



I-90 exit/entrance ramps gateways to downtown spokane

Architectural Master Plan
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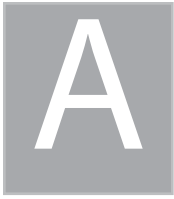
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A: Introduction

Document Purpose

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Background and Strategies

Gateway Map

Key Map - Where These Standards Apply

Downtown Districts

“Themes” or Stories to Tell

Document Purpose

This is a working document intended to establish a common language for architectural and landscape design elements along the corridor regardless of available resources or the scale of future individual proposals.

The document will likely continue to evolve as preliminary designs are developed at Division and Lincoln. Eventually this document will be finalized to serve as a manual of approved elements and expectations for the corridor.

Even after it's been finalized, the degree of specificity in this document will vary amongst elements. For example, it's necessary to be very specific with paint colors, whereas identifying a style of bollards or light fixtures may suffice so long as the color is consistent. Finally, suggestions for accents, lighting and art are included for inspiration but the expectation is that the final proposal will be the result of a creative process that helps build on the “theme” that's been identified for the location.

The initial focus will be on urban design elements at Spokane's downtown exits. But recognizing that many people do not exit I-90 and instead their sole impression of Spokane is based on what they see from the freeway, it would benefit the community to expand this document in the future to include the mainline, bridges and overpasses.

The original version of this document was prepared in 2013 by the City of Spokane Planning and Development Department with the participation and guidance of city leadership and staff representing various departments and agencies as noted below. As implementation of gateway and streetscape improvements are made, updates to this document will incorporate new information and refinements based on lessons learned.

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In 1971 WSDOT spent 1.26 million underneath a 15-block section of I-90 between Maple and Division. In 2013 this would equal well over 7 million dollars. While in recent years the corridor has been neglected and has fallen into disrepair, many portions are in good condition and simply in need of restoration and enhancements.

Strategies

1) Restore. Clean, restore, maintain and build upon the existing framework.

2) Create environments rather than disconnected elements. Each gateway should be designed as a cohesive environment. Individual features within each gateway should build on the shapes, patterns, and theme for that gateway. Designs should consider potential locations for future wayfinding signage.

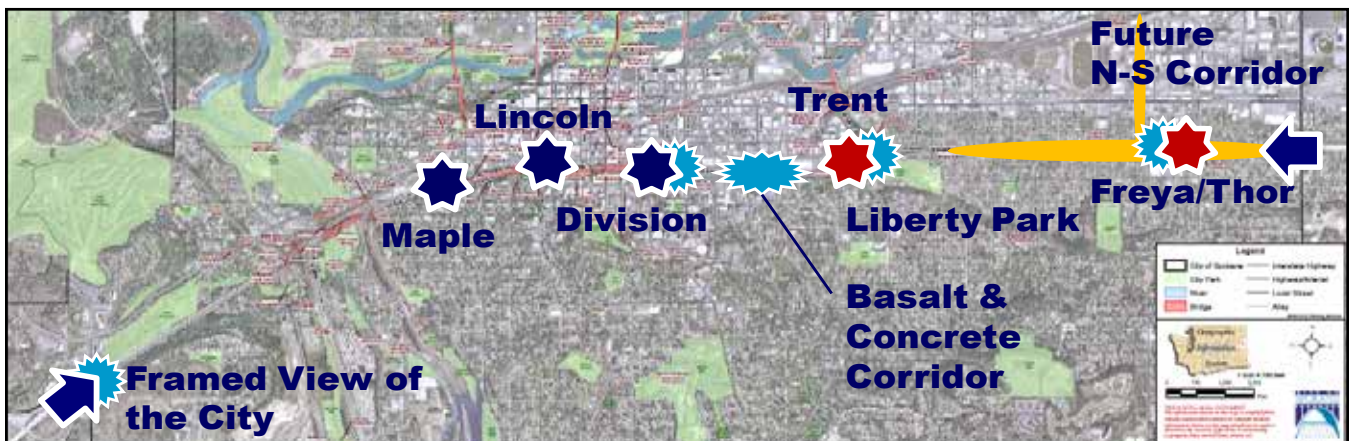
3) Create unity. This “kit of parts” will help establish a design language for architectural and landscape elements. It will help standardize expectations for items such as walls, color, fencing, and light fixtures. The intent is to complement the existing freeway structure while taking inspiration from Spokane’s landmark buildings, parkways and significant landscapes.

4) Set the stage for diversity. Art or other special emphasis features may be used to build on “theme” concepts for each gateway. As an example, Division might center on a theme such as the Spokane River in which case individual art pieces would be commissioned to help tell a story about the river. Whereas the Lincoln exit might center on another theme such as downtown shopping, music and theater. A “Public Art Plan” for individual proposals can be submitted to WSDOT and the City of Spokane Planning Department for approval. Once they’ve been defined, the adopted “theme” for each gateway will be noted in this document.”

5) Partnerships. Foster shared responsibility for the appearance of Spokane’s gateways between private property owners, the City of Spokane, the Downtown Spokane Partnership and Washington State Department of Transportation.

6) Coordination. The City of Spokane Planning & Development Department will serve as the first point of contact for future design proposals or questions affecting the city’s gateway areas. Planning & Development will coordinate with other agencies and the community as applicable. In addition, the Planning & Development Department must be advised of any maintenance work that may potentially change the aesthetics of the gateways.



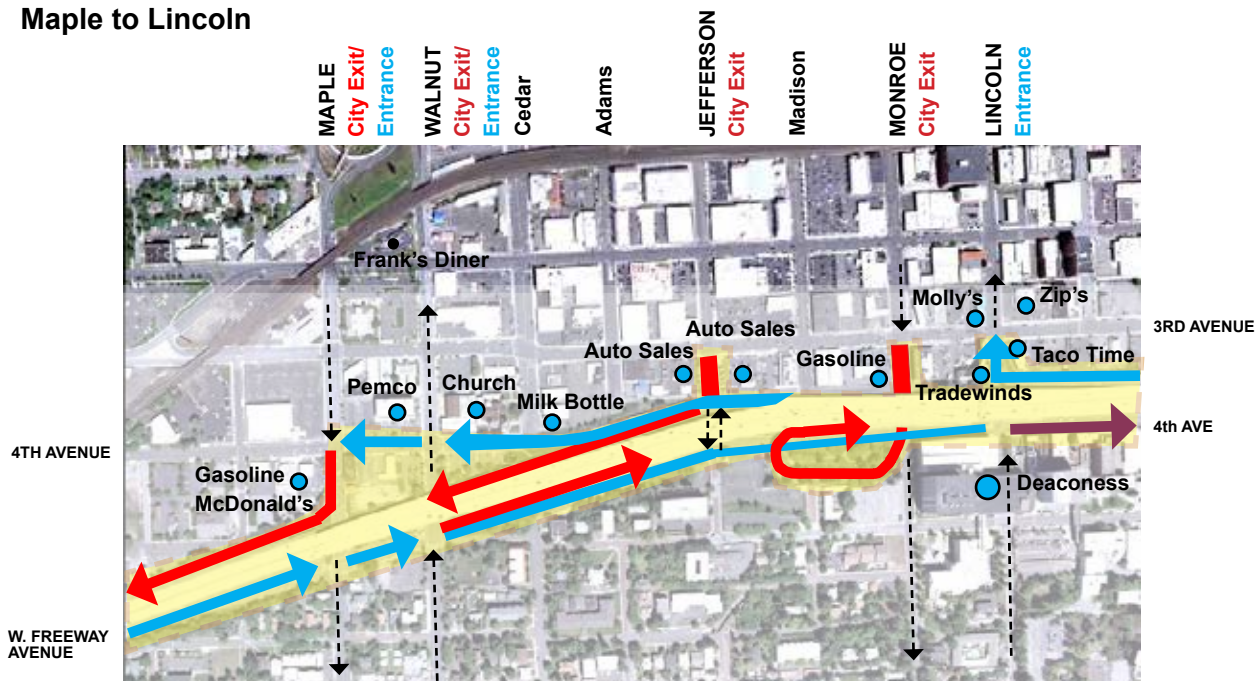


The three downtown exits are indicated with blue stars. Enhancement of the entire freeway experience within the city limits would be desirable in the future.

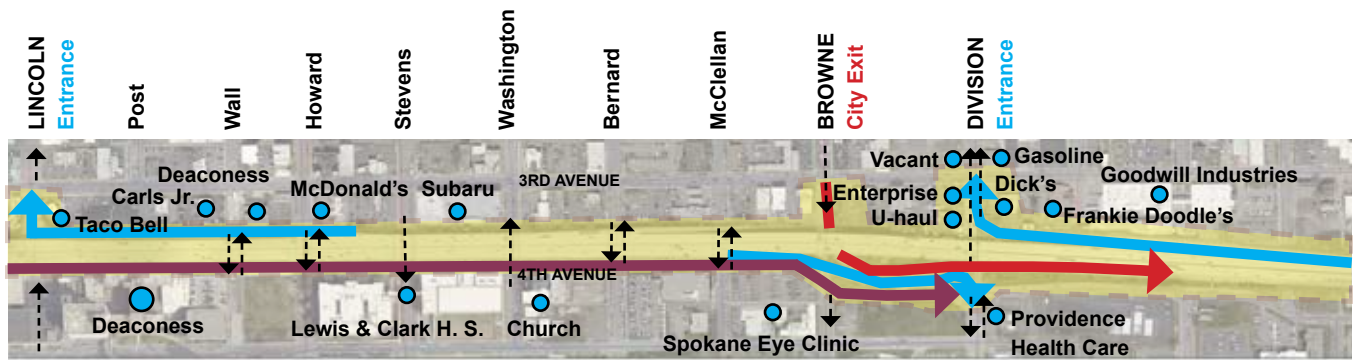
Key Map - Where These Standards Apply

These standards apply under the freeway viaduct from Maple to Division, downtown Spokane exit/entrance ramps, and both sides of each gateway street between the viaduct and the first intersection. Gateway streets are Maple, Walnut, Jefferson, Lincoln, Browne and Division as well as W. Freeway Avenue/4th Avenue. Owners of properties and businesses with frontage along or across the street from these areas are encouraged to use these guidelines as a resource for helping build a more welcoming environment.

Maple to Lincoln



Lincoln to Division



Downtown Districts

Designating a theme for each gateway will help the city, individual property owners and businesses join efforts to create a consistent image based on the city's character and history. Art and creative accents that contribute to the theme identified for each corridor are encouraged.

Division

Westbound Exit leads north to the University District, Convention Center, Downtown Core and Riverfront Park.

Eastbound Exit is an entry either into Downtown, or to the South Hill Medical District.

The theme for Division is the Spokane River. See page 10.

Lincoln

A gateway north into the Downtown Core through the Davenport Arts District.

Potential themes for Lincoln might be shopping, theater, art, music (Davenport Arts District) or the city's western heritage and railroad history. See pages 11-12.*

Maple/Walnut

Walnut is the most efficient exit for accessing downtown automobile dealerships. The street leads north to the Downtown Core or Maple Street Bridge.

Maple leads south to the South Hill.

Potential themes for might be the city's system of parks and boulevards or the city's western heritage and railroad history. See page 11.

“Themes” or Stories to Tell

Spokane is *a community thoroughly engaged with a wild and scenic river.*

The theme for the Division entrance is the Spokane River. Art, landscape and accent features in the public right of way will help tell the story of the city's relationship to the Spokane River. Adjacent businesses and property owners are encouraged to consider following through on this theme.



Images from elsewhere



Potential “Themes” or Stories to Tell

Spokane is a western city at the edges of the Rockies and the Palouse. The railroad and surrounding natural resources helped shape the city’s form and culture. This may be an option to consider for creating a storyline at either the Maple or Lincoln gateway.



Sunburst motif at the Spokane club designed by Kirtland Cutter (top left).



Kirtland Cutter and Karl Malmgren designed the ornamentation on the Monroe St. Bridge. Bison skulls and covered wagon pavilions represent the west, chain railing was intended to convey a sense of strength and continuity. The original concept included a Spokane Indian and canoe motif (left).



Images from elsewhere



Spokane is a vibrant city as exemplified by the Davenport Arts District. Art, music, drama, shopping, restaurants, lounges, color, places, lights, action.

This could lend inspiration for a “theme” at the Lincoln St. exit.





B: Character and Inspiration

Architectural and Landscape Character

**Other Considerations - Accents
Screens, Signs, Art**

Spokane is “Near Nature - Near Perfect”

The I-90 freeway and exit ramps make a statement about this community. It is a goal for these areas to tell a story about the city’s characteristics and what residents value.



Overarching Goals to Create Unity

The architectural and landscape character for all exits should convey an image that is substantial, lasting, straightforward, and authentic to Spokane. All architectural eras are embraced. A classic timeless style that responds elegantly to local geology and climate is preferred for new construction.

Spokane is brick, basalt, granite. Big pines.



Materials. Stone walls, basalt outcrops, red brick accents, heavy timbers, granite curbing, dark metalwork, accent plants against a backdrop of native grasslands and big pines.

Colors. Natural earth tones to blend with wood, brick, and basalt.

Patterns. Heavy lines - horizontal/vertical; Fine lines or mesh - diamond or horizontal/vertical.

Accents. Architectural detailing, art, special plantings.

Scale and Simplicity of Form. Broad, sweeping gestures should be used in response to the large scale of the freeway. Avoid details or small patterns except in select locations dedicated to pedestrians.



Accents can be used for diversity and to build on theme. The images on these pages are ideas for consideration; however any proposed accent elements and materials must be reviewed by the Planning and Development Department and may require submittal of a Public Art Plan to WSDOT.

Screens



Fabric



Painted Wood or Concrete



Glass Panels



Lighted Glass Panels

Screens



Perforated Sheet Metal

Signage



Art





C: Walls

Restore Basalt Walls and Outcrops

Concrete Block Walls

Green or Living Walls

Jersey Barriers

Aesthetic Traffic Barriers

Basalt Walls

This section identifies expectations and approved options for barriers, new walls and options for enhancing existing walls.

Other wall styles may be submitted for review and approval to the City of Spokane Planning and Development and Washington State Department of Transportation.

Restore Basalt Walls and Outcrops



Basalt is an important characteristic of Spokane. Basalt's natural beauty can be enhanced with a Parmeon treatment. Likewise, basalt veneer walls found both on the mainline and underneath the freeway can be restored. See the appendix for information on how to restore Parmeon to WSDOT standards.

Concrete Block

The Parks Department currently has 300 units. However, approximately 1000 units are needed for repairs. It is possible to purchase new units through special order and stockpile the excess for future repairs. Or, another treatment may be desirable.



Green or Living Walls

Green walls are a relatively graffiti proof method for improving the visual quality of blank walls. Use diamond or square mesh; galvanized or black coated. Patterns and colors should not be mixed in areas that are visually contiguous.



An example of where this type of treatment might be appropriate.



Jersey Barriers

When used, Jersey barriers should be painted charcoal. See paint color palette.

Aesthetic Traffic Barriers

An alternative to Jersey barriers. Please reference the Federal Highway Administration Concurrence Letter (see appendix) to the California Department of Transportation that approves the use of various textures and patterns on concrete highway barriers. For supplemental information go to http://www.caltrans.ca.gov/hq/LandArch/barrier_aesthetics/index.htm.

Standard Aesthetic Barrier

Cast in place stamped concrete with texture and pattern similar to the basalt veneer used on the I-90 main line. Utilizing both integral color and surface stains will provide the most natural appearance. The design for these walls should make provisions for repair and maintenance; both structural and aesthetic.

Single Slope Modified Concrete Barrier - based on WSDOT Standard Plan C-80.40

Concrete Form Liner - Architectural Polymers Valley Forge Fieldstone #912 or similar.

Stain Colors - the combination used at Huntington Park as described below, courtesy of Land Expressions, LLC, or similar.

Increte Systems “Stone Essence Concentrated Transparent Concrete Stain.” A concentrated concrete stain which penetrates existing concrete surfaces & produces a variegated surface.

Apply “Walnut” as a base coat, covering the entire wall – mix 1 quart of concentrate with water to make 1 gallon of solution.

Apply “Black” as an accent color. Mix 1 quart of concentrate with water to make 1.5 gallons of solution.

The product covers 200-300 sf per mixed gallon. Coordinate with the manufacturer to determine the appropriate sealer.

Integral Color - is preferred. Once a standard has been identified it should be included in this document.

Note:

The City of Spokane has established a 10’ Clear Zone from the edge of the travel lane for any fixed object. However, approved traffic barriers may be located within this clear zone.



Match basalt veneer walls on main line.



Texture, integral color, and surface stain.



Standard Aesthetic Barrier and planter on Division. Texture and surface stain.



Standard Aesthetic Barrier with decorative accent rail on Division.

Basalt Walls

Decorative walls for use outside required clear zones. Genuine basalt is preferred except when it is necessary to use a traffic barrier, and especially in areas adjacent to pedestrian walkways. Once a prototype has been approved, designs and specifications should be included in this document.



Recently installed basalt wall at Riverfront Park.



Recently installed basalt wall at Kendall Yards.



Basalt wall, column and sculpture at 4th and Division Street. Stone sizes range from 2" x 4" depth to 8" x 4" depth, gray mortar.



D: Paint Color

Color Palette

Key Plan

An interesting and purposeful color application will show that new attention is being focused on the freeway area. In addition, standard colors must be adopted for graffiti control to avoid the patchwork effect of the past.

Colors have been selected from the Federal Standard 595B Palette in order to maintain a consistent color regardless of supplier. Additional colors from this palette may be added in the future after approval by the City of Spokane Planning & Development Department and Washington State Department of Transportation.

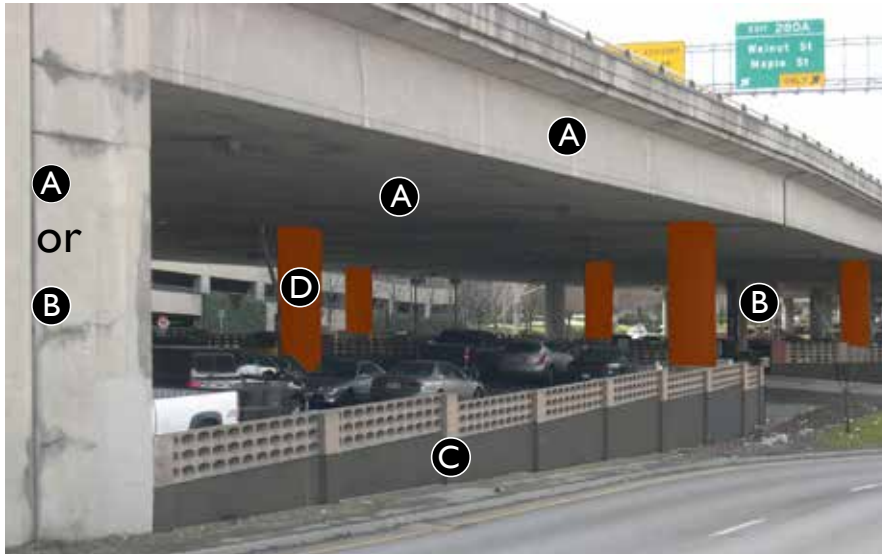
Adjacent property owners and parking lot managers are encouraged to please utilize this color palette for graffiti control. **IMPORTANT:** use concrete stain, **DO NOT** use latex paint on the freeway structure. Please see the appendix for WSDOT paint specifications.

Color Palette

Stain colors have been selected to accent and enhance existing brick, stone and concrete. In the future, it may be desirable to add complementary colors and/or designate a color for the underside of the freeway deck.



Key Plan



Lincoln Street Exit

Color A: beams, underside of freeway deck, abutment walls and panels that have not been tagged may be left natural concrete color. For tagged panels use Color B or Washington Gray. All visually contiguous panels must be stained the same color.

Color C: wall base and Jersey barriers. If it is necessary to paint CMU vertical dividers, all visually contiguous dividers should be painted (otherwise leave natural color).

Color D: first row of columns (“accent columns”) on either side of Lincoln and other exit/entrance ramp streets - colored full height of columns.

Color E: all columns except “accent columns” - may color up to ten feet or as needed for graffiti control. In the future, these columns should also be colored to full height as resources allow. If Washington Gray is chosen, it must be applied to all columns between bordering streets.



Example of adjacent private property owners electing to coordinate with the adopted color scheme.

Color C: building base.

Please see “Notes” on following page.

Lincoln Street Exit

Key Plan

A

A - PRIMARY SURFACES, UN-STAINED NATURAL CONCRETE 60-70%

When necessary to temporarily cover, rather than remove graffiti, use WSDOT color "Washington Gray." PLEASE NOTE THAT AN EXACT MATCH WITH EXISTING CONCRETE IS HIGHLY UNLIKELY.

B

B - SECONDARY SURFACES & PREVIOUSLY PAINTED CONCRETE 30-40%

Federal Standard Color Number 30099 Dark Brown - Concrete Stain. (-OR- Washington Gray.

C

C - ACCENT COLOR

Federal Standard Color Number 26122 Charcoal - Concrete Stain.

D

D - ACCENT COLOR

Federal Standard Color Number 20152 Deep Red-brown - Concrete Stain.

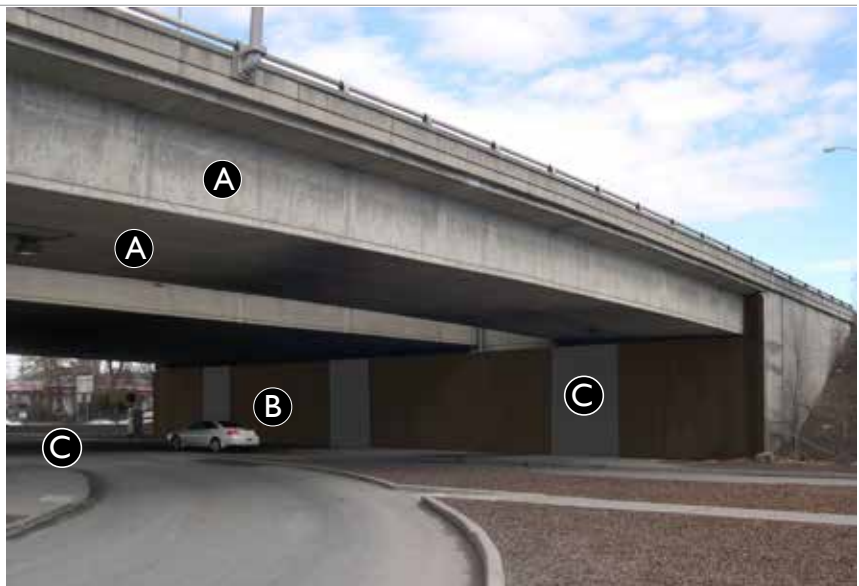
E

E - ACCENT COLOR

Federal Standard Color Number 37769 Sandstone - Concrete Stain (-OR- Washington Gray).

NOTES:

1. Do not use a latex paint on WSDOT structures.
2. The Federal Standard color number is intended as a reference for hue, and is not intended as a reference for luster.
3. All paint and stain shall conform to WSDOT 2010 Standard Specifications Section 9-08. See appendix.
4. Galvanized drainage pipes shall not be colored.
5. No additional color on exposed aggregate except when necessary for temporary graffiti control.



Division Street Exit

Color A (natural concrete): beams and underside of freeway deck (it may be desirable to paint these areas an accent color in the future).

Color B: main panels at undercrossing. The "sandstone" color will be phased out. All visually contiguous panels must be stained the same color.

Color C: Jersey barriers & temporary touch up on exposed aggregate.

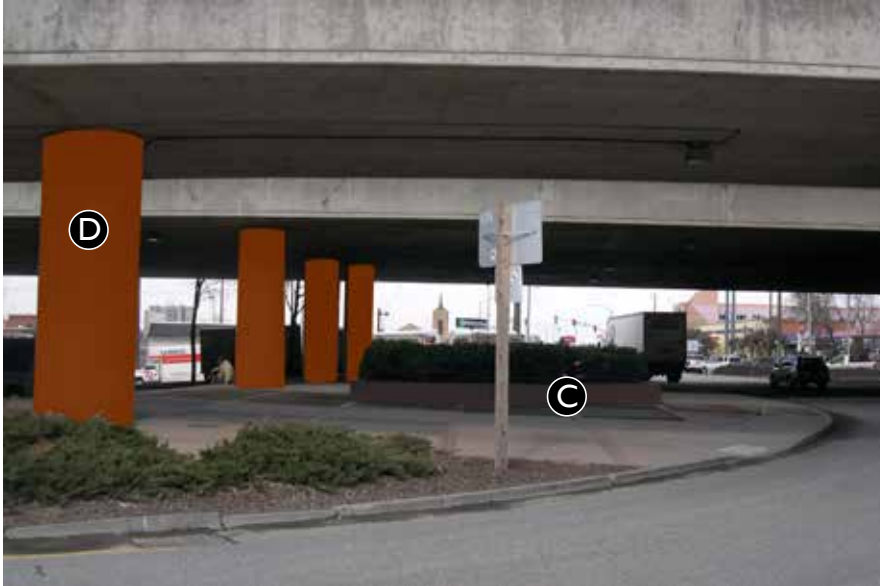


Division Street Exit

Color A: panels that have not been tagged may be left natural concrete. Otherwise, use Color B. When stained, all visually contiguous panels must be the same color.

Color C: Jersey barriers & temporary touch up on exposed aggregate.

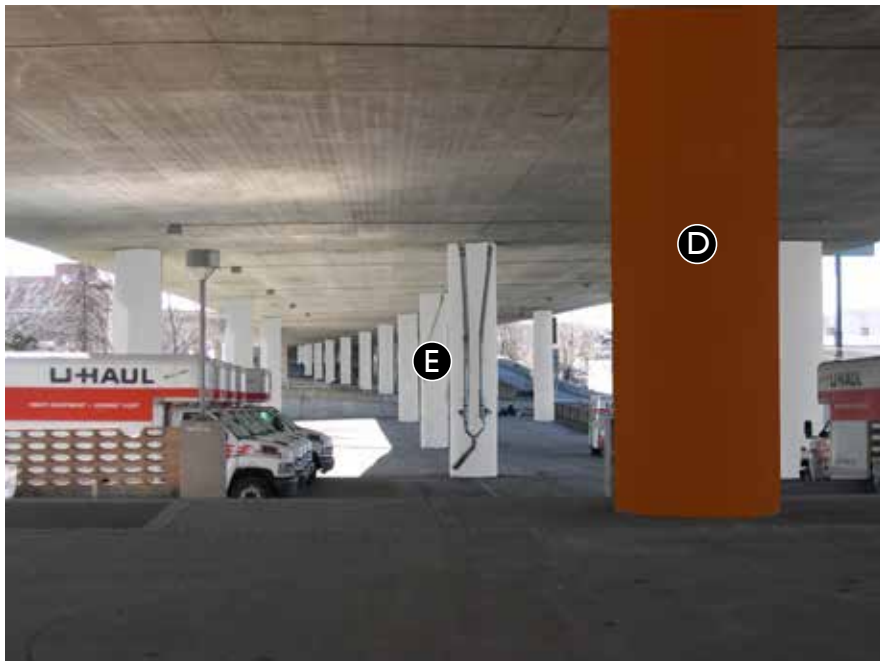
Key Plan



Division Street Exit

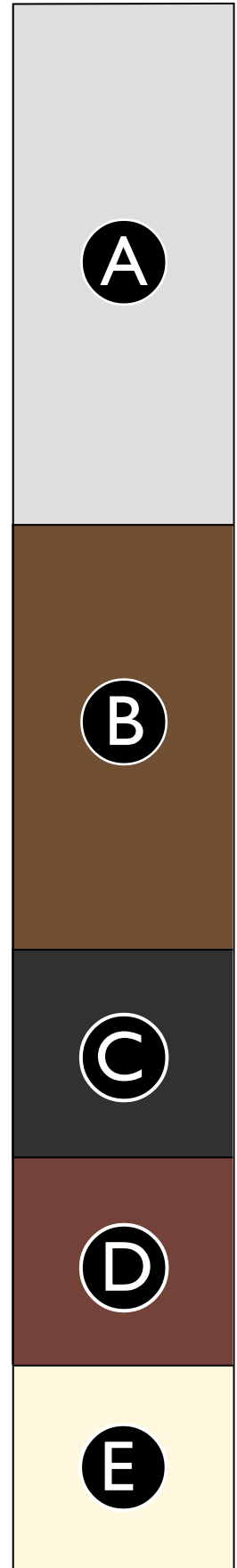
Color C: when brick has been tagged. Otherwise brick may be left natural.

Color D: first row of columns (“accent columns”) adjacent to Division and all other freeway entrance/exit streets. Color full height of columns.



Division Street Exit

Color E: all columns except red-brown “accent columns” - may color up to ten feet or as needed for graffiti control. In the future, these columns should also be colored to full height as resources allow. If Washington Gray is chosen, it must be applied to all columns between bordering streets.



Color Alternatives - DIVISION EASTBOUND



Current “sandstone” color.



Alt. 1 - “concrete” color.

-OR-



Alt. 2 - “deep brown” color.

(SIMILAR TO BROWN USED IN HUNTINGTON PARK).

Photoshop simulations, colors approximate final appearance.

Current “sandstone” color.



Alt. 1 - “concrete” color.



-OR-

Alt. 2 -“deep brown” color.

(SIMILAR TO BROWN USED IN
HUNTINGTON PARK).



Photoshop simulations, colors ap-
proximate final appearance.

Color Alternatives - LINCOLN WESTBOUND



Current “sandstone” color. Not a simulation, this image was taken after this corridor had been freshly painted.



Alt. 1 - “concrete” color.



Alt. 2 - “deep brown” color.

(SIMILAR TO BROWN USED IN HUNTINGTON PARK).

Unless otherwise noted, these are photoshop simulations, colors approximate final appearance.

Current “sandstone” color.



Alt. 1 - “concrete” color.



Alt. 2 - “deep brown” color.

(SIMILAR TO BROWN USED IN
HUNTINGTON PARK).



Photoshop simulations, colors approximate final appearance.



Alt 1 - Maintain current “sandstone” color, paint to full height as resources allow per kit of parts.



“Sandstone” color full height.

Photoshop simulations, colors approximate final appearance.

Alt. 2 - “concrete” color. Phase out sandstone by repainting entire base up to 10’ as needed for graffiti control.



Photoshop simulations, colors approximate final appearance.



This section applies to city streets from exit ramps to first intersection.

Many existing sidewalks under the freeway still include brick accents from the 1974 update. Existing narrow sidewalks could be retrofitted with bollards or low rails to help designate and enhance travelways intended for pedestrians. Please submit plans for proposed bollards, rails and paving to the City of Spokane Planning and Development Department.

E: Sidewalks

Bollards

Paving

Tree Grates

Low Pedestrian Rails

Bollards

If bollards are used, select a traditional style in black color that coordinates with downtown's traditional style light poles.



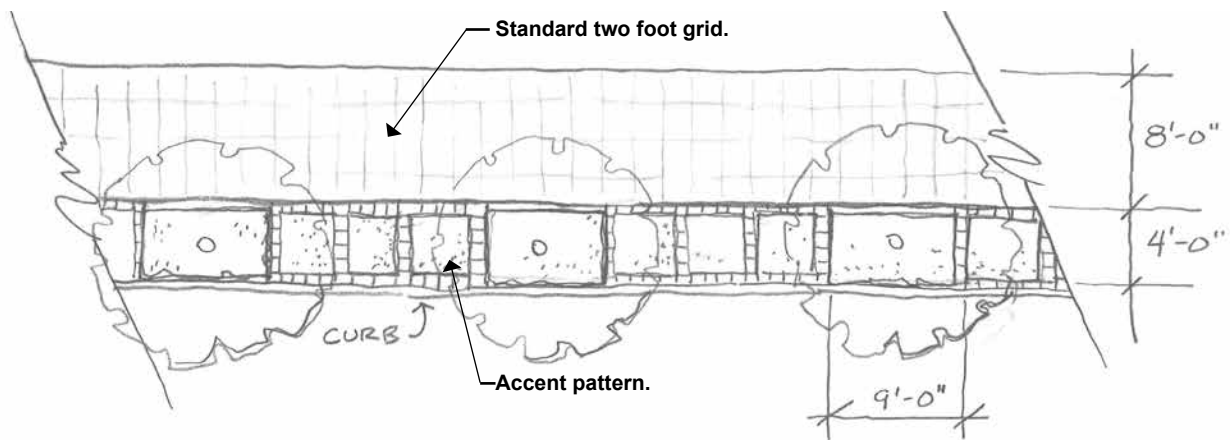
Example of bollards at curb edge in Philadelphia.

Paving

Any new sidewalks to be installed from the freeway structure to first intersection should be one of the following: 1) patterns and materials that are consistent with, or complementary to, WSDOT's 1974 installation; 2) the downtown standard two foot, standard sidewalk color and float finish pattern; 3) a combination of the two using the two foot standard on the clear walking path.



Samples of the 1974 WSDOT sidewalks.



Example of how a standard 12' sidewalk with street trees might combine a two foot standard grid on the 8' clear walkway with accents on the 4' pedestrian buffer strip.

Tree Grates

When tree grates are used, select downtown Spokane's custom tree grates in a black finish (powderblasted and baked on enamel). These grates feature the Monroe Street Bridge and a sunburst element designed by renowned local architect Kirtland Cutter. They are available through Hern Iron Works Recycling & Foundry, 208-765-3115.



When tree grates are included as part of a new sidewalk installation, use structural soils under the sidewalk as one means for protecting tree health and providing access to uncompacted soils (100 cu ft required at 3'-0" max. depth).

Low Pedestrian Rails

Where sidewalk width is limited and pedestrian traffic relatively high, low rails can help define pedestrian space.



Example of a low rail adjacent to 5 lanes of fast moving traffic in Seattle.

F

Light Fixtures

Please refer to Chapter 1040 Illumination of the WSDOT Roadside Design Manual, <http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm>.

Light fixtures must be black in color.

F: Lighting

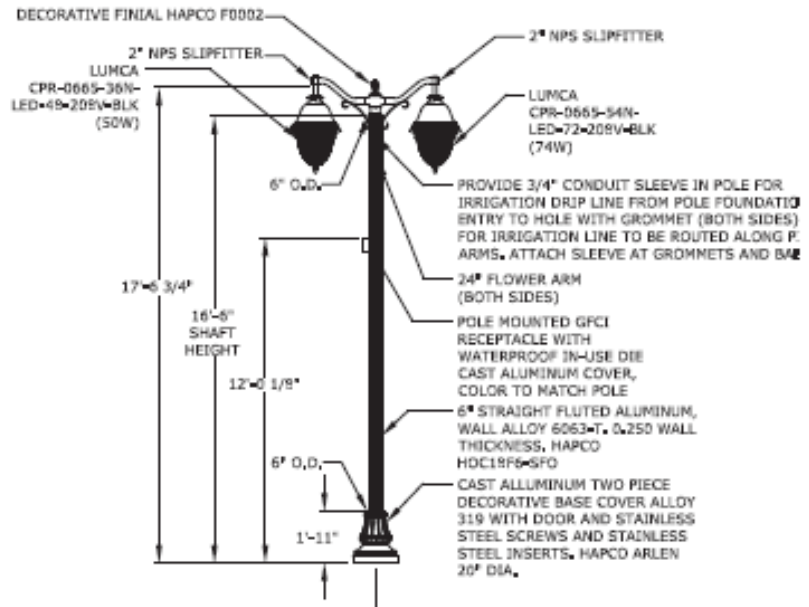
Light Fixtures

Special Lighting



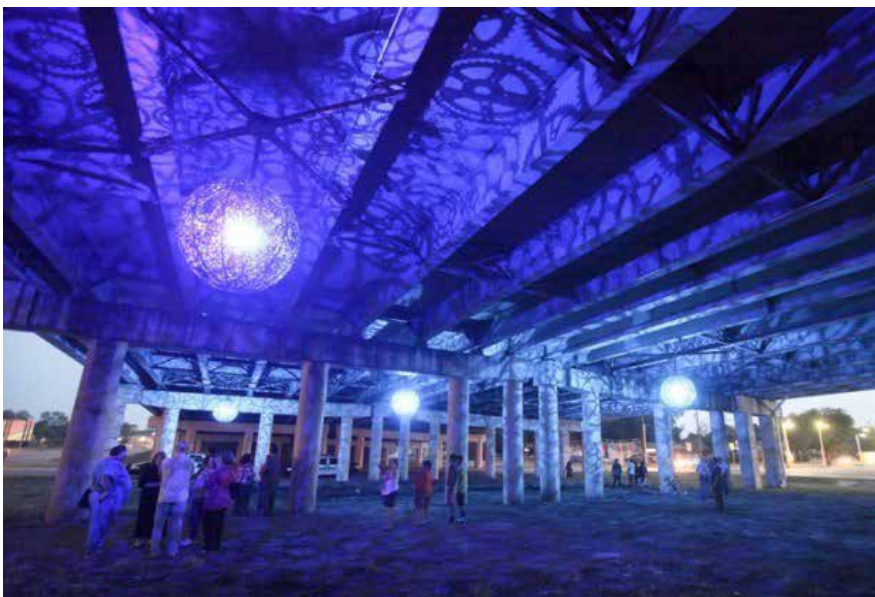
“**Transitional Series**” pedestrian light fixtures by Lumca at I-90 and Division Street .

Street light fixtures must 1) allow for the installation of hanging baskets or banners; 2) use the Spokane CBD Lighting Project “Traditional Series” fixtures by Lumca (see drawing on the right). **Except on Division Street** use “Transitional Series” fixtures (see photo on opposite page).



Special Lighting

Special lighting can greatly enhance pedestrian activity under freeway viaducts. Light is increasingly being used as an art form or medium that can redefine the character, mood, form and quality of these places. This treatment is recommended for the City of Spokane's undercrossing areas and other under freeway facilities. Good candidates for colored lighting underneath the freeway include abutment walls and columns painted in a sandstone color.



Images from elsewhere.



G: Fencing

Right of Way Security and City Streets

Quality materials are critical for projecting a desirable and welcoming impression. Whereas inexpensive materials, chain link, and razor wire create an inhospitable or even hostile image.

Fencing materials are important for setting the desired tone at the city's front entrances.

Right of Way Fencing

New fencing should be 3/8" black vinyl coated chain link.



Security and City Streets

Chain link is discouraged at street level. Black wrought iron style is preferred, similar to the fence installed at 3rd and Division (see image on the right).



3rd and Division Street (Ameristar Fence Co., model 'Montage plus').



H: Landscape

Goals

Rocks, Mulches and Weed Barrier

Tree List

Tall Shrub List

Low Shrubs, Perennials, Groundcovers
& Grasses

Landscape - Goals

The plant list and guidelines are intended to help set a framework for planting plans that fit with the Spokane region's natural landscape character and help tell the story of the region's culture, climate, hydrology, and geology. These guidelines are applicable to the main line, exit ramps, and city streets from the exit ramps to the first intersection.



Idea from elsewhere. Vegetation at the skyline through Mercer Island.

Guidelines

- a. On the mainline and exit ramps, WSDOT prefers native plants to the greatest extent practical.
- b. While native plants are preferred on the exit ramps, there may be some blending in these areas with trees from the City's street tree program and other non-native plants to transition into the urban environment.
- c. To respond to the scale and speed of the freeway, plants should be massed and/or large species used where space is available.
- a. Wherever possible, native trees and rock should form the edge of the skyline.
- b. Group plants according to soil, water, and sun requirements.
- c. Select plants for seasonal interest.
- d. Safety. Locate plants where they will provide desired aesthetics and screening, while avoiding the creation of hiding places. A good rule of thumb in exit ramp areas is to maintain a vertical clear zone between 3' and 8'. A 3' to 8' clear zone is required on city streets between curb and sidewalk and at intersections (see the City's clear zone requirements).
- e. Except in special focus areas, plant groupings should be set 3 to 5 feet from the curb to avoid winter damage. Basalt rock should be used as mulch between curb and plant groups.
- f. Good soil is critical to plant health. 3 inches of compost should be incorporated into the top 8 inches of soil throughout the planting beds. Or, amend planting beds with compost as necessary to ensure 10% organic matter.
- g. Plant implementation plans should include provisions for maintenance during the first 5-7 years, for weed control while plants are getting established and closing their canopies.

Other Considerations

- h. Snowplows typically deposit snow alongside the roadway up to 6' behind the curb.
- i. Deicers. Both the City of Spokane and WSDOT use forms of salt. *For informational purposes, plants that in limited studies have shown to be relatively salt tolerant are noted with an asterisk *.*
- j. Plant species other than those included in this manual may be recommended for consideration to WSDOT and the City of Spokane Planning & Development Department.

Basalt Boulders, Walls and Columns. Each jurisdiction in Spokane County will incorporate a different rock as a signature element of their gateway features. For example, the City of Spokane Valley's entry features include river rock. The City of Spokane will utilize basalt. Below are examples of how local basalt has been used elsewhere on Spokane's system of parks and parkways.





1" to 2" Crushed Basalt Rock

Dark charcoal basalt is the primary groundcover along exit ramps and City streets to the first intersection. Install at 4" depth.



3" to 5" Basalt Cobble

Dark charcoal basalt cobble is a secondary groundcover along exit ramps and City streets to the first intersection and is used for contrasting texture and where needed to discourage people from standing, walking or driving. Install at 6" depth.

Compost

A layer of compost, 1"-2" deep, should be applied over the root zones of accent plants every spring to reduce water consumption and improve soil and plant health. If bark is used instead, it should be limited to areas around root zones.

Weed Barrier

See WSDOT approved geotextile - Permanent Erosion Control under "Useful References" in the Appendix. Or, nonwoven geotextile filter fabric: spunbond polypropylene or polyester fabric, 3 oz./sq. yd. minimum.

Main Line and Exit Ramps

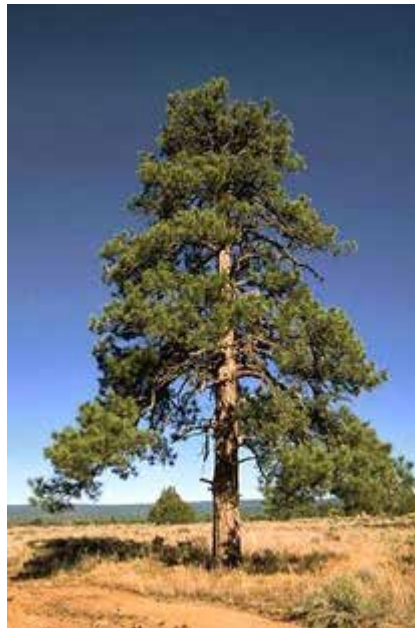
WSDOT prefers native trees to the greatest extent practical on the mainline and ramps. The trees shown on this page have been used by WSDOT on other projects in this region. Ponderosa, Douglas fir and juniper are adapted to dry environments. Aspen and birch require moist environments. Austrian pine is adaptable but prefers some moisture.

Exit Ramps

While native trees are preferred, there may be some blending with the City's street tree program to transition into the urban environment.

City Streets from Exit Ramp to First Intersection

For street trees on City streets please consult the Urban Forestry Department's Approved Street Tree List at spokaneurbanforestry.org.



*Ponderosa Pine *Pinus ponderosa*



Paper Birch *Betula papyrifera*



Douglas Fir
Pseudotsuga menziesii var. *glauca*



*Quaking Aspen *Populus tremuloides*



Rocky Mountain Juniper
Juniperus scopulorum



Austrian Pine
Pinus nigra - non-native



Douglas Maple *Acer glabrum*



Oakleaf Sumac *Rhus trilobata*



Common Lilac *Syringa vulgaris*



Smoketree *Cotinus coggygia*

Main Line and Exit Ramps

WSDOT prefers native plants to the greatest extent practical on the mainline and ramps. Native species that have been used on other WSDOT projects in the Spokane area include the following:

SUN TO PART SHADE

Serviceberry *Amelanchier alnifolia*
 Douglas Hawthorn *Crataegus douglasii*
 Mock Orange *Philadelphus lewisii*
 Mallow Ninebark *Physocarpus malvaceus*
 Golden Currant *Ribes aureum*
 Nootka Rose *Rosa nookana*
 Wood's Rose *Rosa woodsii*
 Red Osier Dogwood *Cornus sericea* -
 moist to wet soil
 Blue Elderberry *Sambucus cerulea*
 *Snowberry *Symphoricarpos albus*

PART SHADE TO SHADE

Douglas Maple *Acer glabrum* - prefers
 shady damp areas
 Tall Oregon Grape *Mahonia aquifolium*

Exit Ramps

While native plants are preferred, there may be some blending with non-native plants listed below to transition into the urban environment.

SUN TO PART SHADE

Smoketree *Cotinus coggygia* - ok in dry
 rocky sites.
 *Burning Bush *Euonymus alata*
 *Russian Sage *Perovskia atriplicifolia*
 Scarlet Firethorn *Pyracantha coccinea* (E)
 Oakleaf sumac *Rhus trilobata*
 Common Lilac *Syringa vulgaris*

SUN TO PART SHADE



Tall Oregon Grape
Mahonia aquifolium 3' to 6' tall



*Miss Kim Lilac
Syringa patula 'Miss Kim' 4x4



Otto Luyken Laurel (E)
Prunus laurocerasus 'Otto Luyken'
4x4



*Compact Burning Bush
Euonymus alata 'Compacta' 5'x5'



Andropogon gerardii 'Indian
Warrior' 5' to 6' tall



*Karl Foerster' Feather Reed Grass
Calamagrostis acutiflora 3' to 4' tall



Great Basin Wild Rye
Elymus cinereus 2' to 5' tall

Low Plants (Under 3' Tall)

SUN TO PART SHADE



Bluechip Juniper (E)
Juniperus horizontalis 'Blue Chip' or
'Blue Star'



Oregon Grape (E)
Mahonia repens (1') - or -
Mahonia aquifolium 'compacta' (3')



*Kinnikinnick (E) (Native)
Arctostaphylos uva-ursi



Goldmound Spirea *Spirea x bumalda*
'Goldmound' or 'Goldflame'



*Roseglow Barberry
Berberis thunbergii 'Rose Glow'



*Alpine currant *Ribes alpinum*
Excellent hedge



Blue Fescue *Festuca glauca*



*Dwarf Fountain Grass
Pennisetum alopecuroides 'Hameln' - 2'



Blue Bunch Wheatgrass (Native)
Pseudoroegneria spicata - 1' to 2.5'
WA State Grass

SUN TO PART SHADE



Daffodils *Narcissus*
Spring bloom



Salvia *Salvia species* June-September



Blanket Flower *Gaillardia aristata*
May-September 18-24" (Native)



Dwarf Russian Sage
Perovskia atriplicifolia 'Little Spire'
July-September – 14" ht.



Black-eyed Susan
Rudbeckia hirta
July-October



*Stella d' Oro Daylily *Hemerocallis*
Late spring-summer bloom
12"-18" ht.



Hidcote Lavender
Lavandula angustifolia 'Hidcote'
July-September – 14" ht.

SHADE TOLERANT



(Native) Mountain Huckleberry (E)
Vaccinium membranaceum



*Alpine currant *Ribes alpinum*
Excellent hedge



Astilbe - mass plantings

Astilbe sp.

Look for 3' tall, long summer bloom,
in white, scarlet or dark purple. Do
not use pink.



Oregon Grape (E)
Mahonia repens (1') - or -
Mahonia aquifolium 'compacta' (3')



Otto Luyken Laurel (E)
Prunus laurocerasus 'Otto Luyken'
4x4



Lance Leaf Coreopsis

Coreopsis lanceolata

Will take some shade.

SUN



Climbing Hydrangea
Hydrangea anomala ssp. petiolaris
slow growing, up to 50', will tolerate
some shade



5-Leaf Akebia
Akebia quinata 4' to 6'



Wisteria *Wisteria floribunda*
slow growing - 30'
spring bloom



Golden Hop Vine
Humulus lupulus
Fast growing - 12' to 20'



Appendix

WSDOT Paint Specifications

WSDOT Permeon Specifications

FHWA Concurrence Letter (Traffic Barriers)

Useful References

WSDOT Roadside Manual

<http://www.wsdot.wa.gov/Publications/Manuals/M25-30.htm>

WSDOT Qualified Materials List. Geotextile - Permanent Erosion Control. Choose “moderate survivability” as a weed barrier.

http://www.wsdot.wa.gov/biz/mats/QPL/QPL_Search.cfm