



Centennial Trail – Summit Blvd

Design Review Board

Collaborative Workshop Meeting April 8, 2020

City of Spokane Neighborhood & Planning Services

DRB Project Number: 2004

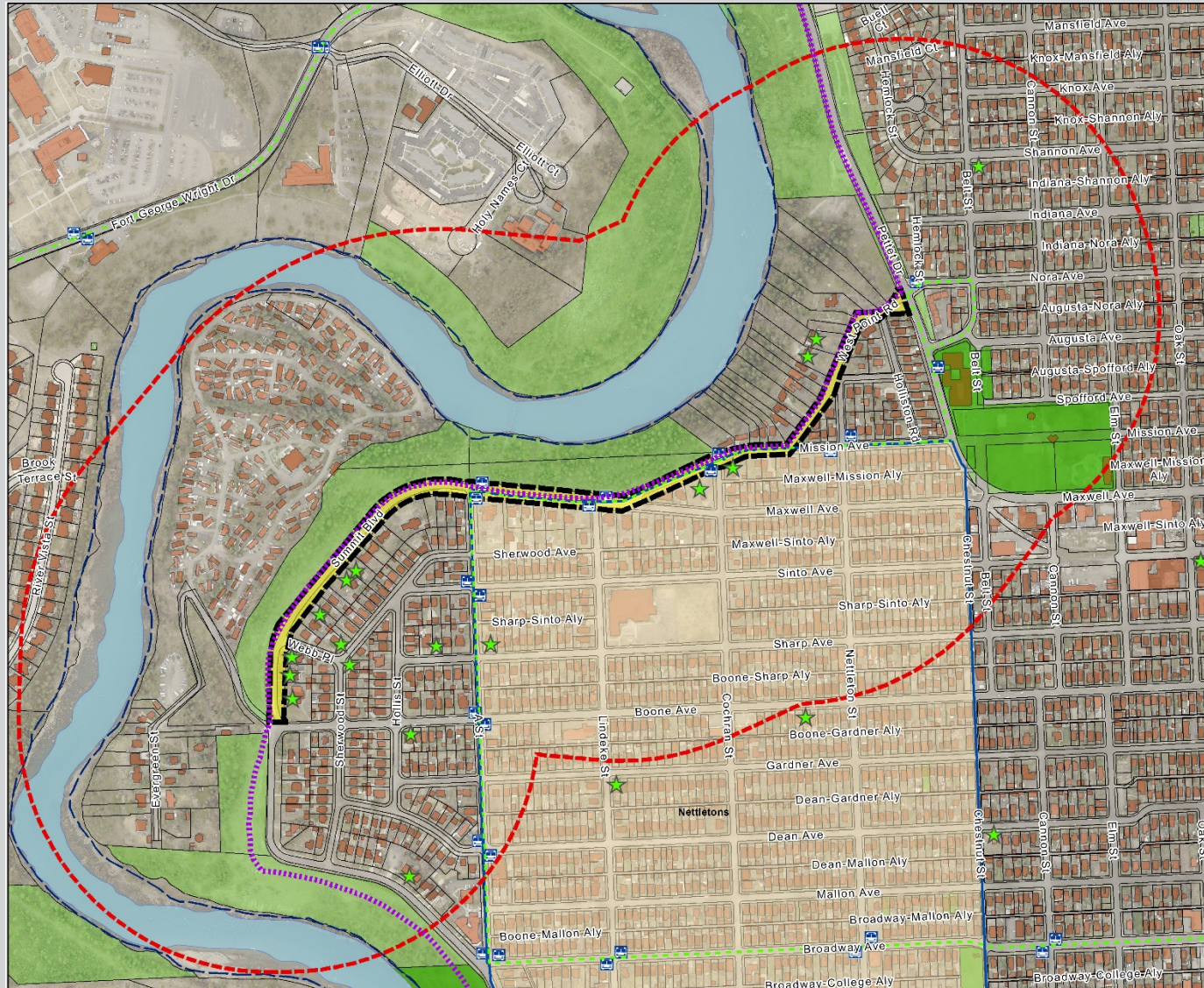
Applicant: Spokane Public Works

Consultants: Spokane Engineering

Owner: City of Spokane



Site Context



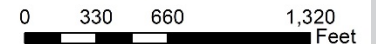
SITE CONTEXT

Centennial Trail

Summit Blvd Section

Legend

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





Review Trigger:

Public Project (review requested by City Engineer)

Review Criteria

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

City of Spokane Public Project Design Guidelines (2001)

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



Spokane Comprehensive Plan (SCP)

LU 1: Citywide Land Use

LU 4: Transportation

LU 5: Development Character

LU 6: Adequate Public Lands and Facilities

TR Goal A: Promote a Sense of Place,

Goal B: Provide Transportation

Choices, **Goal C:** Accommodate

Access to Daily Needs and Priority

Destinations, **Goal E:** Respect Natural

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

Public Health & Safety

TR 1: Transportation Network For All Users

TR 2: Transportation Supporting Land Use

TR 5: Active Transportation

TR 7: Neighborhood Access

TR 14: Traffic Calming

TR 20: Bicycle/Pedestrian Coordination

DP 1: Pride and Identity

DP 2: Urban Design

NE 12: Urban Forest

NE 13: Connectivity

N 2: Neighborhood Development

N 4: Traffic and Circulation

N 6: Open Space



SCP Bicycle Master Plan

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

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

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

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

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

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



Municipal Public Project Design Guidelines

A.1: General Site Design and Criteria

A.2: Circulation and Parking

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

B.4: Signage

B.5: Lighting

C.1: General Landscaping Design

D.1: Street Design

D.2: Utilities Design

E.1: Public Spaces Design



Residential Single Family (Institutional Design Standards)

SMC 17C.110.015: Design Standards Administration

SMC 17C.110.500: Design Standards Implementation

SMC 17C.110.515.B: Buildings Along Street

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

SMC 17C.110.530: Street Trees

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



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



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

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



Topic | Site Design and Orientation

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



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

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



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



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

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

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



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

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

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



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



Topic | Landscape Design

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



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





Topic | Landscape Design

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



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

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

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



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

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



Topic | Infrastructure Design

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



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



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

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



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

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

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



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

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



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



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



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



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

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



Scope of DRB Authority

What the Design Review Board does.

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

What the Design Review Board does not do.

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

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



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