Special Meeting of the Land Committee of the Spokane Park Board
March 1, 2017, 3:00 p.m. – 5:00 p.m.
City Hall Conference Room 5A
808 W Spokane Falls Boulevard
Spokane, Washington
Al Vorderbrueggen – Park Operations Director

Committee Members:
Kelley Ross – Chairperson Pro Tem
Gilman, Greta
Traver, Susan

A special meeting of the City of Spokane Park Board will be held at 3:00 p.m. on Wednesday, March 1, 2017, City Hall Conference Room 5A, City Hall, 808 W. Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format for the Land Committee of the City of Spokane Park Board. Because a quorum of the Park Board may be present, the standing committee meeting will be conducted as a committee of the whole board.

The meeting will be open to the public, with the possibility of moving into executive session only with the members of the Park Board and appropriate staff. Discussion will be limited to appropriate officials and staff. Public testimony may be taken at the discretion of the committee chair.

Agenda

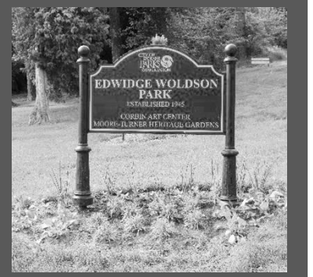
Action Items:
1. Resolution regarding Bosch Lot – Garrett Jones
2. Edwidge Woldson Park Plan Approval – Garrett Jones
3. Dutch Jakes Plan Approval – Garrett Jones

Discussion Items:
1. Mission Park Projects Update – Al Vorderbrueggen/Garrett Jones

Standing Report Items:
1. Park Operations Monthly Financials (if available) – Al Vorderbrueggen
2. Parks Capital Projects Update – Garrett Jones
3. Parks Report –Al Vorderbrueggen
4. CSO Tank Update – NO REPORT
5. Bosch Lot Update – Garrett Jones

Agenda is subject to change

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. Individuals requesting reasonable accommodations or further information may call, write, or email Jennifer Jackson at (509) 625-6367, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or jjackson@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. Jackson at (509) 625-6367 through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.



EDWIDGE WOLDSON PARK

MASTER PLAN AND PEDESTRIAN CONNECTION FEASIBILITY STUDY

November 10, 2016

CITY OF SPOKANE PARKS & RECREATION

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TABLE OF CONTENTS

Preface

Acknowledgements

Introduction

Project Goals

Existing Concerns and Issues

Public Involvement

Conceptual Site Plan

Preferred Master Plan

Final Considerations

Opinion of Probable Cost

Appendices

Appendix #1 – Preferred Master Plan and Character Sketches

Appendix #2 – Spokane South Hill Coalition Connectivity and Livability and Strategic Plan

Appendix #3 – Public Meeting #1 Minutes

Appendix #4 – Public Meeting #1 Comment Card Matrix Summary

Appendix #5 – Public Meeting #2 Conceptual Designs

Appendix #6 – Public Meeting #2 Minutes

Appendix #7 – Public Meeting #2 Comment Card Matrix Summary

Appendix #8 – Previous/Historic Restoration Plans

PREFACE

Context
The City of Spokane incorporated in November of 1881, and is currently the second largest city in Washington, encompassing 60 square miles. Its current population is approximately 209,525. This city is home to approximately 112 park properties totaling 3,900 acres including 65 parks, 21 conservation properties, 18 parkways, 4 golf courses, 2 sports complexes, 1 aquatic center, 1 arboretum and 1 shop facility.

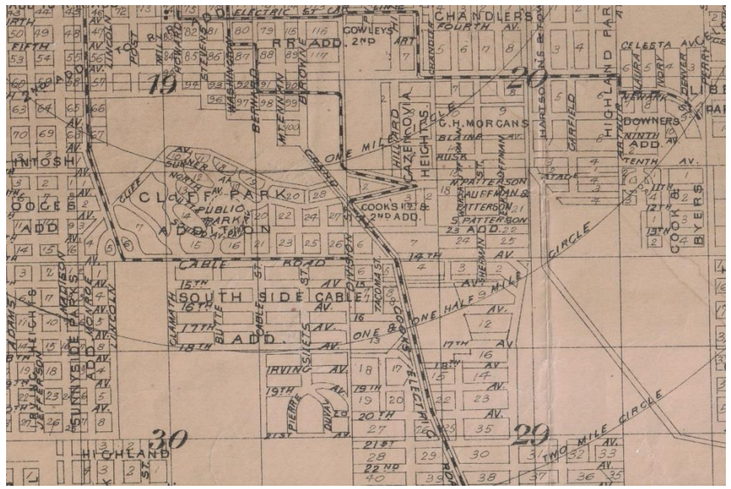
Edwidge Woldson Park is approximately 10 acres and is located in the Cliff Cannon Neighborhood of Spokane, situated on the South Hill directly south of the downtown core.

Background
The City of Spokane desired to develop a Master Pedestrian Access Plan for Edwidge Woldson Park with a feasibility component for potential pedestrian and bicycle linkages to improve neighborhood grid connectivity. The Master Plan included a public participation process which focused on refining pedestrian connectivity and safety and improving aspects of West Cliff Drive.

Public Process
It is important to understand that the Master Plan process that was undertaken was based on a comprehensive public involvement process involving a variety of techniques to solicit input from the community. Both residents from the surrounding neighborhood as well as stakeholder organizations participated in workshops and meetings. We would especially like to thank the neighborhood residents for donating their time to help us develop this plan.

Master Plan
This report contains a summary of the public process, decisions and recommendations for future development of the park that will allow the Spokane Parks and Recreation Department to develop an implementation plan that prioritizes the sequence of actions and identifies potential projects for funding.

This plan focuses on providing pedestrian and bicycle connectivity from the neighborhood through the park with a connection to the intersection of W. 7th Ave. and S Howard St. The opportunity to develop Cliff Drive into a greenway utilizing traffic calming techniques to slow down traffic is an important effort to address safety concerns. Additionally, developing amenities along Cliff Drive, such as interpretive elements, overlooks, access, seating, etc., is intended to foster community pride in the neighborhood, cater to visitors and inject positive energy into the area, with the hope of reducing undesirable activities occurring there today. The master plan is conceptual in nature. Trails and other amenities shown on the plan need further topographical and geotechnical study.



ACKNOWLEDGEMENTS

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Julia Culp – Landscape Architect
Steele Fitzloff – Landscape Architect

INTRODUCTION

Edwidge Woldson Park is rich in historical significance yet suffers from an identity crisis. Previously named Pioneer Park, Edwidge Woldson Park's boundaries include the Corbin Art Center and the 1889 Moore-Turner Heritage Gardens, both of which are listed on the National Register of Historic Places. Site modifications require approval by the Landmark Commission for historical appropriateness. This Master Plan addresses branding to unify the park identity, wayfinding to promote access for vehicular and pedestrian users, and interpretive opportunities to tell the story of Spokane's History and its founders that lived in the Cliff Cannon Neighborhood. A pedestrian and bicycle feasibility study was a major component of this master plan, aimed at determining accessibility and viability for neighborhood connectivity. This connectivity should coincide with the City's Comprehensive Plan for Neighborhood Greenway and Paths (Bicycle Facilities). The site topography is challenging and considered steep with narrow and limited pedestrian access along the neighboring streets, Stevens Street and Ben Garnett Way.

In recent years, several improvements have been made by the Parks Department to Edwidge Woldson Park in an effort to reduce illicit activity and enhance the park. In 2006, the first phase of preservation and restoration work for the Moore-Turner Heritage Gardens began. It was at this time that the historic 1931 Tiger Trail stairs were reconstructed. In 2007, the Moore-Turner Heritage Gardens restoration was completed and the gardens opened to the public. More recently boulder barricades were introduced along West Cliff Drive to discourage after hours activities by prohibiting vehicular access to the unimproved gravel parking area.

In June 2014, the South Hill Coalition Connectivity and Livability Strategic Plan was completed, acting as a catalyst for this master planning project. The Connectivity and Liability Strategic Plan established a series of priority projects and developed the Spokane South Hill Coalition Connectivity and Livability Strategic Plan Map (Appendix #2). This plan identifies West Cliff Drive as a proposed greenway and shows a proposed bike route through Edwidge Woldson Park, connecting with Howard Street. Creation of this greenway, pedestrian and bicycle route was labeled as a high priority project in the 2014 plan.

This Master Plan document is the result of a multi-month public involvement process, initiated by the City of Spokane, to develop a preferred Master Plan for Edwidge Woldson Park. The Master Plan focuses on defining the pedestrian and bicycle route, interprets the historic elements of the park, provides for wayfinding, improves pedestrian safety and celebrates impressive views from West Cliff Drive. The plan and cost estimate are a tool for the city to use in application for funding for design and construction of the proposed improvements.

The public participation throughout the process was moderate and the consensus for improvements was positive; however, preferences on design components were somewhat diversified. Several park user groups such as Lewis and Clark students and Marycliff Business Center representatives were not present during the public engagement sessions.

PROJECT GOALS

The design team and city staff developed the following project goals:

- **CONNECTIVITY**: Develop a Pedestrian/Bicycle Connection that links Cliff Park, Cliff Drive, Edwidge Woldson Park and the surrounding neighborhood.
- **IDENTITY**: Improve and strengthen the park's identity by exploring the opportunities for strong gateways, signage and wayfinding components.
- **SAFETY/SECURITY**: Address safety and security concerns by exploring solutions to prioritize maintenance issues and safety challenges along Cliff Drive and within the park.
- **HISTORIC PRESERVATION:** Celebrate history of the park through interpretive opportunities and online presence.

EXISTING CONCERNS & ISSUES

There are a variety of concerns and issues that this Master Plan aims to address, however, it is important to note that design and built improvements are only one component to the solution. Policy enforcement and programming of space-energizing activities will be equally as important.

FIGURE #1 - EXISTING PARK AMENITIES SHOWING SIGNS OF AGE AND DAMAGE

The area above the park, at west Cliff Drive, has continual issues with excessive vehicular speeds, undesirable and illicit activity such as drug activity, vagrancy camping and illegal dumping. Neighbors have expressed concerns regarding the introduction of parking, fearful it provides allocated space for individuals to continue conducting illicit activities. The nighttime hours have been identified as the most challenging for controlling these activities. Other concerns include maintenance levels and damaged or aging park infrastructure and features. Several of the adjacent land owners noted the current level of maintenance as a concern. Some residents feel that if the level of maintenance for West Cliff Drive was held to a higher standard that this could aid in the public's support in maintaining the space.

FIGURE #2 - LACK OF SAFE ACCESS FROM CLIFF DRIVE DOWN INTO THE PARK – SIGNAGE THAT LACKS HISTORIC CHARACTER REFLECTED ELSEWHERE IN THE PARK

Pedestrian and bicycle access may be the single most important concern regarding the current park conditions as they relate to this master plan. The existing Tiger Trail stairs are unsafe, with loose rocks, limited development at both the top and bottom of the stairs, and limited hand rails. Currently there are no other developed access routes that connect the park to west Cliff Drive, making connectivity one of the driving goals of this Master Plan.

Continual programming of the park space will be key in drawing positive activity to the park. Increased activities and event programming will be important in mitigating some of the existing issues and concerns. In addition, enforcement of park rules and the introduction of cameras and security lighting are tools that may reduce the negative activity occurring in and around the park.

PUBLIC INVOLVEMENT

Introductory Meeting/Kick Off

On July 6, 2016 Bernardo | Wills Architects Landscape Architecture staff and Spokane Parks staff met with a handful of neighborhood stakeholders. Parks staff briefed these stakeholders on the upcoming community involvement process and desired outcomes at this kick off meeting. Stakeholders shared general and notable previous planning history with the design team at this meeting.

Public Meeting #1

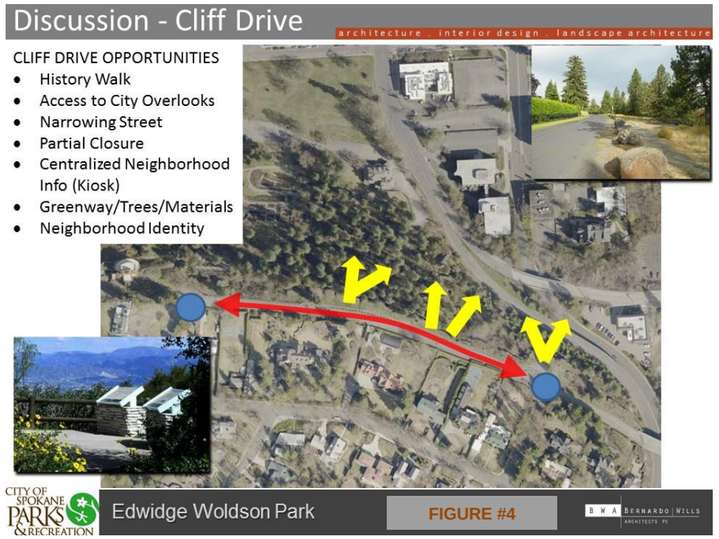
Approximately 16 community members attended the first public meeting and workshop for the Edwidge Woldson Park Master Plan

and Pedestrian Connectivity Feasibility Study held on the July 12, 2016.

The first public meeting was held in the Corbin Art Center and commenced with a short presentation which addressed the project goals, schedule, general site inventory and analysis, and past planning efforts. During the second half of the meeting the design team lead a discussion and brainstorming session. Two discussion topics were explored during this first public meeting: park connectivity and opportunities for improvements to Cliff Drive. Below is a summary of the discussion and public comments recorded on each topic.

Connectivity – The design team presented three potential pedestrian and bicycle trail connectivity routes that could be included in the final master plan. The group brainstormed pros and cons of each route (Figure #3). The consensus was that the red route (Route #2) was the most preferred, however, many attendees felt that the option to incorporate additional path opportunities, such as shown by the green route (Route #1) was desirable. The design team led discussion on the possibility of lane closure or narrowing of Stevens Street and Ben Garnett Way to provide a designated pedestrian and bicycle route along the street right of way. A vote summarized the group's agreement that a lane closure was not desired and that the yellow trail (Route #3) was too steep and dangerous to be a feasible route. A combination of the red and green routes was preferred. Voting also summarized the public's desire to repair the Tiger Trail stairs, if possible.

Cliff Drive – As part of the second discussion topic, the design team presented some potential improvements that could be incorporated to west Cliff Drive. Much of the feedback surrounding this discussion topic was centered on the need for reduction of traffic speeds and undesirable activity occurring in the area. Attendees felt that the Master Plan should include a formal pedestrian path along the top of west Cliff Drive, that new trees should not be planted where they could prohibit views and that no formal parking should be constructed. Consensuses of the group also concluded that any future improvements must slow the vehicular traffic on west Cliff Drive.



The first public meeting and workshop ended with consultants requesting attendees to complete comment cards. Minutes from the first public meeting can be found attached as Appendix #3 and a comment card summary matrix can be found attached as Appendix #4.

Meeting with West Cliff Drive and Sumner Residents

At the suggestion of the Parks Department and community members who attended the first public meeting, a special meeting with the residents of west Cliff Drive and Sumner Avenue was held on August 9, 2016. Approximately 18 residents attended this meeting. An overview of the first public meeting was presented to the attendees, along with the project goals and schedule. Following the initial introduction and project overview the design team led an open discussion and brainstorming session. This session allowed residents of the neighborhood to express concerns about the major issues surrounding the project. Undesirable activity including, but not limited to, loitering, trash dumping, drug-related activities and vehicular speeding were the primary concerns described by the neighborhood group.

The design team focused on the same two discussion topics presented at the first public meeting: pedestrian and bicycle connectivity routes and improvements to west Cliff Drive. Most attendees agreed with the consensus of the first public meeting regarding the primary pedestrian and bicycle routes, favoring the red route (Route #2) with the possibility of combining it with paths shown as part of the green route (Route #1). Feedback on improvements to west Cliff Drive were more diversified; however, the residents generally were not in favor of road closure or narrowing.

Public Meeting #2

The second public meeting was held at the Corbin Art Center on September 13, 2016. Approximately 28 community members and neighbors attended the second public meeting. The meeting commenced with a short PowerPoint presentation reiterating the project goals, schedule and issues the design team had established as challenges surrounding both Cliff Drive and the overall park. The presentation included an overview of six conceptual designs. Three conceptual designs for improvements to West Cliff Drive and three designs for the overall park improvements. The design team described each conceptual design before inviting the public to engage in an open house format for the remainder of the meeting. It was during this open house session that the public was invited to vote on their favorite design concepts, park amenities and highest priority concerns using colored dot stickers.

The design team managed three voting stations during the open house session. These stations included the overall park concepts station, the Cliff Drive concepts station and the park amenities and issues station. Community members visited each, asking questions, vocalizing concerns and voting on their preferences. Attendees voted roundabouts and meandering streets the most favorable traffic calming techniques. They also voted trails, particularly soft surface trails, as the

FIGURE #5 - PUBLIC MEETING #2 – CORBIN ART CENTER

most desired park amenity, followed by picnic areas and informal amphitheater. The lack of a proper pedestrian route and restrooms were identified as the most prominent issues by the public. More detailed descriptions of the design concepts presented can be found below and on the following page.

The design team concluded this public meeting by requesting that attendees complete comment cards prior to leaving. Meeting minutes from the second public meeting can be found attached as Appendix #6, concept designs can be seen larger in Appendix #5 and a comment card summary matrix can be found attached as Appendix #7.

FIGURE #6

Cliff Drive Concept Design #1

The first concept design for West Cliff Drive was the most favored by the public. Cliff Drive Concept #1 represents a curvilinear road with landscaping on both sides of the street, a separated sidewalk or pedestrian path on the north side of the street, parking directly north of Stevens Street and several intimate seating locations near viewpoints. The Tiger Trail is preserved as it currently exists, with access via new stairs directly to the east of it. This concept proposes stairs at both the east and west ends of Cliff Drive providing access down into the park. The stairs located on the west end would provide access down the rock face, near the Tiger Trail but would connect to a new pedestrian pathway routed to the east of the existing stairs and garden. Improved landscaping was favorable however there was mixed feedback on the parking areas presented in this concept. Many attendees felt that parking should not be included.

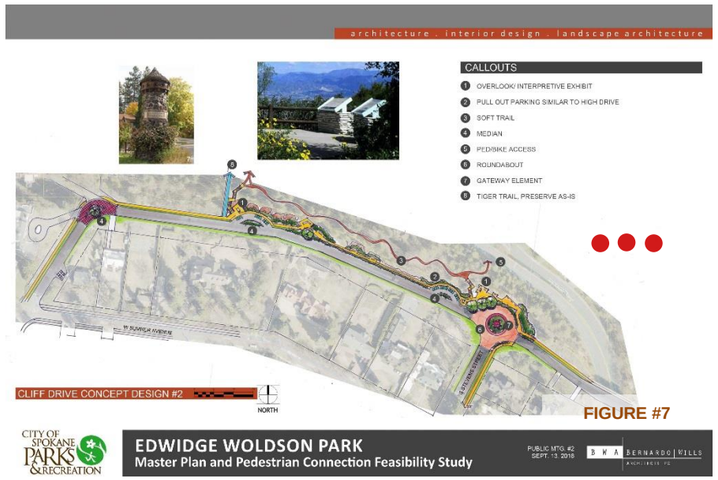


FIGURE #7

Cliff Drive Concept Design #2

The second concept for West Cliff Drive included a vehicular roundabout at the intersection of Stevens Street and Cliff Drive. The roundabout acts as the primary traffic calming technique in this concept and includes a vertical sign or neighborhood identity element at its center. The concept also includes a series of vehicular pullouts to accommodate visitors to the area. Similar to Concept #1, Concept #2 includes a pedestrian path at the north side of the street and a splitter island near the west end of the street to slow traffic at the corner. Small intimate overlook areas are located along the north pedestrian path. This option preserves the Tiger Trail as it currently exists, without improvement. This second concept was voted the second most favored by meeting attendees. Verbal comments suggested combining site components from this concept with the road alignment of Concept #1, in particular the roundabout. Again, the pullout parking areas received mixed feedback.

FIGURE #8

Cliff Drive Concept Design #3

Cliff Drive Concept Design #3 incorporates a large public plaza at the primary viewpoint directly off Stevens Street. No parking was included along Cliff Drive in this option however parallel parking was located on Stevens Street. Street islands act as the primary traffic calming attribute of this option, narrowing the vehicular lanes and providing vegetation in the center of West Cliff Drive. The primary pedestrian and bicyclist route leaves the top of the park east of the proposed plaza following more gradual grades. This was the least favored concept of those presented for West Cliff Drive. Attendees had concerns that the medians would do little to slow traffic and they would make snow removal difficult. Residents on Stevens Street were concerned that having no parking along Cliff Drive would cause parking issues to creep south into the surrounding neighborhood. Other attendees favored not including parking along the bluff. Verbal comments did show favorability in the pedestrian and bicycle route shown in this concept, however some individuals suggested a secondary access point to the west. The larger plaza space in Concept #3 drew interest from attendees.

FIGURE #9

FIGURE #10

FIGURE #11

Park Concept Design #1

Concept #1 locates the new, primary pedestrian route near the east property line and proposes a re-build of the existing Tiger Trail stairs. The concept also includes additional new parking to the west of the existing lots and a restroom in the southeast corner of the existing lower lot. A large amphitheater is shown in the park's front lawn and a large identity sign at the corner of W. 7th Avenue and Stevens Street. This design was the least favorable of the three concepts presented for the overall park. Attendees commented on concern over the red trail route in this design, as the pinch point created between the Corbin Art Center and the end of the existing roadway could present safety challenges. Generally, attendees were in favor of at least partial repair of the Tiger Trail Stairs but did not feel that Concept #1 included enough soft trails. There was little public feedback on the inclusion of additional parking or restroom location presented in this concept.

Park Concept Design #2

The second park concept design was the second highest voted design for the overall park area. This concept includes a similar primary trail route to Concept #1, however the trail has an outlet near the existing garden entries rather than east of the Corbin Art Center. Trail locations in the front lawn draw inspiration from the historic drive and carriage road. This concept also proposes closure of the Tiger Trail, defined soft paths to provide rock climbing access and a restroom near the existing ADA parking stalls behind the Corbin Center. Some attendees mentioned being in favor of access to rock climbing but also stated that people will climb here whether an established space is created for this or not. An avid bicyclist commented on the concern that the red trail outlet was too close to the intersection of 7th and Stevens. She mentioned that bicyclists tend to move north via Howard rather than Stevens Street. Parks staff confirmed with the Bicycle Advisory Board that Howard Street is the preferred connection. The primary trail route was more favorable in this concept than in Concept #1. Again, there was little public feedback on the location of the restroom in this design.

Park Concept Design #3

This was the most popular concept design of those presented for the overall park. Concept #3 located the primary pedestrian and bicyclist route near the east property line, with the outlet directly to the west of the Corbin Art Center through the existing lawn and a formal crossing of the existing parking lot. The trail continues in a meandering fashion through the front park lawn and ends mid-block on 7th Avenue. This concept proposed two restrooms, a vertical style monument sign and picnic opportunities. Attendees were in favor of keeping the Tiger Trail and improving maintenance to it. This concept included the most favorable primary red trail route. Several individuals felt that the meandering path through the front green was desirable. An area for picnics was also mentioned as a plus and was suggested to be included in any or all of the final park concepts. There was limited feedback on the inclusion of two restrooms. Inclusion of several softscape trails was favorable in both Concept #1 and #2.

MASTER PLAN KEY

1. HISTORICAL IDENTITY SIGNAGE AT STREET CORNER
2. INFORMAL GRASS AMPHITHEATER
3. PEDESTRIAN AND BICYCLE PATH CONNECTION TO HOWARD STREET
4. WAYFINDING AND IDENTITY SIGNAGE
5. NEW / ADDITIONAL PARKING
6. EXISTING LOWER PARKING LOT TO REMAIN
7. NEW ADA PARKING AREA
8. SMALL RESTROOM AND ENTRY STRUCTURE
9. EXISTING UPPER PARKING LOT TO REMAIN
10. CORBIN ART CENTER
11. CORBIN KITCHEN GARDEN TO REMAIN
12. CASTLE OVERLOOK, FOOTBRIDGE AND EXISTING GRASS PATHWAY TO CORBIN LAWN TO REMAIN
13. CORBIN LAWN AND HISTORIC TREE TO REMAIN
14. TIGER TRAIL - UNIMPROVED
15. EXISTING GARDEN ENTRY
16. EXISTING ADA ACCESS TO GARDEN
17. PRIMARY PEDESTRIAN AND BICYCLE PATH
18. EXISTING ADA PARKING TO REMAIN
19. SECONDARY PEDESTRIAN PATH AND ACCESS TO ROCK CLIMBING (SOFT SURFACE PATH)
20. PUBLIC PLAZA AND VIEWPOINT WITH INTERPRETIVE SIGNAGE AND SPECIALTY PAVING
21. ROUNDABOUT WITH VERTICAL IDENTITY FEATURE AND SPECIALTY PAVING
22. VEHICULAR PULLOUT LOCATIONS
23. IMPROVED CLIFF DRIVE WITH CURBS, CURVES AND LANDSCAPE
24. NEW STAIR ACCESS INTO PARK DIRECTLY TO THE EAST OF TIGER TRAIL
25. LANDSCAPE ISLAND AND SPECIALTY PAVING
26. PEDESTRIAN AND BICYCLE CONNECTION TO CLIFF DRIVE AND NEIGHBORHOOD
27. CONNECTION TO CLIFF PARK

PREFERRED MASTER PLAN

FIGURE #12

PREFERRED ALTERNATIVE MASTER PLAN

The Edwidge Woldson Park Preferred Master Plan is a result of combining the most preferred site features from the concepts presented at the second public meeting with additional input from the City of Spokane Parks staff and Historical Preservation Office staff.

The plan is largely built around the introduction of the newly defined pedestrian and bicycle path connecting West Cliff Drive to 7th Avenue, yet introduces several other new site improvements to both the overall park area and the bluff above. New site amenities include additional parking, picnic areas, restroom, informal amphitheater area, roundabout, signage, and overlooks. The plan maintains all existing site historical components, such as the Tiger Trail, the Corbin rock wall, the castle feature, the footbridge, the Corbin lawn, rose garden and the Corbin Kitchen Garden, without alteration or damage. The final park design improvements should include a signage package that works both to direct visitors and establish a better identity to the park and its internal components while celebrating the park's numerous interpretive opportunities.

FIGURE #13 – FRONT PARK GREEN WITH PEDESTRIAN PATH AND GRASS AMPHITHEATER

Key Item #1 – The Master Plan addresses the primary goal of identity improvement by proposing a monument identity sign at the corner of W. 7th Avenue and Stevens Street. The intent of this sign is to announce Edwidge Woldson Park as a place of interest and make navigation to the park easy for fast moving vehicles. Primary text should designate the park name. Secondary text should acknowledge features within the park such as the Moore-Turner Garden and Corbin Art Center. It is suggested that the sign be historical in nature and use basalt material, similar to the material found on the existing garden columns at the sign base walls and columns. A vertical overhead structure could be included in the sign to improve recognition of the park. The design team suggests that this vertical component be reflective of the trellises found in the Moore-Turner Heritage Gardens.

FIGURE #14 – FRONT PARK GREEN WITH PEDESTRIAN PATH AND GRASS AMPHITHEATER

Key Item #2 – Inclusion of an informal grass amphitheater allows the park's front lawn space to be programmed by the Corbin Art Center or others as an outdoor classroom, for small, informal speeches or concerts. The amphitheater could include a small hard surface space at the northernmost edge, acting as a stage when events warrant it. The amphitheater is not intended to include any structured seating such as concrete steps. The primary pedestrian and bicycle path is intended to provide access to the amphitheater area from both W. 7th Avenue and the parking lot.

Key Item #3 – To improve connectivity, the Master Plan identifies the primary pedestrian and bicycle path ending at West 7th Street, aligning with Howard street to the north. Howard was identified by the public as a primary bicycle route. The arrow shown on the Master Plan at this location indicates road improvements that would improve pedestrian safety as they cross W. 7th Avenue.

Key Item #4 – To improve recognition and identity, wayfinding signage should be located at the park drive entry and along the main vehicular travel route through the park. New wayfinding signage should clearly define the location of the Moore-Turner Gardens and Corbin Art Center, direct visitors quickly to ADA parking and clearly define the park area from the adjacent properties such as the Marycliff Business Center. It is suggested that all wayfinding and interpretative signage include similar historically significant materials, reflective of the existing perimeter garden columns shown in Figure #15 and other existing park features.

FIGURE #15 - EXISTING GARDEN COLUMN WITH BRONZE PLAQUE

Key Item #5 – A new, single stacked parking bay is shown on the preferred master plan, directly west of the existing parking. During events, public meetings and summer camps parking is at a premium in Edwidge Woldson Park. The proposed lot would add approximately 10 new spaces. Because of the existing steep grades, additional parking would likely require the construction of retaining structures.

Key Item #6 – The existing lower parking lot with approximately 22 spaces would remain in place, yet striping would be modified to accommodate new ADA parking. Curbing and restriping are potential improvements that could be implemented to the existing parking lot.

Key Item #7 – The master plan suggests that the existing lower parking lot be restriped to include ADA accessible parking stalls in the southeast corner of the bay. These spaces would serve the new restroom and be connected via an accessible sidewalk.

Key Item #8 – A small restroom located between the existing upper and lower parking lots would serve the current need for the park. The structure has the potential to act as a gateway from the parking area to the Tiger Trail stairs and proposed pedestrian path at the base of the slope. It is also at this location that the Master Plan suggests a clearly identified pedestrian crossing through the drive aisle.

Key Item #9 – The existing upper parking lot with approximately 14 spaces would remain. Like the lower lot, curbing and restriping are potential improvements that could be implemented to the existing parking lot, however the upper lot contains more grade challenges than the existing lower lot.

Key Item #10 – Programming at the Corbin Art Center continues to grow as demand for summer classes increases. Updates to the center would not be included in scope of this Master Plan however may need to be considered in the future.

Key Item #11 - The existing kitchen garden behind the Corbin Art Center will remain undisturbed. Repairs to the basalt walls around the garden are suggested as part of the park improvements.

FIGURE #16 - EXISITNG HISTORICAL CASTLE FEATURE LOCATED WITHIN THE PARK

Key Item #12 – The castle feature and footbridge are existing park elements, nods to historical features used by the Corbin family. Directly to the east of these features an existing grass path parts the garden's basalt walls, allowing visitors to enter the Corbin Lawn from the trail above. Preservation of these features and interpretive opportunities are one of the recognized goals of the project.

Key Item #13 – The extent of the Corbin Lawn is listed on the historical register, along with the building itself. Within the lawn sits the historical Corbin Apricot Tree, part of the original Corbin Garden. Both shall remain undisturbed as existing park features.

Key Item #14 – The Tiger Trail was originally built in 1931 and renovated in 2007. Wood treads were replaced with stone at the time of this update. Due to the historical nature of the stairs this Master Plan suggests leaving them in place as they currently exist, unless further exploration identifies improvements that could bring these stairs up to current building code and complete the top access point as the stairs meet west Cliff Drive. The Tiger Trail offers an access route for the more adventurous park visitors. New access routes shown on the master plan will provide an easier option.

Key Item #15 – The existing, gated entries to the Moore-Turner Gardens shall remain in their current location. Access improvements to these gates should be considered.

Key Item #16 – An existing ADA route has already been established to access the southern garden gate from the existing ADA parking lot south of the Corbin Art Center. This route shall remain the primary ADA route into the gardens from the parking area however, surface improvements should be explored to improve connectivity.

Key Item #17 – The primary pedestrian and bicycle route was vetted through the series of public meetings. The proposed path connects with West Cliff Drive east of the intersection with Stevens Street and follows the more gradual grades along the eastern edge of the park. The trail outlets from the natural wooded area just west of the existing castle feature and connects to the proposed restroom at the base of the hill. A formal crossing of the parking lot and existing drive is included near the restroom to improve pedestrian safety. As the route continues north it meanders through the park's front lawn and ends directly across W. 7th Avenue from Howard Street. There are several opportunities for inclusion of historical interpretive signage along this route. The trail alignment design should consider the location of all historical features associated with the Corbin Art Center, including but not limited to the existing rose garden, kitchen garden, castle overlook feature and footbridge. The final alignment should also maintain ADA-compliant grades along the existing ADA route to the gardens.

FIGURE #17 – BIRDS EYE VIEW OF WEST CLIFF DRIVE ROUNDABOUT AND PLAZA

Consensus determined that the primary pedestrian and bicycle route illustrated in the Preferred Master Plan would not be used by commuter traffic as often as recreational bicyclists. The steep site terrain will likely require stairs in several locations. This would require bicyclists to dismount their bikes and use bike runnels. Further investigation, including topographic survey and geotechnical investigations will be necessary to determine the final location of the bike and pedestrian travel route, along with the extent and necessity for stairs. Sightline exploration and bicycle calming techniques should be considered during design of the trail to prevent conflicts between pedestrians and bicyclists, particularly in steep areas. Bicycle calming techniques could include, but are not limited to, striping for designation between uses and the introduction of speed signs.

Key Item #18 – The existing ADA parking area is located to the southeast of the Corbin Art Center. Existing handicap parking should remain in the existing location. Improvements could include improved directional signs leading visitors to these parking spaces and replacing the existing CMU wall with a basalt veneer wall reflecting the historical character of the park.

Key Item #19 – The secondary paths shown on the preferred Master Plan would build upon the existing dirt trails within the natural wooded area. A goal of the final design is to widen some of these trails to define a hierarchy of maintenance for the secondary, soft surface

paths. It is suggested that these paths connect to the primary pedestrian and bicycle route in several locations.

FIGURE #18 – PERSPECTIVE OF WEST CLIFF DRIVE PLAZA AND EAST PARK ENTRY

Key Item #20 – The proposed public plaza and viewpoint utilizes the existing flat space near the intersection of Stevens Street and West Cliff Drive. The public plaza and viewpoint would develop a clearly defined space for visitors to safely enjoy the views over the city. The Master Plan suggests this space include a series of railings to provide safety for viewers and interpretive signage, utilizing this space as an opportunity to celebrate important attributes of the park. The plaza could include a series of decorative or specialty paving, benches and landscape areas, significantly improving the aesthetic. Character sketches of the proposed features can be found in Figures #17 and #18.

Key Item #21 – The proposed roundabout (Figure #17 and #18) would improve safety by acting as the primary traffic calming component of West Cliff Drive. The roundabout and intersection could incorporate specialty paving and grade changes to slow vehicles traveling along the bluff. Standing at the center of the roundabout, a vertical identity and signage element establishes the historic character of both the neighborhood and park. Landscape improvements, separated from the street by curbing, should be considered for both the center and borders of the roundabout. Surface treatments at the roundabout could be mirrored at the corner island to the west (item #25).

Key Item #22 – Vehicular pullout locations, like those found on High Drive, provide park visitors with temporary parking space in a controlled and orderly fashion. These locations act as secondary viewpoints and allow space for the elderly or physically impaired to enjoy the bluff without walking significant distances. These spaces could be programmed for food trucks or craft booths in the event of a street festival.

Key Item #23 – The Master Plan suggest that West Cliff Drive be realigned to include chicanes (curves), to slow vehicular traffic on the street. Realignment of the street will create pockets for landscaping on both sides of the street. Street curbs and gutters are improvements that should be considered. Curbs would clearly delineate temporary parking space and travel lanes from pedestrian areas and keep cars off private property, potentially reducing damage to landscaping adjacent the roadway.

Key Item #24 – The Master Plan suggests a secondary plaza area and stair access improvements to be installed directly to the east of the existing Tiger Trail. Stair improvements would be required to meet current building code and would not occur in alignment with the historic Tiger Trail stairs. These stairs would provide safe access into the park from the western end of Cliff Drive, down to the existing Tiger Trail and secondary, soft surface paths. Stairs should be similar in character to those found in Cliff Park. Plaza space at the top of the stairs could include decorative paving, ornamental landscaping and interpretive signage (Figure #19).

FIGURE #19 - WEST ENTRY INTO PARK FROM WEST CLIFF DRIVE, DIRECTLY EAST OF TIGER TRAIL

Key Item #25 – A landscape island, combined with specialty paving should be explored at the west end of west Cliff Drive. These features will improve safety by acting as additional vehicular calming attributes and will frame Cliff Drive as a unique space.

Key Item #26 – It is suggested that this location be the primary pedestrian and bicycle connection to Edwidge Woldson Park from Cliff Drive. The connection occurs at one of the most gradually sloping areas of the bluff and would continue below the proposed plaza. A series of ramps and stairs may be necessary to accommodate the sites difficult grades.

Key Item #27 – To further improve connectivity, a widened sidewalk or striped bike path should continue from the proposed roundabout to the south, connecting Cliff Park to Edwidge Woldson Park. This connection should include formal crossings at street intersections.

LANDMARK COMMISSION CONSIDERATIONS

The preferred Master Plan was presented to the landmark commission on the 19th of October, 2016 as a non-voting item. Overall the commission was supportive of the Master Plan, but expressed their desire to review proposed site improvements at the construction documentation level. They also suggested the Parks Department return to the Commission with the historical and interpretive signage package for review. All final park design changes that affect areas listed under the historical register must be passed through the Commission for approval and receipt of a certificate of appropriateness.

FINAL CONSIDERATIONS

Final design of the pedestrian and bicycle path will be key to the success of connectivity and the overall Master Plan. The steep site terrain makes it difficult to determine the extent of stairs needed at this time. The design team does see the potential for the need for stairs along the proposed route. For this reason, ADA accessibility may not be feasible for the entire length of trail route. Additional surveying, geotechnical investigation and engineering will be required to appropriately locate this route.

In addition, staff would like to further explore the option of using existing city street right-of-way along Ben Garnett for commuter bicycle traffic. As previously mentioned, the conversion of part of Stevens Street and Ben Garnett Way to include a bike lane as a better commuter route was discussed, but the loss of vehicular lanes during winter months was not desired by the neighborhood.

Lighting was a controversial topic among the public, particularly the adjacent neighbors. The neighborhood generally felt that lighting would not discourage undesirable activities but that it would take away from the experience of the bluff. Many individuals use the bluff to view city lights or fireworks at night and meeting attendees felt that the introduction of lights would inhibit these activities. Low level lighting may be required to meet the goal of safety and security.

Lastly, concerns regarding tree thinning were touched on throughout the public process. Several nearby residents desire to see the

evergreen trees thinned in some locations so that desirable views are maintained or regained. Others want to maintain the urban forest as-is. However, it is recognized that the introduction of the proposed pedestrian route will require tree removal of some trees for installation of the trail and to provide security and sight lines. Some trees are stressed or have died from last year's summer drought and will need to be removed.

PROBABLE COST EVALUATION

This probable cost evaluation is intended to represent an order of magnitude cost for the Master Plan improvements to Edwidge Woldson Park and West Cliff Drive but is not a guarantee of cost.

The Master Plan design improvements for both the overall park and West Cliff Drive are estimated at 1.7 million dollars. A 30% contingency has been added to this estimate and includes items not yet realized for the project (unknowns). Without more detailed design development, some items are estimated as lump sum costs based on bid tabulations from similar work on previous Bernardo|Wills Architects projects. The cost evaluation estimates maximum allowable construction costs (MACC) and includes both tax and Architectural or Engineering consultant fees. Actual fees could change based on the set scope of services at the time of contract negotiations. Inflation should be included for each year beyond the year this estimate was completed.

Design and construction of the proposed improvements could be phased as necessary. The design team suggests exploration of opportunities for partnership with other city departments, such as streets, SRTC, and the South Hill Coalition for funding and design of improvements.

Edwidge Woldson Master Plan and Pedestrian Connection Feasibility Study
City of Spokane - Parks and Recreation Department
Probable Cost Evaluation

B W A BERNARDO | WILLS ARCHITECTS PC

Item	Qty	Unit	Unit Price	Total	With 30% Contingency
Overall Park					
Earthwork					
Demolition, Clearing and Grubbing	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Amphitheater Shaping	1	Lump Sum	$9,000.00	$9,000.00	$11,700.00
Trail Grading and Preparation	1	Lump Sum	$20,000.00	$20,000.00	$26,000.00
Grading for New Parking	1	Lump Sum	$8,000.00	$8,000.00	$10,400.00
Erosion Control Measures	1	Lump Sum	$3,000.00	$3,000.00	$3,900.00
Hardscape Construction					
Concrete Stairs	1	Lump Sum	$40,000.00	$40,000.00	$52,000.00
Stair Handrails	1	Lump Sum	$15,000.00	$15,000.00	$19,500.00
Primary Trail (Asphalt or Compact Gravel)	12966	Sq. Ft.	$6.00	$77,796.00	$101,134.80
Sidewalk	4100	Sq. Ft.	$5.50	$22,550.00	$29,315.00
ADA Trail Improvements	1959	Sq. Ft.	$6.00	$11,754.00	$15,280.20
HMA - New Parking	2004	Sq. Ft.	$4.50	$9,018.00	$11,723.40
New Concrete Curbing - Type A	500	LF	$12.50	$6,250.00	$8,125.00
New ADA Parking Signs	2	Each	$200.00	$400.00	$520.00
Parking Lot Striping	500	LF	$1.00	$500.00	$650.00
Retaining Walls	150	Linear Feat	$50.00	$7,500.00	$9,750.00
Signage					
Monument Signage (Corner Sign)	1	Lump Sum	$71,000.00	$71,000.00	$92,300.00
Interpretative Signage	5	Each	$2,500.00	$12,500.00	$16,250.00
Supporting Wayfinding Signage (entry drive)	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
Site Furnishings and Amenities					
Benches	6	Each	$1,200.00	$7,200.00	$9,360.00
Bike Racks	12	Each	$200.00	$2,400.00	$3,120.00
Picnic Benches	8	Each	$1,500.00	$12,000.00	$15,600.00
Site Lighting (new parking/crossing/monuments)	1	Lump Sum	$20,000.00	$20,000.00	$26,000.00
Drinking Fountain	1	Each	$2,000.00	$2,000.00	$2,600.00
Art 1%	1	Lump Sum	$6,000.00	$6,000.00	$7,800.00
Architectural					
Restroom	1	Each	$150,000.00	$150,000.00	$195,000.00
Trellis Gateway Feature	1	Lump Sum	$15,000.00	$15,000.00	$19,500.00
Utility Extension for Restroom	1	Lump Sum	$20,000.00	$20,000.00	$26,000.00
Landscape					
Landscaping/Plantings	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
Irrigation System Updates and Expansion	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
New Soft Trail Development/Improvement	1	Lump Sum	$15,000.00	$15,000.00	$19,500.00
Tree Thinning/Removal	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Turf Repairs	1	Lump Sum	$2,000.00	$2,000.00	$2,600.00
Subtotal				**$605,868.00**	**$787,628.40**
Cliff Drive					
Street Improvements					
Demolition, Clearing and Grubbing	1	Lump Sum	$12,000.00	$12,000.00	$15,600.00
Roundabout /Intersection - Special Paving	1	Lump Sum	$38,000.00	$38,000.00	$49,400.00
Vert. Monument Feature (center of roundabou	1	Lump Sum	$20,000.00	$20,000.00	$26,000.00
Vert. Monument Feature Accent Lighting	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Curb and Gutter	2000	Linear Feet	$35.00	$70,000.00	$91,000.00
Curved Street Improvements (Repave)	21250	Sq. Ft.	$4.50	$95,625.00	$124,312.50
Signage, Traffic (speed), Parking, Park Rules	6	Each	$200.00	$1,200.00	$1,560.00
Pullout Locations	2	Each	$11,000.00	$22,000.00	$28,600.00
Splitter Island (West End)	1	Each	$14,000.00	$14,000.00	$18,200.00
Sidewalk	5140	Sq. Ft.	$5.50	$28,270.00	$36,751.00
Landscaping	1	Lump Sum	$20,000.00	$20,000.00	$26,000.00
Irrigation	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
Turf Repairs (South Edge of Street)	1	Lump Sum	$2,000.00	$2,000.00	$2,600.00
Plaza Areas					
Demolition, Clearing and Grubbing	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Concrete Flatwork	3648	Sq. Ft.	$5.50	$20,064.00	$26,083.20
Colored Concrete Work	2000	Sq. Ft.	$12.00	$24,000.00	$31,200.00
Power for Special Events, Low Level Security Lighting	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Security camera	1	Lump Sum	$1,500.00	$1,500.00	$1,950.00
Guardrail	509	Linear Feet	$120.00	$61,080.00	$79,404.00
Stairs	1	Lump Sum	$35,000.00	$35,000.00	$45,500.00
Stair Handrails	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
Landscaping	1	Lump Sum	$10,000.00	$10,000.00	$13,000.00
Irrigation	1	Lump Sum	$6,000.00	$6,000.00	$7,800.00
Art - 1%	1	Lump Sum	$5,000.00	$5,000.00	$6,500.00
Interpretive Signage	6	Each	$2,500.00	$15,000.00	$19,500.00
Benches	5	Each	$1,200.00	$6,000.00	$7,800.00
Bike Racks	12	Each	$200.00	$2,400.00	$3,120.00
Trash Receptacles	2	Each	$1,200.00	$2,400.00	$3,120.00
Bollards	6	Each	$900.00	$5,400.00	$7,020.00
Drainage	1	Lump Sum	$5,500.00	$5,500.00	$7,150.00
Subtotal				$557,439.00	$724,670.70
Total				**$1,163,307.00**	**$1,512,299.10**
A & E Fees				**$69,798.42**	**$90,737.95**
Tax 8.7%				$107,280.17	$139,464.22
GRAND TOTAL				**$1,340,385.59**	**$1,742,501.27**

APPENDIX #1

MASTER PLAN KEY

1. HISTORICAL IDENTITY SIGNAGE AT STREET CORNER
2. INFORMAL GRASS AMPHITHEATER
3. PEDESTRIAN AND BICYCLE PATH CONNECTION TO HOWARD STREET
4. WAYFINDING AND IDENTITY SIGNAGE
5. NEW / ADDITIONAL PARKING
6. EXISTING LOWER PARKING LOT TO REMAIN
7. NEW ADA PARKING AREA
8. SMALL RESTROOM AND ENTRY STRUCTURE
9. EXISTING UPPER PARKING LOT TO REMAIN
10. CORBIN ART CENTER
11. CORBIN KITCHEN GARDEN TO REMAIN
12. CASTLE OVERLOOK, FOOTBRIDGE AND EXISTING GRASS PATHWAY TO CORBIN LAWN TO REMAIN
13. CORBIN LAWN AND HISTORIC TREE TO REMAIN
14. TIGER TRAIL - UNIMPROVED
15. EXISTING GARDEN ENTRY
16. EXISTING ADA ACCESS TO GARDEN
17. PRIMARY PEDESTRIAN AND BICYCLE PATH
18. EXISTING ADA PARKING TO REMAIN
19. SECONDARY PEDESTRIAN PATH AND ACCESS TO ROCK CLIMBING (SOFT SURFACE PATH)
20. PUBLIC PLAZA AND VIEWPOINT WITH INTERPRETIVE SIGNAGE AND SPECIALTY PAVING
21. ROUNDABOUT WITH VERTICAL IDENTITY FEATURE AND SPECIALTY PAVING
22. VEHICULAR PULLOUT LOCATIONS
23. IMPROVED CLIFF DRIVE WITH CURBS, CURVES AND LANDSCAPE
24. NEW STAIR ACCESS INTO PARK DIRECTLY TO THE EAST OF TIGER TRAIL
25. LANDSCAPE ISLAND AND SPECIALTY PAVING
26. PEDESTRIAN AND BICYCLE CONNECTION TO CLIFF DRIVE AND NEIGHBORHOOD
27. CONNECTION TO CLIFF PARK

PREFERRED MASTER PLAN

0 60 120 180

NORTH

CITY OF SPOKANE PARKS & RECREATION

EDWIDGE WOLDSON PARK

Master Plan and Pedestrian Connection Feasibility Study

NOVEMBER 10, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

BIRD'S-EYE VIEW OF WEST CLIFF DRIVE ROUNDABOUT AND PLAZA 20 21 22

MASTER PLAN KEY

1. HISTORICAL IDENTITY SIGNAGE AT STREET CORNER
2. INFORMAL GRASS AMPHITHEATER
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27. CONNECTION TO CLIFF PARK

MASTER PLAN KEY

PERSPECTIVE OF NEW STAIR ACCESS INTO PARK - WEST ENTRY 24

PERSPECTIVE OF WEST CLIFF DRIVE PUBLIC PLAZA AND VIEWPOINT 20

PERSPECTIVE OF HISTORICAL IDENTITY SIGNAGE 1

INFORMAL GRASS AMPHITHEATER AND PEDESTRIAN PATH 2

CITY OF SPOKANE PARKS & RECREATION

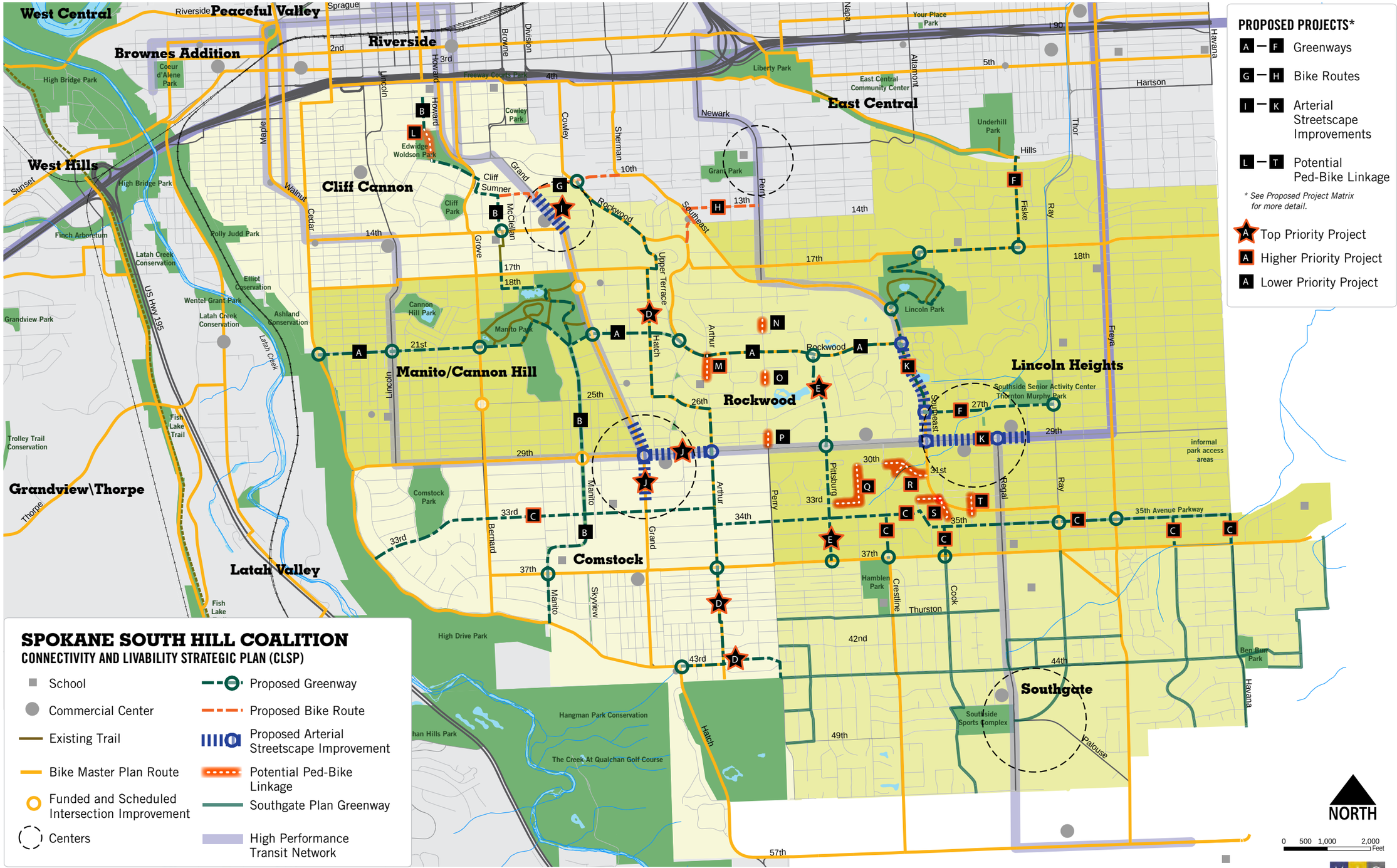
EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

NOVEMBER 10, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

APPENDIX #2

PROJECT MAP



PROPOSED PROJECTS*

- A – F Greenways
- G – H Bike Routes
- I – K Arterial Streetscape Improvements
- L – T Potential Ped-Bike Linkage

** See Proposed Project Matrix for more detail.*

- A Top Priority Project
- A Higher Priority Project
- A Lower Priority Project

SPOKANE SOUTH HILL COALITION
CONNECTIVITY AND LIVABILITY STRATEGIC PLAN (CLSP)

- School
- Commercial Center
- Existing Trail
- Bike Master Plan Route
- Funded and Scheduled Intersection Improvement
- Centers
- Proposed Greenway
- Proposed Bike Route
- Proposed Arterial Streetscape Improvement
- Potential Ped-Bike Linkage
- Southgate Plan Greenway
- High Performance Transit Network

Sources: Online Questionnaire, Stakeholder Meetings, City of Spokane GIS, Southgate Neighborhood Plan and Google Maps

APPENDIX #3

Meeting Minutes

Project: Edwidge Woldson Park Master Plan and Pedestrian Connectivity Feasibility Study	**Date:** July 12, 2016 6:00 pm **Location**: Corbin Art Center
Meeting: Workshop/Public Meeting #1	**BWA No:** 16-162

The following minutes express our understanding of the items discussed. If there are any corrections, additions, changes or questions to these meeting minutes, please respond in writing to Bernardo-Wills Architects within three (3) working days of receipt of this document, and clarification or revised text will be issued.

GENERAL

The meeting was called to bring community awareness to the Edwidge Woldson Master Planning Project and to begin the dialogue between the design team and community members. The public was ask to give verbal feedback on two main design areas of the master plan as well as provide comments via comment cards.

ATTENDANCE

Design team counted 16 community members present for the meeting, some signed in as a couple or did not sign in.

City of Spokane
Garrett Jones, Asst. Director of Park Operations
Nick Hamad, Parks and Recreation, Landscape Architect

Design Team
Dell Hatch, BWA – Project Manager
Bill LaRue, BWA – Landscape Architect
Julia Culp, BWA – Landscape Architect

ATTACHMENTS

Meeting Comments Cards
Meeting Sign In Sheet

MINUTES

Attendees signed in as they entered the room at the greeting table. The meeting started approximately 5 minutes late. We had a good turnout of enthusiastic participants filling up a majority of the chairs (approximately 16 people). We did not have any participates that were student (LC High School) users of the Tiger Trail or residents living directly adjacent to Cliff Drive.

1. Nick Hamad started the meeting with a welcome, introduction of the project, and the team members. He also gave a brief project history, described how we got here and touched on general housekeeping info etc.

2. Bill LaRue kicked off the workshop with an explanation of the agenda for the Public Meeting and described the desired outcomes. Bill addressed the goals of this project, followed by a discussion on the project location, site analysis, current challenges, and a compilation of site condition photos. Bill continued the presentation by discussing some of the past and recent planning efforts surrounding the park. The 2014 Connectivity and Livability Strategic Plan was highlighted as a catalyst for the current master planning project, as it establishes a need for a Greenway along Cliff Drive and a

pedestrian/bicycle connection through Edwidge Woldson. BWA took a brief set of questions at this point in the workshop.

3. Format for the second half of the meeting was an open discussion and brainstorming session. We explored two of the project's main design components with the public, connectivity routes and Cliff Drive, asking for feeback on each. Dell Hatch lead the discussion portion of the workshop. Julia Culp took notes on the community member recommendations and observations during this portion of the workshop.

4. Discussion Topic #1 Connectivity and Trail Routes – Dell started topic #1 by describing three different potential connectivity routes as identified by BWA. Below is a list of comments heard during discussion topic #1. Some, but not all of the comments were voted on. Voting allowed BWA to gauge the community's collective level of agreement with certain comments. High, moderate or low tags at the end of the below statements indicate the level of agreement the community members had with the statement.
    - Proposed route #3 is too long. (High)
    - Proposed route #3 may not be viable due to a need for two lanes of vehicular traffic in the winter.
    - Proposed route #3 does not connect well with Howard Street.
    - The community would like design team to explore a combination of trail routes #1 & #2 (or a combination of two routes in general). (High)
    - Allowing park visitors to experience natural rock outcrops from below, would be a positive experience.
    - Existing Tiger Trail stairs should be repaired if possible. (High)
    - There is a desired to maintain the natural character of the park area outside of the gardens. (High)
    - Possibly consider a trail route through part of the existing gardens. (Moderate)
    - Design team should consider a trail route starting near the existing overlook and moving down through the canyon nearby.

5. Discussion Topic #2 Cliff Drive – Dell started topic #2 by describing some potential improvements and changes to Cliff Drive. Below is a list of comments heard during discussion topic #2. Some, but not all of the comments were voted on. Voting allowed BWA to gauge the community's collective level of agreement with certain comments. High, moderate or low tags at the end of the below statements indicate the level of agreement the community members had with the statement.
    - Undesirable activity occurring at Cliff Drive appears to be primarily from visitors coming via car rather than foot.
    - Closing Cliff Drive could push parking problem further out into surrounding neighborhood.
    - There is a need for street improvements that slow vehicular traffic. (High)
    - Trees should not be placed as such that they block existing city views.
    - Lighting along Cliff could hinder views (fireworks).
    - Don't build formal parking on Cliff Drive. (High)
    - Do build formal parking on Cliff Drive. (Low)
    - Possibility of testing the effects of a road closure for a year (or other temporary length of time).
    - Design should include a formal path/trail along the top of Cliff Drive. (Moderate to High)

6. During the open discussion and brainstorming session there were some general observations and comments regarding the site conditions. These are below.
    - Parking around Cliff Park is under-utilized.
    - There is a high turnover rate of cars at Mary Cliff.
    - Large amount of on-street parking occurs on 7th Ave. (adjacent condo residence and visitors).
    - Some residence below 7th Ave. drive to the top of the hill to walk, because the Tiger Trail is too steep.

- Some pedestrians and bicyclists currently move down Lincoln Street, through the Deaconess parking lot to reach downtown.

11. Adjournment of Meeting: The next Public Meeting is TBD. BWA will work with Parks to send notice of the next meeting, to the same individuals previously contacted, making sure those in attendance at the first workshop are also at the second. BWA will also work with Parks to establish a meeting with residents living directly adjacent to Cliff Drive. Attendees were reminded to leave their contact/comment cards prior to leaving the workshop.

END OF MEETING MINUTES

APPENDIX #4

Public Meeting #1 Comment Card Matrix Summary

Edwidge Woldson Park Master Plan

Public Comment Card Summary - 1st MEETING

7/12/2016

Question		Vote Tally	Comments
How do you currently use the park?			
	Visit the Gardens	2	
	Walking/Travel Route/Recreation	5	
	Enjoy Views at Top	1	
	Corbin Classes	1	
Do you use the Tiger Trail as a travel route?			
	No	5	Too steep. Dangerous. Loose Rocks.
	Yes	7	Use for traveling from home to downtown. To LC.
What would encourage you to spend more time in the park?			
	Resolving transient and waste issues.	1	
	Improved Accessibility/Pathways	3	
	Restroom, Drinking Fountain, Benches, Etc.	2	
	Improved Identity	1	
	Events in the Park	1	
What do you like most about the park?			
	Greenspace	2	
	Natural Areas	4	
	Historical Character	1	
	Tiger Trail	2	
	Gardens	3	
	Views	4	
What one thing would you change?			
	Add Restrooms	1	
	Add Pedestrian and Bicycle Trail	4	
	Better/Safer Access	4	
	Better Signage	1	
What would give the park a stronger identity?			
	A Trail	1	Would invite more people into the park.
	Gateway/Entry Marker/Signage	4	
	More Events	1	
	Incorporating Cliff Drive into Park	1	Integration with local programs, arts and social groups.
What is the best use for Cliff Drive?			
	Narrowed street with limited neighborhood access.	2	
	Continued 2-way vehicular use (as is).	4	
	Pedestrian only, closed to vehicular traffic	5	
	Other:	1	Greenway

APPENDIX #5

PARK CONCEPT DESIGN #1

CALLOUTS

1. CORBIN ART CENTER
2. EXISTING PARKING LOT
3. NEW PARKING
4. TIGER TRAIL - IMPROVED/ RE-BUILT WITH NEW STAIRS AND BIKE RUNNELS
5. SMALL RESTROOM
6. NEW ADA PARKING AREA
7. PRIMARY BIKE AND PEDESTRIAN PATH
8. PRIMARY IDENTITY SIGNAGE (HISTORIC)
9. SMALL VENUE AMPHITHEATER
10. EXISTING GARDEN ENTRY
11. SECONDARY PEDESTRIAN PATH (SOFT SURFACE)
12. CONNECTION TO CLIFF DRIVE
13. EXISTING ROCK FORMATIONS
14. EXISTING ADA CONNECTION TO GARDEN
15. EXISTING ADA PARKING

VOTE HERE FOR THIS AS YOUR FAVORITE PARK CONCEPT

CITY OF SPOKANE PARKS & RECREATION

EDWIDGE WOLDSON PARK

Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

CALLOUTS

1. CORBIN ART CENTER
2. EXISTING PARKING LOT
3. TIGER TRAIL - PARTIAL OR FULL CLOSURE
4. SMALL RESTROOM
5. EXISTING ADA PARKING AREA
6. PRIMARY BIKE AND PEDESTRIAN PATH
7. PRIMARY IDENTITY SIGNAGE (HISTORIC)
8. RE-CREATION OF FORMER DRIVE
9. RE-CREATION OF FORMER CARRIAGE ROAD
10. INTERPRETIVE SIGN LOCATIONS
11. EXISTING GARDEN ENTRY
12. EXISTING ADA ACCESS TO GARDENS
13. SECONDARY PEDESTRIAN PATH
14. CONNECTION TO CLIFF DRIVE
15. IMPROVED ROCK CLIMBING ACCESS
16. EXISTING ROCK FORMATIONS

9

15

10

VOTE HERE FOR THIS AS YOUR FAVORITE PARK CONCEPT

PARK CONCEPT DESIGN #2

CITY OF SPOKANE PARKS & RECREATION

EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

CALLOUTS

1. CORBIN ART CENTER
2. EXISTING PARKING LOT
3. TIGER TRAIL - UNIMPROVED, REMAINS AS IS
4. SMALL RESTROOM ONE
5. NEW ADA PARKING AREA
6. PRIMARY BIKE AND PEDESTRIAN PATH
7. VERTICAL IDENTITY SIGNAGE (INCREASE VISIBILITY)
8. PICNIC AREA
9. SMALL RESTROOM TWO
10. EXISTING ADA PARKING
11. EXISTING ADA ACCESS TO GARDEN
12. EXISTING GARDEN ENTRY
13. SECONDARY PEDESTRIAN PATH (SOFT SURFACE)
14. CONNECTION TO CLIFF DRIVE
15. EXISTING ROCK FORMATIONS

4

8

13

VOTE HERE FOR THIS AS YOUR FAVORITE PARK CONCEPT

PARK CONCEPT DESIGN #3

CITY OF SPOKANE PARKS & RECREATION

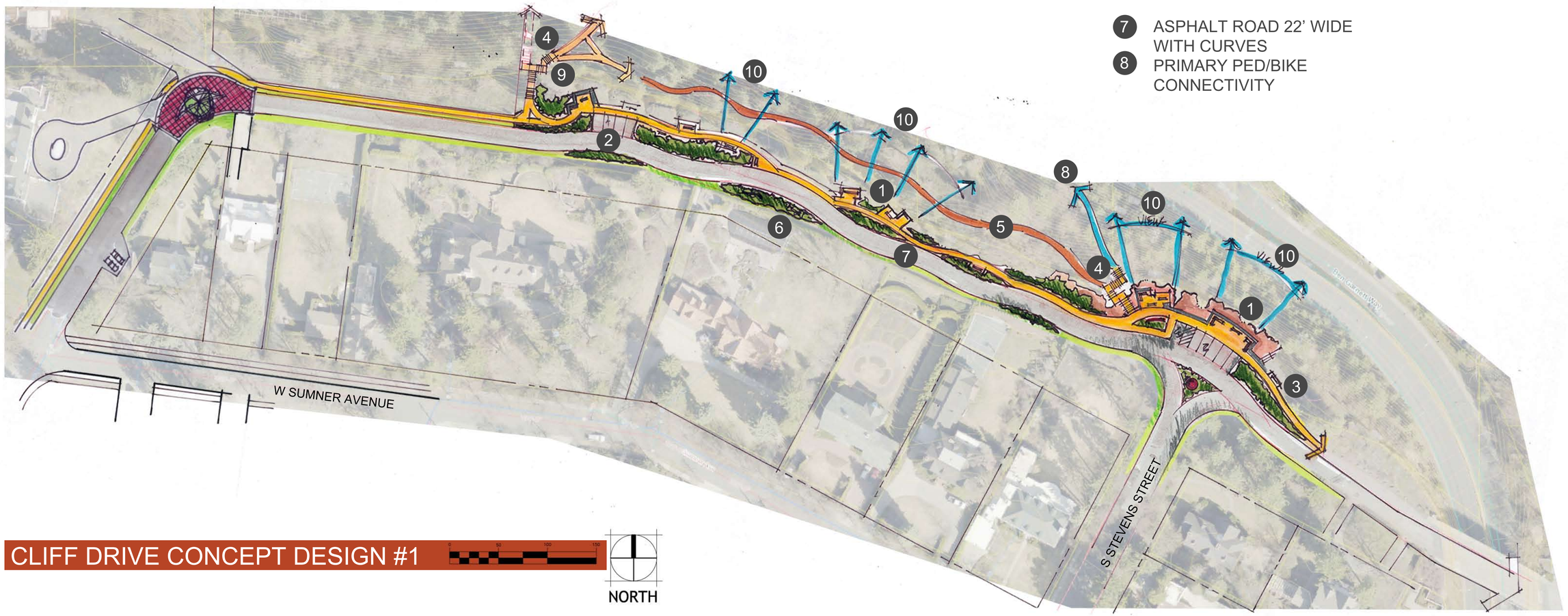
EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

CALLOUTS

1. OVERLOOK
2. PARKING
3. CONCRETE SIDEWALK
4. STEPS DOWN TO PARK WITH BIKE RUNNELS
5. SOFT TRAIL SURFACE
6. LANDSCAPING
7. ASPHALT ROAD 22' WIDE WITH CURVES
8. PRIMARY PED/BIKE CONNECTIVITY
9. TO SECONDARY TRAILS
10. VIEW CORRIDORS OF CITY



CLIFF DRIVE CONCEPT DESIGN #1

NORTH

CITY OF SPOKANE PARKS & RECREATION

EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

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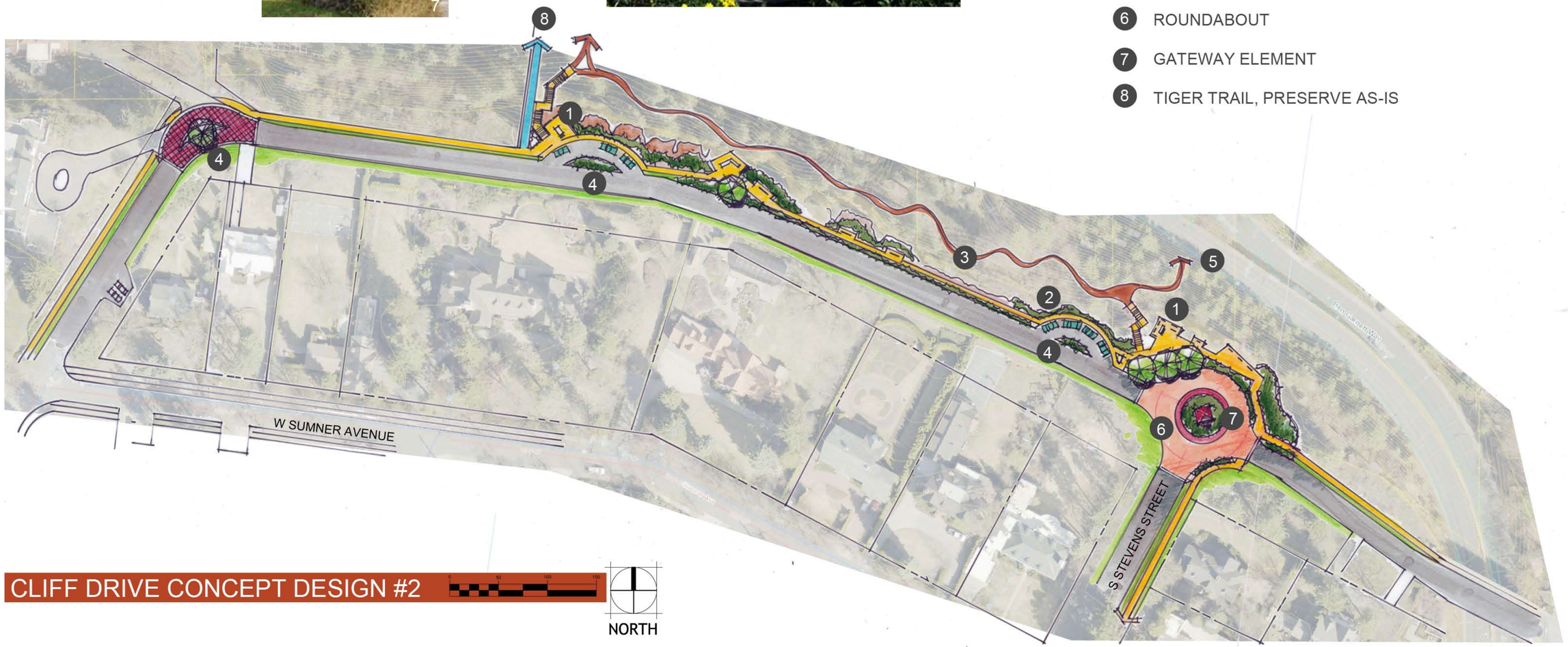
CALLOUTS

1. OVERLOOK/ INTERPRETIVE EXHIBIT
2. PULL OUT PARKING SIMILAR TO HIGH DRIVE
3. SOFT TRAIL
4. MEDIAN
5. PED/BIKE ACCESS
6. ROUNDABOUT
7. GATEWAY ELEMENT
8. TIGER TRAIL, PRESERVE AS-IS



CLIFF DRIVE CONCEPT DESIGN #2

NORTH

CITY OF SPOKANE PARKS & RECREATION

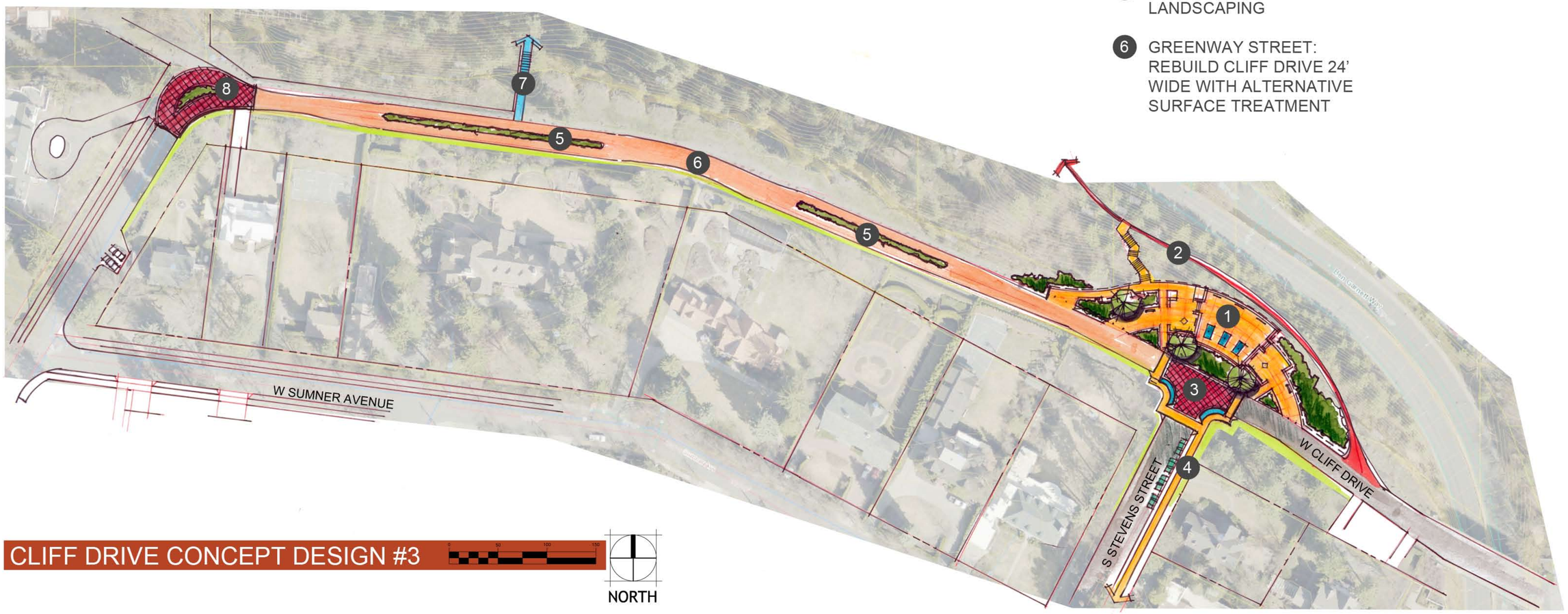
EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

CALLOUTS

1. PLAZA OVERLOOK
2. PRIMARY BIKE AND PEDESTRIAN PATH
3. DECORATIVE PAVEMENT
4. ON-STREET PARKING (NO PARKING ON CLIFF DRIVE)
5. MEDIAN WITH LANDSCAPING
6. GREENWAY STREET: REBUILD CLIFF DRIVE 24' WIDE WITH ALTERNATIVE SURFACE TREATMENT
7. CONNECTION TO TIGER TRAIL: REBUILT TIGER TRAIL TO CURRENT STANDARDS
8. TRAFFIC CALMING ISLAND WITH DECORATIVE PAVING



CLIFF DRIVE CONCEPT DESIGN #3

NORTH

CITY OF SPOKANE PARKS & RECREATION

EDWIDGE WOLDSON PARK
Master Plan and Pedestrian Connection Feasibility Study

PUBLIC MTG. #2
SEPT. 13, 2016

BWA BERNARDO | WILLS ARCHITECTS PC

APPENDIX #6

Meeting Minutes

Project: Edwidge Woldson Park Master Plan and Pedestrian Connectivity Feasibility Study	**Date:** September 13, 2016 6:00 pm **Location**: Corbin Art Center
Meeting: Workshop/Public Meeting #2	**BWA No:** 16-162

The following minutes express our understanding of the items discussed. If there are any corrections, additions, changes or questions to these meeting minutes, please respond in writing to Bernardo-Wills Architects within three (3) working days of receipt of this document, and clarification or revised text will be issued.

GENERAL

The meeting was called to continue the public process and information gathering phase of Edwidge Woldson Master Planning Project. The design team presented current findings, summarized previous public comments and presented conceptual level designs in which attendees were asked to vote and give verbal feedback on.

ATTENDANCE

Design team counted approximately twenty-eight people at the meeting. Twenty-three individuals signed in on the sign in sheets provided.

City of Spokane
Nick Hamad, Parks and Recreation, Landscape Architect

Design Team
Bill LaRue, BWA – Project Manager
Julia Culp, BWA – Landscape Architect
Steele Fitzloff, BWA – Landscape Architect

ATTACHMENTS

Meeting Comments Cards
Meeting Sign In Sheet

MINUTES

Attendees browsed over design concepts and signed in as they entered the room at the greeting table. The meeting started approximately 5 minutes late. Many individuals who attended the meeting had been to at least one of the two previous meetings. Some attendees were residents of Cliff Drive or Sumner Avenue. There was a good showing of public participants.

1. Nick Hamad started the meeting with a welcome, introduction of the project process to date, and an introduction of the design team members. He also gave a brief statement regarding the conceptual nature of the presentation material and the desire for feedback from the public on the larger vision rather than smaller design related components.

2. Bill LaRue kicked off the workshop with a PowerPoint presentation. He started with explanation of the agenda for the Public Meeting and re-touched on the project goals. Bill continued the presentation with a summary of the current issues the design team determined surrounding Cliff Drive. He then described some of the possible amenities that had been suggested at pervious public meetings or by the design team to alleviate some of these current issues. The initial trail route map was shown briefly. Bill then described the three Cliff Drive improvement concepts the design team had developed. Julia Culp

continued the presentation with the issues the design team had established as effecting the overall park. A list of park amenities was presented that could either alleviate some of these issues or provide new and interesting park experiences was also presented. Julia described the three overall park concepts. Direction was given on the break out session format and some attendee questions were answered at this point in the meeting.

3. Format for the second half of the meeting was an open house format where attendees were invited to discuss concept designs with the design team, vote on their preferred concepts and preferred park amenities. The design team had three stations set up. One station included the three concepts for improvements of Cliff Drive. Bill LaRue hosted this station, answering questions and receiving verbal feedback. The second station consisted of the three concepts for the overall park design. Julia Culp hosted this station, also answering questions and recording verbal feedback. The third station was hosted by both Steele Fitzloff and Nick Hamad. This station included voting boards for both park and Cliff Drive issues. It also included voting boards for park amenities and traffic calming techniques.

4. **Cliff Drive Concepts** – Bellow are verbal comments and vote tallies that Bill LaRue received while hosting the Cliff Drive conceptual design station during the meeting break out session.
    - **Concept #1**
      This was the most popular concept. The general consensus for this concept was the narrower curved road 22' – 24' was the preferred method to calm traffic over the other two concepts. Landscaping provided on both sides of the road created by the concave portion of radius was also a major benefit to this plan. The landscape island at the Stevens Street intersection was positively received but the travel lane layout not allowing left turns was an issue. The two parking lot locations got mixed reviews with most feeling that parking should not be provided off Cliff Drive. The winding sidewalk with landscaping separating the road from the walk was favorable. The smaller individual interpretive/overlook spaces and bench pads located along the walk, as illustrated in the photo example also received positive reviews. Several people pointed out that the roundabout from Concept 2 should be added to this plan for improvement.
    - **Concept #2**
      The roundabout with decorative pavement with a vertical gateway opportunity (as illustrated in the photo of the Rockwood Neighborhood Gateway) located in the center were the preferred components of this concept. It was discussed that the roundabout could be a raised speed table, as well, to calm traffic. This concept illustrates a straight roadway. The suggestion to incorporate another speed table/speed bump or dip midway down the road was mentioned. The parking pullouts also had mixed reviews as in Concept 1.
    - **Concept #3**
      The landscape medians did not seem to be as favorable as the curvilinear road for traffic calming. This may be due to the fact that the curvilinear road appears to represent more landscaping. The decorative intersections were a positive feature for this concept but decorative paving should be expanded to incorporate more decorative roadway. Parking on the side streets as depicted seem more favorable than other concepts however, side streets should be improved to add curbing so that parking to loiter does on include parking on a homeowner's lawn. The larger plaza space depicted in this concept seemed to draw interest as well.
    - **Concept Votes:** Concept #1 – 8 Votes, Concept #2- 3 Votes, Concept #3 – 2 Votes
    - **General Comments Regarding Cliff Drive**
        - Speeding, vagrancy, criminal activity and loitering were the main concerns that influenced most of the comments regarding design solutions and amenities. The area is not patrolled and the street is straight and with no driveways providing an opportunity for high speed driving. The area has a reputation as an afterhours hangout for undesirable activities. One neighbor cited that last Friday 13 cars were parked in front of his house on Stevens Street all engaging in loitering and criminal activity.

- Parking was a hot topic. Although parking is needed to provide access to the proposed amenities, the concern of the neighbors is that parking spaces will only be used as opportunities of undesirables to park and loiter.
- It was suggested that a vacant city owned lot just east of the bridge could provide parking for visitors to the overlook improvements.
- The drawings all show that the primary pedestrian/bike connectivity will require a stair case with bike runnels to negotiate the cliff grade transition rather than a path. This is not a desirable solution for the bike community. Switchbacks in the path to negotiate the grade would be a preferred solution.

5. **Overall Park Concepts** – Below are verbal comments and vote tallies that Julia Culp received while hosting the Overall Park conceptual design station during the meeting's breakout session.
   - **Concept #1**
     Verbal Comments: This was the least favored concept of the three. The red trail route was a concern because of the pinch point between the Corbin Art Center and the end of the existing roadway. Generally, attendees were in favor of at least partial repair of the Tiger Trail Stairs but did not feel that Concept #1 included enough soft trails.
   - **Concept #2**
     Verbal Comments: This was the second highest voted concept for the overall park area. Some attendees mentioned being in favor of access to rock climbing but also stated that people will climb here whether or not an established space is created for this. One attendee and an avid biker, comment on the concern of outlet of the red trail so near the intersection of 7th and Stevens. She also mentioned that bicyclists tend to move north via Howard rather than Stevens. Again the red trail route was more favorable in this concept to concept #1.
   - **Concept #3**
     Verbal Comments: This was the most popular concept design of those presented for the overall park. Attendees were in favor of not closing or discouraging use of the Tiger Trail and maintaining it. However, they did want to see some improvements to the existing stairs. This concept had the most favorable red trail route. Several individuals felt that the meandering path through the front green was desirable. An area for picnic was also mention as a plus and was asked to be included in any or all of the concepts.
   - **Concept Votes:** Concept #1 – 2 Votes, Concept #2- 4 Votes, Concept #3 – 5 Votes
   - **General Comments Regarding the Overall Park:** No comments were received on one restroom versus the inclusion of two.

6. Park and Cliff Drive Issues and Amenities: Steele Fitzloff and Nick Hamad hosted the issues and amenities voting boards. Below is the tally of votes on these boards. Also included are some general comments received by the design team at this station.
   - **Overall Park Issues:**
     - Identity – 0 Votes
     - Restrooms (Lack of) 3 Votes
     - Pedestrian Bike Route – 9 Votes
     - Buss Access to Gardens – 0 Votes
     - Urban Forest Management – 0 Votes
     - Wayfinding (Signage) – 0 Votes
   - **Park Amenities Votes:**
     - Gathering/Performance Amphitheater (Formal) – 1 Vote
     - Gathering/Performance Amphitheater (Informal) – 2 Votes
     - Picnic Area (No Shelter) – 3 Votes
     - Monument Signage – 1 Vote
     - Public Art – 1 Vote
     - Trail Surfacing (Concrete) – 2 Votes

    - Trail Surfacing (Soft Surfacing) -7 Votes
    - Trail Surfacing (Soil Cement) – 1 Vote
- **Cliff Drive Issues:**
    - Undesirable Activity – 4 Votes
    - Trash – Unkept Look/Feel – 2 Votes
    - Speed – 1 Vote
    - Unorganized/Unauthorized Parking -1 Vote
    - Need for Restrooms – 2 Votes
    - Security and Safety – 3 Votes
    - Access to Park – 0 Votes
    - No Dedicated Pedestrian Routes -1 Vote
    - Viewing Points/Overlooks – 3 Votes
    - Identity – 0 Votes
- **Cliff Drive Traffic Calming Technique Votes:**
    - Large Concrete Apron and Approach Medians (Traffic Circle) – 5 Votes
    - Speed Table Crossing – 1 Vote
    - Curves Added to Street with Landscaping – 5 Votes
    - Street Furniture (Benches) – 1 Vote
    - Medians – 1 Vote
    - Street Narrowing – 1 Vote
- **Overall Comments Mentioned at Voting Boards**
    - In general, there was a lot of conversation regarding vehicular speeding down Cliff Drive, even though not a lot of people voted for it as an issue.
    - Many people mentioned the undesirably people and activities that would occur at night along Cliff Drive and Stevens St.
    - Tiger Trail was a concern for many of the elderly attendees but most didn't want it to be replaced, preferring a modern stair case route to provide access to the park but be somewhat adjacent to the trail.
    - One attendee noted it would be nice to see Tiger trail restored to its original condition so that it wouldn't appear as decrepit.
    - It was suggested that handrails down the full length of one side of the trail would help provide some support for people who may trip while using the trail.
    - A grass amphitheater was mentioned a being desired by a few people.
    - Many people wanted to add curves as a way to reduce speed on Cliff Drive but didn't like the idea of a landscape chicane to achieve this look. They would prefer the street actually meandering.
    - A few people mentioned they like the idea of a soft trail material best but still would hope it would be compacted enough that a wheeled object could be pushed through it.
    - One attendee mentioned the serious need for a bike route through this park.
    - There was also mention of a need for speed bumps or speed tables, even if there was no crossing present at the location of the speed table. Several individuals commented on the possible use of parking to the east of the bridge over Ben Garrnett Way.
    - One individual asked about the option of making all the parking on Cliff Drive handicap parking, to discourage use of the parking by people in this area causing undesirable activity.

11. Adjournment of Meeting: The next Public Meeting is TBD. BWA will work with Parks to send notice of the next meeting, to the same individuals previously contacted, making sure those in attendance at the first and second workshops are also at the third. BWA will also work with Parks to establish a meeting with residents living directly adjacent to Cliff Drive. Attendees were reminded to leave their contact/comment cards prior to leaving the workshop.

12. Note: Meeting minutes do not include summary of comments received via comment cards. Comment cards are included as an attachment to these minutes.

END OF MEETING MINUTES

APPENDIX #7

Public Meeting #2 Comment Card Matrix Summary

Edwidge Woldson Park Master Plan

Public Comment Card Summary - 2nd MEETING

9/13/2016

Site Element

		Yes	No	Comments
Park Concept				
Concept 1				
Concept 2		3		The trail exit on Stevens and 7th is very busy and dangerous.
Concept 3		4		Like benches and trail through grassy hillside.
Tiger Trail				
	Improve-rebuild or repair Tiger Trail	3		
	Keep trail as is, add new trail adjacent	1		
Unique Park Elements				
Amphitheater		3		Like north side of concept 1.
Rock Climbing Bouldering activity		2		
Picnic Area		2		
Restroom Locations				
	Concept 1			
	Concept 2			
	Concept 3	2		Only 1 RR at Parking #4.
Ped/Bike (Red) Trail				Trail needs to go through to Howard, nice to separate pedestrians and bikes.
	West Side of Corbin	2		Bike runnels not great. Like lots of soft trails.
	East Side	1?		
Signage				
	Vertical	2		

Edwidge Woldson Park Master Plan

Public Comment Card Summary - 2nd MEETING

9/13/2016

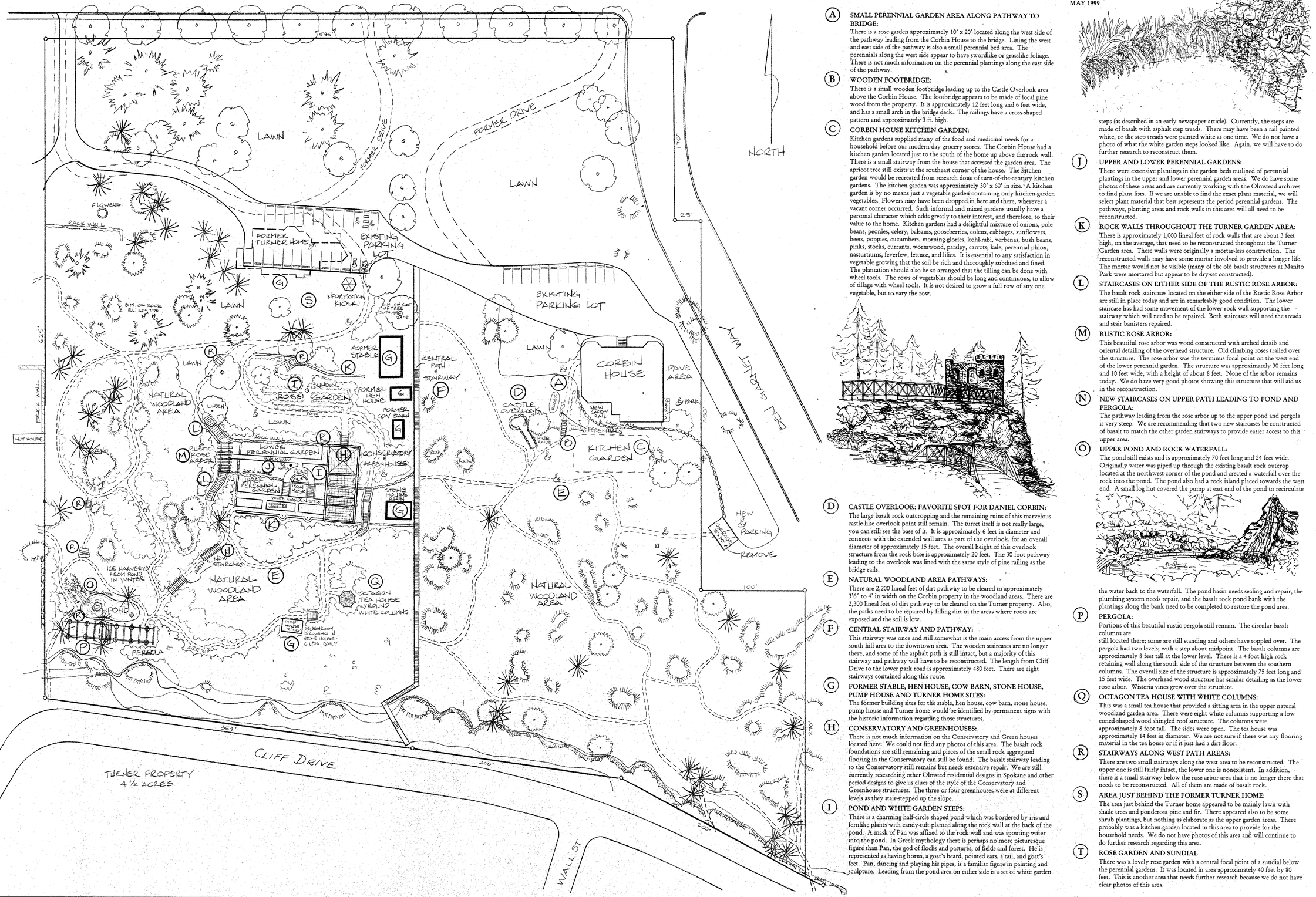
Site Element

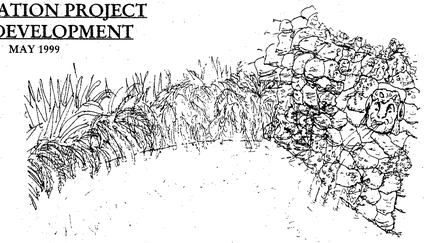
		Yes	No	Comments
Cliff Drive				
Concept 1		5		May not be best "Feature" @ Stevens
Concept 2		2		
Concept 3		3		Like simplicity & "Woonerf" style ped/bike sharing.
Tiger Trail				
	Improve-rebuild or repair Tiger Trail	3		
	Keep trail as is, add new trail adjacent	2		Provide another entrance to trails.
Lighting				
	Add low level lighting	3		Turned off for 4th July. Important for safety.
Parking				
	Parking (General)			Should have posted hours to enforce after dark
	Side Street	1		
	Develop Lot East side of Bridge	4		Develop diagonal parking other side of bridge, encourage meandering.
	Some Parking or Handicap Parking @ Cliff	4		Concept 1 may show too much parking, some parking on Cliff.
	No Parking @ Cliff Dr.	2		Parking north of observation overlooks? Ruin experience in conc.1
	No Parking on Stevens	1		Vacate North Half of Stevens St.
	Drop off - 'Moon' shape	1		
Traffic Calming				
	Meandering Road	4		Make road 20' - 22' wide.
	Medians and Islands		3	Would narrow narrow traffic for peds and bikes/too car friendly.
	Speed Tables and Speed Bumps	1		
	Traffic Circle Roundabout	4		Like large medallion paved traffic circle.
	Shared Use 'Woonerf' style	2		Shared use with proper signage.
Sidewalks				
	Sidewalks (General)			Provide ADA/Universal Access.
	Meandering	2		Provide paths through the rock crevasses.
	Soft Trails	1		
Overlooks				
	Large Plaza	2		Larger plaza suitable more visitors/enjoyment.
Development Concerns				
	Tree thinning, too much dev., lights etc.		1	Concern about environmental damage.

APPENDIX #8

CORBIN AND TURNER HERITAGE GARDEN RESTORATION PROJECT PLAN DEVELOPMENT

MAY 1999





Ⓐ **SMALL PERENNIAL GARDEN AREA ALONG PATHWAY TO BRIDGE:**
There is a rose garden approximately 10' x 20' located along the west side of the pathway leading from the Corbin House to the bridge. Lining the west and east side of the pathway is also a small perennial bed area. The perennials along the west side appear to have swordlike or grasslike foliage. There is not much information on the perennial plantings along the east side of the pathway.

Ⓑ **WOODEN FOOTBRIDGE:**
There is a small wooden footbridge leading up to the Castle Overlook area above the Corbin House. The footbridge appears to be made of local pine wood from the property. It is approximately 12 feet long and 6 feet wide, and has a small arch in the bridge deck. The railings have a cross-shaped pattern and approximately 3 ft. high.

Ⓒ **CORBIN HOUSE KITCHEN GARDEN:**
Kitchen gardens supplied many of the food and medicinal needs for a household before our modern-day grocery stores. The Corbin House had a kitchen garden located just to the south of the home up above the rock wall. There is a small stairway from the house that accessed the garden area. The apricot tree still exists at the southeast corner of the house. The kitchen garden would be recreated from research done of turn-of-the-century kitchen gardens. The kitchen garden was approximately 30' x 60' in size. A kitchen garden is by no means just a vegetable garden containing only kitchen-garden vegetables. Flowers may have been dropped in here and there, wherever a vacant corner occurred. Such informal and mixed gardens usually have a personal character which adds greatly to their interest, and therefore, to their value to the home. Kitchen gardens had a delightful mixture of onions, pole beans, peonies, celery, balsams, gooseberries, coleus, cabbages, sunflowers, beets, poppies, cucumbers, morning-glories, kohl-rabi, verbenas, bush beans, pinks, stocks, currants, wormwood, parsley, carrots, kale, perennial phlox, nasturtiums, feverfew, lettuce, and lilies. It is essential to any satisfaction in vegetable growing that the soil be rich and thoroughly subdued and fined. The plantation should also be so arranged that the tilling can be done with wheel tools. The rows of vegetables should be long and continuous, to allow of tillage with wheel tools. It is not desired to grow a full row of any one vegetable, but to vary the row.

Ⓓ **CASTLE OVERLOOK; FAVORITE SPOT FOR DANIEL CORBIN:**
The large basalt rock outcropping and the remaining ruins of this marvelous castle-like overlook point still remain. The turret itself is not really large, you can still see the base of it. It is approximately 6 feet in diameter and connects with the extended wall area as part of the overlook, for an overall diameter of approximately 15 feet. The overall height of this overlook structure from the rock base is approximately 20 feet. The 30 foot pathway leading to the overlook was lined with the same style of pine railing as the bridge rails.

Ⓔ **NATURAL WOODLAND AREA PATHWAYS:**
There are 2,200 lineal feet of dirt pathway to be cleared to approximately 3'6" to 4' in width on the Corbin property in the woodland areas. There are 2,300 lineal feet of dirt pathway to be cleared on the Turner property. Also, the paths need to be repaired by filling dirt in the areas where roots are exposed and the soil is low.

Ⓕ **CENTRAL STAIRWAY AND PATHWAY:**
This stairway was once and still somewhat is the main access from the upper south hill area to the downtown area. The wooden staircases are no longer there, and some of the asphalt path is still intact, but a majority of this stairway and pathway will have to be reconstructed. The length from Cliff Drive to the lower park road is approximately 480 feet. There are eight stairways contained along this route.

Ⓖ **FORMER STABLE, HEN HOUSE, COW BARN, STONE HOUSE, PUMP HOUSE AND TURNER HOME SITES:**
The former building sites for the stable, hen house, cow barn, stone house, pump house and Turner home would be identified by permanent signs with the historic information regarding those structures.

Ⓗ **CONSERVATORY AND GREENHOUSES:**
There is not much information on the Conservatory and Green houses located here. We could not find any photos of this area. The basalt rock foundations are still remaining and pieces of the small rock aggregated flooring in the Conservatory can still be found. The basalt stairway leading to the Conservatory still remains but needs extensive repair. We are still currently researching other Olmsted residential designs in Spokane and other period designs to give us clues of the style of the Conservatory and Greenhouse structures. The three or four greenhouses were at different levels as they stair-stepped up the slope.

Ⓘ **POND AND WHITE GARDEN STEPS:**
There is a charming half-circle shaped pond which was bordered by iris and fernlike plants with candy-tuft planted along the rock wall at the back of the pond. A mask of Pan was affixed to the rock wall and was spouting water into the pond. In Greek mythology there is perhaps no more picturesque figure than Pan, the god of flocks and pastures, of fields and forest. He is represented as having horns, a goat's beard, pointed ears, a tail, and goat's feet. Pan, dancing and playing his pipes, is a familiar figure in painting and sculpture. Leading from the pond area on either side is a set of white garden steps (as described in an early newspaper article). Currently, the steps are made of basalt with asphalt step treads. There may have been a rail painted white, or the step treads were painted white at one time. We do not have a photo of what the white garden steps looked like. Again, we will have to do further research to reconstruct them.

Ⓙ **UPPER AND LOWER PERENNIAL GARDENS:**
There were extensive plantings in the garden beds outlined of perennial plantings in the upper and lower perennial garden areas. We do have some photos of these areas and are currently working with the Olmstead archives to find plant lists. If we are unable to find the exact plant material, we will select plant material that best represents the period perennial gardens. The pathways, planting areas and rock walls in this area will all need to be reconstructed.

Ⓚ **ROCK WALLS THROUGHOUT THE TURNER GARDEN AREA:**
There is approximately 1,000 lineal feet of rock walls that are about 3 feet high, on the average, that need to be reconstructed throughout the Turner Garden area. These walls were originally a mortar-less construction. The reconstructed walls may have some mortar involved to provide a longer life. The mortar would not be visible (many of the old basalt structures at Manito Park were mortared but appear to be dry-set constructed).

Ⓛ **STAIRCASES ON EITHER SIDE OF THE RUSTIC ROSE ARBOR:**
The basalt rock staircases located on the either side of the Rustic Rose Arbor are still in place today and are in remarkably good condition. The lower staircase has had some movement of the lower rock wall supporting the stairway which will need to be repaired. Both staircases will need the treads and stair banisters repaired.

Ⓜ **RUSTIC ROSE ARBOR:**
This beautiful rose arbor was wood constructed with arched details and oriental detailing of the overhead structure. Old climbing roses trailed over the structure. The rose arbor was the terminus focal point on the west end of the lower perennial garden. The structure was approximately 30 feet long and 10 feet wide, with a height of about 8 feet. None of the arbor remains today. We do have very good photos showing this structure that will aid us in the reconstruction.

Ⓝ **NEW STAIRCASES ON UPPER PATH LEADING TO POND AND PERGOLA:**
The pathway leading from the rose arbor up to the upper pond and pergola is very steep. We are recommending that two new staircases be constructed of basalt to match the other garden stairways to provide easier access to this upper area.

Ⓞ **UPPER POND AND ROCK WATERFALL:**
The pond still exists and is approximately 70 feet long and 24 feet wide. Originally water was piped up through the existing basalt rock outcrop located at the northwest corner of the pond and created a waterfall over the rock into the pond. The pond also had a rock island placed towards the west end. A small log hut covered the pump at east end of the pond to recirculate

the water back to the waterfall. The pond basin needs sealing and repair, the plumbing system needs repair, and the basalt rock pond bank with the plantings along the bank need to be completed to restore the pond area.

Ⓟ **PERGOLA:**
Portions of this beautiful rustic pergola still remain. The circular basalt columns are
still located there; some are still standing and others have toppled over. The pergola had two levels; with a step about midpoint. The basalt columns are approximately 8 feet tall at the lower level. There is a 4 foot high rock retaining wall along the south side of the structure between the southern columns. The overall size of the structure is approximately 75 feet long and 15 feet wide. The overhead wood structure has similar detailing as the lower rose arbor. Wisteria vines grew over the structure.

Ⓠ **OCTAGON TEA HOUSE WITH WHITE COLUMNS:**
This was a small tea house that provided a sitting area in the upper natural woodland garden area. There were eight white columns supporting a low coned-shaped wood shingled roof structure. The columns were approximately 8 foot tall. The sides were open. The tea house was approximately 14 feet in diameter. We are not sure if there was any flooring material in the tea house or if it just had a dirt floor.

Ⓡ **STAIRWAYS ALONG WEST PATH AREAS:**
There are two small stairways along the west area to be reconstructed. The upper one is still fairly intact, the lower one is nonexistent. In addition, there is a small stairway below the rose arbor area that is no longer there that needs to be reconstructed. All of them are made of basalt rock.

Ⓢ **AREA JUST BEHIND THE FORMER TURNER HOME:**
The area just behind the Turner home appeared to be mainly lawn with shade trees and ponderosa pine and fir. There appeared also to be some shrub plantings, but nothing as elaborate as the upper garden areas. There probably was a kitchen garden located in this area to provide for the household needs. We do not have photos of this area and will continue to do further research regarding this area.

Ⓣ **ROSE GARDEN AND SUNDIAL**
There was a lovely rose garden with a central focal point of a sundial below the perennial gardens. It was located in area approximately 40 feet by 80 feet. This is another area that needs further research because we do not have clear photos of this area.

SHEET 1 OF 1 FILE

CORBIN AND TURNER HERITAGE GARDEN RESTORATION PROJECT PRELIMINARY PLAN DEVELOPMENT

	APPROVED
	REVISED
SCALE	1"=40'-0"
DATE	MAY 21 1999
DESIGN	D. CLEM
DRAWN	D. CLEM
CHECKED	LM. TRE

SPOKANE PARKS & RECREATION DEPARTMENT
FOURTH FLOOR CITY HALL, SPOKANE, WA 99201-3317 (509) 456-2690
FRANK H. McCOY · DIRECTOR
ANNE TAYLOR

GENDRON'S 135678

7TH AVENUE

CLIFF DRIVE

WALL ST.

LOWER PARKING LOT

UPPER PARKING AREA

ROSE GARDEN

STABLE YARD

FORMER STABLE

FORMER HEN HOUSE

FORMER COW BARN

LOWER PERENNIAL GARDEN

UPPER PERENNIAL GARDEN

CONSERVATORY/ GREENHOUSES

KITCHEN GARDEN

CORBIN HOUSE

LAUNDRY YARD

NATURAL WOODLAND AREA

NATURAL WOODLAND AREA

CORBIN TEA HOUSE

PERGOLA

ROCK CLIFF

ROCK CLIFF

LAWN

LAWN

LAWN

LAWN

LAWN

FOOTHILL DRIVE

BEN HARNETT WAY

8FT EASEMENT

ACCESSIBLE PARKING

REMOVE GARAGE

North

CORBIN AND MOORE-TURNER HERITAGE GARDEN PROJECT

FINAL MASTER PLAN

PREPARED BY DEBBIE CLEM, PROJECT MANAGER
OCTOBER 2000 SCALE: 1" = 20'-0"

Dutch Jake's Park Master Plan

Eastern Washington University
Urban and Regional Planning Program
Senior Capstone Project 2016
prepared in association with the
West Central Neighborhood Council
Parks Committee

EASTERN WASHINGTON UNIVERSITY
start something big

June 2016

Table of Contents

Acknowledgments

I. Introduction....2

II. History....3

Neighborhood....3

Dutch Jake....3

III. Neighborhood Context....4-6

Demographics....4

Figure 3.1....4

Figure 3.2....4

Crime Statistics....6

Figure 3.3....5

Table 3.1....6

Figure 3.4....6

IV. Vision, Goals and Policies....7-8

V. Current Conditions....9

VI. Public Participation....10-11

Community Meeting....10

Parks Committee Meeting....10

Community Workshop....11

VII. Recommendations....12-41

Alternative #1: Minimal Change....12-14

Alternative #2: Moderate Change....15-17

Alternative #3: Significant Change- Option A....18-20

Alternative #3: Significant Change- Option B....21-23

Park Features....24-35

Related Features....36-38

Preferred Alternative....39-41

VIII. Implementation....42-44

Features....42-43

Programming....44-45

Appendix A: Outreach

Appendix B: Trees

Appendix C: Chestnut Corridor Plan

Context....2

Why Plan for the Chestnut Corridor?.... 2

Goals & Policies....3

Recommendations....5

Intersections....6

Chestnut Corridor Alternatives....12

Shared Use Path Alternative....16

Separated Bikeway Alternative....19

Separated Bikeway with Street Parking Alternative....21

No Build Alternative.....24
Funding for Chestnut Corridor Projects.....24
Summary of costs.....25
Alternatvie Renderings.....27

Appendix D: Walking Tour

Acknowledgments

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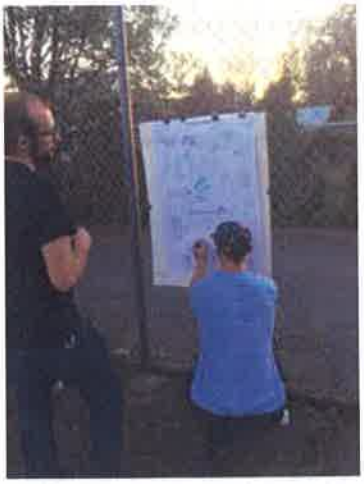


Clockwise from the bottom left:

Kids make good use of the basketball court during the April meeting.

Emily Adams and Emily Neder set up for the community meeting

Student Bear Braich presents his findings during a meeting .

Neighborhood residents draw out their vision for Dutch Jake's Park.

I. Introduction

Dutch Jake's Park should be a neighborhood magnet for recreational activities and community programing, bringing all members of the community together.

To address the gorwing concerns about the park the West Central Neighborhood Council, in partnership with the City of Spokane Pars and Recreatio Department, and the City of Spokane Office of Neighborhood Services and Code Enforcement contracted with the Eastern Washington University Urban and Regional Planning Program to prepare a master pan to guide future use and development of Dutch Jake's Park. Thirteen undergraduate students majoring in urban and regional planning answered the call to prepare this master plan a their senior capstone project for 2016.

Following some initial data gathering, the Eastern Washington University students met with Larry Schwartz and Jeremy Stebbins from the West Central Neighborhood Parks Committee to tour the park. The students then asessed the existing conditions and conducted further research. After this, students facilitated a public event within the park on April 20th to gain public input and feedback on what changes and improvements the community wanted to see within the park. The students then used the public input and research to develop a series of alternatives ranked by the amount of change (minimum, moderate, and significant). This research conducted by students also led to the planning for future improvements along Chestnut Street and Broadway Avenue, east of the park.

On May 10th, 2016, students met with Jeremy Stebbins and Jose Barajas to preview the alternatives before presenting the alternatives to the West Central Neighborhood Parks Committee on May 18th. A follow up workshop was conducted on May 24th to outline a preferred alternative for further review.

The project continued on with Erin "Bear" Braich and Emily Adams working throughout the summer to refine the preferred alternative with the committee and finalize the plan. The final plan was delivered to the committee at their September meeting along with a list of grants to consider as possible funding sources.

II. History

Neighborhood

West Central Spokane was platted in 1887 and had several additions including Ide's, Muzzy's and Nettleton's. Homes were largely constructed over a short period of time between 1889 and 1912 because of booming land development. West Central's economic fortunes mirrored the rest of Spokane and there was a general decline after this period with less home construction thereafter. This short burst of home building has given the neighborhood a very distinct appearance with mostly two-storey bungalows in the Craftsman and Queen Anne design - many designed and built by the same firm, the Chamberlin Real Estate Company.

Connected to downtown Spokane by the Monroe Street Bridge and served by a flourishing trolley system, West Central was a mainly residential and working class neighborhood that was also home to the famous Natatorium Park. The 'Nat', as it was affectionately known, held year round fair rides and also hosted carnivals from across the United States. It began operating in 1903 and eventually closed in the early 1960s. The Looff carousel, now housed at Riverfront Park, originally resided at the Natatorium. In the early part of the twentieth century, people flocked to the area to start small businesses, buy homes, and visit the scenic park and the fairground rides.

Dutch Jake

Several famous men and women lived in this neighborhood, including 'Dutch' Jake Goetz and his partner Harry Baer. The German-born mining tycoon Jacob Goetz, better known in Spokane as Dutch Jake, was part of this West Central neighborhood from its beginning. His role in discovering the Bunker Hill and Sullivan mines in Idaho made him his fortune, but his fame came from his generosity and sense of fun. When he opened the Spokane Hotel downtown, he was known to fire a cannon from the rooftop playground during celebrations, and his famous birthday celebrations could last for days. After his death in 1927, former Spokane mayor W. J. Hindley said that Goetz's "capacity for friendship and his charity" had made him "known from one end of this country to the other."

If that doesn't earn him a place in the city's memory, then maybe this mini-park on an extended lot in West Central will. Neighbors of the park insisted that the city council name it in Goetz's honor, refusing to even submit a list of alternative names. So with that agreed on, construction of Dutch Jake's Place began in April of 1976. The city put a community development grant towards the construction, but members of the community also donated more than $17,000 in labor and materials. The park was dedicated in July of 1976, in a ceremony attended by Goetz's daughter, Helen Goetz Edmunds. Though it's one of the city's smaller parks, it features a basketball court, a playground, and a picnic area. The playground originally included a rocking burro, in homage to Goetz's burro, which he said was the "real" discoverer of the Bunker Hill mine.

The block spanning Chestnut St from College Ave to Broadway Ave, is where Goetz's lifelong friend and business partner Harry F. Baer built his home in 1888. The home where Goetz himself raised his family is still standing, a few blocks to the north on Gardner Ave. So, we know that the two spent plenty of time here in the 1910s and 1920s. But Baer's house fell into disrepair after his death; the home was officially condemned in 1973 and a fire destroyed the garage in 1975. When the park was created, it returned this lot to its preferred role: a gathering place for the neighborhood, and a celebration of its most famous citizens.

Information prodvided by Joanne Percy and Dr. Cebula;
to see more go to www.spokanehistorical.org

III. Neighborhood Context

Demographics

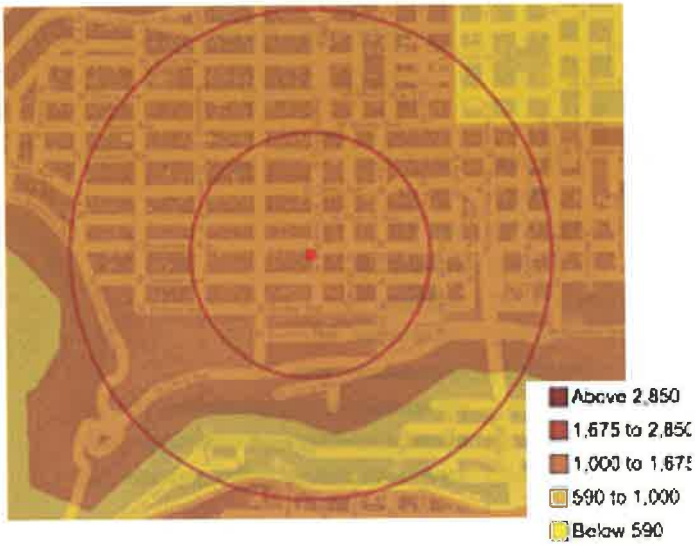


Figure 3.1 Image retrieved from Demographicsnow, 2015 Population

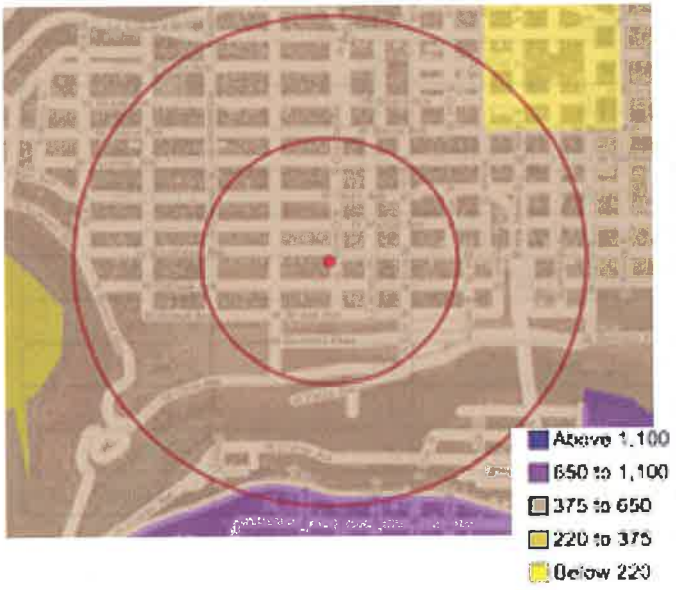


Figure 3.2 Image retrieved from Demographicsnow , 2015 Total households

West Central is changing. The neighborhood has seen imense growth in the last few years with the addition of Kendall Yards along the southern border of the neighborhood. This growth- the residents and housing types that have been added to the neighborhood influence the neighborhood as a whole.

To gain a better understanding of the surroundings of Dutch Jakes Park data was collected that only includes households within a half mile radius of the park. As a neighborhood mini-park Dutch Jakes Park was developed to serve a concentrated group of people so those with in a half-mile are the ones most effected by the park.

The 2015 census count of half a mile radius of Dutch Jake's Park is 4,776 residents. In 2010 the same area was comprised of 4,562 residents. This indicates a positive growth rate in the area from 2010 to 2015 of 5%, a reversal from the 2000 to 2010 negative growth of -4.5%.

The area surrounding half a mile radius of Dutch Jake's Park is 50.1% male and 49.8% female, and the median age is 34.3 years. The racial make up of the same area is 80.6% White, 6.8 % Hispanic, 4.5% American Indian or Alaska Native, and 4.1% African American.

There are 2,038 households within a half mile radius of Dutch Jake's Park. In 2015 the median annual household income for the West Central neighborhood was $21,090.

These indicators can guide development to ensure that the park is meeting the needs and wants of the surrounding residents.

Crime Statistics

Multiple community members who use the park, or know of the park, spoke about the issue of crime, with many indicating the area as one that is associated with drugs. A perception, or actual problem of crime in the area must be addressed in order to make the park more appealing to users. To understand this issue crime data was obtained through the City of Spokane's GIS mapping data for crime statistics. An 8 year period from 2007-2015 within the borders of North Nettleton to the west, North Canon to the east, West Broadway to the north and West Bridge to the south, was looked at as the general area of influence on the park's perception.

The data has been represented in Table 3.1 and Figure 3.3, and can be visualy seen in Figure 3.4. There were a total of 656 reported incidents in the 8 year time period. Out of that the bulk of the incidents within the area were theft (23% of the total incidents), assault (22%), and malicious mischief (20%), which together comprised more than half of all the incidents.

This data was taken into consideration when creating goals and policies for the park, as well as the overall recommendations seen in chapter 7. Being aware of this data and the current perception of crime held by residents led to policies such as using the principles of Crime Prevention Through Environmental Design to be included (as listed in the following chapter).

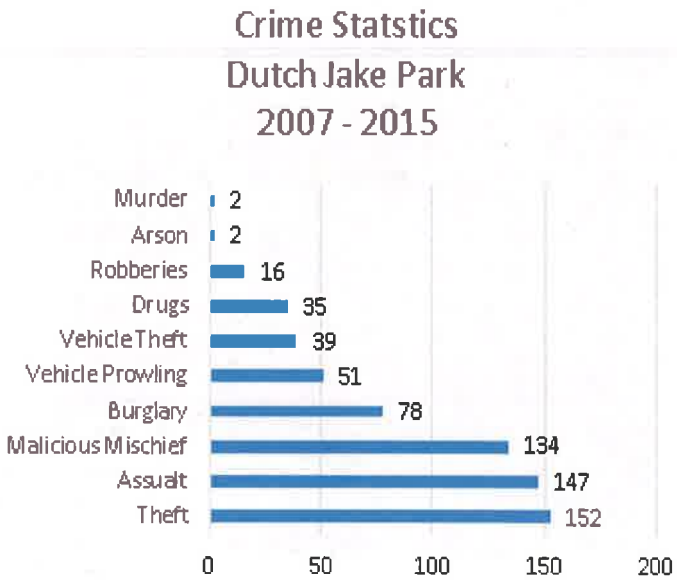


Figure 3.3 Crime Statistics Dutch Jake's Park

Crime	Count	Percentage
Theft	152	23.17%
Assault	147	22.41%
Malicious Mischeif	134	20.43%
Burglary	78	11.89%
Vehicle Prowling	51	7.77%
Vehicle Theft	39	5.95%
Drugs	35	5.34%
Robberies	16	2.44%
Arson	2	0.30%
Murder	2	0.30%
Total	656	100.00%

Table 3.1 Crime Count by Type

Figure 3.4 Crime Data Map

IV. Vision, Goals and Policies

"We envision Dutch Jake's Park as a safe, accessible space that provides opportunities to meet, socialize, and recreate."

This vision will be accomplished through the following goals (what we want to achieve) and policies (how we are going to achieve it):

Goal 1: Create a park that is accessible by all.

Policy 1.1: Encourage mixed use areas and features.
Policy 1.2: Encourage uses and features that can be used by all ages and physical abilities.
Policy 1.3: Encourage family activities such as movie nights, concerts, neighborhood barbeques, yard sales, and youth athletics.
Policy 1.4: Provide a range of social and recreational opportunities including: sitting, conversing, and more active forms of recreation.

Goal 2: Recognize and honor the history of the West Central neighborhood.

Policy 2.1: Look for opportunities to incorporate Dutch Jake's personality and history into the park.
Policy 2.2: Establish and maintain a walking tour of historical sites.

Goal 3: Promote local artists.

Policy 3.1: Commission works of art for the park.
Policy 3.2: Incorporate artistic features into the design of the playground equipment, lighting and other features.
Policy 3.3: Encourage the establishment of an art walk tour in the West Central neighborhood.

Goal 4: Maintain Dutch Jake's Park as a safe place at all hours of the day.

Policy 4.1: Utilize the Crime Prevention Through Environmental Design (CPTED) principles.
Policy 4.2: Improve and maintain the lighting around and within the park.
Policy 4.3: Maintain clear sight lines through the park.
Policy 4.4: Encourage bicycle and pedestrian activities in and around the park.
Policy 4.5: Increase eyes on the park.
Policy 4.6: Provide density bonuses to orient new buildings toward the park.
Policy 4.7: Work with the police to increase opportunities for observation.
Policy 4.8: Utilize features to promote safety, especially the playground.

Goal 5: Connect Dutch Jake's Park with other parks and significant destinations in the neighbohood.

Policy 5.1: Install wayfinding signs to and from Dutch Jake's Park.

Policy 5.2: Encourage bike and pedestrian access in the neighborhood.

Policy 5.3: Develop Chestnut St. as a bike and pedestrian corridor.

Policy 5.4: Minimize or eliminate vehicle travel on Chestnut St where feasible.

Policy 5.5: Actively involve neighborhood and community-based organizations in the ongoing management of the park.

Policy 5.6: Work with the Parks Department and Office of Neighborhood services to promote activities and programming in the park.

Policy 5.7: Establish and maintain a website to highlight the park and programmed activities in the park.

Policy 5.8: Generate opportunities for donations and gifts to support the use and development of the park.

Policy 5.9: Establish a non-profit Friends of Dutch Jake's Park organization.

V. Current Conditions

Before brainstorming alternatives and possible improvements to the park, the current conditions of the park were assesed. As a group, the EWU students visited the park multiple times to take pictures of the park's condtions. The major features and amenities in the park including the basketball court, playground, treeslighting, benches, picninc tables, sidewalks, covered area, fences, signs, water fountain, and the BBQ pit were then listed and rated as 'Good", "Fair", or "Poor". The following rating system was used to assess the current conditions of those features:

Good- In good working condition, no attention is necessary.

Fair: - In working condition, attention isn't needed immediately but improvements could be made.

Poor- In need of immediate attention, currently a hazard or completely non-functional.

Feature	**Condition**		
	Poor	**Fair**	**Good**
Basketball Court			
Playground			
Paths			
Covered Area			
Trees			
Lighting			
Picnic Tables			
Water Fountain			
Signs			
Seating			
BBQ's			
Fencing			

Based on the findings a list was compiled below, containing current and future issues of Dutch Jake's Park.

- Current water fountain is not functional and needs to be repaired or replaced.
- There is minimal lighting in the park and power outlets that need to be repaired or replaced.
- The walking paths are in poor condition and need repairs.
- The basketball court is decaying and needs repaving and updated hoops.
- The current playground is outdated and the wood chips pose a potential danger to children.
- Shrubbery along the northwest end of the park poses potential area for unwanted activities.
- The fence in the middle of the park is visually obstructive.
- Damaged trees need to be removed, and overgrown trees need to be limbed.
- Covered pavilion currently is a visual obstruction at the northeast entrance of the park.
- Wayfinding to the park is only located at the northeast entrance and is partially obstructed.

VI. Public Participation

Community Meeting

On Thursday April 20th, 2016 the West Central Neighborhood Parks Committee sponsored a neighborhood BBQ at Dutch Jake's Park. This meeting was held as a way to gather input from the community regarding their thoughts and visions for the park. Students from the EWU Urban and Regional Planning program facilitated the meeting with support from Sante Restaurant and Batch bakery providing barbecue and cookies. This meeting provided several different ways for attendees to give their input into the project. These opportunities for input included face to face conversation, written surveys, and a series of blank posters set around the park, each posing a seperate question that participants could write on to provide thier opinion about the future of the park. It was a wonderful opportunity for the community to experience what it feels like when the park is utilized as it should be. Neighbors came together and socialized, children played, and ideas were flowing. To see a complete list of questions, reference the meeting summary in the Appendix A.

Parks Committee Presentation

On Wednesday May 18th, 2016 the student team went to the West Central Community Center to present to the parks committee an overview of the plan following the community meeting. The presentation covered a summary of recommended vision, goals and policies, various alternatives for the park, Chestnut St, and the vacant lot southeast of the park. The purpose of this meeting was to inform the community on the progress of the master plan and gather further feedback on the park alternatives. After the presentation was concluded everyone in attendance split into two groups integrating the community members and students to listen to likes and dislikes. After a productive session, it was agreed upon to hold a community workshop to dedicate time to produce a preffered alternative as a group.

Community Workshop

On Tuesday May 24th, 2016 the student team went back to the West Central Community Center to hold a three-hour workshop. The workshop began by splitting into two groups and each group brainstorming and starting to formulate a preferred alternative. During the second half of the workshop, a spokesman for each group presented their group's alternative to everyone. From there a list was compiled of all the similarities and differences. Differences in the plans were discussed until a choice was agreed upon by all of the participants and added to the preferred alternative sketch. Similar features were often seen but a disscussion of pros and cons of the specifics about those features (location, size etc.) was often utilized to decide how each feature shold be added into the preferred alternative. The workshop concluded with a completed preferred alternative.

VII. Recommendations

Process

Observation of the current conditions of the park, including the state the features are in and what features are most used were the first indicators used to begin crafting different design scenarios for the park. The community meeting held at the park further directed the alternatives and included features. Following the meeting, alternatives were added to and modified according to input from conversations had with community members at the park, as well as feedback from the question boards and surveys available at the meeting. The alternatives were then further refined at the presentation at the West Central Parks Committee meeting, and at a workshop that took place the following week to align with the vision of the parks committee and community.

Park Alternatives

The following alternatives are recommendations. They can be implemented as a whole, or a 'hybrid' alternative that can be created by picking and choosing desired aspects from each alternative, or creating a phased approach that implements certain features as funds become available.

The alternatives include:

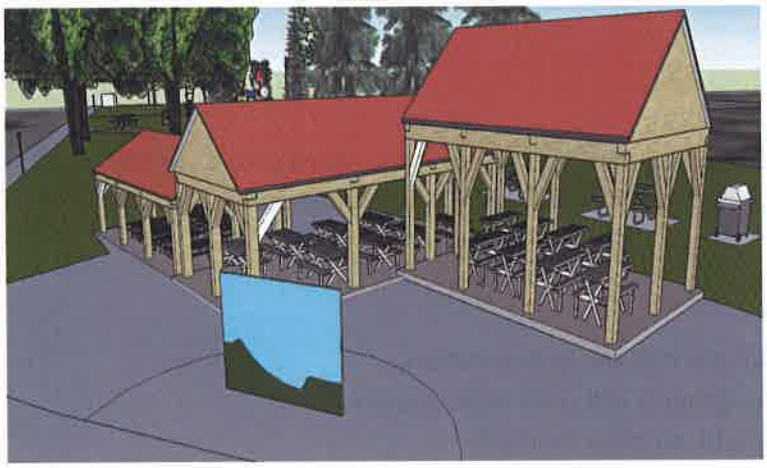
- Alternative #1: Minimal Change- This alternatve features only minor changes to the park that would be relatively easy and inexpensive to implement.
- Alternative #2: Moderate Change- This alternative features more significant changes to the park that are a little more difficult and expensive to implement.
- Alternative #3: Significant Change, Option A and B- Both of these alternatives feature the most dramatic changes to the park, many of which would be more time consuming and expensive to implement. The differences in the two lie in the different features, and their locations within the park.

Alternative #1: Minimal Change

The minimal alternative demonstrates relatively easy, inexpensive changes that could be quickly implemented to improve the park.

- Remove shrubs from the north west corner of the park.
- Remove fence segments of the basketball court.
- Increase lighting.
- Add benches.
- Fix or remove water fountain.
- Prune trees and remove damaged trees.
- Improve signage and place additional sign on the south eastern corner.
- Introduce historical walking tour.
- Install bike rack.

Alternative #1: Minimal Change



Alternative #1: Minimal Change, looking south

Alternative #1: Minimal Change, looking north

Alternative #1: Minimal Change, looking north-west

Alternative #2: Moderate Change

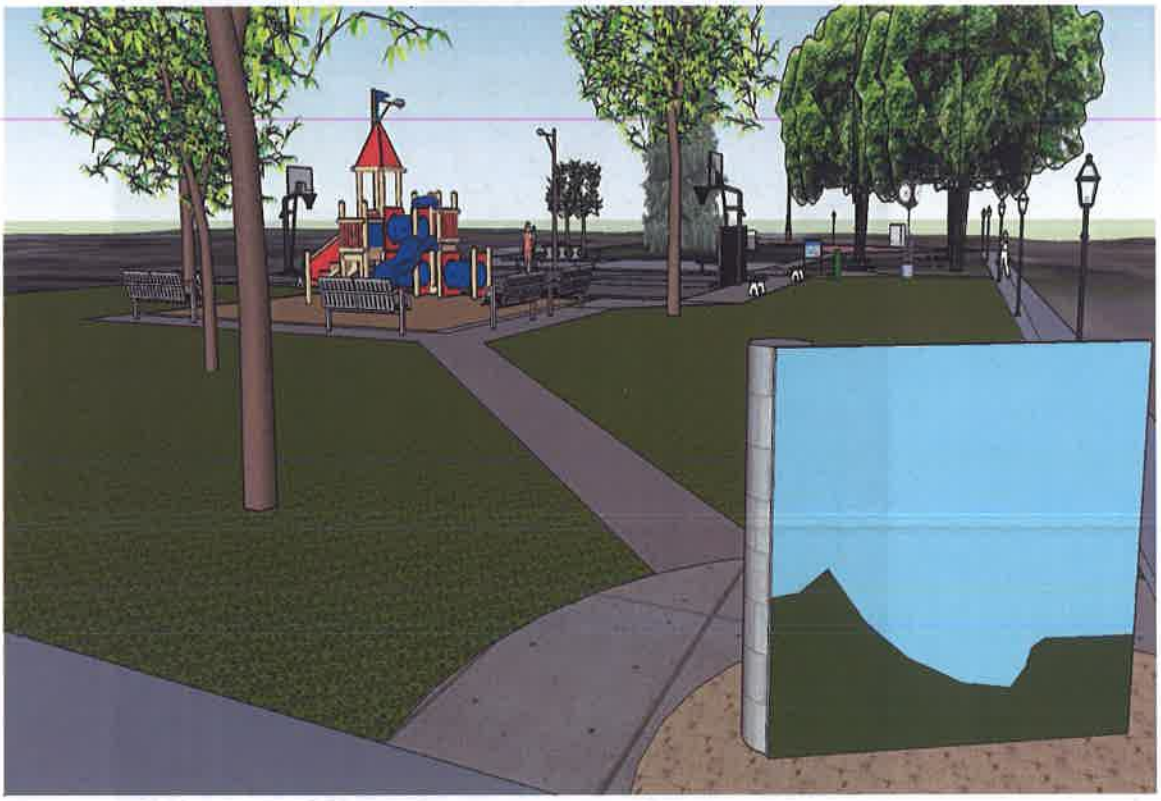
The moderate alternative includes builds on the foundation of the minimal alternative is slightly more intensive but represents a middle ground between the minimal and significant alternatives.

- Remove the pavilion.
- Reorient pathways.
- Repave and improve basketball court in the same location.
- Replace wood chips in the playground with new safety feature.
- Replace water fountain with multi-purpose fountain.
- Chess tables.
- Table tennis.
- Art in the entrances.
- Place historic clock in the center of the park.
- Place a community garden in the south east vacant lot.

Alternative #2: Moderate Change, looking east

Alternative #2: Moderate Change

Alternative #2: Moderate Change, looking south



Alternative #2: Moderate Change, looking north

Alternative #3: Significant Change- Option A

This significant alternative builds on the minimal and moderate alternatives with a new location of the basketball court and new orientation of the paths leading to a central covered area. The major way this option differs from significant change - option B by moving the basketball all the way to the south end and keeping a complete playground.

- Install new covered area in new location.
- Rebuild and relocate basketball court.
- Re-design pathways.
- Circular pathway around park.
- Relocate and upgrade playground.
- Enhanced water feature.
- Enhanced art in the park.
- Features added in minimal and moderate alternatives.

Alternative #3: Significant Change- Option A

Alternative #3: Significant Change- Option A, aerial

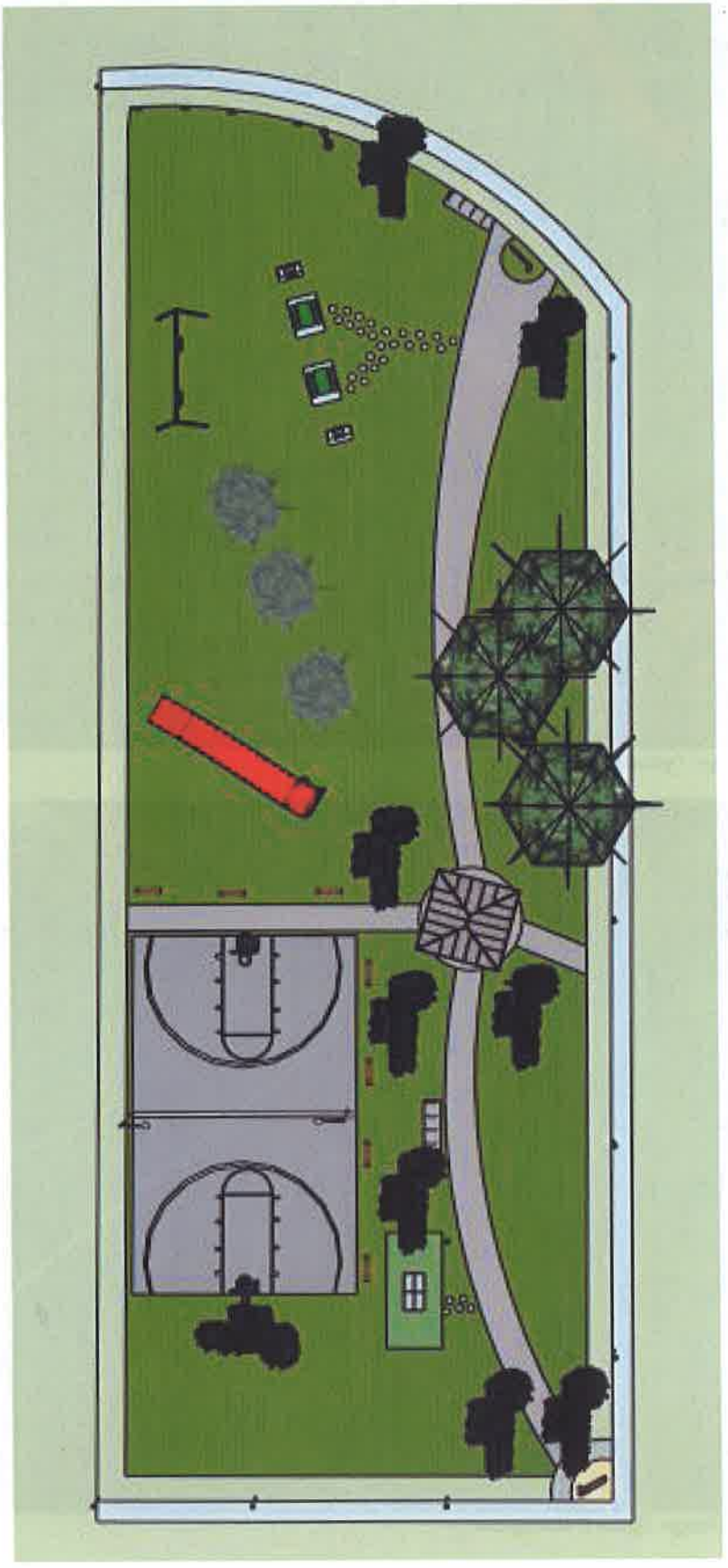
Alternative #3: Significant Change- Option A, looking north

Alternative #3: Significant Change- Option B

This significant alternative builds on the minimal and moderate alternatives including similar elements of the first significant alternative and the major change including removal of the playground and rotation of the basketball court. Option B mainly differs from option A by leaving the basketball court central to the court and roatating it, and getting rid of the traditional playground and replacing it with a few key play features.

- Install new covered area in a new location.
- Re-design pathways.
- Circular walk around park.
- Rebuild and relocate basketball court.
- Remove playground.
- Install swing set in north end of park.
- Install large slide.
- Enhanced water feature.
- Enhanced art in the park.
- Features added in minimal and moderate alternatives.

Alternative #3: Significant Change- Option B



Alternative #3: Significant Change- Option B, looking north

 Alternative #3: Significant Change- Option B, looking east

Park Features

The following are features that are currently, or could potentially, be located in the park. Each feature is briefly discussed and described for each alternative. ***Cost estimates that are included are for planning purposes only, as they may not include the costs of shipping, permits, construction, installation, maintenance or other associated costs.***

Lighting

Neighborhood residents identified light improvements as a top priority for Dutch Jake's Park. There are safety concerns connected to areas in the park with poor lighting and shading from trees. Adding lighting to key locations of the park can create a safer environment by encouraging foot traffic into the park, helping to reduce crime and fear of the park, and help enhance the landscape and paths within the park. According to Crime Prevention Through Environmental Design, consistent use of colors or materials –such as light fixtures can help create an identity of an area. Lighting also improves the ability to observe activity and identify individuals. Dutch Jake's Park currently has one tall light post in poor condition located in the center of the park. The light post is approximately 20ft. and lights sections of the basketball court and alleys connected to the park. The existing lighting located on Broadway Ave (left) is an opportunity to connect the Broadway corridor to Dutch Jake's Park and simultaneously use the design of the light post to exhibit consistency and as way-finders to the park. Or new lighting (right) that coincides with the 1920's feel of other features could be selected.

Minimal Alternative:
The minimum alternative for lighting would include improving the current light post in the park.

Moderate Alternative:
The moderate alternative for lighting would include placing light posts along Broadway Ave, Chestnut St. and College St.

Significant Alternatives:
The significant alternative would include the moderate alternatives plus additional light posts along the middle of the park.

Current lighting:

Potential Lighting:

 Cost estimate: Depends on style and number of fixtures.

Landscaping

The current landscaping of the park consists of trees placed throughout the park and shrubbery located in the northwest corner. According to the City forester there are nine types of trees within the park, and a total of 37 trees. After meeting with the forester it was indicated that a # of trees should be removed due to damaged, and that others should be limbed to improve the health of the tree and visibility into the park. The shrubbery in the corner was indicated by community members as a concern since it provides cover for illicit/ illegal activities- and for that reason a majority of people would like to see it removed.

Minimal alternative:
Remove shrubs and bushes in northwest corner of lot to improve safety. Limb trees to increase visibility into park.

Moderate alternative:
Remove plants in northwest corner, limb trees, and remove damaged trees from park. This improves visibility, safety, and the natural health of the park.

Significant alternatives:
Remove plants in northwest corner, limb trees, and remove damaged trees from park. Plant new trees within the park to replace those that have been removed and bring new life into the park.

Cost estimate: TBD

There is an opportunity here to have community involvement by those who may wish to gift a tree to the park. Trees are an item that can be included in a gift catalogue for individuals or organizaions interested in making a donatinon or honoring a family member.

Basketball Court

The basketball court is well used- bringing people of all ages into the park. As it is now, it is in need of repair. The painting is faded, there are cracks throughout the blacktop and various depressions. Holes currently present in the asphalt present a tripping hazard. The backboards and hoops are also in disrepair and need to be upgraded. These needed improvements present an opprotunity to potentially reorient the basketball court which would enable other improvements to be made.

Minimal alternative:
Remove fence segments on north and east sides of basketball court- this eliminates visual clutter and makes the court more accessible.

Moderate alternative:
Remove fences, and repave the court and install new backboards and hoops. This improves the visuals and safety of the court.

Significant alternative, option A:
Remove north and east fences, repave the court, install new backboards and hoops, and rotate the court 90 degrees and move to the south west corner of the park. The rotation allows for the playground to be located above it, and the new location puts it near a non-busy street in case the ball rolls off the court, and allows for easy visual of the court from College Ave.

Significant alternative, option B:
Remove the north and east fences by the court, repave it, install new backboards and hoops, and rotate the court 90 degrees so that it runs north/south. This eliminates the visual barriers, and makes it so the court no longer appears cut in half by the court.

Current basketball court:

Example of new basketball court:

Cost estimate: $70,000

There is an opportunity here to have outside help in upgrading the basketball court, such as through Hoopfest.

Playground

The playground currently resides in the southern portion of the park and is maintained on a weekly routine by the City Parks Department. The play equipment consists of a two plastic slides, metal monkey bars and a small covered castle structure. Wood chips are currently beneath the play structure for increased safety measures. Currently the playground has minimal shade and seating, making it an unlikely destination for long periods of time. The planning team has discussed play structure alternatives, the physical relocation of the playground and the blending of dual purpose art. Potential future changes to the playground could be the type of material used for the play structure as well as the materials beneath, upgraded playing features (i.e.: swings) and rotating the playground to a more desired location.

Minimal alternative:
Repaint playground equipment.

Moderate alternative:
Replace wood chips with new safety feature, and repaint equipment to update it and make it safer for children to play on.

Significant alternative, option A:
Replace playground with new equipment and move it so it is more centrally located within the park.

Significant alternative, option B:
Remove playground and instead install a singularly large prominent play feature (such as a large slide, possibly in the shape of a cannon as a reference to Dutch Jake), and swings- which were indicated by the community as a feature they would like to have.

Current Playground:

Examples of potential new playground equipment:

Cost estimate: Varies widely, dependent on features present.

Table Tennis

Currently within the park there are no table-tennis features, but there is enough room for them to be installed. At the community meeting in April a local group – West Central Table Tennis came and set up a table and played during the event showing the already localized interest in the activity and sparking many participants to indicate that would be an activity they'd like to see in the park.

Minimal alternative:
No installation of table tennis.

Moderate and significant option A alternatives:
Install a table tennis table in the north side of the park

Significant alternative, option B:
Install table tennis area in the south end of the park near the basketball court.

Examples of potential table tennis features:

Cost estimate: $2,000- $10,000

Chess Tables

Currently there are no passive activities in the park. At the community meeting many participants asked for or showed interest in having such activities. Many of the New York style chess tables are made of concrete with inlaid chess or backgammon boards. Making them prime opportunities for artists to help in the installation of the space or allowing for some donations. These tables would most likely require subsurface anchoring to make them a stable fixture within a park space. And many of these tables being constructed for continual use usually require very little maintenance. Options exist for purchasing just the table or a table and chair combo.

Minimal alternative:
No installation.

Moderate, and significant alternatives:
Install one or more chess tables beneath the tree clusters in north end of the park.

Examples of potential chess tables:

Cost estimate: $2,000 - $4,000

Covered Area

Currently the covered area, or pavilion, is located in the north east corner of the park. Having a covered area is a benefit to those who use the park, it provides shelter from the weather, a spot for undercover picnics, and a natural converging spot. The covered area as it is now serves as a visual barrier to anyone going south on Chestnut St. and west on Broadway Ave. It impairs the person's view visually into the park. The jagged manner it is constructed in makes it difficult to congregate underneath it, and its location is not ideal for parents who may wish to sit underneath it while also being able to keep an eye on their kids playing on the playground or basketball court.

Minimal alternative:
Leave the covered area as it is now, make no changes.

Moderate alternative:
Remove the covered area completely, visually opening up the north-west corner, and creating a more welcoming feel to those traveling by on Chestnut or Broadway.

Significant alternatives:
Remove the current covered area, put in a new covered area in a new location. The proposed location would be more central to the park, allowing for easy visual into the play areas, for paths to lead to it, and for a gathering spot within the park. The covered area should remain as open as possible on all sides, allowing for better safety and keeping the park visually open. The new covered area would also cover a more circular area to allow for table set ups and easy gathering.

Current covered area:

Example of potential covered area:

Cost estimate: Dependent on many factors including size and type.

Art

Currently, Dutch Jake's Park has only one permanent art installment, which is a metal "Nettleton" monument near the north entrance. Adding various types of art in the same style will help the park create a distinguishable character for the park. Adding art into the park can also be a way to promote local artists, and competitions could be held between local artists or at nearby schools to create art installations that would be displayed in the park temporarily and/or permanently. Art can be installed in the park as both permanent and temporary features. The installments can also be integrated with other features such as benches, or bike racks.

Minimal alternative:
Art in this alternative includes bike racks, benches, art events, sculptures.

Moderate alternative:
Pathways, sculptures, benches, tables, clock, or other art that could be integrated with other features in the moderate alternative.

Significant alternatives:
Potential to include art in the form of bike racks, tables, benches, sculptures, art events, pathways, clock, playground equipment, installments along the corridor or in the adjacent vacant lot or any other art that could be integrated with other features in the significant alternatives.

Current art in the park:

Example of potential art features:

Cost estimate: Varies widely

Water Feature

Currently Dutch Jake's Park has a drinking fountain that is occasionally functional, and there have been reports of dirty water coming from the fountain. From the results of the survey that took place at the community meeting on April 20th it is important that something be done with the drinking fountain. The survey showed that the community would be in favor of some kind of functional water feature for hot summer days.

Minimal alternative:
Fix the water fountain that is currently there, or completely remove it.

Moderate alternative:
Replace current drinking fountain with a new one.

Significant alternatives:
Remove current water fountain and replace with a water feature such as a drinking fountain that also has a mister, or a dog water station.

Current water fountain:

Picture via EWU students, May 2016

Example of potential water features:

Cost estimate: $1,500- $5,000

Clock

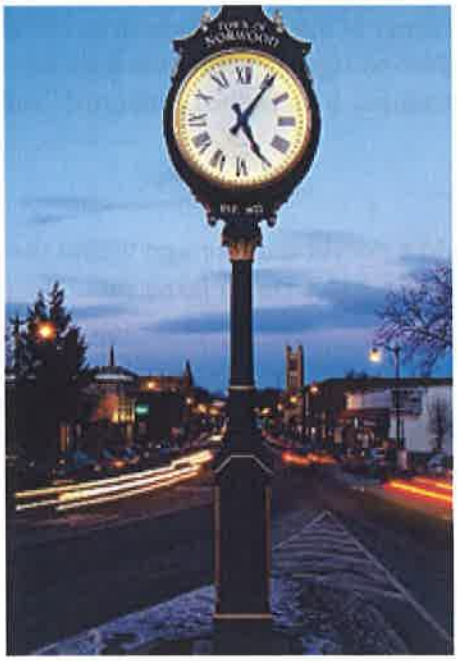
The West Central Neighborhood has expressed an interest in adding several artistic features, perhaps with a 1920's theme, to draw additional people into Dutch Jake's Park. One such feature that could be incorporated into the redevelopment of the park is a pedestal street clock. A street clock could add an artistic element in a period style, as well as create a unique sense of place within the neighborhood.

Minimal Alternative:
No action required. Dutch Jake's Park will be updated without the incorporation of a pedestal street clock.

Moderate Alternatives:
A basic 1920's style pedestal street clock could be added to Dutch Jake's Park as an attractive feature. The clock could be matched with any period lighting that would go into the park as well as could be back lit to illuminate the time at night. The best location for the pedestal clock would be next to Broadway Street, that way it could be seen by vehicular and pedestrian traffic and would help activate the park.

Significant Alternatives:
In this alternative, an elegant 1920's style pedestal clock could be placed in Dutch Jake's Park. This clock could be constructed on a grander scale possibly made out of bronze with a stone base. Another example is the interior of the clock mechanisms could be exposed behind tempered glass to show the inner workings. A method of connecting the neighborhoods rail history with Dutch Jake's Park could be to incorporate steam whistles into the clock to chime on every hour. The clock feature could be located either on Broadway Avenue or could be placed in the center of the park as an attractant.

Examples of potential clocks:



Cost estimate: $6,000 - $30,000

Bike Racks

Currently there are no bike racks in Dutch Jake's Park. Installing bike racks in the park would be a great benefit for pedestrians riding their bikes along the Chestnut corridor, providing and incentivizing pedestrians a place to store and park their bikes while enjoying Dutch Jake's Park. Bike racks allow pedestrians to have a safe and reliable storage option while taking advantage of Dutch Jake's Park.

Minimal Alternative:
Install bike racks on the west and north entrance to the park.

Moderate Alternative:
Install bike racks on the south and north entrance of the park.

Maximum Alternative 1 and 2:
Install bike racks near the basketball court and north entrance of the park.

Example of potential bike racks:

Cost estimate: $100- $400 (each)

Wayfinding and Signage

The park only has one sign, an entrance sign, located in the north-east corner of the park which lacks visibility from the street. The park also lacks an entrance sign on the south end. Beyond signage within the park there are also no wayfinding signs that lead to the park and connect it to nearby features, such as the Centennial Trail in Kendall Yards.

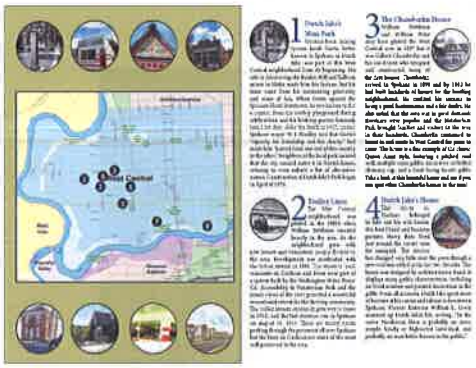
Minimal alternative:
Add park name sign at south-east corner entrance of park. Add a storyboard-like sign within the park showing the historical walking tour of the neighborhood, which includes Dutch Jake's Park.

Moderate alternative:
Enhance the entrance in the north-east corner to create a gateway into the park, duplicate it in the southeast corner. Add walking tour storyboard and signage within the park.

Significant alternatives:
Add enhanced signage at north east and south east entrances. Create storyboard that includes map of the historical walking tour of the neighborhood. Insert wayfinding signs on the centennial trail and at other nearby parks indicating time and mileage that location is from Dutch Jake's Park- put the same sign indicating those destinations at Dutch Jake's Park.

Current sign:

Examples of potential signs:



Cost estimate: TBD

Related Features

Southeast Vacant Lot

There is a vacant lot located in an adjacent block that is kitty-corner to the southeast of Dutch Jake's Park. This southeast lot is a potential asset for the West Central Neighborhood that could help activate Dutch Jake's Park and contribute to the robustness of the Chestnut St. It is an addition that could enhance the uniqueness of the neighborhood as a transitional connection between Kendall Yards and the historic portions of West Central. The corner lot could put more eyes on the park as well as help enhance the southern entrance to Dutch Jake's Park.

Incorporation of the southeast vacant lot is recommended as a part of the development of the Dutch Jake's Park Master Plan. The property could be used as a park expansion to include additional features that cannot fit on the current park site. Development of this site has the potential to stimulate more development and improvements in the area. Private development of this site could be incentivized to allow for specific building allowances of density or mixed zone use to incorporate a connection with the park as well as to provide some capital towards developing the park.

Minimal alternative
No action required. The lot will be developed in accordance with the City of Spokane development regulations when the owner is ready to do so.
There would be no cost the community.

Moderate alternative
Incentivize private development to face toward Dutch Jake's Park with measures such as density bonuses and/or waiving city planning fees. Allow for possible mixed use (neighborhood commercial and residential) to be developed on the lot if it is integrated into the neighborhood and is oriented to face the park. Another option is exploring the feasibility of leasing the southeast lot as an interim use, prior to development, for community gardens until lot is ready for development.
The estimated cost could be anywhere from $0 to $5,000 annually, depending on the negotiated lease agreement.

Significant alternative
Acquire the southeast vacant lot for the expansion of Dutch Jake's Park. This could be achieved by purchasing, donation, or a combination of both. The lot could then be used for additional park activities such as other play features, a new mini skatepark, or a community garden. Portions of this lot could also be transformed using green infrastructure to create a feature such as a storm garden. The vacant lot could also be turned into community parking, or private parking if Chestnut Street is closed to vehicles, or a combination of parking, landscaped plaza, and sitting areas.
The estimated cost for purchasing the property could range from full market value as well as the additional costs of construction and development.

As of May 2016, vacant lots for sale in the region have a price ranging from $14,000 to $16,000.

Chestnut Streeet Corridor

N. Chestnut St—the narrow north-south local road that runs along the eastern edge of the park, has enormous potential to be a significant north-south pedestrian and bike corridor through West Central. While N. Chestnut Street is not part of the park itself, it has the potential to be an extension of the park by incorporating elements such as benches, lighting, green space, and artwork. Additionally, improvements to enhance the pedestrian and bike experience would encourage more active transportation along the corridor, and thus, increase the amount of eyes on the park. Lastly, improvements to N. Chestnut St would raise the value of properties and encourage development of lots that are vacant within its vicinity.

Excluding the No Build Alternative, four alternatives for N. Chestnut Street, which took into account Spokane's Bike Master Plan and the West Central community's comments and goals for the park and Chestnut Corridor, are summarized below. Full descriptions and renderings of the N. Chestnut Street alternatives can be found in the Chestnut Corridor Plan, a supplemental document which is attached as an appendix to this plan.

Neighborhood Greenway Alternative

Under this alternative, N. Chestnut St would be made into a neighborhood greenway along its entirety. At a minimum, sharrows (a painted bike alne) would be painted at the start and end of each block to indicate the presence of cyclists to motorists. Bike and pedestrian wayfinding signs would be located along the greenway to direct people to destinations. Vehicular traffic would be slowed along N. Chestnut Street through the use of speed humps. Cross traffic across N. Chestnut Street would give way to those travelling on Chestnut through the use of stop signs, except on arterial roads such as W Broadway Ave. The intersection at N. Chestnut Street and W. Broadway Ave should incorporate traffic calming measures such as center island medians (that prevent vehicular turning movements but have cutaways for bikes), bulbouts, raised tables, pavement treatments or markings, and signage to make crossing safer.

Shared Use Path Alternative

Under this alternative, N. Chestnut Street north of the mid-block alley between W. College Ave and W Broadway Ave would be a neighborhood greenway as described in the Neighborhood Greenway Alternative. South of the alley, N. Chestnut Street would be closed to vehicular traffic (e.g., through the use of bollards) and converted into a shared use path. Traffic across the Chestnut shared use path would be required to stop through the use of stop signs, allowing for free flow along the Chestnut shared use path. In addition, signage that alerts drivers of the shared use path crossing would be added at the intersection with W. College Ave. Existing sidewalks could be left in, torn out, or widened and a nature strip or swale could be added on both sides of the path, if desired. Lighting and wayfinding signage would be added along the path, and if a nature strip is added, amenities such as benches and kiosks could be located along the pathway where appropriate. Additionally, artwork with significance to the neighborhood could be added in the nature strip to tie in with an art or historic walking tour.

Separated Bikeway Alternative

Under this alternative, N. Chestnut Street north of W. Broadway Ave will be a neighborhood greenway as described in the Neighborhood Greenway Alternative. South of W. Broadway Ave, the west side of the N. Chestnut Street right-of-way will be a 9' two-way protected bikeway and the east side will be a 10' northbound one-way road. The bikeway and roadway will be separated by a 2' nature

strip or swale buffer that will contain lighting, wayfinding signage, and street trees where appropriate. Additionally, benches and artwork with significance to the neighborhood could be added if a nature strip is used. The existing 4½' sidewalks will be left in on both sides to allow for pedestrian traffic along N. Chestnut St. Parking would not be allowed along the corridor.

Separated Bikeway with Street Parking Alternative

Under this alternative, Chestnut Street north of W. Broadway Avenue would be a neighborhood greenway as described in the Neighborhood Greenway Alternative. Between W. Broadway Avenue and W. College Avenue, the west side of the N. Chestnut Street right-of-way would be a protected bikeway, the center would be a northbound one-way road, and the east side would contain parallel parking. The bikeway and roadway would be separated by a painted line that could contain bollards or planter boxes. The sidewalk on the west side of Chestnut would need to be removed in order to accommodate the bikeway, roadway, and parking within the narrow right-of-way. Pedestrians would be diverted onto pathways through the park or onto the sidewalk on the east side of N. Chestnut Street. Lighting and signage would be located on the west side of N Chestnut Street where appropriate. South of W. College Avenue, N Chestnut Street would not contain any parking and would instead reflect the Protected Bikeway Alternative.

Preferred Alternative

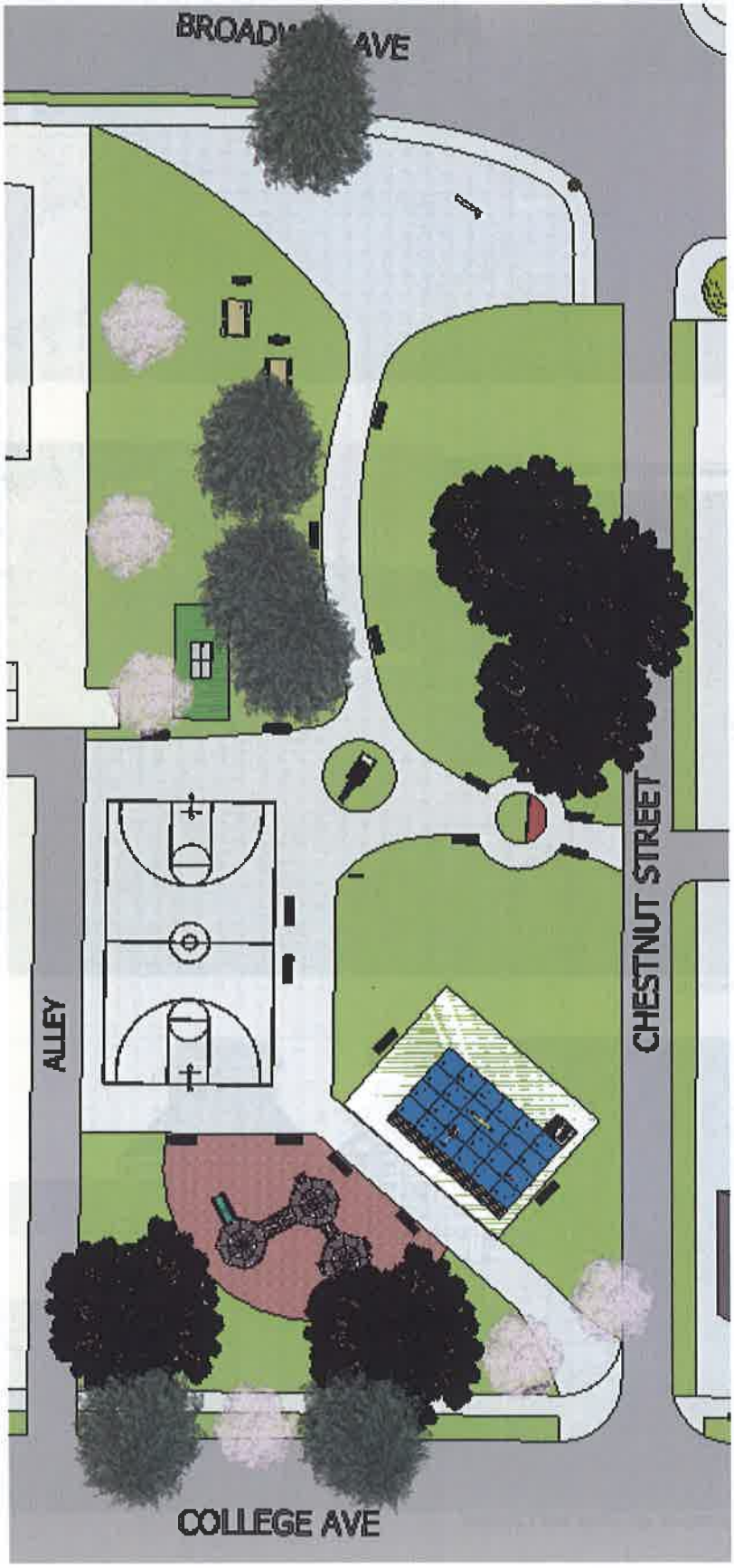
The preferred alternative was created through the collaboration of the students, the West Central Neighborhood Parks Committee, and the community. It was built of the significant alternatives, adding, removing, and modifying features to create a scenario that reflects the vision of the participants.

- Rebuild basketball court, and reorient north-south.
- Move the playground to the south end of the park.
- Create a defined area for the playground.
- Remove wood chips and install new fall protection.
- More seating throughout the park.
- Specifically benches between the playground and basketball park.
- Install a water feature near the southeast entrance.
- Possibly a "pondless" feature that maintains visual interest when it is not in use.
- Install pylons for temporary shelters (put anchors on light poles).
- Raised stage area at eastern entrance.
- Install a statue/ artistic rendering of Dutch Jake in center of park.
- Put table tennis in north end.
- Put chess tables in north end.
- Keep brickwork in northeast corner.
- Install pathway around the perimeter of the park.
- A portion of this will go through the alley way and thus not have to be paved.
- Remove shrubs in northwest corner.
- Limb trees throughout park.
- Reconfigure pathways through park.
- Increase lighting (maximize efficiency by locating centrally as street lights help illuminate perimeter).
- Relocate power pole within utility right of way.

    -Implementation step: Talk to avista about moving this closer to alley as a donation.

- Remove fence between alley and park lining the south western portion of park.

Preferred Alternative



Preferred scenario, looking south.

Prefered scenario, view from Chestnut.

Prefered scenario, view from corner of College and Chestnut.

VIII. Implementation

This chapter addresses priority projects which were indicated as most important to the overall improvement of the park, as well as a brief statement indicating what is currently in the park in regards to each feature, and steps that can be taken to improve that feature, or install a new one.

Features-

Priority Projects

1. Reorienting basketball court 90 degrees and updating
2. Update playground equipment
3. Shrub removal (northwest corner of park – along Broadway Ave)
4. Removal of pavilion
5. Increased lighting in the park
6. Relocation of power pole and relocation of light pole
7. Addition of clock within the park
8. Reconfigure pathways
9. Southern entrance to the park (at corner of Chestnut St and College Ave)
10. Pylons for Temporary Shelter
11. Removal of fence on western edge of park
12. Update drinking fountain

Long Term Projects

1. Addition of table tennis tables
2. Addition of chess tables
3. Addition of seating
4. Addition of stage on east entrance of park
5. Pathway around the entire park
6. Artistic rendering of Dutch Jake (statue)
7. Addition of water feature.

Basketball court:

Currently in Dutch Jake's Park, the basketball court is oriented running east and west, creating a barrier within the part. Reorienting the basketball court to run north and south will allow for easier access throughout the park. The basketball court is one of the most used features of the park and should reflect the value it holds in the community, the planning team recommends that improving the basketball court is a priority to obtain a higher valued park. The Hoopfest Organization is involved in donating one new basketball court to a Spokane Public Park each year; this could be an opportunity for the West Central Parks Committee to improve a frequently used part of the park and to set the stage for additional improvements.

Update playground:

The playground is currently located in the southern third of the park sitting right next to the basketball court. The planning team recommends moving the playground to the southernmost edge of the park near College Street. The new location of the playground will allow for parents to sit and watch their children at play while enjoying the shade of the trees located throughout the southern end of the park. Upgrading the current playground and the material the structure sits on is a high priority. Dutch Jake's Park is recommended to use wood or metal toys painted in earth tones allowing for the playground to fit in with the desired theme of Dutch Jake's Park.

Shrub removal:
The shrubs in the northwest corner of Dutch Jake's Park are currently a visual barrier and inviting illegal activities. Removing these shrubs will allow for increase eyes on the park and a walkway along the western edge of the park.

Removal of pavilion and pylons for temporary shelter:
The current pavilion in Dutch Jake's Park is located on the north end of the park where there is already the most natural shade. In addition, the pavilion is also shaped to not allow any sort of gathering underneath the structure. Removal of the pavilion from the park is highly advised and will allow for easier access into the park from Broadway Ave as well as increasing the sight range of all people that are passing by the park. Creating a temporary shelter with anchors attached to the light poles in the central third of the park will allow for maximum gathering space as well as not disturbing any visual lines.

Increased lighting:
Currently lighting within Dutch Jake's Park is nonexistent. The planning team recommends to put centrally located light poles to illuminate the park from within focusing on the area where the covered area would be.

Location of the light pole and power pole:
There is currently a light pole and a power pole that is located in the middle of the park which is a barrier for pedestrians to move with ease throughout the park. Relocating the light pole and power pole closer to the alley is recommended for easier access through the park. Avista can relocate power lines if they are given a sufficient reason for the project. Contacting Avista is highly recommended to further betterment the park.

Addition of clock:
Adding a clock within Dutch Jake's Park is highly recommended to further the 1920's feel that is desired. A clock is an excellent focal point for people that gather in the park to remember and gather around.

Reconfigure pathways:
The current layout of the pathways in Dutch Jake's Park is a concrete jagged maze forcing people to travel extra distance on out of date material. The planning team recommends reconfiguring the pathways to meet in the central area of the park under the temporary covered area, orienting people to face the stage. Forcing people to the central area of the park will increase the amount of foot traffic and eyes on the park resulting in a safer and more family friendly community gathering space.

Southern entrance to park:
The southern end of the park currently has no signage or gateway to indicate that a person is about to enter a city park. Putting a sign at the sourtnern end, like to one on the northern end, gives a better sense of place to the park, and welcomes the people wlaking up from that end.

Fence removal:
The western edge of the park below the alley is lined by a chain link fence that creates a physical and mental barrier between the homeowners and the park. Removing this fence will increase the foot traffic along

the western edge of the park and decrease the illegal activities that are currently taking place near this fence line.

Update drinking fountain:
Numerous community members spke about the lack of a working water fountain. The infastructure for one is already there, it just needs to be checked and fixed to ensure it is working and allowing for safe drinking water.

Table tennis:
Currently the only physical activity one can indulge in while at Dutch Jake's Park is basketball. At the community meeting on April 20th, 2016 the West Central Table Tennis Club spoke out about having a table tennis is the park. The planning team recommends that a two table tennis tables should be put in on the north end of the park near the alley. Providing Table Tennis within Dutch Jake's Park will allow for more citizens to participate in physical activities at the park.

Chess tables and seating:
Seating is currently lacking in Dutch Jake's Park, as well as an activity for people of all ages to indulge in. The planning team has recommended having chess tables put in under the maple trees along Chestnut and more benches placed throughout the park. Funding for all of these items can be either done privately or through donations where the person who donates can have their name on a bench or chess table.

Raised stage at east entrance:
Currently the east entrance along Chestnut Street is a small ramp that leads into the jagged maze of paths in the park. The planning team has proposed creating a small stage dug into the natural slope of the park. The stage would allow for people to gather under the temporary covered area while enjoying many different types of performances.

Pathway around the park:
Within the confines of Dutch Jake's Park there is not easy way to move from one end of the park to the other, but implementing a pathway along the western edge the park (above the alley) will allow easy access from one half of the park to the other. This path will increase the amount of foot traffic in a current area that has been reported as a "drug hot zone."

Artistic rendering of Dutch Jake:
Within the park limits of Dutch Jake's Park there are no historical markers explaining who the park is named and dedicated to. The planning team has recommended to build a large cannon slide in the playground area of the park. The cannon slide would be paying tribute to Dutch Jake and his cannon currently on display at the Museum of Arts and Culture.

Addition of a water feature:
Having a water feature, like a splash pad, was a highly requested item by the community. An addition of a water feature kids can play in would be another draw to the park during the warmer months. When it cools off the feature could double as an artistic feature that adds to the aesthetics of the park year-round.

Programming-

Establishing a great neighborhood parks system can seem a big job. Many neighborhoods may feel intimidated at the enormity of the task in the face of limited resources. It is important to draw on as many resources as possible to accomplish the job and maximize the resources available. West Central should look for opportunities to coordinate with other jurisdictions, agencies, organizations, and private sector resources to develop complementary programs and to avoid duplicating efforts. Successful collaboration with these other organizations provides opportunities to pool resources, and will create beneficial servieces for the public as whole. It is important to cooperate with other neighboring businesses and parks. The West Central community should consider including neighborhood open space policies to establish a coordinated corridor for open space and parks planning.

Partnership Opportunities

Many local businesses and jurisdictions have long-standing relationships with parks within the City of Spokane for uses of facilities located within city parks. The West Central neighborhood should establish connections with several different local jurisdictions to provide different entertainment and community events in their local parks. Below is a list of potential events that could be located in Dutch Jake's Park and the contact information for potential partnership:

Sidewalk Art Contest
Contact: Spokane Arts
P: (509) 321-9614
E: info@spokanearts.org
Reference: Allied Arts Show, Richland, Washington

Neighborhood Activity Night
Contact: Spokane Outdoor & Personal Interest Programs
P: (509) 363-5418
E: rgriffith@spokanecity.org
Reference: South Perry Street Fair

Food Truck Event/Competition
Contact: Greater Spokane Food Trucks Association
E: greaterspokanefoodtrucks@gmail.com
Reference: MAYTOBERFEST Spokane, Washington

Brewery Competition/Octoberfest
Contact: Spokane Craft Beer Week
E: spokanecraftbeerkweek@gmail.com
Reference: Spokane Craft Beer Week

Wine & Painting Class in the Park
Contact: Paints & Pints Spokane
P: (509) 893-5444
E: paint@paintandpints.com
Reference: The Paint Mixer, Salt Lake City, Utah

West Central Teen Night
Contact: Hillyard (Northeast) Community Center
P: (509) 487-1603
Reference: Hillyard Teen Night

3 on 3 Basketball Tournament
Contact: Spokane Hoopfest (Matt Santangelo)
P: (509) 624-2414
E: matt@spokanehoopfest.net
Reference: Spokane Hoopfest

Croquet League
Contact: Hillyard
P: (509) 487-1603
Reference: Hillyard Croquet League

Garage Sale Day
Contact: Phinnery Neighborhood Association, Seattle, Washington
P: (206) 783-2244
E: pna@phinneycenter.org
Reference: PNA Garage Sale Day

Christmas Lights in Dutch Jake's Park
Reference: Holiday Lights at Gaiser Conservatory, Spokane Washington

Police Events in the Park (Basketall Tournament, Obstacle Courses, BBQ's)
Contact: Officer Teresa Fuller
P: (509) 835-4568
E: tfuller@spokanepolice.org
Reference: Walla Walla Police Basketball, Walla Walla, Washington

Yoga in the Park
Contact: Kayla Emineth
P: (509) 420-0887
E: kaylaemineth@yahoo.com
Reference: Yoga in Riverfront Park

Ninja Warrior Course
Contact: Myrlene Aguilera
P: (626) 201-4766
E: Myrlene@inflatable2000.com
Reference: American Ninja Warrior

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Appendix A: Engagment

Dutch Jake's Mini Park Master Plan
Neighborhood Meeting Summary
April 20, 2016

On Thursday April 20th, 2016 the West Central Neighborhood Parks Committee sponsored a neighborhood BBQ in support of preparing a master plan for Dutch Jake's park. Students from the Eastern Washington University urban and regional planning program were in attendance and provided several different opportunities for attendees to provide their input into the project.
The following is a brief summary of the meeting and its findings.

Participants:

West Central Neighborhood Parks Committee
Larry Swartz, Parks Committee Chair
Garrett Jones, City of Spokane Parks Department
Heather Troutman, City of Spokane Office of Neighborhood Services
Local Residents
Gregg Dohrn Eastern Washington University Professor
Eastern Washington University Urban Planning Students
Jeremy Hanson, Santé Restaurant

Meeting Summary:
Larry Swartz welcomed all of the participants and then introduced planning student Emily Adams who provided a brief overview of the proceedings and objectives of this meeting, explained the series of blank charts set around the park, along with surveys to fill out, prepared to obtain the views and ideas of the neighborhood in order to better serve them with the future updates of the park.
These chart questions included:

What about the park would you like to remain the same?
What about the park would you like to change?
What additions to the Park would you like to see?
What thoughts do you have regarding the playground?
What thoughts do you have regarding the basketball court?

These survey questions included:

How often do you use the park?
What season do you use the park?
How safe do you feel when you use the park?
How do you get to the park?
What is your age?

After the completion of the meeting and the ensuing discussion, the following points were noted:

1. The people expressed most interest in keeping:
   - Basketball Court
   - Playground
   - Trees

2. They feel change needs to occur in these existing conditions:
   - Water fountain - working
   - Landscape – ascetically updated

- Concrete basketball surface – redone
- Concrete paths – eliminate some
- Playground surface changed – grass or rubber
- Lighting – increased
- Garbage cans – add recycling bins
- Fencing – less intrusive
- Shade – near playground
- Tables - multiuse (passive game areas i.e. chess)
- Shelter – removed or relocated
- Events – movie nights
- BBQ's – more, and more tables

3. What is found to be missing from the park that would be beneficial are:
   - Bike racks
   - Police presence
   - Blocked alley access
   - New playground equipment – swing sets
   - Community Garden
   - Wayfinding signs
   - Emergency call box
   - Sculpture/Art
   - Skate park/features
   - Walking path
   - Splash pad

4. The survey questions indicate that:
   - Most people rarely or never use the park
   - If the park is used, it is most used in Summer, but used often in Spring and Autumn also
   - Perception of safety in the park is the moderate to severely unsafe
   - The park is accessed most by walking and cycling
   - Younger adults (age 25-34) use the park most often

Appendix B: Trees

Parks Committee members and EWU students met with a City of Spokane forestor to look at the exisiting tree, and discuss the future of the ones there, as well as talking about any additional trees that could be planted.

Existing Trees

1. Common Name/ Scientific Name
   Kentucky Coffeetree/*Gymnocladus dioicus*

Growth Mature Size
- Height: 50'
- Spread: 35'
- Growth Rate: Medium

Characteristics
- General: Unique habit, picturesque quality, upright to irregular branching.
- Fall Color: Inconsistent - sometimes a good yellow, but often not not good.
- Flowering: Dioecious, fragrant, not highly ornamental but interesting.
- Growing Conditions: Full sun or perhaps part shade, prefers deep, moist, rich soil for best growth. Urban tolerant.
- Problem: None serious.

2. Common Name/ Scientific Name
   Ponderosa Pine/*Pinus ponderosa*

Growth Mature Size
- Height: 60-100'
- Spread: 20-35'
- Growth Rate: Fast

Characteristics
- General: Evergreen tree with a narrow, upright, oval form in youth opening up into irregular crown.
- Fall Color: needles stay same as summer - light green in color.
- Flowering: not ornamentally important.
- Growing Conditions: Full sun is best, prefers well-drained, acidic, deep, moist soil.
- Potential Problem: Needle cast

Recommended Trees

Common Name/ Scientific Name
   Northern Catalpa/*Catalpa speciosa*

Growth Mature Size
- Height: 40-60'
- Spread: 20-40'
- Growth Rate: Fast

Characteristics
- General:medium sized tree with irregular, rounded crown. Leaves are heart-shaped to arrowhead-like.
- Fall Color: yellow-green
- Flowering: perfect, white flowers, 2" in diameter, bell-shaped. Bloosm in June.
- Growing Conditions: Full sun to partial shade, soil tolerant, transplant readily.
- Potential Problem: leaf spots, powdery mildew.

Appendix C:
Chestnut Corridor Plan

Table of Contents

Context **2**

Why Plan for the Chestnut Corridor? **2**

Goals & Policies **3**

Recommendations **5**

Intersections 6

Chestnut Corridor Alternatives 12

Shared Use Path Alternative 16

Separated Bikeway Alternative 19

Separated Bikeway with Street Parking Alternative 21

No Build Alternative 24

Funding for Chestnut Corridor Projects 24

Summary of costs 25

Alternative Renderings 27

Table of Contents

Acknowledgments

I. Introduction....2

II. History....3

Neighborhood....3

Dutch Jake....3

III. Neighborhood Context....4-6

Demographics....4

Figure 3.1....4

Figure 3.2....4

Crime Statistics....6

Figure 3.3....5

Table 3.1....6

Figure 3.4....6

IV. Vision, Goals and Policies....7-8

V. Current Conditions....9

VI. Public Participation....10-11

Community Meeting....10

Parks Committee Meeting....10

Community Workshop....11

VII. Recommendations....12-41

Alternative #1: Minimal Change....12-14

Alternative #2: Moderate Change....15-17

Alternative #3: Significant Change- Option A....18-20

Alternative #3: Significant Change- Option B....21-23

Park Features....24-35

Related Features....36-38

Preferred Alternative....39-41

VIII. Implementation....42-44

Features....42-43

Programming....44-45

Appendix A: Outreach

Appendix B: Trees

Appendix C: Chestnut Corridor Plan

Context....2

Why Plan for the Chestnut Corridor?.... 2

Goals & Policies....3

Recommendations....5

Intersections....6

Chestnut Corridor Alternatives....12

Shared Use Path Alternative....16

Separated Bikeway Alternative....19

Separated Bikeway with Street Parking Alternative....21

No Build Alternative.....24
Funding for Chestnut Corridor Projects.....24
Summary of costs.....25
Alternatvie Renderings.....27

Appendix D: Walking Tour

Context

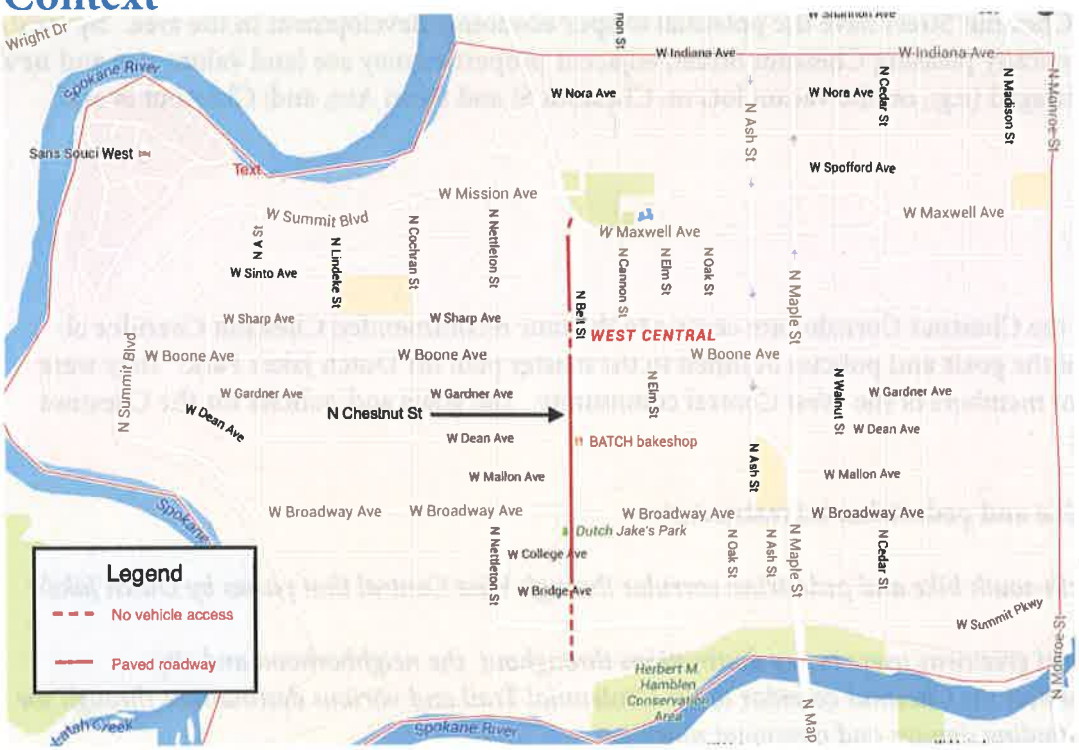


Figure D1 - Map of the location of the N Chestnut St corridor.

Chestnut Street is a narrow north-south local road that runs along the eastern side of Dutch Jake's Park (see Figure D1). In its entirety, it runs between W Maxwell Ave near AM Cannon Park and W Bridge Ave near Kendall Yards. From W Bridge Ave to the Centennial Trail, Chestnut St was vacated and is now a pedestrian corridor that contains community gardens for the residents of Kendall Yards. In the context of the immediate park focus area, Chestnut Street is intersected by W Broadway Ave, an east-west collector arterial that runs along the north end of the park, and W College Ave, an east-west local road that runs along the south end of the park. It is also intersected by an alley midblock, which terminates at Chestnut (creating a 3-way intersection).

Why Plan for the Chestnut Corridor?

Chestnut Street has enormous potential to become an important north-south pedestrian and bike corridor through West Central, connecting to Centennial Trail and linking destinations such as Dutch Jake's Park, AM Cannon Park, Kendall Yards' Olmstead Park, and businesses in Kendall Yards and Downtown Spokane. Connections to the park are an important aspect of the overall park plan, as pleasant connections linking the park to desirable destinations will encourage more foot traffic in and around the park. This will improve safety by creating more eyes on the park and help build a sense of community by allowing people to interact with one another. In addition, safe streets can encourage more active transportation (i.e., biking and walking) as an alternative to private automobile use. Active transportation is not only environmentally friendly, it is good for the health and wellbeing of the community. It also creates a more equitable transportation network that makes it easier for those without a car to get around.

Chestnut Street, through smart and innovative design, also has the potential to be an extension of the park itself. Features from the park (e.g., benches, artwork, lighting, etc.) can be blended into Chestnut Street adjacent to the park. Additionally, the corridor can be envisioned as part of a larger park network since it links three parks within its vicinity (AM Cannon Park, Dutch Jake's Park, and Olmstead Park). By creating pockets of landscaping, pedes-

trian scale lighting, and places to sit along the street, Chestnut Street can potentially be made to feel like a park itself.

Finally, improvements to Chestnut Street have the potential to spur economic development in the area. By creating a more safe and aesthetically pleasing Chestnut Street, adjacent properties may see land values rise and new development will be encouraged (e.g., on the vacant lots on Chestnut St and Dean Ave, and; Chestnut St and College Ave).

Goals & Policies

The goals and policies for the Chestnut Corridor are central to the four recommended Chestnut Corridor alternatives and compliment the goals and policies outlined in the master plan for Dutch Jake's Park. They were shaped through input from members of the West Central community. The goals and policies for the Chestnut Corridor are listed below:

G1: Expand Spokane's bike and pedestrian infrastructure.

P1.1: Create a north-south bike and pedestrian corridor through West Central that passes by Dutch Jake's Park
P1.2: Link and direct greenway users to key destinations throughout the neighborhood and city.
P1.2.1: Connect the Chestnut corridor to the Centennial Trail and various destinations through the use of wayfinding signage and pavement markings.

G2: Make biking and walking safer and more appealing on N Chestnut St.

P2.1: Use sharrows or protected bike lanes and signage to alert drivers of the presence of cyclists.
P2.2: Use speed humps to make driving along Chestnut less appealing for through traffic.
P2.3: Use center island median traffic diverters at major intersections to reduce traffic volume.
P2.4: Use speed humps to slow traffic.
P2.5: Use flashing signage, pavement markings, center island medians, curb extensions, and if desired, traffic tables at intersections with arterials to make crossing on bikes and on foot safer and more comfortable.
P2.6: Place pedestrian amenities along the corridor where possible (e.g., trees and landscaping, pedestrian scale lighting, benches, artwork, etc.) to create a more comfortable and interesting journey.
P2.7: Use markings on the pavement and signage to let users know where the greenway goes and what is nearby (e.g., parks, the community center, etc.).

G3: Activate and make Dutch Jake's Park a safe space for all.

P3.1: Encourage bicycling and walking along N Chestnut Street to generate more eyes on the park, which will improve park safety (both real and perceived).
P3.2: Place lighting along N Chestnut St, which may improve park safety at night (both real and perceived).

Current Conditions

N Chestnut St between W Boone Ave and W Bridge Ave has a right-of-way of approximately 30', which includes 21' of roadway and 4½' of sidewalks on both sides (see Figure D2). Between W Sharp Ave and W Maxwell Ave, N Chestnut St is an approx. 20' unpaved alley. Due to the narrow nature of the street, parking is not allowed along

its entirety, with the exception being on the east side of the street between W Bridge Ave and W College Ave. Additionally, there is no room in the current street layout for any pedestrian amenities, such as benches or street trees. There is also a lack of lighting along N Chestnut St, as luminaires are only located at intersections. Pedestrian crossings across W Broadway Ave on Chestnut are limited to the west side of the intersection, likely due to limited visibility created by the S-bend on Broadway (see Figure D3). The average daily traffic (ADT) at Chestnut and Broadway is approximately 3,700 veh/day as of 2015.

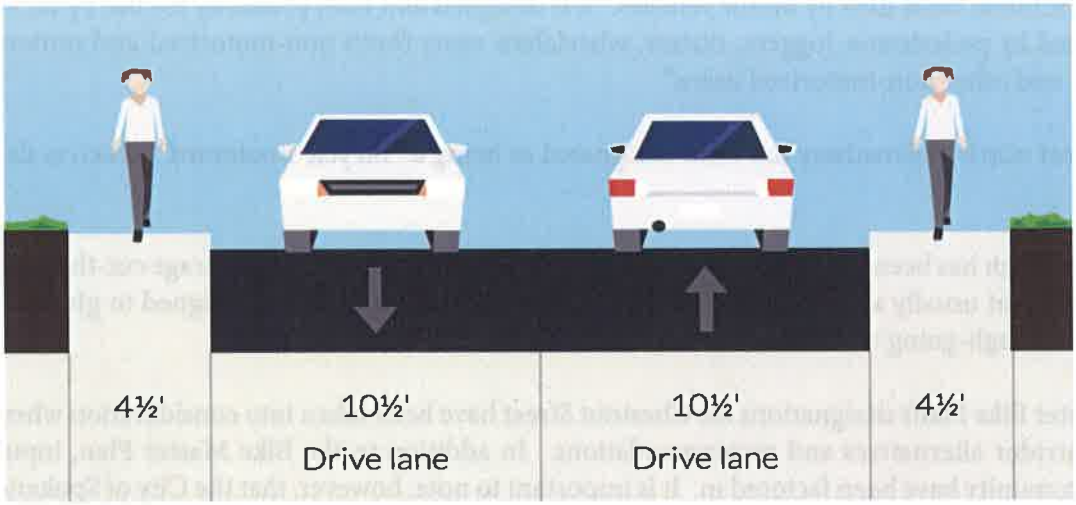


Figure D2 – Cross section of N Chestnut St at Dutch Jake's Park, which is representative of the street dimensions between W Bridge Ave and W Boone Ave. ROW = 30'.

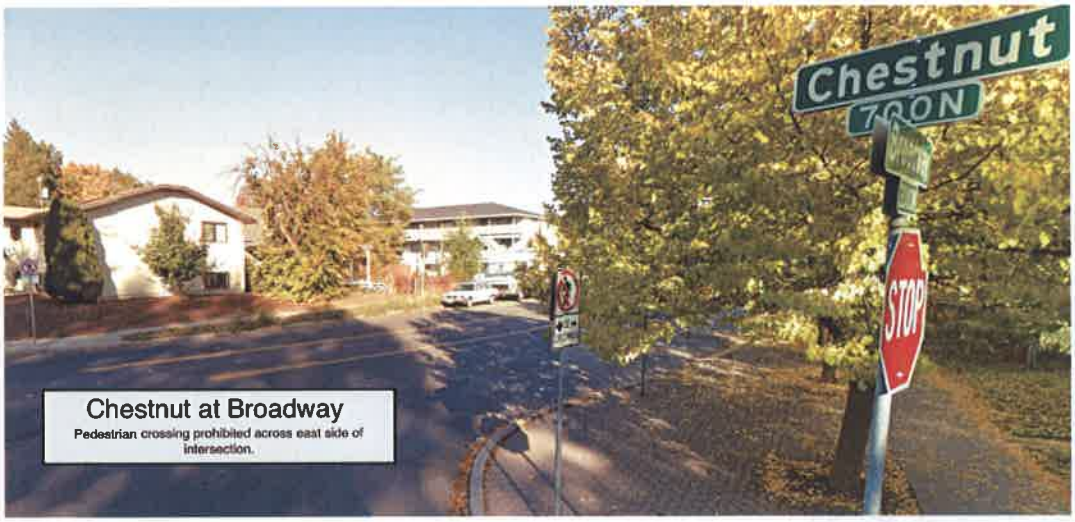


Figure D3 – Intersection at N Chestnut St at W Broadway Ave, where signs prohibit pedestrians from crossing on the eastern side of the intersection.

Additionally, pedestrians are prohibited from crossing across W Boone Ave west of N Chestnut St (pedestrians must cross between N Chestnut St and N Belt St). ADT on W Boone Ave just east of N Belt St is approximately 5,300 veh/day as of 2015, while ADT on Belt just north of Boone is relatively low—approximately 1,100 veh/day as of 2015. Unfortunately, N Chestnut St does not exist between W Boone Ave and W Sharp Ave, leaving a gap in the corridor. Lastly, there are some obstructions, such as plant overgrowth from adjacent properties, a lack of ADA ramps, and uneven sidewalk surfaces that can make traversing Chestnut difficult especially for those with physical disabilities.

Recommendations

According to Spokane's Master Bike Plan (amended June 8, 2009), Chestnut Street south of Broadway has been designated to be a "Shared Use or Multiuse Path", which is defined as:

> "A facility physically separated from motorized vehicular trafficwithin a right of way or on an exclusive right of way with minimal cross flow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users."

In addition, Chestnut Street north of Broadway has been designated as being a "Bicycle Boulevard", which is defined as:

> "A shared roadway which has been optimized for bicycle traffic. Bicycle boulevards discourage cut-through motor vehicle traffic, but usually allow access to local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic."

As such, the Spokane Master Bike Plan's designations for Chestnut Street have been taken into consideration when drafting the Chestnut Corridor alternatives and recommendations. In addition to the Bike Master Plan, input from the West Central community have been factored in. It is important to note, however, that the City of Spokane periodically updates their Bike Master Plan. As such, designations for Chestnut Street may change and therefore the neighborhood should work closely with the City to ensure that any changes are in the neighborhood's best interests.

Intersections

Figure D4 – An example of a possible wayfinding sign at the intersection of Chestnut and Bridge.

In this section, recommendations for the design of intersections along the corridor, particularly problematic arterial intersections, are addressed first. This is due to the fact that the recommendations for the intersections are constant and do not change between the four alternatives.

Chestnut at Bridge

Due to the development of Kendall Yards, N Chestnut St terminates at W Bridge Ave. Kendall Yards implemented a pedestrian walkway that continues Chestnut from Bridge down to the Centennial Trail, however, this passageway is unhospitable to bikes. This is primarily due to the sharp 90 degree turns the sidewalks make around Kendall Yards' community gardens, as well as the lack of curb ramps on Bridge leading into Kendall Yards. In a meeting with Greenstone Homes, it became clear that while pedestrians can still pass through the walkway, bikes can simply either divert onto Elm or Nettleton via Bridge to reach the Centennial Trail, depending on whether they wish to travel east or west. Signage located at the junction would direct users to destinations (see Figure D4), as well as sharrows painted on Bridge, Elm, and Nettleton, effectively extending the Chestnut greenway network.

Chestnut at College

Figure D5 – A basic example of what Chestnut at W College Ave could be under the Separated Bikeway Alternative.

Chestnut at W College Ave is a minor intersection, due to College being a local street. However, its proximity to the Dutch Jake's Park means there is the opportunity to improve it. Depending on the direction that is chosen for the Chestnut Corridor, this intersection could vary slightly. However, the addition of curb ramps would be independent of what is done with Chestnut and should be added at a minimum (see Figure D5). They should also be paired with curb extensions, which would contain pedestrian scaled lighting at a minimum. The curb extensions could also contain art and/or landscaping that blends in with park. Finally, motorists travelling across Chestnut at College would have to stop as cyclists and pedestrians have the right of way.

Chestnut at Broadway

Figure D6 – A rendering of what the intersection at Chestnut and Broadway could look like if traffic calming measures were implemented. The bikeway connection to the right is representative of Chestnut under the Separated Bikeway Alternative and the Separated Bikeway with Parking Alternative. Looking east on Broadway.

Due to the fact that W Broadway Ave is a collector arterial road with an ADT of approximately 3,700 veh/day, and that Chestnut crosses Broadway at an S-bend, Broadway can be seen as a barrier to the northern entrance of Dutch Jake's Park. Residents in West Central have expressed a desire to calm the traffic on Broadway at Chestnut to allow for safer crossing by pedestrians and cyclists. In addition, there is a desire to cut down on the amount of cut-through traffic on Chestnut, especially by those who bike. The Broadway intersection at Chestnut should use several traffic calming features that would work together to increase driver awareness of the intersection, slow vehicles down, and cut down on the amount of cut-through traffic on Broadway (see Figure D6). Each feature could be implemented in phases if needed. The general recommendations are listed below:

- Raise the intersection to create a vertical deflection (bump) to reduce vehicular speeds along Broadway. It should be engineered for vehicle speeds of 15-20MPH;
- Add a landscaped center island median to prevent turning movements, which will reduce the amount of traffic on Chestnut. The median needs to features cutaways for through traffic by cyclists and pedestrians along Chestnut;
- Move the Nettleton statue into the median to create a visual gateway into the area while ensuring that it does not obstruct the driver's view of pedestrians;
- Add curb extensions in conjunction with the median to narrow the roadway, which will help reduce vehicular speeds and shorten the crossing distance for pedestrians and cyclists;
- Strategically place flashing beacons, high visibility signage, and pavement markings to alert drivers of the pedestrian and bike crossing, but avoid "over-engineering" the roadway, which could detract from the aesthetics of the area;
- Use brick or textured concrete to change the look and feel of the road, which will slow drivers down by letting them know they are driving in a pedestrian and bike zone;
- Replace the luminaire mounted on the wooden utility pole with pedestrian scale lighting, which would make the area feel more like a pedestrian zone, and;
- Place aesthetically pleasing metal bollards where appropriate to protect pedestrians and cyclists from vehicles.

Chestnut & Belt at Boone

The intersection of these three roads poses a challenge as it forces people travelling north on Chestnut or south on Belt to do an S-manoeuvre to continue travelling north-south due to a misalignment in the roads and due to the fact that Chestnut does not have a stretch of roadway between Boone and Sharp. The S-manoeuver creates three potential conflict points for a cyclist, excluding the initial stop: (1) the right turn in front of traffic (risk of being hit from the side); (2) waiting in the travel lane to turn left (risk of not being seen by a distracted driver and being hit from behind), and; the left turn in front of traffic (head on/side collision; see Figure D7). A straight crossing across a road, on the other hand, only creates two potential conflict points. Considering the relatively high ADT at this segment of road, it would be ideal to bridge the gap in Chestnut St between Boone and Sharp (see Figure D8).

Figure D7 – A diagram showing the three potential vehicle-cyclist conflict points at N Chestnut St, W Boone Ave, and N Belt St.

If this is not possible due to private ownership of the land, the intersections can be re-engineered to provide for safer crossing by:

- Reducing or eliminating the risk of cyclists being rear ended while waiting to turn left, thus bringing the potential conflict points down to two;
    - Add a left-turn refuge median on Boone for cyclists travelling north-south (see Figure D9).
    - Use sturdy metal bollards and reflective signs to protect the refuge median.
    - Reorient the lanes and parking on Boone to allow for the implementation of slight horizontal deflections, which would force vehicles to slow prior to reaching the bike and pedestrian crossings.
- Adding pedestrian scale lighting in the medians or sidewalks, and;
- Adding wayfinding signs and pavement markings such as sharrows to help users navigate the intersection safely.

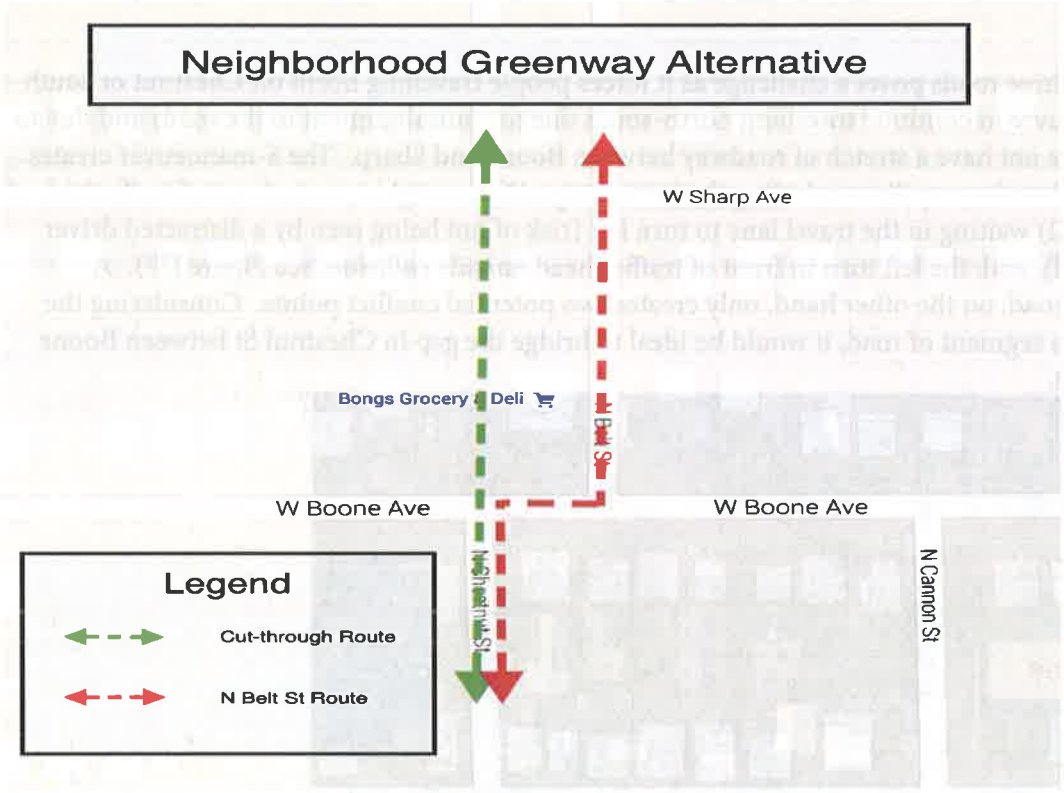


Figure D8 – Possible greenway routes north of W Boone Ave.

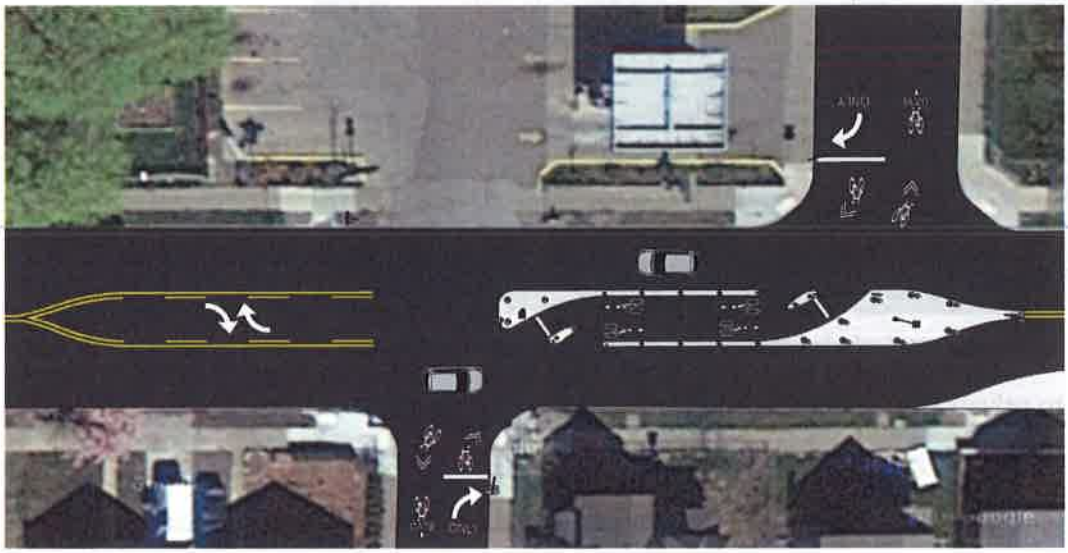


Figure D9 – Top view of a potential re-engineered intersection at N Chestnut St, W Boone Ave, and N Belt St. Sharrows direct bikes to follow the route through the protected center median left turn lanes, which are for exclusive use by cyclists.

Belt at Pettet & Maxwell

Figure D10 – A potential future design for the N Belt St, N Pettet Dr, and W Maxwell Ave intersection, which borrows themes from protected intersections to create a safer, seamless transition between the Chestnut Corridor Greenway and the Pettet/Maxwell bike lanes.

The most northern major intersection of the corridor would be located at N Belt St and at the junction of N Pettet Dr and W Maxwell Ave. Due to this intersection being on a arterial road curve, it can be daunting to cross, despite the fact that drivers on the N Pettet Dr and W Maxwell Ave arterials have a clear line of sight of the intersection from the beginning of the curves. Currently, N Pettet Dr has bike lanes, so connecting the Chestnut greenway seamlessly to the Pettet Dr bike route would be ideal. While the intersection could be left as it is, implementing a variation of the protected intersection would allow for a safe, seamless transition between the Chestnut Greenway and the Pettet bike lanes (see Figure D10). Benefits of this intersection include:

- Having a forward stop bar, making cyclists much more visible to oncoming and turning vehicles;
- Turning vehicle speeds will be greatly reduced due to tighter corner radii;
- Crossing distances will be greatly reduced for both pedestrians and cyclists making crossing safer and more comfortable;
- Slower through traffic due to the use of speed humps on Pettet and Maxwell, and;
- Improved driver awareness of the intersection, due to the use of textured pavers, green paint, and high visibility flashing signs.

All other minor intersections

All other minor roads that intersect the Chestnut Corridor (including N Belt St) will be forced to stop through the use of stop signs. The reason for this is two fold: Frist, in order to create an effective greenway, bikes and pedestrians travelling along the greenway should have unimpeded flow, with the only exception being at arterial roads, where a minor delay is acceptable. Lastly, there were quite a few complaints from West Central residents commenting on the frequency of side impact crashes at intersections throughout the neighborhood. Residents suspect the lack of regulatory stop or yield signs at intersections. The city appears to have a position where local street intersections are safer without regulatory signs. Whether or not if that is the case, stop signs should be implemented at a minimum at crossings with the corridor to play it safe, since a vehicle-bike side-impact collision would likely result in serious injury or death to the cyclist.

Chestnut Corridor Alternatives

Through the input of the community, four recommended alternatives for the future of Chestnut Street were

developed: (1) a Neighborhood Greenway Alternative; (2) a Shared Use Path Alternative; (3) A Separated Bikeway Alternative, and; (4) a Separated Bikeway with Parking Alternative. The following section will explore each alternative in depth, listing its features, strengths, and weaknesses. In addition to these four alternatives, the No Build Alternative is also explored.

Neighborhood Greenway Alternative

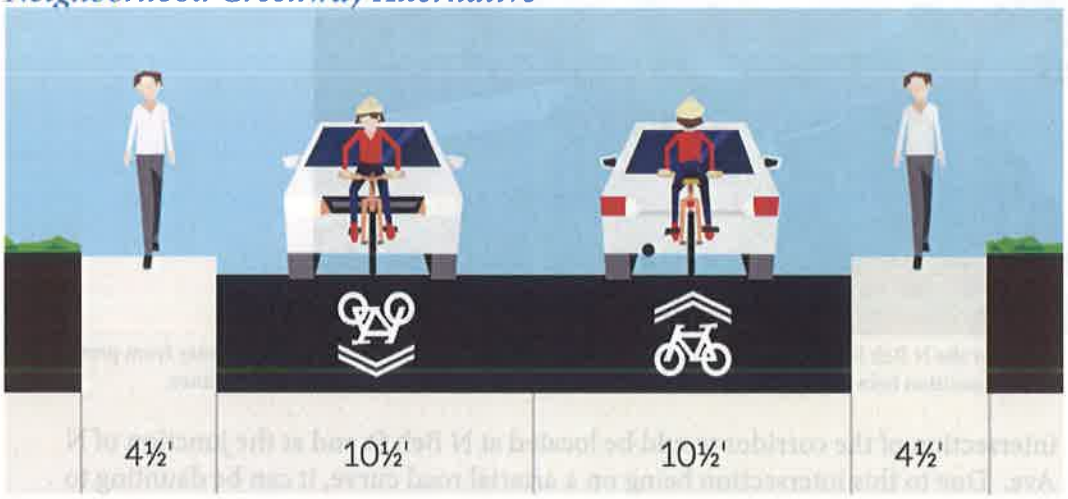


Figure D11 – Cross section of N Chestnut St at Dutch Jake's Park under the Neighborhood Greenway Alternative. This cross section is representative of what the whole Chestnut corridor would look like under the Neighborhood Greenway Alternative. ROW = 30'

Figure D12 – Map depicting the Neighborhood Greenway Alternative. (see also Figure D8).

Neighborhood greenways (also known as bicycle boulevards) are typically located on local streets with low volumes of automobile traffic (≤2000ADT) and low speed limits (≤20MPH) where bicycles and pedestrians are given priority. They typically include no more than one shared travel lane in each direction and discourage cut-through traffic through the use of speed bumps and traffic diverters. Neighborhood greenways have been implemented with much success in many communities, such as in Portland, OR. N Chestnut St will make a good candidate for

a neighborhood greenway due to it being a local road with a low speed limit and traffic volume, and due to the lack of parking on the street (car doors are a threat to cyclists).

Under this alternative, N Chestnut St will be made into a neighborhood greenway along its entirety, and will keep the current widths of the roadway and sidewalks (see Figure D11). The Chestnut Greenway will run between N Pettet Dr and W Bridge Ave (see Figure D12). At W Bridge Ave, the greenway splits east-west to N Elm St and N Nettleton St, where the greenways then run north-south, connecting to Centennial Trail (see Figure D6). Additionally, just north of W Boone Ave, the greenway could either run in a straight line to connect to Chestnut at W Sharp Ave (cut-through route) or divert onto N Belt St (N Belt St route; refer back to Figure D8 & D9). The benefit of continuing the greenway in a straight line across W Boone Ave is that it: (1) avoids putting cyclists through an awkward diversion between N Chestnut St and N Belt St, and; (2) minimizes vehicle bike-vehicle conflict. The disadvantages are that: (1) the greenway will need to cross private property; (2) N Chestnut St is an unpaved alley north of Sharp, and; (3) it terminates just shy of the N Pettet Dr arterial at AM Cannon Park, though this could be remedied by connecting onto W Maxwell Ave and then onto N Belt Ave towards N Pettet Dr.

Figure D13 – A typical sharrow pavement marking.

Neighborhood greenways typically implement sharrows to indicate the presence of bicycles to drivers and to remind everyone to share the road safely (see Figure D13). Sharrows on N Chestnut St will be painted at the start and end of each block at a minimum, though sharrows could also be added midblock at intersections with east-west alleys. Sharrows on N Chestnut St will also serve a wayfinding purpose for cyclists through West Central, supplemented by wayfinding signs located along the greenway to direct people to destinations. At a minimum, wayfinding signs should be located at least every three blocks and should be located at intersections of bike routes or where the bike route makes a turn onto another street. Wayfinding signs or signs indicating the presence of the greenway should also be placed at the start of the block at W Bridge Ave, W Broadway Ave, W Dean Ave, W Boone Ave, and W Maxwell Ave.

Neighborhood greenways also aim to slow vehicular traffic, typically through the use of speed humps, which have a gradual rise so that bikes can easily pass over them (see Figure D14). Chicanes generally are not recommended as they can create conflict between vehicles and cyclists, especially on narrow roads.

Figure D14 – Example of speed humps on a residential street in Seattle.

The minimum frequency of speed humps is one per block. Speed humps on N Chestnut St could either be located midblock near the alleys or two per block (between the alleys and the intersections). At the location of speed humps, small curb extensions (approx. 1' each) could be employed, which would allow for the placement of small lamp posts along the corridor.

It is also typical of neighborhood greenways to allow for mostly unimpeded bike flow along the length of the greenway. Therefore, cross traffic across N Chestnut Street will give way to those travelling on N Chestnut St to allow for unimpeded bike flow along Chestnut. This will be implemented through the use of stop signs, except on arterial roads such as W Broadway Ave, W Boone Ave, and N Pettet Dr.

Lastly, curb ramps will need to be added to all intersections along the Chestnut Greenway where they do not already exist to allow for wheelchair access.

List of Features – Neighborhood Greenway Alternative

Between W Bridge Ave and W Maxwell Ave

- Sharrows and signage will indicate the presence of a greenway.
- Wayfinding signage and pavement markings, along with pedestrian scaled lighting will be located along the greenway.
- Speed humps will slow and discourage vehicular traffic on N Chestnut St.
- Cross traffic across N Chestnut St will be required to stop to allow for unimpeded bike flow along Chestnut, except at arterials.
- Crossings at arterials would be eased through implementation of traffic calming devices.
- Curb ramps will be added at all intersections for wheelchair accessibility.

Table of Strengths & Weaknesses – Neighborhood Greenway Alternative

Neighborhood Greenway Section	
Strengths	**Weaknesses**
• Compliant with the Bike Master Plan designation north of Broadway. • Greenway a good fit for Chestnut considering its low vehicle speeds and volumes. • Provides a north-south bike and pedestrian corridor through West Central (G1). • Discourages cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Crossings at arterials would be eased through implementation of traffic calming devices. • Besides work at arterials, it does not significantly alter the streetscape on Chestnut, reducing costs. • No parked cars to interfere with cyclists.	• Street may not accommodate many pedestrian amenities within right-of-way. • Cyclists still have to share the road with vehicles. • Sidewalk widths remain narrow. • No parking for residents or park users.

Table D1 – Table of strengths and weaknesses of the Neighborhood Greenway Alternative.

Shared Use Path Alternative

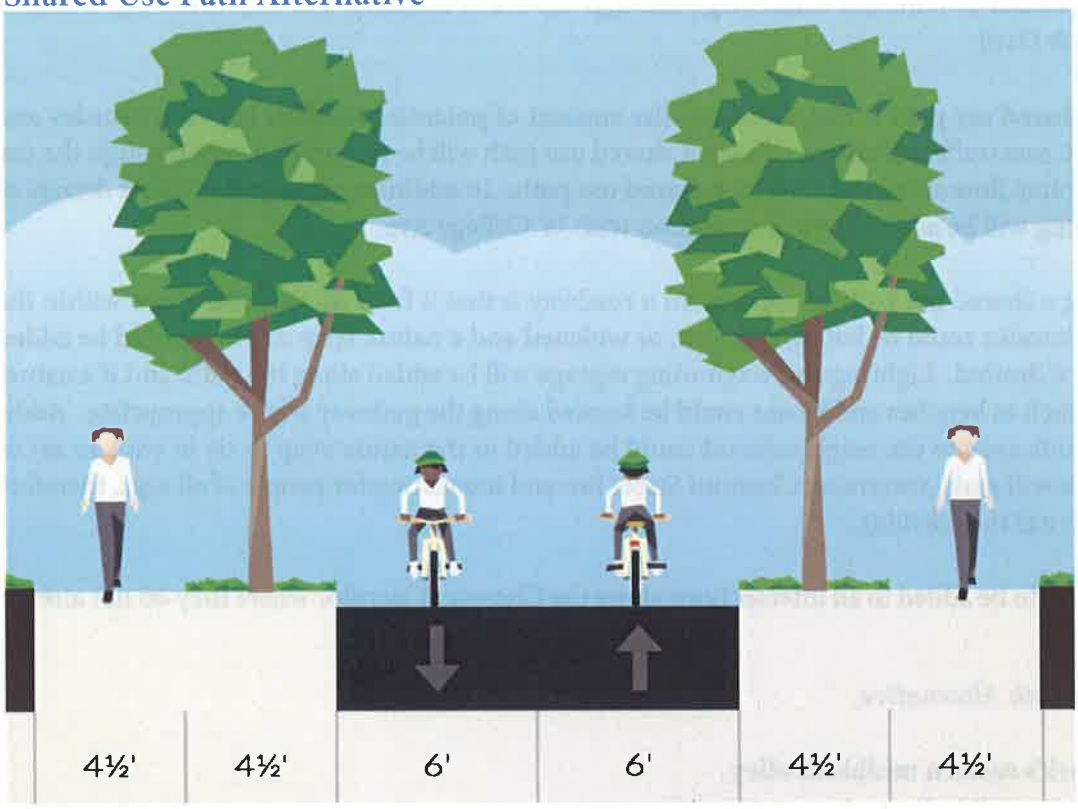


Figure D15 – Shared Use Path Alternative cross section of N Chestnut St at Dutch Jake's Park, which is representative of the Chestnut corridor south of the alley. ROW = 30'.

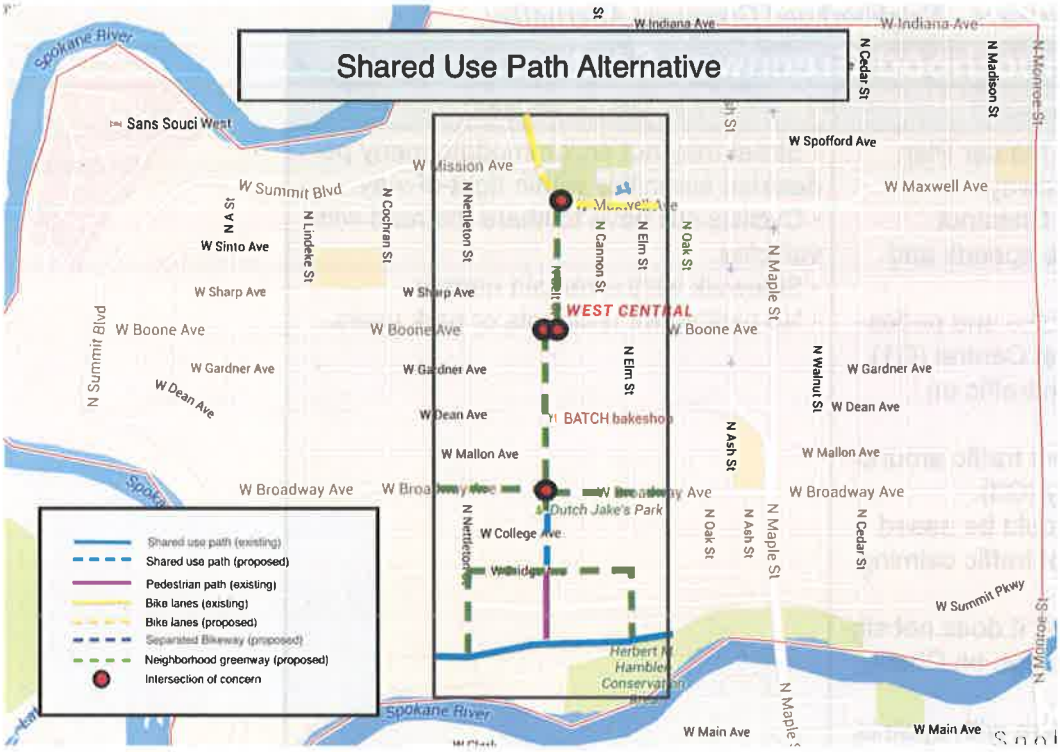


Figure D16 - Map depicting the Shared Use Path Alternative.

Under this alternative, N Chestnut Street north of the mid-block alley between W College Ave and W Broadway Ave will be a neighborhood greenway as described in the Neighborhood Greenway Alternative. South of the alley, N Chestnut Street will be closed to vehicular traffic (e.g., through the use of bollards) and converted into a shared use path (see Figure D15 & D16).

One benefit of having a shared use path is that it reduces the amount of potential conflicts between vehicles and cyclists and pedestrians. Cross traffic across the Chestnut shared use path will be required to stop through the use of stop signs, allowing for free flow along the Chestnut shared use path. In addition, signage that alerts drivers of the shared use path crossing will be added at the intersection with W College Ave.

Another benefit of having a shared use path as opposed to a roadway is that it frees up valuable space within the right-of-way. Existing sidewalks could be left in, torn out, or widened and a nature strip or swale could be added on both sides of the path, if desired. Lighting and wayfinding signage will be added along the path, and if a nature strip is added, amenities such as benches and kiosks could be located along the pathway where appropriate. Additionally, artwork with significance to the neighborhood could be added in the nature strip to tie in with an art or historic walking tour. This will make traversing Chestnut Street fun and interesting for people of all ages, therefore encourage more people to use the corridor.

Lastly, curb ramps will need to be added to all intersections along the Chestnut Corridor where they do not already exist.

List of Features – Shared Path Alternative

North of Dutch Jake's Park's eastern midblock alley

- Sharrows and signage will indicate the presence of a greenway.
- Wayfinding signage and pedestrian scaled lighting will be located along the greenway.
- Speed humps will slow and discourage traffic on N Chestnut St.
- Cross traffic across N Chestnut St will be required to stop to allow for unimpeded bike flow along Chestnut,

except at arterials.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

South of Dutch Jake's Park's eastern midblock alley

- A shared use path primarily for use by cyclists and pedestrians.
- Sidewalks may be torn out, widened, or left as is.
- Cross traffic across N Chestnut St at W College Ave and W Bridge Ave will be required to stop to allow for unimpeded bike flow on Chestnut.
- Wayfinding signage and pavement markings, along with pedestrian scaled lighting will be located along the shared use path.
- Nature strip or swale with trees and/or landscaping could be added.
- Artwork and pedestrian amenities such as benches could be located in the nature strip if one is implemented.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

Table of Strengths & Weaknesses – Shared Path Alternative

Neighborhood Greenway Section	
Strengths	**Weaknesses**
• Compliant with the Bike Master Plan north of Broadway. • Greenway a good fit for Chestnut considering its low vehicle speeds and volumes. • Provides a north-south bike and pedestrian corridor through West Central (G1). • Discourages cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Does not significantly alter streetscape, reducing costs. • No parked cars to interfere with cyclists.	• Street may not accommodate many pedestrian amenities within right-of-way. • Cyclists still have to share the road with vehicles. • Sidewalk widths remain narrow. • No parking for residents or park users.
Shared Use Path Section	
Strengths	**Weaknesses**
• Compliant with the Bike Master Plan south of Broadway. • Provides a north-south bike and pedestrian corridor through West Central (G1). • Eliminates cut-through traffic (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Allows for ample room to add green space, lighting and signage, pedestrian amenities, and artwork. • More breathing room on pathways. • No parked cars to interfere with cyclists.	• Requires significant re-engineering of the roadway, increasing costs. • Shared use path may not be worth the high costs on a low volume local street. • No parking for residents or park users.

Table D2 - Table of strengths and weaknesses of the Shared Use Path Alternative.

Separated Bikeway Alternative

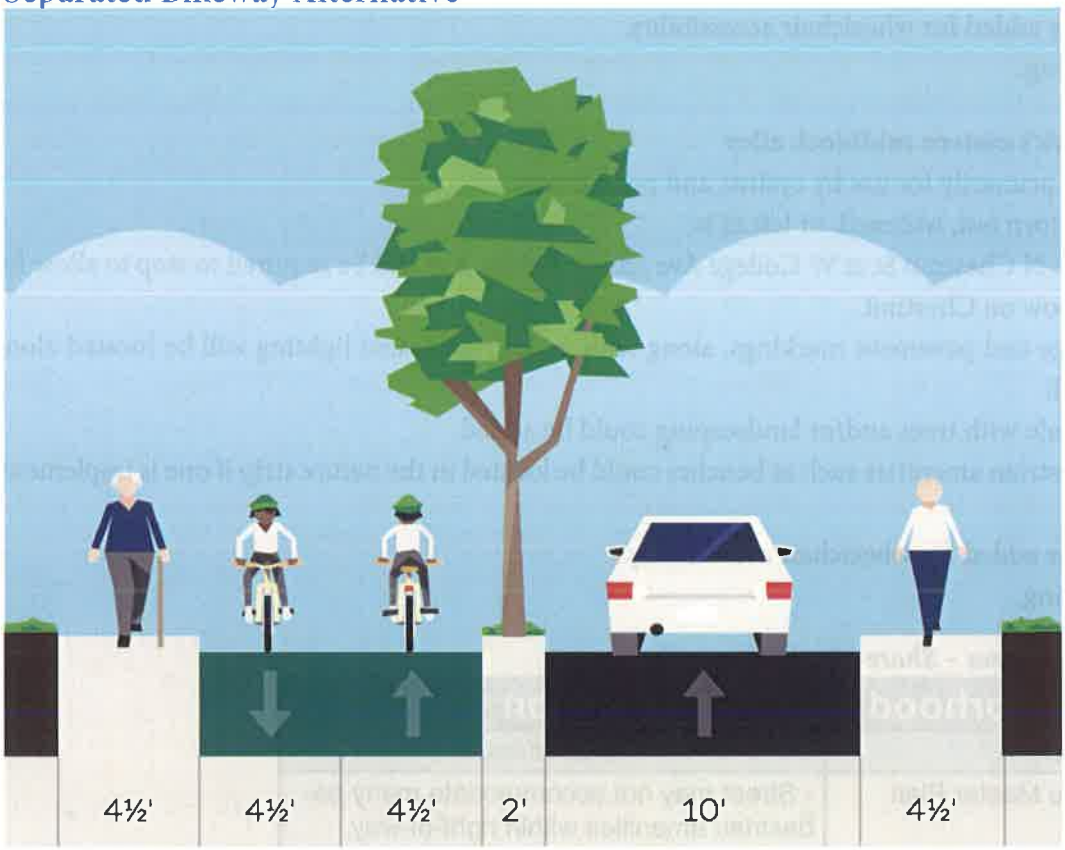


Figure D17 - Cross section of N Chestnut St at Dutch Jake's Park under the Protected Bikeway Alternative, which is representative of the Chestnut corridor south W Broadway Ave.

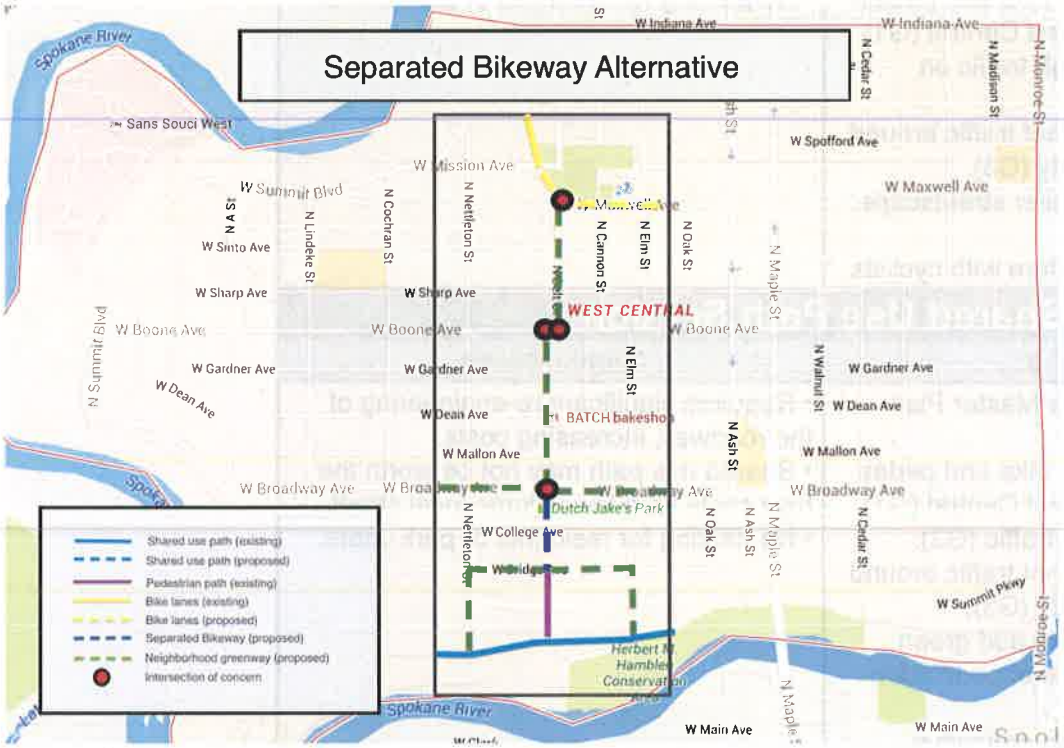


Figure D18 – Map depicting the Separated Bikeway Alternative (also relevant to the Separated Bikeway with Parking Alternative).

Under this alternative, N Chestnut Street north of W Broadway Ave will be a neighborhood greenway as described in the Neighborhood Greenway Alternative. South of W Broadway Ave, the west side of the N Chestnut Street right-of-way will be a 9' two-way protected bikeway and the east side will be a 10' northbound one-way road (see Figure D17 & D18). The bikeway and roadway will be separated by a 2' nature strip or swale buffer that will contain lighting, wayfinding signage, and street trees where appropriate. Additionally, benches and artwork with significance to the neighborhood could be added if a nature strip is used. The existing 4½' sidewalks will be left in on both sides to allow for pedestrian traffic along N Chestnut St. Parking would not be allowed along the corridor.

List of Features – Separated Bikeway Alternative

North of W Broadway Ave

- Sharrows and signage will indicate the presence of a greenway.
- Wayfinding signage and pedestrian scaled lighting will be located along the greenway.
- Speed humps will slow and discourage traffic on N Chestnut St.
- Cross traffic across N Chestnut St will be required to stop to allow for unimpeded bike flow along Chestnut, except at arterials.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

South of W Broadway Ave

- A 9' bikeway for exclusive use by cyclists.
- A 10' northbound roadway.
- A 2' nature strip separating the road and bikeway.
- Artwork and pedestrian amenities such as benches could be located in the nature strip.
- 4½' sidewalks on both sides of the road.
- Cross traffic across N Chestnut St at W College Ave and W Bridge Ave will be required to stop to allow for unimpeded bike flow on Chestnut.
- Wayfinding signage and pedestrian scaled lighting will be located along the nature strip. Artwork could also be added to tie in with an art walk or historic walking tour.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

Table of Strengths & Weaknesses – Separated Bikeway Alternative

Neighborhood Greenway Section	
Strengths	**Weaknesses**
• Compliant with the Bike Master Plan north of Broadway. • Greenway a good fit for Chestnut considering its low vehicle speeds and volumes. • Provides a north-south bike and pedestrian corridor through West Central (G1). • Discourages cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Does not significantly alter streetscape, reducing costs. • No parked cars to interfere with cyclists.	• Street may not accommodate many pedestrian amenities within right-of-way. • Cyclists still have to share the road with vehicles. • Sidewalk widths remain narrow. • No parking for residents or park users.
Separated Bikeway Section	
Strengths	**Weaknesses**
• Provides a north-south bike and pedestrian corridor through West Central (G1). • Reduces cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Allows for room to add green space, lighting and signage, pedestrian amenities, and artwork. • No parked cars to interfere with cyclists. * Feels safer due to its separation from the road, which can increase usage.	• Requires significant re-engineering of the roadway, increasing costs. • Separated bikeway may not be worth the high costs on a low volume local street. • No parking for residents or park users.

Table D3 – Table of strengths and weaknesses of the Separated Bikeway Alternative.

Separated Bikeway with Street Parking Alternative

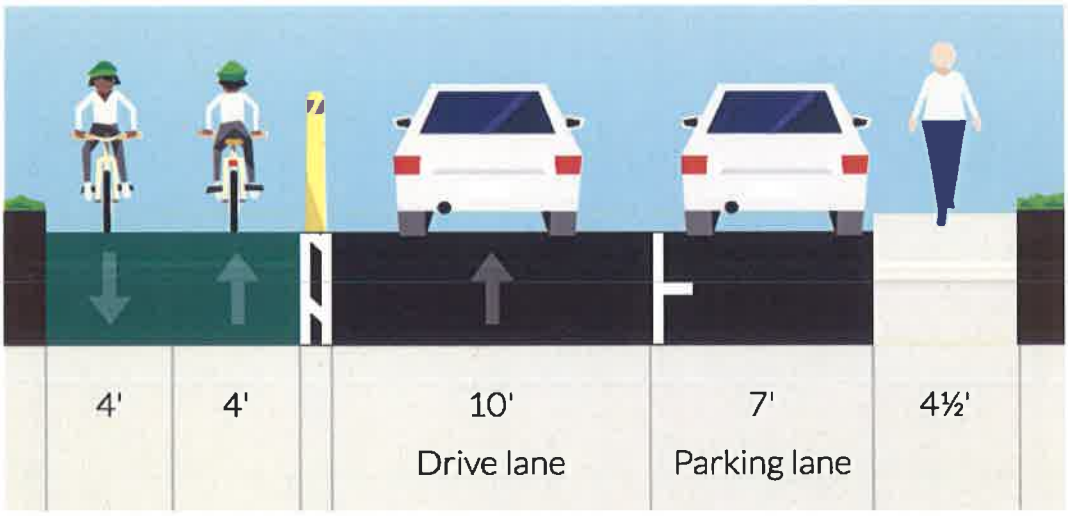


Figure D19 - Cross section of N Chestnut St at Dutch Jake's Park under the Separated Bikeway Alternative with Parking, which is representative of the Chestnut corridor south W Broadway Ave and north of W College Ave.

Under this alternative, N Chestnut Street north of W Broadway Avenue will be a neighborhood greenway as described in the Neighborhood Greenway Alternative. Between W Broadway Avenue and W College Avenue, the west side of the N Chestnut Street right-of-way will be a 8' two-way protected bikeway, the center will be a 10' northbound one-way road, and the east side will contain 7' parallel parking bays (see Figure D18 & D19). The bikeway and roadway will be separated by a painted line that could contain bollards or planter boxes. The sidewalk on the west side of Chestnut will need to be removed in order to accommodate the bikeway, roadway, and parking within the narrow right-of-way. Pedestrians will be diverted onto pathways through the park or onto the sidewalk on the east side of N Chestnut Street. Lighting and signage will be located on the western side of N Chestnut Street where appropriate. South of W College Avenue, N Chestnut Street will not contain any parking and will instead reflect the Separated Bikeway Alternative.

List of Features – Separated Bikeway Alternative with Parking

North of W Broadway Ave

- Sharrows and signage will indicate the presence of a greenway.
- Wayfinding signage and pedestrian scaled lighting will be located along the greenway.
- Speed humps will slow and discourage traffic on N Chestnut St.
- Cross traffic across N Chestnut St will be required to stop to allow for unimpeded bike flow along Chestnut, except at arterials.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

South of W Broadway Ave and north of W College Ave

- A 8' bikeway for exclusive use by cyclists.
- A 10' northbound roadway.
- A 1/2' painted line buffer between the bikeway and the roadway, which may or may not include bollards or planter boxes.
- 7' wide parking bays on the eastern side of the road.
- One 4½' sidewalk on the eastern side of the road.
- Cross traffic across N Chestnut St at will be required to stop to allow for unimpeded bike flow on Chestnut, except at arterials such as Broadway.
- Wayfinding signage and pedestrian scaled lighting would be located on the western side of the street (in the park).
- Curb ramps will be added for wheelchair accessibility.

South of W College Ave

- A 9' bikeway for exclusive use by cyclists.
- A 10' northbound roadway.
- A 2' nature strip or painted buffer separating the road and bikeway.
- Wayfinding signage and pedestrian scaled lighting will be located along the nature strip, if one is implemented.

- Artwork and pedestrian amenities such as benches could also be located in the nature strip, if one is implemented.
- 4½' sidewalks on both sides of the road.
- Cross traffic across N Chestnut St will be required to stop to allow for unimpeded bike flow on Chestnut.
- Curb ramps will be added for wheelchair accessibility.
- No on-street parking.

Table of Strengths & Weaknesses – Separated Bikeway Alternative with Parking

Neighborhood Greenway Section	
Strengths	**Weaknesses**
• Compliant with the Bike Master Plan north of Broadway. • Greenway a good fit for Chestnut considering its low vehicle speeds and volumes. • Provides a north-south bike and pedestrian corridor through West Central (G1). • Discourages cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Does not significantly alter streetscape, reducing costs. • No parked cars to interfere with cyclists.	• Street may not accommodate many pedestrian amenities within right-of-way. • Cyclists still have to share the road with vehicles. • Sidewalk widths remain narrow. • No parking for residents or park users.
Separated Bikeway Section with Parking	
Strengths	**Weaknesses**
• Provides a north-south bike and pedestrian corridor through West Central (G1). • Reduces cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Allows for some room to add green space, lighting and signage, pedestrian amenities, and artwork. • Allows for residents and users of the park to park their vehicles. • Parked cars don't interfere with cyclists since they are located on the opposite side of the street relative to the bikeway. • If bollards or planter boxes are used to separate bike traffic from car traffic, it can improve the feeling of safety, which can increase usage. • Lack of sidewalk on western edge of the street will force more foot traffic in the park.	• Requires significant re-engineering of the roadway, increasing costs. • Separated bikeway may not be worth the high costs on a low volume local street. • Lack of sidewalk on western side of the street, possibly limiting park connections on the eastern edge.

Separated Bikeway Section	
Strengths	**Weaknesses**
• Provides a north-south bike and pedestrian corridor through West Central (G1). • Reduces cut-through traffic on Chestnut (G2). • Encourages bike and foot traffic around the park, improving safety (G3). • Allows for some room to add green space, lighting and signage, pedestrian amenities, and artwork. • No parked cars to interfere with cyclists. * Feels safer due to its separation from the road, which can increase usage.	• Requires significant re-engineering of the roadway, increasing costs. • Separated bikeway may not be worth the high costs on a low volume local street. • No parking for residents or park users.

Table D4 – Table of strengths and weaknesses of the Separated Bikeway With Parking Alternative.

No Build Alternative

Under the No Build Alternative, the Chestnut corridor would remain as it is, with no improvements to the roadway or intersections. However, N Nettleton St and/or N Elm St may be used as alternative greenways to Chestnut. If the those streets become greenways, elements of this plan's designs and recommendations for Chestnut and its intersection could be applied.

No Build Alternative	
Strengths	**Weaknesses**
• No cost, unless greenway is constructed on Nettleton and/or Elm. • If a greenway is constructed on Elm, it would connect directly with Centennial Trail, continue on the same street father north than Chestnut and benefit from the school crossing on W Northwest Blvd. • If a greenway was constructed on Nettleton, the greenway would connect directly to Centennial Trail and pass by Olmstead Brothers Park. .	• Chestnut St may not accommodate many pedestrian amenities within right-of-way. • Sidewalk widths remain narrow on the Chestnut Corridor. • No parking on Chestnut for residents or park users. • Cyclists will not have a north-south bike route through West Central if no greenways are built. • Greenway on Nettleton won't pass by Dutch Jake's Park and will not continue far north. • Greenway on Elm won't pass by Dutch Jake's Park.

Funding for Chestnut Corridor Projects

Since traffic calming is a central aspect of many of the Chestnut Corridor alternatives and recommendations, some funding may be available through the City of Spokane's Neighborhood Traffic Calming program. Each Neighborhood Council is able to submit two applications for a traffic calming measure to be installed in their neighbourhood—one for a residential street and one for an arterial. Applications close March of every year (see Figure D20) and funding is limited. Therefore, selection is a competitive process. Each application that is submitted will go through a traffic analysis by the City of Spokane's Traffic Operations.

Figure D20 – City of Spokane's Traffic Calming Program's application timeline.

For more information on other funding sources that may be available at the local, state, or federal level for neighbourhood transportation projects, contact City of Spokane staff for the most current information.

Summary of costs

Costs estimates of many of the possible elements of the Chestnut Corridor are listed in the table below (Table D5). It is important to note that these cost estimates may not reflect the actual costs of the Chestnut Corridor features when implemented.

Cost Estimates of Potential Chestnut Street Features

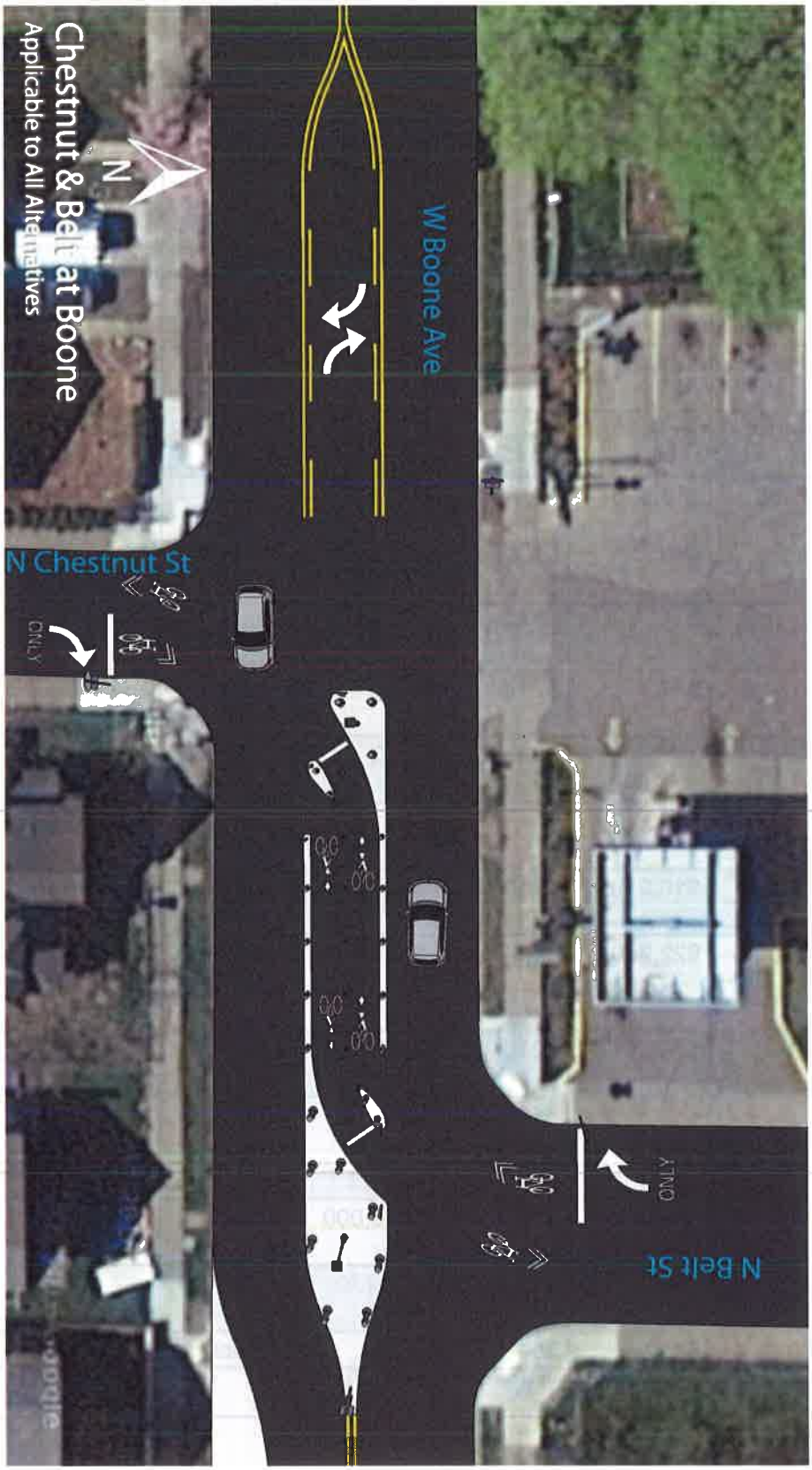
Features	Median cost	Average Cost	Min Cost	Max Cost	Cost unit	Number of Observations
Bench	$1,660	$1,550	$220	$5,750	Each	17
Bike rack	$540	$660	$64	$3,610	Each	21
Bikeway, bike lanes	$89,470	$133,170	$5,360	$536,680	Mile	6
Bikeway, signed bike route	$27,240	$25,070	$5,360	$64,330	Mile	6
Bikeway, signed bike route, roadway improvements needed	$241,230	$239,440	$42,890	$536,070	Mlle	6
Bollards	$650	$730	$62	$4,130	Each	42
Curb extensions	$10,150	$13,000	$1,070	$41,170	Each	28
Curb ramp	$740 $12	$810 $12	$89 $3.37	$3,600 $76	Each Square foot	31 43
Curb ramp, truncated dome/ detectable warning	$37	$42	$6.18	$260	Square foot	15

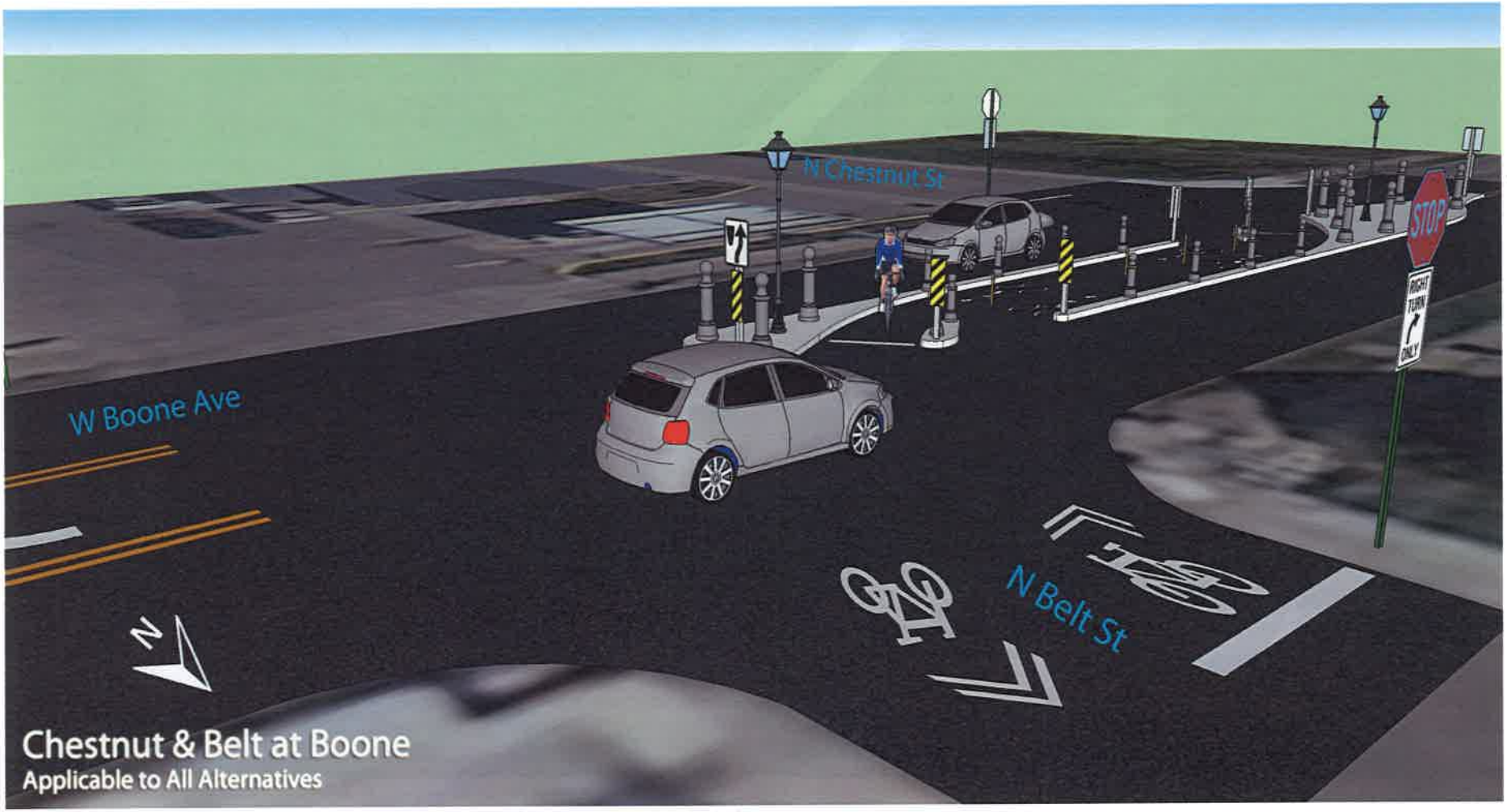
Lighting	$3,600	$4,880	$310	$13,900	Each	17
Pavement marking, advance stop/ yield line		$320 $10	$77 $4.46	$570 $100	Each Square foot	5 4
Pavement marking, striped crosswalk	$340 $5.87	$770 $8.51	$110 $1.03	$2,090 $26	Each Linear foot	8 48
Pavement marking, high visibility crosswalk	$3,070	$2,540	$600	$5,710	Each	4
Pavement marking, sharrow	$160	$180	$22	$600	Each	39
Raised crosswalk	$7,110	$8,170	$1,290	$30,880	Each	14
Raised Intersection	$59,160	$59,160	$12,500	$114,150	Each	5
Raised median island	$10,460 $9.80	$13,520 $10	$2,140 $2.28	$41,170 $26	Each Square foot	19 15
Shared use path, asphalt	$261,000	$481,140	$64,710	$4,288,520	Mile	42
Sidewalk, concrete	$27	$32	$2.09	$410	Linear foot	164
Sidewalk, concrete + curb	$170	$150	$23	$230	Linear foot	7
Signage, bike route	-	$160	-	-	Each	-
Signage, flashing beacon	$5,170	$10,010	$360	$59,100	Each	25
Signage, flashing (RRFB) beacon	$14,160	$22,250	$4,520	$52,310	Each	4
Signage, regulatory	$220	$300	$210	$560	Each	4
Signage, wayfinding	-	-	$530	$2,150	Each	-
Speed humps	$2,130	$2,640	$690	$6,860	Each	14
Street closure, full	-	-	$500	$120,000	Each	-
Street closure, half	-	-	$10,290	$41,170	Each	-
Street tree	$460	$430	$54	$940	Each	7

Table D5 – Summary of costs of potential Chestnut corridor elements. Source: WSDOT.

Alternative Renderings

In the pages below are full page renderings of the Chestnut Corridor alternatives:

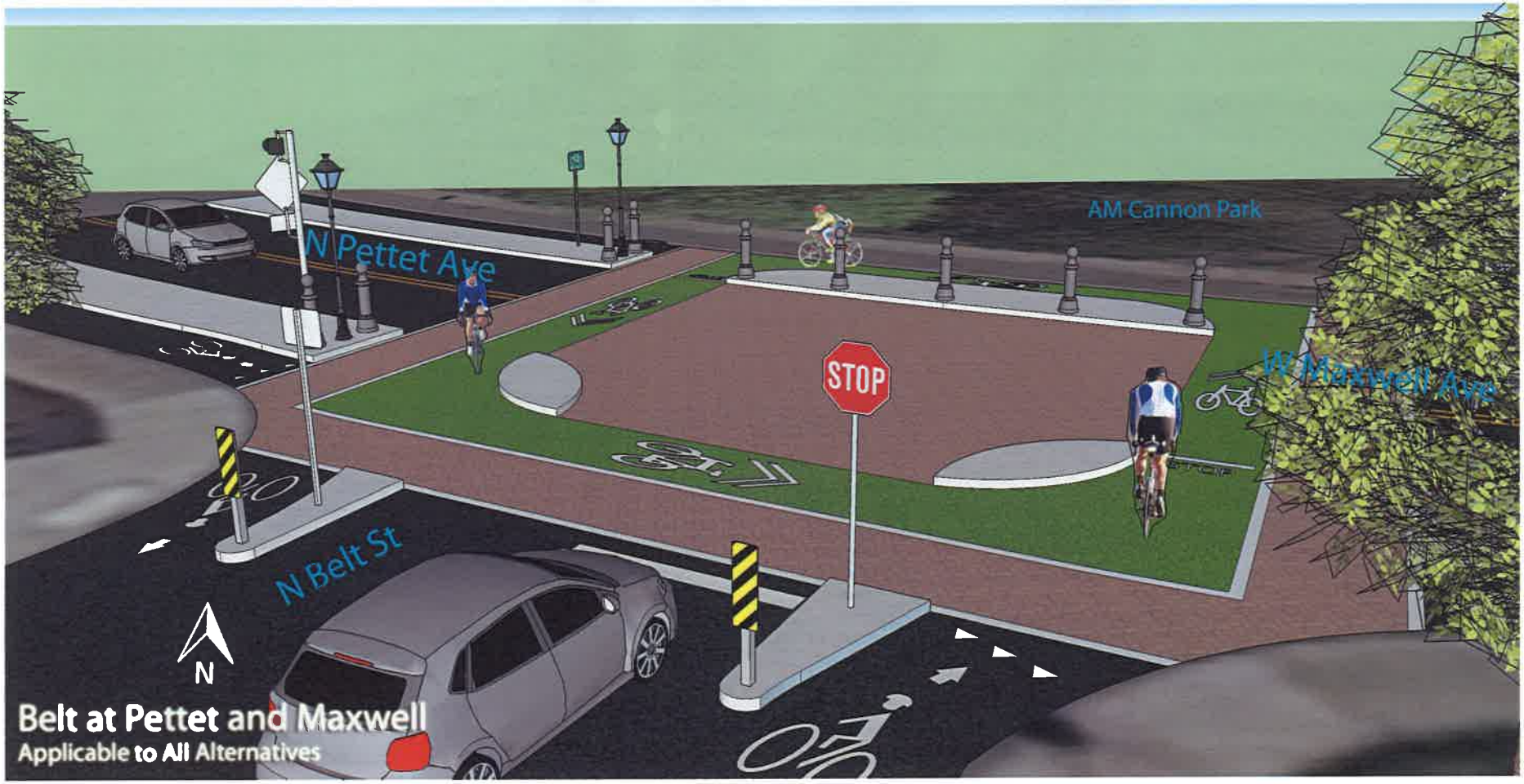




Chestnut & Belt at Boone

Applicable to All Alternatives

N Pettet Dr
W Maxwell Ave
N Belt St
N
Belt at Pettet and Maxwell
Applicable to All Alternatives


N Pettet Ave
AM Cannon Park
STOP
W Maxwell Ave
N Belt St
N
Belt at Pettet and Maxwell
Applicable to All Alternatives

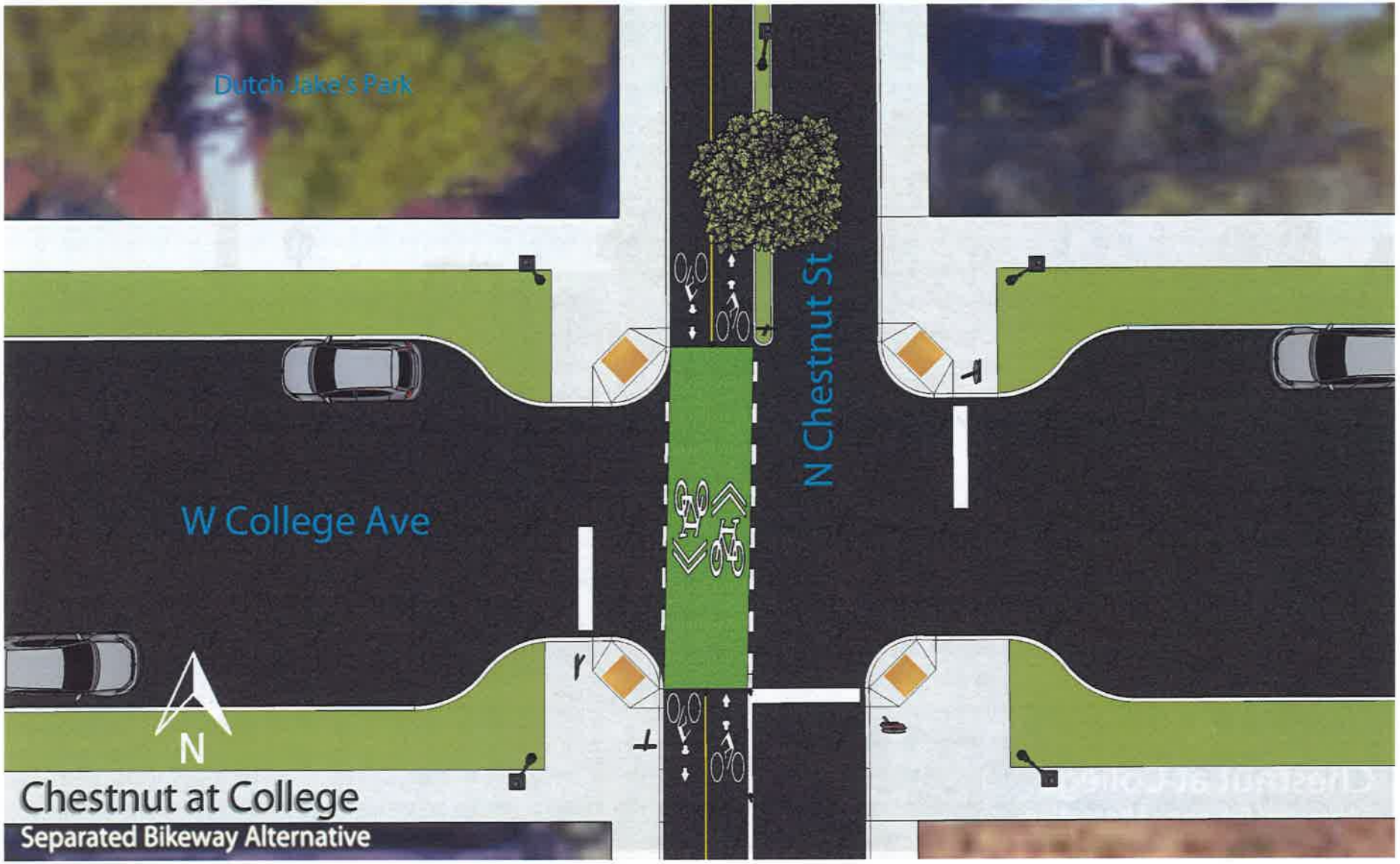
W Maxwell Ave
N Pettet Dr
N Belt St
W Maxwell Ave
N
Belt at Pettet and Maxwell
Applicable to All Alternatives

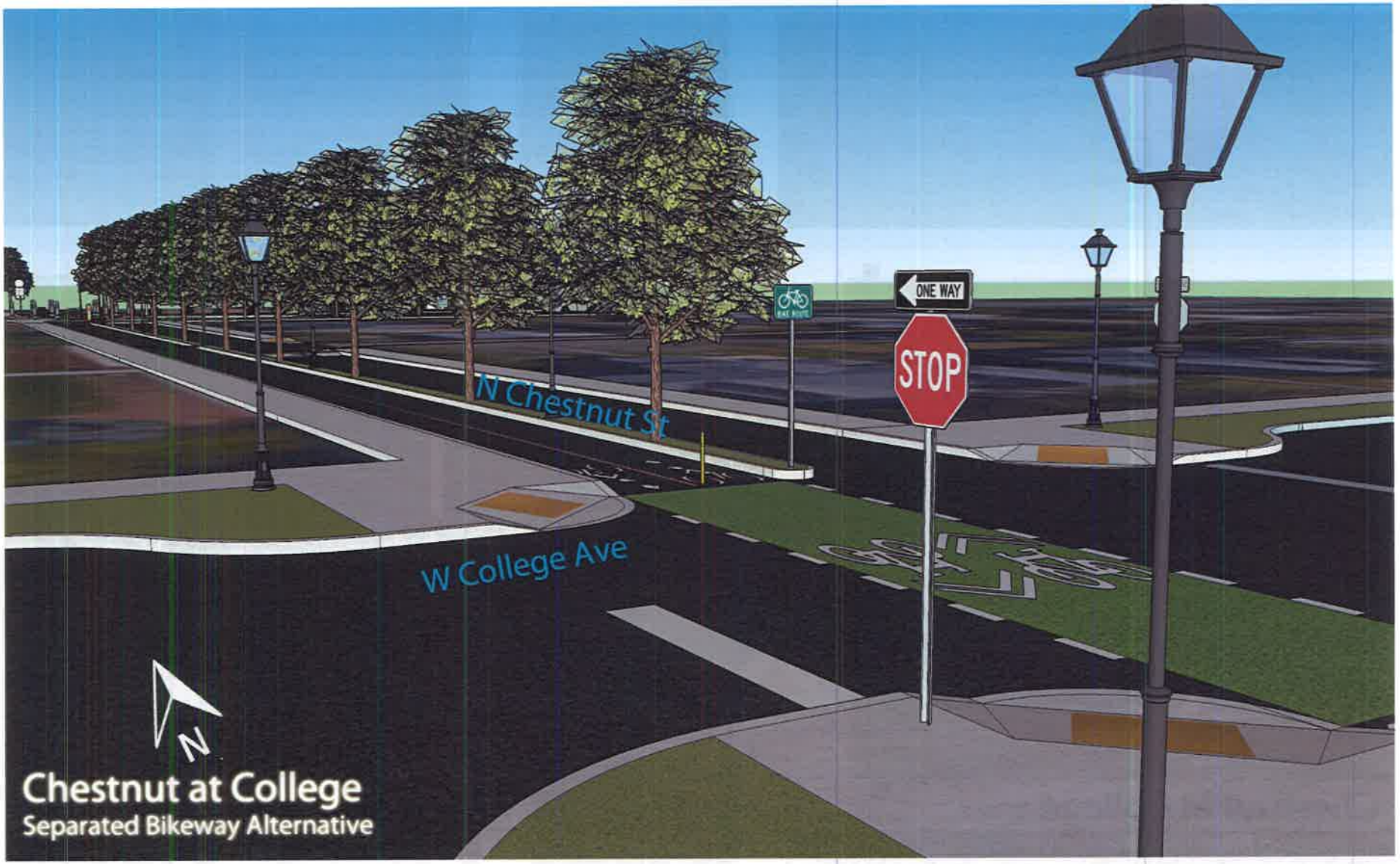
AM Cannon Park
W Maxwell Ave
N Belt St
N Pettet Ave
BUMP
Belt at Pettet and Maxwell
Applicable to All Alternatives

Dutch
N Chestnut St
Park
W College Ave
W Broadway Ave
N
Chestnut between College and Broadway
Separated Bikeway Alternative

21 WEST BROADWAY
W Broadway Ave
N Chestnut St
STOP
RIGHT TURN ONLY
N
Chestnut at Broadway
Separated Bikeway Alternative

W College Ave
Dutch Jake's Park
STOP
RIGHT TURN ONLY
W Broadway Ave
N
N Chestnut St
Chestnut at Broadway
Separated Bikeway Alternative


Dutch Jake's Park
N Chestnut St
W College Ave
N
Chestnut at College
Separated Bikeway Alternative


N Chestnut St
W College Ave
ONE WAY
STOP
N
Chestnut at College
Separated Bikeway Alternative

W College Ave
Dutch
N Chestnut St
Park
W Broadway Ave
N
Chestnut between College and Broadway
Separated Bikeway with Parking Alternative

BUMP
BUMP
W Broadway Ave
N Chestnut St
N
Chestnut at Broadway
Separated Bikeway with Parking Alternative

BUMP
15
STOP
W Broadway Ave
N Chestnut St
N
estnut near Broadway
arated Bikeway with Parking Alternative

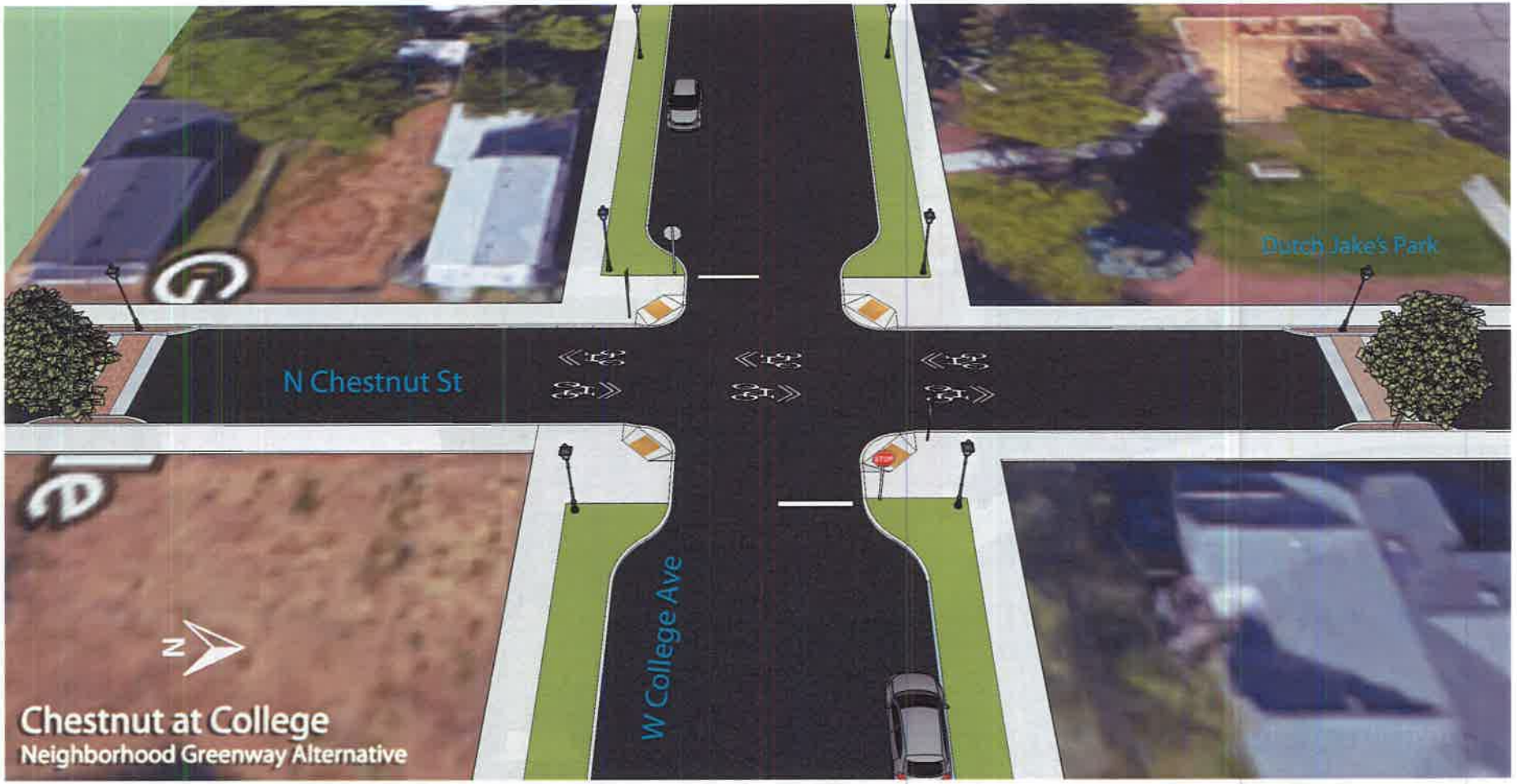
Dutch Jake's Park
N Chestnut St
W College Ave
N
Chestnut at College
Separated Bikeway with Parking Alternative

Chestnut at College

Separated Bikeway with Parking Alternative

W College Ave
Dutch
N Chestnut St
Park
W Broadway Ave
N
Chestnut at College and Broadway
Neighborhood Greenway Alternative

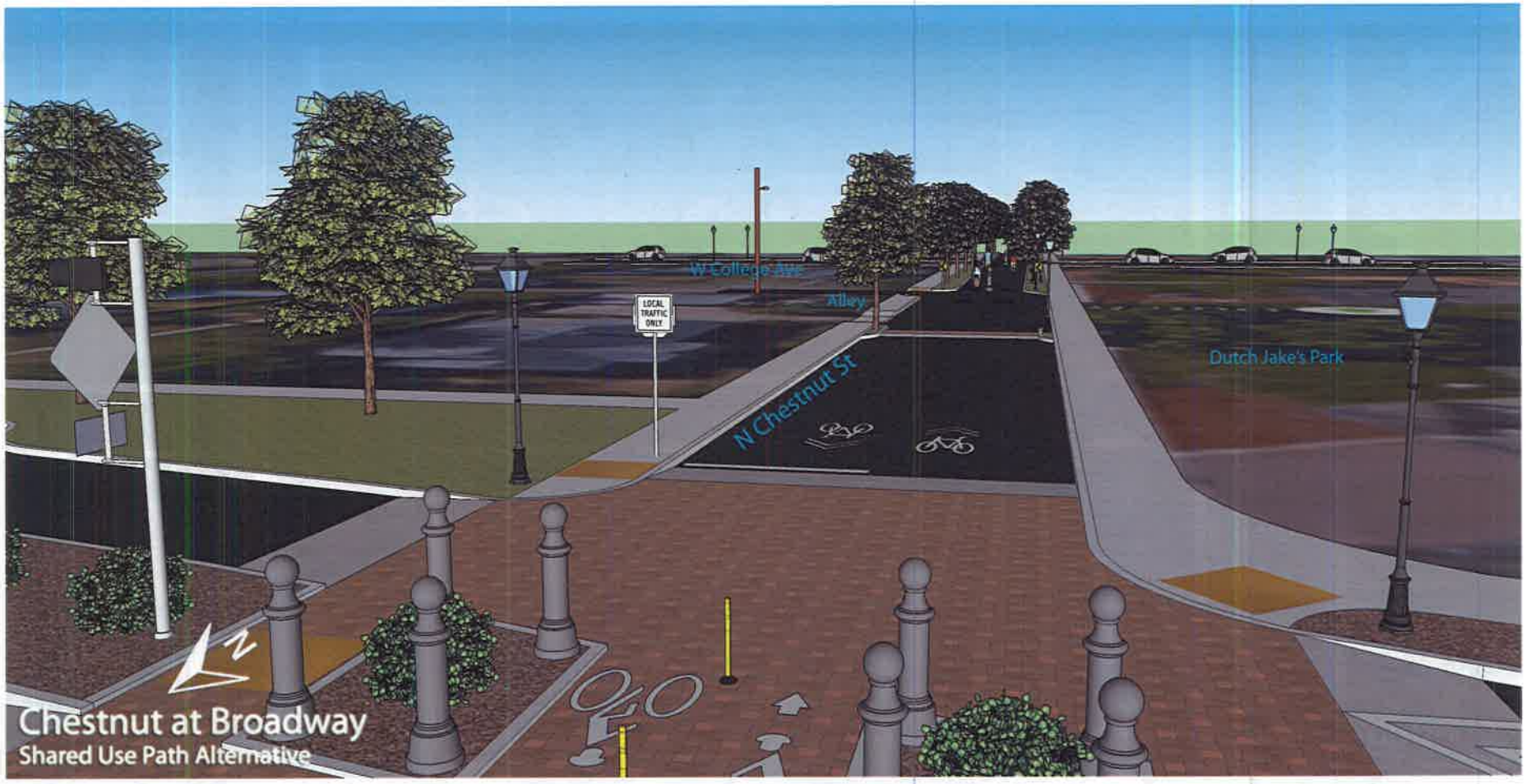
N
Chestnut at Broadway
Neighborhood Greenway Alternative
BUMP
15 MPH
BUMP
W Broadway Ave
N Chestnut St


N Chestnut St
W College Ave
Dutch Jake's Park
N
Chestnut at College
Neighborhood Greenway Alternative

W College Ave
LOCAL TRAFFIC ONLY
N Chestnut St
N
Chestnut at College
Neighborhood Greenway Alternative

W Broadway Ave
N Chestnut St
STOP
RIGHT TURN ONLY
Chestnut at Broadway
Neighborhood Greenway Alternative

Dutch
Chestnut Pathway
N Chestnut St
Alley
Park
W College Ave
W Broadway Ave
N
Chestnut between College and Broadway
Shared Use Path Alternative

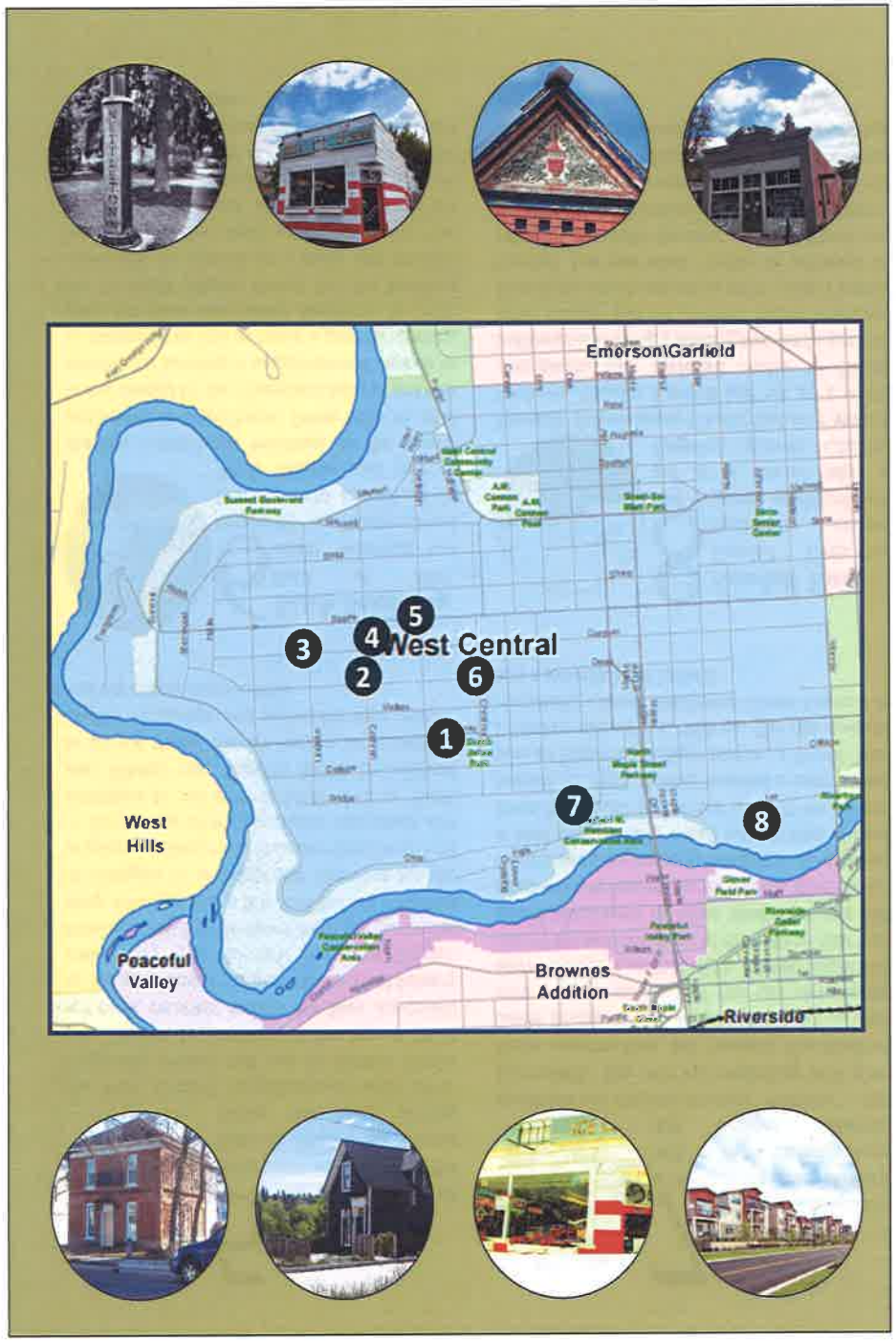

W College Ave
Alley
LOCAL TRAFFIC ONLY
N Chestnut St
Dutch Jake's Park
Chestnut at Broadway
Shared Use Path Alternative

N College Ave
Dutch Jake's Park
Alley
N Chestnut St
Chestnut at Dutch Jake's Park Midblock Alley
Shared Use Path Alternative

Chestnut at Dutch Jake's Park Midblock Alley

Shared Use Path Alternative

Dutch Jake's Park
Chestnut Pathway
W College Ave
N
Chestnut at College
Shared Use Path Alternative



1 Dutch Jake's Mini Park

German-born mining tycoon Jacob Goetz, better known in Spokane as Dutch Jake, was part of this West Central neighborhood from its beginning. His role in discovering the Bunker Hill and Sullivan mines in Idaho made him his fortune, but his fame came from his outstanding generosity and sense of fun. When Goetz opened the Spokane Hotel downtown, he was known to fire a cannon from the rooftop playground during celebrations, and his birthday parties famously lasted for days. After his death in 1927, former Spokane mayor W. J. Hindley said that Goetz's "capacity for friendship and his charity" had made him "known from one end of this country to the other." Neighbors of the local park insisted that the city council name it in Goetz's honor, refusing to even submit a list of alternative names. Construction of Dutch Jake's Park began in April of 1976.

2 Trolley Lines

The West Central neighborhood was platted in the 1880's when William Nettleton invested heavily in the area. As the neighborhood grew with new homes and businesses, people flocked to the area. Development was accelerated with the trolley system in 1899. The streetcar track remnants on Cochran and Dean were part of a system built by the Washington Water Power Co. Accessibility to Natatorium Park and the scenic views of the river provided a wonderful recreational retreat for the thriving community. The trolley system eventually gave way to buses in 1932, and the last streetcar ran in Spokane on August 31, 1936. There are trolley tracks peeking through the pavement all over Spokane but the lines on Cochran are some of the most well preserved in the area.

3 The Chamberlin House

William Nettleton and William Pettit may have platted the West Central area in 1887 but it was Gilbert Chamberlin and his son Ernest who designed and constructed many of the first houses. Chamberlin arrived in Spokane in 1899 and by 1912 he had built hundreds of homes for the bustling neighborhood. He credited his success to being a good businessman and a fair dealer. He also noted that the area was in great demand; streetcars were popular and the Natatorium Park brought families and visitors to the area in their hundreds. Chamberlin continued to invest in real estate in West Central for years to come. The house is a fine example of the classic Queen Anne style, featuring a pitched roof with multiple cross gables, decorative corbelled chimney cap, and a front-facing facade gable. Take a look at this beautiful home and see if you can spot other Chamberlin homes in the area!

4 Dutch Jake's House

This house on Gardner belonged to Jake and his wife Louisa. His best friend and business partner, Harry Baer, lived just around the corner near the minipark. The exterior has changed very little over the years though a new roof was added in the last two decades. The house was designed by architect Loren Rand. It displays many gothic characteristics, including an Oriel window and painted decoration in the gable. From all accounts, Dutch Jake spent most of his time at his casino and saloon in downtown Spokane. Pioneer historian William L. Lewis summed up Dutch Jake's life, writing, "In the entire Northwest, there is probably no more simple, kindly or bighearted individual, and probably no man better known to the public."

5 Doyle's Ice Cream

An icon of small businesses in Spokane, the beloved Doyle's Ice Cream Parlor has been serving the West Central neighborhood since 1940. Originally owned and run by Arthur Doyle, who opened his business at the age of 28, it regularly receives awards for best ice-cream in the area and is famous for its Huckleberry cone. Jerry Gill, the new owner of Doyle's, lived just two houses down from the ice-cream shop when he was a boy and has no intention of changing its nostalgic feel. The store has the original working soda fountain fixtures as well as the antique 1940s ice-cream equipment and continues to sell favorite treats such as 'Black and Whites' and 'Banana Splits'. In addition to its icy treats, Doyle's houses an incredible display of vintage and collectible toys, games, and ice-cream memorabilia.

6 Batch Bakeshop

Built in 1905, Batch Bakeshop was originally a family-owned butcher shop known as St. Paul's Market and one of the few commercial buildings in the mostly residential neighborhood. From 1910 to 1936 it was owned by the Danielson family, and was notable for housing a neighborhood church in its basement as well as being a general meeting place for local community members. In 1936, the St Paul's Market closed but the building continued to operate as a meat and grocery market until the 1960's under the name The Dean Avenue Market. Today the interior of the store has been completely renovated but still features the original meat hooks used in the butcher shop a hundred years ago. Stop in for a coffee and a cupcake.

7 Shacktown

Spokane was a thriving community in the early twentieth century with an infrastructure that boasted railways, streetcars and the rise of a new "machine"—the automobile. The city was exploding with new home construction, but beneath the Monroe Street Bridge lived a small community of men who wanted no part of the city developing above them. As early as 1911, Adolph Engel was one of the first residents of the 'village' that was called Shacktown by other Spokane locals but affectionately known as the North River Bank Community amongst its residents. At its peak it held about thirty small houses that ranged from bare huts to modest one to two room homes. In 1937, it even boasted a main street and an honorary village mayor; a World War I veteran named J. L. Wilcox. The city council eventually closed Shacktown down because it was a potential fire hazard.

8 Kendall Yards

Kendall Yards is Spokane's newest and hippest neighborhood but it is named after a forgotten pioneer, Charles Kendall. Before James Glover had ever visited Spokane, Charles Kendall had set up a small community that included twelve to fifteen buildings including a trading post and a general store. Glover and his partner, Jasper Matheny, visited the small outpost in 1873, when Charles Kendall had just died. Today, in addition to offering affordable housing, Kendall Yards has attracted new businesses, new partnerships, and local artists & entrepreneurs. Take a stroll along the trail and stop for a beer at Nectar Beer & Wine or enjoy some Tapas at the Wandering Table!

Spokane Historical

A project by Eastern Washington University

For more stories on West Central and Greater Spokane check out www.spokanehistorical.org

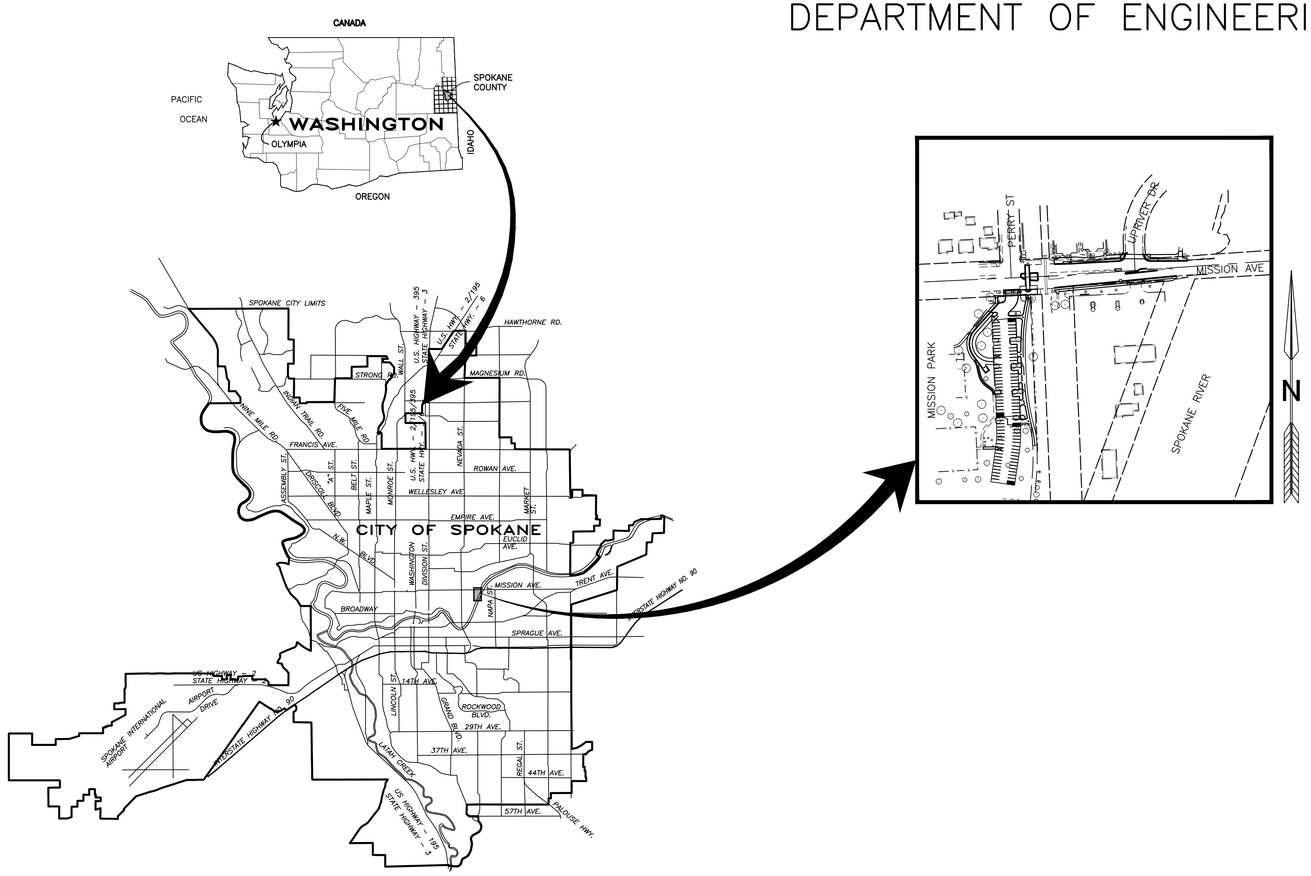
SPOKANE HISTORICAL

Historic West Central Walking Tour

Self-Guided Tour

A collaboration between Eastern Washington University's History and Urban Planning Departments

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES



MAYOR

DAVID A. CONDON

COUNCIL MEMBERS

BEN STUCKART, CITY COUNCIL PRESIDENT

BREEAN BEGGS

MIKE FAGAN

LORI KINNEAR

CANDACE MUMM

KAREN STRATTON

AMBER WALDREF

CITY ADMINISTRATOR

THERESA SANDERS

DIRECTOR OF PUBLIC WORKS

SCOTT SIMMONS

ENGINEERING OPERATIONS MANAGER

KYLE TWOHIG

CITY ENGINEER

DAN BULLER, P.E.

DIRECTOR OF
WATER & WASTEWATER COLLECTION

DANIEL KEGLEY

DIRECTOR OF STREETS

MARK SERBOUSEK, P.E.

DIRECTOR OF PARKS

LEROY EADIE

SHEET INDEX

G-1) COVER SHEET/ INDEX / VICINITY MAPS

R-1) DEMOLITION PLAN

R-2) SITE PLAN

R-3) MISSION AVE DETAILS

R-4) MISSION PARK PARKING LOT DETAILS

L-1 THRU L-X) LANDSCAPE PLANS AND DETAILS

I-1 THRU I-X) IRRIGATION PLANS AND DETAILS

E-1 THRU E-X) ELECTRICAL & LIGHTING PLANS AND DETAILS

T-1 THRU T-x.) SIGNING & STRIPING PLANS

Centennial Trail
Mission Avenue Gap Phase 1

City Project # 2014095

FOR THE CONSTRUCTION OF:
PARKING LOT, CENTENNIAL TRAIL, CROSSWALK, AND SIDEWALK IMPROVEMENTS;
ASPHALT SHARED USE PATH, CONCRETE TRAFFIC ISLANDS, TRAFFIC SIGNAL
UPGRADE, AND ASSOCIATED ADA, STORM, AND LANDSCAPING IMPROVEMENTS.

CITY OF SPOKANE

U.S. Department of Transportation
Federal Highway Administration

APPROVED _____ DATE _____
(PRINCIPAL ENGINEER – DESIGN)

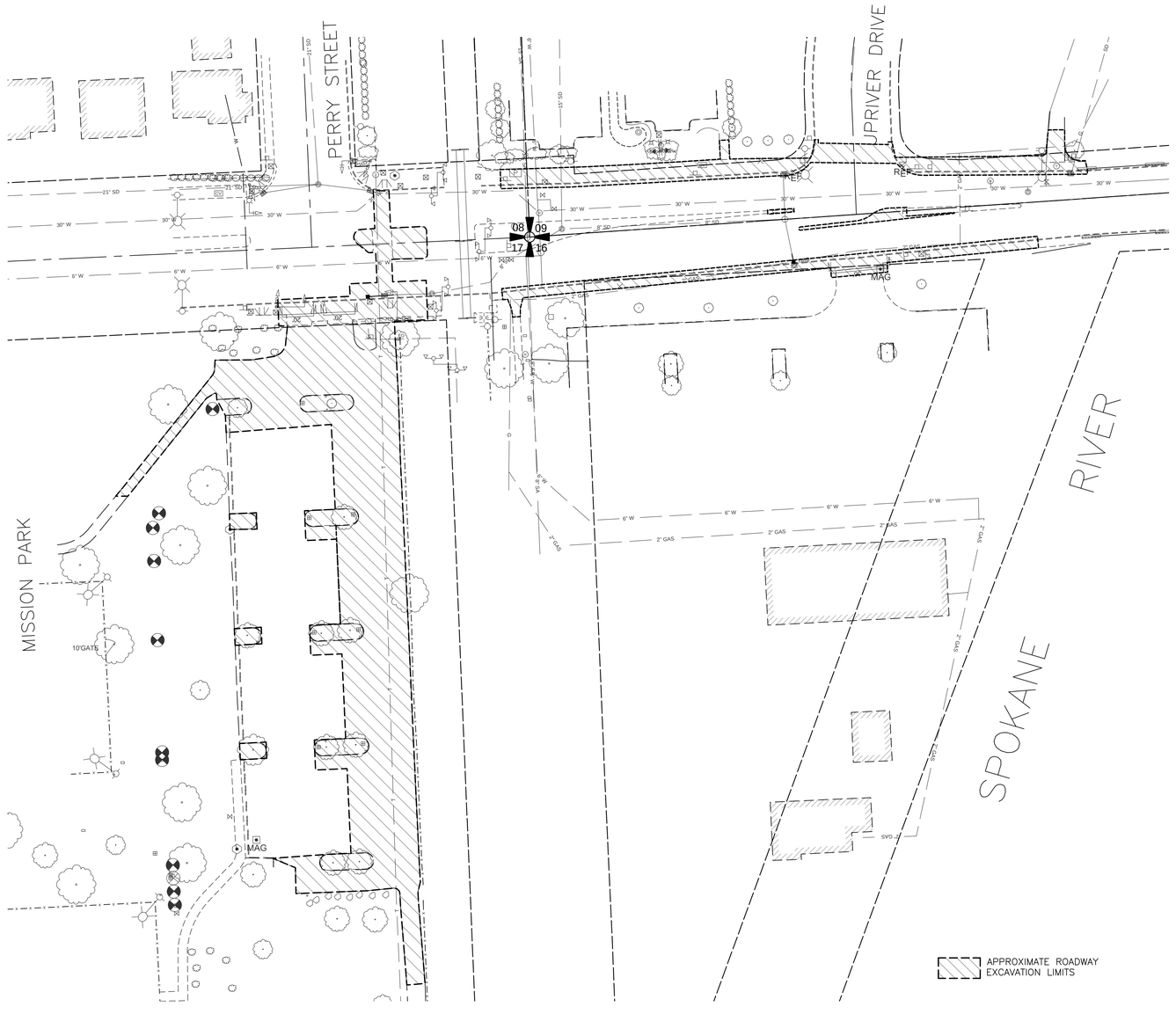
APPROVED _____ DATE _____
(ENGINEERING OPERATIONS MANAGER)

APPROVED _____ DATE _____
(CITY ENGINEER)

APPROVED _____ DATE _____
(DIRECTOR OF STREETS)

APPROVED _____ DATE _____
(DIRECTOR OF WATER & WASTEWATER COLLECTION)

APPROVED _____ DATE _____
(DIRECTOR OF PARKS)



N

R-1
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RICHARD KYLE PROSZAK
STATE OF WASHINGTON
45853
REGISTERED
PROFESSIONAL ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

DATE	BY	PROJ	DESCRIPTION

REVISIONS

DATE	BY	PROJ.	E.F.N. , U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

FROM	TO	ORD. NO.	DATE	FILE NO.

GRADE ORDINANCE LIST

NAVD88 = (OLD CBM ELEV.) – (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION: MISSION AVE & REGAL ST
11.7' NNCL, 12.0' WWCL

NAVD88 ELEV. 1924.07

CBM NO. CBM #16N29E

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 40'
VERTICAL PROFILE ONLY 1" = 10'

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	MEK	02/17
REVISED:		
CHECKED:	RKP	02/17
APPROVED:	RKP	02/17

CITY OF SPOKANE

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: CENTENNIAL TRAIL MISSION AVENUE GAP PH. 1

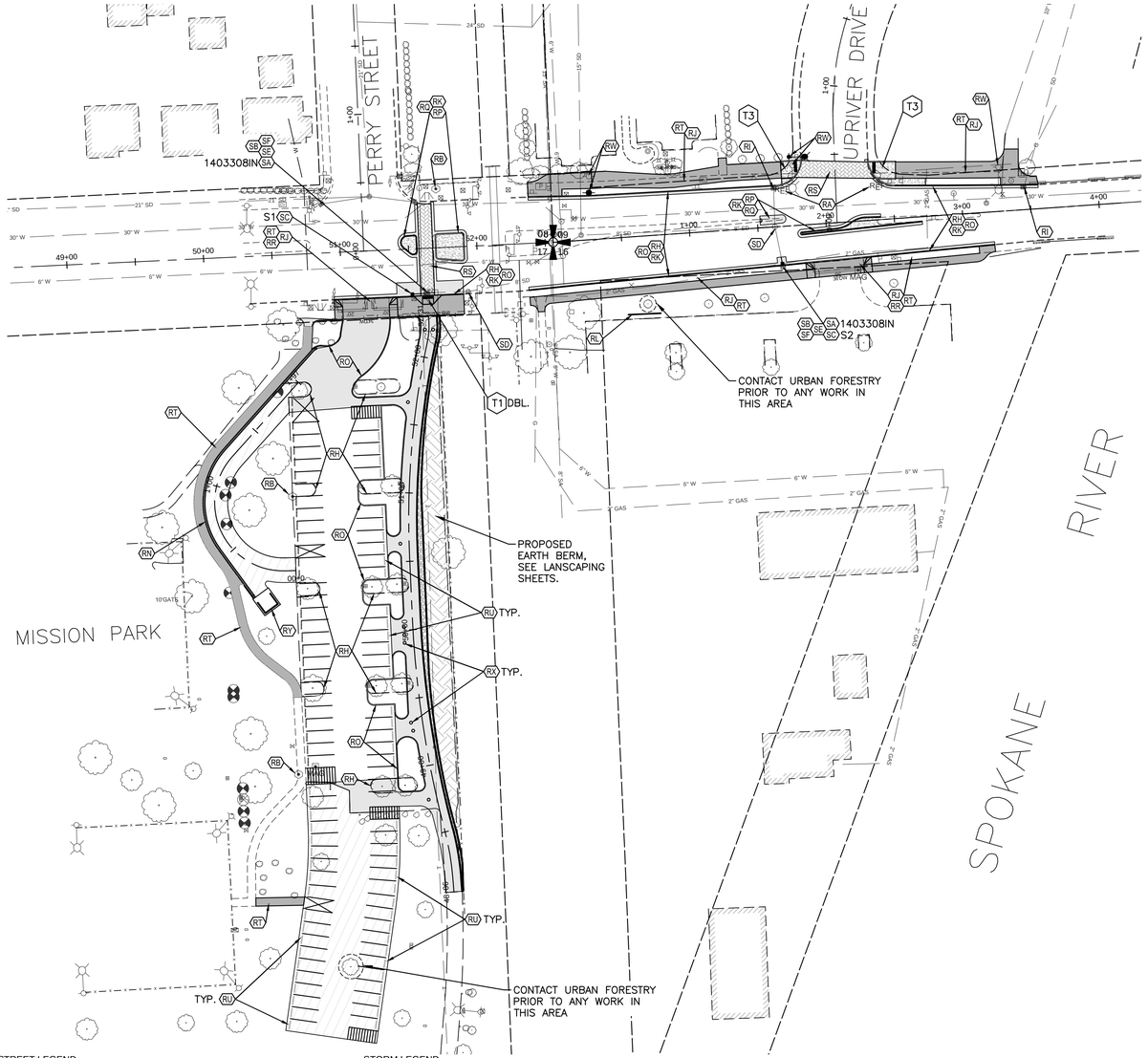
SEGMENT LIMITS: MISSION AVENUE

PROJECT LIMITS: PERRY ST. to SPOKANE RIVER

TYPE OF IMPROVEMENT: DEMO

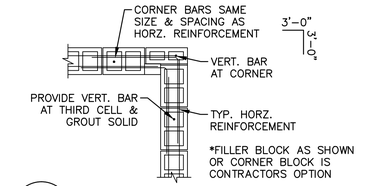
CITY PROJECT NUMBER	CITY PLAN NUMBER
2014095	MISSI V(4)4 MISSI V(1)3 8-25-43 9-25-43 MISSI V(4)4 MISSI V(1)3 17-25-43 16-25-43

EFN: 2014095_MA.DWG



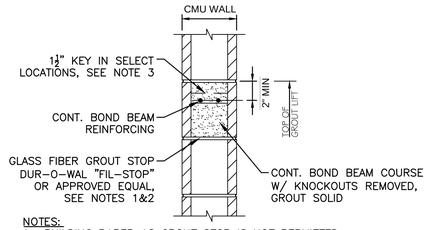
STRUCTURES										
STRUCTURE ID	STATION	OFFSET*		RIM ELEVATION	CATCH BASIN TYPE 1	BI-DIRECTIONAL VANED GRATE	CATCH BASIN DI SEWER PIPE, 8in. DIAM., (DOWNSTREAM OF STRUCTURE)	CONNECTION TO EXISTING PIPE	NORTHING	EASTING
CB S1	51+51.27	34.20	RT	1894.80	X	X	16.4	1	263965.15	2488427.29
CB S2	1+66.21	28.20	RT	1892.81	X	X	5.0	1	263987.54	2488697.87

DRIVEWAYS		
CENTERLINE STATION	SIDE	WIDTH
51+17.00	RT	34
2+07.23	RT	36



D1 / R-2 CMU WALL CORNER DETAIL

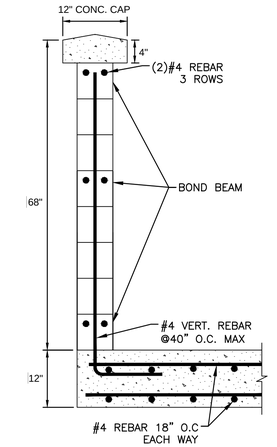
N.T.S.



NOTES:
1. BUILDING PAPER AS GROUT STOP IS NOT PERMITTED.
2. GROUT STOP IS TO BE DISCONTINUOUS TO ALLOW GROUT TO FILL VERTICAL GROUTED CELLS.
3. FORM GROUT KEYS BETWEEN LIFTS BY TERMINATING GROUT 1" BELOW TOP OF CMU UNIT. DO NOT FORM KEY WHERE CELL ABOVE DOES NOT RECEIVE GROUT IN SUBSEQUENT LIFT.
4. SEE PLAN AND SECTIONS FOR REINFORCING & WALL THICKNESS.

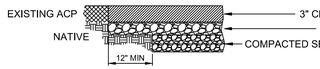
D2 / R-2 TYPICAL CMU BOND BEAM DETAIL

N.T.S.

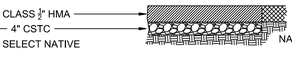


TYPICAL CMU WALL SECTION

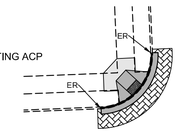
N.T.S.



UTILITY TRENCH PATCH
HMA PAVEMENT REPAIR
FOR STORM DRAIN INSTALLATION
(EXISTING ASPHALT PAVEMENT)



CURB RETURN PAVEMENT PATCH
HMA PAVEMENT REPAIR
(EXISTING ASPHALT PAVEMENT)



CURB RAMP INSTALLATION

PAVEMENT PATCH

N.T.S.

STREET LEGEND

- RA REFERENCE AND REESTABLISH SURVEY MONUMENT
- RB CLASSIFICATION & PROTECTION OF SURVEY MONUMENTS
- RC AIR OR HYDRO EVACUATION OF TREE ROOTS
- RD REMOVE TREE, CLASS I
- RE REMOVE TREE, CLASS II
- RF REMOVE TREE, CLASS III
- RG TREE PRUNING
- RH REMOVE EXISTING CURB
- RI ADJUST MH, CB, DW, OR INLET IN ASPHALT
- RJ REMOVE EXISTING SIDEWALK AND/OR DRIVEWAY
- RK HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 64-28, 3" THICK
- RL CONSTRUCT CEMENT CONCRETE CURB WALL
- RM INSTALL SOD & TOPSOIL TYPE A, 2 IN. THICK
- RN CONSTRUCT CEMENT CONCRETE CURB AND GUTTER
- RO CONSTRUCT CEMENT CONCRETE CURB
- RP TRAFFIC ISLAND CONCRETE
- RQ REINFORCED DOWELED TRAFFIC CURB
- RR CONSTRUCT CEMENT CONCRETE DRIVEWAY - SEE TABLE
- RS (CONCRETE OR BRICK PAVERS FOR CROSSWALK)
- RT CONSTRUCT CEMENT CONCRETE SIDEWALK
- RU (CURB STOP)
- RV SAWCUT/EXCAVATE TO AVOID HMA PATCH IF POSSIBLE
- RW REMOVE & RELOCATE POLE, FH, LUMINAIRE, OR SIGN (BY OTHERS)
- RX INSTALL WSDOT TYPE 1 BOLLARD
- RY (CMU BLOCK WALL) SEE DETAILS THIS SHEET
- RZ NOT USED

STORM LEGEND

- SA REMOVE EXISTING MH, CB, OR DW
- SB REMOVE EXISTING STORM SEWER PIPE
- SC INSTALL CATCH BASIN TYPE 1 W/FRAME & BI-DIR VG
- SD CLEANING EXISTING DRAINAGE STRUCTURE
- SE INSTALL CB DI SEWER PIPE 8 IN. DIAM.
- SF CONNECT 8 IN. DIAM SEWER PIPE TO EXIST. SEWER PIPE

WHEEL CHAIR RAMPS

- T1 CONSTRUCT CURB RAMP – COS TYPE 1 PREF – F–105
- T3 CONSTRUCT CURB RAMP – COS TYPE 3 MOD – F–105D

ASPHALT REMOVAL AND REPLACEMENT LIMITS

NEW ASPHALT LIMITS

NEW SIDEWALK LIMITS

GRAVEL SHOULDER

EARTH BERM

GENERAL NOTES:
1. PROPOSED TREES AND OTHER VEGETATION NOT SHOWN FOR CLARITY. SEE LANDSCAPING PLANS FOR MORE INFORMATION.
2. SEE SHEETS R3 AND R4 FOR MORE INFORMATION.

PRELIMINARY
NOT FOR CONSTRUCTION

R-2
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REVISIONS						AS BUILT							GRADE ORDINANCE LIST					
DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO	COUNCIL ACCEPT. DATE	FROM	TO	ORD. NO.	DATE	FILE NO.

NAVD88 = (OLD CBM ELEV.) – (13.13) | AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCH MARK LOCATION: MISSION AVE & REGAL ST 11.7' NNCL, 12.0' WWCL

NAVD88 ELEV. 1924.07

CBM NO. CBM #16N29E

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 50'
VERTICAL PROFILE ONLY 1" = 10'

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	MEK	02/17
REVISED:		
CHECKED:	RKP	02/17
APPROVED:	RKP	02/17

CITY OF SPOKANE

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201–3343
(509) 625–6700

PROJECT NAME: CENTENNIAL TRAIL MISSION AVENUE GAP PH. 1

SEGMENT LIMITS: MISSION AVENUE

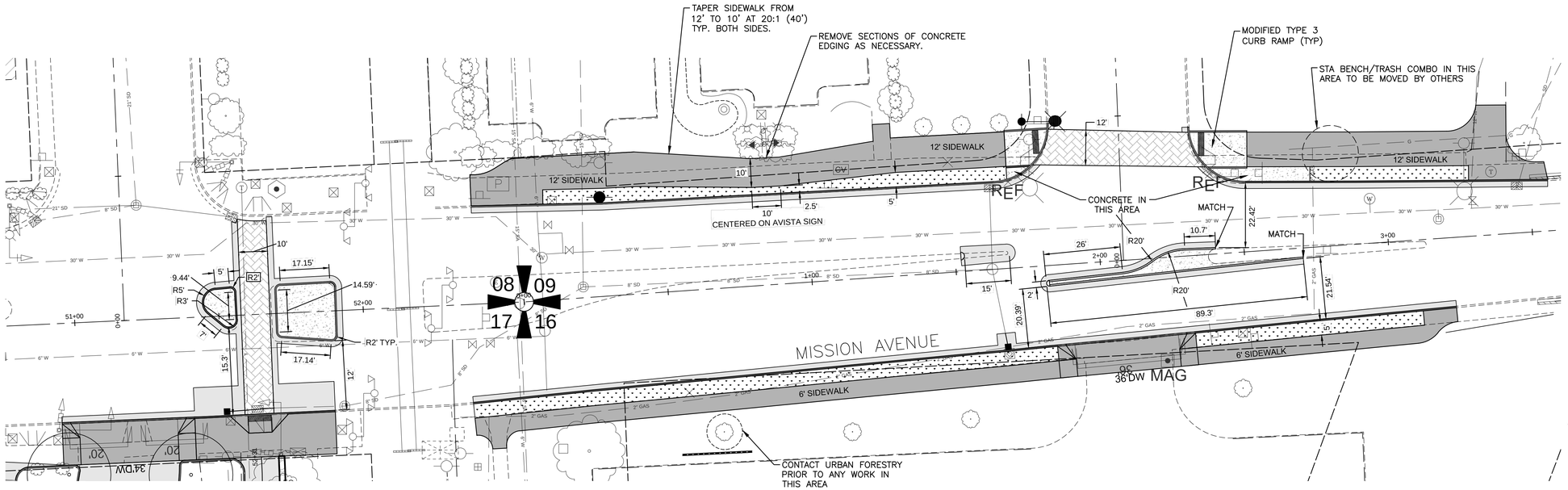
PROJECT LIMITS: PERRY ST. to SPOKANE RIVER

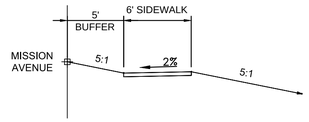
TYPE OF IMPROVEMENT: DETAIL

CITY PROJECT NUMBER: 2014095

CITY PLAN NUMBER: MISSI V(4)4 MISSI V(1)3 8–25–43 9–25–43 MISSI V(4)4 MISSI V(1)3 17–25–43 16–25–43

EFN: 2014095_MA.DWG





TYPICAL SIDEWALK CROSS SECTION
SOUTH SIDE OF MISSION AVE
NTS

RICHARD KYLE PRASZEK — STATE OF WASHINGTON — 45853 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY NOT FOR CONSTRUCTION

R-3
X

DATE	BY	PROJ	REVISIONS DESCRIPTION

DATE	BY	PROJ.	E.F.N. , U.S.N.	FROM	TO

AS BUILT

COUNCIL ACCEPT DATE

FROM	TO	ORD. NO.	DATE	FILE NO.

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NAVD88 ELEV. 1924.07

CBM NO. CBM #16N29E

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 20'

VERTICAL PROFILE ONLY N/A

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	MEK	02/17
REVISED:		
CHECKED:	RKP	02/17
APPROVED:	RKP	02/17

SPOKANE

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: CENTENNIAL TRAIL MISSION AVENUE GAP PH. 1

SEGMENT LIMITS: MISSION AVENUE

PROJECT LIMITS: PERRY ST. to SPOKANE RIVER

TYPE OF IMPROVEMENT: DETAIL

CITY PROJECT NUMBER	CITY PLAN NUMBER
2014095	MISSI V(4)4 8-25-43 MISSI V(1)3 9-25-43

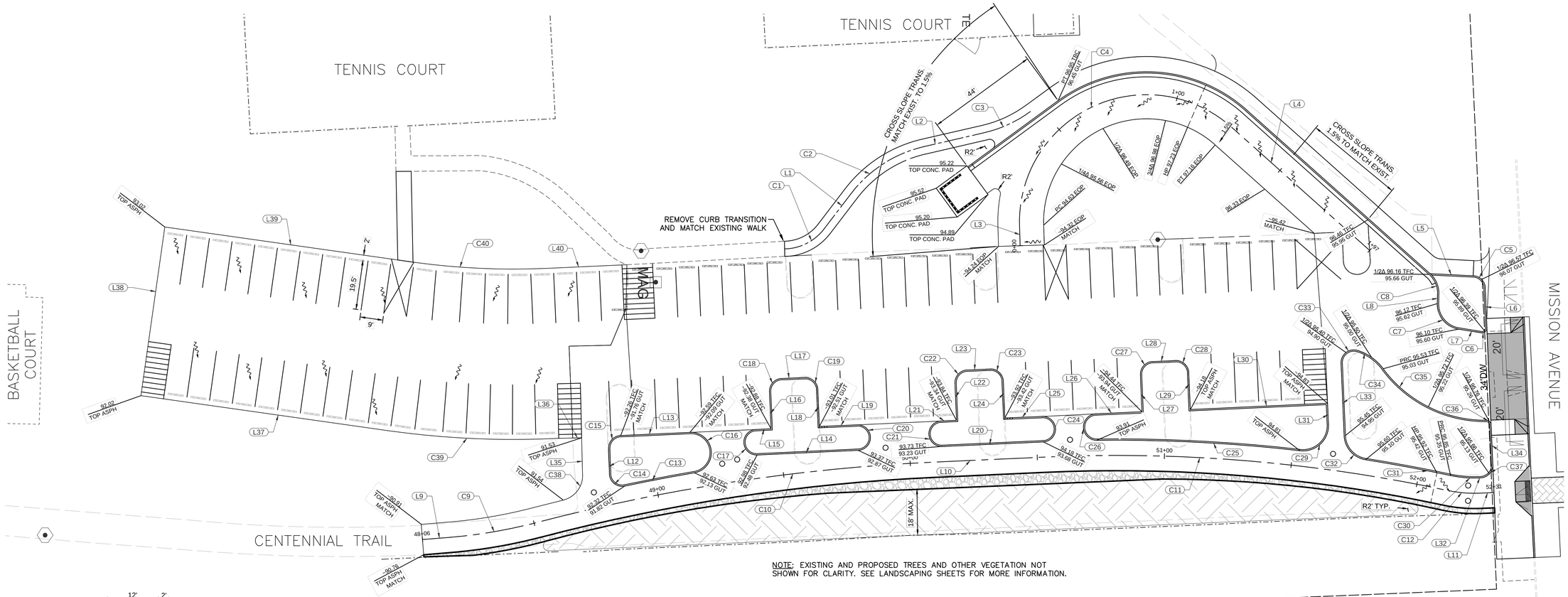
EFN: 2014095_MA.DWG

Line Table				
Line #	Direction	Length	Northing	Easting
L35	N88° 38' 26.11"E	14.53	263591.73	2488417.64
L36	N1° 17' 47.68"W	9.15	263582.59	2488417.85
L37	N8° 03' 49.53"E	97.59	263418.44	2488401.05
L38	S81° 56' 10.47"E	67.00	263427.84	2488334.72
L39	N8° 03' 38.04"E	99.38	263427.84	2488334.72
L40	N2° 35' 23.73"W	31.40	263578.17	2488350.98

Curve Table						
Curve #	Length	Radius	Delta	Tan	Chord Dir	Chord Len
C38	13.54	10.00	77.60	8.04	N52.3338W	12.53
C39	66.29	357.00	10.64	33.24	N2.3107E	66.19
C40	52.05	290.00	10.28	26.10	N2.3406E	51.98

Line Table				
Line #	Direction	Length	Northing	Easting
L1	N52° 36' 48.47"W	17.60	263687.06	2488335.48
L2	N12° 59' 49.70"W	24.28	263726.23	2488303.13
L3	S88° 11' 20.01"W	7.82	263764.16	2488342.08
L4	N41° 44' 42.29"E	72.92	263847.18	2488295.37
L5	N2° 52' 31.53"E	16.93	263925.36	2488353.08
L6	S87° 33' 39.60"W	15.57	263947.68	2488374.26
L7	N9° 19' 06.64"E	8.90	263936.58	2488374.88
L8	N89° 09' 01.07"W	3.91	263928.20	2488364.86

Curve Table						
Curve #	Length	Radius	Delta	Tan	Chord Dir	Chord Len
C1	18.01	20.00	51.59	9.67	N26.4915W	17.40
C2	34.57	50.00	39.62	18.01	S32.4819E	33.89
C3	20.24	50.00	23.20	10.26	N24.3541W	20.11
C4	116.55	50.00	133.56	116.54	S25.0159E	91.90
C5	7.39	5.00	84.69	4.56	S45.1306W	6.74
C6	3.55	2.00	101.76	2.46	N41.3337W	3.10
C7	14.23	10.00	81.53	8.62	N50.0503E	13.06
C8	8.57	10.00	49.11	4.57	S66.1750W	8.31


TENNIS COURT
TENNIS COURT
BASKETBALL COURT
CENTENNIAL TRAIL
MISSION AVENUE
CROSS SLOPE TRANS. MATCH EXIST. TO 1.5%
CROSS SLOPE TRANS. 1.5% TO MATCH EXIST.
REMOVE CURB TRANSITION AND MATCH EXISTING WALK
MATCH
44'
R2'
R2' TYP.
18' MAX.
20'
20'
95.22 TOP CONC. PAD
95.57 TOP CONC. PAD
95.20 TOP CONC. PAD
94.89 TOP CONC. PAD
95.42 MATCH
96.46 TFC 96.96 GUT
96.07 TFC 96.07 GUT
95.66 GUT
96.10 TFC 95.62 GUT
96.10 TFC 95.60 GUT
95.03 GUT
95.10 GUT
95.95 GUT
95.13 GUT
94.90 GUT
95.60 GUT
95.62 GUT
95.00 GUT
94.91 TOP ASPH
93.91 TOP ASPH
92.02 TOP ASPH
91.53 TOP ASPH
91.82 TOP ASPH
90.01 TOP ASPH MATCH
90.78 TOP ASPH MATCH
93.73 TFC 93.23 GUT
92.87 TFC 92.87 GUT
92.94 TFC 91.86 GUT
92.63 TFC 92.13 GUT
48+06
49+00
51+00
52+00
52+31
1+00
1/2A 96.48 EOP
1/4A 96.58 EOP
HP 97.24 EOP
P.T. 97.16 EOP
PRC 96.85 TFC 96.45 GUT
PRC 95.53 TFC 95.03 GUT
PRC 95.27 TFC 95.23 GUT
PRC 95.68 TFC 95.28 GUT
PRC 95.62 TFC 95.18 GUT
1/2A 95.90 TFC 95.50 GUT
1/2A 95.90 TFC 94.90 GUT
1/2A 96.30 TFC 95.90 GUT
1/2A 96.16 TFC 95.66 GUT
1/2A 96.30 TFC 95.90 GUT
1/2A 96.27 TFC 96.07 GUT
1/2A 95.90 TFC 95.50 GUT
1/2A 95.90 TFC 94.90