

**PAC ADVISORY COMMITTEE  
MEETING MINUTES  
Tuesday, May 23, 2017  
DRAFT ACTION ITEM**

**Call to Order:**

Meeting was called to order at 2:42 by Melissa Huggins.

**Attending Members - Voting:**

Alicia Barbieri (3:17pm), TJ Hake, Melissa Huggins, Richard Kier

**Attending Members - Non Voting:**

Council Member Beggs, Council Member Kinnear

**Absent:** Steve Blaska, Dana Harbaugh, Bryn West

**Guests:** Jonathan Mallahan, Kevin Freibott, Jonathan Adams and Julie Neff, City of Spokane

**Staff:** Heather Trautman, Juliet Sinisterra, Sherri Vernon

The agenda was amended to review the minutes once a quorum was established.

Juliet Sinisterra noted that Jim Hanley no longer has business interests inside the parking meter district, therefore, the small business position is vacant along with the positions of resident and large business. The application is located on the City's website:

<https://static.spokanecity.org/documents/bcc/committee-commissions-board-application-2014-10-30.pdf>. The City Council will announce the vacancies at their next meeting.

**OPMA:**

Heather Trautman noted two remaining certificates were needed from committee members and she will follow up with them.

**Parking Strategy Plan RFP:**

Heather Trautman noted the following:

- 9 responses were received from the RFP
- Results will be reviewed by the PAC next month

**Passport Meter App:**

Heather Trautman presented the Passport Meter App (presentation on file) in which merchants have the opportunity to offer parking promotions to customers through Passport's electronic validation system to increase awareness of and foot traffic to your business. She also noted the following:

**OT Meter Stays:**

Heather Trautman provided a handout which explains that due to the high demand for parking, the meters have a time limit for how long any one car can remain at a location, giving everyone the opportunity to find short term parking throughout the day, therefore, beginning Saturday, July 1, enforcement of overtime parking at meters will be enforced and could result in a \$30.00 ticket. Heather also noted:

- During the education phase of explaining the rational for parking changes, warning notices will be placed on cars during the amnesty period.



- Options for various parking lots and garages can be found on the DSP website includes at [www.downtownspokane.org](http://www.downtownspokane.org).

### **Three-year History on PAC Funds invested by City:**

Heather Trautman reviewed the handout (on file) going back to 2014 which also include 2015-2020: Streets, Pedestrian and Bikeways funding and Parking Environment Improvement Program (PEIP) contributions and projected contributions. She noted that Council Member Beggs will mention how the PAC split it out.

Juliet Sinisterra questioned funding for emergency sidewalk repair and Heather responded that \$150,000 is set aside in the parking operations budget not PAC dollars. Heather is also working to confirm that the reserve account has a minimum \$500,000. Juliet also asked what the \$4,200 for 2016 streetscape was for and Heather will check and report back.

### **Lincoln Gateway & Design:**

Jonathan Adams provided handouts (on file) and reviewed the renderings for the Lincoln Gateway including landscape, lighting and signage. He also noted that the owner of the Tradewind hotel will be maintaining the landscape around their area and are interested in projecting light from the wall of the hotel. The next step is already in process with Adam Miles pricing out options once this is completed they will meet with Kyle Twohig. Juliet Sinisterra to let Mark Richard know about the lighting. The projected timeline shows mid-August to mid-September for hardscape and September into October for plantings. Melissa Huggins asked if text images could be used on the wall. Unfortunately, due to the location, access to maintain is difficult and images would be more costly than color, however, the Tradewind owners are considering a mural lower on the wall.

### **Approve minutes from April and the special meeting held on May 3, 2017:**

TJ Hake made a motion to approve the minutes and Richard Kier seconded the motion. The motion passed unanimously.

### **Proposed use of PAC Funding 2017 – Interstate 90:**

Julie Neff presented renderings of the 1-90 gateway between Maple to Jefferson noting that big concerns need immediate improvements and the City staff is putting together a conceptual master plan. In order to initiate that master plan the request is \$50,000. After discussion a motion was made to approve \$50,000 of the \$150,000 budget line item for gateways (?) for the conceptual master plan. TJ Hake motioned to approve the request and Richard Kier

Meeting adjourned at 4:03 pm.

\_\_\_\_\_  
Date: \_\_\_\_\_





# I-90 Maple to Jefferson, Conceptual Master Plan

*Preliminary Draft for Discussion Purposes*

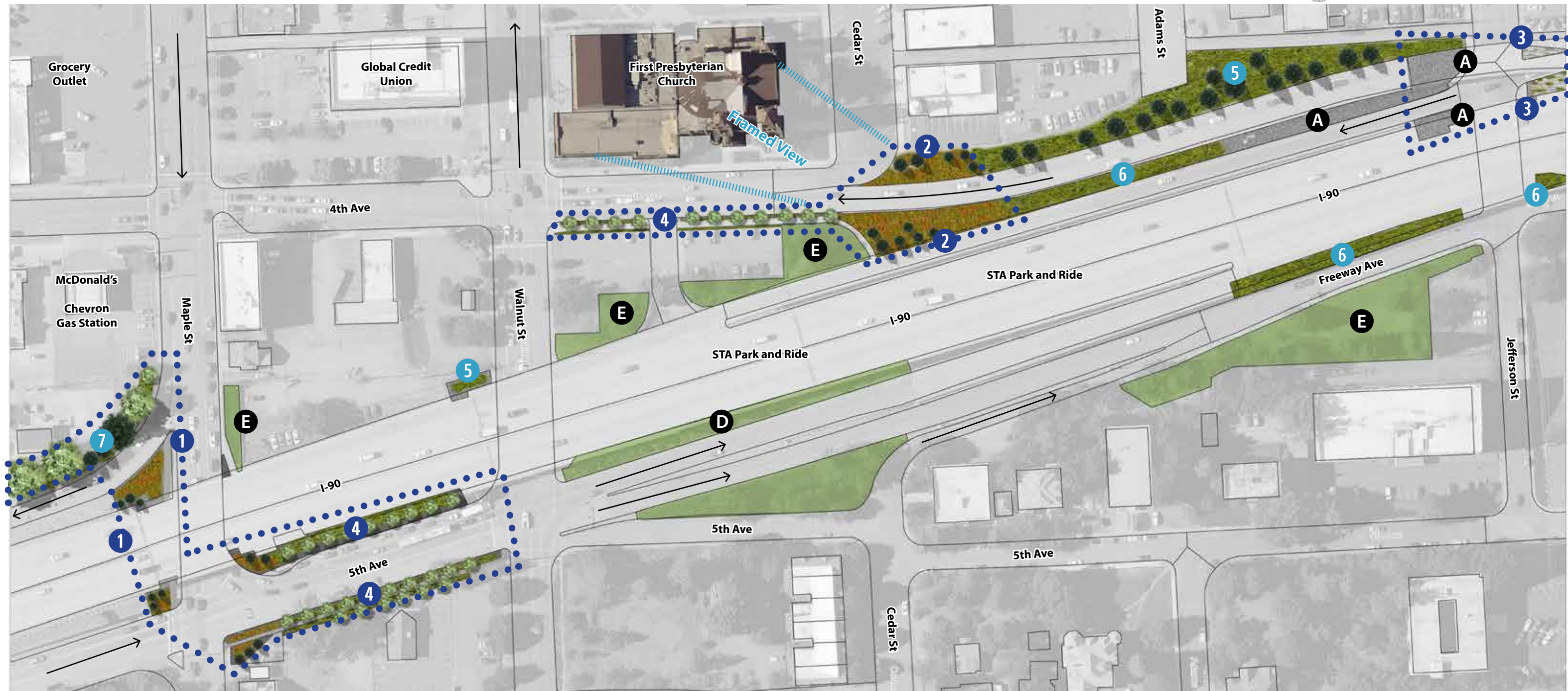






# Maple St to Jefferson St - Concept Plan

I-90 Maple to Jefferson, Conceptual Master Plan  
Preliminary Draft for Discussion Purposes



## Design Priority Areas

- 1 Maple Street Gateway
- 2 Walnut Street Gateway
- 3 Jefferson Street Gateway
- 4 Streetscape Improvements

## Planting and Irrigation Plans

- 5 Restore Screening Vegetation/Basalt Chip
- 6 Augment Existing Backdrop Plantings / Basalt Chip
- 7 Augment Screening Vegetation / Basalt Chip

## Maintenance Areas

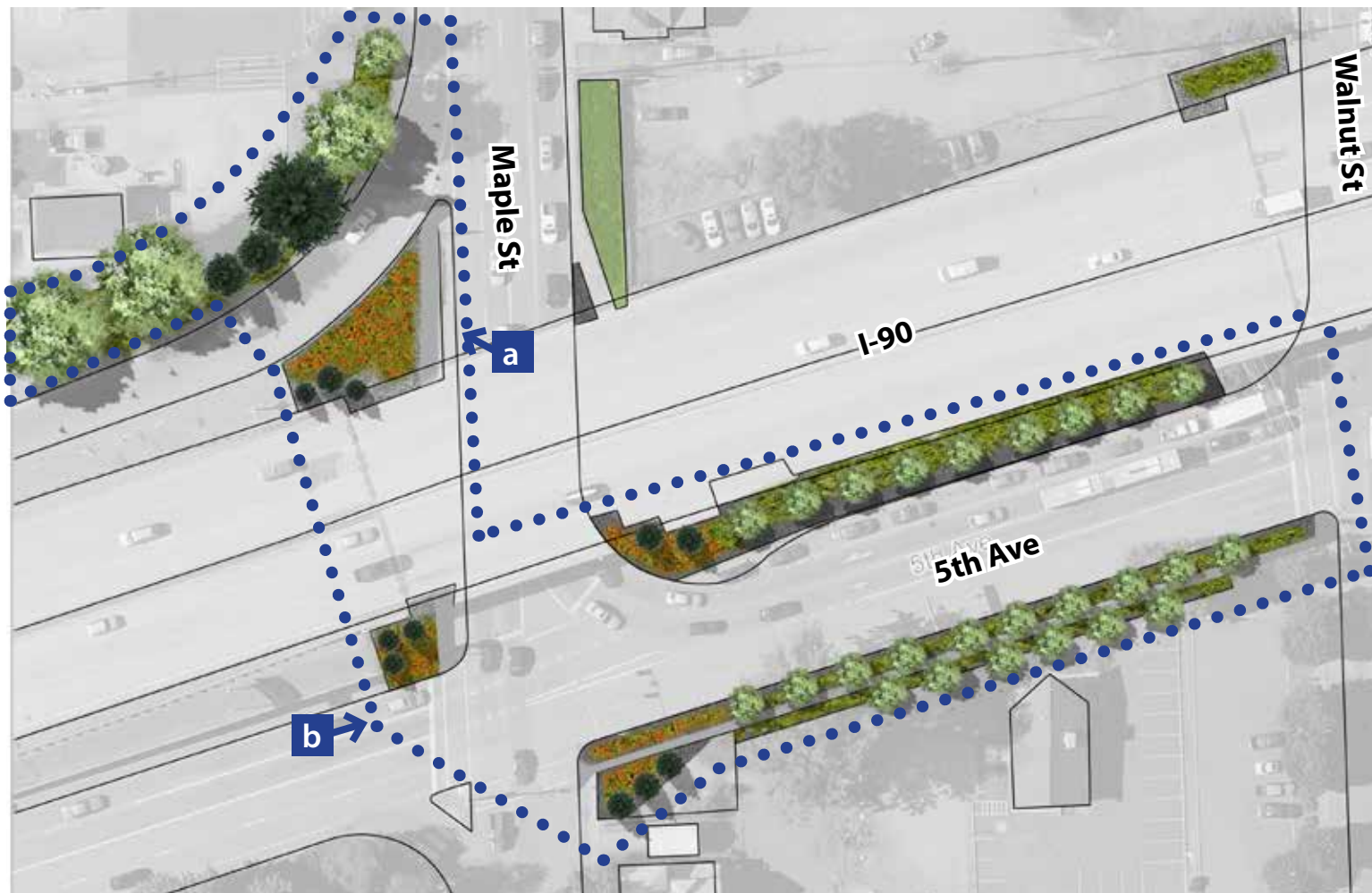
No immediate action beyond plant maintenance, weeding trash removal and mulching. See Maintenance Maps and Mulch Details on pages 7-10 for guidance on mulch application.

- A Basalt Cobble
- D Plants (Existing), Add Basalt Chip
- E Heavily Planted (Existing), Add Compost





# 1 Maple Street Gateway



**Recommendation:** A design plan is recommended to create a cohesive environment on both sides of the viaduct and along 5th Ave that addresses pedestrian safety, discourages loitering, and leaves a lasting and positive impression on visitors as they enter or leave Spokane.

**Character:** Spokane's system of parks and boulevards is recommended as a potential theme, and accent features might include basalt walls or monuments with accent plantings throughout. Alternatively, a design competition for proposed accents or art in this area might be considered.

## Character Images:



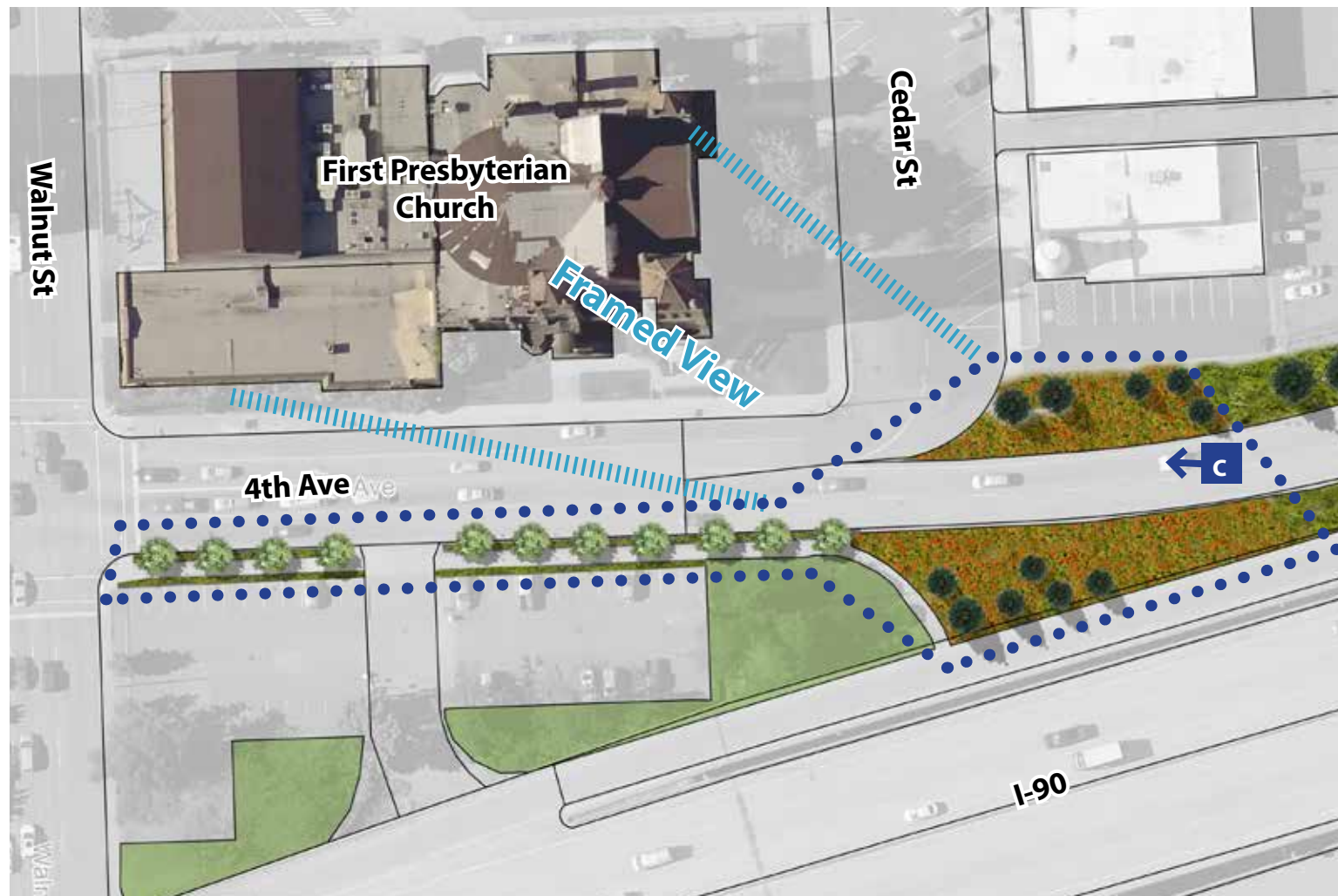
a Maple Street Gateway Rendering - View Northwest Towards I-90 on ramp



b Maple Street Gateway Rendering - View East Down 5th Ave



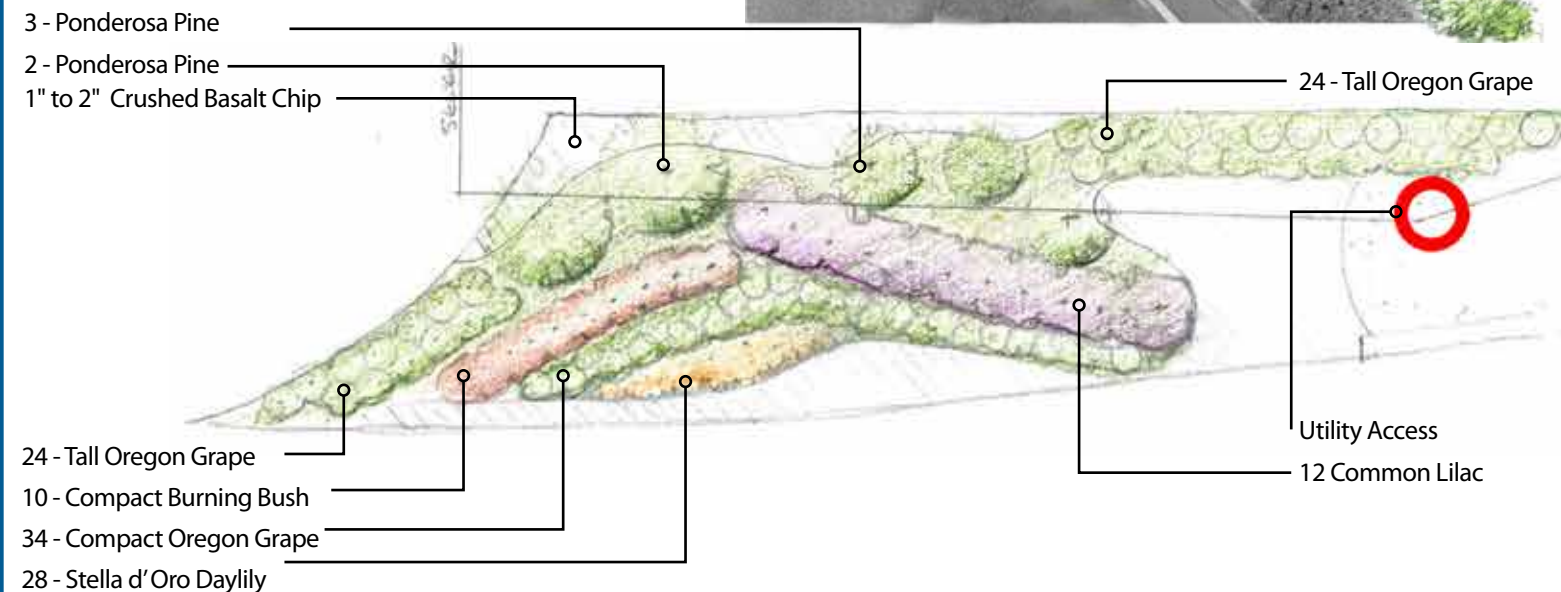




**Recommendation:** A planting plan is recommended.

**Character:** This area is an opportunity to create a sense of arrival that utilizes an existing architectural feature, the First Presbyterian Church. A parklike landscape and plantings that frame the cathedral are recommended on both sides of the exit ramp. Introducing art or accents would not be recommended here as they may detract from the church. Draft studies using the I-90 Kit of Parts have been completed for the north side of the off ramp.

### c Walnut Street Gateway Study- View West down 4th Ave



### Character Images:



Tall Oregon Grape  
*Mahonia aquifolium*



Compact Burning Bush  
*Euonymus alata*  
'Compacta'



Stella d'Oro Daylily  
*Hemerocallis*



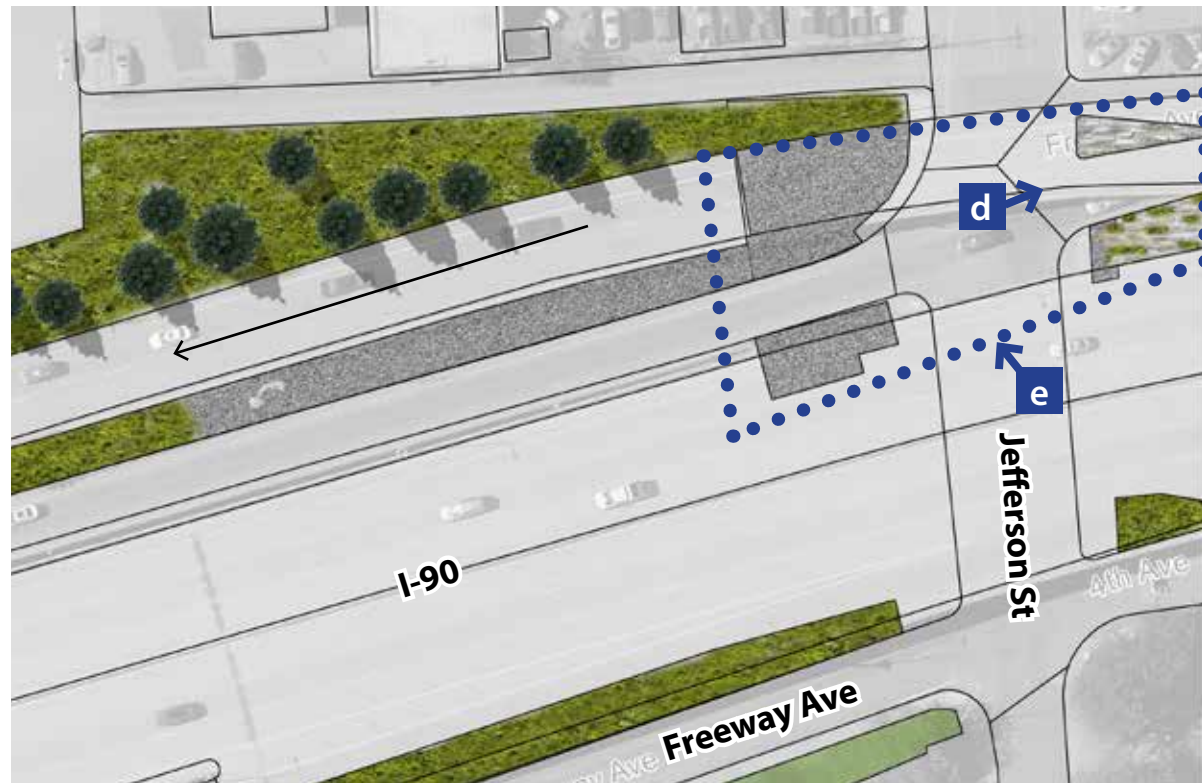
Common Lilac  
*Syringa vulgaris*



Ponderosa Pine  
*Pinus ponderosa*



# 3 Jefferson Street Gateway



**Recommendation:** A design plan is recommended for the asphalt median and lawn area.

**Character:** A creative approach is needed to discourage loitering and panhandling in this high traffic exit area. For example, reclaimed concrete slabs set on end and drought tolerant plants have been used elsewhere in a similar environment.

## Character Images:



**d** Jefferson Street Gateway - View east down I-90 off ramp



**e** Jefferson Street Gateway - View west towards the I-90 on ramp







# Key Landscape Typologies

## 4 Streetscape Improvements

**Recommendation:** A design plan for street trees, street lights, and separated sidewalks are recommended for these high traffic streets.

**Character:** Boulevard landscape buffer with accent native plantings. These areas could potentially be designed to incorporate storm-water infrastructure.



## 5 Restore Screening Vegetation/Basalt Chip

**Recommendation:** A planting plan is recommended to restore plantings and irrigation.

**Character:** The design intent would be a low maintenance landscape comprised of native dry-land grass mix, native trees and shrubs to screen view between the highway off ramp and adjacent uses. See the I-90 Kit of Parts for plant suggestions. Place basalt chip along adjacent roadways and alleys.



## 6 Augment Existing Backdrop Plantings / Basalt Chip

**Recommendation:** A planting plan is recommended to augment existing plantings and add irrigation as necessary.

**Character:** The design intent would be a low maintenance landscape comprised of existing shrubs, with new native trees, shrubs, grasses and perennials to add structure and year round interest. See the I-90 kit of parts for plant suggestions. Cobble is recommended instead of chip in areas where it is desirable to discourage pedestrians.



## 7 Augment Screening Vegetation / Basalt Chip

**Recommendation:** A planting plan is recommended to augment existing plantings and add irrigation as necessary.

**Character:** The design intent would be a low maintenance landscape comprised of existing vegetation along with new evergreen trees and shrubs to screen view between the highway on ramp and adjacent uses. See the I-90 Kit of Parts for plant suggestions.



### A Basalt Cobble

**Recommendation:** Add basalt cobble to reduce landscape maintenance where plants will not survive and to deter pedestrian traffic. See mulch detail A - Basalt Cobble on page 10.



### D Plants (Existing), Add Basalt Chip

**Recommendation:** Add basalt chip mulch where existing shrubs are sparsely planted to reduce maintenance and improve landscape appearance. No additional plantings or irrigation at this time. See mulch detail D1 or D2 - Plants (Existing), add Basalt Chip on page 10.



### E Heavily Planted (Existing), Add Compost

**Recommendation:** Add compost as necessary to improve existing plant health and appearance. No additional plantings or irrigation at this time. See mulch detail E - Heavily Planted (Existing) on page 10.

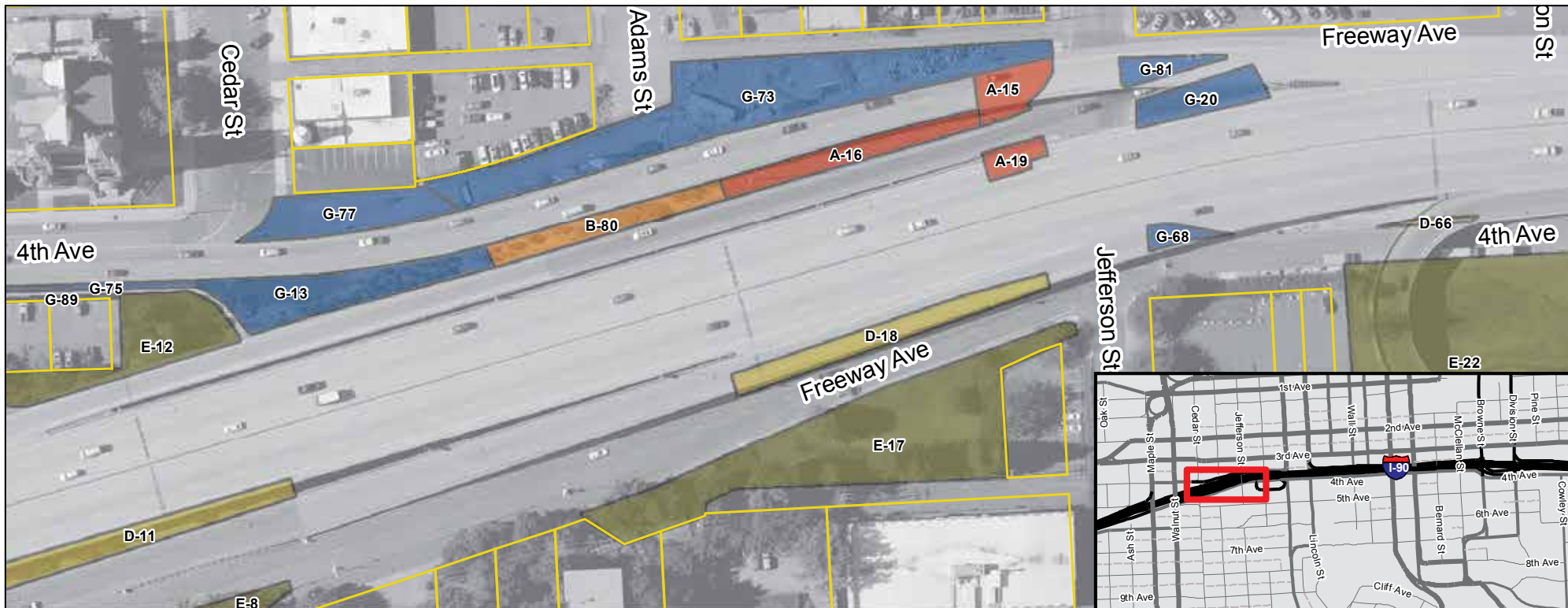
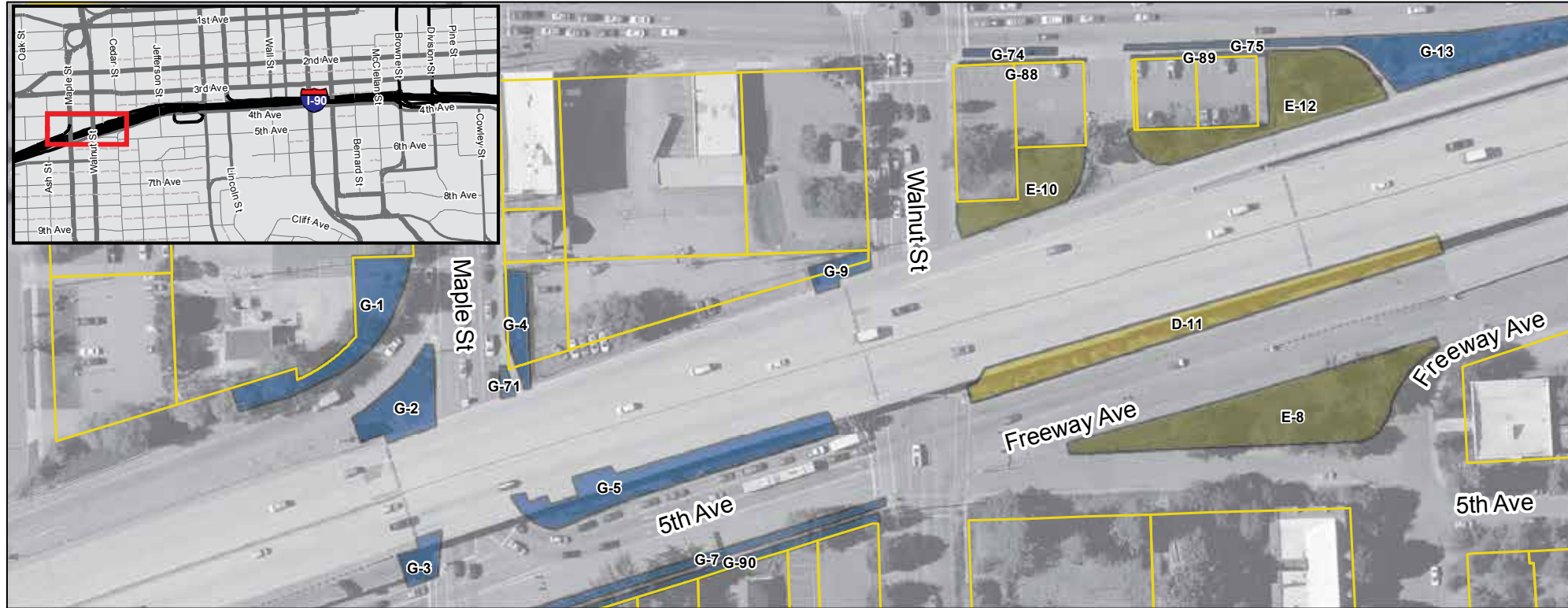






# I-90 Landscape Maintenance Map 1

## Maple St to Madison St



### Legend

Parcel

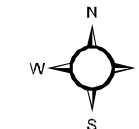
### I-90 LANDSCAPE AREAS

#### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

MAINTENANCE AREA TYPE - LANDSCAPE ID #

See Mulch Details A through E on page 10 for guidance on mulch application.



**THIS IS NOT A LEGAL DOCUMENT:**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Print date: 12/2/2016

**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





# I-90 Landscape Maintenance Map 2

Madison St to Stevens St



## Legend

Parcel

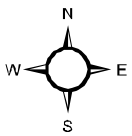
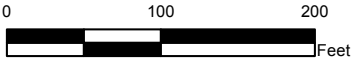
## I-90 LANDSCAPE AREAS

### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

MAINTENANCE AREA TYPE - LANDCAPE ID #

See Mulch Details A though E on page 10 for guidance on mulch application.



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Print date: 12/2/2016

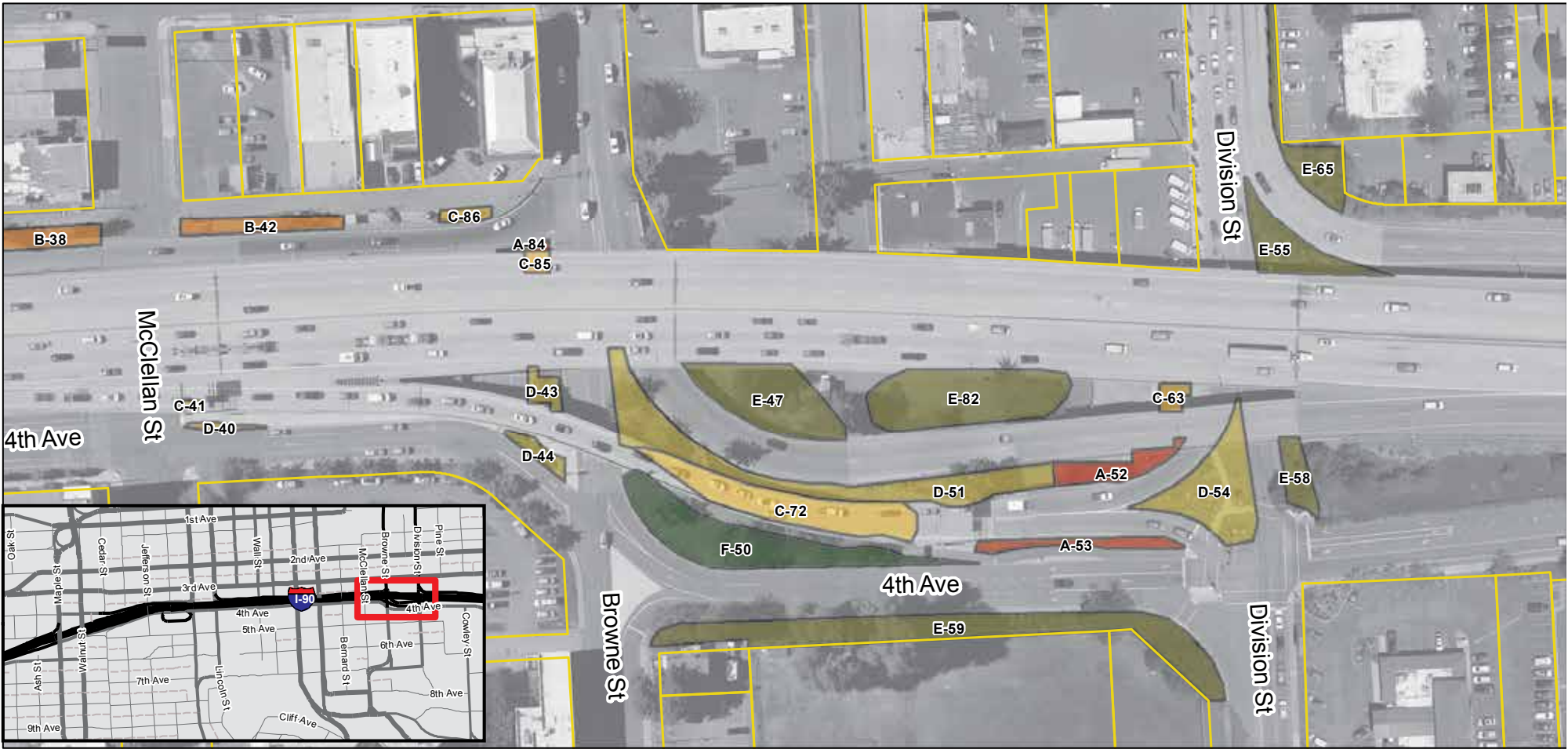
**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





# I-90 Landscape Maintenance Map 3

Stevens St to Division St



## Legend

Parcel

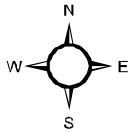
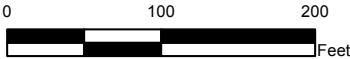
### I-90 LANDSCAPE AREAS

#### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

#### MAINTENANCE AREA TYPE - LANDSCAPE ID #

See Mulch Details A though E on page 10 for guidance on mulch application.

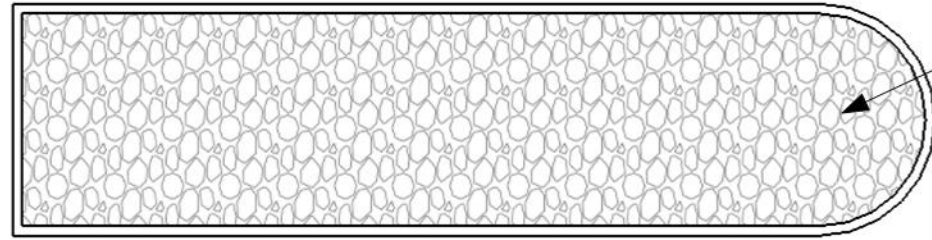


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Print date: 12/2/2016

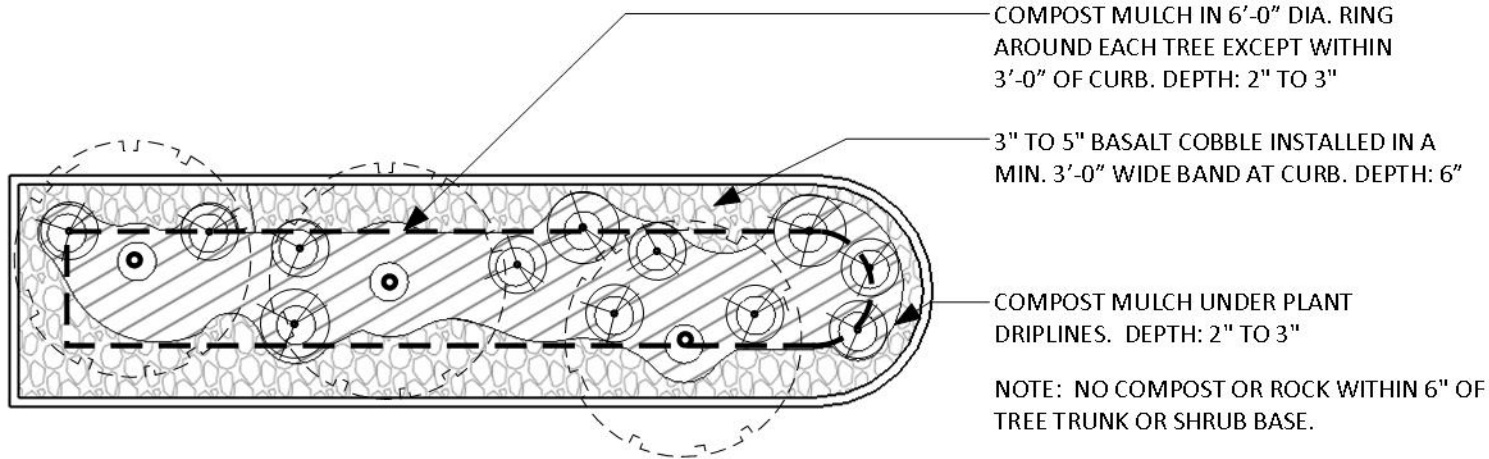
**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





3" to 5" Basalt Cobble  
Depth: 6"

A BASALT COBBLE



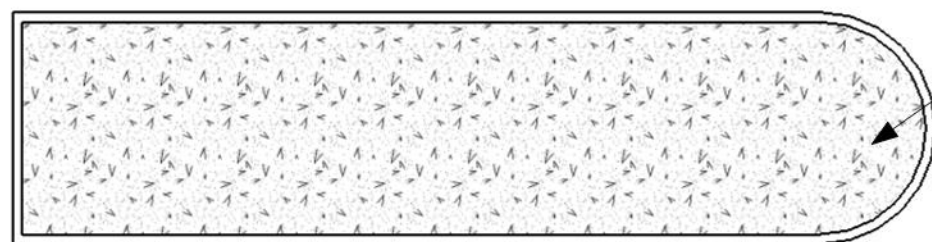
COMPOST MULCH IN 6'-0" DIA. RING  
AROUND EACH TREE EXCEPT WITHIN  
3'-0" OF CURB. DEPTH: 2" TO 3"

3" TO 5" BASALT COBBLE INSTALLED IN A  
MIN. 3'-0" WIDE BAND AT CURB. DEPTH: 6"

COMPOST MULCH UNDER PLANT  
DRIPLINES. DEPTH: 2" TO 3"

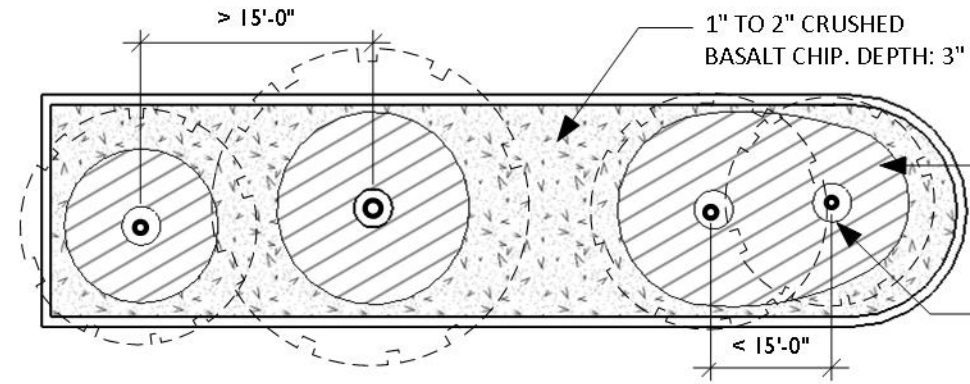
NOTE: NO COMPOST OR ROCK WITHIN 6" OF  
TREE TRUNK OR SHRUB BASE.

B PLANTS (EXISTING), ADD BASALT COBBLE



1" TO 2" CRUSHED  
BASALT CHIP. DEPTH: 3"

C BASALT CHIP

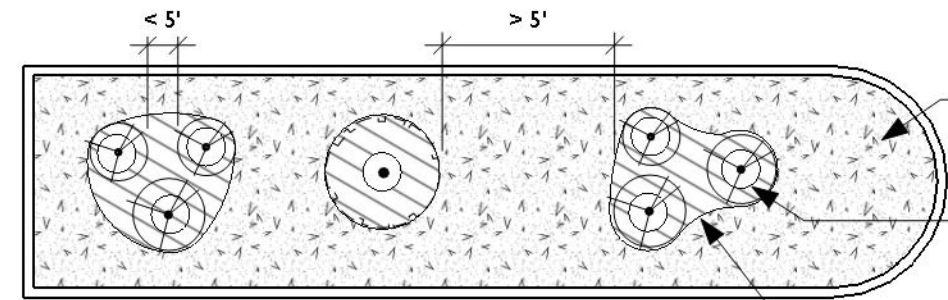


NOTE: CONNECT TREE MULCH  
AREAS THAT ARE LESS THAN 15'-0"  
FEET BETWEEN TRUNKS.

COMPOST MULCH IN 10'-0" DIA.  
RING AROUND EACH TREE. DEPTH: 2"  
TO 3"

DO NOT PLACE COMPOST OR  
ROCK MULCH WITHIN 6" OF  
TRUNK.

D1 PLANTS (EXISTING TREES), ADD BASALT CHIP



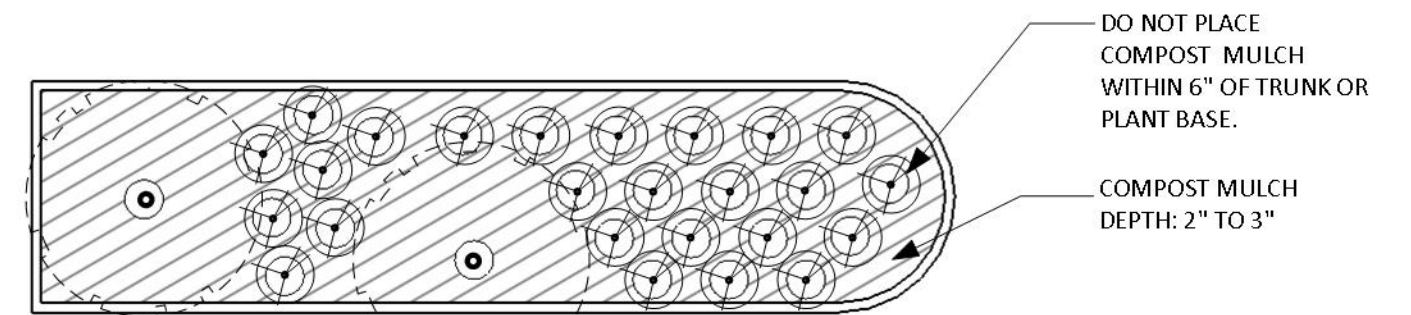
NOTE: CONNECT SHRUB MULCH  
AREAS THAT ARE LESS THAN 5'-0"  
BETWEEN PLANT BASES.

1" TO 2" CRUSHED  
BASALT CHIP. DEPTH: 3"

DO NOT PLACE COMPOST OR ROCK  
MULCH WITHIN 6" OF PLANT BASE.

COMPOST PLACED UNDER SHRUB  
DRIPLINE. DEPTH: 2" TO 3"

D2 PLANTS (EXISTING SHRUBS), ADD BASALT CHIP



DO NOT PLACE  
COMPOST MULCH  
WITHIN 6" OF TRUNK OR  
PLANT BASE.

COMPOST MULCH  
DEPTH: 2" TO 3"

E HEAVILY PLANTED (EXISTING), ADD COMPOST





# 1 Maple Street Gateway

## ESTIMATE OF PROBABLE COSTS

### CONSTRUCTION

GENERAL.....		\$45,721
Mobilization, Traffic Control, SPCC Plan		
EXCAVATION.....		\$29,909
Organic Demolition, Tree Removal, Hardscape Demolition		
STREET IMPROVEMENTS.....		\$39,000
Street Lights		
SIDEWALK IMPROVEMENTS.....		\$9,990
Removal of Asphalt Sidewalk, Concrete Sidewalk		
WATER - IRRIGATION CONNECTION.....		\$11,500
Backflow Valve, Water Valve, Water Meter		
LANDSCAPE IMPROVEMENTS.....		\$115,952
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application		
ART / ACCENTS (OPTIONS).....		\$122,560
Art Allowance, Art Lighting Allowance, Basalt Wall		
<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$374,632</b>
SCOPE CONTINGENCY	30%	\$112,390
CONSTRUCTION CONTINGENCY	10%	\$48,702
<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$535,723</b>
GEOTECH	0.5%	\$2,679
SURVEYING	0.5%	\$2,679
DESIGN & BID DOCS	15.0%	\$80,358
ADMIN, LEGAL, & PERMITS	1.0%	\$5,357
CONSTRUCTION MANAGEMENT	15.0%	\$80,358
<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$707,155</b>

For the purpose of identifying probable costs for further design work in these areas, estimates are based on the concepts and assumptions outlined below. More accurate estimates would require additional design work.

### ALL AREAS

#### Irrigation

- New piping, water meters, backflow valves, and pressure reducing valves would be installed in new planting areas.

#### Landscape Preparation

- All planting areas will have 12" of existing soil removed replaced by 12" of new topsoil and a pre-emergent herbicide application to reduce weed growth.

**Not Included:** Update of the under viaduct lighting to LED lights.

### MAPLE STREET GATEWAY

#### West of Maple St | North of I-90 West Bound On Ramp:

Minor updates to the landscape area adjacent to the freeway ramp.

- Installation of a low maintenance landscape comprised of existing vegetation along with new evergreen trees and shrubs to screen view between the highway on ramp and adjacent uses.

#### West of Maple St | South of I-90 West Bound On Ramp:

Minor updates to two landscape areas adjacent to the freeway and pedestrian improvements.

- Established healthy junipers would remain,
- Additional evergreen trees and plantings would be introduced to screen the abutment walls.
- The sidewalks north and south of I-90 would be widened by 5' to buffer pedestrians from the road.
- Basalt cobble placed during earlier improvement phases would be removed to allow for additional plants and be placed elsewhere along I-90.

- Gateway Accent Feature(s) – An allowance for art or special accent features and lighting at the northern planting bed was included as an option in the estimate.

#### East of Maple St:

Enhanced gateway area, standard streetscape, and pedestrian improvements.

- Special accent plantings and features at the intersection of 5th and Maple may include evergreen trees, shrubs and grasses with options for special accent features such as artwork or decorative basalt walls at both corners.
- Gateway Accent Feature(s) – An allowance for art or special accent features and lighting at the intersection of 5th and Maple was included as an option in the estimate.
- A portion of the area designated for gateway improvements on the south side of 5th Ave. assumes the possibility of a private easement.
- The existing sidewalk south of 5th Ave. would remain in place. The seven-foot strip of asphalt at the curb would be removed and planted with street trees, low plants and light poles. The remainder of the right-of-way south of the existing sidewalk would be planted with additional street trees and native plants.
- The landscape area on the north side of 5th Ave. would be cleared and replanted with street trees, native plantings and a mix of basalt chip and compost mulch surrounding the plantings.





## 2 Walnut Street Gateway

### ESTIMATE OF PROBABLE COSTS

#### CONSTRUCTION

GENERAL.....		\$18,222
Mobilization, Traffic Control, SPCC Plan		
EXCAVATION.....		\$18,062
Organic Demolition, Hardscape Demolition		
STREET IMPROVEMENTS.....		\$57,500
Pedestrian Lights, Restrip Parking Lot Stalls		
SIDEWALK IMPROVEMENTS.....		\$4,456
Removal of Asphalt Sidewalk		
WATER - IRRIGATION CONNECTION.....		\$2,300
Backflow Valve, Water Valve, Water Meter		
LANDSCAPE IMPROVEMENTS.....		\$80,014
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application,		
<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$180,553</b>
SCOPE CONTINGENCY	30%	\$54,166
CONSTRUCTION CONTINGENCY	10%	\$23,472
<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$258,191</b>
DESIGN & BID DOCS	15.0%	\$51,638
ADMIN, LEGAL, & PERMITS	1.0%	\$2,582
CONSTRUCTION MANAGEMENT	15.0%	\$38,729
<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$351,140</b>

#### WALNUT STREET GATEWAY

Plantings to frame the First Presbyterian Church and standard streetscape south of 4th Ave.

##### Gateway Landscape | North of I-90 West Bound Off Ramp:

- Basalt cobble placed during earlier improvement phases on the north side of the off-ramp would be removed to allow for additional plants and be placed elsewhere along I-90.
- Special accent plantings installed (evergreen trees, shrubs, perennials, compost mulch, and basalt chip) to frame the church as an important architectural feature.

##### Gateway Landscape | South of I-90 West Bound Off Ramp:

- Landscape bed will be selectively cleared, grubbed, and planted.
- Special accent plantings installed (evergreen trees, shrubs, perennials, compost mulch, and basalt chip) to frame the church as an important architectural feature.

##### Pedestrian Buffer / Screening | South Side of 4th Ave:

- The existing sidewalk south of 4th Ave would remain in place. The five-foot strip of asphalt at the curb would be removed and planted with street trees, low plants and five pedestrian light poles.
- A section of the First Presbyterian Church parking lot was built within the 4th Ave right-of-way. The asphalt within the right-of-way will be removed to add a screening hedge row to help route pedestrians to designated crossing areas and block headlights. The affected parking stalls would be restriped. A parking liner wall was considered but, would be greatly impacted if the parking lot were to be redeveloped.





# 3 Jefferson Street Gateway

## ESTIMATE OF PROBABLE COSTS

### CONSTRUCTION

GENERAL.....	\$5,593
Mobilization, Traffic Control, SPCC Plan	
EXCAVATION.....	\$4,133
Organic Demolition, Hardscape Demolition, Remove and Relocated Basalt Cobble	
WATER - IRRIGATION CONNECTION.....	\$2,300
Backflow Valve, Water Valve, Water Meter	
LANDSCAPE IMPROVEMENTS.....	\$32,177
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application, Upright Concrete Placement	

<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$49,887</b>
----------------------------------------------	--	-----------------

SCOPE CONTINGENCY	30%	\$14,966
CONSTRUCTION CONTINGENCY	10%	\$6,485

<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$71,338</b>
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DESIGN & BID DOCS	25.0%	\$17,835
ADMIN, LEGAL, & PERMITS	1.0%	\$713
CONSTRUCTION MANAGEMENT	15.0%	\$10,701

<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$100,587</b>
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### JEFFERSON STREET GATEWAY

Goals for this area are to improve aesthetics and help deter pedestrian and panhandling activity in two improvement areas located east of Jefferson St.

- Remove asphalt in landscape median.
- The existing basalt cobble placed in this area would be removed and placed elsewhere along I-90.
- Reclaimed concrete slabs set on end would be installed to deter pedestrian traffic (please note that this or another design solution would require coordination and approval by WSDOT – that coordination has not yet occurred for the purpose of this preliminary cost estimate).
- The southern improvement area would also have reclaimed concrete slabs set on end but only placed along the perimeter of the sidewalk and the roadway in a 5' wide strip.
- The remaining area would be landscaped with native trees, shrubs, grasses and compost mulch.





# I-90 Maple to Jefferson, Conceptual Master Plan

*Preliminary Draft for Discussion Purposes*



Planning & Development Services  
Urban Design Section | 12.15.2016



# Maple to Jefferson







# **I-90 Maple to Jefferson, Conceptual Master Plan**

*Preliminary Draft for Discussion Purposes*

## **What it is**

- Documentation of staff discussions
- Identification of recommended focus areas
- Preliminary design ideas and costs

## **What it isn't**

- The result of an inclusive design process
- A solution to challenges such as panhandling
- Designed to carry out a theme or budget
- A phasing plan







1





# 1 MAPLE STREET GATEWAY – preliminary estimate \$710,000



## Design Priority Areas

- 1 Maple Street Gateway
- 2 Walnut Street Gateway
- 3 Jefferson Street Gateway
- 4 Streetscape Improvements

## Planting and Irrigation Plans

- 5 Restore Screening Vegetation/Basalt Chip
- 6 Augment Existing Backdrop Plantings / Basalt Chip
- 7 Augment Screening Vegetation / Basalt Chip
- E Heavily Planted (Existing), Add Compost



2



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## 2 WALNUT STREET GATEWAY – preliminary estimate \$350,000



### Design Priority Areas

- ① Maple Street Gateway
- ② Walnut Street Gateway
- ③ Jefferson Street Gateway
- ④ Streetscape Improvements

### Planting and Irrigation Plans

- ⑤ Restore Screening Vegetation/Basalt Chip
- ⑥ Augment Existing Backdrop Plantings / Basalt Chip
- ⑦ Augment Screening Vegetation / Basalt Chip
- E Heavily Planted (Existing), Add Compost

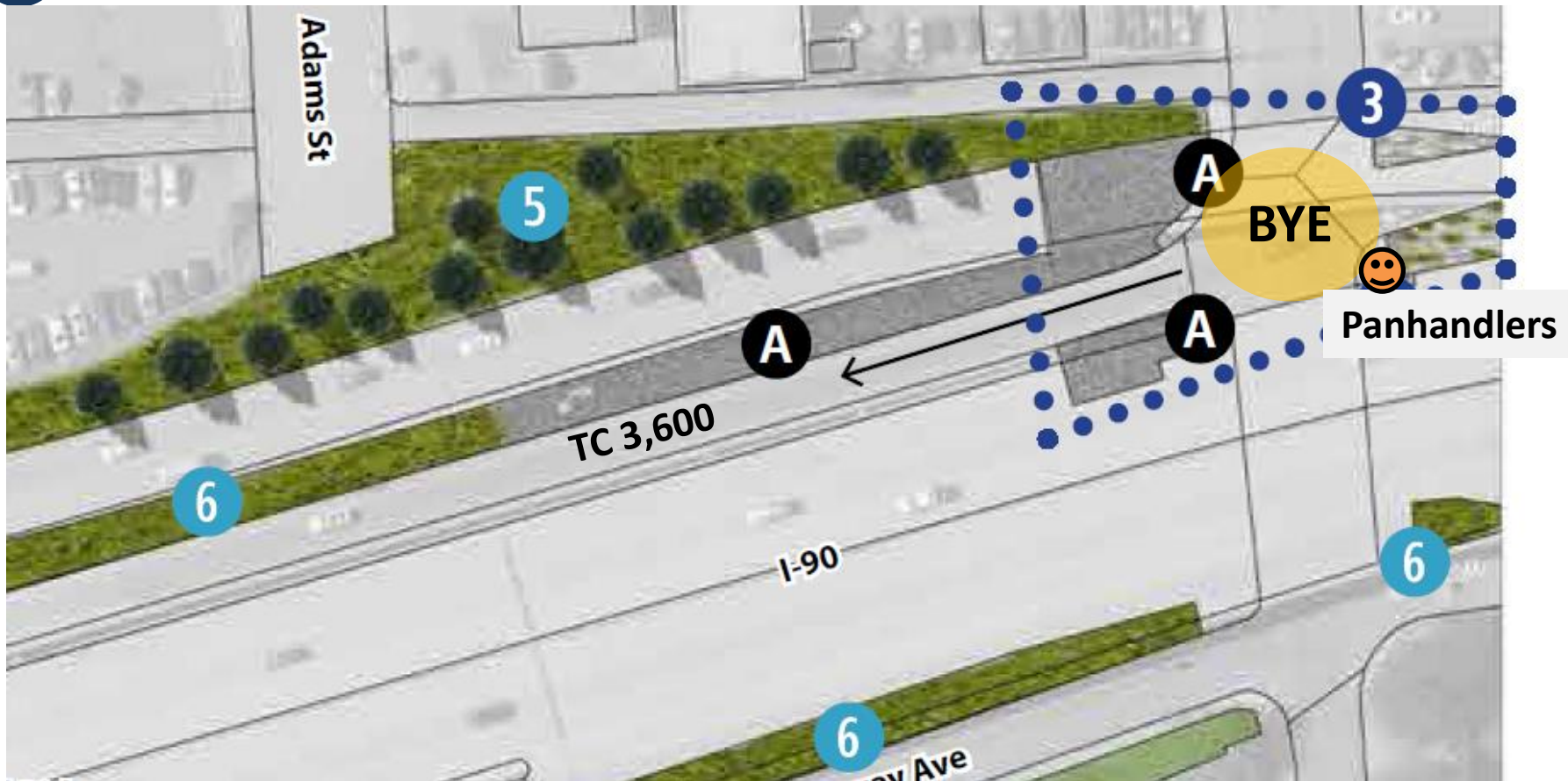


3





### 3 JEFFERSON STREET GATEWAY – preliminary estimate \$100,000



#### Design Priority Areas

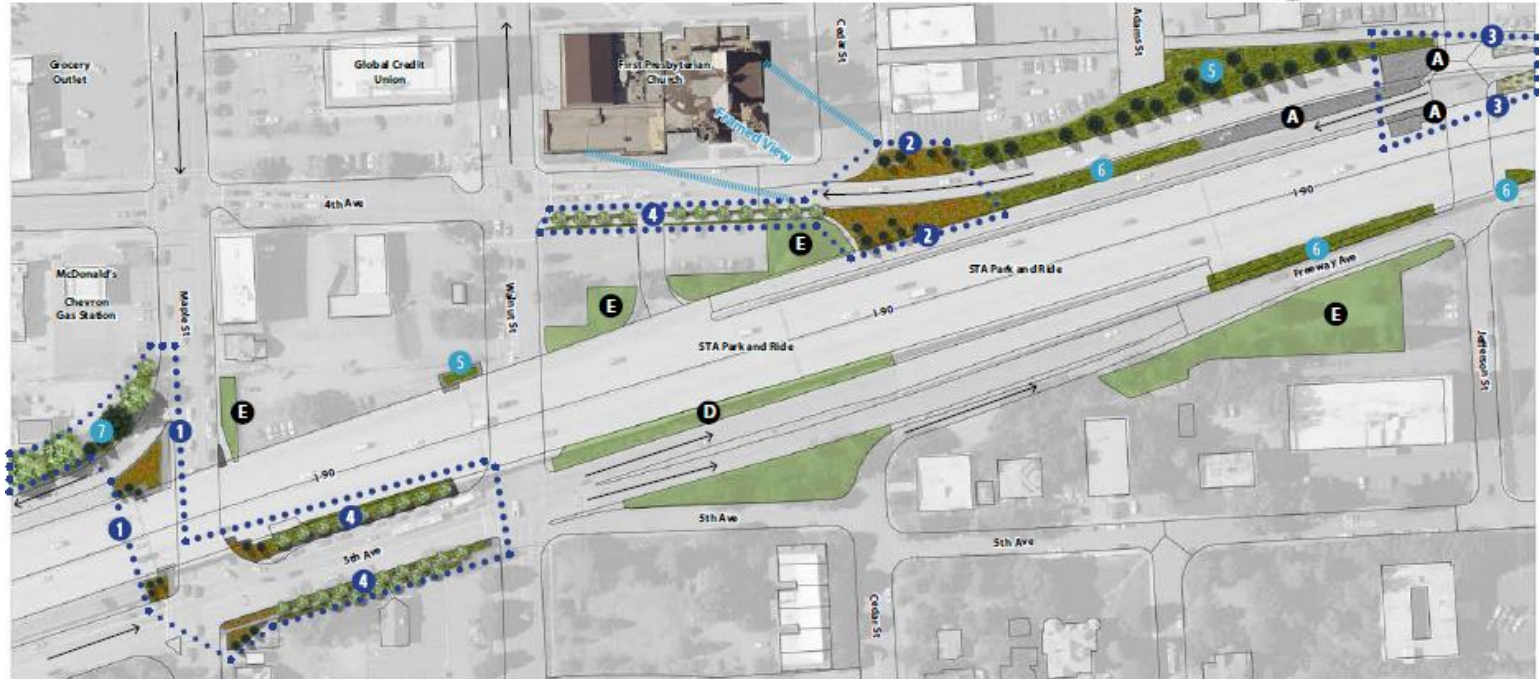
- ① Maple Street Gateway
- ② Walnut Street Gateway
- ③ Jefferson Street Gateway
- ④ Streetscape Improvements

#### Planting and Irrigation Plans

- ⑤ Restore Screening Vegetation/Basalt Chip
- ⑥ Augment Existing Backdrop Plantings / Basalt Chip
- ⑦ Augment Screening Vegetation / Basalt Chip
- Ⓐ Basalt Cobble



# Master Plan completion would include the public in the decision making process including:



- Overall approach
- Focus area boundaries
- Goals and schematic level design solutions in focus areas
- Balancing expectations with budget realities
- Theme
- Phasing priorities





# I-90 Maple to Jefferson, Conceptual Master Plan

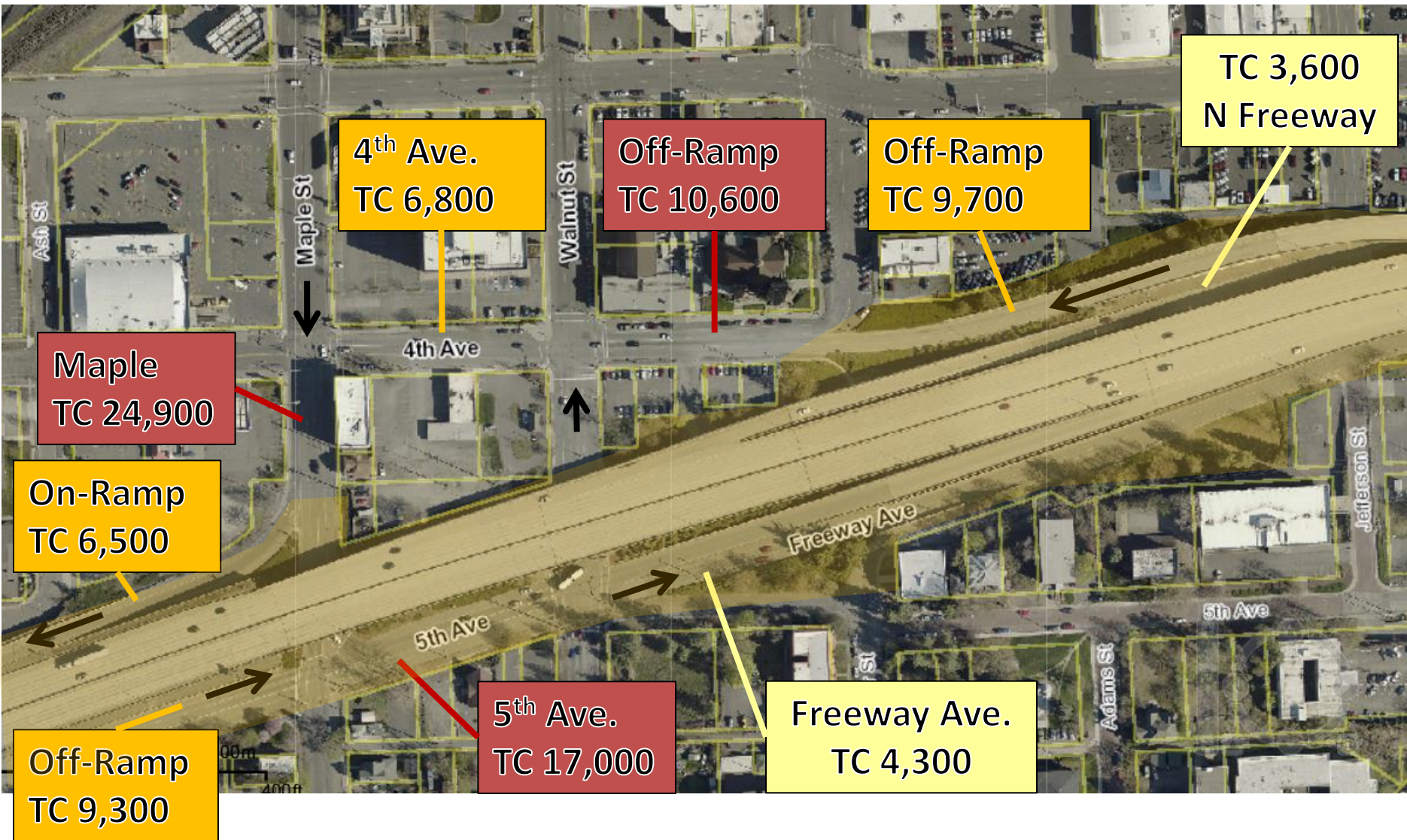
*Preliminary Draft for Discussion Purposes*



Planning & Development Services  
Urban Design Section | 12.15.2016






# 2015 Traffic Counts





# Panhandlers



-  Frequent Panhandlers in Project Area
-  Under Freeway in Project Area
-  Outside Project Area





# I-90 Maple to Jefferson, Conceptual Master Plan

*Preliminary Draft for Discussion Purposes*

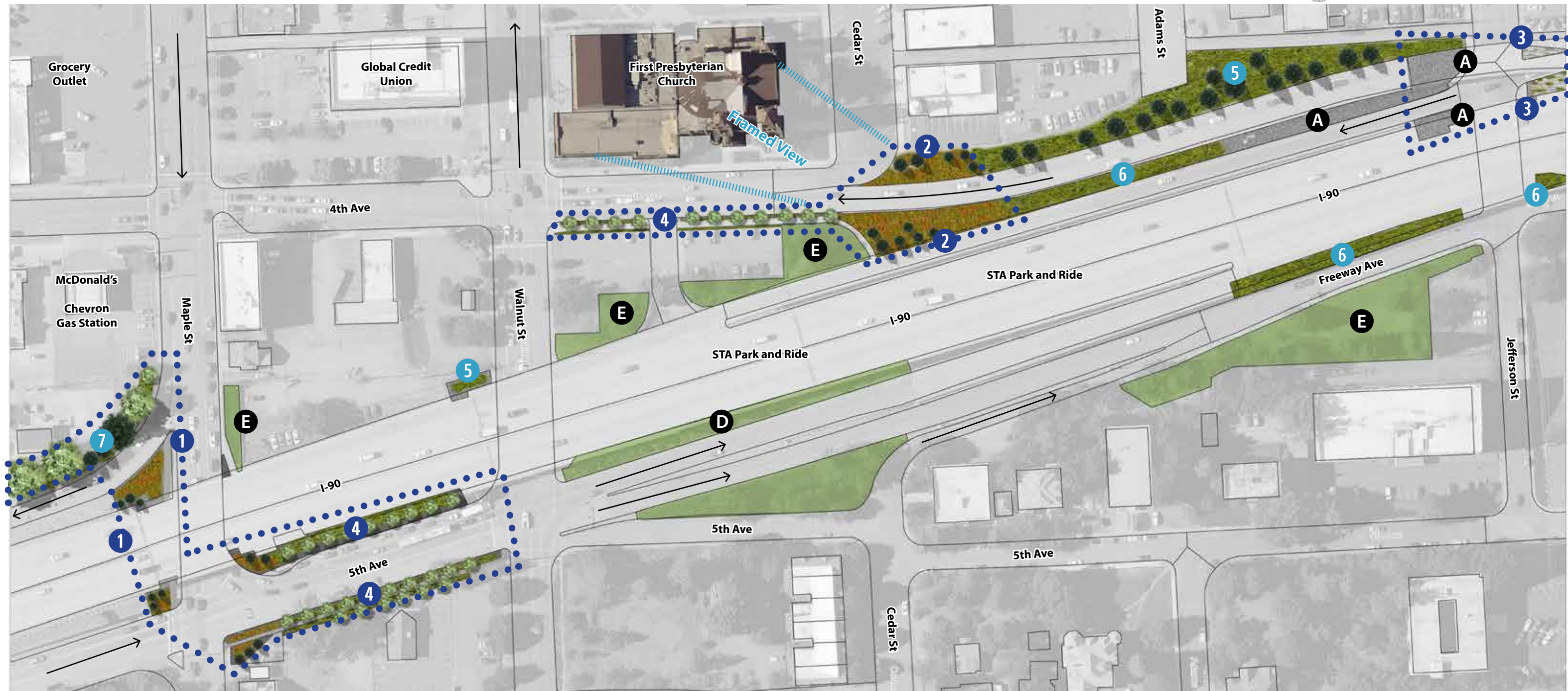






# Maple St to Jefferson St - Concept Plan

I-90 Maple to Jefferson, Conceptual Master Plan  
Preliminary Draft for Discussion Purposes



## Design Priority Areas

- 1 Maple Street Gateway
- 2 Walnut Street Gateway
- 3 Jefferson Street Gateway
- 4 Streetscape Improvements

## Planting and Irrigation Plans

- 5 Restore Screening Vegetation/Basalt Chip
- 6 Augment Existing Backdrop Plantings / Basalt Chip
- 7 Augment Screening Vegetation / Basalt Chip

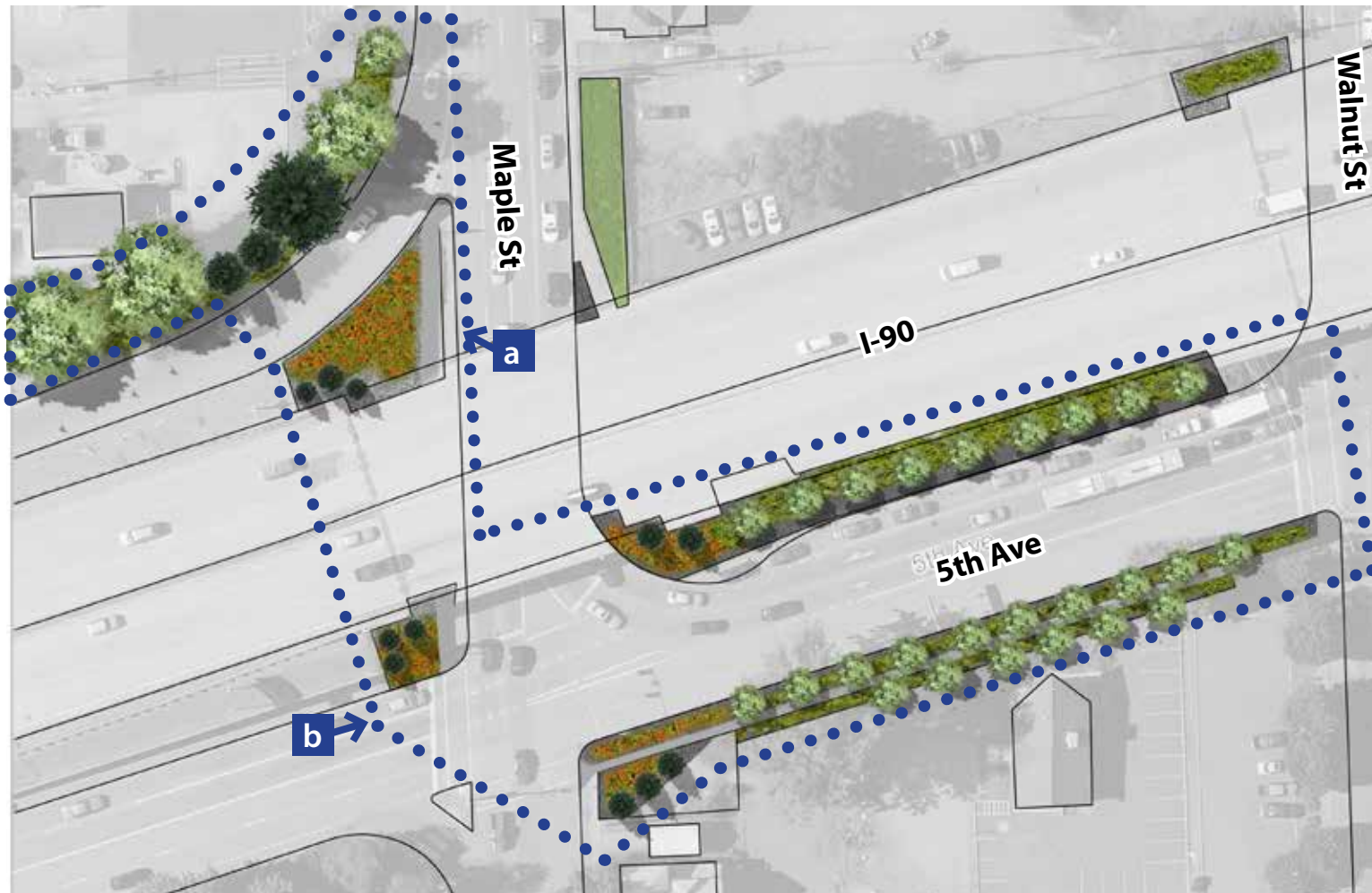
## Maintenance Areas

No immediate action beyond plant maintenance, weeding trash removal and mulching. See Maintenance Maps and Mulch Details on pages 7-10 for guidance on mulch application.

- A Basalt Cobble
- D Plants (Existing), Add Basalt Chip
- E Heavily Planted (Existing), Add Compost



# 1 Maple Street Gateway



**Recommendation:** A design plan is recommended to create a cohesive environment on both sides of the viaduct and along 5th Ave that addresses pedestrian safety, discourages loitering, and leaves a lasting and positive impression on visitors as they enter or leave Spokane.

**Character:** Spokane's system of parks and boulevards is recommended as a potential theme, and accent features might include basalt walls or monuments with accent plantings throughout. Alternatively, a design competition for proposed accents or art in this area might be considered.

### Character Images:



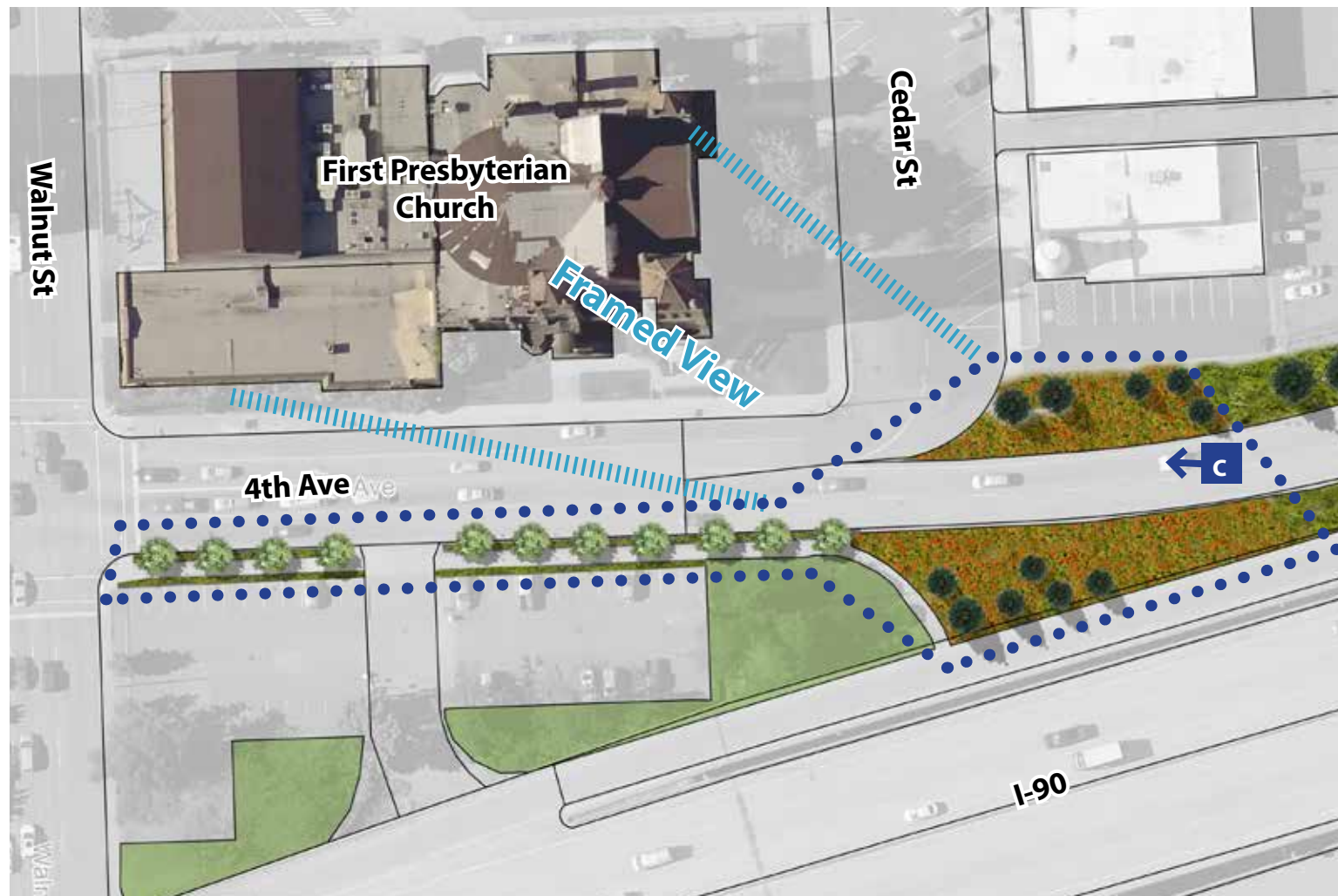
**a** Maple Street Gateway Rendering - View Northwest Towards I-90 on ramp



**b** Maple Street Gateway Rendering - View East Down 5th Ave



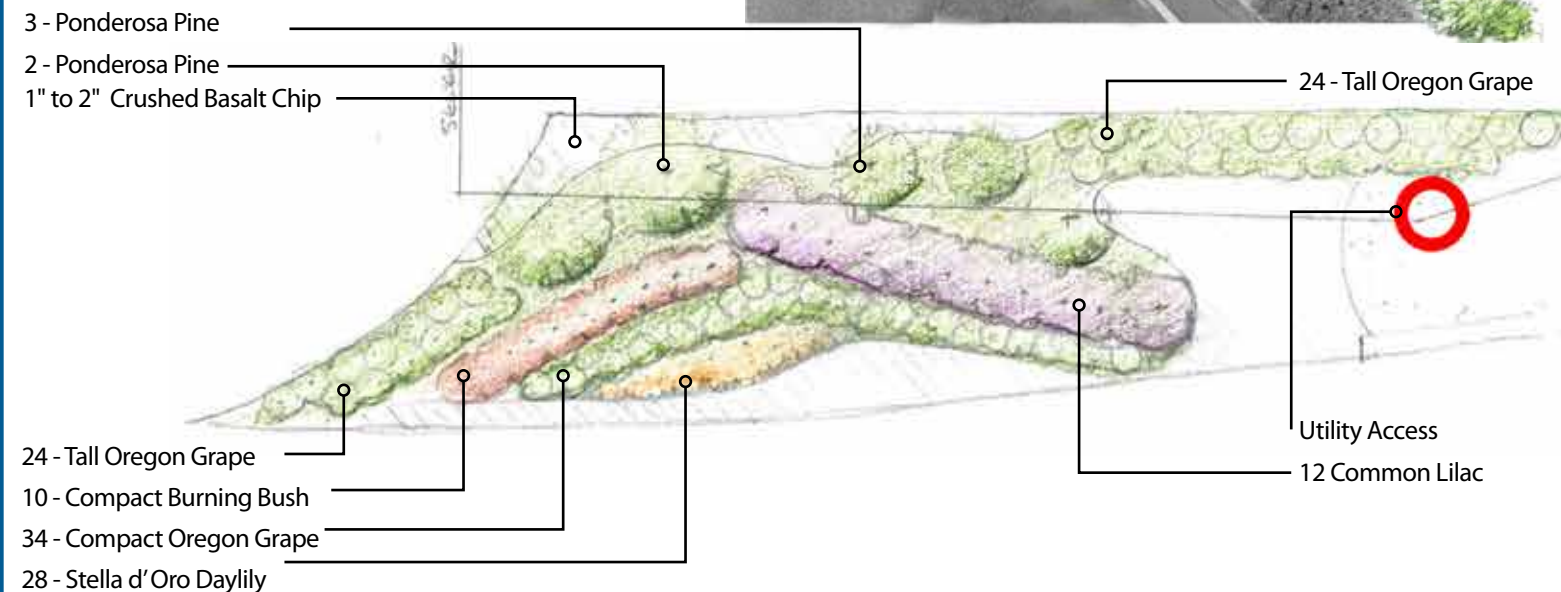




**Recommendation:** A planting plan is recommended.

**Character:** This area is an opportunity to create a sense of arrival that utilizes an existing architectural feature, the First Presbyterian Church. A parklike landscape and plantings that frame the cathedral are recommended on both sides of the exit ramp. Introducing art or accents would not be recommended here as they may detract from the church. Draft studies using the I-90 Kit of Parts have been completed for the north side of the off ramp.

### c Walnut Street Gateway Study- View West down 4th Ave



### Character Images:



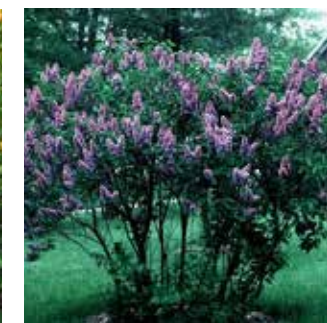
Tall Oregon Grape  
*Mahonia aquifolium*



Compact Burning Bush  
*Euonymus alata*  
'Compacta'



Stella d'Oro Daylily  
*Hemerocallis*



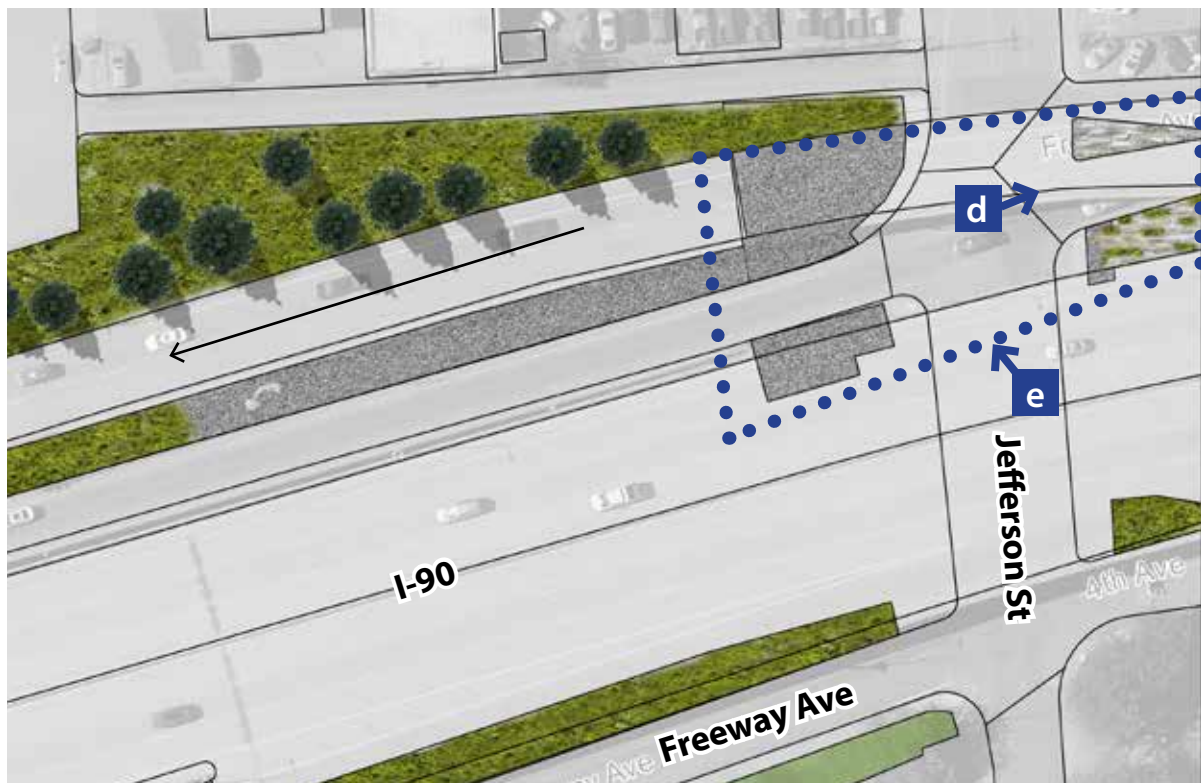
Common Lilac  
*Syringa vulgaris*



Ponderosa Pine  
*Pinus ponderosa*



# 3 Jefferson Street Gateway



**Recommendation:** A design plan is recommended for the asphalt median and lawn area.

**Character:** A creative approach is needed to discourage loitering and panhandling in this high traffic exit area. For example, reclaimed concrete slabs set on end and drought tolerant plants have been used elsewhere in a similar environment.

## Character Images:



**d** Jefferson Street Gateway - View east down I-90 off ramp



**e** Jefferson Street Gateway - View west towards the I-90 on ramp







# Key Landscape Typologies

## 4 Streetscape Improvements

**Recommendation:** A design plan for street trees, street lights, and separated sidewalks are recommended for these high traffic streets.

**Character:** Boulevard landscape buffer with accent native plantings. These areas could potentially be designed to incorporate storm-water infrastructure.



## 5 Restore Screening Vegetation/Basalt Chip

**Recommendation:** A planting plan is recommended to restore plantings and irrigation.

**Character:** The design intent would be a low maintenance landscape comprised of native dry-land grass mix, native trees and shrubs to screen view between the highway off ramp and adjacent uses. See the I-90 Kit of Parts for plant suggestions. Place basalt chip along adjacent roadways and alleys.



## 6 Augment Existing Backdrop Plantings / Basalt Chip

**Recommendation:** A planting plan is recommended to augment existing plantings and add irrigation as necessary.

**Character:** The design intent would be a low maintenance landscape comprised of existing shrubs, with new native trees, shrubs, grasses and perennials to add structure and year round interest. See the I-90 kit of parts for plant suggestions. Cobble is recommended instead of chip in areas where it is desirable to discourage pedestrians.



## 7 Augment Screening Vegetation / Basalt Chip

**Recommendation:** A planting plan is recommended to augment existing plantings and add irrigation as necessary.

**Character:** The design intent would be a low maintenance landscape comprised of existing vegetation along with new evergreen trees and shrubs to screen view between the highway on ramp and adjacent uses. See the I-90 Kit of Parts for plant suggestions.



### A Basalt Cobble

**Recommendation:** Add basalt cobble to reduce landscape maintenance where plants will not survive and to deter pedestrian traffic. See mulch detail A - Basalt Cobble on page 10.



### D Plants (Existing), Add Basalt Chip

**Recommendation:** Add basalt chip mulch where existing shrubs are sparsely planted to reduce maintenance and improve landscape appearance. No additional plantings or irrigation at this time. See mulch detail D1 or D2 - Plants (Existing), add Basalt Chip on page 10.



### E Heavily Planted (Existing), Add Compost

**Recommendation:** Add compost as necessary to improve existing plant health and appearance. No additional plantings or irrigation at this time. See mulch detail E - Heavily Planted (Existing) on page 10.

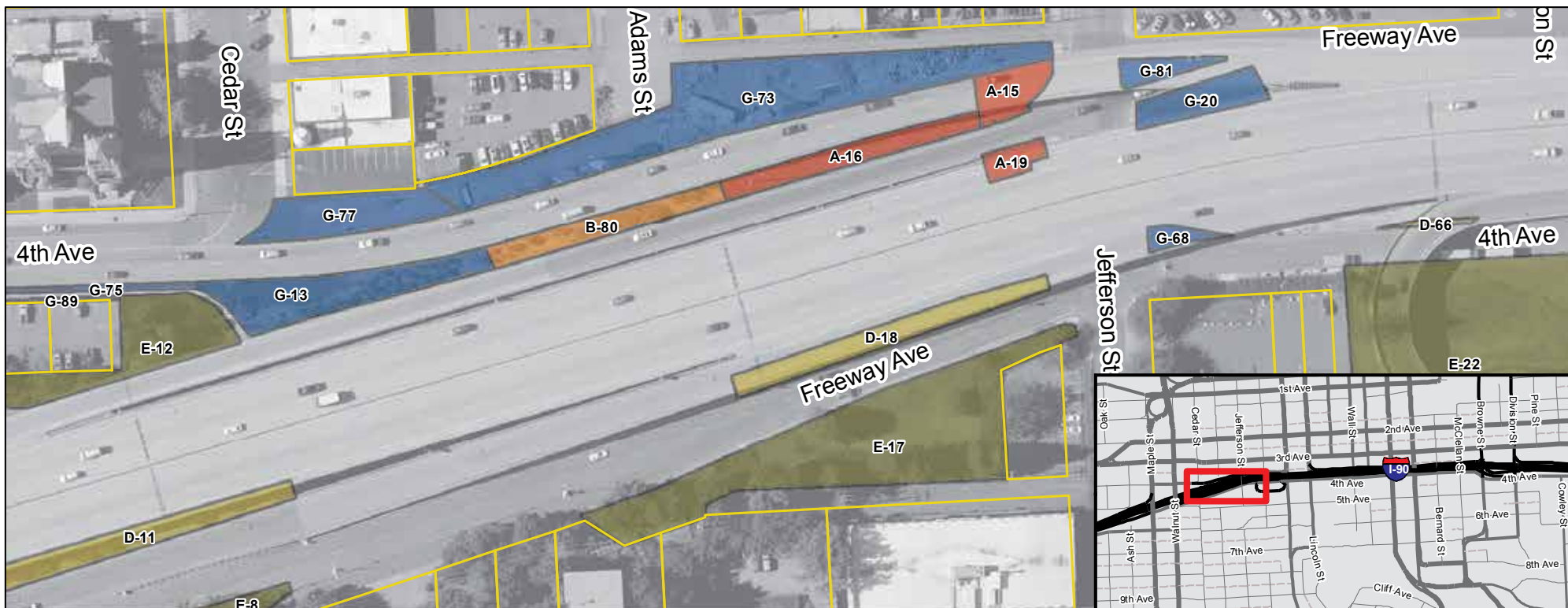
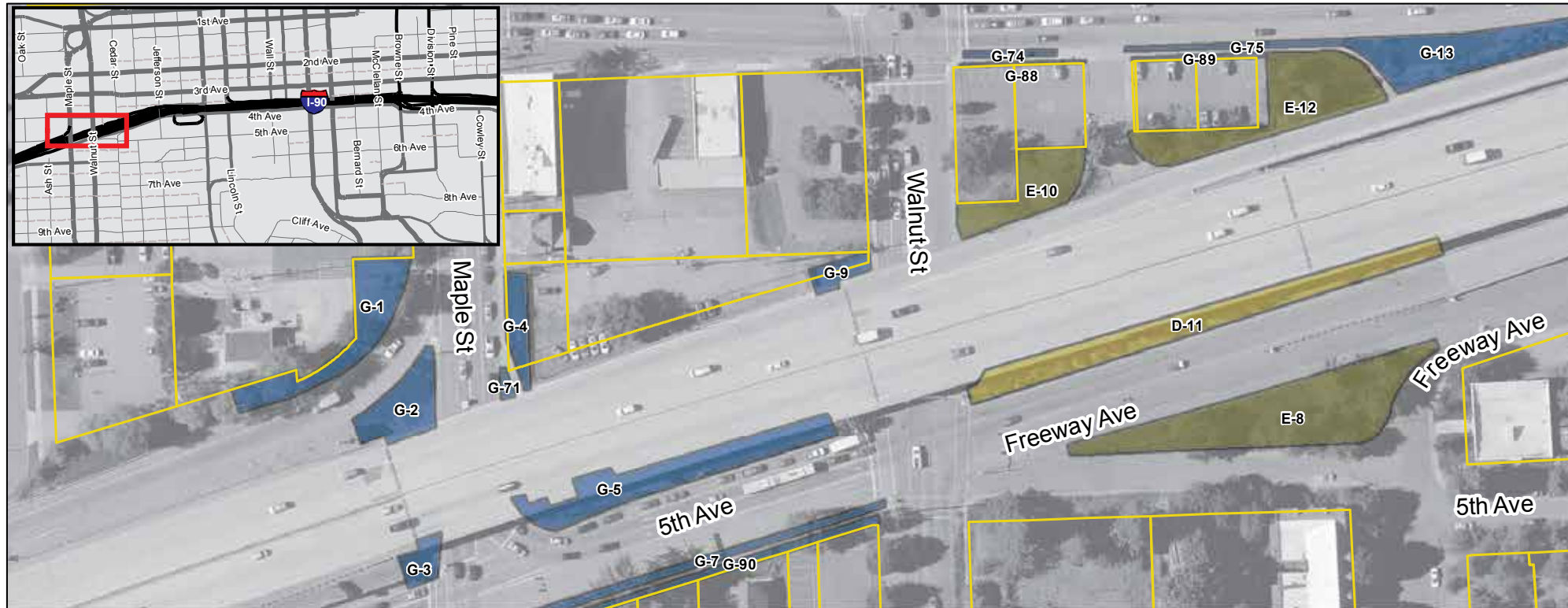






# I-90 Landscape Maintenance Map 1

## Maple St to Madison St



### Legend

Parcel

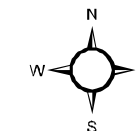
### I-90 LANDSCAPE AREAS

#### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

MAINTENANCE AREA TYPE - LANDSCAPE ID #

See Mulch Details A through E on page 10 for guidance on mulch application.



**THIS IS NOT A LEGAL DOCUMENT:**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Print date: 12/2/2016

**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





# I-90 Landscape Maintenance Map 2

Madison St to Stevens St



## Legend

Parcel

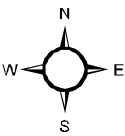
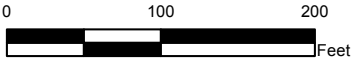
## I-90 LANDSCAPE AREAS

### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

MAINTENANCE AREA TYPE - LANDCAPE ID #

See Mulch Details A though E on page 10 for guidance on mulch application.



**THIS IS NOT A LEGAL DOCUMENT:**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Print date: 12/2/2016

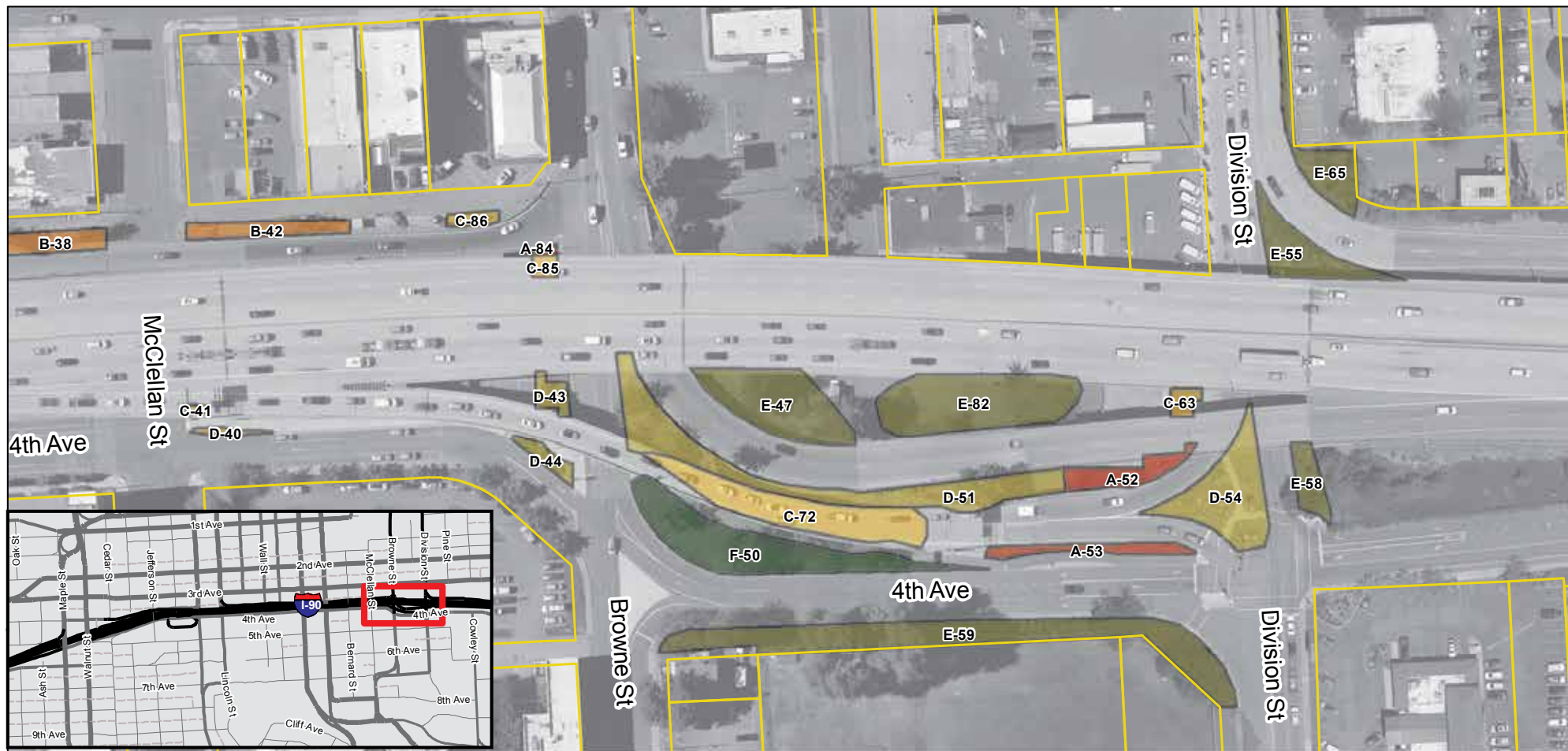
**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





# I-90 Landscape Maintenance Map 3

Stevens St to Division St



## Legend

Parcel

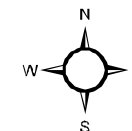
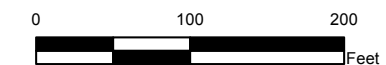
### I-90 LANDSCAPE AREAS

#### MAINTENANCE AREA TYPE

- A - BASALT COBBLE
- B - PLANTS AND BASALT COBBLE
- C - BASALT CHIP
- D - PLANTS AND BASALT CHIP
- E - HEAVILY PLANTED
- F - NEW LANDSCAPE AND IRRIGATION
- G - SEE I-90 MAPLE TO JEFFERSON PLAN
- H - LINCOLN GATEWAY BY OTHERS
- TBD

#### MAINTENANCE AREA TYPE - LANDSCAPE ID #

See Mulch Details A though E on page 10 for guidance on mulch application.

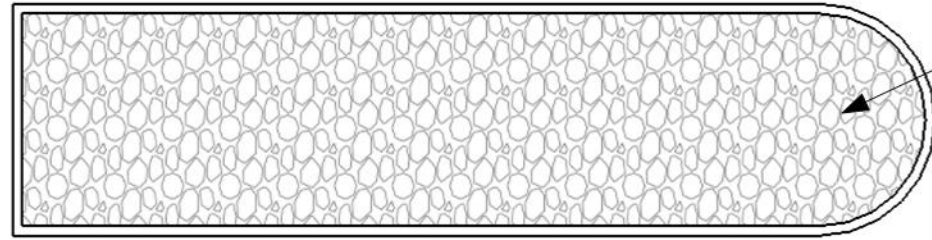


**THIS IS NOT A LEGAL DOCUMENT:**  
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Print date: 12/2/2016

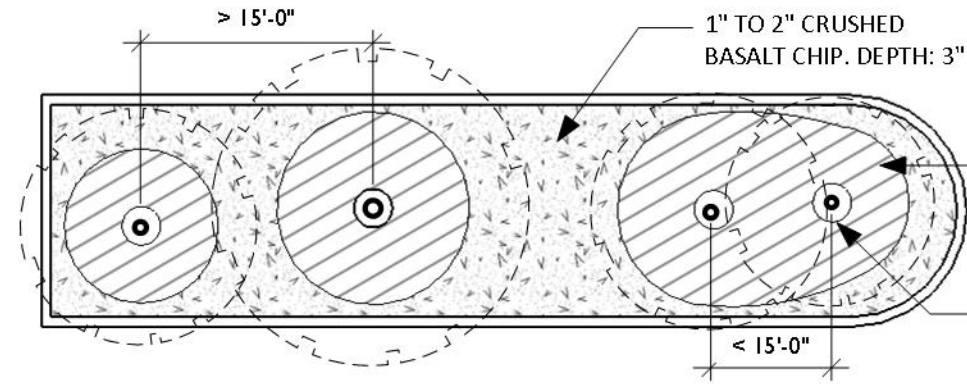
**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and composted added over the root zones. Trees may not be removed without approval by the City's Urban Forester and the WSDOT.





A BASALT COBBLE

3" to 5" Basalt Cobble  
Depth: 6"

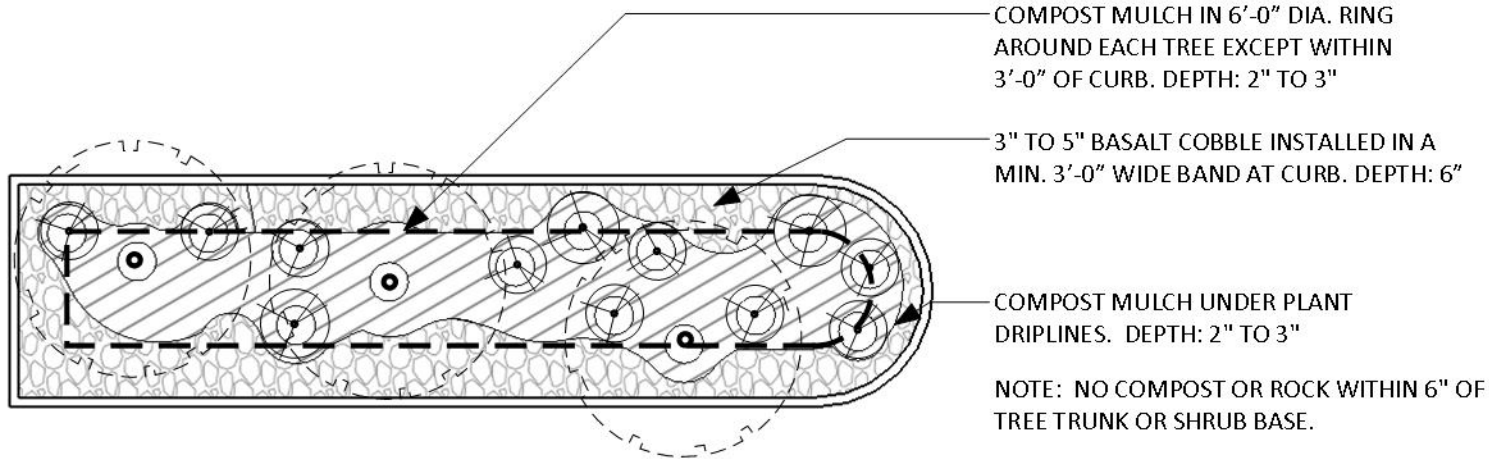


D1 PLANTS (EXISTING TREES), ADD BASALT CHIP

NOTE: CONNECT TREE MULCH AREAS THAT ARE LESS THAN 15'-0" FEET BETWEEN TRUNKS.

COMPOST MULCH IN 10'-0" DIA. RING AROUND EACH TREE. DEPTH: 2" TO 3"

DO NOT PLACE COMPOST OR ROCK MULCH WITHIN 6" OF TRUNK.



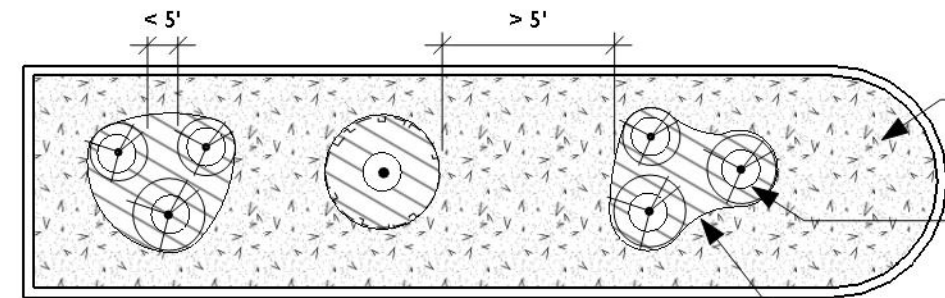
B PLANTS (EXISTING), ADD BASALT COBBLE

COMPOST MULCH IN 6'-0" DIA. RING AROUND EACH TREE EXCEPT WITHIN 3'-0" OF CURB. DEPTH: 2" TO 3"

3" TO 5" BASALT COBBLE INSTALLED IN A MIN. 3'-0" WIDE BAND AT CURB. DEPTH: 6"

COMPOST MULCH UNDER PLANT DRIPLINES. DEPTH: 2" TO 3"

NOTE: NO COMPOST OR ROCK WITHIN 6" OF TREE TRUNK OR SHRUB BASE.



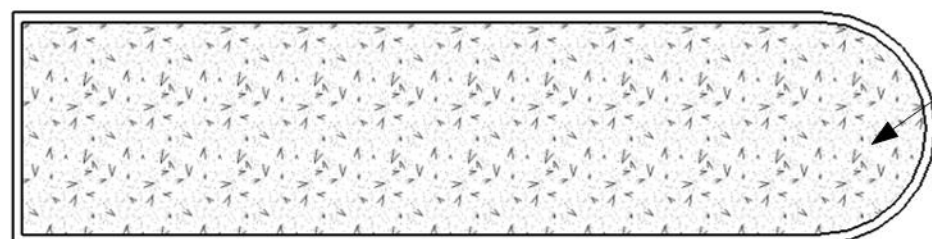
D2 PLANTS (EXISTING SHRUBS), ADD BASALT CHIP

NOTE: CONNECT SHRUB MULCH AREAS THAT ARE LESS THAN 5'-0" BETWEEN PLANT BASES.

1" TO 2" CRUSHED BASALT CHIP. DEPTH: 3"

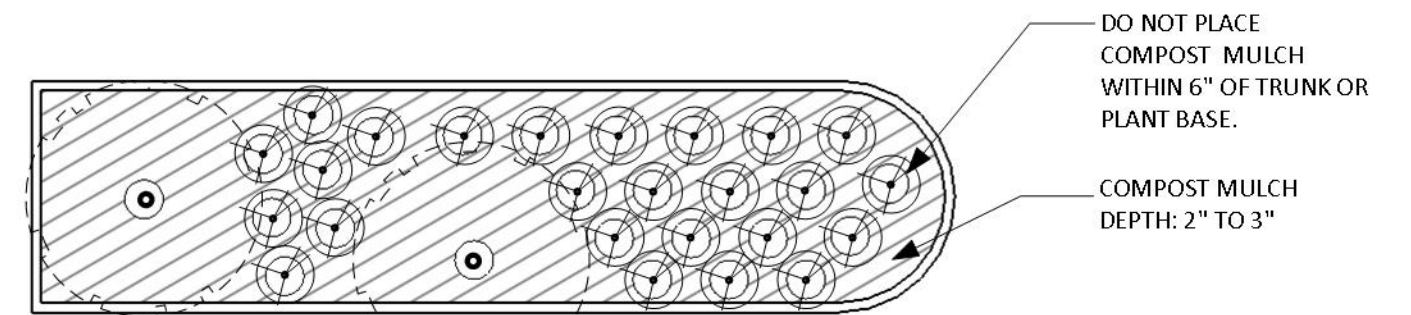
DO NOT PLACE COMPOST OR ROCK MULCH WITHIN 6" OF PLANT BASE.

COMPOST PLACED UNDER SHRUB DRIPLINE. DEPTH: 2" TO 3"



C BASALT CHIP

1" TO 2" CRUSHED BASALT CHIP. DEPTH: 3"



E HEAVILY PLANTED (EXISTING), ADD COMPOST

DO NOT PLACE COMPOST MULCH WITHIN 6" OF TRUNK OR PLANT BASE.

COMPOST MULCH DEPTH: 2" TO 3"





# 1 Maple Street Gateway

## ESTIMATE OF PROBABLE COSTS

### CONSTRUCTION

GENERAL.....		\$45,721
Mobilization, Traffic Control, SPCC Plan		
EXCAVATION.....		\$29,909
Organic Demolition, Tree Removal, Hardscape Demolition		
STREET IMPROVEMENTS.....		\$39,000
Street Lights		
SIDEWALK IMPROVEMENTS.....		\$9,990
Removal of Asphalt Sidewalk, Concrete Sidewalk		
WATER - IRRIGATION CONNECTION.....		\$11,500
Backflow Valve, Water Valve, Water Meter		
LANDSCAPE IMPROVEMENTS.....		\$115,952
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application		
ART / ACCENTS (OPTIONS).....		\$122,560
Art Allowance, Art Lighting Allowance, Basalt Wall		
<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$374,632</b>
SCOPE CONTINGENCY	30%	\$112,390
CONSTRUCTION CONTINGENCY	10%	\$48,702
<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$535,723</b>
GEOTECH	0.5%	\$2,679
SURVEYING	0.5%	\$2,679
DESIGN & BID DOCS	15.0%	\$80,358
ADMIN, LEGAL, & PERMITS	1.0%	\$5,357
CONSTRUCTION MANAGEMENT	15.0%	\$80,358
<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$707,155</b>

For the purpose of identifying probable costs for further design work in these areas, estimates are based on the concepts and assumptions outlined below. More accurate estimates would require additional design work.

### ALL AREAS

#### Irrigation

- New piping, water meters, backflow valves, and pressure reducing valves would be installed in new planting areas.

#### Landscape Preparation

- All planting areas will have 12" of existing soil removed replaced by 12" of new topsoil and a pre-emergent herbicide application to reduce weed growth.

**Not Included:** Update of the under viaduct lighting to LED lights.

### MAPLE STREET GATEWAY

#### West of Maple St | North of I-90 West Bound On Ramp:

Minor updates to the landscape area adjacent to the freeway ramp.

- Installation of a low maintenance landscape comprised of existing vegetation along with new evergreen trees and shrubs to screen view between the highway on ramp and adjacent uses.

#### West of Maple St | South of I-90 West Bound On Ramp:

Minor updates to two landscape areas adjacent to the freeway and pedestrian improvements.

- Established healthy junipers would remain,
- Additional evergreen trees and plantings would be introduced to screen the abutment walls.
- The sidewalks north and south of I-90 would be widened by 5' to buffer pedestrians from the road.
- Basalt cobble placed during earlier improvement phases would be removed to allow for additional plants and be placed elsewhere along I-90.

- Gateway Accent Feature(s) – An allowance for art or special accent features and lighting at the northern planting bed was included as an option in the estimate.

#### East of Maple St:

Enhanced gateway area, standard streetscape, and pedestrian improvements.

- Special accent plantings and features at the intersection of 5th and Maple may include evergreen trees, shrubs and grasses with options for special accent features such as artwork or decorative basalt walls at both corners.
- Gateway Accent Feature(s) – An allowance for art or special accent features and lighting at the intersection of 5th and Maple was included as an option in the estimate.
- A portion of the area designated for gateway improvements on the south side of 5th Ave. assumes the possibility of a private easement.
- The existing sidewalk south of 5th Ave. would remain in place. The seven-foot strip of asphalt at the curb would be removed and planted with street trees, low plants and light poles. The remainder of the right-of-way south of the existing sidewalk would be planted with additional street trees and native plants.
- The landscape area on the north side of 5th Ave. would be cleared and replanted with street trees, native plantings and a mix of basalt chip and compost mulch surrounding the plantings.





## 2 Walnut Street Gateway

### ESTIMATE OF PROBABLE COSTS

#### CONSTRUCTION

GENERAL.....		\$18,222
Mobilization, Traffic Control, SPCC Plan		
EXCAVATION.....		\$18,062
Organic Demolition, Hardscape Demolition		
STREET IMPROVEMENTS.....		\$57,500
Pedestrian Lights, Restrip Parking Lot Stalls		
SIDEWALK IMPROVEMENTS.....		\$4,456
Removal of Asphalt Sidewalk		
WATER - IRRIGATION CONNECTION.....		\$2,300
Backflow Valve, Water Valve, Water Meter		
LANDSCAPE IMPROVEMENTS.....		\$80,014
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application,		
<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$180,553</b>
SCOPE CONTINGENCY	30%	\$54,166
CONSTRUCTION CONTINGENCY	10%	\$23,472
<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$258,191</b>
DESIGN & BID DOCS	15.0%	\$51,638
ADMIN, LEGAL, & PERMITS	1.0%	\$2,582
CONSTRUCTION MANAGEMENT	15.0%	\$38,729
<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$351,140</b>

#### WALNUT STREET GATEWAY

Plantings to frame the First Presbyterian Church and standard streetscape south of 4th Ave.

##### Gateway Landscape | North of I-90 West Bound Off Ramp:

- Basalt cobble placed during earlier improvement phases on the north side of the off-ramp would be removed to allow for additional plants and be placed elsewhere along I-90.
- Special accent plantings installed (evergreen trees, shrubs, perennials, compost mulch, and basalt chip) to frame the church as an important architectural feature.

##### Gateway Landscape | South of I-90 West Bound Off Ramp:

- Landscape bed will be selectively cleared, grubbed, and planted.
- Special accent plantings installed (evergreen trees, shrubs, perennials, compost mulch, and basalt chip) to frame the church as an important architectural feature.

##### Pedestrian Buffer / Screening | South Side of 4th Ave:

- The existing sidewalk south of 4th Ave would remain in place. The five-foot strip of asphalt at the curb would be removed and planted with street trees, low plants and five pedestrian light poles.
- A section of the First Presbyterian Church parking lot was built within the 4th Ave right-of-way. The asphalt within the right-of-way will be removed to add a screening hedge row to help route pedestrians to designated crossing areas and block headlights. The affected parking stalls would be restriped. A parking liner wall was considered but, would be greatly impacted if the parking lot were to be redeveloped.





# 3 Jefferson Street Gateway

## ESTIMATE OF PROBABLE COSTS

### CONSTRUCTION

GENERAL.....	\$5,593
Mobilization, Traffic Control, SPCC Plan	
EXCAVATION.....	\$4,133
Organic Demolition, Hardscape Demolition, Remove and Relocated Basalt Cobble	
WATER - IRRIGATION CONNECTION.....	\$2,300
Backflow Valve, Water Valve, Water Meter	
LANDSCAPE IMPROVEMENTS.....	\$32,177
Topsoil, Trees, Shrubs, Mulch, Irrigation, Pre-Emergent Application, Upright Concrete Placement	

<b>SUBTOTAL OF DIRECT CONSTRUCTION COSTS</b>		<b>\$49,887</b>
----------------------------------------------	--	-----------------

SCOPE CONTINGENCY	30%	\$14,966
CONSTRUCTION CONTINGENCY	10%	\$6,485

<b>TOTAL DIRECT CONSTRUCTION COSTS</b>		<b>\$71,338</b>
----------------------------------------	--	-----------------

DESIGN & BID DOCS	25.0%	\$17,835
ADMIN, LEGAL, & PERMITS	1.0%	\$713
CONSTRUCTION MANAGEMENT	15.0%	\$10,701

<b>TOTAL FOR MAPLE STREET GATEWAY</b>		<b>\$100,587</b>
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### JEFFERSON STREET GATEWAY

Goals for this area are to improve aesthetics and help deter pedestrian and panhandling activity in two improvement areas located east of Jefferson St.

- Remove asphalt in landscape median.
- The existing basalt cobble placed in this area would be removed and placed elsewhere along I-90.
- Reclaimed concrete slabs set on end would be installed to deter pedestrian traffic (please note that this or another design solution would require coordination and approval by WSDOT – that coordination has not yet occurred for the purpose of this preliminary cost estimate).
- The southern improvement area would also have reclaimed concrete slabs set on end but only placed along the perimeter of the sidewalk and the roadway in a 5' wide strip.
- The remaining area would be landscaped with native trees, shrubs, grasses and compost mulch.





# I-90 Maple to Jefferson, Conceptual Master Plan

*Preliminary Draft for Discussion Purposes*



Planning & Development Services  
Urban Design Section | 12.15.2016



# Maple to Jefferson







# **I-90 Maple to Jefferson, Conceptual Master Plan**

*Preliminary Draft for Discussion Purposes*

## **What it is**

- Documentation of staff discussions
- Identification of recommended focus areas
- Preliminary design ideas and costs

## **What it isn't**

- The result of an inclusive design process
- A solution to challenges such as panhandling
- Designed to carry out a theme or budget
- A phasing plan







1





# 1 MAPLE STREET GATEWAY – preliminary estimate \$710,000



## Design Priority Areas

- 1 Maple Street Gateway
- 2 Walnut Street Gateway
- 3 Jefferson Street Gateway
- 4 Streetscape Improvements

## Planting and Irrigation Plans

- 5 Restore Screening Vegetation/Basalt Chip
- 6 Augment Existing Backdrop Plantings / Basalt Chip
- 7 Augment Screening Vegetation / Basalt Chip
- E Heavily Planted (Existing), Add Compost



2



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Google earth



## 2 WALNUT STREET GATEWAY – preliminary estimate \$350,000



### Design Priority Areas

- ① Maple Street Gateway
- ② Walnut Street Gateway
- ③ Jefferson Street Gateway
- ④ Streetscape Improvements

### Planting and Irrigation Plans

- ⑤ Restore Screening Vegetation/Basalt Chip
- ⑥ Augment Existing Backdrop Plantings / Basalt Chip
- ⑦ Augment Screening Vegetation / Basalt Chip
- Heavily Planted (Existing), Add Compost

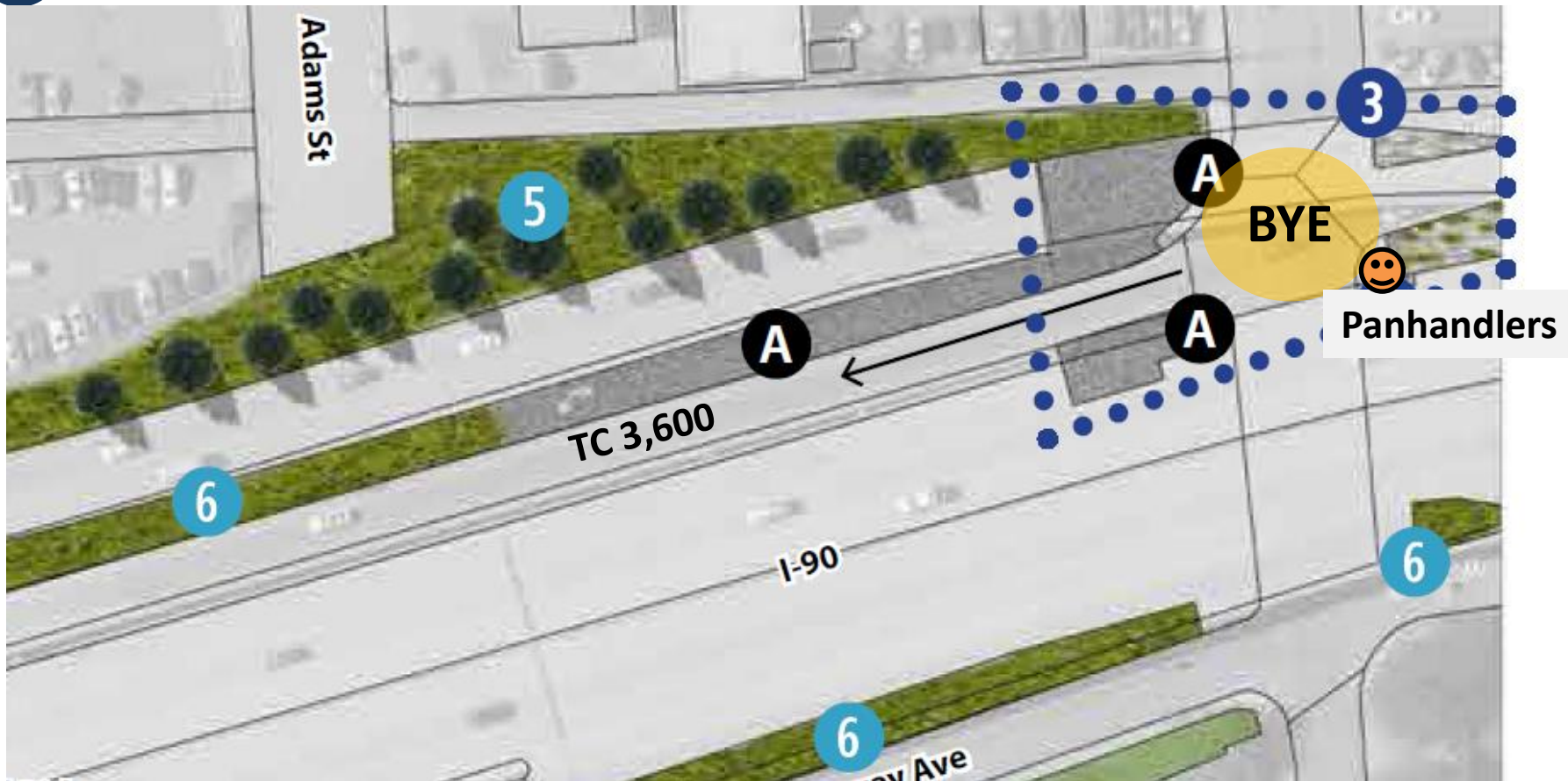


3





### 3 JEFFERSON STREET GATEWAY – preliminary estimate \$100,000



#### Design Priority Areas

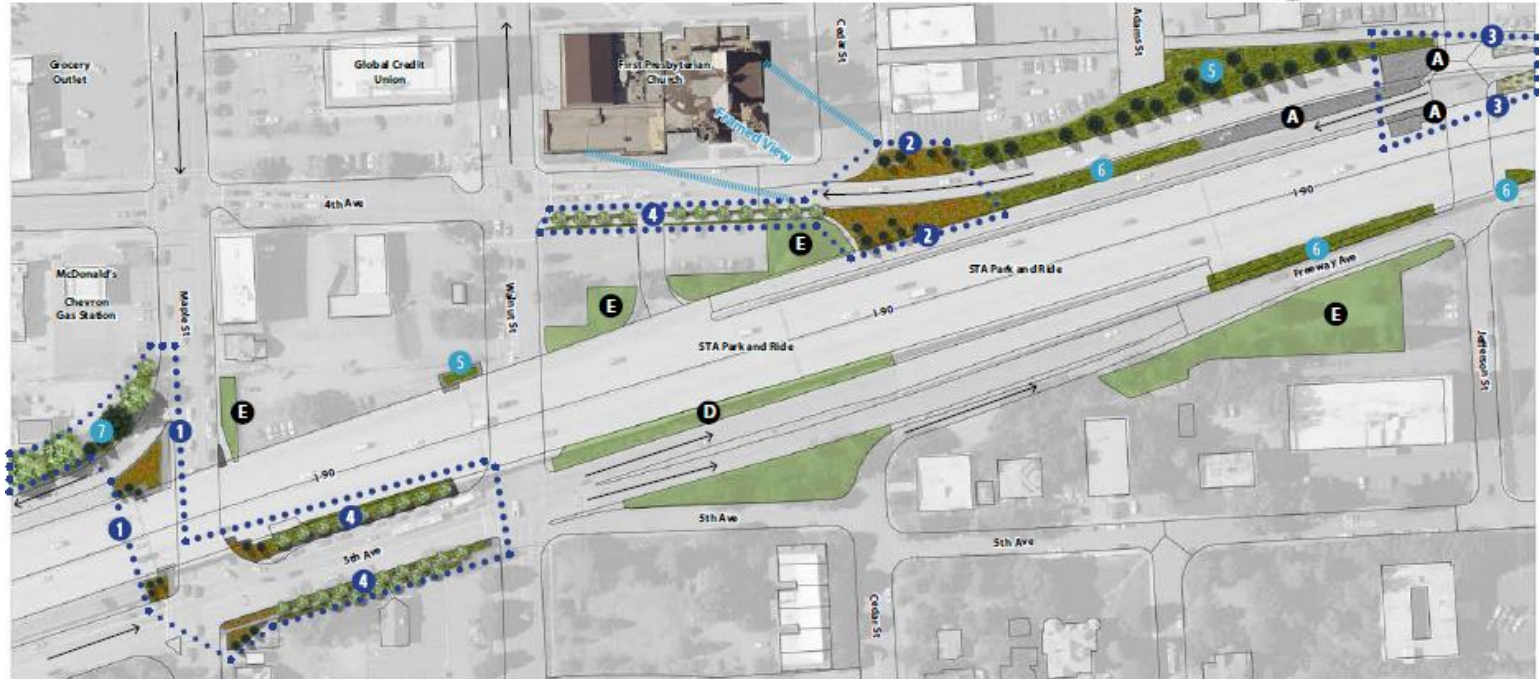
- ① Maple Street Gateway
- ② Walnut Street Gateway
- ③ Jefferson Street Gateway
- ④ Streetscape Improvements

#### Planting and Irrigation Plans

- ⑤ Restore Screening Vegetation/Basalt Chip
- ⑥ Augment Existing Backdrop Plantings / Basalt Chip
- ⑦ Augment Screening Vegetation / Basalt Chip
- Ⓐ Basalt Cobble



# Master Plan completion would include the public in the decision making process including:



- Overall approach
- Focus area boundaries
- Goals and schematic level design solutions in focus areas
- Balancing expectations with budget realities
- Theme
- Phasing priorities





# I-90 Maple to Jefferson, Conceptual Master Plan

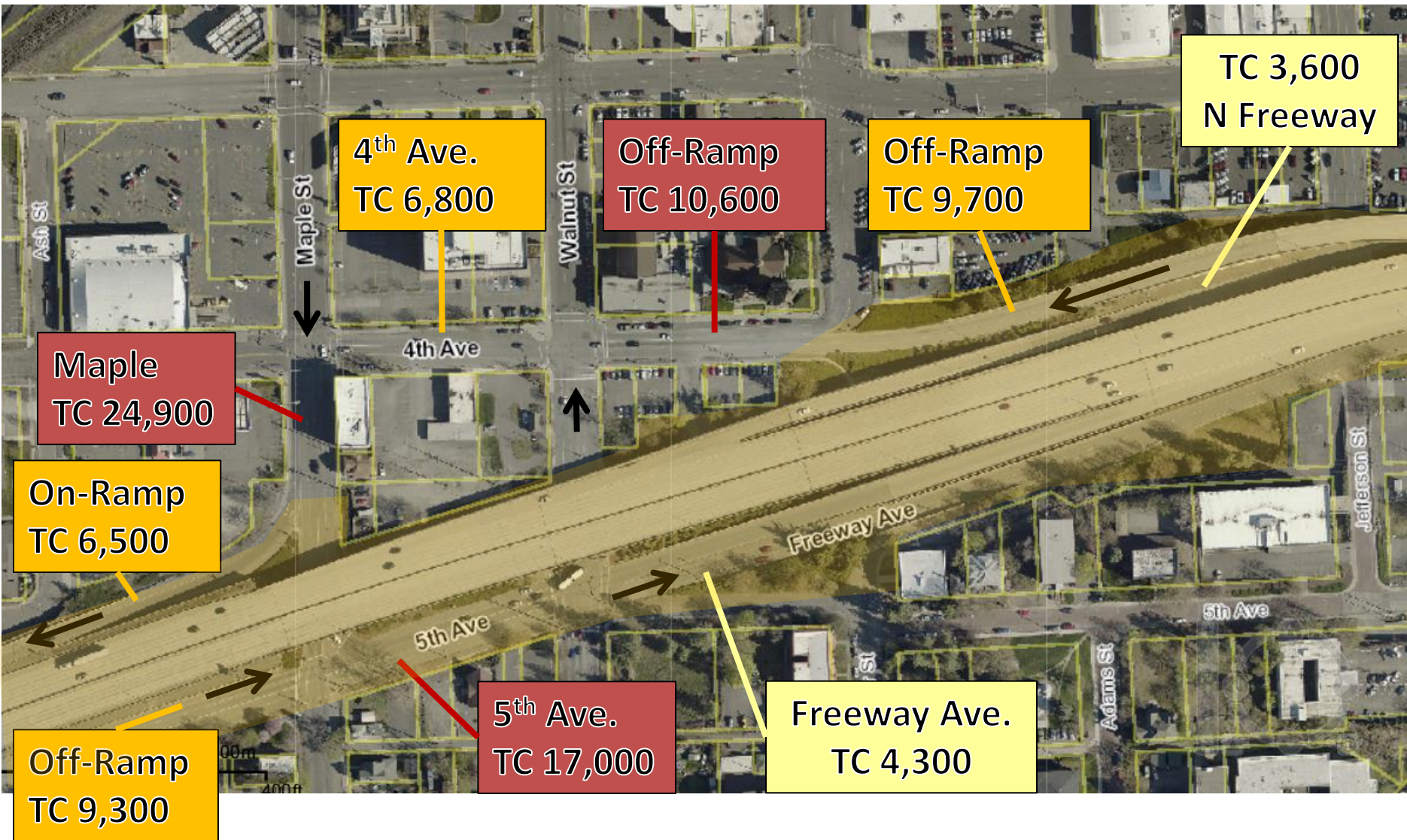
*Preliminary Draft for Discussion Purposes*



Planning & Development Services  
Urban Design Section | 12.15.2016



# 2015 Traffic Counts





# Panhandlers



- 😊 Frequent Panhandlers in Project Area
- 😊 Under Freeway in Project Area
- 😊 Outside Project Area