NORTH SPOKANE CORRIDOR
DESIGN ADVISORY GROUP WORKBOOK

Appendix

- Meeting 3: Evening Workshops Design Team Notes
- Meeting 4: Evening Workshops Design Team Notes
- Current North Spokane Corridor Aesthetics
- Authors

North Spokane Corridor

Bemiss, Hillyard, Minnehaha, Chief Garry & East Central Neighborhoods

Design Team Notes

Date: May 7 & 8, 2014

Meeting 3: Evening Workshops

Notes are nominally from the north and proceeding south. Submitted in bullets and prior to evaluation or ranking.

- Consider WSU student work and opportunities for integration.
- Integrate the Hillyard communities mural concepts to the extent possible in the '*mural wall*'. Note that the neighborhood adopted the designs over time through it's own public process.
- Various '*mural wall*' configurations explored. Integration of '*mural wall*' and ramp will be investigated.
- Curtain wall basic form and bridge barrier horizontal bands adopted by consensus. The form will be altered with details and finishes customized by locale.
- Additional northern ramp for Rowan pedestrian bridge proposed for youth access from adjacent swimming pool. Explore small meeting place 'belvedere' at intersection of ramps and bridge so as to integrate natural surveillance aspects.
- Retaining wall locations and height mapped and studied with respect to views to neighborhoods.
- Curved abutment faces proposed for selected bridges north of the river, such as Euclid Avenue. Consider creating visual interest and continuity with sloped or angled abutment faces. These designs, popular in prior eras, now have a 'retro' look that could be viewed as modern.
- Further study of 'window' opening of Euclid Avenue is required per workbook page 35. There is a balance between abutment wall size with respect to aesthetic opportunities and graffiti risk. Additionally traffic calming and the sense of pedestrian safety is affected by the opening size. Geometry decisions will inform other neighborhood crossings such as Wellesley Avenue.
- Ponderosa pine trees and lilac shrubs proposed. The ponderosa is regionally significant and recently adopted as the official city tree.
- Native grasses and basalt rock landscaping are acceptable in many locations.
- Avoid placing basalt rock work adjacent to concrete form-liners using basalt.

Washington State Department of Transportation

3rd Meeting

Paul Kinderman AIA Sandy Salisbury RLA 5 2014 Washington State Department of Transportation Eastern Region Darrell McCallum Project Engineer

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- Consider transparent noise walls or portions thereof in appropriate locations.
- Pedestrian bridges should stand out in the landscape differently than roadway bridges to assure way-finding for youth and the elderly. The pedestrian bridges need not be identical to one another.
- The Wellesley roadway ramp bridges should have same superstructure type. Consider horizontally curved prestressed girders for southern of the two bridges.
- Recall local history of the presence of wild horses when contemplating naturalistic themes adjacent to Minnehaha.
- The Chief Garry mural on Skyway noise-walls recommended. Consider historic timeline theme.
- Look for ways to integrate SCC sasquatch mascot. Stylized integration in column form has opportunities similar to Francis Avenue bridge.
- Consider skyway bridge aesthetics within the context of individual physical settings as well as a unified whole.
- Consider the pedestrian/ bicycle route integration into the skyway structure.
- Look for areas in the Chief Garry neighborhood where views on East-West streets and alleyways highlight columns. The visual quality of the columns and superstructure should be high quality to optimize these views.
- The basalt concrete finish used for walls and in the horizontal bands of bridge barriers may have use in southern parts of the corridor. It's a good look and may be applicable in certain locations.
- Provide opportunities for local art at selected locations. Wall surfaces and forms such as used on the Francis Avenue bridge serve as models for activating pedestrian spaces through neighborhood art programs.

North Spokane Corridor

Bemiss, Hillyard, Minnehaha, Chief Garry & East Central Neighborhoods

Design Team Notes

Date: October 2 & 3, 2014

Meeting 4: Evening Workshops

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GARLAND LOCALE RECOMMENDATIONS.

- Consider a landform in lieu of retaining walls at the northwest corner of Wildhorse Park. This is where the pedestrian bridge 'touches down' on the east side. The landforms can serve as additional viewing areas for natural surveillance. And they provide higher visual quality than concrete walls only.
- The trail should accommodate neighborhood electric vehicles (NEV)/golf carts.
- Integrate pathway lighting at the trail and the stairway.
- The city's Wayfinding Committee is considering art deco designs, among other styles. This may integrate well with current NSC concepts.
- Consider vandalism potential and how to mitigate that.
- Consider impacts of the pedestrian crossing to the bus stop at Garland and Haven. Contacts provided by Terrell Black are Karl Otterstrom Transit Planner with STA and Dave Bentz representative to the Minnehaha neighborhood.

CORRIDOR RECOMMENDATIONS.

- The overall 'corridor recommendations' of previous workshops received broad consensus.
- Integrate the forthcoming City of Spokane Wayfinding Committee design themes. The findings will be out in approximately six months.
- Consider temporary watering for plantings.
- Reference the Chambers Bay Pedestrian Bridge in University Place Washington for an excellent example of belvedere design.
- The Skyway bridge can integrate artwork cast into the concrete barrier. This will be visible to the neighborhood. It can feature an historic theme mural and be produced in collaboration with SCC college students. Reference the I5 4th Avenue bridge project in Mt. Vernon for similar student participation.
- Remove 'Chief Garry' from the Skyway name since it result in confusion over location.

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Design Team Notes

Date: October 2 & 3 , 2014

Meeting 4: Evening Workshops

CORRIDOR RECOMMENDATIONS

- Some college parking will be displaced as a result of the project. Consider how transit use will be affected, and the effect of less parking on transit (ridership).
- Integrate Low Impact Development design in the new parking lot design compatible with the Spokane Community College master plan.
- The Skyway structure color should provide contrast for any potential artwork.
- Spokane Community College representatives highly favored *Workbook* examples on page 89. Especially popular was the six sided plan view shape shown in the second row. This is a similar form to the NSC Wandermere bridge.
- Consider lighting the Skyway bridge both from below and above. In addition to minimum safety standards the lighting should be high-tech and modern. Consider lighting as a combination of wayfinding and traffic calming. Other current Washington state projects, such as the 520 floating bridge use this approach at deck level.
- At Trent, consider showing landscape renderings that depict a different character of seasonal interest (i.e. Winter season with the branches dominating the scene as opposed to trees in full leaf)
- When selecting plantings consider winter views and bark color or texture for winter interest.
- Consider innovative designs for noise walls that could break up the wind.
- The faux cable stay bridge approach to aesthetics is acceptable. The image at the lower left of page 108 is especially appealing in it's high tech imagery.

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Design Team Notes

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Meeting 4: Evening Workshops

CORRIDOR RECOMMENDATIONS.

- Integrate landscape planting with the noise wall designs to the extent feasible.
- Landon reminded us to be careful with the use of basalt concrete textures from Sprague Ave to Trent and I90. Avoid placing faux basalt finishes adjacent to real basalt.
- Consider that the "Chief Garry" reference to the Skyway be applied only to the Chief Garry neighborhood area.
- The separate structure for the 'shared-use-path' at the river crossing should facilitate more than just tying into the "Children of the Sun Trail". It can act as a destination itself as well as connecting to other regional trails, such as the East Upriver Drive Centennial trail.
- The large pedestals shown on the skyway seemed too big for the Sprague Avenue crossing. Look for more graceful less bulky designs.
- The NSC mainline on/off ramps for the Trent interchange are right over the Freya St. Bridge. This would lend itself to longer spans with irregular substructure geometric locations of structural elements. Investigate superstructure types, such as steel, that complement the constraints. Structure types suggested include but not limited to: weathering steel plates or boxes, PT Concrete box and segmental boxes.
- Consideration should be given to separating each direction of the mainline as well as careful location of the ramp merges. In this scenario the footprint remains the same, and only the vertical location is changed.
- Note that the Sprague Avenue & International District locale will become known as the East University District. There should be strong visual ties between the University District and the East University District.
- For the future Sprague Ave & I90 Landscape Concept: "Fix what was once lost". At the end of the corridor there are remnants of Olmstead Park Elements that were impacted from previous projects. We should make it look like a 'cared for' area and try to tie into what was once there. (Hamilton Street, Liberty Park, 3rd and Arthur St).

Bemiss, Hillyard, Minnehaha, Chief Garry & East Central Neighborhoods

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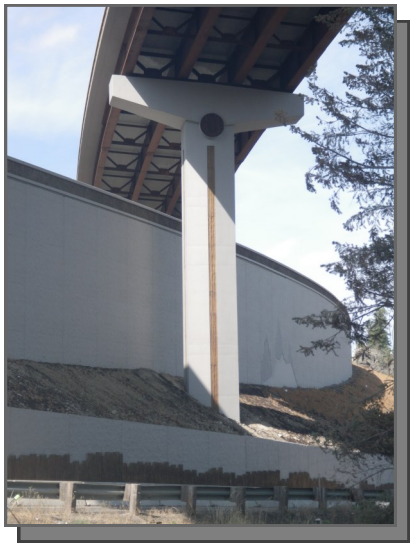

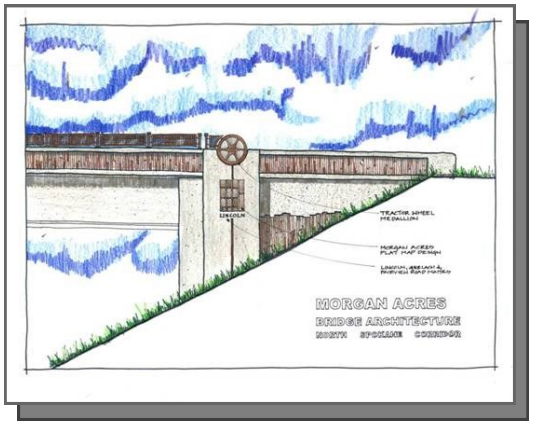

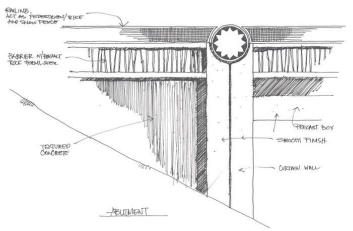

Current North Spokane Corridor Bridges

Bemiss, Hillyard, Minnehaha, Chief Garry & East Central Neighborhoods

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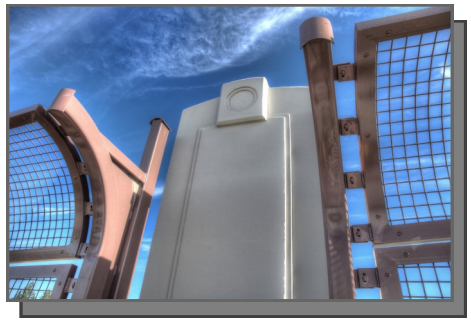

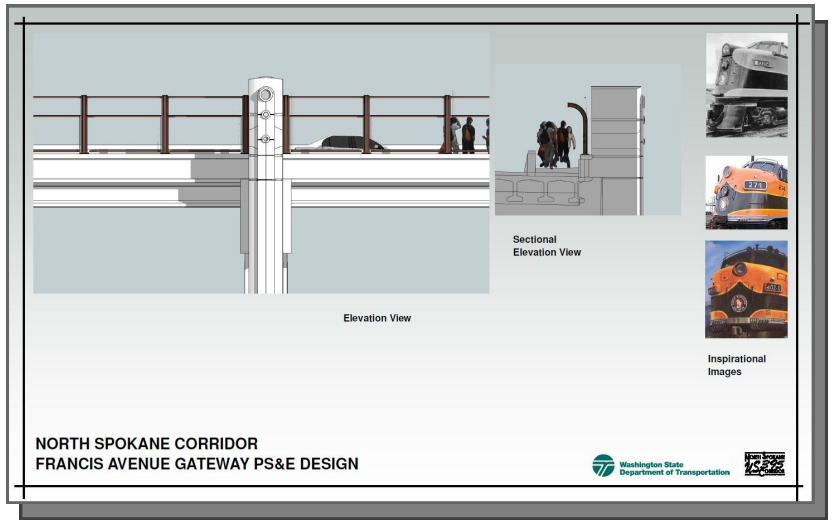

Current North Spokane Corridor Bridges

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