



# I-90 Maple to Jefferson, Conceptual Master Plan

*Preliminary Draft for Discussion Purposes*





# Project Overview

### Project Background

Mayor Condon has made it a priority to improve the city's gateways and areas adjacent to and under I-90. To this end, the city has been seeking out partnerships with local agencies to make improvements for their users, local residents, and visitors.

The City of Spokane has already taken some initial actions to improve the corridor in a piecemeal fashion. These projects include:

- Division Street Gateway
- Monroe Street On-Ramp Stormwater Basin
- Lincoln Street Gateway
- Strategic Basalt Rock Placement - At the Maple Street and Jefferson Street
- Strategic Basalt Rock Placement – Both north and south of I-90 between Wall Street and McClellan Street
- Pillar painting under I-90 and mural painting under the railroad viaducts
- Geiger Corrections Center Cleanup Crews - An average 800 pounds of trash removed every day, six days a week

### I-90 Architectural Master Plan

These improvements have been a great success but staff believes that the City can enact change more efficiently by implementing a master plan for improvements along the corridor. A high level planning document has already been created, the I-90 Architectural Master Plan 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.

### Project Purpose

To determine a recommended approach for improving the city's appearance as viewed by motorists entering or exiting from I-90 at Maple-Walnut Streets and on the westbound off-ramp at Jefferson. Improve local pedestrian safety and comfort while discouraging loitering and panhandling. Establish a design theme that helps communicate Spokane's unique and valued local character. There may be opportunities to treat some stormwater from I-90 in specific locations; this could allow the project to qualify for grant funding. The Master Plan will guide future design and project implementation.

### Phasing

**Phase I:** Finalize Master Plan. The "Preliminary Conceptual Master Plan for Discussion Purposes" is presented herein. Using this plan as a starting point, develop a "Final Master Plan & Scope" using a participatory Master Planning process. This master planning process would also result in 30% design of the overall project and a preliminary cost estimate for future improvements. This will set the stage for Phase II.

**Phase II:** Shovel ready design plan(s) including bid documents and bid support.

### Corridor Themes

As part of the larger vision for the I-90 Corridor, staff proposes that each of the three I-90 gateways on the west end of downtown have a natural theme, building on those used during Spokane's World Fair - Expo 74' and Spokane's newest motto "Creative by Nature."

The Expo was the first World Fair to have an environmental theme. The logo for the fair utilized a Mobius strip with three colors each representing an aspect of nature with green representing the earth, blue representing water, and white representing the air.

The Division Street gateway [A] has a water and fish theme already. Staff suggests that the Jefferson Street gateway [B] be developed with an air and bird theme and the Maple / Walnut Street couplet [C] be developed with an earth and native flora and land animal theme. Each gateway would be unique, but tied to a cohesive vision, environmental themes, and material palette building on the I-90 Architectural Master Plan design guidance.

The recently completed Lincoln Street gateway reflects the role of brewing in Spokane's history and features a large circular black drum of a beer-brewing tank, reimagined as urban art by a local artist.

Other potential themes could include the role of the Expo 74', the railroad, logging, or other early industries in Spokane's development.



▲ Division Street Gateway



▲ Lincoln Street Gateway

Expo 74' Logo



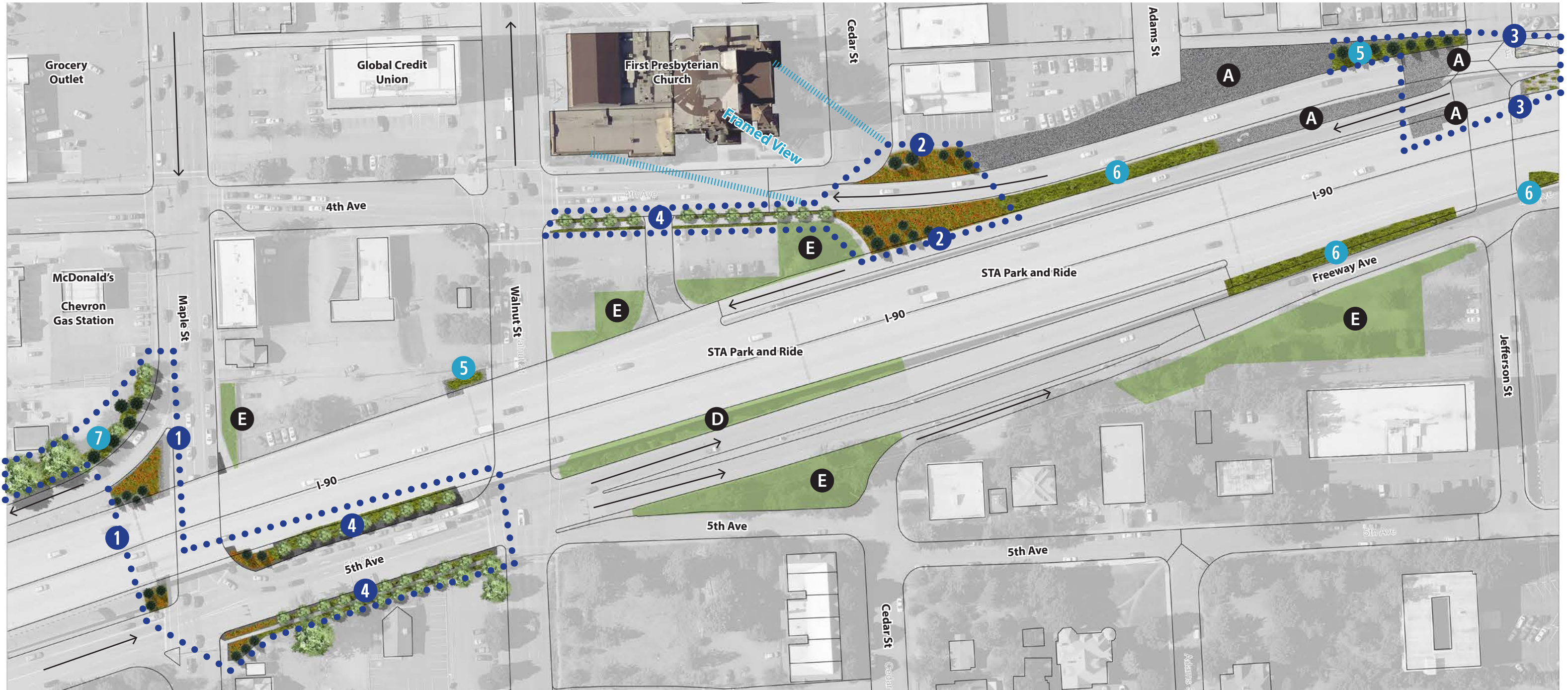
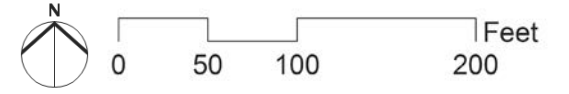
A



B



C



### Design Priority Areas

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

### Planting and Irrigation Plans

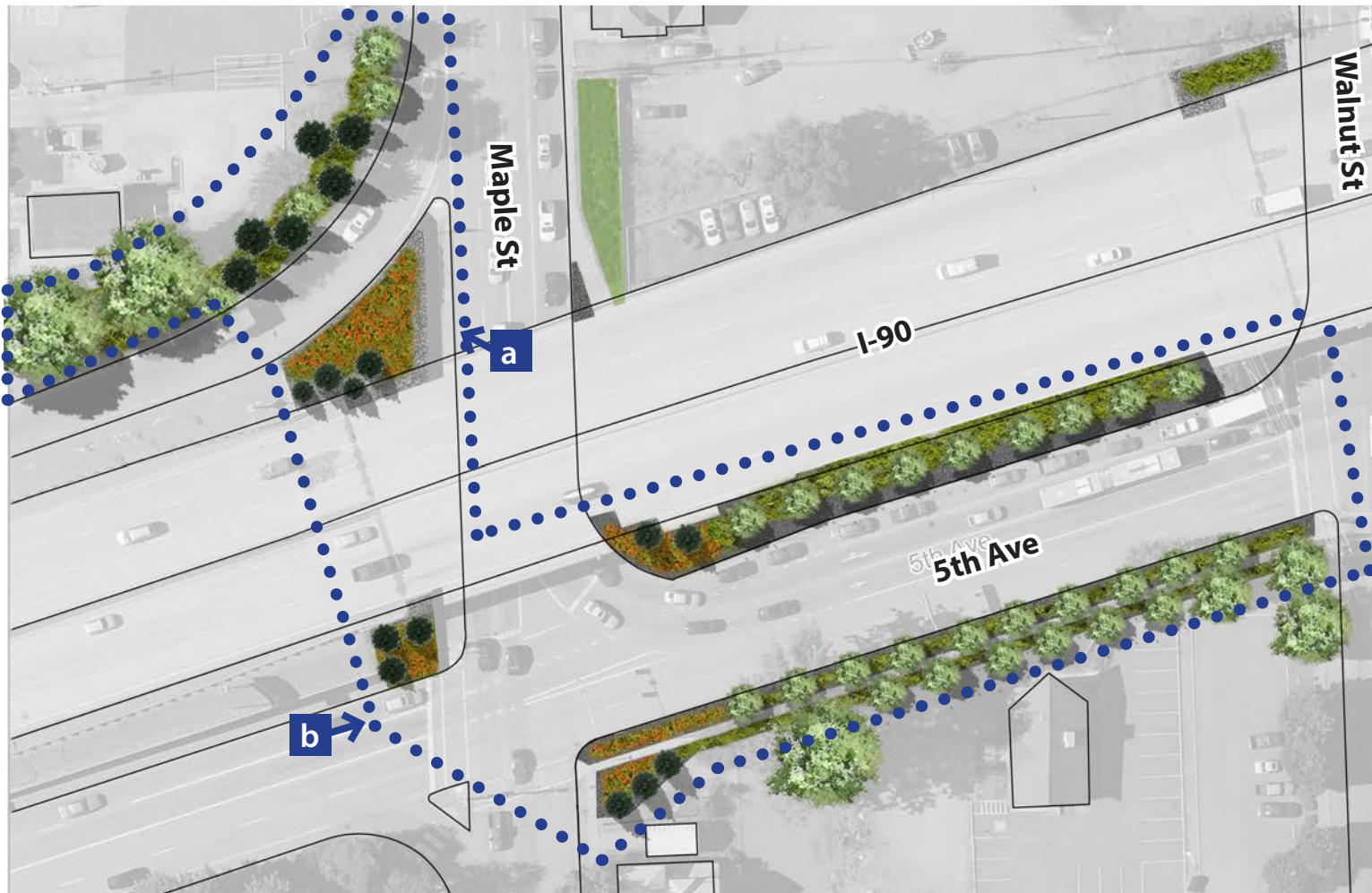
- 5 Restore Screening Vegetation/Basalt Chip
- 6 Augment Existing Backdrop Plantings / Basalt Chip
- 7 Augment Screening Vegetation / Basalt Chip

### Maintenance Areas

No immediate action beyond plant maintenance, weeding, trash removal, and mulching. See Maintenance Maps and Mulch Details on pages 8 and 9 for guidance on mulch application.

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

# 1 Maple Street Gateway



**a** Maple Street Gateway Rendering - View Northwest Towards I-90 On-Ramp



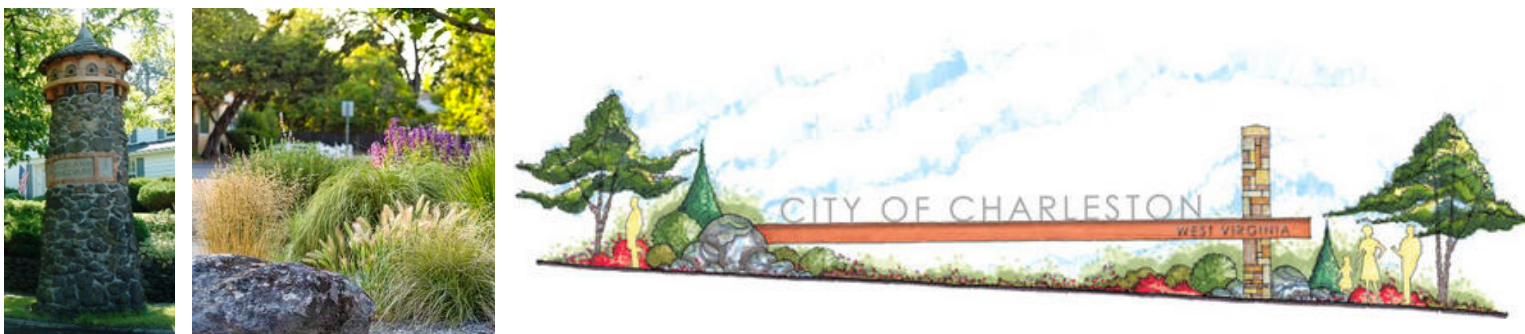
**b** Maple Street Gateway Rendering - View East Down 5th Avenue

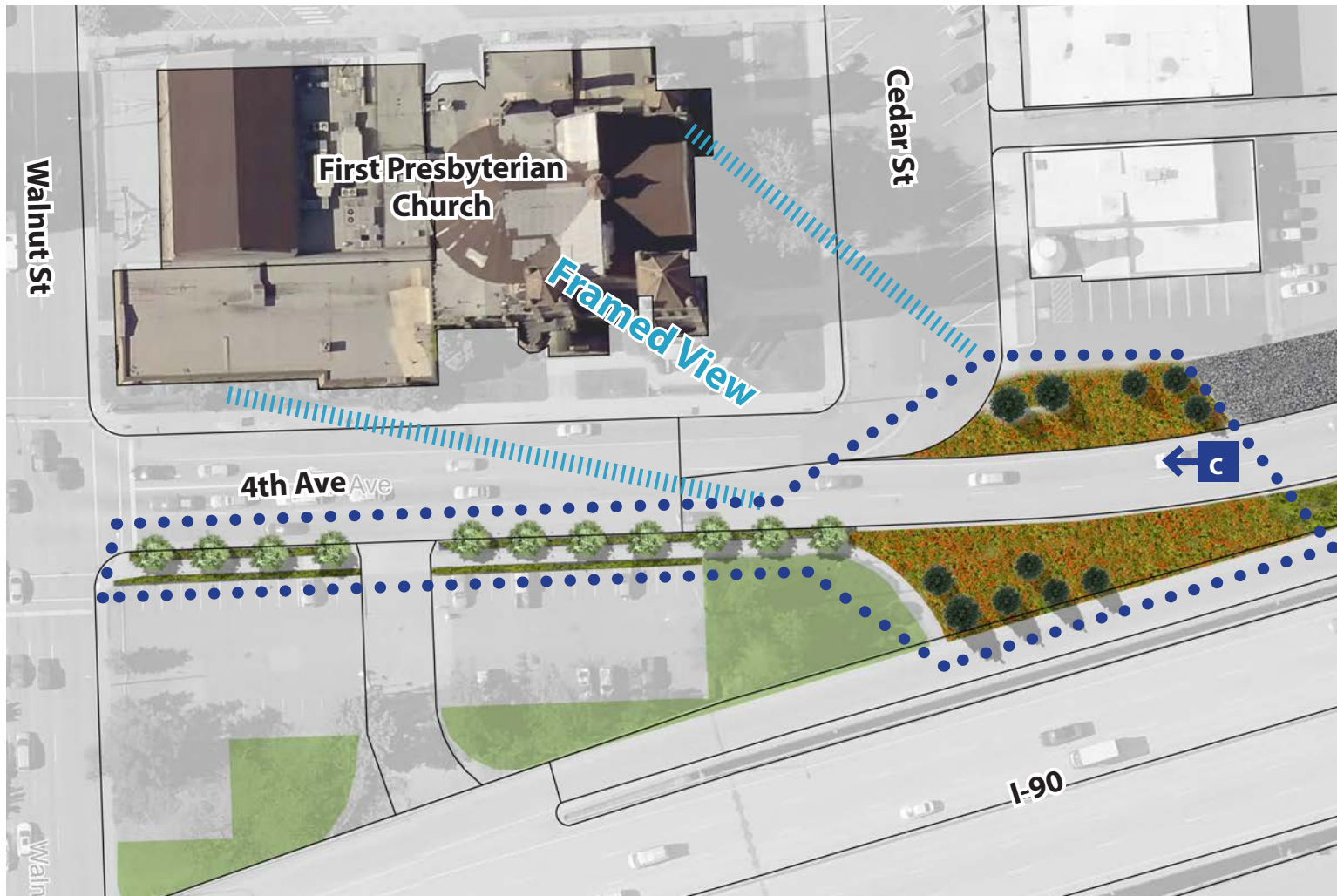


**Recommendation:** A design plan is recommended to create a cohesive environment on both sides of the viaduct and along 5th Ave that addresses pedestrian safety, discourages loitering, and leaves a lasting and positive impression on visitors as they enter or leave Spokane. Basalt cobble has already been placed surrounding the existing juniper plantings to the north and south of I-90.

**Character:** An earth and native land animal theme is recommended as a potential theme, and accent features might include boulevard trees, basalt walls or monuments with accent plantings throughout. A design competition for proposed accents or art in this area might be considered.

**Character Images:**

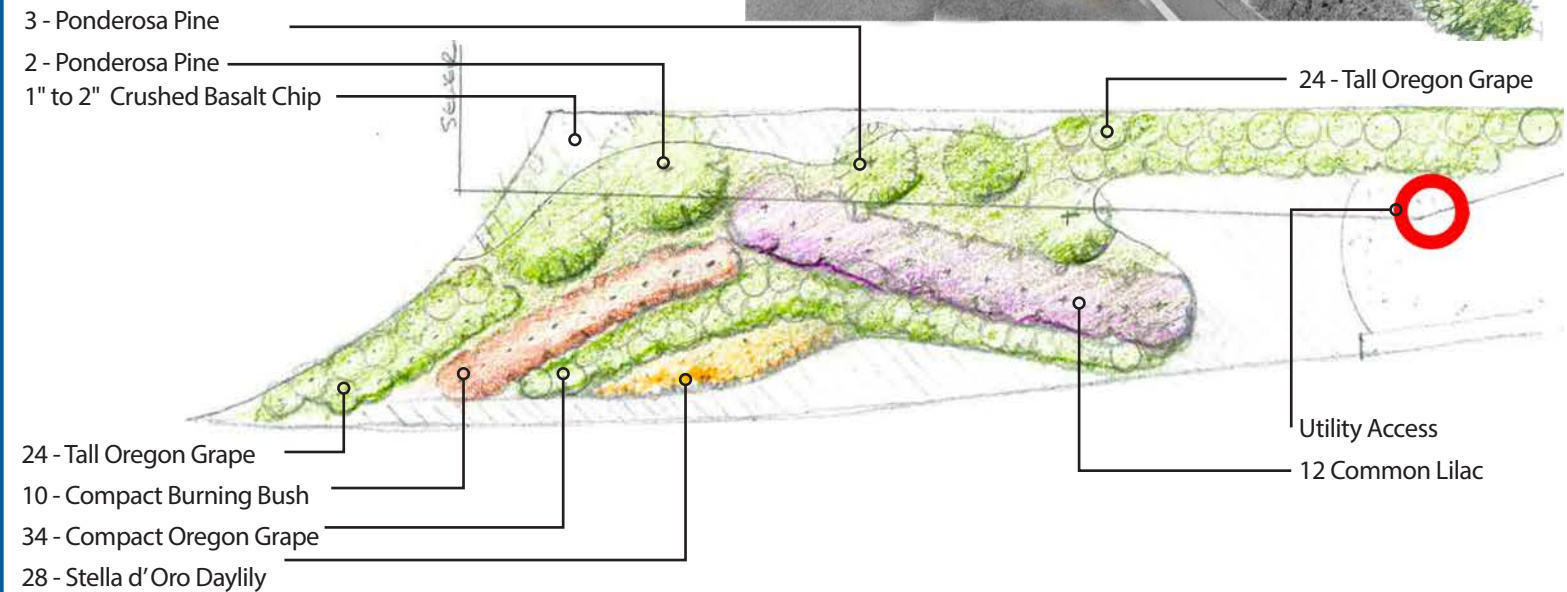




**Recommendation:** A planting plan is recommended.

**Character:** This area is an opportunity to create a sense of arrival that utilizes an existing architectural feature, the First Presbyterian Church. Native landscape plantings that frame the cathedral are recommended on both sides of the exit-ramp. Installing art or accents would not be recommended here as they would detract from views of the church. The right side of the page displays a draft planting study for the north side of the off-ramp.

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



#### Character Images:



Tall Oregon Grape  
*Mahonia aquifolium*



Compact Burning Bush  
*Euonymus alata*  
'Compacta'



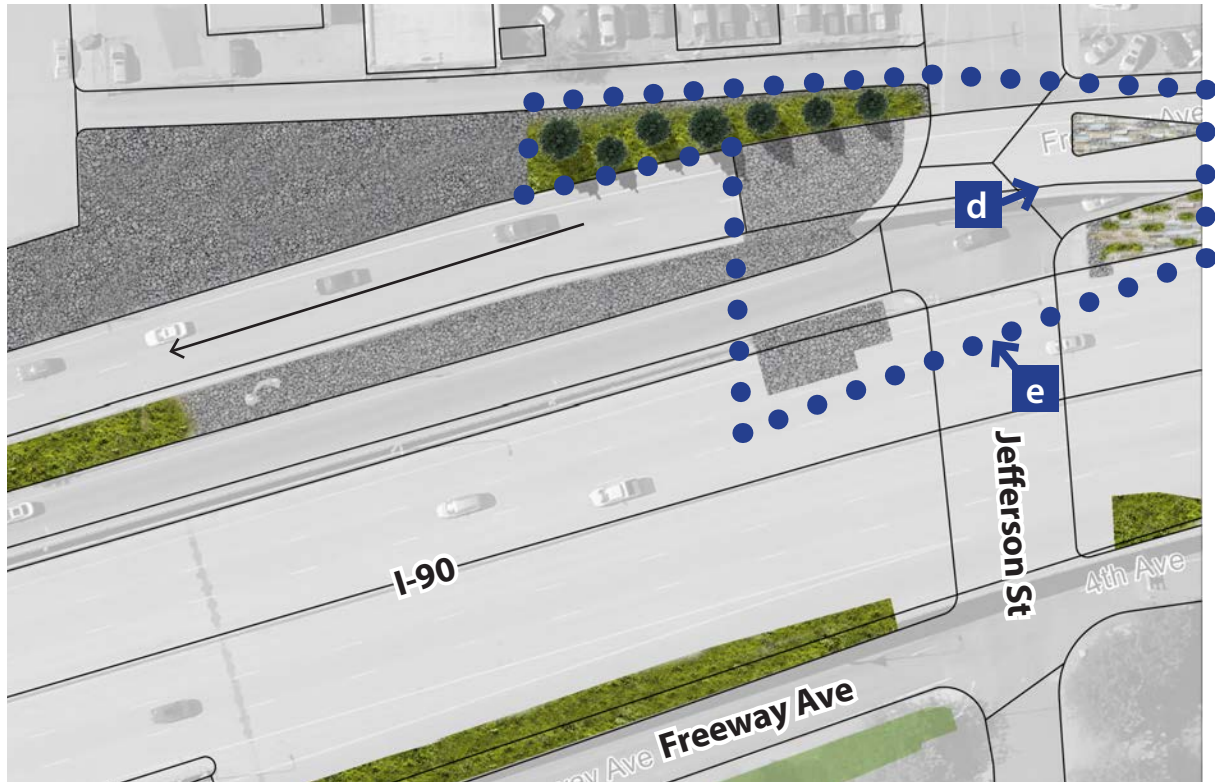
Stella d' Oro Daylily  
*Hemerocallis*



Common Lilac  
*Syringa vulgaris*



Ponderosa Pine  
*Pinus ponderosa*



**Recommendation:** A design plan is recommended for the asphalt median and lawn area. Basalt cobble has already been placed to the west of Jefferson St. and in the and in the southern landscape bed conceptualized to receive reclaimed concrete in image "d".

**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. Murals drawing on the air and birds themes are recommended for the large abutment walls.

**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



### 4 Streetscape Improvements

**Recommendation:** A design plan for street trees, street lights, and separated sidewalks is 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.

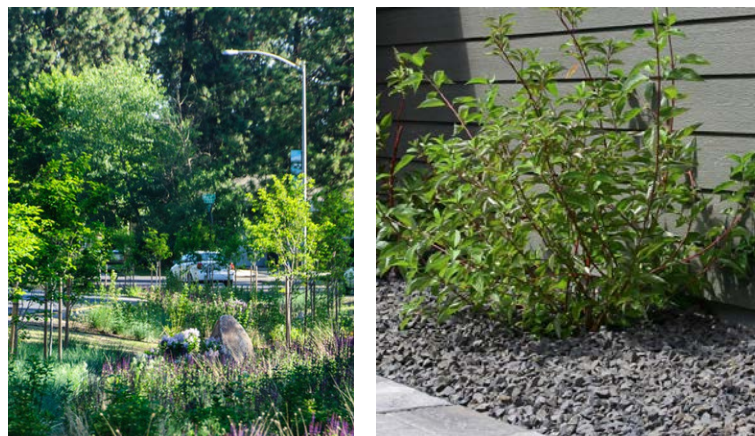
**Character:** The design intent would be a low maintenance landscape comprised of native dry-land grasses, shrubs, and trees to screen views between the highway off-ramp and adjacent uses. See the I-90 Kit of Parts for plant suggestions. Place basalt chip along adjacent roadways and alleys.



### 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

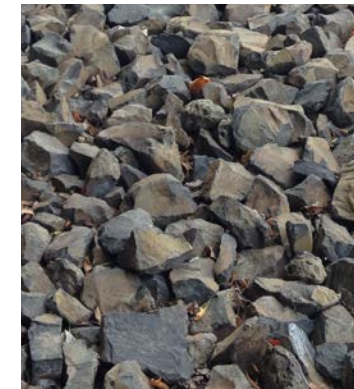
**Recommendation:** A planting plan is recommended to augment existing plantings and add irrigation as necessary.

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



#### A Basalt Cobble (Existing)

**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 9.



#### D Planted (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 is proposed at this time. See mulch detail D1 or D2 - Plants (Existing), add Basalt Chip on page 9.



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

**Recommendation:** Add compost as necessary to improve existing plant health and appearance. No additional plantings or irrigation is proposed at this time. See mulch detail E - Heavily Planted (Existing) on page 9.



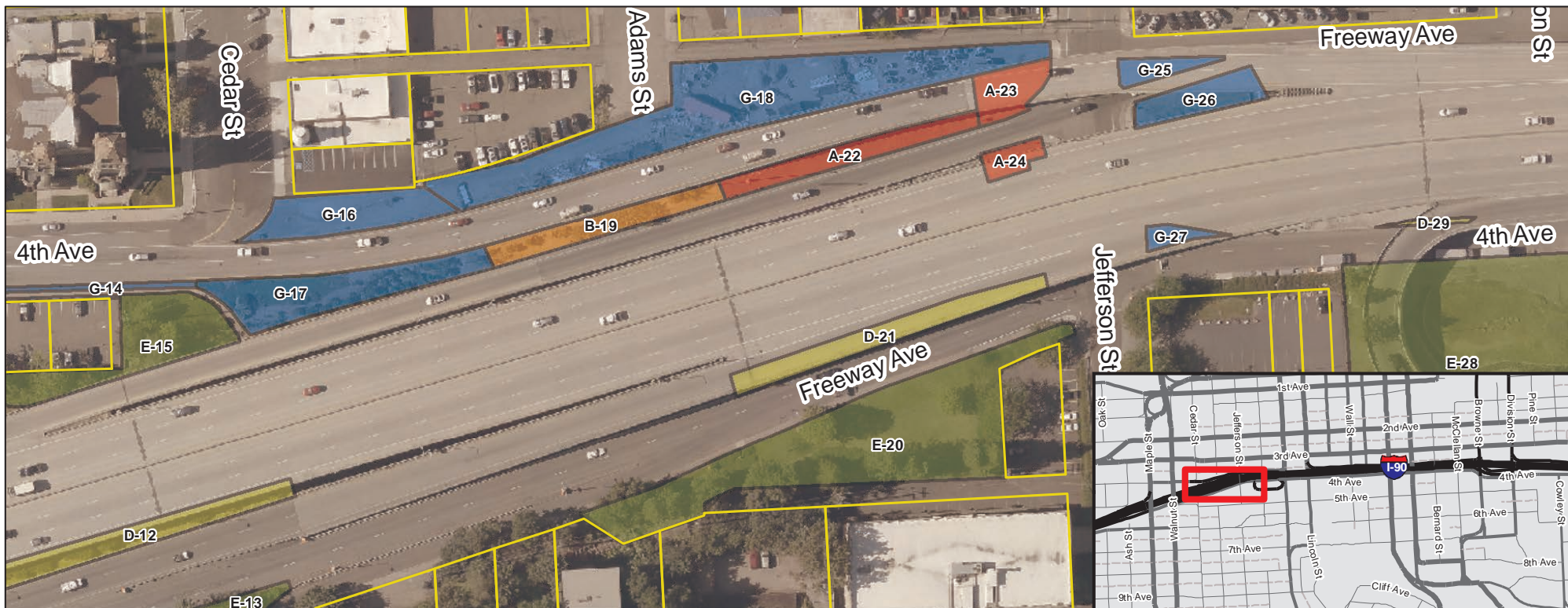
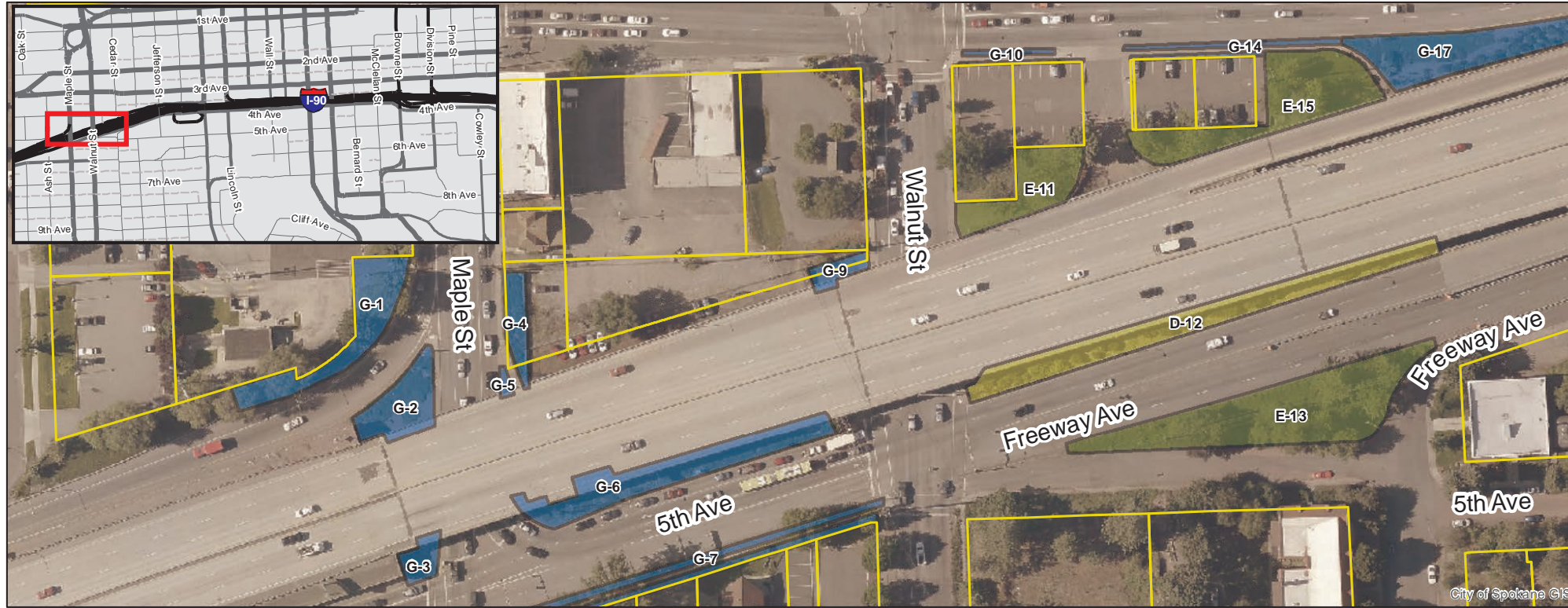


# I-90 Landscape Maintenance Map

Maple Street to Madison Street

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

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### Legend

Parcel

### I-90 LANDSCAPE AREAS

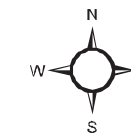
MAINTENANCE AREA TYPE

### LANDSCAPE KEY

- 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 9 for guidance on mulch application.

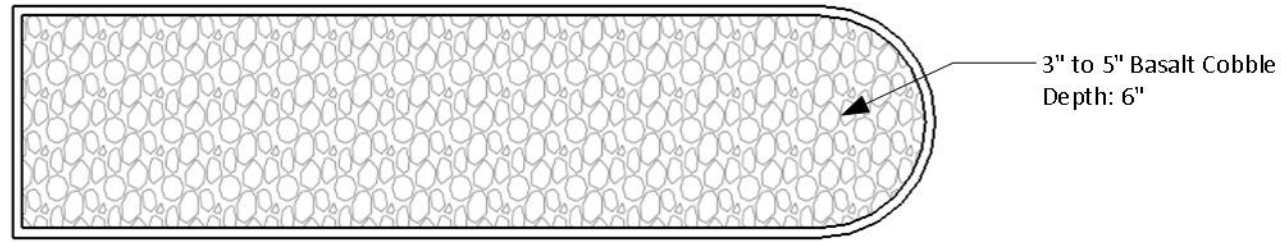


**THIS IS NOT A LEGAL DOCUMENT:**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

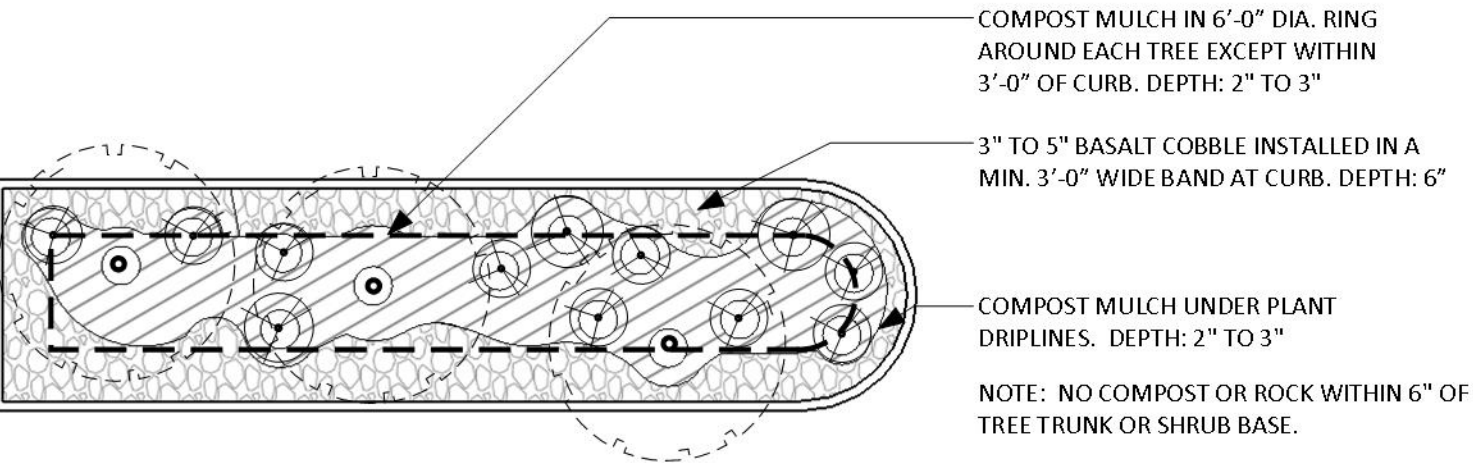
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**Note:** Existing healthy trees and plants are currently providing benefits at relatively little cost. Except as directed, existing trees and plants should be retained and pruned as necessary to improve health and appearance, and compost added over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

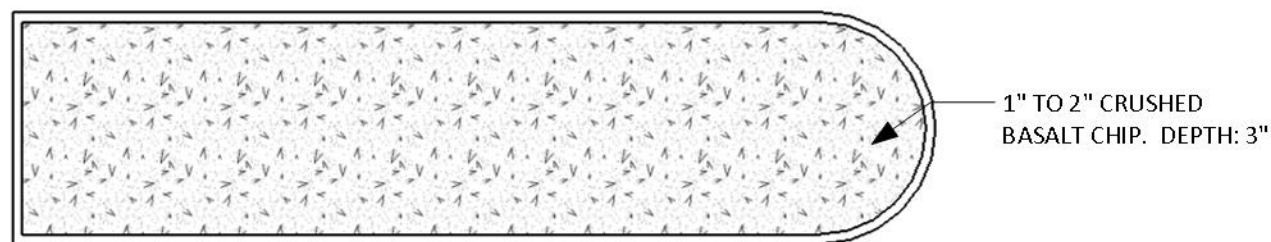




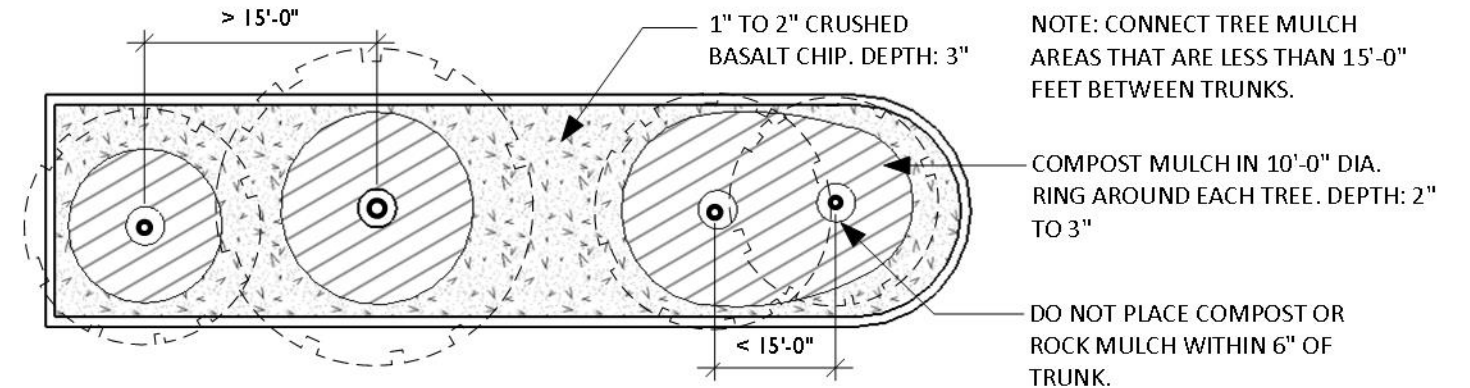
A BASALT COBBLE



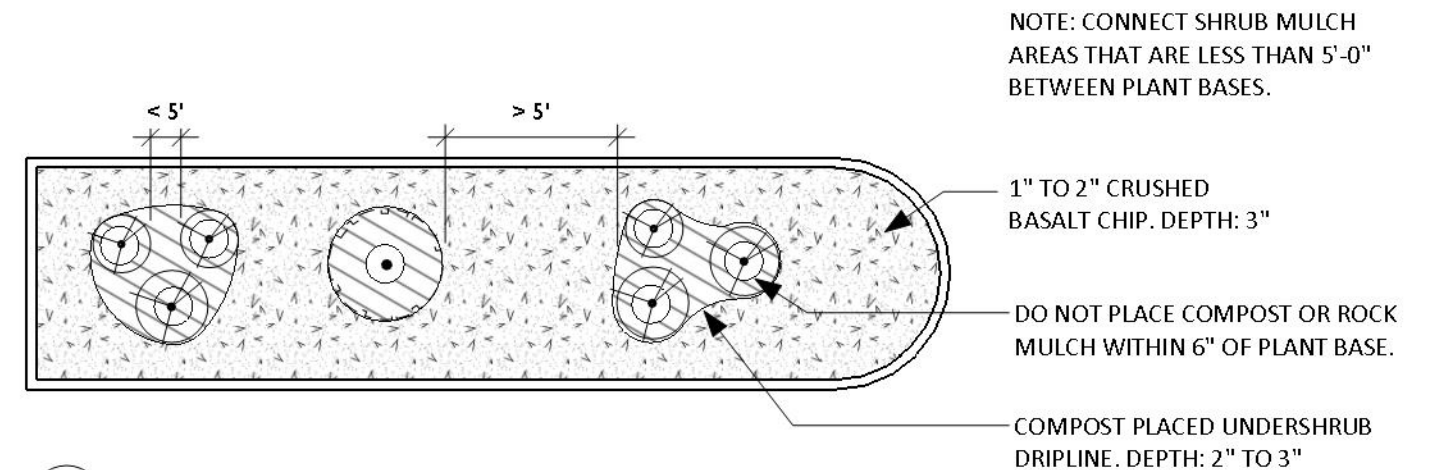
B PLANTS (EXISTING), ADD BASALT COBBLE



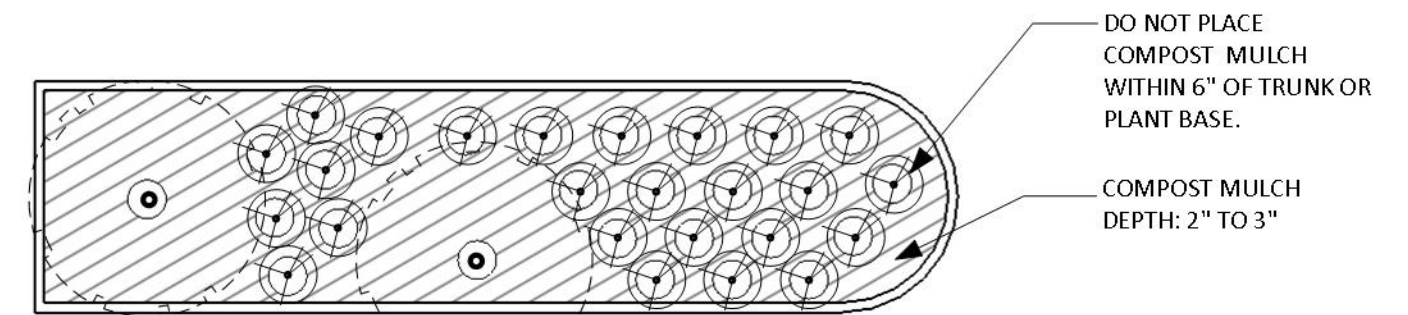
C BASALT CHIP



D1 PLANTS (EXISTING TREES), ADD BASALT CHIP



D2 PLANTS (EXISTING SHRUBS), ADD BASALT CHIP



E HEAVILY PLANTED (EXISTING), ADD COMPOST