safety and accessibility of the existing Pettet Drive and TJ Meenach Bridge bicycle and pedestrian paths and supports the City's on-going efforts to address these issues.*

The amended motion carried on a vote of 4 to 1. The opposing vote indicated that the existing trail accommodations and street network are sufficient and that the City should invest all available resources toward the long range plan for the trail on the west side of the Spokane River.

Thank you for considering this motion and recommendation.

Sincerely,

DocuSigned by:

2FAAA9A0B02C455...
(Name) Grant Shipley

Chair, City of Spokane Bicycle Advisory Board

Design Review Board - Meeting Minutes Draft

May 13, 2020

City Council Briefing Center

Meeting called to order at 5:30 PM by Kathy Lang

Attendance:

- *Board Members Present:* Anne Hanenburg, Grant Keller, Kathy Lang (Chair & CA Liaison), Ted Teske, Chuck Horgan, Drew Kleman, Chad Schmidt
- *Board Members Not Present:* Mark Brower (Vice-Chair)
- *Quorum Present:* Yes
- *Staff Members Present:* Dean Gunderson, Taylor Berberich, Stephanie Bishop

Kathy Lang moved for the suspension of certain meeting rules due to the COVID-19 teleconference; Anne Hanenburg seconded. Motion Carried. (7-0)

Changes to Agenda:

- None

Workshops:

1. Collaborative Workshop for U-Haul/Kmart Conversion

- Staff Report: Taylor Berberich
- Applicant Presentation: Matthew Schaub
- Questions asked and answered
- Discussion ensued

Based on review of the materials submitted by the applicant and discussion during the May 13, 2020 Collaborative Workshop the Design Review Board recommends the following advisory actions:

Site

1. The applicant shall return with a developed landscape plan that illustrates how the type L2 landscape requirement will be met along Sprague Avenue and Pacific Avenue.

Please see the following Mini-Storage Design Considerations: 17C.350.040.C. Landscaping and Screening.

Please see the following Mini-Storage Design Guidelines: A.1 General Site Design and Context, C.1 General Landscape Design, C.2 Building and Site Enhancement, and C.3 Screening and Separation.

Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, and DP 2.15 Urban Trees and Landscape Areas.

2. Given the contrast between Residential and Commercial zones, the applicant shall give consideration to filtered views, utilizing evergreen conifers, with consideration for selective removal of some of the deciduous trees. Specifically, the landscape along Pacific Avenue should strive to provide a filtered visual screen of the vehicles, portable storage units, and other non-structural utility items that may contain signage and graphics while providing for pedestrian security.

Please see the following Mini-Storage Design Considerations: 17C.350.040.C. Landscaping and Screening.

Please see the following Mini-Storage Design Guidelines: A.1 General Site Design and Context, C.1 General Landscape Design, C.2 Building and Site Enhancement, and C.3 Screening and Separation.

Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, LU 5.3 Off-Site Impacts, LU 5.5 Compatible Development, DP 1.2 New Development in Established Neighborhoods, DP 2.6 Building and Site Design, and DP 2.15 Urban Trees and Landscape Areas.

3. The applicant will return with solutions for how they plan to fully restore the CMU fence along Pacific Avenue.

Please see the following Mini-Storage Design Considerations: 17C.350.040.A.3 Exterior Vertical Surfaces and 17C.350.040.A.6 Fencing.

Please see the following Mini-Storage Design Guidelines: A.1 General Site Design and Context, A.3 Fences and Walls, B.1 General Design, Entries and Streetscape, and C.3 Screening and Separation.

Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, LU 5.5 Compatible Development, and DP 2.6 Building and Site Design.

Building

4. The Applicant is strongly encouraged to return with further improvements to the south elevation of the building - such as using the existing modulations (vertical recesses at pilasters) to create opportunities for variations in the paint scheme. Suggest using more subtle shade difference in the colors, more than using brighter hues.

Please see the following Mini-Storage Design Considerations: 17C.350.040.A.2 Colors.

Please see the following Mini-Storage Design Guidelines: A.3 Fences and Walls, B.1 General Design, Entries and Streetscape, and B.2 Building Proportions, Size & Scale.

Please see the following Comprehensive Plan Goals and Policies: LU 5.1 Built and Natural Environment, LU 5.3 Off-Site Impacts, DP 1.2 New Development in Established Neighborhoods, and DP 2.6 Building and Site Design.

5. The applicant shall explore ways and means of architectural and signage expression that allude to the Spokane and Inland Northwest region.

Please see the following Mini-Storage Design Considerations: 17C.350.040.A.2 Colors, 17C.350.040.A.3 Exterior Vertical Surfaces, 17C.350.040.A.4 Unique Architectural Features, and 17C.350.040.B Signs.

Please see the following Mini-Storage Design Guidelines: B.1 General Design, Entries and Streetscape, and B.2 Building Proportions, Size & Scale, and B.3 Signage.

Please see the following Comprehensive Plan Goals and Policies: DP 1.2 New Development in Established Neighborhoods, and DP 2.6 Building and Site Design.

6. The applicant is further encouraged to explore allusory imagery, in lieu of mock parapet storage units.

Please see the following Mini-Storage Design Considerations: 17C.350.040.A.2 Colors, and 17C.350.040.A.4 Unique Architectural Features.

Please see the following Mini-Storage Design Guidelines: B.1 General Design, Entries and Streetscape, and B.2 Building Proportions, Size & Scale.

Please see the following Comprehensive Plan Goals and Policies: DP 1.2 New Development in Established Neighborhoods, and DP 2.6 Building and Site Design.

7. The board supports the applicant's retainage of the existing roof design, as a unique architectural feature.

Please see the following Mini-Storage Design Considerations: 17C.350.040.A.1 Minimum Roof Pitch.

Please see the following Mini-Storage Design Guidelines: B.2 Building Proportions, Size & Scale.

Please see the following Comprehensive Plan Goals and Policies: DP 1.2 New Development in Established Neighborhoods

Chuck Horgan moved to approve advisory actions as written; Drew Kleman seconded. Motion carried. (7-0)

Kathy Lang moved to keep the public comment period open during the design review process; Grant Keller seconded. Motion carried. (7-0)

Public Comment:

- None received

Board Business:

Approval of Minutes: Minutes from the April 22, 2020 meeting approved unanimously, adding Mike Stanicar as the presenter for the applicant for the Radio Park Development Workshop.

Old Business:

1. Vote to permanently change the order of business on the Design Review Board Agenda, so the presentations by applicants would come before board business.
 - Ted Teske moved the board adopt the change in the agenda as described; Anne Hanenburg seconded. Motion carried. (7-0)

New Business:

- None

Chair Report -

- None

Secretary Report - Dean Gunderson

- South Tower for Papillion Development were not able to complete their application in time for the June 10th meeting date. They requested the board meet on June 17th instead to accommodate their application. There are not currently any applications in for the June 24th meeting. Chuck Horgan advised he will be recusing himself from the Papillion Development project.
- Centennial Trail/Summit Blvd project submitted their materials for the recommendation meeting. They would come before the board May 27th. Anne Hanenburg advised she will be present but will be recusing herself from this project.
- Design guidelines process update.

Meeting Adjourned at 7:33 PM

Next Design Review Board Meeting scheduled for Wednesday, May 27, 2020